

SE-4

AL GA

07 AUG 25 to 02 OCT 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

Southeast (SE) Vol 4 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

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

[http://www.faa.gov/air\\_traffic/flight\\_info/aeronav/safety\\_alerts/](http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/)

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



TERMINAL PROCEDURES TABLE OF CONTENTS

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

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

FAA, Aeronautical Information Services  
 1305 East-West Highway  
 SSMC 4, Room 4531  
 Silver Spring, MD 20910-3281  
 Telephone: 1-800-638-8972  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

FOR PROCUREMENT:

For digital products, visit our website at: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

For a list of approved FAA Print Providers, visit our website at:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/print\\_providers/](https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/)

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

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



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

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

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

(1) ILS, PAR, LPV, GLS minima

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

(2) ILS, LPV, GLS with visibility minima of RVR 1800<sup>†</sup>/2000\*/2200\*

| Inoperative Component or Visual Aid | Increase Visibility                      |
|-------------------------------------|--|
| ALSF 1 & 2, MALSR, SSALR            | To RVR 4000 <sup>†</sup><br>To RVR 4500* |
| TDZL or RCLS                        | To RVR 2400#                             |
| RVR                                 | To ½ mile                                |

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

DA  
Visibility  
(RVR 100's of feet)

Aircraft Approach Category  
HAT

DA  
Straight-in ILS  
to Runway 27

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

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

MDA HAA

Visibility in Statute Miles

All weather  
minimums in  
parentheses not  
applicable to Civil  
Pilots.  
Military Pilots  
refer to appro-  
priate regulations.

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA  
Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE  
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

TERMS/LANDING MINIMA DATA 25163

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Radar Minima:

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

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

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

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

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

TERMS/LANDING MINIMA DATA 25163

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

GENERAL INFORMATION

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

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

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box

Equipment Requirements Box

Standard Procedure Notes Box

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

DME required for LOC only.

▼

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box



Equipment Requirements Box


RNAV 1 - DME/DME/IRU or GPS


RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

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

FUNCTION

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

# ABBREVIATIONS 25107

|                |   |              |  |
|----------------|---|--------------|--|
| AAF.....       | Army Air Field  | D-ATIS.....  | Digital-Automatic Terminal Information Service |
| AAUP.....      | Attention All Users Page                              | DA.....      | Decision Altitude                              |
| ADF.....       | Automatic Direction Finder                            | DEP.....     | Departure                                      |
| ADIZ.....      | Air Defense Identification Zone                       | DEP CON..... | Departure Control                              |
| AFAUX.....     | Air Force Auxiliary                                   | DER.....     | Departure End of Runway                        |
| AFB.....       | Air Force Base  | DH.....      | Decision Height                                |
| AFRC.....      | Armed Forces Reserve Center/Air Force Reserve Command | DME.....     | Distance Measuring Equipment                   |
| AGL.....       | Above Ground Level                                    | DP.....      | Departure Procedure                            |
| AFHP.....      | Air Force 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

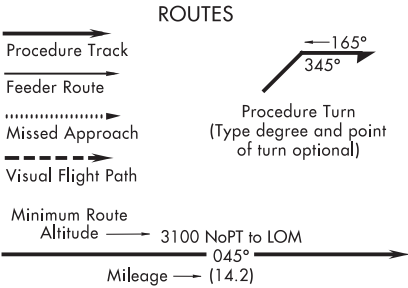
|             |  |
|-------------|--|
| USCG.....   | United States Coast Guard  |
| USMC.....   | United States Marine Corps   |
| USN.....    | United States Navy   |
| USSF.....   | United States Space Force  |
| VASI.....   | Visual Approach Slope Indicator                                    |
| 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   |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



PLANVIEW SYMBOLS



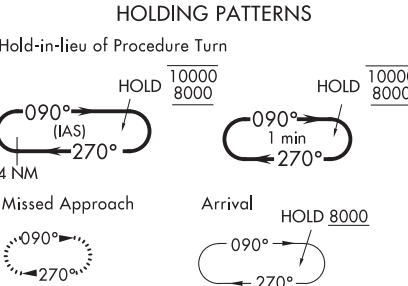
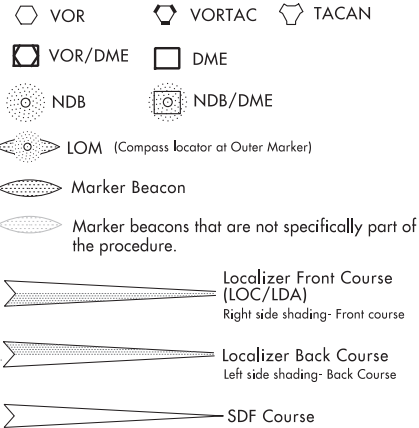
**ALTITUDES**

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

**INDICATED AIRSPEED**

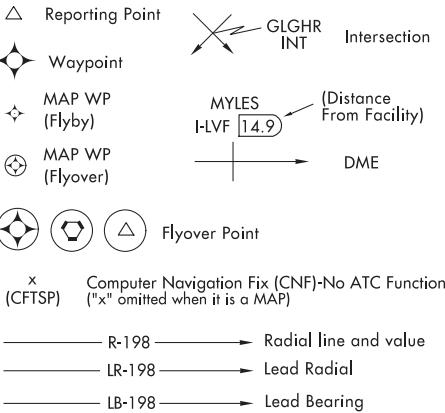
|                       |                     |                     |                         |
|-----------------------|---------------------|---------------------|-------------------------|
| <u>175K</u>           | <u>120K</u>         | <u>250K</u>         | 180K                    |
| Mandatory<br>Airspeed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

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

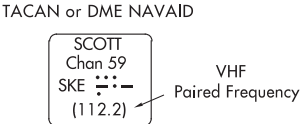
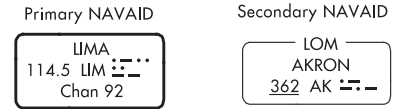


Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.  
DME fixes may be shown.

**FIXES/ATC REPORTING REQUIREMENTS**



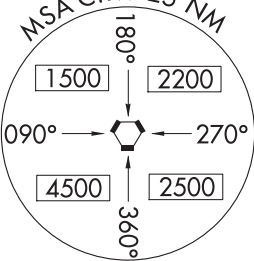
LOC/LDA/SDF Transmitter LOC/DME  
(shown when installation is offset from its normal position off the end of the runway.)



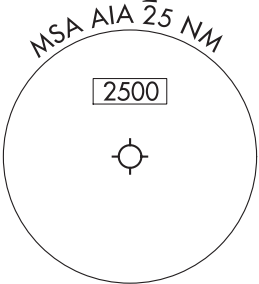
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

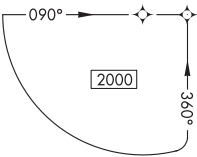
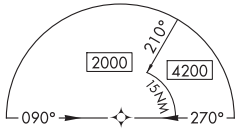


Airport Identifier

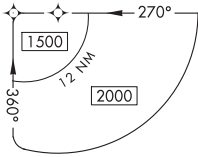


(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



Right Base Area

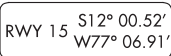


Left Base Area

MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-Restricted  
P-Prohibited  
MOA-Military Operations Area

W-Warning  
A-Alert



Distance not to scale



International Boundary



Air Defense Identification Zone

AIRPORTS



Civil



Primary and Secondary (named in planview)



Seaplane Base



Joint (Civil-Military)

OBSTACLES

• Spot Elevation



Highest Obstacle

• Highest Spot Elevation



Group of Obstacles



Doubtful accuracy

## LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PROFILE VIEW

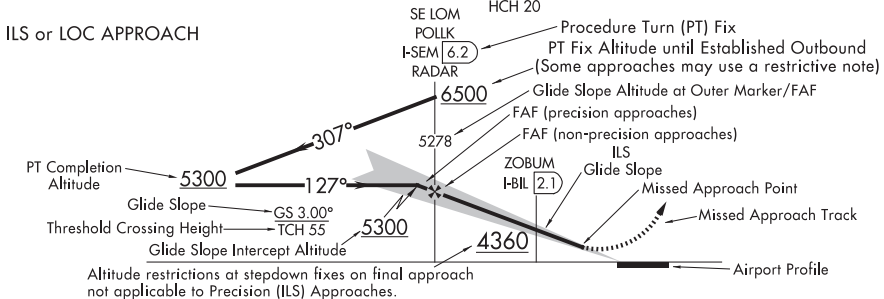
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

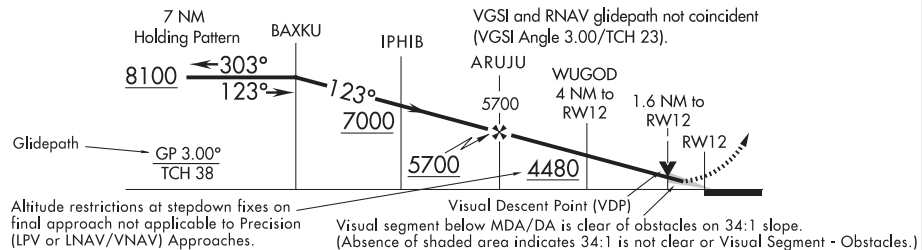
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle 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

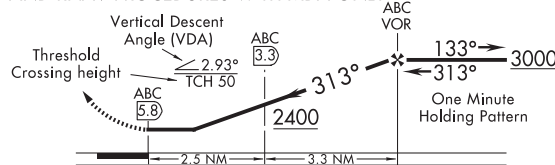
## ILS or LOC APPROACH



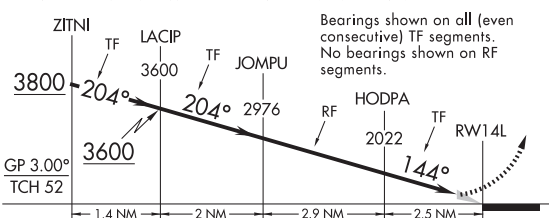
## RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



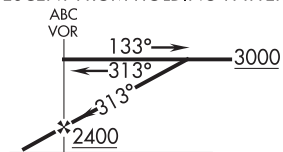
## NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



## 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

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

## LEGEND 24361

# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

### Compulsory:



### Non-Compulsory:

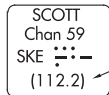


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

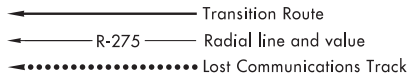


VHF Paired Frequency

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

## ROUTES

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



V12 J80 Airway/Jet Route Identification



Holding pattern with maximum restricted 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)



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

(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 23334

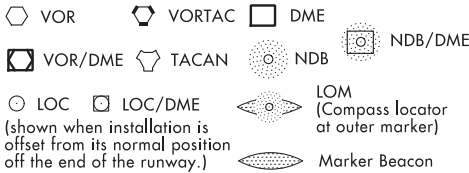
## DEPARTURE PROCEDURE (DP) CHARTS

## RADIO AIDS TO NAVIGATION

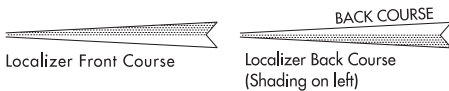
Compulsory:



Non-Compulsory:



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

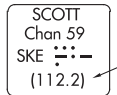


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

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

## FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

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

Waypoint (Compulsory) Waypoint (Non-Compulsory)

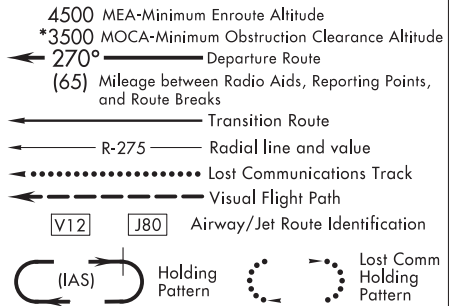
Flyover Point

Computer Navigation Fix (CNF) - No ATC Function

## MISCELLANEOUS



## ROUTES



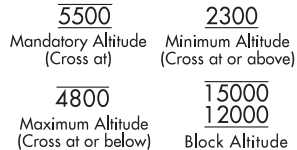
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

## SPECIAL USE AIRSPACE



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

## ALTITUDES



TOP ALTITUDE: 5000

Top altitude restriction

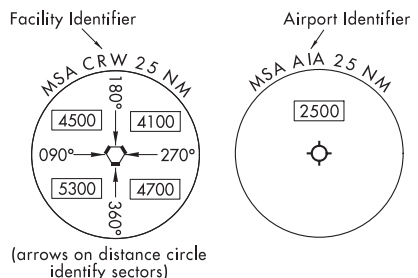
## INDICATED AIRSPEED



## AIRPORTS



## MINIMUM SAFE ALTITUDE (MSA)



## LEGEND 23334

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....

Hot Spot.....

Runway Holding Position Markings.....

Buildings.....

Self-Serve Fuel ##.....

Tanks.....

Obstructions.....

Airport Beacon #.....

Runway Radar Reflectors.....

Bridges.....

Control Tower #..... 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  $\geq 0.3\%$ )

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

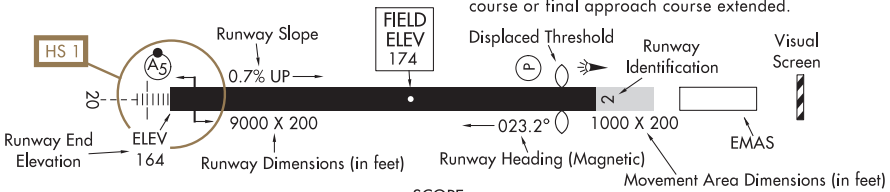
Positional accuracy within  $\pm 600$  feet unless otherwise noted on the chart.

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

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

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

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



SCOPE

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

LEGEND

SE-4, 07 AUG 2025 to 02 OCT 2025

# LEGEND 22195

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

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

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

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

Legend: □ White ■ Red

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

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

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

**VASI 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<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL | VHF<br>FREQUENCY | TACAN<br>CHANNEL | VHF<br>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

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K1

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME   | PROC                  | SECT PG | NAME | PROC | SECT PG |
|--|-----------------------|---------|------|------|---------|
| <b>ADEL, GA</b>                                    |                       |         |      |      |         |
| <b>COOK COUNTY(15J)</b>                            |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | RNAV (GPS) RWY 05     | 1       |      |      |         |
|  | RNAV (GPS) RWY 23     | 2       |      |      |         |
| <b>ALABASTER, AL</b>                               |                       |         |      |      |         |
| <b>SHELBY COUNTY(EET)</b>                          |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | RNAV (GPS) RWY 16     | 3       |      |      |         |
|  | RNAV (GPS) RWY 34     | 4       |      |      |         |
| <b>ALBANY, GA</b>                                  |                       |         |      |      |         |
| <b>SOUTHWEST GEORGIA RGNL(ABY)</b>                 |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | ILS OR LOC RWY 05     | 5       |      |      |         |
|  | RNAV (GPS) RWY 05     | 6       |      |      |         |
|  | RNAV (GPS) RWY 17     | 7       |      |      |         |
|  | RNAV (GPS) RWY 23     | 8       |      |      |         |
|  | RNAV (GPS) RWY 35     | 9       |      |      |         |
|  | VOR RWY 17            | 10      |      |      |         |
| AIRPORT DIAGRAM                                    |                       | 11      |      |      |         |
| <b>ALBERTVILLE, AL</b>                             |                       |         |      |      |         |
| <b>ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (BFZ)</b> |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | RNAV (GPS) RWY 05     | 12      |      |      |         |
|  | RNAV (GPS) RWY 23     | 13      |      |      |         |
| <b>ALEXANDER CITY, AL</b>                          |                       |         |      |      |         |
| <b>THOMAS C RUSSELL FLD(ALX)</b>                   |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | RNAV (GPS) RWY 18     | 14      |      |      |         |
|  | RNAV (GPS) RWY 36     | 15      |      |      |         |
| <b>ALICEVILLE, AL</b>                              |                       |         |      |      |         |
| <b>GEORGE DOWNER(AIV)</b>                          |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| IAPS   | RNAV (GPS) RWY 06     | 16      |      |      |         |
|  | RNAV (GPS) RWY 24     | 17      |      |      |         |
| <b>ALMA, GA</b>                                    |                       |         |      |      |         |
| <b>BACON COUNTY(AMG)</b>                           |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | RNAV (GPS) RWY 16     | 18      |      |      |         |
|  | RNAV (GPS) RWY 34     | 19      |      |      |         |
| <b>AMERICUS, GA</b>                                |                       |         |      |      |         |
| <b>JIMMY CARTER RGNL(ACJ)</b>                      |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| IAPS   | ILS OR LOC RWY 23     | 20      |      |      |         |
|  | RNAV (GPS) RWY 05     | 21      |      |      |         |
|  | RNAV (GPS) RWY 23     | 22      |      |      |         |
| <b>ANDALUSIA, AL</b>                               |                       |         |      |      |         |
| <b>SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)</b> |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | RNAV (GPS) RWY 11     | 23      |      |      |         |
|  | RNAV (GPS) RWY 29     | 24      |      |      |         |
| <b>ANNISTON, AL</b>                                |                       |         |      |      |         |
| <b>ANNISTON RGNL(ANB)</b>                          |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | ILS Y OR LOC Y RWY 05 | 25      |      |      |         |
|  | ILS Z OR LOC Z RWY 05 | 26      |      |      |         |
|  | RNAV (GPS) RWY 05     | 27      |      |      |         |
|  | RNAV (GPS) RWY 23     | 28      |      |      |         |
| <b>ASHBURN, GA</b>                                 |                       |         |      |      |         |
| <b>TURNER COUNTY(75J)</b>                          |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| IAPS   | RNAV (GPS) RWY 17     | 29      |      |      |         |
|  | RNAV (GPS) RWY 35     | 30      |      |      |         |
| <b>ATHENS, GA</b>                                  |                       |         |      |      |         |
| <b>ATHENS/BEN EPPS(AHN)</b>                        |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| IAPS   | ILS OR LOC/DME RWY 27 | 31      |      |      |         |
|  | RNAV (GPS) RWY 02     | 32      |      |      |         |
|  | RNAV (GPS) RWY 09     | 33      |      |      |         |
|  | RNAV (GPS) RWY 20     | 34      |      |      |         |
|  | RNAV (GPS) RWY 27     | 35      |      |      |         |
|  | VOR RWY 02            | 36      |      |      |         |
| AIRPORT DIAGRAM                                    |                       | 37      |      |      |         |
| <b>ATLANTA, GA</b>                                 |                       |         |      |      |         |
| <b>ATLANTA RGNL FALCON FLD(FFC)</b>                |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| STARS  | BUKHD THREE (RNAV)    | 22      |      |      |         |
|  | DEHAN THREE (RNAV)    | 26      |      |      |         |
| IAPS   | ILS OR LOC RWY 31     | 38      |      |      |         |
|  | RNAV (GPS) RWY 13     | 39      |      |      |         |
|  | RNAV (GPS) RWY 31     | 40      |      |      |         |
|  | NDB RWY 31            | 41      |      |      |         |
| <b>ATLANTA SPEEDWAY(HMP)</b>                       |                       |         |      |      |         |
| TAKEOFF MINIMUMS                                   |                       | L       |      |      |         |
| ALTERNATE MINIMUMS                                 |                       | M       |      |      |         |
| STARS  | BUKHD THREE (RNAV)    | 22      |      |      |         |
|  | DEHAN THREE (RNAV)    | 26      |      |      |         |
| IAPS   | RNAV (GPS) RWY 06     | 42      |      |      |         |
|  | RNAV (GPS) RWY 24     | 43      |      |      |         |

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K1

SE4

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

**ATLANTA, GA(CON'T)**  
**COBB COUNTY INTL/MCCOLLUM FLD(RYY)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS .....BOKRT THREE (RNAV) .....Z1  
                  BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
                  SWTEE TWO (RNAV) .....Z29  
                  WRGNZ THREE (RNAV) .....Z30  
IAPS .....ILS OR LOC RWY 27 .....44  
              RNAV (GPS) RWY 09 .....45  
              RNAV (GPS) RWY 27 .....46  
              VOR/DME RWY 09 .....47  
AIRPORT DIAGRAM .....48

**COVINGTON MUNI(CVC)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS .....BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
                  SWTEE TWO (RNAV) .....Z29  
IAPS .....RNAV (GPS) RWY 10 .....49  
              RNAV (GPS) RWY 28 .....50

**DEKALB-PEACHTREE(PDK)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
STARS .....BOKRT THREE (RNAV) .....Z1  
                  BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
                  SWTEE TWO (RNAV) .....Z29  
                  WRGNZ THREE (RNAV) .....Z30  
IAPS .....ILS OR LOC RWY 21L .....51  
              RNAV (RNP) RWY 03R .....52  
              RNAV (RNP) Z RWY 21L .....53  
              RNAV (GPS) Y RWY 21L .....54  
              RNAV (GPS)-A .....55  
AIRPORT DIAGRAM .....56

**FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS .....BOKRT THREE (RNAV) .....Z1  
                  BUKHD THREE (RNAV) .....Z2  
                  DEHAN THREE (RNAV) .....Z6  
                  SWTEE TWO (RNAV) .....Z29  
                  WRGNZ THREE (RNAV) .....Z30  
IAPS .....ILS OR LOC RWY 08 .....57  
              RNAV (RNP) Z RWY 08 .....58  
              RNAV (GPS) RWY 26 .....59  
              RNAV (GPS) Y RWY 08 .....60  
AIRPORT DIAGRAM .....61

**ATLANTA, GA(CON'T)**  
**HARTSFIELD/JACKSON ATLANTA INTL(ATL)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
LAHSO .....O  
HOT SPOT .....P  
STARS .....CHPPR ONE (RNAV) .....Z3  
                  GLAVN ONE (RNAV) .....Z8  
                  GNDLF TWO (RNAV) .....Z11  
                  HOBTT TWO (RNAV) .....Z13  
                  JJEDI THREE (RNAV) .....Z16  
                  ONDRE ONE (RNAV) .....Z18  
                  OZZZI ONE (RNAV) .....Z21  
                  SITTH TWO (RNAV) .....Z24

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME  | PROC                                 | SECT PG | NAME  | PROC                      | SECT PG |
|---|--------------------------------------|---------|---|---------------------------|---------|
| <b>ATLANTA, GA(CON'T)</b>                   |                                      |         | <b>ATLANTA, GA(CON'T)</b>                   |                           |         |
| <b>HARTSFIELD/JACKSON ATLANTA INTL(ATL)</b> |                                      |         | <b>HARTSFIELD/JACKSON ATLANTA INTL(ATL)</b> |                           |         |
| <b>(CON'T)</b>                              |                                      |         | <b>(CON'T)</b>                              |                           |         |
| IAPS .....                                  | ILS OR LOC RWY 08L .....             | 62      | DPS .....                                   | RNAV DP AAUP .....        | 115     |
|   | ILS OR LOC RWY 08R .....             | 63      |   | ATLANTA TWO .....         | 117     |
|   | ILS OR LOC RWY 09L .....             | 64      |   | BANNNG THREE (RNAV) ..... | 119     |
|   | ILS OR LOC RWY 09R .....             | 65      |   | CUTTN TWO (RNAV) .....    | 121     |
|   | ILS OR LOC RWY 10 .....              | 66      |   | GAIRY TWO (RNAV) .....    | 123     |
|   | ILS OR LOC RWY 26L .....             | 67      |   | HAALO THREE (RNAV) .....  | 125     |
|   | ILS OR LOC RWY 26R .....             | 68      |   | JACCC TWO (RNAV) .....    | 127     |
|   | ILS OR LOC RWY 27L .....             | 69      |   | KAJIN TWO (RNAV) .....    | 129     |
|   | ILS OR LOC RWY 27R .....             | 70      |   | NASSA TWO (RNAV) .....    | 131     |
|   | ILS OR LOC RWY 28 .....              | 71      |   | PADGT TWO (RNAV) .....    | 134     |
|   | ILS RWY 08L (SA CAT I) .....         | 72      |   | PENCL TWO (RNAV) .....    | 136     |
|   | ILS RWY 09R (SA CAT I) .....         | 73      |   | PHIIL THREE (RNAV) .....  | 138     |
|   | ILS RWY 10 (SA CAT I) .....          | 74      |   | PLMMR THREE (RNAV) .....  | 140     |
|   | ILS RWY 27L (SA CAT I) .....         | 75      |   | POUNC TWO (RNAV) .....    | 142     |
|   | ILS RWY 28 (SA CAT I) .....          | 76      |   | SMKEY TWO (RNAV) .....    | 144     |
|   | ILS RWY 26R (SA CAT I - II) .....    | 77      |   | SMLTZ THREE (RNAV) .....  | 146     |
|   | ILS RWY 27L (CAT II) .....           | 78      |   | VARNM TWO (RNAV) .....    | 148     |
|   | ILS RWY 28 (CAT II) .....            | 79      |   | VRSTY THREE (RNAV) .....  | 150     |
|   | ILS RWY 08L (CAT II - III) .....     | 80      |   | WIGLE THREE (RNAV) .....  | 152     |
|   | ILS RWY 09R (CAT II - III) .....     | 81      |   | ZELAN FOUR (RNAV) .....   | 154     |
|   | ILS RWY 10 (CAT II - III) .....      | 82      | <b>NEWMAN COWETA COUNTY(CCO)</b>            |                           |         |
|   | RNAV (RNP) Z RWY 08L .....           | 83      | TAKEOFF MINIMUMS .....                      |                           |         |
|   | RNAV (RNP) Z RWY 10 .....            | 84      | ALTERNATE MINIMUMS .....                    |                           |         |
|   | RNAV (RNP) Z RWY 26R .....           | 85      | STARS .....                                 |                           |         |
|   | RNAV (RNP) Z RWY 28 .....            | 86      | BUKHD THREE (RNAV) .....                    |                           |         |
|   | RNAV (GPS) RWY 08R .....             | 87      | DEHAN THREE (RNAV) .....                    |                           |         |
|   | RNAV (GPS) RWY 09L .....             | 88      | IAPS .....                                  |                           |         |
|   | RNAV (GPS) RWY 09R .....             | 89      | ILS OR LOC RWY 33 .....                     |                           |         |
|   | RNAV (GPS) RWY 26L .....             | 90      | RNAV (GPS) RWY 15 .....                     |                           |         |
|   | RNAV (GPS) RWY 27L .....             | 91      | RNAV (GPS) RWY 33 .....                     |                           |         |
|   | RNAV (GPS) RWY 27R .....             | 92      | <b>PAULDING NORTHWEST ATLANTA(PUJ)</b>      |                           |         |
|   | RNAV (GPS) Y RWY 08L .....           | 93      | TAKEOFF MINIMUMS .....                      |                           |         |
|   | RNAV (GPS) Y RWY 10 .....            | 94      | ALTERNATE MINIMUMS .....                    |                           |         |
|   | RNAV (GPS) Y RWY 26R .....           | 95      | STARS .....                                 |                           |         |
|   | RNAV (GPS) Y RWY 28 .....            | 96      | BOKRT THREE (RNAV) .....                    |                           |         |
|   | PRM AAUP .....                       | 97      | BUKHD THREE (RNAV) .....                    |                           |         |
|   | ILS PRM RWY 09R .....                | 98      | DEHAN THREE (RNAV) .....                    |                           |         |
|   | ILS PRM RWY 10 .....                 | 99      | SWTEE TWO (RNAV) .....                      |                           |         |
|   | ILS PRM RWY 27L .....                | 100     | WRGNZ THREE (RNAV) .....                    |                           |         |
|   | ILS PRM RWY 28 .....                 | 101     | IAPS .....                                  |                           |         |
|   | ILS PRM RWY 09R (SA CAT I) .....     | 102     | ILS OR LOC RWY 31 .....                     |                           |         |
|   | ILS PRM RWY 10 (SA CAT I) .....      | 103     | RNAV (GPS) RWY 13 .....                     |                           |         |
|   | ILS PRM RWY 27L (SA CAT I) .....     | 104     | RNAV (GPS) RWY 31 .....                     |                           |         |
|   | ILS PRM RWY 28 (SA CAT I) .....      | 105     | <b>ATMORE, AL</b>                           |                           |         |
|   | ILS PRM RWY 27L (CAT II) .....       | 106     | <b>ATMORE MUNI(0R1)</b>                     |                           |         |
|   | ILS PRM RWY 28 (CAT II) .....        | 107     | TAKEOFF MINIMUMS .....                      |                           |         |
|   | ILS PRM RWY 09R (CAT II - III) ..... | 108     | IAPS .....                                  |                           |         |
|   | ILS PRM RWY 10 (CAT II - III) .....  | 109     | RNAV (GPS) RWY 18 .....                     |                           |         |
|   | RNAV (GPS) PRM RWY 09R .....         | 110     | RNAV (GPS) RWY 36 .....                     |                           |         |
|   | RNAV (GPS) PRM RWY 27L .....         | 111     | <b>AUBURN, AL</b>                           |                           |         |
|   | RNAV (GPS) PRM Y RWY 10 .....        | 112     | <b>AUBURN UNIVERSITY RGNL(AUO)</b>          |                           |         |
|   | RNAV (GPS) PRM Y RWY 28 .....        | 113     | TAKEOFF MINIMUMS .....                      |                           |         |
| AIRPORT DIAGRAM .....                       |                                      | 114     | ALTERNATE MINIMUMS .....                    |                           |         |
|   |                                      |         | IAPS .....                                  |                           |         |
|   |                                      |         | ILS OR LOC RWY 36 .....                     |                           |         |
|   |                                      |         | RNAV (GPS) RWY 11 .....                     |                           |         |
|   |                                      |         | RNAV (GPS) RWY 18 .....                     |                           |         |
|   |                                      |         | RNAV (GPS) RWY 29 .....                     |                           |         |
|   |                                      |         | RNAV (GPS) RWY 36 .....                     |                           |         |
|   |                                      |         | AIRPORT DIAGRAM .....                       |                           |         |

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME   | PROC                | SECT PG | NAME                                      | PROC                   | SECT PG           |     |  |  |
|--|---------------------|---------|---|------------------------|-------------------|-----|--|--|
| <b>AUGUSTA, GA</b>                             |                     |         |   |                        |                   |     |  |  |
| <b>AUGUSTA RGNL AT BUSH FLD(AGS)</b>           |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>BAY MINETTE, AL</b>                    |                        |                   |     |  |  |
| ALTERNATE MINIMUMS                             |                     | M       | <b>BAY MINETTE MUNI(1R8)</b>              |                        |                   |     |  |  |
| HOT SPOT                                       |                     | P       | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
| STARS  | STUGE THREE         | Z26     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | STWRT THREE         | Z28     | IAPS                                      | RNAV (GPS) RWY 08      | 199               |     |  |  |
| IAPS   | ILS OR LOC RWY 17   | 170     |   | RNAV (GPS) RWY 26      | 200               |     |  |  |
|  | ILS OR LOC RWY 35   | 171     | <b>BERRIEN COUNTY</b>                     |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 17   | 172     | <b>---SEE NASHVILLE, GA</b>               |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 173     | <b>BESSEMER, AL</b>                       |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 35   | 174     | <b>BESSEMER NTL(EKY)</b>                  |                        |                   |     |  |  |
|  | RNAV (GPS) Y RWY 08 | 175     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) Z RWY 08 | 176     | IAPS                                      | ILS OR LOC RWY 05      | 201               |     |  |  |
| AIRPORT DIAGRAM                                |                     | 177     |   | RNAV (GPS) RWY 05      | 202               |     |  |  |
| DPS  | CHATT SIX (RNAV)    | 178     |   | RNAV (GPS) RWY 23      | 203               |     |  |  |
|  | DOVER FIVE (RNAV)   | 179     |   | VOR RWY 05             | 204               |     |  |  |
|  | JUNPR SIX (RNAV)    | 180     | <b>BIBB COUNTY</b>                        |                        |                   |     |  |  |
|  | KAOLN SIX (RNAV)    | 181     | <b>---SEE CENTREVILLE, AL</b>             |                        |                   |     |  |  |
|  | RDBUD FOUR (RNAV)   | 182     | <b>BILL PUGH FLD</b>                      |                        |                   |     |  |  |
|  | SAMMI FOUR (RNAV)   | 183     | <b>---SEE RUSSELLVILLE, AL</b>            |                        |                   |     |  |  |
| <b>DANIEL FLD(DNL)</b>                         |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>BIRMINGHAM, AL</b>                     |                        |                   |     |  |  |
| ALTERNATE MINIMUMS                             |                     | M       | <b>BIRMINGHAM-SHUTTLESWORTH INTL(BHM)</b> |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 05   | 184     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) Y RWY 11 | 185     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | VOR/DME-B           | 186     | LAHSO                                     |                        | O                 |     |  |  |
| DPS  | AZALA FOUR (RNAV)   | 187     | HOT SPOT                                  |                        | P                 |     |  |  |
|  | CHATT SIX (RNAV)    | 188     | IAPS                                      | ILS OR LOC RWY 06      | 205               |     |  |  |
|  | MISTY SIX (RNAV)    | 189     |   | ILS OR LOC RWY 24      | 206               |     |  |  |
|  | NDINA FIVE (RNAV)   | 190     |   | ILS RWY 06 (CAT II)    | 207               |     |  |  |
|  | SAMMI FOUR (RNAV)   | 191     |   | ILS RWY 24 (SA CAT II) | 208               |     |  |  |
| <b>BACON COUNTY</b>                            |                     |         |   |                        |                   |     |  |  |
| <b>---SEE ALMA, GA</b>                         |                     |         |   |                        |                   |     |  |  |
| <b>BAINBRIDGE, GA</b>                          |                     |         |   |                        |                   |     |  |  |
| <b>DECATUR COUNTY INDUSTRIAL AIR PARK(BGE)</b> |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (RNP) Z RWY 06    | 209               |     |  |  |
| ALTERNATE MINIMUMS                             |                     | M       |   | RNAV (RNP) Z RWY 24    | 210               |     |  |  |
| IAPS   | ILS OR LOC RWY 27   | 192     |   | RNAV (GPS) RWY 18      | 211               |     |  |  |
|  | RNAV (GPS) RWY 09   | 193     |   | RNAV (GPS) RWY 36      | 212               |     |  |  |
|  | RNAV (GPS) RWY 27   | 194     |   | RNAV (GPS) Y RWY 06    | 213               |     |  |  |
|  | VOR-A               | 195     |   | RNAV (GPS) Y RWY 24    | 214               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>BIRMINGHAM-SHUTTLESWORTH INTL</b>      |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>---SEE BIRMINGHAM, AL</b>              |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>BLAIRSVILLE, GA</b>                    |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BLAIRSVILLE(DZJ)</b>                   |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | TAKEOFF MINIMUMS       | L                 |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     |   | ALTERNATE MINIMUMS     | M                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     |   | IAPS                   | RNAV (GPS) RWY 08 | 219 |  |  |
|  | NDB RWY 08          | 198     | <b>BLAKELY, GA</b>                        |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | <b>---SEE NAHUNTA, GA</b>                 |                        |                   |     |  |  |
|  | NDB RWY 08          | 198     | <b>BRANTLEY COUNTY</b>                    |                        |                   |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       | <b>EARLY COUNTY(BIJ)</b>                  |                        |                   |     |  |  |
| IAPS   | RNAV (GPS) RWY 08   | 196     | TAKEOFF MINIMUMS                          |                        | L                 |     |  |  |
|  | RNAV (GPS) RWY 26   | 197     | ALTERNATE MINIMUMS                        |                        | M                 |     |  |  |
|  | NDB RWY 08          | 198     | IAPS                                      | RNAV (GPS) RWY 05      | 220               |     |  |  |
| <b>BALDWIN COUNTY RGNL</b>                     |                     |         |   |                        |                   |     |  |  |
| <b>---SEE MILLEDGEVILLE, GA</b>                |                     |         |   |                        |                   |     |  |  |
| <b>BARROW COUNTY</b>                           |                     |         |   |                        |                   |     |  |  |
| <b>---SEE WINDER, GA</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>BARWICK LAFAYETTE</b>                       |                     |         |   |                        |                   |     |  |  |
| <b>---SEE LAFAYETTE, GA</b>                    |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY, GA</b>                              |                     |         |   |                        |                   |     |  |  |
| <b>BAXLEY MUNI(BHC)</b>                        |                     |         |   |                        |                   |     |  |  |
| TAKEOFF MINIMUMS                               |                     | L       |   | RNAV (GPS) RWY 23      | 221               |     |  |  |
| IAPS   | RNAV (GPS)          |         |   |                        |                   |     |  |  |

## INDEX

K5

25219

## INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME                                   | PROC              | SECT | PG  | NAME  | PROC               | SECT | PG  |
|--|-------------------|------|-----|---|--------------------|------|-----|
| <b>BREWTON, AL</b>                     |                   |      |     | <b>CALHOUN, GA</b>                          |                    |      |     |
| <b>BREWTON MUNI(12J)</b>               |                   |      |     | <b>TOM B DAVID FLD(CZL)</b>                 |                    |      |     |
| TAKEOFF MINIMUMS                       |                   |      | L   | TAKEOFF MINIMUMS                            |                    |      | L   |
| IAPS                                   | RNAV (GPS) RWY 06 |      | 222 | ALTERNATE MINIMUMS                          |                    |      | M   |
|  | RNAV (GPS) RWY 12 |      | 223 | IAPS  | RNAV (GPS) RWY 17  |      | 248 |
|  | RNAV (GPS) RWY 24 |      | 224 |   | RNAV (GPS) RWY 35  |      | 249 |
|  | RNAV (GPS) RWY 30 |      | 225 |   |                    |      |     |
|  | VOR/DME RWY 30    |      | 226 |   |                    |      |     |
| <b>BRUNSWICK, GA</b>                   |                   |      |     | <b>CAMDEN, AL</b>                           |                    |      |     |
| <b>BRUNSWICK GOLDEN ISLES(BQK)</b>     |                   |      |     | <b>CAMDEN MUNI(61A)</b>                     |                    |      |     |
| TAKEOFF MINIMUMS                       |                   |      | L   | TAKEOFF MINIMUMS                            |                    |      | L   |
| ALTERNATE MINIMUMS                     |                   |      | M   | IAPS  | RNAV (GPS) RWY 18  |      | 250 |
| IAPS                                   | ILS OR LOC RWY 07 |      | 227 |   | RNAV (GPS) RWY 36  |      | 251 |
|  | RNAV (GPS) RWY 07 |      | 228 |   |                    |      |     |
|  | RNAV (GPS) RWY 25 |      | 229 |   |                    |      |     |
|  | VOR/DME-B         |      | 230 |   |                    |      |     |
| AIRPORT DIAGRAM                        |                   |      | 231 |   |                    |      |     |
| <b>BURKE COUNTY</b>                    |                   |      |     | <b>CAMILLA, GA</b>                          |                    |      |     |
| <b>---SEE WAYNESBORO, GA</b>           |                   |      |     | <b>CAMILLA-MITCHELL COUNTY(CXU)</b>         |                    |      |     |
| <b>BUTLER, AL</b>                      |                   |      |     | <b>CANON, GA</b>                            |                    |      |     |
| <b>BUTLER/CHOCTAW COUNTY(09A)</b>      |                   |      |     | <b>FRANKLIN-HART(18A)</b>                   |                    |      |     |
| TAKEOFF MINIMUMS                       |                   |      | L   | TAKEOFF MINIMUMS                            |                    |      | L   |
| IAPS                                   | RNAV (GPS) RWY 12 |      | 232 | ALTERNATE MINIMUMS                          |                    |      | M   |
|  | RNAV (GPS) RWY 30 |      | 233 | IAPS  | RNAV (GPS) RWY 08  |      | 254 |
|  |                   |      |     |   | RNAV (GPS) RWY 26  |      | 255 |
| <b>BUTLER, GA</b>                      |                   |      |     | <b>CANTON, GA</b>                           |                    |      |     |
| <b>BUTLER MUNI(6A1)</b>                |                   |      |     | <b>CHEROKEE COUNTY RGNL(CNI)</b>            |                    |      |     |
| TAKEOFF MINIMUMS                       |                   |      | L   | TAKEOFF MINIMUMS                            |                    |      | L   |
| ALTERNATE MINIMUMS                     |                   |      | M   | ALTERNATE MINIMUMS                          |                    |      | M   |
| IAPS                                   | RNAV (GPS) RWY 01 |      | 234 | STARS                                       | BOKRT THREE (RNAV) |      | Z1  |
|  | RNAV (GPS) RWY 19 |      | 235 |   | WRGNZ THREE (RNAV) |      | Z30 |
|  |                   |      |     | IAPS  | RNAV (GPS) RWY 05  |      | 256 |
|  |                   |      |     |   | RNAV (GPS) RWY 23  |      | 257 |
| <b>BUTLER/CHOCTAW COUNTY</b>           |                   |      |     | <b>CARROLLTON, GA</b>                       |                    |      |     |
| <b>---SEE BUTLER, AL</b>               |                   |      |     | <b>WEST GEORGIA RGNL/O V GRAY FLD(CTJ)</b>  |                    |      |     |
| <b>CAIRNS AAF (FORT NOVOSEL)(KOZR)</b> |                   |      |     | <b>CARTERSVILLE, GA</b>                     |                    |      |     |
| <b>FORT NOVOSEL (OZARK), AL</b>        |                   |      |     | <b>CARTERSVILLE(VPC)</b>                    |                    |      |     |
| TAKEOFF MINIMUMS                       |                   |      | L   | TAKEOFF MINIMUMS                            |                    |      | L   |
| DIVERSE VECTOR AREA                    |                   |      | L   | ALTERNATE MINIMUMS                          |                    |      | M   |
| IAPS                                   | ILS OR LOC RWY 06 |      | 236 | STARS                                       | DEHAN THREE (RNAV) |      | Z6  |
|  | RNAV (GPS) RWY 06 |      | 237 | IAPS  | ILS OR LOC RWY 35  |      | 258 |
|  | RNAV (GPS) RWY 36 |      | 238 |   | RNAV (GPS) RWY 17  |      | 259 |
|  | VOR RWY 06        |      | 239 |   | RNAV (GPS) RWY 35  |      | 260 |
|  | VOR RWY 24        |      | 240 | AIRPORT DIAGRAM                             |                    |      | 261 |
| AIRPORT DIAGRAM                        |                   |      | 241 |   |                    |      |     |
| DPS                                    | CAIRNS ONE (RNAV) |      | 242 |   |                    |      |     |
|  | CLIOS TWO         |      | 243 |   |                    |      |     |
|  | HAXES ONE (RNAV)  |      | 244 |   |                    |      |     |
| <b>CAIRO, GA</b>                       |                   |      |     | <b>CEDARTOWN, GA</b>                        |                    |      |     |
| <b>CAIRO-GRADY COUNTY(70J)</b>         |                   |      |     | <b>POLK COUNTY/CORNELIUS MOORE FLD(4A4)</b> |                    |      |     |
| TAKEOFF MINIMUMS                       |                   |      | L   | TAKEOFF MINIMUMS                            |                    |      | L   |
| IAPS                                   | RNAV (GPS) RWY 13 |      | 245 | IAPS  | RNAV (GPS) RWY 10  |      | 265 |
|  | RNAV (GPS) RWY 31 |      | 246 |   | RNAV (GPS) RWY 28  |      | 266 |
|  | NDB RWY 13        |      | 247 |   | VOR-A              |      | 267 |

SE-4, 07 AUG 2025 to 02 OCT 2025

## INDEX

25219

K5

SE4



SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K6

## INDEX OF TERMINAL CHARTS AND MINIMUMS

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

**CENTRE, AL**  
**CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 07 .....268  
RNAV (GPS) RWY 25 .....269

**CENTREVILLE, AL**  
**BIBB COUNTY(0A8)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 10 .....270  
RNAV (GPS) RWY 28 .....271

**CHATOM, AL**  
**ROY WILCOX(5R1)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 12 .....272  
RNAV (GPS) RWY 30 .....273

**CHEROKEE COUNTY RGNL**  
**---SEE CANTON, GA**

**CHILTON COUNTY**  
**---SEE CLANTON, AL**

**CLANTON, AL**  
**CHILTON COUNTY(02A)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 08 .....274  
RNAV (GPS) RWY 26 .....275

**CLAXTON, GA**  
**CLAXTON-EVANS COUNTY(CWV)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 10 .....276  
RNAV (GPS) RWY 28 .....277

**CLAYTON, AL**  
**CLAYTON MUNI(11A)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 10 .....278  
RNAV (GPS) RWY 28 .....279

**COBB COUNTY INTL/MCCOLLUM FLD**  
**---SEE ATLANTA, GA**

**COCHRAN, GA**  
**COCHRAN(48A)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 11 .....280  
RNAV (GPS) RWY 29 .....281

**COLUMBUS, GA**  
**COLUMBUS(CSG)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
IAPS ..... ILS OR LOC RWY 06 .....282  
RNAV (GPS) RWY 06 .....283  
RNAV (GPS) RWY 13 .....284  
RNAV (GPS) RWY 24 .....285  
AIRPORT DIAGRAM .....286

**COOK COUNTY**  
**---SEE ADEL, GA**

**CORDELE, GA**  
**CRISP COUNTY-CORDELE(CKF)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 06 .....287  
RNAV (GPS) RWY 10 .....288  
RNAV (GPS) RWY 24 .....289  
RNAV (GPS) RWY 28 .....290  
LOC RWY 10 .....291

**CORNELIA, GA**  
**HABERSHAM COUNTY(AJR)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 06 .....292  
RNAV (GPS) RWY 24 .....293

**COURTLAND, AL**  
**COURTLAND(9A4)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 13 .....294  
RNAV (GPS) RWY 31 .....295

**COVINGTON MUNI**  
**---SEE ATLANTA, GA**

**CRAIG FLD**  
**---SEE SELMA, AL**

**CRISP COUNTY-CORDELE**  
**---SEE CORDELE, GA**

**CULLMAN, AL**  
**CULLMAN RGNL/FOLSOM FLD(CMD)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 02 .....296  
RNAV (GPS) RWY 20 .....297

**CY NUNNALLY MEML**  
**---SEE MONROE, GA**

SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K6

SE4

# INDEX

25219

K7

## INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME                                      | PROC | SECT PG | NAME                               | PROC | SECT PG |
|---|------|---------|------------------------------------|------|---------|
| <b>DALTON, GA</b>                         |      |         | <b>DOTHAN, AL</b>                  |      |         |
| <b>DALTON MUNI(DNN)</b>                   |      |         | <b>DOTHAN RGNL(DHN)</b>            |      |         |
| TAKEOFF MINIMUMS .....                    | L    |         | TAKEOFF MINIMUMS .....             | L    |         |
| ALTERNATE MINIMUMS .....                  | M    |         | ALTERNATE MINIMUMS .....           | M    |         |
| IAPS ..... ILS OR LOC RWY 14 .....        | 298  |         | IAPS ..... ILS OR LOC RWY 14 ..... | 316  |         |
| RNAV (GPS) RWY 14 .....                   | 299  |         | ILS OR LOC RWY 32 .....            | 317  |         |
| RNAV (GPS) RWY 32 .....                   | 300  |         | RNAV (GPS) RWY 14 .....            | 318  |         |
|   |      |         | RNAV (GPS) RWY 18 .....            | 319  |         |
|   |      |         | RNAV (GPS) RWY 32 .....            | 320  |         |
|   |      |         | RNAV (GPS) RWY 36 .....            | 321  |         |
|   |      |         | VOR RWY 18 .....                   | 322  |         |
|   |      |         | VOR OR TACAN RWY 14 .....          | 323  |         |
|   |      |         | VOR OR TACAN-A .....               | 324  |         |
|   |      |         | COPTER VOR RWY 36 .....            | 325  |         |
|   |      |         | AIRPORT DIAGRAM .....              | 326  |         |
| <b>DANIEL FLD</b>                         |      |         |                                    |      |         |
| ---SEE AUGUSTA, GA                        |      |         | <b>DOUGLAS, GA</b>                 |      |         |
| <b>DAWSON, GA</b>                         |      |         | <b>DOUGLAS MUNI(DQH)</b>           |      |         |
| <b>DAWSON MUNI(16J)</b>                   |      |         | TAKEOFF MINIMUMS .....             | L    |         |
| TAKEOFF MINIMUMS .....                    | L    |         | ALTERNATE MINIMUMS .....           | M    |         |
| IAPS ..... RNAV (GPS) RWY 32 .....        | 301  |         | IAPS ..... ILS OR LOC RWY 04 ..... | 327  |         |
|   |      |         | RNAV (GPS) RWY 04 .....            | 328  |         |
|   |      |         | RNAV (GPS) RWY 22 .....            | 329  |         |
| <b>DECATUR, AL</b>                        |      |         |                                    |      |         |
| <b>PRYOR FLD RGNL(DCU)</b>                |      |         | <b>DR C P SAVAGE SR</b>            |      |         |
| TAKEOFF MINIMUMS .....                    | L    |         | ---SEE MONTEZUMA, GA               |      |         |
| ALTERNATE MINIMUMS .....                  | M    |         |                                    |      |         |
| IAPS ..... ILS OR LOC RWY 18 .....        | 302  |         | <b>DUBLIN, GA</b>                  |      |         |
| RNAV (GPS) RWY 18 .....                   | 303  |         | <b>W H 'BUD' BARRON(DBN)</b>       |      |         |
| RNAV (GPS) RWY 36 .....                   | 304  |         | TAKEOFF MINIMUMS .....             | L    |         |
|   |      |         | ALTERNATE MINIMUMS .....           | M    |         |
| <b>DECATUR COUNTY INDUSTRIAL AIR PARK</b> |      |         | IAPS ..... ILS OR LOC RWY 02 ..... | 330  |         |
| ---SEE BAINBRIDGE, GA                     |      |         | RNAV (GPS) RWY 02 .....            | 331  |         |
| <b>DEKALB-PEACHTREE</b>                   |      |         | RNAV (GPS) RWY 20 .....            | 332  |         |
| ---SEE ATLANTA, GA                        |      |         |                                    |      |         |
| <b>DEMOPOLIS, AL</b>                      |      |         | <b>EARLY COUNTY</b>                |      |         |
| <b>DEMOPOLIS RGNL(DYA)</b>                |      |         | ---SEE BLAKELY, GA                 |      |         |
| TAKEOFF MINIMUMS .....                    | L    |         |                                    |      |         |
| ALTERNATE MINIMUMS .....                  | M    |         | <b>EAST GEORGIA RGNL</b>           |      |         |
| IAPS ..... RNAV (GPS) RWY 04 .....        | 305  |         | ---SEE SWAINSBORO, GA              |      |         |
| RNAV (GPS) RWY 22 .....                   | 306  |         |                                    |      |         |
| <b>DOBBINS ARB(KMGE)</b>                  |      |         | <b>EASTMAN, GA</b>                 |      |         |
| <b>MARIETTA, GA</b>                       |      |         | <b>HEART OF GEORGIA RGNL(EZM)</b>  |      |         |
| TAKEOFF MINIMUMS .....                    | L    |         | TAKEOFF MINIMUMS .....             | L    |         |
| DIVERSE VECTOR AREA .....                 | L    |         | ALTERNATE MINIMUMS .....           | M    |         |
| RADAR MINIMUMS .....                      | N    |         | IAPS ..... ILS OR LOC RWY 02 ..... | 333  |         |
| STARS ..... BOKRT THREE (RNAV) .....      | Z1   |         | RNAV (GPS) RWY 02 .....            | 334  |         |
| BUKHD THREE (RNAV) .....                  | Z2   |         | RNAV (GPS) RWY 20 .....            | 335  |         |
| DEHAN THREE (RNAV) .....                  | Z6   |         | VOR/DME-A .....                    | 336  |         |
| SWTEE TWO (RNAV) .....                    | Z29  |         | AIRPORT DIAGRAM .....              | 337  |         |
| WRGNZ THREE (RNAV) .....                  | Z30  |         |                                    |      |         |
| IAPS ..... ILS OR LOC RWY 11 .....        | 307  |         | <b>ELBERT COUNTY-PATZ FLD</b>      |      |         |
| ILS OR LOC RWY 29 .....                   | 308  |         | ---SEE ELBERTON, GA                |      |         |
| RNAV (GPS) RWY 11 .....                   | 309  |         |                                    |      |         |
| RNAV (GPS) RWY 29 .....                   | 310  |         | <b>ELBERTON, GA</b>                |      |         |
| TACAN RWY 11 .....                        | 311  |         | <b>ELBERT COUNTY-PATZ FLD(EBA)</b> |      |         |
| TACAN RWY 29 .....                        | 312  |         | TAKEOFF MINIMUMS .....             | L    |         |
| AIRPORT DIAGRAM .....                     | 313  |         | ALTERNATE MINIMUMS .....           | M    |         |
|   |      |         | IAPS ..... RNAV (GPS) RWY 11 ..... | 338  |         |
| <b>DONALSONVILLE, GA</b>                  |      |         | RNAV (GPS) RWY 29 .....            | 339  |         |
| <b>DONALSONVILLE MUNI(17J)</b>            |      |         | VOR RWY 11 .....                   | 340  |         |
| TAKEOFF MINIMUMS .....                    | L    |         |                                    |      |         |
| ALTERNATE MINIMUMS .....                  | M    |         |                                    |      |         |
| IAPS ..... RNAV (GPS) RWY 01 .....        | 314  |         |                                    |      |         |
| RNAV (GPS) RWY 19 .....                   | 315  |         |                                    |      |         |

# INDEX

25219

K7

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K8

## INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME                                     | PROC | SECT PG | NAME   | PROC | SECT PG |
|--|------|---------|--|------|---------|
| <b>ELLIJAY, GA</b>                       |      |         | <b>FORT BENNING (COLUMBUS), GA</b>             |      |         |
| <b>GILMER COUNTY(49A)</b>                |      |         | <b>---SEE LAWSON AAF (FORT BENNING)</b>        |      |         |
| TAKEOFF MINIMUMS .....                   | L    |         | <b>FORT NOVOSEL (OZARK), AL</b>                |      |         |
| ALTERNATE MINIMUMS .....                 | M    |         | <b>---SEE CAIRNS AAF (FORT NOVOSEL)</b>        |      |         |
| IAPS ..... RNAV (GPS) RWY 03 .....       | 341  |         | <b>FORT NOVOSEL (OZARK), AL</b>                |      |         |
| RNAV (GPS) RWY 21 .....                  | 342  |         | <b>---SEE HANCHEY AHP (STRIP)</b>              |      |         |
| <b>ENTERPRISE, AL</b>                    |      |         | <b>FORT NOVOSEL (OZARK), AL</b>                |      |         |
| <b>ENTERPRISE MUNI(EDN)</b>              |      |         | <b>---SEE LOWE AHP</b>                         |      |         |
| TAKEOFF MINIMUMS .....                   | L    |         | <b>FORT PAYNE, AL</b>                          |      |         |
| IAPS ..... RNAV (GPS) RWY 05 .....       | 343  |         | <b>ISBELL FLD(4A9)</b>                         |      |         |
| VOR RWY 05 .....                         | 344  |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>EUFAULA, AL</b>                       |      |         | ALTERNATE MINIMUMS .....                       | M    |         |
| <b>WEEDON FLD(EUF)</b>                   |      |         | IAPS ..... RNAV (GPS) RWY 04 .....             | 364  |         |
| TAKEOFF MINIMUMS .....                   | L    |         | RNAV (GPS) Y RWY 22 .....                      | 365  |         |
| IAPS ..... RNAV (GPS) RWY 18 .....       | 345  |         | RNAV (GPS) Z RWY 22 .....                      | 366  |         |
| RNAV (GPS) RWY 36 .....                  | 346  |         | <b>FORT STEWART (HINESVILLE), GA</b>           |      |         |
| VOR/DME RWY 36 .....                     | 347  |         | <b>WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL</b> |      |         |
| VOR RWY 18 .....                         | 348  |         | <b>(LHW)</b>                                   |      |         |
| <b>EVERGREEN, AL</b>                     |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>EVERGREEN RGNL/MIDDLETON FLD(GZH)</b> |      |         | ALTERNATE MINIMUMS .....                       | M    |         |
| TAKEOFF MINIMUMS .....                   | L    |         | IAPS ..... RNAV (GPS) RWY 01 .....             | 349  |         |
| ALTERNATE MINIMUMS .....                 | M    |         | RNAV (GPS) RWY 10 .....                        | 350  |         |
| IAPS ..... RNAV (GPS) RWY 01 .....       | 349  |         | RNAV (GPS) RWY 19 .....                        | 351  |         |
| RNAV (GPS) RWY 36 .....                  | 350  |         | RNAV (GPS) RWY 28 .....                        | 352  |         |
| RNAV (GPS) RWY 19 .....                  | 351  |         | <b>FAIRHOPE, AL</b>                            |      |         |
| RNAV (GPS) RWY 28 .....                  | 352  |         | <b>H L SONNY CALLAHAN(CQF)</b>                 |      |         |
| <b>FAIRHOPE, AL</b>                      |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>H L SONNY CALLAHAN(CQF)</b>           |      |         | ALTERNATE MINIMUMS .....                       | M    |         |
| TAKEOFF MINIMUMS .....                   | L    |         | IAPS ..... RNAV (GPS) RWY 01 .....             | 353  |         |
| ALTERNATE MINIMUMS .....                 | M    |         | RNAV (GPS) RWY 19 .....                        | 354  |         |
| IAPS ..... RNAV (GPS) RWY 01 .....       | 353  |         | VOR/DME-A .....                                | 355  |         |
| RNAV (GPS) RWY 19 .....                  | 354  |         | <b>FAYETTE, AL</b>                             |      |         |
| VOR/DME-A .....                          | 355  |         | <b>RICHARD ARTHUR FLD(M95)</b>                 |      |         |
| <b>FAYETTE, AL</b>                       |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>RICHARD ARTHUR FLD(M95)</b>           |      |         | IAPS ..... RNAV (GPS) RWY 01 .....             | 356  |         |
| TAKEOFF MINIMUMS .....                   | L    |         | RNAV (GPS) RWY 19 .....                        | 357  |         |
| IAPS ..... RNAV (GPS) RWY 01 .....       | 356  |         | <b>FITZGERALD, GA</b>                          |      |         |
| RNAV (GPS) RWY 19 .....                  | 357  |         | <b>FITZGERALD MUNI(FZG)</b>                    |      |         |
| <b>FITZGERALD, GA</b>                    |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>FITZGERALD MUNI(FZG)</b>              |      |         | ALTERNATE MINIMUMS .....                       | M    |         |
| TAKEOFF MINIMUMS .....                   | L    |         | IAPS ..... RNAV (GPS) RWY 02 .....             | 358  |         |
| ALTERNATE MINIMUMS .....                 | M    |         | LOC RWY 02 .....                               | 359  |         |
| IAPS ..... RNAV (GPS) RWY 02 .....       | 358  |         | NDB RWY 02 .....                               | 360  |         |
| LOC RWY 02 .....                         | 359  |         | <b>FLORALA, AL</b>                             |      |         |
| NDB RWY 02 .....                         | 360  |         | <b>FLORALA MUNI(0J4)</b>                       |      |         |
| <b>FLORALA, AL</b>                       |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>FLORALA MUNI(0J4)</b>                 |      |         | ALTERNATE MINIMUMS .....                       | M    |         |
| TAKEOFF MINIMUMS .....                   | L    |         | IAPS ..... RNAV (GPS) RWY 22 .....             | 361  |         |
| ALTERNATE MINIMUMS .....                 | M    |         | <b>FOLEY, AL</b>                               |      |         |
| IAPS ..... RNAV (GPS) RWY 22 .....       | 361  |         | <b>HOLK FLD AT FOLEY MUNI(5R4)</b>             |      |         |
| <b>FOLEY, AL</b>                         |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>HOLK FLD AT FOLEY MUNI(5R4)</b>       |      |         | IAPS ..... RNAV (GPS) RWY 18 .....             | 362  |         |
| TAKEOFF MINIMUMS .....                   | L    |         | RNAV (GPS) RWY 36 .....                        | 363  |         |
| IAPS ..... RNAV (GPS) RWY 18 .....       | 362  |         | <b>GENEVA, AL</b>                              |      |         |
| RNAV (GPS) RWY 36 .....                  | 363  |         | <b>GENEVA MUNI(3J3)</b>                        |      |         |
| <b>GENEVA, AL</b>                        |      |         | TAKEOFF MINIMUMS .....                         | L    |         |
| <b>GENEVA MUNI(3J3)</b>                  |      |         | IAPS ..... RNAV (GPS) RWY 11 .....             | 378  |         |
| TAKEOFF MINIMUMS .....                   | L    |         | RNAV (GPS) RWY 29 .....                        | 379  |         |
| IAPS ..... RNAV (GPS) RWY 11 .....       | 378  |         |  |      |         |
| RNAV (GPS) RWY 29 .....                  | 379  |         |  |      |         |

# INDEX

25219

K8

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K9

## INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME   | PROC | SECT PG | NAME  | PROC | SECT PG |
|--|------|---------|---|------|---------|
| <b>GEORGE DOWNER</b><br>---SEE ALICEVILLE, AL  |      |         | <b>HALEYVILLE, AL</b><br><b>POSEY FLD(1M4)</b><br>TAKEOFF MINIMUMS .....L<br>ALTERNATE MINIMUMS .....M<br>IAPS ..... RNAV (GPS) RWY 18 .....396<br>RNAV (GPS) RWY 36 .....397   |      |         |
| <b>GILMER COUNTY</b><br>---SEE ELLIJAY, GA   |      |         | <b>HAMILTON, AL</b><br><b>MARION COUNTY-RANKIN FITE(HAB)</b><br>TAKEOFF MINIMUMS .....L<br>IAPS ..... RNAV (GPS) RWY 18 .....398<br>RNAV (GPS) RWY 36 .....399                  |      |         |
| <b>GREENE COUNTY RGNL</b><br>---SEE GREENSBORO, GA   |      |         | <b>HANCHEY AHP (STRIP)(KHEY)</b><br><b>FORT NOVOSOL (OZARK), AL</b><br>TAKEOFF MINIMUMS .....L<br>IAPS ..... COPTER RNAV (GPS) RWY 17 .....400                                  |      |         |
| <b>GREENSBORO, AL</b><br><b>GREENSBORO MUNI(7A0)</b><br>TAKEOFF MINIMUMS .....L<br>IAPS ..... RNAV (GPS) RWY 18 .....380<br>RNAV (GPS) RWY 36 .....381   |      |         | <b>HARRIS COUNTY</b><br>---SEE PINE MOUNTAIN, GA  |      |         |
| <b>GREENSBORO, GA</b><br><b>GREENE COUNTY RGNL(CPP)</b><br>TAKEOFF MINIMUMS .....L<br>ALTERNATE MINIMUMS .....M<br>IAPS ..... RNAV (GPS) RWY 07 .....382<br>RNAV (GPS) RWY 25 .....383<br>LOC RWY 25 .....384<br>VOR-B .....385                                  |      |         | <b>HARTSELLE, AL</b><br><b>HARTSELLE/MORGAN COUNTY RGNL(5M0)</b><br>TAKEOFF MINIMUMS .....L<br>IAPS ..... RNAV (GPS) RWY 18 .....401<br>RNAV (GPS) RWY 36 .....402              |      |         |
| <b>GREENVILLE, AL</b><br><b>MAC CRENSHAW MEML(PRN)</b><br>TAKEOFF MINIMUMS .....L<br>IAPS ..... RNAV (GPS) RWY 14 .....386<br>RNAV (GPS) RWY 32 .....387   |      |         | <b>HARTSELLE/MORGAN COUNTY RGNL</b><br>---SEE HARTSELLE, AL   |      |         |
| <b>GRIFFIN, GA</b><br><b>GRIFFIN-SPALDING COUNTY(6A2)</b><br>TAKEOFF MINIMUMS .....L<br>ALTERNATE MINIMUMS .....M<br>STARS ..... BUKHD THREE (RNAV) .....Z2<br>DEHAN THREE (RNAV) .....Z6<br>IAPS ..... RNAV (GPS) RWY 14 .....388<br>RNAV (GPS) RWY 32 .....389 |      |         | <b>HARTSFIELD/JACKSON ATLANTA INTL</b><br>---SEE ATLANTA, GA  |      |         |
| <b>GULF SHORES, AL</b><br><b>GULF SHORES INTL/JACK EDWARDS FLD(JKA)</b><br>TAKEOFF MINIMUMS .....L<br>ALTERNATE MINIMUMS .....M<br>IAPS ..... ILS OR LOC RWY 27 .....390<br>RNAV (GPS) RWY 09 .....391<br>RNAV (GPS) RWY 27 .....392<br>AIRPORT DIAGRAM .....393 |      |         | <b>HAZLEHURST, GA</b><br><b>HAZLEHURST(AZE)</b><br>TAKEOFF MINIMUMS .....L<br>ALTERNATE MINIMUMS .....M<br>IAPS ..... RNAV (GPS) RWY 15 .....403<br>RNAV (GPS) RWY 33 .....404  |      |         |
| <b>GUNTERSVILLE, AL</b><br><b>GUNTERSVILLE MUNI/JOE STARNES FLD(8A1)</b><br>TAKEOFF MINIMUMS .....L<br>IAPS ..... RNAV (GPS) RWY 07 .....394<br>RNAV (GPS) RWY 25 .....395   |      |         | <b>HEADLAND, AL</b><br><b>HEADLAND MUNI(HDL)</b><br>TAKEOFF MINIMUMS .....L<br>ALTERNATE MINIMUMS .....M<br>IAPS ..... RNAV (GPS) RWY 09 .....405<br>RNAV (GPS) RWY 27 .....406 |      |         |
| <b>GWINNETT COUNTY/BRISCOE FLD</b><br>---SEE LAWRENCEVILLE, GA   |      |         | <b>HEART OF GEORGIA RGNL</b><br>---SEE EASTMAN, GA  |      |         |
| <b>H L SONNY CALLAHAN</b><br>---SEE FAIRHOPE, AL   |      |         | <b>HENRY TIFT MYERS</b><br>---SEE TIFTON, GA  |      |         |
| <b>HABERSHAM COUNTY</b><br>---SEE CORNELIA, GA   |      |         | <b>HOLK FLD AT FOLEY MUNI</b><br>---SEE FOLEY, AL   |      |         |

# INDEX

25219

K9

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K10

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME   | PROC | SECT PG | NAME                                       | PROC | SECT PG |
|--|------|---------|--|------|---------|
| <b>HOMERVILLE, GA</b>                        |      |         | <b>JASPER, GA</b>                          |      |         |
| <b>HOMERVILLE(HOE)</b>                       |      |         | <b>PICKENS COUNTY(JZP)</b>                 |      |         |
| TAKEOFF MINIMUMS .....                       | L    |         | TAKEOFF MINIMUMS .....                     | L    |         |
| ALTERNATE MINIMUMS .....                     | M    |         | ALTERNATE MINIMUMS .....                   | M    |         |
| IAPS ..... RNAV (GPS) RWY 14 .....           | 407  |         | IAPS ..... RNAV (GPS) RWY 16 .....         | 437  |         |
| RNAV (GPS) RWY 32 .....                      | 408  |         | RNAV (GPS) RWY 34 .....                    | 438  |         |
| VOR/DME-A .....                              | 409  |         |  |      |         |
| <b>HUNTER AAF(KSVN)</b>                      |      |         | <b>JEFFERSON, GA</b>                       |      |         |
| <b>SAVANNAH, GA</b>                          |      |         | <b>JACKSON COUNTY(JCA)</b>                 |      |         |
| TAKEOFF MINIMUMS .....                       | L    |         | TAKEOFF MINIMUMS .....                     | L    |         |
| IAPS ..... ILS OR LOC RWY 28 .....           | 410  |         | ALTERNATE MINIMUMS .....                   | M    |         |
| RNAV (GPS) RWY 10 .....                      | 411  |         | IAPS ..... RNAV (GPS) RWY 17 .....         | 439  |         |
| RNAV (GPS) RWY 28 .....                      | 412  |         | RNAV (GPS) RWY 35 .....                    | 440  |         |
| VOR/DME RWY 28 .....                         | 413  |         | VOR RWY 35 .....                           | 441  |         |
| COPTER VOR RWY 10 .....                      | 414  |         |  |      |         |
| AIRPORT DIAGRAM .....                        | 415  |         | <b>JEKYLL ISLAND, GA</b>                   |      |         |
| <b>HUNTSVILLE, AL</b>                        |      |         | <b>JEKYLL ISLAND(09J)</b>                  |      |         |
| <b>HUNTSVILLE EXEC TOM SHARP JR FLD(MDQ)</b> |      |         | TAKEOFF MINIMUMS .....                     | L    |         |
| TAKEOFF MINIMUMS .....                       | L    |         | IAPS ..... RNAV (GPS) RWY 18 .....         | 442  |         |
| ALTERNATE MINIMUMS .....                     | M    |         | VOR-A .....                                | 443  |         |
| IAPS ..... ILS OR LOC RWY 18 .....           | 416  |         |  |      |         |
| RNAV (GPS) RWY 18 .....                      | 417  |         | <b>JESUP, GA</b>                           |      |         |
| RNAV (GPS) RWY 36 .....                      | 418  |         | <b>JESUP-WAYNE COUNTY(JES)</b>             |      |         |
| VOR-B .....                                  | 419  |         | TAKEOFF MINIMUMS .....                     | L    |         |
| <b>HUNTSVILLE INTL-CARL T JONES FLD(HSV)</b> |      |         | ALTERNATE MINIMUMS .....                   | M    |         |
| TAKEOFF MINIMUMS .....                       | L    |         | IAPS ..... RNAV (GPS) RWY 11 .....         | 444  |         |
| ALTERNATE MINIMUMS .....                     | M    |         | RNAV (GPS) RWY 29 .....                    | 445  |         |
| RADAR MINIMUMS .....                         | N    |         |  |      |         |
| IAPS ..... ILS OR LOC RWY 18L .....          | 420  |         | <b>JIMMY CARTER RGNL</b>                   |      |         |
| ILS OR LOC RWY 18R .....                     | 421  |         | <b>---SEE AMERICUS, GA</b>                 |      |         |
| ILS OR LOC RWY 36L .....                     | 422  |         |  |      |         |
| ILS OR LOC RWY 36R .....                     | 423  |         | <b>JOHN EDWIN JONES SR FLD/METTER MUNI</b> |      |         |
| ILS RWY 18R (CAT II) .....                   | 424  |         | <b>---SEE METTER, GA</b>                   |      |         |
| RNAV (GPS) RWY 18L .....                     | 425  |         |  |      |         |
| RNAV (GPS) RWY 18R .....                     | 426  |         | <b>KAOLIN FLD</b>                          |      |         |
| RNAV (GPS) RWY 36L .....                     | 427  |         | <b>---SEE SANDERSVILLE, GA</b>             |      |         |
| RNAV (GPS) RWY 36R .....                     | 428  |         |  |      |         |
| AIRPORT DIAGRAM .....                        | 429  |         | <b>LAFAYETTE, GA</b>                       |      |         |
| DPS ..... HUNTSVILLE FOUR .....              | 430  |         | <b>BARWICK LAFAYETTE(9A5)</b>              |      |         |
| <b>ISBELL FLD</b>                            |      |         | TAKEOFF MINIMUMS .....                     | L    |         |
| <b>---SEE FORT PAYNE, AL</b>                 |      |         | ALTERNATE MINIMUMS .....                   | M    |         |
| <b>JACKSON, AL</b>                           |      |         | IAPS ..... RNAV (GPS) RWY 02 .....         | 446  |         |
| <b>JACKSON MUNI(4R3)</b>                     |      |         | RNAV (GPS) RWY 20 .....                    | 447  |         |
| TAKEOFF MINIMUMS .....                       | L    |         |  |      |         |
| IAPS ..... RNAV (GPS) RWY 01 .....           | 431  |         | <b>LAGRANGE, GA</b>                        |      |         |
| RNAV (GPS) RWY 19 .....                      | 432  |         | <b>LAGRANGE/CALLAWAY(LGC)</b>              |      |         |
| <b>JACKSON COUNTY</b>                        |      |         | TAKEOFF MINIMUMS .....                     | L    |         |
| <b>---SEE JEFFERSON, GA</b>                  |      |         | ALTERNATE MINIMUMS .....                   | M    |         |
|  |      |         | IAPS ..... ILS OR LOC RWY 31 .....         | 448  |         |
|  |      |         | RNAV (GPS) RWY 03 .....                    | 449  |         |
|  |      |         | RNAV (GPS) RWY 13 .....                    | 450  |         |
|  |      |         | RNAV (GPS) RWY 31 .....                    | 451  |         |
| <b>JASPER, AL</b>                            |      |         | <b>LAGRANGE/CALLAWAY</b>                   |      |         |
| <b>WALKER COUNTY/BEVILL FLD(JFX)</b>         |      |         | <b>---SEE LAGRANGE, GA</b>                 |      |         |
| TAKEOFF MINIMUMS .....                       | L    |         |  |      |         |
| ALTERNATE MINIMUMS .....                     | M    |         | <b>LAMAR COUNTY</b>                        |      |         |
| IAPS ..... ILS OR LOC RWY 27 .....           | 433  |         | <b>---SEE VERNON, AL</b>                   |      |         |
| RNAV (GPS) RWY 09 .....                      | 434  |         |  |      |         |
| RNAV (GPS) RWY 27 .....                      | 435  |         |  |      |         |
| VOR/DME-A .....                              | 436  |         |  |      |         |

INDEX

25219

K10

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K11

## INDEX OF TERMINAL CHARTS AND MINIMUMS

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

### LANETT, AL

|                         |                   |     |
|-------------------------|-------------------|-----|
| <b>LANETT RGNL(7A3)</b> |                   |     |
| TAKEOFF MINIMUMS        |                   | L   |
| IAPS                    | RNAV (GPS) RWY 06 | 452 |
|                         | RNAV (GPS) RWY 24 | 453 |

### LAWRENCEVILLE, GA

|   |                    |     |
|---|--------------------|-----|
| <b>GWINNETT COUNTY/BRISCOE FLD(LZU)</b> |                    |     |
| TAKEOFF MINIMUMS                        |                    | L   |
| ALTERNATE MINIMUMS                      |                    | M   |
| STARS                                   | BOKRT THREE (RNAV) | Z1  |
|   | BUKHD THREE (RNAV) | Z2  |
|   | DEHAN THREE (RNAV) | Z6  |
|   | SWTEE TWO (RNAV)   | Z29 |
|   | WRGNZ THREE (RNAV) | Z30 |
| IAPS                                    | ILS OR LOC RWY 25  | 454 |
|   | RNAV (GPS) RWY 07  | 455 |
|   | RNAV (GPS) RWY 25  | 456 |
| AIRPORT DIAGRAM                         |                    | 457 |

### LAWSON AAF (FORT BENNING)(KLSF)

|                                    |                   |     |
|------------------------------------|-------------------|-----|
| <b>FORT BENNING (COLUMBUS), GA</b> |                   |     |
| TAKEOFF MINIMUMS                   |                   | L   |
| IAPS                               | ILS OR LOC RWY 33 | 458 |
|                                    | RNAV (GPS) RWY 15 | 459 |
|                                    | RNAV (GPS) RWY 33 | 460 |
|                                    | VOR/DME RWY 15    | 461 |
| AIRPORT DIAGRAM                    |                   | 462 |

### LEE GILMER MEML

---SEE GAINESVILLE, GA

### LOUISVILLE, GA

|                             |                   |     |
|-----------------------------|-------------------|-----|
| <b>LOUISVILLE MUNI(2J3)</b> |                   |     |
| TAKEOFF MINIMUMS            |                   | L   |
| ALTERNATE MINIMUMS          |                   | M   |
| IAPS                        | RNAV (GPS) RWY 13 | 463 |
|                             | RNAV (GPS) RWY 31 | 464 |

### LOWE AHP(KLOR)

|                                 |                       |     |
|---------------------------------|-----------------------|-----|
| <b>FORT NOVOSOL (OZARK), AL</b> |                       |     |
| TAKEOFF MINIMUMS                |                       | L   |
| DIVERSE VECTOR AREA             |                       | L   |
| IAPS                            | COPTER RNAV (GPS) 069 | 465 |
|                                 | COPTER VOR 069        | 466 |

### MAC CRENSHAW MEML

---SEE GREENVILLE, AL

### MACON, GA

|                            |                   |     |
|----------------------------|-------------------|-----|
| <b>MACON DOWNTOWN(MAC)</b> |                   |     |
| TAKEOFF MINIMUMS           |                   | L   |
| IAPS                       | RNAV (GPS) RWY 10 | 467 |
|                            | RNAV (GPS) RWY 28 | 468 |
|                            | LOC RWY 10        | 469 |

### MIDDLE GEORGIA RGNL(MCN)

|                    |                            |     |
|--------------------|----------------------------|-----|
| TAKEOFF MINIMUMS   |                            | L   |
| ALTERNATE MINIMUMS |                            | M   |
| IAPS               | ILS OR LOC RWY 05          | 470 |
|                    | ILS RWY 05 (SA CAT I - II) | 471 |
|                    | RNAV (GPS) RWY 05          | 472 |
|                    | RNAV (GPS) RWY 14          | 473 |
|                    | RNAV (GPS) RWY 23          | 474 |
|                    | RNAV (GPS) RWY 32          | 475 |
| AIRPORT DIAGRAM    |                            | 476 |

### MADISON, GA

|                          |                   |     |
|--------------------------|-------------------|-----|
| <b>MADISON MUNI(52A)</b> |                   |     |
| TAKEOFF MINIMUMS         |                   | L   |
| IAPS                     | RNAV (GPS) RWY 14 | 477 |
|                          | VOR/DME-A         | 478 |

### MARIETTA, GA

---SEE DOBBINS ARB

### MARION, AL

|                        |                   |     |
|------------------------|-------------------|-----|
| <b>VAIDEN FLD(A08)</b> |                   |     |
| TAKEOFF MINIMUMS       |                   | L   |
| IAPS                   | RNAV (GPS) RWY 16 | 479 |
|                        | RNAV (GPS) RWY 34 | 480 |

### MARION COUNTY-RANKIN FITE

---SEE HAMILTON, AL

### MAXWELL AFB(KMXF)

|                       |                       |     |
|-----------------------|-----------------------|-----|
| <b>MONTGOMERY, AL</b> |                       |     |
| TAKEOFF MINIMUMS      |                       | L   |
| IAPS                  | ILS OR LOC/DME RWY 15 | 481 |
|                       | RNAV (GPS) RWY 15     | 482 |
|                       | TACAN RWY 15          | 483 |
|                       | TACAN RWY 33          | 484 |
| AIRPORT DIAGRAM       |                       | 485 |

### MC RAE, GA

|                            |                   |     |
|----------------------------|-------------------|-----|
| <b>TELFAR-WHEELER(MQW)</b> |                   |     |
| TAKEOFF MINIMUMS           |                   | L   |
| ALTERNATE MINIMUMS         |                   | M   |
| IAPS                       | RNAV (GPS) RWY 03 | 486 |
|                            | RNAV (GPS) RWY 21 | 487 |

### MERKEL FLD SYLACAUGA MUNI

---SEE SYLACAUGA, AL

### METTER, GA

|   |                   |     |
|---|-------------------|-----|
| <b>JOHN EDWIN JONES SR FLD/METTER MUNI(MHP)</b> |                   |     |
| TAKEOFF MINIMUMS                                |                   | L   |
| IAPS  | RNAV (GPS) RWY 10 | 488 |
|   | RNAV (GPS) RWY 28 | 489 |

### MIDDLE GEORGIA RGNL

---SEE MACON, GA

# INDEX

25219

K11

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K12

## INDEX OF TERMINAL CHARTS AND MINIMUMS

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

### MILLEDGEVILLE, GA

#### BALDWIN COUNTY RGNL(MLJ)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| ALTERNATE MINIMUMS     | M   |
| IAPS RNAV (GPS) RWY 10 | 490 |
| RNAV (GPS) RWY 28      | 491 |
| NDB RWY 28             | 492 |
| AIRPORT DIAGRAM        | 493 |

### MILLEN, GA

#### MILLEN(2J5)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| ALTERNATE MINIMUMS     | M   |
| IAPS RNAV (GPS) RWY 17 | 494 |
| RNAV (GPS) RWY 35      | 495 |

### MOBILE, AL

#### MOBILE INTL(BFM)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| ALTERNATE MINIMUMS     | M   |
| HOT SPOT               | P   |
| IAPS ILS OR LOC RWY 32 | 496 |
| RNAV (GPS) RWY 14      | 497 |
| RNAV (GPS) RWY 18      | 498 |
| RNAV (GPS) RWY 32      | 499 |
| RNAV (GPS) RWY 36      | 500 |
| VOR RWY 14             | 501 |
| VOR RWY 18             | 502 |
| VOR RWY 32             | 503 |
| AIRPORT DIAGRAM        | 504 |

#### MOBILE RGNL(MOB)

|                            |     |
|----------------------------|-----|
| TAKEOFF MINIMUMS           | L   |
| ALTERNATE MINIMUMS         | M   |
| RADAR MINIMUMS             | N   |
| IAPS ILS OR LOC RWY 15     | 505 |
| ILS OR LOC RWY 33          | 506 |
| ILS RWY 15 (SA CAT I - II) | 507 |
| RNAV (GPS) RWY 15          | 508 |
| RNAV (GPS) RWY 18          | 509 |
| RNAV (GPS) RWY 33          | 510 |
| RNAV (GPS) RWY 36          | 511 |
| VOR OR TACAN-A             | 512 |
| AIRPORT DIAGRAM            | 513 |

### MONROE, GA

#### CY NUNNALLY MEML(D73)

|                          |     |
|--------------------------|-----|
| TAKEOFF MINIMUMS         | L   |
| ALTERNATE MINIMUMS       | M   |
| STARS BUKHD THREE (RNAV) | 22  |
| DEHAN THREE (RNAV)       | 26  |
| SWTEE TWO (RNAV)         | 229 |
| WRGNZ THREE (RNAV)       | 230 |
| IAPS RNAV (GPS) RWY 03   | 514 |

### MONROE COUNTY AEROPLEX

#### ---SEE MONROEVILLE, AL

### MONROEVILLE, AL

#### MONROE COUNTY AEROPLEX(MVC)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| IAPS RNAV (GPS) RWY 03 | 515 |
| RNAV (GPS) RWY 21      | 516 |

### MONTEZUMA, GA

#### DR C P SAVAGE SR(53A)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| IAPS RNAV (GPS) RWY 18 | 517 |
| RNAV (GPS) RWY 36      | 518 |

### MONTGOMERY, AL

#### MONTGOMERY RGNL (DANNELLY FLD)(MGM)

|                          |     |
|--------------------------|-----|
| TAKEOFF MINIMUMS         | L   |
| ALTERNATE MINIMUMS       | M   |
| HOT SPOT                 | P   |
| IAPS ILS Y OR LOC RWY 28 | 519 |
| ILS Z OR LOC Z RWY 10    | 520 |
| ILS Z RWY 28             | 521 |
| RNAV (GPS) RWY 03        | 522 |
| RNAV (GPS) RWY 10        | 523 |
| RNAV (GPS) RWY 28        | 524 |
| VOR-A                    | 525 |
| NDB RWY 10               | 526 |
| AIRPORT DIAGRAM          | 527 |

### MONTGOMERY, AL

#### ---SEE MAXWELL AFB

### MOODY AFB(KVAD)

#### VALDOSTA, GA

|                           |     |
|---------------------------|-----|
| TAKEOFF MINIMUMS          | L   |
| DIVERSE VECTOR AREA       | L   |
| IAPS ILS OR LOC Y RWY 18L | 528 |
| ILS OR LOC Z RWY 36R      | 529 |
| RNAV (GPS) RWY 18L        | 530 |
| RNAV (GPS) RWY 18R        | 531 |
| RNAV (GPS) RWY 36L        | 532 |
| RNAV (GPS) RWY 36R        | 533 |
| TACAN Y RWY 18L           | 534 |
| TACAN Y RWY 18R           | 535 |
| TACAN Y RWY 36L           | 536 |
| TACAN Y RWY 36R           | 537 |
| AIRPORT DIAGRAM           | 538 |

### MOTON FLD MUNI

#### ---SEE TUSKEGEE, AL

### MOULTRIE, GA

#### MOULTRIE MUNI(MGR)

|                        |     |
|------------------------|-----|
| TAKEOFF MINIMUMS       | L   |
| ALTERNATE MINIMUMS     | M   |
| IAPS RNAV (GPS) RWY 04 | 539 |
| RNAV (GPS) RWY 22      | 540 |

### MUSCLE SHOALS, AL

#### NORTHWEST ALABAMA RGNL(MSL)

|                            |     |
|----------------------------|-----|
| TAKEOFF MINIMUMS           | L   |
| ALTERNATE MINIMUMS         | M   |
| IAPS ILS Y OR LOC Y RWY 30 | 541 |
| ILS Z OR LOC Z RWY 30      | 542 |
| RNAV (GPS) RWY 12          | 543 |
| RNAV (GPS) RWY 18          | 544 |
| RNAV (GPS) RWY 30          | 545 |
| RNAV (GPS) RWY 36          | 546 |

# INDEX

25219

K12

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K13

INDEX OF TERMINAL CHARTS AND MINIMUMS

| NAME                              | PROC                    | SECT PG | NAME   | PROC | SECT PG |
|-----------------------------------|-------------------------|---------|--|------|---------|
| <b>NAHUNTA, GA</b>                |                         |         | <b>PINE MOUNTAIN, GA</b>                         |      |         |
| <b>BRANTLEY COUNTY(4J1)</b>       |                         |         | <b>HARRIS COUNTY(PIM)</b>                        |      |         |
| TAKEOFF MINIMUMS .....L           |                         |         | TAKEOFF MINIMUMS .....L                          |      |         |
| IAPS .....                        | RNAV (GPS) RWY 01 ..... | 547     | ALTERNATE MINIMUMS .....M                        |      |         |
|                                   | RNAV (GPS) RWY 19 ..... | 548     | IAPS .....                                       |      |         |
| <b>NASHVILLE, GA</b>              |                         |         | <b>PLANTATION AIRPARK</b>                        |      |         |
| <b>BERRIEN COUNTY(4J2)</b>        |                         |         | <b>---SEE SYLVANIA, GA</b>                       |      |         |
| TAKEOFF MINIMUMS .....L           |                         |         | <b>POLK COUNTY/CORNELIUS MOORE FLD</b>           |      |         |
| IAPS .....                        | RNAV (GPS) RWY 10 ..... | 549     | <b>---SEE CEDARTOWN, GA</b>                      |      |         |
|                                   | RNAV (GPS) RWY 28 ..... | 550     | <b>POSEY FLD</b>                                 |      |         |
| <b>NEWMAN COWETA COUNTY</b>       |                         |         | <b>---SEE HALEYVILLE, AL</b>                     |      |         |
| <b>---SEE ATLANTA, GA</b>         |                         |         | <b>PRATTVILLE, AL</b>                            |      |         |
| <b>NORTH PICKENS</b>              |                         |         | <b>PRATTVILLE/GROUBY FLD(1A9)</b>                |      |         |
| <b>---SEE REFORM, AL</b>          |                         |         | TAKEOFF MINIMUMS .....L                          |      |         |
| <b>NORTHEAST ALABAMA RGNL</b>     |                         |         | ALTERNATE MINIMUMS .....M                        |      |         |
| <b>---SEE GADSDEN, AL</b>         |                         |         | IAPS .....                                       |      |         |
| <b>NORTHWEST ALABAMA RGNL</b>     |                         |         | RNAV (GPS) RWY 09 .....                          |      |         |
| <b>---SEE MUSCLE SHOALS, AL</b>   |                         |         | RNAV (GPS) RWY 27 .....                          |      |         |
| <b>ONEONTA, AL</b>                |                         |         | <b>PRATTVILLE/GROUBY FLD</b>                     |      |         |
| <b>ROBBINS FLD(20A)</b>           |                         |         | <b>---SEE PRATTVILLE, AL</b>                     |      |         |
| TAKEOFF MINIMUMS .....L           |                         |         | <b>PRYOR FLD RGNL</b>                            |      |         |
| IAPS .....                        | RNAV (GPS) RWY 06 ..... | 551     | <b>---SEE DECATUR, AL</b>                        |      |         |
|                                   | RNAV (GPS) RWY 24 ..... | 552     | <b>QUITMAN, GA</b>                               |      |         |
| <b>OZARK, AL</b>                  |                         |         | <b>QUITMAN BROOKS COUNTY(4J5)</b>                |      |         |
| <b>OZARK/BLACKWELL FLD(71J)</b>   |                         |         | TAKEOFF MINIMUMS .....L                          |      |         |
| TAKEOFF MINIMUMS .....L           |                         |         | IAPS .....                                       |      |         |
| IAPS .....                        | RNAV (GPS) RWY 13 ..... | 553     | RNAV (GPS) RWY 10 .....                          |      |         |
|                                   | RNAV (GPS) RWY 31 ..... | 554     | RNAV (GPS) RWY 28 .....                          |      |         |
|                                   | VOR RWY 31 .....        | 555     | <b>REDSTONE AAF(KHUA)</b>                        |      |         |
| <b>OZARK/BLACKWELL FLD</b>        |                         |         | <b>REDSTONE ARSENAL, AL</b>                      |      |         |
| <b>---SEE OZARK, AL</b>           |                         |         | TAKEOFF MINIMUMS .....L                          |      |         |
| <b>PAULDING NORTHWEST ATLANTA</b> |                         |         | DIVERSE VECTOR AREA .....L                       |      |         |
| <b>---SEE ATLANTA, GA</b>         |                         |         | RADAR MINIMUMS .....N                            |      |         |
| <b>PELL CITY, AL</b>              |                         |         | IAPS .....                                       |      |         |
| <b>ST CLAIR COUNTY(PLR)</b>       |                         |         | RNAV (GPS) RWY 17 .....                          |      |         |
| TAKEOFF MINIMUMS .....L           |                         |         | RNAV (GPS) RWY 35 .....                          |      |         |
| ALTERNATE MINIMUMS .....M         |                         |         | VOR RWY 35 .....                                 |      |         |
| IAPS .....                        | RNAV (GPS) RWY 03 ..... | 556     | AIRPORT DIAGRAM .....                            |      |         |
|                                   | RNAV (GPS) RWY 21 ..... | 557     | <b>REFORM, AL</b>                                |      |         |
| <b>PERRY, GA</b>                  |                         |         | <b>NORTH PICKENS(3M8)</b>                        |      |         |
| <b>PERRY-HOUSTON COUNTY(PXE)</b>  |                         |         | TAKEOFF MINIMUMS .....L                          |      |         |
| TAKEOFF MINIMUMS .....L           |                         |         | IAPS .....                                       |      |         |
| ALTERNATE MINIMUMS .....M         |                         |         | RNAV (GPS) RWY 01 .....                          |      |         |
| IAPS .....                        | ILS OR LOC RWY 36 ..... | 558     | RNAV (GPS) RWY 19 .....                          |      |         |
|                                   | RNAV (GPS) RWY 18 ..... | 559     | <b>REIDSVILLE, GA</b>                            |      |         |
|                                   | RNAV (GPS) RWY 36 ..... | 560     | <b>SWINTON SMITH FLD AT REIDSVILLE MUNI(RVJ)</b> |      |         |
| <b>PICKENS COUNTY</b>             |                         |         | TAKEOFF MINIMUMS .....L                          |      |         |
| <b>---SEE JASPER, GA</b>          |                         |         | ALTERNATE MINIMUMS .....M                        |      |         |
|                                   |                         |         | IAPS .....                                       |      |         |
|                                   |                         |         | RNAV (GPS) RWY 11 .....                          |      |         |
|                                   |                         |         | RNAV (GPS) RWY 29 .....                          |      |         |
|                                   |                         |         | <b>RICHARD ARTHUR FLD</b>                        |      |         |
|                                   |                         |         | <b>---SEE FAYETTE, AL</b>                        |      |         |
|                                   |                         |         | <b>RICHARD B RUSSELL RGNL - J H TOWERS FLD</b>   |      |         |
|                                   |                         |         | <b>---SEE ROME, GA</b>                           |      |         |

INDEX

25219

K13

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025



# INDEX

25219

K14

## INDEX OF TERMINAL CHARTS AND MINIMUMS

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

### ROBBINS FLD

---SEE ONEONTA, AL

### ROBINS AFB(KWRB)

#### WARNER ROBINS, GA

|                 |                     |     |
|-----------------|---------------------|-----|
| IAPS            | ILS OR LOC Y RWY 15 | 574 |
|                 | ILS OR LOC Y RWY 33 | 575 |
|                 | RNAV (GPS) RWY 15   | 576 |
|                 | RNAV (GPS) RWY 33   | 577 |
|                 | TACAN Y RWY 15      | 578 |
|                 | TACAN Y RWY 33      | 579 |
| AIRPORT DIAGRAM |                     | 580 |

### ROME, GA

#### RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

|                    |                   |     |
|--------------------|-------------------|-----|
| TAKEOFF MINIMUMS   |                   | L   |
| ALTERNATE MINIMUMS |                   | M   |
| IAPS               | ILS OR LOC RWY 01 | 581 |
|                    | RNAV (GPS) RWY 01 | 582 |
|                    | RNAV (GPS) RWY 07 | 583 |
|                    | RNAV (GPS) RWY 19 | 584 |
|                    | RNAV (GPS) RWY 25 | 585 |
| AIRPORT DIAGRAM    |                   | 586 |

### ROY WILCOX

---SEE CHATON, AL

### RUSSELLVILLE, AL

#### BILL PUGH FLD(M22)

|                  |                   |     |
|------------------|-------------------|-----|
| TAKEOFF MINIMUMS |                   | L   |
| IAPS             | RNAV (GPS) RWY 02 | 587 |
|                  | RNAV (GPS) RWY 20 | 588 |

### ST ELMO, AL

#### ST ELMO(2R5)

|                  |                   |     |
|------------------|-------------------|-----|
| TAKEOFF MINIMUMS |                   | L   |
| IAPS             | RNAV (GPS) RWY 06 | 589 |

### ST SIMONS ISLAND, GA

#### ST SIMONS ISLAND(SSi)

|                  |                   |     |
|------------------|-------------------|-----|
| TAKEOFF MINIMUMS |                   | L   |
| IAPS             | RNAV (GPS) RWY 04 | 590 |
|                  | RNAV (GPS) RWY 22 | 591 |
|                  | VOR RWY 04        | 592 |

### SANDERSVILLE, GA

#### KAOLIN FLD(OKZ)

|                    |                   |     |
|--------------------|-------------------|-----|
| TAKEOFF MINIMUMS   |                   | L   |
| ALTERNATE MINIMUMS |                   | M   |
| IAPS               | RNAV (GPS) RWY 13 | 593 |
|                    | RNAV (GPS) RWY 31 | 594 |

### SAVANNAH, GA

#### SAVANNAH/HILTON HEAD INTL(SAV)

|                    |                            |     |
|--------------------|----------------------------|-----|
| TAKEOFF MINIMUMS   |                            | L   |
| ALTERNATE MINIMUMS |                            | M   |
| LAHSO              |                            | O   |
| HOT SPOT           |                            | P   |
| IAPS               | ILS OR LOC RWY 01          | 595 |
|                    | ILS OR LOC RWY 10          | 596 |
|                    | ILS RWY 10 (SA CAT I - II) | 597 |
|                    | RNAV (GPS) RWY 01          | 598 |
|                    | RNAV (GPS) RWY 10          | 599 |
|                    | RNAV (GPS) RWY 19          | 600 |
|                    | RNAV (GPS) Z RWY 28        | 601 |
|                    | VOR/DME-A                  | 602 |
|                    | VOR/DME OR TACAN RWY 01    | 603 |
|                    | VOR/DME OR TACAN RWY 19    | 604 |
| AIRPORT DIAGRAM    |                            | 605 |

### SAVANNAH, GA

---SEE HUNTER AAF

### SAVANNAH/HILTON HEAD INTL

---SEE SAVANNAH, GA

### SCOTTSBORO, AL

#### SCOTTSBORO MUNI-WORD FLD(4A6)

|                    |                   |     |
|--------------------|-------------------|-----|
| TAKEOFF MINIMUMS   |                   | L   |
| ALTERNATE MINIMUMS |                   | M   |
| IAPS               | RNAV (GPS) RWY 04 | 606 |
|                    | RNAV (GPS) RWY 22 | 607 |

### SELMA, AL

#### CRAIG FLD(SEM)

|                    |                       |     |
|--------------------|-----------------------|-----|
| TAKEOFF MINIMUMS   |                       | L   |
| ALTERNATE MINIMUMS |                       | M   |
| IAPS               | ILS Y OR LOC Y RWY 33 | 608 |
|                    | ILS Z OR LOC Z RWY 33 | 609 |
|                    | RNAV (GPS) RWY 15     | 610 |
|                    | RNAV (GPS) RWY 33     | 611 |
| AIRPORT DIAGRAM    |                       | 612 |

### SHELBY COUNTY

---SEE ALABASTER, AL

### SOUTH ALABAMA RGNL AT BILL BENTON FLD

---SEE ANDALUSIA, AL

### SOUTHWEST GEORGIA RGNL

---SEE ALBANY, GA

### STATESBORO, GA

#### STATESBORO-BULLOCH COUNTY(TBR)

|                    |                   |     |
|--------------------|-------------------|-----|
| TAKEOFF MINIMUMS   |                   | L   |
| ALTERNATE MINIMUMS |                   | M   |
| IAPS               | ILS OR LOC RWY 32 | 613 |
|                    | RNAV (GPS) RWY 14 | 614 |
|                    | RNAV (GPS) RWY 32 | 615 |

# INDEX

25219

K14

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K15

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

**SWAINSBORO, GA**  
**EAST GEORGIA RGNL(SBO)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 14 .....616  
              RNAV (GPS) RWY 14 .....617  
              RNAV (GPS) RWY 32 .....618

**SWINTON SMITH FLD AT REIDSVILLE MUNI**  
---SEE REIDSVILLE, GA

**SYLACAUGA, AL**  
**MERKEL FLD SYLACAUGA MUNI(SCD)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 09 .....619  
              RNAV (GPS) RWY 27 .....620

**SYLVANIA, GA**  
**PLANTATION AIRPARK(JYL)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 05 .....621  
              RNAV (GPS) RWY 23 .....622

**TALLADEGA, AL**  
**TALLADEGA MUNI(ASN)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS Y OR LOC Y RWY 04 .....623  
              ILS Z OR LOC Z RWY 04 .....624  
              RNAV (GPS) RWY 04 .....625  
              RNAV (GPS) RWY 22 .....626

**TELFAIR-WHEELER**  
---SEE MC RAE, GA

**THOMAS C RUSSELL FLD**  
---SEE ALEXANDER CITY, AL

**THOMASTON, GA**  
**THOMASTON-UPSON COUNTY(OPN)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 30 .....627  
              RNAV (GPS) RWY 12 .....628  
              RNAV (GPS) RWY 30 .....629

**THOMASVILLE, GA**  
**THOMASVILLE RGNL(TVI)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 04 .....630  
              RNAV (GPS) RWY 22 .....631  
              NDB RWY 22 .....632

**THOMSON, GA**  
**THOMSON/MCDUFFIE COUNTY(HQU)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC/NDB RWY 10 .....633  
              RNAV (GPS) RWY 10 .....634  
              RNAV (GPS) RWY 28 .....635  
              VOR/DME-A .....636  
DPS ..... AZALA FOUR (RNAV) .....637  
              CHATT SIX (RNAV) .....638  
              MISTY SIX (RNAV) .....639  
              NDINA FIVE (RNAV) .....640  
              SAMMI FOUR (RNAV) .....641

**THOMSON/MCDUFFIE COUNTY**  
---SEE THOMSON, GA

**TIFTON, GA**  
**HENRY TIFT MYERS(TMA)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 34 .....642  
              RNAV (GPS) RWY 16 .....643  
              RNAV (GPS) RWY 28 .....644  
              RNAV (GPS) RWY 34 .....645

**TOCCOA, GA**  
**TOCCOA RG LETOURNEAU FLD(TOC)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 03 .....646  
              RNAV (GPS) RWY 21 .....647

**TOM B DAVID FLD**  
---SEE CALHOUN, GA

**TROY, AL**  
**TROY MUNI AT N KENNETH CAMPBELL FLD(TOI)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 07 .....648  
              RNAV (GPS) RWY 07 .....649  
              RNAV (GPS) RWY 14 .....650  
              RNAV (GPS) RWY 25 .....651  
              RNAV (GPS) RWY 32 .....652  
              NDB RWY 07 .....653  
AIRPORT DIAGRAM .....654

**TURNER COUNTY**  
---SEE ASHBURN, GA

INDEX

25219

K15

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

# INDEX

K16

25219

## INDEX OF TERMINAL CHARTS AND MINIMUMS

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

### TUSCALOOSA, AL

#### TUSCALOOSA NTL(TCL)

|                    |                            |
|--------------------|----------------------------|
| TAKEOFF MINIMUMS   | L                          |
| ALTERNATE MINIMUMS | M                          |
| HOT SPOT           | P                          |
| IAPS               | ILS OR LOC RWY 04 .....655 |
|                    | RNAV (GPS) RWY 04 .....656 |
|                    | RNAV (GPS) RWY 12 .....657 |
|                    | RNAV (GPS) RWY 22 .....658 |
|                    | RNAV (GPS) RWY 30 .....659 |
|                    | TACAN RWY 04 .....660      |
|                    | TACAN RWY 22 .....661      |
| AIRPORT DIAGRAM    | 662                        |

### TUSKEGEE, AL

#### MOTON FLD MUNI(06A)

|                  |                            |
|------------------|----------------------------|
| TAKEOFF MINIMUMS | L                          |
| IAPS             | RNAV (GPS) RWY 13 .....663 |
|                  | RNAV (GPS) RWY 31 .....664 |

### UNION SPRINGS, AL

#### FRANKLIN FLD(07A)

|                  |                            |
|------------------|----------------------------|
| TAKEOFF MINIMUMS | L                          |
| IAPS             | RNAV (GPS) RWY 14 .....665 |
|                  | RNAV (GPS) RWY 32 .....666 |

### VAIDEN FLD

---SEE MARION, AL

### VALDOSTA, GA

#### VALDOSTA RGNL(VLD)

|                     |                            |
|---------------------|----------------------------|
| TAKEOFF MINIMUMS    | L                          |
| DIVERSE VECTOR AREA | L                          |
| ALTERNATE MINIMUMS  | M                          |
| IAPS                | ILS OR LOC RWY 36 .....667 |
|                     | RNAV (GPS) RWY 04 .....668 |
|                     | RNAV (GPS) RWY 18 .....669 |
|                     | RNAV (GPS) RWY 36 .....670 |
|                     | VOR RWY 18 .....671        |
|                     | VOR RWY 36 .....672        |
| AIRPORT DIAGRAM     | 673                        |

### VALDOSTA, GA

---SEE MOODY AFB

### VERNON, AL

#### LAMAR COUNTY(M55)

|                  |                            |
|------------------|----------------------------|
| TAKEOFF MINIMUMS | L                          |
| IAPS             | RNAV (GPS) RWY 17 .....674 |
|                  | RNAV (GPS) RWY 35 .....675 |

### VIDALIA, GA

#### VIDALIA RGNL(VDI)

|                    |                            |
|--------------------|----------------------------|
| TAKEOFF MINIMUMS   | L                          |
| ALTERNATE MINIMUMS | M                          |
| IAPS               | ILS OR LOC RWY 25 .....676 |
|                    | RNAV (GPS) RWY 07 .....677 |
|                    | RNAV (GPS) RWY 25 .....678 |

### W H 'BUD' BARRON

---SEE DUBLIN, GA

### WALKER COUNTY/BEVILL FLD

---SEE JASPER, AL

### WARNER ROBINS, GA

---SEE ROBINS AFB

### WASHINGTON, GA

#### WASHINGTON/WILKES COUNTY(I1Y)

|                    |                            |
|--------------------|----------------------------|
| TAKEOFF MINIMUMS   | L                          |
| ALTERNATE MINIMUMS | M                          |
| IAPS               | RNAV (GPS) RWY 13 .....679 |
|                    | RNAV (GPS) RWY 31 .....680 |

### WASHINGTON/WILKES COUNTY

---SEE WASHINGTON, GA

### WAYCROSS, GA

#### WAYCROSS-WARE COUNTY(AYS)

|                    |                                |
|--------------------|--------------------------------|
| TAKEOFF MINIMUMS   | L                              |
| ALTERNATE MINIMUMS | M                              |
| IAPS               | ILS Y OR LOC Y RWY 19 .....681 |
|                    | ILS Z OR LOC Z RWY 19 .....682 |
|                    | RNAV (GPS) RWY 01 .....683     |
|                    | RNAV (GPS) RWY 19 .....684     |
| VOR-A              | 685                            |

### WAYNESBORO, GA

#### BURKE COUNTY(BXG)

|                  |                            |
|------------------|----------------------------|
| TAKEOFF MINIMUMS | L                          |
| IAPS             | RNAV (GPS) RWY 08 .....686 |
|                  | RNAV (GPS) RWY 26 .....687 |

### WEEDON FLD

---SEE EUFAULA, AL

### WEST GEORGIA RGNL/O V GRAY FLD

---SEE CARROLLTON, GA

### WETUMPKA, AL

#### WETUMPKA MUNI(08A)

|                  |                            |
|------------------|----------------------------|
| TAKEOFF MINIMUMS | L                          |
| IAPS             | RNAV (GPS) RWY 09 .....688 |
|                  | RNAV (GPS) RWY 27 .....689 |

### WINDER, GA

#### BARROW COUNTY(WDR)

|                    |                            |
|--------------------|----------------------------|
| TAKEOFF MINIMUMS   | L                          |
| ALTERNATE MINIMUMS | M                          |
| IAPS               | ILS OR LOC RWY 31 .....690 |
|                    | RNAV (GPS) RWY 13 .....691 |
|                    | RNAV (GPS) RWY 23 .....692 |
|                    | RNAV (GPS) RWY 31 .....693 |
|                    | NDB RWY 31 .....694        |

### WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL

---SEE FORT STEWART (HINESVILLE), GA

# INDEX

25219

K16

SE4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

## INSTRUMENT APPROACH PROCEDURE CHARTS

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

#### Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

#### ADEL, GA

##### COOK COUNTY (15J)

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

AMDT 2 10AUG23 (23222) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 5**, climb on heading 051° to 1500 before right turn.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees, vegetation beginning 65' from DER, 28' left of centerline, up to 249' MSL.

Vehicle on roadway, trees beginning 103' from DER, 60' right of centerline, up to 251' MSL.

Trees beginning 284' from DER, 4' right of centerline, up to 259' MSL.

Vehicle on roadway beginning 374' from DER, on and left of centerline, up to 251' MSL.

Tree, vehicle on roadway beginning 404' from DER, 113' right of centerline, up to 273' MSL.

Trees beginning 524' from DER, 445' left of centerline, up to 270' MSL.

Trees beginning 697' from DER, 636' right of centerline, up to 276' MSL.

Trees beginning 969' from DER, 619' left of centerline, up to 285' MSL.

Trees beginning 1161' from DER, 53' left of centerline, up to 316' MSL.

Trees beginning 1184' from DER, 533' right of centerline, up to 299' MSL.

Trees beginning 2524' from DER, 359' left of centerline, up to 322' MSL.

Trees beginning 2647' from DER, 460' left of centerline, up to 324' MSL.

Trees beginning 2934' from DER, 386' right of centerline, up to 319' MSL.

Tree 3116' from DER, 637' right of centerline, 322' MSL.

Tree 3176' from DER, 232' right of centerline, 323' MSL.

Trees beginning 3220' from DER, 78' right of centerline, up to 329' MSL.

Trees beginning 3280' from DER, 10' left of centerline, up to 332' MSL.

Trees beginning 3359' from DER, 57' right of centerline, up to 331' MSL.

**Rwy 15**, trees beginning 100' from DER, 283' right of centerline, up to 302' MSL.

Tree 364' from DER, 430' right of centerline, 309' MSL.

Trees beginning 453' from DER, 344' right of centerline, up to 313' MSL.

Tree 570' from DER, 485' left of centerline, 297' MSL.

Trees beginning 573' from DER, 471' right of centerline, up to 315' MSL.

CONT

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

25219

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

25219

## ADEL, GA (CON'T)

### COOK COUNTY (15J) (CON'T)

**Rwy 23**, terrain 17' from DER, 481' right of centerline, 236' MSL.  
 Tree 24' from DER, 343' left of centerline, 255' MSL.  
 Trees beginning 83' from DER, 256' left of centerline, up to 260' MSL.  
 Trees beginning 157' from DER, 46' left of centerline, up to 261' MSL.  
 Tree 197' from DER, 484' right of centerline, 274' MSL.  
 Trees beginning 219' from DER, 200' right of centerline, up to 284' MSL.  
 Trees beginning 892' from DER, 118' right of centerline, up to 305' MSL.  
 Trees beginning 1421' from DER, 520' left of centerline, up to 291' MSL.

## ALABASTER, AL

### SHELBY COUNTY (EET)

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

AMDT 3 12MAR09 (09071) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-1¼.

**Rwy 34**, 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, rising terrain beginning 30' from DER.

Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL.

T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL.

Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL.

**Rwy 34**, rising terrain beginning 132' from DER.

Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL.

T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL.

Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL.

Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL.

Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

## ALBANY, GA

### SOUTHWEST GEORGIA RGNL (ABY)

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

ORIG-B 26MAR20 (20086) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 35**, 300-2 or std. w/min. climb of 255' per NM to 600.

##### DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 047° to 700 before turning left.

**Rwy 35**, climb heading 347° to 700 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees and tank beginning 913' from DER, 383' left of centerline, up to 127' AGL/329' MSL.

Trees beginning 1985' from DER, 797' right of centerline, up to 79' AGL/275' MSL.

**Rwy 17**, trees beginning 1044' from DER, 310' left of centerline, up to 59' AGL/253' MSL.

Trees beginning 1977' from DER, 81' right of centerline, up to 92' AGL/286' MSL.

**Rwy 23**, tree 1461' from DER, 793' left of centerline, 81' AGL/250' MSL.

Pole 1093' from DER, 731' left of centerline, 61' AGL/230' MSL.

**Rwy 35**, trees beginning 426' from DER, 14' left of centerline, up to 82' AGL/277' MSL.

Trees beginning 477' from DER, 14' right of centerline, up to 58' AGL/253' MSL.

## ALBERTVILLE, AL

### ALBERTVILLE RGNL/THOMAS J BRUMLIK FLD (BFZ)

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

ORIG-A 17APR25 (25107) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, poles beginning 12' from DER, 426' left of centerline, up to 36' AGL/1058' MSL.

Tree 1019' from DER, 557' left of centerline, 1073' MSL.

Tree 1135' from DER, 674' right of centerline, 1066' MSL.

Tree 1266' from DER, 558' left of centerline, 1074' MSL.

Tree 2066' from DER, 355' left of centerline, 1088' MSL.

**Rwy 23**, tree, pole beginning 48' from DER, 455' right of centerline, up to 1022' MSL.

Tree 962' from DER, 508' right of centerline, 1036' MSL.

Trees beginning 1103' from DER, on and right centerline, up to 1044' MSL.

Tree 1364' from DER, 473' right of centerline, 1047' MSL.

Tree 1520' from DER, 320' right of centerline, 1057' MSL.

Tree 1710' from DER, 668' left of centerline, 1064' 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

## ALEXANDER CITY, AL

THOMAS C RUSSELL FLD (ALX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26JUN14 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36**, 300-1 or std. w/min. climb of 385' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 36**, climb heading 002° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, rising terrain beginning 6' from DER, 196' right of centerline, up to 613' MSL.

Trees and fence beginning 131' from DER, 345' right of centerline, up to 100' AGL/704' MSL.

Trees beginning 3233' from DER, 536' right of centerline, up to 100' AGL/693' MSL.

Trees beginning 3772' from DER, 1093' left of centerline, up to 100' AGL/723' MSL.

**Rwy 36**, poles beginning 165' from DER, 4' right and 109' left of centerline, up to 45' AGL/711' MSL.

Rising terrain beginning 94' from DER, 265' right of centerline, up to 708' MSL.

Trees and buildings beginning 15' from DER, 443' left of centerline, up to 100' AGL/709' MSL.

Trees beginning 324' from DER, 74' right of centerline, up to 100' AGL/741' MSL.

Trees, poles and buildings beginning 630' from DER, 3' left of centerline, up to 100' AGL/806' MSL.

Trees, poles and sign beginning 667' from DER, 32' right of centerline, up to 100' AGL/747' MSL.

Poles, trees, buildings and tank beginning 2336' from DER, 113' left of centerline, up to 137' AGL/860' MSL.

Poles beginning 3826' from DER, 164' right of centerline, up to 97' AGL/817' MSL.

## ALICEVILLE, AL

GEORGE DOWNER (AIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03APR14 (14093) (FAA)

DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 064° to 2000 before turning.**Rwy 24**, climb heading 244° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, vehicle on road, trees, buildings and power poles abeam DER, left and right of centerline, up to 100' AGL/279' MSL.**Rwy 24**, trees, and power poles abeam DER, left and right of centerline, up to 100' AGL/289' MSL.

## ALMA, GA

BACON COUNTY (AMG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 10' from DER, 10' right of centerline, up to 256' MSL.

Trees beginning 11' from DER, 247' left of centerline, up to 230' MSL.

Trees beginning 133' from DER, 231' left of centerline, up to 238' MSL.

Trees beginning 293' from DER, 398' left of centerline, up to 256' MSL.

Trees beginning 414' from DER, 79' left of centerline, up to 257' MSL.

Trees beginning 2441' from DER, 303' left of centerline, up to 265' MSL.

Trees beginning 2523' from DER, 264' left of centerline, up to 267' MSL.

**Rwy 34**, pole 38' from DER, 479' right of centerline, 224' MSL.

Tree, building, pole, sign beginning 127' from DER, 310' left of centerline, up to 261' MSL.

Poles beginning 249' from DER, 478' right of centerline, up to 225' MSL.

Tree, pole beginning 407' from DER, 495' right of centerline, up to 259' MSL.

Tree, pole, tank beginning 501' from DER, 11' right of centerline, up to 280' MSL.

Trees beginning 1299' from DER, 195' left of centerline, up to 268' MSL.

Tree 1364' from DER, 671' left of centerline, 276' MSL.

Trees beginning 1405' from DER, 327' left of centerline, up to 285' MSL.

Tree, pole beginning 1688' from DER, 396' left of centerline, up to 287' MSL.

Tree, pole beginning 1751' from DER, 235' left of centerline, up to 294' MSL.

Tree 2961' from DER, 958' right of centerline, 284' MSL.

Trees beginning 2977' from DER, 1032' right of centerline, up to 288' MSL.

Trees beginning 3044' from DER, 1136' right of centerline, up to 294' MSL.

Trees beginning 3236' from DER, 1136' right of centerline, up to 295' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

SE-4

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

## AMERICUS, GA

JIMMY CARTER RGNL (ACJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25JUL13 (13206) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence 26' from DER, 471' left of centerline, 13' AGL/464' MSL.

Trees beginning 179' from DER, left and right of centerline, up to 90' AGL/541' MSL.

**Rwy 10**, trees beginning 35' from DER, left and right of centerline, up to 116' AGL/557' MSL.**Rwy 23**, vehicles on roadway abeam DER, 179' left of centerline, up to 15' AGL/481' MSL.

Trees beginning 65' from DER, left and right of centerline, up to 92' AGL/537' MSL.

Poles beginning 1085' from DER, 310' right of centerline, up to 44' AGL/505' MSL.

**Rwy 28**, vehicles on roadway 479' from DER, 619' right of centerline, up to 15' AGL/484' MSL.

Trees beginning 2275' from DER, 285' left of centerline, up to 100' AGL/569' MSL.

## ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (21140) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, multiple trees beginning 379' from DER, 279' left of centerline, up to 59' AGL/368' MSL.

Multiple trees beginning 1478' from DER, 687' right of centerline, up to 71' AGL/380' MSL.

**Rwy 29**, multiple trees beginning 93' from DER, 490' left of centerline, up to 85' AGL/394' MSL.

Multiple trees beginning 40' from DER, 353' right of centerline, up to 66' AGL/375' MSL.

## ANNISTON, AL

ANNISTON RGNL (ANB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, std. w/ min. climb of 329' per NM to 2600.**Rwy 23**, std. w/ min. climb of 223' per NM to 3800.

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 052° to 2600 before proceeding on course.**Rwy 23**, climb heading 232° to 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree, railroad beginning 0' from DER, 435' left of centerline, up to 679' MSL.

Pole 507' from DER, 548' right of centerline, 20' AGL/636' MSL.

Tree 1147' from DER, 731' left of centerline, 689' MSL.

Tree 1971' from DER, 262' right of centerline, 690' MSL.

Tree 1992' from DER, 850' left of centerline, 706' MSL.

Sign, pole, tree beginning 2269' from DER, 394' left of centerline, up to 63' AGL/712' MSL.

Tree 2413' from DER, 481' right of centerline, 692' MSL.

Tree 2573' from DER, 221' right of centerline, 695' MSL.

Tree 2695' from DER, 518' right of centerline, 698' MSL.

Tree 2974' from DER, 772' left of centerline, 717' MSL.

Tree 3048' from DER, 297' right of centerline, 718' MSL.

**Rwy 23**, tree 4545' from DER, 1237' left of centerline, 717' MSL.

## ASHBURN, GA

TURNER COUNTY (75J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35**, std. w/min. climb of 290' per NM to 700 or 900-2½ for VCOA.

VCOA:

**Rwy 35**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turner County airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tree 83' from DER, 419' right of centerline, 440' MSL.

Tree 142' from DER, 342' left of centerline, 422' MSL.

Tree 157' from DER, 448' left of centerline, 438' MSL.

Trees beginning 162' from DER, 165' right of centerline, up to 447' MSL.

Trees beginning 262' from DER, 200' left of centerline, up to 440' MSL.

Tree and building beginning 511' from DER, 347' right of centerline, up to 449' MSL.

Trees beginning 754' from DER, 281' right of centerline, up to 455' MSL.

CON'T

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

25219

SE-4

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

25219

## ASHBURN, GA (CON'T)

### TURNER COUNTY (75J) (CON'T)

**Rwy 35**, tree 902' from DER, 736' left of centerline, 480' MSL.  
 Trees beginning 1113' from DER, 32' left of centerline, up to 498' MSL.  
 Tree 1331' from DER, 451' right of centerline, 474' MSL.  
 Tree 1343' from DER, 650' right of centerline, 475' MSL.  
 Tree 1384' from DER, 248' right of centerline, 478' MSL.  
 Trees beginning 1413' from DER, 118' right of centerline, up to 479' MSL.  
 Trees beginning 1513' from DER, 38' right of centerline, up to 484' MSL.  
 Tree 2721' from DER, 623' right of centerline, 487' MSL.  
 Trees, building beginning 2806' from DER, 71' right of centerline, up to 497' MSL.  
 Trees beginning 3689' from DER, 37' right of centerline, up to 509' MSL.  
 Light poles beginning 4046' from DER, 356' left of centerline, up to 84' AGL/508' MSL.  
 Sign 5913' from DER, 156' right of centerline, 159' AGL/577' MSL.  
 Antenna 1 NM from DER, 454' left of centerline, 177' AGL/615' MSL.  
 Tower 1.8 NM from DER, 477' right of centerline, 276' AGL/704' MSL.  
 Tower 1.8 NM from DER, 468' right of centerline, 285' AGL/716' MSL.

## ATHENS, GA

### ATHENS/BEN EPPS (AHN)

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

AMDT 2 15OCT15 (15288) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb heading 027° to 2300 before turning west.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, multiple trees beginning 8' from DER, 495' right of centerline, up to 88' AGL/866' MSL.  
 Building 165' from DER, 393' left of centerline, 17' AGL/819' MSL.  
 Multiple poles beginning 652' from DER, 605' left of centerline, up to 38' AGL/832' MSL.  
 Multiple trees beginning 652' from DER, 617' left of centerline, up to 90' AGL/875' MSL.  
**Rwy 9**, tree 671' from DER, 631' left of centerline, 100' AGL/839' MSL.  
**Rwy 20**, multiple trees, terrain, and bushes beginning 41' from DER, 421' left of centerline, up to 108' AGL/873' MSL.  
 Multiple trees and terrain beginning 74' from DER, 403' right of centerline, up to 112' AGL/868' MSL.  
 Multiple poles beginning 359' from DER, 584' left of centerline, up to 51' AGL/822' MSL.  
 Poles beginning 656' from DER, 608' right of centerline, up to 35' AGL/803' MSL.  
 Building 1122' from DER, 285' left of centerline, 37' AGL/805' MSL.  
**Rwy 27**, fence 87' from DER, 255' left of centerline, 13' AGL/758' MSL.  
 Multiple trees beginning 106' from DER, 456' right of centerline, up to 104' AGL/807' MSL.  
 Multiple trees beginning 604' from DER, 638' left of centerline, up to 107' AGL/819' MSL.  
 Tower 1023' from DER, 365' left of centerline, 77' AGL/791' MSL.

## ATLANTA, GA

### ATLANTA RGFL FALCON FLD (FFC)

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

AMDT 2 10MAR11 (21168) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 960' from DER, 51' right of centerline, up to 98' AGL/877' MSL.  
 Trees beginning 377' from DER, 465' left of centerline, up to 88' AGL/887' MSL.  
**Rwy 31**, trees beginning 288' from DER, 538' right of centerline, up to 100' AGL/999' MSL.

### ATLANTA SPEEDWAY (HMP)

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

AMDT 2B 17JUN21 (21168) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, vehicles on road, 249' from DER, crossing extended runway centerline, up to 914' MSL.  
 Tree 273' from DER, 502' left of centerline, 999' MSL.  
 Trees, beginning 1409' from DER, 145' left of centerline, up to 999' MSL.  
 Trees, beginning 1490' from DER, 3' right of centerline, up to 979' MSL.  
**Rwy 24**, trees, beginning 634' from DER, 169' right of centerline, up to 919' MSL.  
 Trees, beginning 1265' from DER, 168' left of centerline, up to 919' MSL.  
 Tree 1318' from DER, 466' right of centerline, 939' MSL.  
 Trees, beginning 1875' from DER, 15' left of centerline, up to 939' MSL.  
 Tree 3349' from DER, 654' left of centerline, 959' MSL.  
 T-1 tower 3401' from DER, 555' left of centerline, 969' MSL.  
 T-1 twr 3443' from DER, 336' right of centerline, 949' 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

## ATLANTA, GA (CON'T)

### COBB COUNTY INTL/MCCOLLUM FLD (RYY)

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

AMDT 2B 03JAN19 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 200-1% or std. w/min. climb of 223' per NM to 1400, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

**Rwy 27**, 300-1%.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 093° to 1900 before proceeding south.

**Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vertical structure 27' from DER, 376' right of centerline, 1005' MSL.

Vertical structure, tree beginning 1048' from DER, 559' left of centerline, up to 1039' MSL.

Tree 1880' from DER, 929' right of centerline, 1078' MSL.

Trees beginning 2265' from DER, 872' right of centerline, up to 1085' MSL.

Trees beginning 2472' from DER, 840' right of centerline, up to 1086' MSL.

**Rwy 27**, transmission line 81' from DER, 371' left of centerline, 25' AGL/1073' MSL.

Pole, building, terrain, fence beginning 81' from DER, 9' left of centerline, up to 1087' MSL.

Pole, terrain beginning 116' from DER, 177' right of centerline, up to 1079' MSL.

Pole 237' from DER, 449' right of centerline, 1081' MSL.

Tree 323' from DER, 429' left of centerline, 1088' MSL.

Pole beginning 376' from DER, 159' right of centerline, up to 1088' MSL.

Pole beginning 457' from DER, 262' right of centerline, up to 1090' MSL.

Pole, tree, building, traverse way beginning 524' from DER, 113' right of centerline, up to 1096' MSL.

Trees beginning 587' from DER, 36' left of centerline, up to 1095' MSL.

Tree, traverse way beginning 1267' from DER, 61' left of centerline up to 1106' MSL.

Tree, terrain beginning 1360' from DER, 25' right of centerline, up to 1137' MSL.

Pole, tree beginning 1436' from DER, 5' left of centerline, up to 1132' MSL.

Tree 1562' from DER, 905' right of centerline, 1142' MSL.

Sign, building, pole, terrain, tree beginning 1572' from DER, 122' right of centerline, up to 1160' MSL.

Tree, terrain beginning 1840' from DER, 15' left of centerline, up to 1137' MSL.

Pole, terrain beginning 1955' from DER, 72' right of centerline, up to 1176' MSL.

Sign 2068' from DER, 877' right of centerline, 1183' MSL.

Pole, tree, tower beginning 2090' from DER, 466' right of centerline, up to 1184' MSL.

Tree 2092' from DER, 850' left of centerline, 1146' MSL.

Tree, terrain, pole, building beginning 2106' from DER, 11' left of centerline, up to 1155' MSL.

Pole, terrain beginning 2302' from DER, 118' right of centerline, up to 1190' MSL.

Pole, terrain beginning 2418' from DER, 129' right of centerline, up to 1191' MSL.

Tree, pole beginning 2677' from DER, 185' right of centerline, up to 1199' MSL.

Tree 2798' from DER, 315' right of centerline, 1207' MSL.

Building, pole, terrain, vegetation beginning 2852' from DER, 246' left of centerline, up to 1156' MSL.

Trees beginning 2887' from DER, 172' right of centerline, up to 1214' MSL.

Tree, pole beginning 2999' from DER, 13' left of centerline, up to 1209' MSL.

Trees beginning 3083' from DER, 103' right of centerline, up to 1225' MSL.

Tree 3184' from DER, 23' left of centerline, 1213' MSL.

Trees beginning 3185' from DER, 32' left of centerline, up to 1215' MSL.

Trees beginning 4467' from DER, 101' left of centerline, up to 1197' MSL.

## COVINGTON MUNI (CVC)

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

AMDT 2 15NOV12 (12320) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 28**, 200-1 or std. w/min. climb of 259' per NM to 1100.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, terrain 19' from DER, 485' left of centerline, 817' MSL.

Trees beginning 1400' from DER, 301' left of centerline, up to 75' AGL/875' MSL.

Pole 988' from DER, 107' right of centerline, 34' AGL/844' MSL.

Tree 3903' from DER, 1535' right of centerline, 82' AGL/922' MSL.

**Rwy 28**, trees beginning 1066' from DER, 35' left of centerline, up to 115' AGL/ 875' MSL.

Trees beginning 2518' from DER, 144' left of centerline, up to 114' AGL/894' MSL.

Water tower 5029' from DER, 1580' left of centerline, 168' AGL/961' MSL.

Trees beginning 1287' from DER, 435' right of centerline, up to 128' AGL/888' 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

## ATLANTA, GA (CON'T)

### DEKALB-PEACHTREE (PDK)

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

AMDT 3A 12AUG21 (22111) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 3L, 21R**, NA-Environmental.**Rwy 3R**, 200-1% or std. w/min. climb of 351' per NM to 1300.**Rwy 21L**, std. w/min. climb of 211' per NM to 2000 or 1500-3 for VCOA.**Rwy 34**, std. w/min. climb of 242' per NM to 1700 or 1500-3 for VCOA.

#### DEPARTURE PROCEDURE:

**Rwy 16**, climb on heading 162° to 2000 before proceeding on course.**Rwy 21L**, climbing left turn on heading 150° to 3000 before turning right.

#### VCOA:

**Rwys 21L, 34**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dekalb-Peachtree airport at or above 2300 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 16**, sign, lighting, terrain beginning 2' from DER, 145' right of centerline, up to 5' AGL/997' MSL. Tower, sign, antennas, lighting beginning 10' from DER, 144' left of centerline, up to 29' AGL/1017' MSL.

Pole, wind indicator, tree beginning 78' from DER, 57' right of centerline, up to 13' AGL/1002' MSL.

Trees beginning 122' from DER, 71' left of centerline, up to 1031' MSL.

Trees beginning 231' from DER, 35' left of centerline, up to 1041' MSL.

Trees beginning 364' from DER, 14' right of centerline, up to 1014' MSL.

Trees beginning 686' from DER, 77' right of centerline, up to 1018' MSL.

Trees beginning 739' from DER, 47' right of centerline, up to 1032' MSL.

Trees beginning 818' from DER, 25' right of centerline, up to 1051' MSL.

Trees beginning 1171' from DER, 254' right of centerline, up to 1053' MSL.

Tree, sign beginning 1361' from DER, 226' right of centerline, up to 1055' MSL.

Tree 1442' from DER, 146' right of centerline, 1062' MSL.

Tree 1524' from DER, 325' right of centerline, 1063' MSL.

Trees beginning 1555' from DER, 75' right of centerline, up to 1066' MSL.

Trees beginning 1746' from DER, 504' right of centerline, up to 1080' MSL.

Trees beginning 1777' from DER, 56' right of centerline, up to 1089' MSL.

Tree 2302' from DER, 1099' left of centerline, 1055' MSL.

**Rwy 3R**, sign 20' from DER, 252' left of centerline, 3' AGL/985' MSL.

Lighting 59' from DER, on centerline, 6' AGL/987' MSL.

Lighting 59' from DER, 28' left of centerline, 6' AGL/987' MSL.

Tree 63' from DER, 358' right of centerline, 1004' MSL.

Trees, pole beginning 179' from DER, 204' right of centerline, up to 1009' MSL.

Tree, poles beginning 406' from DER, 358' left of centerline, up to 1026' MSL.

Trees, poles beginning 559' from DER, 46' left of centerline, up to 1043' MSL.

Trees, poles beginning 624' from DER, 15' right of centerline, up to 1023' MSL.

Trees beginning 790' from DER, 76' left of centerline, up to 1065' MSL.

Trees beginning 938' from DER, 38' right of centerline, up to 1030' MSL.

Tree 1171' from DER, 51' right of centerline, 1038' MSL.

Trees beginning 1410' from DER, 21' left of centerline, up to 1071' MSL.

Trees, poles beginning 1488' from DER, 133' right of centerline, up to 1050' MSL.

Trees, pole beginning 1798' from DER, 39' right of centerline, up to 1071' MSL.

Tree 1927' from DER, 693' left of centerline, 1086' MSL.

Trees beginning 1928' from DER, 25' left of centerline, up to 1103' MSL.

Trees beginning 2120' from DER, 66' right of centerline, up to 1082' MSL.

Trees beginning 2316' from DER, 377' right of centerline, up to 1098' MSL.

Trees beginning 2399' from DER, 80' right of centerline, up to 1107' MSL.

Trees, vehicles on road beginning 2616' from DER, on centerline, up to 1105' MSL.

Trees beginning 3353' from DER, 146' right of centerline, up to 1114' MSL.

Tree 3711' from DER, 1463' left of centerline, 1130' MSL.

Trees beginning 3768' from DER, 12' left of centerline, up to 1148' MSL.

Trees beginning 3784' from DER, 976' right of centerline, up to 1120' MSL.

Trees, vehicles on road beginning 3883' from DER, 83' left of centerline, up to 1150' MSL.

Trees, pole beginning 3914' from DER, 186' right of centerline, up to 1126' MSL.

Trees beginning 4195' from DER, 164' right of centerline, up to 1133' MSL.

Trees beginning 4358' from DER, 213' right of centerline, up to 1138' MSL.

Trees beginning 4556' from DER, 422' right of centerline, up to 1140' MSL.

Trees beginning 4809' from DER, 70' right of centerline, up to 1145' MSL.

Pole 1 NM from DER, 2104' right of centerline, 94' AGL/1161' MSL.

**Rwy 21L**, lighting 25' from DER, 90' left of centerline, 4' AGL/998' MSL.

Lighting 25' from DER, 89' right of centerline, 5' AGL/998' MSL.

Trees, pole beginning 27' from DER, 387' left of centerline, up to 1040' MSL.

Trees, spire beginning 373' from DER, 329' left of centerline, up to 1045' MSL.

Trees beginning 874' from DER, 562' left of centerline, up to 1061' MSL.

Trees, sign beginning 1151' from DER, 270' left of centerline, up to 1067' MSL.

Trees, sign beginning 1214' from DER, 279' left of centerline, up to 1070' MSL.

Trees beginning 1356' from DER, 563' right of centerline, up to 1039' MSL.

Trees beginning 1429' from DER, 352' left of centerline, up to 1071' MSL.

Tree 1633' from DER, 775' right of centerline, 1043' MSL.

Tree, spire beginning 1954' from DER, 840' right of centerline, up to 1051' 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

## ATLANTA, GA (CON'T)

### DEKALB-PEACHTREE (PDK) (CON'T)

**Rwy 21L (CON'T)**, tree 2086' from DER, 764' right of centerline, 1055' MSL.  
 Antenna 3070' from DER, 533' right of centerline, 101' AGL/1085' MSL.  
**Rwy 34**, trees, pole beginning 3' from DER, 285' left of centerline, up to 1041' MSL.  
 Trees beginning 224' from DER, 368' left of centerline, up to 1067' MSL.  
 Building 340' from DER, 423' right of centerline, 28' AGL/1022' MSL.  
 Trees, pole beginning 349' from DER, 411' left of centerline, up to 1096' MSL.  
 Trees, poles, vehicles on road, tower, building, signs beginning 480' from DER, 15' left of centerline, up to 1101' MSL.  
 Building 693' from DER, 397' right of centerline, 31' AGL/1026' MSL.  
 Fence 838' from DER, 721' right of centerline, 10' AGL/1028' MSL.  
 Tree 910' from DER, 506' right of centerline, 1039' MSL.  
 Poles, trees, fence beginning 956' from DER, 196' right of centerline, up to 30' AGL/1052' MSL.  
 Poles, vehicles on road, trees beginning 1102' from DER, 54' right of centerline, up to 37' AGL/1056' MSL.  
 Poles, trees, vehicles on road, lighting beginning 1184' from DER, 9' right of centerline, up to 34' AGL/1057' MSL.  
 Poles, tree beginning 1256' from DER, 206' right of centerline, up to 37' AGL/1059' MSL.  
 Sign, poles, lighting, tree, vehicles on road, building beginning 1286' from DER, 21' right of centerline, up to 47' AGL/1074' MSL.  
 Trees, poles, vehicles on road, buildings beginning 1482' from DER, 1' left of centerline, up to 1111' MSL.  
 Tree 1693' from DER, 74' right of centerline, 1079' MSL.  
 Trees beginning 1711' from DER, 177' right of centerline, up to 1081' MSL.  
 Trees, building, vehicles on road beginning 1724' from DER, 3' right of centerline, up to 1083' MSL.  
 Trees, vehicles on road, pole, buildings beginning 1774' from DER, 33' right of centerline, up to 1089' MSL.  
 Trees beginning 2530' from DER, 7' right of centerline, up to 1092' MSL.  
 Trees beginning 3994' from DER, 1109' left of centerline, up to 1116' MSL.  
 Tree 4535' from DER, 1658' right of centerline, 1122' MSL.

## FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 08NOV18 (21168) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 8**, 300-2 or std. w/min. climb of 335' per NM to 1200.  
**Rwy 14**, 300-2 or std. w/min. climb of 1020' per NM to 1100.  
**Rwy 26**, std. w/min. climb of 300' per NM to 1400.  
**Rwy 32**, std. w/min. climb of 330' per NM to 1500.

#### DEPARTURE PROCEDURE:

**Rwy 8**, climbing left turn on heading 060° to 2800 before proceeding on course.  
**Rwy 14**, climb on heading 144° to 1700 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, pole and tree beginning 9' from DER, 208' left of centerline, up to 16' AGL/828' MSL.  
 Building and tree beginning 155' from DER, 317' right of centerline, up to 17' AGL/828' MSL.  
 Trees beginning 177' from DER, 305' left of centerline, up to 845' MSL.  
 Trees beginning 254' from DER, 333' left of centerline, up to 849' MSL.  
 Trees beginning 371' from DER, 402' right of centerline, up to 873' MSL.  
 Trees beginning 666' from DER, 287' left of centerline, up to 852' MSL.  
 Tree 857' from DER, 714' right of centerline, 894' MSL.  
 Tree 983' from DER, 429' right of centerline, 895' MSL.  
 Tree 1092' from DER, 771' right of centerline, 907' MSL.  
 Tree 1405' from DER, 522' right of centerline, 918' MSL.  
 Trees beginning 1437' from DER, 255' right of centerline, up to 937' MSL.  
 Tree 1592' from DER, 491' left of centerline, 863' MSL.  
 Trees beginning 1669' from DER, 457' right of centerline, up to 946' MSL.  
 Tree 1773' from DER, 535' left of centerline, 877' MSL.  
 Trees and transmission line beginning 1889' from DER, crossing extended runway centerline, up to 952' MSL.  
 Trees beginning 1890' from DER, 495' left of centerline, up to 897' MSL.  
 Trees beginning 2032' from DER, 331' left of centerline, up to 905' MSL.  
 Trees beginning 2241' from DER, 572' left of centerline, up to 917' MSL.  
 Trees beginning 3767' from DER, 464' left of centerline, up to 951' MSL.  
 Trees beginning 3872' from DER, 362' left of centerline, up to 958' MSL.  
 Antenna and trees beginning 3942' from DER, 59' left of centerline, up to 160' AGL/979' MSL.  
 Sign and trees beginning 4382' from DER, 160' right of centerline, up to 146' AGL/972' MSL.  
 Signs and trees beginning 4958' from DER, 15' left of centerline, up to 127' AGL/995' MSL.  
 Trees beginning 5373' from DER, 25' right of centerline, up to 985' MSL.  
 Tree 5550' from DER, 1751' right of centerline, 999' MSL.  
 Trees beginning 5579' from DER, 34' right of centerline, up to 1005' MSL.  
 Trees beginning 1 NM from DER, 353' right of centerline, up to 1013' MSL.  
 Sign and trees beginning 1 NM from DER, 132' left of centerline, up to 118' AGL/1007' MSL.  
 Tree 1 NM from DER, 531' right of centerline, 1026' MSL.  
 Trees and building beginning 1 NM from DER, 698' right of centerline, up to 1036' MSL.  
 Tree 1 NM from DER, 1640' right of centerline, 1040' MSL.  
 Trees beginning 1 NM from DER, 82' right of centerline, up to 1057' MSL.  
 Trees beginning 1.1 NM from DER, 85' right of centerline, up to 1064' MSL.  
 Trees beginning 1.1 NM from DER, 533' right of centerline, up to 1068' MSL.  
 Trees beginning 1.1 NM from DER, 734' right of centerline, up to 1074' MSL.  
 Tree 1.1 NM from DER, 1121' left of centerline, 1010' 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

## ATLANTA, GA (CON'T)

### FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY) (CON'T)

**Rwy 8 (CON'T)**, trees beginning 1.1 NM from DER, 836' right of centerline, up to 1076' MSL.

Antenna, towers, and trees beginning 1.2 NM from DER, 38' right of centerline, up to 165' AGL/1109' MSL.

Building and tree beginning 1.3 NM from DER, 92' left of centerline, up to 64' AGL/1033' MSL.

Trees beginning 1.4 NM from DER, 90' left of centerline, up to 1052' MSL.

Tree 1.4 NM from DER, 28' left of centerline, 1053' MSL.

Trees beginning 1.4 NM from DER, 107' left of centerline, up to 1055' MSL.

Tree 1.5 NM from DER, 3009' right of centerline, 1051' MSL.

**Rwy 14**, trees, buildings, signs, poles, and towers beginning 181' from DER, 2' left of centerline, up to 926' MSL.

Pole 420' from DER, 355' right of centerline, 30' AGL/871' MSL.

Pole and vehicles on road beginning 448' from DER, crossing extended runway centerline, up to 39' AGL/885' MSL.

Trees and tower beginning 607' from DER, 172' right of centerline, up to 912' MSL.

Poles, sign, and trees beginning 845' from DER, 96' left of centerline, up to 945' MSL.

Trees beginning 945' from DER, 76' right of centerline, up to 945' MSL.

Trees beginning 1226' from DER, 369' left of centerline, up to 971' MSL.

Tree 1280' from DER, 794' left of centerline, 1002' MSL.

Trees and poles beginning 1311' from DER, 21' left of centerline, up to 1008' MSL.

Trees beginning 1808' from DER, 242' right of centerline, up to 953' MSL.

Trees beginning 2001' from DER, 36' right of centerline, up to 975' MSL.

Trees beginning 2220' from DER, 132' right of centerline, up to 983' MSL.

Signs, trees, poles, and buildings beginning 2383' from DER, 21' right of centerline, up to 144' AGL/1034' MSL.

Trees and fence beginning 2991' from DER, crossing extended runway centerline, up to 1011' MSL.

Trees beginning 3634' from DER, 409' left of centerline, up to 1015' MSL.

Trees beginning 3665' from DER, 395' left of centerline, up to 1037' MSL.

Trees beginning 3862' from DER, 654' left of centerline, up to 1041' MSL.

Trees and buildings beginning 3948' from DER, 128' left of centerline, up to 1054' MSL.

Trees beginning 4202' from DER, 885' left of centerline, up to 1066' MSL.

Trees, tank, poles, and towers beginning 4296' from DER, 37' left of centerline, up to 1070' MSL.

Trees beginning 4420' from DER, 9' right of centerline, up to 1042' MSL.

Trees beginning 5016' from DER, 55' right of centerline, up to 1047' MSL.

Trees beginning 5767' from DER, 136' right of centerline, up to 1050' MSL.

Trees beginning 1.2 NM from DER, 97' right of centerline, up to 1060' MSL.

Trees beginning 1.3 NM from DER, 1327' right of centerline, up to 1064' MSL.

Trees beginning 1.3 NM from DER, 1728' right of centerline, up to 1067' MSL.

Antennas and tower beginning 1.5 NM from DER, 605' left of centerline, up to 200' AGL/1099' MSL.

Tower 1.5 NM from DER, 821' left of centerline, 200' AGL/1094' MSL.

**Rwy 26**, trees beginning 30' from DER, 242' right of centerline, up to 824' MSL.

Trees beginning 43' from DER, 471' left of centerline, up to 828' MSL.

Trees beginning 498' from DER, 282' right of centerline, up to 841' MSL.

Trees beginning 709' from DER, 331' right of centerline, up to 848' MSL.

Tree 773' from DER, 357' left of centerline, 833' MSL.

Trees beginning 780' from DER, 485' left of centerline, up to 839' MSL.

Trees beginning 960' from DER, 327' left of centerline, up to 855' MSL.

Trees beginning 1066' from DER, 574' right of centerline, up to 858' MSL.

Tree 1159' from DER, 535' left of centerline, 863' MSL.

Trees beginning 1323' from DER, 229' left of centerline, up to 867' MSL.

Tree 2209' from DER, 662' right of centerline, 878' MSL.

Trees beginning 2224' from DER, 704' right of centerline, up to 889' MSL.

Trees beginning 2405' from DER, 758' right of centerline, up to 910' MSL.

Tree 3366' from DER, 917' right of centerline, 915' MSL.

Tree 3373' from DER, 1368' right of centerline, 920' MSL.

Tree 3431' from DER, 1166' right of centerline, 921' MSL.

Trees beginning 3489' from DER, 761' right of centerline, up to 924' MSL.

Tower 5158' from DER, 25' left of centerline, 151' AGL/929' MSL.

**Rwy 32**, trees and fence beginning 76' from DER, crossing extended runway centerline, up to 828' MSL.

Tree 108' from DER, 504' left of centerline, 824' MSL.

Tree 333' from DER, 524' right of centerline, 846' MSL.

Tree 517' from DER, 168' left of centerline, 832' MSL.

Tree 580' from DER, 292' left of centerline, 836' MSL.

Trees beginning 627' from DER, 18' left of centerline, up to 849' MSL.

Trees beginning 729' from DER, 61' right of centerline, up to 858' MSL.

Tree 1730' from DER, 943' right of centerline, 864' MSL.

Tree 1864' from DER, 299' left of centerline, 851' MSL.

Tree 1880' from DER, 241' left of centerline, 853' MSL.

Trees beginning 2082' from DER, 869' left of centerline, up to 908' MSL.

Tree 2721' from DER, 968' right of centerline, 876' MSL.

Trees beginning 2834' from DER, 529' right of centerline, up to 894' MSL.

Tree 2937' from DER, 1063' left of centerline, 931' MSL.

Trees beginning 2953' from DER, 72' left of centerline, up to 941' MSL.

Tree 3111' from DER, 675' right of centerline, 897' MSL.

Trees beginning 3134' from DER, 436' right of centerline, up to 916' MSL.

Trees beginning 3618' from DER, 994' right of centerline, up to 917' MSL.

Tree 3707' from DER, 907' right of centerline, 923' MSL.

Trees beginning 3758' from DER, 978' right of centerline, up to 924' 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

## ATLANTA, GA (CON'T)

### FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY) (CON'T)

**Rwy 32 (CON'T)**, trees beginning 3845' from DER, 1042' right of centerline, up to 940' MSL.  
Trees beginning 3964' from DER, 157' left of centerline, up to 946' MSL.  
Trees beginning 4087' from DER, 54' right of centerline, up to 947' MSL.  
Trees beginning 4554' from DER, 218' left of centerline, up to 950' MSL.

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 10SEP20 (24305) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 9L**, 300-1 or std w/min climb of 270' per NM to 1200.

#### DEPARTURE PROCEDURE:

**Rwy 8R**, climb on heading 095° to 1500 before turning right.

**Rwy 9L**, climb on heading 095° to 1400 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 8L**, trees beginning 855' from DER, 626' left of centerline, up to 62' AGL/1030' MSL.  
Trees beginning 930' from DER, 533' left of centerline, up to 1048' MSL.  
**Rwy 8R**, tree 345' from DER, 586' left of centerline, 57' AGL/1006' MSL.  
Tree 510' from DER, 503' left of centerline, 68' AGL/1013' MSL.  
Tower 4821' from DER, 1634' right of centerline, 139' AGL/1138' MSL.  
**Rwy 9L**, pole and antenna beginning 4805' from DER, 1729' left of centerline, up to 141' AGL/1137' MSL.  
**Rwy 10**, poles beginning 58' from DER, 467' right of centerline, up to 41' AGL/1016' MSL.  
**Rwy 26L**, building 1249' from DER, 751' left of centerline, 45' AGL/1059' MSL.  
Pole 1895' from DER, 964' left of centerline, 66' AGL/1079' MSL.  
Trees beginning 2797' from DER, 563' left of centerline, up to 61' AGL/1097' MSL.  
Trees beginning 2897' from DER, 468' left of centerline, up to 70' AGL/1103' MSL.  
**Rwy 26R**, pole 531' from DER, 619' right of centerline, 36' AGL/1032' MSL.  
Tree 1749' from DER, 908' right of centerline, 40' AGL/1073' MSL.  
Trees and poles beginning 1797' from DER, 122' right of centerline, up to 1081' MSL.  
Tree 1988' from DER, 486' left of centerline, 1067' MSL.  
Trees beginning 2334' from DER, 386' left of centerline, up to 58' AGL/1077' MSL.  
Tree 2648' from DER, 1185' right of centerline, 60' AGL/1099' MSL.  
Tree 2680' from DER, 127' left of centerline, 1086' MSL.  
Trees beginning 2808' from DER, 131' left of centerline, up to 1091' MSL.  
Tree 2880' from DER, 863' left of centerline, 61' AGL/1093' MSL.  
Trees beginning 2945' from DER, 840' left of centerline, up to 53' AGL/1102' MSL.  
Trees beginning 3048' from DER, 61' left of centerline, up to 55' AGL/1103' MSL.  
Pole 3195' from DER, 998' right of centerline, 48' AGL/1101' MSL.  
Tree 3341' from DER, 695' right of centerline, 56' AGL/1103' MSL.  
Tree 3369' from DER, 501' right of centerline, 1104' MSL.  
Towers and trees beginning 3381' from DER, 111' right of centerline, up to 71' AGL/1128' MSL.  
Tree 3586' from DER, 1082' left of centerline, 55' AGL/1105' MSL.  
Tree 3631' from DER, 1066' left of centerline, 56' AGL/1106' MSL.  
Trees beginning 3685' from DER, 1031' left of centerline, up to 66' AGL/1113' MSL.  
Antenna, trees and pole beginning 4140' from DER, 689' right of centerline, up to 101' AGL/1137' MSL.  
**Rwy 27L**, elevator 3937' from DER, 1256' right of centerline, 103' AGL/1129' MSL.  
**Rwy 27R**, terrain 17' from DER, 287' left of centerline, 1020' MSL.  
Terrain 17' from DER, 413' left of centerline, 1022' MSL.  
Signs beginning 58' from DER, 292' left of centerline, up to 4' AGL/1024' MSL.  
Pole 1011' from DER, 730' right of centerline, 32' AGL/1046' MSL.  
Agricultural equipment 3567' from DER, 864' right of centerline, 89' AGL/1113' MSL.  
Agricultural equipment 3674' from DER, 491' right of centerline, 96' AGL/1119' MSL.  
Elevator 3937' from DER, 203' right of centerline, 103' AGL/1129' MSL.  
Tree 4387' from DER, 999' right of centerline, 1141' MSL.  
**Rwy 28**, tree and catenary beginning 1949' from DER, 769' left of centerline, up to 39' AGL/1055' MSL.  
Tree 2026' from DER, 997' left of centerline, 50' AGL/1059' MSL.  
Sign 2428' from DER, 1026' left of centerline, 63' AGL/1067' MSL.  
Trees beginning 3158' from DER, 1208' left of centerline, up to 85' AGL/1097' MSL.

## NEWMAN COWETA COUNTY (CCO)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C 16JUL20 (20198) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 33**, climbing left turn on heading 270° to 2100 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 832' from DER, 346' left of centerline, up to 100' AGL/999' MSL.  
Trees beginning 253' from DER, 443' right of centerline, up to 100' AGL/944' MSL.  
**Rwy 33**, trees beginning 975' from DER, 21' right of centerline, up to 100' AGL/1051' MSL.  
Utility tower 1063' from DER, 320' right of centerline, 65' AGL/997' MSL.  
Fence 1286' from DER, 550' right of centerline, 25' AGL/1005' MSL.  
Trees beginning 167' from DER, 1' left of centerline, up to 100' AGL/1048' MSL.  
Utility towers beginning 135' from DER, 36' left of centerline, up to 65' AGL/1032' MSL.  
Tree 1684' from DER, 784' right of centerline, 100' AGL/1119' 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

## ATLANTA, GA (CON'T)

### PAULDING-NORTHWEST ATLANTA (PUJ)

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

AMDT 1 05MAY11 (11125) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 31**, trees beginning 213' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

Trees beginning 4202' from DER, left and right of centerline, up to 100' AGL/1419' MSL.

## ATMORE, AL

### ATMORE MUNI (0R1)

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

AMDT 2 01FEB18 (18032) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 8' from DER, 303' left of centerline, 50' AGL/323' MSL.

Pole, vehicle on road beginning 77' from DER, 324' right of centerline, up to 309' MSL.

Tree, transmission line beginning 206' from DER, 65' right of centerline, up to 70' AGL/351' MSL.

Tree, transmission line, pole beginning 222' from DER, 57' left of centerline, up to 72' AGL/351' MSL.

Trees beginning 2841' from DER, 156' right of centerline, up to 359' MSL.

**Rwy 36**, vehicle on road 4' from DER, 227' left of centerline, 297' MSL.

Tree, building beginning 75' from DER, 231' left of centerline, up to 305' MSL.

Tree 76' from DER, 354' right of centerline, 303' MSL.

Tree, vegetation beginning 76' from DER, 300' right of centerline, up to 34' AGL/317' MSL.

Building 282' from DER, 239' left of centerline, up to 308' MSL.

Tree 449' from DER, 427' left of centerline, 323' MSL.

Tree, pole beginning 464' from DER, 12' left of centerline, up to 341' MSL.

Tree 564' from DER, 553' right of centerline, 324' MSL.

Tree, pole beginning 663' from DER, 571' right of centerline, up to 346' MSL.

Vehicles on road 834' from DER, crossing centerline, up to 346' MSL.

Tree 2385' from DER, 1104' left of centerline, 347' MSL.

Tree 2612' from DER, 1116' left of centerline, 349' MSL.

## AUBURN, AL

### AUBURN UNIVERSITY RGNL (AUO)

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

AMDT 1A 10NOV16 (16315) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 1127' from DER, 724' right of centerline, 769' MSL.

Tree 1555' from DER, 659' right of centerline, 793' MSL.

**Rwy 29**, tree 201' from DER, 505' left of centerline, 836' MSL.

Trees beginning 231' from DER, 407' right of centerline, up to 828' MSL.

Trees beginning 428' from DER, 312' left of centerline, up to 850' MSL.

Tree and poles beginning 543' from DER, 327' right of centerline, up to 830' MSL.

Trees beginning 600' from DER, 347' left of centerline, up to 857' MSL.

Trees beginning 660' from DER, 561' right of centerline, up to 841' MSL.

Trees beginning 1259' from DER, 521' left of centerline, up to 860' MSL.

**Rwy 36**, terrain beginning 87' from DER, 392' right of centerline, up to 781' MSL.

Tree 196' from DER, 377' right of centerline, 784' MSL.

Tree 223' from DER, 507' left of centerline, 828' MSL.

Trees beginning 371' from DER, 467' right of centerline, up to 855' MSL.

Trees beginning 765' from DER, 265' right of centerline, up to 861' MSL.

Tree 1113' from DER, 603' left of centerline, 831' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

SE-4



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

25219

## AUGUSTA, GA

### AUGUSTA RGNL AT BUSH FLD (AGS)

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

AMDT 14 26JUL12 (21168) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8**, std. w/min. climb of 391' per NM to 2600 or 1700-2½ for climb in visual conditions.**Rwy 17**, 200-1½ or std. w/min. climb of 268' per NM to 500.**Rwy 26**, 300-1¼ or std. w/min. climb of 324' per NM to 600.

##### DEPARTURE PROCEDURE:

**Rwy 8**, for climb in visual conditions: cross Augusta Rgnl at Bush Fld airport at or above 1700 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 17**, climb heading 172° to 900 before turning left.**Rwy 26**, climb heading 262° to 1000 before proceeding on course.**Rwy 35**, climb heading 352° to 1200 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees 2011' from DER, 379' left of centerline, up to 100' AGL/209' MSL.**Rwy 17**, bush 746' from DER, 616' left of centerline, up to 14' AGL/158' MSL.

Trees beginning 1700' from DER, left and right of centerline, up to 100' AGL/339' MSL.

**Rwy 26**, trees beginning 992' from DER, 294' left of center line, up to 100' AGL/355' MSL.

Trees beginning 1254' from DER, 175' right of centerline, up to 100' AGL/419' MSL.

Building 1344' from DER, 436' left of centerline, up to 31' AGL/175' MSL.

Light pole 1015' from DER, 287' right of centerline, up to 31' AGL/175' MSL.

## DANIEL FLD (DNL)

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

AMDT 6 24JUL14 (21168) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 23**, std. w/min. climb of 250' per NM to 800.

##### DEPARTURE PROCEDURE:

**Rwy 23**, climb heading 215° to 1300 before turning right.**Rwy 29**, climb heading 288° to 1000 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicles on road, poles, trees, signs, and wall beginning 16' from DER 1' left of centerline, up to 65' AGL/472' MSL.

Poles, trees, signs, buildings, and wall beginning 175' from DER, 40' right of centerline, up to 50' AGL/475' MSL.

Trees, buildings, and poles beginning 591' from DER, 37' left of centerline, up to 65' AGL/492' MSL.

Trees, poles, and building beginning 873' from DER, 170' right of centerline, up to 63' AGL/490' MSL.

Poles, trees, tanks, and buildings beginning 1008' from DER, left and right of centerline, up to 90' AGL/508' MSL.

Poles, trees, and buildings beginning 1353' from DER, left and right of centerline, up to 95' AGL/525' MSL.

Poles, trees, and buildings beginning 1567' from DER, left and right of centerline, up to 95' AGL/540' MSL.

Poles, trees, buildings, and towers beginning 2287' from DER, left and right of centerline, up to 135' AGL/557' MSL.

**Rwy 11**, poles, trees, and buildings beginning 177' from DER, 360' left of centerline, up to 35' AGL/453' MSL.

Trees and pole beginning 188' from DER, 479' right of centerline, up to 53' AGL/472' MSL.

Vehicles on road, trees, poles, and buildings beginning 276' from DER, 2' right of centerline, up to 65' AGL/476' MSL.

Trees, buildings, poles, and sign beginning 343' from DER, 10' left of centerline, up to 65' AGL/476' MSL.

Poles, trees, and buildings beginning 620' from DER, 11' right of centerline, up to 75' AGL/485' MSL.

Poles, trees, and building beginning 845' from DER, 7' left of centerline, up to 80' AGL/491' MSL.

Pole, building, and trees beginning 1109' from DER, 9' right of centerline, up to 85' AGL/495' MSL.

Building 2240' from DER, 518' right of centerline, 106' AGL/509' MSL.

**Rwy 23**, trees beginning 9' from DER, 141' right of centerline, up to 30' AGL/402' MSL.

Trees beginning 11' from DER, 195' left of centerline, up to 25' AGL/398' MSL.

Trees beginning 105' from DER, left and right of centerline, up to 112' AGL/430' MSL.

**Rwy 29**, trees, buildings, and poles beginning from DER, 192' right of centerline, up to 75' AGL/508' MSL.

Vehicles on road, trees, buildings, pole, and sign beginning 4' from DER, 131' left of centerline, up to 40' AGL/472' MSL.

Trees and poles beginning 354' from DER, 22' right of centerline, up to 95' AGL/535' MSL.

Tower and trees beginning 879' from DER, 6' left of centerline, up to 80' AGL/501' MSL.

## BAINBRIDGE, GA

### DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

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

ORIG 30JUL09 (09211) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL.**Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL.

Tree 1527' from DER, 63' left of centerline, 100' AGL/192' 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

## BAXLEY, GA

BAXLEY MUNI (BHC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (12152) (FAA)

DEPARTURE PROCEDURE:

**Rwy 26**, climb heading 261° to 800 before turning north.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees beginning 13' from DER, 149' left of centerline, up to 70' AGL/285' MSL.

Trees beginning 749' from DER, 465' right of centerline, up to 97' AGL/278' MSL.

Poles beginning 764' from DER, 392' right of centerline, up to 24' AGL/234' MSL.

**Rwy 26**, trees beginning 41' from DER, 287' left of centerline, up to 88' AGL/295' MSL.

Trees beginning 227' from DER, 30' right of centerline, up to 80' AGL/285' MSL.

## BAY MINETTE, AL

BAY MINETTE MUNI (1R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, brush 115' from DER, 80' left of centerline, 5' AGL/253' MSL.**Rwy 26**, trees 1190' from DER, on centerline, 35' AGL/242' MSL.

Brush 135' from DER, 91' left of centerline, 5' AGL/212' MSL.

Tree 5494' from DER, 84' right of centerline, 100' AGL/348' MSL.

## BESSEMER, AL

BESSEMER NTL (EKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, numerous trees beginning 147' from DER, 33' left of centerline, up to 100' AGL/859' MSL.

Numerous trees beginning 36' from DER, 8' right of centerline, up to 100' AGL/769' MSL.

**Rwy 23**, terrain beginning 33' from DER, 102' left of centerline, up to 709' MSL.

Tree 74' from DER, 163' right of centerline, 50' AGL/714' MSL.

Tree 175' from DER, 439' left of centerline, 11' AGL/710' MSL.

## BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6**, 300-2 w/ min. climb of 285' per NM to 1800 or std. w/min. climb of 435' per NM to 1300 or 1800-3 for VCOA.**Rwy 18**, 600-3 w/ min. climb of 225' per NM to 1300 or std. w/ min. climb of 455' per NM to 1500 or 1800-3 for VCOA.**Rwy 24**, std. w/ min. climb of 280' per NM to 1400.**Rwy 36**, 300-2 1/4 or std. w/min. climb of 565' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 058° to 1500 before proceeding on course.**Rwy 18**, climb heading 183° to 2300 before proceeding on course.**Rwy 24**, climb heading 238° to 2300 before proceeding on course.**Rwy 36**, climb heading 003° to 1400 before proceeding on course.

VCOA:

**Rwys 6, 18**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Birmingham-Shuttlesworth Intl at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, building 154' from DER, 401' right of centerline, 14' AGL/656' MSL.

Terrain 704' from DER, 652' left of centerline, 671' MSL.

Terrain 950' from DER, 674' right of centerline, 692' MSL.

Terrain 957' from DER, 682' left of centerline, 675' MSL.

Terrain 1226' from DER, 654' right of centerline, 713' MSL.

Terrain 1259' from DER, 705' left of centerline, 684' MSL.

Terrain beginning 1383' from DER, 391' right of centerline, up to 718' MSL.

Terrain beginning 1387' from DER, 272' left of centerline, up to 706' MSL.

Tree, terrain, traverse ways and fence beginning 1450' from DER, 33' right of centerline, up to 767' MSL.

Terrain beginning 1621' from DER, 166' left of centerline, up to 718' MSL.

Terrain beginning 1753' from DER, 5' left of centerline, up to 721' MSL.

Terrain beginning 1805' from DER, 110' left of centerline, up to 727' MSL.

Terrain and traverse way beginning 1917' from DER, 708' left of centerline, up to 730' MSL.

Terrain beginning 1993' from DER, 112' left of centerline, up to 731' MSL.

Terrain and traverse way beginning 2111' from DER, 321' left of centerline, up to 734' MSL.

Terrain beginning 2275' from DER, 111' left of centerline, up to 737' MSL.

Traverse way and terrain beginning 2346' from DER, 325' left of centerline, up to 739' MSL.

Pole, terrain and fences beginning 2449' from DER, 48' right of centerline, up to 43' AGL/769' MSL.

Terrain beginning 497' from DER, 109' left of centerline, up to 742' MSL.

Traverse way 2554' from DER, 531' left of centerline, 744' MSL.

CONT

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

25219





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



25219

## BIRMINGHAM, AL (CON'T)

### BIRMINGHAM-SHUTTLESWORTH INTL (BHM) (CON'T)

**Rwy 6 (CON'T)**, trees, terrain, traverse way and poles beginning 2608' from DER, 25' left of centerline, up to 779' MSL.

Tree, terrain and pole beginning 2846' from DER, 169' right of centerline, up to 782' MSL.

Tree, terrain, pole and lighting beginning 2983' from DER, 111' left of centerline, up to 800' MSL.

Tree and fence beginning 3007' from DER, 47' right of centerline, up to 788' MSL.

Trees and terrain beginning 3071' from DER, 59' right of centerline, up to 800' MSL.

Pole and terrain beginning 3220' from DER, 410' left of centerline, up to 44' AGL/811' MSL.

Tree and terrain beginning 3308' from DER, 236' right of centerline, up to 809' MSL.

Trees, terrain and pole beginning 3320' from DER, 96' left of centerline, up to 816' MSL.

Trees, terrain and fences beginning 3529' from DER, 53' right of centerline, up to 810' MSL.

Tree, terrain and pole beginning 3567' from DER, 154' left of centerline, up to 832' MSL.

Trees, terrain and pole beginning 3717' from DER, 31' left of centerline, up to 841' MSL.

Trees and terrain beginning 3978' from DER, 14' left of centerline, up to 865' MSL.

Trees and poles beginning 4099' from DER, 123' left of centerline, up to 870' MSL.

Trees beginning 5066' from DER, 518' left of centerline, up to 878' MSL.

Tree 5192' from DER, 1364' left of centerline, 883' MSL.

Trees beginning 5202' from DER, 973' left of centerline, up to 884' MSL.

Tower, trees, terrain and pole beginning 5260' from DER, 62' left of centerline, up to 97' AGL/897' MSL.

Trees beginning 5916' from DER, 159' right of centerline, up to 814' MSL.

Trees beginning 1 NM from DER, 14' right of centerline, up to 822' MSL.

Trees beginning 1.3 NM from DER, 1745' left of centerline, up to 901' MSL.

Tree 1.6 NM from DER, 2148' left of centerline, 913' MSL.

**Rwy 18**, terrain 372' from DER, 543' right of centerline, 648' MSL.

Terrain beginning 536' from DER, 453' right of centerline, up to 672' MSL.

Poles, traverse ways and trees beginning 771' from DER, 58' left of centerline, up to 71' AGL/701' MSL.

Trees and pole beginning 1084' from DER, 125' right of centerline, up to 686' MSL.

Trees beginning 1220' from DER, 96' right of centerline, up to 690' MSL.

Trees beginning 1330' from DER, 209' right of centerline, up to 695' MSL.

Trees and poles beginning 1367' from DER, on centerline, up to 704' MSL.

Trees and pole beginning 1640' from DER, 34' left of centerline, up to 704' MSL.

Trees and pole beginning 1674' from DER, 16' left of centerline, up to 709' MSL.

Trees and poles beginning 1767' from DER, 14' left of centerline, up to 80' AGL/717' MSL.

Trees, sign and pole beginning 2148' from DER, 218' left of centerline, up to 724' MSL.

Tower and trees beginning 2546' from DER, 44' left of centerline, up to 99' AGL/749' MSL.

Tree 2813' from DER, 167' right of centerline, 724' MSL.

Trees beginning 2824' from DER, 199' right of centerline, up to 730' MSL.

Trees beginning 2958' from DER, 39' right of centerline, up to 732' MSL.

Spire 4511' from DER, 1449' right of centerline, 126' AGL/753' MSL.

Transmission lines and trees beginning 4715' from DER, 1068' left of centerline, up to 102' AGL/802' MSL.

Trees beginning 4969' from DER, 1024' left of centerline, up to 803' MSL.

Trees beginning 5057' from DER, 1185' left of centerline, up to 809' MSL.

Trees and transmission line, pole beginning 5168' from DER, 221' left of centerline, up to 813' MSL.

Antenna 5409' from DER, 1145' right of centerline, 110' AGL/774' MSL.

Trees beginning 5581' from DER, 454' left of centerline, up to 819' MSL.

Tree 5591' from DER, 48' right of centerline, 781' MSL.

Trees and transmission line beginning 5680' from DER, 254' left of centerline, up to 837' MSL.

Tree 5757' from DER, 562' right of centerline, 782' MSL.

Trees, building and transmission line beginning 5812' from DER, 58' left of centerline, up to 838' MSL.

Tree 5993' from DER, 17' right of centerline, 787' MSL.

Trees and transmission lines beginning 5997' from DER, 299' left of centerline, up to 842' MSL.

Trees and poles beginning 1 NM from DER, 819' left of centerline, up to 844' MSL.

Transmission line 1.1 NM from DER, 2018' left of centerline, 129' AGL/891' MSL.

Poles, trees and transmission line beginning 1.1 NM from DER, 321' left of centerline, up to 126' AGL/893' MSL.

Trees beginning 1.2 NM from DER, 703' left of centerline, up to 897' MSL.

Tree 1.2 nm from DER, 560' right of centerline, 826' MSL.

Trees beginning 1.2 NM from DER, 118' left of centerline, up to 906' MSL.

Trees beginning 1.2 NM from DER, 220' right of centerline, up to 843' MSL.

Trees beginning 1.3 NM from DER, 60' right of centerline, up to 864' MSL.

Trees and pole beginning 1.3 NM from DER, 94' left of centerline, up to 971' MSL.

Trees, Building, and pole beginning 1.4 NM from DER, 800' left of centerline, up to 1041' MSL.

Trees, poles, transmission line, tank and water tower beginning 1.5 NM from DER, 426' left of centerline, up to 1139' MSL.

Tower, antenna, trees, pole and buildings beginning 1.7 NM from DER, 1' left of centerline, up to 150' AGL/1219' MSL.

Tree 1.7 NM from DER, 203' right of centerline, 925' MSL.

Trees beginning 1.8 NM from DER, 94' right of centerline, up to 1017' MSL.

Buildings and trees beginning 1.9 NM from DER, 3' right of centerline, up to 1106' MSL.

Tree 2 NM from DER, 1019' right of centerline, 1120' MSL.

Trees beginning 2 NM from DER, 127' right of centerline, up to 1134' MSL.

Trees, pole, buildings and towers beginning 2.1 NM from DER, 423' right of centerline, up to 1167' MSL.

Towers, trees, water tower, antenna and building beginning 2.2 NM from DER, 807' right of centerline, up to 114' AGL/1172' MSL.

**Rwy 24**, lighting 7' from DER, 5' right of centerline, 1' AGL/604' MSL.

Lighting 7' from DER, 5' left of centerline, 2' AGL/604' MSL.

Tree 991' from DER, 561' left of centerline, 642' MSL.

Trees beginning 1057' from DER, 648' left of centerline, up to 663' 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

## BIRMINGHAM, AL (CON'T)

### BIRMINGHAM-SHUTTLESWORTH INTL (BHM) (CON'T)

**Rwy 24 (CON'T)**, tree and sign beginning 1610' from DER, 757' left of centerline, up to 673' MSL.

Tree 2636' from DER, 1172' left of centerline, 690' MSL.

**Rwy 36**, traverse way, fences, terrain and tree beginning 159' from DER, 505' right of centerline, up to 16' AGL/661' MSL.

Terrain 192' from DER, 493' left of centerline, 653' MSL.

Tree 326' from DER, 528' left of centerline, 682' MSL.

Trees, terrain, poles, fences and vegetation beginning 467' from DER, 2' right of centerline, up to 726' MSL.

Tree 576' from DER, 532' left of centerline, 696' MSL.

Trees and terrain beginning 792' from DER, 215' left of centerline, up to 728' MSL.

Trees and terrain beginning 986' from DER, 122' left of centerline, up to 729' MSL.

Trees beginning 1332' from DER, 106' left of centerline, up to 745' MSL.

Trees, pole and traverse way beginning 1378' from DER, 188' left of centerline, up to 750' MSL.

Trees and terrain beginning 1632' from DER, 82' left of centerline, up to 768' MSL.

Tree, terrain and vegetation beginning 1921' from DER, 76' right of centerline, up to 738' MSL.

Terrain beginning 2189' from DER, 433' right of centerline, up to 753' MSL.

Trees and terrain beginning 2331' from DER, 38' right of centerline, up to 785' MSL.

Terrain and tree beginning 2444' from DER, 17' left of centerline, up to 772' MSL.

Terrain beginning 2714' from DER, 356' left of centerline, up to 775' MSL.

Trees, vegetation, terrain and poles beginning 2816' from DER, on centerline, up to 839' MSL.

Trees, terrain and poles beginning 2877' from DER, 3' left of centerline, up to 846' MSL.

Trees and terrain beginning 3808' from DER, 44' right of centerline, up to 870' MSL.

Trees, terrain and pole beginning 4114' from DER, 20' right of centerline, up to 872' MSL.

Trees beginning 4345' from DER, 864' right of centerline, up to 105' AGL/875' MSL.

Trees, terrain, building and poles beginning 4427' from DER, on centerline, up to 879' MSL.

Trees and traverse way beginning 5381' from DER, 183' left of centerline, up to 852' MSL.

Tree 5435' from DER, 1013' left of centerline, 861' MSL.

Tree and poles beginning 5465' from DER, 44' left of centerline, up to 864' MSL.

Trees, poles and traverse way beginning 5529' from DER, 85' left of centerline, up to 870' MSL.

Trees beginning 5653' from DER, 320' left of centerline, up to 874' MSL.

Trees, vegetation, pole, traverse way and building beginning 5707' from DER, 143' left of centerline, up to 879' MSL.

Trees and traverse way beginning 5913' from DER, 175' left of centerline, up to 887' MSL.

Trees, tower, traverse way, pole, terrain and building beginning 1 nm from DER, 32' left of centerline, up to 908' MSL.

Trees and poles beginning 1.1 NM from DER, 1193' right of centerline, up to 907' MSL.

Tree 1.7 NM from DER, 262' left of centerline, 109' AGL/919' MSL.

## BLAIRSVILLE, GA

### BLAIRSVILLE (DZJ)

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

##### AMDT 1 20APR23 (23110) (FAA)

###### TAKEOFF MINIMUMS:

**Rwys 8, 26**, 2900-3 for VCOA.

VCOA:

**Rwys 8, 26**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Blairsville airport at or above 4700 before proceeding on course.

###### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, terrain 74' from DER, 436' right of centerline, 1858' MSL.

Trees, terrain, fence beginning 81' from DER, 150' right of centerline, up to 1909' MSL.

Trees, terrain, poles, vegetation, fence, vehicles on roads, buildings, smokestack beginning 113' from DER, 75' left of centerline, up to 1930' MSL.

Trees, terrain beginning 229' from DER, 150' right of centerline, up to 1930' MSL.

Trees, terrain, vegetation beginning 494' from DER, 139' right of centerline, up to 1934' MSL.

Trees, terrain, vegetation beginning 1112' from DER, 236' right of centerline, up to 1979' MSL.

Trees, terrain, poles, buildings, fences, vehicles on roads, utility buildings beginning 1234' from DER, 1' right of centerline, up to 1995' MSL.

Trees, terrain, poles, buildings beginning 2015' from DER, 119' left of centerline, up to 1985' MSL.

Trees, vehicles on road, buildings, terrain beginning 2218' from DER, 4' left of centerline, up to 1998' MSL.

Trees, pole, buildings beginning 2406' from DER, 12' left of centerline, up to 2003' MSL.

Trees beginning 2529' from DER, 45' left of centerline, up to 2006' MSL.

Trees, pole beginning 2914' from DER, 7' left of centerline, up to 2016' MSL.

Trees beginning 3148' from DER, 544' left of centerline, up to 2030' MSL.

Trees, pole beginning 3193' from DER, 219' left of centerline, up to 2036' MSL.

Trees, buildings, terrain beginning 3252' from DER, 13' left of centerline, up to 2039' MSL.

Trees beginning 5691' from DER, 1786' left of centerline, up to 2043' MSL.

Trees beginning 1.2 NM from DER, 38' left of centerline, up to 2099' MSL.

Trees beginning 1.2 NM from DER, 68' right of centerline, up to 2079' MSL.

Trees beginning 1.3 NM from DER, 23' left of centerline, up to 2118' MSL.

Trees beginning 1.3 NM from DER, 26' right of centerline, up to 2095' MSL.

Trees beginning 1.4 NM from DER, 209' right of centerline, up to 2140' MSL.

Trees beginning 1.4 NM from DER, 2' left of centerline, up to 2141' MSL.

Trees beginning 1.5 NM from DER, 99' left of centerline, up to 2314' MSL.

Trees, terrain, vehicles on roads, vegetation, buildings, pole beginning 1.5 NM from DER, 25' right of centerline, up to 2245' 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

## BLAIRSVILLE, GA (CON'T)

### BLAIRSVILLE (DZJ) (CON'T)

**Rwy 8 (CON'T)**, trees, pole beginning 1.6 NM from DER, 29' left of centerline, up to 2395' MSL.

Trees, pole beginning 1.7 NM from DER, 8' right of centerline, up to 2348' MSL.

Antennas, tower, trees beginning 1.7 NM from DER, 31' left of centerline, up to 2563' MSL.

Trees beginning 2.5 NM from DER, 1508' right of centerline, 2445' MSL.

**Rwy 26**, vegetation 10' from DER, 180' right of centerline, 1912' MSL.

Trees, pole beginning 14' from DER, 245' left of centerline, up to 80' AGL/1999' MSL.

Trees 196' from DER, 297' right of centerline, 1913' MSL.

Trees, pole beginning 218' from DER, 219' left of centerline, up to 2012' MSL.

Building 231' from DER, 392' right of centerline, 1926' MSL.

Trees, building, pole beginning 267' from DER, 132' left of centerline, up to 2014' MSL.

Trees, buildings beginning 294' from DER, 302' right of centerline, up to 1951' MSL.

Trees, vegetation, buildings, poles, terrain beginning 400' from DER, 138' left of centerline, up to 2022' MSL.

Trees, building beginning 421' from DER, 304' right of centerline, up to 2015' MSL.

Trees, terrain, fence, buildings, vegetation, vehicles on roads beginning 588' from DER, 10' right of centerline, up to 2034' MSL.

Tree, terrain beginning 761' from DER, 171' left of centerline, up to 2029' MSL.

Trees, vegetation, terrain, building, poles, fence, vehicles on roads beginning 773' from DER, 1' left of centerline, up to 2039' MSL.

Trees, terrain, pole, vehicles on road beginning 1517' from DER, 18' right of centerline, up to 2068' MSL.

Trees beginning 1666' from DER, 447' right of centerline, up to 2070' MSL.

Tree, vegetation beginning 1682' from DER, 58' right of centerline, up to 2072' MSL.

Trees, terrain, poles, vehicles on roads, vegetation, buildings beginning 1691' from DER, 4' right of centerline, up to 2077' MSL.

Trees beginning 2801' from DER, 50' left of centerline, up to 2044' MSL.

Trees, pole, buildings beginning 2894' from DER, 6' left of centerline, up to 2062' MSL.

Trees beginning 3477' from DER, 16' left of centerline, up to 2066' MSL.

Trees beginning 4327' from DER, 166' left of centerline, up to 2094' MSL.

Trees, building beginning 4396' from DER, 50' right of centerline, up to 2108' MSL.

Trees beginning 4648' from DER, 46' left of centerline, up to 2017' MSL.

Trees beginning 4753' from DER, 305' right of centerline, up to 2018' MSL.

Trees beginning 4902' from DER, 10' right of centerline, up to 2120' MSL.

Trees beginning 5160' from DER, 28' right of centerline, up to 2124' MSL.

Tree 1.3 NM from DER, 926' right of centerline, 2126' MSL.

Trees beginning 1.4 NM from DER, 682' right of centerline, up to 2142' MSL.

Trees beginning 1.5 NM from DER, 1026' right of centerline, up to 2179' MSL.

Trees beginning 1.6 NM from DER, 764' right of centerline, up to 2211' MSL.

Tree 1.9 NM from DER, 3558' left of centerline, 2210' MSL.

Tree 2.1 NM from DER, 2717' left of centerline, 2275' MSL.

Tree 2.2 NM from DER, 3020' right of centerline, 2286' MSL.

Trees, building beginning 2.2 NM from DER, 2620' left of centerline, up to 2466' MSL.

Trees, building beginning 2.3 NM from DER, 2473' right of centerline, up to 2367' MSL.

Trees beginning 2.4 NM from DER, 3002' right of centerline, up to 2404' MSL.

Tree 2.5 NM from DER, 3049' right of centerline, 2357' MSL.

## BLAKELY, GA

### EARLY COUNTY (BIJ)

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

ORIG 14FEB08 (08045) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 12' from DER, 214' left of centerline, up to 100' AGL/319' MSL.

Trees beginning 17' from DER, 122' right of centerline, up to 100' AGL/329' MSL.

Vehicles on roadway, beginning 416' from DER, left and right of centerline, up to 17' AGL/236' MSL.

Trains on railroad tracks beginning 883' from DER, 684' left of centerline, up to 23' AGL/242' MSL.

**Rwy 23**, trees beginning at DER, 2924' right of centerline, up to 100' AGL/319' MSL.

Trees beginning 417' from DER, left and right of centerline, up to 100' AGL/319' MSL.

Vehicles on roadway, 537' from DER, 628' right of centerline, up to 17' AGL/236' MSL.

Buildings 1418' from DER, 203' left of centerline, up to 50' AGL/269' MSL.

## BREWTON, AL

### BREWTON MUNI (12J)

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

AMDT 2 11MAR10 (10070) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Closed Indef.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL.

**Rwy 12**, trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL.

Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL.

**Rwy 24**, trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL.

**Rwy 30**, trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL.

Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' 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

## BRUNSWICK, GA

### BRUNSWICK GOLDEN ISLES (BQK)

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

ORIG 03AUG06 (06215) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, tree 1380' from DER, 840' right of centerline, 38' AGL/57' MSL.

**Rwy 25**, multiple trees beginning 1259' from DER, 688' right of centerline, up to 50' AGL/74' MSL.

## BUTLER, AL

### BUTLER/CHOCTAW COUNTY (09A)

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

AMDT 2 08SEP22 (22251) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 30**, 300-1% or std. w/min. climb of 260' per NM to 400.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, trees, poles abeam the DER, 1' left of centerline, up to 208' MSL.

Poles beginning 349' from DER, 492' right of centerline, up to 24' AGL/144' MSL.

Poles beginning 471' from DER, 410' right of centerline, up to 29' AGL/151' MSL.

Trees beginning 768' from DER, 127' right of centerline, up to 155' MSL.

Trees beginning 880' from DER, 63' right of centerline, up to 163' MSL.

Trees beginning 1072' from DER, 518' right of centerline, up to 187' MSL.

Trees beginning 1288' from DER, 92' right of centerline, up to 192' MSL.

Trees beginning 1475' from DER, 28' right of centerline, up to 193' MSL.

Trees beginning 1547' from DER, 515' right of centerline, up to 201' MSL.

Trees beginning 2006' from DER, 859' right of centerline, up to 202' MSL.

**Rwy 30**, trees beginning 93' from DER, 287' right of centerline, up to 195' MSL.

Trees beginning 100' from DER, 248' left of centerline, up to 168' MSL.

Trees beginning 246' from DER, 297' right of centerline, up to 196' MSL.

Trees beginning 372' from DER, 179' left of centerline, up to 178' MSL.

Trees beginning 622' from DER, 231' left of centerline, up to 190' MSL.

Trees beginning 796' from DER, 278' left of centerline, up to 213' MSL.

Trees beginning 1046' from DER, 107' left of centerline, up to 220' MSL.

Trees beginning 1461' from DER, 8' right of centerline, up to 210' MSL.

Trees beginning 1946' from DER, 147' left of centerline, up to 222' MSL.

Tree 2516' from DER, 738' right of centerline, 212' MSL.

Trees beginning 2522' from DER, 501' right of centerline, up to 215' MSL.

Trees beginning 2751' from DER, 147' right of centerline, up to 230' MSL.

Trees beginning 3313' from DER, 317' right of centerline, up to 232' MSL.

Trees beginning 3341' from DER, 290' left of centerline, up to 228' MSL.

Trees beginning 3579' from DER, 289' right of centerline, up to 236' MSL.

Tree 5170' from DER, 1626' right of centerline, 249' MSL.

Trees beginning 5337' from DER, 1327' right of centerline, up to 279' MSL.

Trees beginning 5482' from DER, 1172' right of centerline, up to 280' MSL.

Trees beginning 5641' from DER, 154' right of centerline, up to 298' MSL.

Trees beginning 6072' from DER, 716' right of centerline, up to 306' MSL.

Trees beginning 6072' from DER, 716' right of centerline, up to 306' MSL.

Trees beginning 1 NM from DER, 2025' right of centerline, up to 292' MSL.

## BUTLER, GA

### BUTLER MUNI (6A1)

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

AMDT 1A 28FEB19 (19059) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA - Environmental.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 196' from DER, 483' left of centerline, up to 651' MSL.

**Rwy 19**, tree, lighting, pole beginning 64' from DER, 29' left of centerline, up to 734' MSL.

Vegetation beginning 86' from DER, 234' right of centerline, up to 665' MSL.

Tree 638' from DER, 524' right of centerline, 699' MSL.

Trees beginning 705' from DER, 21' right of centerline, up to 704' MSL.

Trees beginning 857' from DER, 311' right of centerline, up to 709' MSL.

Trees beginning 963' from DER, 348' right of centerline, up to 726' MSL.

Trees beginning 1070' from DER, 70' right of centerline, up to 727' 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

## CAIRNS AAF (KOZR)

FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JUL23 (23194) (USA)

TAKEOFF MINIMUMS:

**Rwys 6, 24, 18, 36, and Helipads C, G, A, D1, D2**, std. All other helipads, NA.

DEPARTURE PROCEDURE:

**Helipad C**, climb heading 178° to 1000 before proceeding on course.**Helipad G**, climb heading 178° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, twr 4701' from DER, 1754' left of centerline, 160' AGL/433' MSL.

Trees 454' from DER, 385' left of centerline, 100' AGL/332' MSL.

Trees 458' from DER, 268' right of centerline, 100' AGL/318' MSL.

Trees 808' from DER, 254' right of centerline, 100' AGL/331' MSL.

Trees 939' from DER, 145' right of centerline, 100' AGL/320' MSL.

**Rwy 24**, trees 1231' from DER, 618' right of centerline, 100' AGL/356' MSL.**Rwy 18**, trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL.**Rwy 36**, trees 1654' from DER, 54' right of centerline, 100' AGL/370' MSL.

Trees 1919' from DER, 65' right of centerline, 100' AGL/372' MSL.

Trees 1960' from DER, 413' left of centerline, 100' AGL/376' MSL.

Tree 835' from DER, 368' right of centerline, 100' AGL/356' MSL.

**Helipad A**, RADAR antenna, 859' from DER, 547' left of centerline, 103' AGL/409' MSL.

Terrain at DER, 500' right of centerline, 308' MSL.

Tree 772' from DER, 143' right of centerline, 363' MSL.

Tree 818' from DER, 440' right of centerline, 370' MSL.

**Helipad C**, twr 2323' from DER, 1084' right of centerline, 72' AGL/375' MSL.

Terrain at DER, 156' right of centerline, 315' MSL.

**Helipad D1**, terrain 71' from DER, 429' right of centerline, 318' MSL.

Tree 1009' from DER, 404' left of centerline, 361' MSL.

Tree 1378' from DER, 476' right of centerline, 380' MSL.

Tree 788' from DER, 54' left of centerline, 370' MSL.

Tree 857' from DER, 592' left of centerline, 375' MSL.

Tree 904' from DER, 169' right of centerline, 370' MSL.

**Helipad D2**, terrain at DER, 238' left of centerline, 312' MSL.

Terrain 86' from DER, 64' right of centerline, 315' MSL.

Tree 1005' from DER, 410' left of centerline, 370' MSL.

Tree 1121' from DER, 187' left of centerline, 370' MSL.

Tree 1225' from DER, 759' left of centerline, 361' MSL.

Tree 1566' from DER, 768' right of centerline, 376' MSL.

Tree 1594' from DER, 120' right of centerline, 380' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13JUL23 (23194) (USA)

All **Rwys**, heading as assigned by ATC.

## CAIRO, GA

CAIRO-GRADY COUNTY (70J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 36' from DER, 240' left of centerline, up to 35' AGL/259' MSL.

Trees beginning 203' from DER, 37' right of centerline, up to 35' AGL/273' MSL.

Trees beginning 1037' from DER, 67' right of centerline, up to 35' AGL/285' MSL.

Trees beginning 1295' from DER, 1' left of centerline, up to 35' AGL/275' MSL.

**Rwy 31**, truck 120' from DER, 217' left of centerline, 15' AGL/274' MSL.

Trees beginning 277' from DER, 355' right of centerline, up to 35' AGL/306' MSL.

Trees beginning 1188' from DER, 4' right of centerline, up to 35' AGL/335' MSL.

Trees beginning 1777' from DER, 74' left of centerline, up to 35' AGL/334' MSL.



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



25219

SE-4

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

25219

## CALHOUN, GA

TOM B DAVID FLD (CZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12DEC13 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17**, min. climb of 230' per NM to 1600, or 1200-3 for climb in visual conditions.**Rwy 35**, 400-2½ or std. w/min. climb of 220' per NM to 1100 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 173° to 1200 before proceeding on course. For climb in visual conditions, cross Tom B David Fld at or above 1700 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 35**, climb heading 353° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees, poles, and buildings beginning 245' from DER, left and right of centerline, up to 75' AGL/725' MSL.

Trees and poles beginning 1663' from DER, left and right of centerline, up to 139' AGL/779' MSL.

Trees beginning 1 NM from DER, 916' left of centerline, up to 119' AGL/879' MSL.

**Rwy 35**, trees and bushes beginning 75' from DER, left and right of centerline, up to 100' AGL/730' MSL.

Trees and poles beginning 1948' from DER, left and right of centerline, up to 108' AGL/738' MSL.

Trees beginning 1.9 NM from DER, 298' right of centerline, up to 105' AGL/957' MSL.

## CAMDEN, AL

CAMDEN MUNI (61A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JAN17 (17005) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees, beginning 3' from DER, 204' left of centerline, up to 200' MSL.

Trees, beginning 83' from DER, 418' left of centerline, up to 225' MSL.

Tree, terrain, beginning 132' from DER, 48' right of centerline, up to 230' MSL.

Tree, terrain, beginning 335' from DER, 52' right of centerline, up to 233' MSL.

Tree 546' from DER, 279' left of centerline, 242' MSL.

Tree, terrain, beginning 547' from DER, 35' left of centerline, up to 260' MSL.

**Rwy 36**, tree, terrain, beginning 51' from DER, 188' left of centerline, up to 191' MSL.

Tree 149' from DER, 252' right of centerline, 231' MSL.

Tree, terrain, pole, beginning 166' from DER, 18' right of centerline, up to 239' MSL.

Trees, beginning 416' from DER, 516' left of centerline, up to 212' MSL.

Tree, pole, ant, bush, beginning 444' from DER, 98' left of centerline, up to 219' MSL.

## CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 09JAN14 (14009) (FAA)

DEPARTURE PROCEDURE:

**Rwy 8**, climb heading 084° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, tree 127' from DER, 348' right of centerline, 15' AGL/185' MSL.

Trees beginning 223' from DER, 499' left of centerline, up to 75' AGL/241' MSL.

Trees beginning 892' from DER, 514' right of centerline, up to 75' AGL/249' MSL.

Trees beginning 1511' from DER, 9' left of centerline, up to 80' AGL/267' MSL.

Trees beginning 1529' from DER, 94' right centerline, up to 80' AGL/269' MSL.

**Rwy 26**, trees beginning 27' from DER, 409' left of centerline, up to 45' AGL/234' MSL.

Tree 29' from DER, 312' right of centerline, 35' AGL/205' MSL.

Tree 40' from DER, 125' left of centerline, 8' AGL/171' MSL.

Trees beginning 940' from DER, 733' left of centerline, up to 75' AGL/229' MSL.

Trees beginning 1696' from DER, 1696' right of centerline, up to 80' AGL/225' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

SE-4



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

25219

## CANON, GA

### FRANKLIN-HART (18A)

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

AMDT 1 21MAR24 (24081) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8**, 400-2¼ or std w/min climb of 223'/NM to 1400 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees beginning 142' from DER, 356' right of centerline, up to 26' AGL/916' MSL.  
 Tree 377' from DER, 359' right of centerline, 38' AGL/928' MSL.  
 Trees beginning 468' from DER, 392' left of centerline, up to 962' MSL.  
 Trees beginning 708' from DER, 422' right of centerline, up to 44' AGL/934' MSL.  
 Tree, transmission line beginning 1145' from DER, 182' left of centerline, up to 979' MSL.  
 Trees beginning 1212' from DER, 443' right of centerline, up to 59' AGL/949' MSL.  
 Trees beginning 1915' from DER, 182' right of centerline, up to 71' AGL/961' MSL.  
 Trees beginning 2322' from DER, 166' left of centerline, up to 983' MSL.  
 Trees beginning 2387' from DER, 303' right of centerline, up to 98' AGL/988' MSL.  
 Trees beginning 2502' from DER, 7' right of centerline, up to 991' MSL.  
 Trees beginning 2641' from DER, 71' left of centerline, up to 990' MSL.  
 Tree 2750' from DER, 674' left of centerline, 991' MSL.  
 Trees beginning 2787' from DER, 107' left of centerline, up to 992' MSL.  
 Trees beginning 2798' from DER, 107' right of centerline, up to 1003' MSL.  
 Trees beginning 2999' from DER, 44' left of centerline, up to 994' MSL.  
 Trees beginning 3278' from DER, 90' left of centerline, up to 1005' MSL.  
 Trees beginning 3520' from DER, 162' right of centerline, up to 1006' MSL.  
 Tree 3904' from DER, 1144' left of centerline, 1014' MSL.  
 Tree 3929' from DER, 1215' left of centerline, 1016' MSL.  
 Tower 1.8 NM from DER, 3219' left of centerline, 270' AGL/1207' MSL.  
**Rwy 26**, tree 133' from DER, 301' right of centerline, 53' AGL/881' MSL.  
 Trees beginning 209' from DER, 334' right of centerline, up to 57' AGL/885' MSL.  
 Tree 514' from DER, 355' left of centerline, 45' AGL/874' MSL.  
 Tree 628' from DER, 400' left of centerline, 49' AGL/878' MSL.  
 Tree 636' from DER, 454' left of centerline, 51' AGL/879' MSL.  
 Trees beginning 798' from DER, 348' left of centerline, up to 58' AGL/887' MSL.

## CANTON, GA

### CHEROKEE COUNTY RGNL (CNI)

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

AMDT 2A 16JUL20 (20198) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, std. w/min. climb of 300' per NM to 4500, or 1600-3 for VCOA.

**Rwy 23**, 300-1 or std. w/min. climb of 236' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 23**, climb on heading 227° to 2500 before proceeding on course.

##### VCOA:

**Rwy 5**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cherokee County RGNL airport at or above 2700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, lighting 10' from DER, 17' right of centerline, 2' AGL/1190' MSL.  
 Trees beginning 25' from DER, 149' left of centerline, up to 1200' MSL.  
 Tree 65' from DER, 466' left of centerline, 1213' MSL.  
 Tree 121' from DER, 489' left of centerline, 1220' MSL.  
 Trees beginning 152' from DER, 142' left of centerline, up to 1226' MSL.  
 Trees beginning 506' from DER, 446' left of centerline, up to 1233' MSL.  
 Tree 3578' from DER, 157' right of centerline, 1282' MSL.  
 Trees beginning 3590' from DER, 250' right of centerline, up to 1286' MSL.  
 Transmission line 4866' from DER, 1062' right of centerline, 140' AGL/1327' MSL.  
**Rwy 23**, vegetation 28' from DER, 496' right of centerline, 1207' MSL.  
 Tree, transmission line, pole beginning 56' from DER, 357' left of centerline, up to 1245' MSL.  
 Tree 165' from DER, 335' right of centerline, 1248' MSL.

## CARROLLTON, GA

### WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

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

ORIG 07MAY09 (24305) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 35**, 300-1 or std w/min climb of 276' per NM to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 35**, climb heading 348° to 1800 before turning east.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL.  
 Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' 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

## CARROLLTON, GA (CON'T)

### WEST GEORGIA RGNL/O V GRAY FLD (CTJ) (CON'T)

**Rwy 35**, trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL.

Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL.

Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

## CARTERSVILLE, GA

### CARTERSVILLE (VPC)

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

AMDT 1 25OCT07 (07298) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 500-2¼ or std. w/ min. climb of 361' per NM to 1300.

**Rwy 19**, 400-2½ or std. w/ min. climb of 600' per NM to 1300.

##### DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 007° to 2300 before proceeding on course.

**Rwy 19**, climb heading 187° to 1300 before turning westbound.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 24' from DER, 236' left of centerline, up to 74' AGL/798' MSL.

Brush 199' from DER, 160' right of centerline, 26' AGL/756' MSL.

Tree 1253' from DER, 641' right of centerline, 69' AGL/808' MSL.

Trees beginning 8789' from DER, 2511' right of centerline, up to 100' AGL/1199' MSL.

**Rwy 19**, terrain 194' from DER, 466' left of centerline, 0' AGL/775' MSL.

Trees beginning 2357' from DER, 44' left of centerline, up to 80' AGL/1079' MSL.

Trees beginning 2312' from DER, 119' right of centerline, up to 80' AGL/1019' MSL.

## CEDARTOWN, GA

### POLK COUNTY/CORNELIUS MOORE FLD (4A4)

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

AMDT 2 22APR21 (21112) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 2' from DER, 370' left of centerline, 999' MSL.

Trees beginning 9' from DER, 273' left of centerline, up to 1009' MSL.

Trees beginning 48' from DER, 31' right of centerline, up to 1006' MSL.

Trees beginning 2218' from DER, 918' right of centerline, up to 1008' MSL.

**Rwy 28**, trees beginning 18' from DER, 146' left of centerline, up to 991' MSL.

Trees beginning 70' from DER, 282' right of centerline, up to 1012' MSL.

Trees, transmission line beginning 116' from DER, 249' right of centerline, up to 1018' MSL.

Trees beginning 333' from DER, 488' left of centerline, up to 1014' MSL.

Trees beginning 504' from DER, 487' left of centerline, up to 1020' MSL.

Trees beginning 1256' from DER, 549' left of centerline, up to 1021' MSL.

Trees beginning 1426' from DER, 533' left of centerline, up to 1033' MSL.

Tree 1543' from DER, 714' right of centerline, 1025' MSL.

Tree 1919' from DER, 853' left of centerline, 1035' MSL.

Trees beginning 1992' from DER, 561' left of centerline, up to 1044' MSL.

Trees beginning 2119' from DER, 654' left of centerline, up to 1048' MSL.

Trees beginning 2487' from DER, 714' left of centerline, up to 1052' MSL.

Trees beginning 2650' from DER, 990' left of centerline, up to 1053' MSL.

Trees beginning 2891' from DER, 1122' left of centerline, up to 1054' MSL.

## CENTRE, AL

### CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)

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

ORIG 10APR08 (24305) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 067° to 1400 before turning South.

**Rwy 25**, climb heading 247° to 2500 before turning South.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, multiple trees beginning 1481' from DER, 456' right of centerline up to 100' AGL/709' MSL.

Multiple trees beginning 2273' from DER, 434' left of centerline up to 100' AGL/689' MSL.

**Rwy 25**, multiple trees beginning 2780' from DER, 245' right of centerline up to 100' AGL/689' MSL.

Tree 3093' from DER, 516' left of centerline 100' AGL/679' MSL.



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

25219

## CENTREVILLE, AL

BIBB COUNTY (0A8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 300-1¼ or std. w/ min. climb of 330' per NM to 600.**Rwy 28**, 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 097° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, brush 430' from DER, 42' right of centerline, 48' AGL/268' MSL.

Trees beginning 4800' from DER, 1397' left of centerline, up to 100' AGL/479' MSL.

**Rwy 28**, trees beginning at DER, 239' left of centerline, up to 100' AGL/339' MSL.

Trees beginning at DER, 309' right of centerline, up to 100' AGL/499' MSL.

## CHATOM, AL

ROY WILCOX (5R1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12**, 300-1¼ or std. w/min. climb of 234' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 17' from DER, 155' left of centerline, 100' AGL/223' MSL.

Trees beginning 123' from DER, 171' right of centerline, up to 100' AGL/216' MSL.

Trees beginning 290' from DER, 68' left of centerline, up to 100' AGL/259' MSL.

Tree 1 NM from DER, 462' right of centerline, 100' AGL/309' MSL.

**Rwy 30**, power pole and tree beginning 6' from DER, 197' left of centerline, up to 100' AGL/273' MSL.

Trees and power pole beginning 95' from DER, 205' right of centerline, up to 100' AGL/272' MSL.

Vehicles on road, poles and sign beginning 175' from DER, left and right of centerline, up to 15' AGL/189' MSL.

Trees beginning 611' from DER, left and right of centerline, up to 100' AGL/258' MSL.

## CLANTON, AL

CHILTON COUNTY (02A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8**, 300-1¼ or std. w/min. climb of 520' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 26**, climb heading 262° to 1000 before turning north.

TAKEOFF OBSTACLE NOTES:

**Rwy 8**, catenary 135' from DER, 494' left of centerline, 51' AGL/611' MSL.

Trees beginning 185' from DER, 328' left of centerline, up to 87' AGL/646' MSL.

Tree, pole, bldg, fltpt beginning 389' from DER, 264' left of centerline, up to 101' AGL/657' MSL.

Tree 612' from DER, 461' right of centerline, 77' AGL/644' MSL.

Tree 767' from DER, 536' right of centerline, 83' AGL/657' MSL.

Tree, pole beginning 936' from DER, 289' right of centerline, up to 103' AGL/679' MSL.

Tree 1625' from DER, 782' left of centerline, 84' AGL/681' MSL.

Trees beginning 1663' from DER, 578' left of centerline, up to 80' AGL/692' MSL.

Tree, pole, vehicles on road beginning 1880' from DER, on centerline, up to 59' AGL/703' MSL.

Tree, steeple, pole beginning 1981' from DER, 70' left of centerline, up to 90' AGL/701' MSL.

Tree 2340' from DER, 926' right of centerline, 64' AGL/711' MSL.

Tree, pole beginning 2362' from DER, 23' right of centerline, up to 91' AGL/720' MSL.

Trees, poles beginning 2640' from DER, 177' right of centerline, up to 84' AGL/724' MSL.

Trees, poles beginning 3180' from DER, 415' right of centerline, up to 108' AGL/732' MSL.

Tree, pole beginning 3408' from DER, 9' left of centerline, up to 111' AGL/711' MSL.

Tree, pole beginning 3536' from DER, 70' right of centerline, up to 94' AGL/736' MSL.

Trees, pole beginning 4266' from DER, 155' left of centerline, up to 108' AGL/748' MSL.

Tree, ant, pole beginning 4416' from DER, 619' right of centerline, up to 110' AGL/763' MSL.

Tree, pole beginning 4688' from DER, 384' left of centerline, up to 95' AGL/752' MSL.

Tree, pole beginning 4734' from DER, 1052' right of centerline, up to 95' AGL/772' MSL.

Tree, pole beginning 4795' from DER, 313' right of centerline, up to 102' AGL/775' MSL.

Trees beginning 4935' from DER, 45' left of centerline, up to 109' AGL/772' MSL.

Trees beginning 1 NM from DER, 18' right of centerline, up to 99' AGL/777' MSL.

Trees beginning 1.1 NM from DER, 15' left of centerline, up to 110' AGL/784' MSL.

**Rwy 26**, pole 142' from DER, 444' left of centerline, 35' AGL/611' MSL.

Grd, bldg beginning 200' from DER, 289' right of centerline, up to 15' AGL/608' MSL.

Tree, pole beginning 375' from DER, 423' left of centerline, up to 79' AGL/662' MSL.

Pole 428' from DER, 313' right of centerline, 35' AGL/628' MSL.

Tree, pole beginning 454' from DER, 357' right of centerline, up to 69' AGL/665' MSL.

Tree, vehicle on road, pole beginning 605' from DER, 4' right of centerline, up to 86' AGL/688' MSL.

Tree, pole beginning 673' from DER, 381' left of centerline, up to 81' AGL/669' MSL.

Trees, pole beginning 962' from DER, 13' right of centerline, up to 94' AGL/697' MSL.

CONT

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

25219

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

25219

## CLANTON, AL (CON'T)

### CHILTON COUNTY (02A) (CON'T)

**Rwy 26 (CON'T)**, tree, pole beginning 1338' from DER, 30' left of centerline, up to 101' AGL/678' MSL.

Tree, tank, water twr beginning 4449' from DER, 941' left of centerline, up to 110' AGL/729' MSL.

## CLAXTON, GA

### CLAXTON-EVANS COUNTY (CWV)

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

AMD T 1 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vegetation 13' from DER, 220' left of centerline, 99' MSL.

Tree 93' from DER, 358' right of centerline, 153' MSL.

Trees beginning 185' from DER, 389' right of centerline, up to 160' MSL.

Trees beginning 259' from DER, 353' right of centerline, up to 178' MSL.

Trees beginning 295' from DER, 530' left of centerline, up to 186' MSL.

Trees beginning 420' from DER, 75' left of centerline, up to 189' MSL.

Trees beginning 459' from DER, 519' right of centerline, up to 185' MSL.

Trees beginning 530' from DER, 351' right of centerline, up to 191' MSL.

Trees beginning 885' from DER, 27' right of centerline, up to 196' MSL.

Trees beginning 3469' from DER, 232' left of centerline, up to 194' MSL.

Tree 3728' from DER, 107' left of centerline, 197' MSL.

**Rwy 28**, terrain 5' from DER, 358' right of centerline, 114' MSL.

Vehicle on road beginning 58' from DER, 300' left of centerline, up to 126' MSL.

Poles, vehicle on road, vegetation beginning 89' from DER, 315' right of centerline, up to 164' MSL.

Vehicle on road beginning 149' from DER, 290' left of centerline, up to 127' MSL.

Trees, vehicle on road, vegetation, poles, buildings beginning 276' from DER, 5' right of centerline, up to 195' MSL.

Vehicle on road beginning 405' from DER, 290' left of centerline, up to 128' MSL.

Tree, vehicle on road beginning 429' from DER, 4' left of centerline, up to 151' MSL.

Trees, poles, sign beginning 634' from DER, 12' left of centerline, up to 170' MSL.

Trees beginning 853' from DER, 158' right of centerline, up to 209' MSL.

Trees, poles beginning 903' from DER, 110' right of centerline, up to 211' MSL.

Trees beginning 1201' from DER, 645' left of centerline, up to 179' MSL.

Trees beginning 1275' from DER, 3' left of centerline, up to 182' MSL.

Trees beginning 1321' from DER, 30' left of centerline, up to 183' MSL.

Trees, antenna, power line beginning 1374' from DER, 16' right of centerline, up to 223' MSL.

Trees beginning 2192' from DER, 28' left of centerline, up to 184' MSL.

Trees beginning 2273' from DER, 55' left of centerline, up to 186' MSL.

Trees beginning 2353' from DER, 33' left of centerline, up to 193' MSL.

Trees beginning 2375' from DER, 80' left of centerline, up to 197' MSL.

Trees beginning 2533' from DER, 12' left of centerline, up to 202' MSL.

## CLAYTON, AL

### CLAYTON MUNI (11A)

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

AMD T 3 15JUN23 (23166) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, 300-2 or std. w/min. climb of 390' per NM to 800 or 1000-3 for VCOA.

**Rwy 28**, 300-1¼ or std. w/min. climb of 360' per NM to 800.

##### DEPARTURE PROCEDURE:

**Rwy 10**, climb on heading 101° to 900 before turning.

##### VCOA:

**Rwy 10**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clayton Muni airport at or above 1200 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 156' from DER, 397' left of centerline, 502' MSL.

Tree 2340' from DER, 764' left of centerline, 527' MSL.

Tree 2568' from DER, 7' right of centerline, 539' MSL.

Tree 2568' from DER, 113' right of centerline, 541' MSL.

Transmission line, tower beginning 5079' from DER, 592' left of centerline, up to 66' AGL/624' MSL.

Transmission line 5228' from DER, 1526' left of centerline, 75' AGL/631' MSL.

Transmission line 5594' from DER, 1456' left of centerline, 75' AGL/651' MSL.

Transmission line 5869' from DER, 1434' left of centerline, 70' AGL/658' MSL.

Transmission line beginning 1 NM from DER, 1398' left of centerline, up to 70' AGL/665' MSL.

Transmission line, tree beginning 1.1 NM from DER, 979' left of centerline, up to 70' AGL/694' MSL.

Tank 1.1 NM from DER, 634' right of centerline, 134' AGL/722' MSL.

Tree 1.6 NM from DER, 834' right of centerline, 694' MSL.

**Rwy 28**, tree 1433' from DER, 714' left of centerline, 514' MSL.

Tree 1915' from DER, 411' right of centerline, 519' MSL.

Tree 2052' from DER, 434' right of centerline, 521' MSL.

Tree 1.1 NM from DER, 731' left of centerline, 605' MSL.

Tree 1.4 NM from DER, 2360' right of centerline, 659' 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

## COCHRAN, GA

### COCHRAN (48A)

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

AMDT 2A 30NOV23 (23334) (FAA)

#### DEPARTURE PROCEDURE:

**Rwy 5**, climb on heading 049° to 1800 before turning left.

**Rwy 11**, climb on heading 107° to 1200 before turning left.

**Rwy 23**, climb on heading 229° to 900 before proceeding on course.

**Rwy 29**, climb on heading 287° to 1000 before turning right.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 4' from DER, 191' left of centerline, up to 371' MSL.

Trees beginning 357' from DER, 297' right of centerline, up to 368' MSL.

Trees beginning 407' from DER, 158' right of centerline, up to 372' MSL.

Trees beginning 682' from DER, 370' left of centerline, up to 375' MSL.

Trees beginning 686' from DER, 183' right of centerline, up to 374' MSL.

Tree 883' from DER, 394' left of centerline, 377' MSL.

Trees beginning 933' from DER, 23' right of centerline, up to 377' MSL.

Tree 938' from DER, 583' left of centerline, 379' MSL.

Tree 962' from DER, 739' left of centerline, 382' MSL.

Tree 1044' from DER, 428' left of centerline, 383' MSL.

Trees beginning 1138' from DER, 355' left of centerline, up to 387' MSL.

Trees beginning 1220' from DER, 256' left of centerline, up to 389' MSL.

Trees beginning 1354' from DER, 6' left of centerline, up to 395' MSL.

**Rwy 11**, terrain beginning 25' from DER, 284' left of centerline, up to 340' MSL.

Agricultural equipment 166' from DER, 331' right of centerline, 15' AGL/344' MSL.

Trees beginning 1105' from DER, 179' right of centerline, up to 400' MSL.

Tree 1212' from DER, 757' left of centerline, 378' MSL.

Trees beginning 1272' from DER, 612' left of centerline, up to 390' MSL.

Tree 2362' from DER, 415' left of centerline, 406' MSL.

**Rwy 23**, trees beginning 4' from DER, 370' right of centerline, up to 363' MSL.

Trees beginning 42' from DER, 285' left of centerline, up to 362' MSL.

Trees beginning 91' from DER, 239' left of centerline, up to 388' MSL.

Trees beginning 236' from DER, 403' right of centerline, up to 374' MSL.

Trees beginning 293' from DER, 1' left of centerline, up to 398' MSL.

Trees, pole beginning 687' from DER, 89' right of centerline, up to 388' MSL.

Trees beginning 1189' from DER, 62' right of centerline, up to 412' MSL.

Trees beginning 1402' from DER, 42' left of centerline, up to 401' MSL.

Trees beginning 1578' from DER, 10' left of centerline, up to 402' MSL.

Trees beginning 1792' from DER, 123' right of centerline, up to 414' MSL.

Tree 1847' from DER, 380' right of centerline, 417' MSL.

Tree 1860' from DER, 877' right of centerline, 423' MSL.

Trees beginning 1885' from DER, 12' right of centerline, up to 424' MSL.

Trees beginning 1921' from DER, 142' left of centerline, up to 411' MSL.

Trees beginning 2139' from DER, 412' left of centerline, up to 423' MSL.

Trees beginning 2342' from DER, 106' left of centerline, up to 424' MSL.

Trees beginning 2470' from DER, 125' left of centerline, up to 425' MSL.

Trees beginning 2605' from DER, 692' left of centerline, up to 427' MSL.

Tree 2705' from DER, 1211' left of centerline, 429' MSL.

Trees beginning 2707' from DER, 4' left of centerline, up to 430' MSL.

Trees beginning 2970' from DER, 29' left of centerline, up to 432' MSL.

Trees beginning 3349' from DER, 478' right of centerline, up to 427' MSL.

Trees beginning 4328' from DER, 1395' left of centerline, up to 446' MSL.

Tree 4614' from DER, 220' right of centerline, 443' MSL.

Trees beginning 4666' from DER, 151' right of centerline, up to 451' MSL.

Trees beginning 4690' from DER, 87' left of centerline, up to 473' MSL.

Trees beginning 4750' from DER, 30' right of centerline, up to 460' MSL.

**Rwy 29**, tree 43' from DER, 480' right of centerline, 444' MSL.

Tree, terrain beginning 61' from DER, 293' right of centerline, up to 460' MSL.

Trees, fence, terrain beginning 125' from DER, 333' right of centerline, up to 474' MSL.

Tree 217' from DER, 417' left of centerline, 397' MSL.

Trees beginning 284' from DER, 299' left of centerline, up to 416' MSL.

Trees beginning 406' from DER, 241' left of centerline, up to 418' MSL.

Trees beginning 494' from DER, 355' right of centerline, up to 475' MSL.

Trees beginning 557' from DER, 239' left of centerline, up to 421' MSL.

Trees beginning 627' from DER, 17' right of centerline, up to 480' MSL.

Trees beginning 734' from DER, 229' left of centerline, up to 422' MSL.

Trees beginning 853' from DER, 49' left of centerline, up to 426' MSL.

Trees beginning 1251' from DER, 239' left of centerline, up to 430' MSL.

Tree 1486' from DER, 336' left of centerline, 431' MSL.

Trees beginning 1543' from DER, 8' left of centerline, up to 434' MSL.

Tree 1823' from DER, 71' left of centerline, 447' MSL.

Trees beginning 1877' from DER, 151' left of centerline, up to 448' MSL.

Tree 1943' from DER, 8' left of centerline, 450' MSL.

Trees beginning 2019' from DER, 6' left of centerline, up to 453' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

SE-4

SE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

## COLUMBUS, GA

### COLUMBUS (CSG)

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

AMDT 7B 11AUG22 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 13**, std. w/min. climb of 205' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER or 1700-3 for VCOA.

**Rwy 24**, std. w/min. climb of 225' per NM to 1800 or 1700-3 for VCOA.

**Rwy 31**, 300-3 or std. w/min. climb of 404' per NM to 700.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 056° to 1400 before turning south.

**Rwy 13**, climb heading 070° to 2100 before turning south.

**Rwy 24**, climb heading 280° to 1900 before turning south.

**Rwy 31**, climb heading 309° to 1400 before turning south.

##### VCOA:

**Rwys 13, 24**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Columbus airport at or above 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, vehicle on road, building and trees beginning 363' from DER, 6' left of centerline, up to 83' AGL/532' MSL. Trees beginning 748' from DER, 1' right of centerline, up to 51' AGL/501' MSL.

**Rwy 13**, tower, flagpole, and trees beginning 396' from DER, 132' left of centerline, up to 475' AGL/989' MSL.

Trees, bush, and electrical systems beginning 101' from DER, 55' right of centerline, up to 56' AGL/433' MSL.

**Rwy 24**, trees beginning 894' from DER, 195' left of centerline, up to 44' AGL/465' MSL.

Towers and trees beginning 2414' from DER, 298' right of centerline, up to 784' AGL/1404' MSL.

**Rwy 31**, vehicle on road, bush, signs, poles, tower, and trees beginning 319' from DER, 33' left of centerline, up to 183' AGL/598' MSL.

Trees, antenna, and vehicle on road beginning 319' from DER, 146' right of centerline, up to 100' AGL/569' MSL.

## CORDELE, GA

### CRISP COUNTY-CORDELE (CKF)

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

AMDT 3 27APR17 (17117) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 120' from DER, 376' left of centerline, up to 391' MSL.

Tree 363' from DER, 531' right of centerline, 387' MSL.

Tree 2313' from DER, 723' right of centerline, 389' MSL.

Tree 2404' from DER, 788' right of centerline, 402' MSL.

Trees beginning 2435' from DER, 323' right of centerline, up to 412' MSL.

**Rwy 10**, tree, pole beginning 22' from DER, 258' left of centerline, up to 353' MSL.

RD (N) 435' from DER, 405' right of centerline, 326' MSL.

Tree, building beginning 627' from DER, 281' right of centerline, up to 390' MSL.

Tree 1153' from DER, 418' left of centerline, 386' MSL.

Trees beginning 1238' from DER, 426' left of centerline, up to 397' MSL.

Trees beginning 1730' from DER, 376' left of centerline, up to 409' MSL.

Tree 4162' from DER, 253' right of centerline, 426' MSL.

**Rwy 24**, trees beginning 162' from DER, 463' left of centerline, up to 382' MSL.

Trees beginning 340' from DER, 342' right of centerline, up to 391' MSL.

**Rwy 28**, tree 100' from DER, 384' right of centerline, 311' MSL.

Tree 1199' from DER, 679' right of centerline, 370' MSL.

Trees beginning 1235' from DER, 748' left of centerline, up to 372' MSL.

Trees beginning 1760' from DER, 338' right of centerline, up to 391' MSL.

Tree 2138' from DER, 107' left of centerline, 374' MSL.

Trees beginning 2317' from DER, 412' left of centerline, up to 387' MSL.

Tree 2537' from DER, 661' left of centerline, 388' MSL.

Tree 3007' from DER, 277' right of centerline, 394' MSL.

Tree 3205' from DER, 675' right of centerline, 400' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

SE-4

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

25219

## CORNELIA, GA

### HABERSHAM COUNTY (AJR)

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

AMDT 5 27JAN22 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 6**, 400-2¼ or std. w/min. climb of 315' per NM to 1700.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb on heading 063° to 2200 before proceeding on course.

**Rwy 24**, climb on heading 243° to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 36' from DER, 10' left of centerline, up to 102' AGL/1509' MSL.

Trees, pole beginning 64' from DER, 106' right of centerline, up to 1470' MSL.

Trees beginning 381' from DER, 167' right of centerline, up to 1483' MSL.

Trees beginning 511' from DER, 353' right of centerline, up to 1495' MSL.

Trees beginning 634' from DER, 500' right of centerline, up to 1501' MSL.

Trees beginning 719' from DER, 235' right of centerline, up to 1502' MSL.

Tree, vehicles on road beginning 747' from DER, 28' right of centerline, up to 1519' MSL.

Tree, building beginning 1207' from DER, 54' right of centerline, up to 1526' MSL.

Tree 1406' from DER, 651' left of centerline, 1516' MSL.

Tree, poles beginning 1487' from DER, 6' left of centerline, up to 1532' MSL.

Trees beginning 1693' from DER, 19' right of centerline, up to 1530' MSL.

Trees beginning 1805' from DER, 140' right of centerline, up to 1532' MSL.

Tree 1892' from DER, 725' right of centerline, 1537' MSL.

Tree 1894' from DER, 853' right of centerline, 1540' MSL.

Trees beginning 1909' from DER, 34' right of centerline, up to 1552' MSL.

Tree, buildings beginning 2215' from DER, 3' left of centerline, up to 100' AGL/1542' MSL.

Trees beginning 2241' from DER, 187' right of centerline, up to 127' AGL/1555' MSL.

Trees beginning 2244' from DER, 61' right of centerline, up to 128' AGL/1556' MSL.

Trees beginning 2263' from DER, 18' right of centerline, up to 128' AGL/1557' MSL.

Tree 2286' from DER, 171' right of centerline, 130' AGL/1558' MSL.

Trees beginning 2289' from DER, 12' right of centerline, up to 1560' MSL.

Trees beginning 2313' from DER, 34' right of centerline, up to 132' AGL/1561' MSL.

Trees beginning 2360' from DER, 28' right of centerline, up to 134' AGL/1565' MSL.

Trees beginning 2459' from DER, 101' right of centerline, up to 1566' MSL.

Trees beginning 2478' from DER, 21' right of centerline, up to 132' AGL/1569' MSL.

Trees beginning 2539' from DER, 9' right of centerline, up to 1574' MSL.

Trees beginning 2643' from DER, 38' right of centerline, up to 1576' MSL.

Tree, poles, buildings, vehicles on road, electrical system beginning 2752' from DER, 3' right of centerline, up to 1590' MSL.

Trees beginning 2773' from DER, 2' left of centerline, up to 1571' MSL.

Trees beginning 3714' from DER, 23' left of centerline, up to 88' AGL/1575' MSL.

Trees beginning 3975' from DER, 2' left of centerline, up to 91' AGL/1583' MSL.

Trees beginning 4170' from DER, 32' right of centerline, up to 1600' MSL.

Tanks, tree, poles beginning 4272' from DER, 4' right of centerline, up to 1614' MSL.

Trees beginning 4789' from DER, 799' right of centerline, up to 1626' MSL.

Trees beginning 4936' from DER, 1115' right of centerline, up to 1627' MSL.

Trees beginning 5392' from DER, 1285' right of centerline, up to 1640' MSL.

Tree 5604' from DER, 1858' right of centerline, 1642' MSL.

Trees beginning 5636' from DER, 1414' right of centerline, up to 1654' MSL.

Tower 1.2 NM from DER, 288' right of centerline, 127' AGL/1656' MSL.

Buildings, tree beginning 1.2 NM from DER, 1939' right of centerline, up to 1669' MSL.

Trees beginning 1.3 NM from DER, 2238' right of centerline, up to 1673' MSL.

Tree 1.3 NM from DER, 2689' right of centerline, 1678' MSL.

Trees beginning 1.3 NM from DER, 2313' right of centerline, up to 1683' MSL.

Trees beginning 1.3 NM from DER, 2200' right of centerline, up to 1694' MSL.

Trees beginning 1.4 NM from DER, 2273' right of centerline, up to 1699' MSL.

Trees beginning 1.4 NM from DER, 1994' right of centerline, up to 1706' MSL.

Trees beginning 1.4 NM from DER, 2463' right of centerline, up to 1712' MSL.

Trees beginning 1.4 NM from DER, 1711' right of centerline, up to 1729' MSL.

Trees beginning 1.4 NM from DER, 1958' right of centerline, up to 1733' MSL.

Tree 1.6 NM from DER, 2691' right of centerline, 1739' MSL.

Tank, tree beginning 1.6 NM from DER, 2300' right of centerline, up to 96' AGL/1746' MSL.

Tank, tree, building beginning 1.6 NM from DER, 2378' right of centerline, up to 100' AGL/1750' MSL.

Trees beginning 1.6 NM from DER, 2391' right of centerline, up to 1751' MSL.

Tree 1.6 NM from DER, 2901' right of centerline, 1754' MSL.

**Rwy 24**, tree, pole beginning 94' from DER, 428' left of centerline, up to 1422' MSL.

Tree 196' from DER, 367' left of centerline, 66' AGL/1429' MSL.

Trees, terrain beginning 219' from DER, 120' left of centerline, up to 1436' MSL.

Tree, vehicles on road beginning 521' from DER, 411' right of centerline, up to 1464' MSL.

Tree 592' from DER, 517' right of centerline, 1467' MSL.

Tree, fence, vehicles on road, building beginning 597' from DER, 1' right of centerline, up to 1494' MSL.

Tree, general utility, fence beginning 748' from DER, 63' left of centerline, up to 1484' MSL.

Tree, vehicles on road, fence beginning 864' from DER, 4' left of centerline, up to 1486' MSL.

Tree, vehicles on road, fence beginning 966' from DER, 125' left of centerline, up to 1490' MSL.

Tree, vehicles on road, terrain beginning 1004' from DER, 15' left of centerline, up to 1498' 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

## CORNELIA, GA (CON'T)

### HABERSHAM COUNTY (AJR) (CON'T)

**Rwy 24 (CON'T)**, tree, fence, vehicles on road, building, terrain, general utility, pole beginning 1144' from DER, 7' left of centerline, up to 75' AGL/1501' MSL.

Tree, building, vehicles on road, pole beginning 1334' from DER, 1' left of centerline, up to 79' AGL/1508' MSL.

Tree, pole, windmill farms beginning 1940' from DER, 1' left of centerline, up to 1509' MSL.

Trees beginning 2605' from DER, 388' left of centerline, up to 1515' MSL.

Trees beginning 2680' from DER, 10' left of centerline, up to 1520' MSL.

Trees beginning 2992' from DER, on centerline, up to 82' AGL/1507' MSL.

Trees beginning 3249' from DER, 28' left of centerline, up to 97' AGL/1521' MSL.

## COURTLAND, AL

### COURTLAND (9A4)

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

AMDT 2A 26APR18 (18116) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-1½ or std. w/min. climb of 220' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, terrain 34' from DER, 413' right of centerline, 573' MSL.

**Rwy 18**, tree 4707' from DER, 1588' right of centerline, 100' AGL/709' MSL.

**Rwy 31**, terrain 16' from DER, 484' right of centerline, 584' MSL.

Trees beginning 1864' from DER, left and right of centerline, up to 100' AGL/ 759' MSL.

**Rwy 36**, fence 192' from DER, 494' left of centerline, 6' AGL/591' MSL.

Vehicles on road beginning 567' from DER, left and right of centerline, 15' AGL/600' MSL.

Trees beginning 728' from DER, left and right of centerline, up to 100' AGL/658' MSL.

## CULLMAN, AL

### CULLMAN RGNL/FOLSOM FLD (CMD)

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

AMDT 2A 27JUN13 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 20**, 300-1½ or std. w/ min. climb of 585' per NM to 1300.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, rising terrain beginning 40' from DER, 125' right of centerline, up to 980' MSL.

Pole 1429' from DER, 665' right of centerline, 41' AGL/1006' MSL.

Trees beginning 1672' from DER, left and right of centerline, up to 100' AGL/1119' MSL.

**Rwy 20**, trees beginning at DER, 488' left of centerline, up to 99' AGL/1033' MSL.

Trees beginning at DER, 534' right of centerline, up to 79' AGL/994' MSL.

Building 436' from DER, 521' right of centerline, 20' AGL/953' MSL.

Building 725' from DER, 556' right of centerline, 23' AGL/954' MSL.

Trees beginning 1174' from DER, left and right of centerline, up to 125' AGL/1119' MSL.

Water tower, 1.5 NM from DER 960' left of centerline, 199' AGL/1184' MSL.

## DALTON, GA

### DALTON MUNI (DNN)

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

AMDT 5 27APR17 (17117) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, 300-1 and 211' per NM to 2800 or standard w/min. climb of 675' per NM to 1000 or 2300-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 140° to 2800 before turning left.

**Rwy 32**, climb heading 320° to 2000 before proceeding on course.

##### VCOA:

**Rwy 14**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dalton Muni at or above 2900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 117' from DER, 428' left of centerline, 695' MSL.

Tree 123' from DER, 428' left of centerline, 699' MSL.

Trees beginning 1356' from DER, 388' left of centerline, up to 737' MSL.

Trees beginning 1559' from DER, 90' left of centerline, up to 741' MSL.

Tree 1684' from DER, 91' right of centerline, 746' MSL.

Trees beginning 1752' from DER, 36' right of centerline, up to 760' MSL.

Trees beginning 1781' from DER, 171' left of centerline, up to 744' MSL.

Trees beginning 1903' from DER, 81' right of centerline, up to 768' MSL.

Trees beginning 2110' from DER, 778' left of centerline, up to 794' MSL.

Trees beginning 2320' from DER, 282' left of centerline, up to 858' MSL.

Trees and building beginning 2444' from DER, 2' 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

## DALTON, GA (CON'T)

### DALTON MUNI (DNN) (CON'T)

**Rwy 32**, Tree 674' from DER, 549' right of centerline, 739' MSL.  
 Trees beginning 843' from DER, 514' right of centerline, up to 740' MSL.  
 Tree 1076' from DER, 630' right of centerline, 751' MSL.  
 Tree 1137' from DER, 673' left of centerline, 758' MSL.  
 Building and Trees beginning 1302' from DER, 507' left of centerline, up to 773' MSL.  
 Tree 1762' from DER, 920' left of centerline, 802' MSL.  
 Tree 1840' from DER, 903' left of centerline, 804' MSL.  
 Trees beginning 1853' from DER, 659' left of centerline, up to 806' MSL.  
 Tree 2309' from DER, 383' right of centerline, 767' MSL.  
 Trees beginning 2433' from DER, 274' left of centerline, up to 813' MSL.  
 Tree 2759' from DER, 148' right of centerline, 777' MSL.  
 Trees beginning 3262' from DER, 708' left of centerline, up to 830' MSL.  
 Trees beginning 3334' from DER, 218' right of centerline, up to 808' MSL.  
 Trees beginning 3339' from DER, 709' left of centerline, up to 831' MSL.  
 Trees beginning 3683' from DER, 973' left of centerline, up to 832' MSL.  
 Trees beginning 3881' from DER, 976' left of centerline, up to 836' MSL.  
 Tree 4129' from DER, 440' right of centerline, 812' MSL.  
 Trees beginning 4325' from DER, 976' left of centerline, up to 837' MSL.  
 Tree 4375' from DER, 1292' left of centerline, 843' MSL.  
 Trees beginning 4391' from DER, 292' left of centerline, up to 854' MSL.

## DAWSON, GA

### DAWSON MUNI (16J)

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

AMDT 1 26MAR20 (20086) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 32**, 300-1½ or std. w/min. climb of 312' per NM to 700 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 12' from DER, 304' right of centerline, 336' MSL.  
 Trees beginning 88' from DER, 275' left of centerline, up to 342' MSL.  
 Trees beginning 104' from DER, 517' right of centerline, up to 338' MSL.  
 Trees beginning 113' from DER, 369' left of centerline, up to 348' MSL.  
 Trees beginning 312' from DER, 364' left of centerline, up to 361' MSL.  
 Tree 567' from DER, 483' right of centerline, 348' MSL.  
 Trees beginning 670' from DER, 358' right of centerline, up to 355' MSL.  
 Trees beginning 844' from DER, 480' left of centerline, up to 363' MSL.  
 Trees beginning 916' from DER, 490' right of centerline, up to 373' MSL.  
 Tree 1117' from DER, 626' left of centerline, 368' MSL.  
 Trees beginning 2434' from DER, 287' right of centerline, up to 389' MSL.  
**Rwy 32**, trees beginning 131' from DER, 383' left of centerline, up to 384' MSL.  
 Trees beginning 310' from DER, 500' right of centerline, up to 373' MSL.  
 Trees beginning 679' from DER, 534' right of centerline, up to 388' MSL.  
 Trees beginning 935' from DER, 546' right of centerline, up to 390' MSL.  
 Tower 5535' from DER, 767' right of centerline, 168' AGL/498' MSL.

## DECATUR, AL

### PYROR FLD RGNL (DCU)

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

AMDT 1 08JUN06 (22195) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, multiple trees beginning 461' from DER, 179' right of centerline, up to 100' AGL/697' MSL.  
**Rwy 36**, tree 2582' from DER, 791' right of centerline, 100' AGL/685' MSL.

## DEMOPOLIS, AL

### DEMOPOLIS RGNL (DYA)

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

AMDT 1A 24JUL14 (14205) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 22**, 300-1 or std. w/ min. climb of 370' per NM to 400.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL.  
**Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL.  
 Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL.  
 Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL.  
 Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' 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

## DOBBINS ARB (KMGE)

MARIETTA, GA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 11JUL24 (24193) (USAF)

DEPARTURE PROCEDURE:

**Rwy 11**, std w/min climb of 262'/NM to 1600.

**Rwy 29**, std w/min climb of 249'/NM to 2200.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, multiple trees beginning 1111' from DER, left and right of centerline, up to 81' AGL/1110' MSL.

**Rwy 29**, multiple trees beginning 3017' from DER, left and right of centerline, up to 108' AGL/1216' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 11JUL24 (24193) (USAF)

**Rwy 11**, required min climb of 262'/NM to 1600.

**Rwy 29**, required min climb of 249'/NM to 2200.

## DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27JAN22 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, terrain beginning 2' from DER, 250' right of centerline, up to 150' MSL.

Lighting 10' from DER, 59' left of centerline, 2' AGL/148' MSL.

Tree 573' from DER, 387' right of centerline, 173' MSL.

Tree 576' from DER, 535' right of centerline, 194' MSL.

Tree 581' from DER, 624' right of centerline, 195' MSL.

Trees beginning 639' from DER, 306' left of centerline, up to 177' MSL.

Pole 1507' from DER, 889' left of centerline, 44' AGL/186' MSL.

Pole 1785' from DER, 889' left of centerline, 50' AGL/192' MSL.

Trees beginning 1876' from DER, 875' left of centerline, up to 214' MSL.

Tree 2121' from DER, 1027' left of centerline, 229' MSL.

Trees beginning 2137' from DER, 763' left of centerline, up to 238' MSL.

**Rwy 19**, terrain 5' from DER, 296' left of centerline, 131' MSL.

Terrain 6' from DER, 497' left of centerline, 132' MSL.

Vegetation 31' from DER, 195' left of centerline, 135' MSL.

Tree 412' from DER, 488' right of centerline, 168' MSL.

Tree and pole beginning 508' from DER, 610' right of centerline, up to 178' MSL.

Tree 655' from DER, 611' right of centerline, 193' MSL.

Trees beginning 667' from DER, 392' right of centerline, up to 208' MSL.

Trees beginning 1944' from DER, 479' right of centerline, up to 217' MSL.

Trees beginning 2002' from DER, 277' right of centerline, up to 228' MSL.

Trees beginning 3455' from DER, 1107' right of centerline, up to 235' MSL.

Trees beginning 3601' from DER, 665' right of centerline, up to 241' MSL.

## DOTHAN, AL

DOTHAN RGNL (DHN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16DEC10 (10350) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 2047' from DER, 54' right of centerline, up to 75' AGL/457' MSL.

Pole 1434' from DER, 263' left of centerline, 48' AGL/418' MSL.

**Rwy 32**, trees beginning 418' from DER, 575' left of centerline, up to 59' AGL/430' MSL.

REILs beginning 43' from DER, 150' left and 137' right of centerline, up to 3' AGL/402' MSL.

**Rwy 36**, trees beginning 628' from DER, 362' right of centerline, up to 45' AGL/424' MSL.

Tree 339' from DER, 489' right of centerline, 55' AGL/434' MSL.

Trees beginning 629' from DER, 122' right of centerline, up to 41' AGL/426' MSL.

Trees beginning 549' from DER, 309' right of centerline, up to 63' AGL/453' MSL.

Tree 1172' from DER, 58' left of centerline, 50' AGL/435' MSL.

Trees beginning 3662' from DER, left and right of centerline, up to 88' AGL/493' MSL.

Tree 1037' from DER, 676' right of centerline, 93' AGL/ 453' MSL.



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



25219

SE-4



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

25219

## DOUGLAS, GA

DOUGLAS MUNI (DQH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4**, std. with a min. climb of 250' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 4**, for climb in visual conditions cross Douglas Muni at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, light poles beginning 408' from DER, 408' right of centerline, up to 100' AGL/291' MSL.

Vehicle on road 20' from DER, 417' right of centerline, 15' AGL/271' MSL.

Vehicle on road 20' from DER, 418' left of centerline, 15' AGL/271' MSL.

**Rwy 22**, trees beginning 13' from DER, 400' right of centerline, up to 100' AGL/349' MSL.

## DUBLIN, GA

W. H. "BUD" BARRON (DBN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 2028' from DER, 810' left of centerline, up to 100' AGL/419' MSL.

Interstate with vehicle 754' from DER, 88' right of centerline, 17' AGL/326' MSL.

**Rwy 20**, trees beginning 2766' from DER, 839' right of centerline, up to 100' AGL/419' MSL.

Road with vehicle 850' from DER, 91' left of centerline, 15' AGL/285' MSL.

**Rwy 14**, trees beginning 1904' from DER, 167' right of centerline, up to 100' AGL/409' MSL.

Trees beginning 1764' from DER, 67' left of centerline, up to 100' AGL/399' MSL.

**Rwy 32**, trees beginning 1034' from DER, 193' right of centerline, up to 100' AGL/409' MSL.

Trees beginning 1052' from DER, 220' left of centerline, up to 100' AGL/489' MSL.

## EASTMAN, GA

HEART OF GEORGIA RGNL (EZM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAY05 (05132) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees 2272' from DER, 106' right of centerline, 100' AGL/429' MSL.

Trees 2833' from DER, 505' right of centerline, 100' AGL/439' MSL.

Trees 3332' from DER, 1130' right of centerline, 100' AGL/449' MSL.

**Rwy 20**, trees 802' from DER, 510' left of centerline, 100' AGL/379' MSL.

Trees 1081' from DER, 126' right of centerline, 100' AGL/369' MSL.

## ELBERTON, GA

ELBERT COUNTY-PATZ FLD (EBA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 29**, 300-1½ or std w/min climb of 487'/NM to 900.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 1' from DER, 156' right of centerline, up to 683' MSL.

Tree 25' from DER, 476' left of centerline, 660' MSL.

Tree 81' from DER, 498' left of centerline, 663' MSL.

Trees, vehicles on road beginning 169' from DER, 463' left of centerline, up to 679' MSL.

Trees, vehicles on road beginning 575' from DER, 519' left of centerline, up to 681' MSL.

Trees beginning 598' from DER, 184' right of centerline, up to 687' MSL.

Trees beginning 917' from DER, 279' left of centerline, up to 684' MSL.

Trees beginning 1027' from DER, 5' right of centerline, up to 700' MSL.

Trees beginning 1310' from DER, 175' left of centerline, up to 691' MSL.

Trees beginning 1775' from DER, 22' left of centerline, up to 693' MSL.

Trees beginning 3377' from DER, 588' right of centerline, up to 701' MSL.

Trees beginning 3698' from DER, 1222' right of centerline, up to 709' MSL.

Trees beginning 3770' from DER, 1156' right of centerline, up to 712' MSL.

Trees beginning 3864' from DER, 1236' right of centerline, up to 713' MSL.

Tree 4061' from DER, 1579' right of centerline, 715' MSL.

Tree 4071' from DER, 1398' right of centerline, 716' MSL.

Trees beginning 4091' from DER, 1236' right of centerline, up to 718' MSL.

Tree 4291' from DER, 1603' right of centerline, 725' MSL.

Trees beginning 4302' from DER, 1482' right of centerline, up to 729' MSL.

**Rwy 29**, trees beginning 9' from DER, 189' left of centerline, up to 637' MSL.

Trees beginning 73' from DER, 47' left of centerline, up to 710' MSL.

Vehicles on road 100' from DER, 169' right of centerline, 631' MSL.

Tree 130' from DER, 426' right of centerline, 652' MSL.

Tree 139' from DER, 243' right of centerline, 664' MSL.

Trees, terrain, vehicles on road, pole, transmission line, building beginning 154' from DER, 68' right of centerline, up to 728'

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

## ELBERTON, GA (CON'T)

### ELBERT COUNTY-PATZ FLD (EBA) (CON'T)

**Rwy 29 (CON'T)**, trees beginning 672' from DER, 6' left of centerline, up to 731' MSL.

Trees, terrain, vehicles on road, poles, transmission line beginning 1631' from DER, 64' right of centerline, up to 734' MSL.

Trees, transmission lines, poles, vehicles on road beginning 2294' from DER, 117' right of centerline, up to 739' MSL.

Trees, vehicles on road, poles, transmission lines, building beginning 2486' from DER, 41' right of centerline, up to 755' MSL.

Trees, building, transmission line, poles beginning 2761' from DER, 1' right of centerline, up to 757' MSL.

Trees, transmission lines, poles, buildings beginning 2963' from DER, 12' right of centerline, up to 762' MSL.

Trees beginning 3566' from DER, 207' left of centerline, up to 734' MSL.

Trees, buildings beginning 3633' from DER, 39' left of centerline, up to 737' MSL.

Trees beginning 3893' from DER, 977' left of centerline, up to 741' MSL.

Trees beginning 4047' from DER, 826' left of centerline, up to 742' MSL.

Trees beginning 4058' from DER, 22' left of centerline, up to 754' MSL.

Trees beginning 4612' from DER, 22' left of centerline, up to 759' MSL.

Tree 4651' from DER, 1514' left of centerline, 765' MSL.

Trees beginning 4662' from DER, 91' left of centerline, up to 769' MSL.

Trees beginning 4836' from DER, 120' left of centerline, up to 778' MSL.

Trees beginning 5362' from DER, 92' left of centerline, up to 768' MSL.

## ELLIJAY, GA

### GILMER COUNTY (49A)

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

ORIG 13SEP18 (18256) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, std. w/min. climb of 350' per NM to 4800 or 3500 - 3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 3**, climb on heading 033° to 3300 before proceeding on course.

**Rwy 21**, climb on heading 213° to 2500 before turning left.

##### VCOA:

**Rwy 3**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gilmer County Airport at or above 3500 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 97' from DER, 335' right of centerline, up to 1548' MSL.

Tree 147' from DER, 485' left of centerline, 1583' MSL.

Trees beginning 160' from DER, 8' left of centerline, up to 1594' MSL.

Trees beginning 271' from DER, 53' right of centerline, up to 1558' MSL.

Trees beginning 1510' from DER, 92' left of centerline, up to 1604' MSL.

Trees beginning 1655' from DER, 55' right of centerline, up to 1566' MSL.

Trees, pole beginning 1696' from DER, 1' left of centerline, up to 1620' MSL.

Trees beginning 2342' from DER, 61' right of centerline, up to 1567' MSL.

Tree 2438' from DER, 894' right of centerline, 1569' MSL.

Tree 2499' from DER, 837' right of centerline, 1571' MSL.

Trees beginning 2627' from DER, right of centerline, up to 1572' MSL.

Trees beginning 2725' from DER, 340' right of centerline, up to 1581' MSL.

Trees beginning 2778' from DER, 7' right of centerline, up to 1590' MSL.

Trees beginning 3301' from DER, right of centerline, up to 1597' MSL.

Trees beginning 3799' from DER, 161' left of centerline, up to 1628' MSL.

**Rwy 21**, terrain 104' from DER, 412' right of centerline, 1465' MSL.

Terrain 125' from DER, 187' right of centerline, 1468' MSL.

Terrain, tree beginning 153' from DER, 190' right of centerline, up to 1474' MSL.

Tree 159' from DER, 497' left of centerline, 1516' MSL.

Trees beginning 187' from DER, 228' left of centerline, up to 1532' MSL.

Tree 494' from DER, 484' right of centerline, 1525' MSL.

Tree 547' from DER, 321' right of centerline, 1528' MSL.

Trees beginning 605' from DER, 63' right of centerline, up to 1529' MSL.

Tree 3886' from DER, 1350' right of centerline, 1561' MSL.

Trees beginning 3962' from DER, 1352' right of centerline, up to 1570' MSL.

Trees beginning 4175' from DER, 1497' right of centerline, up to 1594' MSL.

## ENTERPRISE, AL

### ENTERPRISE MUNI (EDN)

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

ORIG 27AUG09 (09239) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL.

Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL.

**Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL.

Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' 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

## EUFAULA, AL

### WEEDON FLD (EUF)

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

AMDT 1A 12JUN25 (25163) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, pole 180' from DER, 353' left of centerline, 43' AGL/304' MSL.

Tree 1206' from DER, 579' left of centerline, 324' MSL.

Tree 2010' from DER, 723' right of centerline, 342' MSL.

Tree 2050' from DER, 426' left of centerline, 343' MSL.

Trees beginning 2478' from DER, 477' left of centerline, up to 360' MSL.

Tree 2708' from DER, 657' left of centerline, 375' MSL.

Tree 3604' from DER, 334' right of centerline, 369' MSL.

**Rwy 36**, tree 16' from DER, 432' right of centerline, 347' MSL.

Trees beginning 1097' from DER, 324' left of centerline, up to 380' MSL.

Tree 1258' from DER, 581' right of centerline, 360' MSL.

Tree 1357' from DER, 577' right of centerline, 365' MSL.

Tree 2891' from DER, 1206' right of centerline, 376' MSL.

Trees beginning 5104' from DER, 1849' left of centerline, up to 100' AGL/435' MSL.

## EVERGREEN, AL

### EVERGREEN RGNL/MIDDLETON FLD (GZH)

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

AMDT 2A 29MAR18 (22167) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 19**, 300-1¼ or std. w/min. climb of 215' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

**Rwy 28**, 300-1¼ or std. w/min. climb of 265' per NM to 600.

#### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 188° to 800 before turning left.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 316' from DER, left and right of centerline, up to 100' AGL/389' MSL.

Vehicles on road beginning 517' from DER, left and right of centerline, up to 17' AGL/294' MSL.

**Rwy 10**, rising terrain abeam DER, left and right of centerline, up to 259' MSL.

Trees beginning 242' from DER, left and right of centerline, up to 100' AGL/359' MSL.

**Rwy 19**, rising terrain abeam DER, left and right of centerline, up to 279' MSL.

Trees beginning 394' from DER, left and right of centerline, up to 100' AGL/469' MSL.

Vehicles on road beginning 696' from DER, left and right of centerline, up to 15' AGL/304' MSL.

**Rwy 28**, windsock 159' from DER, 498' right of centerline, 20' AGL/281' MSL.

Trees beginning 294' from DER, left and right of centerline, up to 100' AGL/489' MSL.

Antenna 342' from DER, 455' right of centerline, 30' AGL/288' MSL.

## FAIRHOPE, AL

### H L SONNY CALLAHAN (CQF)

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

AMDT 1 05MAY11 (11125) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 824' from DER, left and right of centerline, up to 100' AGL/204' MSL.

## FAYETTE, AL

### RICHARD ARTHUR FLD (M95)

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

AMDT 2 19JUL18 (21364) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 1**, 400-2¼ or std. w/min. climb of 310' per NM to 600.

**Rwy 19**, 300-1¼ or std. w/min. climb of 280' per NM to 700.

#### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 186° to 1100 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tower 39' from DER, 341' left of centerline, 40' AGL/399' MSL.

Vehicle on road 55' from DER, 232' right of centerline, 368' MSL.

Pole, vehicle on road beginning 67' from DER, 233' right of centerline, up to 13' AGL/370' MSL.

Pole 183' from DER, 399' right of centerline, 47' AGL/403' MSL.

pole, building, trees beginning 224' from DER, 188' right of centerline, up to 50' AGL/406' MSL.

Pole, building beginning 230' from DER, 381' left of centerline, up to 51' AGL/412' MSL.

Tree 414' from DER, 544' left of centerline, 423' MSL.

Trees, pole, building beginning 432' from DER, 94' left of centerline, up to 428' MSL.

Tree 709' from DER, 441' right of centerline, 412' MSL.

Trees, pole beginning 765' from DER, 199' right of centerline, up to 413' MSL.

Tree 897' from DER, 310' right of centerline, 415' MSL.

Trees beginning 942' from DER, 211' right of centerline, up to 458' MSL.

Trees, pole beginning 1168' from DER, 14' right of centerline, up to 478' MSL.

Tree 1704' from DER, 621' left of centerline, 444' 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

## FAYETTE, AL (CON'T)

### RICHARD ARTHUR FLD (M95) (CON'T)

**Rwy 1 (CON'T)**, trees, pole beginning 1724' from DER, 67' left of centerline, up to 452' MSL.

Trees, pole beginning 2188' from DER, 472' left of centerline, up to 454' MSL.

Trees, pole beginning 2398' from DER, 110' left of centerline, up to 468' MSL.

Trees, pole beginning 2780' from DER, 99' left of centerline, up to 476' MSL.

Tree 4114' from DER, 254' left of centerline, 494' MSL.

Trees beginning 4204' from DER, 104' left of centerline, up to 100' AGL/519' MSL.

Tree 5929' from DER, 1980' left of centerline, 100' AGL/539' MSL.

Tree 1.8 NM from DER, 2957' left of centerline, 100' AGL/659' MSL.

**Rwy 19**, terrain abeam DER, 142' right of centerline, 331' MSL.

Trees beginning 41' from DER, 377' left of centerline, up to 343' MSL.

Terrain 95' from DER, 309' right of centerline, 335' MSL.

Tree 230' from DER, 322' right of centerline, 378' MSL.

Trees beginning 236' from DER, 252' right of centerline, up to 401' MSL.

Tree 241' from DER, 359' left of centerline, 363' MSL.

Tree 254' from DER, 246' left of centerline, 374' MSL.

Tree 391' from DER, 332' right of centerline, 402' MSL.

Trees beginning 406' from DER, 380' right of centerline, up to 435' MSL.

Trees beginning 415' from DER, 367' left of centerline, up to 411' MSL.

Trees beginning 536' from DER, 273' left of centerline, up to 418' MSL.

Arch 1 NM from DER, 1396' right of centerline, 549' MSL.

## FITZGERALD, GA

### FITZGERALD MUNI (FZG)

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

AMDT 1A 05MAR15 (15064) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 15, 33**, NA - Environmental.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climbing right turn heading 037° to 1000 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning abeam DER, 96' left of centerline, up to 85' AGL/464' MSL.

Trees beginning 329' from DER, 10' right of centerline, up to 100' AGL/455' MSL.

Power pole 414' from DER, 428' right of centerline, 21' AGL/381' MSL.

Building 783' from DER, 600' left of centerline, 8' AGL/389' MSL.

Power poles beginning 885' from DER, 229' left of centerline, up to 38' AGL/396' MSL.

**Rwy 20**, trees beginning 193' from DER, 452' left of centerline, up to 111' AGL/430' MSL.

Trees beginning 612' from DER, 379' right of centerline, up to 83' AGL/398' MSL.

## FLORALA, AL

### FLORALA MUNI (0J4)

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

ORIG 02JUL09 (09183) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL.

Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL.

Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL.

**Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL.

Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL.

Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL.

Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

## FOLEY, AL

### HOLK FLD AT FOLEY MUNI (5R4)

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

AMDT 1 27AUG09 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 36**, for climb in visual conditions, cross Holk Fld at Foley Muni airport at or above 1100 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL.

Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL.

Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL.

Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL.

Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' 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

## FOLEY, AL (CON'T)

### HOLK FLD AT FOLEY MUNI (5R4) (CON'T)

**Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL.

Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL.

Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL.

Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL.

Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL.

Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL.

Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

## FORT PAYNE, AL

### ISBELL FLD (4A9)

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

AMDT 1 23SEP10 (21308) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, 400-2¼ or std. w/min. climb of 410' per NM to 1400.

**Rwy 22**, 400-2 or std. w/min. climb of 290' per NM to 1600.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 044° to 2400 before proceeding on course.

**Rwy 22**, climb heading 224° to 2300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 111' from DER, 75' right of centerline, up to 100' AGL/1119' MSL.

Poles beginning 879' from DER, 373' right of centerline, up to 125' AGL/1224' MSL.

Obstruction light on WSK 66' from DER, 328' right of centerline, 78' AGL/957' MSL.

Vehicles beginning 322' from DER, 285' right of centerline, up to 15' AGL/921' MSL.

Buildings beginning 217' from DER, 426' right of centerline, up to 21' AGL/920' MSL.

Fence beginning 494' from DER, 397' right of centerline, up to 6' AGL/892' MSL.

GRD beginning 292' from DER, 289' right of centerline, up to 879' MSL.

Trees beginning 569' from DER, 119' left of centerline, up to 100' AGL/973' MSL.

Poles beginning 176' from DER, 397' left of centerline, up to 40' AGL/919' MSL.

Building 935' from DER, 636' left of centerline, 39' AGL/918' MSL.

Vehicles beginning 82' from DER, 359' left of centerline, up to 15' AGL/887' MSL.

Fence 182' from DER, 299' left of centerline, 6' AGL/880' MSL.

**Rwy 22**, trees beginning 59' from DER, 122' left of centerline, 100' AGL/1319' MSL.

Poles beginning 1224' from DER, 101' left of centerline, up to 96' AGL/955' MSL.

Trees beginning 46' from DER, 101' right of centerline, up to 100' AGL/972' MSL.

Poles beginning 204' from DER, 17' right of centerline, up to 53' AGL/892' MSL.

Vehicles beginning 137' from DER, 292' right of centerline, up to 15' AGL/869' MSL.

Building 316' from DER, 476' right of centerline, 15' AGL/874' MSL.

## FORT STEWART (HINESVILLE), GA

### WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

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

AMDT 1 20JUN19 (19171) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6L**, tree 42' from DER, 253' left of centerline, 40' MSL.

Tree 112' from DER, 249' left of centerline, 50' MSL.

Trees beginning 112' from DER, 311' left of centerline, up to 60' MSL.

Trees beginning 187' from DER, 384' right of centerline, up to 83' MSL.

Trees beginning 347' from DER, 475' right of centerline, up to 104' MSL.

Trees beginning 428' from DER, 232' left of centerline, up to 93' MSL.

Trees beginning 628' from DER, 430' right of centerline, up to 111' MSL.

Trees beginning 870' from DER, 557' left of centerline, up to 126' MSL.

Trees beginning 1007' from DER, 319' left of centerline, up to 128' MSL.

Tree 1057' from DER, 731' right of centerline, 132' MSL.

Trees beginning 1148' from DER, 11' right of centerline, up to 142' MSL.

Trees beginning 1230' from DER, 68' left of centerline, up to 132' MSL.

Trees beginning 1366' from DER, 39' left of centerline, up to 134' MSL.

Trees beginning 2354' from DER, 116' left of centerline, up to 139' MSL.

Trees beginning 2843' from DER, 96' left of centerline, up to 146' MSL.

Trees beginning 3045' from DER, 34' right of centerline, up to 149' MSL.

Trees beginning 3134' from DER, 31' left of centerline, up to 152' MSL.

Trees beginning 3195' from DER, 96' left of centerline, up to 155' MSL.

Trees beginning 3303' from DER, 82' right of centerline, up to 150' MSL.

Trees beginning 3340' from DER, 73' left of centerline, up to 157' MSL.

Trees beginning 3425' from DER, 14' right of centerline, up to 151' MSL.

Trees beginning 4183' from DER, 659' right of centerline, up to 152' MSL.

Trees beginning 4344' from DER, 261' right of centerline, up to 154' MSL.

Trees beginning 4528' from DER, 636' right of centerline, up to 157' MSL.

Trees beginning 4644' from DER, 931' right of centerline, up to 160' MSL.

Tree 5255' from DER, 1871' left of centerline, 166' 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

## FORT STEWART (HINESVILLE), GA (CON'T)

### WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW) (CON'T)

**Rwy 15L**, trees beginning 190' from DER, 549' left of centerline, up to 116' MSL.

Trees beginning 1421' from DER, 680' right of centerline, up to 125' MSL.

Trees beginning 1495' from DER, 763' left of centerline, up to 122' MSL.

Trees beginning 1934' from DER, 166' left of centerline, up to 130' MSL.

Tree 2360' from DER, 1052' left of centerline, 131' MSL.

Tree 2399' from DER, 875' left of centerline, 132' MSL.

Trees beginning 2457' from DER, 940' left of centerline, up to 134' MSL.

Trees beginning 3091' from DER, 1091' right of centerline, up to 127' MSL.

Tree 3745' from DER, 1149' right of centerline, 136' MSL.

**Rwy 24R**, lighting 12' from DER, 29' left of centerline, 1' AGL/46' MSL.

Tree 23' from DER, 485' right of centerline, 55' MSL.

trees beginning 1124' from DER, 168' left of centerline, up to 144' MSL.

Tree 1170' from DER, 765' right of centerline, 137' MSL.

Trees beginning 1580' from DER, 77' right of centerline, up to 164' MSL.

Trees beginning 2046' from DER, 53' left of centerline, up to 149' MSL.

Trees beginning 2349' from DER, 324' left of centerline, up to 150' MSL.

Trees beginning 2445' from DER, 3' left of centerline, up to 153' MSL.

Trees beginning 2715' from DER, 1' right of centerline, up to 167' MSL.

Trees beginning 2761' from DER, 151' left of centerline, up to 168' MSL.

Trees beginning 2937' from DER, 150' right of centerline, up to 169' MSL.

Trees beginning 2973' from DER, 640' left of centerline, up to 170' MSL.

Trees beginning 3078' from DER, 828' left of centerline, up to 172' MSL.

Trees beginning 3238' from DER, 385' right of centerline, up to 181' MSL.

Trees beginning 3433' from DER, 304' right of centerline, up to 190' MSL.

**Rwy 33R**, tree 113' from DER, 371' left of centerline, 48' MSL.

Tree 570' from DER, 602' right of centerline, 139' MSL.

Tree 723' from DER, 623' right of centerline, 140' MSL.

Trees beginning 808' from DER, 706' right of centerline, up to 147' MSL.

Tree 1066' from DER, 766' left of centerline, 96' MSL.

Tree 1227' from DER, 765' left of centerline, 99' MSL.

Trees beginning 1430' from DER, 628' left of centerline, up to 100' MSL.

Trees beginning 1703' from DER, 626' left of centerline, up to 110' MSL.

Trees beginning 3055' from DER, 903' right of centerline, up to 151' MSL.

Trees beginning 3885' from DER, 327' right of centerline, up to 155' MSL.

Trees beginning 4102' from DER, 367' right of centerline, up to 162' MSL.

Tree 4244' from DER, 469' left of centerline, 145' MSL.

Trees beginning 4288' from DER, 710' left of centerline, up to 159' MSL.

Trees beginning 4454' from DER, 967' left of centerline, up to 160' MSL.

Trees beginning 4511' from DER, 388' left of centerline, up to 161' MSL.

Trees beginning 4705' from DER, 1252' left of centerline, up to 164' MSL.

Trees beginning 4908' from DER, 1451' left of centerline, up to 166' MSL.

## GADSDEN, AL

### NORTHEAST ALABAMA RGNL (GAD)

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

AMDT 5 07AUG25 (25219) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 6**, std w/min climb of 245'/NM to 1600, or 1300-3 for VCOA.

**Rwy 24**, std w/min climb of 310'/NM to 2200, or 1300-3 for VCOA.

##### DEPARTURE PROCEDURE:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Northeast Alabama Rgnl airport at or above 1700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, tree 899' from DER, 620' left of centerline, 609' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

25219

SE-4



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



25219

## GAINESVILLE, GA

LEE GILMER MEML (GVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30AUG07 (21168) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, 300-1¼ or std. w/min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 055° to 2100 before proceeding on course.**Rwy 11**, climb heading 110° to 1900 before turning north.**Rwy 23**, climb heading 224° to 2700 before turning south.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 662' from DER, 78' right of centerline, up to 93' AGL/1330' MSL.

Multiple trees and pole beginning 301' from DER, on centerline, up to 137' AGL/1361' MSL.

Chimney 2298' from DER, 618' left of centerline, 131' AGL/1349' MSL.

Building 73' from DER, 356' right of centerline, 18' AGL/1252' MSL.

Tower 6415' from DER, 404' left of centerline, 206' AGL/1426' MSL.

Tower 6538' from DER, 486' left of centerline, 214' AGL/1428' MSL.

**Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL.**Rwy 23**, multiple trees beginning 443' from DER, 220' right of centerline, up to 98' AGL/1319' MSL.

Trees 415' from DER, 304' left of centerline, 86' AGL/1291' MSL.

**Rwy 29**, trees 1256' from DER, on centerline, 52' AGL/1306' MSL.

## GENEVA, AL

GENEVA MUNI (33J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

**Rwy 29**, 200-1¾ or std. w/min. climb of 225' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 11**, climb heading 111° to 2000 before turning right.**Rwy 29**, climb heading 291° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, vehicle on road 238' from DER, 254' left of centerline, 17' AGL/125' MSL.

Trees 306' from DER, 305' left of centerline, up to 100' AGL/198' MSL.

Trees 193' from DER, 168' right of centerline up to 100' AGL/196' MSL.

**Rwy 29**, trees 407' from DER, 174' left of centerline up to 100' AGL/189' MSL.

Trees 1393' from DER, crossing centerline, up to 100' AGL/236' MSL.

Pole 1.2 NM from DER, 3' right of centerline up to 100' AGL/279' MSL.

## GREENSBORO, AL

GREENSBORO MUNI (7A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicle on road 5' from DER, 315' left of centerline, 15' AGL/170' MSL.

Trees beginning 6' from DER, 169' right of centerline, up to 234' MSL.

Trees beginning 10' from DER, 130' right of centerline, up to 245' MSL.

Tree 13' from DER, 376' left of centerline, 229' MSL.

Trees beginning 53' from DER, 119' left of centerline, up to 233' MSL.

Trees beginning 767' from DER, 10' left of centerline, up to 256' MSL.

Trees beginning 1773' from DER, 9' right of centerline, up to 246' MSL.

**Rwy 36**, tree 9' from DER, 174' left of centerline, 264' MSL.

Tree 14' from DER, 356' right of centerline, 83' AGL/261' MSL.

Trees beginning 24' from DER, 349' right of centerline, up to 85' AGL/263' MSL.

Trees beginning 27' from DER, 162' left of centerline, up to 265' MSL.

Trees beginning 191' from DER, 186' left of centerline, up to 267' MSL.

Tree 1187' from DER, 736' right of centerline, 78' AGL/264' MSL.

Trees beginning 1251' from DER, 286' right of centerline, up to 86' AGL/270' MSL.

Trees beginning 1448' from DER, 2' right of centerline, up to 97' AGL/282' MSL.

Tree 1704' from DER, 627' left of centerline, 272' MSL.

Trees beginning 1729' from DER, 18' left of centerline, up to 275' MSL.

Trees beginning 2295' from DER, 81' left of centerline, up to 84' AGL/277' MSL.

Trees beginning 2444' from DER, 68' left of centerline, up to 279' MSL.

Trees beginning 2724' from DER, 8' left of centerline, up to 284' MSL.

Trees beginning 2889' from DER, 325' right of centerline, up to 90' AGL/285' MSL.

Trees beginning 2955' from DER, 207' right of centerline, up to 90' AGL/287' MSL.

Trees beginning 3722' from DER, 333' right of centerline, up to 84' AGL/288' MSL.

Trees beginning 3836' from DER, 182' right of centerline, up to 90' AGL/290' MSL.

Trees beginning 4183' from DER, 339' right of centerline, up to 81' AGL/291' MSL.

Trees beginning 4422' from DER, 324' right of centerline, up to 90' AGL/302' MSL.

Trees beginning 4711' from DER, 313' right of centerline, up to 307' MSL.



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



25219

SE-4



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

25219

## GREENSBORO, GA

### GREENE COUNTY RGNL (CPP)

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

AMDT 3A 20APR23 (23110) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, tree 66' from DER, 148' left of centerline, 8' AGL/692' MSL.  
 Tree 132' from DER, 513' left of centerline, 738' MSL.  
 Trees beginning 268' from DER, 527' left of centerline, up to 752' MSL.  
 Tree 831' from DER, 681' right of centerline, 721' MSL.  
 Trees beginning 926' from DER, 500' right of centerline, up to 81' AGL/732' MSL.  
 Trees, transmission line, pole beginning 1073' from DER, 29' left of centerline, up to 755' MSL.  
 Tree 1194' from DER, 661' right of centerline, 733' MSL.  
 Trees beginning 1305' from DER, 501' right of centerline, up to 734' MSL.  
 Trees beginning 1457' from DER, 449' right of centerline, up to 750' MSL.  
 Trees beginning 1592' from DER, 476' right of centerline, up to 93' AGL/754' MSL.  
 Trees beginning 1841' from DER, 84' right of centerline, up to 78' AGL/758' MSL.  
 Trees beginning 2042' from DER, 76' right of centerline, up to 761' MSL.  
 Trees beginning 2152' from DER, 14' left of centerline, up to 87' AGL/763' MSL.  
 Tree 2511' from DER, 68' right of centerline, 768' MSL.  
 Trees beginning 2525' from DER, 188' right of centerline, up to 92' AGL/776' MSL.  
 Trees beginning 2651' from DER, 12' left of centerline, up to 101' AGL/771' MSL.  
 Trees beginning 2653' from DER, 33' right of centerline, up to 97' AGL/778' MSL.  
**Rwy 25**, poles, fence beginning 1' from DER, 292' right of centerline, up to 712' MSL.  
 Terrain 38' from DER, 262' left of centerline, 680' MSL.  
 Tree 68' from DER, 416' left of centerline, 69' AGL/754' MSL.  
 Trees, building, poles beginning 105' from DER, 236' left of centerline, up to 72' AGL/755' MSL.  
 Buildings beginning 175' from DER, 505' right of centerline, up to 40' AGL/713' MSL.  
 Pole, NAVDID beginning 303' from DER, 250' right of centerline, up to 714' MSL.  
 Buildings, tree, pole, transmission line beginning 443' from DER, 180' right of centerline, up to 55' AGL/728' MSL.  
 Building 546' from DER, 497' right of centerline, 735' MSL.  
 Elevators, tanks, vehicle on road, trees beginning 568' from DER, 45' right of centerline, up to 75' AGL/747' MSL.  
 Trees, pole beginning 590' from DER, 35' left of centerline, up to 90' AGL/776' MSL.  
 Trees beginning 1648' from DER, 23' left of centerline, up to 119' AGL/779' MSL.  
 Trees beginning 2384' from DER, 6' right of centerline, up to 101' AGL/766' MSL.  
 Tower, trees beginning 2436' from DER, 290' left of centerline, up to 138' AGL/820' MSL.

## GREENVILLE, AL

### MAC CRENSHAW MEML (PRN)

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

AMDT 1 30SEP04 (21364) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 14**, climb via heading 142° to 900 before proceeding on course.**Rwy 32**, climb via heading 322° to 900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tower 2934' from DER, 565' right of centerline, 104' AGL/528' MSL  
 Tree 1400' from DER, on centerline, 60' AGL/485' MSL.

## GRIFFIN, GA

### GRIFFIN-SPALDING COUNTY (6A2)

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

AMDT 1 26JUL12 (12208) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 129' from DER, 261' right of centerline, up to 89' AGL/989' MSL.  
 Pole 168' from DER, 222' left of centerline, 35' AGL/ 961' MSL.  
**Rwy 32**, trees beginning 456' from DER, 158' left of centerline, up to 100' AGL/ 1062' MSL.  
 Trees beginning 750' from DER, 78' right of centerline, up to 100' AGL/ 1087' MSL.  
 Tower 1379' from DER, 667' right of centerline, 119' AGL/ 1019' MSL.  
 Pole 1831' from DER, 421' left of centerline, 75' AGL/ 1022' MSL.



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

25219

## GULF SHORES, AL

### GULF SHORES INTL/JACK EDWARDS FLD (JKA)

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

ORIG-A 29MAR18 (21336) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, poles beginning 553' from DER, 197' right of centerline, up to 26' AGL/46' MSL.  
Building and poles beginning 573' from DER, 202' right of centerline, up to 38' AGL/56' MSL.  
**Rwy 27**, tree 829' from DER, 453' right of centerline, 51' MSL.  
Tree, pole beginning 830' from DER, 14' right of centerline, up to 67' MSL.  
Pole 1404' from DER, 138' left of centerline, 38' AGL/51' MSL.  
Tree 1592' from DER, 439' right of centerline, 74' MSL.  
Tree 1637' from DER, 394' left of centerline, 70' MSL.  
Tree 1767' from DER, 309' right of centerline, 80' MSL.  
Tree 1832' from DER, 120' left of centerline, 89' MSL.  
Trees beginning 1949' from DER, 66' left of centerline, up to 98' MSL.  
Tree 2091' from DER, 327' left of centerline, 103' MSL.  
Trees beginning 2110' from DER, 175' right of centerline, up to 103' MSL.  
**Rwy 35**, tree 211' from DER, 356' left of centerline, 50' AGL/69' MSL.  
Building 570' from DER, 414' right of centerline, 30' AGL/53' MSL.  
Tree 1217' from DER, 82' right of centerline, 50' AGL/70' MSL.

## GUNTERSVILLE, AL

### GUNTERSVILLE MUNI/JOE STARNES FLD (8A1)

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

AMDT 2 27APR17 (21336) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 6, 24**, NA, Environmental.

**Rwy 7**, 400-2½ w/min. climb gradient 295' per NM to 1600' or 1100-2½ for VCOA.

**Rwy 25**, std. w/min. climb of 245' per NM to 1500' or 1100-2½ for VCOA.

#### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 069° to 1100 before turning.

#### VCOA:

**Rwy 7**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Guntersville Muni/ Joe Starnes Fld at or above 1600 before proceeding on course.

**Rwy 25**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Guntersville Muni/ Joe Starnes Fld at or above 1600 before proceeding on course.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, airfield light 8' from DER, 17' right of centerline, 2' AGL/616' MSL.  
Airfield light 9' from DER, 16' left of centerline, 2' AGL/617' MSL.  
Ground 90' from DER, 489' right of centerline, 617' MSL.  
Ground 192' from DER, 492' right of centerline, 623' MSL.  
Ground 292' from DER, 410' right of centerline, 625' MSL.  
Vehicles on road, ground beginning 377' from DER, 406' right of centerline, up to 651' MSL.  
Vehicles on road 497' from DER, 479' right of centerline, 652' MSL.  
Tree, pole, ground beginning 568' from DER, 429' right of centerline, up to 715' MSL.  
Tree, vehicles on road beginning 713' from DER, 433' right of centerline, up to 719' MSL.  
Tree 1644' from DER, 573' left of centerline, 73' AGL/668' MSL.  
Trees beginning 2310' from DER, 525' right of centerline, up to 722' MSL.  
Trees beginning 2702' from DER, 847' right of centerline, up to 730' MSL.  
Trees beginning 2911' from DER, 972' right of centerline, up to 740' MSL.  
Trees beginning 3115' from DER, 775' right of centerline, up to 758' MSL.  
Trees beginning 3323' from DER, 675' right of centerline, up to 761' MSL.  
Trees beginning 3432' from DER, 699' right of centerline, up to 771' MSL.  
Trees beginning 3537' from DER, 1110' right of centerline, up to 801' MSL.  
Trees beginning 3590' from DER, 622' right of centerline, up to 805' MSL.  
Trees beginning 3696' from DER, 935' right of centerline, up to 835' MSL.  
Trees beginning 3696' from DER, 558' right of centerline, up to 846' MSL.  
Trees beginning 3801' from DER, 404' right of centerline, up to 894' MSL.  
Trees beginning 3801' from DER, 1062' right of centerline, up to 873' MSL.  
Trees beginning 3960' from DER, 608' right of centerline, up to 911' MSL.  
Trees beginning 4065' from DER, 549' right of centerline, up to 93' AGL/927' MSL.  
Trees beginning 4171' from DER, 515' right of centerline, up to 100' AGL/928' MSL.  
T-L tower 2.1 NM from DER, 2928' left of centerline, 351' AGL/951' MSL.  
**Rwy 25**, pole 171' from DER, 48' right of centerline, 31' AGL/630' MSL.  
Pole 347' from DER, 378' left of centerline, 633' MSL.  
Tree, pole, antenna on building, apbn beginning 375' from DER, 22' left of centerline, up to 73' AGL/673' MSL.  
Pole, pole beginning 407' from DER, 277' right of centerline, up to 636' MSL.  
Pole beginning 620' from DER, 95' right of centerline, up to 40' AGL/640' MSL.  
Tree 1067' from DER, 726' right of centerline, 651' MSL.  
Tree 1193' from DER, 686' right of centerline, 675' MSL.  
Trees beginning 1212' from DER, 418' left of centerline, up to 684' MSL.  
Trees beginning 1215' from DER, 105' right of centerline, up to 721' MSL.  
Trees beginning 1452' from DER, 467' left of centerline, up to 688' MSL.  
Trees beginning 2175' from DER, 923' left of centerline, up to 693' MSL.  
Tree 2425' from DER, 1146' left of centerline, 701' 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

## HALEYVILLE, AL

POSEY FLD (1M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 01JUL10 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 2372' from DER, 1009' left of centerline, up to 78' AGL/1052' MSL.

Trees beginning 78' from DER, 257' right of centerline, up to 82' AGL/1021' MSL.

**Rwy 36**, trees beginning 7' from DER, 276' left of centerline, up to 75' AGL/1005' MSL.

Trees beginning 383' from DER, 277' right of centerline, up to 73' AGL/1003' MSL.

Fence 204' from DER, 202' right of centerline, 6' AGL/936' MSL.

## HAMILTON, AL

MARION COUNTY-RANKIN FITE (HAB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18**, 400- 2½ or std. w/min. climb of 390' per NM to 800.**Rwy 36**, 400 - 2 ¼ or std. w/min. climb of 370' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 181° to 900 before turning left.**Rwy 36**, climb heading 001° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 53' from DER, left and right of centerline, up to 100' AGL/699' MSL.

Trees beginning 1.5 NM from DER, 2172' left of centerline, up to 100' AGL/719' MSL.

**Rwy 36**, trees beginning 122' from DER, left and right of centerline, up to 100' AGL/573' MSL.

Building 2368' from DER, 411' right of centerline, 50' AGL/501' MSL.

Vehicles on roadway beginning 2511' from DER, 1124' left of centerline, up to 17' AGL/516' MSL.

Pole 3009' from DER, 309' left of centerline, 70' AGL/569' MSL.

Towers and trees beginning 1.1 NM from DER, left and right of centerline, up to 115' AGL/779' MSL.

## HANCHEY AHP (STRIP) (KHEY)

FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10JUL25 (25191) (USA)

TAKEOFF MINIMUMS

**All helipads**, NA-ATC.

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 182° to 800 before proceeding on course.**Rwy 35**, climb heading 002° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, antenna 4055' from DER, 437' right of centerline, 436' MSL.

Antenna 3248' from DER, 934' right of centerline, 436' MSL.

Twr 4056' from DER, 434' right of centerline, 112' AGL/422' MSL.

Tree 801' from DER, 665' left of centerline, 397' MSL.

Tree 675' from DER, 417' left of centerline, 376' MSL.

Tree 750' from DER, 441' left of centerline, 370' MSL.

Tree 101' from DER, 325' left of centerline, 362' MSL.

Tree 369' from DER, 423' left of centerline, 361' MSL.

Tree 197' from DER, 372' left of centerline, 357' MSL.

Tree 202' from DER, 360' left of centerline, 356' MSL.

Tree 108' from DER, 297' left of centerline, 350' MSL.

Tree 201' from DER, 307' left of centerline, 346' MSL.

Tree 388' from DER, 397' left of centerline, 342' MSL.

Tree 637' from DER, 426' left of centerline, 342' MSL.

Bush 231' from DER, 347' right of centerline, 331' MSL.

Tree 74' from DER, 241' left of centerline, 329' MSL.

Bush 199' from DER, 378' right of centerline, 329' MSL.

Bush 198' from DER, 375' right of centerline, 329' MSL.

**Rwy 35**, tree 2944' from DER, 122' right of centerline, 406' MSL.

Tree 968' from DER, 518' left of centerline, 397' MSL.

Tree 840' from DER, 359' left of centerline, 391' MSL.

Tree 2120' from DER, 660' left of centerline, 382' MSL.

Tree 553' from DER, 364' right of centerline, 381' MSL.

Tree 650' from DER, 133' left of centerline, 373' MSL.

Tree 324' from DER, 496' left of centerline, 372' MSL.

Tree 572' from DER, 172' right of centerline, 365' MSL.

Tree 213' from DER, 360' right of centerline, 361' MSL.

Tree 117' from DER, 372' right of centerline, 353' MSL.

Tree 186' from DER, 364' right of centerline, 345' MSL.

Roadway 256' from DER, 73' left of centerline, 330' MSL.

Bush 201' from DER, 272' left of centerline, 324' MSL.

Pole 30' from DER, 207' right of centerline, 322' MSL.



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



25219

SE-4

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

25219

## HARTSELLE, AL

HARTSELLE/MORGAN COUNTY RGNL (5M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JUL07 (22027) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36**, 500-2½ or std. with a min. climb of 260' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees abeam DER, 300' left of centerline, up to 100' AGL/739' MSL.

Multiple buildings 150' from DER, 432' left of centerline, up to 40' AGL/679' MSL.

Multiple trees 265' from DER, 133' right of centerline, up to 100' AGL/699' MSL.

**Rwy 36**, trees 3089' from DER, 426' left of centerline, 100' AGL/779' MSL.

Trees 1139' from DER, 98' right of centerline, 45' AGL/673' MSL.

Tower 1.85 NM from DER, 2953' left of centerline, 249' AGL/928' MSL.

Multiple buildings beginning 755' from DER, 775' right of centerline, up to 40' AGL/689' MSL.

Tower 2.15 NM from DER, 295' left of centerline, 303' AGL/990' MSL.

## HAZLEHURST, GA

HAZLEHURST (AZE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 13' from DER, 387' right of centerline, up to 307' MSL.

Trees beginning 69' from DER, 397' left of centerline, up to 332' MSL.

Trees, poles beginning 115' from DER, 41' left of centerline, up to 339' MSL.

Tree 196' from DER, 513' right of centerline, 309' MSL.

Trees beginning 314' from DER, 389' right of centerline, up to 314' MSL.

Tree 373' from DER, 511' right of centerline, 322' MSL.

Trees beginning 431' from DER, 396' right of centerline, up to 326' MSL.

Trees beginning 683' from DER, 493' right of centerline, up to 337' MSL.

Trees, antennas, pole beginning 879' from DER, 7' right of centerline, up to 350' MSL.

Trees beginning 1637' from DER, 40' left of centerline, up to 88' AGL/343' MSL.

Tree 2760' from DER, 324' left of centerline, 350' MSL.

Trees beginning 2777' from DER, 9' left of centerline, up to 355' MSL.

Trees beginning 3299' from DER, 13' left of centerline, up to 366' MSL.

Trees beginning 3613' from DER, 58' right of centerline, up to 353' MSL.

Trees beginning 3656' from DER, 41' left of centerline, up to 369' MSL.

**Rwy 33**, light poles 10' from DER, 97' left of centerline, 3' AGL/222' MSL.

Trees beginning 210' from DER, 277' right of centerline, up to 281' MSL.

Trees beginning 276' from DER, 145' right of centerline, up to 293' MSL.

Trees beginning 291' from DER, 221' left of centerline, up to 272' MSL.

Trees beginning 1411' from DER, 23' left of centerline, up to 272' MSL.

Tree 2025' from DER, 1011' left of centerline, 277' MSL.

## HEADLAND, AL

HEADLAND MUNI (HDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

**Rwys 17, 35**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 6' from DER, 154' left of centerline, 366' MSL.

Tree 315' from DER, 431' left of centerline, 420' MSL.

Tree 351' from DER, 124' right of centerline, 366' MSL.

Tree 398' from DER, 566' right of centerline, 401' MSL.

Tree, pole beginning 418' from DER, 37' left of centerline, up to 422' MSL.

Trees beginning 1584' from DER, 8' left of centerline, up to 430' MSL.

Tree 1716' from DER, 526' right of centerline, 425' MSL.

**Rwy 27**, trees beginning 123' from DER, 471' right of centerline, up to 378' MSL.

Pole 1130' from DER, 65' left of centerline, 38' AGL/384' MSL.

Pole 1135' from DER, 160' right of centerline, 41' AGL/384' MSL.

Building 3301' from DER, 1014' left of centerline, 80' AGL/451' MSL.

## HOMERVILLE, GA

HOMERVILLE (HOE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JUN15 (15176) (FAA)

DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 141° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, trees beginning 87' from DER, 290' right of centerline, up to 95' AGL/280' MSL.

Vehicle on road 270' from DER, 570' left of centerline, 15' AGL/197' MSL.

Trees beginning 969' from DER, 19' left of centerline, up to 104' AGL/283' MSL.

CONT

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

25219

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

25219

## HOMERVILLE, GA (CON'T)

### HOMERVILLE (HOE) (CON'T)

**Rwy 14 (CON'T)**, trees beginning 1672' from DER, 63' right of centerline, up to 87' AGL/262' MSL.  
 Antenna 2809' from DER, 447' left of centerline, 112' AGL/291' MSL.  
**Rwy 32**, trees beginning 10' from DER, 450' left of centerline, up to 14' AGL/199' MSL.  
 Vehicle on road 303' from DER, 578' right of centerline, 15' AGL/200' MSL.  
 Trees beginning 486' from DER, 591' right of centerline, up to 84' AGL/264' MSL.  
 Trees beginning 2007' from DER, 652' left of centerline, up to 89' AGL/269' MSL.  
 Trees beginning 2333' from DER, 690' right of centerline, up to 92' AGL/277' MSL.

## HUNTER AAF (KSVN)

### SAVANNAH, GA

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

AMDT 3 07SEP23 (23250) (USA)

##### TAKEOFF MINIMUMS:

**Rwy 28**, 300-1 or std w/min climb of 340'/NM to 400.

##### DEPARTURE PROCEDURE:

**Rwy 28**, climbing left turn hdg 230° to 1700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, terrain 0' from DER, 500' left of centerline, 29' MSL.  
**Rwy 28**, tank 2489' from DER, 3554' left of centerline, 118' AGL/137' MSL.  
 Twr 1140' from DER, 1802' left of centerline, 102' AGL/118' MSL.  
 Twr 2044' from DER, 1831' left of centerline, 102' AGL/117' MSL.  
 Twr 1500' from DER, 2319' left of centerline, 100' AGL/116' MSL.  
 Twr 1535' from DER, 1296' left of centerline, 100' AGL/115' MSL.

## HUNTSVILLE, AL

### HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

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

AMDT 4B 25APR19 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, std. w/min. climb of 350' per NM to 3200.  
**Rwy 36**, 200-1½ or std. w/min. climb of 240' per NM to 1000.

##### DEPARTURE PROCEDURE:

**Rwy 36**, climb heading 005° to 1700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 5' from DER, 442' right of centerline, 5' AGL/765' MSL.  
 Multiple trees beginning 816' from DER, 551' right of centerline, up to 80' AGL/818' MSL.  
 Multiple trees beginning 5408' from DER, 126' right of centerline, up to 132' AGL/955' MSL.  
**Rwy 36**, REIL 10' from DER, 124' left of centerline, 5' AGL/721' MSL.  
 REIL 10' from DER, 124' right of centerline, 3' AGL/721' MSL.  
 Vehicles on road beginning 153' from DER, 491' right of centerline up to 15' AGL/725' MSL.  
 Multiple trees beginning 591' from DER, 476' right of centerline, up to 76' AGL/786' MSL.  
 Multiple trees beginning 788' from DER, 673' left of centerline, up to 84' AGL/794' MSL.  
 Multiple trees beginning 1 NM from DER, 11' right of centerline, up to 104' AGL/924' MSL.  
 Multiple trees beginning 1.1 NM from DER, 44' left of centerline, up to 129' AGL/931' MSL.

### HUNTSVILLE INTL-CARL T JONES FLD (HSV)

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

AMDT 4A 01FEB18 (21168) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 36R**, climb heading 005° to 1600 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18L**, trees beginning 1088' from DER, 710' left of centerline, up to 100' AGL/660' MSL.  
**Rwy 36L**, trees beginning 1911' from DER, 904' right of centerline, up to 100' AGL/719' MSL.  
 Trees beginning 3693' from DER, 1392' left of centerline, up to 100' AGL/749' MSL.  
**Rwy 36R**, fence 383' from DER, 602' right of centerline, up to 11' AGL/620' MSL.  
 Trees beginning 1312' from DER, 799' right of centerline, up to 100' AGL/729' MSL.

## JACKSON, AL

### JACKSON MUNI (4R3)

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

ORIG 03JUN10 (10154) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions.  
**Rwy 19**, 300-1¼ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.

##### DEPARTURE PROCEDURE:

**Rwy 1**, for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL.  
**Rwy 19**, trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' 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

## JASPER, AL

WALKER COUNTY/BEVILL FLD (JFX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 27**, 300-1¼ or std w/min climb of 259' per NM to 800.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 614' from DER, 132' left of centerline, up to 95' AGL/574' MSL.

Vehicles on road, pole, and trees beginning 28' from DER, 88' right of centerline, up to 100' AGL/599' MSL.

**Rwy 27**, vehicles on road and trees beginning 7' from DER, 165' left of centerline, up to 95' AGL/572' MSL.

Trees beginning 55' from DER, 24' right of centerline, up to 93' AGL/628' MSL.

Trees 4728' from DER, 1559' right of centerline, up to 80' AGL/639' MSL.

Trees 5615' from DER, 1882' right of centerline, up to 112' AGL/651' MSL.

Trees 5765' from DER, 1882' right of centerline, up to 108' AGL/647' MSL.

## JASPER, GA

PICKENS COUNTY (JZP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

**Rwy 34**, 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 163° to 3000 before turning.**Rwy 34**, climb heading 343° to 3100 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, numerous trees beginning 44' from DER, 338' left of centerline, up to 65' AGL/1565' MSL.

Trees 127' from DER, 398' right of centerline, up to 61' AGL/1581' MSL.

**Rwy 34**, pole and numerous trees beginning 141' from DER, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from DER, 37' left of centerline, up to 79' AGL/1654' MSL.

## JEFFERSON, GA

JACKSON COUNTY (JCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 04FEB16 (16035) (FAA)

DEPARTURE PROCEDURE:

**Rwy 17**, climb heading 168° to 1700 before proceeding northwest.**Rwy 35**, climb heading 348° to 2300 before proceeding west or northwest.

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tank 94' from DER, 490' right of centerline, 12' AGL/956' MSL.

Trees beginning 331' from DER, 296' left of centerline, up to 78' AGL/997' MSL.

Trees 670' from DER, 617' right of centerline, up to 60' AGL/989' MSL.

Trees beginning 1320' from DER, 460' right of centerline, up to 105' AGL/1004' MSL.

**Rwy 35**, trees 13' from DER, 412' right of centerline, up to 31' AGL/950' MSL.

Transmission tower and trees beginning 100' from DER, 464' left of centerline, up to 45' AGL/964' MSL.

Transmission tower and trees beginning 472' from DER, 314' left of centerline, up to 63' AGL/1002' MSL.

Building, transmission tower, poles, and trees beginning 811' from DER, 30' right of centerline, up to 90' AGL/1014' MSL.

Trees beginning 918' from DER, 12' left of centerline, up to 99' AGL/1044' MSL.

Trees beginning 1999' from DER, 19' right of centerline, up to 106' AGL/1047' MSL.

## JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicle on road beginning 9' from DER, 411' left of centerline, up to 15' AGL/42' MSL.

Trees 200' from DER, 159' left of centerline, 50' AGL/61' MSL.

## JESUP, GA

JESUP-WAYNE COUNTY (JES)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL.

Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL.

**Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL.

Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' 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

## LAFAYETTE, GA

### BARWICK LAFAYETTE (9A5)

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

AMDT 2 20FEB25 (25051) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 2**, 300-1% or std w/min climb of 240'/NM to 1100.**Rwy 20**, 400-2% or std w/min climb of 415'/NM to 1300.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb on heading 022° to 2200 before proceeding on course.**Rwy 20**, climb on heading 203° to 2300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, vehicle on road 20' from DER, 184' left of centerline, 801' MSL.

Tree 46' from DER, 296' left of centerline, 878' MSL.

Vegetation 71' from DER, 108' right of centerline, 786' MSL.

Tree 86' from DER, 326' right of centerline, 848' MSL.

Trees, buildings beginning 143' from DER, 283' left of centerline, up to 883' MSL.

Trees, poles, fences, vegetation, buildings beginning 146' from DER, 217' right of centerline, up to 862' MSL.

Trees, vegetation, buildings, poles beginning 205' from DER, 98' left of centerline, up to 887' MSL.

Trees, poles beginning 1127' from DER, 25' right of centerline, up to 866' MSL.

Trees, buildings beginning 1625' from DER, 373' left of centerline, up to 888' MSL.

Trees, buildings beginning 1674' from DER, 272' right of centerline, up to 868' MSL.

Tree 1924' from DER, 444' right of centerline, 880' MSL.

Trees, poles beginning 1943' from DER, on centerline, up to 886' MSL.

Trees, poles beginning 2080' from DER, 14' left and right of centerline, up to 897' MSL.

Trees, poles, antennas beginning 2868' from DER, 10' right of centerline, up to 900' MSL.

Trees beginning 2991' from DER, 17' left of centerline, up to 903' MSL.

Trees beginning 3220' from DER, 60' right of centerline, up to 920' MSL.

Trees, buildings beginning 3282' from DER, 89' right of centerline, up to 925' MSL.

Trees beginning 4480' from DER, 354' left of centerline, up to 905' MSL.

Trees, windmill farm beginning 4673' from DER, 317' right of centerline, up to 926' MSL.

Trees, windmill farm beginning 4690' from DER, 91' left of centerline, up to 910' MSL.

Tree 5180' from DER, 320' left of centerline, 911' MSL.

Trees beginning 5712' from DER, 1399' left of centerline, up to 926' MSL.

**Rwy 20**, trees, vegetation, poles, vehicles on road, building, transmission lines beginning 17' from DER, 13' right of centerline, up to 893' MSL.

Tree 17' from DER, 294' left of centerline, 815' MSL.

Trees beginning 55' from DER, 330' left of centerline, up to 834' MSL.

Trees beginning 192' from DER, 293' left of centerline, up to 848' MSL.

Trees beginning 237' from DER, 250' left of centerline, up to 850' MSL.

Trees beginning 298' from DER, 219' left of centerline, up to 852' MSL.

Trees, vehicles on road, poles beginning 351' from DER, 82' left of centerline, up to 854' MSL.

Trees beginning 1171' from DER, 75' left of centerline, up to 863' MSL.

Trees beginning 1207' from DER, 301' left of centerline, up to 865' MSL.

Trees, transmission lines beginning 1261' from DER, 65' left of centerline, up to 875' MSL.

Trees beginning 2252' from DER, 78' left of centerline, up to 876' MSL.

Trees, transmission lines beginning 2443' from DER, 79' left of centerline, up to 910' MSL.

Trees beginning 2710' from DER, 740' left of centerline, up to 911' MSL.

Trees beginning 3348' from DER, 207' right of centerline, up to 898' MSL.

Trees beginning 3627' from DER, 445' right of centerline, up to 899' MSL.

Trees beginning 3654' from DER, 740' left of centerline, up to 919' MSL.

Trees beginning 3786' from DER, 839' right of centerline, up to 901' MSL.

## LAGRANGE, GA

### LAGRANGE/CALLAWAY (LGC)

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

AMDT 2 05DEC19 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, 300-1% or std. w/min. climb of 425' per NM to 1000.**Rwy 21**, 300-1 or std. w/min. climb of 330' per NM to 1000.**Rwy 31**, 300-1% or std. w/min. climb of 420' per NM to 900.

##### DEPARTURE PROCEDURE:

**Rwy 31**, climb heading 311° to 1100 before turning south.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 107' from DER, 517' right of centerline, up to 100' AGL/799' MSL.

Trees beginning 217' from DER, 299' left of centerline, up to 100' AGL/819' MSL.

Trees beginning 1694' from DER, crossing extended runway centerline, up to 100' AGL/840' MSL.

Transmission line 3363' from DER, 745' left of centerline, 89' AGL/849' MSL.

Trees beginning 3429' from DER, 836' right of centerline, up to 847' MSL.

Transmission line 3526' from DER, 1441' left of centerline, 101' AGL/864' MSL.

Transmission lines and trees beginning 3528' from DER, 718' left of centerline, up to 105' AGL/881' MSL.

Transmission line and tree beginning 3554' from DER, 909' right of centerline, up to 76' AGL/857' MSL.

Trees beginning 3813' from DER, 204' right of centerline, up to 867' MSL.

Building 1 NM from DER, 1104' right of centerline, 125' AGL/900' MSL.

Buildings beginning 1 NM from DER, 1104' right of centerline, up to 125' AGL/900' MSL.

CONT'

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

25219



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

25219

## LAGRANGE, GA (CON'T)

### LAGRANGE/CALLAWAY (LGC) (CON'T)

**Rwy 3 (CON'T)**, tree 1.2 NM from DER, 1226' right of centerline, 919' MSL.

**Rwy 13**, tree at DER, 485' right of centerline, 680' MSL.

Lighting 1' from DER, 5' left of centerline, 2' AGL/677' MSL.

Tree and terrain beginning 5' from DER, 489' right of centerline, up to 717' MSL.

Trees beginning 1071' from DER, 681' left of centerline, up to 733' MSL.

Tree 1735' from DER, 877' right of centerline, 740' MSL.

Tree 1902' from DER, 788' right of centerline, 744' MSL.

Tree 2061' from DER, 935' right of centerline, 748' MSL.

Tree 2343' from DER, 898' right of centerline, 754' MSL.

**Rwy 21**, tree 130' from DER, 384' left of centerline, 720' MSL.

Tree 143' from DER, 487' left of centerline, 753' MSL.

Trees beginning 258' from DER, 244' left of centerline, up to 761' MSL.

Tree 1121' from DER, 532' right of centerline, 735' MSL.

Trees beginning 1182' from DER, 278' right of centerline, up to 751' MSL.

Trees beginning 1814' from DER, 23' right of centerline, up to 805' MSL.

Trees beginning 4175' from DER, 552' left of centerline, up to 848' MSL.

Tree 4273' from DER, 1374' left of centerline, 850' MSL.

Trees beginning 4279' from DER, 326' left of centerline, up to 852' MSL.

Tree 5548' from DER, 1372' right of centerline, 817' MSL.

**Rwy 31**, terrain 59' from DER, 443' right of centerline, 691' MSL.

Tree 192' from DER, 495' right of centerline, 699' MSL.

Trees beginning 919' from DER, 538' right of centerline, up to 756' MSL.

Trees beginning 1220' from DER, 728' left of centerline, up to 778' MSL.

Trees beginning 1222' from DER, 447' right of centerline, up to 757' MSL.

Tree 1295' from DER, 747' right of centerline, 769' MSL.

Trees beginning 1331' from DER, 462' right of centerline, up to 776' MSL.

Trees beginning 1435' from DER, 20' right of centerline, up to 798' MSL.

Trees beginning 1465' from DER, 640' left of centerline, up to 784' MSL.

Trees beginning 1827' from DER, 531' left of centerline, up to 813' MSL.

Trees and pole beginning 2036' from DER, 346' left of centerline, up to 816' MSL.

Trees beginning 2153' from DER, 165' left of centerline, up to 822' MSL.

Trees and pole beginning 2222' from DER, 195' left of centerline, up to 823' MSL.

Trees beginning 2244' from DER, 436' left of centerline, up to 825' MSL.

Trees and pole beginning 2280' from DER, 296' left of centerline, up to 826' MSL.

Trees and poles beginning 2326' from DER, 25' left of centerline, up to 830' MSL.

Trees beginning 2752' from DER, 152' left of centerline, up to 833' MSL.

Tree 2762' from DER, 162' right of centerline, 800' MSL.

Trees beginning 2764' from DER, 65' right of centerline, up to 805' MSL.

Trees beginning 2818' from DER, 241' left of centerline, up to 839' MSL.

Tree 3039' from DER, 946' left of centerline, 842' MSL.

Trees beginning 3049' from DER, 5' left of centerline, up to 847' MSL.

Trees beginning 3065' from DER, 21' right of centerline, up to 814' MSL.

Trees beginning 3896' from DER, 75' right of centerline, up to 824' MSL.

Trees beginning 4236' from DER, 119' right of centerline, up to 826' MSL.

Trees beginning 4318' from DER, 22' right of centerline, up to 831' MSL.

Trees beginning 4461' from DER, 5' left of centerline, up to 859' MSL.

Tree 4604' from DER, 989' right of centerline, 840' MSL.

Trees beginning 4607' from DER, 33' right of centerline, up to 841' MSL.

Trees beginning 5666' from DER, 211' right of centerline, up to 852' MSL.

Trees beginning 5790' from DER, 135' right of centerline, up to 854' MSL.

Tree 1 NM from DER, 544' right of centerline, 855' MSL.

Tree 1 NM from DER, 1009' right of centerline, 858' MSL.

Tree 1 NM from DER, 738' right of centerline, 867' MSL.

Tree 1 NM from DER, 916' right of centerline, 873' MSL.

Trees beginning 1 NM from DER, 426' right of centerline, up to 891' MSL.

Tree 1 NM from DER, 1190' right of centerline, 859' MSL.

## LANETT, AL

### LANETT RGNL (7A3)

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

AMDT 1 27JAN22 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 6**, 300-1% or std. w/min. climb of 371' per NM to 900.

##### DEPARTURE PROCEDURE:

**Rwy 24**, climb on heading 237° to 1400 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, terrain 5' from DER, 494' right of centerline, 641' MSL.

Tree, terrain beginning 26' from DER, 167' right of centerline, up to 695' MSL.

Trees beginning 45' from DER, 237' left of centerline, up to 709' MSL.

Trees beginning 458' from DER, 359' left of centerline, up to 723' MSL.

Tree, building, pole beginning 1007' from DER, 0' on centerline, up to 732' MSL.

Trees beginning 1041' from DER, 263' left of centerline, up to 724' 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

## LANETT, AL (CON'T)

### LANETT RGNL (7A3) (CON'T)

**Rwy 6 (CON'T)**, trees beginning 1371' from DER, 14' left of centerline, up to 737' MSL.

Trees beginning 1643' from DER, 37' left of centerline, up to 740' MSL.

Tree, pole beginning 1894' from DER, 2' left of centerline, up to 743' MSL.

Tree, pole beginning 2416' from DER, 60' right of centerline, up to 741' MSL.

Tree, pole beginning 2638' from DER, 36' right of centerline, up to 743' MSL.

Sign, building, pole beginning 3251' from DER, 185' left of centerline, up to 84' AGL/758' MSL.

Pole, tree, traverse, way beginning 3264' from DER, 5' right of centerline, up to 92' AGL/767' MSL.

Pole beginning 3358' from DER, 115' left of centerline, up to 88' AGL/770' MSL.

Pole beginning 3535' from DER, 254' left of centerline, up to 99' AGL/781' MSL.

Pole, tree beginning 3538' from DER, 31' left of centerline, up to 102' AGL/788' MSL.

Pole, tree beginning 3544' from DER, 6' right of centerline, up to 98' AGL/781' MSL.

Water tower, tree beginning 4846' from DER, 1118' right of centerline, up to 101' AGL/788' MSL.

Tower 1.1 NM from DER, 1235' left of centerline, 203' AGL/860' MSL.

**Rwy 24**, tree 28' from DER, 222' left of centerline, 671' MSL.

Trees beginning 87' from DER, 189' right of centerline, up to 683' MSL.

Trees beginning 108' from DER, 331' left of centerline, up to 673' MSL.

Trees beginning 113' from DER, 206' left of centerline, up to 680' MSL.

Tree, terrain beginning 181' from DER, 447' right of centerline, up to 684' MSL.

Trees beginning 786' from DER, 477' right of centerline, up to 691' MSL.

Tree 996' from DER, 739' left of centerline, 687' MSL.

Tree 2493' from DER, 745' left of centerline, 731' MSL.

Trees beginning 2525' from DER, 645' left of centerline, up to 733' MSL.

Tree, pole beginning 3361' from DER, 736' left of centerline, up to 734' MSL.

## LAWRENCEVILLE, GA

### GWINNETT COUNTY/BRISCOE FLD (LZU)

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

AMDT 6 20OCT11 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 25**, 300-1 or std. w/min. climb of 330' per NM to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 069° to 2600 before turning left.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 724' from DER, left and right of centerline, up to 110' AGL/1118' MSL.

Rods on floodlights beginning 2619' from DER, 686' right of centerline, up to 143' AGL/11 04' MSL.

**Rwy 25**, vehicle on roadway beginning 1187' from DER, left and right of centerline, up to 15' AGL/1114' MSL.

Poles and antennas beginning 1221' from DER, left and right of centerline, up to 167' AGL/1159' MSL.

Trees beginning 1244' from DER, left and right of centerline, up to 88' AGL/1166' MSL.

Mast 5008' from DER, 1147' left of centerline, 207' AGL/1268' MSL.

Tower 5030' from DER, 1141' left of centerline, 187' AGL/1268' MSL.

## LAWSON AAF (KLSF)

### FORT BENNING, GA

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

AMDT 2 15MAY25 (25135) (USA)

##### TAKEOFF MINIMUMS:

**Rwy 15**, std w/min climb of 237'/NM to 700 or 1500-3 for climb in visual conditions.

**Rwy 33**, std w/min climb of 250'/NM to 1700 or 1500-3 for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 15**, climb on hdg between 136° CW to 330° from DER.

**Rwy 33**, climb on hdg between 150° CW to 010° from DER.

##### VCOA:

**Rwys 15, 33**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lawson AAF at or above 1600 before proceeding on course.

## LOUISVILLE, GA

### LOUISVILLE MUNI (2J3)

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

ORIG 17AUG17 (17229) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 103' from DER, 346' left of centerline, up to 325' MSL.

Trees beginning 292' from DER, 467' right of centerline, up to 327' MSL.

Trees beginning 514' from DER, 564' left of centerline, up to 340' MSL.

Trees beginning 1050' from DER, 580' left of centerline, up to 364' MSL.

Trees beginning 1219' from DER, 584' left of centerline, up to 368' MSL.

**Rwy 31**, tree 23' from DER, 438' left of centerline, 338' MSL.

Tree 47' from DER, 358' left of centerline, 339' MSL.

Tree 174' from DER, 480' right of centerline, 375' MSL.

Trees beginning 233' from DER, 240' right of centerline, up to 389' MSL.

Tree 390' from DER, 481' left of centerline, 381' MSL.

Trees beginning 488' from DER, 95' left of centerline, up to 398' 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

## LOWE AHP (KLOR)

FORT NOVOSEL, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05SEP24 (24249) (USA)

TAKEOFF MINIMUMS:

Helipads **WHISKEY**, **ECHO**, **BRAVO**, std. All other helipads NA.

DEPARTURE PROCEDURE:

**Helipad WHISKEY**, from center of helipad, hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course.**Helipad ECHO**, from center of helipad, climb hdg 125° to 700 before proceeding on course.**Helipad BRAVO**, from center of helipad, hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Helipad WHISKEY**, tree 747' from DER, 215' right of centerline, 322' MSL.

Tree 253' from DER, 462' right of centerline, 322' MSL.

Tree 206' from DER, 385' right of centerline, 290' MSL.

**Helipad BRAVO**, tree 155' from DER, 508' right of centerline, 329' MSL.

Tree 156' from DER, 227' right of centerline, 328' MSL.

Tree 182' from DER, 285' right of centerline, 328' MSL.

Tree 155' from DER, 333' right of centerline, 325' MSL.

Tree 200' from DER, 392' right of centerline, 323' MSL.

Tree 57' from DER, 464' right of centerline, 322' MSL.

Tree 83' from DER, 268' right of centerline, 322' MSL.

Tree 177' from DER, 437' right of centerline, 322' MSL.

Tree 78' from DER, 235' right of centerline, 318' MSL.

Tree 114' from DER, 413' right of centerline, 318' MSL.

Tree 117' from DER, 340' right of centerline, 313' MSL.

Tree 198' from DER, 190' right of centerline, 309' MSL.

Tree 146' from DER, 171' right of centerline, 295' MSL.

Tree 159' from DER, 181' right of centerline, 294' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 13JUL23 (23194) (USA)

Center of Helipads BRAVO, ECHO, and WHISKEY, heading as assigned by ATC.

## MACON, GA

MACON DOWNTOWN (MAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 02MAR17 (17061) (FAA)

DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 102° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 89' from DER, 387' right of centerline, up to 460' MSL.

Tree 214' from DER, 393' right of centerline, 466' MSL.

Trees beginning 262' from DER, 346' right of centerline, up to 472' MSL.

Trees beginning 358' from DER, 28' right of centerline, up to 486' MSL.

Tree 3509' from DER, 398' right of centerline, 504' MSL.

Tree 4002' from DER, 529' right of centerline, 514' MSL.

Tree 4003' from DER, 255' right of centerline, 519' MSL.

Tree 4119' from DER, 568' left of centerline, 521' MSL.

Tree 4260' from DER, 298' left of centerline, 527' MSL.

Tree 4454' from DER, 424' left of centerline, 533' MSL.

Tree 4484' from DER, 125' left of centerline, 535' MSL.

Trees beginning 4888' from DER, 205' left of centerline, up to 549' MSL.

Tree 5047' from DER, 4' left of centerline, 557' MSL.

**Rwy 28**, trees beginning 133' from DER, 279' left of centerline, up to 443' MSL.

Trees beginning 402' from DER, 35' left of centerline, up to 445' MSL.

Trees beginning 864' from DER, 4' right of centerline, up to 453' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

25219

SE-4

SE-4, 07 AUG 2025 to 02 OCT 2025



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



25219

## MACON, GA (CON'T)

MIDDLE GEORGIA RGNL (MCN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3C 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, std w/min climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.**Rwy 23**, 300-2 or std w/min climb of 211' per NM to 700 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

VCOA:

**Rwy 5**, obtain ATC approval when requesting IFR clearance. Climb in visual conditions to cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL.

Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL.

**Rwy 14**, trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL.

Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL.

**Rwy 23**, trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL.

Trees beginning 1818' from DER, left and right of centerline, up to 390' MSL.

Trees beginning 2241' from DER, left and right of centerline, up to 405' MSL.

Trees beginning 1.4 NM from DER, 746' left of centerline, up to 572' MSL.

**Rwy 32**, trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL.

Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.

## MADISON, GA

MADISON MUNI (52A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, fences beginning abeam DER, 130' left and 269' right of centerline, 9' AGL/703' MSL.

Building abeam DER, 424' right of centerline, 30' AGL/729' MSL.

Vehicles on roadway abeam DER, 212' left of centerline, up to 15' AGL/714' MSL.

Fence 200' from DER, left and right of centerline, 9' AGL/703' MSL.

Vehicles on roadway 210' from DER, left and right of centerline, up to 15' AGL/714' MSL.

Trains beginning 276' from DER, left and right of centerline, up to 23' AGL/722' MSL.

Trees beginning 463' from DER, 468' left of centerline, up to 100' AGL/819' MSL.

Building 643' from DER, 440' left of centerline, 20' AGL/719' MSL.

Trees beginning 752' from DER, 213' right of centerline, up to 100' AGL/799' MSL.

Power lines beginning 1298' from DER, 246' left of centerline, up to 100' AGL/779' MSL.

**Rwy 32**, trees beginning abeam DER, 250' right of centerline, up to 100' AGL/719' MSL.

Trees beginning abeam DER, 300' left of centerline, up to 100' AGL/719' MSL.

Trees beginning 680' from DER, left and right of centerline, up to 100' AGL/719' MSL.

## MARION, AL

VAIDEN FLD (A08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, trees beginning 635' from DER, 225' right of centerline, up to 100' AGL/309' MSL.

Trees beginning 2119' from DER, 1057' left of centerline, up to 100' AGL/289' MSL.

**Rwy 34**, trees beginning abeam threshold, 191' left of centerline, up to 100' AGL/349' MSL.

Trees beginning 2128' from DER, 978' right of centerline, up to 100' AGL/349' MSL.

## MAXWELL AFB (KMXF)

MONTGOMERY, AL

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 23FEB23 (23054) (USAF)

TAKEOFF MINIMUMS:

**Rwy 15**, std. w/min. climb of 260' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree canopy approximately 2000' from DER, 600' left and right of centerline, from 67' AGL/197' MSL. to 76' AGL/259' MSL.

Pylon 4754' from DER, 1440' left of centerline, 74' AGL/259' MSL.

Pylon 4894' from DER, 1354' left of centerline, 70' AGL/257' 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

## MC RAE, GA

TELFAIR-WHEELER (MQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08SEP22 (22251) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3**, 300-1¼ or std. w/min. climb of 279' per NM to 400.

DEPARTURE PROCEDURE:

**Rwy 21**, climb on heading 206 to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, vegetation, terrain beginning 137' from DER, 214' right of centerline, up to 223' MSL.

Trees beginning 170' from DER, 10' left of centerline, up to 263' MSL.

Tree, vegetation, terrain beginning 418' from DER, 214' right of centerline, up to 278' MSL.

Trees, vegetation beginning 568' from DER, 89' right of centerline, up to 290' MSL.

Trees, vegetation, pole beginning 828' from DER, 20' right of centerline, up to 293' MSL.

Trees, buildings, poles beginning 1130' from DER, 79' right of centerline, up to 296' MSL.

Tree 1236' from DER, 494' left of centerline, 274' MSL.

Trees, pole, vegetation beginning 1260' from DER, 4' left of centerline, up to 301' MSL.

Trees beginning 1657' from DER, 206' left of centerline, up to 305' MSL.

Trees beginning 1731' from DER, 17' left of centerline, up to 306' MSL.

Trees, grain elevators, building, poles beginning 2127' from DER, 30' right of centerline, up to 299' MSL.

Trees beginning 2789' from DER, 152' right of centerline, up to 301' MSL.

Tree 3375' from DER, 1193' right of centerline, 316' MSL.

Trees, transmission line beginning 3426' from DER, 148' right of centerline, up to 318' MSL.

Trees beginning 3749' from DER, 105' right of centerline, up to 331' MSL.

Trees beginning 3905' from DER, 63' right of centerline, up to 335' MSL.

Trees beginning 3924' from DER, 51' left of centerline, up to 308' MSL.

Trees beginning 4298' from DER, 86' right of centerline, up to 341' MSL.

Trees beginning 4389' from DER, 219' right of centerline, up to 345' MSL.

Tree 5671' from DER, 1907' right of centerline, 349' MSL.

Trees beginning 5886' from DER, 1865' right of centerline, up to 353' MSL.

Tree 6035' from DER, 1992' right of centerline, 355' MSL.

**Rwy 21**, vegetation 3' from DER, 183' left of centerline, 205' MSL.

Vegetation, terrain beginning 11' from DER, 167' right of centerline, up to 210' MSL.

Vegetation 52' from DER, 178' left of centerline, 206' MSL.

Tree, vegetation, vehicle on road beginning 79' from DER, 180' left of centerline, up to 238' MSL.

Trees, vegetation beginning 356' from DER, 19' left of centerline, up to 255' MSL.

Vegetation 364' from DER, 84' right of centerline, 212' MSL.

Tree, vegetation beginning 387' from DER, 47' right of centerline, up to 253' MSL.

Trees, vegetation, vehicle on road beginning 544' from DER, 140' right of centerline, up to 282' MSL.

Trees, pole beginning 978' from DER, 20' left of centerline, up to 260' MSL.

Trees beginning 1182' from DER, 41' right of centerline, up to 288' MSL.

Trees beginning 1230' from DER, 12' left of centerline, up to 266' MSL.

Elevator, trees beginning 1665' from DER, 42' left of centerline, up to 119' AGL/305' MSL.

## METTER, GA

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 06DEC18 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 30' from DER, 359' left of centerline, 211' MSL.

Tree, sign beginning 48' from DER, 254' left of centerline, up to 217' MSL.

Tree 165' from DER, 223' left of centerline, 224' MSL.

Tree, pole beginning 706' from DER, 206' left of centerline, up to 259' MSL.

Pole 844' from DER, 231' right of centerline, 219' MSL.

Tree, pole beginning 983' from DER, 48' left of centerline, up to 264' MSL.

Pole beginning 1335' from DER, 173' right of centerline, up to 35' AGL/231' MSL.

Tree 1357' from DER, 808' left of centerline, 265' MSL.

Pole beginning 1458' from DER, 77' right of centerline, up to 33' AGL/234' MSL.

Tree, pole beginning 1467' from DER, 91' left of centerline, up to 275' MSL.

Pole 1696' from DER, 123' right of centerline, 38' AGL/245' MSL.

Tree 2406' from DER, 855' right of centerline, 273' MSL.

Sign 3265' from DER, 802' left of centerline, 118' AGL/304' MSL.

**Rwy 28**, trees beginning abeam DER, left and right of centerline, up to 100' AGL/289' MSL.

Vehicles on interstate, abeam DER, 295' right of centerline, up to 17' AGL/196' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

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

25219

## MILLEDGEVILLE, GA

BALDWIN COUNTY RGNL (MLJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

**Rwy 28**, 300-1 or std w/min climb of 335'/NM to 600.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, sign at DER, 199' right of centerline, 3' AGL/360' MSL.

Tree 52' from DER, 489' right of centerline, 424' MSL.

Tree 57' from DER, 512' left of centerline, 421' MSL.

Tree 65' from DER, 387' left of centerline, 438' MSL.

Tree 70' from DER, 321' right of centerline, 435' MSL.

Tree, utility building, transmission line, pole beginning 78' from DER, 68' right of centerline, up to 443' MSL.

Tree, pole beginning 88' from DER, 360' left of centerline, up to 445' MSL.

Tree, building, poles beginning 175' from DER, 292' left of centerline, up to 447' MSL.

Trees beginning 502' from DER, 298' left of centerline, up to 448' MSL.

Trees beginning 569' from DER, 30' left of centerline, up to 457' MSL.

Trees beginning 1901' from DER, 518' left of centerline, up to 461' MSL.

Trees beginning 1917' from DER, 208' left of centerline, up to 105' AGL/464' MSL.

Trees beginning 1948' from DER, 22' left of centerline, up to 468' MSL.

Trees beginning 2187' from DER, 30' right of centerline, up to 444' MSL.

Trees beginning 2446' from DER, 148' right of centerline, up to 448' MSL.

Trees beginning 2647' from DER, 572' right of centerline, up to 449' MSL.

Trees beginning 2653' from DER, 467' right of centerline, up to 459' MSL.

**Rwy 28**, trees, terrain, fence beginning 12' from DER, 313' right of centerline, up to 440' MSL.

Tree 516' from DER, 599' left of centerline, 461' MSL.

Trees beginning 684' from DER, 617' left of centerline, up to 462' MSL.

Trees, terrain, fence, traverse way beginning 737' from DER, 305' right of centerline, up to 503' MSL.

Trees beginning 899' from DER, 594' left of centerline, up to 463' MSL.

Trees beginning 1342' from DER, 522' left of centerline, up to 479' MSL.

Trees beginning 1688' from DER, 677' left of centerline, up to 482' MSL.

Tree, traverse way beginning 1727' from DER, 63' right of centerline, up to 512' MSL.

Trees, pole beginning 1789' from DER, 23' left of centerline, up to 494' MSL.

Trees beginning 2843' from DER, 46' right of centerline, up to 528' MSL.

Tree 3230' from DER, 1106' left of centerline, 498' MSL.

Trees beginning 3254' from DER, 69' left of centerline, up to 506' MSL.

Trees beginning 3444' from DER, 15' right of centerline, up to 534' MSL.

Trees beginning 3503' from DER, 260' left of centerline, up to 508' MSL.

Trees beginning 3547' from DER, 467' left of centerline, up to 514' MSL.

Trees beginning 3621' from DER, 59' left of centerline, up to 521' MSL.

Trees beginning 3680' from DER, 113' right of centerline, up to 535' MSL.

Trees beginning 3795' from DER, 36' right of centerline, up to 539' MSL.

Trees beginning 3823' from DER, 313' right of centerline, up to 543' MSL.

Trees beginning 3883' from DER, 113' left of centerline, up to 536' MSL.

Trees beginning 3963' from DER, 115' right of centerline, up to 548' MSL.

Trees beginning 4003' from DER, 46' left of centerline, up to 540' MSL.

Trees beginning 4319' from DER, 12' right of centerline, up to 550' MSL.

Trees beginning 4667' from DER, 9' right of centerline, up to 540' MSL.

## MILLEN, GA

MILLEN (2J5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, tree 35' from DER, 377' left of centerline, 292' MSL.

Tree 139' from DER, 301' left of centerline, 297' MSL.

Trees beginning 148' from DER, 266' left of centerline, up to 307' MSL.

Trees beginning 1864' from DER, 805' left of centerline, up to 331' MSL.

Tree 2639' from DER, 450' right of centerline, 288' MSL.

Tree 2784' from DER, 238' right of centerline, 292' MSL.

**Rwy 35**, pole, vehicles on road beginning 237' from DER, 401' left of centerline, up to 33' AGL/283' MSL.

Poles, building, vehicle on road, terrain beginning 504' from DER, 153' left of centerline, up to 33' AGL/294' MSL.

Terrain 679' from DER, 33' right of centerline, 258' MSL.

Pole, vehicle on road, terrain, building beginning 776' from DER, 138' left of centerline, up to 33' AGL/299' MSL.

Terrain 878' from DER, 30' right of centerline, 264' MSL.

Tree 983' from DER, 534' left of centerline, 325' MSL.

Elevator, silo, vehicle on road, poles, trees beginning 1021' from DER, 7' left of centerline, up to 76' AGL/340' MSL.

Tree 1259' from DER, 810' right of centerline, 306' MSL.

Trees beginning 1275' from DER, 46' right of centerline, up to 316' 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

## MOBILE, AL

### MOBILE INTL (BFM)

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

AMDT 2 05OCT23 (23278) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, 400-2½ or std w/min climb of 246'/NM to 500.

##### DEPARTURE PROCEDURE:

**Rwy 36**, climb on heading 001° to 900.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, sign 46' from DER, 197' right of centerline, 3' AGL/27' MSL.

Tree 1238' from DER, 815' right of centerline, 94' MSL.

Trees beginning 1442' from DER, 767' right of centerline, up to 105' MSL.

Trees beginning 1494' from DER, 106' right of centerline, up to 107' MSL.

Tree 1821' from DER, 78' left of centerline, 71' MSL.

Trees beginning 1999' from DER, 251' right of centerline, up to 109' MSL.

Trees beginning 2343' from DER, 48' right of centerline, up to 115' MSL.

Tree 2646' from DER, 410' left of centerline, 93' MSL.

Tree 2697' from DER, 493' left of centerline, 96' MSL.

Tree 2743' from DER, 539' left of centerline, 97' MSL.

Tree 2758' from DER, 287' left of centerline, 98' MSL.

Trees beginning 2778' from DER, 102' left of centerline, up to 102' MSL.

Trees beginning 3166' from DER, 256' left of centerline, up to 109' MSL.

Tree 3467' from DER, 794' right of centerline, 116' MSL.

Tree 3772' from DER, 293' left of centerline, 120' MSL.

Tree 3824' from DER, 1086' right of centerline, 122' MSL.

**Rwy 32**, light poles 40' from DER, 124' right of centerline, 3' AGL/28' MSL.

Light poles 40' from DER, 124' left of centerline, 2' AGL/28' MSL.

Trees beginning 750' from DER, 262' right of centerline, up to 69' MSL.

Trees beginning 902' from DER, 94' left of centerline, up to 88' MSL.

Trees beginning 1125' from DER, 509' right of centerline, up to 71' MSL.

Trees beginning 1202' from DER, 191' right of centerline, up to 77' MSL.

Trees beginning 1402' from DER, 11' right of centerline, up to 95' MSL.

Trees beginning 2353' from DER, 271' right of centerline, up to 98' MSL.

Tree 2438' from DER, 149' right of centerline, 99' MSL.

Trees beginning 2503' from DER, 526' right of centerline, up to 103' MSL.

Tree 2533' from DER, 33' right of centerline, 110' MSL.

Tree 2607' from DER, 18' left of centerline, 104' MSL.

Trees beginning 2609' from DER, 21' left of centerline, up to 107' MSL.

Trees beginning 2628' from DER, on centerline, up to 111' MSL.

Sign, trees beginning 2780' from DER, 120' left of centerline, up to 111' AGL/119' MSL.

Trees beginning 2846' from DER, 7' right of centerline, up to 115' MSL.

**Rwy 36**, poles, trees beginning 62' from DER, 209' right of centerline, up to 38' AGL/62' MSL.

Poles beginning 114' from DER, 479' left of centerline, up to 35' AGL/57' MSL.

Poles, trees beginning 1083' from DER, 5' left of centerline, up to 45' AGL/68' MSL.

Trees, pole beginning 1285' from DER, 292' right of centerline, up to 83' MSL.

Trees, pole beginning 1522' from DER, 204' right of centerline, up to 84' MSL.

## MOBILE RGNL (MOB)

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

AMDT 1A 29MAY14 (14149) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, tree 1758' from DER, 886' right of centerline, 79' AGL/270' MSL.

Tree 1987' from DER, 856' left of centerline, 73' AGL/277' MSL.

Tree 2102' from DER, 861' right of centerline, 78' AGL/269' MSL.

Tree 2131' from DER, left of centerline, 76' AGL/280' MSL.

**Rwy 18**, multiple trees beginning 1597' from DER, 15' left of centerline, up to 69' AGL/273' MSL.

Multiple trees beginning 1671' from DER, 207' right of centerline, up to 87' AGL/278' MSL.

**Rwy 36**, multiple trees beginning 1083' from DER, 210' right of centerline, up to 84' AGL/301' MSL.

Multiple trees beginning 532' from DER, 43' left of centerline, up to 73' AGL/287' MSL.

## MONROE, GA

### CY NUNNALLY MEML (D73)

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

AMDT 1A 21MAY20 (21168) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 3**, climb heading 035° to 1700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 29' from DER, 358' left of centerline, 910' MSL.

Tree 38' from DER, 425' right of centerline, 833' MSL.

Trees beginning 135' from DER, 85' left of centerline, up to 913' MSL.

Tree 198' from DER, 306' right of centerline, 862' MSL.

Transmission lines 200' from DER, 478' right of centerline, 60' AGL/864' MSL.

Tree 316' from DER, 544' right of centerline, 874' 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

## MONROE, GA (CON'T)

### CY NUNNALLY MEML (D73) (CON'T)

**Rwy 3 (CON'T)**, trees beginning 345' from DER, 332' right of centerline, up to 895' MSL.  
 Tree 537' from DER, 552' right of centerline, 902' MSL.  
 Trees beginning 587' from DER, 608' right of centerline, up to 904' MSL.  
 Tree 635' from DER, 587' right of centerline, 907' MSL.  
 Trees, transmission lines and pole beginning 967' from DER, 43' right of centerline, up to 908' MSL.  
 Transmission lines, pole and trees beginning 1899' from DER, 92' right of centerline, up to 110' AGL/928' MSL.  
 Tree 2021' from DER, 393' left of centerline, 915' MSL.  
 Trees and transmission lines beginning 2036' from DER, 101' left of centerline, up to 931' MSL.  
 Trees, transmission lines and pole beginning 2455' from DER, 90' left of centerline, up to 940' MSL.  
 Trees beginning 3116' from DER, 29' right of centerline, up to 931' MSL.  
 Trees and transmission lines beginning 3125' from DER, 148' left of centerline, up to 946' MSL.  
 Transmission lines and trees beginning 3339' from DER, 884' left of centerline, up to 101' AGL/947' MSL.  
 Pole, trees and transmission lines beginning 3348' from DER, 172' left of centerline, up to 100' AGL/948' MSL.  
 Tree and transmission lines beginning 3586' from DER, 94' left of centerline, up to 949' MSL.  
 Transmission lines, pole and trees beginning 3763' from DER, 74' left of centerline, up to 101' AGL/957' MSL.  
**Rwy 21**, terrain 27' from DER, 303' left of centerline, 882' MSL.  
 Transmission lines, terrain and fence beginning 71' from DER, 81' left of centerline, up to 37' AGL/922' MSL.  
 Fence 131' from DER, 215' right of centerline, 2' AGL/879' MSL.  
 Tree 196' from DER, 439' right of centerline, 929' MSL.  
 Tree 266' from DER, 338' right of centerline, 946' MSL.  
 Trees and buildings beginning 291' from DER, 382' right of centerline, up to 956' MSL.  
 Trees and transmission lines beginning 311' from DER, 49' left of centerline, up to 923' MSL.  
 Tree 476' from DER, 417' right of centerline, 957' MSL.  
 Trees, transmission lines and buildings beginning 499' from DER, 72' right of centerline, up to 961' MSL.  
 Transmission lines, trees and buildings beginning 505' from DER, 27' left of centerline, up to 52' AGL/933' MSL.  
 Trees and transmission lines beginning 684' from DER, 176' left of centerline, up to 953' MSL.  
 Trees, transmission lines and buildings beginning 774' from DER, 32' right of centerline, up to 979' MSL.  
 Trees beginning 887' from DER, 256' left of centerline, up to 968' MSL.  
 Trees and transmission lines beginning 948' from DER, 19' left of centerline, up to 970' MSL.

## MONROEVILLE, AL

### MANOKE COUNTY AEROPLEX (MVC)

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

ORIG-B 07AUG25 (25219) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree, pole beginning 22' from DER, 357' right of centerline, up to 461' MSL.  
 Tree 214' from DER, 544' left of centerline, 459' MSL.  
 Tree 372' from DER, 254' left of centerline, 464' MSL.  
 Trees beginning 900' from DER, 349' left of centerline, up to 501' MSL.  
 Trees, pole beginning 982' from DER, 333' left of centerline, up to 507' MSL.  
 Tree 1087' from DER, 648' right of centerline, 503' MSL.  
 Trees, pole beginning 1105' from DER, 181' right of centerline, up to 511' MSL.  
 Trees beginning 2966' from DER, 336' left of centerline, up to 526' MSL.  
 Tree 3133' from DER, 357' right of centerline, 514' MSL.  
**Rwy 21**, tree 115' from DER, 308' right of centerline, 487' MSL.  
 Trees beginning 183' from DER, 243' left of centerline, up to 485' MSL.  
 Tree 187' from DER, 277' right of centerline, 488' MSL.  
 Trees, catenary wires, poles beginning 208' from DER, 148' right of centerline, up to 489' MSL.  
 Trees, pole beginning 621' from DER, 309' left of centerline, up to 490' MSL.  
 Trees beginning 1283' from DER, 471' left of centerline, up to 494' MSL.

## MONTEZUMA, GA

### DR C P SAVAGE SR (53A)

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

AMDT 1 08SEP22 (22251) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, terrain 2' from DER, 198' right of centerline, 338' MSL.  
 Pole 54' from DER, 463' right of centerline, 40' AGL/377' MSL.  
 Terrain beginning 82' from DER, 313' left of centerline, up to 344' MSL.  
 Pole, vehicle on road beginning 496' from DER, 142' right of centerline, up to 46' AGL/383' MSL.  
 Tree 672' from DER, 548' right of centerline, 407' MSL.  
 Tree 792' from DER, 449' left of centerline, 401' MSL.  
 Tree 829' from DER, 625' right of centerline, 416' MSL.  
 Tree, pole, transmission line beginning 877' from DER, 30' left of centerline, up to 420' MSL.  
 Tree, pole beginning 877' from DER, 4' right of centerline, up to 419' MSL.  
 Trees beginning 2521' from DER, 735' right of centerline, up to 427' MSL.  
 Trees beginning 3144' from DER, 402' left of centerline, up to 431' MSL.  
 Trees beginning 3206' from DER, 155' right of centerline, up to 433' 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

## MONTEZUMA, GA (CON'T)

### DR C P SAVAGE SR (53A) (CON'T)

**Rwy 36**, tree, terrain, vehicle on road beginning 18' from DER, 127' left of centerline, up to 419' MSL.  
Tree, terrain beginning 53' from DER, 162' right of centerline, up to 427' MSL.  
Tree, terrain beginning 187' from DER, 109' right of centerline, up to 432' MSL.  
Tree, vehicle on road, terrain beginning 256' from DER, 19' left of centerline, up to 437' MSL.  
Tree, terrain beginning 458' from DER, 47' right of centerline, up to 435' MSL.  
Trees beginning 1559' from DER, 13' right of centerline, up to 437' MSL.  
Tree, pole beginning 1865' from DER, 162' right of centerline, up to 448' MSL.  
Tree 2171' from DER, 709' right of centerline, 456' MSL.  
Trees beginning 2219' from DER, 154' right of centerline, up to 475' MSL.  
Tree 2311' from DER, 858' right of centerline, 483' MSL.  
Trees beginning 2342' from DER, 16' right of centerline, up to 493' MSL.  
Trees beginning 3819' from DER, 731' left of centerline, up to 456' MSL.  
Trees beginning 4064' from DER, 1236' left of centerline, up to 460' MSL.

## MONTGOMERY, AL

### MONTGOMERY RGNL (DANNELLY FLD) (MGM)

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

##### AMDT 2 26JUL12 (21168) (FAA)

###### DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 097° to 1100 before proceeding on course.

###### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 1493' from DER, 808' right of centerline, up to 90' AGL/276' MSL.  
**Rwy 28**, trees beginning 1523' from DER, left and right of centerline, up to 75' AGL/316' MSL.  
**Rwy 3**, building 272' from DER, 549' left of centerline, 12' AGL/202' MSL.  
Hanger 426' from DER, 557' left of centerline, 20' AGL/210' MSL.  
Hanger 560' from DER, 560' left of centerline, 14' AGL/203' MSL.  
Hanger 670' from DER, 559' left of centerline, 14' AGL/203' MSL.  
Tree 1306' from DER, 318' right of centerline, 56' AGL/245' MSL.  
**Rwy 21**, fence 713' from DER, 295' left of centerline, 11' AGL/241' MSL.  
Tree 1830' from DER, 196' right of centerline, 62' AGL/302' MSL.

## MOODY AFB (KVAD)

### VALDOSTA, GA

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

##### AMDT 5 25JAN24 (24025) (USAF)

###### TAKEOFF MINIMUMS:

**Rwy 36L**, 300-1½ or std w/min climb of 254'/NM to 700.  
**Rwy 36R**, 300-1¼ or std w/min climb of 223'/NM to 700 or with std mins and a std 200'/NM climb gradient, takeoff must occur NLT 1700' prior to DER.

###### TAKEOFF OBSTACLE NOTES:

**Rwy 18L**, tree 2729' from DER, 767' left of centerline, 10' AGL/293' MSL.  
**Rwy 18R**, C-130 tail 72' from DER, 466' left of centerline, 38' AGL/248' MSL.  
Tree 2146' from DER, 962' right of centerline, 99' AGL/291' MSL.  
Tree 2644' from DER, 504' right of centerline, 99' AGL/292' MSL.  
Tree 2770' from DER, 281' right of centerline, 99' AGL/292' MSL.  
**Rwy 36L**, C-130 tail 283' from DER, 450' left of centerline, 38' AGL/268' MSL.  
Tree 3207' from DER, 809' left of centerline, 99' AGL/337' MSL.  
Tree 3319' from DER, 517' left of centerline, 99' AGL/337' MSL.  
Terrain 6028' from DER, 1587' right of centerline, 425' MSL.  
Terrain 1.1 NM from DER, 2076' left of centerline, 442' MSL.  
**Rwy 36R**, terrain 1 NM from DER, 200' right of centerline, 120' AGL/409' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

##### ORIG 12JUN25 (25163) (USAF)

**Rwy 36L**, hdg as assigned by ATC; requires min climb of 254'/NM to 700.  
**Rwy 36R**, hdg as assigned by ATC; requires min climb of 223'/NM to 700.

## MOULTRIE, GA

### MOULTRIE MUNI (MGR)

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

##### AMDT 3 30JAN20 (20030) (FAA)

###### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, pole abeam DER, 98' right of centerline, 2' AGL/294' MSL.  
Trees, terrain beginning 9' from DER, 262' right of centerline, up to 337' MSL.  
Trees beginning 18' from DER, 250' left of centerline, up to 359' MSL.  
Tree 788' from DER, 701' right of centerline, 359' MSL.  
Trees beginning 2265' from DER, 460' left of centerline, up to 375' MSL.  
Trees beginning 2512' from DER, 637' left of centerline, up to 380' MSL.  
Tree 2740' from DER, 493' left of centerline, 385' MSL.  
Trees beginning 2800' from DER, 34' left of centerline, up to 388' MSL.

CON'T



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



25219

SE-4



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

25219

## MOULTRIE, GA (CON'T)

### MOULTRIE MUNI (MGR) (CON'T)

**Rwy 4 (CON'T)**, tree 3217' from DER, 477' right of centerline, 389' MSL.  
Trees beginning 3574' from DER, 511' left of centerline, up to 399' MSL.  
**Rwy 22**, tree 34' from DER, 324' left of centerline, 321' MSL.  
Trees beginning 69' from DER, 317' right of centerline, up to 301' MSL.  
Trees beginning 118' from DER, 297' left of centerline, up to 356' MSL.  
Trees beginning 190' from DER, 258' right of centerline, up to 308' MSL.  
Trees beginning 1178' from DER, 471' left of centerline, up to 358' MSL.  
Trees beginning 1299' from DER, 738' left of centerline, up to 361' MSL.  
**Rwy 34**, general utility, sign beginning 16' from DER, 114' right of centerline, up to 6' AGL/292' MSL.  
Tree 104' from DER, 353' left of centerline, 315' MSL.  
Tree 142' from DER, 482' left of centerline, 328' MSL.  
Tree 249' from DER, 290' right of centerline, 328' MSL.  
Trees beginning 255' from DER, 226' left of centerline, up to 343' MSL.  
Trees beginning 447' from DER, 290' right of centerline, up to 340' MSL.  
Trees beginning 545' from DER, 304' left of centerline, up to 383' MSL.  
Trees beginning 589' from DER, 159' right of centerline, up to 344' MSL.  
Trees beginning 761' from DER, 22' left of centerline, up to 391' MSL.  
Tree 999' from DER, 379' right of centerline, 370' MSL.  
Trees beginning 1010' from DER, 180' right of centerline, up to 377' MSL.  
Trees beginning 1159' from DER, 139' right of centerline, up to 379' MSL.  
Trees beginning 1288' from DER, 169' right of centerline, up to 387' MSL.  
Trees beginning 1382' from DER, 48' right of centerline, up to 391' MSL.

## MUSCLE SHOALS, AL

### NORTHWEST ALABAMA RGNL (MSL)

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

AMDT 1A 07SEP23 (23250) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, 300-1¼ or std w/min climb of 239'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 18**, climb on heading 184° to 1400 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 90' from DER, 306' left of centerline, 23' AGL/568' MSL.  
Trees beginning 42' from DER, 325' right of centerline, up to 98' AGL/617' MSL.  
Pole 1550' from DER, 151' left of centerline, 43' AGL/580' MSL.  
**Rwy 30**, trees beginning 981' from DER, 184' left of centerline, up to 100' AGL/630' MSL.  
Trees beginning 2727' from DER, 322' left of centerline, up to 97' AGL/627' MSL.  
Traverse way 31' from DER, 252' right of centerline, 558' MSL.  
Pole 839' from DER, 594' left of centerline, 39' AGL/569' MSL.  
**Rwy 36**, trees beginning 622' from DER, 89' left of centerline, up to 105' AGL/621' MSL.  
Trees beginning 196' from DER, 4' right of centerline, up to 73' AGL/598' MSL.  
Poles beginning 499' from DER, 320' left of centerline, up to 39' AGL/575' MSL.  
Poles beginning 420' from DER, 26' right of centerline, up to 32' AGL/569' MSL.  
Bldg 9' from DER, 437' right of centerline, 21' AGL/557' MSL.  
Comm twr 5329' from DER, 469' left of centerline, 161' AGL/698' MSL.

## NAHUNTA, GA

### BRANTLEY COUNTY (4J1)

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

ORIG 12JAN12 (12012) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 19**, climb heading 192° to 1500 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vehicles beginning 56' from DER, left and right of centerline, up to 17' AGL/101' MSL.  
Trees beginning 1105' from DER, right of centerline, up to 100' AGL/181' MSL.  
Transmission towers beginning 768' from DER, 174' right of centerline, up to 32' AGL/112' MSL.  
Terrain and trees 85' from DER, 343' right of centerline, 17' AGL/92' MSL.  
Trees beginning 25' from DER, 24' left of centerline, up to 100' AGL/165' MSL.  
Transmission towers and buildings beginning 15' from DER, 160' left of centerline, up to 43' AGL/118' MSL.  
Utility pole 9' from DER, 280' left of centerline, 12' AGL/87' MSL.  
**Rwy 19**, vehicle on roadway 29' from DER, 260' left of centerline, 15' AGL/94' MSL.  
Trees beginning 5' from DER, 272' right of centerline, up to 100' AGL/144' MSL.  
Rising terrain and trees beginning 274' from DER, 229' right of centerline, up to 21' AGL/96' MSL.  
Trees beginning 939' from DER, 26' left of centerline, up to 100' AGL/132' MSL.  
Terrain 462' from DER, 581' left of centerline, 17' AGL/92' 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

## NASHVILLE, GA

### BERRIEN COUNTY (4J2)

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

AMDT 1A 15SEP16 (16259) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 94' from DER, 478' left of centerline, 284' MSL.

Trees beginning 179' from DER, 413' right of centerline, up to 274' MSL.

Trees beginning 272' from DER, 461' left of centerline, up to 297' MSL.

Trees beginning 413' from DER, 479' right of centerline, up to 279' MSL.

Trees beginning 887' from DER, 484' right of centerline, up to 283' MSL.

Trees beginning 1060' from DER, 513' right of centerline, up to 305' MSL.

Trees beginning 1491' from DER, 344' right of centerline, up to 318' MSL.

Trees beginning 1674' from DER, 331' right of centerline, up to 320' MSL.

Tree 1698' from DER, 531' right of centerline, 321' MSL.

Trees beginning 1704' from DER, 3' right of centerline, up to 323' MSL.

Tree 1809' from DER, 684' left of centerline, 307' MSL.

Trees beginning 1840' from DER, 32' left of centerline, up to 311' MSL.

Trees beginning 2108' from DER, 73' left of centerline, up to 319' MSL.

Trees beginning 2498' from DER, 32' left of centerline, up to 328' MSL.

Tree 3603' from DER, 185' right of centerline, 325' MSL.

**Rwy 28**, tree 81' from DER, 328' right of centerline, 264' MSL.

Pole and bush beginning 91' from DER, 149' left of centerline, up to 32' AGL/275' MSL.

Stack and pole beginning 610' from DER, 346' left of centerline, up to 40' AGL/286' MSL.

Trees beginning 1209' from DER, 331' right of centerline, up to 316' MSL.

Trees beginning 1345' from DER, 398' left of centerline, up to 308' MSL.

Trees beginning 1582' from DER, 280' left of centerline, up to 315' MSL.

Trees beginning 1733' from DER, 163' left of centerline, up to 318' MSL.

Trees beginning 1805' from DER, 382' right of centerline, up to 329' MSL.

Trees beginning 1954' from DER, 516' right of centerline, up to 335' MSL.

Trees beginning 2725' from DER, 14' right of centerline, up to 337' MSL.

Tree 2897' from DER, 330' left of centerline, 320' MSL.

Trees beginning 2953' from DER, 168' left of centerline, up to 321' MSL.

Trees beginning 3125' from DER, 70' left of centerline, up to 335' MSL.

## ONEONTA, AL

### ROBBINS FLD (20A)

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

ORIG-B 25APR19 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 24**, 300-1¼ or std. w/min. climb of 206' to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 058° to 2000 before turning.

**Rwy 24**, climb heading 250° to 2400 before turning.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees, beginning 162' from DER, 169' left of centerline, up to 133' AGL/1199' MSL.

Tree 366' from DER, 569' right of centerline, 76' AGL/1169' MSL.

Trees, beginning 3184' from DER, 92' left of centerline, up to 129' AGL/1211' MSL.

Tree 3639' from DER, 86' left of centerline, 147' AGL/1222' MSL.

Tree 4205' from DER, 372' left of centerline, 107' AGL/1231' MSL.

Tree 4499' from DER, 623' left of centerline, 152' AGL/1239' MSL.

**Rwy 24**, tree, traverse way, beginning 145' from DER, 304' left of centerline, up to 135' AGL/1215' MSL.

Traverse way 222' from DER, 463' right of centerline, 1147' MSL.

Trees, beginning 255' from DER, 9' left of centerline, up to 137' AGL/1217' MSL.

Tree 281' from DER, 214' right of centerline, 109' AGL/1188' MSL.

Tree 412' from DER, 449' right of centerline, 151' AGL/1230' MSL.

Trees, beginning 736' from DER, 8' right of centerline, up to 157' AGL/1236' MSL.

Tree 5381' from DER, 1917' right of centerline, 60' AGL/1243' MSL.

Tree 1 NM from DER, 1684' right of centerline, 97' AGL/1270' MSL.

## OZARK, AL

### OZARK/BLACKWELL FLD (71J)

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

AMDT 2A 19JUL18 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 31**, 300-2 or std. w/min. climb of 203' per NM to 700, 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 31**, climb heading 305° to 800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning at DER, 336' left of centerline, up to 86' AGL/404' MSL.

Trees beginning 4' from DER, 83' right of centerline, up to 93' AGL/389' MSL.

Trees beginning 604' from DER, left and right of centerline, up to 100' AGL/437' MSL.

CONT

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

25219

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

25219

## OZARK, AL (CON'T)

### OZARK/BLACKWELL FLD (71J) (CON'T)

**Rwy 31**, terrain 10' from DER, 319' left of centerline, 370' MSL.

Vehicles on road beginning at DER, 372' left of centerline, up to 15' AGL/404' MSL.

Poles beginning 75' from DER, left and right of centerline, up to 45' AGL/426' MSL.

Tower 151' from DER, 453' left of centerline, 53' AGL/427' MSL.

Trees beginning 189' from DER, 314' left of centerline, up to 39' AGL/409' MSL.

Trees beginning 250' from DER, 216' right of centerline, up to 100' AGL/420' MSL.

Trees beginning 1064' from DER, left and right of centerline, up to 100' AGL/508' MSL.

Tower 1.58 NM from DER, 1588' right of centerline, 168' AGL/600' MSL.

## PELL CITY, AL

### ST CLAIR COUNTY (PLR)

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

AMDT 3 27APR17 (17117) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 21**, 300-1 or std. w/ min. climb of 248' per NM to 700.

##### DEPARTURE PROCEDURE:

**Rwy 21**, climb heading 206° to 1000 before turning east.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 60' from DER, 410' left of centerline, 526' MSL.

Trees beginning 194' from DER, 311' left of centerline, up to 567' MSL.

Pole 221' from DER, 548' right of centerline, 27' AGL/508' MSL.

Tree 2647' from DER, 544' right of centerline, 568' MSL.

**Rwy 21**, terrain beginning 30' from DER, 110' right of centerline, up to 493' MSL.

Road, terrain beginning 103' from DER, 238' left of centerline, up to 502' MSL.

Pole, terrain, road beginning 229' from DER, 1' left of centerline, up to 22' AGL/519' MSL.

Road 422' from DER, 139' right of centerline, 501' MSL.

Road 463' from DER, 292' right of centerline, 502' MSL.

Tree, pole beginning 476' from DER, 363' left of centerline, up to 556' MSL.

Trees beginning 497' from DER, 534' right of centerline, up to 525' MSL.

Tree 709' from DER, 555' left of centerline, 567' MSL.

Tree, terrain, pole, building beginning 740' from DER, 231' left of centerline, up to 586' MSL.

Tree, ground, terrain beginning 1197' from DER, 460' left of centerline, up to 595' MSL.

Tree 1534' from DER, 751' right of centerline, 573' MSL.

Tree 3058' from DER, 260' left of centerline, 604' MSL.

Tree 3955' from DER, 198' right of centerline, 583' MSL.

Tree 4183' from DER, 192' right of centerline, 592' MSL.

Tree 4931' from DER, 740' left of centerline, 636' MSL.

## PERRY, GA

### PERRY-HOUSTON COUNTY (PXE)

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

ORIG 20DEC07 (07354) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicles on roadway beginning 30' from DER, 389' right of centerline, up to 15' AGL/414' MSL.

Trees and pylons beginning 133' from DER, 317' right of centerline, up to 72' AGL/461' MSL.

Trees beginning 1127' from DER, 152' left of centerline, up to 100' AGL/519' MSL.

**Rwy 36**, trees left and right of centerline beginning 2806' from DER, up to 100' AGL/529' MSL.

## PINE MOUNTAIN, GA

### HARRIS COUNTY (PIM)

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

AMDT 1 18NOV10 (10322) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, std. w/ min. climb of 233' per NM to 1800 or 1100-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climbing left turn heading 360° to 2400 before turning east or for climb in visual conditions cross Harris County airport at or above 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, terrain and trees beginning at DER, left and right of centerline, up to 100' AGL/1039' MSL.

**Rwy 27**, terrain and trees beginning 55' from DER, left and right of centerline, up to 115' AGL/1015' 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

## PRATTVILLE, AL

PRATTVILLE/GROUBY FLD (1A9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20JUN19 (22195) (FAA)

### TAKEOFF MINIMUMS:

**Rwy 27**, 400-2¼ or std. w/min. climb of 620' per NM to 600.

### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 092° to 700 before turning left.

**Rwy 27**, climb heading 272° to 700 before turning right.

### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, traverse way, lighting beginning 39' from DER, 91' left of centerline, up to 211' MSL.

Trees beginning 352' from DER, 93' left of centerline, up to 235' MSL.

Tree 508' from DER, 634' left of centerline, 269' MSL.

Trees beginning 622' from DER, 563' left of centerline, up to 276' MSL.

Trees beginning 697' from DER, 682' right of centerline, up to 240' MSL.

Trees beginning 1245' from DER, 1' left of centerline, up to 295' MSL.

Trees beginning 1398' from DER, 9' right of centerline, up to 290' MSL.

Trees beginning 2814' from DER, 752' right of centerline, up to 297' MSL.

Trees beginning 3114' from DER, 785' left of centerline, up to 297' MSL.

Trees beginning 3244' from DER, 1037' left of centerline, up to 298' MSL.

Tree 3259' from DER, 1176' left of centerline, 300' MSL.

Trees beginning 3367' from DER, 1037' left of centerline, up to 309' MSL.

Trees beginning 3602' from DER, 1059' left of centerline, up to 313' MSL.

Tree 4210' from DER, 1556' left of centerline, 316' MSL.

Tree 4235' from DER, 1078' left of centerline, 318' MSL.

Trees beginning 4291' from DER, 1063' left of centerline, up to 320' MSL.

**Rwy 27**, vegetation 76' from DER, 184' right of centerline, 228' MSL.

Tree 166' from DER, 516' left of centerline, 292' MSL.

Traverse way 170' from DER, 491' right of centerline, 243' MSL.

Pole 236' from DER, 502' right of centerline, 33' AGL/253' MSL.

Pole, trees beginning 238' from DER, 500' right of centerline, up to 262' MSL.

Tree 353' from DER, 512' left of centerline, 299' MSL.

Tree, poles beginning 561' from DER, 75' left of centerline, up to 328' MSL.

Pole, trees beginning 631' from DER, 505' right of centerline, up to 42' AGL/272' MSL.

Tree, poles beginning 1170' from DER, 115' right of centerline, up to 338' MSL.

Trees beginning 1419' from DER, 303' left of centerline, up to 338' MSL.

Trees beginning 1468' from DER, 7' left of centerline, up to 340' MSL.

Tower, trees beginning 1527' from DER, 11' left of centerline, up to 105' AGL/343' MSL.

Trees beginning 1899' from DER, 30' right of centerline, up to 344' MSL.

Trees beginning 1967' from DER, 32' right of centerline, up to 349' MSL.

Trees beginning 2201' from DER, 72' left of centerline, up to 348' MSL.

Trees beginning 2269' from DER, 71' left of centerline, up to 369' MSL.

Trees beginning 2325' from DER, 81' right of centerline, up to 351' MSL.

Trees beginning 2457' from DER, 2' left of centerline, up to 401' MSL.

Trees beginning 2463' from DER, 388' right of centerline, up to 354' MSL.

Trees beginning 2510' from DER, 104' right of centerline, up to 359' MSL.

Trees beginning 2570' from DER, 103' right of centerline, up to 361' MSL.

Trees beginning 2731' from DER, 505' right of centerline, up to 362' MSL.

Trees beginning 2807' from DER, 111' right of centerline, up to 363' MSL.

Trees beginning 2959' from DER, 20' right of centerline, up to 384' MSL.

Trees beginning 3177' from DER, 85' right of centerline, up to 399' MSL.

Trees beginning 3291' from DER, 46' right of centerline, up to 408' MSL.

Trees beginning 3528' from DER, 65' left of centerline, up to 412' MSL.

Trees beginning 3552' from DER, 10' right of centerline, up to 411' MSL.

Trees beginning 3943' from DER, 0' of centerline, up to 420' MSL.

Trees beginning 4092' from DER, 3' left of centerline, up to 415' MSL.

Trees beginning 4353' from DER, 8' right of centerline, up to 427' MSL.

Trees beginning 5203' from DER, 34' right of centerline, up to 435' MSL.

Trees beginning 5355' from DER, 322' left of centerline, up to 417' MSL.

Trees beginning 5398' from DER, 1' right of centerline, up to 437' MSL.

Trees beginning 5538' from DER, 120' left of centerline, up to 419' MSL.

Trees beginning 5550' from DER, 7' left of centerline, up to 427' MSL.

Trees beginning 5690' from DER, 795' left of centerline, up to 428' MSL.

Trees beginning 5698' from DER, 196' left of centerline, up to 439' MSL.

Trees beginning 5868' from DER, 15' left of centerline, up to 446' MSL.

Trees beginning 6018' from DER, 200' left of centerline, up to 447' MSL.

Trees beginning 1 NM from DER, 23' left of centerline, up to 466' MSL.

Trees beginning 1 NM from DER, 124' left of centerline, up to 468' MSL.

Tree 1 NM from DER, 295' right of centerline, 448' MSL.

Trees beginning 1 NM from DER, 172' right of centerline, up to 460' MSL.

Trees beginning 1 NM from DER, 537' right of centerline, up to 471' MSL.

Trees beginning 1 NM from DER, 102' left of centerline, up to 476' MSL.

Trees beginning 1 NM from DER, 113' right of centerline, up to 483' MSL.

Trees beginning 1 NM from DER, 5' left of centerline, up to 501' MSL.

Trees beginning 1 NM from DER, 510' right of centerline, up to 496' 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

## PRATTVILLE, AL (CON'T)

### PRATTVILLE/GROUBY FLD (1A9) (CON'T)

**Rwy 27 (CON'T)**, trees beginning 1 NM from DER, 59' right of centerline, up to 504' MSL.  
 Tree, building, poles beginning 1 NM from DER, 2' left of centerline, up to 96' AGL/520' MSL.  
 Trees beginning 1 NM from DER, 32' right of centerline, up to 518' MSL.  
 Trees beginning 1.1 NM from DER, 133' right of centerline, up to 519' MSL.  
 Trees beginning 1.2 NM from DER, 25' right of centerline, up to 534' MSL.  
 Trees beginning 1.2 NM from DER, 83' right of centerline, up to 547' MSL.  
 Trees beginning 1.2 NM from DER, 50' right of centerline, up to 554' MSL.  
 Trees beginning 1.2 NM from DER, 151' right of centerline, up to 574' MSL.  
 Trees beginning 1.2 NM from DER, 20' right of centerline, up to 85' AGL/587' MSL.  
 Tree, antenna, building, poles beginning 1.3 NM from DER, 66' right of centerline, up to 109' AGL/590' MSL.  
 Tower, trees beginning 1.5 NM from DER, 466' right of centerline, up to 181' AGL/605' MSL.  
 Building 1.7 NM from DER, 2935' right of centerline, 33' AGL/515' MSL.

## QUITMAN, GA

### QUITMAN BROOKS COUNTY (4J5)

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

ORIG 13JAN11 (11013) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, std. w/ min. climb of 290' per NM to 1000, or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 10**, for climb in visual conditions: cross Quitman Brooks County Airport at or above 1300 before proceeding on course.

**Rwy 28**, climb heading 279° until 700 before turning south.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, numerous trees beginning 363' from DER, 248' right of centerline, up to 94' AGL/278' MSL.  
 Multiple utility poles and structures beginning 184' from DER, 146' right of centerline, up to 44' AGL/224' MSL.  
**Rwy 28**, numerous trees beginning 496' from DER, 342' right of centerline, up to 79' AGL/250' MSL.  
 Numerous trees beginning 38' from DER, 219' left of centerline, up to 100' AGL/280' MSL.

## REDSTONE AAF (KHUA)

### REDSTONE ARSENAL, AL

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

AMDT 1 05OCT23 (23278) (USA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, 500-3 or std w/min climb gradient of 240'/NM to 1500.

**Rwy 35**, std w/min climb gradient of 240'/NM to 1500.

##### DEPARTURE PROCEDURE:

**Rwy 17**, climb rwy hdg to 1700 before proceeding on course.

**Rwy 35**, climb rwy hdg to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, trees 2770' from DER, 14' right of centerline, 763' MSL.  
 Trees 1401' from DER, 861' right of centerline, 729' MSL.  
**Rwy 35**, light pole 4169' from DER, 1232' left of centerline, 801' MSL.  
 Twr 4165' from DER, 1216' left of centerline, 161' AGL/797' MSL.

#### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 05OCT23 (23278) (USA)

**Rwy 17**, required min climb of 390'/NM to 3200.

**Rwy 35**, required min climb of 310'/NM to 3400.

## REFORM, AL

### NORTH PICKENS (3M8)

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

AMDT 1 15DEC11 (11349) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 300-1 or std. w/min. climb of 270' per NM to 500.

**Rwy 19**, 500-2 or std. w/min. climb of 499' per NM to 1000.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning at DER, 115' left of centerline, up to 40' AGL/399' MSL.  
 Trees beginning at DER, 181' right of centerline, up to 40' AGL/280' MSL.  
 Vehicles on roadway, 1447' from DER, on centerline, up to 15' AGL/275' MSL.  
**Rwy 19**, trees beginning at DER, 108' left of centerline, up to 40' AGL/269' MSL.  
 Trees and terrain beginning 15' from DER, 21' right of centerline, up to 40' AGL/269' MSL.  
 Towers 1.2 NM from DER, 1851' right of centerline, up to 450' AGL/695' 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

## REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, terrain 3' from DER, 497' left of centerline, 198' MSL.  
 Traverse way 198' from DER, 550' left of centerline, 212' MSL.  
 Power lines 430' from DER, 593' left of centerline, 34' AGL/231' MSL.  
 Tree 767' from DER, 615' left of centerline, 249' MSL.  
 Trees, power lines beginning 882' from DER, 66' left of centerline, up to 252' MSL.  
 Trees beginning 1189' from DER, 144' right of centerline, up to 230' MSL.  
 Trees beginning 1206' from DER, 18' right of centerline, up to 236' MSL.  
 Trees beginning 1249' from DER, 19' right of centerline, up to 238' MSL.  
 Trees, power lines beginning 1285' from DER, 37' left of centerline, up to 254' MSL.  
 Tree 1808' from DER, 649' left of centerline, 256' MSL.  
 Tree 2005' from DER, 684' left of centerline, 258' MSL.  
 Power lines 2813' from DER, 1014' left of centerline, 57' AGL/267' MSL.  
 Tree 2874' from DER, 1105' right of centerline, 267' MSL.  
 Trees beginning 2958' from DER, 1053' right of centerline, up to 271' MSL.  
 Tree 3058' from DER, 1154' right of centerline, 276' MSL.  
**Rwy 29**, tree 384' from DER, 597' right of centerline, 178' MSL.  
 Power lines 638' from DER, 650' right of centerline, 39' AGL/186' MSL.  
 Tree 796' from DER, 590' left of centerline, 194' MSL.  
 Power lines 888' from DER, 650' right of centerline, 39' AGL/187' MSL.  
 Tree 1130' from DER, 643' left of centerline, 199' MSL.  
 Tree 1209' from DER, 740' left of centerline, 201' MSL.  
 Tree 1292' from DER, 676' right of centerline, 201' MSL.  
 Tree 1497' from DER, 615' left of centerline, 202' MSL.

## ROME, GA

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1**, std w/min climb of 380'/NM to 2100, or 1400-3 for VCOA.  
**Rwy 7**, 300-1¼ or std w/min climb of 233'/NM to 900, or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to DER.  
**Rwy 25**, 300-1 w/min climb of 380'/NM to 2100 or std w/min climb of 402'/NM to 2000, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 7**, climb on heading 072° to 1600 before turning left.  
**Rwy 19**, climb on heading 187° to 1400 before turning right.

VCOA:

**Rwys 1, 25**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Richard B Russell Rgnl - J H Towers Fld airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, building, NAVAID beginning 93' from DER, on centerline, up to 633' MSL.  
 Antenna, NAVAID beginning 95' from DER, 49' right of centerline, up to 18' AGL/639' MSL.  
 NAVAID 200' from DER, 50' left of centerline, 8' AGL/628' MSL.  
 Tree 548' from DER, 490' left of centerline, 671' MSL.  
 Tree 1072' from DER, 768' right of centerline, 670' MSL.  
 Trees beginning 1409' from DER, 64' left of centerline, up to 683' MSL.  
 Trees beginning 1486' from DER, 20' right of centerline, up to 673' MSL.  
 Tree 2071' from DER, 935' left of centerline, 711' MSL.  
 Trees beginning 2382' from DER, 256' left of centerline, up to 716' MSL.  
 Tree 2546' from DER, 288' right of centerline, 707' MSL.  
 Tree 2603' from DER, 171' right of centerline, 712' MSL.  
 Tree 2611' from DER, 338' right of centerline, 715' MSL.  
 Trees beginning 2625' from DER, 446' right of centerline, up to 723' MSL.  
 Tree 2628' from DER, 43' left of centerline, 718' MSL.  
 Trees beginning 2646' from DER, 22' right of centerline, up to 732' MSL.  
 Tree 2664' from DER, 198' left of centerline, 722' MSL.  
 Tree 2669' from DER, 205' left of centerline, 723' MSL.  
 Trees beginning 2675' from DER, 9' left of centerline, up to 727' MSL.  
 Trees beginning 2806' from DER, 7' left of centerline, up to 728' MSL.  
 Trees beginning 2886' from DER, 32' right of centerline, up to 735' MSL.  
 Trees beginning 3260' from DER, 73' left of centerline, up to 737' MSL.  
 Trees beginning 3376' from DER, 99' left of centerline, up to 741' MSL.  
 Trees beginning 3470' from DER, 25' left of centerline, up to 743' MSL.  
 Tree 3517' from DER, 551' left of centerline, 746' MSL.  
 Trees beginning 3540' from DER, 356' left of centerline, up to 751' MSL.  
 Trees beginning 3549' from DER, 202' left of centerline, up to 753' MSL.  
 Trees beginning 3551' from DER, 6' left of centerline, up to 761' MSL.  
 Tree 3706' from DER, 511' right of centerline, 736' MSL.  
 Trees beginning 3769' from DER, 37' right of centerline, up to 737' MSL.

CONT

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

25219

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

25219

## ROME, GA (CON'T)

### RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG) (CON'T)

**Rwy 1 (CON'T)**, tree 4131' from DER, 541' left of centerline, 762' MSL.

**Rwy 7**, trees beginning 37' from DER, 353' left of centerline, up to 684' MSL.

Tree 102' from DER, 267' right of centerline, 661' MSL.

Trees beginning 207' from DER, 132' right of centerline, up to 689' MSL.

Tree 1716' from DER, 362' left of centerline, 691' MSL.

Trees beginning 2019' from DER, 63' right of centerline, up to 160' AGL/769' MSL.

Tree 2043' from DER, 265' left of centerline, 692' MSL.

Tree 2715' from DER, 185' left of centerline, 160' AGL/769' MSL.

Tree 5963' from DER, 356' left of centerline, 160' AGL/799' MSL.

**Rwy 19**, vegetation 88' from DER, 290' right of centerline, 642' MSL.

Vegetation, hills, tree beginning 94' from DER, 271' right of centerline, up to 643' MSL.

Hills beginning 298' from DER, 341' right of centerline, up to 646' MSL.

Fence 313' from DER, 566' right of centerline, 3' AGL/648' MSL.

Vegetation, hills, tree beginning 331' from DER, 359' right of centerline, up to 651' MSL.

Tree 440' from DER, 587' left of centerline, 670' MSL.

Trees, power lines beginning 553' from DER, 307' right of centerline, up to 716' MSL.

Tree 636' from DER, 625' left of centerline, 682' MSL.

Trees beginning 866' from DER, 680' left of centerline, up to 717' MSL.

Trees beginning 1172' from DER, 448' left of centerline, up to 723' MSL.

Trees beginning 1779' from DER, 764' right of centerline, up to 719' MSL.

Trees beginning 1854' from DER, 65' right of centerline, up to 726' MSL.

Trees beginning 1963' from DER, 293' left of centerline, up to 726' MSL.

Trees beginning 2864' from DER, 30' left of centerline, up to 737' MSL.

Trees beginning 3018' from DER, 13' right of centerline, up to 729' MSL.

Trees beginning 3146' from DER, 88' right of centerline, up to 730' MSL.

Trees beginning 3158' from DER, 94' right of centerline, up to 731' MSL.

Trees beginning 3251' from DER, 656' left of centerline, up to 739' MSL.

**Rwy 25**, tree, vehicles on road beginning 276' from DER, 8' left of centerline, up to 701' MSL.

Vegetation 299' from DER, 328' right of centerline, 659' MSL.

Trees beginning 561' from DER, 522' left of centerline, up to 734' MSL.

Tree 621' from DER, 302' right of centerline, 713' MSL.

Tree 790' from DER, 495' left of centerline, 735' MSL.

Tree 2343' from DER, 243' right of centerline, 726' MSL.

Tree 2553' from DER, 670' left of centerline, 160' AGL/789' MSL.

Tree 3599' from DER, 1074' right of centerline, 160' AGL/799' MSL.

Tree 4283' from DER, 1079' right of centerline, 160' AGL/819' MSL.

Trees 2.1 NM from DER, 3795' right of centerline, 160' AGL/974' MSL.

Trees beginning 2.2 NM from DER, 3769' right of centerline, up to 160' AGL/1040' MSL.

Trees beginning 2.3 NM from DER, 3347' right of centerline, up to 160' AGL/1148' MSL.

## RUSSELLVILLE, AL

### BILL PUGH FLD (M22)

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

ORIG-A 05MAY11 (21140) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 20**, std. w/ min. climb of 451' per NM to 1500, or 400-2 w/ min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 2**, climb heading 018° to 1400 before proceeding on course.

**Rwy 20**, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Bill Pugh Fld at or above 1600 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 592' from DER, 200' right of centerline, up to 100' AGL/839' MSL.

Trees beginning 3598' from DER, 283' left of centerline, up to 100' AGL/839' MSL.

**Rwy 20**, trees beginning 1228' from DER, 51' left of centerline, up to 100' AGL/1159' MSL.

Trees beginning 1993' from DER, 380' right of centerline, up to 100' AGL/1159' MSL.

## ST ELMO, AL

### ST ELMO (2R5)

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

ORIG 14FEB08 (08045) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 6**, climb heading 059° to 800 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees 1499' from DER, on centerline, 45' AGL/174' MSL.

**Rwy 24**, tree 1730' from DER, 716' left of centerline, 100' AGL/229' MSL.

Trees 1076' from DER, on centerline, 34' AGL/164' 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

## SANDERSVILLE, GA

KAOLIN FLD (OKZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21MAY20 (22195) (FAA)

DEPARTURE PROCEDURE:

**Rwy 13**, climb on heading 125° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree 42' from DER, 418' left of centerline, 449' MSL.

Trees beginning 97' from DER, 327' left of centerline, up to 465' MSL.

Traverse way 148' from DER, 361' right of centerline, 442' MSL.

Pole 420' from DER, 439' left of centerline, 35' AGL/468' MSL.

Tree 716' from DER, 444' right of centerline, 478' MSL.

Trees, poles beginning 729' from DER, 3' left of centerline, up to 541' MSL.

Tree 1218' from DER, 488' right of centerline, 494' MSL.

Trees beginning 1247' from DER, 7' right of centerline, up to 514' MSL.

Trees beginning 1487' from DER, 265' left of centerline, up to 545' MSL.

Tree 1525' from DER, 619' left of centerline, 549' MSL.

Trees beginning 1602' from DER, 108' left of centerline, up to 565' MSL.

Trees beginning 1727' from DER, 5' left of centerline, up to 570' MSL.

Tree 2956' from DER, 377' right of centerline, 518' MSL.

Tree 3071' from DER, 958' right of centerline, 532' MSL.

Trees beginning 3140' from DER, 578' right of centerline, up to 539' MSL.

Trees beginning 3296' from DER, 576' right of centerline, up to 543' MSL.

Trees beginning 3617' from DER, 363' right of centerline, up to 546' MSL.

Tree 4221' from DER, 780' right of centerline, 547' MSL.

Tree 4233' from DER, 948' right of centerline, 548' MSL.

**Rwy 31**, tree 2' from DER, 144' right of centerline, 408' MSL.

Tree 29' from DER, 144' right of centerline, 410' MSL.

Tree 57' from DER, 147' right of centerline, 413' MSL.

Tree 96' from DER, 494' right of centerline, 427' MSL.

Trees beginning 138' from DER, 415' left of centerline, up to 426' MSL.

Tree 220' from DER, 370' right of centerline, 428' MSL.

Trees beginning 347' from DER, 107' left of centerline, up to 437' MSL.

Trees beginning 398' from DER, 242' right of centerline, up to 442' MSL.

Trees beginning 2049' from DER, 955' right of centerline, up to 485' MSL.

Trees beginning 2449' from DER, 414' right of centerline, up to 511' MSL.

Trees beginning 2535' from DER, 344' right of centerline, up to 512' MSL.

Trees beginning 2620' from DER, 917' right of centerline, up to 527' MSL.

## SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 400- 2¾ or std. w/min. climb of 205' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 6° to 600 before proceeding southwest.**Rwy 10**, climb heading 097° to 700 before proceeding southwest.**Rwy 19**, climb heading 186° to 1300 before turning right.**Rwy 28**, climb heading 277° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, fence 94' from DER, 503' right of centerline, 7' AGL/47' MSL.

Vehicles on road beginning 98' from DER, 504' right of centerline, up to 54' MSL.

Tower 294' from DER, 416' right of centerline, 24' AGL/63' MSL.

Pole 1336' from DER, 645' right of centerline, 77' MSL.

Tree 2100' from DER, 1040' right of centerline, 97' MSL.

Trees beginning 2208' from DER, 891' right of centerline, up to 113' MSL.

**Rwy 10**, lighting 29' from DER, 152' right of centerline, 4' AGL/47' MSL.

Lighting 29' from DER, 151' left of centerline, 4' AGL/48' MSL.

Tree 200' from DER, 521' right of centerline, 65' MSL.

Tree 743' from DER, 638' left of centerline, 69' MSL.

Tree 1075' from DER, 720' left of centerline, 77' MSL.

Tree 1893' from DER, 930' right of centerline, 99' MSL.

Trees beginning 1979' from DER, 883' right of centerline, up to 118' MSL.

Tree 2299' from DER, 1041' left of centerline, 104' MSL.

Cranes beginning 2.2 NM from DER, 3433' left of centerline, up to 394' AGL/403' MSL.

Cranes beginning 2.3 NM from DER, 2548' left of centerline, up to 394' AGL/404' MSL.

Cranes beginning 2.3 NM from DER, 1650' left of centerline, up to 394' AGL/405' MSL.

**Rwy 19**, tree 865' from DER, 665' right of centerline, 71' MSL.

Trees beginning 1505' from DER, 782' left of centerline, up to 78' MSL.

Tree 1796' from DER, 944' left of centerline, 82' MSL.

**Rwy 28**, lighting 1' from DER, on centerline, 17' MSL.

Sign 3' from DER, 316' left of centerline, 4' AGL/18' MSL.

Tree 1297' from DER, 772' right of centerline, 68' 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

## SAVANNAH, GA (CON'T)

### SAVANNAH/HILTON HEAD INTL (SAV) (CON'T)

**Rwy 28 (CON'T)**, tree 1736' from DER, 775' right of centerline, 75' MSL.

Tree 2331' from DER, 1038' left of centerline, 77' MSL.

Tree 2453' from DER, 912' right of centerline, 91' MSL.

## SCOTTSBORO, AL

### SCOTTSBORO MUNI-WORD FLD (4A6)

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

AMDT 1 17OCT13 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, std. w/min. climb of 302' per NM to 2000 or 1400-2½ for climb in visual conditions.

**Rwy 22**, std. w/min. climb of 400' per NM to 1900 or 1400-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 040° to 2000 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Fld at or above 1900 MSL before proceeding on course.

**Rwy 22**, climb heading 220° to 1900 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Fld at or above 1900 MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, pole 409' from DER, 302' left of centerline, 23' AGL/660' MSL.

Terrain beginning 123' from DER, 546' left of centerline, up to 656' MSL.

Terrain beginning 34' from DER, 206' from DER, 206' right of centerline, up to 633' MSL.

**Rwy 22**, terrain beginning 3718' from DER, 1423' left of centerline, up to 751' MSL.

## SELMA, AL

### CRAIG FLD (SEM)

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

AMDT 2 25OCT07 (22195) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, trees beginning 2440' from DER, 231' right of centerline, up to 73' AGL/232' MSL.

Trees beginning 1687' from DER, 568' left of centerline, up to 61' AGL/220' MSL.

**Rwy 33**, tree 1416' from DER, 607' right of centerline, 62' AGL/211' MSL.

Trees beginning 885' from DER, 439' left of centerline, up to 68' AGL/207' MSL.

## ST SIMONS ISLAND, GA

### ST SIMONS ISLAND (SSI)

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

AMDT 3A 20JUN19 (19171) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, building 53' from DER, 348' right of centerline, 18' AGL/35' MSL.

Pole, building beginning 56' from DER, 325' right of centerline, up to 24' AGL/41' MSL.

Pole 81' from DER, 373' right of centerline, 39' AGL/56' MSL.

Poles beginning 146' from DER, 283' right of centerline, up to 41' AGL/58' MSL.

Trees, poles, building beginning 159' from DER, 31' right of centerline, up to 68' MSL.

Tree 563' from DER, 292' right of centerline, 74' MSL.

Tree 573' from DER, 87' right of centerline, 77' MSL.

Trees beginning 574' from DER, 33' right of centerline, up to 79' MSL.

Trees beginning 625' from DER, 112' right of centerline, up to 84' MSL.

Trees beginning 726' from DER, 75' right of centerline, up to 87' MSL.

Trees beginning 810' from DER, 10' right of centerline, up to 91' MSL.

Trees beginning 1431' from DER, 26' right of centerline, up to 102' MSL.

Trees beginning 2731' from DER, 217' right of centerline, up to 107' MSL.

Trees beginning 2944' from DER, 322' right of centerline, up to 109' MSL.

Tree 3511' from DER, 1309' right of centerline, 112' MSL.

Trees beginning 3518' from DER, 670' right of centerline, up to 113' MSL.

Tree 3844' from DER, 335' right of centerline, 114' MSL.

Trees, poles beginning 144' from DER, 16' left of centerline, up to 61' MSL.

Trees, buildings, poles beginning 410' from DER, 13' left of centerline, up to 83' MSL.

Trees, poles beginning 811' from DER, 23' left of centerline, up to 95' MSL.

Trees beginning 1623' from DER, 69' left of centerline, up to 99' MSL.

Trees beginning 2027' from DER, 38' left of centerline, up to 102' MSL.

Trees beginning 2113' from DER, 68' left of centerline, up to 110' MSL.

Trees beginning 2624' from DER, 22' left of centerline, up to 116' MSL.

**Rwy 16**, tree 137' from DER, 388' right of centerline, 55' MSL.

Trees, poles, towers, transmission lines beginning 594' from DER, 9' right of centerline, up to 119' MSL.

Tower, transmission line beginning 2586' from DER, 19' right of centerline, up to 117' AGL/121' MSL.

Trees, poles beginning 63' from DER, 17' left of centerline, up to 78' MSL.

Trees, pole beginning 1105' from DER, 26' left of centerline, up to 80' MSL.

Trees, transmission lines beginning 1665' from DER, 44' left of centerline, up to 82' MSL.

**Rwy 22**, trees, pole beginning 45' from DER, 251' right of centerline, up to 75' MSL.

Trees beginning 438' from DER, 42' right of centerline, up to 83' MSL.

Trees beginning 626' from DER, 32' right of centerline, up to 91' 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

## ST SIMONS ISLAND, GA (CON'T)

### ST SIMONS ISLAND (SSI) (CON'T)

**Rwy 22 (CON'T)**, trees beginning 1108' from DER, 102' right of centerline, up to 93' MSL.

Trees beginning 1367' from DER, 77' right of centerline, up to 98' MSL.

Trees beginning 2291' from DER, 129' right of centerline, up to 99' MSL.

Pole 3714' from DER, 243' right of centerline, 116' AGL/121' MSL.

Pole 3753' from DER, 251' right of centerline, 111' AGL/122' MSL.

Trees beginning 15' from DER, 354' left of centerline, up to 82' MSL.

Tree 284' from DER, 531' left of centerline, 88' MSL.

Tree 335' from DER, 461' left of centerline, 95' MSL.

Trees beginning 458' from DER, 34' left of centerline, up to 102' MSL.

Trees beginning 580' from DER, 5' left of centerline, up to 111' MSL.

**Rwy 34**, tree 279' from DER, 463' right of centerline, 44' MSL.

Tree 805' from DER, 102' right of centerline, 50' MSL.

Trees, building beginning 839' from DER, 161' right of centerline, up to 61' MSL.

Poles, tree beginning 1100' from DER, 219' right of centerline, up to 51' AGL/67' MSL.

Trees, pole beginning 1239' from DER, 282' right of centerline, up to 83' MSL.

Tree 1506' from DER, 610' right of centerline, 86' MSL.

Trees beginning 1539' from DER, 45' right of centerline, up to 95' MSL.

Trees beginning 2417' from DER, 3' right of centerline, up to 101' MSL.

Trees beginning 2880' from DER, 16' right of centerline, up to 109' MSL.

Tree 3624' from DER, 1390' right of centerline, 111' MSL.

Trees, poles, building beginning 511' from DER, 3' left of centerline, up to 99' MSL.

Trees beginning 2194' from DER, 83' left of centerline, up to 100' MSL.

Trees beginning 2487' from DER, 17' left of centerline, up to 103' MSL.

Trees beginning 2604' from DER, 606' left of centerline, up to 104' MSL.

Trees beginning 2655' from DER, 22' left of centerline, up to 109' MSL.

Trees beginning 2844' from DER, 139' left of centerline, up to 112' MSL.

Trees beginning 3024' from DER, 212' left of centerline, up to 114' MSL.

## STATESBORO, GA

### STATESBORO-BULLOCH COUNTY (TBR)

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

ORIG 15JUN23 (23166) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, traverse way 24' from DER, 157' right of centerline, 200' MSL.

Trees beginning 429' from DER, 563' left of centerline, up to 100' AGL/310' MSL.

Tree 529' from DER, 458' right of centerline, 100' AGL/300' MSL.

Tree 2495' from DER, 708' right of centerline, 100' AGL/305' MSL.

Tree 4210' from DER, 1295' right of centerline, 100' AGL/315' MSL.

**Rwy 14**, traverse way 53' from DER, 409' right of centerline, 159' MSL.

Traverse way beginning 188' from DER, 456' left of centerline, up to 169' MSL.

Trees beginning 673' from DER, 480' left of centerline, up to 192' MSL.

Trees beginning 771' from DER, 534' right of centerline, up to 219' MSL.

Tree 1085' from DER, 761' left of centerline, 196' MSL.

Trees beginning 1696' from DER, 498' right of centerline, up to 231' MSL.

Trees beginning 1869' from DER, 286' right of centerline, up to 233' MSL.

Trees beginning 1941' from DER, 621' left of centerline, up to 215' MSL.

Trees beginning 2102' from DER, 883' right of centerline, up to 234' MSL.

Trees beginning 2177' from DER, 288' left of centerline, up to 216' MSL.

Tree 2716' from DER, 136' left of centerline, 225' MSL.

Tree 2736' from DER, 19' left of centerline, 227' MSL.

Trees beginning 3002' from DER, 141' right of centerline, up to 253' MSL.

Tree 3321' from DER, 863' right of centerline, 258' MSL.

Trees beginning 3399' from DER, 1015' right of centerline, up to 259' MSL.

**Rwy 24**, traverse way beginning 178' from DER, 226' right of centerline, up to 189' MSL.

Building, traverse way beginning 227' from DER, 236' left of centerline, up to 20' AGL/195' MSL.

Trees beginning 315' from DER, 315' right of centerline, up to 100' AGL/270' MSL.

Building, tree beginning 494' from DER, 439' left of centerline, up to 36' AGL/208' MSL.

Trees beginning 766' from DER, 245' left of centerline, up to 264' MSL.

Tree, tower beginning 1007' from DER, 200' right of centerline, up to 273' MSL.

**Rwy 32**, traverse way 6' from DER, 276' left of centerline, 193' MSL.

Trees beginning 730' from DER, 603' left of centerline, up to 238' MSL.

Trees beginning 820' from DER, 10' right of centerline, up to 244' MSL.

Trees beginning 1152' from DER, 20' left of centerline, up to 268' MSL.

Trees beginning 1782' from DER, 631' right of centerline, up to 248' MSL.

Trees beginning 1901' from DER, 167' right of centerline, up to 260' MSL.

Trees beginning 1984' from DER, 468' left of centerline, up to 270' MSL.

Trees beginning 2039' from DER, 570' right of centerline, up to 271' MSL.

Trees beginning 2332' from DER, 143' left of centerline, up to 282' MSL.

Tree 3114' from DER, 1275' right of centerline, 278' MSL.

Trees beginning 3418' from DER, 309' left of centerline, up to 286' MSL.

Tree 4254' from DER, 262' right of centerline, 289' MSL.

Trees beginning 4677' from DER, 36' left of centerline, up to 307' 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

## SWAINSBORO, GA

### EAST GEORGIA REGIONAL (SBO)

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

AMDT 2 26JUL12 (12208) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, multiple poles and trees beginning 110' from DER, 53' right of centerline, up to 99' AGL/388' MSL.

Multiple poles and trees beginning 861' from DER, 45' right of centerline, up to 75' AGL/394' MSL.

**Rwy 32**, multiple trees beginning 3390' from DER, 29' left of centerline, up to 100' AGL/419' MSL.

Multiple trees beginning 206' from DER, 210' right of centerline, up to 45' AGL/354' MSL.

## SYLACAUGA, AL

### MERKEL FLD SYLACAUGA MUNI (SCD)

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

AMDT 3 18SEP14 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 300-1¼ or std. w/min. climb of 308' per NM to 900.

**Rwy 27**, 200-1½ or std. w/min. climb of 645' per NM to 800.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 079° to 2100 before turning right.

**Rwy 27**, climb heading 259° to 1400 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 42' from DER, 261' right of centerline, up to 33' AGL/573' MSL.

Multiple poles beginning 205' from DER, 340' right of centerline, up to 39' AGL/579' MSL.

Vehicle on road 446' from DER, 456' right of centerline, 15' AGL/462' MSL.

Trees beginning 774' from DER, 418' right of centerline, up to 69' AGL/609' MSL.

Trees beginning 2435' from DER, 313' right of centerline, up to 63' AGL/613' MSL.

**Rwy 27**, tree 32' from DER, 373' right of centerline, 3' AGL/583' MSL.

Terrain 196' from DER, 400' right of centerline, 585' MSL.

Pole 386' from DER, 592' right of centerline, 42' AGL/622' MSL.

Vehicle on road beginning 425' from DER, 146' right of centerline, up to 15' AGL/618' MSL.

Trees beginning 814' from DER, 93' right of centerline, up to 76' AGL/716' MSL.

Terrain 1058' from DER, 568' right of centerline, 617' MSL.

Trees beginning 4723' from DER, 531' right of centerline, up to 58' AGL/718' MSL.

Trees beginning 18' from DER, 490' left of centerline, up to 36' AGL/616' MSL.

Vehicle on road 84' from DER, 173' left of centerline, up to 15' AGL/581' MSL.

Trees beginning 1070' from DER, 415' left of centerline, up to 81' AGL/621' MSL.

Trees beginning 2309' from DER, 9' left of centerline, up to 66' AGL/646' MSL.

Trees beginning 4059' from DER, 613' left of centerline, up to 77' AGL/737' MSL.

Trees 1.1 NM from DER left and right of centerline, up to 100' AGL/738' MSL.

## SYLVANIA, GA

### PLANTATION AIRPARK (JYL)

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

AMDT 1 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, traverse way 429' from DER, 323' right of centerline, 202' MSL.

Tree 863' from DER, 467' left of centerline, 215' MSL.

Trees beginning 1149' from DER, 298' right of centerline, up to 232' MSL.

Tree 1216' from DER, 385' left of centerline, 237' MSL.

Tree 1401' from DER, 657' right of centerline, 241' MSL.

Tree 1500' from DER, 736' left of centerline, 243' MSL.

Tree 1566' from DER, 526' right of centerline, 249' MSL.

Tree 1588' from DER, 427' left of centerline, 246' MSL.

Trees beginning 1592' from DER, 576' left of centerline, up to 252' MSL.

Trees beginning 1594' from DER, 392' right of centerline, up to 254' MSL.

Trees beginning 1858' from DER, 518' right of centerline, up to 260' MSL.

Trees beginning 1877' from DER, 552' left of centerline, up to 266' MSL.

Trees beginning 2062' from DER, 454' left of centerline, up to 269' MSL.

Trees beginning 2117' from DER, 450' right of centerline, up to 269' MSL.

Trees beginning 2212' from DER, 103' left of centerline, up to 276' MSL.

Trees beginning 2235' from DER, 15' right of centerline, up to 275' MSL.

Trees beginning 2829' from DER, 37' right of centerline, up to 276' MSL.

Trees beginning 3023' from DER, 40' left of centerline, up to 281' MSL.

Trees beginning 3065' from DER, 170' left of centerline, up to 288' MSL.

Trees beginning 3221' from DER, 116' left of centerline, up to 289' MSL.

**Rwy 15**, wind indicator 68' from DER, 399' left of centerline, 21' AGL/193' MSL.

Trees beginning 94' from DER, 2' left of centerline, up to 100' AGL/171' MSL.

Trees beginning 199' from DER, 11' right of centerline, up to 100' AGL/171' MSL.

Trees beginning 385' from DER, 42' left of centerline, up to 100' AGL/174' MSL.

Trees 530' from DER, 636' left of centerline, 100' AGL/178' MSL.

Tree 618' from DER, 554' left of centerline, 201' MSL.

Trees 635' from DER, 253' left of centerline, 100' AGL/174' MSL.

Tree 769' from DER, 703' left of centerline, 241' MSL.

CONT

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

25219

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

25219

## SYLVANIA, GA (CON'T)

### PLANTATION AIRPARK (JYL) (CON'T)

**Rwy 15 (CON'T)**, trees 780' from DER, 464' left of centerline, 100' AGL/174' MSL.  
 Tree 869' from DER, 575' left of centerline, 230' MSL.  
 Trees 885' from DER, 81' left of centerline, 100' AGL/171' MSL.  
 Trees 926' from DER, 676' left of centerline, 100' AGL/174' MSL.  
 Tree 1000' from DER, 717' left of centerline, 240' MSL.  
 Trees 1030' from DER, 292' left of centerline, 100' AGL/171' MSL.  
 Tree 1106' from DER, 562' left of centerline, 234' MSL.  
 Trees 1175' from DER, 504' left of centerline, 100' AGL/171' MSL.  
 Tree 1181' from DER, 748' left of centerline, 241' MSL.  
 Trees 1280' from DER, 121' left of centerline, 100' AGL/168' MSL.  
 Tree 1313' from DER, 709' left of centerline, 242' MSL.  
 Trees beginning 1321' from DER, 28' left of centerline, up to 100' AGL/171' MSL.  
**Rwy 23**, trees beginning 30' from DER, 291' left of centerline, up to 239' MSL.  
 Tree 145' from DER, 308' right of centerline, 178' MSL.  
 Trees beginning 418' from DER, 364' right of centerline, up to 216' MSL.  
 Trees beginning 880' from DER, 153' right of centerline, up to 218' MSL.  
 Tree 2115' from DER, 987' right of centerline, 228' MSL.  
 Tree 2206' from DER, 464' right of centerline, 231' MSL.  
**Rwy 33**, trees beginning 29' from DER, 5' right of centerline, up to 100' AGL/174' MSL.  
 Trees beginning 70' from DER, 8' left of centerline, up to 100' AGL/171' MSL.

## TALLADEGA, AL

### TALLADEGA MUNI (ASN)

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

AMDT 3 27JUN13 (13178) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, std. w/min. climb of 207' per NM to 1300 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER or 1400-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 4**, climb heading 038° to 2100 before turning right, or for climb in visual conditions: cross Talladega Muni airport at or above 1800' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 22**, climb heading 233° to 1900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, multiple poles beginning 904' from DER, 418' right of centerline, up to 48' AGL/568' MSL.

Numerous trees beginning 1811' from DER, 48' right of centerline, up to 72' AGL/612' MSL.

Flag pole 3421' from DER, 306' right of centerline, 74' AGL/614' MSL.

Buildings and trees beginning 1319' from DER, 394 left of centerline, up to 89' AGL/629' MSL.

**Rwy 22**, tree 14' from DER, 413' right of centerline, 62' AGL/562' MSL.

Trees beginning 7' from DER, 325' left of centerline, up to 26' AGL/526' MSL

## THOMASTON, GA

### THOMASTON-UPSON COUNTY (OPN)

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

AMDT 2A 12AUG21 (21224) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 30**, std. w/min. climb of 268' per NM to 1800, or 1100-3 for VCOA.

##### VCOA:

**Rwy 30**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Thomaston-Upson County airport or above 1700 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, tree 2885' from DER, 510' left of centerline, 885' MSL.

Tree 3280' from DER, 1067' left of centerline, 894' MSL.

**Rwy 30**, trees beginning 801' from DER, 444' right of centerline, up to 866' MSL.

Tree 969' from DER, 601' right of centerline, 867' MSL.

Transmission line and catenary beginning 1625' from DER, 274' left of centerline, up to 105' AGL/863' MSL.

## THOMASVILLE, GA

### THOMASVILLE RGNL (TVI)

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

AMDT 2 22JUN17 (22307) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, app light 10' from DER, 9' right of centerline, 2' AGL/231' MSL.

App light 11' from DER, 10' left of centerline, 2' AGL/232' MSL.

Terrain, tree, beginning 53' from DER, 150' right of centerline, up to 237' MSL.

Terrain 351' from DER, 438' left of centerline, 240' MSL.

Terrain 518' from DER, 237' left of centerline, 247' MSL.

Tree, terrain, beginning 570' from DER, 625' left of centerline, up to 269' MSL.

Tree 670' from DER, 577' left of centerline, 281' MSL.

Tree 691' from DER, 645' right of centerline, 281' MSL.

Tree, terrain, beginning 744' from DER, 432' left of centerline, up to 292' 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

## THOMASVILLE, GA (CON'T)

### THOMASVILLE RGNL (TVI) (CON'T)

**Rwy 4 (CON'T)**, tree, pole, beginning 914' from DER, 587' left of centerline, up to 300' MSL.

Tree 2212' from DER, 861' right of centerline, 327' MSL.

Trees, beginning 2344' from DER, 707' right of centerline, up to 354' MSL.

Tree 2632' from DER, 1144' left of centerline, 338' MSL.

Trees, beginning 2645' from DER, 1147' left of centerline, up to 343' MSL.

Trees, beginning 3006' from DER, 857' right of centerline, up to 356' MSL.

**Rwy 14**, app light 10' from DER, 9' right of centerline, 2' AGL/231' MSL.

App light 11' from DER, 10' left of centerline, 2' AGL/232' MSL.

Terrain, tree, beginning 53' from DER, 150' right of centerline, up to 237' MSL.

Terrain 351' from DER, 438' left of centerline, 240' MSL.

Terrain 518' from DER, 237' left of centerline, 247' MSL.

Tree, terrain, beginning 570' from DER, 625' left of centerline, up to 269' MSL.

Tree 670' from DER, 577' left of centerline, 281' MSL.

Tree 691' from DER, 645' right of centerline, 281' MSL.

Tree, terrain, beginning 744' from DER, 432' left of centerline, up to 292' MSL.

Trees, pole, beginning 914' from DER, 587' left of centerline, up to 300' MSL.

Tree 2212' from DER, 861' right of centerline, 327' MSL.

Trees, beginning 2344' from DER, 707' right of centerline, up to 354' MSL.

Tree 2632' from DER, 1144' left of centerline, 338' MSL.

Trees, beginning 2645' from DER, 1147' left of centerline, up to 343' MSL.

Trees, beginning 3006' from DER, 857' right of centerline, up to 356' MSL.

**Rwy 22**, post, ground, beginning 78' from DER, 429' right of centerline, up to 6' AGL/249' MSL.

Tree 79' from DER, 319' left of centerline, 248' MSL.

Tree 336' from DER, 541' left of centerline, 302' MSL.

Tree 343' from DER, 542' left of centerline, 304' MSL.

Tree 445' from DER, 565' right of centerline, 317' MSL.

Trees, beginning 458' from DER, 562' left of centerline, up to 319' MSL.

Tree, road, beginning 491' from DER, 84' right of centerline, up to 335' MSL.

Tree, road, beginning 647' from DER, 73' left of centerline, up to 331' MSL.

Trees, beginning 827' from DER, 285' left of centerline, up to 337' MSL.

Trees, beginning 1053' from DER, 53' left of centerline, up to 347' MSL.

Trees, beginning 1058' from DER, 59' right of centerline, up to 337' MSL.

Trees, beginning 1248' from DER, 26' right of centerline, up to 340' MSL.

Trees, beginning 1262' from DER, 131' left of centerline, up to 349' MSL.

Trees beginning 1372' from DER, 97' left of centerline, up to 351' MSL.

Trees, beginning 1420' from DER, 101' right of centerline, up to 346' MSL.

Tree 1671' from DER, 905' right of centerline, 350' MSL.

Trees, beginning 1672' from DER, 40' right of centerline, up to 351' MSL.

Tree 1763' from DER, 959' left of centerline, 355' MSL.

Trees, beginning 1763' from DER, 70' left of centerline, up to 353' MSL.

Tree 1966' from DER, 662' left of centerline, 355' MSL.

Trees, beginning 1990' from DER, 89' left of centerline, up to 358' MSL.

Trees, beginning 2093' from DER, 21' left of centerline, up to 361' MSL.

Tree 2451' from DER, 490' right of centerline, 353' MSL.

Trees, beginning 2475' from DER, 42' right of centerline, up to 357' MSL.

Trees, beginning 2510' from DER, 588' right of centerline, up to 358' MSL.

Trees, beginning 2592' from DER, 6' right of centerline, up to 364' MSL.

Tree 4594' from DER, 70' left of centerline, 363' MSL.

**Rwy 32**, tree 177' from DER, 491' left of centerline, 317' MSL.

Trees, beginning 483' from DER, 537' right of centerline, up to 335' MSL.

Tree 768' from DER, 603' left of centerline, 331' MSL.

Trees, beginning 817' from DER, 157' left of centerline, up to 335' MSL.

Tree 1064' from DER, 640' right of centerline, 337' MSL.

Trees, beginning 1089' from DER, 55' right of centerline, up to 339' MSL.

Tree 1622' from DER, 775' left of centerline, 337' MSL.

Trees, beginning 1629' from DER, 78' left of centerline, up to 342' MSL.

Trees, beginning 2461' from DER, 6' right of centerline, up to 342' MSL.

Tree 3069' from DER, 232' right of centerline, 343' MSL.

Trees, beginning 3253' from DER, 144' left of centerline, up to 351' MSL.

Trees, beginning 3333' from DER, 208' right of centerline, up to 361' MSL.

Trees, beginning 4595' from DER, 72' left of centerline, up to 364' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

## THOMSON, GA

THOMSON/MCDUFFIE COUNTY (HQU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15SEP16 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, t-l twr 178' from DER, 455' left of centerline, 35' AGL/529' MSL.  
 Tree, t-l twr beginning 382' from DER, 48' left of centerline, up to 592' MSL.  
 T-l twr 669' from DER, 623' right of centerline, 33' AGL/524' MSL.  
 T-l twrs beginning 686' from DER, 415' right of centerline, up to 35' AGL/531' MSL.  
 T-l twr 730' from DER, 626' right of centerline, 40' AGL/532' MSL.  
 Pole 999' from DER, 618' right of centerline, 60' AGL/553' MSL.  
 Pole, bldg beginning 1001' from DER, 539' right of centerline, up to 556' MSL.  
 T-l twr 1984' from DER, 333' right of centerline, 91' AGL/580' MSL.  
 T-l twr 2005' from DER, 428' right of centerline, 99' AGL/588' MSL.  
 Pole, t-l twr beginning 2127' from DER, 942' right of centerline, up to 589' MSL.  
**Rwy 28**, tree 200' from DER, 547' left of centerline, 477' MSL.  
 Tree 425' from DER, 521' left of centerline, 479' MSL.  
 Trees beginning 453' from DER, 537' right of centerline, up to 514' MSL.  
 Tree 757' from DER, 654' left of centerline, 503' MSL.  
 Trees beginning 3899' from DER, 1121' left of centerline, up to 562' MSL.  
 Tree 4902' from DER, 1248' left of centerline, 578' MSL.  
 Trees beginning 4902' from DER, 1180' left of centerline, up to 578' MSL.

## TIFTON, GA

HENRY TIFT MYERS (TMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 34**, 400-2¼ or std. with a min. climb of 360' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 28**, climb heading 277° to 1200 before turning right.**Rwy 34**, climb heading 332° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 167' from DER, 491' right of centerline, 377' MSL.  
 Trees beginning 208' from DER, 308' left of centerline, up to 390' MSL.  
 Trees beginning 618' from DER, 525' left of centerline, up to 403' MSL.  
 Tree 791' from DER, 623' right of centerline, 384' MSL.  
 Tree 840' from DER, 569' right of centerline, 393' MSL.  
 Trees beginning 1274' from DER, 611' left of centerline, up to 413' MSL.  
 Tree 1788' from DER, 788' left of centerline, 416' MSL.  
 Trees beginning 1876' from DER, 660' left of centerline, up to 423' MSL.  
 Trees beginning 1968' from DER, 161' right of centerline, up to 427' MSL.  
 Tree 2402' from DER, 704' left of centerline, 428' MSL.  
**Rwy 16**, tree and runway light beginning 6' from DER, 60' right of centerline, up to 54' AGL/377' MSL.  
 Runway light 11' from DER, 59' left of centerline, 2' AGL/340' MSL.  
 Tree 293' from DER, 565' right of centerline, 378' MSL.  
 Tree and pole beginning 298' from DER, 441' right of centerline, up to 379' MSL.  
 Tree 565' from DER, 647' left of centerline, 371' MSL.  
 Trees beginning 567' from DER, 520' left of centerline, up to 376' MSL.  
 Tree 603' from DER, 635' right of centerline, 414' MSL.  
 Trees beginning 604' from DER, 421' right of centerline, up to 417' MSL.  
 Trees beginning 972' from DER, 532' left of centerline, up to 380' MSL.  
 Tree 2947' from DER, 572' right of centerline, 419' MSL.  
 Trees beginning 2951' from DER, 470' right of centerline, up to 428' MSL.  
**Rwy 28**, tree 78' from DER, 287' right of centerline, 385' MSL.  
 Trees beginning 139' from DER, 272' right of centerline, up to 392' MSL.  
 Trees beginning 1074' from DER, 289' left of centerline, up to 410' MSL.  
 Tree 1206' from DER, 558' left of centerline, 416' MSL.  
 Trees beginning 1244' from DER, 24' left of centerline, up to 419' MSL.  
 Tree 1281' from DER, 178' right of centerline, 403' MSL.  
 Tree 1295' from DER, 223' right of centerline, 415' MSL.  
 Trees beginning 1295' from DER, 88' right of centerline, up to 417' MSL.  
 Trees beginning 1316' from DER, 456' left of centerline, up to 420' MSL.  
 Trees beginning 1323' from DER, 296' left of centerline, up to 421' MSL.  
 Trees beginning 1368' from DER, 154' left of centerline, up to 427' MSL.  
 Tree and pole beginning 1409' from DER, 7' left of centerline, up to 430' MSL.  
 Trees beginning 1445' from DER, 76' right of centerline, up to 421' MSL.  
 Trees beginning 1480' from DER, 209' right of centerline, up to 425' MSL.  
 Trees beginning 1537' from DER, 260' right of centerline, up to 426' MSL.  
 Trees beginning 1555' from DER, 124' right of centerline, up to 429' MSL.  
 Trees beginning 1625' from DER, 86' right of centerline, up to 430' MSL.  
 Trees beginning 1676' from DER, on centerline, up to 434' MSL.  
 Tree and pole beginning 1754' from DER, 34' right of centerline, up to 437' MSL.  
 Tree 1898' from DER, 625' right of centerline, 92' AGL/439' MSL.

CONT

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

25219

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

25219

## TIFTON, GA (CON'T)

### HENRY TIFT MYERS (TMA) (CON'T)

**Rwy 28 (CON'T)**, trees beginning 1899' from DER, 23' right of centerline, up to 441' MSL.

Trees beginning 1929' from DER, 13' left of centerline, up to 433' MSL.

Trees beginning 2743' from DER, 79' left of centerline, up to 434' MSL.

Trees beginning 3117' from DER, 297' right of centerline, up to 450' MSL.

Trees beginning 3452' from DER, 1116' right of centerline, up to 96' AGL/451' MSL.

**Rwy 34**, trees beginning 9' from DER, 150' right of centerline, up to 358' MSL.

Tree 76' from DER, 457' left of centerline, 57' AGL/398' MSL.

Tree and pole beginning 178' from DER, 389' left of centerline, up to 405' MSL.

Tree and pole beginning 282' from DER, 337' left of centerline, up to 428' MSL.

Tree 667' from DER, 642' right of centerline, 416' MSL.

Trees beginning 713' from DER, 510' right of centerline, up to 431' MSL.

Trees beginning 832' from DER, 291' right of centerline, up to 436' MSL.

Tree 2018' from DER, 964' left of centerline, 434' MSL.

Trees beginning 2021' from DER, 618' left of centerline, up to 438' MSL.

Trees beginning 2504' from DER, 890' left of centerline, up to 440' MSL.

Tree 2584' from DER, 1173' left of centerline, 443' MSL.

Trees beginning 2586' from DER, 132' left of centerline, up to 451' MSL.

Trees beginning 2814' from DER, 938' right of centerline, up to 439' MSL.

Tree 2932' from DER, 1033' right of centerline, 440' MSL.

Trees beginning 2933' from DER, 841' right of centerline, up to 443' MSL.

Trees beginning 3250' from DER, 393' right of centerline, up to 450' MSL.

Tower 5755' from DER, 1324' right of centerline, 155' AGL/523' MSL.

Tower 1.2 NM from DER, 273' right of centerline, 190' AGL/569' MSL.

Tower and antenna beginning 1.5 NM from DER, 789' left of centerline, up to 349' AGL/688' MSL.

Tower 1.9 NM from DER, 816' left of centerline, 292' AGL/652' MSL.

## TOCCOA, GA

### TOCCOA RG LETOURNEAU FLD (TOC)

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

AMDT 3A 10DEC15 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, std. w/min. climb of 430' per NM to 2600 or 1600-3 for VCOA.

**Rwy 27**, std. w/min. climb of 478' per NM to 2500 or 1600-3 for VCOA.

##### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 094° to 2000 before turning on course.

**Rwy 21**, climb heading 207° to 2200 before turning on course.

##### VCOA:

**Rwys 3, 27**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Toccoa RG Letourneau Fld airport at or above 2600 MSL, before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, tree 142' from DER, 458' right of centerline, 57' AGL/1,032' MSL, scattered trees 71' from DER, 271' right of centerline, 57' AGL/989' MSL.

**Rwy 9**, terrain 99' from DER, 177' right of centerline, 975' MSL.

Terrain 108' from DER, 126' left of centerline, 955' MSL.

**Rwy 21**, terrain 29' from DER, 208' right of centerline 1023' MSL.

Tower 376' from DER, 520' left of centerline up to 39' AGL/1008' MSL.

Multiple trees 589' from DER, 196' right of centerline, up to 66' AGL/1120' MSL.

Multiple trees 553' from DER, 62' left of centerline, up to 89' AGL/1107' MSL.

**Rwy 27**, tower 1.2 NM from DER, 1818' left of centerline, 354' AGL/1364' MSL.

## TROY, AL

### TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

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

AMDT 6 29MAY14 (22195) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, std. w/min. climb of 280' per NM to 1200 or 1600-2½ for climb in visual conditions.

**Rwy 32**, std. w/min. climb of 281' per NM to 3200 or 1600-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 073° to 1000 before turning left.

**Rwy 14**, climb heading 147° to 1200 before turning right, for climb in visual conditions: cross Troy Muni at N Kenneth Campbell Fld at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

**Rwy 25**, climb heading 254° to 1700 before turning right.

**Rwy 32**, for climb in visual conditions: cross Troy Muni at N Kenneth Campbell Fld at or above 1800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, sign 38' from DER, 425' right of centerline, 23' AGL/413' MSL.

Trees beginning 297' from DER, 339' left of centerline, up to 80' AGL/471' MSL.

Trees beginning 802' from DER, 455' right of centerline, up to 65' AGL/449' MSL.

Trees beginning 1846' from DER, 363' left of centerline, up to 100' AGL/519' MSL.

**Rwy 14**, trees beginning 52' from DER, 338' left of centerline, up to 66' AGL/431' MSL.

Trees beginning 305' from DER, 330' right of centerline, up to 60' AGL/425' 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

## TROY, AL (CON'T)

### TROY MUNI AT N KENNETH CAMPBELL FLD (TOI) (CON'T)

**Rwy 14 (CON'T)**, trees beginning 548' from DER, 84' left of centerline, up to 100' AGL/465' MSL.

Trees beginning 1176' from DER, 32' right of centerline, up to 95' AGL/449' MSL.

Pole and trees beginning 1.1 NM from DER, left and right of centerline, up to 100' AGL/606' MSL.

**Rwy 25**, trees beginning 31' from DER, 476' left of centerline, up to 100' AGL/447' MSL.

Trees beginning 119' from DER, 420' right of centerline, up to 45' AGL/414' MSL.

Trees beginning 1485' from DER, 761' right of centerline, up to 80' AGL/523' MSL.

Tree 4066' from DER, 1355' left of centerline, 100' AGL/519' MSL.

**Rwy 32**, terrain and brush beginning 148' from DER, left and right of centerline, up to 12' AGL/427' MSL.

Terrain, brush, and trees beginning 673' from DER, left and right of centerline, up to 65' AGL/505' MSL.

Pole, brush, and trees beginning 1979' from DER, left and right of centerline, up to 100' AGL/549' MSL.

## TUSCALOOSA, AL

### TUSCALOOSA NTL (TCL)

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

AMDT 3 08SEP22 (22251) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 4**, 300-1½ or std. w/min. climb of 256' per NM to 600.

**Rwy 12**, 400-2½ w/min. climb of 210' per NM to 800, or std. w/min. climb of 217' per NM to 600, or 1000-3 for VCOA.

**Rwy 30**, 400-2½ or std. w/min. climb gradient of 235' per NM to 500.

##### VCOA:

**Rwy 12**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tuscaloosa Ntl airport at or above 900 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 1061' from DER, 400' right of centerline, up to 197' MSL.

Trees beginning 1206' from DER, 172' right of centerline, up to 201' MSL.

Trees beginning 1298' from DER, 52' right of centerline, up to 204' MSL.

Tree 1527' from DER, 97' right and 474' left of centerline up to 226' MSL.

Trees beginning 1548' from DER, 140' left, 116' right of centerline, up to 235' MSL.

Trees beginning 1932' from DER, 5' left, 146' right of centerline, up to 239' MSL.

Trees beginning 2296' from DER, 25' left, 6' right of centerline, up to 247' MSL.

Tree 3193' from DER, 275' left of centerline, 252' MSL.

Trees beginning 3265' from DER, 33' left, 54' right of centerline, up to 263' MSL.

Tree 4525' from DER, 428' left of centerline, 279' MSL.

Tree 4586' from DER, 585' left of centerline, 280' MSL.

Trees beginning 4640' from DER, 220' left of centerline, up to 287' MSL.

Trees beginning 4666' from DER, 34' right of centerline, up to 289' MSL.

Trees beginning 4752' from DER, 133' left of centerline, up to 296' MSL.

Trees beginning 4810' from DER, 5' right, 129' left of centerline, up to 300' MSL.

Trees beginning 5149' from DER, 297' left of centerline, up to 302' MSL.

Trees beginning 5282' from DER, 530' left of centerline, up to 312' MSL.

Trees beginning 5641' from DER, 485' left of centerline, up to 316' MSL.

Tree 5860' from DER, 618' left of centerline, 318' MSL.

Tree 5901' from DER, 349' left of centerline, 319' MSL.

Trees beginning 5999' from DER, 291' left of centerline, up to 330' MSL.

Tree 1.1 NM from DER, 2189' left of centerline, 347' MSL.

Tree 1.1 NM from DER, 2235' left of centerline, 369' MSL.

Tree 1.2 NM from DER, 2265' left of centerline, 379' MSL.

Tree 1.3 NM from DER, 2236' left of centerline, 409' MSL.

Tree 1.3 NM from DER, 2296' left of centerline, 419' MSL.

Trees beginning 1.3 NM from DER, 2456' left of centerline, up to 429' MSL.

Tree 1.4 NM from DER, 2391' left of centerline, 439' MSL.

Tree 1.5 NM from DER, 526' left of centerline, 409' MSL.

Tree, beginning 304' from DER, 9' right of centerline, up to 100' AGL/261' MSL.

Tree 574' from DER, 565' left of centerline, 197' MSL.

Tree 839' from DER, 62' left of centerline, 203' MSL.

Tree, beginning 1114' from DER, 138' left of centerline, up to 216' MSL.

Trees beginning 1309' from DER, 8' left of centerline, up to 100' AGL/235' MSL.

Tree 2906' from DER, 1076' left of centerline, 100' AGL/242' MSL.

Tree 3134' from DER, 1190' left of centerline, 100' AGL/245' MSL.

Tower 2 NM from DER, 1177' left of centerline, 239' AGL/494' MSL.

**Rwy 22**, tree 422' from DER, 588' left of centerline, 177' MSL.

Tree 1611' from DER, 601' left of centerline, 203' MSL.

**Rwy 30**, trees, vehicle on roadway beginning 9' from DER, 49' right of centerline, up to 264' MSL.

Pole 685' from DER, 385' left of centerline, 53' AGL/213' MSL.

Trees beginning 777' from DER, 169' left of centerline, up to 219' MSL.

Trees beginning 957' from DER, 187' left of centerline, up to 224' MSL.

Trees beginning 1393' from DER, 71' left of centerline, up to 259' MSL.

Trees 2320' from DER, 927' left of centerline, 269' MSL.

Tower 3961' from DER, 1118' left of centerline, 139' AGL/301' MSL.



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



25219

SE-4

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

25219

## TUSKEGEE, AL

MOTON FLD MUNI (06A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL.

Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL.

**Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL.

Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL.

Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

## UNION SPRINGS, AL

FRANKLIN FLD (07A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05SEP24 (24249) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree, fence beginning 16' from DER, 190' right of centerline, up to 348' MSL.

Trees beginning 140' from DER, 214' right of centerline, up to 388' MSL.

Tree, fence, pole beginning 189' from DER, 214' left of centerline, up to 372' MSL.

Tree, pole beginning 550' from DER, 184' left of centerline, up to 381' MSL.

Tree, pole beginning 565' from DER, 49' right of centerline, up to 389' MSL.

Trees beginning 1450' from DER, 32' left of centerline, up to 399' MSL.

Trees beginning 1502' from DER, 194' left of centerline, up to 402' MSL.

Trees beginning 1672' from DER, 15' left of centerline, up to 403' MSL.

Trees beginning 1800' from DER, 51' right of centerline, up to 398' MSL.

Trees beginning 2542' from DER, 70' left of centerline, up to 415' MSL.

Trees beginning 2919' from DER, 21' left of centerline, up to 416' MSL.

Trees beginning 3150' from DER, 50' left of centerline, up to 418' MSL.

Tree 3329' from DER, 1235' right of centerline, 405' MSL.

Trees beginning 3673' from DER, 1249' right of centerline, up to 414' MSL.

Tree 3940' from DER, 1357' right of centerline, 415' MSL.

Trees beginning 4207' from DER, 179' left of centerline, up to 427' MSL.

**Rwy 32**, tree, vegetation beginning 8' from DER, 36' right of centerline, up to 356' MSL.

Tree, vegetation beginning 47' from DER, 40' right of centerline, up to 367' MSL.

Tree, fence beginning 60' from DER, 174' left of centerline, up to 300' MSL.

Trees beginning 128' from DER, 215' right of centerline, up to 368' MSL.

Pole, vehicles on road, tree beginning 129' from DER, 165' left of centerline, up to 43' AGL/332' MSL.

Tree, electrical system, pole beginning 196' from DER, 11' right of centerline, up to 370' MSL.

Tree, electrical system beginning 291' from DER, 124' left of centerline, up to 350' MSL.

Tree, pole beginning 302' from DER, 15' left of centerline, up to 363' MSL.

Tree 433' from DER, 404' left of centerline, 365' MSL.

Tree, pole beginning 446' from DER, 87' left of centerline, up to 366' MSL.

Tree 708' from DER, 669' left of centerline, 376' MSL.

Tree, pole beginning 778' from DER, 8' left of centerline, up to 379' MSL.

Trees beginning 1027' from DER, 139' right of centerline, up to 373' MSL.

Tree 1123' from DER, 441' right of centerline, 376' MSL.

Trees beginning 1127' from DER, 64' right of centerline, up to 385' MSL.

Tree 1995' from DER, 474' left of centerline, 382' MSL.

Trees beginning 2127' from DER, 52' right of centerline, up to 386' MSL.

Tree 2180' from DER, 315' left of centerline, 393' MSL.

Trees beginning 2253' from DER, 2' left of centerline, up to 396' MSL.

Trees beginning 2546' from DER, 21' right of centerline, up to 388' MSL.

Trees beginning 2814' from DER, 122' right of centerline, up to 390' MSL.

## VALDOSTA, GA

VALDOSTA RGNL (VLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 57' from DER, 361' right of centerline, 200' MSL.

Trees beginning 151' from DER, 8' right of centerline, up to 100' AGL/294' MSL.

Tree 1523' from DER, 899' left of centerline, 254' MSL.

Trees beginning 1686' from DER, 26' left of centerline, up to 100' AGL/274' MSL.

Trees beginning 1864' from DER, 92' left of centerline, up to 274' MSL.

Tree 3406' from DER, 1268' left of centerline, 100' AGL/284' MSL.

Tree 3652' from DER, 1445' left of centerline, 100' AGL/291' MSL.

Tree 3805' from DER, 1233' left of centerline, 100' AGL/294' MSL.

**Rwy 18**, tree 861' from DER, 667' left of centerline, 248' MSL.

Trees beginning 1454' from DER, 561' left of centerline, up to 251' MSL.

Trees beginning 2020' from DER, 298' left of centerline, up to 286' MSL.

Tree 3310' from DER, 487' left of centerline, 289' MSL.

Tree 3743' from DER, 454' right of centerline, 301' 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

## VALDOSTA, GA (CON'T)

### VALDOSTA RGNL (VLD) (CON'T)

**Rwy 22**, tree 69' from DER, 348' left of centerline, 237' MSL.  
 Tree 74' from DER, 505' right of centerline, 250' MSL.  
 Tree 81' from DER, 126' left of centerline, 100' AGL/297' MSL.  
 Tree 142' from DER, 475' right of centerline, 100' AGL/294' MSL.  
 Trees beginning 174' from DER, 21' left of centerline, up to 100' AGL/301' MSL.  
 Trees, vehicles on road beginning 235' from DER, 86' right of centerline, up to 100' AGL/297' MSL.  
 Trees beginning 940' from DER, 13' right of centerline, up to 100' AGL/301' MSL.  
 Tree 2689' from DER, 897' right of centerline, 100' AGL/314' MSL.  
 Trees beginning 2781' from DER, 117' right of centerline, up to 100' AGL/317' MSL.  
 Trees beginning 2935' from DER, 10' right of centerline, up to 100' AGL/320' MSL.  
 Trees beginning 2967' from DER, 271' left of centerline, up to 100' AGL/304' MSL.  
 Trees beginning 3120' from DER, 24' left of centerline, up to 100' AGL/320' MSL.  
**Rwy 36**, trees beginning 1654' from DER, 246' right of centerline, up to 254' MSL.  
 Trees beginning 1669' from DER, 135' left of centerline, up to 251' MSL.  
 Tree 2059' from DER, 757' right of centerline, 256' MSL.  
 Trees beginning 2290' from DER, 449' left of centerline, up to 267' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 21MAR24 (24081) (FAA)

Rwys 4, 18, 22, 36, heading as assigned by ATC.

## VERNON, AL

### LAMAR COUNTY (M55)

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

AMDT 2 23SEP10 (10266) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 17**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 17**, vehicle 2255' from DER, 72' left of centerline, 15' AGL/515' MSL.  
 Trees beginning 382' from DER, 110' right of centerline, up to 100' AGL/579' MSL.  
 Trees beginning 181' from DER, 168' left of centerline, up to 100' AGL/596' MSL.  
**Rwy 35**, trees beginning 26' from DER, 235' left of centerline, up to 100' AGL/559' MSL.  
 Trees beginning 305' from DER, 328' right of centerline, up to 100' AGL/559' MSL.

## VIDALIA, GA

### VIDALIA RGNL (VDI)

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

AMDT 2 20AUG15 (15232) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 32**, 300-1½ or std. w/min. climb of 225' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, sign 32' from DER, 75' left of centerline, 1' AGL/270' MSL.  
 Trees beginning 324' from DER, 574' left of centerline, up to 75' AGL/305' MSL.  
 Trees beginning 969' from DER, 706' right of centerline, up to 85' AGL/325' MSL.  
 Tree 3121' from DER, 936' left of centerline, 118' AGL/348' MSL.  
**Rwy 14**, trees beginning 14' from DER, 228' right of centerline, up to 73' AGL/333' MSL.  
 Trees beginning 29' from DER, 328' left of centerline, up to 80' AGL/342' MSL.  
 Trees beginning 1258' from DER, left and right of centerline, up to 102' AGL/338' MSL.  
**Rwy 25**, REILs 8' from DER, 90' left and right of centerline, 1' AGL/274' MSL.  
 Trees beginning 8' from DER, 262' right of centerline, up to 85' AGL/355' MSL.  
 Terrain 24' from DER, 331' right of centerline, 280' MSL.  
 Trees beginning 88' from DER, 284' left of centerline, up to 99' AGL/339' MSL.  
**Rwy 32**, trees beginning 4' from DER, 271' left of centerline, up to 105' AGL/345' MSL.  
 Trees beginning 57' from DER, 318' right of centerline, up to 82' AGL/338' MSL.  
 Trees beginning 1157' from DER, left and right of centerline, up to 103' AGL/357' MSL.  
 Water tower 5411' from DER, 1012' right of centerline, 134' AGL/424' MSL.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

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

25219

## WASHINGTON, GA

### WASHINGTON/WILKES COUNTY (I1Y)

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

AMDT 1 27JAN22 (22027) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, terrain 9' from DER, 130' right of centerline, 634' MSL.

Tree, pole beginning 191' from DER, 5' right of centerline, up to 700' MSL.

Tree 193' from DER, 170' left of centerline, 648' MSL.

Tree 195' from DER, 267' left of centerline, 652' MSL.

Trees beginning 339' from DER, 80' left of centerline, up to 695' MSL.

Trees beginning 844' from DER, 503' left of centerline, up to 699' MSL.

Tree 891' from DER, 397' left of centerline, 705' MSL.

Trees beginning 951' from DER, 13' left of centerline, up to 707' MSL.

Trees beginning 2131' from DER, 330' right of centerline, up to 709' MSL.

Trees beginning 2387' from DER, 564' right of centerline, up to 715' MSL.

**Rwy 31**, tree 7' from DER, 452' right of centerline, 691' MSL.

Terrain 29' from DER, 216' left of centerline, 650' MSL.

Vehicle on road 140' from DER, 338' left of centerline, 666' MSL.

Tree, vehicle on road beginning 158' from DER, 353' left of centerline, up to 751' MSL.

Tree 190' from DER, 448' right of centerline, 702' MSL.

Tree, pole, vehicle on road, elevator, grain elevator beginning 279' from DER, 26' left of centerline, up to 752' MSL.

Trees beginning 320' from DER, 448' right of centerline, up to 704' MSL.

Tree, vehicle on road beginning 506' from DER, 6' right of centerline, up to 721' MSL.

Trees beginning 870' from DER, 641' right of centerline, up to 727' MSL.

Trees beginning 2977' from DER, 19' left of centerline, up to 754' MSL. Trees beginning 3124' from DER, 52' right of centerline, up to 744' MSL.

## WAYCROSS, GA

### WAYCROSS-WARE COUNTY (AYS)

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

AMDT 2 04FEB16 (16035) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 19**, 500-3 or std. w/min. climb of 230' per NM to 700.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, vehicle on road beginning 66' from DER, 182' right of centerline, up to 15' AGL/147' MSL.

Poles and trees beginning 934' from DER, 698' right of centerline, up to 100' AGL/253' MSL.

Gen util 13' from DER, 153' left of centerline, 1' AGL/141' MSL.

Trees beginning 1964' from DER, 860' left of centerline, up to 100' AGL/242' MSL.

**Rwy 5**, trees beginning 21' from DER, 63' right of centerline, up to 31' AGL/141' MSL.

Trees beginning 785' from DER, 8' right of centerline, up to 100' AGL/217' MSL.

Trees beginning 10' from DER, 282' left of centerline up to 100' AGL/185' MSL.

Trees beginning 701' from DER, 2' left of centerline, up to 100' AGL/232' MSL.

**Rwy 13**, trees beginning 11' from DER, 5' right of centerline, up to 100' AGL/250' MSL.

Trees and poles beginning 658' from DER, 3' left of centerline, up to 100' AGL/237' MSL.

Catenary 2559' from DER, 886' left of centerline, 78' AGL/216' MSL.

**Rwy 19**, tower 2.5 NM from DER, 1012' right of centerline, 417' AGL/557' MSL.

Vehicle on road beginning 115' from DER, 226' right of centerline up to 15' AGL/147' MSL.

Trees and poles beginning 9' from DER, 47' right of centerline, up to 100' AGL/238' MSL.

Poles and trees beginning 1092' from DER, 2' left of centerline, up to 100' AGL/233' MSL.

**Rwy 23**, trees beginning 69' from DER, right and left of centerline, up to 100' AGL/249' MSL.

**Rwy 31**, tower 55' from DER, 255' left of centerline, 48' AGL/187' MSL.

Vehicle on road beginning 110' from DER, 364' left of centerline, up to 15' AGL/155' MSL.

Trees beginning 1741' from DER, 791' left of centerline, up to 100' AGL/216' MSL.

Trees beginning 2852' from DER, 216' right of centerline, up to 100' AGL/254' MSL.

## WAYNESBORO, GA

### BURKE COUNTY (BXG)

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

AMDT 1 05SEP24 (24249) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, terrain 5' from DER, 315' left of centerline, 313' MSL.

Trees, vegetation beginning 11' from DER, 176' right of centerline, up to 378' MSL.

Terrain beginning 46' from DER, 189' left of centerline, up to 314' MSL.

Tree 114' from DER, 249' right of centerline, 390' MSL.

Trees beginning 143' from DER, 360' right of centerline, up to 392' MSL.

Terrain 151' from DER, 411' left of centerline, 315' MSL.

Terrain beginning 165' from DER, 329' left of centerline, up to 316' MSL.

Tree 236' from DER, 432' right of centerline, 394' MSL.

Trees, poles beginning 255' from DER, 41' right of centerline, up to 396' MSL.

Terrain 357' from DER, 208' left of centerline, 318' MSL.

Trees, pole beginning 761' from DER, 152' left of centerline, up to 371' MSL.

Trees beginning 1438' from DER, 98' left of centerline, up to 380' MSL.

Trees beginning 1480' from DER, 96' left of centerline, up to 397' MSL.

CONT

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

25219

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

25219

## WAYNESBORO, GA (CON'T)

### BURKE COUNTY (BXG) (CON'T)

**Rwy 8 (CON'T)**, trees beginning 1592' from DER, 24' left of centerline, up to 399' MSL.

Trees beginning 2857' from DER, 44' left of centerline, up to 405' MSL.

Tree 3359' from DER, 244' right of centerline, 397' MSL.

**Rwy 26**, trees beginning 62' from DER, 383' left of centerline, up to 344' MSL.

Tree 71' from DER, 305' right of centerline, 302' MSL.

Tree 86' from DER, 315' left of centerline, 345' MSL.

Tree 133' from DER, 458' right of centerline, 326' MSL.

Tree 142' from DER, 321' right of centerline, 330' MSL.

Tree 184' from DER, 538' left of centerline, 347' MSL.

Tree 195' from DER, 391' left of centerline, 358' MSL.

Trees beginning 211' from DER, 514' right of centerline, up to 357' MSL.

Trees beginning 299' from DER, 462' left of centerline, up to 362' MSL.

Trees beginning 653' from DER, 523' right of centerline, up to 358' MSL.

Tree 865' from DER, 653' left of centerline, 363' MSL.

Tree 949' from DER, 648' right of centerline, 365' MSL.

Tree 998' from DER, 682' left of centerline, 373' MSL.

Trees beginning 1070' from DER, 491' right of centerline, up to 367' MSL.

Trees beginning 1191' from DER, 556' left of centerline, up to 377' MSL.

Trees beginning 1283' from DER, 556' right of centerline, up to 369' MSL.

Trees beginning 1371' from DER, 545' left of centerline, up to 380' MSL.

Trees beginning 1529' from DER, 532' right of centerline, up to 371' MSL.

Trees beginning 1631' from DER, 470' left of centerline, up to 386' MSL.

Tree 1746' from DER, 559' right of centerline, 372' MSL.

Trees beginning 1754' from DER, 657' left of centerline, up to 394' MSL.

Trees beginning 1815' from DER, 673' right of centerline, up to 376' MSL.

Trees beginning 2027' from DER, 152' right of centerline, up to 388' MSL.

Tree 2714' from DER, 1204' right of centerline, 390' MSL.

Trees beginning 2839' from DER, 96' right of centerline, up to 402' MSL.

Trees beginning 3202' from DER, 330' right of centerline, up to 405' MSL.

Trees beginning 3301' from DER, 495' left of centerline, up to 396' MSL.

## WETUMPKA, AL

### WETUMPKA MUNI (08A)

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

ORIG 03JUN10 (1015A) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 18, 36**, NA-Environmental.

**Rwy 27**, 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

##### DEPARTURE PROCEDURE:

**Rwy 27**, for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL.

Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL.

**Rwy 27**, building 453' from DER, 434' right of centerline, 25' AGL/224' MSL.

Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL.

Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/309' MSL.

Power lines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL.

Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL.

Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

## WINDER, GA

### BARROW COUNTY (WDR)

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

AMD'T 1 08APR10 (10098) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 23**, std. w/min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions.

**Rwy 31**, 300-1¼ or std. w/min. climb of 205' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

##### DEPARTURE PROCEDURE:

**Rwy 23**, for climb in visual conditions: cross Barrow County airport at or above 1700' MSL before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL.

Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL.

**Rwy 13**, multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL.

Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL.

**Rwy 23**, multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL.

Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL.

**Rwy 31**, multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL.

Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL.

Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL.

Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.

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

25219

INSTRUMENT APPROACH PROCEDURE CHARTS

**A** IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **A**NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **A**NA designation are not listed in this section. **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. 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                  |
| <b>A</b> Non-Standard or restrictions | As indicated below  | As indicated below     |
| Helicopters                           | For the selected approach:<br>Ceiling: 200' above published ceiling<br>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

**ADEL, GA**  
COOK COUNTY (15J).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.

**ALEXANDER CITY, AL**  
THOMAS C RUSSELL  
FLD (ALX).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
Category C, 900-2½; Category D, 900-2¾.

**ALABASTER, AL**  
SHELBY COUNTY (EET).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.  
Category C, 800-2¾; Category D, 1000-3.

**ALMA, GA**  
BACON  
COUNTY (AMG).....RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
NA when local weather not available.  
Category C, 800-2¾; Category D, 800-2½.

**ALBANY, GA**  
SOUTHWEST GEORGIA  
RGNL (ABY).....ILS or LOC Rwy 5<sup>12</sup>  
RNAV (GPS) Rwy 5<sup>3</sup>  
RNAV (GPS) Rwy 17<sup>3</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>  
RNAV (GPS) Rwy 35<sup>3</sup>  
VOR Rwy 17<sup>3</sup>

**ANDALUSIA, AL**  
SOUTH ALABAMA RGNL AT BILL BENTON  
FLD (79J).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Category C, 800-2¾; Category D, 800-2½.  
<sup>3</sup>Category C, 800-2¾; Category D, 800-2½.

**ALBERTVILLE, AL**  
ALBERTVILLE RGNL/THOMAS J  
BRUMLIK FLD (BFZ).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
NA when local weather not available.

NAME ALTERNATE MINIMUMS

## ANNISTON, AL

ANNISTON

RGNL (ANB).....**ILS Y or LOC Y Rwy 5<sup>1</sup>**  
**ILS Z or LOC Z Rwy 5<sup>2</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**

NA when local weather not available.

<sup>1</sup>ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

<sup>2</sup>ILS, Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3; LOC, Categories A, B, 900-2; Category C, 900-2½.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1300-3.

## ATHENS, GA

ATHENS/BEN

EPPS (AHN).....**ILS or LOC/DME Rwy 27<sup>1</sup>**  
**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**  
**RNAV (GPS) Rwy 27**  
**VOR Rwy 2**

NA when local weather not available.

<sup>1</sup>Category D, 700-2.

## ATLANTA, GA

ATLANTA RGNL FALCON

FLD (FFC).....**ILS or LOC Rwy 31<sup>1</sup>**  
**RNAV (GPS) Rwy 13<sup>2</sup>**  
**RNAV (GPS) Rwy 31<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

ATLANTA

SPEEDWAY (HMP).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA when local weather not available.

Category C, 900-2½; Category D, 900-2½.

COBB COUNTY INTL/MCCOLLUM

FLD (RYY).....**ILS or LOC Rwy 12<sup>2</sup>**  
**RNAV (GPS) Rwy 9<sup>3</sup>**  
**RNAV (GPS) Rwy 27<sup>3</sup>**  
**VOR/DME Rwy 9<sup>4</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Categories C, D, 1200-3.

<sup>3</sup>Categories C, D, 1200-3.

<sup>4</sup>Categories A, B, 900-2;  
Categories C, D, 1200-3.

COVINGTON

MUNI (CVC).....**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## ATLANTA, GA (CON'T)

DEKALB-

PEACHTREE (PDK).....**ILS or LOC Rwy 21L<sup>123</sup>**  
**RNAV (GPS)-A<sup>4</sup>**  
**RNAV (GPS) Y Rwy 21L<sup>14</sup>**
<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>LOC, Category C, 900-2½; Category D, 1100-3.

<sup>4</sup>Category C, 900-2½; Category D, 1100-3.

FULTON COUNTY EXEC/CHARLIE

BROWN FLD (FTY).....**ILS or LOC Rwy 8<sup>1</sup>**  
**RNAV (GPS) Rwy 26<sup>2</sup>**  
**RNAV (GPS) Y Rwy 8<sup>3</sup>**
<sup>1</sup>LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

<sup>2</sup>Category C, 900-2½; Category D, 900-3.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

HARTSFIELD/JACKSON ATLANTA

INTL (ATL).....**ILS or LOC Rwy 27L**  
LOC, Category C, 800-2½; Category D, 800-2½.

NEWMAN COWETA

COUNTY (CCO).....**ILS or LOC Rwy 33<sup>1</sup>**  
**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

<sup>1</sup>NA when FBO closed.

PAULDING NORTHWEST

ATLANTA (PUJ).....**ILS or LOC Rwy 31<sup>1</sup>**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

<sup>1</sup>NA when Terminal Bldg closed.

## AUBURN, AL

AUBURN UNIVERSITY

RGNL (AUO).....**ILS or LOC Rwy 36<sup>1</sup>**  
**RNAV (GPS) Rwy 11<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 29<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**
<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2½.

## AUGUSTA, GA

AUGUSTA RGNL AT BUSH

FLD (AGS).....**ILS or LOC Rwy 17<sup>12</sup>**  
**ILS or LOC Rwy 35<sup>12</sup>**  
**RNAV (GPS) Rwy 17<sup>3</sup>**  
**RNAV (GPS) Rwy 26<sup>3</sup>**  
**RNAV (GPS) Rwy 35<sup>3</sup>**  
**RNAV (GPS) Y Rwy 8<sup>3</sup>**  
**RNAV (GPS) Z Rwy 8<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**AUGUSTA, GA (CON'T)**

DANIEL FLD (DNL).....RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Y Rwy 11<sup>2</sup>  
VOR/DME-B

NA when local weather not available.

<sup>1</sup>Categories A, B, C, D, 1100-4.

<sup>2</sup>Categories C, D, 1000-3.

**BAINBRIDGE, GA**

DECATUR COUNTY INIDUSTRIAL  
AIR PARK (BGE).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2¼.

**BAY MINETTE, AL**

BAY MINETTE  
MUNI (1R8).....RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 26

NA when local weather not available.

**BIRMINGHAM, AL**

BIRMINGHAM-SHUTTLESWORTH  
INTL (BHM).....RNAV (GPS) Rwy 36<sup>1</sup>  
RNAV (GPS) Y Rwy 6<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Categories C, D, 900-2½.

<sup>2</sup>Category D, 900-2¼.

**BLAKELY, GA**

EARLY COUNTY (BIJ).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23

NA when local weather not available.

Category D, 800-2¼.

**BLAIRSVILLE, GA**

BLAIRSVILLE (DZJ).....RNAV (GPS) Rwy 8  
NA when local weather not available.  
Category A, 1000-2; Category B, 1100-2;  
Category C, 1300-3.

**BRUNSWICK, GA**

BRUNSWICK GOLDEN  
ISLES (BQK).....ILS or LOC Rwy 7<sup>1</sup>  
RNAV (GPS) Rwy 7<sup>2</sup>  
RNAV (GPS) Rwy 25<sup>2</sup>  
VOR/DME-B <sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2¼.

**BUTLER, GA**

BUTLER  
MUNI (6A1).....RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19

Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**CALHOUN, GA**

TOM B DAVID FLD (CZL).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category C, 1000-2¾; Category D, 1000-3.

**CANON, GA**

FRANKLIN-HART (18A).....RNAV (GPS) Rwy 8<sup>1</sup>  
RNAV (GPS) Rwy 26

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

**CANTON, GA**

CHEROKEE COUNTY  
RGNL (CNI).....RNAV (GPS) Rwy 5  
Category D, 900-2¾.

**CARROLLTON, GA**

WEST GEORGIA RGNL/  
O V GRAY FLD (CTJ).....RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category D, 900-2¾.

**CARTERSVILLE, GA**

CARTERSVILLE (VPC).....RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>1</sup>  
VOR-A<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category B, 900-2; Category C, 1000-3;

Category D, 1300-3.

<sup>2</sup>Categories A, B, 900-2; Category C, 1000-3;

Category D, 1300-3.

**CLAXTON, GA**

CLAXTON-EVANS  
COUNTY (CWV).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2¼.

**COCHRAN, GA**

COCHRAN (48A).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

**COLUMBUS, GA**

COLUMBUS (CSG).....ILS or LOC Rwy 6<sup>12</sup>  
RNAV (GPS) Rwy 6<sup>3</sup>  
RNAV (GPS) Rwy 13<sup>3</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 800-2¼; Category D, 1000-3.

<sup>3</sup>Category C, 800-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**CORDELE, GA**  
CRISP COUNTY-  
CORDELE (CKF).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 24**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.  
Category C, 800-2¼; Category D, 900-2¼.

**CORNELIA, GA**  
HABERSHAM  
COUNTY (AJR).....**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 24**

NA when local weather not available.  
Category B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

**COURTLAND, AL**  
COURTLAND (9A4).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

Category D, 800-2½.  
NA when local weather not available.

**CULLMAN, AL**  
CULLMAN RGNL/FOLSOM  
FLD (CMD).....**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.

**DALTON, GA**  
DALTON MUNI (DNN).....**ILS or LOC Rwy 14**<sup>123</sup>  
**RNAV (GPS) Rwy 14**<sup>4</sup>  
**RNAV (GPS) Rwy 32**<sup>4</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when CHA APP CON closed.  
<sup>3</sup>LOC, Category D, 800-2¼.  
<sup>4</sup>Category D, 800-2¼.

**DECATUR, AL**  
PRYOR FLD  
RGNL (DCU).....**ILS or LOC Rwy 18**<sup>12</sup>  
**RNAV (GPS) Rwy 18**<sup>13</sup>  
**RNAV (GPS) Rwy 36**<sup>3</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category C, 800-2¼; Category D, 800-2½.  
<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**DEMOPOLIS, AL**  
DEMOPOLIS  
RGNL (DYA).....**RNAV (GPS) Rwy 4**

NA when local weather not available.

**DONALSONVILLE, GA**  
DONALSONVILLE  
MUNI (17J).....**RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19**

NA when local weather not available.  
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**DOTHAN, AL**  
DOTHAN RGNL (DHN).....**COPTER VOR Rwy 36**<sup>1</sup>  
**ILS or LOC Rwy 14**<sup>23</sup>  
**ILS or LOC Rwy 32**<sup>24</sup>  
**VOR or TACAN Rwy 14**<sup>5</sup>  
**VOR or TACAN-A**<sup>5</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA when control tower closed.  
<sup>3</sup>LOC, Category D, 800-2¼; Category E, 800-2½.  
<sup>4</sup>LOC, Categories A, B, 900-2;  
Category C, 900-2½; Category D, 900-2¾;  
Category E, 900-3.  
<sup>5</sup>Category E, 800-2¼.

**DOUGLAS, GA**  
DOUGLAS  
MUNI (DQH).....**ILS or LOC Rwy 4**<sup>12</sup>  
**RNAV (GPS) Rwy 4**<sup>13</sup>  
**RNAV (GPS) Rwy 22**<sup>4</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼.  
<sup>4</sup>Category D, 1000-3.

**DUBLIN, GA**  
W H 'BUD'  
BARRON (DBN).....**ILS or LOC Rwy 2**  
**RNAV (GPS) Rwy 2**<sup>1</sup>  
**RNAV (GPS) Rwy 20**<sup>1</sup>

NA when local weather not available.  
<sup>1</sup>Category D, 800-2¼.

**EASTMAN, GA**  
HEART OF GEORGIA  
RGNL (EZM).....**ILS or LOC Rwy 2**<sup>1</sup>  
**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**ELBERTON, GA**  
ELBERT COUNTY-  
PATZ FLD (EBA).....**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**  
**VOR Rwy 11**

NA when local weather not available.

**ELLIJAY, GA**  
GILMER  
COUNTY (49A).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**

Category B, 1100-2; Categories C, D, 1100-3.



NAME ALTERNATE MINIMUMS

**EVERGREEN, AL**

EVERGREEN RGNL/MIDDLETON  
FLD (GZH).....**RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 19**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.  
Category D, 900-2½.

**FAIRHOPE, AL**

H L SONNY  
CALLAHAN (CQF).....**RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19**  
**VOR/DME-A**

NA when local weather not available.

**FITZGERALD, GA**

FITZGERALD  
MUNI (FZG).....**LOC Rwy 2**  
**NDB Rwy 2**  
**RNAV (GPS) Rwy 2**

NA when local weather not available.  
Category C, 800-2¼; Category D, 800-2½.

**FLORALA, AL**

FLORALA MUNI (0J4).....**RNAV (GPS) Rwy 22**  
NA when local weather not available.

**FORT PAYNE, AL**

ISBELL FLD (4A9).....**RNAV (GPS) Rwy 4<sup>12</sup>**  
**RNAV (GPS) Y Rwy 22<sup>3</sup>**  
**RNAV (GPS) Z Rwy 22<sup>1</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category B, 1100-2; Category C, 1100-3.

<sup>3</sup>Category A, 900-2; Category B, 1100-2;  
Categories C, D, 1100-3.

**FORT STEWART (HINESVILLE), GA**

WRIGHT AAF (FORT STEWART)/  
MIDCOAST RGNL  
(LHW).....**RNAV (GPS) Rwy 33R**  
NA when local weather not available.

**GADSDEN, AL**

NORTHEAST ALABAMA  
RGNL (GAD).....**ILS or LOC Rwy 24<sup>1</sup>**  
**RNAV (GPS) Rwy 6<sup>2</sup>**  
**RNAV (GPS) Rwy 24**  
**VOR Rwy 6<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category C, 900-2½; Category D, 1200-3.

<sup>2</sup>Category C, 900-2½; Category D, 1200-3.

NAME ALTERNATE MINIMUMS

**GAINESVILLE, GA**

LEE GILMER  
MEML (GVL).....**ILS or LOC Rwy 5<sup>1</sup>**  
**RNAV (GPS) Rwy 5<sup>2</sup>**  
**RNAV (GPS) Rwy 23<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

**GREENSBORO, GA**

GREENE COUNTY  
RGNL (CPP).....**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25<sup>1</sup>**  
**VOR-B<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

**GRIFFIN, GA**

GRIFFIN-SPALDING  
COUNTY (6A2).....**RNAV (GPS) Rwy 14**  
NA when local weather not available.

**GULF SHORES, AL**

GULF SHORES INTL/JACK EDWARDS  
FLD (JKA).....**ILS or LOC Rwy 27<sup>1</sup>**  
**RNAV (GPS) Rwy 9<sup>2</sup>**  
**RNAV (GPS) Rwy 27<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Category C, 800-2; Category D, 800-2¼;

LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

**HALEYVILLE, AL**

POSEY FLD (1M4).....**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**HAZLEHURST, GA**

HAZLEHURST (AZE).....**RNAV (GPS) Rwy 15<sup>1</sup>**  
**RNAV (GPS) Rwy 33<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

<sup>2</sup>Category D, 800-2¼.

**HEADLAND, AL**

HEADLAND MUNI (HDL).....**RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**

NA when local weather not available.

**HOMERVILLE, GA**

HOMERVILLE (HOE).....**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 32**  
**VOR/DME-A**

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2½.

25219

NAME ALTERNATE MINIMUMS

**HUNTSVILLE, AL**

HUNTSVILLE EXEC TOM SHARP JR  
FLD (MDQ).....**ILS or LOC Rwy 18<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**  
**VOR-B<sup>2</sup>**

<sup>1</sup>LOC, Category C, 800-2½; Category D, 1300-3.

<sup>2</sup>Category C, 800-2½; Category D, 1300-3.

HUNTSVILLE INTL-CARL T JONES

FLD (HSV).....**ILS or LOC Rwy 18L<sup>12</sup>**  
**ILS or LOC Rwy 18R<sup>12</sup>**  
**ILS or LOC Rwy 36L<sup>12</sup>**  
**ILS or LOC Rwy 36R<sup>12</sup>**  
**RADAR-1<sup>34</sup>**  
**RNAV (GPS) Rwy 18L<sup>15</sup>**  
**RNAV (GPS) Rwy 18R<sup>15</sup>**  
**RNAV (GPS) Rwy 36L<sup>15</sup>**  
**RNAV (GPS) Rwy 36R<sup>15</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>LOC, Category E, 800-2½.

<sup>3</sup>NA when control tower closed.

<sup>4</sup>Category D, 800-2½; Category E, 800-2½.

<sup>5</sup>Category E, 800-2½.

**JASPER, AL**

WALKER COUNTY/  
BEVILL FLD (JFX).....**RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**  
**VOR/DME-A**

NA when local weather not available.

Category D, 900-2½.

**JASPER, GA**

PICKENS  
COUNTY (JZP).....**RNAV (GPS) Rwy 16<sup>1</sup>**  
**RNAV (GPS) Rwy 34<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Category B, 900-2; Categories C, D, 1300-3.

<sup>2</sup>Category B, 900-2; Categories C, 1300-3.

**JEFFERSON, GA**

JACKSON  
COUNTY (JCA).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 35**

NA when local weather not available.

**JESUP, GA**

JESUP-WAYNE  
COUNTY (JES).....**RNAV (GPS) Rwy 29**  
Category D, 800-2½.

**LAFAYETTE, GA**

BARWICK  
LAFAYETTE (9A5).....**RNAV (GPS) Rwy 2**  
**RNAV (GPS) Rwy 20**

NA when local weather not available.

Category A, 900-2.

NAME ALTERNATE MINIMUMS

**LAGRANGE, GA**

LAGRANGE/  
CALLAWAY (LGC).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31<sup>1</sup>**

Category C, 900-2½; Category D, 1000-3.

<sup>1</sup>NA when local weather not available.

**LAWRENCEVILLE, GA**

GWINNETT COUNTY/  
BRISCOE FLD (LZU).....**ILS or LOC Rwy 25<sup>1</sup>**  
**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

**LOUISVILLE, GA**

LOUISVILLE MUNI (2J3).....**RNAV (GPS) Rwy 31**  
NA when local weather not available.

**MACON, GA**

MIDDLE GEORGIA  
RGNL (MCN).....**ILS or LOC Rwy 5<sup>12</sup>**  
**RNAV (GPS) Rwy 5<sup>3</sup>**  
**RNAV (GPS) Rwy 14<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 32<sup>3</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category, D, 800-2½; Category E, 900-3.

<sup>3</sup>Category D, 800-2½.

**MC RAE, GA**

TELFAIR-  
WHEELER (MQW).....**RNAV (GPS) Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 21<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

<sup>2</sup>Category C, 800-2½; Category D, 1000-3.

**MILLEDGEVILLE, GA**

BALDWIN COUNTY  
RGNL (MLJ).....**NDB Rwy 28**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.

Category D, 900-3.

**MILLEN, GA**

MILLEN (2J5).....**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

Category D, 800-2½.

SE-4, 07 AUG 2025 to 02 OCT 2025

NAME ALTERNATE MINIMUMS

**MOBILE, AL**

MOBILE INTL (BFM).....**ILS or LOC Rwy 32<sup>123</sup>**  
**RNAV (GPS) Rwy 14<sup>14</sup>**  
**RNAV (GPS) Rwy 18<sup>14</sup>**  
**RNAV (GPS) Rwy 32<sup>14</sup>**  
**RNAV (GPS) Rwy 36<sup>14</sup>**  
**VOR Rwy 14<sup>14</sup>**  
**VOR Rwy 18<sup>4</sup>**  
**VOR Rwy 32<sup>1</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>LOC, Category D, 1100-3.

<sup>4</sup>Category D, 1100-3.

MOBILE RGNL (MOB).....**ILS or LOC Rwy 15**  
**ILS or LOC Rwy 33**

NA when control tower closed.

**MONROE, GA**

CY NUNNALLY

MEML (D73).....**RNAV (GPS) Rwy 3**

NA when local weather not available.

**MONTGOMERY, AL**

MONTGOMERY RGNL (DANNELY FLD)

(MGM).....**ILS Y or LOC Rwy 28<sup>12</sup>**  
**ILS Z or LOC Z Rwy 10<sup>3</sup>**  
**RNAV (GPS) Rwy 10<sup>4</sup>**  
**RNAV (GPS) Rwy 28<sup>4</sup>**

<sup>1</sup>LOC, Category E, 800-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, NA when control tower closed; LOC, NA.

<sup>4</sup>Category E, 800-2½.

**MOULTRIE, GA**

MOULTRIE MUNI (MGR).....**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

Category D, 800-2½.

**MUSCLE SHOALS, AL**

NORTHWEST ALABAMA

RGNL (MSL).....**ILS Y or LOC Y Rwy 30<sup>1</sup>**  
**ILS Z or LOC Z Rwy 30<sup>1</sup>**  
**RNAV (GPS) Rwy 12<sup>2</sup>**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 30<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

**PRATTVILLE, AL**

PRATTVILLE/GROUBY

FLD (1A9).....**RNAV (GPS) Rwy 27**  
 Category C, 900-2½; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**PELL CITY, AL**

ST CLAIR

COUNTY (PLR).....**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 21**

NA when local weather not available.

Category C, 800-2½; Category D, 900-2½.

**PERRY, GA**

PERRY-HOUSTON

COUNTY (PXE).....**ILS or LOC Rwy 36<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 900-2½.

<sup>2</sup>Category C, 800-2½; Category D, 900-2½.

<sup>3</sup>Category D, 900-2½.

**PINE MOUNTAIN, GA**

HARRIS

COUNTY (PIM).....**RNAV (GPS) Rwy 9**

NA when local weather not available.

Category C, 800-2½; Category D, 1000-3.

**REIDSVILLE, GA**

SWINTON SMITH FLD AT REIDSVILLE

MUNI (RVJ).....**RNAV (GPS) Rwy 11**  
**RNAV (GPS) Rwy 29**

NA when local weather not available.

Category D, 900-2½.

**ROME, GA**

RICHARD B RUSSELL RGNL – J H TOWERS

FLD (RMG).....**ILS or LOC Rwy 1<sup>1</sup>**  
**RNAV (GPS) Rwy 1<sup>2</sup>**  
**RNAV (GPS) Rwy 7<sup>2</sup>**  
**RNAV (GPS) Rwy 19<sup>2</sup>**  
**RNAV (GPS) Rwy 25<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category C, 900-2½; Category D, 1200-3.

<sup>2</sup>Category C, 900-2½; Category D, 1200-3.

**SANDERSVILLE, GA**

KAOLIN FLD (OKZ).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

Category C, 900-2½.

### NAME ALTERNATE MINIMUMS

#### SAVANNAH, GA

SAVANNAH/HILTON

HEAD INTL (SAV).....ILS or LOC Rwy 1<sup>12</sup>

ILS or LOC Rwy 10<sup>12</sup>

RNAV (GPS) Rwy 1<sup>34</sup>

RNAV (GPS) Rwy 10<sup>3</sup>

RNAV (GPS) Rwy 19<sup>34</sup>

RNAV (GPS) Z Rwy 28<sup>34</sup>

VOR/DME-A<sup>35</sup>

VOR/DME or TACAN Rwy 1<sup>35</sup>

VOR/DME or TACAN Rwy 19<sup>35</sup>
<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 800-2¼.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 800-2¼.

<sup>5</sup>Category D, 800-2¼; Category E, 900-3.

#### SCOTTSBORO, AL

SCOTTSBORO MUNI-

WORD FLD (4A6).....RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

Category A, 1000-2; Category B, 1100-2;

Categories C, D, 1200-3.

#### SELMA, AL

CRAIG FLD (SEM).....RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

Category D, 900-2¼.

#### STATESBORO, GA

STATESBORO-BULLOCH

COUNTY (TBR).....ILS or LOC Rwy 32<sup>12</sup>

RNAV (GPS) Rwy 14<sup>13</sup>

RNAV (GPS) Rwy 32<sup>3</sup>
<sup>1</sup>NA when local weather not available.

<sup>2</sup>LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

#### SWAINSBORO, GA

EAST GEORGIA

RGNL (SBO).....ILS or LOC Rwy 14<sup>1</sup>

RNAV (GPS) Rwy 14<sup>2</sup>

RNAV (GPS) Rwy 32<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

#### SYLACAUGA, AL

MERKEL FLD SYLACAUGA

MUNI (SCD).....RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

Category B, 900-2; Category C, 1100-3;

Category D, 1200-3.

### NAME ALTERNATE MINIMUMS

#### SYLVANIA, GA

PLANTATION

AIRPARK (JYL).....RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

Category D, 900-2¼.

#### TALLADEGA, AL

TALLADEGA

MUNI (ASN).....RNAV (GPS) Rwy 4

NA when local weather not available.

Category C, 900-2¼; Category D, 1000-3.

#### THOMASTON, GA

THOMASTON-UPSON

COUNTY (OPN).....ILS or LOC Rwy 30<sup>1</sup>

RNAV (GPS) Rwy 12<sup>2</sup>

RNAV (GPS) Rwy 30<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC Category D, 900-3.

<sup>2</sup>Category D, 900-3.

#### THOMASVILLE, GA

THOMASVILLE RGNL (TVI).....NDB Rwy 22

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

NA when local weather not available.

Category D, 800-2¼.

#### THOMSON, GA

THOMSON/MCDUFFIE

COUNTY (HQU).....RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28<sup>1</sup>

VOR/DME-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

#### TIFTON, GA

HENRY TIFT

MYRES (TMA).....RNAV (GPS) Rwy 16

RNAV (GPS) Rwy 34

Category D, 900-3.

#### TROY, AL

TROY MUNI AT N KENNETH

CAMPBELL FLD (TOI).....ILS or LOC Rwy 7<sup>123</sup>

NDB Rwy 7<sup>124</sup>

RNAV (GPS) Rwy 7<sup>24</sup>

RNAV (GPS) Rwy 14<sup>24</sup>

RNAV (GPS) Rwy 25<sup>24</sup>

RNAV (GPS) Rwy 32<sup>24</sup>
<sup>1</sup>NA when tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Categories A, B, 700-2;

Category C, 1000-2¼; Category D, 1000-3;

LOC, Category C, 1000-2¼, Category D, 1000-3.

<sup>4</sup>Category C, 1000-2¼; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

NAME ALTERNATE MINIMUMS

**TUSCALOOSA, AL**

TUSCALOOSA

NTL (TCL).....**ILS or LOC Rwy 4<sup>12</sup>**  
**RNAV (GPS) Rwy 4<sup>3</sup>**  
**RNAV (GPS) Rwy 12<sup>3</sup>**  
**RNAV (GPS) Rwy 22<sup>3</sup>**  
**RNAV (GPS) Rwy 30<sup>3</sup>**  
**TACAN Rwy 4<sup>3</sup>**  
**TACAN Rwy 22<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category C, 800-2¼; Category D 800-2½.

<sup>3</sup>Category C, 800-2¼; Category D 800-2½.

**VALDOSTA, GA**

VALDOSTA

RGNL (VLD).....**ILS or LOC Rwy 36<sup>12</sup>**  
**RNAV (GPS) Rwy 4<sup>3</sup>**  
**RNAV (GPS) Rwy 18<sup>3</sup>**  
**RNAV (GPS) Rwy 36<sup>3</sup>**  
**VOR Rwy 18<sup>3</sup>**  
**VOR Rwy 36<sup>3</sup>**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category D, 900-2¾; Category E, 900-3.

<sup>3</sup>Category D, 900-2¾.

**VIDALIA, GA**

VIDALIA RGNL (VDI).....**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 25<sup>1</sup>**

Category D, 800-2½.

<sup>1</sup>NA when local weather not available.

**WASHINGTON, GA**

WASHINGTON/WILKES

COUNTY (IIV).....**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**WAYCROSS, GA**

WAYCROSS-WARE

COUNTY (AYS).....**ILS Y or LOC Y Rwy 19<sup>1</sup>**  
**ILS Z or LOC Z Rwy 19<sup>1</sup>**  
**RNAV (GPS) Rwy 1<sup>2</sup>**  
**RNAV (GPS) Rwy 19<sup>2</sup>**  
**VOR-A<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Category C, 800-2; Category D, 800-2¼.

LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

**WINDER, GA**

BARROW COUNTY (WDR)....**ILS or LOC Rwy 31<sup>1</sup>**  
**NDB Rwy 31<sup>2</sup>**  
**RNAV (GPS) Rwy 13<sup>2</sup>**  
**RNAV (GPS) Rwy 23<sup>2</sup>**  
**RNAV (GPS) Rwy 31<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS

**DOBBINS ARB (KMGE),** Marietta, GA Amdt 8 11JUL24 (24193) (USAF) ELEV **1069**  
**RADAR<sup>1</sup>** - Ctc ATLANTA APP CON (E) 121.0 268.7 

|                    | <u>RWY</u>      | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |  |
|--------------------|-----------------|-------------------|------------|------------------------------|---------------------------|-----------------|--|
| ASR                | 11 <sup>2</sup> |                   | AB         | 1600/40                      | 531                       | (600-¾)         |  |
|                    |                 |                   | CDE        | 1600/55                      | 531                       | (600-1)         |  |
|                    | 29 <sup>3</sup> |                   | AB         | 1720/40                      | 706                       | (700-¾)         |  |
|                    |                 |                   | CDE        | 1720-1¼                      | 706                       | (700-1¼)        |  |
| C CIR <sup>4</sup> | All Rwy         |                   | AB         | 1720-1                       | 651                       | (700-1)         |  |
|                    |                 |                   | C          | 1760-2                       | 691                       | (700-2)         |  |
|                    |                 |                   | D          | 1760-2¼                      | 691                       | (700-2¼)        |  |
|                    |                 |                   | E          | 1760-2½                      | 691                       | (700-2½)        |  |

<sup>1</sup>Opr 1200-0400Z++. Surveillance approaches unavbl on non-UTA weekends. DASR No-NOTAM MP: 1100-1500++ Tue and Wed.  
<sup>2</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>3</sup>When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
<sup>4</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized all CATs.

**HUNTSVILLE, AL** Amdt 12, 31OCT24 (24305) (FAA) ELEV **629**  
**HUNTSVILLE INTL- CARL T JONES FLD (HSV)**  
**RADAR-1** 125.6 354.1  

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 36L        |                   | AB         | <b>1000/24</b>               | 384                       | (400-½)         | CD         | <b>1000/35</b>               | 384                       | (400-¾)         |
|          |            |                   | E          | <b>1000/50</b>               | 384                       | (400-1)         |            |                              |                           |                 |
|          | 36R        |                   | AB         | <b>1020/24</b>               | 425                       | (500-½)         | CDE        | <b>1020/40</b>               | 425                       | (500-¾)         |
|          | 18R        |                   | AB         | <b>1060/24</b>               | 431                       | (500-½)         | CDE        | <b>1060/40</b>               | 431                       | (500-¾)         |
|          | 18L        |                   | AB         | <b>1160/24</b>               | 551                       | (600-½)         | CDE        | <b>1160/60</b>               | 551                       | (600-1¼)        |
| CIRCLING | ALL RWY    |                   | AB         | <b>1160-1</b>                | 531                       | (600-1)         | C          | <b>1200-1%</b>               | 571                       | (600-1%)        |
|          |            |                   | D          | <b>1340-2¼</b>               | 711                       | (800-2¼)        | E          | <b>1340-2½</b>               | 711                       | (800-2½)        |


When control tower closed, ASR NA.  
Circling NA for CAT E east of Rwy 18L-36R.  
For inoperative ALS, increase S-ASR 18L CAT E visibility to 1% SM.  
For inoperative ALS, increase S-ASR 18R/36R CAT E visibility to 1¼ SM.  
For inoperative ALS, increase S-ASR 36L CAT E visibility to RVR 6000.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS



MOBILE, AL  
MOBILE RGNL (MOB)  
RADAR-1 118.5 269.3 

Amdt 5B, 14JUL22 (22195) (FAA)

ELEV 219

|          | <u>RWY</u> | <u>GP/TCH/RPI</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> | <u>CAT</u> | <u>DA/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|----------|------------|-------------------|------------|------------------------------|---------------------------|-----------------|------------|------------------------------|---------------------------|-----------------|
| ASR      | 33         |                   | AB         | 580/24                       | 365                       | (400-½)         | CDE        | 580/35                       | 365                       | (400-¾)         |
|          | 15         |                   | AB         | 620/24                       | 401                       | (500-½)         | CDE        | 620/40                       | 401                       | (500-¾)         |
| CIRCLING | ALL RWY    |                   | AB         | 680-1                        | 461                       | (500-1)         | C          | 740-1½                       | 521                       | (600-1½)        |
|          |            |                   | D          | 780-2                        | 561                       | (600-2)         | E          | NA                           |                           |                 |

Rwy 15: For inoperative ALS, increase S-15 CAT E visibility to RVR 6000.  
Rwy 33: For inoperative ALS, increase S-33 CAT C/D/E visibility to RVR 5500.

REDSTONE AAF (KHUA), Redstone Arsenal, AL Amdt 4 05OCT23  
(23278) (USA)  
RADAR<sup>1</sup> - (E) (125.6 354.1E) (118.05 239.0W)  

ELEV 685

|     | <u>RWY</u>      | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u><br><u>MDA-VIS</u> | <u>HAT/</u><br><u>HATH/</u><br><u>HAA</u> | <u>CEIL-VIS</u> |
|-----|-----------------|-------------------|------------|------------------------------|---|-----------------|
| PAR | 35 <sup>2</sup> | 3.0°/50/918       | ABCDE      | 954-1                        | 293                                       | (300-1)         |
|     | 17 <sup>3</sup> | 3.0 /46/924       | ABCDE      | 1035-1                       | 350                                       | (400-1)         |

<sup>1</sup>GCA opr 1345-2130Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. Inop table does not apply.  
<sup>2</sup>Procedure not authorized when R2104A or R2104C or R2104D are active.  
<sup>3</sup>Procedure not authorized when R2104A or R2104B or R2104C are active.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS



24305

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT          | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|-----------------------|---------|------------------|---------------|
| ATLANTA, GA           |         |                  |               |
| HARTSFIELD/JACKSON    |         |                  |               |
| ATLANTA INTL (ATL)    | 08L     | TWY B13          | 8,490 feet    |
|                       | 09R     | TWY J            | 8,627 feet    |
|                       | 26R     | TWY H            | 8,500 feet    |
|                       | 27L     | TWY P            | 8,600 feet    |
| BIRMINGHAM, AL        |         |                  |               |
| BIRMINGHAM INTL (BHM) | 06      | 18-36            | 8,700 feet    |
|                       | 36      | 06-24            | 5,150 feet    |
| SAVANNAH, GA          |         |                  |               |
| SAVANNAH/HILTON HEAD  |         |                  |               |
| INTL (SAV)            | 01      | 10-28            | 4,050 feet    |
|                       | 10      | 01-19            | 5,450 feet    |
|                       | 28      | 01-19            | 3,250 feet    |

24305

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

25163

## 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.

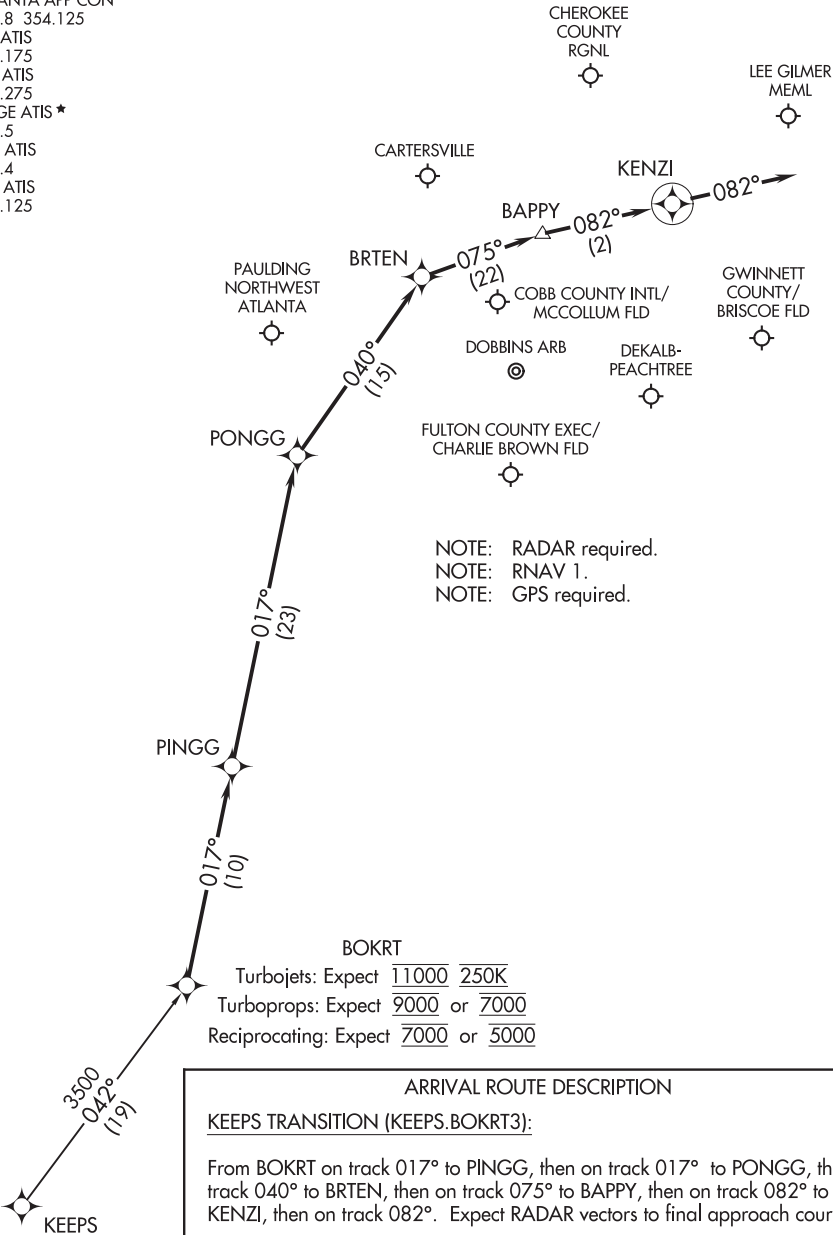
A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface 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*   |
|---|----------------------|--|
| ATLANTA, GA<br>DEKALB-PEACHTREE (PDK)                     | HS 1<br>HS 2<br>HS 3 | Southbound on Twy B misses a required turn onto Twy A.<br>Pilots expecting Rwy 03R often fail to hold at Rwy 03L.<br>Aircraft exiting Rwy 03R/21L at Twy G and instructed to hold short of Rwy 03L/21R often enter the runway without authorization. |
| HARTSFIELD/JACKSON<br>ATLANTA INTL (ATL)                  | HS 1<br>HS 2         | Twy C and Twy D at Rwy 08L-26R.<br>Twy C and Twy D at Rwy 08R-26L.   |
| AUGUSTA, GA<br>AUGUSTA RGNL AT BUSH<br>FLD (AGS)          | HS 1                 | Int of Twy E and Rwy 17-35.  |
| BIRMINGHAM, AL<br>BIRMINGHAM-SHUTTLESWORTH<br>INTL (BHM)  | HS1                  | Maintain vigilance exiting terminal ramp. Ramp/twy in close proximity to Rwy 06-24 hold short bars at A5.  |
| COLUMBUS, GA<br>COLUMBUS (CSG)                            | HS 1<br>HS 2         | Twy D, Twy C and Twy A.<br>Twy F and Twy C.  |
| MOBILE, AL<br>MOBILE INTL (BFM)                           | HS1                  | Twy A east of Rwy 36 is offset 200ft north of Twy A west of Rwy 36. Twy A does not continue straight when crossing Rwy 36.   |
| MONTGOMERY, AL<br>MONTGOMERY RGNL<br>(DANNELLY FLD) (MGM) | HS 1                 | Int of Twy A5 and the ANG ramp. Potential confusion of the ANG ramp with the terminal ramp when exiting Rwy 10-28 at Twy A5.   |
| SAVANNAH, GA<br>SAVANNAH/HILTON<br>HEAD INTL (SAV)        | HS 1<br>HS 2         | Twy E from apch end of Rwy 28 to about 310' west on Twy E.<br>Twy A from Rwy 01 apch end to about 900' north on Twy A.   |
| TUSCALOOSA, AL<br>TUSCALOOSA NTL (TCL)                    | HS 1                 | Rwy 30 hold just beyond Twy D5.  |

\*See appropriate Chart Supplement HOT SPOT table for additional information.

25163

ATLANTA APP CON  
119.8 354.125  
FTY ATIS  
120.175  
LZU ATIS  
132.275  
KMGE ATIS ★  
269.5  
PDK ATIS  
128.4  
RYY ATIS  
128.125



ARRIVAL ROUTE DESCRIPTION

KEEPS TRANSITION (KEEPS.BOKRT3):

From BOKRT on track 017° to PINGG, then on track 017° to PONGG, then on track 040° to BRTEN, then on track 075° to BAPPY, then on track 082° to KENZI, then on track 082°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Cross BOKRT at or below 11 000, cross PONGG at or below 7000, cross KENZI at 5000. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

BUKHD THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

ATLANTA APP CON  
121.0 268.7  
FTY ATIS  
120.175  
LZU ATIS  
132.275  
★ KMGE ATIS  
269.5  
PDK ATIS  
128.4  
RYY ATIS  
128.125

ARRIVAL ROUTE DESCRIPTION

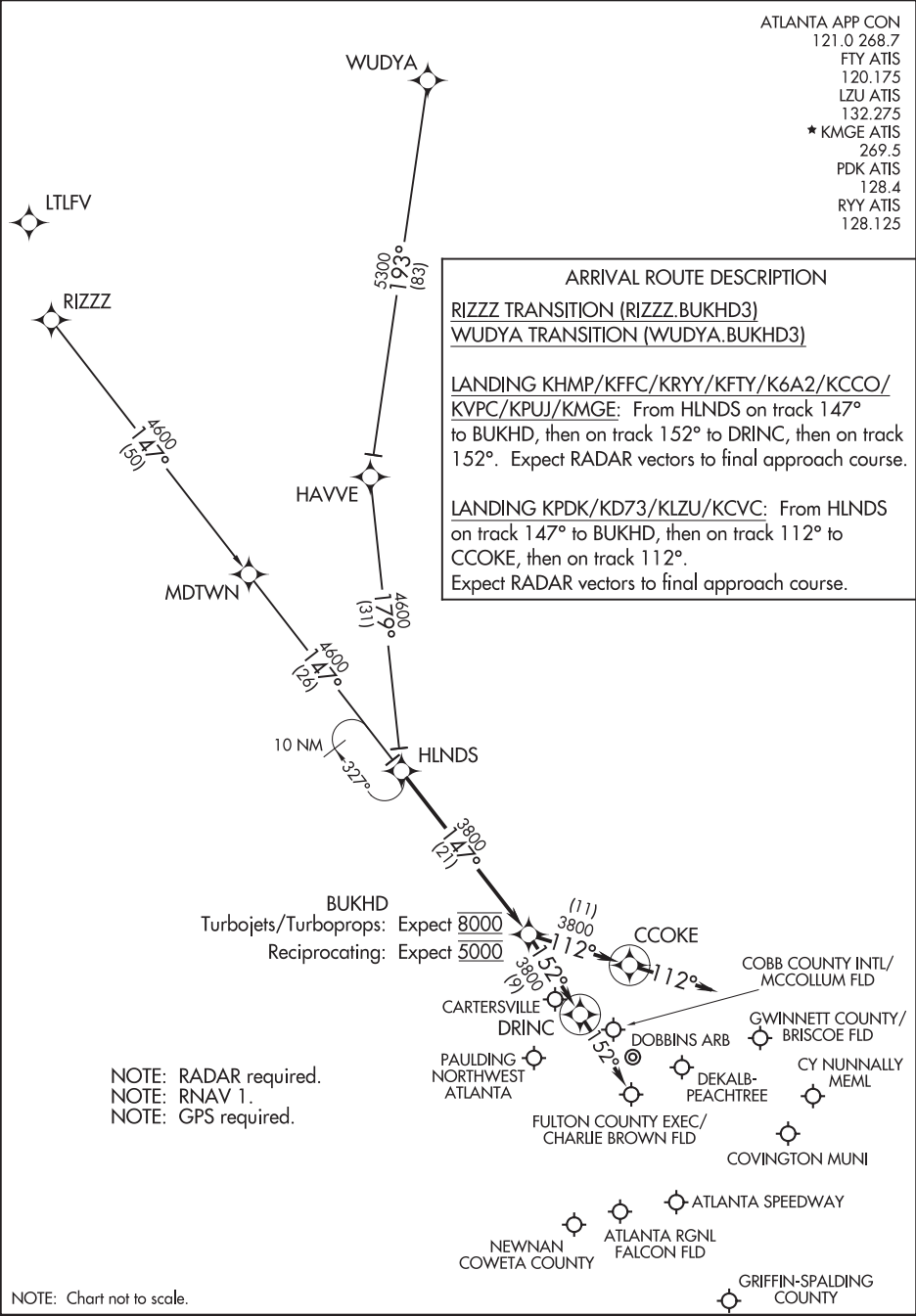
RIZZZ TRANSITION (RIZZZ.BUKHD3)  
WUDYA TRANSITION (WUDYA.BUKHD3)

LANDING KHMP/KFFC/KRYY/KFTY/K6A2/KCCO/  
KVPC/KPUJ/KMGE: From HLNDS on track 147°  
to BUKHD, then on track 152° to DRINC, then on track  
152°. Expect RADAR vectors to final approach course.

LANDING KPDK/KD73/KLZU/KCVC: From HLNDS  
on track 147° to BUKHD, then on track 112° to  
CCOKE, then on track 112°. Expect RADAR vectors to final approach course.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

BUKHD THREE ARRIVAL (RNAV)

(HLNDS.BUKHD3) 16JUL20

ATLANTA, GEORGIA

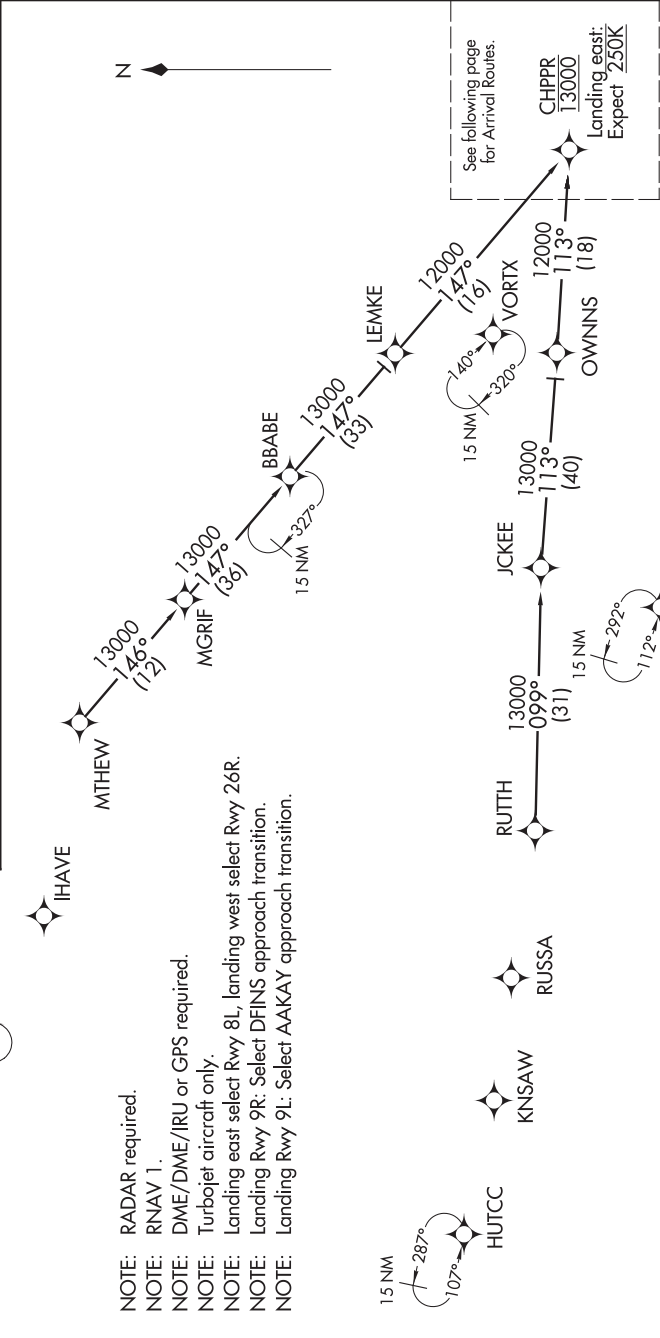
SE-4, 07 AUG 2025 to 02 OCT 2025

D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.0 379.9

NEWBB  
155°  
1335°  
15 NM

IHAVE

BBABE TRANSITION (BBABE.CHPPR1): For KHSV departures or assigned by ATC only.  
LEMKE TRANSITION (LEMKE.CHPPR1): For KCHA departures or assigned by ATC only.  
MTHW TRANSITION (MTHW.CHPPR1)  
RUTH TRANSITION (RUTH.CHPPR1)



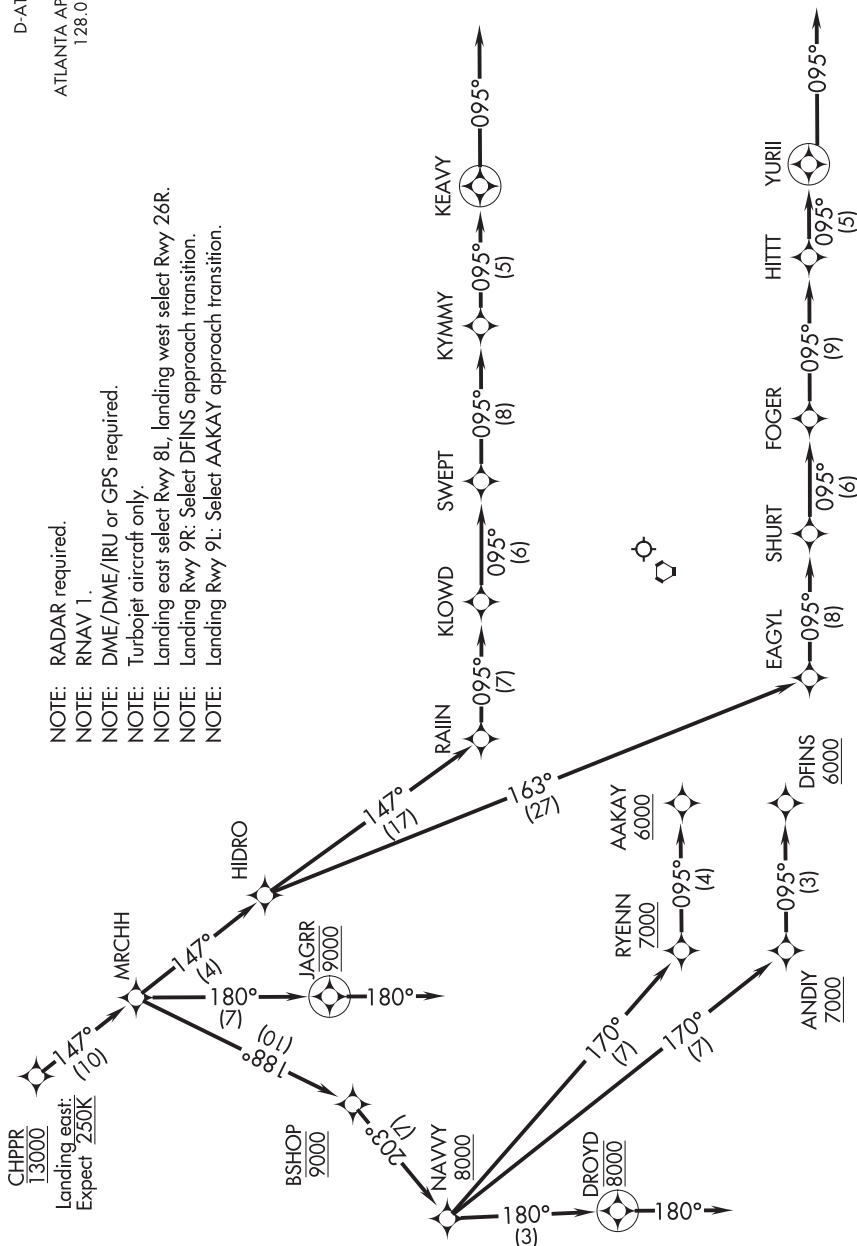
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGES)

SE-4, 07 AUG 2025 to 02 OCT 2025

D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.0 379.9

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turboprop aircraft only.  
NOTE: Landing east select Rwy 8L, landing west select Rwy 26R.  
NOTE: Landing Rwy 9R: Select DFINS approach transition.  
NOTE: Landing Rwy 9L: Select AAKAY approach transition.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ARRIVAL ROUTE DESCRIPTION

From CHPPR on track 147° to MRCHH.

LANDING RWYS 26L/R: From MRCHH on track 147° to HIDRO, then on track 147° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From MRCHH on track 147° to HIDRO, then on track 163° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 8L/R: From MRCHH on track 180° to cross JAGRR at 9000, then on track 180°. Expect RADAR vectors to final approach course.

LANDING RWY 9L: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 170° to cross RYENN at or above 7000, then on track 095° to cross AAKAY at or above 6000. Expect ILS Rwy 9L approach.

LANDING RWY 9R: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 170° to cross ANDIY at or above 7000, then on track 095° to cross DFINS at or above 6000. Expect ILS Rwy 9R approach.

LANDING RWY 10: From MRCHH on track 188° to cross BSHOP at 9000, then on track 203° to cross NAVVY at or above 8000, then on track 180° to cross DROYD at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross CHPPR at 13000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELow and proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross CHPPR at 13000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 27L: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV Rwy 27L approach.

LANDING WEST: ASSIGNED RWY 27R: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOUUY and proceed on the ILS or RNAV Rwy 27R approach.

LANDING WEST: ASSIGNED RWY 28: Cross CHPPR at 13000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV Rwy 28 approach.

LANDING EAST: ASSIGNED RWY 8L OR RWY NOT ASSIGNED: Cross CHPPR at 13000; cross JAGRR at 9000; after JAGRR descend to 6000 and proceed direct LARII; proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross CHPPR at 13000; cross JAGRR at 9000; after JAGRR descend to 6000 and proceed direct GPEAT; proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 10: Cross CHPPR at 13000; cross BSHOP at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.



(AWSON.DEHAN3) 24305

Z6

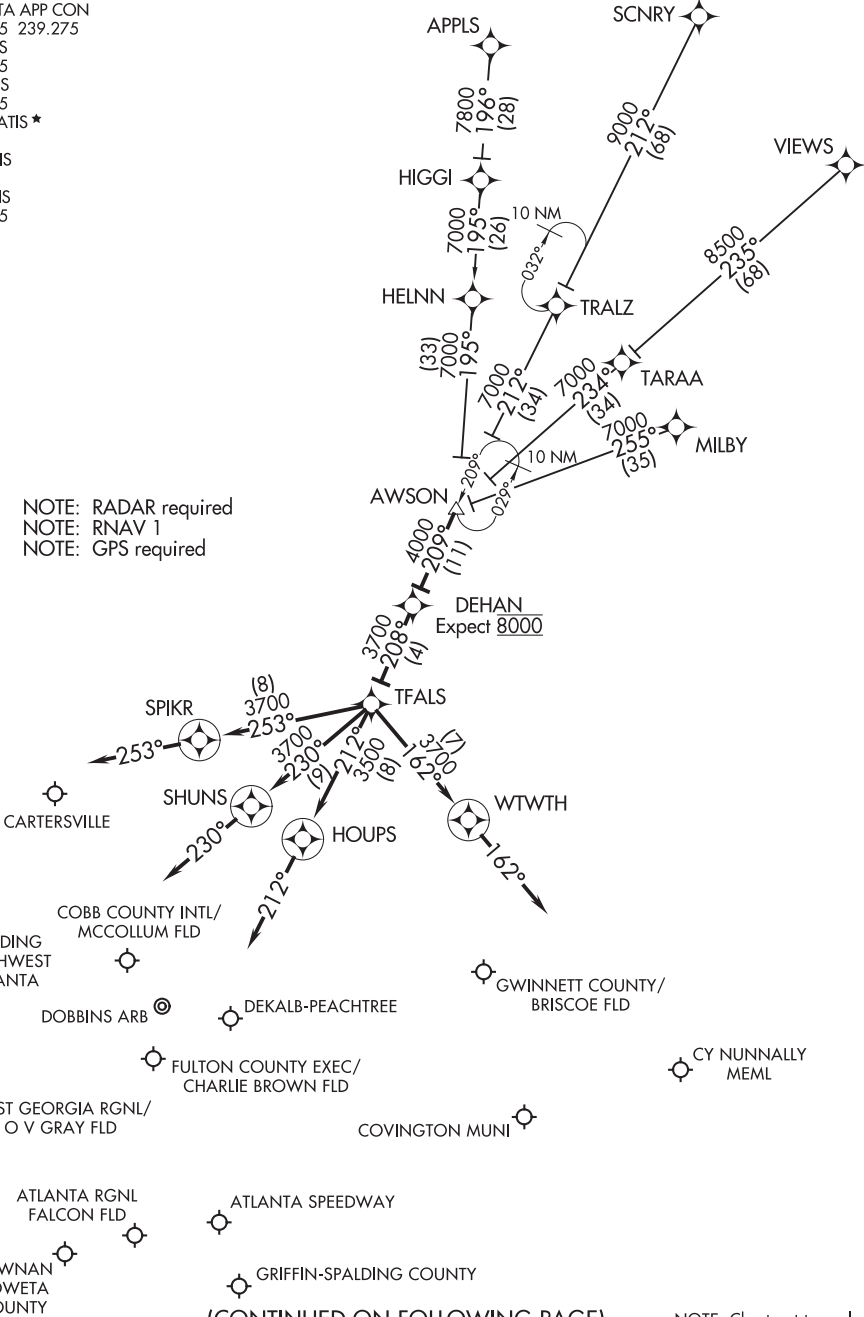
AL-469 (FAA)

DEHAN THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

ATLANTA APP CON  
126.975 239.275  
FTY ATIS  
120.175  
LZU ATIS  
132.275  
KMGE ATIS ★  
269.5  
PDK ATIS  
128.4  
RYY ATIS  
128.125

NOTE: RADAR required  
NOTE: RNAV 1  
NOTE: GPS required



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEHAN THREE ARRIVAL (RNAV)

(AWSON.DEHAN3) 16JUL20

ATLANTA, GEORGIA

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

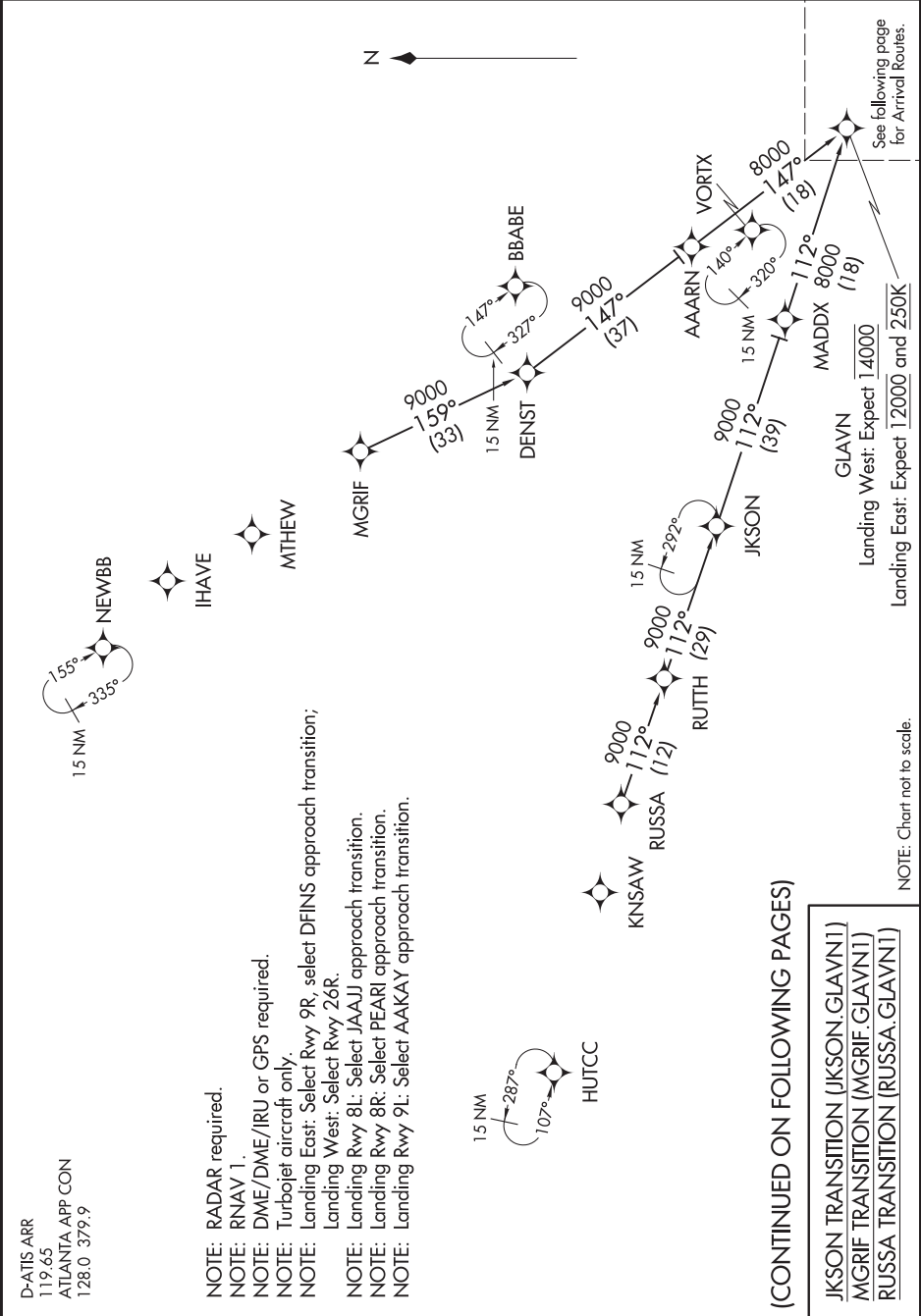
APPLS TRANSITION (APPLS.DEHAN3)  
MILBY TRANSITION (MILBY.DEHAN3)  
SCNRY TRANSITION (SCNRY.DEHAN3)  
VIEWS TRANSITION (VIEWS.DEHAN3)

LANDING KHMP/KD73/KLZU/K6A2/KCVC: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 162° to WTWTH, then on track 162°. Expect RADAR vectors to final approach course.

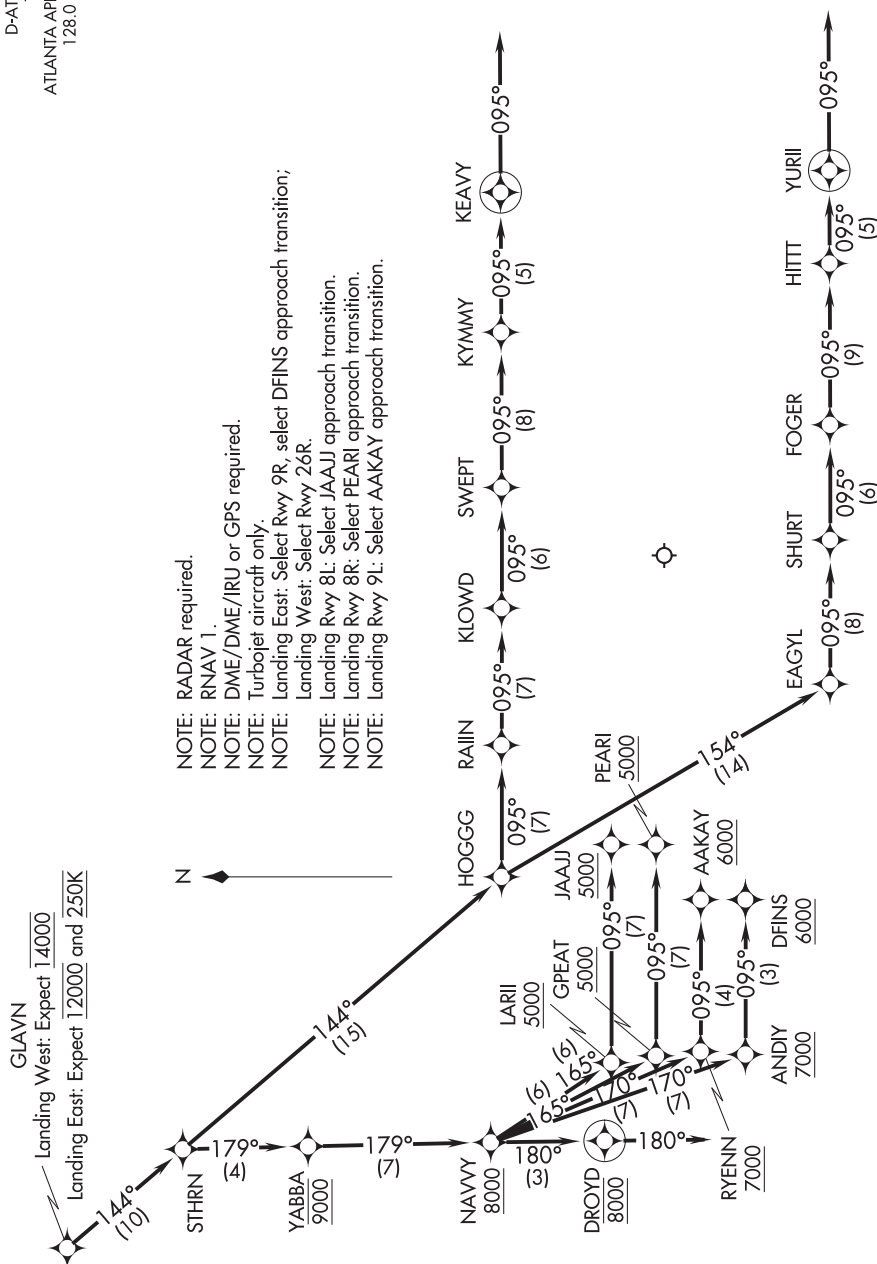
LANDING KPDK/KFFC/KCCO: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 212° to HOUPS, then on track 212°. Expect RADAR vectors to final approach course.

LANDING KRYY/KVPC/KPUJ/KCTJ: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 253° to SPIKR, then on track 253°. Expect RADAR vectors to final approach course.

LANDING KFTY/KMGE: From AWSON on track 209° to DEHAN, then on track 208° to TFALS, then on track 230° to SHUNS, then on track 230°. Expect RADAR vectors to final approach course.



D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.0 379.9



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-4, 07 AUG 2025 to 02 OCT 2025

(GLAVN.GLAVN1) 24305

GLAVN ONE ARRIVAL (RNAV)

AL-26 (FAA)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
ATLANTA, GEORGIA

## ARRIVAL ROUTE DESCRIPTION

From GLAVN on track 144° to STHRN.

LANDING RWYS 26L/R: From STHRN on track 144° to HOGGG, then on track 095° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From STHRN on track 144° to HOGGG, then on track 154° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWY 8L: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 165° to cross LARII at or above 5000, then on track 095° to cross JAAJ at or above 5000. Expect ILS Rwy 8L approach.

LANDING RWY 8R: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 165° to cross GPEAT at or above 5000, then on track 095° to cross PEARL at or above 5000. Expect ILS Rwy 8R approach.

LANDING RWY 9L: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 170° to cross RYENN at or above 7000, then on track 095° to cross AAKAY at or above 6000. Expect ILS Rwy 9L approach.

LANDING RWY 9R: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 170° to cross ANDIY at or above 7000, then on track 095° to cross DFINS at or above 6000. Expect ILS Rwy 9R approach.

LANDING RWY 10: From STHRN on track 179° to cross YABBA at 9000, then on track 179° to cross NAVVY at or above 8000, then on track 180° to cross DROYD at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross GLAVN at 14000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELow and proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross GLAVN at 14000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 27L: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV Rwy 27L approach.

LANDING WEST: ASSIGNED RWY 27R: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOYU and proceed on the ILS or RNAV Rwy 27R approach.

LANDING WEST: ASSIGNED RWY 28: Cross GLAVN at 14000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV Rwy 28 approach.

LANDING EAST: ASSIGNED RWY 10: Cross GLAVN at 14000; cross YABBA at 9000; cross NAVVY at or above 8000; cross DROYD at 8000; after DROYD descend to 6000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.

GLAVN ONE ARRIVAL (RNAV)  
(GLAVN.GLAVN1) 12OCT17ATLANTA, GEORGIA  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



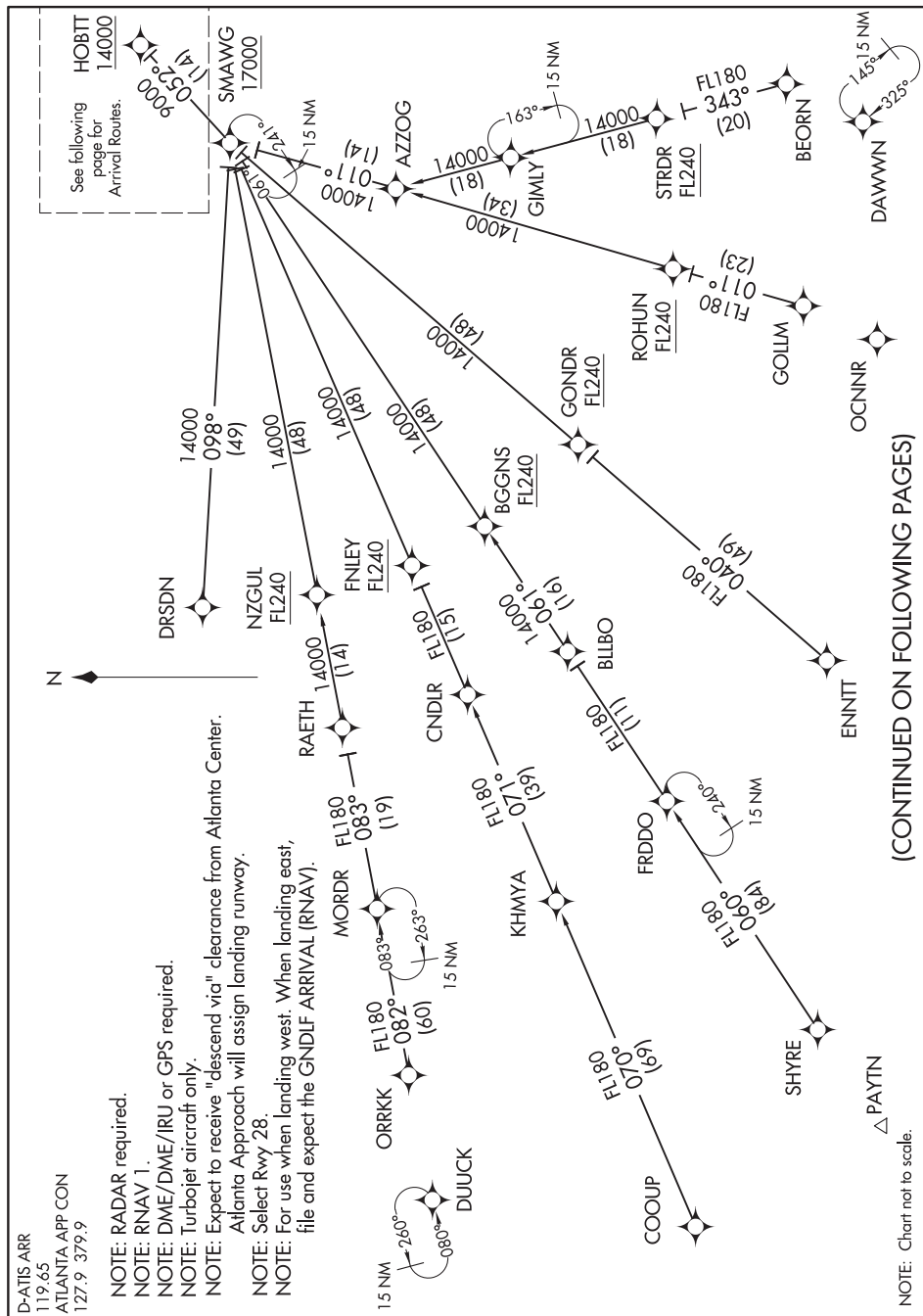
SE-4, 07 AUG 2025 to 02 OCT 2025

| ARRIVAL ROUTE DESCRIPTION   | NOTE: RADAR required.<br>NOTE: RNAV 1.<br>NOTE: DME/DME/IRU or GPS required.<br>NOTE: Turbojet aircraft only.<br>NOTE: Expect to receive "descend via" clearance from Atlanta Center.<br><br>NOTE: Select Rwy 10.<br>NOTE: For use only when landing east. When landing west, file and expect the HOBTT ARRIVAL (RNAV). | D-ATIS ARR<br>119.65<br>ATLANTA APP CON<br>127.9 379.9 |
|---|---|--|
| BEORN TRANSITION (BEORN.GNDLF2):<br>COOUP TRANSITION (COOUP.GNDLF2): Assigned by ATC only.<br>DRSDN TRANSITION (DRSDN.GNDLF2):<br>ENNTT TRANSITION (ENNTT.GNDLF2):<br>FRDDO TRANSITION (FRDDO.GNDLF2):<br>GOLLM TRANSITION (GOLLM.GNDLF2):<br>KHMVA TRANSITION (KHMVA.GNDLF2): Assigned by ATC only.<br>ORRKK TRANSITION (ORRKK.GNDLF2):<br>SHYRE TRANSITION (SHYRE.GNDLF2):<br>STRDR TRANSITION (STRDR.GNDLF2):<br><br>From GNDLF on track 059° to cross HALRR at or above 10000 and at 250K, then on track 059° to cross SHULR at 8000, then on track 036° to JNGLE, then on track 005° to QUBIT, then on track 005°. Expect RADAR vectors to find approach course.   |   |  |
| LOST COMMUNICATIONS:<br>ASSIGNED RWY 10 or NOT ASSIGNED: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 5000; after QUBIT descend to 3000 and proceed direct DEWHY; proceed on the ILS or RNAV Rwy 10 approach.<br>ASSIGNED RWY 9L: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.<br>ASSIGNED RWY 9R: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct ANDY and proceed on the ILS or RNAV Rwy 9R approach.<br>ASSIGNED RWY 8L: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct LARL and proceed on the ILS or RNAV Rwy 8L approach.<br>ASSIGNED RWY 8R: Cross HALRR at or above 10000; cross SHULR at 8000; cross QUBIT at 6000; after QUBIT proceed direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach. |   |  |



## HOBTT TWO ARRIVAL (RNAV) Transition Routes

ATLANTA, GEORGIA

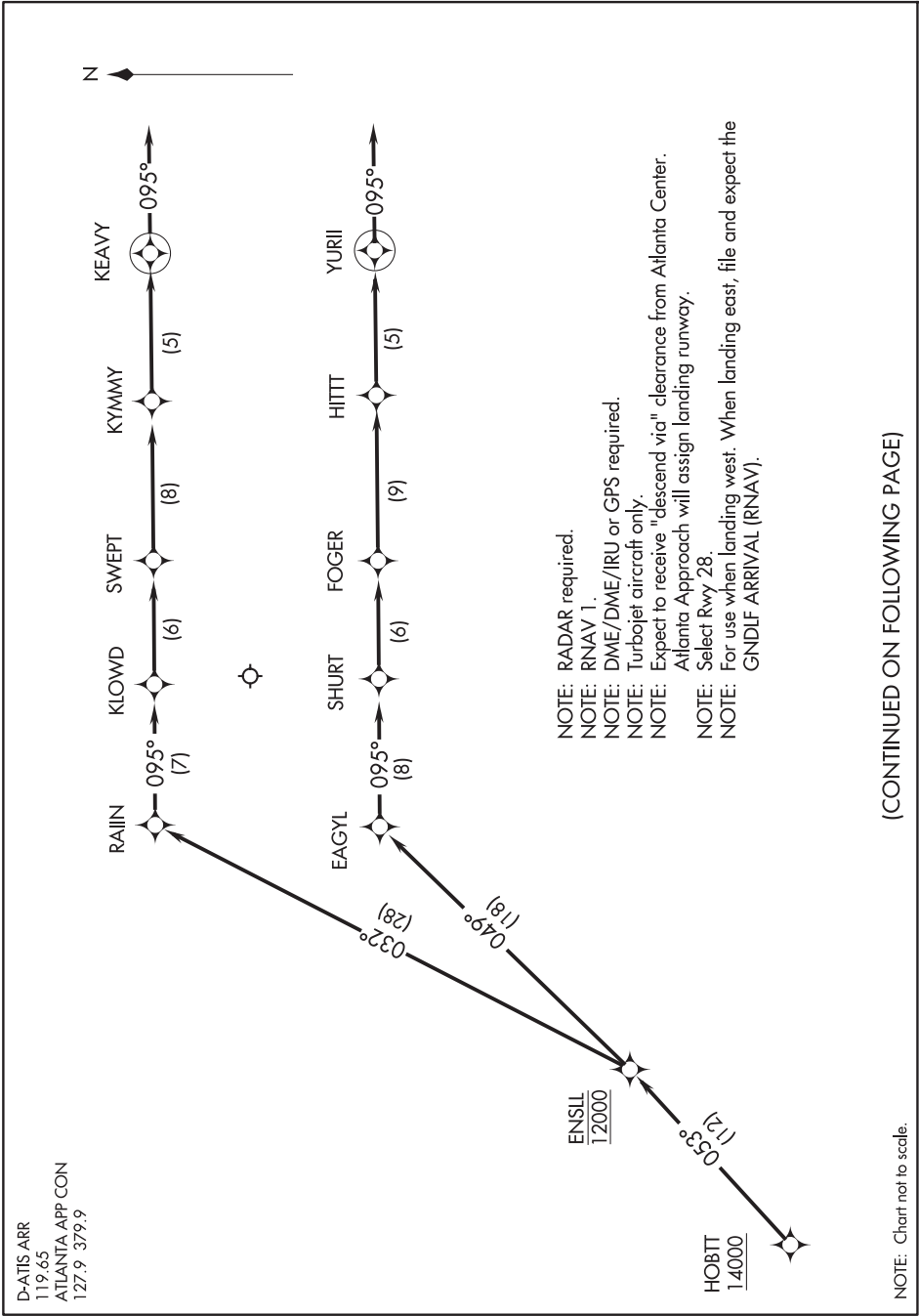


NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGES)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



(CONTINUED ON FOLLOWING PAGE)

SE-4, 07 AUG 2025 to 02 OCT 2025

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BEORN TRANSITION (BEORN.HOBTT2)  
COOUP TRANSITION (COOUP.HOBTT2): Assigned by ATC only.  
DRSDN TRANSITION (DRSDN.HOBTT2)  
ENNTT TRANSITION (ENNTT.HOBTT2)  
FRDDO TRANSITION (FRDDO.HOBTT2)  
GOLLM TRANSITION (GOLLM.HOBTT2)  
KHMYA TRANSITION (KHMYA.HOBTT2): Assigned by ATC only.  
ORRKK TRANSITION (ORRKK.HOBTT2)  
SHYRE TRANSITION (SHYRE.HOBTT2)  
STRDR TRANSITION (STRDR.HOBTT2)

From HOBTT on track 053° to cross ENSLL at 12000.

LANDING RWYS 26L/R: From ENSLL on track 032° to RAIIN, then on track 095° to KLOWD, then on track 095° to SWEPT, then on track 095° to KYMMY, then on track 095° to KEAVY, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWYS 27L/R, 28: From ENSLL on track 049° to EAGYL, then on track 095° to SHURT, then on track 095° to FOGER, then on track 095° to HITTT, then on track 095° to YURII, then on track 095°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

ASSIGNED RWY 28 OR RWY NOT ASSIGNED: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct PRMAN and proceed on the ILS or RNAV RWY 28 approach.

ASSIGNED RWY 27L: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.

ASSIGNED RWY 27R: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross EAGYL at 12000; cross FOGER at or above 7000; cross YURII at 4000; after YURII turn left direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.

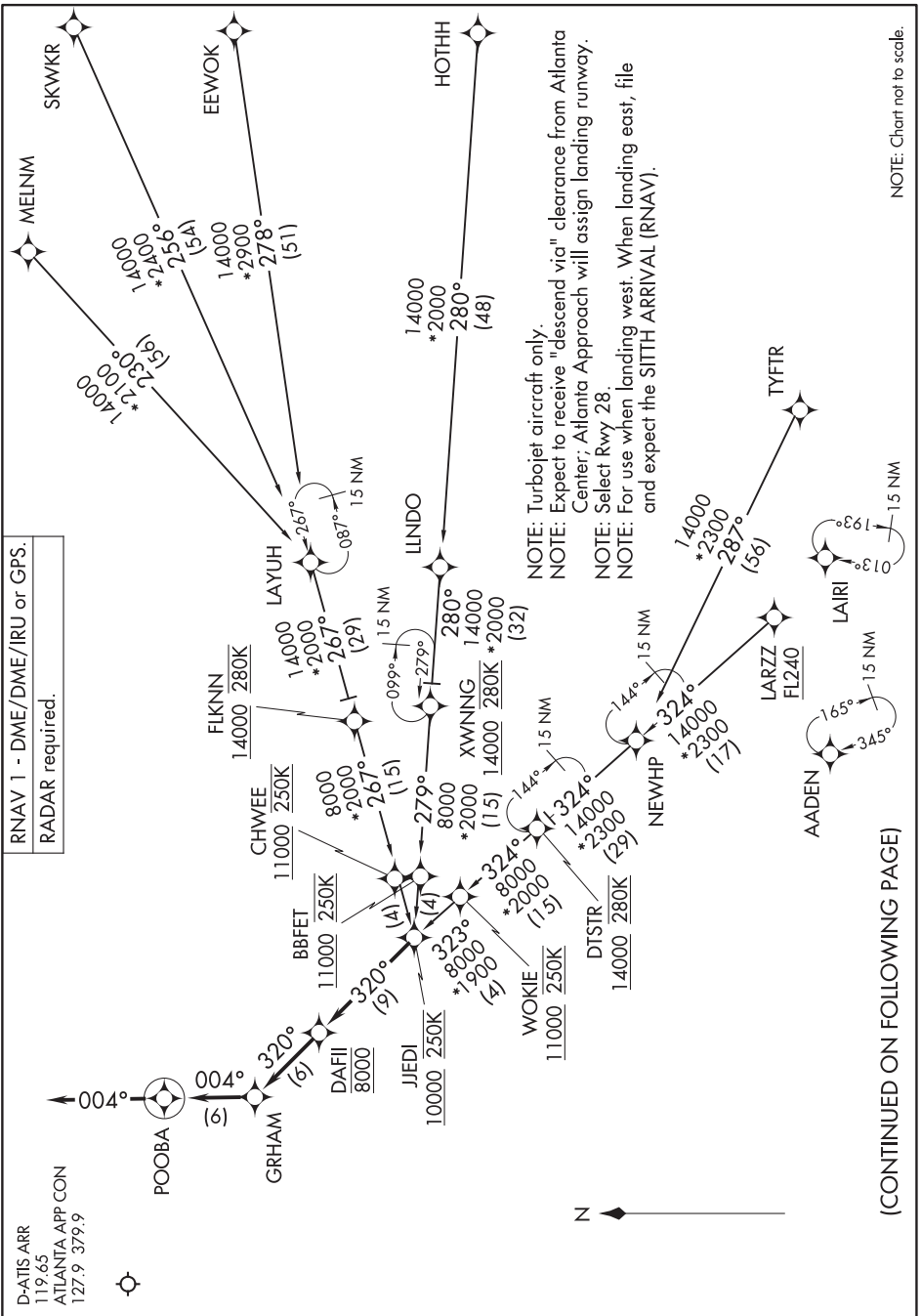
ASSIGNED RWY 26L: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.

ASSIGNED RWY 26R: Cross HOBTT at or above 14000; cross ENSLL at 12000; cross RAIIN at 12000; cross SWEPT at or above 7000; cross KEAVY at 5000; after KEAVY turn right direct ZELOW and proceed on the ILS or RNAV RWY 26R approach.

JJEDI THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

JJEDI THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

EEWOK TRANSITION (EEWOK.JJEDI3)  
HOTHH TRANSITION (HOTHH.JJEDI3)  
LARZZ TRANSITION (LARZZ.JJEDI3)  
LAYUH TRANSITION (LAYUH.JJEDI3)  
MELNM TRANSITION (MELNM.JJEDI3): Assigned by ATC only.  
SKWKR TRANSITION (SKWKR.JJEDI3)  
TYFTR TRANSITION (TYFTR.JJEDI3)

From JJEDI on track 320° to cross DAFII at 8000, then on track 320° to GRHAM, then on track 004° to POOBA, then on track 004°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

ASSIGNED RUNWAY 28 OR RUNWAY NOT ASSIGNED: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 5000; after POOBA descend to 3000 and proceed direct PRMAN; proceed on the ILS or RNAV RWY 28 approach.

ASSIGNED RUNWAY 27L: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.

ASSIGNED RUNWAY 27R: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.

ASSIGNED RUNWAY 26L: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.

ASSIGNED RUNWAY 26R: Cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct ZELOW and proceed on the ILS or RNAV RWY 26R approach.

(ONDRE.ONDRE1) 24305

AL-26 (FAA)

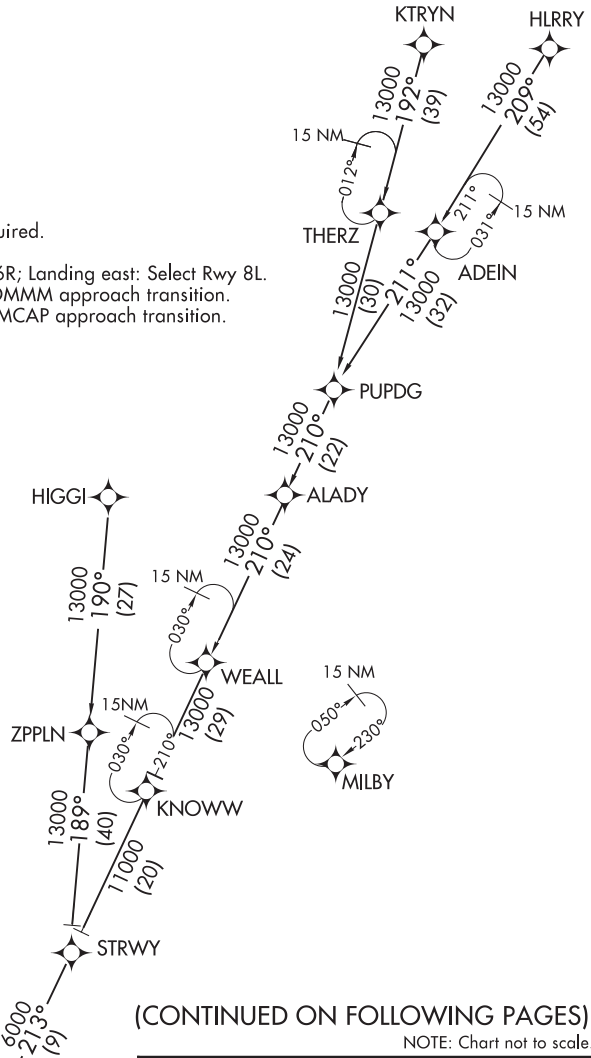
HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## ONDRE ONE ARRIVAL (RNAV) Transition Routes

ATLANTA, GEORGIA

D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.525 379.9

- NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbojet aircraft only.  
NOTE: Landing west: Select Rwy 26R; Landing east: Select Rwy 8L.  
NOTE: Landing Rwy 27L: Select ROMMM approach transition.  
NOTE: Landing Rwy 27R: Select MMCAP approach transition.



(CONTINUED ON FOLLOWING PAGES)

NOTE: Chart not to scale.

HIGGI TRANSITION (HIGGI.ONDRE1):

For TYS departures or assigned by ATC only.

HLRRY TRANSITION (HLRRY.ONDRE1)KTRYN TRANSITION (KTRYN.ONDRE1)PUPDG TRANSITION (PUPDG.ONDRE1)STRWY TRANSITION (STRWY.ONDRE1)

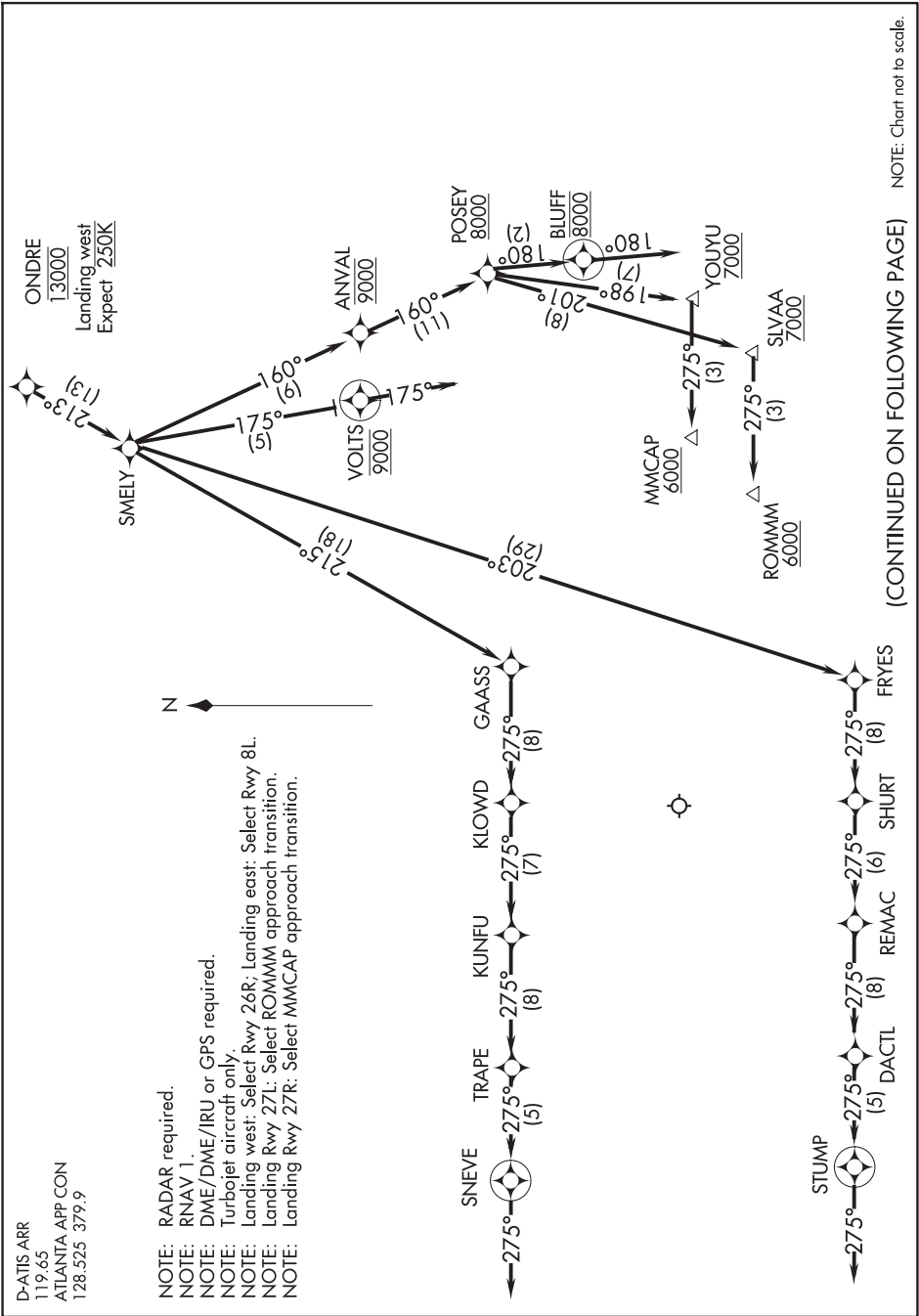
ONDRE ONE ARRIVAL (RNAV) Transition Routes

ATLANTA, GEORGIA

(ONDRE.ONDRE1) 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025



## ARRIVAL ROUTE DESCRIPTION

From ONDRE on track 213° to SMELY.

LANDING RWYS 8L/R: From SMELY on track 215° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From SMELY on track 203° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 26L/R: From SMELY on track 175° to cross VOLTS at 9000, then on track 175°. Expect RADAR vectors to final approach course.

LANDING RWY 27L: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 201° to cross SLVAA at or above 7000, then on track 275° to cross ROMMM at or above 6000. Expect ILS RWY 27L approach.

LANDING RWY 27R: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to cross POSEY at or above 8000, then on track 198° to cross YOUYU at or above 7000, then on track 275° to cross MMCAP at or above 6000. Expect ILS RWY 27R approach.

LANDING RWY 28: From SMELY on track 160° to cross ANVAL at 9000, then on track 160° to POSEY at or above 8000, then on track 180° to cross BLUFF at 8000, then on track 180. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING EAST: ASSIGNED RWY 8L OR RWY NOT ASSIGNED: Cross ONDRE at 13000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

LANDING EAST: ASSIGNED RWY 8R: Cross ONDRE at 13000; cross GAASS at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 9L: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

LANDING EAST: ASSIGNED RWY 9R: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

LANDING EAST: ASSIGNED RWY 10: Cross ONDRE at 13000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

LANDING WEST: ASSIGNED RWY 26R OR RWY NOT ASSIGNED: Cross ONDRE at 13000; cross VOLTS at 9000; after VOLTS descend to 6000 and proceed direct ZELOW; proceed on the ILS or RNAV Rwy 26R approach.

LANDING WEST: ASSIGNED RWY 26L: Cross ONDRE at 13000; cross VOLTS at 9000; after VOLTS descend to 6000 and proceed direct JIRRI; proceed on the ILS or RNAV Rwy 26L approach.

LANDING WEST: ASSIGNED RWY 28: Cross ONDRE at 13000; cross ANVAL at 9000; cross POSEY at or above 8000; cross BLUFF at 8000; after BLUFF descend to 6000 and proceed direct PRMAN; proceed on the ILS or RNAV Rwy 28 approach.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGES)

SE-4, 07 AUG 2025 to 02 OCT 2025

D-ATIS ARR  
119.65  
ATLANTA ARR  
128.525 37

DGESS TRANSITION (DGESS.OZZZ11): For GSP  
 departures or assigned by ATC only.  
 FLASK TRANSITION (FLASK.OZZZ11)  
 LEAVI TRANSITION (LEAVI.OZZZ11)  
 WMHONY TRANSITION (WMHONY.OZZZ11): For A  
 departures or assigned by ATC only.  
 WINING TRANSITION (WINING.OZZZ11)

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

**NOTE:** Turbojet aircraft only.

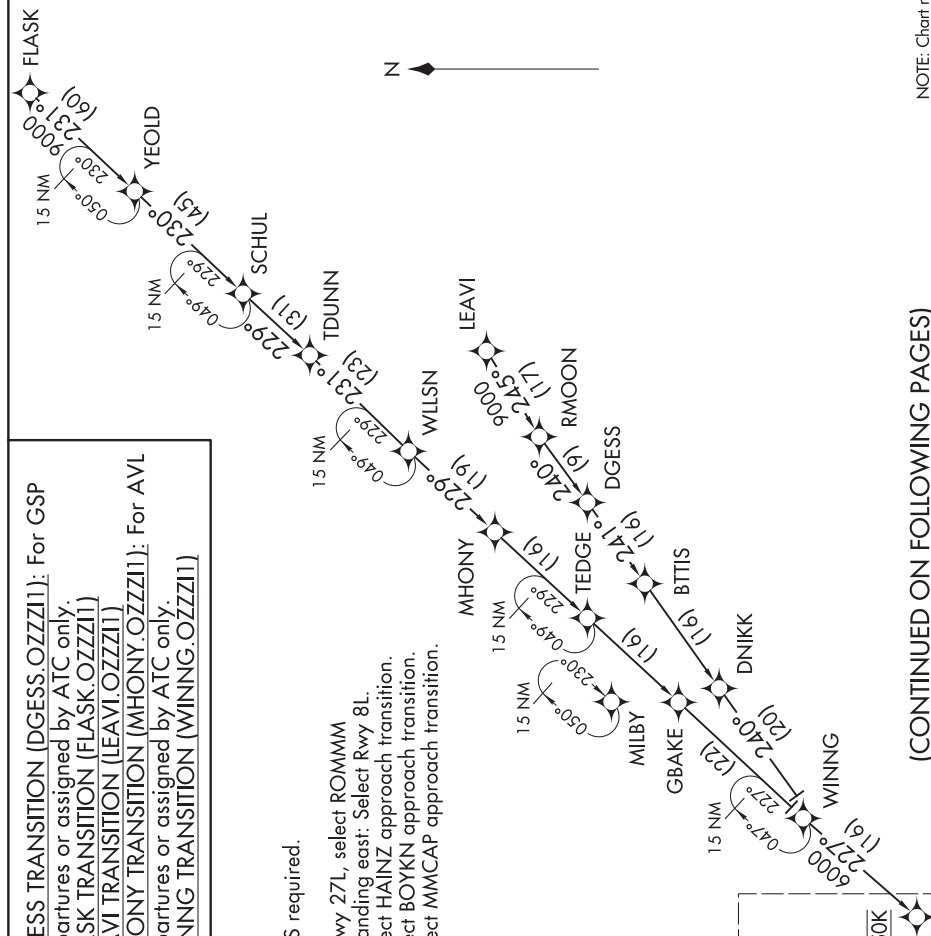
NOTE: Landing west: Select Rwy 27L, select ROMMM

approach transition: Landing east: Select Rwy 8L:

NOTE: Landing Rwy 26R: Select HAINZ approach transition.  
 apply each transition/ Landing Rwy: Select Rwy 02.

NOTE: Landing Rwy 26L: Select BOYKN approach transition.

NOTE: Landing Rwy 27R: Select MMCAP approach transition.



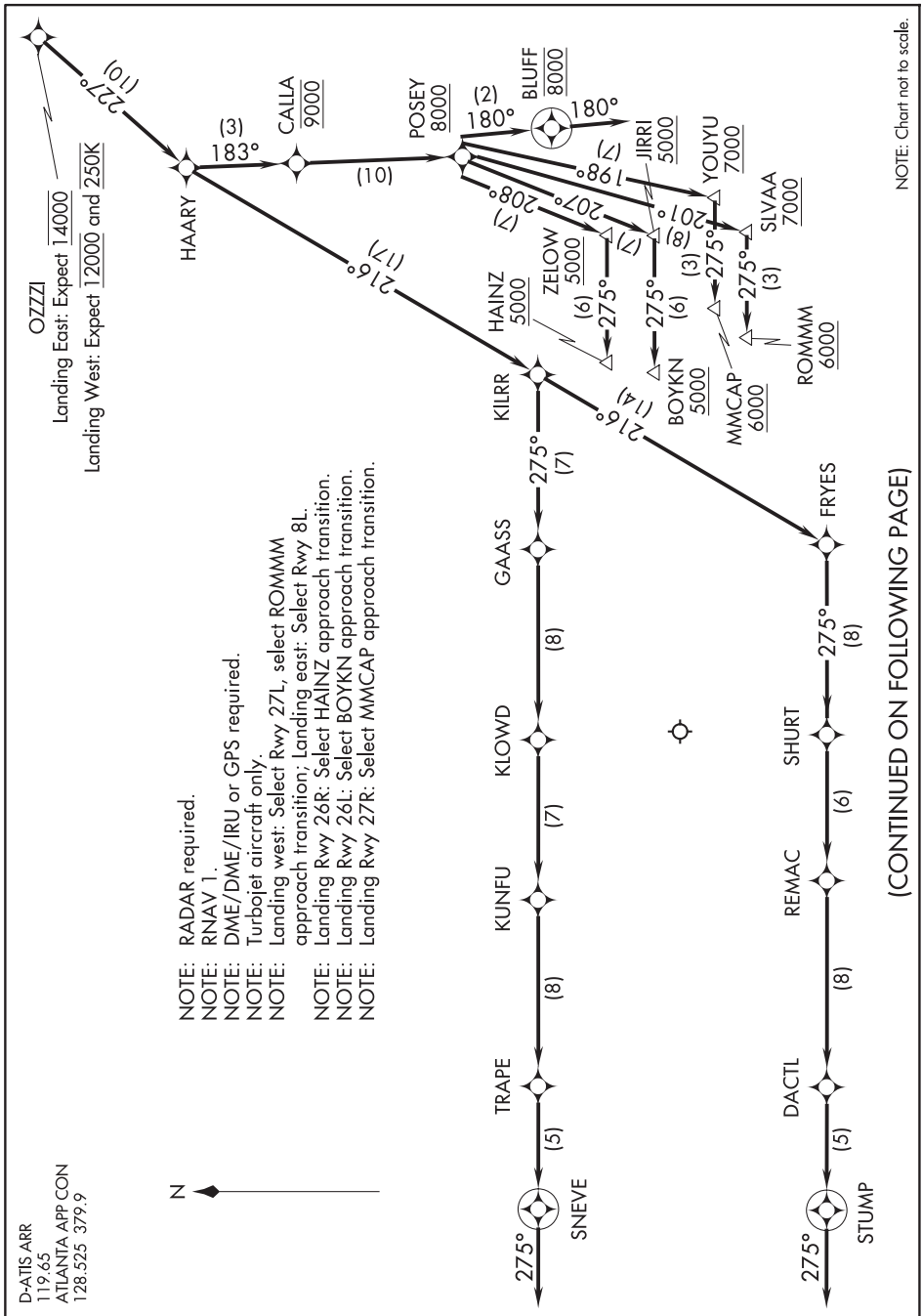
See following page  
for Arrival Routes.

IZZIO

Landing East: Expect 14000

Landing West: Expect 12000 and 250K

D-ATIS ARR  
119.65  
ATLANTA APP CON  
128.525 379.9



ARRIVAL DESCRIPTION

From OZZI on track 227° to HAARY.

LANDING RWYS 8L/R: From HAARY on track 216° to KILRR, then on track 275° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From HAARY on track 216° to KILRR, then on track 216° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWY 26L: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 207° to cross JIRRI at or above 5000, then on track 275° to cross BOYKN at or above 5000. Expect ILS Rwy 26L approach.

LANDING RWY 26R: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 208° to cross ZELOW at or above 5000, then on track 275° to cross HAINZ at or above 5000. Expect ILS Rwy 26R approach.

LANDING RWY 27L: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 201° to cross SLVAA at or above 7000, then on track 275° to cross ROMMM at or above 6000. Expect ILS Rwy 27L approach.

LANDING RWY 27R: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 198° to cross YOUYU at or above 7000, then on track 275° to cross MMCAP at or above 6000. Expect ILS Rwy 27R approach.

LANDING RWY 28: From HAARY on track 183° to cross CALLA at 9000, then on track 183° to cross POSEY at or above 8000, then on track 180° to cross BLUFF at 8000, then on track 180°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING EAST: ASSIGNED RWY 8L OR Rwy NOT ASSIGNED: Cross OZZI at 14000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

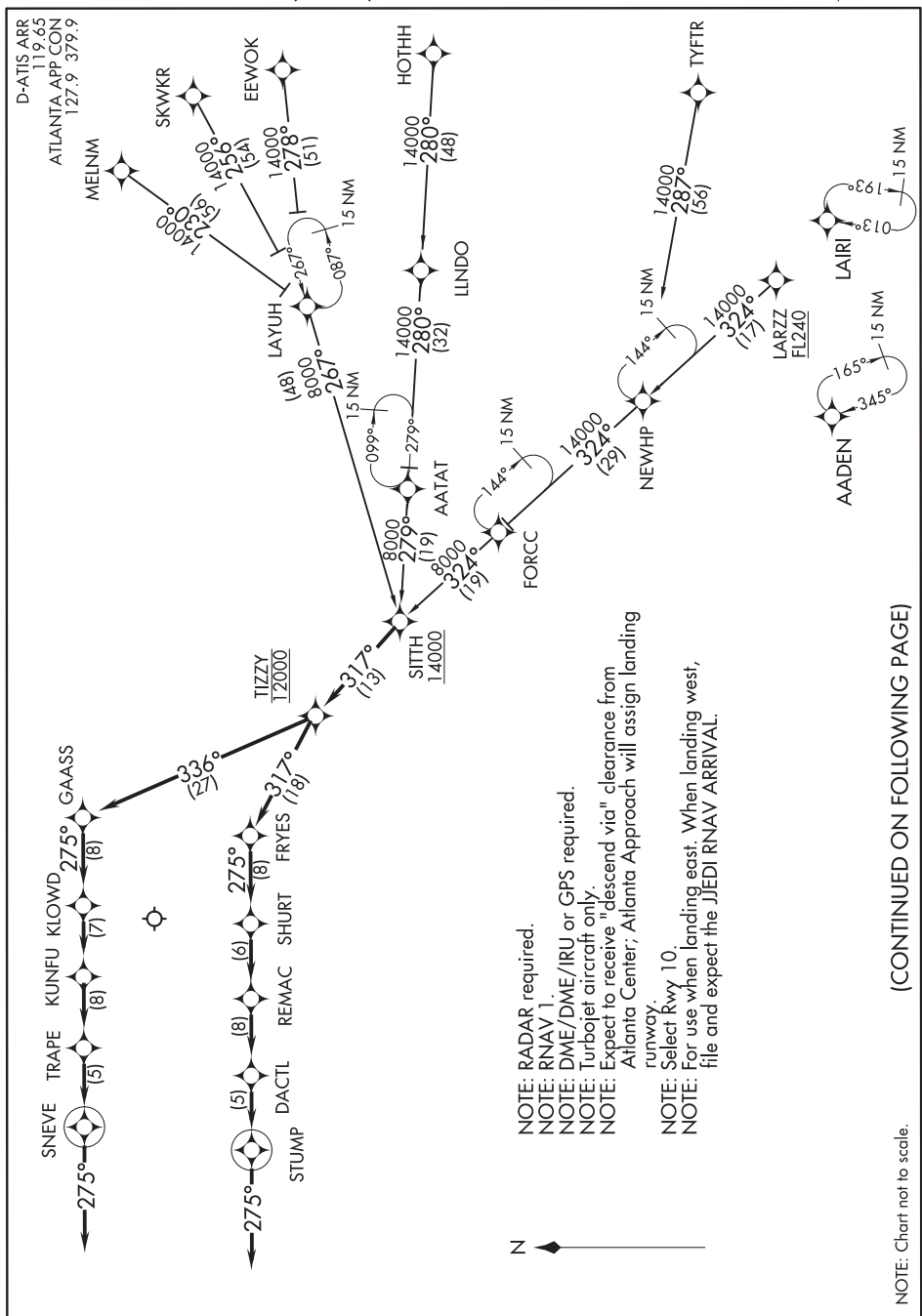
LANDING EAST: ASSIGNED RWY 8R: Cross OZZI at 14000; cross GAASS at 12000; cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

LANDING EAST: ASSIGNED RWY 9L: Cross OZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

LANDING EAST: ASSIGNED RWY 9R: Cross OZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

LANDING EAST: ASSIGNED RWY 10: Cross OZZI at 14000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

LANDING WEST: ASSIGNED RWY 28: Cross OZZI at 14000; cross CALLA at 9000; cross POSEY at or above 8000; cross BLUFF at 8000; after BLUFF descend to 6000 and proceed direct PRMAN; proceed on the ILS or RNAV Rwy 28 approach.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-4, 07 AUG 2025 to 02 OCT 2025

SITTH TWO ARRIVAL(RNAV)  
(SITTH.SITTH2) 01FEB18

ATLANTA, GEORGIA  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

ARRIVAL ROUTE DESCRIPTION

EEWOK TRANSITION (EEWOK.SITTH2)  
HOTHH TRANSITION (HOTHH.SITTH2)  
LARZZ TRANSITION (LARZZ.SITTH2)  
LAYUH TRANSITION (LAYUH.SITTH2)  
MELNM TRANSITION (MELNM.SITTH2): Assigned by ATC only.  
SKWKR TRANSITION (SKWKR.SITTH2)  
TYFTR TRANSITION (TYFTR.SITTH2)

From SITTH on track 317° to cross TIZZY at 12000.

LANDING RWYS 8L/R: From TIZZY on track 336° to GAASS, then on track 275° to KLOWD, then on track 275° to KUNFU, then on track 275° to TRAPE, then on track 275° to SNEVE, then on track 275°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/R, 10: From TIZZY on track 317° to FRYES, then on track 275° to SHURT, then on track 275° to REMAC, then on track 275° to DACTL, then on track 275° to STUMP, then on track 275°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

ASSIGNED RWY 10 OR RWY NOT ASSIGNED: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct DEWHY and proceed on the ILS or RNAV Rwy 10 approach.

ASSIGNED RWY 9L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct RYENN and proceed on the ILS or RNAV Rwy 9L approach.

ASSIGNED RWY 9R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross FRYES at 12000; cross REMAC at or above 7000; cross STUMP at 4000; after STUMP turn right direct ANDIY and proceed on the ILS or RNAV Rwy 9R approach.

ASSIGNED RWY 8L: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct LARII and proceed on the ILS or RNAV Rwy 8L approach.

ASSIGNED RWY 8R: Cross SITTH at or above 14000; cross TIZZY at 12000; cross GAASS at 12000, cross KUNFU at or above 7000; cross SNEVE at 5000; after SNEVE turn left direct GPEAT and proceed on the ILS or RNAV Rwy 8R approach.

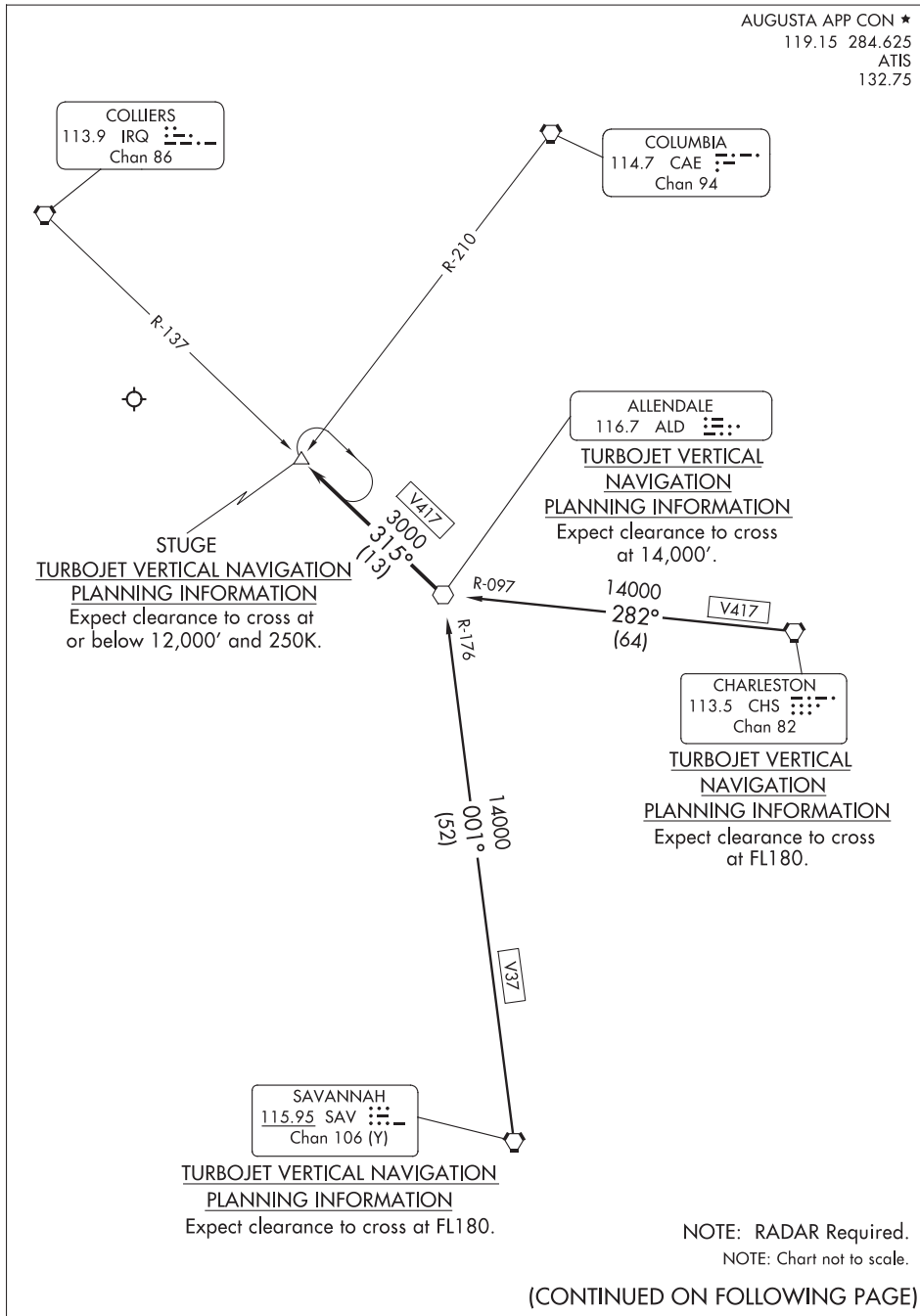
(STUGE.STUGE3) 24193

# STUGE THREE ARRIVAL

Z26  
AL-27 (FAA)

AUGUSTA RGNL AT BUSH FLD (AGS)  
AUGUSTA, GEORGIA

AUGUSTA APP CON ★  
119.15 284.625  
ATIS  
132.75



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

# STUGE THREE ARRIVAL

(STUGE.STUGE3) 19FEB04

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FLD (AGS)



ARRIVAL DESCRIPTION

CHARLESTON TRANSITION (CHS.STUGE3): From over CHS VORTAC via CHS R-282 and ALD R-097 to ALD VOR. Thence. . . .  
SAVANNAH TRANSITION (SAV.STUGE3): From over SAV VORTAC via SAV R-001 and ALD R-176 to ALD VOR. Thence. . . .  
. . . .from over ALD VOR via ALD R-315 to STUGE INT, MEA 3000. Expect RADAR vectors to final approach course.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

(STWRT.STWRT3) 24193  
STWRT THREE ARRIVAL

AUGUSTA APP CON ★  
119.15 284.625  
ATIS  
132.75

Z28  
AL-27 (FAA)

AUGUSTA RGNL AT BUSH FLD (AGS)  
AUGUSTA, GEORGIA

GREENSBORO  
116.2 GSO  
Chan 109

FLORENCE  
115.2 FLO  
Chan 99

COLUMBIA  
114.7 CAE  
Chan 94

COLLIERS  
113.9 IRQ  
Chan 86

LIARS  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect FL180

NOTE: RADAR and DME required.

TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect T6000

STWRT  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION  
Expect T1000 250K

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

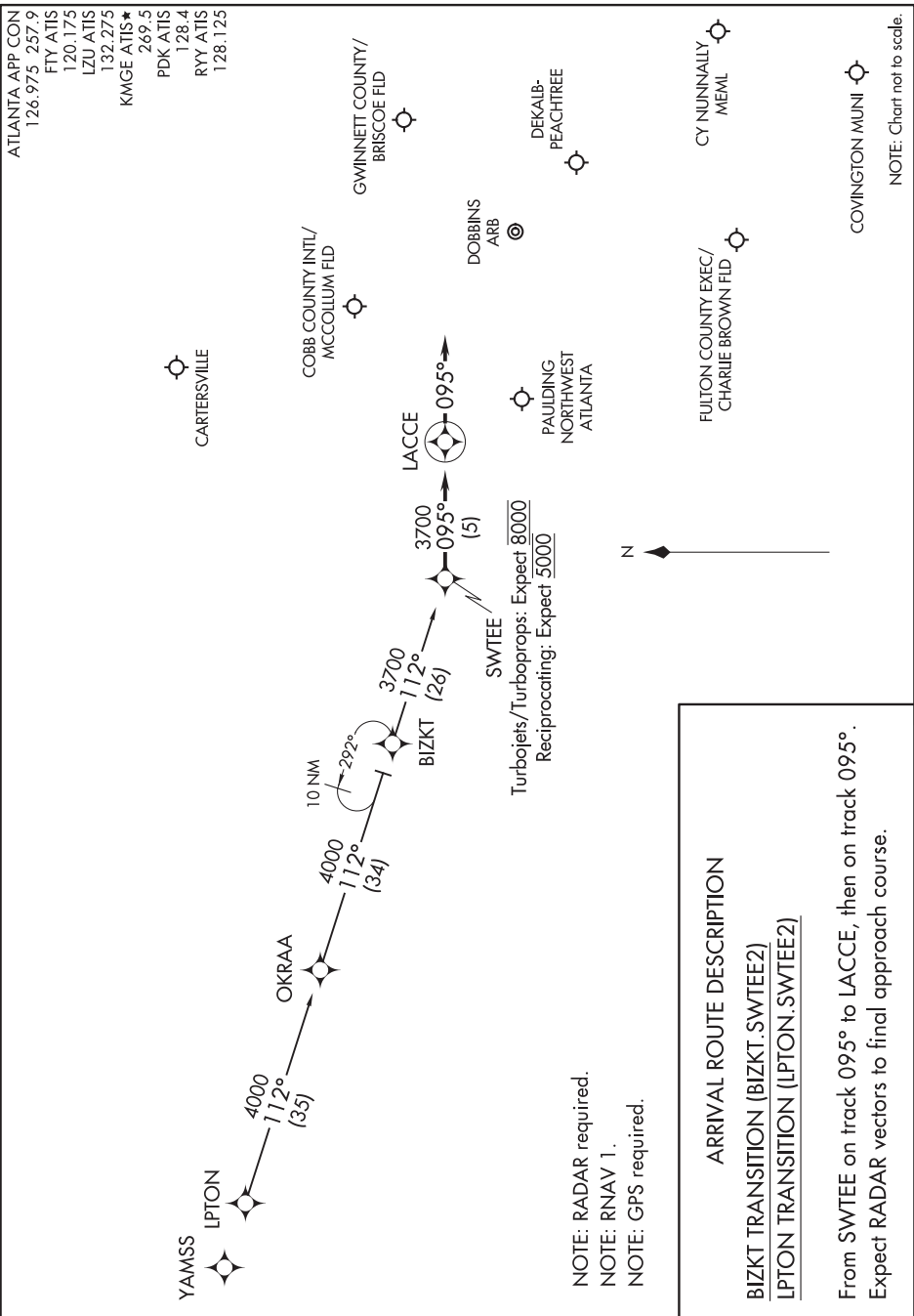
COLUMBIA TRANSITION (CAE.STWRT3): From over CAE VORTAC on CAE R-240 to STWRT. Thence. . . .  
FLORENCE TRANSITION (FLO.STWRT3): From over FLO VORTAC on FLO R-255 and CAE R-074 to CAE VORTAC, then on CAE R-240 to STWRT. Thence. . . .  
GREENSBORO TRANSITION (GSO.STWRT3): From over GSO VORTAC on GSO R-205 to LIARS, then on CAE R-024 to CAE VORTAC, then on CAE R-240 to STWRT. Thence. . . .  
. . . .from over STWRT on the CAE R-240 to PAANE. Expect RADAR vectors to airport after PAANE.

STWRT THREE ARRIVAL  
(STWRT.STWRT3) 03JAN19

AUGUSTA, GEORGIA  
AUGUSTA RGNL AT BUSH FLD (AGS)

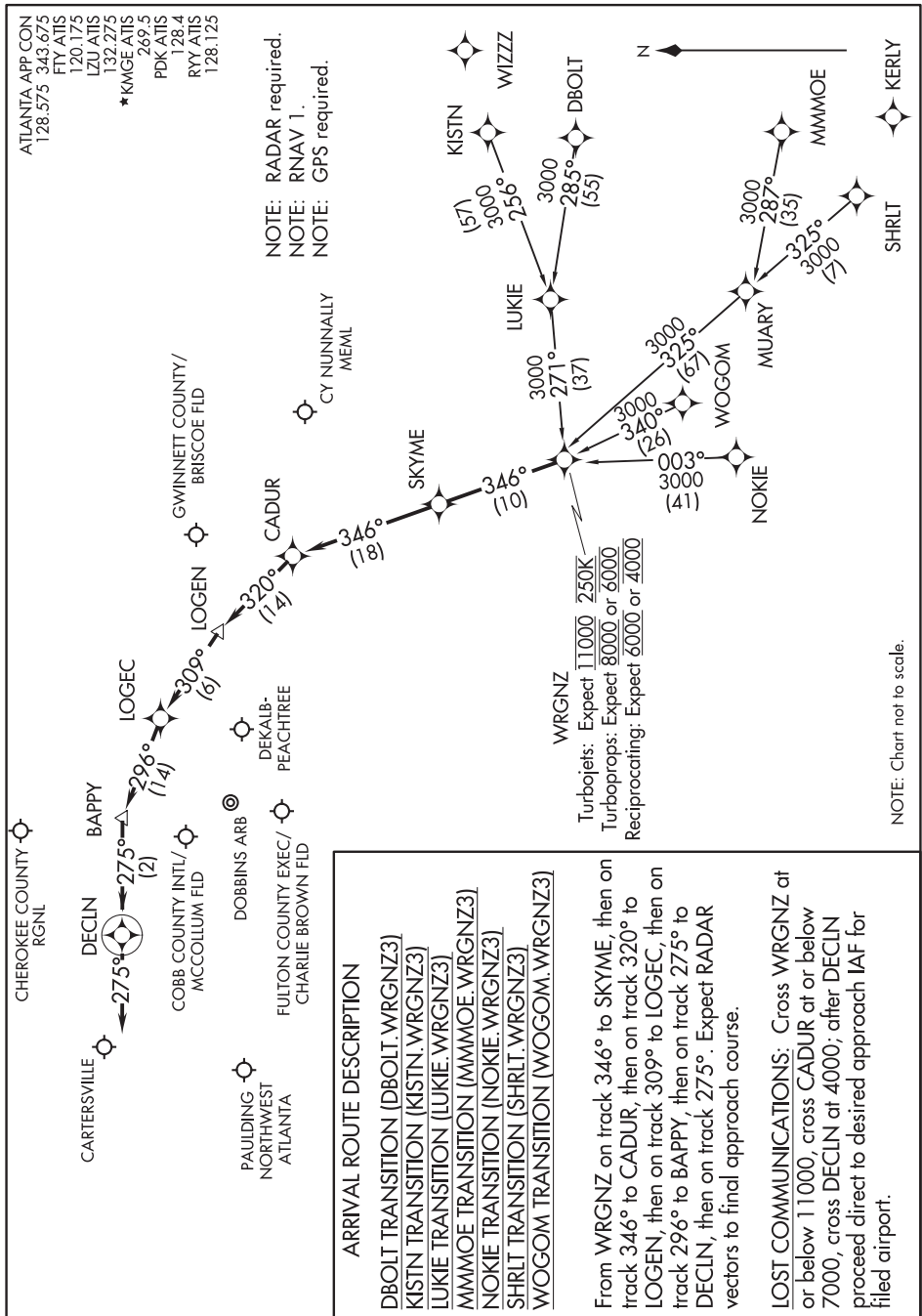
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



WRGNZ THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA



WRGNZ THREE ARRIVAL (RNAV)

ATLANTA, GEORGIA

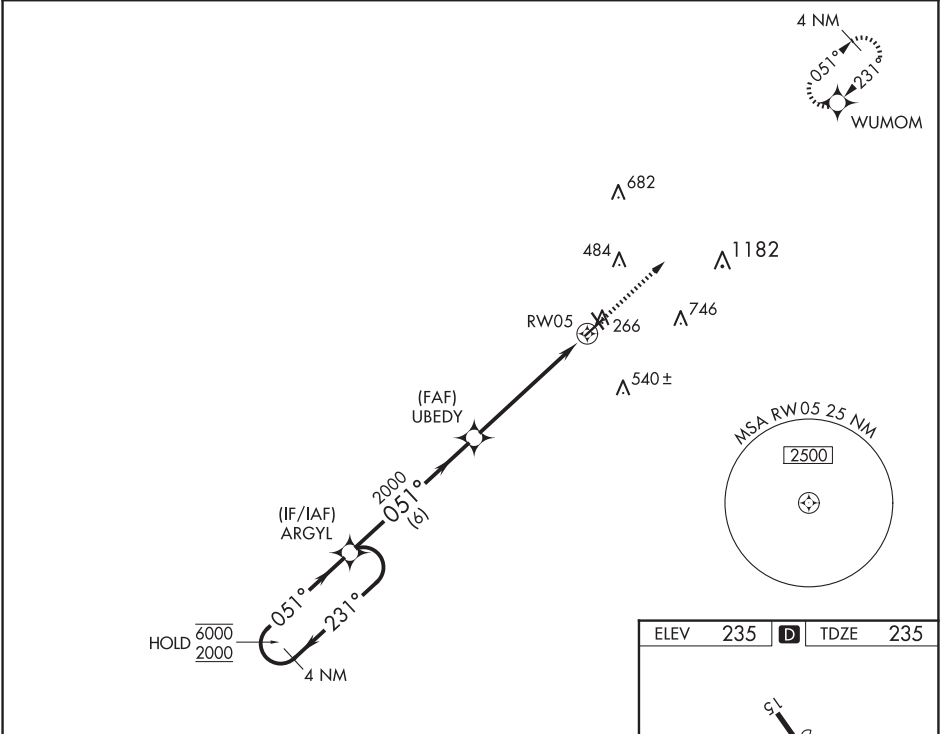
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42506</b><br><b>W05A</b> | APP CRS<br><b>051°</b> | Rwy Idg <b>5000</b><br>TDZE <b>235</b><br>Apt Elev <b>235</b> |
|--|------------------------|---|

RNAV (GPS) RWY 5

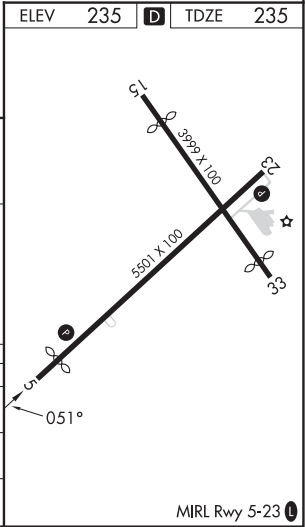
COOK COUNTY (15J)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3000 direct WUMOM and hold. |
| <div><div>▼</div><div>▲</div></div> <div>Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.<br/>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div> |   |

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118,025</b> | VALDOSTA APP CON★<br><b>126.6 285.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|                      |           |             |                 |                 |       |
|----------------------|-----------|-------------|-----------------|-----------------|-------|
| 4 NM Holding Pattern |           | ARGYL       | UBEDY           | 3000            | WUMOM |
| 6000 ← 231°          |           | 051° →      | 2000            | ↑               | ✱     |
| GP 3.00°             |           | 051° →      | 2000            |                 |       |
| TCH 45               |           |             |                 |                 |       |
|                      |           | 6 NM        | 5.4 NM          |                 |       |
| CATEGORY             | A         | B           | C               | D               |       |
| LPV DA               | 534-1     |             | 299 (300-1)     |                 |       |
| LNAV/VNAV DA         | 622-1 1/8 |             | 387 (400-1 1/8) |                 |       |
| LNAV MDA             | 740-1     | 505 (600-1) | 740-1 3/8       | 505 (600-1 3/8) |       |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ADEL, GEORGIA

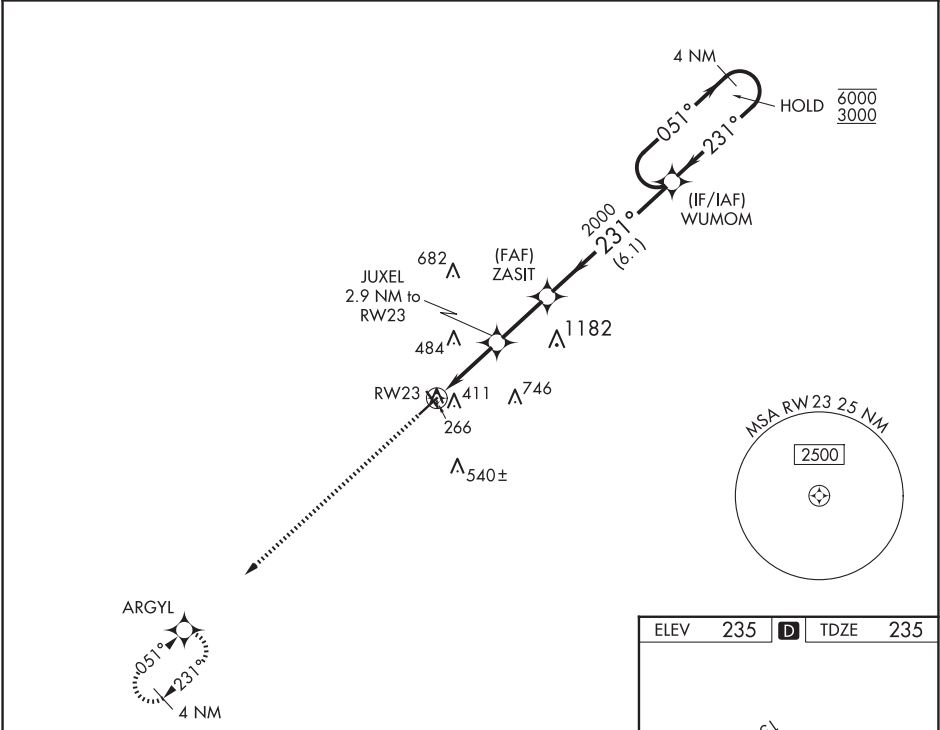
AL-9115 (FAA)

24361

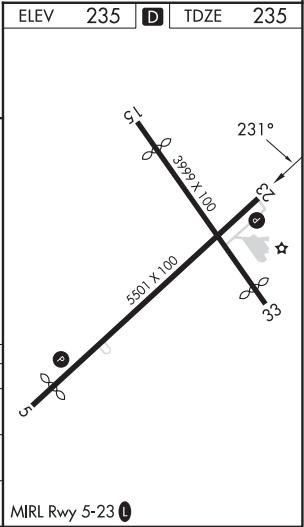
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>81833</b><br><b>W23A</b> | APP CRS<br><b>231°</b> | Rwy Idg <b>5501</b><br>TDZE <b>235</b><br>Apt Elev <b>235</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 23**  
COOK COUNTY (15J)

|  |   |   |
|--|---|---|
| RNP APCH - GPS.  |   | MISSED APPROACH: Climb to 3000 direct ARGYL and hold, continue climb-in-hold to 3000. |
| Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. |   |   |
| AWOS-3PT<br><b>118.025</b>   | VALDOSTA APP CON★<br><b>126.6 285.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b>   |



|              |       |  |             |  |  |
|--------------|-------|--|-------------|--|--|
| 3000         | ARGYL | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40). |             |  |  |
|              |       | WUMOM 4 NM Holding Pattern                                       |             |  |  |
|              |       | JUXEL 2.9 NM to RWY 23   | ZASIT 2000  | 051° → 6000<br>← 231° 3000               |  |
|              |       | RWY 23   | 1220        | 2000                                     | GP 3.00°<br>TCH 55                       |
|              |       | 2.9 NM   | 2.5 NM      | 6.1 NM                                   |  |
| CATEGORY     |       | A  | B           | C  | D  |
| LPV DA       |       | 595-1  |             | 360 (400-1)                              |  |
| LNAV/VNAV DA |       | 694-1 <sup>3</sup> / <sub>8</sub>                                |             | 459 (500-1 <sup>3</sup> / <sub>8</sub> ) |  |
| LNAV MDA     |       | 700-1  | 465 (500-1) | 700-1 <sup>3</sup> / <sub>8</sub>        | 465 (500-1 <sup>3</sup> / <sub>8</sub> ) |



ADEL, GEORGIA  
Amdt 2A 26DEC24

31°08'N-83°27'W

COOK COUNTY (15J)  
**RNAV (GPS) RWY 23**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>49219</b><br><b>W16A</b> | APP CRS<br><b>160°</b> | Rwy Idg <b>5000</b><br>TDZE <b>573</b><br>Apt Elev <b>586</b> |
|--|------------------------|---|

RNAV (GPS) RWY 16

SHELBY COUNTY (EET)

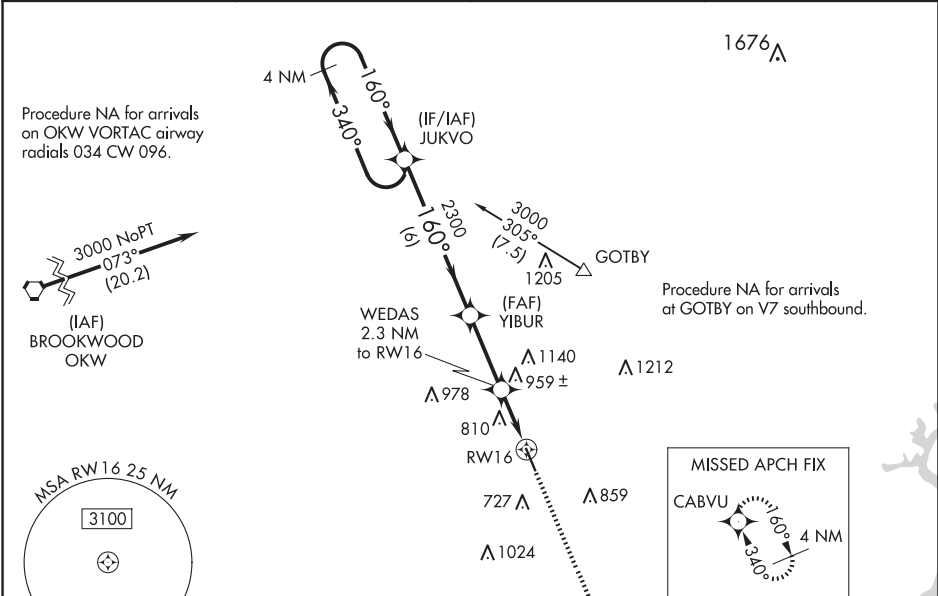
▼

⚠

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C visibilities ¼ SM. Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

|                        |  |                       |  |
|------------------------|--|-----------------------|--|
| ASOS<br><b>134.325</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.7</b> (CTAF) <b>📶</b> |
|------------------------|--|-----------------------|--|



ALABASTER, ALABAMA

AL-5650 (FAA)

21196

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>63219</b><br><b>W34A</b> | APP CRS<br><b>340°</b> | Rwy Idg<br>TDZE <b>586</b><br>Apt Elev <b>586</b> | <b>5000</b> |
|--|------------------------|---|-------------|

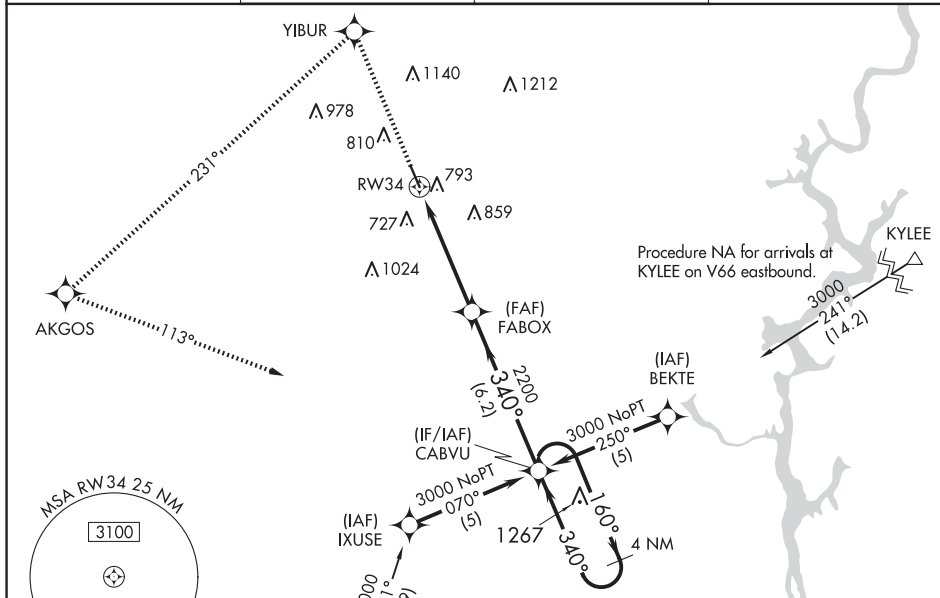
# RNAV (GPS) RWY 34

SHELBY COUNTY (EET)

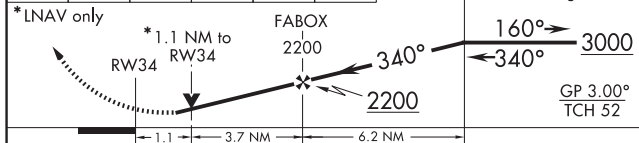
**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cat C visibilities 1/4 SM. Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA with Birmingham altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct YIBUR and left turn on track 231° to AKGOS and left turn on track 113° to CABVU and hold.

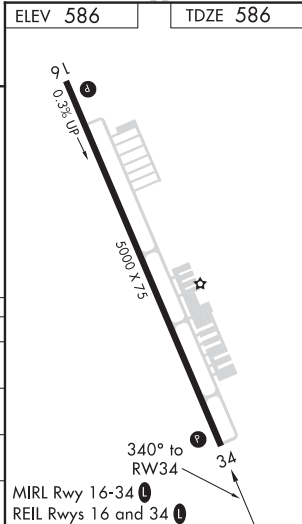
|                        |  |                       |                                 |
|------------------------|--|-----------------------|---------------------------------|
| ASOS<br><b>134.325</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.7 (CTAF) 1</b> |
|------------------------|--|-----------------------|---------------------------------|



|            |                 |            |   |
|------------|-----------------|------------|---|
| 3000       | YIBUR           | AKGOS      | CABVU   |
| ↑          | tr 231°         | tr 113°    |   |
| *LNAV only | *1.1 NM to RW34 | FABOX 2200 | VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 44). 4 NM CABVU Holding Pattern |



| CATEGORY     | A                  | B                          | C                          | D |
|--------------|--------------------|----------------------------|----------------------------|---|
| LPV DA       | 947-1 1/4          | 361 (400-1 1/4)            |                            |   |
| LNAV/VNAV DA | 1093-1 3/4         | 507 (600-1 3/4)            |                            |   |
| LNAV MDA     | 1100-1 514 (600-1) | 1100-1 1/2 514 (600-1 1/2) | 1100-1 3/4 514 (600-1 3/4) |   |
| CIRCLING     | 1120-1 534 (600-1) | 1340-2 1/4 754 (800-2 1/4) | 1580-3 994 (1000-3)        |   |



ALABASTER, ALABAMA  
Amdt 2A 15JUL21

33°11'N-86°47'W

SHELBY COUNTY (EET)  
**RNAV (GPS) RWY 34**

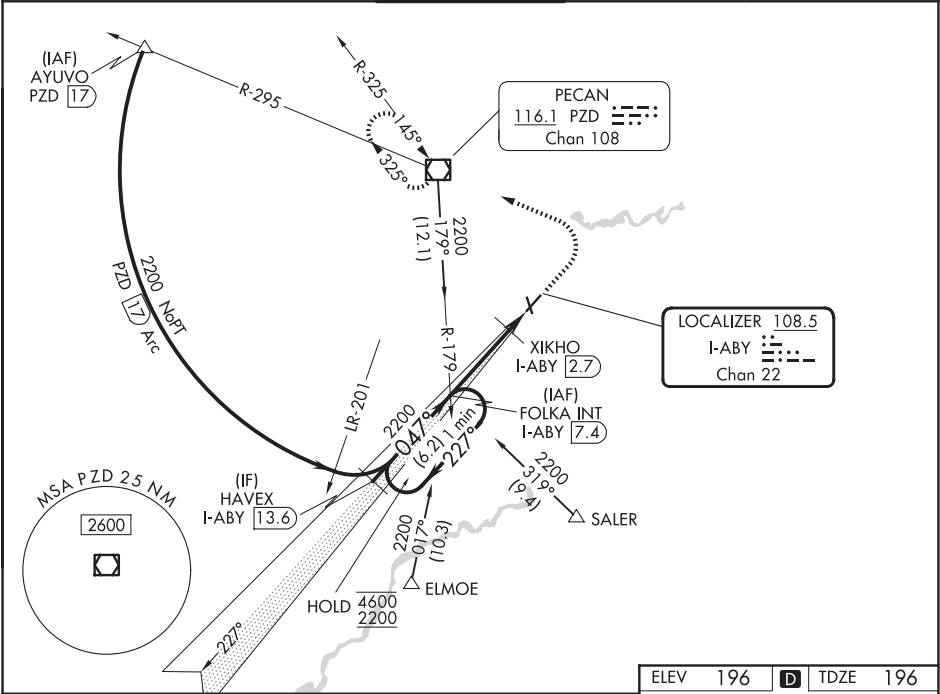


|                |             |          |            |
|----------------|-------------|----------|------------|
| LOC/DME I-ABY  | APP CRS     | Rwy Ldg  | 6601       |
| <b>108.5</b>   | <b>047°</b> | TDZE     | <b>196</b> |
| Chan <b>22</b> |             | Apt Elev | <b>196</b> |

ILS or LOC RWY 5

SOUTHWEST GEORGIA RGNL (ABY)

|   |                       |                             |   |               |
|---|-----------------------|-----------------------------|---|---------------|
| From ELMOE and SALER: RNAV-1 GPS required.  |                       | MALSR                       | MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PZD VOR/DME and hold. |               |
| For inop ALS, increase S-LOC 5 Cats C/D visibility to 1½ SM and XIKHO fix minimums S-LOC 5 Cats C/D visibility to RVR 5500. |                       | As                          |   |               |
| ATIS  | JACKSONVILLE CENTER   | ALBANY TOWER *              | GND CON   | UNICOM        |
| <b>133.05</b>   | <b>125.75 363.075</b> | <b>120.25 (CTAF) 0336.4</b> | <b>121.9 348.6</b>  | <b>122.95</b> |



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

One Minute Holding Pattern

FOLKA INT I-ABY 7.4

2200

4600 ← 227°

2200 → 047°

GS 3.00° TCH 60

2200

XIKHO I-ABY 2.7

I-ABY 1.3

\*680

4.7 NM

1.4 NM

1000

3000

PZD

\*LOC only.

|                                   |                      |                      |                        |                        |
|-----------------------------------|----------------------|----------------------|------------------------|------------------------|
| CATEGORY                          | A                    | B                    | C                      | D                      |
| S-ILS 5                           |                      | 396/24               | 200 (200-½)            |                        |
| S-LOC 5                           | 680/24               | 484 (500-½)          | 680/50                 | 484 (500-1)            |
| CIRCLING                          | 680-1                | 484 (500-1)          | 940-2¼<br>744 (800-2¼) | 940-2½<br>744 (800-2½) |
| XIKHO FIX MINIMUMS (DME REQUIRED) |                      |                      |                        |                        |
| S-LOC 5                           | 560/24               | 364 (400-½)          | 560/35                 | 364 (400-¾)            |
| CIRCLING                          | 640-1<br>444 (500-1) | 660-1<br>464 (500-1) | 940-2¼<br>744 (800-2¼) | 940-2½<br>744 (800-2½) |

ELEV 196

TDZE 196

ILS or LOC RWY 5

5500 X 150

6601 X 150

TWR

AS

35

047°

HIRL Rwy 5-23

MIRL Rwy 17-35

REIL Rwy 35

REIL Rws 17 and 23

FAF to MAP 6.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

ALBANY, GEORGIA

AL-8 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78000</b><br><b>W05A</b> | APP CRS<br><b>047°</b> | Rwy Ldg<br>TDZE <b>196</b><br>Apt Elev <b>196</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 5

SOUTHWEST GEORGIA RGNL (ABY)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV Cat D visibility to RVR 6000.  
 ▲ \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

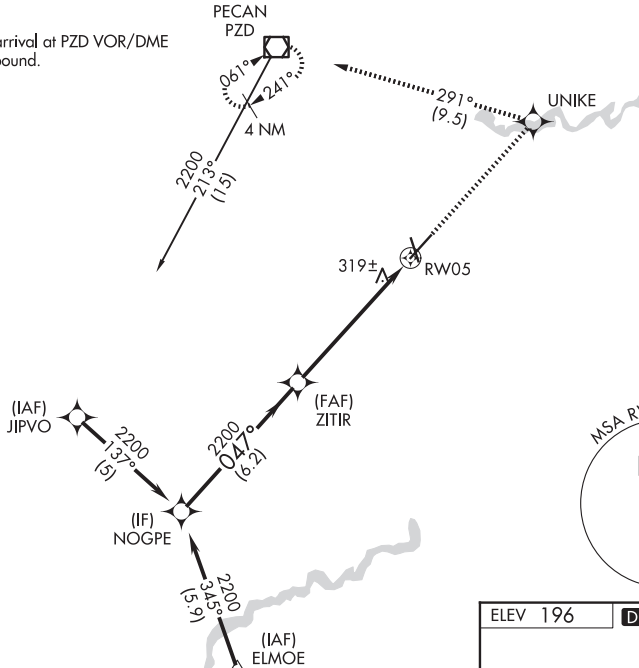
MALSR



MISSED APPROACH: Climb to 2000  
 direct UNIKE and left turn on track  
 291° to PZD VOR/DME and hold.

|                       |  |   |                               |                         |
|-----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>133.05</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | ALBANY TOWER ★<br><b>120.25 (CTAF) 0336.4</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------------|-------------------------|

Procedure NA for arrival at PZD VOR/DME  
 on V35-159 northbound.



VGSI and RNAV glidepath not coincident  
 (VGSI Angle 3.00/TCH 55).

NOGPE

ZITIR

2000

UNIKE

tr 291°

PZD

2200 047°

2200

\*1 NM to RW05

\*LNAV only.

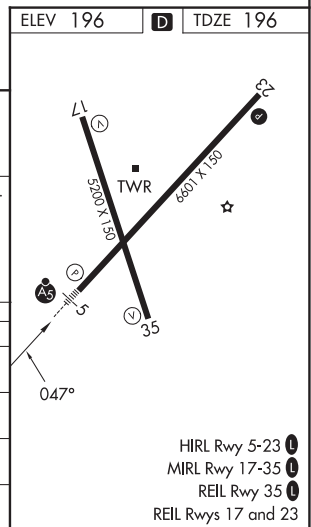
GP 3.00°  
TCH 60

6.2 NM

5 NM

1 NM

| CATEGORY     | A                    | B                    | C                      | D                      |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA**     | 396/24               |                      | 200 (200-½)            |                        |
| LNAV/VNAV DA | 635/50               |                      | 439 (500-1)            |                        |
| LNAV MDA     | 580/24               |                      | 384 (400-½)            |                        |
|              |                      |                      | 580/50<br>384 (400-1)  |                        |
| CIRCLING     | 640-1<br>444 (500-1) | 660-1<br>464 (500-1) | 940-2¼<br>744 (800-2¼) | 940-2½<br>744 (800-2½) |



HIRL Rwy 5-23

MIRL Rwy 17-35

REIL Rwy 35

REIL Rwy 17 and 23

ALBANY, GEORGIA

Amdt 1D 26MAR20

SOUTHWEST GEORGIA RGNL (ABY)

31°32'N-84°12'W

# RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>48815</b><br><b>W17A</b> | APP CRS<br><b>167°</b> | Rwy Ldg<br>TDZE <b>196</b><br>Apt Elev <b>196</b> |
|--|------------------------|---|

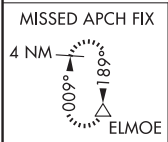
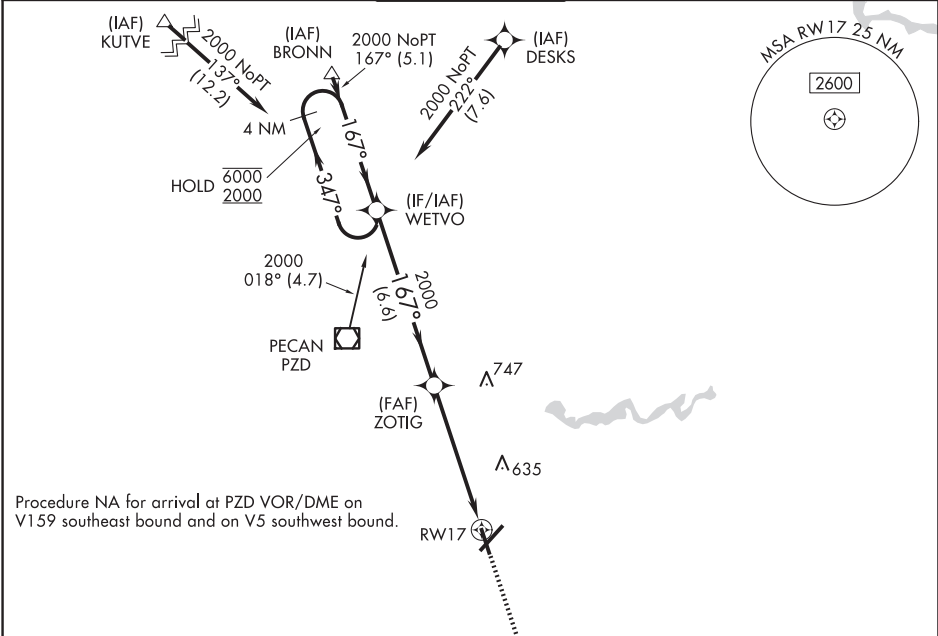
**RNAV (GPS) RWY 17**  
SOUTHWEST GEORGIA RGNL (ABY)

RNP APCH.

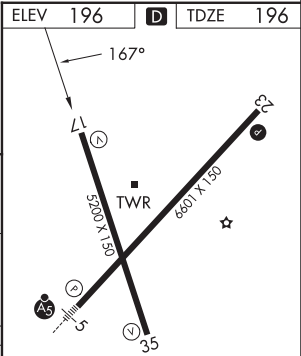
**▼** Rwy 17 helicopter visibility reduction below 3/4 SM NA. For uncompensated  
**▲** Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct TUPGE and on track 226° to ELMOE and hold.

|                       |  |   |                               |                         |
|-----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>133.05</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | ALBANY TOWER ★<br><b>120.25 (CTAF) 0336.4</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------------|-------------------------|



|                      |             |             |              |              |                  |         |             |
|----------------------|-------------|-------------|--------------|--------------|------------------|---------|-------------|
| 4 NM Holding Pattern |             | WETVO       | ZOTIG        | 3000         | TUPGE            | tr 226° | ELMOE       |
| 6000 ← 347°          |             | 2000 → 167° | 2000         |              | *1.2 NM to RWY17 |         | *LNAV only. |
| GP 3.00°             |             |             |              |              |                  |         |             |
| TCH 52               |             |             |              |              |                  |         |             |
|                      |             | 6.6 NM      | 4.2 NM       | 1.2          |                  |         |             |
| CATEGORY             | A           | B           | C            | D            |                  |         |             |
| LPV DA               | 534-1¼      |             | 338 (400-1¼) |              |                  |         |             |
| LNAV/VNAV DA         | 603-1½      |             | 407 (500-1½) |              |                  |         |             |
| LNAV MDA             | 640-1       | 444 (500-1) | 640-1¼       | 640-1½       |                  |         |             |
|                      |             |             | 444 (500-1¼) | 444 (500-1½) |                  |         |             |
| CIRCLING             | 640-1       | 660-1       | 940-2¼       | 940-2½       |                  |         |             |
|                      | 444 (500-1) | 464 (500-1) | 744 (800-2¼) | 744 (800-2½) |                  |         |             |



ALBANY, GEORGIA

AL-8 (FAA)

25219

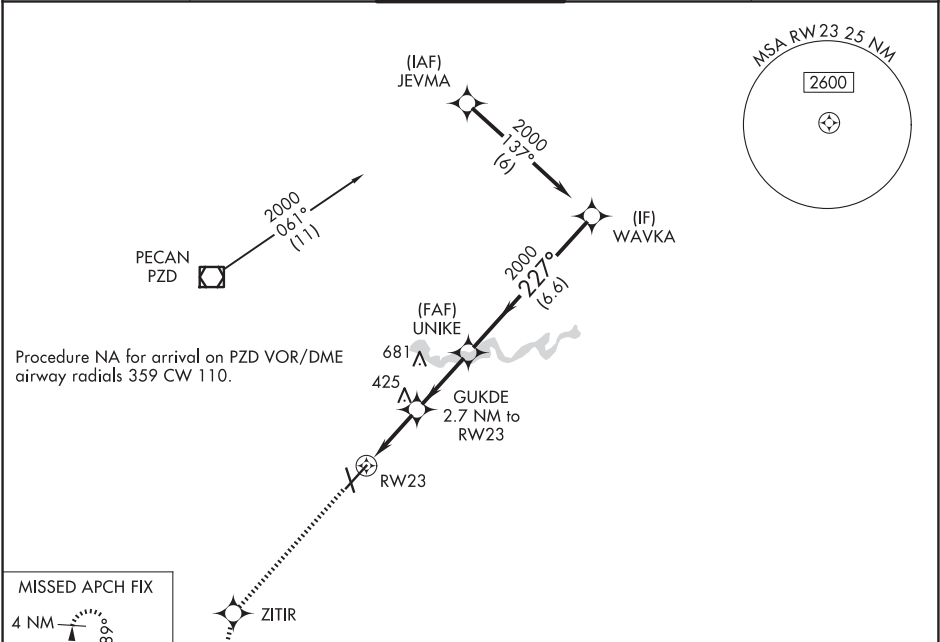
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53613</b><br><b>W23A</b> | APP CRS<br><b>227°</b> | Rwy Ldg<br>TDZE <b>192</b><br>Apt Elev <b>196</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 23**  
SOUTHWEST GEORGIA RGNL (ABY)

RNP APCH.  
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.  
▲

MISSED APPROACH: Climb to 3000 direct ZITIR and on track 197° to ELMOE and hold.

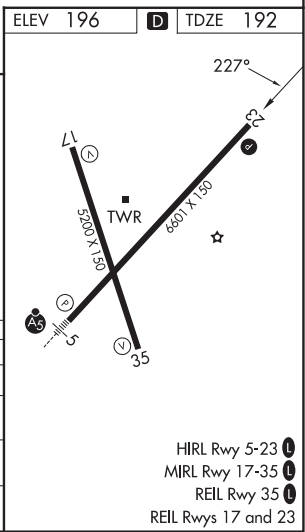
|                       |  |   |                               |                         |
|-----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>133.05</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | ALBANY TOWER ★<br><b>120.25 (CTAF) 0336.4</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------------|-------------------------|



MISSED APCH FIX  
4 NM  
ZITIR  
ELMOE  
3000  
ZITIR  
ELMOE  
tr 197°

\*LNAV only.  
RWY 23  
GUKDE 2.7 NM to RWY 23  
UNIKE 2000  
WAVKA 2000  
GP 3.00° TCH 52  
1.4 NM 1.3 NM 2.7 NM 6.6 NM

| CATEGORY     | A      | B           | C                      | D                      |
|--------------|--------|-------------|------------------------|------------------------|
| LPV DA       | 531-1¼ |             | 339 (400-1¼)           |                        |
| LNAV/VNAV DA | 611-1½ |             | 419 (500-1½)           |                        |
| LNAV MDA     | 680-1  | 488 (500-1) | 680-1¼<br>488 (500-1¼) | 680-1½<br>488 (500-1½) |
| CIRCLING     | 680-1  | 484 (500-1) | 940-2¼<br>744 (800-2¼) | 940-2½<br>744 (800-2½) |



ALBANY, GEORGIA  
Amdt 1C 26MAR20

31°32'N-84°12'W

SOUTHWEST GEORGIA RGNL (ABY)  
**RNAV (GPS) RWY 23**

SE-4, 07 AUG 2025 to 02 OCT 2025

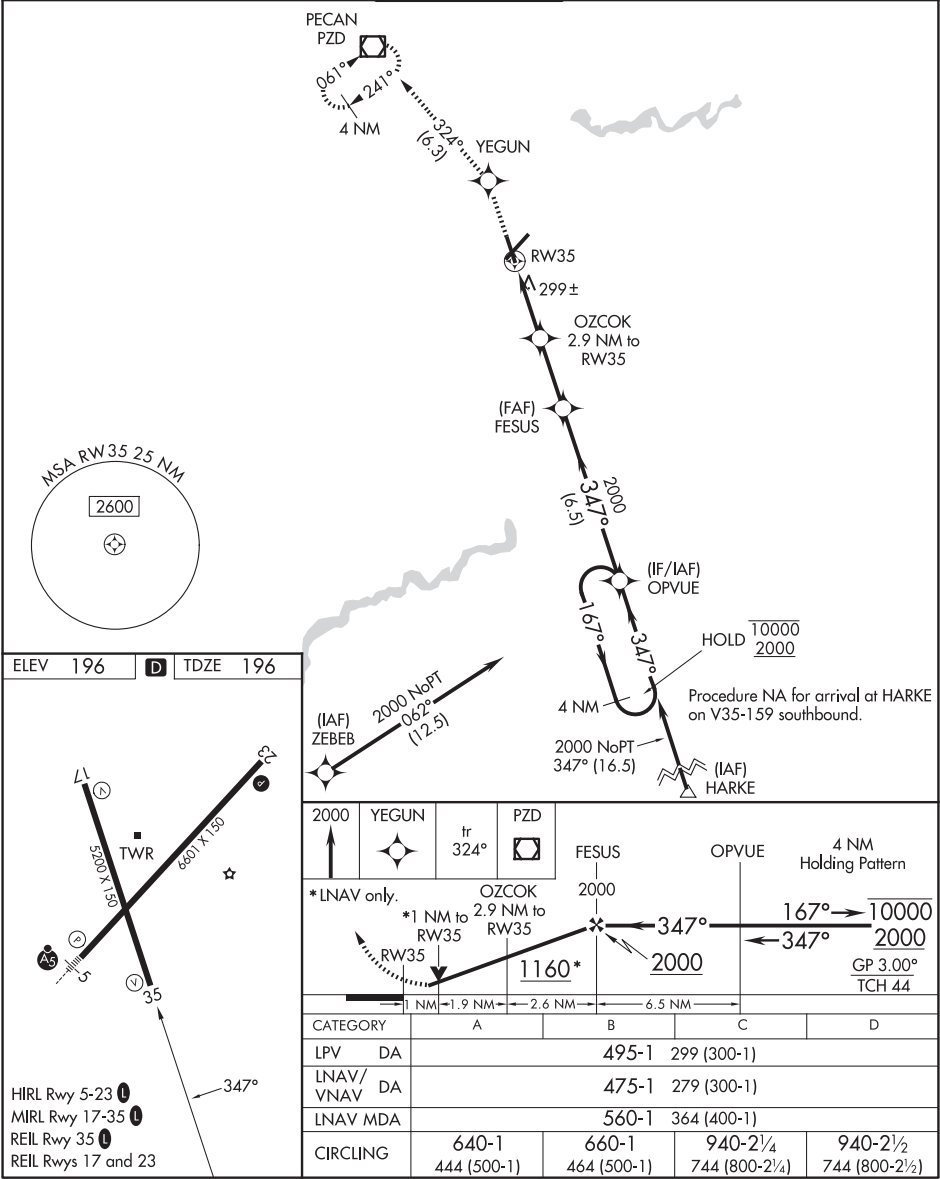
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97415</b><br><b>W35A</b> | APP CRS<br><b>347°</b> | Rwy Ldg <b>5200</b><br>TDZE <b>196</b><br>Apt Elev <b>196</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 35**  
SOUTHWEST GEORGIA RGNL (ABY)

|   |  |
|---|--|
| RNP APCH.   | MISSED APPROACH: Climb to 2000 direct YEGUN and on track 324° to PZD VOR/DME and hold. |
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. |  |

|                       |  |   |                               |                         |
|-----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>133.05</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | ALBANY TOWER ★<br><b>120.25 (CTAF) 0336.4</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------------|-------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ALBANY, GEORGIA

AL-8 (FAA)

25219

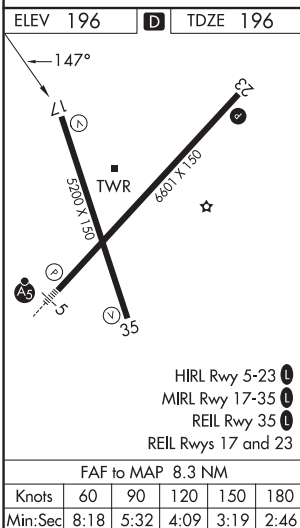
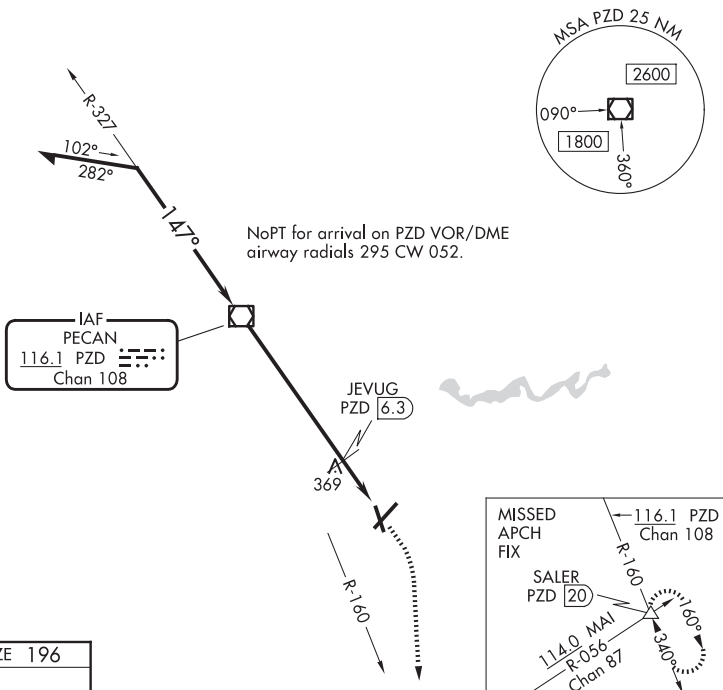
|                 |             |          |            |
|-----------------|-------------|----------|------------|
| VOR/DME PZD     | APP CRS     | Rwy Ldg  | 5200       |
| <b>116.1</b>    | <b>147°</b> | TDZE     | <b>196</b> |
| Chan <b>108</b> |             | Apt Elev | <b>196</b> |

# VOR RWY 17

## SOUTHWEST GEORGIA RGNL (ABY)

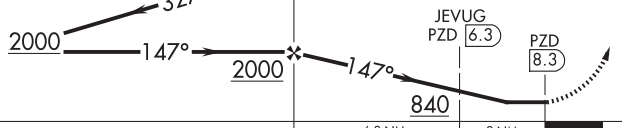
|                      |   |   |
|----------------------|---|---|
| <b>▼</b><br><b>▲</b> | Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. | MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 170° and PZD VOR/DME R-160 to SALER INT/20 DME and hold. |
|----------------------|---|---|

|                       |  |   |                               |                         |
|-----------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>133.05</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | ALBANY TOWER ★<br><b>120.25 (CTAF) 0336.4</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------------|-------------------------|



VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 49).

Remain  
within 10 NM



| CATEGORY           | A     | B           | C   | D   |
|--------------------|-------|-------------|---|---|
| S-17               | 840-1 | 644 (700-1) | 840-1 $\frac{1}{8}$                               | 644 (700-1 $\frac{1}{8}$ )                        |
| CIRCLING           | 840-1 | 644 (700-1) | 940-2 $\frac{1}{4}$<br>744 (800-2 $\frac{1}{4}$ ) | 940-2 $\frac{1}{2}$<br>744 (800-2 $\frac{1}{2}$ ) |
| JEVUG FIX MINIMUMS |       |             |   |   |
| S-17               | 640-1 | 444 (500-1) | 640-1 $\frac{1}{8}$                               | 444 (500-1 $\frac{1}{8}$ )                        |
| CIRCLING           | 660-1 | 464 (500-1) | 940-2 $\frac{1}{4}$<br>744 (800-2 $\frac{1}{4}$ ) | 940-2 $\frac{1}{2}$<br>744 (800-2 $\frac{1}{2}$ ) |

ALBANY, GEORGIA

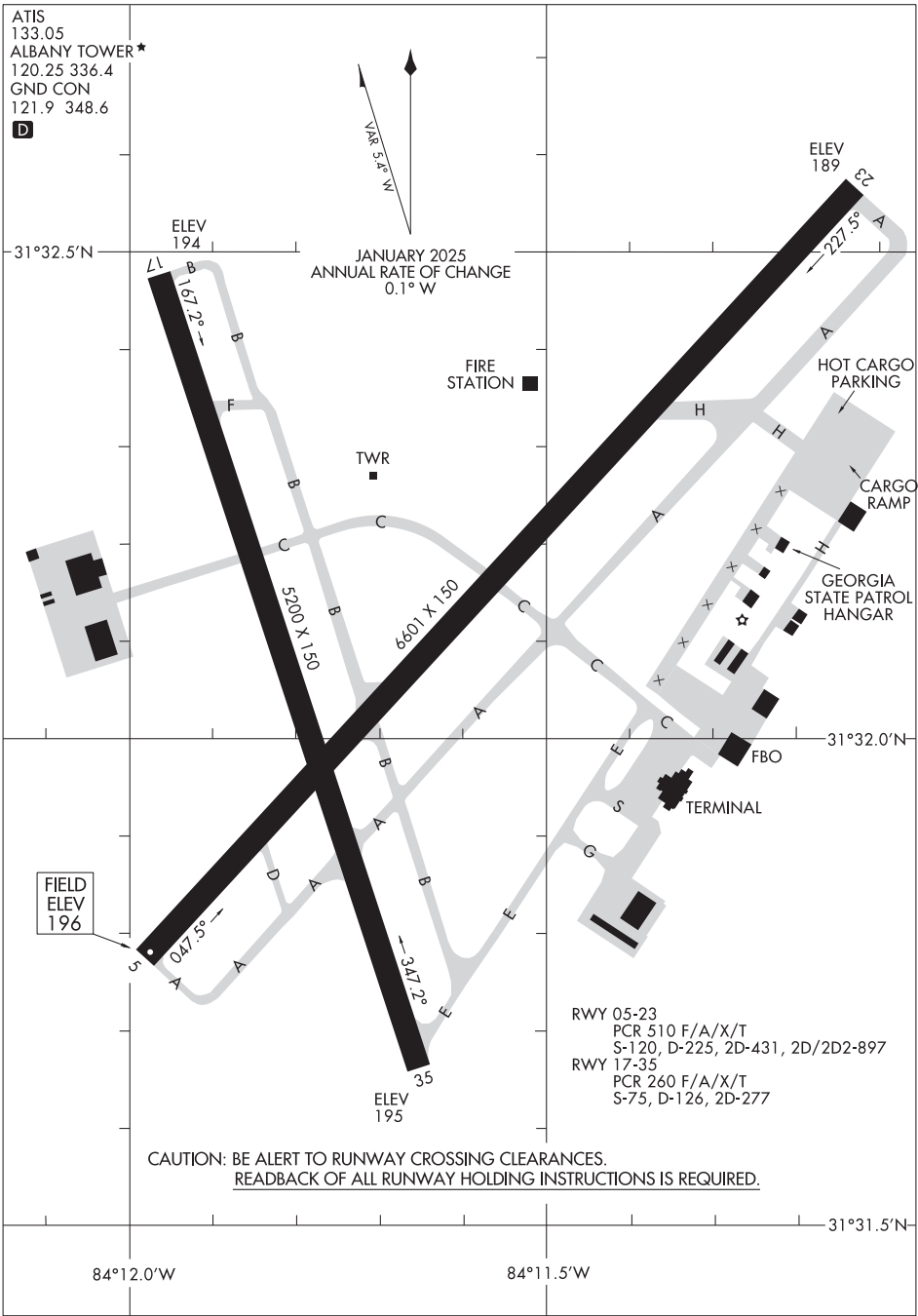
Amdt 27D 12JUN25

SOUTHWEST GEORGIA RGNL (ABY)

31°32'N-84°12'W

VOR RWY 17

SE-4, 07 AUG 2025 to 02 OCT 2025



ALBARTVILLE, ALABAMA

AL-5925 (FAA)

25107

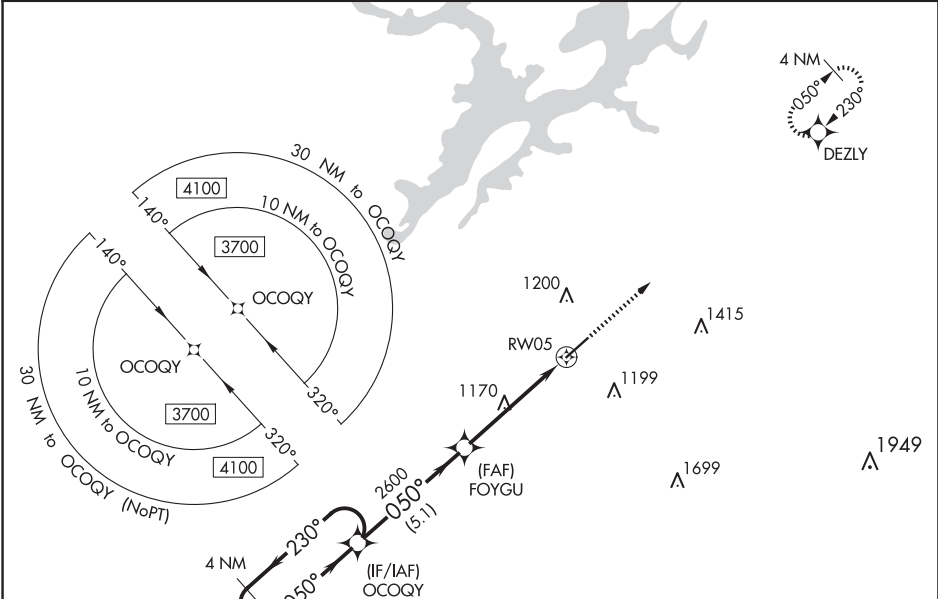
|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>93737</b><br><b>W05A</b> | APP CRS<br><b>050°</b> | Rwy Idg<br>TDZE <b>1015</b><br>Apt Elev <b>1032</b> | <b>6114</b><br><b>1015</b><br><b>1032</b> |
|--|------------------------|---|---|

RNAV (GPS) RWY 5

ALBARTVILLE RGNL/THOMAS J BRUMLIK FLD (BFTZ)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3700 direct DEZLY and hold, continue climb-in-hold to 3700. |
| <div><div></div><div></div><div>Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.</div></div> |   |

|                            |  |                               |
|----------------------------|--|-------------------------------|
| AWOS-3PT<br><b>119.575</b> | BIRMINGHAM APP CON<br><b>125.45 279.65</b> | UNICOM<br><b>123.0</b> (CTAF) |
|----------------------------|--|-------------------------------|



|  |                        |                      |                      |                    |
|--|------------------------|----------------------|----------------------|--------------------|
| ELEV 1032  |                        | TDZE 1015            |                      |                    |
| <div><div>4 NM Holding Pattern</div><div>OCOQY</div><div>FOYGU</div><div>RW05</div><div>DEZLY</div><div>GP 3.00° TCH 42</div><div>5.1 NM</div><div>3.7 NM</div><div>1.2 NM</div><div>6114 X 100</div><div>0.5% UP</div><div>050°</div></div> |                        |                      |                      |                    |
| CATEGORY   | A                      | B                    | C                    | D                  |
| LPV DA   | 1265-¾ 250 (300-¾)     |                      |                      |                    |
| LNAV/VNAV DA   | 1332-7/8 317 (300-7/8) |                      |                      |                    |
| LNAV MDA   | 1420-1 405 (400-1)     | 1420-1½ 405 (400-1½) |                      |                    |
| CIRCLING   | 1480-1 448 (500-1)     | 1500-1 468 (500-1)   | 1500-1½ 468 (500-1½) | 1680-2 648 (700-2) |

ALBARTVILLE, ALABAMA  
Amdt 2 17APR25

ALBARTVILLE RGNL/THOMAS J BRUMLIK FLD (BFTZ)  
34°14'N-86°15'W

RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

REIL Rwy 23   
MIRL Rwy 5-23

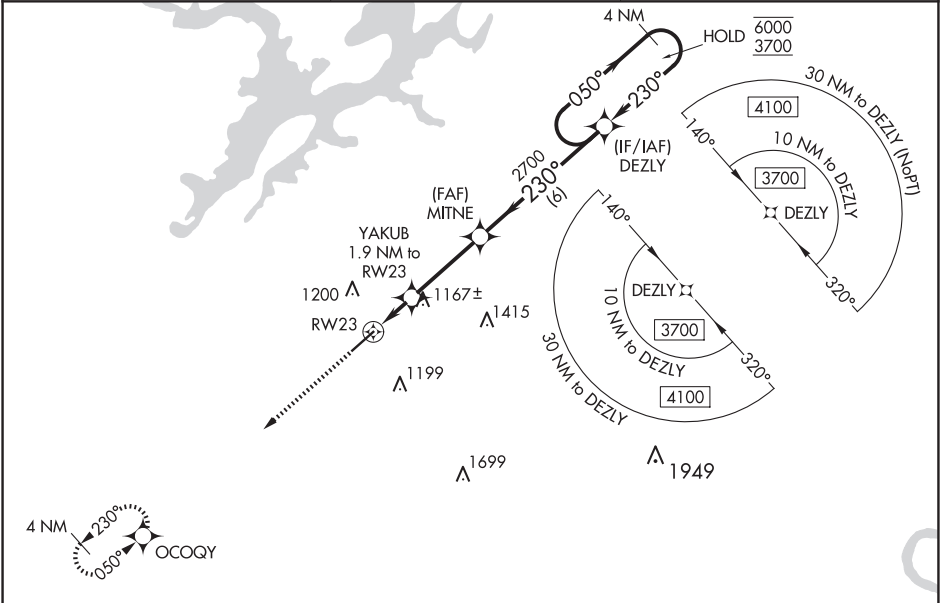


|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>99604</b><br><b>W23A</b> | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6114</b><br><b>1032</b><br><b>1032</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

ALBETVILLE RGNL/THOMAS J BRUMLIK FLD (B'F'Z)

|  |  |   |
|--|--|---|
| RNP APCH - GPS.  |  | MISSED APPROACH: Climb to 3700<br>direct OCOQY and hold, continue<br>climb-in-hold to 3700. |
| <div><div>T</div><div>A</div></div> Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |  |   |
| AWOS-3PT<br><b>119.575</b>   | BIRMINGHAM APP CON<br><b>125.45 279.65</b> | UNICOM<br><b>123.0 (CTAF) 0</b>   |



|  |   |
|--|---|
| ELEV 1032  | TDZE 1032   |
| <div><div>REIL Rwy 23 0</div><div>MIRL Rwy 5-23 0</div></div>  |   |
| <div><div>3700 OCOQY</div><div>YAKUB 1.9 NM to RW23</div><div>MITNE 2700</div><div>DEZLY 3700</div><div>4 NM Holding Pattern</div><div>050° 230°</div><div>6000 3700</div><div>GP 3.00° TCH 42</div></div> |   |
| <div><div>1.2 NM 0.8 NM 3.2 NM 6 NM</div></div>  |   |
| CATEGORY   | A B C D   |
| LPV DA   | 1282-¾ 250 (300-¾)  |
| LNAV/VNAV DA   | 1437-1½ 405 (500-1½)  |
| LNAV MDA   | 1440-1 408 (500-1) 1440-1½ 408 (500-1½)                                       |
| CIRCLING   | 1480-1 448 (500-1) 1500-1 468 (500-1) 1500-1½ 468 (500-1½) 1680-2 648 (700-2) |

ALEXANDER CITY, ALABAMA

AL-5480 (FAA)

23278

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90534</b><br><b>W18A</b> | APP CRS<br><b>182°</b> | Rwy Idg <b>4799</b><br>TDZE <b>675</b><br>Apt Elev <b>686</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18

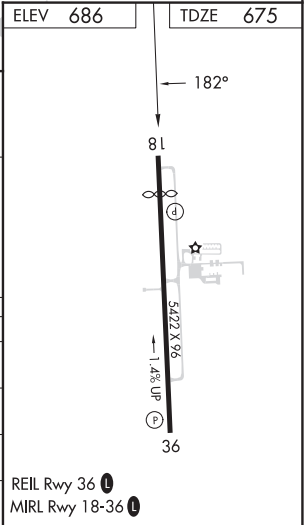
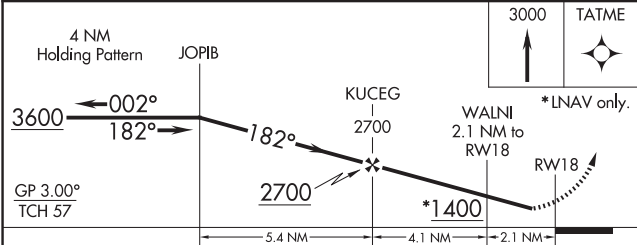
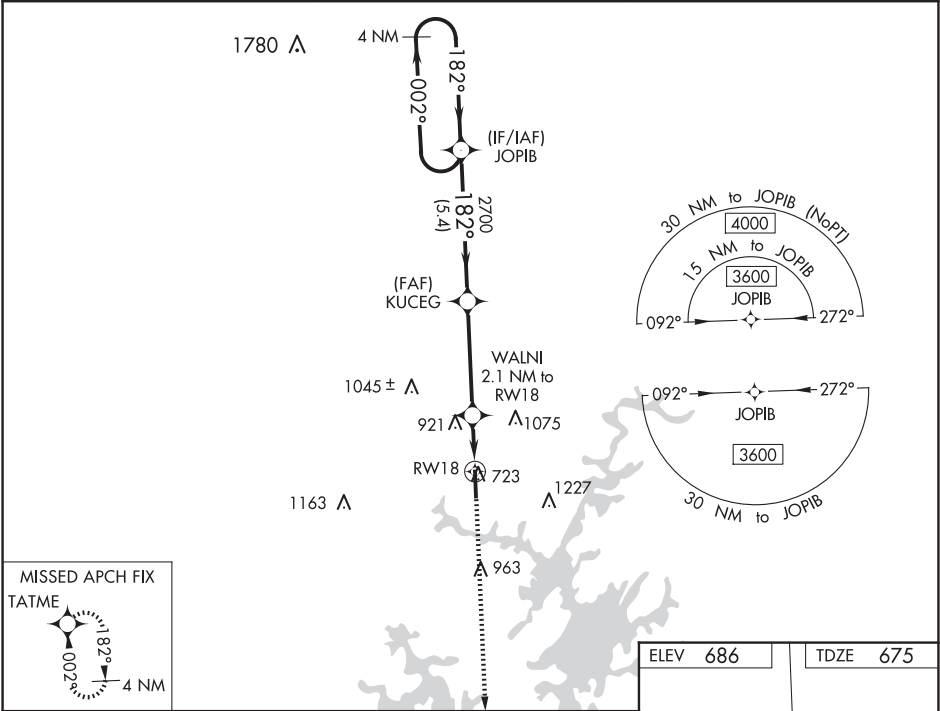
THOMAS C RUSSELL FLD (A.L.X)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct TATME and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118.325</b> | MONTGOMERY APP CON ★<br><b>121.2 269.05</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|----------------------------|---|---------------------------------|



| CATEGORY      | A                     | B                     | C                       | D                       |
|---------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA        |                       | 1061-1¼               | 386 (400-1¼)            |                         |
| LNAV/ VNAV DA |                       | 1214-1¾               | 539 (600-1¾)            |                         |
| LNAV MDA      | 1160-1                | 485 (500-1)           | 1160-1¾                 | 485 (500-1¾)            |
| Ⓢ CIRCLING    | 1180-1<br>494 (500-1) | 1240-1<br>554 (600-1) | 1540-2½<br>854 (900-2½) | 1540-2¾<br>854 (900-2¾) |

ALEXANDER CITY, ALABAMA  
Amdt 2A 30JAN20

32°55'N-85°58'W

THOMAS C RUSSELL FLD (A.L.X)

RNAV (GPS) RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61231</b><br><b>W36A</b> | APP CRS<br><b>002°</b> | Rwy Idg<br>TDZE <b>648</b><br>Apt Elev <b>686</b> |
|--|------------------------|---|

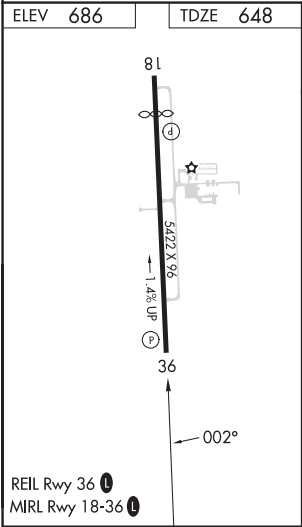
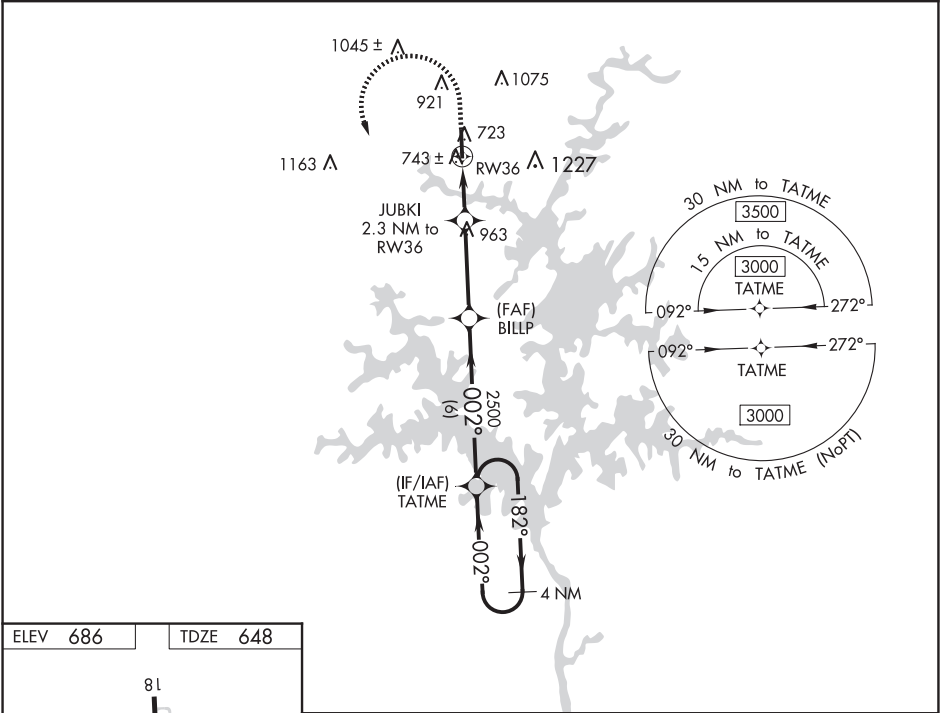
RNAV (GPS) RWY 36

THOMAS C RUSSELL FLD (ALX)

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 1100 then climbing left turn to 3000 direct TATME and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118.325</b> | MONTGOMERY APP CON ★<br><b>121.2 269.05</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|----------------------------|---|---------------------------------|



|                 |                       |                       |  |                            |
|-----------------|-----------------------|-----------------------|--|----------------------------|
| 1100            | 3000                  | TATME                 | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). |                            |
| *LNAV only.     |                       | JUBKI 2.3 NM to RW36  | BILLP 2500   | TATME 4 NM Holding Pattern |
| *1.1 NM to RW36 |                       | RW36                  | 1380*  | 2500                       |
| 1.1             |                       | 1.2                   | 3.5 NM   | 6 NM                       |
| CATEGORY        | A                     | B                     | C  | D                          |
| LPV DA          | 898-1                 |                       | 250 (300-1)  |                            |
| LNAV/VNAV DA    | 940-1½                |                       | 292 (300-1½)   |                            |
| LNAV MDA        | 1000-1                |                       | 1000-1½ 352 (400-1½)   |                            |
| CIRCLING        | 1180-1<br>494 (500-1) | 1240-1<br>554 (600-1) | 1540-2½<br>854 (900-2½)  | 1540-2¾<br>854 (900-2¾)    |

ALICEVILLE, ALABAMA

AL-9812 (FAA)

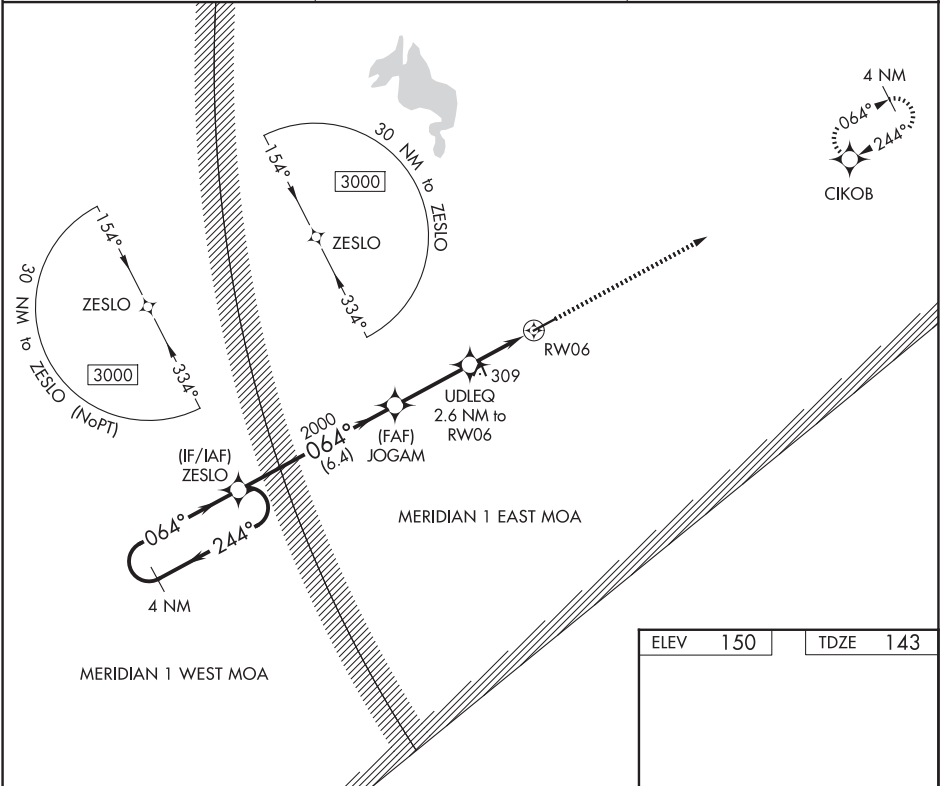
25219

|                        |          |             |
|------------------------|----------|-------------|
| APP CRS<br><b>064°</b> | Rwy Ldg  | <b>5001</b> |
|                        | TDZE     | <b>143</b>  |
|                        | Apt Elev | <b>150</b>  |

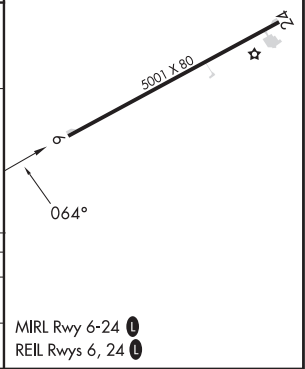
**RNAV (GPS) RWY 6**  
GEORGE DOWNER (AIV)

|  |   |
|--|---|
| <p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Use Tuscaloosa Nil altimeter setting; when not received, use Columbus/W Point/Starkville altimeter setting and increase all MDA 20 feet, and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p> | <p><b>MISSED APPROACH:</b><br/>Climb to 3000 direct CIKOB and hold.</p> |
|--|---|

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| TCL ASOS<br><b>132.825</b> | COLUMBUS APP CON<br><b>135.6 323.275</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|                             |       |             |                              |                              |
|-----------------------------|-------|-------------|------------------------------|------------------------------|
| Visual Segment - Obstacles. |       |             |                              |                              |
|                             |       |             |                              |                              |
| CATEGORY                    | A     | B           | C                            | D                            |
| LNVA MDA                    | 640-1 | 497 (500-1) | 640-1 3/8                    | 497 (500-1 3/8)              |
| CIRCLING                    | 720-1 | 570 (600-1) | 820-1 3/4<br>670 (700-1 3/4) | 900-2 1/2<br>750 (800-2 1/2) |



ALICEVILLE, ALABAMA  
Orig-C 12OCT17

33°06'N-88°12'W

GEORGE DOWNER (AIV)  
**RNAV (GPS) RWY 6**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

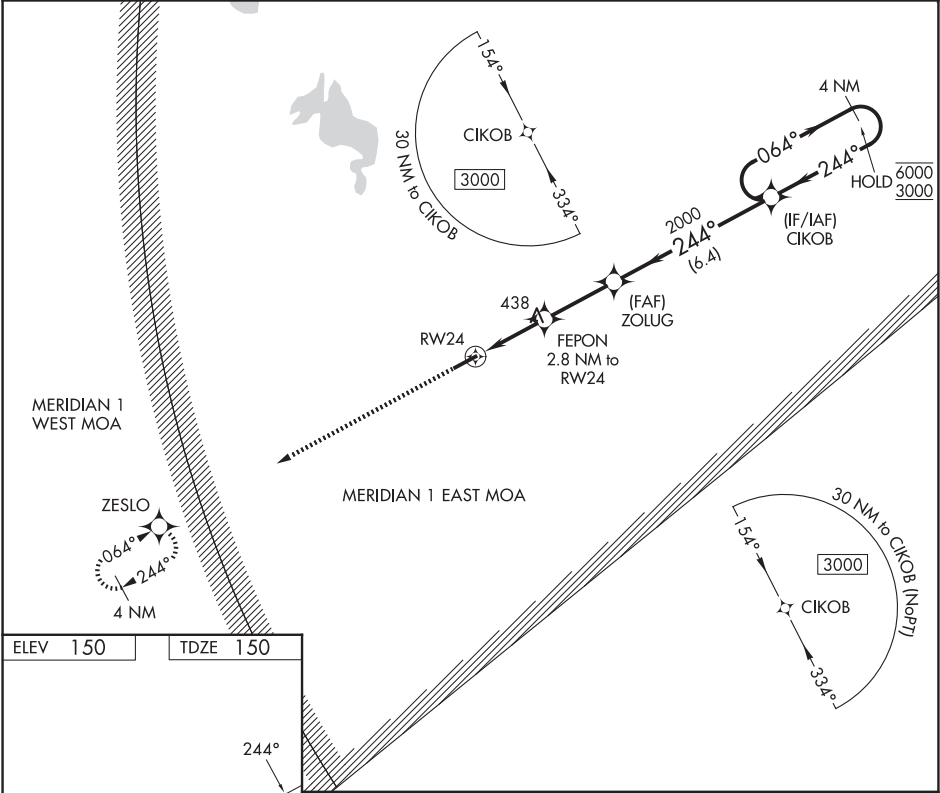
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 5001 |
| 244°    | TDZE     | 150  |
|         | Apt Elev | 150  |

RNAV (GPS) RWY 24

GEORGE DOWNER (AIV)

|                 |  |
|-----------------|--|
| RNP APCH - GPS. | MISSED APPROACH:<br>Climb to 3000 direct<br>ZESLO and hold.  |
| ▼<br>NA         | Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night.<br>Use TCL altimeter setting; when not received, use GTR altimeter setting and increase all MDAs 20 feet, and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM. |

|                     |                                   |                          |
|---------------------|-----------------------------------|--------------------------|
| TCL ASOS<br>132.825 | COLUMBUS APP CON<br>135.6 323.275 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------|-----------------------------------|--------------------------|



|            |          |                             |           |                           |  |
|------------|----------|-----------------------------|-----------|---------------------------|--|
| ELEV 150   | TDZE 150 | Visual Segment - Obstacles. |           |                           |  |
| 3000 ZESLO |          | CIKOB 4 NM Holding Pattern  |           |                           |  |
| RWY 24     |          | FEPON 2.8 NM to RWY 24      | ZOLUG     | 6000 3000                 |  |
| 1100       |          | 2000                        | 064° 244° |                           |  |
| 2.8 NM     |          | 2.8 NM                      | 6.4 NM    |                           |  |
| CATEGORY   | A        | B                           | C         | D                         |  |
| LNAV MDA   | 820-1    | 670 (700-1)                 | 820-1 7/8 | 670 (700-1 7/8)           |  |
| CIRCLING   | 820-1    | 670 (700-1)                 | 820-1 7/8 | 940-2 3/4 790 (800-2 3/4) |  |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



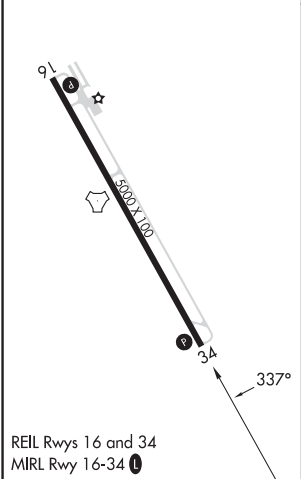
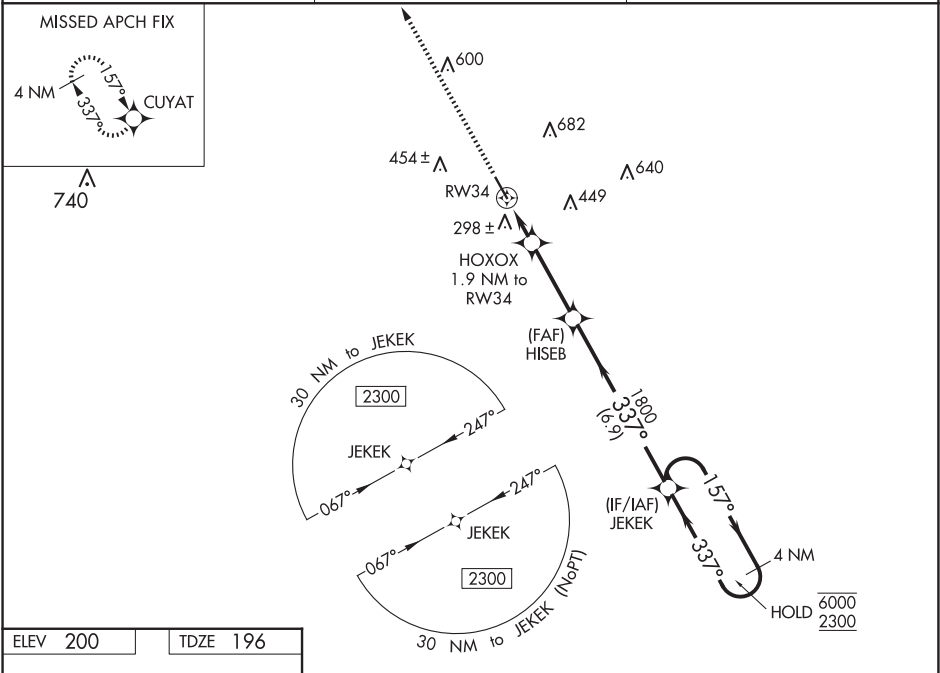
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70635</b><br><b>W34A</b> | APP CRS<br><b>337°</b> | Rwy Idg<br>TDZE <b>196</b><br>Apt Elev <b>200</b> |
|--|------------------------|---|

RNAV (GPS) RWY 34

BACON COUNTY (AMG)

|   |   |
|---|---|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 2300 direct CUYAT and hold. |
| <div><div>▼</div><div>▲</div></div> Rwy 34 helicopter visibility reduction below ¾ SM NA.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV<br>NA below -4°C or above 54°C. |   |

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>118.325</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.7 (CTAF) 1</b> |
|------------------------|---|---------------------------------|



|                            |               |   |                               |                               |      |                         |
|----------------------------|---------------|---|-------------------------------|-------------------------------|------|-------------------------|
| 2300                       | CUYAT         | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 30). |                               |                               |      | 4 NM<br>Holding Pattern |
| HOXOX<br>1.9 NM to<br>RW34 | HISEB<br>1800 | JEKEK   | 157°                          | 6000                          | 2300 | GP 3.00°<br>TCH 40      |
| 1.1 NM to RW34             | 1800          | 337°  | 337°                          | 1800                          |      |                         |
| 1.1                        | 0.8           | 3.1 NM  | 6.9 NM                        |                               |      |                         |
| CATEGORY                   | A             | B   | C                             | D                             |      |                         |
| LPV DA                     | 452-7/8       | 256 (300-7/8)   |                               |                               |      |                         |
| LNAV/VNAV DA               | 459-7/8       | 263 (300-7/8)   |                               |                               |      |                         |
| LNAV MDA                   | 560-1         | 364 (400-1)   |                               |                               |      |                         |
| CIRCLING                   | 720-1         | 520 (600-1)   | 1000-2 1/4<br>800 (800-2 1/4) | 1000-2 1/2<br>800 (800-2 1/2) |      |                         |

RNAV (GPS) RWY 34

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

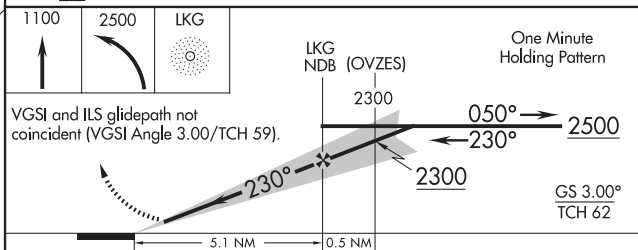
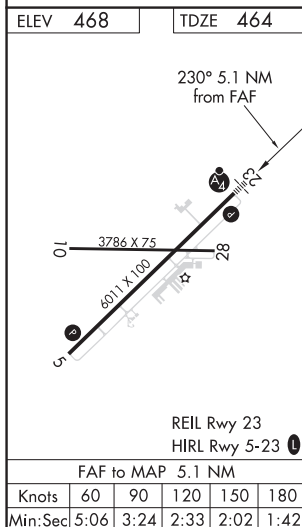
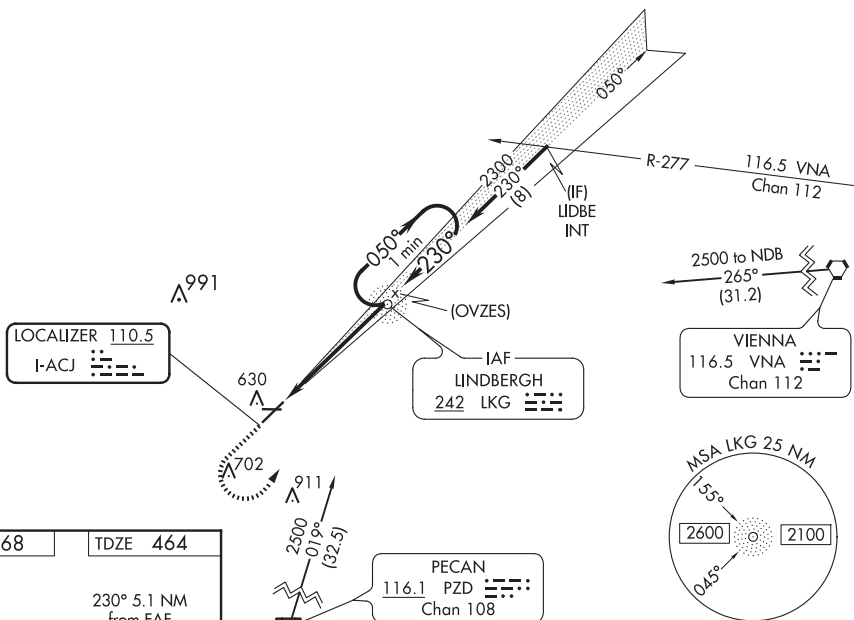
ILS or LOC RWY 23  
JIMMY CARTER RGNL (ACJ)

**V** **NA** Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase S-ILS 23 DTA to 889 and all MDA 120 feet, increase S-ILS 23 all Cats visibility and S-LOC 23 Cat C/D visibility  $\frac{1}{4}$  SM, increase Circling Cat C visibility  $\frac{1}{2}$  SM, and Circling Cat D visibility  $\frac{1}{4}$  SM. For inop ALS when using Columbus altimeter setting increase S-LOC 23 Cat C/D visibility to  $1\frac{1}{4}$  SM. Circling Rwy 10, 28 NA at night. For inop ALS, increase S-ILS 23 all Cats visibility to  $\frac{3}{4}$  SM.



**MISSED APPROACH:**  
Climb to 1100 then  
climbing left turn to  
2500 direct LKG NDB  
and hold.

|                          |   |                           |   |
|--------------------------|---|---------------------------|---|
| AWOS-3<br><b>128.375</b> | ATLANTA APP CON ★<br><b>124.2 323.1</b> | CLNC DEL<br><b>119.95</b> | UNICOM<br><b>122.8</b> (CTAF)  |
|--------------------------|---|---------------------------|---|



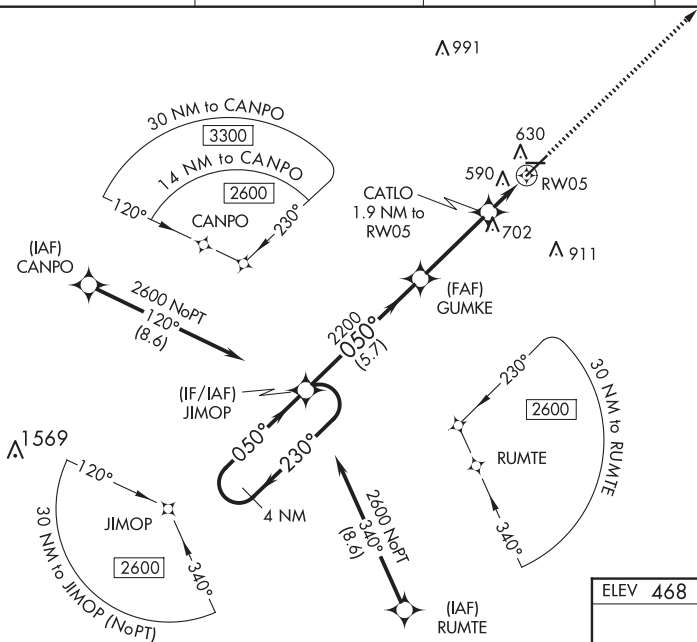
| CATEGORY | A  | B | C  | D  |
|----------|--|---|--|--|
| S-ILS 23 | 775- <sup>3</sup> / <sub>4</sub> 311 (400- <sup>3</sup> / <sub>4</sub> ) |   |  |  |
| S-LOC 23 | 940- <sup>3</sup> / <sub>4</sub> 476 (500- <sup>3</sup> / <sub>4</sub> ) |   | 940-1 <sup>1</sup> / <sub>8</sub> 476 (500-1 <sup>1</sup> / <sub>8</sub> )     |  |
| CIRCLING | 940-1 472 (500-1)  |   | 1020-1 <sup>1</sup> / <sub>2</sub><br>552 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1280-2 <sup>3</sup> / <sub>4</sub><br>812 (900-2 <sup>3</sup> / <sub>4</sub> ) |



RNAV (GPS) RWY 5  
JIMMY CARTER RGNL (ACJ)

Baro-VNAV NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -15°C or above 40°C. Rwy 5 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase LPV DA to 832 feet and visibility ¼ SM, INAV/VNAV DA to 954 feet and visibility ¾ SM, increase all MDAs 120 feet and INAV Cts C/D visibility ¾ SM, and Circling Cat C visibility ½ SM, Cat D ¼ SM. Circling Rwy 10, 28 NA at night.

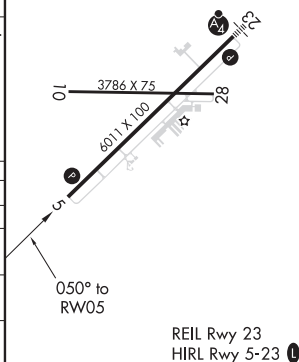
UNICOM  
122.8 (CTAF) **L**



MISSED APCH FIX  
4 NM  
050°  
230°  
HASER

|          |  |          |
|----------|--|----------|
| ELEV 468 |  | TDZE 468 |
|----------|--|----------|

| CATEGORY      |     | A     | B           | C                       | D                       |
|---------------|-----|-------|-------------|-------------------------|-------------------------|
| LPV           | DA  |       | 718-1       | 250 (300-1)             |                         |
| LNAV/<br>VNAV | DA  |       | 840-1       | 372 (400-1)             |                         |
|               | MDA |       | 840-1       | 372 (400-1)             |                         |
| CIRCLING      |     | 940-1 | 472 (500-1) | 1020-1½<br>552 (600-1½) | 1280-2¾<br>812 (900-2¾) |



SE-4, 07 AUG 2025 to 02 OCT 2025

AMERICUS, GEORGIA

AL-5951 (FAA)

23278

|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>70724</b><br><b>W23A</b> | APP CRS<br><b>230°</b> | Rwy Idg<br>TDZE <b>464</b><br>Apt Elev <b>468</b> | <b>6011</b><br><b>464</b><br><b>468</b> |
|--|------------------------|---|---|

**RNAV (GPS) RWY 23**  
JIMMY CARTER RGNL (ACJ)

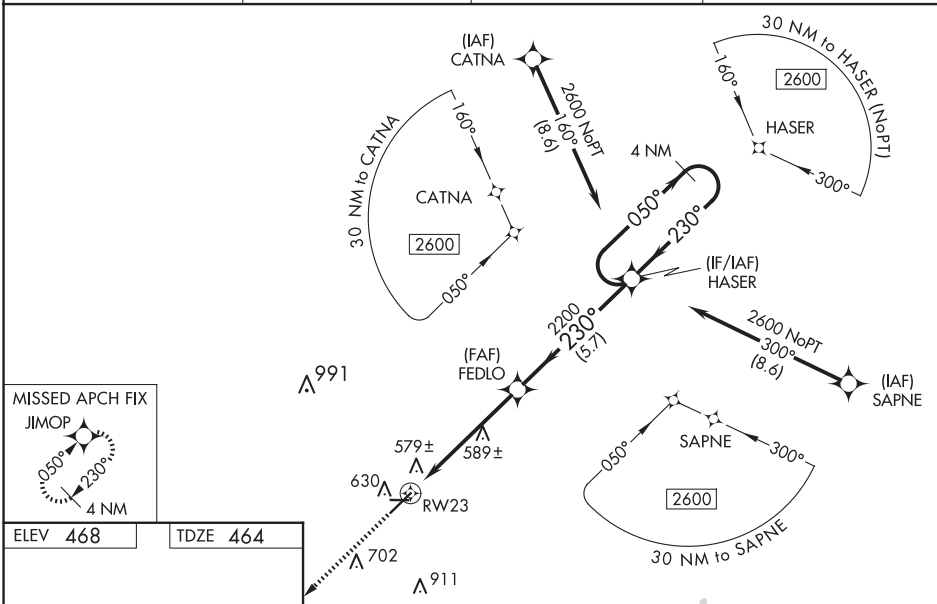
RNP APCH-GPS.

**NA** Baro-VNAV NA and VDP NA when using Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. For inop ALS when using Columbus altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1 1/2 SM. Rwy 23 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase LPV DA to 876 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 881 feet and all visibilities 1/4 SM; increase all MDAs 120 feet and LNAV visibility Cats C/D 1/2 SM, and Circling visibility Cat C 1/2 SM and Cat D 1/4 SM. For inop ALS, increase LPV and LNAV/VNAV all Cats visibility to 1/2 SM. Circling Rwy 10, 28 NA at night.

**MAISF**

**MISSED APPROACH:**  
Climb to 2600 direct JIMOP and hold.

|                          |   |                           |                                 |
|--------------------------|---|---------------------------|---------------------------------|
| AWOS-3<br><b>128.375</b> | ATLANTA APP CON ★<br><b>124.2 323.1</b> | CLNC DEL<br><b>119.95</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------|---------------------------------|



**ELEV 468** **TDZE 464**

**MISSED APCH FIX JIMOP**

**REIL Rwy 23**  
**HIRL Rwy 5-23 0**

**2600 JIMOP**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 59°).**

**\*LNAV only.**

**\*1 NM to RW23**

**FEDLO 2200**

**HASER**

**4 NM Holding Pattern**

**GP 3.00° TCH 45**

| CATEGORY     | A                     | B                          | C                          | D |
|--------------|-----------------------|----------------------------|----------------------------|---|
| LPV DA       | 760-3/4 296 (300-3/4) |                            |                            |   |
| LNAV/VNAV DA | 765-3/4 301 (300-3/4) |                            |                            |   |
| LNAV MDA     | 840-3/4 376 (400-3/4) | 840-3/4 376 (400-3/4)      |                            |   |
| CIRCLING     | 940-1 472 (500-1)     | 1020-1 1/2 552 (600-1 1/2) | 1280-2 3/4 812 (900-2 3/4) |   |

AMERICUS, GEORGIA  
Amdt 1D 05OCT23

32°07'N-84°11'W

JIMMY CARTER RGNL (ACJ)  
**RNAV (GPS) RWY 23**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82600</b><br><b>W11A</b> | APP CRS<br><b>109°</b> | Rwy Ldg<br>TDZE <b>310</b><br>Apt Elev <b>310</b> |
|--|------------------------|---|

RNAV (GPS) RWY 11

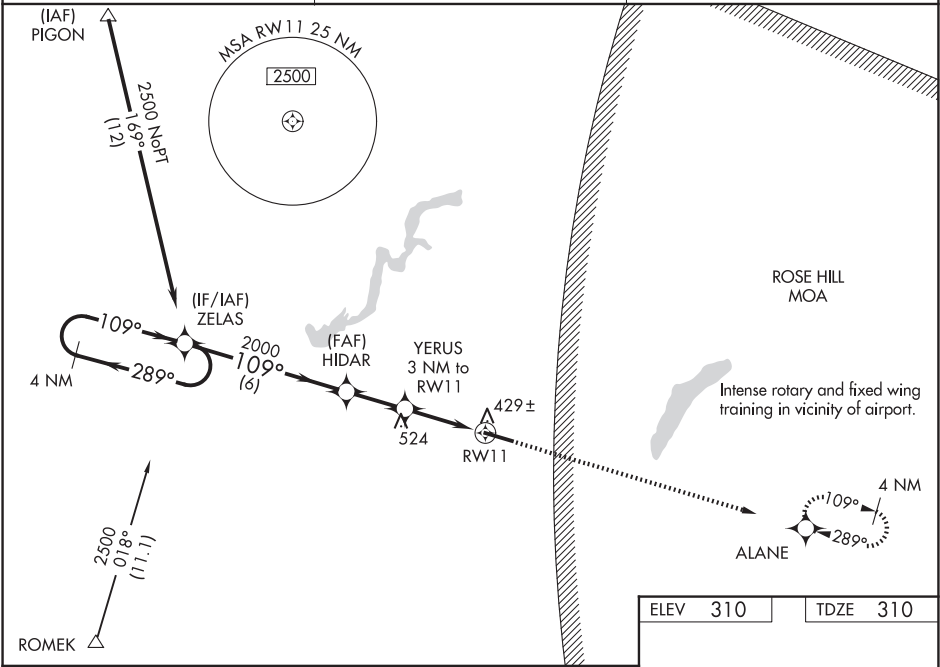
SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

⚠

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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase all LPV and LNAV/VNAV visibilities ¾ mile all Cats, LNAV and Circling Cats C and D ¼ mile. Baro-VNAV and VDP NA when using Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2000 direct ALANE and hold.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>134.875</b> | CAIRNS APP CON ★<br><b>133.45 239.275</b> | UNICOM<br><b>122.8 (CTAF)</b> ① |
|------------------------|---|---------------------------------|



|                      |  |                     |  |              |                 |
|----------------------|--|---------------------|--|--------------|-----------------|
| 4 NM Holding Pattern |  | ZELAS               | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). |              | 2000 ALANE      |
| 2500                 |  | 289°                | 109°   | HIDAR        | 2000            |
| GP 3.00°             |  | 109°                | 109°   | YERUS        | 3 NM to RW11    |
| TCH 40               |  |                     |  |              | *1.3 NM to RW11 |
|                      |  |                     |  |              | RW11            |
|                      |  |                     |  |              | *1300           |
|                      |  |                     |  |              |                 |
| CATEGORY             |  | A                   | B  | C            | D               |
| LPV DA               |  | 615-1 305 (400-1)   |  |              |                 |
| LNAV/VNAV DA         |  | 655-1½ 345 (400-1½) |  |              |                 |
| LNAV MDA             |  | 760-1               | 450 (500-1)  | 760-1¾       | 450 (500-1¾)    |
| CIRCLING             |  | 820-1               | 510 (600-1)  | 860-1½       | 940-2           |
|                      |  |                     |  | 550 (600-1½) | 630 (700-2)     |

ELEV 310 TDZE 310

MIRL Rwy 11-29 ①  
REIL Rwy 11 and 29

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>60929</b><br><b>W29A</b> | APP CRS<br><b>289°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6000</b><br><b>308</b><br><b>310</b> |
|--|------------------------|-----------------------------|---|

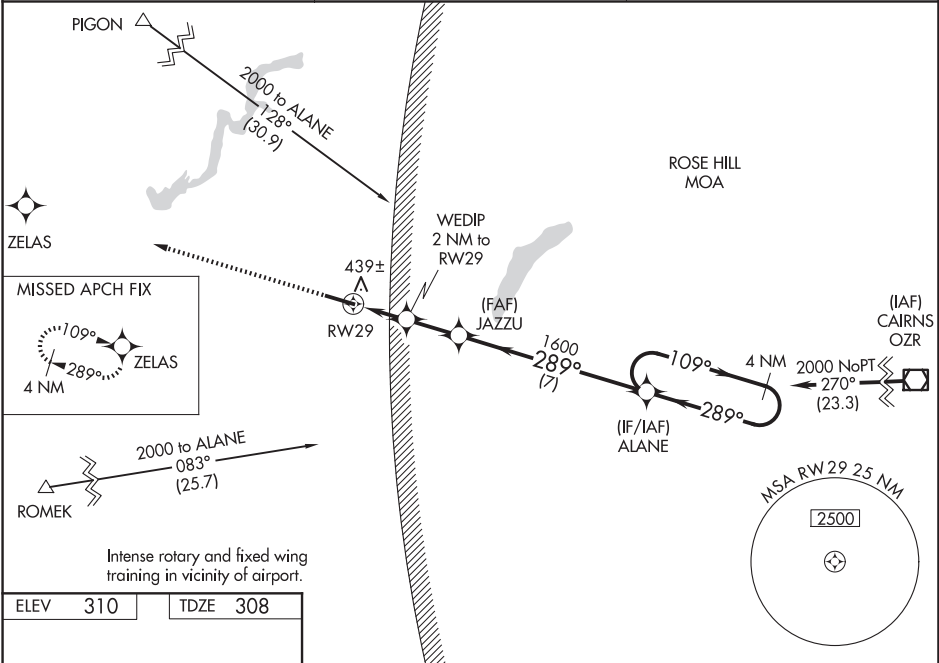
RNAV (GPS) RWY 29

SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

**⚠** 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. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV visibilities ¾ mile, LNAV and Circling Cat C and D ¼ mile. Baro-VNAV and VDP NA when using Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZELAS and hold.

|                        |   |                                 |
|------------------------|---|---------------------------------|
| ASOS<br><b>134.875</b> | CAIRNS APP CON ★<br><b>133.45 239.275</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|



ELEV 310 TDZE 308

MRL Rwy 11-29 0

REIL Rwy 11 and 29

2500 ZELAS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 47).

4 NM Holding Pattern

WEDIP 2 NM to RW29

JAZZU 1600

ALANE

109°/289° 2000

GP 3.00° TCH 45

980\*

1 NM 1.9 NM 7 NM

| CATEGORY     | A                 | B           | C                      | D                    |
|--------------|-------------------|-------------|------------------------|----------------------|
| LPV DA       | 630-1 322 (400-1) |             |                        |                      |
| LNAV/VNAV DA | 628-1 320 (400-1) |             |                        |                      |
| LNAV MDA     | 720-1             | 412 (500-1) | 720-1½                 | 412 (500-1½)         |
| CIRCLING     | 820-1             | 510 (600-1) | 860-1½<br>550 (600-1½) | 940-2<br>630 (700-2) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



ANNISTON, ALABAMA

AL-5014 (FAA)

23222

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-ANB<br><b>111.5</b> | APP CRS<br><b>052°</b> | Rwy Idg <b>7000</b><br>TDZE <b>595</b><br>Apt Elev <b>612</b> |
|---------------------------|------------------------|---|

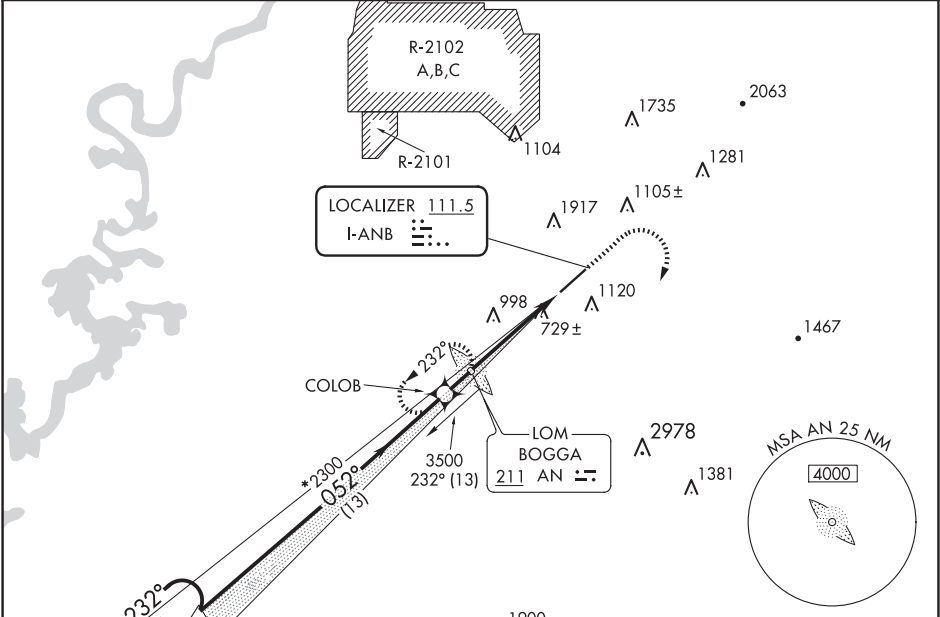
ILS Z or LOC Z RWY 5  
ANNISTON RGNL (ANB)

**⚠** Circling NA north of Rwy 5-23. ADF required. When local altimeter setting not received, use Gadsden altimeter setting: increase DA to 975 and all visibilities ¼ SM; all MDAs 80 feet, and all Cat C visibilities ½ SM. For inop ALS when using Gadsden altimeter setting, increase S-ILS 5 all Cats visibility to 1 SM. For inop ALS when using Gadsden altimeter setting, increase S-ILS 5 all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 110° then on BOGGA LOM 260° course to BOGGA LOM and hold.

|                        |  |                      |                        |
|------------------------|--|----------------------|------------------------|
| ASOS<br><b>119.675</b> | BIRMINGHAM APP CON<br><b>132.15 285.45</b> | CTAF<br><b>123.6</b> | UNICOM<br><b>123.0</b> |
|------------------------|--|----------------------|------------------------|



LOC restricted beyond 16° right of course.

One Minute Holding Pattern

UINZ VUZ **42.4**

GS 3.00° TCH 40

COLOB

AN BOGGA LOM

\*LOC only.

11.8 NM

1.2 NM

4.3 NM

ELEV **612**

TDZE **595**

AN crs 260°

BOGGA

REIL Rwy 23

HIRL Rwy 5-23

FAF to MAP 4.3 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

ANNISTON, ALABAMA  
Amdt 4A 08SEP22

33°35'N-85°51'W

ANNISTON RGNL (ANB)  
ILS Z or LOC Z RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

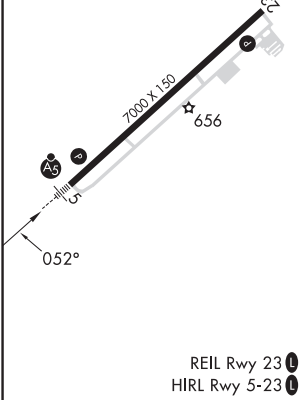
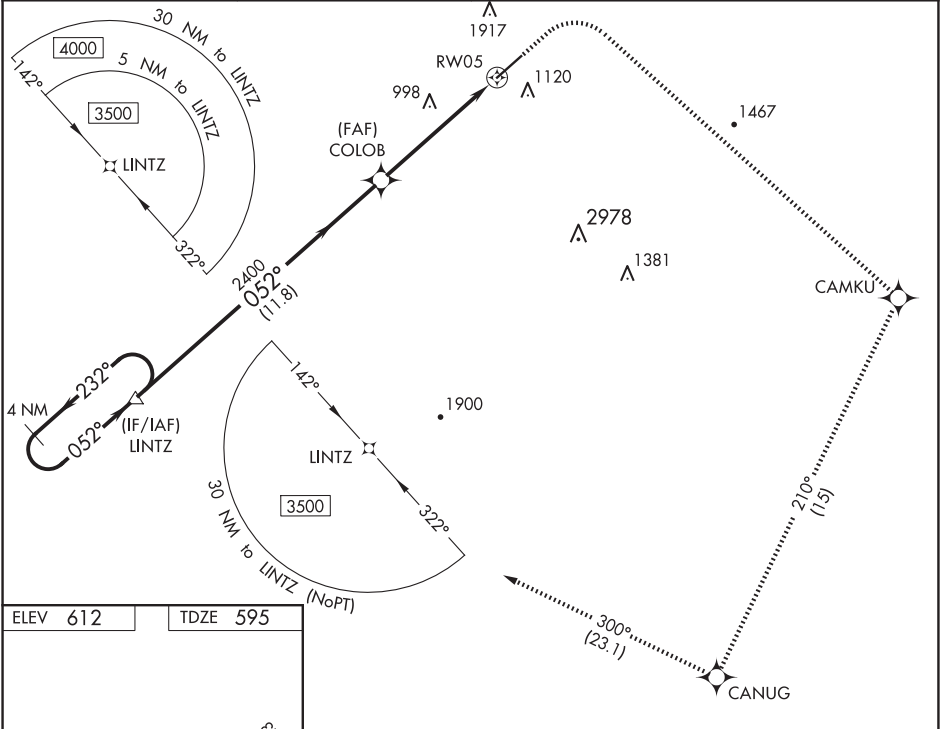
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>78106</b><br><b>W05A</b> | APP CRS<br><b>052°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7000</b><br><b>595</b><br><b>612</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 5  
ANNISTON RGNL (ANB)

|  |                               |   |
|--|-------------------------------|---|
| <p><b>⚠</b> Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA 66 feet and all MDA 80 feet and LPV all Cats, LNAV Cats C and D and Circling Cats A, B, and C visibility ¼ SM. For inop ALS increase LPV all Cats visibility to 1 SM. For inop ALS when using Gadsden altimeter setting, increase LPV all Cats visibility to 1¼ SM. VDP NA with Gadsden altimeter setting.</p> | <p>MALSR</p> <p><b>AS</b></p> | <p><b>MISSED APPROACH:</b> Climb to 1600, then climbing right turn to 3500 direct CAMKU and track 210° to CANUG and track 300° to LINTZ and hold.</p> |
|--|-------------------------------|---|

|                        |  |                       |                        |
|------------------------|--|-----------------------|------------------------|
| ASOS<br><b>119.675</b> | BIRMINGHAM APP CON<br><b>132.15 285.45</b> | CTAF<br><b>123.60</b> | UNICOM<br><b>123.0</b> |
|------------------------|--|-----------------------|------------------------|



|                      |        |                   |               |            |                 |        |               |       |
|----------------------|--------|-------------------|---------------|------------|-----------------|--------|---------------|-------|
| 4 NM Holding Pattern | LINTZ  | 1600              | 3500          | CAMKU      | tr 210°         | CANUG  | tr 300°       | LINTZ |
| 3500                 | ← 232° | 052° →            | 052°          | 2400       | *1.7 NM to RW05 |        |               |       |
| GP 3.00° TCH 40      |        |                   |               | 2400       |                 |        |               |       |
|                      |        | 11.8 NM           | 3.9 NM        | 1.7 NM     |                 |        |               |       |
| CATEGORY             | A      | B                 | C             | D          |                 |        |               |       |
| LPV DA               |        | 909-5/8           | 314 (300-5/8) |            |                 |        |               |       |
| LNAV MDA             |        | 1160-1/2          | 565 (600-1/2) | 1160-1/4   | 565 (600-1/4)   |        |               |       |
| CIRCLING             |        | 1420-1808 (900-1) |               | 1420-2 1/4 | 808 (900-2 1/4) | 1820-3 | 1208 (1300-3) |       |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ANNISTON, ALABAMA

AL-5014 (FAA)

23222

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58315</b><br><b>W23A</b> | APP CRS<br><b>233°</b> | Rwy Idg<br>TDZE <b>612</b><br>Apt Elev <b>612</b> |
|--|------------------------|---|

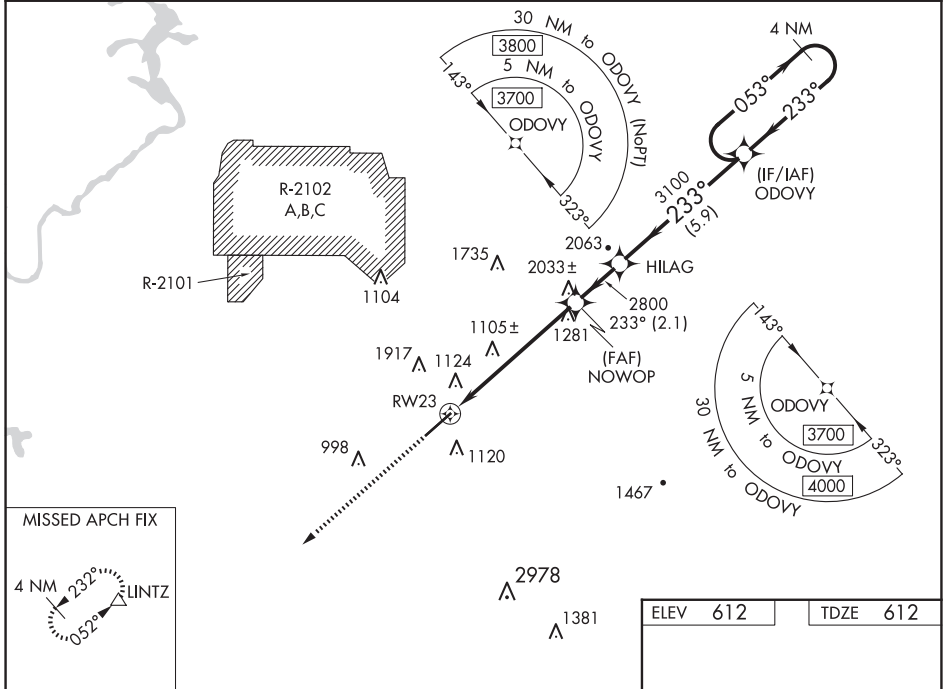
# RNAV (GPS) RWY 23

ANNISTON RGNL (ANB)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA north of Rwy 5-23. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gadsden altimeter setting: increase all DA 66 feet and all visibilities  $\frac{1}{2}$  SM; increase all MDAs 80 feet and Circling Cat A and C visibilities  $\frac{1}{4}$  SM. Baro-VNAV and VDP NA when using Gadsden altimeter setting.

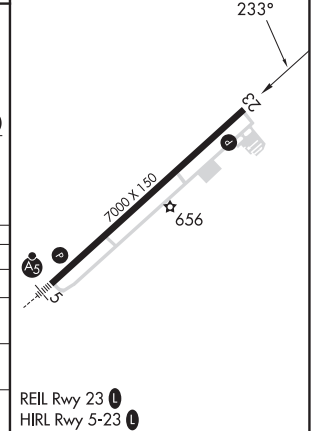
**MISSED APPROACH:**  
Climb to 3400 direct LINTZ and hold.

|                        |  |                      |                        |
|------------------------|--|----------------------|------------------------|
| ASOS<br><b>119.675</b> | BIRMINGHAM APP CON<br><b>132.15 285.45</b> | CTAF<br><b>123.6</b> | UNICOM<br><b>123.0</b> |
|------------------------|--|----------------------|------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>612</b> | TDZE <b>612</b> |
|-----------------|-----------------|

| 3400              | LINTZ                 | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39). | 4 NM Holding Pattern                               |                            |
|-------------------|-----------------------|--|--|----------------------------|
| *LNAV only.       | *2.3 NM to RW23       | NOWOP 2800   | HILAG 3100   |                            |
| RW23              | 2.3                   | 3.7 NM   | 2.1 NM   |                            |
| ODOVY             | 5.9 NM                | 3700   | GP 3.34° TCH 56                                    |                            |
| CATEGORY          | A                     | B  | C  | D                          |
| LPV DA            | 952-1                 | 340 (400-1)  |  | NA                         |
| LNAV/VNAV DA      | 1274-2                | 662 (700-2)  |  | NA                         |
| LNAV MDA          | 1380-1<br>768 (800-1) | 1380-1 $\frac{1}{4}$<br>768 (800-1 $\frac{1}{4}$ )               | 1380-2 $\frac{1}{2}$                               | 768 (800-2 $\frac{1}{2}$ ) |
| <b>C</b> CIRCLING | 1420-1<br>808 (900-1) | 1420-1 $\frac{1}{4}$<br>808 (900-1 $\frac{1}{4}$ )               | 1420-2 $\frac{1}{2}$<br>808 (900-2 $\frac{1}{2}$ ) | 1820-3<br>1208 (1300-3)    |



ANNISTON, ALABAMA

Amdt 1 17AUG17

33°35'N-85°51'W

ANNISTON RGNL (ANB)

# RNAV (GPS) RWY 23

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5005 |
| 168°    | TDZE     | 389  |
|         | Apt Elev | 389  |

RNAV (GPS) RWY 17

TURNER COUNTY (75J)

▼

NA

Rwy 17 helicopter visibility reduction below 1 SM NA.

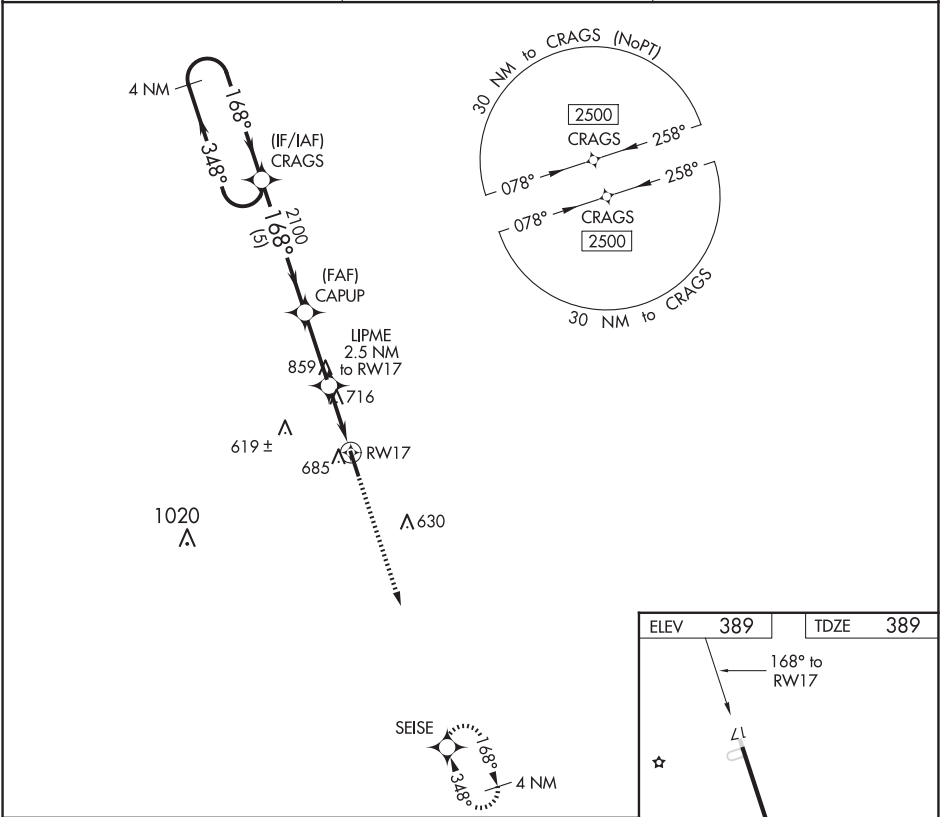
DME/DME RNP-0.3 NA.

When Fitzgerald altimeter setting not received, procedure NA.

Procedure NA at night.

MISSED APPROACH: Climb to 2500  
direct SEISE and hold.

|                       |                                       |                          |
|-----------------------|---------------------------------------|--------------------------|
| FZG AWOS-3<br>118.625 | JACKSONVILLE CENTER<br>125.75 363.075 | UNICOM<br>122.7 (CTAF) ① |
|-----------------------|---------------------------------------|--------------------------|



4 NM Holding Pattern

Visual Segment - Obstacles.

2500

SEISE

2500 ← 348° 168° → 2100 1220 RW17

CRAGS CAPUP LIPME 2.5 NM to RW17

5 NM 2.8 NM 2.5 NM

|            |                    |                      |                      |   |
|------------|--------------------|----------------------|----------------------|---|
| CATEGORY   | A                  | B                    | C                    | D |
| LNAV MDA   | 1080-1 691 (700-1) | 1080-2 691 (700-2)   |                      |   |
| ✪ CIRCLING | 1100-1 711 (800-1) | 1140-2¼ 751 (800-2¼) | 1260-2¾ 871 (900-2¾) |   |

ELEV 389 TDZE 389

168° to RW17

5005 X75

35

MIRL Rwy 17-35 ①

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ASHBURN, GEORGIA

AL-9844 (FAA)

20198

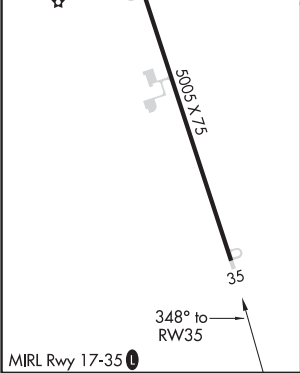
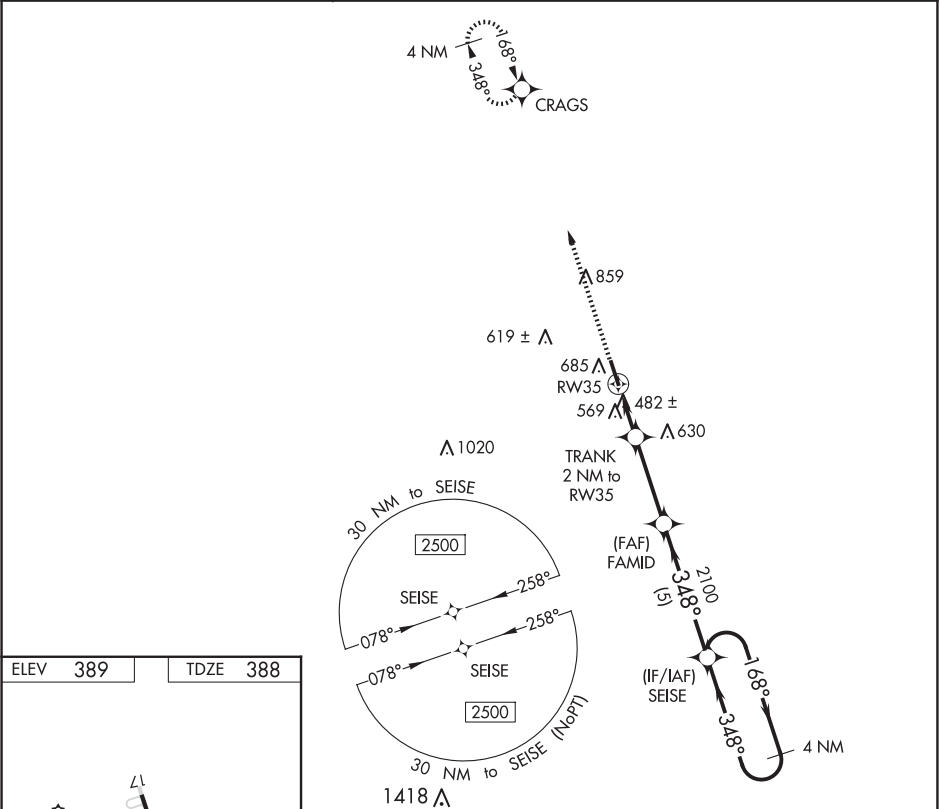
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>82040</b><br><b>W35A</b> | APP CRS<br><b>348°</b> | Rwy Idg<br>TDZE <b>388</b><br>Apt Elev <b>389</b> | <b>5005</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 35

TURNER COUNTY (75J)

|  |   |
|--|---|
| <div><div>▼</div><div>▲ NA</div></div> <div>When Fitzgerald altimeter setting not received, procedure NA.<br/>Rwy 35 helicopter visibility reduction below 1 SM NA.<br/>DME/DME RNP-0.3 NA. Procedure NA at night.</div> | MISSED APPROACH: Climb to 2500 direct CRAGS and hold. |
|--|---|

|                              |  |                                 |
|------------------------------|--|---------------------------------|
| FZG AWOS-3<br><b>118.625</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------------|--|---------------------------------|



|          |        |                             |                         |                         |        |                      |
|----------|--------|-----------------------------|-------------------------|-------------------------|--------|----------------------|
| 2500     | CRAGS  | Visual Segment - Obstacles. |                         |                         |        | 4 NM Holding Pattern |
|          |        | TRANK 2 NM to RW35          | FAMID                   | SEISE                   |        |                      |
|          |        | RW35                        | 1060                    | 2100                    | 168° → | 2500                 |
|          |        | 2 NM                        | 3.3 NM                  | 5 NM                    | ← 348° |                      |
| CATEGORY | A      | B                           | C                       | D                       |        |                      |
| LP MDA   | 780-1  | 392 (400-1)                 | 780-1½                  | 392 (400-1½)            |        |                      |
| LNAV MDA | 880-1  | 492 (500-1)                 | 880-1¾                  | 492 (500-1¾)            |        |                      |
| CIRCLING | 1100-1 | 711 (800-1)                 | 1140-2¼<br>751 (800-2¼) | 1260-2¾<br>871 (900-2¾) |        |                      |

ASHBURN, GEORGIA  
Orig 12OCT17

31°41'N-83°38'W

TURNER COUNTY (75J)

RNAV (GPS) RWY 35

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|                            |                        |                             |   |
|----------------------------|------------------------|-----------------------------|---|
| LOC I-AHN<br><b>110.95</b> | APP CRS<br><b>274°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6122</b><br><b>813</b><br><b>813</b> |
|----------------------------|------------------------|-----------------------------|---|

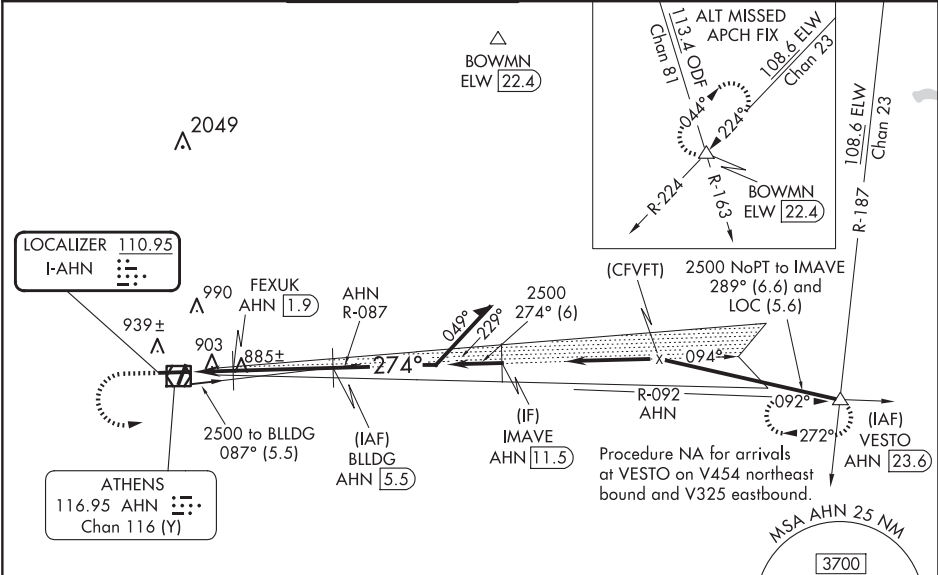
ILS or LOC/DME RWY 27  
ATHENS/BEN EPPS (AHN)

⚠ Night landing: Rwy 2, 20 NA. DME from AHN VOR/DME. Simultaneous reception of I-AHN and AHN DME Required. VDP NA with Winder altimeter setting. When local altimeter setting not received, use Winder altimeter setting: increase DA to 1071 feet; increase all MDA 60 feet and S-LOC 27 visibility Cats C and D to 1 SM and Circling Cat D visibility to 2¼ SM. For inop MALSf, increase S-LOC 27 all Cats visibility to 1 mile. For inop MALSf when using Winder altimeter setting, increase S-ILS 27 all Cats visibility to ¾ mile and increase S-LOC 27 Cats A and B visibility to 1 mile, and Cats C and D to 1½ mile. Inop table does not apply to S-ILS 27.

MALSf

⚠ MISSED APPROACH:  
Climb to 1500 then climbing left turn to 2500 on heading 060° and AHN VOR/DME R-092 to VESTO INT/ AHN 23.6 DME and hold.

|                        |   |   |                         |                          |   |                         |
|------------------------|---|---|-------------------------|--------------------------|---|-------------------------|
| ASOS<br><b>132.875</b> | ATLANTA APP CON *<br><b>132.475 291.1</b> | ATHENS TOWER *<br><b>126.3 (CTAF) 0 338.275</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>121.8</b> | CLNC DEL<br><b>132.475 291.1</b><br>(when twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|---|---|-------------------------|--------------------------|---|-------------------------|



ELEV 813 TDZE 813

TWR/BCN 873

6122 X 100

0.9% UP

0.9% UP

274°

MIRL Rwy 2-20

HIRL Rwys 9-27

FAF to MAP 5.2 NM

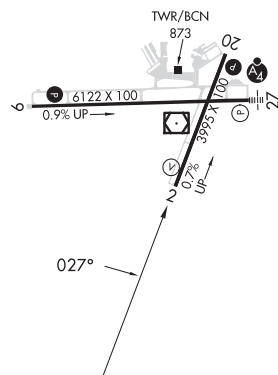
|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

|            |                       |                       |                         |                       |                     |
|------------|-----------------------|-----------------------|-------------------------|-----------------------|---------------------|
| 1500       | 2500                  | AHN R-092             | VESTO                   | BLDG AHN 5.5          | Remain within 10 NM |
| hdg 060°   |                       |                       |                         |                       |                     |
| * LOC only |                       |                       |                         |                       |                     |
|            |                       | FEXUK AHN 1.9         |                         |                       |                     |
|            |                       | * AHN 1.2             |                         |                       |                     |
|            |                       | * 1360                |                         |                       |                     |
|            |                       | 0.9 NM                | 0.7 NM                  | 3.6 NM                |                     |
| CATEGORY   | A                     | B                     | C                       | D                     |                     |
| S-ILS 27   |                       | 1013-¾                | 200 (200-¾)             |                       |                     |
| S-LOC 27   |                       | 1160-¾                | 347 (400-¾)             |                       |                     |
| CIRCLING   | 1260-1<br>447 (500-1) | 1280-1<br>467 (500-1) | 1320-1½<br>507 (600-1½) | 1460-2<br>647 (700-2) |                     |

RNAV (GPS) RWY 2  
ATHENS/BEN EPPS (AHN)

MISSED APPROACH:  
Climb to 3100 direct  
UMMIL and hold.

|        |        |
|--------|--------|
| UNICOM | 122.95 |
|--------|--------|

HIRL Rwy 9-27 **L**

ATHENS/BEN EPPS (AHN)  
RNAV (GPS) RWY 2

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93937</b><br><b>W09A</b> | APP CRS<br><b>094°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6122</b><br><b>778</b><br><b>813</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

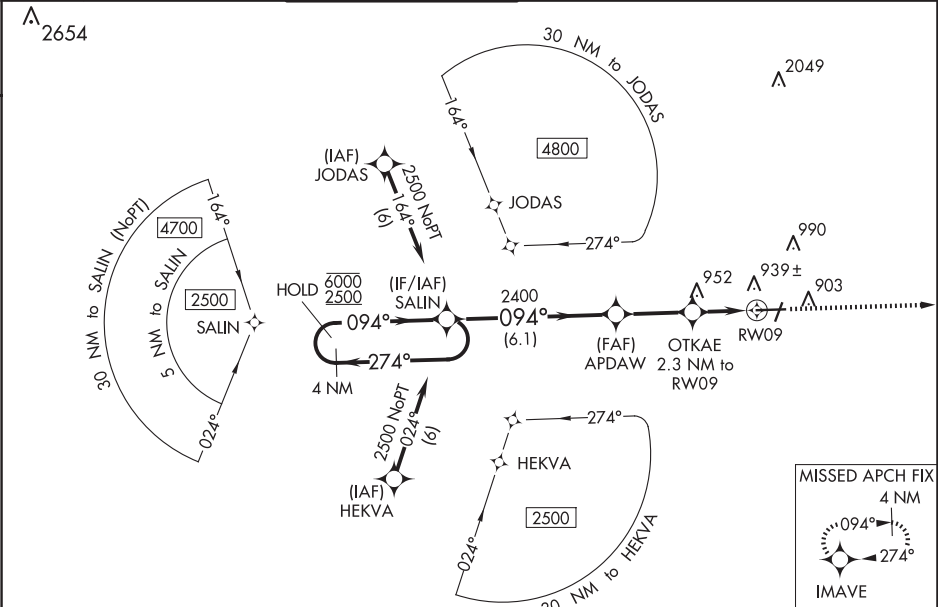
ATHENS/BEN EPPS (AHN)

RNP APCH.

**⚠** Circling Rwy 2, 20 NA at night.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.  
Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2500 direct  
IMAVE and hold.

|                        |   |   |                         |                          |   |                         |
|------------------------|---|---|-------------------------|--------------------------|---|-------------------------|
| ASOS<br><b>132.875</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | ATHENS TOWER ★<br><b>126.3 (CTAF) 0 338.275</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>121.8</b> | CLNC DEL<br><b>132.475 291.1</b><br>(when twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|---|---|-------------------------|--------------------------|---|-------------------------|



|  |  |  |  |  |
|--|--|--|--|--|
| <div>4 NM<br/>Holding Pattern</div> <div>SALIN</div> <div>APDAW</div> <div>OTKAE</div> <div>2.3 NM to<br/>RW09</div> <div>*1.3 NM to<br/>RW09</div> <div>RW09</div> <div>GP 3.00°<br/>TCH 39°</div> <div>2400</div> <div>*1520</div> <div>2400</div> <div>2500</div> <div>6000</div> <div>274°</div> <div>094°</div> <div>094°</div> <div>094°</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> <div>2500</div> |  |  |  |  |
|--|--|--|--|--|

ATHENS, GEORGIA

AL-983 (FAA)

24305

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99737</b><br><b>W20A</b> | APP CRS<br><b>207°</b> | Rwy Idg <b>3995</b><br>TDZE <b>807</b><br>Apt Elev <b>813</b> |
|--|------------------------|---|

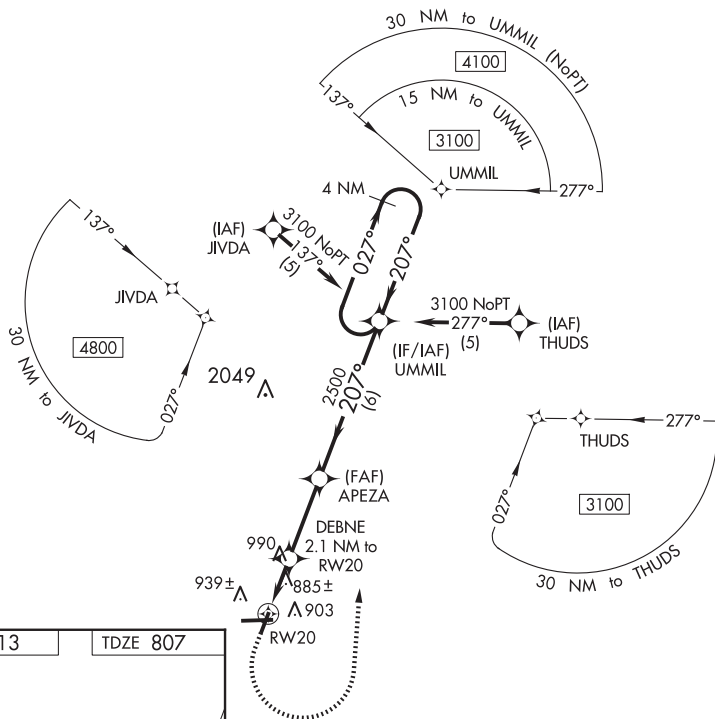
# RNAV (GPS) RWY 20

ATHENS/BEN EPPS (AHN)

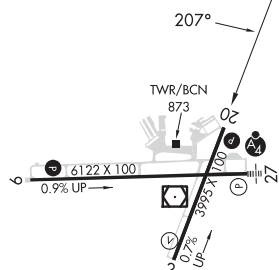
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet. Increase LP and LNAV Cat C/D visibility  $\frac{1}{8}$  mile, increase Circling Cat D visibility  $\frac{1}{4}$  mile.  
**⚠** Night landing: Rwy 2, 20 NA. Helicopter visibility reduction below 1 SM NA.




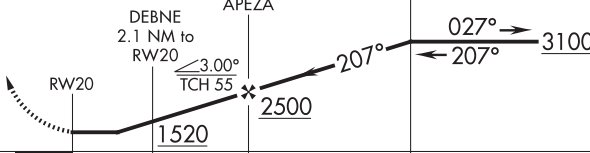

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3100 direct UMMIL and hold.

|                        |   |   |                         |                          |   |                         |
|------------------------|---|---|-------------------------|--------------------------|---|-------------------------|
| ASOS<br><b>132.875</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | ATHENS TOWER ★<br><b>126.3 (CTAF) 0 338.275</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>121.8</b> | CLNC DEL<br><b>132.475 291.1</b><br>(when twr closed) | UNICOM<br><b>122.95</b> |
|------------------------|---|---|-------------------------|--------------------------|---|-------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>813</b> | TDZE <b>807</b> |
|-----------------|-----------------|



|  |   |   |                         |                       |
|--|---|---|-------------------------|-----------------------|
| 1600   | 3100  | UMMIL   | 4 NM Holding Pattern    |                       |
|           |  |  |                         |                       |
|           |   |   |                         |                       |
| CATEGORY   | A   | B   | C                       | D                     |
| LP MDA   | 1140-1 333 (400-1)  |   |                         |                       |
| LNAV MDA   | 1240-1  | 433 (500-1)   | 1240-1¼                 | 433 (500-1¼)          |
|  CIRCLING | 1260-1<br>447 (500-1)   | 1280-1<br>467 (500-1)   | 1320-1½<br>507 (600-1½) | 1460-2<br>647 (700-2) |

MIRL Rwy 2-20  
HIRL Rwy 9-27 **1**  
ATHENS, GEORGIA  
Amdt 1 15OCT15

33°57'N-83°20'W

ATHENS/BEN EPPS (AHN)  
RNAV (GPS) RWY 20

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69503</b><br><b>W27A</b> | APP CRS<br><b>274°</b> | Rwy Idg <b>6122</b><br>TDZE <b>812</b><br>Apt Elev <b>812</b> |
|--|------------------------|---|

RNAV (GPS) RWY 27  
ATHENS/BEN EPPS (AHN)

RNP APCH - GPS.

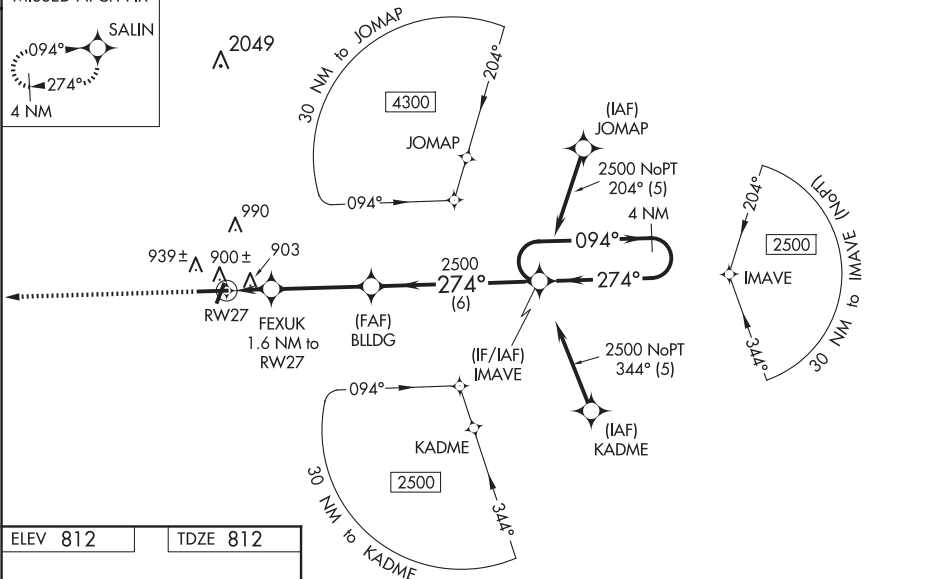
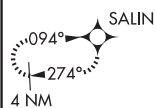
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For local altimeter setting not received, use Winder altimeter setting: increase LPV DA to 1071 feet, increase LNAV/VNAV DA to 1011 feet, increase all MDA 60 feet and increase LNAV Cat C/D visibility to 1 mile and Circling Cat D visibility to 2½ mile. For inop MALSF, increase LNAV/VNAV all Cats visibility to ½ mile, increase LNAV Cat C/D visibility to 1 mile. For inop MALSF when using Winder altimeter setting increase LPV all Cats visibility to ½ mile, increase LNAV/VNAV all Cats visibility to 1 mile, increase LNAV Cat C/D visibility to 1½ mile. Baro-VNAV and VDP NA when using Winder altimeter setting. Inop table does not apply to LPV. Circling Rwy 2, 20 NA at night.

MALSP

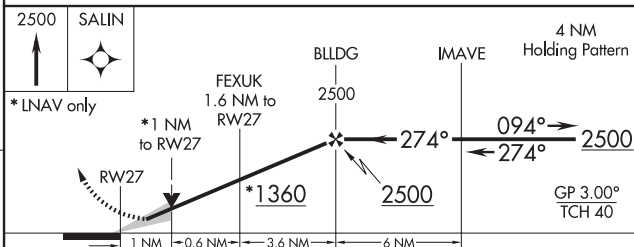
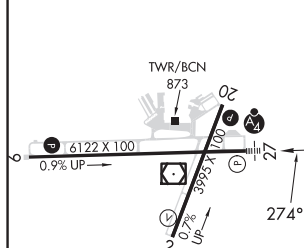
**MISSED APPROACH:**  
Climb to 2500 direct  
SALIN and hold.

|         |                   |                        |         |          |                                    |        |
|---------|-------------------|------------------------|---------|----------|------------------------------------|--------|
| ASOS    | ATLANTA APP CON ★ | ATHENS TOWER ★         | GND CON | CLNC DEL | CLNC DEL                           | UNICOM |
| 132.875 | 132.475 291.1     | 126.3 (CTAF) 0 338.275 | 121.8   | 121.8    | 132.475 291.1<br>(when twr closed) | 122.95 |

MISSED APCH FIX



|          |  |          |
|----------|--|----------|
| ELEV 812 |  | TDZE 812 |
|----------|--|----------|



| CATEGORY          |     | A                      | B                     | C                       | D                     |
|-------------------|-----|------------------------|-----------------------|-------------------------|-----------------------|
| LPV               | DA  | 1012-3/4 200 (200-3/4) |                       |                         |                       |
| LNAV/<br>VNAV     | DA  | 1064-3/4 252 (300-3/4) |                       |                         |                       |
| LNAV              | MDA | 1160-3/4 348 (400-3/4) |                       |                         |                       |
| <b>C</b> CIRCLING |     | 1260-1<br>448 (500-1)  | 1280-1<br>468 (500-1) | 1320-1½<br>508 (600-1½) | 1460-2<br>648 (700-2) |

ATHENS, GEORGIA  
Amdt 1B 07OCT21

33°57'N-83°20'W

ATHENS/BEN EPPS (AHN)

RNAV (GPS) RWY 27

ATHENS, GEORGIA

AL-983 (FAA)

24305

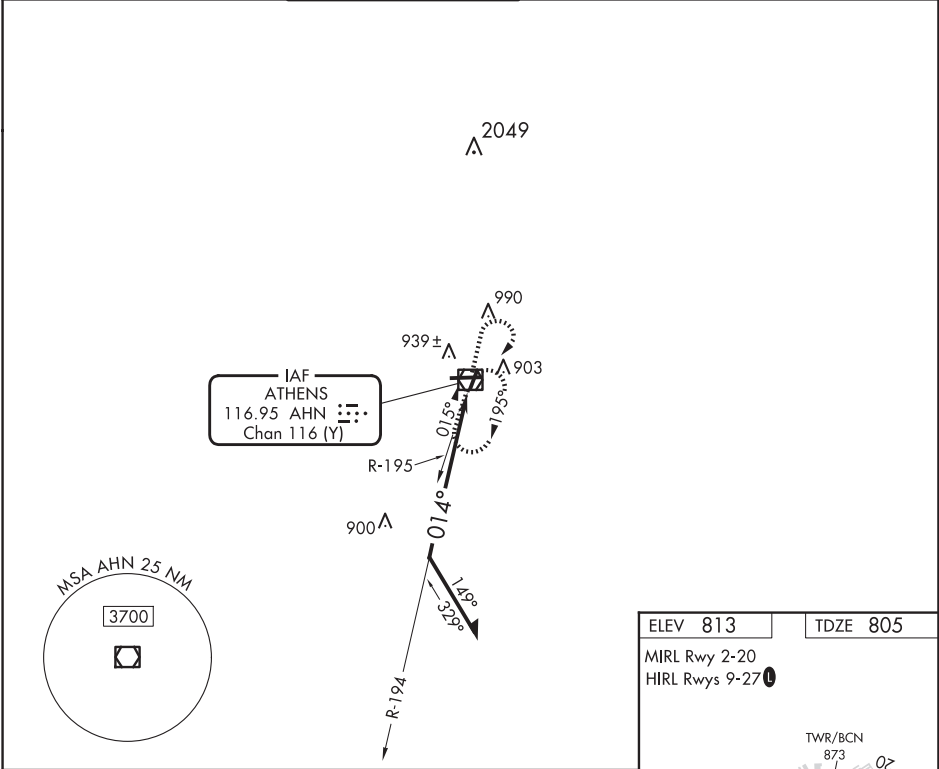
|              |         |          |      |
|--------------|---------|----------|------|
| VOR/DME AHN  | APP CRS | Rwy Idg  | 3995 |
| 116.95       | 014°    | TDZE     | 805  |
| Chan 116 (Y) |         | Apt Elev | 813  |

VOR RWY 2

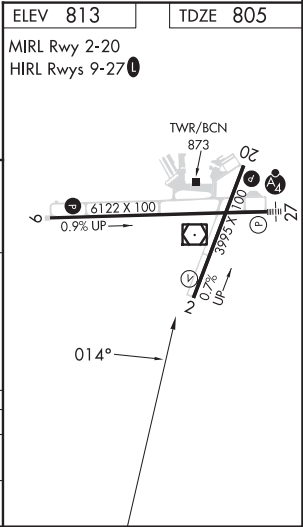
ATHENS/BEN EPPS (AHN)

|   |  |
|---|--|
| <p><b>⚠</b> When VGSi inop, Circling Rwy 20 NA at night. When VGSi inop, Straight-in/Circling Rwy 2 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 60 feet; increase S-2 Cat D and Circling Cat D visibilities ¼ SM.</p> | <p><b>MISSED APPROACH:</b> Climb to 2100 then climbing right turn to 2300 direct AHN VOR/DME and hold.</p> |
|---|--|

|         |                   |                        |         |          |                                    |        |
|---------|-------------------|------------------------|---------|----------|------------------------------------|--------|
| ASOS    | ATLANTA APP CON ★ | ATHENS TOWER ★         | GND CON | CLNC DEL | CLNC DEL                           | UNICOM |
| 132.875 | 132.475 291.1     | 126.3 (CTAF) 0 338.275 | 121.8   | 121.8    | 132.475 291.1<br>(when twr closed) | 122.95 |



|                     |                       |                       |                         |                       |     |
|---------------------|-----------------------|-----------------------|-------------------------|-----------------------|-----|
| Remain within 10 NM | AHN<br>VOR/DME        |                       | 2100                    | 2300                  | AHN |
|                     | <p>2300 194° 014°</p> |                       |                         |                       |     |
| CATEGORY            | A                     | B                     | C                       | D                     |     |
| S-2                 | 1220-1                | 415 (500-1)           | 1220-1¼                 | 415 (500-1¼)          |     |
| CIRCLING            | 1260-1<br>447 (500-1) | 1280-1<br>467 (500-1) | 1320-1½<br>507 (600-1½) | 1460-2<br>647 (700-2) |     |



ATHENS, GEORGIA  
Amdt 11D 27FEB20

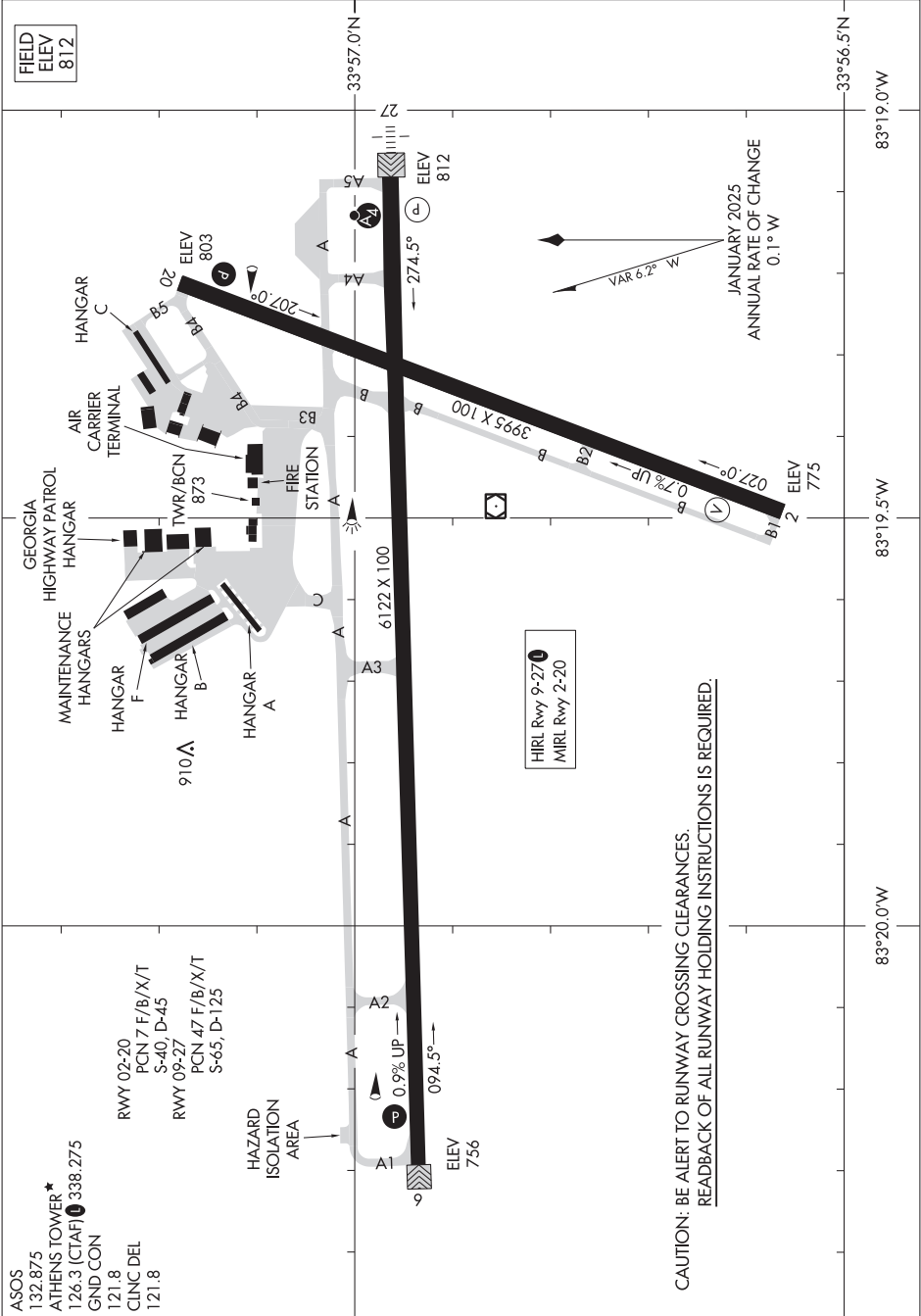
33°57'N-83°20'W

ATHENS/BEN EPPS (AHN)  
VOR RWY 2

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025





ATLANTA, GEORGIA

AL-5932 (FAA)

22335

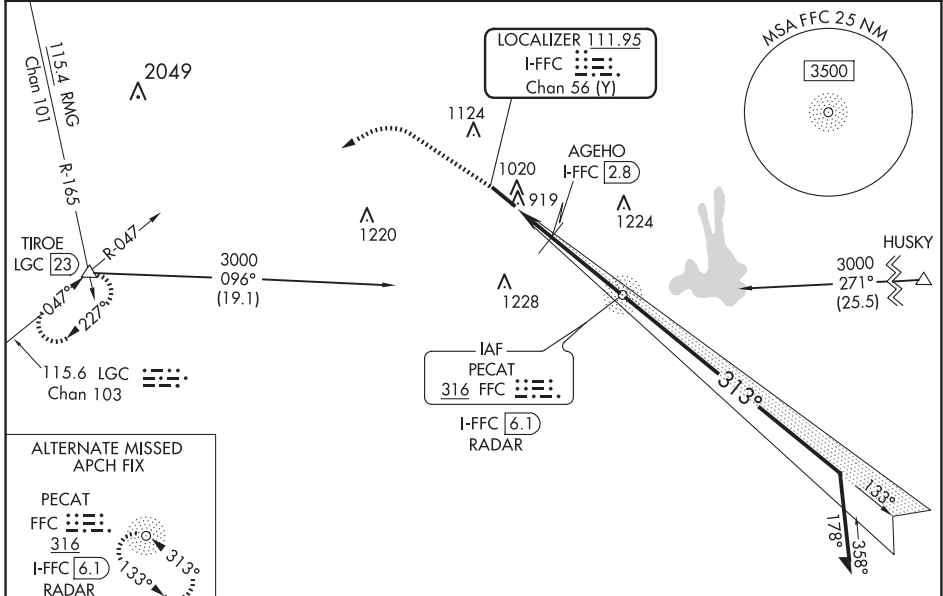
|   |                        |  |
|---|------------------------|--|
| LOC/DME I-FFC<br><b>111.95</b><br>Chan <b>56(Y)</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5118</b><br><b>807</b><br><b>808</b> |
|---|------------------------|--|

# ILS or LOC RWY 31

## ATLANTA RGNL FALCON FLD (F'F'C)

|                               |           |   |
|-------------------------------|-----------|---|
| DME or ADF or RADAR required. | ODALS<br> | MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold. |
|-------------------------------|-----------|---|

|                        |   |                          |                                  |
|------------------------|---|--------------------------|----------------------------------|
| ASOS<br><b>118.525</b> | ATLANTA APP CON<br><b>119.8 354.125</b> | CLNC DEL<br><b>119.8</b> | UNICOM<br><b>123.05 (CTAF) ①</b> |
|------------------------|---|--------------------------|----------------------------------|



|          |   |          |                 |          |                                   |       |  |   |
|----------|---|----------|-----------------|----------|-----------------------------------|-------|--|---|
| ELEV 808 | D | TDZE 807 | 1700            | 4000     | LGC R-047                         | TIROE | FFC NDB<br>PECAT<br>I-FFC 6.1<br>RADAR | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 45).<br>Remain within 10 NM |
|          |   |          | ↑               | hdg 275° |                                   |       |  |   |
|          |   |          | AGEHO I-FFC 2.8 |          | 2467                              |       | 133°                                   | 2500  |
|          |   |          | I-FFC 1         |          | 1320                              |       | 313°                                   | 2500  |
|          |   |          | 1 NM            |          | 0.8                               |       | 3.3 NM                                 |   |
|          |   |          | CATEGORY        |          | A                                 |       | B                                      |   |
|          |   |          | S-ILS 31        |          | 1059-3/4                          |       | 252 (300-3/4)                          |   |
|          |   |          | S-LOC 31        |          | 1320-3/4 513 (600-3/4)            |       | 1320-1 513 (600-1)                     |   |
|          |   |          | CIRCLING        |          | 1320-1 512 (600-1)                |       | 1440-1 512 (600-1)                     |   |
|          |   |          |                 |          | AGEHO FIX MINIMUMS (DME REQUIRED) |       |  |   |
|          |   |          | S-LOC 31        |          | 1180-3/4 373 (400-3/4)            |       | 1180-1 373 (400-1)                     |   |
|          |   |          | CIRCLING        |          | 1320-1 512 (600-1)                |       | 1440-1 512 (600-1)                     |   |

ATLANTA, GEORGIA

Amdt 3A 11AUG22

33°21'N-84°34'W

ATLANTA RGNL FALCON FLD (F'F'C)

ILS or LOC RWY 31

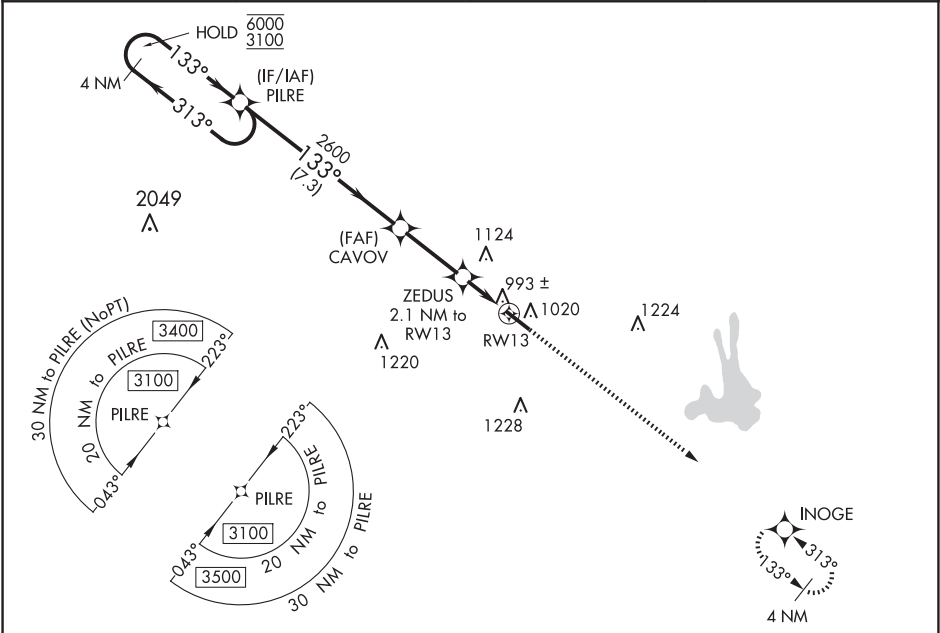
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61006</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg <b>4625</b><br>TDZE <b>797</b><br>Apt Elev <b>808</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

ATLANTA RGNL FALCON FLD (F'F'C)

|   |   |   |   |
|---|---|---|---|
| RNP APCH-GPS.<br>⚠ Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. |   | MISSED APPROACH: Climb to 3000 direct INOGE and hold. |   |
| ASOS<br><b>118.525</b>  | ATLANTA APP CON<br><b>119.8 354.125</b> | CINC DEL<br><b>119.8</b>                              | UNICOM<br><b>123.05</b> (CTAF) <b>📶</b> |



|                      |         |   |                         |                         |   |
|----------------------|---------|---|-------------------------|-------------------------|---|
| 4 NM Holding Pattern |         | VGSI and RNAV glidepath not coincident. (VGSI Angle 3.50/TCH 38). |                         | 3000                    | INOGE   |
|                      |         |   |                         |                         |   |
| CATEGORY             | A       | B   | C                       | D                       |   |
| LPV DA               | 1184-1⅛ |   | 387 (400-1⅛)            |                         |   |
| LNAV/VNAV DA         | 1230-1¼ |   | 433 (500-1¼)            |                         |   |
| LNAV MDA             | 1260-1  | 463 (500-1)   | 1260-1⅜                 | 463 (500-1⅜)            |   |
| 📶 CIRCLING           | 1320-1  | 512 (600-1)   | 1440-1¾<br>632 (700-1¾) | 1540-2¼<br>732 (800-2¼) | REIL Rwy 13 <b>📶</b><br>MIRL Rwy 13-31 <b>📶</b> |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 31  
ATLANTA RGNL FALCON FLD (FFC)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 direct TIORE and hold.

Δ 2049

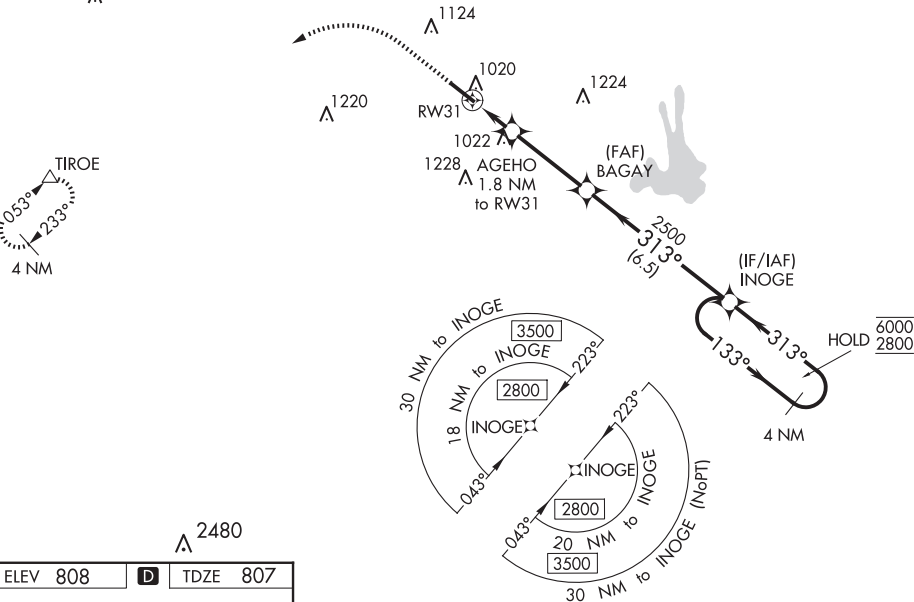


Diagram illustrating the 4 NM Holding Pattern for RW31. The pattern consists of a series of turns: a 180° turn (1.8 NM), a 313° turn (3.4 NM), a 180° turn (6.5 NM), and a final 180° turn. Key points include AGEHO (1.8 NM to RW31), BAGAY (2500), and INOGE (4 NM Holding Pattern). The diagram also shows the VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

ATLANTA RGNL FALCON FLD (FFC)  
RNAV (GPS) RWY 31

NDB FFC  
**316**

APP CRS  
**313°**

Rwy Idg  
TDZE  
Apt Elev  
**5118**  
**807**  
**808**

NDB RWY 31

ATLANTA RGNL FALCON FLD (F'F'C)

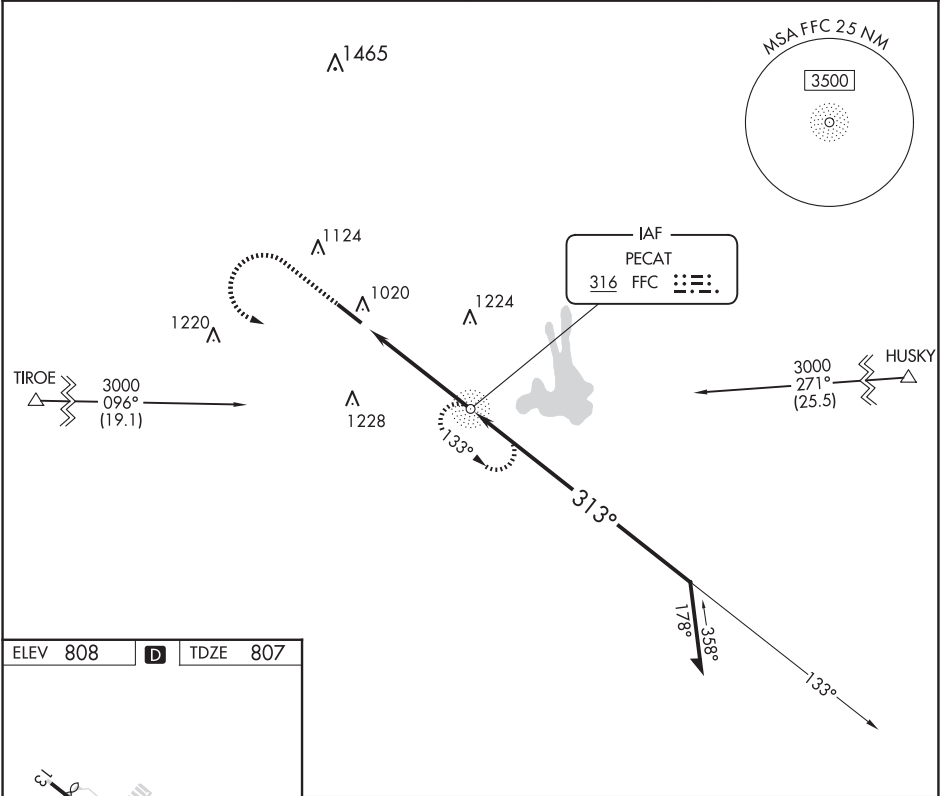
⚠ NA

Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below ¾ SM NA. For Inop ALS, increase Cat C/D visibility to 1½ SM.

ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 2500 direct FFC NDB and hold.

|                        |   |                          |                                |
|------------------------|---|--------------------------|--------------------------------|
| ASOS<br><b>118.525</b> | ATLANTA APP CON<br><b>119.8 354.125</b> | CLNC DEL<br><b>119.8</b> | UNICOM<br><b>123.05 (CTAF)</b> |
|------------------------|---|--------------------------|--------------------------------|



ELEV 808

TDZE 807

REIL Rwy 13

MIRL Rwy 13-31

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.1 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

1700

2500

FFC

FFC NDB

Remain within 10 NM

133°

2500

313°

2500

3.07°

TCH 45

5.1 NM

| CATEGORY | A                  | B | C                    | D                    |
|----------|--------------------|---|----------------------|----------------------|
| S-31     | 1360-¾ 553 (600-¾) |   | 1360-1⅓ 553 (600-1⅓) |                      |
| CIRCLING | 1360-1 552 (600-1) |   | 1440-1¾ 632 (700-1¾) | 1540-2¼ 732 (800-2¼) |



RNP APCH.

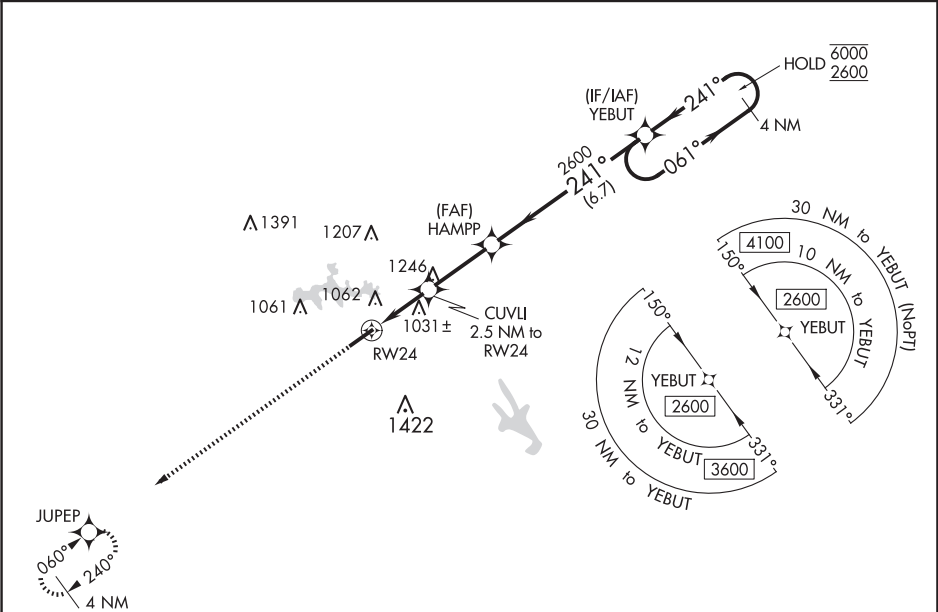
T

A

Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
For uncompensated Baro-VNAV systems, LVAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct JUPEP and hold.

|                          |   |                                    |                                 |
|--------------------------|---|------------------------------------|---------------------------------|
| AWOS-3<br><b>124.825</b> | ATLANTA APP CON<br><b>128.575 343.675</b> | CLNC DEL<br><b>128.575 343.675</b> | UNICOM<br><b>122.725</b> (CTAF) |
|--------------------------|---|------------------------------------|---------------------------------|



ELEV 882

TDZE 882

2500

JUPEP

4 NM Holding Pattern

CUVLI  
2.5 NM to RW24

HAMPP  
2600

YEBUT

2600

6000

2600

241°

5509 X 100

0.5% UP

REIL Rws 6 and 24

MIRL Rwy 6-24

| CATEGORY     | A   | B                     | C  | D  |
|--------------|---|-----------------------|--|--|
| LPV DA       | 1132- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |                       |  |  |
| LNAV/VNAV DA | 1201- $\frac{7}{8}$ 319 (400- $\frac{7}{8}$ ) |                       |  |  |
| LNAV MDA     | 1300-1  | 418 (500-1)           | 1300-1 $\frac{1}{8}$                               | 418 (500-1 $\frac{1}{8}$ )                         |
| CIRCLING     | 1380-1<br>498 (500-1)                         | 1400-1<br>518 (600-1) | 1700-2 $\frac{1}{2}$<br>818 (900-2 $\frac{1}{2}$ ) | 1740-2 $\frac{3}{4}$<br>858 (900-2 $\frac{3}{4}$ ) |

ATLANTA, GEORGIA

Amdt 3 17JUN21

33°23'N-84°20'W

43

ATLANTA SPEEDWAY (HMP)

**RNAV (GPS) RWY 24**

ATLANTA, GEORGIA

AL-6424 (FAA)

22335

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-RYY<br><b>111.9</b><br>Chan <b>56</b> | APP CRS<br><b>273°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5374</b><br><b>1011</b><br><b>1040</b> |
|---|------------------------|-----------------------------|---|

# ILS or LOC RWY 27

## COBB COUNTY INTL/MCCOLLUM FLD (RYY)

DME required. RADAR required for procedure entry.

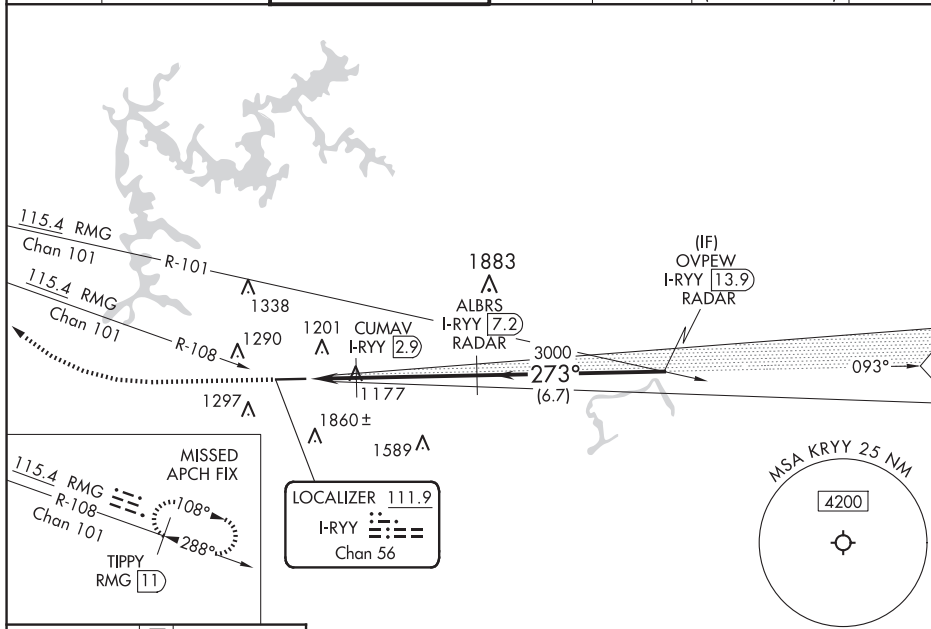
MAISF



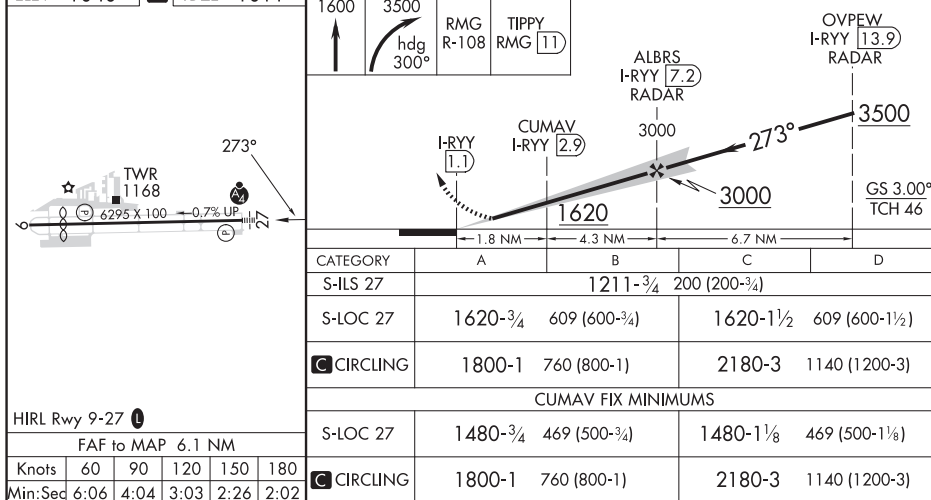
MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on heading 300° and on RMG VORTAC R-108 to TIPPY/RMG 11 DME and hold.

Inop table does not apply to S-ILS 27.

|                        |                                       |   |                         |                          |   |                        |
|------------------------|---------------------------------------|---|-------------------------|--------------------------|---|------------------------|
| ATIS<br><b>128.125</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | MCCOLLUM TOWER ★<br><b>125.9 (CTAF) 0</b> | GND CON<br><b>119.0</b> | CLNC DEL<br><b>119.0</b> | CLNC DEL<br><b>121.0 268.7</b><br>(When twr closed) | UNICOM<br><b>122.7</b> |
|------------------------|---------------------------------------|---|-------------------------|--------------------------|---|------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1040 | <b>D</b> | TDZE 1011 |
|-----------|----------|-----------|



ATLANTA, GEORGIA

Amdt 6 03NOV22

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

34°01'N-84°36'W

ILS or LOC RWY 27

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

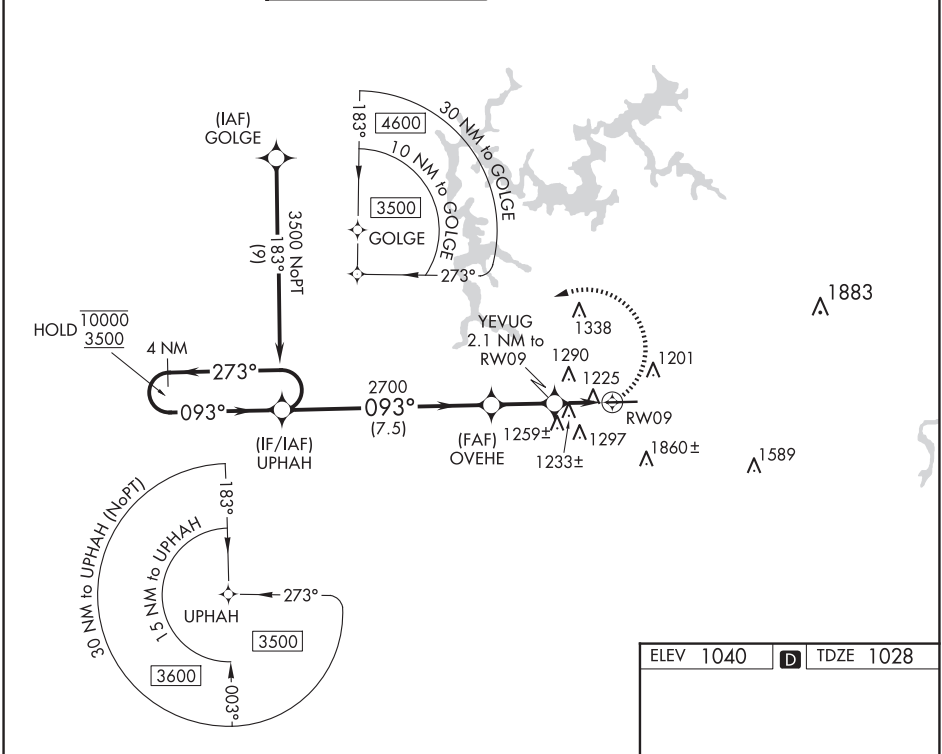


|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61144</b><br><b>W09A</b> | APP CRS<br><b>093°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5233</b><br><b>1028</b><br><b>1040</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

COBB COUNTY INTL/MCCOLLUM FLD (RYY)

|   |  |  |                    |                       |   |
|---|--|--|--------------------|-----------------------|---|
| RNP APCH-GPS.   |  | MISSED APPROACH: Climbing left turn to 3500 direct UPHAH and hold. |                    |                       |   |
| ▼<br>▲ Rwy 9 helicopter visibility reduction below 1 SM NA. |  | ATIS   | ATLANTA APP CON    | MCCOLLUM TOWER ★      | GND CON                                 |
|   |  | <b>128.125</b>   | <b>121.0 268.7</b> | <b>125.9 (CTAF) 0</b> | <b>119.0</b>                            |
|   |  |  |                    | CLNC DEL              | CLNC DEL                                |
|   |  |  |                    | <b>119.0</b>          | <b>121.0 268.7</b><br>(When twr closed) |
|   |  |  |                    | UNICOM                | <b>122.7</b>                            |



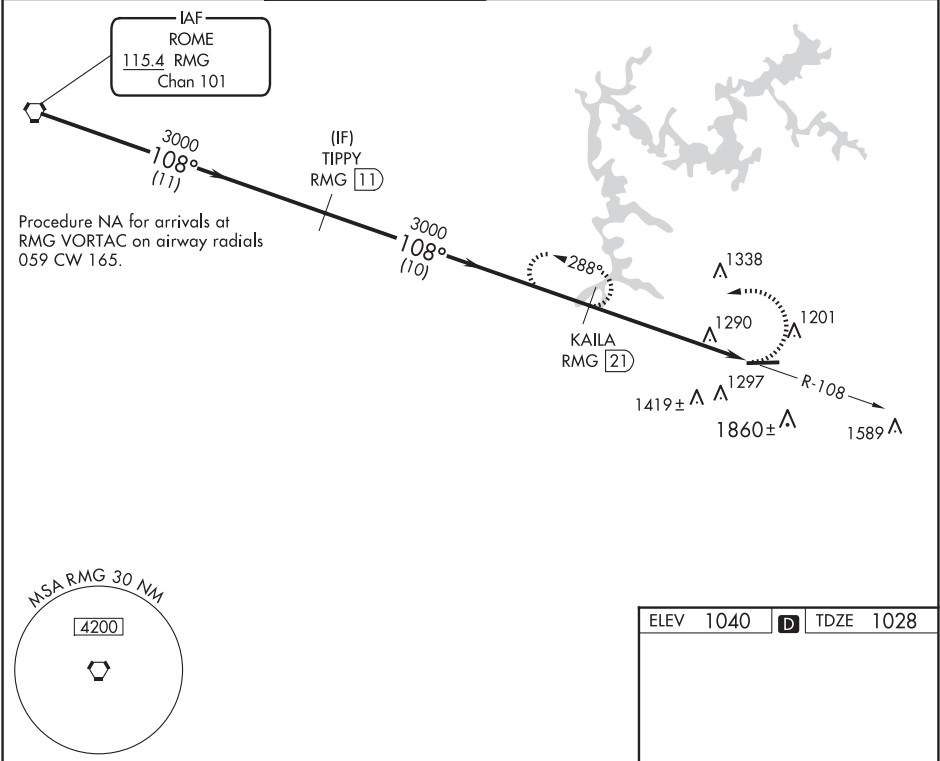
|                            |        |  |                      |                            |        |
|----------------------------|--------|--|----------------------|----------------------------|--------|
| 4 NM Holding Pattern UPHAH |        | VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 46). |                      | 3500                       | UPHAH  |
| 10000<br>3500              |        | 093°   |                      | 093°                       | 093°   |
|                            |        | 2700   |                      | 1860                       | 1860   |
|                            |        | 7.5 NM   |                      | 2.3 NM                     | 2.1 NM |
| CATEGORY                   | A      | B  | C                    | D                          |        |
| LP MDA                     | 1480-1 | 452 (500-1)  | 1480-1 $\frac{3}{8}$ | 452 (500-1 $\frac{3}{8}$ ) |        |
| LNAV MDA                   | 1500-1 | 472 (500-1)  | 1500-1 $\frac{3}{8}$ | 472 (500-1 $\frac{3}{8}$ ) |        |
| CIRCLING                   | 1800-1 | 760 (800-1)  | 2180-3               | 1140 (1200-3)              |        |



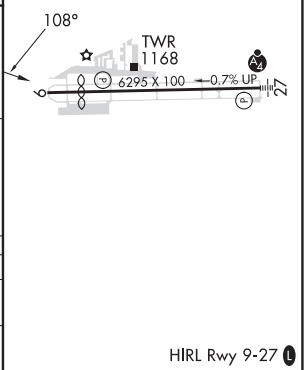
|            |         |               |
|------------|---------|---------------|
| VORTAC RMG | APP CRS | Rwy ldg       |
| 115.4      | 108°    | 5233          |
| Chan 101   |         | TDZE 1028     |
|            |         | Apt Elev 1040 |

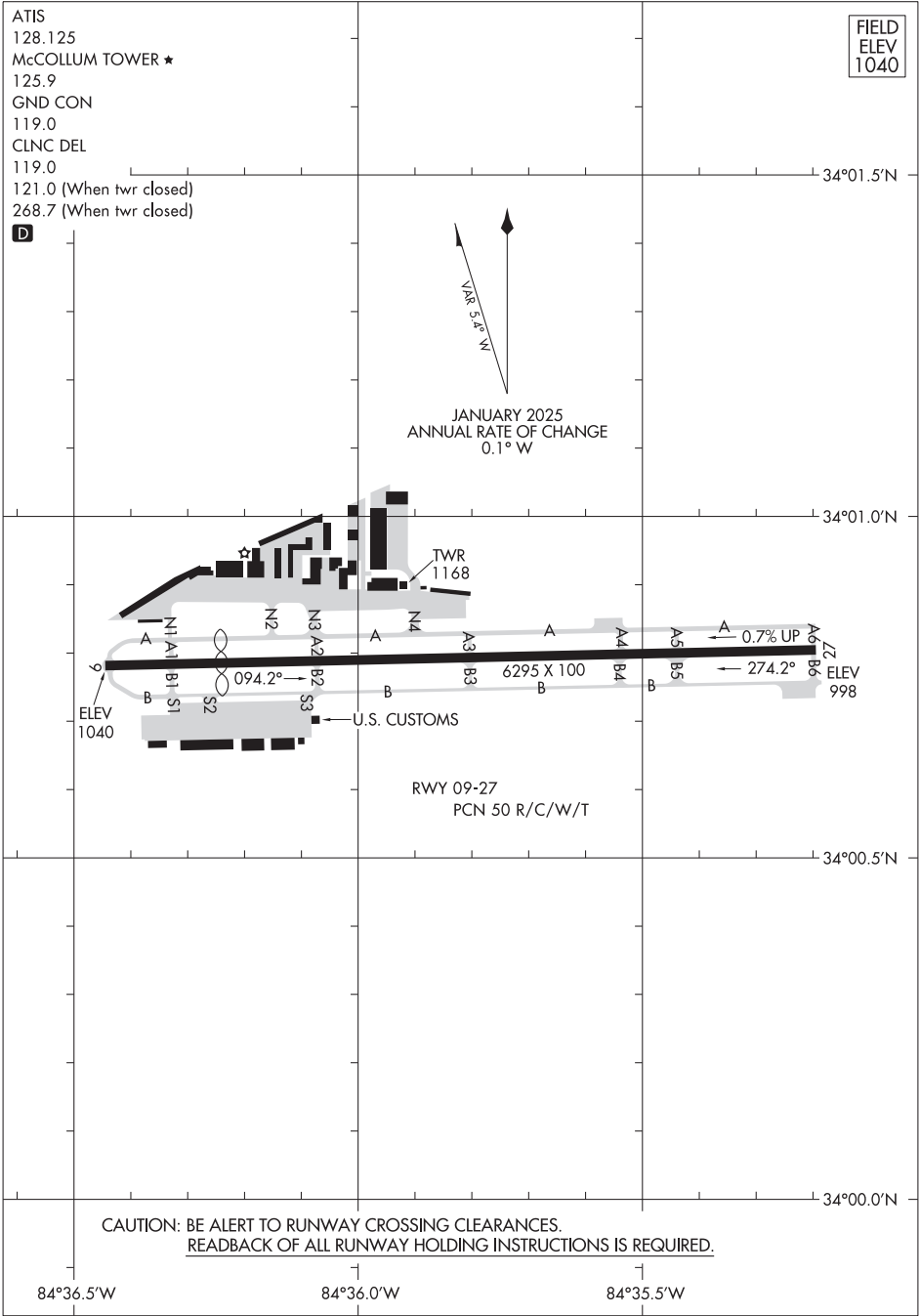
VOR/DME RWY 9  
COBB COUNTY INTL/MCCOLLUM FLD (RYY)

|                                     |  |  |                  |         |  |                                  |  |        |
|-------------------------------------|--|--|------------------|---------|--|----------------------------------|--|--------|
| <div><div>T</div><div>A</div></div> | Rwy 9 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use ATL altimeter setting and increase all MDAs 60 feet and S-9 Cat A/C/D visibilities ¼ mile. |  |                  |         | MISSED APPROACH: Climbing left turn to 3000 via heading 240° and RMG R-108 to KAILA/21 DME and hold. |                                  |  |        |
|                                     |  |  |                  |         |  |                                  |  |        |
| ATIS                                | ATLANTA APP CON  |  | MCCOLLUM TOWER ★ | GND CON | CLNC DEL   | CLNC DEL                         |  | UNICOM |
| 128.125                             | 121.0 268.7  |  | 125.9 (CTAF) 0   | 119.0   | 119.0  | 121.0 268.7<br>(When twr closed) |  | 122.7  |



|  |                       |                         |                         |                         |
|--|-----------------------|-------------------------|-------------------------|-------------------------|
|  | RMG VORTAC            | TIPPY RMG 11            | KAILA RMG 21            |                         |
| Procedure Turn NA  | 3000                  | 3000                    | 3000                    | 3000                    |
| VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 46). |                       |                         |                         |                         |
|  | 11 NM                 | 10 NM                   | 6.2 NM                  |                         |
| CATEGORY   | A                     | B                       | C                       | D                       |
| S-9  | 1900-1<br>872 (900-1) | 1900-1¼<br>872 (900-1¼) | 1900-2½<br>872 (900-2½) | 1900-2¾<br>872 (900-2¾) |
| CIRCLING   | 1900-1¼               | 860 (900-1¼)            | 2220-3                  | 1180 (1200-3)           |







ATLANTA, GEORGIA

AL-5944 (FAA)

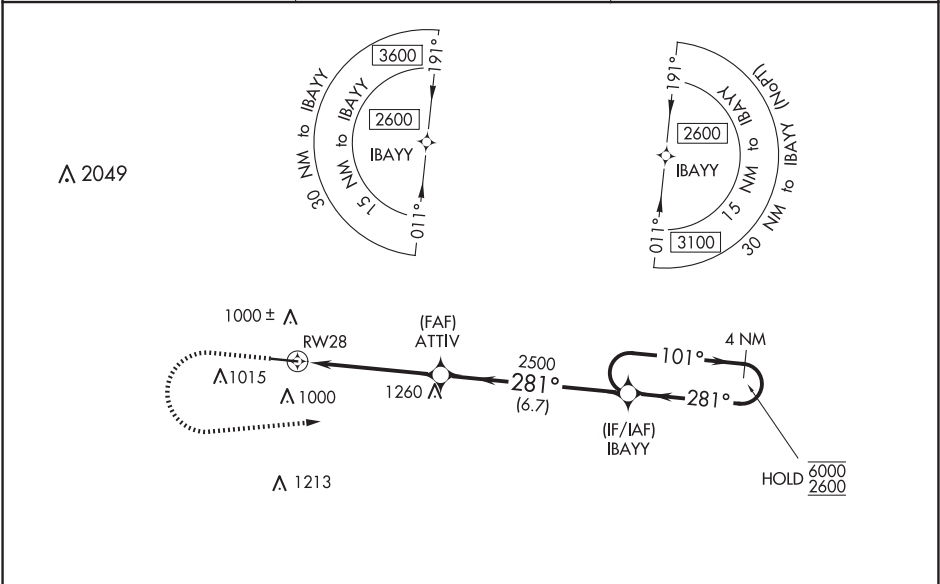
24305

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72710</b><br><b>W28A</b> | APP CRS<br><b>281°</b> | Rwy Idg <b>5500</b><br>TDZE <b>810</b><br>Apt Elev <b>820</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 28**  
COVINGTON MUNI (CVC)

|   |  |       |   |
|---|--|-------|---|
| RNP APCH - GPS.   |  | MALSR | MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct IBAYY and hold. |
| <p><b>⚠</b> Circling Rwy 10 NA at night. Rwy 28 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.</p> |  |       |   |

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.725</b> | ATLANTA APP CON<br><b>128.575 343.675</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|                          |          |   |                           |                       |
|--------------------------|----------|---|---------------------------|-----------------------|
| ELEV 820                 | <b>D</b> | TDZE 810  |                           |                       |
|                          |          | <p>1300 2600 IBAYY</p> <p>VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 32).</p> <p>ATTIV 2500</p> <p>IBAYY 4 NM Holding Pattern</p> <p>1.4 NM to RW28</p> <p>GP 3.00° TCH 51</p> |                           |                       |
| <p>1.4 3.8 NM 6.7 NM</p> |          |   |                           |                       |
| CATEGORY                 | A        | B   | C                         | D                     |
| LPV DA                   |          | 1078- $\frac{7}{8}$   | 268 (300- $\frac{7}{8}$ ) |                       |
| LNAV/VNAV DA             |          | 1243- $\frac{7}{8}$   | 433 (500- $\frac{7}{8}$ ) |                       |
| LNAV MDA                 |          | 1280-1  | 470 (500-1)               |                       |
| <b>C</b> CIRCLING        | 1320-1   | 500 (500-1)   | 1380-1½<br>560 (600-1½)   | 1380-2<br>560 (600-2) |

ATLANTA, GEORGIA  
Amdt 2A 11JUL24

33°38'N-83°51'W



COVINGTON MUNI (CVC)  
**RNAV (GPS) RWY 28**

SE-4, 07 AUG 2025 to 02 OCT 2025

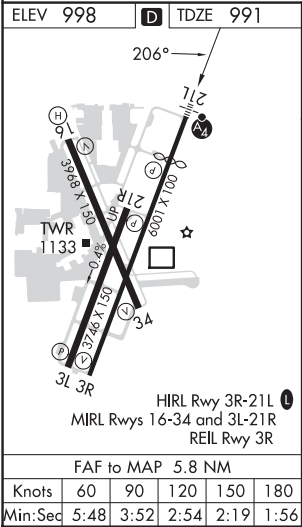
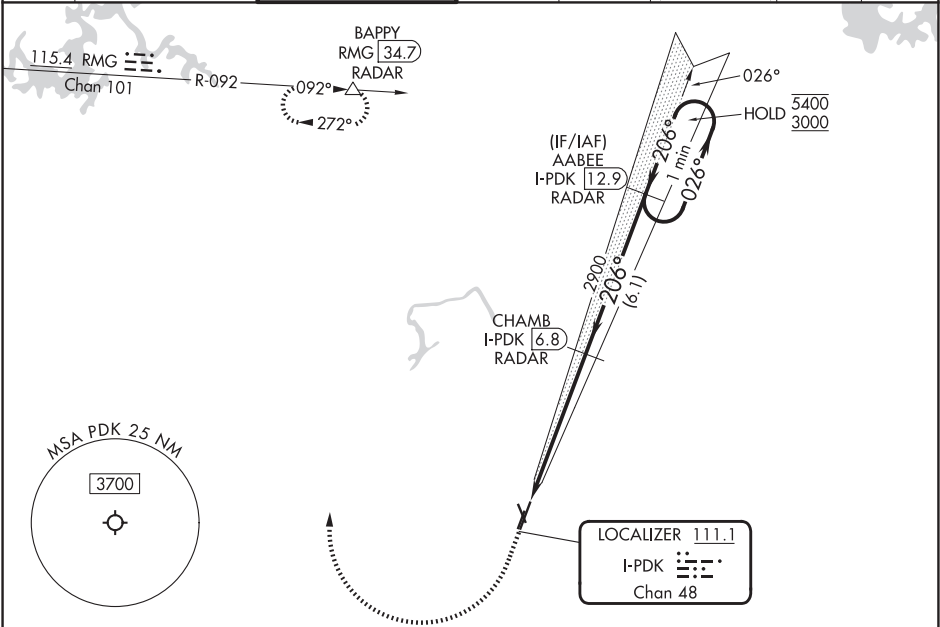
SE-4, 07 AUG 2025 to 02 OCT 2025


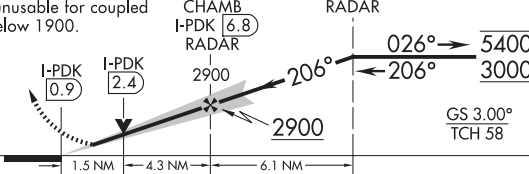
|  |                        |   |
|--|------------------------|---|
| LOC/DME I-PDK<br><b>111.1</b><br>Chan 48 | APP CRS<br><b>206°</b> | Rwy Ldg<br>TDZE <b>991</b><br>Apt Elev <b>998</b> |
|--|------------------------|---|

ILS or LOC RWY 21L  
DEKALB-PEACHTREE (PDK)

|   |   |  |   |
|---|---|--|---|
| RADAR required for procedure entry. DME or RADAR required.                      |   | MALSF<br> | MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 008° and on RMG VORTAC R-092 to BAPPY/RMG 34.7 DME/RADAR and hold. |
|  | Circling Rwy 16, 34 NA at night. Rwy 21L helicopter visibility reduction below RVR 4000 NA. |  |   |

|                      |   |   |                         |                          |   |                         |              |
|----------------------|---|---|-------------------------|--------------------------|---|-------------------------|--------------|
| ATIS<br><b>128.4</b> | ATLANTA APP CON<br><b>126.975 239.275</b> | PEACHTREE TOWER ★<br><b>120.9(CTAF) 281.5</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>125.2</b> | CLNC DEL<br><b>120.9</b><br>(When twr closed) | UNICOM<br><b>122.95</b> | <b>120.0</b> |
|----------------------|---|---|-------------------------|--------------------------|---|-------------------------|--------------|



|   |  |              |             |   |                         |                               |                         |
|---|--|--------------|-------------|---|-------------------------|-------------------------------|-------------------------|
| 1600<br>↑   | 4000<br><br>hdg<br>008° | RMG<br>R-092 | BAPPY<br>△  | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00°/TCH 55).                 |                         | One Minute<br>Holding Pattern |                         |
| Glide slope unusable for coupled approach below 1900. |  |              |             |  |                         |                               |                         |
| CATEGORY  | A  |              | B           |   | C                       |                               | D                       |
| S-ILS 21L   | 1330/40  |              |             |   | 339 (400-¾)             |                               |                         |
| S-LOC 21L   | 1520/40  |              | 529 (600-¾) |   | 1520-1¼                 |                               | 529 (600-1¼)            |
| CIRCLING  | 1520-1   |              | 522 (600-1) |   | 1840-2½<br>842 (900-2½) |                               | 2060-3<br>1062 (1100-3) |

ATLANTA, GEORGIA

AL-469 (FAA)

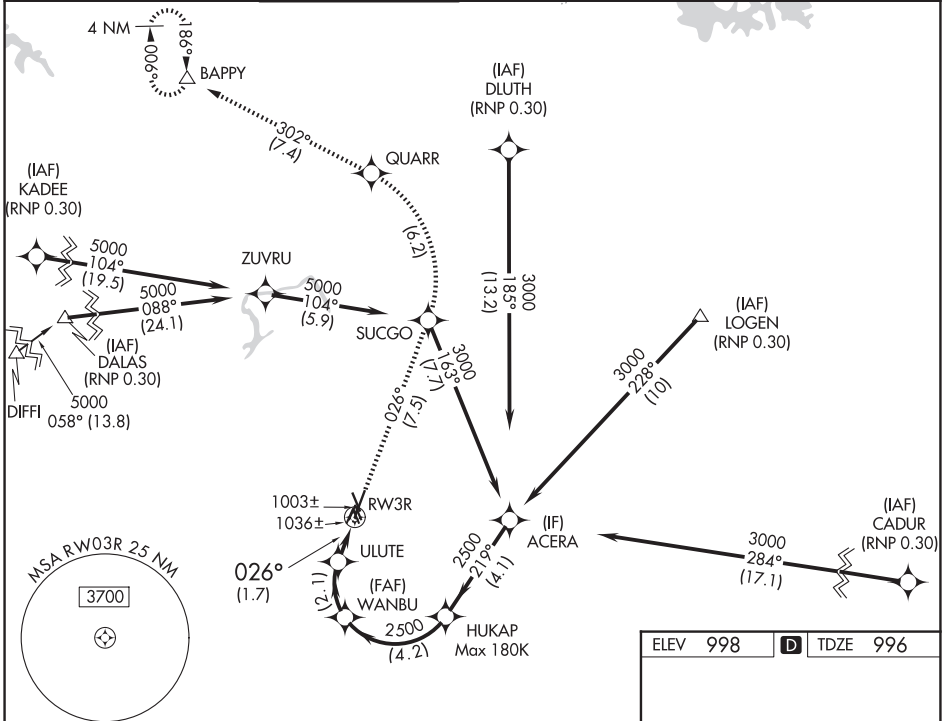
25219

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>5411</b> |
| <b>026°</b> | TDZE     | <b>996</b>  |
|             | Apt Elev | <b>998</b>  |

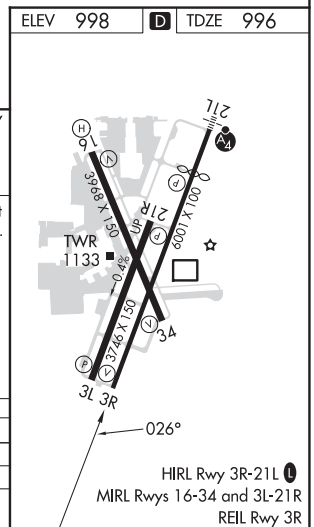
# **RNAV (RNP) RWY 3R** DEKALB-PEACHTREE (PDK)

|  |   |
|--|---|
| <b>⚠</b> For uncompensated Baro-VNAV systems, procedure NA below 1°C (33°F) or above 45°C (114°F).<br>RF required. GPS required. | MISSED APPROACH: Climb to 4000 on track 026° to SUCGO then left turn to QUARR then on track 302° to BAPPY and hold. |
|--|---|

|                      |   |  |                         |                          |   |                         |              |
|----------------------|---|--|-------------------------|--------------------------|---|-------------------------|--------------|
| ATIS<br><b>128.4</b> | ATLANTA APP CON<br><b>126.975 239.275</b> | PEACHTREE TOWER ★<br><b>120.9 (CTAF) 281.5</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>125.2</b> | CLNC DEL<br><b>120.9</b><br>(When twr closed) | UNICOM<br><b>122.95</b> | <b>120.0</b> |
|----------------------|---|--|-------------------------|--------------------------|---|-------------------------|--------------|



|                               |                |                 |        |         |
|-------------------------------|----------------|-----------------|--------|---------|
|                               | 4000           | SUCGO           | QUARR  | BAPPY   |
|                               | ↑              | tr 026°         | ↩      | tr 302° |
| ACERA                         | HUKAP Max 1800 | WANBU           | ULUTE  | RW03R   |
| 3000                          | 2500           | 2500            | 1701   | 026°    |
| GP 3.60°                      |                |                 |        |         |
| TCH 55                        |                |                 |        |         |
|                               | 4.1 NM         | 4.2 NM          | 2.1 NM | 1.7 NM  |
| CATEGORY                      | A              | B               | C      | D       |
| RNP 0.10 DA                   | 1334-1         | 338 (400-1)     |        | NA      |
| RNP 0.30 DA                   | 1441-1 3/8     | 445 (500-1 3/8) |        | NA      |
| <b>AUTHORIZATION REQUIRED</b> |                |                 |        |         |



ATLANTA, GEORGIA

Amdt 2A 30APR15

33°53'N-84°18'W

DEKALB-PEACHTREE (PDK)

**RNAV (RNP) RWY 3R**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



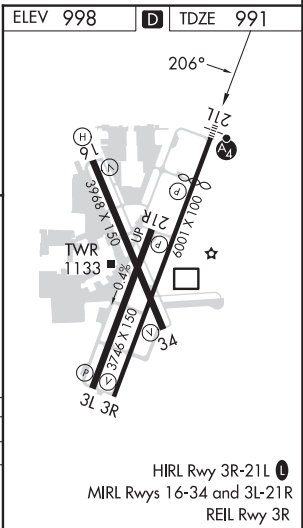
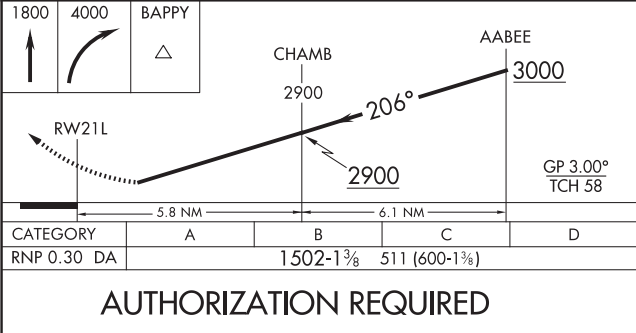
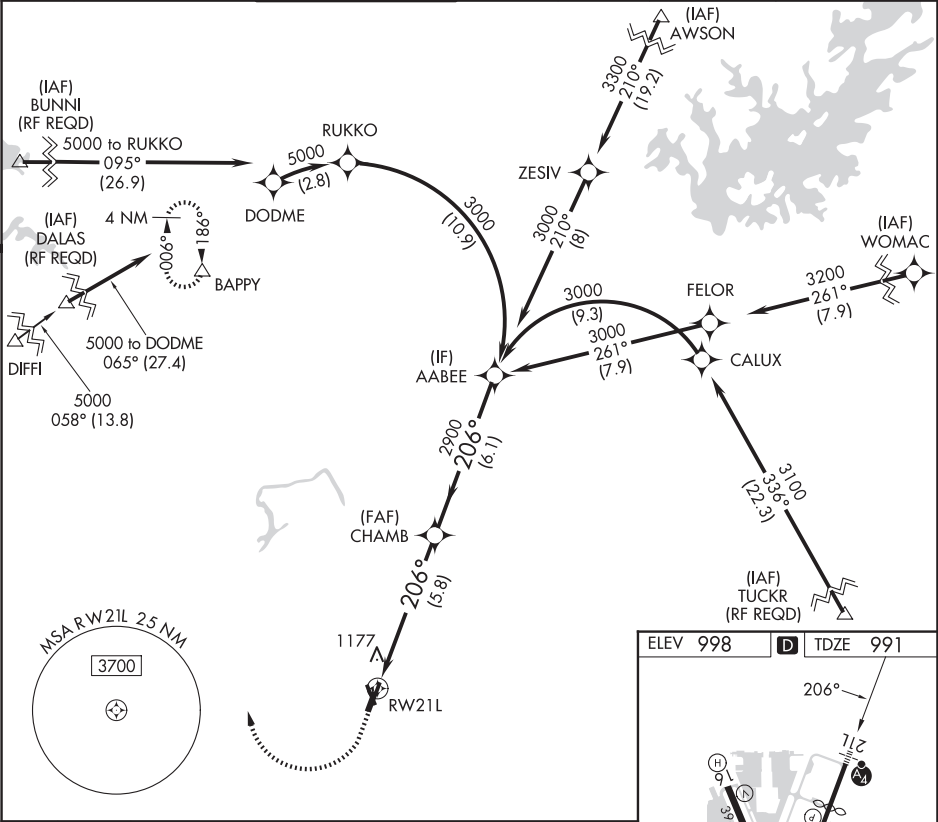
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 4996 |
| 206°    | TDZE     | 991  |
|         | Apt Elev | 998  |

RNAV (RNP) Z RWY 21L

DEKALB-PEACHTREE (PDK)

|  |  |   |
|--|--|---|
| <div><div>▽</div><div>For uncompensated Baro-VNAV systems, procedure NA below 1°C (37°F) or above 54°C (130°F). For inop MALSF, increase RNP 0.30 all Cats visibility to 1¾. GPS required.</div></div> | <div><div>MALSF</div><div><div><div></div></div><div><div></div></div></div></div> | <div>MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 direct BAPPY and hold.</div> |
|--|--|---|

|       |                 |                   |         |          |                            |        |       |
|-------|-----------------|-------------------|---------|----------|----------------------------|--------|-------|
| ATIS  | ATLANTA APP CON | PEACHTREE TOWER ★ | GND CON | CLNC DEL | CLNC DEL                   | UNICOM |       |
| 128.4 | 126.975 239.275 | 120.9(CTAF) 281.5 | 121.6   | 125.2    | 120.9<br>(When twr closed) | 122.95 | 120.0 |



ATLANTA, GEORGIA

AL-469 (FAA)

25219

|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>221°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>4996</b><br><b>991</b><br><b>998</b> |
|------------------------|-----------------------------|---|

# RNAV (GPS) Y RWY 21L

## DEKALB-PEACHTREE (PDK)

RNP APCH.

⚠ Circling Rwy 16, 34 NA at night. Rwy 21L helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{2}$  SM and LNAV Cat A/B visibility to RVR 5500.

MALSF



MISSED APPROACH:  
Climbing right turn to 4000  
direct BAPPY and hold.

|                      |   |   |                         |                          |   |                         |               |
|----------------------|---|---|-------------------------|--------------------------|---|-------------------------|---------------|
| ATIS<br><b>128.4</b> | ATLANTA APP CON<br><b>126,975 239,275</b> | PEACHTREE TOWER★<br><b>120.9 (CTAF) 281.5</b> | GND CON<br><b>121.6</b> | CLNC DEL<br><b>125.2</b> | CLNC DEL<br><b>120.9</b><br>(When twr closed) | UNICOM<br><b>122.95</b> | <b>120.00</b> |
|----------------------|---|---|-------------------------|--------------------------|---|-------------------------|---------------|

Procedure NA for arrivals at AWSON  
on T297 northwest bound and  
on V5-311-417 westbound.

AWSON  
4000  
185° (14)

(IAF)  
WODUS

3100 NoPT  
221°  
(11.5)

HOLD  
6000  
3100

4 NM

(IF/IAF)  
LOGEC

2900  
221°  
(6.2)

(FAF)  
KOVEY

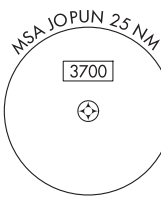
Final approach course  
offset 15.00°.

SEDOY  
1.9 NM to  
JOPUN

1203

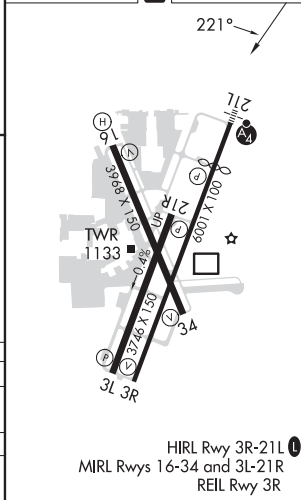
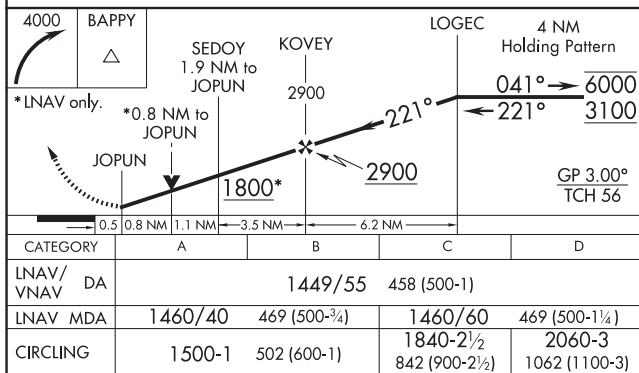
(MAP)  
JOPUN

4 NM  
186°  
006°  
BAPPY



ELEV 998 **D** TDZE 991

221°



ATLANTA, GEORGIA

Amdt 2 07OCT21

33°53'N-84°18'W

DEKALB-PEACHTREE (PDK)

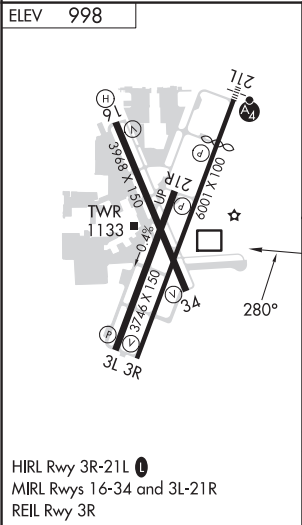
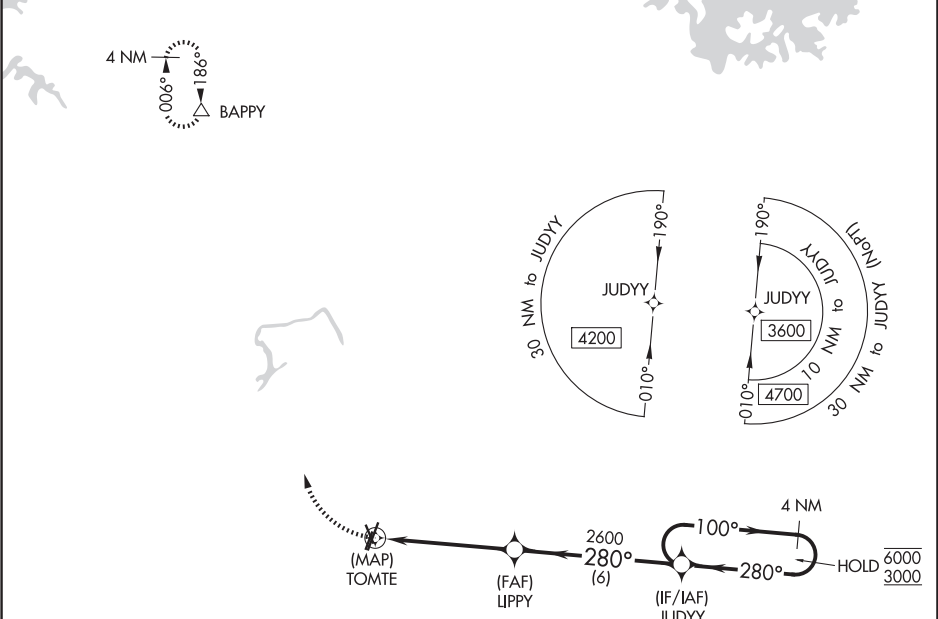
RNAV (GPS) Y RWY 21L

SE-4, 07 AUG 2025 to 02 OCT 2025

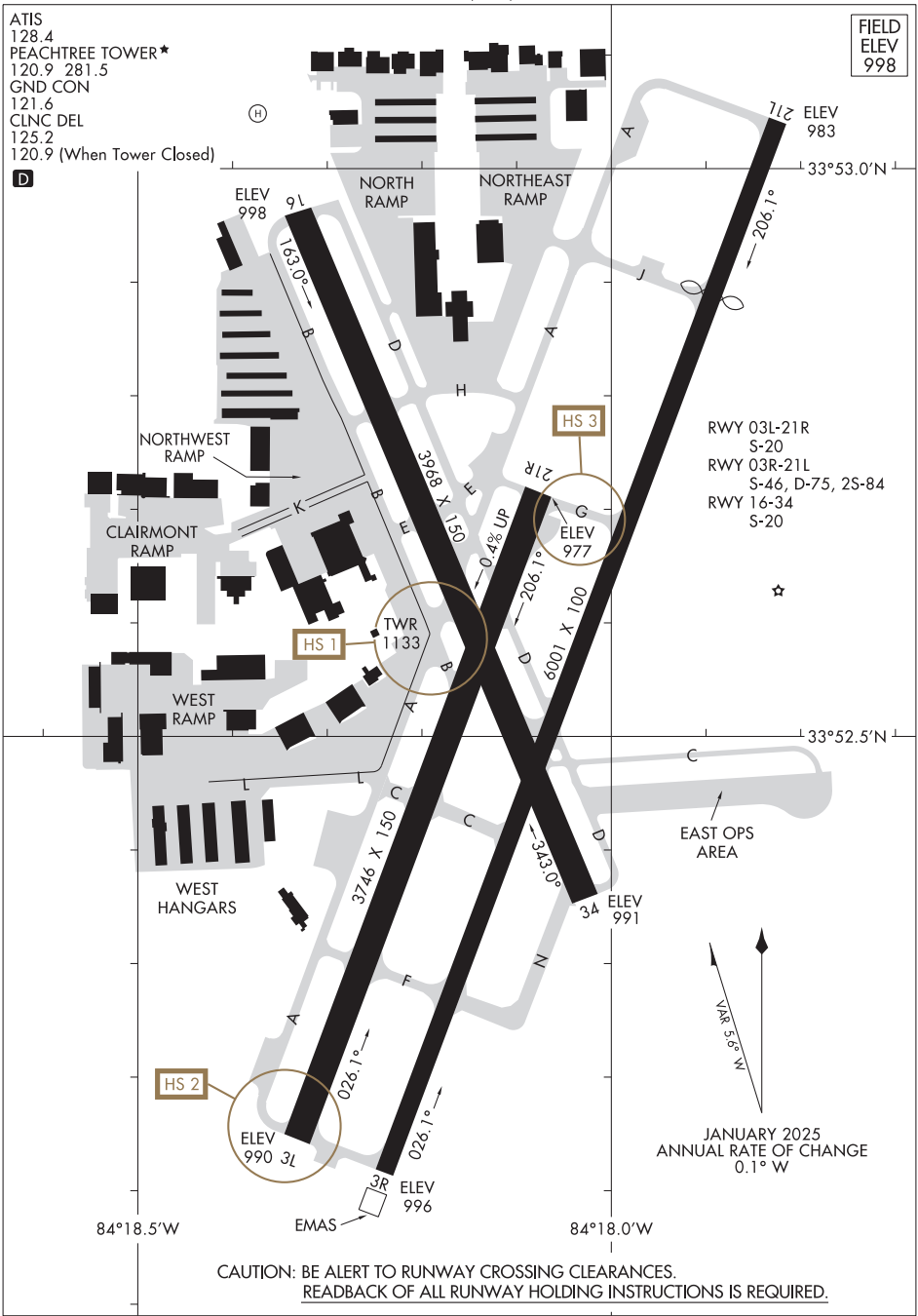
|                 |                             |                   |  |  |  |  |
|-----------------|-----------------------------|-------------------|--|--|--|--|
| APP CRS<br>280° | Rwy Ldg<br>TDZE<br>Apt Elev | N/A<br>N/A<br>998 | RNAV (GPS)-A<br>DEKALB-PEACHTREE (PDK) |  |  |  |
|-----------------|-----------------------------|-------------------|--|--|--|--|

|                                  |  |  |   |  |  |  |
|----------------------------------|--|--|---|--|--|--|
| RNP APCH.                        |  |  | MISSED APPROACH: Climbing right turn to 4000 direct BAPPY and hold. |  |  |  |
| Circling Rwy 16, 34 NA at night. |  |  |   |  |  |  |

|               |                                    |   |                  |                   |  |                  |       |
|---------------|------------------------------------|---|------------------|-------------------|--|------------------|-------|
| ATIS<br>128.4 | ATLANTA APP CON<br>126.975 239.275 | PEACHTREE TOWER ★<br>120.9 (CTAF) 281.5 | GND CON<br>121.6 | CLNC DEL<br>125.2 | CLNC DEL<br>120.9<br>(When twr closed) | UNICOM<br>122.95 | 120.0 |
|---------------|------------------------------------|---|------------------|-------------------|--|------------------|-------|




|            |        |                      |                         |                         |      |
|------------|--------|----------------------|-------------------------|-------------------------|------|
| 4000 BAPPY |        | 4 NM Holding Pattern |                         |                         |      |
| TOMTE      |        | LUPPY                | JUDYY                   | 100°                    | 6000 |
|            |        | 2600                 | 280°                    | 280°                    | 3000 |
| 5 NM       |        | 6 NM                 |                         |                         |      |
| CATEGORY   | A      | B                    | C                       | D                       |      |
| CIRCLING   | 1580-1 | 582 (600-1)          | 1840-2½<br>842 (900-2½) | 2060-3<br>1062 (1100-3) |      |



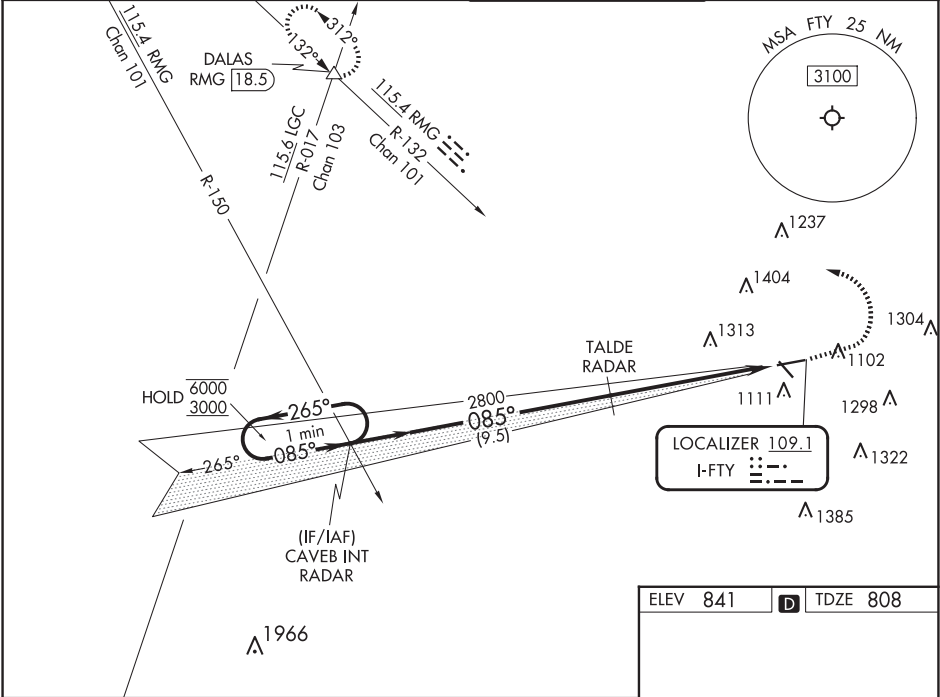
|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-FTY<br><b>109.1</b> | APP CRS<br><b>085°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>5797</b><br><b>808</b><br><b>841</b> |
|---------------------------|------------------------|--|

ILS or LOC RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

|   |  |  |
|---|--|--|
| RADAR required to define TALDE.<br>RADAR required for procedure entry.  | MALSR<br> | MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 on heading 290° and RMG R-132 to DALAS INT/ RMG VORTAC 18.5 DME and hold. |
| ▼ Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA.<br>▲ For inop ALS, increase S-LOC 8 Cat A visibility to 1 SM, Cat C/D visibility to 2½ SM.<br>Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums. |  |  |

|                        |                                       |  |                               |
|------------------------|---------------------------------------|--|-------------------------------|
| ATIS<br><b>120.175</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | FULTON COUNTY TOWER<br><b>118.45 257.8</b> | GND CON<br><b>121.7 348.6</b> |
|------------------------|---------------------------------------|--|-------------------------------|



|   |                       |  |                         |   |                   |                                   |  |
|---|-----------------------|--|-------------------------|---|-------------------|-----------------------------------|--|
| <div>One Minute Holding Pattern</div> <div><div>6000</div><div>3000</div></div> <div><div>GS 3.00°</div><div>TCH 63</div></div> |                       | <div>CAVEB INT RADAR</div> <div><div>1800</div><div>4000</div></div> <div><div>hdg 290°</div><div>RMG R-132</div><div>DALAS</div></div> <div><div>△</div><div>*LOC only.</div></div> |                         | <div><div>5797 X 100</div><div>5138 X 100</div><div>TWR 1013</div><div>969</div></div> <div><div>085°</div><div>0° SV</div></div> |                   |                                   |  |
| <div><div>←265°</div><div>→085°</div></div> <div><div>085°</div><div>*2800</div><div>9.5 NM</div><div>6.1 NM</div></div>        |                       | <div>TALDE RADAR</div> <div><div>2800</div><div>085°</div></div>   |                         |   |                   |                                   |  |
| CATEGORY  | A                     | B  | C                       | D   |                   |                                   |  |
| S-ILS 8   | 1058-½ 250 (300-½)    |  |                         |   |                   | HIRL Rwy 8-26<br>REIL Rwys 14, 26 |  |
| S-LOC 8   | 1640-¾ 832 (800-¾)    |  | 1640-1⅞ 832 (800-1⅞)    |   | FAF to MAP 6.1 NM |                                   |  |
| CIRCLING  | 1640-1<br>799 (800-1) | 1640-1¼<br>799 (800-1¼)  | 1740-2¾<br>899 (900-2¾) | 1740-3<br>899 (900-3)   | Knots             | 60 90 120 150 180                 |  |
|   |                       |  |                         |   | Min:Sec           | 6:06 4:04 3:03 2:26 2:02          |  |

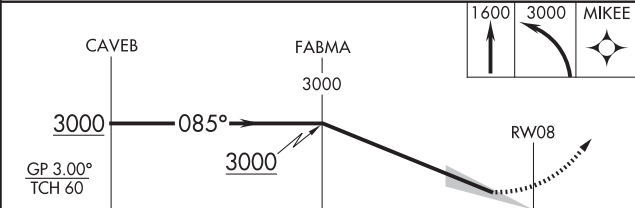
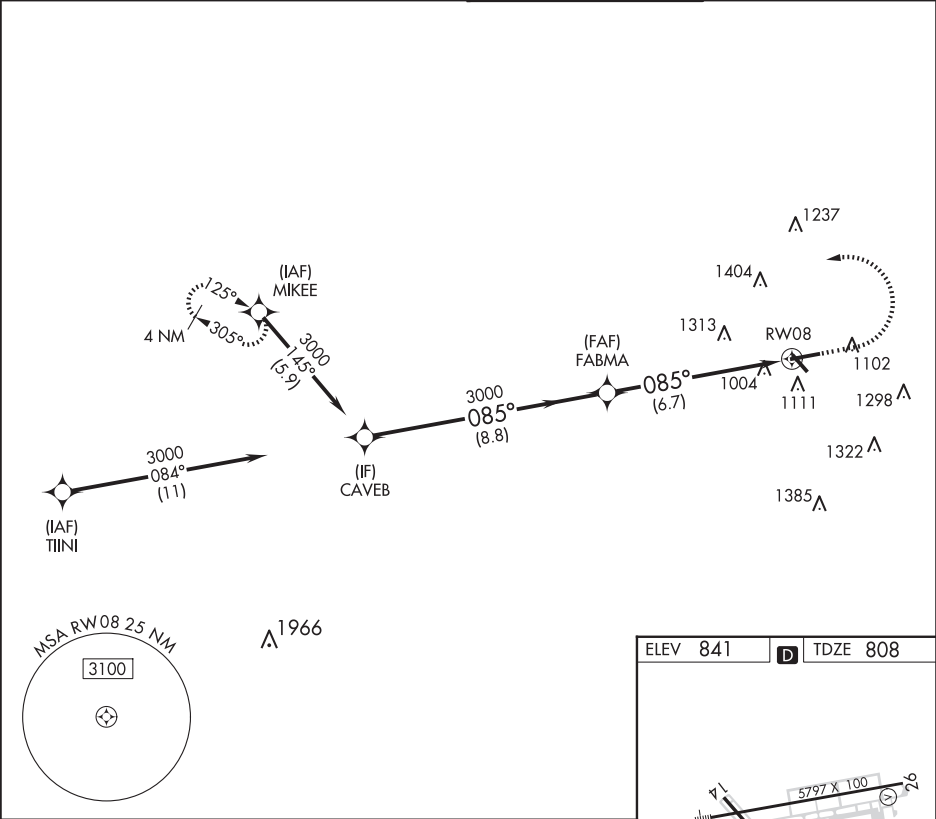
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5797 |
| 085°    | TDZE     | 808  |
|         | Apt Elev | 841  |

RNAV (RNP) Z RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

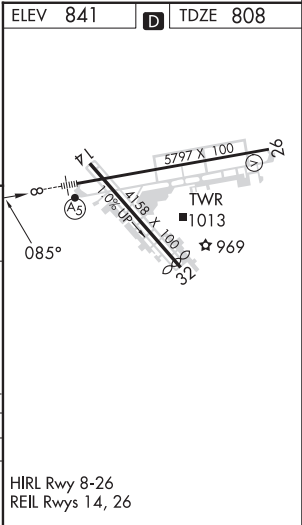
|  |       |   |
|--|-------|---|
| RNP AR APCH.   | MALSR | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct MIKEE and hold. |
| ▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums. |       |   |

|                 |                                |                                     |                        |
|-----------------|--------------------------------|-------------------------------------|------------------------|
| ATIS<br>120.175 | ATLANTA APP CON<br>121.0 268.7 | FULTON COUNTY TOWER<br>118.45 257.8 | GND CON<br>121.7 348.6 |
|-----------------|--------------------------------|-------------------------------------|------------------------|



|             |   |         |              |   |
|-------------|---|---------|--------------|---|
| CATEGORY    | A | B       | C            | D |
| RNP 0.30 DA |   | 1401-1¼ | 593 (600-1¼) |   |

AUTHORIZATION REQUIRED





ATLANTA, GEORGIA

AL-745 (FAA)

24193

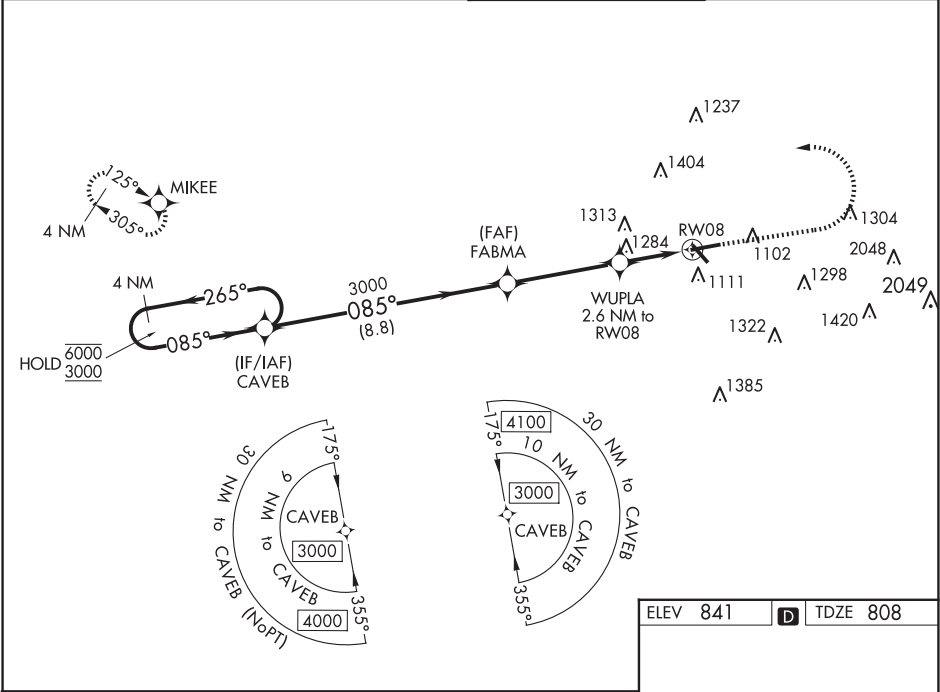
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>65804</b><br><b>W08A</b> | APP CRS<br><b>085°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>5797</b><br><b>808</b><br><b>841</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) Y RWY 8

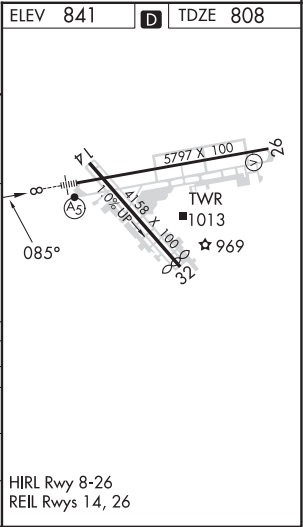
FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

|  |       |  |
|--|-------|--|
| RNP APCH.  | MALSR | MISSED APPROACH:<br>Climb to 1600 then<br>climbing left turn to 3000<br>direct MIKEE and hold. |
| ▼ Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA.<br>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.<br>For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM and LNAV Cat C/D to 2 SM. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums. |       |  |

|                        |                                       |  |                               |
|------------------------|---------------------------------------|--|-------------------------------|
| ATIS<br><b>120.175</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | FULTON COUNTY TOWER<br><b>118.45 257.8</b> | GND CON<br><b>121.7 348.6</b> |
|------------------------|---------------------------------------|--|-------------------------------|



|                      |        |             |                         |                       |        |
|----------------------|--------|-------------|-------------------------|-----------------------|--------|
| 4 NM Holding Pattern |        | CAVEB       | FABMA                   | WUPLA                 | MIKEE  |
| 6000<br>3000         |        | 3000        | 3000                    | 1600                  | 3000   |
| GP 3.00<br>TCH 60    |        | 8.8 NM      | 4.1 NM                  | 0.5 NM                | 2.1 NM |
| CATEGORY             | A      | B           | C                       | D                     |        |
| LPV DA               |        | 1058-½      | 250 (300-½)             |                       |        |
| LNAV/VNAV DA         |        | 1637-17⁄8   | 829 (800-17⁄8)          |                       |        |
| LNAV MDA             | 1540-½ | 732 (700-½) | 1540-15⁄8               | 732 (700-15⁄8)        |        |
| CIRCLING             | 1540-1 | 699 (700-1) | 1740-2¾<br>899 (900-2¾) | 1740-3<br>899 (900-3) |        |



ATLANTA, GEORGIA  
Amdt 2 30JAN20

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)  
33°47'N-84°31'W

# RNAV (GPS) Y RWY 8

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



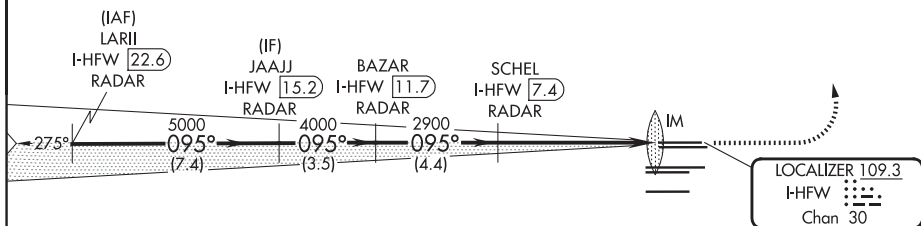
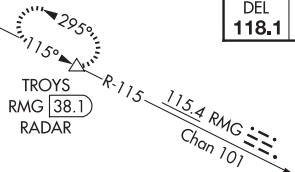
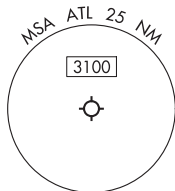


ILS or LOC RWY 8L  
HARTSFIELD/JACKSON ATLANTA INTL (ATTN)

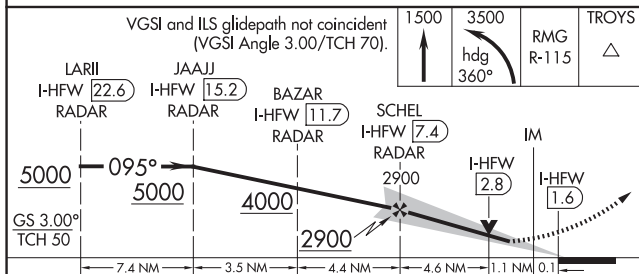
Rwy 8L  
ALSF-2

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

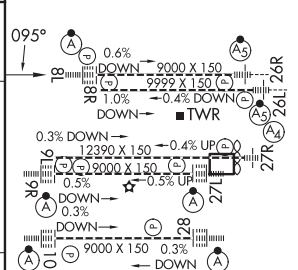
|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118,1</b> | CPDLC |
|-----------------------------|-------|



|           |          |                              |
|-----------|----------|------------------------------|
| ELEV 1026 | <b>D</b> | TDZE 8L 1015<br>TDZE 8R 1024 |
|-----------|----------|------------------------------|



| CATEGORY    | A                   | B           | C                       | D                     |
|-------------|---------------------|-------------|-------------------------|-----------------------|
| S-ILS 8L    | 1215/18 200 (200-½) |             |                         |                       |
| S-LOC 8L    | 1460/24             | 445 (500-½) | 1460/45                 | 445 (500-¾)           |
| SIDESTEP 8R | 1460/55             | 436 (500-1) | 1460-1½<br>436 (500-1½) | 1460-2<br>436 (500-2) |



HIRL all Rwys  
Z/CL Rwys 8L,  
6R, 27L and 28

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.8 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 8L

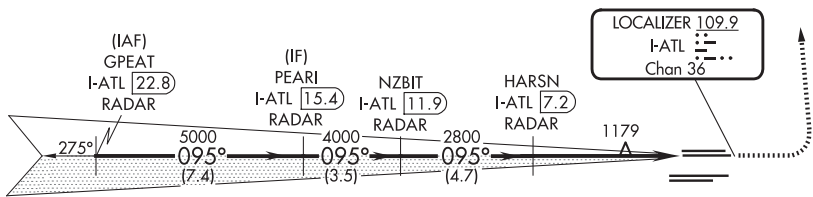
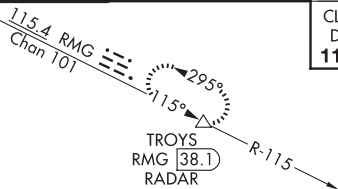
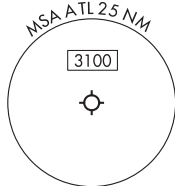
SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 8R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

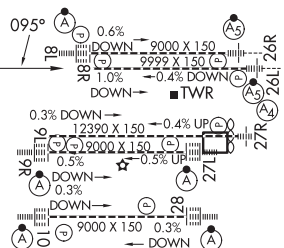
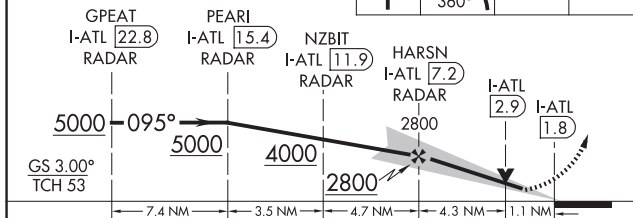


|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|           |          |                              |
|-----------|----------|------------------------------|
| ELEV 1026 | <b>D</b> | TDZE 8R 1024<br>TDZE 8L 1015 |
|-----------|----------|------------------------------|

|           |                          |              |            |
|-----------|--------------------------|--------------|------------|
| 1500<br>↑ | 3500<br>↖<br>hdg<br>360° | RMG<br>R-115 | TROYS<br>△ |
|-----------|--------------------------|--------------|------------|



|                          |      |      |      |      |      |
|--------------------------|------|------|------|------|------|
| HIRL all Rwy's           |      |      |      |      |      |
| TDZ/CL Rwy's 8L          |      |      |      |      |      |
| 9R, 10, 26R, 27L and 28R |      |      |      |      |      |
| FAF to MAP 5.4 NM        |      |      |      |      |      |
| Knots                    | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                  | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

ATLANTA, GEORGIA

AL-26 (FAA)

25219

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-HZK<br><b>110.5</b><br>Chan <b>42</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br><b>11730 9000</b><br>TDZE<br><b>1019 1026</b><br>Apt Elev<br><b>1026 1026</b> |
|---|------------------------|--|

# ILS or LOC RWY 9L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required for procedure entry, DME.

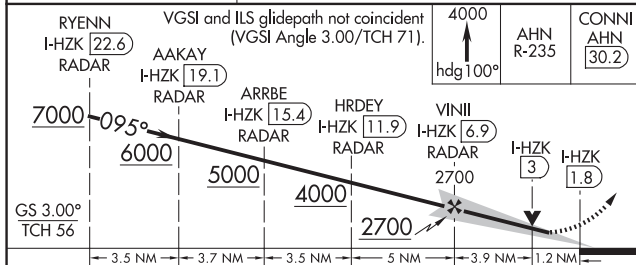
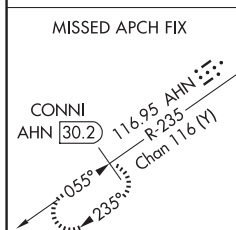
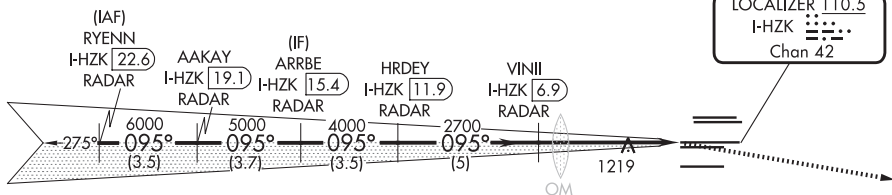
Simultaneous approach authorized.  
Rwy 9L helicopter visibility reduction below RVR 4000 NA.

Rwy 9R  
ALSF-2

MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

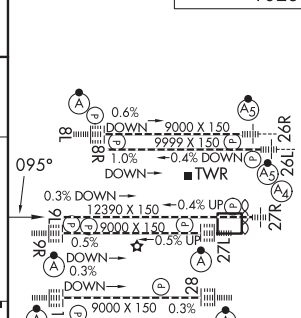
| D-ATIS            | ATLANTA            | ATLANTA TOWER |                |               |              |              |              | GND CON         |                 |                     |
|-------------------|--------------------|---------------|----------------|---------------|--------------|--------------|--------------|-----------------|-----------------|---------------------|
| ARR               | APP CON            | 8L-26R        | 8R-26L         | 9L-27R        | 9R-27L       | 10-28        | ALL RWYS     | (8L-26R,8R-26L) | (9L-27R,9R-27L) | ALL RWYS            |
| DEP <b>125.55</b> | <b>127.9 379.9</b> | <b>119.1</b>  | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b> | <b>121.9</b>    | <b>121.75</b>   | <b>121.65 254.4</b> |

|                      |       |
|----------------------|-------|
| CINC<br><b>118.1</b> | CPDLC |
|----------------------|-------|



| CATEGORY    | A       | B           | C                           | D                           |
|-------------|---------|-------------|-----------------------------|-----------------------------|
| S-ILS 9L    | 1359/50 |             | 340 (400-1)                 |                             |
| S-LOC 9L    | 1480/55 | 461 (500-1) | 1480-13/8                   | 461 (500-13/8)              |
| SIDESTEP 9R | 1480/55 | 454 (500-1) | 1480-13/8<br>454 (500-13/8) | 1480-11/2<br>454 (500-11/2) |

|           |              |              |
|-----------|--------------|--------------|
| ELEV 1026 | TDZE 9L 1019 | TDZE 9R 1026 |
|-----------|--------------|--------------|



|  |      |      |      |      |      |
|--|------|------|------|------|------|
| HIRL all Rwy's<br>TDZ/CL Rwy's 8L, 9R,<br>10, 26R, 27L and 28R |      |      |      |      |      |
| FAF to MAP 5.1 NM  |      |      |      |      |      |
| Knots  | 60   | 90   | 120  | 150  | 180  |
| Min:Sec  | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

ATLANTA, GEORGIA

Amdt 11 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

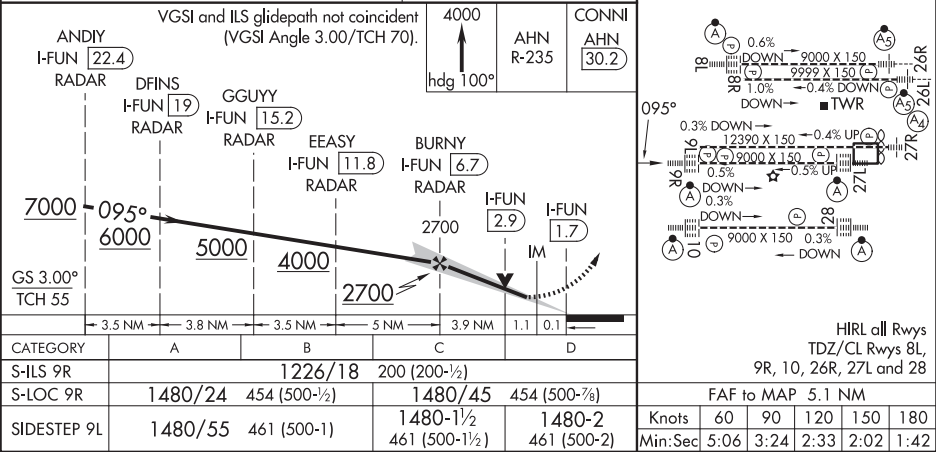
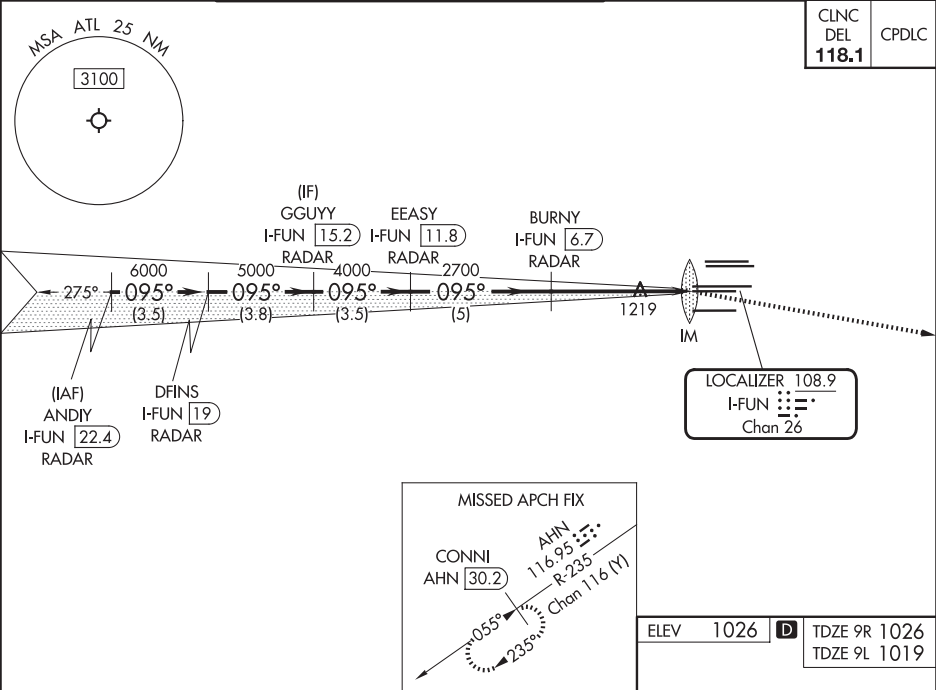
# ILS or LOC RWY 9L

SE-4, 07 AUG 2025 to 02 OCT 2025

|   |                        |                             |   |  |  |
|---|------------------------|-----------------------------|---|--|--|
| LOC/DME I-FUN<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | 9R<br><b>9000 11730</b><br><b>1026 1019</b><br><b>1026 1026</b> | 9L<br><b>1026 1019</b><br><b>1026 1026</b> | ILS or LOC RWY 9R<br>HARTSFIELD/JACKSON ATLANTA INTL (ATL) |
|---|------------------------|-----------------------------|---|--|--|

|  |  |                   |  |
|--|--|-------------------|--|
| RADAR required for procedure entry, DME.   |  | Rwy 9R<br>ALS F-2 | MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold. |
| Simultaneous approach authorized.<br>Inop table does not apply to sidestep Rwy 9L. |  |                   |  |

|  |  |  |  |  |                             |  |             |
|--|--|--|--|--|-----------------------------|--|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>10-28<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|--|--|-----------------------------|--|-------------|



ATLANTA, GEORGIA

AL-26 (FAA)

25219

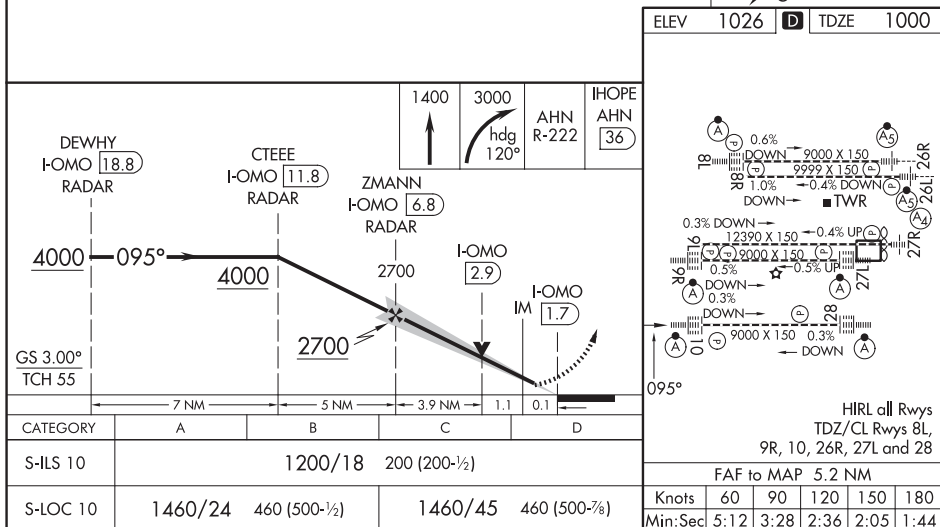
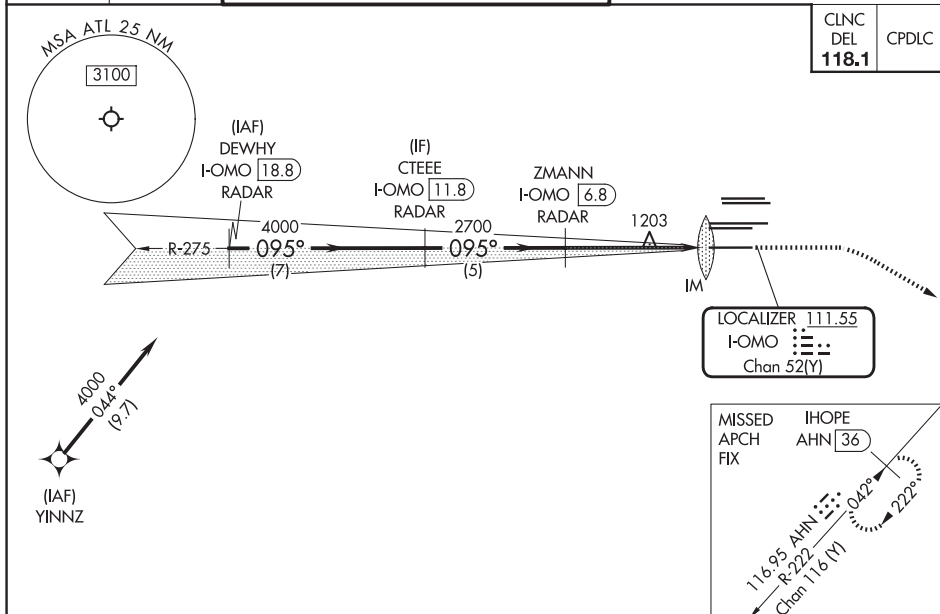
|  |                        |   |
|--|------------------------|---|
| LOC/DME I-OMO<br><b>111.55</b><br>Chan <b>52 (Y)</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1000</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

# ILS or LOC RWY 10

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |  |  |             |  |
|---|--|--|-------------|--|
| DME or RADAR required. RNP APCH - GPS from YINNZ.   |  |  | ALSIF-2<br> | MISSED APPROACH: Climb to 1400 then dimbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold. |
| Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. Localizer not suitable for electronic rollout guidance. |  |  |             |  |

|  |  |  |  |  |  |                             |  |             |
|--|--|--|--|--|--|-----------------------------|--|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  |  | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|--|--|--|-----------------------------|--|-------------|



ATLANTA, GEORGIA  
Amdt 5C 25JAN24

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W  
ILS or LOC RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BRU  
**108.7**  
Chan **24**

APP CRS  
**275°**

Rwy Ldg  
9999 **8500**

TDZE  
996 **990**

Apt Elev  
**1026 1026**

ILS or LOC RWY 26L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RADAR required.

▼ Inop table does not apply to sidestep Rwy 26R Cats A and B. For inop ALS, increase S-ILS 26L all Cats visibility to RVR 4500 and S-LOC 26L Cat E visibility to RVR 6000. For inop ALS to Rwy 26R, increase sidestep 26R Cat E visibility to 2 SM. Simultaneous approach authorized.

Rwy 26L  
MALSR

Rwy 26R  
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 290° and RMG R-132 to DALAS INT/RMG VORTAC 18.5 DME and hold.

D-ATIS  
ARR **119.65**  
DEP **125.55**

ATLANTA  
APP CON  
**127.9 379.9**

ATLANTA TOWER  
8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS  
**119.1 125.325 123.85 119.3 119.5 254.4**

ALL  
RWYS  
**121.9 121.75 121.65 254.4**

GND CON  
8L-26R, 8R-26L 9L-27R, 9R-27L 10-28 RWYS  
**121.9 121.75 121.65 254.4**

R-132

132°

312°

DALAS  
RMG **18.5**

LGC 115.6  
R-017  
Chan 103

Chan 101

MISSED  
APCH FIX

CINC  
DEL  
**118.1**

CPDLC

MSA ATL 25 NM

**3100**

LOCALIZER 108.7  
I-BRU  
Chan 24

USUCI  
I-BRU **2.5**

DEJAA  
I-BRU **6.7**  
RADAR

MARKD  
I-BRU **12**  
RADAR

(IF)  
BOYKN  
I-BRU **15.5**  
RADAR

(IAF)  
JIRRI  
I-BRU **21.6**  
RADAR

1130

2600  
275°  
(5.3)

4000  
275°  
(3.5)

5000  
275°  
(6.1)

095°

R-132

RMG

ELEV 1026

D

TDZE 26L 996  
TDZE 26R 990

1500

4000

hdg  
290°

RMG  
R-132

DALAS  
△

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 63).

275°

USUCI  
I-BRU **2.5**

DEJAA  
I-BRU **6.7**  
RADAR

MARKD  
I-BRU **12**  
RADAR

BOYKN  
I-BRU **15.5**  
RADAR

JIRRI  
I-BRU **21.6**  
RADAR

2600

4000

5000

275°

5000

GS 3.00°  
TCH 52

0.7 NM

4.2 NM

5.3 NM

3.5 NM

6.1 NM

| CATEGORY     | A                   | B | C                   | D                    | E |
|--------------|---------------------|---|---------------------|----------------------|---|
| S-ILS 26L    | 1280/24 284 (300-½) |   |                     |                      |   |
| S-LOC 26L    | 1380/24 384 (400-½) |   | 1380/35 384 (400-¾) |                      |   |
| SIDESTEP 26R | 1380/55 390 (400-1) |   |                     | 1380-1½ 390 (400-1½) |   |

HIRL all Rwys  
TDZ/CL Rwys 8L,  
9R, 10, 26R, 27L and 28

FAF to MAP 4.2 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

ATLANTA, GEORGIA

Amdt 22 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 26L

67

ILS or LOC RWY 26R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |                 |  |                                   |
|--|-----------------|--|-----------------------------------|
| LOC/DME I-GXZ<br><u>110.1</u><br>Chan 38 | APP CRS<br>275° | Rwy Ldg<br>8500<br>TDZE<br>990<br>Apt Elev<br>1026 | 26R<br>26L<br>9999<br>996<br>1026 |
|--|-----------------|--|-----------------------------------|

RADAR required.

**T** Simultaneous approach authorized.  
For inop ALS, increase sidestep Rwy 26L Cats  
A and B visibility  $\frac{1}{4}$  SM.

Rwy 26R  
MALSR

Rwy 26L  
MALSR

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 4000 on RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

| D-ATIS            | ATLANTA<br>APP CON | ATLANTA TOWER |              |                |               |              |              | ALL<br>RWYS     | GND CON         |               |               | ALL<br>RWYS  |
|-------------------|--------------------|---------------|--------------|----------------|---------------|--------------|--------------|-----------------|-----------------|---------------|---------------|--------------|
| ARR <b>119.65</b> |                    | 8L-26R        | 8R-26L       | 9L-27R         | 9R-27L        | 10-28        |              | (8L-26R,8R-26L) | (9L-27R,9R-27L) | 10-28         |               |              |
| DEP <b>125.55</b> | <b>127.9</b>       | <b>379.9</b>  | <b>119.1</b> | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b>    | <b>121.9</b>    | <b>121.75</b> | <b>121.65</b> | <b>254.4</b> |

CLNC  
DEL  
**118.1**

CPDLC

MSA A1L 25 NM

3100

MISSED  
ARCH FLY

DALAS  
RMG 18.5  
LGC 115.6  
R-017

115-  
P-017-

LOCALIZER 110.1  
I-GXZ  
Chan 38

AJAAY  
-GXZ 6.9  
RADAR

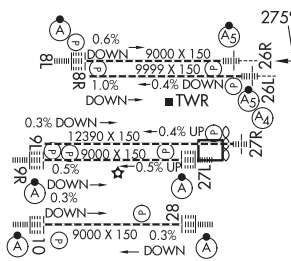
BAMBU  
I-GXZ 11  
RADAR

(IF)  
HAINZ  
I-GXZ 15.6

(IAF)  
ZELOW  
I-GXZ 21.6

ELEV 1026

|          |          |     |
|----------|----------|-----|
| <b>D</b> | TDZE 26R | 990 |
|          | TDZE 26L | 996 |



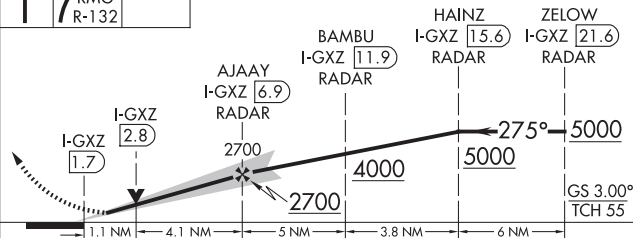
HIRL all Rwys  
Z/CL Rwys 8L,  
R 27L and 28

FAF to MAP 5.2

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

|           |                           |            |
|-----------|---------------------------|------------|
| 1800<br>↑ | 4000<br>↗<br>RMG<br>R-132 | DALAS<br>△ |
|-----------|---------------------------|------------|

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 69).



| CATEGORY     | A       | B           | C                       | D                       |
|--------------|---------|-------------|-------------------------|-------------------------|
| S-ILS 26R    | 1190/18 |             | 200 (200-½)             |                         |
| S-LOC 26R    | 1420/24 | 430 (400-½) | 1420/40                 | 430 (400-¾)             |
| SIDESTEP 26L | 1420/55 | 424 (400-1) | 1420-1¼<br>424 (400-1¼) | 1420-1¾<br>424 (400-1¾) |

ATLANTA, GEORGIA

Amdt 8 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS or LOC RWY 26R

SE-4, 07 AUG 2025 to 02 OCT 2025

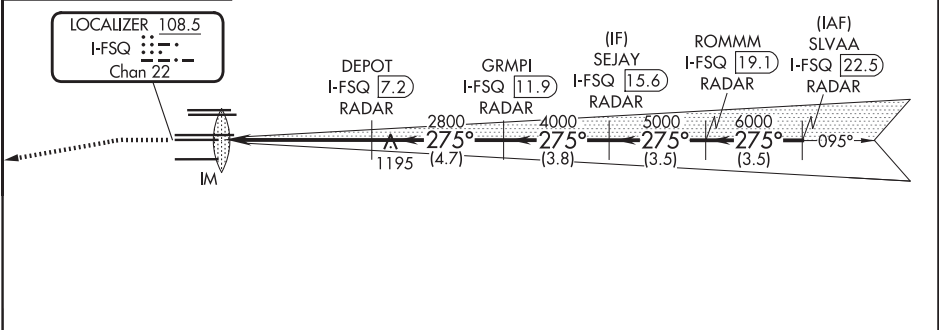


|   |                        |  |
|---|------------------------|--|
| LOC/DME I-FSQ<br><b>108.5</b><br>Chan <b>22</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>27L <b>8865</b><br>27R <b>11890</b><br>TDZE <b>999</b><br>985<br>Apt Elev <b>1026</b><br>1026 |
|---|------------------------|--|

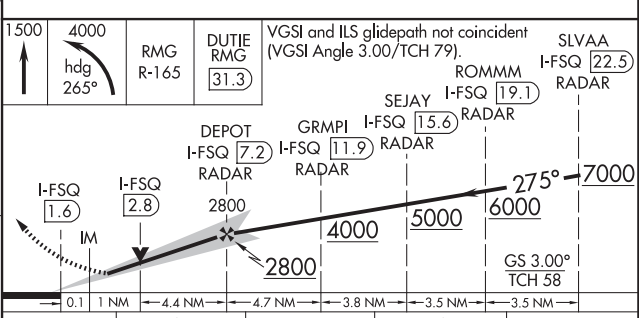
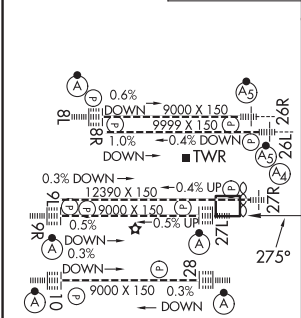
ILS or LOC RWY 27L  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |                   |                 |   |
|---|-------------------|-----------------|---|
| DME or RADAR required.<br>RADAR required for procedure entry.                       | Rwy 27L<br>ALSf-2 | Rwy 27R<br>MALS | MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold. |
| Simultaneous approach authorized.<br>Inop table does not apply to Sidestep Rwy 27R. |                   |                 |   |

|                             |                    |  |   |              |                            |
|-----------------------------|--------------------|--|---|--------------|----------------------------|
| D-ATIS<br>ARR <b>119.65</b> | ATLANTA<br>APP CON | ATLANTA TOWER                            | ALL<br>RWYS                                   | GND CON      | ALL<br>RWYS                |
| DEP <b>125.55</b>           | <b>127.9 379.9</b> | <b>8L-26R 8R-26L 9L-27R 9R-27L 10-28</b> | <b>119.1 125.325 123.85 119.3 119.5 254.4</b> | <b>121.9</b> | <b>121.75 121.65 254.4</b> |



|           |   |              |              |
|-----------|---|--------------|--------------|
| ELEV 1026 | D | TDZE 27L 999 | TDZE 27R 985 |
|-----------|---|--------------|--------------|



| CATEGORY     | A                   | B            | C       | D            |
|--------------|---------------------|--------------|---------|--------------|
| S-ILS 27L    | 1199/18 200 (200-½) |              |         |              |
| S-LOC 27L    | 1420/24             | 421 (400-½)  | 1420/40 | 421 (400-¾)  |
| SIDESTEP 27R | 1420-1½             | 435 (400-1½) | 1420-2¼ | 435 (400-2¾) |

ATLANTA, GEORGIA

AL-26 (FAA)

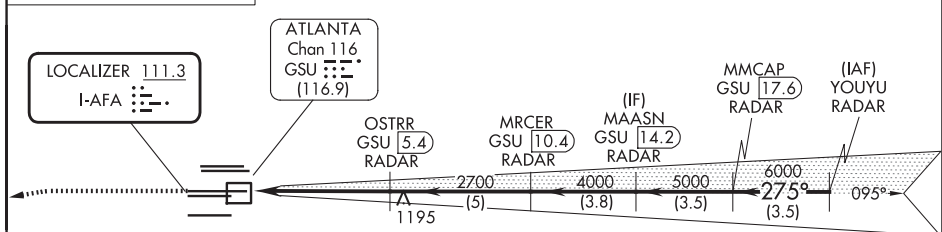
25219

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-AFA<br><b>111.3</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>27R <b>11890</b><br>27L <b>8865</b><br>TDZE <b>985</b><br>Apt Elev <b>1026</b> <b>1026</b> |
|---------------------------|------------------------|---|

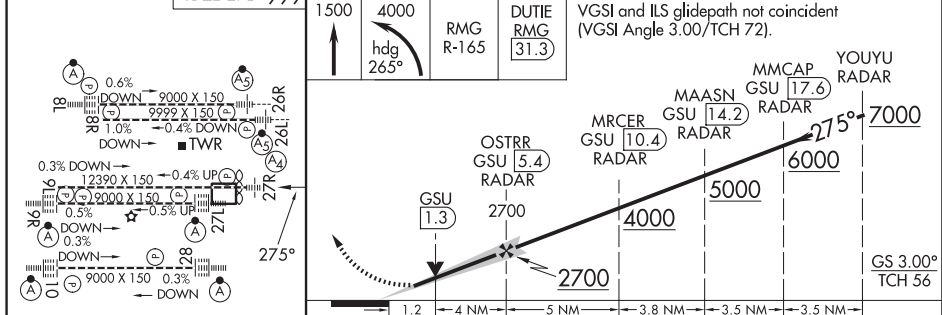
# ILS or LOC RWY 27R HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|                         |                     |                       |   |
|-------------------------|---------------------|-----------------------|---|
| DME and RADAR required. | Rwy 27R<br>MALS<br> | Rwy 27L<br>ALSF-2<br> | MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold. |
|-------------------------|---------------------|-----------------------|---|

|  |  |   |                             |   |
|--|--|---|-----------------------------|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R <b>119.1</b> 125,325<br>8R-26L <b>123.85</b><br>9L-27R <b>119.3</b><br>9R-27L <b>119.5</b><br>10-28 RWYS <b>254.4</b> | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS<br><b>121.75 121.65 254.4</b> |
|--|--|---|-----------------------------|---|



|           |          |                              |
|-----------|----------|------------------------------|
| ELEV 1026 | <b>D</b> | TDZE 27R 985<br>TDZE 27L 999 |
|-----------|----------|------------------------------|



|              |         |             |         |                         |
|--------------|---------|-------------|---------|-------------------------|
| CATEGORY     | A       | B           | C       | D                       |
| S-ILS 27R    | 1185/40 | 200 (200-¾) |         |                         |
| S-LOC 27R    | 1420/40 | 435 (400-¾) | 1420/50 | 435 (400-1)             |
| SIDESTEP 27L | 1420/55 | 421 (400-1) |         | 1420-1½<br>421 (400-1½) |

ATLANTA, GEORGIA

Amdt 8 20APR23

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W



ILS or LOC RWY 27R

SE-4, 07 AUG 2025 to 02 OCT 2025

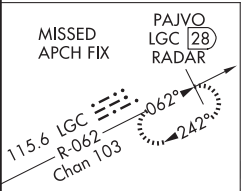
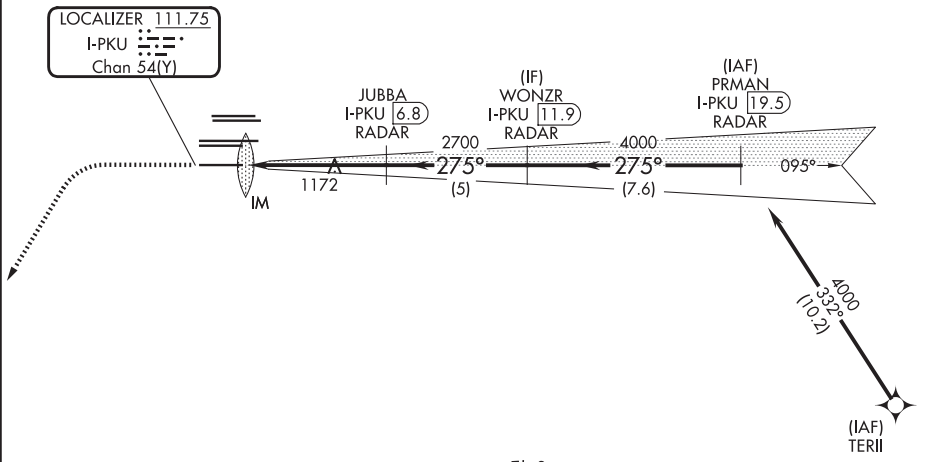
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |  |
|--|------------------------|--|
| LOC/DME I-PKU<br><b>111.75</b><br>Chan <b>54</b> (Y) | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>998</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

ILS or LOC RWY 28  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |  |  |  |  |   |             |
|--|--|--|--|--|---|-------------|
| RNAV 1-GPS or RADAR required for procedure entry.<br>From TERII: RNAV 1-GPS required. DME or RADAR required. |  | ALSf-2   | MISSED APPROACH: Climb to 1500<br>then climbing left turn to 3000 on heading<br>216° and LGC VORTAC R-062 to<br>PAJVO/LGC 28 DME/RADAR and hold. |  |   |             |
|                               | Simultaneous approach authorized.        |  |   |  |   |             |
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b>   | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  | GND CON<br><b>121.9 121.75 121.65 254.4</b> | ALL<br>RWYS |

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|                          |                           |                             |  |                              |
|--------------------------|---------------------------|-----------------------------|--|------------------------------|
| 1500<br>↑<br>hdg<br>216° | 3000<br>↑<br>LGC<br>R-062 | PAJVO<br>LGC 28             | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 72). |                              |
| IM                       |                           | JUBBA<br>I-PKU 6.8<br>RADAR | WONZR<br>I-PKU 11.9<br>RADAR                                       | PRMAN<br>I-PKU 19.5<br>RADAR |
| I-PKU 1.7                |                           | 2700                        | 4000   | 4000                         |
| 0.1 1.1 NM               |                           | 4 NM                        | 5 NM   | 7.6 NM                       |
| CATEGORY                 | A                         | B                           | C  | D                            |
| S-ILS 28                 | 1198/18                   |                             | 200 (200-½)  |                              |
| S-LOC 28                 | 1440/24                   | 442 (500-½)                 | 1440/45  | 442 (500-¾)                  |

|   |                          |
|---|--------------------------|
| ELEV 1026   | TDZE 998                 |
|   |                          |
| HIRL all Rwy's<br>TDZ/CL Rwy's 8L, 9R,<br>10, 26R, 27L and 28 |                          |
| FAF to MAP 5.2 NM   |                          |
| Knots   | 60 90 120 150 180        |
| Min:Sec   | 5:12 3:28 2:36 2:05 1:44 |

ATLANTA, GEORGIA

AL-26 (FAA)

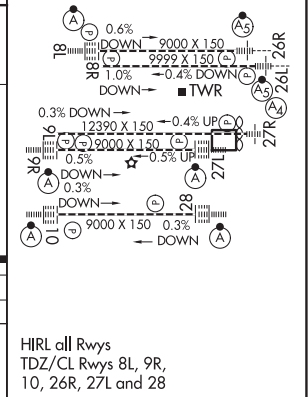
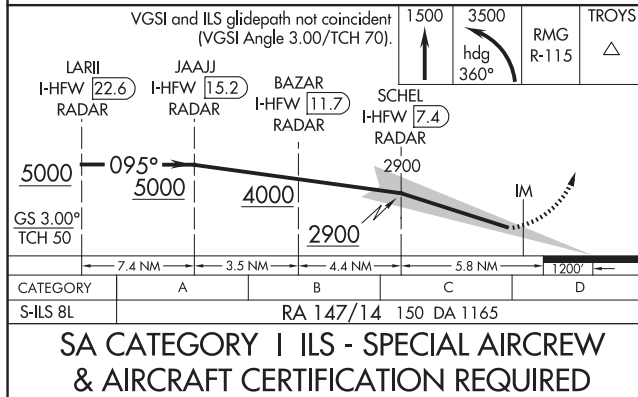
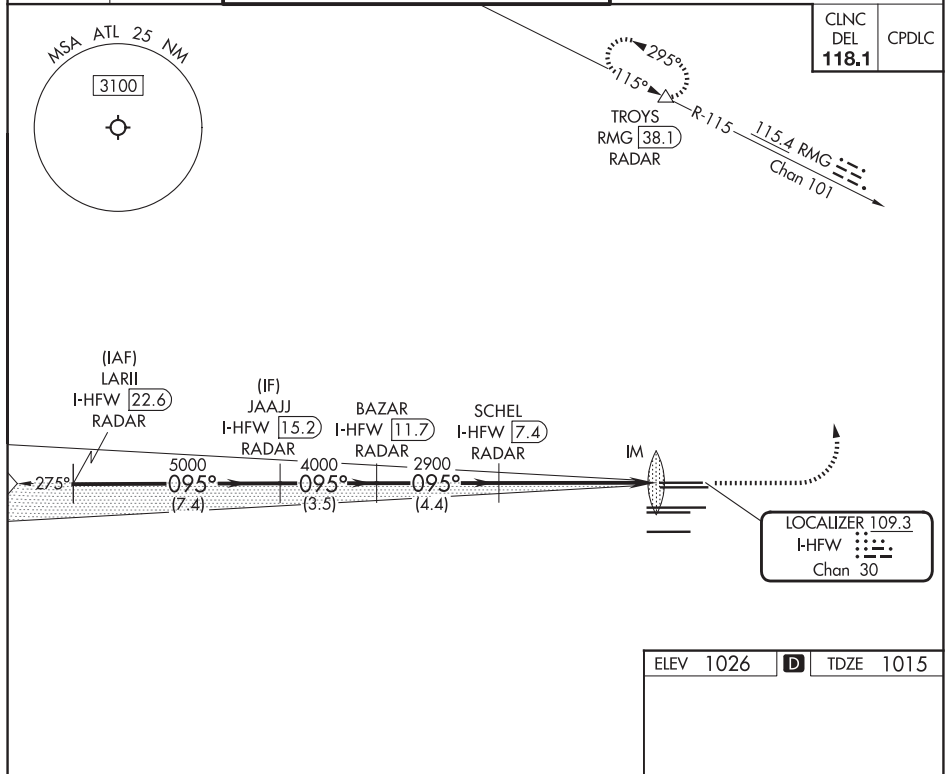
25219

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-HFW<br><b>109.3</b><br>Chan <b>30</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>8800</b><br><b>1015</b><br><b>1026</b> |
|---|------------------------|--|

# ILS RWY 8L (SA CAT I)

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |  |   |  |   |  |
|--|--|---|--|---|--|
| RADAR required for procedure entry. DME or RADAR required.                             |  | ALSIF-2   |  | MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold. |  |
| Simultaneous approach authorized.<br>Requires specific OPSPEC, MSPEC, or LOA approval. |  |   |  |   |  |
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b>                                       | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R <b>119.1</b> 25.325<br>8R-26L <b>123.85</b><br>9L-27R <b>119.3</b><br>9R-27L <b>119.5</b><br>10-28 <b>254.4</b> |  | ALL<br>RWYS<br><b>121.9</b>   | GND CON<br>DEL <b>121.75</b><br>ALL<br>RWYS<br><b>121.65 254.4</b> |



ATLANTA, GEORGIA

Amtd 6 22APR21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

# ILS RWY 8L (SA CAT I)

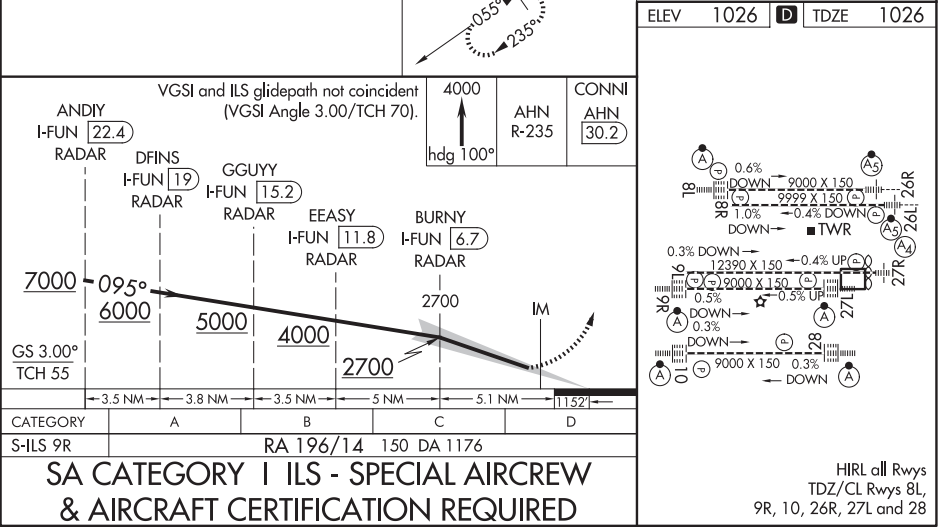
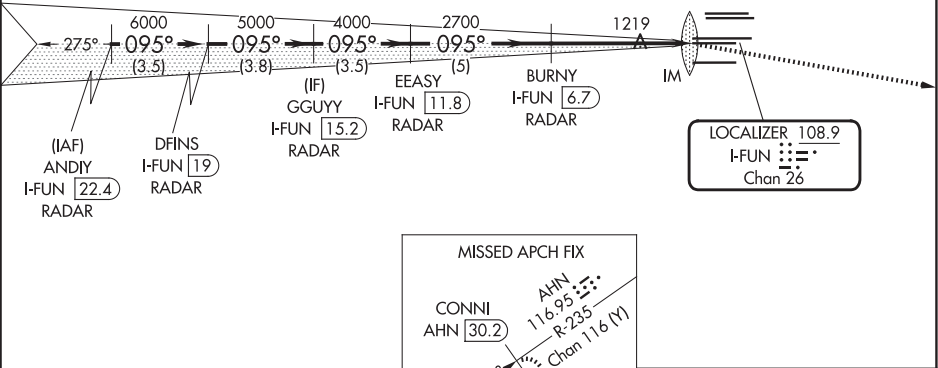
SE-4, 07 AUG 2025 to 02 OCT 2025

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-FUN<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1026</b><br>Apt Elev <b>1026</b> |
|---|------------------------|---|

ILS RWY 9R (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |  |         |  |
|--|--|---------|--|
| RADAR required for procedure entry, DME.   |  | ALS F-2 | MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold. |
| Simultaneous approach authorized.<br>Requires specific OPSPEC, MSPEC, or LOA approval. |  |         |  |

|  |  |  |  |  |  |                             |  |             |
|--|--|--|--|--|--|-----------------------------|--|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  |  | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|--|--|--|-----------------------------|--|-------------|



|  |                        |   |
|--|------------------------|---|
| LOC/DME I-OMO<br><b>111.55</b><br>Chan <b>52</b> (Y) | APP CRS<br><b>095°</b> | Rwy Ldg <b>9000</b><br>TDZE <b>1000</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

ILS RWY 10 (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

DME or RADAR required. RNP APCH - GPS from YINNZ.

**T** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

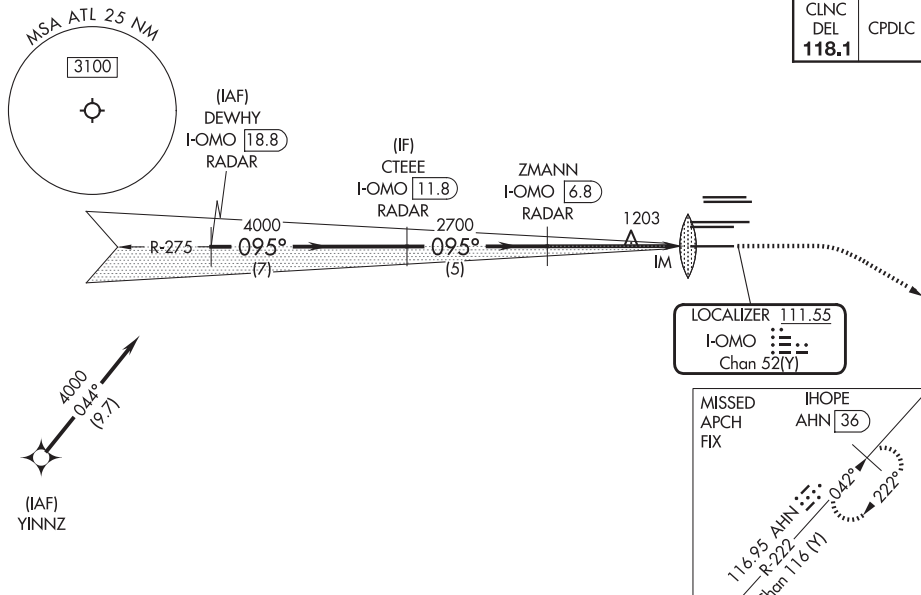
ALSF-2

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

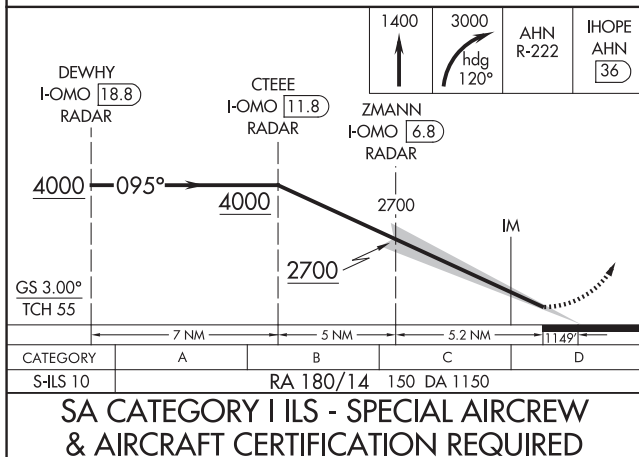
| D-ATIS            | ATLANTA      | ATLANTA TOWER |              |                |               |              | ALL          | GND CON         |                 | ALL           |               |              |
|-------------------|--------------|---------------|--------------|----------------|---------------|--------------|--------------|-----------------|-----------------|---------------|---------------|--------------|
| APP               | APP CON      | 8L-26R        | 8R-26L       | 9L-27R         | 9R-27L        | 10-28        | RWYS         | (8L-26R,8R-26L) | (9L-27R,9R-27L) | 10-28         | RWYS          |              |
| DER <b>119.65</b> |              |               |              |                |               |              |              |                 |                 |               |               |              |
| APP <b>125.55</b> | <b>127.9</b> | <b>379.9</b>  | <b>119.1</b> | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b>    | <b>121.9</b>    | <b>121.75</b> | <b>121.65</b> | <b>254.4</b> |

CLNC  
DEL  
**118.1**

CPDLC



|      |      |          |      |      |
|------|------|----------|------|------|
| ELEV | 1026 | <b>D</b> | TDZE | 1000 |
|------|------|----------|------|------|



HIRL all Rwys  
TDZ/CL Rwys 8L,  
9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA  
Amdt 5C 25JAN24

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

ILS RWY 10 (SA CAT I)

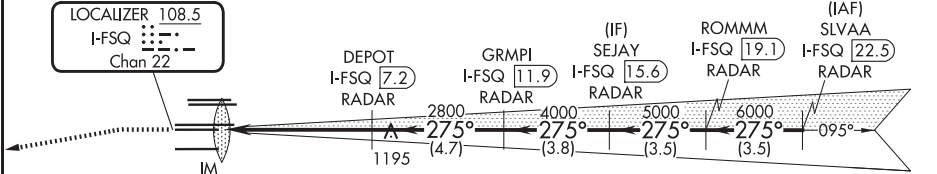
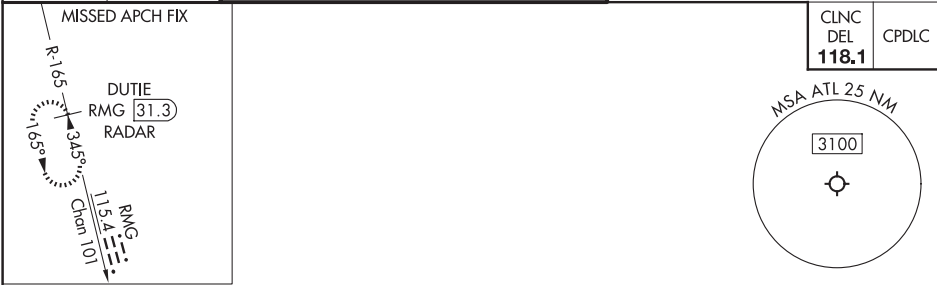
SE-4, 07 AUG 2025 to 02 OCT 2025

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-FSQ<br><b>108.5</b><br>Chan <b>22</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>999</b><br>Apt Elev <b>1026</b> |
|---|------------------------|--|

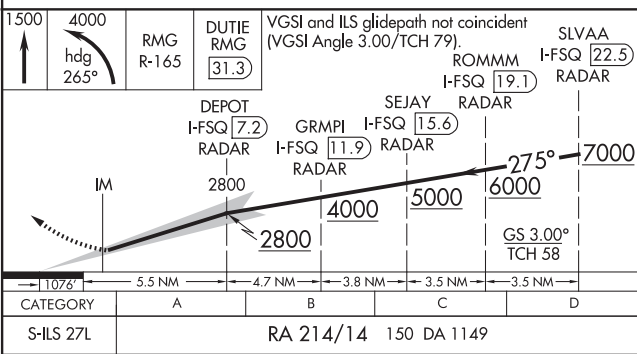
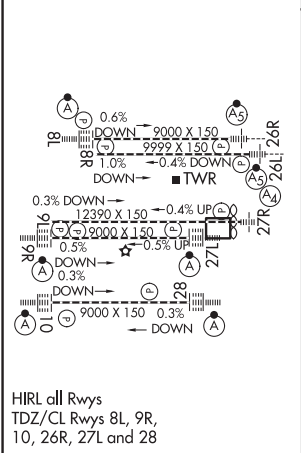
ILS RWY 27L (SA CAT I)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |        |   |
|--|--------|---|
| DME or RADAR required.<br>RADAR required for procedure entry.                          | ALSF-2 | MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold. |
| Simultaneous approach authorized.<br>Requires specific OPSPEC, MSPEC, or LOA approval. | A      |   |

|                             |   |  |                             |  |                                    |
|-----------------------------|---|--|-----------------------------|--|------------------------------------|
| D-ATIS<br>ARR <b>119.65</b> | ATLANTA<br>APP CON<br>DEP <b>125.55</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>10-28 RWYS<br><b>121.75</b> | ALL<br>RWYS<br><b>121.65 254.4</b> |
|-----------------------------|---|--|-----------------------------|--|------------------------------------|



|                  |          |                 |
|------------------|----------|-----------------|
| ELEV <b>1026</b> | <b>D</b> | TDZE <b>999</b> |
|------------------|----------|-----------------|



SA CATEGORY I ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ATLANTA, GEORGIA

AL-26 (FAA)

25219

|  |                        |  |
|--|------------------------|--|
| LOC/DME I-PKU<br><b>111.75</b><br>Chan <b>54</b> (Y) | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>998</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

# ILS RWY 28 (SA CAT I)

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV 1-GPS or RADAR required for procedure entry.  
From TERII: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized.  
Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

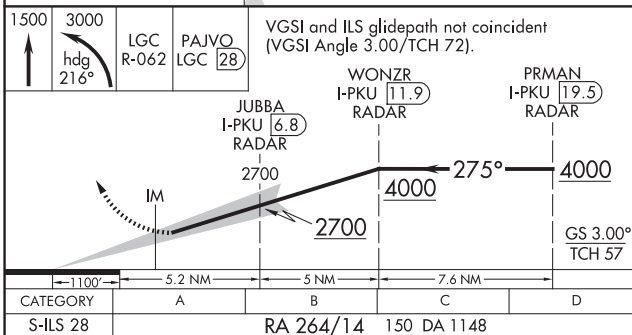
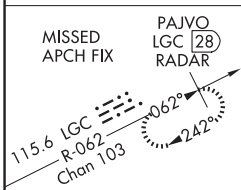
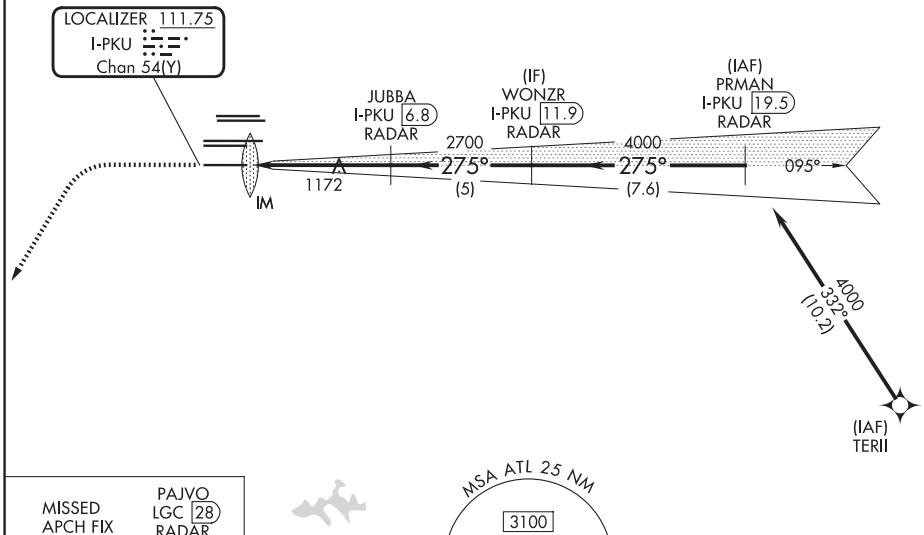


MISSED APPROACH: Climb to 1500  
then climbing left turn to 3000 on heading  
216° and LGC VORTAC R-062 to  
PAJVO/LGC 28 DME/RADAR and hold.

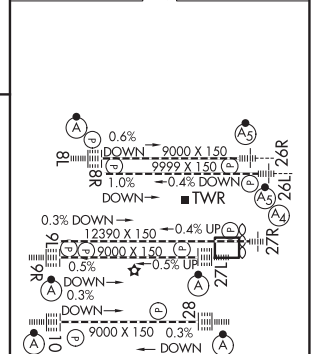
|                             |                    |               |                |               |              |              |              |              |               |               |              |             |
|-----------------------------|--------------------|---------------|----------------|---------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|-------------|
| D-ATIS<br>ARR <b>119.65</b> | ATLANTA<br>APP CON | ATLANTA TOWER |                |               |              |              |              | ALL<br>RWYS  | GND CON       |               |              | ALL<br>RWYS |
| DEP <b>125.55</b>           | <b>127.9 379.9</b> | <b>119.1</b>  | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b> | <b>121.9</b> | <b>121.75</b> | <b>121.65</b> | <b>254.4</b> |             |

CLNC  
DEL  
**118.1**

CPDLC



ELEV 1026 **D** TDZE 998



**SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R,  
10, 26R, 27L and 28

ATLANTA, GEORGIA

Amdt 5 07OCT21

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

**ILS RWY 28 (SA CAT I)**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|   |                        |   |
|---|------------------------|---|
| LOC/DME I-GXZ<br><b>110.1</b><br>Chan <b>38</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>8500</b><br><b>990</b><br><b>1026</b> |
|---|------------------------|---|

ILS RWY 26R (SA CAT I & II)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

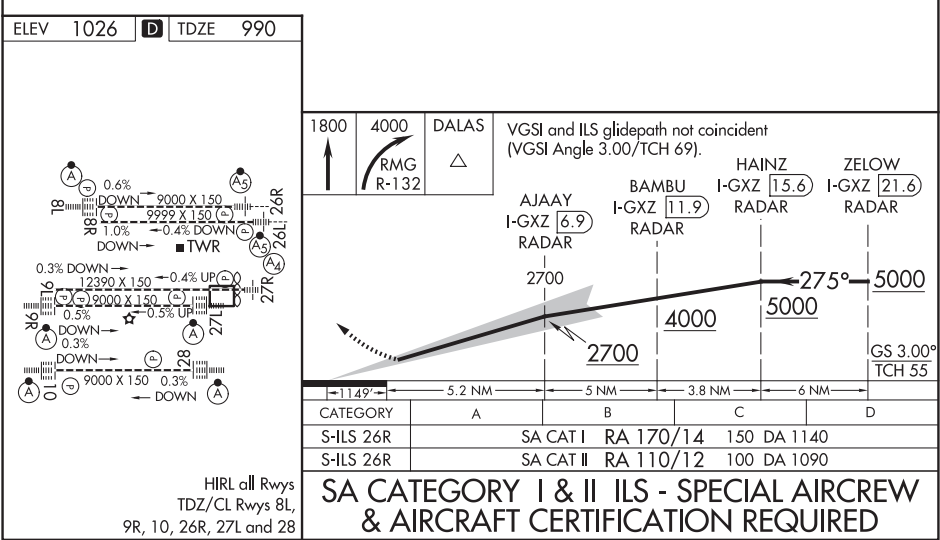
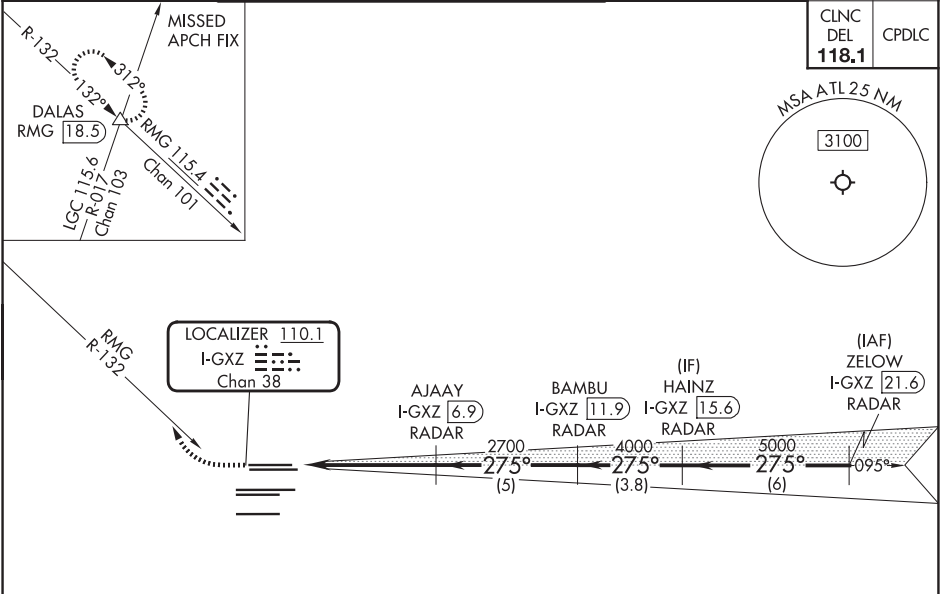
RADAR required.

SA CAT I/II: Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized.

MALSR


MISSED APPROACH: Climb to 1800 then climbing right turn to 4000 on RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

|  |  |  |                             |  |             |
|--|--|--|-----------------------------|--|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|-----------------------------|--|-------------|



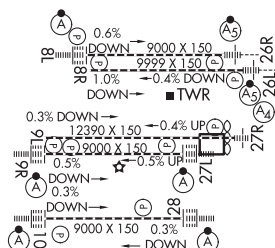
ILS RWY 27L (CAT II)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

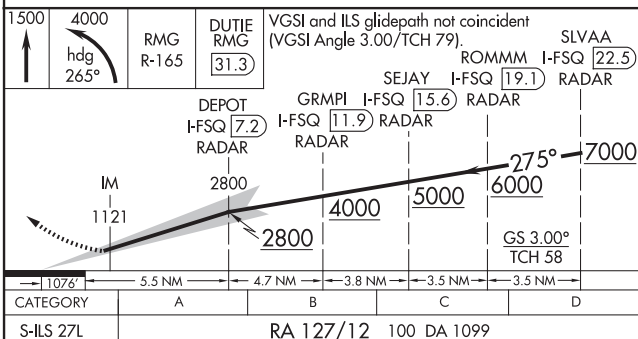


|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118 1</b> | CPDLC |
|-----------------------------|-------|

|      |      |          |      |     |
|------|------|----------|------|-----|
| ELEV | 1026 | <b>D</b> | TDZE | 999 |
|------|------|----------|------|-----|



HIRL all Rwys  
TDZ/CL Rwys 8L, 9R,  
10, 26R, 27L and 28



CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

Amdt 19 22APR21

33°38'N-84°26'W

ILS RWY 27L (CAT II)

SE-4, 07 AUG 2025 to 02 OCT 2025

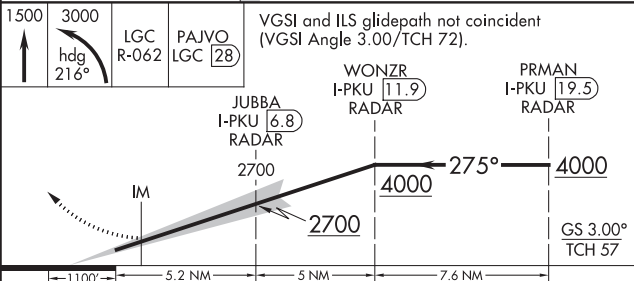
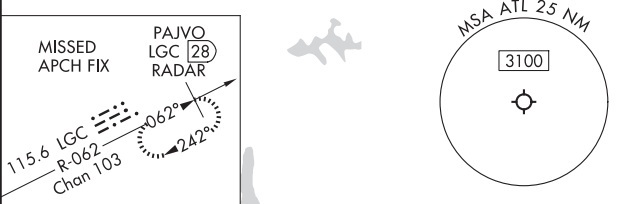
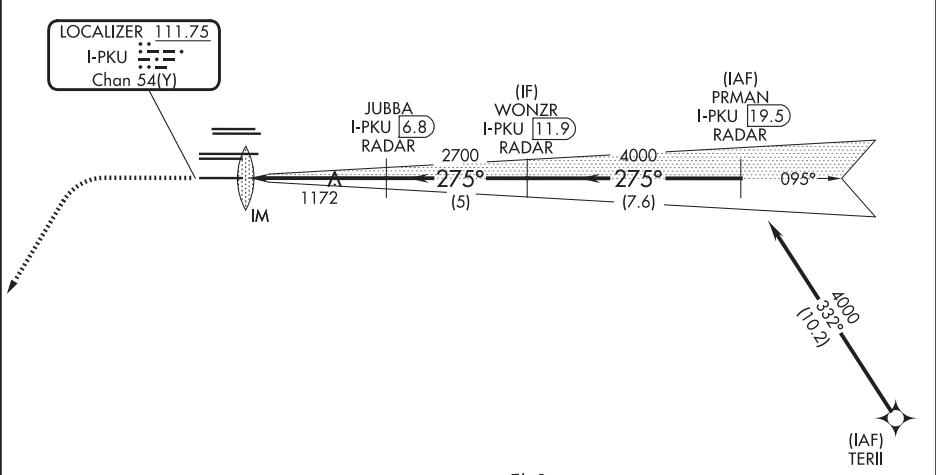
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |  |   |  |
|--|------------------------|--|---|--|
| LOC/DME I-PKU<br><b>111.75</b><br>Chan <b>54</b> (Y) | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>998</b><br>Apt Elev <b>1026</b> | <b>ILS RWY 28 (CAT II)</b><br>HARTSFIELD/JACKSON ATLANTA INTL (ATL) |  |
|--|------------------------|--|---|--|

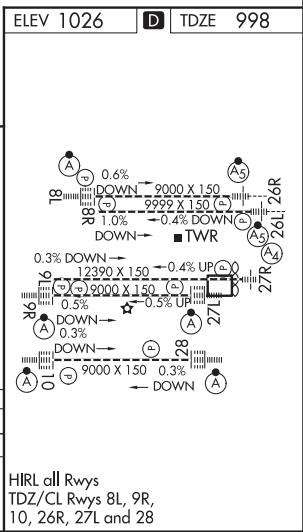
|  |  |             |  |
|--|--|-------------|--|
| RNAV 1-GPS or RADAR required for procedure entry.<br>From TERII: RNAV 1-GPS required. DME or RADAR required. |  | ALSIF-2<br> | MISSED APPROACH: Climb to 1500<br>then climbing left turn to 3000 on heading<br>216° and LGC VORTAC R-062 to<br>PAJVO/LGC 28 DME/RADAR and hold. |
| Simultaneous approach authorized.  |  |             |  |

|                             |                    |               |                |               |              |              |              |                 |                 |                     |
|-----------------------------|--------------------|---------------|----------------|---------------|--------------|--------------|--------------|-----------------|-----------------|---------------------|
| D-ATIS<br>ARR <b>119.65</b> | ATLANTA<br>APP CON | ATLANTA TOWER |                |               |              |              | ALL<br>RWYS  | GND CON         |                 | ALL<br>RWYS         |
| DEP <b>125.55</b>           | <b>127.9 379.9</b> | <b>119.1</b>  | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b> | <b>121.9</b>    | <b>121.75</b>   | <b>121.65 254.4</b> |
|                             |                    | 8L-26R        | 8R-26L         | 9L-27R        | 9R-27L       | 10-28        |              | (8L-26R,8R-26L) | (9L-27R,9R-27L) | 10-28               |

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|  |                       |   |   |   |
|--|-----------------------|---|---|---|
| CATEGORY   | A                     | B | C | D |
| S-ILS 28   | RA 188/12 100 DA 1098 |   |   |   |
| CATEGORY II ILS - SPECIAL AIRCREW<br>& AIRCRAFT CERTIFICATION REQUIRED |                       |   |   |   |



ILS RWY 8L (CAT II & III)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3500 on heading 360° and RMG VORTAC R-115 to TROYS/RMG 38.1 DME/RADAR and hold.

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



Diagram illustrating a non-parallel glidepath (VGSI and ILS) for a runway. The diagram shows a 3D perspective of the runway with a 3000' length and a 3.00° glide slope. The ILS glidepath is 3.00° TCH 50, and the VGSI glidepath is 3.00° TCH 70. The diagram includes a 2D plan view showing the runway layout with various radar stations (LARI, JAAJ, BAZAR, SCHEL, IM) and their respective ranges (22.6, 15.2, 11.7, 7.4, 11.09 NM). A table in the top right corner provides additional information: 'VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70)', '1500' height, '3500' height, 'RMG R-115', and 'TROYS'.

## CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

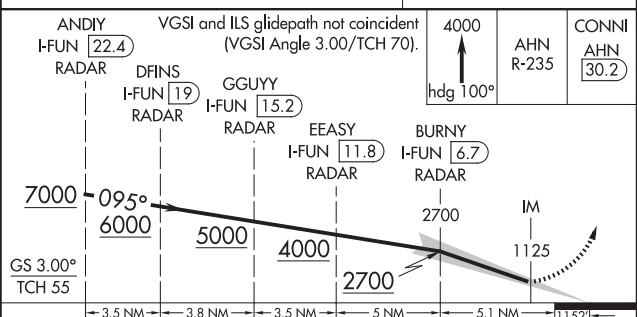
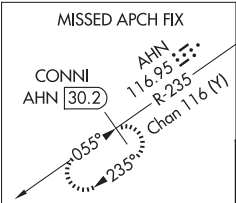
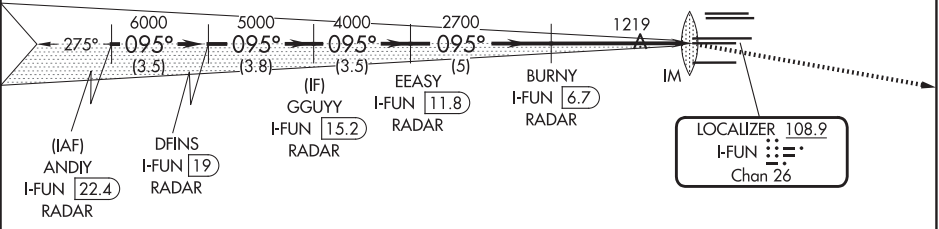
HIRL all Rwys  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-FUN<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1026</b><br>Apt Elev <b>1026</b> |
|---|------------------------|---|

ILS RWY 9R (CAT II & III)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |  |             |  |
|--|--|-------------|--|
| RADAR required for procedure entry, DME. |  | ALS F-2<br> | MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold. |
| Simultaneous approach authorized.        |  |             |  |

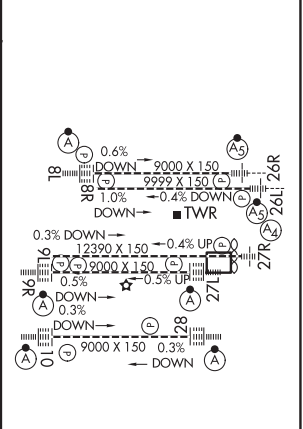
|  |  |  |  |  |  |  |                                       |
|--|--|--|--|--|--|--|---------------------------------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  |  | ALL<br>RWYS<br>(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28<br><b>121.9 121.75 121.65 254.4</b> | GND CON<br><b>121.75 121.65 254.4</b> |
|--|--|--|--|--|--|--|---------------------------------------|



|          |                              |   |   |   |
|----------|------------------------------|---|---|---|
| CATEGORY | A                            | B | C | D |
| S-ILS 9R | CAT II RA 118/12 100 DA 1126 |   |   |   |
| S-ILS 9R | CAT III RVR 03               |   |   |   |

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

|           |           |
|-----------|-----------|
| ELEV 1026 | TDZE 1026 |
|-----------|-----------|



|  |                        |   |
|--|------------------------|---|
| LOC/DME I-OMO<br><b>111.55</b><br>Chan <b>52</b> (Y) | APP CRS<br><b>095°</b> | Rwy Ldg <b>9000</b><br>TDZE <b>1000</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

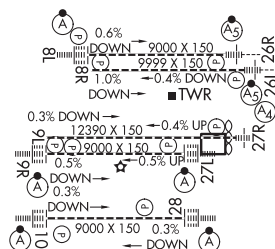
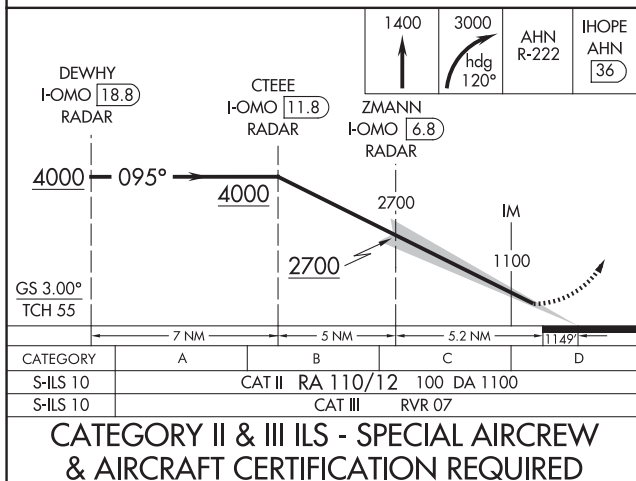
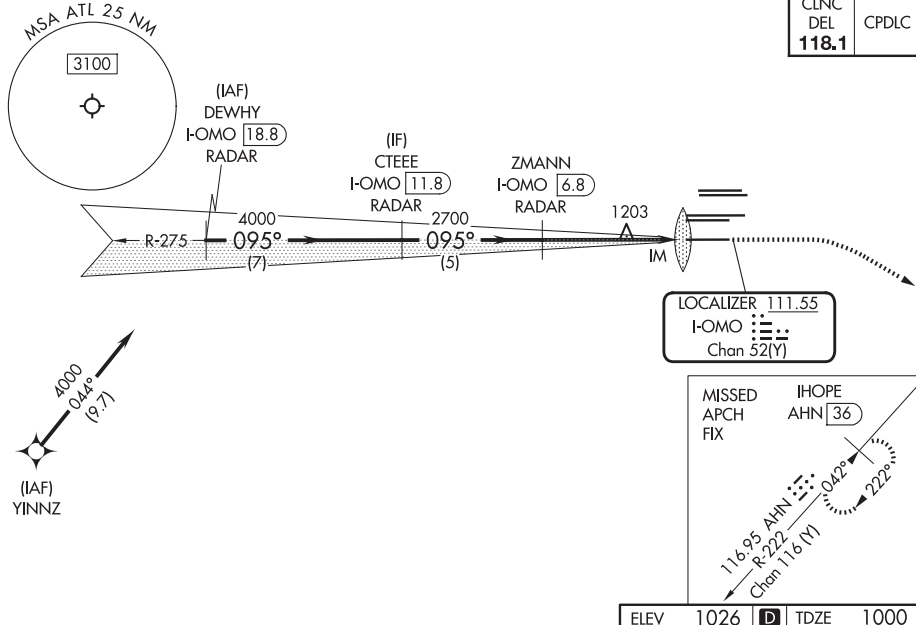
**ILS RWY 10 (CAT II & III)**  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ALSF-2

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

**T** Simultaneous approach authorized with Rwy 9L or 8R or 8L, or Rwy 9L and 8L.

| D-ATIS            | ATLANTA      | ATLANTA TOWER |              |                |               |              |              | GND CON         |                 |               |               |              |
|-------------------|--------------|---------------|--------------|----------------|---------------|--------------|--------------|-----------------|-----------------|---------------|---------------|--------------|
| APP <b>119.65</b> | APP CON      | 8L-26R        | 8R-26L       | 9L-27R         | 9R-27L        | 10-28        | ALL RWYS     | (8L-26R,8R-26L) | (9L-27R,9R-27L) | ALL RWYS      |               |              |
| DER <b>125.55</b> | <b>127.9</b> | <b>379.9</b>  | <b>119.1</b> | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b>    | <b>121.9</b>    | <b>121.75</b> | <b>121.65</b> | <b>254.4</b> |



HIRL all Rwys  
TDZ/CL Rwys 8L,  
9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA  
Amdt 5C 25JAN24

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
ILS RWY 10 (CAT II & III)

33°38'N-84°26'W

ILS RWY 10 (CAT II & III)

SE-4, 07 AUG 2025 to 02 OCT 2025

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>8800</b> |
| <b>095°</b> | TDZE     | <b>1015</b> |
|             | Apt Elev | <b>1026</b> |

RNAV (RNP) Z RWY 8L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNP AR APCH - GPS.

▼ For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.  
For inop ALS, increase RNP 0.15 all Cats RVR to 5500. Simultaneous approach authorized. Arrival from BOLND NA during simultaneous triple approaches.

ALS-2

MISSED APPROACH: Climb to 1500 then dimbing left turn to 3500 direct TROYS and hold.

|                   |                    |               |                |               |              |              |              |                 |                 |                     |
|-------------------|--------------------|---------------|----------------|---------------|--------------|--------------|--------------|-----------------|-----------------|---------------------|
| D-ATIS            | ATLANTA            | ATLANTA TOWER |                |               |              |              | ALL          | GND CON         |                 | ALL                 |
| ARR <b>119.65</b> | APP CON            | 8L-26R        | 8R-26L         | 9L-27R        | 9R-27L       | 10-28        | RWYS         | (8L-26R,8R-26L) | (9L-27R,9R-27L) | 10-28               |
| DEP <b>125.55</b> | <b>127.9 379.9</b> | <b>119.1</b>  | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b> | <b>121.9</b>    | <b>121.75</b>   | <b>121.65 254.4</b> |

|              |       |
|--------------|-------|
| CLNC DEL     | CPDLC |
| <b>118.1</b> |       |

|           |          |           |
|-----------|----------|-----------|
| ELEV 1026 | <b>D</b> | TDZE 1015 |
|-----------|----------|-----------|

1500

3500

TROYS

|             |   |         |             |   |
|-------------|---|---------|-------------|---|
| CATEGORY    | A | B       | C           | D |
| RNP 0.15 DA |   | 1380/35 | 365 (400~%) |   |
| RNP 0.30 DA |   | 1458/45 | 443 (500~%) |   |

AUTHORIZATION REQUIRED

HIRL all Rwys

TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA

AL-26 (FAA)

25219

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>9000</b> |
| <b>095°</b> | TDZE     | <b>1000</b> |
|             | Apt Elev | <b>1026</b> |

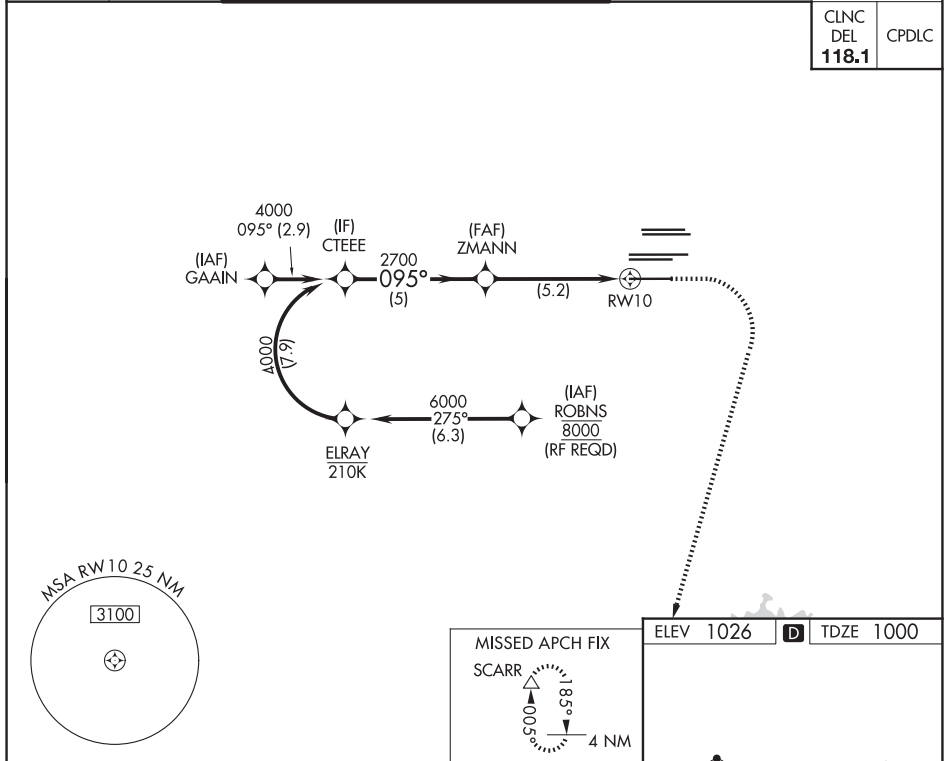
# RNAV (RNP) Z RWY 10

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |             |  |
|--|-------------|--|
| <b>▽</b> For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized; arrival from ROBNS NA. For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 4500. | ALS-F-2<br> | MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SCARR and hold. |
|--|-------------|--|

|  |  |  |                             |   |             |
|--|--|--|-----------------------------|---|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|-----------------------------|---|-------------|

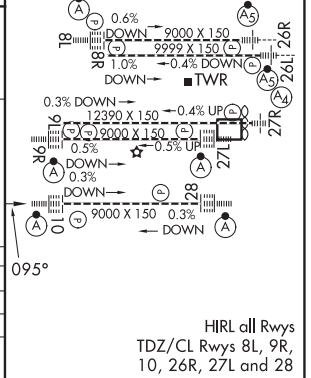
|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|                               |   |         |             |        |  |
|-------------------------------|---|---------|-------------|--------|--|
| CTEE                          |   | ZMANN   |             | RWY 10 |  |
| 4000                          |   | 2700    |             | 2700   |  |
| GP 3.00°                      |   | TCH 55  |             |        |  |
| 5 NM                          |   | 5.2 NM  |             |        |  |
| CATEGORY                      | A | B       | C           | D      |  |
| RNP 0.11 DA                   |   | 1290/24 | 290 (300-½) |        |  |
| RNP 0.30 DA                   |   | 1456/50 | 456 (500-1) |        |  |
| <b>AUTHORIZATION REQUIRED</b> |   |         |             |        |  |

ATLANTA, GEORGIA  
Amdt 1 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W  
**RNAV (RNP) Z RWY 10**



SE-4, 07 AUG 2025 to 02 OCT 2025

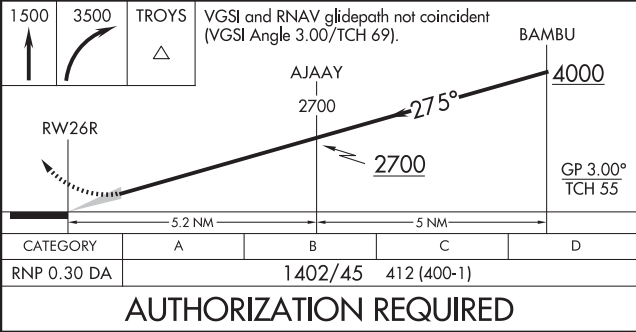
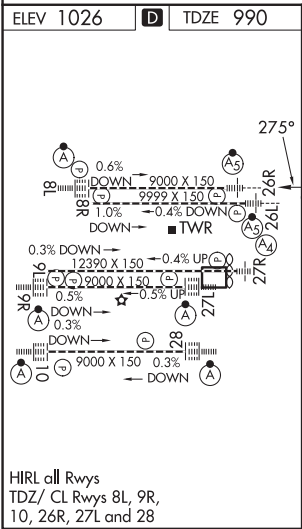
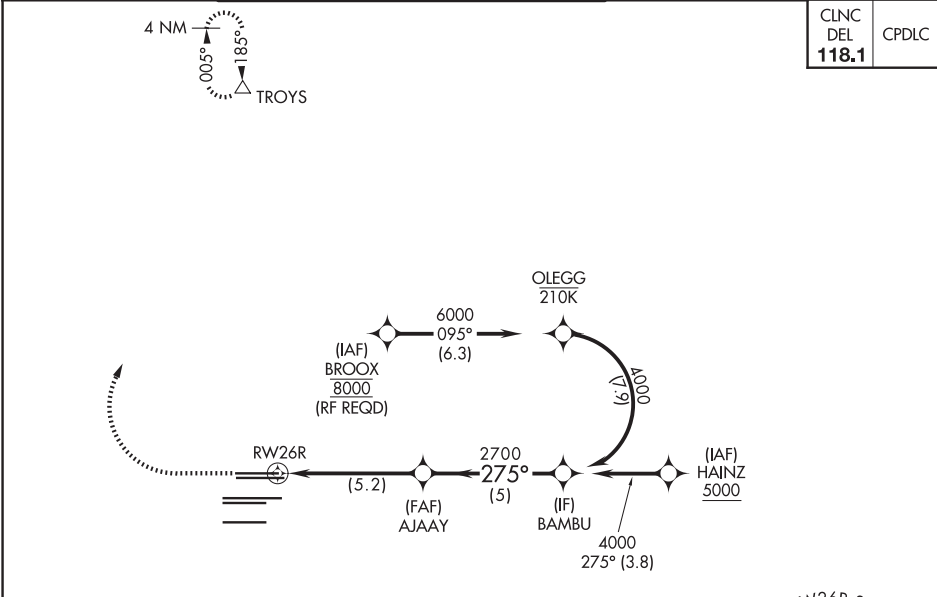
SE-4, 07 AUG 2025 to 02 OCT 2025



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 8500 |
| 275°    | TDZE     | 990  |
|         | Apt Elev | 1026 |

RNAV (RNP) Z RWY 26R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |                    |  |  |                           |
|---|--------------------|--|--|---------------------------|
| ▼ For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. Arrival from BROOX NA during simultaneous triple approaches. |                    | MALSR<br>                              | MISSED APPROACH: Climb to 1500 then climbing right turn to 3500 direct TROYS and hold. |                           |
| D-ATIS<br>ARR 119.65  | ATLANTA<br>APP CON | ATLANTA TOWER                          | ALL  | GND CON                   |
| DEP 125.55  | 127.9 379.9        | 8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS | 119.1 125.325 123.85 119.3 119.5 254.4   | 121.9 121.75 121.65 254.4 |



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 9000 |
| 275°    | TDZE     | 998  |
|         | Apt Elev | 1026 |

RNAV (RNP) Z RWY 28  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**T**

For uncompensated baro-VNAV systems, procedure NA below -8°C (18°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized; arrival from RODNN NA. For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 4000 and RNP 0.30 DA all Cats visibility to RVR 4500.

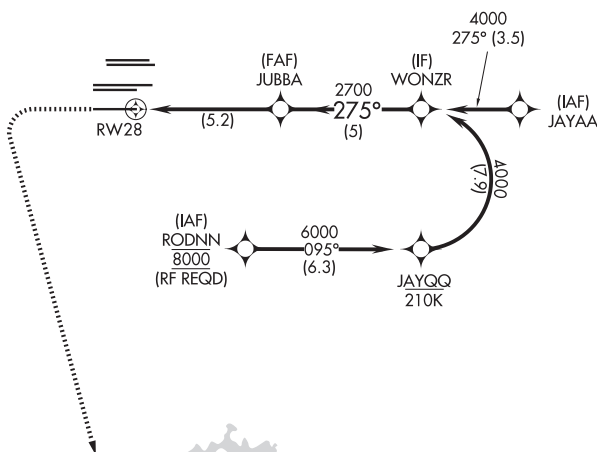
ALSF-2



**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct SCARR and hold.

| D-ATIS                | ATLANTA<br>APP CON | ATLANTA TOWER |              |                |               |              |                 | ALL<br>RWYS     | GND CON       | ALL<br>RWYS   |
|-----------------------|--------------------|---------------|--------------|----------------|---------------|--------------|-----------------|-----------------|---------------|---------------|
| DER <b>119.65</b>     |                    | 8L-26R        | 8R-26L       | 9L-27R         | 9R-27L        | 10-28        | (8L-26R,8R-26L) | (9L-27R,9R-27L) | 10-28         |               |
| APP DEP <b>125.55</b> | <b>127.9</b>       | <b>379.9</b>  | <b>119.1</b> | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b>    | <b>254.4</b>    | <b>121.9</b>  | <b>121.75</b> |
|                       |                    |               |              |                |               |              |                 |                 | <b>121.65</b> | <b>254.4</b>  |

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



A circular logo for MSA RW 28 25 NM. The text "MSA RW 28 25 NM" is curved along the top edge. In the center, there is a rectangular box containing the number "3100". Below the box is a small circular icon with four dots arranged in a cross pattern.

|           |          |          |
|-----------|----------|----------|
| ELEV 1026 | <b>D</b> | TDZE 998 |
|-----------|----------|----------|

---

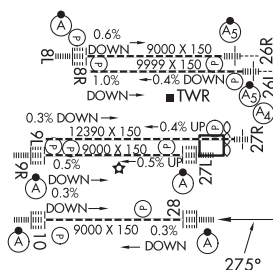
MISSED ARCH FIX




SCARR

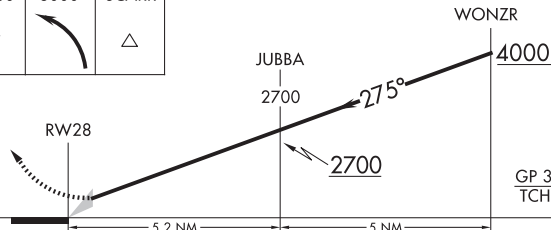
180°

4 N

0.05 m



|   |   |   |
|---|---|---|
| 1500  | 3000  | SCARR   |
|  |  |  |



| CATEGORY    | A | B       | C           | D |
|-------------|---|---------|-------------|---|
| RNP 0.11 DA |   | 1248/24 | 250 (300-½) |   |
| RNP 0.30 DA |   | 1295/24 | 297 (300-½) |   |

AUTHORIZATION REQUIRED

HIRL all Rwys  
TDZ/CL Rwys 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA

Amdt 1 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

RNAV (RNP) Z RWY 28

SE-4, 07 AUG 2025 to 02 OCT 2025

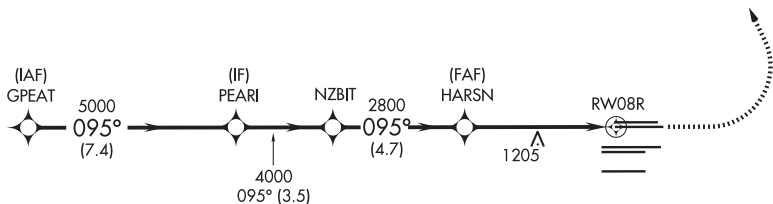
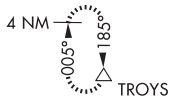
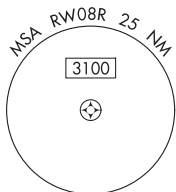
25219

RNAV (GPS) RWY 8R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

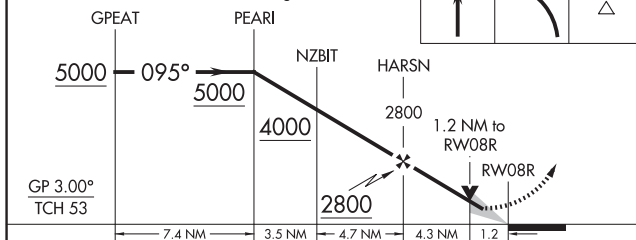
**MISSED APPROACH:**  
Climb to 1500 then  
climbing left turn to  
3500 direct TROYS  
and hold.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. Simultaneous approach authorized with Rwy 9L or 9R or 10. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 67).



HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R,  
10, 26R, 27L and 28

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) RWY 8R

ATLANTA, GEORGIA

AL-26 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>62800</b><br><b>W09D</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1019</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 9L

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

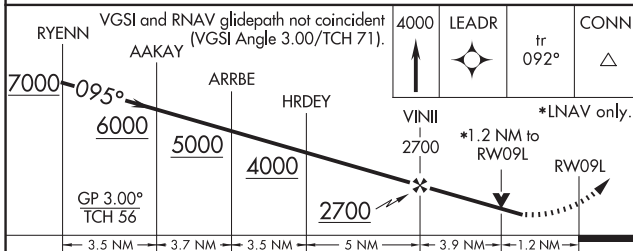
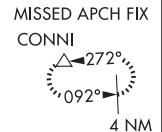
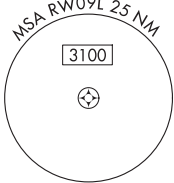
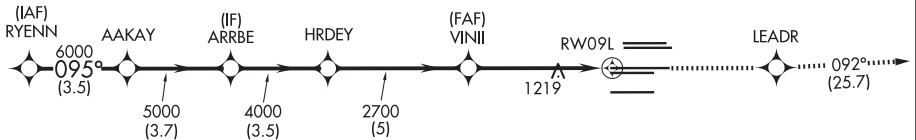
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Rwy 9L helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized with Rwy 8L or 8R or 10, or Rwy 8L and 10. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

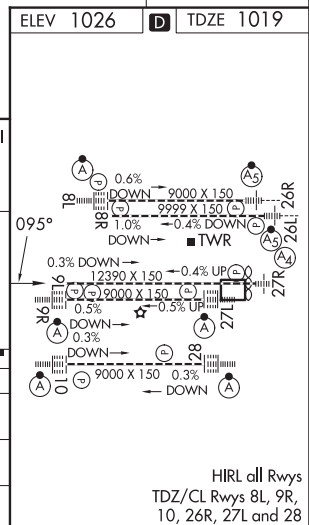
MISSED APPROACH: Climb to 4000 direct LEADR and on track 092° to CONNI and hold.

| D-ATIS            | ATLANTA            | ATLANTA TOWER |                |               |              |              |              | ALL                             | GND CON       | ALL                 |
|-------------------|--------------------|---------------|----------------|---------------|--------------|--------------|--------------|---------------------------------|---------------|---------------------|
| ARR <b>119.65</b> | APP CON            | 8L-26R        | 8R-26L         | 9L-27R        | 9R-27L       | 10-28        | RWYS         | (8L-26R,8R-26L) (9L-27R,9R-27L) | 10-28         | RWYS                |
| DEP <b>125.55</b> | <b>127.9 379.9</b> | <b>119.1</b>  | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b> | <b>254.4</b> | <b>121.9</b>                    | <b>121.75</b> | <b>121.65 254.4</b> |

|              |       |
|--------------|-------|
| CLNC<br>DEL  | CPDLC |
| <b>118.1</b> |       |



| CATEGORY     | A       | B           | C            | D            |
|--------------|---------|-------------|--------------|--------------|
| LPV DA       |         | 1359/50     | 340 (400-1)  |              |
| LNAV/VNAV DA |         | 1405/60     | 386 (400-1½) |              |
| LNAV MDA     | 1480/55 | 461 (500-1) | 1480-1¾      | 461 (500-1¾) |



ATLANTA, GEORGIA  
Amdt 4D 26MAR20

33°38'N-84°26'W

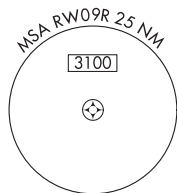
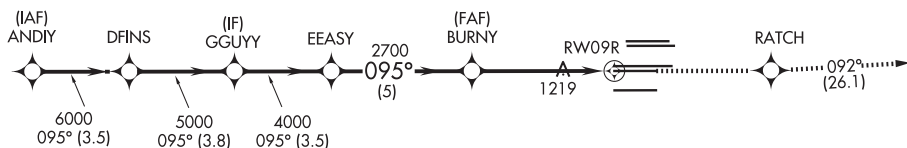
HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
RNAV (GPS) RWY 9L

SE-4, 07 AUG 2025 to 02 OCT 2025

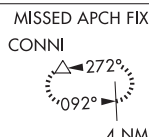
RNAV (GPS) RWY 9R  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 4000 direct RATCH and on track 092° to CONNI and hold.

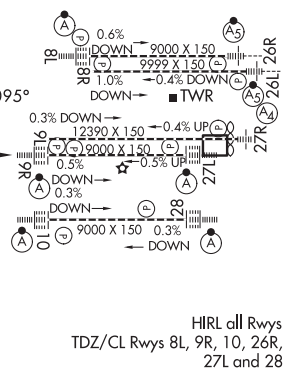
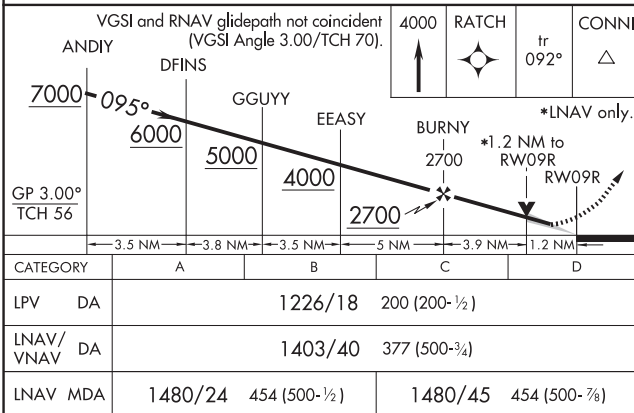
|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



## RADAR REQUIRED



|           |   |           |
|-----------|---|-----------|
| ELEV 1026 |  | TDZE 1026 |
|-----------|---|-----------|



HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W **RNAV (GPS) RWY 9R**

SE-4, 07 AUG 2025 to 02 OCT 2025

ATLANTA, GEORGIA


AL-26 (FAA)

25219

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>56300</b><br><b>W26A</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>996</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

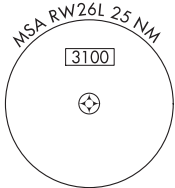
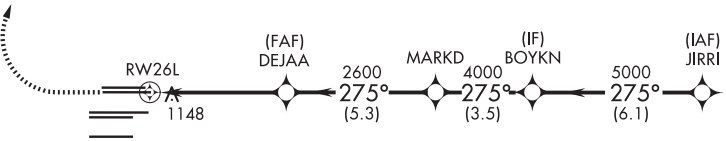
RNAV (GPS) RWY 26L

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

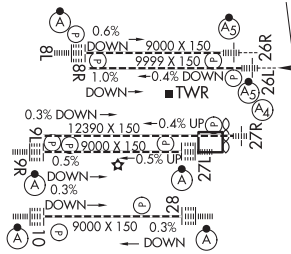
|  |  |  |   |
|--|--|--|---|
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV alt Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000. Simultaneous approach authorized with Rwy 27L or 27R or 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. |  | MALSR<br>   | MISSED APPROACH:<br>Climb to 1500 then climbing right turn to 3500 direct TROYS and hold. |
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b>   | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R <b>119.1</b> 8R-26L <b>125.325</b> 9L-27R <b>123.85</b> 9R-27L <b>119.3</b> 10-28 <b>119.5</b> RWYS <b>254.4</b> | GND CON<br>ALL<br>RWYS <b>121.9</b> <b>121.75</b> <b>121.65</b> <b>254.4</b>              |



|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



ELEV 1026 D TDZE 996



HIRL all Rwy  
TDZ/CL Rwy 8L, 9R, 10, 26R,  
27L and 28

RADAR REQUIRED

|                    |  |                  |  |             |  |  |  |             |  |
|--------------------|--|------------------|--|-------------|--|--|--|-------------|--|
| 1500<br>↑          |  | 3500<br>↗        |  | TROYS<br>△  |  | VGSi and RNAV glidepath not coincident<br>(VGSi Angle 3.00°/TCH 63). |  |             |  |
|                    |  |                  |  |             |  | BOYKN  |  | JIRRI       |  |
| *LNAV only.        |  |                  |  |             |  | DEJAA  |  | MARKD       |  |
| RW26L              |  | *1.3 NM to RW26L |  | 2600        |  | 4000   |  | 275° 5000   |  |
| GP 3.00°<br>TCH 52 |  |                  |  | 2600        |  | 5000   |  |             |  |
| 1.3                |  | 3.6 NM           |  | 5.3 NM      |  | 3.5 NM   |  | 6.1 NM      |  |
| CATEGORY           |  | A                |  | B           |  | C  |  | D           |  |
| LPV DA             |  |                  |  | 1281/24     |  | 285 (300-½)  |  |             |  |
| LNAV/VNAV DA       |  |                  |  | 1360/35     |  | 364 (400-⅝)  |  |             |  |
| LNAV MDA           |  | 1460/24          |  | 464 (500-½) |  | 1460/50  |  | 464 (500-1) |  |

ATLANTA, GEORGIA  
Amdt 4 18SEP14

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) RWY 26L

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

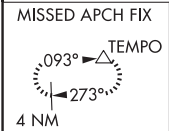
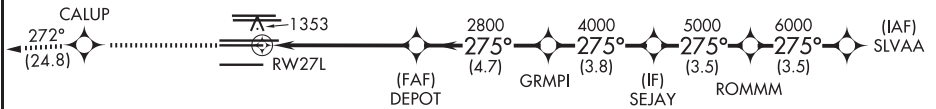
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>65700</b><br><b>W27A</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>999</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

RNAV (GPS) RWY 27L

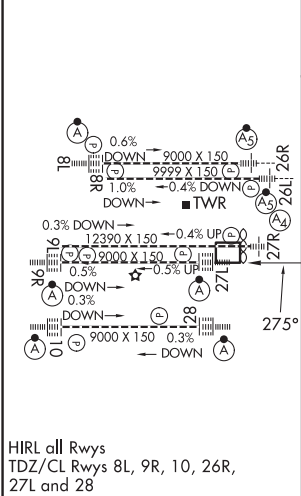
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |  |               |  |  |  |   |  |   |             |
|---|--|---------------|--|--|--|---|--|---|-------------|
| <div><div>▼</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 26R or 26L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</div></div> |  |               |  |  |  | <div>ALSF-2</div> <div><div><div></div></div><div><div></div></div></div> |  | <div>MISSED APPROACH: Climb to 4000 direct CALUP and on track 272° to TEMPO and hold.</div> |             |
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b>  | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER |  |  |  |   | ALL<br>RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28<br><b>121.9 121.75 121.65 254.4</b>        | ALL<br>RWYS |

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|                  |          |                 |
|------------------|----------|-----------------|
| ELEV <b>1026</b> | <b>D</b> | TDZE <b>999</b> |
|------------------|----------|-----------------|



RADAR REQUIRED

|              |         |                 |              |   |                    |        |
|--------------|---------|-----------------|--------------|---|--------------------|--------|
| 4000 CALUP   |         | tr<br>272°      | TEMPO        | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 79). |                    | SLVAA  |
| *LNAV only.  |         | DEPOT           | GRMPI        | SEJAY   | ROMMM              | 7000   |
| RW27L        |         | 1.7 NM to RW27L | 2800         | 4000  | 5000               | 6000   |
| → 1.7 NM     |         | 3.8 NM          | 4.7 NM       | 3.8 NM  | 3.5 NM             | 3.5 NM |
| CATEGORY     | A       | B               | C            | D   | GP 3.00°<br>TCH 58 |        |
| LPV DA       | 1199/18 |                 | 200 (200-½)  |   |                    |        |
| LNAV/VNAV DA | 1528-1⅜ |                 | 529 (600-1⅜) |   |                    |        |
| LNAV MDA     | 1620/24 | 621 (600-½)     | 1620-1⅜      |   | 621 (600-1⅜)       |        |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ATLANTA, GEORGIA


AL-26 (FAA)

25219

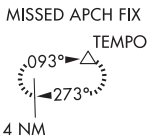
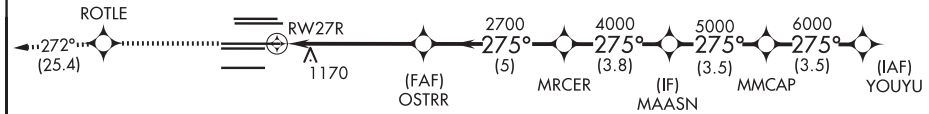
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70400</b><br><b>W27B</b> | APP CRS<br><b>275°</b> | Rwy Ldg <b>11890</b><br>TDZE <b>985</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 27R

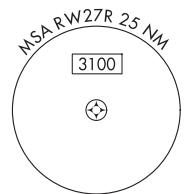
## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |                    |               |        |        |        |             |   |  |
|--|--------------------|---------------|--------|--------|--------|-------------|---|--|
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 26R or 26L or 28, or Rwy 26R and 28. DME/DME RNP-0.3 NA. For inop MALS, increase LNAV/VNAV Cat D visibility and LNAV Cats C and D visibility ¼ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV, all Cats. |                    |               |        |        |        |             | MALS<br> | MISSED APPROACH:<br>Climb to 4000 direct<br>ROTLE and on track<br>272° to TEMPO and<br>hold. |
| D-ATIS<br>ARR <b>119.65</b>  | ATLANTA<br>APP CON | ATLANTA TOWER |        |        |        | ALL<br>RWYS | GND CON   | ALL<br>RWYS  |
| DEF <b>125.55</b>  | <b>127.9 379.9</b> | 8L-26R        | 8R-26L | 9L-27R | 9R-27L | 10-28 RWYS  | (8L-26R,8R-26L) <b>121.9</b>  | (9L-27R,9R-27L) 10-28 RWYS <b>121.75 121.65 254.4</b>  |

|              |       |
|--------------|-------|
| CLNC<br>DEL  | CPDLC |
| <b>118.1</b> |       |

ELEV 1026 **D** TDZE 985

RADAR REQUIRED



|  |   |   |              |              |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |
|--|---|---|--------------|--------------|---|--------|---------|--|-------------|--|------------------|---------|--|--------------|--|----------|---------|-------------|---------|--------------|--|--|
|  | <div><div>4000</div><div></div></div> <div><div>ROTL</div><div></div></div> <div><div>tr 272°</div><div></div></div> <div><div>TEMPO</div><div></div></div> | <div>VGSI and RNAV glidepath not coincident<br/>(VGSI Angle 3.00/TCH 72).</div> <div>YOUYU</div> <div>7000</div> <div>MMCAP</div> <div>275°</div> <div>MAASN</div> <div>6000</div> <div>5000</div> <div>4000</div> <div>2700</div> <div>2700</div> <div>OSTRR</div> <div>MRCER</div> <div>RW27R</div> <div>*1.3 NM to RW27R</div> <div>GP 3.00°</div> <div>TCH 56</div> |              |              |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |
| <p>*LNAV only.</p>   |   |   |              |              |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |
| <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LPV DA</td><td colspan="2">1185/40</td><td colspan="2">200 (200-¾)</td></tr><tr><td>LNAV/<br/>VNAV DA</td><td colspan="2">1461-1⅓</td><td colspan="2">476 (500-1⅓)</td></tr><tr><td>LNAV MDA</td><td>1460/40</td><td>475 (500-¾)</td><td>1460/60</td><td>475 (500-1¼)</td></tr></table> | CATEGORY  | A   | B            | C            | D | LPV DA | 1185/40 |  | 200 (200-¾) |  | LNAV/<br>VNAV DA | 1461-1⅓ |  | 476 (500-1⅓) |  | LNAV MDA | 1460/40 | 475 (500-¾) | 1460/60 | 475 (500-1¼) |  |  |
| CATEGORY   | A   | B   | C            | D            |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |
| LPV DA   | 1185/40   |   | 200 (200-¾)  |              |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |
| LNAV/<br>VNAV DA   | 1461-1⅓   |   | 476 (500-1⅓) |              |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |
| LNAV MDA   | 1460/40   | 475 (500-¾)   | 1460/60      | 475 (500-1¼) |   |        |         |  |             |  |                  |         |  |              |  |          |         |             |         |              |  |  |

HIRL all Rwys  
TDZ/CL Rwy 8L, 9R,  
10, 26R, 27L and 28

ATLANTA, GEORGIA

Amdt 4 18SEP14

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

RNAV (GPS) RWY 27R



|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>99300</b><br><b>W08B</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>8000</b><br><b>1015</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

RNAV (GPS) Y RWY 8L

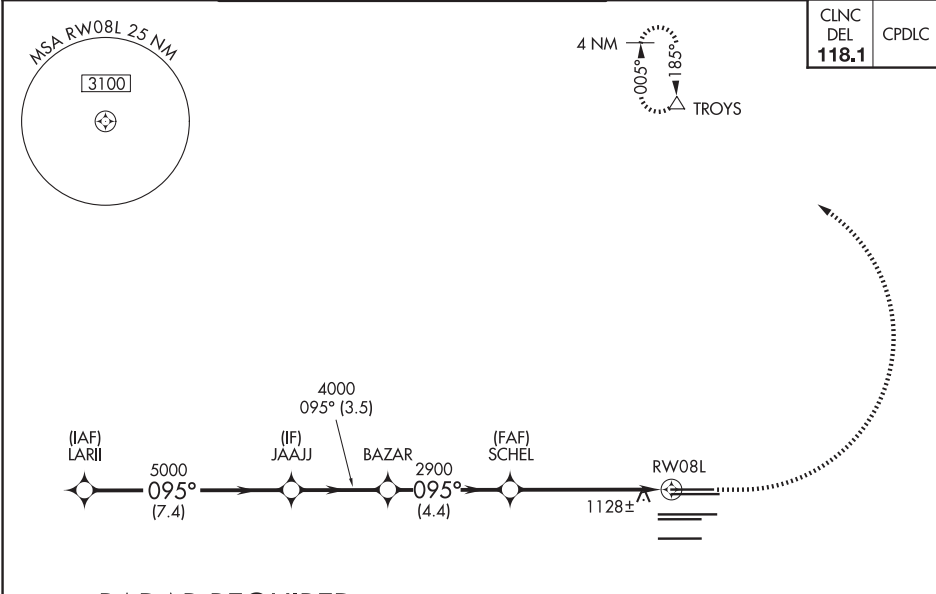
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1¼ miles. Helicopter visibility reduction below RVR 4000 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 9L or 9R or 10, or Rwy 9L and 10. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

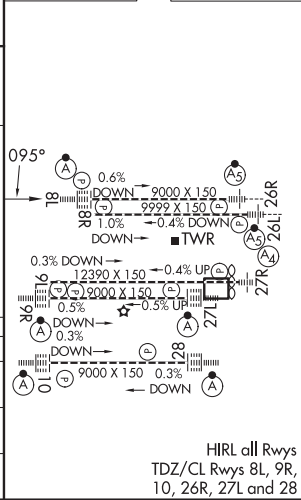
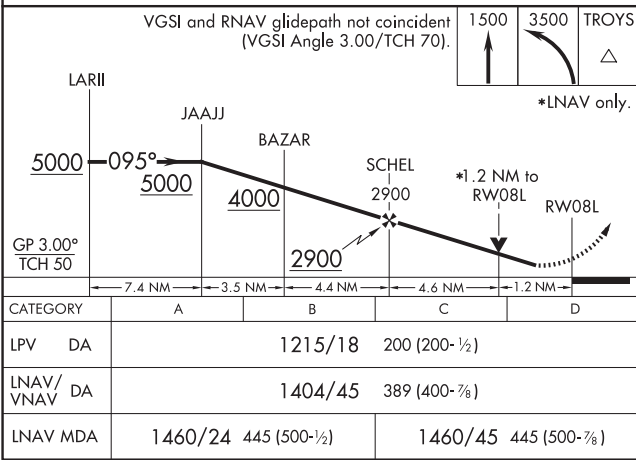
MISSED APPROACH:  
Climb to 1500 then  
climbing left turn to  
3500 direct TROYS  
and hold.

|  |  |  |  |  |  |  |  |                             |   |             |
|--|--|--|--|--|--|--|--|-----------------------------|---|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  |  |  |  | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|--|--|--|--|--|-----------------------------|---|-------------|



RADAR REQUIRED

|           |                    |
|-----------|--------------------|
| ELEV 1026 | <b>D</b> TDZE 1015 |
|-----------|--------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 10

## HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct SCARR and hold.

|        |               |               |              |              |                |               |              |                 |                 |              |               |               |              |
|--------|---------------|---------------|--------------|--------------|----------------|---------------|--------------|-----------------|-----------------|--------------|---------------|---------------|--------------|
| D-ATIS | ATLANTA       | ATLANTA TOWER |              |              |                |               | ALL          | GND CON         |                 |              | ALL           |               |              |
| APP    | APP CON       | 8L-26R        | 8R-26L       | 9L-27R       | 9R-27L         | 10-28         | RWYS         | (8L-26R,8R-26L) | (9L-27R,9R-27L) | 10-28        | RWYS          |               |              |
| DER    | <b>119.65</b> |               |              |              |                |               |              |                 |                 |              |               |               |              |
| DEP    | <b>125.55</b> | <b>127.9</b>  | <b>379.9</b> | <b>119.1</b> | <b>125.325</b> | <b>123.85</b> | <b>119.3</b> | <b>119.5</b>    | <b>254.4</b>    | <b>121.9</b> | <b>121.75</b> | <b>121.65</b> | <b>254.4</b> |

## RADAR REQUIRED

|                      |       |
|----------------------|-------|
| CLNC<br>DEL<br>118 1 | CPDLC |
|----------------------|-------|

Figure 1 illustrates a flight path with the following waypoints and parameters:

- (IAF) DEWHY**: Initial point of the first segment.
- (IF) CTEEE**: Intermediate point, reached at **4000** feet and **095°** (7).
- (FAF) ZMANN**: Final approach fix, reached at **2700** feet and **095°** (5).
- RW10**: Runway threshold.
- MISSED APCH FIX**: Missed approach fix point, indicated by a dashed line.
- (IAF) YINNZ**: Initial point of a separate vector, reaching **4000** feet and **046°** (9.7).

MISSED APCH FIX

SCARR

180°

005°

4 NM

|      |      |       |
|------|------|-------|
| 1500 | 3000 | SCARR |
| ↑    | ↷    | △     |

|           |          |           |
|-----------|----------|-----------|
| ELEV 1026 | <b>D</b> | TDZE 1000 |
|-----------|----------|-----------|

HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W **RNAV (GPS) Y RWY 10**

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>61000</b><br><b>W26B</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>990</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

RNAV (GPS) Y RWY 26R

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 27R or 27L or 28, or Rwys 27R and 28. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH:

Climb to 1500 then climbing right turn to 3500 direct TROYS and hold.

|  |  |  |  |  |  |  |                             |  |             |
|--|--|--|--|--|--|--|-----------------------------|--|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> |  |  |  |  | ALL<br>RWYS<br><b>121.9</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28<br><b>121.75 121.65 254.4</b> | ALL<br>RWYS |
|--|--|--|--|--|--|--|-----------------------------|--|-------------|

4 NM

TROYS

MSA RW26R 2.5 NM

3100

ELEV 1026

TDZE 990

RNAV (GPS) Y RWY 26R

RADAR REQUIRED

275°

TWR

0.6% DOWN

12390 X 150

0.4% UP

9999 X 150

0.4% DOWN

0.3% DOWN

12390 X 150

0.4% UP

0.5% DOWN

9000 X 150

0.3% DOWN

0.3% DOWN

9000 X 150

0.3% DOWN

1500

3500

TROYS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

HAINZ

ZELOW

GP 3.00° TCH 55

|              |         |             |             |             |
|--------------|---------|-------------|-------------|-------------|
| CATEGORY     | A       | B           | C           | D           |
| LPV DA       | 1190/18 |             | 200 (200-½) |             |
| LNAV/VNAV DA | 1426/50 |             | 436 (500-1) |             |
| LNAV MDA     | 1460/24 | 470 (500-½) | 1460/50     | 470 (500-1) |

ATLANTA, GEORGIA  
Amdt 4A 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

33°38'N-84°26'W

RNAV (GPS) Y RWY 26R

95

ATLANTA, GEORGIA

AL-26 (FAA)

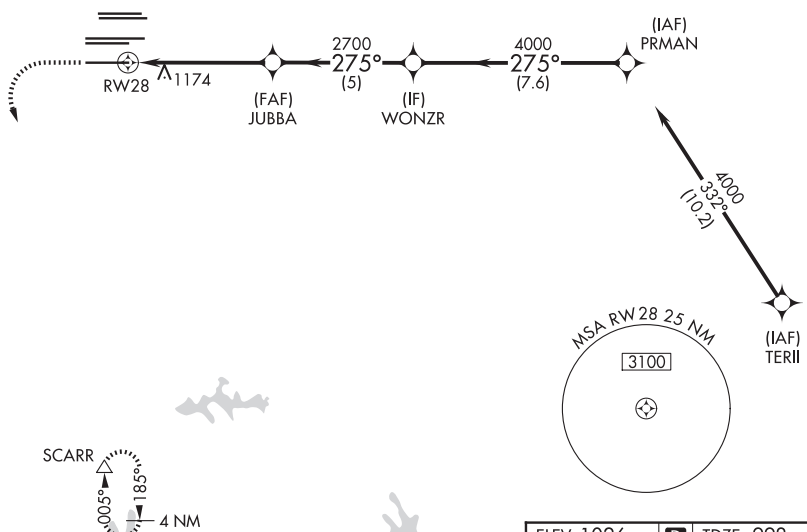
25219

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>61299</b><br><b>W28A</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>998</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

**RNAV (GPS) Y RWY 28**  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

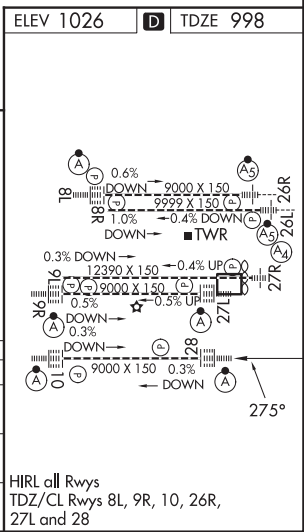
|   |  |  |  |
|---|--|--|--|
| ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 26R or 26L or 27R, or Rwys 26R and 27R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. |  | ALSIF-2<br>  | MISSED APPROACH:<br>Climb to 1500 then climbing left turn to 3000 direct SCARR and hold. |
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b>  | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b> | ALL<br>RWYS<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28<br><b>121.9 121.75 121.65 254.4</b> |

|                             |       |
|-----------------------------|-------|
| CINC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



**RADAR REQUIRED**

|              |         |           |             |            |             |             |
|--------------|---------|-----------|-------------|------------|-------------|-------------|
| 1500<br>↑    |         | 3000<br>↷ |             | SCARR<br>△ |             |             |
| *LNAV only.  |         |           |             |            |             |             |
|              |         |           |             |            |             |             |
| CATEGORY     | A       |           | B           |            | C           | D           |
| LPV DA       |         |           | 1198/18     |            | 200 (200-½) |             |
| LNAV/VNAV DA |         |           | 1250/24     |            | 252 (300-½) |             |
| LNAV MDA     | 1440/24 |           | 442 (500-½) |            | 1440/45     | 442 (500-¾) |



ATLANTA, GEORGIA  
Amdt 4A 12OCT17

HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
33°38'N-84°26'W  
**RNAV (GPS) Y RWY 28**

**ATTENTION ALL USERS PAGE (AAUP)**

**PILOT NON-PARTICIPANT PROCEDURE:**

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination.

**LIST OF APPROVED PRM APPROACHES:**

**ILS PRM Rwy 9R, 10, 27L, 28**  
**ILS PRM Rwy 9R (SA CAT-I, CAT II-III), 10 (SA CAT-I, CAT II-III),**  
**27L (SA CAT-I, CAT II), 28 (SA CAT-I, CAT II)**  
**RNAV (GPS) PRM Rwy 9R, 27L**  
**RNAV (GPS) PRM Y Rwy 10, 28**

**General, applicable to all approaches**

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY  
HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e., ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized.

PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

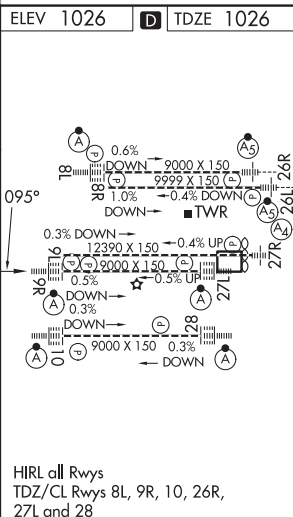
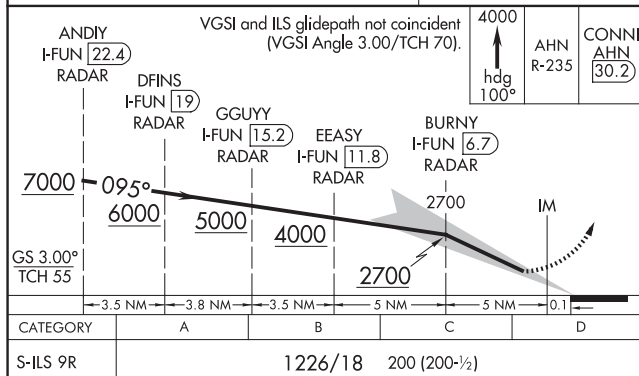
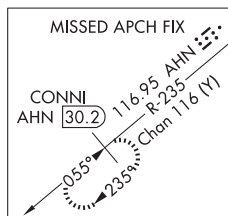
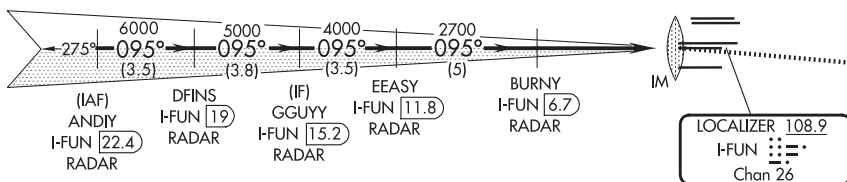
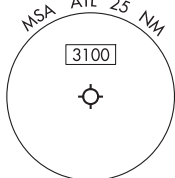
**RUNWAY SPECIFIC, if needed**

ILS PRM RWY 9R  
(CLOSE PARALLEL)  
SON ATLANTA INTL (ATTN)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

**MISSED APPROACH:** Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
PRM RWY 9R (CLOSE PARALLEL)

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 10  
(CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|             |       |         |          |      |
|-------------|-------|---------|----------|------|
| LOC/DME     | I-OMO | APP CRS | Rwy Ldg  | 9000 |
| 111.55      |       | 095°    | TDZE     | 1000 |
| Chan 52 (Y) |       |         | Apt Elev | 1026 |

DME or RADAR required. RNP APCH - GPS from YINNZ.



Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP. Localizer not suitable for electronic rollout guidance.

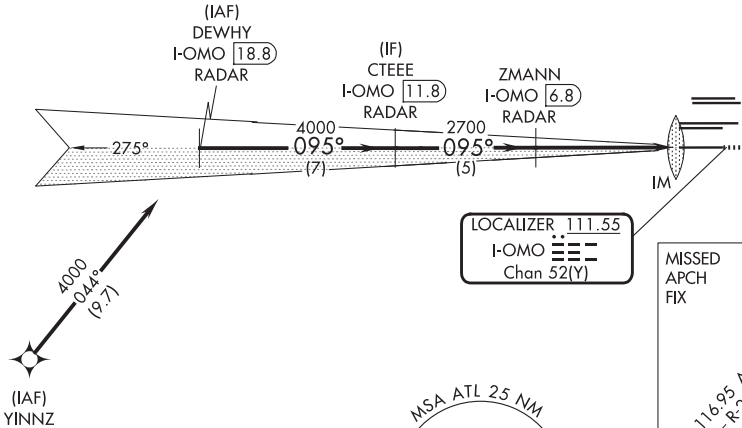
ALSF-2



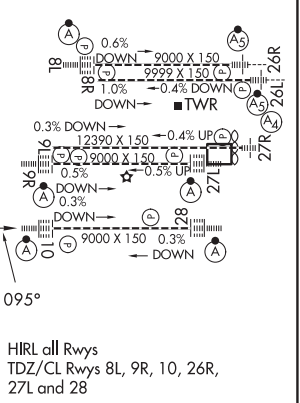
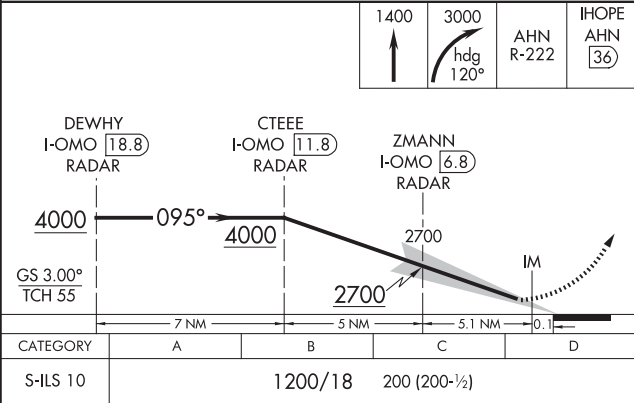
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

|            |             |               |         |        |        |             |                  |                  |              |
|------------|-------------|---------------|---------|--------|--------|-------------|------------------|------------------|--------------|
| D-ATIS     | ATLANTA     | ATLANTA TOWER |         |        |        | ALL         | GND CON          |                  | ALL          |
| ARR 119.65 | APP CON     | 8L-26R        | 8R-26L  | 9L-27R | 9R-27L | 10-28 RWYS  | (8L-26R, 8R-26L) | (9L-27R, 9R-27L) | 10-28 RWYS   |
| DEP 125.55 | 127.9 379.9 | 119.1         | 125.325 | 123.85 | 119.3  | 119.5 254.4 | 121.9            | 121.75           | 121.65 254.4 |
|            |             | PRM 133.425   |         |        |        |             |                  |                  |              |

|           |       |
|-----------|-------|
| CINC      | CPDLC |
| DEL 118.1 |       |



ELEV 1026 TDZE 1000



ATLANTA, GEORGIA  
Amdt 5 30DEC21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

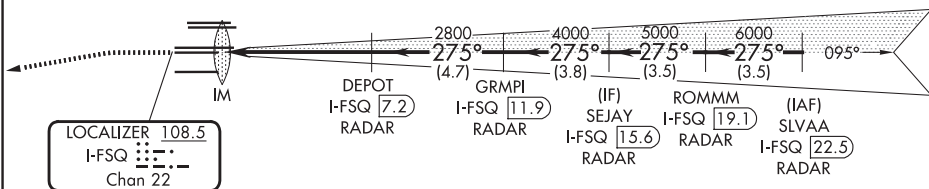
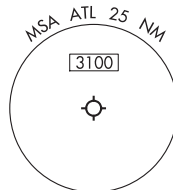
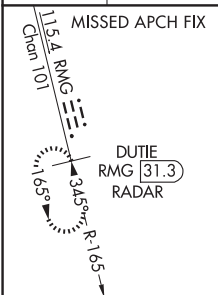
ILS PRM RWY 10 (CLOSE PARALLEL)

ILS PRM RWY 27L  
(CLOSE PARALLEL)

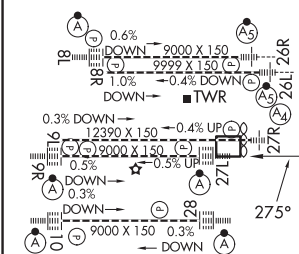
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|      |      |          |      |     |
|------|------|----------|------|-----|
| ELEV | 1026 | <b>D</b> | TDZE | 999 |
|------|------|----------|------|-----|



| CATEGORY  | A                   | B | C | D |
|-----------|---------------------|---|---|---|
| S-ILS 27L | 1199/18 200 (200-½) |   |   |   |

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 27L (CLOSE PARALLEL)



|  |                        |  |
|--|------------------------|--|
| LOC/DME I-PKU<br><b>111.75</b><br>Chan <b>54</b> (Y) | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>998</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

ILS PRM RWY 28 (CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

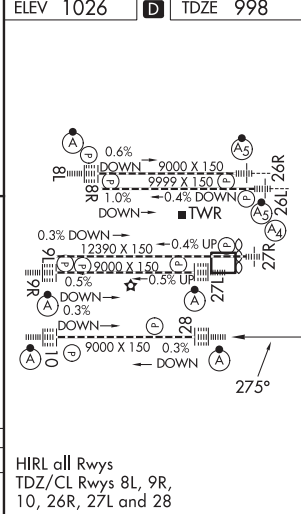
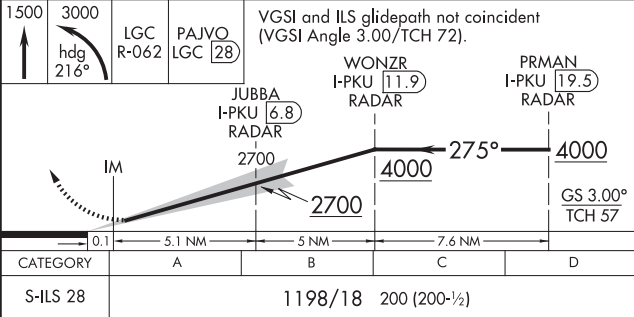
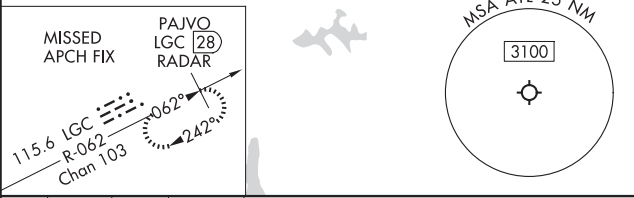
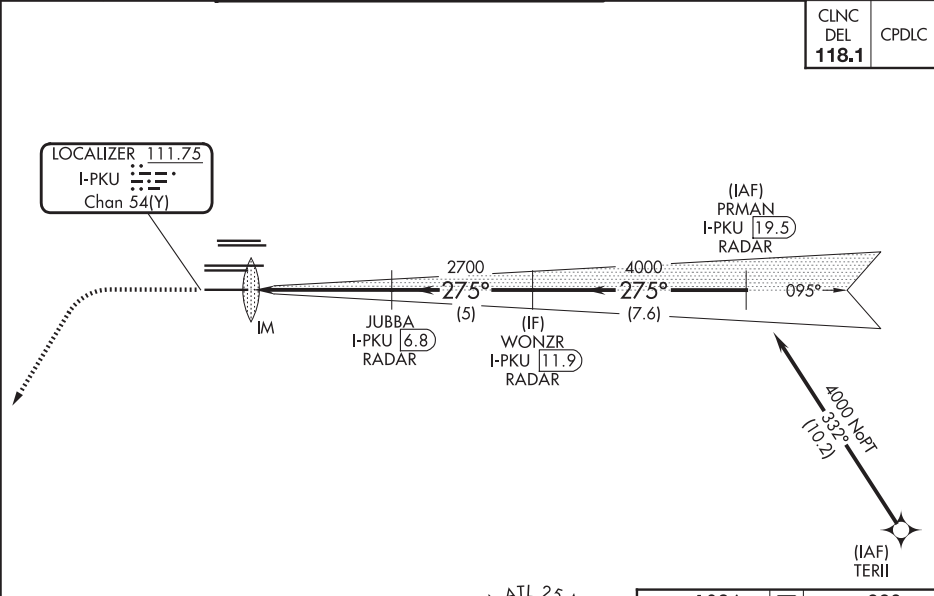
RNAV 1-GPS or RADAR required for procedure entry.  
From TERII: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSIF-2  
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 216° and LGC VORTAC R-062 to PAJVO/LGC 28 DME/RADAR and hold.

|  |  |  |  |
|--|--|--|--|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 133.425</b> | ALL<br>RWYS<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|--|--|

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



ATLANTA, GEORGIA

AL-26 (FAA)

25219

# ILS PRM RWY 9R (SA CAT I)

## (CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-FUN<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1026</b><br>Apt Elev <b>1026</b> |
|---|------------------------|---|

RADAR required for procedure entry, DME.

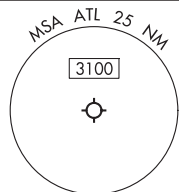
Requires specific OPSPEC, MSPEC, or LOA approval.  
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required.  
See additional requirements on AAUP.

ALSF-2

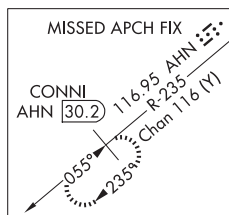
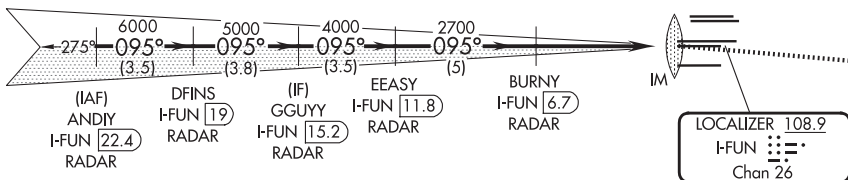
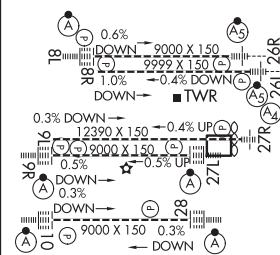
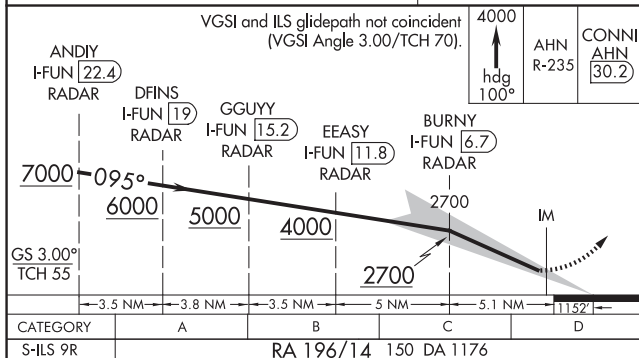


MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

|  |  |   |  |  |  |  |  |             |
|--|--|---|--|--|--|--|--|-------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 132.55</b> |  |  |  | GND CON<br>(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28<br><b>121.9 121.75 121.65 254.4</b> |  | ALL<br>RWYS |
|--|--|---|--|--|--|--|--|-------------|

CLNC  
DEL  
**118.1**

CPDLC

ELEV 1026 **D** TDZE 1026

### SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA  
Amdt 3 22APR21

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

## ILS PRM RWY 9R (SA CAT I)(CLOSE PARALLEL)

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| LOC/DME I-OMO<br><b>111.55</b><br>Chan <b>52 (Y)</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1000</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

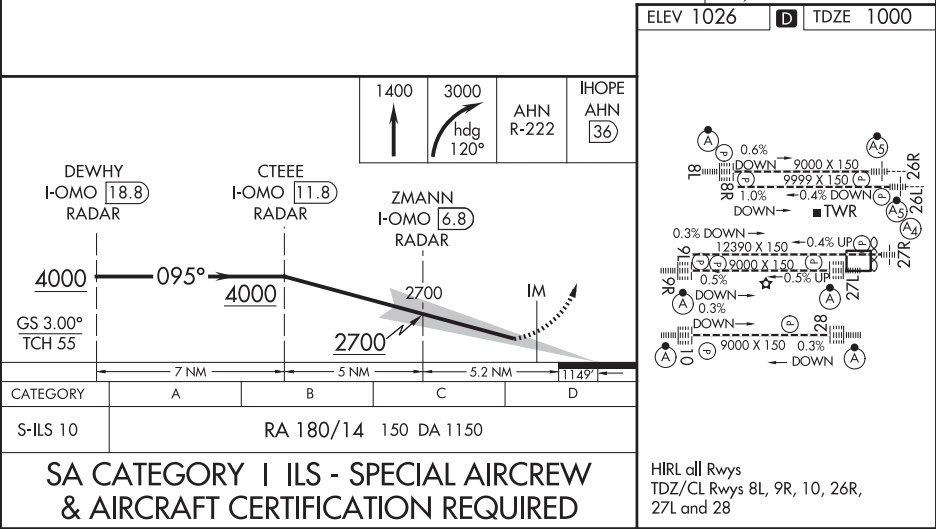
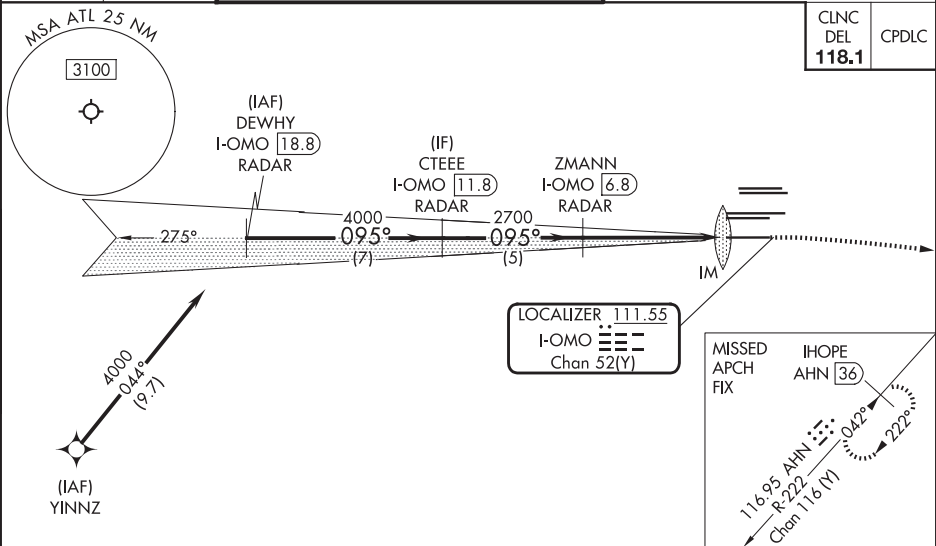
DME or RADAR required.  
RNP APCH - GPS from YINNZ.

ALSIF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP. Requires special OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

|  |  |  |   |
|--|--|--|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 133.425</b> | ALL<br>RWYS<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|--|---|



ATLANTA, GEORGIA

AL-26 (FAA)



# ILS PRM RWY 27L (SA CAT I)

## (CLOSE PARALLEL)

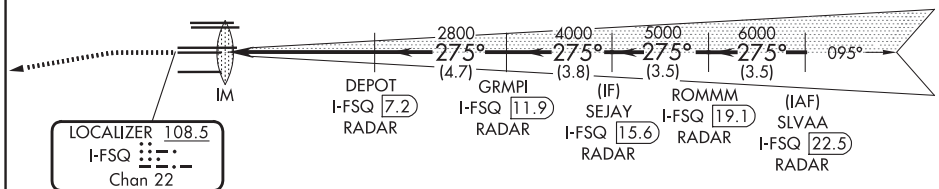
25219

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-FSQ<br><b>108.5</b><br>Chan <b>22</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br><b>8865</b><br>TDZE<br><b>999</b><br>Apt Elev<br><b>1026</b> |
|---|------------------------|---|

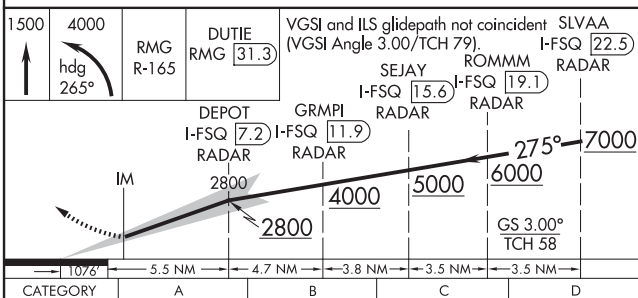
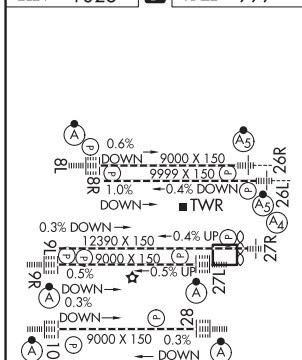
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |  |  |  |
|---|--|--|--|
| RADAR required for procedure entry. DME or RADAR required.  |  | ALS-F-2<br> | MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/ RMG 31.3 DME/RADAR and hold. |
|  Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval. |  |  |  |

|  |  |   |  |  |   |
|--|--|---|--|--|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER ALL<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 132.55</b> |  |  | GND CON ALL<br>(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|---|--|--|---|



|                  |          |                 |
|------------------|----------|-----------------|
| ELEV <b>1026</b> | <b>D</b> | TDZE <b>999</b> |
|------------------|----------|-----------------|



|           |                       |   |   |   |
|-----------|-----------------------|---|---|---|
| CATEGORY  | A                     | B | C | D |
| S-ILS 27L | RA 214/14 150 DA 1149 |   |   |   |

### SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rws  
TDZ/CL Rws 8L, 9R,  
10, 26R, 27L and 28

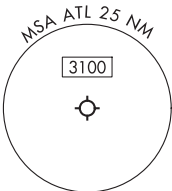
ATLANTA, GEORGIA  
Amdt 4 22APR21

33°38'N-84°26'W HARTSFIELD/JACKSON ATLANTA INTL (ATL)  
ILS PRM RWY 27L (SA CAT I) (CLOSE PARALLEL)

SE-4, 07 AUG 2025 to 02 OCT 2025

25219

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|

[illegible]

HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R,  
10, 26R, 27L and 28

105

SE-4, 07 AUG 2025 to 02 OCT 2025

ATLANTA, GEORGIA

AL-26 (FAA)

25219  
ILS PRM RWY 27L (CAT II)

(CLOSE PARALLEL)

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|   |                        |                             |  |
|---|------------------------|-----------------------------|--|
| LOC/DME I-FSQ<br><b>108.5</b><br>Chan <b>22</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>8865</b><br><b>999</b><br><b>1026</b> |
|---|------------------------|-----------------------------|--|

RADAR required for procedure entry. DME or RADAR required.

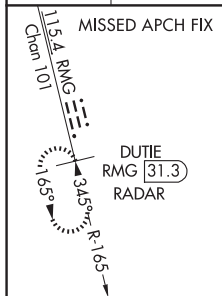
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALSIF-2

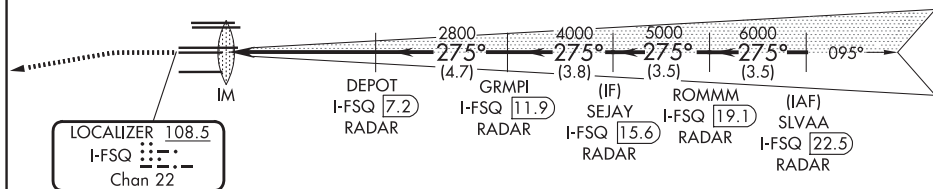
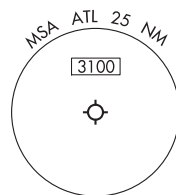


MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on heading 265° and RMG VORTAC R-165 to DUTIE/RMG 31.3 DME/RADAR and hold.

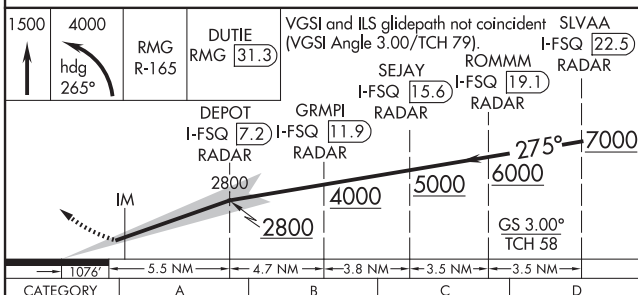
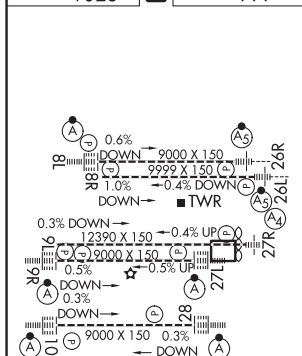
|  |  |   |  |  |  |  |
|--|--|---|--|--|--|--|
| D-ATIS<br>ARR <b>119.65</b><br><b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 132.55</b> |  |  |  | ALL<br>RWYS<br>(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|---|--|--|--|--|



|                             |       |
|-----------------------------|-------|
| CINC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|                  |          |                 |
|------------------|----------|-----------------|
| ELEV <b>1026</b> | <b>D</b> | TDZE <b>999</b> |
|------------------|----------|-----------------|



|           |                       |   |   |   |
|-----------|-----------------------|---|---|---|
| CATEGORY  | A                     | B | C | D |
| S-ILS 27L | RA 127/12 100 DA 1099 |   |   |   |

**CATEGORY II ILS- SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

ATLANTA, GEORGIA  
Amdt 4 22APR21

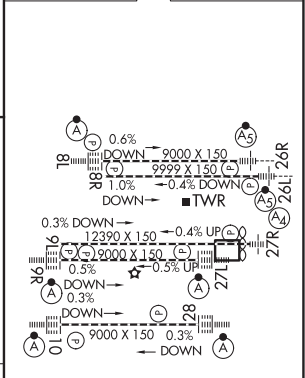
33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ILS PRM RWY 27L (CAT II) (CLOSE PARALLEL)

SE-4, 07 AUG 2025 to 02 OCT 2025

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



107

SE-4. 07 AUG 2025 to 02 OCT 2025

ATLANTA, GEORGIA

AL-26 (FAA)

ILS PRM RWY 9R (CAT II & III)  
(CLOSE PARALLEL)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

25219

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-FUN<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1026</b><br>Apt Elev <b>1026</b> |
|---|------------------------|---|

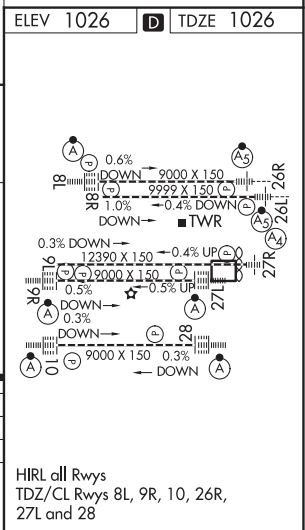
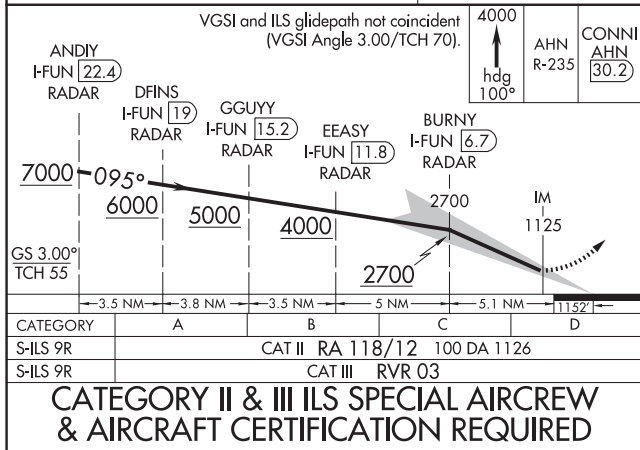
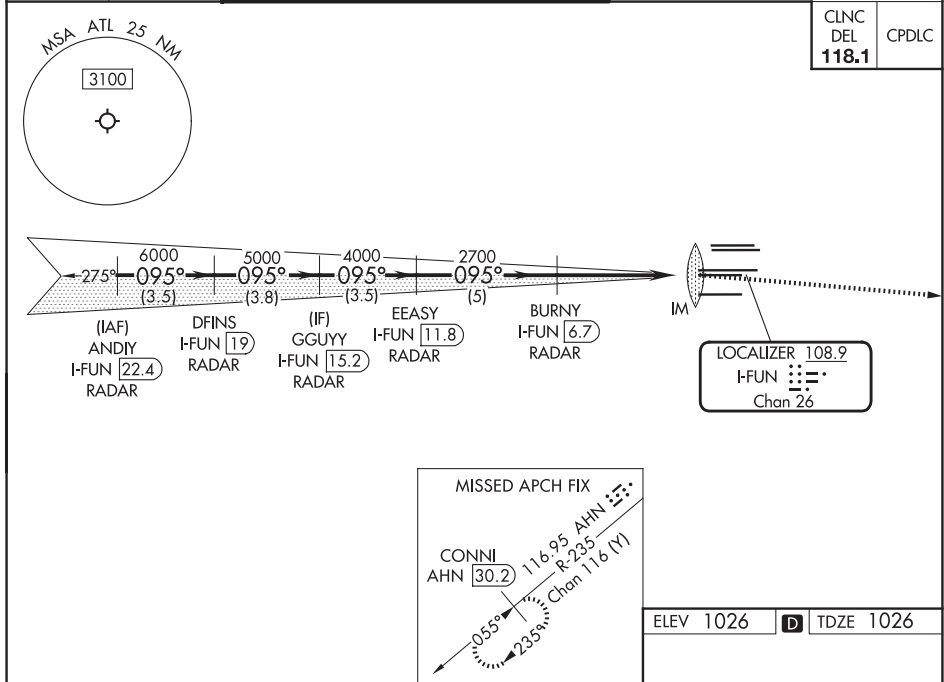
RADAR required for procedure entry, DME.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.



MISSED APPROACH: Climb to 4000 on heading 100° and AHN VOR/DME R-235 to CONNI/AHN 30.2 DME and hold.

|  |  |   |   |   |
|--|--|---|---|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 132.55</b> | ALL<br>RWYS<br><b>121.9 121.75 121.65 254.4</b> | GND CON<br>(8L-26R,8R-26L) (9L-27R,9R-27L) 10-28 RWYS<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|---|---|---|





|  |                        |  |
|--|------------------------|--|
| LOC/DME I-OMO<br><b>111.55</b><br>Chan <b>52 (Y)</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>9000</b><br><b>1000</b><br><b>1026</b> |
|--|------------------------|--|

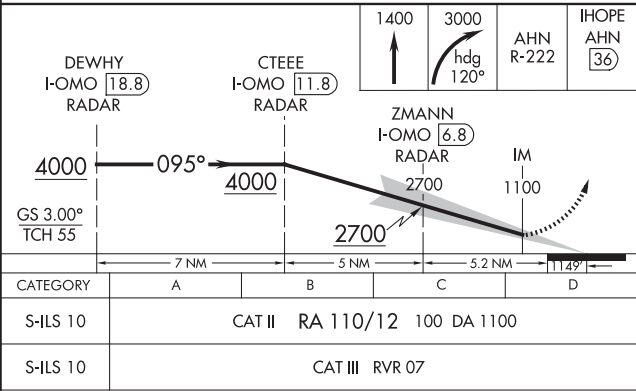
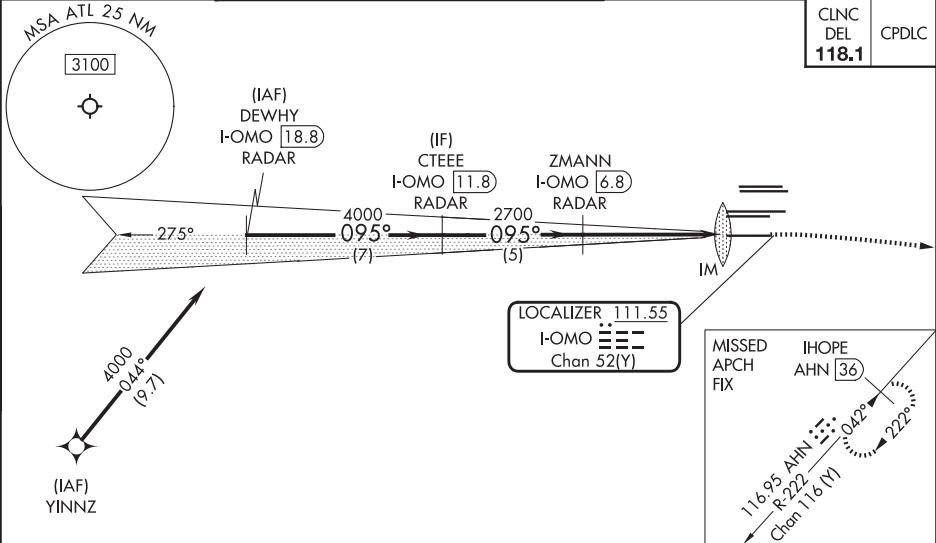
DME or RADAR required.  
RNP APCH - GPS from YINNZN.

Simultaneous approach authorized. Procedure NA when glide slope not available (ILS procedures only). Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 120° and AHN R-222 to IHOPE/AHN 36 DME and hold.

|  |  |  |   |
|--|--|--|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 133.425</b> | ALL<br>RWYS<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|--|---|



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
TDZ/CL Rwys 8L, 9R, 10, 26R, 27L and 28

ATLANTA, GEORGIA

AL-26 (FAA)

25219

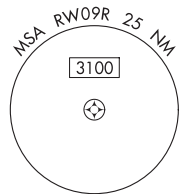
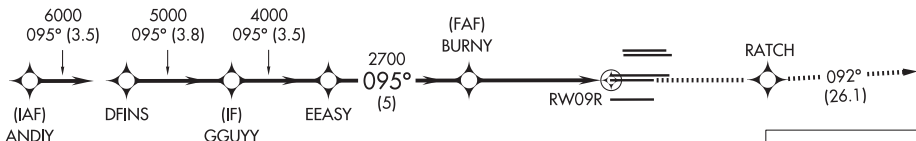
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>97400</b><br><b>W09B</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>9000</b><br><b>1026</b><br><b>1026</b> |
|--|------------------------|--|

# **RNAV (GPS) PRM RWY 9R** **(SIMULTANEOUS CLOSE PARALLEL)** **HARTSFIELD/JACKSON ATLANTA INTL (ATL)**

|   |  |  |  |
|---|--|--|--|
| <b>T</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 10, or Rwy 8L and 10, or Rwy 8R and 10. Dual VHF comm required. See additional requirements on AAUP. Use of FD or AP providing RNAV track guidance required during simultaneous operations. |  | <b>ALSIF-2</b><br>   | <b>MISSED APPROACH:</b><br>Climb to 4000 direct RATCH and on track 092° to CONNI and hold. |
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b>  | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | <b>ATLANTA TOWER</b><br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 132.55</b> | <b>ALL RWYS</b><br>(8L-26R, 8R-26L) <b>121.9</b> <b>121.75</b> <b>121.65</b> <b>254.4</b>  |

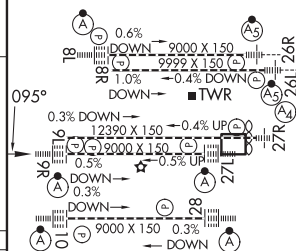
## RADAR REQUIRED

|                             |       |
|-----------------------------|-------|
| CINC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|           |                    |
|-----------|--------------------|
| ELEV 1026 | <b>D</b> TDZE 1026 |
|-----------|--------------------|

|   |  |   |  |         |           |             |            |   |         |  |            |  |
|---|--|---|--|---------|-----------|-------------|------------|---|---------|--|------------|--|
| VGSi and RNAV glidepath not coincident<br>(VGSi Angle 3.00/TCH 70). |  |   |  |         | 4000<br>↑ |             | RATCH<br>✦ |   | tr 092° |  | CONNI<br>△ |  |
|   |  |   |  |         |           |             |            |   |         |  |            |  |
| GP 3.00°<br>TCH 56  |  |   |  |         |           |             |            |   |         |  |            |  |
| CATEGORY  |  | A |  | B       |           | C           |            | D |         |  |            |  |
| LPV DA  |  |   |  | 1226/18 |           | 200 (200-½) |            |   |         |  |            |  |
| LNAV/<br>VNAV DA  |  |   |  | 1403/40 |           | 377 (400-¾) |            |   |         |  |            |  |



HIRL all Rwy's  
 TDZ/CL Rwy's 8L, 9R, 10, 26R,  
 27L and 28

ATLANTA, GEORGIA  
Orig-A 12OCT17

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

## RNAV (GPS) PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA, GEORGIA

AL-26 (FAA)

25219

RNAV (GPS) PRM RWY 27L  
(SIMULTANEOUS CLOSE PARALLEL)  
HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>65700</b><br><b>W27A</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>999</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

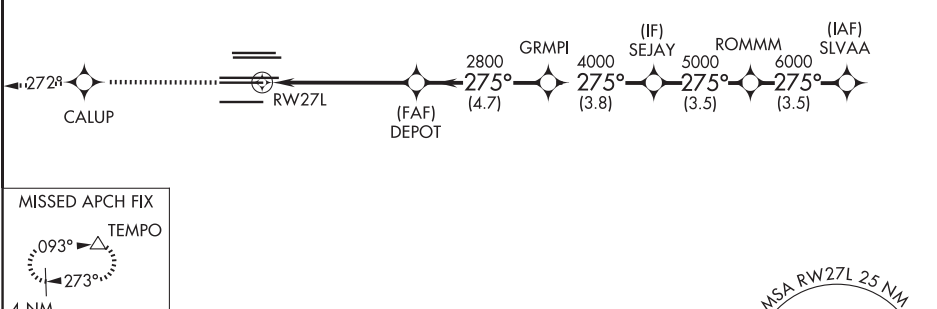
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 28, or Rwys 26R and 28, or Rwys 26L and 28. Dual VHF Comm required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. See additional requirements on AAUP.

ALSF-2

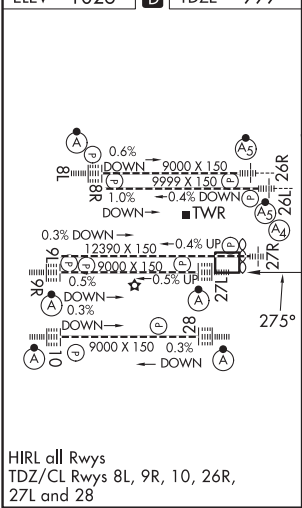
MISSED APPROACH: Climb to 4000 direct CALUP and on track 272° to TEMPO and hold.

|  |  |   |   |
|--|--|---|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br>PRM <b>132.55</b> | ALL<br>RWYS<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|---|---|

|                             |       |
|-----------------------------|-------|
| CINC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|                  |          |                 |
|------------------|----------|-----------------|
| ELEV <b>1026</b> | <b>D</b> | TDZE <b>999</b> |
|------------------|----------|-----------------|



ATLANTA, GEORGIA  
Orig-A 12OCT17

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) PRM RWY 27L (SIMULTANEOUS CLOSE PARALLEL)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ATLANTA, GEORGIA

AL-26 (FAA)

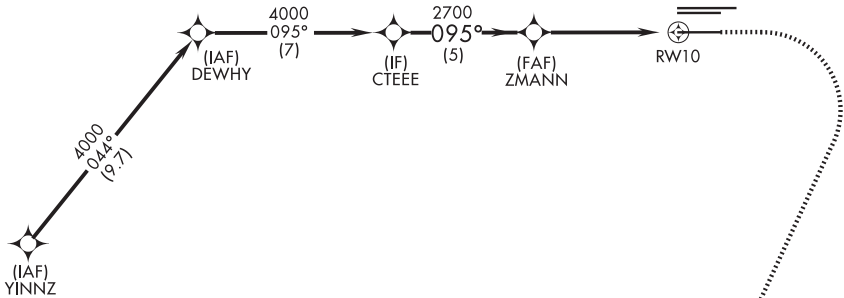
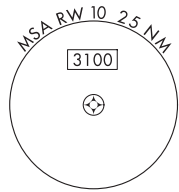
# RNAV (GPS) PRM Y RWY 10 (SIMULTANEOUS CLOSE PARALLEL) HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40399</b><br><b>W10A</b> | APP CRS<br><b>095°</b> | Rwy Ldg<br>TDZE <b>1000</b><br>Apt Elev <b>1026</b> |
|--|------------------------|---|

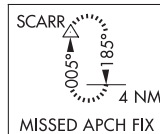
|   |               |   |
|---|---------------|---|
| <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ mile. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 8L or 8R or 9L or 9R, or Rwy 8L and 9L, or Rwy 8L and 9R, or Rwy 8R and 9L, or Rwy 8R and 9R. See additional requirements on AAUP. Dual VHF comm required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p> | <p>ALSF-2</p> | <p>MISSED APPROACH:<br/>Climb to 1500 then climbing right turn to 3000 direct SCARR and hold.</p> |
|---|---------------|---|

|  |  |  |   |   |
|--|--|--|---|---|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 133.425</b> | ALL<br>RWYS<br><b>121.9 121.75 121.65 254.4</b> | GND CON<br>(8L-26R, 8R-26L) (9L-27R, 9R-27L) 10-28 RWYS<br><b>121.9 121.75 121.65 254.4</b> |
|--|--|--|---|---|

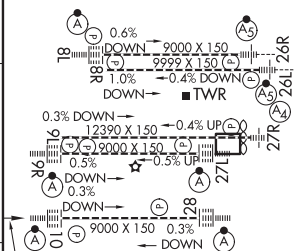
|              |       |
|--------------|-------|
| CLNC<br>DEL  | CPDLC |
| <b>118.1</b> |       |



RADAR REQUIRED

ELEV 1026 **D** TDZE 1000

|              |                    |         |             |      |
|--------------|--------------------|---------|-------------|------|
|              | DEWHY              | CTEEE   | ZMANN       | RW10 |
|              | 4000               | 4000    | 2700        |      |
|              | GP 3.00°<br>TCH 55 |         |             |      |
|              | 7 NM               | 5 NM    | 5.2 NM      |      |
| CATEGORY     | A                  | B       | C           | D    |
| LPV DA       |                    | 1200/18 | 200 (200-½) |      |
| LNAV/VNAV DA |                    | 1455/55 | 455 (500-1) |      |



095°

HIRL all Rwy's  
TDZ/CL Rwy's 8L, 9R, 10, 26R,  
27L and 28

ATLANTA, GEORGIA  
Orig-A 12OCT17

33°38'N-84°26'W

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

RNAV (GPS) PRM Y RWY 10 (SIMULTANEOUS CLOSE PARALLEL)

ATLANTA, GEORGIA

AL-26 (FAA)

25219

# RNAV (GPS) PRM Y RWY 28 (SIMULTANEOUS CLOSE PARALLEL) HARTSFIELD/JACKSON ATLANTA INTL (ATL)

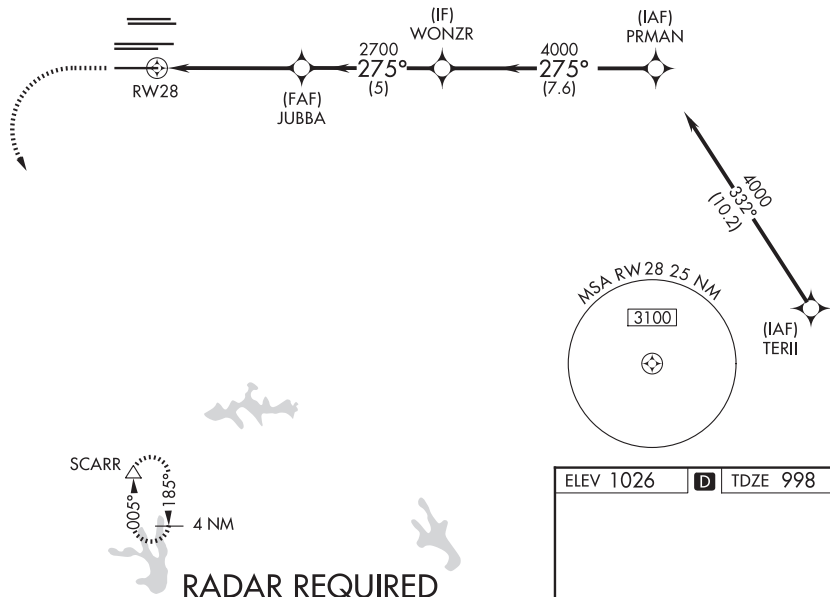
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>61299</b><br><b>W28A</b> | APP CRS<br><b>275°</b> | Rwy Ldg<br>TDZE <b>998</b><br>Apt Elev <b>1026</b> |
|--|------------------------|--|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous close parallel approach authorized with ILS PRM and RNAV PRM Rwy 26R or 26L or 27R or 27L, or Rwy 26R and 27R, or Rwy 26R and 27L, or Rwy 26L and 27R, or Rwy 26L and 27L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.

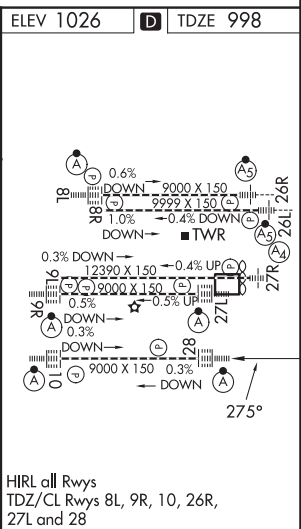
|            |   |
|------------|---|
| ALSF-2<br> | MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct SCARR and hold. |
|------------|---|

|  |  |  |   |                                   |                             |
|--|--|--|---|-----------------------------------|-----------------------------|
| D-ATIS<br>ARR <b>119.65</b><br>DEP <b>125.55</b> | ATLANTA<br>APP CON<br><b>127.9 379.9</b> | ATLANTA TOWER<br>8L-26R 8R-26L 9L-27R 9R-27L 10-28 RWYS<br><b>119.1 125.325 123.85 119.3 119.5 254.4</b><br><b>PRM 133.425</b> | ALL<br>RWYS<br><b>121.9 121.75 121.65 254.4</b> | GND CON<br>10-28<br><b>121.65</b> | ALL<br>RWYS<br><b>254.4</b> |
|--|--|--|---|-----------------------------------|-----------------------------|

|                             |       |
|-----------------------------|-------|
| CLNC<br>DEL<br><b>118.1</b> | CPDLC |
|-----------------------------|-------|



|           |         |         |
|-----------|---------|---------|
| 1500      | 3000    | SCARR   |
|           |         |         |
| WONZR     |         |         |
| PRMAN     |         |         |
| JUBBA     | 2700    | 4000    |
| RWY 28    | 2700    | 4000    |
| 5.2 NM    | 5 NM    | 7.6 NM  |
| CATEGORY  | A       | B       |
| LPV       | DA      | 1198/18 |
| LNAV/VNAV | DA      | 1250/24 |
| GP 3.00°  | TCH 57' |         |

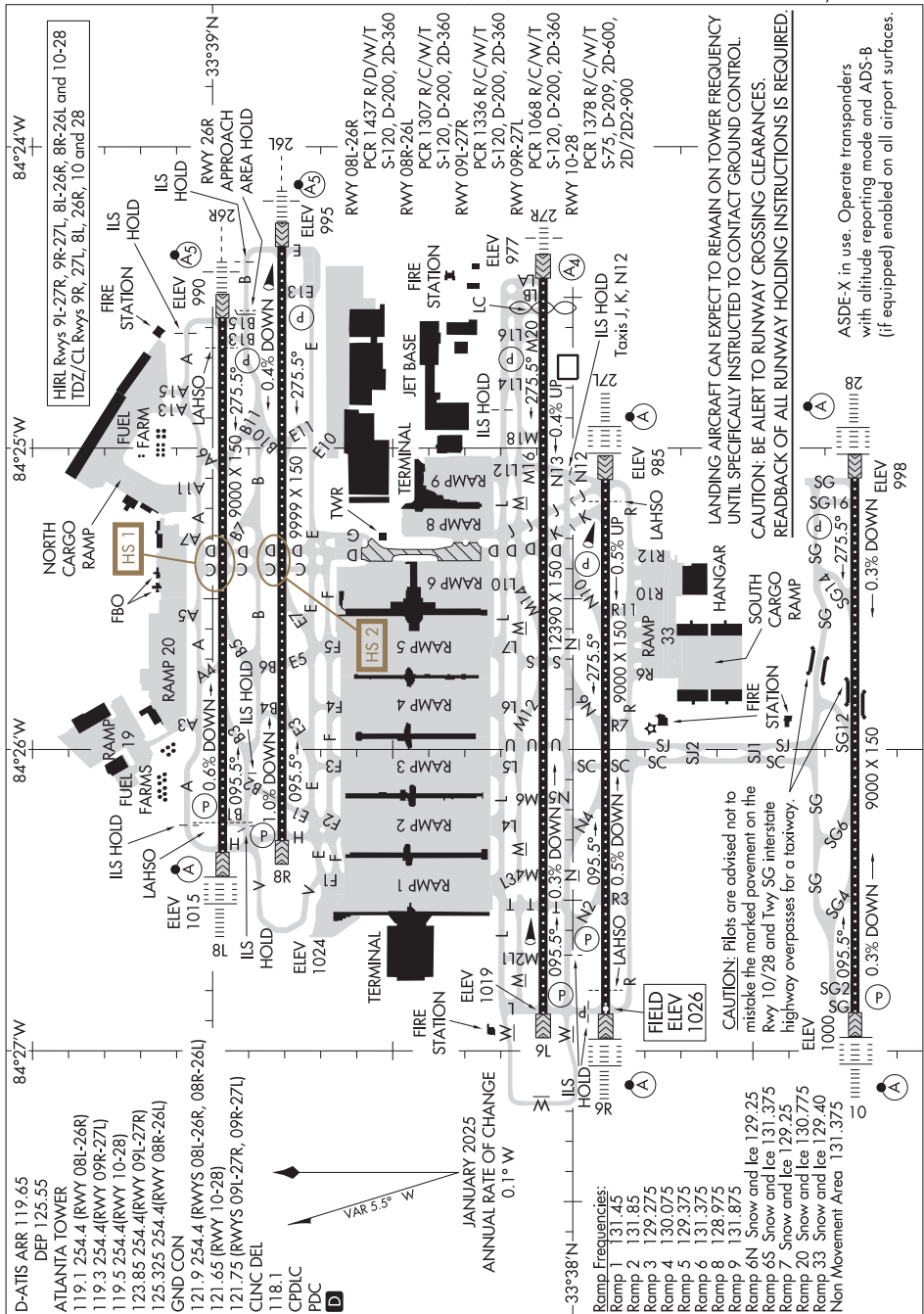


## AIRPORT DIAGRAM

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

AL-26 (FAA)

ATLANTA, GEORGIA



## AIRPORT DIAGRAM

25219

ATLANTA, GEORGIA  
HARTSFIELD JACKSON ATLANTA INT'L. AIRPORT

SE-4, 07 AUG 2025 to 02 OCT 2025

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequence of waypoints loaded in the FMS match the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID, contact ATC prior to takeoff and request an amended clearance.
3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via an assigned heading. If assigned a heading instead of an RNAV path, ATC must also issue an altitude to maintain. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance will state, for example, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, RNAV to MPASS, Runway 26L, Cleared for Takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.
5. **SPECIFIC INFORMATION:** Atlanta will utilize RNAV departures in both dual and triple runway operations between 0700 - 2300 local. All properly equipped aircraft should expect to fly an ATLANTA RNAV DEPARTURE. Headings may be issued in lieu of an RNAV off the ground take off clearance. If so, an altitude to maintain must also be issued. Pilots may anticipate a runway assignment based upon the information provided below, however actual runway assignments will be issued on initial contact with Ground Control.

(CONTINUED ON FOLLOWING PAGE)

ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

Atlanta RNAV SIDs Directions:

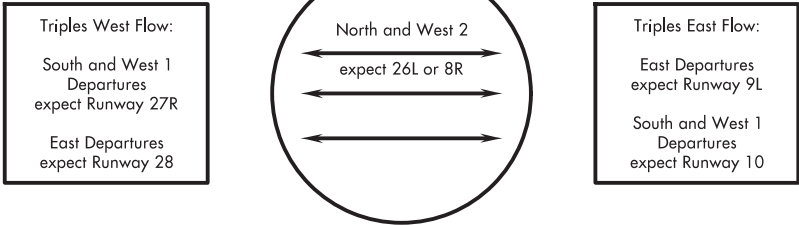
| North | West           | South | East  |
|-------|----------------|-------|-------|
| PADGT | CUTTN (WEST 2) | BANNG | GAIRY |
| PENCL | KAJIN (WEST 1) | HAALO | JACCC |
| SMKEY | NASSA (WEST 2) | SMLTZ | PHIIL |
| VARNM | POUNC (WEST 1) | VRSTY | PLMMR |

Expected Runway Assignment for Dual or Triple Departure Operations

Dual Departures



Triple Departures



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)  
D-ATIS 125.55  
CLNC DEL 118.1  
CPDLC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 (Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)

RADAR required.

TOP ALTITUDE:  
JETS: 10000  
PROPS: 4000

NOONE

NOTWO

EAONE

EATWO

1500

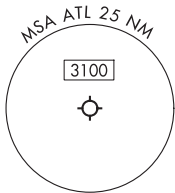
1400

WETWO

1527

1527

WEONE



SOTWO

SOONE

TAKEOFF MINIMUMS

Rwys 8L, 9R, 10, 26L/R, 27L/R, 28: Standard.  
Rwy 8R: 300-1 or standard with minimum climb of 250'/NM to 1200, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.  
Rwy 9L: 300-1 or standard with minimum climb of 270'/NM to 1200.

- NOTE: Monitor tower frequency when advised by ground control.
- NOTE: Use departure frequency depicted unless otherwise assigned.
- NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track.
- TURBOJETS ONLY: Anticipate the following NADT no wind heading: Rwy 8R heading 070°, Rwy 9L heading 110°, Rwy 26L heading 290°, Rwy 27R heading 250°, Rwy 10 heading 110°, Rwy 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.
- NOTE: TURBOJETS: Accelerate to 250K immediately until reaching 10000 MSL, if unable, advise ATC.
- TURBOPROPS: Operate in a manner that will result in the best forward speed and climb rate.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ATLANTA TWO DEPARTURE

AL-26 (FAA)

ATLANTA, GEORGIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L, 9R, 10: Climb on heading 095°, thence . . . .  
TAKEOFF RUNWAY 8R: Climb on heading 095° to 1500, thence . . . .  
TAKEOFF RUNWAY 9L: Climb on heading 095° to 1400, thence . . . .  
TAKEOFF RUNWAYS 26L/R, 28: Climb on heading 275°, thence . . . .  
TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, thence . . . .

. . . . turbojets maintain 10000 (or requested altitude if lower), props maintain 4000.  
Expect further clearance to filed altitude 10 minutes after departure. Maintain heading  
as assigned until vectored to appropriate VOR, airway, or jet route. Transponder code  
will be issued via PDC or Atlanta clearance delivery.

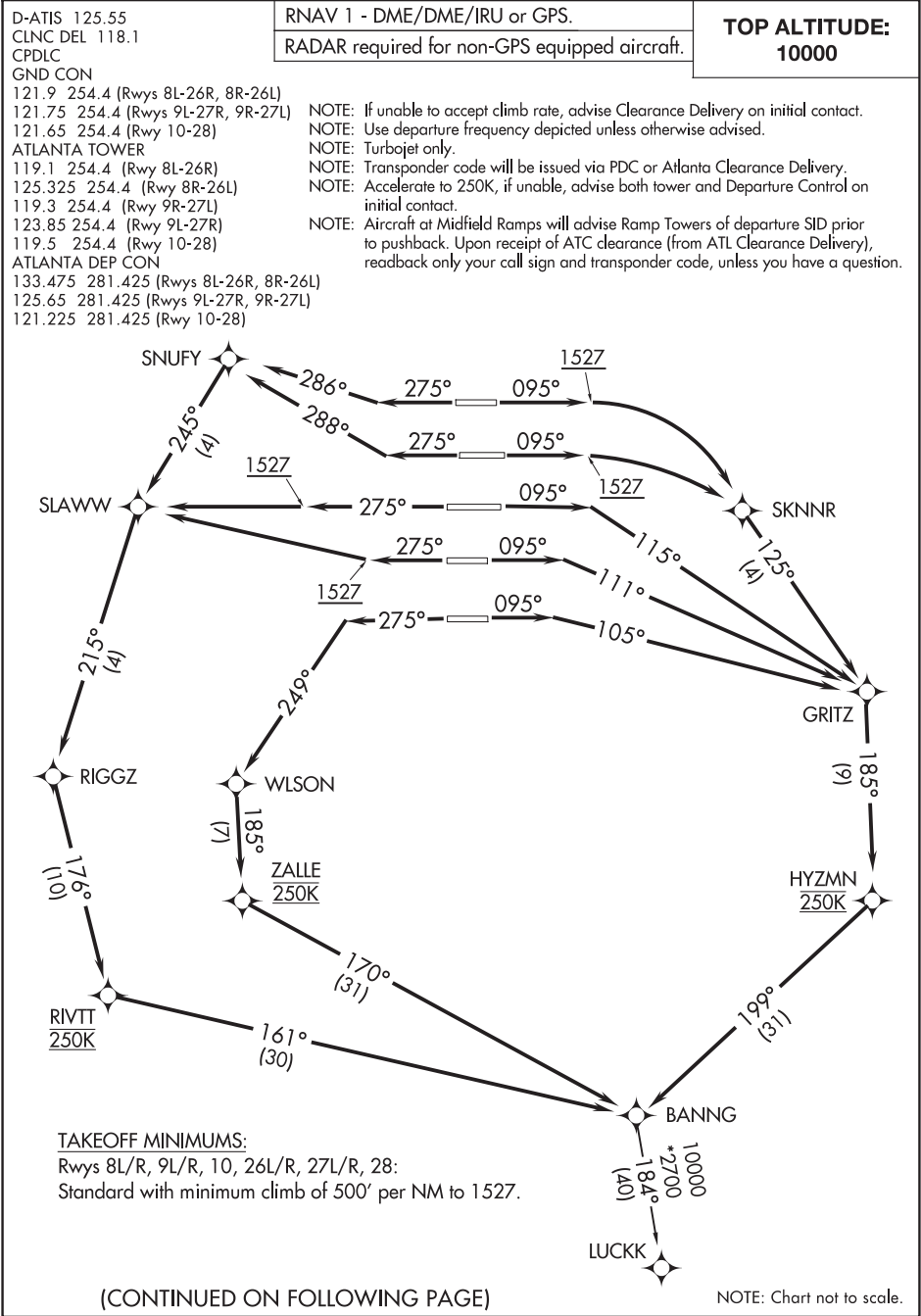
**SPECIAL INSTRUCTIONS:** Aircraft at midfield ramps will advise ramp towers of  
vector areas prior to pushback. The vector areas are associated with the depicted  
waypoints as follows:

| WAYPOINT | VECTOR AREA |
|----------|-------------|
| EAONE    | EAST-ONE    |
| EATWO    | EAST-TWO    |
| NOONE    | NORTH-ONE   |
| NOTWO    | NORTH-TWO   |
| SOONE    | SOUTH-ONE   |
| SOTWO    | SOUTH-TWO   |
| WEONE    | WEST-ONE    |
| WETWO    | WEST-TWO    |

**NOTE:** Upon receipt of ATC clearance (from ATL clearance delivery), read back  
only your call sign and transponder code, unless you have a question.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



(BANNG3.BANNG) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

BANNG THREE DEPARTURE(RNAV) AL-26 (FAA)

ATLANTA, GEORGIA

DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to BANNG, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to BANNG, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to BANNG, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to BANNG, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to BANNG, maintain 250K to ZALLE, thence. . . .

. . . .(transition) maintain 10000. Expect clearance to filed altitude ten minutes after departure.

LUCKK TRANSITION (BANNG3.LUCKK)

SE-4, 07 AUG 2025 to 02 OCT 2025

BANNG THREE DEPARTURE(RNAV)

ATLANTA, GEORGIA

(BANNG3.BANNG) 19MAY22

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:  
10000

- NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.  
NOTE: Use departure frequency depicted unless otherwise advised.  
NOTE: For Turbojet aircraft only.  
NOTE: DME/DME/IRU or GPS Required.  
NOTE: RNAV 1.  
NOTE: RADAR Required for non-GPS equipped aircraft.  
NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.  
NOTE: Accelerate to 250K, if unable, advise both tower and Departure Control on initial contact.  
NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback.  
NOTE: Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

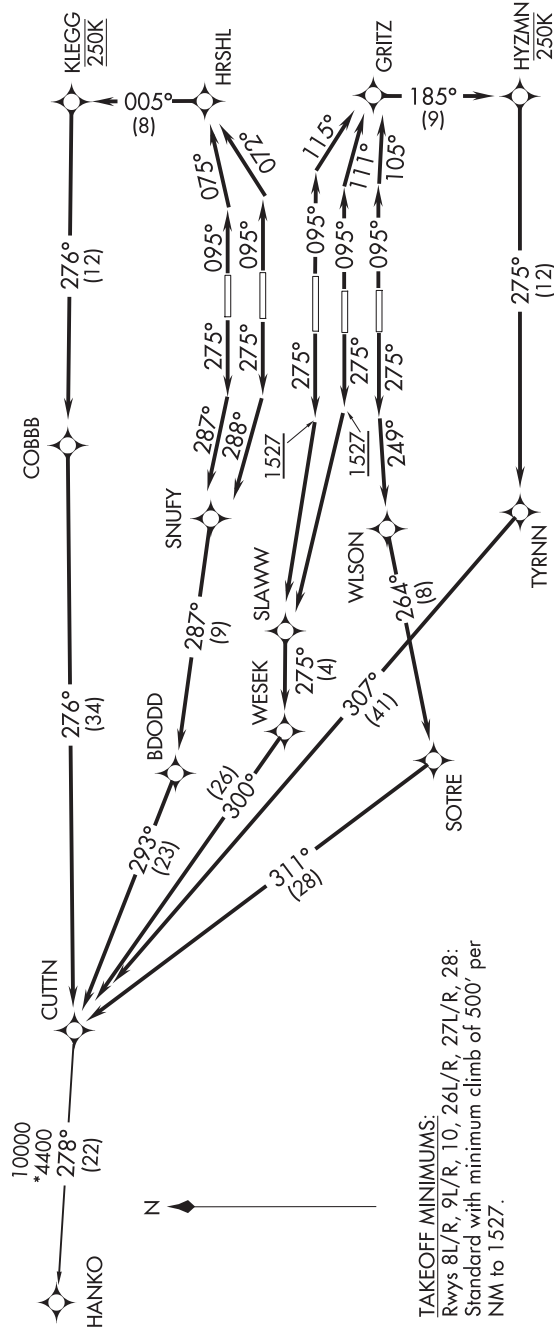
CUTTN2.CUTTN) 24305

CUTTN TWO DEPARTURE(RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

D-ATIS 125.55  
CLNC DEL 118.1  
CPDIC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 (Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)  
ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)



TAKEOFF MINIMUMS:  
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
Standard with minimum climb of 500' per  
NM to 1527.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CUTTN2.CUTTN) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

CUTTN TWO DEPARTURE (RNAV) AL-26 (FAA)

ATLANTA, GEORGIA



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to CUTTN, maintain 250K to KLEGG, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to CUTTN, maintain 250K to KLEGG, thence. . . .

TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence. . . .

TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence. . . .

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to CUTTN, maintain 250K to HYZMN, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to CUTTN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to CUTTN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to CUTTN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to CUTTN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

HANKO TRANSITION (CUTTN2.HANKO)

SE-4, 07 AUG 2025 to 02 OCT 2025

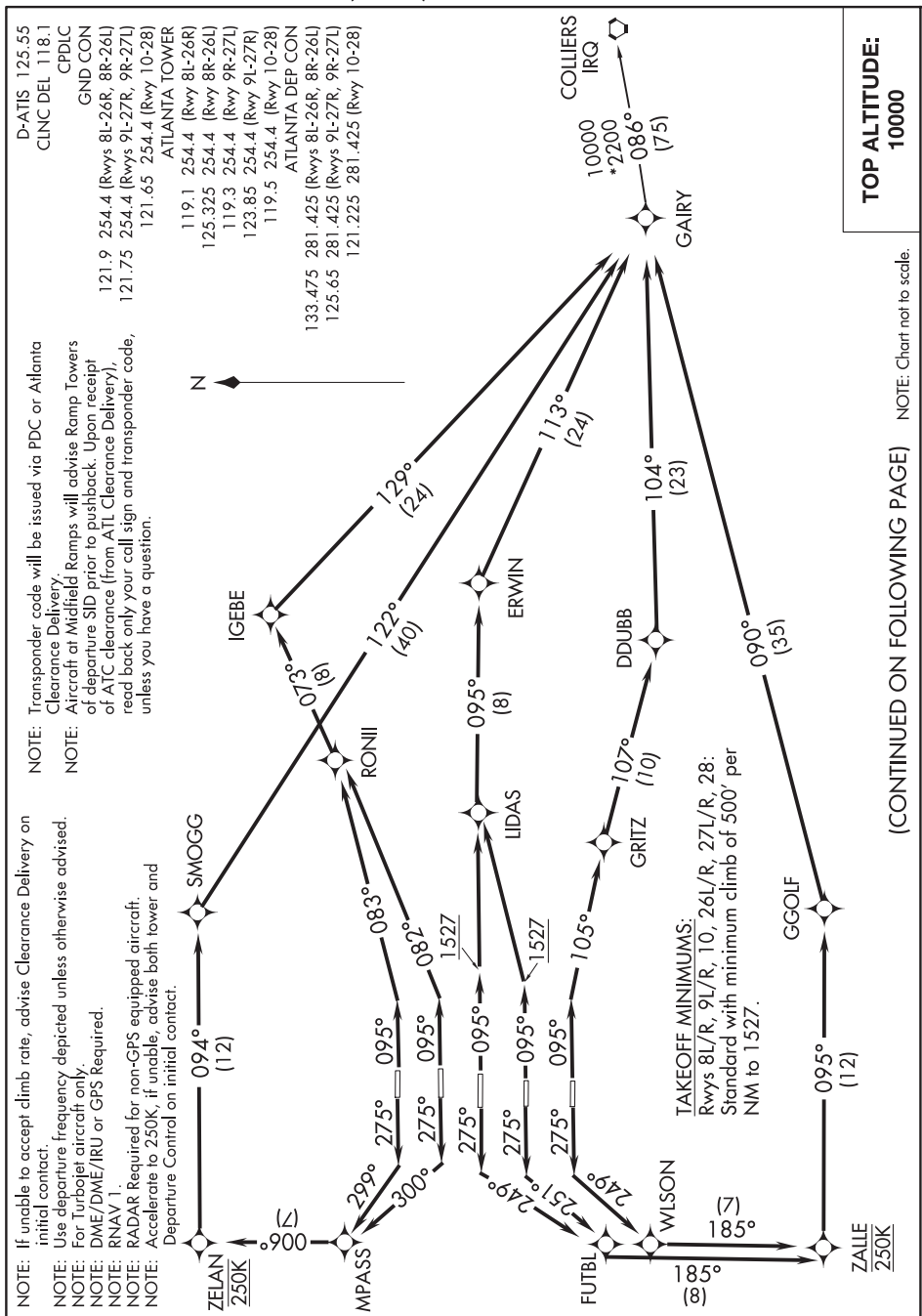
CUTTN TWO DEPARTURE (RNAV)

(CUTTN2.CUTTN) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025



(GAIRY2.GAIRY) 24305

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

## GAIRY TWO DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA



## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to GAIRY, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to GAIRY, thence. . . .

TAKEOFF RWYS 9L/R: Climb heading 095° to 1527, then direct LIDAS, then on depicted route to GAIRY, thence. . . .

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to GAIRY, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to GAIRY, maintain 250K until ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to GAIRY, maintain 250K until ZELAN, thence. . . .

TAKEOFF RWY 27L: Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to GAIRY, maintain 250K until ZALLE, thence. . . .

TAKEOFF RWY 27R: Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to GAIRY, maintain 250K until ZALLE, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to GAIRY, maintain 250K until ZALLE, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

COLLIERS TRANSITION (GAIRY2.IRQ)

SE-4, 07 AUG 2025 to 02 OCT 2025

GAIRY TWO DEPARTURE (RNAV)

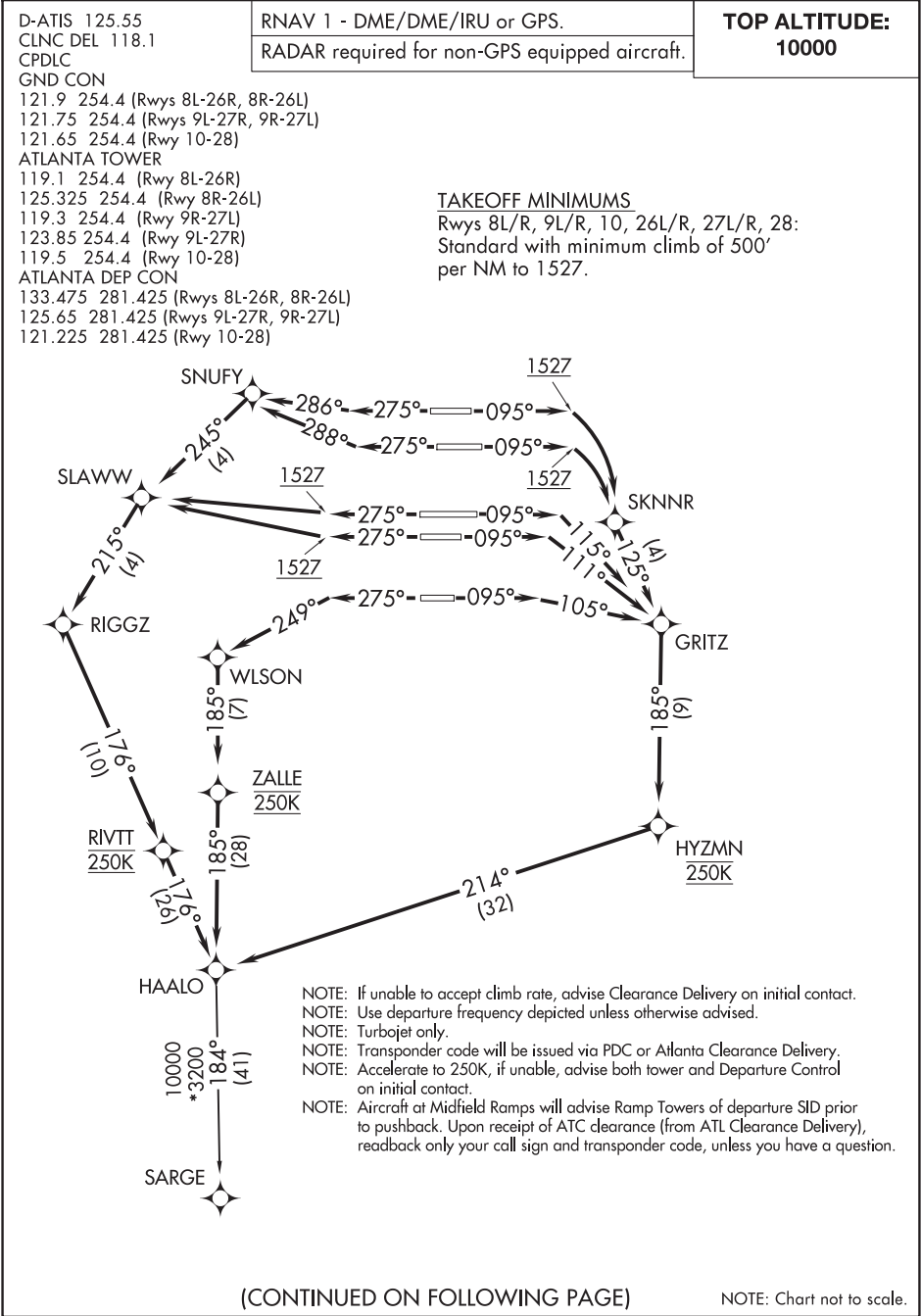
ATLANTA, GEORGIA

(GAIRY2.GAIRY) 10NOV16

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025







DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to HAALO, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to HAALO, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to HAALO, maintain 250K to ZALLE, thence . . . .

. . . . (transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

SARGE TRANSITION (HAALO3.SARGE)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

**TAKEOFF MINIMUMS:**  
Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
Standard with minimum climb of 500' per  
NM to 1527.

**TAK**  
**Rwy**  
**Stan**  
**NM**

(CONTINUED ON FOLIO)

SE-4. 07 AUG 2025 to 02 OCT 2025

(JACCC2.JACCC) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

JACCC TWO DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA



### DEPARTURE ROUTE DESCRIPTION SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to JACCC, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to JACCC, thence. . . .

TAKEOFF RWYS 9L/R: Climb heading 095° to 1527, then direct LIDAS, then on depicted route to JACCC, thence. . . .

TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to JACCC, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to JACCC, maintain 250K until ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to JACCC, maintain 250K until ZELAN, thence. . . .

TAKEOFF RWY 27L: Climb heading 275° to intercept course 251° to FUTBL, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .

TAKEOFF RWY 27R: Climb heading 275° to intercept course 249° to FUTBL, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to JACCC, maintain 250K until ZALLE, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

KELNN TRANSITION (JACCC2.KELNN)

SE-4, 07 AUG 2025 to 02 OCT 2025

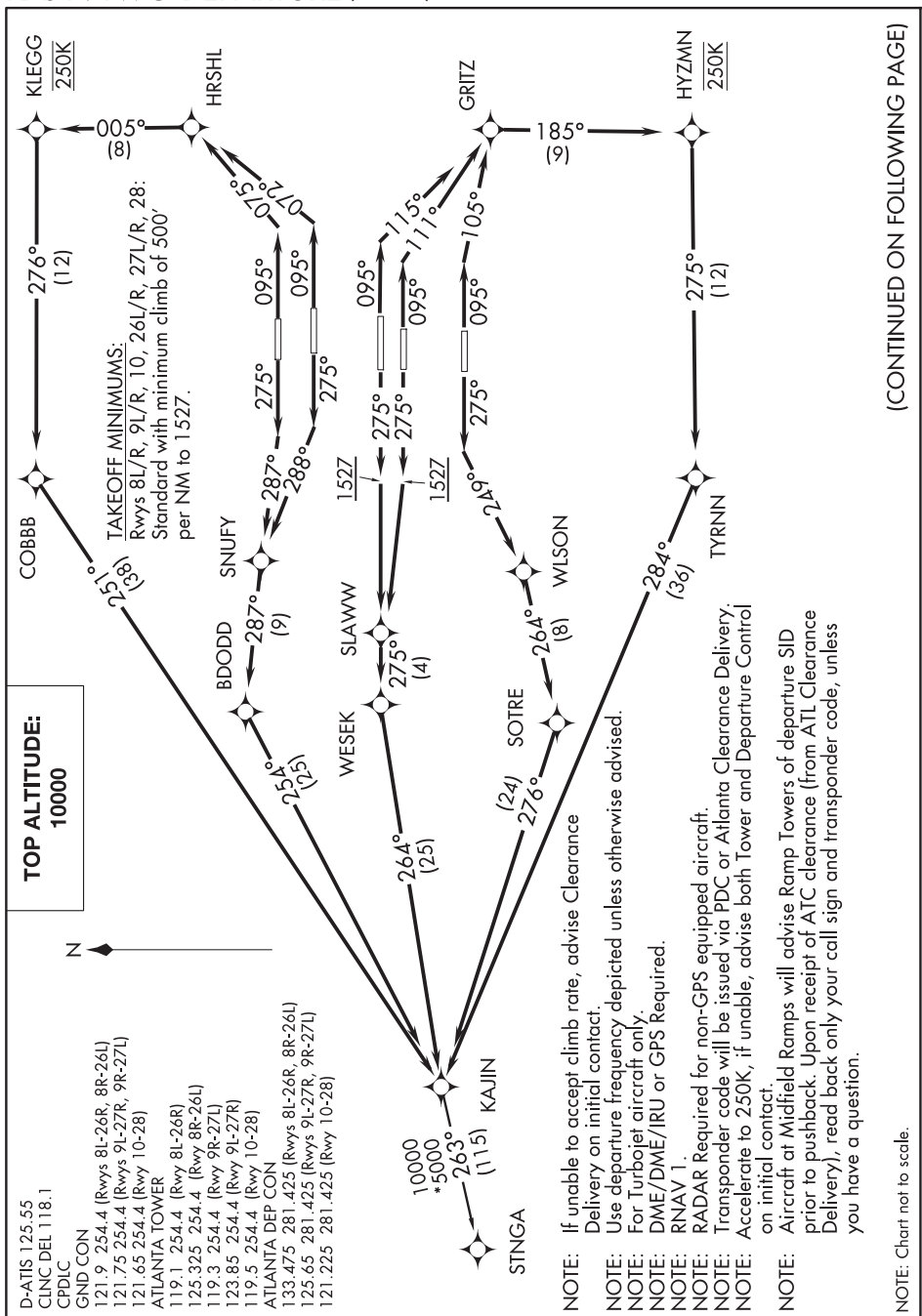
JACCC TWO DEPARTURE (RNAV)

ATLANTA, GEORGIA

(JACCC2.JACCC) 10NOV16

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

## KAJIN TWO DEPARTURE (RNAV)

(KAJIN2.KAJIN) 10NOV16

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

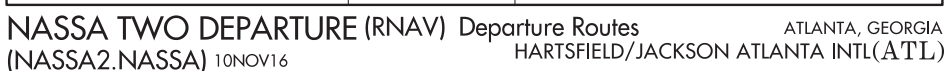
- TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to KAJIN, maintain 250K to KLEGG, thence. . .
- TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to KAJIN, maintain 250K to KLEGG, thence. . .
- TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
- TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
- TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to KAJIN, maintain 250K to HYZMN, thence. . .
- TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to KAJIN, thence. . .
- TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to KAJIN, thence. . .
- TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to KAJIN, thence. . .
- TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to KAJIN, thence. . .

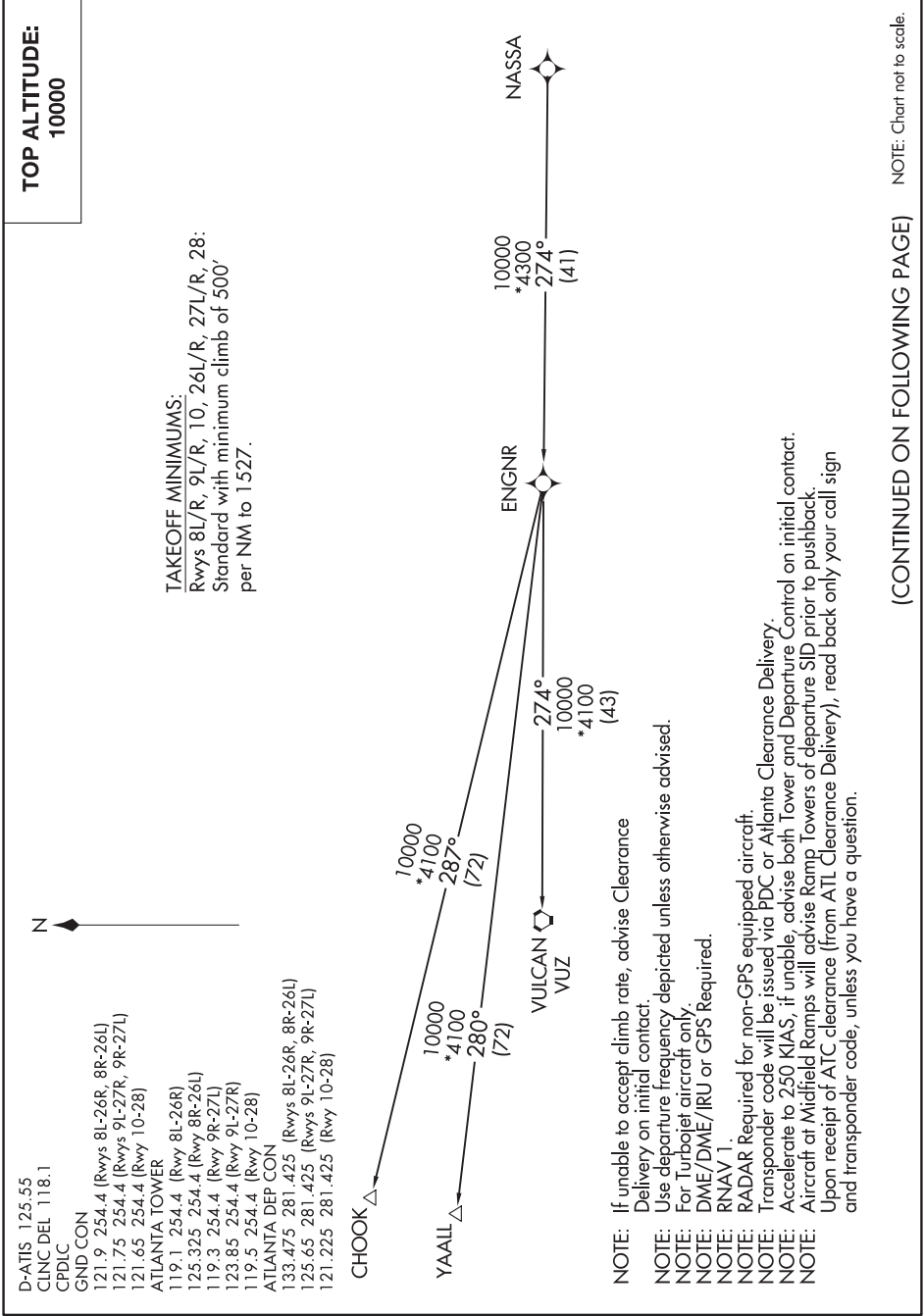
. . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

STNGA TRANSITION (KAJIN2.STNGA)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025







|              |   |
|--------------|---|
| <div>T</div> | <div>DEPARTURE ROUTE DESCRIPTION</div> <div>SEE ADDITIONAL REQUIREMENTS ON AAUP</div> <div>TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to NASSA, maintain 250 KIAS until KLEGG, thence. . . .</div> <div>TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to NASSA, maintain 250 KIAS until KLEGG, thence. . . .</div> <div>TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .</div> <div>TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .</div> <div>TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to NASSA, maintain 250 KIAS until HYZMN, thence. . . .</div> <div>TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to NASSA, thence. . . .</div> <div>TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to NASSA, thence. . . .</div> <div>TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to NASSA, thence. . . .</div> <div>TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to NASSA, thence. . . .</div> <div>. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.</div> <div>CHOOK TRANSITION (NASSA2.CHOOK)</div> <div>VULCAN TRANSITION (NASSA2.VUZ)</div> <div>YAALL TRANSITION (NASSA2.YAALL)</div> |
|--------------|---|

(PADGT2.PADGT) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## PADGT TWO DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

**TOP ALTITUDE:  
10000**

NOTE: If unable to accept climb rate, advise

Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS equipped aircraft.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.

D-ATIS 125.55

CLNC DEL 118.1

CPDLC

GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

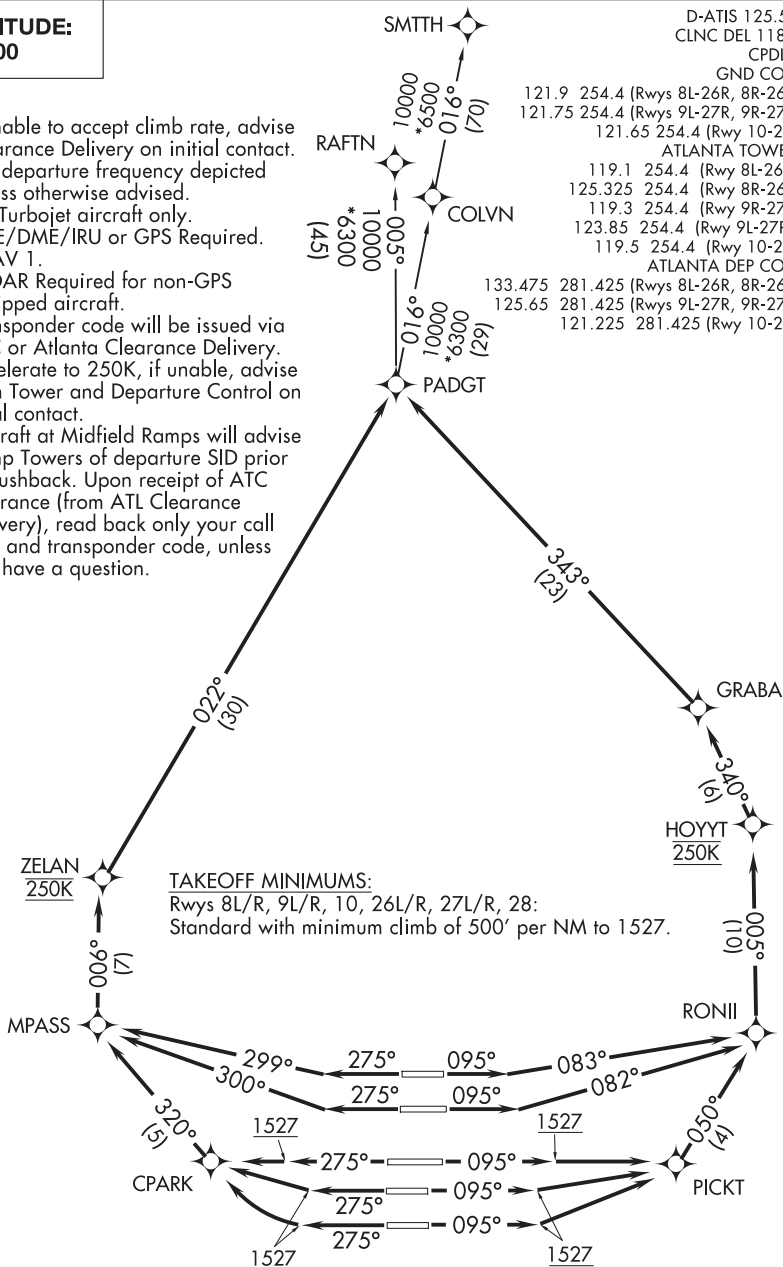
119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## PADGT TWO DEPARTURE (RNAV)

ATLANTA, GEORGIA

(PADGT2.PADGT) 10NOV16

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to PADGT, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to PADGT, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to PADGT, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to PADGT, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

RAFTN TRANSITION (PADGT2.RAFTN)

SMTTH TRANSITION (PADGT2.SMTTH)

(PENCL2.PENCL) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

PENCL TWO DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

TOP ALTITUDE:  
10000

NOTE: If unable to accept climb rate,  
advise Clearance Delivery on  
initial contact.

NOTE: Use departure frequency depicted  
unless otherwise advised.

NOTE: For Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: RADAR Required for non-GPS  
equipped aircraft.

D-ATIS 125.55

CLNC DEL 118.1

CPDLC

GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)

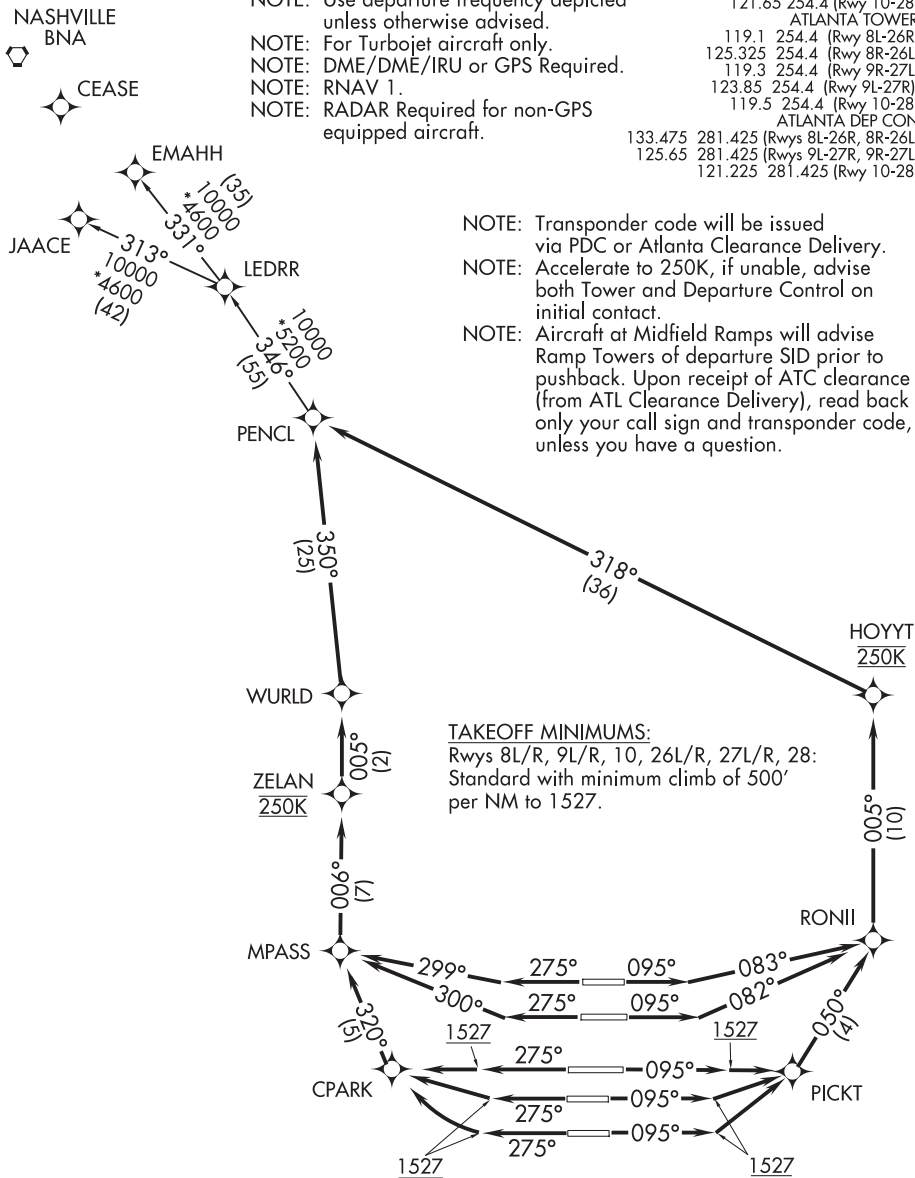
NOTE: Transponder code will be issued  
via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise  
both Tower and Departure Control on  
initial contact.

NOTE: Aircraft at Midfield Ramps will advise  
Ramp Towers of departure SID prior to  
pushback. Upon receipt of ATC clearance  
(from ATL Clearance Delivery), read back  
only your call sign and transponder code,  
unless you have a question.

TAKEOFF MINIMUMS:

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:  
Standard with minimum climb of 500'  
per NM to 1527.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PENCL TWO DEPARTURE (RNAV)

ATLANTA, GEORGIA

(PENCL2.PENCL) 10NOV16

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to PENCL, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

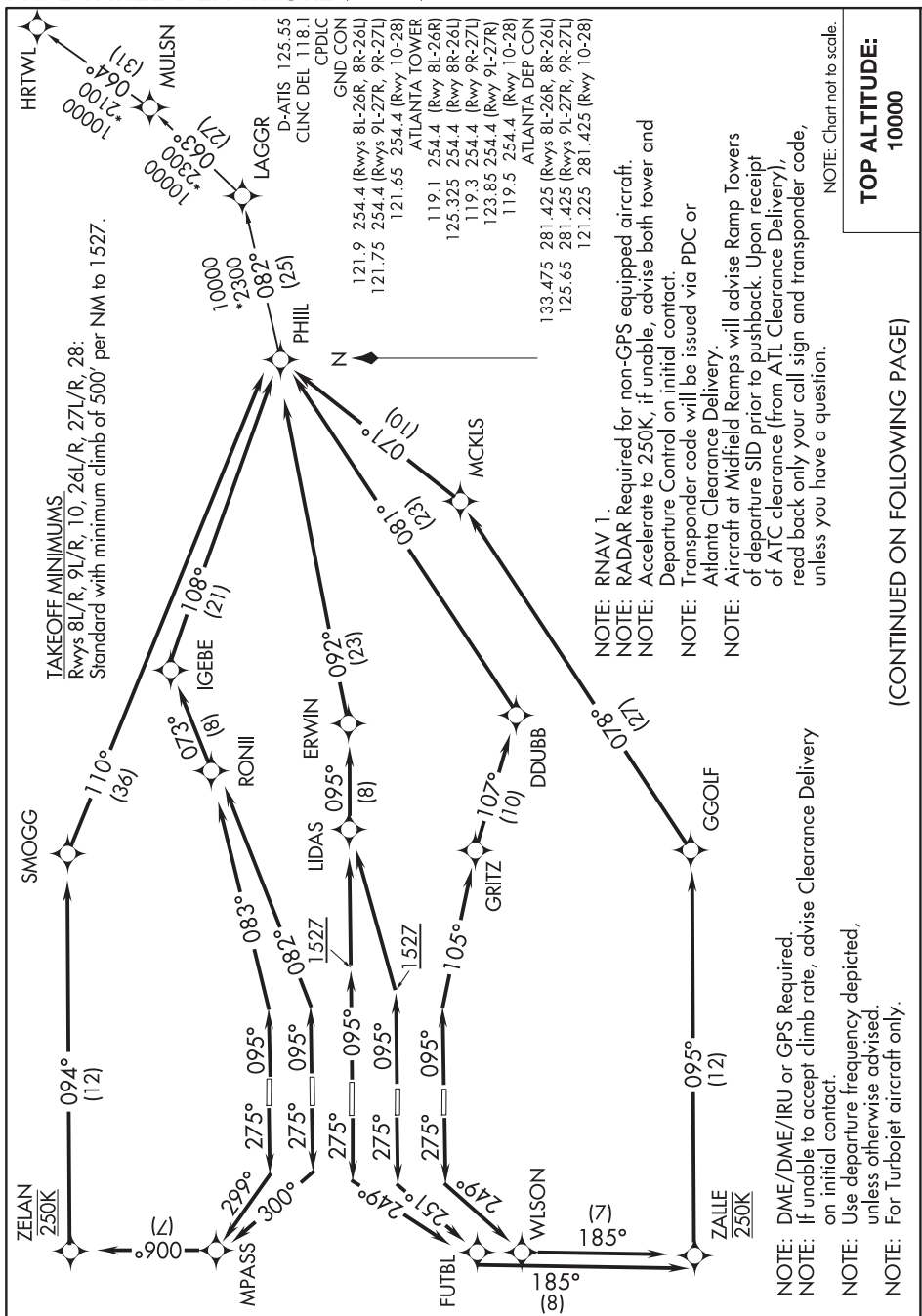
TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to PENCL, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

- EMAHH TRANSITION (PENCL2.EMAHH)
- JAACE TRANSITION (PENCL2.JAACE)
- LEDRR TRANSITION (PENCL2.LEDRR)



NOTE: Chart not to scale.

**TOP ALTITUDE:**  
**10000**

(CONTINUED ON FOLLOWING PAGE)

SE-4, 07 AUG 2025 to 02 OCT 2025

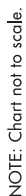
## PHIL THREE DEPARTURE (RNAV)

(PHIL3.PHIL) 07OCT21

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

|  |  |  |
|--|--|--|
|  | <div><div><div><div></div></div><div>DEPARTURE ROUTE DESCRIPTION</div><div>SEE ADDITIONAL REQUIREMENTS ON AAUP</div></div><div><div><div>TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 082° to RONII, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PHIIL, thence. . . .</div><div>TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 300° to MPASS, then on depicted route to PHIIL, maintain 250K to ZELAN, thence. . . .</div><div>TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PHIIL, maintain 250K to ZELAN, thence. . . .</div><div>TAKEOFF RUNWAY 27L: Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .</div><div>TAKEOFF RUNWAY 27R: Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .</div><div>TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to PHIIL, maintain 250K to ZALLE, thence. . . .</div></div><div><div>. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.</div></div><div><div>HRTWL TRANSITION (PHIIL3.HRTWL)</div></div></div></div> |  |
|--|--|--|



(CONTINUED ON FOLLOWING PAGE)

SE-4, 07 AUG 2025 to 02 OCT 2025



T

DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 084° to RONII, then on depicted route to PLMMR, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 083° to RONII, then on depicted route to PLMMR, thence. . . .

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct UIDAS, then on depicted route to PLMMR, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to PLMMR, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 299° to MPASS, then on depicted route to PLMMR, maintain 250K to ZELAN, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 298° to MPASS, then on depicted route to PLMMR, maintain 250K to ZELAN, thence. . . .

TAKEOFF RUNWAY 27L: Climb on heading 275° to intercept course 251° to FUTBL, then on depicted route to PLMMR, maintain 250K to ZALLE, thence. . . .

TAKEOFF RUNWAY 27R: Climb on heading 275° to intercept course 249° to FUTBL, then on depicted route to PLMMR, maintain 250K to ZALLE, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to PLMMR, maintain 250K to ZALLE, thence. . . .

. . . (transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

BURGG TRANSITION (PLMMR3.BURGG)

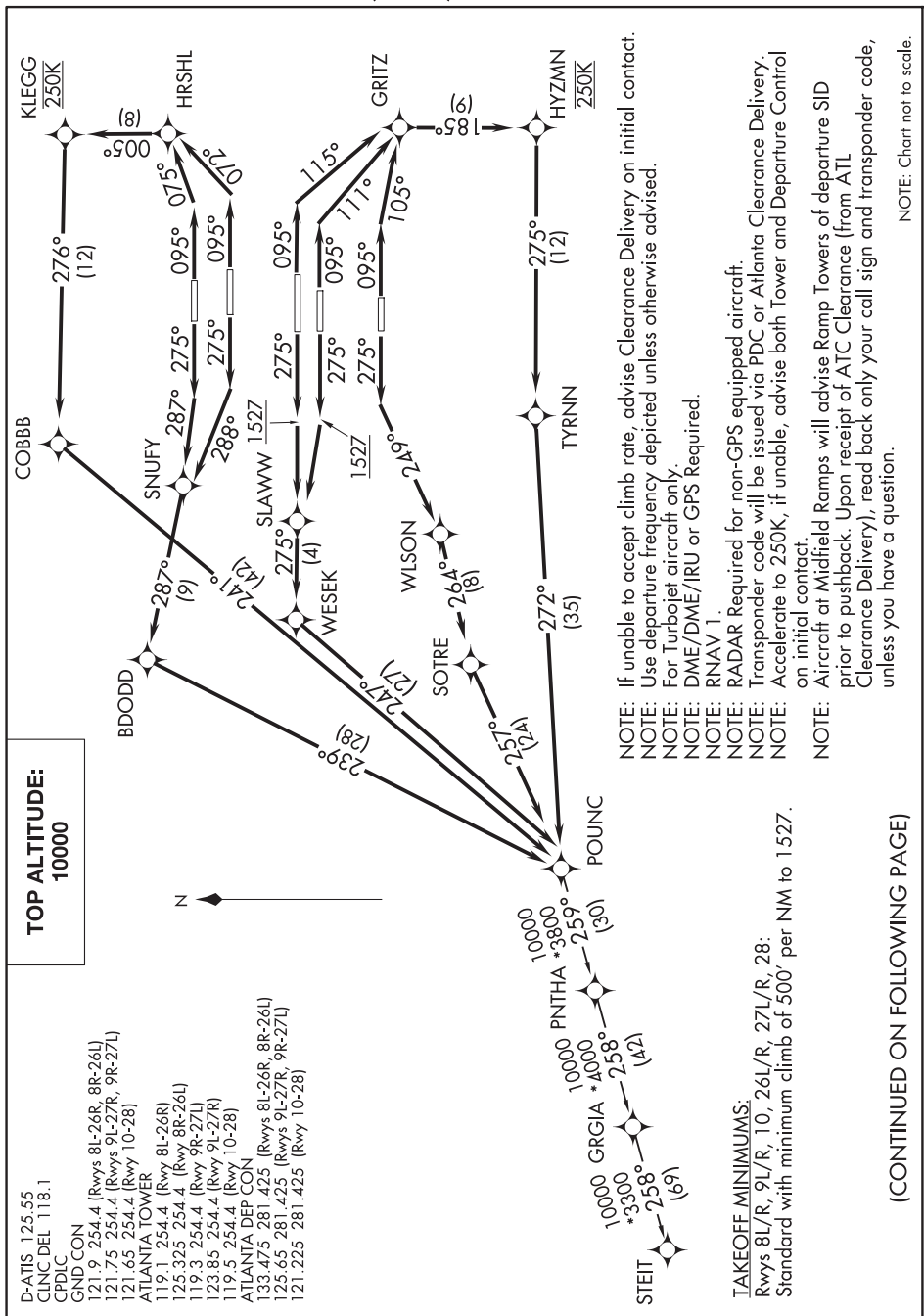
PLMMR THREE DEPARTURE(RNAV)

ATLANTA, GEORGIA

(PLMMR3.PLMMR) 08SEP22

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

141



(CONTINUED ON FOLLOWING PAGE)

SE-4, 07 AUG 2025 to 02 OCT 2025

NOTE: Chart not to scale.

|  |
|--|
| <div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div><div>SEE ADDITIONAL REQUIREMENTS ON AAUP</div><div>TAKEOFF RWY 8L: Climb heading 095° to intercept course 075° to HRSHL, then on depicted route to POUNC, maintain 250K to KLEGG, thence. . . .</div><div>TAKEOFF RWY 8R: Climb heading 095° to intercept course 072° to HRSHL, then on depicted route to POUNC, maintain 250K to KLEGG, thence. . . .</div><div>TAKEOFF RWY 9L: Climb heading 095° to intercept course 115° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence. . . .</div><div>TAKEOFF RWY 9R: Climb heading 095° to intercept course 111° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence. . . .</div><div>TAKEOFF RWY 10: Climb heading 095° to intercept course 105° to GRITZ, then on depicted route to POUNC, maintain 250K to HYZMN, thence. . . .</div><div>TAKEOFF RWY 26L: Climb heading 275° to intercept course 288° to SNUFY, then on depicted route to POUNC, thence. . . .</div><div>TAKEOFF RWY 26R: Climb heading 275° to intercept course 287° to SNUFY, then on depicted route to POUNC, thence. . . .</div><div>TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct SLAWW, then on depicted route to POUNC, thence. . . .</div><div>TAKEOFF RWY 28: Climb heading 275° to intercept course 249° to WLSON, then on depicted route to POUNC, thence. . . .</div><div>. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.</div><div>GRGIA TRANSITION (POUNC2.GRGIA)</div><div>STEIT TRANSITION (POUNC2.STEIT)</div></div> |
|--|

(SMKEY2.SMKEY) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SMKEY TWO DEPARTURE (RNAV)

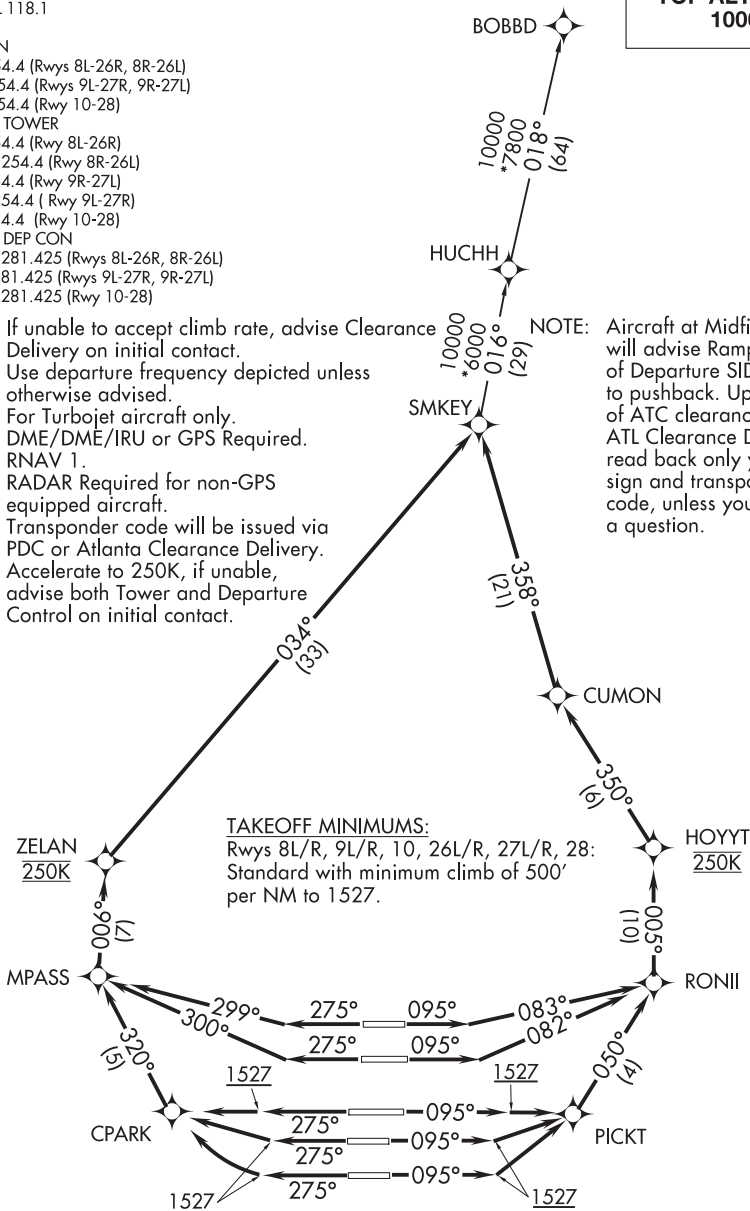
ATLANTA, GEORGIA

D-ATIS 125.55  
CLNC DEL 118.1  
CPDLC  
GND CON  
121.9 254.4 (Rwys 8L-26R, 8R-26L)  
121.75 254.4 (Rwys 9L-27R, 9R-27L)  
121.65 254.4 (Rwy 10-28)  
ATLANTA TOWER  
119.1 254.4 (Rwy 8L-26R)  
125.325 254.4 (Rwy 8R-26L)  
119.3 254.4 (Rwy 9R-27L)  
123.85 254.4 ( Rwy 9L-27R)  
119.5 254.4 (Rwy 10-28)  
ATLANTA DEP CON  
133.475 281.425 (Rwys 8L-26R, 8R-26L)  
125.65 281.425 (Rwys 9L-27R, 9R-27L)  
121.225 281.425 (Rwy 10-28)

TOP ALTITUDE:  
10000

- NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.
- NOTE: Use departure frequency depicted unless otherwise advised.
- NOTE: For Turbojet aircraft only.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RNAV 1.
- NOTE: RADAR Required for non-GPS equipped aircraft.
- NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.
- NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of Departure SID prior to pushback. Upon receipt of ATC clearance (from ATL Clearance Delivery), read back only your call sign and transponder code, unless you have a question.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SMKEY TWO DEPARTURE (RNAV)

ATLANTA, GEORGIA

(SMKEY2.SMKEY) 10NOV16

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to SMKEY, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to SMKEY, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

BOBBD TRANSITION (SMKEY2.BOBBD)

(SMLTZ3.SMLTZ) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## SMLTZ THREE DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

D-ATIS 125.55  
CLNC DEL 118.1

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:  
10000**CPDLC  
GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

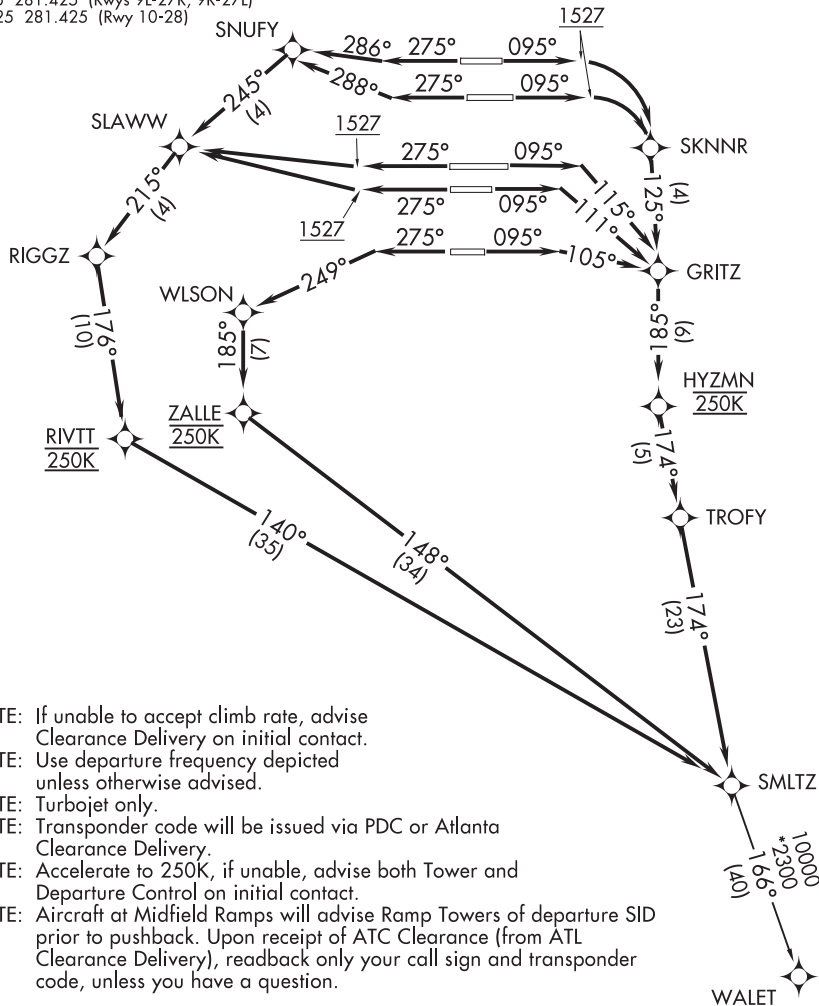
125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)

**TAKEOFF MINIMUMS:**

Rwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28:

Standard with minimum climb of 500' per NM to 1527.



NOTE: If unable to accept climb rate, advise Clearance Delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: Turbojet only.

NOTE: Transponder code will be issued via PDC or Atlanta Clearance Delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control on initial contact.

NOTE: Aircraft at Midfield Ramps will advise Ramp Towers of departure SID prior to pushback. Upon receipt of ATC Clearance (from ATL Clearance Delivery), readback only your call sign and transponder code, unless you have a question.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## SMLTZ THREE DEPARTURE (RNAV)

(SMLTZ3.SMLTZ) 19MAY22

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on depicted route to SMLTZ, maintain 250K to HYZMN, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

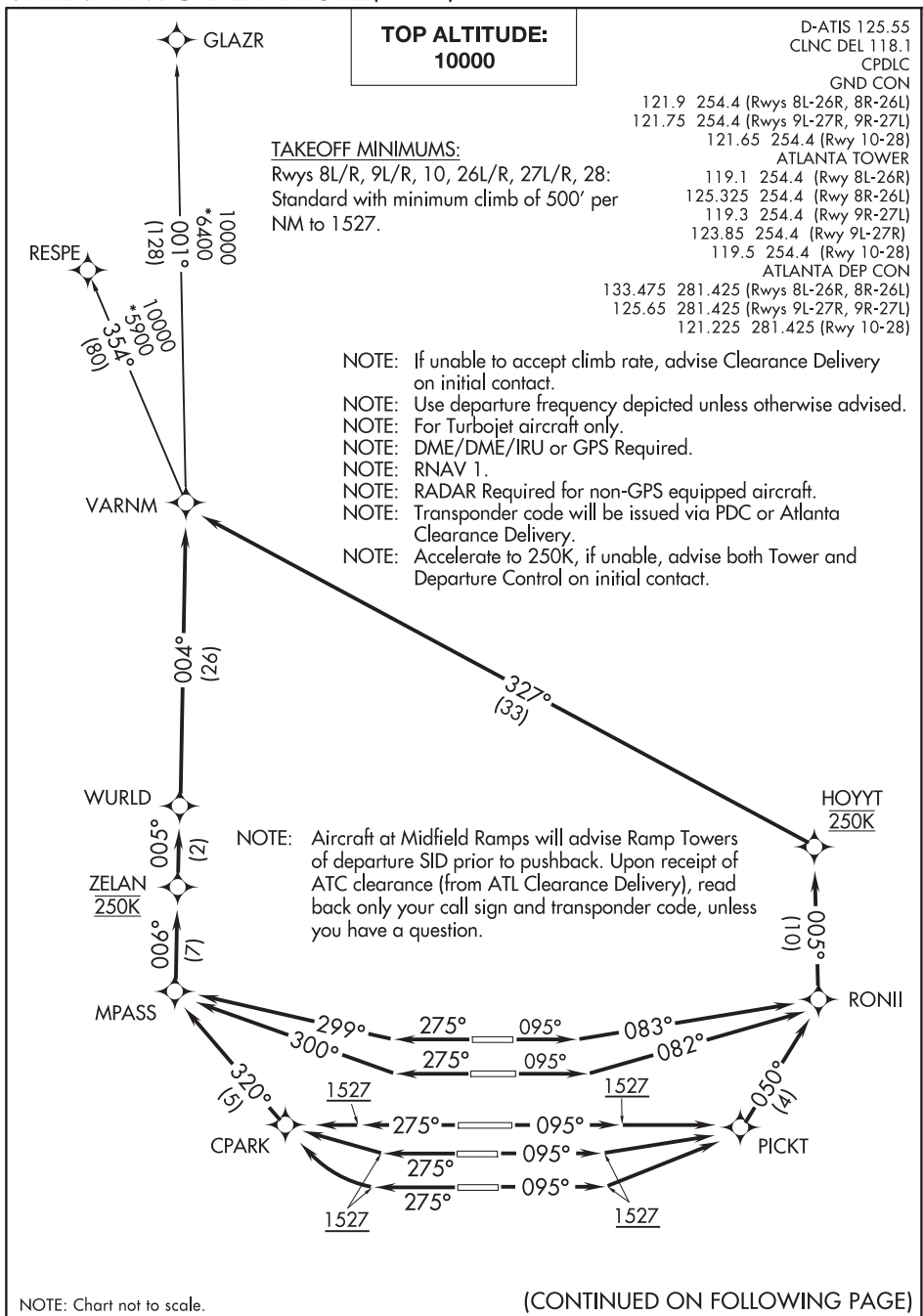
TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on depicted route to SMLTZ, maintain 250K to RIVTT, thence. . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on depicted route to SMLTZ, maintain 250K to ZALLE, thence. . . .

. . . .(Transition). Maintain 10000. Expect clearance to filed altitude ten minutes after departure.

WALET TRANSITION (SMLTZ3.WALET)



VARNM TWO DEPARTURE (RNAV)  
(VARNM2.VARNM) 10NOV16

ATLANTA, GEORGIA  
HARTSFIELD/JACKSON ATLANTA INTL(ATL)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 8L: Climb heading 095° to intercept course 083° to RONII, then on depicted route to VARNM, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 8R: Climb heading 095° to intercept course 082° to RONII, then on depicted route to VARNM, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWYS 9L/R, 10: Climb heading 095° to 1527, then direct PICKT, then on depicted route to VARNM, maintain 250K to HOYYT, thence. . . .

TAKEOFF RWY 26L: Climb heading 275° to intercept course 300° to MPASS, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 26R: Climb heading 275° to intercept course 299° to MPASS, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWYS 27L/R: Climb heading 275° to 1527, then direct CPARK, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .

TAKEOFF RWY 28: Climb heading 275° to 1527, then right turn direct CPARK, then on depicted route to VARNM, maintain 250K to ZELAN, thence. . . .

. . . .maintain 10000. Expect clearance to filed altitude ten minutes after departure.

GLAZR TRANSITION (VARNM2.GLAZR)  
RESPE TRANSITION (VARNM2.RESPE)

(VRSTY3.VRSTY) 24305

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

## VRSTY THREE DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:  
10000**

D-ATIS 125.55

CLNC DEL 118.1

CPDLC

GND CON

121.9 254.4 (Rwys 8L-26R, 8R-26L)

121.75 254.4 (Rwys 9L-27R, 9R-27L)

121.65 254.4 (Rwy 10-28)

ATLANTA TOWER

119.1 254.4 (Rwy 8L-26R)

125.325 254.4 (Rwy 8R-26L)

119.3 254.4 (Rwy 9R-27L)

123.85 254.4 (Rwy 9L-27R)

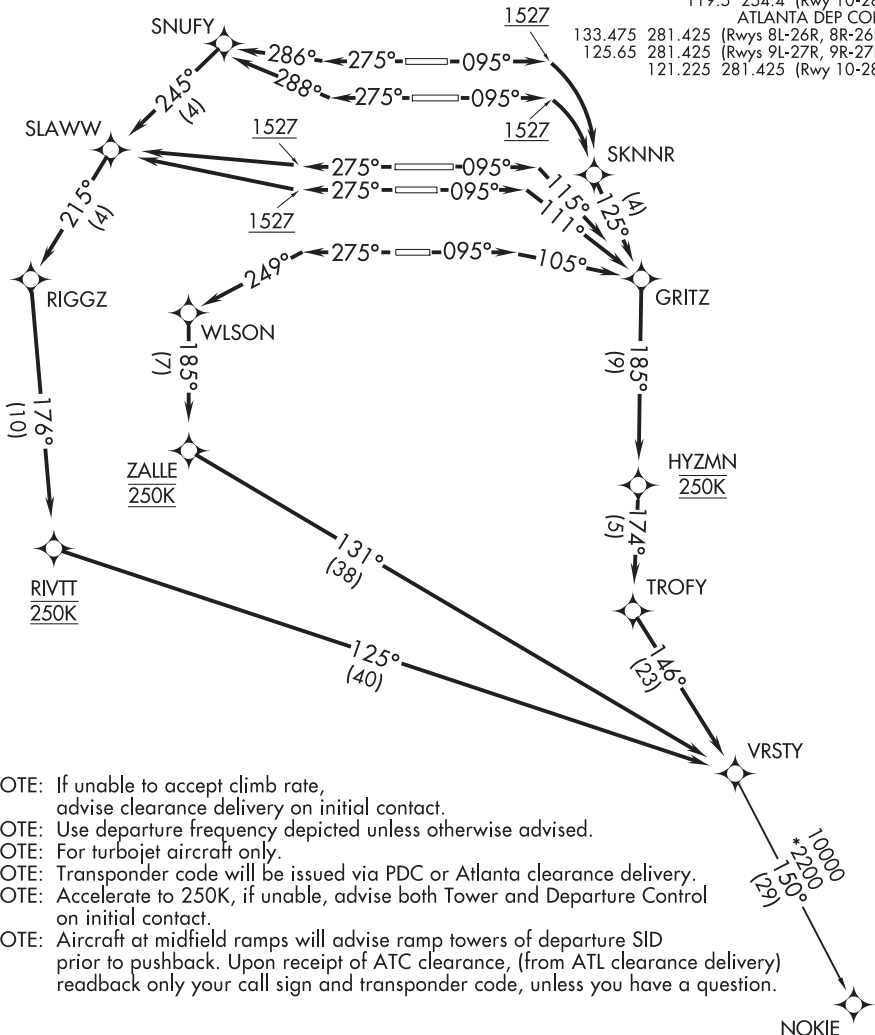
119.5 254.4 (Rwy 10-28)

ATLANTA DEP CON

133.475 281.425 (Rwys 8L-26R, 8R-26L)

125.65 281.425 (Rwys 9L-27R, 9R-27L)

121.225 281.425 (Rwy 10-28)

TAKEOFF MINIMUMSRwys 8L/R, 9L/R, 10, 26L/R, 27L/R, 28: Standard  
with minimum climb of 500' per NM to 1527.NOTE: If unable to accept climb rate,  
advise clearance delivery on initial contact.

NOTE: Use departure frequency depicted unless otherwise advised.

NOTE: For turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or Atlanta clearance delivery.

NOTE: Accelerate to 250K, if unable, advise both Tower and Departure Control  
on initial contact.NOTE: Aircraft at midfield ramps will advise ramp towers of departure SID  
prior to pushback. Upon receipt of ATC clearance, (from ATL clearance delivery)  
readback only your call sign and transponder code, unless you have a question.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## VRSTY THREE DEPARTURE (RNAV)

(VRSTY3.VRSTY) 19MAY22

ATLANTA, GEORGIA

HARTSFIELD/JACKSON ATLANTA INTL(ATL)



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 8L/R: Climb on heading 095° to 1527, then right turn direct SKNNR, then on track 125° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9L: Climb on heading 095° to intercept course 115° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 9R: Climb on heading 095° to intercept course 111° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 10: Climb on heading 095° to intercept course 105° to GRITZ, then on track 185° to HYZMN, then on track 174° to TROFY, then on track 146° to VRSTY, maintain 250K to HYZMN, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 275° to intercept course 288° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 275° to intercept course 286° to SNUFY, then on track 245° to SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAYS 27L/R: Climb on heading 275° to 1527, then direct SLAWW, then on track 215° to RIGGZ, then on track 176° to RIVTT, then on track 125° to VRSTY, maintain 250K to RIVTT, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 275° to intercept course 249° to WLSON, then on track 185° to ZALLE, then on track 131° to VRSTY, maintain 250K to ZALLE, thence . . . .

. . . . (transition). Maintain 10000, expect clearance to filed altitude  
10 minutes after departure.

NOKIE TRANSITION (VRSTY3.NOKIE)

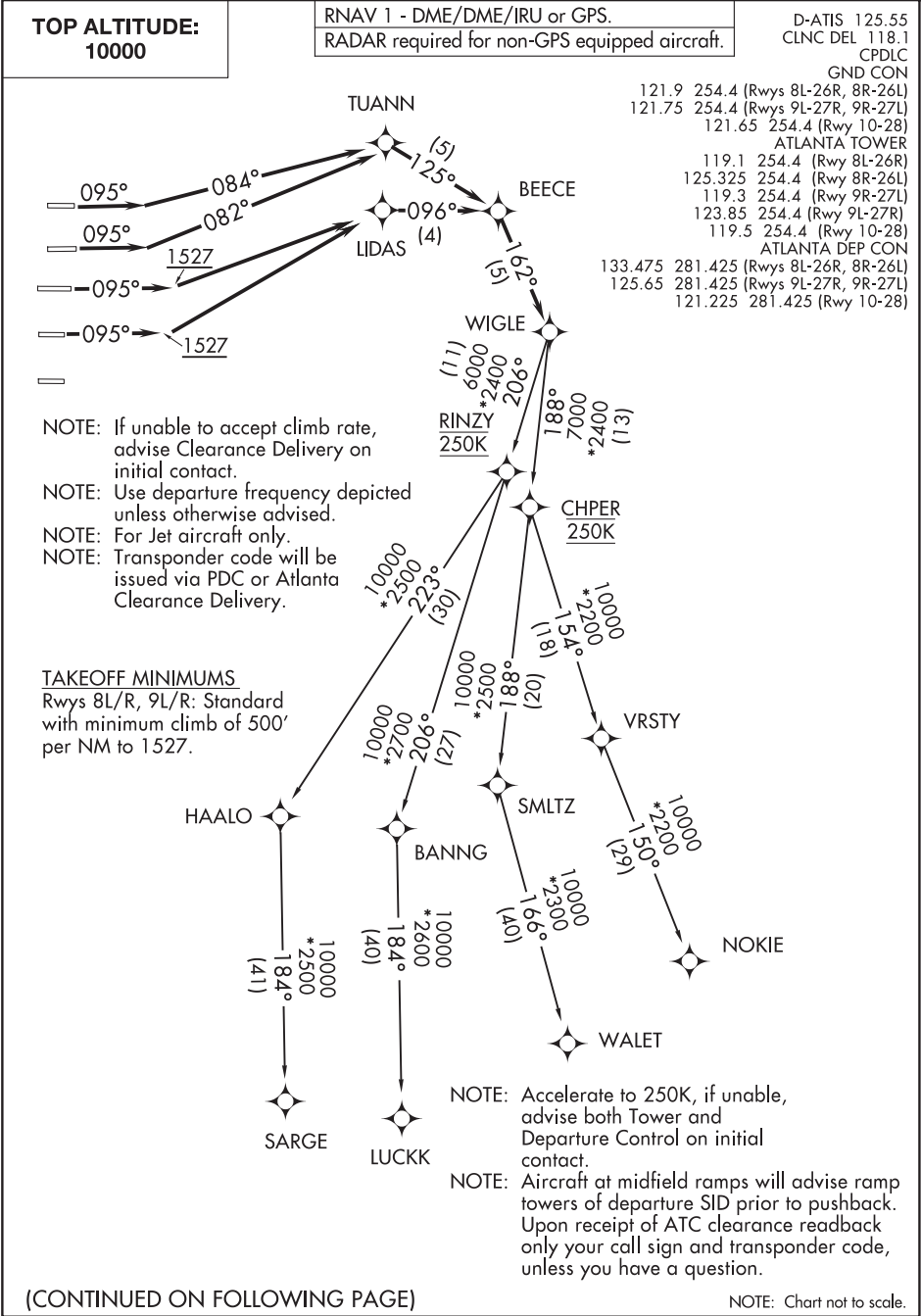
(WIGLE3.WIGLE) 24305

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

WIGLE THREE DEPARTURE (RNAV)

AL-26 (FAA)

ATLANTA, GEORGIA



WIGLE THREE DEPARTURE (RNAV)

(WIGLE3.WIGLE) 19MAY22

HARTSFIELD/JACKSON ATLANTA INTL (ATL)

ATLANTA, GEORGIA

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8L: Climb on heading 095° to intercept course 084° to TUANN, then on depicted route to WIGLE, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 095° to intercept course 082° to TUANN, then on depicted route to WIGLE, thence. . . .

TAKEOFF RUNWAYS 9L/R: Climb on heading 095° to 1527, then direct LIDAS, then on depicted route to WIGLE, thence. . . .

. . . .(transition). Maintain 10000. Expect clearance to filed altitude 10 minutes after departure.

- LUCKK TRANSITION (WIGLE3.LUCKK)
- NOKIE TRANSITION (WIGLE3.NOKIE)
- SARGE TRANSITION (WIGLE3.SARGE)
- WALET TRANSITION (WIGLE3.WALET)

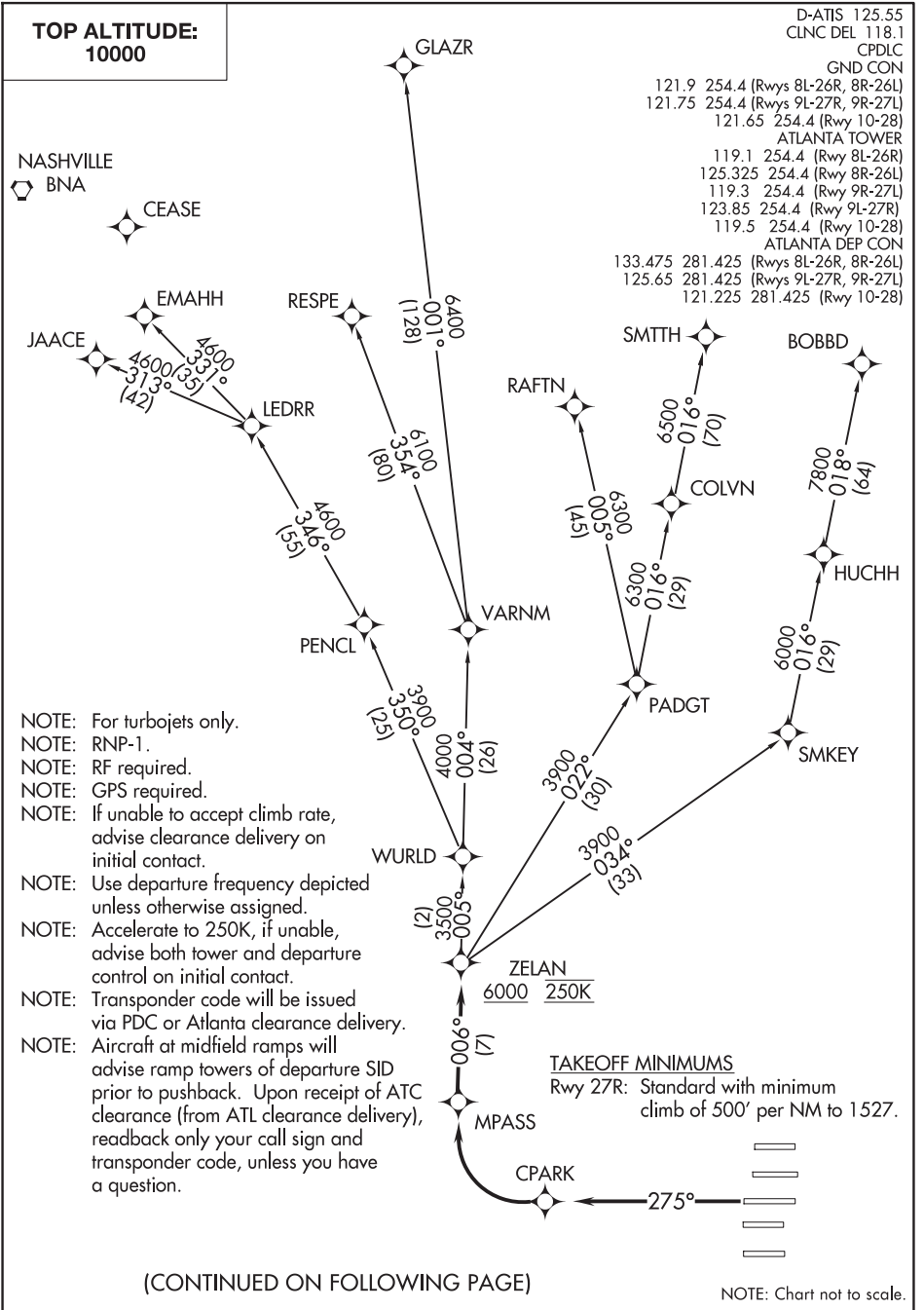
(ZELAN4.ZELAN) 24305

AL-26 (FAA)

HARTSFIELD/JACKSON ATLANTA INTL(ATL)

ZELAN FOUR DEPARTURE (RNAV)

ATLANTA, GEORGIA





DEPARTURE ROUTE DESCRIPTION  
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 27R: Climb on course 275° to CPARK, then right turn to MPASS, then on track 006° to cross ZELAN at or above 6000. Maintain 250K until ZELAN. Thence . . . .  
. . . . on assigned enroute transition. Maintain 10000 (or filed altitude, if lower): Expect clearance to filed altitude ten minutes after departure.

- BOBBD TRANSITION (ZELAN4.BOBBD)
- EMAHH TRANSITION (ZELAN4.EMAHH)
- GLAZR TRANSITION (ZELAN4.GLAZR)
- JAACE TRANSITION (ZELAN4.JAACE)
- RAFTN TRANSITION (ZELAN4.RAFTN)
- RESPE TRANSITION (ZELAN4.RESPE)
- SMTTH TRANSITION (ZELAN4.SMTTH)

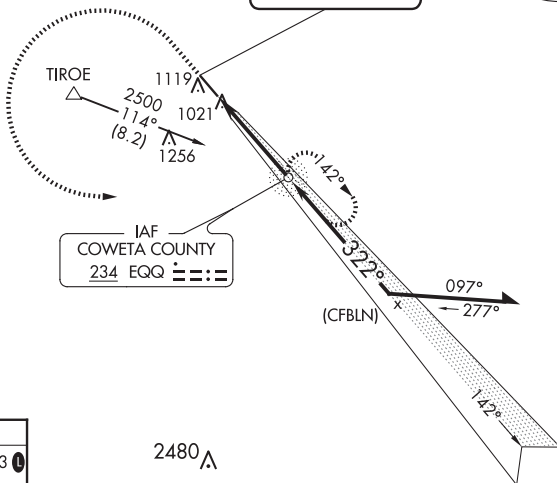
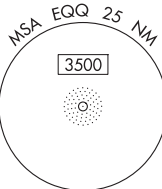
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 33  
NEWNAN COWETA COUNTY (CCO)

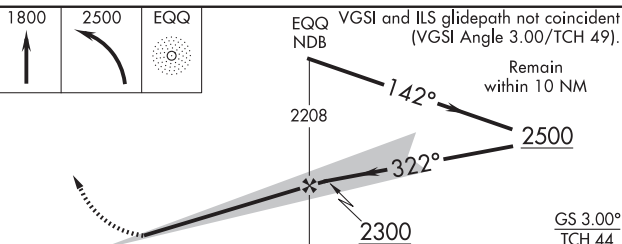
**MISSED APPROACH:** Climb to 1800 then climbing left turn to 2500 direct EQQ NDB and hold, continue climb-in-hold to 2500.

UNICOM  
122.7 (CTAF) **L**



The diagram shows a flight path starting at point G1 and ending at point FA. The path is a straight line with a heading of 322°. The distance is marked as 5500x100. A star symbol is located near the start of the path. The path is labeled with a heading of 322° and a distance of 5500x100. The path is also labeled with a heading of 322° and a distance of 5500x100.

| FAF to MAP 3.9 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |



| CATEGORY   | A   | B           | C  | D                     |
|------------|---|-------------|--|-----------------------|
| S-ILS 33   | 1202- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> ) |             |  |                       |
| S-LOC 33   | 1340- <sup>3</sup> / <sub>4</sub> 388 (400- <sup>3</sup> / <sub>4</sub> ) |             | 1340- <sup>7</sup> / <sub>8</sub> 388 (400- <sup>7</sup> / <sub>8</sub> )      |                       |
| C CIRCLING | 1420-1  | 450 (500-1) | 1560-1 <sup>1</sup> / <sub>2</sub><br>590 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1560-2<br>590 (600-2) |

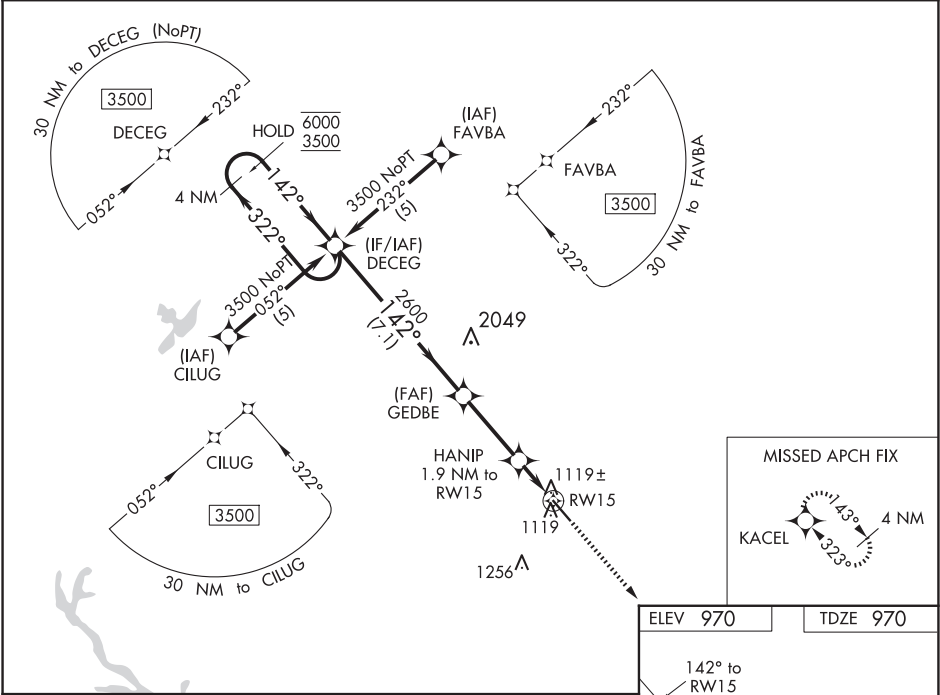


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70515</b><br><b>W15A</b> | APP CRS<br><b>142°</b> | Rwy Idg<br>TDZE <b>970</b><br>Apt Elev <b>970</b> |
|--|------------------------|---|

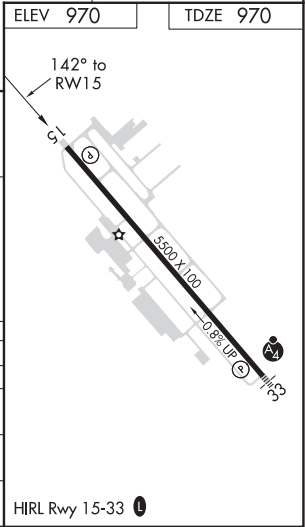
RNAV (GPS) RWY 15  
NEWNAN COWETA COUNTY (C'CO)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 3500 direct KACEL and hold. |
| ▼ Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. |   |

|                            |   |                       |                                 |
|----------------------------|---|-----------------------|---------------------------------|
| AWOS-3PT<br><b>118.975</b> | ATLANTA APP CON<br><b>119.8 354.125</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|----------------------------|---|-----------------------|---------------------------------|



|                      |                      |  |                      |             |                    |
|----------------------|----------------------|--|----------------------|-------------|--------------------|
| 4 NM Holding Pattern |                      | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). |                      | 3500        | KACEL              |
| DECEG                |                      | GEDBE  |                      | *LNAV only. |                    |
| 6000 ← 322°          |                      | HANIP 1.9 NM to RW15   |                      |             |                    |
| 3500 → 142°          |                      | *1.2 NM to RW15  |                      |             |                    |
| GP 3.00° TCH 56      |                      | *1620  |                      |             |                    |
| 7.1 NM               |                      | 3 NM   |                      | 0.7         |                    |
| 1.2 NM               |                      |  |                      |             |                    |
| CATEGORY             | A                    | B  | C                    | D           |                    |
| LPV DA               | 1300-1 330 (400-1)   |  |                      |             |                    |
| LNAV/VNAV DA         | 1389-1½ 419 (500-1½) |  |                      |             |                    |
| LNAV MDA             | 1380-1 410 (500-1)   |  | 1380-1¼ 410 (500-1¼) |             |                    |
| CIRCLING             | 1420-1 450 (500-1)   |  | 1560-1½ 590 (600-1½) |             | 1560-2 590 (600-2) |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ATLANTA, GEORGIA

AL-5931 (FAA)

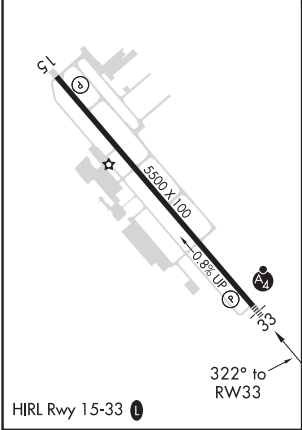
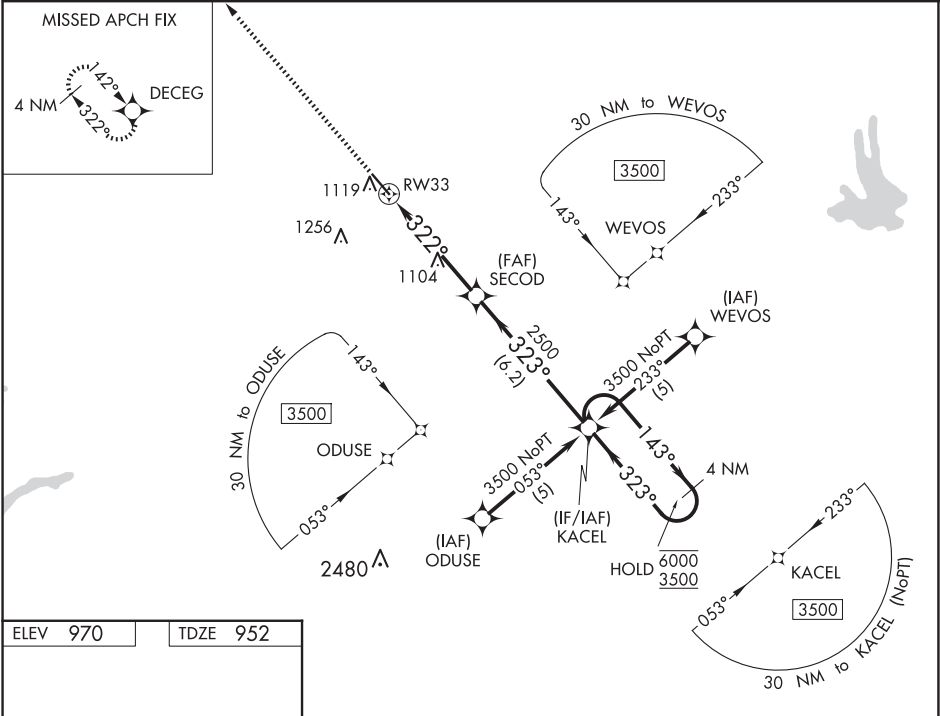
21168

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>77528</b><br><b>W33A</b> | APP CRS<br><b>322°</b> | Rwy Idg<br>TDZE <b>952</b><br>Apt Elev <b>970</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 33**  
NEWNAN COWETA COUNTY (C'CO)

|  |  |  |
|--|--|--|
| RNP APCH.<br><div><div><div></div><div></div></div><div>Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibilities to 1 ½ SM.</div></div> | MALSF<br><div><div></div><div></div></div> | MISSED APPROACH:<br>Climb to 3500 direct DECEG and hold. |
|--|--|--|

|                            |   |                       |                                 |
|----------------------------|---|-----------------------|---------------------------------|
| AWOS-3PT<br><b>118.975</b> | ATLANTA APP CON<br><b>119.8 354.125</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|----------------------------|---|-----------------------|---------------------------------|



3500

↑

DECEG

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).

KACEL

4 NM Holding Pattern

323°

323°

143°

6000

3500

GP 3.00°

TCH 40

322°

2500

SECOD

2500

1.2 NM

3.6 NM

6.2 NM

RW33

1.2 NM to RW33

322°

\*LNAV only.

| CATEGORY                         | A      | B           | C   | D   |
|----------------------------------|--------|-------------|---|---|
| LPV DA                           |        | 1242-1      | 290 (300-1)   |   |
| LNAV/ VNAV DA                    |        | 1286-1      | 334 (400-1)   |   |
| LNAV MDA                         |        | 1360-1      | 408 (400-1)   |   |
| <div> <div>CIRCLING</div> </div> | 1420-1 | 450 (500-1) | <div> <div>1560-1½</div> <div>590 (600-1½)</div> </div> | <div> <div>1560-2</div> <div>590 (600-2)</div> </div> |

ATLANTA, GEORGIA  
Amdt 2B 22APR21

33°19'N-84°46' W

NEWNAN COWETA COUNTY (C'CO)  
**RNAV (GPS) RWY 33**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31  
PAULDING NORTHWEST ATLANTA (PUJ)

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3600 on heading 066° and RMG VORTAC R-132 to DALAS INT/RMG 18.5 DME and hold.

TA

115.4 RMG  
Chan 101

1860±  
▲

DALAS  
RMG 18.5

1562 ▲

1580 ▲

LOCALIZER 109.15  
I-PUJ  
Chan 28 (Y)

POUJY  
I-PUJ 6.1

2900  
3110  
(IF)  
OODT  
I-PUJ 12.2  
RADAR

132°

R-132

131°

MSA RMG 25 NM  
4200

|           |           |
|-----------|-----------|
| ELEV 1289 | TDZE 1283 |
|-----------|-----------|

ATLANTA, GEORGIA  
Amdt 1 22APR21

33°55'N-84°56'W PAULDING NORTHWEST ATLANTA (PUJ)  
ILS or LOC RWY 31

ATLANTA, GEORGIA

AL-10368 (FAA)

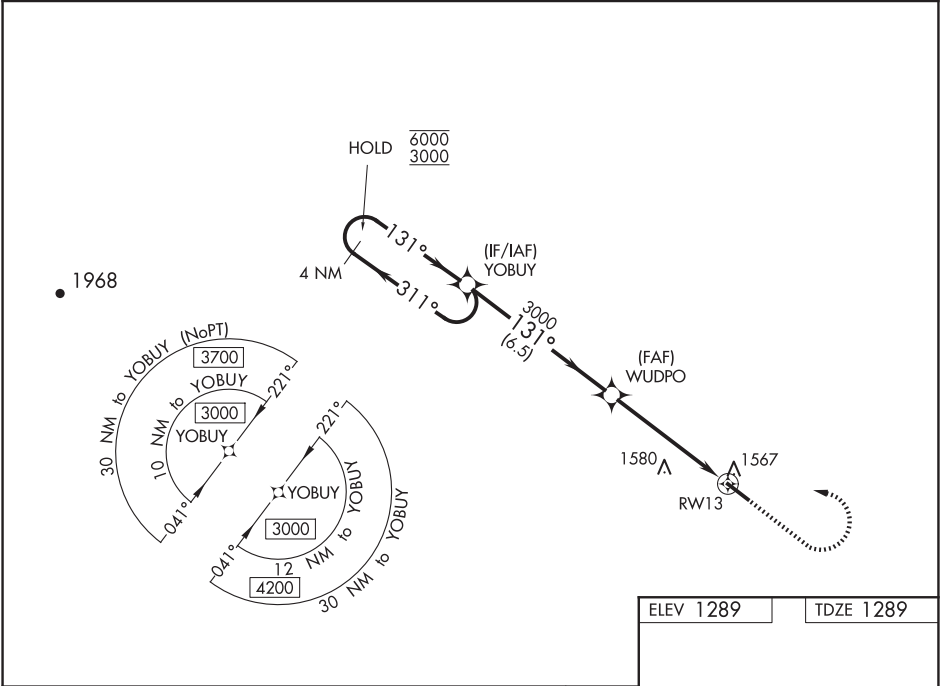
21112

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99720</b><br><b>W13A</b> | APP CRS<br><b>131°</b> | Rwy Idg<br>TDZE <b>1289</b><br>Apt Elev <b>1289</b> |
|--|------------------------|---|

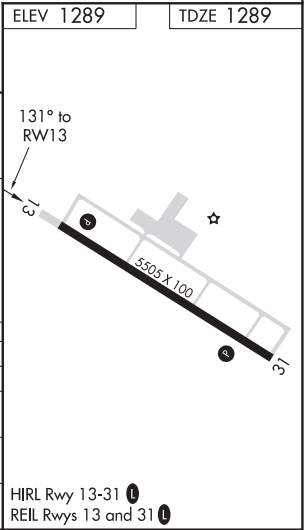
RNAV (GPS) RWY 13  
PAULDING NORTHWEST ATLANTA (PUJ)

|           |  |   |
|-----------|--|---|
| RNP APCH. |  | MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct YOBUY and hold. |
| NA        | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |   |

|                          |                                       |                                 |
|--------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>126.225</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | UNICOM<br><b>123.075 (CTAF)</b> |
|--------------------------|---------------------------------------|---------------------------------|



|                            |        |             |                  |                 |       |
|----------------------------|--------|-------------|------------------|-----------------|-------|
| 4 NM Holding Pattern YOBUY |        | WUDPO       | 1800             | 3000            | YOBUY |
| 6000 ← 311°                |        | 3000        | ↑                | ↙               | ✧     |
| GP 3.00°                   |        | 3000        | *LNAV only.      |                 |       |
| TCH 50                     |        | 3000        | *1.5 NM to RWY13 |                 |       |
|                            |        | 3000        | RWY13            |                 |       |
|                            |        | 3000        | 1.5 NM           |                 |       |
|                            |        | 3000        | 3.7 NM           |                 |       |
|                            |        | 3000        | 6.5 NM           |                 |       |
| CATEGORY                   | A      | B           | C                | D               |       |
| LPV DA                     |        | 1507-3/4    | 218 (300-3/4)    |                 |       |
| LNAV/DA VNAV               |        | 1763-13/8   | 474 (500-13/8)   |                 |       |
| LNAV MDA                   | 1820-1 | 531 (600-1) | 1820-1 1/2       | 531 (600-1 1/2) |       |
| CIRCLING                   | 1880-1 | 591 (600-1) | 1940-1 3/4       | 1940-2          |       |
|                            |        |             | 651 (700-1 3/4)  | 651 (700-2)     |       |



ATLANTA, GEORGIA  
Amdt 2 22APR21

33°55'N-84°56'W

PAULDING NORTHWEST ATLANTA (PUJ)  
RNAV (GPS) RWY 13

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99511</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Ldg<br>TDZE <b>1283</b><br>Apt Elev <b>1289</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31

PAULDING NORTHWEST ATLANTA (PUJ)

RNP APCH.

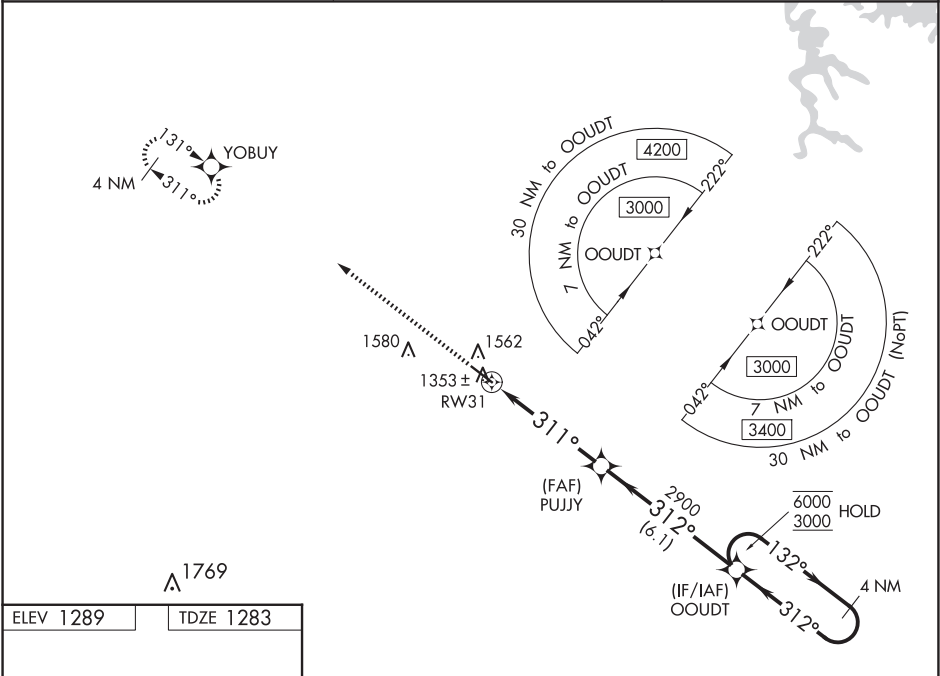
⚠

⚠

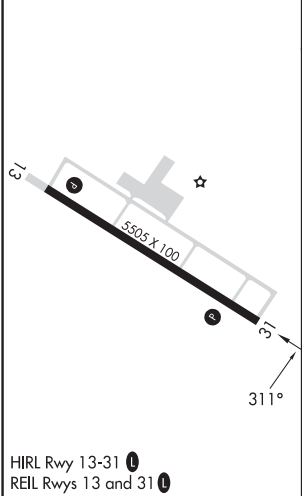
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH:  
Climb to 3000 direct  
YOBUY and hold.

|                          |                                       |                                   |
|--------------------------|---------------------------------------|-----------------------------------|
| AWOS-3<br><b>126.225</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|--------------------------|---------------------------------------|-----------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1289 | TDZE 1283 |
|-----------|-----------|



3000 YOBUY

\*LNAV only.

RW31

311°

2900 PUJY

312°

2900

OODT

4 NM Holding Pattern

132° → 6000  
← 312° 3000

GP 3.00°  
TCH 48

| CATEGORY          | A   | B   | C | D                  |
|-------------------|---|---|---|--------------------|
| LPV DA            | 1483- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> ) |   |   |                    |
| LNAV/VNAV DA      | 1582- <sup>7</sup> / <sub>8</sub> 299 (300- <sup>7</sup> / <sub>8</sub> ) |   |   |                    |
| LNAV MDA          | 1680-1 397 (400-1)  | 1680-1 <sup>1</sup> / <sub>8</sub> 397 (400-1 <sup>1</sup> / <sub>8</sub> ) |   |                    |
| <b>C</b> CIRCLING | 1880-1 591 (600-1)  | 1940-1 <sup>3</sup> / <sub>4</sub> 651 (700-1 <sup>3</sup> / <sub>4</sub> ) |   | 1940-2 651 (700-2) |

ATMORE, ALABAMA

AL-9420 (FAA)

19283

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40031</b><br><b>W18A</b> | APP CRS<br><b>183°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>286</b><br><b>286</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18  
ATMORE MUNI (ØR1)

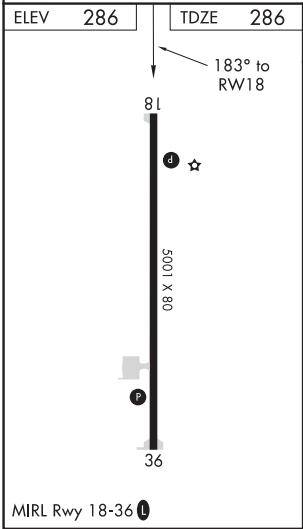
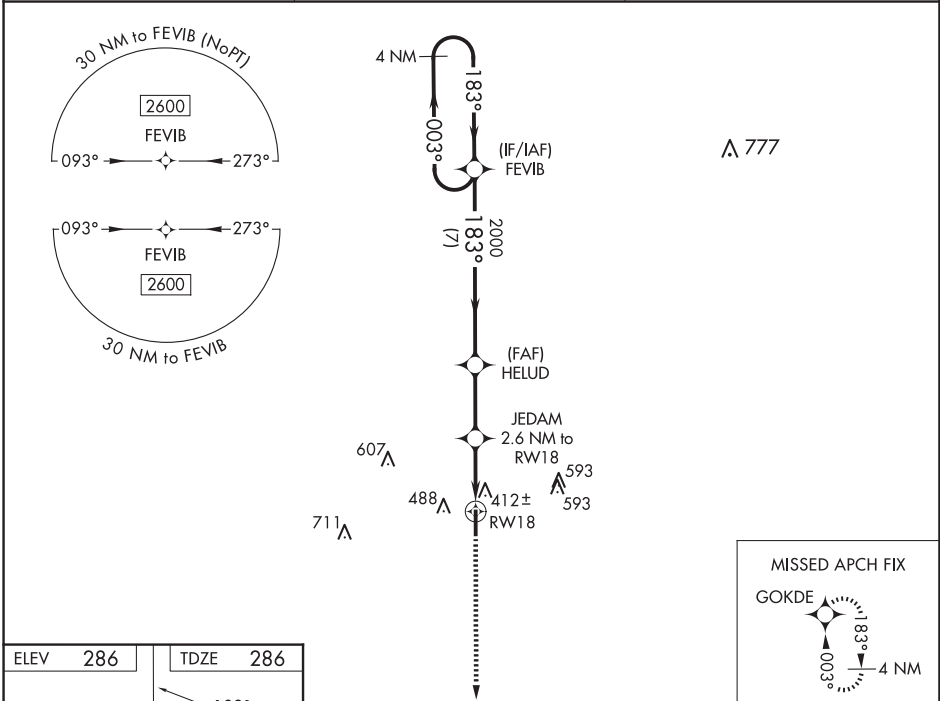
▼

NA

Baro-VNAV NA. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Brewton altimeter setting.

MISSED APPROACH: Climb to 2600 direct GOKDE and hold.

|                                |  |                                 |
|--------------------------------|--|---------------------------------|
| 12J AWOS-3PT<br><b>119.325</b> | PENSACOLA APP CON<br><b>127.35 291.625</b> | UNICOM<br><b>122.8 (CTAF) Ø</b> |
|--------------------------------|--|---------------------------------|



2600

↑

GOKDE

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

\*LNAV only.

FEVIB

003° → 2600

← 183°

GP 3.00° TCH 52

HELUD 2000

JEDAM 2.6 NM to RW18

RW18

2.6 NM

2.6 NM

7 NM

183°

2000

1160

| CATEGORY     | A                 | B           | C                                 | D  |
|--------------|-------------------|-------------|-----------------------------------|--|
| LPV DA       | 613-1 327 (400-1) |             |                                   |  |
| LNAV/VNAV DA | 653-1 367 (400-1) |             |                                   |  |
| LNAV MDA     | 740-1             | 454 (500-1) | 740-1 <sup>3</sup> / <sub>8</sub> | 454 (500-1 <sup>3</sup> / <sub>8</sub> )                                       |
| CIRCLING     | 880-1             | 594 (600-1) | 980-2<br>694 (700-2)              | 1000-2 <sup>1</sup> / <sub>4</sub><br>714 (800-2 <sup>1</sup> / <sub>4</sub> ) |

ATMORE, ALABAMA  
Amdt 2 01FEB18

31°01'N-87°27'W

ATMORE MUNI (ØR1)  
RNAV (GPS) RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61141</b><br><b>W36A</b> | APP CRS<br><b>003°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>286</b><br><b>286</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 36

ATMORE MUNI (ØR1)

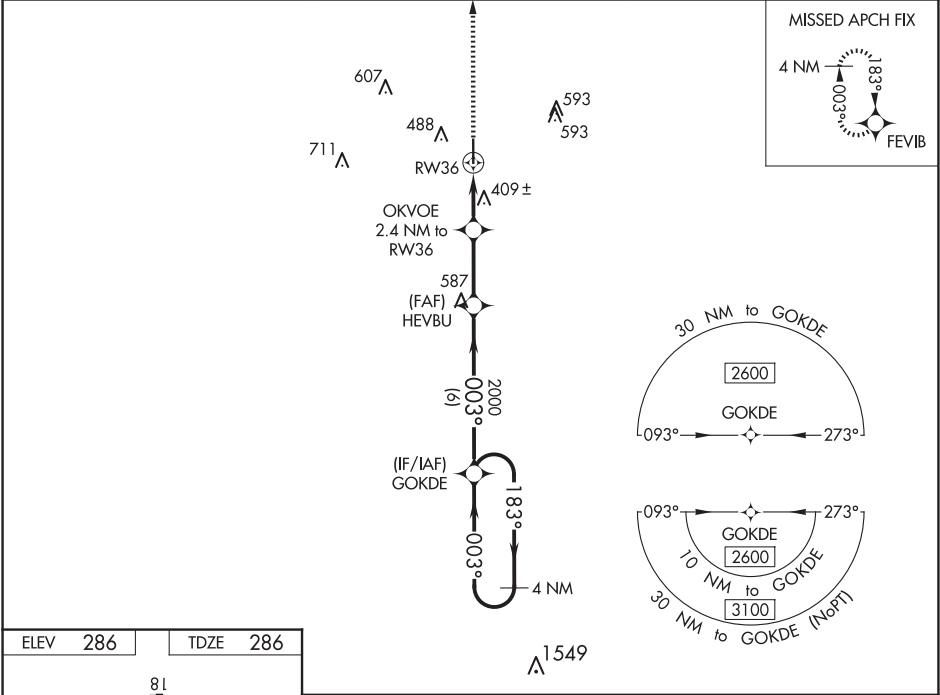
Baro-VNAV NA.

Helicopter visibility reduction below ¾ SM NA.

DME/DME RNP-0.3 NA. Use Brewton altimeter setting.

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

|                                |  |                                 |
|--------------------------------|--|---------------------------------|
| 12J AWOS-3PT<br><b>119.325</b> | PENSACOLA APP CON<br><b>127.35 291.625</b> | UNICOM<br><b>122.8 (CTAF) Ø</b> |
|--------------------------------|--|---------------------------------|



ELEV 286

TDZE 286

81

5001 X 80

36

003° to RW36

2600 FEVIB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

\*LNAV only.

OKVOE 2.4 NM to RW36

HEVBU 2000

GOKDE 4 NM Holding Pattern

183° → 2600

← 003°

GP 3.10° TCH 40

2.4 NM

2.7 NM

6 NM

| CATEGORY     | A     | B           | C                    | D                         |
|--------------|-------|-------------|----------------------|---------------------------|
| LPV DA       | 641-1 |             | 355 (400-1)          |                           |
| LNAV/VNAV DA | 613-1 |             | 327 (400-1)          |                           |
| LNAV MDA     | 740-1 | 454 (500-1) | 740-1 ¾              | 454 (500-1 ¾)             |
| CIRCLING     | 880-1 | 594 (600-1) | 980-2<br>694 (700-2) | 1000-2 ¼<br>714 (800-2 ¼) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

AUBURN, ALABAMA

AL-5127 (FAA)

25219

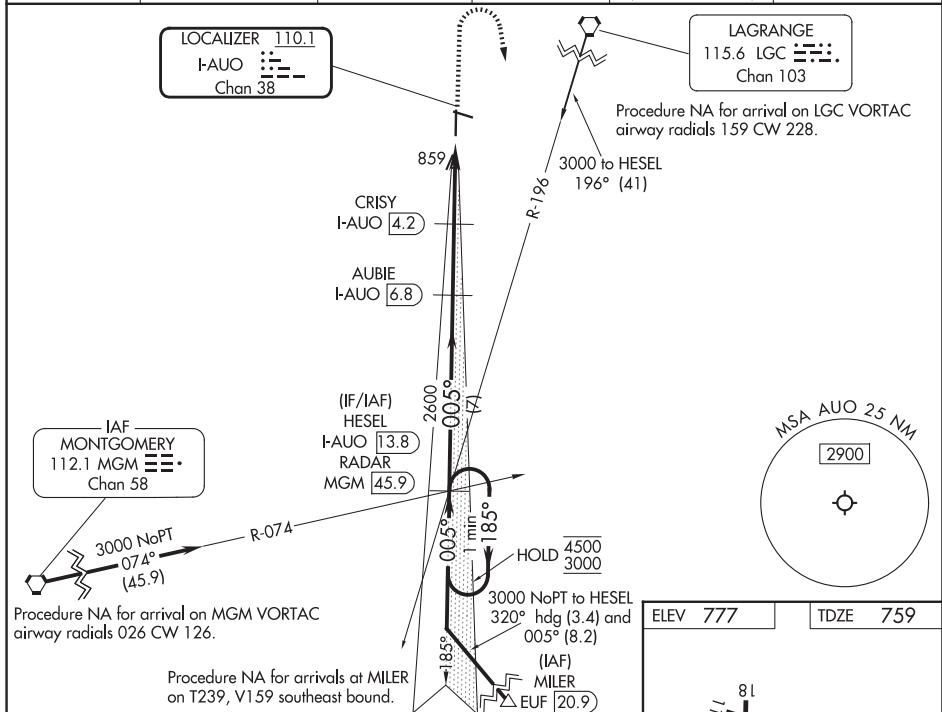
|   |                        |  |
|---|------------------------|--|
| LOC/DME I-AUO<br><b>110.1</b><br>Chan <b>38</b> | APP CRS<br><b>005°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>5264</b><br><b>759</b><br><b>777</b> |
|---|------------------------|--|

# ILS or LOC RWY 36

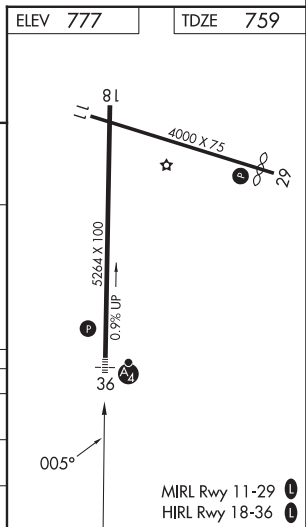
AUBURN UNIVERSITY RGNL (AUO)

|               |  |  |
|---------------|--|--|
| DME required. | <p>⚠ Circling Rwy 29 NA at night. VDP NA when using CSG altimeter setting. When local altimeter setting not received, use CSG altimeter setting and increase S-ILS 36 DA to 1073 feet; increase all MDAs 120 feet and S-LOC 36 visibility Cats C/D <math>\frac{3}{4}</math> SM, and Circling visibility Cats C/D <math>\frac{1}{2}</math> SM. Inop table does not apply to S-ILS 36 all Cats. For inop ALS when using CSG altimeter setting, increase S-ILS 36 all Cats visibility to <math>\frac{3}{4}</math> SM.</p> | <p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 175° and on LGC VORTAC R-196 to HESEL/I-AUO 13.8 DME/RADAR and hold.</p> |
|---------------|--|--|

|                            |   |                                  |                             |   |                                 |
|----------------------------|---|----------------------------------|-----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>132.575</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | AUBURN TOWER ★<br><b>123.875</b> | GND CON ★<br><b>121.625</b> | CLNC DEL<br><b>118.7</b><br>(When hwr closed) | UNICOM<br><b>123.0</b> (CTAF) ① |
|----------------------------|---|----------------------------------|-----------------------------|---|---------------------------------|



|                            |                        |                       |  |                       |           |                  |
|----------------------------|------------------------|-----------------------|--|-----------------------|-----------|------------------|
| One Minute Holding Pattern | HESEL I-AUO 13.8 RADAR | AUBIE I-AUO 6.8       | 1500   | 3000                  | LGC R-196 | HESEL I-AUO 13.8 |
| 4500                       | 185°                   | 2600                  | 005°   | 005°                  | hdg 175°  | 005°             |
| 3000                       | 005°                   | 2600                  | 005°   | 005°                  | hdg 175°  | 005°             |
| GS 3.00° TCH 44            | 2600                   | 1780                  | 2600   | 1780                  | 2600      | 1780             |
|                            | 7 NM                   | 2.5 NM                | 2.1 NM   | 1.1 NM                |           |                  |
| CATEGORY                   | A                      | B                     | C  | D                     |           |                  |
| S-ILS 36                   |                        | 959- $\frac{3}{4}$    | 200 (200- $\frac{3}{4}$ )                          |                       |           |                  |
| S-LOC 36                   |                        | 1120- $\frac{3}{4}$   | 361 (400- $\frac{3}{4}$ )                          |                       |           |                  |
| CIRCLING                   | 1280-1<br>503 (600-1)  | 1360-1<br>583 (600-1) | 1380-1 $\frac{3}{4}$<br>603 (700-1 $\frac{3}{4}$ ) | 1440-2<br>663 (700-2) |           |                  |



AUBURN, ALABAMA  
Amdt 4A 07AUG25

32°37'N-85°26'W

AUBURN UNIVERSITY RGNL (AUO)  
ILS or LOC RWY 36

MIRL Rwy 11-29 ①  
HIRL Rwy 18-36 ①

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>63139</b><br><b>W11A</b> | APP CRS<br><b>111°</b> | Rwy Ldg<br>TDZE <b>775</b><br>Apt Elev <b>777</b> |
|--|------------------------|---|

RNAV (GPS) RWY 11

AUBURN UNIVERSITY RGNL (AUO)

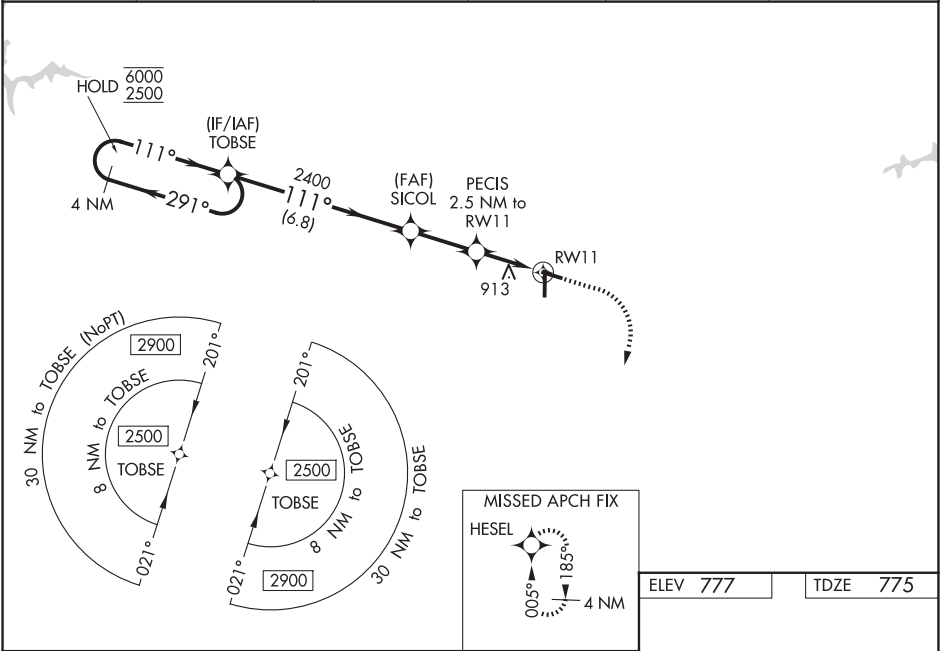
RNP APCH - GPS.

⚠

Baro-VNAV and VDP NA when using CSG altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 29 NA at night. When local altimeter setting not received, use CSG altimeter setting: increase LPV DA to 1139 feet; increase LNAV/VNAV DA to 1334 feet and all visibilities ¼ SM. Increase all MDAs 120 feet and LNAV visibility Cats C/D ¼ SM and Circling Cat C/D visibility ½ SM.

MISSED APPROACH:  
Climb to 1300 then climbing right turn to 3000 direct HESEL and hold.

|                            |   |                                  |                            |   |  |
|----------------------------|---|----------------------------------|----------------------------|---|--|
| AWOS-3PT<br><b>132.575</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | AUBURN TOWER ★<br><b>123.875</b> | GND CON★<br><b>121.625</b> | CLNC DEL<br><b>118.7</b><br>(When twr closed) | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|----------------------------|---|----------------------------------|----------------------------|---|--|



|                      |  |                         |  |                         |  |
|----------------------|--|-------------------------|--|-------------------------|--|
| 4 NM Holding Pattern |  | ELEV 777                |  | TDZE 775                |  |
| GP 3.00° TCH 45      |  | MISSED APCH FIX         |  | HESEL                   |  |
| 4 NM Holding Pattern |  | 1300                    |  | 3000                    |  |
| GP 3.00° TCH 45      |  | HESEL                   |  | 111°                    |  |
| GP 3.00° TCH 45      |  | 81                      |  | 4000 X 75               |  |
| GP 3.00° TCH 45      |  | 5264 X 100              |  | 0.9% UP                 |  |
| GP 3.00° TCH 45      |  | 36                      |  | HIRL Rwy 18-36 <b>0</b> |  |
| GP 3.00° TCH 45      |  | MIRL Rwy 11-29 <b>0</b> |  | MIRL Rwy 11-29 <b>0</b> |  |
| CATEGORY             |  | A                       |  | B                       |  |
| LPV DA               |  | 1025-1                  |  | 250 (300-1)             |  |
| LNAV/VNAV DA         |  | 1220-1 ¾                |  | 445 (500-1 ¾)           |  |
| LNAV MDA             |  | 1220-1                  |  | 445 (500-1)             |  |
| CIRCLING             |  | 1280-1                  |  | 1360-1                  |  |
|                      |  | 503 (600-1)             |  | 583 (600-1)             |  |
|                      |  | 1380-1 ¾                |  | 1440-2                  |  |
|                      |  | 603 (700-1 ¾)           |  | 663 (800-2)             |  |

AUBURN, ALABAMA

AL-5127 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78029</b><br><b>W18A</b> | APP CRS<br><b>185°</b> | Rwy Ldg <b>5264</b><br>TDZE <b>777</b><br>Apt Elev <b>777</b> |
|--|------------------------|---|

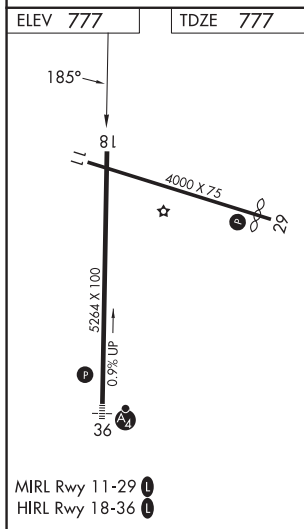
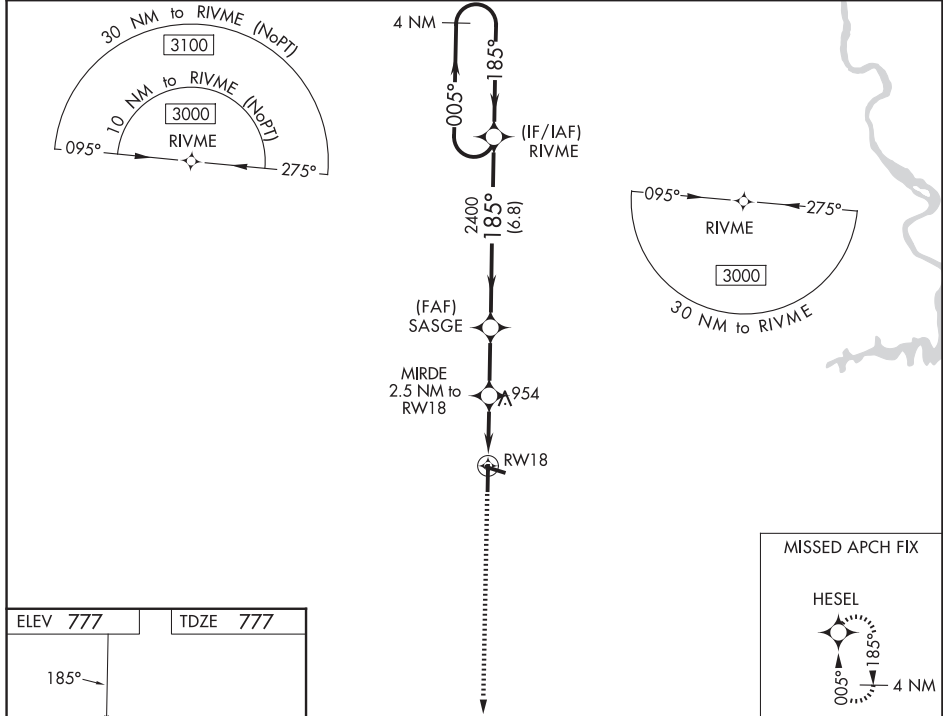
# RNAV (GPS) RWY 18

AUBURN UNIVERSITY RGNL (AUO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
▲ Baro-VNAV and VDP NA when using Columbus altimeter setting. DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Columbus altimeter setting: increase LPV DA to 1140 feet and visibility all Cats 1/2 SM; increase LNAV/VNAV DA to 1164 feet and visibility all Cats 3/8 SM; increase all MDA 120 feet and LNAV Cats C/D visibility 3/8 SM, Circling Cat C visibility 1/4 SM, and circling Cat D visibility 1/2 SM.

MISSED APPROACH:  
Climb to 3000 direct  
HESEL and hold.

|                            |   |                                  |                           |   |  |
|----------------------------|---|----------------------------------|---------------------------|---|--|
| AWOS-3PT<br><b>132.575</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | AUBURN TOWER ★<br><b>123.875</b> | GND CON<br><b>121.625</b> | CLNC DEL<br><b>118.7</b><br>(When twr closed) | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|----------------------------|---|----------------------------------|---------------------------|---|--|



|              |          |                      |            |                            |   |
|--------------|----------|----------------------|------------|----------------------------|---|
| 3000         | HESEL    | MIRDE 2.5 NM to RW18 | SASGE 2400 | RIVME 4 NM Holding Pattern | 005° 185° 3000  |
| *LNAV only   |          | *1.4 NM to RW18      | 2400       |                            | GP 3.00° TCH 50                                       |
|              |          | 1.4 NM               | 1.1 NM     | 2.4 NM                     | 6.8 NM  |
| CATEGORY     | A        | B                    | C          | D                          |   |
| LPV DA       | 1027-3/4 | 250 (300-3/4)        |            |                            |   |
| LNAV/VNAV DA | 1051-7/8 | 274 (300-7/8)        |            |                            |   |
| LNAV MDA     | 1260-1   | 483 (500-1)          | 1260-1 3/8 | 483 (500-1 3/8)            |   |
| CIRCLING     | 1280-1   | 503 (600-1)          | 1360-1     | 583 (600-1)                | 1380-1 3/4 603 (700-1 3/4) 1480-2 1/4 703 (800-2 1/4) |

AUBURN, ALABAMA  
Amdt 2 10NOV16

32°37'N-85°26'W

AUBURN UNIVERSITY RGNL (AUO)  
RNP (GPS) RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

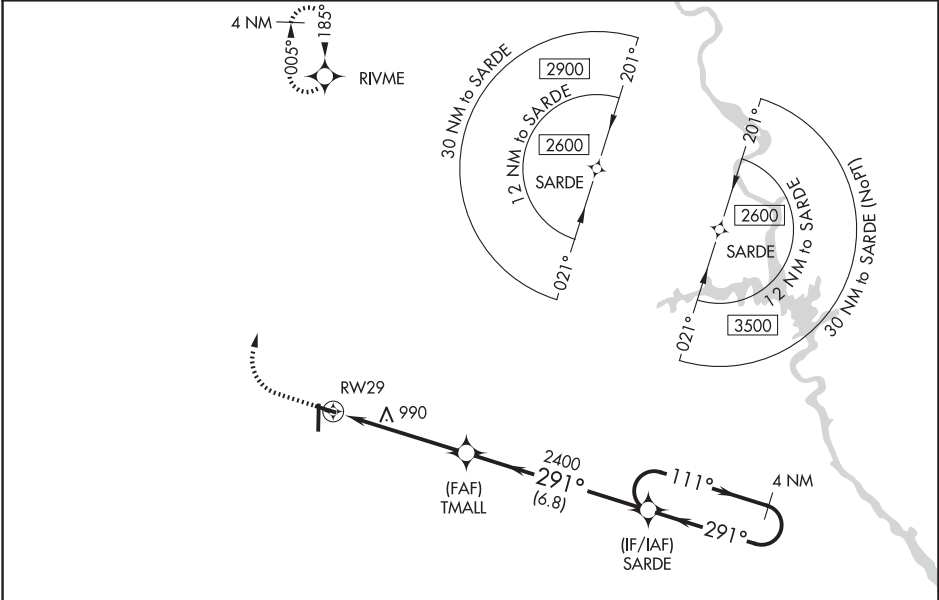
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 3703 |
| 291°    | TDZE     | 770  |
|         | Apt Elev | 777  |

RNAV (GPS) RWY 29  
AUBURN UNIVERSITY RGNL (AUO)

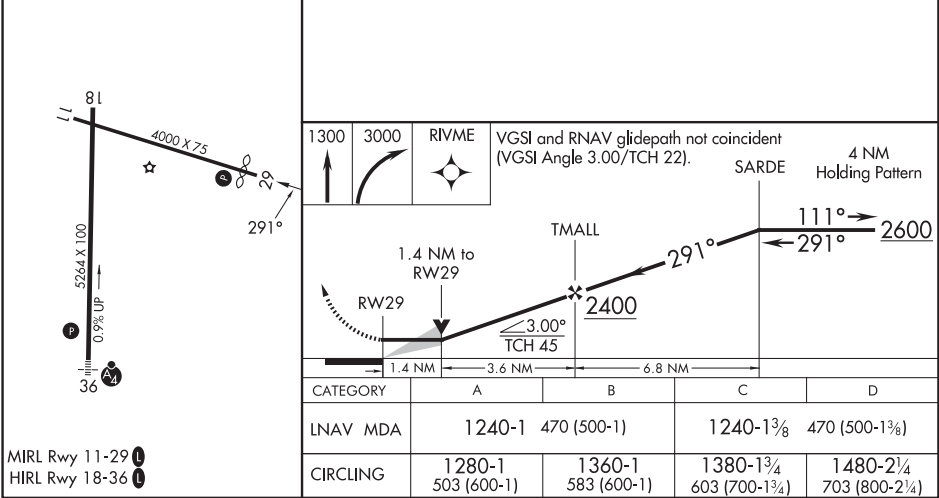
**⚠** DME/DME RNP-0.3 NA. VDP NA when using Columbus altimeter setting. When local altimeter setting not received, use Columbus altimeter setting and increase all MDA 120 feet and LNAV Cats C/D visibility  $\frac{3}{8}$  SM, Circling Cat C visibility  $\frac{1}{4}$  SM, and Circling Cat D visibility  $\frac{1}{2}$  SM.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct RIVME and hold.

|                     |                                  |                           |                    |  |                                 |
|---------------------|----------------------------------|---------------------------|--------------------|--|---------------------------------|
| AWOS-3PT<br>132.575 | ATLANTA APP CON ★<br>125.5 323.1 | AUBURN TOWER ★<br>123.875 | GND CON<br>121.625 | CLNC DEL<br>118.7<br>(When twr closed) | UNICOM<br>123.0 (CTAF) <b>①</b> |
|---------------------|----------------------------------|---------------------------|--------------------|--|---------------------------------|



|          |          |
|----------|----------|
| ELEV 777 | TDZE 770 |
|----------|----------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

AUBURN, ALABAMA

AL-5127 (FAA)

25219

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>58304</b><br><b>W36A</b> | APP CRS<br><b>005°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5264</b><br><b>759</b><br><b>777</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 36

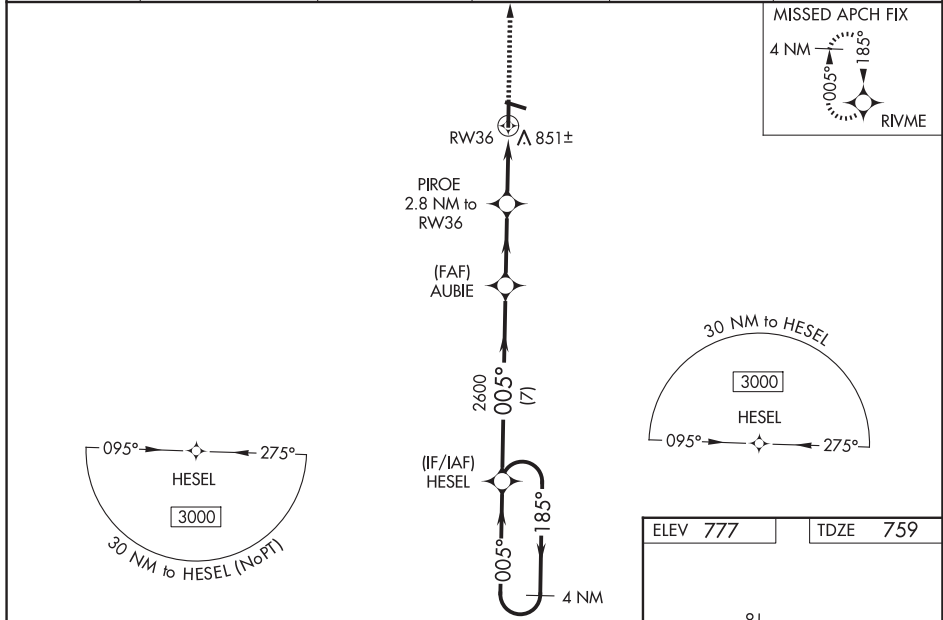
AUBURN UNIVERSITY RGNL (AUO)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Columbus altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus altimeter setting: increase LPV DA to 1072 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1173 feet and visibility all Cats ¾ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ¼ SM and Circling Cats C/D visibility ½ SM. For inop ALS, increase LNAV/VNAV Cat D visibility ¼ SM and LNAV Cat D visibility ½ SM. For inop ALS, when using Columbus altimeter setting, increase LPV all Cats visibility to 1 ½ SM, LNAV/VNAV all Cats visibility to 1 ½ SM, and LNAV all Cats visibility to 1 ¾ SM.

MALSF

**MISSED APPROACH:**  
Climb to 3000 direct RIVME and hold.

|                            |   |                                  |                           |   |  |
|----------------------------|---|----------------------------------|---------------------------|---|--|
| AWOS-3PT<br><b>132.575</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | AUBURN TOWER ★<br><b>123.875</b> | GND CON<br><b>121.625</b> | CLNC DEL<br><b>118.7</b><br>(When twr closed) | UNICOM<br><b>123.0</b> (CTAF) <b>📻</b> |
|----------------------------|---|----------------------------------|---------------------------|---|--|



4 NM Holding Pattern HESEL

3000 ←185° 005° → 005° 2600

GP 3.00° TCH 44

AUBIE 2600

PIROE 2.8 NM to RW36

\*1660

\*1.1 NM to RW36

RW36

\* LNAV only

7 NM 2.9 NM 1.7 NM 1.1 NM

ELEV 777 TDZE 759

81 17 4000 X 75

5264 X 100 0.9% UP

36 005°

MIRL Rwy 11-29 **📻**

HIRL Rwy 18-36 **📻**

| CATEGORY     | A                  | B                  | C                    | D                    |
|--------------|--------------------|--------------------|----------------------|----------------------|
| LPV DA       | 959-¾ 200 (200-¾)  |                    |                      |                      |
| LNAV/VNAV DA | 1060-⅞ 301 (300-⅞) |                    |                      |                      |
| LNAV MDA     | 1120-¾ 361 (400-¾) |                    | 1120-⅞ 361 (400-⅞)   |                      |
| CIRCLING     | 1280-1 503 (600-1) | 1360-1 583 (600-1) | 1380-1¾ 603 (700-1¾) | 1480-2¼ 703 (800-2¼) |

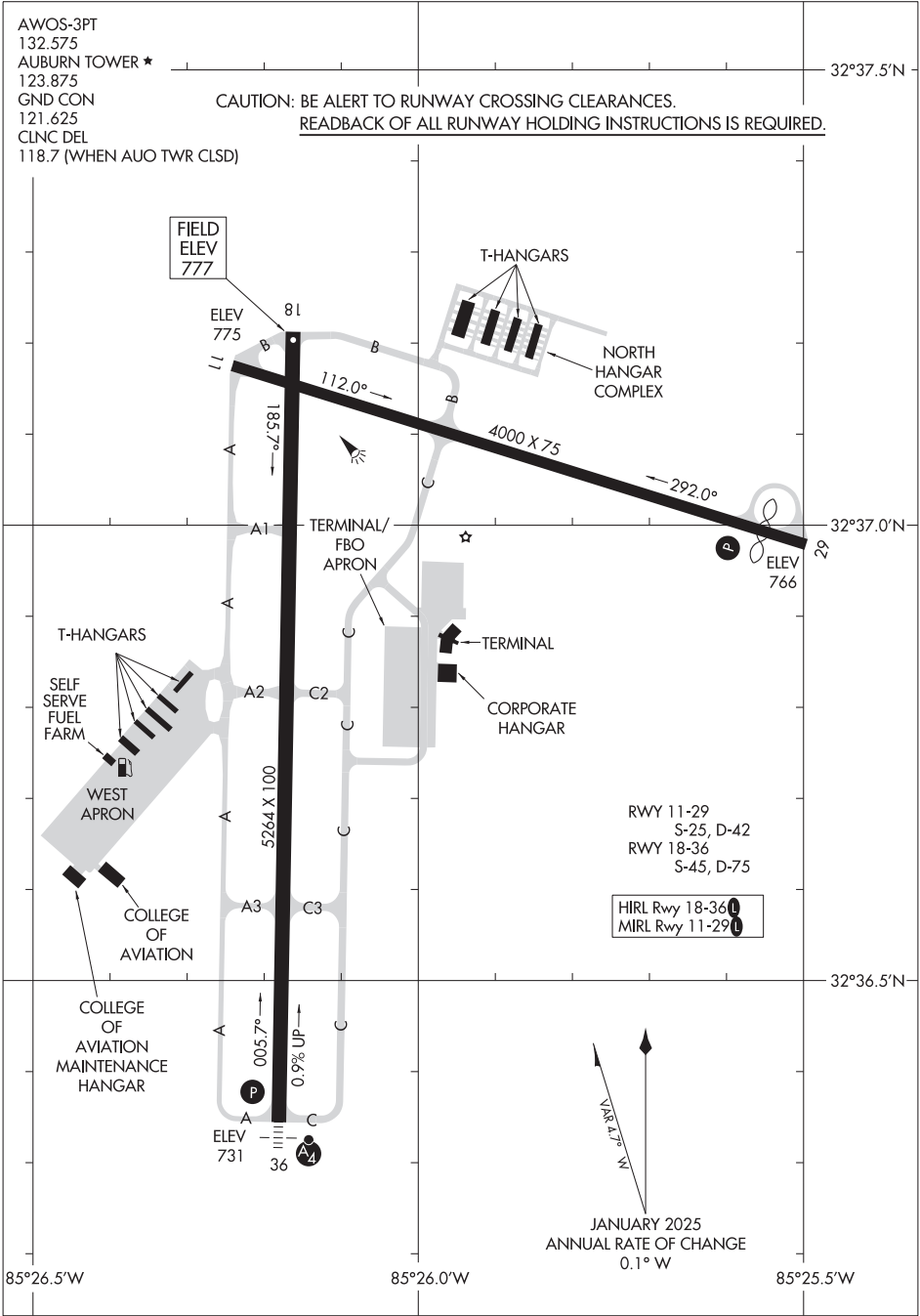
AUBURN, ALABAMA  
Amdt 2C 10NOV16

32°37'N-85°26'W

AUBURN UNIVERSITY RGNL (AUO)  
RNAV (GPS) RWY 36

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

AUGUSTA, GEORGIA

AL-27 (FAA)

25163

|                            |                        |   |
|----------------------------|------------------------|---|
| LOC I-MZX<br><b>111.75</b> | APP CRS<br><b>172°</b> | Rwy Ldg<br>TDZE <b>146</b><br>Apt Elev <b>146</b> |
|----------------------------|------------------------|---|

ILS or LOC RWY 17  
AUGUSTA RGNL AT BUSH FLD (AGS)

ADF required for LOC only.

▼

▲

For inop ALS, increase S-LOC 17 Cats C and D visibility to 1½ SM.

MALSRL

MISS

ED

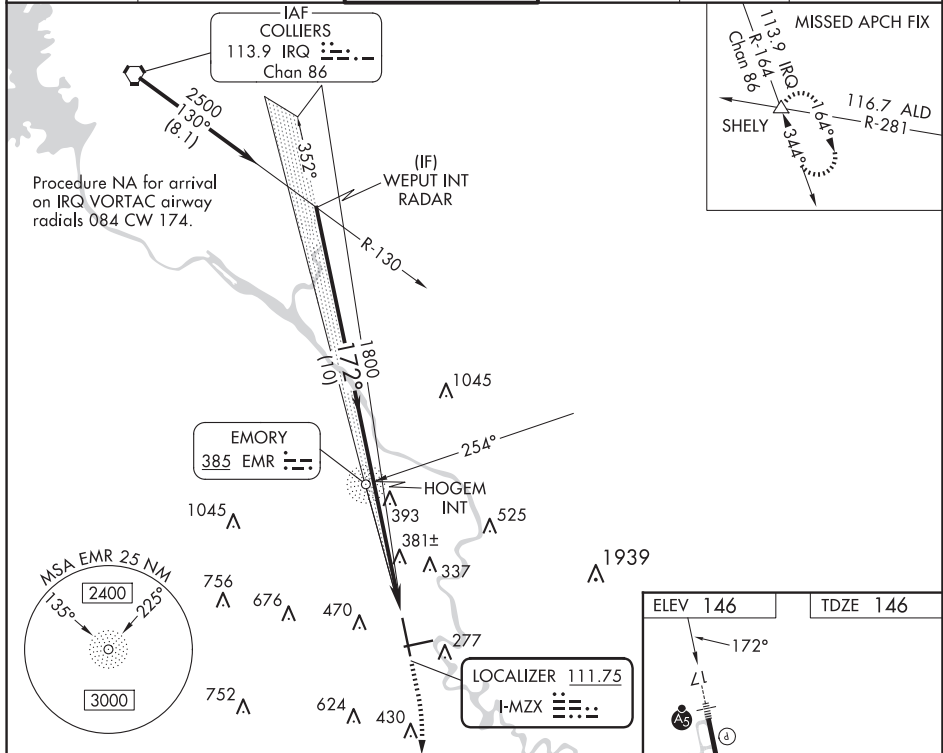
AP

CH

FIX

MISSED APPROACH: Climb to 3000 on heading 180° and IRQ VORTAC R-164 to SHELLY INT and hold.

|                       |   |  |                               |                           |                         |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>132.75</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | AUGUSTA TOWER ★<br><b>118.7 (CTAF) 239.3</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.65</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|



|   |  |  |  |  |          |  |                          |  |
|---|--|--|--|--|----------|--|--------------------------|--|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71). |  |  |  |  | ELEV 146 |  | TDZE 146                 |  |
| WEPUT INT RADAR   |  |  |  |  | hdg 180° |  | IRQ R-164                |  |
| HOGEM INT   |  |  |  |  | SHELLY   |  | △                        |  |
| GS 3.00° TCH 57   |  |  |  |  | TWR      |  | MIRL Rwy 8-26            |  |
| 10 NM   |  |  |  |  | 5 NM     |  | HIRL Rwy 17-35           |  |
| CATEGORY  |  |  |  |  | A        |  | B                        |  |
| S-ILS 17  |  |  |  |  | 351/24   |  | 205 (300-½)              |  |
| S-LOC 17  |  |  |  |  | 640/24   |  | 494 (500-½)              |  |
| CIRCLING  |  |  |  |  | 780-1    |  | 634 (700-1)              |  |
|   |  |  |  |  | 780-1¾   |  | 634 (700-1¾)             |  |
|   |  |  |  |  | 940-2½   |  | 794 (800-2½)             |  |
|   |  |  |  |  | Knots    |  | 60 90 120 150 180        |  |
|   |  |  |  |  | Min:Sec  |  | 5:00 3:20 2:30 2:00 1:40 |  |

AUGUSTA, GEORGIA  
Amdt 10A 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
ILS or LOC RWY 17

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|                           |                        |  |   |
|---------------------------|------------------------|--|---|
| LOC I-AGS<br><b>110.5</b> | APP CRS<br><b>352°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>8001</b><br><b>137</b><br><b>146</b> | ILS or LOC RWY 35<br>AUGUSTA RGNL AT BUSH FLD (AGS) |
|---------------------------|------------------------|--|---|

T

A

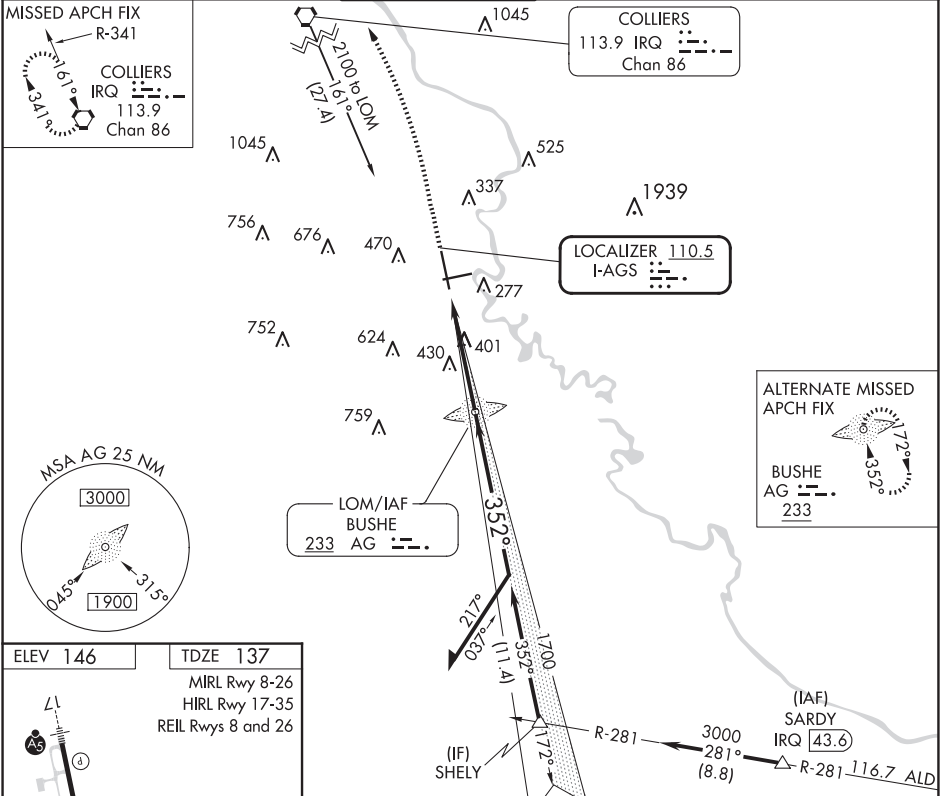
When local altimeter setting not received, use Daniel Fld altimeter setting and increase S-ILS 35 DA to 392; increase all MDAs 60 feet and S-LOC 35 and Circling Cats C and D visibility ¼ SM. Autopilot coupled approach NA below 940.

MALSR

MISSED APPROACH:

Climb to 600 then climbing left turn to 2100 direct IRQ VORTAC and hold.

|                       |   |  |                               |                           |                         |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>132.75</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | AUGUSTA TOWER ★<br><b>118.7 (CTAF) 0 239.3</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.65</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|



600

2100

IRQ

AG LOM

172°

1648

352°

2000

1700

GS 3.00°

TCH 56

4.5 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

Remain within 10 NM

| CATEGORY | A                  | B | C  | D |
|----------|--------------------|---|--|---|
| S-ILS 35 | 337/24 200 (200-½) |   |  |   |
| S-LOC 35 | 660/24 523 (600-½) |   | 660/55 523 (600-1)                         |   |
| CIRCLING | 780-1 634 (700-1)  |   | 780-1¾ 940-2½<br>634 (700-1¾) 794 (800-2½) |   |

AUGUSTA, GEORGIA




AL-27 (FAA)

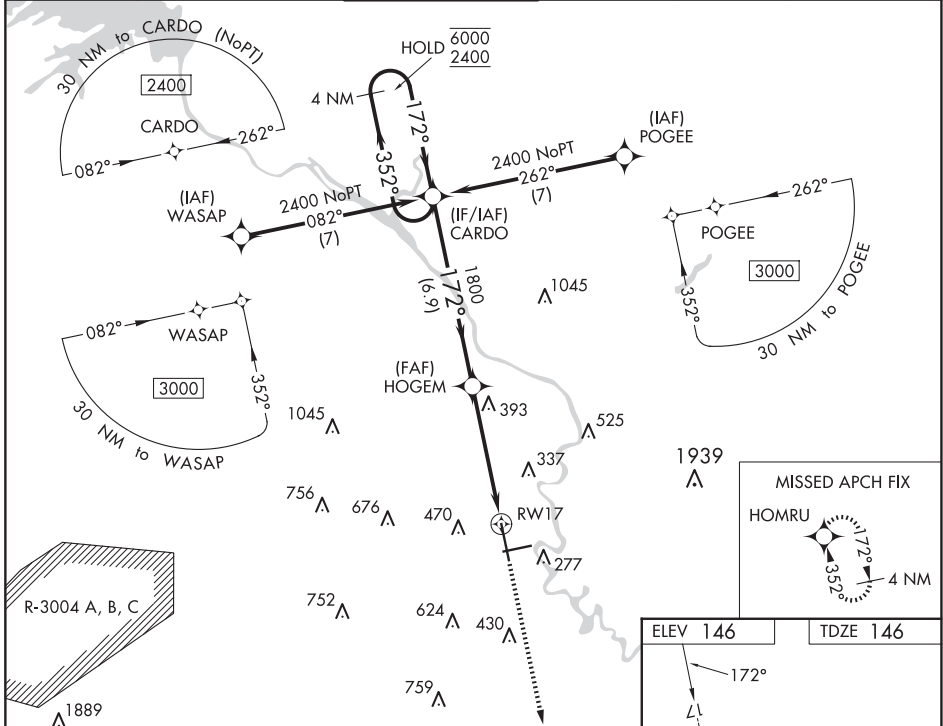
25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>77504</b><br><b>W17A</b> | APP CRS<br><b>172°</b> | Rwy Ldg<br>TDZE <b>146</b><br>Apt Elev <b>146</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 17

AUGUSTA RGNL AT BUSH FLD (AGS)

|   |                                  |   |                        |   |   |
|---|----------------------------------|---|------------------------|---|---|
| RNP APCH - GPS.   |                                  |   |                        | <div>MALSR</div> <div></div> | MISSED APPROACH:<br>Climb to 2100 direct<br>HOMRU and hold. |
| <div><div></div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.</div> <div><div></div>For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.</div> |                                  |   |                        |   |   |
| ATIS<br>132.75  | AUGUSTA APP CON ★<br>126.8 270.3 | AUGUSTA TOWER ★<br>118.7 (CTAF) 0 239.3 | GND CON<br>121.9 348.6 | CLNC DEL<br>118.65  | UNICOM<br>122.95  |



4 NM

Holding Pattern

CARD0

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 71).

2100

HOMRU

6000

2400

GP 3.00°

TCH 57

352°

172°

172°

HOGEM

1800

1.5 NM to RW17

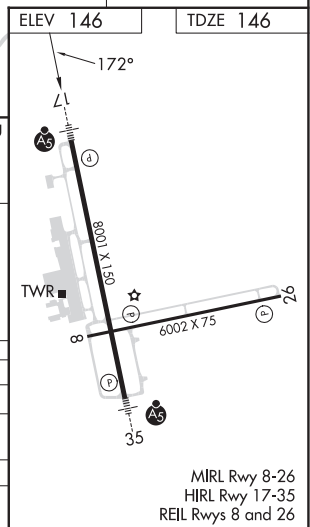
RW17

6.9 NM

3.5 NM

1.5 NM

|               |        |             |                        |                        |
|---------------|--------|-------------|------------------------|------------------------|
| CATEGORY      | A      | B           | C                      | D                      |
| LPV DA        |        | 351/24      | 205 (300-½)            |                        |
| LNAV/ VNAV DA |        | 460/24      | 314 (400-½)            |                        |
| LNAV MDA      | 700/24 | 554 (600-½) | 700/60                 | 554 (600-1¼)           |
| CIRCLING      | 780-1  | 634 (700-1) | 780-1¾<br>634 (700-1¾) | 940-2½<br>794 (800-2½) |



AUGUSTA, GEORGIA  
Amdt 3A 29DEC22

33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
**RNAV (GPS) RWY 17**

MIRL Rwy 8-26  
HIRL Rwy 17-35  
REIL Rws 8 and 26



APP CRS  
262°

Rwy Ldg  
TDZE  
139

Apt Elev  
146

RNAV (GPS) RWY 26

AUGUSTA RGNL AT BUSH FLD (AGS)

▼

Rwy 26 helicopter visibility reduction below ¾ SM NA. VDP NA with Daniel Fld altimeter setting.

▲

When local altimeter setting not received, use Daniel Fld altimeter setting and increase all MDAs 60 feet; increase LNAV and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH:

Climb to 3000 direct GONRE and on track 201° to HEPIG and hold.

|                |                                  |   |                        |                    |                  |
|----------------|----------------------------------|---|------------------------|--------------------|------------------|
| ATIS<br>132.75 | AUGUSTA APP CON ★<br>126.8 270.3 | AUGUSTA TOWER ★<br>118.7 (CTAF) 0 239.3 | GND CON<br>121.9 348.6 | CLNC DEL<br>118.65 | UNICOM<br>122.95 |
|----------------|----------------------------------|---|------------------------|--------------------|------------------|

ELEV 146

TDZE 139

3000

GONRE

tr 201°

HEPIG

KELRE

BEKAC

4 NM Holding Pattern

1 NM to RW26

2.6 NM to RW26

1020

3.00° TCH 55

1 NM

1.6 NM

4.7 NM

6.5 NM

262°

082°

2500

6000

2500

| CATEGORY | A                 | B                   | C                   | D                   |
|----------|-------------------|---------------------|---------------------|---------------------|
| LNAV MDA | 520-1 381 (400-1) | 520-1 381 (400-1 ½) | 520-1 381 (400-1 ½) | 520-1 381 (400-1 ½) |
| CIRCLING | 780-1 634 (700-1) | 780-1 634 (700-1 ¼) | 780-1 634 (700-1 ¼) | 940-2 794 (800-2 ½) |

TWR

800 X 150

6002 X 75

35

MIRL Rwy 8-26

HIRL Rwy 17-35

REIL Rwy 8 and 26

AUGUSTA, GEORGIA

Amdt 1C 29DEC22

33°22'N-81°58'W

173

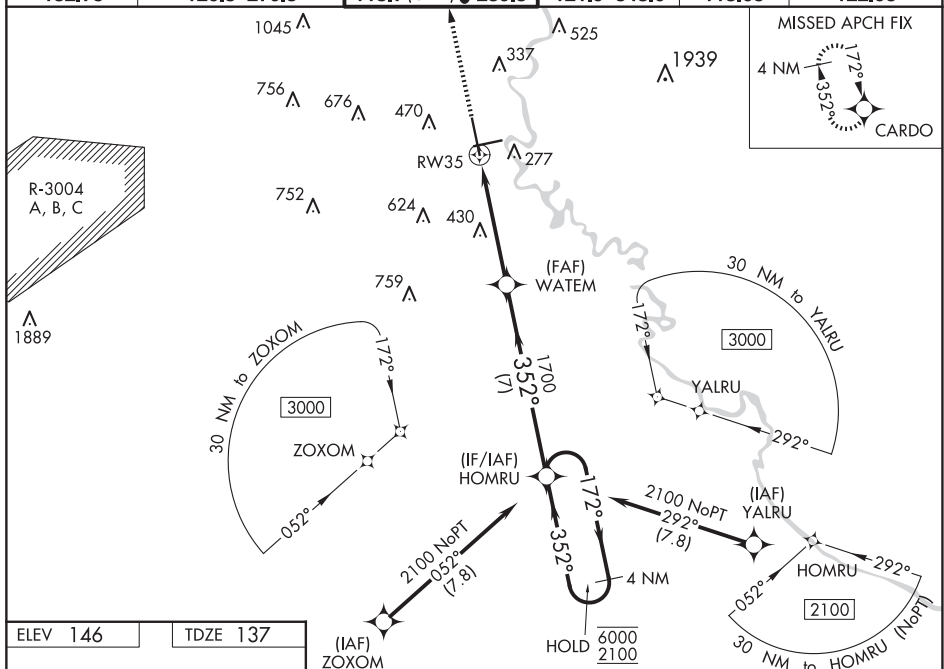
AUGUSTA RGNL AT BUSH FLD (AGS)

RNAV (GPS) RWY 26

RNAV (GPS) RWY 35  
AUGUSTA RGNL AT BUSH FLD (AGS)

**MISSED APPROACH:** Climb to 2400 direct CARDO and hold.

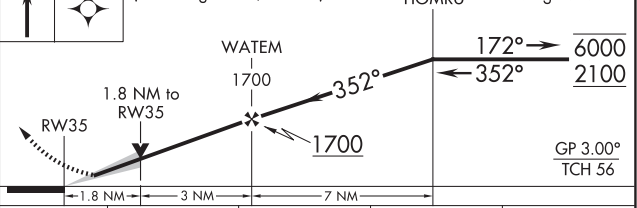
**T**  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.


UNICOM  
122.95

MIRA Rwy 8-26  
HIRL Rwy 17-35  
REIL Rwy 8 and 26

|      |       |
|------|-------|
| 2400 | CARDO |
|------|-------|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72). H

4 NM  
Holding Pattern

| CATEGORY   |     | A                  | B                      | C                      | D |
|--|-----|--------------------|------------------------|------------------------|---|
| LPV  | DA  | 387/24 250 (300-½) |                        |                        |   |
| LNAV/<br>VNAV  | DA  | 668/55 531 (600-1) |                        |                        |   |
| LNAV   | MDA | 780/24 643 (700-½) | 780-1⅜ 643 (700-1⅜)    |                        |   |
|  CIRCLING |     | 780-1 634 (700-1)  | 780-1⅞<br>634 (700-1⅞) | 940-2½<br>794 (800-2½) |   |

AUGUSTA RGNL AT BUSH FLD (AGS)  
RNAV (GPS) RWY 35

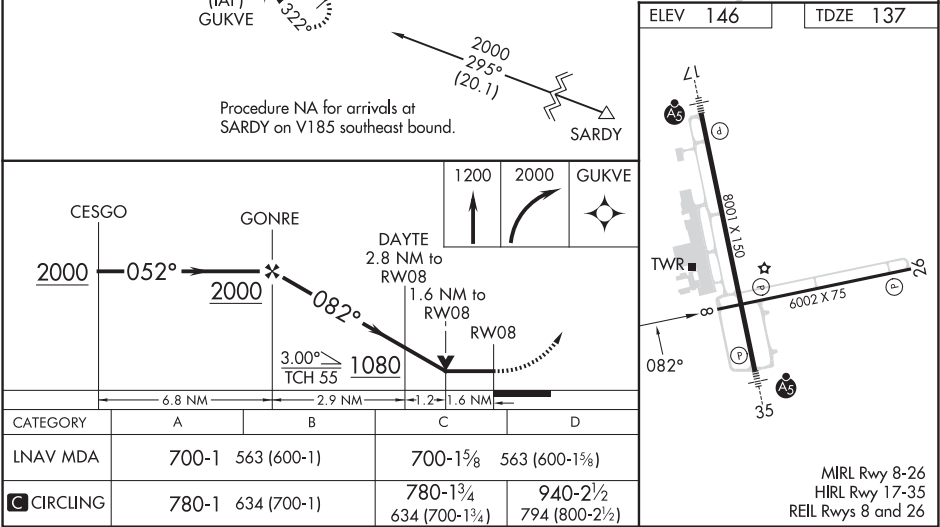
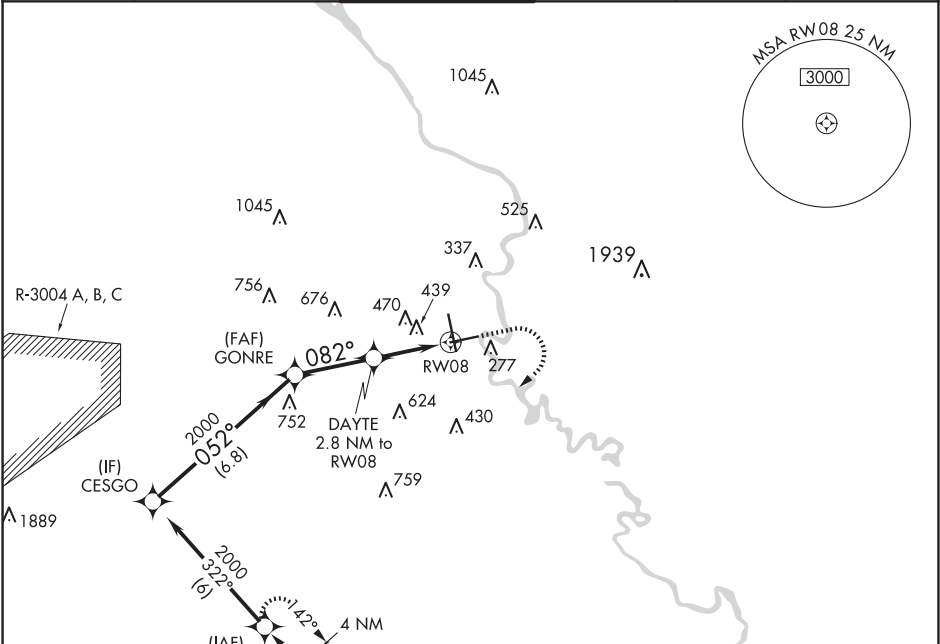
SE-4, 07 AUG 2025 to 02 OCT 2025

|                        |          |             |
|------------------------|----------|-------------|
| APP CRS<br><b>082°</b> | Rwy Ldg  | <b>6002</b> |
|                        | TDZE     | <b>137</b>  |
|                        | Apt Elev | <b>146</b>  |

RNAV (GPS) Y RWY 8  
AUGUSTA RGNL AT BUSH FLD (AGS)

|                 |  |  |
|-----------------|--|--|
| RNP APCH - GPS. |  | MISSED APPROACH:<br>Climb to 1200 then dimbing<br>right turn to 2000 direct<br>GUKVE and hold. |
| ▼               | Rwy 8 helicopter visibility reduction below ¾ SM NA. VDP NA with Daniel Fld altimeter setting.   |  |
| ▲               | When local altimeter setting not received, use Daniel Fld altimeter setting and increase all MDAs 60 feet; increase LNAV Cats C and D visibility ⅛ SM and Circling Cats C and D visibility ¼ SM. |  |

|                       |   |  |                               |                           |                         |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>132.75</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | AUGUSTA TOWER ★<br><b>118.7 (CTAF) 0 239.3</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.65</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|




AUGUSTA, GEORGIA

AL-27 (FAA)

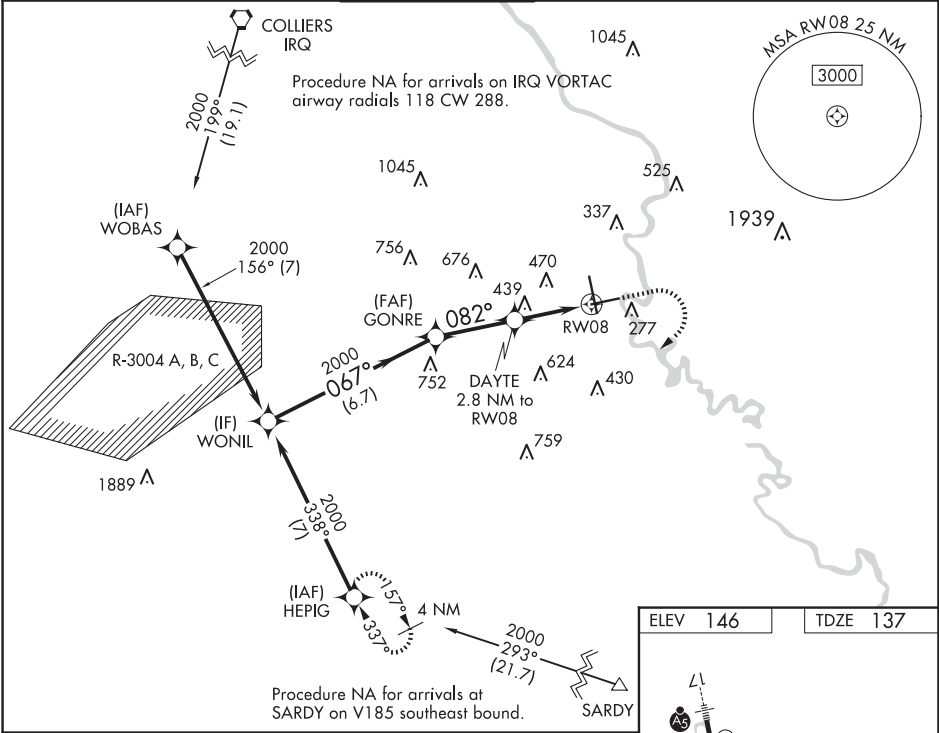
25163


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90328</b><br><b>W08A</b> | APP CRS<br><b>082°</b> | Rwy Ldg<br>TDZE <b>137</b><br>Apt Elev <b>146</b> |
|--|------------------------|---|

**RNAV (GPS) Z RWY 8**  
AUGUSTA RGNL AT BUSH FLD (AGS)

|  |  |  |
|--|--|--|
| RNP APCH - GPS.  |  | MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct HEPIG and hold. |
|  Rwy 8 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. |  |  |

|                       |   |  |                               |                           |                         |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>132.75</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | AUGUSTA TOWER ★<br><b>118.7 (CTAF) 239.3</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>118.65</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|---------------------------|-------------------------|



|  |             |        |                |                |              |       |
|--|-------------|--------|----------------|----------------|--------------|-------|
| WONIL  |             | GONRE  | DAYTE          | 1200           | 2000         | HEPIG |
| 2000   |             | 2000   | 2.8 NM to RW08 | 1.6 NM to RW08 |              |       |
| GP 3.00°<br>TCH 55   |             | 1080   | RW08           |                |              |       |
| 6.7 NM   |             | 2.9 NM | 1.2 NM         | 1.6 NM         |              |       |
| CATEGORY   | A           | B      | C              | D              |              |       |
| LPV DA   | 669-1½      |        | 532 (600-1½)   |                |              |       |
| LNAV/VNAV DA   | 693-1½      |        | 556 (600-1½)   |                |              |       |
| LNAV MDA   | 700-1       |        | 700-1½         |                | 563 (600-1½) |       |
|  CIRCLING | 760-1       |        | 780-1          |                | 780-1¾       |       |
|  | 614 (700-1) |        | 634 (700-1)    |                | 634 (700-1¾) |       |
|  |             |        |                |                | 940-2½       |       |
|  |             |        |                |                | 794 (800-2½) |       |

AUGUSTA, GEORGIA  
Amdt 1A 29DEC22

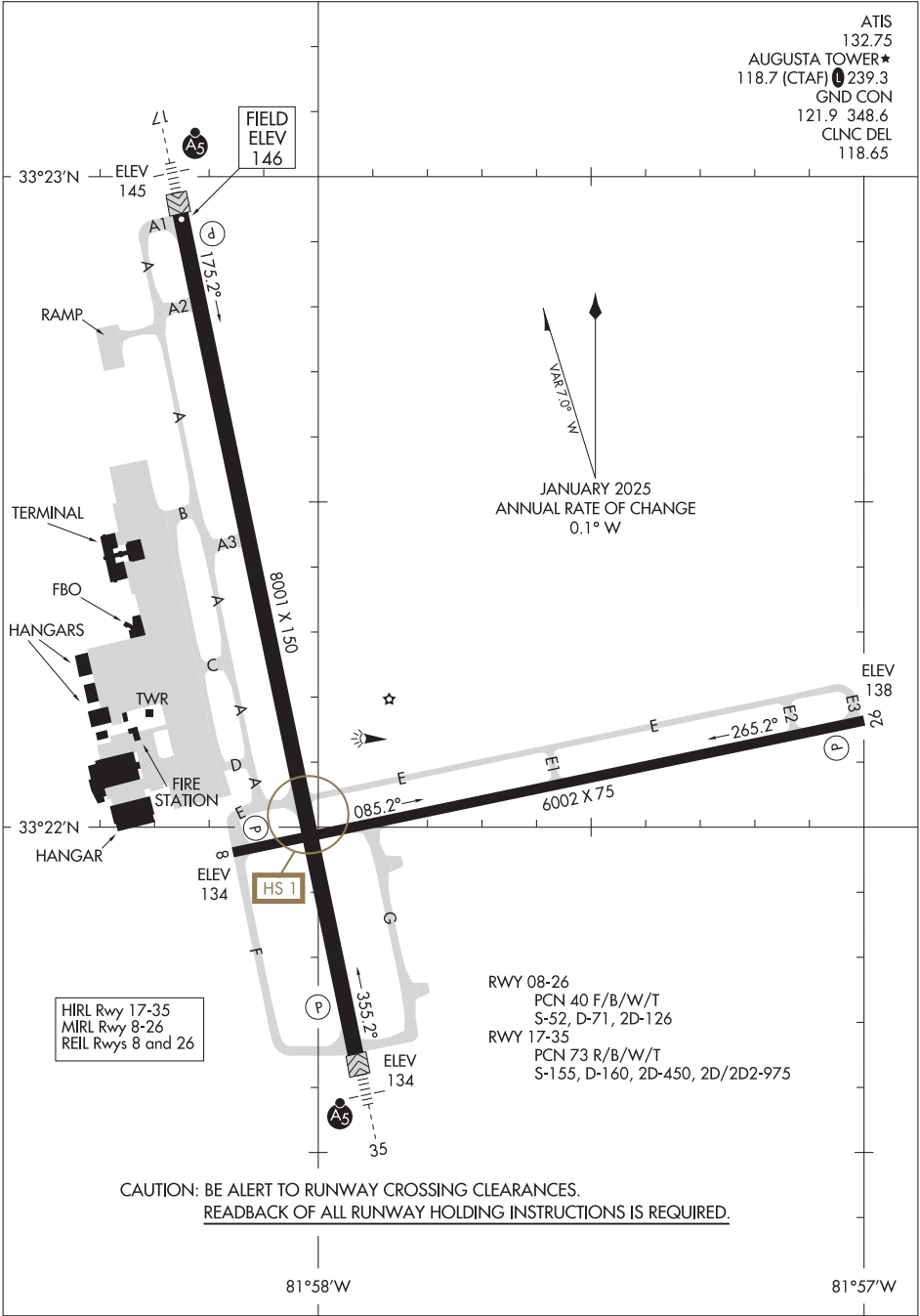
33°22'N-81°58'W

AUGUSTA RGNL AT BUSH FLD (AGS)  
**RNAV (GPS) Z RWY 8**

MIRL Rwy 8-26  
HIRL Rwy 17-35  
REIL Rwy 8 and 26

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



(CHATT6.CHATT) 23166

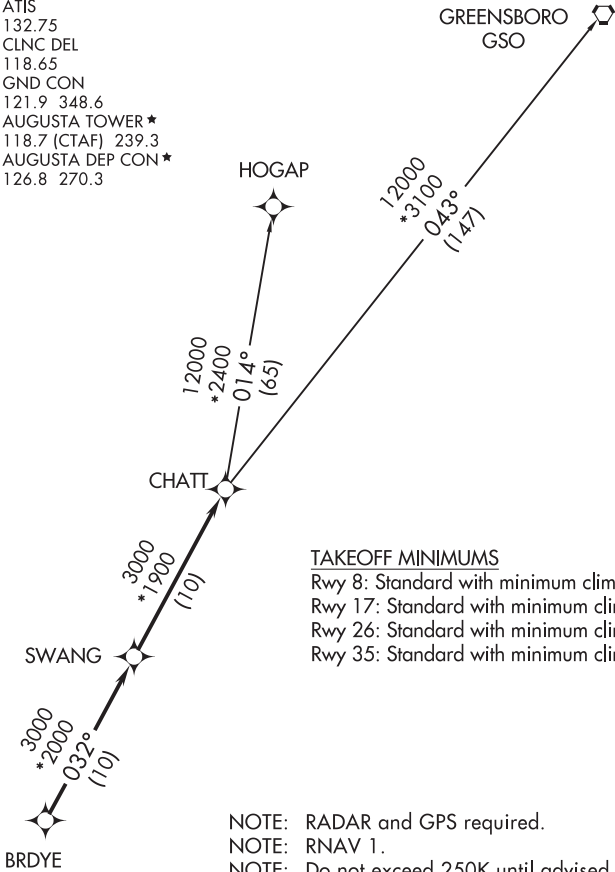
AL-27 (FAA)

AUGUSTA RGNL AT BUSH FLD (AGS)  
AUGUSTA, GEORGIA

CHATT SIX DEPARTURE (RNAV)

ATIS  
132.75  
CLNC DEL  
118.65  
GND CON  
121.9 348.6  
AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3

**TOP ALTITUDE:  
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 392' per NM to 2600.
- Rwy 17: Standard with minimum climb of 267' per NM to 2400.
- Rwy 26: Standard with minimum climb of 324' per NM to 2000.
- Rwy 35: Standard with minimum climb of 305' per NM to 2500.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For turbojet aircraft during Masters golf tournament week.
- NOTE: Use 118.2 for CLNC DEL during Masters golf tournament week.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

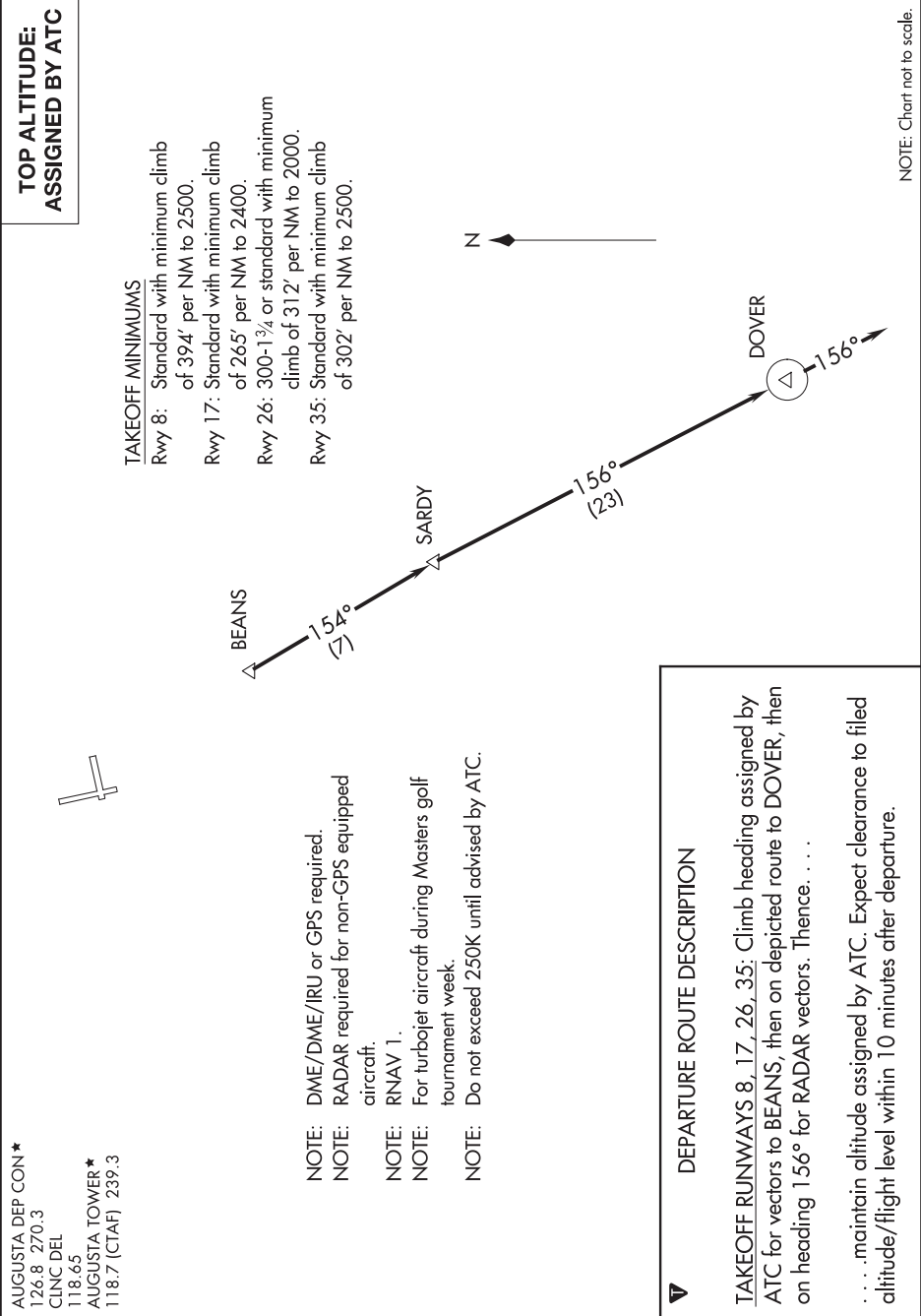
TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)

HOGAP TRANSITION (CHATT6.HOGAP)

SE-4, 07 AUG 2025 to 02 OCT 2025

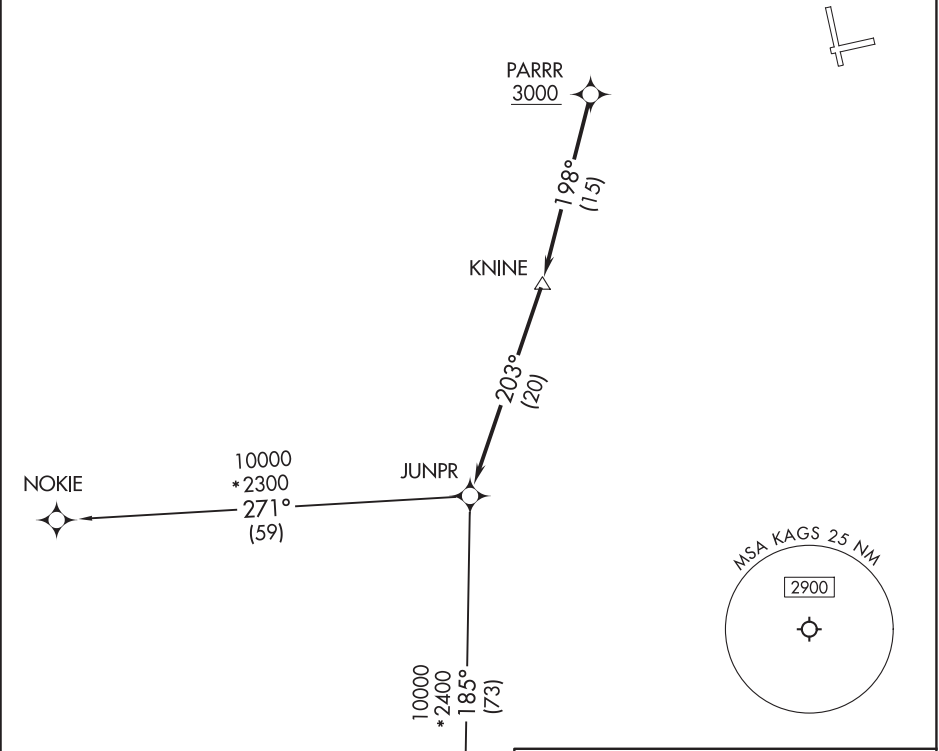
SE-4, 07 AUG 2025 to 02 OCT 2025



JUNPR SIX DEPARTURE (RNAV)

|                                  |                                       |   |
|----------------------------------|---------------------------------------|---|
| TOP ALTITUDE:<br>ASSIGNED BY ATC | RNAV 1 - DME/DME/IRU or GPS required. | AUGUSTA DEP CON ★<br>126.8 270.3<br>CLNC DEL<br>118.65<br>AUGUSTA TOWER ★<br>118.7 (CTAF) 239.3 |
|                                  | RADAR required.                       |   |

NOTE: Do not exceed 250K until advised by ATC.



TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 394' per NM to 2500.
- Rwy 17: Standard with minimum climb of 265' per NM to 2400.
- Rwy 26: Standard with minimum climb of 312' per NM to 2000.
- Rwy 35: Standard with minimum climb of 302' per NM to 2500.

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35:  
Climb on heading assigned by ATC for vectors to cross PARRR at or above 3000, then on depicted route to JUNPR, thence. . .

. . . (transition), maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREAN TRANSITION (JUNPR6.GREAN)  
NOKIE TRANSITION (JUNPR6.NOKIE)

NOTE: Chart not to scale.



## AUGUSTA, GEORGIA

NOTE: Do not exceed 250K until advised by ATC.

AUGUSTA DEP CON★  
126.8 270.3  
CLNC DEL  
118.65  
AUGUSTA TOWER★  
118.7 (CTAF) 239.3

Rwy 35: Standard with minimum climb of 302' per NM to 2500.

262°  
(15)

FOUR

Z

PGAAA

13

KACIN

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN, thence. . .

... maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

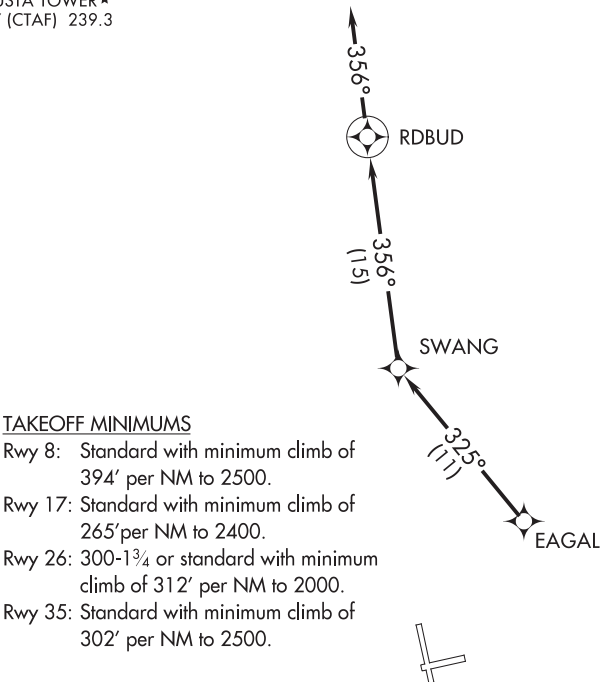
AUGUSTA, GEORGIA

AUGUSTA RGNL AT BUSH FLD (AGS)

RDBUD FOUR DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CLNC DEL  
118.65  
AUGUSTA TOWER ★  
118.7 (CTAF) 239.3

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 394' per NM to 2500.
- Rwy 17: Standard with minimum climb of 265' per NM to 2400.
- Rwy 26: 300-1¾ or standard with minimum climb of 312' per NM to 2000.
- Rwy 35: Standard with minimum climb of 302' per NM to 2500.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: For Prop aircraft only during Masters golf tournament week.
- NOTE: Do not exceed 250K until advised by ATC.

NOTE: Chart not to scale.



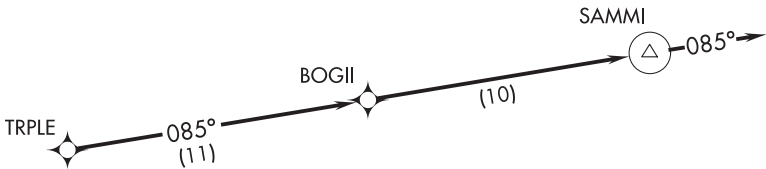
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb heading assigned by ATC for vectors to EAGAL. Then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence. . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA TOWER ★  
118.7 (CTAF) 239.3  
AUGUSTA DEP CON ★  
126.8 270.3  
CLNC DEL  
118.65

TOP ALTITUDE:  
ASSIGNED BY ATC



NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS  
Rwy 8: Standard with minimum climb of 392' per NM to 2600.  
Rwy 17: Standard with minimum climb of 267' per NM to 2400.  
Rwy 26: Standard with minimum climb of 324' per NM to 2000.  
Rwy 35: Standard with minimum climb of 305' per NM to 2500.



NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 17, 26, 35: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence. . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA, GEORGIA

AL-28 (FAA)

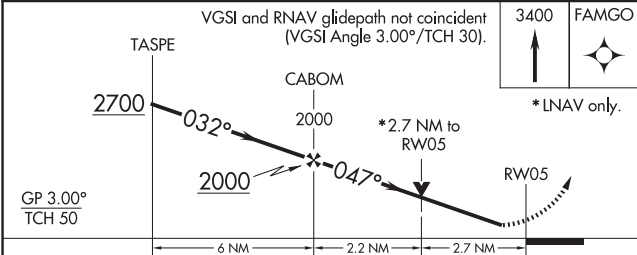
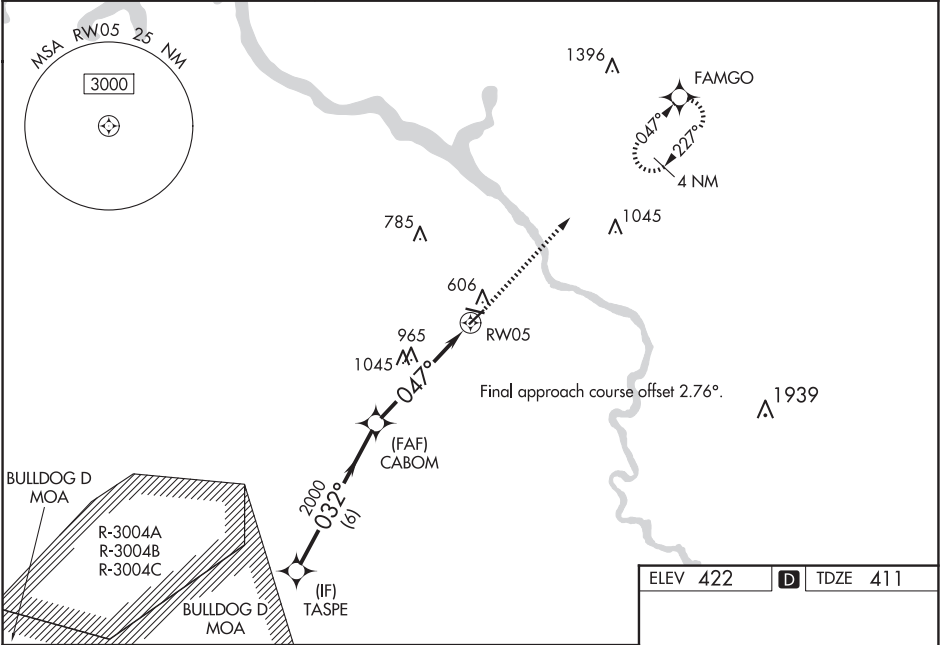
24361

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>65842</b><br><b>W05A</b> | APP CRS<br><b>047°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3800</b><br><b>411</b><br><b>422</b> |
|--|------------------------|-----------------------------|---|

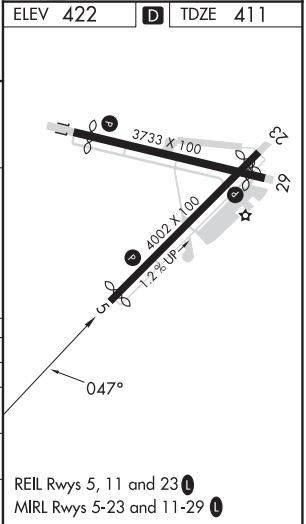
RNAV (GPS) RWY 5  
DANIEL FLD (DNL)

|  |   |
|--|---|
| RNP APCH.<br><div><div>T</div><div>A</div></div> Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Fld altimeter setting. Rwy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter not received use Augusta Rgnl at Bush Fld altimeter setting: Increase LPV DA to 716 feet, LNAV/VNAV DA to 1496 feet and all MDA 60 feet; Increase LPV all Cats visibility 1/2 SM, LNAV Cat A and Circling Cat C visibility 1/4 SM. | MISSED APPROACH: Climb to 3400 direct FAMGO and hold, continue climb-in-hold to 3400. |
|--|---|

|                        |   |                                  |
|------------------------|---|----------------------------------|
| ASOS<br><b>135.275</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | UNICOM<br><b>123.05 (CTAF) 1</b> |
|------------------------|---|----------------------------------|



| CATEGORY     | A                             | B                             | C                              | D                      |
|--------------|-------------------------------|-------------------------------|--------------------------------|------------------------|
| LPV DA       |                               | 661-3/4                       | 250 (300-3/4)                  |                        |
| LNAV/VNAV DA |                               | 1441-4                        | 1030 (1100-4)                  |                        |
| LNAV MDA     | 1280-1<br>869 (900-1)         | 1280-1 1/4<br>869 (900-1 1/4) | 1280-2 1/2<br>938 (1000-2 3/4) | 869 (900-2 1/2)        |
| CIRCLING     | 1280-1 1/4<br>858 (900-1 1/4) |                               | 1360-3<br>938 (1000-3)         | 1360-3<br>938 (1000-3) |



AUGUSTA, GEORGIA  
Orig 13SEP18

33°28'N-82°02'W

DANIEL FLD (DNL)  
RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

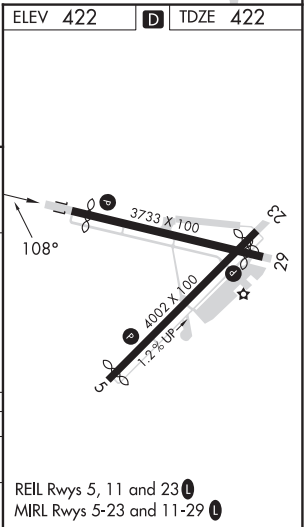
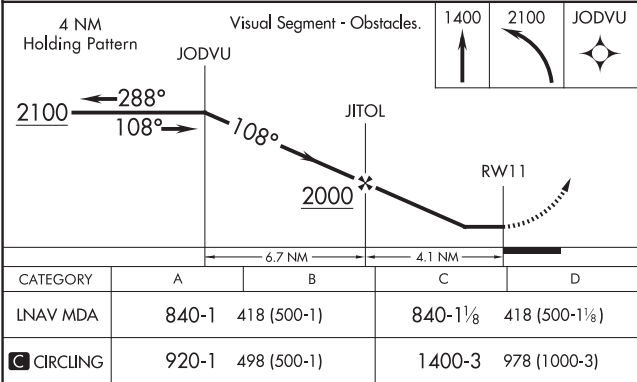
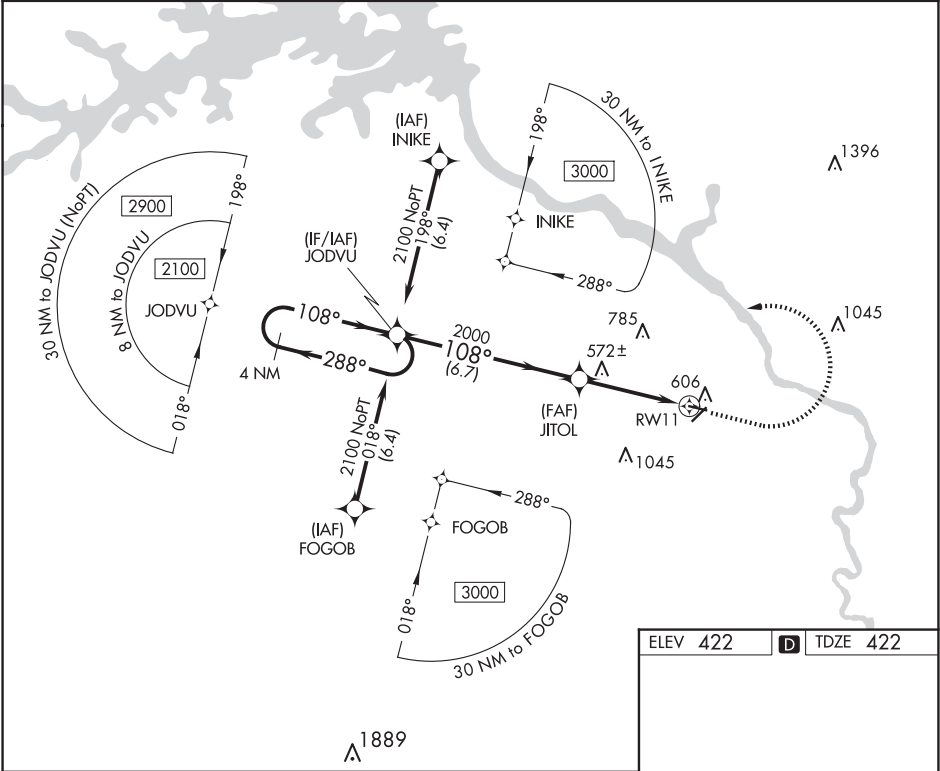
SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3407 |
| 108°    | TDZE     | 422  |
|         | Apt Elev | 422  |

RNAV (GPS) Y RWY 11  
DANIEL FLD (DNL)

|  |
|--|
| <p><b>▼</b> DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D visibility ¼ SM. Rwy 11 helicopter visibility reduction below 1 SM NA.</p> <p><b>▲</b> MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct JODVU and hold.</p> |
|--|

|                 |                                  |                                  |
|-----------------|----------------------------------|----------------------------------|
| ASOS<br>135.275 | AUGUSTA APP CON ★<br>126.8 270.3 | UNICOM<br>123.05 (CTAF) <b>①</b> |
|-----------------|----------------------------------|----------------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

AUGUSTA, GEORGIA

AL-28 (FAA)

24361

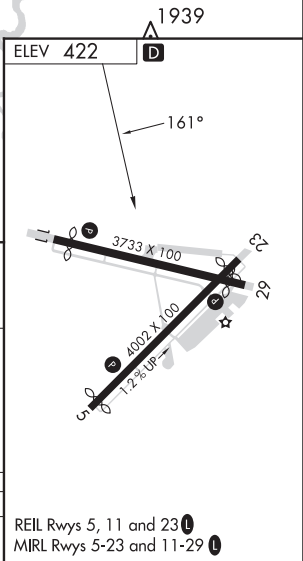
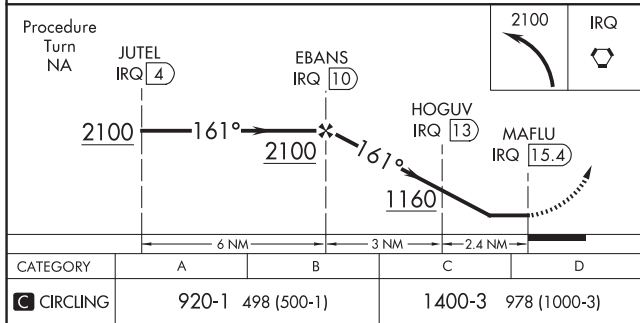
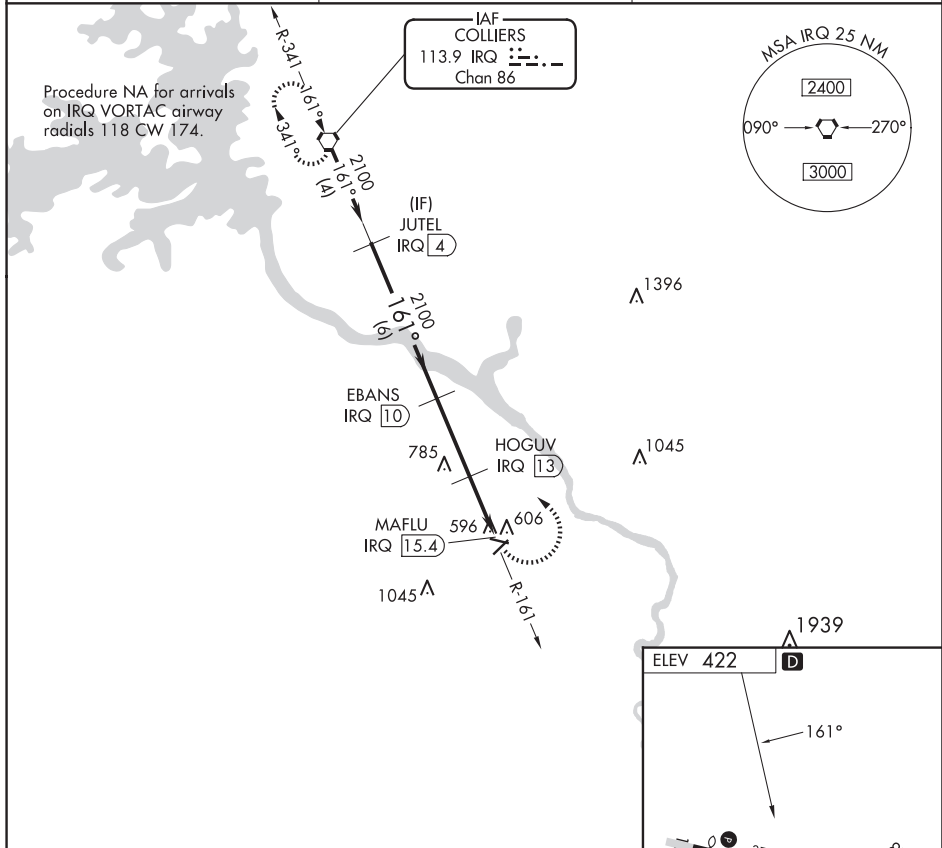
|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC IRQ | APP CRS | Rwy Idg  | N/A |
| 113.9      | 161°    | TDZE     | N/A |
| Chan 86    |         | Apt Elev | 422 |

VOR/DME-B  
DANIEL FLD (DNL)

**⚠** When local altimeter setting not received, use Augusta Rgnl at Bush Fld altimeter setting and increase all MDA 60 feet.  
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2100 direct IRQ VORTAC and hold.

|                 |                                  |                                  |
|-----------------|----------------------------------|----------------------------------|
| ASOS<br>135.275 | AUGUSTA APP CON ★<br>126.8 270.3 | UNICOM<br>123.05 (CTAF) <b>0</b> |
|-----------------|----------------------------------|----------------------------------|



AUGUSTA, GEORGIA  
Amdt 1B 26MAR20

33°28'N-82°02'W

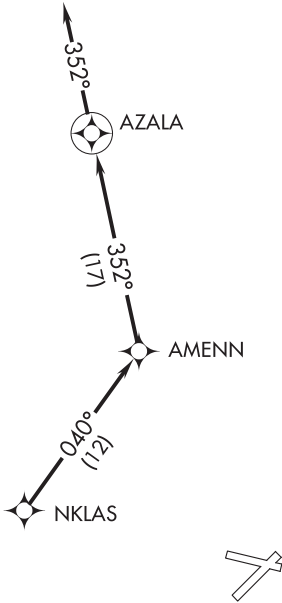
DANIEL FLD (DNL)  
VOR/DME-B

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

- NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to NKLAS. Then on depicted route to AZALA, then fly heading 352°, for RADAR vectors, thence. . .  
...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CHATT6.CHATT) 23166

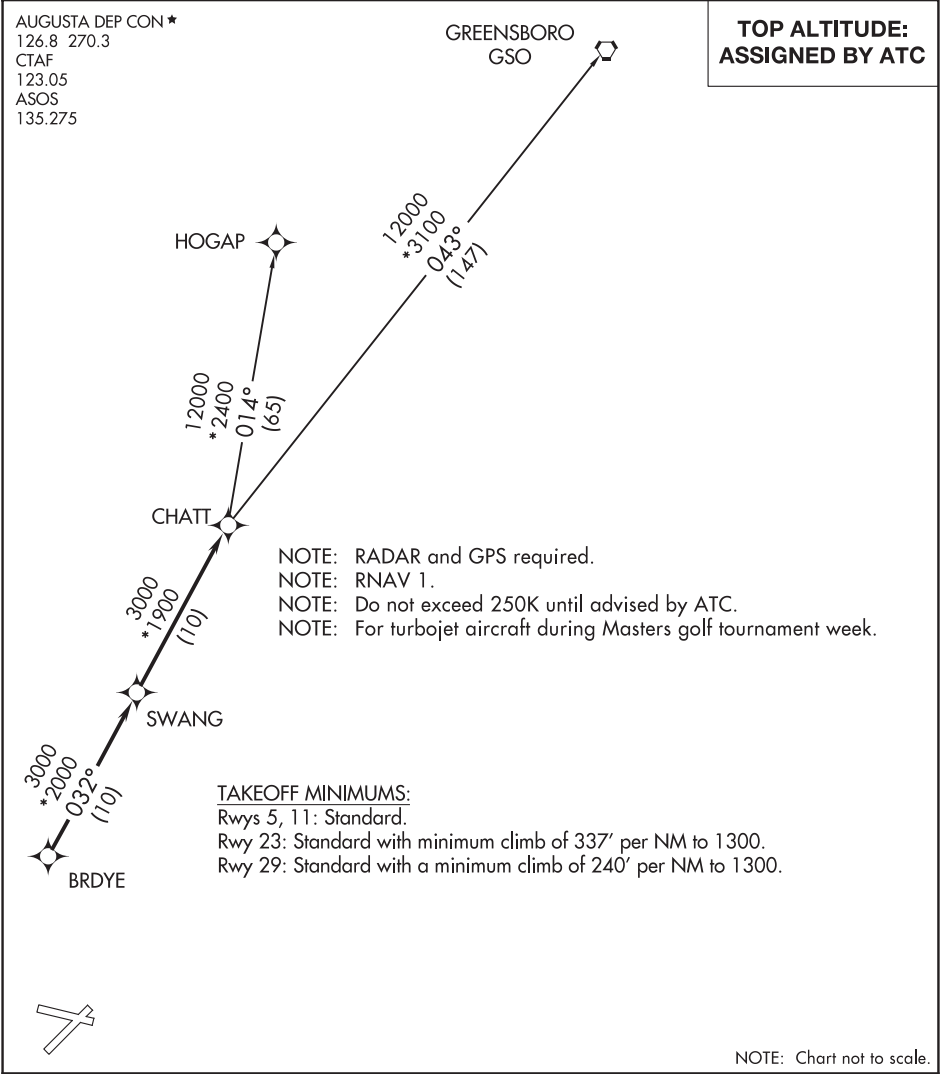
AL-28 (FAA)

DANIEL FLD (DNL)  
AUGUSTA, GEORGIA

CHATT SIX DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05  
ASOS  
135.275

**TOP ALTITUDE:  
ASSIGNED BY ATC**



**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)  
HOGAP TRANSITION (CHATT6.HOGAP)

CHATT SIX DEPARTURE (RNAV)  
(CHATT6.CHATT) 29MAR18

AUGUSTA, GEORGIA  
DANIEL FLD (DNL)

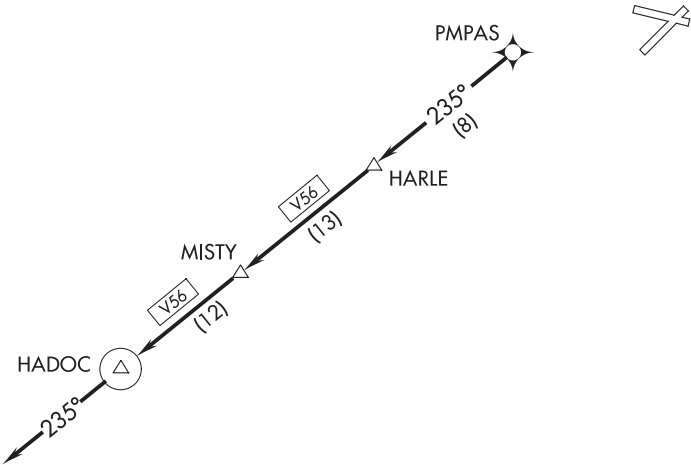
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For turbojet aircraft only.
- NOTE: For use during Masters golf tournament week only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to HADOC, then fly heading 235°, for RADAR vectors. Thence. . .  
...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

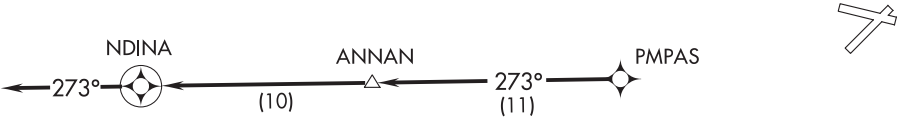
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

NDINA FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

- NOTE: RADAR and GPS required.
- NOTE: RNAV 1.
- NOTE: Do not exceed 250K until advised by ATC.
- NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.



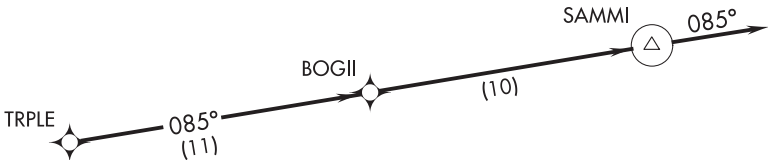
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to NDINA. Then fly heading 273°, for RADAR vectors, thence. . .  
...maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
123.05

TOP ALTITUDE:  
ASSIGNED BY ATC

NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.



TAKEOFF MINIMUMS  
Rwy 5, 11: Standard.  
Rwy 23: Standard with minimum climb of 337' per NM to 1300.  
Rwy 29: Standard with minimum climb of 240' per NM to 1300.

NOTE: Chart not to scale.

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5, 11, 23, 29: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors thence. . .  
. . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

BAINBRIDGE, GEORGIA

AL-6120 (FAA)

24081

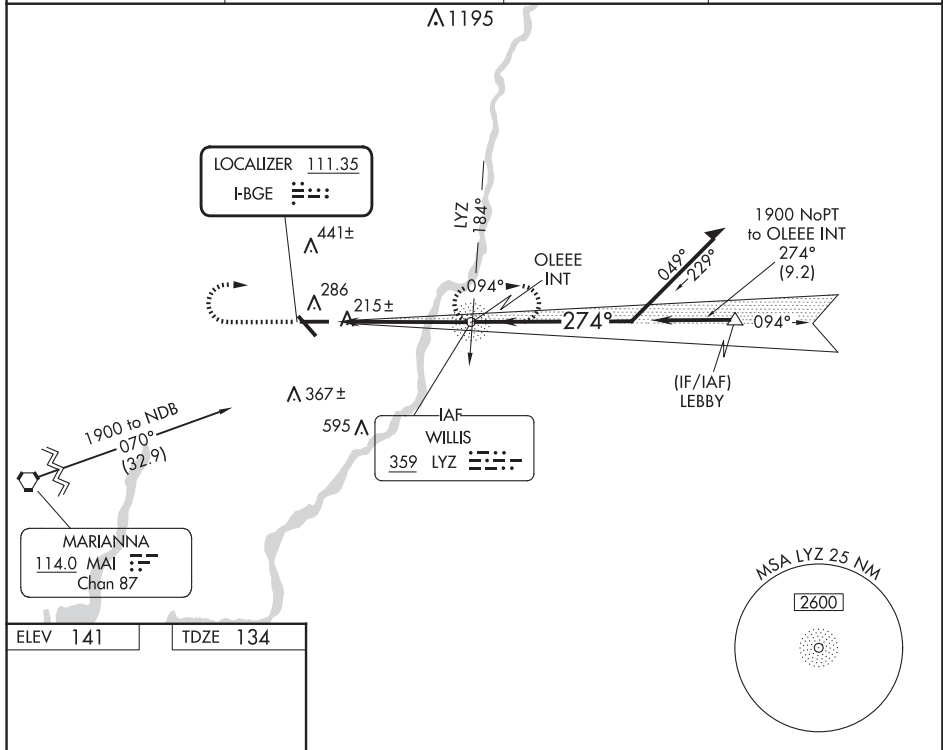
|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-BGE | APP CRS | Rwy Idg  | 5502 |
| 111.35    | 274°    | TDZE     | 134  |
|           |         | Apt Elev | 141  |

# ILS or LOC RWY 27

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

|  |                    |  |
|--|--------------------|--|
| <p><b>ADF required.</b> When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase S-ILS 27 DA to 429 feet and all MDA 100 feet; increase S-LOC 27 visibility Cat C, D ¼ SM and Circling Cat C, D visibility ½ SM. For inop MALS, when using Tallahassee Intl altimeter setting increase S-ILS 27 all Cats visibility to 1 mile.</p> | <p><b>MALS</b></p> | <p><b>MISSED APPROACH:</b> Climb to 1200 then climbing right turn to 1900 direct LYZ NDB and hold.</p> |
|--|--------------------|--|

|                     |                                     |                            |                          |
|---------------------|-------------------------------------|----------------------------|--------------------------|
| AWOS-3PT<br>121.125 | TALLAHASSEE APP CON★<br>128.7 254.3 | CLNC DEL<br>124.775 335.65 | UNICOM<br>122.975 (CTAF) |
|---------------------|-------------------------------------|----------------------------|--------------------------|



1200

↑

1900

↷

LYZ

LYZ NDB

OLEEE INT

1900

Remain within 10 NM

094°

274°

1900

GS 3.00°

TCH 37

5.2 NM

|  |          |  |       |  |             |  |                        |  |                        |  |
|--|----------|--|-------|--|-------------|--|------------------------|--|------------------------|--|
|  | CATEGORY |  | A     |  | B           |  | C                      |  | D                      |  |
|  | S-ILS 27 |  |       |  | 334-½       |  | 200 (200-½)            |  |                        |  |
|  | S-LOC 27 |  | 480-½ |  | 346 (400-½) |  |                        |  | 480-¾<br>346 (400-¾)   |  |
|  | CIRCLING |  | 600-1 |  | 459 (500-1) |  | 800-1¾<br>659 (700-1¾) |  | 860-2¼<br>719 (800-2¼) |  |

HIRL Rwy 9-27

FAF to MAP 5.2 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

BAINBRIDGE, GEORGIA  
Orig-B 20MAY21

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)  
30°58'N-84°38'W  
ILS or LOC RWY 27

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



BAINBRIDGE, GEORGIA

AL-6120 (FAA)

24081

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40315</b><br><b>W27A</b> | APP CRS<br><b>274°</b> | Rwy Idg <b>5502</b><br>TDZE <b>134</b><br>Apt Elev <b>141</b> |
|--|------------------------|---|

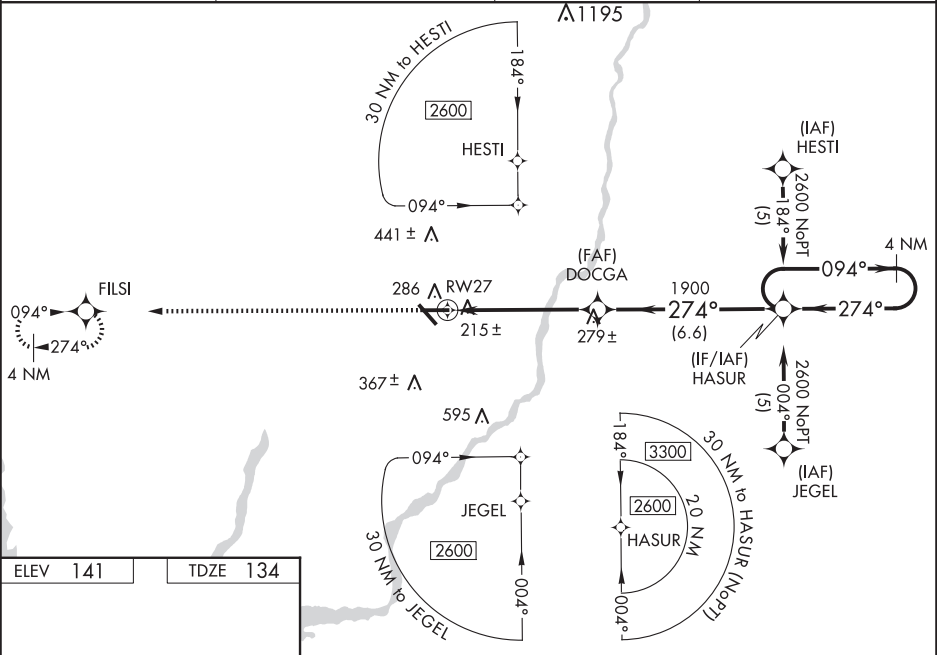
RNAV (GPS) RWY 27  
DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

**⚠** Baro-VNAV NA when using Tallahassee Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tallahassee Intl altimeter setting. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase LPV DA to 429 feet and LNAV/VNAV DA to 651 feet; increase all MDAs 100 feet and increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C visibility ¼ SM and Circling Cat C, D visibility ½ SM. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Tallahassee Intl altimeter setting increase LPV all Cats visibility to 1 mile.

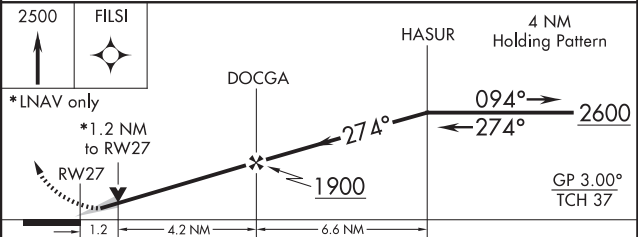
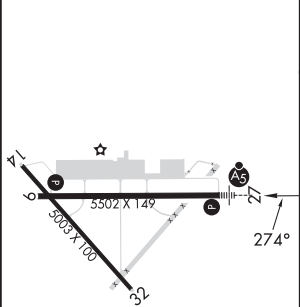
**MALSR**

**MISSED APPROACH:**  
Climb to 2500 direct FILSI and hold.

|                            |  |                                   |                                 |
|----------------------------|--|-----------------------------------|---------------------------------|
| AWOS-3PT<br><b>121.125</b> | TALLAHASSEE APP CON★<br><b>128.7 254.3</b> | CLNC DEL<br><b>124.775 335.65</b> | UNICOM<br><b>122.975</b> (CTAF) |
|----------------------------|--|-----------------------------------|---------------------------------|



|          |          |
|----------|----------|
| ELEV 141 | TDZE 134 |
|----------|----------|



| CATEGORY     | A     | B           | C                      | D                      |
|--------------|-------|-------------|------------------------|------------------------|
| LPV DA       | 334-½ |             | 200 (200-½)            |                        |
| LNAV/VNAV DA | 556-1 |             | 422 (500-1)            |                        |
| LNAV MDA     | 540-½ | 406 (400-½) | 540-¾<br>406 (400-¾)   | 540-1<br>406 (400-1)   |
| CIRCLING     | 600-1 | 459 (500-1) | 800-1¾<br>659 (700-1¾) | 860-2¼<br>719 (800-2¼) |

BAINBRIDGE, GEORGIA  
Amdt 1A 20MAY21

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

30° 58'N-84° 38'W

RNAV (GPS) RWY 27

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

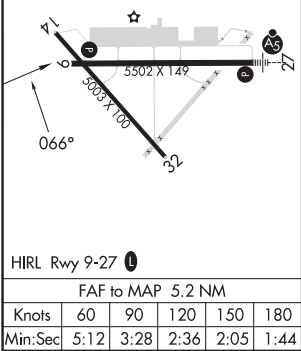
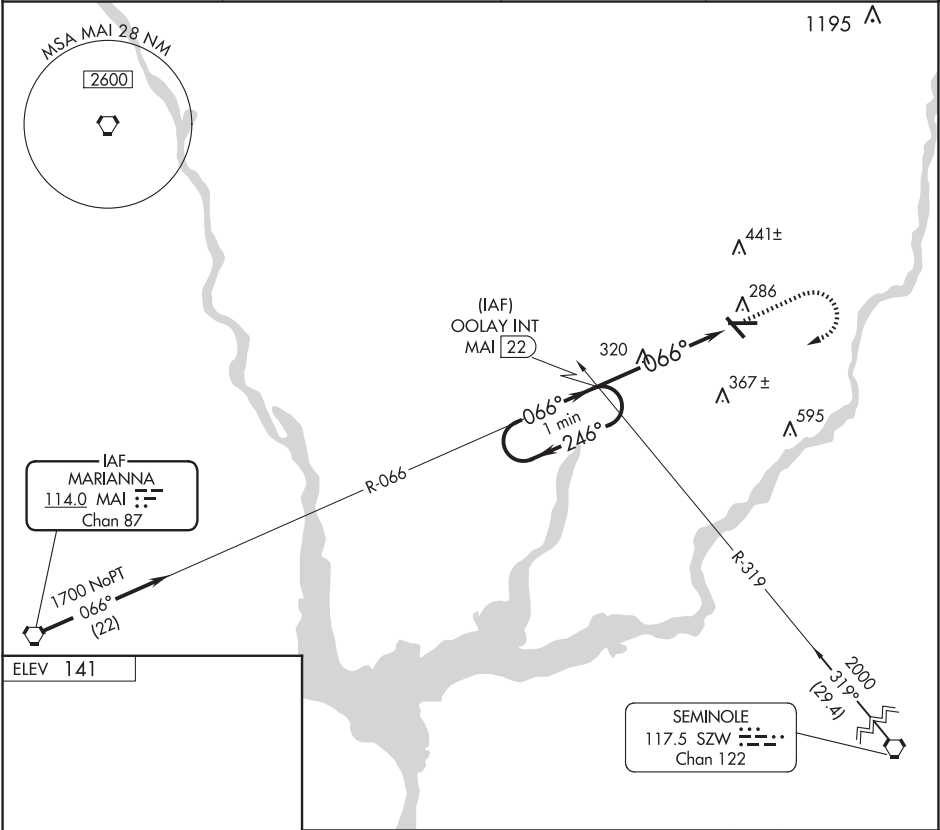
|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC MAI | APP CRS | Rwy Idg  | N/A |
| 114.0      | 066°    | TDZE     | N/A |
| Chan 87    |         | Apt Elev | 141 |

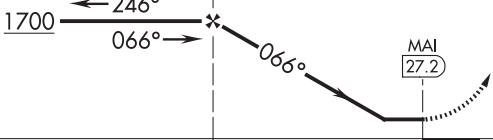
VOR-A

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

|                                      |  |   |
|--------------------------------------|--|---|
| <div><div>V</div><div>NA</div></div> | When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase all MDAs 100 feet and Cat C, D visibility ½ SM. | MISSED APPROACH: Climb to 1200 then climbing right turn to 1700 via MAI R-066 to OOLAY INT/MAI 22 DME and hold. |
|--------------------------------------|--|---|

|                     |                                     |                            |                            |
|---------------------|-------------------------------------|----------------------------|----------------------------|
| AWOS-3PT<br>121.125 | TALLAHASSEE APP CON★<br>128.7 254.3 | CLNC DEL<br>124.775 335.65 | UNICOM<br>122.975 0 (CTAF) |
|---------------------|-------------------------------------|----------------------------|----------------------------|



|   |                      |                        |                        |                        |                      |              |
|---|----------------------|------------------------|------------------------|------------------------|----------------------|--------------|
| One Minute<br>Holding Pattern   |                      | OOLAY INT<br>MAI 22    |                        | 1200<br>↑              | 1700<br>MAI<br>R-066 | OOLAY<br>INT |
|  |                      | 5.2 NM                 |                        |                        |                      |              |
| CATEGORY  | A                    | B                      | C                      | D                      |                      |              |
| CIRCLING  | 660-1<br>519 (600-1) | 660-1¼<br>519 (600-1¼) | 800-1¾<br>659 (700-1¾) | 860-2¼<br>719 (800-2¼) |                      |              |

BAXLEY, GEORGIA

AL-5873 (FAA)

21280

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53727</b><br><b>W08A</b> | APP CRS<br><b>081°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5003</b><br><b>201</b><br><b>201</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 8

BAXLEY MUNI (BHC)

RNP APCH-GPS.

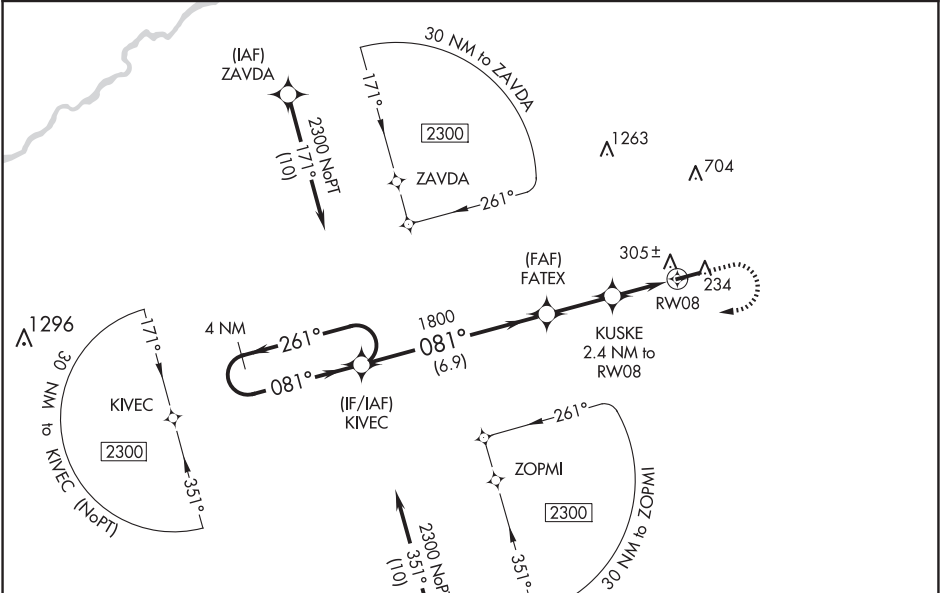
▼

▲ NA

Baro-VNAV NA when using Alma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Alma altimeter setting: increase LPV DA to 513 feet; increase LNAV/VNAV DA to 515 feet; increase all MDAs 40 feet and visibility Cat C ¼ SM and visibility Cat D ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 1200 then  
climbing right turn  
to 2300 direct  
KIVEC and hold.

|                          |   |  |
|--------------------------|---|--|
| AWOS-3PT<br><b>118.2</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|--------------------------|---|--|



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

1200 2300 KIVEC

2300 ← 261° 081° → 081° 1800 KUSKE 2.4 NM to RW08

GP 3.00° TCH 59

\*1020

6.9 NM 2.4 NM 2.4 NM

RW08

\*LNAV only.

| CATEGORY     | A                    | B                    | C                      | D                       |
|--------------|----------------------|----------------------|------------------------|-------------------------|
| LPV DA       |                      | 484-1                | 283 (300-1)            |                         |
| LNAV/VNAV DA |                      | 486-1                | 285 (300-1)            |                         |
| LNAV MDA     |                      | 560-1                | 359 (400-1)            |                         |
| CIRCLING     | 620-1<br>419 (500-1) | 700-1<br>499 (500-1) | 700-1½<br>499 (500-1½) | 1060-2¾<br>859 (900-2¾) |

ELEV 201 TDZE 201

MIRL Rwy 8-26 **0**

BAXLEY, GEORGIA  
Amdt 1C 07OCT21

31°43'N-82°23'W

BAXLEY MUNI (BHC)

RNAV (GPS) RWY 8

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



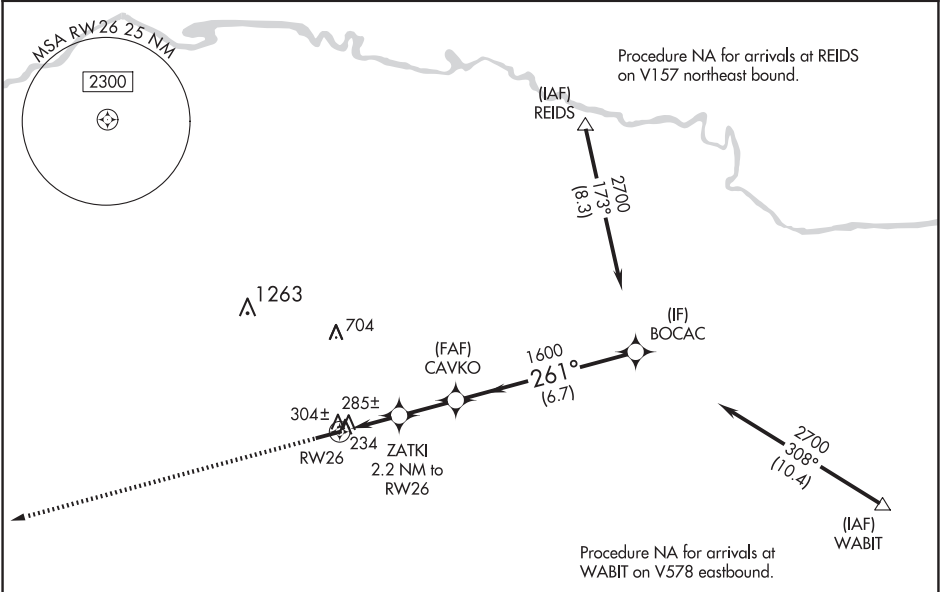
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70727</b><br><b>W26A</b> | APP CRS<br><b>261°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5003</b><br><b>201</b><br><b>201</b> |
|--|------------------------|-----------------------------|---|



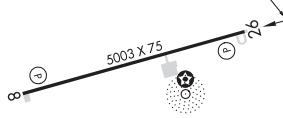
RNAV (GPS) RWY 26

BAXLEY MUNI (BHC)

|   |   |
|---|---|
| RNP APCH-GPS.   | MISSED APPROACH: Climb to 2300 direct KIVEC and hold. |
| ▼<br>NA<br>Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM and Cat D ¼ SM. |   |

|                          |   |  |
|--------------------------|---|--|
| AWOS-3PT<br><b>118.2</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|---|--|



|  |  |   |  |                 |  |
|--|--|---|--|-----------------|--|
| ELEV 201   |  | TDZE 201  |  | MISSED APCH FIX |  |
|  |  | 2300  |  | KIVEC           |  |
|  |  |  |  |                 |  |
|  |  | 261° to RW26  |  |                 |  |
|  |  | 5003 X 75   |  |                 |  |
|  |  | ZATKI 2.2 NM to RW26  |  | CAVKO           |  |
|  |  | RW26  |  | BOCAC           |  |
|  |  | 2.2 NM  |  | 2.1 NM          |  |
|  |  | 2.2 NM  |  | 6.7 NM          |  |
| CATEGORY   |  | A   |  | B               |  |
| LP MDA   |  | 540-1   |  | 339 (400-1)     |  |
| LNAV MDA   |  | 560-1   |  | 359 (400-1)     |  |
| CIRCLING   |  | 620-1   |  | 700-1           |  |
| MIRL Rwy 8-26  |  | 419 (500-1)   |  | 499 (500-1)     |  |
|  |  | 700-1½  |  | 700-1½          |  |
|  |  | 499 (500-1½)  |  | 499 (500-1½)    |  |
|  |  | 1060-2¾   |  | 859 (900-2¾)    |  |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BAXLEY, GEORGIA

AL-5873 (FAA)

23334

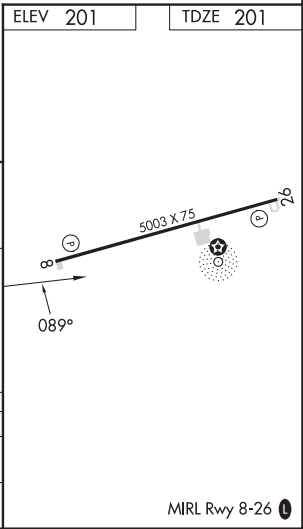
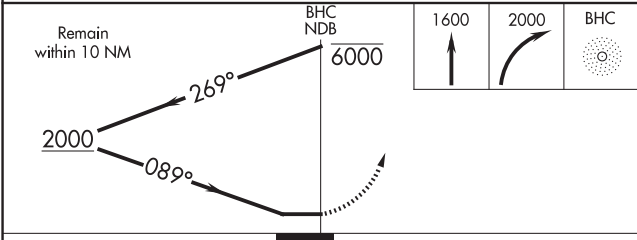
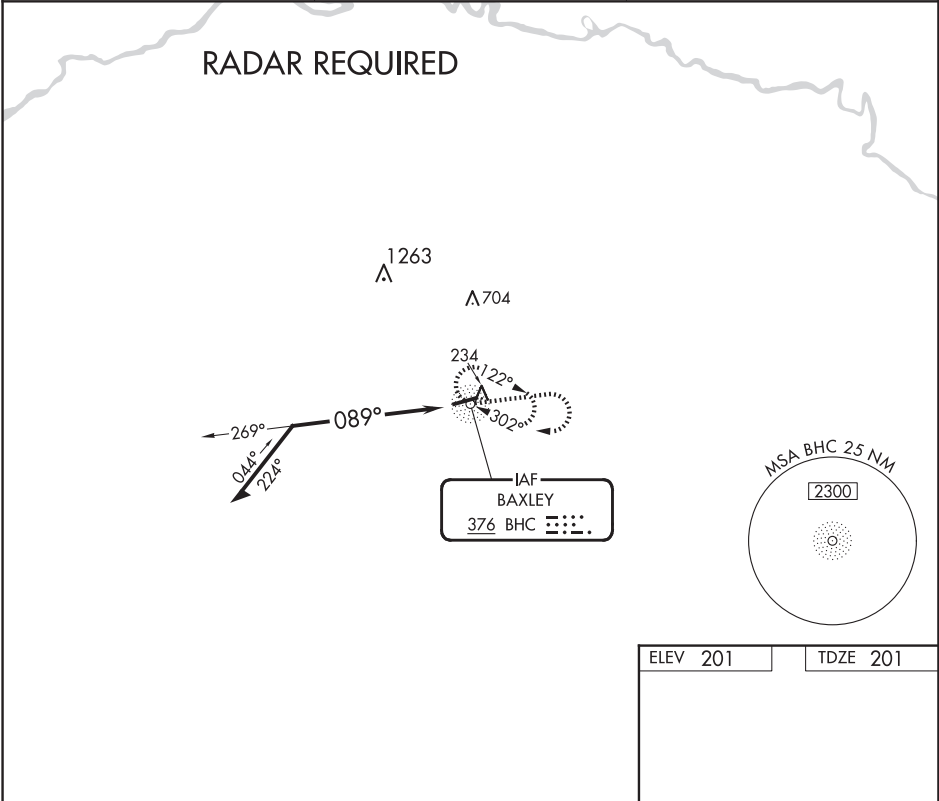
|         |         |          |
|---------|---------|----------|
| NDB BHC | APP CRS | Rwy Idg  |
| 376     | 089°    | 5003     |
|         |         | TDZE     |
|         |         | 201      |
|         |         | Apt Elev |
|         |         | 201      |

NDB RWY 8  
BAXLEY MUNI (BHC)

▼ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDAs 40 feet and visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2000 direct BHC NDB and hold.

|                   |  |                          |
|-------------------|--|--------------------------|
| AWOS-3PT<br>118.2 | JACKSONVILLE CENTER<br>127.575 269.025 | UNICOM<br>122.8 (CTAF) 1 |
|-------------------|--|--------------------------|



| CATEGORY | A     | B           | C                      | D                       |
|----------|-------|-------------|------------------------|-------------------------|
| S-8      | 800-1 | 599 (600-1) | 800-1¾                 | 599 (600-1¾)            |
| CIRCLING | 800-1 | 599 (600-1) | 800-1¾<br>599 (600-1¾) | 1060-2¾<br>859 (900-2¾) |

MIRL Rwy 8-26 1

BAXLEY, GEORGIA  
Amdt 2C 07OCT21

31°43'N-82°23'W

BAXLEY MUNI (BHC)  
NDB RWY 8

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

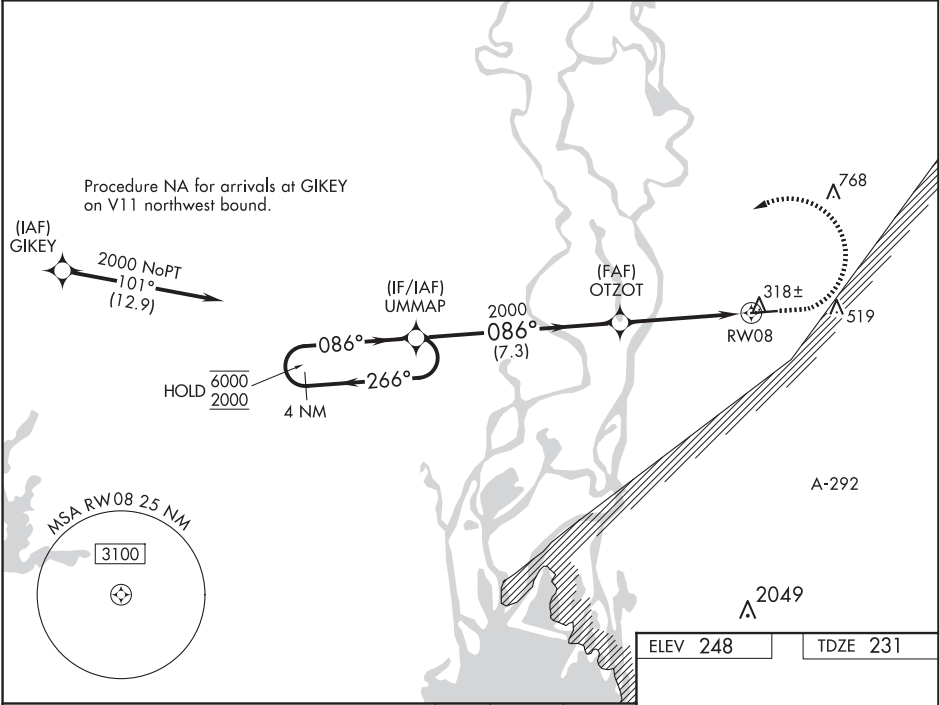
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56620</b><br><b>W08A</b> | APP CRS<br><b>086°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>231</b><br><b>248</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 8  
BAY MINETTE MUNI (1R8)

RNP APCH.

|  |  |
|--|--|
| <p><b>▼</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Circling Rwy 26 NA at night.</p> <p><b>▲</b></p> | MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct UMMAP and hold. |
|--|--|

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>121.125</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|                      |                   |                   |                     |                |      |       |
|----------------------|-------------------|-------------------|---------------------|----------------|------|-------|
| 4 NM Holding Pattern |                   | UMMAP             | OTZOT               | 800            | 2000 | UMMAP |
| 6000 ← 266°          |                   | 2000 → 086°       | 2000                | 0.9 NM to RW08 |      |       |
| GP 3.50° TCH 45      |                   |                   |                     |                |      |       |
|                      |                   | 7.3 NM            | 3.8 NM              | 0.9 NM         |      |       |
| CATEGORY             | A                 | B                 | C                   | D              |      |       |
| LPV DA               | 501-1             | 270 (300-1)       |                     | NA             |      |       |
| LNAV/VNAV DA         | 501-1             | 270 (300-1)       |                     | NA             |      |       |
| LNAV MDA             | 580-1             | 349 (400-1)       |                     | NA             |      |       |
| CIRCLING             | 660-1 412 (500-1) | 780-1 532 (600-1) | 880-1¾ 632 (700-1¾) | NA             |      |       |

REIL Rwy 8

MIRL Rwy 8-26 0

RNAV (GPS) RWY 26  
BAY MINETTE MUNI (1R8)

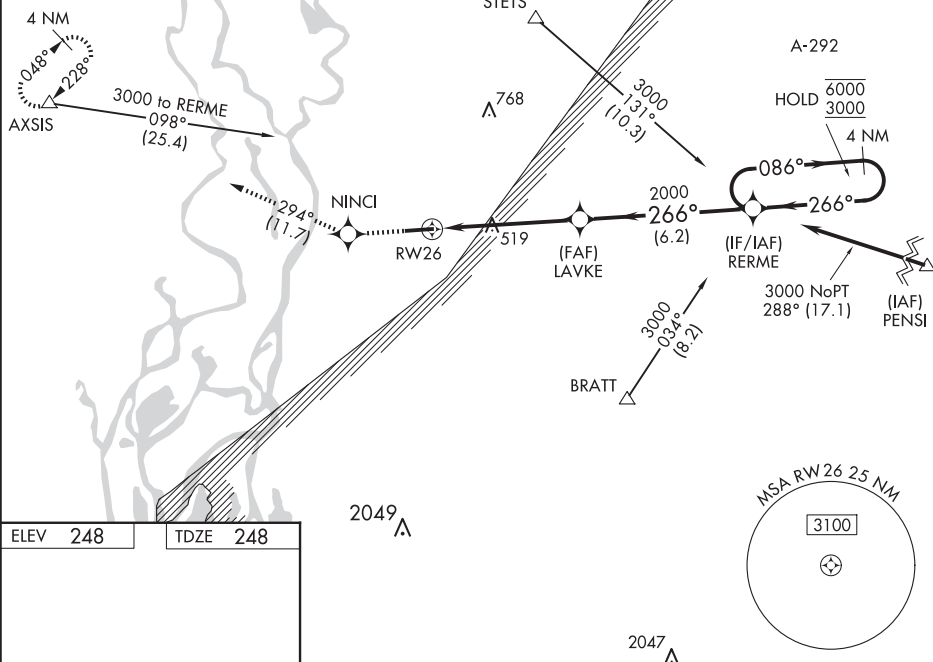
|          |   |
|----------|---|
| <b>T</b> | Rwy 26 helicopter visibility reduction below 1 SM NA.           |
| <b>A</b> | Straight-in Rwy 26 NA at night, Circling Rwy 8, 26 NA at night. |

**MISSED APPROACH:** Climb to 2000  
direct NINCI and on track 294° to  
AXSIS and hold.

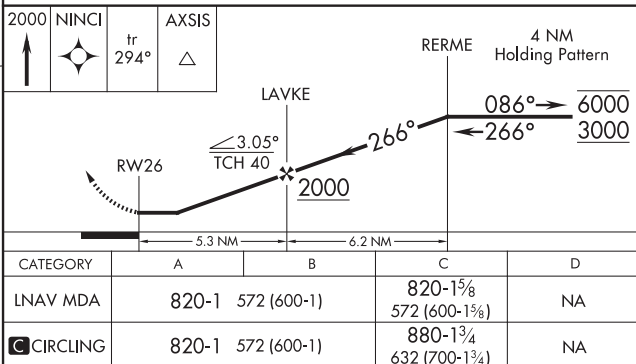
MOBILE APP CON ★  
118.5 269.3

UNICOM  
122.8 (CTAF) **L**

### Procedure NA for arrivals at AXIS on V20 southwest bound.



|      |     |  |      |     |
|------|-----|--|------|-----|
| ELEV | 248 |  | TDZE | 248 |
|------|-----|--|------|-----|



REIL Rwy 8  
MIRL Rwy 8-26 **L**

BAY MINETTE, ALABAMA  
Orig-E 17JUN21

30°52'N-87°49'W

BAY MINETTE MUNI (1R8)  
RNAV (GPS) RWY 26

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |  |
|--|------------------------|--|
| LOC/DME I-EKY<br><b>111.75</b><br>Chan <b>54</b> (Y) | APP CRS<br><b>053°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>6007</b><br><b>700</b><br><b>700</b> |
|--|------------------------|--|

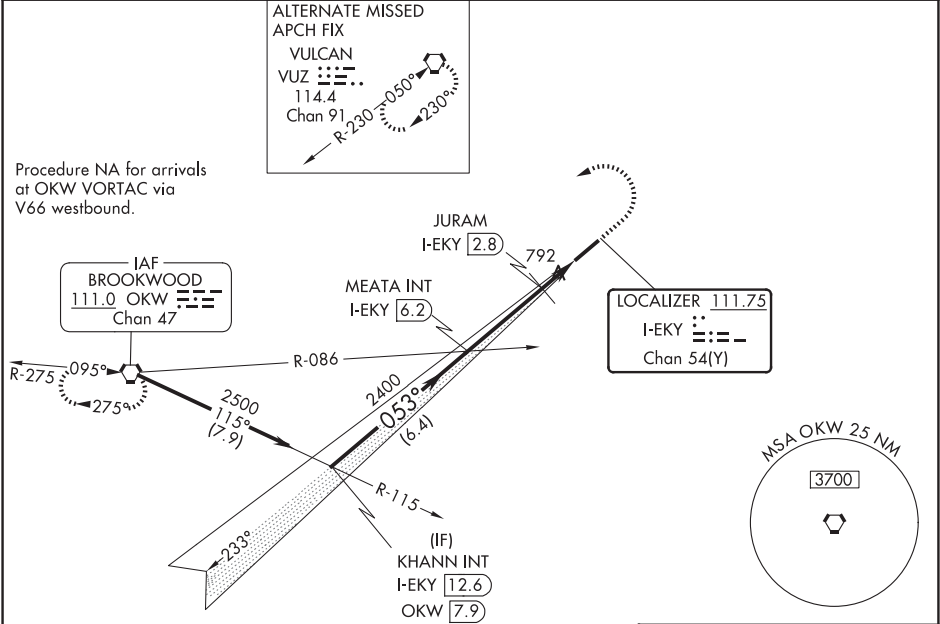
ILS or LOC RWY 5  
BESSEMER NTL (EKY)

**NA**

When local altimeter setting not received, use Alabaster altimeter setting and increase DA 41 feet, increase all MDAs 60 feet; increase S-LOC 5 Cat C visibility  $\frac{1}{8}$  SM and Cat D visibility  $\frac{1}{4}$  SM, increase Circling Cat C visibility  $\frac{1}{8}$  SM Cat D visibility  $\frac{1}{4}$  SM, increase JURAM fix S-LOC 5 Cat C visibility  $\frac{1}{8}$  SM and Cat D visibility  $\frac{1}{4}$  SM; increase Circling Cat D visibility  $\frac{1}{4}$  SM. VDP NA with Alabaster altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct OKW VORTAC and hold.

|                            |   |                           |  |
|----------------------------|---|---------------------------|--|
| AWOS-3PT<br><b>118.825</b> | BIRMINGHAM APP CON<br><b>124.9 351.85</b> | CLNC DEL<br><b>123.75</b> | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|----------------------------|---|---------------------------|--|



Procedure Turn NA

KHANN INT I-EKY **12.6**

# 1260 when using Alabaster altimeter setting.

MEATA INT I-EKY **6.2**

JURAM I-EKY **2.8**

\* I-EKY **2.2**

I-EKY **1.2**

\* LOC only

GS 3.00° TCH 60

2500 053°

2400

2400

# \* 1200

6.4 NM

3.4 NM

0.6 NM

1.1 NM

ELEV 700

TDZE 700

6007 X 100

053°

HIRL Rwy 5-23 **0**

REIL Rwy 5 and 23 **0**

FAF to MAP 5.1 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY           | A  | B           | C   | D   |
|--------------------|--|-------------|---|---|
| S-ILS 5            | 900- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ ) |             |   |   |
| S-LOC 5            | 1200-1                                       | 500 (500-1) | 1200-1 $\frac{3}{8}$ 500 (500-1 $\frac{3}{8}$ ) | 1200-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$ ) |
| CIRCLING           | 1200-1                                       | 500 (500-1) | 1220-1 $\frac{1}{2}$ 520 (600-1 $\frac{1}{2}$ ) | 1320-2 620 (700-2)                              |
| JURAM FIX MINIMUMS |  |             |   |   |
| S-LOC 5            | 1100-1                                       | 400 (400-1) | 1100-1 $\frac{1}{8}$ 400 (400-1 $\frac{1}{8}$ ) | 1100-1 $\frac{1}{4}$ 400 (400-1 $\frac{1}{4}$ ) |
| CIRCLING           | 1200-1                                       | 500 (500-1) | 1220-1 $\frac{1}{2}$ 520 (600-1 $\frac{1}{2}$ ) | 1320-2 620 (700-2)                              |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BESSEMER, ALABAMA

AL-6260 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65999</b><br><b>W05A</b> | APP CRS<br><b>053°</b> | Rwy Ldg<br>TDZE <b>700</b><br>Apt Elev <b>700</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 5

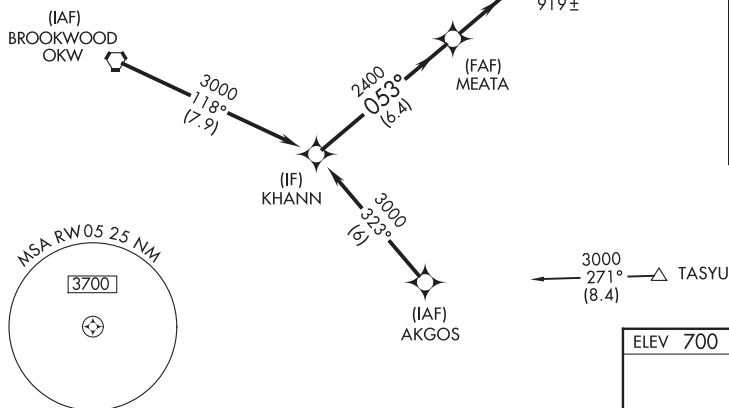
BESSEMER NTL (EKY)

**NA** Baro-VNAV NA when using Alabaster 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 Alabaster altimeter setting and increase LPV DA to 941 feet, LNAV/VNAV DA to 1285 feet, and all MDAs 60 feet; increase Circling Cat D visibility ¼ SM.

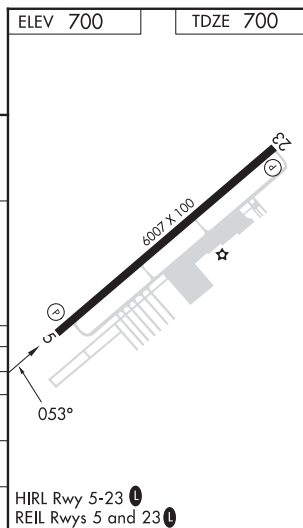
**MISSED APPROACH:** Climb to 4000 direct IKIMY and on track 108° to HANDE and hold.

|                            |   |                           |                               |
|----------------------------|---|---------------------------|-------------------------------|
| AWOS-3PT<br><b>118.825</b> | BIRMINGHAM APP CON<br><b>124.9 351.85</b> | CLNC DEL<br><b>123.75</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|----------------------------|---|---------------------------|-------------------------------|

Procedure NA for arrivals at OKW VORTAC via V66 westbound.



| Procedure    |  | KHANN              |  | MEATA                |  | IKIMY                |  | HANDE       |  |
|--------------|--|--------------------|--|----------------------|--|----------------------|--|-------------|--|
| Turn NA      |  | 3000               |  | 2400                 |  | 4000                 |  | 108°        |  |
| GP 3.00°     |  | 053°               |  | 2400                 |  | WONOR 1.7 NM to RW05 |  | * LNAV only |  |
| TCH 60       |  | 6.4 NM             |  | 3.4 NM               |  | 1.7 NM               |  | RW05        |  |
| CATEGORY     |  | A                  |  | B                    |  | C                    |  | D           |  |
| LPV DA       |  | 900-¾              |  | 200 (200-¾)          |  |                      |  |             |  |
| LNAV/VNAV DA |  | 1244-2             |  | 544 (600-2)          |  |                      |  |             |  |
| LNAV MDA     |  | 1160-1 460 (500-1) |  | 1160-1½ 460 (500-1½) |  | 1160-1½ 460 (500-1½) |  |             |  |
| CIRCLING     |  | 1200-1 500 (500-1) |  | 1220-1½ 520 (600-1½) |  | 1320-2 620 (700-2)   |  |             |  |



BESSEMER, ALABAMA

Amdt 1B 12AUG21

33°19'N-86°56'W

BESSEMER NTL (EKY)

# RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

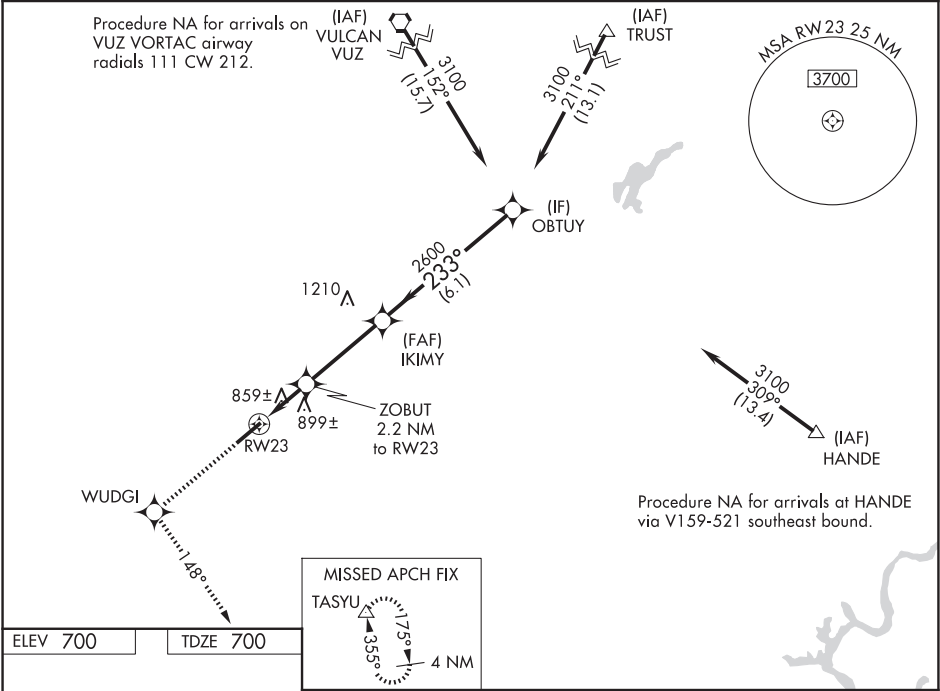
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82199</b><br><b>W23A</b> | APP CRS<br><b>233°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6007</b><br><b>700</b><br><b>700</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

BESSEMER NTL(EKY)

|   |  |
|---|--|
| <div><div>▼</div><div>NA</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. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 1013 feet, LNAV/VNAV DA to 1211 feet, and all MDAs 60 feet; increase Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA when using Alabaster altimeter setting.</div> | MISSED APPROACH: Climb to 4000 direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000. |
|---|--|

|                            |   |                           |                               |
|----------------------------|---|---------------------------|-------------------------------|
| AWOS-3PT<br><b>118.825</b> | BIRMINGHAM APP CON<br><b>124.9 351.85</b> | CLNC DEL<br><b>123.75</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|----------------------------|---|---------------------------|-------------------------------|



4000

↑

WUDGI

✱

tr 148°

△

TASYU

\*LNAV only

\*1.3 NM to RW23

ZOBUT 2.2 NM to RW23

IKIMY 2600

OBTUY 3100

233°

2600

1440\*

Procedure Turn NA

GP 3.00°

TCH 40

1.3 NM

0.9 NM

3.6 NM

6.1 NM

|              |                      |             |                      |                      |
|--------------|----------------------|-------------|----------------------|----------------------|
| CATEGORY     | A                    | B           | C                    | D                    |
| LPV DA       | 972-1 272 (300-1)    |             |                      |                      |
| LNAV/VNAV DA | 1170-1¾ 470 (500-1¾) |             |                      |                      |
| LNAV MDA     | 1160-1               | 460 (500-1) | 1160-1⅜ 460 (500-1⅝) | 1160-1½ 460 (500-1½) |
| CIRCLING     | 1200-1               | 500 (500-1) | 1220-1½ 520 (600-1½) | 1320-2 620 (700-2)   |

HIRL Rwy 5-23

REIL Rws 5 and 23

BESSEMER, ALABAMA

AL-6260 (FAA)

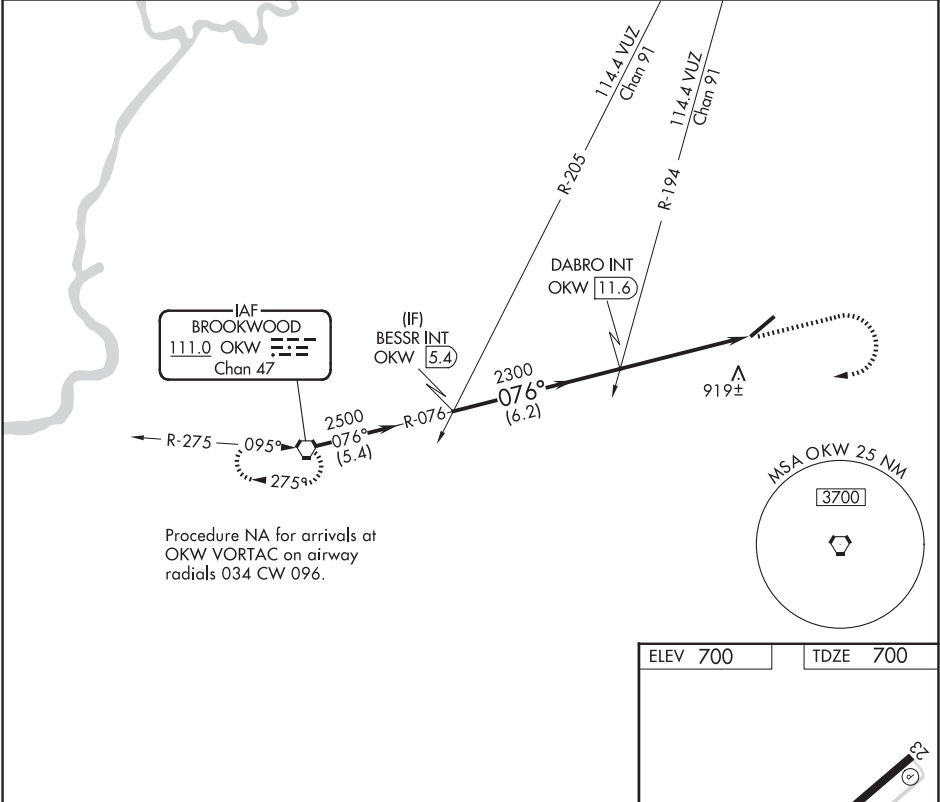
25219

|  |                        |   |
|--|------------------------|---|
| VORTAC OKW<br><b>111.0</b><br>Chan <b>47</b> | APP CRS<br><b>076°</b> | Rwy Ldg<br>TDZE <b>700</b><br>Apt Elev <b>700</b> |
|--|------------------------|---|

VOR RWY 5  
BESSEMER NTL (EKY)

|  |  |
|--|--|
| <p><b>NA</b></p> <p>Inoperative table does not apply. When local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet; increase S-5 Cat C visibility 1/8 SM and Circling Cat D visibility 1/4 SM.</p> | <p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.</p> |
|--|--|

|                            |   |                           |                               |
|----------------------------|---|---------------------------|-------------------------------|
| AWOS-3PT<br><b>118.825</b> | BIRMINGHAM APP CON<br><b>124.9 351.85</b> | CLNC DEL<br><b>123.75</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|----------------------------|---|---------------------------|-------------------------------|



|                   |                    |                    |                            |                            |  |
|-------------------|--------------------|--------------------|----------------------------|----------------------------|--|
| BESSR INT OKW 5.4 |                    | DABRO INT OKW 11.6 |                            | OKW 16.4                   |  |
| 2500              |                    | 2300               |                            |                            |  |
| 076°              |                    | 3.02° TCH 45       |                            |                            |  |
| 6.2 NM            |                    | 4.9 NM             |                            |                            |  |
| CATEGORY          | A                  | B                  | C                          | D                          |  |
| S-5               | 1180-1 480 (500-1) |                    | 1180-1 3/8 480 (500-1 1/2) | 1180-1 1/2 480 (500-1 1/2) |  |
| CIRCLING          | 1200-1 500 (500-1) |                    | 1220-1 1/2 520 (600-1 1/2) | 1320-2 620 (700-2)         |  |

|                     |                          |
|---------------------|--------------------------|
| ELEV 700            | TDZE 700                 |
|                     |                          |
| HIRL Rwy 5-23 1     |                          |
| REIL Rwy 5 and 23 1 |                          |
| FAF to MAP 4.9 NM   |                          |
| Knots               | 60 90 120 150 180        |
| Min:Seq             | 4:54 3:16 2:27 1:58 1:38 |

BESSEMER, ALABAMA  
Amdt 6B 12AUG21

33°19'N-86°56'W

BESSEMER NTL (EKY)  
VOR RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



LOC I-BH/  
**110.3**

APP CRS  
058°

|          |              |
|----------|--------------|
| Rwy Idg  | <b>12007</b> |
| TDZE     | <b>606</b>   |
| Apt Elev | <b>650</b>   |

ILS or LOC RWY 6  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNP APCH-GPS. From OKW VORTAC.

**T** For inop ALS, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat C, D, E visibility to  $1\frac{5}{8}$  SM. Cat E procedure turn NA.

ALSF-2

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

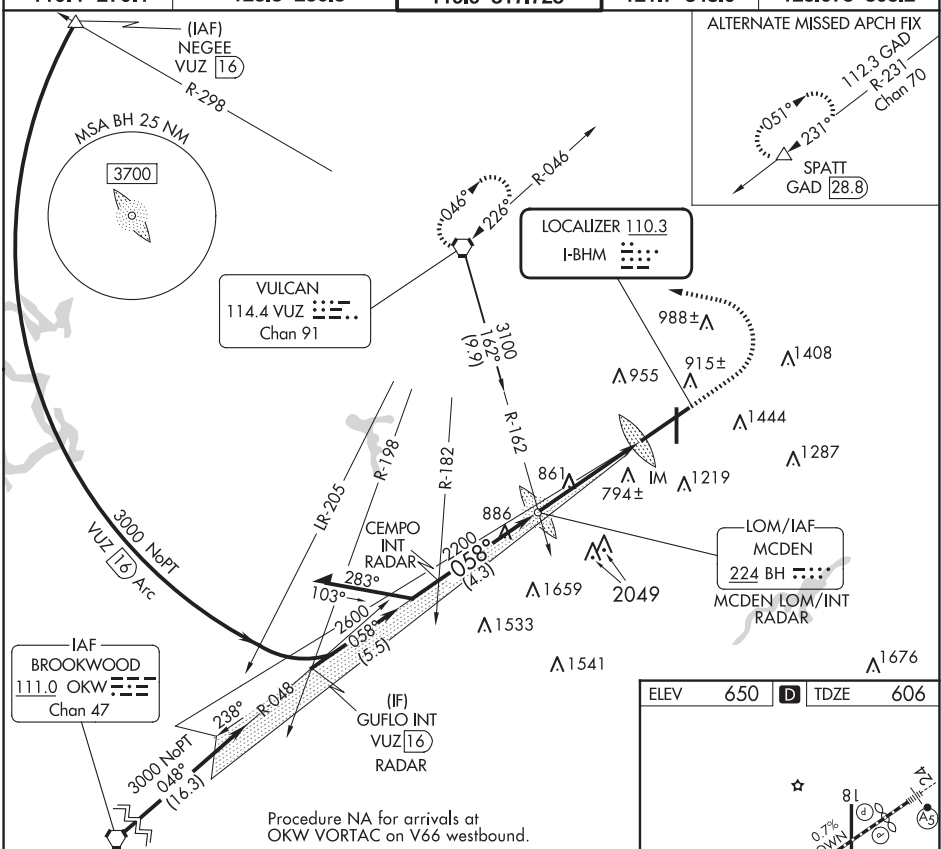
ATIS  
119.4 270.1

BIRMINGHAM APP CON  
123.8 256.8

BIRMINGHAM TOWNE  
119.9 317-725




|         |       |
|---------|-------|
| GND CON |       |
| 121.7   | 348.6 |

CLNC DEL  
**125.675 305.2**



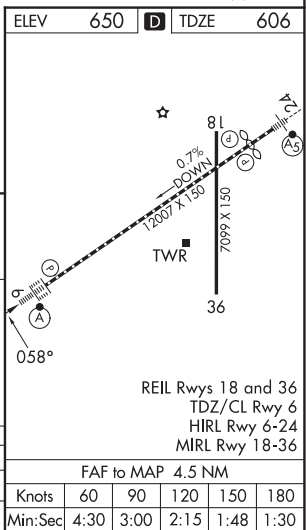
VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 68).

BH LOM  
MCDEN INT  
RADAR

|   |   |   |
|---|---|---|
| 2000  | 3000  | VUZ   |
|  |  |  |

Remain  
within 10 NM

GS 3.00°  
TCH 54



BIRMINGHAM, ALABAMA  
Amdt 43B 05OCT23

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)  
45°W ILS or LOC RWY 6

33°34'N-86°45'W  
205

SE-4. 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BIRMINGHAM, ALABAMA

AL-50 (FAA)

25163

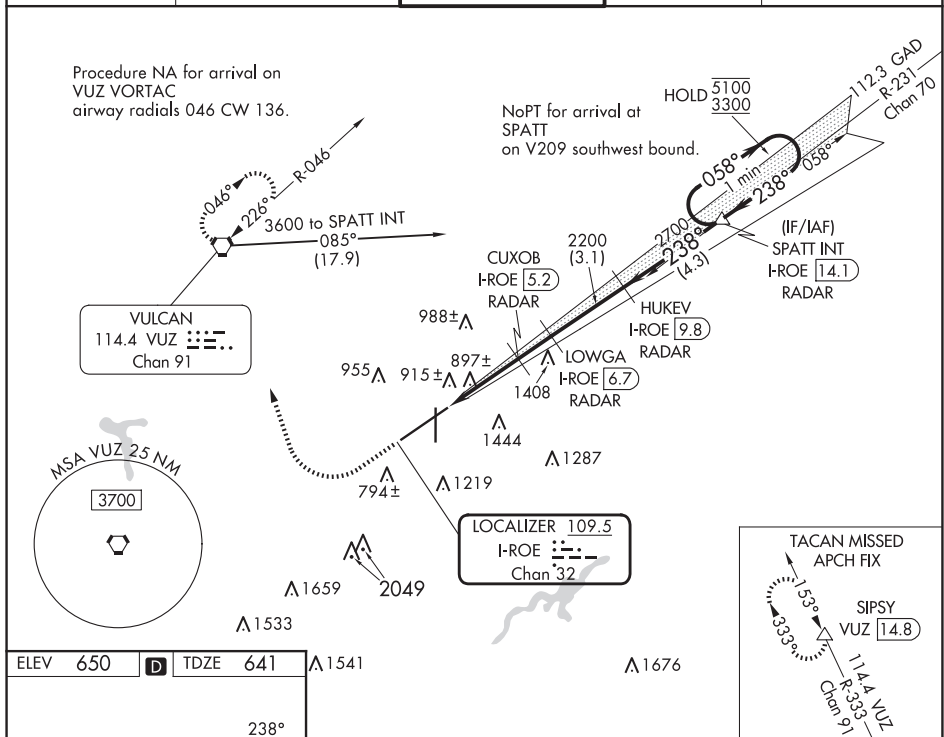
|   |                        |  |
|---|------------------------|--|
| LOC/DME I-ROE<br><b>109.5</b><br>Chan <b>32</b> | APP CRS<br><b>238°</b> | Rwy Idg <b>10801</b><br>TDZE <b>641</b><br>Apt Elev <b>650</b> |
|---|------------------------|--|

# ILS or LOC RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

|   |           |  |
|---|-----------|--|
| DME or RADAR required.  | MALSR<br> | MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold. (TACAN aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 153° inbound). |
| ▼ Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 24 Cat E visibility to RVR 4000 and increase S-LOC 24 Cat A/B visibility to RVR 5500, and Cat C/D/E to 1 1/2 SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA. |           |  |

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



|   |          |          |   |   |                     |   |   |
|---|----------|----------|---|---|---------------------|---|---|
| ELEV 650  | <b>D</b> | TDZE 641 | A 1541 A 1676   |   |                     |   |   |
|   |          |          | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). |   |                     |   |   |
| *LOC only.  |          |          | SPATT INT I-ROE [14.1] One Minute Holding Pattern               |   |                     |   |   |
| REIL Rwy 18 and 36<br>TDZ/CL Rwy 6<br>HIRL Rwy 6-24<br>MIRL Rwy 18-36 |          |          | GS 3.00° TCH 52   |   |                     |   |   |
| CATEGORY  |          |          | A   | B | C                   | D | E |
| S-ILS 24**  |          |          | 841/24 200 (200-1/2)  |   |                     |   |   |
| S-LOC 24  |          |          | 1160/40 519 (600-3/4)   |   | 1160/55 519 (600-1) |   |   |

BIRMINGHAM, ALABAMA

Amdt 5 28FEB19

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

# ILS or LOC RWY 24

SE-4, 07 AUG 2025 to 02 OCT 2025

|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-BHM<br><b>110.3</b> | APP CRS<br><b>058°</b> | Rwy Idg <b>12007</b><br>TDZE <b>606</b><br>Apt Elev <b>650</b> |
|---------------------------|------------------------|--|

ILS RWY 6 (CAT II)

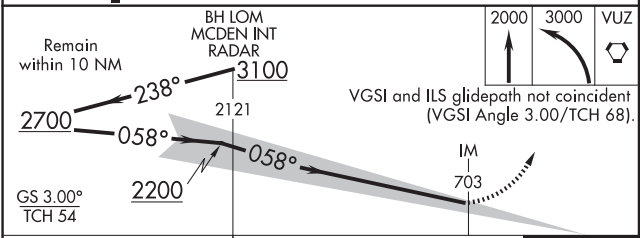
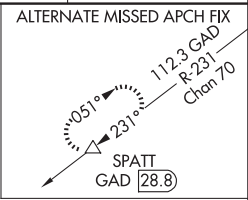
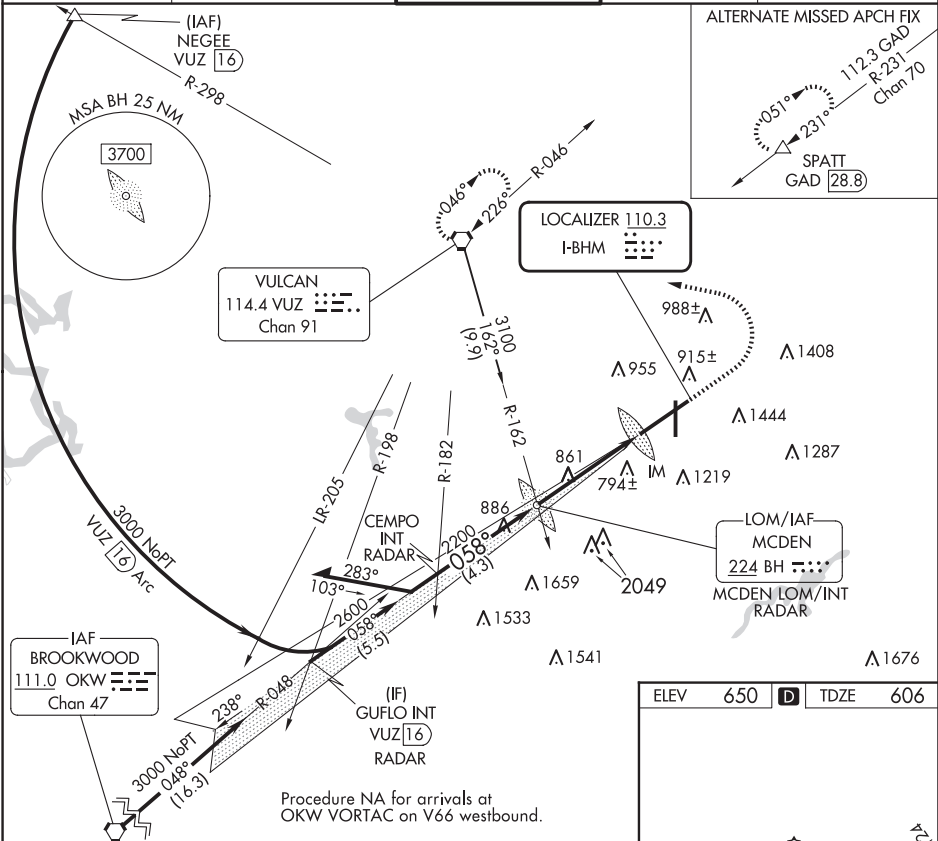
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

RNP APCH-GPS. From OKW VORTAC.

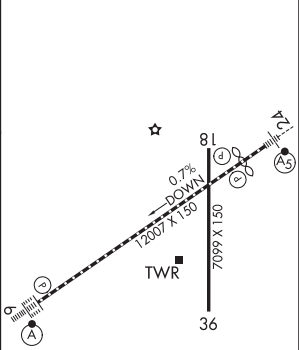


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



|      |     |      |     |
|------|-----|------|-----|
| ELEV | 650 | TDZE | 606 |
|------|-----|------|-----|



|   |           |     |        |   |
|---|-----------|-----|--------|---|
| CATEGORY  | A         | B   | C      | D |
| S-ILS 6   | RA 118/12 | 100 | DA 706 |   |
| CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED |           |     |        |   |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BIRMINGHAM, ALABAMA

AL-50 (FAA)

25163

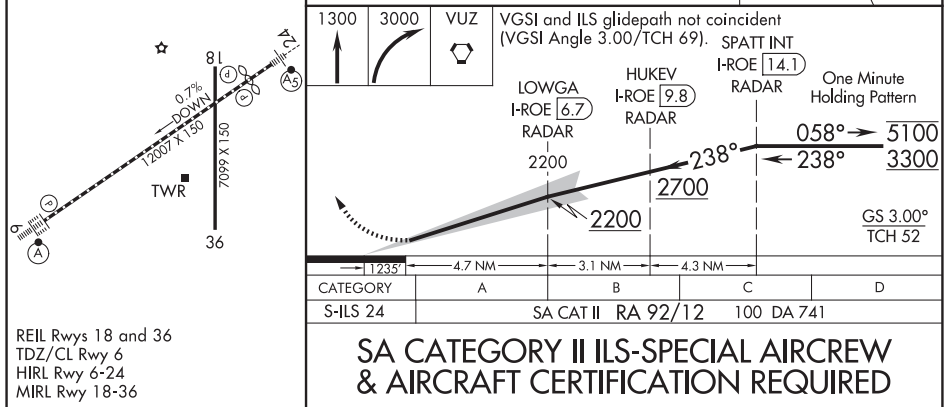
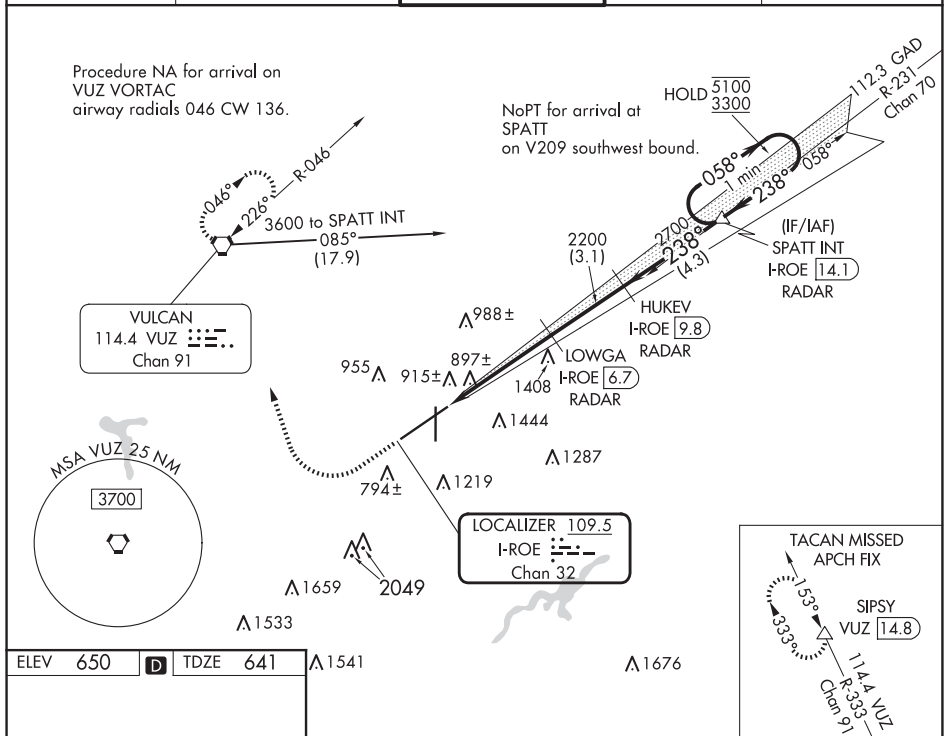
|   |                        |   |              |
|---|------------------------|---|--------------|
| LOC/DME I-ROE<br><b>109.5</b><br>Chan <b>32</b> | APP CRS<br><b>238°</b> | Rwy Idg<br>TDZE <b>641</b><br>Apt Elev <b>650</b> | <b>10801</b> |
|---|------------------------|---|--------------|

# ILS RWY 24 (SA CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

|   |       |   |
|---|-------|---|
| DME or RADAR required.  | MALSR | MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue on VUZ VORTAC R-333 to SIPSY/VUZ 14.8 DME and hold NW, right turn, 153° inbound). |
| Rwy 24 helicopter visibility reduction below RVR 4000 NA. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. |       |   |

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



BIRMINGHAM, ALABAMA

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

Amdt 5 28FEB19

33°34'N-86°45'W

# ILS RWY 24 (SA CAT II)

SE-4, 07 AUG 2025 to 02 OCT 2025

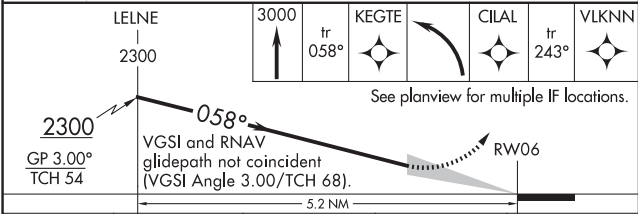
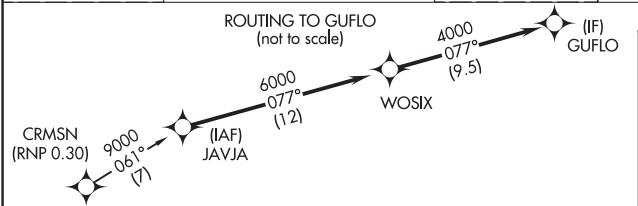
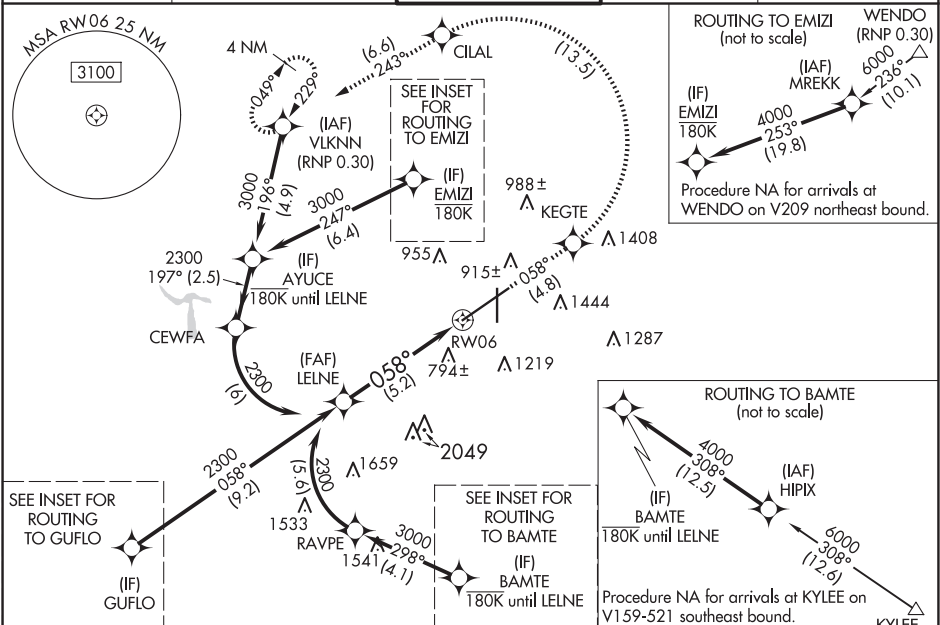
SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |       |
|---------|----------|-------|
| APP CRS | Rwy ldg  | 12007 |
| 058°    | TDZE     | 606   |
|         | Apt Elev | 650   |

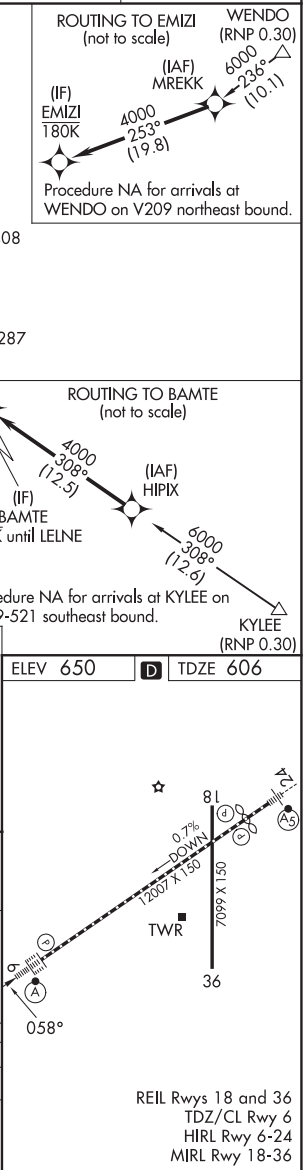
RNAV (RNP) Z RWY 6  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

|   |         |  |
|---|---------|--|
| RNP AR APCH. RF required.   | ALSIF-2 | MISSED APPROACH: Climb to 3000 on track 058° to KEGTE left turn to CILAL and track 243° to VLKNN and hold. |
| ▼ For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C. |         |  |

|                     |                                   |                                   |                        |                           |
|---------------------|-----------------------------------|-----------------------------------|------------------------|---------------------------|
| ATIS<br>119.4 270.1 | BIRMINGHAM APP CON<br>123.8 256.8 | BIRMINGHAM TOWER<br>119.9 317.725 | GND CON<br>121.7 348.6 | CLNC DEL<br>125.675 305.2 |
|---------------------|-----------------------------------|-----------------------------------|------------------------|---------------------------|



|                        |   |         |             |   |
|------------------------|---|---------|-------------|---|
| CATEGORY               | A | B       | C           | D |
| RNP 0.30 DA            |   | 1138/55 | 532 (500-1) |   |
| AUTHORIZATION REQUIRED |   |         |             |   |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) Z RWY 24  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**MISSED APPROACH:** Climb to 3000 on track 238° to YACUR then, right turn to WADEG, then on track 067° to VLKNN and hold.

CLNC DEL  
**125.675 305.2**



RNAV (RNP) Z RWY 24

**AUTHORIZATION REQUIRED**

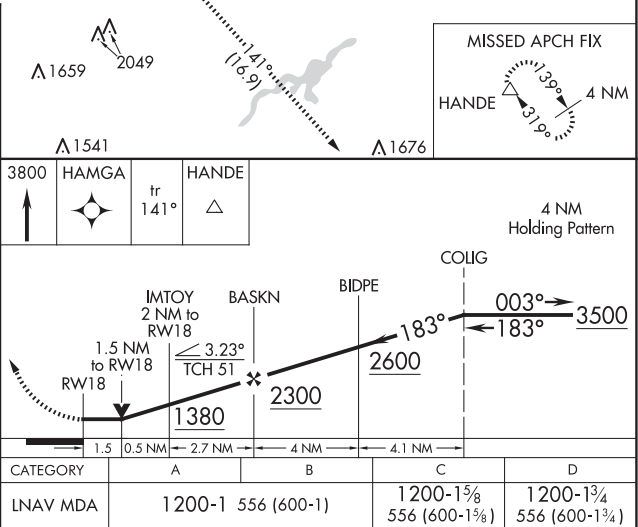
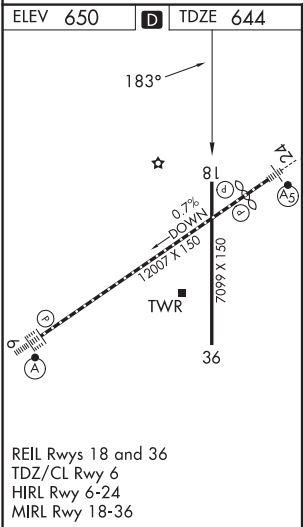
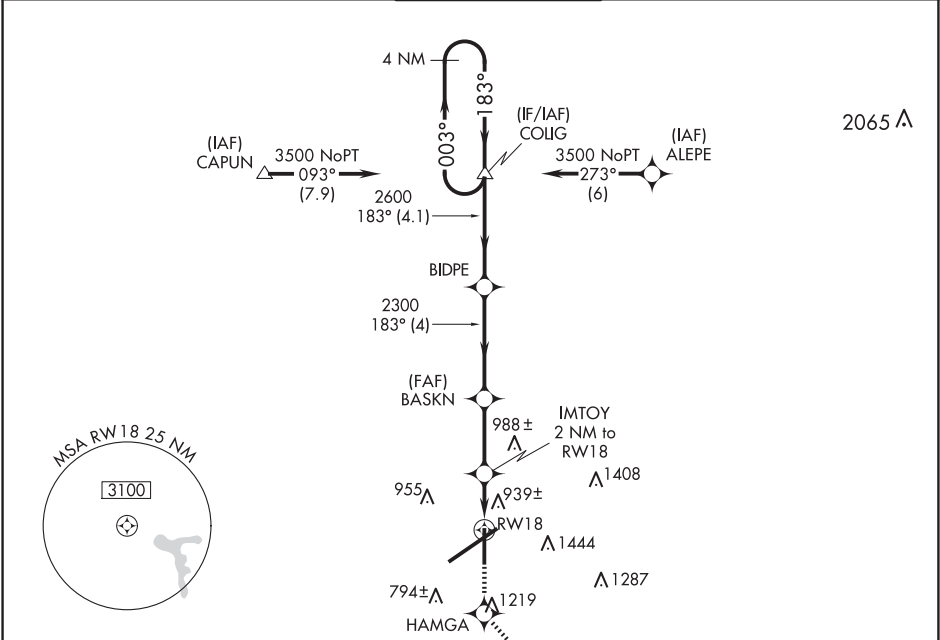
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>183°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7099</b><br><b>644</b><br><b>650</b> |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

|  |   |
|--|---|
| Rwy 18 helicopter visibility reduction below 3/4 SM NA.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3800 direct<br>HAMGA and on track 141° to HANDE and hold. |
|--|---|

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BIRMINGHAM, ALABAMA

AL-50 (FAA)

25163

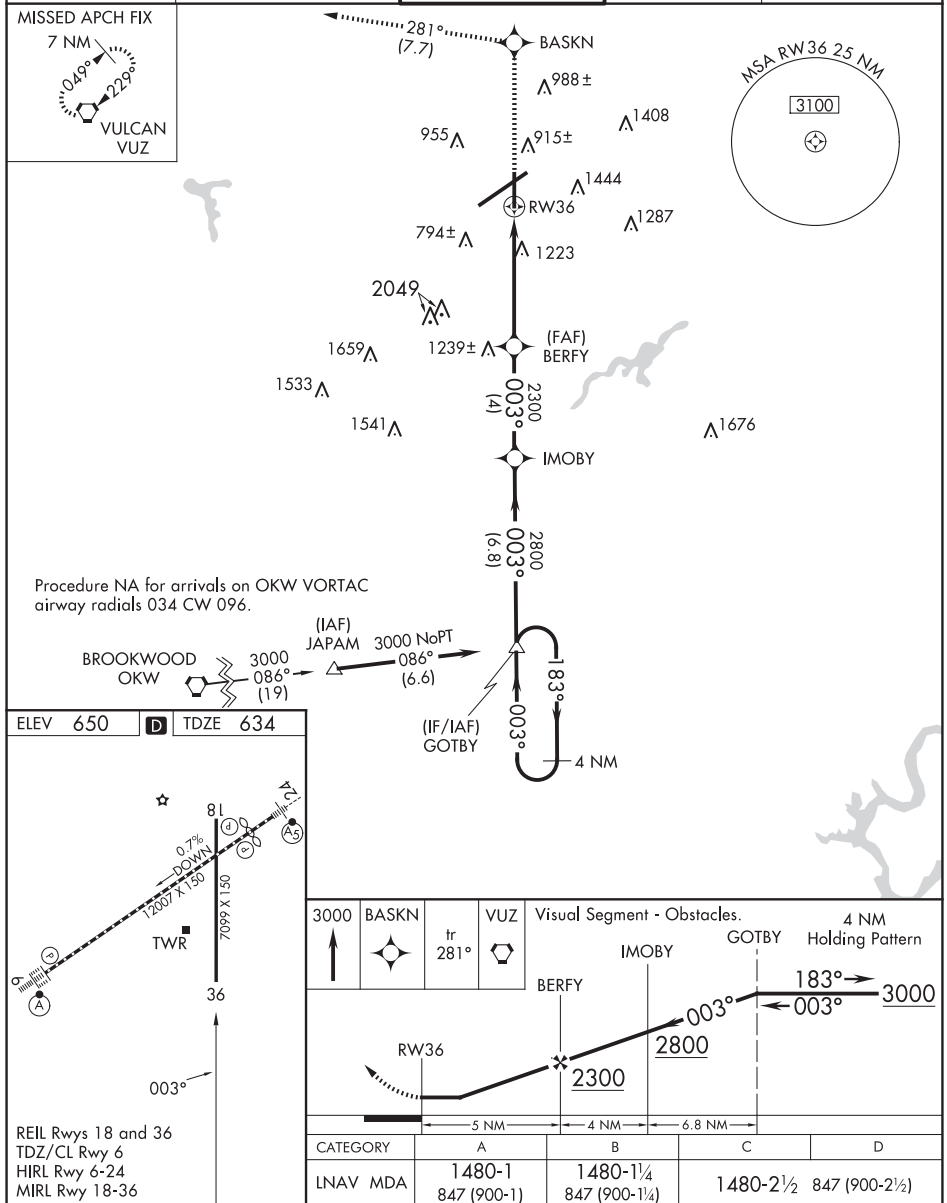
|                        |                             |   |
|------------------------|-----------------------------|---|
| APP CRS<br><b>003°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7099</b><br><b>634</b><br><b>650</b> |
|------------------------|-----------------------------|---|

**RNAV (GPS) RWY 36**

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

|   |  |
|---|--|
| <b>T</b> DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below 1 SM NA. Procedure NA at night. | <b>MISSED APPROACH:</b> Climb to 3000 direct BASKN and on track 281° to VUZ VORTAC and hold. |
|---|--|

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

BIRMINGHAM, ALABAMA

Amdt 1C 02MAR17

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

**RNAV (GPS) RWY 36**

SE-4, 07 AUG 2025 to 02 OCT 2025

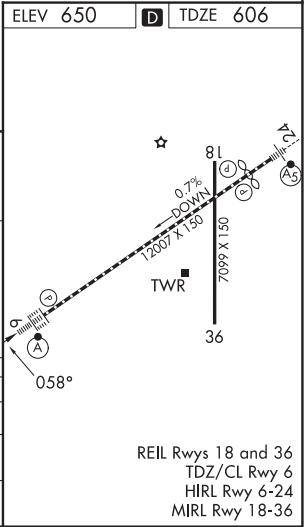
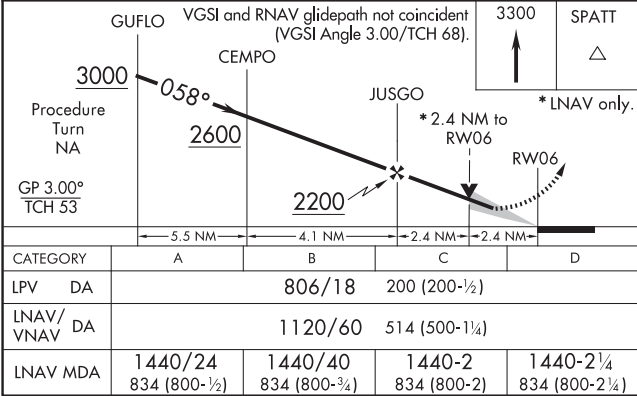
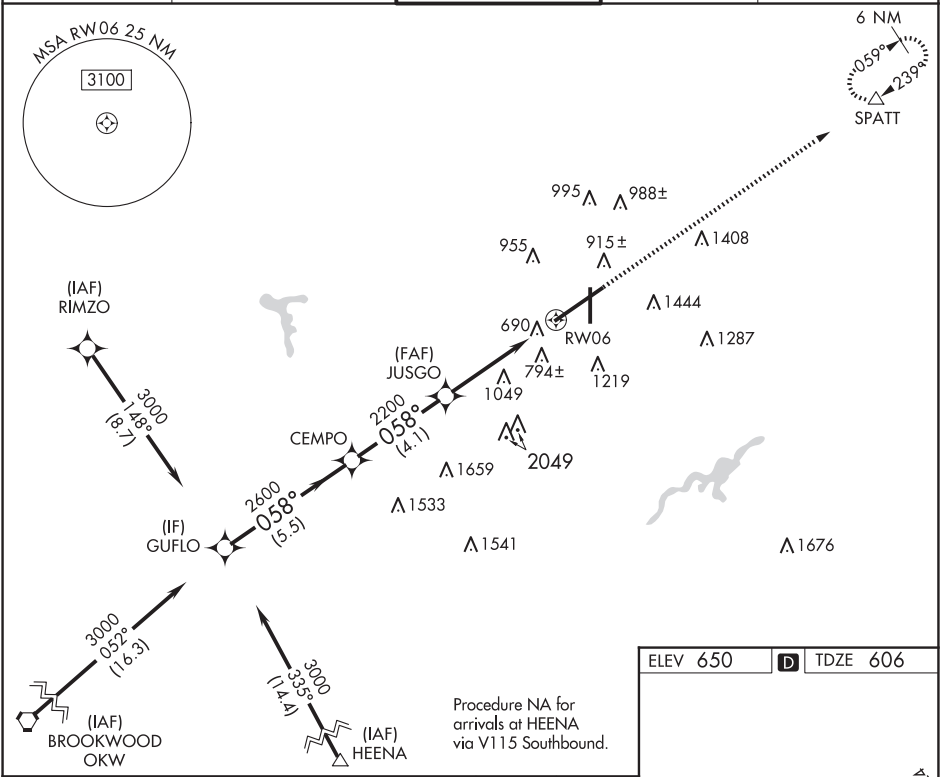


|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>82014</b><br><b>W06A</b> | APP CRS<br><b>058°</b> | Rwy Idg <b>12007</b><br>TDZE <b>606</b><br>Apt Elev <b>650</b> |
|--|------------------------|--|

RNAV (GPS) Y RWY 6  
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

|  |             |   |
|--|-------------|---|
| RNP APCH.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).<br>▲ | ALSF-2<br>A | MISSED APPROACH: Climb to 3300 direct SPATT and hold. |
|--|-------------|---|

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BIRMINGHAM, ALABAMA

AL-50 (FAA)

25163

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>53605</b><br><b>W24A</b> | APP CRS<br><b>239°</b> | Rwy Idg <b>10801</b><br>TDZE <b>641</b><br>Apt Elev <b>650</b> |
|--|------------------------|--|

# RNAV (GPS) Y RWY 24

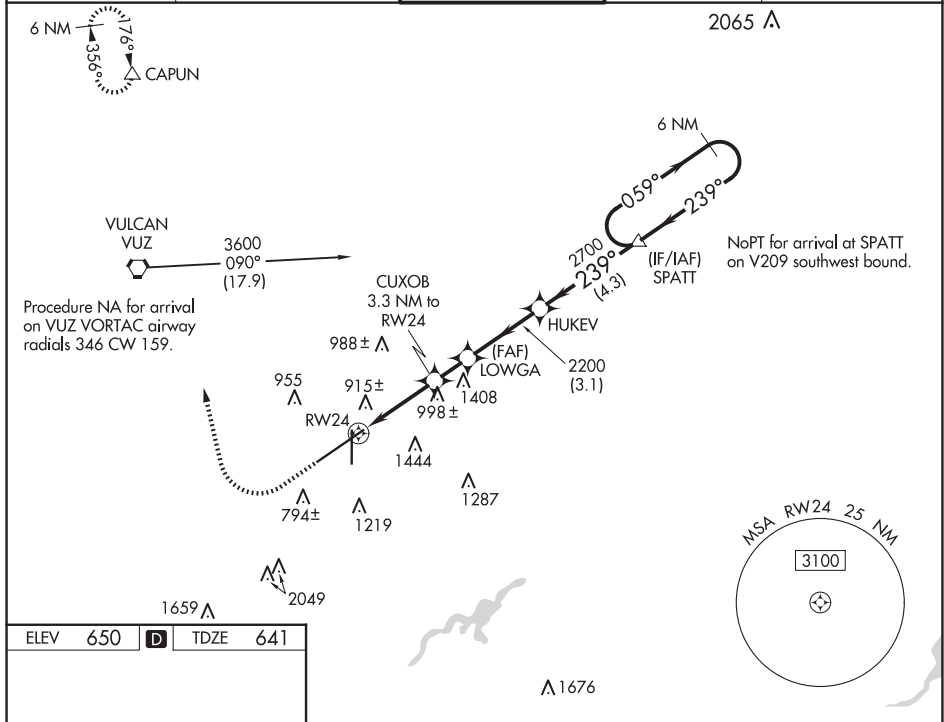
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Rwy 24 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to 1¾ SM.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct CAPUN and hold.

|                            |  |  |                               |                                  |
|----------------------------|--|--|-------------------------------|----------------------------------|
| ATIS<br><b>119.4 270.1</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | BIRMINGHAM TOWER<br><b>119.9 317.725</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>125.675 305.2</b> |
|----------------------------|--|--|-------------------------------|----------------------------------|



ELEV **650** **D** TDZE **641**

REIL Rwy 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

1300 3000 CAPUN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

6 NM Holding Pattern

SPATT

059° 239° 3300

GP 3.00° TCH 52

\*LNAV only.

CUXOB 3.3 NM to RW24

LOWGA HUKEV

2200 2700

\*1740

1.7 NM 1.6 NM 1.4 NM 3.1 NM 4.3 NM

|              |                      |             |                      |   |   |
|--------------|----------------------|-------------|----------------------|---|---|
| CATEGORY     | A                    | B           | C                    | D | E |
| LPV DA**     | 841/24 200 (200-½)   |             |                      |   |   |
| LNAV/VNAV DA | 1200-1½ 559 (600-1½) |             |                      |   |   |
| LNAV MDA     | 1260/40              | 619 (700-¾) | 1260-1¾ 619 (700-1¾) |   |   |

BIRMINGHAM, ALABAMA  
Amdt 4A 09NOV17

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)  
33°34'N-86°45'W  
**RNAV (GPS) Y RWY 24**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-BXO

111.3

Chan 50

APP CRS

183°

Rwy Idg

7099

TDZE

644

Apt Elev

650

LOC RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

▼

Rwy 18 helicopter visibility reduction below ¾ SM NA.  
DME or RADAR required.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3800 on VUZ VORTAC R-137 to HANDE INT/VUZ 28.6 DME and hold.

|             |                    |                  |             |               |
|-------------|--------------------|------------------|-------------|---------------|
| ATIS        | BIRMINGHAM APP CON | BIRMINGHAM TOWER | GND CON     | CLNC DEL      |
| 119.4 270.1 | 123.8 256.8        | 119.9 317.725    | 121.7 348.6 | 125.675 305.2 |

ELEV 650

D

TDZE 644

183°

0.7% DOWN

1200 X 150

7099 X 130

TWR

36

REIL Rws 18 and 36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36

FAF to MAP 4.7 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

|                                   |        |             |         |                       |                          |
|-----------------------------------|--------|-------------|---------|-----------------------|--------------------------|
| 1500                              | 3800   | VUZ R-137   | HANDE   | BASKN I-BXO (6) RADAR | COLIG I-BXO (14.1) RADAR |
| 1380                              | 137°   | 1380        | 137°    | 1380                  | 137°                     |
| 1.5                               | 0.5 NM | 2.7 NM      | 8.1 NM  |                       |                          |
| CATEGORY                          | A      | B           | C       | D                     |                          |
| S-18                              | 1380-1 | 736 (800-1) | 1380-2  | 736 (800-2)           |                          |
| IMTOY FIX MINIMUMS (DME REQUIRED) |        |             |         |                       |                          |
| S-18                              | 1200-1 | 556 (600-1) | 1200-1½ | 556 (600-1½)          |                          |

BIRMINGHAM, ALABAMA

Amdt 2C 02MAR17

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

33°34'N-86°45'W

215

LOC RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

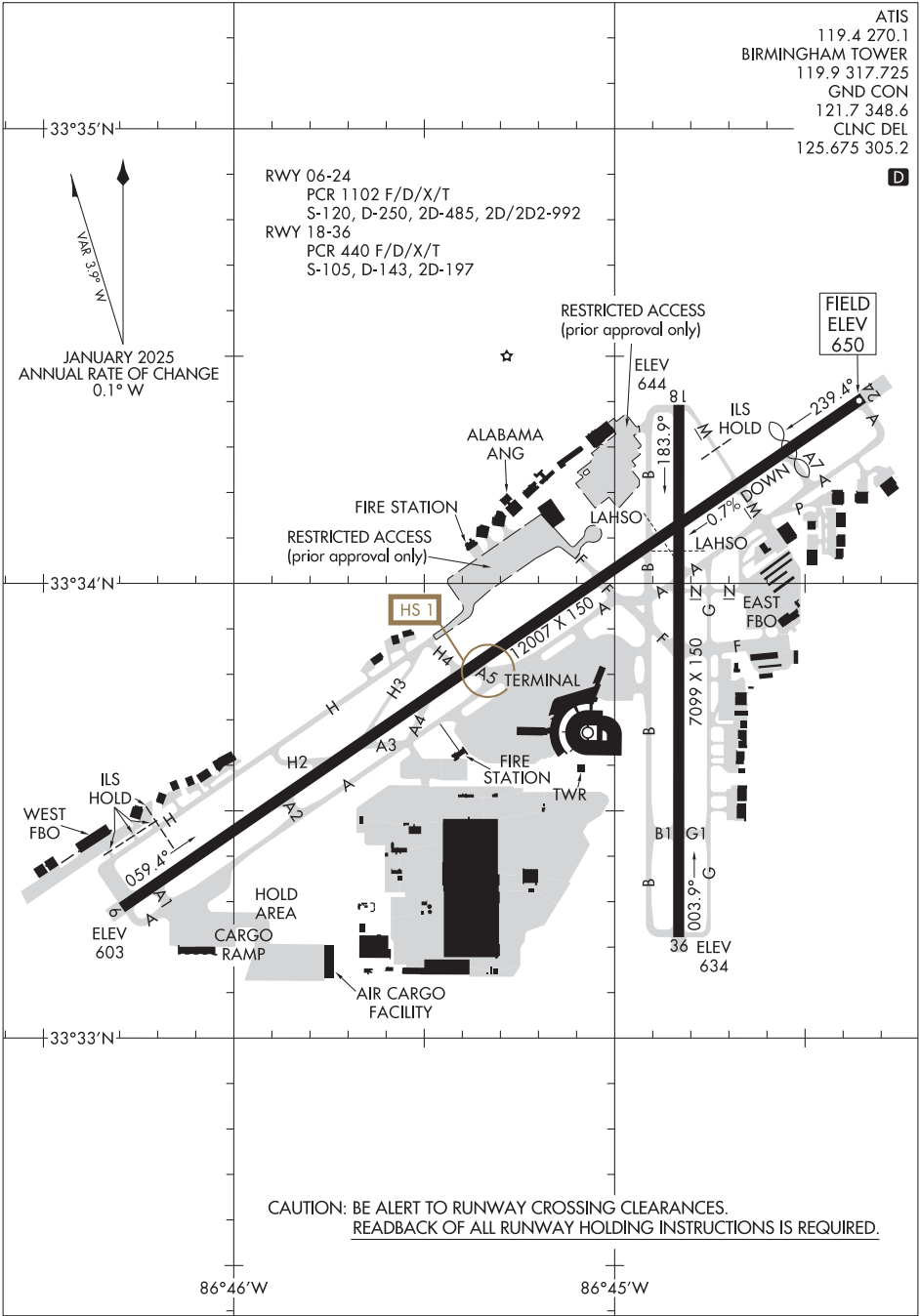
25163

AIRPORT DIAGRAM

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

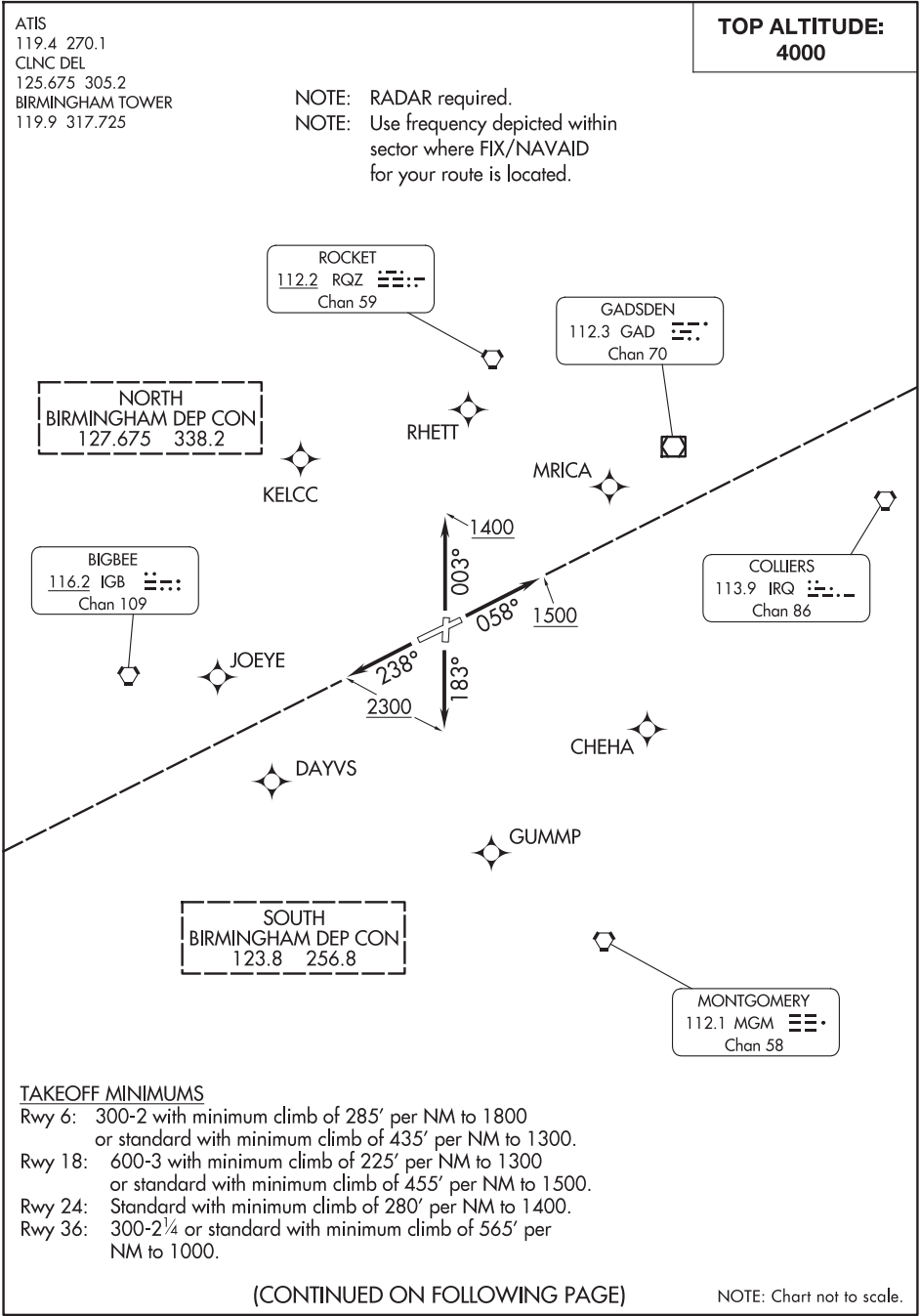
AL-50 (FAA)

BIRMINGHAM, ALABAMA



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 058° to 1500, thence . . . .  
TAKEOFF RUNWAY 18: Climb on heading 183° to 2300, thence . . . .  
TAKEOFF RUNWAY 24: Climb on heading 238° to 2300, thence . . . .  
TAKEOFF RUNWAY 36: Climb on heading 003° to 1400, thence . . . .  
  
. . . . Expect vectors to filed route, maintain 4000 or assigned lower altitude.  
Expect clearance to filed altitude ten minutes after departure.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**076°**

Rwy Idg  
TDZE  
Apt Elev  
**4017**  
**1901**  
**1907**

RNAV (GPS) RWY 8

BLAIRSVILLE (DZJ)

RNP APCH - GPS

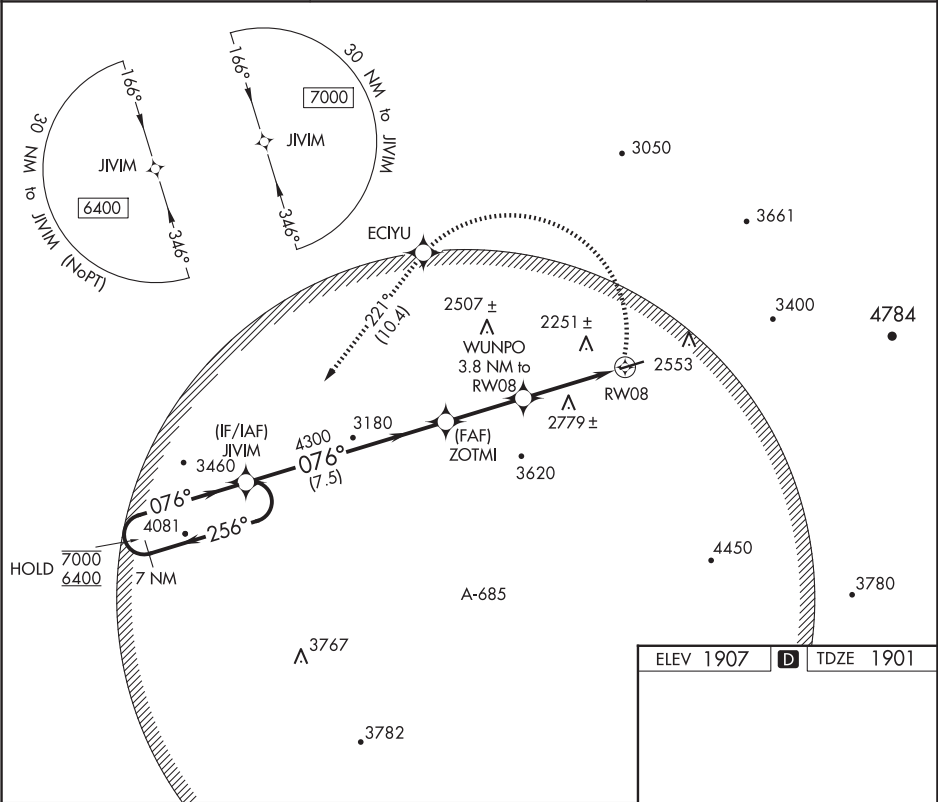
Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Circling NA for Cat D.

MISSED APPROACH: (Do not exceed 210K until JIVIM) Climbing left turn to 6400 direct ECIYU and on track 221° to JIVIM and hold, continue climb-in-hold to 6400.

AWOS-3PT  
**119.325**

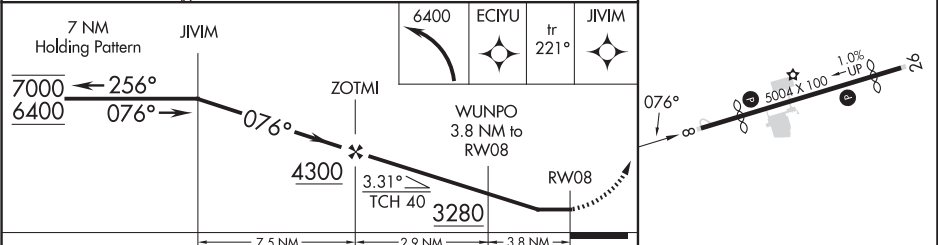
ATLANTA CENTER  
**134.8 379.95**

UNICOM  
**122.8 (CTAF)**



ELEV 1907

TDZE 1901

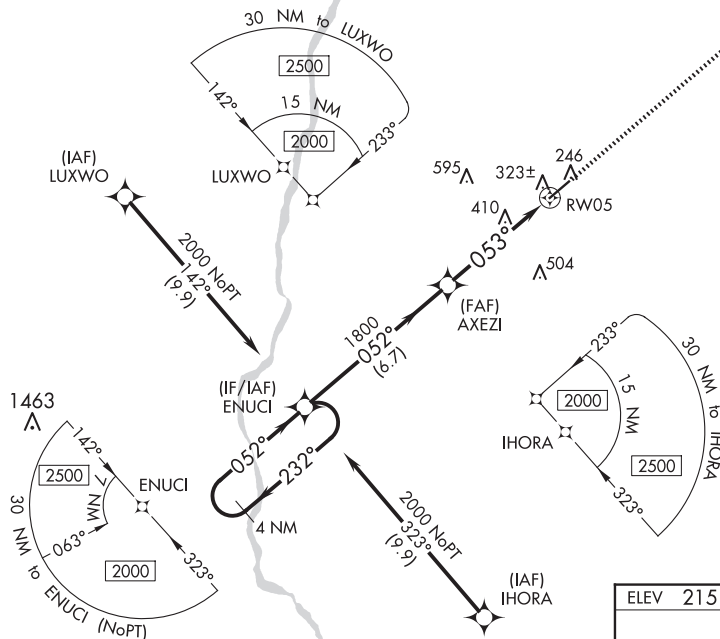


| CATEGORY  | A                        | B                         | C                       | D  |
|-----------|--------------------------|---------------------------|-------------------------|----|
| LNNAV MDA | 2860-1¼<br>959 (1000-1¼) | 2860-1½<br>959 (1000-1½)  | 2860-3<br>959 (1000-3)  |    |
| CIRCLING  | 2860-1¼<br>953 (1000-1¼) | 2940-1½<br>1033 (1100-1½) | 3180-3<br>1273 (1300-3) | NA |

# RNAV (GPS) RWY 5

## EARLY COUNTY (BIJ)

**MISSED APPROACH:**  
Climb to 3000 direct  
PARGE and hold.

CTAF  
122.9 **Q**

|          |  |          |
|----------|--|----------|
| ELEV 215 |  | TDZE 215 |
|----------|--|----------|

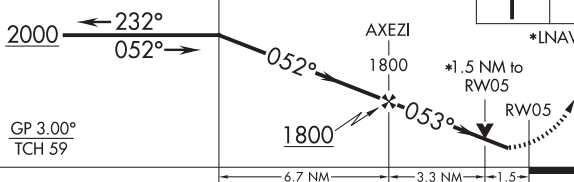
4 NM  
Holding Pattern

VGSI and RNAV glidepath not coincident  
5.11.13 (VGSI Angle 3.00/TCH 34).

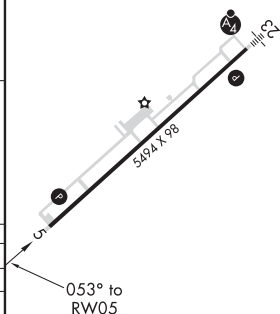
|      |       |
|------|-------|
| 3000 | PARGE |
|------|-------|



LNNAV only



| CATEGORY      |    | A     |             | B     |  | C                      |                        | D |  |
|---------------|----|-------|-------------|-------|--|------------------------|------------------------|---|--|
| LPV           | DA |       |             | 528-1 |  | 313 (400-1)            |                        |   |  |
| LNAV/<br>VNAV | DA |       |             | 580-1 |  | 365 (400-1)            |                        |   |  |
| LNAV MDA      |    | 740-1 | 525 (600-1) |       |  | 740-1½                 | 525 (600-1½)           |   |  |
| CIRCLING      |    | 740-1 | 525 (600-1) |       |  | 860-1¾<br>645 (700-1¾) | 960-2½<br>745 (800-2½) |   |  |

MIRL Rwy 5-23 **L**

EARLY COUNTY (BIJ)

RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45721</b><br><b>W23A</b> | APP CRS<br><b>233°</b> | Rwy Idg<br>TDZE <b>210</b><br>Apt Elev <b>215</b> |
|--|------------------------|---|

RNAV (GPS) RWY 23

EARLY COUNTY (BIJ)

RNP APCH - GPS.

▼

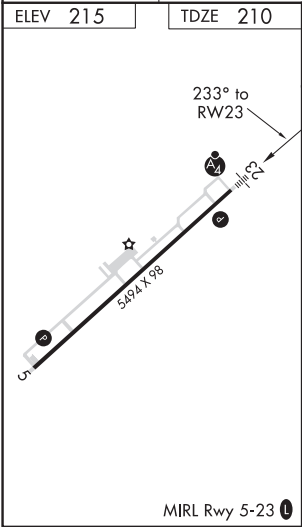
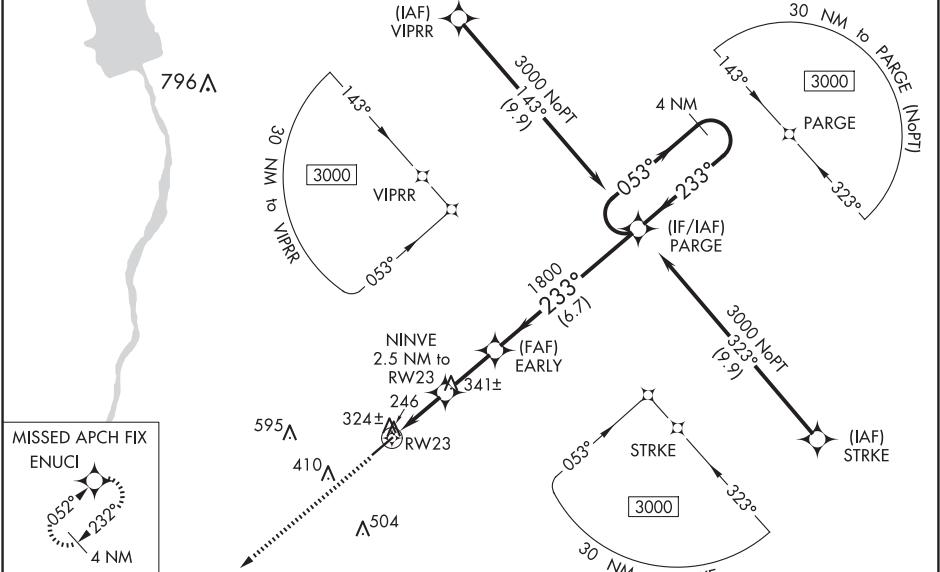
▲

Inop table does not apply to LPV, LNAV/VNAV and LNAV Cat A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bainbridge altimeter setting; increase LPV DA to 578 feet, LNAV/VNAV DA to 587 feet; increase all MDAs 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C/D ¼ SM. For inop ALS, increase LNAV Cat C/D visibility to 1 ½ SM. Baro-VNAV and VDP NA when using Bainbridge altimeter setting.

MALSF

MISSED APPROACH:  
Climb to 2000 direct  
ENUCI and hold.

|                            |  |                        |
|----------------------------|--|------------------------|
| AWOS-3PT<br><b>118.475</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|--|------------------------|



|              |       |  |                         |                         |  |
|--------------|-------|--|-------------------------|-------------------------|--|
| 2000 ENUCI   |       | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30). |                         | 4 NM Holding Pattern    |  |
| *LNAV only.  |       | NINVE 2.5 NM to RW23   |                         | EARLY 1800              |  |
|              |       | *1.1 NM to RW23  |                         | 1040*                   |  |
|              |       | 1.1 1.4  |                         | 2.3 NM                  |  |
|              |       |  |                         | 6.7 NM                  |  |
| CATEGORY     | A     | B  | C                       | D                       |  |
| LPV DA       |       | 501-1  | 291 (300-1)             |                         |  |
| LNAV/VNAV DA |       | 510-1  | 300 (300-1)             |                         |  |
| LNAV MDA     |       | 600-1  | 390 (400-1)             |                         |  |
| CIRCLING     | 720-1 | 505 (600-1)  | 860-1 ¾<br>645 (700-1¾) | 960-2 ½<br>745 (800-2½) |  |

BREWTON, ALABAMA

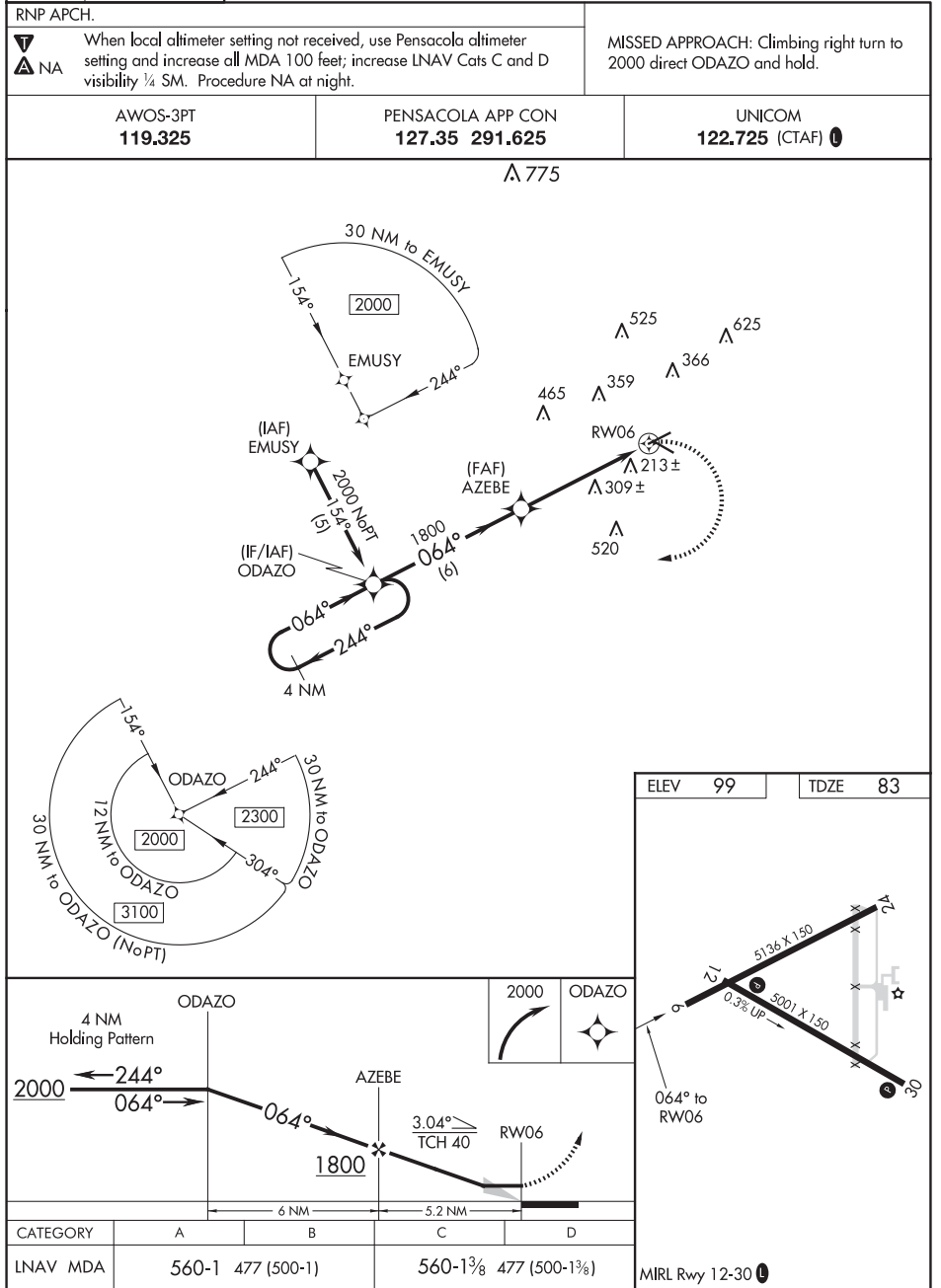
AL-5920 (FAA)

20366

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5136 |
| 064°    | TDZE     | 83   |
|         | Apt Elev | 99   |

# RNAV (GPS) RWY 6

BREWTON MUNI (12J)



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BREWTON, ALABAMA  
Orig-B 18JUL19

31°03'N-87°04'W

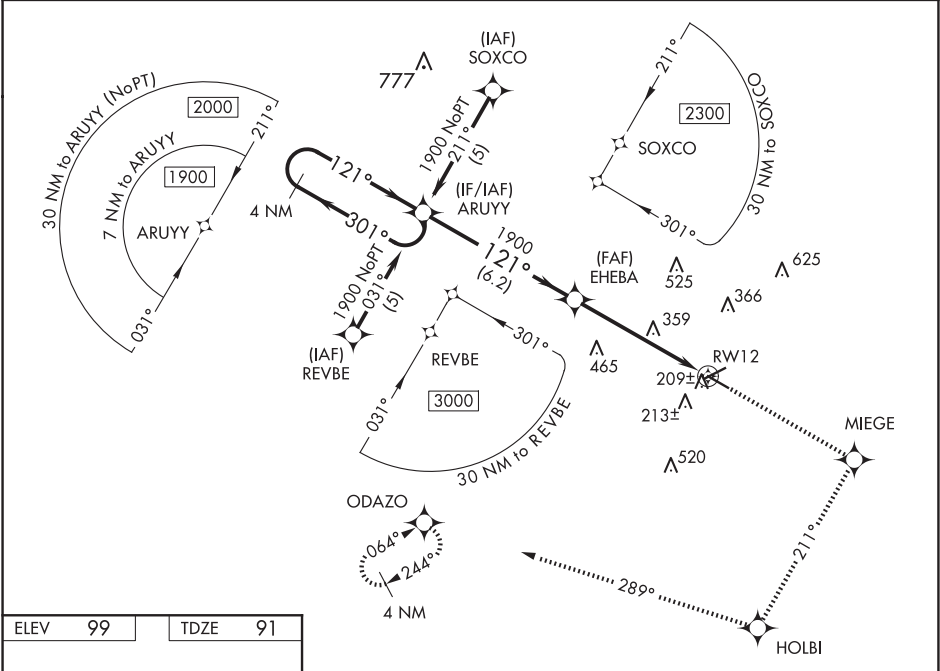
# RNAV (GPS) RWY 6

BREWTON MUNI (12J)

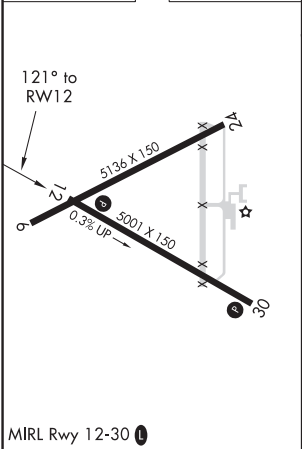
|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>53416</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>91</b><br><b>99</b> |
|--|------------------------|-----------------------------|---------------------------------------|


RNAV (GPS) RWY 12  
BREWTON MUNI(12J)

|   |  |  |
|---|--|--|
| RNP APCH.<br>Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 425 feet; increase LNAV/VNAV DA to 563 feet; increase all MDAs 100 feet and LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cats C and D ¼ SM. VDP NA when using Pensacola altimeter setting. |  | MISSED APPROACH: Climb to 2000 direct MIEGE and right turn on track 211° to HOLBI and on track 289° to ODAZO and hold. |
| AWOS-3PT<br><b>119.325</b>  | PENSACOLA APP CON<br><b>127.35 291.625</b> | UNICOM<br><b>122.725 (CTAF)</b>  |



|      |    |      |    |
|------|----|------|----|
| ELEV | 99 | TDZE | 91 |
|------|----|------|----|



|  |                     |           |            |   |            |             |            |
|--|---------------------|-----------|------------|---|------------|-------------|------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 48). |                     | 2000<br>↑ | MIEGE<br>✧ |  tr 211° | HOLBI<br>✧ | tr 289°     | ODAZO<br>✧ |
| 4 NM Holding Pattern ARUYU                                       |                     | EHEBA     |            |   |            | *LNAV only. |            |
| 1900 ← 301°<br>121° →  |                     | 1900      |            | *1.6 NM to RW12<br>RW12   |            |             |            |
| GP 3.00°<br>TCH 46   |                     | 6.2 NM    |            | 3.9 NM  |            | 1.6 NM      |            |
| CATEGORY   | A                   | B         | C          | D   |            |             |            |
| LPV DA   | 341-1 250 (300-1)   |           |            |   |            |             |            |
| LNAV/ VNAV DA  | 479-1½ 388 (400-1½) |           |            |   |            |             |            |
| LNAV MDA   | 640-1 549 (600-1)   |           |            | 640-1½ 549 (600-1½)   |            |             |            |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5136 |
| 244°    | TDZE     | 83   |
|         | Apt Elev | 99   |

RNAV (GPS) RWY 24  
BREWTON MUNI (12J)

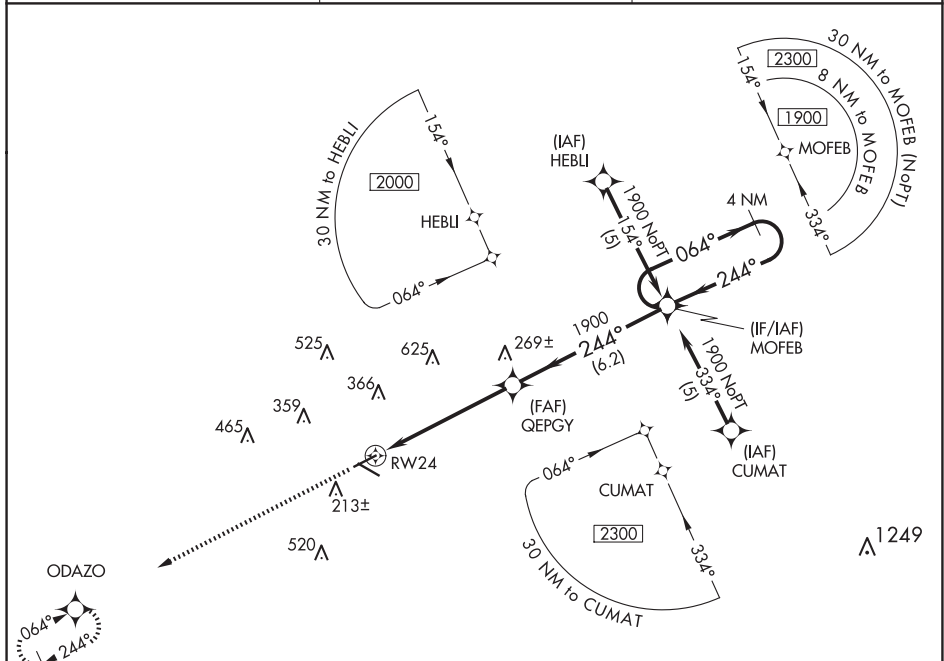
**T** When local altimeter setting not received use Pensacola altimeter setting  
**A** and increase all MDA 100 feet; increase LNAV Cats C and D visibility  
 NA ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct ODAZO and hold.

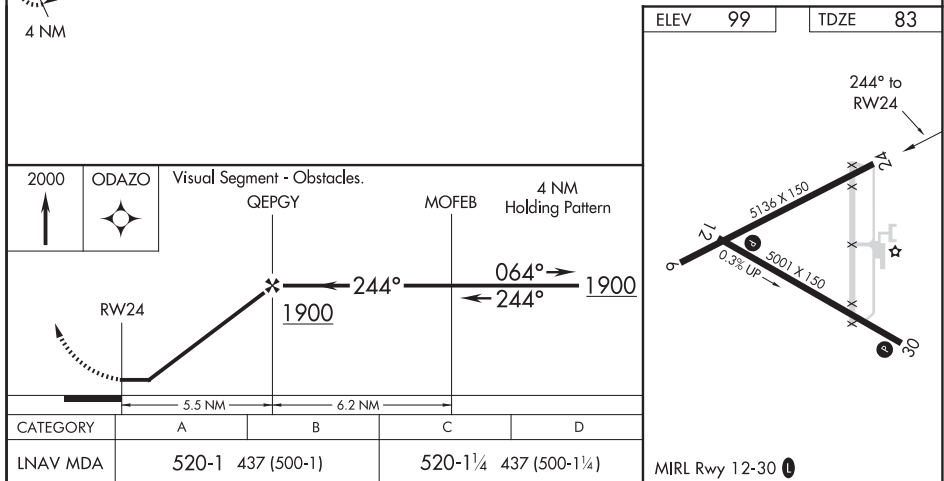
AWOS-3PT  
119.325

PENSACOLA APP CON  
**127.35 291.625**

UNICOM  
122.725 (CTAF) **L**



SE-4, 07 AUG 2025 to 02 OCT 2025



BREWTON, ALABAMA  
Orig-C 11AUG22

31°03'N-87°04'W

BREWTON MUNI (12J)  
RNAV (GPS) RWY 24

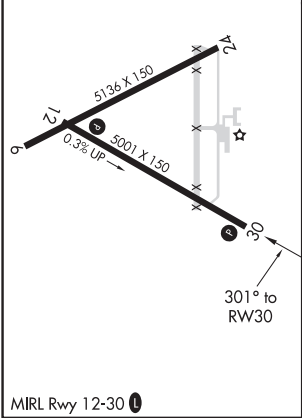
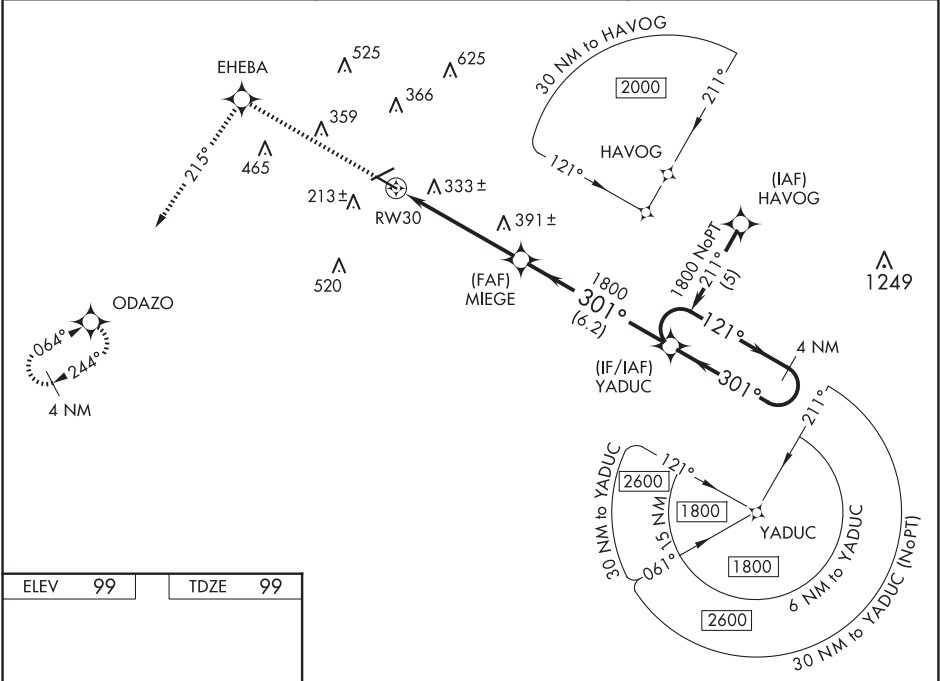
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56316</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>99</b><br>Apt Elev <b>99</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

BREWTON MUNI (12J)

|           |  |  |
|-----------|--|--|
| RNP APCH. | Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Pensacola altimeter setting; increase LPV DA to 611 feet; increase LNAV/VNAV DA to 787 feet; increase all MDAs 100 feet; increase LPV all Cts, LNAV/VNAV all Cts and LNAV Cts C and D visibility ¼ SM. VDP NA when using Pensacola altimeter setting. | MISSED APPROACH: Climb to 2000 direct EHEBA and on track 215° to ODAZO and hold. |
|-----------|--|--|

|                            |  |                                   |
|----------------------------|--|-----------------------------------|
| AWOS-3PT<br><b>119.325</b> | PENSACOLA APP CON<br><b>127.35 291.625</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|----------------------------|--|-----------------------------------|



|              |        |                 |                        |  |
|--------------|--------|-----------------|------------------------|--|
| 2000         | EHEBA  | tr 215°         | ODAZO                  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 42). |
| *LNAV only.  |        | *1.7 NM to RW30 |                        |  |
|              | RW30   |                 | MIEGE                  | YADUC 4 NM Holding Pattern                                       |
|              |        |                 |                        | GP 3.00° TCH 37  |
|              |        |                 |                        |  |
| CATEGORY     | A      | B               | C                      | D  |
| LPV DA       | 527-1½ | 428 (500-1½)    |                        |  |
| LNAV/VNAV DA | 703-2¼ | 604 (700-2¼)    |                        |  |
| LNAV MDA     | 660-1  | 561 (600-1)     | 660-1½<br>561 (600-1½) | 660-1¾<br>561 (600-1¾)   |

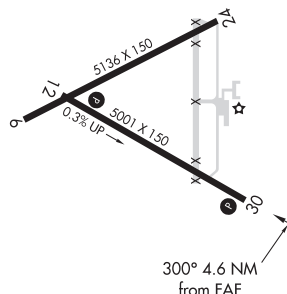
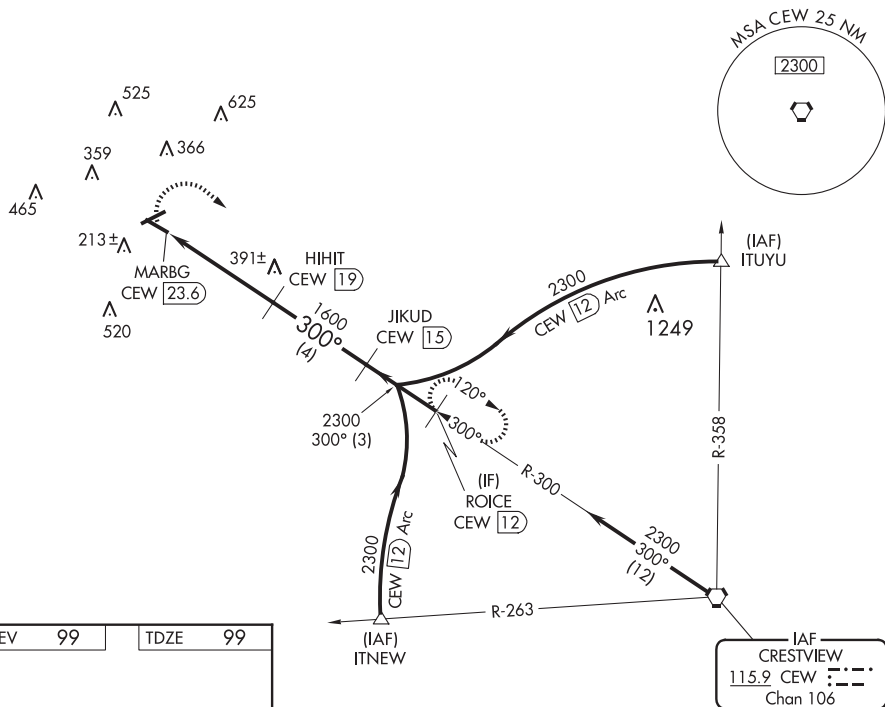
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 30  
BREWTON MUNI (12J)

**MISSED APPROACH:** Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.

UNICOM  
122.725 (CTAF) **L**



2300  
CEW R-300

ROICE  
CEW 12

VGSI and descent angles not coincident  
(VGSI Angle 3.50/TCH 42).

HIHIT  
CEW 19

JIKUD  
CEW 15

ROICE  
CEW 12

2300

Procedure Turn NA

MARBG  
CEW 23.6

3.02°  
TCH 37

300°

300°

2300

4.6 NM

4 NM

3 NM

| CATEGORY | A                    | B                      | C                      | D                      |
|----------|----------------------|------------------------|------------------------|------------------------|
| S-30     | 660-1<br>561 (600-1) | 660-1¼<br>561 (600-1¼) | 660-1½<br>561 (600-1½) | 660-1¾<br>561 (600-1¾) |
| CIRCLING | 660-1<br>561 (600-1) | 680-1¼<br>581 (600-1¼) | 700-1¾<br>601 (700-1¾) | 880-2½<br>781 (800-2½) |

BREWTON MUNI (12J)  
VOR/DME RWY 30

SE-4, 07 AUG 2025 to 02 OCT 2025

LOC I-BQK  
**108.5**

APP CRS  
**069°**

Rwy Idg  
8001

TDZE  
26

Apt Elev  
26

ILS or LOC RWY 7

BRUNSWICK GOLDEN ISLES (BQK)

DME required.

For inop ALS , increase S-LOC 7 Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3000 on heading 069° and on SSI VORTAC R-018 to BROWN/SSI 25.3 DME and hold.

|                          |  |                                 |                                 |
|--------------------------|--|---------------------------------|---------------------------------|
| AWOS-3<br><b>124.175</b> | JACKSONVILLE CENTER<br><b>126.75 277.4</b> | CLNC DEL<br><b>126.75 277.4</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|---------------------------------|

Procedure NA for arrivals at BERTT on T425 northwest bound.

One Minute Holding Pattern

YOKHO INT SSI 11.9

1700

3000

hdg 069°

SSI R-018

BROWN

6000

1700

249°

069°

1700

069°

GS 3.00°

TCH 58

5 NM

| CATEGORY | A                 | B           | C                      | D                      |
|----------|-------------------|-------------|------------------------|------------------------|
| S-ILS 7  | 226-½ 200 (200-½) |             |                        |                        |
| S-LOC 7  | 420-½             | 394 (400-½) | 420-⅝                  | 394 (400-⅝)            |
| CIRCLING | 540-1             | 514 (600-1) | 560-1½<br>534 (600-1½) | 800-2½<br>774 (800-2½) |

REIL Rwy 25 0

HIRL Rwy 7-25 0

FAF to MAP 5 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

BRUNSWICK, GEORGIA

Amdt 10C 15JUN23

31°16'N-81°28'W

227

BRUNSWICK GOLDEN ISLES (BQK)

ILS or LOC RWY 7

BRUNSWICK, GEORGIA

AL-167 (FAA)

22083

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>56501</b><br><b>W07A</b> | APP CRS<br><b>069°</b> | Rwy Idg<br>TDZE <b>26</b><br>Apt Elev <b>26</b> | <b>8001</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 7  
BRUNSWICK GOLDEN ISLES (BQK)

RNP APCH.

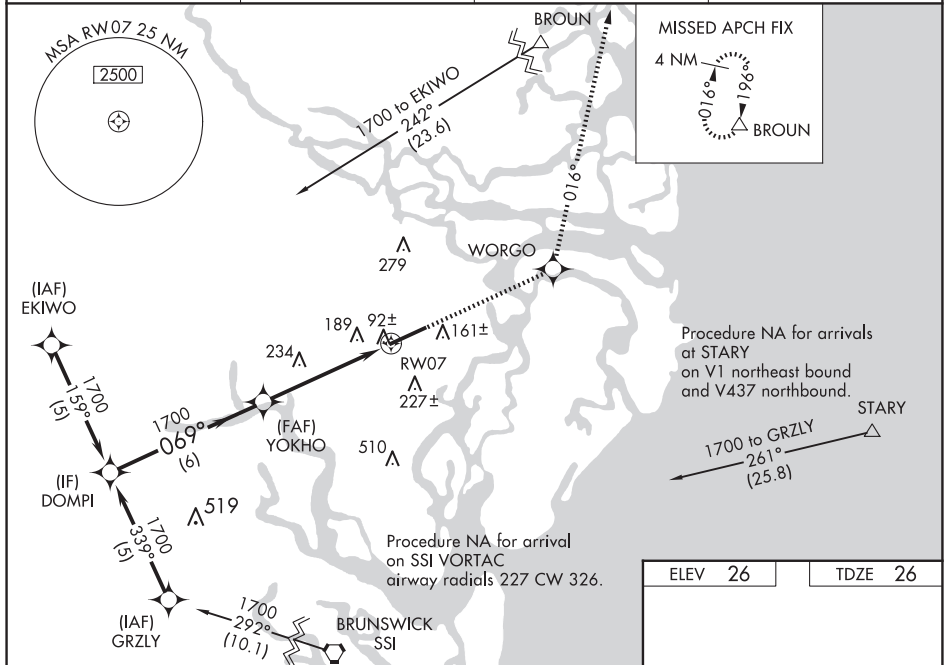
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. VDP and Baro-VNAV NA when using St Simons Island altimeter setting. When local altimeter setting not received, use St Simons Island altimeter setting: increase LPV DA to 245 feet, LNAV/VNAV DA to 505 feet and LNAV/VNAV visibility ½ SM; increase all MDAs 20 feet. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. For inop ALS when using St Simons Island altimeter setting, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:  
Climb to 3000 direct WORG0 and via track 016° to BROWN and hold.

|                          |  |                                 |                                 |
|--------------------------|--|---------------------------------|---------------------------------|
| AWOS-3<br><b>124.175</b> | JACKSONVILLE CENTER<br><b>126.75 277.4</b> | CLNC DEL<br><b>126.75 277.4</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|---------------------------------|



Procedure Turn NA

GP 3.00°  
TCH 58

DOMPI

YOKHO

3000

WORG0

tr 016°

BROWN

\*1.3 NM to RW07

\*LNAV only.

1700

069°

1700

069°

6 NM

3.7 NM

1.3 NM

| CATEGORY     | A                 | B           | C                      | D                      |
|--------------|-------------------|-------------|------------------------|------------------------|
| LPV DA       | 226-½ 200 (200-½) |             |                        |                        |
| LNAV/VNAV DA | 486-⅞ 460 (500-⅞) |             |                        |                        |
| LNAV MDA     | 500-½             | 474 (500-½) | 500-1                  | 474 (500-1)            |
| CIRCLING     | 540-1             | 514 (600-1) | 560-1½<br>534 (600-1½) | 800-2½<br>774 (800-2½) |

REIL Rwy 25 0

HIRL Rwy 7-25 0

BRUNSWICK, GEORGIA  
Amdt 1C 15JUL21

31°16'N-81°28'W

BRUNSWICK GOLDEN ISLES (BQK)  
RNAV (GPS) RWY 7

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



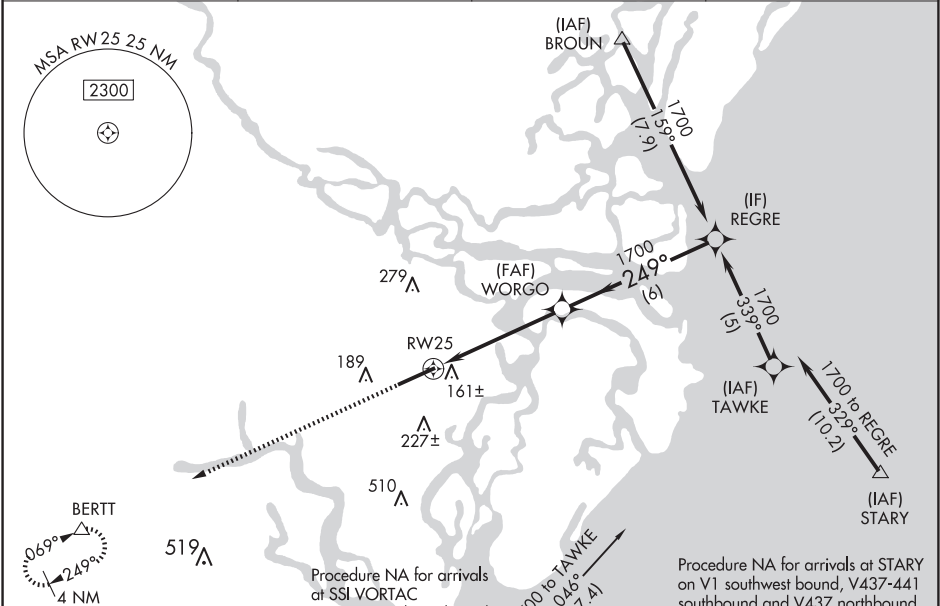
|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>61201</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8001</b><br><b>26</b><br><b>26</b> |
|--|------------------------|-----------------------------|---------------------------------------|

RNAV (GPS) RWY 25

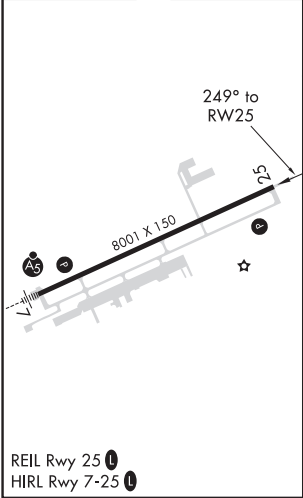
BRUNSWICK GOLDEN ISLES (BQK)

|           |  |
|-----------|--|
| RNP APCH. | MISSED APPROACH:<br>Climb to 3000 direct BERTT and hold. |
|-----------|--|

|                          |  |                                 |                                 |
|--------------------------|--|---------------------------------|---------------------------------|
| AWOS-3<br><b>124.175</b> | JACKSONVILLE CENTER<br><b>126.75 277.4</b> | CLNC DEL<br><b>126.75 277.4</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|---------------------------------|



|         |         |
|---------|---------|
| ELEV 26 | TDZE 26 |
|---------|---------|

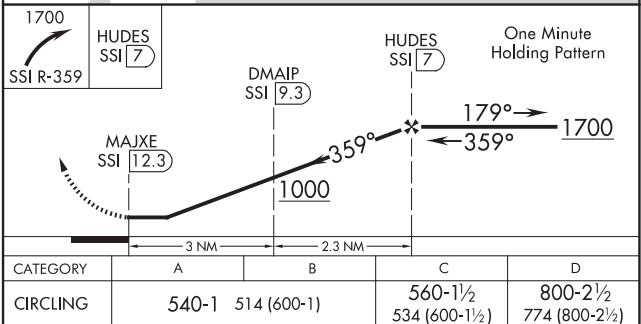
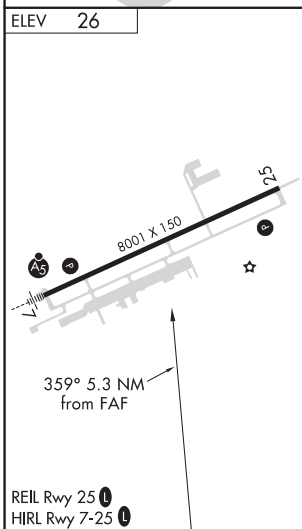
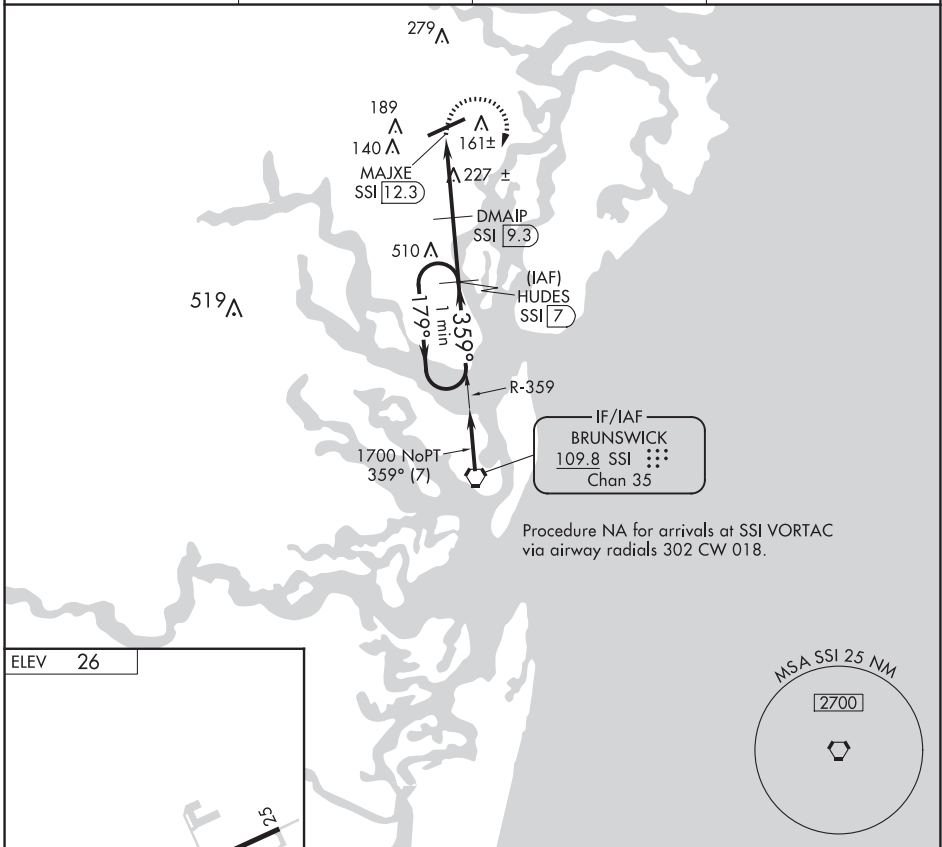


|              |       |  |                        |                        |                   |
|--------------|-------|--|------------------------|------------------------|-------------------|
| 3000         | BERTT | VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 50). |                        |                        |                   |
| *RNAV only.  |       | *1.1 NM to RW25  | WORG0                  | REGRE                  | Procedure Turn NA |
| RW25         |       | 249°   | 1700                   | 249°                   | 1700              |
| 1.1 NM       |       | 4 NM   | 6 NM                   | GP 3.00° TCH 46        |                   |
| CATEGORY     | A     | B  | C                      | D                      |                   |
| LPV DA       | 226-¾ |  | 200 (200-¾)            |                        |                   |
| LNAV/VNAV DA | 396-1 |  | 370 (400-1)            |                        |                   |
| LNAV MDA     | 420-1 | 394 (400-1)  | 420-1½<br>394 (400-1½) | 420-1¼<br>394 (400-1¼) |                   |
| CIRCLING     | 540-1 | 514 (600-1)  | 560-1½<br>534 (600-1½) | 800-2½<br>774 (800-2½) |                   |

VOR/DME-B  
BRUNSWICK GOLDEN ISLES (BQK)

**MISSED APPROACH:** Climbing right turn to 1700 via SSI VORTAC R-359 to HUDES/7 DME and hold.

|                          |  |                                 |                                 |
|--------------------------|--|---------------------------------|---------------------------------|
| AWOS-3<br><b>124.175</b> | JACKSONVILLE CENTER<br><b>126.75 277.4</b> | CLNC DEL<br><b>126.75 277.4</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|---------------------------------|---------------------------------|



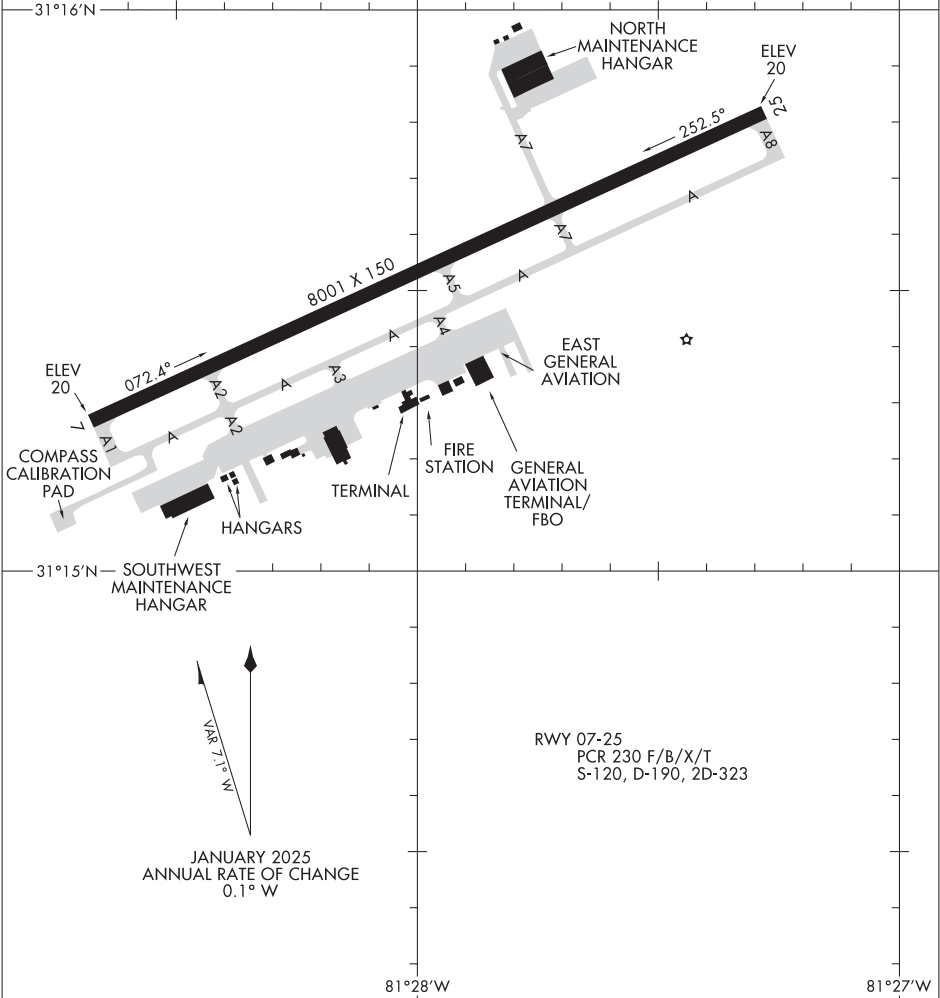
SE-4, 07 AUG 2025 to 02 OCT 2025

AWOS-3  
124.175  
CTAF/UNICOM  
123.0  
CLNC DEL  
126.75 277.4

FIELD  
ELEV  
26

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



BUTLER, ALABAMA

AL-6606 (FAA)

23222

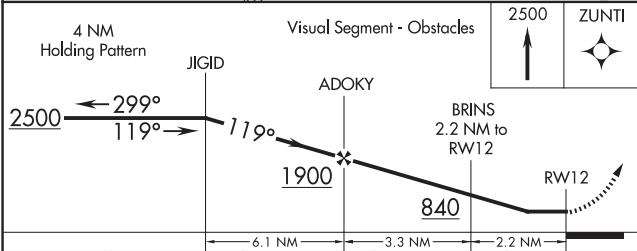
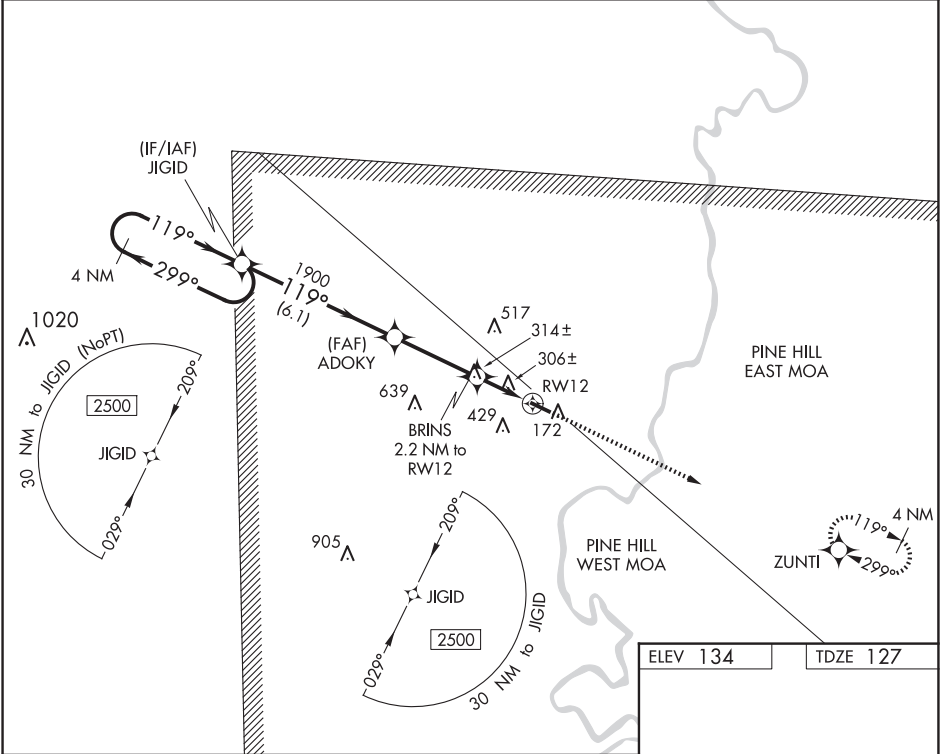
|                                 |                        |   |
|---------------------------------|------------------------|---|
| WAAS<br>CH <b>70638</b><br>W12A | APP CRS<br><b>119°</b> | Rwy Idg <b>3913</b><br>TDZE <b>127</b><br>Apt Elev <b>134</b> |
|---------------------------------|------------------------|---|

# RNAV (GPS) RWY 12

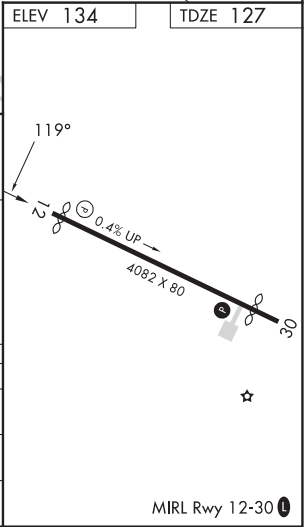
BUTLER/CHOCTAW COUNTY (Ø9A)

|   |  |
|---|--|
| <b>▽</b> NA<br>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting; when not received, use Key Fld altimeter setting and increase all MDA 60 feet and increase all Cat C visibility ¼ mile. Procedure NA at night. | MISSED APPROACH:<br>Climb to 2500 direct ZUNTI and hold. |
|---|--|

|                               |  |                                 |
|-------------------------------|--|---------------------------------|
| DYA AWOS-3P<br><b>119.475</b> | MERIDIAN APP CON ★<br><b>121.275 348.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------------|--|---------------------------------|



| CATEGORY          | A                    | B                    | C   | D  |
|-------------------|----------------------|----------------------|---|----|
| LP MDA            | 620-1                | 493 (500-1)          | 620-1 <sup>3</sup> / <sub>8</sub><br>493 (500-1 <sup>3</sup> / <sub>8</sub> ) | NA |
| LNAV MDA          | 640-1                | 513 (600-1)          | 640-1 <sup>3</sup> / <sub>8</sub><br>513 (600-1 <sup>3</sup> / <sub>8</sub> ) | NA |
| <b>C</b> CIRCLING | 680-1<br>546 (600-1) | 800-1<br>666 (700-1) | 800-1 <sup>3</sup> / <sub>4</sub><br>666 (700-1 <sup>3</sup> / <sub>4</sub> ) | NA |



BUTLER, ALABAMA  
Amdt 1 26MAY16

32°07'N-88°08'W

BUTLER/CHOCTAW COUNTY (Ø9A)  
RNAV (GPS) RWY 12

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82138</b><br><b>W30A</b> | APP CRS<br><b>299°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>3638</b><br><b>134</b><br><b>134</b> |
|--|------------------------|-----------------------------|---|

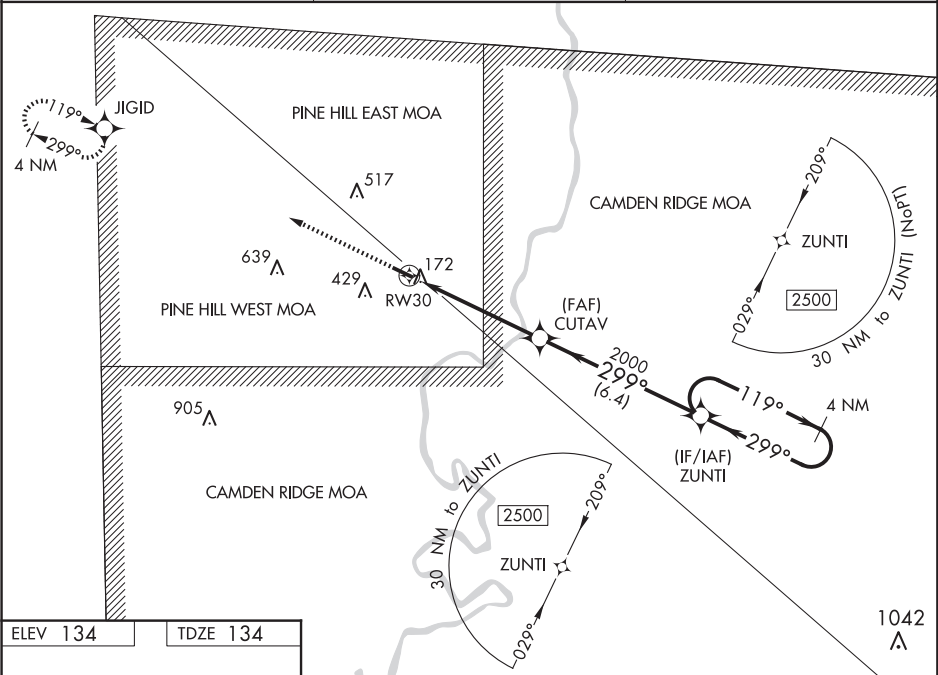
**RNAV (GPS) RWY 30**  
BUTLER/CHOCTAW COUNTY (Ø9A)

**⚠** Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**⚠** NA Procedure NA at night. Use Demopolis altimeter setting; when not received, use Key Fld altimeter setting and increase LPV DA to 497; LNAV/VNAV DA to 487; and increase all MDA 60 feet; increase LPV visibility all Cats ¼ mile and increase Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2500 direct JIGID and hold.

|                               |  |                                 |
|-------------------------------|--|---------------------------------|
| DYA AWOS-3P<br><b>119.475</b> | MERIDIAN APP CON ★<br><b>121.275 348.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------------|--|---------------------------------|



|                    |                   |   |                           |    |  |                      |
|--------------------|-------------------|---|---------------------------|----|--|----------------------|
| ELEV 134           | TDZE 134          | 2500 JIGID VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). |                           |    |  | 4 NM Holding Pattern |
| MIRL Rwy 12-30 0   |                   | CUTAV 2000 ZUNTI 119°→ 2500 ←299°   |                           |    |  | GP 3.30° TCH 58      |
| RW30 5.2 NM 6.4 NM |                   |   |                           |    |  |                      |
| CATEGORY           | A                 | B   | C                         | D  |  |                      |
| LPV DA             | 450-1             | 316 (400-1)   |                           | NA |  |                      |
| LNAV/VNAV DA       | 440-1             | 306 (400-1)   |                           | NA |  |                      |
| LNAV MDA           | 580-1             | 446 (500-1)   | 580-1 3/8 446 (500-1 3/8) | NA |  |                      |
| CIRCLING           | 680-1 546 (600-1) | 800-1 666 (700-1)   | 800-1 3/4 666 (700-1 3/4) | NA |  |                      |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

BUTLER, GEORGIA

AL-9845 (FAA)

24361

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>73033</b><br><b>W01A</b> | APP CRS<br><b>005°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>659</b><br><b>667</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 1

BUTLER MUNI (6A1)

RNP APCH-GPS.

- ▼

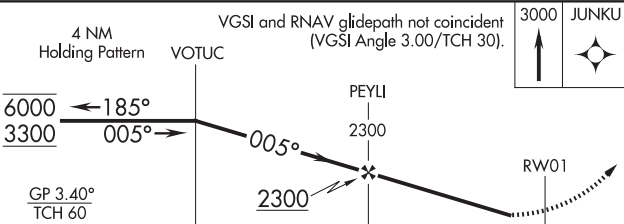
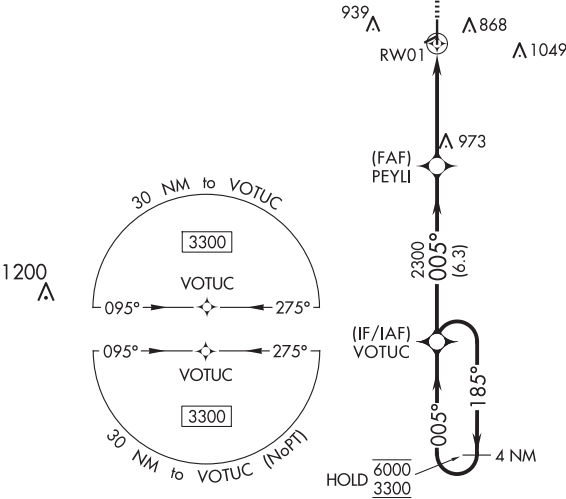
Circling NA to Rwy 6 and 24. Rwy 1 helicopter visibility reduction below 1 SM NA.
- ▲

Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

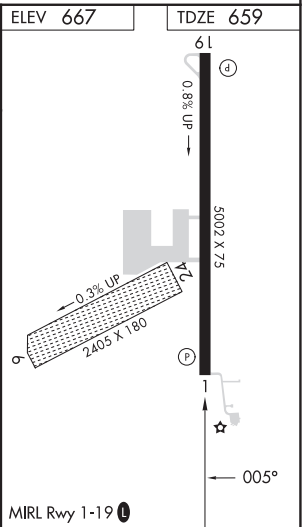
MISSED APPROACH: Climb to 3000 direct JUNKU and hold.

|                          |  |                      |
|--------------------------|--|----------------------|
| AWOS-3<br><b>119.525</b> | ATLANTA APP CON★<br><b>124.2 279.6</b> | CTAF<br><b>122.9</b> |
|--------------------------|--|----------------------|

MISSED APCH FIX



| CATEGORY     | A      | B           | C            | D            |
|--------------|--------|-------------|--------------|--------------|
| LPV DA       | 934-1  |             | 275 (300-1)  |              |
| LNAV/VNAV DA | 1036-1 |             | 377 (400-1)  |              |
| LNAV MDA     | 1240-1 | 581 (600-1) | 1240-1¾      | 581 (600-1¾) |
| CIRCLING     | 1240-1 | 573 (600-1) | 1240-1¾      | 1360-2¼      |
|              |        |             | 573 (600-1¾) | 693 (700-2¼) |



BUTLER, GEORGIA  
Amdt 2A 23FEB23

32°34'N-84°15'W

BUTLER MUNI (6A1)

RNAV (GPS) RWY 1

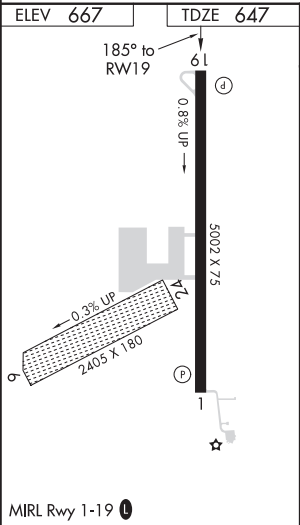
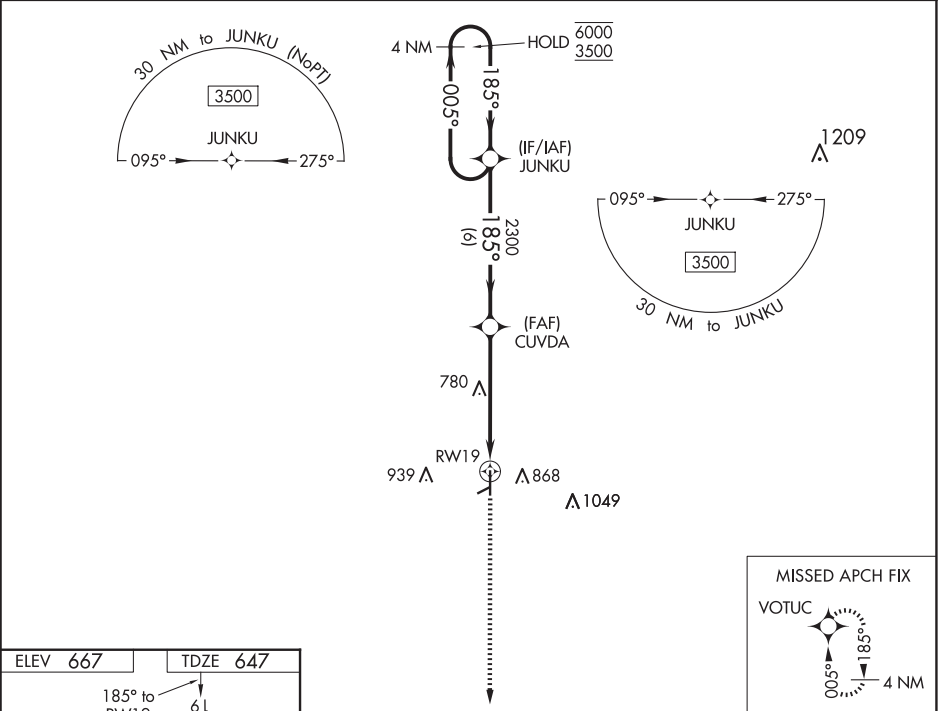
SE-4, 07 AUG 2025 to 02 OCT 2025


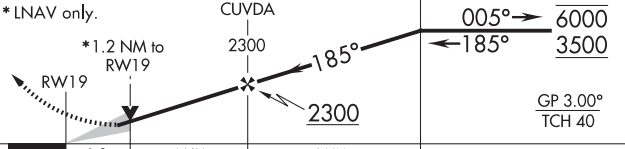

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>99733</b><br><b>W19A</b> | APP CRS<br><b>185°</b> | Rwy Idg<br>TDZE <b>647</b><br>Apt Elev <b>667</b> | <b>5002</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 19  
BUTLER MUNI (6A1)

|                          |   |   |
|--------------------------|---|---|
| RNP APCH-GPS.            |   | MISSED APPROACH: Climb to 3000 direct VOTUC and hold. |
| AWOS-3<br><b>119.525</b> | ATLANTA APP CON *<br><b>124.2 279.6</b> | CTAF<br><b>122.9 0</b>                                |



|  |        |   |                         |                         |
|--|--------|---|-------------------------|-------------------------|
| 3000 VOTUC   |        | VGSi and RNAV glidepath not coincident<br>(VGSi Angle 3.00/TCH 33). |                         |                         |
|           |        | JUNKU 4 NM Holding Pattern  |                         |                         |
| * LNAV only.   |        |   |                         |                         |
|           |        |   |                         |                         |
| CATEGORY   | A      | B   | C                       | D                       |
| LPV DA   | 847-1  |   | 200 (200-1)             |                         |
| LNAV/<br>VNAV DA   | 911-1  |   | 264 (300-1)             |                         |
| LNAV MDA   | 1040-1 | 393 (400-1)   | 1040-1½                 | 393 (400-1½)            |
|  CIRCLING | 1180-1 | 513 (600-1)   | 1240-1½<br>573 (600-1½) | 1360-2¼<br>693 (700-2¼) |

FORT NOVOSHEL, ALABAMA

ILS or LOC RWY 6

LOC/DME I-OZR

109.7

Chan 34

APCH CRS

064°

Rwy Idg

4546

TDZE

298

Arpt Elev

301

[USA]

CAIRNS AAF (KOZR)

RADAR or DME required

▼

\*When ALS inop, increase RVR to 40, vis to ¾ mile.

\*\*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 ¾ miles.

MALSR

AS

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct RRS VORTAC and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

|        |                          |              |           |            |
|--------|--------------------------|--------------|-----------|------------|
| ATIS   | APP CON ★                | TOWER ★      | GND CON ★ | CLNC DEL ★ |
| 111.2  | 021°-120° 125.4 327.125  | 135.2 (CTAF) | 121.9     | 118.075    |
| 316.15 | 121°-219° 133.75 270.35  | 248.55       | 288.25    | 380.1      |
|        | 220°-340° 133.45 239.275 |              |           |            |
|        | 341°-020° 121.1 319.25   |              |           |            |

ENTERPRISE

116.6 EDN

607

Λ

2000

16.2

R-190

(IAF) JAMUP

RRS 20.2

I-OZR 6.6

2000 Nopt

064°

230K

(6.1)

244°

649

HOLD 6000 2000

(IF) JONAL

RRS 26

I-OZR 12.7

019°

199°

556

Λ

473

Λ

1000

Λ

2000

258°

(20.2)

LOCALIZER

109.7

I-OZR

Chan 34

CAIRNS

111.2 OZR

Chan 49

WIREGRASS

111.6 RRS

Chan 53

R-258

150°

330°

R-150

HOLD 6000 2000

MSA 25 NM FROM AIRPORT

3000

Remain within 10 NM

JAMUP

RRS 20.2

I-OZR 6.6

244°

6000

2000

064°

2000

GS 2.70°

TCH 57

5.8 NM

I-OZR 2.4

HAVER

I-OZR 0.9

800

2000

RRS

ELEV 301

TDZE 298

CHINOOK HILL PAD

TWR

AS46 x 150

5025 x 36

64°

AS

D1

D2

81

150

E

A

H

B

C

H

F

G

36

| CATEGORY   | A                  | B                  | C                   | D                 |
|------------|--------------------|--------------------|---------------------|-------------------|
| S-ILS 6 *  | 498/24 200 (200-½) |                    |                     |                   |
| S-LOC 6 ** | 780/24 482 (500-½) | 780/50 482 (500-1) |                     |                   |
| CIRCLING   | 780-1 479 (500-1)  | 820-1 519 (600-1)  | 900-1½ 599 (600-1½) | 900-2 599 (600-2) |

HIRL Rwy 6-24

MIRL Rwy 18-36

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

FORT NOVOSHEL, ALABAMA

31° 17' N-85° 43' W

CAIRNS AAF (KOZR)

Orig 08AUG24

ILS or LOC RWY 6



RNAV (GPS) RWY 6

WAAS  
CH **50537**  
**W06A**

APCH CRS  
**064°**

Rwy Idg  
TDZE  
Arpt Elev

**4546**  
**298**  
**301**

[USA]

CAIRNS AAF (KOZR)

RNP APCH - GPS

▼

\* When ALS inop, increase RVR to 40, vis to 3/4 mile.  
\*\* When ALS inop, increase RVR to 45, vis to 7/8 mile.  
\*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;  
CAT CD RVR to 60, vis to 1 1/2 miles.

MALSR

MISSED APPROACH: Climb to 2000 direct ZAKAB and hold.

ATIS  
**111.2**  
**316.15**

APP CON \*

021°-120° **125.4** **327.125**

121°-219° **133.75** **270.35**

220°-340° **133.45** **239.275**

341°-020° **121.1** **319.25**

TOWER \*

135.2 (CTAF)

**248.55**

GND CON \*

**121.9**

**288.25**

CLNC DEL\*

**118.075**

**380.1**

For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -1° C or above 54° C.

Procedure not authorized for arrivals  
at HOUND on V241 NE bound.

2000

ZAKAB

ELEV

301

TDZE

298

5 NM Holding Pattern

JONAL

JAMUP

YOYLU

RW06

6000

2000

1240

2.7 NM

3.1 NM

GP 2.70°

TCH 57

| CATEGORY       | A                    | B                    | C                         | D                 |
|----------------|----------------------|----------------------|---------------------------|-------------------|
| LPV DA*        | 498/24               | 200                  | (200-1/2)                 |                   |
| LNAV/VNAV DA** | 585/24               | 287                  | (300-1/2)                 |                   |
| LNAV MDA***    | 680/24 382 (400-1/2) | 680/35 382 (400-3/4) |                           |                   |
| CIRCLING       | 780-1 479 (500-1)    | 820-1 519 (600-1)    | 900-1 1/2 599 (600-1 1/2) | 900-2 599 (600-2) |

HIRL Rwy 6-24

MIRL Rwy 18-36

D1

D2

81

CHINOOK HILL PAD

TWR

390

5025 x

150

36

064°

A5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

FORT NOVOSHEL, ALABAMA

31° 17' N-85° 43' W

CAIRNS AAF (KOZR)

Amtd 3 26DEC24

RNAV (GPS) RWY 6

237

FORT NOVOSEL, ALABAMA

## RNAV (GPS) RWY 36

|  |                         |                              |   |
|--|-------------------------|------------------------------|---|
| WAAS<br>CH <b>63110</b><br><b>W36A</b> | APCH CRS<br><b>004°</b> | Rwy Idg<br>TDZE<br>Arpt Elev | <b>5025</b><br><b>298</b><br><b>301</b> |
|--|-------------------------|------------------------------|---|

[USA]

CAIRNS AAF (KOZR)

RNP APCH - GPS

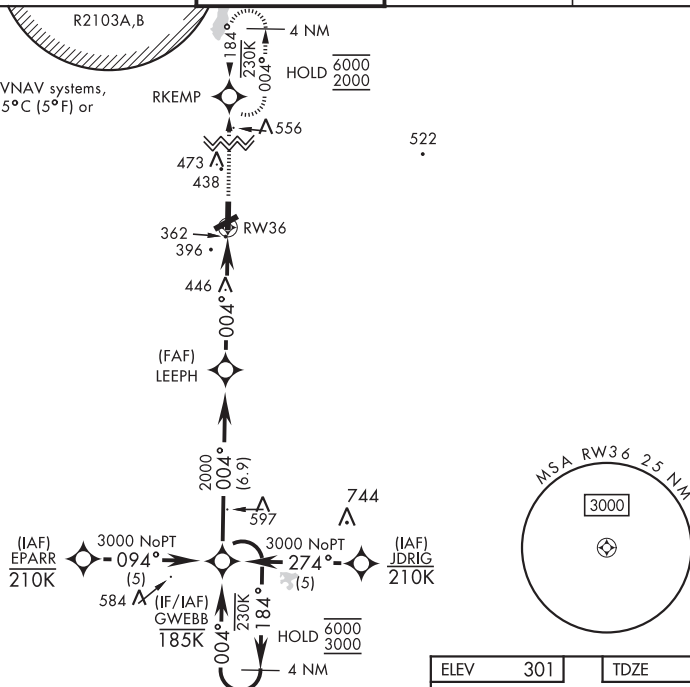


\*Circling visibility reduction by helicopters not authorized.

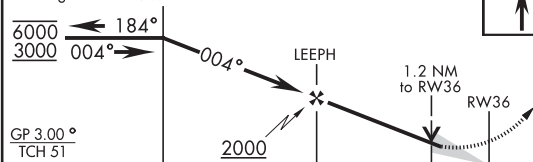
MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

|                                       |   |   |  |  |
|---------------------------------------|---|---|--|--|
| ATIS<br><b>111.2</b><br><b>316.15</b> | APP CON ★<br>021°-120° <b>125.4</b> <b>327.125</b><br>121°-219° <b>133.75</b> <b>270.35</b><br>220°-340° <b>133.45</b> <b>239.275</b><br>341°-020° <b>121.1</b> <b>319.25</b> | TOWER ★<br><b>135.2</b> (CTAF)<br><b>248.55</b> | GND CON ★<br><b>121.9</b><br><b>288.25</b> | CLNC DEL ★<br><b>118.075</b><br><b>380.1</b> |
|---------------------------------------|---|---|--|--|

For uncompensated BARO-VNAV systems,  
LNAV/VNAV NA below -15°C (5°F) or  
above 48°C (118°F).

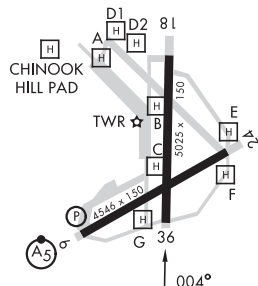


4 NM  
Holding Pattern GWEBB



| CATEGORY         | A                    | B                    | C                      | D                    |
|------------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA           | 548-¾                | 250                  | (300-¾)                |                      |
| LNAV/<br>VNAV DA | 557-¾                | 259                  | (300-¾)                |                      |
| LNAV MDA         | 740-1                | 442 (500-1)          | 740-1½                 | 442 (500-1½)         |
| CIRCLING*        | 780-1<br>479 (500-1) | 820-1<br>519 (600-1) | 900-1½<br>599 (600-1½) | 900-2<br>599 (600-2) |

ELEV 301 TDZE 298



FORT NOVOSEL, ALABAMA

31° 17'N-85° 43'W

CAIRNS AAF (KOZR)

Amdt 2 26DEC24

## RNAV (GPS) RWY 36

SE-4, 07 AUG 2025 to 02 OCT 2025

VOR RWY 6

|                                 |                  |   |
|---------------------------------|------------------|---|
| VOR/DME OZR<br>111.2<br>Chan 49 | APCH CRS<br>056° | Rwy Idg<br>TDZE<br>298<br>Arprt Elev<br>301 |
|---------------------------------|------------------|---|

[USA]

CAIRNS AAF (KOZR)

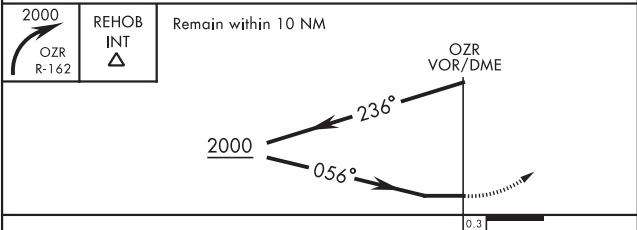
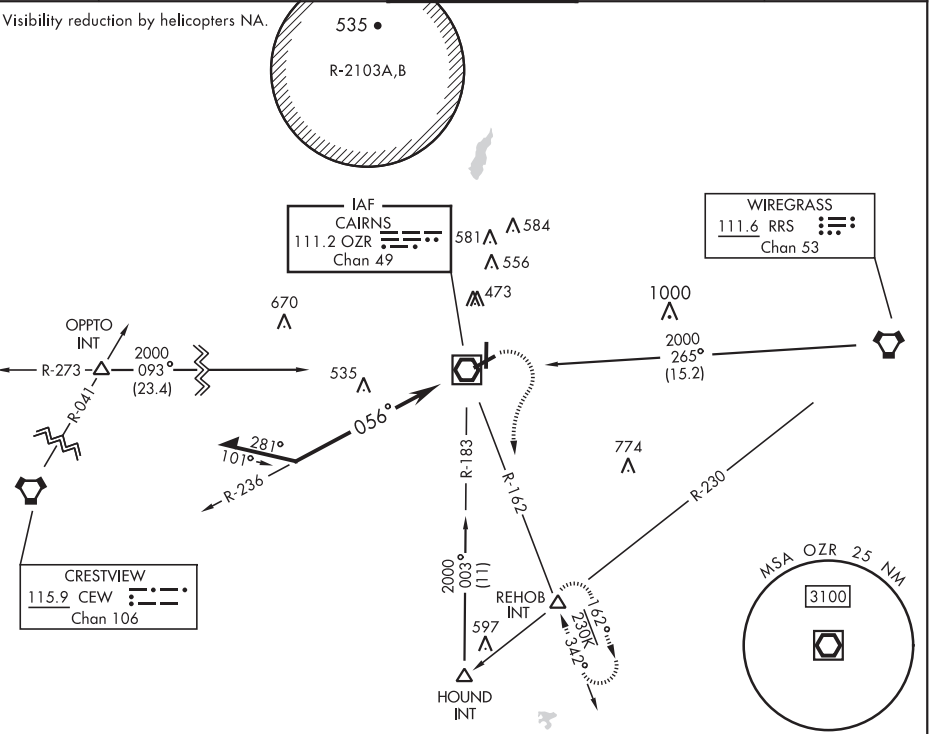
▼ \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1½ miles.  
\*\* Circling to RWY 24 at night not authorized.



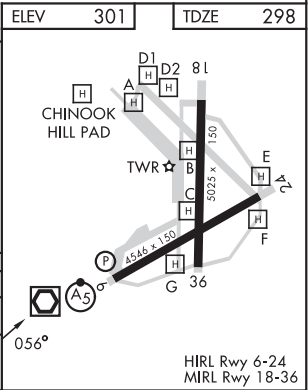
MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

|                         |   |                                   |                              |                                |
|-------------------------|---|-----------------------------------|------------------------------|--------------------------------|
| ATIS<br>111.2<br>316.15 | APP CON ★<br>021°-120° 125.4 327.125<br>121°-219° 133.75 270.35<br>220°-340° 133.45 239.275<br>341°-020° 121.1 319.25 | TOWER ★<br>135.2 (CTAF)<br>248.55 | GND CON ★<br>121.9<br>288.25 | CLNC DEL ★<br>118.075<br>380.1 |
|-------------------------|---|-----------------------------------|------------------------------|--------------------------------|

Visibility reduction by helicopters NA.



| CATEGORY    | A                  | B                   | C                 | D |
|-------------|--------------------|---------------------|-------------------|---|
| S-6 *       | 840/24 542 (600-½) | 840/60 542 (600-1½) |                   |   |
| CIRCLING ** | 840-1 539 (600-1)  | 900-1½ 599 (600-1½) | 900-2 599 (600-2) |   |



VOR RWY 6

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

FORT NOVOSHEL, ALABAMA

VOR RWY 24

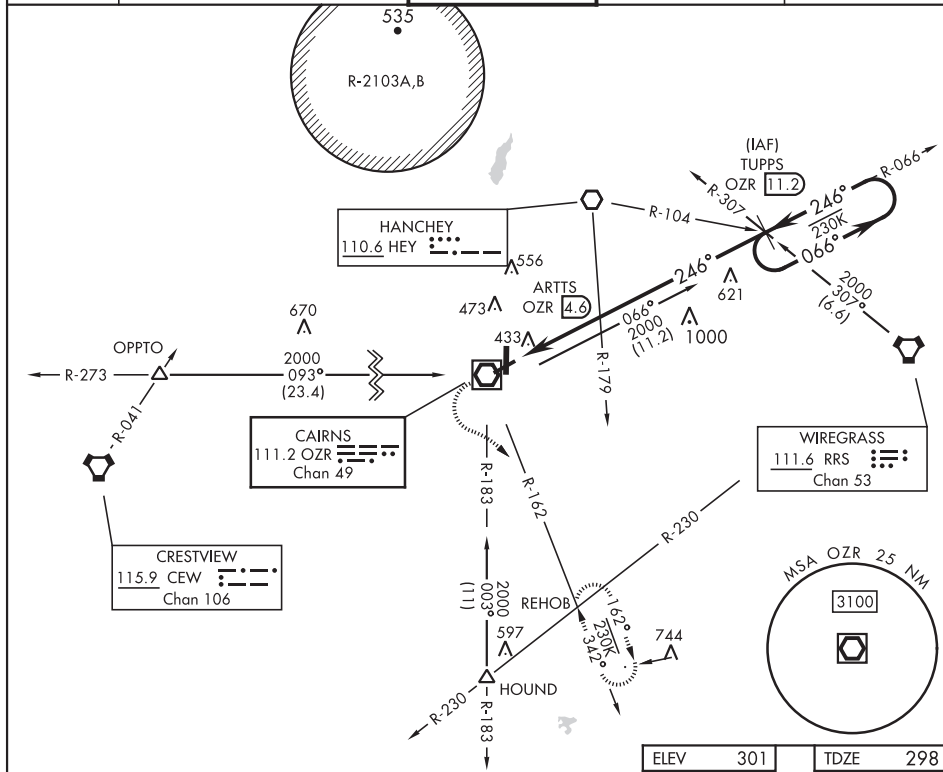
|   |                         |                              |   |
|---|-------------------------|------------------------------|---|
| VOR/DME OZR<br><b>111.2</b><br>Chan <b>49</b> | APCH CRS<br><b>246°</b> | Rwy Idg<br>TDZE<br>Arpt Elev | <b>4546</b><br><b>298</b><br><b>301</b> |
|---|-------------------------|------------------------------|---|

[USA]

CAIRNS AAF (KOZR)

|  |   |
|--|---|
| <b>T</b> Procedure NA at night.<br>Visibility reduction by helicopters NA. | MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via OZR<br>VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to<br>800 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required). |
|--|---|

|                                       |   |   |  |  |
|---------------------------------------|---|---|--|--|
| ATIS<br><b>111.2</b><br><b>316.15</b> | APP CON ★<br>021°-120° <b>125.4</b> <b>327.125</b><br>121°-219° <b>133.75</b> <b>270.35</b><br>220°-340° <b>133.45</b> <b>239.275</b><br>341°-020° <b>121.1</b> <b>319.25</b> | TOWER ★<br><b>135.2</b> (CTAF)<br><b>248.55</b> | GND CON ★<br><b>121.9</b><br><b>288.25</b> | CLNC DEL ★<br><b>118.075</b><br><b>380.1</b> |
|---------------------------------------|---|---|--|--|



SE-4, 07 AUG 2025 to 02 OCT 2025

|                             |                         |                     |                      |  |
|-----------------------------|-------------------------|---------------------|----------------------|--|
| 800<br>2000<br>OZR<br>R-162 | REHOB                   | ARTTS<br>OZR<br>4.6 | TUPPS<br>OZR<br>11.2 | 066°<br>2000<br>One Minute Holding Pattern |
| OZR<br>VOR/DME              | 1500<br>3.11°<br>TCH 45 | 4.6 NM              | 246°<br>2000         | 246°<br>2000                               |
| CATEGORY                    | A                       | B                   | C                    | D  |
| S-24                        | 720-1 422 (500-1)       | 820-1 422 (500-1)   | 900-1 422 (500-1)    | 900-2 422 (500-1)                          |
| CIRCLING                    | 780-1 479 (500-1)       | 820-1 519 (600-1)   | 900-1 599 (600-1)    | 900-2 599 (600-2)                          |

FORT NOVOSHEL, ALABAMA

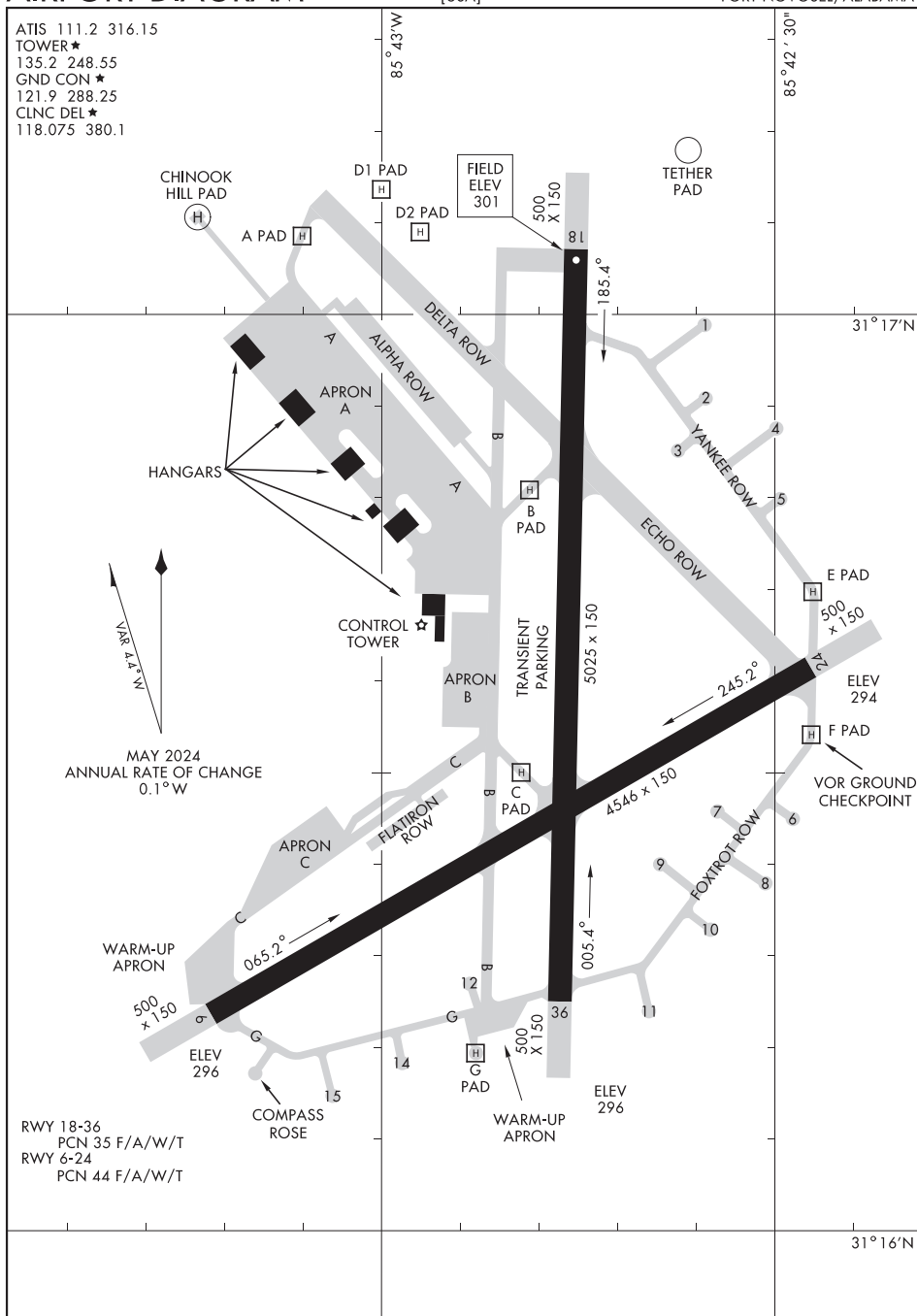
31° 17' N-85° 43' W

CAIRNS AAF (KOZR)

Amdt 13 13JUL23

VOR RWY 24

ATIS 111.2 316.15  
TOWER★  
135.2 248.55  
GND CON★  
121.9 288.25  
CLNC DEL★  
118.075 380.1

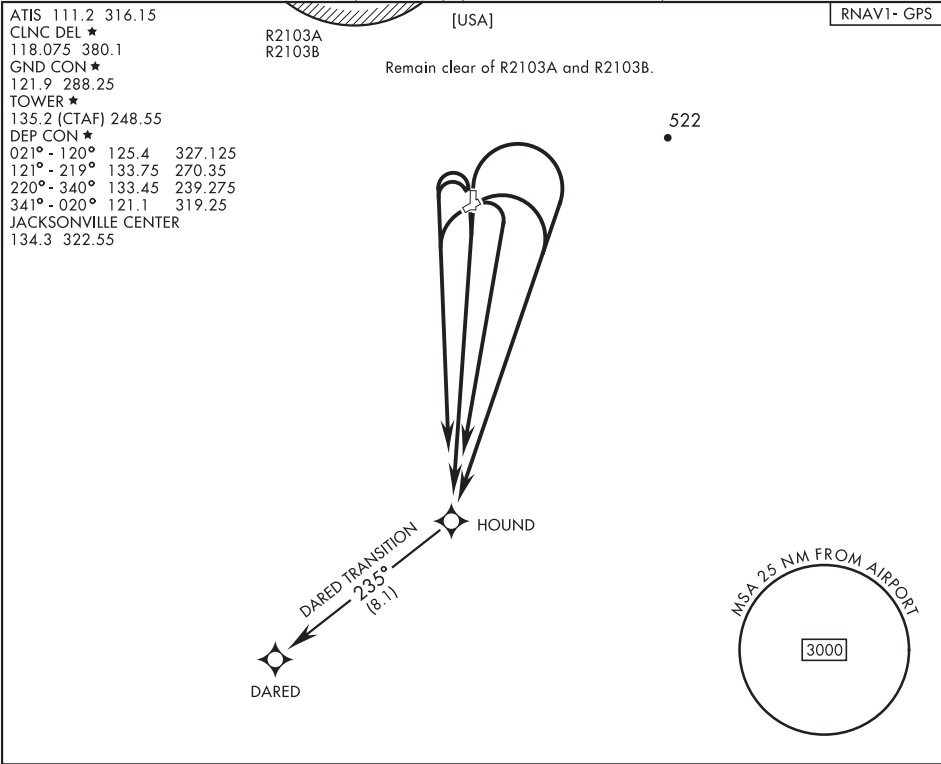


SE-4, 07 AUG 2025 to 02 OCT 2025

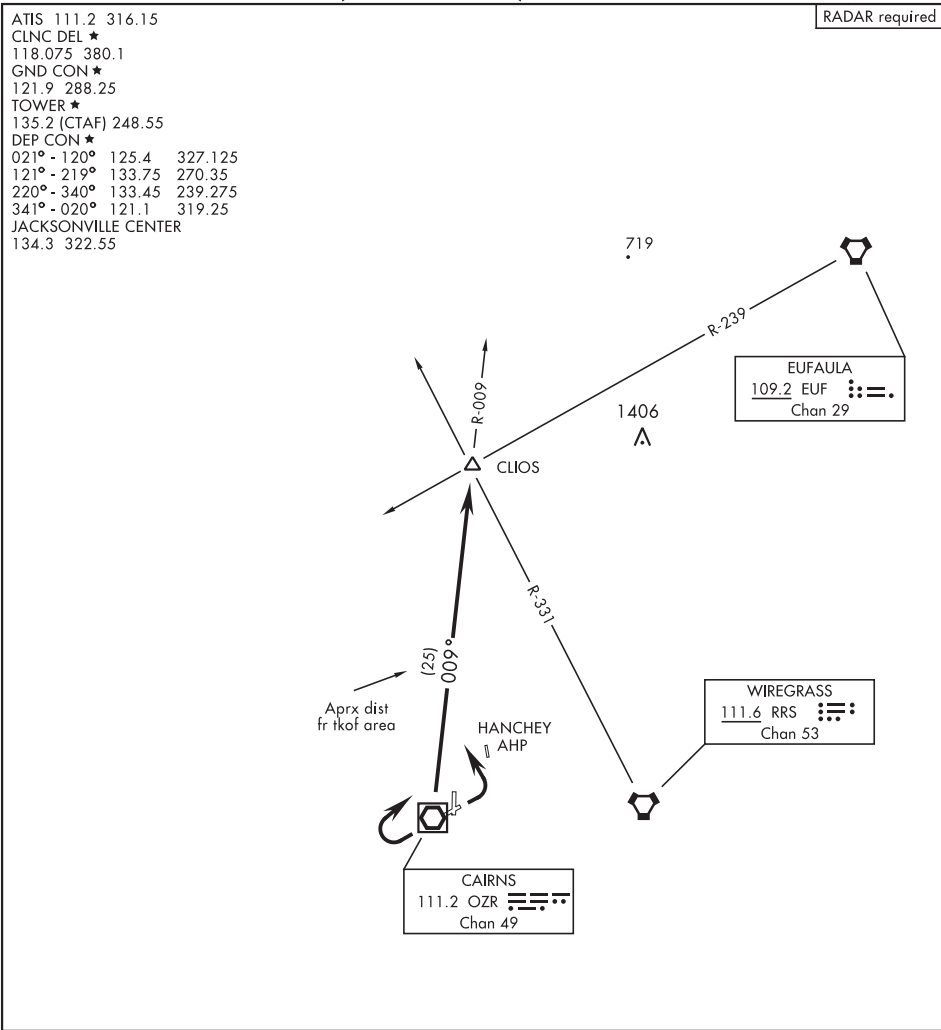
SE-4, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

FORT NOVOSEL, ALABAMA  
CAIRNS AAF (KOZR)



| ▼ | DEPARTURE ROUTE DESCRIPTION  |
|---|--|
|   | <u>TAKEOFF RWY 6 or 36:</u> Climbing right turn direct HOUND, thence...  |
|   | <u>TAKEOFF RWY 18:</u> Climb direct HOUND, thence...   |
|   | <u>TAKEOFF RWY 24:</u> Climbing left turn direct HOUND, thence...  |
|   | <u>TAKEOFF PAD CHARLIE:</u> Climb on heading 090° to 400 AGL, then right turn direct HOUND, thence...                |
|   | <u>TAKEOFF PAD DELTA 1:</u> Climb on heading 330° to 400 AGL, then left turn direct HOUND, thence...                 |
|   | <u>TAKEOFF PAD DELTA 2:</u> Climb on heading 360° to 400 AGL, then right turn direct HOUND, thence...                |
|   | <u>TAKEOFF PAD GOLF:</u> Climb on heading 180° to 400 AGL, then direct HOUND, thence...                              |
|   | ...as assigned. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure. |
|   | <u>DARED TRANSITION (OZR1.DARED)</u>   |



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or RWY 18: Climbing left turn heading 330°...  
TAKEOFF RWY 24: Climbing right turn heading 050°....  
TAKEOFF RWY 36: Climb on heading 350°...  
TAKEOFF FROM CENTER OF HELIPAD D1: Climb on heading 350°...  
TAKEOFF FROM CENTER OF HELIPAD D2: Climb on heading 350°...  
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.  
  
...intercept OZR VOR/DME R-009 to CLIOS INT.

[USA]

ATIS 111.2 316.15  
CLNC DEL ★  
118.075 380.1  
GND CON ★  
121.9 288.25  
TOWER ★  
135.2 (CTAF) 248.55  
DEP CON ★  
021° - 120° 125.4 327.125  
121° - 219° 133.75 270.35  
220° - 340° 133.45 239.275  
341° - 020° 121.1 319.25  
JACKSONVILLE CENTER  
134.3 322.55

RNAV1- GPS

ENNTT

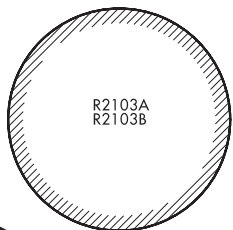


ENNTT TRANSITION  
317°  
(21.4)

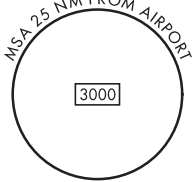
HAXES



Remain clear of R2103



R2103A  
R2103B



3000

610

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6 or 36: Climbing left turn direct HAXES, thence...

TAKEOFF RWY 18 or 24: Climbing right turn direct HAXES, thence...

TAKEOFF PAD ALPHA, DELTA 1 and DELTA 2: Climb on heading 310° to 400 AGL, then direct HAXES, thence...

TAKEOFF PAD CHARLIE: Climb on heading 060° to 400 AGL, then left turn direct HAXES, thence...

TAKEOFF PAD GOLF: Climb on heading 180° to 400 AGL, then right turn direct HAXES, thence...

...as assigned. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

ENNTT TRANSITION (HAXES1.ENNTT)

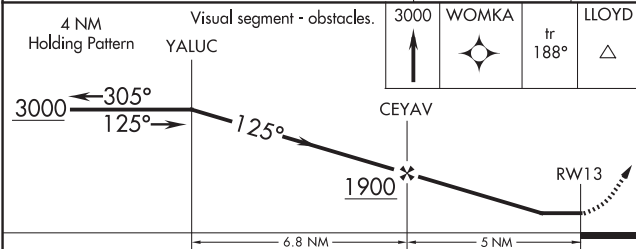
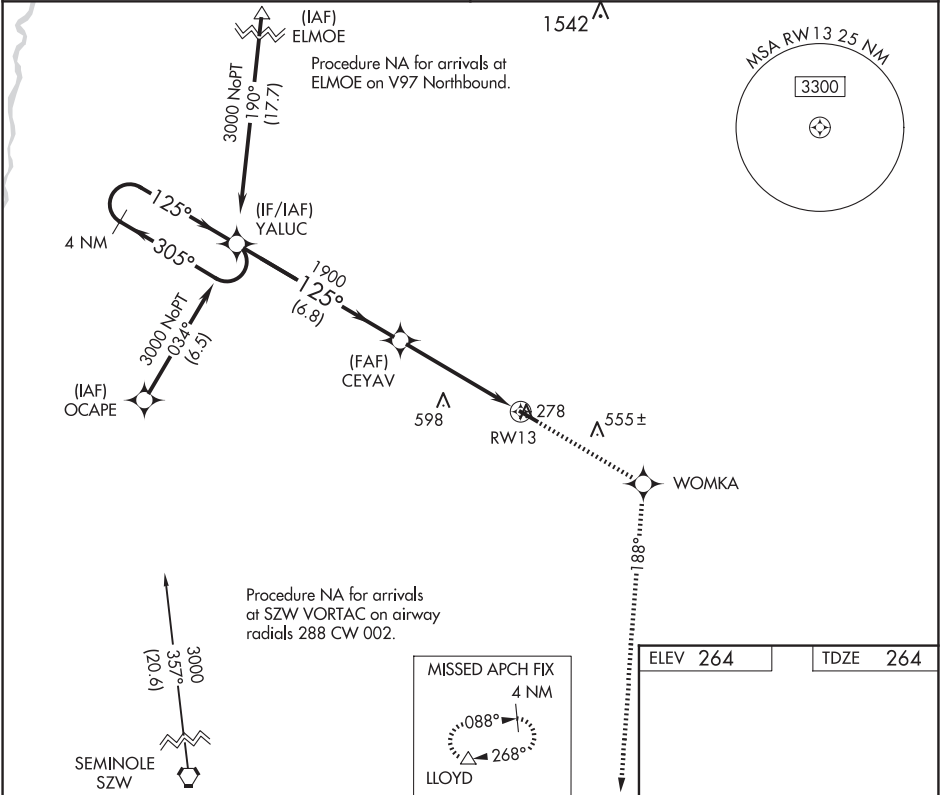


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90524</b><br><b>W13A</b> | APP CRS<br><b>125°</b> | Rwy Idg <b>4000</b><br>TDZE <b>264</b><br>Apt Elev <b>264</b> |
|--|------------------------|---|

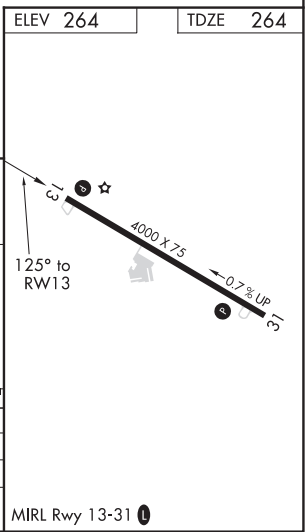
RNAV (GPS) RWY 13  
CAIRO-GRADY COUNTY (70J)

|  |  |
|--|--|
| <p><b>▼</b> DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Moultrie altimeter setting, when not received, use Tallahassee Intl altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cats C/D visibility 1/8 SM and increase Circling Cats C/D visibility 1/4 SM. Night landing: Rwy 13 NA.</p> | <p><b>MISSED APPROACH:</b><br/>Climb to 3000 direct WOMKA and on track 188° to LLOYD and hold.</p> |
|--|--|

|  |                               |
|--|-------------------------------|
| TALLAHASSEE APP CON★<br><b>128.7 254.3</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--|-------------------------------|



| CATEGORY | A     | B           | C                             | D                             |
|----------|-------|-------------|-------------------------------|-------------------------------|
| LP MDA   | 860-1 | 596 (600-1) | 860-1 3/4                     | 596 (600-1 3/4)               |
| LNAV MDA | 860-1 | 596 (600-1) | 860-1 3/4                     | 596 (600-1 3/4)               |
| CIRCLING | 860-1 | 596 (600-1) | 1020-2 1/4<br>756 (800-2 1/4) | 1020-2 1/2<br>756 (800-2 1/2) |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

CAIRO, GEORGIA

AL-6549 (FAA)

21140

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>77724</b><br><b>W31A</b> | APP CRS<br><b>305°</b> | Rwy Idg <b>4000</b><br>TDZE <b>261</b><br>Apt Elev <b>264</b> |
|--|------------------------|---|

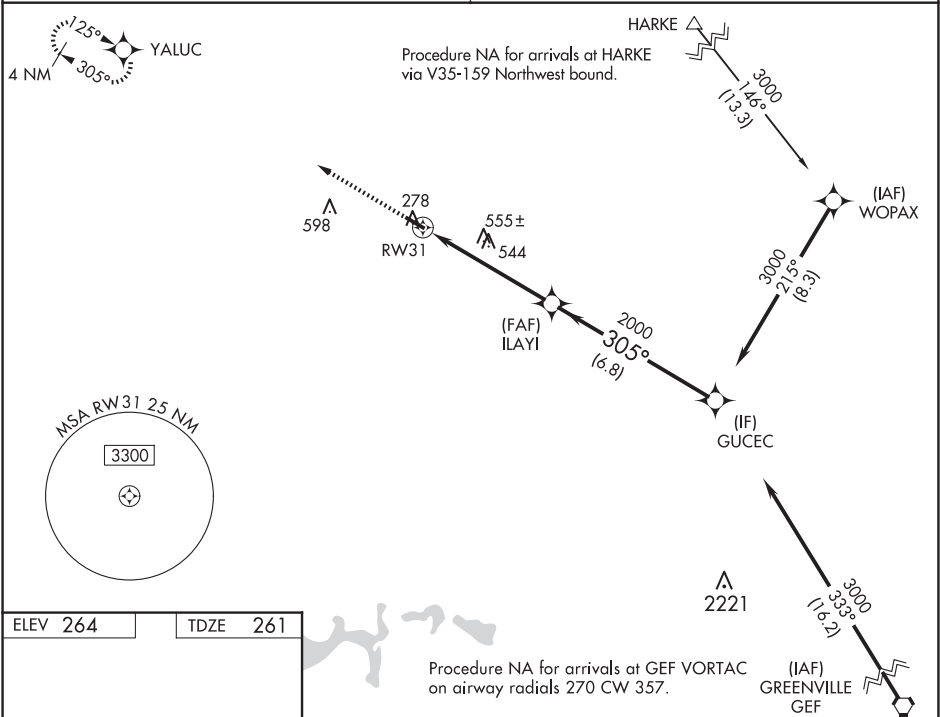
**RNAV (GPS) RWY 31**  
CAIRO-GRADY COUNTY (70J)

**Baro-VNAV NA.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**NA** Use Moultrie altimeter setting, when not received, use Tallahassee Intl altimeter setting and increase LPV DA to 609, LNAV/VNAV DA to 653, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/4 SM and increase Circling Cats C/D visibility 1/4 SM.

**MISSED APPROACH:**  
Climb to 3000 direct YALUC and hold.

|  |                                 |
|--|---------------------------------|
| TALLAHASSEE APP CON★<br><b>128.7 254.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--|---------------------------------|



ELEV **264**      TDZE **261**

**MIRL Rwy 13-31**

**3000** **YALUC**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 27°).

**3000** **GUCEC**

**GP 3.00°**  
**TCH 55**

**ILAYI**  
**2000**

**305°**

**2000**

**RW31**

5.4 NM      6.8 NM

| CATEGORY     | A                   | B | C  | D |
|--------------|---------------------|---|--|---|
| LPV DA       | 565-1 304 (300-1)   |   |  |   |
| LNAV/VNAV DA | 609-1½ 348 (400-1½) |   |  |   |
| LNAV MDA     | 900-1 639 (700-1)   |   | 900-1½ 639 (700-1½)                          |   |
| CIRCLING     | 900-1 636 (700-1)   |   | 1020-2¼ 756 (800-2¼)<br>1020-2½ 756 (800-2½) |   |

CAIRO, GEORGIA  
Amdt 1B 20MAY21

30°53'N-84°09'W

CAIRO-GRADY COUNTY (70J)  
**RNAV (GPS) RWY 31**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

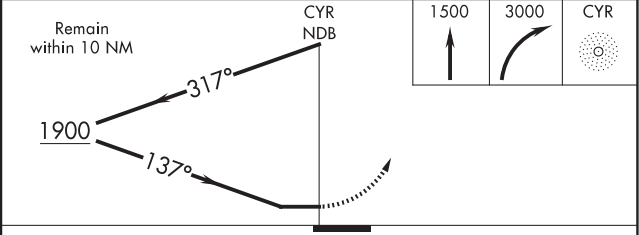
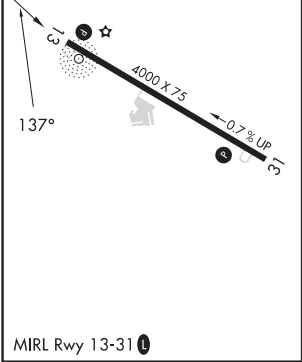
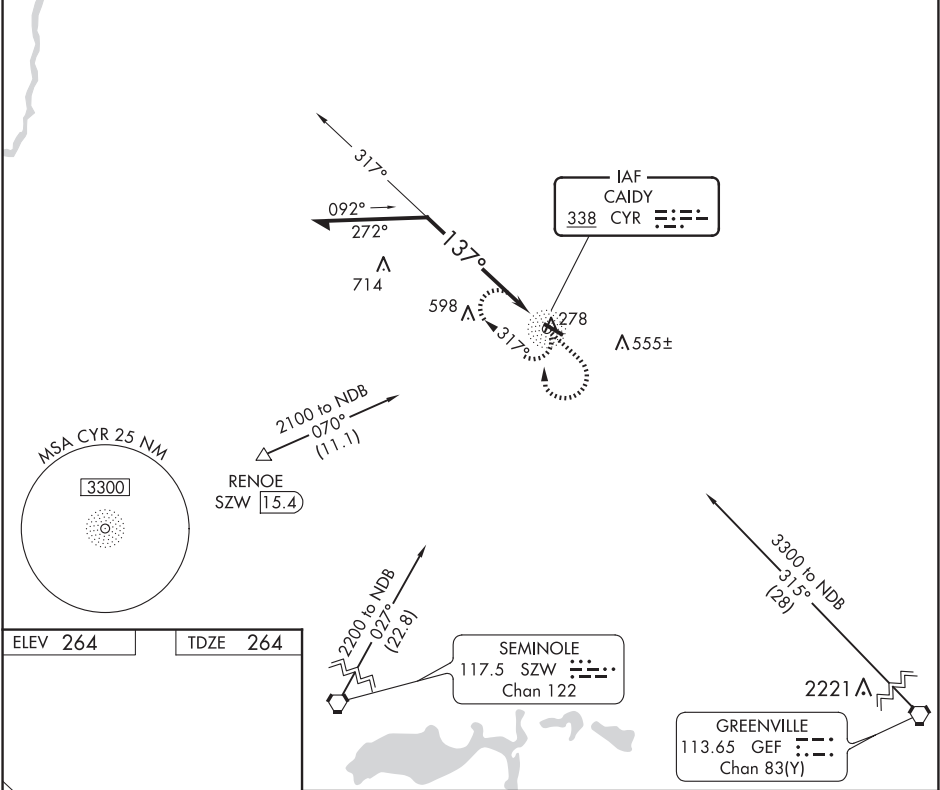
|         |         |          |      |
|---------|---------|----------|------|
| NDB CYR | APP CRS | Rwy Idg  | 4000 |
| 338     | 137°    | TDZE     | 264  |
|         |         | Apt Elev | 264  |

NDB RWY 13  
CAIRO-GRADY COUNTY (70J)

⚠ Visibility reduction by helicopters NA. Use Moultrie altimeter setting, when not received use Tallahassee Intl altimeter setting and increase all MDAs 60 feet and Circling Cat A and D visibility ¼ mile. Straight-in/Circling to Rwy 13 NA at night.

✈ MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CYR NDB and hold, continue climb-in-hold to 3000.

|                                     |                          |
|-------------------------------------|--------------------------|
| TALLAHASSEE APP CON★<br>128.7 254.3 | UNICOM<br>122.7 (CTAF) 0 |
|-------------------------------------|--------------------------|



| CATEGORY | A                     | B                       | C       | D            |
|----------|-----------------------|-------------------------|---------|--------------|
| S-13     | 1040-1<br>776 (800-1) | 1040-1¼<br>776 (800-1¼) | 1040-2½ | 776 (800-2½) |
| CIRCLING | 1040-1<br>776 (800-1) | 1040-1¼<br>776 (800-1¼) | 1040-2½ | 776 (800-2½) |

CALHOUN, GEORGIA

AL-6101 (FAA)

24305

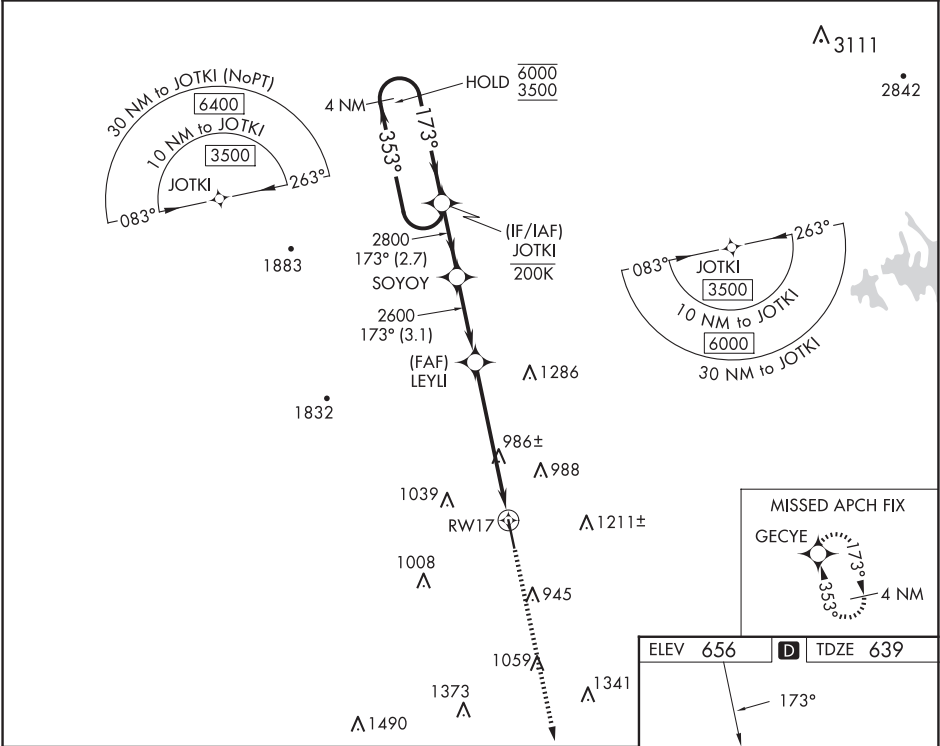
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>65636</b><br><b>W17A</b> | APP CRS<br><b>173°</b> | Rwy Idg<br>TDZE <b>639</b><br>Apt Elev <b>656</b> | <b>6034</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 17

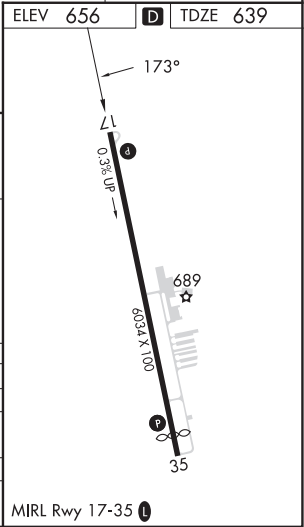
TOM B DAVID FLD (CZL)

|  |   |
|--|---|
| RNP APCH-GPS.  | MISSED APPROACH: Climb to 2800 direct GECYE and hold. |
| <div><div>▼</div><div>Rwy 17 helicopter visibility reduction below ¾ SM NA.</div><div>▲</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div> |   |

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.975</b> | ATLANTA CENTER<br><b>124.5 270.325</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|  |                      |             |               |              |
|--|----------------------|-------------|---------------|--------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44). |                      |             |               |              |
| 4 NM Holding Pattern   |                      |             |               |              |
| GP 3.10° TCH 60  |                      |             |               |              |
| 2.7 NM 3.1 NM 4.5 NM 1.3   |                      |             |               |              |
| CATEGORY   | A                    | B           | C             | D            |
| LPV DA   | 930-1 291 (300-1)    |             |               |              |
| LNAV/VNAV DA   | 1101-1¾ 462 (500-1¾) |             |               |              |
| LNAV MDA   | 1240-1               | 601 (600-1) | 1240-1¾       | 601 (600-1¾) |
| CIRCLING   | 1320-1               | 664 (700-1) | 1580-2¾       | 1580-3       |
|  |                      |             | 924 (1000-2¾) | 924 (1000-3) |



CALHOUN, GEORGIA

Amtd 2 23FEB23

34°27'N-84°56'W

TOM B DAVID FLD (CZL)

RNAV (GPS) RWY 17

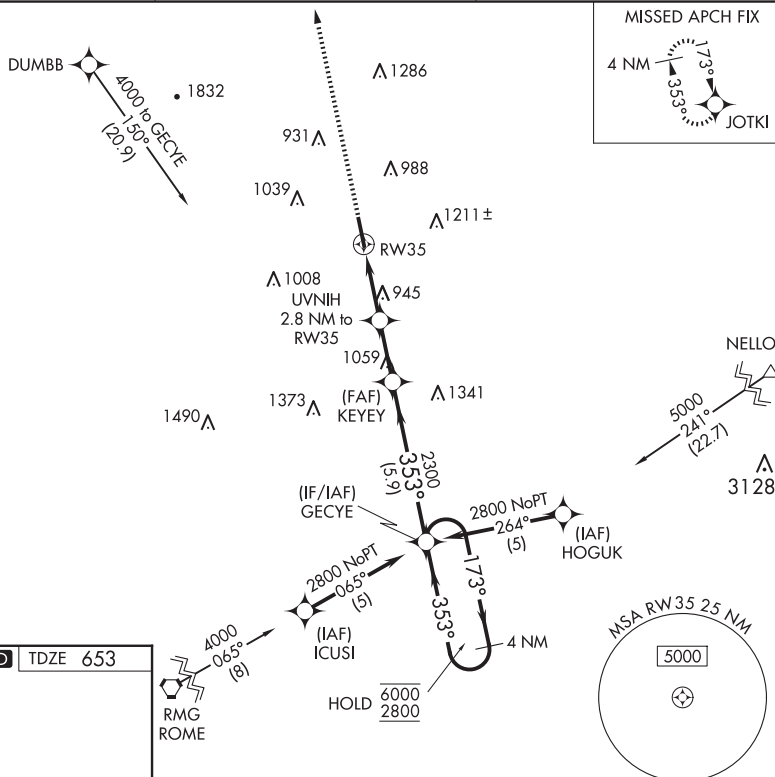
SE-4, 07 AUG 2025 to 02 OCT 2025


SE-4, 07 AUG 2025 to 02 OCT 2025

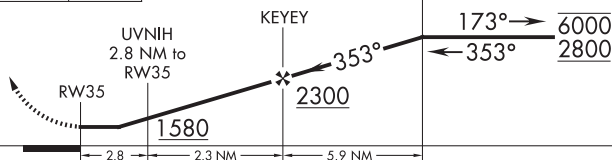
RNAV (GPS) RWY 35  
TOM B DAVID FLD (CZL)


**MISSED APPROACH:** Climb to 3500 direct JOTKI and hold.

**T** Rwy 35 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

UNICOM  
122.8 (CTAF) **L**

|           |  |                             |                         |
|-----------|--|-----------------------------|-------------------------|
| 3500<br>↑ | JOTKI<br> | Visual Segment - Obstacles. | 4 NM<br>Holding Pattern |
|           |  | GECYE                       |                         |



| CATEGORY   | A      | B           | C   | D                          |
|--|--------|-------------|---|----------------------------|
| INAV MDA   | 1200-1 | 547 (600-1) | 1200-1 $\frac{5}{8}$                                | 547 (600-1 $\frac{5}{8}$ ) |
|  CIRCLING | 1320-1 | 664 (700-1) | 1580-2 $\frac{3}{4}$<br>924 (1000-2 $\frac{3}{4}$ ) | 1580-3<br>924 (1000-3)     |

34°27'N-84°56'W  
249

TOM B DAVID FLD (CZL)  
RNAV (GPS) RWY 35

CAMDEN, ALABAMA

AL-10181 (FAA)



25163

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4303</b> |
| <b>182°</b> | TDZE     | <b>143</b>  |
|             | Apt Elev | <b>143</b>  |

# RNAV (GPS) RWY 18

CAMDEN MUNI (61A)

RNP APCH - GPS.

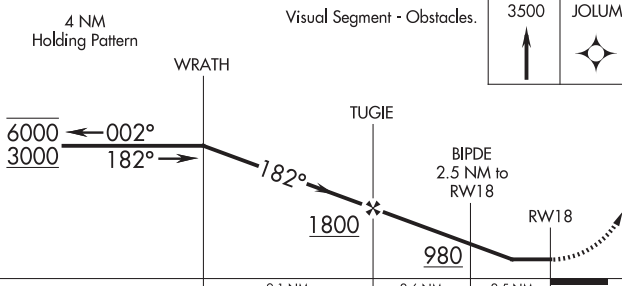
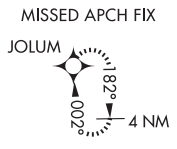
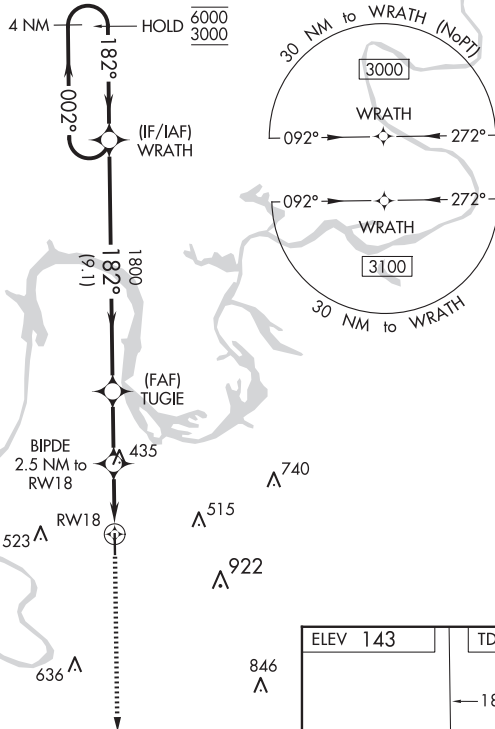
-  Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
-  Use SEM altimeter setting; when not received, use A08 altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct JOLUM and hold, continue climb-in-hold to 3500.

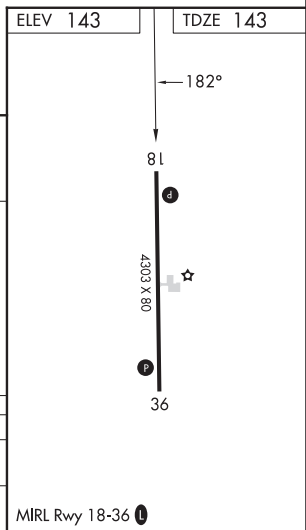
SEM AWOS-3PT  
**119.15**

ATLANTA CENTER  
**120.55 270.25**

CTAF  
**122.9 0**



| CATEGORY | A                    | B                    | C                      | D                      |
|----------|----------------------|----------------------|------------------------|------------------------|
| LNAV MDA | 760-1                | 617 (700-1)          | 760-1¾                 | 617 (700-1¾)           |
| CIRCLING | 760-1<br>617 (700-1) | 780-1<br>637 (700-1) | 900-2¼<br>757 (800-2¼) | 1060-3<br>917 (1000-3) |



CAMDEN, ALABAMA  
Orig-A 12JUN25

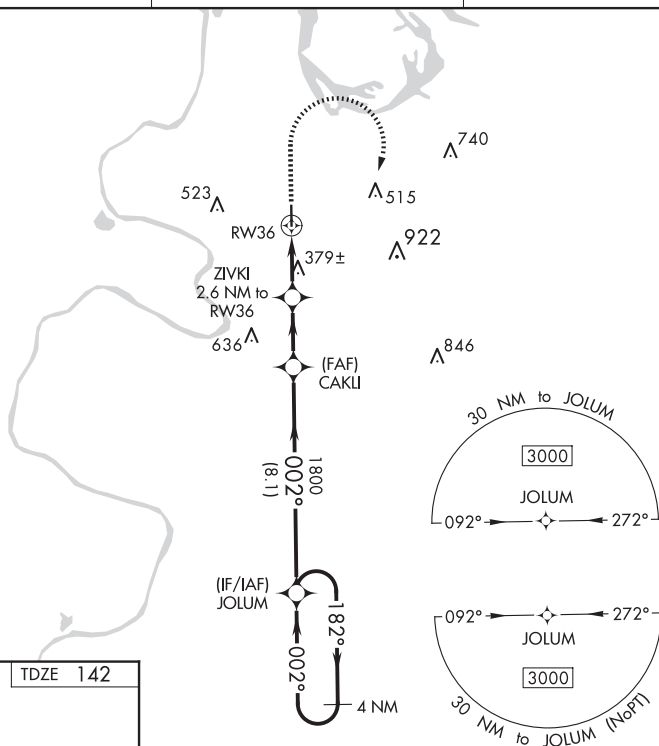
31°59'N-87°20'W

CAMDEN MUNI (61A)  
RNAV (GPS) RWY 18

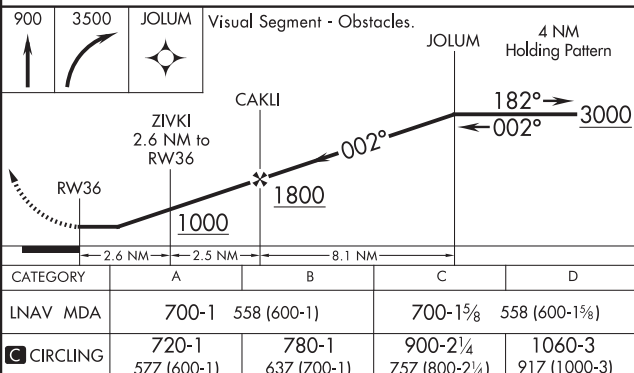
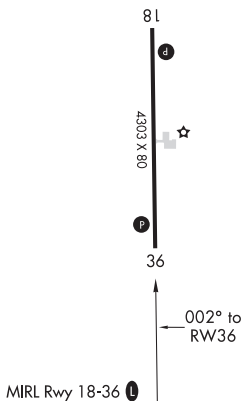
SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 36  
CAMDEN MUNI (61A)

**MISSED APPROACH:** Climb to 900 then climbing right turn to 3500 direct JOLUM and hold.

CTAF  
122.9 L

TDZE 142



CAMILLA, GEORGIA

AL-6423 (FAA)

23054

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40033</b><br><b>W08A</b> | APP CRS<br><b>084°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5004</b><br><b>170</b><br><b>176</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 8

CAMILLA-MITCHELL COUNTY (CXU)

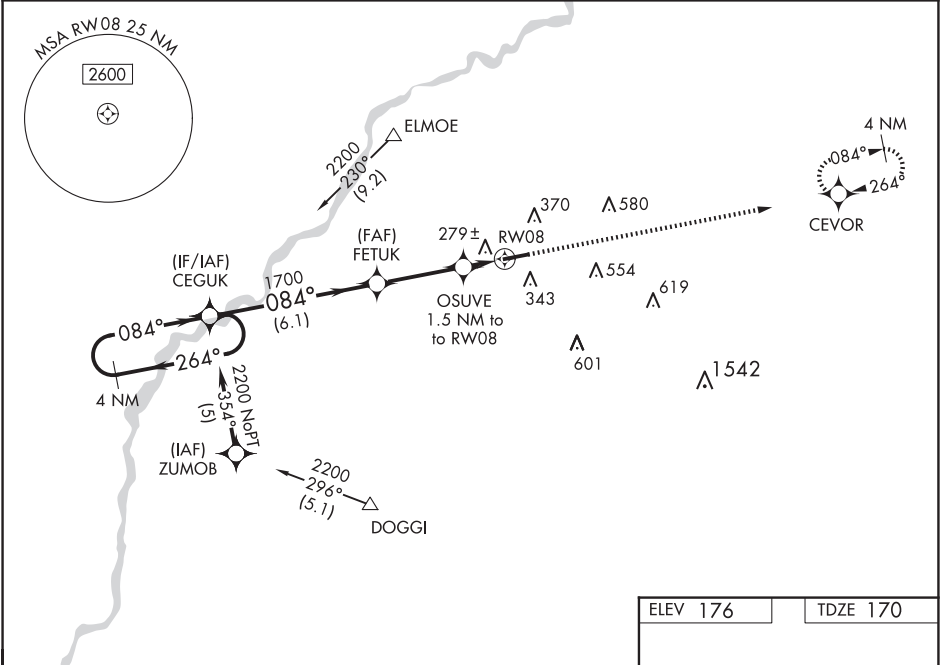
⚠

NA

Baro-VNAV NA when using Albany 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 Albany altimeter setting and increase LPV DA to 513 feet; increase LNAV/VNAV DA to 623 feet; increase all MDAs 60 feet and LNAV Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH:  
Climb to 2400 direct CEVOR and hold.

|                           |  |  |
|---------------------------|--|--|
| AWOS-3T<br><b>118.675</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|---------------------------|--|--|



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

2400 CEVOR

GP 3.00° TCH 52

CEVOR

\*LNAV only.

OSUVE 1.5 NM to RW08

RW08

6.1 NM

3.2 NM

1.5

2200

264

084°

084°

1700

221±

5004 X 100

26

| CATEGORY     | A                    | B                    | C                      | D                      |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA       |                      | 465-1                | 295 (300-1)            |                        |
| LNAV/VNAV DA |                      | 575-1⅜               | 405 (400-1⅜)           |                        |
| LNAV MDA     |                      | 540-1                | 370 (400-1)            |                        |
| CIRCLING     | 720-1<br>544 (600-1) | 760-1<br>584 (600-1) | 920-2¼<br>744 (800-2¼) | 940-2½<br>764 (800-2½) |

REIL Rwy 8 and 26 **0**  
MIRL Rwy 8-26 **0**

CAMILLA, GEORGIA  
Amdt 1C 21APR22

31°13'N-84°14'W

CAMILLA-MITCHELL COUNTY (CXU)

RNAV (GPS) RWY 8

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



WAAS

CH **86233**

**W26A**

APP CRS

**264°**

Rwy Idg

**5004**

TDZE

**176**

Apt Elev

**176**

**RNAV (GPS) RWY 26**

CAMILLA-MITCHELL COUNTY (CXU)

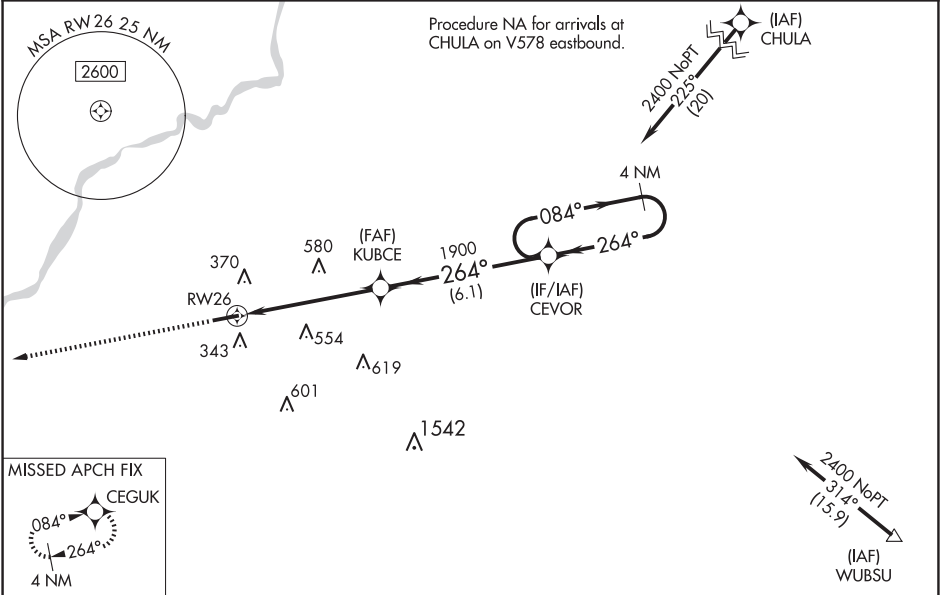
NA

Baro-VNAV NA when using Albany 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 Albany altimeter setting and increase LPV DA to 553 feet; increase LNAV/VNAV DA to 601 feet; increase all MDAs 60 feet and LNAV Cats C/D and Circling Cat D visibility ¼ SM. Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:

Climb to 2200 direct CEGUK and hold.

|                           |  |  |
|---------------------------|--|--|
| AWOS-3T<br><b>118.675</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|---------------------------|--|--|



ELEV 176

TDZE 176

2200

CEGUK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

264°

221±

5004 X 100

264°

26

4 NM

Holding Pattern

CEVOR

084°

264°

2400

GP 3.00° TCH 58

1.4 NM to RW26

KUBCE

1900

264°

1900

1.4 NM

3.8 NM

6.1 NM

| CATEGORY     | A                 | B                 | C                   | D                   |
|--------------|-------------------|-------------------|---------------------|---------------------|
| LPV DA       |                   | 505-1             | 329 (400-1)         |                     |
| LNAV/VNAV DA |                   | 553-1¼            | 377 (400-1¼)        |                     |
| LNAV MDA     | 660-1             | 484 (500-1)       | 660-1¾ 484 (500-1¾) |                     |
| CIRCLING     | 720-1 544 (600-1) | 760-1 584 (600-1) | 920-2¼ 744 (800-2¼) | 940-2½ 764 (800-2½) |

REIL Rws 8 and 26 **1**

MIRL Rwy 8-26 **1**

CANON, GEORGIA

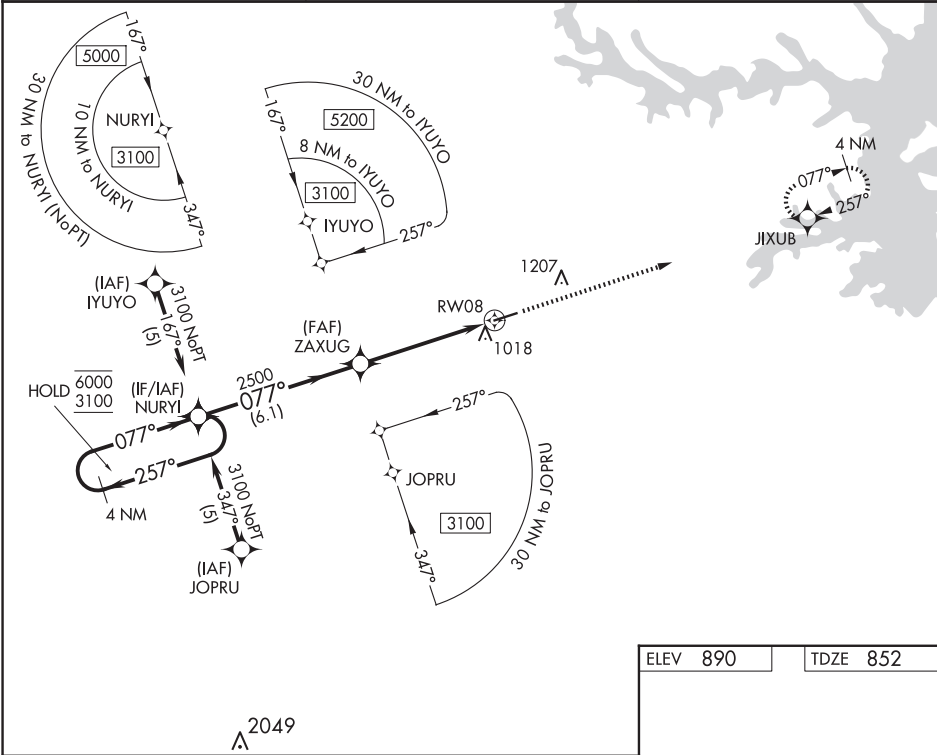
AL-9835 (FAA)

24137

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>69308</b><br><b>W08A</b> | APP CRS<br><b>077°</b> | Rwy Idg<br>TDZE <b>852</b><br>Apt Elev <b>890</b> | <b>5000</b> |
|--|------------------------|---|-------------|

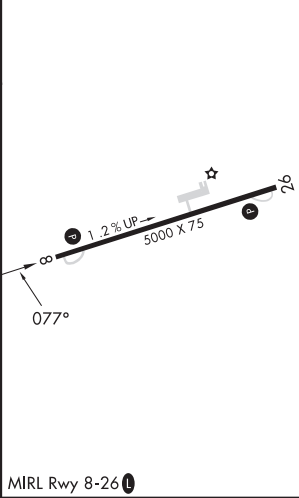
**RNAV (GPS) RWY 8**  
FRANKLIN-HART (18A)

|                        |                                |   |
|------------------------|--------------------------------|---|
| RNP APCH - GPS.        |                                | MISSED APPROACH: Climb to 3000 direct JIXUB and hold. |
| Procedure NA at night. |                                |   |
| AWOS-3PT<br>118.625    | ATLANTA CENTER<br>127.5 316.05 | CTAF<br>122.9 0                                       |



|          |          |
|----------|----------|
| ELEV 890 | TDZE 852 |
|----------|----------|

|                      |                    |  |                            |                  |                            |
|----------------------|--------------------|--|----------------------------|------------------|----------------------------|
| 4 NM Holding Pattern |                    | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23). |                            | 3000             | JIXUB                      |
| 6000<br>3100         |                    | NURYI  |                            | ZAXUG            |                            |
| GP 3.00°<br>TCH 40   |                    | 2500   |                            | 1.5 NM to RWY 08 |                            |
|                      |                    | 2500   |                            | RWY 08           |                            |
|                      |                    | 6.1 NM   |                            | 3.6 NM           |                            |
| CATEGORY             | A                  | B  | C                          | D                |                            |
| LPV DA               | 1202-1 350 (400-1) |  |                            |                  |                            |
| LNAV MDA             | 1320-1 468 (500-1) |  | 1320-1 3/8 468 (500-1 3/8) |                  |                            |
| CIRCLING             | 1380-1 490 (500-1) |  | 1520-1 3/4 630 (700-1 3/4) |                  | 1580-2 1/4 690 (700-2 1/4) |



CANON, GEORGIA  
Orig-C 21MAR24

34°20'N-83°08'W

FRANKLIN-HART (18A)  
**RNAV (GPS) RWY 8**

SE-4, 07 AUG 2025 to 02 OCT 2025

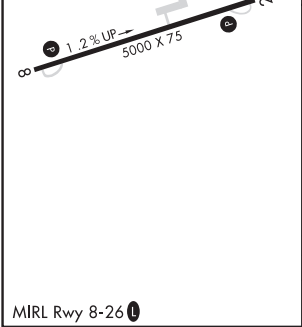
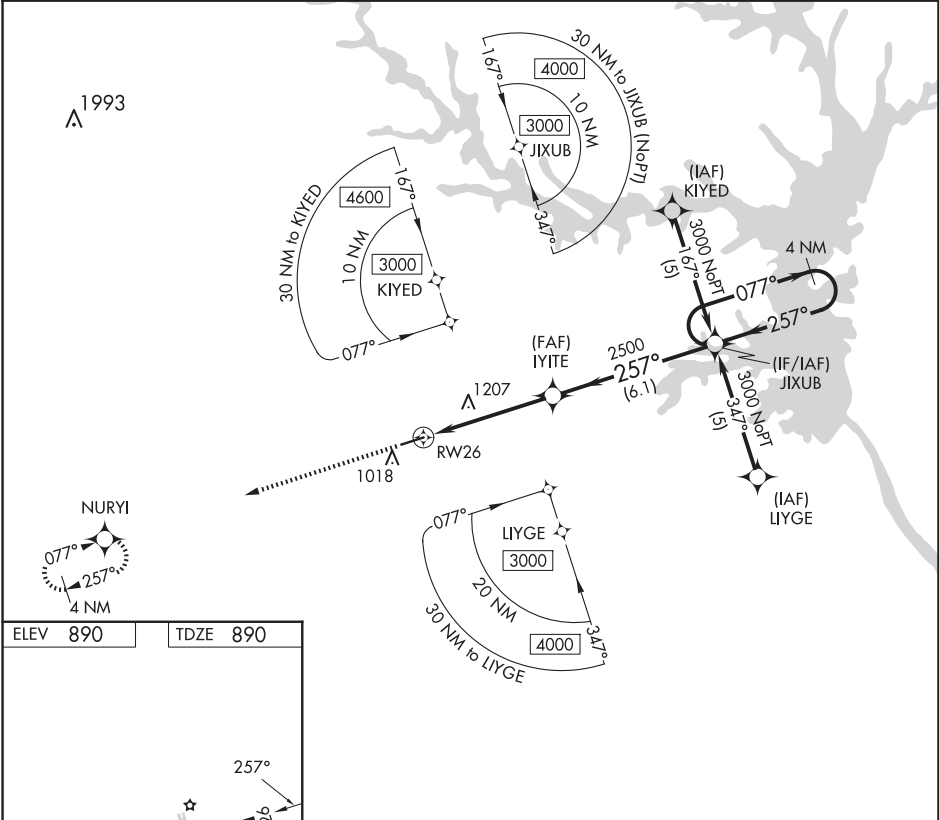
SE-4, 07 AUG 2025 to 02 OCT 2025

|                        |          |             |
|------------------------|----------|-------------|
| APP CRS<br><b>257°</b> | Rwy Idg  | <b>5000</b> |
|                        | TDZE     | <b>890</b>  |
|                        | Apt Elev | <b>890</b>  |

**RNAV (GPS) RWY 26**  
FRANKLIN-HART (18A)

|  |  |   |
|--|--|---|
| RNP APCH.<br><div><div></div><div></div></div> <div>When local altimeter setting not received, use Toccoa altimeter setting.<br/>Rwy 26 helicopter visibility reduction below ¾ SM NA.</div> |  | MISSED APPROACH: Climb to 3000 direct NURYI and hold. |
|--|--|---|

|                            |                                       |                        |
|----------------------------|---------------------------------------|------------------------|
| AWOS-3PT<br><b>118.625</b> | ATLANTA CENTER<br><b>127.5 316.05</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|---------------------------------------|------------------------|



|  |        |   |                              |                         |
|--|--------|---|------------------------------|-------------------------|
| 3000<br>NURYI<br>↑                     |        | VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 23). |                              | 4 NM<br>Holding Pattern |
| RW26<br>1.8 NM to RW26<br>3.04° TCH 40 |        | IYITE<br>2500   | JIXUB<br>077° 3000<br>← 257° |                         |
| 1.8                                    |        | 3.1 NM  | 6.1 NM                       |                         |
| CATEGORY                               | A      | B   | C                            | D                       |
| LNAV MDA                               | 1520-1 | 630 (700-1)   | 1520-1¾<br>630 (700-1¾)      | 1520-2<br>630 (700-2)   |

CANTON, GEORGIA

AL-6949 (FAA)

24249

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56605</b><br><b>W05A</b> | APP CRS<br><b>047°</b> | Rwy Idg<br>TDZE <b>1219</b><br>Apt Elev <b>1219</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 5

CHEROKEE COUNTY RGNL (CNI)

RNP APCH-GPS.

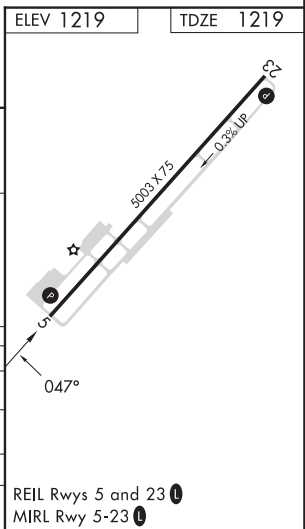
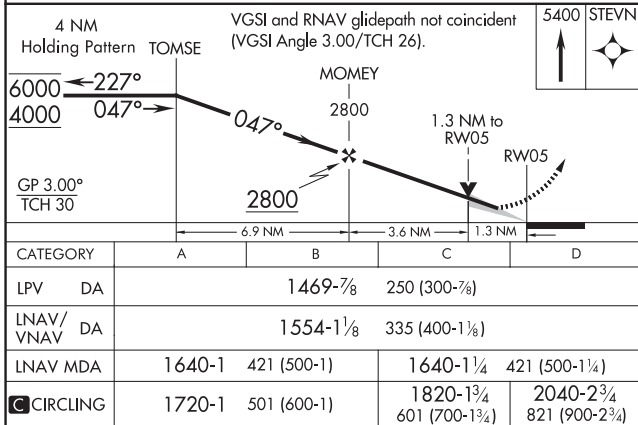
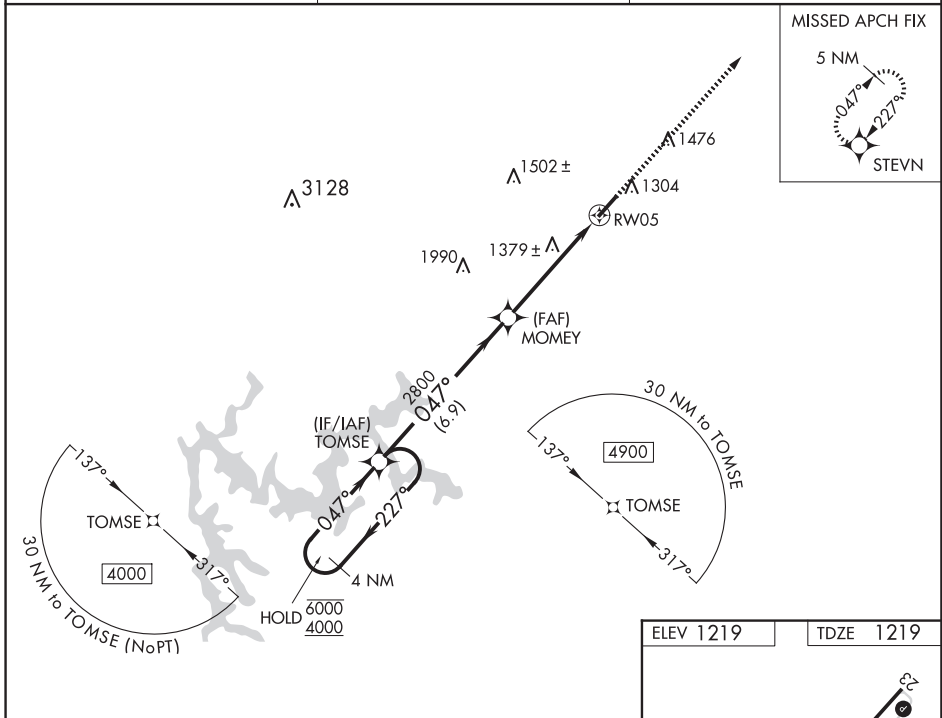
- ⚠ Circling Rwy 23 NA at night.
- ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.

MISSED APPROACH: Climb to 5400 direct STEVN and hold, continue climb-in-hold to 5400.

AWOS-3PT  
**119.825**

ATLANTA APP CON  
**121.0 268.7**

UNICOM  
**123.0 (CTAF) 0**



CANTON, GEORGIA  
Amdt 1E 05SEP24

34°19'N-84°25'W

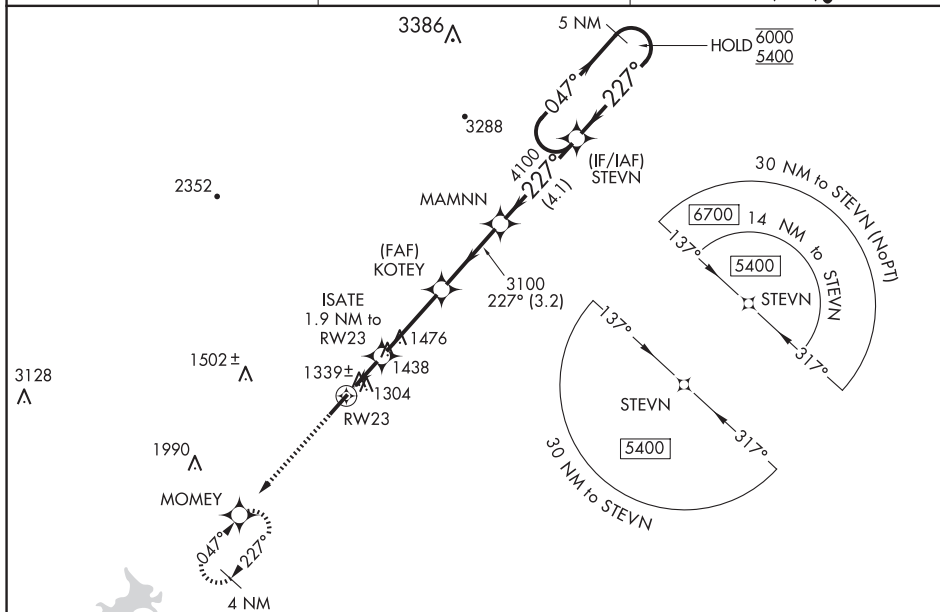
CHEROKEE COUNTY RGNL (CNI)  
RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 23  
CHEROKEE COUNTY RGNL (CNI)

**MISSED APPROACH:** Climb to 4000 direct MOMEY and hold, continue climb-in-hold to 4000.

UNICOM  
123.0 (CTAF) **L**

4000 MOMEY VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 33).

5 NM Holding Pattern

MAMNN STEVN

047° → 6000  
← 227° 5400


ISATE 1.9 NM to RW23

3.47° TCH 30

RW23

1920 3100 4100

1.9 NM 3.2 NM 3.2 NM 4.1 NM

| CATEGORY   | A      | B           | C  | D  |
|--|--------|-------------|--|----|
| LP MDA   | 1600-1 | 382 (400-1) | 1600-1 $\frac{1}{8}$<br>382 (400-1 $\frac{1}{8}$ ) | NA |
| LNAV MDA   | 1740-1 | 522 (600-1) | 1740-1 $\frac{5}{8}$<br>522 (600-1 $\frac{5}{8}$ ) | NA |
|  CIRCLING | 1740-1 | 521 (600-1) | 1820-1 $\frac{3}{4}$<br>601 (700-1 $\frac{3}{4}$ ) | NA |

CHEROKEE COUNTY RGNL (CNI)  
RNAV (GPS) RWY 23

SE-4, 07 AUG 2025 to 02 OCT 2025

CARROLLTON, GEORGIA

AL-6016 (FAA)

24305

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-CTJ<br><b>111.7</b> | APP CRS<br><b>348°</b> | Rwy Idg<br>TDZE <b>1140</b><br>Apt Elev <b>1165</b> |
|---------------------------|------------------------|---|

# ILS or LOC RWY 35

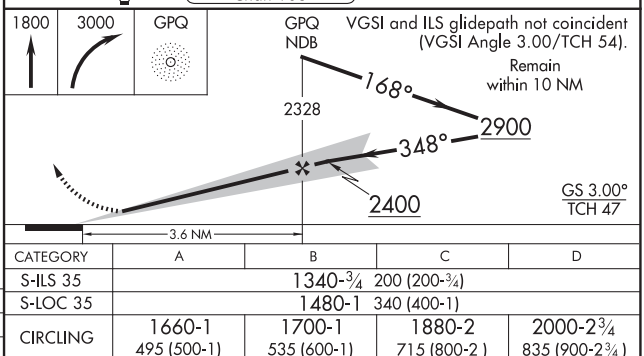
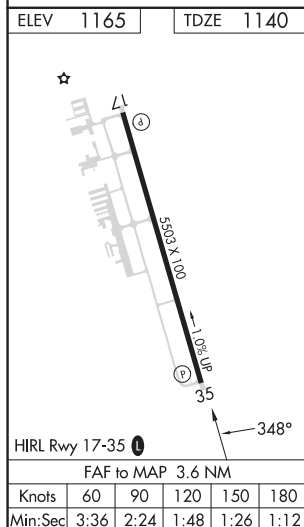
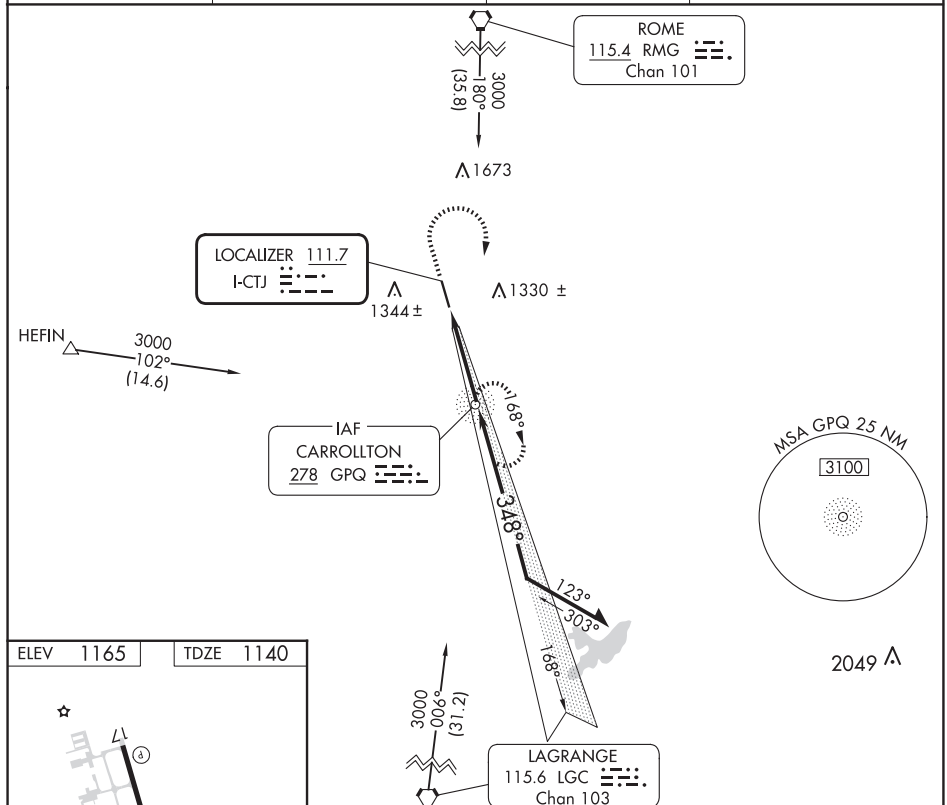
WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

ADF required.

When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase DA to 1430 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDAs 100 feet and visibility Cat C and D visibility  $\frac{1}{2}$  SM.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct GPQ NDB and hold.

|                          |                                       |                          |                                   |
|--------------------------|---------------------------------------|--------------------------|-----------------------------------|
| AWOS-3<br><b>118.175</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | CLNC DEL<br><b>121.6</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|--------------------------|---------------------------------------|--------------------------|-----------------------------------|



CARROLLTON, GEORGIA

Orig-B 07OCT21

WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

33°38'N-85°09'W

# ILS or LOC RWY 35

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**168°**

Rwy Idg  
**5503**

TDZE  
**1164**

Apt Elev  
**1165**

**RNAV (GPS) RWY 17**

WEST GEORGIA RGNL/O V GRAY FLD (C.T.J)

▼

⚠

When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all MDAs 100 feet and visibility Cat C ½ SM and Cat D ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct JUGIL and hold.

|                          |                                       |                          |                                   |
|--------------------------|---------------------------------------|--------------------------|-----------------------------------|
| AWOS-3<br><b>118.175</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | CLNC DEL<br><b>121.6</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|--------------------------|---------------------------------------|--------------------------|-----------------------------------|

MISSED APCH FIX  
JUGIL

ELEV 1165 | TDZE 1164

4 NM Holding Pattern

WALIG

HATIV

PEYTI 2 NM to RW17

RW17

3200

348°

168°

2900

3.04° TCH 45

1860

\*1960 when using Newnan Coweta County altimeter setting.

6.1 NM

3.2 NM

2 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 56).

JUGIL

3200

| CATEGORY | A                     | B                     | C                       | D                       |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LNAV MDA | 1640-1                | 476 (500-1)           | 1640-1¼<br>476 (500-1¼) | 1640-1½<br>476 (500-1½) |
| CIRCLING | 1660-1<br>495 (500-1) | 1700-1<br>535 (600-1) | 1880-2<br>715 (800-2)   | 2000-2¾<br>835 (900-2¾) |

HIRL Rwy 17-35 0

CARROLLTON, GEORGIA

WEST GEORGIA RGNL/O V GRAY FLD (C.T.J)

Orig-C 07OCT21

33°38'N-85°09'W

259

**RNAV (GPS) RWY 17**

# RNAV (GPS) RWY 35

## WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

**T** When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase DA to 1480 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDAs 100 feet and visibility **A** Cat C  $\frac{1}{2}$  SM and Cat D  $\frac{1}{4}$  SM. VDP NA when using Newnan Coweta County altimeter setting.

**MISSED APPROACH:**  
Climb to 3200 direct  
WALIG and hold.

UNICOM

122.975 (CTAF) **L**

Diagram illustrating the structure of the ONYU-3200 molecule, showing a 30 nm distance to another ONYU molecule, with angles of 168° and 78°.

TDZE 1140

☆

348

5503 X 1100

17

④

⑤

HIRL Rwy 17-35 **L**

Orig-B 07OCT21

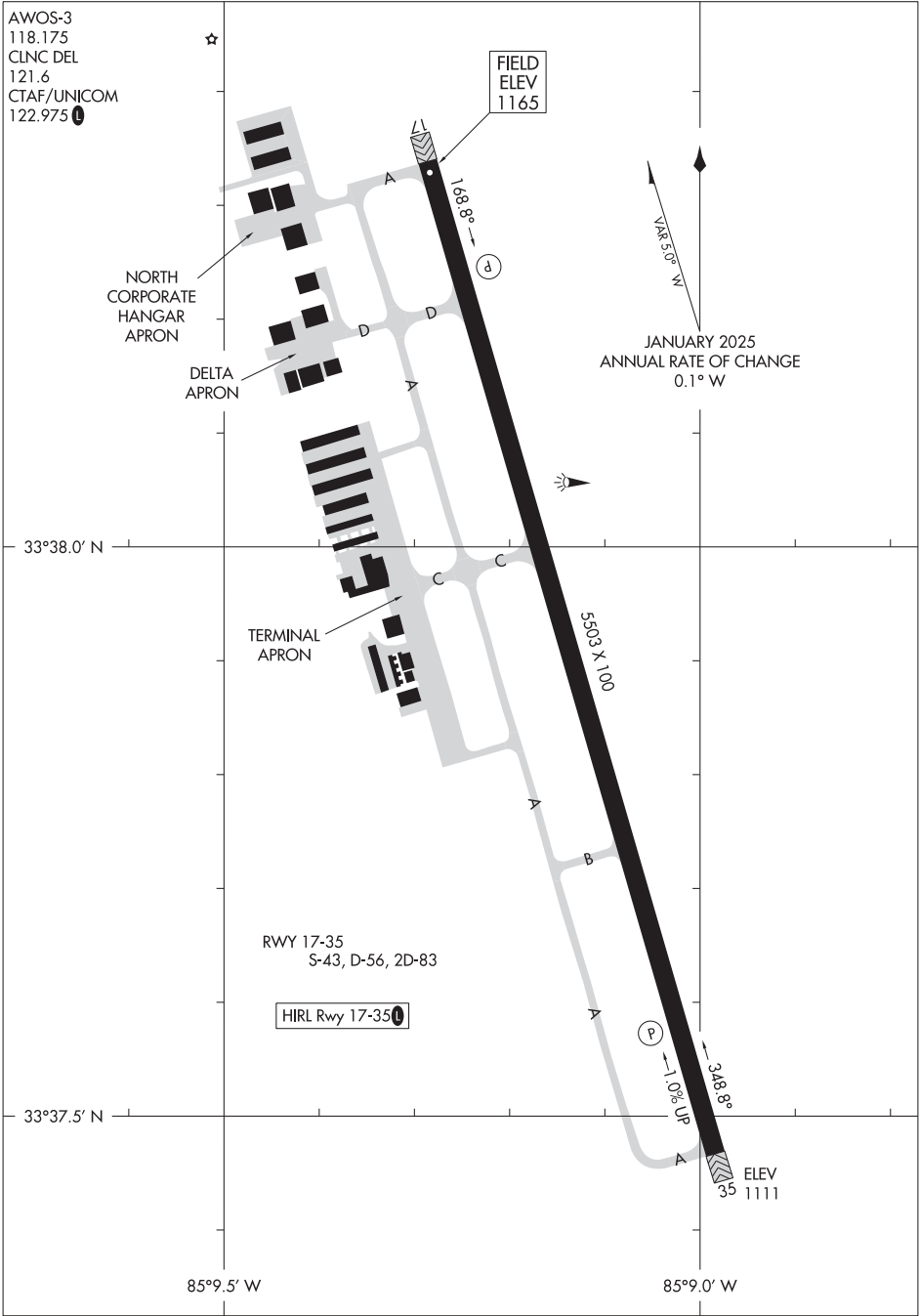
WEST GEORGIA RGNL/O V GRAY FLD (CTJ)

RNAV (GPS) RWY 35

33°38'N-85°09'W

SE-4, 07 AUG 2025 to 02 OCT 2025





CARTERSVILLE, GEORGIA

AL-6152 (FAA)

24137

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5020 |
| 007°    | TDZE     | 755  |
|         | Apt Elev | 759  |

# RNAV (GPS) RWY 1

CARTERSVILLE (VPC)

RNP APCH - GPS.

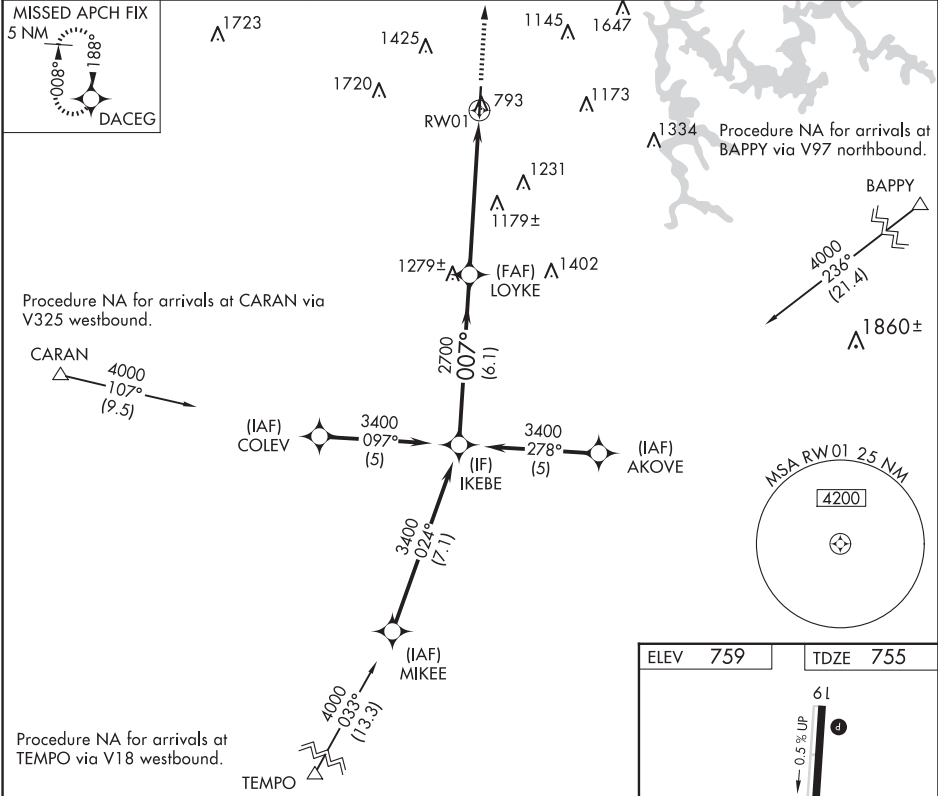
▼

▲

When local altimeter setting not received, use Rome altimeter setting: increase all MDAs 80 feet and LNAV visibility Cat B/C/D ½ SM.

MISSED APPROACH:  
Climb to 3000 direct  
DACEG and hold.

|                     |                                |                          |
|---------------------|--------------------------------|--------------------------|
| AWOS-3PT<br>120.525 | ATLANTA APP CON<br>121.0 268.7 | UNICOM<br>122.7 (CTAF) 0 |
|---------------------|--------------------------------|--------------------------|



Procedure Turn NA

Visual Segment - Obstacles.

3000

DACEG

IKEBE

LOYKE

RW01

3400

2700

6.1 NM

5.9 NM

| CATEGORY | A                     | B                       | C                      | D                       |
|----------|-----------------------|-------------------------|------------------------|-------------------------|
| LNAV MDA | 1440-1                | 685 (700-1)             | 1440-2                 | 685 (700-2)             |
| CIRCLING | 1440-1<br>681 (700-1) | 1600-1¼<br>841 (900-1¼) | 1740-3<br>981 (1000-3) | 2020-3<br>1261 (1300-3) |

ELEV 759

TDZE 755

61

0.5% UP

5760 x 100

007°

REIL Rwy 19 0

HIRL Rwy 1-19 0

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



CARTERSVILLE, GEORGIA

AL-6152 (FAA)

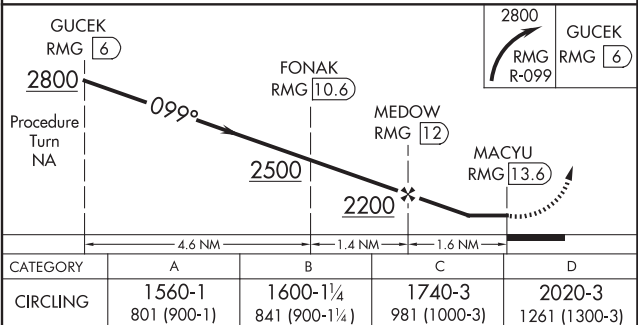
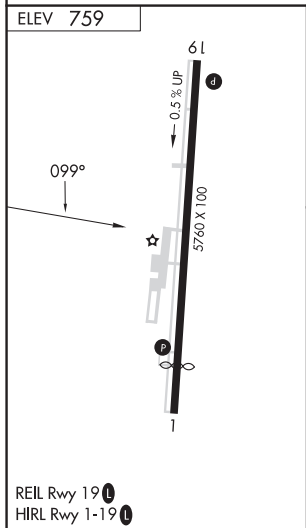
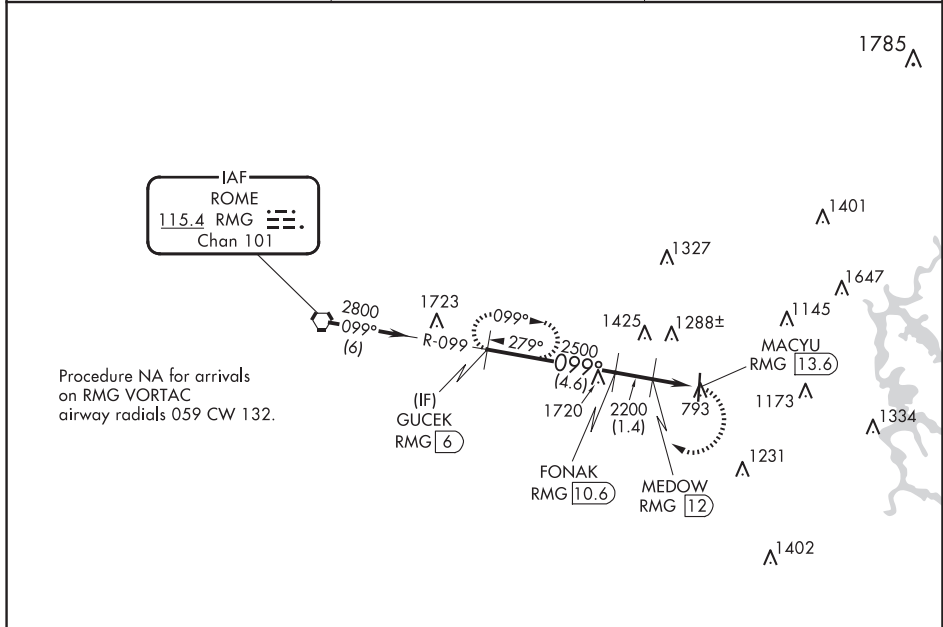
24137

|   |                        |   |                          |
|---|------------------------|---|--------------------------|
| VORTAC RMG<br><b>115.4</b><br>Chan <b>101</b> | APP CRS<br><b>099°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>759</b> | N/A<br>N/A<br><b>759</b> |
|---|------------------------|---|--------------------------|

VOR-A  
CARTERSVILLE (VPC)

|   |  |
|---|--|
| <b>⚠</b><br>When local altimeter setting not received, use Rome altimeter setting and increase all MDA 80 feet; increase Cat A visibility ¼ SM. DME required. | MISSED APPROACH: Climbing right turn to 2800 on RMG R-099 to GUCEK/6 DME and hold. |
|---|--|

|                            |                                       |                               |
|----------------------------|---------------------------------------|-------------------------------|
| AWOS-3PT<br><b>120.525</b> | ATLANTA APP CON<br><b>121.0 268.7</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|----------------------------|---------------------------------------|-------------------------------|



CARTERSVILLE, GEORGIA  
Amdt 2D 04NOV21

34°07'N-84°51'W

CARTERSVILLE (VPC)  
VOR-A

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **49223**  
**W10A**

APP CRS  
**102°**

Rwy Idg  
TDZE **974**  
Apt Elev **974**

RNAV (GPS) RWY 10

POLK COUNTY/CORNELIUS MOORE FLD (4A4)

RNP APCH.

▽

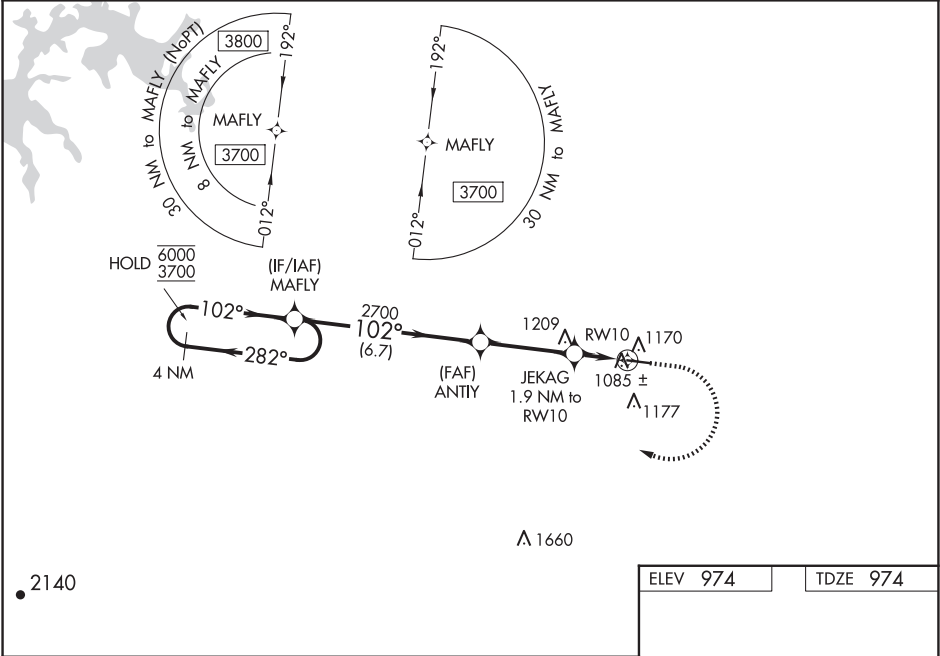
NA

Baro-VNAV and VDP NA when using Cartersville altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Obtain local altimeter setting on CTAF, when not received, use Cartersville altimeter setting and increase LPV DA to 1292 feet; increase LNAV/VNAV DA to 1424 feet and all visibilities ¼ SM; increase all MDA 80 feet; increase LNAV visibility Cats C and D ⅜ SM.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3700 direct MAFLY and hold.

ATLANTA CENTER  
**124.5 270.325**

UNICOM  
**122.8 (CTAF)**



4 NM Holding Pattern

MAFLY

ANTYI

JEKAG

RW10

GP 3.00°  
TCH 41

6000  
3700

282°

102°

102°

2700

\*1600

1.9 NM to RW10

\*1 NM to RW10

6.7 NM

3.4 NM

0.9

1 NM

1600

3700

MAFLY

\*LNAV only.

102°

5060 X 75

0.7% UP

28

| CATEGORY     | A       | B | C            | D |
|--------------|---------|---|--------------|---|
| LPV DA       | 1224-1  |   | 250 (300-1)  |   |
| LNAV/VNAV DA | 1356-1½ |   | 382 (400-1½) |   |
| LNAV MDA     | 1340-1  |   | 366 (400-1)  |   |

MIRL Rwy 10-28

RNAV (GPS) RWY 28

SE-4, 07 AUG 2025 to 02 OCT 2025

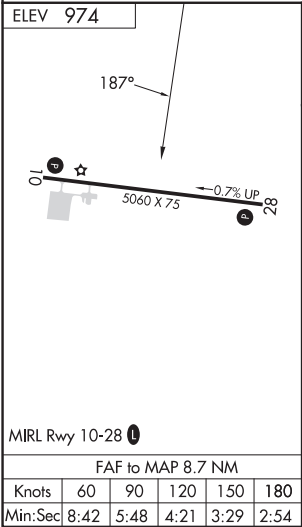
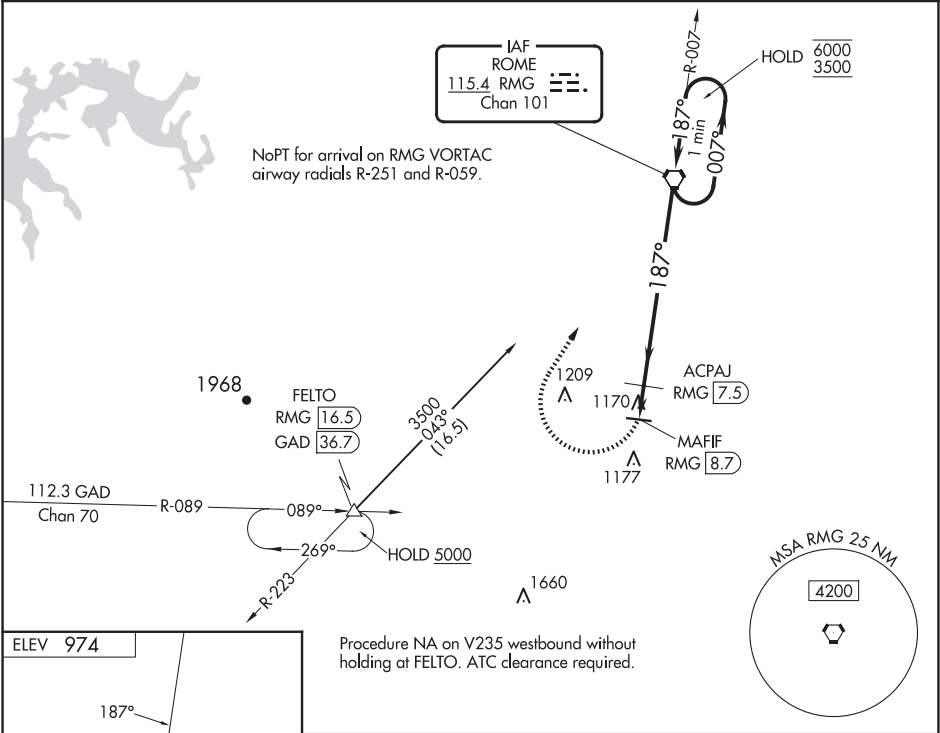
|  |                        |   |  |
|--|------------------------|---|--|
| VORTAC RMG<br><b>115.4</b><br>Chan 101 | APP CRS<br><b>187°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>974</b> | <b>VOR-A</b><br><b>POLK COUNTY/CORNELIUS MOORE FLD (4A4)</b> |
|--|------------------------|---|--|


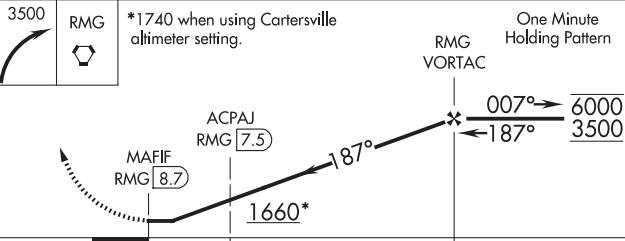
**▼** Obtain local altimeter setting on CTAF; when not received, use Cartersville altimeter setting and increase all MDAs 80 feet, and visibility Cat C/D ¼ SM, ACPAJ fix minimums visibility Cat C/D ¼ SM.

**▲ NA**

**MISSED APPROACH:** Climbing right turn to 3500 direct RMG VORTAC and hold, continue climb in hold to 3500.

|  |                               |
|--|-------------------------------|
| ATLANTA CENTER<br><b>124.5 270.325</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--|-------------------------------|



|   |  |   |                               |                         |
|---|--|---|-------------------------------|-------------------------|
| 3500  | RMG<br> | *1740 when using Cartersville<br>altimeter setting. | One Minute<br>Holding Pattern |                         |
|  |  |   |                               |                         |
| CATEGORY  | A  | B   | C                             | D                       |
| CIRCLING  | 1660-1   | 686 (700-1)   | 1660-2<br>686 (700-2)         | 1660-2½<br>686 (700-2½) |
| ACPAJ FIX MINIMUMS (DME REQUIRED)   |  |   |                               |                         |
| CIRCLING  | 1520-1   | 546 (600-1)   | 1520-1½<br>546 (600-1½)       | 1580-2<br>606 (700-2)   |

CENTRE, ALABAMA

AL-10343 (FAA)

24305

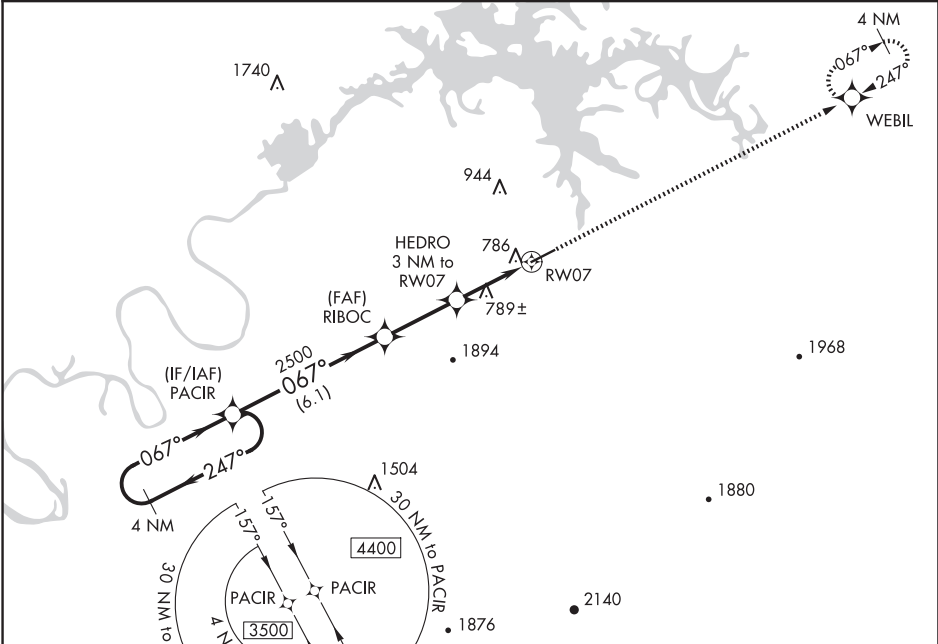
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>48927</b><br><b>W07A</b> | APP CRS<br><b>067°</b> | Rwy Idg <b>5500</b><br>TDZE <b>585</b><br>Apt Elev <b>595</b> |
|--|------------------------|---|

RNAV (GPS) RWY 7

CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)

|  |  |
|--|--|
| <div><div>▼</div><div>NA</div></div> <div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats and LNAV Cats C/D visibility ½ mile.</div> | <div>MISSED APPROACH:<br/>Climb to 3600 direct WEBIL and hold.</div> |
|--|--|

|                                |  |                       |
|--------------------------------|--|-----------------------|
| GAD AWOS-3PT<br><b>127.825</b> | ATLANTA CENTER<br><b>124.5 270.325</b> | CTAF<br><b>122.90</b> |
|--------------------------------|--|-----------------------|



ELEV 595

TDZE 585

4 NM Holding Pattern

PACIR

3500

247°

067°

GP 3.00°

TCH 40

2500

067°

RIBOC

2500

HEDRO 3 NM to RWY 07

1580

067°

RWY 07

6.1 NM

2.9 NM

3 NM

3600

WEBIL

\*LNAV only.

5500 x 100

067°

| CATEGORY     | A                  | B                    | C                    | D |
|--------------|--------------------|----------------------|----------------------|---|
| LPV DA       | 896-1              | 311 (400-1)          |                      |   |
| LNAV/VNAV DA | 1009-1½            | 424 (500-1½)         |                      |   |
| LNAV MDA     | 1100-1 515 (600-1) | 1100-1⅔ 515 (600-1⅔) |                      |   |
| CIRCLING     | 1180-1 585 (600-1) | 1360-2¼ 765 (800-2¼) | 2260-3 1665 (1700-3) |   |

MIRL Rwy 7-25

CENTRE, ALABAMA  
Amdt 1B 14JUL22

CENTRE PIEDMONT/CHEROKEE COUNTY RGNL (PYP)  
34°05'N-85°37'W  
RNAV (GPS) RWY 7

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



▼

NA

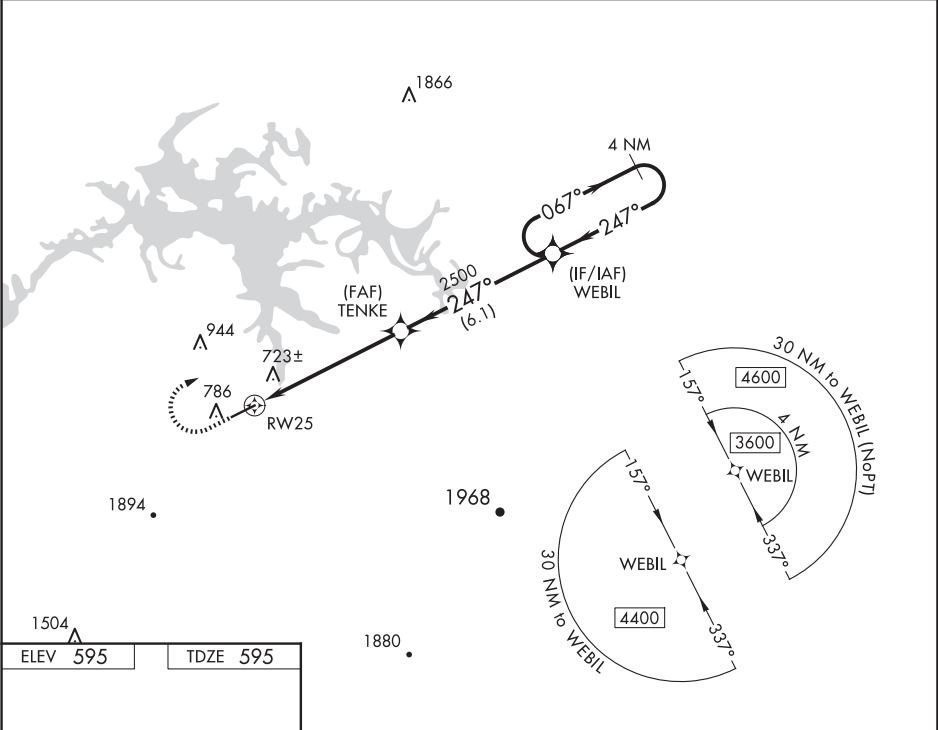
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Gadsden altimeter setting, when not received, use Anniston altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3600 direct WEBIL and hold.

GAD AWOS-3PT  
127.825

ATLANTA CENTER  
124.5 270.325

CTAF  
122.90



ELEV 595

TDZE 595

1500

3600

WEBIL

247°

067°

247°

TENKE 2500

RW25

WEBIL

5.9 NM

6.1 NM

4 NM Holding Pattern

GP 3.00° TCH 40

| CATEGORY     | A   | B | C   | D                    |
|--------------|---|---|---|----------------------|
| LPV DA       | 856-7 <sup>8</sup> / <sub>8</sub> 261 (300-7 <sup>8</sup> / <sub>8</sub> )  |   |   |                      |
| LNAV/VNAV DA | 1064-1 <sup>5</sup> / <sub>8</sub> 469 (500-1 <sup>5</sup> / <sub>8</sub> ) |   |   |                      |
| LNAV MDA     | 1180-1 585 (600-1)  |   | 1180-1 <sup>3</sup> / <sub>4</sub> 585 (600-1 <sup>3</sup> / <sub>4</sub> ) |                      |
| CIRCLING     | 1180-1 585 (600-1)  |   | 1360-2 <sup>1</sup> / <sub>4</sub> 765 (800-2 <sup>1</sup> / <sub>4</sub> ) | 2260-3 1665 (1700-3) |

MIRL Rwy 7-250

CENTREVILLE, ALABAMA

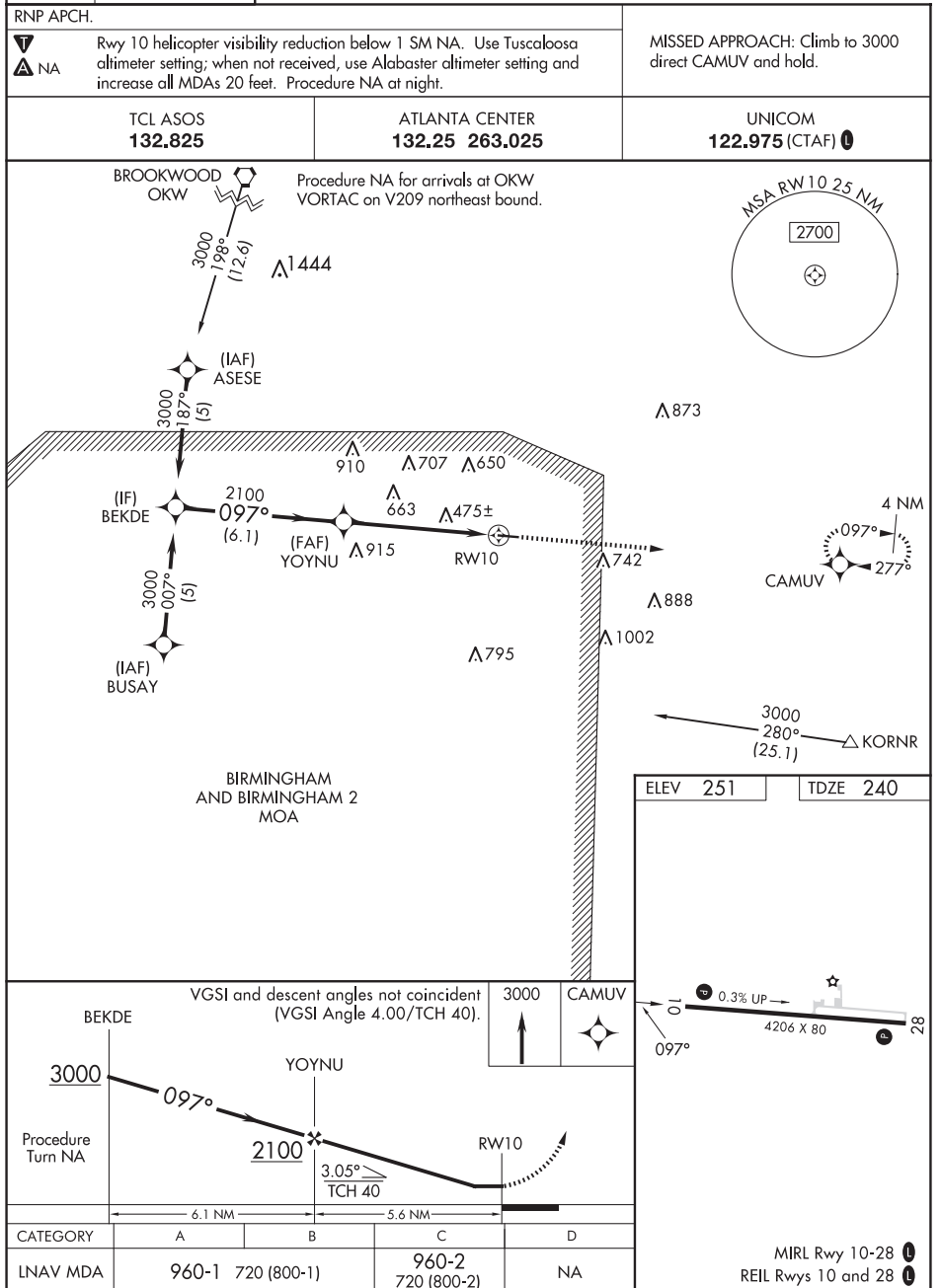
AL-10338 (FAA)

23278

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>4206</b> |
| <b>097°</b> | TDZE     | <b>240</b>  |
|             | Apt Elev | <b>251</b>  |

# RNAV (GPS) RWY 10

BIBB COUNTY (ØA8)



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

CENTREVILLE, ALABAMA

Orig-A 18JUL19

32°56'N-87°05'W

BIBB COUNTY (ØA8)

# RNAV (GPS) RWY 10

RNP APCH-GPS.

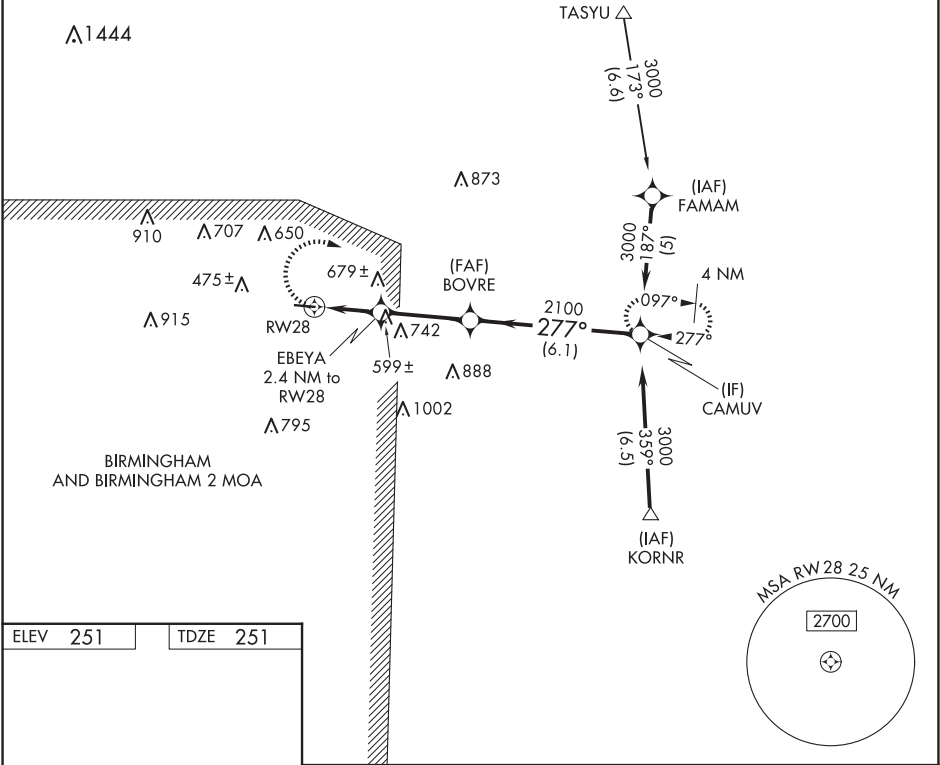
T

NA

Procedure NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.  
Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting:  
increase all MDAs 20 feet and visibility LNAV Cat C ¼ SM and Circling Cat B/C ¼ SM.

MISSED APPROACH:  
Climbing right turn to 3000 direct CAMUV and hold.

|                     |                                  |                            |
|---------------------|----------------------------------|----------------------------|
| TCL ASOS<br>132.825 | ATLANTA CENTER<br>132.25 263.025 | UNICOM<br>122.975 (CTAF) 0 |
|---------------------|----------------------------------|----------------------------|



ELEV 251

TDZE 251

10

0.3% UP

4206 X 80

28

277°

3000

CAMUV

VGSI and descent angles not coincident  
(VGSI Angle 4.00/TCH 40).

EBEYA  
2.4 NM to  
RW28

BOVRE

1060

2100

3000

CAMUV

Procedure  
Turn NA

2.4 NM

3.2 NM

6.1 NM

|          |                       |                       |                         |    |
|----------|-----------------------|-----------------------|-------------------------|----|
| CATEGORY | A                     | B                     | C                       | D  |
| LNAV MDA | 920-1                 | 669 (700-1)           | 920-1¾<br>669 (700-1¾)  | NA |
| CIRCLING | 1020-1<br>769 (800-1) | 1060-1<br>809 (900-1) | 1120-2½<br>869 (900-2½) | NA |

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

CHATOM, ALABAMA

AL-10735 (FAA)

25219

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>72835</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>3802</b><br><b>165</b><br><b>166</b> |
|--|------------------------|-----------------------------|---|

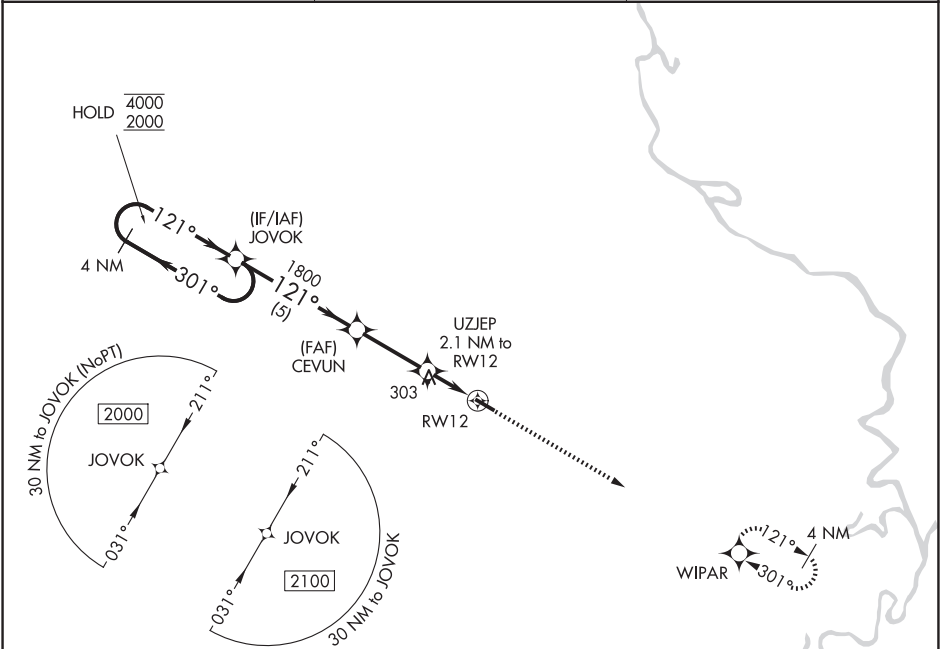
**RNAV (GPS) RWY 12**  
ROY WILCOX (5R1)

RNP APCH.

**NA** Procedure NA at night. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet; increase LNAV Cat C visibility ½ SM. Rwy 12 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 2000 direct  
WIPAR and hold.

|                                  |   |                               |
|----------------------------------|---|-------------------------------|
| MOB ASOS<br><b>124.75 257.85</b> | HOUSTON CENTER<br><b>127.65 285.475</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------------|---|-------------------------------|



|   |                      |                      |   |   |    |
|---|----------------------|----------------------|---|---|----|
| <div>4 NM Holding Pattern</div> <div>JOVOK</div> <div>CEVUN</div> <div>UZJEP 2.1 NM to RW12</div> <div>RW12</div> <div>Visual Segment - Obstacles.</div> <div>2000</div> <div>WIPAR</div> <div>4000 ← 301°</div> <div>2000 → 121°</div> <div>121°</div> <div>1800</div> <div>860</div> <div>5 NM</div> <div>2.9 NM</div> <div>2.1 NM</div> <div>121°</div> <div>4002 X 80</div> <div>1.0 % UP</div> <div>80</div> |                      |                      |   |   |    |
| CATEGORY  | A                    |                      | B | C   | D  |
| LP MDA  | 660-1                | 495 (500-1)          |   | 660-1 <sup>3</sup> / <sub>8</sub><br>495 (500-1 <sup>3</sup> / <sub>8</sub> ) | NA |
| LNAV MDA  | 680-1                | 515 (600-1)          |   | 680-1 <sup>3</sup> / <sub>8</sub><br>515 (600-1 <sup>3</sup> / <sub>8</sub> ) | NA |
| CIRCLING  | 740-1<br>574 (600-1) | 760-1<br>594 (600-1) |   | 940-2 <sup>1</sup> / <sub>4</sub><br>774 (800-2 <sup>1</sup> / <sub>4</sub> ) | NA |

ELEV 166

TDZE 165

MIRL Rwy 12-30

CHATOM, ALABAMA  
Orig-B 07OCT21

31°27'N-88°12'W

ROY WILCOX (5R1)  
**RNAV (GPS) RWY 12**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

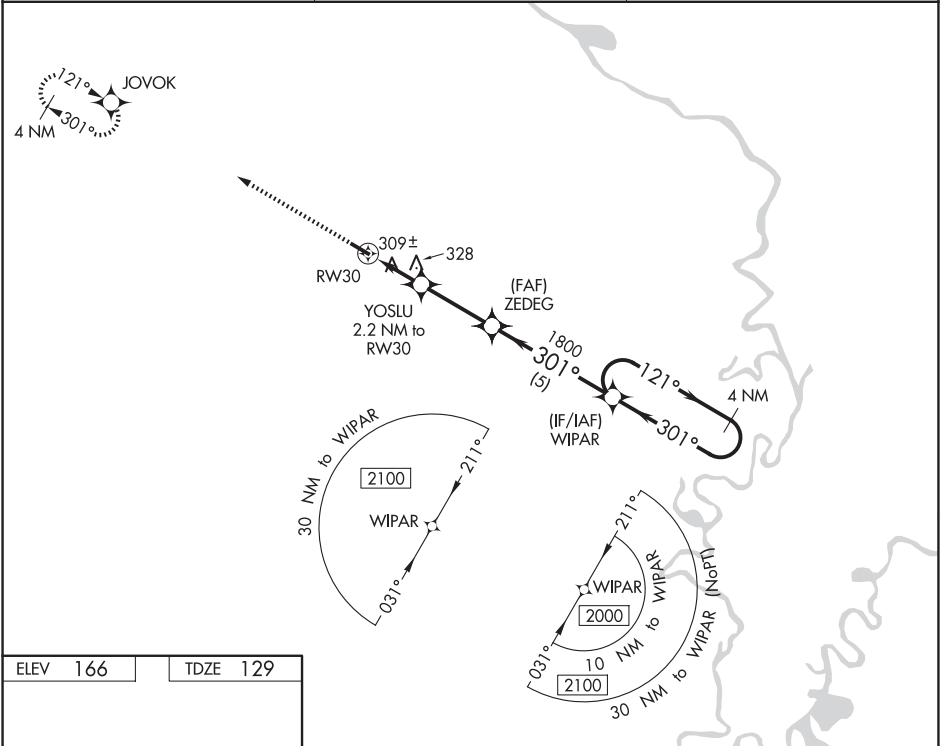
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56535</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Ldg<br>TDZE <b>129</b><br>Apt Elev <b>166</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

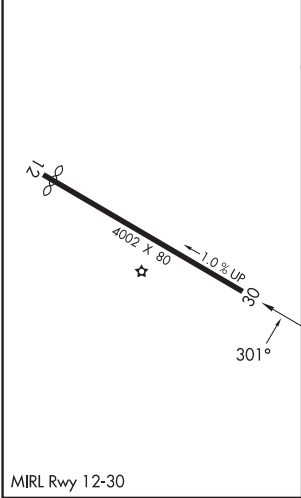
ROY WILCOX (5R1)

|   |  |
|---|--|
| <div><div><div></div><div>NA</div></div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. Use Mobile Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility ½ SM.</div></div> | MISSED APPROACH:<br>Climb to 2000 direct JOVOK and hold. |
|---|--|

|                                  |   |                               |
|----------------------------------|---|-------------------------------|
| MOB ASOS<br><b>124.75 257.85</b> | HOUSTON CENTER<br><b>127.65 285.475</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|----------------------------------|---|-------------------------------|



|          |          |
|----------|----------|
| ELEV 166 | TDZE 129 |
|----------|----------|



|          |                      |                             |                        |                      |
|----------|----------------------|-----------------------------|------------------------|----------------------|
| 2000     | JOVOK                | Visual Segment - Obstacles. | WIPAR                  | 4 NM Holding Pattern |
| ↑        | ✧                    |                             |                        |                      |
|          |                      | YOSLU 2.2 NM to RW30        | ZEDEG 1800             | 121° → 2000          |
|          |                      | RW30                        | 301°                   | ← 301°               |
|          |                      | 2.2 NM                      | 2.9 NM                 | 5 NM                 |
| CATEGORY | A                    | B                           | C                      | D                    |
| LP MDA   | 680-1                | 551 (600-1)                 | 680-1½<br>551 (600-1½) | NA                   |
| LNAV MDA | 700-1                | 571 (600-1)                 | 700-1½<br>571 (600-1½) | NA                   |
| CIRCLING | 740-1<br>574 (600-1) | 760-1<br>594 (600-1)        | 940-2¼<br>774 (800-2¼) | NA                   |

CLANTON, ALABAMA

AL-6738 (FAA)

20198

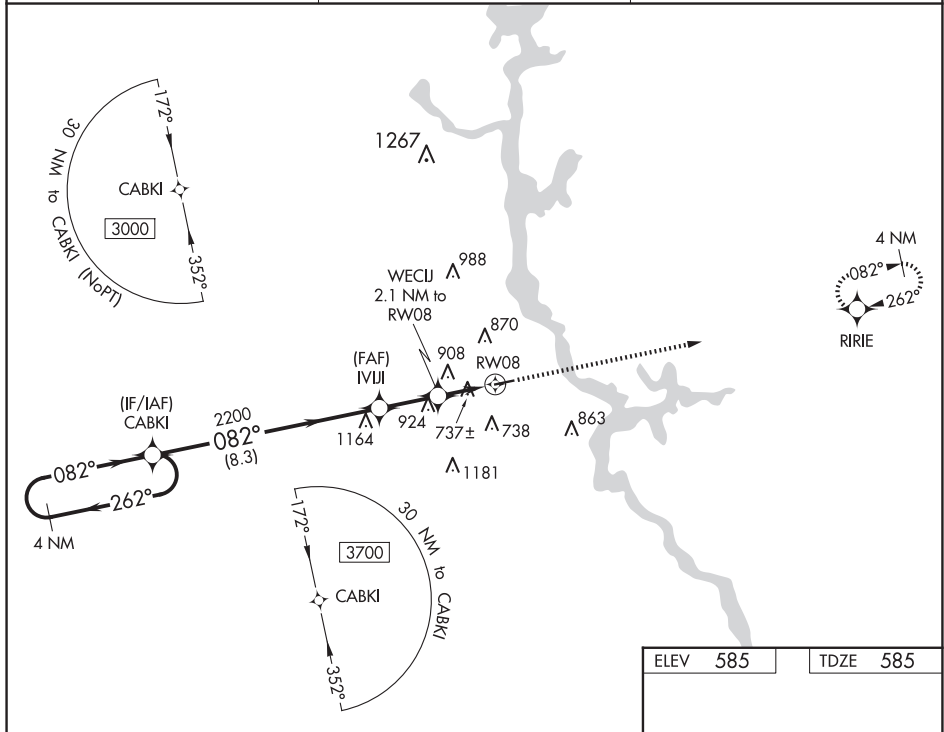
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86739</b><br><b>W08A</b> | APP CRS<br><b>082°</b> | Rwy Idg <b>4007</b><br>TDZE <b>585</b><br>Apt Elev <b>585</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 8

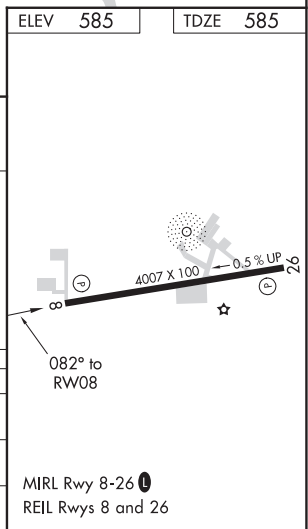
CHILTON COUNTY (02A)

|  |   |
|--|---|
| <br>NA<br>DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Shelby County altimeter setting; when not received, use Merkel Field Sylacauga Muni altimeter setting and increase all MDA 20 feet and LNAV visibility Cat C/D ½ mile. Procedure NA at night. | MISSED APPROACH: Climb to 3300 direct RIRIE and hold. |
|--|---|

|                              |   |                                 |
|------------------------------|---|---------------------------------|
| EET ASOS-3<br><b>134.325</b> | MONTGOMERY APP CON ★<br><b>121.2 269.05</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------------|---|---------------------------------|



|                             |        |             |                       |                         |
|-----------------------------|--------|-------------|-----------------------|-------------------------|
| Visual Segment - Obstacles. |        |             |                       |                         |
|                             |        |             |                       |                         |
| CATEGORY                    | A      | B           | C                     | D                       |
| LP MDA                      | 1040-1 | 455 (500-1) | 1040-1⅓               | 455 (500-1⅓)            |
| LNAV MDA                    | 1220-1 | 635 (700-1) | 1220-1¼               | 635 (700-1¼)            |
| CIRCLING                    | 1260-1 | 675 (700-1) | 1280-2<br>695 (700-2) | 1600-3<br>1015 (1100-3) |



CLANTON, ALABAMA  
Orig 15SEP16

32°51'N-86°37'W

# RNAV (GPS) RWY 8

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>48839</b><br><b>W26A</b> | APP CRS<br><b>262°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4007</b><br><b>575</b><br><b>585</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 26

CHILTON COUNTY (Ø2A)

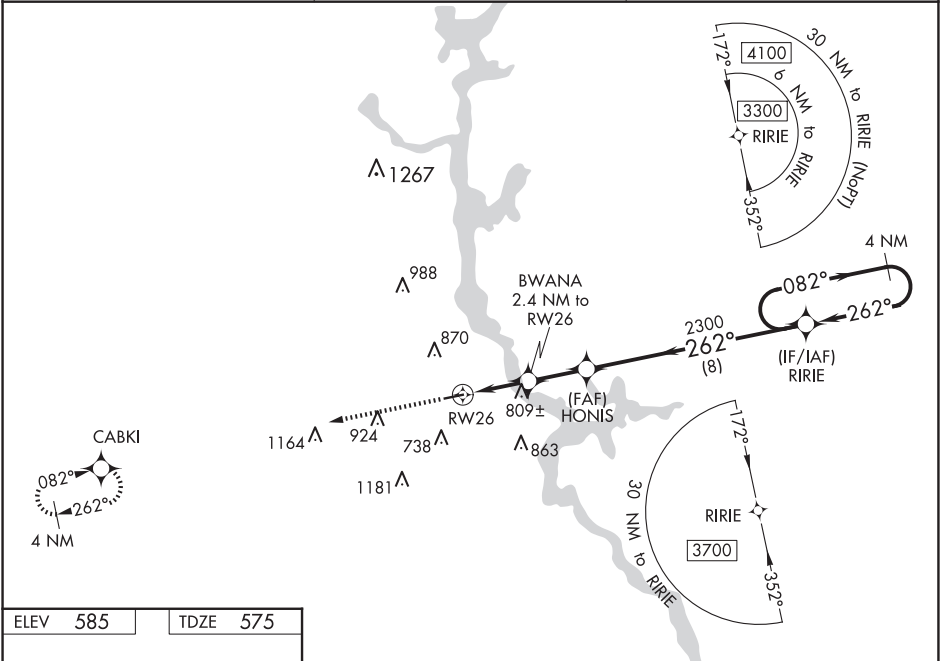
⚠

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Shelby County altimeter setting; when not received, use Merkel Field Sylacauga Muni altimeter setting and increase all MDA 20 feet and LP visibility Cat C/D ½ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CABKI and hold.

|                              |   |                                 |
|------------------------------|---|---------------------------------|
| EET ASOS-3<br><b>134.325</b> | MONTGOMERY APP CON ★<br><b>121.2 269.05</b> | UNICOM<br><b>122.8 (CTAF) Ø</b> |
|------------------------------|---|---------------------------------|



ELEV 585

TDZE 575

3000

CABKI

Visual Segment - Obstacles.

262° to RW26

4007 X 100

0.5% UP

262°

2.4 NM

2.1 NM

8 NM

HONIS

BWANA 2.4 NM to RW26

2300

1500

4 NM Holding Pattern

082°

262°

3300

| CATEGORY | A      | B           | C                     | D                       |
|----------|--------|-------------|-----------------------|-------------------------|
| LP MDA   | 1100-1 | 525 (600-1) | 1100-1½               | 525 (600-1½)            |
| LNAV MDA | 1120-1 | 545 (600-1) | 1120-1⅝               | 545 (600-1⅝)            |
| CIRCLING | 1260-1 | 675 (800-1) | 1280-2<br>695 (700-2) | 1600-3<br>1015 (1100-3) |

MIRL Rwy 8-26 Ø

REIL Rwy 8 and 26

CLAXTON, GEORGIA

AL-9199 (FAA)

25107

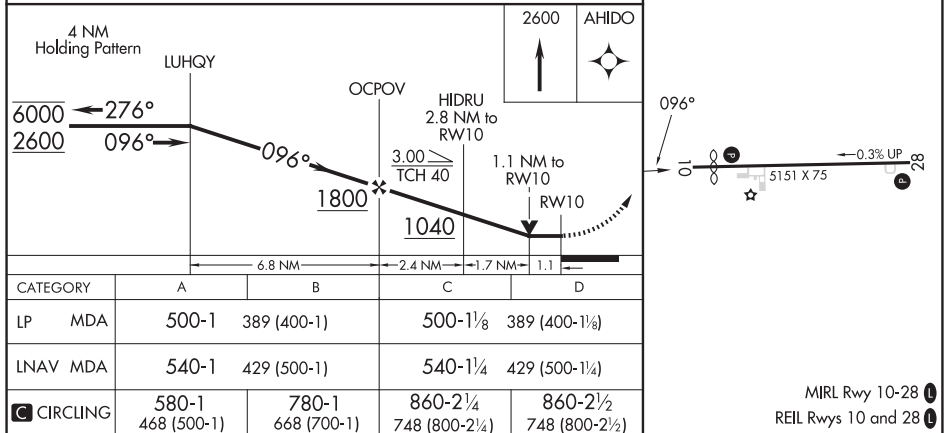
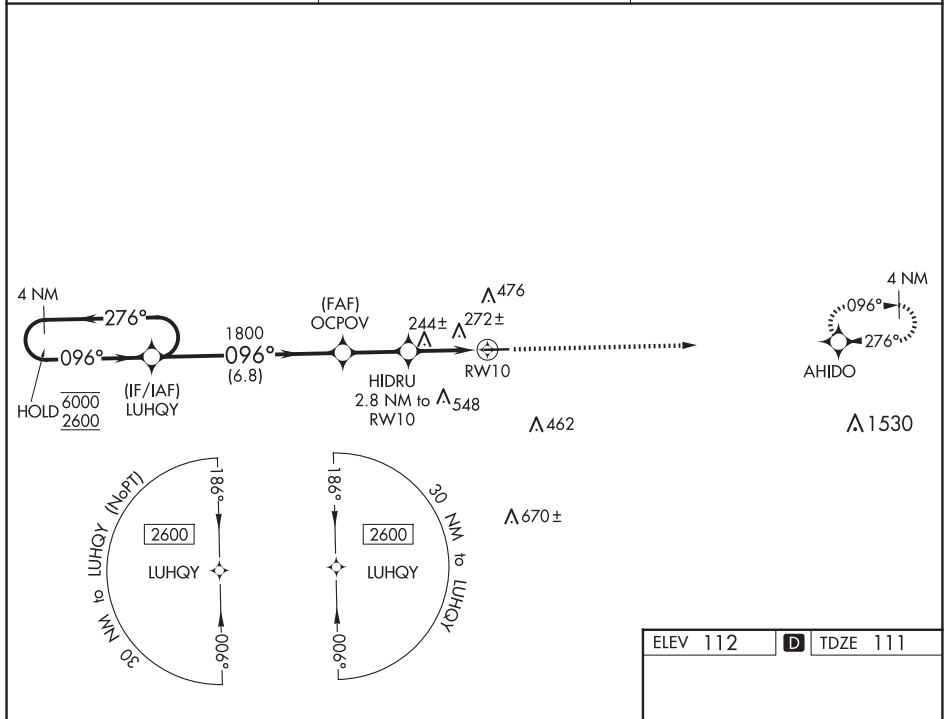
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>45914</b><br><b>W10A</b> | APP CRS<br><b>096°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4651</b><br><b>111</b><br><b>112</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 10

CLAXTON-EVANS COUNTY (C'WV)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 2600 direct AHIDO and hold. |
| Rwy 10 helicopter visibility reduction below 3/4 SM NA. |   |

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>120.075</b> | JACKSONVILLE CENTER<br><b>132.925 363.2</b> | UNICOM<br><b>122.8</b> (CTAF) |
|--------------------------|---|-------------------------------|



CLAXTON, GEORGIA

Amdt 3 20FEB25

32°12'N-81°52'W

# CLAXTON-EVANS COUNTY (C'WV)

## RNAV (GPS) RWY 10

MIRL Rwy 10-28   
REIL Rws 10 and 28

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

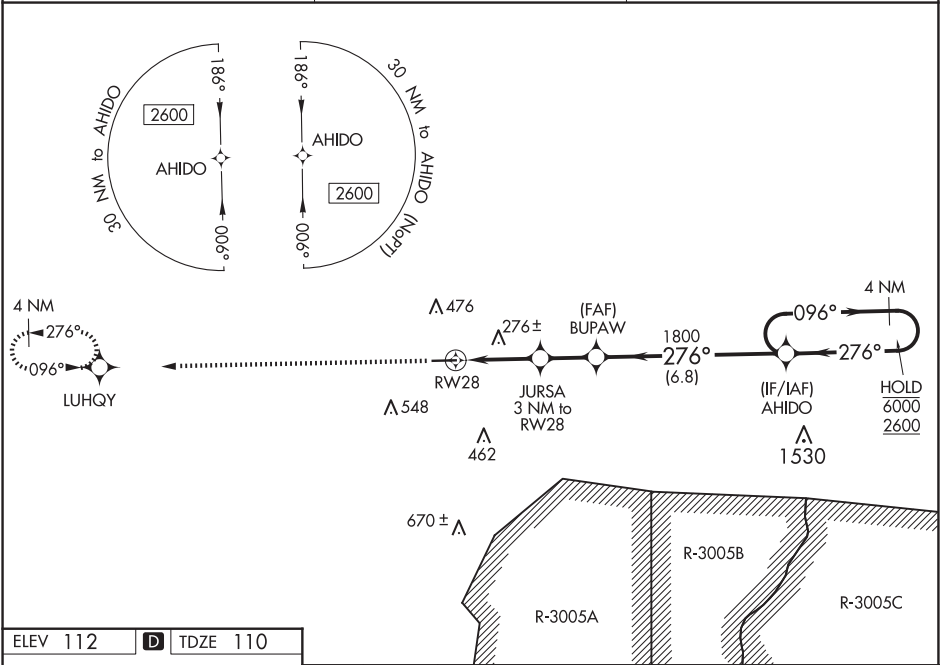


RNP APCH GPS.

Rwy 28 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 2600 direct LUHQY and hold.

|                          |   |  |
|--------------------------|---|--|
| AWOS-3<br><b>120.075</b> | JACKSONVILLE CENTER<br><b>132.925 363.2</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|---|--|



|          |          |          |
|----------|----------|----------|
| ELEV 112 | <b>D</b> | TDZE 110 |
|----------|----------|----------|

2600 LUHQY

↑

★

\*LNAV only.

276°

0.3% UP

5151 X 75

BUPAW

JURSA 3 NM to RW28

RW28

1800

1140\*

1800

276°

096°

4 NM Holding Pattern

6000

2600

GP 3.10° TCH 55

1.3

1.7 NM

2 NM

6.8 NM

2600 LUHQY

↑

★

\*LNAV only.

276°

0.3% UP

5151 X 75

| CATEGORY        | A                    | B                    | C                      | D                      |
|-----------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA          | 386-1                | 276 (300-1)          |                        |                        |
| LNAV/VNAV DA    | 403-1                | 293 (300-1)          |                        |                        |
| LNAV MDA        | 540-1                | 430 (500-1)          | 540-1¼                 | 430 (500-1¼)           |
| <b>CIRCLING</b> | 580-1<br>468 (500-1) | 780-1<br>668 (700-1) | 860-2¼<br>748 (800-1¼) | 860-2½<br>748 (800-2½) |

CLAXTON, GEORGIA

Amtd 1A 16JUN22

32°12'N-81°52'W

277

CLAXTON-EVANS COUNTY (C'WV)

**RNAV (GPS) RWY 28**



CLAYTON, ALABAMA

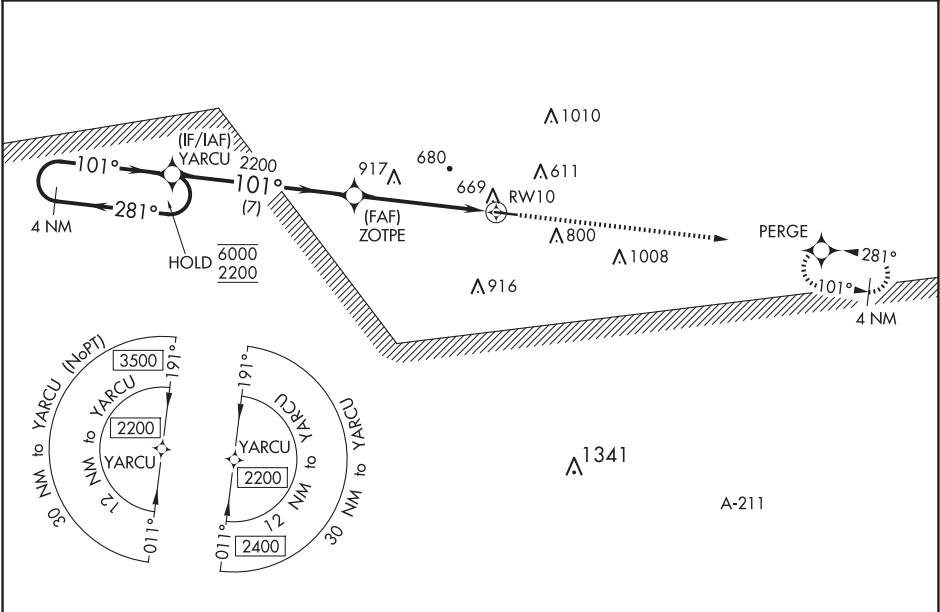
AL-6507 (FAA)

23166

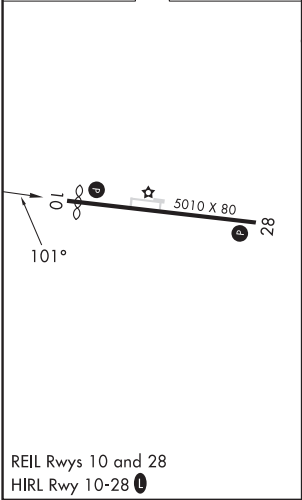
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53436</b><br><b>W10A</b> | APP CRS<br><b>101°</b> | Rwy Idg<br>TDZE <b>434</b><br>Apt Elev <b>435</b> |
|--|------------------------|---|

RNAV (GPS) RWY 10  
CLAYTON MUNI (11A)

|   |   |   |
|---|---|---|
| RNP APCH - GPS.   |   | MISSED APPROACH: Climb to 2200 direct PERGE and hold. |
|  Rwy 10 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA.<br> NA Use Eufaula altimeter setting; when not received, use Troy altimeter setting. |   |   |
| EUF ASOS<br><b>128,325</b>  | CAIRNS APP CON ★<br><b>121.1 319.25</b> | CTAF<br><b>122.90</b>                                 |



|                 |                 |
|-----------------|-----------------|
| ELEV <b>435</b> | TDZE <b>434</b> |
|-----------------|-----------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 30).

4 NM Holding Pattern YARCU ZOTPE 2200

6000 ← 281° 101° → 2200

GP 3.00° TCH 40

7 NM 5.5 NM

RW10

| CATEGORY     | A                     | B                       | C                       | D                       |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA       | 781-1 347 (400-1)     |                         |                         |                         |
| LNAV/VNAV DA | 1115-2½ 681 (700-2½)  |                         |                         |                         |
| LNAV MDA     | 1180-1<br>746 (800-1) | 1180-1¼<br>746 (800-1¼) | 1180-2 746 (800-2)      |                         |
| CIRCLING     | 1180-1<br>745 (800-1) | 1180-1¼<br>745 (800-1¼) | 1180-2¼<br>745 (800-2¼) | 1300-2¾<br>865 (900-2¾) |

REIL Rwy 10 and 28  
HIRL Rwy 10-28

CLAYTON, ALABAMA  
Orig-E 15JUN23

31°53'N-85°29'W

CLAYTON MUNI (11A)  
RNAV (GPS) RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

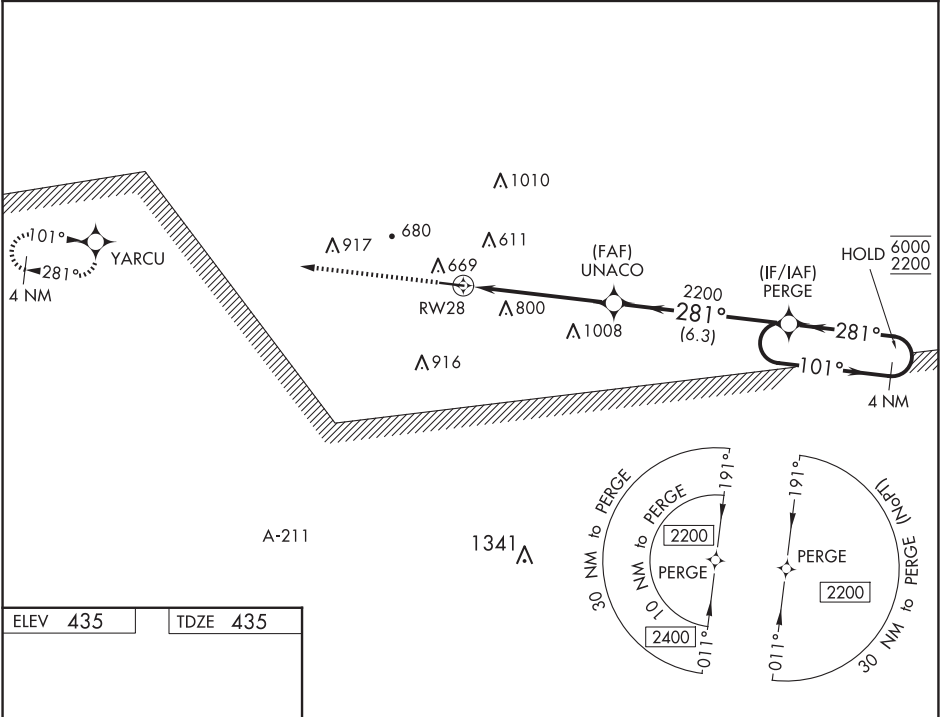
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>82536</b><br><b>W28A</b> | APP CRS<br><b>281°</b> | Rwy Idg<br>TDZE <b>435</b><br>Apt Elev <b>435</b> | <b>5010</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 28






CLAYTON MUNI (11A)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  | MISSED APPROACH:<br>Climb to 2200 direct<br>YARCU and hold. |
| ▼ Rwy 28 helicopter visibility reduction below ¾ SM NA. Use Eufaula altimeter setting;<br>▲ NA when not received, use Troy altimeter setting. |  |   |

|                            |   |                       |
|----------------------------|---|-----------------------|
| EUF ASOS<br><b>128.325</b> | CAIRNS APP CON ★<br><b>121.1 319.25</b> | CTAF<br><b>122.90</b> |
|----------------------------|---|-----------------------|



|                                      |                 |
|--------------------------------------|-----------------|
| ELEV <b>435</b>                      | TDZE <b>435</b> |
| REIL Rwy 10 and 28<br>HIRL Rwy 10-28 |                 |

|   |  |   |  |   |  |
|---|--|---|--|---|--|
| 2200  |  | YARCU   |  | VGS and descent angles not coincident<br>(VGS Angle 3.75/TCH 37).                   |  |
|  |  |  |  |   |  |
|   |  | UNACO   |  | PERGE   |  |
|   |  |   |  | 4 NM<br>Holding Pattern   |  |
|  |  |  |  |  |  |
|   |  | 281°  |  | 101° → 6000<br>← 281° 2200  |  |
|   |  | 3.00°<br>TCH 37   |  |   |  |
|   |  | 5.4 NM  |  | 6.3 NM  |  |
| CATEGORY  |  | A   |  | B   |  |
| LP MDA  |  | 1140-1 705 (800-1)  |  | 1140-2 705 (800-2)  |  |
| LNAV MDA  |  | 1140-1 705 (800-1)  |  | 1140-2 705 (800-2)  |  |
| CIRCLING  |  | 1180-1 745 (800-1)  |  | 1180-2¼ 745 (800-2¼)<br>1300-2¾ 865 (900-2¾)  |  |

SE-4, 07 AUG 2025 to 02 OCT 2025

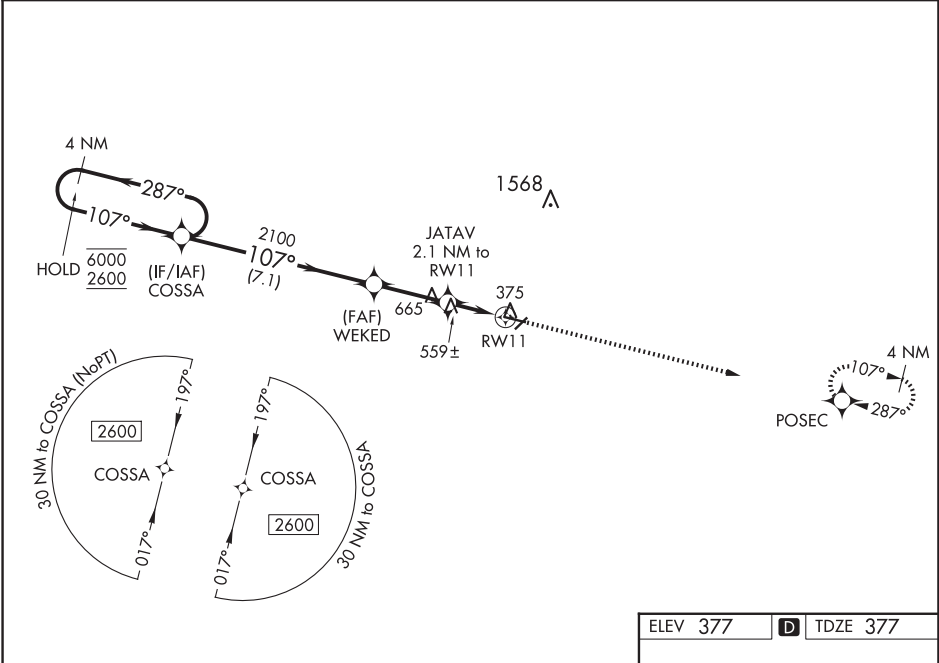
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82521</b><br><b>W11A</b> | APP CRS<br><b>107°</b> | Rwy Idg<br>TDZE <b>377</b><br>Apt Elev <b>377</b> |
|--|------------------------|---|

RNAV (GPS) RWY 11

COCHRAN (48A)

|  |                                  |   |
|--|----------------------------------|---|
| RNP APCH - GPS.  |                                  | MISSED APPROACH: Climb to 2600 direct POSEC and hold. |
| <div><div><div></div><div></div></div><div>Rwy 11 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.<br/>Straight-in Rwy 11 NA at night, Circling Rwy 5, 11 and 23 NA at night.</div></div> |                                  |   |
| AWOS-3PT<br>120.975  | ATLANTA APP CON ★<br>124.2 279.6 | UNICOM<br>122.8 (CTAF) 0                              |



|                            |                   |  |                           |                   |       |
|----------------------------|-------------------|--|---------------------------|-------------------|-------|
| 4 NM Holding Pattern       |                   | VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 45). |                           | 2600              | POSEC |
| 6000 ← 287°<br>2600 → 107° |                   | COSSA  |                           | ↑                 |       |
| GP 3.25°<br>TCH 54         |                   | WEKED  |                           | ↓                 |       |
| 2100                       |                   | JATAV 2.1 NM to RW11   |                           | 1160              |       |
| 7.1 NM                     |                   | 2.7 NM   |                           | 2.1 NM            |       |
| CATEGORY                   | A                 | B  | C                         | D                 |       |
| LPV DA                     | 678-1 301 (400-1) |  |                           |                   |       |
| LNAV/VNAV DA               | 690-1 313 (400-1) |  |                           |                   |       |
| LNAV MDA                   | 820-1 443 (500-1) | 820-1 3/8 443 (500-1 3/8)  |                           |                   |       |
| CIRCLING                   | 820-1 443 (500-1) | 860-1 483 (500-1)  | 980-1 3/4 603 (700-1 3/4) | 980-2 603 (700-2) |       |

4400 X 75

1.0% UP

0.3% UP

107°

29

20

MIRL Rwy 11-29 0

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>86319</b><br><b>W29A</b> | APP CRS<br><b>287°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4400</b><br><b>358</b><br><b>377</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 29  
COCHRAN (48A)

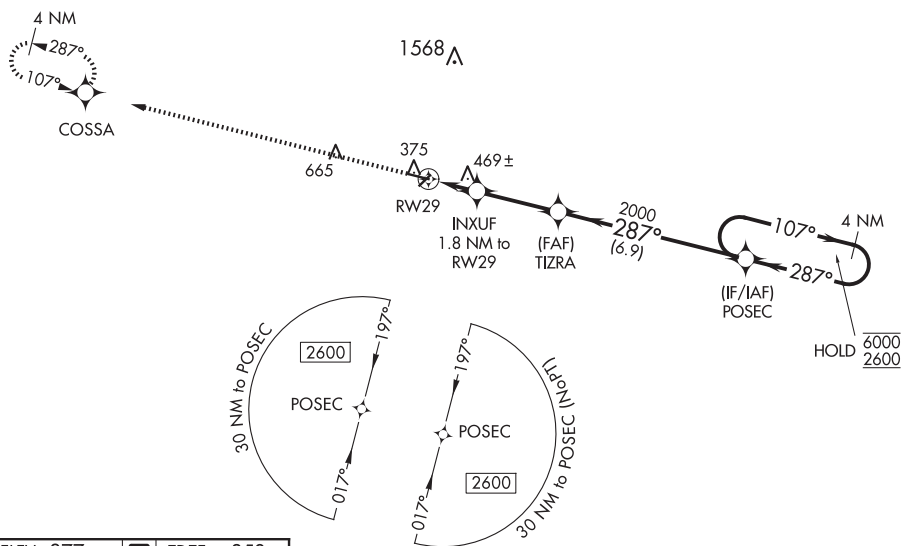
COCHRAN (48A)

RNP APCH - GPS.

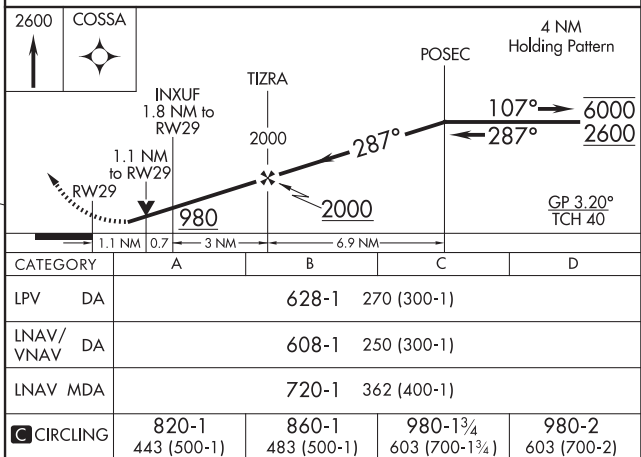
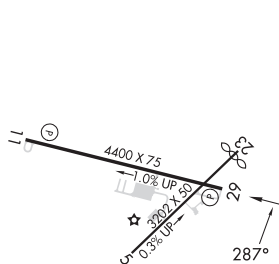
**T** Circling Rwy 5, 11 and 23 NA at night. Rwy 29 helicopter visibility reduction  
**A** below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below -15°C or above 54°C.

**MISSED APPROACH:** Climb to 2600 direct COSSA and hold.

|                            |   |  |
|----------------------------|---|--|
| AWOS-3PT<br><b>120.975</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|----------------------------|---|--|



|          |          |          |
|----------|----------|----------|
| ELEV 377 | <b>D</b> | TDZE 358 |
|----------|----------|----------|



COCHRAN, GEORGIA  
Amdt 2 24MAR22

32°24'N-83°17'W

COCHRAN (48A)

RNAV (GPS) RWY 29



COLUMBUS, GEORGIA

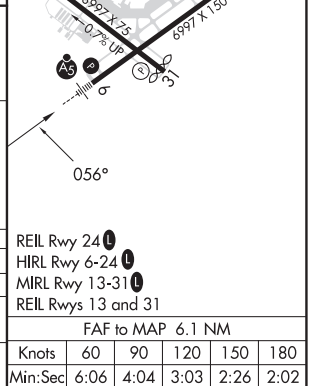
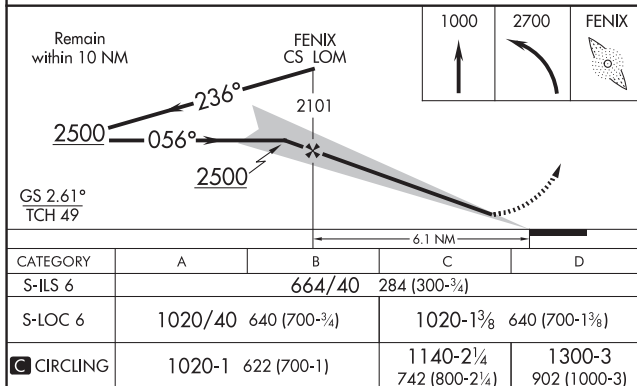
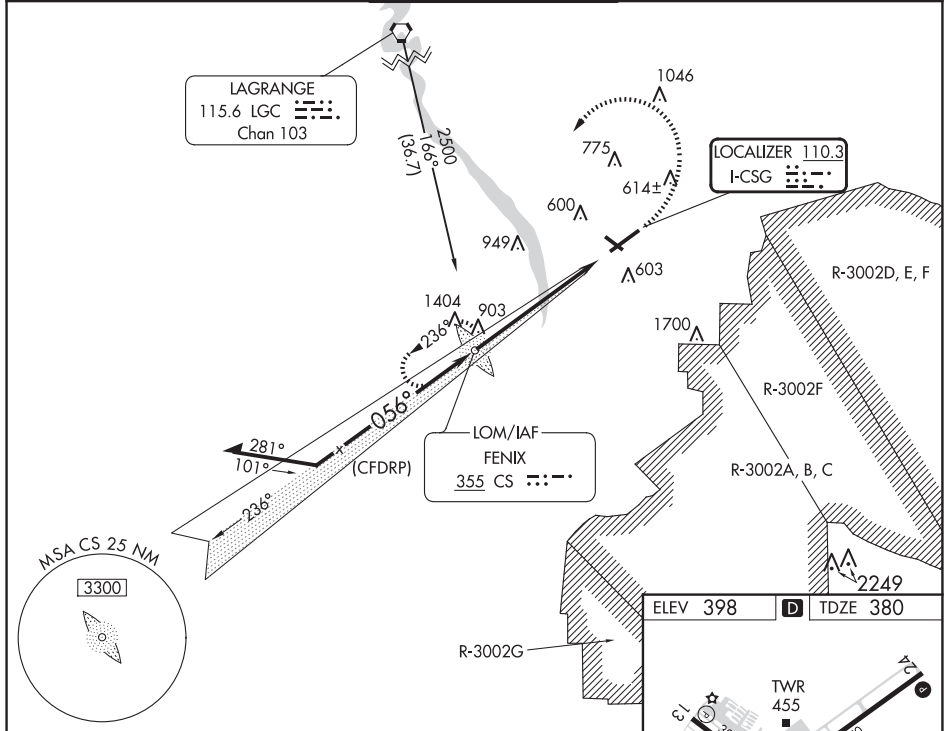
AL-636 (FAA)

24361

|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-CSG<br><b>110.3</b> | APP CRS<br><b>056°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>6997</b><br><b>380</b><br><b>398</b> |
|---------------------------|------------------------|--|

# ILS or LOC RWY 6 COLUMBUS (CSG)

|   |   |   |  |                         |
|---|---|---|--|-------------------------|
| ADF or RADAR required.  |   |  | MISSED APPROACH: Climb to 1000, then climbing left turn to 2700 direct FENIX LOM and hold, continue climb-in-hold to 2700. |                         |
|  Circling to Rwy 13, 24 and 31 NA at night. Autopilot coupled approach Rwy 6 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 06 all Cats visibility to RVR 4500. For inop ALS, increase S-LOC 06 Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1¾ SM. |   |   |  |                         |
| ATIS<br><b>127.75</b>   | ATLANTA APP CON ★<br><b>125.5 323.1</b> | COLUMBUS TOWER ★<br><b>120.1 (CTAF) 257.8</b>                                     | GND CON<br><b>121.9 348.6</b>  | UNICOM<br><b>122.95</b> |



COLUMBUS, GEORGIA  
Amdt 26 23FEB23

32°31'N-84°56'W

COLUMBUS (CSG)  
ILS or LOC RWY 6

SE-4, 07 AUG 2025 to 02 OCT 2025

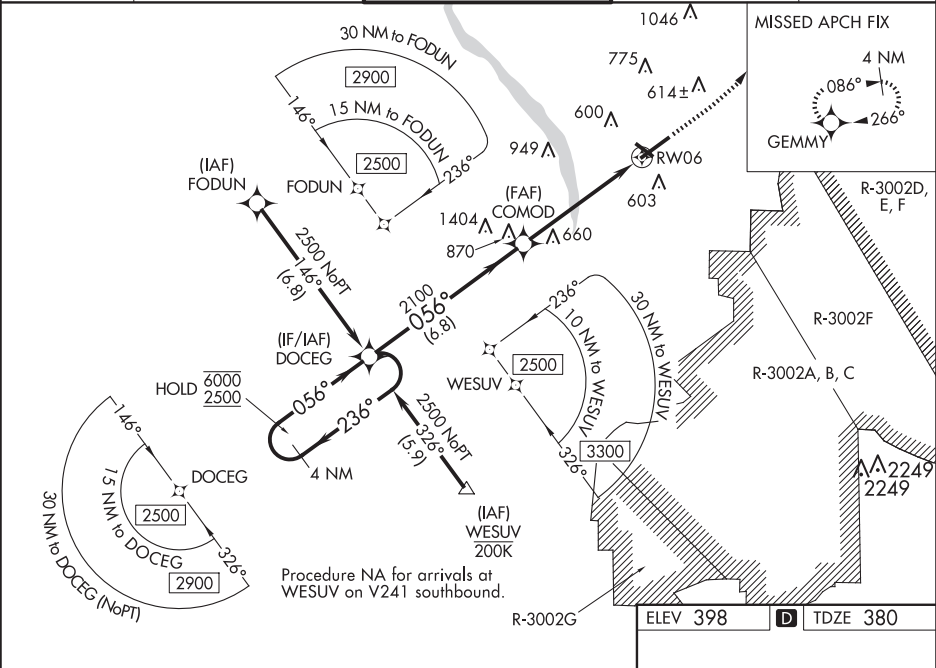
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40001</b><br><b>W06A</b> | APP CRS<br><b>056°</b> | Rwy Idg <b>6997</b><br>TDZE <b>380</b><br>Apt Elev <b>398</b> |
|--|------------------------|---|

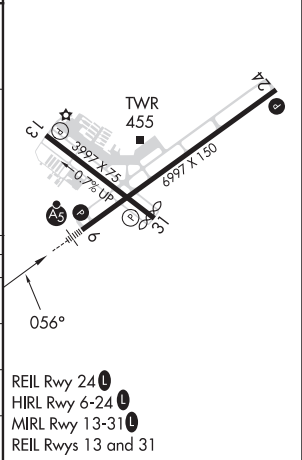
RNAV (GPS) RWY 6

COLUMBUS (CSG)

|  |                                  |  |  |                  |   |  |
|--|----------------------------------|--|--|------------------|---|--|
| RNP APCH - GPS.  |                                  |  | <div>MALSR</div> <div><div><div></div><div></div><div></div></div></div> |                  | MISSED APPROACH: Climb to 900, then climbing left turn to 2500 direct GEMMY and hold. |  |
| <div><div></div><div></div></div> Circling to Rwy 13, 31 and 24 NA at night. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D visibility to 1 $\frac{1}{2}$ SM. |                                  |  |  |                  |   |  |
| ATIS<br>127.75   | ATLANTA APP CON ★<br>125.5 323.1 | COLUMBUS TOWER ★<br>120.1 (CTAF) 0 257.8 | GND CON<br>121.9 348.6   | UNICOM<br>122.95 |   |  |



|  |        |             |                         |                        |
|--|--------|-------------|-------------------------|------------------------|
| VGSi and RNAV glidepath not coincident (VGSi Angle 2.61/TCH 48). |        | 900         | 2500                    | GEMMY                  |
| 4 NM Holding Pattern   |        |             |                         |                        |
| DOCEG  |        |             |                         |                        |
| 6000 ← 236°  |        |             |                         |                        |
| 2500 → 056°  |        |             |                         |                        |
| GP 3.00° TCH 50  |        |             |                         |                        |
| COMOD  |        |             |                         |                        |
| 2100   |        |             |                         |                        |
| 1.9 NM to RW06   |        |             |                         |                        |
| RW06   |        |             |                         |                        |
| 6.8 NM   |        |             |                         |                        |
| 3.4 NM   |        |             |                         |                        |
| 1.9 NM   |        |             |                         |                        |
| CATEGORY   | A      | B           | C                       | D                      |
| LPV DA   |        | 659/40      | 279 (300-¾)             |                        |
| LNAV/VNAV DA   |        | 832/45      | 452 (500-¾)             |                        |
| LNAV MDA   | 960/40 | 580 (600-¾) | 960-1¼                  | 580 (600-1¼)           |
| CIRCLING   | 960-1  | 562 (600-1) | 1140-2¼<br>742 (800-2¼) | 1300-3<br>902 (1000-3) |



COLUMBUS, GEORGIA

AL-636 (FAA)

24361

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3907</b> |
| <b>129°</b> | TDZE     | <b>398</b>  |
|             | Apt Elev | <b>398</b>  |

# RNAV (GPS) RWY 13

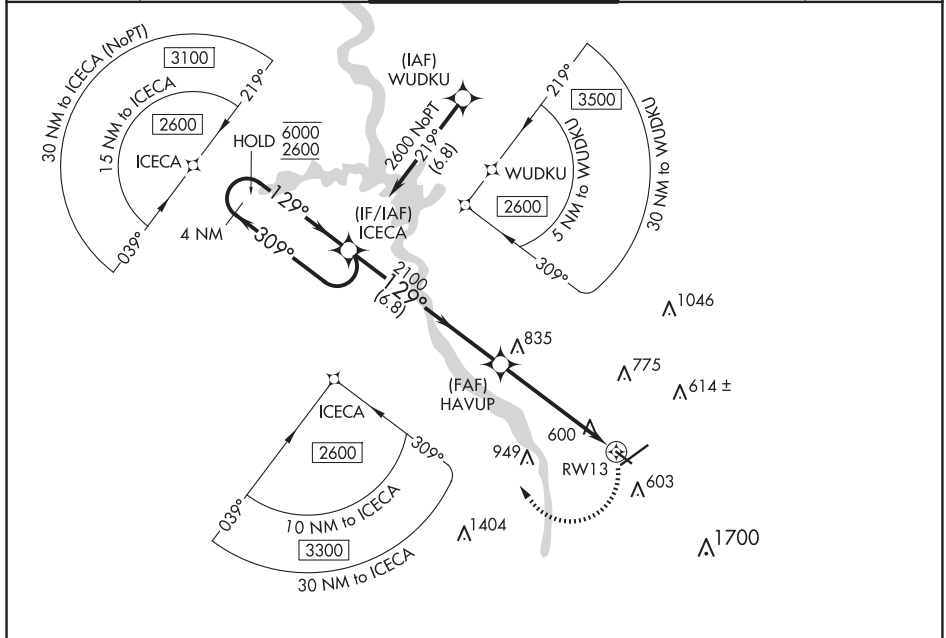
COLUMBUS (CSG)

RNP APCH - GPS.

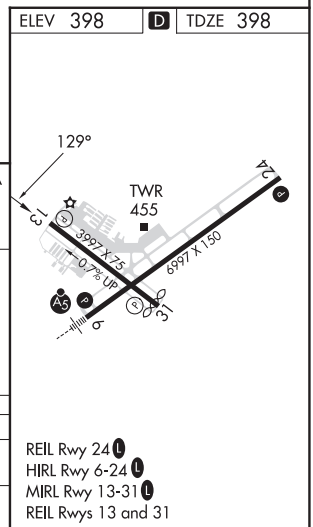
**⚠** Circling to Rwy 13, 31 and 24 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Rwy 13 Straight-in minimums NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct ICECA and hold.

|                       |   |   |                               |                         |
|-----------------------|---|---|-------------------------------|-------------------------|
| ATIS<br><b>127.75</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | COLUMBUS TOWER ★<br><b>120.1 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|---|-------------------------------|-------------------------|



|                      |        |  |  |                            |       |
|----------------------|--------|--|--|----------------------------|-------|
| 4 NM Holding Pattern |        | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36). |  | 2600                       | ICECA |
| ICECA                |        | HAVUP  |  | RWY 13                     |       |
| 6000<br>2600         |        | 2100   |  | 3.00°<br>TCH 50            |       |
| 309°                 |        | 129°   |  | 6.8 NM                     |       |
|                      |        |  |  | 5.2 NM                     |       |
| CATEGORY             | A      | B  | C  | D                          |       |
| LNAB MDA             | 1040-1 | 642 (700-1)  | 1040-1 $\frac{7}{8}$                               | 642 (700-1 $\frac{7}{8}$ ) |       |
| <b>C</b> CIRCLING    | 1040-1 | 642 (700-1)  | 1140-2 $\frac{1}{4}$<br>742 (800-2 $\frac{1}{4}$ ) | 1300-3<br>902 (1000-3)     |       |



COLUMBUS, GEORGIA

Amdt 1A 10AUG23

32°31'N-84°56'W

# RNAV (GPS) RWY 13

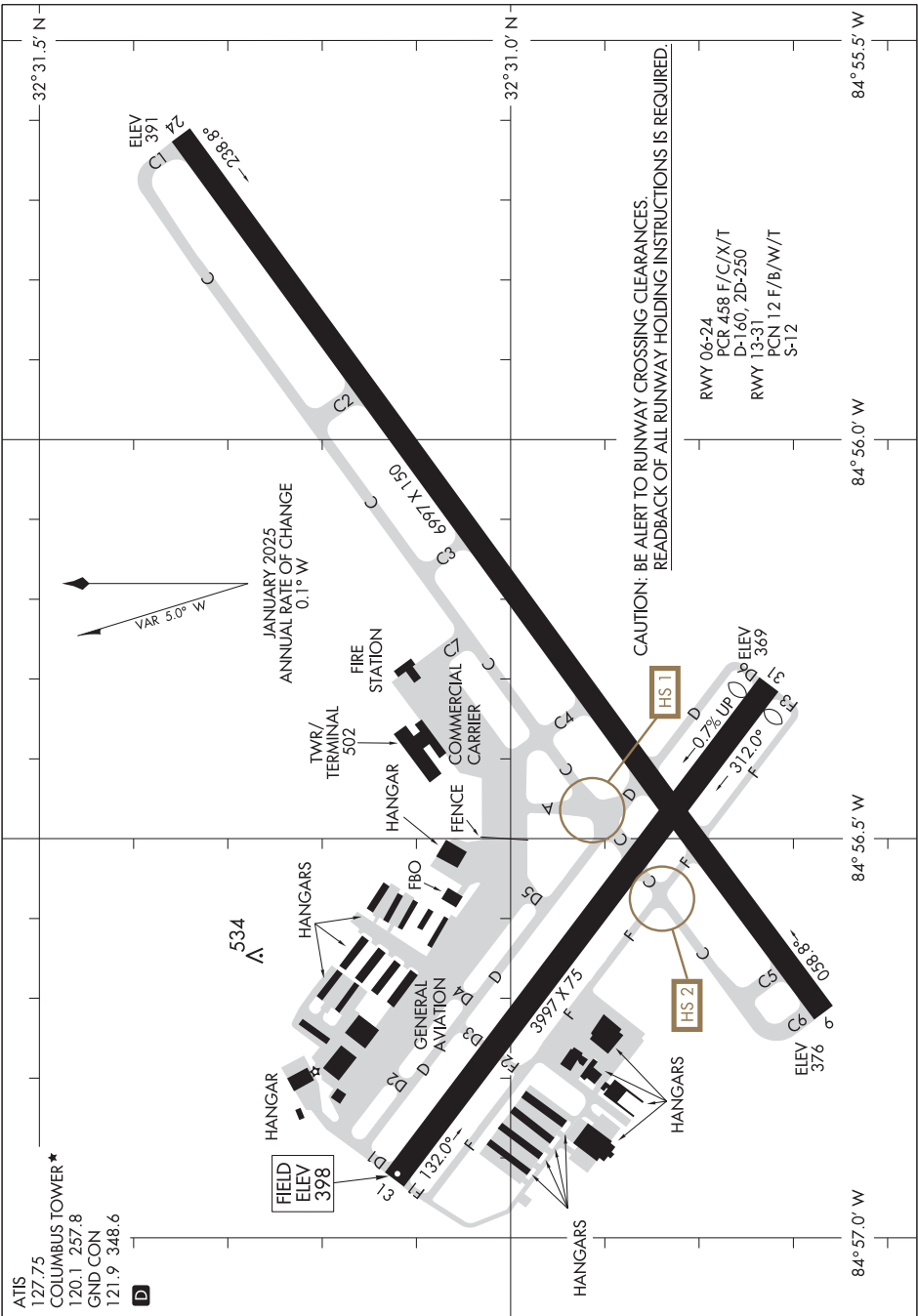
COLUMBUS (CSG)

REIL Rwy 24 **1**  
HIRL Rwy 6-24 **1**  
MIRL Rwy 13-31 **1**  
REIL Rws 13 and 31





SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40106</b><br><b>W06A</b> | APP CRS<br><b>056°</b> | Rwy Idg <b>4882</b><br>TDZE <b>310</b><br>Apt Elev <b>310</b> |
|--|------------------------|---|

RNAV (GPS) RWY 6  
CRISP COUNTY-CORDELE (CKF)

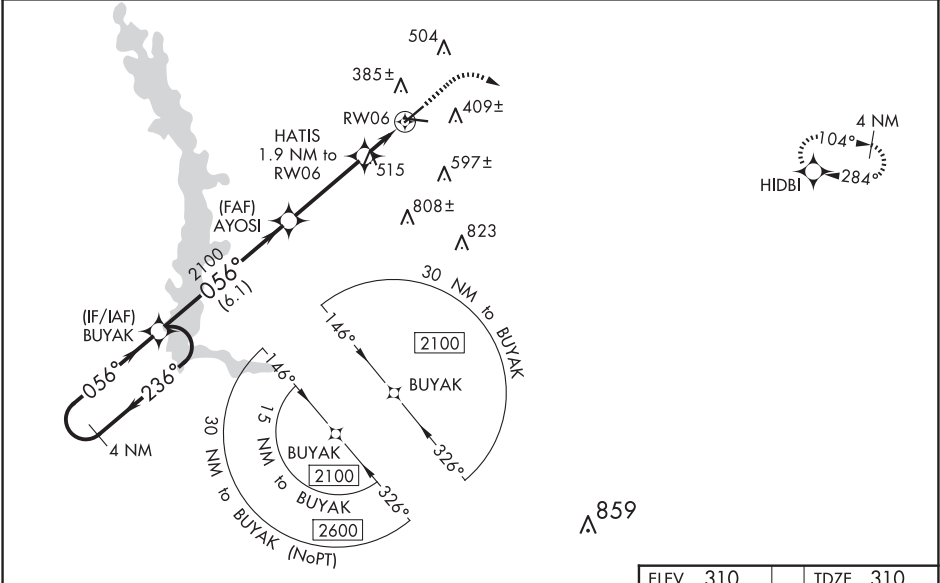
RNP APCH-GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 6 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 direct HIDBI and hold.

|                            |  |  |
|----------------------------|--|--|
| AWOS-3PT<br><b>119.325</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>123.050</b> (CTAF) <b>0</b> |
|----------------------------|--|--|



4 NM Holding Pattern

BUYAK

AYOSI

HATIS

RW06

GP 3.00° TCH 52

2100

2100

2100

800

2100

HIDBI

\*LNAV only.

\*1.3 NM to RW06

\*960

6.1 NM

3.6 NM

0.6

1.3

| CATEGORY     | A                 | B                    | C                    | D |
|--------------|-------------------|----------------------|----------------------|---|
| LPV DA       | 573-1 263 (300-1) |                      |                      |   |
| LNAV/VNAV DA | 647-1 337 (300-1) |                      |                      |   |
| LNAV MDA     | 780-1 470 (500-1) | 780-1¾ 470 (500-1¾)  |                      |   |
| CIRCLING     | 820-1 510 (600-1) | 1080-2¼ 770 (800-2¼) | 1160-2¾ 850 (900-2¾) |   |

ELEV 310 TDZE 310

MIRL Rwy 10-28 **0**  
REIL Rwy 10 and 28 **0**

CORDELE, GEORGIA

AL-5355 (FAA)

24361

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>57905</b><br><b>W10A</b> | APP CRS<br><b>103°</b> | Rwy Idg <b>5001</b><br>TDZE <b>308</b><br>Apt Elev <b>310</b> |
|--|------------------------|---|

RNAV (GPS) RWY 10

CRISP COUNTY-CORDELE (CKF)

RNP APCH-GPS.

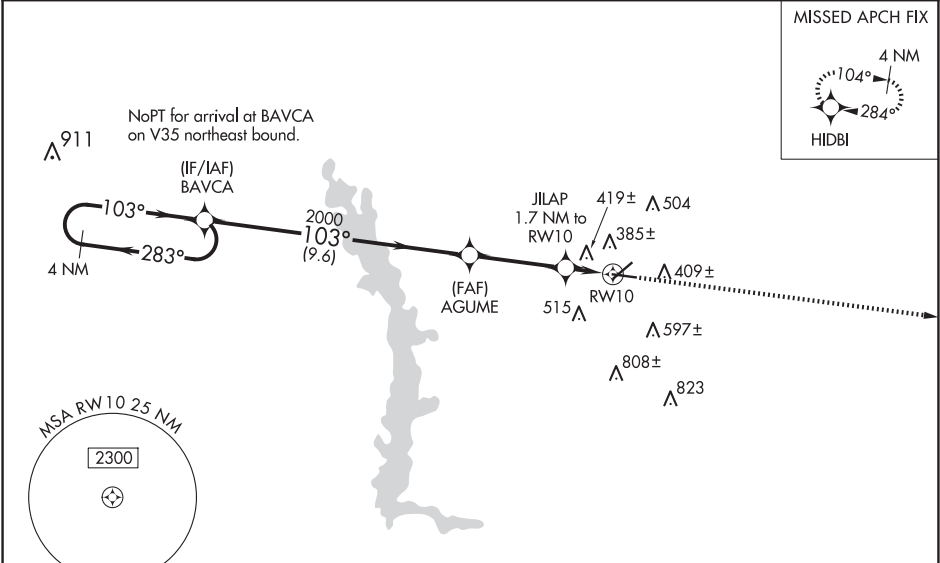
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling Rwy 28 NA at night. Inop table does not apply to LPV and LNAV all Cats. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1½ SM.

ODALS

MISSED APPROACH: Climb to 2100 direct HIDBI and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.325</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>123.050</b> (CTAF) |
|----------------------------|--|---------------------------------|



ELEV 310

TDZE 308

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

2100

HIDBI

\*LNAV only.

| CATEGORY      | A                 | B | C                       | D                       |
|---------------|-------------------|---|-------------------------|-------------------------|
| LPV DA        | 612-1             |   | 304 (400-1)             |                         |
| LNAV/ VNAV DA | 726-1¼            |   | 418 (300-1¼)            |                         |
| LNAV MDA      | 680-1             |   | 372 (400-1)             |                         |
| CIRCLING      | 820-1 510 (600-1) |   | 1080-2¼<br>770 (800-2¼) | 1160-2¾<br>850 (900-2¾) |

MIRL Rwy 10-28

REIL Rwy 10 and 28

CORDELE, GEORGIA  
Amdt 1B 08SEP22

31°59'N-83°46'W

CRISP COUNTY-CORDELE (CKF)

RNAV (GPS) RWY 10

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90206</b><br><b>W24A</b> | APP CRS<br><b>236°</b> | Rwy Idg <b>4868</b><br>TDZE <b>308</b><br>Apt Elev <b>310</b> |
|--|------------------------|---|

RNAV (GPS) RWY 24

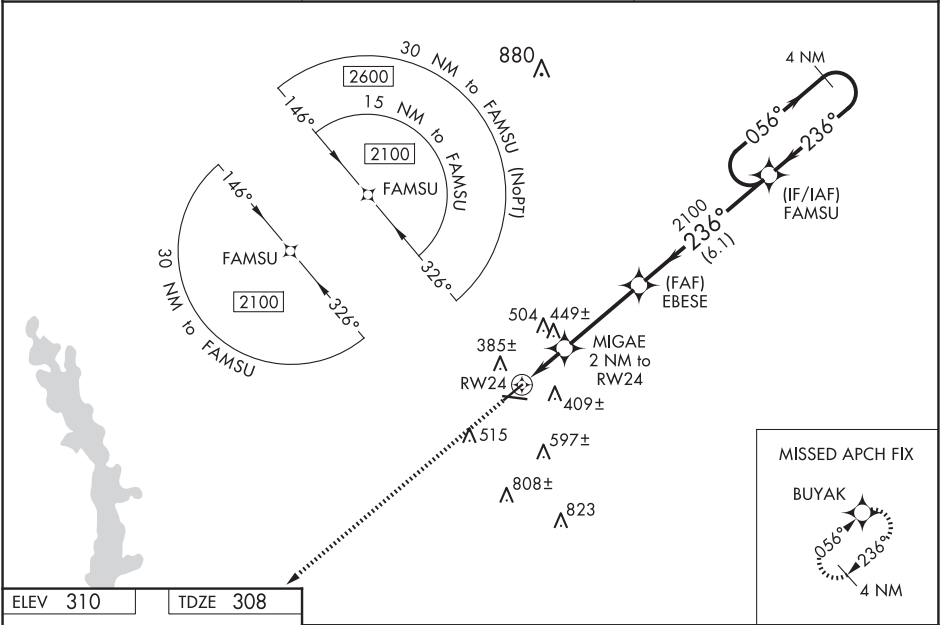
CRISP COUNTY-CORDELE (CKF')

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 6, 24, 28 NA at night.

MISSED APPROACH: Climb to 2100 direct BUYAK and hold.

|                            |  |                                   |
|----------------------------|--|-----------------------------------|
| AWOS-3PT<br><b>119,325</b> | JACKSONVILLE CENTER<br><b>125.75 363,075</b> | UNICOM<br><b>123,050 (CTAF) 1</b> |
|----------------------------|--|-----------------------------------|



2100 BUYAK

\*LNAV only.

RW24

MIGAE 2 NM to RW24

EBESE 2100

FAMSU

236°

2100

056°

2100

GP 3.00° TCH 45

| CATEGORY     | A                 | B | C                    | D                    |
|--------------|-------------------|---|----------------------|----------------------|
| LPV DA       | 583-1             |   | 275 (300-1)          |                      |
| LNAV/VNAV DA | 584-1             |   | 276 (300-1)          |                      |
| LNAV MDA     | 700-1 392 (400-1) |   | 700-1½ 392 (400-1½)  |                      |
| CIRCLING     | 820-1 510 (600-1) |   | 1080-2¼ 770 (800-2¼) | 1160-2¾ 850 (900-2¾) |

MIRL Rwy 10-28 1  
REIL Rwy 10 and 28 1

CORDELE, GEORGIA

AL-5355 (FAA)

24361

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99305</b><br><b>W28A</b> | APP CRS<br><b>284°</b> | Rwy Idg <b>5001</b><br>TDZE <b>309</b><br>Apt Elev <b>310</b> |
|--|------------------------|---|

RNAV (GPS) RWY 28

CRISP COUNTY-CORDELE (CKF)

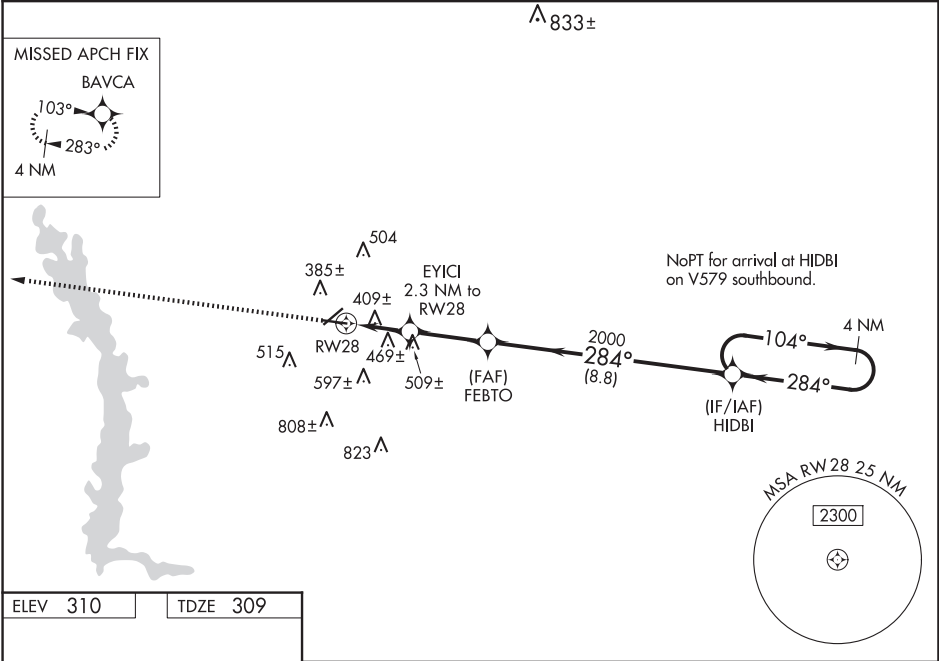
RNP APCH-GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 direct BAVCA and hold.

|                            |  |  |
|----------------------------|--|--|
| AWOS-3PT<br><b>119.325</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>123.050</b> (CTAF) <b>1</b> |
|----------------------------|--|--|



ELEV 310

TDZE 309

2000

BAVCA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 45).

4 NM Holding Pattern

\*LNAV only.

EYICI 2.3 NM to RW28

FEBTO

HIDBI

1080\*

2000

2100

GP 3.00° TCH 55

2.3 NM

2.8 NM

8.8 NM

| CATEGORY     | A                   | B           | C                       | D                       |
|--------------|---------------------|-------------|-------------------------|-------------------------|
| LPV DA       | 669-1½ 360 (400-1½) |             |                         |                         |
| LNAV/VNAV DA | 769-1½ 460 (500-1½) |             |                         |                         |
| LNAV MDA     | 720-1               | 411 (500-1) | 720-1½                  | 411 (500-1½)            |
| CIRCLING     | 820-1               | 510 (600-1) | 1080-2¼<br>770 (800-2¼) | 1160-2¾<br>850 (900-2¾) |

CORDELE, GEORGIA  
Amdt 1B 08SEP22

31°59'N-83°46'W

CRISP COUNTY-CORDELE (CKF)

RNAV (GPS) RWY 28

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|                           |                        |                        |
|---------------------------|------------------------|------------------------|
| LOC I-CKF<br><b>108.9</b> | APP CRS<br><b>104°</b> | Rwy Idg<br><b>5001</b> |
|                           | TDZE<br><b>308</b>     |                        |
|                           | Apt Elev<br><b>310</b> |                        |

LOC RWY 10  
CRISP COUNTY-CORDELE (CKF)

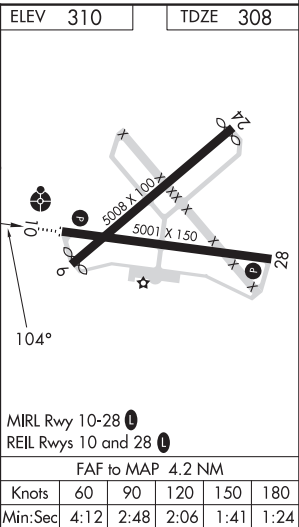
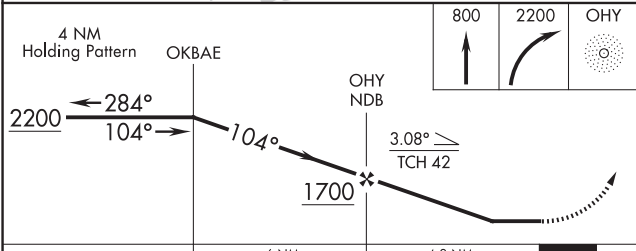
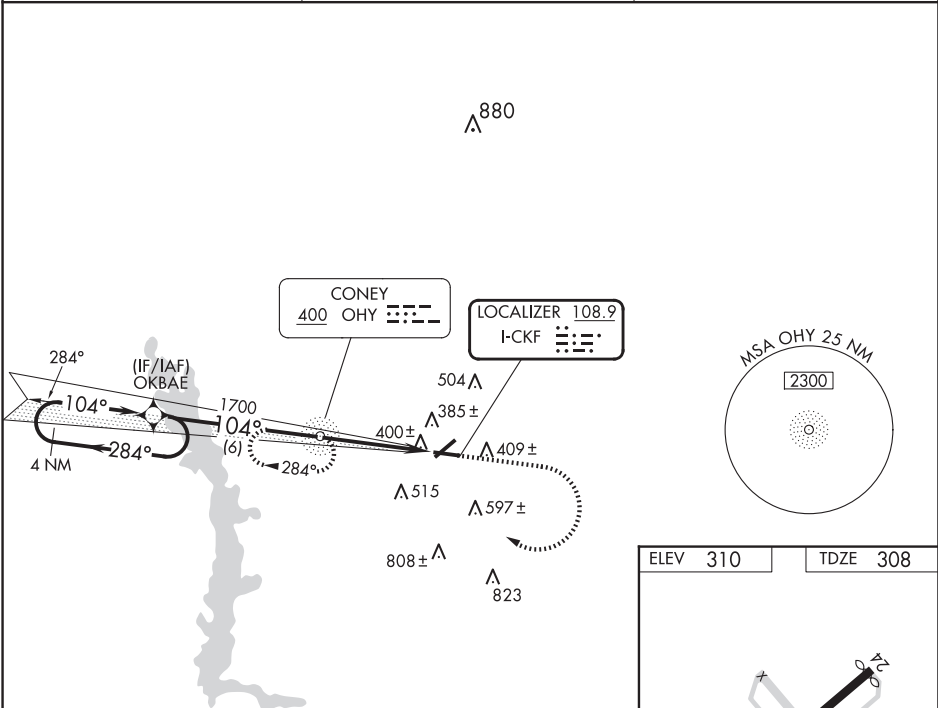
RNP APCH-GPS or RADAR required.

**⚠** Rwy 10 helicopter visibility reduction below 1 SM NA. ADF required.  
**⚠** NA Circling Rwy 28 NA at night. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 100 feet and increase S-10 Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM. Inop table does not apply to S-10. Inop table does not apply to S-10 Cat A/B when using Albany altimeter setting. For inop ALS, when using Albany altimeter setting increase S-10 Cat C/D visibility to 1 3/8 SM.



**MISSED APPROACH:** Climb to 800 then climbing right turn to 2200 direct OHY NDB and hold, continue climb-in-hold to 2200.

|                            |  |                                   |
|----------------------------|--|-----------------------------------|
| AWOS-3PT<br><b>119.325</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>123.050 (CTAF) 1</b> |
|----------------------------|--|-----------------------------------|



| CATEGORY | A     | B           | C                             | D                             | MRL Rwy 10-28     | REIL Rwy 10 and 28       |
|----------|-------|-------------|-------------------------------|-------------------------------|-------------------|--------------------------|
| S-10     |       | 660-1       | 352 (400-1)                   |                               |                   |                          |
| CIRCLING | 820-1 | 510 (600-1) | 1080-2 1/4<br>770 (800-2 1/4) | 1160-2 3/4<br>850 (900-2 3/4) | FAF to MAP 4.2 NM |                          |
|          |       |             |                               |                               | Knots             | 60 90 120 150 180        |
|          |       |             |                               |                               | Min:Sec           | 4:12 2:48 2:06 1:41 1:24 |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

CORNELIA, GEORGIA

AL-6074 (FAA)

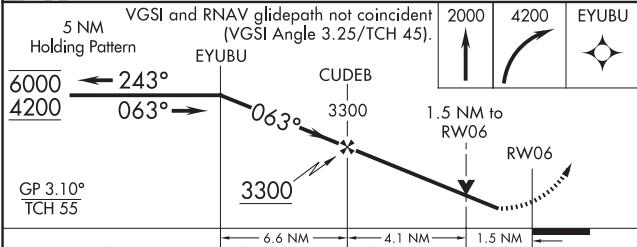
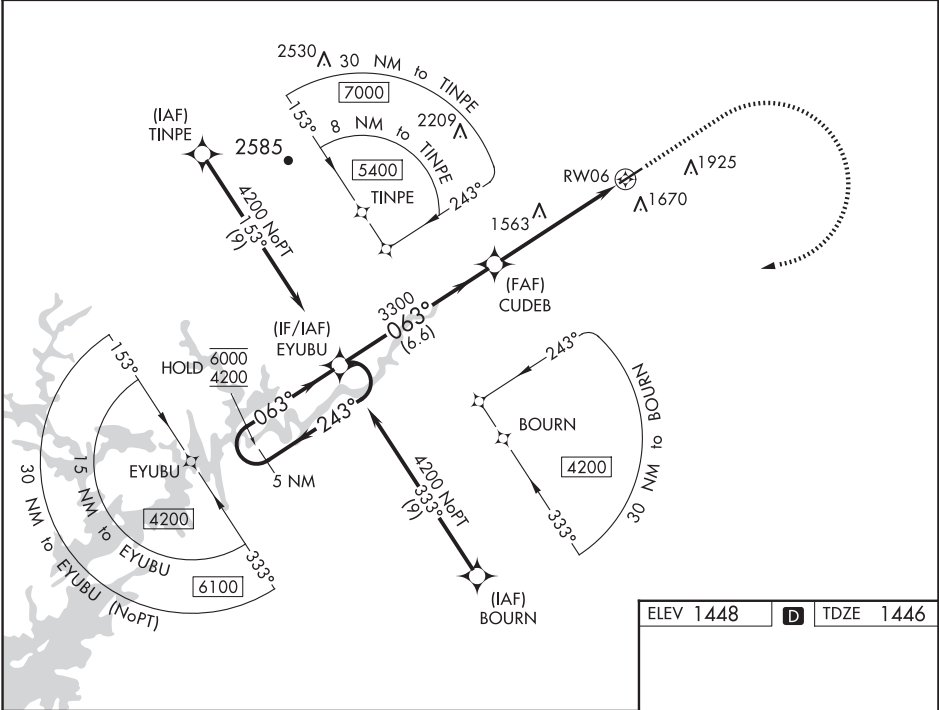
22083

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50321</b><br><b>W06A</b> | APP CRS<br><b>063°</b> | Rwy Idg <b>4111</b><br>TDZE <b>1446</b><br>Apt Elev <b>1448</b> |
|--|------------------------|---|

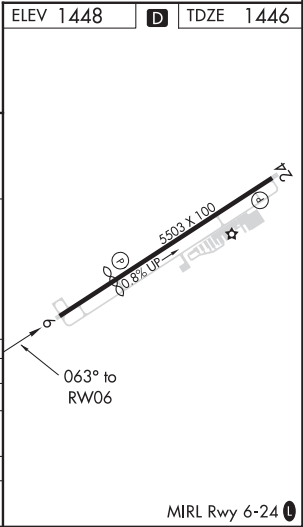
**RNAV (GPS) RWY 6**  
HABERSHAM COUNTY (AJR)

|  |  |
|--|--|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct EYUBU and hold. |
| ⚠ Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. |  |

|                          |                                       |                                 |
|--------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>119.175</b> | ATLANTA CENTER<br><b>134.8 379.95</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---------------------------------------|---------------------------------|



| CATEGORY     | A                     | B                       | C                       | D                       |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA       |                       | 1710-7/8                | 264 (300-7/8)           |                         |
| LNAV/VNAV DA |                       | 1824-1                  | 378 (400-1)             |                         |
| LNAV MDA     | 1980-1                | 534 (600-1)             | 1980-1½                 | 534 (600-1½)            |
| CIRCLING     | 2100-1<br>652 (700-1) | 2280-1¼<br>832 (900-1¼) | 2280-2½<br>832 (900-2½) | 2280-2¾<br>832 (900-2¾) |



CORNELIA, GEORGIA  
Amdt 2 27JAN22

34°30'N-83°33'W

HABERSHAM COUNTY (AJR)  
**RNAV (GPS) RWY 6**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



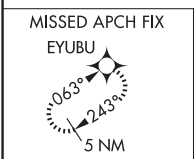
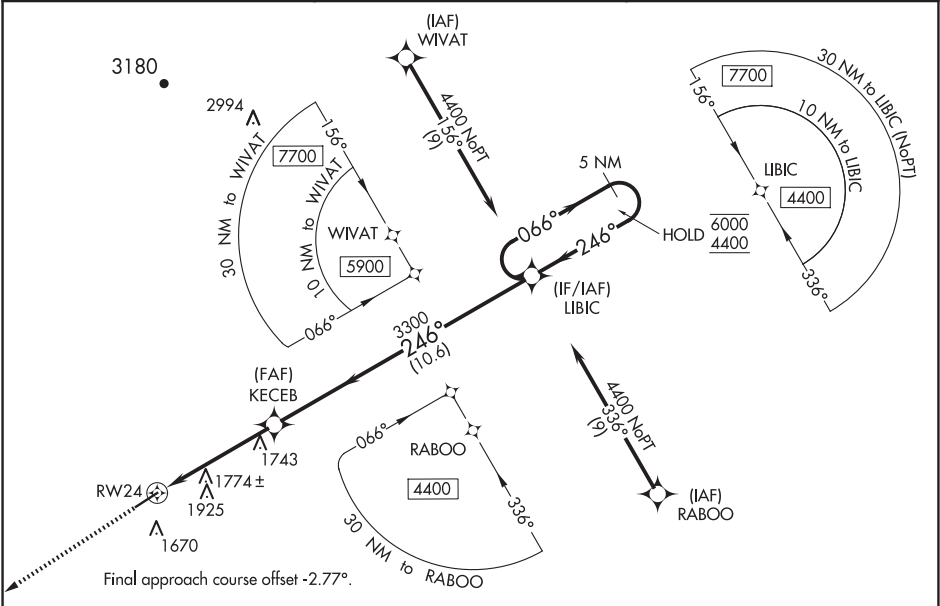
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>49121</b><br><b>W24A</b> | APP CRS<br><b>246°</b> | Rwy Idg <b>5503</b><br>TDZE <b>1448</b><br>Apt Elev <b>1448</b> |
|--|------------------------|---|

RNAV (GPS) RWY 24

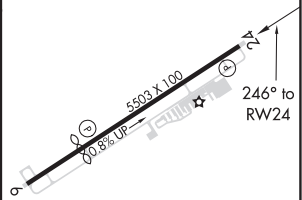
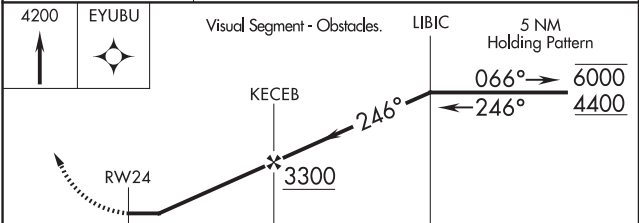
HABERSHAM COUNTY(AJR)

|   |   |
|---|---|
| RNP APCH - GPS.   |   |
| <div><div><div></div><div></div></div><div>Rwy 24 helicopter visibility reduction below 1 SM NA.<br/>Procedure NA at night.</div></div> | MISSED APPROACH: Climb to 4200 direct EYUBU and hold. |

|                          |                                       |                                 |
|--------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>119.175</b> | ATLANTA CENTER<br><b>134.8 379.95</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---------------------------------------|---------------------------------|



|           |          |           |
|-----------|----------|-----------|
| ELEV 1448 | <b>D</b> | TDZE 1448 |
|-----------|----------|-----------|



| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LP MDA   | 2000-1                | 552 (600-1)             | 2000-1½                 | 552 (600-1½)            |
| LNAV MDA | 2040-1                | 592 (600-1)             | 2040-1¾                 | 592 (600-1¾)            |
| CIRCLING | 2100-1<br>652 (700-1) | 2280-1¼<br>832 (900-1¼) | 2280-2½<br>832 (900-2½) | 2280-2¾<br>832 (900-2¾) |

MIRL Rwy 6-24 0

COURTLAND, ALABAMA

AL-9123 (FAA)

23110

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56231</b><br><b>W13A</b> | APP CRS<br><b>133°</b> | Rwy Idg<br>TDZE <b>582</b><br>Apt Elev <b>588</b> |
|--|------------------------|---|

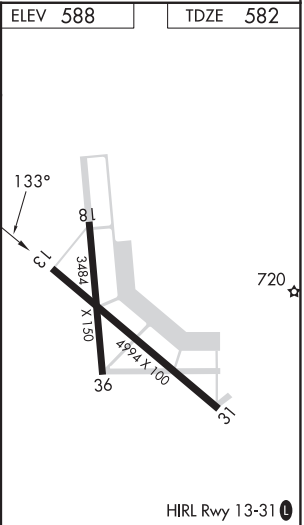
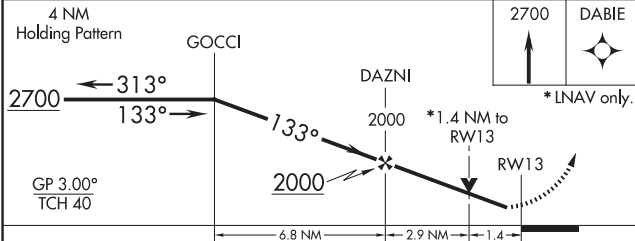
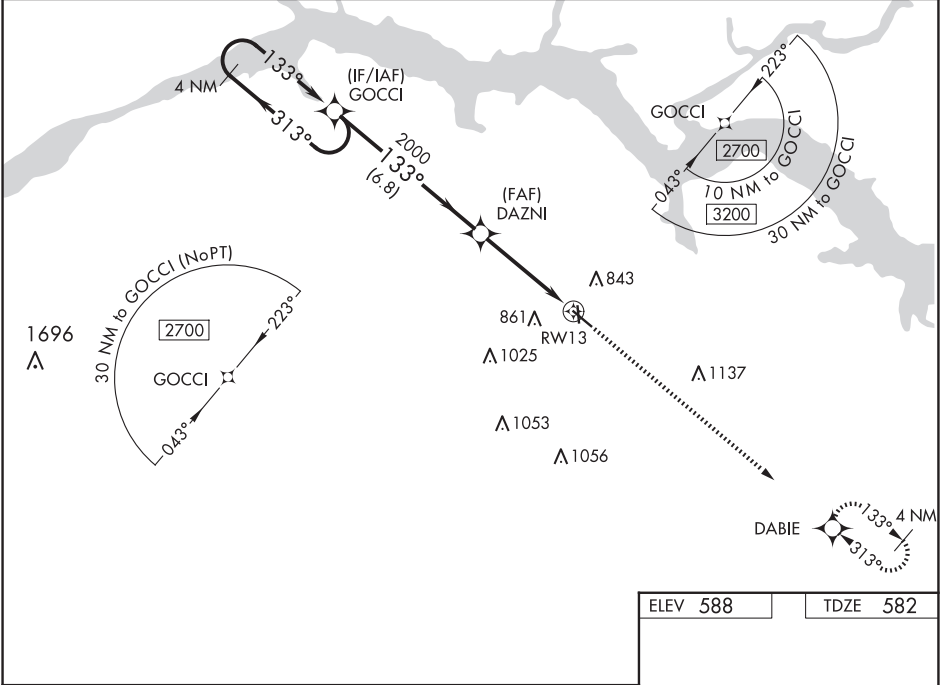
RNAV (GPS) RWY 13

COURTLAND (9A4)

**⚠** Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Muscle Shoals altimeter setting. When local altimeter setting not received, use Muscle Shoals altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ SM and Circling Cat D ¼ SM. Night landing: Rwy 18 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2700 direct DABIE and hold.

|                           |   |                                 |
|---------------------------|---|---------------------------------|
| AWOS-3P<br><b>118.525</b> | HUNTSVILLE APP CON ★<br><b>118.05 239.0</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|---------------------------|---|---------------------------------|



| CATEGORY     | A                     | B                     | C                     | D                             |
|--------------|-----------------------|-----------------------|-----------------------|-------------------------------|
| LPV DA       |                       | 782-3/4               | 200 (200-3/4)         |                               |
| LNAV/VNAV DA |                       | 1074-1 3/4            | 492 (500-1 3/4)       |                               |
| LNAV MDA     | 1080-1                | 498 (500-1)           | 1080-1 3/8            | 498 (500-1 3/8)               |
| CIRCLING     | 1160-1<br>572 (600-1) | 1240-1<br>652 (700-1) | 1260-2<br>672 (700-2) | 1360-2 1/2<br>772 (800-2 1/2) |

COURTLAND, ALABAMA  
Amdt 2b 12AUG21

34°40'N-87°21'W

COURTLAND (9A4)

RNAV (GPS) RWY 13

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

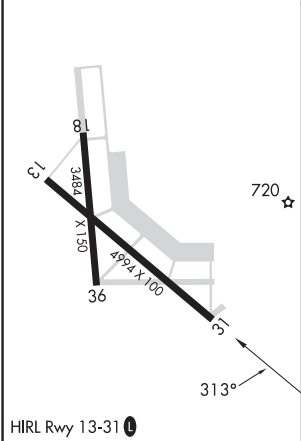
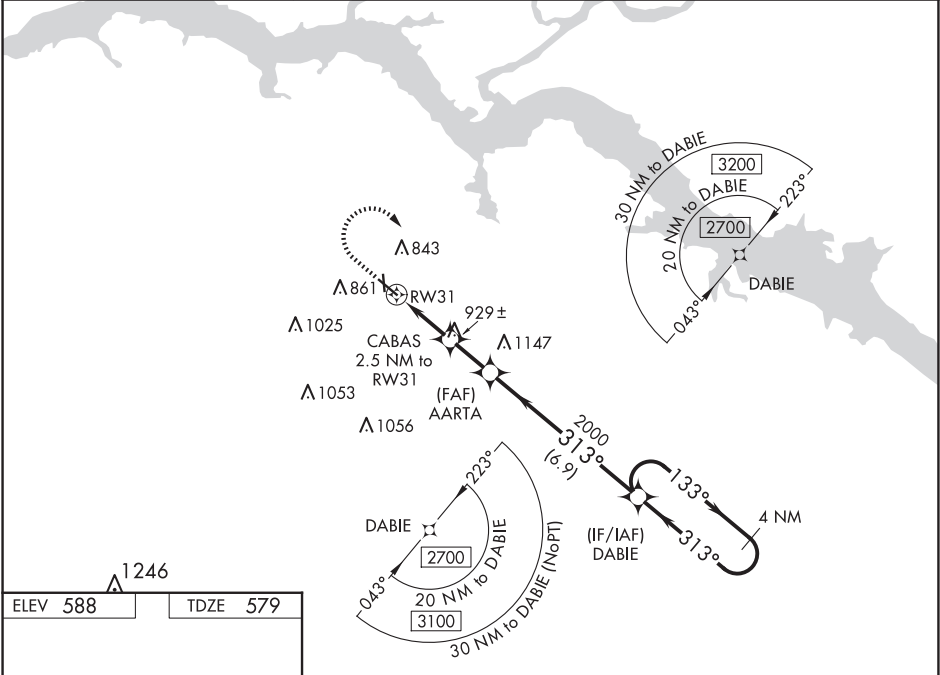
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>48830</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg<br>TDZE <b>579</b><br>Apt Elev <b>588</b> |
|--|------------------------|---|




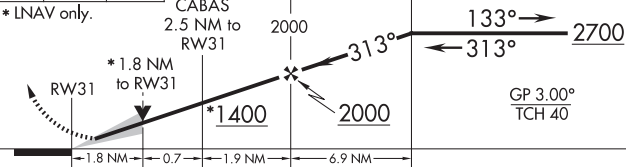
RNAV (GPS) RWY 31  
COURTLAND (9A4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Muscle Shoals altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 SM and Circling Cat D 1/4 SM. VDP and Baro-VNAV NA with Muscle Shoals altimeter setting. Night landing: Rwy 18 NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2700 direct DABIE and hold.

|                           |   |                                 |
|---------------------------|---|---------------------------------|
| AWOS-3P<br><b>118.525</b> | HUNTSVILLE APP CON ★<br><b>118.05 239.0</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|---------------------------|---|---------------------------------|



|   |   |   |                      |                            |
|---|---|---|----------------------|----------------------------|
| 1200  | 2700  | DABIE   | 4 NM Holding Pattern |                            |
|  |  |  |                      |                            |
| * LNAV only.  |   |   |                      |                            |
|  |   |   |                      |                            |
| CATEGORY  | A   | B   | C                    | D                          |
| LPV DA  | 779-3/4 200 (200-3/4)   |   |                      |                            |
| LNAV/VNAV DA  | 938-1 1/4 359 (400-1 1/4)   |   |                      |                            |
| LNAV MDA  | 1180-1 601 (600-1)  | 1180-1 3/4 601 (600-1 3/4)  |                      |                            |
| CIRCLING  | 1180-1 592 (600-1)  | 1240-1 652 (700-1)  | 1260-2 672 (700-2)   | 1360-2 1/2 772 (800-2 1/2) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

CULLMAN, ALABAMA

AL-6320 (FAA)

25163

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>58235</b><br><b>W02A</b> | APP CRS<br><b>020°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>5500</b><br><b>957</b><br><b>970</b> |
|--|------------------------|--|

# RNAV (GPS) RWY 2

CULLMAN RGNL/FOLSOM FLD (CMD)

RNP APCH - GPS.

**▼** Rwy 2 helicopter visibility reduction below 1 SM NA.  
**▲** Straight-in and Circling Rwy 2 NA at night.

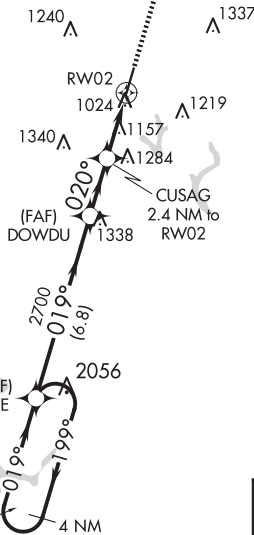
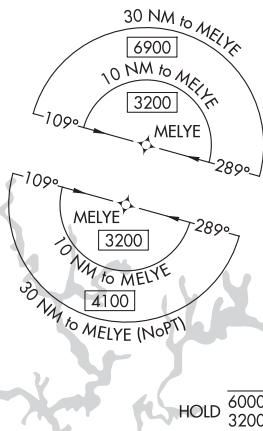
MISSED APPROACH: Climb to 2900 direct AMUXY and hold.

AWOS-3PT  
**124.175**

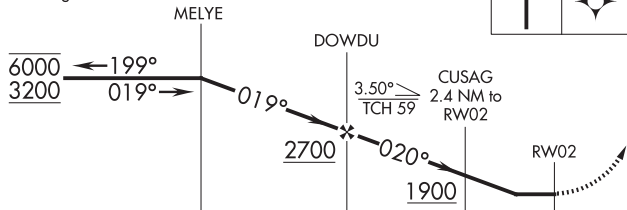
HUNTSVILLE APP CON★  
**118.05 239.0**

UNICOM  
**122.8 (CTAF) 0**

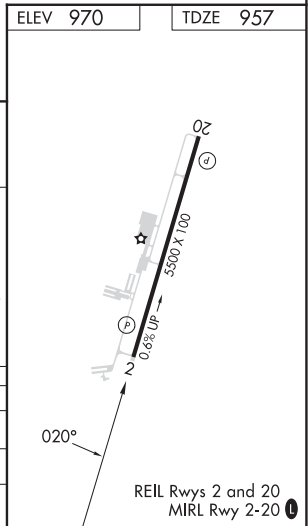
MISSED APCH FIX



4 NM Holding Pattern  
VGSI and descent angles not coincident (VGSI Angle 3.77/TCH 59).



| CATEGORY          | A                     | B                     | C  | D                          |
|-------------------|-----------------------|-----------------------|--|----------------------------|
| LP MDA            | 1420-1                | 463 (500-1)           | 1420-1 $\frac{3}{8}$                               | 463 (500-1 $\frac{3}{8}$ ) |
| LNAV MDA          | 1440-1                | 483 (500-1)           | 1440-1 $\frac{3}{8}$                               | 483 (500-1 $\frac{3}{8}$ ) |
| <b>C</b> CIRCLING | 1480-1<br>510 (600-1) | 1500-1<br>530 (600-1) | 1600-1 $\frac{3}{4}$<br>630 (700-1 $\frac{3}{4}$ ) | 1640-2<br>670 (700-2)      |



CULLMAN, ALABAMA  
Amdt 2 12JUN25

34°16'N-86°51'W

CULLMAN RGNL/FOLSOM FLD (CMD)  
**RNAV (GPS) RWY 2**

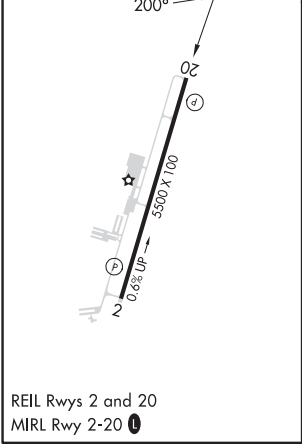
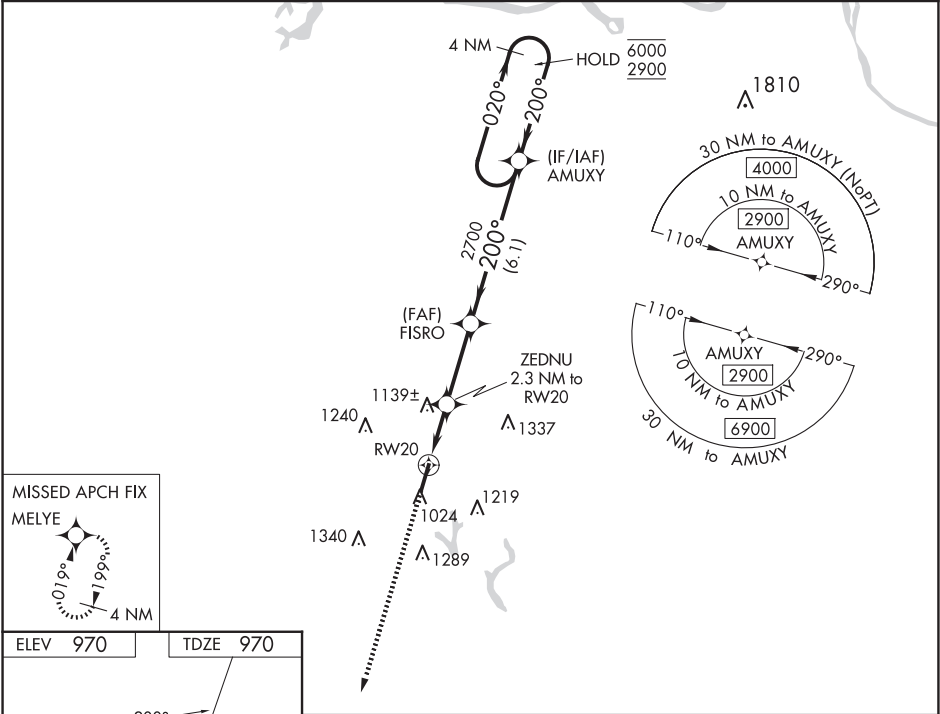
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50514</b><br><b>W20A</b> | APP CRS<br><b>200°</b> | Rwy Ldg<br>TDZE <b>970</b><br>Apt Elev <b>970</b> |
|--|------------------------|---|

RNAV (GPS) RWY 20  
CULLMAN RGNL/FOLSOM FLD (CMD)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 3200 direct MELYE and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.<br>Circling Rwy 2 NA at night. Rwy 20 helicopter visibility reduction below ¾ SM NA. |   |

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>124.175</b> | HUNTSVILLE APP CON★<br><b>118.05 239.0</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|              |                        |  |                            |                      |
|--------------|------------------------|--|----------------------------|----------------------|
| 3200         | MELYE                  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). |                            | 4 NM Holding Pattern |
| ↑            | ✧                      | ZEDNU 2.3 NM to RW20   | FISRO 2700                 | AMUXY                |
| RW20         |                        | 1.2 NM to RW20   | 1740                       | 2700                 |
| 1.2 NM       |                        | 1.1 NM   | 3 NM                       | 6.1 NM               |
| CATEGORY     | A                      | B  | C                          | D                    |
| LPV DA       | 1220-3/4 250 (300-3/4) |  |                            |                      |
| LNAV/VNAV DA | 1378-1/8 408 (500-1/8) |  |                            |                      |
| LNAV MDA     | 1400-1 430 (500-1)     |  | 1400-1/8 430 (500-1/8)     |                      |
| CIRCLING     | 1480-1 510 (600-1)     | 1500-1 530 (600-1)   | 1600-1 3/4 630 (700-1 3/4) | 1640-2 670 (700-2)   |

SE-4, 07 AUG 2025 to 02 OCT 2025


SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>65801</b><br><b>W14A</b> | APP CRS<br><b>140°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5496</b><br><b>709</b><br><b>709</b> |
| RNAV (GPS) RWY 14<br>DALTON MUNI (DNN) |                        |                             |   |

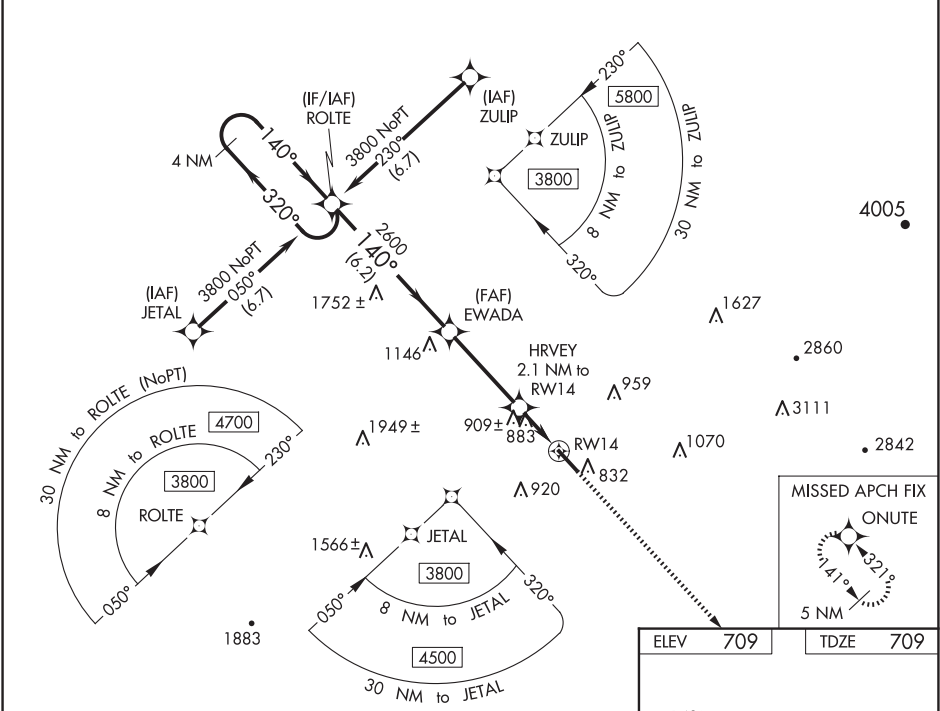
⚠ Circling to Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Rwy 14 helicopter visibility reduction below ¾ SM NA.  
Inop table does not apply to LPV.

MALS R



MISSED APPROACH: Climb to 4500 direct ONUTE and hold, continue climb-in-hold to 4500.

|                           |   |                           |                                   |
|---------------------------|---|---------------------------|-----------------------------------|
| AWOS-3PT<br><b>127.65</b> | CHATTANOOGA APP CON ★<br><b>125.1 379.1</b> | CLNC DEL<br><b>120.25</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|---------------------------|---|---------------------------|-----------------------------------|



4 NM Holding Pattern

GP 3.00° TCH 50

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

ONUTE

4500

140° to RW14

5496 X 100

0.3% UP

| CATEGORY     | A                    | B                      | C                    | D |
|--------------|----------------------|------------------------|----------------------|---|
| LPV DA       | 959-¾ 250 (300-¾)    |                        |                      |   |
| LNAV/VNAV DA | 1173-1½ 464 (500-1½) |                        |                      |   |
| LNAV MDA     | 1160-¾ 451 (500-¾)   | 1160-7⁄8 451 (500-7⁄8) |                      |   |
| CIRCLING     | 1220-1 511 (600-1)   | 1260-1½ 551 (600-1½)   | 1420-2¼ 711 (800-2¼) |   |

HIRL Rwy 14-32 0

DALTON, GEORGIA

AL-5792 (FAA)

21224

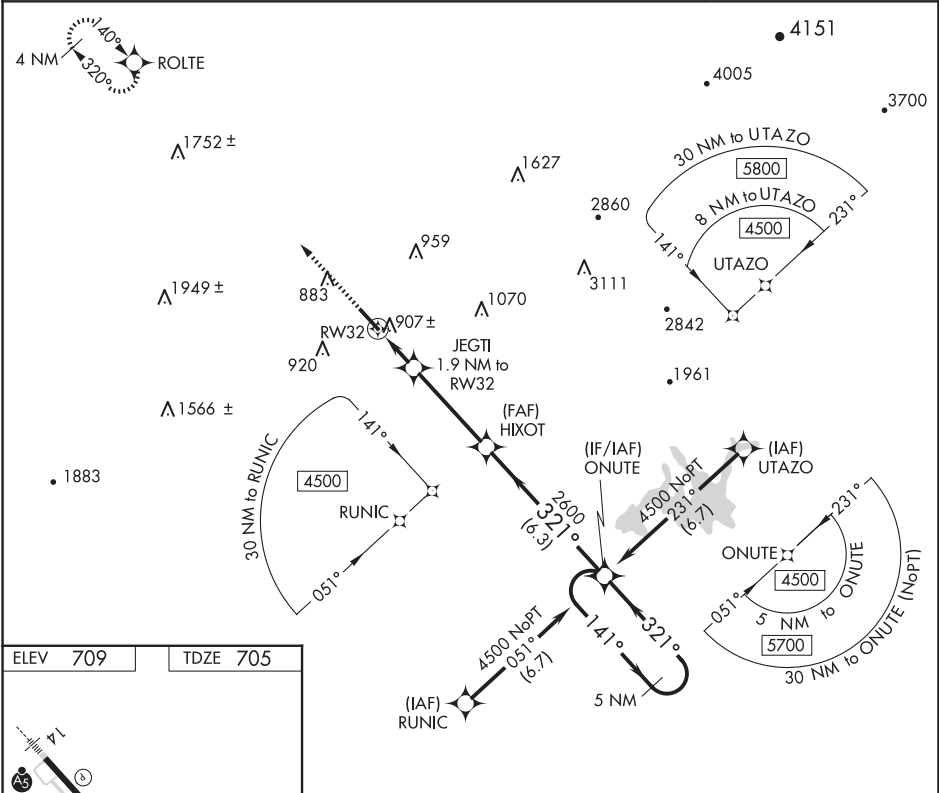
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5496 |
| 321°    | TDZE     | 705  |
|         | Apt Elev | 709  |

# RNAV (GPS) RWY 32

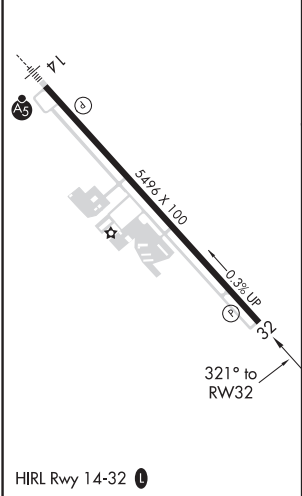
DALTON MUNI (DNN)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 3800 direct ROLTE and hold, continue climb-in-hold to 3800. |
| ▼<br>▲ Rwy 32 helicopter visibility reduction below 1 SM NA.<br>Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night. |   |

|                    |                                      |                    |                            |
|--------------------|--------------------------------------|--------------------|----------------------------|
| AWOS-3PT<br>127.65 | CHATTANOOGA APP CON ★<br>125.1 379.1 | CLNC DEL<br>120.25 | UNICOM<br>122.975 (CTAF) 0 |
|--------------------|--------------------------------------|--------------------|----------------------------|



|          |          |
|----------|----------|
| ELEV 709 | TDZE 705 |
|----------|----------|



|          |                |                             |                 |                      |
|----------|----------------|-----------------------------|-----------------|----------------------|
| 3800     | ROLTE          | Visual Segment - Obstacles. | ONUTE           | 5 NM Holding Pattern |
| JEGTI    | 1.9 NM to RW32 | HIXOT                       | ONUTE           | 5 NM Holding Pattern |
| RW32     | 1.9 NM         | 3.9 NM                      | 6.3 NM          |                      |
| CATEGORY | A              | B                           | C               | D                    |
| LNAV MDA | 1180-1         | 475 (500-1)                 | 1180-1 3/8      | 475 (500-1 3/8)      |
| CIRCLING | 1220-1         | 511 (600-1)                 | 1340-1 3/4      | 1420-2 1/4           |
|          |                |                             | 631 (700-1 3/4) | 711 (800-2 1/4)      |

DALTON, GEORGIA  
Amdt 1A 12AUG21

34°43'N-84°52'W

# RNAV (GPS) RWY 32

DALTON MUNI (DNN)

SE-4, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**311°**

Rwy Idg  
TDZE  
**322**

Apt Elev  
**332**

**RNAV (GPS) RWY 32**

DAWSON MUNI (16J)

RNP APCH

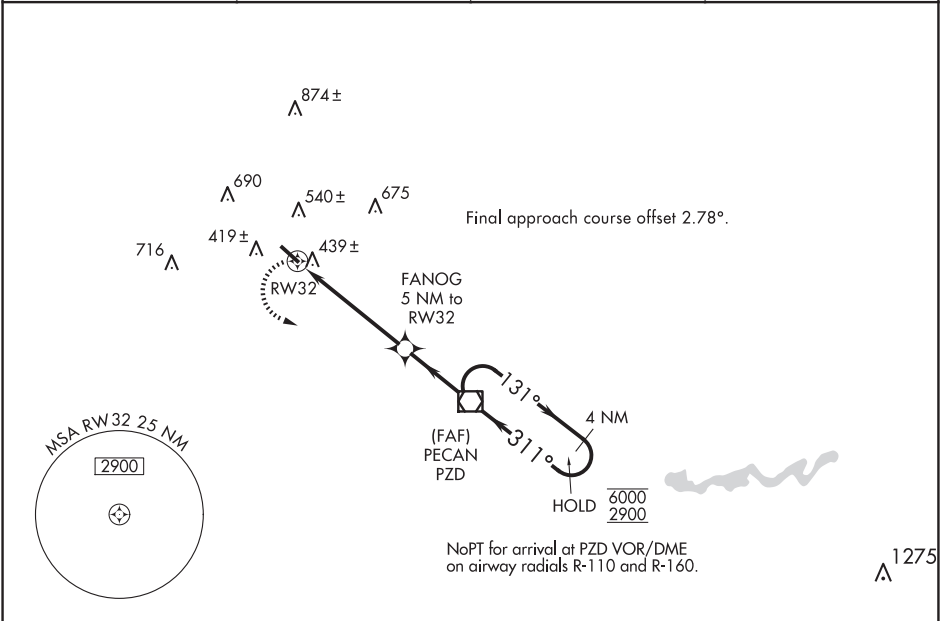
▼

▲ NA

Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Use Albany altimeter setting. When Albany altimeter settings not received, use Americus altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2900 direct PZD VOR/DME and hold, continue climb-in-hold to 2900.

|                          |                           |  |                                 |
|--------------------------|---------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.8</b> | ABY ASOS<br><b>133.05</b> | JACKSONVILLE CENTER<br><b>125.75 363.075</b> | UNICOM<br><b>122.8 (CTAF) 1</b> |
|--------------------------|---------------------------|--|---------------------------------|



ELEV 332

TDZE 322

2900

PZD

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

4507 X.75

1.0% UP

311°

311°

131°

311°

5 NM

3 NM

1920

6000

2900

3.04°

TCH 40

|          |       |             |    |   |
|----------|-------|-------------|----|---|
| CATEGORY | A     | B           | C  | D |
| LNAV MDA | 760-1 | 438 (500-1) | NA |   |
| CIRCLING | 960-1 | 628 (700-1) | NA |   |

DECATUR, ALABAMA

AL-719 (FAA)

22195

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-DCU<br><b>110.55</b><br>Chan 42 (Y) | APP CRS<br><b>185°</b> | Rwy Idg <b>6107</b><br>TDZE <b>592</b><br>Apt Elev <b>592</b> |
|---|------------------------|---|

**ILS or LOC RWY 18**  
PRYOR FLD RGNL (DCU)

DME required.



MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 on RQZ VORTAC R-230 to JUVLO/RQZ 28.7 DME and hold.

|                        |  |                                   |
|------------------------|--|-----------------------------------|
| ASOS<br><b>118.375</b> | HUNTSVILLE APP CON*<br><b>118.05 239.0</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|------------------------|--|-----------------------------------|

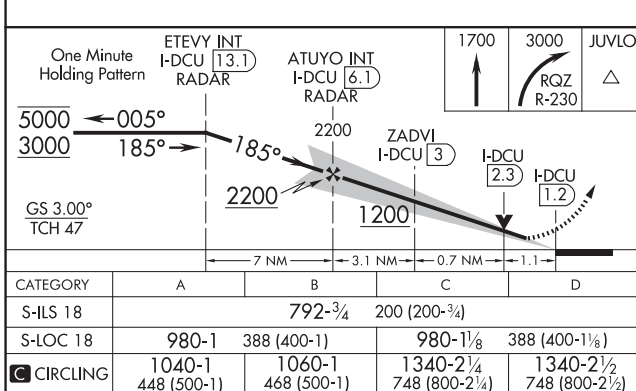
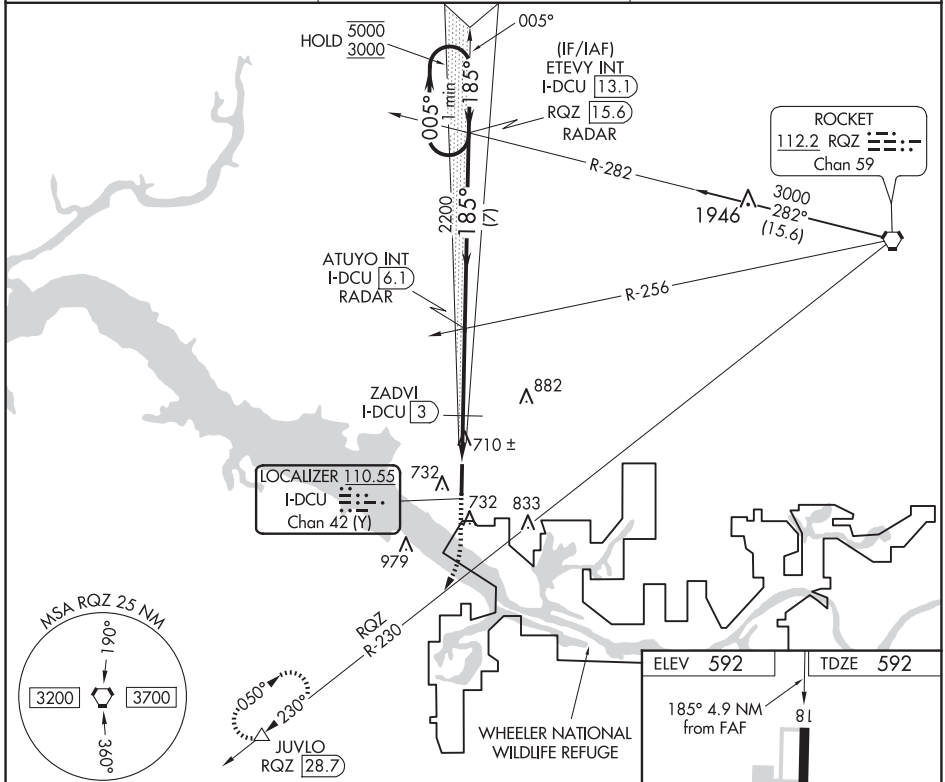


Diagram illustrating the layout of Runway 18-36 (6107 X 100) and Runway 36. The diagram shows a vertical runway labeled 6107 X 100 and a horizontal runway labeled 36. A star symbol is located on Runway 636, and a circle with the letter 'P' is located on Runway 36. A square symbol is located to the right of Runway 36.

636

6107 X 100

36

HIRL Rwy 18-36 L

REIL Rws 18 and 36 L

| FAF to MAP 4.9 NM |                          |
|-------------------|--------------------------|
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 4:54 3:16 2:27 1:58 1:38 |

DECATUR, ALABAMA

Amdt 1B 14JUL22

34°39'N-86°57'W

PRYOR FLD RGNL (DCU)  
**ILS or LOC RWY 18**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

DECATUR, ALABAMA

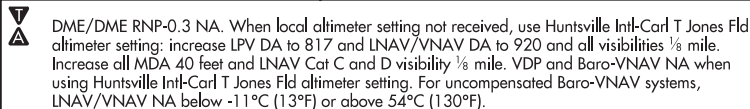
AL-719 (FAA)

22195

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82200</b><br><b>W18A</b> | APP CRS<br><b>185°</b> | Rwy Idg <b>6107</b><br>TDZE <b>592</b><br>Apt Elev <b>592</b> |
|--|------------------------|---|

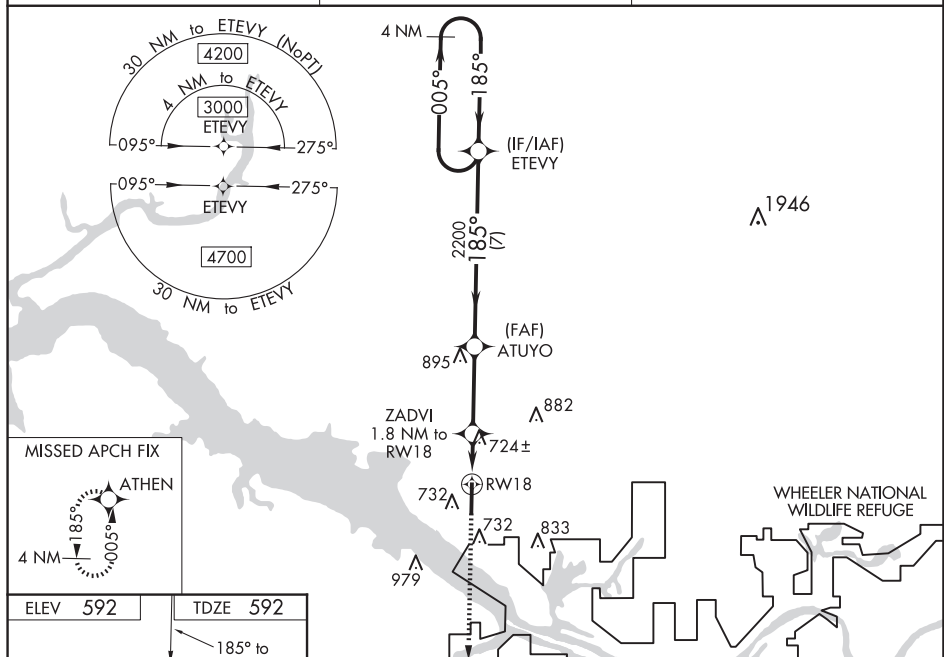
## RNAV (GPS) RWY 18

PRYOR FLD RGNL (DCU)



**MISSED APPROACH:**  
Climb to 3000 direct  
ATHEN and hold.

|                        |   |                                   |
|------------------------|---|-----------------------------------|
| ASOS<br><b>118.375</b> | HUNTSVILLE APP CON ★<br><b>118.05 239.0</b> | UNICOM<br><b>123.075 (CTAF) ①</b> |
|------------------------|---|-----------------------------------|



The diagram illustrates the instrument approach procedure for Runway 18-36. It shows a vertical runway layout with Runway 18 at the top and Runway 36 at the bottom, separated by a distance of 6107 feet. The width of the runways is 100 feet. A star symbol indicates the location of the HIRL (High Intensity Runway Lights) for Runway 18-36. A small square symbol is located near the bottom of the runway.

DECATUR, ALABAMA

Amdt 2 04FEB16

34°39'N-86°57'W

303

PRYOR FLD RGNL (DCU)

**RNAV (GPS) RWY 18**

SE-4, 07 AUG 2025 to 02 OCT 2025

DECATUR, ALABAMA

AL-719 (FAA)

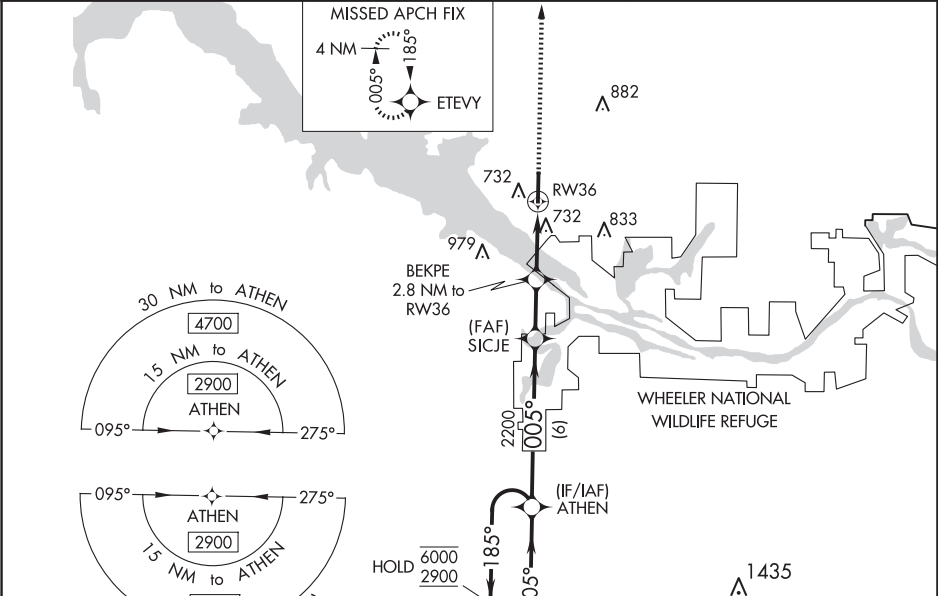
22195

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90204</b><br><b>W36A</b> | APP CRS<br><b>005°</b> | Rwy Idg <b>6107</b><br>TDZE <b>588</b><br>Apt Elev <b>592</b> |
|--|------------------------|---|

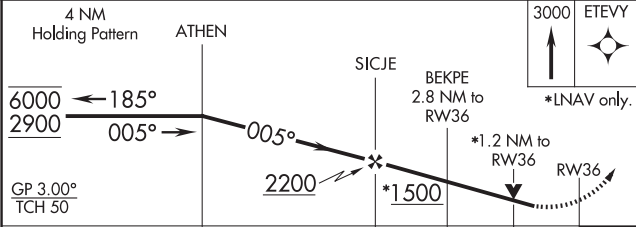
**RNAV (GPS) RWY 36**  
PRYOR FLD RGNL (DCU)

|           |   |   |
|-----------|---|---|
| RNP APCH. | <p>⚠ Rwy 36 helicopter visibility reduction below ¾ SM NA.<br/>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.</p> | MISSED APPROACH: Climb to 3000 direct ETEVY and hold. |
|           |   |   |

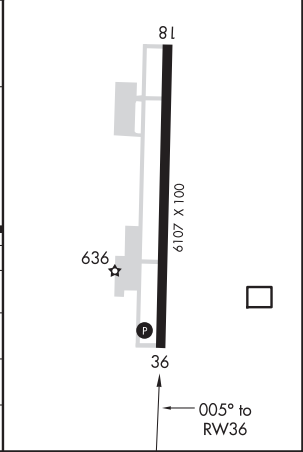
|                        |   |                                   |
|------------------------|---|-----------------------------------|
| ASOS<br><b>118.375</b> | HUNTSVILLE APP CON ★<br><b>118.05 239.0</b> | UNICOM<br><b>123.075 (CTAF) ①</b> |
|------------------------|---|-----------------------------------|



|                      |                 |
|----------------------|-----------------|
| ELEV <b>592</b>      | TDZE <b>588</b> |
| HIRL Rwy 18-36 ①     |                 |
| REIL Rwy 18 and 36 ① |                 |



| CATEGORY     | A                  | B                    | C                    | D                    |
|--------------|--------------------|----------------------|----------------------|----------------------|
| LPV DA       | 900-1              | 312 (400-1)          |                      |                      |
| LNAV/VNAV DA | 1041-1⅓            | 453 (500-1⅓)         |                      |                      |
| LNAV MDA     | 1000-1 412 (500-1) | 1000-1⅓ 412 (500-1⅓) |                      |                      |
| CIRCLING     | 1040-1 448 (500-1) | 1060-1 468 (500-1)   | 1340-2¼ 748 (800-2¼) | 1340-2½ 748 (800-2½) |



DECATUR, ALABAMA  
Amdt 2B 08NOV18

34°39'N-86°57'W

PRYOR FLD RGNL (DCU)  
**RNAV (GPS) RWY 36**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

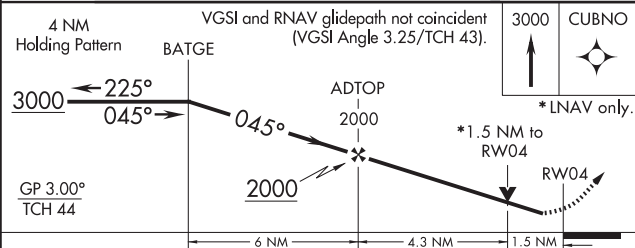
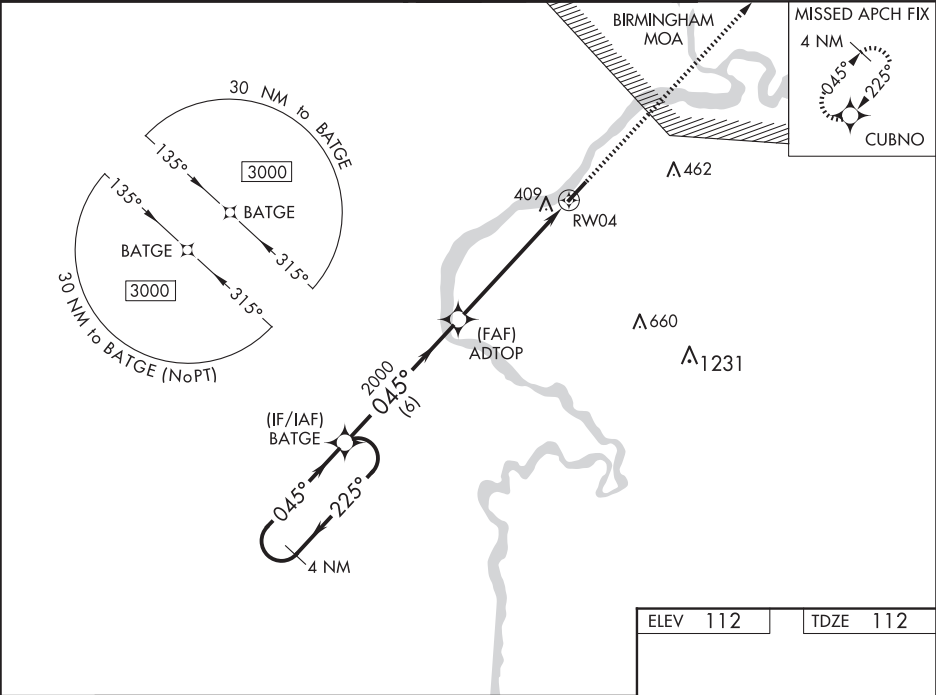
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>60939</b><br><b>W04A</b> | APP CRS<br><b>045°</b> | Rwy Idg <b>5002</b><br>TDZE <b>112</b><br>Apt Elev <b>112</b> |
|--|------------------------|---|

RNAV (GPS) RWY 4  
DEMOPOLIS RGNL (DYA)

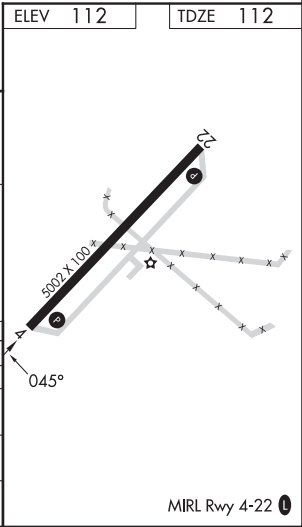
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C/D and Circling Cat C visibility 1/4 mile, and increase Circling Cat D visibility 1/2 mile. Baro-VNAV and VDP NA when using Marion altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct CUBNO and hold.

|                           |   |  |
|---------------------------|---|--|
| AWOS-3P<br><b>119.475</b> | MERIDIAN APP CON*<br><b>121.275 348.7</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|---------------------------|---|--|



| CATEGORY          | A     | B           | C                            | D                    |
|-------------------|-------|-------------|------------------------------|----------------------|
| LPV DA            |       | 362-3/4     | 250 (300-3/4)                |                      |
| LNAV/VNAV DA      |       | 570-1 1/2   | 458 (500-1 1/2)              |                      |
| LNAV MDA          | 660-1 | 548 (600-1) | 660-1 5/8                    | 548 (600-1 5/8)      |
| <b>C</b> CIRCLING | 720-1 | 608 (700-1) | 720-1 3/4<br>608 (700-1 3/4) | 780-2<br>668 (700-2) |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

DEMOPOLIS, ALABAMA

AL-9079 (FAA)

24193

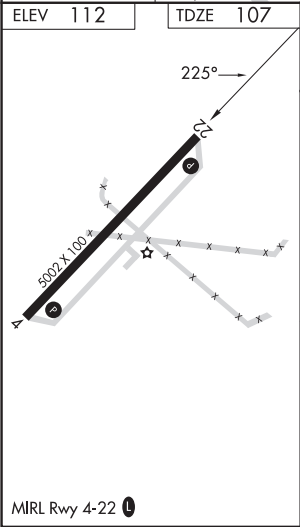
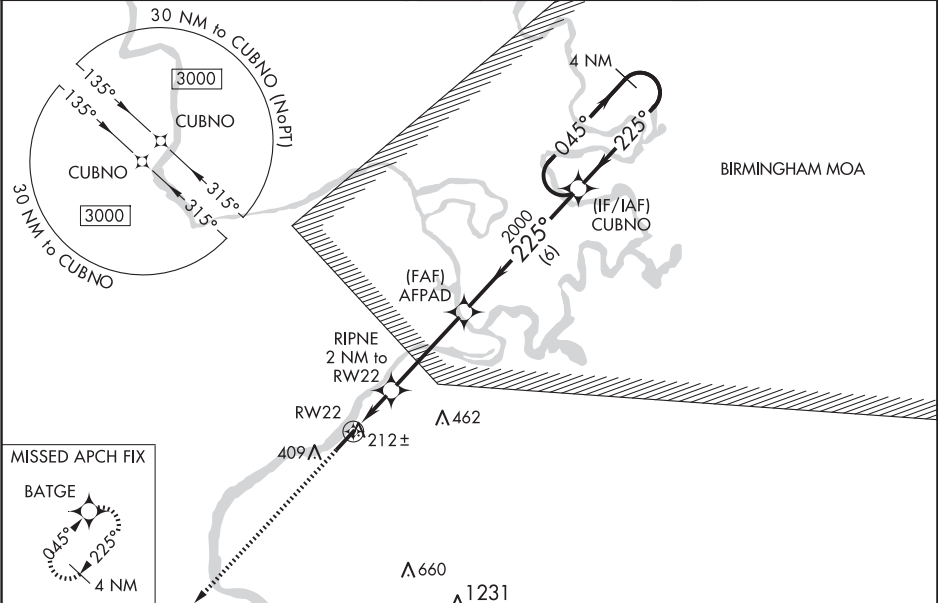
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97339</b><br><b>W22A</b> | APP CRS<br><b>225°</b> | Rwy Idg <b>5002</b><br>TDZE <b>107</b><br>Apt Elev <b>112</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 22**  
DEMOPOLIS RGNL (D Y A)

⚠ 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 Marion altimeter setting and increase LPV and LNAV/VNAV DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile, increase Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Marion altimeter setting. Helicopter visibility reduction below ⅜ SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct BATGE and hold.

|                           |   |                                 |
|---------------------------|---|---------------------------------|
| AWOS-3P<br><b>119.475</b> | MERIDIAN APP CON*<br><b>121.275 348.7</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|---------------------------|---|---------------------------------|



|              |       |  |                              |                      |      |                      |
|--------------|-------|--|------------------------------|----------------------|------|----------------------|
| 3000         | BATGE | VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 43). |                              |                      |      | 4 NM Holding Pattern |
| *LNAV only.  |       | RIPNE 2NM to RW22  | AFPAD 2000                   | CUBNO                |      |                      |
|              |       | *1 NM to RW22  |                              |                      |      |                      |
|              |       |  | *780                         | 2000                 |      |                      |
|              |       | 1 NM   | 1 NM                         | 3.8 NM               | 6 NM |                      |
| CATEGORY     | A     | B  | C                            | D                    |      |                      |
| LPV DA       |       | 369-7/8  | 262 (300-7/8)                |                      |      |                      |
| LNAV/VNAV DA |       | 385-7/8  | 278 (300-7/8)                |                      |      |                      |
| LNAV MDA     |       | 480-1  | 373 (400-1)                  |                      |      |                      |
| CIRCLING     | 720-1 | 608 (700-1)  | 720-1 3/4<br>608 (700-1 3/4) | 780-2<br>668 (700-2) |      |                      |

DEMOPOLIS, ALABAMA  
Amdt 1 15OCT15

32°28'N-87°57'W

DEMOPOLIS RGNL (D Y A)  
**RNAV (GPS) RWY 22**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 11

LOC I-DJR  
**109.7**

APCH CRS  
**109°**

Rwy Idg **10,002**  
TDZE **1069**  
Arpt Elev **1069**

[USAF]

DOBBINS ARB (KMGE)

TACAN or RADAR required.

ALSIF-1

† MISSED APPROACH: Climb to 2000 track 109°, then climbing left turn to 3000, intercept the DOB TACAN R-289 to BATLL and hold.

ATIS ★  
**269.5**

ATLANTA APP CON  
**121.0 268.7**

TOWER ★  
**120.75 370.875**

GND CON  
**125.3 275.8**

ASR

\*\*\* Circling not authorized N of Rwy 11-29 for CAT DE aircraft, Circling to assault strip not authorized.

† Missed approach requires use of RNAV or ATC RADAR monitoring.

EMERG SAFE ALT 100 NM 7800

ELEV 1069

TDZE 1069

HIRL Rwy 11-29

REIL Rwy 11 and 29

FAF to MAP 5 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

MARIETTA, GEORGIA

33°55'N-84°31'W

DOBBINS ARB (KMGE)

Amtd 7 11JUL24

ILS or LOC RWY 11

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

307

MARIETTA, GEORGIA

ILS or LOC RWY 29

LOC I-VRW  
**111.35**

APCH CRS  
**289°**

Rwy Idg  
**10,002**

TDZE  
**1014**

Arpt Elev  
**1069**

[USAF]

DOBBINS ARB (KMGE)

TACAN or RADAR required.

▼

\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.  
\*\* Circling not authorized N of Rwy 11-29 for CAT DE aircraft. Circling to assault strip not authorized.

SALSF

A2

† MISSED APPROACH: Climb to 3000 on DOB TACAN R-286 to CYLON and hold.

ATIS ★  
**269.5**

ATLANTA APP CON  
**121.0 268.7**

TOWER ★  
**120.75 370.875**

GND CON  
**125.3 275.8**

ASR

† Missed approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: Glide slope unusable beyond 4° right of course.

CAUTION: Short intermediate, 4.5 NM, recommend early configuration.

CAUTION: Autopilot coupled approach NA below 1800.

MSA DOB 2.5 NM

4200  
3200

EMERG SAFE ALT 100 NM 7800

3000 DOB R-286

CYLON DOB 11

HEPAT 6.5 RADAR

JIDOR R-110 10

BEVBE R-110 11 RADAR

CYLON R-286 11

TACAN

HIDIT 0.9

2933

289°

4000

4000

4000

Arc 11

GS 3.00°

TCH 58

0.5 NM

5.6 NM

| CATEGORY    | A                     | B                     | C                     | D                       | E                       |
|-------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-ILS 29    |                       | 1214/40               | 200                   | (200-¾)                 |                         |
| S-LOC 29*   | 1520-40               | 506 (500-¾)           | 1520-1¼               | 506 (500-1¼)            |                         |
| CIRCLING ** | 1580-1<br>511 (600-1) | 1620-1<br>551 (600-1) | 1760-2<br>691 (700-2) | 1760-2¼<br>691 (700-2¼) | 1760-2½<br>691 (700-2½) |

MARIETTA, GEORGIA

33°55'N-84°31'W

DOBBINS ARB (KMGE)

Amtd 8 11JUL24

ILS or LOC RWY 29

ELEV 1069

TDZE 1014

HIRL Rwy 11-29  
REIL Rwy 11 and 29

FAF to MAP 5.5 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025





MARIETTA, GEORGIA

## RNAV (GPS) RWY 29

|                         |  |
|-------------------------|--|
| APCH CRS<br><b>289°</b> | Rwy Idg<br>TDZE<br>Arprt Elev<br><b>10,002</b><br><b>1014</b><br><b>1069</b> |
|-------------------------|--|

- (USAF)

DOBBINS ARB (KMGE)

RNP APCH. DME/DME RNP- 0.3 NA

▼ \* When ALS inop, increase vis to 1 3/8 miles.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

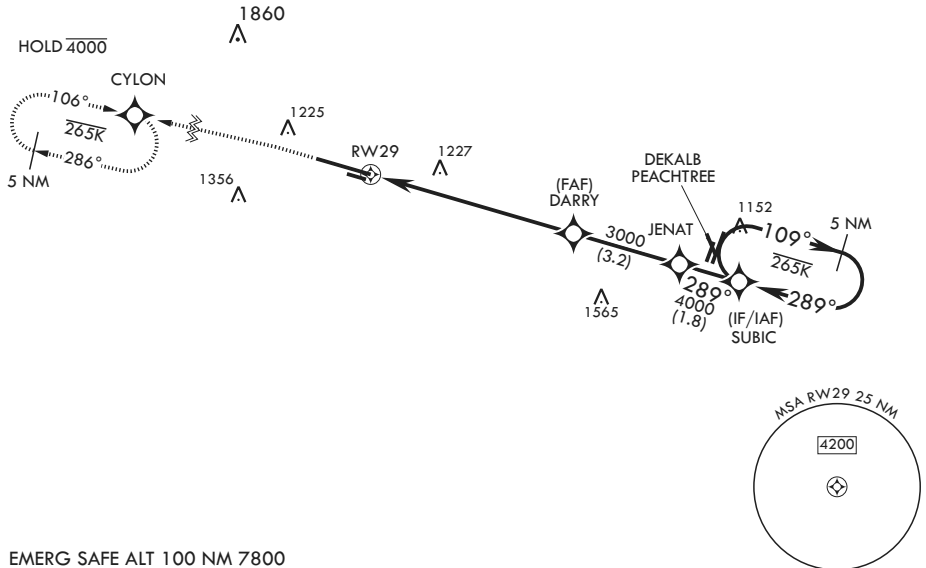


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct CYLON and hold.

|                       |   |                                 |                               |     |
|-----------------------|---|---------------------------------|-------------------------------|-----|
| ATIS★<br><b>269.5</b> | ATLANTA APP CON/DEP CON<br><b>121.0 268.7</b> | TOWER★<br><b>120.75 370.875</b> | GND CON<br><b>125.3 275.8</b> | ASR |
|-----------------------|---|---------------------------------|-------------------------------|-----|

\*\*\* Circling not authorized N of Rwy 11-29 for CAT DE. Circling to assault strip not authorized.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.



EMERG SAFE ALT 100 NM 7800

2000

crs 289°

3000

CYLON

5 NM

Holding Pattern

ELEV 1069

TDZE 1014

JENAT

SUBIC

DARRY

RW29

1.5 NM to RW29

6.1 NM

289°

109°

289°

4000

3000

4000

GP 3.00°

TCH 58

|               |                       |                       |                       |                         |                         |
|---------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| CATEGORY      | A                     | B                     | C                     | D                       | E                       |
| LNAV/VNAV DA* | 1480/60               |                       | 466                   | (500-1½)                |                         |
| LNAV MDA**    | 1520/40 506 (500-¾)   |                       | 1520-1¼               | 506                     | (500-1¼)                |
| CIRCLING***   | 1580-1<br>511 (600-1) | 1620-1<br>551 (600-1) | 1760-2<br>691 (700-2) | 1760-2¼<br>691 (700-2¼) | 1760-2½<br>691 (700-2½) |

BCN

TWR

10,002 x 300

110°

349° x 60°

0.8% UP

290°

289°

ASSAULT STRIP

HIRL all Rwys

REIL Rwys 11, 29

MARIETTA, GEORGIA

33°55'N - 84°31'W

DOBBINS ARB (KMGE)

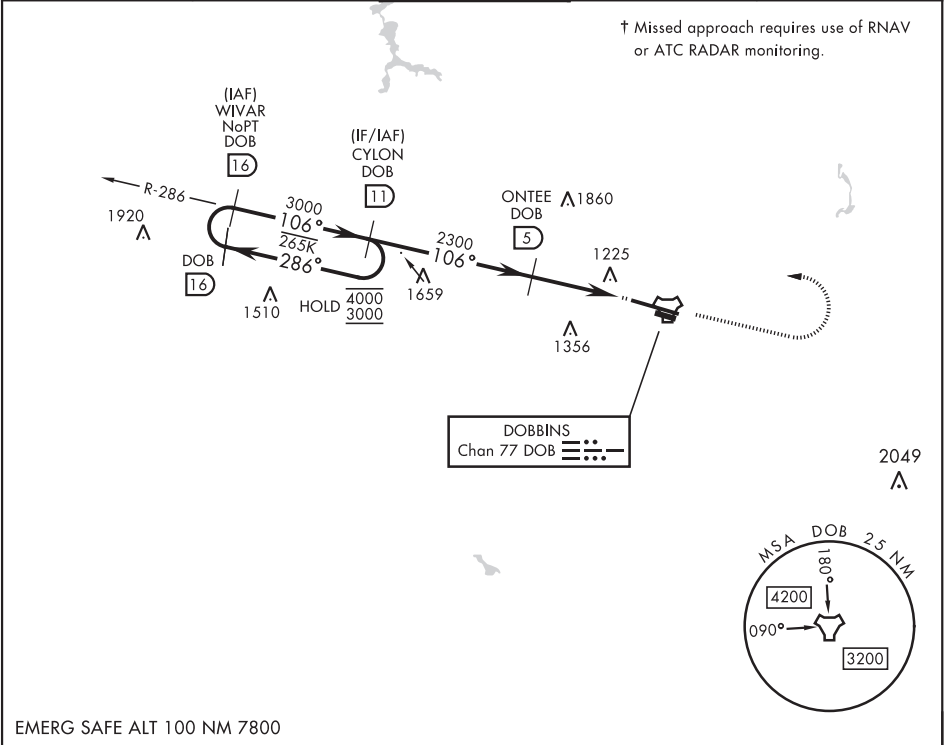
Amdt 3 11JUL24

## RNAV (GPS) RWY 29

TACAN RWY 11

|  |                  |   |              |   |
|--|------------------|---|--------------|---|
| TACAN DOB<br>Chan 77   | APCH CRS<br>106° | Rwy Ldg 10,002<br>TDZE 1069<br>Arpt Elev 1069 | [USAF]       | DOBBINS ARB (KMGE)  |
| * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.<br>** Circling not authorized N of Rwy 11-29 for CAT DE aircraft. Circling to assault strip not authorized. |                  |   | ALSF-1<br>A1 | † MISSED APPROACH: Climb to 2000 on track 106°, then climbing left turn to 3000, intercept DOB TACAN R-286 to CYLON and hold. |

|                 |                                |                           |                        |     |
|-----------------|--------------------------------|---------------------------|------------------------|-----|
| ATIS ★<br>269.5 | ATLANTA APP CON<br>121.0 268.7 | TOWER ★<br>120.75 370.875 | GND CON<br>125.3 275.8 | ASR |
|-----------------|--------------------------------|---------------------------|------------------------|-----|



EMERG SAFE ALT 100 NM 7800

Diagram showing the approach path from WIVAR (16) and CYLON (11) to ONTEE (5) and KAMSE (2.8) towards TACAN. Altitudes 3000, 2300, and 1273 are marked. A 2.97° TCH 56 is indicated.

Diagram showing the transition from 2000 to 3000 feet on track 106°.

Diagram showing the transition from 2000 to 3000 feet on track 106°.

| CATEGORY   | A                     | B                     | C                     | D                       | E                       |
|------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-11*      | 1600/40               | 531 (600-¾)           | 1600/55               | 531 (600-1)             |                         |
| CIRCLING** | 1600-1<br>531 (600-1) | 1620-1<br>551 (600-1) | 1760-2<br>691 (700-2) | 1760-2¼<br>691 (700-2¼) | 1760-2½<br>691 (700-2½) |

Diagram showing the transition from 2000 to 3000 feet on track 106°.

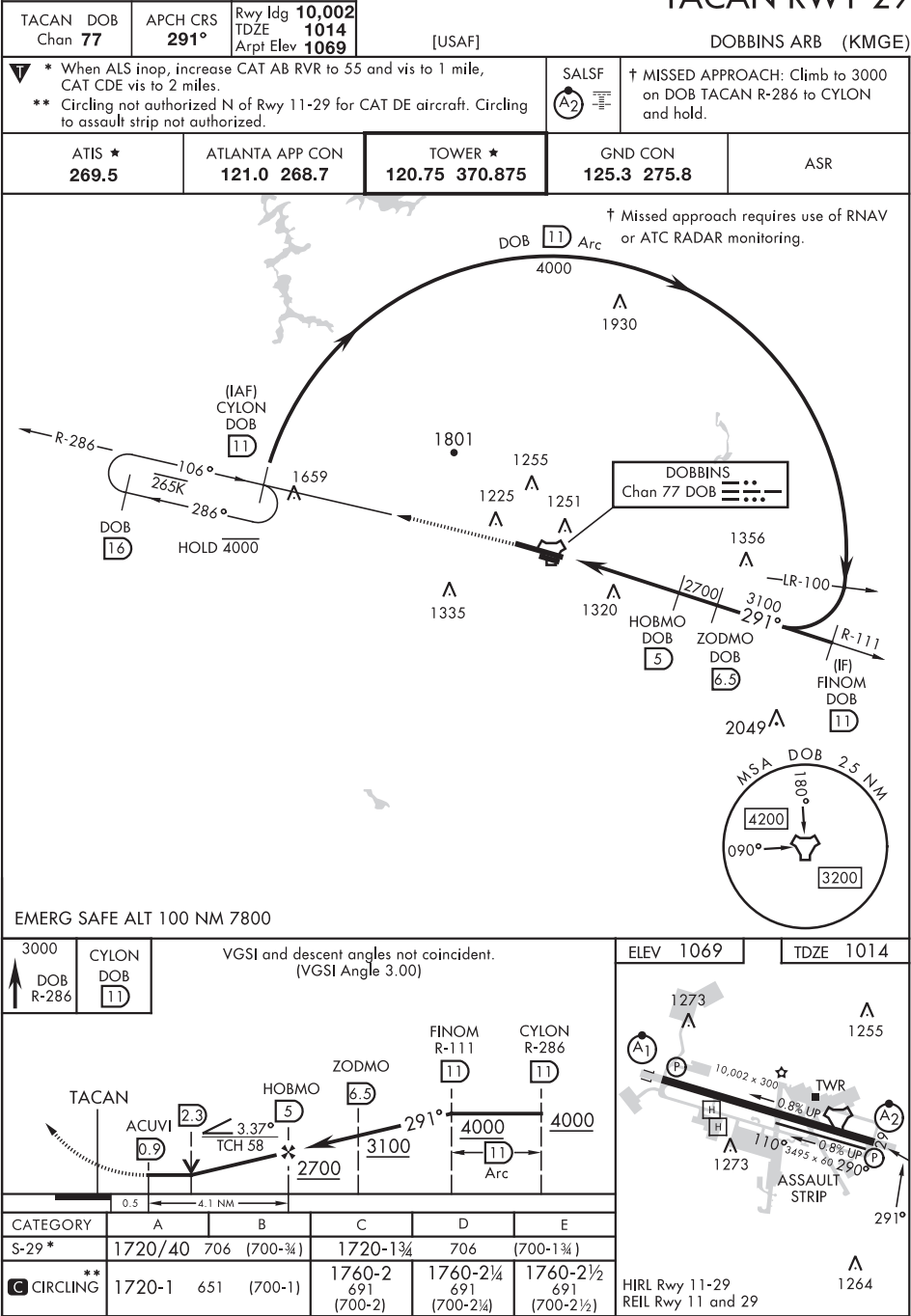
HIRL Rwy 11-29  
REIL Rwy 11 and 29

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

MARIETTA, GEORGIA

TACAN RWY 29





DONALSONVILLE, GEORGIA

AL-6121 (FAA)

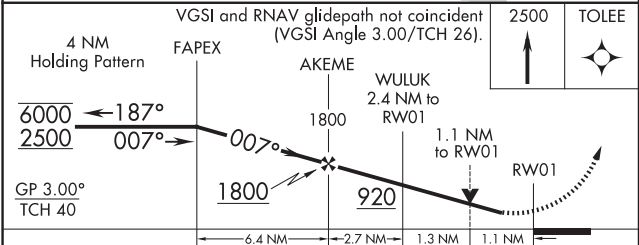
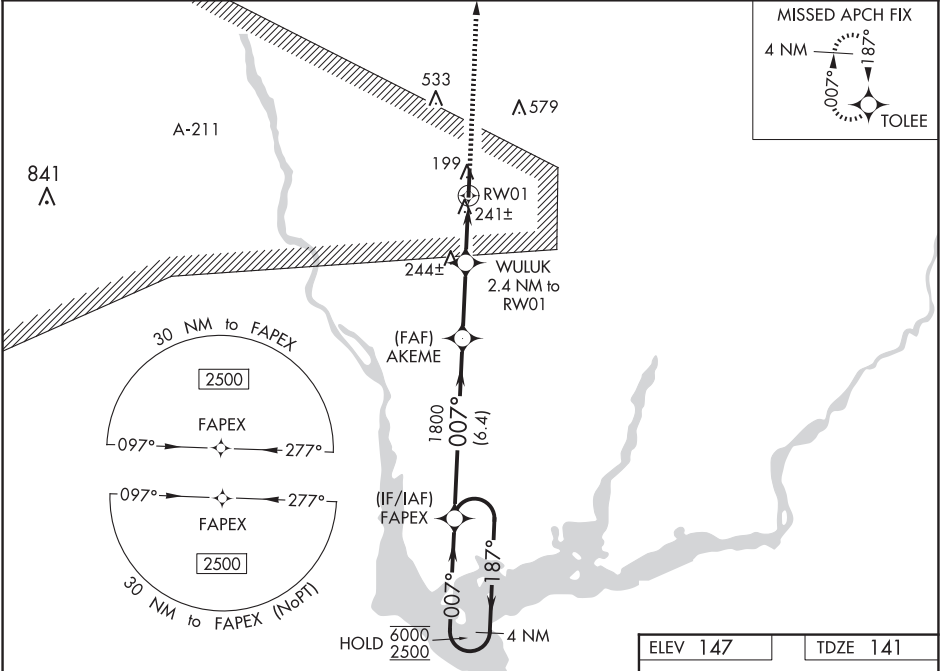
23166

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>66025</b><br><b>W01A</b> | APP CRS<br><b>007°</b> | Rwy Idg <b>5512</b><br>TDZE <b>141</b><br>Apt Elev <b>147</b> |
|--|------------------------|---|

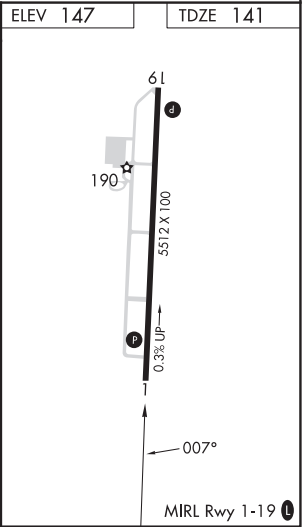
**RNAV (GPS) RWY 1**  
DONALSONVILLE MUNI (17J)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 2500 direct TOLEE and hold. |
| <div><div>T</div><div>Rwy 1 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</div></div> |   |

|                            |  |                        |
|----------------------------|--|------------------------|
| AWOS-3PT<br><b>119.675</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|--|------------------------|



| CATEGORY     | A     | B           | C                    | D                            |
|--------------|-------|-------------|----------------------|------------------------------|
| LPV DA       |       | 394-3/4     | 253 (300-3/4)        |                              |
| LNAV/VNAV DA |       | 402-7/8     | 261 (300-7/8)        |                              |
| LNAV MDA     |       | 500-1       | 359 (400-1)          |                              |
| CIRCLING     | 600-1 | 453 (500-1) | 880-2<br>733 (800-2) | 880-2 1/4<br>733 (800-2 1/4) |



DONALSONVILLE, GEORGIA  
Amdt 2 24MAR22

31°00'N-84°53'W

DONALSONVILLE MUNI (17J)  
**RNAV (GPS) RWY 1**

SE-4, 07 AUG 2025 to 02 OCT 2025

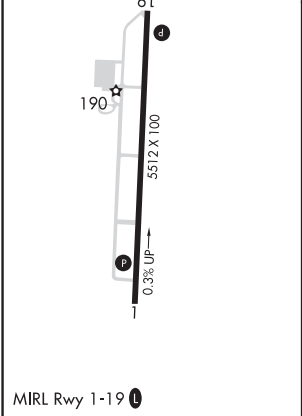
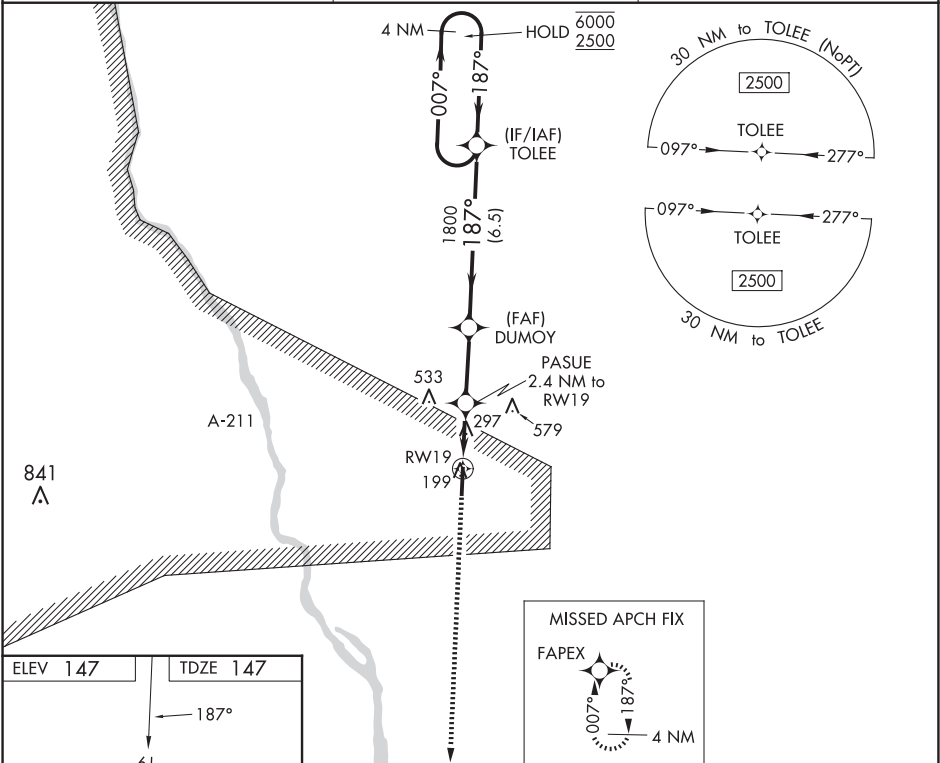
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61325</b><br><b>W19A</b> | APP CRS<br><b>187°</b> | Rwy Idg <b>5512</b><br>TDZE <b>147</b><br>Apt Elev <b>147</b> |
|--|------------------------|---|

RNAV (GPS) RWY 19

DONALSONVILLE MUNI (17J)

|  |                                   |   |
|--|-----------------------------------|---|
| RNP APCH - GPS.  |                                   | MISSED APPROACH: Climb to 2500 direct FAPEX and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. |                                   |   |
| AWOS-3PT<br>119.675  | CAIRNS APP CON ★<br>125.4 327.125 | CTAF<br>122.9 0                                       |



|                      |       |             |        |                            |              |
|----------------------|-------|-------------|--------|----------------------------|--------------|
| 2500                 |       | FAPEX       |        | 4 NM                       |              |
| PASUE 2.4 NM to RW19 |       | DUMYOY 1800 |        | TOLEE 4 NM Holding Pattern |              |
| RW19 1.2 NM to RW19  |       | 1800        |        | 007° → 6000                |              |
| 1.2 NM               |       | 2.7 NM      |        | ← 187° 2500                |              |
| 940                  |       | 1800        |        | GP 3.00°                   |              |
| 1.2 NM               |       | 6.5 NM      |        | TCH 46                     |              |
| CATEGORY             | A     | B           | C      | D                          |              |
| LPV DA               | 397-¾ | 250 (300-¾) |        |                            |              |
| LNAV/VNAV DA         | 417-⅞ | 270 (300-⅞) |        |                            |              |
| LNAV MDA             | 560-1 | 413 (500-1) | 560-1½ | 413 (500-1½)               |              |
| CIRCLING             | 600-1 | 453 (500-1) | 880-2  | 880-2¼                     | 733 (800-2¼) |

DOTHAN, ALABAMA

AL-123 (FAA)

25163

|  |                        |   |
|--|------------------------|---|
| LOC/DME I-ODA<br><b>110.75</b><br>Chan <b>44</b> (Y) | APP CRS<br><b>138°</b> | Rwy Idg <b>8496</b><br>TDZE <b>401</b><br>Apt Elev <b>401</b> |
|--|------------------------|---|

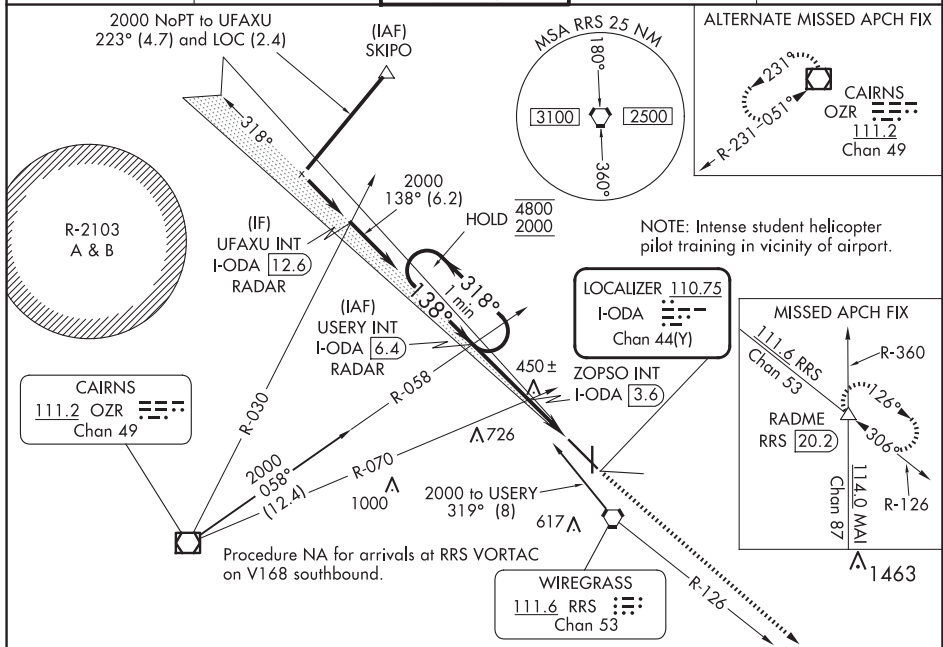
# ILS or LOC RWY 14

DOTHAN RGNL (DHN)

**Autopilot coupled approach NA below 590.**

**MISSED APPROACH:** Climb to 3000 on heading 138° and on RRS VORTAC R-126 to RADME INT/RRS 20.2 DME and hold.

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | DOTHAN TOWER ★<br><b>118.4 (CTAF) 0 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 40).

USURY INT I-ODA 6.4 RADAR

GS 3.00° TCH 54

Use I-ODA DME when on localizer course.

3000 hdg 138°

R-126

RADME

ELEV 401 TDZE 401

138°

8499 X 130

555 TWR 492

81 5498 X 100 0-3% UP 36

REIL Rwy 14 and 18

HIRL Rwy 18-36

HIRL Rwy 14-32

FAF to MAP 4.9 NM

| CATEGORY  | A                     | B                         | C                  | D                          | E                          |
|---|-----------------------|---------------------------|--------------------|----------------------------|----------------------------|
| S-ILS 14  | 601-3/4 200 (200-3/4) |                           |                    |                            |                            |
| S-LOC 14  | 1100-1                | 699 (700-1)               | 1100-2 699 (700-2) |                            |                            |
| CIRCLING  | 1100-1                | 699 (700-1)               | 1100-2 699 (700-2) | 1100-2 1/4 699 (700-2 1/4) | 1100-2 1/2 699 (700-2 1/2) |
| ZOPSO FIX MINIMUMS (DUAL VOR RECEIVERS, DME, OR RADAR REQUIRED) |                       |                           |                    |                            |                            |
| S-LOC 14  | 700-1 299 (300-1)     |                           |                    |                            |                            |
| CIRCLING  | 860-1 459 (500-1)     | 920-1 1/2 519 (600-1 1/2) | 1040-2 639 (700-2) | 1040-2 1/4 639 (700-2 1/4) |                            |

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

DOTHAN, ALABAMA  
Amdt 2A 29DEC22

31°19'N-85°27'W

# ILS or LOC RWY 14

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-DHN | APP CRS | Rwy Idg  | 8496 |
| 108.3     | 318°    | TDZE     | 382  |
|           |         | Apt Elev | 401  |

ILS or LOC RWY 32

DOTHAN RGNL (DHN)

▼

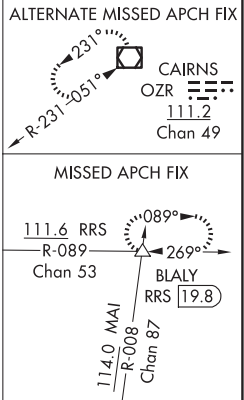
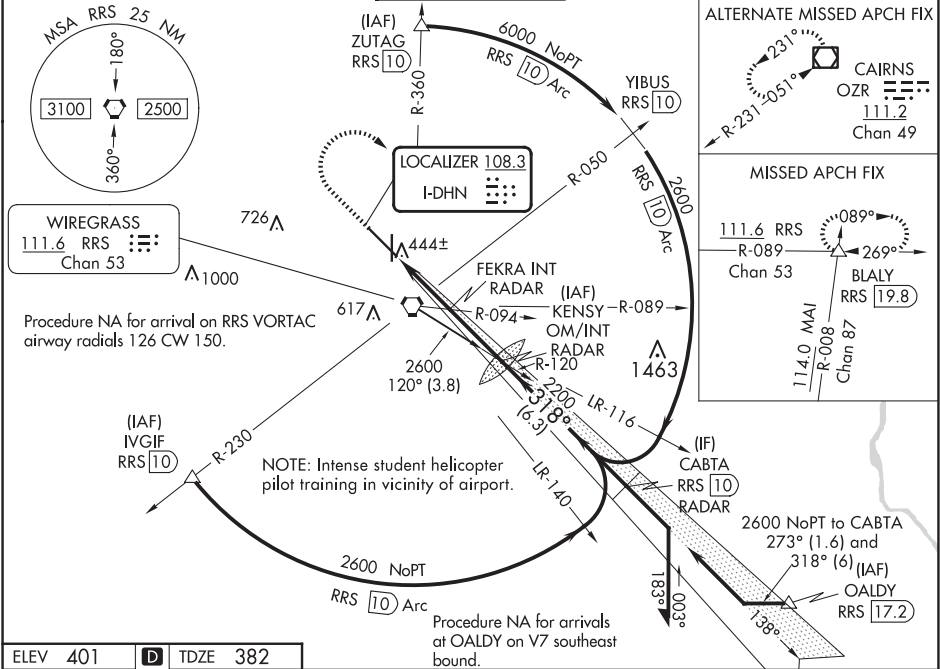
▲

For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000, S-LOC 32 Cat C/D/E visibility to 2½ SM, and S-LOC 32 FEKRA fix minimums Cat C/D/E visibility to RVR 5000.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

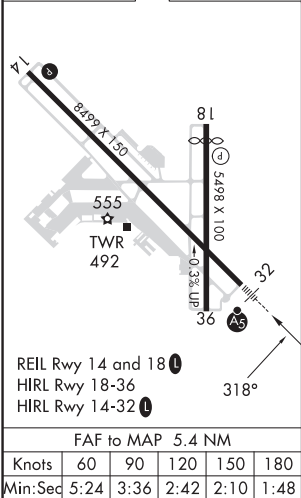
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on hdg 130° and on RRS VORTAC R-089 to BLALY INT/RRS VORTAC 19.8 DME and hold.

|         |                 |                      |             |        |
|---------|-----------------|----------------------|-------------|--------|
| ATIS    | CAIRNS APP CON* | DOTHAN TOWER ★       | GND CON     | UNICOM |
| 135.725 | 125.4 327.125   | 118.4 (CTAF) 0 257.6 | 121.7 348.6 | 122.95 |



|          |   |          |
|----------|---|----------|
| ELEV 401 | D | TDZE 382 |
|----------|---|----------|



|   |                        |                        |                      |                       |      |                        |
|---|------------------------|------------------------|----------------------|-----------------------|------|------------------------|
| 1000  | 3000                   | RRS<br>R-089           | BLALY<br>△           | KENSY OM/INT<br>RADAR |      | Remain<br>within 15 NM |
| ↑   | hdg<br>130°            |                        |                      | 6000                  | 2167 | 138°                   |
|   |                        |                        |                      |                       |      | 2300                   |
|   |                        |                        |                      |                       |      | 318°                   |
|   |                        |                        |                      | 1220                  | 2200 | GS 3.00°<br>TCH 57     |
| ← 2.7 NM  |                        | ← 2.6 NM               |                      |                       |      |                        |
| CATEGORY  | A                      | B                      | C                    | D                     | E    |                        |
| S-ILS 32 **   | 582/24 200 (200-½)     |                        |                      |                       |      |                        |
| S-LOC 32  | 1220/24<br>838 (900-½) | 1220/40<br>838 (900-¾) | 1220-1⅞ 838 (900-1⅞) |                       |      |                        |
| <b>C</b> CIRCLING   | 1220-1¼ 819 (900-1¼)   | 1220-2½ 819 (900-2½)   | 1220-2¾ 819 (900-2¾) | 1220-3 819 (900-3)    |      |                        |
| FEKRA FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED) |                        |                        |                      |                       |      |                        |
| S-LOC 32  | 720/24 338 (400-½)     | 720/26 338 (400-½)     |                      |                       |      |                        |
| <b>C</b> CIRCLING   | 860-1 459 (500-1)      | 920-1½ 519 (600-1½)    | 1040-2 639 (700-2)   | 1040-2¼ 639 (700-2¼)  |      |                        |

DOTHAN, ALABAMA

AL-123 (FAA)

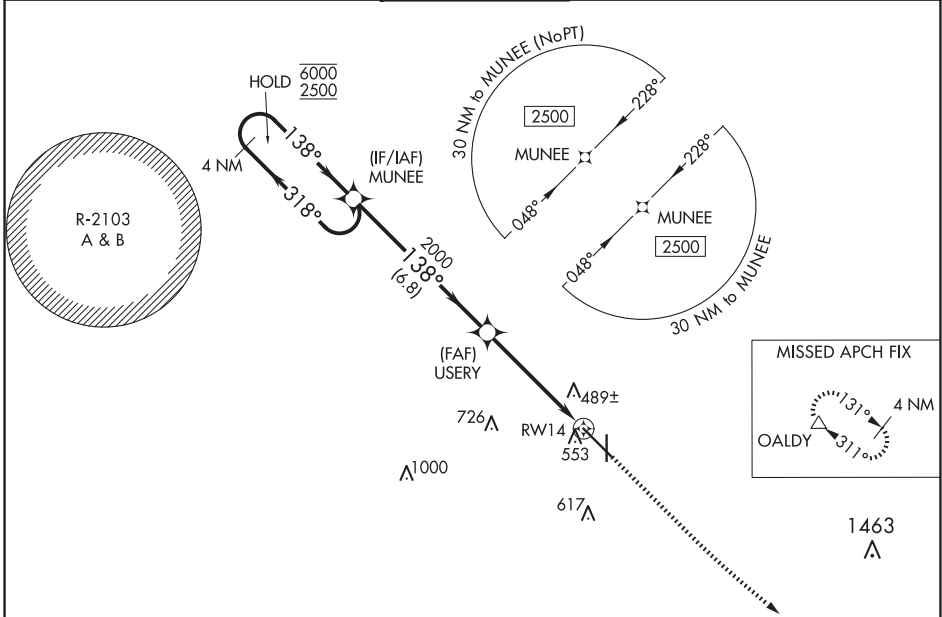
25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86504</b><br><b>W14A</b> | APP CRS<br><b>138°</b> | Rwy Idg <b>8496</b><br>TDZE <b>401</b><br>Apt Elev <b>401</b> |
|--|------------------------|---|

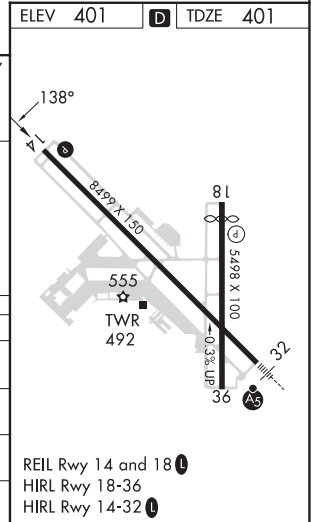
# **RNAV (GPS) RWY 14** DOTHAN RGNL (DHN)

|                 |  |
|-----------------|--|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OALDY and hold. |
|-----------------|--|

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON *<br><b>125.4 327.125</b> | DOTHAN TOWER *<br><b>118.4 (CTAF) 0 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40). |                   |        |   |       |
|--|-------------------|--------|---|-------|
| 4 NM Holding Pattern   | MUNEE             | USERY  | 900                                       | 3000  |
| 6000<br>2500   | 318°<br>138°      | 2000   | 1.2 NM to RWY 14                          | OALDY |
| GP 3.00°<br>TCH 54   | 6.8 NM            | 3.7 NM | 1.2 NM                                    |       |
| CATEGORY   | A                 | B      | C   | D     |
| LPV DA   | 601-¾ 200 (200-¾) |        |   |       |
| LNAV/VNAV DA   | 724-1 323 (400-1) |        |   |       |
| LNAV MDA   | 820-1 419 (500-1) |        | 820-1½ 419 (500-1½)                       |       |
| CIRCLING   | 860-1 459 (500-1) |        | 920-1½ 1040-2<br>519 (600-1½) 639 (700-2) |       |


 DOTHAN, ALABAMA  
 Amdt 3 24MAR22

31°19'N-85°27'W

 DOTHAN RGNL (DHN)  
**RNAV (GPS) RWY 14**

SE-4, 07 AUG 2025 to 02 OCT 2025

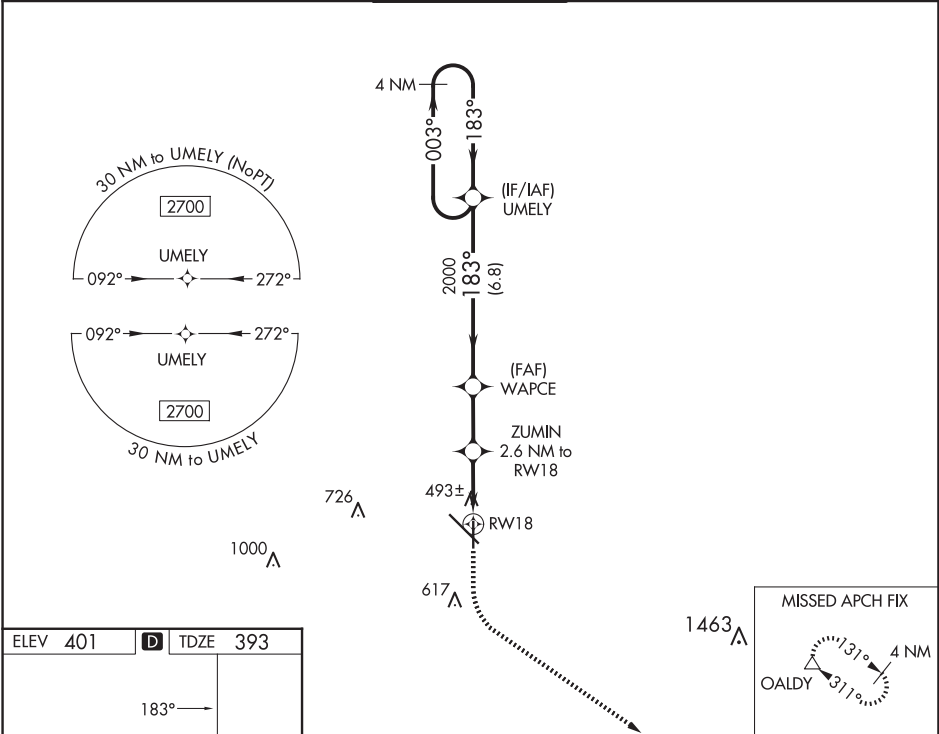
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>49118</b><br><b>W18A</b> | APP CRS<br><b>183°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>393</b><br><b>401</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18  
DOTHAN RGNL (DHN)

**V** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.


MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OALDY and hold.

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | DOTHAN TOWER ★<br><b>118.4 (CTAF) 0 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



ELEV 401 **D** TDZE 393

REIL Rwy 14 and 18 **1**  
HIRL Rwy 18-36  
HIRL Rwy 14-32 **1**

|  |                   |                         |   |                       |                       |
|--|-------------------|-------------------------|---|-----------------------|-----------------------|
| 900  | 3000              | OALDY<br>△              | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 40). |                       | 4 NM Holding Pattern  |
| *LNAV only.  |                   | ZUMIN<br>2.6 NM to RW18 | WAPCE<br>2000   | 183°                  | 003° → 2700<br>← 183° |
| RW18   |                   | *1 NM to RW18           | 1260*   | 2000                  | GP 3.00°<br>TCH 45    |
| 1 NM 1.6 NM  |                   | 2.3 NM                  | 6.8 NM  |                       |                       |
| CATEGORY   | A                 | B                       | C   | D                     |                       |
| LPV DA   | 643-¾             |                         | 250 (300-¾)   |                       |                       |
| LNAV/VNAV DA   | 674-⅞             |                         | 281 (300-⅞)   |                       |                       |
| LNAV MDA   | 760-1             |                         | 367 (400-1)   |                       |                       |
|  CIRCLING | 860-1 459 (500-1) |                         | 920-1½<br>519 (600-1½)  | 1040-2<br>639 (700-2) |                       |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

DOTHAN, ALABAMA

AL-123 (FAA)

25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93704</b><br><b>W32A</b> | APP CRS<br><b>318°</b> | Rwy Idg<br>TDZE <b>382</b><br>Apt Elev <b>401</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32  
DOTHAN RGNL (DHN)

**V**

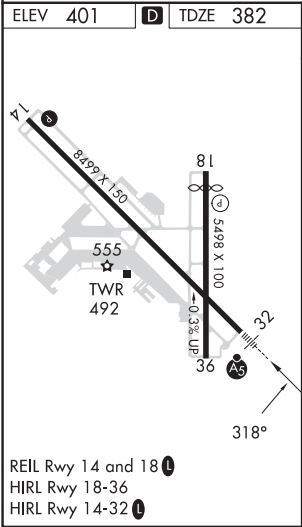
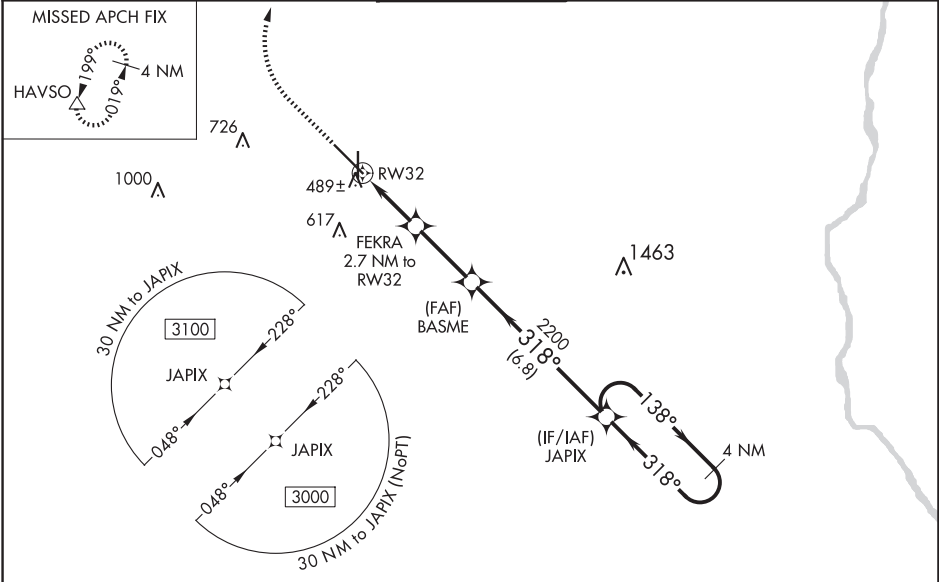
For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -15°C (5°F) or above 41°C (105°F).  
DME/DME RNP-0.3 NA.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRL

**A5**

MISSED APPROACH: Climb to 900 then climbing  
right turn to 3000 direct HAVSO and hold.

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON *<br><b>125.4 327.125</b> | <b>DOTHAN TOWER*</b><br><b>118.4 (CTAF) 0 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



|                   |                      |             |                        |                       |
|-------------------|----------------------|-------------|------------------------|-----------------------|
| ELEV 401          | <b>D</b>             | TDZE 382    |                        |                       |
| 900               | 3000                 | HAVSO       |                        |                       |
| *LNAV only.       | FEKRA 2.7 NM to RW32 | BASME 2200  |                        |                       |
| *1 NM to RW32     | 1280*                | 2200        |                        |                       |
| 1 NM 1.8 NM       | 2.8 NM               | 6.8 NM      |                        |                       |
| JAPIX             | 4 NM Holding Pattern | 138° → 3000 |                        |                       |
| GP 3.00°          | TCH 57               |             |                        |                       |
| CATEGORY          | A                    | B           | C                      | D                     |
| LPV DA**          | 582/24               | 200 (200-½) |                        |                       |
| LNAV/VNAV DA      | 670/24               | 288 (300-½) |                        |                       |
| LNAV MDA          | 740/24               | 358 (400-½) | 740/30                 | 358 (400-⅝)           |
| <b>C</b> CIRCLING | 860-1                | 459 (500-1) | 920-1½<br>519 (600-1½) | 1040-2<br>639 (700-2) |

DOTHAN, ALABAMA  
Amdt 1C 18JUN20

31°19'N-85°27'W

DOTHAN RGNL (DHN)  
RNAV (GPS) RWY 32

SE-4, 07 AUG 2025 to 02 OCT 2025

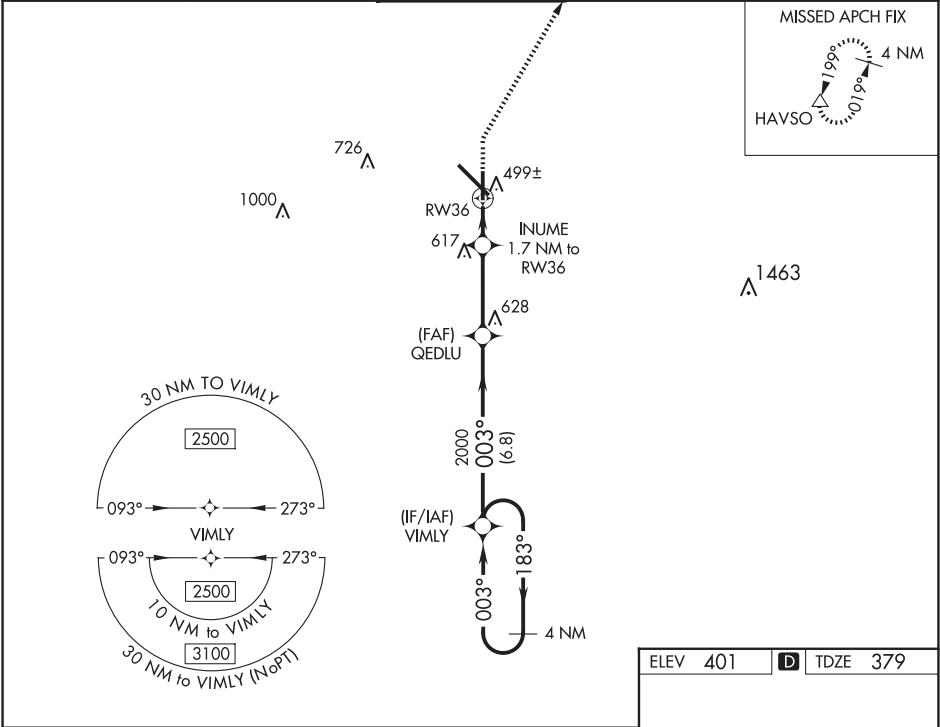
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61339</b><br><b>W36A</b> | APP CRS<br><b>003°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>379</b><br><b>401</b> |
|--|------------------------|-----------------------------|---|

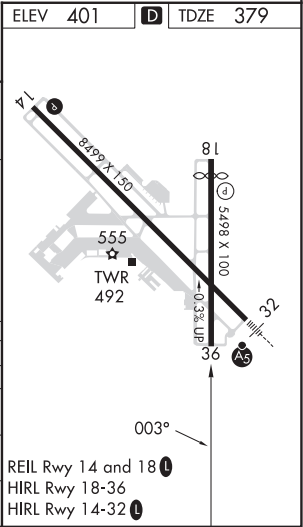
RNAV (GPS) RWY 36  
DOTHAN RGNL (DHN)

|   |   |
|---|---|
| <div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ¾ SM NA.</div></div> | MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct HAVSO and hold. |
|---|---|

|                        |   |  |                               |                         |
|------------------------|---|--|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON★<br><b>125.4 327.125</b> | DOTHAN TOWER★<br><b>118.4 (CTAF) 0 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|-------------------------------|-------------------------|



|                      |         |             |                 |                 |       |
|----------------------|---------|-------------|-----------------|-----------------|-------|
| 4 NM Holding Pattern |         | VIMLY       | 900             | 3000            | HAVSO |
| 2500 ← 183°          |         | QEDLU       | INUMÉ           | *LNAV only.     |       |
| 003° →               |         | 2000        | 1.7 NM to RW36  | *1 NM to RW36   |       |
| GP 3.00°             |         | *960        |                 | RW36            |       |
| TCH 52               |         | 6.8 NM      | 3.2 NM          | 0.7             | 1 NM  |
| CATEGORY             | A       | B           | C               | D               |       |
| LPV DA               | 651-7/8 |             | 272 (300-7/8)   |                 |       |
| LNAV/VNAV DA         | 681-1   |             | 302 (300-1)     |                 |       |
| LNAV MDA             | 760-1   | 381 (400-1) | 760-1 1/8       | 381 (400-1 1/8) |       |
| CIRCLING             | 860-1   | 459 (500-1) | 920-1 1/2       | 1040-2          |       |
|                      |         |             | 519 (600-1 1/2) | 639 (700-2)     |       |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VOR RWY 18  
DOTHAN RGNL (DHN)

ATIS  
135.725

CAIRNS APP CON ★  
125.4 327.125

DOTHAN TOWER★  
118.4 (CTAF) **L** 257.6

GND CON  
121.7 348.6

UNICOM  
122.95

DO THAN RGNL (DHN)  
VOR RWY 18

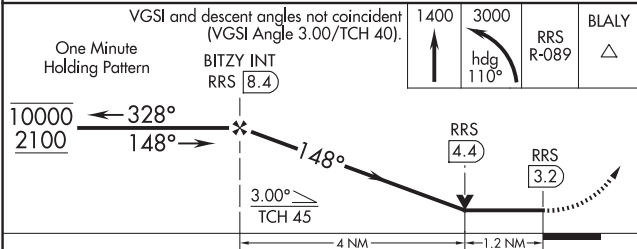
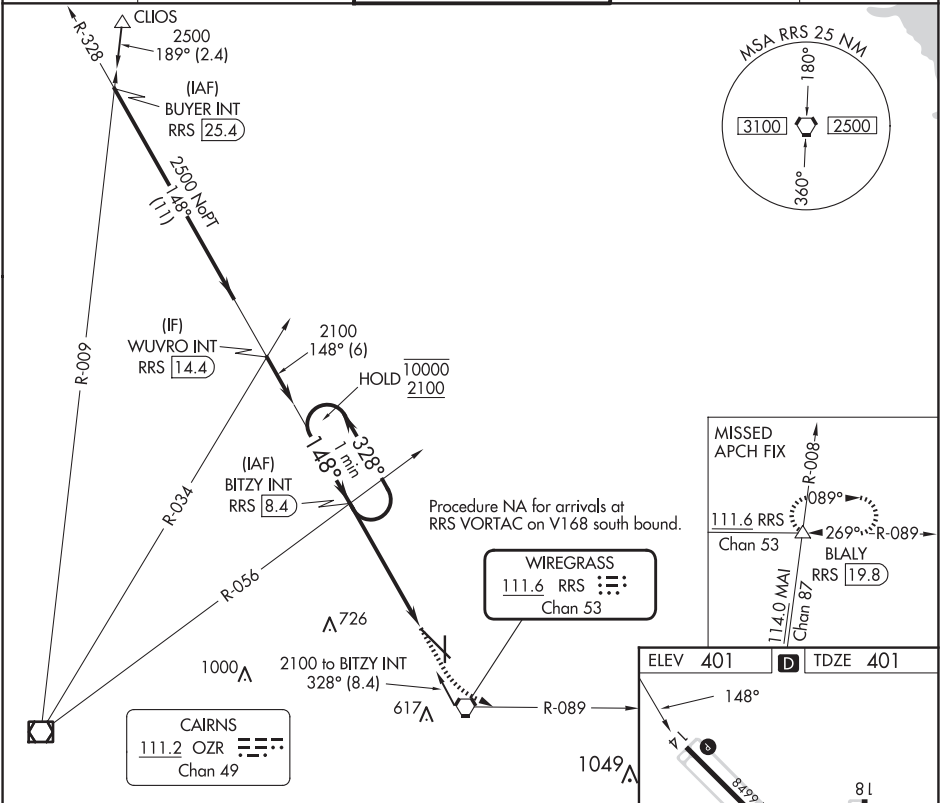
|            |         |          |      |
|------------|---------|----------|------|
| VORTAC RRS | APP CRS | Rwy Idg  | 8496 |
| 111.6      | 148°    | TDZE     | 401  |
| Chan 53    |         | Apt Elev | 401  |

# VOR or TACAN RWY 14

DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 110° and on RRS VORTAC R-089 to BLALY INT/RRS 19.8 DME and hold.

|         |                  |                    |             |        |
|---------|------------------|--------------------|-------------|--------|
| ATIS    | CAIRNS APP CON ★ | DOTHAN TOWER★      | GND CON     | UNICOM |
| 135.725 | 125.4 327.125    | 118.4 (CTAF) 257.6 | 121.7 348.6 | 122.95 |



| CATEGORY | A                 | B                   | C                  | D                    | E |
|----------|-------------------|---------------------|--------------------|----------------------|---|
| S-14     | 820-1 419 (500-1) | 820-1½ 419 (500-1½) |                    |                      |   |
| CIRCLING | 860-1 459 (500-1) | 920-1½ 519 (600-1½) | 1040-2 639 (700-2) | 1040-2¼ 639 (700-2¼) |   |

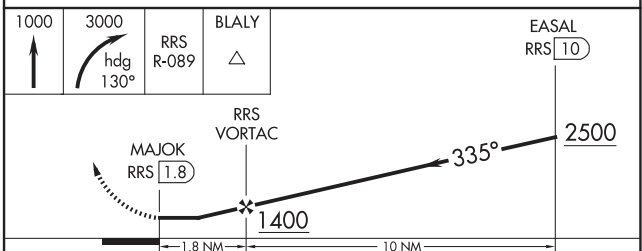
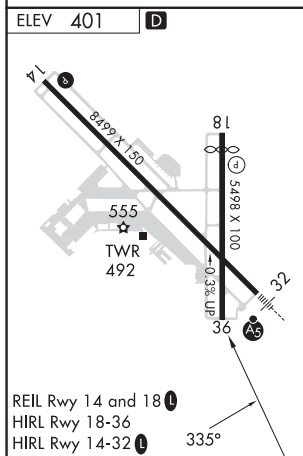
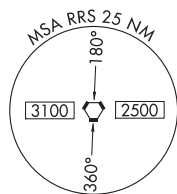
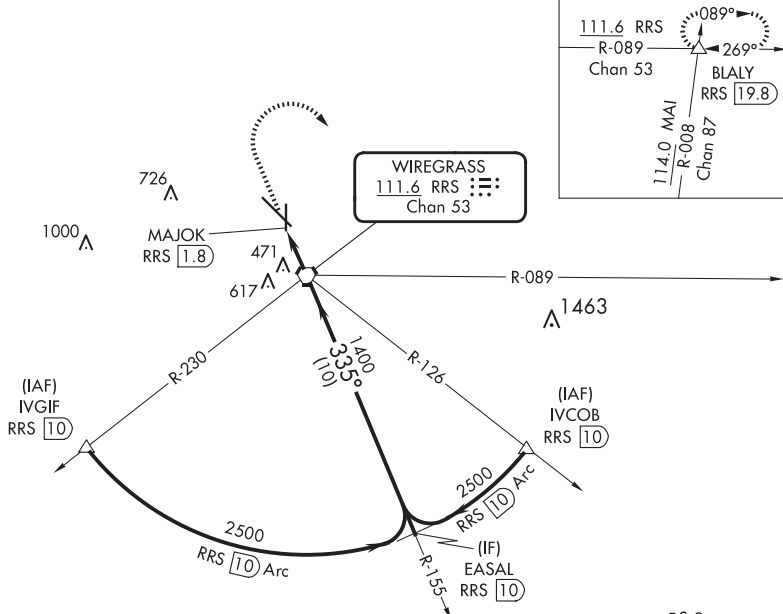
|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 5.2 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

# VOR or TACAN RWY 14

VOR or TACAN-A  
DOTHAN RGNL (DHN)

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 on heading 130° and RRS VORTAC R-089 to BLALY INT/RRS 19.8 DME and hold.

## MISSED APCH FIX



| FAF to MAP 1.8 NM |      |      |      |      |      | CATEGORY   | A                 | B | C            | D           | E            |
|-------------------|------|------|------|------|------|------------|-------------------|---|--------------|-------------|--------------|
| Knots             | 60   | 90   | 120  | 150  | 180  | C CIRCLING | 860-1 459 (500-1) |   | 920-1½       | 1040-2      | 1040-2¼      |
| Min:Sec           | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |            |                   |   | 519 (600-1½) | 639 (700-2) | 639 (700-2¼) |

DOTHAN RGNL (DHN)  
VOR or TACAN-A

SE-4, 07 AUG 2025 to 02 OCT 2025



|                                       |                        |                             |   |
|---------------------------------------|------------------------|-----------------------------|---|
| VORTAC RRS<br><b>111.6</b><br>Chan 53 | APP CRS<br><b>333°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>379</b><br><b>401</b> |
|---------------------------------------|------------------------|-----------------------------|---|

COPTER VOR RWY 36

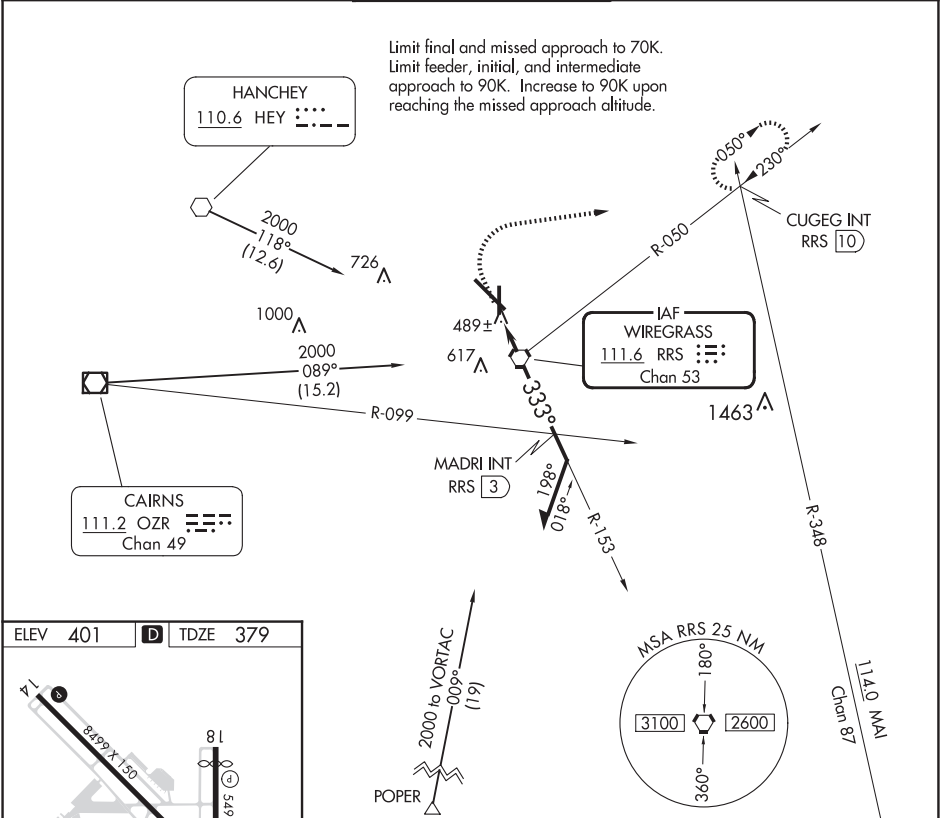
DOTHAN RGNL (DHN)

⚠

When local altimeter setting not received, use Cairns AAF (Fort Novosel) altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 080° and RRS VORTAC R-050 to CUGEG INT/RRS 10 DME and hold.

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.725</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | DOTHAN TOWER ★<br><b>118.4 (CTAF) 257.6</b> | GND CON<br><b>121.7 348.6</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



|      |     |      |     |
|------|-----|------|-----|
| ELEV | 401 | TDZE | 379 |
|------|-----|------|-----|

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 45   | 60   | 75   | 90   | 105  |
| Min:Sec | 2:24 | 1:48 | 1:26 | 1:12 | 1:02 |

|     |      |           |           |            |                    |
|-----|------|-----------|-----------|------------|--------------------|
| 900 | 2000 | RRS R-050 | CUGEG INT | RRS VORTAC | Remain within 5 NM |
|-----|------|-----------|-----------|------------|--------------------|

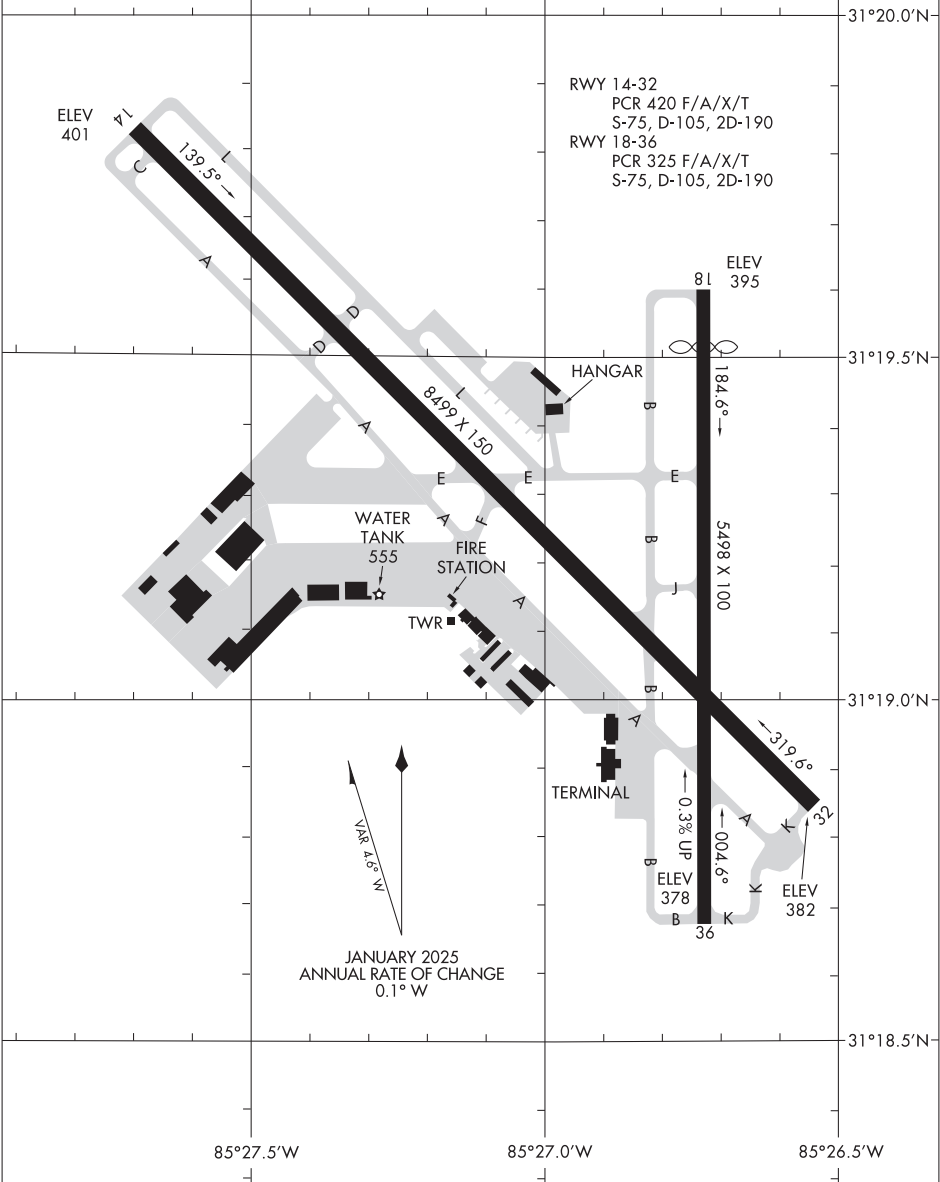
|          |      |                   |
|----------|------|-------------------|
| CATEGORY | H-36 | 740-1 361 (400-1) |
|----------|------|-------------------|

ATIS  
135.725  
DOTHAN TOWER★  
118.4 257.6  
GND CON  
121.7 348.6

FIELD  
ELEV  
401

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D



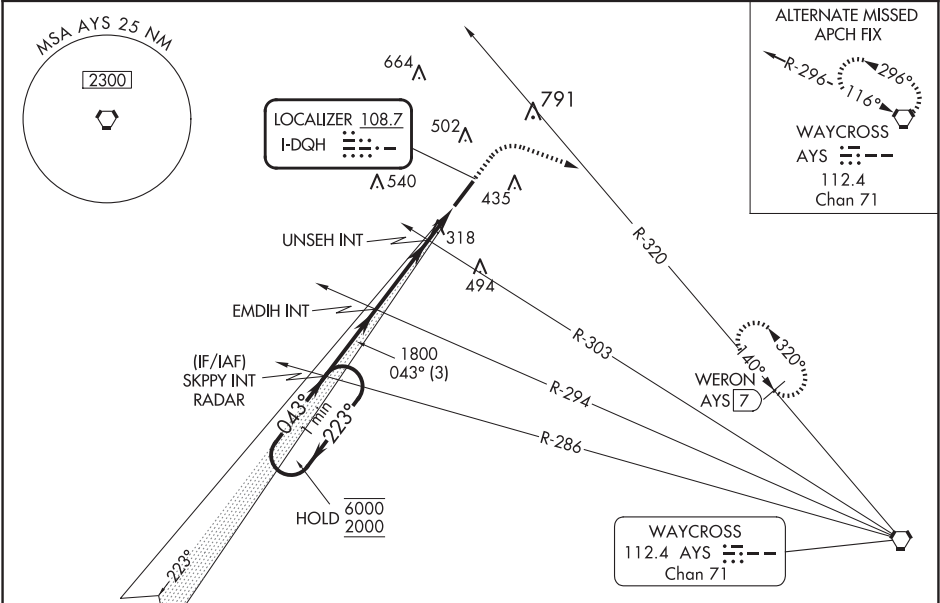
|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-DQH<br><b>108.7</b> | APP CRS<br><b>043°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6000</b><br><b>253</b><br><b>257</b> |
|---------------------------|------------------------|-----------------------------|---|

ILS or LOC RWY 4

DOUGLAS MUNI (DQH)

|   |             |  |
|---|-------------|--|
| RADAR required for procedure entry.                                       | MALSR       | MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on heading 116° and AYS VORTAC R-320 to WERON/7 DME and hold. |
| <div>For inop ALS, increase S-LOC 4 Cat C and D visibility to 1 SM.</div> | <div></div> |  |

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>119.075</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---|-------------------------------|



One Minute Holding Pattern

SKPPY INT RADAR

EMDIH INT

UNSEH INT

700

3000

hdg 116°

AYS R-320

WERON AYS 7

GS 3.00°

TCH 51

3 NM

3.1 NM

1.6

6000

2000

223°

043°

043°

1800

800

| CATEGORY | A                 | B                 | C                 | D                   |
|----------|-------------------|-------------------|-------------------|---------------------|
| S-ILS 4  | 453-½ 200 (200-½) |                   |                   |                     |
| S-LOC 4  | 620-½ 367 (400-½) | 620-⅝ 367 (400-⅝) |                   |                     |
| CIRCLING | 720-1 463 (500-1) | 820-1 563 (600-1) | 960-2 703 (800-2) | 960-2¼ 703 (800-2¼) |

ELEV 257

TDZE 253

MIRL Rwy 4-22

FAF to MAP 4.7 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

DOUGLAS, GEORGIA

AL-5356 (FAA)

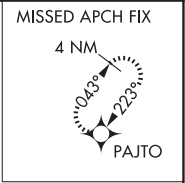
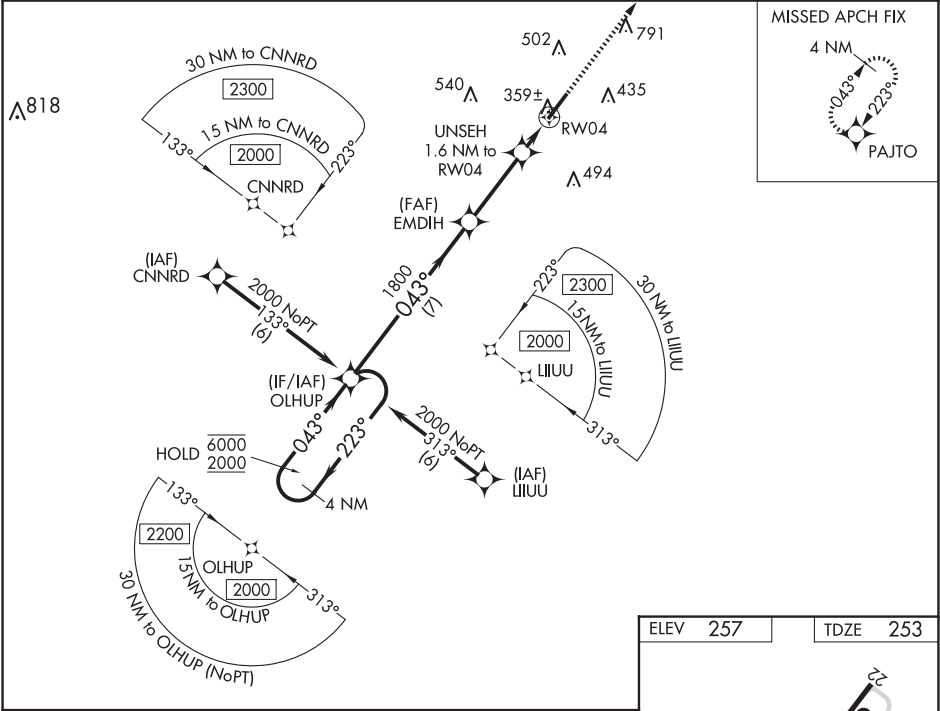
25163

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>93824</b><br><b>W04A</b> | APP CRS<br><b>043°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>6000</b><br><b>253</b><br><b>257</b> |
|--|------------------------|--|

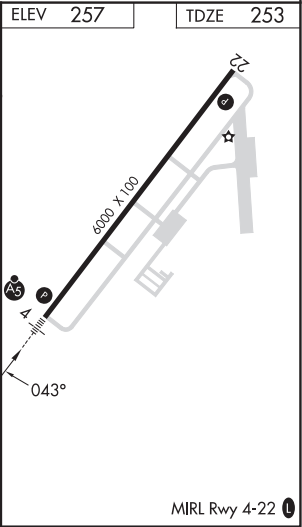
**RNAV (GPS) RWY 4**  
DOUGLAS MUNI (DQH)

|   |       |   |
|---|-------|---|
| RNP APCH - GPS.   | MALSR | MISSED APPROACH: Climb to 3000 direct PAJTO and hold, continue climb-in-hold to 3000. |
| <br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C and D visibility to 1 SM. |       |   |

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>119.075</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|                      |                   |                      |                   |
|----------------------|-------------------|----------------------|-------------------|
| 4 NM Holding Pattern |                   | 3000 PAJTO           |                   |
| 6000 ← 223°          |                   | ↑                    |                   |
| 2000 → 043°          |                   | ✧                    |                   |
| GP 3.00° TCH 51      |                   | 1800                 |                   |
| OLHUP                |                   | UNSEH 1.6 NM to RW04 |                   |
| EMDIH                |                   | 1 NM to RW04         |                   |
| 7 NM                 |                   | RW04                 |                   |
| 3.1 NM               |                   | 0.6 NM               |                   |
| 1 NM                 |                   | 1 NM                 |                   |
| CATEGORY             | A                 | B                    | C                 |
| LPV DA               | 453-½             | 200 (200-½)          |                   |
| LNAV/VNAV DA         | 540-½             | 287 (300-½)          |                   |
| LNAV MDA             | 620-½ 367 (400-½) | 620-⅝ 367 (400-⅝)    |                   |
| CIRCLING             | 720-1 463 (500-1) | 820-1 563 (600-1)    | 960-2 703 (800-2) |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>86725</b><br><b>W22A</b> | APP CRS<br><b>223°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6000</b><br><b>257</b><br><b>257</b> |
|--|------------------------|-----------------------------|---|

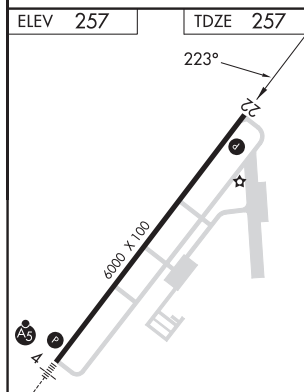
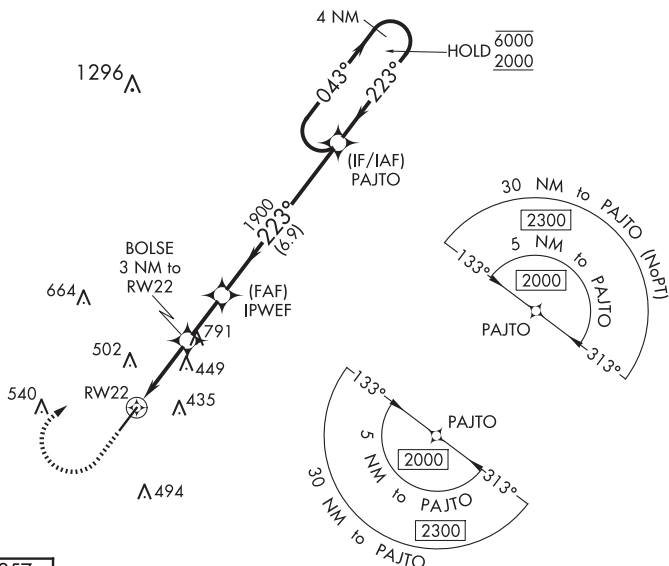
RNAV (GPS) RWY 22  
DOUGLAS MUNI (DQH)




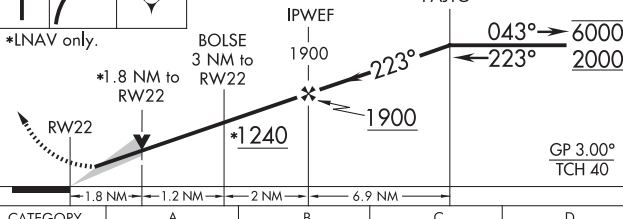
RNP APCH.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C  
**A** or above 54°C.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct PAJTO and hold.

|                          |   |   |
|--------------------------|---|---|
| AWOS-3<br><b>119.075</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8</b> (CTAF)  |
|--------------------------|---|---|



|   |   |  |                      |                            |                         |
|---|---|--|----------------------|----------------------------|-------------------------|
|    | VGS1 and RNAV glidepath not coincident<br>(VGS1 Angle 2.50/TCH 27).                 |  |                      |                            | 4 NM<br>Holding Pattern |
| *LNAV only.   |  |  |                      |                            |                         |
| CATEGORY  | A   |  | B                    | C                          | D                       |
| LPV DA  |   |  | 507- $\frac{3}{4}$   | 250 (300- $\frac{3}{4}$ )  |                         |
| LNAV/VNAV DA  |   |  | 567- $\frac{7}{8}$   | 310 (400- $\frac{7}{8}$ )  |                         |
| LNAV MDA  | 760-1 503 (600-1)   |  | 760-1 $\frac{3}{8}$  | 503 (600-1 $\frac{3}{8}$ ) |                         |
| <b>C</b> CIRCLING   | 760-1<br>503 (600-1)  |  | 820-1<br>563 (600-1) | 960-2<br>703 (800-2)       | 1160-3<br>903 (1000-3)  |

DUBLIN, GEORGIA

AL-5146 (FAA)

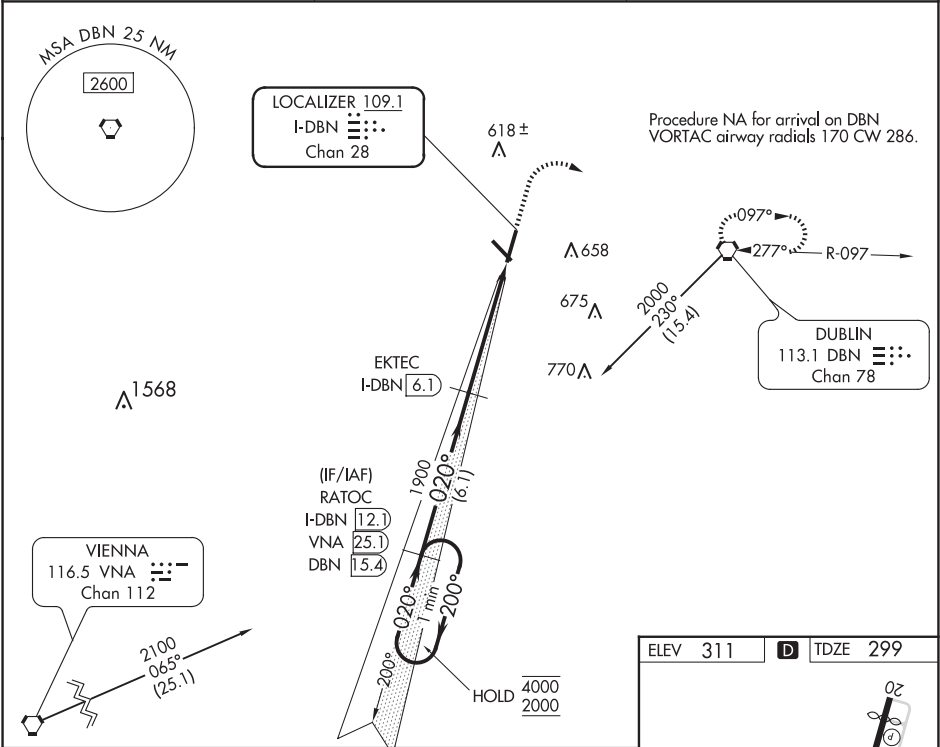
22139

|                |             |          |            |
|----------------|-------------|----------|------------|
| LOC/DME I-DBN  | APP CRS     | Rwy ldg  | 6300       |
| <b>109.1</b>   | <b>020°</b> | TDZE     | <b>299</b> |
| Chan <b>28</b> |             | Apt Elev | <b>311</b> |

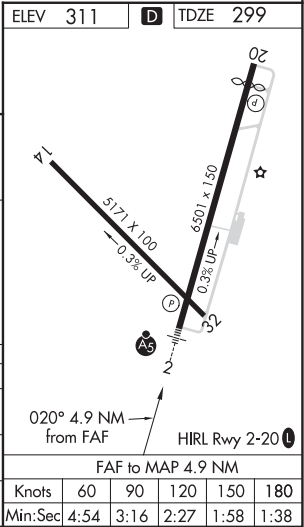
# ILS or LOC RWY 2

W H 'BUD' BARRON (DBN)

|  |   |   |
|--|---|---|
| DME required.  | MALSR                                   | MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct DBN VORTAC and hold. |
| Circling Rwy 32 NA at night.<br>For inop ALS, increase S-LOC 2 Cats C/D visibility to 1½ SM. |   |   |
| AWOS-3<br><b>118.425</b>   | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b>   |



|   |                      |                      |                        |                      |
|---|----------------------|----------------------|------------------------|----------------------|
| One Minute Holding Pattern                                      |                      |                      |                        |                      |
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 31). |                      |                      |                        |                      |
|   |                      |                      |                        |                      |
| GS 3.00° TCH 42   |                      |                      |                        |                      |
| RATOC I-DBN [12.1] EKTEC I-DBN [6.1]                            |                      |                      |                        |                      |
| 1000 2000 DBN   |                      |                      |                        |                      |
| 6.1 NM 3.6 NM 1.4 NM  |                      |                      |                        |                      |
| CATEGORY  | A                    | B                    | C                      | D                    |
| S-ILS 2   | 499-½ 200 (200-½)    |                      |                        |                      |
| S-LOC 2   | 760-½                | 461 (500-½)          | 760-1                  | 461 (500-1)          |
| CIRCLING  | 760-1<br>449 (500-1) | 780-1<br>469 (500-1) | 940-1¾<br>629 (700-1¾) | 980-2<br>669 (700-2) |



DUBLIN, GEORGIA  
Amdt 3 19MAY22

32°34'N-82°59'W

# W H 'BUD' BARRON (DBN)

## ILS or LOC RWY 2

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78338</b><br><b>W02A</b> | APP CRS<br><b>020°</b> | Rwy Idg<br>TDZE <b>299</b><br>Apt Elev <b>311</b> |
|--|------------------------|---|

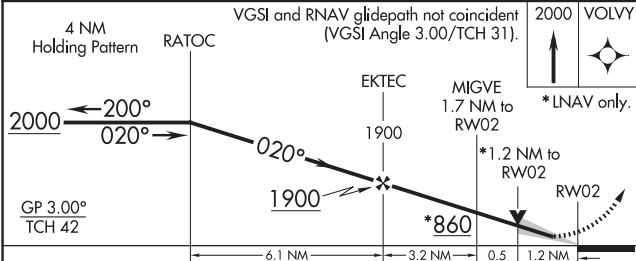
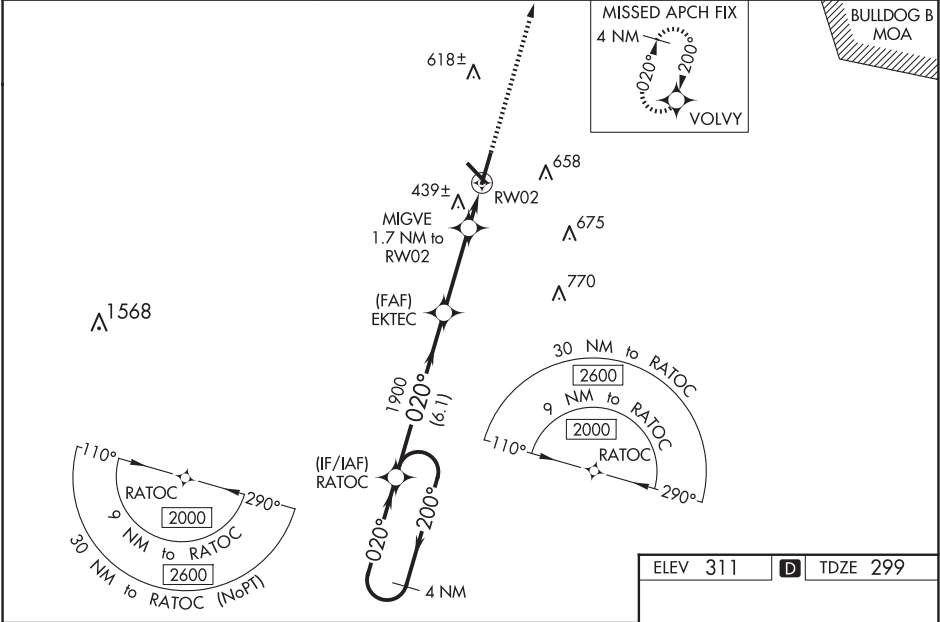
RNAV (GPS) RWY 2  
W H 'BUD' BARRON (DBN)

▼ Night landing: Rwy 32 NA. 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 Vidalia altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vidalia altimeter setting and increase LPV DA to 593 feet and LNAV/VNAV DA to 849 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¾ mile and LNAV Cats C/D visibility and Circling Cats C/D visibility ¼ mile. For inop MALSR, increase LNAV Cat C/D visibility to 1 ½ mile. For inop MALSR when using Vidalia altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cat C/D visibility to 1 ¾ mile.

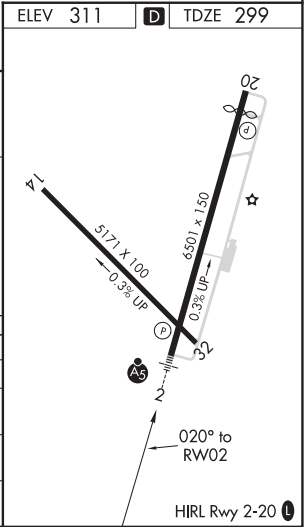
MALSR  
A5

MISSED APPROACH:  
Climb to 2000 direct  
VOLVY and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.425</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.7 (CTAF)</b> 1 |
|--------------------------|---|---------------------------------|



| CATEGORY     | A                     | B                 | C                     | D                          |
|--------------|-----------------------|-------------------|-----------------------|----------------------------|
| LPV DA       |                       | 499-1/2           | 200 (200-1/2)         |                            |
| LNAV/VNAV DA |                       | 755-1 1/8         | 456 (500-1 1/8)       |                            |
| LNAV MDA     | 700-1/2 401 (400-1/2) |                   | 700-3/4 401 (400-3/4) |                            |
| CIRCLING     | 760-1 449 (500-1)     | 780-1 469 (500-1) | 1020-2 709 (800-2)    | 1020-2 1/4 709 (800-2 1/4) |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

DUBLIN, GEORGIA

AL-5146 (FAA)

20254

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82638</b><br><b>W20A</b> | APP CRS<br><b>200°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6000</b><br><b>309</b><br><b>311</b> |
|--|------------------------|-----------------------------|---|

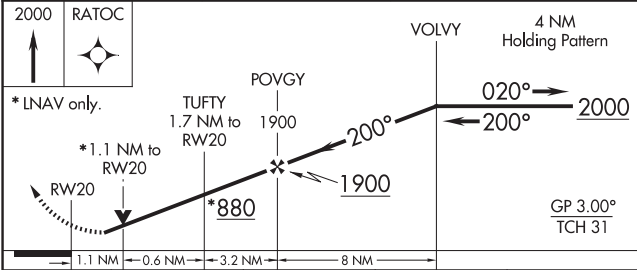
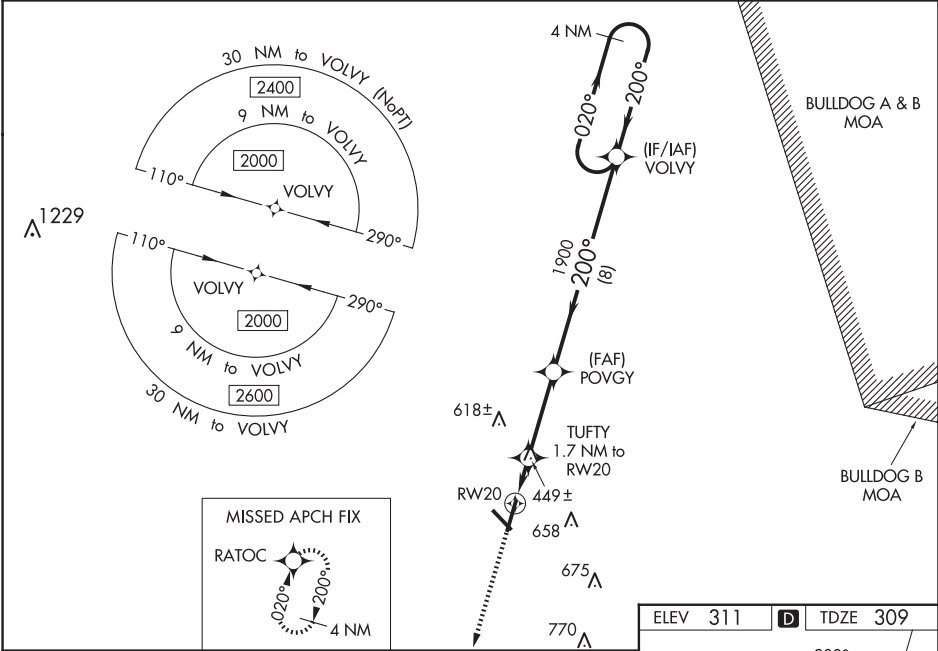
# RNAV (GPS) RWY 20

W H 'BUD' BARRON (DBN)

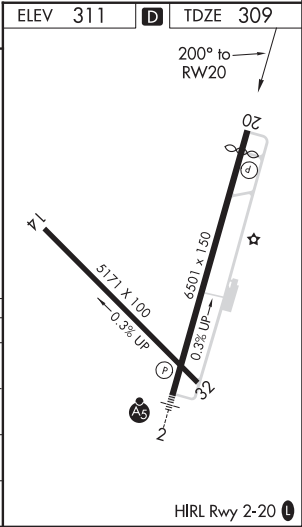
▼ Night landing: Rwy 32 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Vidalia altimeter setting.  
▲ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Vidalia altimeter setting; increase LPV DA to 681 feet and LNAV/VNAV DA to 693 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅓ mile and LNAV Cat C/D and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2000 direct  
RATOC and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.425</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



| CATEGORY     | A                    | B                    | C                     | D                       |
|--------------|----------------------|----------------------|-----------------------|-------------------------|
| LPV DA       | 587-1                | 278 (300-1)          |                       |                         |
| LNAV/VNAV DA | 688-1                | 379 (400-1)          |                       |                         |
| LNAV MDA     | 700-1                | 391 (400-1)          | 700-1½                | 391 (400-1½)            |
| CIRCLING     | 760-1<br>449 (500-1) | 780-1<br>469 (500-1) | 1020-2<br>709 (800-2) | 1020-2¼<br>709 (800-2¼) |



DUBLIN, GEORGIA  
Amdt 1 21JUL16

32°34'N-82°59'W

# RNAV (GPS) RWY 20

W H 'BUD' BARRON (DBN)



SE-4, 07 AUG 2025 to 02 OCT 2025

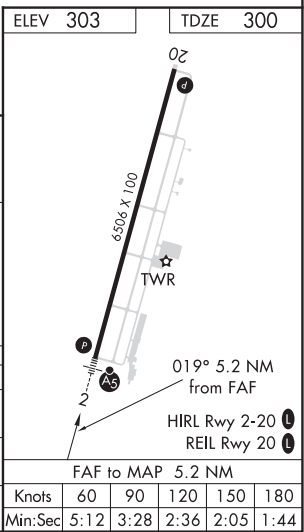
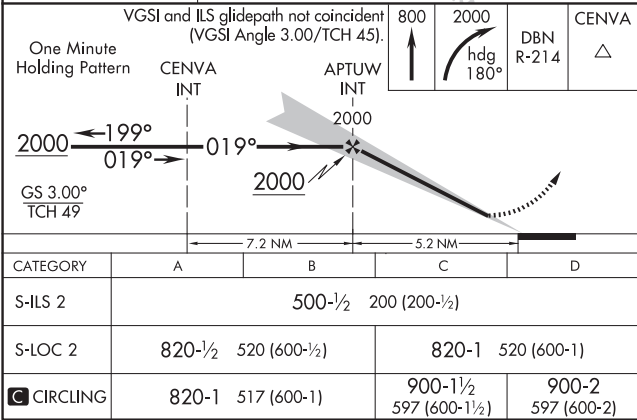
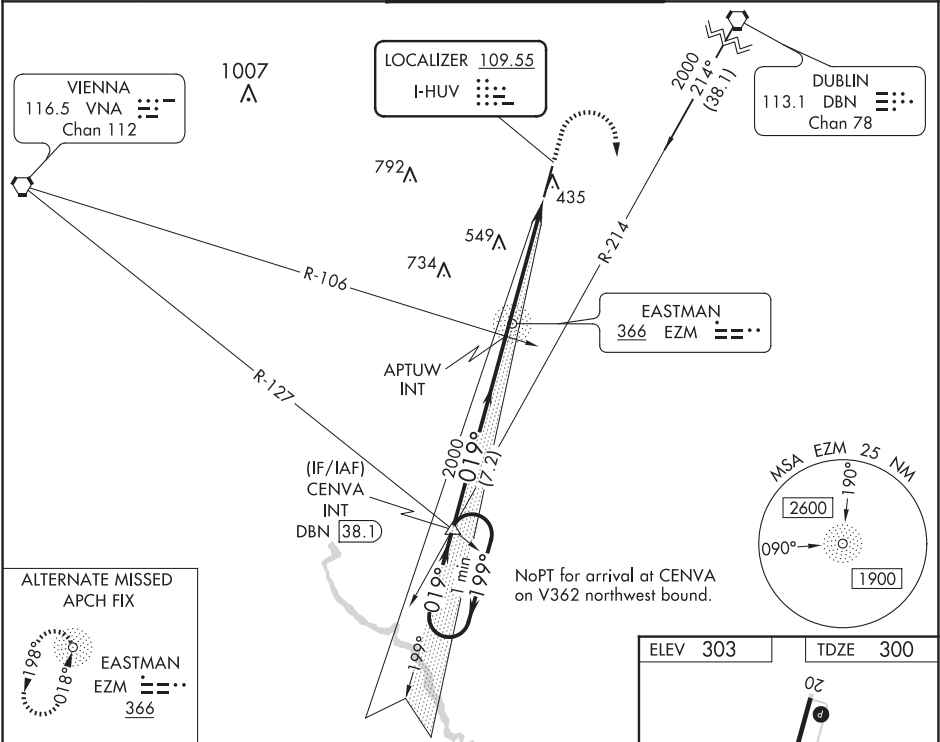
SE-4, 07 AUG 2025 to 02 OCT 2025



|                            |                        |   |
|----------------------------|------------------------|---|
| LOC I-HUV<br><b>109.55</b> | APP CRS<br><b>019°</b> | Rwy Idg <b>6506</b><br>TDZE <b>300</b><br>Apt Elev <b>303</b> |
|----------------------------|------------------------|---|

ILS or LOC RWY 2  
HEART OF GEORGIA RGNL (EZM)

|   |   |  |   |  |  |
|---|---|--|---|--|--|
|  | When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 2 Cat C/D and Circling Cat C visibility ¼ mile. |  |  | MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 180° and DBN VORTAC R-214 to CENVA INT and hold. |  |
|   |   |  |   |  |  |
| ATIS<br><b>119.425</b>  | JACKSONVILLE CENTER<br><b>127.575 269.025</b>   | HEART OF GEORGIA TOWER ★<br><b>124.55 (CTAF) 0</b> | GND CON<br><b>121.175</b>   | UNICOM<br><b>122.95</b>  |  |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

EASTMAN, GEORGIA

AL-5469 (FAA)


19059

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82104</b><br><b>W02A</b> | APP CRS<br><b>019°</b> | Rwy Idg <b>6506</b><br>TDZE <b>300</b><br>Apt Elev <b>303</b> |
|--|------------------------|---|

RNAV (GPS) RWY 2  
HEART OF GEORGIA RGNL (E2M)

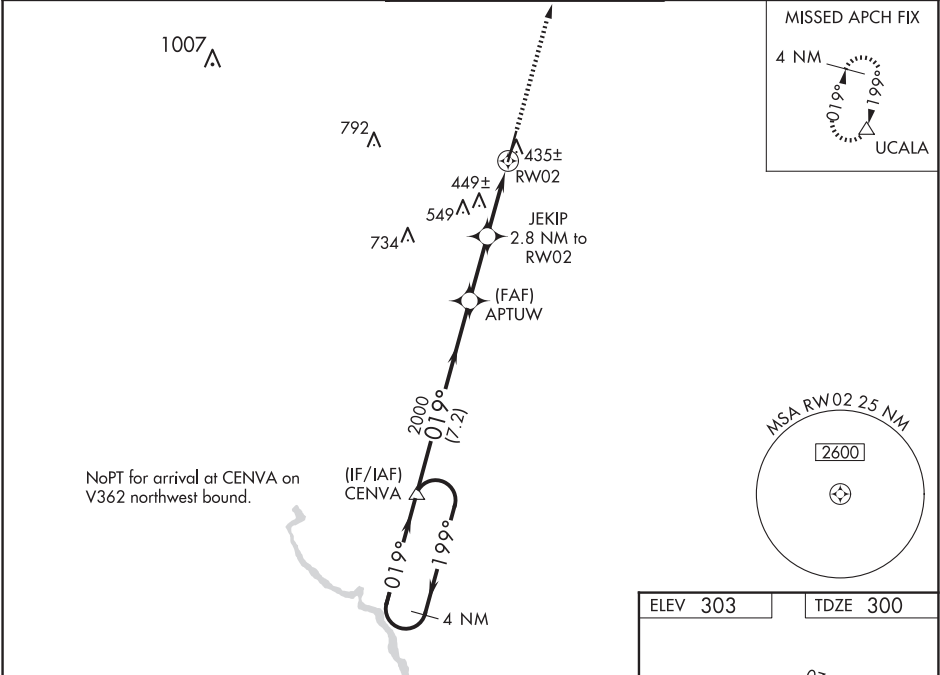
**⚠** Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¼ miles. DME/DME RNP-0.3 NA. VDP NA with Dublin altimeter setting.

MALSR



MISSED APPROACH:  
Climb to 2100 direct UCALA and hold.

|                        |   |  |                           |                         |
|------------------------|---|--|---------------------------|-------------------------|
| ATIS<br><b>119.425</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | HEART OF GEORGIA TOWER ★<br><b>124.55 (CTAF) 0</b> | GND CON<br><b>121.175</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|---------------------------|-------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

2100 UCALA

4 NM Holding Pattern

CENVA

APTUW

JEKIP

2.8 NM to RW02

\*LNAV only.

GP 3.00° TCH 49

2000

019°

019°

2000

\*1220

\*1.1 NM to RW02

RW02

7.2 NM

2.4 NM

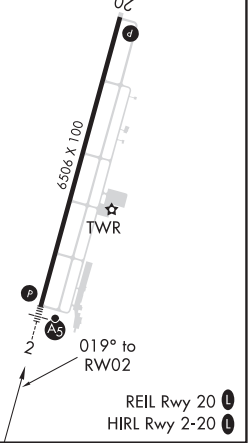
1.7 NM

1.1

| CATEGORY     | A                    | B                    | C                      | D                    |
|--------------|----------------------|----------------------|------------------------|----------------------|
| LPV DA       |                      | 500-½                | 200 (200-½)            |                      |
| LNAV/VNAV DA |                      | 595-½                | 295 (300-½)            |                      |
| LNAV MDA     | 700-½                | 400 (400-½)          | 700-¾                  | 400 (400-¾)          |
| CIRCLING     | 760-1<br>457 (500-1) | 820-1<br>517 (600-1) | 900-1½<br>597 (600-1½) | 900-2<br>597 (600-2) |

ELEV 303

TDZE 300



REIL Rwy 20 0

HIRL Rwy 2-20 0

EASTMAN, GEORGIA  
Amdt 2A 25JUN15

32°13'N-83°08'W

HEART OF GEORGIA RGNL (E2M)  
RNAV (GPS) RWY 2

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

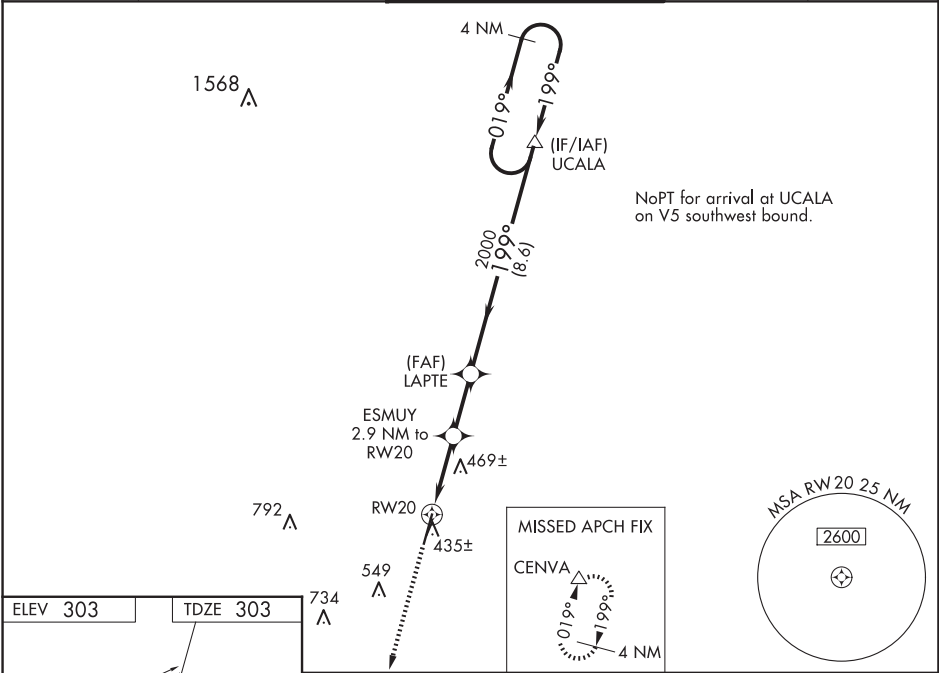
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56436</b><br><b>W20A</b> | APP CRS<br><b>199°</b> | Rwy Idg <b>6506</b><br>TDZE <b>303</b><br>Apt Elev <b>303</b> |
|--|------------------------|---|

RNAV (GPS) RWY 20  
HEART OF GEORGIA RGNL (E2M)

**⚠** Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Dublin altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cat C/D visibility 1/8 mile and LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA with Dublin altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 2000 direct CENVA and hold.

|                        |   |  |                           |                         |
|------------------------|---|--|---------------------------|-------------------------|
| ATIS<br><b>119.425</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | HEART OF GEORGIA TOWER ★<br><b>124.55 (CTAF) 0</b> | GND CON<br><b>121.175</b> | UNICOM<br><b>122.95</b> |
|------------------------|---|--|---------------------------|-------------------------|



|              |          |                      |  |                      |  |
|--------------|----------|----------------------|--|----------------------|--|
| ELEV 303     | TDZE 303 |                      |  |                      |  |
| 199° to RW20 |          | 02                   |  |                      |  |
| 6504 x 100   |          | TWR                  |  |                      |  |
| REIL Rwy 20  |          | HIRL Rwy 2-20        |  |                      |  |
| 2000         |          | CENVA                |  | 4 NM Holding Pattern |  |
| *LNAV only.  |          | ESMUY 2.9 NM to RW20 |  | LAPTE 2000           |  |
| RW20         |          | *1.2 NM to RW20      |  | *1260                |  |
| 1.2          |          | 1.7 NM               |  | 2.3 NM               |  |
| CATEGORY     |          | A                    |  | B                    |  |
| LPV DA       |          | 602-1                |  | 299 (300-1)          |  |
| LNAV/VNAV DA |          | 722-1 3/8            |  | 417 (500-1 3/8)      |  |
| LNAV MDA     |          | 720-1                |  | 417 (500-1)          |  |
| CIRCLING     |          | 760-1                |  | 820-1                |  |
|              |          | 457 (500-1)          |  | 517 (600-1)          |  |
|              |          | 900-1 1/2            |  | 900-2                |  |
|              |          | 597 (600-1 1/2)      |  | 597 (600-2)          |  |

EASTMAN, GEORGIA

AL-5469 (FAA)

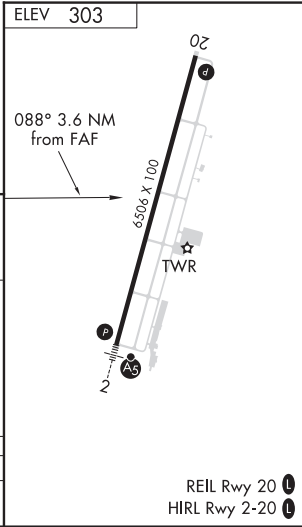
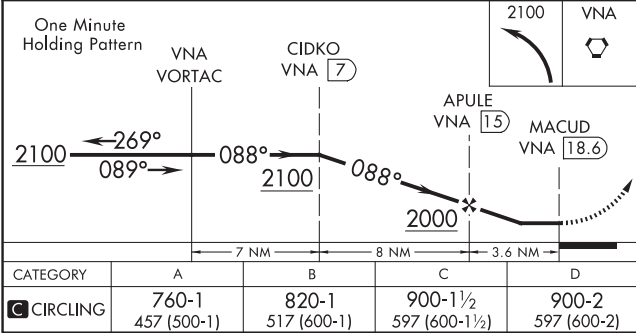
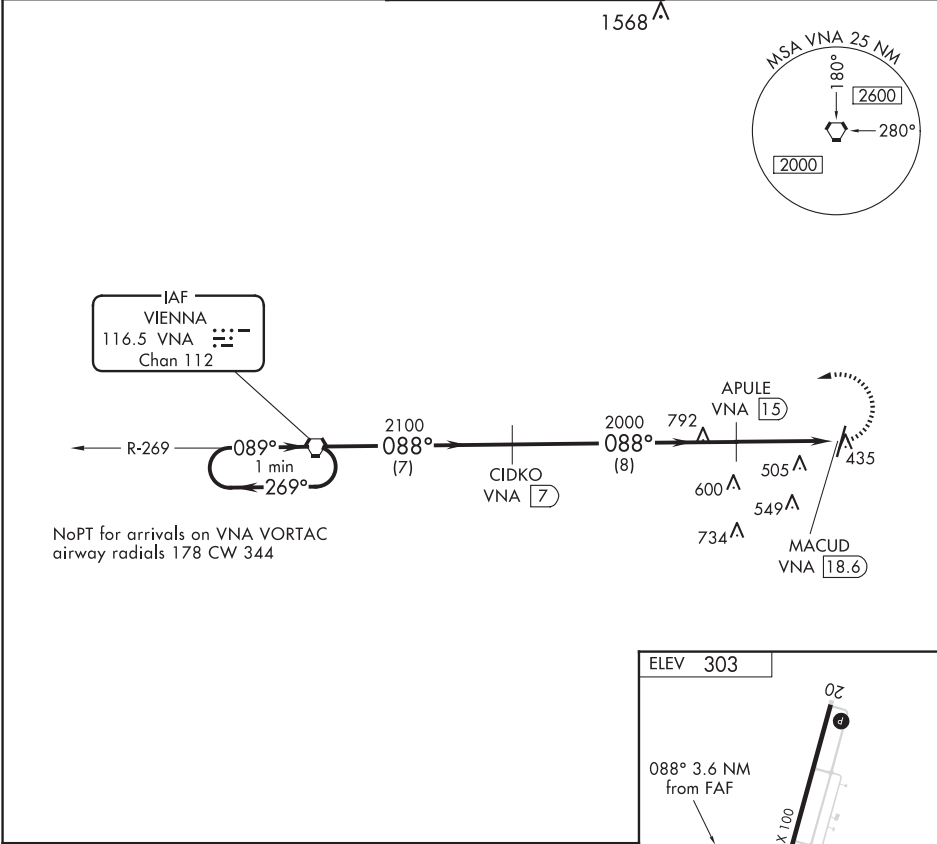
20254

|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC VNA | APP CRS | Rwy Idg  | N/A |
| 116.5      | 088°    | TDZE     | N/A |
| Chan 112   |         | Apt Elev | 303 |

VOR/DME-A  
HEART OF GEORGIA RGNL (EZM)

|         |   |   |
|---------|---|---|
| ▼<br>NA | When local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 60 feet, increase Circling Cat C visibility ¼ SM. | MISSED APPROACH: Climbing left turn to 2100 direct VNA VORTAC and hold. |
|---------|---|---|

|                 |  |   |                    |                  |
|-----------------|--|---|--------------------|------------------|
| ATIS<br>119.425 | JACKSONVILLE CENTER<br>127.575 269.025 | HEART OF GEORGIA TOWER ★<br>124.55 (CTAF) 0 | GND CON<br>121.175 | UNICOM<br>122.95 |
|-----------------|--|---|--------------------|------------------|



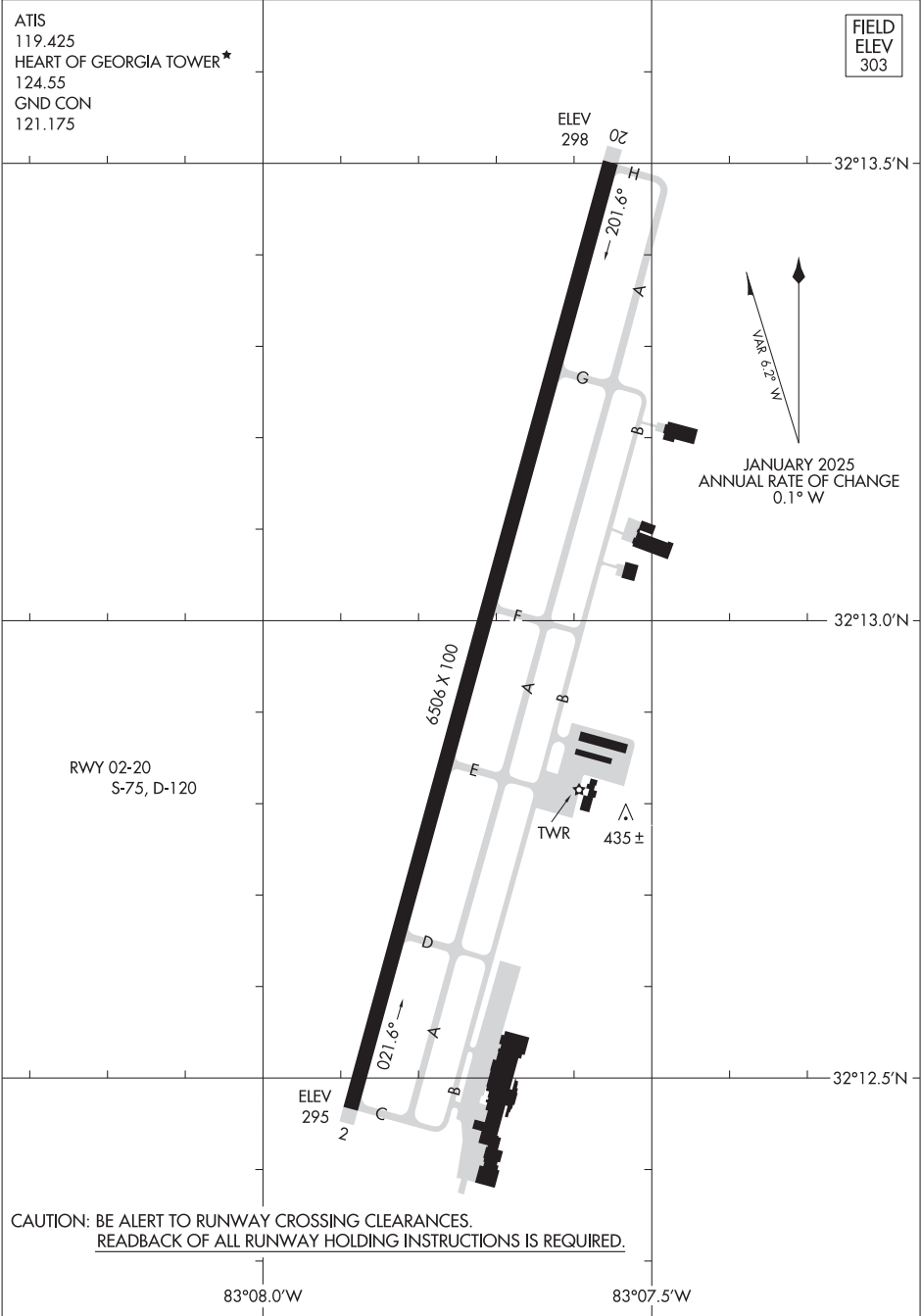
EASTMAN, GEORGIA  
Amdt 8A 23APR20

32°13'N-83°08'W

HEART OF GEORGIA RGNL (EZM)  
VOR/DME-A

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



ELBERTON, GEORGIA

AL-6567 (FAA)

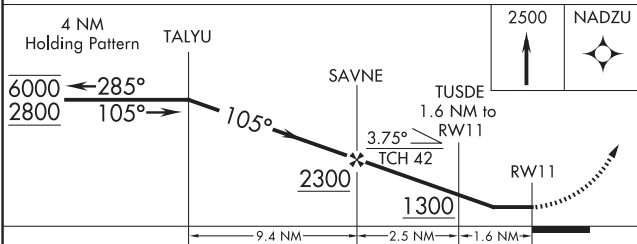
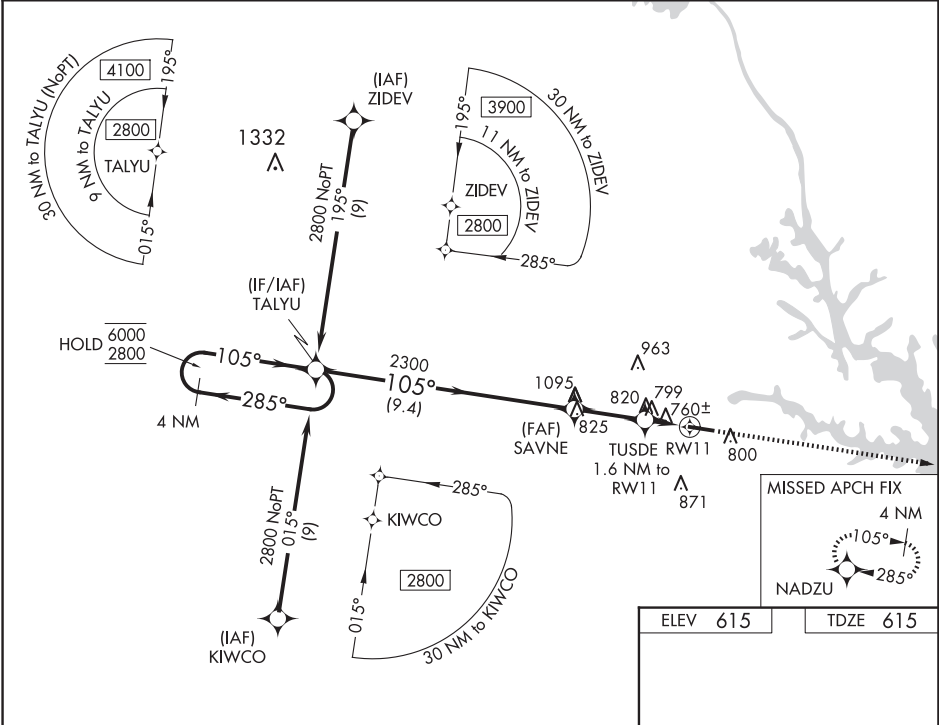
23278

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56346</b><br><b>W11A</b> | APP CRS<br><b>105°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5004</b><br><b>615</b><br><b>615</b> |
|--|------------------------|-----------------------------|---|

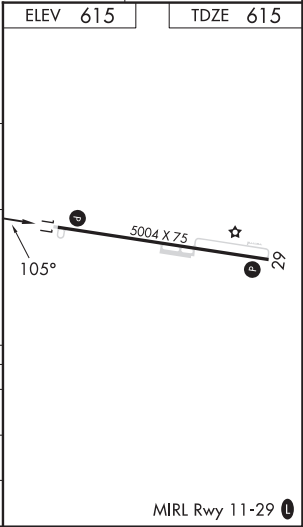
**RNAV (GPS) RWY 11**  
ELBERT COUNTY-PATZ FLD (EBA)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.<br><div><div>T</div><div>A</div></div> Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. |  | MISSED APPROACH: Climb to 2500 direct NADZU and hold. |
|---|--|---|

|                         |                                       |  |
|-------------------------|---------------------------------------|--|
| AWOS-3<br><b>118.15</b> | ATLANTA CENTER<br><b>127.5 316.05</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|-------------------------|---------------------------------------|--|



| CATEGORY | A      | B           | C                             | D  |
|----------|--------|-------------|-------------------------------|----|
| LP MDA   | 1060-1 | 445 (500-1) | 1060-1 3/8<br>445 (500-1 3/8) | NA |
| LNAV MDA | 1120-1 | 505 (600-1) | 1120-1 3/8<br>505 (600-1 3/8) | NA |
| CIRCLING | 1160-1 | 545 (600-1) | 1280-1 3/4<br>665 (700-1 3/4) | NA |



ELBERTON, GEORGIA  
Amdt 2 05OCT23

34°06'N-82°49'W

ELBERT COUNTY-PATZ FLD (EBA)  
**RNAV (GPS) RWY 11**

SE-4, 07 AUG 2025 to 02 OCT 2025

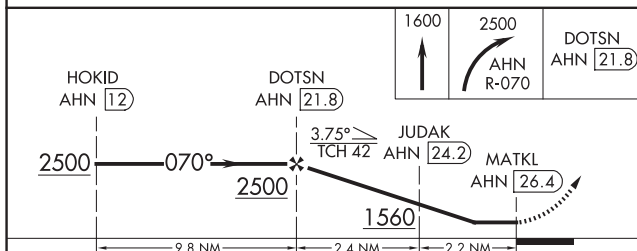
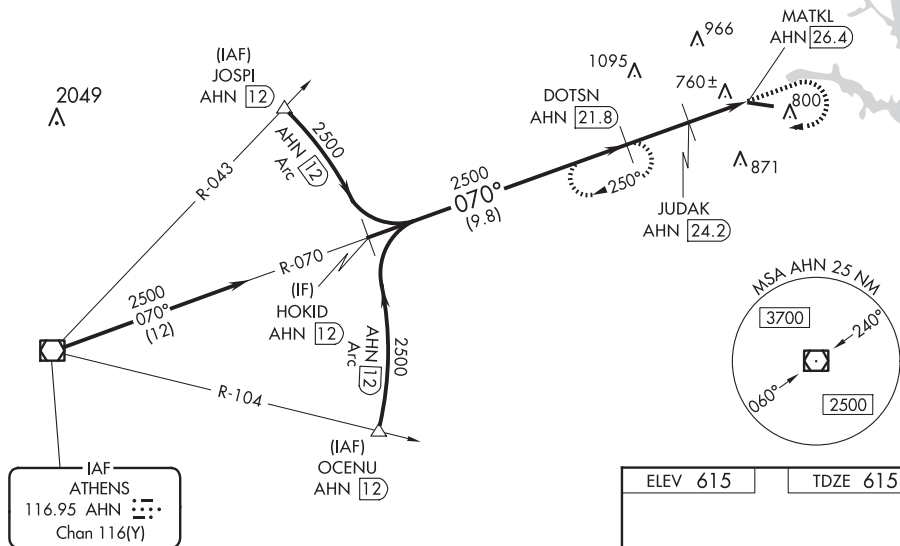
SE-4, 07 AUG 2025 to 02 OCT 2025




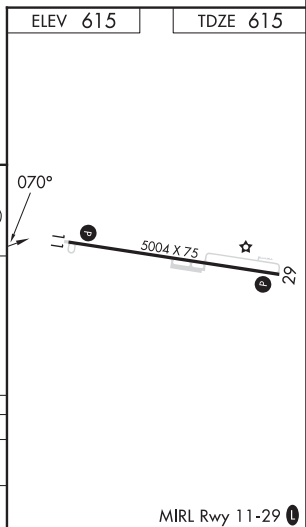
VOR RWY 11  
ELBERT COUNTY-PATZ FLD (EBA)

**MISSED APPROACH:** Climb to 1600 then climbing right turn to 2500 on AHN VOR/DME R-070 to DOTS/NAH 21.8 DME and hold.

|                         |                                       |                                 |
|-------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>118.15</b> | ATLANTA CENTER<br><b>127.5 316.05</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------|---------------------------------------|---------------------------------|



| CATEGORY   | A                     | B  | C  | D  |
|--|-----------------------|--|--|----|
| S-11   | 1200-1<br>585 (600-1) |  | 1200-1 $\frac{3}{4}$<br>585 (600-1 $\frac{3}{4}$ ) | NA |
|  CIRCLING | 1200-1<br>585 (600-1) | 1200-1 $\frac{1}{4}$<br>585 (600-1 $\frac{1}{4}$ ) | 1280-2<br>665 (700-2)                              | NA |



SE-4, 07 AUG 2025 to 02 OCT 2025



25107

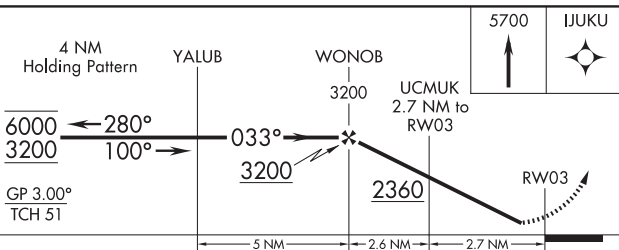
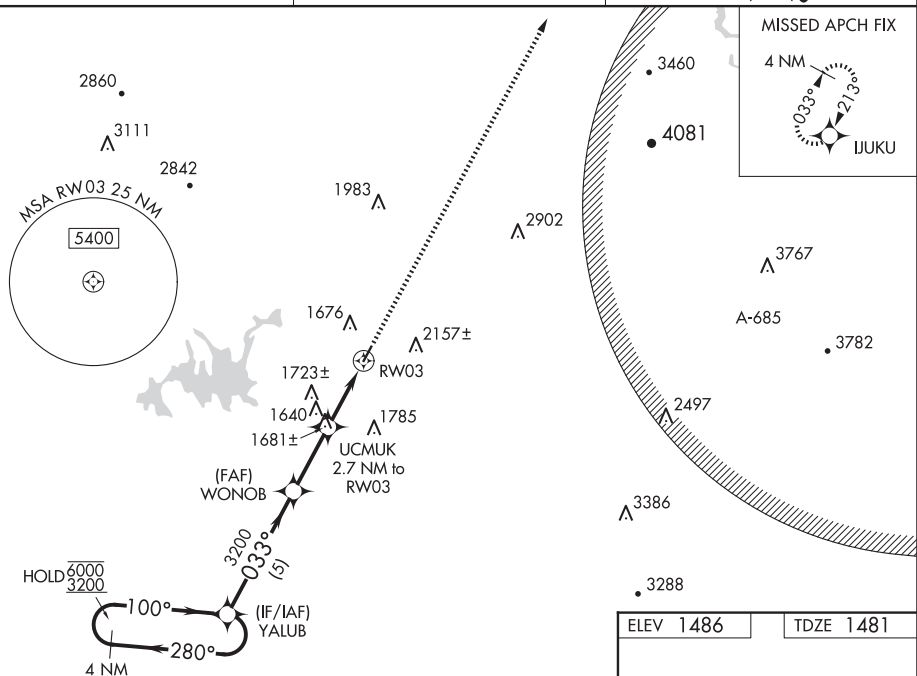
# RNAV (GPS) RWY 3


## GILMER COUNTY (49A)

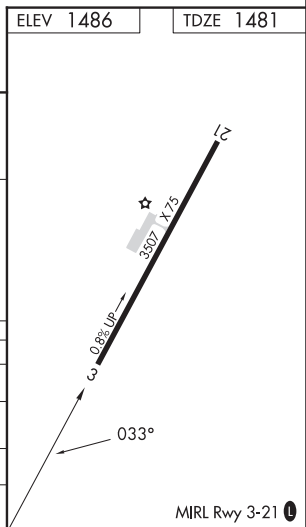
**T**  
**A** Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:**  
Climb to 5700 direct  
IJUKU and hold, continue  
climb-in-hold to 5700.

ATLANTA CENTER  
133.1 342.425

UNICOM  
123.0 (CTAF) **L**

| CATEGORY   |     | A                     | B  | C   | D |
|--|-----|-----------------------|--|---|---|
| LPV  | DA  | 1731-1                |  | 250 (300-1)                                     |   |
| LNAV/<br>VNAV  | DA  | 1922-1 $\frac{3}{8}$  |  | 441 (500-1 $\frac{3}{8}$ )                      |   |
| LNAV   | MDA | 1900-1                | 419 (500-1)  | 1900-1 $\frac{1}{8}$ 419 (500-1 $\frac{1}{8}$ ) |   |
|  CIRCLING |     | 1980-1<br>494 (500-1) | 2560-1 $\frac{1}{2}$<br>1074 (1100-1 $\frac{1}{2}$ ) | 2560-3 1074 (1100-3)                            |   |



GILMER COUNTY(49A)  
RNAV (GPS) RWY 3

341

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ELLIJAY, GEORGIA

AL-9848 (FAA)

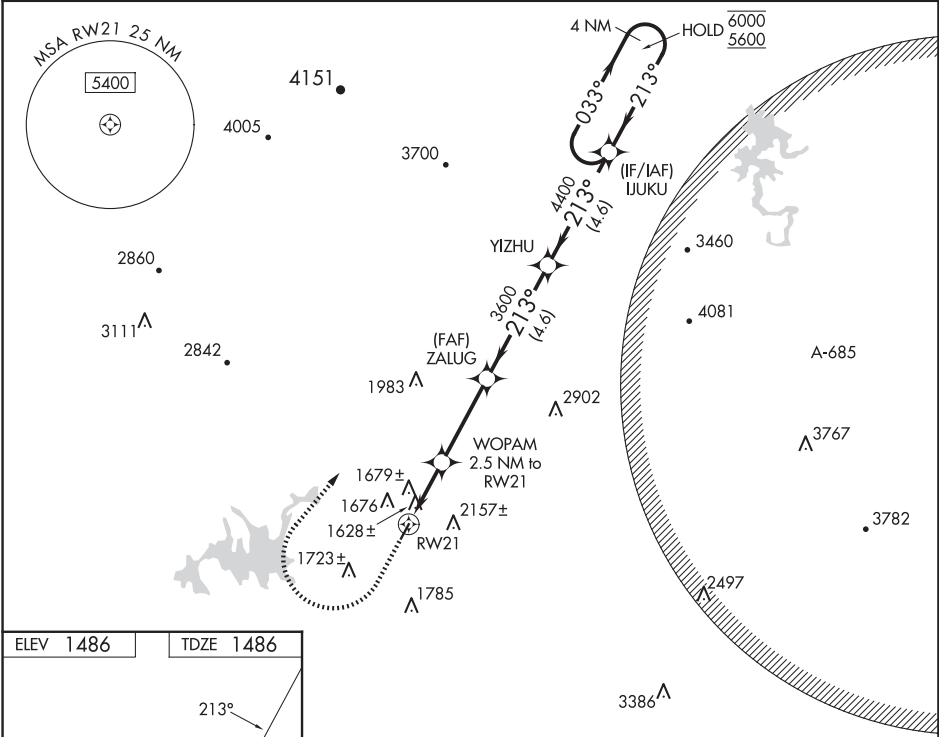
25163

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>86641</b><br><b>W21A</b> | APP CRS<br><b>213°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>3507</b><br><b>1486</b><br><b>1486</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 21

GILMER COUNTY (49A)

|                          |   |  |
|--------------------------|---|--|
| RNP APCH - GPS.          |   | MISSED APPROACH: Climb to 2500 then climbing right turn to 5700 direct IJUKU and hold, continue climb-in-hold to 5700. |
|                          | Procedure NA at night.<br>Rwy 21 helicopter visibility reduction below 1 SM NA. |  |
| AWOS-3<br><b>118.075</b> | ATLANTA CENTER<br><b>133.1 342.425</b>  | UNICOM<br><b>123.0 (CTAF)</b>  |



2500

↑

5700

↗

IJUKU

✦

Visual Segment - Obstacles.

WOPAM  
2.5 NM to RW21

2400

ZALUG

3600

YIZHU

4400

IJUKU

4 NM Holding Pattern

033° → 6000

← 213° 5600

2.5 NM

3.4 NM

4.6 NM

4.6 NM

| CATEGORY | A                     | B  | C                    | D                          |
|----------|-----------------------|--|----------------------|----------------------------|
| LP MDA   | 1880-1                | 394 (400-1)  | 1880-1 $\frac{1}{8}$ | 394 (400-1 $\frac{1}{8}$ ) |
| LNAV MDA | 1940-1                | 454 (500-1)  | 1940-1 $\frac{3}{8}$ | 454 (500-1 $\frac{3}{8}$ ) |
| CIRCLING | 1980-1<br>494 (500-1) | 2560-1 $\frac{1}{2}$<br>1074 (1100-1 $\frac{1}{2}$ ) | 2560-3               | 1074 (1100-3)              |

MIRL Rwy 3-21

1

MIRL Rwy 3-21

ELLIJAY, GEORGIA  
Orig-A 12JUN25

34°38'N-84°32'W

# GILMER COUNTY (49A)

## RNAV (GPS) RWY 21

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72614</b><br><b>W05A</b> | APP CRS<br><b>055°</b> | Rwy Idg <b>5080</b><br>TDZE <b>360</b><br>Apt Elev <b>361</b> |
|--|------------------------|---|

RNAV (GPS) RWY 5

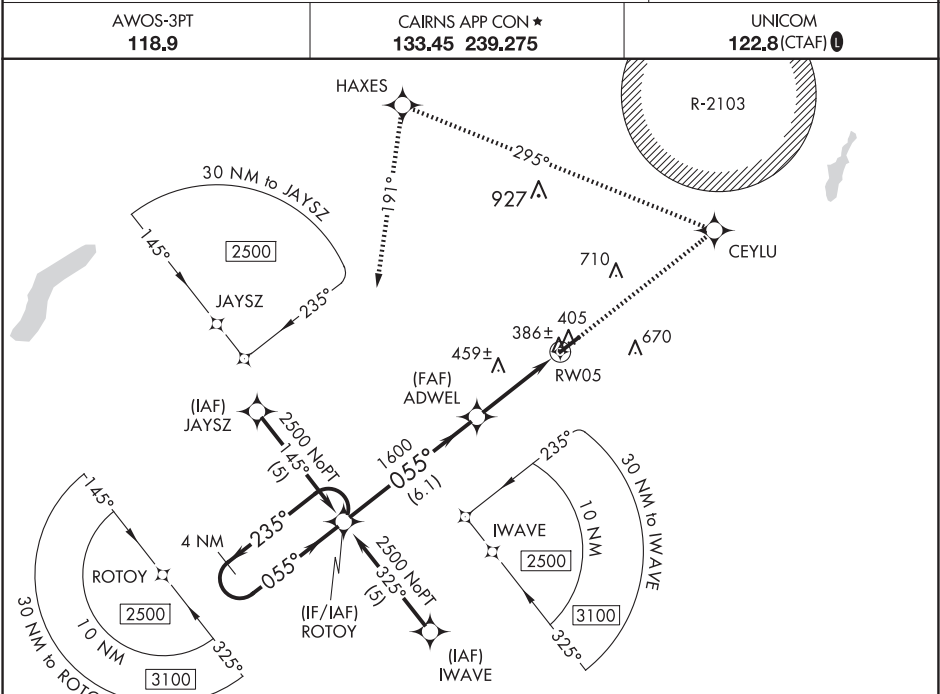
ENTERPRISE MUNI (EDN)

T

A NA

Baro-VNAV 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. Use Cairns AAF (Fort Novosel) altimeter setting.

MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.



ELEV 361

TDZE 360

4 NM Holding Pattern ROTOY

2500 CEYLU tr 295° HAXES tr 191° ROTOY

2500 ← 235° GP 3.00° TCH 40 055° → 055° 1600 RW05

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

6.1 NM 3.8 NM

| CATEGORY     | A                   | B | C                  | D  |
|--------------|---------------------|---|--------------------|----|
| LPV DA       | 642-1 282 (300-1)   |   |                    | NA |
| LNAV/VNAV DA | 688-1¼ 328 (400-1¼) |   |                    | NA |
| LNAV MDA     | 760-1 400 (400-1)   |   |                    | NA |
| CIRCLING     | 920-1 559 (600-1)   |   | 1100-2 739 (800-2) | NA |

REIL Rwys 5 and 23

MIRL Rwy 5-23

ENTERPRISE, ALABAMA

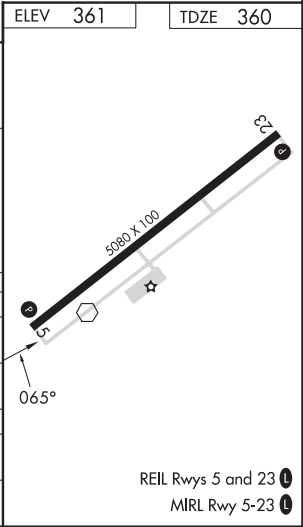
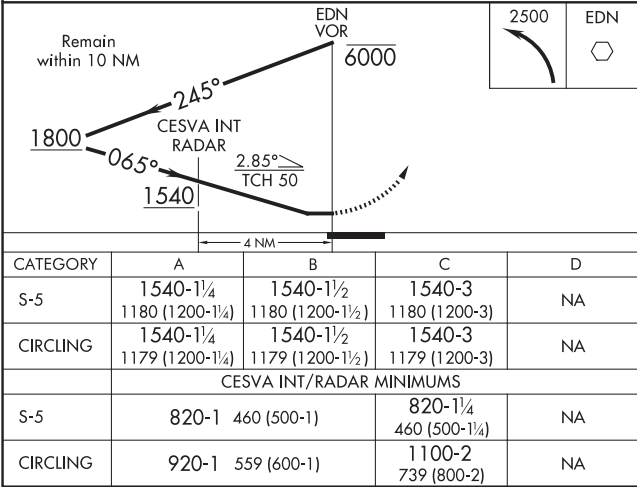
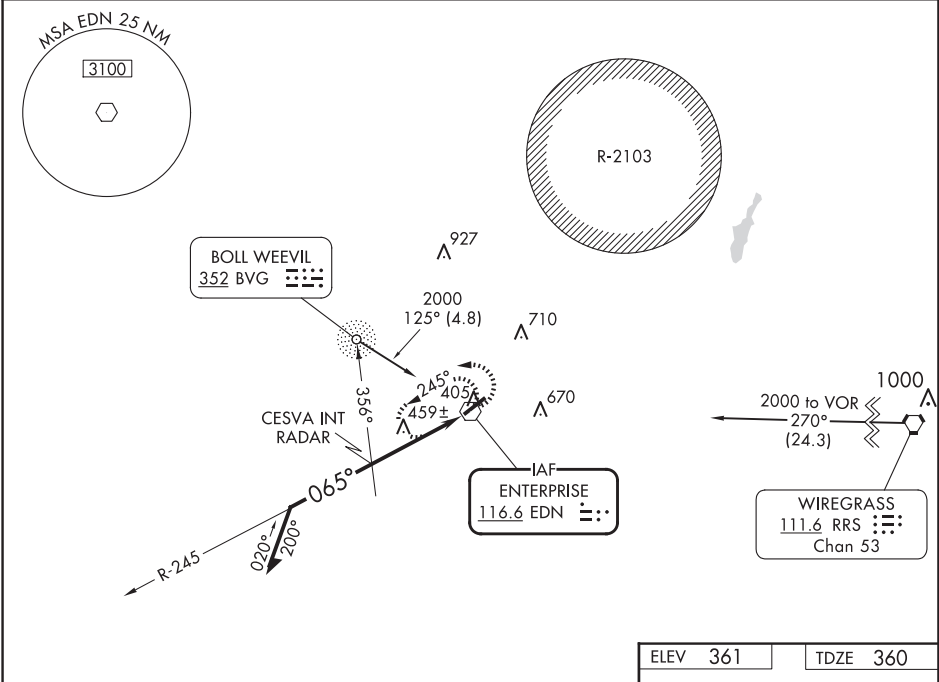
AL-6568 (FAA)

25107

|                         |                        |  |
|-------------------------|------------------------|--|
| VOR EDN<br><b>116.6</b> | APP CRS<br><b>065°</b> | Rwy Idg<br><b>5080</b><br>TDZE<br><b>360</b><br>Apt Elev<br><b>361</b> |
|-------------------------|------------------------|--|

VOR RWY 5  
ENTERPRISE MUNI(EDN)

|   |   |                                      |
|---|---|--------------------------------------|
| <div><div><div>⚠</div><div>NA</div></div><div>ADF or RADAR required.<br/>Use Cairns AAF (Fort Novosel) altimeter setting.</div></div> | MISSED APPROACH:<br>Climbing left turn to 2500<br>in EDN VOR holding pattern. |                                      |
| <div>AWOS-3PT<br/>118.9</div>   | <div>CAIRNS APP CON ★<br/>133.45 239.275</div>                                | <div>UNICOM<br/>122.8 (CTAF) 0</div> |



ENTERPRISE, ALABAMA  
Amdt 4B 30DEC21

31°18'N-85°54'W

ENTERPRISE MUNI(EDN)  
VOR RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86723</b><br><b>W18A</b> | APP CRS<br><b>188°</b> | Rwy Idg <b>5000</b><br>TDZE <b>285</b><br>Apt Elev <b>285</b> |
|--|------------------------|---|

## RNAV (GPS) RWY 18

WEEDON FLD (EUF)

|  |   |  |  |
|--|---|--|--|
| RNP APCH - GPS.  |   | <p><b>MISSED APPROACH:</b><br/>Climb to 1300 then climbing right turn to 2200 direct EPICU and hold.</p> |  |
| <p><b>NA</b> When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 632 feet and all visibilities <math>\frac{1}{8}</math> SM; increase LNAV/VNAV DA to 739 feet and all visibilities <math>\frac{1}{8}</math> SM; increase all MDAs 40 feet and LNAV visibility Cats C and D <math>\frac{1}{8}</math> SM and Circling visibility Cats C and D <math>\frac{1}{4}</math> SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.</p> |   |  |  |
| ASOS<br><b>128,325</b>   | ATLANTA APP CON ★<br><b>125.5 323.1</b> | CLNC DEL<br><b>134.25 339.8</b>  | UNICOM<br><b>122.8</b> (CTAF) <b>①</b> |

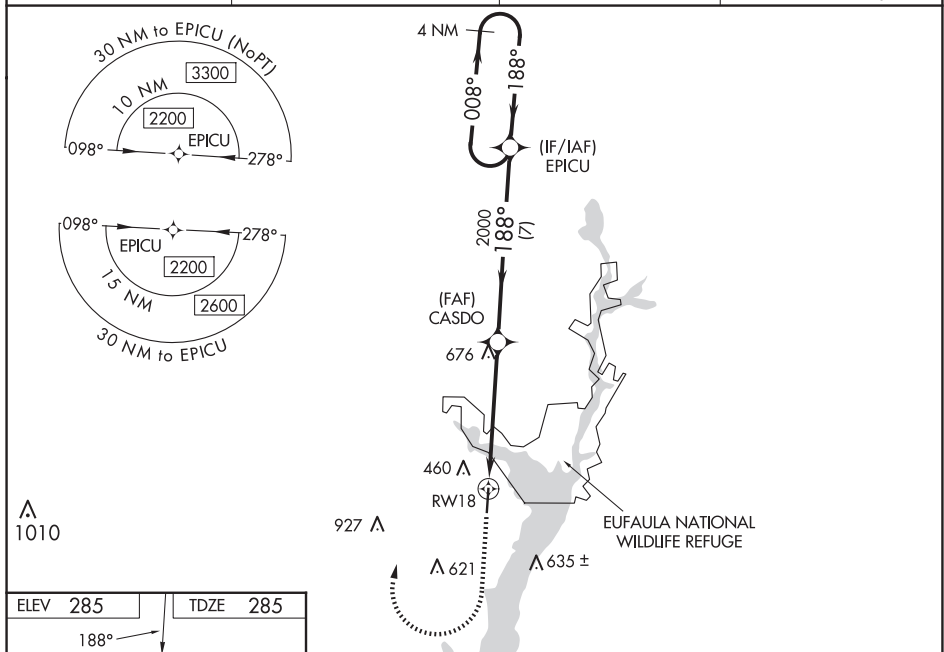


Diagram illustrating the MIRL Rwy 18-36 instrument approach. The approach is a 4 NM glidepath with a 3.00 degree angle. Key points include the CASDO (2000 feet) and RW18 (2 NM to RW18). The approach is divided into four segments: A (2 NM), B (3.3 NM), C (7 NM), and D (4 NM). The diagram also shows the VGS and RNAV glidepaths and the 4 NM glidepath. The approach is labeled 'MIRL Rwy 18-36'.

EUFAULA, ALABAMA

AL-5367 (FAA)

23222

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90522</b><br><b>W36A</b> | APP CRS<br><b>008°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>285</b><br><b>285</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 36

WEEDON FLD (EUF)

RNP APCH - GPS.

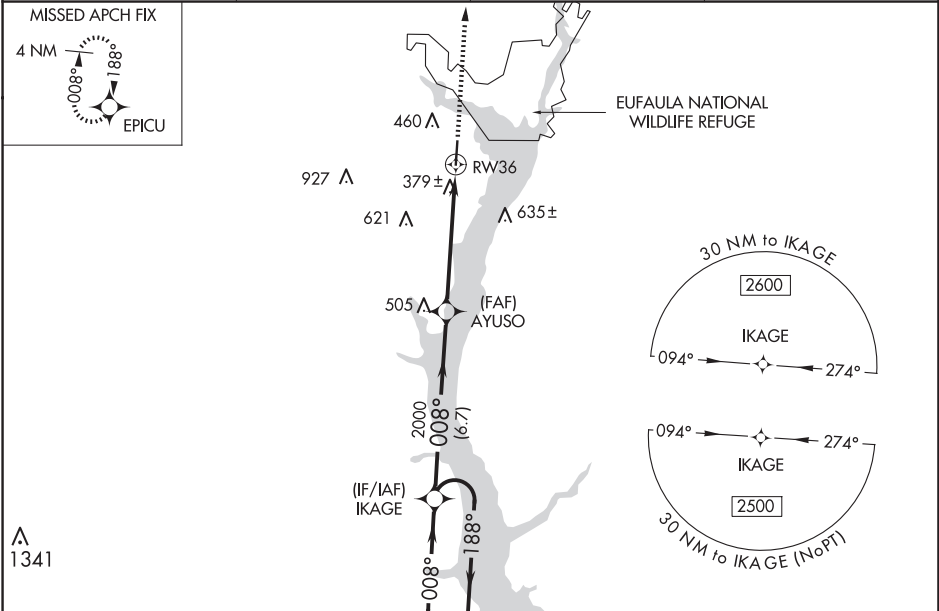
▼

▲ NA

When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 633 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 782 feet; increase all MDAs 40 feet and LNAV and Circling visibility Cats C and D  $\frac{1}{4}$  SM. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.

MISSED APPROACH:  
Climb to 2200 direct EPICU and hold.

|                        |   |                                 |                                 |
|------------------------|---|---------------------------------|---------------------------------|
| ASOS<br><b>128.325</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | CLNC DEL<br><b>134.25 339.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|---------------------------------|



ELEV 285 TDZE 285

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

2200 EPICU

2500 ← 188° 008° → 008°

GP 3.00° TCH 40

IKAGE

AYUSO

2000

1.6 NM to RW36

RW36

6.7 NM 3.7 NM 1.6 NM

|              |  |   |   |   |
|--------------|--|---|---|---|
| CATEGORY     | A  | B | C   | D |
| LPV DA       | 600-1 315 (400-1)                              |   |   |   |
| LNAV/VNAV DA | 749-1 $\frac{3}{8}$ 464 (500-1 $\frac{3}{8}$ ) |   |   |   |
| LNAV MDA     | 800-1 515 (600-1)                              |   | 800-1 $\frac{3}{8}$ 515 (600-1 $\frac{3}{8}$ )  |   |
| CIRCLING     | 920-1 635 (700-1)                              |   | 1060-2 $\frac{1}{4}$ 775 (800-2 $\frac{1}{4}$ ) |   |

81

5000 X 100

36

008°

MIRL Rwy 18-36 0

EUFAULA, ALABAMA  
Amdt 1D 20APR23

31°57'N-85°08'W

WEEDON FLD (EUF)

RNAV (GPS) RWY 36

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|              |             |          |            |
|--------------|-------------|----------|------------|
| VORTAC EUF   | APP CRS     | Rwy Idg  | 5000       |
| <b>109.2</b> | <b>356°</b> | TDZE     | <b>285</b> |
| Chan 29      |             | Apt Elev | <b>285</b> |

VOR/DME RWY 36

WEEDON FLD (EUF)

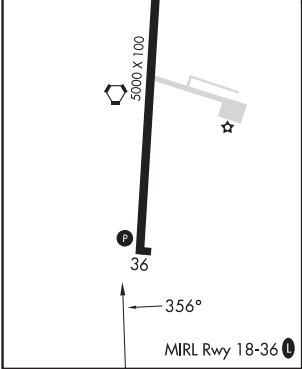
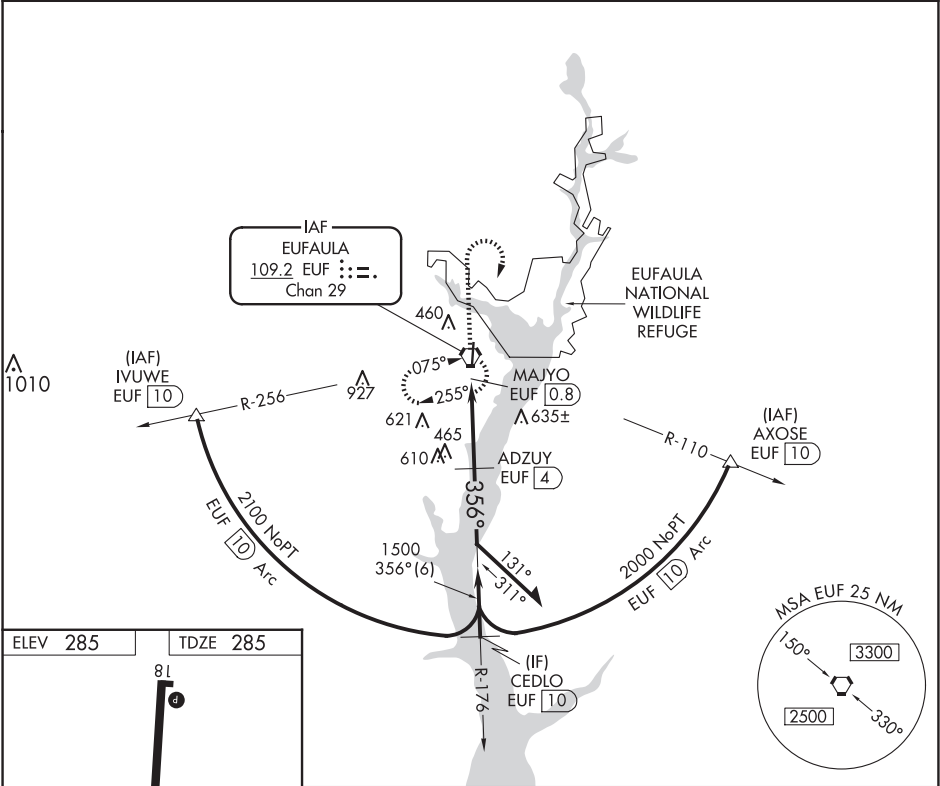
▼

NA

When local altimeter setting not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 visibility Cats C and D ½ SM and Circling Cats C and D ¼ SM. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

|                        |   |                                 |                                 |
|------------------------|---|---------------------------------|---------------------------------|
| ASOS<br><b>128.325</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | CINC DEL<br><b>134.25 339.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---|---------------------------------|---------------------------------|



|          |                   |     |  |  |      |  |
|----------|-------------------|-----|--|--|------|--|
| 1500     | 2000              | EUF | VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 25).            |  |      |  |
| ↑        | ↷                 | ⬡   | EUF<br>VORTAC  |  |      |  |
|          |                   |     | Remain within 10 NM  |  |      |  |
|          |                   |     | MAJYO<br>EUF   | ADZUY<br>EUF   | 2000 |  |
|          |                   |     | 0.8  | 4  |      |  |
|          |                   |     | 176°   |  |      |  |
|          |                   |     | 356°   |  |      |  |
|          |                   |     | 1500   |  |      |  |
|          |                   |     | 3.05°  |  |      |  |
|          |                   |     | TCH 40   |  |      |  |
|          |                   |     | 0.5  | 3.2 NM   |      |  |
| CATEGORY | A                 | B   | C  | D  |      |  |
| S-36     | 780-1 495 (500-1) |     | 780-1 <sup>3</sup> / <sub>8</sub> 495 (500-1 <sup>3</sup> / <sub>8</sub> )     |  |      |  |
| CIRCLING | 920-1 635 (700-1) |     | 1060-2 <sup>1</sup> / <sub>4</sub><br>775 (800-2 <sup>1</sup> / <sub>4</sub> ) | 1060-2 <sup>1</sup> / <sub>2</sub><br>775 (800-2 <sup>1</sup> / <sub>2</sub> ) |      |  |

VOR RWY 18  
WEEDON FLD (EUF)

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

[illegible]

| CATEGORY | A                     | B                       | C                       | D                       |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-18     | 1040-1<br>755 (800-1) | 1040-1¼<br>755 (800-1¼) | 1040-2                  | 755 (800-2)             |
| CIRCLING | 1040-1<br>755 (800-1) | 1040-1¼<br>755 (800-1¼) | 1060-2¼<br>775 (800-2¼) | 1060-2½<br>775 (800-2½) |

AFENY FIX MINIMUMS (DME REQUIRED)

|          |       |             |                         |                         |
|----------|-------|-------------|-------------------------|-------------------------|
| S-18     | 900-1 | 615 (700-1) | 900-1¾                  | 615 (700-1¾)            |
| CIRCLING | 920-1 | 635 (700-1) | 1060-2¼<br>775 (800-2¼) | 1060-2½<br>775 (800-2½) |

WEEDON FLD (EUF)  
VOR RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**008°**

Rwy Idg  
TDZE  
Apt Elev

**5005**  
**253**  
**259**

RNAV (GPS) RWY 1

EVERGREEN RGNL/MIDDLETON FLD (GZH)

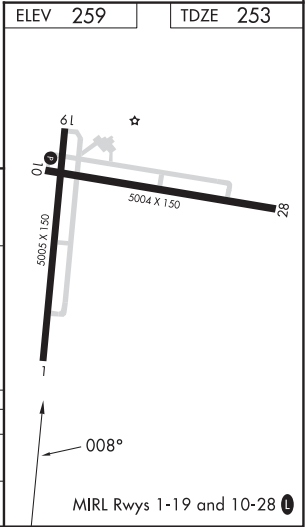
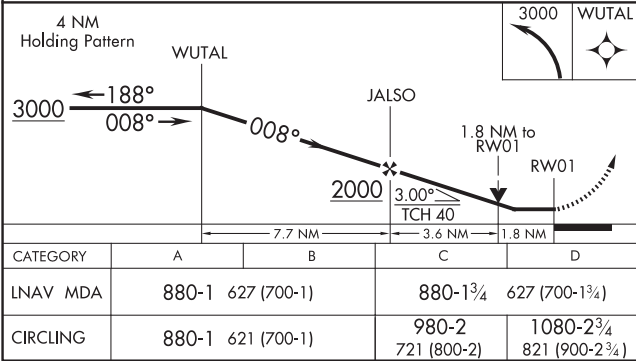
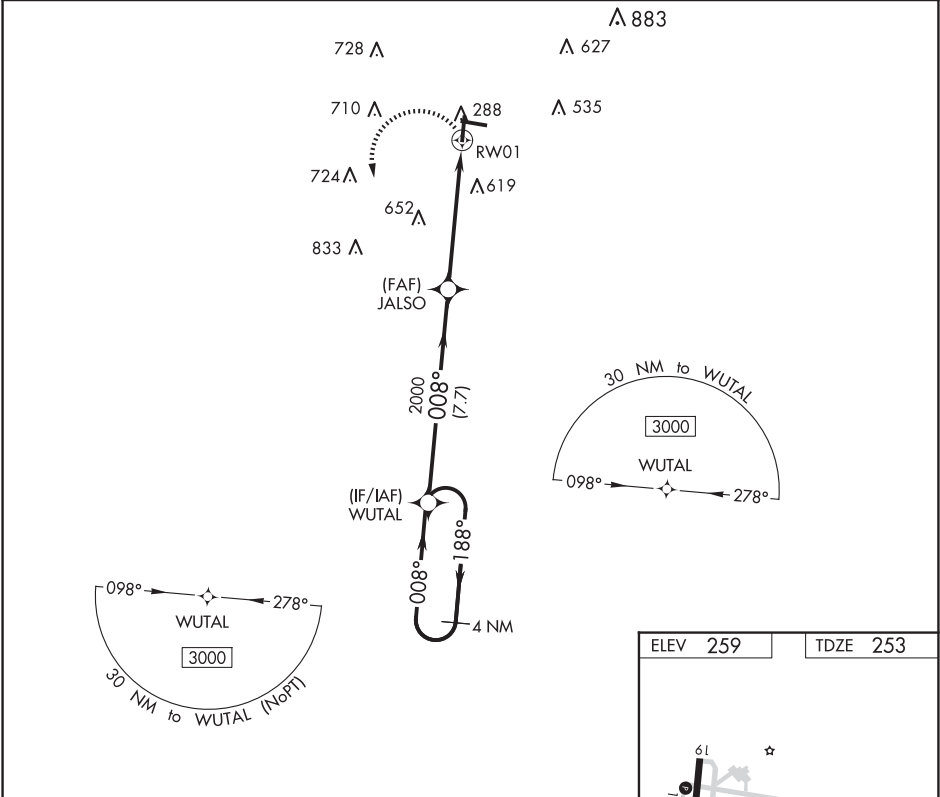
▼

▲

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM. Rwy 1 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10, 19 NA at night.

MISSED APPROACH:  
Climbing left turn to 3000  
direct WUTAL and hold.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>133.425</b> | JACKSONVILLE CENTER<br><b>134.15 338.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



EVERGREEN, ALABAMA

AL-6326 (FAA)

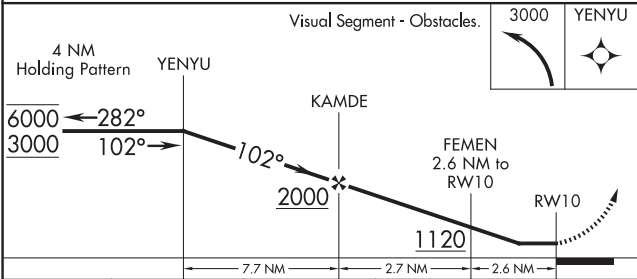
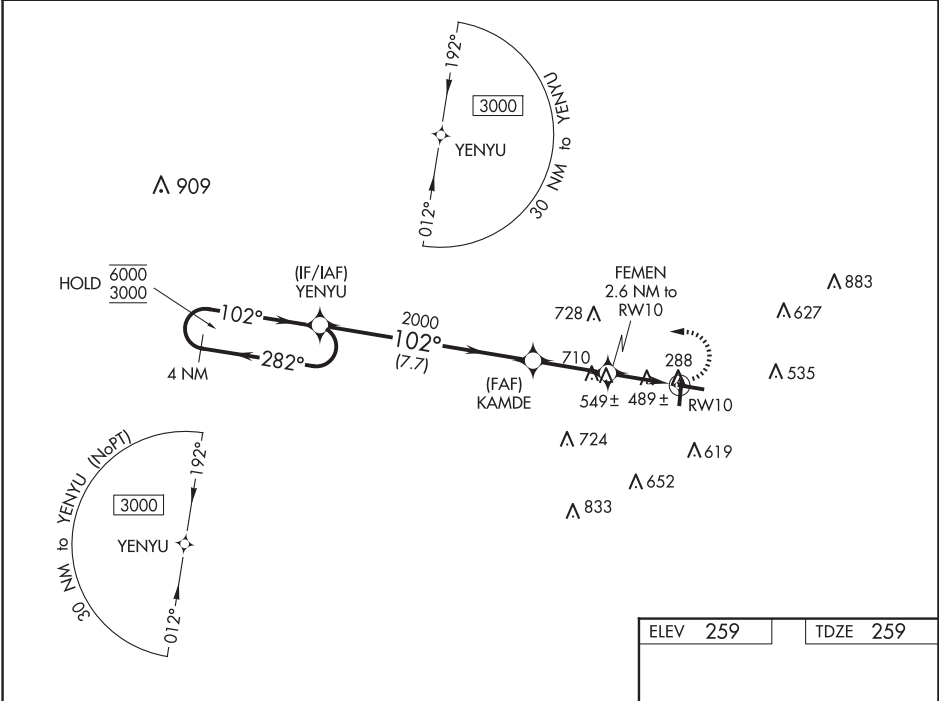
23278

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50332</b><br><b>W10A</b> | APP CRS<br><b>102°</b> | Rwy Idg <b>5004</b><br>TDZE <b>259</b><br>Apt Elev <b>259</b> |
|--|------------------------|---|

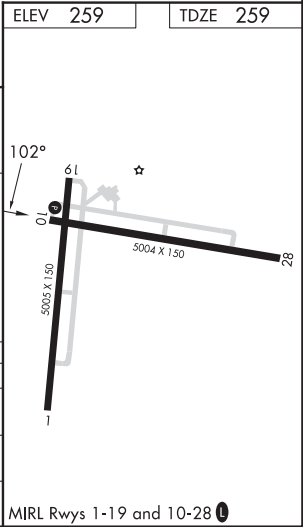
RNAV (GPS) RWY 10  
EVERGREEN RGNL/MIDDLETON FLD (GZH)

|  |   |
|--|---|
| RNP APCH.<br>▼ Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet, and visibility LP Cat C/D ¾ SM, LNAV Cat C/D ¼ SM, Circling Cat C ½ SM and Circling Cat D ¼ SM. Straight-in Rwy 10 NA at night, Circling Rwy 10, 19 NA at night. | MISSED APPROACH:<br>Climbing left turn to 3000 direct YENYU and hold. |
|--|---|

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>133.425</b> | JACKSONVILLE CENTER<br><b>134.15 338.3</b> | UNICOM<br><b>122.7 (CTAF) 1</b> |
|------------------------|--|---------------------------------|



| CATEGORY | A                    | B                    | C                    | D                       |
|----------|----------------------|----------------------|----------------------|-------------------------|
| LP MDA   | 740-1                | 481 (500-1)          | 740-1½               | 481 (500-1½)            |
| LNAV MDA | 800-1                | 541 (600-1)          | 800-1½               | 541 (600-1½)            |
| CIRCLING | 800-1<br>541 (600-1) | 840-1<br>581 (600-1) | 980-2<br>721 (800-2) | 1080-2¾<br>821 (900-2¾) |



EVERGREEN, ALABAMA  
Amdt 1D 10SEP20

31°25'N-87°03'W

EVERGREEN RGNL/MIDDLETON FLD (GZH)  
RNAV (GPS) RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

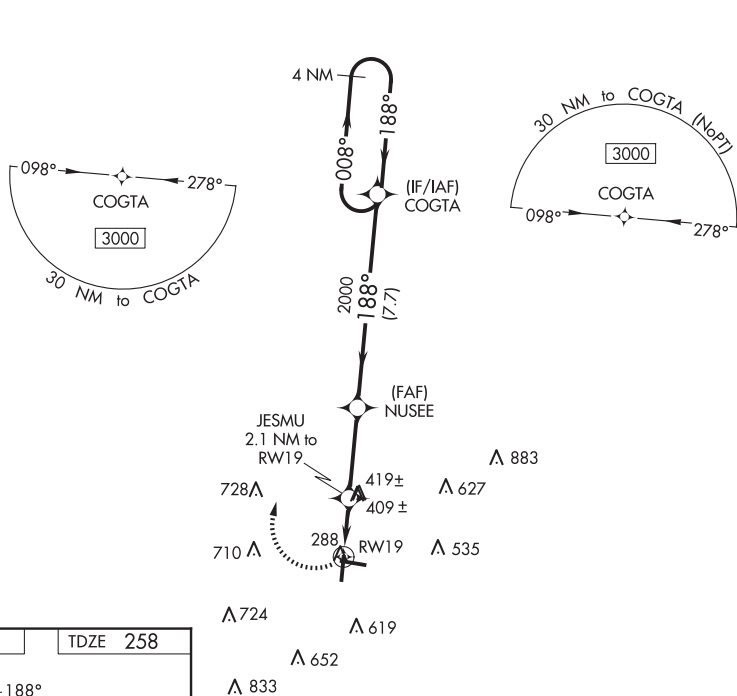
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56432</b><br><b>W19A</b> | APP CRS<br><b>188°</b> | Rwy Idg <b>5005</b><br>TDZE <b>258</b><br>Apt Elev <b>259</b> |
|--|------------------------|---|

RNAV (GPS) RWY 19  
EVERGREEN RGNL/MIDDLETON FLD (GZH)

**T** DME/DME RNP-0.3 NA. When local alimeter setting not received, use Andalusia/Opp alimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM.

**A** Rwy 19 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 19 NA at night, Circling Rwy 10, 19 NA at night.

|                        |  |                                 |
|------------------------|--|---------------------------------|
| ASOS<br><b>133.425</b> | JACKSONVILLE CENTER<br><b>134.15 338.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|------------------------|--|---------------------------------|



ELEV 259

TDZE 258

188°

☆

01

5003 X 150

5004 X 150

28

MIRL Rwy 1-19 and 10-28

| CATEGORY | A                    | B                    | C                    | D  |
|----------|----------------------|----------------------|----------------------|--|
| LP MDA   | 660-1                | 402 (500-1)          | 660-1 $\frac{1}{8}$  | 402 (500-1 $\frac{1}{8}$ )                         |
| LNAV MDA | 680-1                | 422 (500-1)          | 680-1 $\frac{1}{4}$  | 422 (500-1 $\frac{1}{4}$ )                         |
| CIRCLING | 800-1<br>541 (600-1) | 840-1<br>581 (600-1) | 980-2<br>721 (800-2) | 1080-2 $\frac{3}{4}$<br>821 (900-2 $\frac{3}{4}$ ) |

| CATEGORY | A                    | B                    | C                    | D  |
|----------|----------------------|----------------------|----------------------|--|
| LP MDA   | 660-1                | 402 (500-1)          | 660-1 $\frac{1}{8}$  | 402 (500-1 $\frac{1}{8}$ )                         |
| LNAV MDA | 680-1                | 422 (500-1)          | 680-1 $\frac{1}{4}$  | 422 (500-1 $\frac{1}{4}$ )                         |
| CIRCLING | 800-1<br>541 (600-1) | 840-1<br>581 (600-1) | 980-2<br>721 (800-2) | 1080-2 $\frac{3}{4}$<br>821 (900-2 $\frac{3}{4}$ ) |

EVERGREEN, ALABAMA

AL-6326 (FAA)

23278

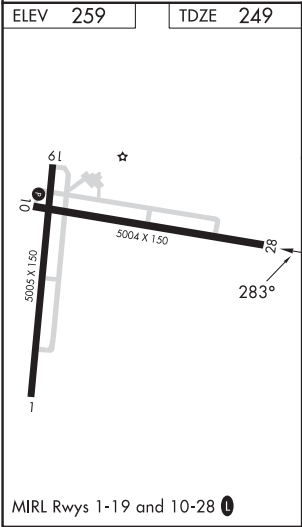
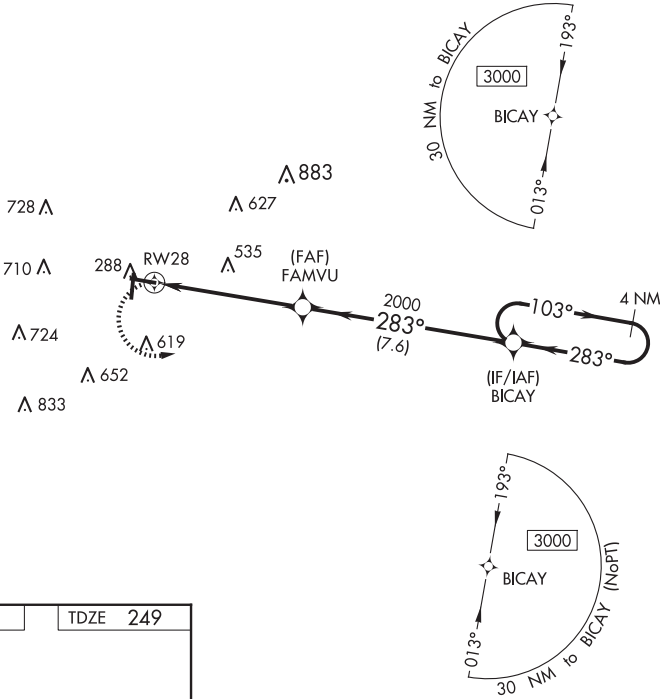
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5004 |
| 283°    | TDZE     | 249  |
|         | Apt Elev | 259  |

RNAV (GPS) RWY 28  
EVERGREEN RGNL/MIDDLETON FLD (GZH)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Andalusia/Opp altimeter setting and increase all MDAs 100 feet and visibility Cat C/D ½ SM.  
Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10, 19 NA at night.

**MISSED APPROACH:**  
Climbing left turn to 3000  
direct BICAY and hold.

|                 |                                     |                                 |
|-----------------|-------------------------------------|---------------------------------|
| ASOS<br>133.425 | JACKSONVILLE CENTER<br>134.15 338.3 | UNICOM<br>122.7 (CTAF) <b>0</b> |
|-----------------|-------------------------------------|---------------------------------|



|                  |                      |                      |                      |                         |
|------------------|----------------------|----------------------|----------------------|-------------------------|
| 3000 BICAY       | 4 NM Holding Pattern |                      |                      |                         |
| 1.6 NM to RWY 28 |                      | FAMVU                |                      | BICAY                   |
| RWY 28           |                      | 2000                 |                      | 3000                    |
| 1.6              |                      | 3.8 NM               |                      | 7.6 NM                  |
| CATEGORY         | A                    | B                    | C                    | D                       |
| LNAV MDA         | 800-1                | 551 (600-1)          | 800-1½               | 551 (600-1½)            |
| CIRCLING         | 800-1<br>541 (600-1) | 840-1<br>581 (600-1) | 980-2<br>721 (800-2) | 1080-2¾<br>821 (900-2¾) |

EVERGREEN, ALABAMA  
Amdt 1D 16JUN22

31°25'N-87°03'W

EVERGREEN RGNL/MIDDLETON FLD (GZH)  
RNAV (GPS) RWY 28

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93513</b><br><b>W01A</b> | APP CRS<br><b>010°</b> | Rwy Idg<br>TDZE <b>87</b><br>Apt Elev <b>91</b> |
|--|------------------------|---|

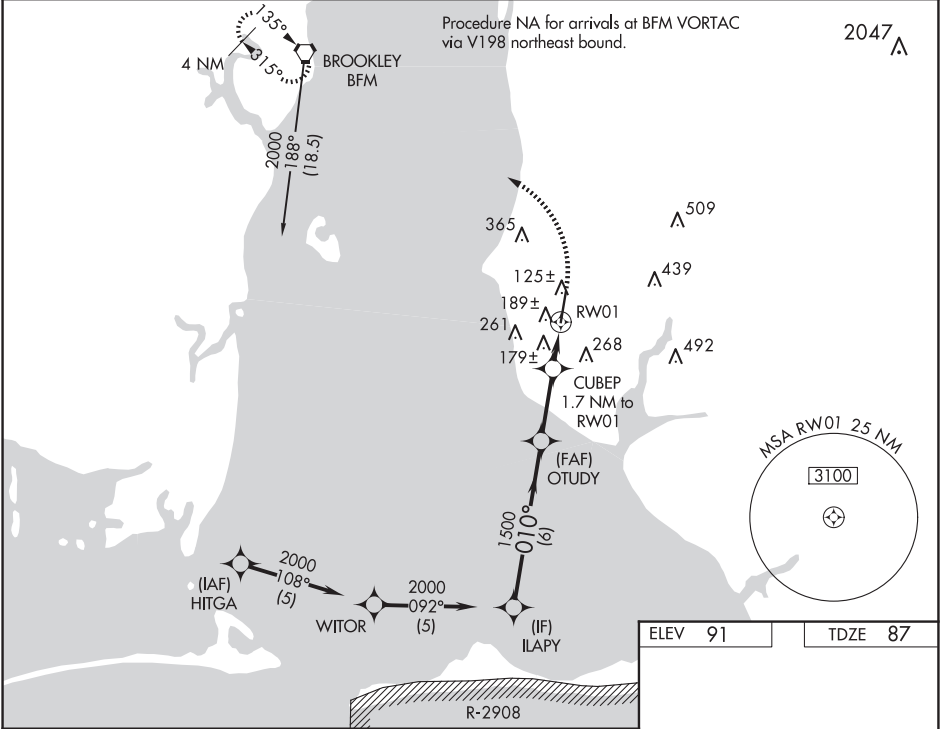
RNAV (GPS) RWY 1  
H L SONNY CALLAHAN (CQF)

**⚠** Baro-VNAV NA when using Mobile Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.

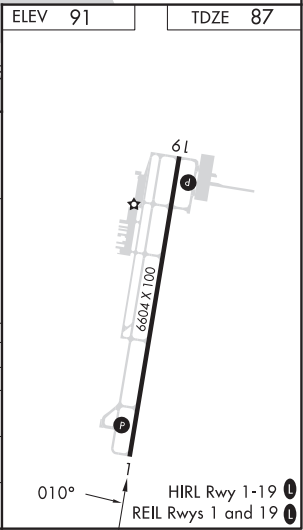
**⚠** VDP NA with Mobile Intl altimeter setting. When local altimeter setting not received, use Mobile Intl altimeter setting and increase LPV DA to 329 feet, LNAV/VNAV DA to 517 feet, and all MDA 60 feet; increase LNAV Cats C/D visibility 1/8 SM and Circling Cats C/D 1/4 SM.

**MISSED APPROACH:**  
Climb to 700 then climbing left turn to 2000 direct BFM. VORTAC and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.425</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|                   |                      |                      |                            |                      |      |      |      |      |      |
|-------------------|----------------------|----------------------|----------------------------|----------------------|------|------|------|------|------|
| Procedure Turn NA | 2000                 | 010°                 | 1500                       | 010°                 | 1500 | 010° | 1500 | 010° | 1500 |
| GP 3.00°          | TCH 35               |                      |                            |                      |      |      |      |      |      |
| CATEGORY          | A                    | B                    | C                          | D                    |      |      |      |      |      |
| LPV DA            |                      | 287-3/4              | 200 (200-3/4)              |                      |      |      |      |      |      |
| LNAV/VNAV DA      |                      | 475-13/8             | 388 (400-13/8)             |                      |      |      |      |      |      |
| LNAV MDA          |                      | 440-1                | 353 (400-1)                |                      |      |      |      |      |      |
| CIRCLING          | 560-1<br>469 (500-1) | 580-1<br>489 (500-1) | 720-13/4<br>629 (700-13/4) | 740-2<br>649 (700-2) |      |      |      |      |      |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

FAIRHOPE, ALABAMA

AL-5522 (FAA)

23334

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99313</b><br><b>W19A</b> | APP CRS<br><b>190°</b> | Rwy Idg <b>6604</b><br>TDZE <b>91</b><br>Apt Elev <b>91</b> |
|--|------------------------|---|

RNAV (GPS) RWY 19

H L SONNY CALLAHAN (CQF')

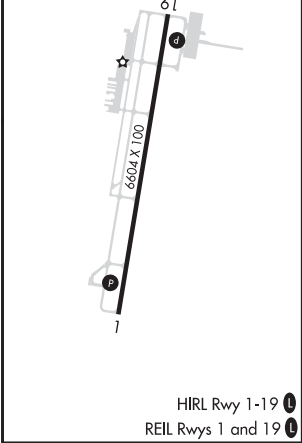
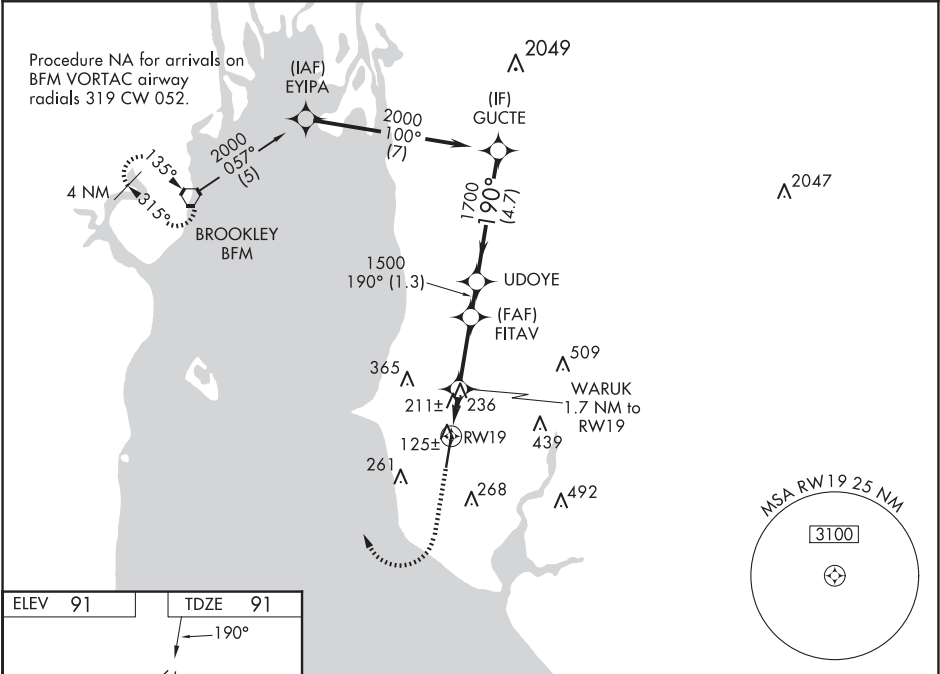
T




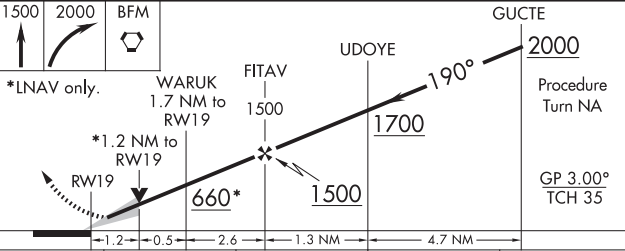
A

Baro-VNAV NA when using Mobile Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F).  
DME/DME RNP-0.3 NA. VDP NA with Mobile Intl altimeter setting. When local altimeter setting not received, use Mobile Intl altimeter setting and increase LPV DA to 383 feet, LNAV/VNAV DA to 555 feet and all MDA 60 feet; increase LNAV and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct BFM Vortac and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.425</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | UNICOM<br><b>123.0 (CTAF) ①</b> |
|----------------------------|--|---------------------------------|



|   |   |   |   |               |                              |                      |
|---|---|---|---|---------------|------------------------------|----------------------|
| 1500  | 2000  | BFM   | GUOTE   |               |                              |                      |
|  |  |  |  |               |                              |                      |
| *LNAV only.   |   |   | WARUK<br>1.7 NM to<br>RW19  | FITAV<br>1500 | 2000<br>Procedure<br>Turn NA |                      |
| *1.2 NM to<br>RW19  |   |   | 660*  | 1500          | GP 3.00°<br>TCH 35           |                      |
| 1.2   |   |   | 0.5   | 2.6           | 1.3 NM                       | 4.7 NM               |
| CATEGORY  |   | A   | B   |               | C                            | D                    |
| LPV DA  |   | 341-7/8   |   |               |                              | 250 (300-7/8)        |
| LNAV/<br>VNAV DA  |   | 513-1½  |   |               |                              | 422 (500-1½)         |
| LNAV MDA  |   | 500-1   | 409 (500-1)   |               | 500-1½                       | 409 (500-1½)         |
| CIRCLING  |   | 560-1<br>469 (500-1)  | 580-1<br>489 (500-1)  |               | 720-1¾<br>629 (700-1¾)       | 740-2<br>649 (700-2) |

FAIRHOPE, ALABAMA  
Amdt 2B 20MAY21

30°28'N-87°53'W

H L SONNY CALLAHAN (CQF')

RNAV (GPS) RWY 19

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



FAYETTE, ALABAMA

AL-6966 (FAA)

24025

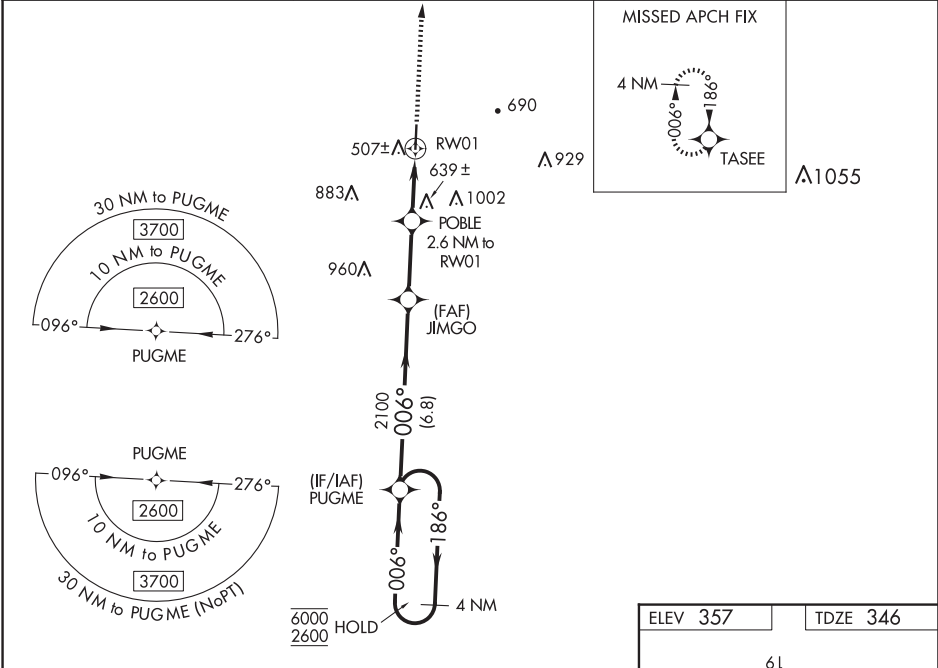
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42623</b><br><b>W01A</b> | APP CRS<br><b>006°</b> | Rwy Idg<br>TDZE <b>346</b><br>Apt Elev <b>357</b> |
|--|------------------------|---|

RNAV (GPS) RWY 1

RICHARD ARTHUR FLD (M95)

|           |  |  |
|-----------|--|--|
| RNP APCH. | Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Jasper altimeter setting; when not received, use Tuscaloosa altimeter setting and increase LPV DA to 680, LNAV/VNAV DA to 1008, and all MDA 20 feet; increase LNAV/VNAV all Cat visibility ¼ SM. | MISSED APPROACH:<br>Climb to 2600 direct TASEE and hold. |
|-----------|--|--|

|                                |   |                                 |
|--------------------------------|---|---------------------------------|
| JFX AWOS-3PT<br><b>119.225</b> | COLUMBUS APP CON ★<br><b>126.075 239.25</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------------|---|---------------------------------|



|                      |                            |                       |           |                      |  |
|----------------------|----------------------------|-----------------------|-----------|----------------------|--|
| 4 NM Holding Pattern |                            | PUGME                 |           | 2600 TASEE           |  |
| 6000 ←186°           |                            | 006°→                 |           | *LNAV only.          |  |
| 2600                 |                            | 006°                  |           | 2600                 |  |
| GP 3.00°             |                            | 2100                  |           | POBLE 2.6 NM to RW01 |  |
| TCH 45               |                            | 2100                  |           | RW01                 |  |
|                      |                            | 6.8 NM                |           | 2.8 NM               |  |
|                      |                            |                       |           | 2.6 NM               |  |
| CATEGORY             | A                          | B                     | C         | D                    |  |
| LPV DA               | 679-1 1/8 333 (400-1 1/8)  |                       |           |                      |  |
| LNAV/ VNAV DA        | 1007-2 1/4 661 (700-2 1/4) |                       |           |                      |  |
| LNAV MDA             | 980-1                      | 634 (700-1)           | 980-1 7/8 | 634 (700-1 1/8)      |  |
| CIRCLING             | 1020-1<br>663 (700-1)      | 1060-1<br>703 (800-1) | 1400-3    | 1043 (1100-3)        |  |

☆

5009 X 80

0.5% UP

1

006°

MIRL Rwy 1-19

FAYETTE, ALABAMA  
Amdt 1D 30DEC21

33°43'N-87°49'W

RICHARD ARTHUR FLD (M95)

RNAV (GPS) RWY 1

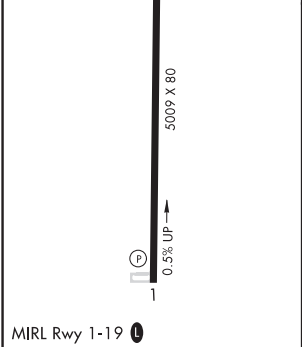
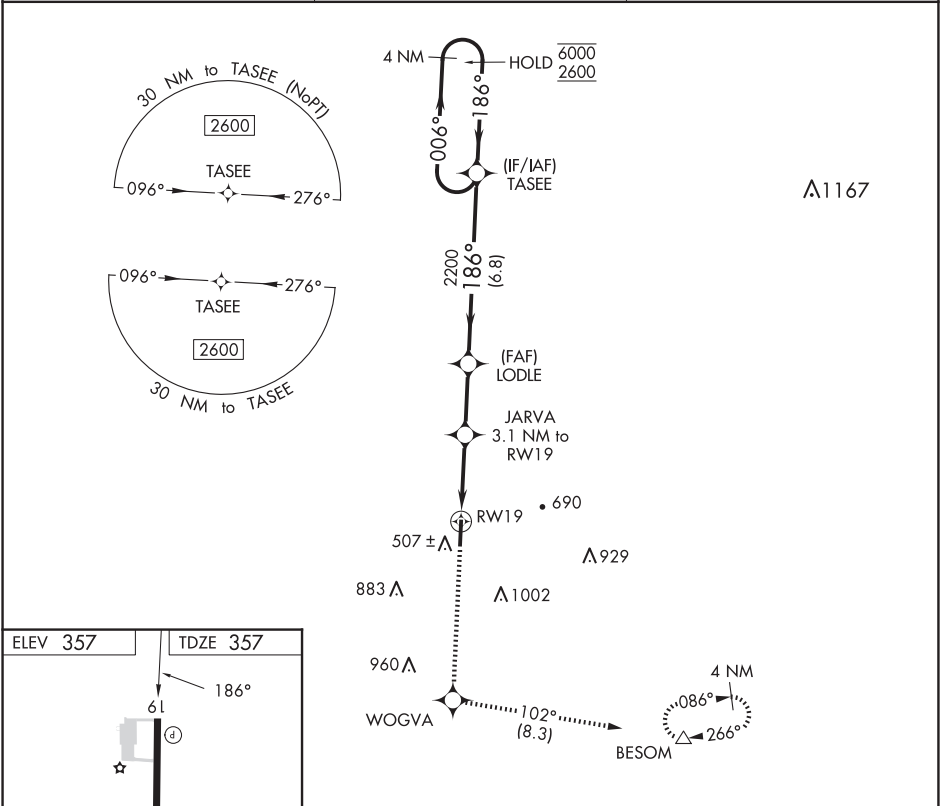


|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5009 |
| 186°    | TDZE     | 357  |
|         | Apt Elev | 357  |

RNAV (GPS) RWY 19

RICHARD ARTHUR FLD (M95)

|                         |  |  |
|-------------------------|--|--|
| RNP APCH.               |  | MISSED APPROACH: Climb to 2600 direct WOGVA and on track 102° to BESOM and hold. |
|                         | Procedure NA at night.<br>Rwy 19 helicopter visibility reduction below 1 SM NA.<br>Use Jasper altimeter setting. |  |
| JFX AWOS-3PT<br>119.225 |  | COLUMBUS APP CON ★<br>126.075 239.25   |
|                         |  | UNICOM<br>122.8 (CTAF)   |



|                      |       |         |             |                             |                            |                      |
|----------------------|-------|---------|-------------|-----------------------------|----------------------------|----------------------|
| 2600                 | WOGVA | tr 102° | BESOM       | Visual Segment - Obstacles. |                            | 4 NM Holding Pattern |
|                      |       |         |             | TASEE                       |                            |                      |
| JARVA 3.1 NM to RW19 |       | LODLE   | 2200        |                             | 006° → 6000<br>← 186° 2600 |                      |
| RW19                 |       | 1380    | 2.6 NM      |                             | 6.8 NM                     |                      |
| CATEGORY             |       | A       | B           | C                           | D                          |                      |
| LNAV MDA             |       | 1080-1  | 723 (800-1) | 1080-2                      | 723 (800-2)                |                      |

FITZGERALD, GEORGIA

AL-5894 (FAA)

25107

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>72924</b><br><b>W02A</b> | APP CRS<br><b>017°</b> | Rwy Idg <b>5000</b><br>TDZE <b>361</b><br>Apt Elev <b>365</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 2

FITZGERALD MUNI (FZG)

RNP APCH - GPS.

**▼** Circling NA to Rwy 15 and 33. Baro-VNAV and VDP NA when using Tifton altimeter setting.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.  
When local altimeter setting not received, use Tifton altimeter setting: increase LPV DA to 656 feet and LNAV/VNAV DA to 691 feet; increase LNAV/VNAV all Cats visibility  $\frac{1}{8}$  SM, increase all MDAs 60 feet and LNAV visibility Cats C/D  $\frac{1}{8}$  SM, and Circling Cats C/D visibility  $\frac{1}{4}$  SM. Inop table does not apply to LPV all Cats and LNAV Cats C/D. For inop ALS increase LNAV/VNAV Cats A/B visibility to  $\frac{7}{8}$  SM. For inop ALS when using Tifton altimeter setting increase LPV Cats A/B visibility to  $\frac{7}{8}$  SM and LNAV/VNAV Cats A/B visibility to 1 SM.

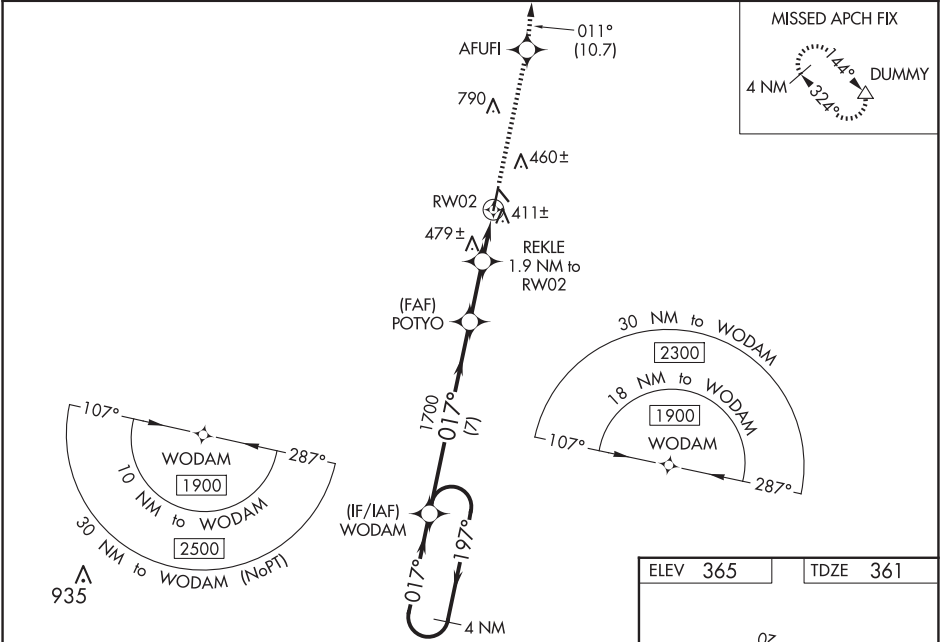


**MISSED APPROACH:**  
Climb to 2300 direct AFUFI and on track 011° to DUMMY and hold.

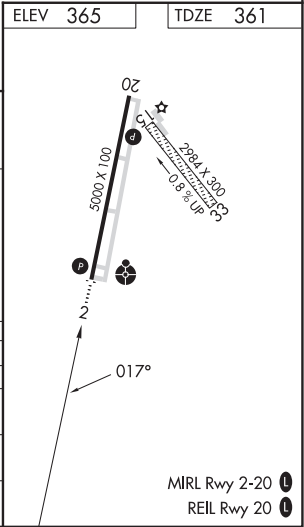
AWOS-3PT  
**118.625**

JACKSONVILLE CENTER  
**127.575 269.025**

UNICOM  
**123.0 (CTAF) 1**



|  |  |   |   |   |
|--|--|---|---|---|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44). |  |   |   |   |
| 4 NM Holding Pattern WODAM                                       |  |   |   |   |
| 1900 ← 197° → 017° → 1700 → 017° → 1000 → 017° → RWY 2           |  |   |   |   |
| GP 3.00° TCH 40  |  |   |   |   |
| 7 NM → 2.2 NM → 0.8 NM → 1.1 NM                                  |  |   |   |   |
| CATEGORY   | A  | B | C   | D |
| LPV DA   | 611- $\frac{7}{8}$                           |   | 250 (300- $\frac{7}{8}$ )                       |   |
| LNAV/VNAV DA   | 646- $\frac{7}{8}$                           |   | 285 (300- $\frac{7}{8}$ )                       |   |
| LNAV MDA   | 740- $\frac{7}{8}$ 379 (400- $\frac{7}{8}$ ) |   | 740-1 379 (400-1)                               |   |
| <b>C</b> CIRCLING  | 880-1 515 (600-1)                            |   | 1160-2 $\frac{1}{4}$ 795 (800-2 $\frac{1}{4}$ ) |   |



FITZGERALD, GEORGIA  
Amdt 2B 26DEC24

31°41'N-83°16'W



FITZGERALD MUNI (FZG)  
**RNAV (GPS) RWY 2**

SE-4, 07 AUG 2025 to 02 OCT 2025

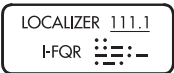
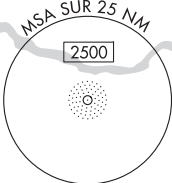
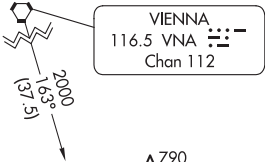
SE-4, 07 AUG 2025 to 02 OCT 2025

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-FQR<br><b>111.1</b> | APP CRS<br><b>017°</b> | Rwy Idg <b>5000</b><br>TDZE <b>361</b><br>Apt Elev <b>365</b> |
|---------------------------|------------------------|---|

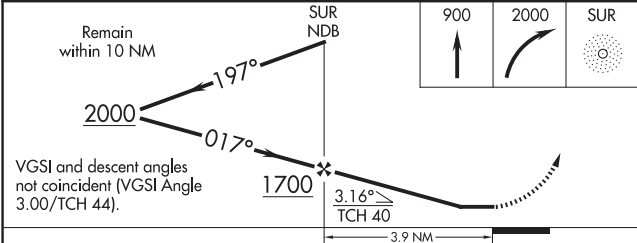
LOC RWY 2  
FITZGERALD MUNI (FZG)

|   |   |   |   |
|---|---|---|---|
| ADF required.   |   | <div>ODALS</div> <div></div>               | <div>MISSED APPROACH:</div> <div>Climb to 900 then climbing right turn to 2000 direct SUR NDB and hold.</div> |
| <div><div><div>T</div><div>A</div></div><div>Circling NA to Rwy 15 and 33. When local altimeter setting not received, use Tifton altimeter setting and increase all MDA 60 feet, increase S-LOC 2 Cat C and D visibility 1/2 SM and Circling Cat C and D visibility 1/4 SM.</div></div> |   |   |   |
| <div>AWOS-3PT</div> <div>118.625</div>  | <div>JACKSONVILLE CENTER</div> <div>127.575 269.025</div> | <div>UNICOM</div> <div>123.0 (CTAF) </div> |   |

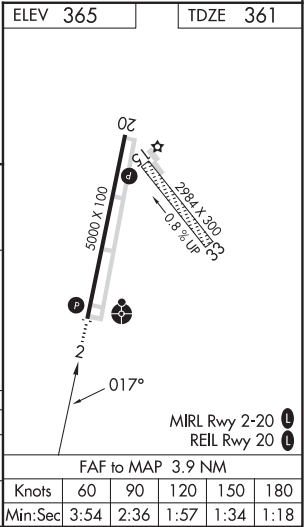
Procedure NA for arrival  
on VNA VORTAC airway  
radials 127 CW 178.



935  
Λ



|          |                       |                      |                      |   |
|----------|-----------------------|----------------------|----------------------|---|
| CATEGORY | A                     | B                    | C                    | D |
| S-LOC 2  | 720-7/8 359 (400-7/8) |                      |                      |   |
| CIRCLING | 880-1 515 (600-1)     | 1160-2¼ 795 (800-2¼) | 1160-2½ 795 (800-2½) |   |



|         |     |         |      |          |      |
|---------|-----|---------|------|----------|------|
| NDB SUR | 362 | APP CRS | 017° | Rwy Idg  | 5000 |
|         |     |         |      | TDZE     | 361  |
|         |     |         |      | Apt Elev | 365  |

NDB RWY 2  
FITZGERALD MUNI (FZG)

⚠

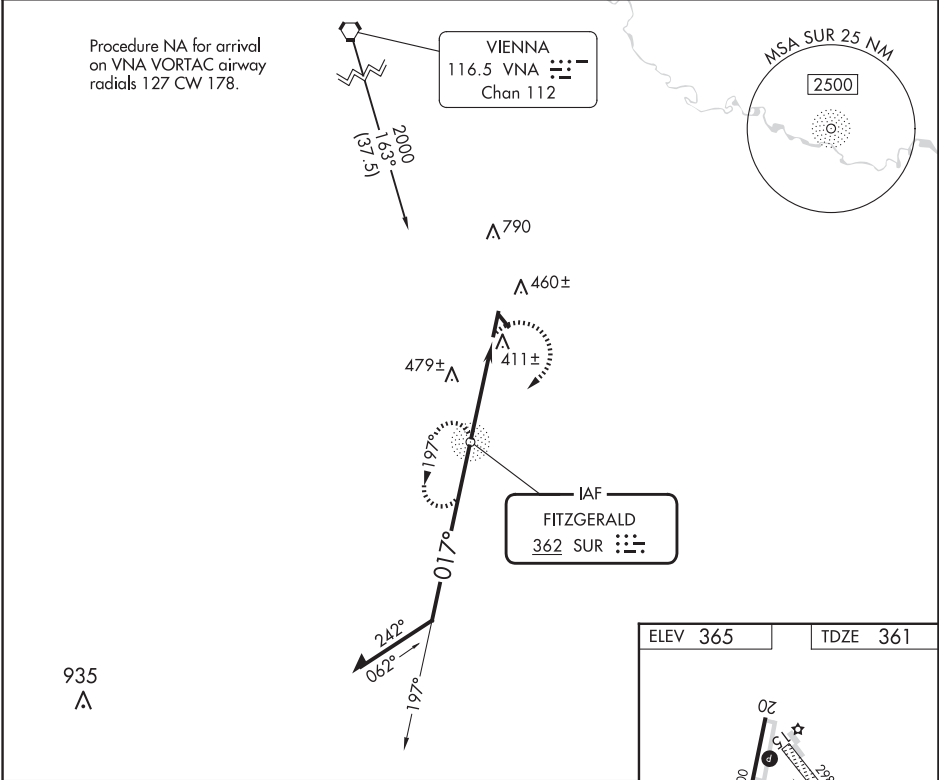
⚠

Circling NA to Rwy 15 and 33. When local altimeter setting not received, use Tifton altimeter setting and increase all MDA 60 feet, increase S-2 Cat C and D visibility ¼ SM and Circling Cat C and D visibility ¼ SM.

ODALS

MISSED APPROACH: Climbing right turn to 2000 direct SUR NDB and hold, continue climb-in-hold to 2000.

|                     |  |                          |
|---------------------|--|--------------------------|
| AWOS-3PT<br>118.625 | JACKSONVILLE CENTER<br>127.575 269,025 | UNICOM<br>123.0 (CTAF) 0 |
|---------------------|--|--------------------------|



Remain within 10 NM

2000

SUR

5000 X 100

2884 X 300

0.8 SM

017°

MIRL Rwy 2-20 0

REIL Rwy 20 0

|          |                       |                      |                      |   |
|----------|-----------------------|----------------------|----------------------|---|
| CATEGORY | A                     | B                    | C                    | D |
| S-2      | 780-7/8 419 (500-7/8) | 780-1 419 (500-1)    |                      |   |
| CIRCLING | 880-1 515 (600-1)     | 1160-2¼ 795 (800-2¼) | 1160-2½ 795 (800-2½) |   |

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| ELEV    | 365  | TDZE | 361  |      |      |
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

FAF to MAP 3.9 NM

APP CRS  
**220°**

Rwy Idg  
TDZE  
Apt Elev

**3197**  
**314**  
**314**

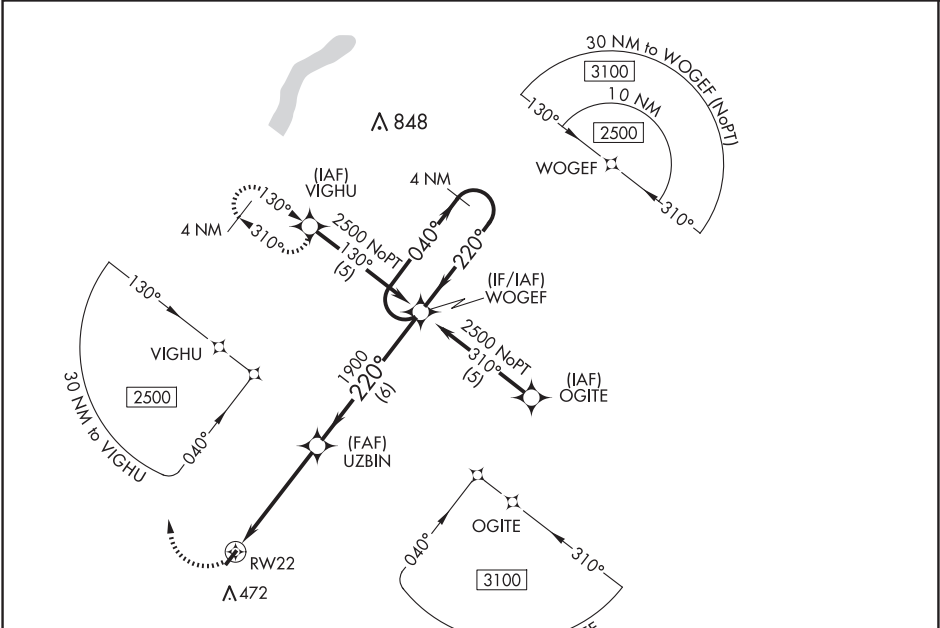
**RNAV (GPS) RWY 22**  
FLORALA MUNI (ØJ4)

⚠

Circling NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ SM. Night landing: Rwy 22 NA.

MISSED APPROACH: Climbing right turn to 2500 direct VIGHU and hold.

|                       |   |                               |
|-----------------------|---|-------------------------------|
| ASOS<br><b>124.17</b> | CAIRNS APP CON<br><b>133.45 239.275</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|-----------------------|---|-------------------------------|



ELEV 314

TDZE 314

220° to RW22

3197 X 75

0.8% DOWN

2500

VIGHU

4 NM Holding Pattern

WOGEF

040°

2500

UZBIN

1900

3.04° TCH 40

RW22

4.8 NM

6 NM

|          |                      |                      |                        |    |
|----------|----------------------|----------------------|------------------------|----|
| CATEGORY | A                    | B                    | C                      | D  |
| LNAV MDA | 820-1                | 506 (600-1)          | 820-1½<br>506 (600-1½) | NA |
| CIRCLING | 820-1<br>506 (600-1) | 840-1<br>526 (600-1) | 860-1½<br>546 (600-1½) | NA |

FOLEY, ALABAMA

AL-6899 (FAA)

25163

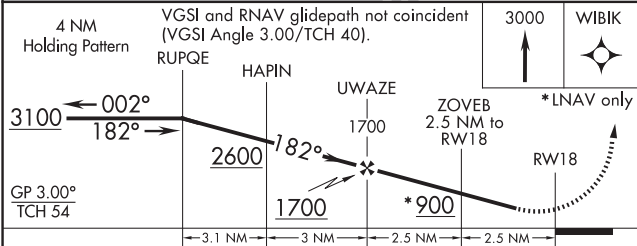
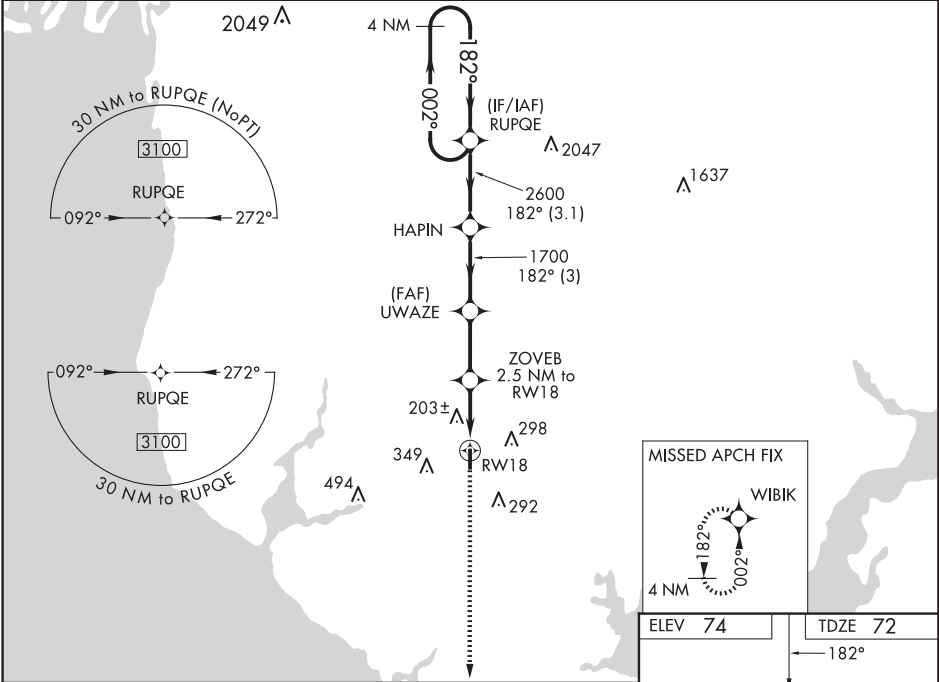
|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>45516</b><br><b>W18A</b> | APP CRS<br><b>182°</b> | Rwy ldg<br>TDZE<br>Apt Elev<br><b>3700</b><br><b>72</b><br><b>74</b> |
|--|------------------------|--|

RNAV (GPS) RWY 18

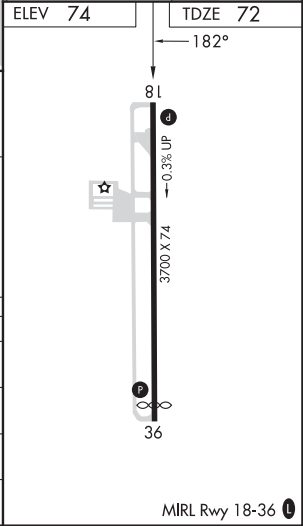
HOLK FLD AT FOLEY MUNI (5R4)

|  |   |
|--|---|
| <div><div>▼</div><div>NA</div></div> <div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase LPV DA to 397 feet, LNAV/VNAV DA to 547 feet, and all MDA 20 feet; increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.</div> | MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000. |
|--|---|

|                                |   |                                  |
|--------------------------------|---|----------------------------------|
| QCF AWOS-3PT<br><b>118.425</b> | PENSACOLA APP CON<br><b>118.6 380.6</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|--------------------------------|---|----------------------------------|



| CATEGORY      | A      | B            | C                      | D  |
|---------------|--------|--------------|------------------------|----|
| LPV DA        | 393-1  | 321 (400-1)  |                        | NA |
| LNAV/ VNAV DA | 543-1½ | 471 (500-1½) |                        | NA |
| LNAV MDA      | 480-1  | 408 (500-1)  | 480-1½<br>408 (500-1½) | NA |
| CIRCLING      | 680-1  | 606 (700-1)  | 880-2¼<br>806 (900-2¼) | NA |



FOLEY, ALABAMA  
Amdt 2 21JUL16

30°26'N-87°42'W

HOLK FLD AT FOLEY MUNI (5R4)

RNAV (GPS) RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **93515**  
**W36A**

APP CRS  
**002°**

Rwy ldg **3513**  
TDZE **73**  
Apt Elev **74**

**RNAV (GPS) RWY 36**

HOLK FLD AT FOLEY MUNI (5R4)

RNP APCH - GPS

NA

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/8 SM and Circling Cat C visibility 1/4 SM.

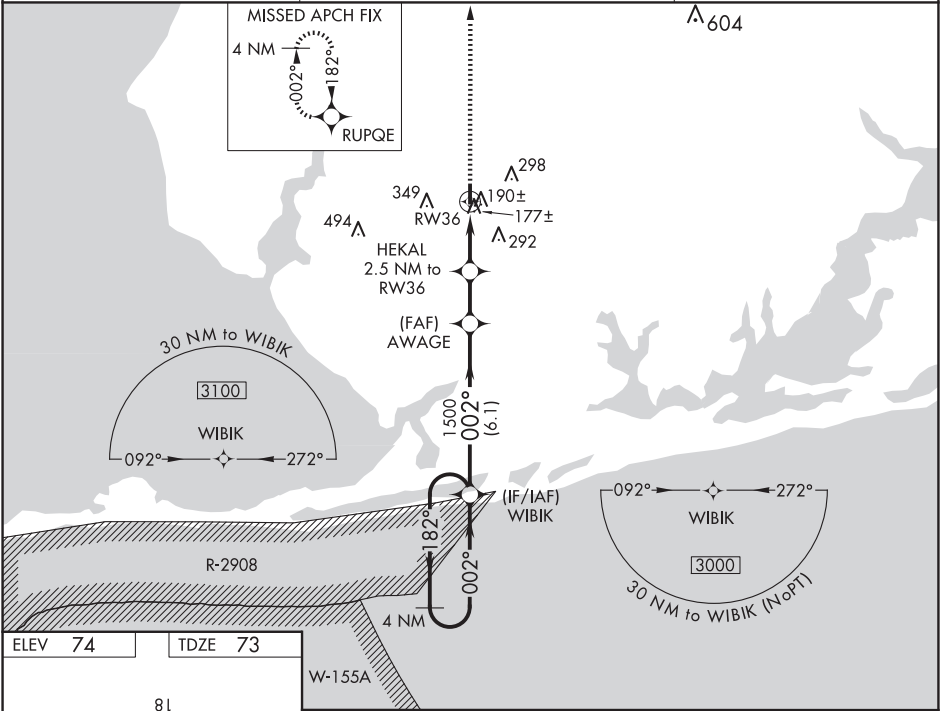
MISSED APPROACH:

Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

CQF AWOS-3PT  
**118.425**

PENSACOLA APP CON  
**118.6 380.6**

UNICOM  
**123.05 (CTAF) 0**



ELEV 74

TDZE 73

3100

RUPQE

AWAGE

HEKAL 2.5 NM to RW36

WBIK 4 NM Holding Pattern

36

002°

3700 X 74

0.3% UP

81

0.3% UP

3100

RUPQE

AWAGE

HEKAL 2.5 NM to RW36

WBIK 4 NM Holding Pattern

36

002°

3700 X 74

0.3% UP

81

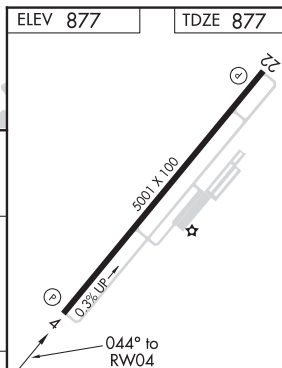
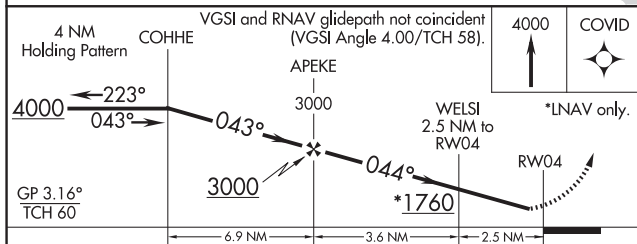
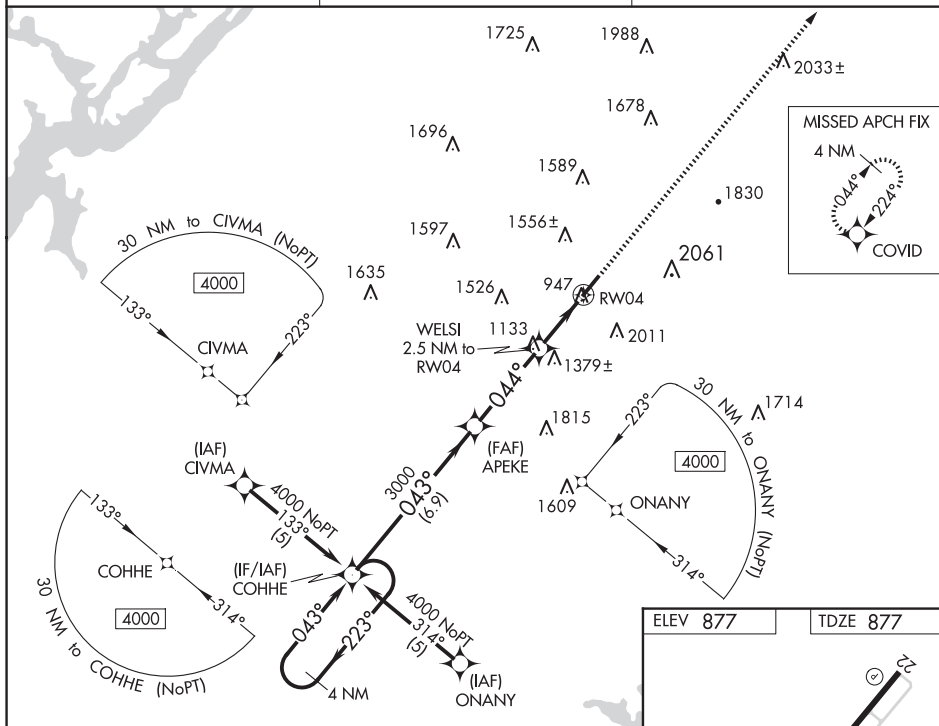
0.3% UP

| CATEGORY | A                 | B                         | C                         | D  |
|----------|-------------------|---------------------------|---------------------------|----|
| LP MDA   | 500-1 427 (500-1) | 500-1 427 (500-1 1/4)     | 500-1 427 (500-1 1/4)     | NA |
| LNAV MDA | 500-1 427 (500-1) | 500-1 427 (500-1 1/4)     | 500-1 427 (500-1 1/4)     | NA |
| CIRCLING | 680-1 606 (700-1) | 880-2 1/4 806 (900-2 1/4) | 880-2 1/4 806 (900-2 1/4) | NA |

RNAV (GPS) RWY 4  
ISBELL FLD (4A9)

**MISSED APPROACH:**  
Climb to 4000 direct  
COVID and hold.

UNICOM  
122.8 (CTAF) **L**



| CATEGORY | A                     | B                         | C                       | D  |
|----------|-----------------------|---------------------------|-------------------------|----|
| LPV DA   | 1234-1¼ 357 (400-1¼)  |                           |                         | NA |
| LNAV MDA | 1620-1<br>743 (800-1) | 1620-1¼<br>743 (800-1¼)   | 1620-2¼<br>743 (800-2¼) | NA |
| CIRCLING | 1620-1<br>743 (800-1) | 1920-1½<br>1043 (1100-1½) | 1920-3<br>1043 (1100-3) | NA |

MIRL Rwy 4-22 **L**  
REIL Rwy 4 and 22 **L**

SE-4, 07 AUG 2025 to 02 OCT 2025



|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5001 |
| 214°    | TDZE     | 877  |
|         | Apt Elev | 877  |

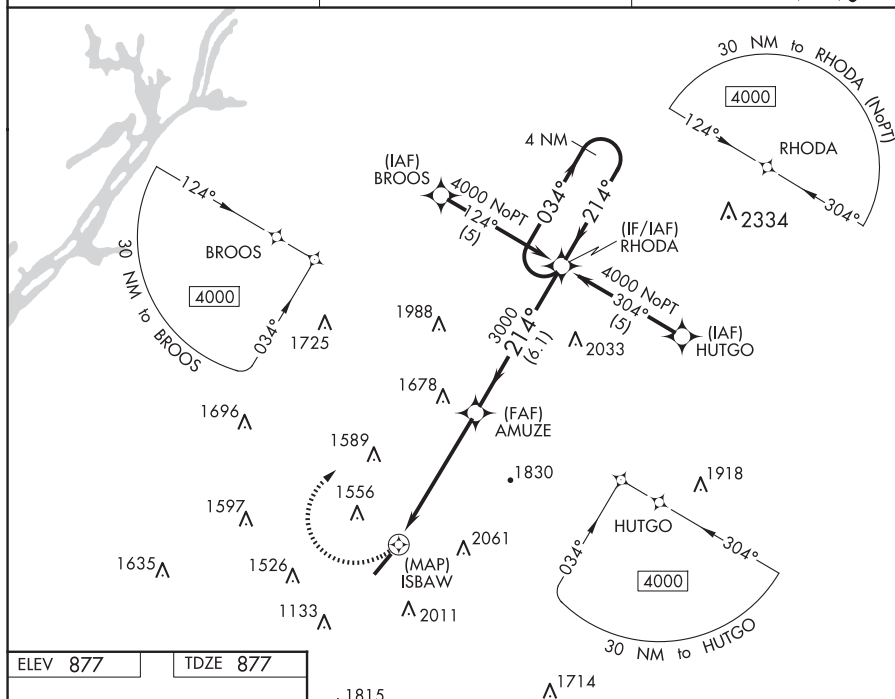
RNAV (GPS) Y RWY 22  
ISBELL FLD (4A9)

**T** Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Rome altimeter setting and increase all MDAs 100 feet, increase LNAV Cat A/C/D and Circling Cat A visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:**  
Climbing right turn to 4000  
direct RHODA and hold.

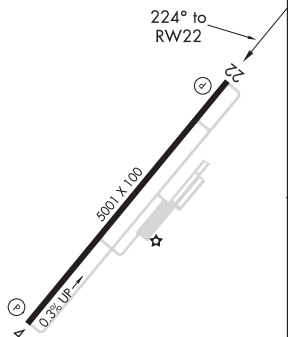
AWOS-3PT  
119.025

ATLANTA CENTER  
124.5 270.325

UNICOM  
122.8 (CTAF) **L**

|          |  |          |
|----------|--|----------|
| ELEV 877 |  | TDZE 877 |
|----------|--|----------|

TDZE 877



MIRL Rwy 4-22 **L**  
REIL Rwy 4 and 22 **L**

FORT PAYNE, ALABAMA  
Orig-B 04NOV21

34°28'N-85°43'W  
365

ISBELL FLD (4A.9)

RNAV (GPS) Y RWY 22

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

FORT PAYNE, ALABAMA

AL-6973 (FAA)

21308

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40118</b><br><b>W22A</b> | APP CRS<br><b>224°</b> | Rwy Idg <b>5001</b><br>TDZE <b>877</b><br>Apt Elev <b>877</b> |
|--|------------------------|---|

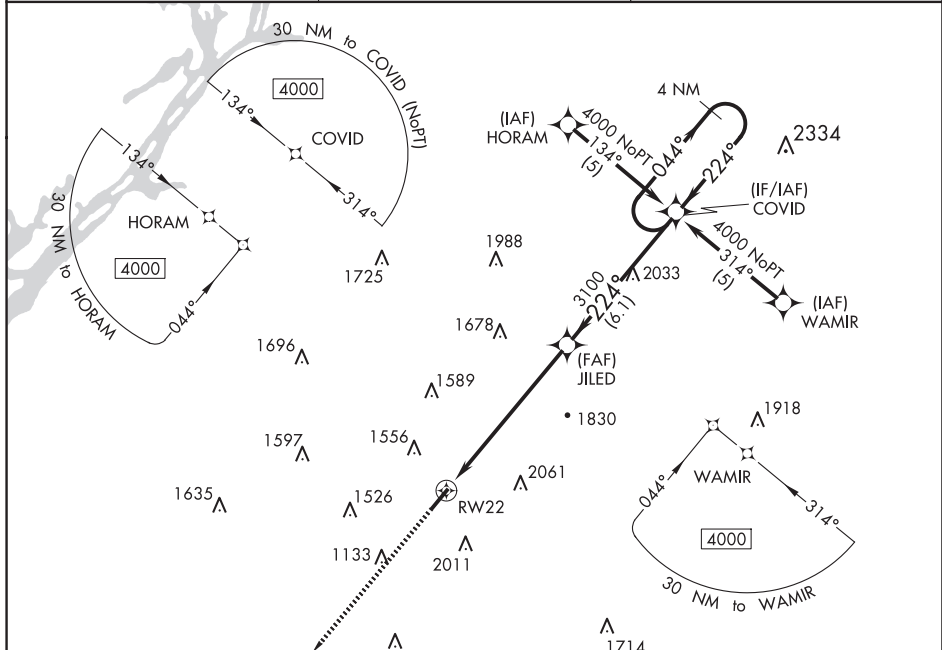
# RNAV (GPS) Z RWY 22

ISBELL FLD (4A9)

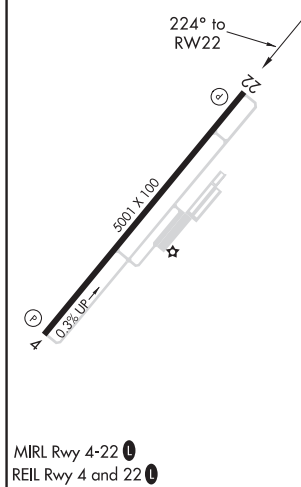
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Rome altimeter setting and increase all DA 100 feet, increase LPV all Cats visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 4000 direct COHHE and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.025</b> | ATLANTA CENTER<br><b>124.5 270.325</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>877</b> | TDZE <b>877</b> |
|-----------------|-----------------|



|           |                      |               |      |                    |        |                         |
|-----------|----------------------|---------------|------|--------------------|--------|-------------------------|
| 4000<br>↑ | COHHE<br>✦           | COVID         |      |                    |        | 4 NM<br>Holding Pattern |
| RW22      |                      | JILED<br>3100 | 224° |                    | 044° → | ← 224° 4000             |
| 6.7 NM    |                      | 3100          |      | GP 3.00°<br>TCH 40 |        |                         |
| 6.1 NM    |                      |               |      |                    |        |                         |
| CATEGORY  | A                    | B             | C    | D                  |        |                         |
| LPV DA    | 1214-1¼ 337 (400-1¼) |               |      |                    |        |                         |

FORT PAYNE, ALABAMA  
Orig-A 30APR15

34°28'N-85°43'W

# RNAV (GPS) Z RWY 22

ISBELL FLD (4A9)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**055°**

Rwy Idg **6500**  
TDZE **46**  
Apt Elev **47**

**RNAV (GPS) RWY 6L**

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

RNP APCH.

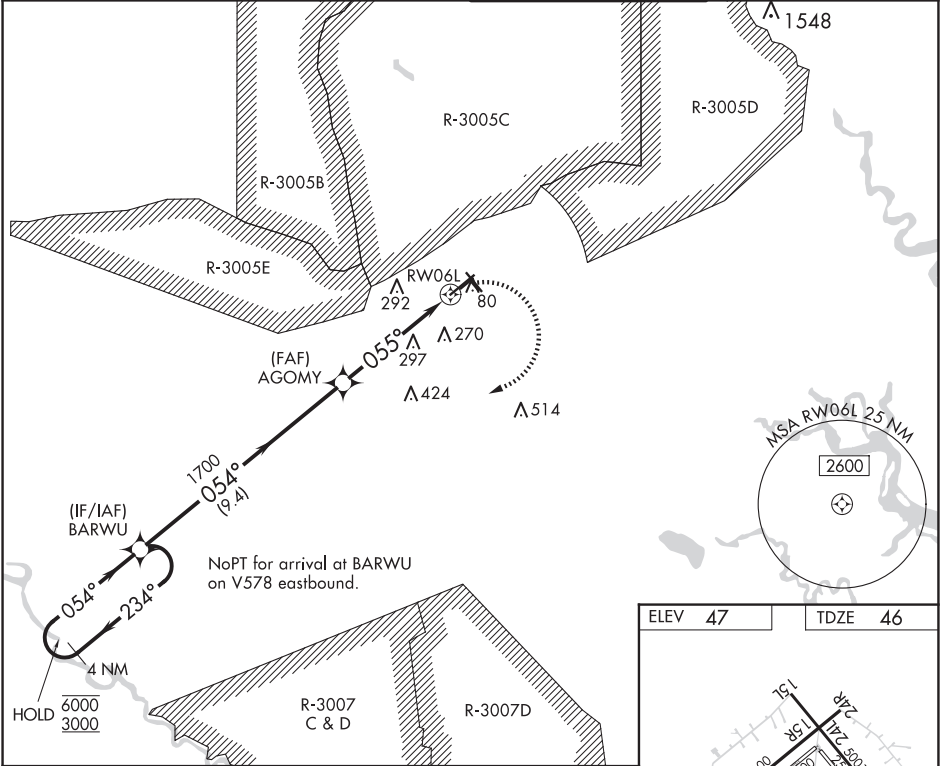
RADAR required.

⚠

Circling NA northeast of Rwy 15L-33R. Rwy 6L helicopter visibility reduction below 1 SM NA. Procedure NA when R3005C/D or R3007C is active and LHW tower is closed. Straight-in/ Circling Rwy 6L NA at night and Circling Rwy 24R NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct BARWU and hold.

|                          |   |  |                                 |
|--------------------------|---|--|---------------------------------|
| ATIS ★<br><b>118.475</b> | SAVANNAH APP CON★<br><b>120.4 353.775</b> | WRIGHT TOWER ★<br><b>126.25 (CTAF) 0 269.275</b> | GND CON<br><b>121.7 273.575</b> |
|--------------------------|---|--|---------------------------------|



4 NM Holding Pattern

BARWU

AGOMY

3000 BARWU

6000 ← 234°

3000 054° →

054°

3.04° TCH 48

1700

055°

RWY 6L

9.4 NM

5 NM

|           |                      |                      |                        |                      |
|-----------|----------------------|----------------------|------------------------|----------------------|
| CATEGORY  | A                    | B                    | C                      | D                    |
| LNNAV MDA | 600-1                | 554 (600-1)          | 600-1½                 | 554 (600-1½)         |
| CIRCLING  | 600-1<br>553 (600-1) | 620-1<br>573 (600-1) | 680-1¾<br>633 (700-1¾) | 680-2<br>633 (700-2) |

HIRL Rwy 6L-24R, 15L-33R

0

FORT STEWART (HINESVILLE), GEORGIA

AL-5170 (FAA)

24249

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50440</b><br><b>W33A</b> | APP CRS<br><b>325°</b> | Rwy Idg <b>5001</b><br>TDZE <b>41</b><br>Apt Elev <b>47</b> |
|--|------------------------|---|

RNAV (GPS) RWY 33R

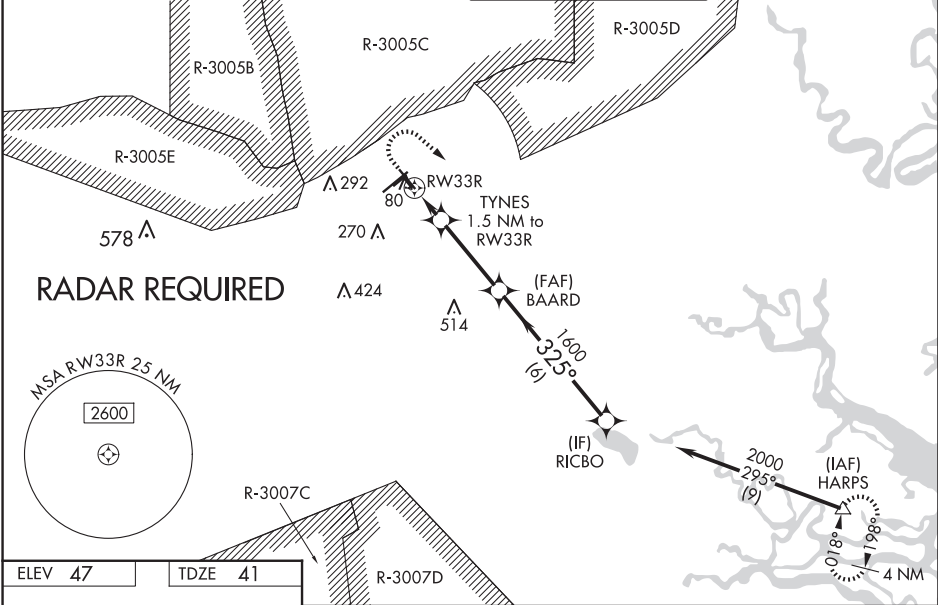
WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)

RNP APCH.

**⚠** Circling to Rwy 6R, 24L, 15R, 33L, 6L, 24R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 346 feet, LNAV/VNAV DA to 379 feet and all visibilities 1/8 mile; increase all MDAs 60 feet and LNAV and Circling Cats C and D visibility 1/4 mile. Baro-VNAV NA when using Savannah Hilton Head Intl altimeter. Circling NA northeast of Rwy 15L-33R. Procedure NA when R-3005C/D or R-3007C is active and LHW Tower is closed.

MISSED APPROACH: Climb to 500 then climbing right turn to 4000 direct HARPS and hold.

|                          |   |  |                                 |
|--------------------------|---|--|---------------------------------|
| ATIS ★<br><b>118.475</b> | SAVANNAH APP CON★<br><b>120.4 353.775</b> | WRIGHT TOWER ★<br><b>126.25 (CTAF) 0 269.275</b> | GND CON<br><b>121.7 273.575</b> |
|--------------------------|---|--|---------------------------------|



ELEV 47 TDZE 41

500 4000 HARPS

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 65).

**\*LNAV only.**

TYNES 1.5 NM to RW33R  
BAARD 1600  
RW33R 560\*  
1.5 NM 3.3 NM 6 NM

RICBO 2000  
325°  
1600  
GP 3.00° TCH 51

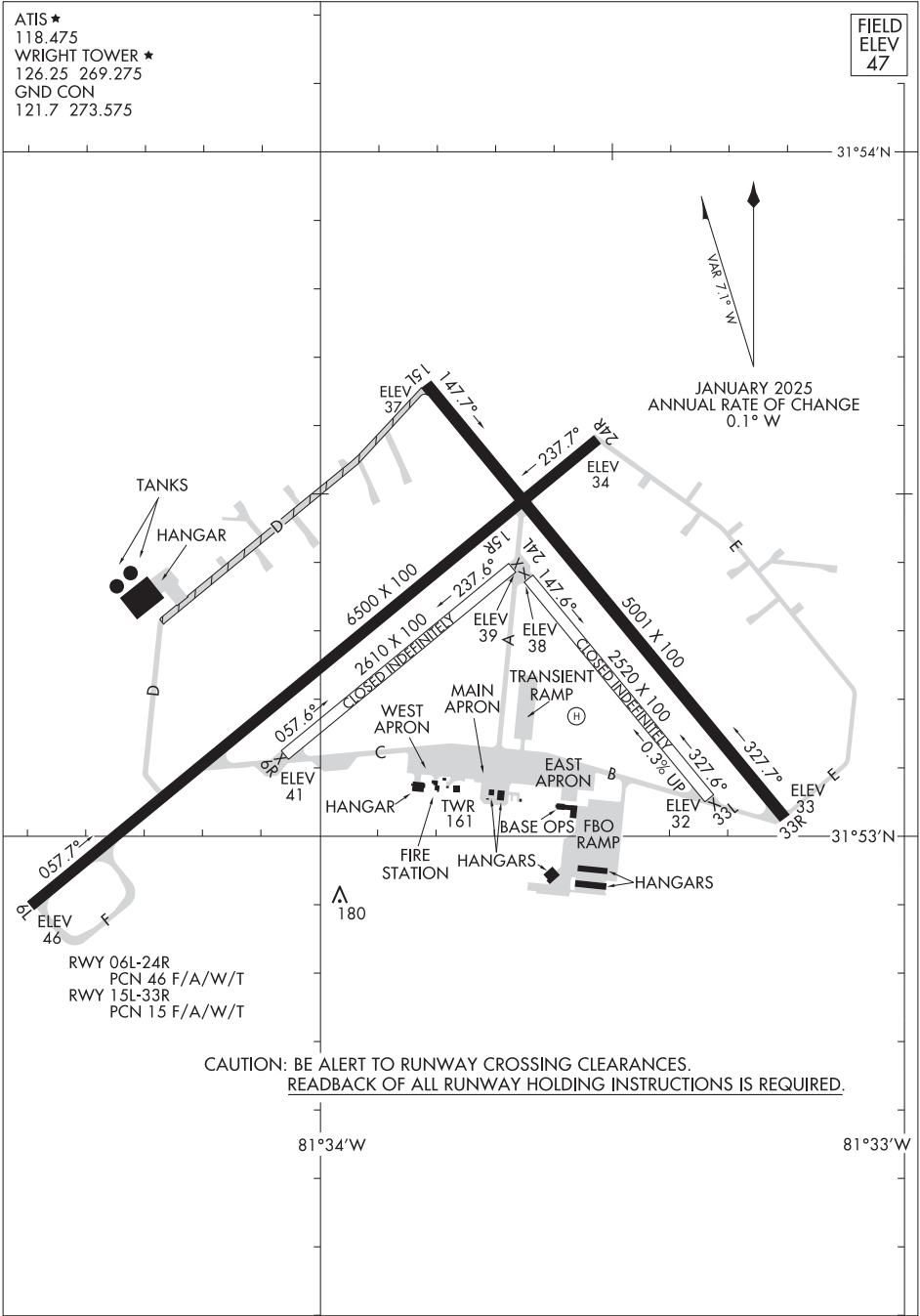
| CATEGORY          | A                    | B                    | C                            | D                    |
|-------------------|----------------------|----------------------|------------------------------|----------------------|
| LPV DA            |                      | 291-1                | 250 (300-1)                  |                      |
| LNAV/VNAV DA      |                      | 324-1                | 283 (300-1)                  |                      |
| LNAV MDA          |                      | 420-1                | 379 (400-1)                  |                      |
| <b>C</b> CIRCLING | 560-1<br>513 (600-1) | 620-1<br>573 (600-1) | 680-1 3/4<br>633 (700-1 3/4) | 680-2<br>633 (700-2) |

FORT STEWART (HINESVILLE), GEORGIA  
Amdt 1B 11AUG22

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)  
31°53'N-81°34'W  
RNAV (GPS) RWY 33R

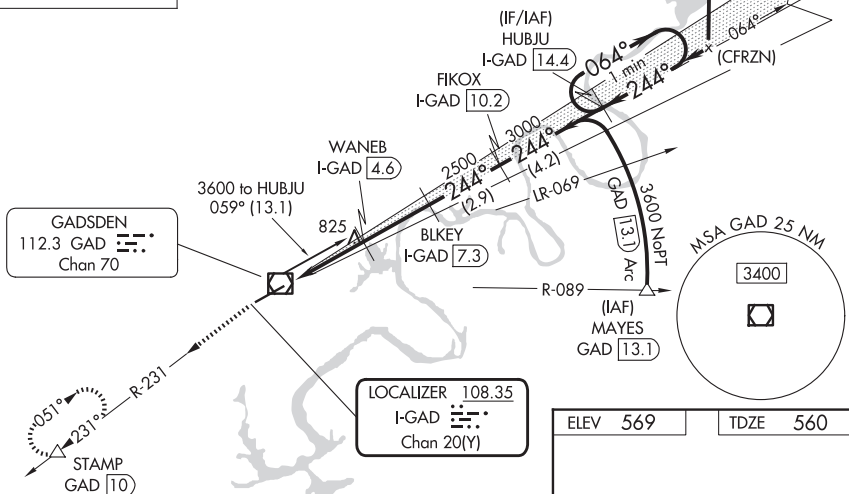
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

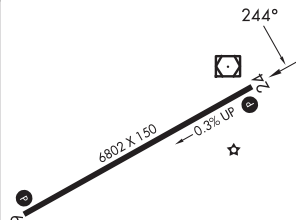


ILS or LOC RWY 24  
NORTHEAST ALABAMA RGNL (GAD)

- MISSED APPROACH:** Climb to 3600 on GAD VOR/DME R-231 to STAMP/GAD 10 DME and hold, continue climb-in-hold to 3600.

ALTERNATE MISSED APCH FIX[illegible]

| CATEGORY | A  | B           | C  | D  |
|----------|--|-------------|--|--|
| S-ILS 24 | 779- <sup>3</sup> / <sub>4</sub> 219 (300- <sup>3</sup> / <sub>4</sub> ) |             |  |  |
| S-LOC 24 | 1140-1   | 580 (600-1) | 1140-1 <sup>3</sup> / <sub>4</sub>   | 580 (600-1 <sup>3</sup> / <sub>4</sub> ) |
| CIRCLING | 1140-1   | 571 (600-1) | 1440-2 <sup>1</sup> / <sub>2</sub><br>871 (900-2 <sup>1</sup> / <sub>2</sub> ) | 1680-3<br>1111 (1200-3)                  |



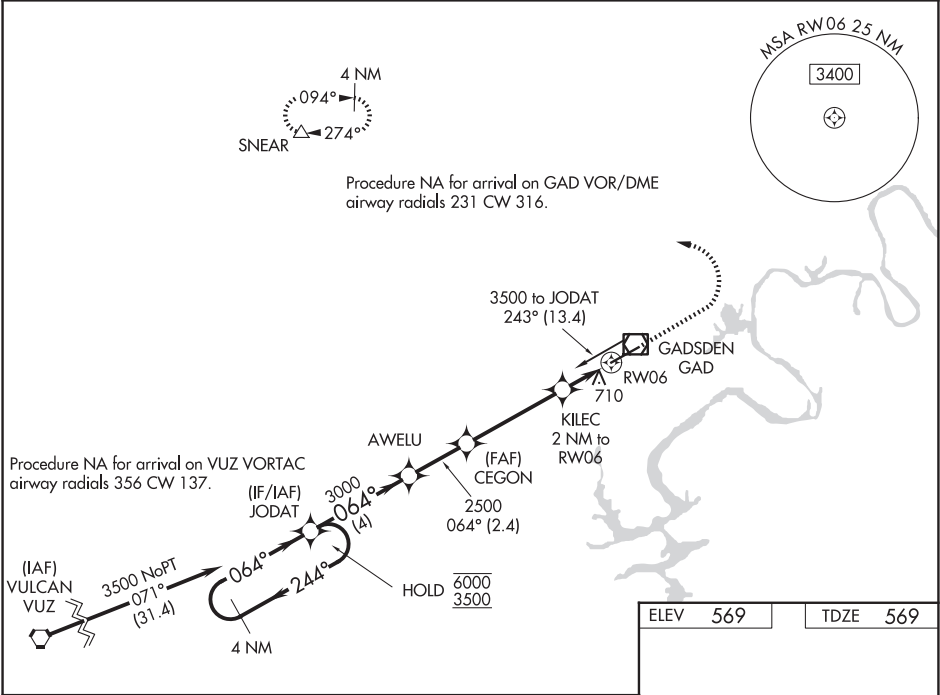
NORTHEAST ALABAMA RGNL (GAD)  
ILS or LOC RWY 24

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65706</b><br><b>W06A</b> | APP CRS<br><b>064°</b> | Rwy Ldg<br>TDZE <b>569</b><br>Apt Elev <b>569</b> |
|--|------------------------|---|

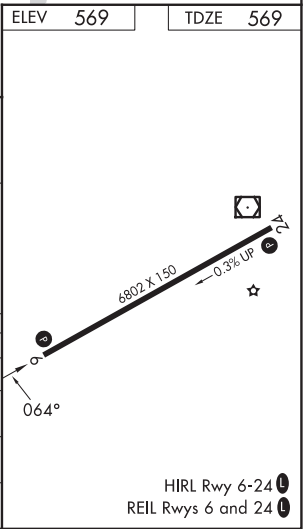
RNAV (GPS) RWY 6

NORTHEAST ALABAMA RGNL (GAD)

|   |  |   |                                   |
|---|--|---|-----------------------------------|
| RNP APCH-GPS.<br>Baro-VNAV and VDP NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter not received, use Anniston altimeter setting and increase LPV DA to 835, LNAV/VNAV DA to 1040 and all MDA 80 feet; increase LPV all Cats visibility 1/8 SM, LNAV/VNAV all Cats 1/4 SM and increase LNAV Cats C/D and Circling Cat C visibility 1/4 SM. |  | MISSED APPROACH: Climb to 1300 then climbing left turn to 3500 direct SNEAR and hold. |                                   |
| AWOS-3PT<br><b>127.825</b>  | BIRMINGHAM APP CON<br><b>125.45 279.65</b> | CLNC DEL<br><b>120.05 257.7</b>   | UNICOM<br><b>122.725 (CTAF) 1</b> |



|                      |        |             |                               |                         |                    |       |
|----------------------|--------|-------------|-------------------------------|-------------------------|--------------------|-------|
| 4 NM Holding Pattern |        | JODAT       | AWELU                         | CEGON                   | KILEC 2 NM to RW06 | SNEAR |
| 6000 ← 244°          |        | 064°        | 3000                          | 2500                    | 1240               |       |
| 3500 → 064°          |        | 064°        | 3000                          | 2500                    | 1240               |       |
| GP 3.00° TCH 40      |        |             |                               |                         |                    |       |
| 4 NM                 |        | 2.4 NM      | 3.9 NM                        | 0.9 NM                  | 1.1 NM             |       |
| CATEGORY             | A      | B           | C                             | D                       |                    |       |
| LPV DA               |        | 769-3/4     | 200 (200-3/4)                 |                         |                    |       |
| LNAV/VNAV DA         |        | 960-1 1/8   | 391 (400-1 1/8)               |                         |                    |       |
| LNAV MDA             | 960-1  | 391 (400-1) | 960-1 1/8                     | 391 (400-1 1/8)         |                    |       |
| CIRCLING             | 1100-1 | 531 (600-1) | 1440-2 1/2<br>871 (900-2 1/2) | 1680-3<br>1111 (1200-3) |                    |       |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

GADSDEN, ALABAMA

AL-897 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65905</b><br><b>W24A</b> | APP CRS<br><b>244°</b> | Rwy Ldg<br>TDZE <b>560</b><br>Apt Elev <b>569</b> |
|--|------------------------|---|

RNAV (GPS) RWY 24

NORTHEAST ALABAMA RGNL (GAD)

RNP APCH-GPS.

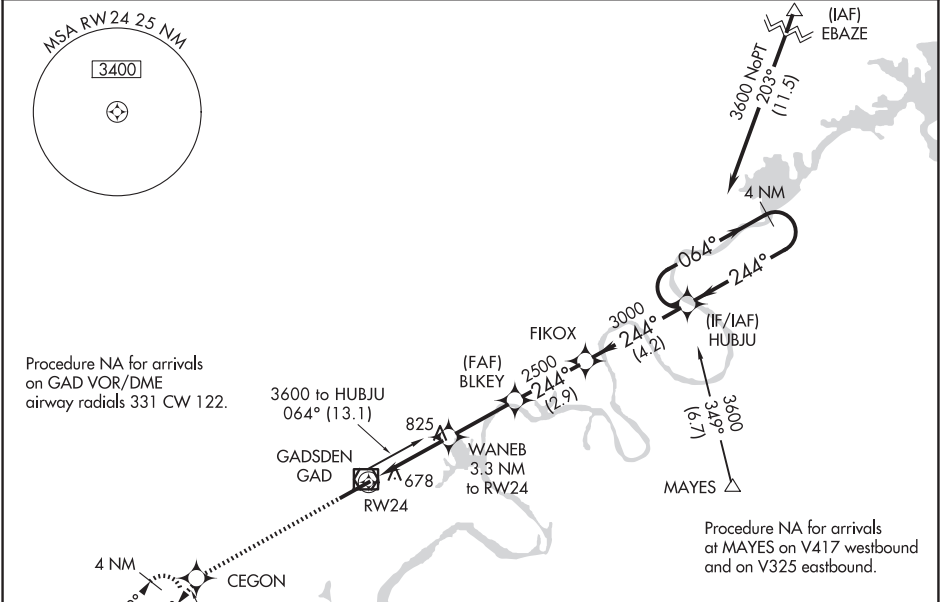
▼

⚠

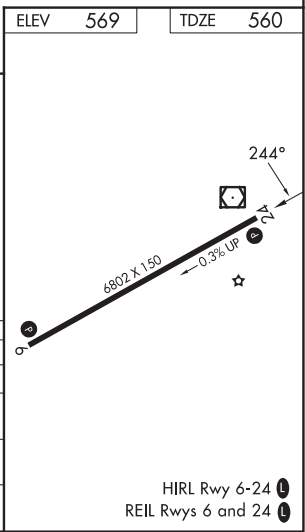
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C .  
When local altimeter setting is not received, use Anniston altimeter setting and increase LPV DA to 847 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1082 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ½ SM. Baro-VNAV and VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 3600 direct CEGON and on track 221° to STAMP and hold, continue climb-in-hold to 3600.

|                            |  |                                 |                                   |
|----------------------------|--|---------------------------------|-----------------------------------|
| AWOS-3PT<br><b>127.825</b> | BIRMINGHAM APP CON<br><b>125.45 279.65</b> | CLNC DEL<br><b>120.05 257.7</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|-----------------------------------|



|               |           |            |             |                         |  |                         |                         |        |                      |  |  |
|---------------|-----------|------------|-------------|-------------------------|--|-------------------------|-------------------------|--------|----------------------|--|--|
|               |           | STAMP      |             |                         |  |                         |                         |        |                      |  |  |
| 3600<br>↑     | CEGON<br> | tr<br>221° | STAMP<br>△  |                         |  | BLKEY<br>2500           | FIKOX                   | HUBJU  | 4 NM Holding Pattern |  |  |
|               |           |            |             | WANEb<br>3.3 NM to RW24 |  | 2500                    | 064° →<br>← 244°        |        | 3600                 |  |  |
|               |           |            |             | 1.7 NM to RW24          |  | 1620                    | 244°                    |        | 3000                 |  |  |
|               |           |            |             |                         |  | 2500                    | GP 3.00°<br>TCH 43      |        |                      |  |  |
|               |           |            |             | 1.7 NM 1.6 NM           |  | 2.7 NM                  | 2.9 NM                  | 4.2 NM |                      |  |  |
| CATEGORY      |           | A          |             | B                       |  | C                       |                         | D      |                      |  |  |
| LPV           | DA        |            |             | 781-¾                   |  | 221 (300-¾)             |                         |        |                      |  |  |
| LNAV/<br>VNAV | DA        |            |             | 1016-1¾                 |  | 456 (500-1¾)            |                         |        |                      |  |  |
| LNAV MDA      |           | 1140-1     | 580 (600-1) |                         |  | 1140-1½                 | 580 (600-1½)            |        |                      |  |  |
| CIRCLING      |           | 1140-1     | 571 (600-1) |                         |  | 1440-2½<br>871 (900-2½) | 1680-3<br>1111 (1200-3) |        |                      |  |  |



GADSDEN, ALABAMA  
Amdt 1D 07SEP23

33°58'N-86°05'W

NORTHEAST ALABAMA RGNL (GAD)  
RNAV (GPS) RWY 24

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|         |         |          |      |
|---------|---------|----------|------|
| VOR/DME | GAD     | Rwy Ldg  | 6802 |
| 112.3   | APP CRS | TDZE     | 569  |
| Chan 70 | 052°    | Apt Elev | 569  |

VOR RWY 6

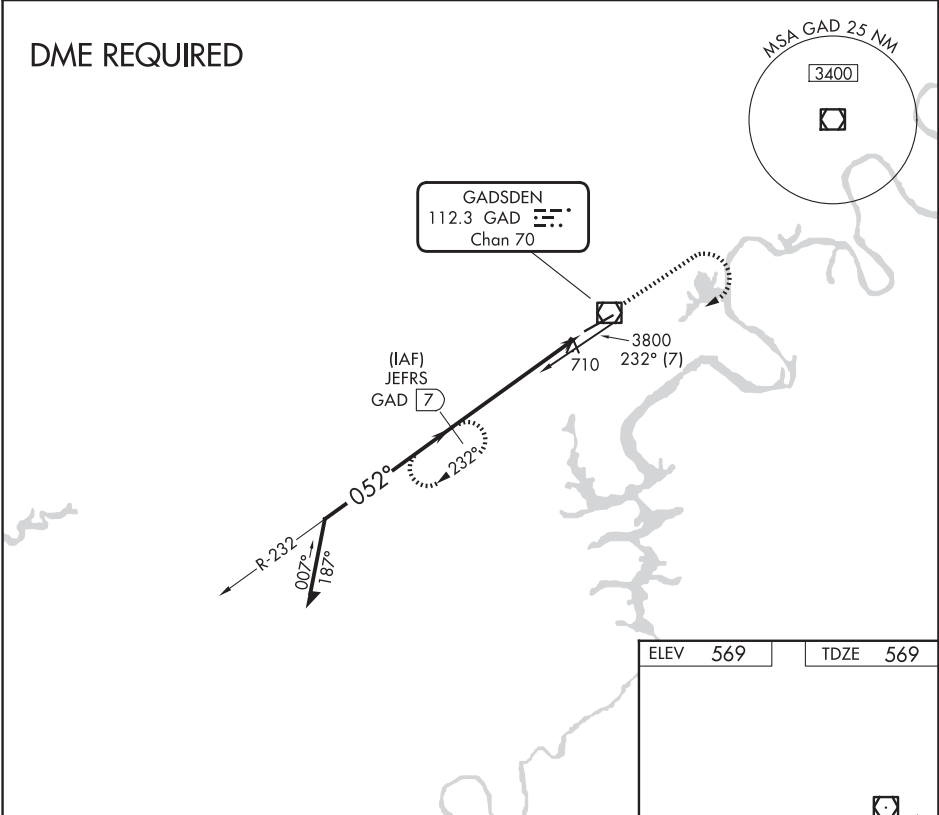
NORTHEAST ALABAMA RGNL (GAD)

**⚠** When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat C/D visibility ¼ mile and Circling Cat C ½ SM. VDP NA when using Anniston altimeter setting. DME required.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3500 on GAD VOR/DME R-232 to JEFRS/7 DME and hold.

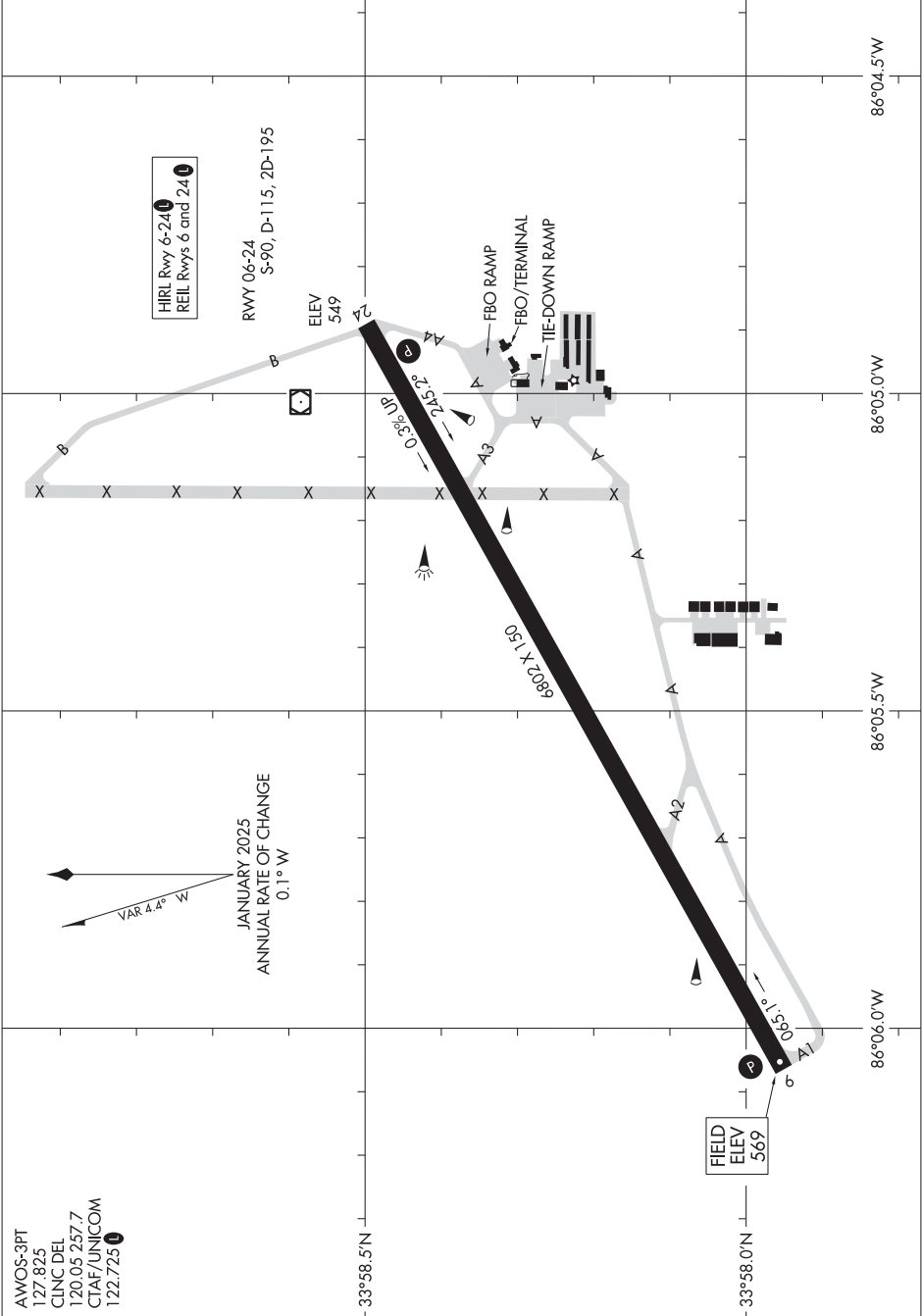
|          |                    |              |                         |
|----------|--------------------|--------------|-------------------------|
| AWOS-3PT | BIRMINGHAM APP CON | CLNC DEL     | UNICOM                  |
| 127.825  | 125.45 279.65      | 120.05 257.7 | 122.725 (CTAF) <b>0</b> |

DME REQUIRED



|                     |             |             |                         |                         |             |
|---------------------|-------------|-------------|-------------------------|-------------------------|-------------|
| Remain within 10 NM | JEFRS GAD 7 |             | 2000                    | 3500                    | JEFRS GAD 7 |
|                     | 3100        |             | GAD 2.2                 | GAD R-232               |             |
|                     | 2500        |             | GAD 1.1                 |                         |             |
|                     | 4.8 NM      |             | 1.1                     |                         |             |
| CATEGORY            | A           | B           | C                       | D                       |             |
| S-6                 | 960-1       | 391 (400-1) | 960-1½                  | 391 (400-1½)            |             |
| CIRCLING            | 1100-1      | 531 (600-1) | 1440-2½<br>871 (900-2½) | 1680-3<br>1111 (1200-3) |             |

|                   |      |      |                |
|-------------------|------|------|----------------|
| ELEV              | 569  | TDZE | 569            |
| HIRL Rwy 6-24     |      |      |                |
| REIL Rws 6 and 24 |      |      |                |
| FAF to MAP 5.9 NM |      |      |                |
| Knots             | 60   | 90   | 120 150 180    |
| Min:Sec           | 5:54 | 3:56 | 2:57 2:22 1:58 |



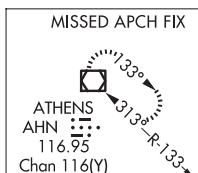
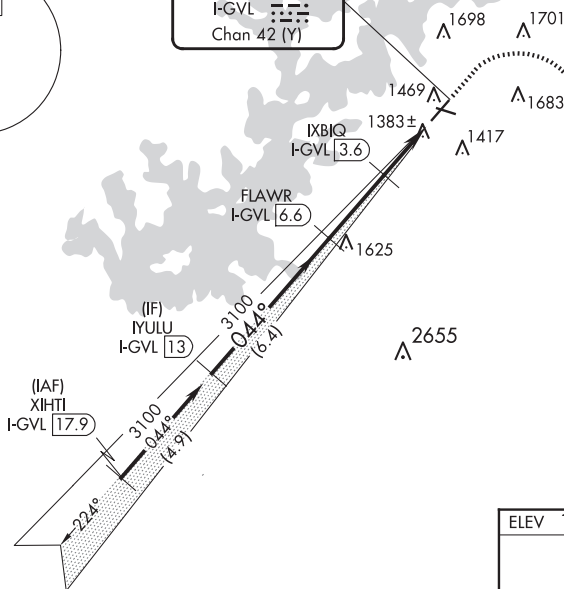
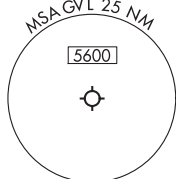
SE-4, 07 AUG 2025 to 02 OCT 2025




SE-4, 07 AUG 2025 to 02 OCT 2025

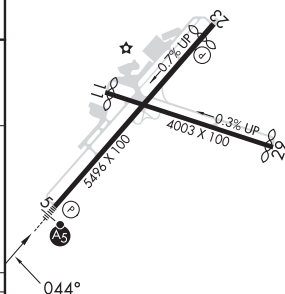
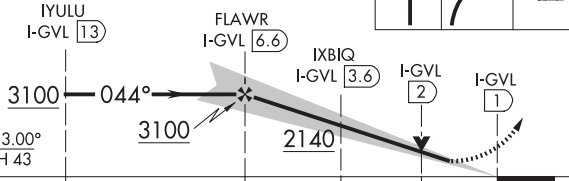
25163

ILS or LOC RWY 5  
LEE GILMER MEML (GVL)

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3100 direct AHN VOR/DME and hold.

UNICOM  
123.075 (CTAF) 

|   |   |   |
|---|---|---|
| 2000  | 3100  | AHN   |
|  |  |  |



|                        |      |      |      |      |      |
|------------------------|------|------|------|------|------|
| HIRL Rwy 5-23 <b>L</b> |      |      |      |      |      |
| FAF to MAP 5.6 NM      |      |      |      |      |      |
| Knots                  | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

LEE GILMER MEML (GVL)  
ILS or LOC RWY 5

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42605</b><br><b>W05A</b> | APP CRS<br><b>044°</b> | Rwy Ldg<br>TDZE <b>1275</b><br>Apt Elev <b>1277</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 5

LEE GILMER MEML (GVL)

RNP APCH - GPS.

⚠

⚠

Circling to Rwy 11, 29 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM, increase LNAV Cats C and D visibility to 1 SM.

MALSR

MISSED APPROACH:

Climb to 3500 direct DUBNE and hold.

|                        |  |                                   |
|------------------------|--|-----------------------------------|
| ASOS<br><b>126.475</b> | ATLANTA APP CON*<br><b>132.475 291.1</b> | UNICOM<br><b>123.075 (CTAF)</b> ① |
|------------------------|--|-----------------------------------|

MSA RW05 25 NM (5600)

AWSON

Procedure NA for arrivals at AWSON on V5-311 eastbound and T297 northwest bound and eastbound.

MISSED APCH FIX

DUBNE 224° 044° 4 NM

HADUD (IAF) 3100 NoPT 134° (7)

FLAWR (FAF) 1625

IXBIQ 2.6 NM to RW05

RW05 1469 1417 1383±

2655

Procedure NA for arrivals at ONLY on T427 southeast bound.

ONLY 3700 267° (10.6)

ETAKE (IAF)

4 NM HOLD 6000 3100

224° 044°

3100 044° (6.4)

3100 NoPT 314° (7)

ELEV 1277 D TDZE 1275

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).

4 NM Holding Pattern

IYULU

FLAWR

3100

IXBIQ 2.6 NM to RW05

1.1 NM to RW05

RW05

6000 3100 224° 044° 044°

GP 3.00° TCH 43

3100 2140

6.4 NM 3 NM 1.6 NM 1.1 NM

| CATEGORY     | A                     | B                     | C                     | D                       |
|--------------|-----------------------|-----------------------|-----------------------|-------------------------|
| LPV DA       | 1475-½ 200 (200-½)    |                       |                       |                         |
| LNAV/VNAV DA | 1551-½ 276 (300-½)    |                       |                       |                         |
| LNAV MDA     | 1640-½                | 365 (400-½)           | 1640-⅝                | 365 (400-⅝)             |
| CIRCLING     | 1780-1<br>503 (600-1) | 2000-1<br>723 (800-1) | 2000-2<br>723 (800-2) | 2020-2½<br>743 (800-2½) |

3500 DUBNE

0.7% UP 0.3% UP 0.3% UP

5495 X 100 4003 X 100

044°

HIRL Rwy 5-23 ①

GAINESVILLE, GEORGIA  
Amdt 2 23FEB23

34°16'N-83°50'W

LEE GILMER MEML (GVL)  
RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

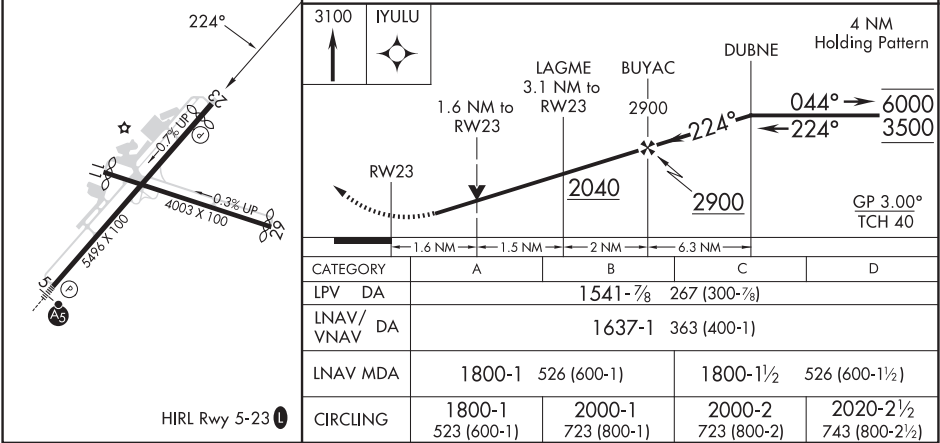
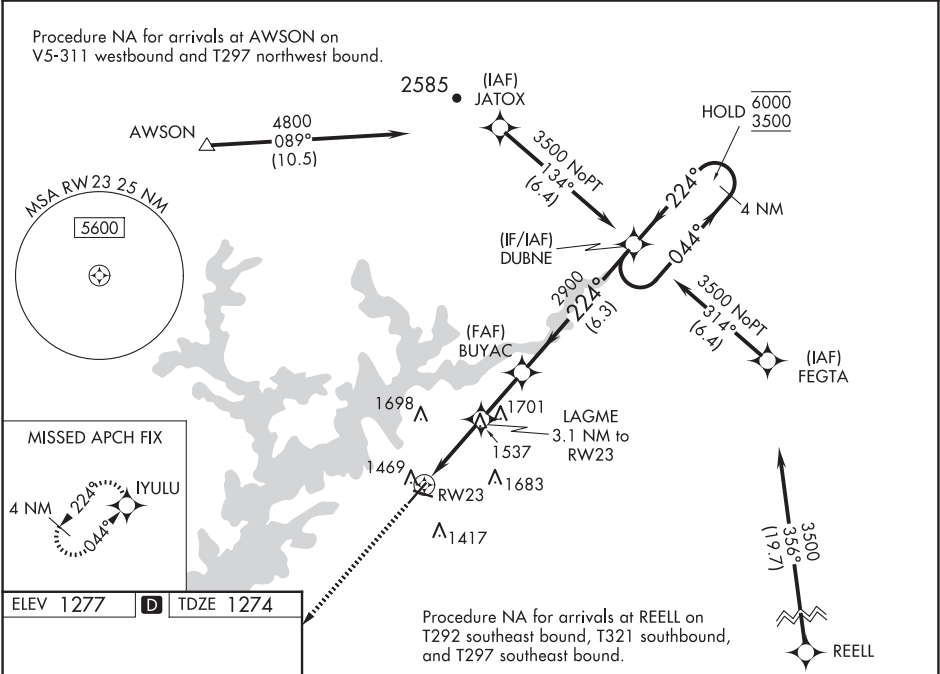
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77605</b><br><b>W23A</b> | APP CRS<br><b>224°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5100</b><br><b>1274</b><br><b>1277</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 23

LEE GILMER MEML (GVL)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  | MISSED APPROACH:<br>Climb to 3100 direct<br>IYULU and hold. |
| <div><div>▼</div><div>▲</div></div> <div>Circle Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.</div> |  |   |
| ASOS<br><b>126.475</b>  | ATLANTA APP CON★<br><b>132.475 291.1</b> | UNICOM<br><b>123.075 (CTAF) 0</b>                           |



GENEVA, ALABAMA

AL-10998 (FAA)

25219

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70735</b><br><b>W11A</b> | APP CRS<br><b>111°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>3998</b><br><b>100</b><br><b>100</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 11

GENEVA MUNI (33J)

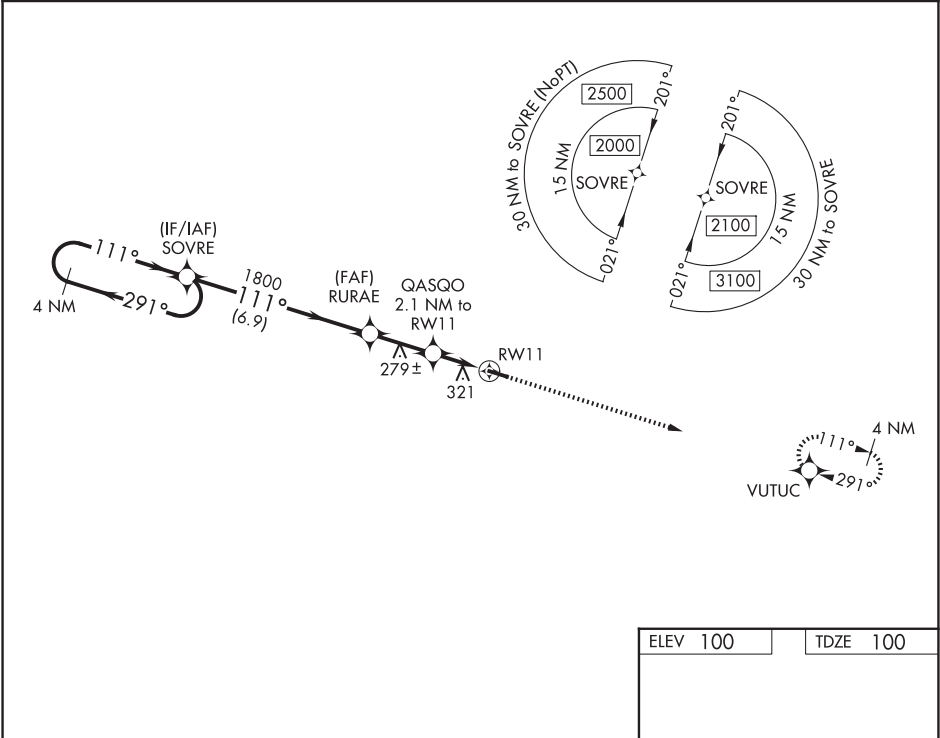
▼

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Cairns AAF altimeter setting, when not received, use Dothan altimeter setting and increase all MDA 40 feet, increase LP and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct VUTUC and hold.

|                                  |  |                                 |
|----------------------------------|--|---------------------------------|
| KOZR ATIS<br><b>111.2 316.15</b> | CAIRNS APP CON ★<br><b>133.75 270.35</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------------|--|---------------------------------|



4 NM Holding Pattern

2000

SOVRE

RURAE

QASQO 2.1 NM to RWY 11

RWY 11

2000

VUTUC

111°

291°

111°

1800

920

6.9 NM

2.4 NM

2.1 NM

| CATEGORY | A                    | B                    | C                      | D  |
|----------|----------------------|----------------------|------------------------|----|
| LP MDA   | 600-1                | 500 (500-1)          | 600-1⅓<br>500 (500-1⅓) | NA |
| LNAV MDA | 640-1                | 540 (600-1)          | 640-1½<br>540 (600-1½) | NA |
| CIRCLING | 700-1<br>600 (600-1) | 720-1<br>620 (700-1) | 900-2¼<br>800 (800-2¼) | NA |

ELEV 100

TDZE 100

111°

3998 X 100

291°

MIRL Rwy 11-29 0

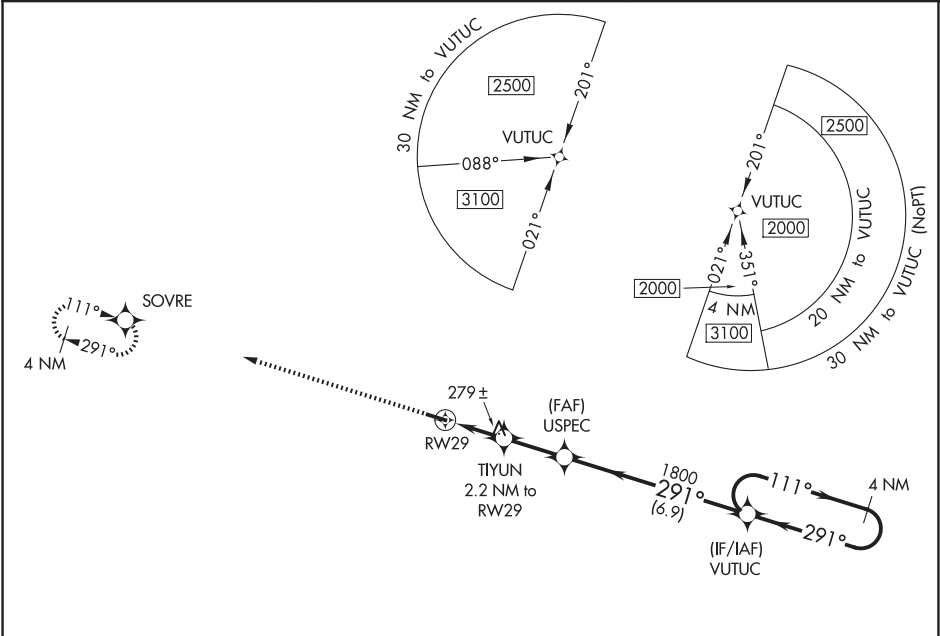
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 3998 |
|         | TDZE     | 100  |
|         | Apt Elev | 100  |

RNAV (GPS) RWY 29

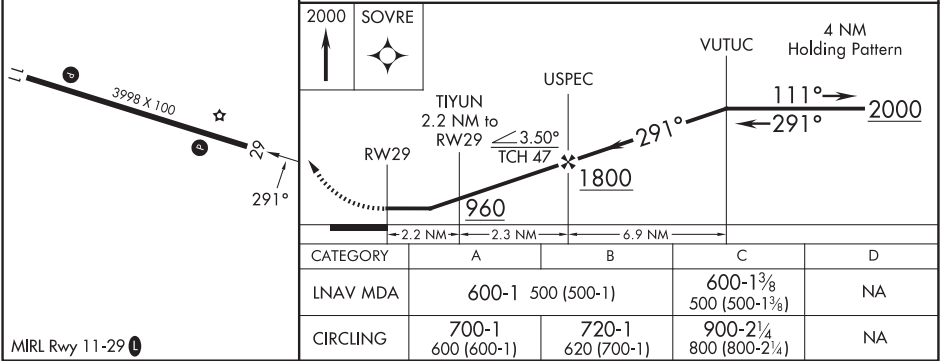
GENEVA MUNI (33J)

|  |  |  |
|--|--|--|
| <div><div>▼</div><div>▲ NA</div></div> | DME/DME RNP-0.3 NA. Procedure NA at night. Use Cairns AAF altimeter setting, when not received, use Dothan altimeter setting and increase all MDA 40 feet, and increase all Cat C visibilities ¼ SM. Rwy 29 helicopter visibility reduction below 1 SM NA. | MISSED APPROACH:<br>Climb to 2000 direct SOVRE and hold. |
|--|--|--|

|                           |                                   |                          |
|---------------------------|-----------------------------------|--------------------------|
| KOZR ATIS<br>111.2 316.15 | CAIRNS APP CON ★<br>133.75 270.35 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------------|-----------------------------------|--------------------------|



|          |          |
|----------|----------|
| ELEV 100 | TDZE 100 |
|----------|----------|



RNAV (GPS) RWY 29

GREENSBORO, ALABAMA

AL-6861 (FAA)

23334

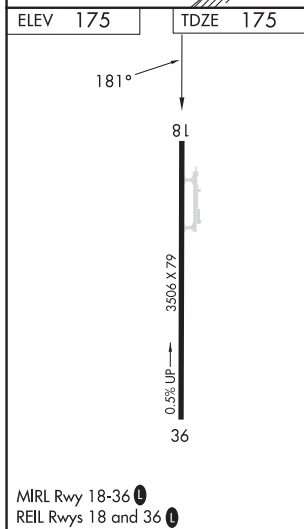
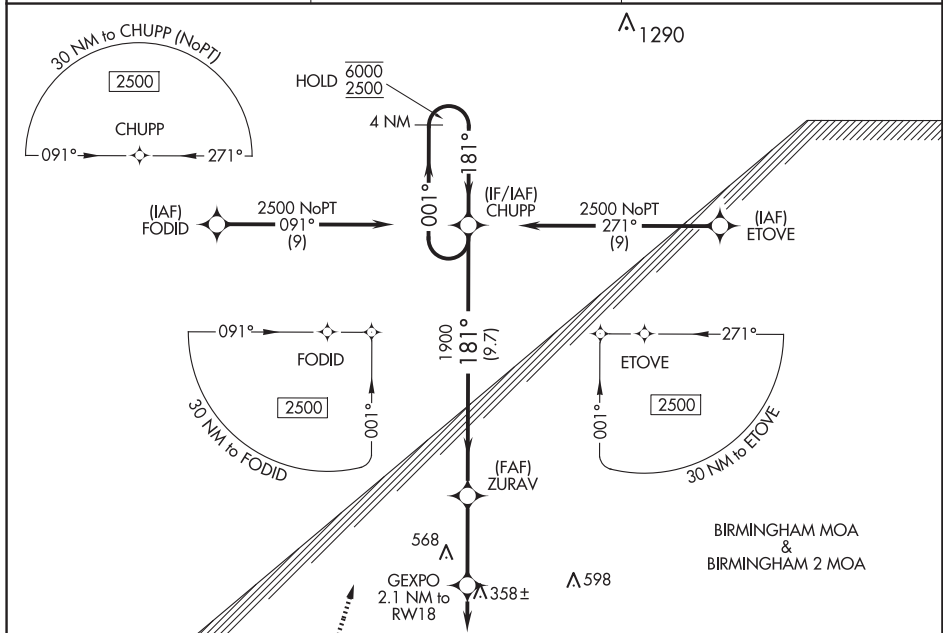
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3506 |
| 181°    | TDZE     | 175  |
|         | Apt Elev | 175  |

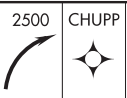

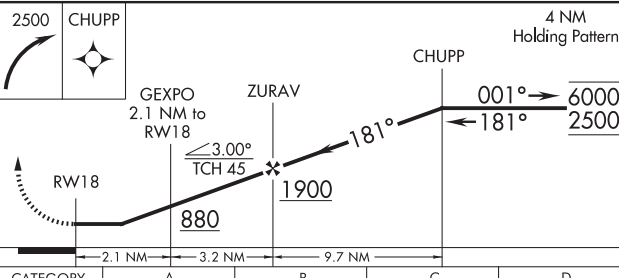
# RNAV (GPS) RWY 18

GREENSBORO MUNI (7A0)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climbing right turn to 2500 direct CHUPP and hold. |
| <div><div>Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting.</div></div> |   |

|                        |                                  |                          |
|------------------------|----------------------------------|--------------------------|
| DYA AWOS-3P<br>119.475 | ATLANTA CENTER<br>132.25 263.025 | UNICOM<br>123.0 (CTAF) 0 |
|------------------------|----------------------------------|--------------------------|



|   |                      |   |                      |   |  |
|---|----------------------|---|----------------------|---|--|
|  |                      | 4 NM Holding Pattern  |                      |   |  |
|  |                      |  |                      |   |  |
| CATEGORY  | A                    | B   | C                    | D   |  |
| LNAV MDA  | 680-1                | 505 (600-1)   | 680-1 $\frac{3}{8}$  | 505 (600-1 $\frac{3}{8}$ )                        |  |
| CIRCLING  | 700-1<br>525 (600-1) | 720-1<br>545 (600-1)  | 860-2<br>685 (700-2) | 940-2 $\frac{1}{2}$<br>765 (800-2 $\frac{1}{2}$ ) |  |

GREENSBORO, ALABAMA  
Orig 30NOV23

32°41'N-87°40'W

# RNAV (GPS) RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**001°**

Rwy Idg  
TDZE  
**173**

Apt Elev  
**175**

RNP APCH - GPS.

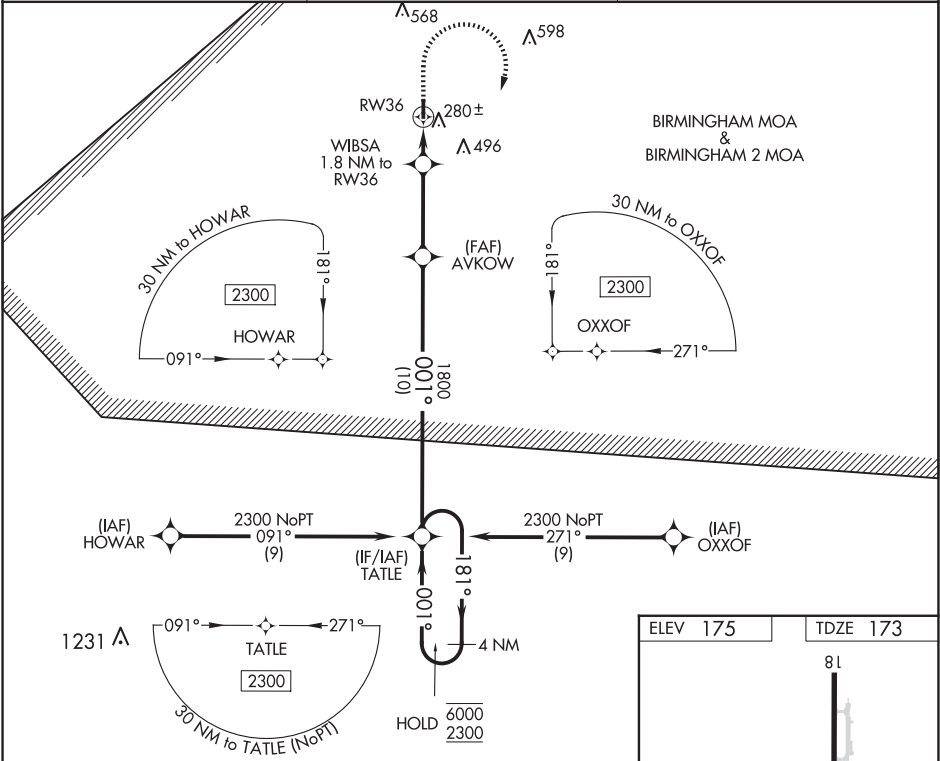
Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Demopolis altimeter setting.

MISSED APPROACH: Climb to 640 then climbing right turn to 2300 direct TATLE and hold.

RNAV (GPS) RWY 36

GREENSBORO MUNI (7A0)

|                               |   |                                 |
|-------------------------------|---|---------------------------------|
| DYA AWOS-3P<br><b>119.475</b> | ATLANTA CENTER<br><b>132.25 263.025</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|-------------------------------|---|---------------------------------|



4 NM Holding Pattern

TATLE

6000 ← 181°

2300 → 001°

001°

AVKOW

1800

3.00° TCH 45

760

WIBSA 1.8 NM to RW36

RW36

10 NM

3.3 NM

1.8 NM

640

2300

TATLE

WIBSA 1.8 NM to RW36

RW36

| CATEGORY | A                    | B                    | C                    | D                      |
|----------|----------------------|----------------------|----------------------|------------------------|
| LNVA MDA | 600-1                | 427 (500-1)          | 600-1¼               | 427 (500-1¼)           |
| CIRCLING | 700-1<br>525 (600-1) | 720-1<br>545 (600-1) | 860-2<br>685 (700-2) | 940-2½<br>765 (800-2½) |

GREENSBORO, ALABAMA

Orig 30NOV23

GREENSBORO MUNI (7A0)

RNAV (GPS) RWY 36

ELEV 175

TDZE 173

81

3506 X 79

0.5% UP

36

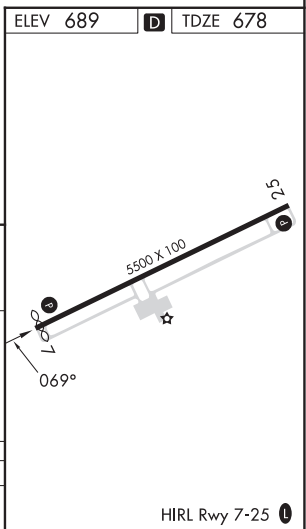
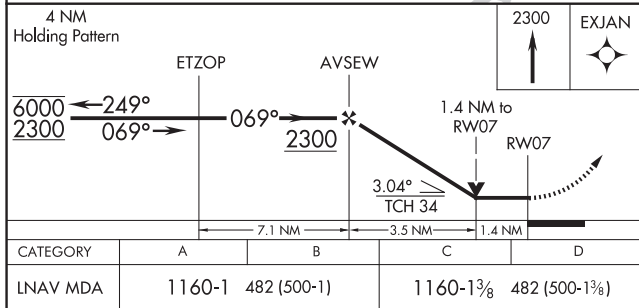
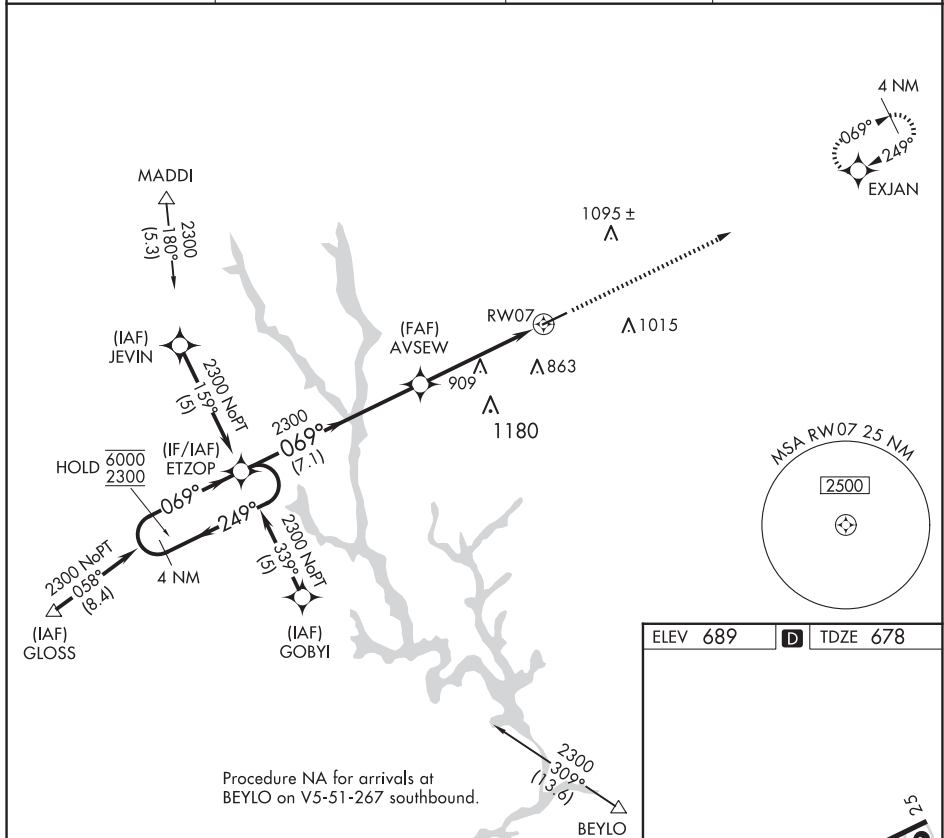
001°

# RNAV (GPS) RWY 7

Rwy 7 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 2300 direct EXJAN and hold.

|                          |   |                       |                                 |
|--------------------------|---|-----------------------|---------------------------------|
| AWOS-3<br><b>124.525</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|-----------------------|---------------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70616</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>689</b><br><b>689</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25

GREENE COUNTY RGNL (CPP)

RNP APCH - GPS.

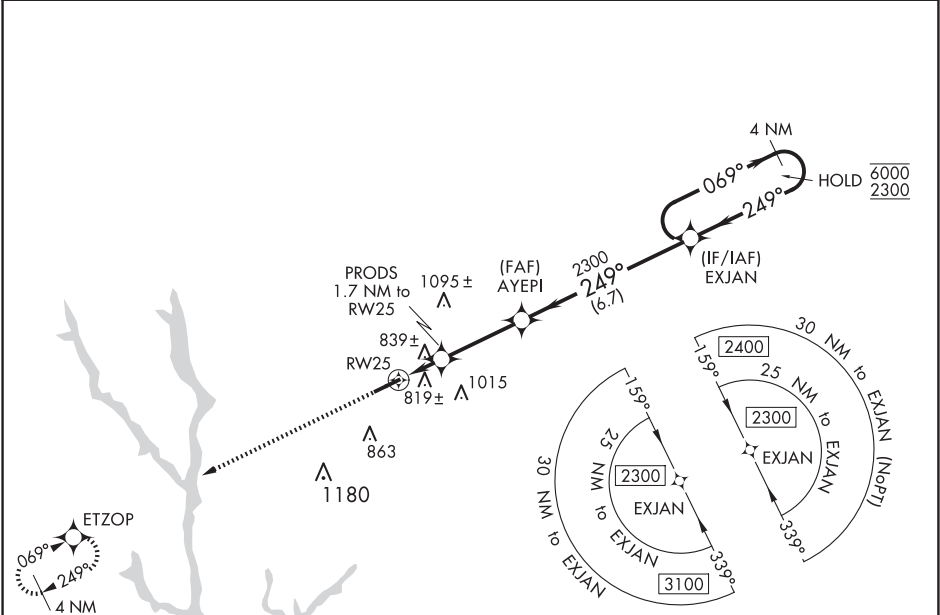
- ▼

Rwy 25 helicopter visibility reduction below ¾ SM NA.

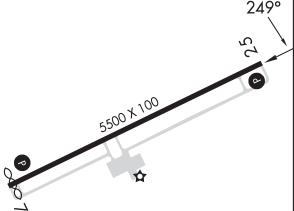
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- MISSED APPROACH: Climb to 2300 direct ETZOP and hold.


|                          |   |                       |  |
|--------------------------|---|-----------------------|--|
| AWOS-3<br><b>124.525</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8(CTAF)</b>  |
|--------------------------|---|-----------------------|--|



|          |   |          |
|----------|---|----------|
| ELEV 689 |  | TDZE 689 |
|----------|---|----------|



2300



ETZOP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

4 NM Holding Pattern

EXJAN

PRODS 1.7 NM to RW25

1.1 NM to RW25

1280


2300

GP 3.01° TCH 55

069° → 6000

← 249° 2300

1.1 0.6 NM 3.2 NM 6.7 NM

| CATEGORY   | A                  | B                  | C                          | D                          |
|--|--------------------|--------------------|----------------------------|----------------------------|
| LPV DA   | 981-7⁄8            |                    | 292 (300-7⁄8)              |                            |
| LNAV/VNAV DA   | 1065-1             |                    | 376 (400-1)                |                            |
| LNAV MDA   | 1080-1 391 (400-1) |                    | 1080-1 3⁄8 391 (400-1 1⁄8) |                            |
|  CIRCLING | 1140-1 451 (500-1) | 1180-1 491 (500-1) | 1320-1 3⁄4 631 (700-1 3⁄4) | 1480-2 1⁄2 791 (800-2 1⁄2) |


GREENSBORO, GEORGIA

AL-6942 (FAA)

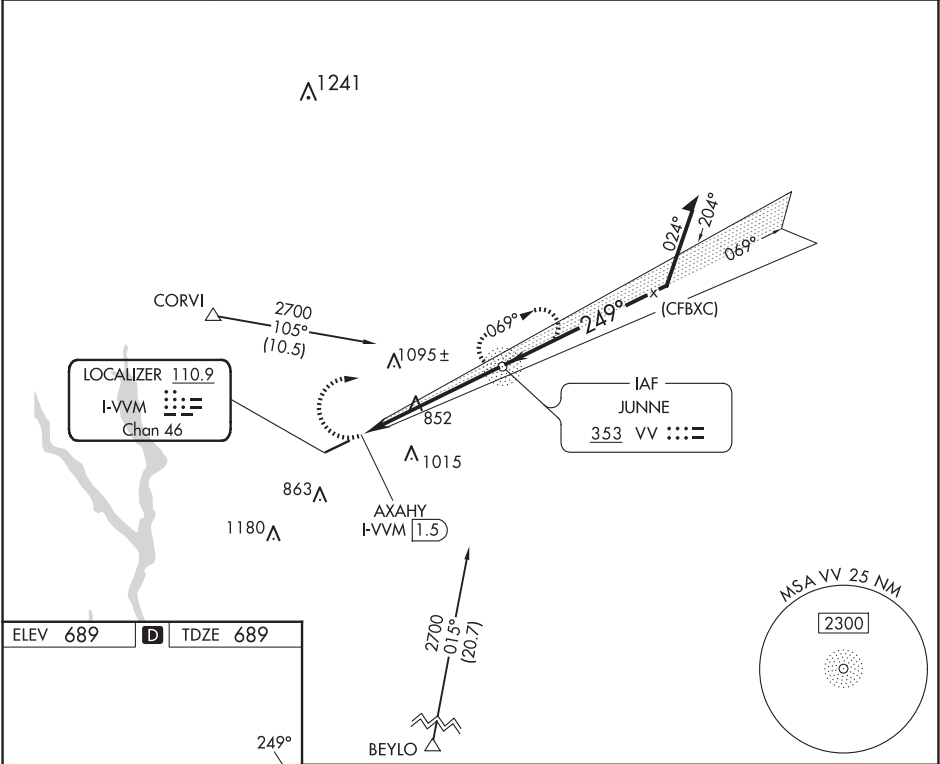
23110

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-VVM<br><b>110.9</b><br>Chan <b>46</b> | APP CRS<br><b>249°</b> | Rwy Idg <b>5500</b><br>TDZE <b>689</b><br>Apt Elev <b>689</b> |
|---|------------------------|---|

LOC RWY 25  
GREENE COUNTY RGNL (CPP)

|  |   |  |
|--|---|--|
| ADF or DME required for procedure entry. ADF required.                             |   | MISSED APPROACH: Climbing right turn to 2700 direct VV NDB and hold, continue climb-in-hold to 2700. |
|  NA | Rwy 25 helicopter visibility reduction below ¾ SM NA.<br>Localizer unusable ½ mile inbound. |  |

|                          |   |                       |   |
|--------------------------|---|-----------------------|---|
| AWOS-3<br><b>124.525</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8</b> (CTAF)  |
|--------------------------|---|-----------------------|---|



Remain within 10 NM

069°

249°

2700

2700

AXAHY I-VVM 1.5

I-VVM 2.2

3.04° TCH 40

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).

|          |        |             |                         |                         |
|----------|--------|-------------|-------------------------|-------------------------|
| CATEGORY | A      | B           | C                       | D                       |
| S-LOC 25 | 1120-1 | 431 (500-1) | 1120-1¼                 | 431 (500-1¼)            |
| CIRCLING | 1220-1 | 531 (600-1) | 1320-1¾<br>631 (700-1¾) | 1480-2½<br>791 (800-2½) |

HIRL Rwy 7-25

GREENSBORO, GEORGIA  
Amdt 3F 20APR23

33°36'N-83°08'W

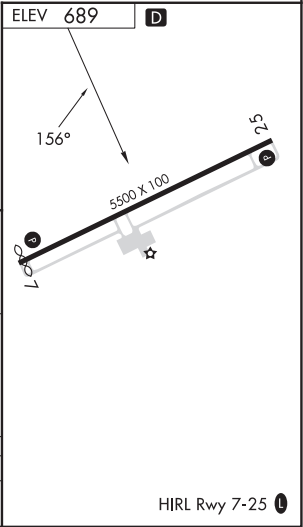
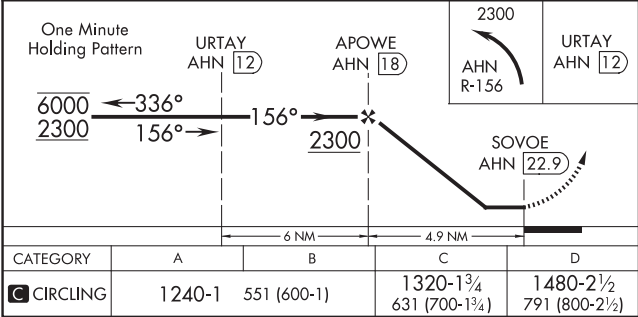
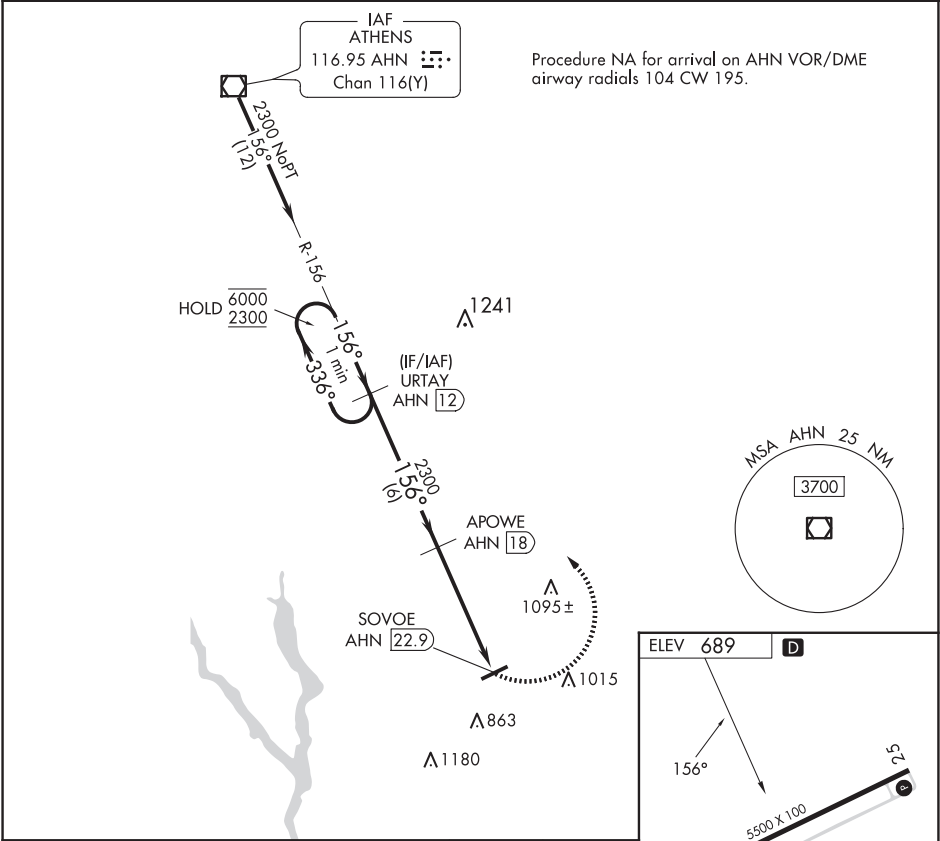
GREENE COUNTY RGNL (CPP)  
LOC RWY 25

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|   |                        |   |                                   |
|---|------------------------|---|-----------------------------------|
| VOR/DME AHN<br><b>116.95</b><br>Chan <b>116</b> (Y) | APP CRS<br><b>156°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>689</b> | VOR-B<br>GREENE COUNTY RGNL (CPP) |
|---|------------------------|---|-----------------------------------|

|                          |   |  |                                 |
|--------------------------|---|--|---------------------------------|
| DME Required.            |   | MISSED APPROACH: Climbing left turn to 2300 on AHN VOR/DME R-156 to URTAY/AHN 12 DME and hold. |                                 |
| AWOS-3<br><b>124.525</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | GCO<br><b>121.725</b>  | UNICOM<br><b>122.8</b> (CTAF) 0 |

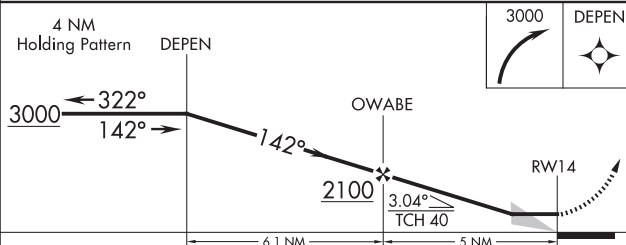
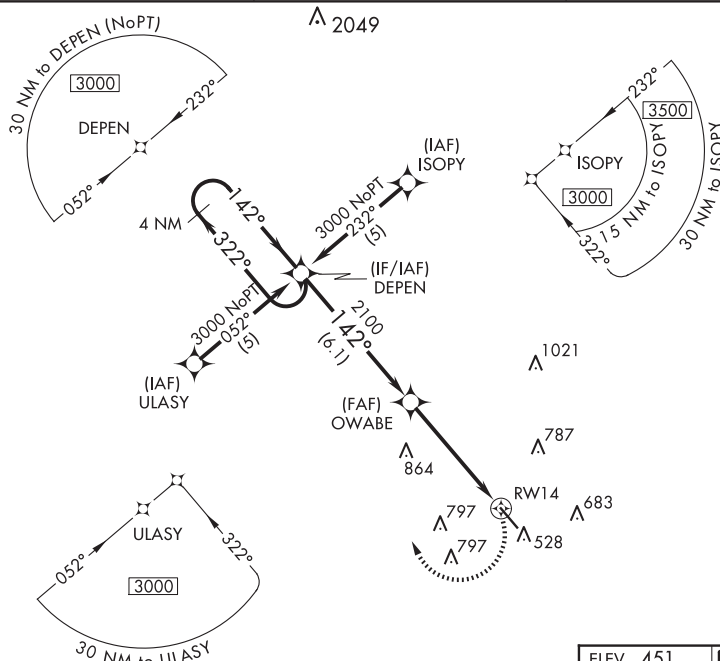


# RNAV (GPS) RWY 14

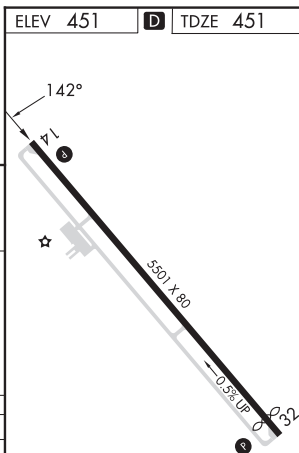
## MAC CRENSHAW MEML (PRN)

**MISSED APPROACH:** Climbing right turn to 3000 direct DEPEN and hold.

UNICOM  
122.8 (CTAF) **L**



| CATEGORY | A                    | B                    | C  | D  |
|----------|----------------------|----------------------|--|--|
| LNAV MDA | 900-1 449 (500-1)    |                      | 900-1 $\frac{1}{4}$<br>449 (500-1 $\frac{1}{4}$ )  | 900-1 $\frac{1}{2}$<br>449 (500-1 $\frac{1}{2}$ )  |
| CIRCLING | 900-1<br>449 (500-1) | 960-1<br>509 (600-1) | 1100-1 $\frac{3}{4}$<br>649 (700-1 $\frac{3}{4}$ ) | 1140-2 $\frac{1}{4}$<br>689 (700-2 $\frac{1}{4}$ ) |



REIL Rwys 14 and 32 (L)

MAC CRENSHAW MEML (PRN)  
RNAV (GPS) RWY 14

SE-4, 07 AUG 2025 to 02 OCT 2025

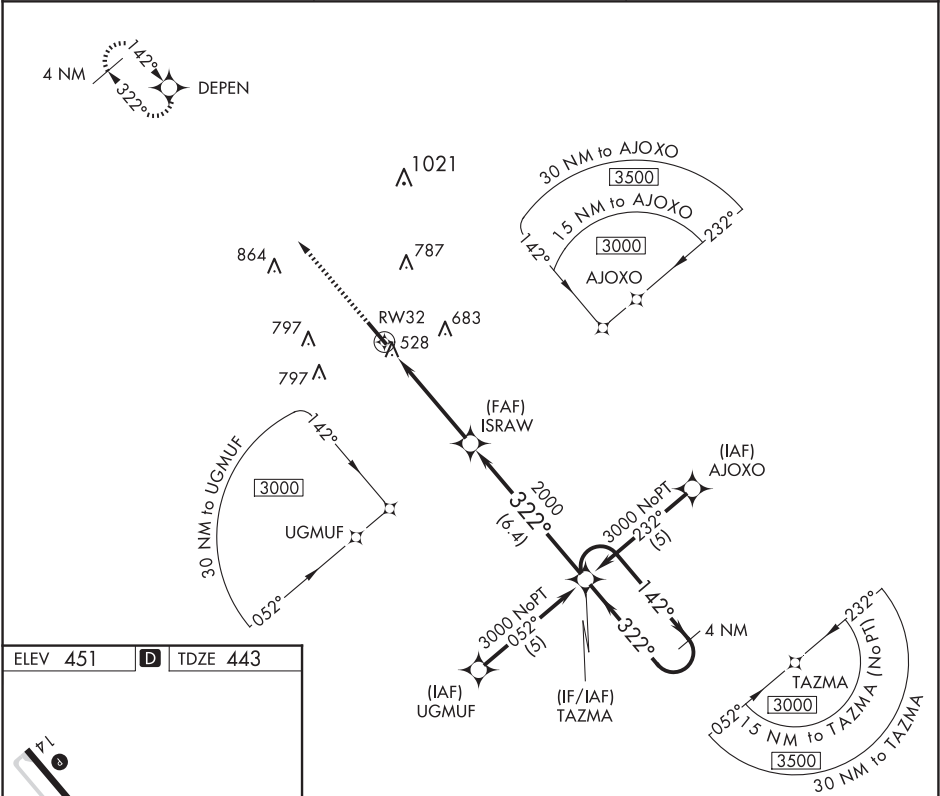
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5200 |
| 322°    | TDZE     | 443  |
|         | Apt Elev | 451  |

RNAV (GPS) RWY 32

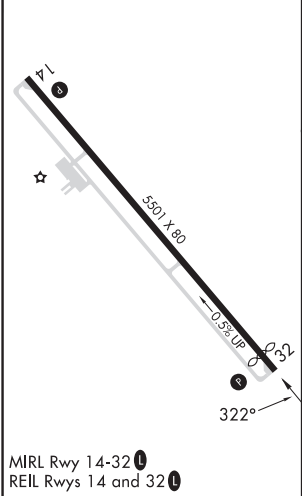
MAC CRENSHAW MEML (PRN)

|                                      |  |   |
|--------------------------------------|--|---|
| <div><div>⚠</div><div>NA</div></div> | DME/DME RNP-0.3 NA.<br>Night landing: Rwy 14 NA.<br>Helicopter visibility reduction below ¾ SM NA. | MISSED APPROACH: Climb to<br>3000 direct DEPN and hold. |
|--------------------------------------|--|---|

|               |                                 |                                 |
|---------------|---------------------------------|---------------------------------|
| ASOS<br>120.0 | ATLANTA CENTER<br>120.55 270.25 | UNICOM<br>122.8 (CTAF) <b>0</b> |
|---------------|---------------------------------|---------------------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 451 | <b>D</b> | TDZE 443 |
|----------|----------|----------|



|              |                      |                      |                         |                         |
|--------------|----------------------|----------------------|-------------------------|-------------------------|
| 3000         | DEPN                 | ISRAW                | TAZMA                   | 4 NM Holding Pattern    |
| 1 NM to RW32 | 1 NM                 | 3.8 NM               | 6.4 NM                  |                         |
| CATEGORY     | A                    | B                    | C                       | D                       |
| LNAV MDA     | 780-1 337 (400-1)    |                      |                         |                         |
| CIRCLING     | 900-1<br>449 (500-1) | 960-1<br>509 (600-1) | 1100-1¾<br>649 (700-1¾) | 1140-2¼<br>689 (700-2¼) |

Griffin, Georgia

AL-6140 (FAA)

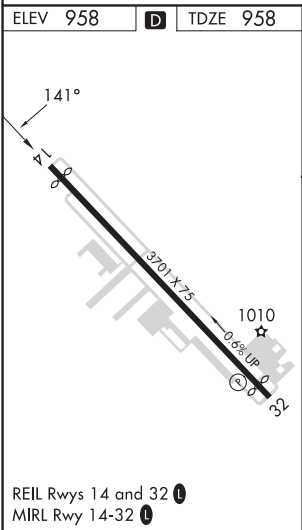
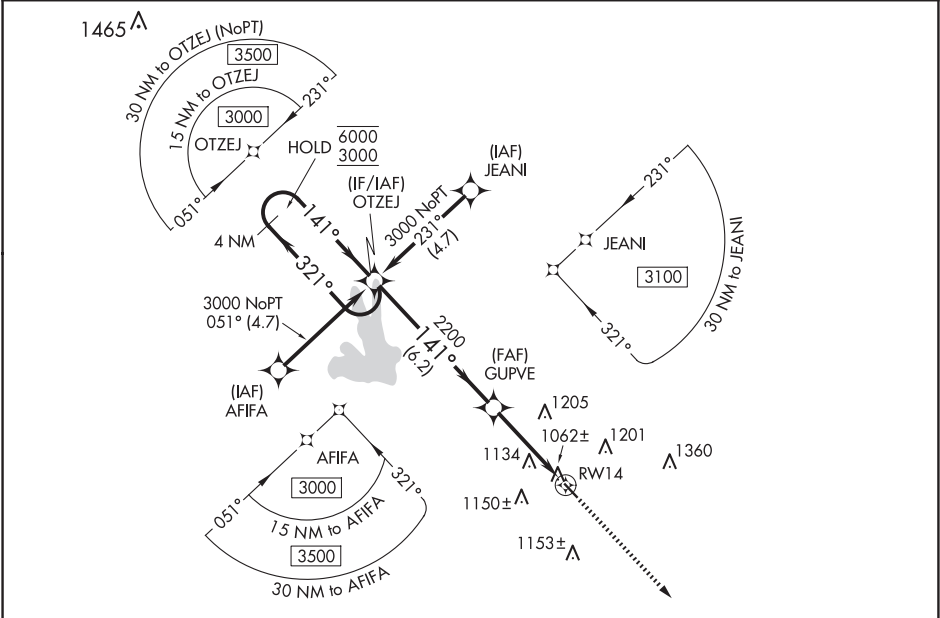
24361

|  |                        |   |                           |
|--|------------------------|---|---------------------------|
| WAAS<br>CH <b>70429</b><br><b>W14A</b> | APP CRS<br><b>141°</b> | Rwy Idg<br>TDZE <b>958</b><br>Apt Elev <b>958</b> | <b>3201</b><br><b>958</b> |
|--|------------------------|---|---------------------------|

RNAV (GPS) RWY 14

Griffin-Spalding County (6A2)

|  |   |   |                                 |
|--|---|---|---------------------------------|
| RNP APCH - GPS.  |   | MISSED APPROACH: Climb to 3000 direct LUFEV and hold. |                                 |
| <div><div></div>Procedure NA at night.<br/>Rwy 14 helicopter visibility reduction below 1 SM NA.</div> |   |   |                                 |
| AWOS-3<br><b>119.750</b>   | Atlanta APP CON<br><b>128.575 343.675</b> | CLNC DEL<br><b>128.575 343.675</b>                    | UNICOM<br><b>123.075 (CTAF)</b> |



|                      |        |                             |    |      |       |
|----------------------|--------|-----------------------------|----|------|-------|
| 4 NM Holding Pattern |        | Visual Segment - Obstacles. |    | 3000 | LUFEV |
| OTZEJ                |        | GUPVE                       |    | 2200 | RW14  |
| 6000<br>3000         |        | 141°                        |    | 321° |       |
| 6.2 NM               |        | 3.8 NM                      |    |      |       |
| CATEGORY             | A      | B                           | C  | D    |       |
| LP MDA               | 1320-1 | 362 (400-1)                 | NA |      |       |
| LNAV MDA             | 1440-1 | 482 (500-1)                 | NA |      |       |

Griffin, Georgia  
Amdt 1 26DEC24

33°14'N-84°16'W

Griffin-Spalding County (6A2)

RNAV (GPS) RWY 14

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

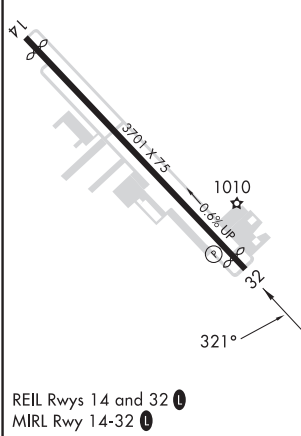
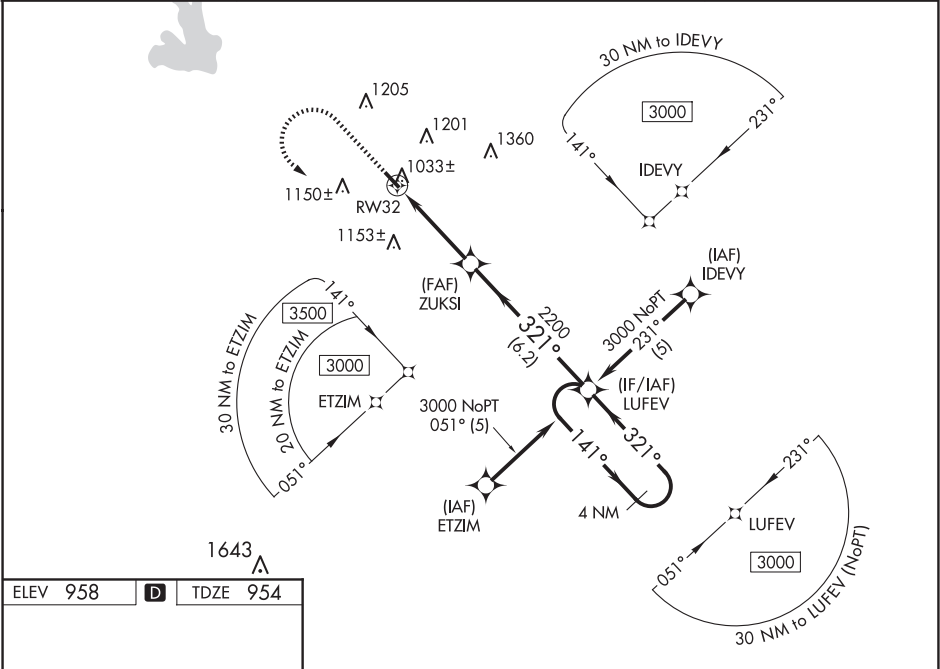


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>65729</b><br><b>W32A</b> | APP CRS<br><b>321°</b> | Rwy Idg<br>TDZE <b>954</b><br>Apt Elev <b>958</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32

Griffin-Spalding County (6A2)

|  |   |   |  |
|--|---|---|--|
| RNP APCH.<br><div><div>NA</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Atlanta Rgnl Falcon Fld altimeter setting. When local altimeter setting not received, use Atlanta Rgnl Falcon Fld altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile.</div></div> |   | MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct LUFEV and hold. |  |
| AWOS-3<br><b>119.750</b>   | Atlanta APP CON<br><b>128.575 343.675</b> | CLNC DEL<br><b>128.575 343.675</b>  | UNICOM<br><b>123.075</b> (CTAF) <b>0</b> |



|              |          |               |  |   |
|--------------|----------|---------------|--|---|
| 1500         | 3000     | LUFEV         | VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 29). |   |
| *LNAV only.  |          |               | LUFEV 4 NM Holding Pattern                                       |   |
| RW32         |          |               | ZUKSI 2200   |   |
| 1.1          |          |               | 2200   |   |
| 1.1          |          |               | 2.8 NM   |   |
| 1.1          |          |               | 6.2 NM   |   |
| CATEGORY     | A        | B             | C  | D |
| LPV DA       | 1204-7/8 | 250 (300-7/8) | NA   |   |
| LNAV/VNAV DA | 1204-7/8 | 250 (300-7/8) | NA   |   |
| LNAV MDA     | 1300-1   | 346 (400-1)   | NA   |   |

GULF SHORES, ALABAMA

AL-6827 (FAA)

25163

|   |                        |                             |                                       |
|---|------------------------|-----------------------------|---------------------------------------|
| LOC/DME I-JKA<br><b>110.7</b><br>Chan <b>44</b> | APP CRS<br><b>270°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6500</b><br><b>17</b><br><b>17</b> |
|---|------------------------|-----------------------------|---------------------------------------|

# ILS or LOC RWY 27

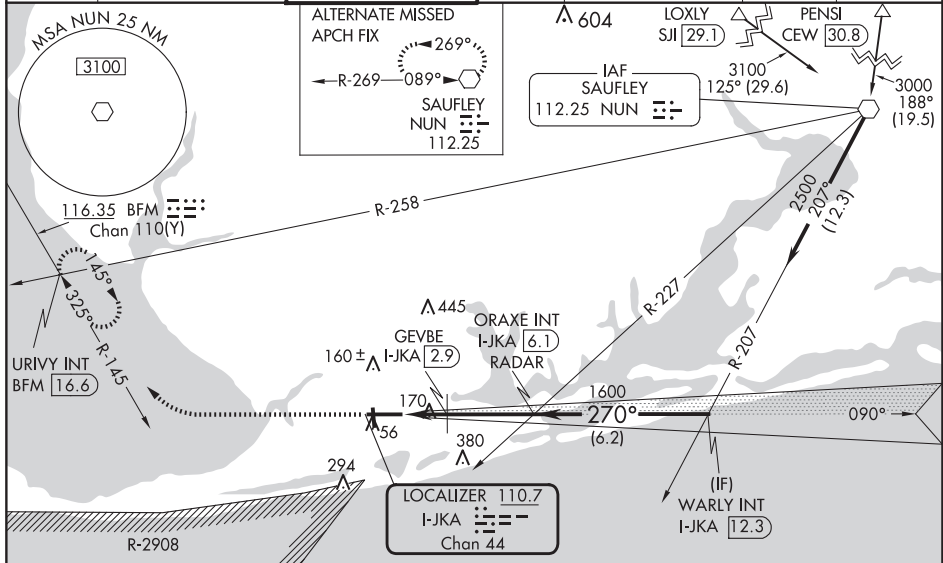
## GULF SHORES INTL/JACK EDWARDS FLD (JKA)

**⚠** Circling Rwy 17, 35 NA at night. VDP NA with Pensacola Intl altimeter setting. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase DA to 295 feet; increase all MDAs 80 feet; increase S-LOC 27 visibility Cats C and D ½ SM; increase S-LOC 27 GEVBE FIX minimums visibility C and D visibility ¼ SM; increase all Circling visibility Cat C and D ¼ SM. GEVBE FIX MINIMUMS: For inop ALS, increase S-LOC 27 visibility C and D to 1½ SM. PENSACOLA INTL ALTIMETER SETTING MINIMUMS: For inop ALS, increase S-ILS 27 visibility all Cats to ¾, increase S-LOC 27 visibility C and D to 1¾ SM; increase GEVBE FIX minimums S-LOC 27 visibility C and D to 1¾ SM.

**MALSR**

**MISSED APPROACH:**  
Climb to 2000 on heading 270° and BFM VORTAC R-145 to URIVY INT/BFM 16.6 DME and hold.

|                        |  |   |                          |  |                         |                        |
|------------------------|--|---|--------------------------|--|-------------------------|------------------------|
| ATIS<br><b>134.525</b> | PENSACOLA APP CON<br><b>120.65 270.8</b> | GULF SHORES TOWER ★<br><b>118.65 (CTAF)</b> | CLNC DEL<br><b>121.7</b> | CLNC DEL<br><b>124.55</b><br>(When twr clsd) | GND CON<br><b>121.7</b> | UNICOM<br><b>122.7</b> |
|------------------------|--|---|--------------------------|--|-------------------------|------------------------|



|         |          |         |          |           |           |  |                       |                        |
|---------|----------|---------|----------|-----------|-----------|--|-----------------------|------------------------|
| ELEV 17 | <b>D</b> | TDZE 17 | 2000     | BFM R-145 | URIVY INT | **620 when using Pensacola Intl altimeter setting. | ORAXE INT I-JKA [6.1] | WALLY INT I-JKA [12.3] |
|         |          |         | hdg 270° |           |           | *LOC only.   | GEVBE I-JKA [2.9]     |                        |
|         |          |         |          |           |           |  | I-JKA [1.3]           |                        |
|         |          |         |          |           |           |  | I-JKA [2.4]           |                        |
|         |          |         |          |           |           |  | 1.1 NM                | 0.5                    |
|         |          |         |          |           |           |  | 3.2 NM                | 6.2 NM                 |
|         |          |         |          |           |           |  | 217-½                 | 200 (200-½)            |
|         |          |         |          |           |           |  | 540-½                 | 523 (600-½)            |
|         |          |         |          |           |           |  | 540-1                 | 523 (600-1)            |
|         |          |         |          |           |           |  | 740-2                 | 740-2¼                 |
|         |          |         |          |           |           |  | 723 (800-2)           | 723 (800-2¼)           |
|         |          |         |          |           |           |  | GEVBE FIX MINIMUMS    |                        |
|         |          |         |          |           |           |  | 420-½                 | 403 (500-½)            |
|         |          |         |          |           |           |  | 420-¾                 | 403 (500-¾)            |
|         |          |         |          |           |           |  | 740-2                 | 740-2¼                 |
|         |          |         |          |           |           |  | 723 (800-2)           | 723 (800-2¼)           |

|                   |                          |
|-------------------|--------------------------|
| MIRL Rwy 17-35    | <b>L</b>                 |
| HIRL Rwy 9-27     | <b>L</b>                 |
| FAF to MAP 4.8 NM |                          |
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 4:48 3:12 2:24 1:55 1:36 |

GULF SHORES, ALABAMA  
Amdt 1B 29MAR18

GULF SHORES INTL/JACK EDWARDS FLD (JKA)  
30°17'N-87°40'W  
**ILS or LOC RWY 27**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>86503</b><br><b>W09A</b> | APP CRS<br><b>090°</b> | Rwy Ldg<br>TDZE <b>16</b><br>Apt Elev <b>17</b> | <b>6500</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 9

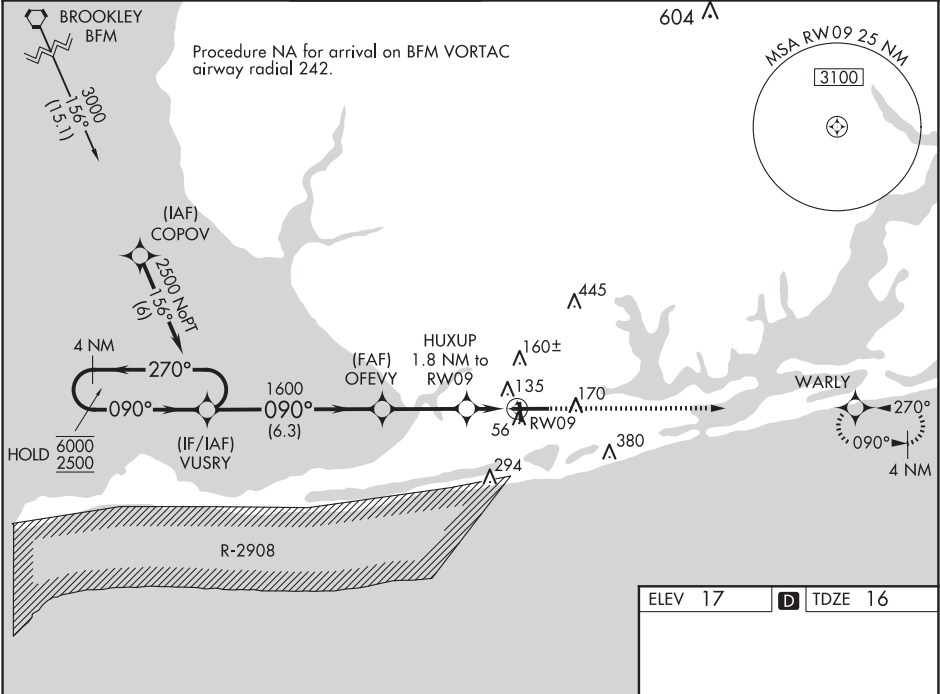
GULF SHORES INTL/JACK EDWARDS FLD (JKA)

RNP APCH - GPS.

▼ Baro-VNAV and VDP NA when using Pensacola Intl altimeter setting. Rwy 09 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase LPV DA to 388 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 394 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 2500 direct  
WARLY and hold.

|                        |  |  |                          |   |                         |                        |
|------------------------|--|--|--------------------------|---|-------------------------|------------------------|
| ATIS<br><b>134.525</b> | PENSACOLA APP CON<br><b>120.65 270.8</b> | GULF SHORES TOWER ★<br><b>118.65</b> (CTAF) <b>0</b> | CLNC DEL<br><b>121.7</b> | CLNC DEL<br><b>124.55</b> (When twr clsd) | GND CON<br><b>121.7</b> | UNICOM<br><b>122.7</b> |
|------------------------|--|--|--------------------------|---|-------------------------|------------------------|



4 NM Holding Pattern

VUSRY

GP 3.00° TCH 50

1600

620

OFEVY

HUXUP 1.8 NM to RWY 09

1.1 NM to RWY 09

2500

WARLY

|              |       |             |                      |                              |
|--------------|-------|-------------|----------------------|------------------------------|
| CATEGORY     | A     | B           | C                    | D                            |
| LPV DA       |       | 310-7/8     | 294 (300-7/8)        |                              |
| LNAV/VNAV DA |       | 316-7/8     | 300 (300-7/8)        |                              |
| LNAV MDA     | 400-1 | 384 (400-1) | 400-1 1/8            | 384 (400-1 1/8)              |
| ✪ CIRCLING   | 480-1 | 463 (500-1) | 740-2<br>723 (800-2) | 740-2 1/4<br>723 (800-2 1/4) |

ELEV 17 TDZE 16

090°

6962 X 100

3596 X 720

35

TWR

AS

17

MRL Rwy 17-35 **0**  
HIRL Rwy 9-27 **0**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

GULF SHORES, ALABAMA

AL-6827 (FAA)


25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99503</b><br><b>W27A</b> | APP CRS<br><b>270°</b> | Rwy Ldg<br>TDZE <b>17</b><br>Apt Elev <b>17</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 27**  
GULF SHORES INTL/JACK EDWARDS FLD (JKA)

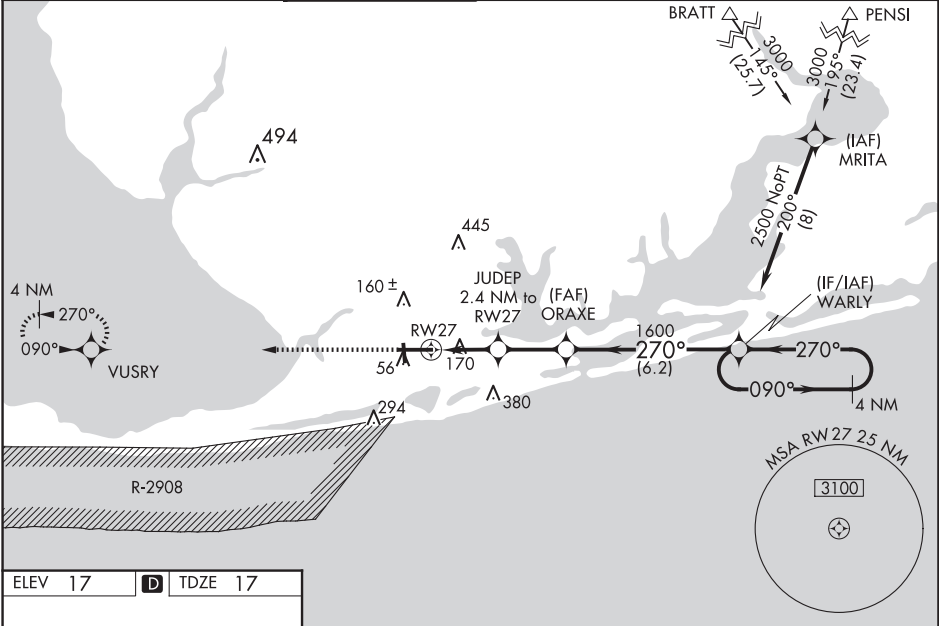
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pensacola Intl altimeter setting. Circling Rwy 17, 35 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola Intl altimeter setting and increase LPV DA to 295 feet; increase LNAV/VNAV DA to 559 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. For inop ALS, when using Pensacola Intl altimeter setting minimums, increase LPV all Cats visibility to ¾ SM, increase LNAV Cats C/D visibility to 1¾ SM.


MALSR




MISSED APPROACH:  
Climb to 2500 direct  
VUSRY and hold.



|                        |  |   |                          |  |                         |                        |
|------------------------|--|---|--------------------------|--|-------------------------|------------------------|
| ATIS<br><b>134.525</b> | PENSACOLA APP CON<br><b>120.65 270.8</b> | GULF SHORES TOWER ★<br><b>118.65</b> (CTAF)  | CLNC DEL<br><b>121.7</b> | CLNC DEL<br><b>124.55</b> (When twr dcd) | GND CON<br><b>121.7</b> | UNICOM<br><b>122.7</b> |
|------------------------|--|---|--------------------------|--|-------------------------|------------------------|



ELEV 17  TDZE 17



6962 X 100  
3396 X 750  
35

MIRL Rwy 17-35   
HIRL Rwy 9-27 

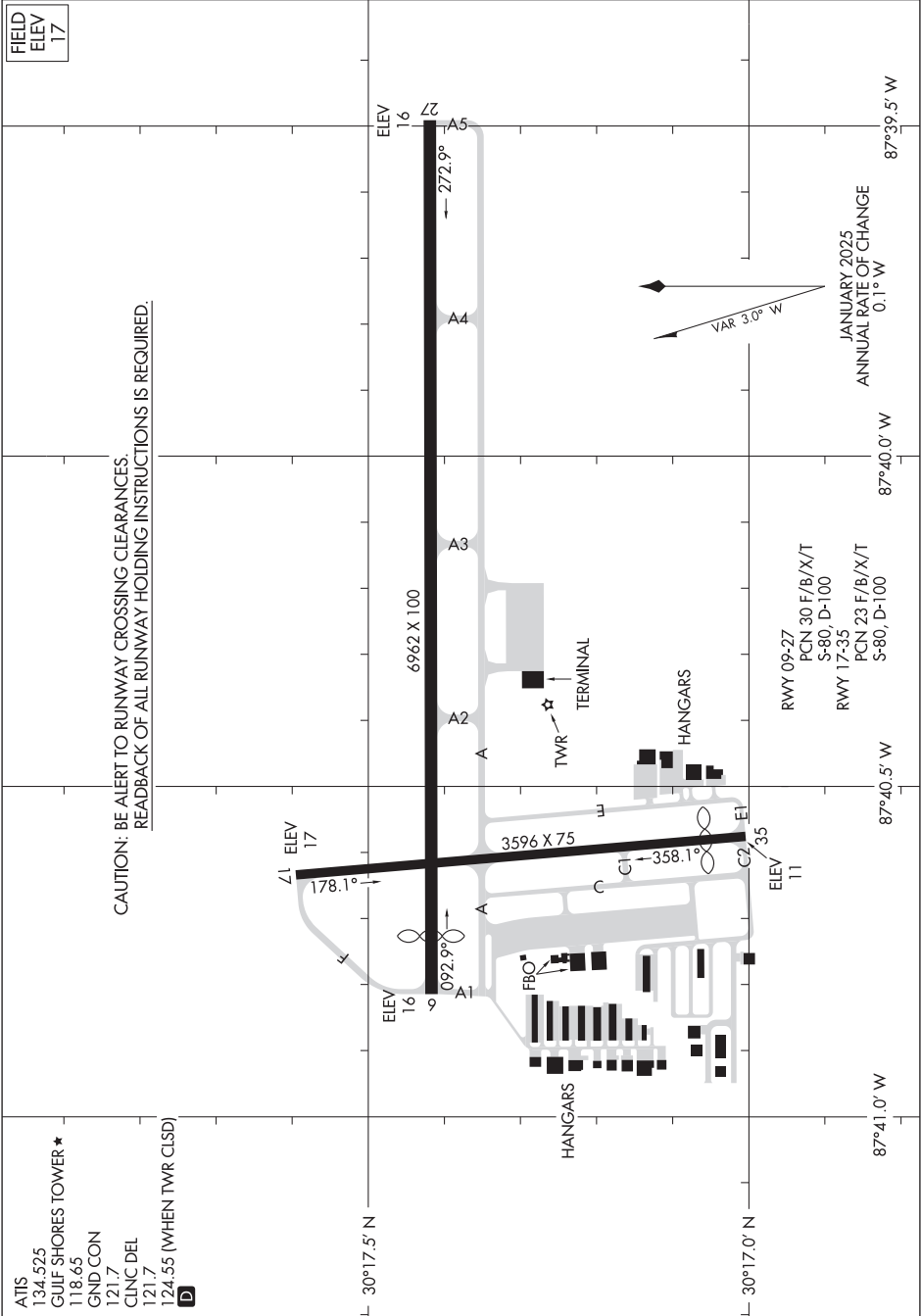
|              |                     |                            |                   |                                  |                     |
|--------------|---------------------|----------------------------|-------------------|----------------------------------|---------------------|
| 2500         | VUSRY               |                            |                   |                                  |                     |
| *RNAV only.  |                     | JUDEP<br>2.4 NM to<br>RW27 | ORAXE<br>1600     | WARLY<br>4 NM<br>Holding Pattern |                     |
|              |                     | *1.1 NM to<br>RW27         | *820              | 1600                             | GP 3.00°<br>TCH 47  |
|              |                     | 1.1                        | 1.3               | 2.4 NM                           | 6.2 NM              |
| CATEGORY     | A                   | B                          | C                 | D                                |                     |
| LPV DA       | 217-½ 200 (200-½)   |                            |                   |                                  |                     |
| LNAV/VNAV DA | 481-1½ 464 (500-1½) |                            |                   |                                  |                     |
| LNAV MDA     | 420-½ 403 (500-½)   |                            | 420-¾ 403 (500-¾) |                                  |                     |
| CIRCLING     | 480-1 463 (500-1)   |                            | 740-2 723 (800-2) |                                  | 740-2¼ 723 (800-2¼) |

GULF SHORES, ALABAMA  
Amdt 2B 29MAR18

GULF SHORES INTL/JACK EDWARDS FLD (JKA)  
30°17'N-87°40'W  
**RNAV (GPS) RWY 27**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

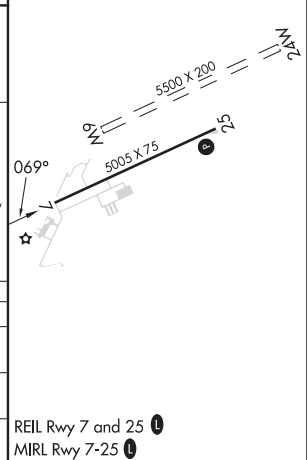
SE-4, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 7

## GUNTERSVILLE MUNI/JOE STARNES FLD(8A1)

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 direct JOPED and hold.

|          |  |          |
|----------|--|----------|
| ELEV 615 |  | TDZE 610 |
|----------|--|----------|



| CATEGORY          | A                     | B                     | C                       | D                       |
|-------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LP MDA            | 1040-1                | 430 (500-1)           | 1040-1¼                 | 430 (500-1¼)            |
| LNAV MDA          | 1140-1                | 530 (600-1)           | 1140-1½                 | 530 (600-1½)            |
| <b>C</b> CIRCLING | 1360-1<br>745 (800-1) | 1380-1<br>765 (800-1) | 1620-3<br>1005 (1100-3) | 1840-3<br>1225 (1300-3) |

RNAV (GPS) RWY 7

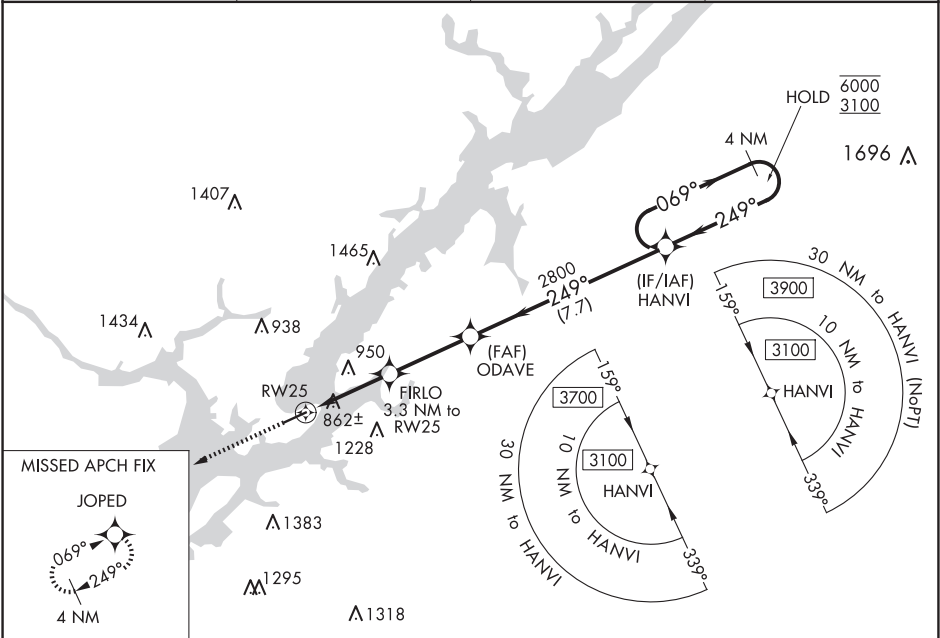
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93640</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Idg<br>TDZE <b>615</b><br>Apt Elev <b>615</b> |
|--|------------------------|---|

RNAV (GPS) RWY 25

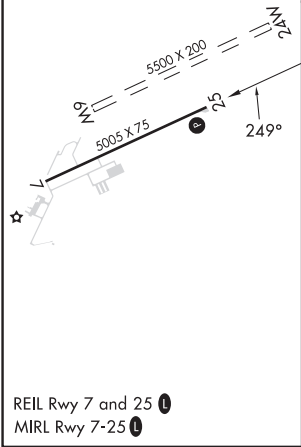
GUNTERSVILLE MUNI/JOE STARNES FLD (8A1)






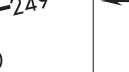
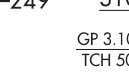


|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 3000 direct JOPED and hold. |
| NA<br>Circling NA to Rwy 6 and 24. Circling Rwy 7 NA at night.<br>Rwy 25 helicopter visibility reduction below ¾ SM NA.<br>Baro-VNAV NA. Use Scottsboro altimeter setting. |   |

|                            |                                |  |                                 |
|----------------------------|--------------------------------|--|---------------------------------|
| AWOS-3PT<br><b>121.125</b> | 4A6 AWOS-3PT<br><b>120.125</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--------------------------------|--|---------------------------------|



|          |          |
|----------|----------|
| ELEV 615 | TDZE 615 |
|----------|----------|



|  |   |   |   |   |   |
|--|---|---|---|---|---|
| 3000   | JOPED   | VGSI and RNAV glidepath not coincident<br>(VGSI angle 3.35/TCH 50).                 |   |   |   |
|           |  |   | ODAVE   | HANVI   | 4 NM<br>Holding Pattern   |
| *LNAV only.  | FIRLO<br>3.3 NM to<br>RW25  | 2800  |   |   |   |
|           |  |  |  |  |  |
|  | 1740*   | 2800  |   |   |   |
|  | 3.3 NM  | 3.2 NM  | 7.7 NM  |   |   |
| CATEGORY   | A   | B   | C   | D   |   |
| LPV DA   | 1026-1 <sup>3</sup> 411 (500-1%)  |   |   |   |   |
| LNAV/<br>VNAV DA   | 1224-2 609 (700-2)  |   |   |   |   |
| LNAV MDA   | 1260-1  | 645 (700-1)   | 1260-2  | 645 (700-2)   |   |
|  CIRCLING | 1360-1<br>745 (800-1)   | 1380-1<br>765 (800-1)   | 1620-3<br>1005 (1100-3)   | 1840-3<br>1225 (1300-3)   |   |

HALEYVILLE, ALABAMA

AL-5937 (FAA)

22195

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82723</b><br><b>W18A</b> | APP CRS<br><b>183°</b> | Rwy Idg <b>5008</b><br>TDZE <b>930</b><br>Apt Elev <b>930</b> |
|--|------------------------|---|

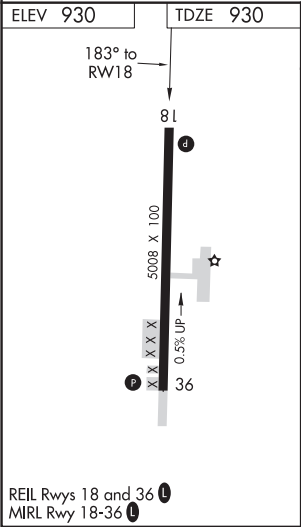
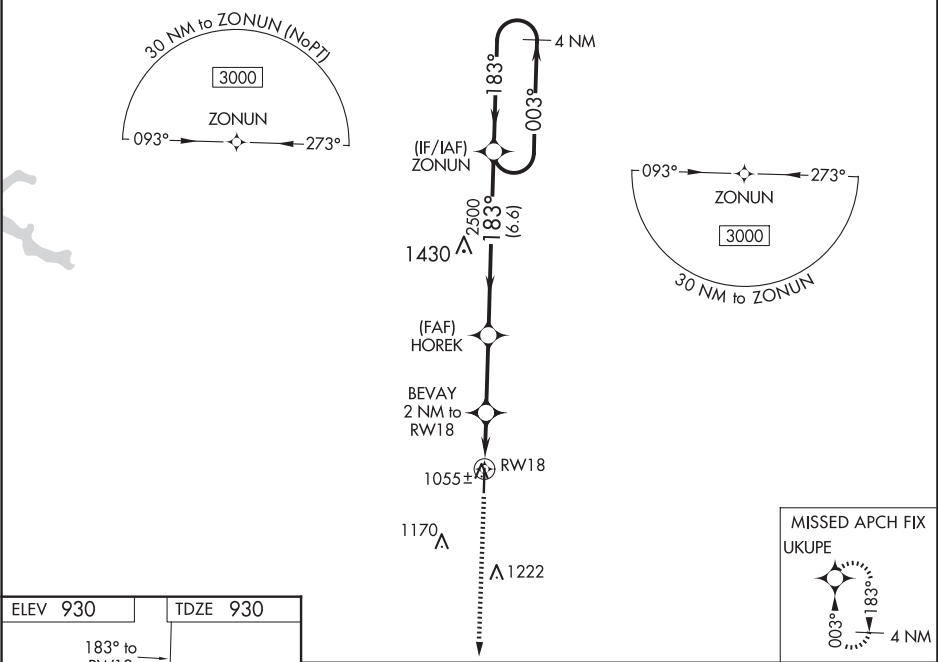
RNAV (GPS) RWY 18

POSEY FLD (1M4)

**⚠** Circling Rwy 36 NA at night, Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Muscle Shoals altimeter setting; Increase LPV DA to 1298 feet, and LNAV/VNAV DA to 1354 feet and LNAV/VNAV visibility ¼ SM; increase all MDAs 120 feet and visibility LNAV Cats C and D ¼ SM; increase Circling Cat C visibility ½ SM and Cat D ¼ SM. Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Muscle Shoals altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
UKUPE and hold.

|                            |                                      |                                 |
|----------------------------|--------------------------------------|---------------------------------|
| AWOS-3PT<br><b>119.525</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--------------------------------------|---------------------------------|



3000

UKUPE

↑

↻

\*LNAV only.

BEVAY

2 NM to RW18

HOREK

2500

ZONUN

4 NM Holding Pattern

003°

3000

183°

183°

GP 3.00°

TCH 49

RW18

1.1

0.9

2.8 NM

6.6 NM

1600\*

2500

\*1.1 NM to RW18

|               |                       |                       |                         |                       |
|---------------|-----------------------|-----------------------|-------------------------|-----------------------|
| CATEGORY      | A                     | B                     | C                       | D                     |
| LPV DA        | 1180-1                |                       | 250 (300-1)             |                       |
| LNAV/ VNAV DA | 1236-1                |                       | 306 (400-1)             |                       |
| LNAV MDA      | 1320-1                | 390 (400-1)           | 1320-1½                 | 390 (400-1½)          |
| CIRCLING      | 1380-1<br>450 (500-1) | 1400-1<br>470 (500-1) | 1520-1½<br>590 (600-1½) | 1540-2<br>610 (700-2) |

HALEYVILLE, ALABAMA  
Orig-D 25MAR21

34°17'N-87°36'W

POSEY FLD (1M4)

RNAV (GPS) RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025





|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5495</b> |
| <b>181°</b> | TDZE     | <b>436</b>  |
|             | Apt Elev | <b>436</b>  |

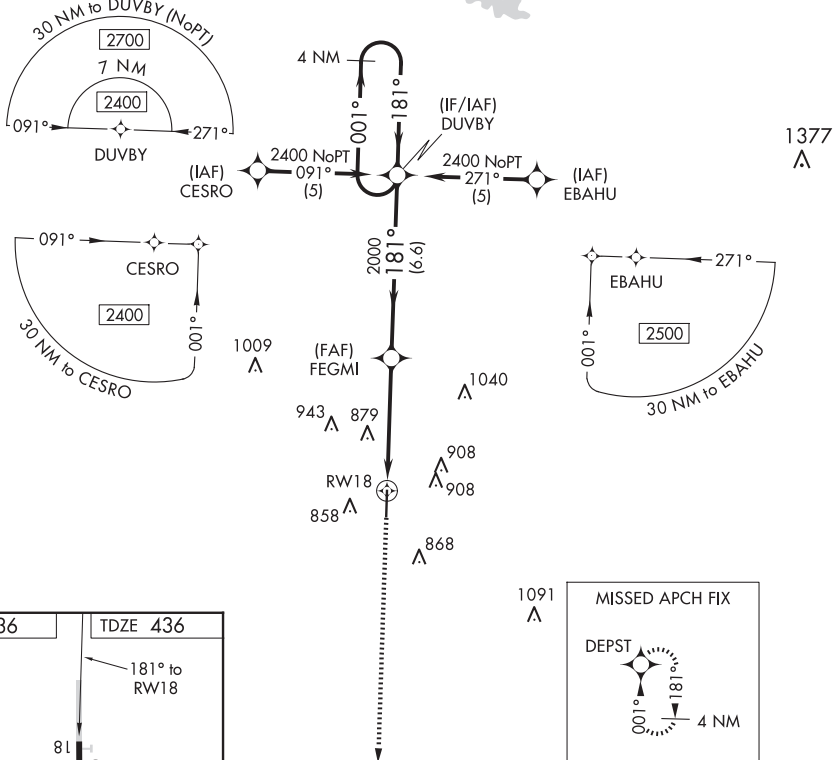
# RNAV (GPS) RWY 18

## MARION COUNTY-RANKIN FITE (HAB)

**T** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain  
**A** NA local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and  
increase all MDAs 120 feet, increase LNAV visibility Cat B  $\frac{1}{2}$  SM, Cat C, D  $\frac{1}{2}$  SM  
and Circling visibilities Cat A, C, D  $\frac{1}{4}$  SM. Rwy 18 Straight-in and Circling minimums  
NA at night.

**MISSED APPROACH:**  
Climb to 2400 direct  
DEPST and hold.

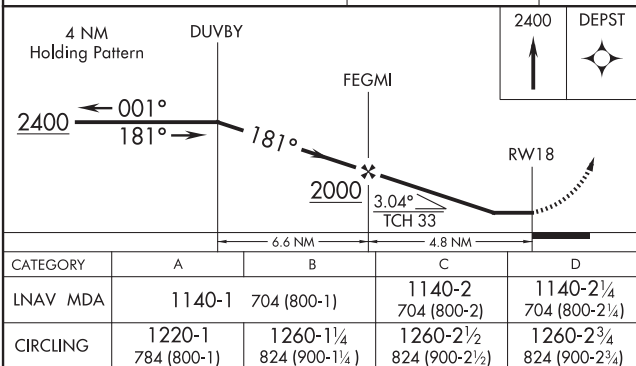
MEMPHIS CENTER  
127.1 269.4

UNICOM  
22.8 (CTAF) **L**

|          |  |          |
|----------|--|----------|
| ELEV 436 |  | TDZE 436 |
|----------|--|----------|



REIL Rwy 18-36 **L**  
MIRL Rwy 18-36 **L**



HAMILTON, ALABAMA  
Orig-D 14JUL22

MARION COUNTY-RANKIN FITE (HAB)  
RNAV (GPS) RWY 18

34°07'N - 88°00'W

SE-4, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **42712**  
**W36A**

APP CRS  
**001°**

Rwy Idg  
TDZE **418**  
Apt Elev **436**

**RNAV (GPS) RWY 36**

MARION COUNTY-RANKIN FITE (HAB)

▼

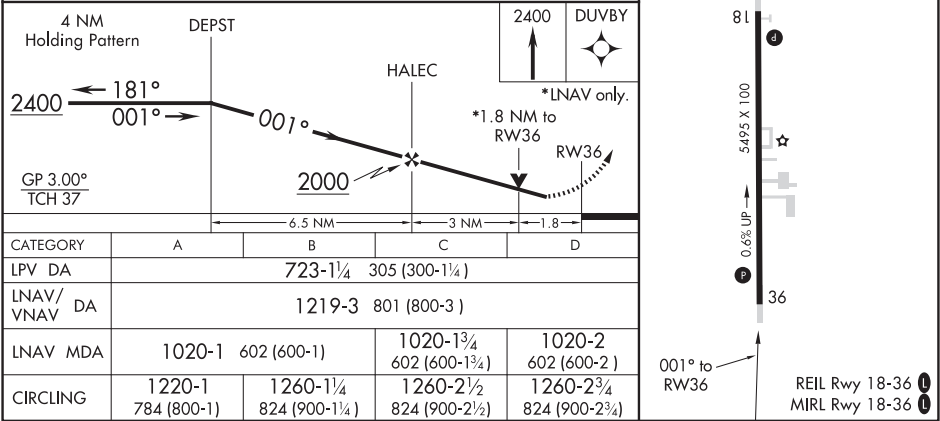
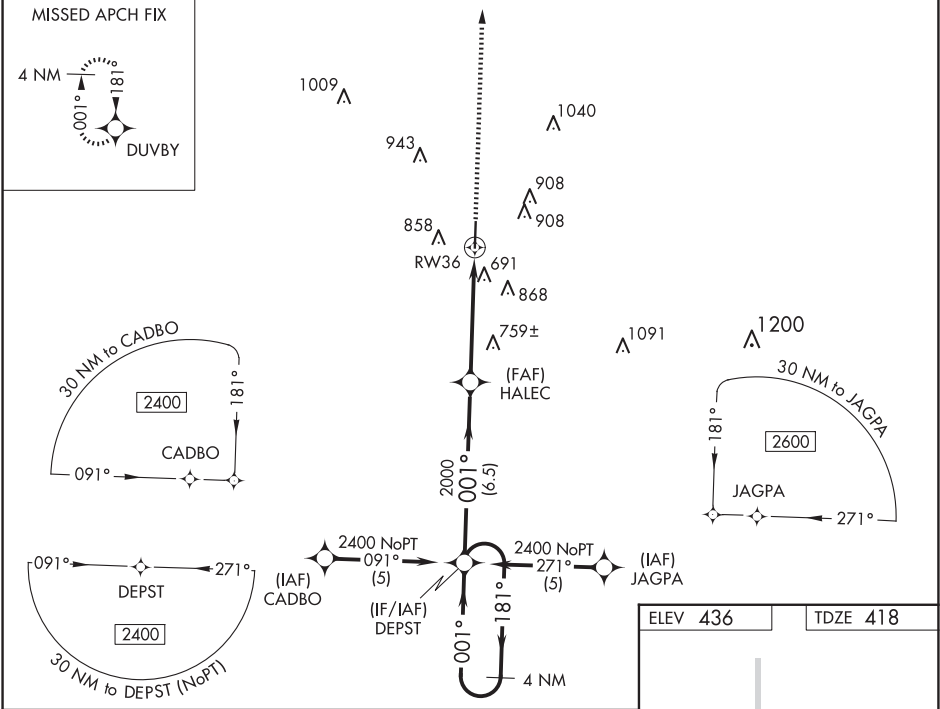
▲NA

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. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDAs 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ SM and Circling visibilities Cat A, C, D ¼ SM. VDP NA when using Tupelo altimeter setting. Baro-VNAV NA when using Tupelo altimeter setting. Circling to Rwy 18 NA at night.

MISSED APPROACH:  
Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER  
**127.1 269.4**

UNICOM  
**122.8 (CTAF) 0**



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

FORT NOVOSHEL, ALABAMA

## COPTER RNAV (GPS) RWY 17

|          |           |     |
|----------|-----------|-----|
| APCH CRS | Rwy Idg   | 476 |
| 176°     | TDZE      | 318 |
|          | Arpt Elev | 318 |

[USA]

HANCHEY AHP (STRIP) (KHEY)

RNP APCH - GPS

▼ Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.  
 ▲ Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 2000  
 direct DUYER and hold.

ATIS ★  
 141.375

CAIRNS APP CON  
 125.4 327.125

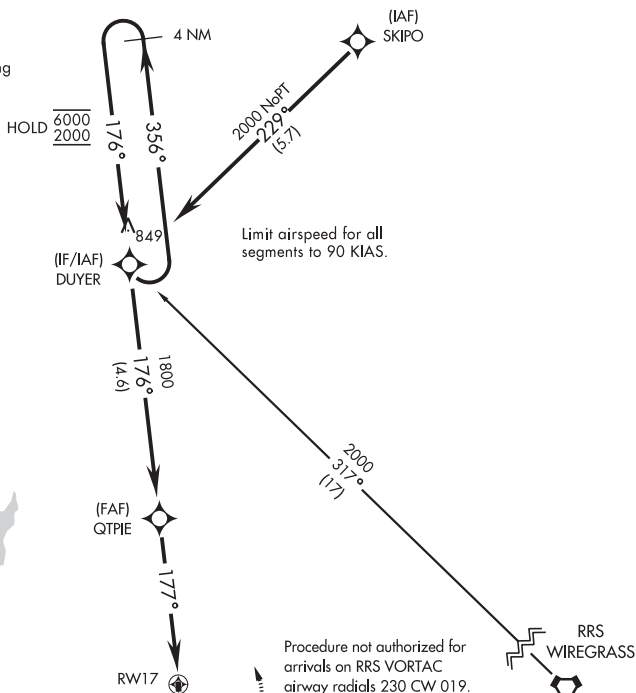
TOWER ★  
 140.5 387.85

GND CON  
 142.55 225.575

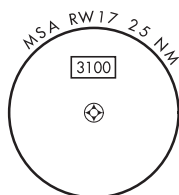
CAIRNS CLNC DEL  
 118.075 380.1

Helicopter visibility reduction below 1 mile  
 not authorized (20:1 penetrations exist.)

Procedure not authorized for arrivals along  
 V7, V521 and T421, northwest bound.



R2103A,B



4 NM  
 Holding Pattern.

DUYER



QTPIE

1800

RWY17

4.52°

TCH 40

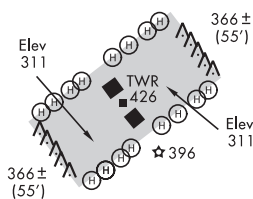
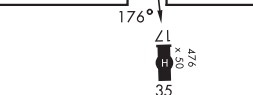
3 NM

CATEGORY  
 LNAV MDA

COPTER

900-1 582 (600-1)

ELEV 318 TDZE 318



MIRL Rwy 17-35

FORT NOVOSHEL, ALABAMA

31° 21' N-85° 39' W

HANCHEY AHP (STRIP) (KHEY)

Amdt 3 10JUL25

## COPTER RNAV (GPS) RWY 17

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3599 |
| 184°    | TDZE     | 629  |
|         | Apt Elev | 629  |

RNAV (GPS) RWY 18

HARTSELLE/MORGAN COUNTY RGNL (5M0)

RNP APCH.

▼

▲ NA

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.  
Use Huntsville Intl-Carl T Jones Fld altimeter setting; when not received, use Cullman altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3100 direct ZOVOR and hold.

HSV ATIS  
121.25

HUNTSVILLE APP CON ★  
118.05 239.0

UNICOM  
122.8 (CTAF) 0

30 NM to JUPES (NoPT)

4000

15 NM to JUPES

3000

JUPES

094°

274°

30 NM to JUPES

3600

JUPES

094°

274°

4 NM

004°

184°

(IF/IAF) JUPES

2400

184° (6.6)

(FAF) KIYET

1006

992

ZIVEP 2.3 NM to RW18

1049

RW18

855

975

1435

1335

1240

1810

R-2104C&E

R-2104B

R-2104A&D

MISSED APCH FIX

ZOVOR

004°

184°

4 NM

3100

ZOVOR

Visual Segment - Obstacles.

RW18

ZIVEP 2.3 NM to RW18

KIYET

JUPES

1400

2400

3000

2.3 NM

3.1 NM

6.6 NM

4 NM Holding Pattern

004°

184°

| CATEGORY | A      | B           | C  | D  |
|----------|--------|-------------|--|----|
| LNAV MDA | 1280-1 | 651 (700-1) | 1280-1 <sup>7</sup> / <sub>8</sub><br>651 (700-1 <sup>7</sup> / <sub>8</sub> ) | NA |
| CIRCLING | 1280-1 | 651 (700-1) | 1520-2 <sup>3</sup> / <sub>4</sub><br>891 (900-2 <sup>3</sup> / <sub>4</sub> ) | NA |

MIRL Rwy 18-36 0

ELEV 629

TDZE 629

184° to RW18

81

3599 X 75

0.8% UP

36

★

HARTSELLE, ALABAMA  
Amdt 1A 19JUL18

HARTSELLE/MORGAN COUNTY RGNL (5M0)  
34°24'N-86°56'W

RNAV (GPS) RWY 18

401

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

HARTSELLE, ALABAMA

AL-6805 (FAA)

22027

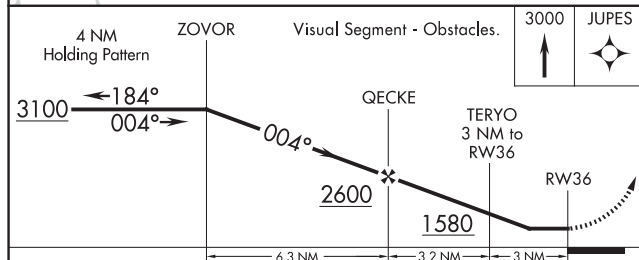
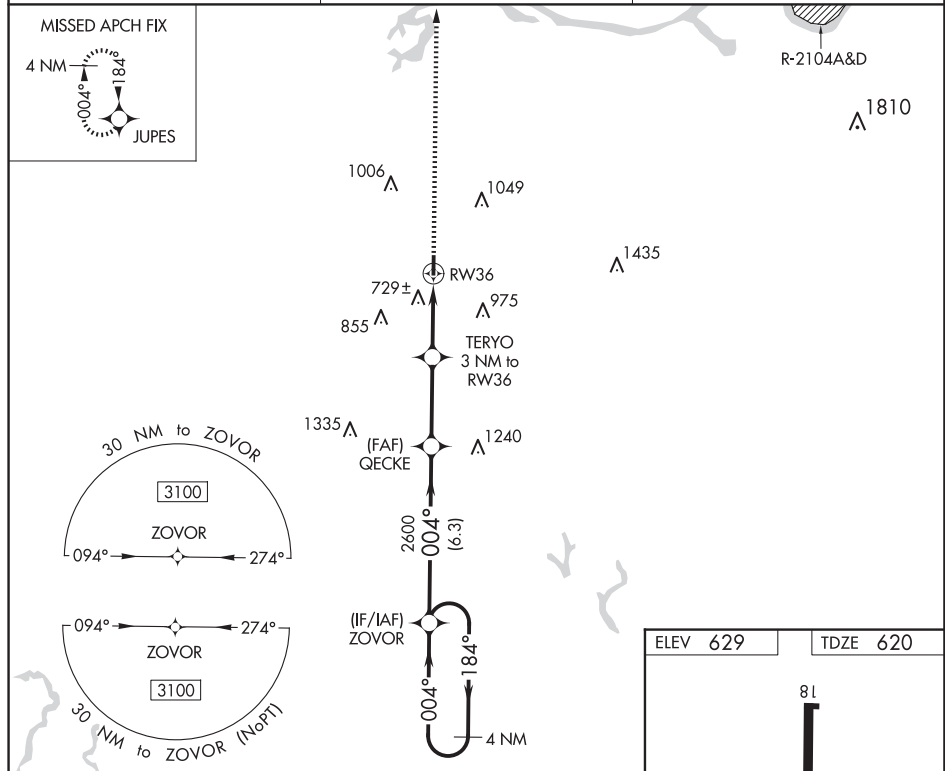
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3599 |
| 004°    | TDZE     | 620  |
|         | Apt Elev | 629  |

# RNAV (GPS) RWY 36

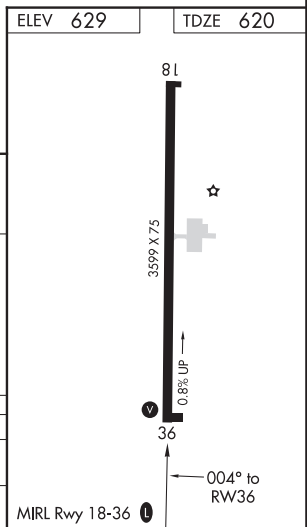
HARTSELLE/MORGAN COUNTY RGNL (5M0)

|           |  |   |
|-----------|--|---|
| RNP APCH. | Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.<br>Use Huntsville Intl-Carl T Jones Fld altimeter setting; when not received, use Cullman altimeter setting and increase all MDA 40 feet. | MISSED APPROACH: Climb to 3000 direct JUPES and hold. |
|-----------|--|---|

|                    |                                      |                          |
|--------------------|--------------------------------------|--------------------------|
| HSV ATIS<br>121.25 | HUNTSVILLE APP CON ★<br>118.05 239.0 | UNICOM<br>122.8 (CTAF) 0 |
|--------------------|--------------------------------------|--------------------------|



| CATEGORY | A                     | B                             | C                             | D  |
|----------|-----------------------|-------------------------------|-------------------------------|----|
| LNAV MDA | 1020-1<br>400 (400-1) | 1020-1 1/8<br>400 (400-1 1/8) | 1020-2 3/4<br>891 (900-2 3/4) | NA |
| CIRCLING | 1120-1<br>491 (500-1) | 1260-1<br>631 (700-1)         | 1520-2 3/4<br>891 (900-2 3/4) | NA |



HARTSELLE, ALABAMA

Amdt 1A 19JUL18

HARTSELLE/MORGAN COUNTY RGNL (5M0)

34°24'N-86°56'W

# RNAV (GPS) RWY 36

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**147°**

Rwy Idg  
**5012**

TDZE  
**255**

Apt Elev  
**255**

RNAV (GPS) RWY 15

HAZLEHURST (AZE)

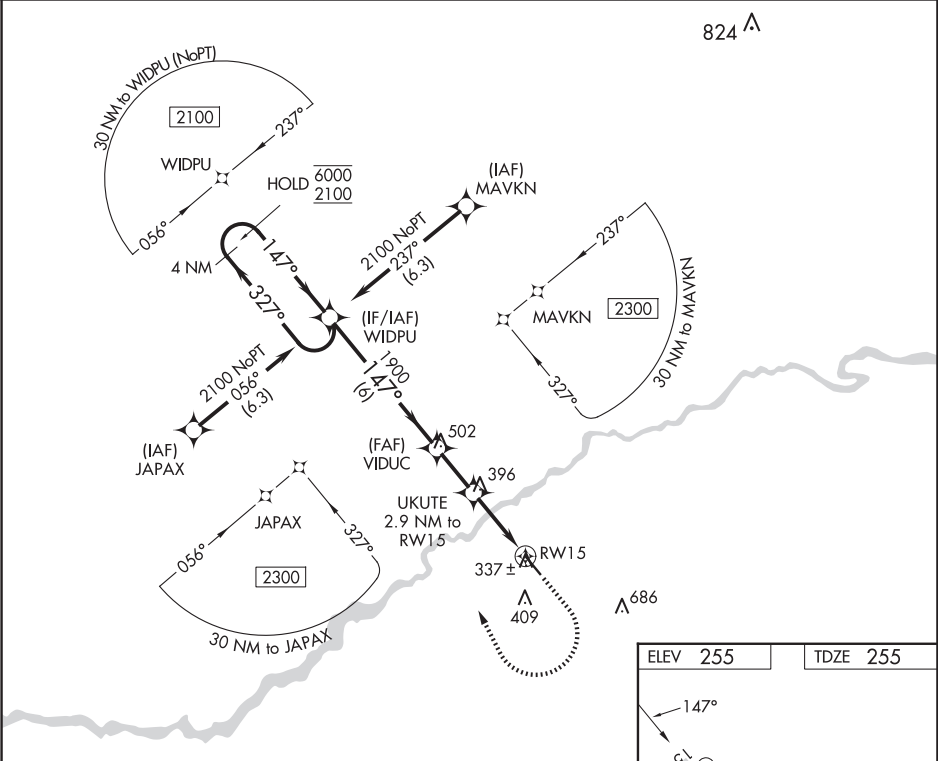
RNP APCH - GPS.

▼

Circling Rwy 33 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 700, then climbing right turn to 2100 direct WIDPU and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>119.125</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

WIDPU

6000  
2100

327°  
147°

147°

VIDUC

1900

3.11°  
TCH 40

1220

UKUTE 2.9 NM to RWY 15

1.1 NM to RWY 15

RWY 15

6 NM  
2.1 NM  
1.8 NM  
1.1 NM

700

2100

WIDPU

REIL Rwy 15 and 33 0

MIRL Rwy 15-33 0

|           |                   |                     |                      |   |
|-----------|-------------------|---------------------|----------------------|---|
| CATEGORY  | A                 | B                   | C                    | D |
| LNNAV MDA | 600-1 345 (400-1) |                     |                      |   |
| CIRCLING  | 720-1 465 (500-1) | 820-1½ 565 (600-1½) | 1000-2½ 745 (800-2½) |   |

HAZLEHURST, GEORGIA

AL-5434 (FAA)

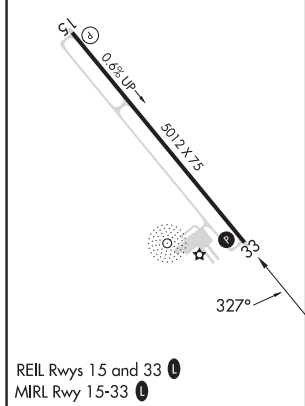
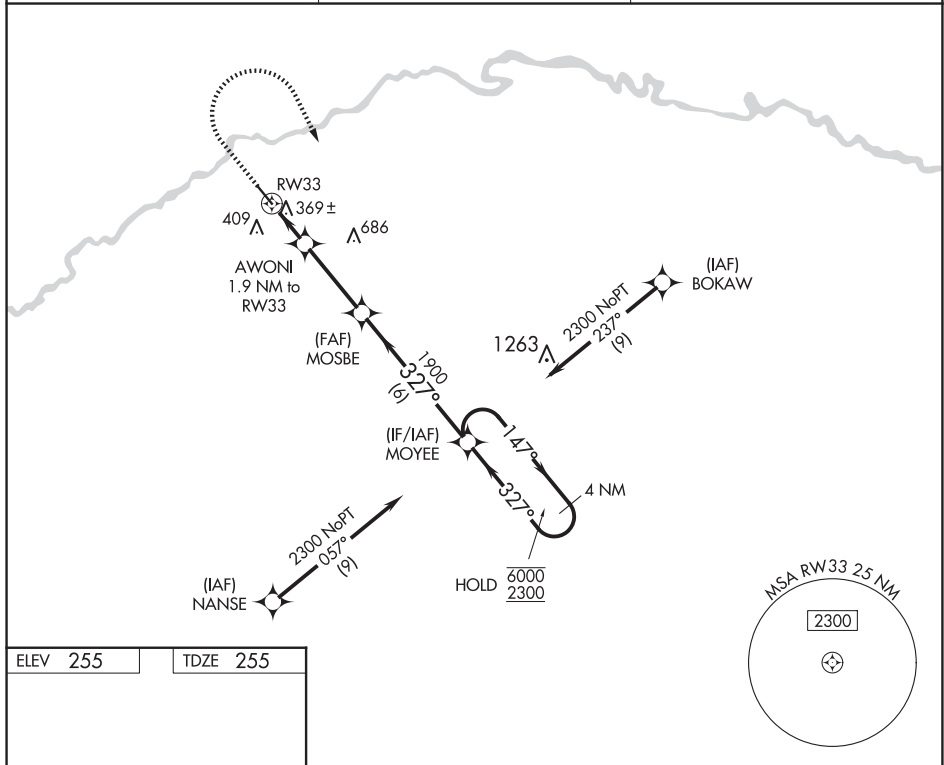
23166




|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5012 |
| 327°    | TDZE     | 255  |
|         | Apt Elev | 255  |

# RNAV (GPS) RWY 33

HAZLEHURST (AZE)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  | MISSED APPROACH: Climb to 1000, then climbing right turn to 2300 direct MOYEE and hold. |
| ▼ Straight-in Rwy 33 NA at night, Circling Rwy 33 NA at night.<br>▲ Rwy 33 helicopter visibility reduction below 1 SM NA. |  |   |
| AWOS-3<br>119.125   | JACKSONVILLE CENTER<br>127.575 269.025 | UNICOM<br>122.8 (CTAF) 0  |



|   |   |   |   |                         |      |      |
|---|---|---|---|-------------------------|------|------|
| 1000  | 2300  | MOYEE   | VGSI and descent angles not coincident<br>(VGSI Angle 3.00/TCH 27). |                         |      |      |
|  |  |  |   |                         |      |      |
| AWONI<br>1.9 NM to<br>RW33  |   | MOSBE   | MOYEE<br>4 NM<br>Holding Pattern                                    |                         |      |      |
| RW33  |   | $\leq 3.00$<br>TCH 35   | 327°  |                         | 147° | 6000 |
| 880   |   | 1900  | 327°  |                         | 2300 |      |
| 1.9 NM  |   | 3.2 NM  | 6 NM  |                         |      |      |
| CATEGORY  | A   | B   | C   | D                       |      |      |
| LNAV MDA  | 620-1 365 (400-1)   |   |   |                         |      |      |
| CIRCLING  | 720-1   | 465 (500-1)   | 820-1½<br>565 (600-1½)  | 1000-2¼<br>745 (800-2¼) |      |      |

HAZLEHURST, GEORGIA  
Orig 15JUN23

31°53'N-82°39'W

# RNAV (GPS) RWY 33

SE-4, 07 AUG 2025 to 02 OCT 2025



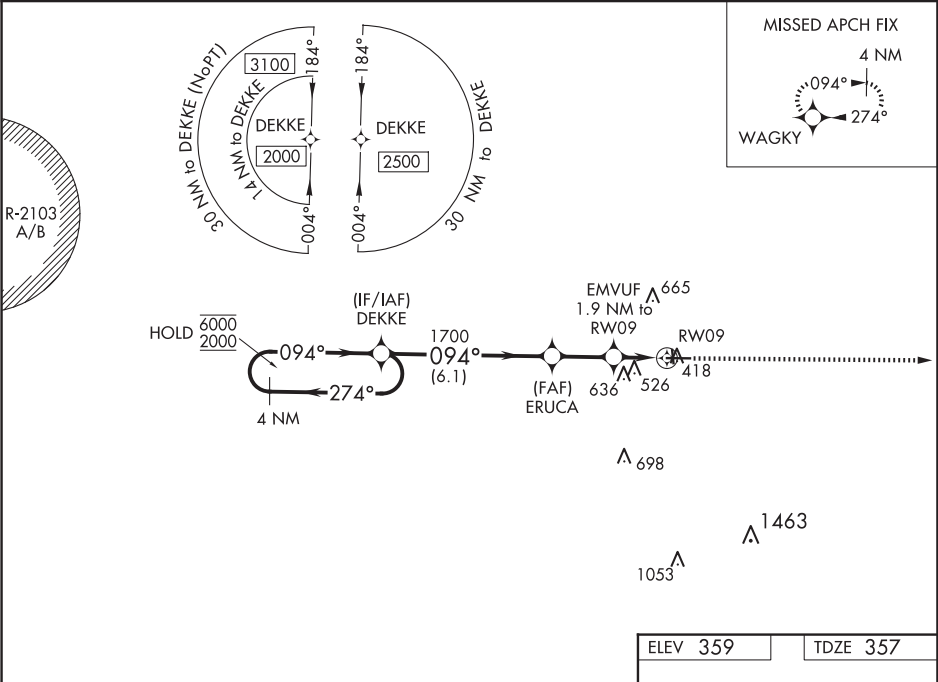
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70528</b><br><b>W09A</b> | APP CRS<br><b>094°</b> | Rwy Idg <b>5002</b><br>TDZE <b>357</b><br>Apt Elev <b>359</b> |
|--|------------------------|---|

RNAV (GPS) RWY 9

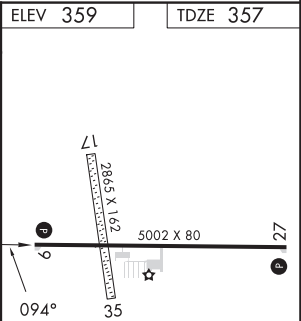
HEADLAND MUNI (HDL)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 2000 direct WAGKY and hold. |
| <div><div>▼</div><div>▲</div></div> <div>Circling NA to Rwys 17 and 35. Circling Rwy 27 NA at night.<br/>Rwy 9 helicopter visibility reduction below ¾ SM NA.</div> |   |

|                            |                                  |                       |
|----------------------------|----------------------------------|-----------------------|
| AWOS-3PT<br><b>119.575</b> | CAIRNS APP CON ★<br><b>125.4</b> | CTAF<br><b>122.90</b> |
|----------------------------|----------------------------------|-----------------------|



|                      |                     |                   |                     |                        |      |       |
|----------------------|---------------------|-------------------|---------------------|------------------------|------|-------|
| 4 NM Holding Pattern |                     | DEKKE             | ERUCA               | EMVUF 1.9 NM to RWY 09 | 2000 | WAGKY |
| 6000 ← 274°          |                     | 1700              | 1700                | 1.3 NM to RWY 09       | ↑    | ✦     |
| 2000 → 094°          |                     | 980               | 980                 | ↓                      |      |       |
| GP 3.00° TCH 40      |                     | 6.1 NM            | 2.2 NM              | 0.6                    | 1.3  |       |
| CATEGORY             | A                   | B                 | C                   | D                      |      |       |
| LPV DA               | 631-1 274 (300-1)   |                   |                     | NA                     |      |       |
| LNAV/DA VNAV         | 810-1⅜ 453 (500-1⅜) |                   |                     | NA                     |      |       |
| LNAV MDA             | 800-1 443 (500-1)   |                   | 800-1⅜ 443 (500-1⅜) |                        | NA   |       |
| Ⓢ CIRCLING           | 860-1 501 (600-1)   | 940-1 581 (600-1) | 980-1¼ 621 (700-1¼) | NA                     |      |       |



HEADLAND, ALABAMA

AL-10187 (FAA)

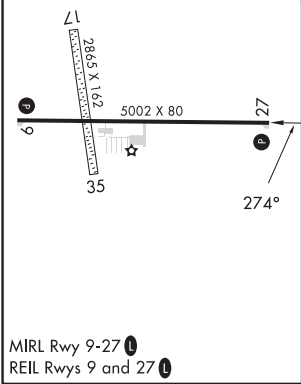
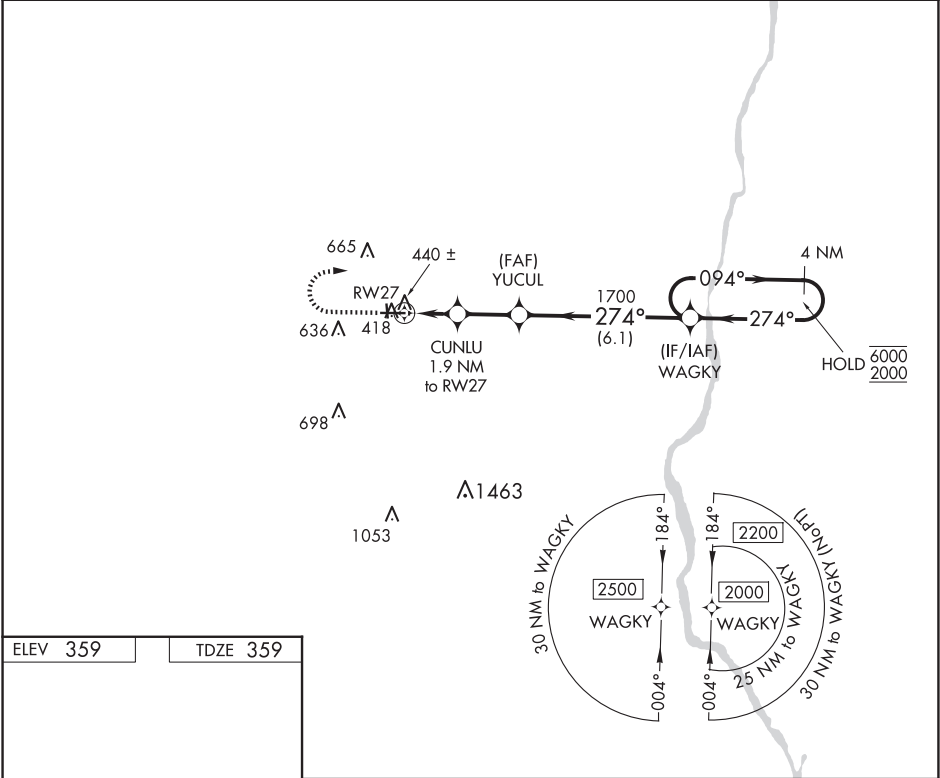
23334

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5002 |
| 274°    | TDZE     | 359  |
|         | Apt Elev | 359  |

# RNAV (GPS) RWY 27

HEADLAND MUNI (HDL)

|                     |  |   |
|---------------------|--|---|
| RNP APCH - GPS.     |  | MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WAGKY and hold. |
| AWOS-3PT<br>119.575 |  | CAIRNS APP CON★<br>125.4  |
|                     |  | CTAF<br>122.90  |



|          |      |       |  |                      |                         |    |
|----------|------|-------|--|----------------------|-------------------------|----|
| 900      | 2000 | WAGKY | VGSI and descent angle not coincident<br>(VGSI Angle 3.50/TCH 40). |                      | 4 NM<br>Holding Pattern |    |
|          |      |       |  |                      |                         |    |
|          |      |       |  |                      |                         |    |
| CATEGORY |      |       | A  | B                    | C                       | D  |
| LNAV MDA |      |       | 720-1 361 (400-1)  |                      |                         | NA |
| CIRCLING |      |       | 860-1<br>501 (600-1)   | 940-1<br>581 (600-1) | 980-1¾<br>621 (700-1¾)  | NA |

HEADLAND, ALABAMA  
Amdt 1B 27JAN22

31°22'N-85°19'W

# RNAV (GPS) RWY 27

HEADLAND MUNI (HDL)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



HOMERVILLE, GEORGIA

AL-6149 (FAA)

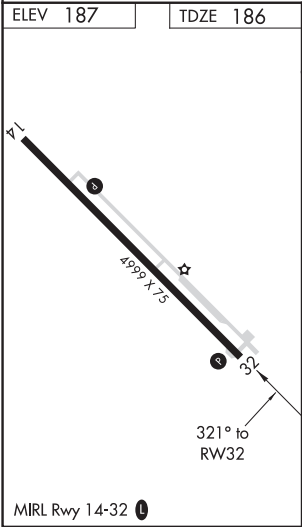
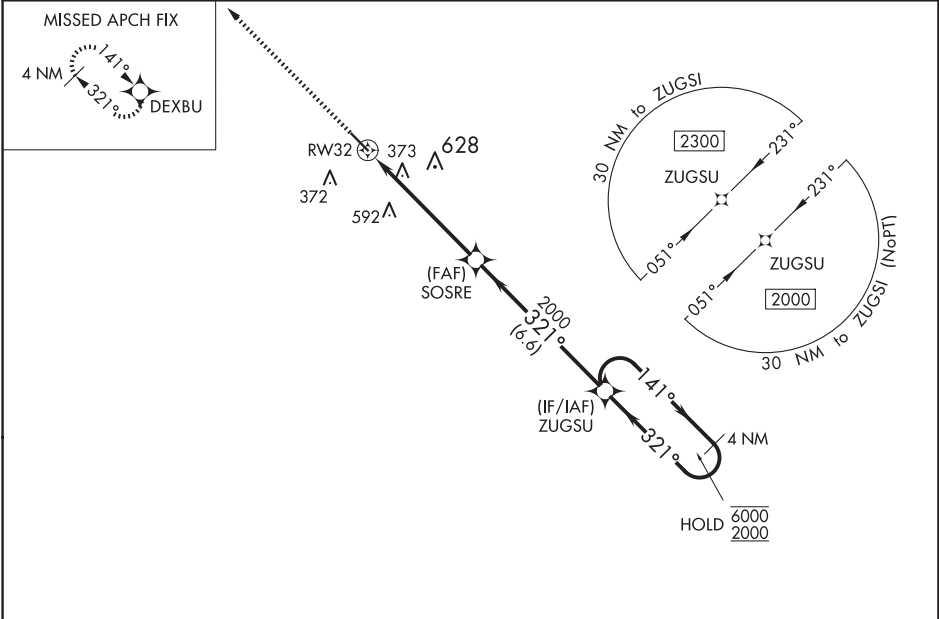
21056

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61318</b><br><b>W32A</b> | APP CRS<br><b>321°</b> | Rwy Idg<br>TDZE <b>186</b><br>Apt Elev <b>187</b> |
|--|------------------------|---|

RNAV (GPS) RWY 32  
HOMERVILLE (HOE)

|  |   |
|--|---|
| RNP APCH.<br>▼ Rwy 32 helicopter visibility reduction below ¾ SM NA.<br>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. | MISSED APPROACH: Climb to 2000 direct DEXBU and hold. |
|--|---|

|                          |  |                      |
|--------------------------|--|----------------------|
| AWOS-3<br><b>118.725</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | CTAF<br><b>122.9</b> |
|--------------------------|--|----------------------|



|              |                      |  |                              |                              |                 |
|--------------|----------------------|--|------------------------------|------------------------------|-----------------|
| 2000         | DEXBU                | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40). |                              |                              |                 |
| *LNAV only.  |                      | SOSRE  | ZUGSU                        | 4 NM Holding Pattern         |                 |
|              |                      | 2000   | 321°                         | 141°                         | 6000            |
|              |                      | 2000   | 321°                         | 321°                         | 2000            |
|              |                      | 1.4 NM   | 4.1 NM                       | 6.6 NM                       | GP 3.00° TCH 60 |
| CATEGORY     | A                    | B  | C                            | D                            |                 |
| LPV DA       | 491-1                | 305 (400-1)  |                              |                              |                 |
| LNAV/VNAV DA | 672-1 3/8            | 486 (500-1 3/8)  |                              |                              |                 |
| LNAV MDA     | 680-1                | 494 (500-1)  | 680-1 3/8                    | 494 (500-1 3/8)              |                 |
| CIRCLING     | 680-1<br>493 (500-1) | 740-1<br>553 (600-1)   | 940-2 1/4<br>753 (800-2 1/4) | 940-2 1/2<br>753 (800-2 1/2) |                 |

HOMERVILLE, GEORGIA  
Amdt 2 25FEB21

31°03'N-82°47'W

HOMERVILLE (HOE)  
RNAV (GPS) RWY 32

SE-4, 07 AUG 2025 to 02 OCT 2025

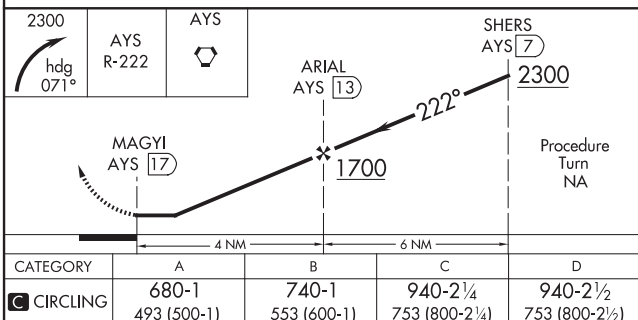
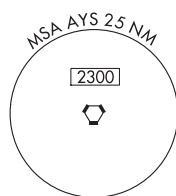
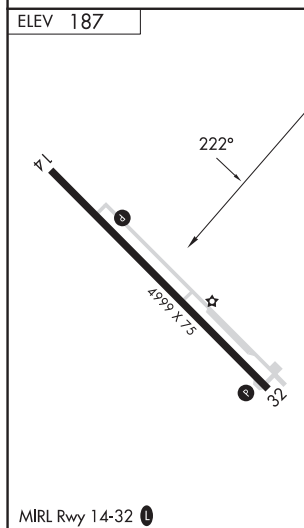
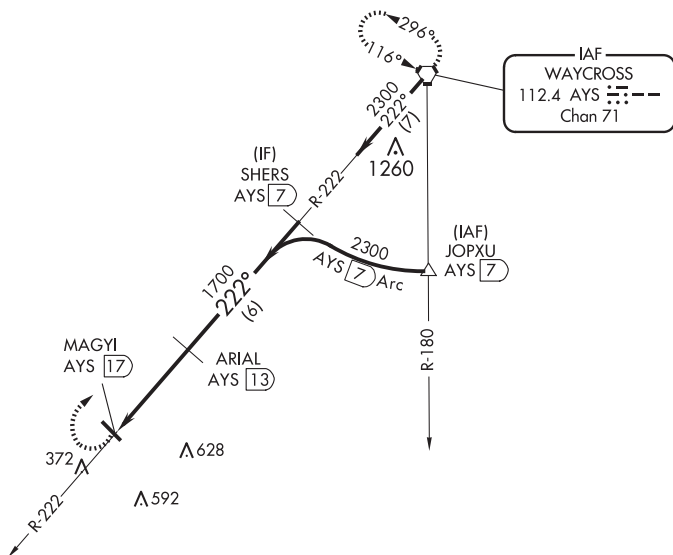
SE-4, 07 AUG 2025 to 02 OCT 2025

25163

VOR/DME-A  
HOMERVILLE (HOE)

**MISSED APPROACH:** Climbing right turn to 2300 on heading 071° and AYS VORTAC R-222 to AYS VORTAC and hold.

|                          |  |                        |
|--------------------------|--|------------------------|
| AWOS-3<br><b>118.725</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | CTAF<br><b>122.9 0</b> |
|--------------------------|--|------------------------|



31°03'N-82°46'W  
409

HOMERVILLE (HOE)  
VOR/DME-A

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

ILS or LOC RWY 28

|               |          |              |
|---------------|----------|--------------|
| LOC/DME I-SVN | APCH CRS | Rwy Idg      |
| 109.5         | 276°     | 11,393       |
| Chan 32       |          | TDZE 41      |
|               |          | Arpt Elev 41 |

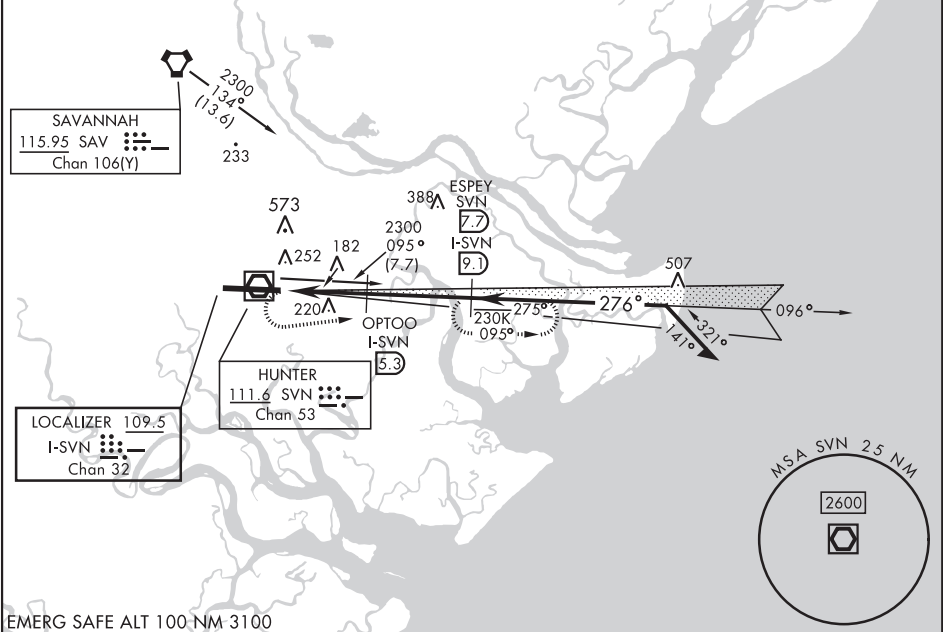
[USA]

HUNTER AAF (KSVN)

|  |       |   |
|--|-------|---|
| DME required   | ALS-1 | MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 heading 050° and on SVN VOR/DME R-095 to ESPEY/ SVN 7.7 DME and hold. |
| ▼ * When ALS inop, increase RVR to 40, vis to ¾ mile.<br>** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1¼ miles.<br>*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles. |       |   |

|                           |                                     |                                   |                            |
|---------------------------|-------------------------------------|-----------------------------------|----------------------------|
| ATIS ★<br>127.525 323.125 | SAVANNAH APP CON ★<br>120.4 353.775 | TOWER ★<br>124.975 (CTAF) 279.575 | GND CON ★<br>121.8 291.675 |
|---------------------------|-------------------------------------|-----------------------------------|----------------------------|

\*\*\*\* Circling not authorized for CAT CD N of Rwy 10-28.



|  |        |             |                 |                 |         |                          |
|--|--------|-------------|-----------------|-----------------|---------|--------------------------|
| EMERG SAFE ALT 100 NM 3100                 | 1000   | 2300        | ESPEY I-SVN 7.7 | ESPEY I-SVN 7.7 | ELEV 41 | TDZE 41                  |
|  | ↑      | hdg 050°    | I-SVN 2.7       | I-SVN 3.3       |         |                          |
|  |        |             | I-SVN 5.3       | I-SVN 7.7       |         |                          |
|  |        |             | OPTOO I-SVN 5.3 | OPTOO I-SVN 5.3 |         |                          |
|  |        |             | 1100            | 1100            |         |                          |
|  |        |             | 3.2 NM          | 3.8 NM          |         |                          |
| CATEGORY                                   | A      | B           | C               | D               |         |                          |
| S-ILS 28*                                  | 241/24 | 200         | (200-½)         |                 |         |                          |
| S-LOC 28**                                 | 480/24 | 439 (500-½) | 480/40          | 439 (500-¾)     |         |                          |
| **** C CIRCLING                            | 600-1  | 559 (600-1) | 600-1½          | 620-2           |         |                          |
|  |        |             | 559 (600-1½)    | 579 (600-2)     |         |                          |
| LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX |        |             |                 |                 |         |                          |
| S-LOC 28***                                | 600/24 | 559 (600-½) | 600/60          | 559 (600-1½)    |         |                          |
| **** C CIRCLING                            | 600-1  | 559 (600-1) | 600-1½          | 620-2           |         |                          |
|  |        |             | 559 (600-1½)    | 579 (600-2)     |         |                          |
| REIL Rwy 10 0                              |        |             |                 |                 |         |                          |
| HIRL Rwy 10-28 0                           |        |             |                 |                 |         |                          |
| FAF to MAP 7 NM                            |        |             |                 |                 |         |                          |
| Knots                                      |        |             |                 |                 |         | 60 90 120 150 180        |
| Min:Sec                                    |        |             |                 |                 |         | 7:00 4:40 3:30 2:48 2:20 |

SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

Amtd 5 05SEP24

ILS or LOC RWY 28

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 10

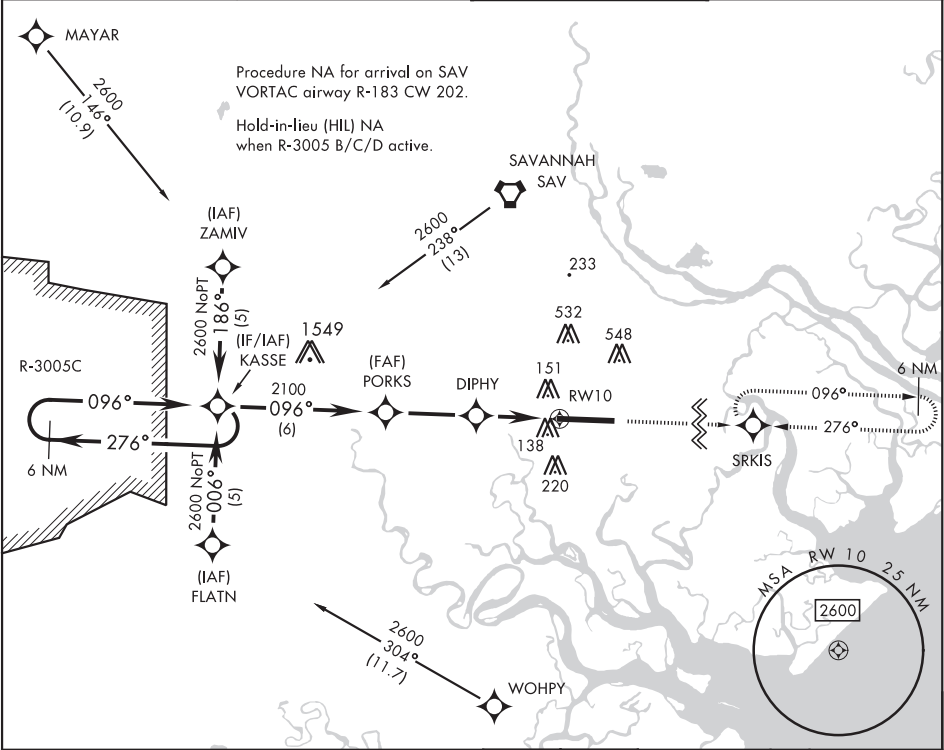
|           |         |
|-----------|---------|
| APCH CRS  | Rwy ldg |
| 096°      | 11,393  |
| TDZE      | 26      |
| Arpt Elev | 41      |

[USA]

HUNTER AAF (KSVN)

|  |   |   |
|--|---|---|
| RNP APCH-GPS   | <div><div><div></div><div></div></div><div><div></div><div></div></div></div> | MISSED APPROACH: Climb to 2500 direct SRKIS and hold. |
| RADAR required when R-3005 B/C/D active.   |   |   |
| <div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><div>*When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1¼ miles.</div><div>**Circling not authorized N of Rwy 10-28 for CAT D.</div></div> |   |   |

|                 |                   |                          |               |
|-----------------|-------------------|--------------------------|---------------|
| ATIS★           | SAVANNAH APP CON★ | TOWER★                   | GND CON★      |
| 127.525 323.125 | 120.4 353.775     | 124.975 (CTAF) 0 279.575 | 121.8 291.675 |



|                            |       |             |                        |                        |                                   |
|----------------------------|-------|-------------|------------------------|------------------------|-----------------------------------|
| 6 NM Holding Pattern KASSE |       | 2500        | SRKIS                  | ELEV 41                | TDZE 26                           |
|                            |       |             |                        |                        |                                   |
| CATEGORY                   | A     | B           | C                      | D                      |                                   |
| LNAV MDA*                  | 460-1 | 434         | (500-1)                |                        |                                   |
| CIRCLING**                 | 600-1 | 559 (600-1) | 920-2½<br>879 (900-2½) | 920-2¾<br>879 (900-2¾) | REIL Rwy 10 0<br>HIRL Rwy 10-28 0 |

RNAV (GPS) RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

# RNAV (GPS) RWY 28

|  |                         |  |
|--|-------------------------|--|
| WAAS<br>CH <b>82111</b><br><b>W28A</b> | APCH CRS<br><b>276°</b> | Rwy Idg <b>11,393</b><br>TDZE <b>41</b><br>Arpt Elev <b>41</b> |
|--|-------------------------|--|

[USA]

HUNTER AAF (KSVN)

RNP APCH-GPS

▼ \* When ALS inop, increase RVR to 40, vis to ¾ mile.  
\*\* When ALS inop, increase vis 1½ miles.  
\*\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;  
CAT CD vis to 1½ miles.  
\*\*\*\* Circling not authorized N of Rwy 10-28 for CAT D.

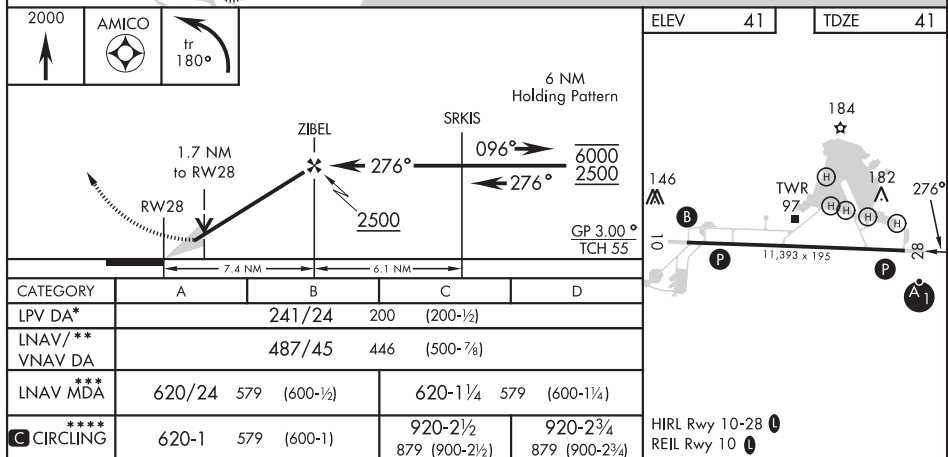
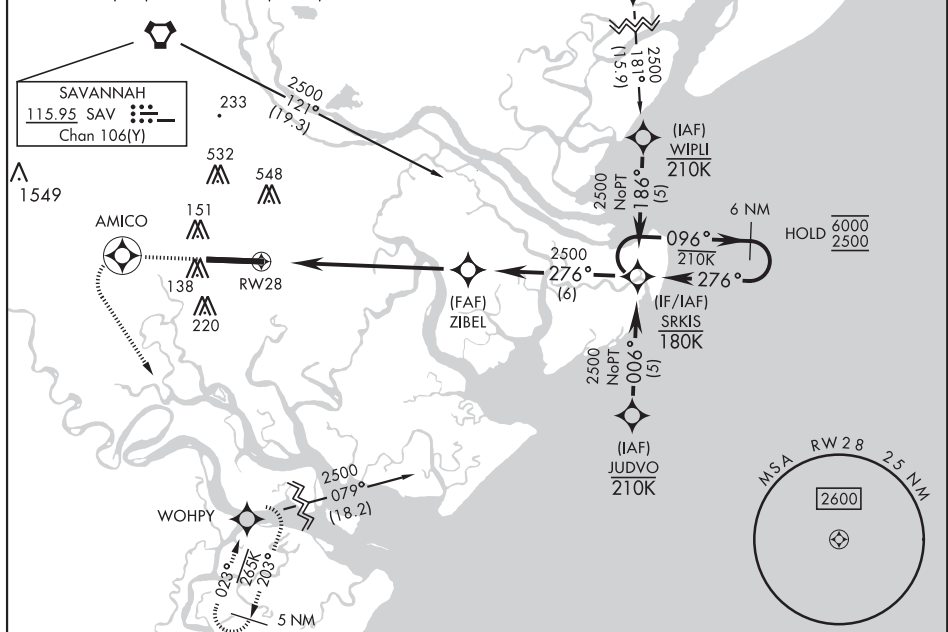
ALSF-1



MISSED APPROACH: Climb to 2000 direct AMICO and left turn on track 180° to WOHPY and hold.

|                                  |  |  |                                   |
|----------------------------------|--|--|-----------------------------------|
| ATIS ★<br><b>127.525 323.125</b> | SAVANNAH APP CON ★<br><b>120.4 353.775</b> | TOWER ★<br><b>124.975 (CTAF) 0 279.575</b> | GND CON ★<br><b>121.8 291.675</b> |
|----------------------------------|--|--|-----------------------------------|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA  
below -15°C (5°F) or above 49°C (120°F)



SAVANNAH, GEORGIA

32° 01' N-81° 09' W

HUNTER AAF (KSVN)

Amdt 1 21MAR24

# RNAV (GPS) RWY 28



VOR/DME RWY 28

|   |                         |  |
|---|-------------------------|--|
| VOR/DME SVN<br><b>111.6</b><br>Chan <b>53</b> | APCH CRS<br><b>282°</b> | Rwy Idg <b>11,393</b><br>TDZE <b>41</b><br>Arpt Elev <b>41</b> |
|---|-------------------------|--|

[USA]

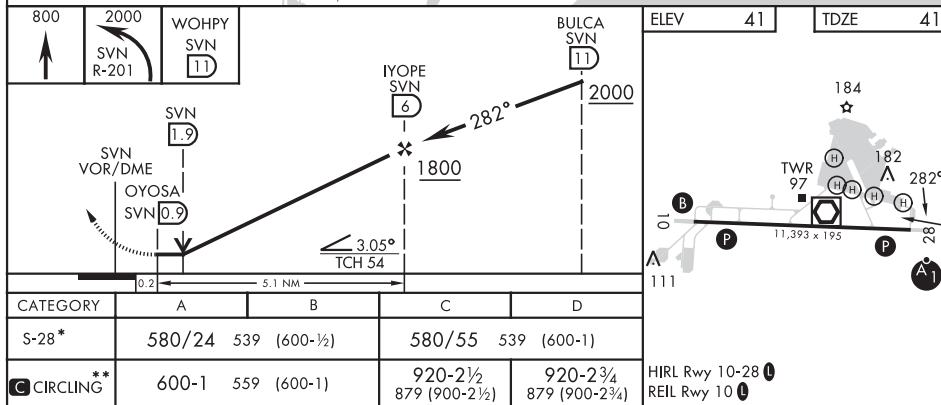
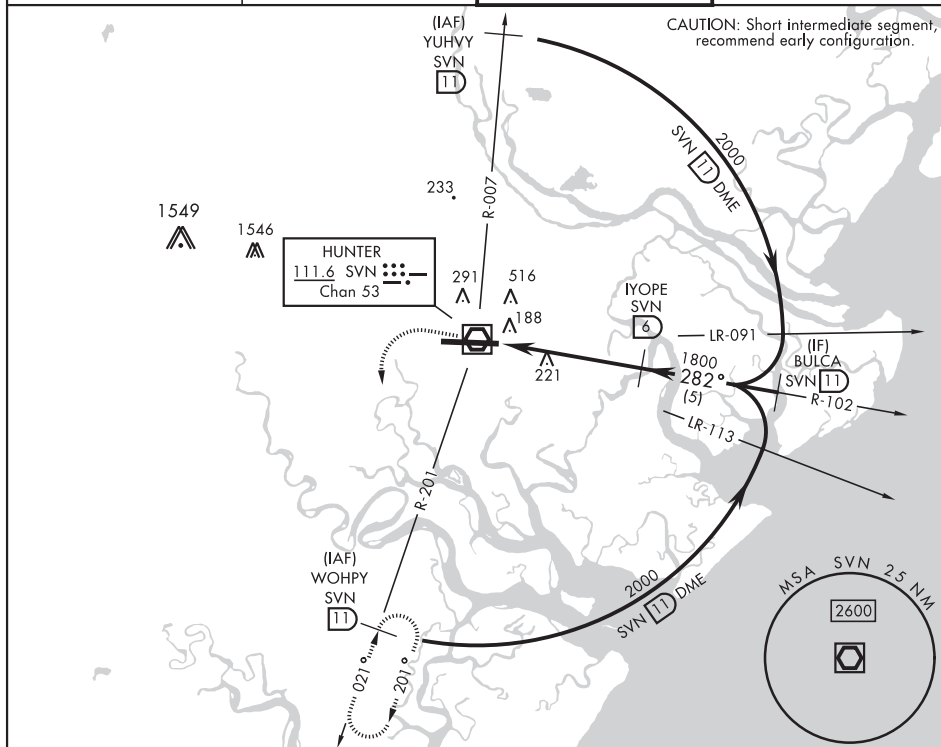
HUNTER AAF (KSVN)

\* When ALS inop, increase CAT AB RVR to 55,  
vis to 1 mile; CAT CD vis to 1 3/8 miles.  
\*\* Circling not authorized N of Rwy 10-28 for CAT D.



**MISSED APPROACH:** Climb to 800, then climbing left turn to 2000 via SVN VOR/DME R-201 to WOHYP/11 DME and hold.

|                                      |   |  |                                       |
|--------------------------------------|---|--|---------------------------------------|
| <p>ATIS ★</p> <p>127.525 323.125</p> | <p>SAVANNAH APP CON★</p> <p>120.4 353.775</p> | <p>TOWER ★</p> <p>124.975 (CTAF) 0 279.575</p> | <p>GND CON ★</p> <p>121.8 291.675</p> |
|--------------------------------------|---|--|---------------------------------------|



SAVANNAH, GEORGIA | A

32°01'N-81°09'W

HUNTER AAF (KSVN)

Amdt 2 21MAR24

VOR/DME RWY 28

SAVANNAH, GEORGIA

## COPTER VOR RWY 10

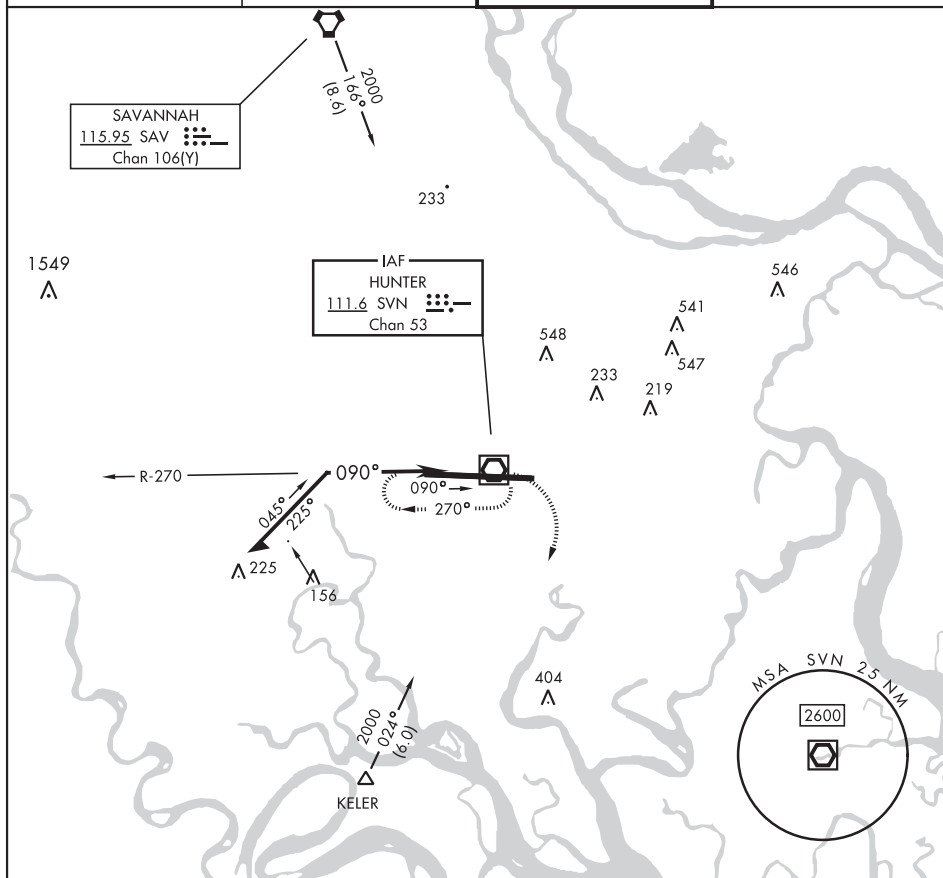
|   |                         |  |
|---|-------------------------|--|
| SVN VOR/DME<br><b>111.6</b><br>Chan <b>53</b> | APCH CRS<br><b>090°</b> | Rwy Idg <b>11,393</b><br>THRE <b>17</b><br>Arpt Elev <b>41</b> |
|---|-------------------------|--|

[USA]

HUNTER AAF (KSVN)

|          |          |   |
|----------|----------|---|
| <b>V</b> | <b>B</b> | MISSED APPROACH: Climbing right turn to 1300 via SVN VOR/DME R-195, then climbing right turn to 2000 direct SVN and hold. |
|----------|----------|---|

|                                  |  |  |                                   |
|----------------------------------|--|--|-----------------------------------|
| ATIS ★<br><b>127.525 323.125</b> | SAVANNAH APP CON ★<br><b>120.4 353.775</b> | TOWER ★<br><b>124.975 (CTAF) 279.575</b> | GND CON ★<br><b>121.8 291.675</b> |
|----------------------------------|--|--|-----------------------------------|



|                       |                                  |             |         |                |
|-----------------------|----------------------------------|-------------|---------|----------------|
| Remain within<br>5 NM | SVN VOR/DME<br>1300<br>SVN R-195 | 2000<br>SVN | ELEV 41 | THRE 17        |
| 2000                  | 270°                             | 090°        | 090°    | 182            |
| CATEGORY              | COPTER                           |             |         | TWR 97         |
| S-10                  | 540-½                            | 523         | (500-½) | 11,393 x 195   |
| SAVANNAH, GEORGIA     |                                  |             |         | REIL Rwy 10    |
| 32°01'N-81°09'W       |                                  |             |         | HIRL Rwy 10-28 |

SAVANNAH, GEORGIA

32°01'N-81°09'W

HUNTER AAF (KSVN)

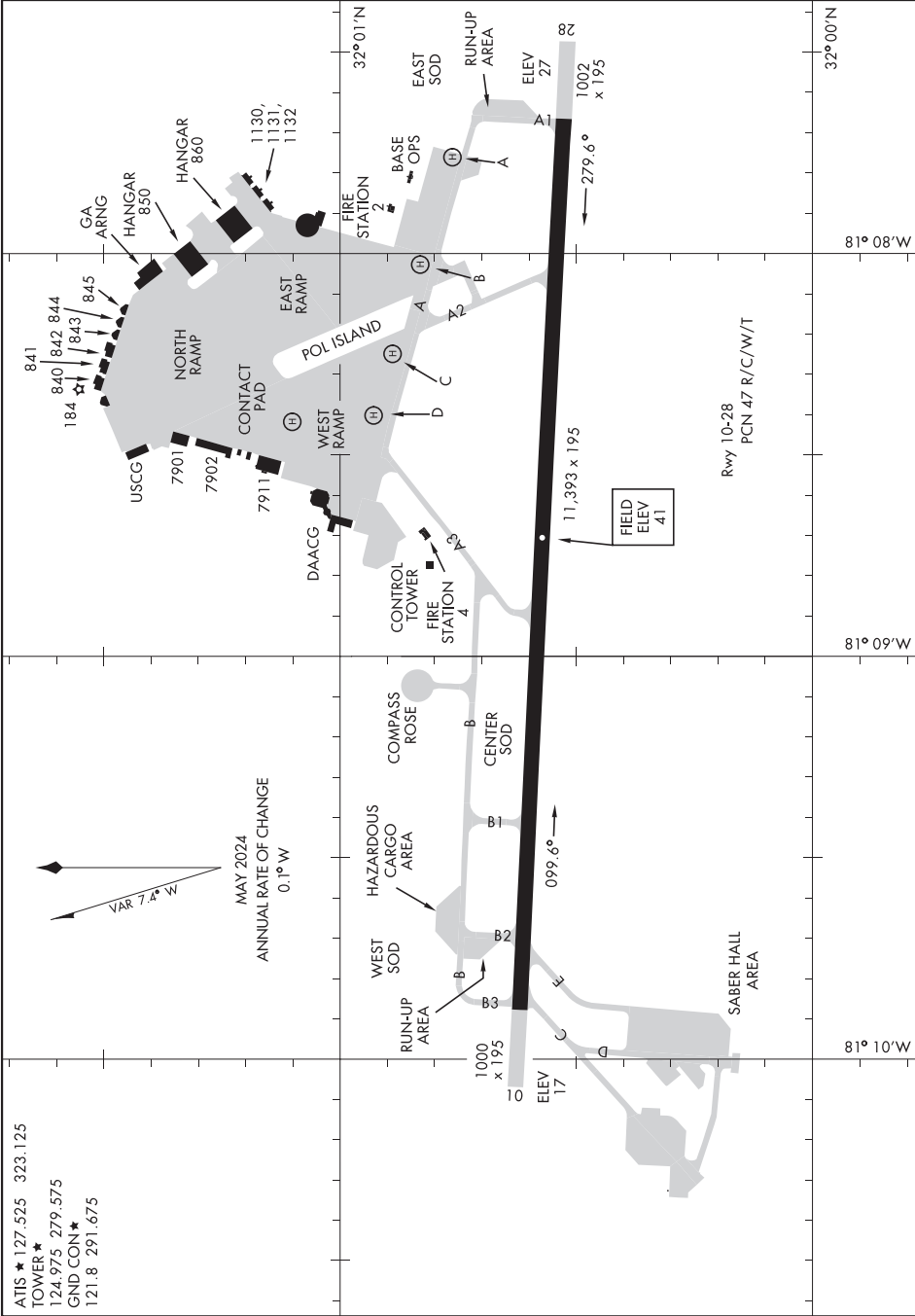
Orig A 20OCT11

## COPTER VOR RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

HUNTSVILLE, ALABAMA

AL-5924 (FAA)

23082

|  |                        |   |
|--|------------------------|---|
| LOC/DME I-MDQ<br><b>109.75</b><br>Chan <b>34</b> (Y) | APP CRS<br><b>185°</b> | Rwy Idg <b>6500</b><br>TDZE <b>740</b><br>Apt Elev <b>764</b> |
|--|------------------------|---|

# ILS or LOC RWY 18

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

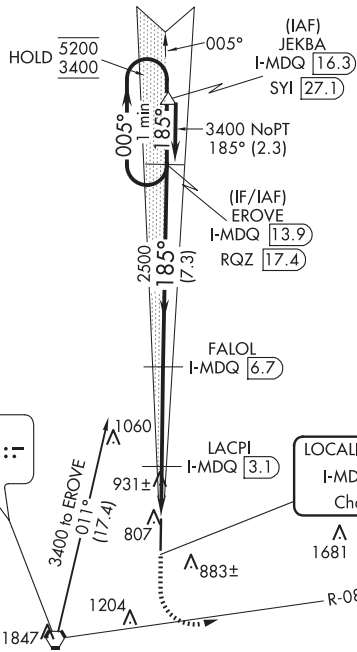
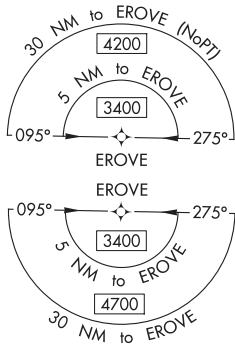
DME or RNAV 1 - GPS required.



Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 120° and on RQZ VORTAC R-080 to PRONE INT and hold, continue climb-in-hold to 4000.

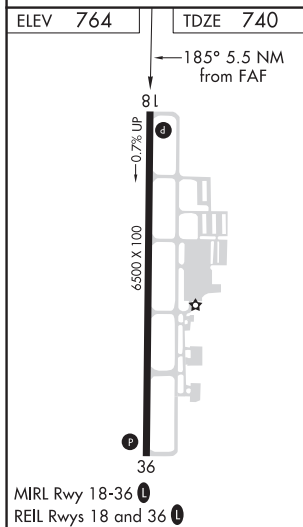
|                          |  |                       |  |
|--------------------------|--|-----------------------|--|
| AWOS-3PT<br><b>120.0</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0</b> (CTAF) <b>0</b> |
|--------------------------|--|-----------------------|--|



1994  
113.55 SYI  
Chan 82 (M)

ROCKET  
112.2 RQZ  
Chan 59

LOCALIZER 109.75  
I-MDQ  
Chan 34(Y)



|            |            |                 |                         |                         |                            |
|------------|------------|-----------------|-------------------------|-------------------------|----------------------------|
| 1200       | 4000       | RQZ R-080       | PRONE                   | EROVE I-MDQ 13.9        | One Minute Holding Pattern |
| ↑          | hdg 120°   |                 | △                       | FALOL I-MDQ 6.7         |                            |
| *LOC only. | *I-MDQ 2.6 | LACPI I-MDQ 3.1 | 2500                    | 185°                    | 5200                       |
| I-MDQ 1.2  | 1360*      | 2500            | 185°                    | 3400                    |                            |
| 1.4        | 0.5 NM     | 3.6 NM          | 7.3 NM                  |                         |                            |
| CATEGORY   | A          | B               | C                       | D                       |                            |
| S-ILS 18   | 940-¾      | 200 (200-¾)     |                         |                         |                            |
| S-LOC 18   | 1200-1     | 460 (500-1)     |                         |                         |                            |
| CIRCLING   | 1260-1     | 496 (500-1)     | 1560-2¼<br>796 (800-2¼) | 2000-3<br>1236 (1300-3) |                            |

HUNTSVILLE, ALABAMA  
Amdt 1C 28FEB19

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)  
34°52'N-86°33'W

# ILS or LOC RWY 18

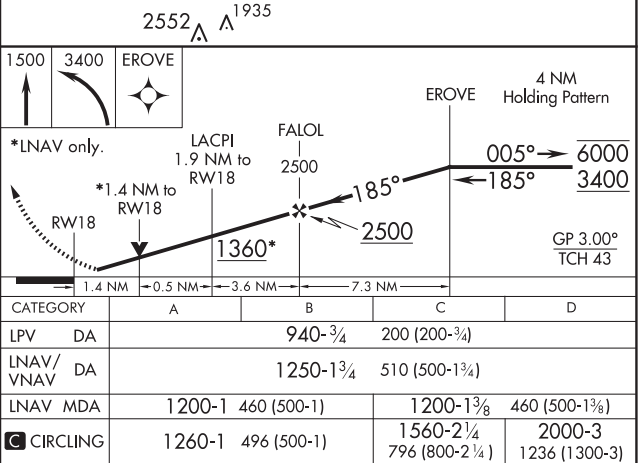
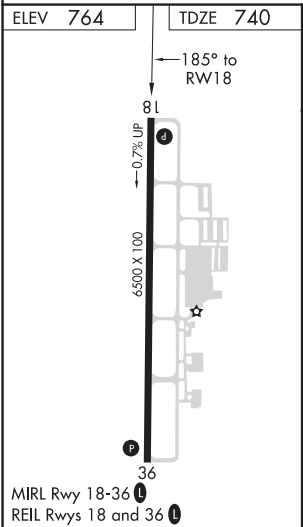
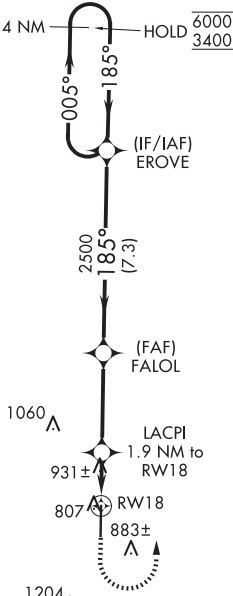
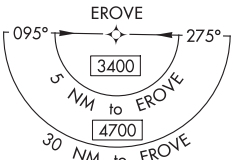
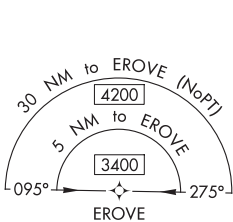
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86501</b><br><b>W18A</b> | APP CRS<br><b>185°</b> | Rwy Idg<br>TDZE <b>740</b><br>Apt Elev <b>764</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18  
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 1500 then climbing left turn to 3400 direct EROVE and hold. |
| Rwy 18 helicopter visibility reduction below ¾ SM NA.<br>For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. |   |

|                          |  |                       |                                 |
|--------------------------|--|-----------------------|---------------------------------|
| AWOS-3PT<br><b>120.0</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|--|-----------------------|---------------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025


HUNTSVILLE, ALABAMA

AL-5924 (FAA)

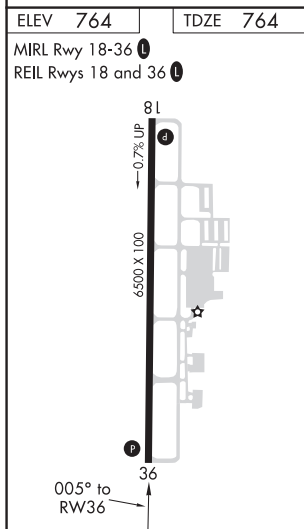
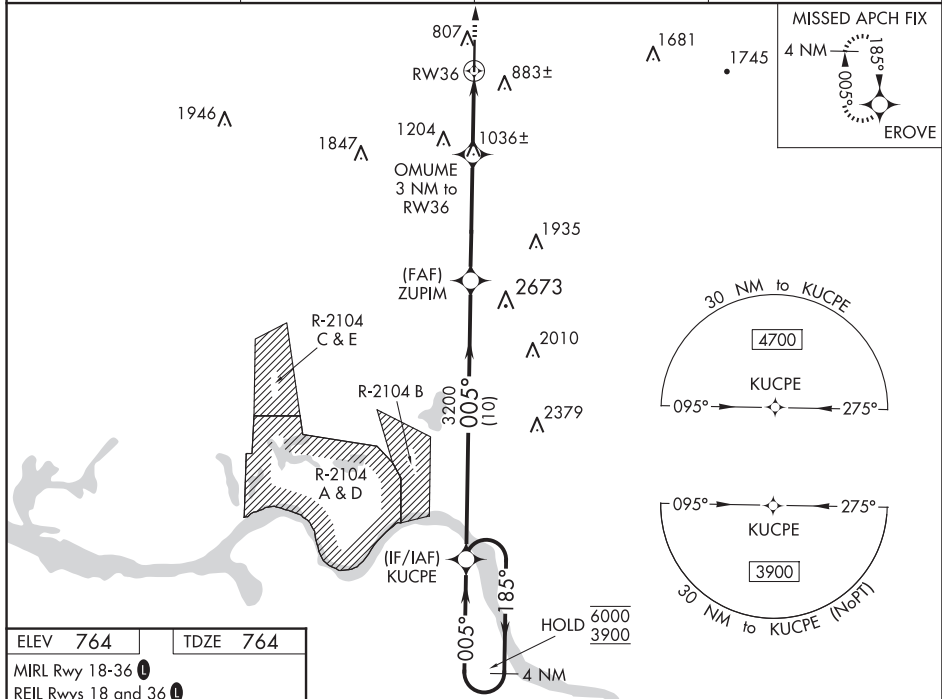
22195

|  |                        |   |                           |
|--|------------------------|---|---------------------------|
| WAAS<br>CH <b>53702</b><br><b>W36A</b> | APP CRS<br><b>005°</b> | Rwy Idg<br>TDZE <b>764</b><br>Apt Elev <b>764</b> | <b>6500</b><br><b>764</b> |
|--|------------------------|---|---------------------------|

RNAV (GPS) RWY 36  
HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)

|  |   |
|--|---|
| RNP APCH.  | MISSED APPROACH: Climb to 3400 direct EROVE and hold. |
|  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. |   |

|                          |   |                       |                                 |
|--------------------------|---|-----------------------|---------------------------------|
| AWOS-3PT<br><b>120.0</b> | HUNTSVILLE APP CON*<br><b>125.6 354.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|---|-----------------------|---------------------------------|



|                            |  |
|----------------------------|--|
| 3400 EROVE                 | 4 NM Holding Pattern   |
| *LNAV only.                | KUCPE  |
| OMUME 3 NM to RW36         | ZUPIM 3200   |
| *1.6 NM to RW36            | 1760*  |
| RW36                       | 3200   |
| 1.6 NM 1.4 NM 4.5 NM 10 NM | 6000 3900  |
| GP 3.00° TCH 45            |  |
| CATEGORY                   | A B C D  |
| LPV DA                     | 964-3/4 200 (200-3/4)  |
| LNAV/VNAV DA               | 1250-1 5/8 486 (500-1 5/8)   |
| LNAV MDA                   | 1300-1 536 (600-1) 1300-1 5/2 536 (600-1 5/2)                      |
| CIRCLING                   | 1300-1 536 (600-1) 1560-2 1/4 796 (800-2 1/4) 2000-3 1236 (1300-3) |

HUNTSVILLE, ALABAMA  
Amdt 1C 10SEP20

HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ)  
34°52'N-86°33'W  
RNAV (GPS) RWY 36

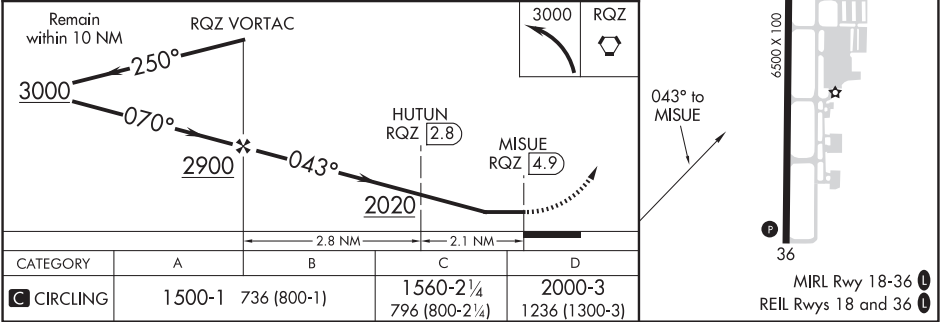
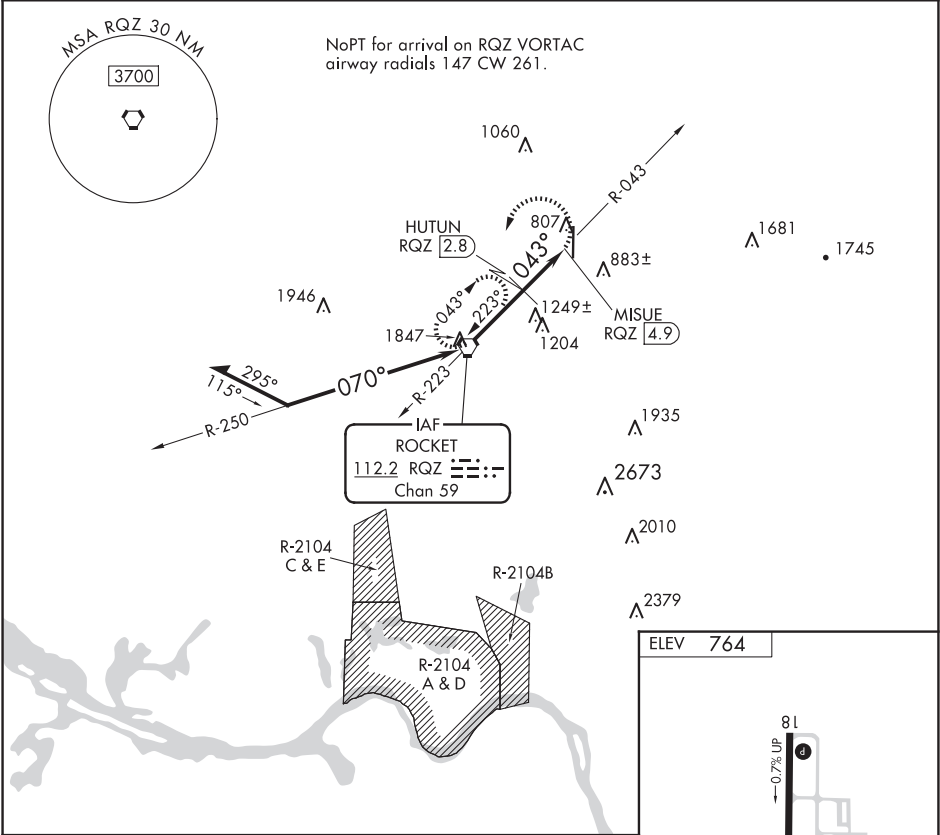
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |  |
|--|------------------------|---|--|
| VORTAC RQZ<br><b>112.2</b><br>Chan <b>59</b> | APP CRS<br><b>043°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>764</b> | <b>VOR-B</b><br>HUNTSVILLE EXEC TOM SHARP JR FLD (MDQ) |
|--|------------------------|---|--|

|   |   |
|---|---|
| DME required.   | MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold. |
|  |   |

|                          |   |                       |   |
|--------------------------|---|-----------------------|---|
| AWOS-3PT<br><b>120.0</b> | HUNTSVILLE APP CON★<br><b>125.6 354.1</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.0</b> (CTAF)  |
|--------------------------|---|-----------------------|---|



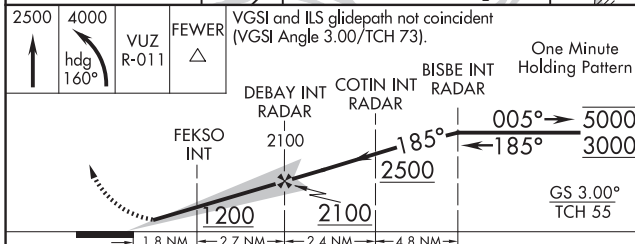
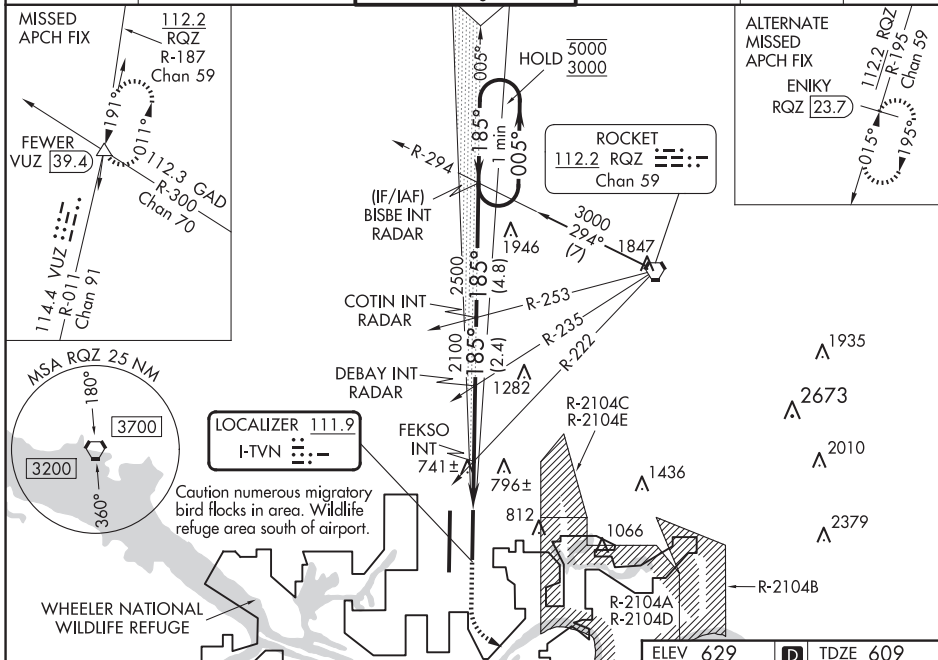
|                                  |                        |   |
|----------------------------------|------------------------|---|
| LOC I-TVN<br><b><u>111.9</u></b> | APP CRS<br><b>185°</b> | Rwy Ldg <b>9801</b><br>TDZE <b>609</b><br>Apt Elev <b>629</b> |
|----------------------------------|------------------------|---|

## HUNTSVILLE INTL-CARL T JONES FLD (HSV)

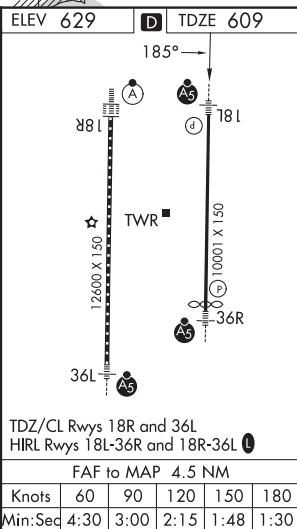


**MISSED APPROACH:** Climb to 2500 then climbing left turn to 4000 on heading 160° and VUZ R-011 to FEWER INT/VUZ 39.4 DME and hold.

|                |                                     |   |                          |                    |                  |
|----------------|-------------------------------------|---|--------------------------|--------------------|------------------|
| ATIS<br>121.25 | HUNTSVILLE APP CON ★<br>125.6 354.1 | HUNTSVILLE TOWER ★<br>127.6 (CTAF) 350.35 | GND CON<br>121.9 269.525 | CLNC DEL<br>120.35 | UNICOM<br>122.95 |
|----------------|-------------------------------------|---|--------------------------|--------------------|------------------|



| CATEGORY   | A                  | B           | C                       | D                     | E                       |
|--|--------------------|-------------|-------------------------|-----------------------|-------------------------|
| S-ILS 18L *                                      | 809/24 200 (200-½) |             |                         |                       |                         |
| S-LOC 18L  | 1200/24            | 591 (600-½) | 1200-1¼                 | 591 (600-1¼)          |                         |
| <b>C</b> CIRCLING                                | 1200-1             | 571 (600-1) | 1200-1¾<br>571 (600-1¾) | 1240-2<br>611 (700-2) | 1260-2¼<br>631 (700-2¼) |
| FEKSO FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) |                    |             |                         |                       |                         |
| S-LOC 18L  | 1000/24            | 391 (400-½) | 1000/35                 | 391 (400-⅝)           |                         |
| <b>C</b> CIRCLING                                | 1160-1             | 531 (600-1) | 1160-1½<br>531 (600-1½) | 1240-2<br>611 (700-2) | 1260-2¼<br>631 (700-2¼) |



HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W

## ILS or LOC RWY 18L

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



ILS or LOC RWY 18R  
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

ALSF-2



**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 on heading 270° and RQZ R-230 to JUVLO/RQZ 28.7 DME and hold.

MISSED APCH FIX

112.2 RQZ  
R-230  
Chan 59

050°  
2300

JUVLO  
RQZ [28.7]

HOLD 5000  
3000

005°  
1 min  
185°  
3000

ROCKET  
112.2 RQZ  
Chan 59

(IF/IAF)  
HAGUR INT  
RQZ [8]  
RADAR


MSA RQZ 25 NM

180°  
360°

[3200] [3700]

**CAUTION:** Numerous migratory bird flocks in area.  
Wildlife Refuge Area south of airport.

LOCALIZER 109  
I-HSV :::

ROCKET  
2 RQZ   
Chn 59

| CATEGORY          | A                   | B | C                       | D                     | E                       |
|-------------------|---------------------|---|-------------------------|-----------------------|-------------------------|
| S-ILS 18R         | 829/18 200 (200-½)  |   |                         |                       |                         |
| S-LOC 18R         | 1060/24 431 (500-½) |   | 1060/40 431 (500-¾)     |                       |                         |
| <b>C</b> CIRCLING | 1160-1 531 (600-1)  |   | 1160-1½<br>531 (600-1½) | 1240-2<br>611 (700-2) | 1260-2¼<br>631 (700-2¼) |

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

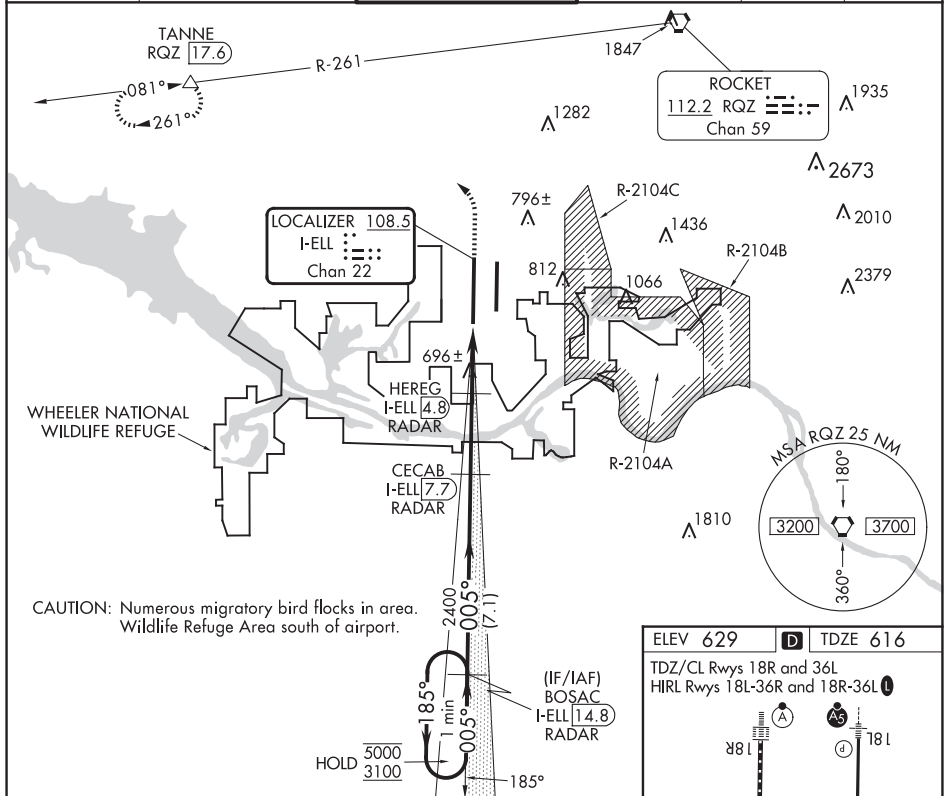
25163

|   |                        |  |
|---|------------------------|--|
| LOC/DME I-ELL<br><b>108.5</b><br>Chan <b>22</b> | APP CRS<br><b>005°</b> | Rwy Ldg <b>12600</b><br>TDZE <b>616</b><br>Apt Elev <b>629</b> |
|---|------------------------|--|

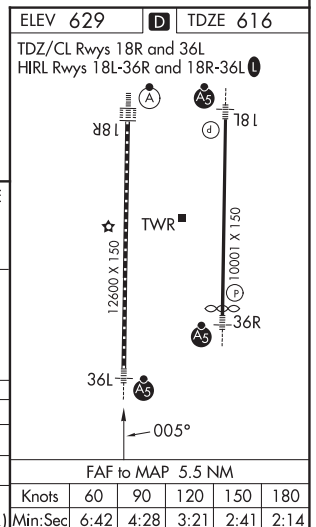
# ILS or LOC RWY 36L

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

|   |  |  |                                 |  |                         |
|---|--|--|---------------------------------|--|-------------------------|
| DME required. RADAR required for procedure entry. |  |  | MALSR<br>A5                     | MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 350° and RQZ R-261 to TANNE/RQZ 17.6 DME and hold. |                         |
| ATIS<br><b>121.25</b>                             | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | HUNTSVILLE TOWER ★<br><b>127.6 (CTAF) 0 350.35</b> | GND CON<br><b>121.9 269.525</b> | CLNC DEL<br><b>120.35</b>  | UNICOM<br><b>122.95</b> |



|                            |  |                              |  |                             |  |                             |  |                          |  |                         |  |            |  |
|----------------------------|--|------------------------------|--|-----------------------------|--|-----------------------------|--|--------------------------|--|-------------------------|--|------------|--|
| One Minute Holding Pattern |  | BOSAC<br>I-ELL 14.8<br>RADAR |  | CECAB<br>I-ELL 7.7<br>RADAR |  | HEREG<br>I-ELL 4.8<br>RADAR |  | 1100<br>3000<br>hdg 350° |  | RQZ<br>R-261            |  | TANNE<br>△ |  |
| 5000 ← 185°                |  | 005°                         |  | 2400                        |  | 1480                        |  | I-ELL 3.2                |  | I-ELL 2.2               |  |            |  |
| 3100                       |  |                              |  | 2400                        |  | 1480                        |  |                          |  |                         |  |            |  |
| GS 3.00°<br>TCH 53         |  |                              |  | 2400                        |  | 1480                        |  |                          |  |                         |  |            |  |
|                            |  |                              |  | 7.1 NM                      |  | 2.9 NM                      |  | 1.6 NM                   |  | 0.9 NM                  |  |            |  |
| CATEGORY                   |  | A                            |  | B                           |  | C                           |  | D                        |  | E                       |  |            |  |
| S-ILS 36L                  |  | 816/18 200 (200-½)           |  |                             |  |                             |  |                          |  |                         |  |            |  |
| S-LOC 36L                  |  | 960/24                       |  | 344 (400-½)                 |  | 960/30                      |  | 344 (400-¾)              |  |                         |  |            |  |
| CIRCLING                   |  | 1160-1                       |  | 531 (600-1)                 |  | 1160-1½<br>531 (600-1½)     |  | 1240-2<br>611 (700-2)    |  | 1260-2½<br>631 (700-2½) |  |            |  |



HUNTSVILLE, ALABAMA

Amdt 12 27JAN22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W

# ILS or LOC RWY 36L

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-JJC | APP CRS | Rwy Ldg  | 9801 |
| 109.55        | 005°    | TDZE     | 595  |
| Chan 32 (Y)   |         | Apt Elev | 629  |

ILS or LOC RWY 36R

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RADAR required for procedure entry. DME or RADAR required.

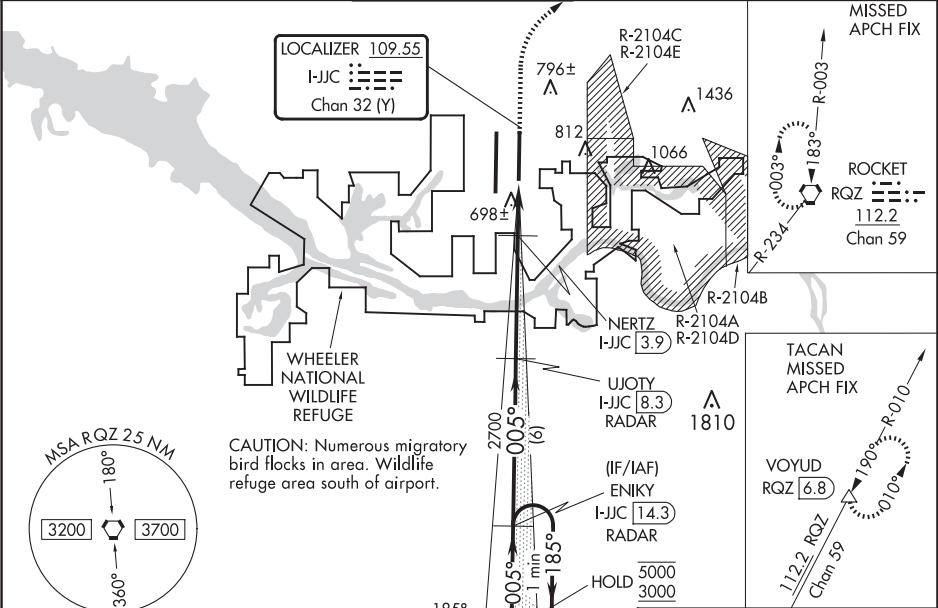
ASR

Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat C/D/E visibility to 1½ SM; NERTZ Fix minimums: increase S-LOC 36R Cat E visibility to RVR 6000. Circling NA for Cat C/D/E east of Rwy 18L-36R.

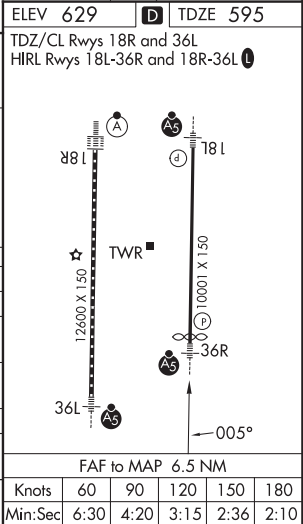
MALSR

MISSED APPROACH: Climb to 4000 on heading 005° to intercept RQZ R-234 and right turn to RQZ VORTAC and hold, continue climb-in-hold to 4000. (TACAN aircraft continue climb to 5000 on RQZ VORTAC R-010 to VOYUD/RQZ 6.8 DME and hold north, left turn, 190° inbound, continue climb-in-hold to 5000).

|        |                      |                     |               |          |        |
|--------|----------------------|---------------------|---------------|----------|--------|
| ATIS   | HUNTSVILLE APP CON ★ | HUNTSVILLE TOWER ★  | GND CON       | CLNC DEL | UNICOM |
| 121.25 | 125.6 354.1          | 127.6 (CTAF) 350.35 | 121.9 269.525 | 120.35   | 122.95 |



|                            |                     |  |   |                             |                      |  |                    |              |                      |           |  |
|----------------------------|---------------------|--|---|-----------------------------|----------------------|--|--------------------|--------------|----------------------|-----------|--|
| One Minute Holding Pattern |                     | ENIKY<br>I-JJC 14.3<br>RADAR                                       |   | UJOTY<br>I-JJC 8.3<br>RADAR |                      | 4000<br>hdg 005°<br>I-JJC 3.9<br>NERTZ |                    | RQZ<br>R-234 |                      | RQZ       |  |
| 5000 ← 185°                |                     | 005° →   |   | 005°                        |                      | 2700                                   |                    | I-JJC 2.8    |                      | I-JJC 1.8 |  |
| GS 3.00°<br>TCH 55         |                     | VGSi and ILS glidepath not coincident<br>(VGSi Angle 3.00/TCH 72). |   | 2700                        |                      | 1260                                   |                    |              |                      |           |  |
|                            |                     | 6 NM   |   | 4.4 NM                      |                      | 1.1 NM                                 |                    | 1 NM         |                      |           |  |
| CATEGORY                   | A                   |  | B |                             | C                    |  | D                  |              | E                    |           |  |
| S-ILS 36R                  | 818/24 223 (200-½)  |  |   |                             |                      |  |                    |              |                      |           |  |
| S-LOC 36R                  | 1260/24 665 (700-½) |  |   |                             | 1260-1½ 665 (700-½)  |  |                    |              |                      |           |  |
| CIRCLING                   | 1260-1 631 (700-1)  |  |   |                             | 1260-1⅞ 631 (700-1⅞) |  | 1260-2 631 (700-2) |              | 1260-2¼ 631 (700-2¼) |           |  |
| NERTZ FIX MINIMUMS         |                     |  |   |                             |                      |  |                    |              |                      |           |  |
| S-LOC 36R                  | 980/24 385 (400-½)  |  |   |                             | 980/35 385 (400-⅝)   |  |                    |              |                      |           |  |
| CIRCLING                   | 1160-1 531 (600-1)  |  |   |                             | 1160-1½ 531 (600-½)  |  | 1240-2 611 (700-2) |              | 1260-2¼ 631 (700-2¼) |           |  |



HUNTSVILLE, ALABAMA

AL-5488 (FAA)

25163

|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-HSV<br><b>109.3</b> | APP CRS<br><b>185°</b> | Rwy Ldg <b>12600</b><br>TDZE <b>629</b><br>Apt Elev <b>629</b> |
|---------------------------|------------------------|--|

# **ILS RWY 18R (CAT II)** **HUNTSVILLE INTL-CARL T JONES FLD (HSV)**

DME required. RADAR required for procedure entry.

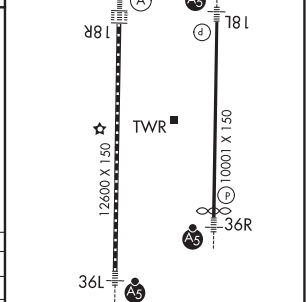
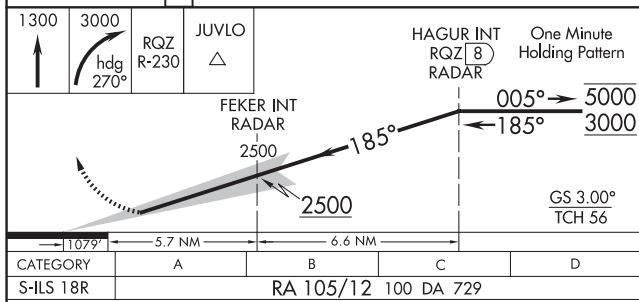
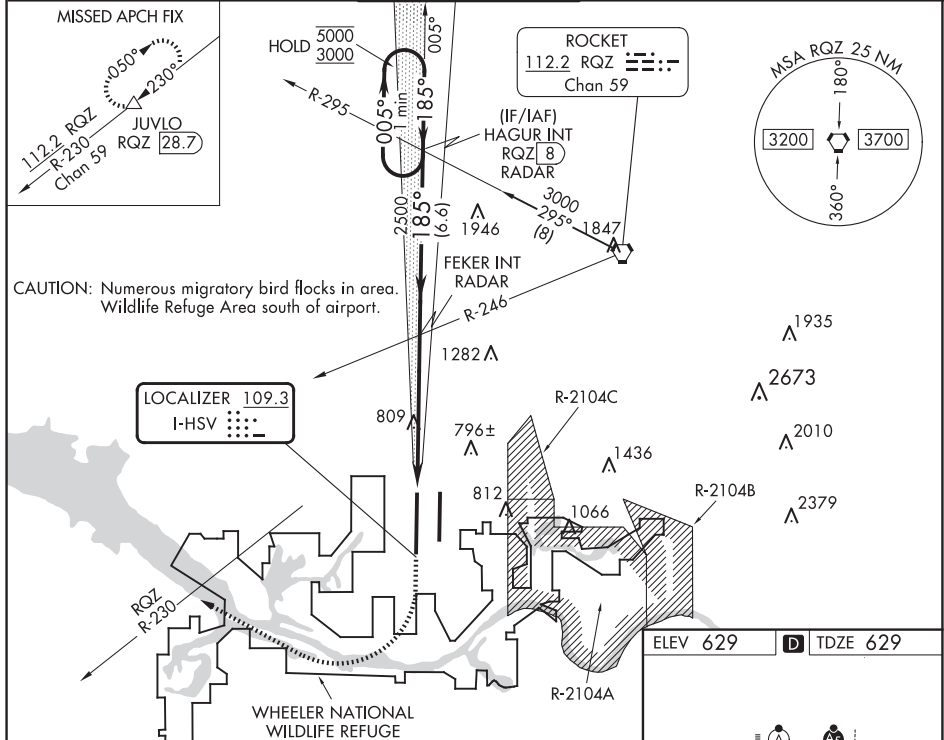
**Simultaneous approach authorized. DME from RQZ VORTAC.**  
**DME use requires simultaneous reception of I-HSV and RQZ DME.**

ALSIF-2



**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 on heading 270° and RQZ R-230 to JUVLO/RQZ 28.7 DME and hold.

|                       |  |  |                                 |                           |                         |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.25</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | HUNTSVILLE TOWER ★<br><b>127.6 (CTAF) 350.35</b> | GND CON<br><b>121.9 269.525</b> | CLNC DEL<br><b>120.35</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 18R and 36L  
 HIRL Rwy 18L-36R and 18R-36L

HUNTSVILLE, ALABAMA

Amdt 26 27 JAN22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

34°38'N-86°47'W

**ILS RWY 18R (CAT II)**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>72906</b><br><b>W18A</b> | APP CRS<br><b>185°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>9801</b><br><b>609</b><br><b>629</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 18L  
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

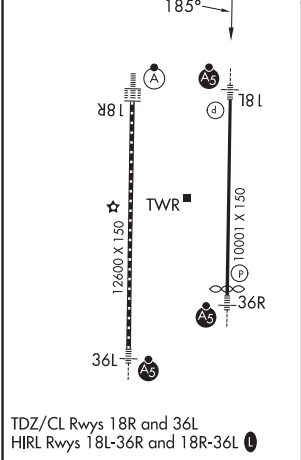
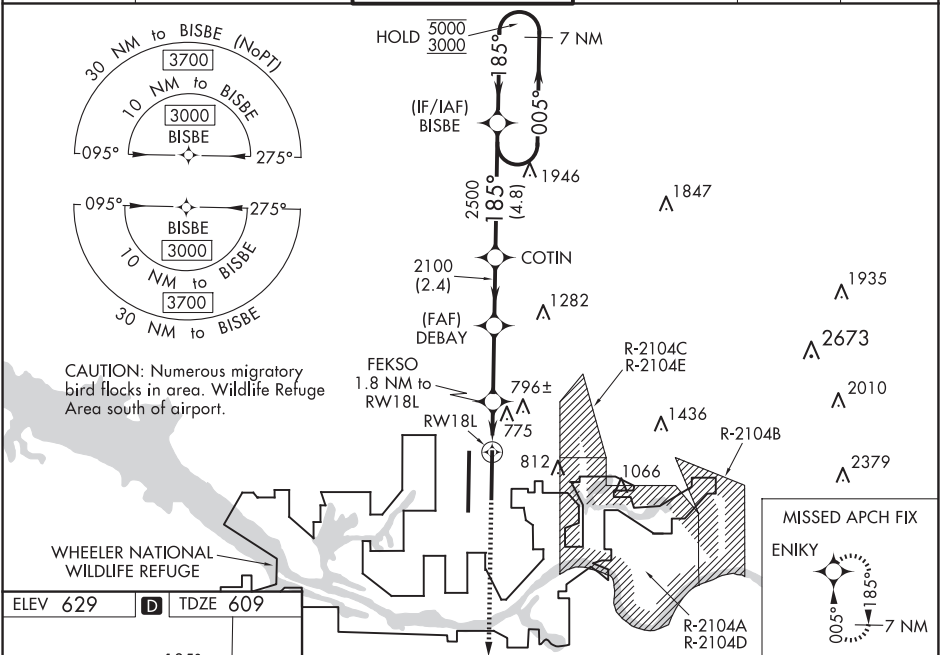
RNP APCH - GPS.


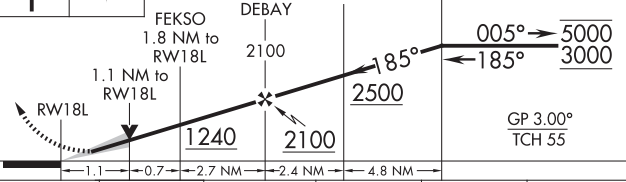

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.  
Circling NA for Cats C/D/E east of Rwy 18L-36R. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, and LNAV Cat E visibility to 1¼ SM. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.  
\* RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH:  
Climb to 3000 direct  
ENIKY and hold.

|                       |  |  |                                 |                           |                         |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.25</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | HUNTSVILLE TOWER ★<br><b>127.6 (CTAF) 350.35</b> | GND CON<br><b>121.9 269.525</b> | CLNC DEL<br><b>120.35</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|



|  |  |   |                         |                       |                         |
|--|--|---|-------------------------|-----------------------|-------------------------|
| 3000<br>↑  | ENIKY<br> | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 73). |                         |                       | 7 NM<br>Holding Pattern |
|           |  |   |                         |                       |                         |
| CATEGORY   | A  | B   | C                       | D                     | E                       |
| LPV DA*  | 809/24 200 (200-½)   |   |                         |                       |                         |
| LNAV/VNAV DA   | 1057/45 448 (500-¾)  |   |                         |                       |                         |
| LNAV MDA   | 1040/24 431 (500-½)  |   | 1040/40 431 (500-¾)     |                       |                         |
|  CIRCLING | 1160-1 531 (600-1)   |   | 1160-1½<br>531 (600-1½) | 1240-2<br>611 (700-2) | 1260-2¼<br>631 (700-2¼) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

25163

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>58206</b><br><b>W18B</b> | APP CRS<br><b>185°</b> | Rwy Ldg <b>12600</b><br>TDZE <b>629</b><br>Apt Elev <b>629</b> |
|--|------------------------|--|

# RNAV (GPS) RWY 18R

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

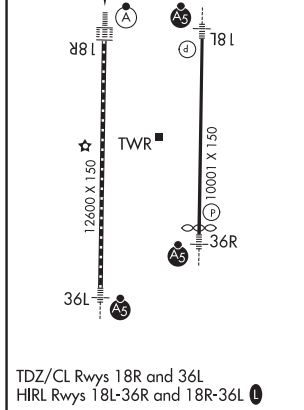
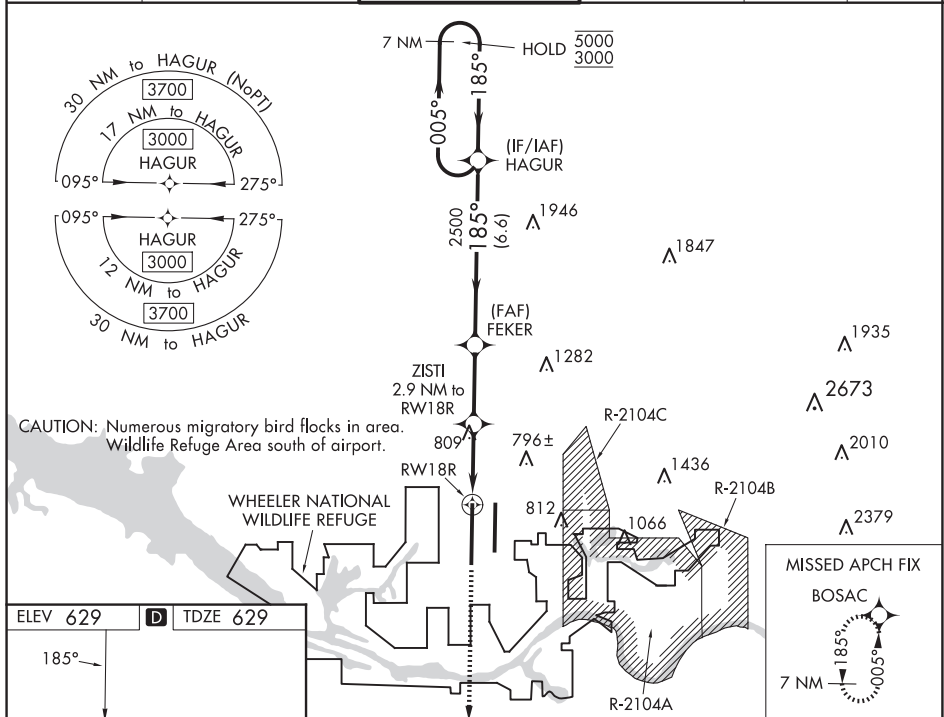
**RNP APCH-GPS.**

**ASR** Circling NA for Cats C/D/E east of Rwy 18L-36R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8 °C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, and LNAV Cat E visibility to 1¼ SM.

**ALSIF-2**

**MISSED APPROACH:** Climb to 3100 direct BOSAC and hold.

|                       |  |  |                                 |                           |                         |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.25</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | HUNTSVILLE TOWER ★<br><b>127.6 (CTAF) 0 350.35</b> | GND CON<br><b>121.9 269.525</b> | CLNC DEL<br><b>120.35</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|



| CATEGORY        | A                  | B           | C                       | D                     | E                       |
|-----------------|--------------------|-------------|-------------------------|-----------------------|-------------------------|
| LPV DA          | 829/18 200 (200-½) |             |                         |                       |                         |
| LNAV/VNAV DA    | 954/26 325 (400-½) |             |                         |                       |                         |
| LNAV MDA        | 1060/24            | 431 (500-½) | 1060/40                 | 431 (500-¾)           |                         |
| <b>CIRCLING</b> | 1160-1             | 531 (600-1) | 1160-1½<br>531 (600-1½) | 1240-2<br>611 (700-2) | 1260-2¼<br>631 (700-2¼) |

HUNTSVILLE, ALABAMA  
Amdt 3 27JAN22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)  
34°38'N-86°47'W  
**RNAV (GPS) RWY 18R**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 36L

## HUNTSVILLE INTL-CARL T JONES FLD (HSV)

**MISSED APPROACH:**  
Climb to 3000 direct  
HAGUR and hold.

UNICOM  
122.95

TDZ/CL Rwy 18R and 36L  
HIRL Rwy 18L-36R and 18R-36L **L**

|                  |                     |  |   |        |                      |        |                    |        |                      |        |  |  |
|------------------|---------------------|--|---|--------|----------------------|--------|--------------------|--------|----------------------|--------|--|--|
|                  |                     |  |   | 7.1 NM |                      | 2.9 NM |                    | 1.5 NM |                      | 1.1 NM |  |  |
| CATEGORY         | A                   |  | B |        | C                    |        | D                  |        | E                    |        |  |  |
| LPV DA           | 816/18              |  |   |        | 200 (200-½)          |        |                    |        |                      |        |  |  |
| LNAV/<br>VNAV DA | 892/24              |  |   |        | 276 (300-½)          |        |                    |        |                      |        |  |  |
| LNAV MDA         | 1000/24 384 (400-½) |  |   |        | 1000/35 384 (400-¾)  |        |                    |        |                      |        |  |  |
| CIRCLING         | 1160-1 531 (600-1)  |  |   |        | 1160-1½ 531 (600-1½) |        | 1240-2 611 (700-2) |        | 1260-2¼ 631 (700-2¼) |        |  |  |

HUNTSVILLE INTL-CARL T JONES FLD (HSV)  
RNAV (GPS) RWY 36L

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86606</b><br><b>W36B</b> | APP CRS<br><b>005°</b> | Rwy Ldg<br>TDZE <b>595</b><br>Apt Elev <b>629</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 36R

HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RNP APCH - GPS.

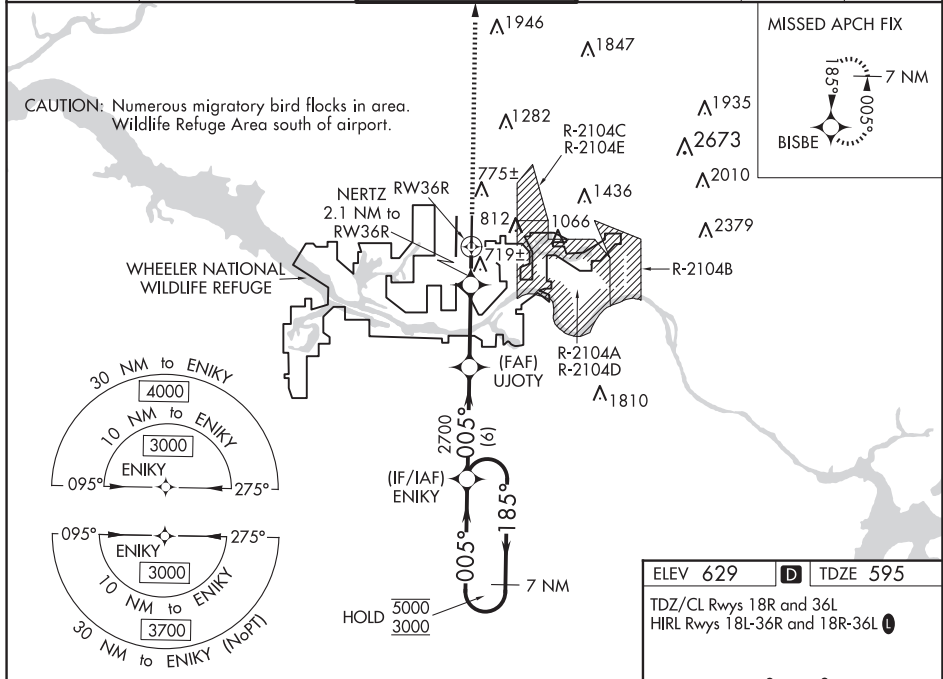
**ASR**

Circling NA for Cats C/D/E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000 and LNAV Cat E visibility to RVR 6000.

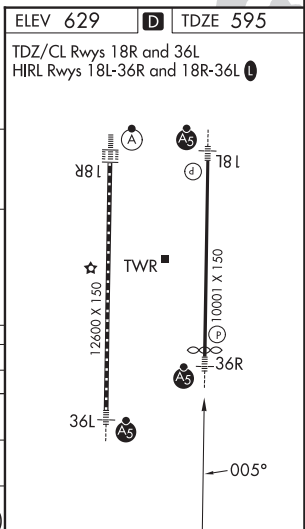
MALSR

MISSED APPROACH: Climb to 3000 direct BISBE and hold.

|                       |  |  |                                 |                           |                         |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|
| ATIS<br><b>121.25</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | HUNTSVILLE TOWER ★<br><b>127.6 (CTAF) 0 350.35</b> | GND CON<br><b>121.9 269.525</b> | CLNC DEL<br><b>120.35</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|---------------------------------|---------------------------|-------------------------|



|                            |        |  |                         |                       |                         |
|----------------------------|--------|--|-------------------------|-----------------------|-------------------------|
| 7 NM Holding Pattern ENIKY |        | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72). |                         | 3000 BISBE            |                         |
| 5000 185°                  |        | 3000 005°  |                         | 005°                  |                         |
| GP 3.00°                   |        | TCH 55   |                         | 2700                  |                         |
| CATEGORY                   | A      | B  | C                       | D                     | E                       |
| LPV DA                     | 818/24 |  | 223 (200-½)             |                       |                         |
| LNAV/ VNAV DA              | 939/30 |  | 344 (400-¾)             |                       |                         |
| LNAV MDA                   | 980/24 | 385 (400-½)  | 980/35                  | 385 (400-¾)           |                         |
| CIRCLING                   | 1160-1 | 531 (600-1)  | 1160-1½<br>531 (600-1½) | 1240-2<br>611 (700-2) | 1260-2¼<br>631 (700-2¼) |



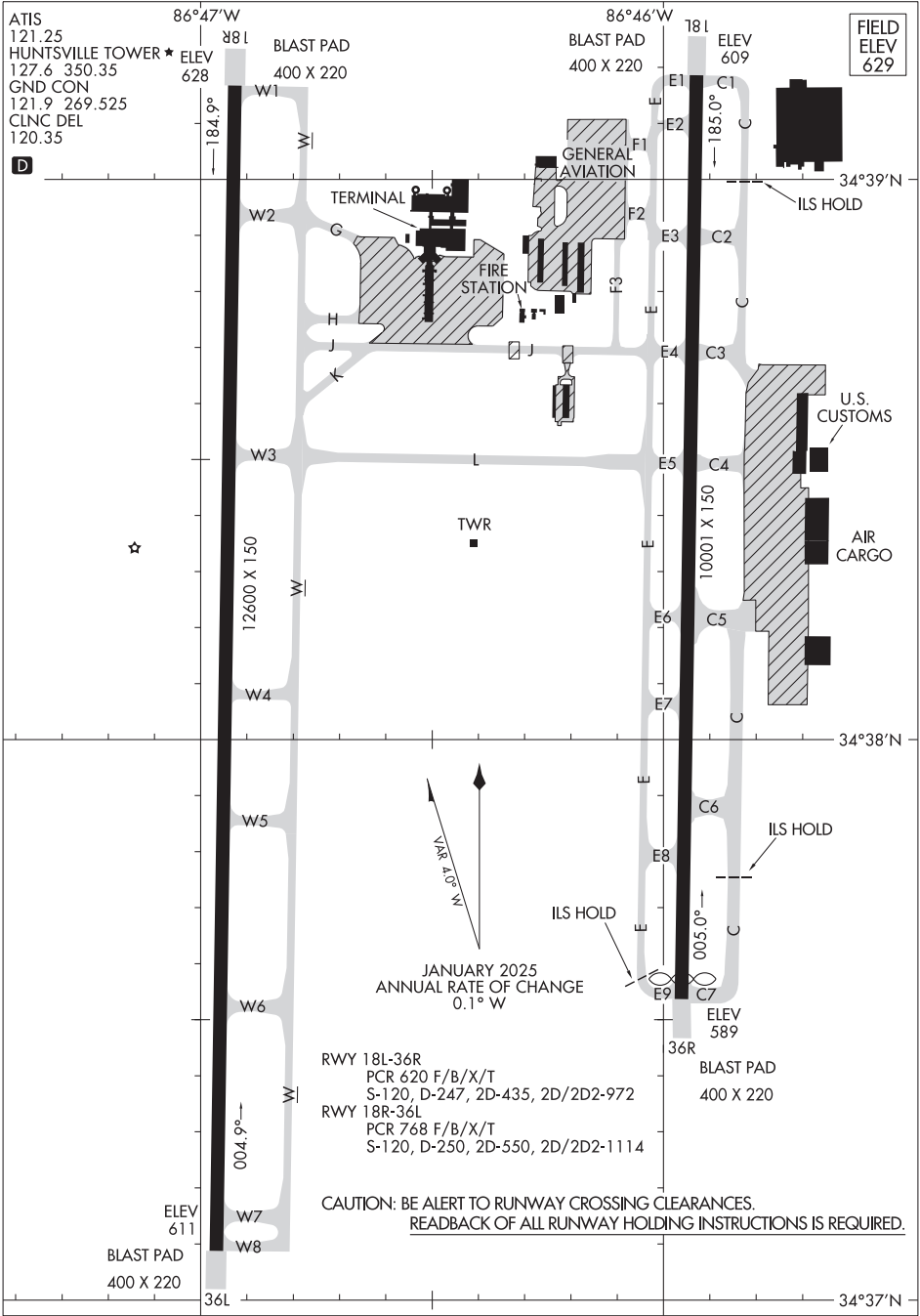
HUNTSVILLE, ALABAMA  
Amdt 4 08SEP22

HUNTSVILLE INTL-CARL T JONES FLD (HSV)  
34°38'N-86°47'W  
**RNAV (GPS) RWY 36R**

SE-4, 07 AUG 2025 to 02 OCT 2025

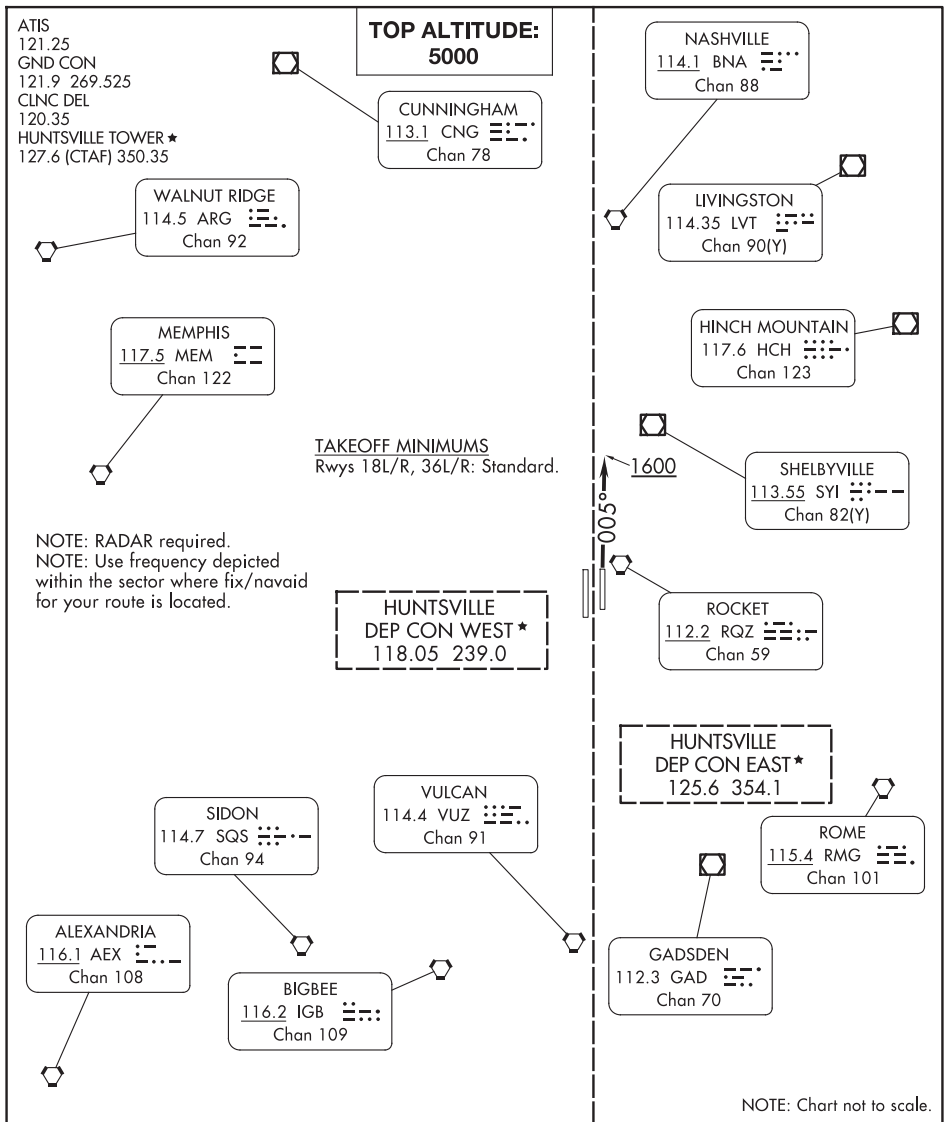
SE-4, 07 AUG 2025 to 02 OCT 2025





SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 36R:** Climb heading 005° to 1600 then on assigned heading for vectors to join filed route. Maintain 5000 or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

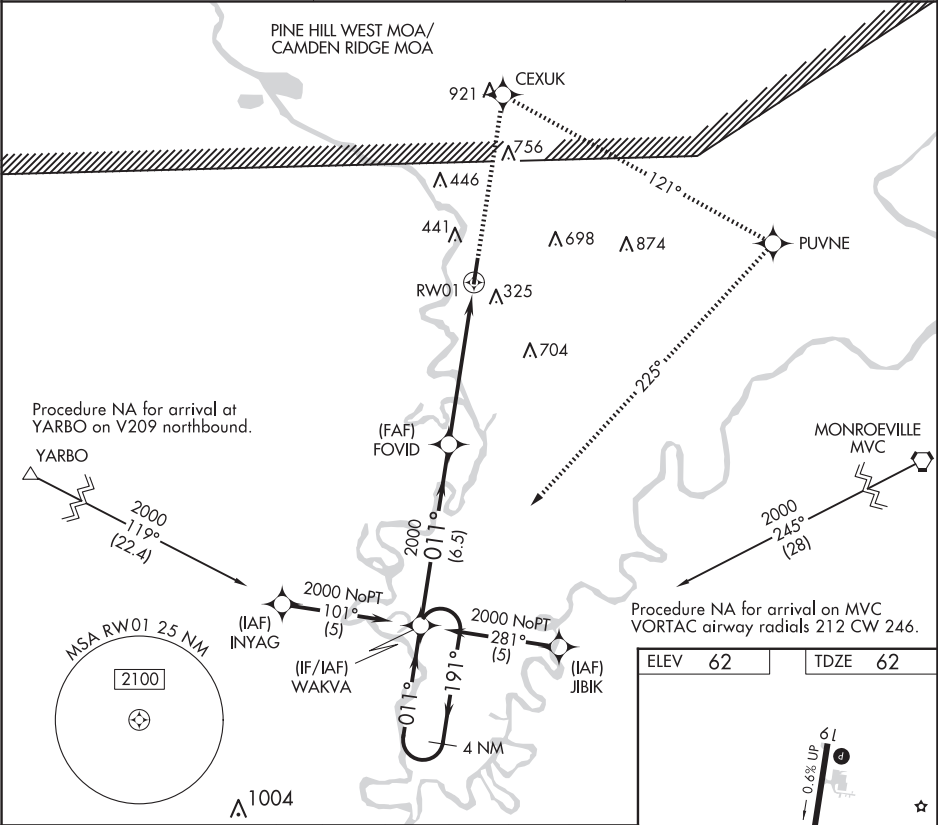
**TAKEOFF ALL OTHER RUNWAYS:** Climb on assigned heading for vectors to join filed route. Maintain 5000 or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5003 |
| 011°    | TDZE     | 62   |
|         | Apt Elev | 62   |

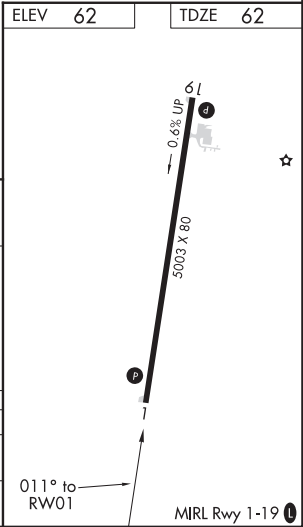
RNAV (GPS) RWY 1  
JACKSON MUNI (4R3)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 2000 direct CEXUK and right turn on track 121° to PUVNE and right turn on track 225° to WAKVA and hold. |
| Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Evergreen altimeter setting, when not received, use Mobile Rgnl altimeter setting and increase all MDA 20 feet. |   |

|                     |                                  |                |
|---------------------|----------------------------------|----------------|
| GZH ASOS<br>133.425 | HOUSTON CENTER<br>127.65 285.475 | CTAF<br>122.90 |
|---------------------|----------------------------------|----------------|



|                             |                      |                              |                               |                              |
|-----------------------------|----------------------|------------------------------|-------------------------------|------------------------------|
| Visual Segment - Obstacles. |                      |                              |                               |                              |
| 4 NM Holding Pattern        |                      |                              |                               |                              |
|                             |                      |                              |                               |                              |
| 6.5 NM 5.9 NM               |                      |                              |                               |                              |
| CATEGORY                    | A                    | B                            | C                             | D                            |
| LNVA MDA                    | 900-1<br>838 (900-1) | 900-1 1/4<br>838 (900-1 1/4) | 900-2 1/2<br>838 (900-2 1/2)  | 900-2 3/4<br>838 (900-2 3/4) |
| CIRCLING                    | 980-1 1/4            | 918 (1000-1 1/4)             | 980-2 3/4<br>918 (1000-2 3/4) | 1140-3<br>1078 (1100-3)      |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 19  
JACKSON MUNI (4R3)

**MISSED APPROACH:**  
Climb to 2000 direct  
WAKVA and hold.

CTAF  
122.9 **L**



★

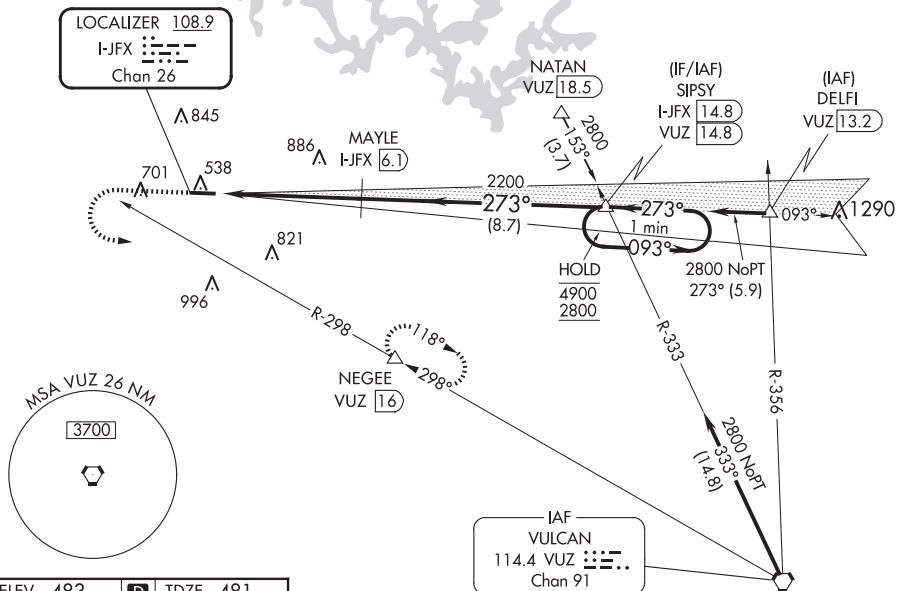
JACKSON MUNI (4R3)  
RNAV (GPS) RWY 19

ILS or LOC RWY 27  
WALKER COUNTY/BEVILL FLD (JFX)

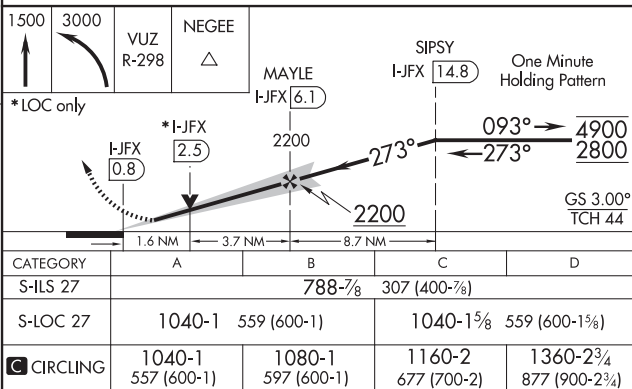
**▼** Rwy 27 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting; increase DA to 892 feet and S-ILS all Cats visibilities  $\frac{1}{4}$  SM; increase all MDAs 120 feet and S-LOC Cats C and D and Circling Cats C and D visibility  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on VUZ VORTAC R-298 to NEGEE/16 DME and hold.

UNICOM  
123.075 (CTAF) **L**



A diagram of a horizontal beam of length 5004 X 100. A chair is positioned on the beam, with a star above it. The beam is supported by a pin support at the left end (labeled 6) and a roller support at the right end (labeled 27). A vertical arrow labeled 273° points upwards from the right end of the beam.



JASPER, ALABAMA

AL-6803 (FAA)

24305

|  |                        |   |
|--|------------------------|---|
| WAAS<br>Ch <b>93725</b><br><b>W09A</b> | APP CRS<br><b>093°</b> | Rwy Idg <b>4800</b><br>TDZE <b>483</b><br>Apt Elev <b>483</b> |
|--|------------------------|---|

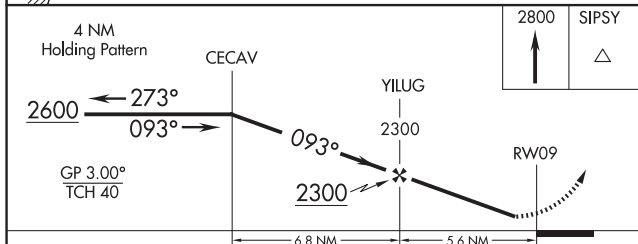
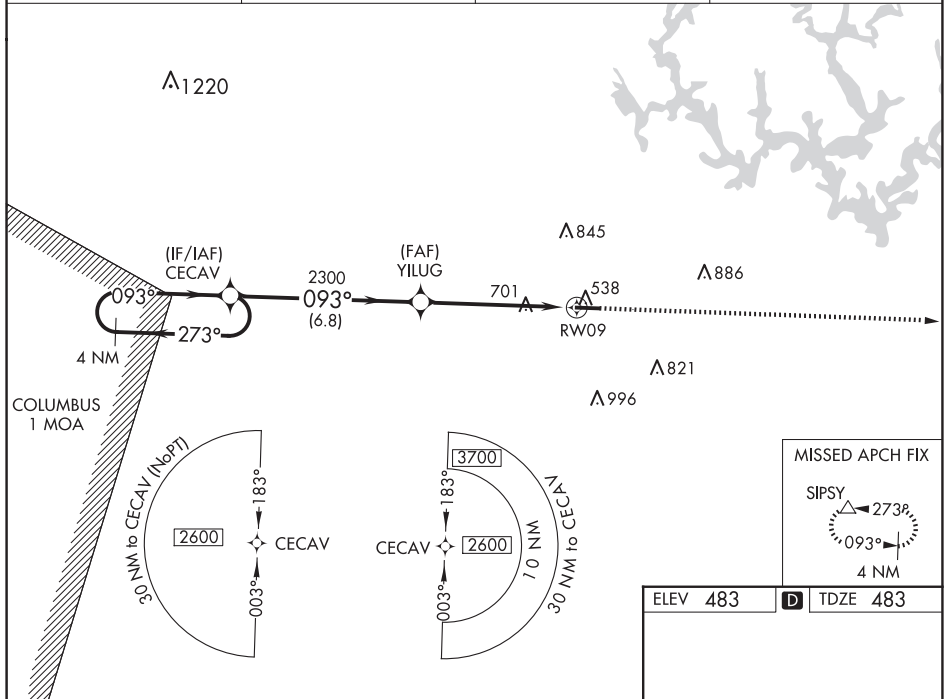
# RNAV (GPS) RWY 9

WALKER COUNTY/BEVILL FLD (JFXX)

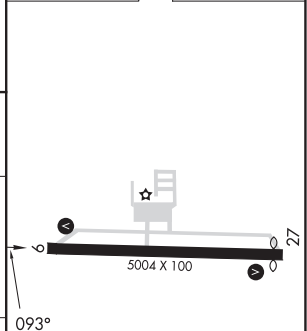
**⚠** Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 104 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile increase LNAV/VNAV all Cats and Circling Cat C visibility ⅓ mile.

**MISSED APPROACH:**  
Climb to 2800 direct SIPSY and hold.

|                            |  |                       |                                   |
|----------------------------|--|-----------------------|-----------------------------------|
| AWOS-3PT<br><b>119.225</b> | BIRMINGHAM APP CON<br><b>127.675 338.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|----------------------------|--|-----------------------|-----------------------------------|



|                 |                          |
|-----------------|--------------------------|
| ELEV <b>483</b> | <b>D</b> TDZE <b>483</b> |
|-----------------|--------------------------|



| CATEGORY     | A                     | B                     | C                     | D                       |
|--------------|-----------------------|-----------------------|-----------------------|-------------------------|
| LPV DA       | 751-1                 |                       | 268 (300-1)           |                         |
| LNAV/VNAV DA | 952-1½                |                       | 469 (500-1½)          |                         |
| LNAV MDA     | 1040-1                | 557 (600-1)           | 1040-1½               | 557 (600-1½)            |
| CIRCLING     | 1040-1<br>557 (600-1) | 1080-1<br>597 (600-1) | 1160-2<br>677 (700-2) | 1360-2¾<br>877 (900-2¾) |

MRL Rwy 9-27 0  
REIL Rws 9 and 27 0

JASPER, ALABAMA  
Orig-B 27JAN22

33°54'N-87°19'W

# RNAV (GPS) RWY 9

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

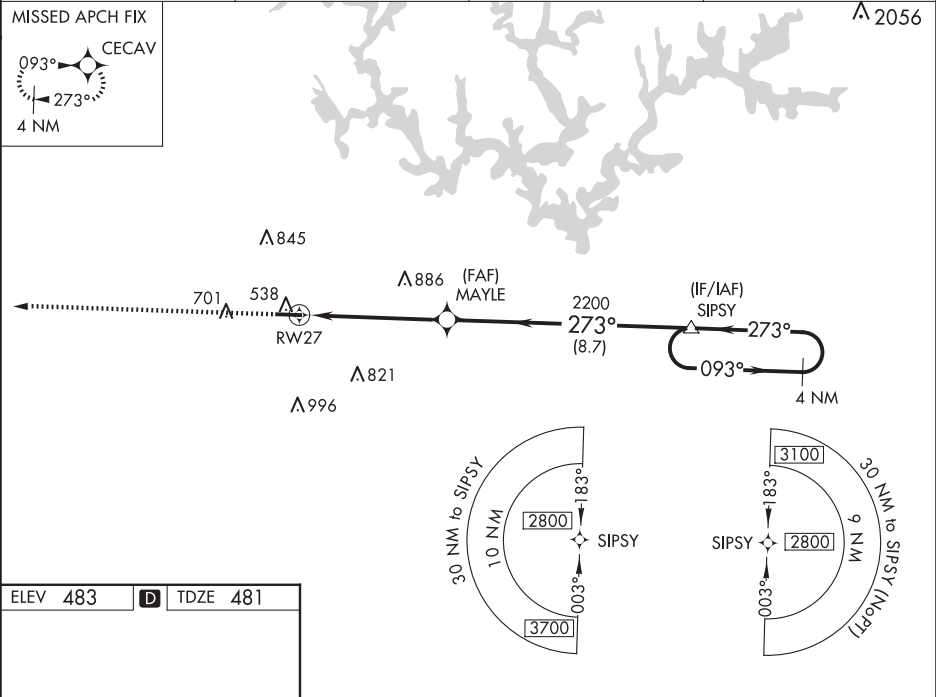
|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>Ch <b>49025</b><br><b>W27A</b> | APP CRS<br><b>273°</b> | Rwy Idg <b>4800</b><br>TDZE <b>481</b><br>Apt Elev <b>483</b> | <b>RNAV (GPS) RWY 27</b><br>WALKER COUNTY/BEVILL FLD (JFXX) |
|--|------------------------|---|---|

⚠

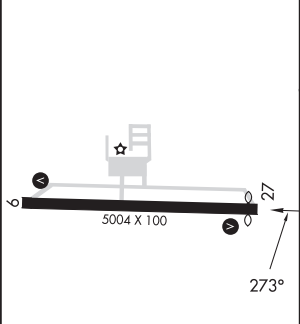
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Birmingham altimeter setting. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 104 feet and all MDA 120 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile and Circling Cat D visibility ½ mile.

MISSED APPROACH:  
Climb to 2800 direct  
CECAV and hold.

|                            |  |                       |                                   |
|----------------------------|--|-----------------------|-----------------------------------|
| AWOS-3PT<br><b>119.225</b> | BIRMINGHAM APP CON<br><b>127.675 338.2</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.075 (CTAF) 0</b> |
|----------------------------|--|-----------------------|-----------------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>483</b> | <b>D</b> | TDZE <b>481</b> |
|-----------------|----------|-----------------|



|               |                       |  |                       |  |                       |  |                               |  |
|---------------|-----------------------|--|-----------------------|--|-----------------------|--|-------------------------------|--|
|               | * LNAV only           |  | * 1.6 NM to RW27      |  | SIPSY                 |  | 4 NM Holding Pattern          |  |
|               | RW27                  |  | MAYLE                 |  | 2200                  |  | 2800                          |  |
|               | 1.6 NM                |  | 3.6 NM                |  | 8.7 NM                |  | GP 3.00° TCH 44               |  |
| CATEGORY      | A                     |  | B                     |  | C                     |  | D                             |  |
| LPV DA        | 789-1                 |  | 308 (300-1)           |  |                       |  |                               |  |
| LNAV/ DA VNAV | 964-1 5/8             |  | 483 (500-1%)          |  |                       |  |                               |  |
| LNAV MDA      | 1040-1                |  | 559 (600-1)           |  | 1040-1 5/8            |  | 559 (600-1%)                  |  |
| CIRCLING      | 1040-1<br>557 (600-1) |  | 1080-1<br>597 (600-1) |  | 1160-2<br>677 (700-2) |  | 1360-2 3/4<br>877 (900-2 3/4) |  |

MIRL Rwy 9-27  
REIL Rwy 9 and 27


JASPER, ALABAMA


AL-6803 (FAA)

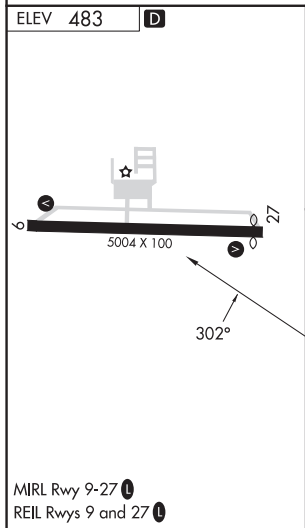
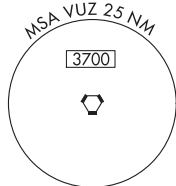
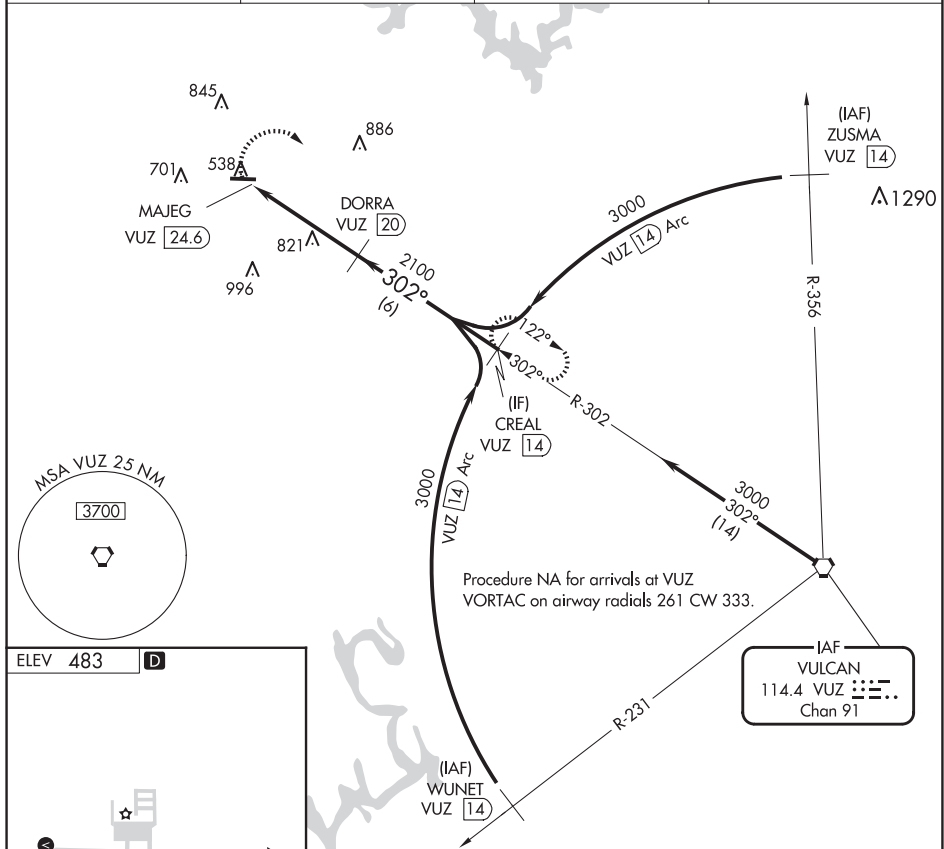
24305

|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC VUZ | APP CRS | Rwy Idg  | N/A |
| 114.4      | 302°    | TDZE     | N/A |
| Chan 91    |         | Apt Elev | 483 |

VOR/DME-A  
WALKER COUNTY/BEVILL FLD (JF X)

|   |  |
|---|--|
| <br>When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 120 feet and Cat C/D visibility ¼ mile. | MISSED APPROACH: Climbing right turn to 3000 on VUZ VORTAC R-302 to CREAL/14 DME and hold. |
|---|--|

|                     |                                     |                |  |
|---------------------|-------------------------------------|----------------|--|
| AWOS-3PT<br>119.225 | BIRMINGHAM APP CON<br>127.675 338.2 | GCO<br>121.725 | UNICOM<br>123.075 (CTAF)  |
|---------------------|-------------------------------------|----------------|--|



|          |                       |                         |                       |                         |
|----------|-----------------------|-------------------------|-----------------------|-------------------------|
| CATEGORY | A                     | B                       | C                     | D                       |
|          | 1160-1<br>677 (700-1) | 1160-1¼<br>677 (700-1¼) | 1160-2<br>677 (700-2) | 1360-2¾<br>877 (900-2¾) |

|          |                       |                         |                       |                         |
|----------|-----------------------|-------------------------|-----------------------|-------------------------|
| CIRCLING | A                     | B                       | C                     | D                       |
|          | 1160-1<br>677 (700-1) | 1160-1¼<br>677 (700-1¼) | 1160-2<br>677 (700-2) | 1360-2¾<br>877 (900-2¾) |

JASPER, ALABAMA  
Amdt 3A 27JAN22

33°54'N - 87°19'W

WALKER COUNTY/BEVILL FLD (JF X)  
VOR/DME-A

SE-4, 07 AUG 2025 to 02 OCT 2025

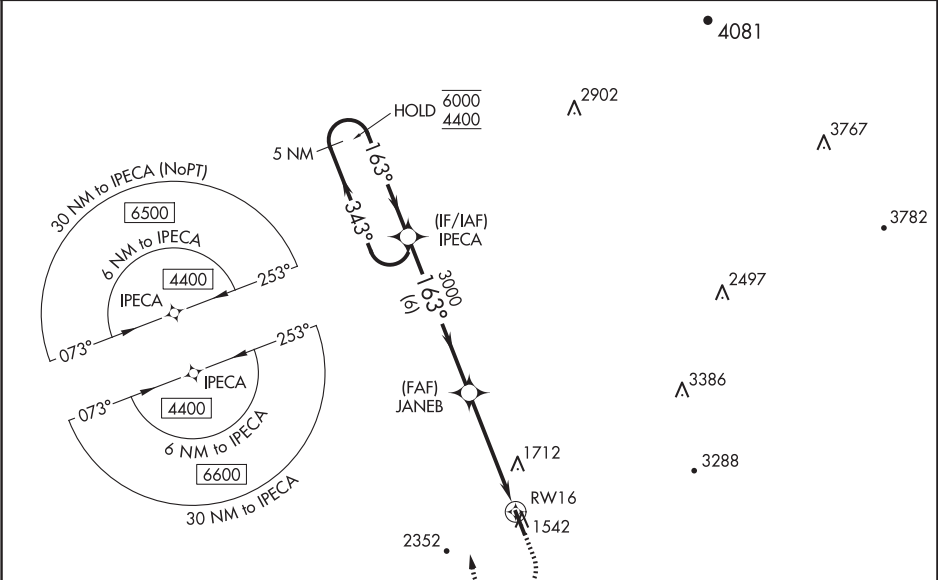
SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82005</b><br><b>W16A</b> | APP CRS<br><b>163°</b> | Rwy Ldg<br>TDZE <b>1515</b><br>Apt Elev <b>1535</b> |
|--|------------------------|---|

RNAV (GPS) RWY 16  
PICKENS COUNTY (JZP)

|   |                           |  |
|---|---------------------------|--|
| RNP APCH - GPS.   |                           | MISSED APPROACH: Climb to 3000 then climbing right turn to 4400 direct IPECA and hold. |
| <div><div></div><div></div></div> <p>Rwy 16 helicopter visibility reduction below ¾ SM NA.<br/>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</p> | AWOS-AV<br><b>120.025</b> |  |
| ATLANTA CENTER<br><b>133.1 342.425</b>  |                           | UNICOM<br><b>122.725</b> (CTAF)  |



|   |                       |                         |         |               |
|---|-----------------------|-------------------------|---------|---------------|
| VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 33). |                       | 3000                    | 4400    | IPECA         |
| 5 NM Holding Pattern  |                       |                         |         |               |
| IPECA   |                       |                         |         |               |
| 6000 ← 343°   |                       |                         |         |               |
| 4400 → 163°   |                       |                         |         |               |
| GP 3.00°  |                       |                         |         |               |
| TCH 40  |                       |                         |         |               |
| JANE B  |                       |                         |         |               |
| 3000  |                       |                         |         |               |
| 1.4 NM to RWY 16  |                       |                         |         |               |
| RWY 16  |                       |                         |         |               |
| 6 NM  |                       |                         |         |               |
| 3.2 NM  |                       |                         |         |               |
| 1.4 NM  |                       |                         |         |               |
| CATEGORY  | A                     | B                       | C       | D             |
| LPV DA  | 1915-1½               | 400 (400-1½)            |         |               |
| LNAV/VNAV DA  | 1980-1¾               | 465 (500-1¾)            |         |               |
| LNAV MDA  | 1980-1                | 465 (500-1)             | 1980-1¾ | 465 (500-1¾)  |
| CIRCLING  | 1980-1<br>445 (500-1) | 2360-1¼<br>825 (900-1¼) | 2760-3  | 1225 (1300-3) |

ELEV 1535 TDZE 1515

MIRL Rwy 16-34

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

JASPER, GEORGIA

AL-6910 (FAA)

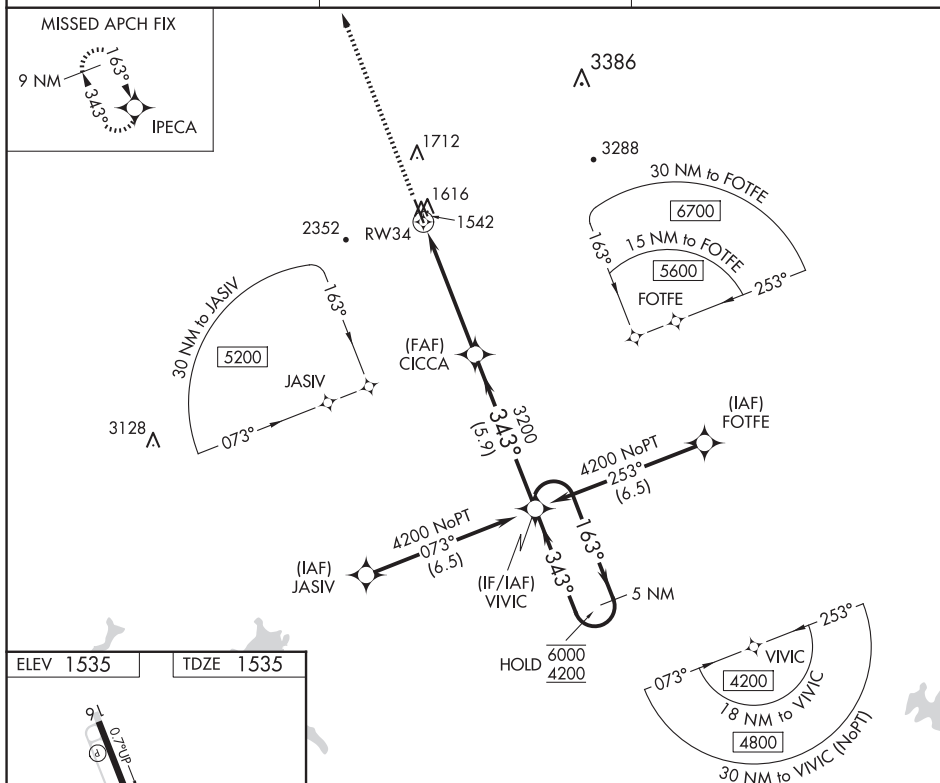
25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>77705</b><br><b>W34A</b> | APP CRS<br><b>343°</b> | Rwy Ldg<br>TDZE <b>1535</b><br>Apt Elev <b>1535</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 34

PICKENS COUNTY (JZP)

|  |  |   |
|--|--|---|
| RNP APCH - GPS.  |  | MISSED APPROACH: Climb to 5600<br>direct IPECA and hold, continue<br>climb-in-hold to 5600. |
| <div> <div> </div> <div> Rwy 34 helicopter visibility reduction below 3/4 SM NA. </div> </div> |  |   |
| AWOS-AV<br><b>120.025</b>  | ATLANTA CENTER<br><b>133.1 342.425</b> | UNICOM<br><b>122.725</b> (CTAF)   |



|  |             |   |               |    |  |
|--|-------------|---|---------------|----|--|
| ELEV 1535  | TDZE 1535   | <div> <div>5600</div> <div>IPECA</div> </div> <div>           VGSI and RNAV glidepath not coincident<br/>(VGSI Angle 3.00/TCH 29).         </div> <div>           5 NM Holding Pattern         </div>   |               |    |  |
|  |             | <div> <div>           CICCA 3200         </div> <div>           RW34 1 NM to RW34         </div> <div>           VIVIC 5 NM Holding Pattern         </div> </div> <div>           163° 6000 343° 4200         </div> <div>           GP 3.00° TCH 40         </div> |               |    |  |
| <div> <div>1 NM</div> <div>4.1 NM</div> <div>5.9 NM</div> </div> |             |   |               |    |  |
| CATEGORY   | A           | B   | C             | D  |  |
| LPV DA   | 1789-7/8    | 254 (300-7/8)   |               | NA |  |
| LNAV MDA   | 1880-1      | 345 (400-1)   |               | NA |  |
| CIRCLING   | 2040-1      | 2380-1 1/4  | 2800-3        |    |  |
|  | 505 (600-1) | 845 (900-1 1/4)   | 1265 (1300-3) | NA |  |

JASPER, GEORGIA  
Amdt 1A 26DEC24

34°27'N-84°27'W

PICKENS COUNTY (JZP)  
**RNAV (GPS) RWY 34**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>70538</b><br><b>W17A</b> | APP CRS<br><b>168°</b> | Rwy Idg <b>5010</b><br>TDZE <b>943</b><br>Apt Elev <b>951</b> |
|--|------------------------|---|

RNAV (GPS) RWY 17

JACKSON COUNTY (JCA)

RNP APCH-GPS.

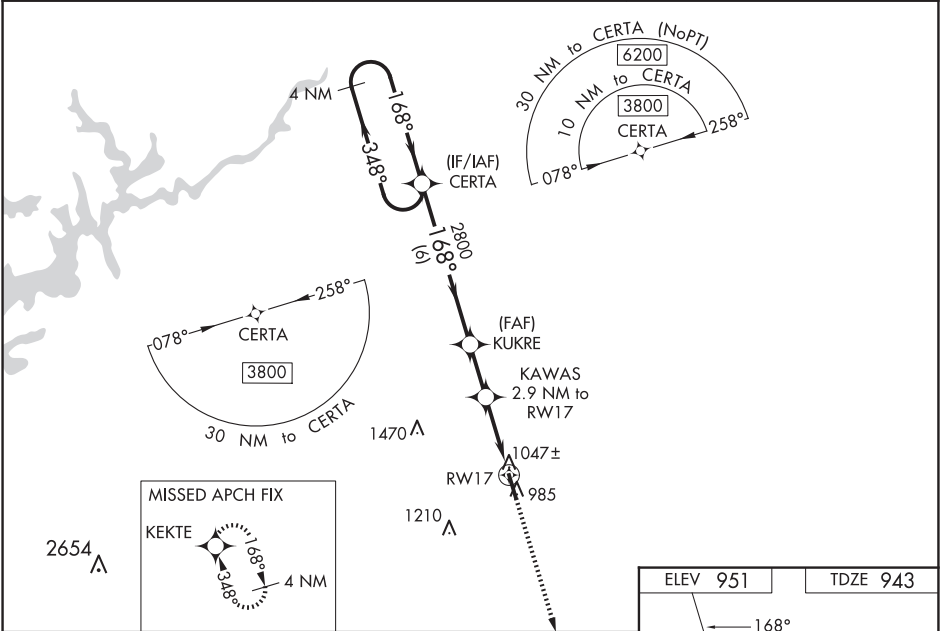
▼

▲

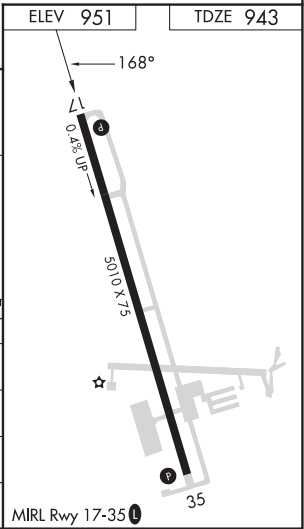
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 53°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1310 feet; increase LNAV/VNAV DA to 1363 feet; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM.

MISSED APPROACH: Climb to 3800 direct KEKTE and hold.

|                            |  |  |
|----------------------------|--|--|
| AWOS-3PT<br><b>118.125</b> | ATLANTA APP CON★<br><b>132.475 291.1</b> | UNICOM<br><b>122.975</b> (CTAF) <b>📶</b> |
|----------------------------|--|--|



|                      |         |  |                         |                       |  |
|----------------------|---------|--|-------------------------|-----------------------|--|
| 4 NM Holding Pattern |         | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56). |                         | 3800 KEKTE            |  |
| 3800 ← 348°          |         | CERTA  |                         | ↑                     |  |
| GP 3.50° TCH 60      |         | KUKRE 2800   |                         | KAWAS 2.9 NM to RW17  |  |
| ← 168°               |         | 2800   |                         | 1 NM to RW17          |  |
| ← 168°               |         | 2060   |                         | RW17                  |  |
| ← 168°               |         | 6 NM   |                         | 2 NM                  |  |
| ← 168°               |         | 1.9 NM   |                         | 1 NM                  |  |
| CATEGORY             | A       | B  | C                       | D                     |  |
| LPV DA               | 1279-1  | 336 (400-1)  |                         | NA                    |  |
| LNAV/VNAV DA         | 1332-1½ | 389 (400-1½)   |                         | NA                    |  |
| LNAV MDA             | 1320-1  | 377 (400-1)  |                         |                       |  |
| CIRCLING             | 1440-1  | 489 (500-1)  | 1580-1¾<br>629 (700-1¾) | 1580-2<br>629 (700-2) |  |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

JEFFERSON, GEORGIA

AL-5495 (FAA)

24193

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82704</b><br><b>W35A</b> | APP CRS<br><b>348°</b> | Rwy Idg <b>5010</b><br>TDZE <b>951</b><br>Apt Elev <b>951</b> |
|--|------------------------|---|

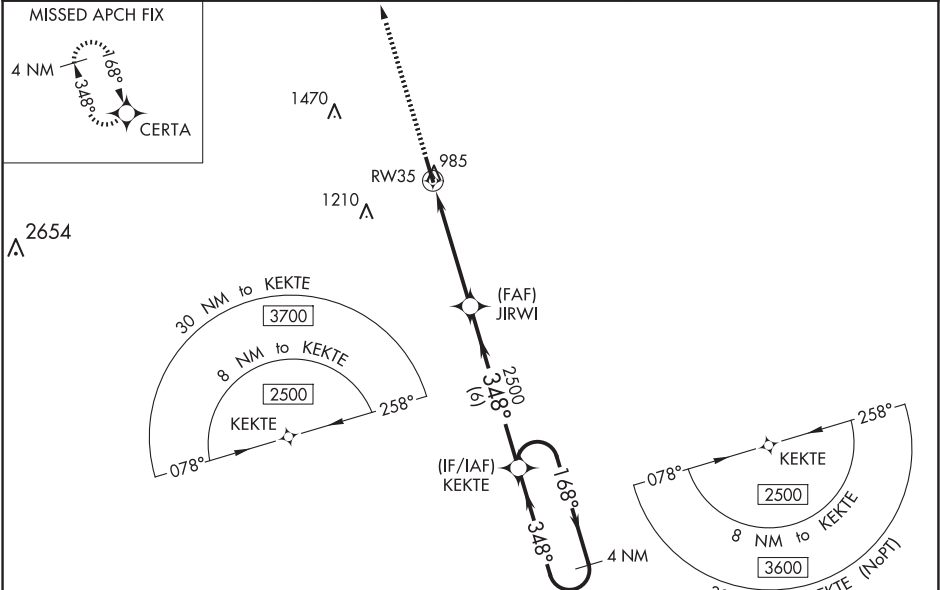
**RNAV (GPS) RWY 35**  
JACKSON COUNTY (JCA)

RNP APCH-GPS.

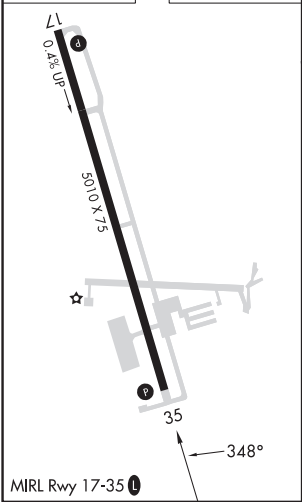
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D west of Rwy 17-35. Baro-VNAV and VDP NA when using Winder altimeter setting. Rwy 17 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Winder altimeter setting; increase LPV DA to 1232 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1241 feet and visibility all Cats ½ SM; increase all MDAs 40 feet and LNAV visibility Cats C/D ½ SM.

MISSED APPROACH:  
Climb to 3700 direct  
CERTA and hold.

|                            |  |                                   |
|----------------------------|--|-----------------------------------|
| AWOS-3PT<br><b>118.125</b> | ATLANTA APP CON★<br><b>132.475 291.1</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|----------------------------|--|-----------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>951</b> | TDZE <b>951</b> |
|-----------------|-----------------|



|              |        |                |                               |                       |                      |
|--------------|--------|----------------|-------------------------------|-----------------------|----------------------|
| 3700         | CERTA  | JIRWI          | 2500                          | KEKTE                 | 4 NM Holding Pattern |
| ↑            | ✧      | 1.1 NM to RW35 | 348°                          | 168° → 2500           |                      |
|              |        | 2500           | ← 348°                        |                       | GP 3.00°<br>TCH 54   |
|              |        | 1.1 NM         | 3.6 NM                        | 6 NM                  |                      |
| CATEGORY     | A      | B              | C                             | D                     |                      |
| LPV DA       |        | 1201-7/8       | 250 (300-7/8)                 |                       |                      |
| LNAV/VNAV DA |        | 1210-7/8       | 259 (300-7/8)                 |                       |                      |
| LNAV MDA     | 1340-1 | 389 (400-1)    | 1340-1 1/8                    | 389 (400-1 1/8)       |                      |
| CIRCLING     | 1440-1 | 489 (500-1)    | 1580-1 3/4<br>629 (700-1 3/4) | 1580-2<br>629 (700-2) |                      |

JEFFERSON, GEORGIA  
Amdt 3A 13JUN24

34°11'N-83°34'W

JACKSON COUNTY (JCA)  
**RNAV (GPS) RWY 35**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VOR/DME AHN  
**116.95**  
Chan **116**(Y)

APP CRS  
**319°**

Rwy Idg **5010**  
TDZE **951**  
Apt Elev **951**

VOR RWY 35  
JACKSON COUNTY (JCA)

DME required.

⚠

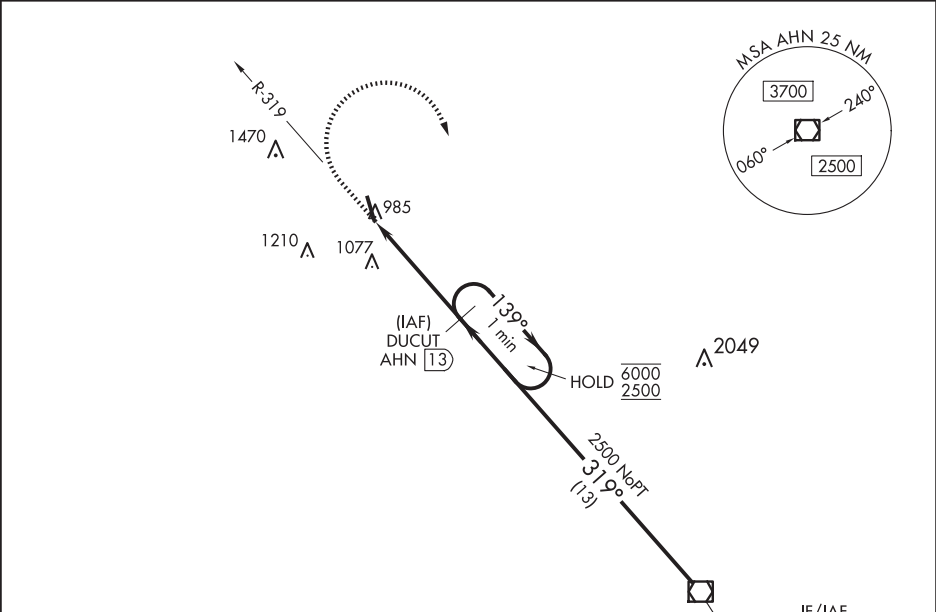
Circling NA for Cat D southwest of Rwy 17-35. Rwy 35 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Winder altimeter setting and increase all MDA 40 feet and S-35 Cats C/D visibility ½ SM.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 on heading 200° and AHN VOR/DME R-319 to DUCUT/AHN 13 DME and hold.

AWOS-3PT  
**118.125**

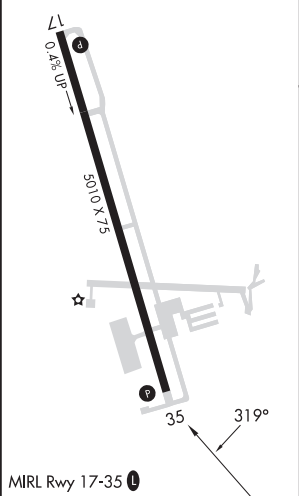
ATLANTA APP CON ★  
**132.475 291.1**

UNICOM  
**122.975 (CTAF) 0**



ELEV **951**

TDZE **951**



1700

2500

hdg 200°

AHN R-319

AHN DUCUT AHN 13

AHN 13

319°

139°

319°

6000

2500

3.00°

TCH 54

4.7 NM

One Minute Holding Pattern

| CATEGORY | A      | B           | C            | D            |
|----------|--------|-------------|--------------|--------------|
| S-35     | 1380-1 | 429 (500-1) | 1380-1¼      | 429 (500-1¼) |
| CIRCLING | 1440-1 | 489 (500-1) | 1580-1¾      | 1580-2       |
|          |        |             | 629 (700-1¾) | 629 (700-2)  |

JEKYLL ISLAND, GEORGIA

AL-5466 (FAA)

23222

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61222</b><br><b>W18A</b> | APP CRS<br><b>179°</b> | Rwy Idg <b>3575</b><br>TDZE <b>11</b><br>Apt Elev <b>11</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18

JEKYLL ISLAND (Ø9J)

RNP APCH

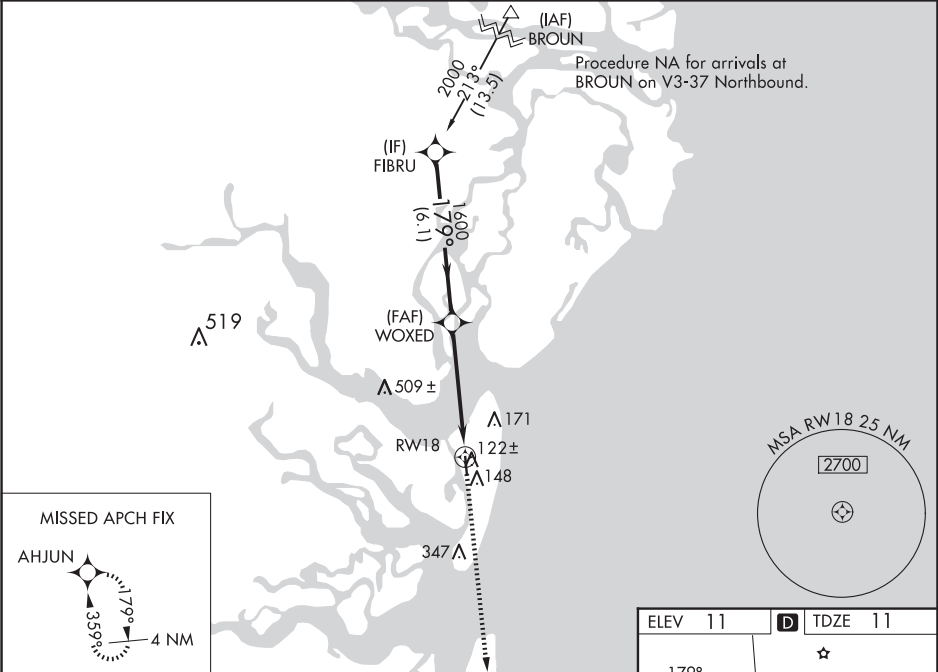
⚠

NA

Circling Rwy 36 NA at night. Baro-VNAV NA. Use St Simons Island altimeter setting, when not received use Jacksonville Intl altimeter setting: increase LPV DA to 324 feet and LNAV/VNAV DA to 377 feet and all visibilities ½ SM; increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct AHJUN and hold.

|                                |  |                                  |
|--------------------------------|--|----------------------------------|
| SSI AWOS-3PT<br><b>120.025</b> | JACKSONVILLE CENTER<br><b>126.75 277.4</b> | UNICOM<br><b>123.05 (CTAF) Ø</b> |
|--------------------------------|--|----------------------------------|



FIBRU

2000

179°

1600

WOXED

1600

1600

3.7 NM

1.1

RW18

\*LNAV only.

2000

↑

AHJUN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

GP 3.00°

TCH 53

6.1 NM

3.7 NM

1.1

| CATEGORY     | A     | B           | C  | D |
|--------------|-------|-------------|----|---|
| LPV DA       | 224-¾ | 213 (300-¾) | NA |   |
| LNAV/VNAV DA | 277-⅞ | 266 (300-⅞) | NA |   |
| LNAV MDA     | 400-1 | 389 (400-1) | NA |   |
| CIRCLING     | 540-1 | 529 (600-1) | NA |   |

ELEV 11

D

TDZE 11

179°

81

37.5 X 7.5

36

MIRL Rwy 18-36 Ø

|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC SSI | APP CRS | Rwy Idg  | N/A |
| 109.8      | 037°    | TDZE     | N/A |
| Chan 35    |         | Apt Elev | 11  |

VOR-A

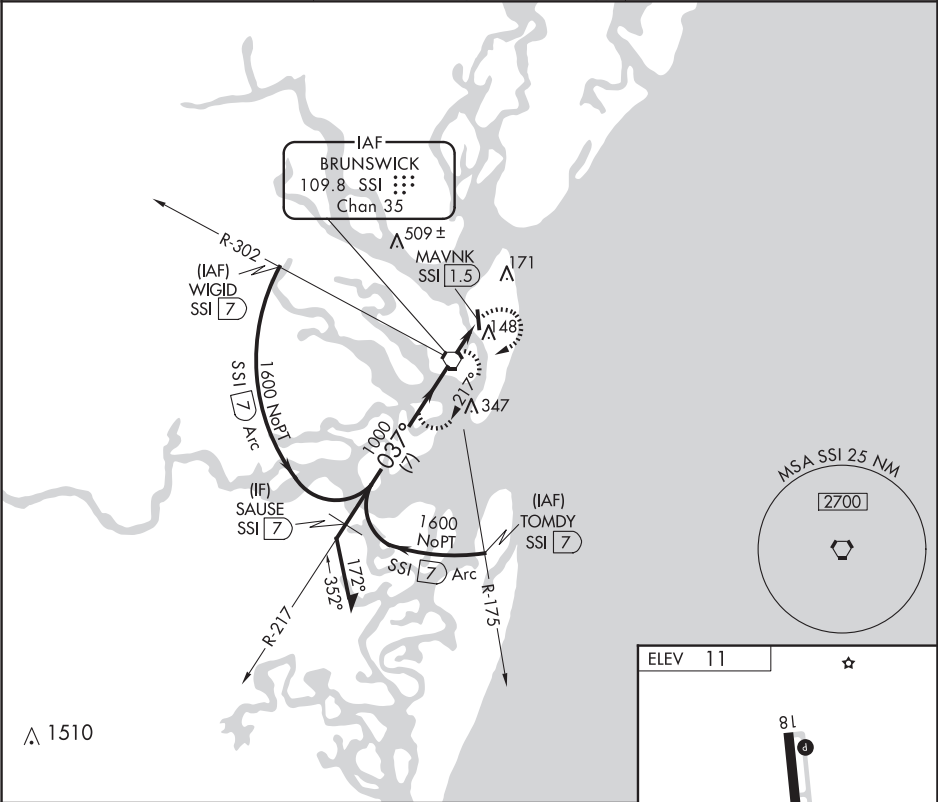
JEKYLL ISLAND (Ø9J)

NA

Use St Simons Island altimeter setting; when not received, use Jacksonville Intl altimeter setting and increase MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold, continue climb-in-hold to 2000.

|                         |                                     |                           |
|-------------------------|-------------------------------------|---------------------------|
| SSI AWOS-3PT<br>120.025 | JACKSONVILLE CENTER<br>126.75 277.4 | UNICOM<br>123.05 (CTAF) 0 |
|-------------------------|-------------------------------------|---------------------------|



Remain within 10 NM

SSI VORTAC

2000 SSI

1600

217°

037°

1000

MAVNK SSI 1.5

1.5 NM

ELEV 11

81

3715 X 75

36

MIRL Rwy 18-36 0

|          |       |             |    |   |                   |      |      |      |      |      |
|----------|-------|-------------|----|---|-------------------|------|------|------|------|------|
| CATEGORY | A     | B           | C  | D | FAF to MAP 1.5 NM |      |      |      |      |      |
| CIRCLING | 540-1 | 529 (600-1) | NA |   | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |       |             |    |   | Min:Sec           | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

JESUP, GEORGIA

AL-6028 (FAA)

21252

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77815</b><br><b>W11A</b> | APP CRS<br><b>103°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5500</b><br><b>107</b><br><b>107</b> |
|--|------------------------|-----------------------------|---|

# **RNAV (GPS) RWY 11** JESUP-WAYNE COUNTY (JES)

**Baro-VNAV NA** when using Savannah/Hilton Head 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. Helicopter visibility reduction below 1 statute mile NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 583, LNAV/VNAV DA to 597, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¼ SM; increase all MDAs 140 feet and visibility LNAV Cat C and Circling Cat C ½ SM. VDP NA when using Savannah/Hilton Head Intl altimeter setting.

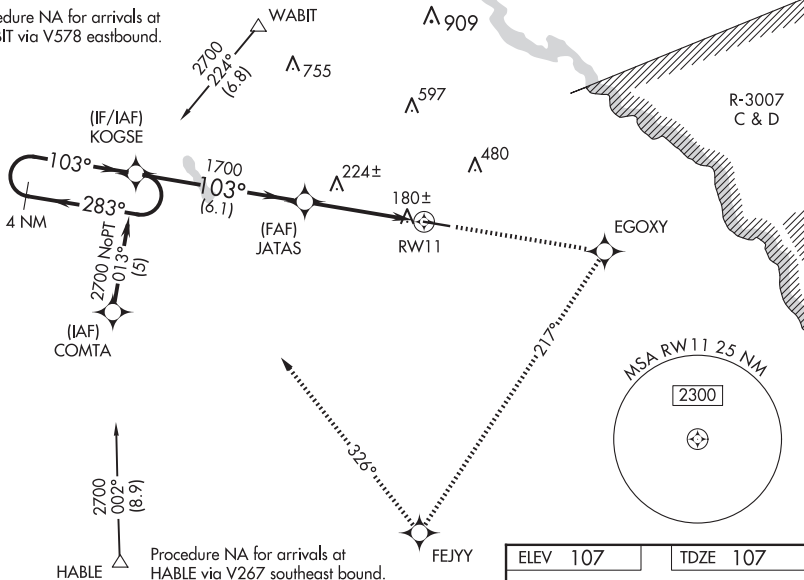
**MISSED APPROACH:** Climb to 2700 direct EGOXY and right turn via track 217° to FEJYY and right turn via track 326° to KOGSE and hold.

AWOS-3PT  
**118.125**

JACKSONVILLE CENTER  
**126.75 277.4**

UNICOM  
**122.8 (CTAF)**

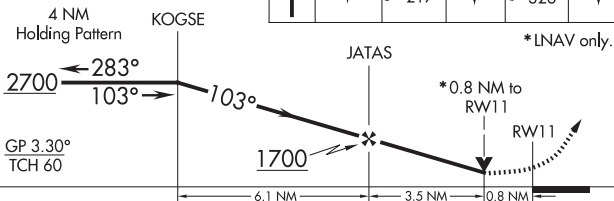
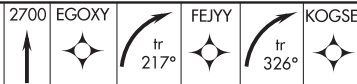
Procedure NA for arrivals at WABIT via V578 eastbound.



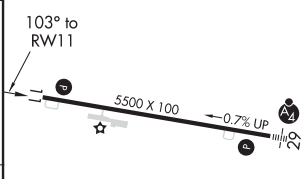
Procedure NA for arrivals at HABLE via V267 southeast bound.

ELEV 107 TDZE 107

VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 47).



| CATEGORY     | A                    | B                    | C                    | D  |
|--------------|----------------------|----------------------|----------------------|----|
| LPV DA       | 462-1                | 355 (400-1)          |                      | NA |
| LNAV/VNAV DA | 476-1¼               | 369 (400-1¼)         |                      | NA |
| LNAV MDA     | 480-1                | 373 (400-1)          |                      | NA |
| CIRCLING     | 520-1<br>413 (500-1) | 560-1<br>453 (500-1) | 780-2<br>673 (700-2) | NA |



MIRL Rwy 11-29

JESUP, GEORGIA  
Orig-B 09SEP21

31°33' N-81°53' W

JESUP-WAYNE COUNTY (JES)  
**RNAV (GPS) RWY 11**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



RNP APCH.

▼

⚠

Baro-VNAV and VDP NA when using Savannah/Hilton Head Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Savannah/Hilton Head Intl altimeter setting: increase LPV DA to 485 and LNAV/VNAV DA to 542; increase all MDA 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C/D ½ SM. Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV Cat C visibility to 1½ SM. For inop ALS when using Savannah/Hilton Head Intl altimeter setting, increase LPV all Cats visibility to 1½ SM and LNAV/VNAV all Cats visibility to 1¾ SM.

MALSF

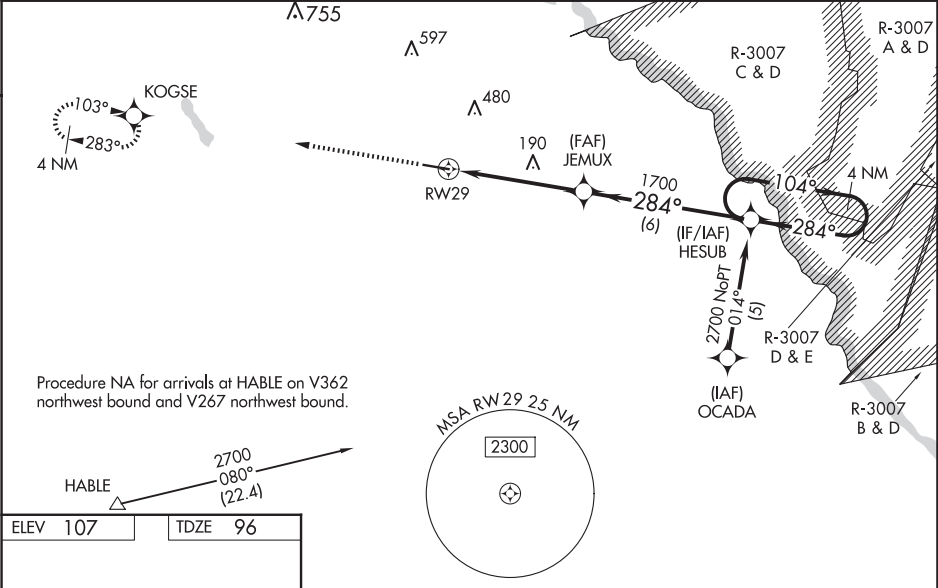
⬆

⬆

⬆

MISSED APPROACH:  
Climb to 2700 direct KOGSE and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.125</b> | JACKSONVILLE CENTER<br><b>126.75 277.4</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|  |   |
|--|---|
| ELEV 107   | TDZE 96   |
| MIRL Rwy 11-29 0   |   |
| Procedure NA for arrivals at HABLE on V362 northwest bound and V267 northwest bound. |   |
| HABLE 2700 080° (22.4)   |   |
| MSA RWY 29 25 NM 2300  |   |
| KOGSE 2700 284° to RWY 29 5500 X 100 0.7° UP   |   |
| JEMUX 1700 284°  |   |
| HESUB 2700 104° 284°   |   |
| GP 3.00° TCH 45  |   |
| VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 37).                     |   |
| *LNAV only. 1.2 NM to RWY 29   |   |
| 1.2 NM 3.7 NM 6 NM   |   |
| CATEGORY   | A B C D   |
| LPV DA   | 364-1 268 (300-1)   |
| LNAV/VNAV DA   | 421-1¼ 325 (400-1¼)   |
| LNAV MDA   | 500-1 404 (400-1) 500-1¼ 404 (400-1¼)                                     |
| CIRCLING   | 520-1 413 (500-1) 560-1 453 (500-1) 780-2 673 (700-2) 780-2¼ 673 (700-2¼) |

LAFAYETTE, GEORGIA

AL-9512 (FAA)

25051

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4086 |
| 022°    | TDZE     | 776  |
|         | Apt Elev | 777  |

# RNAV (GPS) RWY 2

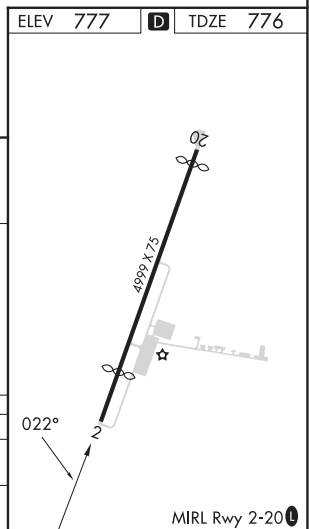
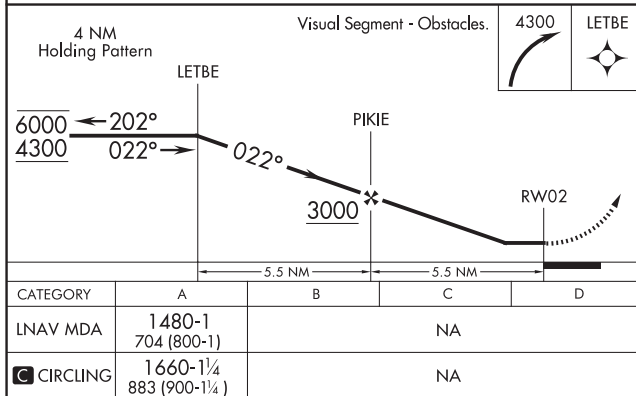
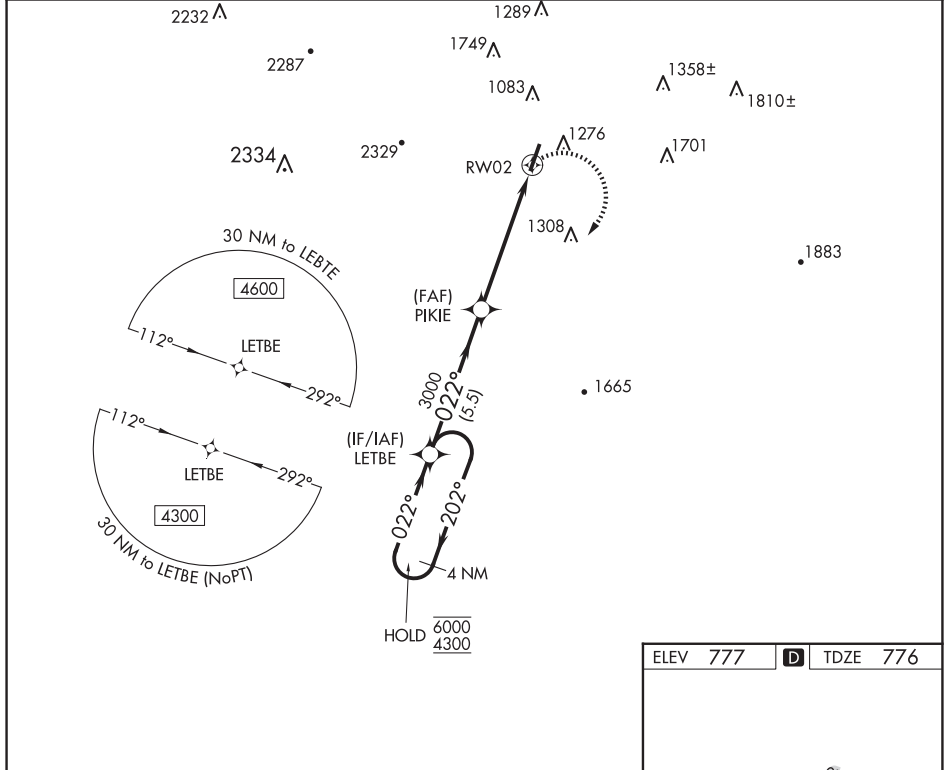
BARWICK LAFAYETTE (9A5)

RNP APCH - GPS.

- ▼ Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. When local  
▲ altimeter not received, use CHA altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 4300 direct LETBE and hold, continue climb-in-hold to 4300.

|                   |                                      |                          |
|-------------------|--------------------------------------|--------------------------|
| AWOS-3<br>119.775 | CHATTANOOGA APP CON ★<br>125.1 379.1 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|--------------------------------------|--------------------------|



LAFAYETTE, GEORGIA

Amdt 4 20FEB25

34°41'N-85°17'W

# BARWICK LAFAYETTE (9A5)

## RNAV (GPS) RWY 2

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

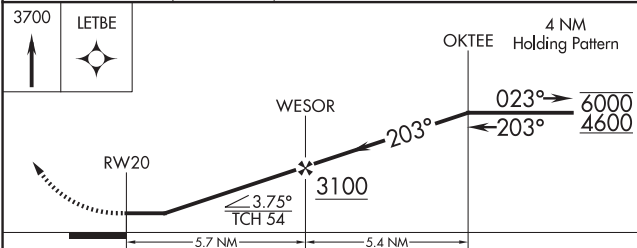
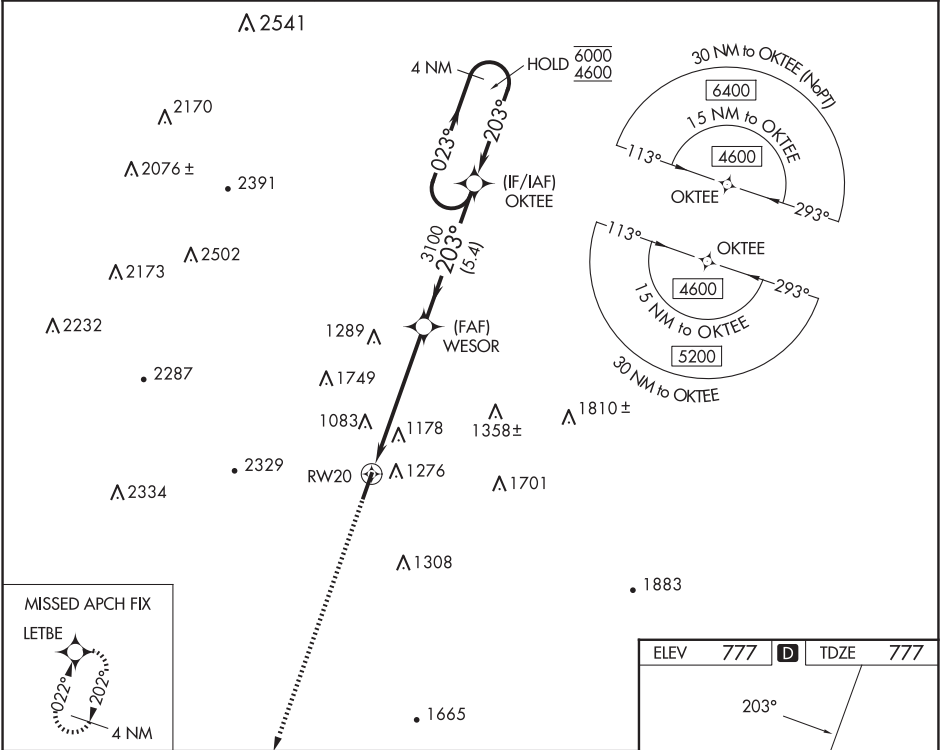
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86241</b><br><b>W20A</b> | APP CRS<br><b>203°</b> | Rwy Idg<br>TDZE <b>777</b><br>Apt Elev <b>777</b> |
|--|------------------------|---|

RNAV (GPS) RWY 20

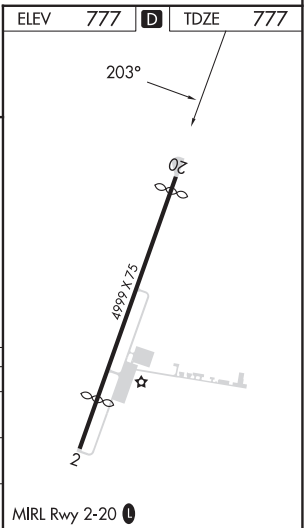
BARWICK LAFAYETTE (9A5)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 3700 direct LETBE and hold, continue climb-in-hold to 3700. |
| Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use CHA altimeter setting and increase all MDAs 80 feet. |   |

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>119.775</b> | CHATTANOOGA APP CON ★<br><b>125.1 379.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



| CATEGORY | A                       | B | C  | D |
|----------|-------------------------|---|----|---|
| LP MDA   | 1400-1<br>623 (700-1)   |   | NA |   |
| LNAV MDA | 1440-1<br>663 (700-1)   |   | NA |   |
| CIRCLING | 1660-1¼<br>883 (900-1¼) |   | NA |   |

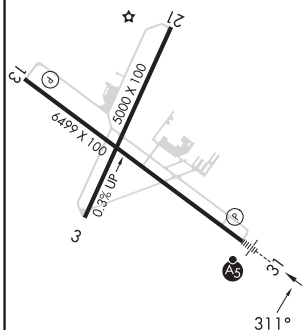


SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 31  
LAGRANGE/CALLAWAY (LGC)

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct LGC VORTAC and hold.

UNICOM  
122.975 (CTAF) **L**

LAGRANGE/CALLAWAY (LGC)  
ILS or LOC RWY 31

33°01'N-85°04'W

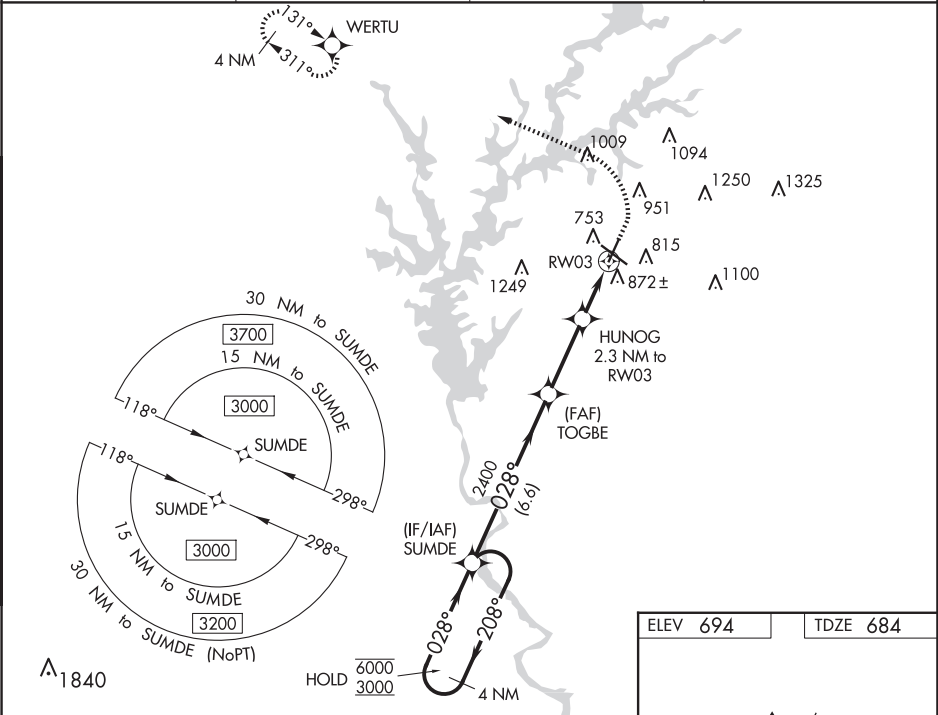
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |   |
|--|------------------------|---|---|
| WAAS<br>CH <b>69243</b><br><b>W03A</b> | APP CRS<br><b>028°</b> | Rwy Idg<br>TDZE <b>684</b><br>Apt Elev <b>694</b> | <b>5000</b><br><b>684</b><br><b>694</b> |
|--|------------------------|---|---|

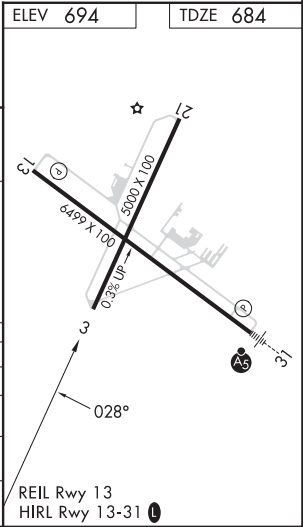
RNAV (GPS) RWY 3

LAGRANGE/CALLAWAY (LGC)

|   |  |   |  |
|---|--|---|--|
| RNP APCH.<br>⚠ Circling Rwy 13, 21 NA at night.<br>⚠ Rwy 3 helicopter visibility reduction below ¾ SM NA.<br>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 3500 direct WERTU and hold, continue climb-in-hold to 3500. |  |
| AWOS-3<br><b>126.325</b>  | ATLANTA APP CON★<br><b>125.5 323.1</b> | CLNC DEL<br><b>119.25</b>   | UNICOM<br><b>122.975</b> (CTAF) <b>0</b> |



|                      |        |             |                 |                 |        |
|----------------------|--------|-------------|-----------------|-----------------|--------|
| 4 NM Holding Pattern |        | SUMDE       | TOGBE           | HUNOG           | WERTU  |
| 6000 ← 208°          |        | 2400        | 2400            | 2400            | 2400   |
| 3000 → 028°          |        | 2400        | 2400            | 2400            | 2400   |
| GP 3.00°             |        | 2400        | 2400            | 2400            | 2400   |
| TCH 58               |        | 2400        | 2400            | 2400            | 2400   |
| 6.6 NM               |        | 3 NM        | 1 NM            | 1.3 NM          | 1.3 NM |
| CATEGORY             | A      | B           | C               | D               |        |
| LPV DA               |        | 1064-1      | 380 (400-1)     |                 |        |
| LNAV/VNAV DA         |        | 1044-1      | 360 (400-1)     |                 |        |
| LNAV MDA             | 1140-1 | 456 (500-1) | 1140-1 3/8      | 456 (500-1 3/8) |        |
| CIRCLING             | 1280-1 | 586 (600-1) | 1540-2 1/2      | 1600-3          |        |
|                      |        |             | 846 (900-2 1/2) | 906 (1000-3)    |        |



LAGRANGE, GEORGIA

AL-913 (FAA)

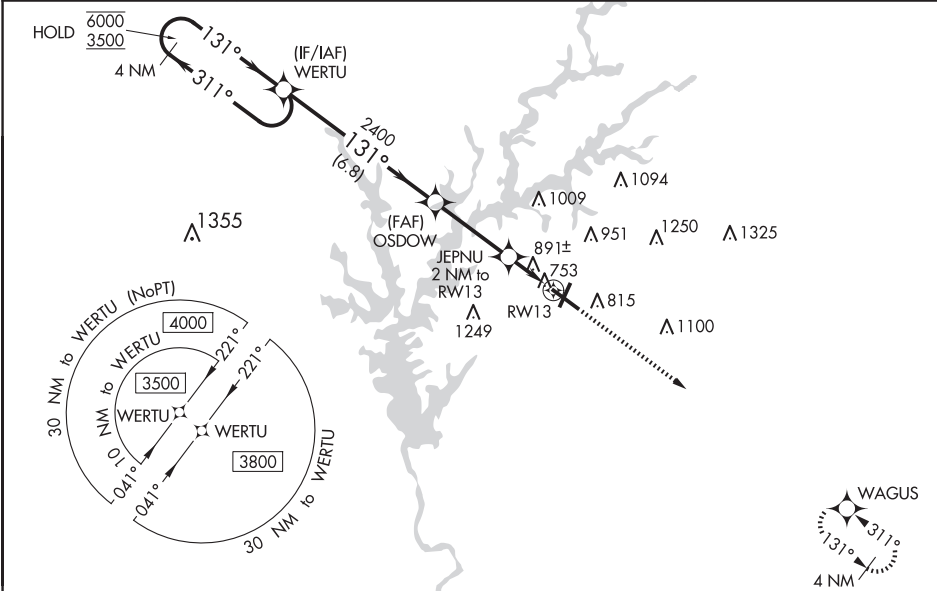
23334

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40416</b><br><b>W13A</b> | APP CRS<br><b>131°</b> | Rwy Idg <b>6499</b><br>TDZE <b>688</b><br>Apt Elev <b>694</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13  
LAGRANGE/CALLAWAY (LGC)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 3000 direct WAGUS and hold. |
| Rwy 13 helicopter visibility reduction below 1 SM NA.<br>Inop table does not apply to LP and LNAV Cats A and B.<br>Straight-in, Circling Rwy 13 NA at night, Circling Rwy 21 NA at night. |   |

|                          |   |                           |  |
|--------------------------|---|---------------------------|--|
| AWOS-3<br><b>126.325</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | CLNC DEL<br><b>119.25</b> | UNICOM<br><b>122.975</b> (CTAF) <b>0</b> |
|--------------------------|---|---------------------------|--|



|   |        |             |                         |                        |   |  |
|---|--------|-------------|-------------------------|------------------------|---|--|
| <div>4 NM Holding Pattern WERTU</div> <div>6000 ← 311°<br/>3500 → 131°</div> <div>OSDOW</div> <div>3000 WAGUS</div> <div>3.00° TCH 41</div> <div>JEPNU 2 NM to RW13</div> <div>2400</div> <div>1360</div> <div>6.8 NM</div> <div>3.3 NM</div> <div>2 NM</div> <div>RW13</div> |        |             |                         |                        | <div>ELEV 694</div> <div>TDZE 688</div> <div></div> |  |
| CATEGORY  | A      | B           | C                       | D                      |   |  |
| LP MDA  | 1160-1 | 472 (500-1) | 1160-1¼                 | 472 (500-1¼)           |   |  |
| LNAV MDA  | 1160-1 | 472 (500-1) | 1160-1¼                 | 472 (500-1¼)           |   |  |
| CIRCLING  | 1280-1 | 586 (600-1) | 1540-2½<br>846 (900-2½) | 1600-3<br>906 (1000-2) | REIL Rwy 13<br>HIRL Rwy 13-31                       |  |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82616</b><br><b>W31A</b> | APP CRS<br><b>311°</b> | Rwy Idg <b>6499</b><br>TDZE <b>681</b><br>Apt Elev <b>694</b> |
|--|------------------------|---|

RNAV (GPS) RWY 31  
LAGRANGE/CALLAWAY (LGC)

RNP APCH.



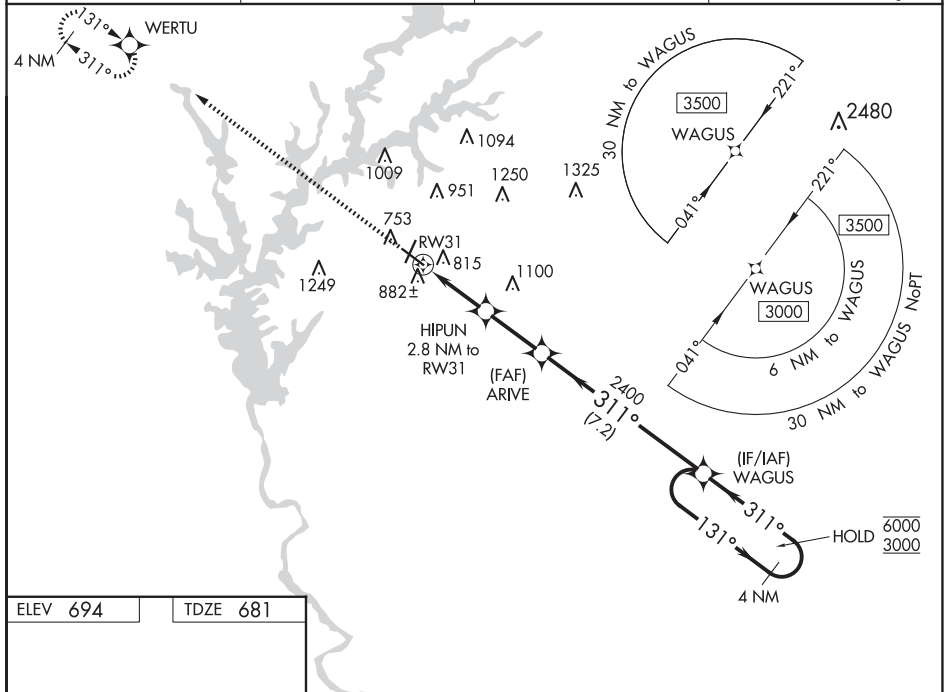
Circling Rwy 13, 21 NA at night.  
For uncompensated Baro-VNAV systems,  
LNAV/VNAV NA below -16°C or above 54°C.

MALSRL

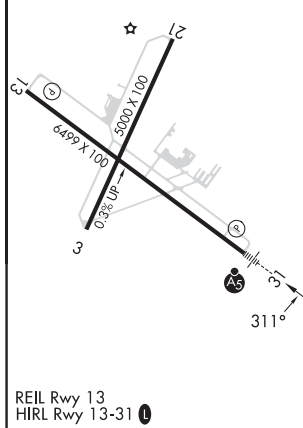


**MISSED APPROACH:** Climb to 3500 direct WERTU and hold.

|                          |  |                           |                                   |
|--------------------------|--|---------------------------|-----------------------------------|
| AWOS-3<br><b>126.325</b> | ATLANTA APP CON★<br><b>125.5 323.1</b> | CLNC DEL<br><b>119.25</b> | UNICOM<br><b>122.975 (CTAF) L</b> |
|--------------------------|--|---------------------------|-----------------------------------|



|          |  |          |
|----------|--|----------|
| ELEV 694 |  | TDZE 681 |
|----------|--|----------|



REIL Rwy 13  
HIRL Rwy 13-31 **L**

3500 WERTU

\*LNAV only.

RW31

\*1.3 NM to RW31

HIPUN 2.8 NM to RW31

ARIVE 2400

1600\*

2400

311°

WAGUS 4 NM Holding Pattern

131° → 6000  
← 311° 3000

GP 3.00°  
TCH 41

1.3 NM 1.5 NM 2.5 NM 7.2 NM

| CATEGORY          | A                   | B                         | C  | D                         |
|-------------------|---------------------|---------------------------|--|---------------------------|
| LPV DA            | 881- $\frac{1}{2}$  | 200 (200- $\frac{1}{2}$ ) |  |                           |
| LNAV/DA<br>VNAV   | 1112- $\frac{3}{4}$ | 431 (500- $\frac{3}{4}$ ) |  |                           |
| LNAV MDA          | 1140- $\frac{1}{2}$ | 459 (500- $\frac{1}{2}$ ) | 1140- $\frac{7}{8}$                                | 459 (500- $\frac{7}{8}$ ) |
| <b>C</b> CIRCLING | 1280-1              | 586 (600-1)               | 1540-2 $\frac{1}{2}$<br>846 (900-2 $\frac{1}{2}$ ) | 1600-3<br>906 (1000-3)    |

LANETT, ALABAMA

AL-6620 (FAA)

24081

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90244</b><br><b>W06A</b> | APP CRS<br><b>057°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5400</b><br><b>615</b><br><b>624</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 6

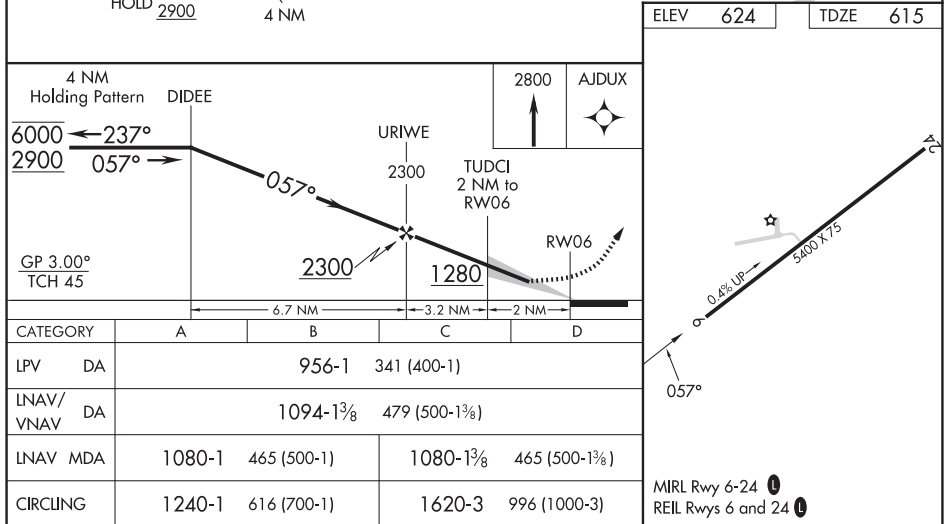
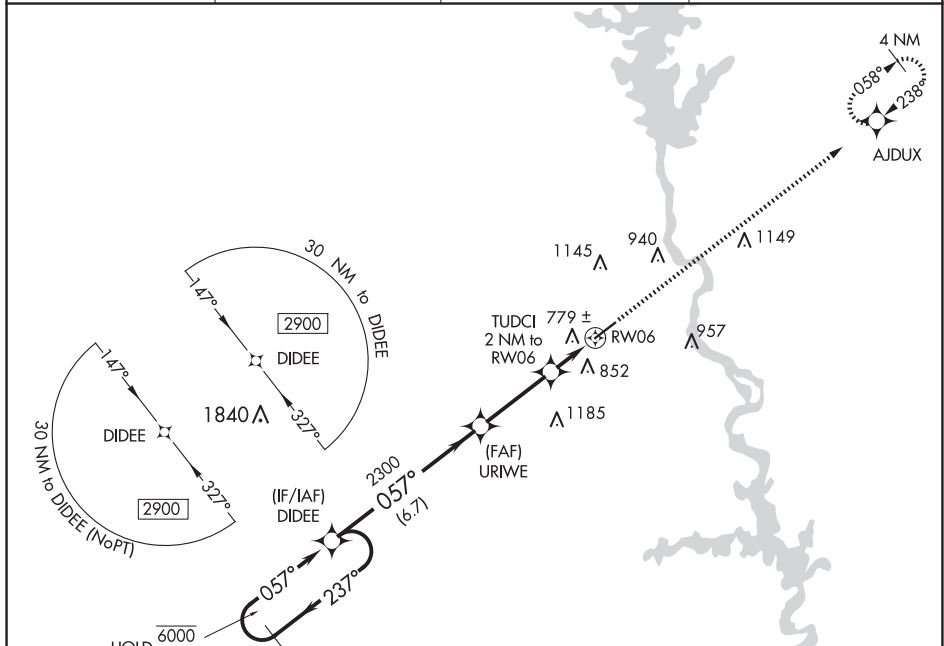
LANETT RGNL (7A3)

RNP APCH-GPS.

▼  
▲ NA Procedure NA at night. Baro-VNAV NA. Use LaGrange altimeter setting.

MISSED APPROACH: Climb to 2800  
direct AJDUX and hold.

|                              |  |   |  |
|------------------------------|--|---|--|
| LGC AWOS-3<br><b>126.325</b> | ATLANTA CENTER<br><b>120.45 298.85</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|------------------------------|--|---|--|



LANETT, ALABAMA

Orig 27JAN22

32°49'N-85°14'W

LANETT RGNL (7A3)

# RNAV (GPS) RWY 6

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



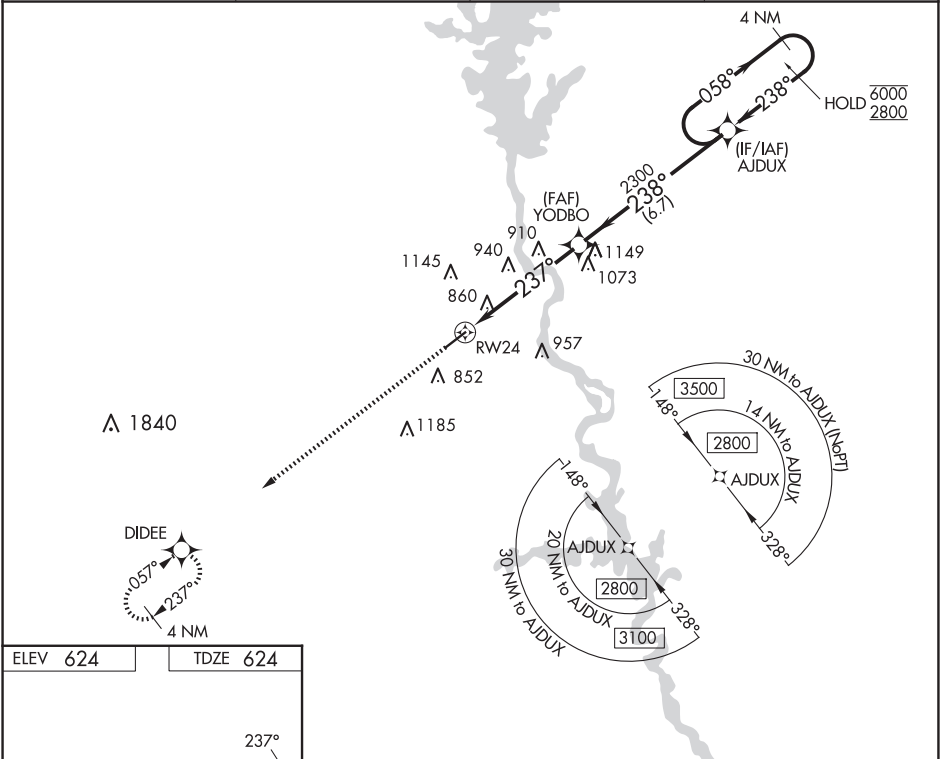
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97444</b><br><b>W24A</b> | APP CRS<br><b>237°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5400</b><br><b>624</b><br><b>624</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 24

LANETT RGNL (7A.3)

|  |   |
|--|---|
| RNP APCH-GPS.  | MISSED APPROACH: Climb to 2900 direct DIDEE and hold. |
| ▼ Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use LaGrange altimeter setting. |   |

|                              |  |   |  |
|------------------------------|--|---|--|
| LGC AWOS-3<br><b>126.325</b> | ATLANTA CENTER<br><b>120.45 298.85</b> | ATLANTA APP CON ★<br><b>125.5 323.1</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|------------------------------|--|---|--|



ELEV 624

TDZE 624

The inset chart shows the initial approach segment. It starts with a 0.6% up-slope and a 5400x75 runway. The heading is 237°. The YODBO fix is at 2300, 238°. The distance from the start to YODBO is 5.1 NM, and from YODBO to the final approach is 6.7 NM.

MIRL Rwy 6-24 **0**

REIL Rws 6 and 24 **0**

|          |     |        |  |                             |  |         |  |                            |  |
|----------|-----|--------|--|-----------------------------|--|---------|--|----------------------------|--|
| 2900     |     | DIDEE  |  | Visual Segment - Obstacles. |  | AJDUX   |  | 4 NM<br>Holding Pattern    |  |
|          |     |        |  |                             |  |         |  | 058° → 6000<br>← 238° 2800 |  |
| RW24     |     | YODBO  |  | 237°                        |  | 238°    |  | 2300                       |  |
|          |     | 5.1 NM |  | 6.7 NM                      |  |         |  |                            |  |
| CATEGORY |     | A      |  | B                           |  | C       |  | D                          |  |
| LP       | MDA | 1160-1 |  | 536 (600-1)                 |  | 1160-1½ |  | 536 (600-1½)               |  |
| LNAV     | MDA | 1340-1 |  | 716 (800-1)                 |  | 1340-2  |  | 716 (800-2)                |  |
| CIRCLING |     | 1340-1 |  | 716 (800-1)                 |  | 1620-3  |  | 996 (1000-3)               |  |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

LAWRENCEVILLE, GEORGIA



AL-5385 (FAA)

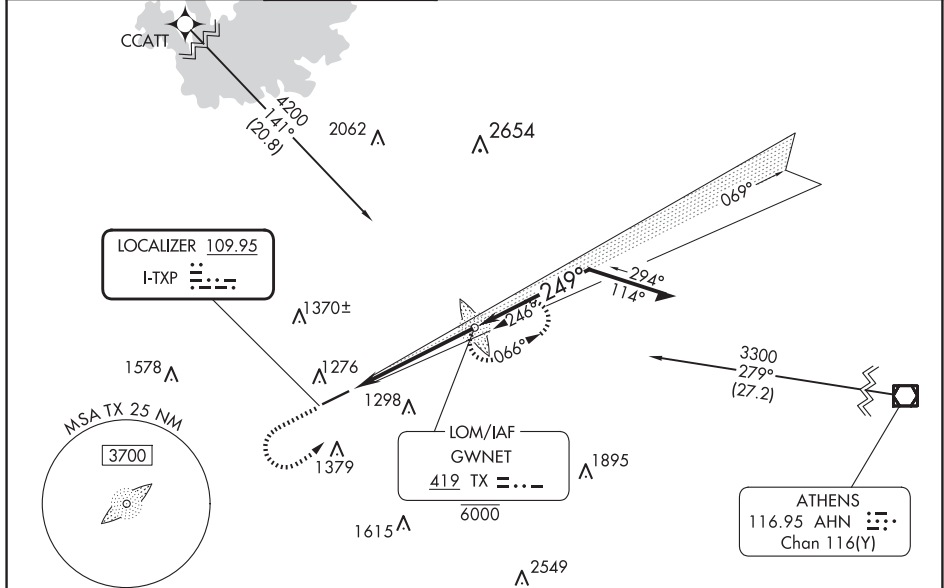
25163

|                            |                        |  |
|----------------------------|------------------------|--|
| LOC I-TXP<br><b>109.95</b> | APP CRS<br><b>249°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>6001</b><br><b>1039</b><br><b>1062</b> |
|----------------------------|------------------------|--|

# ILS or LOC RWY 25

GWINNETT COUNTY/BRISCOE FLD (LZU)

|   |   |   |                         |                          |  |   |
|---|---|---|-------------------------|--------------------------|--|---|
| RNAV 1 - GPS. From CCATT.   |   |   |                         |                          | MALSR<br> | MISSED APPROACH:<br>Climb to 2400 then<br>climbing left turn to<br>3100 direct GWNET<br>LOM and hold. |
| ADF required.   |   |   |                         |                          |  |   |
| <p> Inop table does not apply to S-ILS 25. Autopilot coupled approach NA below 1700. Rwy 25 helicopter visibility reduction below ¾ SM NA. Circling Rwy 7 NA at night. For inop ALS, increase S-LOC 25 Cat A/B visibility to 1 SM and Cat C/D visibility to 1½ SM.</p> |   |   |                         |                          |  |   |
| ATIS<br><b>132.275</b>  | ATLANTA APP CON<br><b>126.975 239.275</b> | GWINNETT TOWER ★<br><b>124.1 (CTAF) 0</b> | GND CON<br><b>121.8</b> | CLNC DEL<br><b>121.8</b> | CLNC DEL<br><b>134.0</b><br>(When twr closed)  | UNICOM<br><b>123.05</b>   |



|                   |                          |
|-------------------|--------------------------|
| ELEV 1062         | TDZE 1039                |
|                   |                          |
| HIRL Rwy 7-25 0   |                          |
| FAF to MAP 5.1 NM |                          |
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 5:06 3:24 2:33 2:02 1:42 |

2400

↑

3100

↷

TX

TX LOM GWN

6000

2717

069°

249°

3000

2800

GS 3.00°

TCH 48

Remain within 10 NM

5.1 NM

|          |        |             |                       |                         |
|----------|--------|-------------|-----------------------|-------------------------|
| CATEGORY | A      | B           | C                     | D                       |
| S-ILS 25 | 1393-¾ |             | 354 (400-¾)           |                         |
| S-LOC 25 | 1500-¾ | 461 (500-¾) | 1500-1                | 461 (500-1)             |
| CIRCLING | 1640-1 | 578 (600-1) | 1780-2<br>718 (800-2) | 1780-2¼<br>718 (800-2¼) |

LAWRENCEVILLE, GEORGIA

Amdt 4A 12JUN25

GWINNETT COUNTY/BRISCOE FLD (LZU)

33°59'N-83°58'W

# ILS or LOC RWY 25

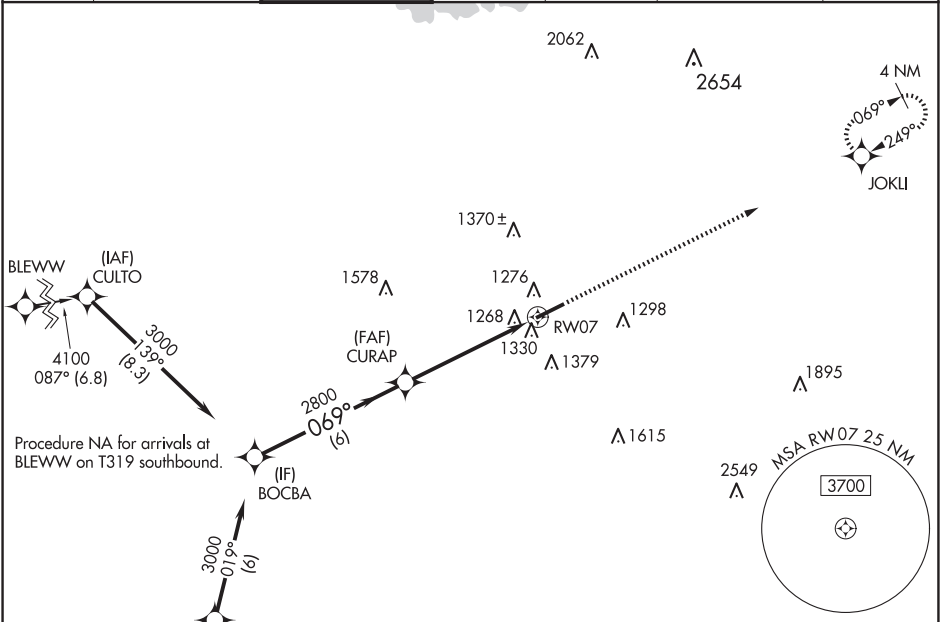
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97621</b><br><b>W07A</b> | APP CRS<br><b>069°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6001</b><br><b>1061</b><br><b>1062</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 7

GWINNETT COUNTY/BRISCOE FLD (LZU)

|  |   |   |   |
|--|---|---|---|
| RNP APCH.  |   | MISSED APPROACH:<br>Climb to 3000 direct<br>JOKLI and hold. |   |
| ▼<br>▲ Rwy 7 helicopter visibility reduction below ¾ NA. |   |   |   |
| ATIS<br><b>132.275</b>                                   | ATLANTA APP CON<br><b>126.975 239.275</b> | GWINNETT TOWER ★<br><b>124.1</b> (CTAF) <b>0</b>            | GND CON<br><b>121.8</b>                       |
|  |   | CLNC DEL<br><b>121.8</b>                                    | CLNC DEL<br><b>134.0</b><br>(When twr closed) |
|  |   | UNICOM<br><b>123.05</b>                                     |   |



|  |        |              |                      |
|--|--------|--------------|----------------------|
| ELEV 1062  |        | TDZE 1061    |                      |
| VGSI and descent angles not coincident.<br>(VGSI Angle 3.00/TCH 41). |        | 3000 JOKLI   |                      |
| BOCBA  |        | CURAP        |                      |
| 3000   |        | 2800         |                      |
| 069°   |        | 3.00° TCH 55 |                      |
| 6 NM   |        | 4 NM         |                      |
| 1.3 NM to RWY 7  |        | RWY 7        |                      |
| CATEGORY   | A      | B            | C                    |
| LP MDA   | 1520-1 | 459 (500-1)  | 1520-1¾ 459 (500-1¾) |
| LNAV MDA   | 1580-1 | 519 (600-1)  | 1580-1¾ 519 (600-1¾) |
| CIRCLING   | 1640-1 | 578 (600-1)  | 1680-1¾ 618 (700-1¾) |
|  |        |              | 1700-2 638 (700-2)   |

LAWRENCEVILLE, GEORGIA

AL-5385 (FAA)

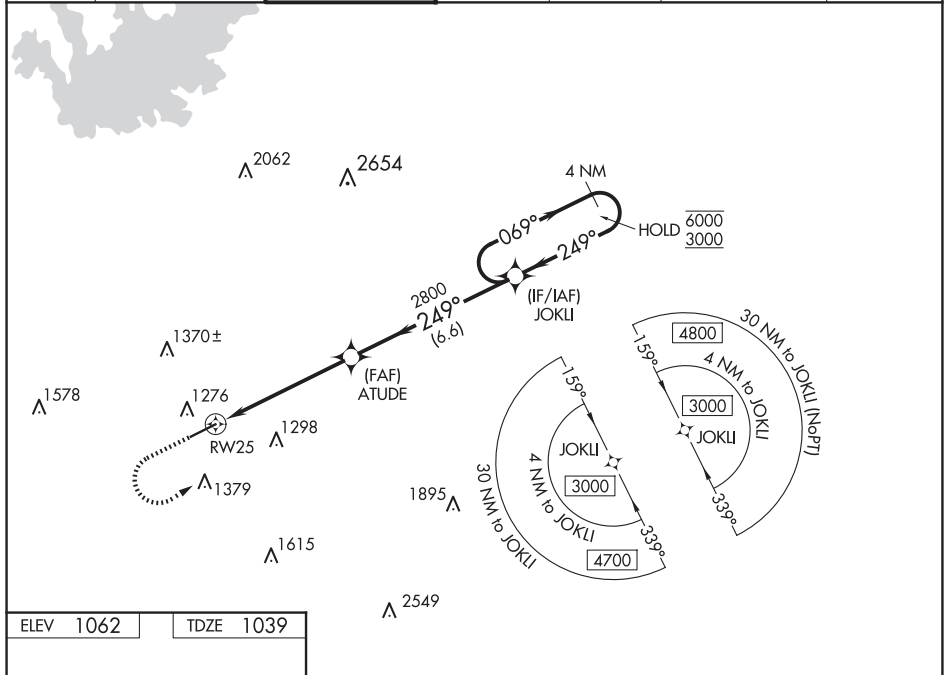
25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82021</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Ldg<br>TDZE <b>1039</b><br>Apt Elev <b>1062</b> |
|--|------------------------|---|

RNAV (GPS) RWY 25

GWINNETT COUNTY/BRISCOE FLD (LZU)

|   |   |   |                         |                          |   |                         |
|---|---|---|-------------------------|--------------------------|---|-------------------------|
| RNP APCH - GPS.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.<br>▲ Circling Rwy 7 NA at night. Rwy 25 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cat A/B visibility to 1 SM and LNAV Cat C/D visibility to 1½ SM. |   |   |                         | MALSR<br>AS              | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct JOKLI and hold. |                         |
| ATIS<br><b>132.275</b>  | ATLANTA APP CON<br><b>126.975 239.275</b> | GWINNETT TOWER ★<br><b>124.1</b> (CTAF) 0 | GND CON<br><b>121.8</b> | CLNC DEL<br><b>121.8</b> | CLNC DEL<br><b>134.0</b><br>(When twr closed)   | UNICOM<br><b>123.05</b> |



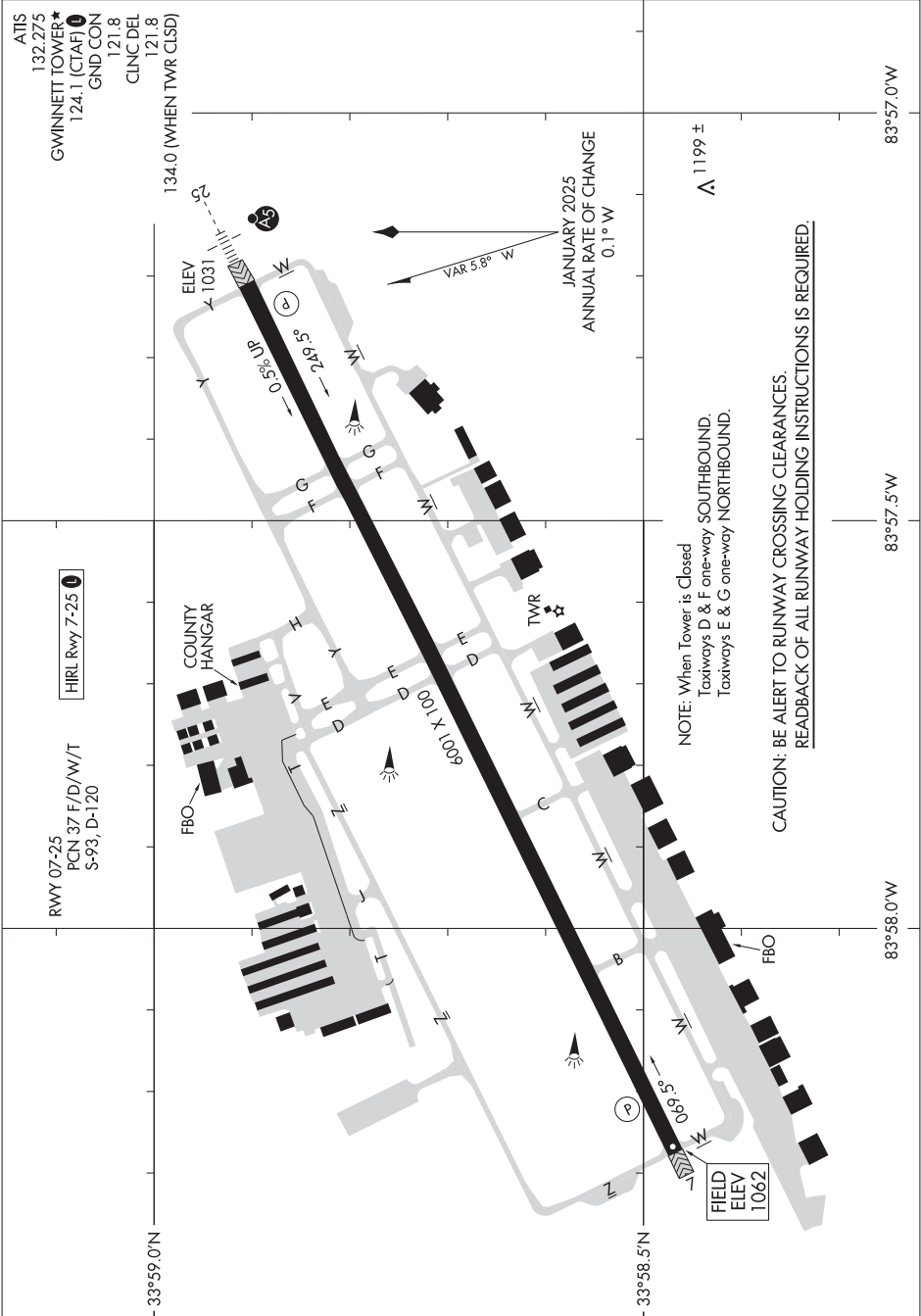
|                     |  |                    |                    |                      |   |
|---------------------|--|--------------------|--------------------|----------------------|---|
| ELEV 1062 TDZE 1039 |  |                    |                    |                      |   |
| 1600 3000 JOKLI     |  |                    |                    |                      |   |
| CATEGORY            |  | A                  | B                  | C                    | D |
| LPV DA              |  | 1393-¾ 354 (400-¾) |                    |                      |   |
| LNAV/VNAV DA        |  | 1516-1 477 (500-1) |                    |                      |   |
| LNAV MDA            |  | 1520-¾ 481 (500-¾) | 1520-1 481 (500-1) |                      |   |
| CIRCLING            |  | 1640-1 578 (600-1) | 1780-2 718 (800-2) | 1780-2¼ 718 (800-2¼) |   |

LAWRENCEVILLE, GEORGIA  
Amdt 1A 12JUN25

33°59'N-83°58'W

GWINNETT COUNTY/BRISCOE FLD (LZU)

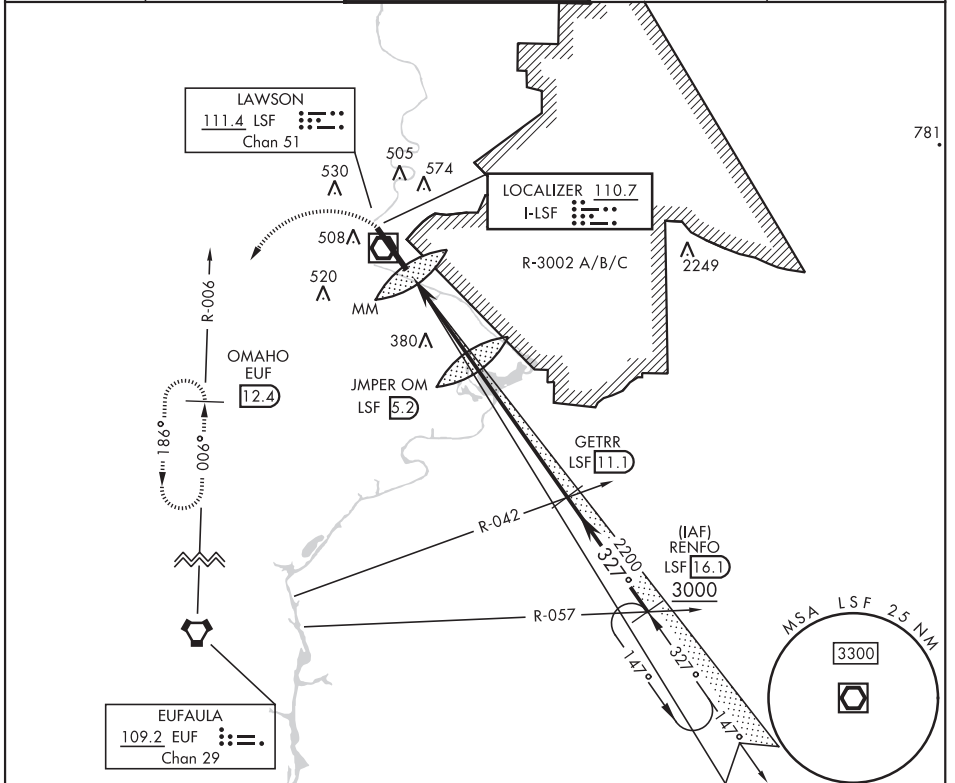
RNAV (GPS) RWY 25



FORT BENNING, GEORGIA

ILS or LOC RWY 33

|   |                                       |   |                                |  |
|---|---------------------------------------|---|--------------------------------|--|
| LOC I-LSF<br><b>110.7</b>   | APCH CRS<br><b>327°</b>               | Rwy Idg<br>TDZE<br>Arpt Elev<br><b>9302</b><br><b>227</b><br><b>227</b> | [USA]                          | LAWSON AAF (KLSF)  |
| <b>▼</b> * Circling not authorized E of Rwy 15-33.<br>Not authorized when tower closed. |                                       |   | SALSF<br>                      | MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 via EUF R-006 to OMAHO INT/EUF 12.4 DME and hold. |
| ATIS★<br><b>134.375</b>   | ATLANTA APP CON<br><b>125.5 323.1</b> | TOWER★<br><b>119.05 (CTAF) 269.525</b>                                  | GND CON<br><b>121.7 254.25</b> | CLNC DEL<br><b>121.7 251.15</b>  |



|      |      |                 |                   |                          |                          |          |          |
|------|------|-----------------|-------------------|--------------------------|--------------------------|----------|----------|
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | ELEV 227 | TDZE 227 |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 380      | 370      |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 330      | 330      |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |
| 1000 | 2400 | OMAHO EUF R-006 | JIMPER LSF 5.2 OM | GETTR LSF 11.1 EUF R-042 | RENFO LSF 16.1 EUF R-057 | 327°     | 327°     |

|                       |                 |                   |
|-----------------------|-----------------|-------------------|
| FORT BENNING, GEORGIA | 32°20'N-85°00'W | LAWSON AAF (KLSF) |
| Orig B 22FEB24        |                 |                   |

ILS or LOC RWY 33

SE-4, 07 AUG 2025 to 02 OCT 2025

## RNAV (GPS) RWY 15

|  |                         |  |
|--|-------------------------|--|
| WAAS<br>CH <b>41028</b><br><b>W15A</b> | APCH CRS<br><b>150°</b> | Rwy Idg <b>10,002</b><br>TDZE <b>227</b><br>Arpt Elev <b>227</b> |
|--|-------------------------|--|

[USA]

LAWSON AAF (KLSF)

RNP APCH - GPS

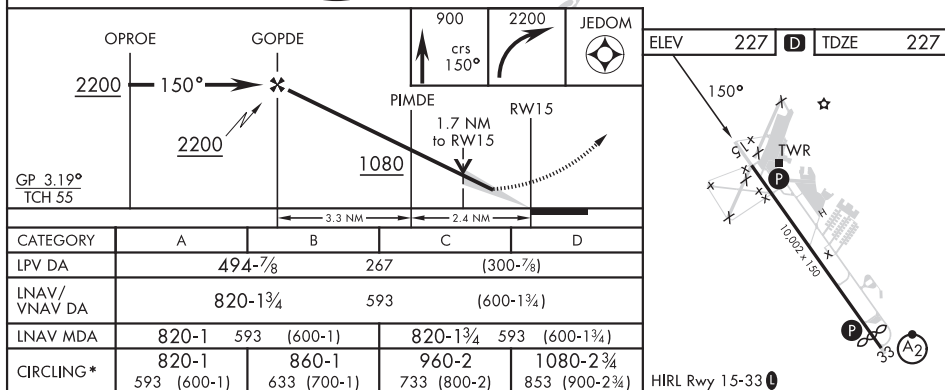
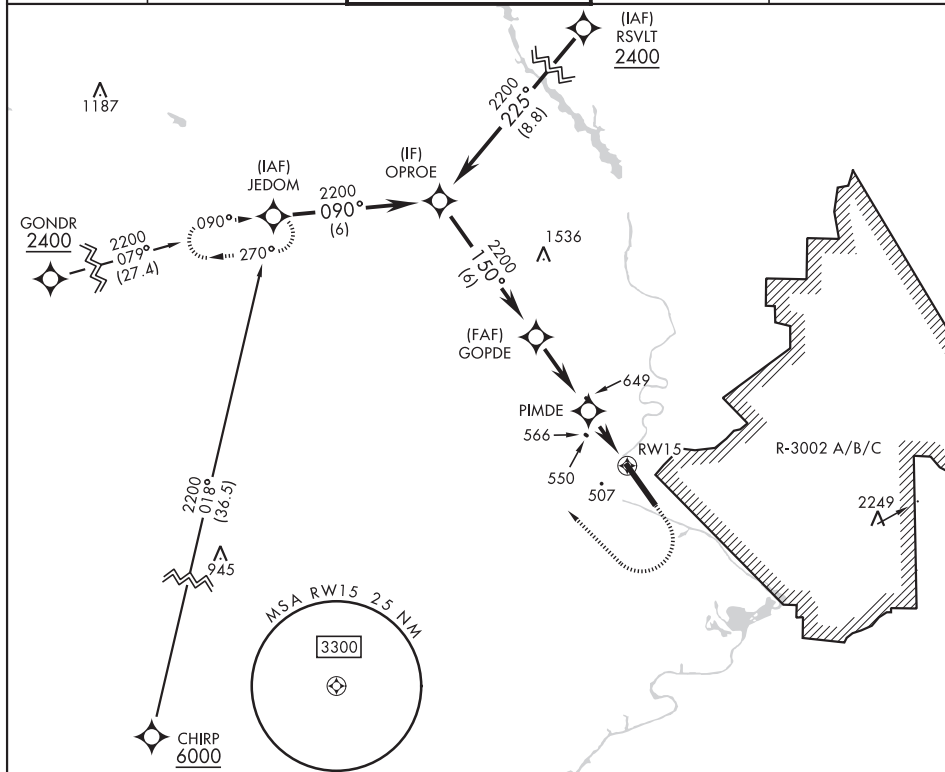
**T** \*Circling not authorized NE of Rwy 15-33.

Not authorized when tower closed

For uncompensated Baro-VNAV systems, LNAV/VNAV below  $-15^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ .

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2200 direct JEDOM and hold.

|                  |                                |                                 |                         |                          |
|------------------|--------------------------------|---------------------------------|-------------------------|--------------------------|
| ATIS★<br>134.375 | ATLANTA APP CON<br>125.5 323.1 | TOWER★<br>119.05 (CTAF) 269.525 | GND CON<br>121.7 254.25 | CLNC DEL<br>121.7 251.15 |
|------------------|--------------------------------|---------------------------------|-------------------------|--------------------------|



FORT BENNING, GEORGIA

32° 20'N-85° 00'W

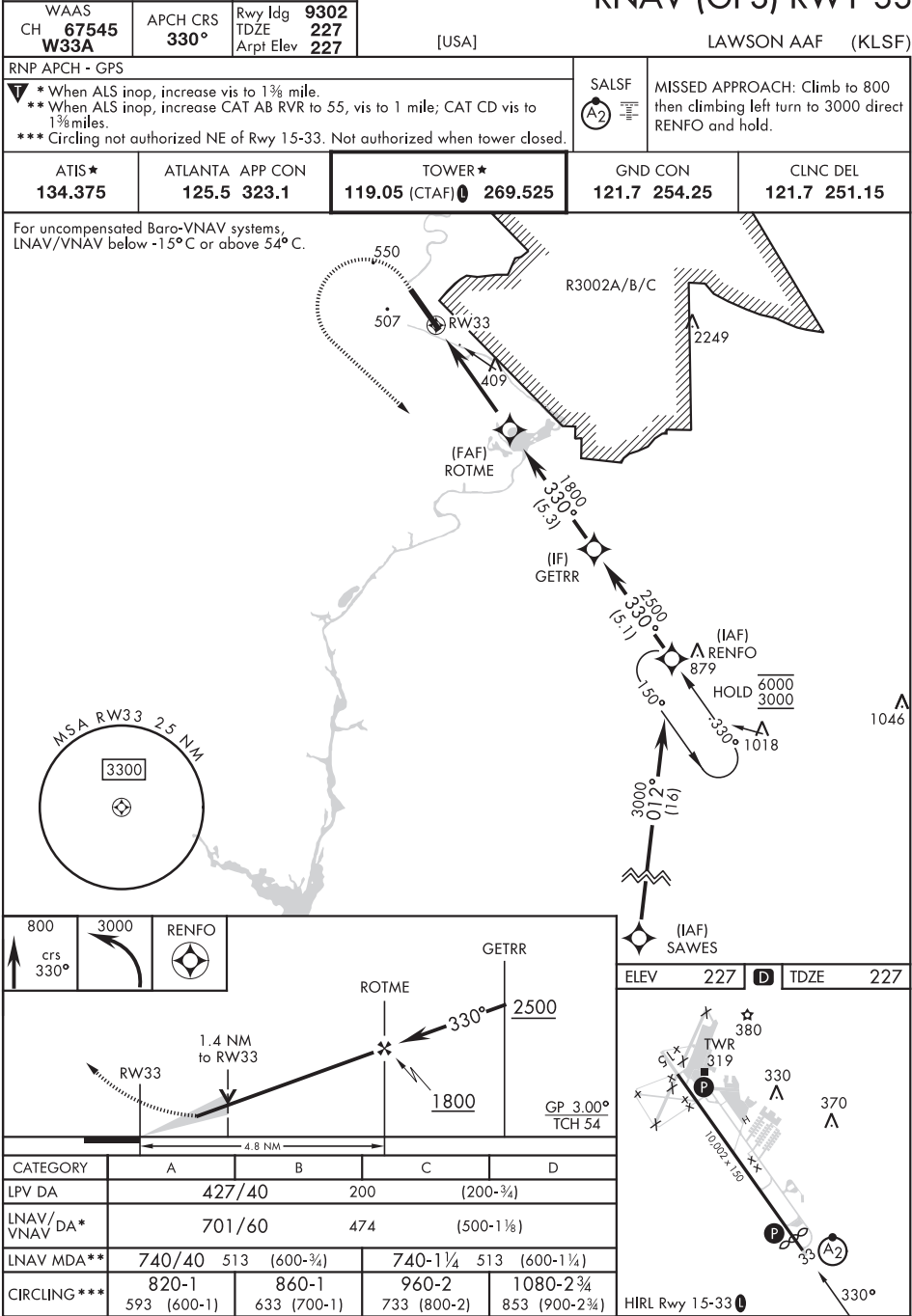
LAWSON AAF (KLSF)

Amdt 1 28DEC23

## RNAV (GPS) RWY 15

FORT BENNING, GEORGIA

RNAV (GPS) RWY 33





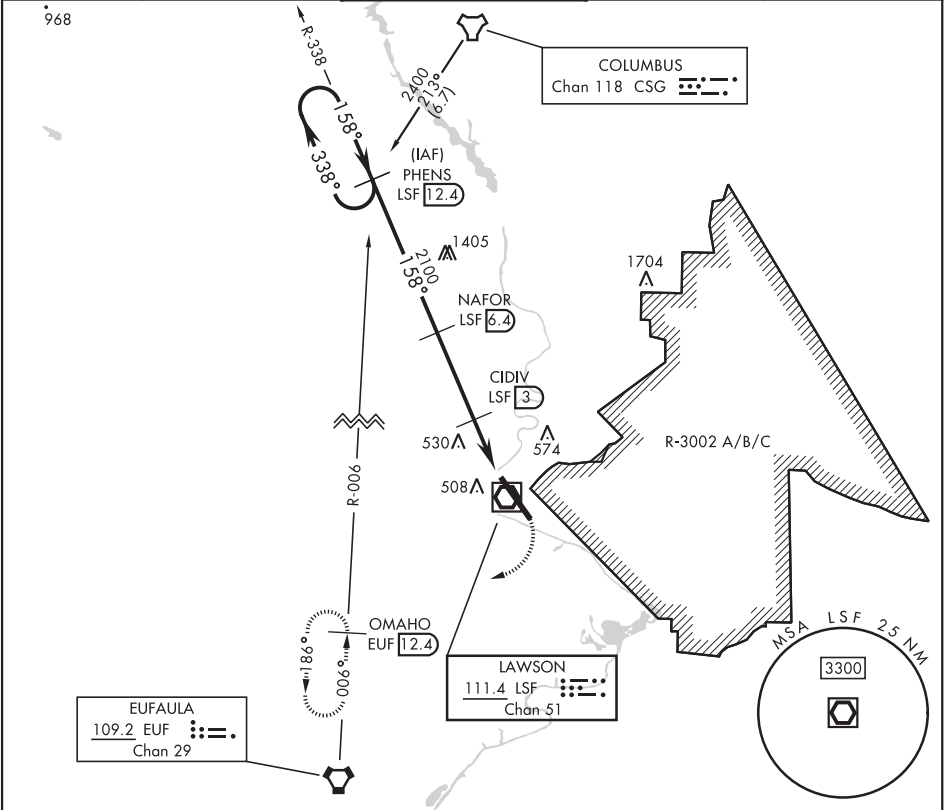
VOR/DME RWY 15

|   |                         |  |
|---|-------------------------|--|
| VOR/DME LSF<br><b>111.4</b><br>Chan <b>51</b> | APCH CRS<br><b>158°</b> | Rwy Idg <b>10,002</b><br>TDZE <b>227</b><br>Arpt Elev <b>227</b> |
|---|-------------------------|--|

[USA]

LAWSON AAF (KLSF)

|   |                                       |  |                                |                                 |
|---|---------------------------------------|--|--------------------------------|---------------------------------|
| * Circling not authorized E of Rwy 15-33. |                                       | MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 DME and hold. |                                |                                 |
| ATIS★<br><b>134.375</b>                   | ATLANTA APP CON<br><b>125.5 323.1</b> | TOWER★<br><b>119.05</b> (CTAF) <b>0 269.525</b>  | GND CON<br><b>121.7 254.25</b> | CLNC DEL<br><b>121.7 251.15</b> |



One Minute Holding Pattern PHENS LSF 12.4

2400 ← 338° → 158° → 2100

3.00° TCH 45

NAFOR LSF 6.4

CIDIV LSF 3

LSF 2.4

LSF 0.7

VOR/DME

3.4 NM

2.3 NM

| CATEGORY  | A      | B           | C                      | D                      |
|-----------|--------|-------------|------------------------|------------------------|
| S-15      | 820/50 | 594 (600-1) | 820-1½<br>594 (600-1½) | 820-1¾<br>594 (600-1¾) |
| CIRCLING* | 820-1  | 593 (600-1) | 840-1¾<br>613 (700-1¾) | 880-2<br>653 (700-2)   |

ELEV 227 TDZE 227

158°

380

330

370

10,002 x 150

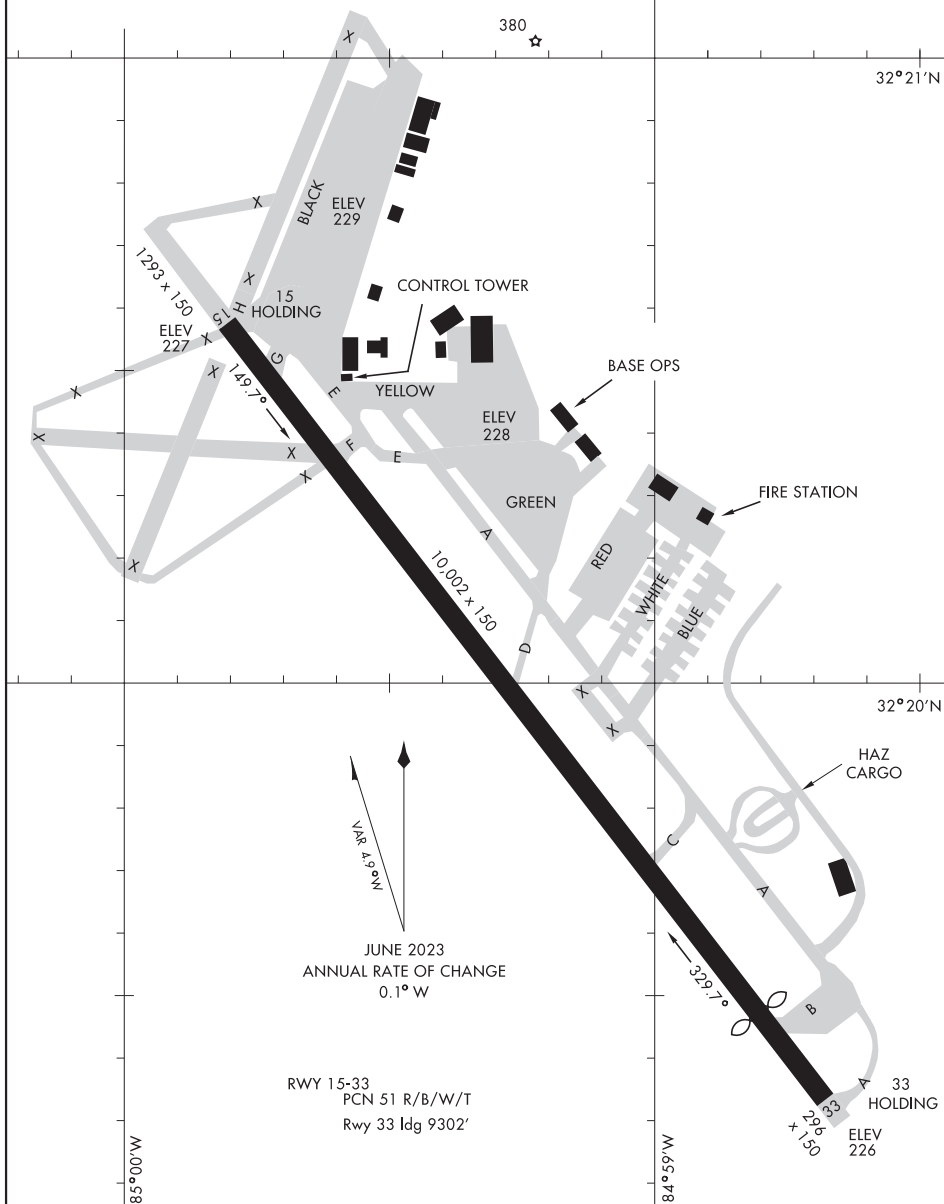
HIRL Rwy 15-33

VOR/DME RWY 15

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ATIS ★  
 134.375  
 TOWER ★  
 119.05 (CTAF) 269.525  
 GND CON  
 121.7 254.25  
 CLNC DEL  
 121.7 251.15

FIELD  
ELEV  
227

SE-4, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

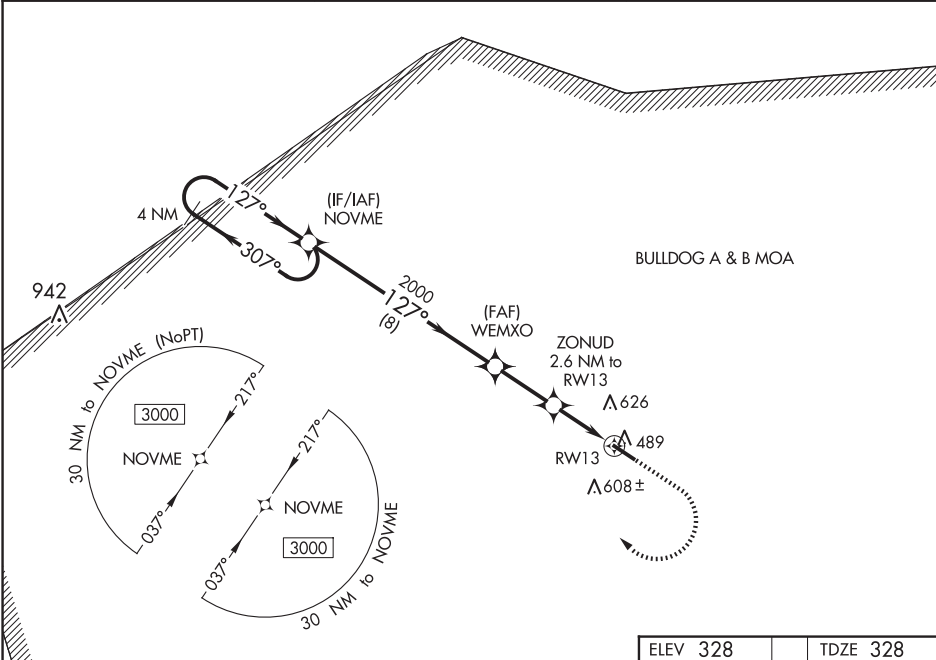
FORT BENNING, GEORGIA  
LAWSON AAF (KLSF)

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56539</b><br><b>W13A</b> | APP CRS<br><b>127°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>328</b><br><b>328</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 13

LOUISVILLE MUNI (2J3)

|  |                                       |  |
|--|---------------------------------------|--|
| RNP APCH GPS.  |                                       | MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NOVME and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA. |                                       |  |
| AWOS-3PT<br><b>119.35</b>  | AUGUSTA APP CON<br><b>126.8 270.3</b> | CTAF<br><b>122.9 0</b>   |



|  |                      |                      |                        |                        |
|--|----------------------|----------------------|------------------------|------------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.83/TCH 23). |                      | 1000                 | 3000                   | NOVME                  |
| 4 NM Holding Pattern   |                      | 3000                 | 2000                   | 1200                   |
| GP 3.00° TCH 45  |                      | 8 NM                 | 2.5 NM                 | 1.5 NM                 |
| CATEGORY   | A                    | B                    | C                      | D                      |
| LPV DA   | 578-1                |                      | 250 (300-1)            |                        |
| LNAV/VNAV DA   | 768-1½               |                      | 440 (500-1½)           |                        |
| LNAV MDA   | 800-1                | 472 (500-1)          | 800-1⅛<br>472 (500-1⅛) | 800-1⅜<br>472 (500-1⅜) |
| CIRCLING   | 840-1<br>512 (600-1) | 980-1<br>652 (700-1) | 980-1¾<br>652 (700-1¾) | 980-2<br>652 (700-2)   |

REIL Rwy 13 and 31 0  
MIRL Rwy 13-31 0

LOUISVILLE, GEORGIA

AL-9837 (FAA)

24193

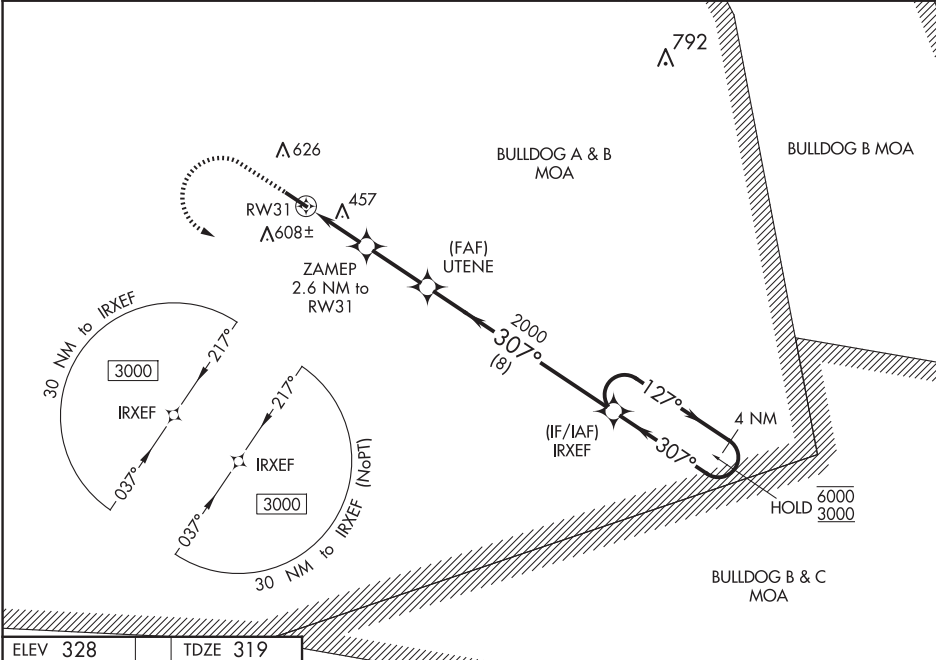
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>90439</b><br><b>W31A</b> | APP CRS<br><b>307°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>319</b><br><b>328</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 31

LOUISVILLE MUNI (2J3)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IRXEF and hold. |
|-----------------|---|

|                           |                                       |                        |
|---------------------------|---------------------------------------|------------------------|
| AWOS-3PT<br><b>119.35</b> | AUGUSTA APP CON<br><b>126.8 270.3</b> | CTAF<br><b>122.9 0</b> |
|---------------------------|---------------------------------------|------------------------|



|                  |          |                     |                   |                     |  |
|------------------|----------|---------------------|-------------------|---------------------|--|
| ELEV 328         | TDZE 319 | 1000                | 3000              | IRXEF               | VGSI and RNAV glidepath not coincident (VGSI Angle 3.65/TCH 27). |
|                  |          |                     |                   |                     |  |
| CATEGORY A B C D |          |                     |                   |                     |  |
| LPV              | DA       | 569-1 250 (300-1)   |                   |                     |  |
| LNNAV/VNAV       | DA       | 720-1½ 401 (400-1½) |                   |                     |  |
| LNNAV            | MDA      | 720-1 401 (400-1)   |                   | 720-1½ 401 (400-1½) |  |
| CIRCLING         |          | 840-1 512 (600-1)   | 980-1 652 (700-1) | 980-1¾ 652 (700-1¾) | 980-2 652 (700-2)  |

REIL Rwy 13 and 31 0  
MIRL Rwy 13-31 0

LOUISVILLE, GEORGIA  
Orig-A 11AUG22

32°59'N-82°23'W

LOUISVILLE MUNI (2J3)

RNAV (GPS) RWY 31

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

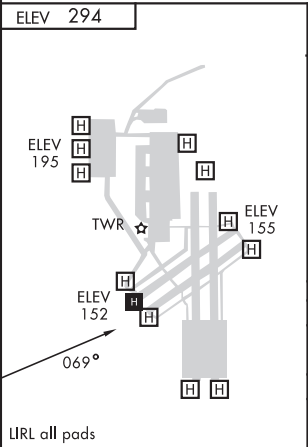
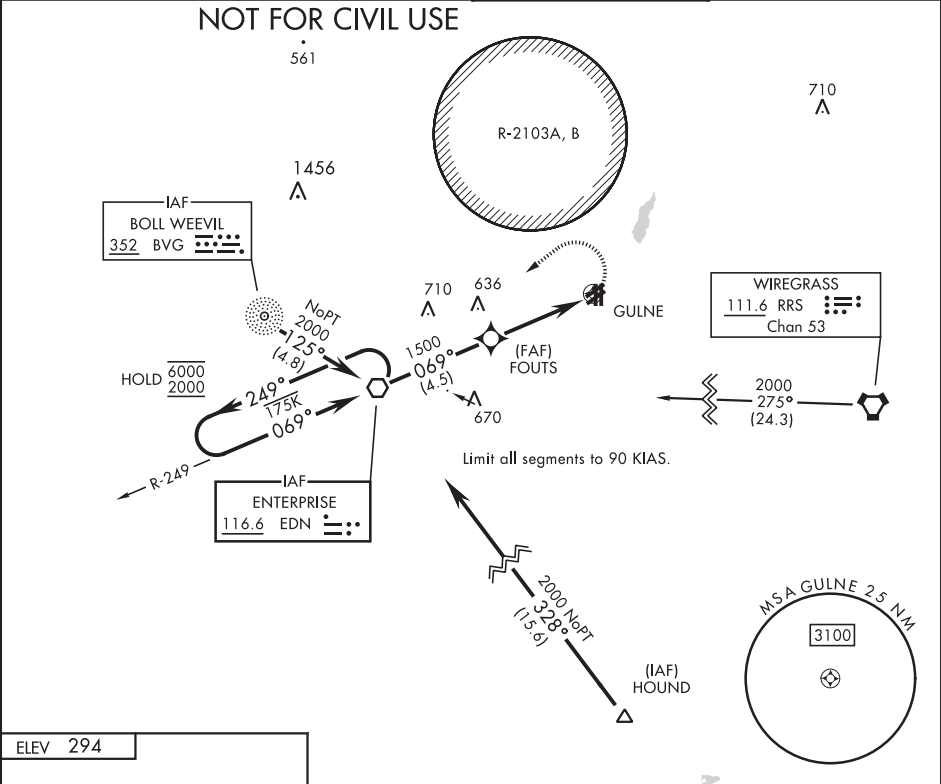
COPTER RNAV (GPS) 069°  
LOWE AHP (KLOR)

AL-5176 [USA]

|          |           |     |
|----------|-----------|-----|
| APCH CRS | Rwy Idg   | N/A |
| 069°     | TDZE      | N/A |
|          | Arpt Elev | 294 |

|   |   |
|---|---|
| RNP APCH-GPS  | MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold. |
| ▼ When local altimeter setting not received, use Cairns AAF altimeter setting.<br>Visibility reduction by helicopters NA. |   |

|               |                                  |                              |                   |
|---------------|----------------------------------|------------------------------|-------------------|
| ATIS<br>361.1 | CAIRNS APP CON<br>133.45 239.275 | LOWE TOWER ★<br>141.3 289.15 | GND CON<br>357.15 |
|---------------|----------------------------------|------------------------------|-------------------|



|                                       |        |           |              |     |
|---------------------------------------|--------|-----------|--------------|-----|
| One Minute Holding Pattern            |        | VOR       | 2000         | EDN |
| 6000 2000                             |        | 249° 069° | 2000         |     |
|                                       |        | 069°      | 1500         |     |
|                                       |        | FOUTS     | 2.75° TCH 40 |     |
|                                       |        | GULNE     | 4 NM         |     |
| CATEGORY                              | COPTER |           |              |     |
| LNAV-MDA                              | 840-1  | 546       | (600-1)      |     |
| CAIRNS AAF ALTIMETER SETTING MINIMUMS |        |           |              |     |
| LNAV-MDA                              | 860-1  | 566       | (600-1)      |     |

COPTER RNAV (GPS) 069°

|                         |                         |                              |  |
|-------------------------|-------------------------|------------------------------|--|
| VOR EDN<br><b>116.6</b> | APCH CRS<br><b>069°</b> | Rwy Idg<br>TDZE<br>Arpt Elev | <b>N/A</b><br><b>N/A</b><br><b>294</b> |
|-------------------------|-------------------------|------------------------------|--|

[USA]

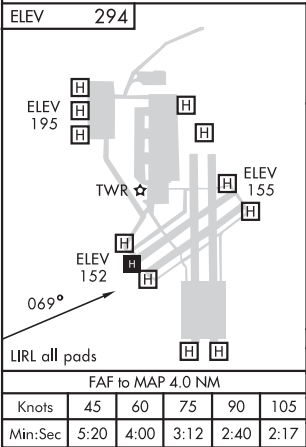
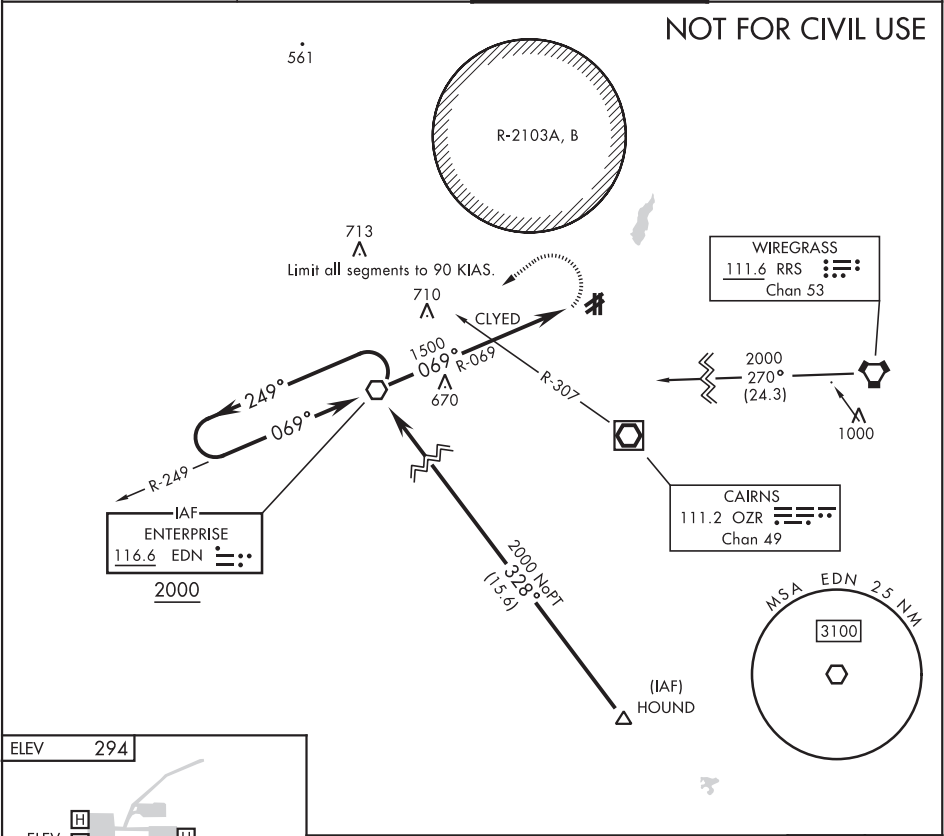
COPTER VOR 069°  
LOWE AHP (KLOR)

When local altimeter setting not received, use Cairns AAF altimeter setting.  
Helicopter visibility reduction below ¾ mile not authorized.

MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

|                      |   |                               |                          |
|----------------------|---|-------------------------------|--------------------------|
| ATIS<br><b>361.1</b> | CAIRNS APP CON<br><b>133.45 239.275</b> | TOWER★<br><b>141.3 289.15</b> | GND CON<br><b>357.15</b> |
|----------------------|---|-------------------------------|--------------------------|

NOT FOR CIVIL USE



|                                       |                   |         |       |     |
|---------------------------------------|-------------------|---------|-------|-----|
| One Minute Holding Pattern            |                   | EDN VOR | 2000  | EDN |
| 2000                                  |                   | 249°    | 069°  |     |
|                                       |                   | 069°    | CLYED |     |
|                                       |                   | 1500    |       |     |
|                                       |                   |         | 4 NM  |     |
| CATEGORY                              | COPTER            |         |       |     |
| H-069°                                | 840-1 546 (600-1) |         |       |     |
| CAIRNS AAF ALTIMETER SETTING MINIMUMS |                   |         |       |     |
| H-069°                                | 860-1 566 (600-1) |         |       |     |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

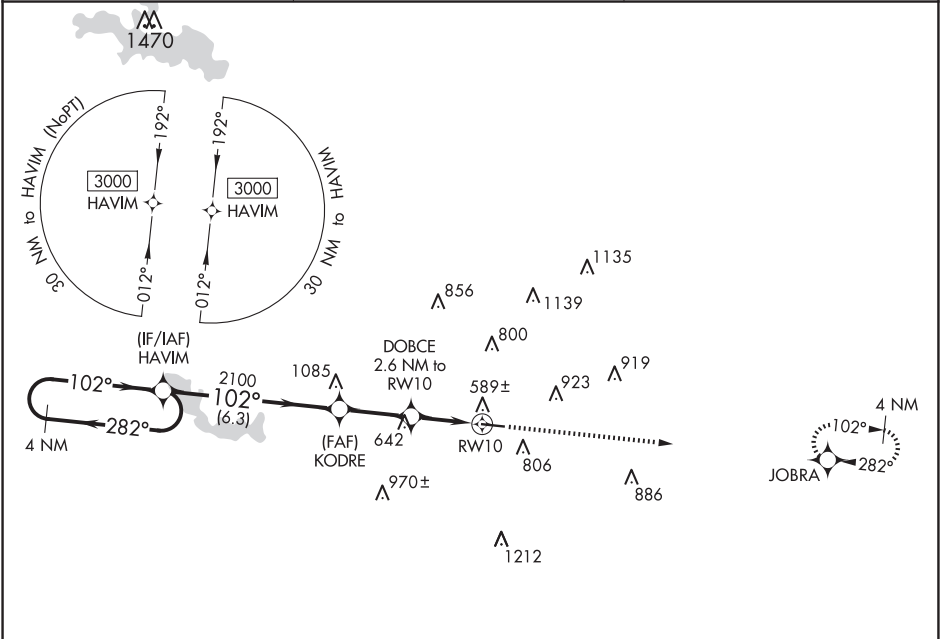
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56421</b><br><b>W10A</b> | APP CRS<br><b>102°</b> | Rwy ldg <b>4184</b><br>TDZE <b>430</b><br>Apt Elev <b>437</b> |
|--|------------------------|---|

RNAV (GPS) RWY 10

MACON DOWNTOWN (MAC)

|   |   |
|---|---|
| <div><div>▼</div><div>NA</div></div> <div>Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Middle Georgia altimeter setting, when not received, use Robbins AFB altimeter setting and increase LPV DA to 726 feet, increase LNAV/VNAV DA to 833 feet and increase all MDA 20 feet.</div> | <div>MISSED APPROACH:</div> <div>Climb to 3000 direct<br/>JOBRA and hold.</div> |
|---|---|

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| MCN ASOS<br><b>120.775</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|                      |  |   |  |
|----------------------|--|---|--|
| ELEV 437             |  | D TDZE 430  |  |
| 4 NM Holding Pattern |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).            |  |
| 3000                 |  | JOBRA   |  |
| GP 3.00°<br>TCH 40   |  | *LNAV only.   |  |
| 2100                 |  | RW10  |  |
| 6.3 NM               |  | 2.6 NM  |  |
| 2100                 |  | *1280   |  |
| CATEGORY             |  | A   |  |
| LPV DA               |  | 712-1 282 (300-1)   |  |
| LNAV/VNAV DA         |  | 819-1 <sup>3</sup> / <sub>8</sub> 389 (400-1 <sup>3</sup> / <sub>8</sub> )  |  |
| LNAV MDA             |  | 880-1 450 (500-1)   |  |
| CIRCLING             |  | 1200-1 763 (800-1)  |  |
|                      |  | 1320-2 <sup>3</sup> / <sub>4</sub> 883 (900-2 <sup>3</sup> / <sub>4</sub> ) |  |
|                      |  | 1480-3 1043 (1100-3)  |  |
|                      |  | MIRL Rwy 10-28 0  |  |

RNAV (GPS) RWY 28  
MACON DOWNTOWN (MAC)

**MISSED APPROACH:** Climb to 3000 direct HAVIM and hold.

UNICOM

123.0 (CTAF) **L**

MACON DOWNTOWN (MAC)

RNAV (GPS) RWY 28



|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-MAC | APP CRS | Rwy Idg  | 4184 |
| 111.9         | 105°    | TDZE     | 430  |
| Chan 56       |         | Apt Elev | 437  |

LOC RWY 10

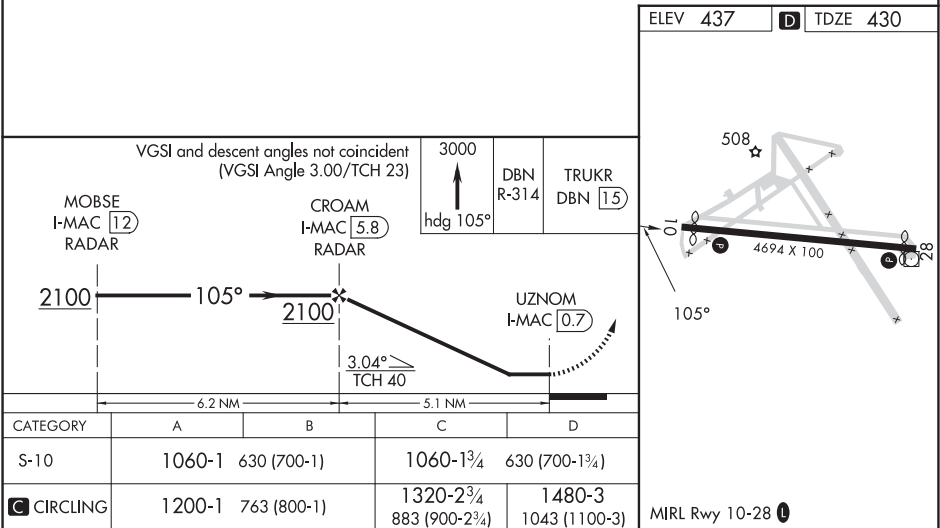
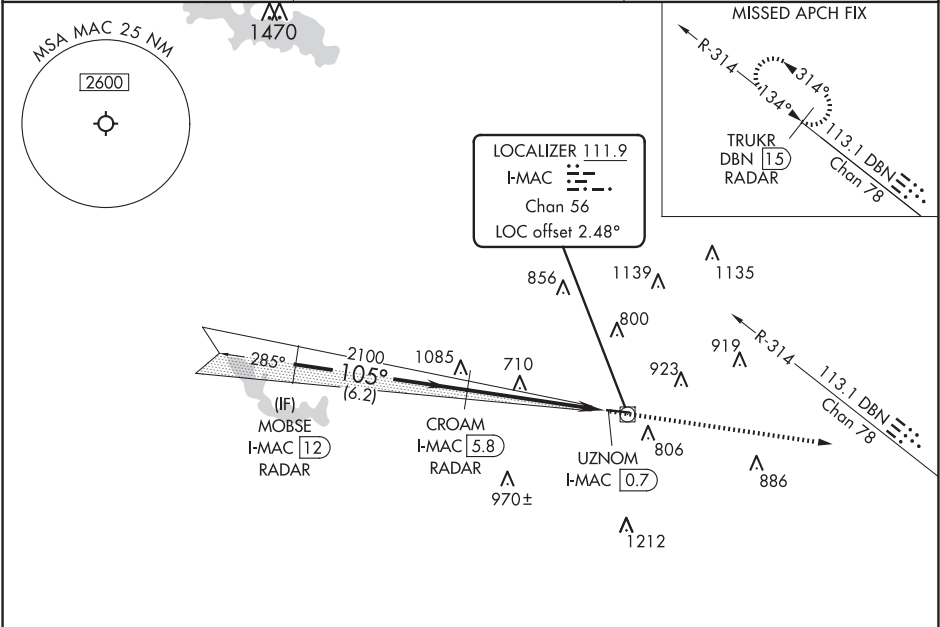
MACON DOWNTOWN (MAC)

RADAR required for procedure entry. DME or RADAR required.

Rwy 10 helicopter visibility reduction below ¾ SM NA. Use Middle Georgia Rgnl altimeter setting; when not received, use Robins AFB altimeter setting and increase all MDA 20 feet and S-LOC 10 visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 3000 on heading 105° and DBN VORTAC R-314 to TRUKR/DBN VORTAC 15 DME/ RADAR and hold.

|                     |                                  |                          |
|---------------------|----------------------------------|--------------------------|
| MCN ASOS<br>120.775 | ATLANTA APP CON ★<br>124.2 279.6 | UNICOM<br>123.0 (CTAF) 0 |
|---------------------|----------------------------------|--------------------------|



MACON, GEORGIA

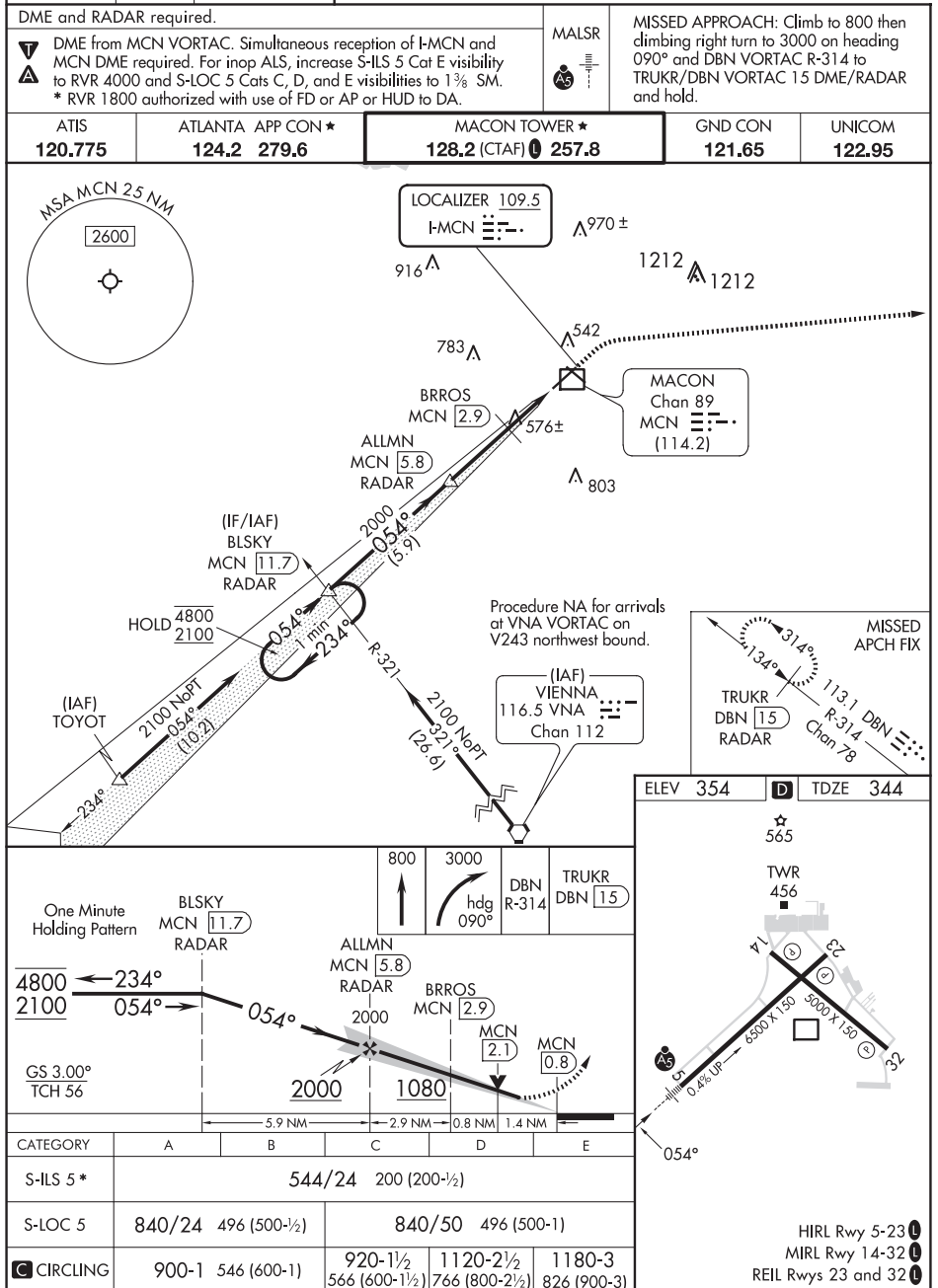
AL-243 (FAA)

23110

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-MCN<br><b>109.5</b> | APP CRS<br><b>054°</b> | Rwy Idg<br>TDZE<br>Apt Elev             |
|                           |                        | <b>6221</b><br><b>344</b><br><b>354</b> |

# ILS or LOC RWY 5

MIDDLE GEORGIA RGNL (MCN)



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

MACON, GEORGIA

Amtd 4 08SEP22

32°42'N-83°39'W

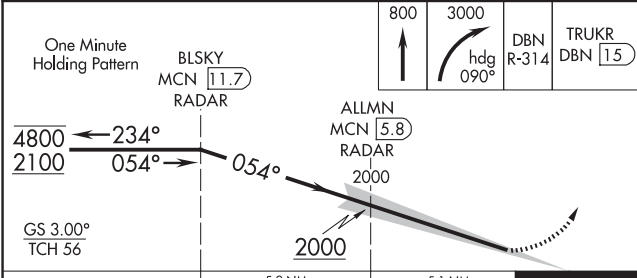
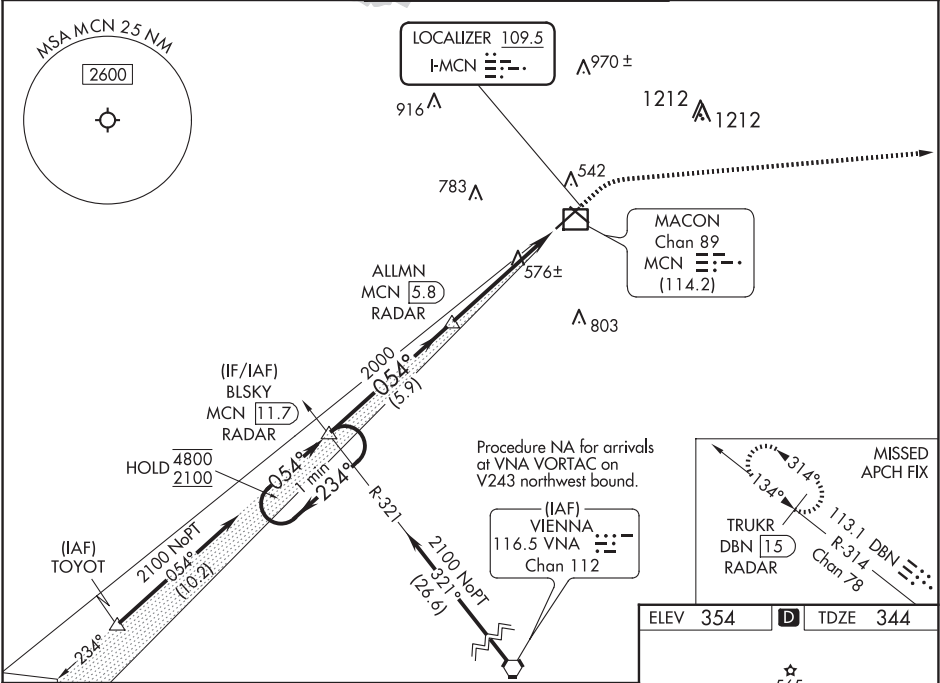
# MIDDLE GEORGIA RGNL (MCN)

## ILS or LOC RWY 5

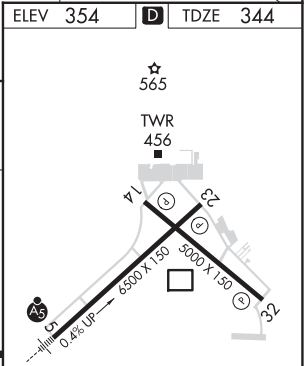
|              |             |             |
|--------------|-------------|-------------|
| LOC I-MCN    | APP CRS     | Rwy Idg     |
| <b>109.5</b> | <b>054°</b> | <b>6221</b> |
|              |             | TDZE        |
|              |             | <b>344</b>  |
|              |             | Apt Elev    |
|              |             | <b>354</b>  |

ILS RWY 5 (SA CAT I & II)  
MIDDLE GEORGIA RGNL (MCN)

|                         |  |  |  |
|-------------------------|--|--|--|
| DME and RADAR required. |  |  | <div>MALSRL</div> <div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div> |
|-------------------------|--|--|--|



|          |           |           |            |   |
|----------|-----------|-----------|------------|---|
| CATEGORY | A         | B         | C          | D |
| S-ILS 5  | SA CAT I  | RA 216/14 | 150 DA 494 |   |
| S-ILS 5  | SA CAT II | RA 151/12 | 100 DA 444 |   |



SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 5-23  
MIRL Rwy 14-32  
REIL Rwy 23 and 32

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

MACON, GEORGIA

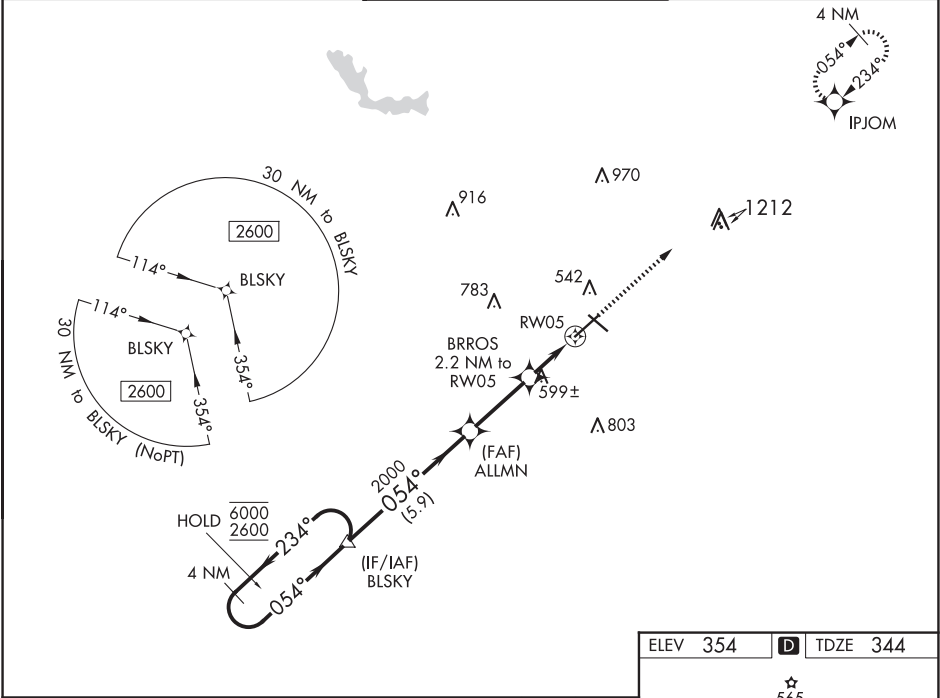
AL-243 (FAA)

23110

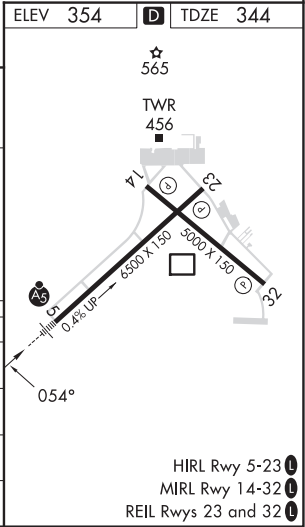
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97315</b><br><b>W05A</b> | APP CRS<br><b>054°</b> | Rwy Idg<br>TDZE <b>344</b><br>Apt Elev <b>354</b> |
|--|------------------------|---|

RNAV (GPS) RWY 5  
MIDDLE GEORGIA RGNL (MCN)

|   |   |   |   |                         |
|---|---|---|---|-------------------------|
| RNP APCH.<br><div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.</div></div> |   | MALSR<br><div><div></div></div>           | MISSED APPROACH: Climb to 2600 direct IPJOM and hold. |                         |
| ATIS<br><b>120.775</b>  | ATLANTA APP CON ★<br><b>124.2 279.6</b> | MACON TOWER ★<br><b>128.2(CTAF) 257.8</b> | GND CON<br><b>121.65</b>                              | UNICOM<br><b>122.95</b> |



|                      |        |             |                        |                         |
|----------------------|--------|-------------|------------------------|-------------------------|
| 4 NM Holding Pattern |        | BLSKY       | 2600                   | IPJOM                   |
| 6000 ← 234°          |        | 054° →      | 2000                   | *LNAV only.             |
| GP 3.00°             |        | TCH 56      | 2000                   | *1080                   |
|                      |        | 5.9 NM      | 2.9 NM                 | 0.7 NM                  |
| CATEGORY             | A      | B           | C                      | D                       |
| LPV DA               | 544/24 |             | 200 (200-½)            |                         |
| LNAV/VNAV DA         | 863-1⅜ |             | 519 (600-1⅜)           |                         |
| LNAV MDA             | 860/24 | 516 (600-½) | 860/55                 | 516 (600-1)             |
| CIRCLING             | 900-1  | 546 (600-1) | 920-1½<br>566 (600-1½) | 1120-2½<br>766 (800-2½) |



MACON, GEORGIA  
Amdt 3A 25APR19

32°42'N-83°39'W

MIDDLE GEORGIA RGNL (MCN)  
RNAV (GPS) RWY 5

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14  
MIDDLE GEORGIA RGNL (MCN)


**MISSED APPROACH:** Climb to 2600 direct ITVUC and hold.

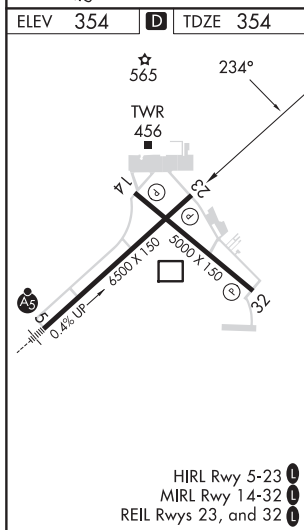
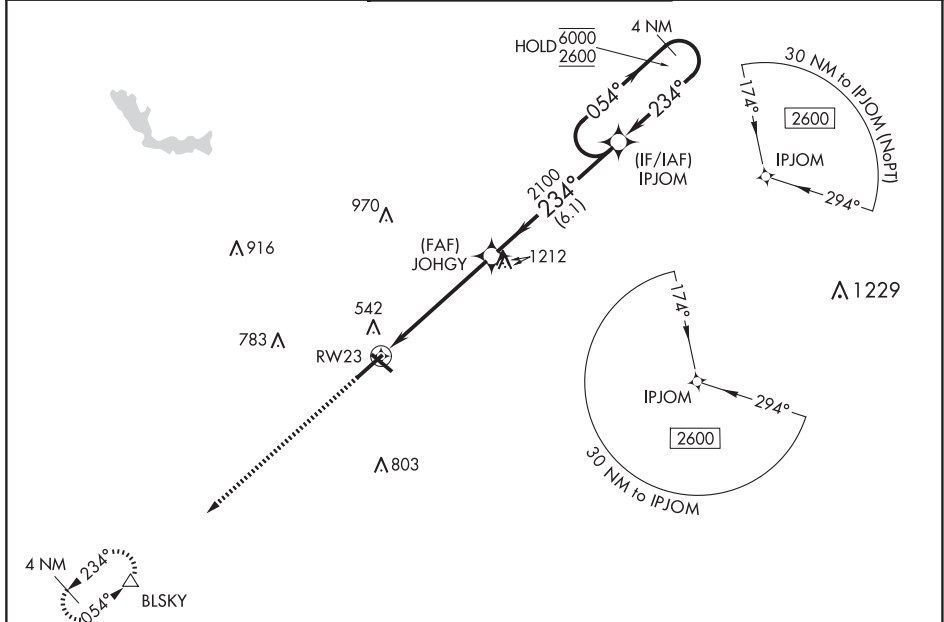
MIDDLE GEORGIA RGNL (MCN)  
RNAV (GPS) RWY 14

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40419</b><br><b>W23A</b> | APP CRS<br><b>234°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6426</b><br><b>354</b><br><b>354</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 23

MIDDLE GEORGIA RGNL (MCN)

|   |   |   |                          |
|---|---|---|--------------------------|
| RNP APCH.   |   | MISSED APPROACH: Climb to 2600 direct BLSKY and hold. |                          |
|  |   |   |                          |
| ATIS<br><b>120.775</b>  | ATLANTA APP CON ★<br><b>124.2 279.6</b> | MACON TOWER ★<br><b>128.2 (CTAF) 257.8</b>            | GND CON<br><b>121.65</b> |
|   |   |   | UNICOM<br><b>122.95</b>  |



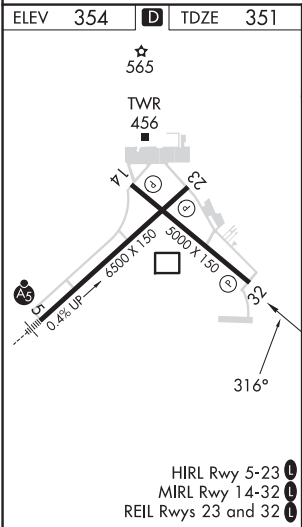
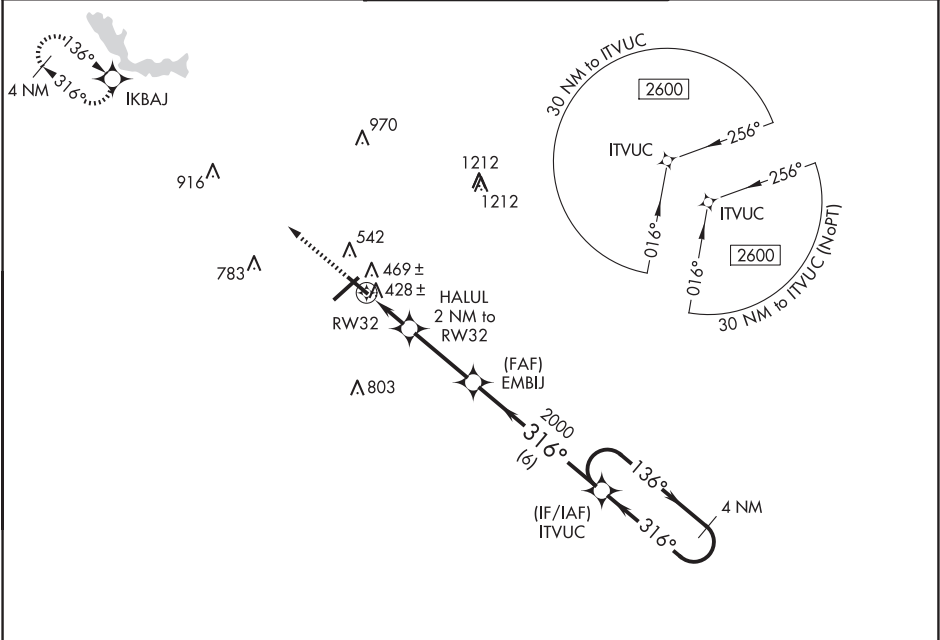
|              |        |                      |  |
|--------------|--------|----------------------|--|
| ELEV 354     |        | D                    | TDZE 354   |
| 2600         |        | BLSKY                | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67). |
| *LNAV only.  |        | 4 NM Holding Pattern |  |
| RW23         |        | JOHGY 2100           | IPJOM  |
| 1.1 NM       |        | 4.2 NM               | 6.1 NM   |
| CATEGORY     | A      | B                    | C  |
| LPV DA       | 635-1  | 281 (300-1)          |  |
| LNAV/VNAV DA | 726-1¼ | 372 (400-1¼)         |  |
| LNAV MDA     | 760-1  | 406 (500-1)          | 760-1⅛ 406 (500-1⅛)  |
| CIRCLING     | 900-1  | 546 (600-1)          | 920-1½ 566 (600-1½) 1120-2½ 766 (800-2½)                         |


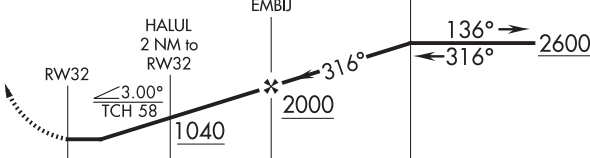

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>63228</b><br><b>W32A</b> | APP CRS<br><b>316°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5000</b><br><b>351</b><br><b>354</b> |
|--|------------------------|-----------------------------|---|

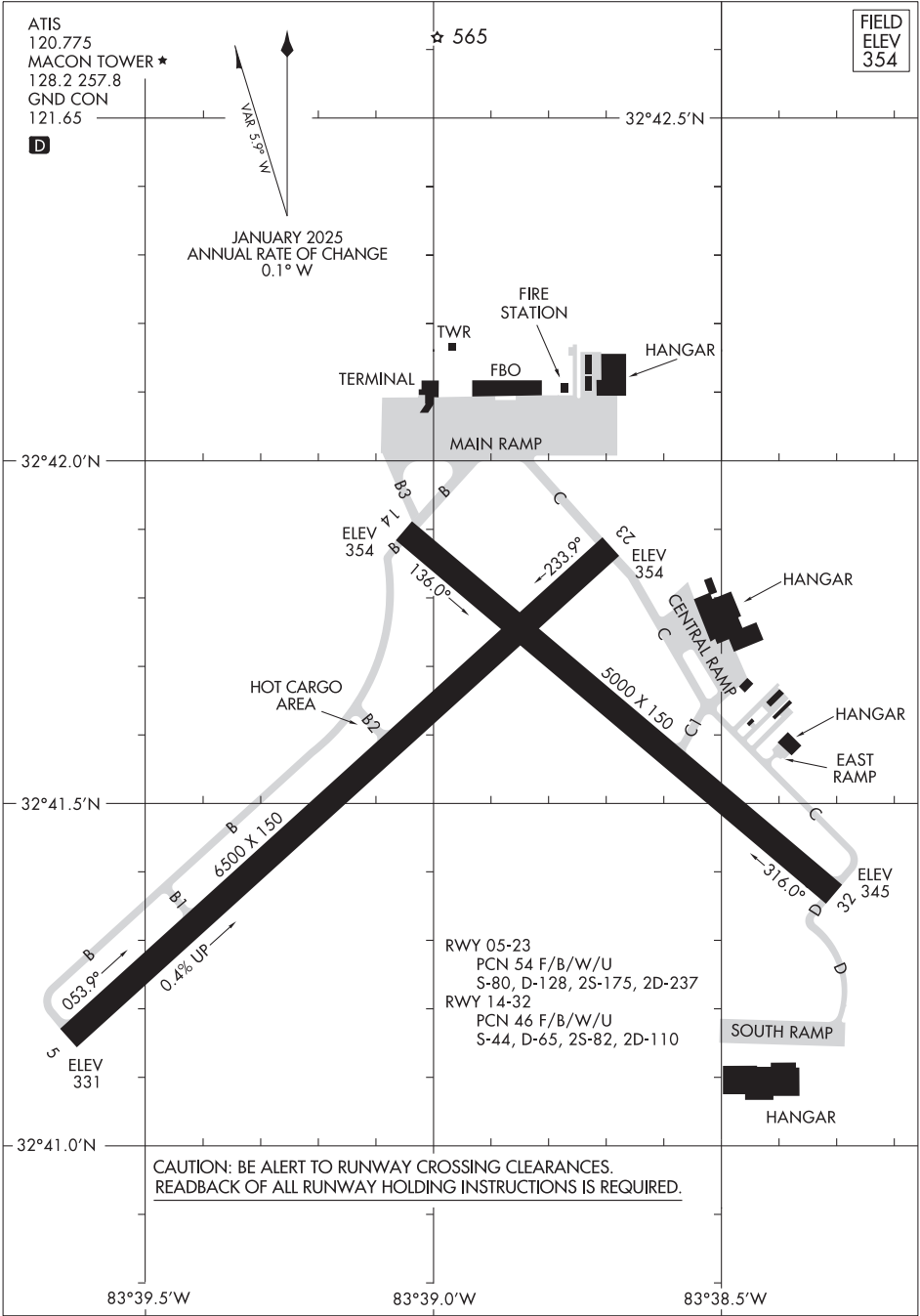
RNAV (GPS) RWY 32

MIDDLE GEORGIA RGNL (MCN)

|   |   |  |   |                         |
|---|---|--|---|-------------------------|
| RNP APCH-GPS.   |   |  | MISSED APPROACH: Climb to 2800 direct IKBAJ and hold. |                         |
| Rwy 32 helicopter visibility reduction below 1 SM NA. |   |  |   |                         |
| ATIS<br><b>120.775</b>                                | ATLANTA APP CON ★<br><b>124.2 279.6</b> | MACON TOWER ★<br><b>128.2 (CTAF) 257.8</b> | GND CON<br><b>121.65</b>                              | UNICOM<br><b>122.95</b> |



|  |  |  |  |   |  |                         |   |
|--|--|--|--|---|--|-------------------------|---|
| 1568 A   |  |  |  |   |  |                         |   |
| 2800<br>↑  |  | IKBAJ<br> |  | VGSi and descent angles not coincident<br>(VGSi Angle 3.00/TCH 46). |  |                         |   |
|           |  |  |  |   |  |                         |   |
| CATEGORY   |  | A  |  | B   |  | C                       | D |
| LP MDA   |  | 680-1  |  | 329 (400-1)   |  |                         |   |
| LNAV MDA   |  | 720-1  |  | 369 (400-1)   |  |                         |   |
|  CIRCLING |  | 900-1 546 (600-1)  |  | 920-1½<br>566 (600-1½)  |  | 1120-2½<br>766 (800-2½) |   |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>77723</b><br><b>W14A</b> | APP CRS<br><b>145°</b> | Rwy Idg<br>TDZE <b>686</b><br>Apt Elev <b>694</b> | <b>3740</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 14

MADISON MUNI (52A)

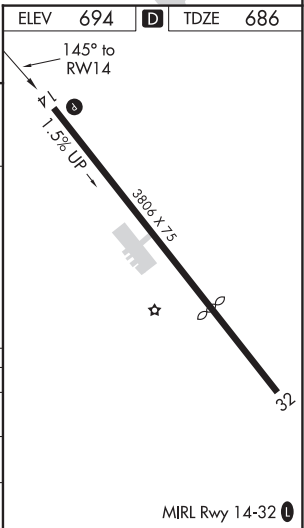
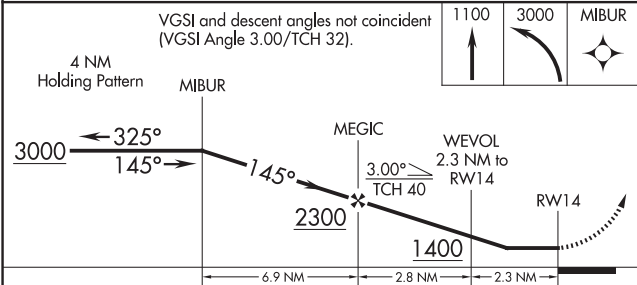
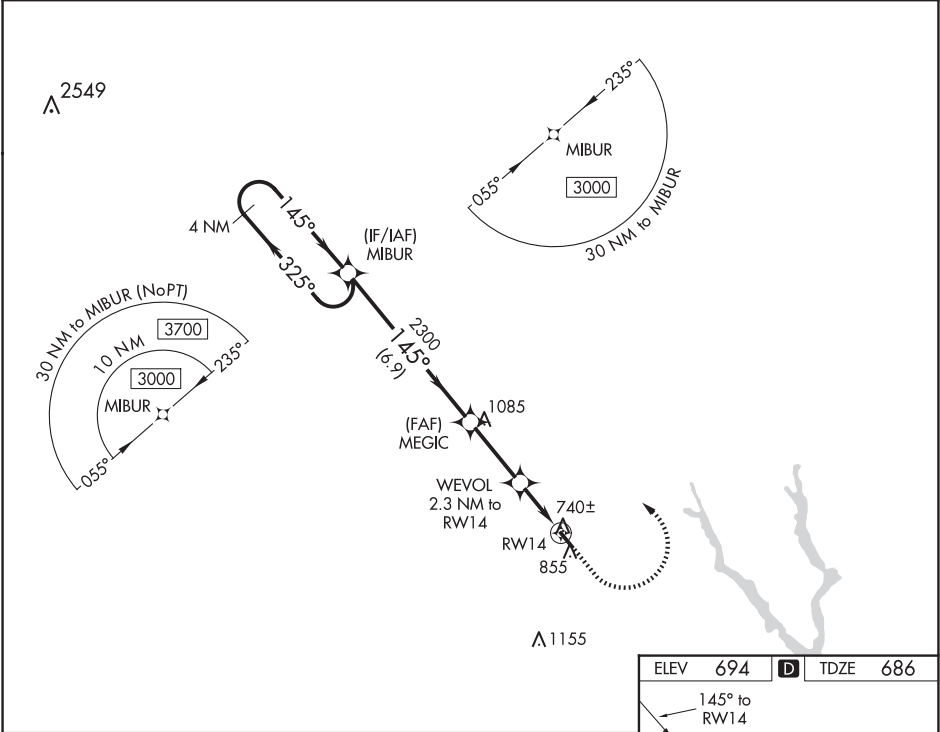
▼

NA

When VGSI inop, procedure NA at night.  
Rwy 14 helicopter visibility reduction below 1 SM NA.  
DME/DME RNP-0.3 NA. Use Athens altimeter setting.

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct MIBUR and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AHN ASOS<br><b>132.875</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LP MDA   | 1060-1 | 374 (400-1) | 1060-1¼<br>374 (400-1¼) | NA |
| LNAV MDA | 1060-1 | 374 (400-1) | 1060-1¼<br>374 (400-1¼) | NA |
| CIRCLING | 1220-1 | 526 (600-1) | 1380-2<br>686 (700-2)   | NA |

MADISON, GEORGIA

AL-5538 (FAA)

23054

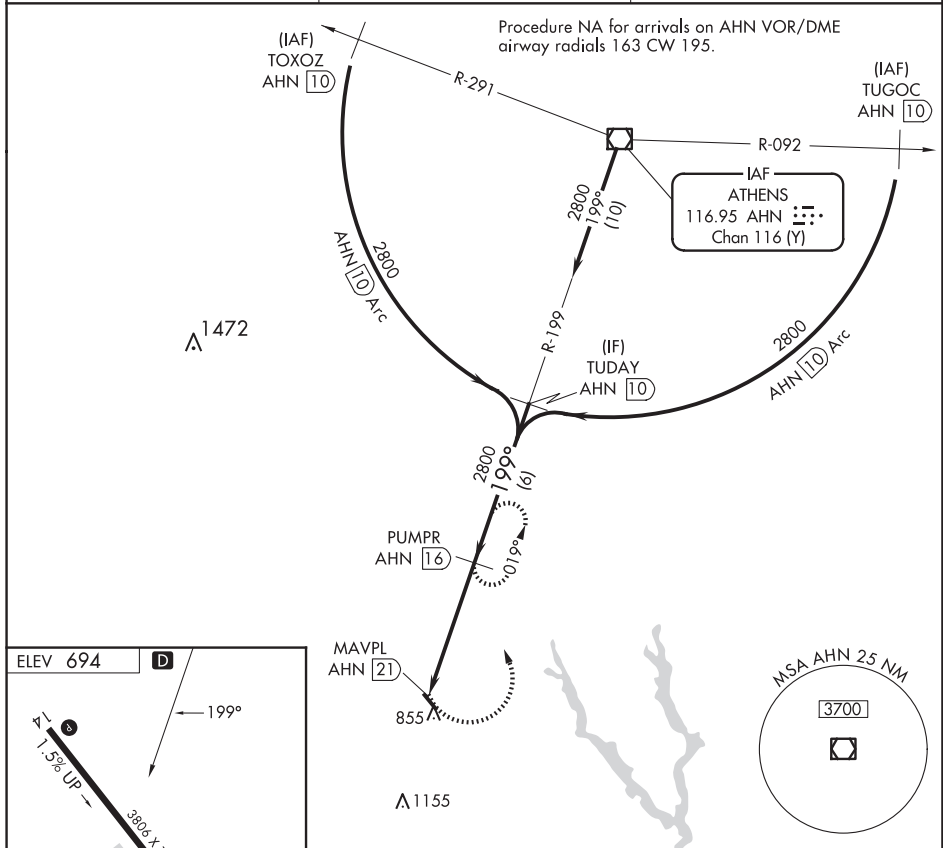
|              |         |          |     |
|--------------|---------|----------|-----|
| VOR/DME AHN  | APP CRS | Rwy Idg  | N/A |
| 116.95       | 199°    | TDZE     | N/A |
| Chan 116 (Y) |         | Apt Elev | 694 |

# VOR/DME-A

MADISON MUNI (52A)

|  |   |
|--|---|
| <p>▼ Procedure NA at night.<br/>▲ NA Use Athens altimeter setting.<br/>Visibility reduction by helicopters NA.</p> | <p>MISSED APPROACH: Climbing left turn to 2800 on AHN<br/>VOR/DME R-199 to PUMPR/AHN 16 DME and hold.</p> |
|--|---|

|                     |                                    |                          |
|---------------------|------------------------------------|--------------------------|
| AHN ASOS<br>132.875 | ATLANTA APP CON ★<br>132.475 291.1 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------|------------------------------------|--------------------------|



|  |                       |                         |                       |              |                   |
|--|-----------------------|-------------------------|-----------------------|--------------|-------------------|
| 2800 AHN R-199                         | PUMPR AHN 16          | MAVPL AHN 21            | PUMPR AHN 16          | TUDAY AHN 10 | Procedure Turn NA |
| <p>2800 199° 2800</p> <p>5 NM 6 NM</p> |                       |                         |                       |              |                   |
| CATEGORY                               | A                     | B                       | C                     | D            |                   |
| CIRCLING                               | 1220-1<br>526 (600-1) | 1220-1¼<br>526 (600-1¼) | 1380-2<br>686 (700-2) | NA           |                   |

MADISON, GEORGIA  
Amdt 8B 04NOV21

33°37'N-83°28'W

MADISON MUNI (52A)  
VOR/DME-A



SE-4, 07 AUG 2025 to 02 OCT 2025

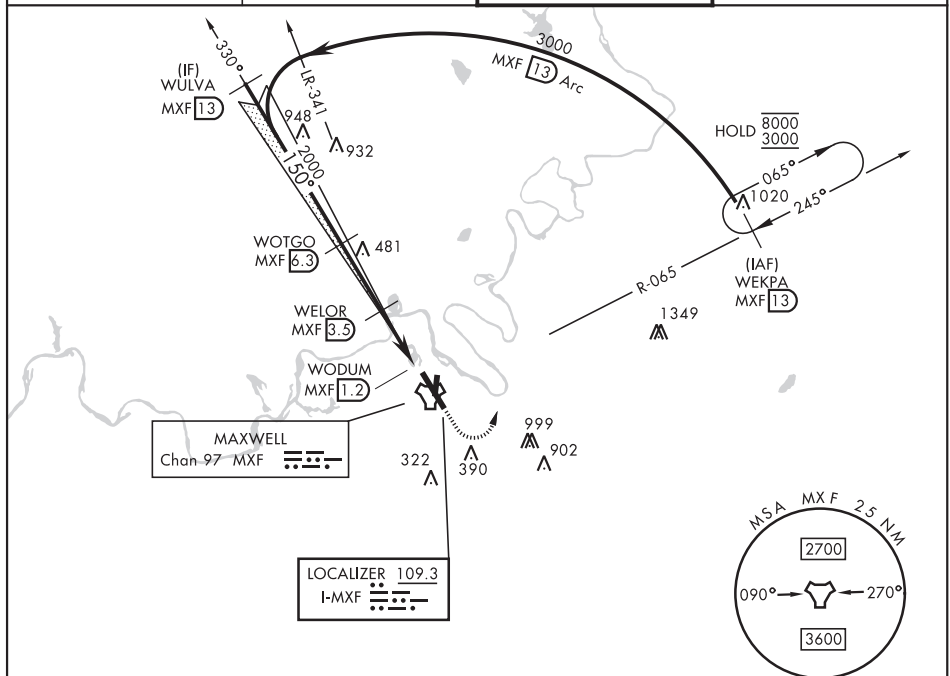
SE-4, 07 AUG 2025 to 02 OCT 2025



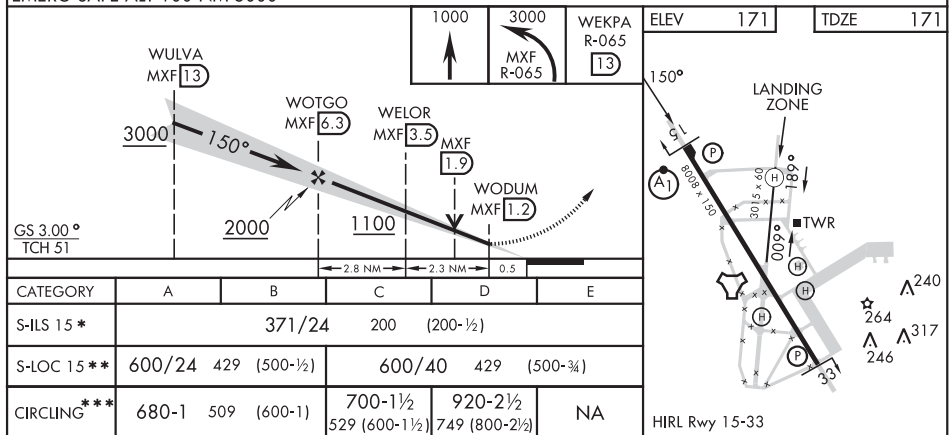


## ILS or LOC/DME RWY 15

|   |                         |   |   |   |                                  |
|---|-------------------------|---|---|---|----------------------------------|
| LOC I-MXF<br><b>109.3</b>   | APCH CRS<br><b>150°</b> | Rwy Idg <b>8008</b><br>TDZE <b>171</b><br>Arpt Elev <b>171</b>              | [USAF]  | MAXWELL AFB (KMXF)  |                                  |
| RADAR required for missed approach.   |                         |   |  | MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 to intercept MXF TACAN R-065 outbound to 13 DME (WEKPA) and hold. |                                  |
| <p>            * When ALS inop, increase RVR to 40 and vis to ¾ mile.<br/>           ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to ¼ mile.<br/>           *** Circling not authorized E of Rwy 15-33.         </p> |                         |   |   |   |                                  |
| ATIS ★<br><b>134.7 269.9</b>  |                         | MONTGOMERY APP CON ★<br><b>121.2 269.05 (N)</b><br><b>124.0 363.025 (S)</b> | TOWER ★<br><b>118.15 253.5</b>  |   | GND CON ★<br><b>127.15 289.4</b> |



EMERG SAFE ALT 100 NM 5000



MONTGOMERY, ALABAMA

32°23'N-86°22' W

MAXWELL AFB (KMXF)

## ILS or LOC/DME RWY 15


MONTGOMERY, ALABAMA

|                  |           |      |
|------------------|-----------|------|
| APCH CRS<br>150° | Rwy Idg   | 8008 |
|                  | TDZE      | 171  |
|                  | Arpt Elev | 171  |

- (USAF)

MAXWELL AFB (KMXF)

## RNAV (GPS) RWY 15

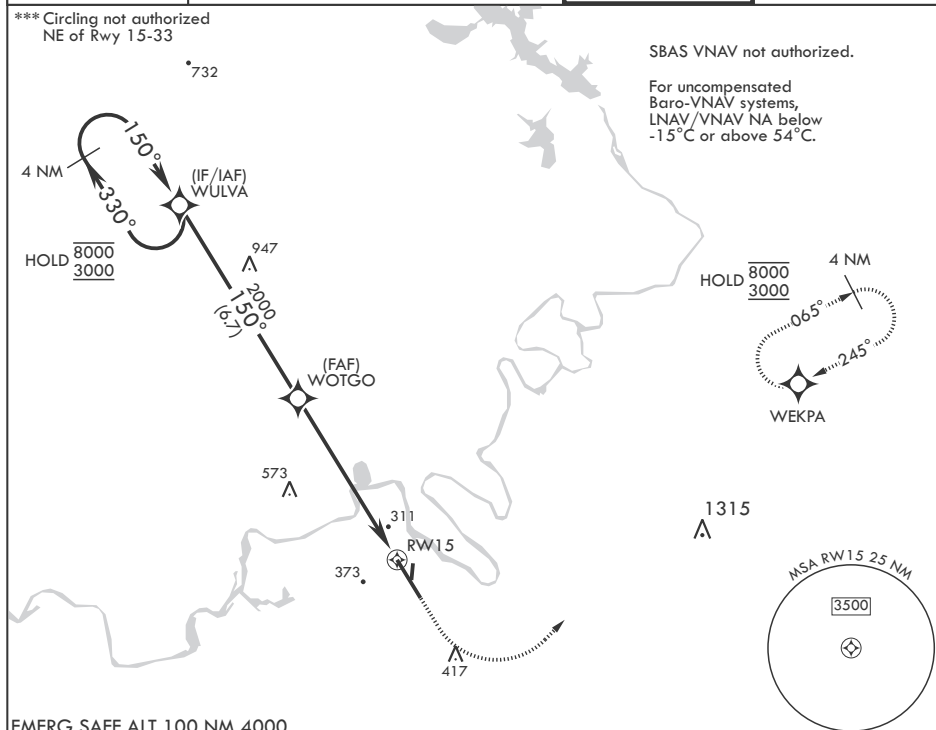
|   |   |   |
|---|---|---|
| RNP APCH-GPS  | ALSF-1<br> | MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold. |
| <b>T</b> * When ALS inop, increase vis to 1 1/4 miles.<br>** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 2 miles. |   |   |

|                                 |   |                                   |                                     |
|---------------------------------|---|-----------------------------------|-------------------------------------|
| <p>ATIS★</p> <p>134.7 269.9</p> | <p>MONTGOMERY APP CON/DEP CON★</p> <p>121.2 269.05 N</p> <p>124.0 363.025 S</p> | <p>TOWER★</p> <p>118.15 253.5</p> | <p>GND CON★</p> <p>127.15 289.4</p> |
|---------------------------------|---|-----------------------------------|-------------------------------------|

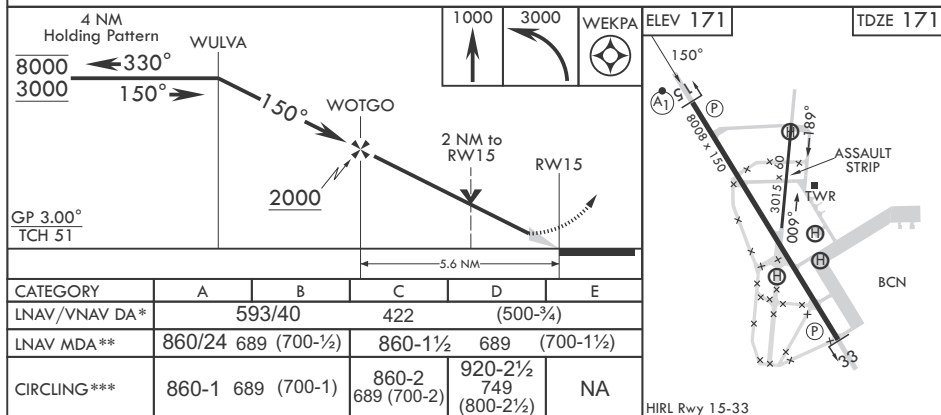
\*\*\* Circling not authorized  
NE of Rwy 15-33

SBAS VNAV not authorized.

For uncompensated  
Baro-VNAV systems,  
LNAV/VNAV NA below  
-15°C or above 54°C.



EMERG SAFE ALT 100 NM 4000



MONTGOMERY, ALABAMA

32°23'N - 86°22'W

MAXWELL AFB (KMXF)

Orig 20MAR25

## RNAV (GPS) RWY 15

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

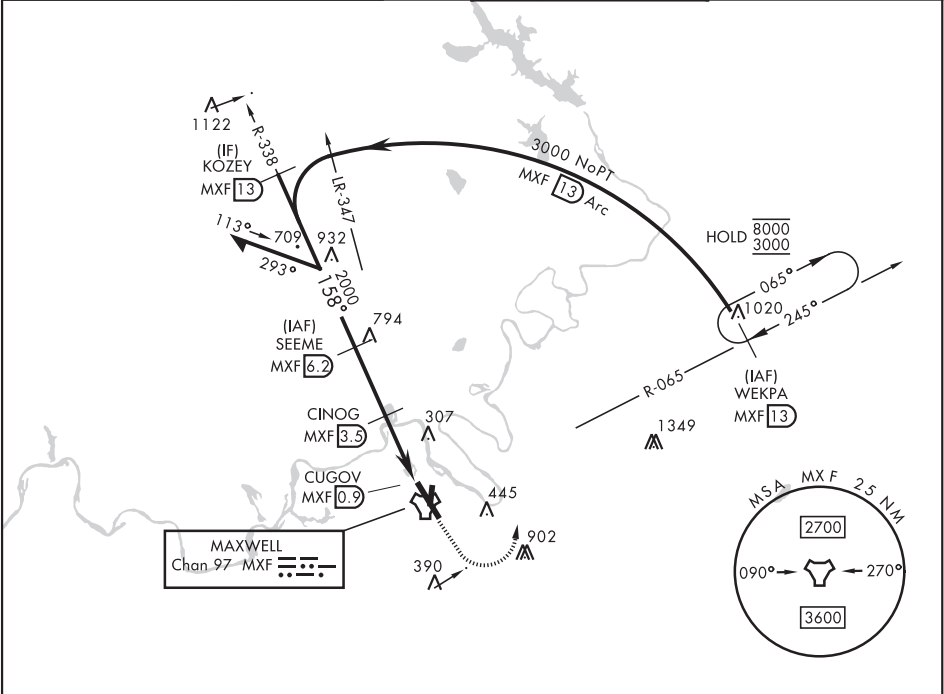
TACAN RWY 15

|           |          |               |
|-----------|----------|---------------|
| TACAN MXF | APCH CRS | Rwy ldg       |
| Chan 97   | 158°     | TDZE 8008     |
|           |          | Arpt Elev 171 |

[USAF]

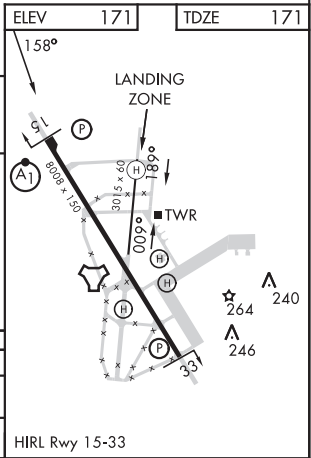
MAXWELL AFB (KMXF)

|  |                                       |              |   |
|--|---------------------------------------|--------------|---|
| RADAR required for missed approach.  |                                       | ALSIF-1      | MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 to intercept MXF TACAN R-065 outbound to 13 DME (WEKPA) and hold. |
| * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE and vis to 1½ miles.<br>** Circling not authorized E of Rwy 15-33. |                                       |              |   |
| ATIS ★   | MONTGOMERY APP CON ★                  | TOWER ★      | GND CON ★   |
| 134.7 269.9  | 121.2 269.05 (N)<br>124.0 363.025 (S) | 118.15 253.5 | 127.15 289.4  |



EMERG SAFE ALT 100 NM 5000

|                              |        |              |                        |                        |      |                    |
|------------------------------|--------|--------------|------------------------|------------------------|------|--------------------|
| Remain within 15 NM          |        | KOZEY MXF 13 | SEEME MXF 6.2          | 1000                   | 3000 | WEKPA R-065 MXF 13 |
| CINOG to RWY 15 3.08° TCH 51 |        | 338°         | 158°                   | 2000                   | 1100 | MXF TACAN          |
|                              |        | 2.7 NM       | 2.6 NM                 | 0.2                    |      |                    |
| CATEGORY                     | A      | B            | C                      | D                      | E    |                    |
| S-15 *                       | 620/24 | 449 (500-½)  | 620/45                 | 449 (500-7/8)          |      |                    |
| CIRCLING**                   | 680-1  | 509 (600-1)  | 700-1½<br>529 (600-1½) | 920-2½<br>749 (800-2½) | NA   |                    |



TACAN RWY 15

MONTGOMERY, ALABAMA

|                             |                         |  |
|-----------------------------|-------------------------|--|
| TACAN MXF<br>Chan <b>97</b> | APCH CRS<br><b>323°</b> | Rwy Idg <b>8008</b><br>TDZE <b>166</b><br>Arpt Elev <b>171</b> |
|-----------------------------|-------------------------|--|

[USAF]

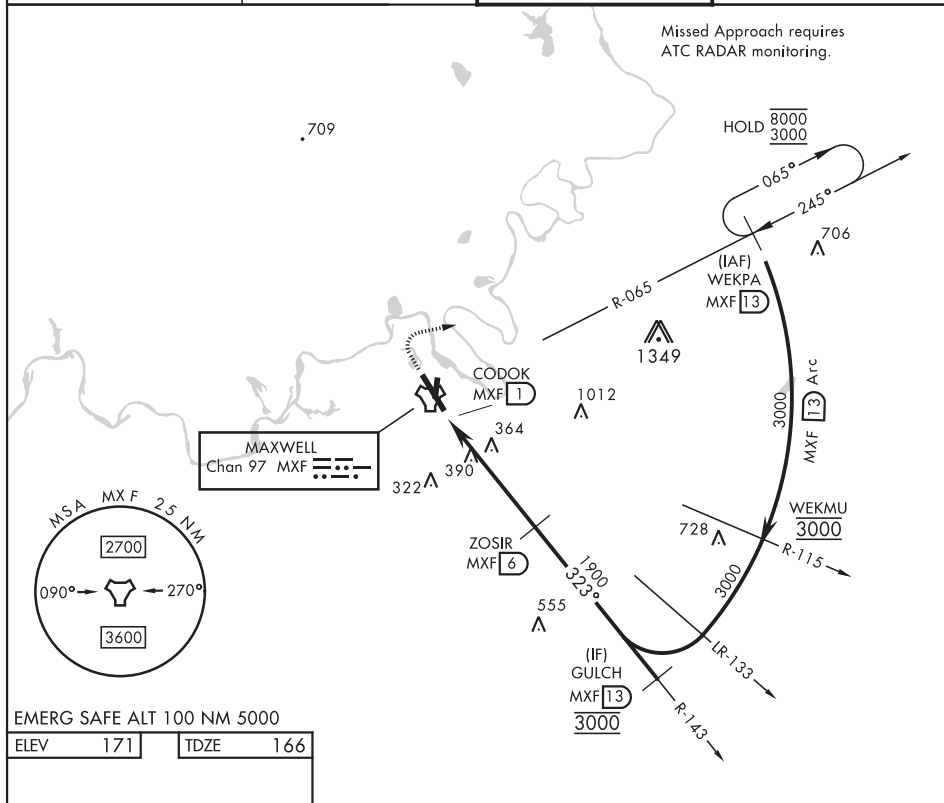
MAXWELL AFB (KMXF)

TACAN RWY 33

|   |  |
|---|--|
| <p><b>T</b> * Circling not authorized E of Rwy 15-33.</p> | <p><b>MISSED APPROACH:</b> Climb to 1000, then climbing right turn to 3000 to intercept MXF TACAN R-065 outbound to 13 DME (WEKPA) and hold.</p> |
|---|--|

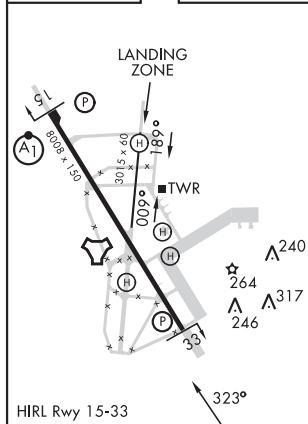
|                                  |   |                                    |                                      |
|----------------------------------|---|------------------------------------|--------------------------------------|
| <p>ATIS ★</p> <p>134.7 269.9</p> | <p>MONTGOMERY APP CON★</p> <p>121.2 269.05 (N)</p> <p>124.0 363.025 (S)</p> | <p>TOWER ★</p> <p>118.15 253.5</p> | <p>GND CON ★</p> <p>127.15 289.4</p> |
|----------------------------------|---|------------------------------------|--------------------------------------|

Missed Approach requires  
ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5000

|      |     |  |      |     |
|------|-----|--|------|-----|
| ELEV | 171 |  | TDZE | 166 |
|------|-----|--|------|-----|



| CATEGORY   | A     | B           | C                            | D                            | E  |
|------------|-------|-------------|------------------------------|------------------------------|----|
| S-33       | 740-1 | 574 (600-1) | 740-1 5/8                    | 574 (600-1 1/2)              |    |
| CIRCLING * | 740-1 | 569 (600-1) | 740-1 1/2<br>569 (600-1 1/2) | 920-2 1/2<br>749 (800-2 1/2) | NA |

MONTGOMERY, ALABAMA

Amdt 7 23FEB23

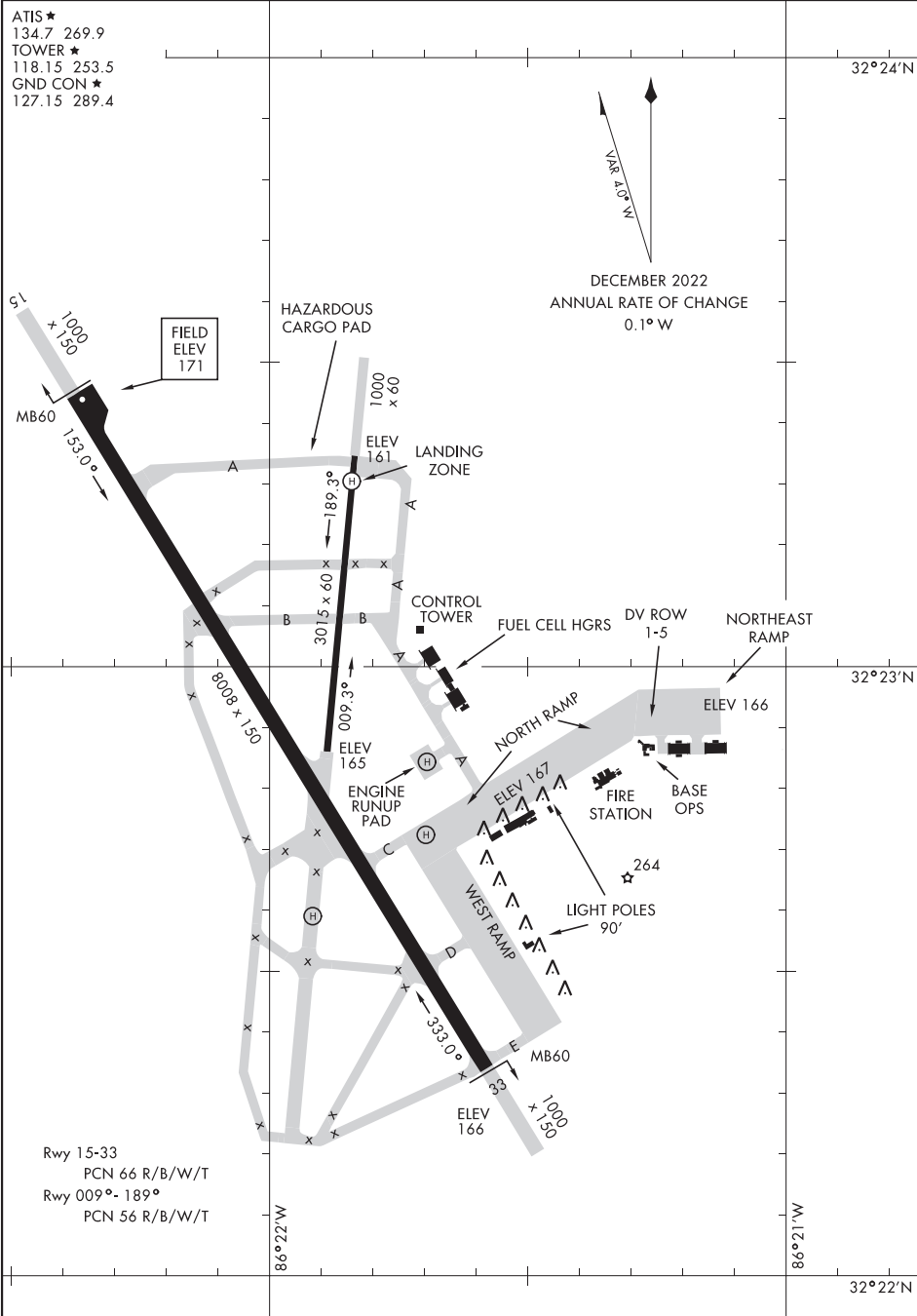
32°23'N-86°22' W

MAXWELL AFB (KMXF)

## TACAN RWY 33

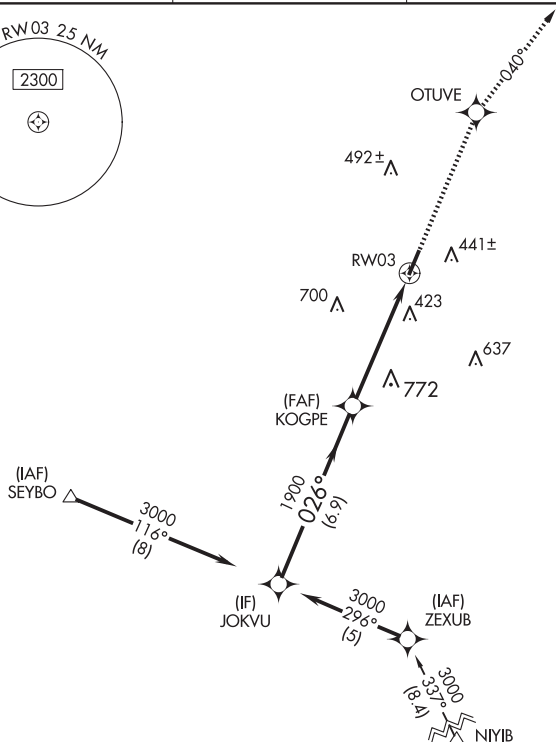
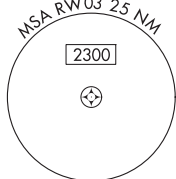
SE-4, 07 AUG 2025 to 02 OCT 2025





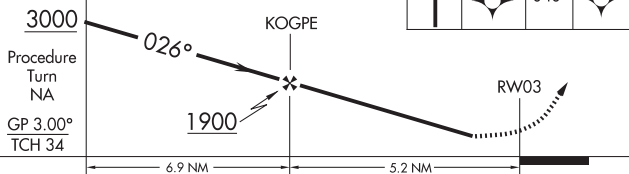
RNAV (GPS) RWY 3  
TELFAR-WHEELER (MQW)

**MISSED APPROACH:** Climb to 3000 direct OTUVE and via 040° track to IYONU and hold.

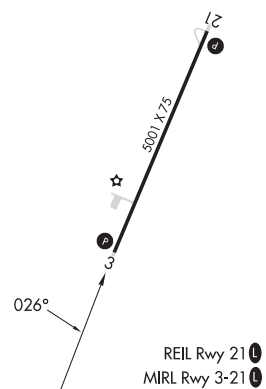
CTAF  
122.9

TDZE 202

VGSI and RNAV glidepath not coincident  
JOKVU (VGSI Angle 3.00/TCH 44).



| CATEGORY      |     | A                        | B                        | C                   | D                      |
|---------------|-----|--------------------------|--------------------------|---------------------|------------------------|
| LPV           | DA  | 593-1½ 391 (400-1½)      |                          |                     |                        |
| INAV/<br>VNAV | DA  | 903-2 701 (800-2)        |                          |                     | 903-2½<br>701 (800-2½) |
| INAV          | MDA | 1160-1¼<br>958 (1000-1¼) | 1160-1½<br>958 (1000-1½) | 1160-3 958 (1000-3) |                        |
| CIRCLING      |     | 1160-1¼<br>958 (1000-1¼) | 1160-1½<br>958 (1000-1½) | 1160-3 958 (1000-3) |                        |



TELFAIR-WHEELER (MQW)  
RNAV (GPS) RWY 3

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

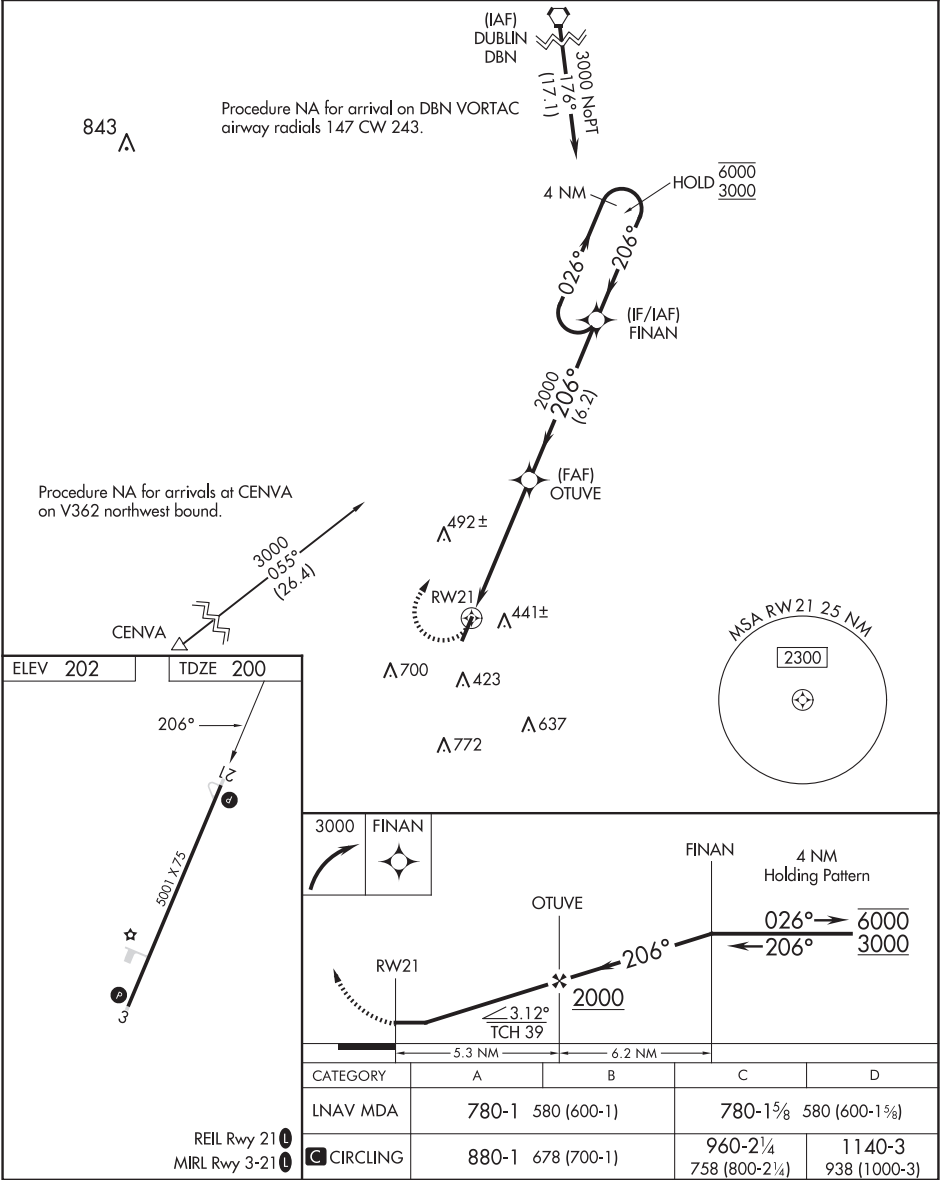
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5001 |
| 206°    | TDZE     | 200  |
|         | Apt Elev | 202  |

RNAV (GPS) RWY 21

TELFAIR-WHEELER (MQW)

|   |  |   |
|---|--|---|
| RNP APCH-GPS.   |  | MISSED APPROACH: Climbing right turn to 3000 direct FINAN and hold. |
| <div><div>T</div><div>A</div></div> <div>Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.</div> |  |   |

|          |            |                     |       |
|----------|------------|---------------------|-------|
| AWOS-3PT | VDI AWOS-3 | JACKSONVILLE CENTER | CTAF  |
| 120.0    | 119.925    | 127.575 269.025     | 122.9 |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

METTER, GEORGIA

AL-6844 (FAA)

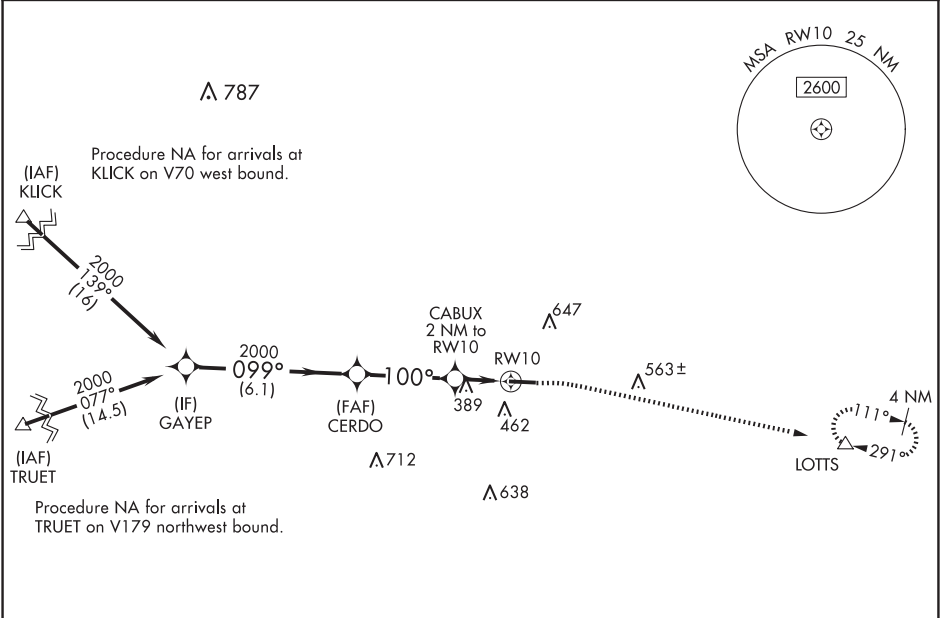
21280

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>53738</b><br><b>W10A</b> | APP CRS<br><b>100°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5001</b><br><b>197</b><br><b>197</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

|   |                              |   |                                 |
|---|------------------------------|---|---------------------------------|
| Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 543, LNAV/VNAV DA to 500, increase all MDA 20 feet, increase LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile. |                              | MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct LOTTs and hold. |                                 |
| AWOS-3PT<br><b>120.3</b>  | CWV AWOS-3<br><b>120.075</b> | JACKSONVILLE CENTER<br><b>132.925 363.2</b>   | UNICOM<br><b>123.0 (CTAF) 0</b> |



|   |  |  |  |  |
|---|--|--|--|--|
| <div><div><div><div><div></div><div>ELEV 197</div></div><div><div></div><div>TDZE 197</div></div></div><div><div><div><div><div></div><div>700</div></div><div><div></div><div>3000</div></div></div><div><div></div><div>LOTTS</div></div></div><div><div><div></div><div>↑</div></div><div><div></div><div>↗</div></div><div><div></div><div>△</div></div></div><div><div></div><div>*LNAV only.</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>2000</div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div><div><div></div><div>099°</div></div></div><div><div></div><div>100°</div></div></div></div><div><div><div><div><div></div><div>2000</div></div>&lt;</div></div></div></div></div></div></div></div> |  |  |  |  |
|---|--|--|--|--|

METTER, GEORGIA  
Amdt 1 26MAY16

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)  
32°22'N-82°05'W  
RNAV (GPS) RWY 10

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78438</b><br><b>W28A</b> | APP CRS<br><b>280°</b> | Rwy Idg<br>TDZE <b>197</b><br>Apt Elev <b>197</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 28

JOHN EDWIN JONES SR FLD/METTER MUNI (MHP)

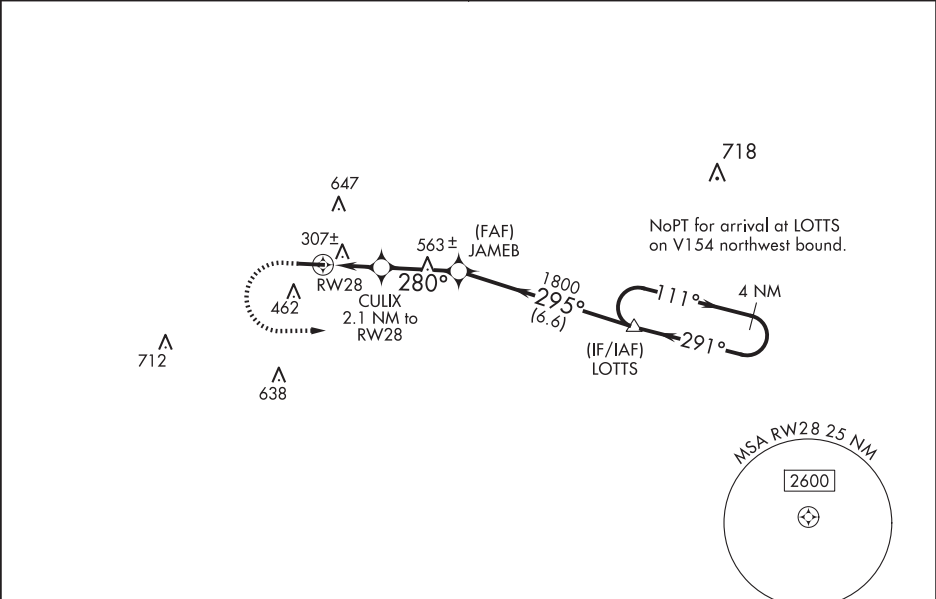
▼

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Claxton altimeter setting; when not received, use Vidalia altimeter setting and increase LPV DA to 500, LNAV/VNAV DA to 533, increase all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct LOTS and hold.

|                          |                              |   |                               |
|--------------------------|------------------------------|---|-------------------------------|
| AWOS-3PT<br><b>120.3</b> | CWV AWOS-3<br><b>120.075</b> | JACKSONVILLE CENTER<br><b>132.925 363.2</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|--------------------------|------------------------------|---|-------------------------------|



ELEV 197

TDZE 197

Diagram showing the runway layout and approach path. Key features include:

- Runway:** RWY 28, 5001 X 75.
- Obstacles:** 10 ft, 28 ft.
- Approach:** 280° to RW 28.

MIRL Rwy 10-28  
REIL Rwy 10

700

3000

LOTS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

\*LNAV only.

Diagram showing the LNAV only approach path. Key features include:

- Initial Approach:** Starts at 700 ft, turns right to 3000 ft, then left to 280° at 1800 ft.
- Final Approach:** Turns right to 111° at 1800 ft, then left to 291° at 4 NM.
- Obstacles:** 700 ft, 3000 ft, 1800 ft, 1800 ft.
- Navigation Aids:** FAF JAMEB, CULIX 2.1 NM to RW28, (IF/IAF) LOTS.

| CATEGORY     | A                    | B                    | C                             | D                             |
|--------------|----------------------|----------------------|-------------------------------|-------------------------------|
| LPV DA       | 494-1                | 297 (300-1)          |                               |                               |
| LNAV/VNAV DA | 527-1                | 330 (400-1)          |                               |                               |
| LNAV MDA     | 620-1                | 423 (500-1)          | 620-1 1/4                     | 423 (500-1 1/4)               |
| CIRCLING     | 820-1<br>623 (700-1) | 880-1<br>683 (700-1) | 1060-2 1/2<br>863 (900-2 1/2) | 1060-2 3/4<br>863 (900-2 3/4) |



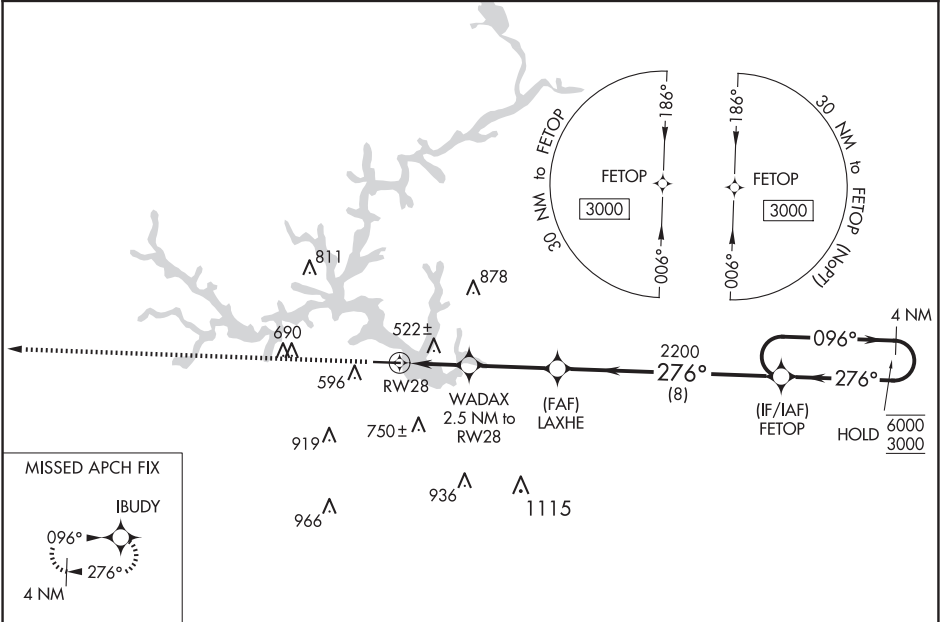
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82318</b><br><b>W28A</b> | APP CRS<br><b>276°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5424</b><br><b>379</b><br><b>385</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 28

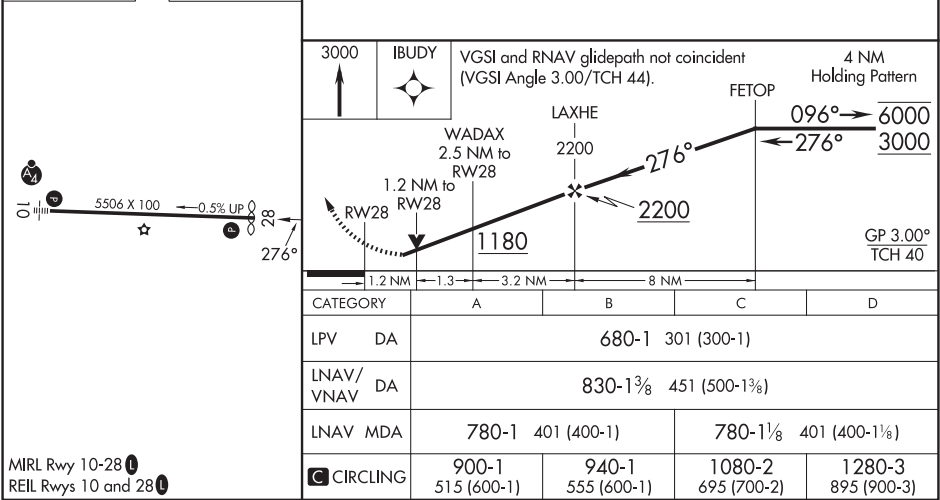
BALDWIN COUNTY RGNL (MLJ)

|  |   |
|--|---|
| RNP APCH-GPS.  | MISSED APPROACH: Climb to 3000 direct IBUDY and hold. |
| Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. |   |

|                          |   |                                   |
|--------------------------|---|-----------------------------------|
| AWOS-3<br><b>120.925</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|--------------------------|---|-----------------------------------|



|          |          |
|----------|----------|
| ELEV 385 | TDZE 379 |
|----------|----------|



MILLEDGEVILLE, GEORGIA

AL-5729 (FAA)

25163

|            |             |             |
|------------|-------------|-------------|
| NDB UMB    | APP CRS     | Rwy Ldg     |
| <b>380</b> | <b>276°</b> | <b>5424</b> |
|            |             | TDZE        |
|            |             | <b>379</b>  |
|            |             | Apt Elev    |
|            |             | <b>385</b>  |

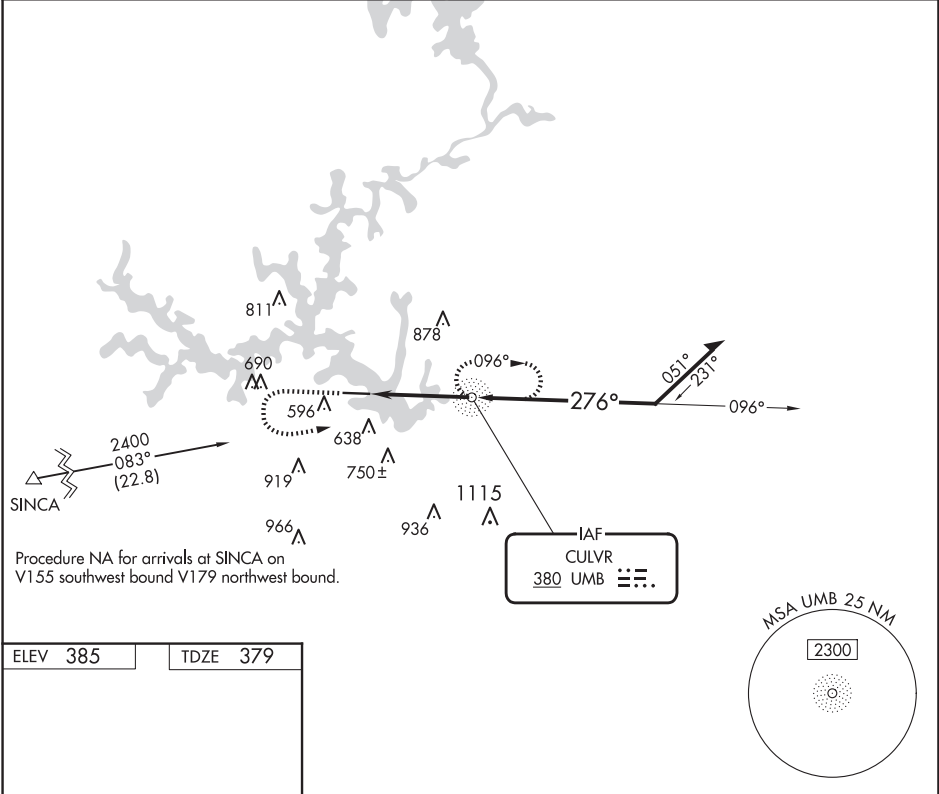
NDB RWY 28

BALDWIN COUNTY RGNL (MLJ)

Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 direct UMB NDB and hold, continue climb-in-hold to 2400.

|                          |   |                                   |
|--------------------------|---|-----------------------------------|
| AWOS-3<br><b>120.925</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|--------------------------|---|-----------------------------------|



ELEV 385

TDZE 379

10

28

5506 X 100 ← 0.5% UP

276°

MIRL Rwy 10-28 0  
REIL Rws 10 and 28 0

FAF to MAP 3.7 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

1400

2400

UMB

UMB NDB

Remain within 10 NM

2400

276°

1600

3.07°

TCH 40

3.7 NM

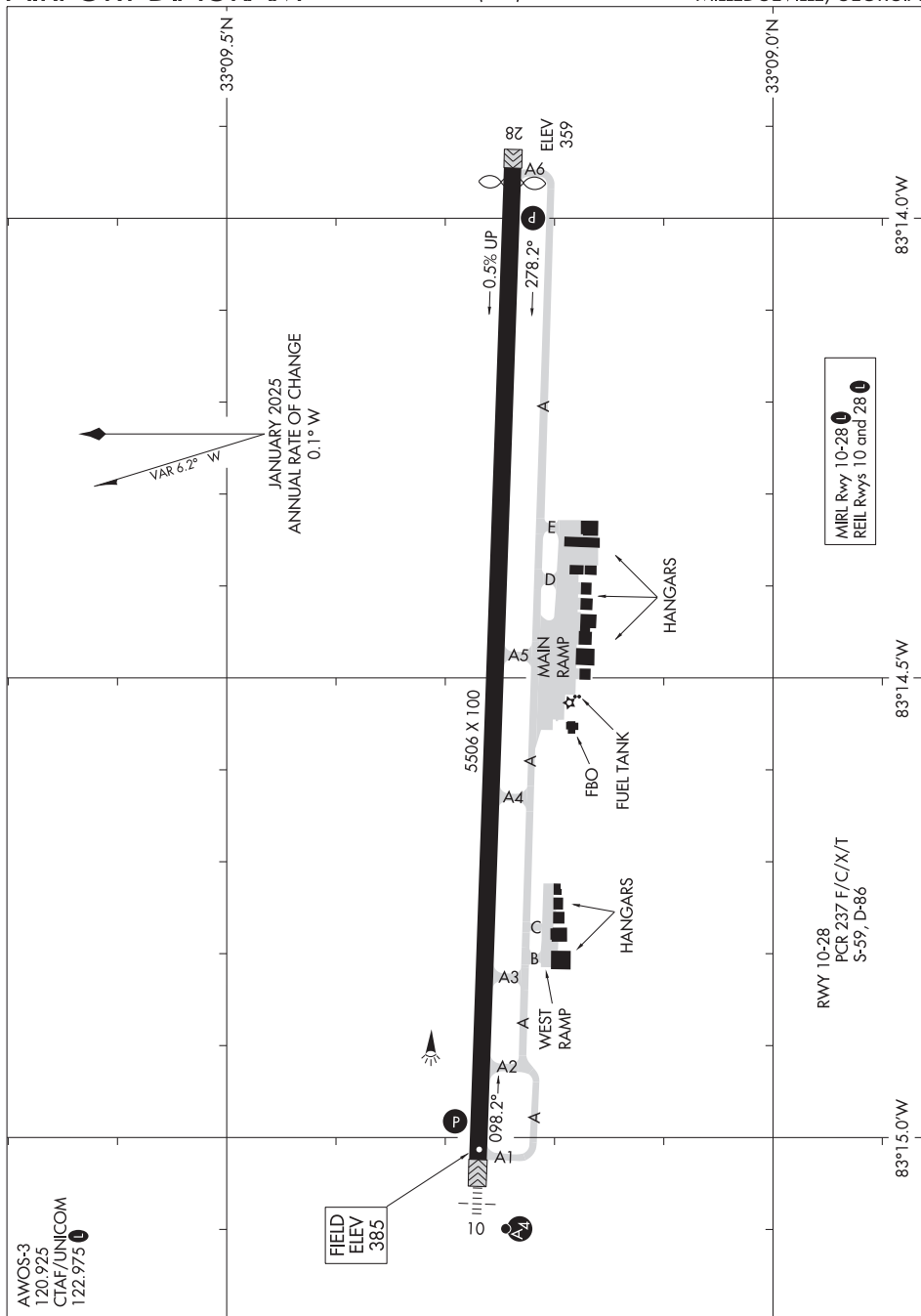
| CATEGORY | A     | B           | C                     | D                     |
|----------|-------|-------------|-----------------------|-----------------------|
| S-28     | 940-1 | 561 (600-1) | 940-1½                | 561 (600-1½)          |
| CIRCLING | 940-1 | 555 (600-1) | 1080-2<br>695 (700-2) | 1280-3<br>895 (900-3) |

MILLEDGEVILLE, GEORGIA  
Amdt 6 25JAN24

33°09'N-83°14'W

BALDWIN COUNTY RGNL (MLJ)  
NDB RWY 28





MILLEN, GEORGIA

AL-10240 (FAA)

19171

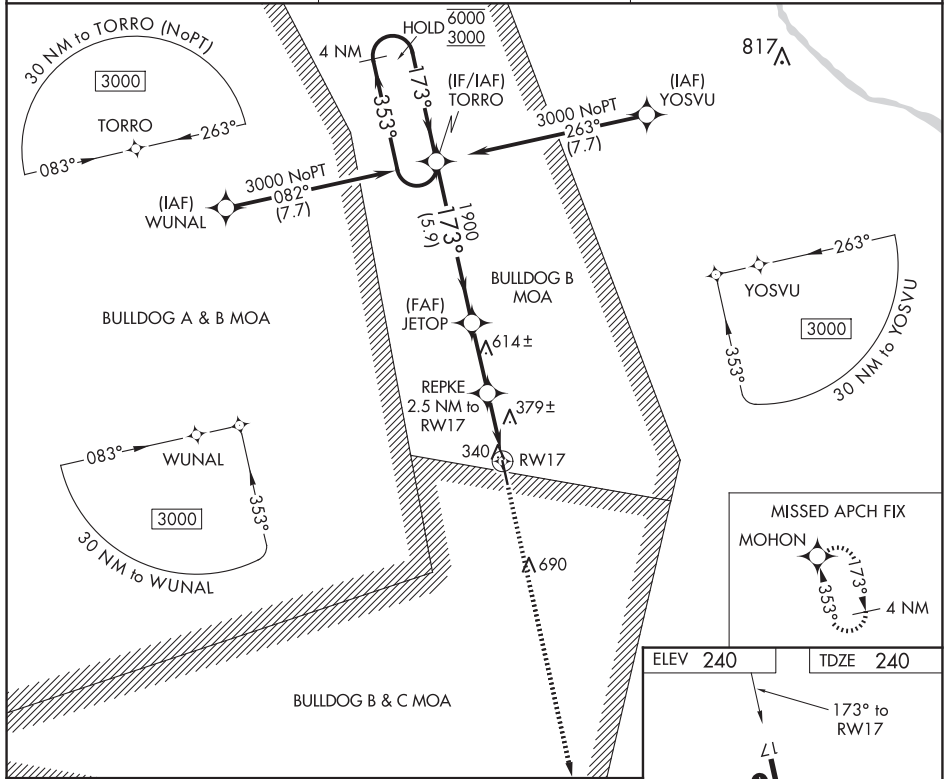
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5001 |
| 173°    | TDZE     | 240  |
|         | Apt Elev | 240  |

# RNAV (GPS) RWY 17

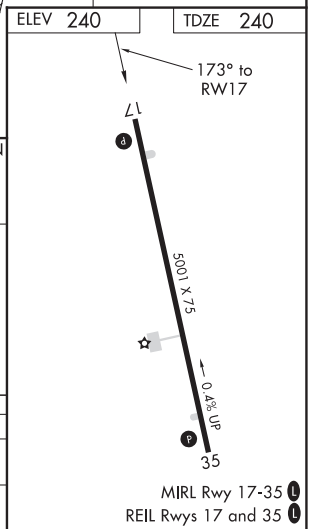
MILLEN (2J5)

|           |   |   |
|-----------|---|---|
| RNP APCH. | <p><b>⚠</b> Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 17 NA at night.</p> | MISSED APPROACH: Climb to 3000 direct MOHON and hold. |
|-----------|---|---|

|                   |                                  |                        |
|-------------------|----------------------------------|------------------------|
| AWOS-3PT<br>120.2 | AUGUSTA APP CON ★<br>126.8 270.3 | CTAF<br>122.9 <b>0</b> |
|-------------------|----------------------------------|------------------------|



|  |                   |                   |  |
|--|-------------------|-------------------|--|
| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29). |                   |                   |  |
| 4 NM Holding Pattern TORRO                                       |                   |                   |  |
|  |                   |                   |  |
| JETOP 1900   |                   |                   |  |
| REPKE 2.5 NM to RW17   |                   |                   |  |
| RW17   |                   |                   |  |
| 5.9 NM 2.6 NM 2.5 NM   |                   |                   |  |
| CATEGORY   | A                 | B                 | C  |
| LNAB MDA   | 640-1             | 400 (400-1)       | 640-1½ 400 (400-1½)                      |
| CIRCLING   | 680-1 440 (500-1) | 700-1 460 (500-1) | 700-1½ 460 (500-1½) 1040-2½ 800 (800-2½) |



MILLEN, GEORGIA  
Amdt 3 20JUN19

32°54'N-81°58'W

# RNAV (GPS) RWY 17

MILLEN (2J5)

SE-4, 07 AUG 2025 to 02 OCT 2025

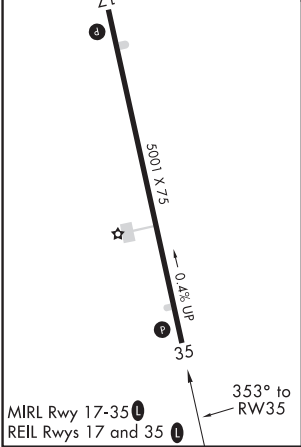
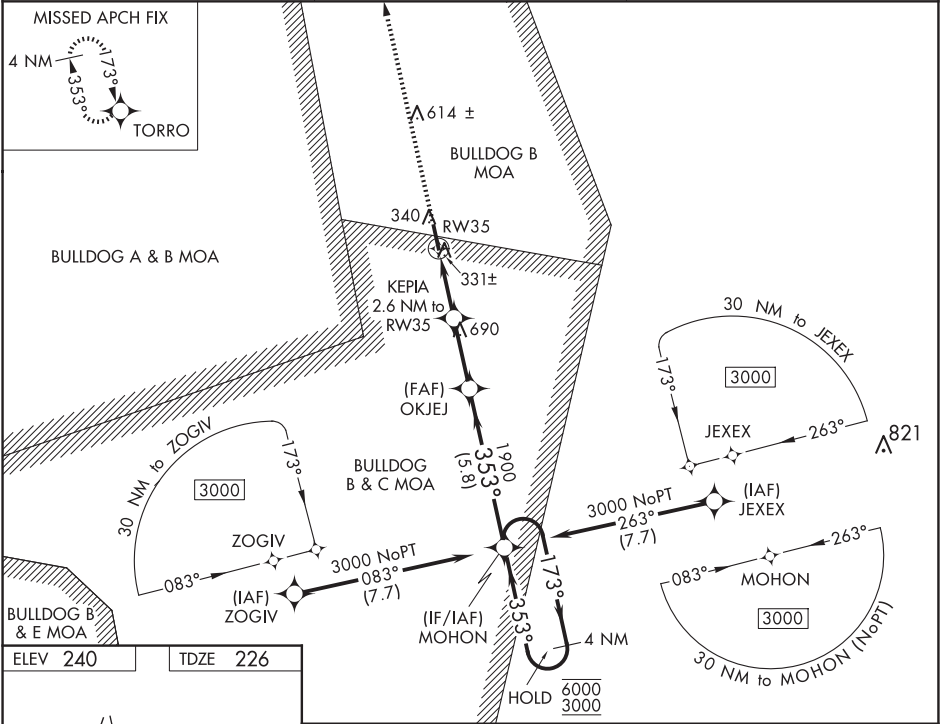
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53718</b><br><b>W35A</b> | APP CRS<br><b>353°</b> | Rwy Idg<br>TDZE <b>226</b><br>Apt Elev <b>240</b> |
|--|------------------------|---|




RNAV (GPS) RWY 35

MILLEN (2J5)

|           |   |  |
|-----------|---|--|
| RNP APCH. | <div><div><div></div><div></div></div><div>Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.</div></div> | MISSED APPROACH:<br>Climb to 3000 direct TORRO and hold. |
|-----------|---|--|

|                          |   |                       |
|--------------------------|---|-----------------------|
| AWOS-3PT<br><b>120.2</b> | AUGUSTA APP CON *<br><b>126.8 270.3</b> | CTAF<br><b>122.90</b> |
|--------------------------|---|-----------------------|



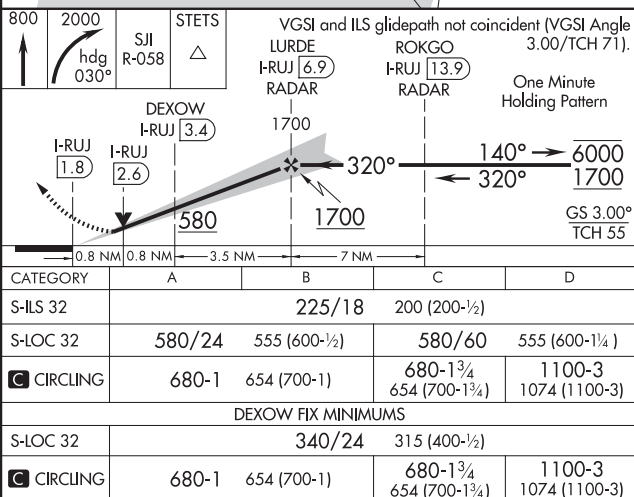
|  |  |  |  |                      |  |                            |  |                         |  |
|--|--|--|--|----------------------|--|----------------------------|--|-------------------------|--|
| 3000<br>↑  |  | TORRO<br> |  |                      |  | MOHON                      |  | 4 NM<br>Holding Pattern |  |
| *LNAV only.  |  | KEPIA<br>2.6 NM to<br>RW35   |  | OKJEJ<br>1900        |  | 173° → 6000<br>← 353° 3000 |  |                         |  |
|           |  | *1.1 NM to<br>RW35   |  | *1080                |  | 353°                       |  | 1900                    |  |
| 1.1  |  | 1.5  |  | 2.6 NM               |  | 5.8 NM                     |  | GP 3.00°<br>TCH 41      |  |
| CATEGORY   |  | A  |  | B                    |  | C                          |  | D                       |  |
| LPV DA   |  | 476-1  |  | 250 (300-1)          |  |                            |  |                         |  |
| LNAV/<br>VNAV  |  | 633-1½   |  | 407 (400-1½)         |  |                            |  |                         |  |
| LNAV MDA   |  | 600-1  |  | 374 (400-1)          |  |                            |  |                         |  |
|  CIRCLING |  | 680-1<br>440 (500-1)   |  | 700-1<br>460 (500-1) |  | 700-1½<br>460 (500-1½)     |  | 1040-2½<br>800 (800-2½) |  |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 32  
MOBILE INTL (BFM)

**MISSED APPROACH:** Climb to 800 then climbing right turn to 2000 on heading 030° and on SJI R-058 to STETS INT/SJI 35.9 DME and hold.

UNICOM  
122.95

MOBILE INTL (BFM)  
ILS or LOC RWY 32

SE-4, 07 AUG 2025 to 02 OCT 2025



MOBILE, ALABAMA

AL-268 (FAA)

25163

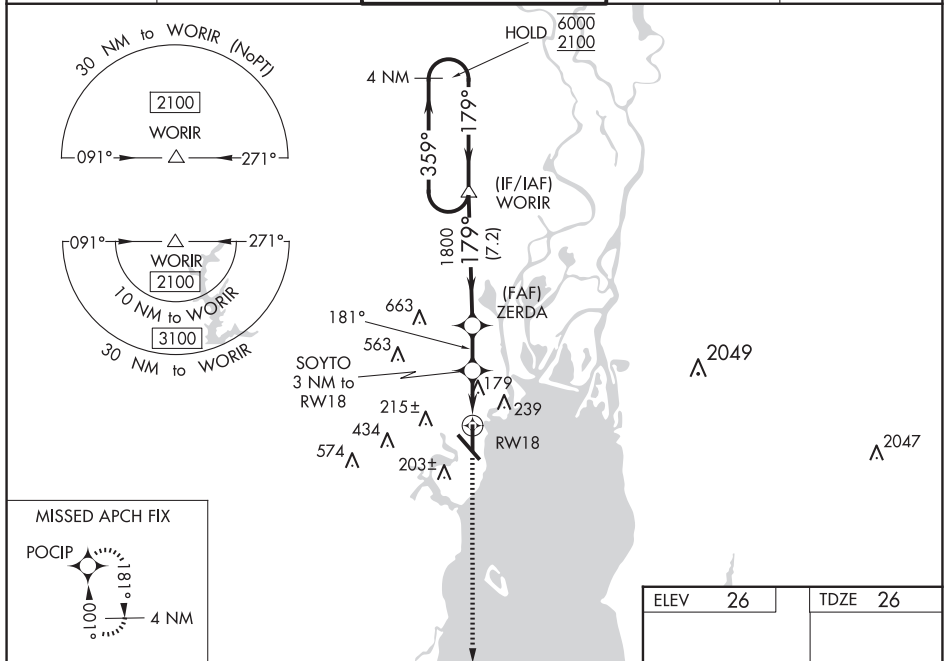
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>97611</b><br><b>W18A</b> | APP CRS<br><b>181°</b> | Rwy Ldg<br>TDZE <b>26</b><br>Apt Elev <b>26</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 18

MOBILE INTL (BFM)

|                                   |   |   |
|-----------------------------------|---|---|
| RNP APCH - GPS.                   |   | MISSED APPROACH: Climb to 2000 direct POCIP and hold. |
| <div><div></div><div></div></div> | Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. |   |

|                        |  |   |                               |                         |
|------------------------|--|---|-------------------------------|-------------------------|
| ATIS<br><b>135.575</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | INTERNATIONAL TOWER★<br><b>118.8 (CTAF) 0 251.1</b> | GND CON<br><b>121.7 239.3</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------------|-------------------------|



4 NM  
Holding Pattern

6000

2100

← 359°

→ 179°

GP 3.00°

TCH 50

WORIR

ZERDA

SOYTO

1800

1800

3 NM to RW18

179°

181°

180°

1020

7.2 NM

2.5 NM

1.9

1.1

CATEGORY

A

B

C

D

LPV DA

276-1

250 (300-1)

LNAV/VNAV DA

419-1½

393 (400-1½)

LNAV MDA

440-1

414 (500-1)

440-1½

414 (500-1½)

CIRCLING

680-1

654 (700-1)

680-1¾  
654 (700-1¾)

1100-3  
1074 (1100-3)

VGSi and RNAV glidepath not coincident  
(VGSi Angle 3.00/TCH 64).

2000

POCIP

1.1 NM to RW18

RW18

181°

81

7800 X 150

TWR

36

9516 X 150

REIL Rwy 14

MIRL Rwy 18-36

HIRL Rwy 14-32

TDZ/CL Rwy 32

MOBILE, ALABAMA  
Amdt 3A 10AUG23

30°38'N-88°04'W

# RNAV (GPS) RWY 18

MOBILE INTL (BFM)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|          |         |          |      |
|----------|---------|----------|------|
| WAAS     | APP CRS | Rwy Ldg  | 9618 |
| CH 70304 | 320°    | TDZE     | 25   |
| W32A     |         | Apt Elev | 26   |

RNAV (GPS) RWY 32

MOBILE INTL (BFM)

RNP APCH - GPS.

▼

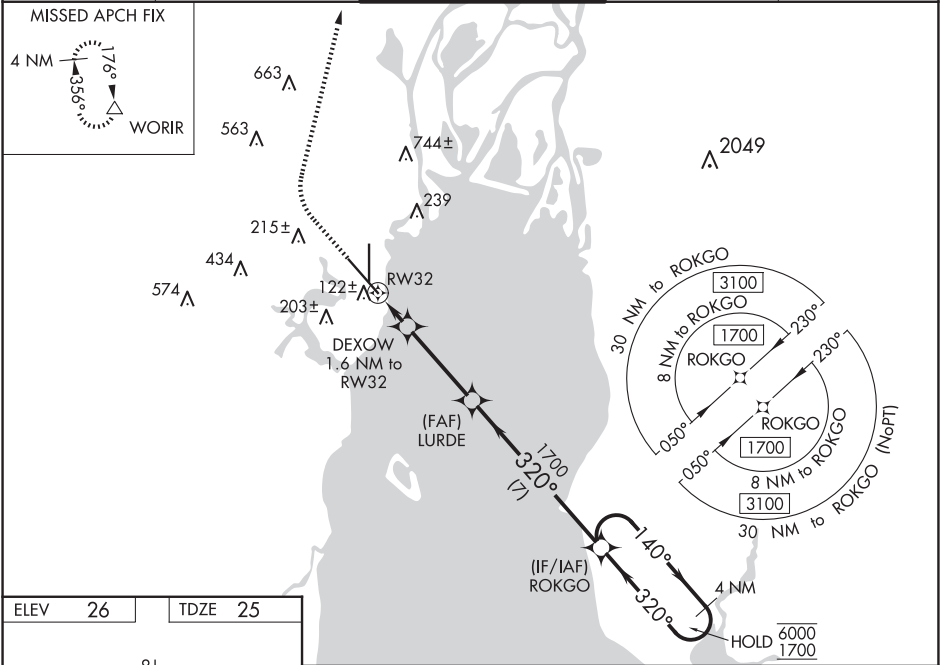
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000, and LNAV Cats C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct WORIR and hold.

|                 |                                 |   |                        |                  |
|-----------------|---------------------------------|---|------------------------|------------------|
| ATIS<br>135.575 | MOBILE APP CON ★<br>118.5 269.3 | INTERNATIONAL TOWER ★<br>118.8 (CTAF) 251.1 | GND CON<br>121.7 239.3 | UNICOM<br>122.95 |
|-----------------|---------------------------------|---|------------------------|------------------|



ELEV 26

TDZE 25

800

2000

WORIR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

| CATEGORY  | A   | B      | C           | D             |
|-----------|-----|--------|-------------|---------------|
| LPV       | DA  | 225/18 | 200 (200-½) |               |
| LNAV/VNAV | DA  | 283/24 | 258 (300-½) |               |
| LNAV      | MDA | 380/24 | 355 (400-½) | 380/30        |
|           |     |        |             | 355 (400-¾)   |
|           |     |        |             | 680-1¾        |
|           |     |        |             | 654 (700-1¾)  |
|           |     |        |             | 1100-3        |
|           |     |        |             | 1074 (1100-3) |

MOBILE, ALABAMA

AL-268 (FAA)

25163

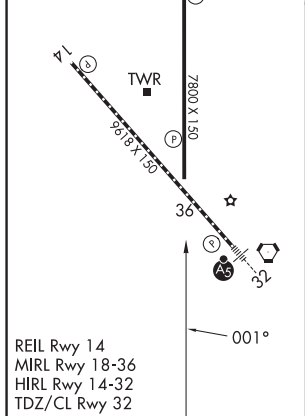
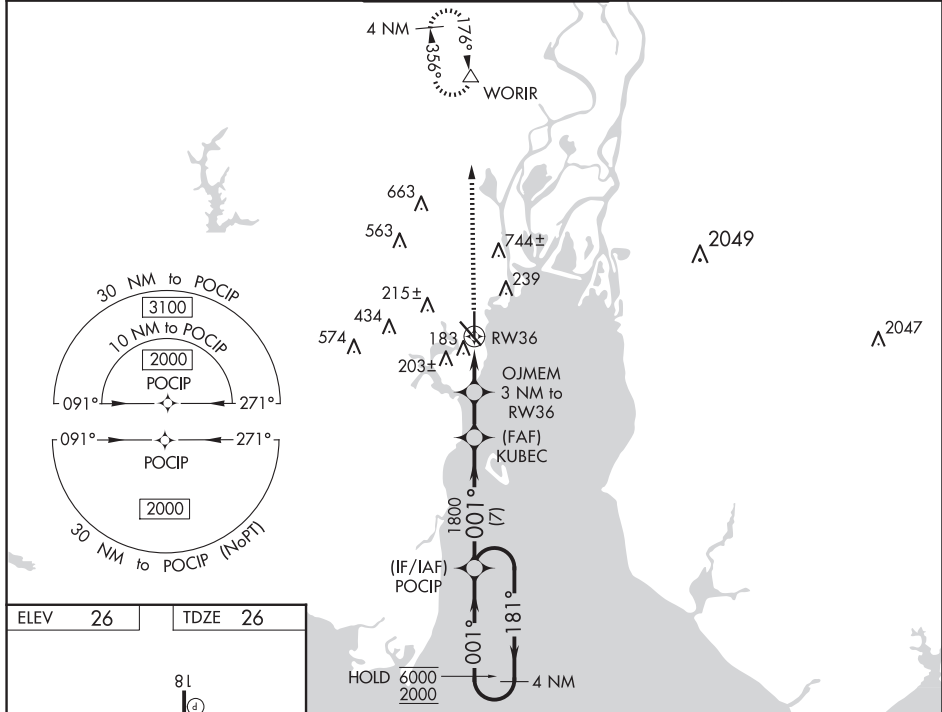
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56511</b><br><b>W36A</b> | APP CRS<br><b>001°</b> | Rwy Ldg <b>7800</b><br>TDZE <b>26</b><br>Apt Elev <b>26</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 36

MOBILE INTL (BFM)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  | MISSED APPROACH:<br>Climb to 2300 direct<br>WORIR and hold. |
| ▼<br>⚠ Rwy 36 helicopter visibility reduction below ¾ SM NA.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. |  |   |

|                        |  |  |                               |                         |
|------------------------|--|--|-------------------------------|-------------------------|
| ATIS<br><b>135.575</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | INTERNATIONAL TOWER ★<br><b>118.8 (CTAF) 0 251.1</b> | GND CON<br><b>121.7 239.3</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------------|-------------------------|



MOBILE, ALABAMA  
Amdt 3A 10AUG23

30°38'N-88°04'W

# RNAV (GPS) RWY 36

MOBILE INTL (BFM)

SE-4, 07 AUG 2025 to 02 OCT 2025





MOBILE, ALABAMA

AL-268 (FAA)

25163

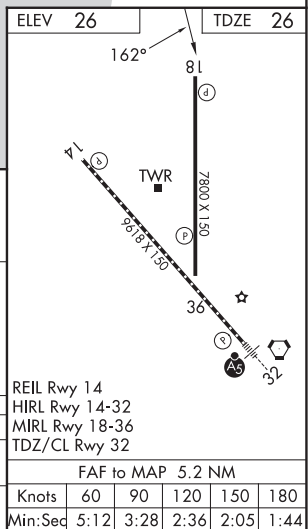
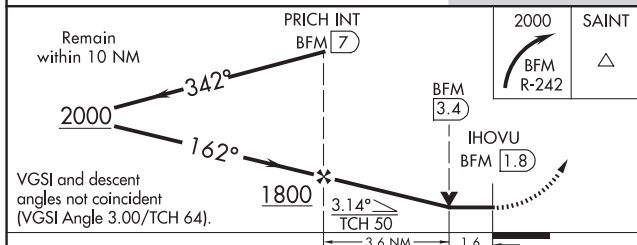
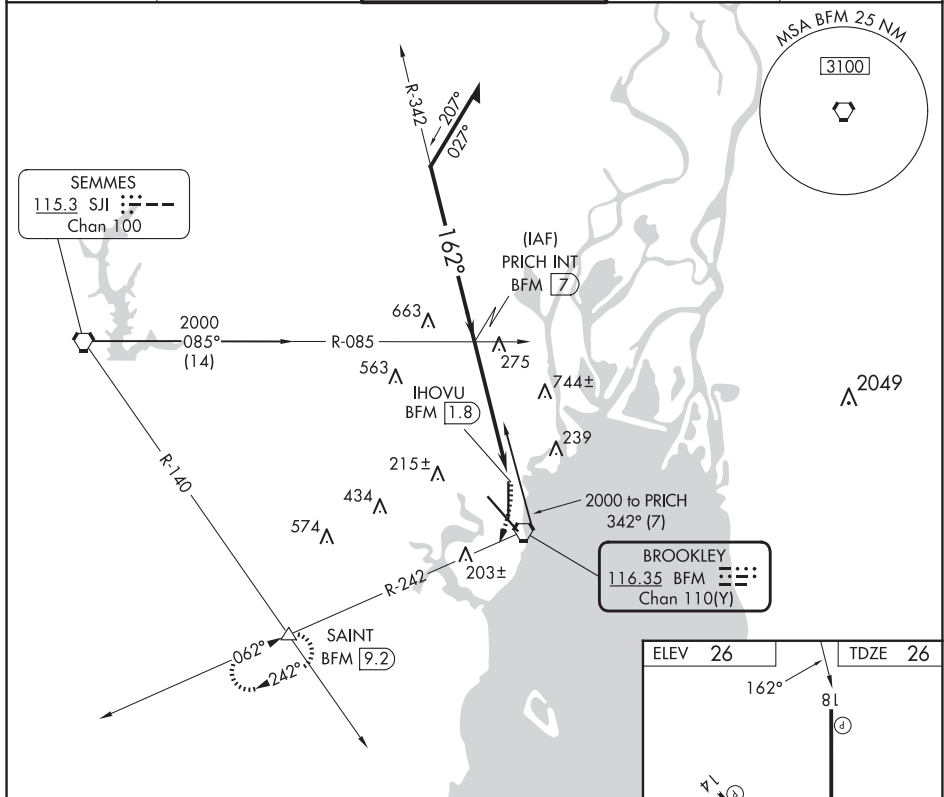
|   |                        |                             |                                       |
|---|------------------------|-----------------------------|---------------------------------------|
| VORTAC BFM<br><b>116.35</b><br>Chan <b>110(Y)</b> | APP CRS<br><b>162°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>7800</b><br><b>26</b><br><b>26</b> |
|---|------------------------|-----------------------------|---------------------------------------|

# VOR RWY 18

MOBILE INTL (BFM)

|  |   |
|--|---|
| <b>⚠</b> Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use Mobile Rgnl altimeter setting and increase all MDA 60 feet and increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ¼ SM. VDP NA with Mobile Rgnl altimeter setting. | MISSED APPROACH: Climbing right turn to 2000 on BFM VORTAC R-242 to SAINT INT/BFM 9.2 DME and hold. |
|--|---|

|                        |  |  |                               |                         |
|------------------------|--|--|-------------------------------|-------------------------|
| ATIS<br><b>135.575</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | INTERNATIONAL TOWER ★<br><b>118.8 (CTAF) 0 251.1</b> | GND CON<br><b>121.7 239.3</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------------|-------------------------|



| CATEGORY | A                 | B                   | C                    | D                   |
|----------|-------------------|---------------------|----------------------|---------------------|
| S-18     | 580-1 554 (600-1) | 580-1½ 554 (600-1½) | 580-1¾ 554 (600-1¾)  | 580-1¾ 554 (600-1¾) |
| CIRCLING | 680-1 654 (700-1) | 680-1¾ 654 (700-1¾) | 1100-3 1074 (1100-3) |                     |

MOBILE, ALABAMA  
Amdt 2B 23APR20

30°38'N-88°04'W

# MOBILE INTL (BFM)

# VOR RWY 18

SE-4, 07 AUG 2025 to 02 OCT 2025

|             |         |          |      |
|-------------|---------|----------|------|
| VORTAC BFM  | APP CRS | Rwy Ldg  | 9618 |
| 116.35      | 333°    | TDZE     | 25   |
| Chan 110(Y) |         | Apt Elev | 26   |

VOR RWY 32

MOBILE INTL (BFM)

⚠

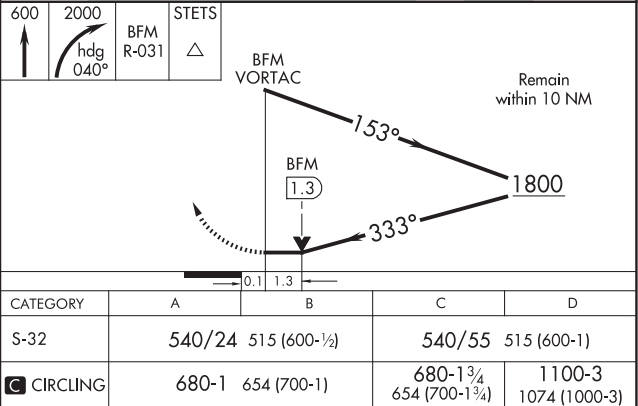
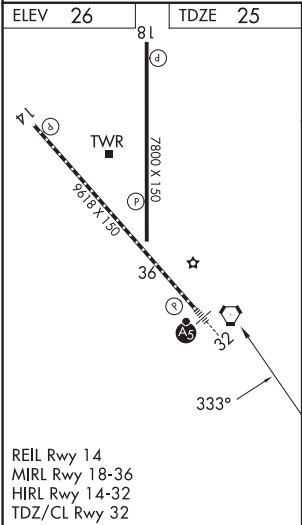
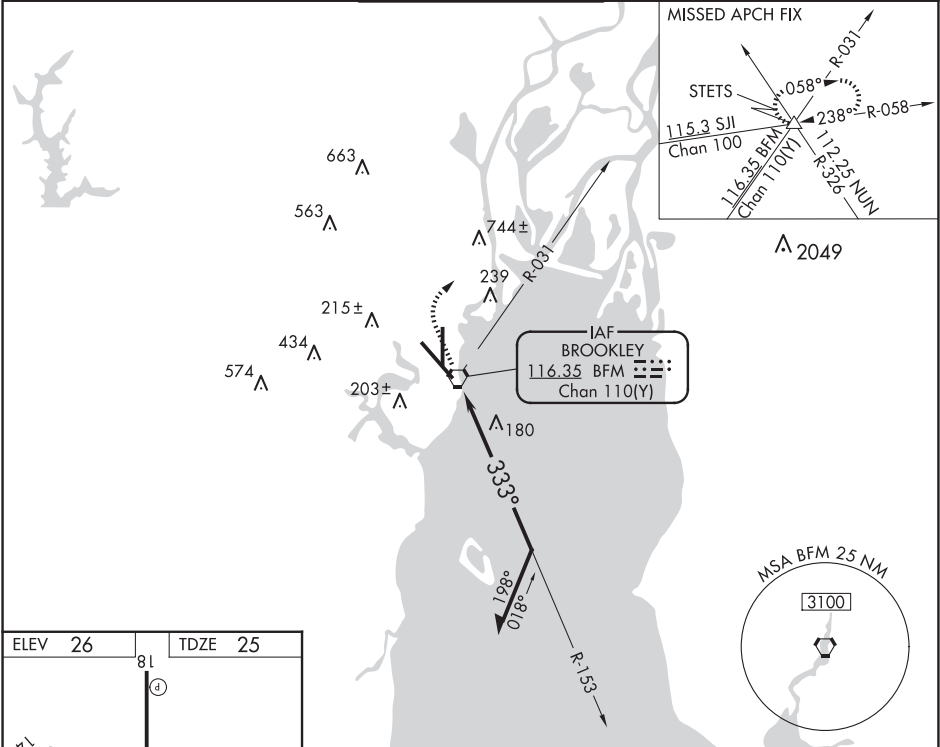
When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDAs 60 feet. For inop MALSR, increase S-32 Cats C/D visibility to 1½ SM. For inop MALSR when using Mobile Rgnl altimeter setting, increase S-32 Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:

Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INT and hold.

|         |                  |                      |             |        |
|---------|------------------|----------------------|-------------|--------|
| ATIS    | MOBILE APP CON ★ | INTERNATIONAL TOWER★ | GND CON     | UNICOM |
| 135.575 | 118.5 269.3      | 118.8(CTAF) 0 251.1  | 121.7 239.3 | 122.95 |



25163

## AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE INTL (BFM)  
MOBILE, ALABAMA

ATIS  
135.575  
INTERNATIONAL TOWER ★  
118.8 (CTAF) 251.1  
GND CON  
121.7 239.3

VAR 2.8° N  
JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

TERMINAL

FIELD  
ELEV  
26

TWR

FIRE STATION

81  
ELEV  
25

(d)

182.8°

7800 X 150

8° 28'

002.8°

HS 1

RUN-UP  
PADELEV  
25

36

30°38'N

HIRL Rwy 14-32  
MIRL Rwy 18-36  
REIL Rwy 14  
TDZ/CL Rwy 32

30°37'N

321.6°

ELEV  
19

A5

32

RWY 14-32  
PCN 72 F/B/X/T  
S-75, D-185, 2D-325  
RWY 18-36  
PCN 34 R/B/X/T  
S-76, D-150, 2D-320

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

88°05'W

88°04'W

## AIRPORT DIAGRAM

25163

MOBILE, ALABAMA  
MOBILE INTL (BFM)

SE-4, 07 AUG 2025 to 02 OCT 2025

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-MOB | APP CRS | Rwy Idg  | 8502 |
| 109.9     | 147°    | TDZE     | 215  |
|           |         | Apt Elev | 219  |

ILS or LOC RWY 15  
MOBILE RGNL (MOB)

**⚠** For inop ALS, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1½ mile.

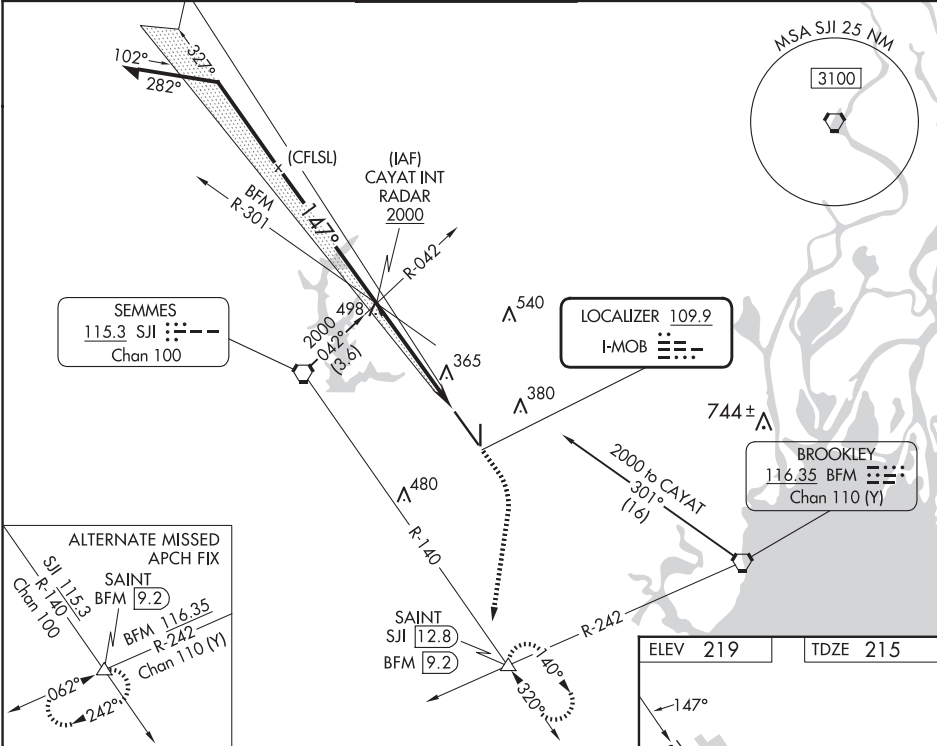
**⚠** **ASR** \*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

**AS**

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2000 on heading 202° then on SJJ VORTAC R-140 to SAINT/SJJ 12.8 DME and hold.

|               |                  |                      |             |          |        |
|---------------|------------------|----------------------|-------------|----------|--------|
| ATIS          | MOBILE APP CON ★ | MOBILE TOWER ★       | GND CON     | CLNC DEL | UNICOM |
| 124.75 257.85 | 118.5 269.3      | 118.3 (CTAF) 0 239.0 | 121.9 348.6 | 119.85   | 122.95 |



VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 50).

Remain within 15 NM

CAYAT INT RADAR

2000

1800

GS 3.00° TCH 55

4.8 NM

900

2000

SJJ R-140

SAINT

|           |                    |              |                     |                   |    |
|-----------|--------------------|--------------|---------------------|-------------------|----|
| CATEGORY  | A                  | B            | C                   | D                 | E  |
| S-ILS 15* | 415/24 200 (200-½) |              |                     |                   |    |
| S-LOC 15  | 700/24             | 485 (500-½)  | 700/50 485 (500-1)  |                   |    |
| CIRCLING  | 700-1½             | 481 (500-1½) | 740-1½ 521 (600-1½) | 780-2 561 (600-2) | NA |

ELEV 219

TDZE 215

147°

8502 X 150

TWR 348

4376 X 150

36

33

MIRL Rwy 18-36

HIRL Rwy 15-33

FAF to MAP 4.8 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Seq | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

MOBILE, ALABAMA

AL-267 (FAA)

24193

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-ATE<br><b>111.5</b> | APP CRS<br><b>327°</b> | Rwy Idg <b>8502</b><br>TDZE <b>219</b><br>Apt Elev <b>219</b> |
|---------------------------|------------------------|---|

# ILS or LOC RWY 33

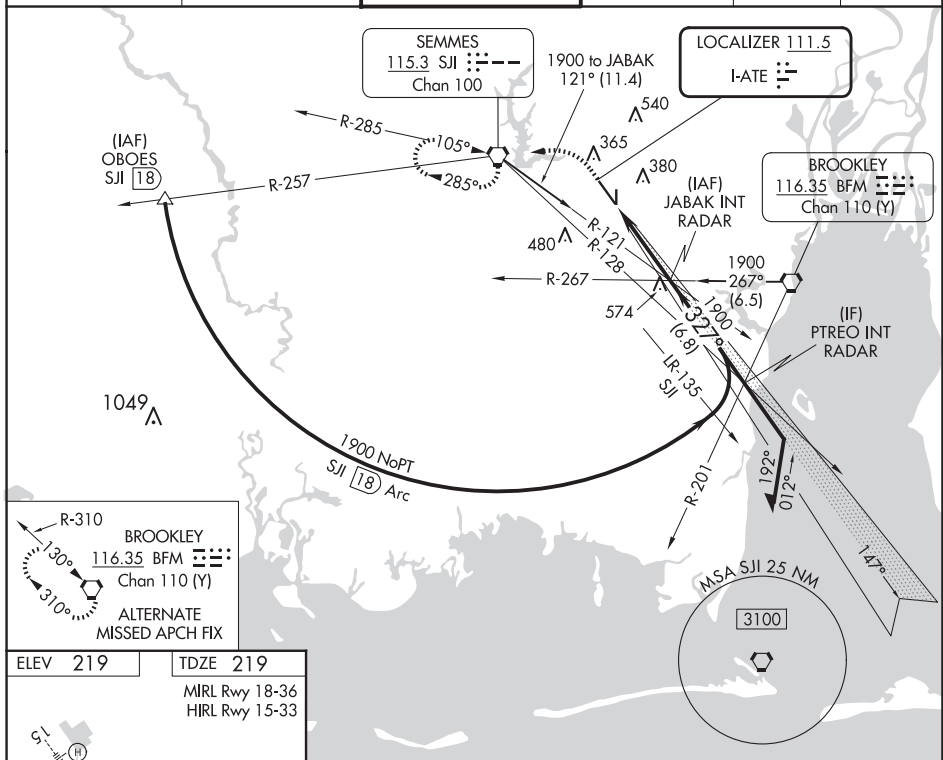
MOBILE RGNL (MOB)

\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

|                              |  |   |                               |                           |                         |
|------------------------------|--|---|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>124.75 257.85</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | MOBILE TOWER ★<br><b>118.3 (CTAF) 239.0</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.85</b> | UNICOM<br><b>122.95</b> |
|------------------------------|--|---|-------------------------------|---------------------------|-------------------------|



|                                  |                          |
|----------------------------------|--------------------------|
| ELEV 219                         | TDZE 219                 |
| MIRL Rwy 18-36<br>HIRL Rwy 15-33 |                          |
| FAF to MAP 5.1 NM                |                          |
| Knots                            | 60 90 120 150 180        |
| Min:Sec                          | 5:06 3:24 2:33 2:02 1:42 |

|  |                    |             |                       |                      |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |
|--|--------------------|-------------|-----------------------|----------------------|--|--|----------|---|---|---|---|-----------|--------------------|--|--|--|--|----------|--------|-------------|--------|-------------|----------|-------|-------------|-----------------------|----------------------|
| 700  | 2000               | SJI         |                       |                      |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |
| VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 50).   |                    |             |                       |                      |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |
| <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>S-ILS 33*</td><td colspan="5">419/24 200 (200-½)</td></tr><tr><td>S-LOC 33</td><td>660/24</td><td>441 (500-½)</td><td>660/45</td><td>441 (500-¾)</td></tr><tr><td>CIRCLING</td><td>680-1</td><td>461 (500-1)</td><td>740-1½<br/>521 (600-½)</td><td>780-2<br/>561 (600-2)</td></tr></table> |                    |             |                       |                      |  |  | CATEGORY | A | B | C | D | S-ILS 33* | 419/24 200 (200-½) |  |  |  |  | S-LOC 33 | 660/24 | 441 (500-½) | 660/45 | 441 (500-¾) | CIRCLING | 680-1 | 461 (500-1) | 740-1½<br>521 (600-½) | 780-2<br>561 (600-2) |
| CATEGORY   | A                  | B           | C                     | D                    |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |
| S-ILS 33*  | 419/24 200 (200-½) |             |                       |                      |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |
| S-LOC 33   | 660/24             | 441 (500-½) | 660/45                | 441 (500-¾)          |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |
| CIRCLING   | 680-1              | 461 (500-1) | 740-1½<br>521 (600-½) | 780-2<br>561 (600-2) |  |  |          |   |   |   |   |           |                    |  |  |  |  |          |        |             |        |             |          |       |             |                       |                      |

MOBILE, ALABAMA  
Amdt 7C 14JUL22

30°41'N-88°15'W

# ILS or LOC RWY 33

MOBILE RGNL (MOB)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|              |         |          |      |
|--------------|---------|----------|------|
| LOC I-MOB    | APP CRS | Rwy Idg  | 8502 |
| <u>109.9</u> | 147°    | TDZE     | 215  |
|              |         | Apt Elev | 219  |

ILS RWY 15 (SA CAT I & II)  
MOBILE RGNL (MOB)

**Procedure NA when tower closed.**

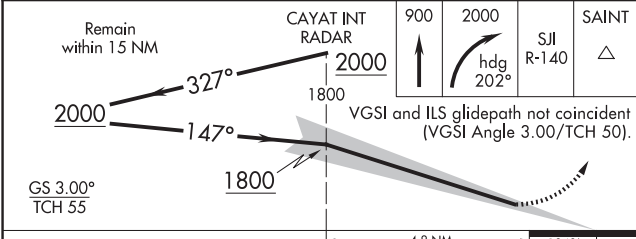
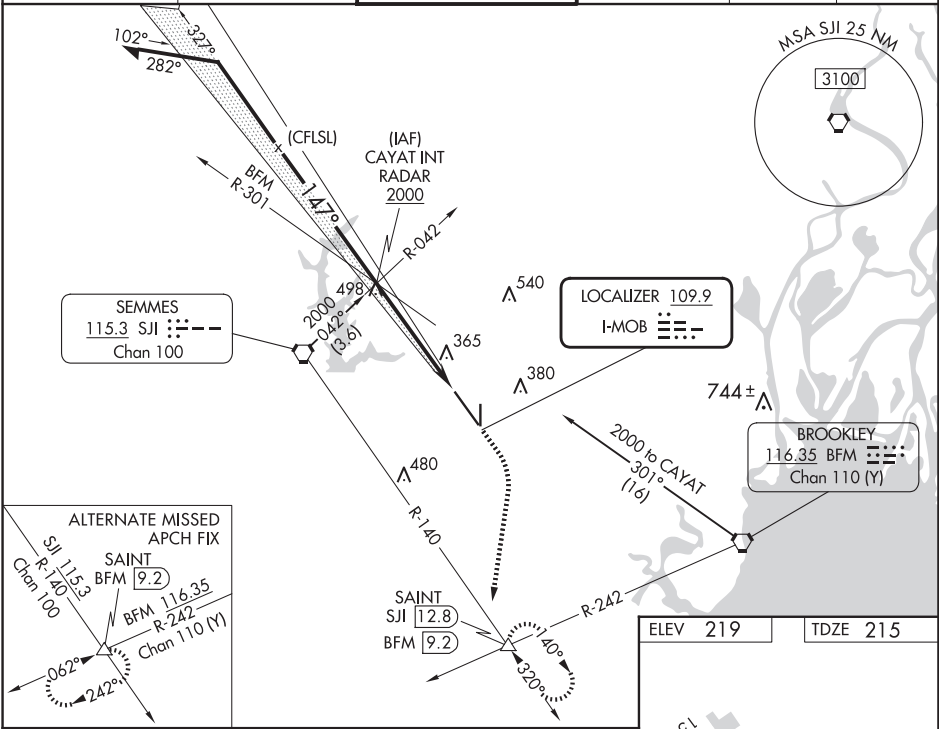
**SA CAT I:** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**ASR SA CAT II:** Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**MALSR**

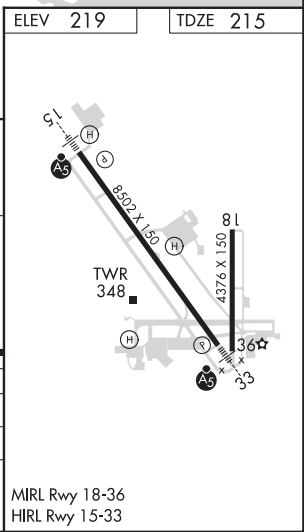
**MISSED APPROACH:** Climb to 900 then climbing right turn to 2000 on heading 202° then on SJI VORTAC R-140 to SAINT/ SJI 12.8 DME and hold.

|               |                  |                    |             |          |        |
|---------------|------------------|--------------------|-------------|----------|--------|
| ATIS          | MOBILE APP CON ★ | MOBILE TOWER ★     | GND CON     | CLNC DEL | UNICOM |
| 124.75 257.85 | 118.5 269.3      | 118.3 (CTAF) 239.0 | 121.9 348.6 | 119.85   | 122.95 |



|          |           |           |     |        |
|----------|-----------|-----------|-----|--------|
| CATEGORY | A         | B         | C   | D      |
| S-ILS 15 | SA CAT I  | RA 171/14 | 150 | DA 365 |
| S-ILS 15 | SA CAT II | RA 109/12 | 100 | DA 315 |

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



MOBILE, ALABAMA

AL-267 (FAA)

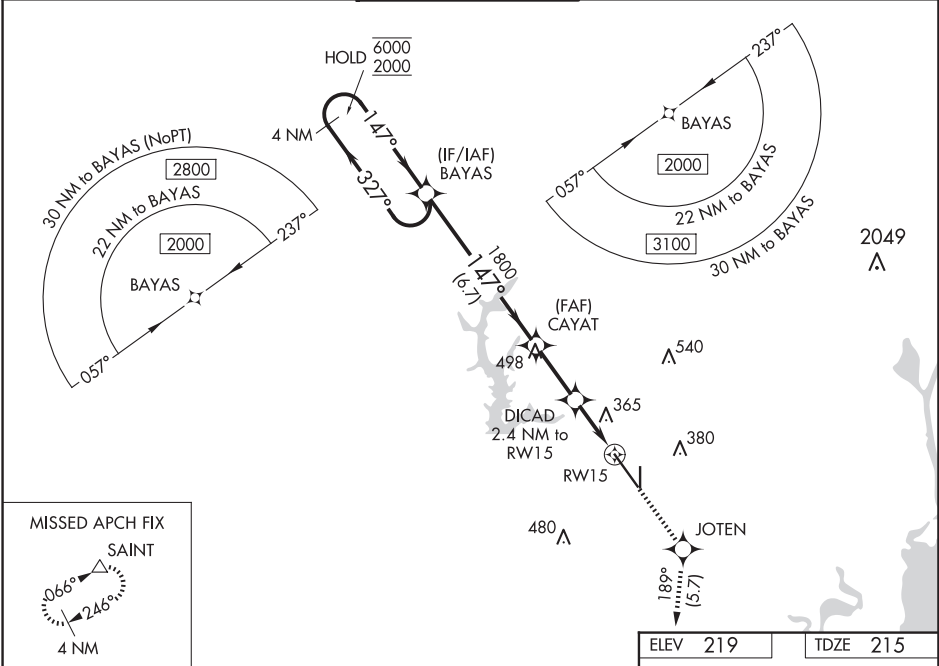
24193

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97506</b><br><b>W15A</b> | APP CRS<br><b>147°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>8502</b><br><b>215</b><br><b>219</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 15

MOBILE RGNL (MOB)

|  |                  |                    |             |  |        |
|--|------------------|--------------------|-------------|--|--------|
| RNP APCH - GPS.  |                  | MALSR              |             | MISSED APPROACH: Climb to 2000 direct JOTEN and on track 189° to SAINT and hold. |        |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 42°C. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. *RVR 1800 authorized with use of FD or AP or HUD to DA. |                  |                    |             |  |        |
| ATIS   | MOBILE APP CON ★ | MOBILE TOWER ★     | GND CON     | CLNC DEL   | UNICOM |
| 124.75 257.85  | 118.5 269.3      | 118.3 (CTAF) 239.0 | 121.9 348.6 | 119.85   | 122.95 |



|  |       |             |                        |                      |        |
|--|-------|-------------|------------------------|----------------------|--------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). |       | 2000        | JOTEN                  | tr 189°              | SAINT  |
| 4 NM Holding Pattern BAYAS                                       |       | ↑           | ✱                      |                      | △      |
| 6000 ← 327°<br>2000 ← 147°                                       |       | CAYAT 1800  | DICAD 2.4 NM to RW15   | 1.1 NM to RW15       | RW15   |
| GP 3.00° TCH 55  |       | 1800        | 1020                   |                      |        |
|  |       | 6.7 NM      | 2.4 NM                 | 1.3 NM               | 1.1 NM |
| CATEGORY   | A     | B           | C                      | D                    |        |
| LPV DA*  |       | 415/24      | 200 (200-½)            |                      |        |
| LNAV/VNAV DA   |       | 636/45      | 421 (500-¾)            |                      |        |
| LNAV MDA   |       | 620/40      | 405 (500-¾)            |                      |        |
| CIRCLING   | 680-1 | 461 (500-1) | 740-1½<br>521 (600-1½) | 780-2<br>561 (600-2) |        |

ELEV 219

TDZE 215

Diagram illustrating the RNP (GPS) RWY 15 approach. Key waypoints and distances include: BAYAS (2800, 2000, 3100 altitudes), CAYAT (1800, 498, 365 altitudes), DICAD (2.4 NM to RW15), JOTEN (189° track), and SAINT (4 NM). Distances from BAYAS: 30 NM (NoPT), 22 NM, 4 NM. Distances from CAYAT: 1.1 NM to RW15. Distances from JOTEN: 1.8 NM to RW15. Altitudes: 2049, 540, 380, 480, 219, 215.

MOBILE, ALABAMA  
Amdt 2C 14JUL22

30°41'N-88°15'W

MOBILE RGNL (MOB)

RNAV (GPS) RWY 15

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



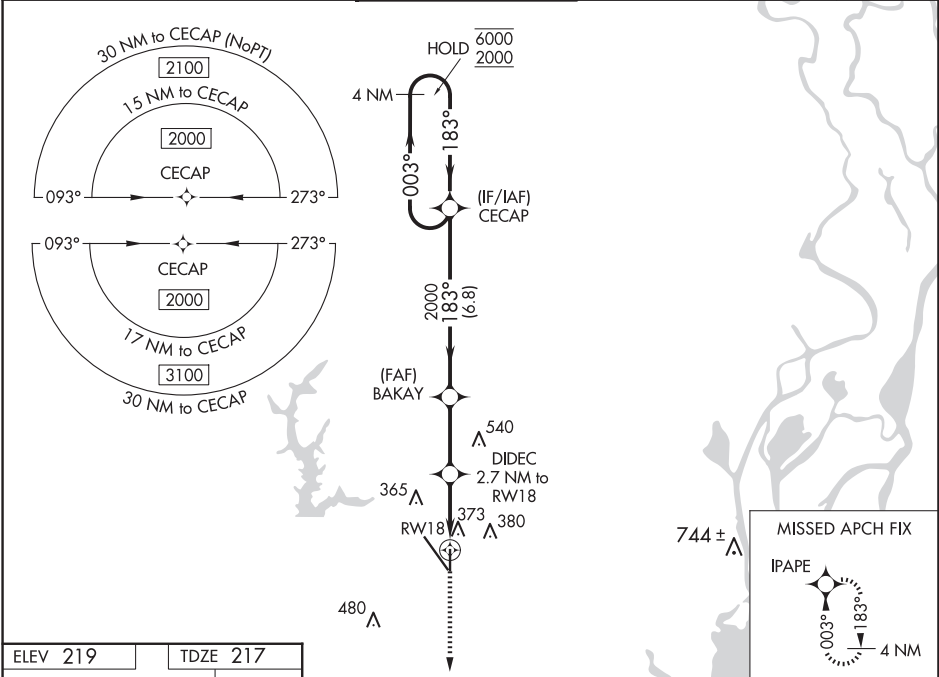
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78128</b><br><b>W18A</b> | APP CRS<br><b>183°</b> | Rwy Idg<br>TDZE <b>217</b><br>Apt Elev <b>219</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18

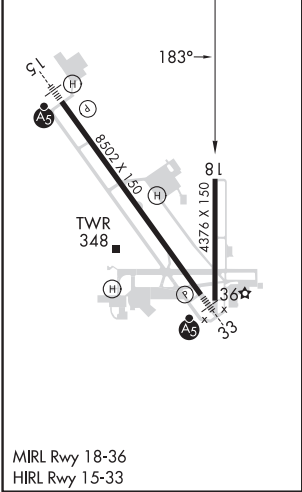
MOBILE RGNL (MOB)

|   |   |
|---|---|
| RNP APCH - GPS.   | MISSED APPROACH: Climb to 2000 direct IPAPE and hold. |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 42°C. Rwy 18 helicopter visibility reduction below ¾ SM NA. |   |

|                              |  |   |                               |                           |                         |
|------------------------------|--|---|-------------------------------|---------------------------|-------------------------|
| ATIS<br><b>124.75 257.85</b> | MOBILE APP CON ★<br><b>118.5 269.3</b> | MOBILE TOWER ★<br><b>118.3 (CTAF) 0 239.0</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.85</b> | UNICOM<br><b>122.95</b> |
|------------------------------|--|---|-------------------------------|---------------------------|-------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>219</b> | TDZE <b>217</b> |
|-----------------|-----------------|



|                      |        |             |                        |                         |                  |
|----------------------|--------|-------------|------------------------|-------------------------|------------------|
| 4 NM Holding Pattern |        | CECAP       | BAKAY                  | DIDECE 2.7 NM to RWY 18 | 1.3 NM to RWY 18 |
| 6000<br>2000         |        | 183°        | 2000                   | 1120                    |                  |
| GP 3.00° TCH 45      |        | 6.8 NM      | 2.8 NM                 | 1.4 NM                  | 1.3              |
| CATEGORY             | A      | B           | C                      | D                       |                  |
| LPV DA               | 508-1  |             | 291 (300-1)            |                         |                  |
| LNAV/VNAV DA         | 624-1⅓ |             | 407 (500-1⅓)           |                         |                  |
| LNAV MDA             | 640-1  | 423 (500-1) | 640-1¼                 | 423 (500-1¼)            |                  |
| CIRCLING             | 680-1  | 461 (500-1) | 740-1½<br>521 (600-1½) | 780-2<br>561 (600-2)    |                  |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

MOBILE, ALABAMA

AL-267 (FAA)

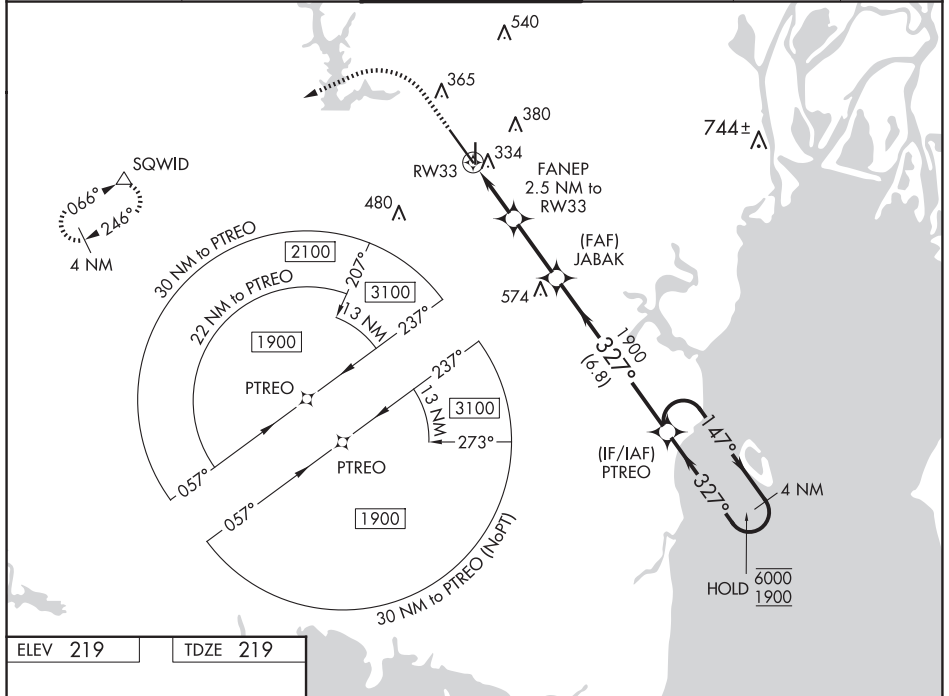
24193

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69306</b><br><b>W33A</b> | APP CRS<br><b>327°</b> | Rwy Idg<br>TDZE <b>219</b><br>Apt Elev <b>219</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 33

MOBILE RGNL (MOB)

|  |                    |                             |                    |               |               |  |  |
|--|--------------------|-----------------------------|--------------------|---------------|---------------|--|--|
| RNP APCH - GPS.  |                    |                             |                    | MALSR         |               | MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SQWID and hold. |  |
| ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cots visibility to RVR 4500. * RVR 1800 authorized with use of FD or AP or HUD to DA. |                    |                             |                    |               |               |  |  |
| ATIS   | MOBILE APP CON ★   | MOBILE TOWER ★              | GND CON            | CLNC DEL      | UNICOM        |  |  |
| <b>124.75 257.85</b>   | <b>118.5 269.3</b> | <b>118.3 (CTAF) 0 239.0</b> | <b>121.9 348.6</b> | <b>119.85</b> | <b>122.95</b> |  |  |



|                 |                 |   |                     |                   |   |
|-----------------|-----------------|---|---------------------|-------------------|---|
| ELEV <b>219</b> | TDZE <b>219</b> | 700 2000 SQWID VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). |                     |                   |   |
|                 |                 |   |                     |                   |   |
| CATEGORY        |                 | A   | B                   | C                 | D |
| LPV DA *        |                 | 419/24 200 (200-½)  |                     |                   |   |
| LNAV/VNAV DA    |                 | 505/24 286 (300-½)  |                     |                   |   |
| LNAV MDA        |                 | 600/24 381 (400-½)  | 600/35 381 (400-⅝)  |                   |   |
| CIRCLING        |                 | 680-1 461 (500-1)   | 740-1½ 521 (600-1½) | 780-2 561 (600-2) |   |

MOBILE, ALABAMA  
Amdt 2D 14JUL22

30°41'N-88°15'W

# RNAV (GPS) RWY 33

MOBILE RGNL (MOB)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



MOBILE, ALABAMA

AL-267 (FAA)

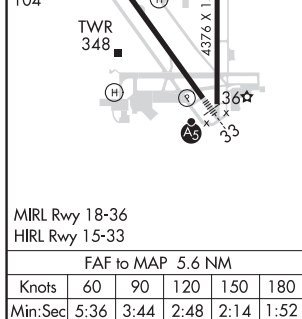
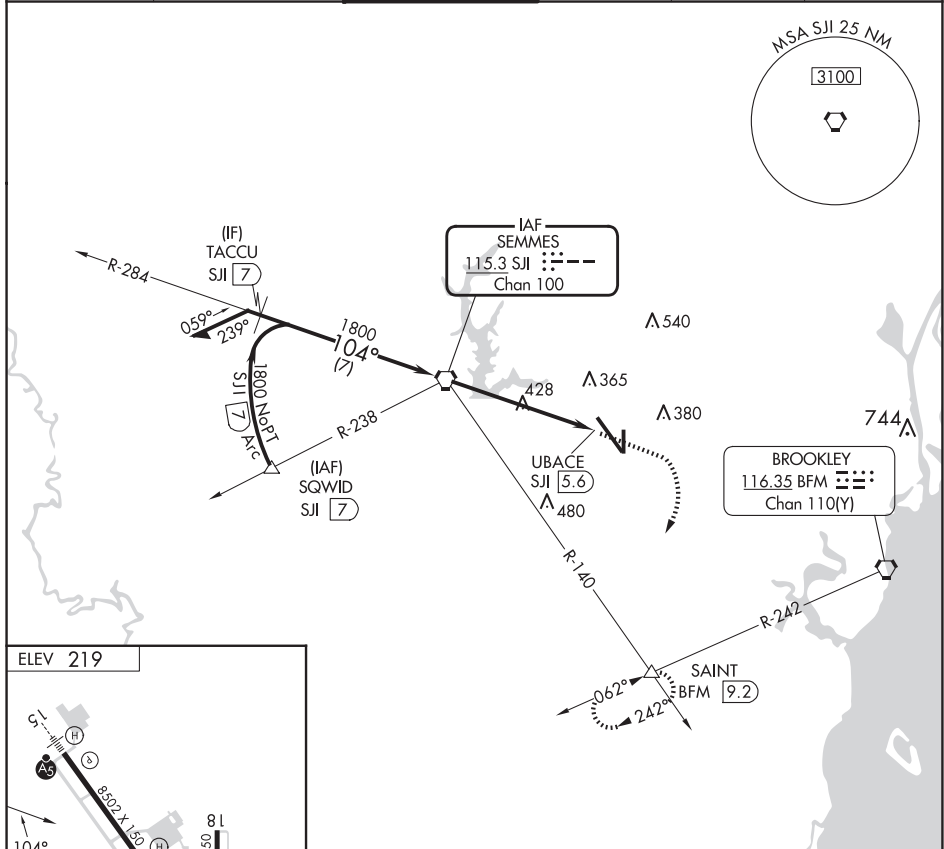
24193

|              |             |              |            |
|--------------|-------------|--------------|------------|
| VORTAC SJI   | APP CRS     | Rwy Idg TDZE | N/A        |
| <b>115.3</b> | <b>104°</b> | Apt Elev     | <b>219</b> |
| Chan 100     |             |              |            |

# VOR or TACAN-A

MOBILE RGNL (MOB)

|                                     |  |   |  |  |  |                                      |                                  |                                |
|-------------------------------------|--|---|--|--|--|--------------------------------------|----------------------------------|--------------------------------|
| <b>ATIS</b><br><b>124.75 257.85</b> |  | <b>MOBILE APP CON ★</b><br><b>118.5 269.3</b> |  | <b>MOBILE TOWER ★</b><br><b>118.3 (CTAF) 239.0</b> |  | <b>GND CON</b><br><b>121.9 348.6</b> | <b>CLNC DEL</b><br><b>119.85</b> | <b>UNICOM</b><br><b>122.95</b> |
|-------------------------------------|--|---|--|--|--|--------------------------------------|----------------------------------|--------------------------------|



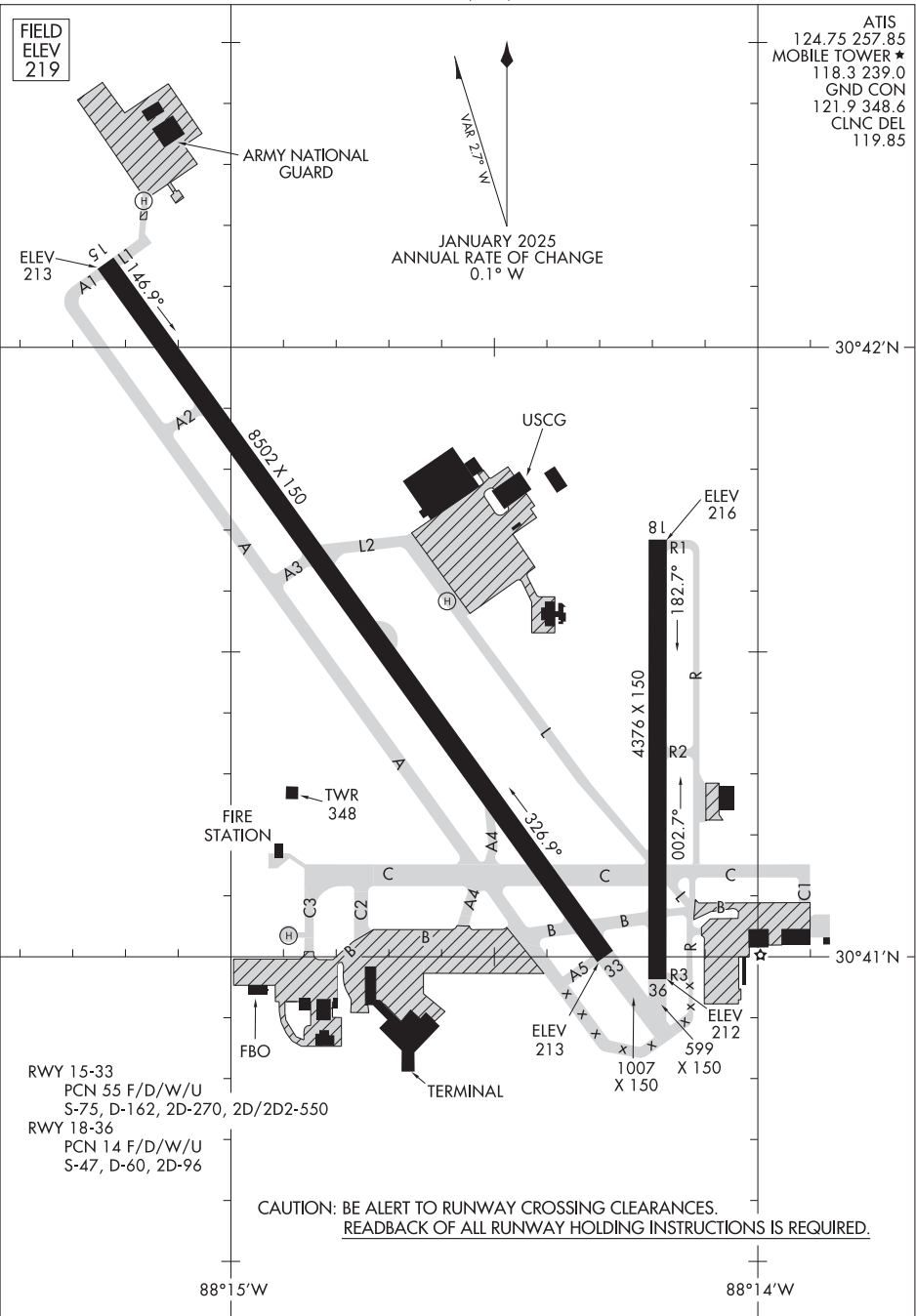
|   |       |             |                       |                      |                                       |   |   |
|---|-------|-------------|-----------------------|----------------------|---------------------------------------|---|---|
| <div><div><div>Remain within 10 NM</div><div><div>1800</div><div>104°</div><div>1800</div></div><div><div>SJI VORTAC</div><div>284°</div></div><div><div>104°</div><div>UBACE SJI 5.6</div></div><div><div>5.6 NM</div></div></div></div> |       |             |                       |                      | <div><div>900</div><div>↑</div></div> | <div><div>2000</div><div>hdg 200°</div><div>SJI R-140</div></div> | <div><div>SAINT</div><div>△</div></div> |
| CATEGORY  | A     | B           | C                     | D                    |                                       |   |   |
| <div><div>CIRCLING</div></div>  | 680-1 | 461 (500-1) | 740-1½<br>521 (600-½) | 780-2<br>561 (600-2) |                                       |   |   |

MOBILE, ALABAMA  
Amdt 2B 20JUN19

30°41'N-88°15'W

MOBILE RGNL (MOB)  
VOR or TACAN-A

SE-4, 07 AUG 2025 to 02 OCT 2025



MONROE, GEORGIA

AL-6813 (FAA)

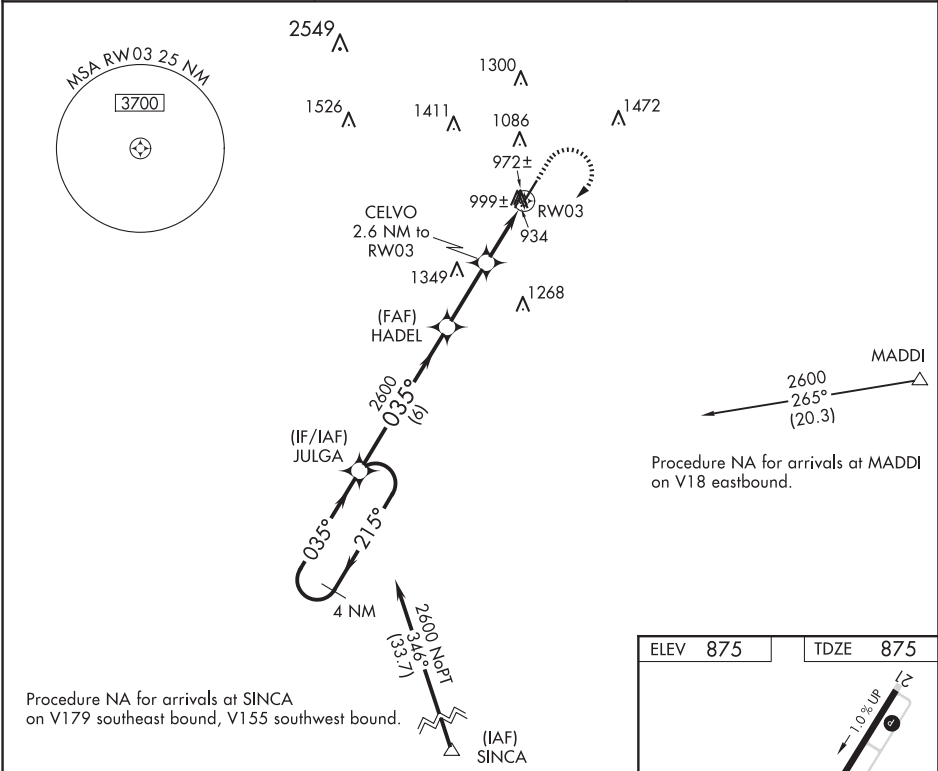
21168

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93523</b><br><b>W03A</b> | APP CRS<br><b>035°</b> | Rwy Idg <b>5000</b><br>TDZE <b>875</b><br>Apt Elev <b>875</b> |
|--|------------------------|---|

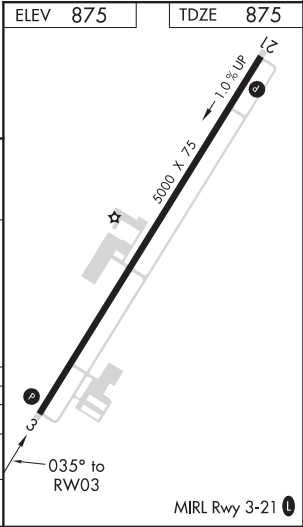
RNAV (GPS) RWY 3  
CY NUNNALLY MEML (D73)

|  |  |
|--|--|
| RNP APCH.<br>▼ Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Athens altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night.<br>▲ | MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 direct JULGA and hold. |
|--|--|

|                            |   |                        |
|----------------------------|---|------------------------|
| AWOS-3PT<br><b>120.825</b> | ATLANTA APP CON<br><b>126.975 239.275</b> | CTAF<br><b>122.9 0</b> |
|----------------------------|---|------------------------|



|  |                    |             |                        |    |
|--|--------------------|-------------|------------------------|----|
| VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 51). |                    |             |                        |    |
| 4 NM Holding Pattern   |                    |             |                        |    |
| 2600 ← 215° 035° → 2600  |                    |             |                        |    |
| JULGA HADEL  |                    |             |                        |    |
| CELVO 2.6 NM to RW03   |                    |             |                        |    |
| 1740 3.00° TCH 40  |                    |             |                        |    |
| RW03   |                    |             |                        |    |
| 6 NM 2.7 NM 2.6 NM   |                    |             |                        |    |
| CATEGORY   | A                  | B           | C                      | D  |
| LP MDA   | 1240-1 365 (400-1) |             |                        | NA |
| LNAV MDA   | 1260-1             | 385 (400-1) | 1260-1 385 (400-1 1/8) | NA |
| CIRCLING   | 1460-1             | 585 (600-1) | 1580-2 705 (800-2)     | NA |



MONROE, GEORGIA  
Amdt 2D 25MAR21

33°47'N-83°42'W

CY NUNNALLY MEML (D73)  
RNAV (GPS) RWY 3

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**028°**

Rwy Idg  
TDZE  
**417**

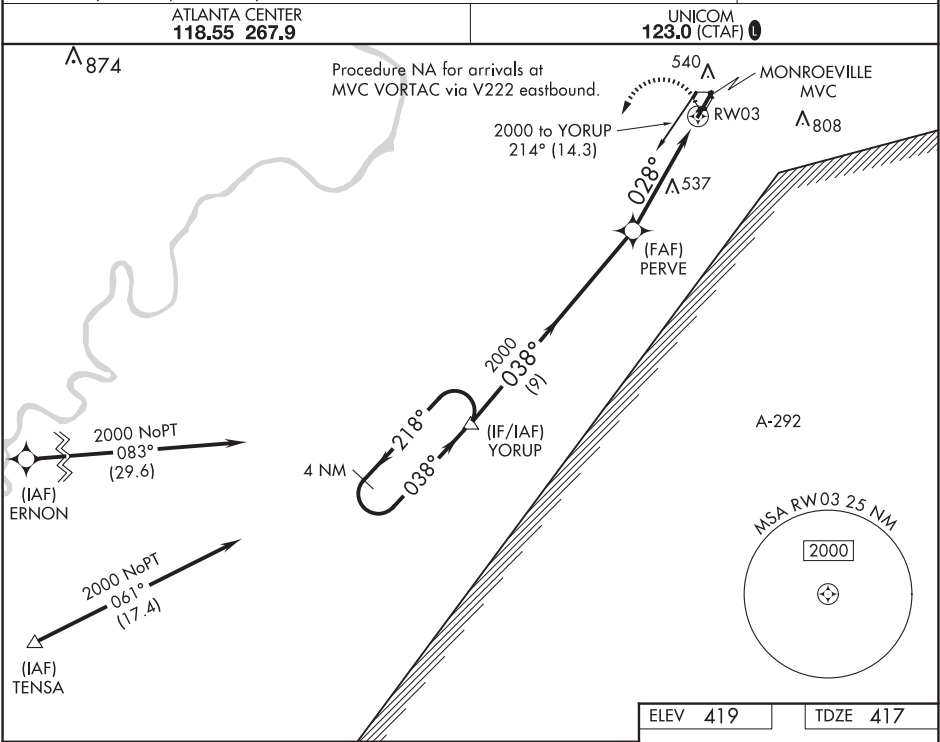
Apt Elev  
**419**

RNAV (GPS) RWY 3  
MONROE COUNTY AEROPLEX (MVC)

RNP APCH.

Obtain local altimeter setting on CTAF; when not received, use Evergreen Rgnl/Middleton Fld altimeter setting. Procedure NA at night.  
Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:  
Climbing left turn to 2000  
direct YORUP and hold.



ELEV 419      TDZE 417

4 NM Holding Pattern

YORUP

PERVE

2000

YORUP

2000

218°

038°

038°

028°

3.04°

TCH 62

RW03

9 NM

4.7 NM

| CATEGORY  | A                  | B | C                    | D                   |
|---|--------------------|---|----------------------|---------------------|
| LNAY MDA  | 940-1 523 (600-1)  |   | 940-1½ 523 (600-1½)  |                     |
| CIRCLING  | 940-1 521 (600-1)  |   | 940-1½ 521 (600-1½)  | 1120 2¼ 701(800-2¼) |
| EVERGREEN RGNL/MIDDLETON FLD ALTIMETER SETTING MINIMUMS |                    |   |                      |                     |
| LNAY MDA  | 1000-1 583 (600-1) |   | 1000-1¾ 583 (600-1¾) |                     |
| CIRCLING  | 1000-1 581 (600-1) |   | 1000-1¾ 581 (600-1¾) | 1180-2½ 761(800-2½) |

6028 X 100

028°

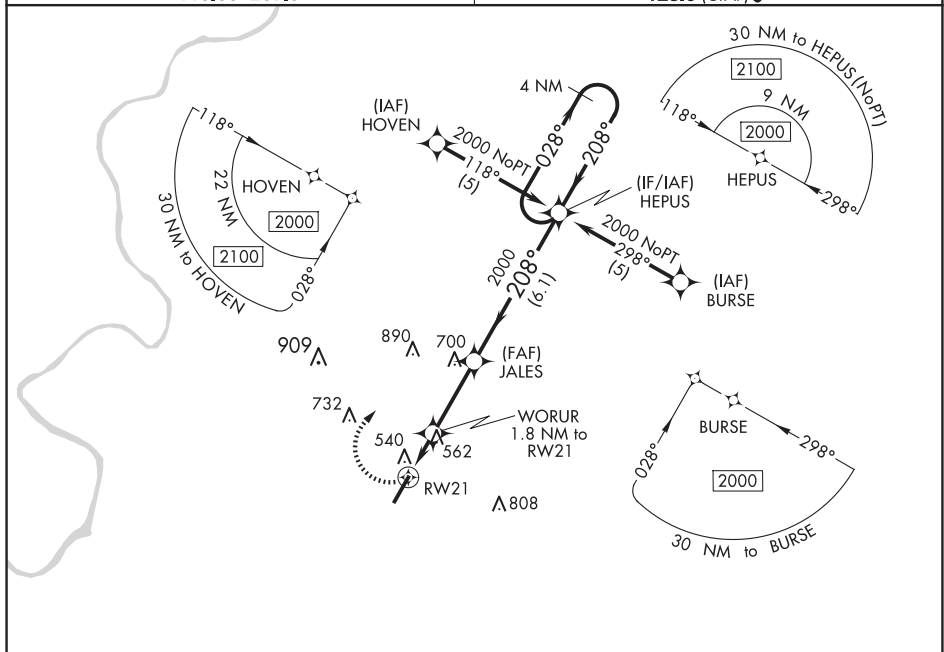
MIRL Rwy 3-21

REIL Rws 3 and 21

RNAV (GPS) RWY 21  
MONROE COUNTY AEROPLEX (MVC)

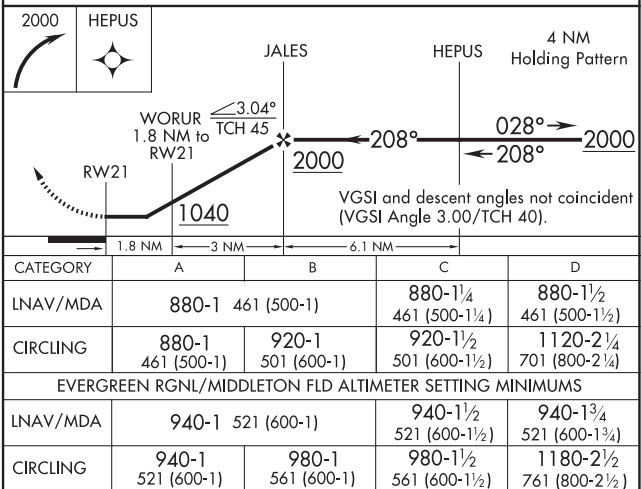
**T** Obtain local altimeter setting on CTAF; when not received, use Evergreen Rgnl/Middleton Fld  
**A NA** altimeter setting. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climbing right turn to  
2000 direct HEPUS  
and hold.

UNICOM  
123.0 (CTAF) **L**

SE-4, 07 AUG 2025 to 02 OCT 2025

Diagram illustrating the MRL Rwy 3-21 and REIL Rwy 3 and 21. The diagram shows a runway layout with a 208° heading, a 6028 x 100 dimension, and various symbols including a star and a pentagon.



MONROE COUNTY AEROPLEX (MVC)  
RNAV (GPS) RWY 21



APP CRS  
185°

Rwy Idg  
4220  
TDZE  
339  
Apt Elev  
345

RNAV (GPS) RWY 18  
DR C P SAVAGE SR (53A)

▼  
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Americus altimeter setting, when not received use Macon altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct WEBUS and hold.

ACJ AWOS-3  
128.375

ATLANTA APP CON ★  
124.2 279.6

CTAF  
122.9 0

VGSI and descent angles not coincident (VGSI Angle 3.30/TCH 35).

4 NM Holding Pattern

2300 ← 005° 185° →

3.03° TCH 45

6 NM 3.5 NM

1500 2300 WEBUS

ZUMES RWY 18

| CATEGORY | A      | B           | C                       | D  |
|----------|--------|-------------|-------------------------|----|
| LNVA MDA | 1020-1 | 681 (700-1) | 1020-2<br>681 (700-2)   | NA |
| CIRCLING | 1020-1 | 675 (700-1) | 1120-2¼<br>775 (800-2¼) | NA |

ELEV 345 TDZE 339

185° to RWY 18

81 75 5003 X 0003 36

MIRL Rwy 18-36 0

MONTEZUMA, GEORGIA  
Orig-C 04NOV21

32°18'N-84°00'W  
517

DR C P SAVAGE SR (53A)  
RNAV (GPS) RWY 18

MONTEZUMA, GEORGIA

AL-6862 (FAA)

20282

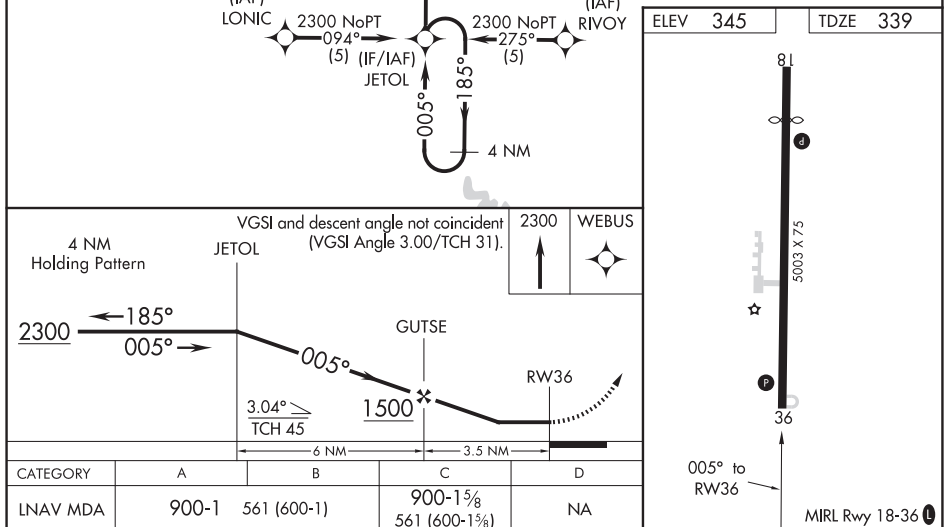
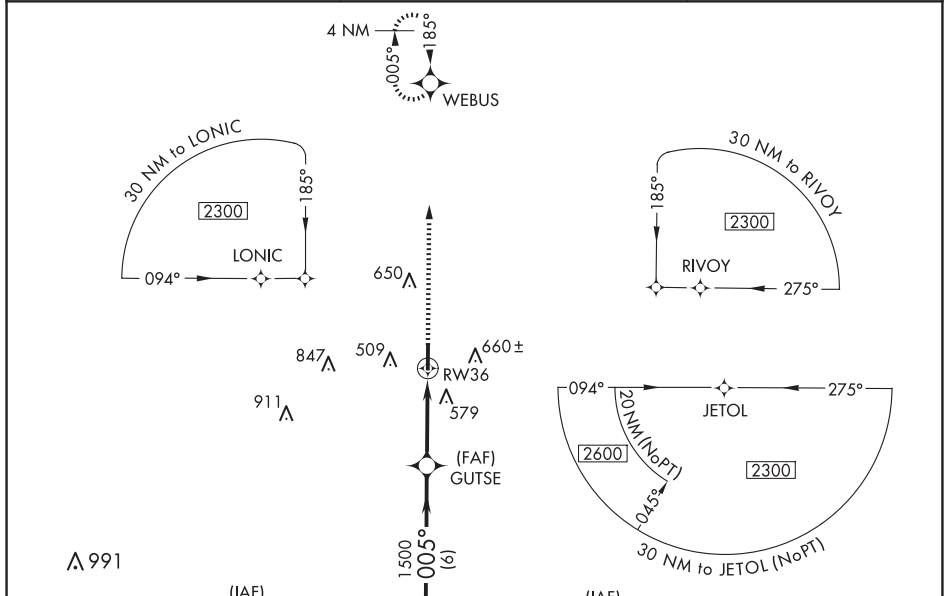
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5003</b> |
| <b>005°</b> | TDZE     | <b>339</b>  |
|             | Apt Elev | <b>345</b>  |

**RNAV (GPS) RWY 36**

DR C P SAVAGE SR (53A)

|           |   |   |
|-----------|---|---|
| RNP APCH. | <p>Use American altimeter setting, when not received use Macon altimeter setting and increase all MDA 20 feet, increase LNAV Cat C visibility to 1¾. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.</p> | <p>MISSED APPROACH: Climb to 2300 direct WEBUS WP and hold.</p> |
|-----------|---|---|

|                              |   |                        |
|------------------------------|---|------------------------|
| ACJ AWOS-3<br><b>128.375</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | CTAF<br><b>122.9 0</b> |
|------------------------------|---|------------------------|



MONTEZUMA, GEORGIA

Orig-D 08OCT20

32°18'N-84°00'W

DR C P SAVAGE SR (53A)

**RNAV (GPS) RWY 36**

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS Y or LOC RWY 28  
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

**MISSED APPROACH:** Climb to 700 then climbing left turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).

REIL Rwy 3 **1**  
 MIRL Rwy 3-21  
 HIRL Rwy 10-28

| FAF to MAP 5.5 NM |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

700 3000 MGM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

WITBI INT

TEBOC INT RADAR

6000 2000

097°

Remain within 10 NM

277° 2000

GS 3.00° TCH 56

700 2000

1.5 NM 4 NM

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4. 07 AUG 2025 to 02 OCT 2025

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-MGM | APP CRS | Rwy Idg  | 9020 |
| 109.9     | 097°    | TDZE     | 219  |
|           |         | Apt Elev | 232  |

ILS Z or LOC Z RWY 10  
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

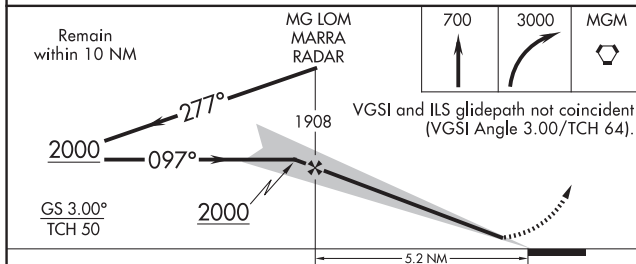
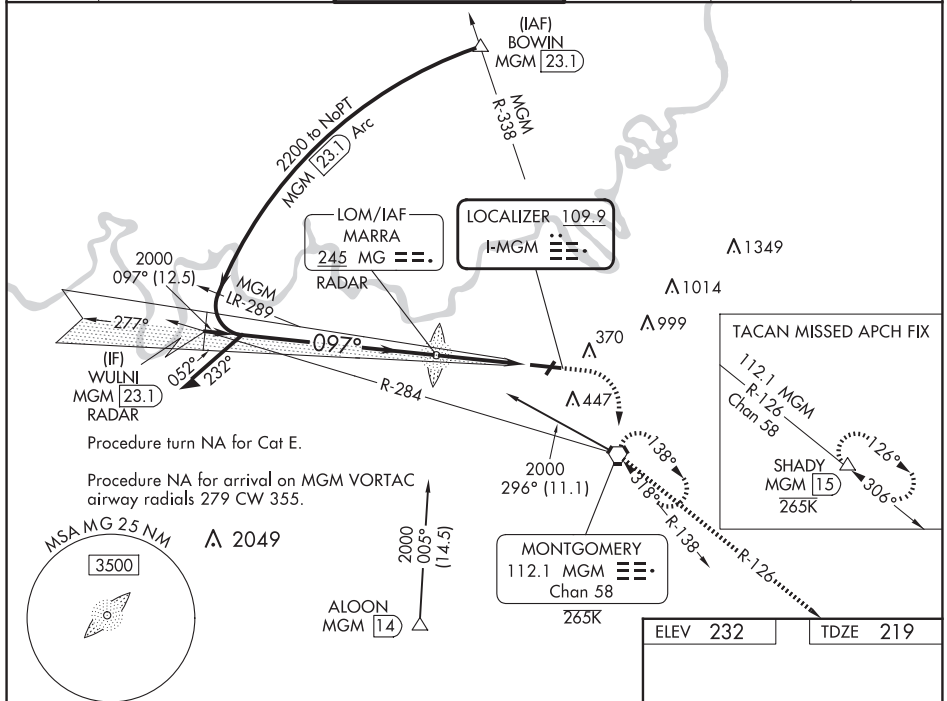
RADAR or DME or ADF required.

⚠ Circling NA for Cat E north of Rwy 10-28. For inop ALS, increase S-ILS 10\*\* Cat E visibility to RVR 4000, and increase S-LOC 10 Cat E visibility to 1½ SM. \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft continue climb to 3500 on MGM VORTAC R-126 to SHADY/MGM 15 DME and hold SE, RT, 306° inbound).

|         |                      |                     |             |             |        |
|---------|----------------------|---------------------|-------------|-------------|--------|
| ATIS    | MONTGOMERY APP CON * | DANNELLY TOWER *    | GND CON     | CLNC DEL    | UNICOM |
| 120.675 | 124.0 363.025        | 119.7 (CTAF) 360.85 | 121.7 348.6 | 118.3 270.3 | 122.95 |



| CATEGORY   | A                  | B           | C                      | D                    | E                      |
|------------|--------------------|-------------|------------------------|----------------------|------------------------|
| S-ILS 10** | 419/24 200 (200-½) |             |                        |                      |                        |
| S-LOC 10   | 660/24             | 441 (500-½) | 660/45                 | 441 (500-¾)          |                        |
| CIRCLING   | 700-1              | 468 (500-1) | 800-1½<br>568 (600-1½) | 860-2<br>628 (700-2) | 860-2¼<br>628 (700-2¼) |

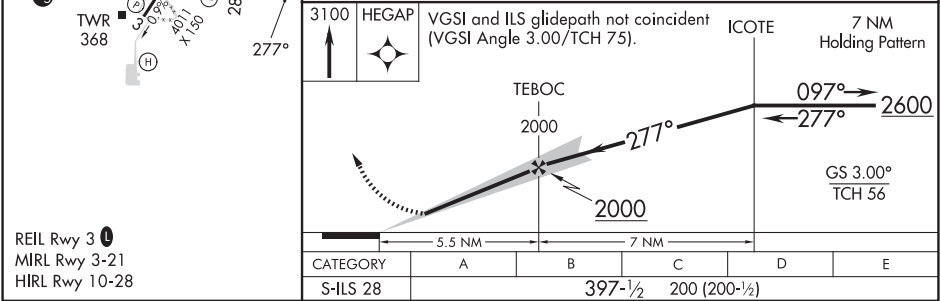
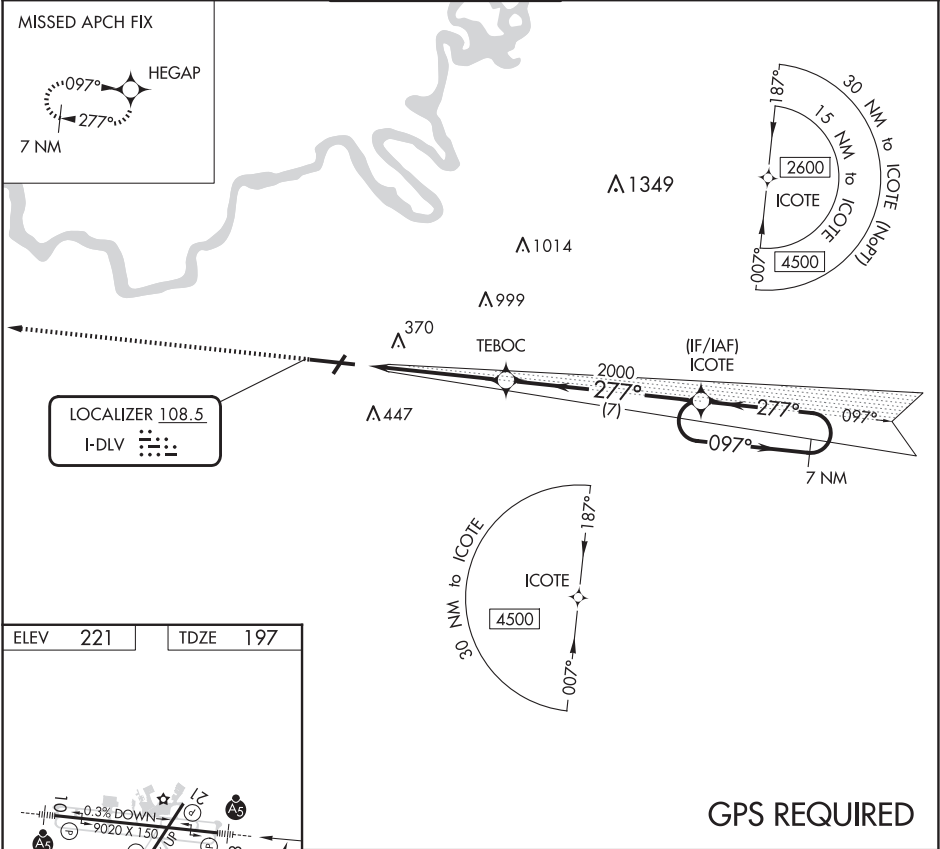
|   |      |      |                |
|---|------|------|----------------|
| ELEV  | 232  | TDZE | 219            |
| REIL Rwy 3<br>MIRL Rwy 3-21<br>HIRL Rwy 10-28 |      |      |                |
| FAF to MAP 5.2 NM                             |      |      |                |
| Knots   | 60   | 90   | 120 150 180    |
| Min:Sec                                       | 5:12 | 3:28 | 2:36 2:05 1:44 |

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-DLV | APP CRS | Rwy Idg  | 9020 |
| 108.5     | 277°    | TDZE     | 197  |
|           |         | Apt Elev | 221  |

ILS Z RWY 28

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

|  |                                       |   |  |   |                  |  |
|--|---------------------------------------|---|--|---|------------------|--|
| <div><div><div><div></div><div></div></div><div>NA</div><div>GPS required.<br/>For inop MALSR, increase S-ILS 28 Cat E visibility to ¾ mile.</div></div></div> |                                       |   | <div><div>MALSR</div><div><div><div></div><div></div></div><div>AS</div></div></div> | MISSED APPROACH: Climb to 3100 direct HEGAP and hold. |                  |  |
| ATIS<br>120.675  | MONTGOMERY APP CON ★<br>124.0 363.025 | DANNELLY TOWER ★<br>119.7 (CTAF) 360.85 | GND CON<br>121.7 348.6   | CLNC DEL<br>118.3 270.3                               | UNICOM<br>122.95 |  |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56633</b><br><b>W03A</b> | APP CRS<br><b>034°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4011</b><br><b>221</b><br><b>232</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 3

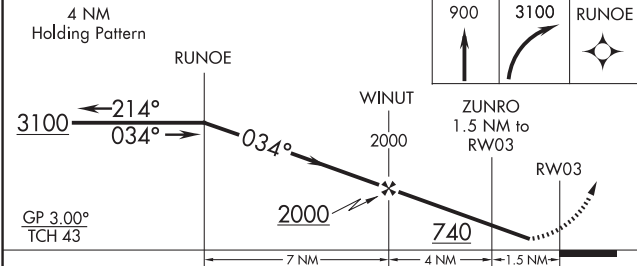
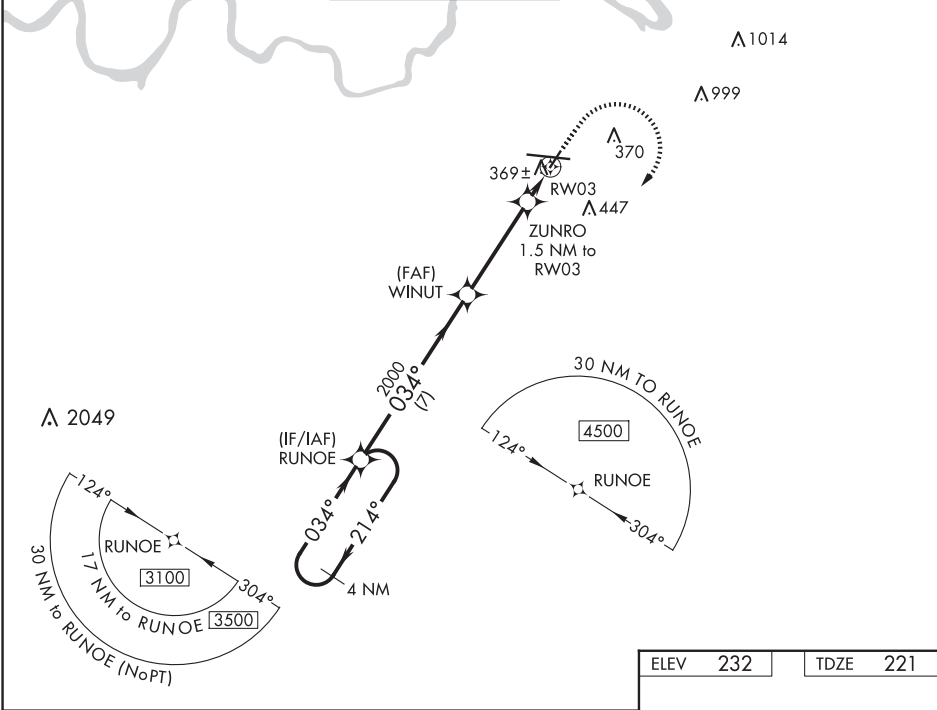
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS.

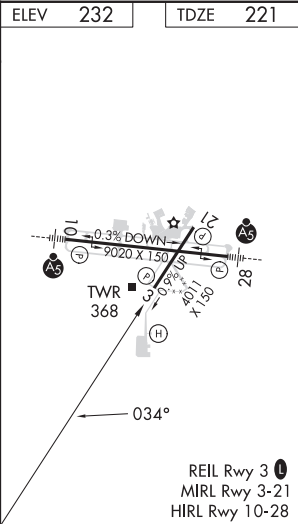
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3100 direct RUNOE and hold.

|                        |  |  |                               |                                |                         |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|
| ATIS<br><b>120.675</b> | MONTGOMERY APP CON ★<br><b>124.0 363.025</b> | DANNELLY TOWER ★<br><b>119.7 (CTAF) 0 360.85</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>118.3 270.3</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



| CATEGORY     | A     | B           | C                            | D                    |
|--------------|-------|-------------|------------------------------|----------------------|
| LPV DA       |       | 484-7/8     | 263 (300-7/8)                |                      |
| LNAV/VNAV DA |       | 550-1 1/8   | 329 (400-1 1/8)              |                      |
| LNAV MDA     | 620-1 | 399 (400-1) | 620-1 1/8                    | 399 (400-1 1/8)      |
| CIRCLING     | 700-1 | 468 (500-1) | 800-1 1/2<br>568 (600-1 1/2) | 860-2<br>628 (700-2) |



WAAS  
CH **50100**  
**W10A**

APP CRS  
**097°**

Rwy Idg  
TDZE  
Apt Elev

**9020**  
**219**  
**232**

**RNAV (GPS) RWY 10**

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C . For inop MALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV Cat E visibility to RVR 5000; increase LNAV Cats C/D/E visibility to 1½ mile. Circling for Cat E NA north of Rwy 10-28.

\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS

MISSED APPROACH:  
Climb to 2600 direct ICOTE and hold.

ATIS  
**120.675**

MONTGOMERY APP CON ★  
**124.0 363.025**

DANNELLY TOWER ★  
**119.7 (CTAF) 0 360.85**

GND CON  
**121.7 348.6**

CLNC DEL  
**118.3 270.3**

UNICOM  
**122.95**

ELEV 232

TDZE 219

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).

7 NM Holding Pattern

GP 3.00° TCH 50

HEGAP

GITEC

COVUS 1.5 NM to RW10

1 NM to RW10

RW10

3100

2000

740

2600

ICOTE

| CATEGORY     | A                  | B           | C                      | D                    | E                      |
|--------------|--------------------|-------------|------------------------|----------------------|------------------------|
| LPV DA **    | 419/24 200 (200-½) |             |                        |                      |                        |
| LNAV/VNAV DA | 530/24 311 (300-½) |             |                        |                      |                        |
| LNAV MDA     | 600/24             | 381 (400-½) | 600/35 381 (400-¾)     |                      |                        |
| CIRCLING     | 700-1              | 468 (500-1) | 800-1½<br>568 (600-1½) | 860-2<br>628 (700-2) | 860-2¼<br>628 (700-2¼) |

REIL Rwy 3 0

MIRL Rwy 3-21

HIRL Rwy 10-28

MONTGOMERY, ALABAMA

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

Amdt 1D 20FEB25

32°18'N-86°24'W

523

**RNAV (GPS) RWY 10**

MONTGOMERY, ALABAMA

AL-272 (FAA)

25051

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56200</b><br><b>W28A</b> | APP CRS<br><b>277°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>9020</b><br><b>197</b><br><b>232</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 28

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

RNP APCH-GPS.

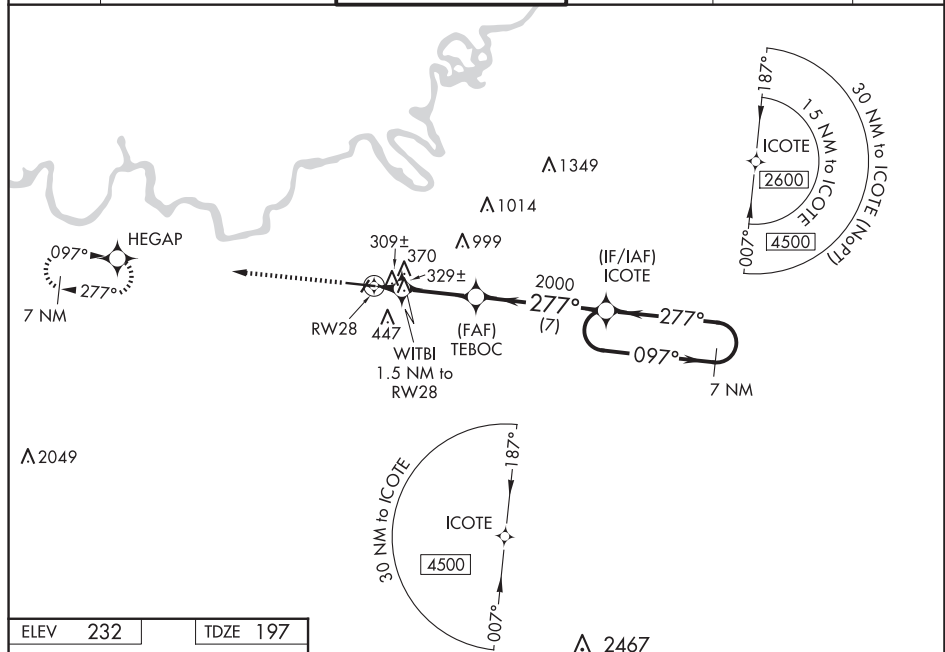
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. For inop MALSR, increase LPV  
▲ Cat E visibility to ¾ mile; increase LNAV/VNAV Cat E visibility to 1½ mile; increase LNAV Cat E visibility to 1½ mile. Circling for Cat E NA north of Rwy 10-28.

MALSR

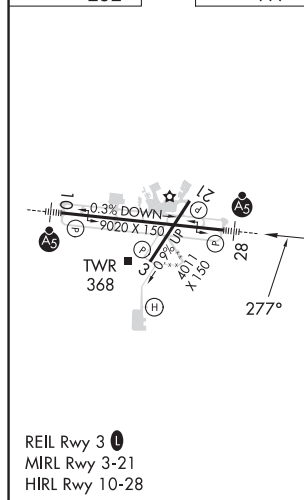




MISSED APPROACH:  
Climb to 3100 direct  
HEGAP and hold.

|                        |  |  |                               |                                |                         |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|
| ATIS<br><b>120.675</b> | MONTGOMERY APP CON ★<br><b>124.0 363.025</b> | DANNELLY TOWER ★<br><b>119.7 (CTAF) 0 360.85</b> | GND CON<br><b>121.7 348.6</b> | CLNC DEL<br><b>118.3 270.3</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------------|--------------------------------|-------------------------|



|          |          |
|----------|----------|
| ELEV 232 | TDZE 197 |
|----------|----------|



|   |   |   |  |  |                         |
|---|---|---|--|--|-------------------------|
| 3100  | HEGAP   | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 75). |  |  | 7 NM<br>Holding Pattern |
|  |  |   |  |  |                         |

MONTGOMERY, ALABAMA

Amdt 1C 20FEB25

MONTGOMERY RGNL (DANNELLY FLD) (MGM)

32°18'N-86°24'W

# RNAV (GPS) RWY 28

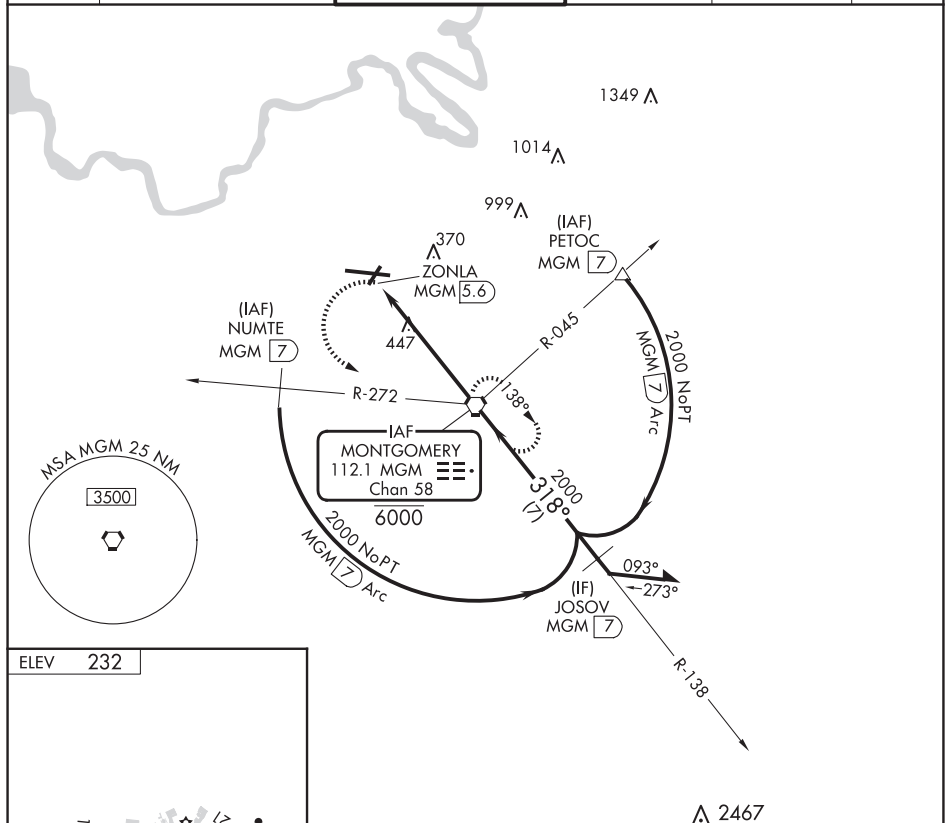
SE-4, 07 AUG 2025 to 02 OCT 2025



VOR-A

**T**

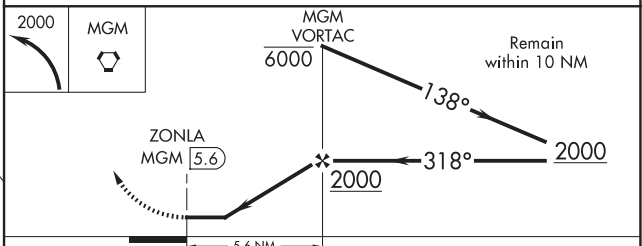
**MISSED APPROACH:** Climbing left turn to 2000 direct MGM VORTAC and hold.


UNICOM  
122.95

REIL Rwy 3 **L**  
MIRL Rwy 3-21  
HIRL Rwy 10-28

FAF to MAP 5.6 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



| CATEGORY   | A     | B           | C                      | D                    |
|--|-------|-------------|------------------------|----------------------|
|  CIRCLING | 760-1 | 468 (500-1) | 800-1½<br>568 (600-1½) | 860-2<br>628 (700-2) |

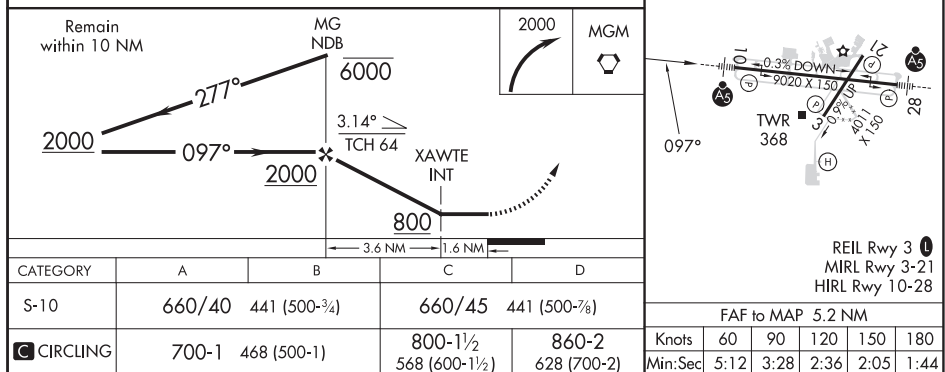
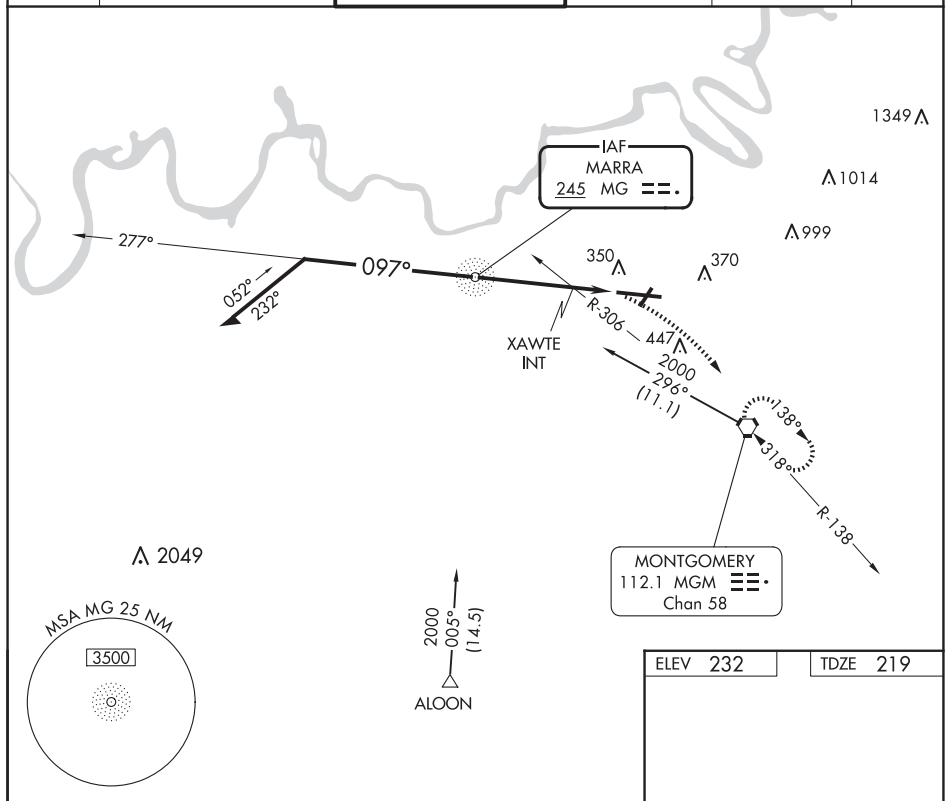
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

32°18'N-86°24'W

VOR-A

NDB RWY 10  
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

|   |  |  |  |  |   |  |
|---|--|--|--|--|---|--|
| <div><div><div></div><div>NA</div></div><div>For inop MALS increase S-10 Cats A/B visibility to RVR 5500, and Cats C/D visibility to 1½ mile.</div></div> |  |  |  |  | <div><div><div></div><div>MALS</div></div><div><div><div></div><div>AS</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div> |  |
|---|--|--|--|--|---|--|

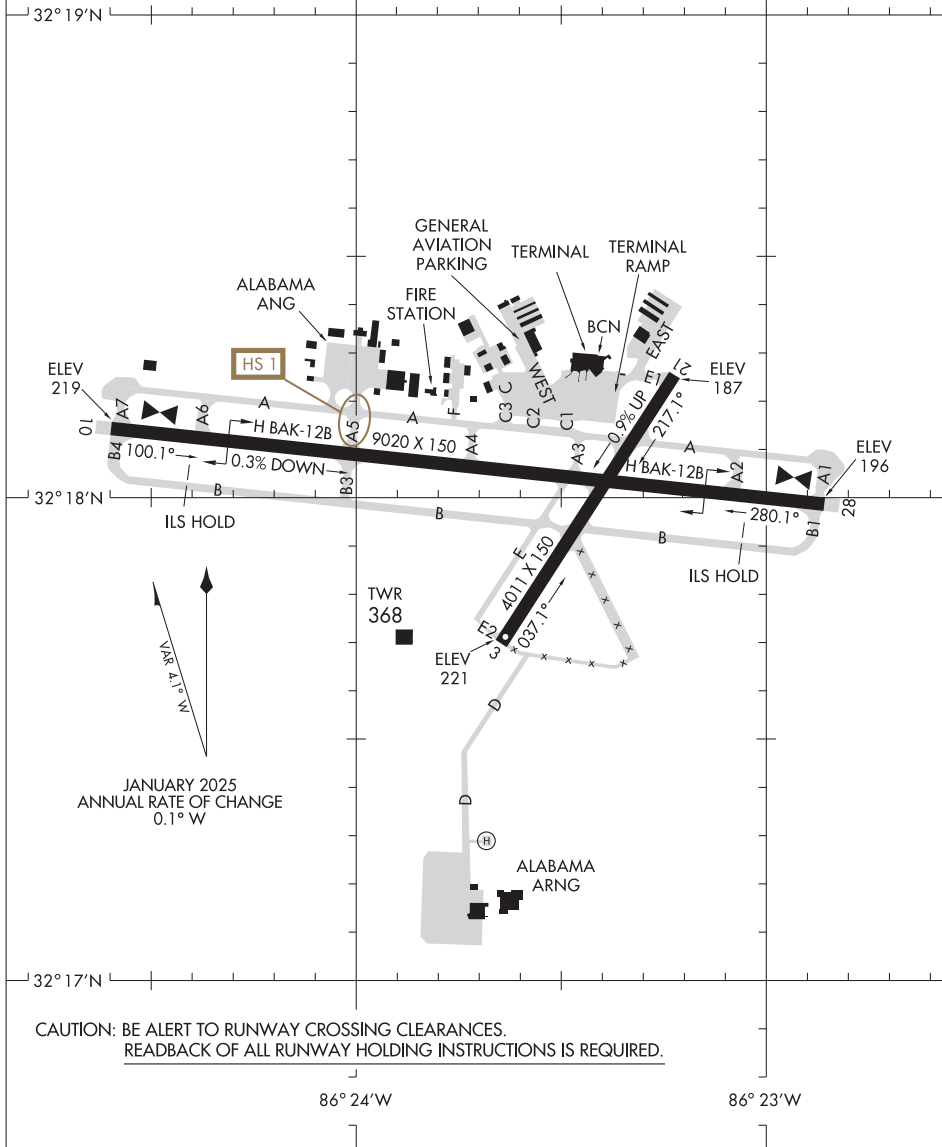


MONTGOMERY RGNL (DANNELLY FLD) (MGM)  
4'W NDB RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

ATIS  
120.675  
DANNELLY TOWER ★  
119.7 360.85  
GND CON  
121.7 348.6  
CLNC DEL  
118.3 270.3

RWY 03-21  
PCN 28 F/C/X/T  
S-40, D-95  
RWY 10-28  
PCN 35 F/C/X/T  
S-105, D-116, 2D-180

FIELD  
ELEV  
232

## AIRPORT DIAGRAM

25107

MONTGOMERY, ALABAMA  
MONTGOMERY RGNL (DANNELLY FLD) (MGM)

VALDOSTA, GEORGIA

ILS or LOC Y RWY 18L

|   |  |  |  |                                  |
|---|--|--|--|----------------------------------|
| LOC I-VAD<br><b>109.3</b>   | APCH CRS<br><b>183°</b>                | Rwy Idg<br>TDZE<br>Arprt Elev<br><b>9300</b><br><b>233</b><br><b>233</b> | [USAF]   | MOODY AFB (KVAD)                 |
| RADAR or DME required   |  |  | MISSED APPROACH: Climb to 3000 on VAD TACAN R-183 to EQUIP and hold. |                                  |
| * When ALS inop, increase RVR to 40 and vis to ¾ mile.<br>** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles. |  |  | ALSF-1<br>   |                                  |
| ATIS ★<br><b>273.5</b>  | VALDOSTA APP CON<br><b>126.6 285.6</b> | TOWER ★<br><b>128.45 (CTAF) 257.625</b>                                  | GND CON<br><b>138.95 275.8</b>                                       | CLNC DEL<br><b>120.625 296.7</b> |

CAUTION: Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

|                   |              |  |
|-------------------|--------------|--|
| 3000<br>VAD R-183 | EQUIP VAD 16 | VGSI and descent angles not coincident (VGSI angle 3.00/TCH 41). |
|-------------------|--------------|--|

|          |          |          |
|----------|----------|----------|
| ELEV 233 | TDZE 233 | 183°<br> |
|----------|----------|----------|

|             |   |   |   |   |   |
|-------------|---|---|---|---|---|
| CATEGORY    | A   | B | C | D | E |
| S-ILS 18L*  | 433/24 200 (200-½)                                      |   |   |   |   |
| S-LOC 18L** | 680/24 447 (500-½) 680/45 447 (500-¾)                   |   |   |   |   |
| CIRCLING    | 760-1 527 (600-1) 760-1½ 527 (600-1½) 800-2 567 (600-2) |   |   |   |   |

|                   |      |      |      |      |      |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.3 NM |      |      |      |      |      |
| Knots             | 60   | 90   | 120  | 150  | 180  |
| Min:Sec           | 4:18 | 2:52 | 2:09 | 1:43 | 1:21 |

VALDOSTA, GEORGIA | A

30°58'N-83°12'W

MOODY AFB (KVAD)

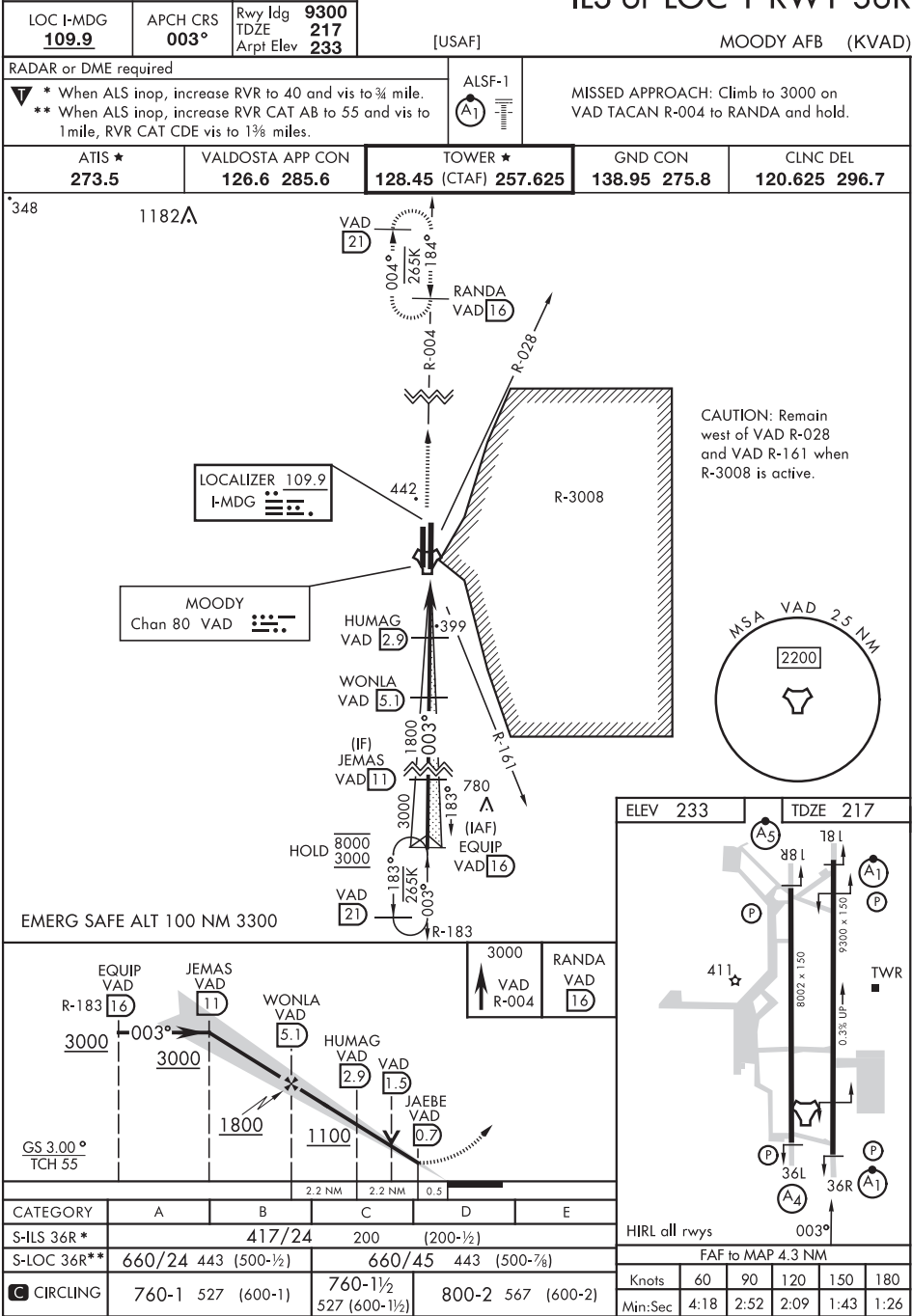
Amdt 6 25JAN24

ILS or LOC Y RWY 18L

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ILS or LOC Y RWY 36R



VALDOSTA, GEORGIA

RNAV (GPS) RWY 18L

|                  |                              |                    |
|------------------|------------------------------|--------------------|
| APCH CRS<br>183° | Rwy Idg<br>TDZE<br>Arpt Elev | 9300<br>233<br>233 |
|------------------|------------------------------|--------------------|

- (USAF)

MOODY AFB (KVAD)

RNP APCH-GPS

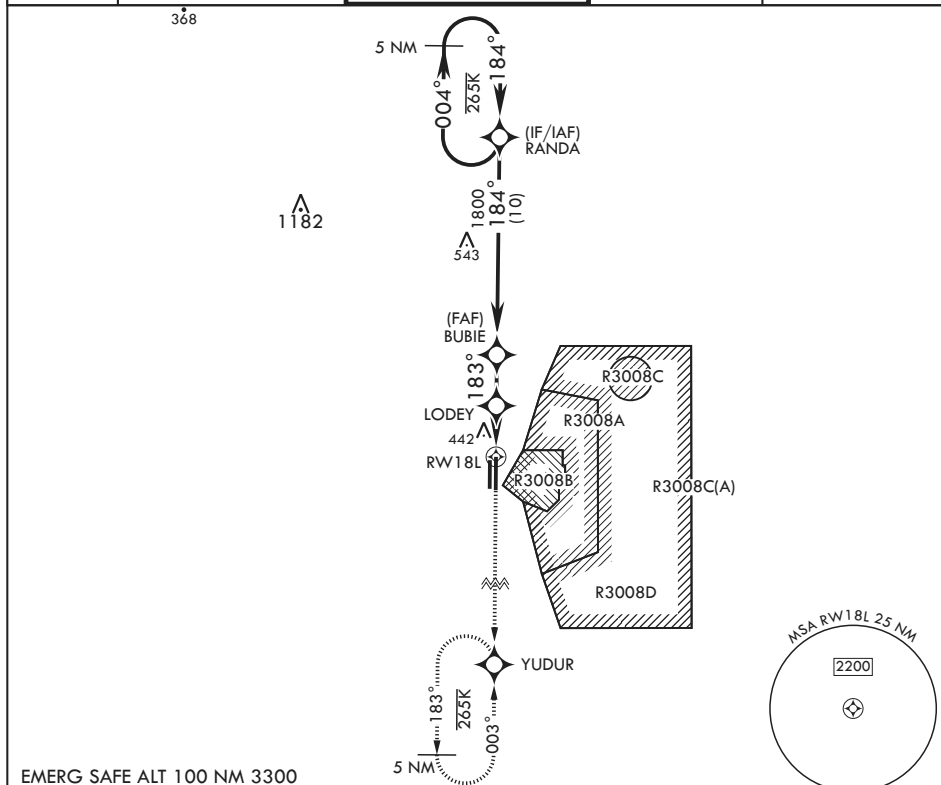
|        |
|--------|
| ALSF-1 |
|--------|

**MISSED APPROACH:** Climb to 3000 direct YUDUR and hold.

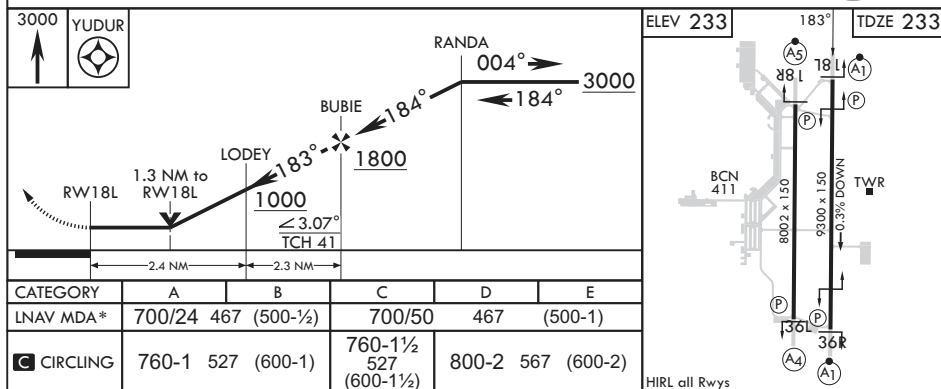
**T**\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.



|                 |                                 |                                  |                         |                           |
|-----------------|---------------------------------|----------------------------------|-------------------------|---------------------------|
| ATIS ★<br>273.5 | VALDOSTA APP CON<br>126.6 285.6 | TOWER ★<br>128.45 (CTAF) 257.625 | GND CON<br>138.95 275.8 | CLNC DEL<br>120.625 296.7 |
|-----------------|---------------------------------|----------------------------------|-------------------------|---------------------------|



EMERG SAFE ALT 100 NM 3300



VALDOSTA, GEORGIA

30°58'N - 83°12'W

MOODY AFB (KVAD)

Amdt 2 25JAN24

RNAV (GPS) RWY 18L

SE-4, 07 AUG 2025 to 02 OCT 2025



VALDOSTA, GEORGIA

RNAV (GPS) RWY 36L

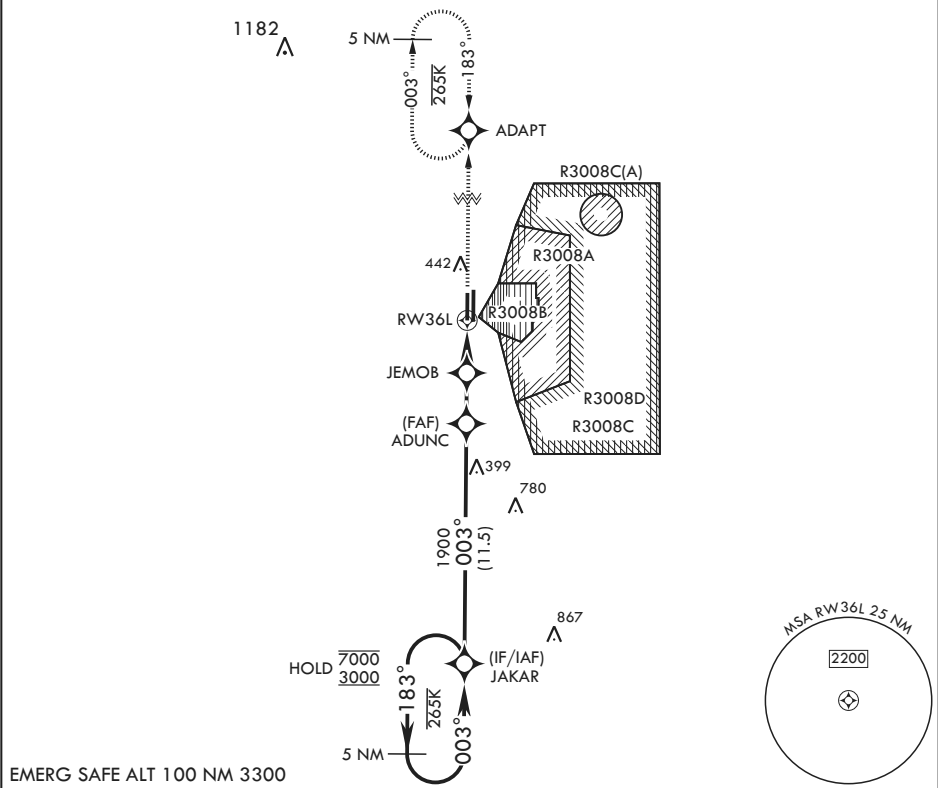
|          |            |      |
|----------|------------|------|
| APCH CRS | Rwy Idg    | 8002 |
| 003°     | TDZE       | 225  |
|          | Arprt Elev | 233  |

- (USAF)

MOODY AFB (KVAD)

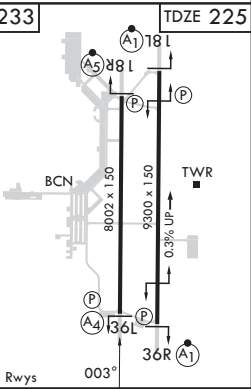
|  |              |   |
|--|--------------|---|
| RNP APCH-GPS   | MALS<br>(A4) | MISSED APPROACH: Climb to 3000 direct ADAPT and hold. |
| * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles. |              |   |

|                 |                                 |                                  |                         |                           |
|-----------------|---------------------------------|----------------------------------|-------------------------|---------------------------|
| ATIS ★<br>273.5 | VALDOSTA APP CON<br>126.6 285.6 | TOWER ★<br>128.45 (CTAF) 257.625 | GND CON<br>138.95 275.8 | CLNC DEL<br>120.625 296.7 |
|-----------------|---------------------------------|----------------------------------|-------------------------|---------------------------|



EMERG SAFE ALT 100 NM 3300

|                     |        |                 |                     |                   |          |
|---------------------|--------|-----------------|---------------------|-------------------|----------|
| JAKAR               |        | 3000            | ADAPT               | ELEV 233          | TDZE 225 |
| 7000 3000 183° 003° |        | ADUNC 1900      |                     |                   |          |
| JEMOB               |        | 1.3 NM to RW36L |                     |                   |          |
| 3.10° TCH 50        |        | RW36L           |                     |                   |          |
| 2.4 NM              |        | 2.5 NM          |                     |                   |          |
| CATEGORY            | A      | B               | C                   | D                 | E        |
| LNAV MDA*           | 660/40 | 435 (500-¾)     | 660/50              | 435 (500-1)       |          |
| CIRCLING            | 760-1  | 527 (600-1)     | 760-1½ 527 (600-1½) | 800-2 567 (600-2) |          |



VALDOSTA, GEORGIA

30°58'N - 83°12'W

MOODY AFB (KVAD)

Amdt 1 25JAN24

RNAV (GPS) RWY 36L

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025





VALDOSTA, GEORGIA

TACAN Y RWY 18L

|                             |                         |   |        |                  |
|-----------------------------|-------------------------|---|--------|------------------|
| TACAN VAD<br>Chan <b>80</b> | APCH CRS<br><b>187°</b> | Rwy Idg <b>9300</b><br>TDZE <b>233</b><br>Arprt Elev <b>233</b> | [USAF] | MOODY AFB (KVAD) |
|-----------------------------|-------------------------|---|--------|------------------|

**\*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.**

|                               |   |  |                                       |   |
|-------------------------------|---|--|---------------------------------------|---|
| <b>ATIS ★</b><br><b>273.5</b> | <b>VALDOSTA APP CON</b><br><b>126.6 285.6</b> | <b>TOWER ★</b><br><b>128.45 (CTAF) 257.625</b> | <b>GND CON</b><br><b>138.95 275.8</b> | <b>CLNC DEL</b><br><b>120.625 296.7</b> |
|-------------------------------|---|--|---------------------------------------|---|

**CAUTION:** Remain west of VAD R-028 and VAD R-161 when R-3008 is active.

**EMERG SAFE ALT 100 NM 3300**

|                   |              |
|-------------------|--------------|
| 3000<br>VAD R-173 | CARLO VAD 15 |
|-------------------|--------------|

|          |          |
|----------|----------|
| ELEV 233 | TDZE 233 |
|----------|----------|

|          |                      |   |                    |                   |   |
|----------|----------------------|---|--------------------|-------------------|---|
| CATEGORY | A                    | B | C                  | D                 | E |
| S-18L*   | 700/24 467 (500-1/2) |   | 700/50 467 (500-1) |                   |   |
| CIRCLING | 760-1 527 (600-1)    |   | 760-1 527 (600-1)  | 800-2 567 (600-2) |   |

HIRL all rwy's

VALDOSTA, GEORGIA | A

30°58'N-83°12'W

MOODY AFB (KVAD)

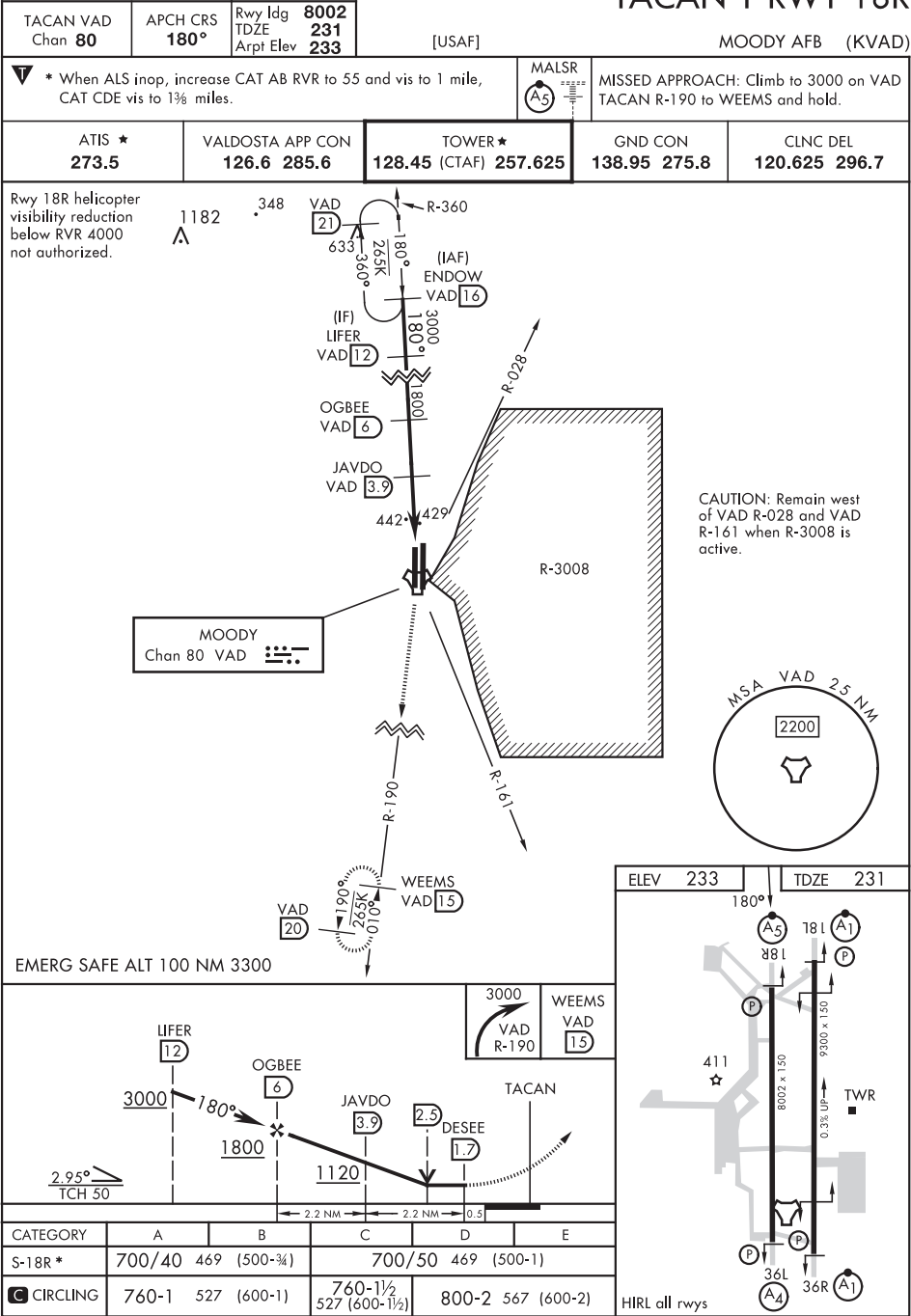
Amdt 6 25JAN24

TACAN Y RWY 18L

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 18R

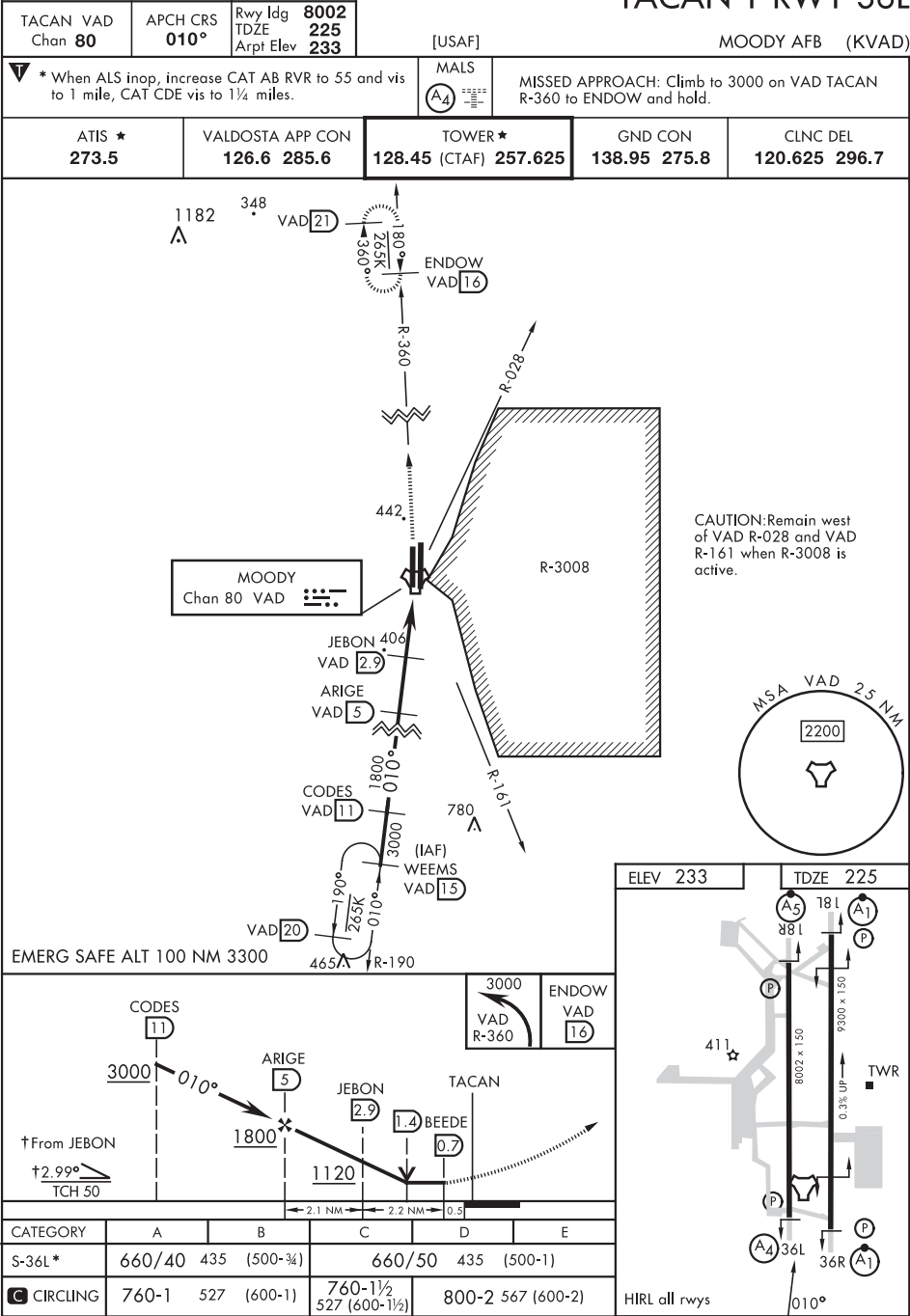


SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VALDOSTA, GEORGIA

TACAN Y RWY 36L



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VALDOSTA, GEORGIA

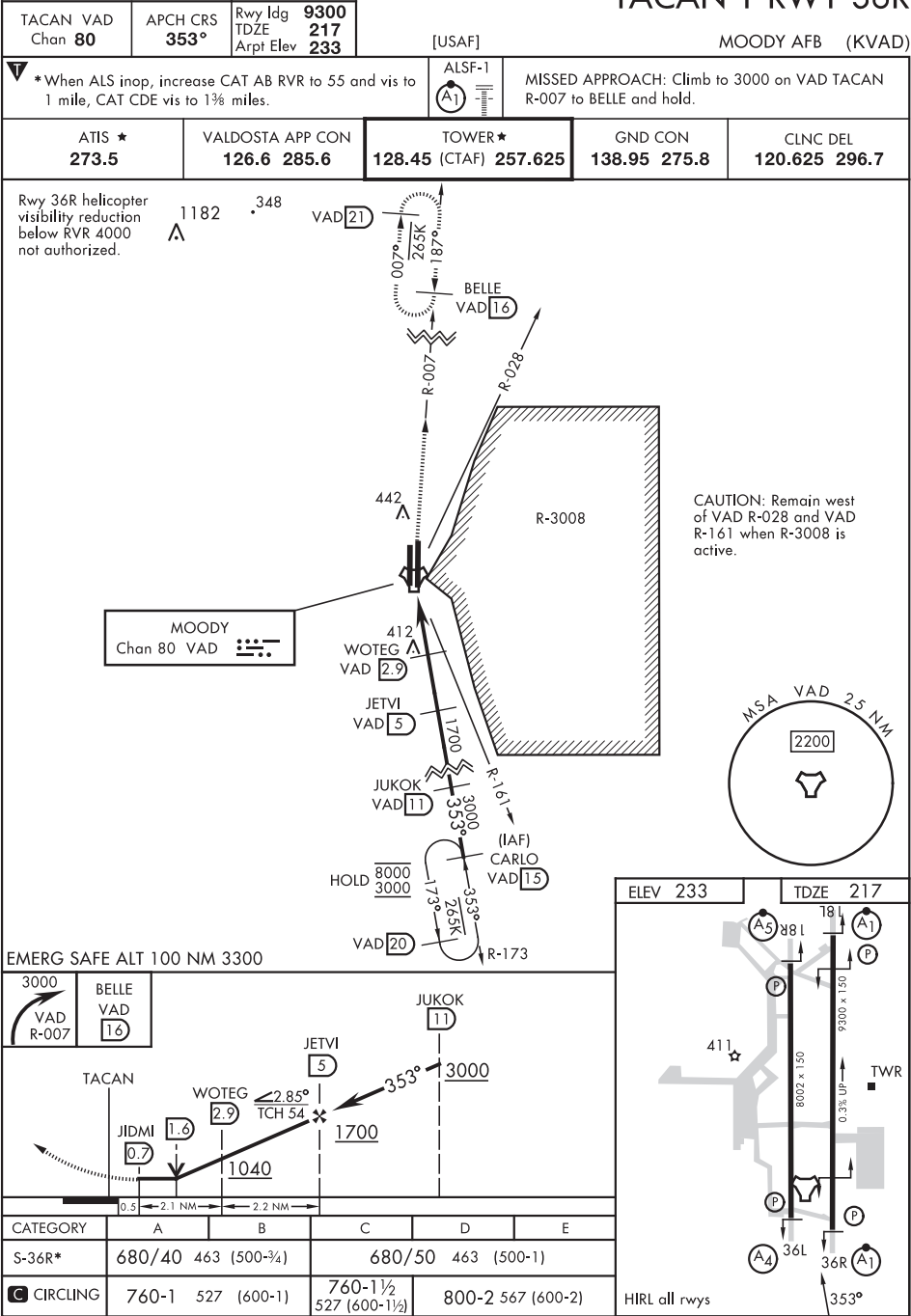
30° 58' N-83° 12' W

MOODY AFB (KVAD)

Amdt 6 25JAN24

TACAN Y RWY 36L

TACAN Y RWY 36R





|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>82603</b><br><b>W04A</b> | APP CRS<br><b>044°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6000</b><br><b>289</b><br><b>297</b> |
|--|------------------------|-----------------------------|---|

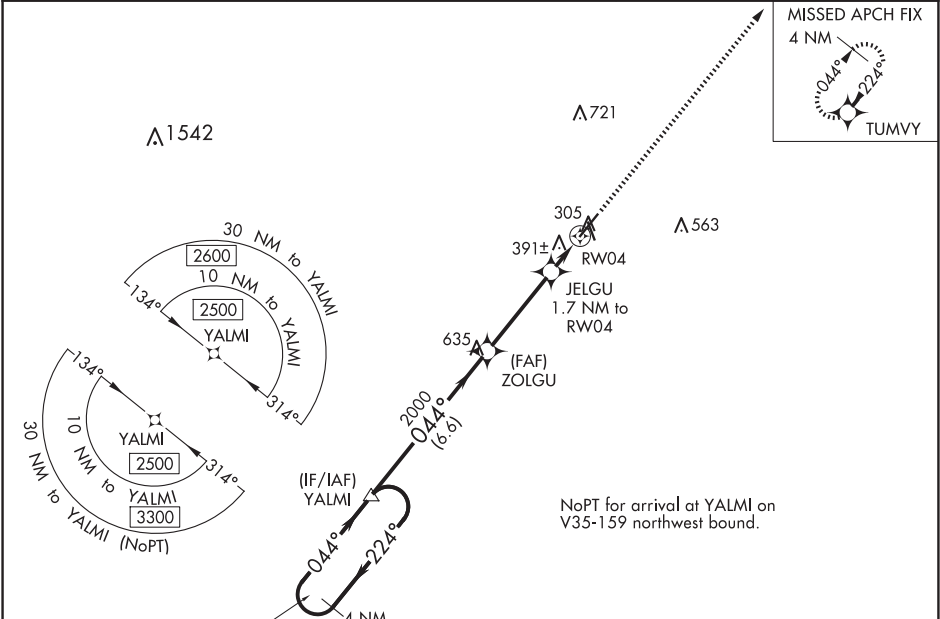
RNAV (GPS) RWY 4  
MOULTRIE MUNI (MGR)

RNP APCH - GPS.

Circling Rwy 16, 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct TUMVY and hold.

|                            |   |                               |
|----------------------------|---|-------------------------------|
| AWOS-3PT<br><b>118.925</b> | VALDOSTA APP CON ★<br><b>126.6    285.6</b> | UNICOM<br><b>122.8</b> (CTAF) |
|----------------------------|---|-------------------------------|



4 NM Holding Pattern

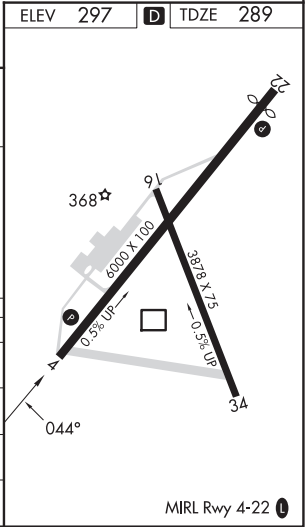
YALMI

ZOLGU

JELGU

RW04

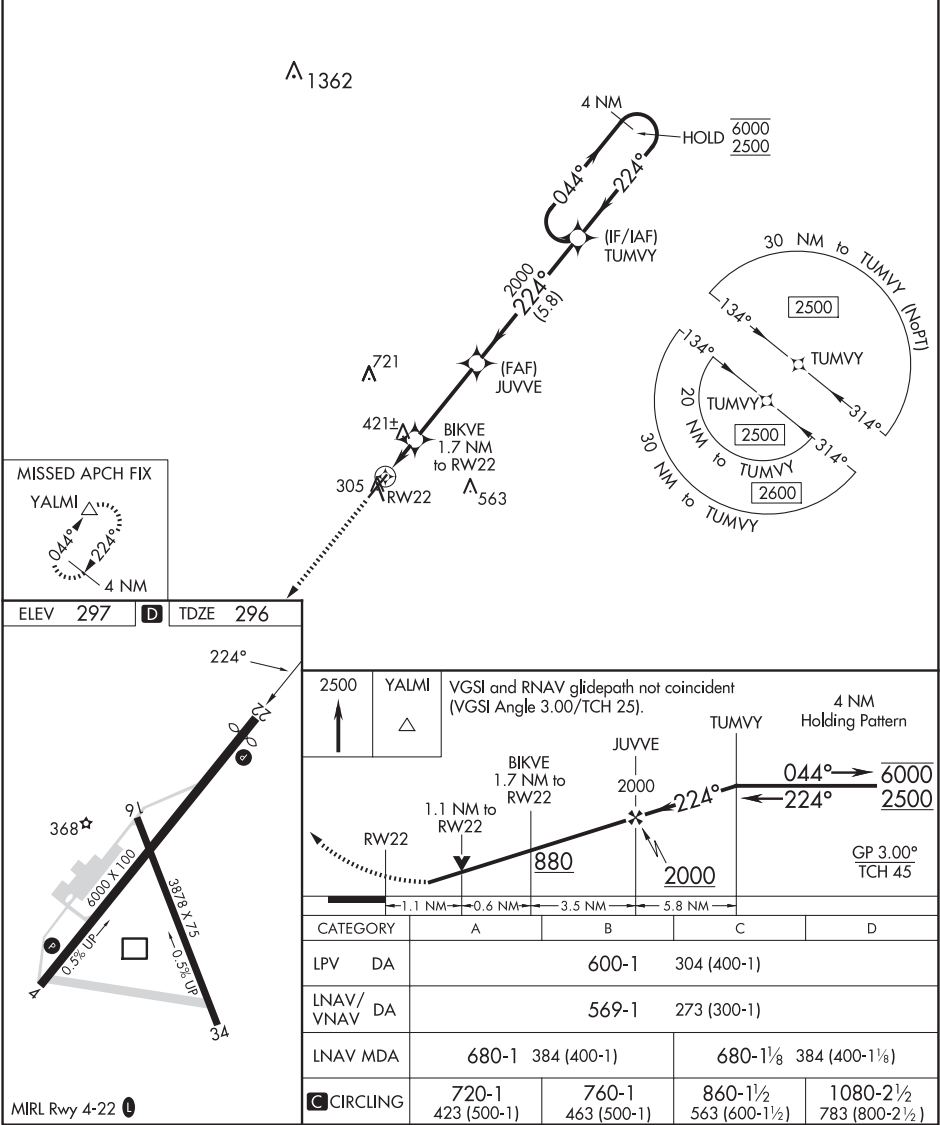
| CATEGORY     | A                    | B                    | C                      | D                       |
|--------------|----------------------|----------------------|------------------------|-------------------------|
| LPV DA       | 539-1 250 (300-1)    |                      |                        |                         |
| LNAV/VNAV DA | 552-1 263 (300-1)    |                      |                        |                         |
| LNAV MDA     | 660-1 371 (400-1)    |                      |                        |                         |
| CIRCLING     | 720-1<br>423 (500-1) | 760-1<br>463 (500-1) | 860-1½<br>563 (600-1½) | 1080-2½<br>783 (800-2½) |



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93803</b><br><b>W22A</b> | APP CRS<br><b>224°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5628</b><br><b>296</b><br><b>297</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 22  
MOULTRIE MUNI (MGR)

|  |                                   |   |
|--|-----------------------------------|---|
| RNP APCH - GPS.  |                                   | MISSED APPROACH: Climb to 2500 direct YALMI and hold. |
| Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 16, 34 NA at night.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. |                                   |   |
| AWOS-3PT<br>118.925  | VALDOSTA APP CON ★<br>126.6 285.6 | UNICOM<br>122.8 (CTAF) 0                              |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|                                  |                        |   |
|----------------------------------|------------------------|---|
| LOC I-MSL<br><b><u>109.7</u></b> | APP CRS<br><b>297°</b> | Rwy Idg <b>6694</b><br>TDZE <b>551</b><br>Apt Elev <b>551</b> |
|----------------------------------|------------------------|---|

ILS Y or LOC Y RWY 30  
NORTHWEST ALABAMA RGNL (MSL)

|               |  |
|---------------|--|
| RNAV 1 - GPS. |  |
|---------------|--|

DME required.

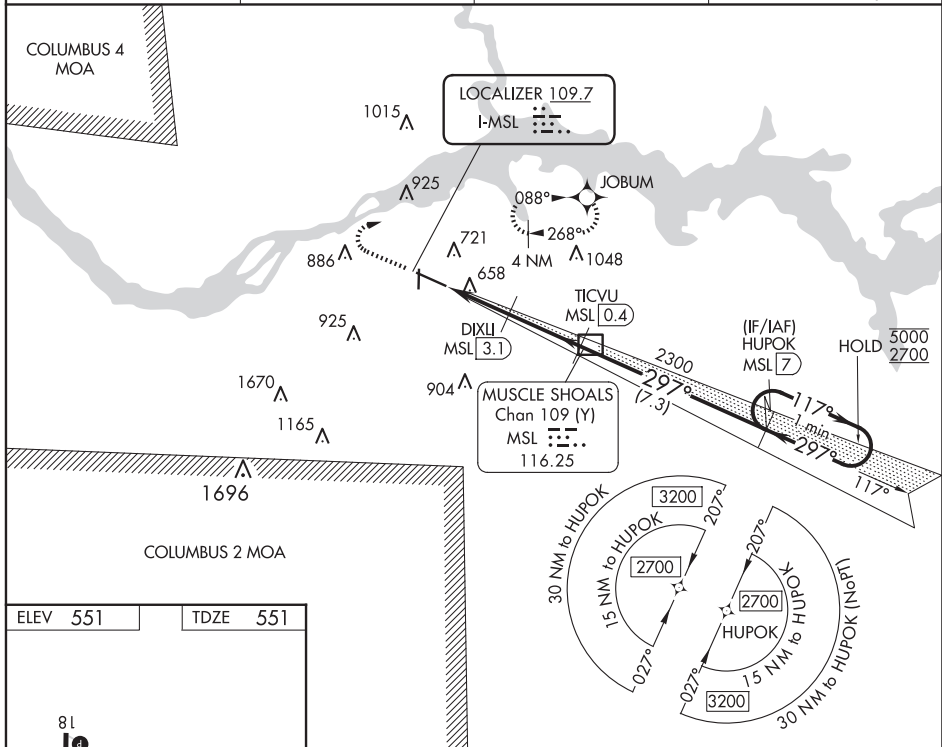


DME from MSL DME. Simultaneous reception of I-MSL and MSL DME required.  
For inop ALS increase S-LOC 30 Cats C/D visibility to 1 SM.



**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3000 direct JOBUM and hold, continue climb-in-hold to 3000.

|                        |                                      |                       |                                  |
|------------------------|--------------------------------------|-----------------------|----------------------------------|
| ASOS<br><b>119.425</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|------------------------|--------------------------------------|-----------------------|----------------------------------|



REIL Rwy 12 12  
MIRL Rwy 18-36 18-36  
HIRL Rwy 12-30 12-30

6694 X 150  
4000 X 100  
36  
612  
297°  
30°  
A5

1200  
3000  
JOBUM

MSL DME  
HUPOK MSL 7

One Minute Holding Pattern

117° → 5000  
← 297° 2700

297°  
2300  
2300  
1400

MSL 5.6  
MSL 4.6  
TICVU MSL 0.4  
DIXLI MSL 3.1

1 NM 1.5 NM 2.8 NM 7.3 NM

| CATEGORY | A                  | B     | C                  | D                    |
|----------|--------------------|-------|--------------------|----------------------|
| S-ILS 30 |                    | 751-½ | 200 (200-½)        |                      |
| S-LOC 30 | 920-½ 369 (400-½)  |       | 920-⅝ 369 (400-⅝)  |                      |
| CIRCLING | 1040-1 489 (500-1) |       | 1280-2 729 (800-2) | 1280-2¼ 729 (800-2¼) |

GS 3.00°  
TCH 59

MUSCLE SHOALS, ALABAMA  
Amdt 1 03NOV22

34°45'N-87°37'W

NORTHWEST ALABAMA RGNL (MSL)  
ILS Y or LOC Y RWY 30

MUSCLE SHOALS, ALABAMA

AL-277 (FAA)

23222

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-MSL<br><b>109.7</b> | APP CRS<br><b>297°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6694</b><br><b>551</b><br><b>551</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS Z or LOC Z RWY 30

NORTHWEST ALABAMA RGNL (MSL)

DME required. RADAR required.

▼

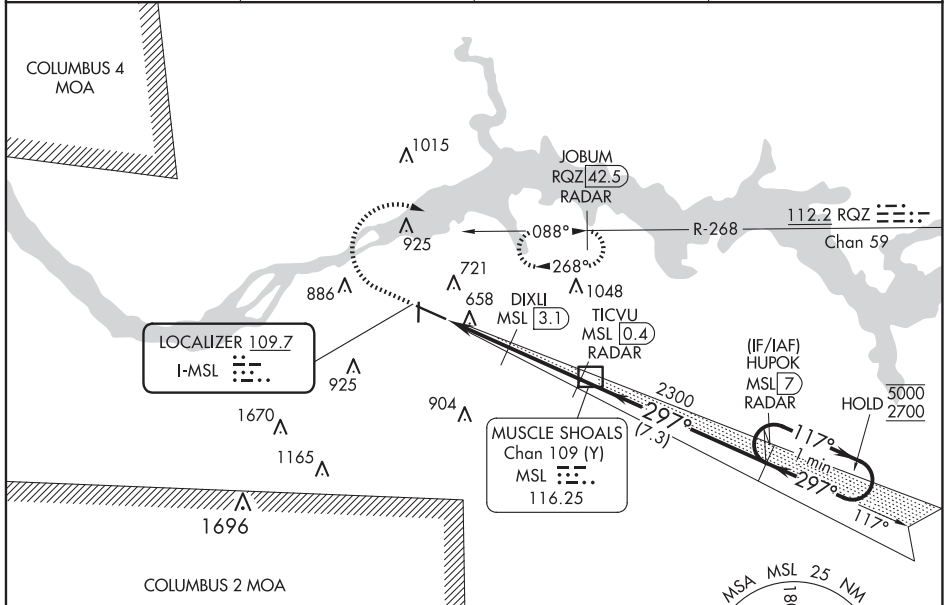
▲

DME from MSL DME.  
Simultaneous reception of I-MSL and MSL DME required.  
For inop ALS increase S-LOC 30 Cats C/D visibility to 1 SM.

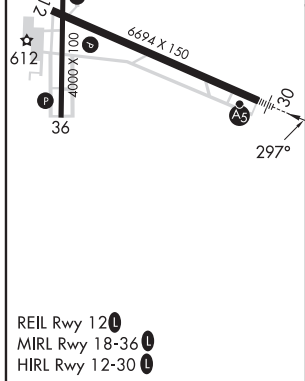
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 020° to intercept RQZ VORTAC R-268 to JOBUM/RQZ VORTAC 42.5 DME/RADAR and hold, continue climb-in-hold to 3000.

|                        |                                      |                       |                                |
|------------------------|--------------------------------------|-----------------------|--------------------------------|
| ASOS<br><b>119.425</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF)</b> |
|------------------------|--------------------------------------|-----------------------|--------------------------------|



|          |          |
|----------|----------|
| ELEV 551 | TDZE 551 |
|----------|----------|



|          |                       |               |                       |         |                            |                            |
|----------|-----------------------|---------------|-----------------------|---------|----------------------------|----------------------------|
| 1200     | 3000                  | RQZ R-268     | JOBUM RQZ 42.5 RADAR  | MSL DME | HUPEK MSL 7 RADAR          | One Minute Holding Pattern |
|          |                       | DIXLI MSL 3.1 | TICVU MSL 0.4 RADAR   | 2300    | 297°                       | 117° → 5000<br>← 297° 2700 |
| 1400     |                       | MSL 4.6       | MSL 5.6               | 2300    | 297°                       | GS 3.00°<br>TCH 59         |
| 1 NM     |                       | 1.5 NM        | 2.8 NM                | 7.3 NM  |                            |                            |
| CATEGORY | A                     |               | B                     | C       | D                          |                            |
| S-ILS 30 | 751-1/2               |               | 200 (200-1/2)         |         |                            |                            |
| S-LOC 30 | 920-1/2 369 (400-1/2) |               | 920-5/8 369 (400-5/8) |         |                            |                            |
| CIRCLING | 1040-1 489 (500-1)    |               | 1280-2 729 (800-2)    |         | 1280-2 1/4 729 (800-2 1/4) |                            |

MUSCLE SHOALS, ALABAMA  
Amdt 7 03NOV22

34°45'N-87°37'W

# ILS Z or LOC Z RWY 30

NORTHWEST ALABAMA RGNL (MSL)

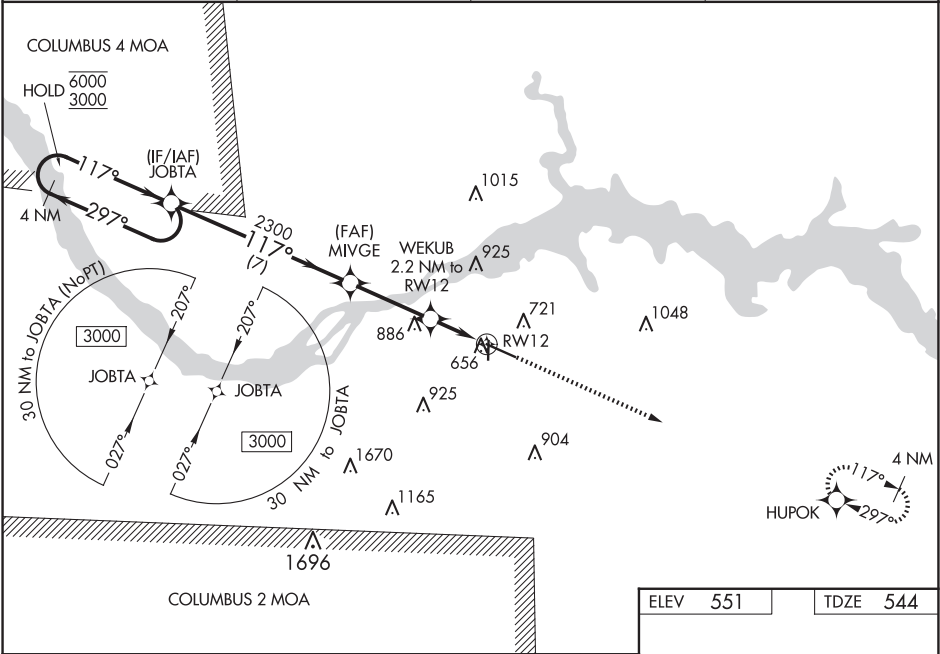
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90518</b><br><b>W12A</b> | APP CRS<br><b>117°</b> | Rwy Idg <b>6694</b><br>TDZE <b>544</b><br>Apt Elev <b>551</b> |
|--|------------------------|---|

RNAV (GPS) RWY 12  
NORTHWEST ALABAMA RGNL (MSL)

|  |  |
|--|--|
| RNP APCH.<br>▼ Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. When local altimeter setting not received use Decatur altimeter setting and increase LPV DA to 934 feet, LNAV/VNAV DA to 1025 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¾ SM, LNAV Cat C and D visibility ¾ SM and Circling Cat C and D visibility ½ SM. Baro-VNAV and VDP NA when using Decatur altimeter setting. | MISSED APPROACH:<br>Climb to 2700 direct HUPOK and hold. |
|--|--|

|                        |                                      |                       |                                |
|------------------------|--------------------------------------|-----------------------|--------------------------------|
| ASOS<br><b>119.425</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF)</b> |
|------------------------|--------------------------------------|-----------------------|--------------------------------|



|                      |        |             |                       |                         |      |
|----------------------|--------|-------------|-----------------------|-------------------------|------|
| 4 NM Holding Pattern |        | JOBTA       | MIVGE                 | WEKUB                   | RW12 |
| 6000<br>3000         |        | 2300        | 2300                  | 2.2 NM to RW12          |      |
| GP 3.00°<br>TCH 56   |        | 2300        | *1280                 | *1 NM to RW12           |      |
|                      |        | 7 NM        | 3.1 NM                | 1.2 NM                  | 1 NM |
| CATEGORY             | A      | B           | C                     | D                       |      |
| LPV DA               |        | 851-1       | 307 (300-1)           |                         |      |
| LNAV/VNAV DA         |        | 942-1¼      | 398 (400-1¼)          |                         |      |
| LNAV MDA             |        | 920-1       | 376 (400-1)           |                         |      |
| CIRCLING             | 1040-1 | 489 (500-1) | 1280-2<br>729 (800-2) | 1280-2¼<br>729 (800-2¼) |      |

ELEV 551      TDZE 544

2700 HUPOK

\*LNAV only.

117°

81

612

36

4000 X 100

6694 X 150

Ag

REIL Rwy 12

MIRL Rwy 18-36

HIRL Rwy 12-30

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

MUSCLE SHOALS, ALABAMA

AL-277 (FAA)

23222

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56435</b><br><b>W18A</b> | APP CRS<br><b>184°</b> | Rwy Idg <b>4000</b><br>TDZE <b>547</b><br>Apt Elev <b>551</b> |
|--|------------------------|---|

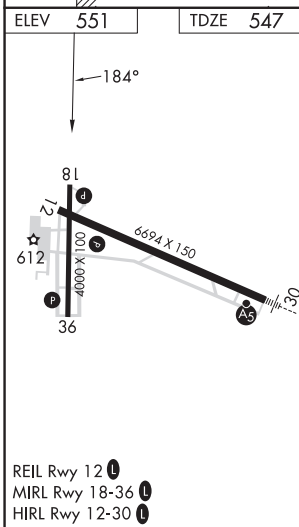
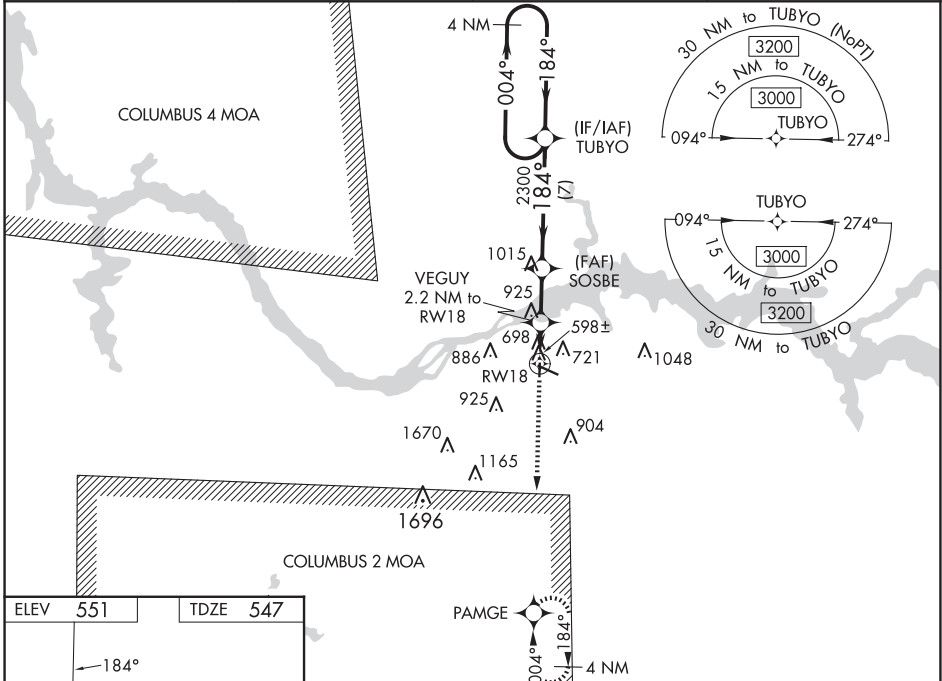
# **RNAV (GPS) RWY 18** NORTHWEST ALABAMA RGNL (MSL)

RNP APCH.

Baro-VNAV NA when using Decatur altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 880, LNAV/VNAV DA to 1065 and all MDA 100 feet, increase LNAV Cat C visibility ¼ SM, increase Circling Cat C visibility ½ SM.

**MISSED APPROACH:**  
Climb to 3000 direct PAMGE and hold.

|                        |                                      |                       |                                |
|------------------------|--------------------------------------|-----------------------|--------------------------------|
| ASOS<br><b>119.425</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF)</b> |
|------------------------|--------------------------------------|-----------------------|--------------------------------|



|              |                      |  |                            |
|--------------|----------------------|--|----------------------------|
| ELEV         | 551                  | TDZE   | 547                        |
| 3000         | PAMGE                | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35). |                            |
| *LNAV only.  | VEGUY 2.2 NM to RW18 | SOSBE 2300   | TUBYO 4 NM Holding Pattern |
| RW18         | 1320*                | 2300   | GP 3.15° TCH 57            |
| 2.2 NM       | 2.9 NM               | 7 NM   |                            |
| CATEGORY     | A                    | B  | C                          |
| LPV DA       | 797-1                | 250 (300-1)  | NA                         |
| LNAV/VNAV DA | 982-1 3/8            | 435 (500-1 3/8)  | NA                         |
| LNAV MDA     | 960-1                | 413 (500-1)  | 960-1 1/4 413 (500-1 1/4)  |
| CIRCLING     | 1040-1               | 489 (500-1)  | 1280-2 729 (800-2)         |

MUSCLE SHOALS, ALABAMA  
Amdt 1B 06DEC18

34°45'N-87°37'W

NORTHWEST ALABAMA RGNL (MSL)  
**RNAV (GPS) RWY 18**



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

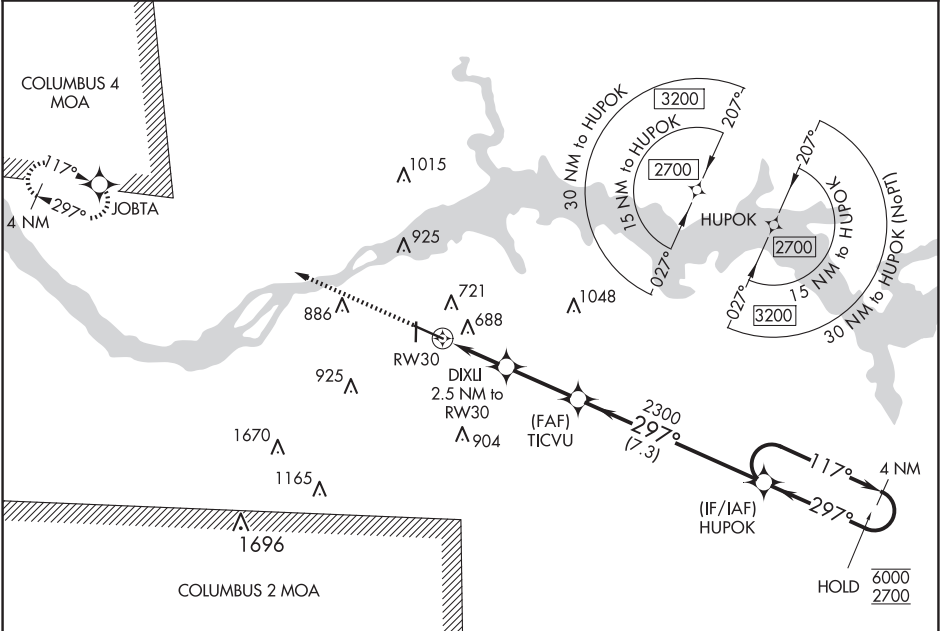
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40000</b><br><b>W30A</b> | APP CRS<br><b>297°</b> | Rwy Idg <b>6694</b><br>TDZE <b>551</b><br>Apt Elev <b>551</b> |
|--|------------------------|---|

RNAV (GPS) RWY 30

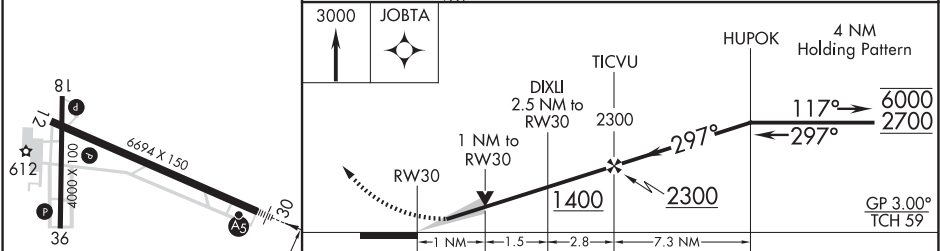
NORTHWEST ALABAMA RGNL (MSL)


|   |  |   |
|---|--|---|
| RNP APCH - GPS.   | MALSR<br> | MISSED APPROACH:<br>Climb to 3000 direct<br>JOBTA and hold. |
|  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. |  |   |

|                        |                                      |                       |  |
|------------------------|--------------------------------------|-----------------------|--|
| ASOS<br><b>119.425</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF)</b>  |
|------------------------|--------------------------------------|-----------------------|--|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>551</b> | TDZE <b>551</b> |
|-----------------|-----------------|



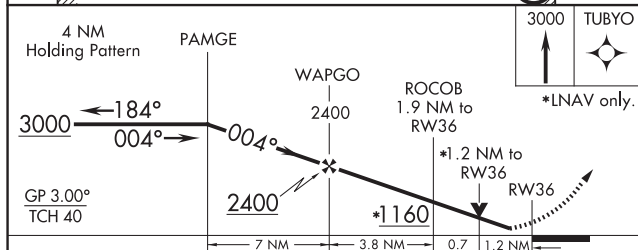
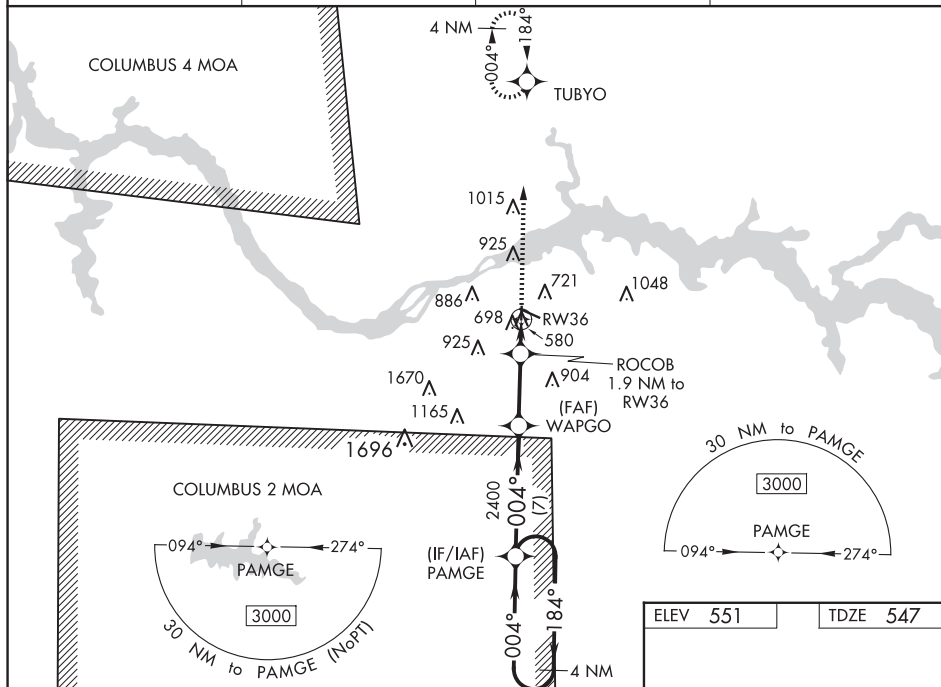
| CATEGORY   | A       | B             | C                     | D                             |
|--|---------|---------------|-----------------------|-------------------------------|
| LPV DA   |         | 751-1/2       | 200 (200-1/2)         |                               |
| LNAV/VNAV DA   |         | 962-3/4       | 411 (500-3/4)         |                               |
| LNAV MDA   | 940-1/2 | 389 (400-1/2) | 940-5/8               | 389 (400-5/8)                 |
|  CIRCLING | 1040-1  | 489 (500-1)   | 1280-2<br>729 (800-2) | 1280-2 1/4<br>729 (800-2 1/4) |


RNAV (GPS) RWY 36  
NORTHWEST ALABAMA RGNL (MSL)RNP APCH-GPS.

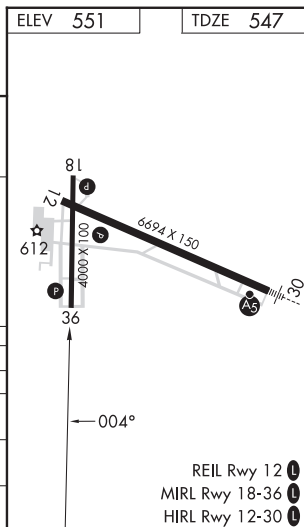
**A** Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Baro-VNAV and VDP NA when using Decatur altimeter setting. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 874, LNAV/VNAV DA to 1012 and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C/D visibility ¼ mile, and Circling Cats C/D visibility ½ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
TUBYO and hold.

|                        |                                      |                       |                                  |
|------------------------|--------------------------------------|-----------------------|----------------------------------|
| ASOS<br><b>119.425</b> | MEMPHIS CENTER<br><b>120.8 307.0</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF) ①</b> |
|------------------------|--------------------------------------|-----------------------|----------------------------------|



| CATEGORY   |     | A                   | B | C  | D  |
|--|-----|---------------------|---|--|--|
| LPV  | DA  | 797-1               |   | 250 (300-1)                                    |  |
| LNAV/<br>VNAV  | DA  | 935-1 $\frac{3}{8}$ |   | 388 (400-1 $\frac{3}{8}$ )                     |  |
| LNAV   | MDA | 960-1 413 (500-1)   |   | 960-1 $\frac{1}{8}$ 413 (500-1 $\frac{1}{8}$ ) |  |
|  CIRCLING |     | 1040-1 489 (500-1)  |   | 1280-2<br>729 (800-2)                          | 1280-2 $\frac{1}{4}$<br>729 (800-2 $\frac{1}{4}$ ) |



NORTHWEST ALABAMA RGNL (MSL)  
RNAV (GPS) RWY 36

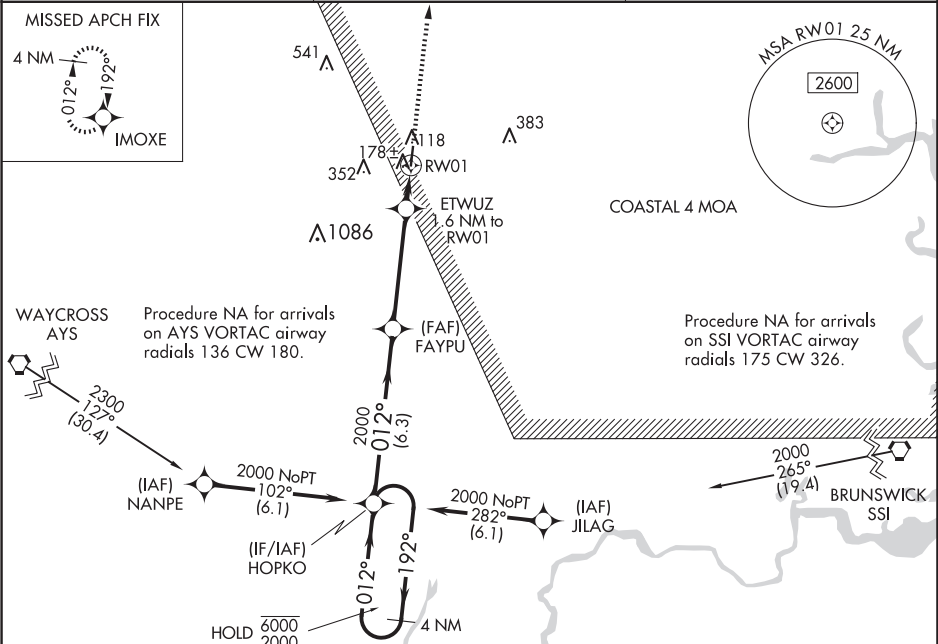
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |                             |                                       |
|--|------------------------|-----------------------------|---------------------------------------|
| WAAS<br>CH <b>90317</b><br><b>W01A</b> | APP CRS<br><b>012°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4000</b><br><b>85</b><br><b>85</b> |
|--|------------------------|-----------------------------|---------------------------------------|

**RNAV (GPS) RWY 1**  
BRANTLEY COUNTY (4J1)

|                 |   |
|-----------------|---|
| RNP APCH - GPS. | MISSED APPROACH: Climb to 2000 direct IMOXE and hold. |
|-----------------|---|

|                              |   |                      |
|------------------------------|---|----------------------|
| BQK AWOS-3<br><b>124.175</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | CTAF<br><b>122.9</b> |
|------------------------------|---|----------------------|



|                      |                   |  |                       |                       |  |
|----------------------|-------------------|--|-----------------------|-----------------------|--|
| 4 NM Holding Pattern |                   | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46). |                       | 2000 IMOXE            |  |
| HOPKO                |                   | FAYPU  |                       | ETWUZ 1.6 NM to RW01  |  |
| 6000 2000            |                   | 2000   |                       | 620                   |  |
| GP 3.00° TCH 40      |                   | 2000   |                       | 620                   |  |
| 6.3 NM               |                   | 4.3 NM   |                       | 1.6 NM                |  |
| CATEGORY             | A                 | B  | C                     | D                     |  |
| LPV DA               | 416-1 331 (400-1) |  |                       |                       |  |
| LNAV/VNAV DA         | 400-1 315 (400-1) |  |                       |                       |  |
| LNAV MDA             | 520-1             | 435 (500-1)  | 520-1 ¼               | 435 (500-1 ¼)         |  |
| CIRCLING             | 560-1 475 (500-1) | 720-1 635 (700-1)  | 720-1 ¾ 635 (700-1 ¾) | 780-2 ¼ 695 (700-2 ¼) |  |

NAHUNTA, GEORGIA

AL-10278 (FAA)

23278

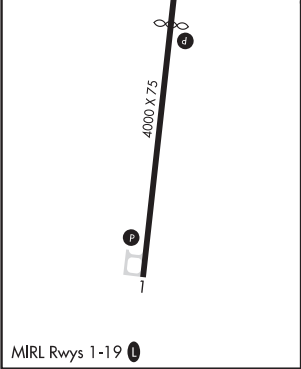
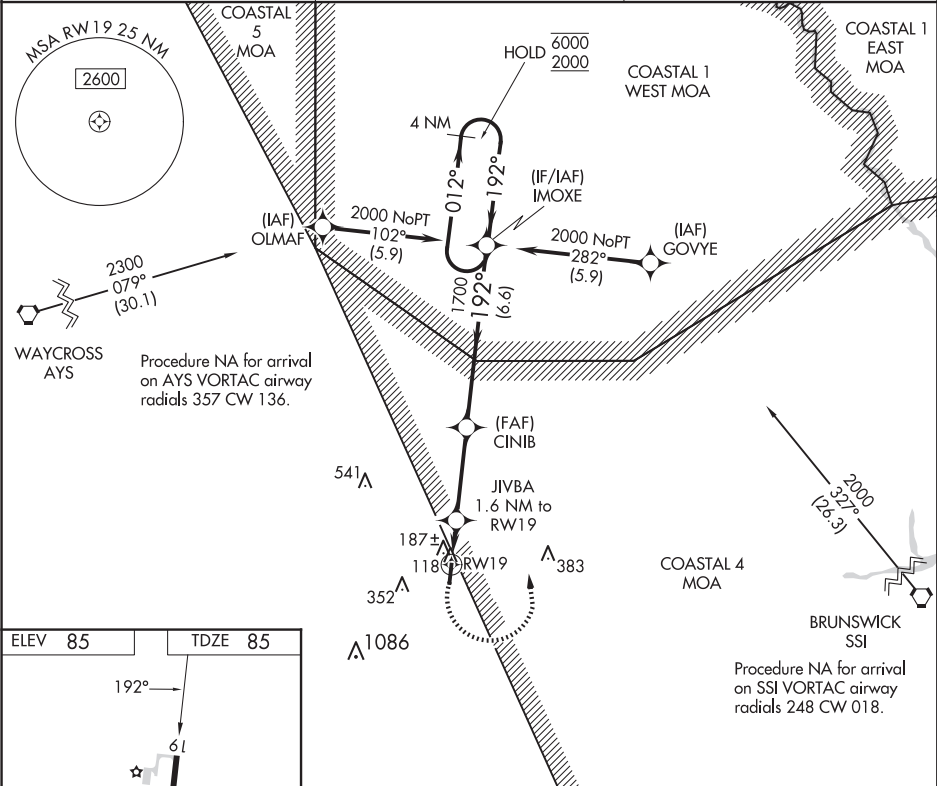
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3300 |
| 192°    | TDZE     | 85   |
|         | Apt Elev | 85   |

# RNAV (GPS) RWY 19

BRANTLEY COUNTY (4J1)

|  |  |
|--|--|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct IMOXE and hold. |
| Rwy 19 helicopter visibility reduction below 1 SM NA. Use Brunswick Golden Isles altimeter setting. Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night. |  |

|                       |  |               |
|-----------------------|--|---------------|
| BQK AWOS-3<br>124.175 | JACKSONVILLE CENTER<br>127.575 269.025 | CTAF<br>122.9 |
|-----------------------|--|---------------|



|            |                      |                         |                      |                   |                        |                            |                        |
|------------|----------------------|-------------------------|----------------------|-------------------|------------------------|----------------------------|------------------------|
|            |                      |                         |                      |                   |                        |                            |                        |
|            |                      |                         |                      | CINIB             |                        | IMOXE                      |                        |
|            |                      | JIVBA<br>1.6 NM to RW19 |                      | ≤ 3.00°<br>TCH 46 |                        | 012° → 6000<br>← 192° 2000 |                        |
|            |                      | 620                     |                      | 1700              |                        |                            |                        |
| → 1.6 NM ← |                      | → 3.3 NM ←              |                      | → 6.6 NM ←        |                        |                            |                        |
| CATEGORY   | A                    |                         | B                    |                   | C                      |                            | D                      |
| LNAV MDA   | 500-1                |                         | 415 (500-1)          |                   | 500-1½                 |                            | 415 (500-1½)           |
| CIRCLING   | 560-1<br>475 (500-1) |                         | 720-1<br>635 (700-1) |                   | 720-1¾<br>635 (700-1¾) |                            | 780-2¼<br>695 (700-2¼) |

NAHUNTA, GEORGIA  
Amdt 1 05OCT23

31°12'N-81°54'W

# RNAV (GPS) RWY 19

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>69438</b><br><b>W10A</b> | APP CRS<br><b>096°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5002</b><br><b>240</b><br><b>240</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 10

BERRIEN COUNTY (4J2)

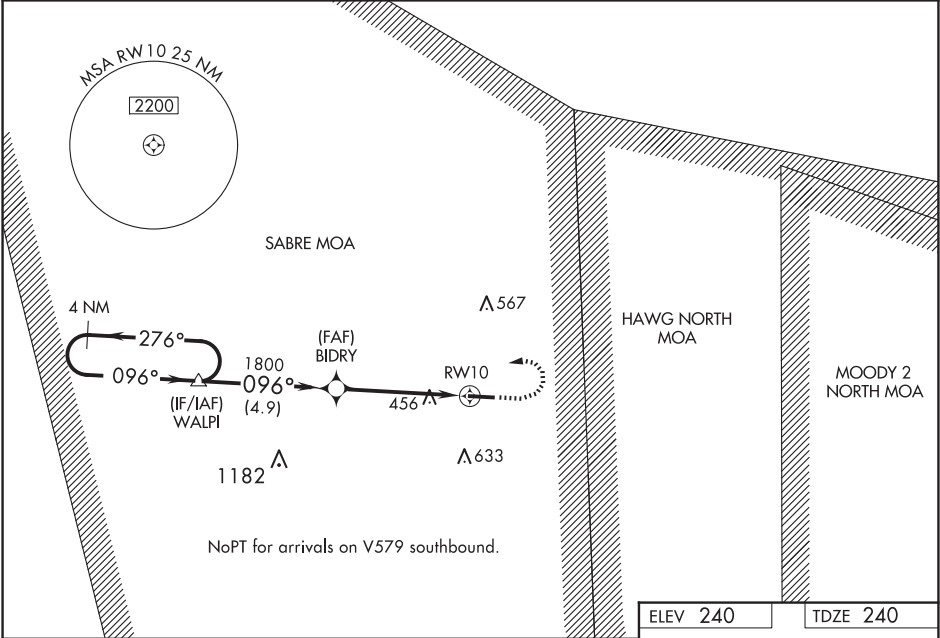
T

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Moody AFB altimeter setting. When not received, use Douglas altimeter setting and increase all DA 24 feet and MDA 40 feet; increase LNAV/VNAV all Cats visibility ½ mile and increase LNAV Cat C and Circling Cat C visibility ¼ mile. Night landing: Rwy 28 NA.

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct WALPI and hold.

|                             |  |                                 |
|-----------------------------|--|---------------------------------|
| KVAD ATIS ★<br><b>273.5</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|-----------------------------|--|---------------------------------|



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

WALPI

BIDRY

1800

2200

276°

096°

GP 3.00° TCH 40

1800

4.9 NM

4.8 NM

RW10

800

2200

WALPI

Δ

096°

10

5002 X 75

28

| CATEGORY     | A      | B            | C                      | D  |
|--------------|--------|--------------|------------------------|----|
| LPV DA       | 560-1⅞ | 320 (400-1⅞) |                        | NA |
| LNAV/VNAV DA | 793-1⅞ | 553 (600-1⅞) |                        | NA |
| LNAV MDA     | 760-1  | 520 (600-1)  | 760-1⅞<br>520 (600-1⅞) | NA |
| CIRCLING     | 820-1  | 580 (600-1)  | 980-2<br>740 (800-2)   | NA |

MIRL Rwy 10-28 0  
REIL Rwy 10 and 28 0

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>72838</b><br><b>W28A</b> | APP CRS<br><b>276°</b> | Rwy Idg<br>TDZE <b>236</b><br>Apt Elev <b>240</b> | <b>5002</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 28  
BERRIEN COUNTY (4J2)

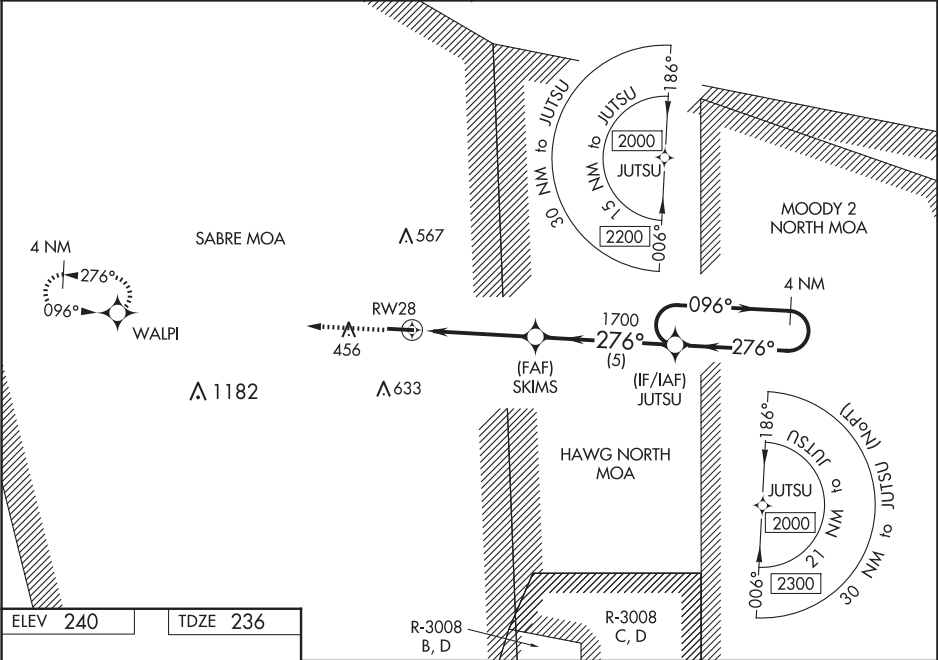
▼

▲ NA

Baro-VNAV NA. Rwy 28 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Use Moody AFB altimeter setting. When not received, use Douglas altimeter setting and increase all LPV DA to 602 feet, LNAV/VNAV DA to 561 feet, and all MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct WALPI and hold.

|                             |  |                                 |
|-----------------------------|--|---------------------------------|
| KVAD ATIS ★<br><b>273.5</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|-----------------------------|--|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>240</b> | TDZE <b>236</b> |
|-----------------|-----------------|

2200

WALPI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

4 NM Holding Pattern

RWY 28

SKIMS

1700

276°

2000

096°

GP 3.00° TCH 60

|              |                   |                   |                           |    |
|--------------|-------------------|-------------------|---------------------------|----|
| CATEGORY     | A                 | B                 | C                         | D  |
| LPV DA       | 578-1             | 342 (400-1)       |                           | NA |
| LNAV/VNAV DA | 537-1             | 301 (300-1)       |                           | NA |
| LNAV MDA     | 740-1             | 504 (500-1)       | 740-1 3/8 504 (500-1 3/8) | NA |
| CIRCLING     | 740-1 500 (600-1) | 800-1 560 (600-1) | 980-2 740 (800-2)         | NA |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | 4098 |
| 058°    | TDZE     | 1121 |
|         | Apt Elev | 1125 |

RNAV (GPS) RWY 6

ROBBINS FLD (20A)

RNP APCH.

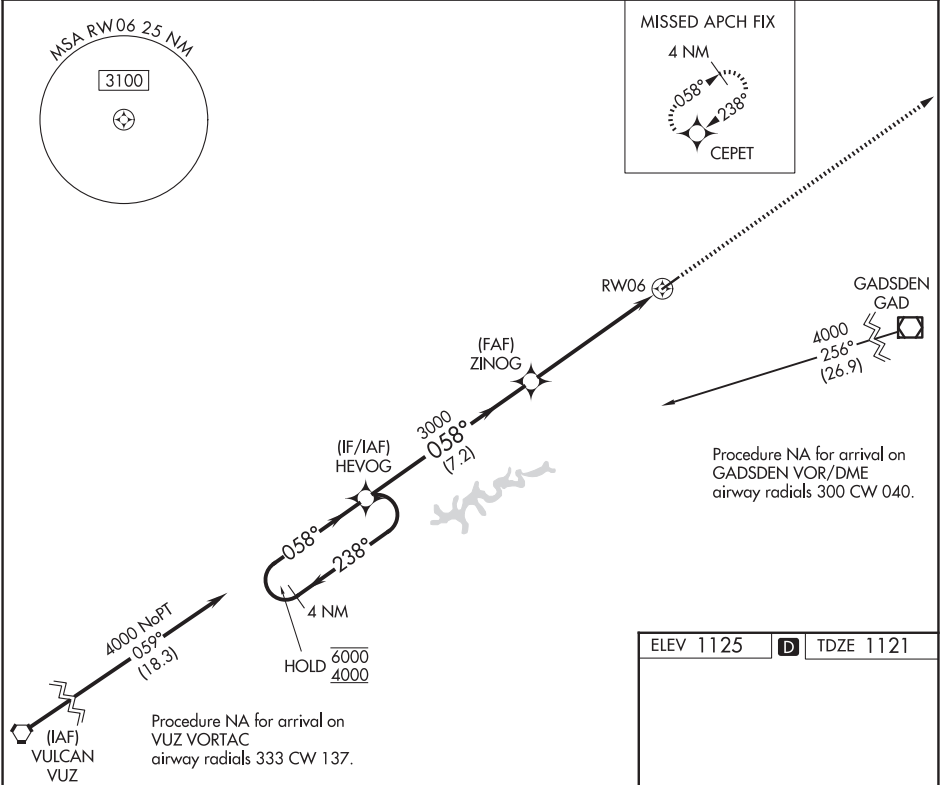
▼

NA

Procedure NA at night. Use Albertville Rgnl/Thomas J Brumlik Fld altimeter setting, when not received, use Northeast Alabama Rgnl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C ½ SM. Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct CEPET and hold.

|                         |                                     |                          |
|-------------------------|-------------------------------------|--------------------------|
| BFZ AWOS-3PT<br>119.575 | BIRMINGHAM APP CON<br>125.45 279.65 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------------|-------------------------------------|--------------------------|



4 NM Holding Pattern

HEVOG

Visual Segment - Obstacles.

4000

CEPET

6000 ← 238°

4000 → 058°

058°

ZINOG

3000

RW06

7.2 NM

5.8 NM

| CATEGORY | A      | B           | C                             | D  |
|----------|--------|-------------|-------------------------------|----|
| LNAV MDA | 1760-1 | 639 (700-1) | 1760-1 7/8<br>639 (700-1 7/8) | NA |
| CIRCLING | 1760-1 | 635 (700-1) | 1800-2<br>675 (700-2)         | NA |

MIRL Rwy 6-24 0

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ONEONTA, ALABAMA

AL-10636 (FAA)

25219

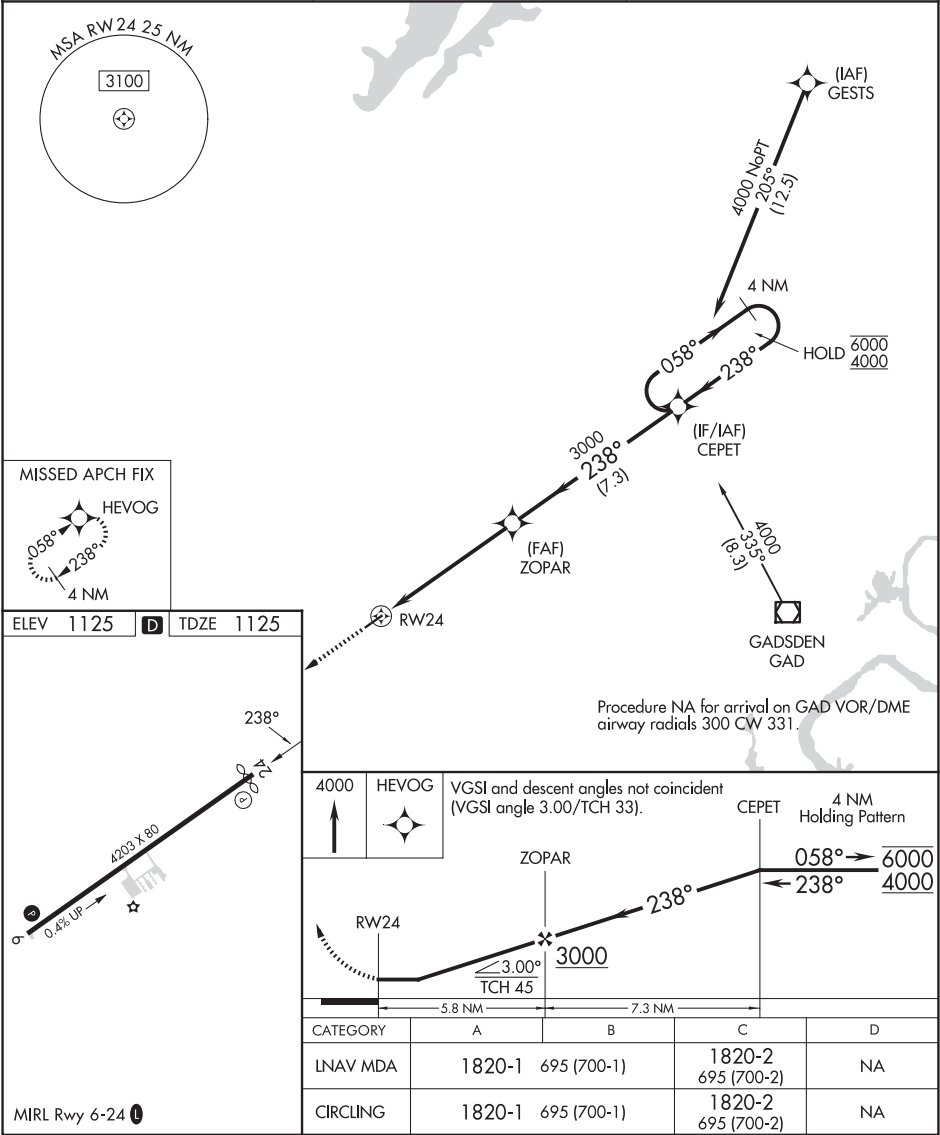
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>4098</b> |
| <b>238°</b> | TDZE     | <b>1125</b> |
|             | Apt Elev | <b>1125</b> |

RNAV (GPS) RWY 24

ROBBINS FLD (20A)

|   |  |   |
|---|--|---|
| RNP APCH-GPS.   |  | MISSED APPROACH: Climb to 4000 direct HEVOG and hold. |
| Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.<br>Use BFZ altimeter setting, when not received, use GAD altimeter setting and increase all MDA 60 feet and increase LNAV Cat B visibility ¼ SM, Cat C Circling visibility ¼ SM. |  |   |

|                                |  |                                 |
|--------------------------------|--|---------------------------------|
| BFZ AWOS-3PT<br><b>119.575</b> | BIRMINGHAM APP CON<br><b>125.45 279.65</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------------|--|---------------------------------|



ONEONTA, ALABAMA  
Orig-C 17APR25

33°58'N-86°23'W

ROBBINS FLD (20A)

RNAV (GPS) RWY 24

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

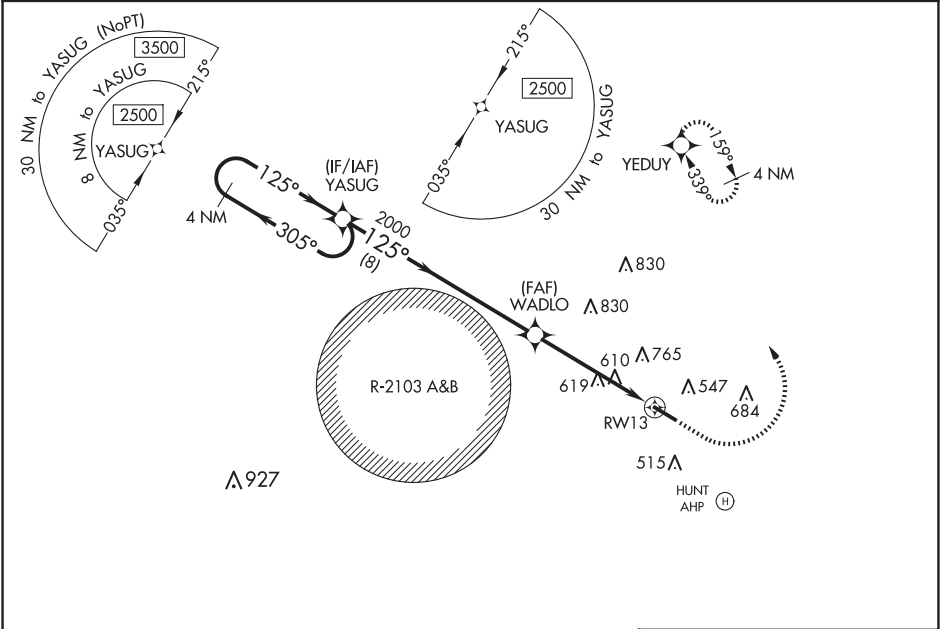
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>50232</b><br><b>W13A</b> | APP CRS<br><b>125°</b> | Rwy Idg<br>TDZE <b>358</b><br>Apt Elev <b>358</b> |
|--|------------------------|---|

RNAV (GPS) RWY 13

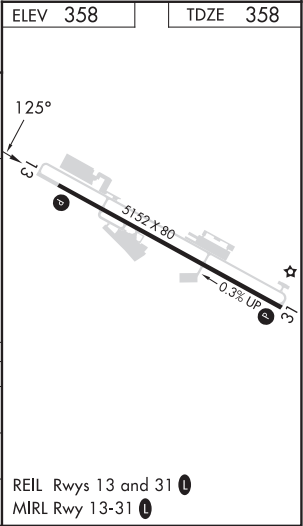
OZARK/BLACKWELL FLD (71J)

|           |  |   |
|-----------|--|---|
| RNP APCH. | Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting. Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. | MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct YEDUY and hold. |
|-----------|--|---|

|                            |  |  |
|----------------------------|--|--|
| DHN ASOS<br><b>135.725</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | UNICOM<br><b>122.7</b> (CTAF) <b>1</b> |
|----------------------------|--|--|



|  |                      |                               |                               |       |
|--|----------------------|-------------------------------|-------------------------------|-------|
| VGSI and descent angles not coincident (VGSI Angle 3.60/TCH 36). |                      | 1600                          | 2000                          | YEDUY |
| 4 NM Holding Pattern YASUG                                       |                      | 2500                          | 2000                          | 125°  |
| WADLO  |                      | 3.00° TCH 36                  | RWY 13                        |       |
| 8 NM   |                      | 5 NM                          |                               |       |
| CATEGORY   | A                    | B                             | C                             | D     |
| LP MDA   | 900-1                | 542 (600-1)                   | 900-1 5/8<br>542 (600-1 5/8)  | NA    |
| LNNAV MDA  | 960-1                | 602 (700-1)                   | 960-1 3/4<br>602 (700-1 3/4)  | NA    |
| CIRCLING   | 960-1<br>602 (700-1) | 1100-1 3/4<br>742 (800-1 3/4) | 1100-2 1/4<br>742 (800-2 1/4) | NA    |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

OZARK, ALABAMA

AL-6017 (FAA)

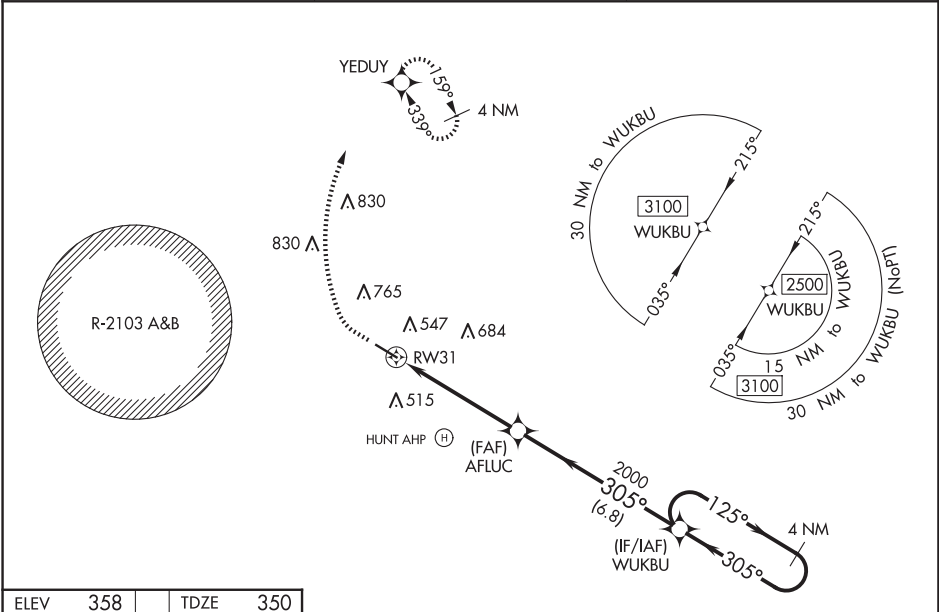
23110

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>62832</b><br><b>W31A</b> | APP CRS<br><b>305°</b> | Rwy Idg<br>TDZE <b>350</b><br>Apt Elev <b>358</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 31**  
OZARK/BLACKWELL FLD (71J)

|           |   |   |
|-----------|---|---|
| RNP APCH. | Baro-VNAV NA. Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting.<br>NA Rwy 31 helicopter visibility reduction below ¾ SM NA.<br>Circling Rwy 13, 31 NA at night. | MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct YEDUY and hold. |
|-----------|---|---|

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| DHN ASOS<br><b>135.725</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|          |          |   |  |  |  |
|----------|----------|---|--|--|--|
| ELEV 358 | TDZE 350 | 1463 A  |  |  |  |
|          |          |   |  |  |  |
|          |          | 900 2000 YEDUY AFLUC WUKBU 4 NM Holding Pattern   |  |  |  |
|          |          | RW31 2000 305° 125° 2500                          |  |  |  |
|          |          | 5.1 NM 6.8 NM                                     |  |  |  |
|          |          | CATEGORY A B C D                                  |  |  |  |
|          |          | LPV DA 661-1 310 (400-1) NA                       |  |  |  |
|          |          | LNAV/VNAV DA 851-1¾ 501 (500-1¾) NA               |  |  |  |
|          |          | LNAV MDA 860-1 510 (600-1) 860-1¾ 510 (600-1¾) NA |  |  |  |
|          |          | CIRCLING 900-1 1100-1¾ 1100-2¼ NA                 |  |  |  |
|          |          | 542 (600-1) 742 (800-1¾) 742 (800-2¼)             |  |  |  |

REIL Rws 13 and 31 0  
MIRL Rwy 13-31 0

OZARK, ALABAMA  
Orig-C 30DEC21

31°26'N-85°37'W

OZARK/BLACKWELL FLD (71J)  
**RNAV (GPS) RWY 31**

SE-4, 07 AUG 2025 to 02 OCT 2025

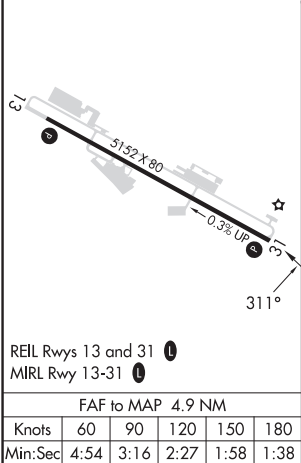
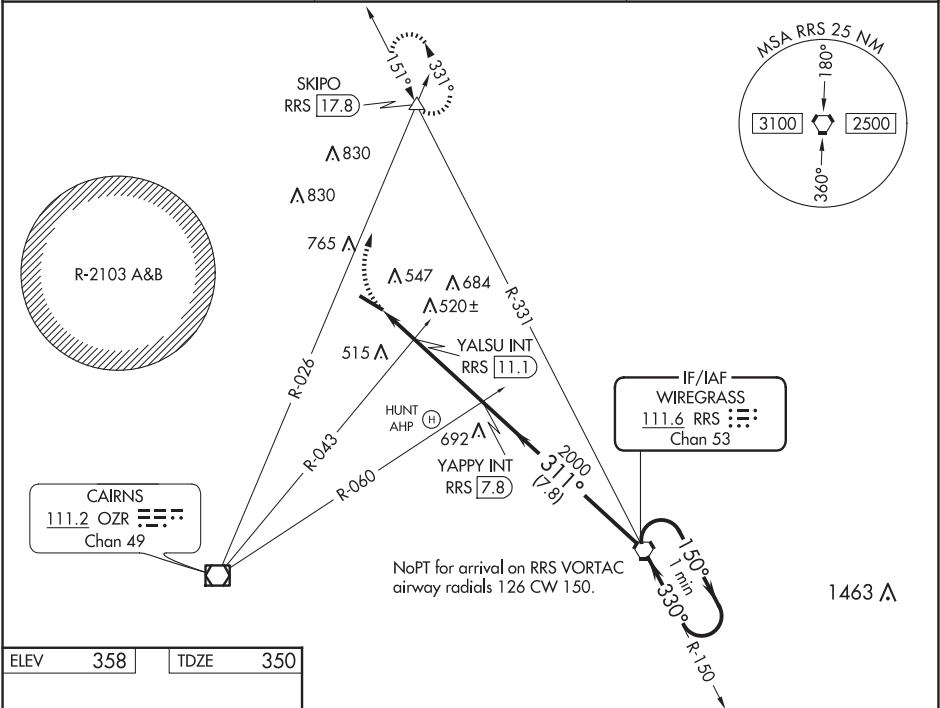
SE-4, 07 AUG 2025 to 02 OCT 2025

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC RRS | APP CRS | Rwy Idg  | 5152 |
| 111.6      | 311°    | TDZE     | 350  |
| Chan 53    |         | Apt Elev | 358  |

VOR RWY 31  
OZARK/BLACKWELL FLD (71J)

|         |  |   |
|---------|--|---|
| ▼<br>NA | Use Dathan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting. Procedure NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. | MISSED APPROACH: Climbing right turn to 2000 on OZR VOR/DME R-026 to SKIPO INT/RRS 17.8 DME and hold. |
|---------|--|---|

|                     |                                   |                          |
|---------------------|-----------------------------------|--------------------------|
| DHN ASOS<br>135.725 | CAIRNS APP CON ★<br>125.4 327.125 | UNICOM<br>122.7 (CTAF) 0 |
|---------------------|-----------------------------------|--------------------------|



|   |       |             |           |              |              |                            |
|---|-------|-------------|-----------|--------------|--------------|----------------------------|
| 2000  | SKIPO | RRS         | YALSU INT | YAPPY INT    | RRS VORTAC   | One Minute Holding Pattern |
| OZR R-026   | △     | RRS 17.8    | RRS 11.1  | RRS 7.8      |              |                            |
|   |       | RRS 12.7    | RRS 40    | RRS 31.1°    | RRS 311°     | RRS 150°                   |
|   |       | 880         | 2000      | 2100         |              |                            |
|   |       | 1.6 NM      | 3.3 NM    | 7.8 NM       |              |                            |
| CATEGORY  | A     | B           | C         | D            |              |                            |
| S-31  | 880-1 | 530 (600-1) | 880-1½    | 530 (600-1½) | NA           |                            |
| CIRCLING  | 900-1 | 1100-1¾     | 1100-2¼   | 742 (800-1¾) | 742 (800-2¼) | NA                         |
| YALSU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) |       |             |           |              |              |                            |
| S-31  | 820-1 | 470 (500-1) | 820-1¾    | 470 (500-1¾) | NA           |                            |
| CIRCLING  | 900-1 | 1100-1¾     | 1100-2¼   | 742 (800-1¾) | 742 (800-2¼) | NA                         |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

PELL CITY, ALABAMA

AL-5886 (FAA)

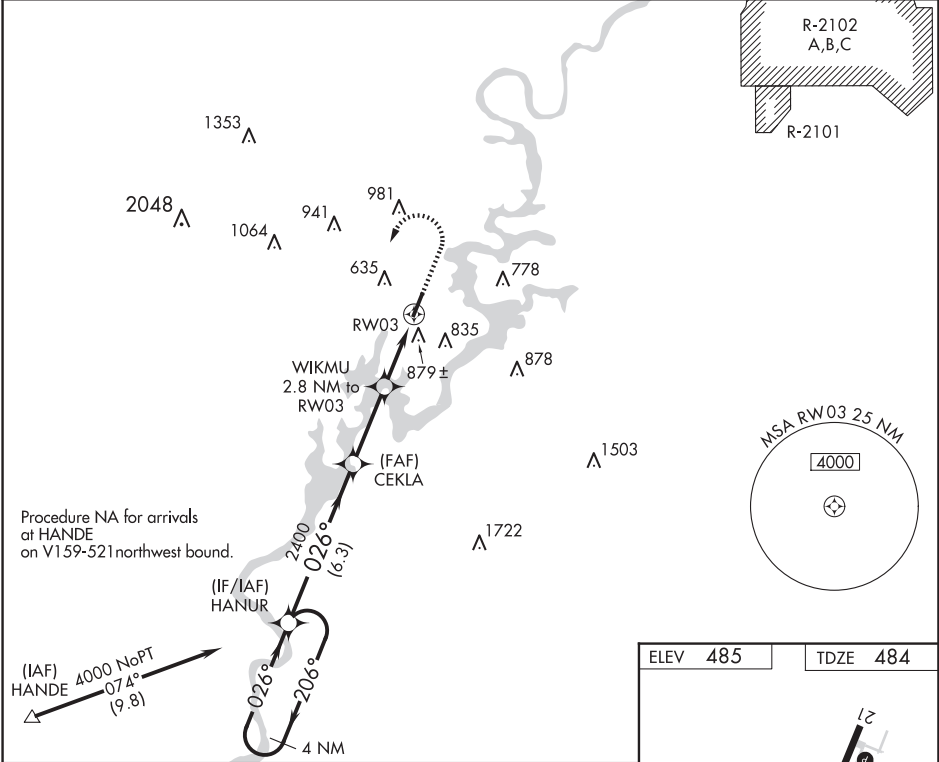
23054

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>70540</b><br><b>W03A</b> | APP CRS<br><b>026°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>4771</b><br><b>484</b><br><b>485</b> |
|--|------------------------|-----------------------------|---|

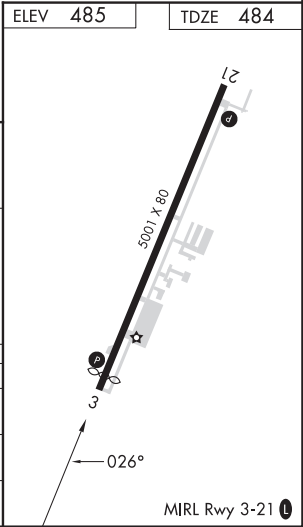
**RNAV (GPS) RWY 3**  
ST CLAIR COUNTY (PLR)

|   |  |
|---|--|
| <p><b>⚠</b> DME/DME RNP-0.3 NA. VDP NA when using Anniston altimeter setting. Rwy 3, helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. When local altimeter setting not received, use Anniston altimeter setting and increase all DA 63 feet and all visibility <math>\frac{1}{4}</math> SM, increase all MDA 80 feet and LNAV Cat C/D visibility <math>\frac{1}{8}</math> SM and Circling Cat C/D <math>\frac{1}{4}</math> SM.</p> | <p><b>MISSED APPROACH:</b> Climb to 1200, then climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.</p> |
|---|--|

|                           |  |                       |                                  |
|---------------------------|--|-----------------------|----------------------------------|
| AWOS-3P<br><b>119.625</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF) 0</b> |
|---------------------------|--|-----------------------|----------------------------------|



|                            |                     |  |   |                |   |       |
|----------------------------|---------------------|--|---|----------------|---|-------|
| 4 NM Holding Pattern HANUR |                     | VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53). |   | 1200           | 4000  | HANUR |
| 4000                       |                     | 206°   |   | 026°           | 026°  |       |
| GP 3.10° TCH 52            |                     | CEKLA  |   | WIKMU          | *LNAV only.                                     |       |
| 2400                       |                     | 2400   |   | 2.8 NM to RW03 |   |       |
| 6.3 NM                     |                     | 2.9 NM   |   | 0.9 NM         | 1.9 NM  |       |
| CATEGORY                   | A                   | B  | C   | D              |   |       |
| LPV DA                     | 835-1 $\frac{1}{8}$ |  | 351 (400-1 $\frac{1}{8}$ )                      |                |   |       |
| LNAV MDA                   | 1140-1 656 (700-1)  |  | 1140-1 $\frac{7}{8}$ 656 (700-1 $\frac{7}{8}$ ) |                |   |       |
| CIRCLING                   | 1180-1 695 (700-1)  |  | 1240-2 $\frac{1}{4}$ 755 (800-2 $\frac{1}{4}$ ) |                | 1340-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$ ) |       |



PELL CITY, ALABAMA  
Amdt 3 27APR17

33°34'N-86°15'W

ST CLAIR COUNTY (PLR)  
**RNAV (GPS) RWY 3**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>78304</b><br><b>W21A</b> | APP CRS<br><b>206°</b> | Rwy Idg<br>TDZE <b>485</b><br>Apt Elev <b>485</b> |
|--|------------------------|---|

RNAV (GPS) RWY 21  
ST CLAIR COUNTY (PLR)

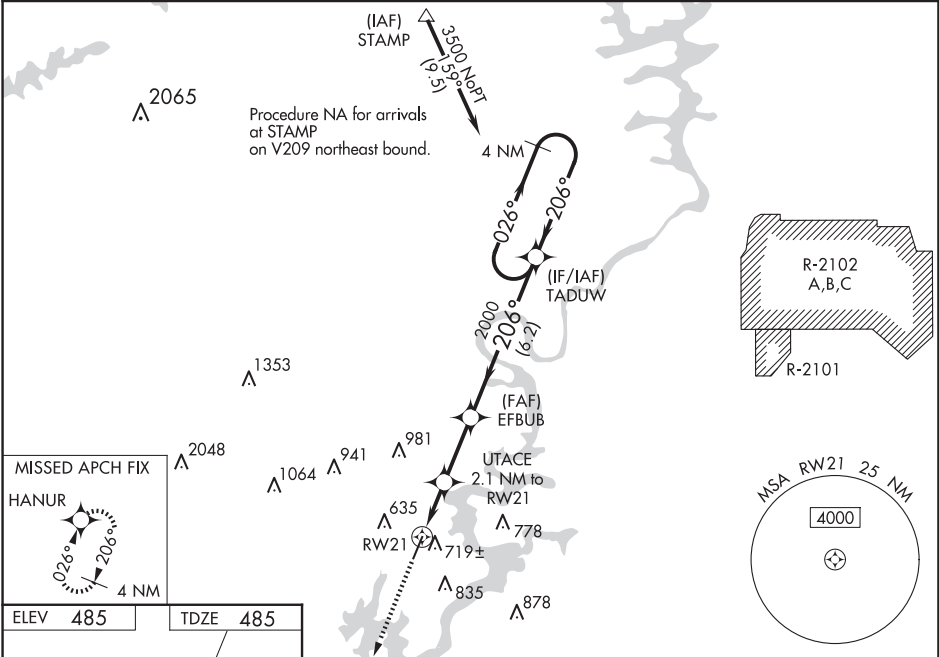
**⚠**

**⚠**

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 799 feet and all Cats visibility to 1, increase LNAV/VNAV DA to 964 feet and all visibilities to 1½, increase all MDA 80 feet and LNAV Cat C/D to 1¼ and Circling Cat C to 2½ and Cat D to 3. 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 Anniston altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

|                           |  |                       |   |
|---------------------------|--|-----------------------|---|
| AWOS-3P<br><b>119.625</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | GCO<br><b>121.725</b> | UNICOM<br><b>123.05 (CTAF)</b> <b>📶</b> |
|---------------------------|--|-----------------------|---|



ELEV **485**

TDZE **485**

4000

HANUR

206°

5001 x 80

3

UTACE 2.1 NM to RW21

EFBUB 2000

TADUW 4 NM Holding Pattern

026° 3500

206°

1200\*

2000

GP 3.00° TCH 53

\*LNAV only.

\*1.4 NM to RW21

1.4 NM 0.7 NM 2.5 NM 6.2 NM

| CATEGORY     | A      | B           | C                       | D                       |
|--------------|--------|-------------|-------------------------|-------------------------|
| LPV DA       |        | 735-¾       | 250 (300-¾)             |                         |
| LNAV/VNAV DA |        | 900-1¾      | 415 (500-1¾)            |                         |
| LNAV MDA     | 980-1  | 495 (500-1) | 980-1¾                  | 495 (500-1¾)            |
| CIRCLING     | 1180-1 | 695 (700-1) | 1240-2¼<br>755 (800-2¼) | 1340-2¾<br>855 (900-2¾) |

PERRY, GEORGIA

AL-5882 (FAA)

24137

|                            |                        |                        |
|----------------------------|------------------------|------------------------|
| LOC I-PXE<br><b>109.15</b> | APP CRS<br><b>005°</b> | Rwy Idg<br><b>5004</b> |
|                            | TDZE<br><b>417</b>     |                        |
|                            | Apt Elev<br><b>418</b> |                        |

# ILS or LOC RWY 36

## PERRY-HOUSTON COUNTY (PXE)

DME or RADAR required.

**Autopilot coupled approach NA below 900. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to S-ILS-36. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting: increase all DA to 705 feet; increase all MDAs 40 feet and Circling visibility Cats C and D  $\frac{1}{4}$  SM. For inop ALS, increase S-LOC 36 Cats A/B visibility to 1 SM and Cats C/D to  $1\frac{3}{4}$  SM. For inop ALS when using Middle Georgia Rgnl altimeter setting, increase S-ILS all Cats visibility to  $\frac{7}{8}$  SM and S-LOC 36 Cats A/B visibility to 1 SM.**

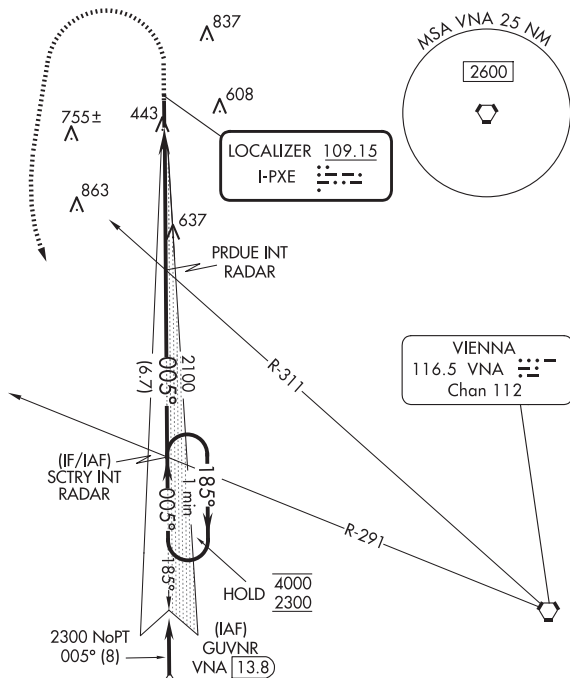


**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2300 on heading 195° and VNA R-291 to SCTRY INT/ RADAR and hold.

AWOS-3  
**123.825**

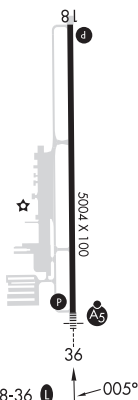
ATLANTA APP CON ★  
**124.2 279.6**

UNICOM  
**122.725 (CTAF) 0**

980  $\Delta$ 

ELEV 418

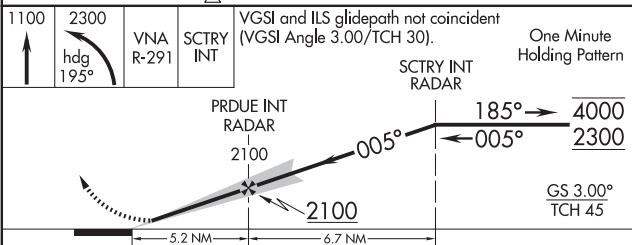
TDZE 417



HIRL Rwy 18-36 005°

FAF to MAP 5.2 NM

| Knots   | 60   | 90   | 120  | 150  | 180  |
|---------|------|------|------|------|------|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



| CATEGORY | A  | B                         | C                  | D   |
|----------|--|---------------------------|--------------------|---|
| S-ILS 36 | 667- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |                           |                    |   |
| S-LOC 36 | 900- $\frac{3}{4}$                           | 483 (500- $\frac{3}{4}$ ) | 900-1              | 483 (500-1)                                     |
| CIRCLING | 900-1  | 482 (500-1)               | 1140-2 722 (800-2) | 1280-2 $\frac{3}{4}$ 862 (900-2 $\frac{3}{4}$ ) |

PERRY, GEORGIA  
Amdt 1 08SEP22

32°31'N-83°46'W

PERRY-HOUSTON COUNTY (PXE)  
**ILS or LOC RWY 36**

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>87104</b><br><b>W18A</b> | APP CRS<br><b>185°</b> | Rwy Idg<br>TDZE <b>418</b><br>Apt Elev <b>418</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18  
PERRY-HOUSTON COUNTY (PXE)

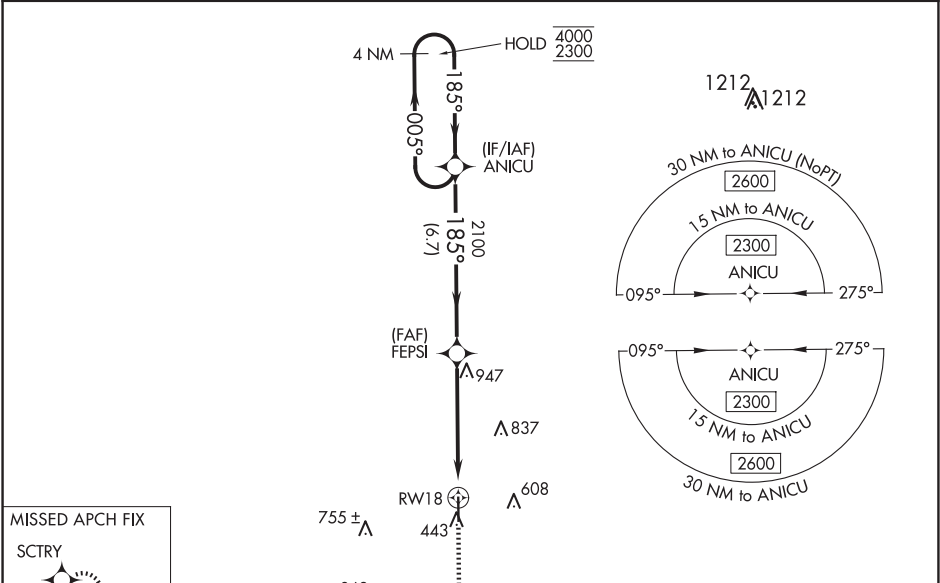
RNP APCH-GPS.

▼ Baro-VNAV and VDP NA when using Middle Georgia Rgnl altimeter setting.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase LPV DA to 656 feet; increase LNAV/VNAV DA to 857 feet and all visibilities ½ SM. Increase all MDAs 40 feet; and Circling visibility Cat A and D ¼ SM.

MISSED APPROACH: Climb to 2300 direct SCTRY and hold.

|                          |   |                                   |
|--------------------------|---|-----------------------------------|
| AWOS-3<br><b>123.825</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|--------------------------|---|-----------------------------------|



MISSED APCH FIX  
SCTRY

4 NM Holding Pattern

ANICU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

FEPSI

2100

2.4 NM to RW18

RW18

GP 3.00° TCH 40

6.7 NM

2.8 NM

2.4 NM

ELEV 418

TDZE 418

185°

81

5004 X 100

36

HIRL Rwy 18-36 0

| CATEGORY     | A                         | B                          | C                          | D                          |
|--------------|---------------------------|----------------------------|----------------------------|----------------------------|
| LPV DA       | 618-3/4 200 (200-3/4)     |                            |                            |                            |
| LNAV/VNAV DA | 819-1 1/8 401 (500-1 1/8) |                            |                            |                            |
| LNAV MDA     | 1200-1 782 (800-1)        | 1200-1 1/4 782 (800-1 1/4) | 1200-2 1/2 782 (800-2 1/2) | 1280-2 3/4 862 (900-2 3/4) |
| CIRCLING     | 1200-1 782 (800-1)        | 1200-1 1/4 782 (800-1 1/4) | 1200-2 1/2 782 (800-2 1/2) | 1280-2 3/4 862 (900-2 3/4) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

PERRY, GEORGIA

AL-5882 (FAA)

24277

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86805</b><br><b>W36A</b> | APP CRS<br><b>005°</b> | Rwy ldg<br>TDZE <b>417</b><br>Apt Elev <b>418</b> |
|--|------------------------|---|

RNAV (GPS) RWY 36


PERRY-HOUSTON COUNTY (PXE)

RNP APCH-GPS.

⚠

Baro-VNAV and VDP NA when using Middle Georgia Rgnl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting and increase LPV DA and LNAV/VNAV DA to 705 feet; increase all MDAs 40 feet; and Circling visibility Cat C/D ¼ SM. For inop ALS, increase LNAV Cats A/B visibility to 1 SM and Cat C/D to 1 ¾ SM. For inop ALS, when using Middle Georgia Rgnl altimeter setting; increase LPV and LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat A/B visibility to 1 SM.

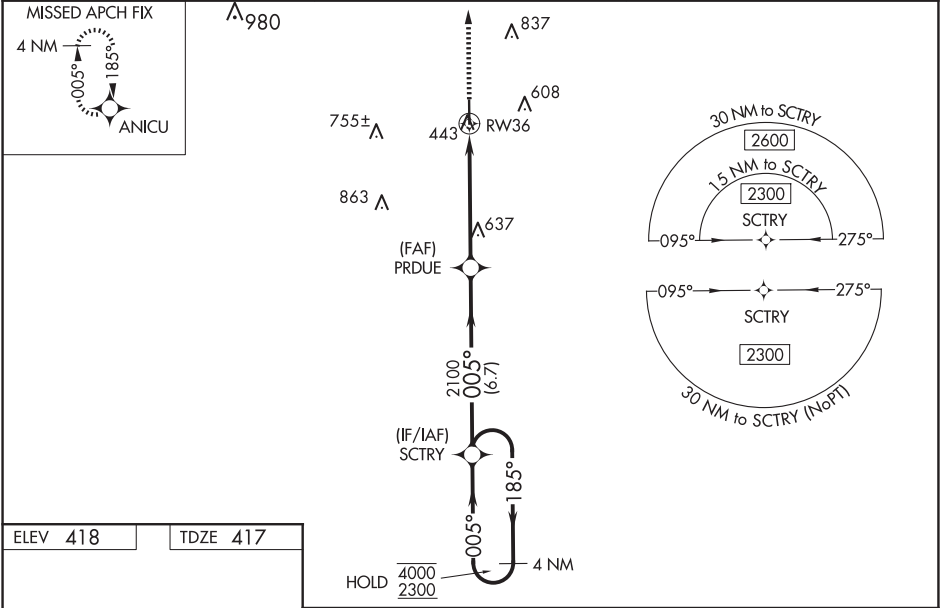
MALSR



MISSED APPROACH:

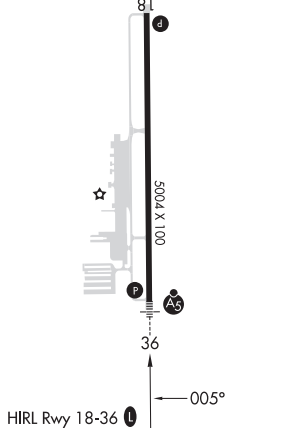
Climb to 2300 direct ANICU and hold.

|                          |   |                                   |
|--------------------------|---|-----------------------------------|
| AWOS-3<br><b>123.825</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.725 (CTAF) ①</b> |
|--------------------------|---|-----------------------------------|



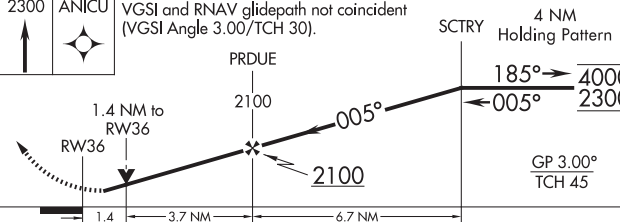
ELEV **418**

TDZE **417**



2300 ANICU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).



| CATEGORY      | A                 | B | C                                       | D |
|---------------|-------------------|---|---|---|
| LPV DA        | 667-¾ 250 (300-¾) |   |   |   |
| LNAV/ VNAV DA | 667-¾ 250 (300-¾) |   |   |   |
| LNAV MDA      | 900-¾ 483 (500-¾) |   | 900-1 483 (500-1)                       |   |
| CIRCLING      | 900-1 482 (500-1) |   | 1140-2 722 (800-2) 1280-2¾ 862 (900-2¾) |   |



PRATTVILLE, ALABAMA

AL-6817 (FAA)

23166

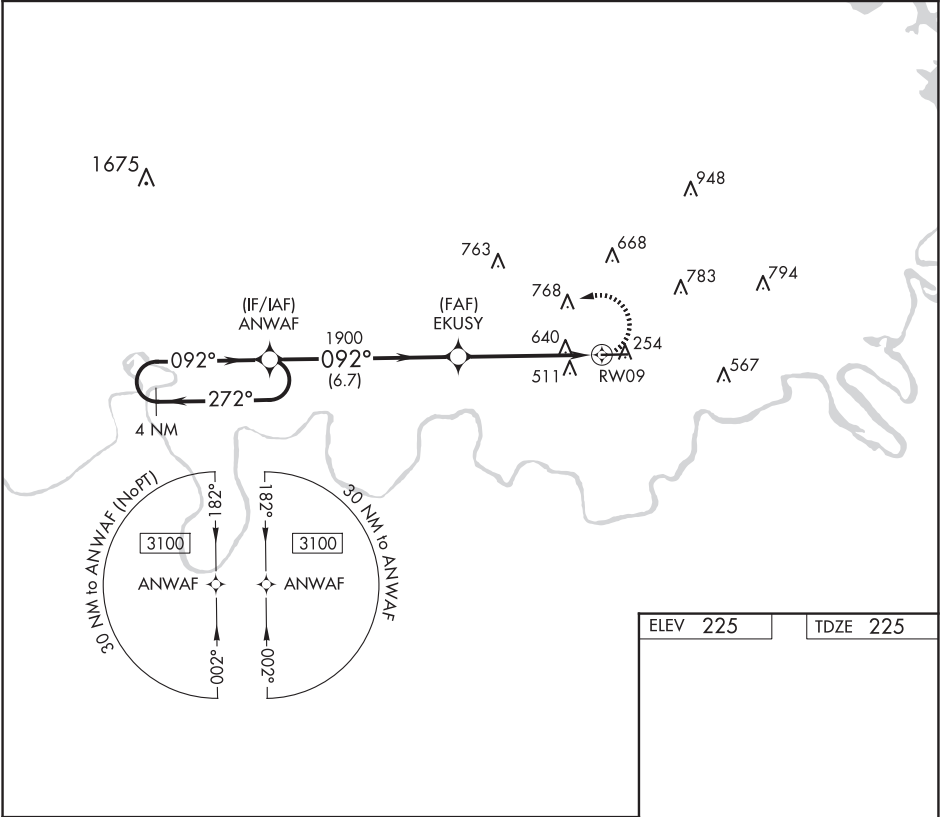
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5400 |
| 092°    | TDZE     | 225  |
|         | Apt Elev | 225  |

RNAV (GPS) RWY 9

PRATTVILLE/GROUBY FLD (1A9)

|  |  |  |
|--|--|--|
| RNP APCH.  |  | MISSED APPROACH: Climbing left turn to 3100 direct ANWAF and hold. |
| ▼ NA Rwy 9 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Fld) altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility ½ SM. Straight-in Rwy 9 NA at night. |  |  |

|                    |                                      |                |                          |
|--------------------|--------------------------------------|----------------|--------------------------|
| AWOS-3P<br>118.025 | MONTGOMERY APP CON ★<br>121.2 269.05 | GCO<br>121.725 | UNICOM<br>122.8 (CTAF) 0 |
|--------------------|--------------------------------------|----------------|--------------------------|



|                      |                      |                             |       |             |  |
|----------------------|----------------------|-----------------------------|-------|-------------|--|
| 4 NM Holding Pattern |                      | Visual Segment - Obstacles. |       | 3100 ANWAF  |  |
|                      |                      |                             |       |             |  |
| CATEGORY             | A                    | B                           | C     | D           | MIRL Rwy 9-27 0<br>REIL Rws 9 and 27 0 |
| LNAV MDA             | 980-1<br>755 (800-1) | 980-1¼<br>755 (800-1¼)      | 980-2 | 755 (800-2) |  |

PRATTVILLE, ALABAMA  
Amdt 2F 18JUL19

32°26'N-86°31'W

PRATTVILLE/GROUBY FLD (1A9)  
RNAV (GPS) RWY 9

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

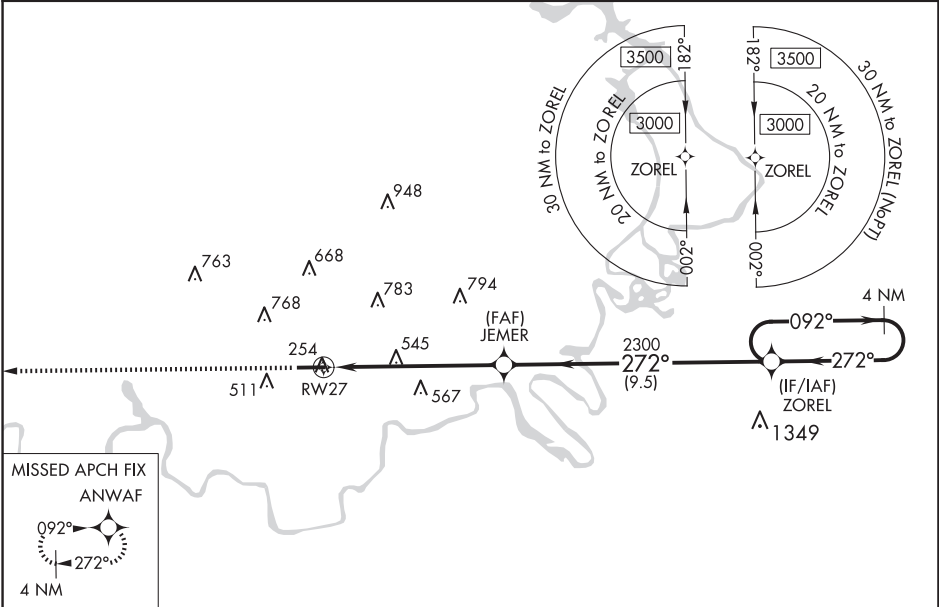
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>62941</b><br><b>W27A</b> | APP CRS<br><b>272°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5400</b><br><b>213</b><br><b>225</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 27  
PRATTVILLE/GROUBY FLD (1A9)

⚠ Circling to Rwy 9 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct ANWAF and hold.

|                           |   |                       |                                 |
|---------------------------|---|-----------------------|---------------------------------|
| AWOS-3P<br><b>118.025</b> | MONTGOMERY APP CON ★<br><b>121.2 269.05</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.8 (CTAF)</b> 📻 |
|---------------------------|---|-----------------------|---------------------------------|



ELEV 225      TDZE 213

MIRL Rwy 9-27 📻  
REIL Rwys 9 and 27 📻

|              |                         |                   |                          |                      |                     |
|--------------|-------------------------|-------------------|--------------------------|----------------------|---------------------|
| 3100         | ANWAF                   |                   |                          |                      |                     |
| * LNAV only. |                         | JEMER 2300        | ZOREL                    | 4 NM Holding Pattern |                     |
|              |                         | *1.8 NM to RWY 27 |                          | 092° → 3000          | GP 3.00° TCH 45     |
|              |                         | 1.8 NM            | 4.7 NM                   | 9.5 NM               |                     |
| CATEGORY     | A                       | B                 | C                        | D                    |                     |
| LPV DA       | 496-7⁄8 283 (300-7⁄8)   |                   |                          |                      |                     |
| LNAV/VNAV DA | 659-13⁄8 446 (500-13⁄8) |                   |                          |                      |                     |
| LNAV MDA     | 820-1 607 (600-1)       |                   | 820-13⁄4 607 (600-13⁄4)  |                      |                     |
| 📻 CIRCLING   | 1000-1 775 (800-1)      |                   | 1080-21⁄2 855 (900-21⁄2) |                      | 1140-3 915 (1000-3) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

QUITMAN, GEORGIA

AL-10427 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>42734</b><br><b>W10A</b> | APP CRS<br><b>099°</b> | Rwy Ldg<br>TDZE <b>182</b><br>Apt Elev <b>185</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 10

QUITMAN BROOKS COUNTY (4J5)

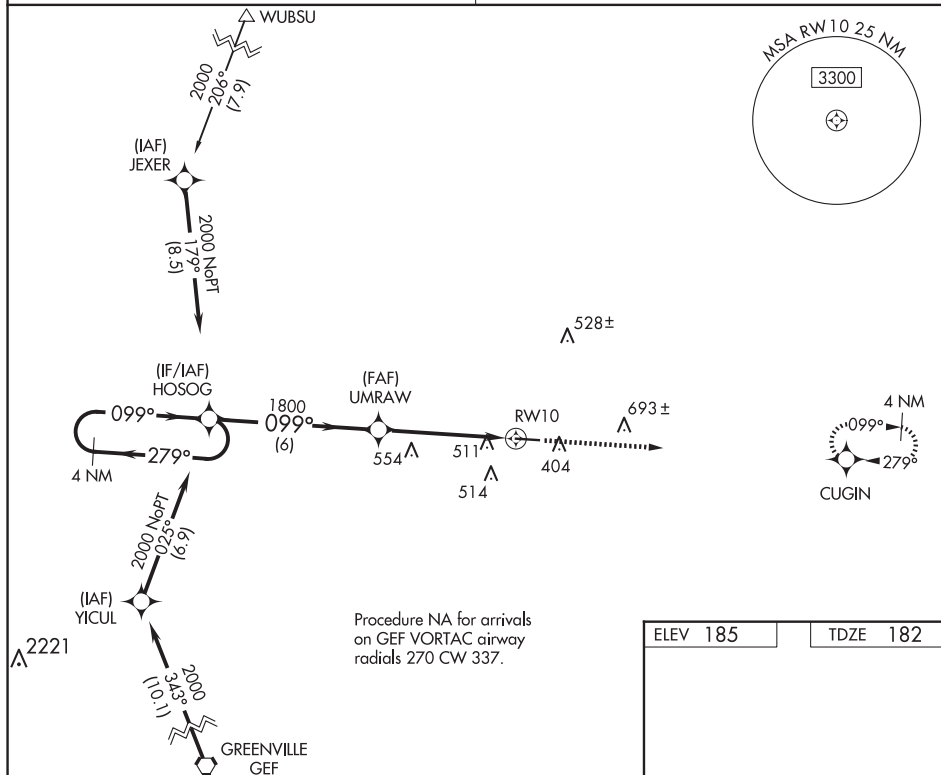
RNP APCH.

- Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.
- Use Valdosta altimeter setting; when not received, use Thomasville altimeter setting and increase all MDA 20 feet; increase LP Cat C visibility 1/8 SM.

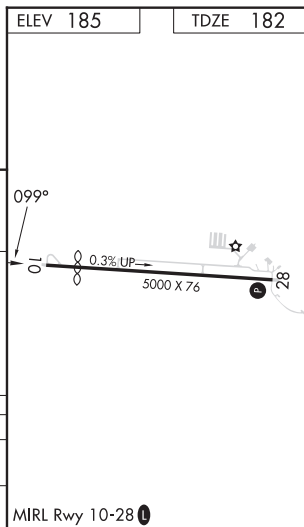
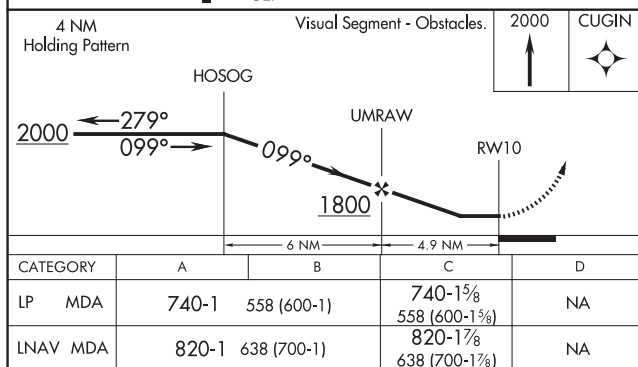
MISSED APPROACH: Climb to 2000  
direct CUGIN and hold.

VALDOSTA APP CON★  
**126.6**

CTAF  
**122.9 0**



Procedure NA for arrivals  
on GEF VORTAC airway  
radials 270 CW 337.



QUITMAN, GEORGIA  
Amdt 1C 18JUL19

30°48'N-83°35'W

QUITMAN BROOKS COUNTY (4J5)  
**RNAV (GPS) RWY 10**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>99534</b><br><b>W28A</b> | APP CRS<br><b>279°</b> | Rwy Idg <b>5000</b><br>TDZE <b>185</b><br>Apt Elev <b>185</b> |
|--|------------------------|---|

RNAV (GPS) RWY 28

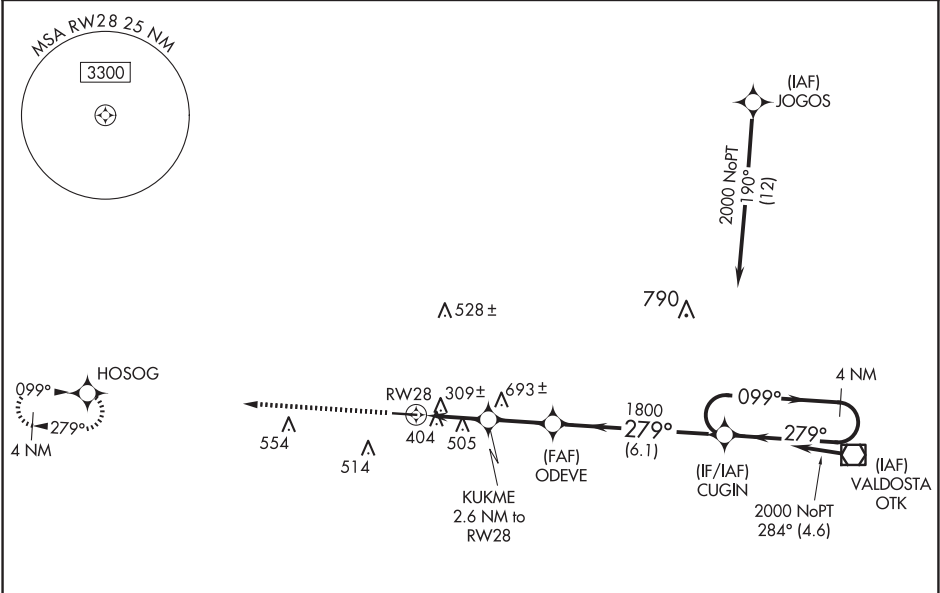
QUITMAN BROOKS COUNTY (4J5)

RNP APCH.

Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Valdosta altimeter setting; when not received, use Thomasville altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/8 SM.

MISSED APPROACH: Climb to 2000 direct HOSOG and hold.

|                                    |                        |
|------------------------------------|------------------------|
| VALDOSTA APP CON ★<br><b>126.6</b> | CTAF<br><b>122.9 0</b> |
|------------------------------------|------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>185</b> | TDZE <b>185</b> |
|-----------------|-----------------|

2000

HOSOG

Visual Segment - Obstacles.

ODEVE

CUGIN

4 NM Holding Pattern

099°

2000

279°

2000

RW28

KUKME

ODEVE

CUGIN

2.6 NM

2.3 NM

6.1 NM

2000

1800

1060

CATEGORY

A

B

C

D

LP MDA

600-1

415 (500-1)

600-1 1/8

415 (500-1 1/8)

NA

LNAV MDA

860-1

675 (700-1)

860-1 7/8

675 (700-1 7/8)

NA

QUITMAN, GEORGIA

Quitman Brooks County (4J5)

AL-10427 (FAA)

24249

30°48'N-83°35'W

RNAV (GPS) RWY 28

565

REDSTONE ARSENAL, ALABAMA

RNAV (GPS) RWY 17

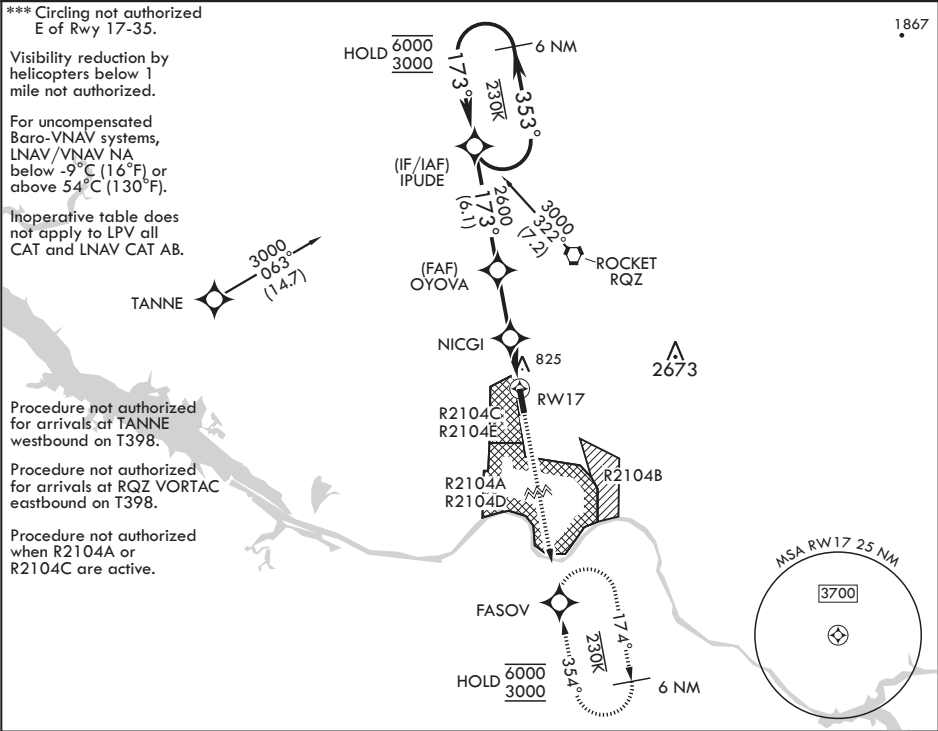
|                          |                  |                               |                    |
|--------------------------|------------------|-------------------------------|--------------------|
| WAAS<br>CH 45638<br>W17A | APCH CRS<br>173° | Rwy ldg<br>TDZE<br>Arprt Elev | 7300<br>685<br>685 |
|--------------------------|------------------|-------------------------------|--------------------|

- (USA)

REDSTONE AAF (KHUA)

|  |             |   |
|--|-------------|---|
| RNP APCH - GPS   | MALSR<br>A5 | MISSED APPROACH: Climb to 3000 direct FASOV and hold. |
| * When ALS inop, increase CAT ABCD vis to 1 1/4 miles;<br>increase CAT E vis to 1 1/2 miles.<br>** When ALS inop, increase CAT CDE vis to 1 3/8 miles. |             |   |

|                |  |                                 |     |
|----------------|--|---------------------------------|-----|
| ATIS<br>120.65 | HUNTSVILLE APP CON/DEP CON*<br>125.6 354.1 | TOWER*<br>126.95 (CTAF) 290.275 | PAR |
|----------------|--|---------------------------------|-----|



|               |                       |                       |                               |                      |          |          |
|---------------|-----------------------|-----------------------|-------------------------------|----------------------|----------|----------|
| 6 NM          | Holding Pattern       | IPUDE                 | 3000                          | FASOV                | ELEV 685 | TDZE 685 |
| 6000          | 3000                  | 173°                  | 173°                          | 173°                 | 173°     | 173°     |
| GP 3.00°      | TCH 46                | OYOVA                 | NICGI                         | RW17                 |          |          |
|               |                       | 2600                  | 1520                          |                      |          |          |
|               |                       | 3.4 NM                | 2.5 NM                        |                      |          |          |
| CATEGORY      | A                     | B                     | C                             | D                    | E        |          |
| LPV DA        | 935-1                 | 250                   | (300-1)                       |                      |          |          |
| LNAV/VNAV DA* | 1113-1                | 428                   | (500-1)                       |                      |          |          |
| LNAV MDA**    | 1180-1                | 495                   | (500-1)                       |                      |          |          |
| CIRCLING***   | 1200-1<br>515 (600-1) | 1240-1<br>555 (600-1) | 1480-2 1/4<br>795 (800-2 1/4) | 1740-3 1055 (1100-3) |          |          |

REDSTONE ARSENAL, ALABAMA

34°41'N - 86°41'W

REDSTONE AAF (KHUA)

Amndt 2 05OCT23

RNAV (GPS) RWY 17

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



REDSTONE ARSENAL, ALABAMA

VOR RWY 35

|  |                         |  |
|--|-------------------------|--|
| VORTAC RQZ<br><b>112.2</b><br>Chan <b>59</b> | APCH CRS<br><b>015°</b> | Rwy Idg<br>TDZE <b>661</b><br>Arpt Elev <b>685</b> |
|--|-------------------------|--|

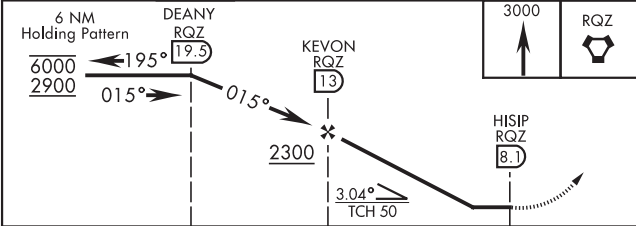
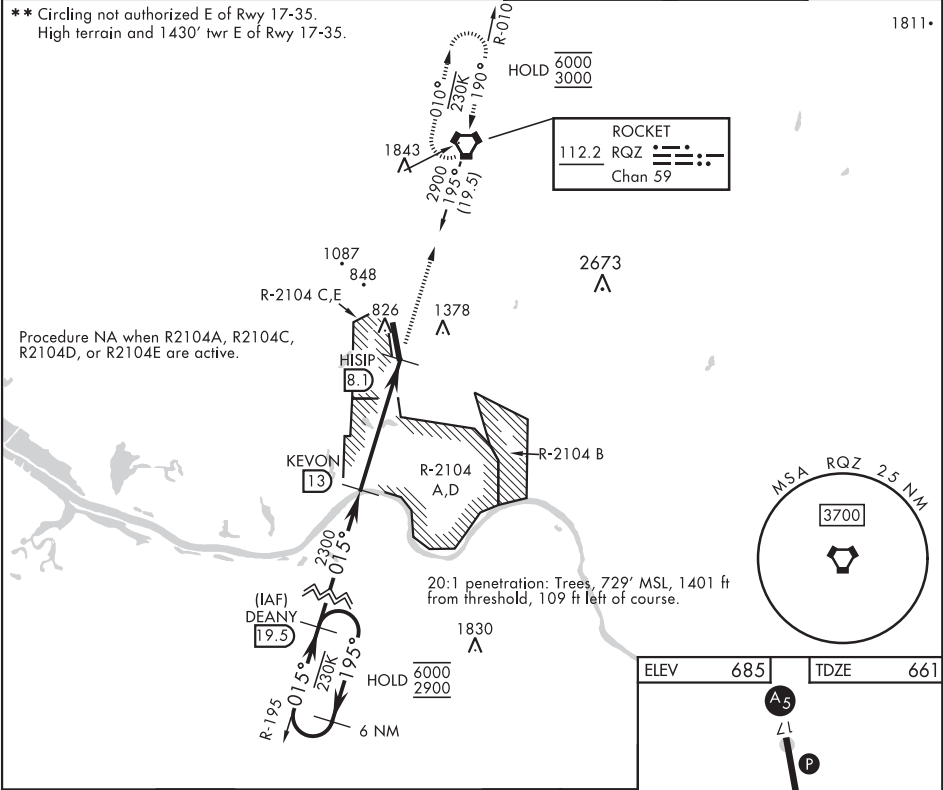
[USA]

REDSTONE AAF (KHUA)

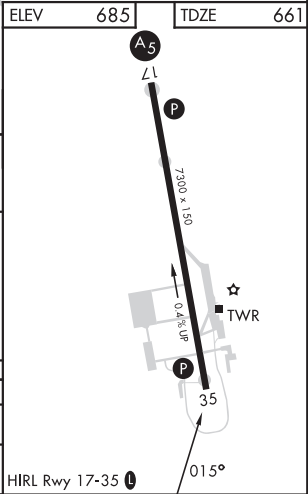
|  |  |
|--|--|
| DME required   | MISSED APPROACH: Climb to 3000 direct RQZ VORTAC and hold. Do not exceed 230 KIAS. |
| * At night, operational VGSI required, remain on or above VGSI glidepath until threshold.<br>Helicopter visibility reduction NA. |  |

|                       |  |  |     |
|-----------------------|--|--|-----|
| ATIS<br><b>120.65</b> | HUNTSVILLE APP CON ★<br><b>125.6 354.1</b> | TOWER ★<br><b>126.95</b> (CTAF) <b>0 290.275</b> | PAR |
|-----------------------|--|--|-----|

\*\* Circling not authorized E of Rwy 17-35.  
High terrain and 1430' twr E of Rwy 17-35.



| CATEGORY    | A                     | B                       | C                    | D                    | E        |
|-------------|-----------------------|-------------------------|----------------------|----------------------|----------|
| S-35 *      | 1500-1<br>839 (900-1) | 1500-1¼<br>839 (900-1¼) | 1500-2½              | 839                  | (900-2½) |
| CIRCLING ** | 1500-1¼ 815 (900-1¼)  |                         | 1500-2½ 815 (900-2½) | 1740-3 1055 (1100-3) |          |



REDSTONE ARSENAL, ALABAMA

34° 41' N-86° 41' W

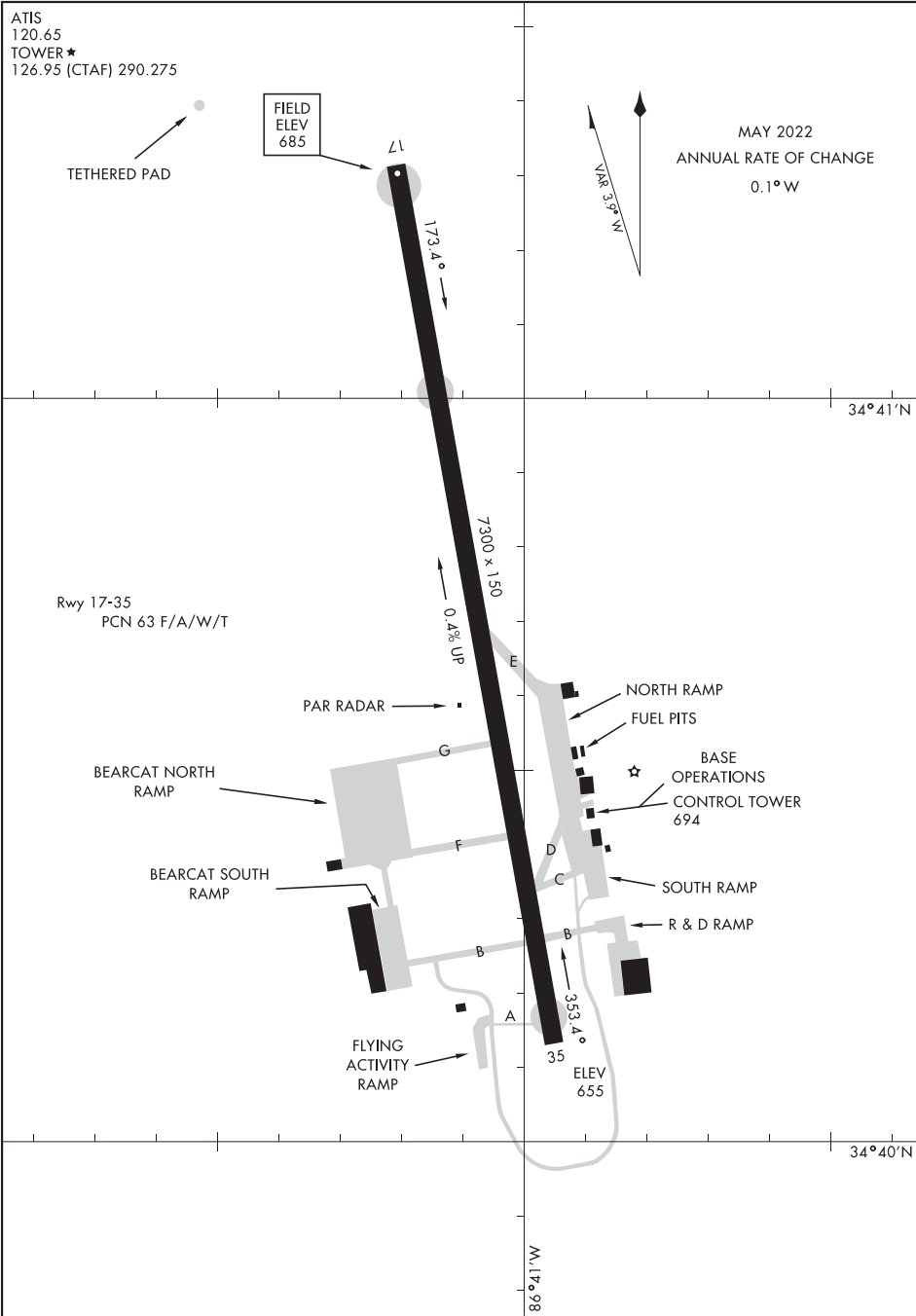
REDSTONE AAF (KHUA)

Amdt 10 07SEP23

VOR RWY 35

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

REFORM, ALABAMA

AL-10062 (FAA)

24081

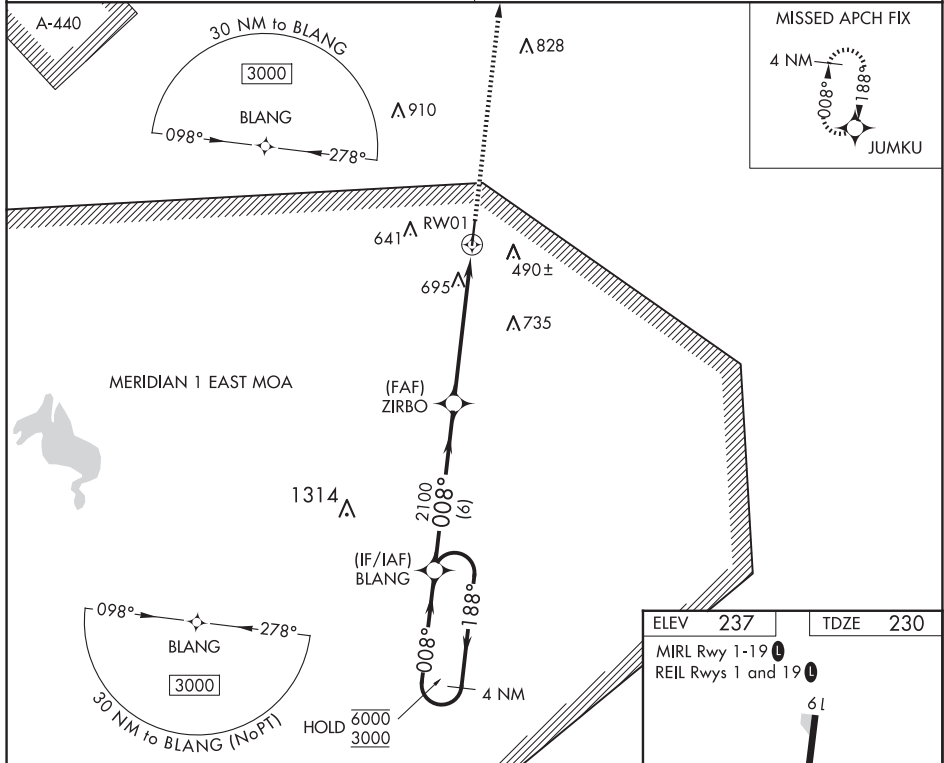
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>5006</b> |
| <b>008°</b> | TDZE     | <b>230</b>  |
|             | Apt Elev | <b>237</b>  |

# RNAV (GPS) RWY 1

## NORTH PICKENS (3M8)

|                 |   |  |
|-----------------|---|--|
| RNP APCH - GPS. | <p>Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.</p> <p>Obtain local altimeter setting on CTAF; when not received, use Tuscaloosa altimeter setting; increase all MDAs 80 feet and LNAV visibility Cat B <math>\frac{1}{4}</math> SM and Cats C and D <math>\frac{1}{2}</math> SM; increase Circling visibility all Cats <math>\frac{1}{2}</math> SM.</p> | <p>MISSED APPROACH: Climb to 3000 direct JUMKU and hold.</p> |
|-----------------|---|--|

|  |                      |
|--|----------------------|
| COLUMBUS APP CON ★<br><b>135.6 323.275</b> | CTAF<br><b>122.9</b> |
|--|----------------------|



|                      |        |                             |  |  |
|----------------------|--------|-----------------------------|--|--|
| 4 NM Holding Pattern | BLANG  | Visual Segment - Obstacles. | 3000   | JUMKU  |
| 6000 ← 188°          |        |                             |  |  |
| 3000 → 008°          |        |                             |  |  |
|                      |        | ZIRBO                       |  | RWY 1  |
|                      |        | 2100                        |  |  |
|                      |        | 6 NM                        | 5.8 NM   |  |
| CATEGORY             | A      | B                           | C  | D  |
| LNAV MDA             | 960-1  | 730 (800-1)                 | 960-2  | 730 (800-2)  |
| CIRCLING             | 1000-1 | 763 (800-1)                 | 1000-2 $\frac{1}{4}$<br>763 (800-2 $\frac{1}{4}$ ) | 1040-2 $\frac{1}{2}$<br>803 (900-2 $\frac{1}{2}$ ) |

REFORM, ALABAMA

Orig-D 10AUG23

33°23'N-88°00'W

# NORTH PICKENS (3M8)

## RNAV (GPS) RWY 1

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

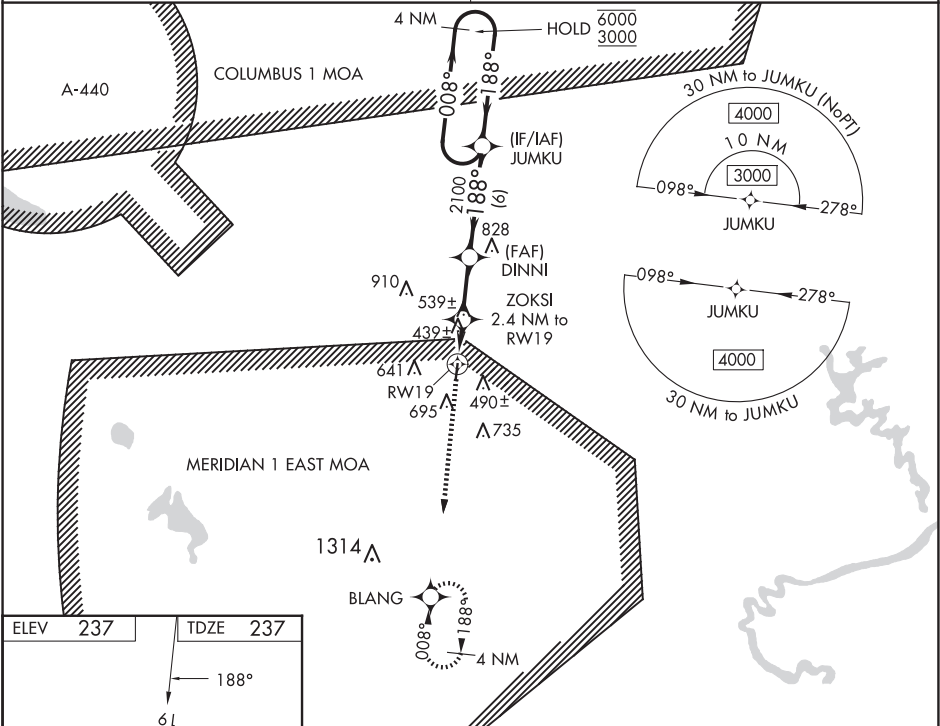
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>72729</b><br><b>W19A</b> | APP CRS<br><b>188°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5144</b><br><b>237</b><br><b>237</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 19

NORTH PICKENS (3M8)

|           |  |   |
|-----------|--|---|
| RNP APCH. | <div><div>Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.</div><div>Obtain local altimeter setting on CTAF; when not received, use Tuscaloosa altimeter setting: increase all MDAs 80 feet; increase LP and LNAV Cat C/D visibility ¼ SM; increase Circling visibility all Cats ½ SM.</div></div> | MISSED APPROACH: Climb to 3000 direct BLANG and hold. |
|-----------|--|---|

|  |                      |
|--|----------------------|
| COLUMBUS APP CON ★<br><b>135.6 323.275</b> | CTAF<br><b>122.9</b> |
|--|----------------------|



|          |          |   |             |                             |                         |
|----------|----------|---|-------------|-----------------------------|-------------------------|
| ELEV 237 | TDZE 237 | <div><div>188°</div><div>61</div><div>5144 X 80</div></div> |             |                             |                         |
|          |          | 3000  | BLANG       | Visual Segment - Obstacles. |                         |
|          |          | JUMKU   |             | 4 NM Holding Pattern        |                         |
|          |          | Dinni   |             | 008° → 6000<br>← 188° 3000  |                         |
|          |          | Zoksi   |             | 2100                        |                         |
|          |          | RWY 19  |             | 1040                        |                         |
|          |          | 2.4 NM  |             | 3.3 NM                      |                         |
|          |          | 6 NM  |             |                             |                         |
| CATEGORY |          | A   | B           | C                           | D                       |
| LP MDA   |          | 700-1   | 463 (500-1) | 700-1½                      | 463 (500-1½)            |
| LNAV MDA |          | 800-1   | 563 (600-1) | 800-1½                      | 563 (600-1½)            |
| CIRCLING |          | 1000-1  | 763 (800-1) | 1000-2¼<br>763 (800-2¼)     | 1040-2½<br>803 (900-2½) |

REIDSVILLE, GEORGIA

AL-6168 (FAA)

25163

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>40227</b><br><b>W11A</b> | APP CRS<br><b>114°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>5003</b><br><b>184</b><br><b>196</b> |
|--|------------------------|-----------------------------|---|

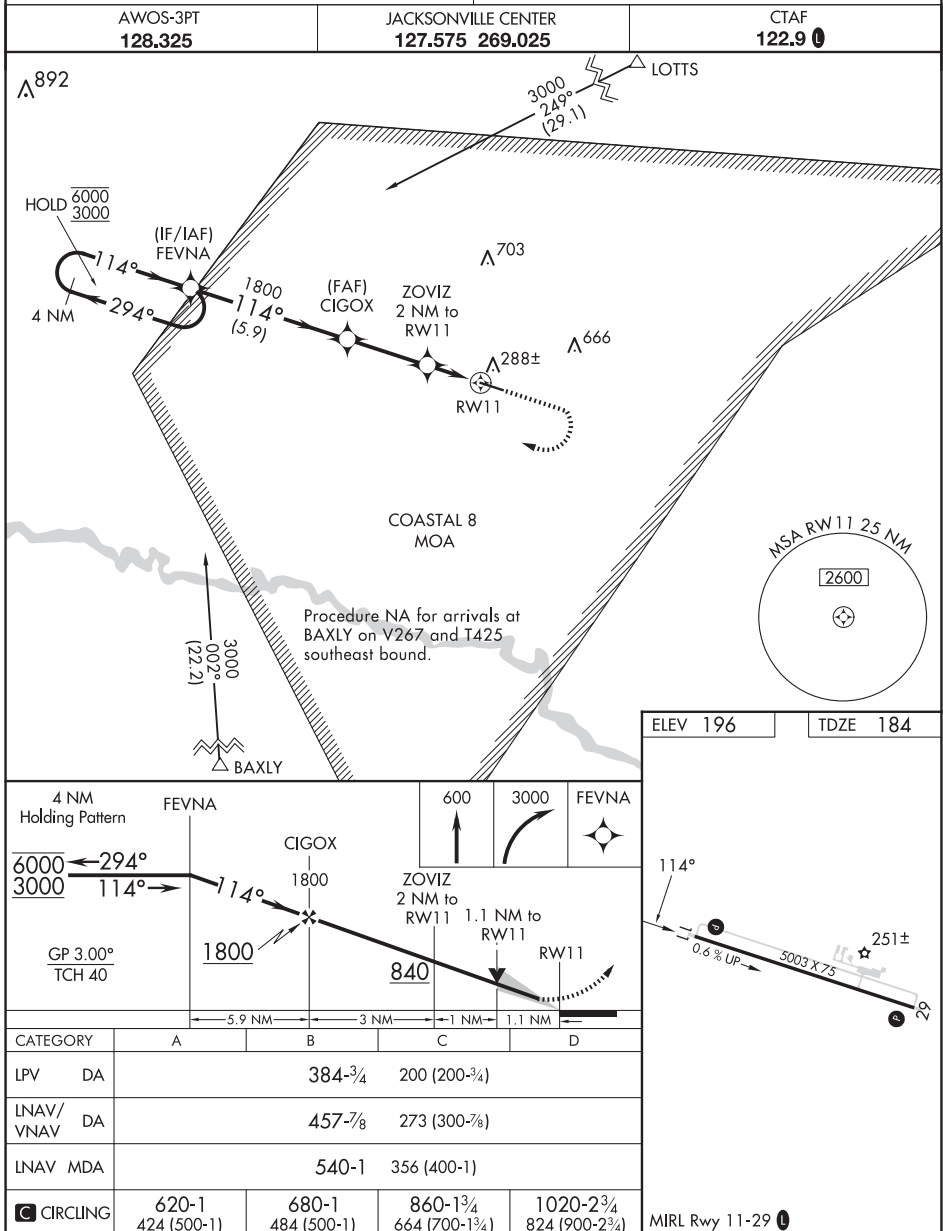
## RNAV (GPS) RWY 11

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct FEVNA and hold, continue climb-in-hold to 3000.



REIDSVILLE, GEORGIA

Amdt 2 12JUN25

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

32°04'N-82°09'W

## RNAV (GPS) RWY 11

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

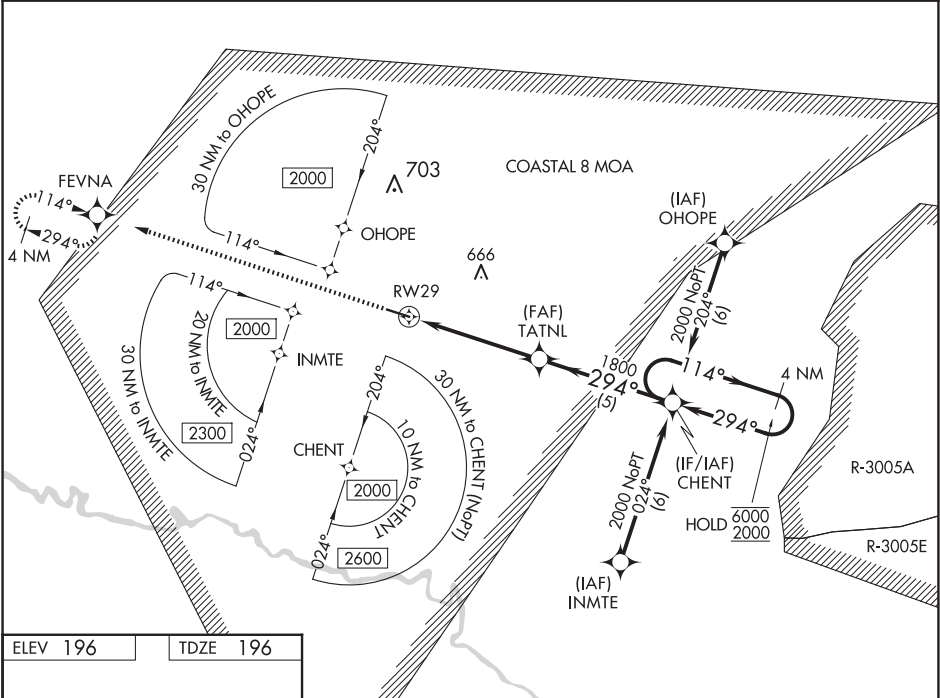


|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>42547</b><br><b>W29A</b> | APP CRS<br><b>294°</b> | Rwy Ldg<br>TDZE <b>196</b><br>Apt Elev <b>196</b> | <b>5003</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 29

SWINTON SMITH FLD AT REIDSVILLE MUNI (RVJ)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  | MISSED APPROACH: Climb to 3000 direct FEVNA and hold, continue climb-in-hold to 3000. |
| RADAR required for procedure entry when R-3005 A/B/C/E active.  |  |   |
| <div>▼ Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Hold-in-lieu NA when R-3005 A/B/C/E active.</div> |  |   |
| AWOS-3PT<br>128.325   | JACKSONVILLE CENTER<br>127.575 269.025 | CTAF<br>122.9 0   |



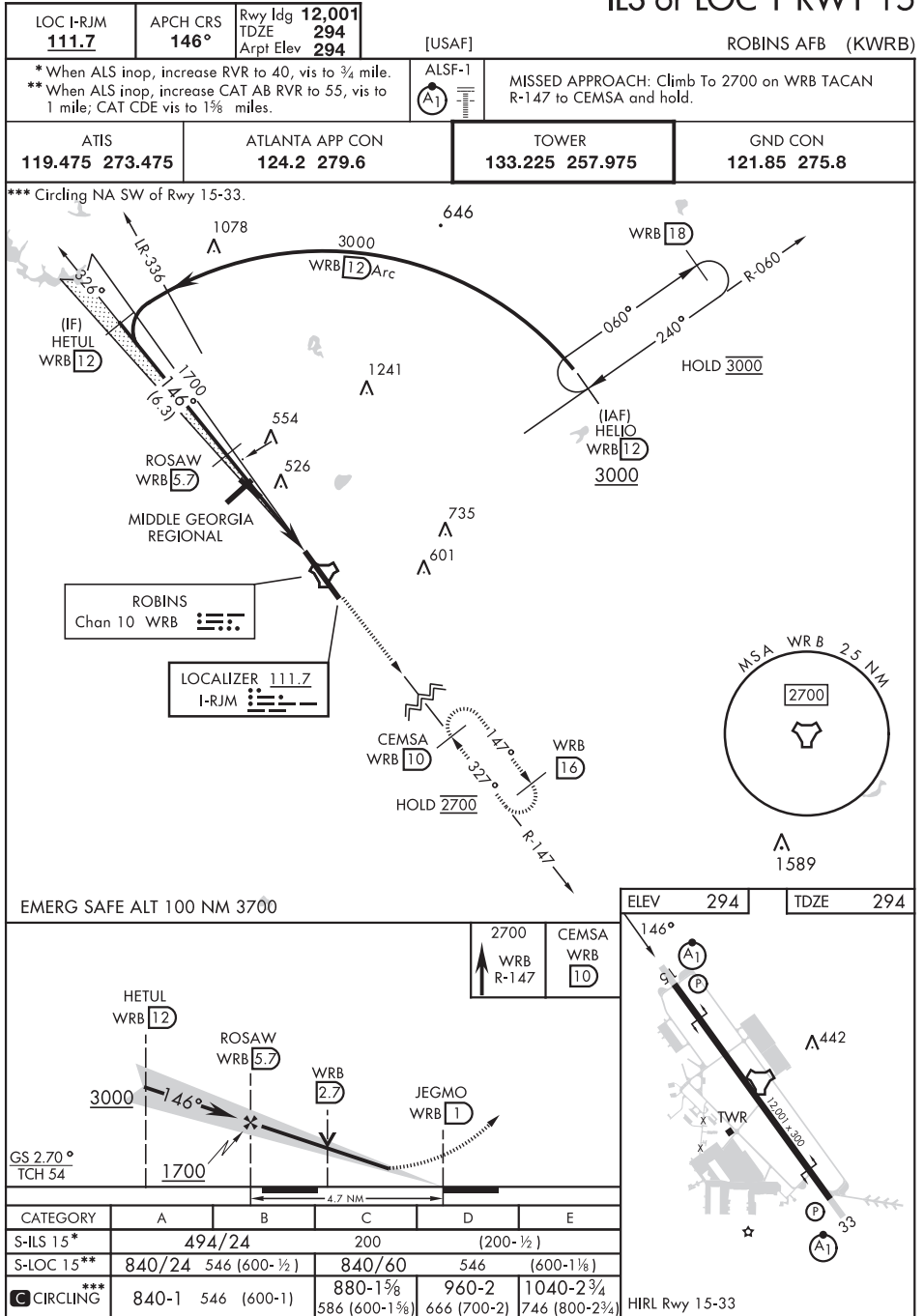
|                 |                 |
|-----------------|-----------------|
| ELEV <b>196</b> | TDZE <b>196</b> |
|-----------------|-----------------|

|                |  |  |             |                        |                         |
|----------------|--|--|-------------|------------------------|-------------------------|
| 3000 FEVNA     |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31). |             | 4 NM Holding Pattern   |                         |
| 1.4 NM to RW29 |  | TATNL 1800   |             | CHENT 114° 6000 2000   |                         |
| RW29           |  | 1800   |             | GP 3.00° TCH 45        |                         |
| CATEGORY       |  | A  | B           | C                      | D                       |
| LPV DA         |  | 446-¾  |             | 250 (300-¾)            |                         |
| LNAV/VNAV DA   |  | 584-1⅛   |             | 388 (400-1⅛)           |                         |
| LNAV MDA       |  | 660-1  | 464 (500-1) | 660-1⅜                 | 464 (500-1⅜)            |
| CIRCLING       |  | 660-1  | 464 (500-1) | 860-1¾<br>664 (700-1¾) | 1020-2¾<br>824 (900-2¾) |

MIRL Rwy 11-29  
REIDSVILLE, GEORGIA  
Orig 12JUN25

WARNER ROBINS, GEORGIA

ILS or LOC Y RWY 15



WARNER ROBINS, GEORGIA

32°38'N-83°36'W

ROBINS AFB (KWRB)

Amdt 1 12AUG21

ILS or LOC Y RWY 15

ILS or LOC Y RWY 33

|                           |                         |  |
|---------------------------|-------------------------|--|
| LOC I-WRB<br><b>110.1</b> | APCH CRS<br><b>326°</b> | Rwy Idg <b>12,001</b><br>TDZE <b>275</b><br>Arpt Elev <b>294</b> |
|---------------------------|-------------------------|--|

[USAF]

ROBINS AFB (KWRB)

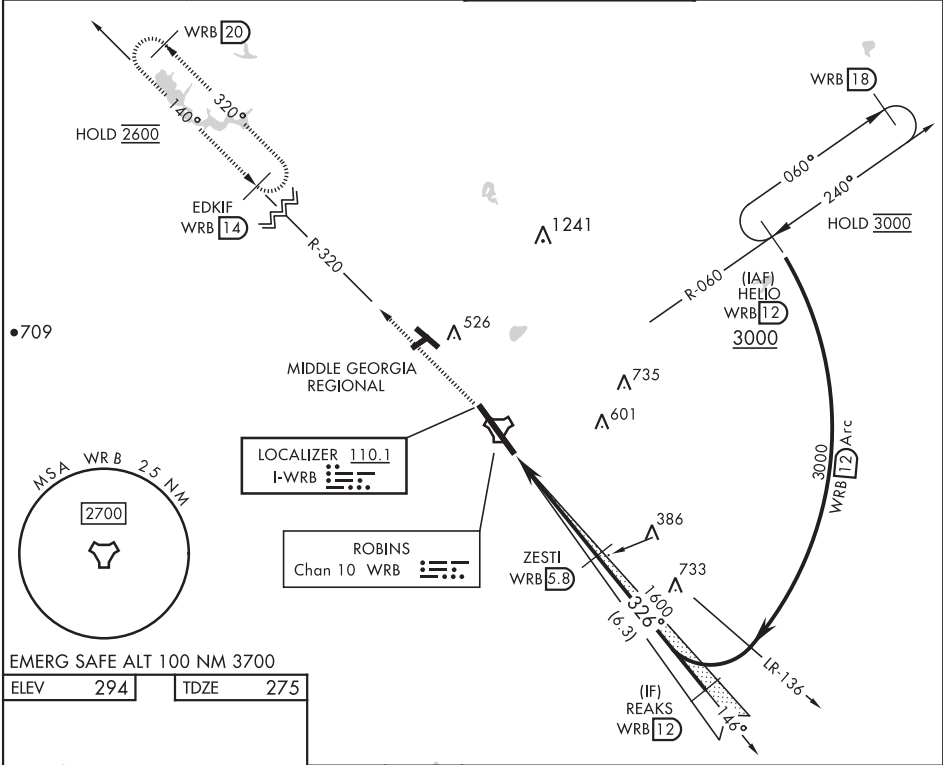
\* When ALS inop, increase RVR to 40, vis to ¾ mile.  
\*\* When ALS inop, increase RVR to 55, vis to 1 mile.  
\*\*\* Circling NA SW of Rwy 15-33.

ALSF-1

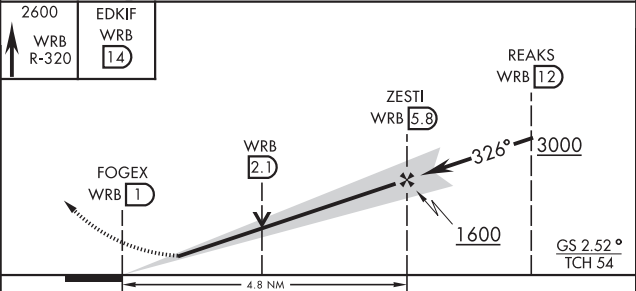
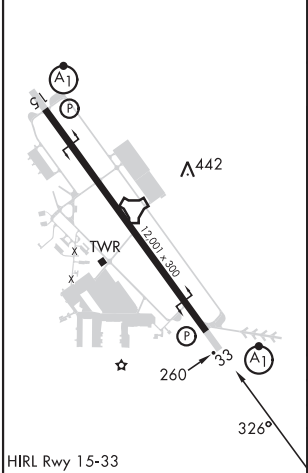
A1

MISSED APPROACH: Climb To 2600 on WRB TACAN R-320 to EDKIF and hold.

|                                |                                       |                                 |                                |
|--------------------------------|---------------------------------------|---------------------------------|--------------------------------|
| ATIS<br><b>119.475 273.475</b> | ATLANTA APP CON<br><b>124.2 279.6</b> | TOWER<br><b>133.225 257.975</b> | GND CON<br><b>121.85 275.8</b> |
|--------------------------------|---------------------------------------|---------------------------------|--------------------------------|



|                            |                 |
|----------------------------|-----------------|
| EMERG SAFE ALT 100 NM 3700 |                 |
| ELEV <b>294</b>            | TDZE <b>275</b> |



| CATEGORY     | A      | B           | C                      | D                    | E                       |
|--------------|--------|-------------|------------------------|----------------------|-------------------------|
| S-ILS 33*    | 475/24 |             | 200                    | (200-½)              |                         |
| S-LOC 33**   | 640/24 | 365 (400-½) | 640/35                 | 365                  | (400-¾)                 |
| *** CIRCLING | 780-1  | 486 (500-1) | 880-1½<br>586 (600-1½) | 960-2<br>666 (700-2) | 1040-2¾<br>746 (800-2¾) |

ILS or LOC Y RWY 33

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

WARNER ROBINS, GEORGIA

RNAV (GPS) RWY 15

|          |           |        |
|----------|-----------|--------|
| APCH CRS | Rwy Idg   | 12,001 |
| 146°     | TDZE      | 294    |
|          | Arpt Elev | 294    |

- (USAF)

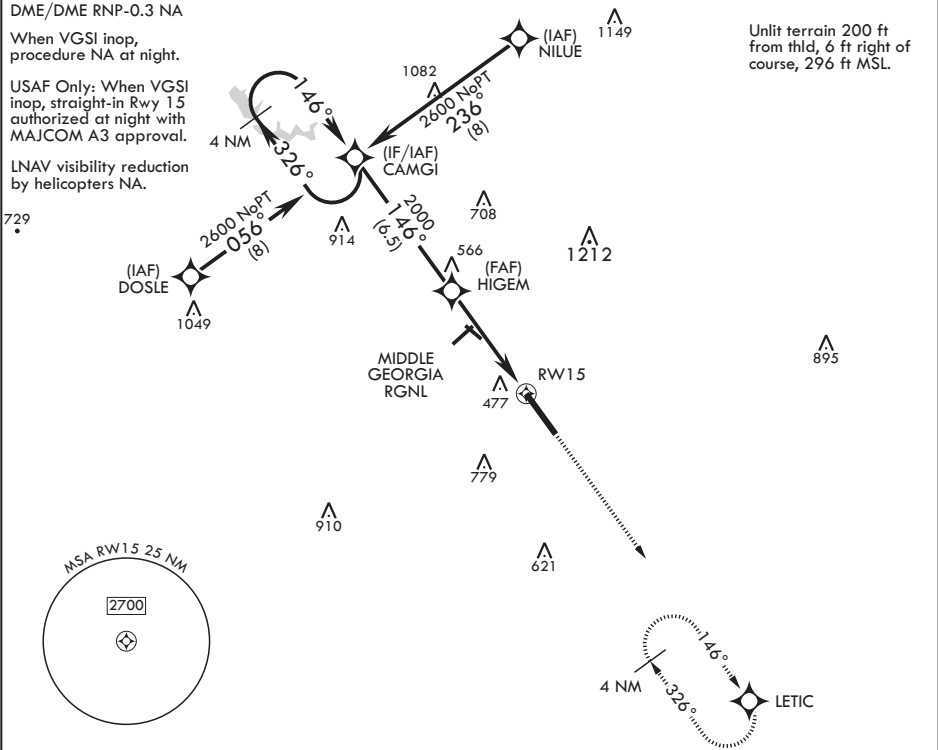
ROBINS AFB (KWRB)

\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 5/8 miles.  
\*\* Circling NA SW of Rwy 15-33.

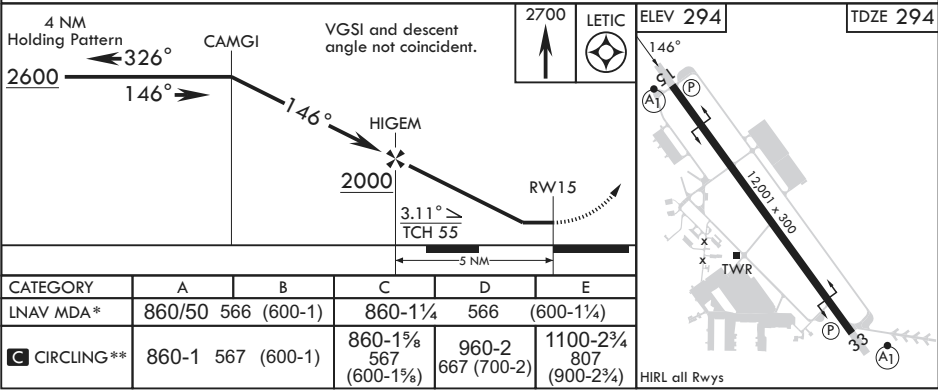


MISSED APPROACH: Climb to 2700 direct LETIC and hold.

|                         |  |                          |                         |
|-------------------------|--|--------------------------|-------------------------|
| ATIS<br>119.475 273.475 | ATLANTA APP CON/DEP CON<br>124.2 279.6 | TOWER<br>133.225 257.975 | GND CON<br>121.85 275.8 |
|-------------------------|--|--------------------------|-------------------------|



EMERG SAFE ALT 100 NM 3700



WARNER ROBINS, GEORGIA

32°38'N - 83°36'W

ROBINS AFB (KWRB)

Amtr 4 31 JAN19

RNAV (GPS) RWY 15

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|          |            |        |
|----------|------------|--------|
| APCH CRS | Rwy Idg    | 12,001 |
| 326°     | TDZE       | 275    |
|          | Arprt Elev | 294    |

- (USAF)

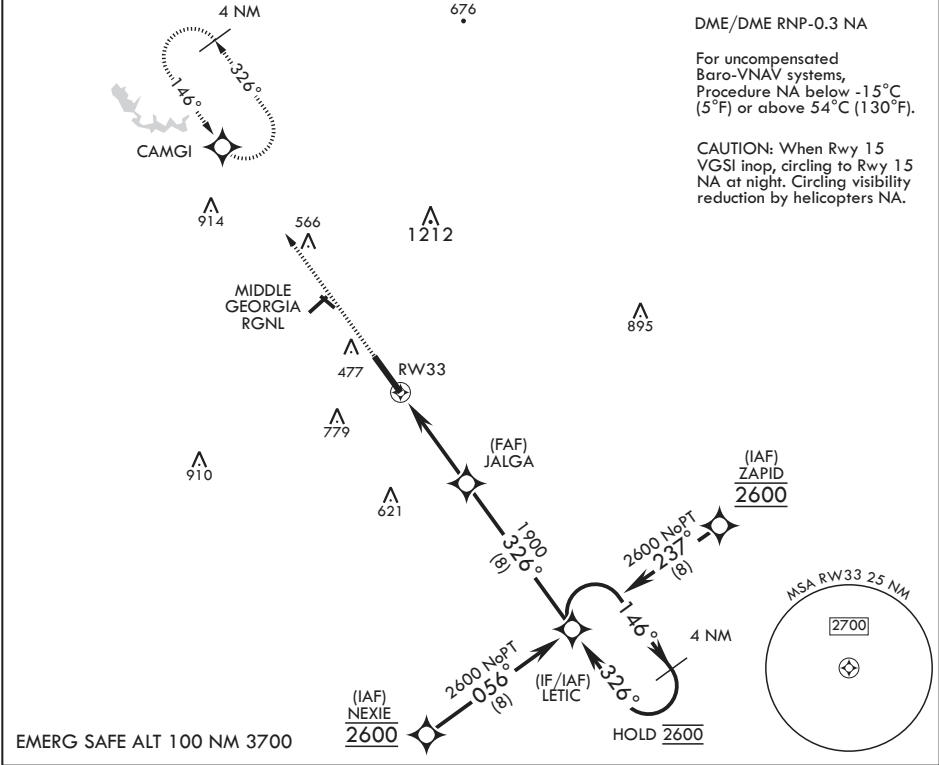
ROBINS AFB (KWRB)

\* When ALS inop increase CAT ABCDE vis to 1 7/8 miles.  
\*\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8.  
\*\*\* Circling NA SW of RWY 33-15.

ALSF-1

MISSED APPROACH: Climb to 2600 direct CAMGI and hold.

|                         |  |                          |                         |
|-------------------------|--|--------------------------|-------------------------|
| ATIS<br>119.475 273.475 | ATLANTA APP CON/DEP CON<br>124.2 279.6 | TOWER<br>133.225 257.975 | GND CON<br>121.85 275.8 |
|-------------------------|--|--------------------------|-------------------------|



2600

CAMGI

VGSI and descent angle not coincident.

LETIC

146°

Holding Pattern

4 NM

2600

326°

1900

1.6 NM to RW33

RW33

5 NM

GP 2.97°

TCH 54

| CATEGORY      | A  | B | C  | D                                    | E   |
|---------------|--|---|--|--------------------------------------|---|
| LNAV/VNAV DA* | 820-1 <sup>3</sup> / <sub>8</sub>  |   | 545  | (600-1 <sup>3</sup> / <sub>8</sub> ) |   |
| LNAV MDA**    | 760/24 485 (500- <sup>1</sup> / <sub>2</sub> )                             |   | 760/50   | 485 (500-1)                          |   |
| CIRCLING***   | 820-1 <sup>3</sup> / <sub>8</sub> 486 (600-1 <sup>3</sup> / <sub>8</sub> ) |   | 840-1 <sup>1</sup> / <sub>2</sub> 546 (600-1 <sup>1</sup> / <sub>2</sub> ) | 960-2 666 (700-2)                    | 1100-2 <sup>3</sup> / <sub>4</sub> 806 (900-2 <sup>3</sup> / <sub>4</sub> ) |

ELEV 294

TDZE 275

BCN

TWR

12,001 x 300

326°

HIRL all Rwys

TACAN Y RWY 15

|                             |                         |  |        |                   |
|-----------------------------|-------------------------|--|--------|-------------------|
| TACAN WRB<br>Chan <b>10</b> | APCH CRS<br><b>143°</b> | Rwy Idg <b>12,001</b><br>TDZE <b>294</b><br>Arpt Elev <b>294</b> | [USAF] | ROBINS AFB (KWRB) |
|-----------------------------|-------------------------|--|--------|-------------------|

\* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.  
 \*\* Circling not authorized SW of Rwy 15-33.

|                                       |  |  |                                       |
|---------------------------------------|--|--|---------------------------------------|
| <b>ATIS</b><br><b>119.475 273.475</b> | <b>ATLANTA APP CON</b><br><b>124.2 279.6</b> | <b>TOWER</b><br><b>133.225 257.975</b> | <b>GND CON</b><br><b>121.85 275.8</b> |
|---------------------------------------|--|--|---------------------------------------|

|                                   |  |                 |                 |
|-----------------------------------|--|-----------------|-----------------|
| <b>EMERG SAFE ALT 100 NM 3700</b> | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">ELEV <b>294</b></td> <td style="width: 50%;">TDZE <b>294</b></td> </tr> </table> | ELEV <b>294</b> | TDZE <b>294</b> |
| ELEV <b>294</b>                   | TDZE <b>294</b>  |                 |                 |

| CATEGORY   | A      | B           | C                      | D                    | E                       |
|------------|--------|-------------|------------------------|----------------------|-------------------------|
| S-15*      | 820/24 | 526 (600-½) | 820/55                 | 526                  | (600-1)                 |
| CIRCLING** | 820-1  | 526 (600-1) | 880-1½<br>586 (600-1½) | 960-2<br>666 (700-2) | 1040-2¾<br>746 (800-2¾) |

HIRL Rwy 15-33

ROBINS AFB (KWRB)

## TACAN Y RWY 15

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 33

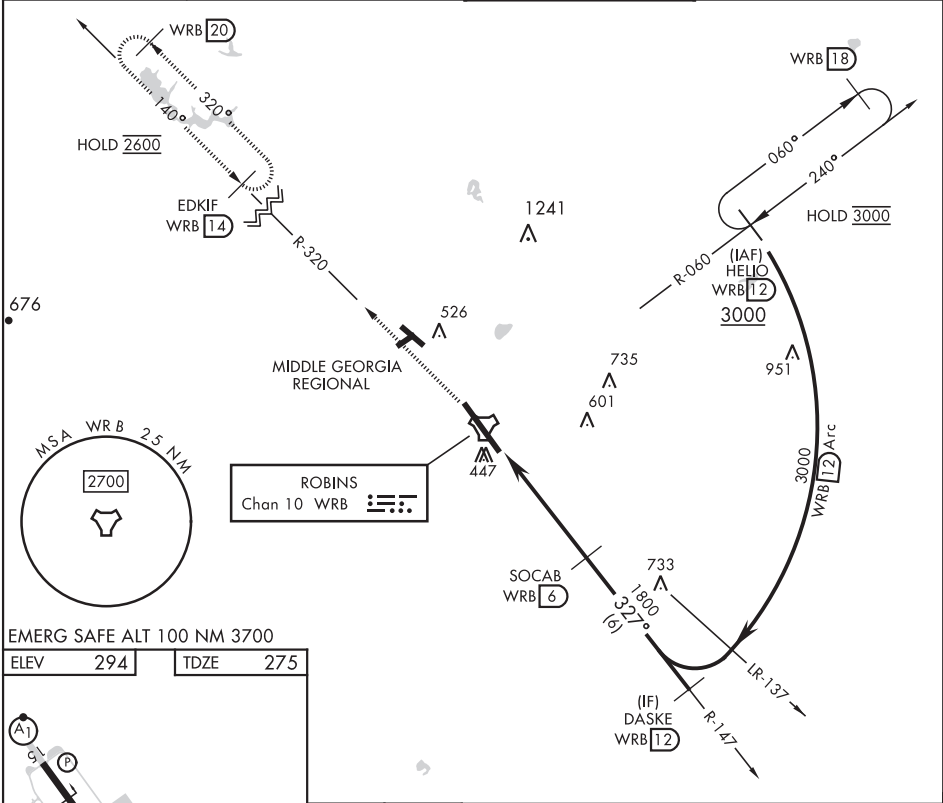
|       |     |           |         |
|-------|-----|-----------|---------|
| TACAN | WRB | APCH CRS  | Rwy Idg |
| Chan  | 10  | 327°      | 12,001  |
|       |     | TDZE      | 275     |
|       |     | Arpt Elev | 294     |

[USAF]

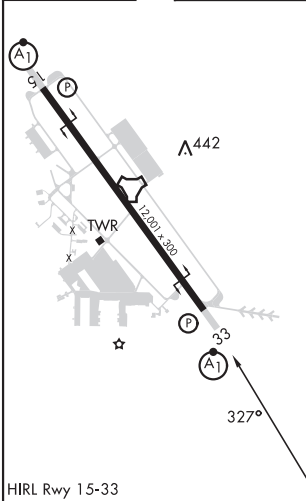
ROBINS AFB (KWRB)

|   |  |             |  |
|---|--|-------------|--|
| * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3⁄8 miles.<br>** Circling not authorized SW of Rwy 15-33. |  | ALSIF-1<br> | MISSED APPROACH: Climb To 2600 on WRB TACAN R-320 to EDKIF and hold. |
|---|--|-------------|--|

|                         |                                |                          |                         |
|-------------------------|--------------------------------|--------------------------|-------------------------|
| ATIS<br>119.475 273.475 | ATLANTA APP CON<br>124.2 279.6 | TOWER<br>133.225 257.975 | GND CON<br>121.85 275.8 |
|-------------------------|--------------------------------|--------------------------|-------------------------|



|                            |     |
|----------------------------|-----|
| EMERG SAFE ALT 100 NM 3700 |     |
| ELEV                       | 294 |
| TDZE                       | 275 |



2600

WRB  
R-320

EDKIF

WRB  
14

TACAN

CAPMI  
WRB  
1

WRB  
2.3

SOCAB  
WRB  
6

DASKE  
WRB  
12

3000

327°

1800

2.77°  
TCH 55

5 NM

| CATEGORY   | A      | B           | C                      | D                    | E                       |
|------------|--------|-------------|------------------------|----------------------|-------------------------|
| S-33*      | 720/24 | 445 (500-½) | 720/45                 | 445                  | (500-¾)                 |
| CIRCLING** | 780-1  | 486 (500-1) | 880-1½<br>586 (600-1½) | 960-2<br>666 (700-2) | 1040-2¾<br>746 (800-2¾) |

TACAN Y RWY 33

SE-4, 07 AUG 2025 to 02 OCT 2025

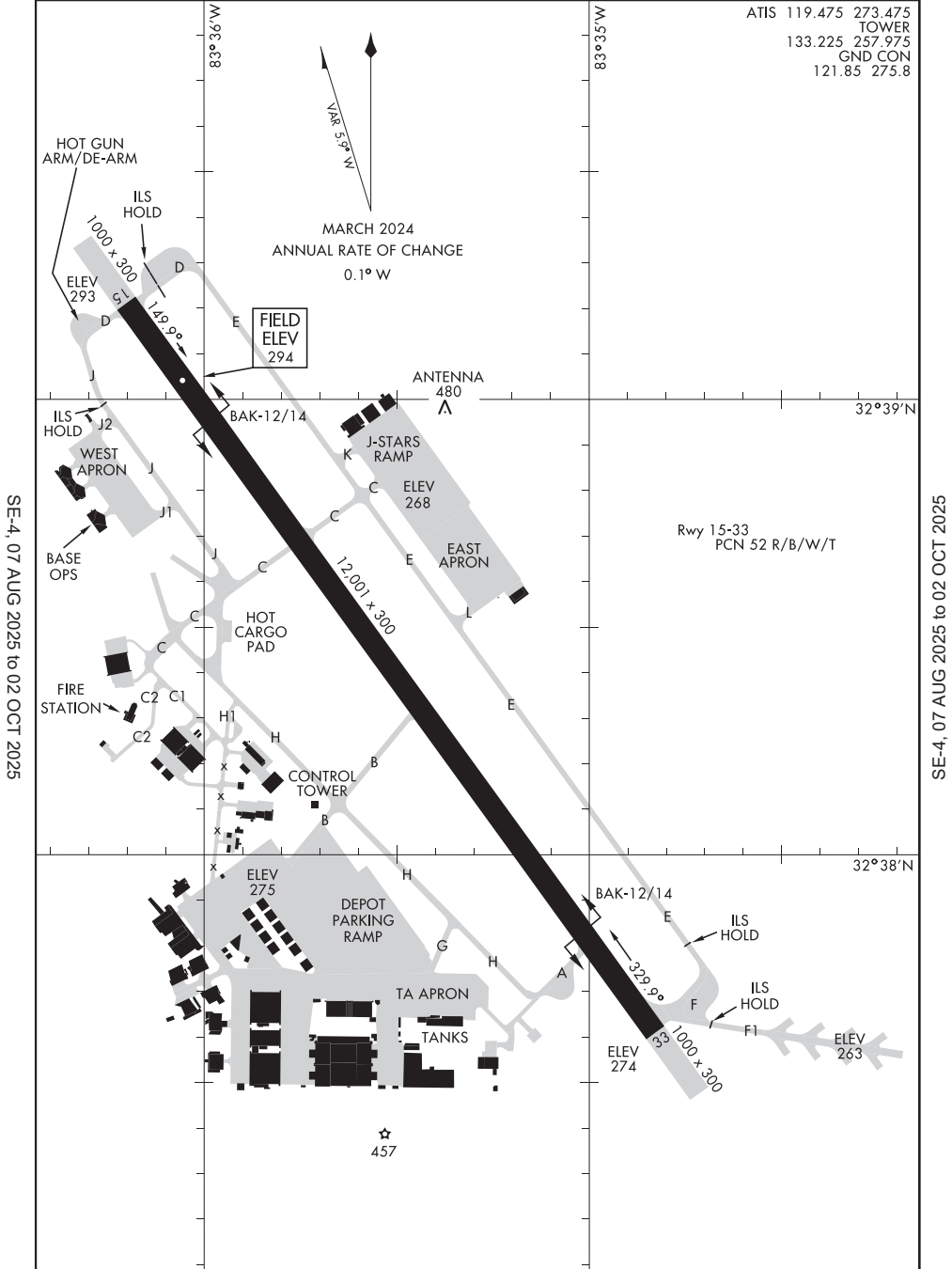
SE-4, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

[USAF]

ROBINS AFB (KWRB)  
WARNER ROBINS, GEORGIA

ATIS 119.475 273.475  
TOWER 133.225 257.975  
GND CON 121.85 275.8



AIRPORT DIAGRAM

WARNER ROBINS, GEORGIA  
ROBINS AFB (KWRB)



|            |       |         |          |      |
|------------|-------|---------|----------|------|
| LOC/DME    | I-HBQ | APP CRS | Rwy Ldg  | 7010 |
| 111.15     |       | 007°    | TDZE     | 636  |
| Chan 48(Y) |       |         | Apt Elev | 644  |

ILS or LOC RWY 1

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

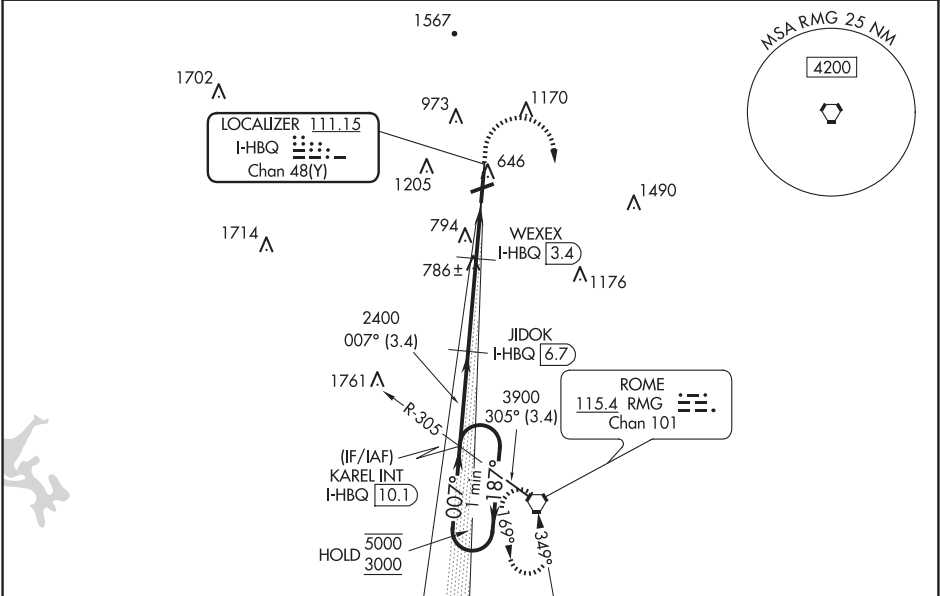
DME required for LOC only.

**⚠** Rwy 1 helicopter visibility reduction below ¾ SM NA. Circling NA west of Rwy 1-19 at night. Circling NA northwest of Rwy 7 and 19. For inop ALS, increase S-ILS 1 all Cats visibility to ¾ SM and increase S-LOC 1 Cats A/B visibility to 1 SM and increase Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct RMG VORTAC and hold, continue climb-in-hold to 4000.

|         |                |         |                  |
|---------|----------------|---------|------------------|
| ASOS    | ATLANTA CENTER | GCO     | UNICOM           |
| 119.925 | 124.5 270.325  | 121.725 | 122.725 (CTAF) 0 |



One Minute Holding Pattern

GS 3.00° TCH 49

1200 4000 RMG

|          |                       |                       |                         |                         |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| CATEGORY | A                     | B                     | C                       | D                       |
| S-ILS 1  | 941-¾ 305 (300-¾)     |                       |                         |                         |
| S-LOC 1  | 1040-¾ 404 (400-¾)    |                       |                         |                         |
| CIRCLING | 1140-1<br>496 (500-1) | 1200-1<br>556 (600-1) | 1480-2½<br>836 (900-2½) | 1840-3<br>1196 (1200-3) |

ELEV 644 TDZE 636

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

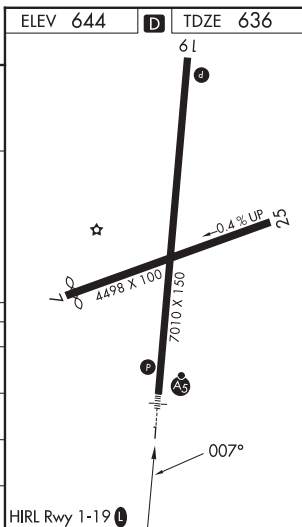
SE-4, 07 AUG 2025 to 02 OCT 2025


SE-4, 07 AUG 2025 to 02 OCT 2025

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

**MISSED APPROACH:**  
Climb to 1200 then  
climbing right turn to  
3000 direct WOBK  
and hold.

UNICOM  
122.725 (CTAF) **L**



| CATEGORY   |    | A                      | B                     | C                             | D                       |
|--|----|------------------------|-----------------------|-------------------------------|-------------------------|
| LPV  | DA | 941-3/4                |                       | 305 (300-3/4)                 |                         |
| LNAV/<br>VNAV  | DA | 980-3/4                |                       | 344 (400-3/4)                 |                         |
| LNAV MDA   |    | 1100-3/4 464 (500-3/4) |                       | 1100-1 464 (500-1)            |                         |
|  CIRCLING |    | 1140-1<br>496 (500-1)  | 1200-1<br>556 (600-1) | 1480-2 1/2<br>836 (900-2 1/2) | 1840-3<br>1196 (1200-3) |

RNAV (GPS) RWY 1

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**057°**

Rwy Ldg  
TDZE  
**644**

Apt Elev  
**644**

RNAV (GPS) RWY 7

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

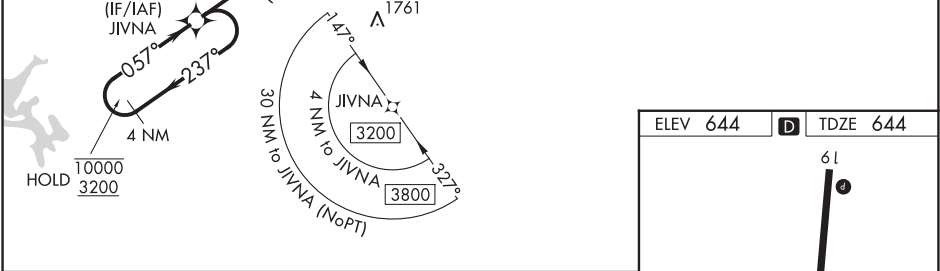
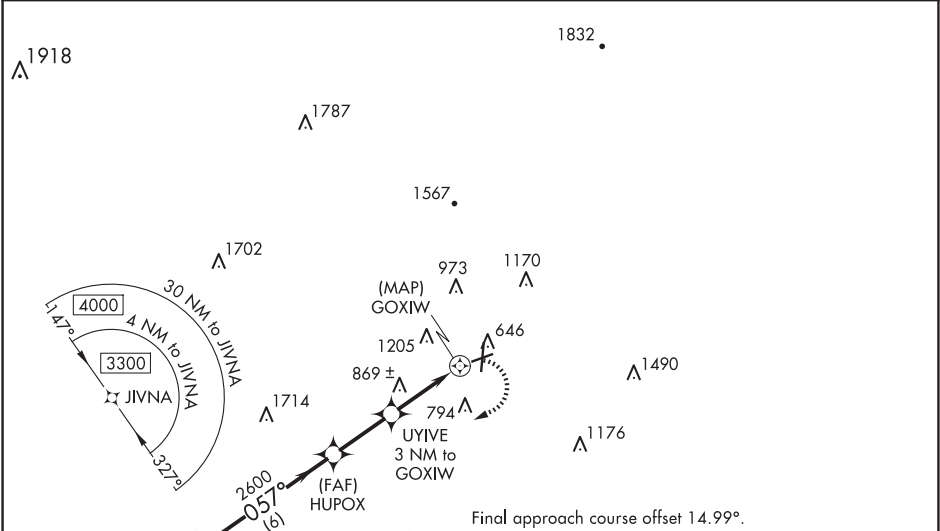
RNP APCH - GPS.

▼  
▲

Rwy 7 helicopter visibility reduction below ¾ SM NA.  
Straight-in minimums NA at night.  
Circling NA northwest of Rwy 7 and 19.

MISSED APPROACH: Climbing right turn to 3200 direct JIVNA and hold.

|                        |  |                       |                                   |
|------------------------|--|-----------------------|-----------------------------------|
| ASOS<br><b>119.925</b> | ATLANTA CENTER<br><b>124.5 270.325</b> | GCO<br><b>121.725</b> | UNICOM<br><b>122.725 (CTAF) 0</b> |
|------------------------|--|-----------------------|-----------------------------------|



|                      |        |               |                         |                         |
|----------------------|--------|---------------|-------------------------|-------------------------|
| 4 NM Holding Pattern |        | JIVNA         | 3200                    | JIVNA                   |
| 10000<br>3200        |        | 057°          | 057°                    | 057°                    |
| 2600                 |        | 3.00° TCH 45° | 1800                    | 1.7 NM to GOXIW         |
| 6 NM                 |        | 2.5 NM        | 1.3 NM                  | 1.7                     |
| CATEGORY             | A      | B             | C                       | D                       |
| LNAV MDA             | 1380-1 | 736 (800-1)   | 1380-2                  | 736 (800-2)             |
| CIRCLING             | 1380-1 | 736 (800-1)   | 1480-2½<br>836 (900-2½) | 1840-3<br>1196 (1200-3) |

HIRL Rwy 1-19 0

RICHARD B RUSSELL RGNI - JH TOWERS FID (RMG)

RNAV (GPS) RWY 19

ROME, GEORGIA

AL-855 (FAA)

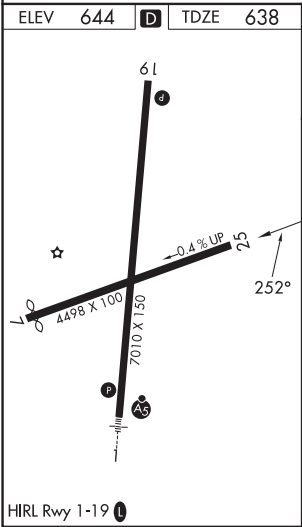
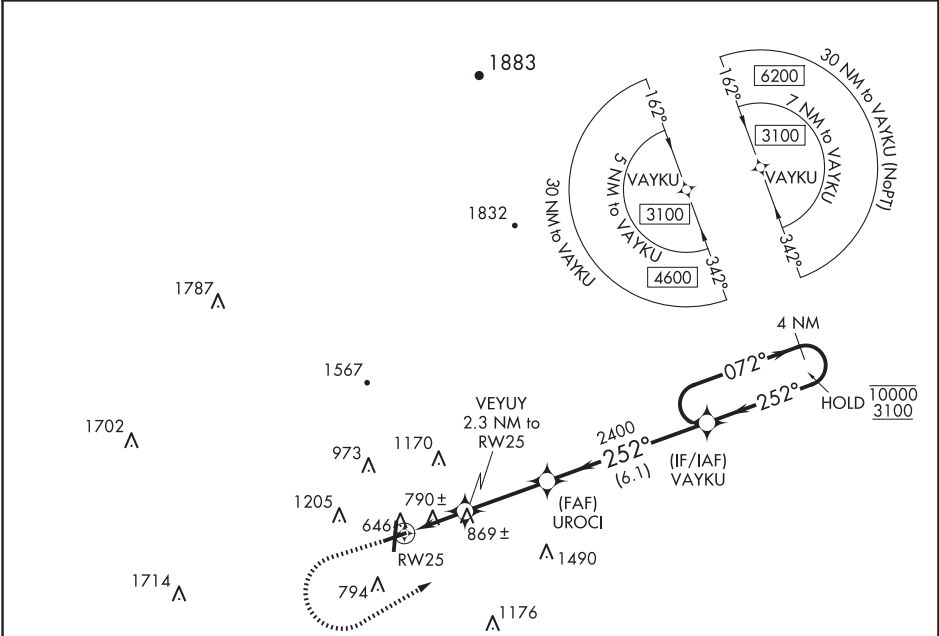
25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56542</b><br><b>W25A</b> | APP CRS<br><b>252°</b> | Rwy Ldg<br>TDZE <b>638</b><br>Apt Elev <b>644</b> |
|--|------------------------|---|

RNAV (GPS) RWY 25

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)

|                        |  |   |  |
|------------------------|--|---|--|
| RNP APCH - GPS.        |  | MISSED APPROACH: Climb to 1100 then climbing left turn to 3100 direct VAYKU and hold. |  |
| ASOS<br><b>119.925</b> |  | ATLANTA CENTER<br><b>124.5 270.325</b>  |  |
| GCO<br><b>121.725</b>  |  | UNICOM<br><b>122.725 (CTAF)</b>   |  |



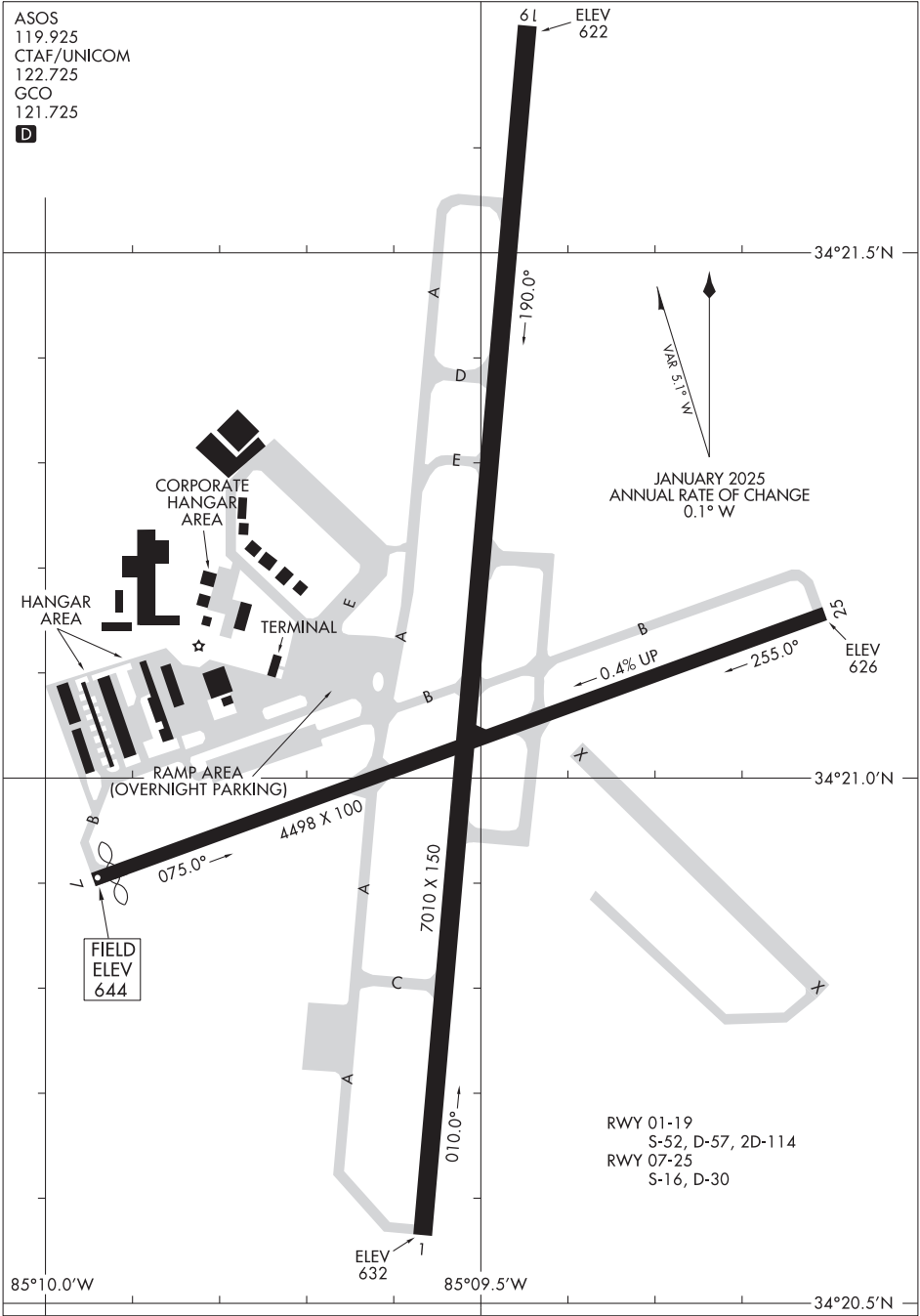
|                          |                    |                    |   |
|--------------------------|--------------------|--------------------|---|
| 1100                     | 3100               | VAYKU              | 4 NM Holding Pattern                      |
| VEYUY 2.3 NM to RW25     |                    |                    |   |
| UROCI                    |                    |                    |   |
| RW25                     |                    |                    |   |
| 1.2 1.1 NM 3.1 NM 6.1 NM |                    |                    |   |
| CATEGORY                 | A                  | B                  | C   |
| LP MDA                   | 1040-1             | 402 (400-1)        | 1040-1½ 402 (400-1½)                      |
| LNAV MDA                 | 1120-1             | 482 (500-1)        | 1120-1¾ 482 (500-1¾)                      |
| CIRCLING                 | 1140-1 496 (500-1) | 1200-1 556 (600-1) | 1480-2½ 836 (900-2½) 1840-3 1196 (1200-3) |

ROME, GEORGIA  
Amdt 2 20APR23

RICHARD B RUSSELL RGNL - J H TOWERS FLD (RMG)  
34°21'N-85°10'W  
RNAV (GPS) RWY 25  
585

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5500 |
| 003°    | TDZE     | 696  |
|         | Apt Elev | 718  |

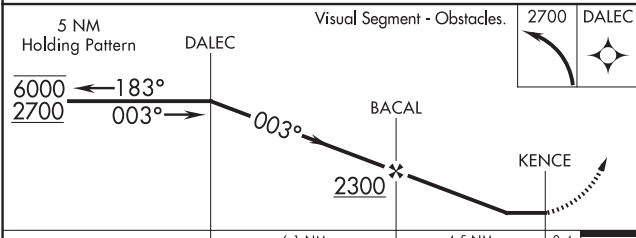
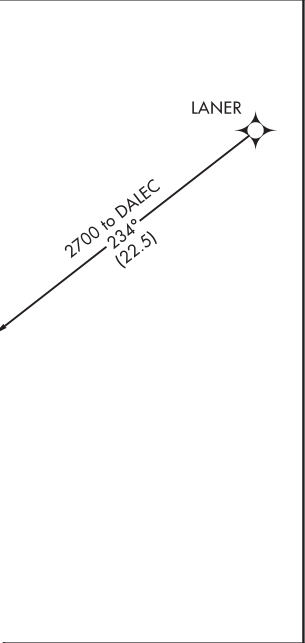
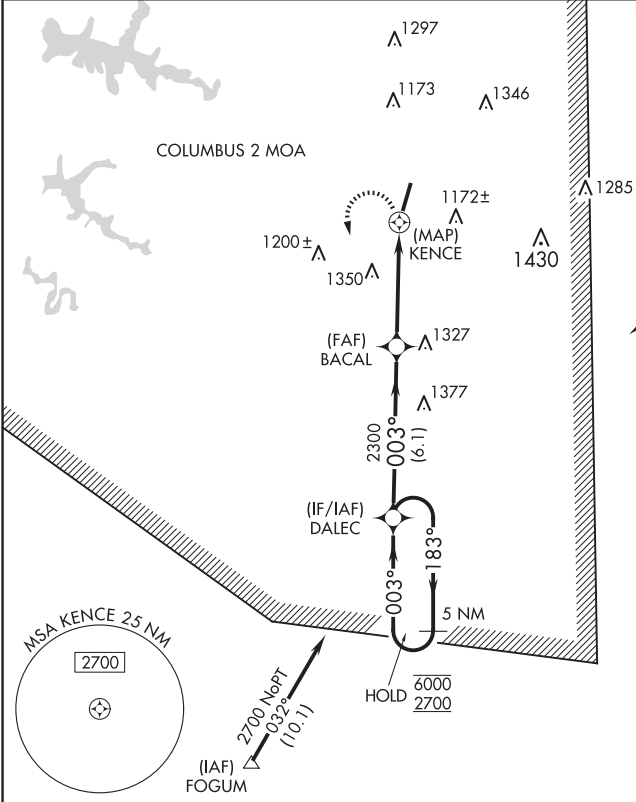
RNAV (GPS) RWY 2  
BILL PUGH FLD (M22)

RNP APCH-GPS.

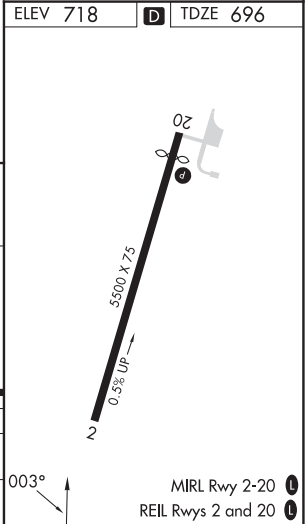
Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

|                     |                               |                          |
|---------------------|-------------------------------|--------------------------|
| MSL ASOS<br>119.425 | MEMPHIS CENTER<br>120.8 307.0 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------|-------------------------------|--------------------------|



| CATEGORY  | A                        | B                        | C      | D             |
|-----------|--------------------------|--------------------------|--------|---------------|
| LNNAV MDA | 1660-1¼<br>964 (1000-1¼) | 1660-1½<br>964 (1000-1½) | 1660-3 | 964 (1000-3)  |
| CIRCLING  | 1660-1¼<br>942 (1000-1¼) | 1660-1½<br>942 (1000-1½) | 1720-3 | 1002 (1100-3) |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

RUSSELLVILLE, ALABAMA

AL-10061 (FAA)

22195

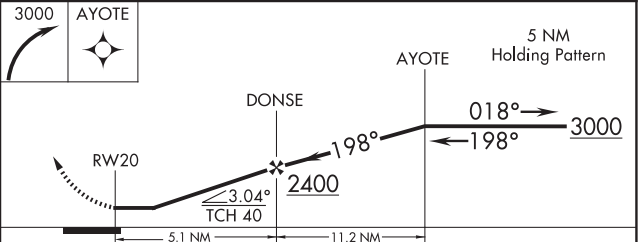
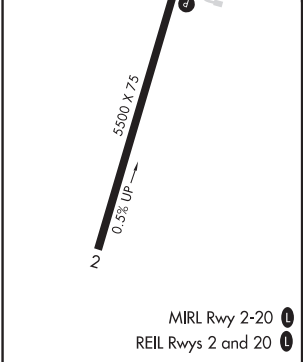
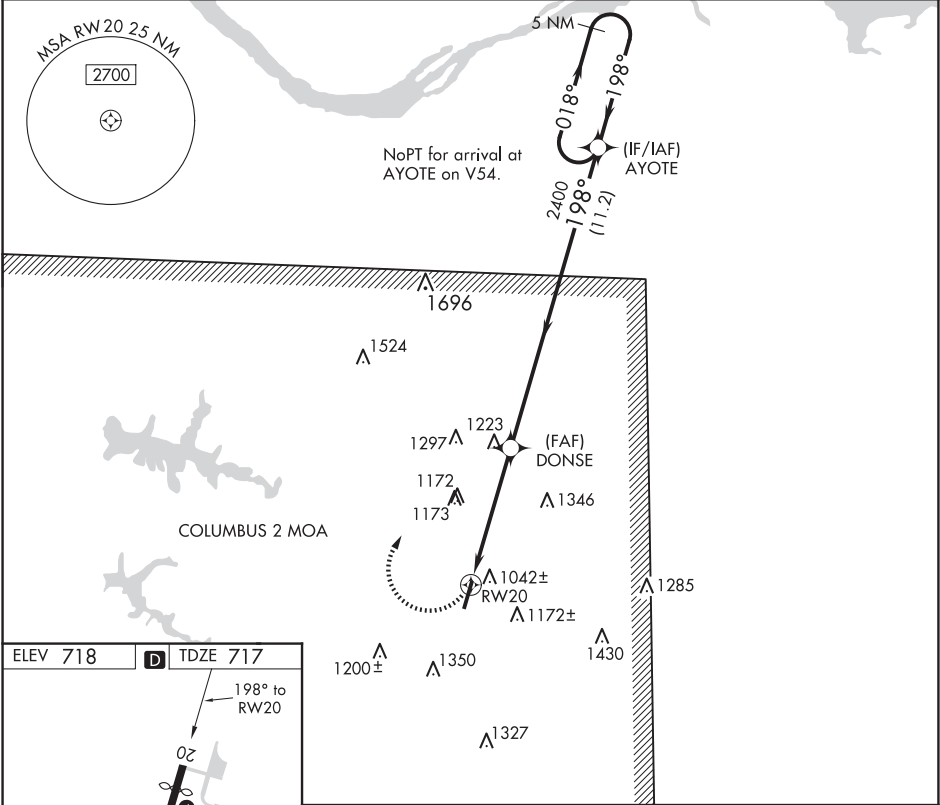
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5000 |
| 198°    | TDZE     | 717  |
|         | Apt Elev | 718  |

# RNAV (GPS) RWY 20

BILL PUGH FLD (M22)

|  |  |   |
|--|--|---|
| RNP APCH-GPS.  |  | MISSED APPROACH:<br>Climbing right turn to 3000<br>direct AYOTE and hold. |
| ▼ Use Muscle Shoals altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D visibility 1/8 SM and Circling Cat A visibility 1/4 SM. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. |  |   |

|                     |                               |                          |
|---------------------|-------------------------------|--------------------------|
| MSL ASOS<br>119.425 | MEMPHIS CENTER<br>120.8 307.0 | UNICOM<br>122.8 (CTAF) 0 |
|---------------------|-------------------------------|--------------------------|



| CATEGORY | A                     | B  | C                                  | D  |
|----------|-----------------------|--|------------------------------------|--|
| LNAV MDA | 1360-1                | 643 (700-1)  | 1360-1 <sup>7</sup> / <sub>8</sub> | 643 (700-1 <sup>7</sup> / <sub>8</sub> ) |
| CIRCLING | 1520-1<br>802 (900-1) | 1540-1 <sup>1</sup> / <sub>4</sub><br>822 (900-1 <sup>1</sup> / <sub>4</sub> ) | 1720-3                             | 1002 (1100-3)                            |

RUSSELLVILLE, ALABAMA  
Orig-C 20MAY21

34°27'N-87°43'W

# RNAV (GPS) RWY 20

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69507</b><br><b>W06A</b> | APP CRS<br><b>059°</b> | Rwy Idg <b>3998</b><br>TDZE <b>132</b><br>Apt Elev <b>132</b> |
|--|------------------------|---|

RNAV (GPS) RWY 6  
ST ELMO (2R5)

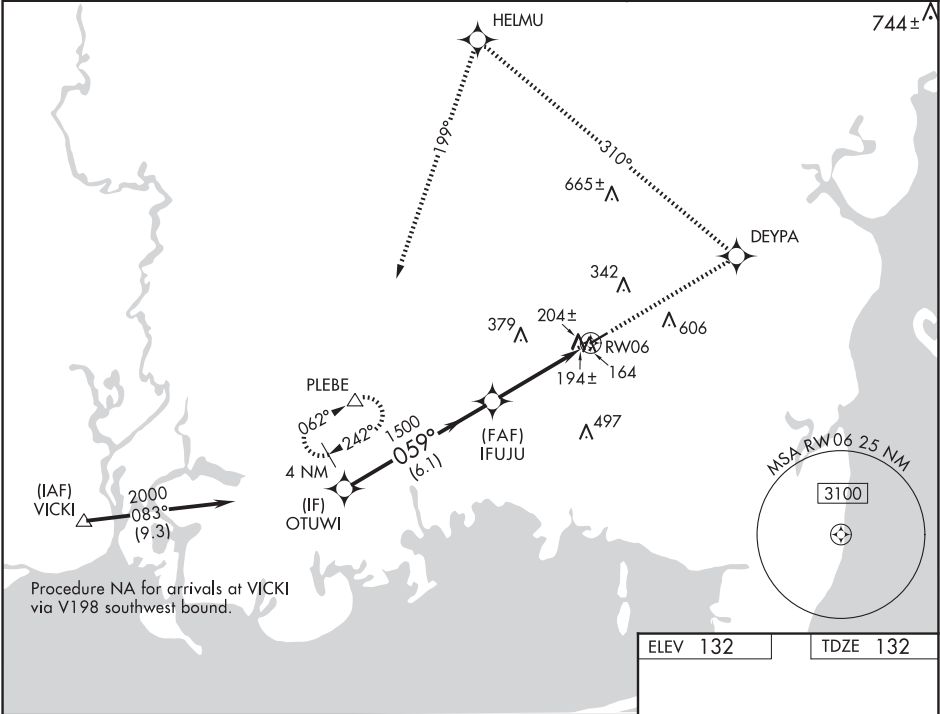
▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

|  |   |                       |
|--|---|-----------------------|
| MOBILE APP CON ★<br><b>121.0 307.1</b> | HOUSTON CENTER<br><b>127.65 285.475</b> | CTAF<br><b>122.90</b> |
|--|---|-----------------------|



|                   |                               |   |                     |    |
|-------------------|-------------------------------|---|---------------------|----|
| Procedure Turn NA | 2000 DEYPA IFUJU HELMU PLEBE  |   |                     |    |
|                   | ↑ tr 310° tr 199° △           |   |                     |    |
|                   | 2000 059° 1500 RW06           |   |                     |    |
|                   | GP 3.00° TCH 51 6.1 NM 4.1 NM |   |                     |    |
| CATEGORY          | A                             | B | C                   | D  |
| LPV DA            | 475-1¼ 343 (400-1¼)           |   |                     | NA |
| LNAV MDA          | 540-1 408 (500-1)             |   | 540-1¼ 408 (500-1¼) | NA |
| CIRCLING          | 720-1 588 (600-1)             |   | 960-2½ 828 (900-2½) | NA |

ELEV 132

TDZE 132

MIRL Rwy 6-24 0

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ST SIMONS ISLAND, GEORGIA

AL-168 (FAA)

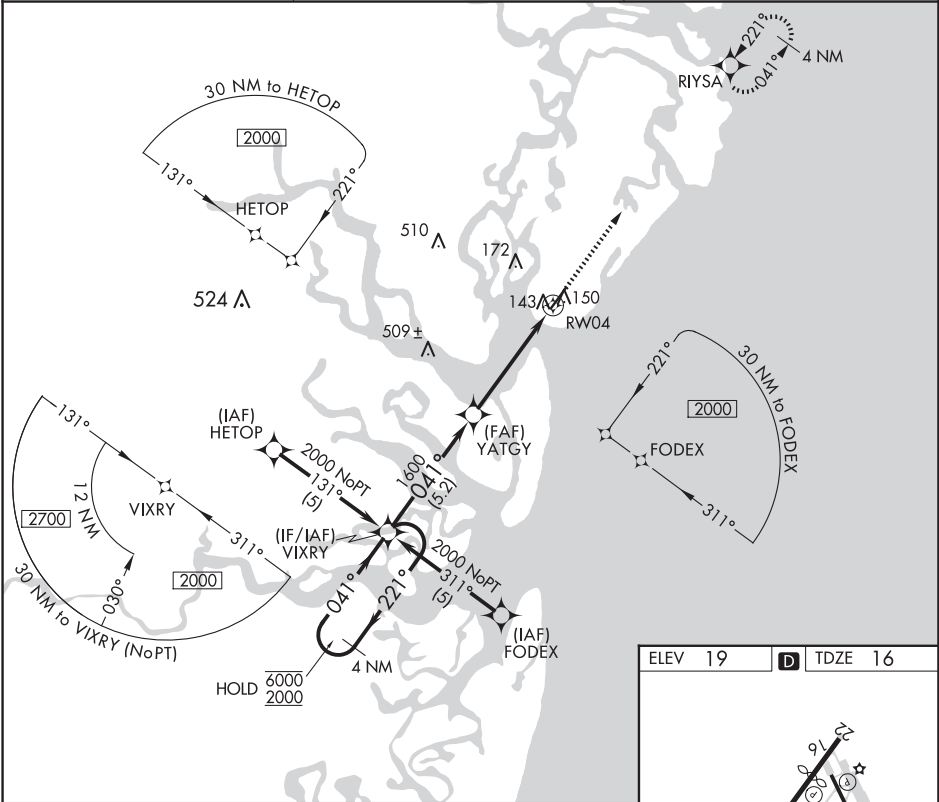
24025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4798 |
| 041°    | TDZE     | 16   |
|         | Apt Elev | 19   |

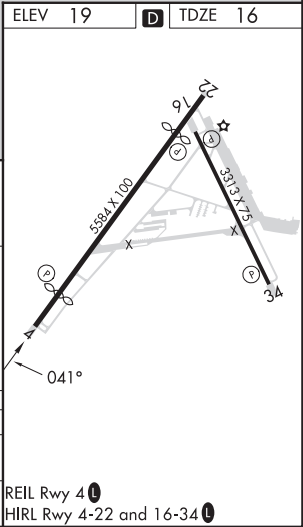
RNAV (GPS) RWY 4  
ST SIMONS ISLAND (SSI)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 2000 direct RIYSA and hold. |
| ▼ Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 16, 34 NA at night. |   |

|                     |                                     |                           |
|---------------------|-------------------------------------|---------------------------|
| AWOS-3PT<br>120.025 | JACKSONVILLE CENTER<br>126.75 277.4 | UNICOM<br>123.05 (CTAF) 0 |
|---------------------|-------------------------------------|---------------------------|



|  |       |             |                        |                      |                |
|--|-------|-------------|------------------------|----------------------|----------------|
| VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 57). |       |             |                        | 2000                 | RIYSA          |
| 4 NM Holding Pattern   |       |             |                        | ↑                    | ✱              |
| VIXRY  |       |             |                        | 1600                 | YATGY          |
| 6000 ← 221° → 041°   |       |             |                        | 3.04°                | 0.8 NM to RW04 |
| 5.2 NM   |       |             |                        | TCH 36               | RW04           |
| 4 NM   |       |             |                        | 0.8                  |                |
| CATEGORY   | A     | B           | C                      | D                    |                |
| LNAB MDA   | 420-1 | 404 (500-1) | 420-1½                 | 404 (500-1½)         |                |
| CIRCLING   | 480-1 | 461 (500-1) | 500-1½<br>481 (500-1½) | 580-2<br>561 (600-2) |                |



ST SIMONS ISLAND, GEORGIA  
Orig-C 02DEC21

31°09'N-81°23'W

ST SIMONS ISLAND (SSI)  
RNAV (GPS) RWY 4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 4671 |
| 221°    | TDZE     | 17   |
|         | Apt Elev | 19   |

RNAV (GPS) RWY 22

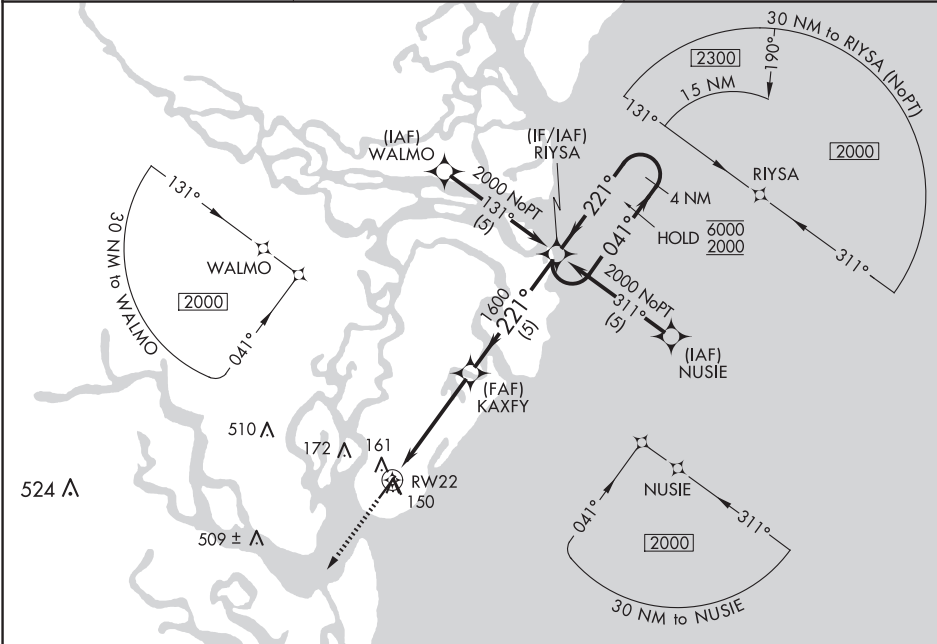
ST SIMONS ISLAND (SSI)

RNP APCH.

Rwy 22 helicopter visibility reduction below ¾ SM NA.  
Circling Rwy 16, 34 NA at night.

MISSED APPROACH: Climb to 2000 direct  
VIXRY and hold.

|                     |                                     |                           |
|---------------------|-------------------------------------|---------------------------|
| AWOS-3PT<br>120.025 | JACKSONVILLE CENTER<br>126.75 277.4 | UNICOM<br>123.05 (CTAF) 0 |
|---------------------|-------------------------------------|---------------------------|



|                   |                   |   |                   |
|-------------------|-------------------|---|-------------------|
| ELEV 19 D TDZE 17 |                   | RWY 22  |                   |
| 2000 VIXRY        |                   | VGSI and descent angles not coincident<br>(VGSI Angle 4.00/TCH 54). |                   |
| RWY 22            |                   | RIYSA 4 NM Holding Pattern  |                   |
| 0.9 NM to RWY 22  |                   | KAXFY 221° 6000 2000  |                   |
| 0.9 4.1 NM 5 NM   |                   | 2.88° TCH 54  |                   |
| CATEGORY          | A                 | B   | D                 |
| LNNAV MDA         | 460-1 443 (500-1) | 460-1 3/8 443 (500-1 3/8)   |                   |
| CIRCLING          | 480-1 461 (500-1) | 500-1 1/2 481 (500-1 1/2)   | 580-2 561 (600-2) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

ST SIMONS ISLAND, GEORGIA

AL-168 (FAA)

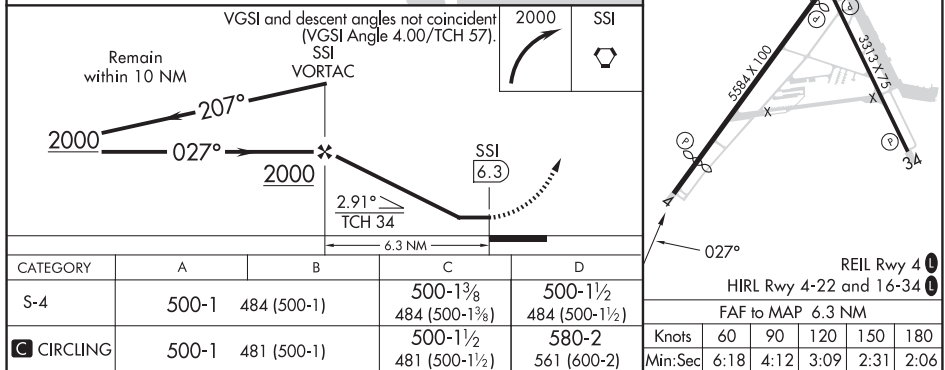
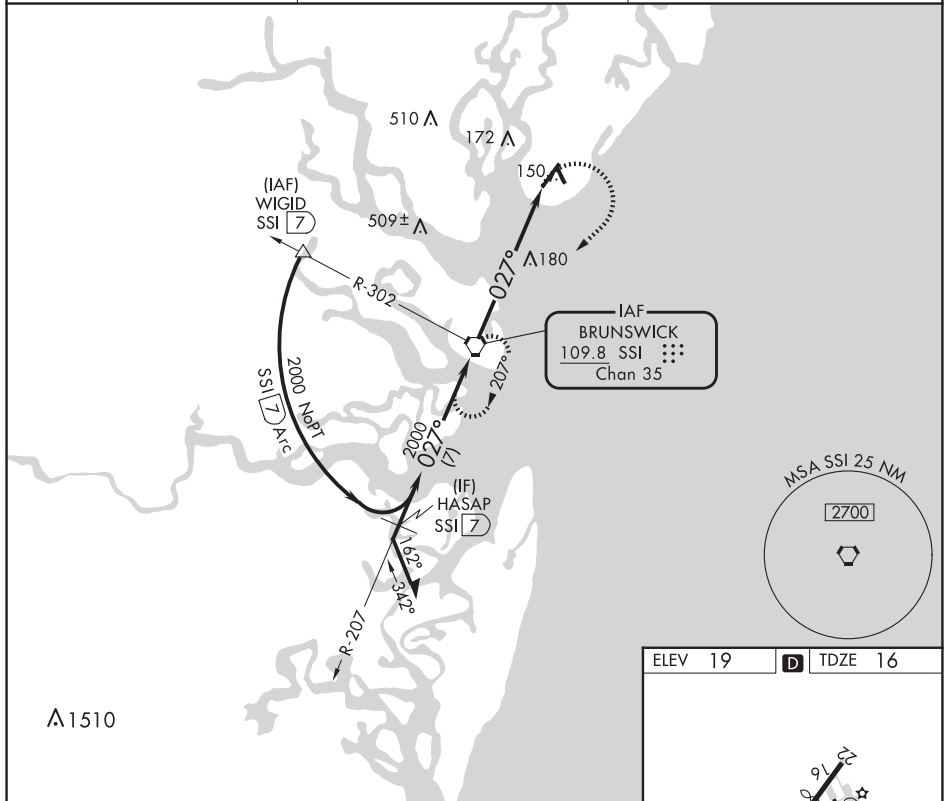
24025

|            |         |          |      |
|------------|---------|----------|------|
| VORTAC SSI | APP CRS | Rwy Idg  | 4798 |
| 109.8      | 027°    | TDZE     | 16   |
| Chan 35    |         | Apt Elev | 19   |

VOR RWY 4  
ST SIMONS ISLAND (SSI)

|  |   |
|--|---|
| <p><b>V</b> Rwy 4 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA.<br/>Circling Rwy 16, 34 NA at night.</p> | <p>MISSED APPROACH: Climbing right turn to 2000 direct SSI VORTAC and hold.</p> |
|--|---|

|                     |                                     |                                  |
|---------------------|-------------------------------------|----------------------------------|
| AWOS-3PT<br>120.025 | JACKSONVILLE CENTER<br>126.75 277.4 | UNICOM<br>123.05 (CTAF) <b>0</b> |
|---------------------|-------------------------------------|----------------------------------|



ST SIMONS ISLAND, GEORGIA  
Amdt 16B 07OCT21

31°09'N-81°23'W

ST SIMONS ISLAND (SSI)  
VOR RWY 4

SE-4, 07 AUG 2025 to 02 OCT 2025

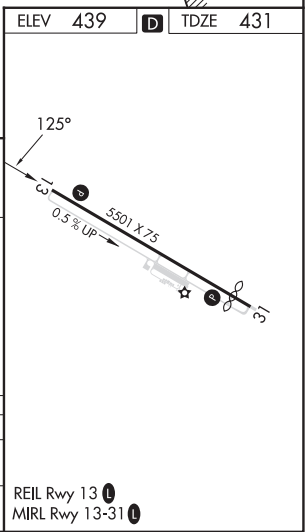
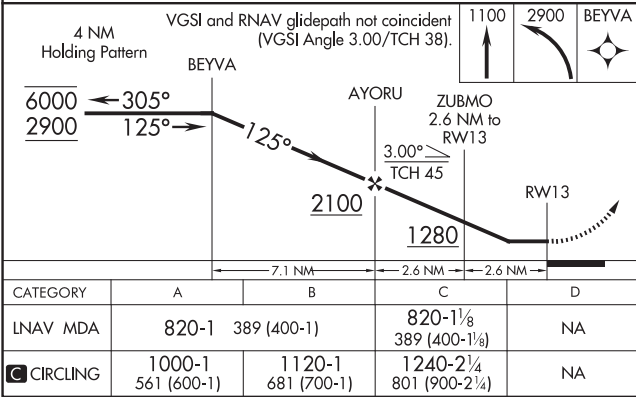
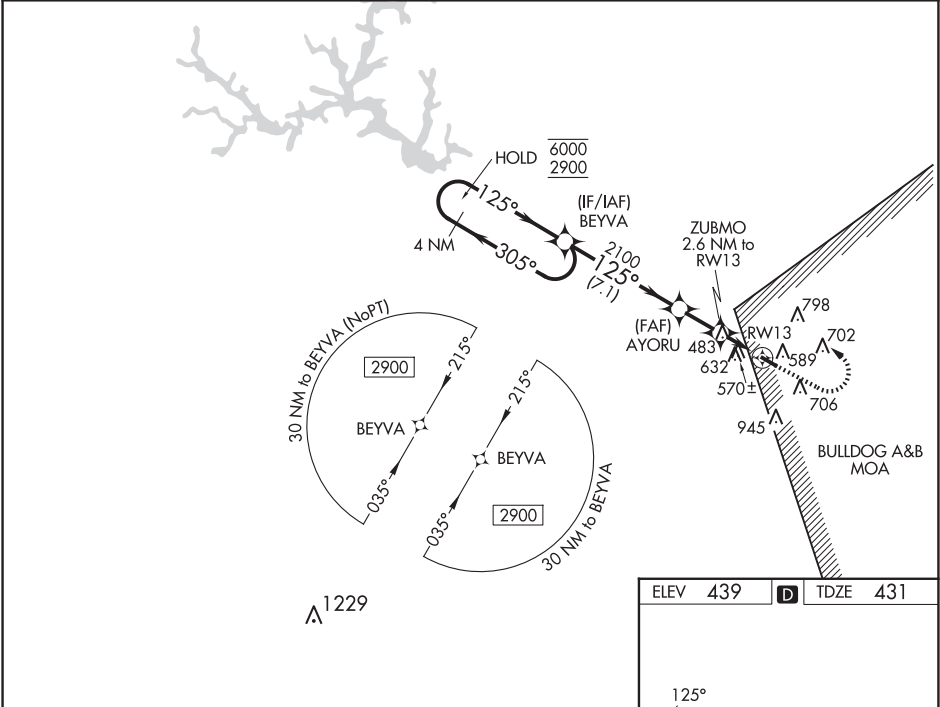
SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5501 |
| 125°    | TDZE     | 431  |
|         | Apt Elev | 439  |

RNAV (GPS) RWY 13

KAOLIN FLD (OKZ)

|   |                                  |   |
|---|----------------------------------|---|
| RNP APCH - GPS.   |                                  | MISSED APPROACH: Climb to 1100 then climbing left turn to 2900 direct BEYVA and hold. |
| <div><div><div></div><div></div></div><div>Rwy 13 helicopter visibility reduction below 1 SM NA.<br/>Straight-in Rwy 13 NA at night, Circling Rwy 13 NA at night.</div></div> |                                  |   |
| AWOS-3<br>120.575   | ATLANTA APP CON ★<br>124.2 279.6 | UNICOM<br>123.0 (CTAF) <div></div>  |



SANDERSVILLE, GEORGIA

AL-6655 (FAA)

22195

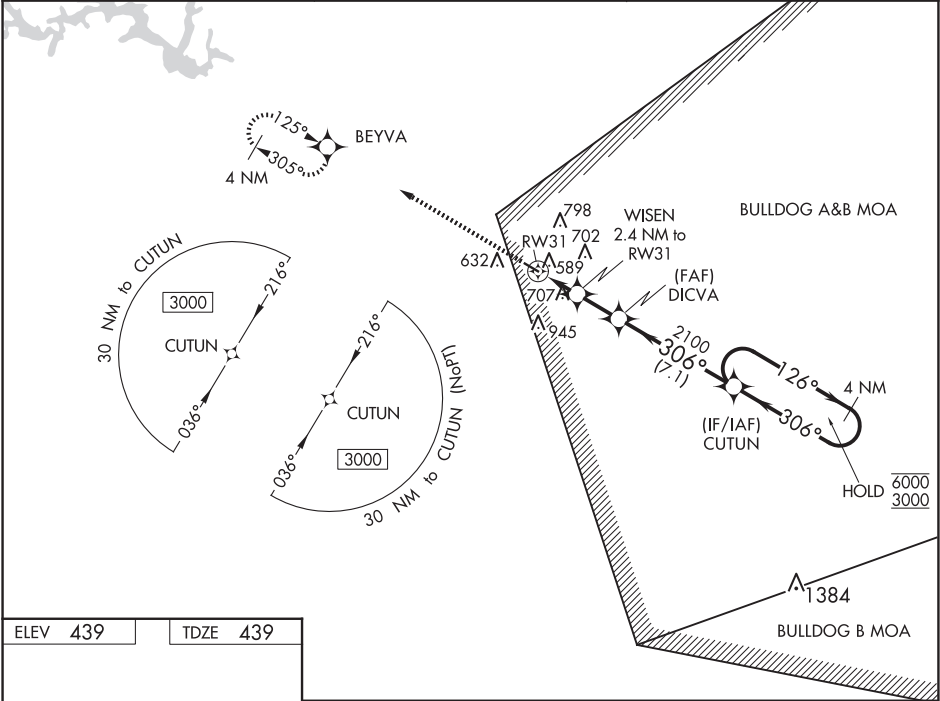
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>72721</b><br><b>W31A</b> | APP CRS<br><b>306°</b> | Rwy Idg<br>TDZE <b>439</b><br>Apt Elev <b>439</b> | <b>5015</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 31

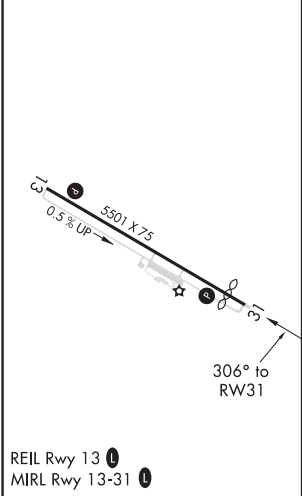
KAOLIN FLD (OKZ)

|  |   |
|--|---|
| RNP APCH.<br>▼ Rwy 31 helicopter visibility reduction below ¾ SM NA.<br>▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. | MISSED APPROACH: Climb to 2900 direct BEYVA and hold. |
|--|---|

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>120.575</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>439</b> | TDZE <b>439</b> |
|-----------------|-----------------|



|              |                      |  |                 |                      |
|--------------|----------------------|--|-----------------|----------------------|
| 2900         | BEYVA                | VGSI and RNAV glidepath not coincident (VGSI Angle 3.60/TCH 41). | CUTUN           | 4 NM Holding Pattern |
| *LNAV only.  | WISEN 2.4 NM to RW31 | DICVA 2100   | 126°            | 6000                 |
|              | *1.3 NM to RW31      | 1260*  | 306°            | 3000                 |
|              | 1.3 NM               | 1.2 NM   | 2.6 NM          | 7.1 NM               |
| CATEGORY     | A                    | B  | C               | D                    |
| LPV DA       | 738-7/8              | 299 (300-7/8)  |                 | NA                   |
| LNAV/VNAV DA | 848-1 1/8            | 409 (500-1 1/8)  |                 | NA                   |
| LNAV MDA     | 960-1                | 521 (600-1)  | 960-1 1/2       | 521 (600-1 1/2)      |
| CIRCLING     | 1000-1               | 1120-1   | 1240-2 1/4      | 801 (900-2 1/4)      |
|              | 561 (600-1)          | 681 (700-1)  | 801 (900-2 1/4) | NA                   |

SANDERSVILLE, GEORGIA  
Amdt 3 21MAY20

32°58'N-82°50'W

# RNAV (GPS) RWY 31

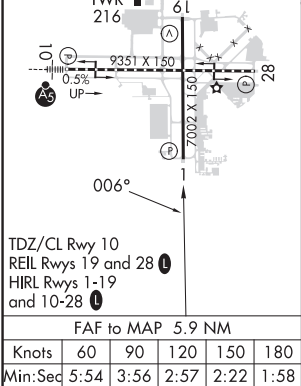
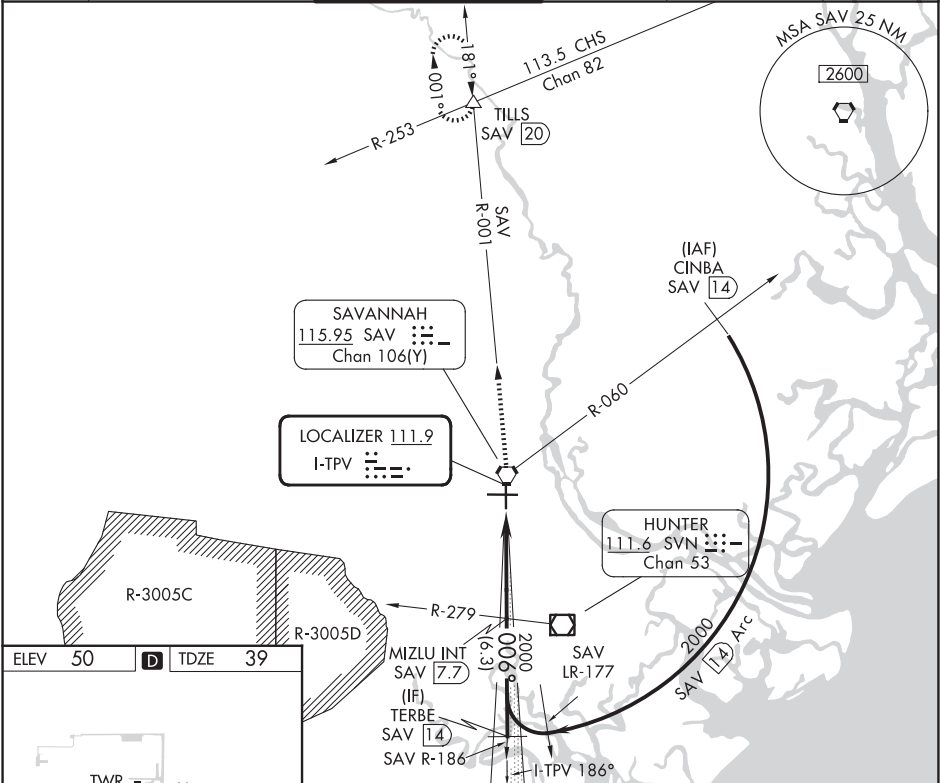
SE-4, 07 AUG 2025 to 02 OCT 2025

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-TPV | APP CRS | Rwy Ldg  | 7002 |
| 111.9     | 006°    | TDZE     | 39   |
|           |         | Apt Elev | 50   |

ILS or LOC RWY 1  
SAVANNAH/HILTON HEAD INTL (SAV)

|  |   |
|--|---|
| DME or RADAR required for procedure entry. | MISSED APPROACH: Climb to 1000 then climb to 4000 on SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold. |
| Autopilot coupled approach NA below 600.   |   |

|                |                                    |   |                        |                            |                  |
|----------------|------------------------------------|---|------------------------|----------------------------|------------------|
| ATIS<br>123.75 | SAVANNAH APP CON★<br>125.3 371.875 | SAVANNAH TOWER★<br>125.975 (CTAF) 0 257.8 | GND CON<br>121.9 348.6 | CLNC DEL<br>119.55 291.775 | UNICOM<br>122.95 |
|----------------|------------------------------------|---|------------------------|----------------------------|------------------|



|            |                    |        |  |                    |                        |
|------------|--------------------|--------|--|--------------------|------------------------|
| 1000       | 4000               | TILLS  | VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 74). |                    |                        |
| ↑          | ↑                  | △      | MIZLU INT<br>SAV 7.7   | TERBE<br>SAV 14    |                        |
| *LOC Only. |                    | *SAV 3 | 2000   | 2000               |                        |
| SAV 1.8    |                    |        | 006°   | GS 3.00°<br>TCH 57 |                        |
| 1.2 NM     |                    | 4.7 NM |  | 6.3 NM             |                        |
| CATEGORY   | A                  |        | B  | C                  | D                      |
| S-ILS 1    |                    |        | 239/40 200 (200-¾)   |                    |                        |
| S-LOC 1    | 480/55 441 (500-1) |        | 480-1⅓ 441 (500-1⅓)  |                    |                        |
| CIRCLING   | 520-1 470 (500-1)  |        | 740-2<br>690 (700-2)   |                    | 740-2¼<br>690 (700-2¼) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

AL-380 (FAA)

25219

|                            |                        |                           |             |
|----------------------------|------------------------|---------------------------|-------------|
| LOC I-SAV<br><b>111.35</b> | APP CRS<br><b>097°</b> | Rwy Ldg<br>TDZE <b>30</b> | <b>9351</b> |
| Chan <b>50(Y)</b>          |                        | Apt Elev <b>50</b>        |             |

# ILS or LOC RWY 10

SAVANNAH/HILTON HEAD INTL (SAV)

DME required.



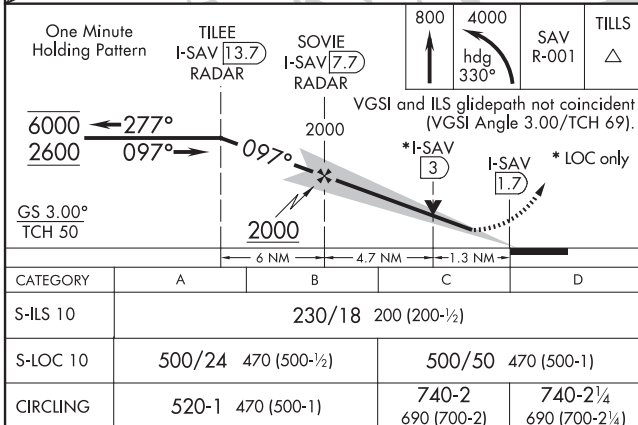
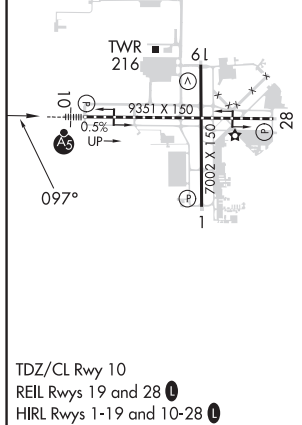
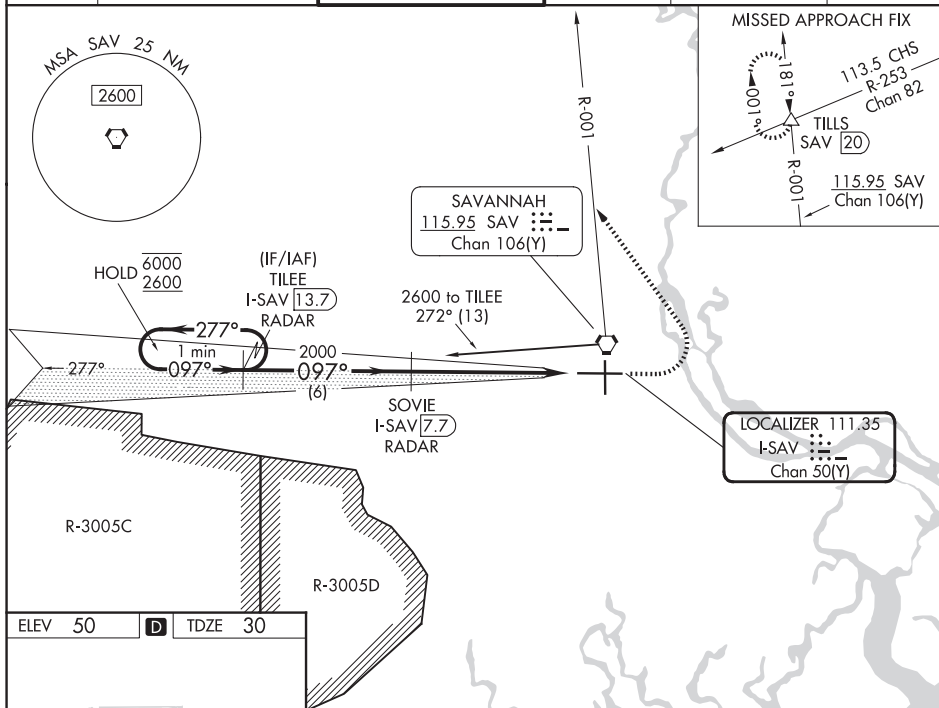
For inop ALS, increase S-LOC 10 Cat C/D visibility to 1 3/8 SM.

MALSR



MISSED APPROACH: Climb to 800 then climbing left turn to 4000 on heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold.

|                       |   |  |                               |                                   |                         |
|-----------------------|---|--|-------------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>123.75</b> | SAVANNAH APP CON★<br><b>125.3 371.875</b> | SAVANNAH TOWER★<br><b>125.975 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|-----------------------------------|-------------------------|



SAVANNAH, GEORGIA

Amdt 29 08NOV18

SAVANNAH/HILTON HEAD INTL (SAV)

32°08'N-81°12'W

# ILS or LOC RWY 10

SE-4, 07 AUG 2025 to 02 OCT 2025

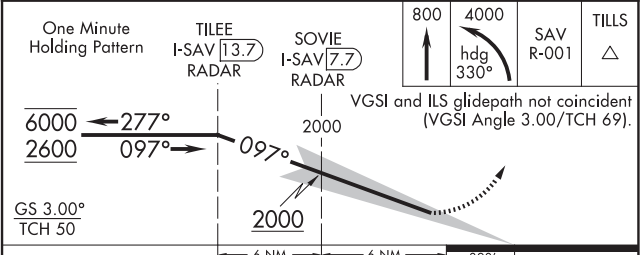
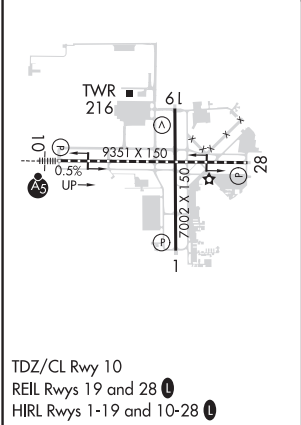
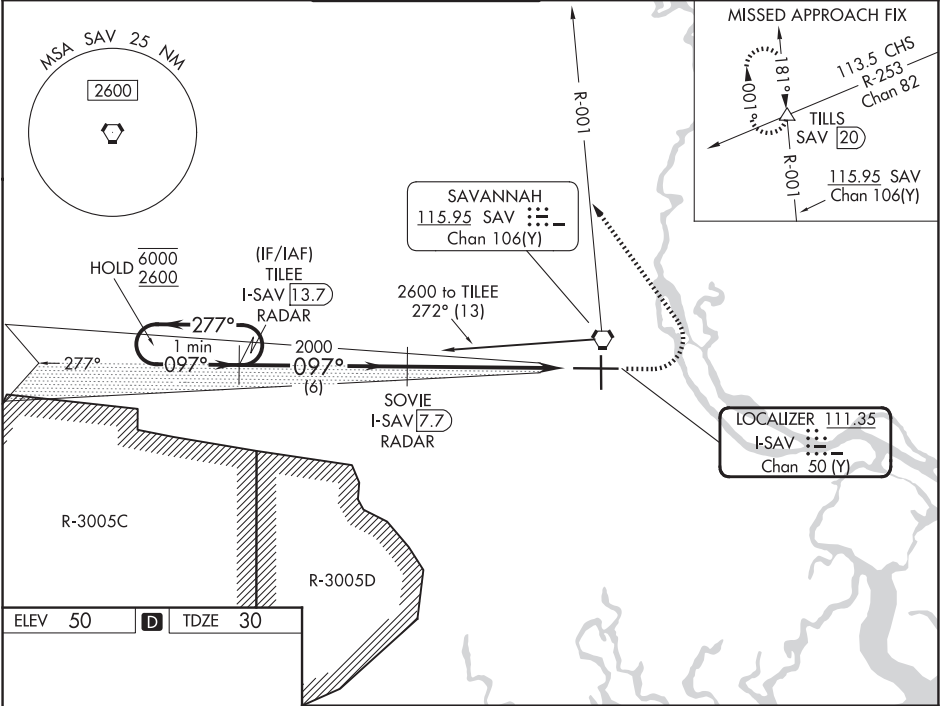
SE-4, 07 AUG 2025 to 02 OCT 2025



|                            |                        |                           |
|----------------------------|------------------------|---------------------------|
| LOC I-SAV<br><b>111.35</b> | APP CRS<br><b>097°</b> | Rwy Ldg<br>TDZE <b>30</b> |
| Chan <b>50</b> (Y)         |                        | Apt Elev <b>50</b>        |

ILS RWY 10 (SA CAT I & II)  
SAVANNAH/HILTON HEAD INTL (SAV)

|                       |   |   |  |                                   |                         |
|-----------------------|---|---|--|-----------------------------------|-------------------------|
| DME required.         |   | MALSR<br>A5   | MISSED APPROACH: Climb to 800 then climbing left turn to 4000 on heading 330° and SAV VORTAC R-001 to TILLS INT/SAV 20 DME and hold. |                                   |                         |
| ATIS<br><b>123.75</b> | SAVANNAH APP CON★<br><b>125.3 371.875</b> | SAVANNAH TOWER★<br><b>125.975</b> (CTAF) <b>257.8</b> | GND CON<br><b>121.9 348.6</b>  | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |



| CATEGORY | A         | B         | C          | D |
|----------|-----------|-----------|------------|---|
| S-ILS 10 | SA CAT I  | RA 162/14 | 150 DA 180 |   |
| S-ILS 10 | SA CAT II | RA 116/12 | 100 DA 130 |   |

SA CATEGORY I & II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

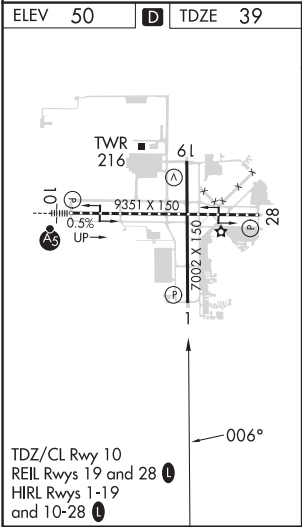
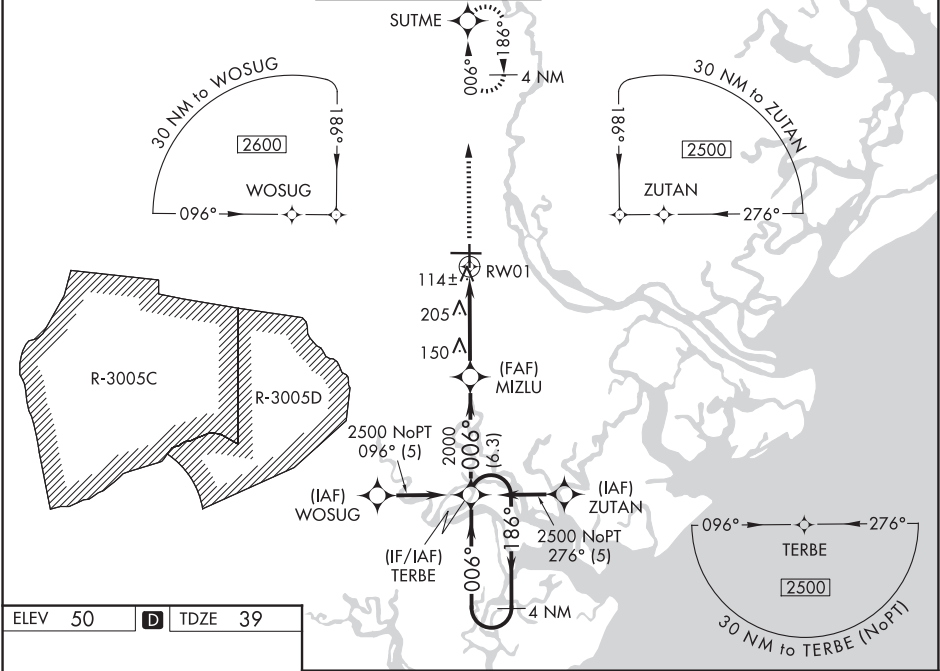
AL-380 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45515</b><br><b>W01A</b> | APP CRS<br><b>006°</b> | Rwy Ldg <b>7002</b><br>TDZE <b>39</b><br>Apt Elev <b>50</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 1**  
SAVANNAH/HILTON HEAD INTL (SAV)

|  |                                    |   |                        |   |                  |
|--|------------------------------------|---|------------------------|---|------------------|
| RNP APCH.  |                                    |   |                        | MISSED APPROACH: Climb to 2500 direct SUTME and hold. |                  |
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). |                                    |   |                        |   |                  |
| ATIS<br>123.75   | SAVANNAH APP CON★<br>125.3 371.875 | SAVANNAH TOWER★<br>125.975 (CTAF) 0 257.8 | GND CON<br>121.9 348.6 | CLNC DEL<br>119.55 291.775                            | UNICOM<br>122.95 |



2500

↑

SUTME

✦

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

TERBE

4 NM Holding Pattern

186°

← 006°

2500

GP 3.00°

TCH 57

MIZLU

2000

006°

2000

RW01

1.3 NM

1.3 NM to RW01

4.6 NM

6.3 NM

| CATEGORY      | A                   | B           | C                    | D                      |
|---------------|---------------------|-------------|----------------------|------------------------|
| LPV DA        | 239/40 200 (200-¾)  |             |                      |                        |
| LNNAV/VNAV DA | 384/60 345 (400-1¼) |             |                      |                        |
| LNNAV MDA     | 520/55              | 481 (500-1) | 520-1⅓               | 481 (500-1⅓)           |
| CIRCLING      | 520-1               | 470 (500-1) | 740-2<br>690 (700-2) | 740-2¼<br>690 (700-2¼) |

\*LNNAV only.

SAVANNAH, GEORGIA  
Amdt 2B 10SEP20

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)  
**RNAV (GPS) RWY 1**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>90114</b><br><b>W10A</b> | APP CRS<br><b>097°</b> | Rwy Ldg <b>9351</b><br>TDZE <b>30</b><br>Apt Elev <b>50</b> |
|--|------------------------|---|

RNAV (GPS) RWY 10

SAVANNAH/HILTON HEAD INTL (SAV)

RNP APCH-GPS

▼

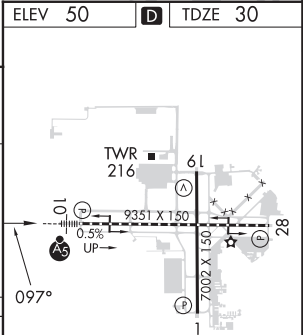
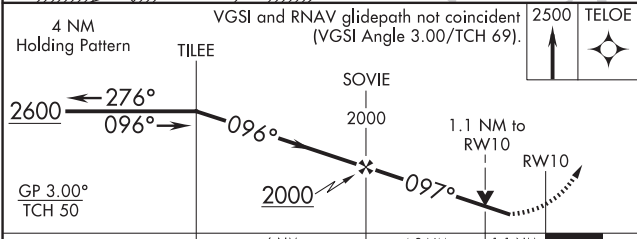
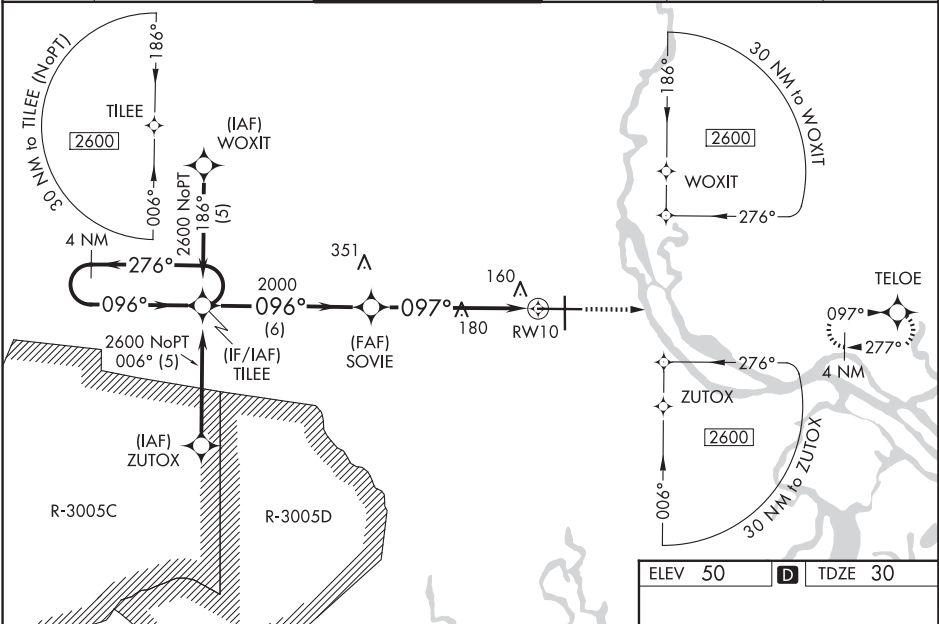
▲

For inop ALS increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 296 feet and all visibilities to RVR 2000, increase LNAV/VNAV DA to 596 feet and all visibilities to 1¼ SM, increase all MDAs 80 feet and LNAV Cat C/D visibility to RVR 5000. For inop ALS when using Hilton Head Island altimeter setting, LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D visibility to 1½ SM. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 2500 direct  
TELOE and hold.

|                       |   |  |                               |                                   |                         |
|-----------------------|---|--|-------------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>123.75</b> | SAVANNAH APP CON★<br><b>125.3 371.875</b> | SAVANNAH TOWER★<br><b>125.975 (CTAF) 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|-----------------------------------|-------------------------|



| CATEGORY     | A                  | B                  | C                   | D |
|--------------|--------------------|--------------------|---------------------|---|
| LPV DA       | 230/18 200 (200-½) |                    |                     |   |
| LNAV/VNAV DA | 530/50 500 (500-1) |                    |                     |   |
| LNAV MDA     | 440/24 410 (400-½) | 440/40 410 (400-¾) |                     |   |
| CIRCLING     | 520-1 470 (500-1)  | 740-2 690 (700-2)  | 740-2¼ 690 (700-2¼) |   |

TDZ/CL Rwy 10  
REIL Rwy 19 and 28  
HIRL Rwy 1-19 and 10-28

SAVANNAH, GEORGIA

AL-380 (FAA)

25219

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>97314</b><br><b>W19A</b> | APP CRS<br><b>186°</b> | Rwy Ldg<br>TDZE <b>47</b><br>Apt Elev <b>50</b> | <b>7002</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 19

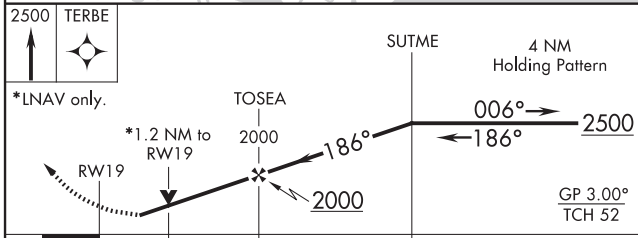
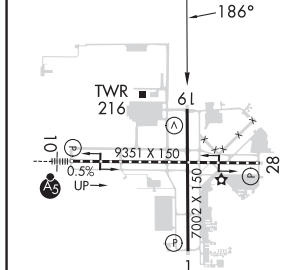
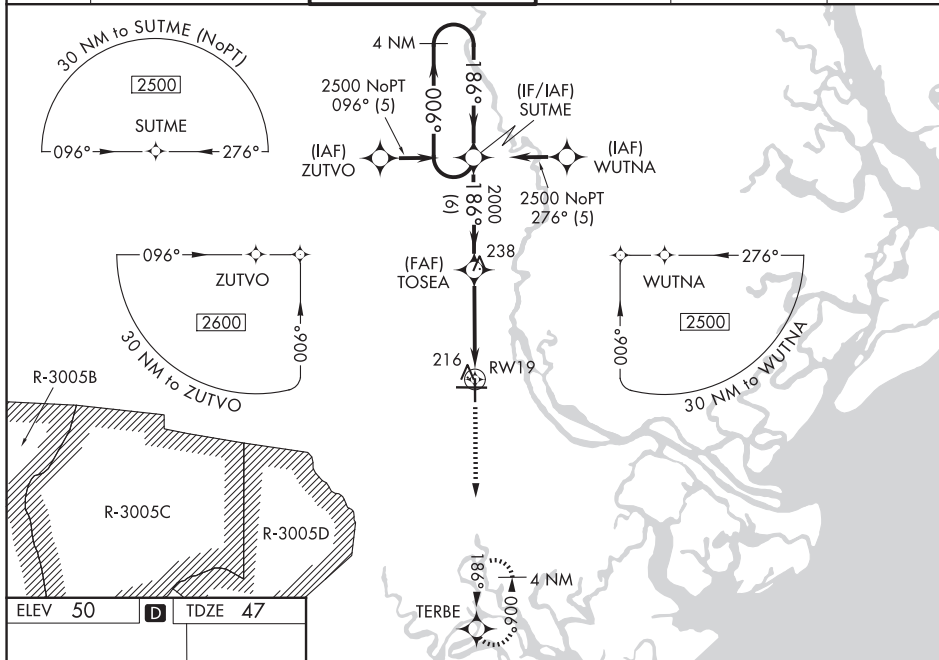
## SAVANNAH/HILTON HEAD INTL (SAV)

RNP APCH-GPS.

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.  
**▲** When local altimeter setting not received, use Hilton Head Island altimeter setting and increase LPV DA to 378 feet; increase LNAV/VNAV DA to 532 feet and all visibilities  $\frac{1}{4}$  SM; increase all MDAs 80 feet and LNAV visibility Cat C/D  $\frac{1}{8}$  SM, and Circling visibility Cat C/D  $\frac{1}{4}$  SM. VDP and Baro-VNAV NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 2500 direct TERBE and hold.

|                       |  |   |                               |                                   |                         |
|-----------------------|--|---|-------------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>123.75</b> | SAVANNAH APP CON ★<br><b>125.3 371.875</b> | SAVANNAH TOWER ★<br><b>125.975 (CTAF) 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|---|-------------------------------|-----------------------------------|-------------------------|



| CATEGORY     | A  | B           | C   | D   |
|--------------|--|-------------|---|---|
| LPV DA       | 312-1 265 (300-1)                              |             |   |   |
| LNAV/VNAV DA | 466-1 $\frac{1}{8}$ 419 (500-1 $\frac{1}{8}$ ) |             |   |   |
| LNAV MDA     | 480-1  | 433 (500-1) | 480-1 $\frac{1}{4}$<br>433 (500-1 $\frac{1}{4}$ ) | 480-1 $\frac{1}{2}$<br>433 (500-1 $\frac{1}{2}$ ) |
| CIRCLING     | 520-1  | 470 (500-1) | 740-2<br>690 (700-2)                              | 740-2 $\frac{1}{4}$<br>690 (700-2 $\frac{1}{4}$ ) |

TDZ/CL Rwy 10  
REIL Rwy 19 and 28  
HIRL Rwy 1-19 and 10-28

SAVANNAH, GEORGIA  
Amdt 2B 06OCT22

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)  
RNAV (GPS) RWY 19

SE-4, 07 AUG 2025 to 02 OCT 2025

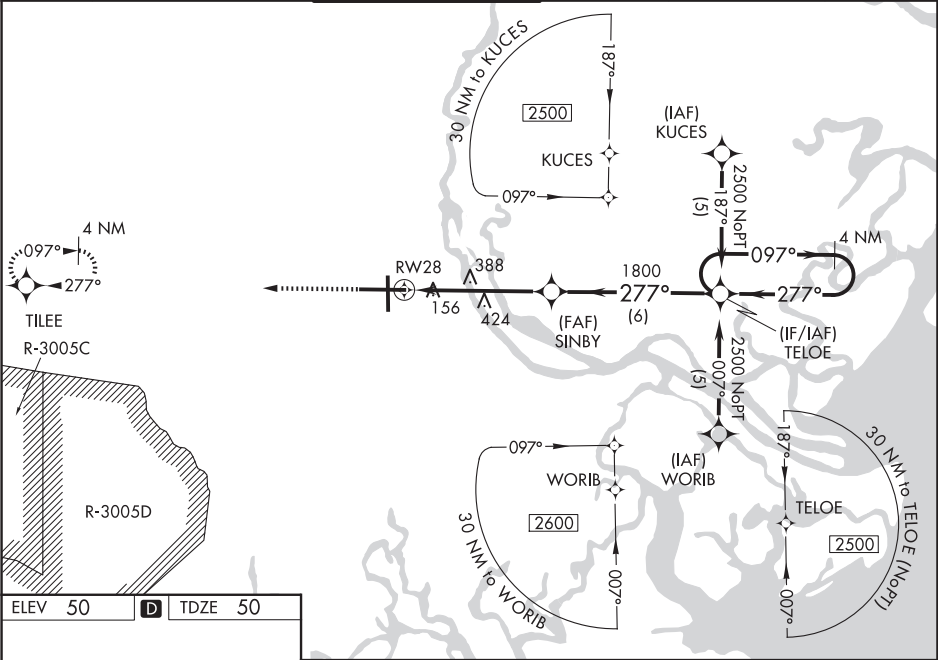
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40015</b><br><b>W28A</b> | APP CRS<br><b>277°</b> | Rwy Ldg <b>9351</b><br>TDZE <b>50</b><br>Apt Elev <b>50</b> |
|--|------------------------|---|

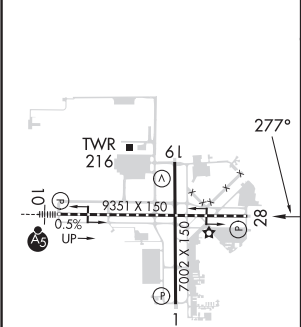
**RNAV (GPS) Z RWY 28**  
SAVANNAH/HILTON HEAD INTL (SAV)

|  |  |   |
|--|--|---|
| RNP APCH.<br><div><div>T</div><div>A</div></div> <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).</div> |  | MISSED APPROACH: Climb to 2600 direct TILEE and hold. |
|--|--|---|

|                       |   |  |                               |                                   |                         |
|-----------------------|---|--|-------------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>123.75</b> | SAVANNAH APP CON★<br><b>125.3 371.875</b> | SAVANNAH TOWER★<br><b>125.975 (CTAF) 0 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|--|-------------------------------|-----------------------------------|-------------------------|



|         |          |         |
|---------|----------|---------|
| ELEV 50 | <b>D</b> | TDZE 50 |
|---------|----------|---------|



TDZ/CL Rwy 10  
REIL Rws 19 and 28  
HIRL Rws 1-19 and 10-28

|   |                     |   |                      |                        |
|---|---------------------|---|----------------------|------------------------|
| 2600 TLEE<br>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66). |                     | TELOE<br>4 NM Holding Pattern   |                      |                        |
| *LNAV only.   |                     | SINBY<br>1800<br>277°<br>1800<br>1.8 NM to RW28<br>1.8 NM<br>3.5 NM<br>6 NM |                      |                        |
| CATEGORY  | A                   | B   | C                    | D                      |
| LPV DA  | 307-1 257 (300-1)   |   |                      |                        |
| LNAV/VNAV DA  | 431-1¼ 381 (400-1¼) |   |                      |                        |
| LNAV MDA  | 680-1               | 630 (700-1)   | 680-1¾               | 630 (700-1¾)           |
| CIRCLING  | 680-1               | 630 (700-1)   | 740-2<br>690 (700-2) | 740-2¼<br>690 (700-2¼) |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

AL-380 (FAA)

25219

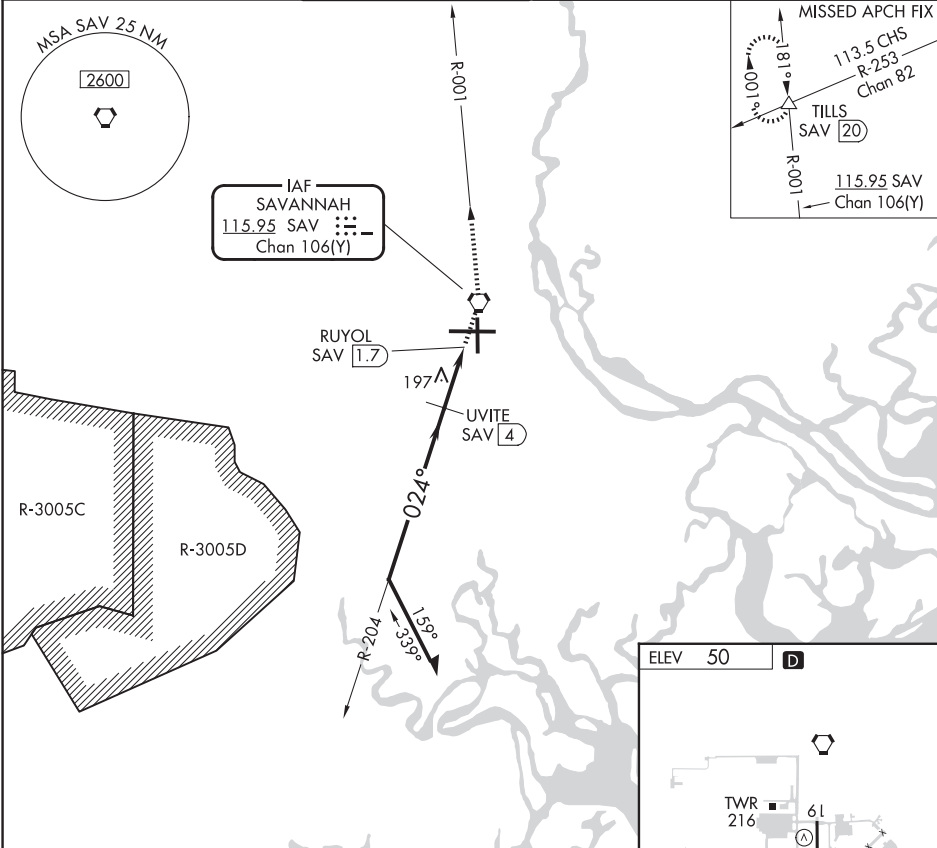
|  |                        |  |
|--|------------------------|--|
| VORTAC SAV<br><b>115.95</b><br>Chan <b>106</b> (Y) | APP CRS<br><b>024°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>N/A</b><br><b>N/A</b><br><b>50</b> |
|--|------------------------|--|

VOR/DME-A  
SAVANNAH/HILTON HEAD INTL (SAV)

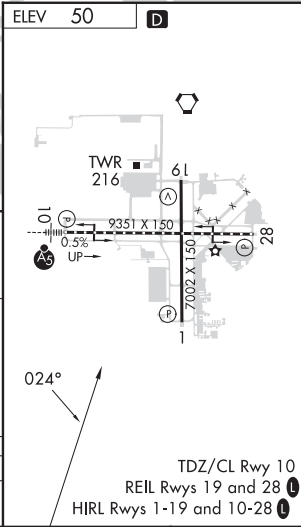
When local altimeter setting not received, use Hilton Head Island altimeter setting and increase all MDA 80 feet; increase Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct SAV VORTAC and SAV R-001 to TILLS INT/SAV 20 DME and hold.

|                       |  |  |                               |                                   |                         |
|-----------------------|--|--|-------------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>123.75</b> | SAVANNAH APP CON ★<br><b>125.3 371.875</b> | SAVANNAH TOWER ★<br><b>125.975</b> (CTAF) <b>0 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |
|-----------------------|--|--|-------------------------------|-----------------------------------|-------------------------|



|                     |       |             |                      |                        |                      |                 |       |
|---------------------|-------|-------------|----------------------|------------------------|----------------------|-----------------|-------|
| Remain within 15 NM |       | SAV VORTAC  |                      | 4000                   | SAV                  | SAV R-001       | TILLS |
| 3000                |       | 204°        |                      | SAV                    |                      | TILLS           |       |
| 1200                |       | 024°        |                      | UVITE SAV (4)          |                      | RUYOL SAV (1.7) |       |
|                     |       |             |                      | 2.3 NM                 |                      |                 |       |
| CATEGORY            | A     | B           | C                    | D                      | E                    |                 |       |
| CIRCLING            | 520-1 | 470 (500-1) | 740-2<br>690 (700-2) | 740-2¼<br>690 (700-2¼) | 900-3<br>850 (900-3) |                 |       |



SAVANNAH, GEORGIA  
Orig-B 10SEP20

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)  
VOR/DME-A

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

AL-380 (FAA)

25219

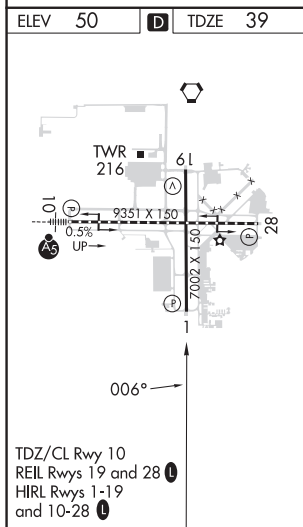
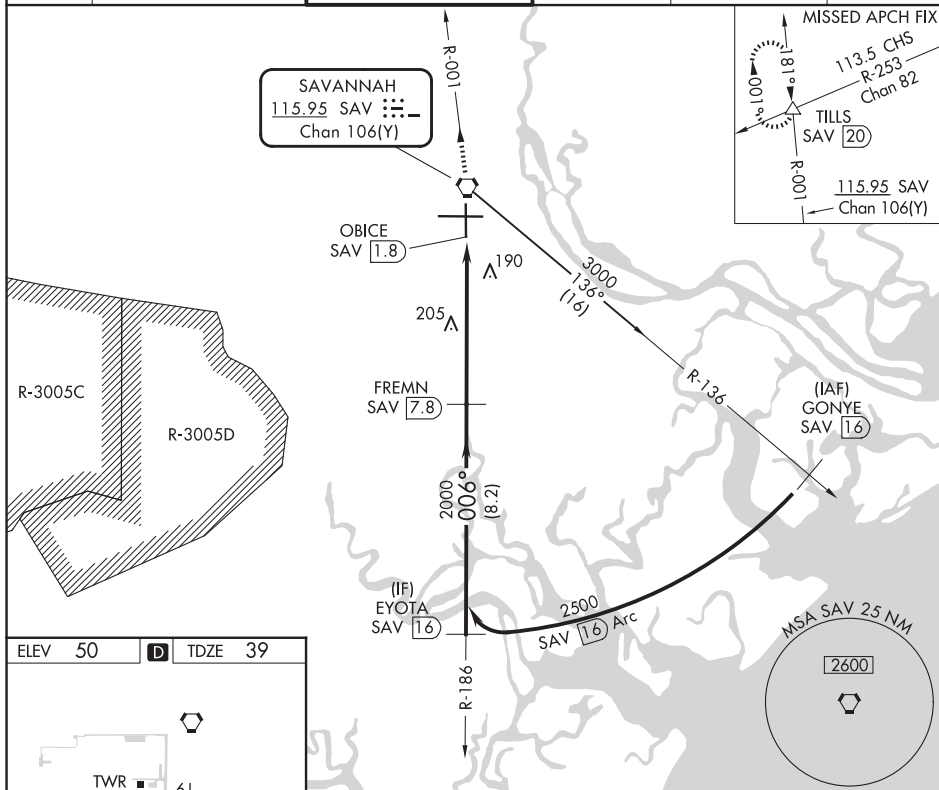
|  |                        |   |
|--|------------------------|---|
| VORTAC SAV<br><b>115.95</b><br>Chan <b>106</b> (Y) | APP CRS<br><b>006°</b> | Rwy Ldg <b>7002</b><br>TDZE <b>39</b><br>Apt Elev <b>50</b> |
|--|------------------------|---|

VOR/DME or TACAN RWY 1  
SAVANNAH/HILTON HEAD INTL (SAV)



**MISSED APPROACH:** Climb to 4000 direct SAV VORTAC and via SAV R-001 to TILLS INT/SAV 20 DME and hold.

|                |                                     |  |                        |                            |                  |
|----------------|-------------------------------------|--|------------------------|----------------------------|------------------|
| ATIS<br>123.75 | SAVANNAH APP CON ★<br>125.3 371.875 | SAVANNAH TOWER ★<br>125.975 (CTAF) 0 257.8 | GND CON<br>121.9 348.6 | CLNC DEL<br>119.55 291.775 | UNICOM<br>122.95 |
|----------------|-------------------------------------|--|------------------------|----------------------------|------------------|



|   |          |             |   |   |   |
|---|----------|-------------|---|---|---|
| 4000<br>↑   | SAV<br>✧ | TILLS<br>△  |   |   |   |
|   |          |             | EYOTA<br>SAV <b>16</b><br>2500<br>Procedure<br>Turn<br>NA |   |   |
| SAV<br>VORTAC<br>OBICE<br>SAV <b>1.8</b><br>SAV <b>3.1</b><br>FREM<br>SAV <b>7.8</b><br>2.98°<br>TCH 74<br>2000<br>006° |          |             |   |   |   |
| 1.3 NM<br>4.7 NM<br>8.2 NM  |          |             |   |   |   |
| CATEGORY  | A        | B           | C   | D   | E   |
| S-1   | 520/55   | 481 (500-1) | 520-1 $\frac{3}{8}$<br>481 (500-1 $\frac{3}{8}$ )         | 520-1 $\frac{1}{2}$<br>481 (500-1 $\frac{1}{2}$ ) | 520-1 $\frac{3}{4}$<br>481 (500-1 $\frac{3}{4}$ ) |
| CIRCLING  | 520-1    | 470 (500-1) | 740-2<br>690 (700-2)                                      | 740-2 $\frac{1}{4}$<br>690 (700-2 $\frac{1}{4}$ ) | 900-3<br>850 (900-3)                              |

SAVANNAH, GEORGIA

Orig-E 10SEP20

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)

VOR/DME or TACAN RWY 1

603

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SAVANNAH, GEORGIA

AL-380 (FAA)

25219

|  |                        |                                       |
|--|------------------------|---------------------------------------|
| VORTAC SAV<br><b>115.95</b><br>Chan <b>106</b> (Y) | APP CRS<br><b>181°</b> | Rwy Ldg<br>TDZE<br>Apt Elev <b>50</b> |
|--|------------------------|---------------------------------------|

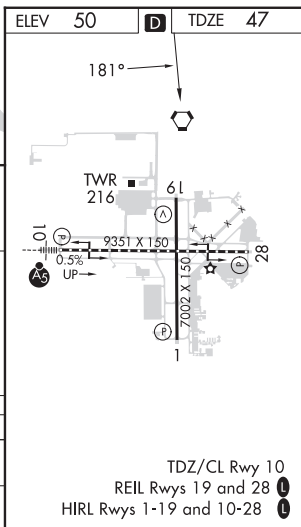
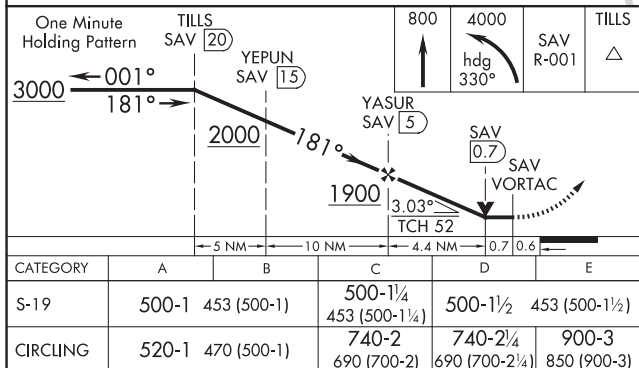
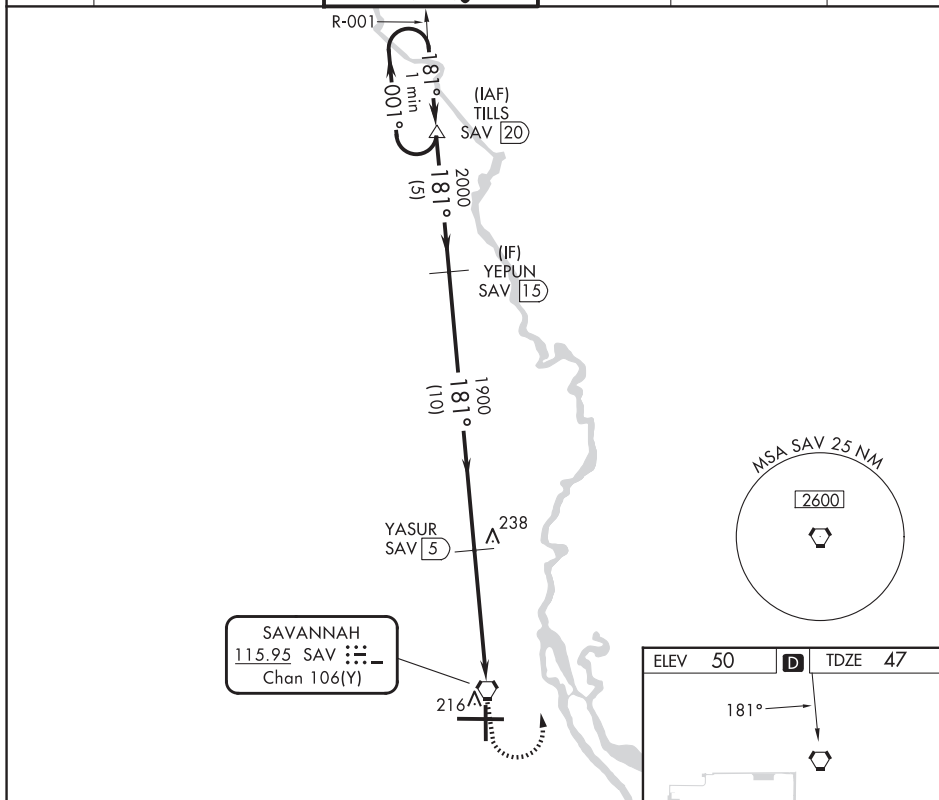
# VOR/DME or TACAN RWY 19

## SAVANNAH/HILTON HEAD INTL (SAV)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Hilton Head Island altimeter setting and increase all MDA 80 feet; increase S-19 Cats C/D visibility ¼ SM and Cat E visibility ½ SM; increase Circling Cats C/D visibility ¼ SM. VDP NA when using Hilton Head Island altimeter setting.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 via heading 330° and SAV R-001 to TILLS/20 DME and hold.

|                       |   |   |                               |                                   |                         |
|-----------------------|---|---|-------------------------------|-----------------------------------|-------------------------|
| ATIS<br><b>123.75</b> | SAVANNAH APP CON★<br><b>125.3 371.875</b> | SAVANNAH TOWER★<br><b>125.975</b> (CTAF) <b>257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.55 291.775</b> | UNICOM<br><b>122.95</b> |
|-----------------------|---|---|-------------------------------|-----------------------------------|-------------------------|



SAVANNAH, GEORGIA

Orig-B 10SEP20

32°08'N-81°12'W

SAVANNAH/HILTON HEAD INTL (SAV)

# VOR/DME or TACAN RWY 19



# AIRPORT DIAGRAM

AL-380 (FAA)



SE-4, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

SAVANNAH, GEORGIA  
SAVANNAH/HILTON HEAD INTL (SAV)

25107

SCOTTSBORO, ALABAMA

AL-10275 (FAA)

22195

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5240 |
| 040°    | TDZE     | 650  |
|         | Apt Elev | 650  |

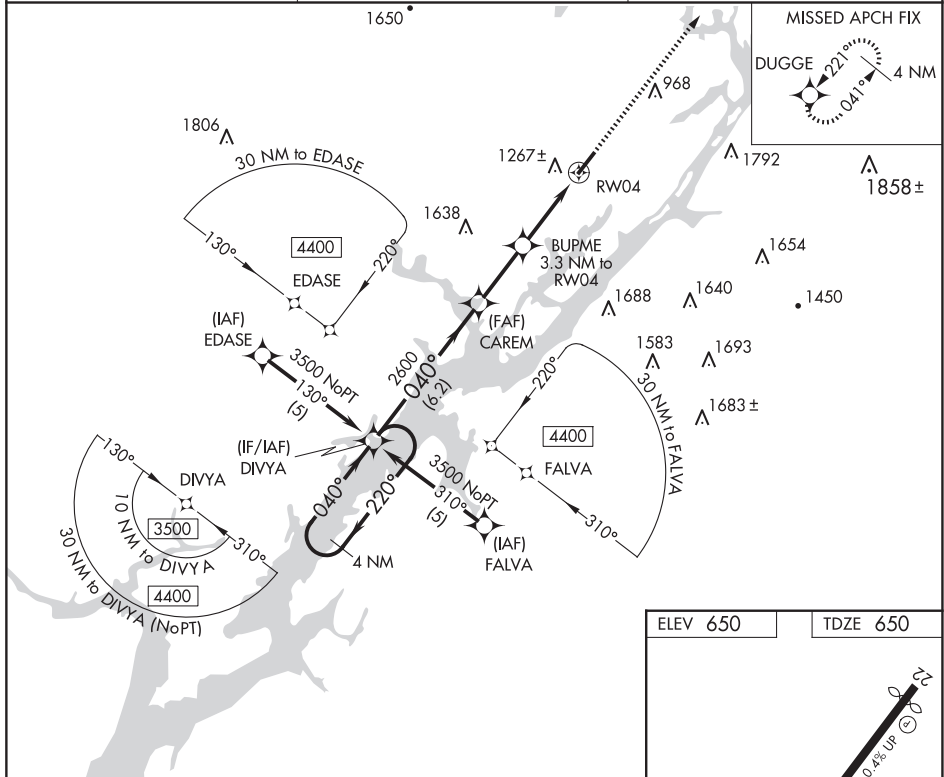
# RNAV (GPS) RWY 4

SCOTTSBORO MUNI-WORD FLD (4A6)

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night.  
Rwy 4 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct DUGGE and hold.

|                     |                                 |                                 |
|---------------------|---------------------------------|---------------------------------|
| AWOS-3PT<br>120.125 | ATLANTA CENTER<br>124.5 270.325 | UNICOM<br>123.0 (CTAF) <b>0</b> |
|---------------------|---------------------------------|---------------------------------|



Visual Segment - Obstacles.

4 NM Holding Pattern

3500 ← 220° 040° →

DIVYA

CAREM

BUPME 3.3 NM to RW04

1760

RW04

6.2 NM 2.6 NM 3.3 NM

|          |                          |                           |                         |                         |
|----------|--------------------------|---------------------------|-------------------------|-------------------------|
| CATEGORY | A                        | B                         | C                       | D                       |
| LNVA MDA | 1520-1<br>870 (900-1)    | 1520-1¼<br>870 (900-1¼)   | 1520-2½<br>870 (900-2½) | 1520-2¾<br>870 (900-2¾) |
| CIRCLING | 1620-1¼<br>970 (1000-1¼) | 1780-1½<br>1130 (1200-1½) | 1800-3                  | 1150 (1200-3)           |

ELEV 650 TDZE 650

5240 X 80

0.4% UP

040° to RW04

MIRL Rwy 4-22 **0**

REIL Rws 4 and 22 **0**

SCOTTSBORO, ALABAMA  
Orig-B 14JUL22

34°41'N-86°00'W

SCOTTSBORO MUNI-WORD FLD (4A6)  
RNAV (GPS) RWY 4

SE-4, 07 AUG 2025 to 02 OCT 2025

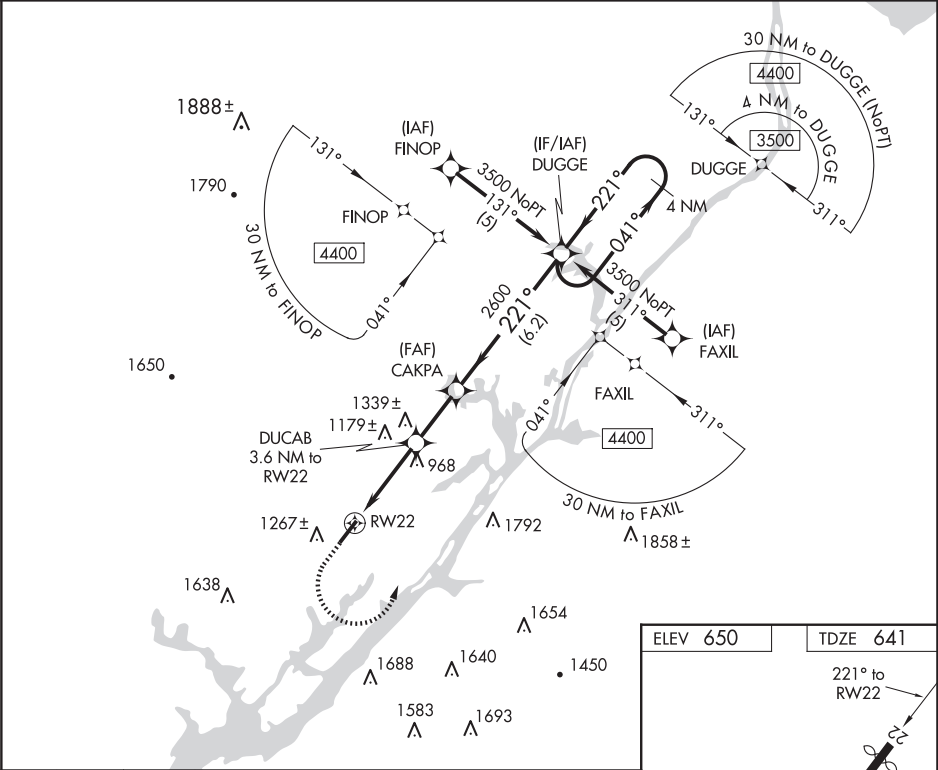
SE-4, 07 AUG 2025 to 02 OCT 2025




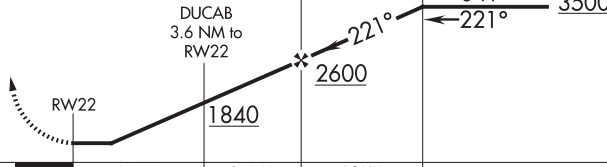
|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 5010 |
| 221°    | TDZE     | 641  |
|         | Apt Elev | 650  |

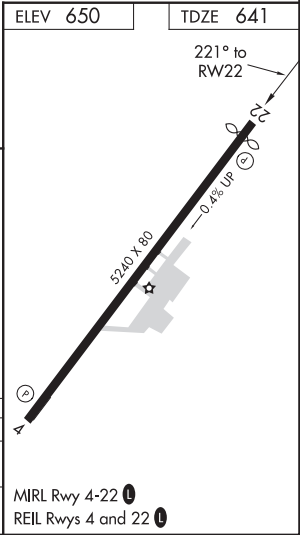
RNAV (GPS) RWY 22  
SCOTTSBORO MUNI-WORD FLD (4A6)

|  |  |
|--|--|
| <p><b>⚠</b> Rwy 22 helicopter visibility reduction below 1 SM NA.<br/>DME/DME RNP-0.3 NA. Procedure NA at night.</p> | <p>MISSED APPROACH: Climb to 1100 then climbing left turn to 3500 direct DUGGE and hold.</p> |
|--|--|

|                     |                                 |                                 |
|---------------------|---------------------------------|---------------------------------|
| AWOS-3PT<br>120.125 | ATLANTA CENTER<br>124.5 270.325 | UNICOM<br>123.0 (CTAF) <b>0</b> |
|---------------------|---------------------------------|---------------------------------|



|  |   |   |                             |             |               |
|--|---|---|-----------------------------|-------------|---------------|
| 1100   | 3500  | DUGGE   | Visual Segment - Obstacles. |             |               |
|   |  |  |                             |             |               |
|  |   |   |                             |             |               |
| CATEGORY   | A   |   | B                           | C           | D             |
| LNAV MDA   | 1360-1  |   | 719 (800-1)                 | 1360-2      | 1360-2¼       |
|  |   |   |                             | 719 (800-2) | 719 (800-2¼)  |
| CIRCLING   | 1620-1¼   |   | 1780-1½                     | 1800-3      | 1150 (1200-3) |
|  | 970 (1000-1¼)   |   | 1130 (1200-1½)              |             |               |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SELMA, ALABAMA

AL-387 (FAA)

23110

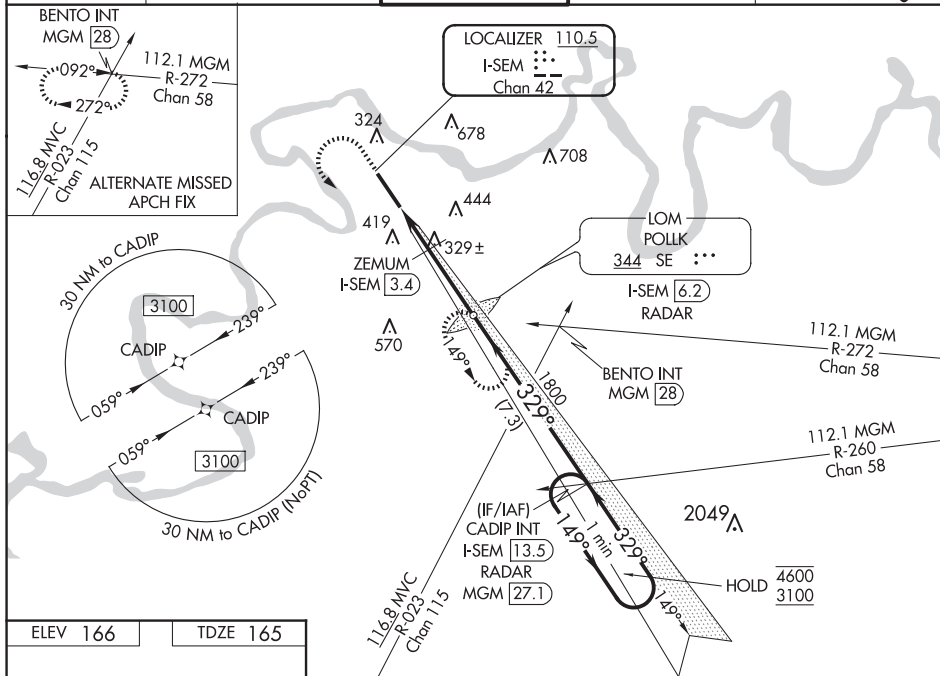
|   |                        |   |
|---|------------------------|---|
| LOC/DME I-SEM<br><b>110.5</b><br>Chan <b>42</b> | APP CRS<br><b>329°</b> | Rwy Idg<br>TDZE <b>165</b><br>Apt Elev <b>166</b> |
|---|------------------------|---|

# ILS Y or LOC Y RWY 33

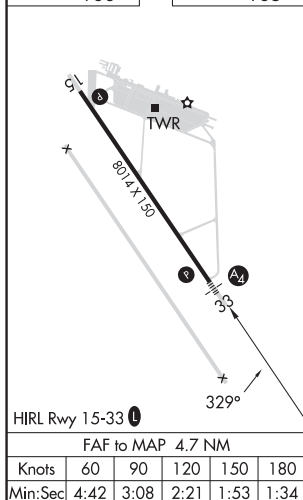
CRAIG FLD (SEM)

|  |            |  |
|--|------------|--|
| ADF required.<br>RNP APCH - GPS.   | MALS<br>A4 | MISSED APPROACH: Climb to 1000 then climbing left turn to 3100 direct POLK LOM/6.2 DME/RADAR and hold, continue climb-in-hold to 3100. |
| <p>⚠ Inop table does not apply to S-ILS 33. For inoperative ALS, increase S-LOC 33 Cat E visibility to 1½ SM and ZEMUM fix minimums</p> <p>⚠ NA S-LOC 33 Cats C-E visibility to 1½ SM.</p> |            |  |

|                           |  |                               |                           |                                 |
|---------------------------|--|-------------------------------|---------------------------|---------------------------------|
| AWOS-3PT<br><b>119.15</b> | MONTGOMERY APP CON ★<br><b>124.0 363.025</b> | CRAIG TOWER★<br><b>120.85</b> | GND CON<br><b>121.675</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|---------------------------|--|-------------------------------|---------------------------|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>166</b> | TDZE <b>165</b> |
|-----------------|-----------------|



|                    |                      |                      |                               |                              |                            |
|--------------------|----------------------|----------------------|-------------------------------|------------------------------|----------------------------|
| 1000               | 3100                 | SE                   | SE LOM POLK I-SEM [6.2] RADAR | CADIP INT I-SEM [13.5] RADAR | One Minute Holding Pattern |
| ZEMUM I-SEM [3.4]  | I-SEM [2.6]          | I-SEM [1.5]          | 1750                          | 329°                         | 4600 3100                  |
| 1.1 NM             | 0.8                  | 2.8 NM               | 7.3 NM                        |                              | GS 3.00° TCH 55            |
| CATEGORY           | A                    | B                    | C                             | D                            | E                          |
| S-ILS 33           | 365-¾                | 200 (200-¾)          |                               |                              | 415-¾<br>250 (300-¾)       |
| S-LOC 33           | 720-¾                | 555 (600-¾)          | 720-1½                        | 555 (600-1½)                 |                            |
| Ⓢ CIRCLING         | 720-1<br>554 (600-1) | 760-1<br>594 (600-1) | 760-1½<br>594 (600-1½)        | 1040-2¾<br>874 (900-2¾)      | 1040-3<br>874 (900-3)      |
| ZEMUM FIX MINIMUMS |                      |                      |                               |                              |                            |
| S-LOC 33           | 580-¾                | 415 (500-¾)          | 580-1                         | 415 (500-1)                  |                            |
| Ⓢ CIRCLING         | 660-1<br>494 (500-1) | 760-1<br>594 (600-1) | 760-1½<br>594 (600-1½)        | 1040-2¾<br>874 (900-2¾)      | 1040-3<br>874 (900-3)      |

SELMA, ALABAMA

Amdt 1 06OCT22

32°21'N-86°59'W

# ILS Y or LOC Y RWY 33

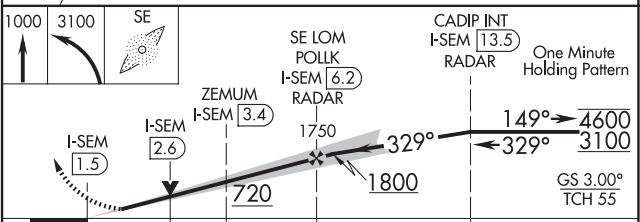
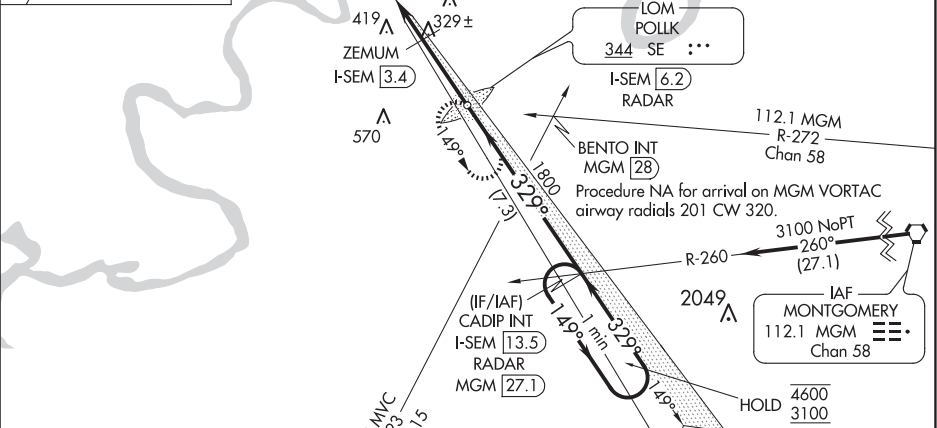
CRAIG FLD (SEM)



SE-4, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 33  
CRAIG FLD (SEM)



**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3100 direct POLLK LOM/6.2 DME/RADAR and hold. continue climb-in-hold to 3100.



|  |  |   |   |  |   |
|--|--|---|---|--|---|
|  | 1.1 NM   | 0.8                                     | 2.8 NM  | 7.3 NM   |   |
| CATEGORY   | A  | B                                       | C   | D  | E   |
| S-ILS 33   | 365- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> ) |   |   |  | 415- <sup>3</sup> / <sub>4</sub><br>250 (300- <sup>3</sup> / <sub>4</sub> ) |
| S-LOC 33   | 720- <sup>3</sup> / <sub>4</sub>   | 555 (600- <sup>3</sup> / <sub>4</sub> ) | 720-1 <sup>3</sup> / <sub>8</sub> 555 (600-1%)                                |  |   |
|  CIRCLING | 720-1<br>554 (600-1)   | 760-1<br>594 (600-1)                    | 760-1 <sup>5</sup> / <sub>8</sub><br>594 (600-1 <sup>5</sup> / <sub>8</sub> ) | 1040-2 <sup>3</sup> / <sub>4</sub><br>874 (900-2 <sup>3</sup> / <sub>4</sub> ) | 1040-3<br>874 (900-3)   |
| ZEMUM FIX MINIMUMS   |  |   |   |  |   |
| S-LOC 33   | 580- <sup>3</sup> / <sub>4</sub>   | 415 (500- <sup>3</sup> / <sub>4</sub> ) | 580-1 415 (500-1)   |  |   |
|  CIRCLING | 660-1<br>494 (500-1)   | 760-1<br>594 (600-1)                    | 760-1 <sup>1</sup> / <sub>2</sub><br>594 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1040-2 <sup>3</sup> / <sub>4</sub><br>874 (900-2 <sup>3</sup> / <sub>4</sub> ) | 1040-3<br>874 (900-3)   |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

SELMA, ALABAMA

AL-387 (FAA)

23110

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>69435</b><br><b>W15A</b> | APP CRS<br><b>149°</b> | Rwy Idg<br>TDZE <b>166</b><br>Apt Elev <b>166</b> | <b>8014</b> |
|--|------------------------|---|-------------|

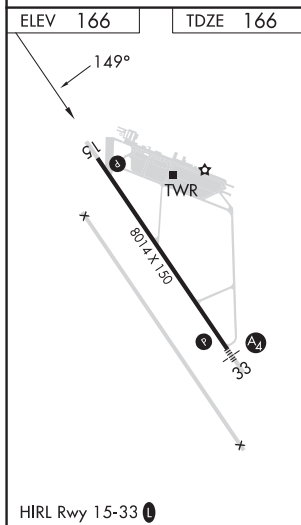
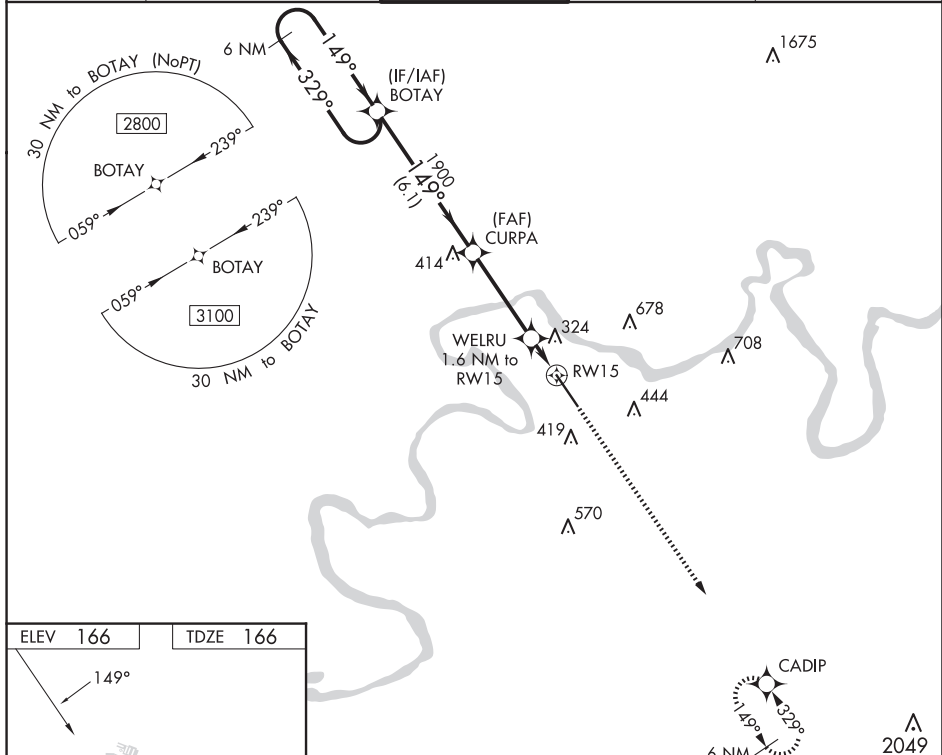
# RNAV (GPS) RWY 15

CRAIG FLD (SEM)

**⚠** Baro-VNAV NA when using Montgomery 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. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LPV all Cats visibility  $\frac{3}{8}$  mile, LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility  $\frac{1}{4}$  mile, Circling Cat C visibility  $\frac{1}{2}$  mile and Cat D visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:**  
Climb to 3100 direct CADIP and hold.

|                           |  |                               |                           |                                 |
|---------------------------|--|-------------------------------|---------------------------|---------------------------------|
| AWOS-3PT<br><b>119.15</b> | MONTGOMERY APP CON ★<br><b>124.0 363.025</b> | CRAIG TOWER★<br><b>120.85</b> | GND CON<br><b>121.675</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|---------------------------|--|-------------------------------|---------------------------|---------------------------------|



| 6 NM Holding Pattern BOTAY |  |  |  | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50). |  |  |  | 3100 CADIP  |  |
|----------------------------|--|--|--|--|--|--|--|---|--|
| 2800 ← 329°                |  |  |  | 149° → 1900  |  |  |  | ↑   |  |
| GP 3.00° TCH 45            |  |  |  | 1900   |  |  |  | *LNNAV only   |  |
|                            |  |  |  | *720   |  |  |  | *1.1 NM to RW15   |  |
|                            |  |  |  | 6.1 NM   |  |  |  | RW15  |  |
|                            |  |  |  | 3.7 NM   |  |  |  | 0.5 NM  |  |
|                            |  |  |  |  |  |  |  | 1.1 NM  |  |
| CATEGORY                   |  |  |  | A  |  |  |  | B   |  |
| LPV DA                     |  |  |  |  |  |  |  | 416- $\frac{3}{4}$  |  |
| LNAV/VNAV DA               |  |  |  |  |  |  |  | 250 (300- $\frac{3}{4}$ )   |  |
| LNAV MDA                   |  |  |  |  |  |  |  | 569-1 $\frac{3}{8}$ 403 (500-1 $\frac{3}{8}$ )                                |  |
| LNAV MDA                   |  |  |  |  |  |  |  | 560-1 $\frac{1}{8}$ 394 (400-1 $\frac{1}{8}$ )                                |  |
| CIRCLING                   |  |  |  |  |  |  |  | 660-1 760-1 760-1 $\frac{1}{2}$ 1040-2 $\frac{3}{4}$                          |  |
|                            |  |  |  |  |  |  |  | 494 (500-1) 594 (600-1) 594 (600-1 $\frac{1}{2}$ ) 874 (900-2 $\frac{3}{4}$ ) |  |

SELMA, ALABAMA  
Amdt 1 13NOV14

32°21'N-86°59'W

CRAIG FLD (SEM)  
**RNAV (GPS) RWY 15**

SE-4, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **90205**  
W33A

APP CRS  
**329°**

Rwy Idg **8014**  
TDZE **165**  
Apt Elev **166**

RNAV (GPS) RWY 33

CRAIG FLD (SEM)

**⚠** Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALS, increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cats C and D visibility to 1 ½ mile. DME/DME RNP-0.3 NA. VDP NA with Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 78 feet, all MDA 80 feet, LNAV Cats C and D visibility ½ mile and increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inoperative MALS, when using Montgomery altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C and D visibility to 1 ½ mile.

MALS

MISSED APPROACH:  
Climb to 2800 direct BOTAY and hold.

|                           |  |                               |                           |                                 |
|---------------------------|--|-------------------------------|---------------------------|---------------------------------|
| AWOS-3PT<br><b>119.15</b> | MONTGOMERY APP CON ★<br><b>124.0 363.025</b> | CRAIG TOWER★<br><b>120.85</b> | GND CON<br><b>121.675</b> | UNICOM<br><b>122.7 (CTAF) ①</b> |
|---------------------------|--|-------------------------------|---------------------------|---------------------------------|

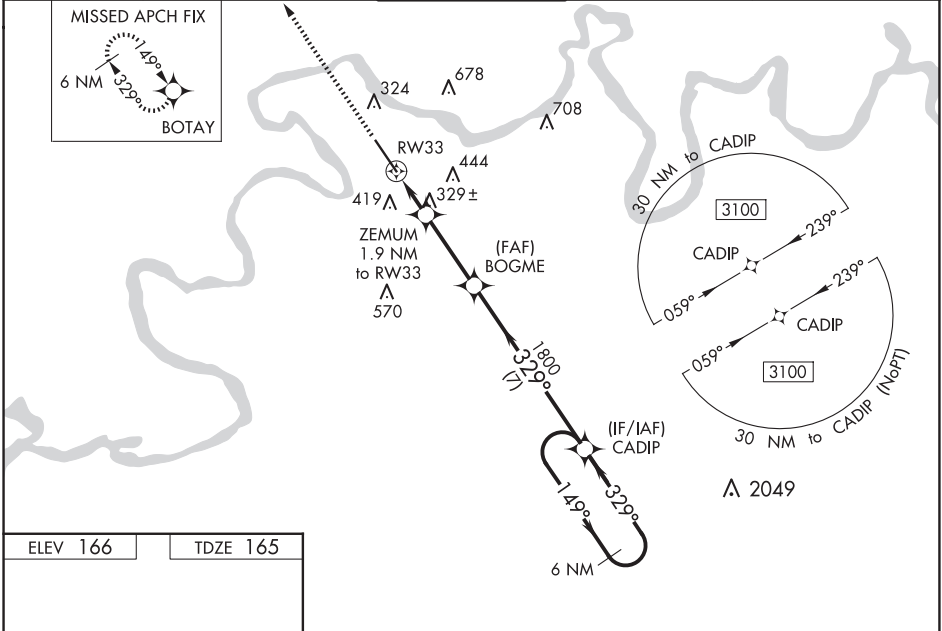


Diagram of HIRL Rwy 15-33 showing a 329° heading, 8014 x 150 dimensions, and a tower (TWR).

|                  |                      |   |                        |                         |             |
|------------------|----------------------|---|------------------------|-------------------------|-------------|
| 2800             | BOTAY                | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 56). |                        | 6 NM Holding Pattern    |             |
| *LNAV only.      |                      | ZEMUM<br>1.9 NM<br>to RW33  | BOGME<br>1800          | 149° → 3100             |             |
|                  |                      | *1.3 NM<br>to RW22  | 820*                   | ← 329°                  |             |
|                  |                      | GP 3.00°<br>TCH 55  |                        |                         |             |
|                  |                      | -1.3 NM - 0.6 NM - 3.1 NM - 7 NM -                                  |                        |                         |             |
| CATEGORY         | A                    |   | B                      | C                       | D           |
| LPV DA           |                      |   | 365-¾                  | 200 (200-¾)             |             |
| LNAV/ DA<br>VNAV |                      |   | 462-¾                  | 297 (300-¾)             |             |
| LNAV MDA         | 580-¾                |   | 415 (500-¾)            | 580-1                   | 415 (500-1) |
| CIRCLING         | 660-1<br>494 (500-1) | 760-1<br>594 (600-1)  | 760-1½<br>594 (600-1½) | 1040-2¾<br>874 (900-2¾) |             |

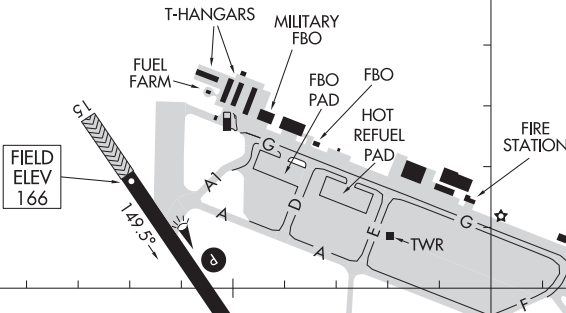
25107

## AIRPORT DIAGRAM

AL-387 (FAA)

CRAIG FLD (SEM)  
SELMA, ALABAMA

AWOS-3PT  
119.15  
CRAIG TOWER★  
120.85  
GND CON  
121.675



VAR 3° W  
JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 15-33  
S-33, D-54

HIRL Rwy 15-33

▲  
175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

25107

SELMA, ALABAMA  
CRAIG FLD (SEM)

SE-4, 07 AUG 2025 to 02 OCT 2025



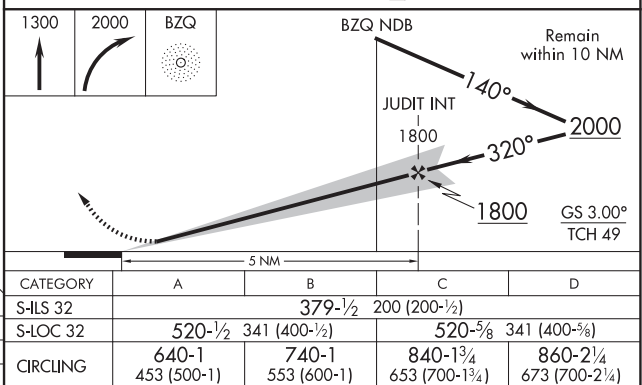
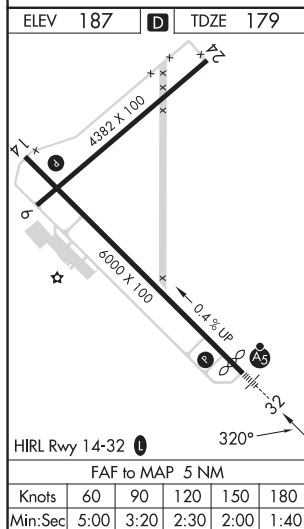
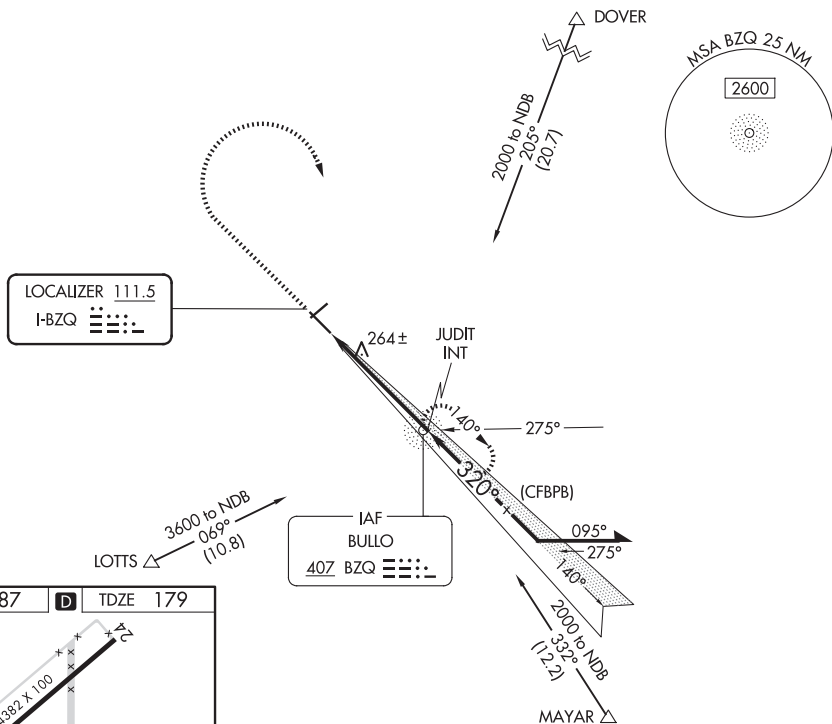
ILS or LOC RWY 32  
STATESBORO-BULLOCH COUNTY (TBR)

**T** Circling to Rwy 6, 24 NA at night. When local altimeter setting not received, use JYL altimeter setting and increase S-ILS 32 DA to 408 feet; increase all MDAs 40 feet; and Circling visibility Cat C ¼ SM. For inop ALS, increase S-LOC 32 Cat C and D visibility to 1 SM.



**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2000 direct BZQ NDB and hold.

SAVANNAH APP CON ★  
118.4 307.225

UNICOM  
122.725 (CTAF) **L**

STATESBORO, GEORGIA

AL-5797 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>49144</b><br><b>W14A</b> | APP CRS<br><b>140°</b> | Rwy Ldg<br>TDZE <b>181</b><br>Apt Elev <b>187</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 14

STATESBORO-BULLOCH COUNTY (TBR)

RNP APCH-GPS.

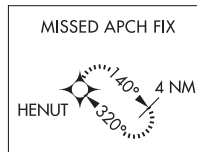
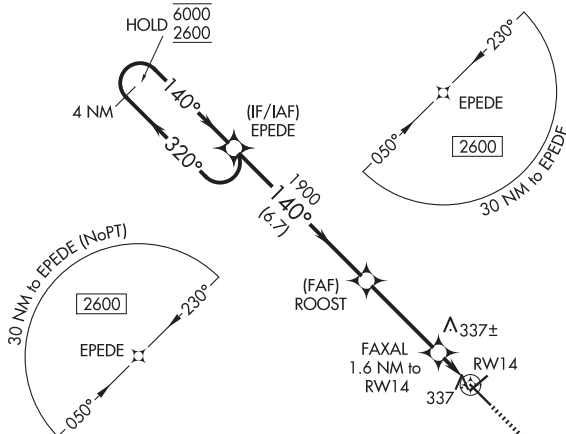
⚠ Circling to Rwy 6/24 NA at night. Baro-VNAV and VDP NA when using Sylvania altimeter setting.  
⚠ Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sylvania altimeter setting and increase LPV DA to 525 feet and all visibilities  $\frac{1}{8}$  SM. Increase LNAV/VNAV DA to 547 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D  $\frac{1}{4}$  SM, and Circling visibility Cat C  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 2600 direct  
HENUT and hold.

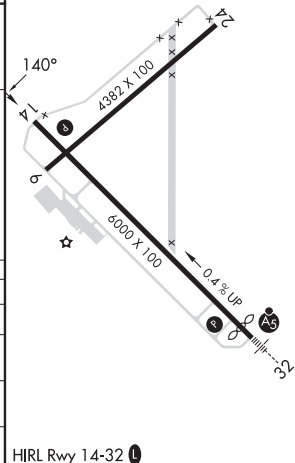
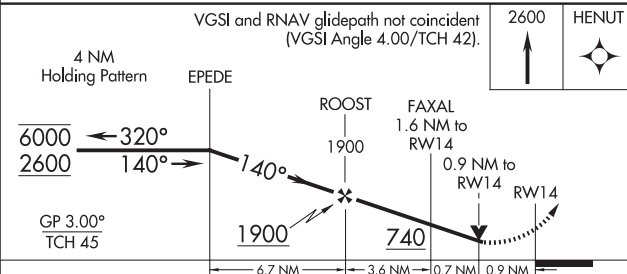
AWOS-3  
**119.025**

SAVANNAH APP CON ★  
**118.4 307.225**

UNICOM  
**122.725 (CTAF) 0**



ELEV 187 [D] TDZE 181



| CATEGORY     | A                    | B                    | C   | D   |
|--------------|----------------------|----------------------|---|---|
| LPV DA       |                      | 496-7 $\frac{7}{8}$  | 315 (400-7 $\frac{7}{8}$ )                        |   |
| LNAV/VNAV DA |                      | 518-1                | 337 (400-1)                                       |   |
| LNAV MDA     | 600-1                | 419 (500-1)          | 600-1 $\frac{1}{8}$                               | 419 (500-1 $\frac{1}{8}$ )                        |
| CIRCLING     | 640-1<br>453 (500-1) | 740-1<br>553 (600-1) | 840-1 $\frac{3}{4}$<br>653 (700-1 $\frac{3}{4}$ ) | 860-2 $\frac{1}{4}$<br>673 (700-2 $\frac{1}{4}$ ) |

STATESBORO, GEORGIA  
Orig 29DEC22

32°29'N-81°44'W

STATESBORO-BULLOCH COUNTY (TBR)  
RNAV (GPS) RWY 14

SE-4, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

## STATESBORO-BULLOCH COUNTY (TBR)

**⚠** Circling to Rwy 6/24 NA at night. Baro-VNAV NA when using Sylvania altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS. Increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cts C/D to 1½ SM. When local altimeter setting not received. Use Sylvania altimeter setting and increase LPV data to 408 feet; increase LNAV/VNAV DA to 490 feet; increase all MDAs 40 feet and LNAV visibility Cts C/D ½ SM, and Circling visibility Cts C ¼ SM. For inop ALS when using Sylvania altimeter setting, increase LNAV/VNAV all Cts visibility to ½ SM and LNAV Cts C/D to 1½ SM.

MALSI

**MISSED APPROACH:**  
Climb to 2600 direct  
EPEDE and hold.

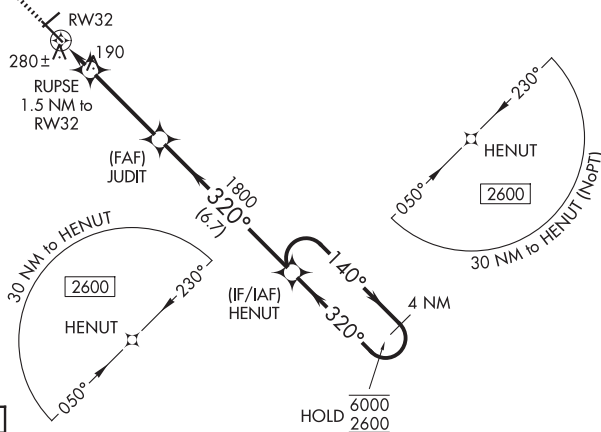
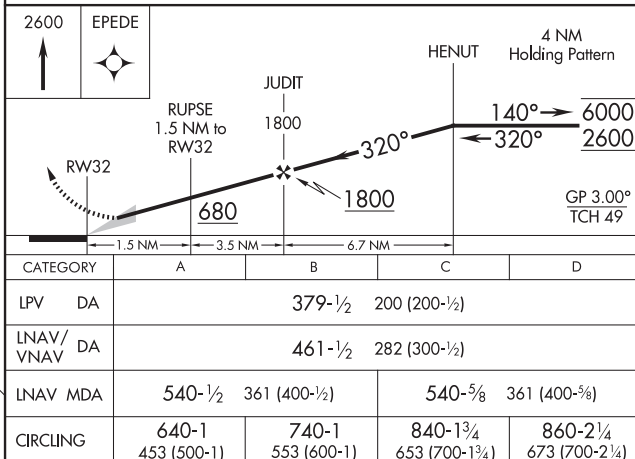
UNICOM  
122.725 (CTAF) **L**

Diagram of HIRL Rwy 14-32 showing a 0.4% UP slope, dimensions of 4382 X 100 and 8000 X 100, and a 320 degree heading.



STATESBORO-BULLOCH COUNTY (TBR)  
RNAV (GPS) RWY 32

SWAINSBORO, GEORGIA

AL-5800 (FAA)

23334

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-SBO | APP CRS | Rwy Idg  | 6021 |
| 109.35        | 136°    | TDZE     | 327  |
| Chan 30 (Y)   |         | Apt Elev | 327  |

# ILS or LOC RWY 14

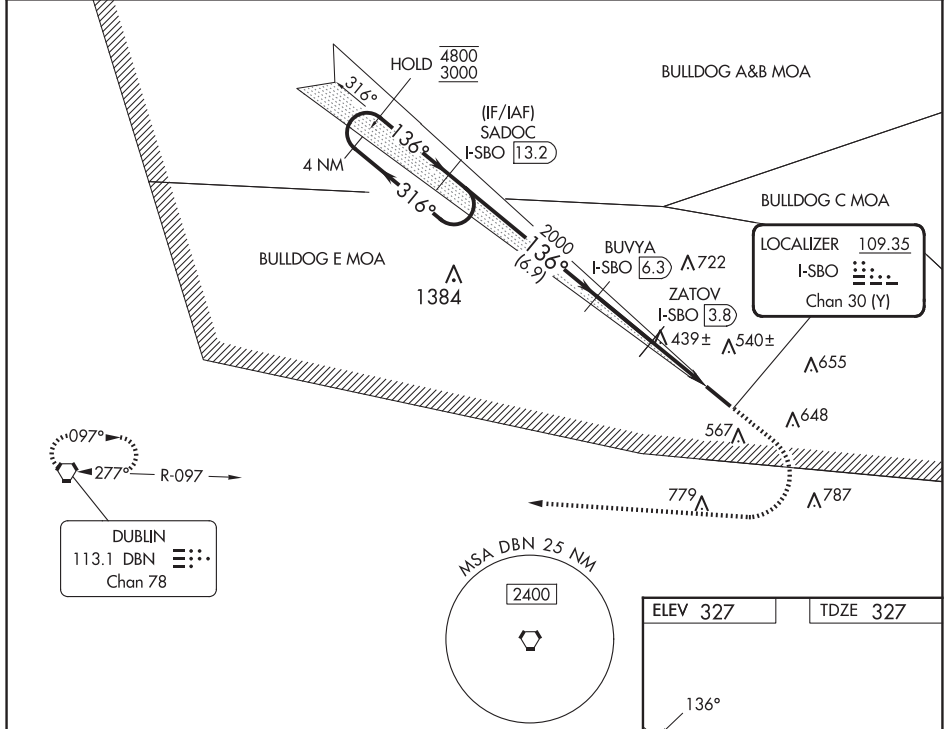
EAST GEORGIA RGNL (SBO)

DME required. RADAR required for procedure entry.

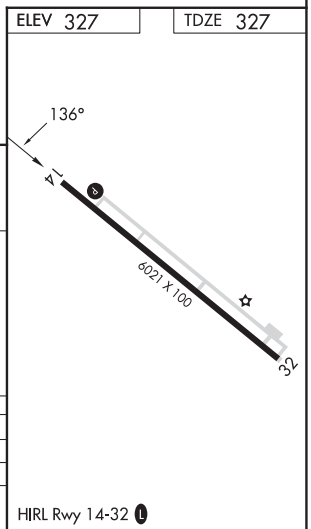
**⚠** Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Vidalia altimeter setting. When local altimeter setting not received, use Vidalia altimeter setting: increase S-ILS 14 DA to 705 feet; increase all MDAs 80 feet and visibility S-LOC 14 Cats C and D  $\frac{3}{4}$  SM, and Circling Cats C and D  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DBN VORTAC and hold.

|                   |                                 |                                   |
|-------------------|---------------------------------|-----------------------------------|
| AWOS-3<br>133.375 | ATLANTA CENTER<br>127.95 343.75 | UNICOM<br>122.975 (CTAF) <b>1</b> |
|-------------------|---------------------------------|-----------------------------------|



|  |                   |                   |                    |                      |
|--|-------------------|-------------------|--------------------|----------------------|
| 4NM Holding Pattern  |                   |                   |                    |                      |
| <div>2000 3000 DBN</div> <div>↑ ↪ ⬡</div>                            |                   |                   |                    |                      |
| SADOCS I-SBO 13.2 BUYA I-SBO 6.3 ZATOV I-SBO 3.8 I-SBO 2.2 I-SBO 1.2 |                   |                   |                    |                      |
| 4800 ← 316° 3000 → 136° 2000 1180                                    |                   |                   |                    |                      |
| GS 3.00° TCH 42 6.9 NM 2.5 NM 1.6 NM 1 NM                            |                   |                   |                    |                      |
| CATEGORY   | A                 | B                 | C                  | D                    |
| S-ILS 14   | 640-1 313 (400-1) |                   |                    |                      |
| S-LOC 14   | 700-1 373 (400-1) |                   |                    |                      |
| CIRCLING   | 900-1 573 (600-1) | 920-1 593 (600-1) | 1000-2 673 (700-2) | 1000-2¼ 673 (700-2¼) |



SWAINSBORO, GEORGIA  
Amdt 2 29DEC22

32°36'N-82°22'W

EAST GEORGIA RGNL (SBO)  
ILS or LOC RWY 14

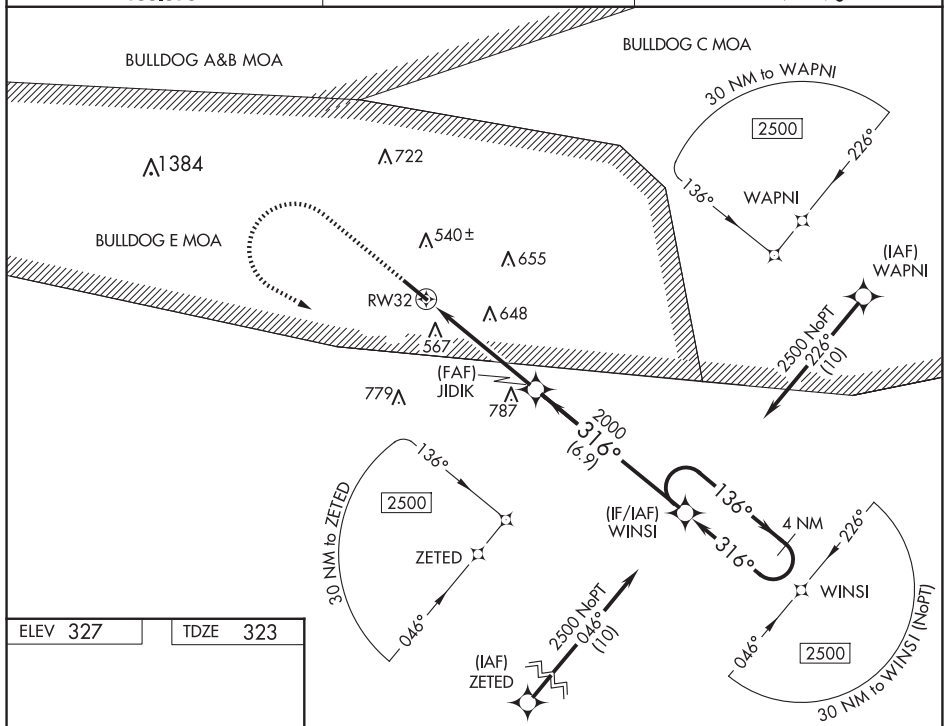
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

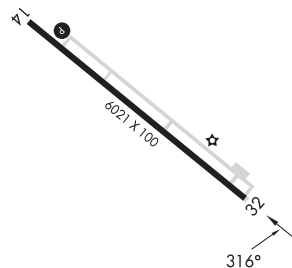
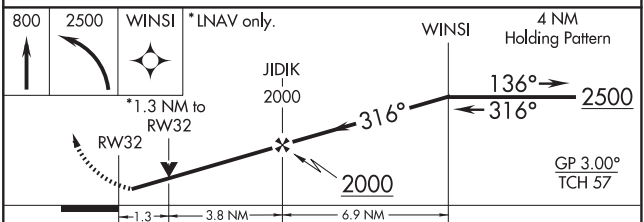


RNAV (GPS) RWY 32  
EAST GEORGIA RGNL (SBO)

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2500 direct WINSI and hold.

UNICOM  
122.975 (CTAF) **L**

TDZE 323

HIRL Rwy 14-32 **L**

| CATEGORY         | A                    | B                    | C  | D  |
|------------------|----------------------|----------------------|--|--|
| LPV DA           | 573-1 250 (300-1)    |                      |  |  |
| LNAV/<br>VNAV DA | 573-1 250 (300-1)    |                      |  |  |
| LNAV MDA         | 780-1 457 (500-1)    |                      | 780-1 <sup>3</sup> / <sub>8</sub> 457 (500-1 <sup>3</sup> / <sub>8</sub> ) |  |
| CIRCLING         | 900-1<br>573 (600-1) | 920-1<br>593 (600-1) | 1000-2<br>673 (700-2)  | 1000-2 <sup>1</sup> / <sub>4</sub><br>673 (700-2 <sup>1</sup> / <sub>4</sub> ) |

EAST GEORGIA RGNL (SBO)  
RNAV (GPS) RWY 32

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>40216</b><br><b>W09A</b> | APP CRS<br><b>094°</b> | Rwy Idg <b>5390</b><br>TDZE <b>569</b><br>Apt Elev <b>569</b> |
|--|------------------------|---|

RNAV (GPS) RWY 9

MERKEL FLD SYLAUCA MUNI (SCD)

▼

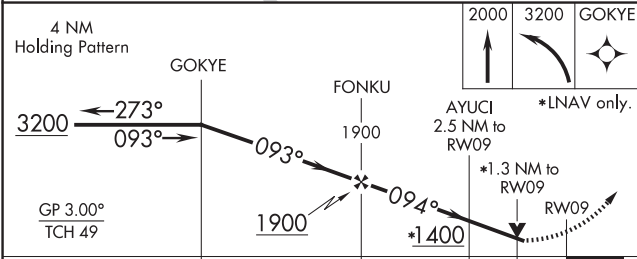
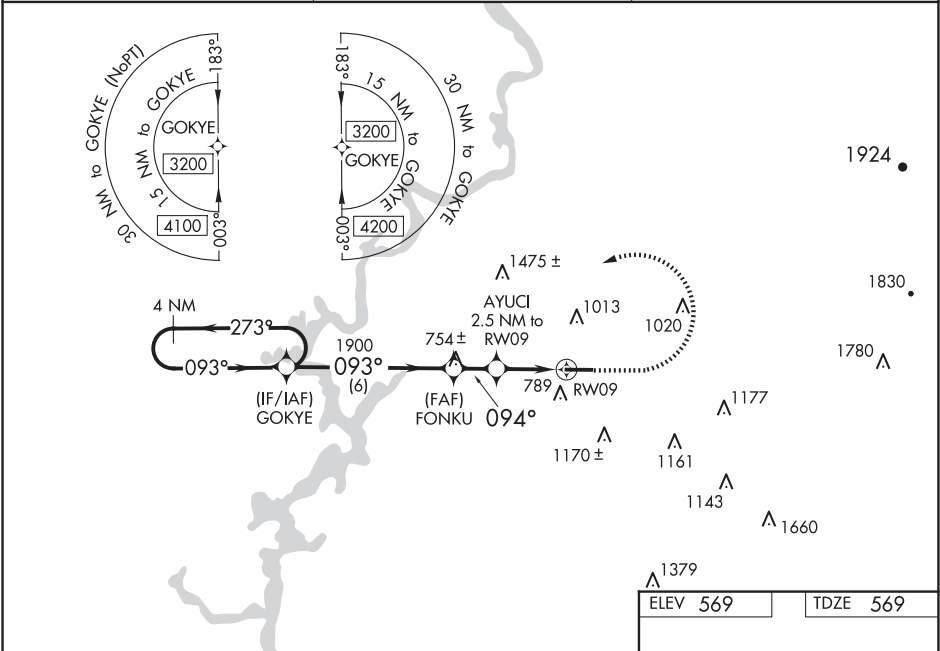
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use Birmingham altimeter setting and increase LPV DA to 1066, LNAV/VNAV DA to 1139 and all visibilities ¾ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ½ mile. VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GOKYE and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>119.125</b> | BIRMINGHAM APP CON<br><b>123.8 256.8</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



| CATEGORY     | A                     | B                       | C                       | D                       |
|--------------|-----------------------|-------------------------|-------------------------|-------------------------|
| LPV DA       |                       | 979-1⅓                  | 410 (500-1⅓)            |                         |
| LNAV/VNAV DA |                       | 1052-1⅓                 | 483 (500-1⅓)            |                         |
| LNAV MDA     | 1020-1                | 451 (500-1)             | 1020-1⅓                 | 451 (500-1⅓)            |
| CIRCLING     | 1140-1<br>571 (600-1) | 1400-1¼<br>831 (900-1¼) | 1620-3<br>1051 (1100-3) | 1700-3<br>1131 (1200-3) |

ELEV 569      TDZE 569

2000   3200   GOKYE

↑   ↙   ✦

\*LNAV only.

☆

094° to RW09

5390 X 100

0.4% UP

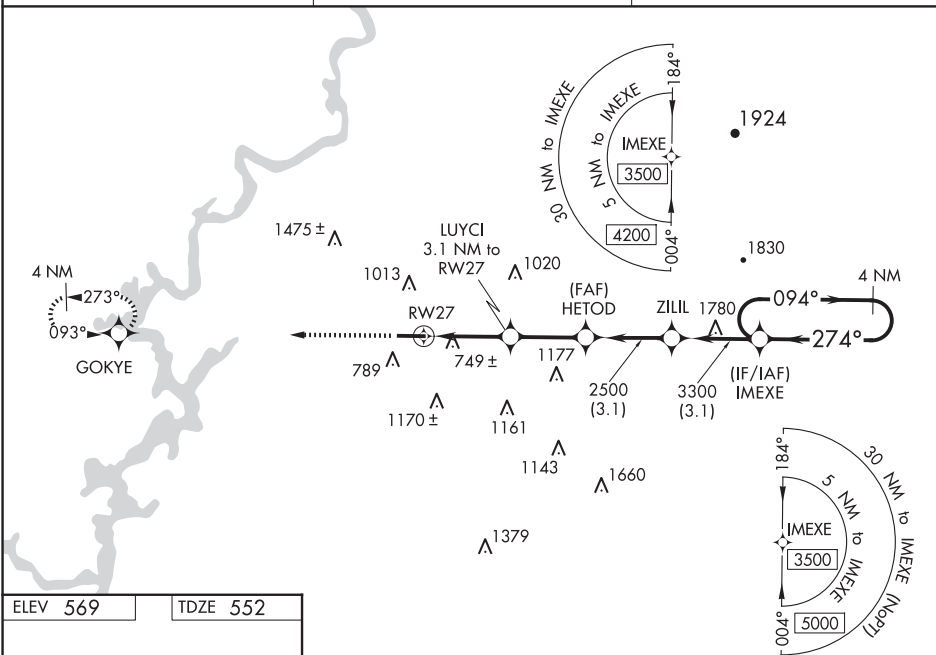
MIRL Rwy 9-27 0  
REIL Rwy 9 and 27 0

# RNAV (GPS) RWY 27

## MERKEL FLD SYLACAUGA MUNI (SCD)

**MISSED APPROACH:**  
Climb to 3200 direct  
GOKYE and hold.

UNICOM  
122.8 (CTAF) **L**



VGS1 and RNAV glidepath not coincident  
(VGS1 Angle 3.00/TCH 40).

4 NM Holding Pattern

094° → 3500  
← 274°

GP 3.10° TCH 48

| CATEGORY     | A                    | B   | C                    | D                    |
|--------------|----------------------|---|----------------------|----------------------|
| LPV DA       | 802- $\frac{3}{4}$   | 250 (300- $\frac{3}{4}$ )                       |                      |                      |
| LNAV/VNAV DA | 1074-1 $\frac{3}{4}$ | 522 (600-1 $\frac{3}{4}$ )                      |                      |                      |
| LNAV MDA     | 1000-1 448 (500-1)   | 1000-1 $\frac{3}{8}$ 448 (500-1 $\frac{3}{8}$ ) |                      |                      |
| CIRCLING     | 1140-1 571 (600-1)   | 1400-1 $\frac{1}{4}$ 831 (900-1 $\frac{1}{4}$ ) | 1620-3 1051 (1100-3) | 1700-3 1131 (1200-3) |

MERKEL FLD SYLACAUGA MUNI (SCD)  
RNAV (GPS) RWY 27



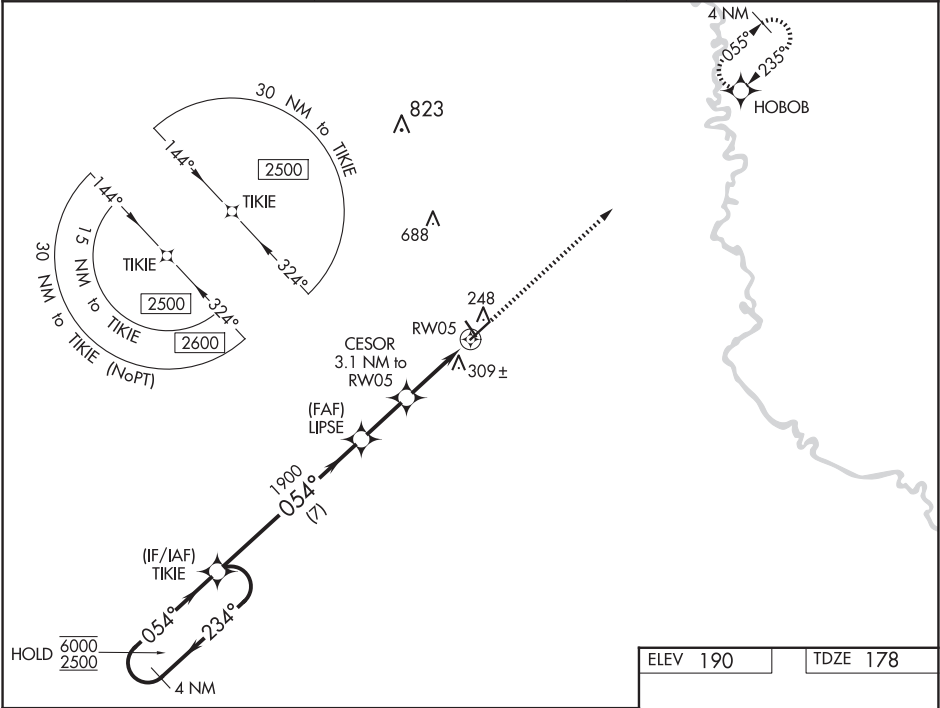
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>93605</b><br><b>W05A</b> | APP CRS<br><b>054°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5501</b><br><b>178</b><br><b>190</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 5

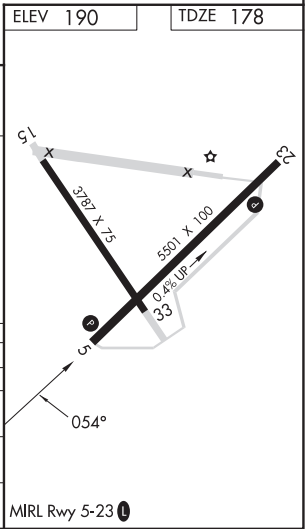
PLANTATION AIRPARK (JYL)

|   |  |   |
|---|--|---|
| RNP APCH - GPS.   |  | MISSED APPROACH: Climb to 2000 direct HOB0B and hold. |
| Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. |  |   |

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.875</b> | JACKSONVILLE CENTER<br><b>132.925 363.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|  |                       |                      |                              |
|--|-----------------------|----------------------|------------------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). |                       | 2000                 | HOB0B                        |
| 4 NM Holding Pattern   |                       |                      |                              |
| 6000 ← 234°<br>2500 → 054°                                       |                       |                      |                              |
| GP 3.00°<br>TCH 40   |                       |                      |                              |
| TIKIE  |                       |                      |                              |
| LIPSE  |                       |                      |                              |
| CESOR 3.1 NM to RW05   |                       |                      |                              |
| 1.1 NM to RW05   |                       |                      |                              |
| RW05   |                       |                      |                              |
| 7 NM   |                       | 2.2 NM               | 2 NM                         |
| 1.1  |                       |                      |                              |
| CATEGORY   | A                     | B                    | C                            |
| LPV DA   | 428-7/8 250 (300-7/8) |                      |                              |
| LNAV/VNAV DA   | 591-1 413 (500-1 1/2) |                      |                              |
| LNAV MDA   | 560-1                 | 382 (400-1)          | 560-1 382 (400-1 1/2)        |
| CIRCLING   | 640-1<br>450 (500-1)  | 660-1<br>470 (500-1) | 840-1 3/4<br>650 (700-1 3/4) |



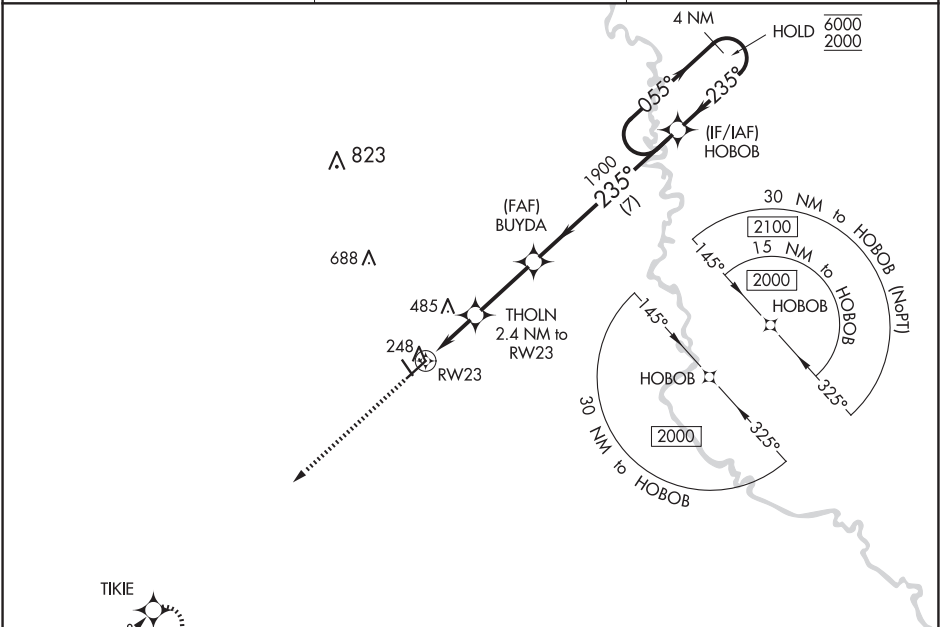
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>93799</b><br><b>W23A</b> | APP CRS<br><b>235°</b> | Rwy Idg<br>TDZE <b>190</b><br>Apt Elev <b>190</b> |
|--|------------------------|---|

RNAV (GPS) RWY 23

PLANTATION AIRPARK (JYL)

|   |   |
|---|---|
| RNP APCH.   | MISSED APPROACH: Climb to 2500 direct TIKIE and hold. |
| <div><div>▼</div><div>⚠</div></div> Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. |   |

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>118.875</b> | JACKSONVILLE CENTER<br><b>132.925 363.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---|-------------------------------|

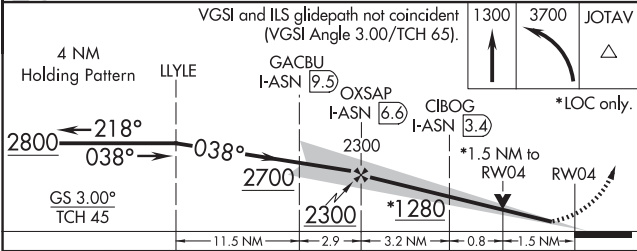
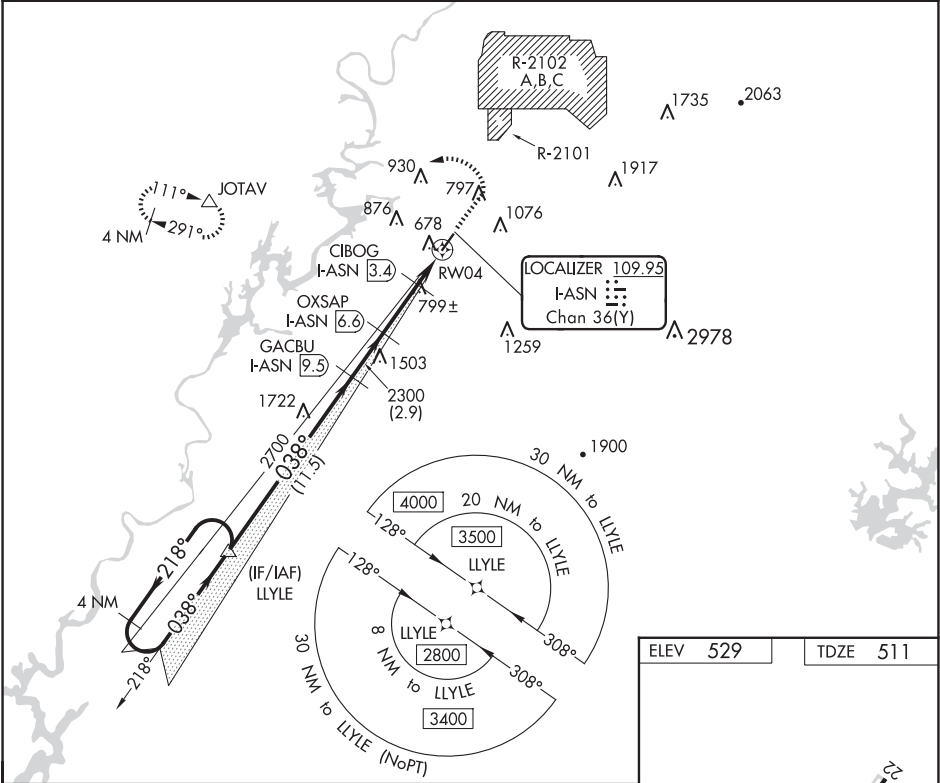


|  |                   |  |  |                      |  |
|--|-------------------|--|--|----------------------|--|
| <div><div>054°</div><div>234°</div><div>4 NM</div></div>                   |                   | ELEV 190   |  | TDZE 190             |  |
| <div><div>2500</div><div>TIKIE</div></div>                                 |                   | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 31).  |  | 4 NM Holding Pattern |  |
| *LNAV only.  |                   | <div><div><div>THOLN</div><div>2.4 NM to RW23</div></div><div><div>BUYDA</div><div>1900</div></div><div><div>HOBBOB</div><div>055°</div><div>235°</div><div>6000</div><div>2000</div></div><div><div>1.1 NM to RW23</div><div>800*</div><div>1900</div></div><div><div>GP 3.00°</div><div>TCH 40</div></div></div> |  |                      |  |
| <div><div>1.1 NM</div><div>1.3</div><div>2.8 NM</div><div>7 NM</div></div> |                   |  |  |                      |  |
| CATEGORY   | A                 | B  | C  | D                    |  |
| LPV DA   | 494-7⁄8           |  | 304 (400-7⁄8)  |                      |  |
| LNAV/VNAV DA   | 623-1¼            |  | 433 (500-1¼)   |                      |  |
| LNAV MDA   | 700-1 510 (600-1) |  | 700-13⁄8 510 (600-13⁄8)  |                      |  |
| <div>CIRCLING</div>  | 700-1 510 (600-1) |  | <div>840-1¾ 1040-2¾</div> <div>650 (700-1¾) 850 (900-2¾)</div> |                      |  |
| MRL Rwy 5-23 <div></div>   |                   | <div><div>51</div><div>235°</div><div>2</div><div>318° X 75</div><div>5501 X 100</div><div>0.4% UP</div><div>33</div><div>5</div></div>  |  |                      |  |

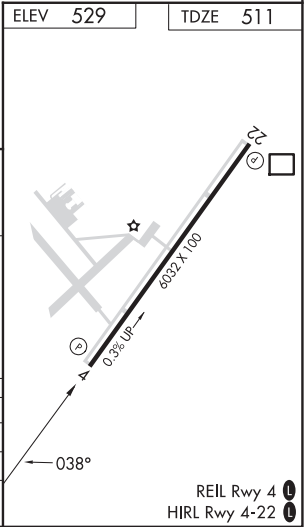
|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-ASN | APP CRS | Rwy Idg  | 6032 |
| 109.95        | 038°    | TDZE     | 511  |
| Chan 36(Y)    |         | Apt Elev | 529  |

ILS Y or LOC Y RWY 4  
TALLADEGA MUNI (ASN)

|   |   |                          |
|---|---|--------------------------|
| <div><div><div></div><div></div><div></div></div><div>NA</div></div> <div>RNAV 1-GPS required, VDP NA with Anniston altimeter setting. When local altimeter setting not received, use Anniston altimeter setting and increase DA to 746 feet and all MDA 40 feet; increase S-LOC 4 Cats C and D visibility ½ SM and Circling Cat C visibility ¼ SM.</div> | MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct JOTAV and hold. |                          |
| AWOS-3PT<br>118.425   | BIRMINGHAM APP CON<br>132.15 285.45   | UNICOM<br>122.8 (CTAF) 0 |



| CATEGORY | A                     | B                     | C                             | D                      |
|----------|-----------------------|-----------------------|-------------------------------|------------------------|
| S-ILS 4  | 711-3/4               | 200 (200-3/4)         |                               |                        |
| S-LOC 4  | 1060-1                | 549 (600-1)           | 1060-1 3/8                    | 549 (600-1 1/8)        |
| CIRCLING | 1140-1<br>611 (700-1) | 1180-1<br>651 (700-1) | 1380-2 1/2<br>851 (900-2 1/2) | 1500-3<br>971 (1000-3) |



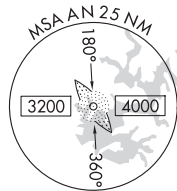
SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

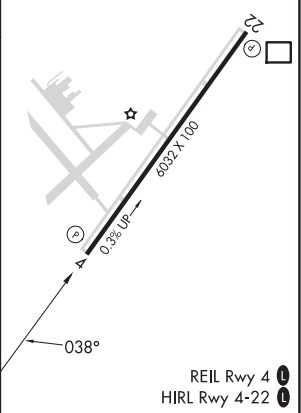
ILS Z or LOC Z RWY 4  
TALLADEGA MUNI (ASN)


**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3700 on heading 242° and on VUZ VORTAC R-095 to JOTAV INT/VUZ 30 DME and hold.

## DME REQUIRED



|      |     |  |      |     |
|------|-----|--|------|-----|
| ELEV | 529 |  | TDZE | 511 |
|------|-----|--|------|-----|



| CATEGORY   | A  | B                     | C  | D                          |
|--|--|-----------------------|--|----------------------------|
| S-ILS 4  | 711- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ ) |                       |  |                            |
| S-LOC 4  | 1060-1                                       | 549 (600-1)           | 1060-1 $\frac{5}{8}$                               | 549 (600-1 $\frac{5}{8}$ ) |
|  CIRCLING | 1140-1<br>611 (700-1)                        | 1180-1<br>651 (700-1) | 1380-2 $\frac{1}{2}$<br>851 (900-2 $\frac{1}{2}$ ) | 1500-3<br>971 (1000-3)     |

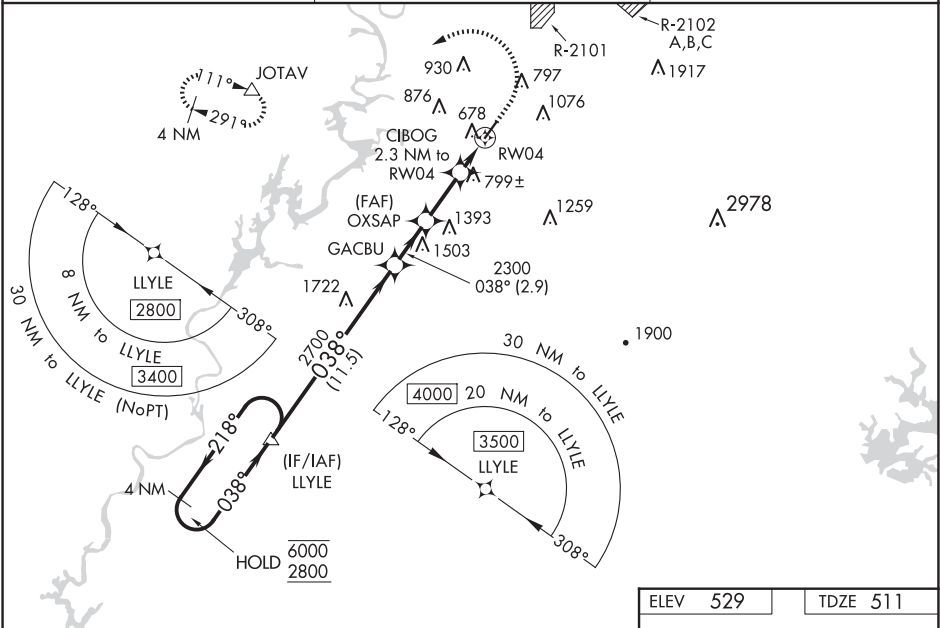
SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61008</b><br><b>W04A</b> | APP CRS<br><b>038°</b> | Rwy Idg<br>TDZE <b>511</b><br>Apt Elev <b>529</b> |
|--|------------------------|---|

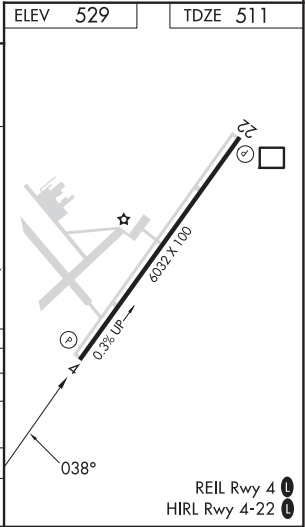
RNAV (GPS) RWY 4  
TALLADEGA MUNI (ASN)

|  |   |
|--|---|
| RNP APCH - GPS.  | MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct JOTAV and hold, continue climb-in-hold to 3700. |
| ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. |   |

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.425</b> | BIRMINGHAM APP CON<br><b>132.15 285.45</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|--|---------------------------------|



|  |                       |                       |                               |                        |
|--|-----------------------|-----------------------|-------------------------------|------------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65). |                       | 1300                  | 3700                          | JOTAV                  |
| 4 NM Holding Pattern   |                       | ↑                     | ↩                             | △                      |
| 6000 ← 218°  |                       |                       |                               |                        |
| 2800 038° →  |                       |                       |                               |                        |
| GP 3.00° TCH 45  |                       |                       |                               |                        |
| LLYLE  |                       |                       |                               |                        |
| GACBU  |                       |                       |                               |                        |
| OXSAP  |                       |                       |                               |                        |
| CIBOG  |                       |                       |                               |                        |
| RWY 4  |                       |                       |                               |                        |
| 11.5 NM  |                       | 2.9 NM                | 3.2 NM                        | 0.8 NM                 |
| 2700   |                       | 2300                  | 1280                          | 1280                   |
| 038°   |                       | 038°                  | 038°                          | 038°                   |
| CATEGORY   | A                     | B                     | C                             | D                      |
| LPV DA   | 711-3/4               |                       | 200 (200-3/4)                 |                        |
| LNAV/VNAV DA   | 884-1                 |                       | 373 (400-1)                   |                        |
| LNAV MDA   | 1060-1                | 549 (600-1)           | 1060-1 1/2                    | 549 (600-1 1/2)        |
| CIRCLING   | 1140-1<br>611 (700-1) | 1180-1<br>651 (700-1) | 1380-2 1/2<br>851 (900-2 1/2) | 1500-3<br>971 (1000-3) |

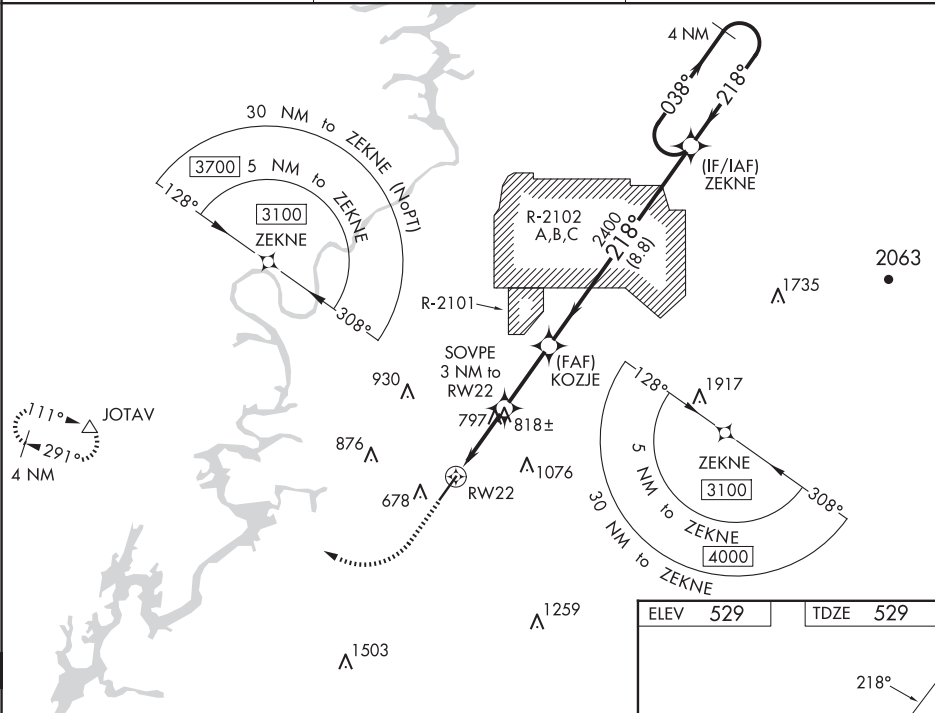


SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025


RNAV (GPS) RWY 22  
TALLADEGA MUNI (ASN)

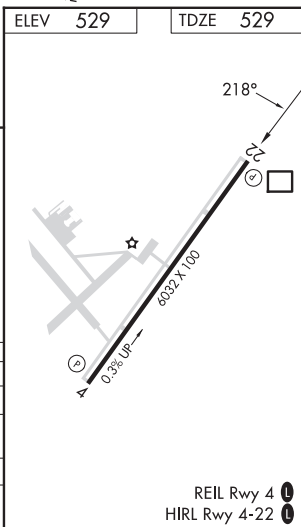
**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3700 direct JOTAV and hold, continue climb in hold to 3700.

UNICOM  
122.8 (CTAF) **L**

|   |   |   |
|---|---|---|
| 1200  | 3700  | JOTAV   |
|  |  |  |

\*LNAV only.

| CATEGORY   |     | A                     | B                     | C  | D                          |
|--|-----|-----------------------|-----------------------|--|----------------------------|
| LPV  | DA  | 821-1                 |                       | 292 (300-1)  |                            |
| RNAV/<br>VNAV  | DA  | 1040-1 $\frac{3}{4}$  |                       | 511 (600-1 $\frac{3}{4}$ )                         |                            |
| RNAV   | MDA | 1080-1                | 551 (600-1)           | 1080-1 $\frac{5}{8}$                               | 551 (600-1 $\frac{5}{8}$ ) |
|  CIRCLING |     | 1140-1<br>611 (700-1) | 1180-1<br>651 (700-1) | 1380-2 $\frac{1}{2}$<br>851 (900-2 $\frac{1}{2}$ ) | 1500-3<br>971 (1000-3)     |



TALLADEGA MUNI (ASN)  
RNAV (GPS) RWY 22

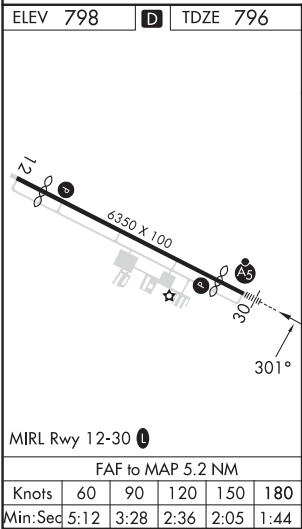
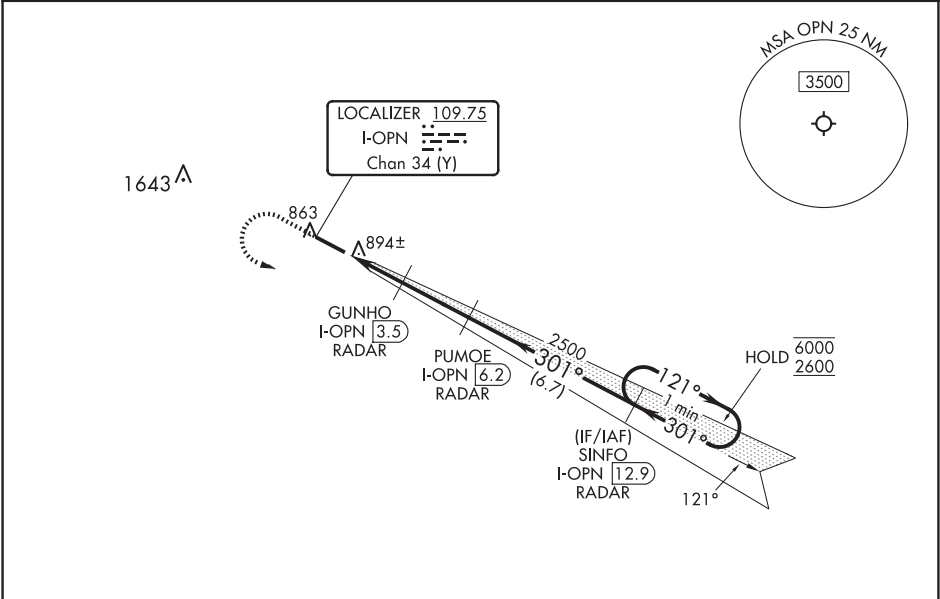
|  |                        |   |
|--|------------------------|---|
| LOC/DME I-OPN<br><b>109.75</b><br>Chan <b>34</b> (Y) | APP CRS<br><b>301°</b> | Rwy Idg <b>4962</b><br>TDZE <b>796</b><br>Apt Elev <b>798</b> |
|--|------------------------|---|

ILS or LOC RWY 30

THOMASTON-UPSON COUNTY (OPN)

|   |        |   |
|---|--------|---|
| RNP APCH - GPS.   | MALSRR | MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct SINFO and hold. |
| DME or RADAR required.  |        |   |
| For inop ALS, increase S-LOC 30 Cats C, D visibility to 1 SM. |        |   |

|                          |   |  |
|--------------------------|---|--|
| AWOS-3<br><b>133.975</b> | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.8</b> (CTAF) <b>1</b> |
|--------------------------|---|--|



|  |                        |                    |   |                            |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
|--|------------------------|--------------------|---|----------------------------|----------|---|---|---|---|----------|------------------------|--|--|--|----------|----------|---------------|----------|---------------|----------|--------------------|--------------------|----------------------------|--------------------|
| 1500   | 2600                   | SINFO I-OPN 12.9   | VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 27). | One Minute Holding Pattern |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
|  |                        |                    |   |                            |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
|  |                        |                    |   |                            |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
| GS 3.00° TCH 50  |                        |                    |   |                            |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
| <table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>S-ILS 30</td><td colspan="4">1016-1/2 220 (300-1/2)</td></tr><tr><td>S-LOC 30</td><td>1160-1/2</td><td>364 (400-1/2)</td><td>1160-5/8</td><td>364 (400-5/8)</td></tr><tr><td>CIRCLING</td><td>1240-1 442 (500-1)</td><td>1260-1 462 (500-1)</td><td>1260-1 1/2 462 (500-1 1/2)</td><td>1680-3 882 (900-3)</td></tr></table> |                        |                    |   |                            | CATEGORY | A | B | C | D | S-ILS 30 | 1016-1/2 220 (300-1/2) |  |  |  | S-LOC 30 | 1160-1/2 | 364 (400-1/2) | 1160-5/8 | 364 (400-5/8) | CIRCLING | 1240-1 442 (500-1) | 1260-1 462 (500-1) | 1260-1 1/2 462 (500-1 1/2) | 1680-3 882 (900-3) |
| CATEGORY   | A                      | B                  | C   | D                          |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
| S-ILS 30   | 1016-1/2 220 (300-1/2) |                    |   |                            |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
| S-LOC 30   | 1160-1/2               | 364 (400-1/2)      | 1160-5/8  | 364 (400-5/8)              |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |
| CIRCLING   | 1240-1 442 (500-1)     | 1260-1 462 (500-1) | 1260-1 1/2 462 (500-1 1/2)                                      | 1680-3 882 (900-3)         |          |   |   |   |   |          |                        |  |  |  |          |          |               |          |               |          |                    |                    |                            |                    |

THOMASTON, GEORGIA

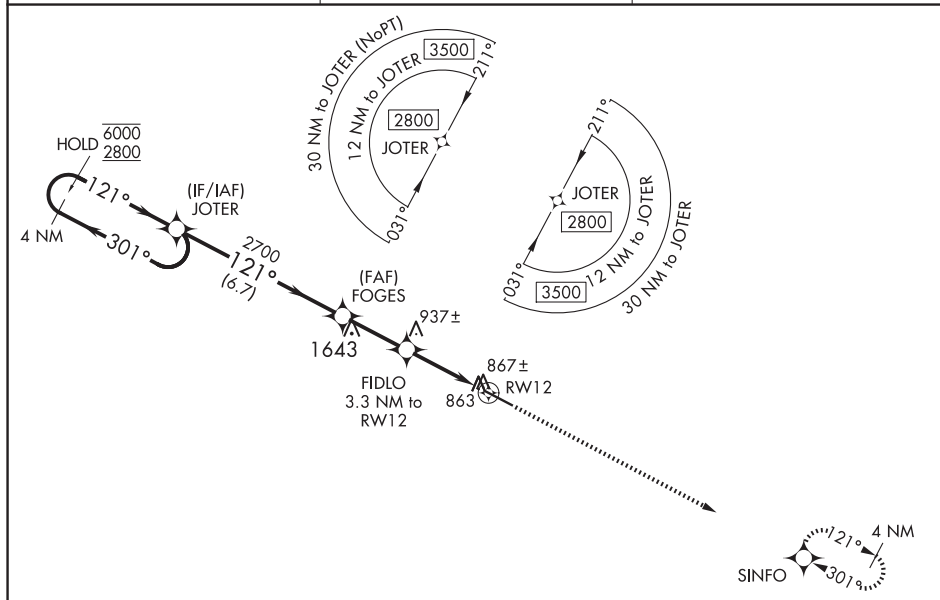
AL-9190 (FAA)

22083

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>63115</b><br><b>W12A</b> | APP CRS<br><b>121°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5525</b><br><b>791</b><br><b>798</b> |
|--|------------------------|-----------------------------|---|

# **RNAV (GPS) RWY 12** THOMASTON-UPSON COUNTY (OPN)

|  |                                  |   |
|--|----------------------------------|---|
| RNP APCH-GPS.  |                                  | MISSED APPROACH: Climb to 2600 direct SINFO and hold. |
| <div><div><div>T</div><div>A</div></div><div>Rwy 12 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div> |                                  |   |
| AWOS-3<br>133.975  | ATLANTA APP CON ★<br>124.2 279.6 | UNICOM<br>122.8 (CTAF) 0                              |



|   |   |                       |  |                       |
|---|---|-----------------------|--|-----------------------|
| 4 NM Holding Pattern<br>JOTER<br>6000 2800<br>GP 3.00° TCH 40<br>VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 32). |   |                       |  | 2600<br>↑<br>SINFO    |
| FOGES<br>2700<br>FIDLO<br>3.3 NM to RW12<br>1860<br>0.8 NM to RW12<br>RW12  |   |                       |  | 121° to RW12          |
| 6.7 NM 2.6 NM 2.5 0.8   |   |                       |  | 6350 X 100            |
| CATEGORY  | A   | B                     | C  | D                     |
| LPV DA  | 1041- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |                       |  |                       |
| LNAV/ VNAV MDA  | 1041- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |                       |  |                       |
| LNAV MDA  | 1120-1 329 (400-1)                            |                       |  |                       |
| CIRCLING  | 1220-1<br>422 (500-1)                         | 1260-1<br>462 (500-1) | 1260-1 $\frac{1}{2}$<br>462 (500-1 $\frac{1}{2}$ ) | 1680-3<br>882 (900-3) |

|                        |          |          |
|------------------------|----------|----------|
| ELEV 798               | <b>D</b> | TDZE 791 |
| MRL Rwy 12-30 <b>0</b> |          |          |

THOMASTON, GEORGIA

Amdt 1 24MAR22

32°57'N-84°16'W

THOMASTON-UPSON COUNTY (OPN)

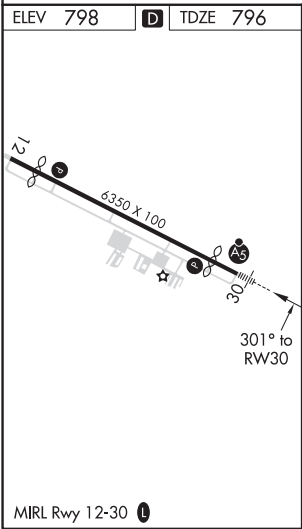
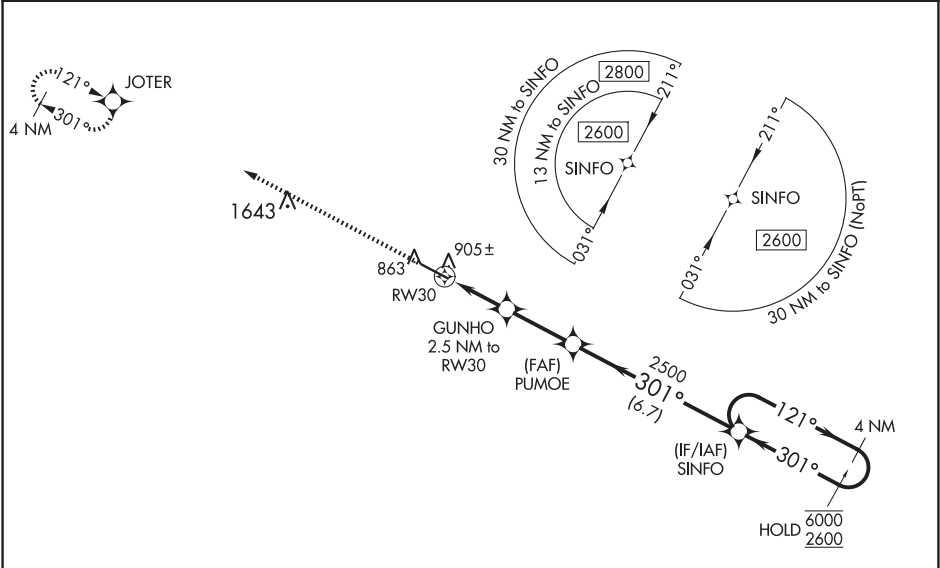
**RNAV (GPS) RWY 12**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|   |   |   |   |
|---|---|---|---|
| RNP APCH-GPS. <div><div><div></div><div></div></div><div>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 ¾ SM and LNAV Cat C/D visibility to 1 SM.</div></div> |   | MALSR <div><div><div></div><div>AS</div></div><div></div></div> | MISSED APPROACH: Climb to 2800 direct JOTER and hold. |
| AWOS-3<br><b>133.975</b>  | ATLANTA APP CON ★<br><b>124.2 279.6</b> | UNICOM<br><b>122.8 (CTAF) 0</b>                                 |   |



2800

↑

JOTER

✦

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 27°).

SINFO

4 NM Holding Pattern

GUNHO

2.5 NM to RW30

PUMOE

2500

1.1 NM to RW30

RW30

121°

301°

6000

2600

GP 3.00°

TCH 50

1.1 NM

1.4 NM

2.7 NM

6.7 NM

1640

2500

|              |                       |                       |                         |                       |             |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|-------------|
| CATEGORY     | A                     |                       | B                       | C                     | D           |
| LPV DA       |                       |                       | 996-½                   | 200 (200-½)           |             |
| LNAV/VNAV DA |                       |                       | 1086-½                  | 290 (300-½)           |             |
| LNAV MDA     | 1160-½                | 364 (400-½)           |                         | 1160-⅝                | 364 (400-⅝) |
| CIRCLING     | 1220-1<br>422 (500-1) | 1260-1<br>462 (500-1) | 1260-1½<br>462 (500-1½) | 1680-3<br>882 (900-3) |             |

THOMASVILLE, GEORGIA

AL-601 (FAA)

25163

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>56640</b><br><b>W04A</b> | APP CRS<br><b>045°</b> | Rwy Ldg<br>TDZE <b>242</b><br>Apt Elev <b>264</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 4

THOMASVILLE RGNL (TVI)

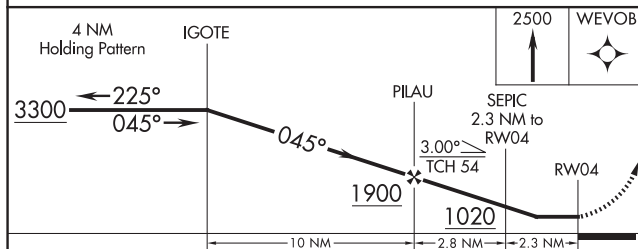
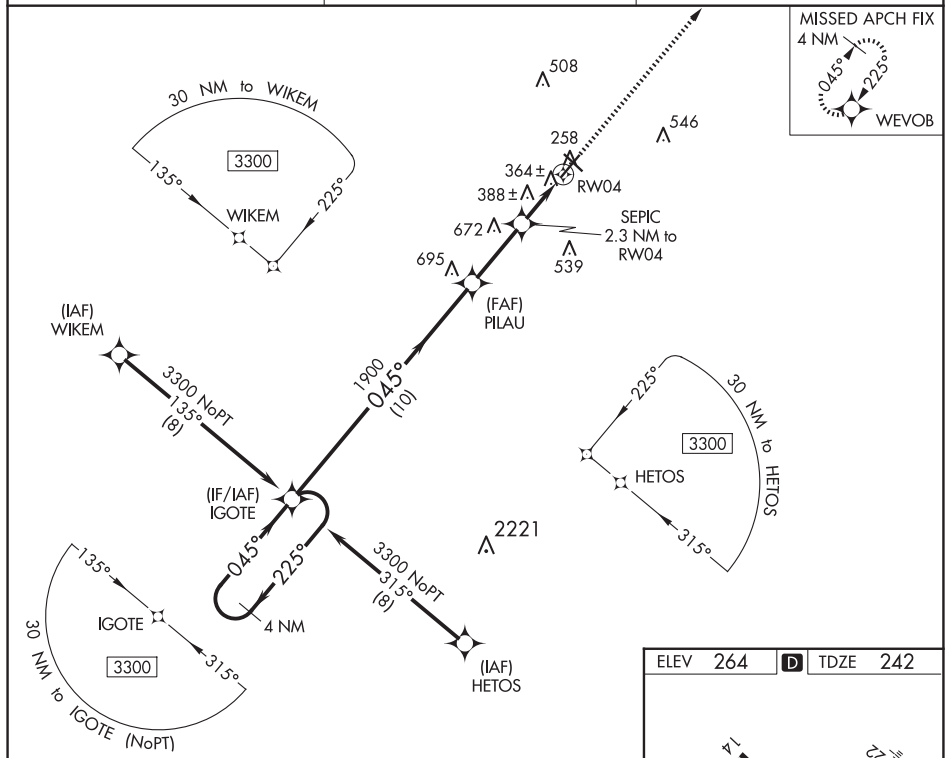
**⚠** Rwy 4 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night. When local altimeter setting not received, use Valdosta altimeter setting: increase all MDAs 100 feet and all Cat C and D visibilities  $\frac{3}{8}$  SM.

**MISSED APPROACH:**  
Climb to 2500 direct  
WEVOB and hold.

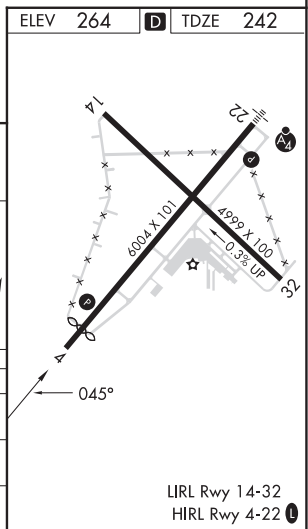
AWOS-3PT  
**119.175**

VALDOSTA APP CON★  
**126.6 285.6**

UNICOM  
**123.075 (CTAF)**



| CATEGORY          | A                    | B  | C   | D  |
|-------------------|----------------------|--|---|--|
| LP MDA            | 620-1 378 (400-1)    |  |   |  |
| LNAV MDA          | 640-1 398 (400-1)    | 640-1 $\frac{1}{8}$ 398 (400-1 $\frac{1}{8}$ ) |   |  |
| <b>C</b> CIRCLING | 700-1<br>436 (500-1) | 800-1<br>536 (600-1)                           | 900-1 $\frac{3}{4}$<br>636 (700-1 $\frac{3}{4}$ ) | 1040-2 $\frac{1}{2}$<br>776 (800-2 $\frac{1}{2}$ ) |



THOMASVILLE, GEORGIA  
Orig 17AUG17

30°54'N-83°53'W

THOMASVILLE RGNL (TVI)  
**RNAV (GPS) RWY 4**

SE-4, 07 AUG 2025 to 02 OCT 2025



THOMASVILLE, GEORGIA

AL-601 (FAA)

25163

|     |     |         |          |      |
|-----|-----|---------|----------|------|
| NDB | GTP | APP CRS | Rwy Ldg  | 5504 |
| 245 |     | 225°    | TDZE     | 242  |
|     |     |         | Apt Elev | 264  |

NDB RWY 22  
THOMASVILLE RGNL (TVI)

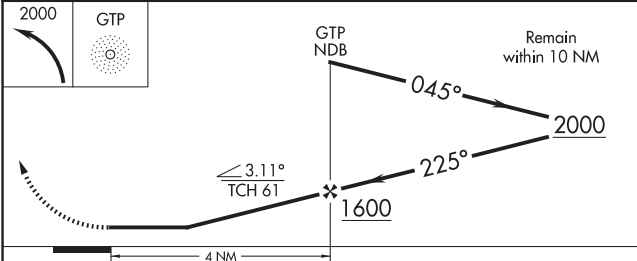
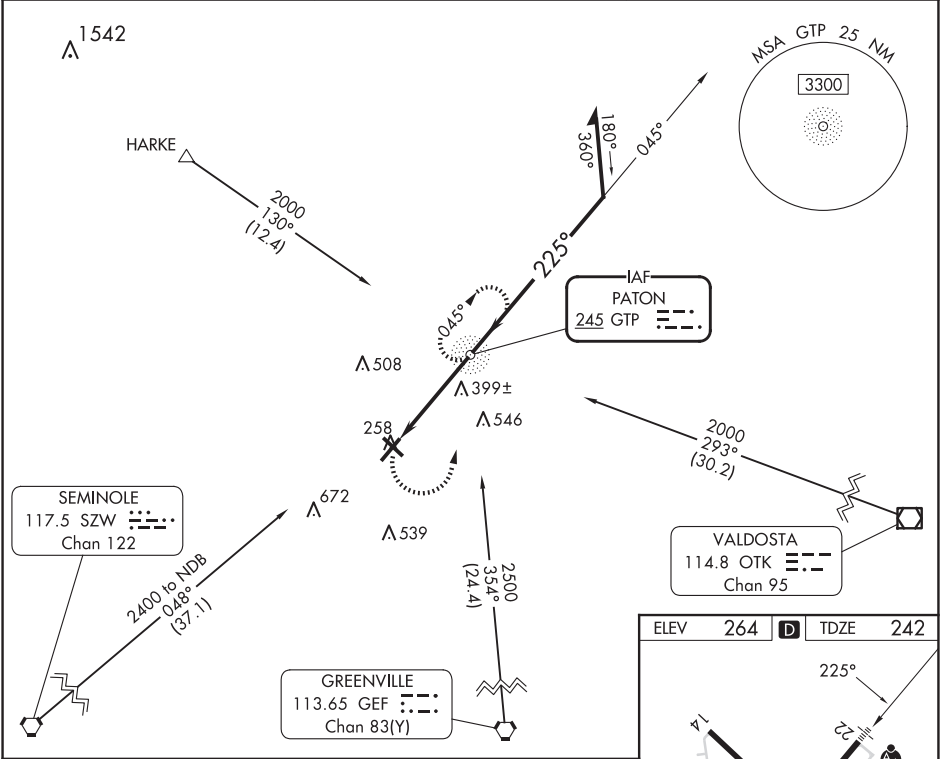
**⚠** When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility ¾ SM and Circling Cats C/D visibility ¼ SM. For inop ALS, increase S-22 Cats C/D visibility to 1 ¾ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to 1 ¾ SM. Circling Rwy 4, 14, 32 NA at night.

MALSF

MALSF

**MISSED APPROACH:**  
Climbing left turn to 2000  
direct GTP NDB and hold,  
continue climb-in-hold to 2000.

|                     |                                   |                                   |
|---------------------|-----------------------------------|-----------------------------------|
| AWOS-3PT<br>119.175 | VALDOSTA APP CON ★<br>126.6 285.6 | UNICOM<br>123.075 (CTAF) <b>0</b> |
|---------------------|-----------------------------------|-----------------------------------|



|  |      |      |      |      |      |
|--|------|------|------|------|------|
| ELEV   | 264  | D    | TDZE | 242  |      |
| <p>225°</p> <p>6004 X 101</p> <p>4599 X 100</p> <p>0.3% UP</p> |      |      |      |      |      |
| LIRL Rwy 14-32<br>HIRL Rwy 4-22 <b>0</b>                       |      |      |      |      |      |
| FAF to MAP 4 NM  |      |      |      |      |      |
| Knots  | 60   | 90   | 120  | 150  | 180  |
| Min:Sec  | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A                 | B                 | C                   | D                    |
|----------|-------------------|-------------------|---------------------|----------------------|
| S-22     | 700-¾ 458 (500-¾) |                   | 700-1 458 (500-1)   |                      |
| CIRCLING | 700-1 436 (500-1) | 800-1 536 (600-1) | 900-1¾ 636 (700-1¾) | 1040-2½ 776 (800-2½) |

THOMASVILLE, GEORGIA  
Amdt 7 22JUN17

30°54'N-83°53'W

THOMASVILLE RGNL (TVI)  
NDB RWY 22

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



THOMSON, GEORGIA

AL-6201 (FAA)

24305

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>56521</b><br><b>W10A</b> | APP CRS<br><b>097°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5215</b><br><b>467</b><br><b>501</b> |
|--|------------------------|-----------------------------|---|

**RNAV (GPS) RWY 10**  
THOMSON/McDUFFIE COUNTY (HQU)

RNP APCH.

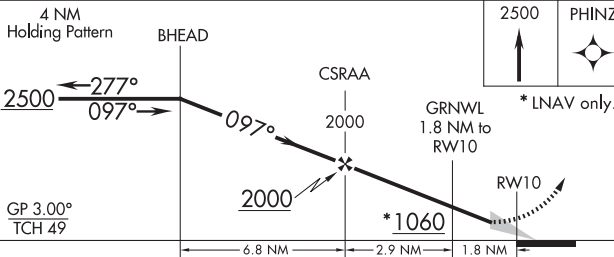
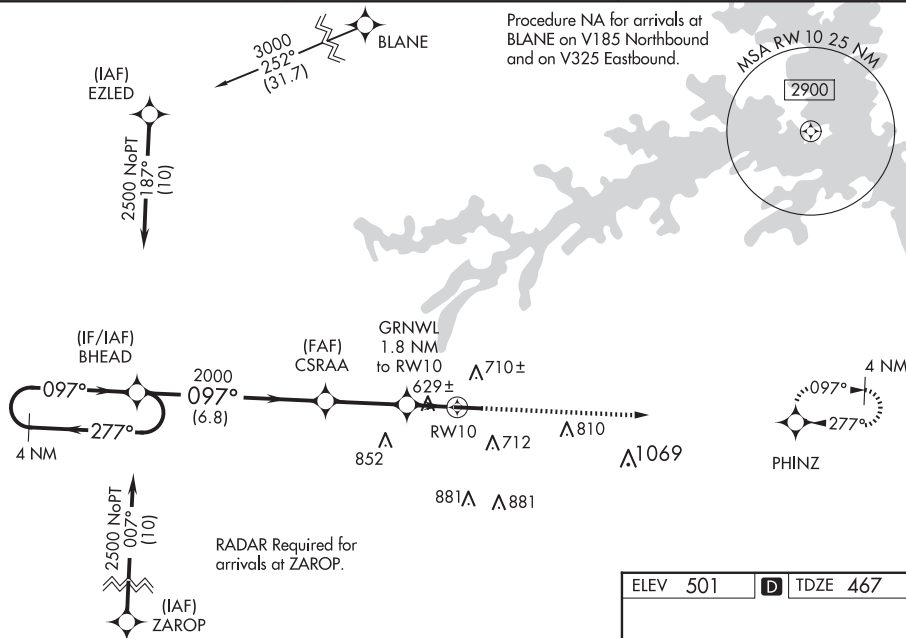
**⚠** Baro-VNAV NA when using Daniel Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When local altimeter setting not received, use Daniel Field altimeter setting: increase LPV DA to 917 feet and visibility ½ SM, increase LNAV/VNAV DA to 1028 feet; increase all MDAs 80 feet, and visibility LNAV Cats C/D ½ SM, and Circling Cat C ¼ SM, and Circling Cat D ½ SM.

**MISSED APPROACH:**  
Climb to 2500 direct PHINZ and hold.

AWOS-3  
**120.625**

AUGUSTA APP CON ★  
**124.45 270.3**

UNICOM  
**122.8 (CTAF) 0**



|                  |                   |
|------------------|-------------------|
| ELEV 501         | <b>D</b> TDZE 467 |
|                  |                   |
| HIRL Rwy 10-28 0 |                   |

THOMSON, GEORGIA  
Orig-B 03JAN19

33° 32'N-82° 31'W

THOMSON/McDUFFIE COUNTY (HQU)  
**RNAV (GPS) RWY 10**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>58121</b><br><b>W28A</b> | APP CRS<br><b>277°</b> | Rwy Idg<br>TDZE <b>497</b><br>Apt Elev <b>501</b> |
|--|------------------------|---|

RNAV (GPS) RWY 28

THOMSON/McDUFFIE COUNTY (HQU)

RNP APCH

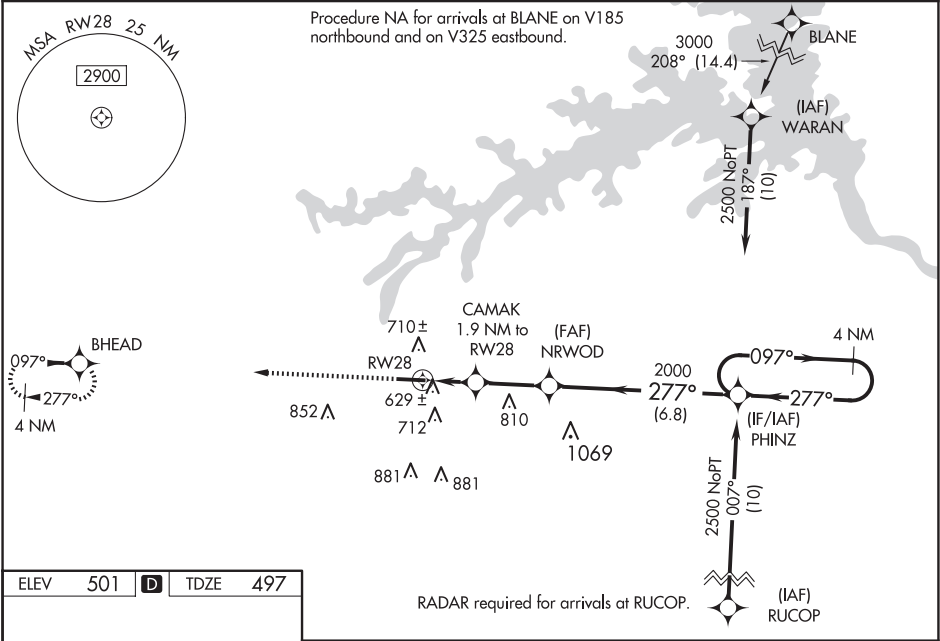
▼

▲

Baro-VNAV NA when using Daniel Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Daniel Field altimeter setting: increase LPV DA to 854 feet and visibility Cats A/B ½ SM, increase LNAV/VNAV DA to 877 feet; increase all MDAs 80 feet and increase visibility LNAV Cats C/D and Circling Cat C ¼ SM, and Circling Cat D ½ SM. Rwy 28 helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 2500 direct BHEAD and hold.

|                          |  |                                 |
|--------------------------|--|---------------------------------|
| AWOS-3<br><b>120.625</b> | AUGUSTA APP CON ★<br><b>124.45 270.3</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|--|---------------------------------|



|          |   |          |
|----------|---|----------|
| ELEV 501 | D | TDZE 497 |
|----------|---|----------|

2500

BHEAD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 50).

\*LNAV only

CAMAK

1.9 NM to RW28

NRWOD

2000

PHINZ

277°

2500

GP 3.00°

TCH 60

| CATEGORY     | A                     | B                     | C                     | D                             |
|--------------|-----------------------|-----------------------|-----------------------|-------------------------------|
| LPV DA       | 787-7/8               | 290 (300-7/8)         | 787-1                 | 290 (300-1)                   |
| LNAV/VNAV DA | 810-1 313 (400-1)     |                       |                       |                               |
| LNAV MDA     | 880-1                 | 383 (400-1)           | 880-1 1/8             | 383 (400-1 1/8)               |
| CIRCLING     | 1060-1<br>559 (600-1) | 1080-1<br>579 (600-1) | 1200-2<br>699 (700-2) | 1240-2 1/4<br>739 (800-2 1/4) |

HIRL Rwy 10-28 ①

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

THOMSON, GEORGIA

AL-6201 (FAA)

24305

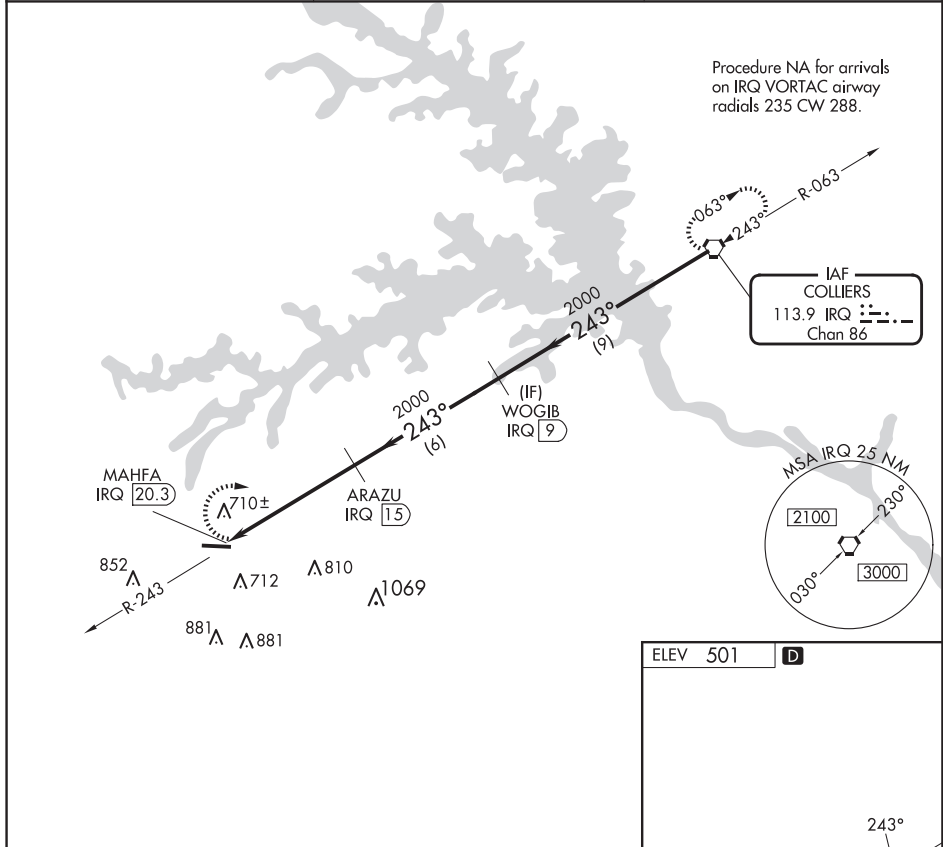
|         |      |         |          |     |
|---------|------|---------|----------|-----|
| VORTAC  | IRQ  | APP CRS | Rwy Idg  | N/A |
| 113.9   | 243° | 243°    | TDZE     | N/A |
| Chan 86 |      |         | Apt Elev | 501 |

VOR/DME-A

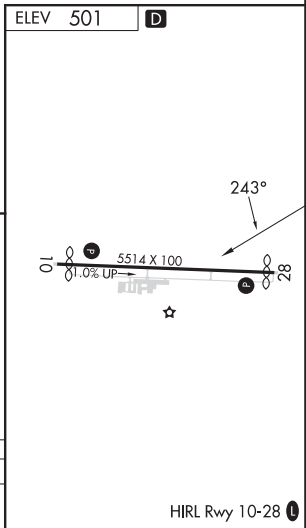
THOMSON/McDUFFIE COUNTY (HQU)

|  |   |
|--|---|
| <p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Daniel Field altimeter setting and increase all MDAs 80 feet and visibility Cat C ¼ SM and Cat D ½ SM.</p> | <p>MISSED APPROACH:<br/>Climbing right turn to 2400<br/>direct IRQ VORTAC and hold.</p> |
|--|---|

|                   |                                   |                          |
|-------------------|-----------------------------------|--------------------------|
| AWOS-3<br>120.625 | AUGUSTA APP CON ★<br>124.45 270.3 | UNICOM<br>122.8 (CTAF) ① |
|-------------------|-----------------------------------|--------------------------|



|          |                       |                         |                         |                         |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| 2400     | IRQ                   | ARAZU                   | WOGIB                   | IRQ                     |
|          |                       | IRQ 15                  | IRQ 9                   | VORTAC                  |
| MAHFA    | ARAZU                 | WOGIB                   | IRQ                     |                         |
| IRQ 20.3 | IRQ 15                | IRQ 9                   | IRQ                     |                         |
| 5.3 NM   | 6 NM                  | 9 NM                    |                         |                         |
| CATEGORY | A                     | B                       | C                       | D                       |
| CIRCLING | 1060-1<br>559 (600-1) | 1080-1¼<br>579 (600-1¼) | 1160-1¾<br>659 (700-1¾) | 1240-2¼<br>739 (800-2¼) |



THOMSON, GEORGIA

33° 32'N-82° 31'W

THOMSON/McDUFFIE COUNTY (HQU)

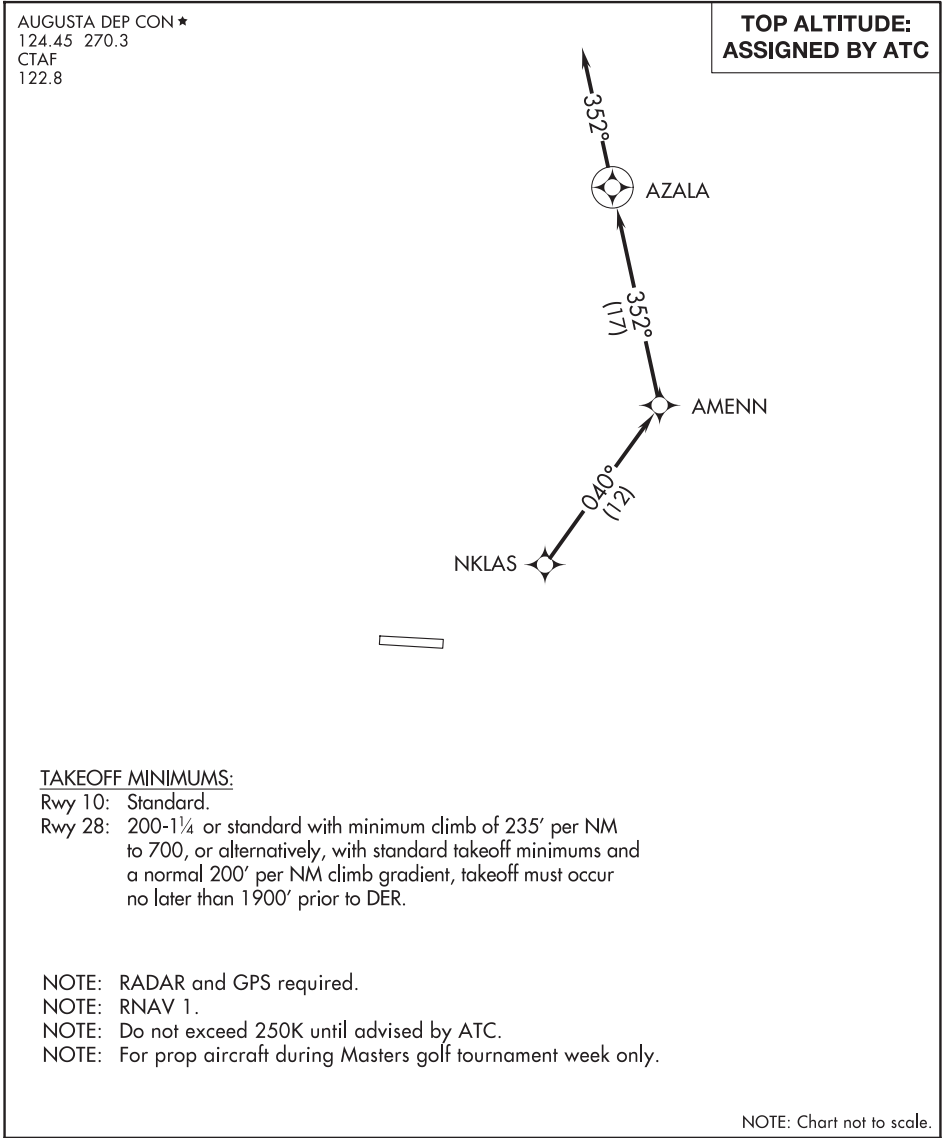
VOR/DME-A

Amdt 4A 22APR21

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025





▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to NKLAS. Then on depicted route to AZALA, then fly heading 352°, for RADAR vectors, thence. . . .

. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CHATT6.CHATT) 24305

638  
AL-6201 (FAA)

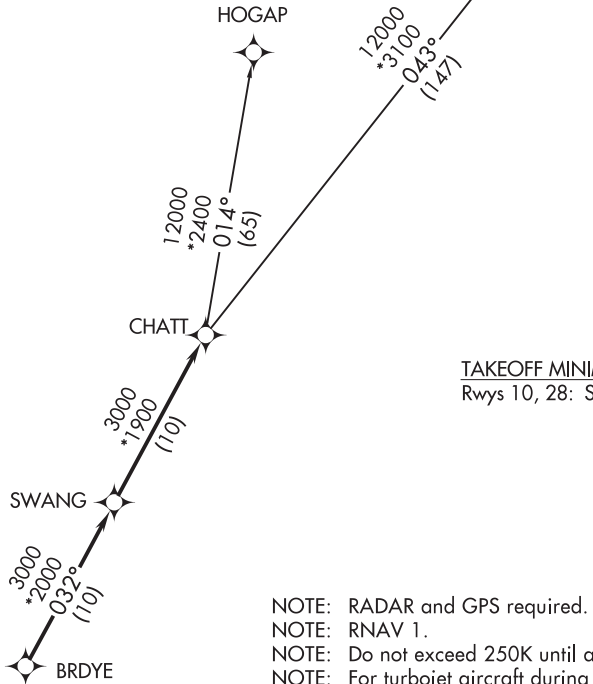
THOMSON/McDUFFIE COUNTY (HQU)  
THOMSON, GEORGIA

CHATT SIX DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
124.45 270.3  
CTAF  
122.8  
AWOS-3  
120.625

GREENSBORO  
GSO

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:  
Rwys 10, 28: Standard.

NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.  
NOTE: For turbojet aircraft during Masters golf tournament week.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10, 28: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)  
HOGAP TRANSITION (CHATT6.HOGAP)

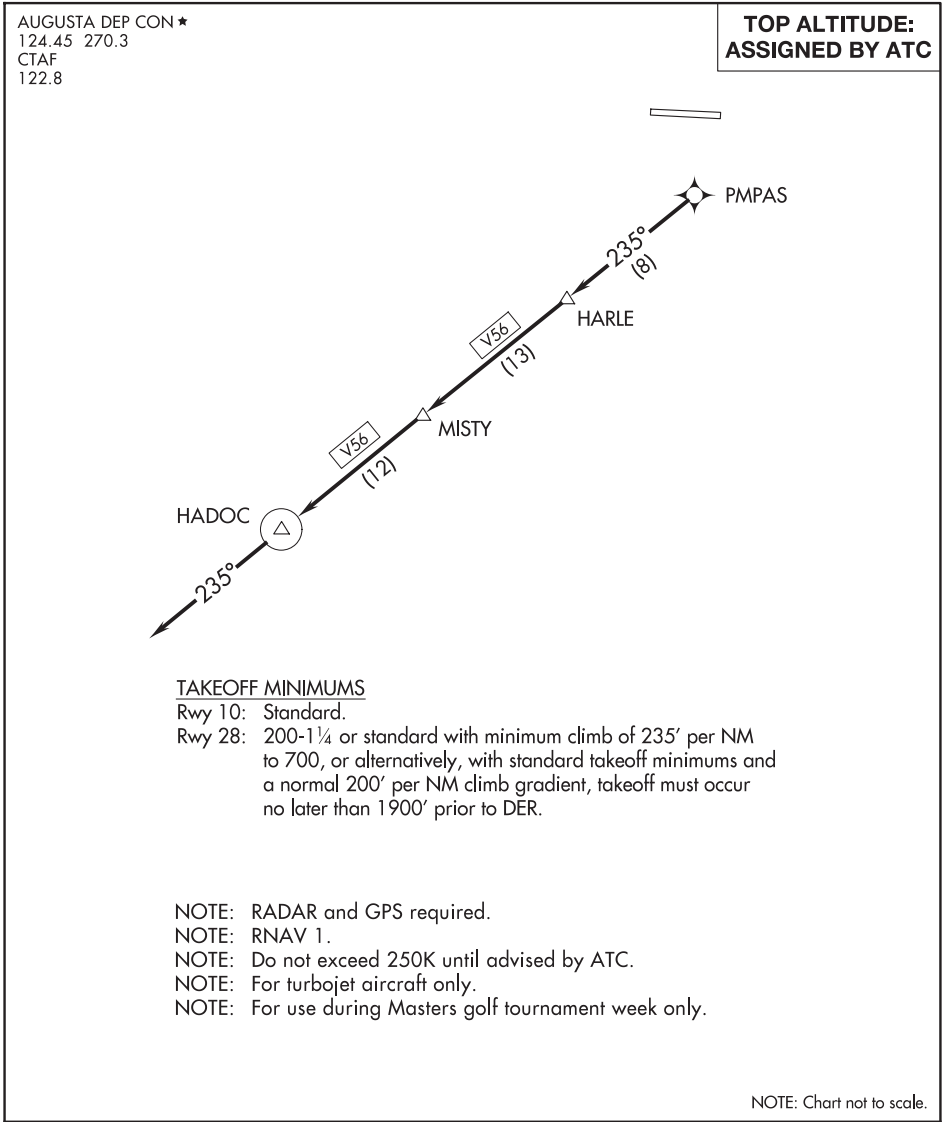
CHATT SIX DEPARTURE (RNAV)

(CHATT6.CHATT) 29MAR18

THOMSON, GEORGIA  
THOMSON/McDUFFIE COUNTY (HQU)

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to HADOC, then fly heading 235°, for RADAR vectors. Thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

NDINA FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON ★  
124.45 270.3  
CTAF  
122.8

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:

Rwy 10: Standard.

Rwy 28: 200-1¼ or standard with minimum climb of 235' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: RADAR and GPS required.

NOTE: RNAV 1.

NOTE: Do not exceed 250K until advised by ATC.

NOTE: For prop aircraft during Masters golf tournament week only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to PMPAS. Then on depicted route to NDINA, then fly heading 273°, for RADAR vectors. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-4, 07 AUG 2025 to 02 OCT 2025

AUGUSTA DEP CON ★  
126.8 270.3  
CTAF  
122.8

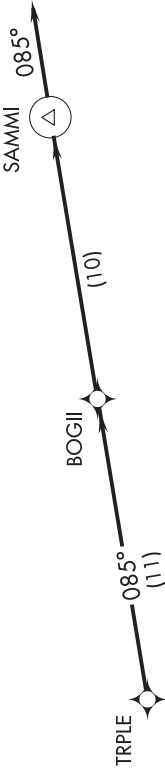
(SAMMI4.SAMMI) 24305  
SAMMI FOUR DEPARTURE (RNAV)

AL-6201 (FAA)

THOMSON/McDUFFIE COUNTY (HQU)  
THOMSON, GEORGIA

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 10, 28: Standard.



NOTE: RADAR and GPS required.  
NOTE: RNAV 1.  
NOTE: Do not exceed 250K until advised by ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10, 28: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence, . . .  
. . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

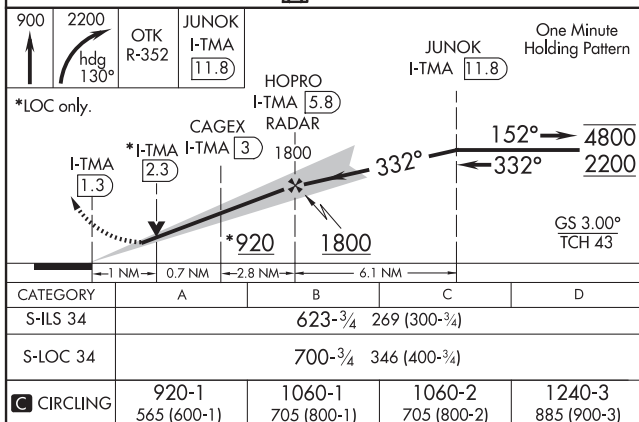
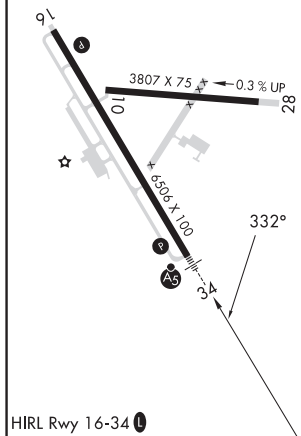
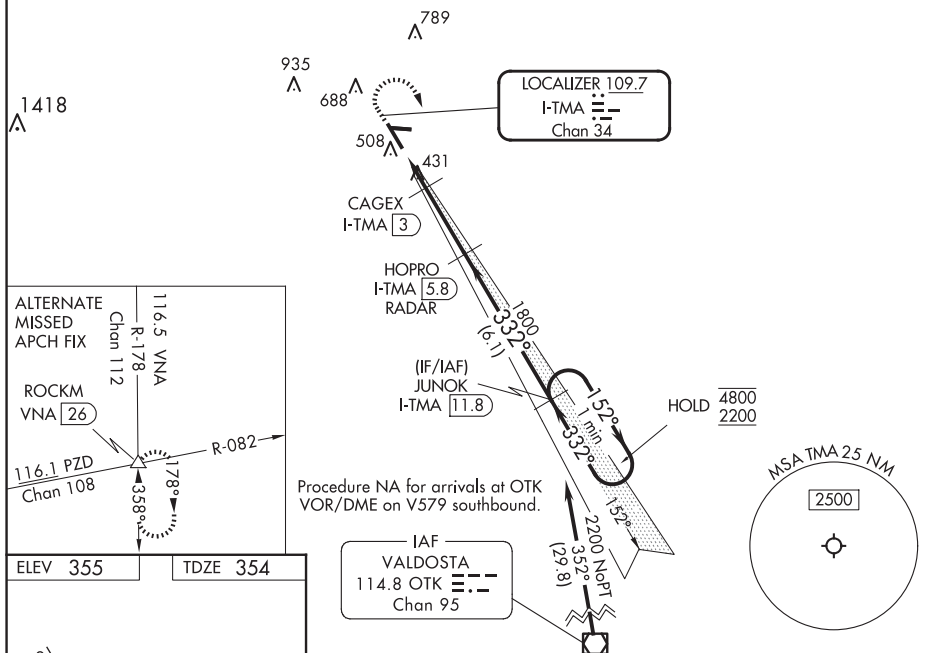
SAMMI FOUR DEPARTURE (RNAV)  
(SAMMI4.SAMMI) 29MAR18

THOMSON, GEORGIA  
THOMSON/McDUFFIE COUNTY (HQU)

SE-4, 07 AUG 2025 to 02 OCT 2025

## ILS or LOC RWY 34

**MISSED APPROACH:** Climb to 900 then climbing right turn to 2200 on heading 130° and OTK VOR/DME R-352 to JUNOK/I-TMA 11.8 DME and hold.

UNICOM  
122.7 (CTAF) **L**

HENRY TIFT MYERS (TMA)  
ILS or LOC RWY 34

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>62839</b><br><b>W16A</b> | APP CRS<br><b>152°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6506</b><br><b>355</b><br><b>355</b> |
|--|------------------------|-----------------------------|---|

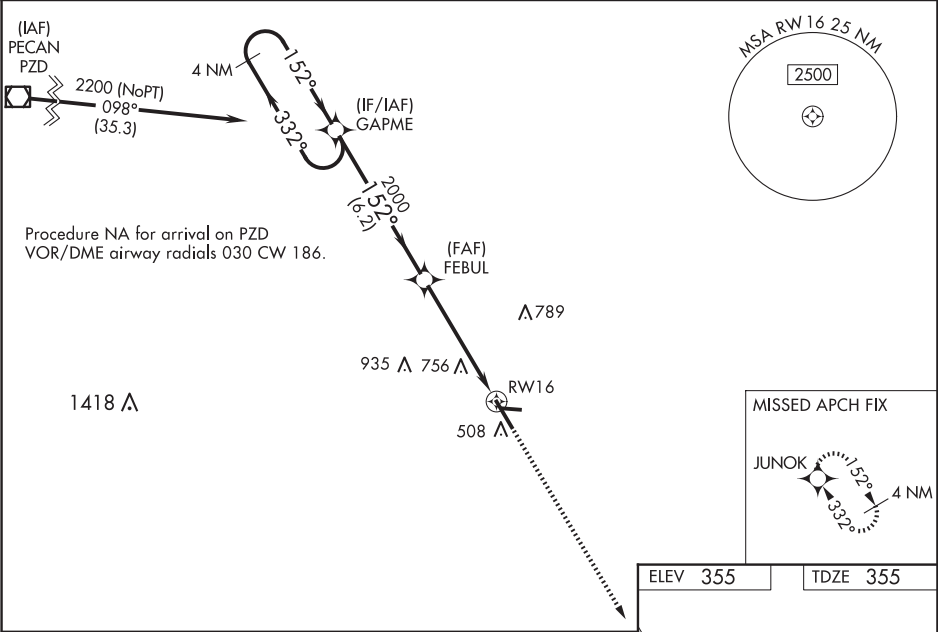
RNAV (GPS) RWY 16

HENRY TIFT MYERS (TMA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling Rwy 10 NA at night. DME/DME RNP-0.3 NA.  
Rwy 16 Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2200 direct JUNOK and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118.525</b> | VALDOSTA APP CON★<br><b>126.6 285.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



4 NM Holding Pattern

2200

←332°

152°→

GP 3.00° TCH 46

GAPME

152°

2000

\* 2 NM to RW16

RW16

2200

JUNOK

\* LNAV only

6.2 NM

3 NM

2 NM

2000

2000

|              |                       |                       |                       |                       |
|--------------|-----------------------|-----------------------|-----------------------|-----------------------|
| CATEGORY     | A                     | B                     | C                     | D                     |
| LPV DA       |                       | 621-7⁄8               | 266 (300-7⁄8)         |                       |
| LNAV/VNAV DA |                       | 1100-3                | 745 (800-3)           |                       |
| LNAV MDA     | 1020-1                | 665 (700-1)           | 1020-17⁄8             | 665 (700-17⁄8)        |
| CIRCLING     | 1020-1<br>665 (700-1) | 1060-1<br>705 (800-1) | 1060-2<br>705 (800-2) | 1240-3<br>885 (900-3) |

ELEV 355

TDZE 355

152°

9

3807 X 75

0.3% UP

28

10

6506 X 100

4

AS

3

2

1

HIRL Rwy 16-34

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

TIFTON, GEORGIA

AL-5398 (FAA)

23334

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53339</b><br><b>W28A</b> | APP CRS<br><b>277°</b> | Rwy Idg<br>TDZE <b>350</b><br>Apt Elev <b>355</b> |
|--|------------------------|---|

RNAV (GPS) RWY 28

HENRY TIFT MYERS (TMA)

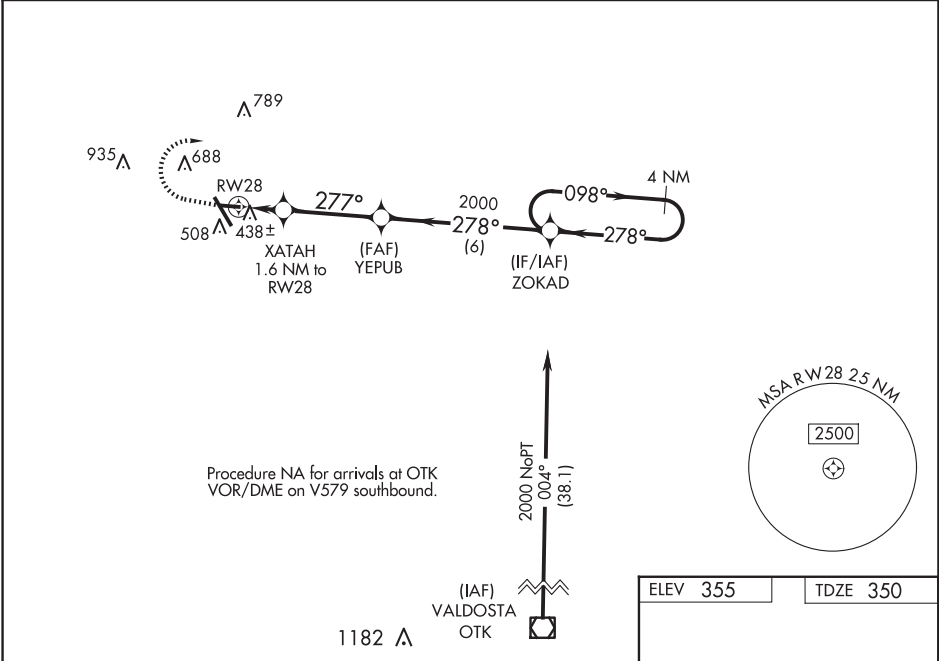
▼

▲ NA

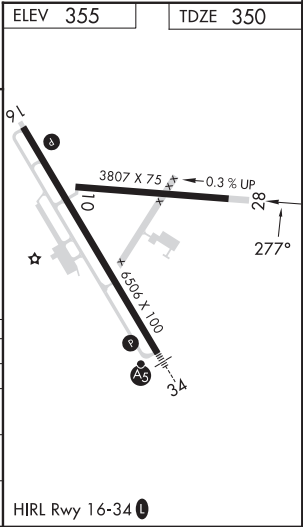
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Moultrie altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Moultrie altimeter setting; increase LPV DA to 673 feet and LNAV/VNAV DA to 689 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C/D visibility 1/4 mile, and increase Circling Cat C visibility 1/4 mile. Straight-in minimums NA at night. Circling Rwy 10 NA at night. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct ZOKAD and hold.

|                            |  |                                 |
|----------------------------|--|---------------------------------|
| AWOS-3PT<br><b>118.525</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | UNICOM<br><b>122.7 (CTAF) 1</b> |
|----------------------------|--|---------------------------------|



|              |                      |                       |                       |
|--------------|----------------------|-----------------------|-----------------------|
| 800          | 2000                 | ZOKAD                 |                       |
| *LNAV only.  |                      |                       |                       |
|              | XATAH 1.6 NM to RW28 | YEPUB                 | ZOKAD                 |
|              | *1.1 NM to RW28      | 2000                  | 2000                  |
|              | *277°                | 278°                  | 098°                  |
|              | *880                 | 2000                  | 2000                  |
|              |                      |                       | GP 3.00°              |
|              |                      |                       | TCH 40                |
|              | 1.1                  | 0.5 NM                | 3.5 NM                |
|              |                      |                       | 6 NM                  |
| CATEGORY     | A                    | B                     | C                     |
| LPV DA       |                      | 604-1                 | 254 (300-1)           |
| LNAV/VNAV DA |                      | 628-1                 | 278 (300-1)           |
| LNAV MDA     |                      | 720-1                 | 370 (400-1)           |
| CIRCLING     | 920-1<br>565 (600-1) | 1060-1<br>705 (800-1) | 1060-2<br>705 (800-2) |
|              |                      |                       | 1240-3<br>885 (900-3) |



TIFTON, GEORGIA

Amdt 1 21JUL16

31°26'N-83°29'W

HENRY TIFT MYERS (TMA)

RNAV (GPS) RWY 28

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



TIFTON, GEORGIA

AL-5398 (FAA)

23334

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>61118</b><br><b>W34A</b> | APP CRS<br><b>332°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6506</b><br><b>354</b><br><b>355</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 34

HENRY TIFT MYERS (TMA)

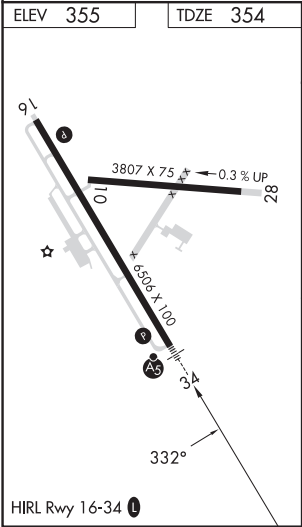
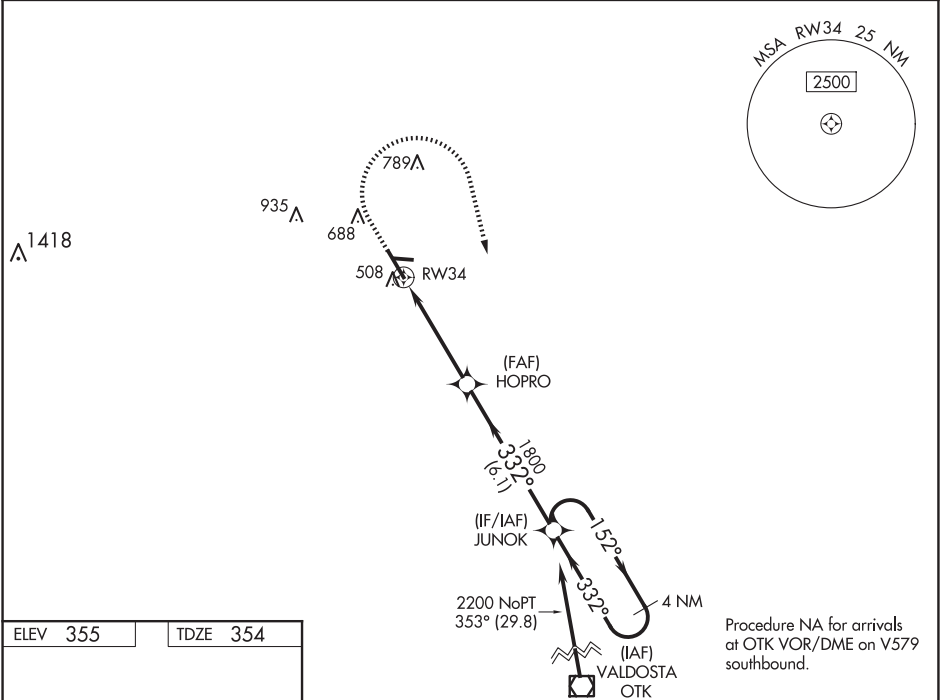
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Circling Rwy 10 NA at night.  
Rwy 34 helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2200 direct JUNOK and hold.

|                            |   |                                 |
|----------------------------|---|---------------------------------|
| AWOS-3PT<br><b>118.525</b> | VALDOSTA APP CON★<br><b>126.6 285.6</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|----------------------------|---|---------------------------------|



|                  |                      |                       |                       |                       |          |        |
|------------------|----------------------|-----------------------|-----------------------|-----------------------|----------|--------|
| 900              | 2200                 | JUNOK                 | 4 NM Holding Pattern  |                       |          |        |
| * LNAV only      |                      | HOPRO                 | 1800                  | 332°                  | 152°     | 2200   |
| * 1.2 NM to RW34 |                      | 1800                  | 1800                  | 332°                  | GP 3.00° | TCH 43 |
| 1.2 NM           |                      | 3.3 NM                | 6.1 NM                |                       |          |        |
| CATEGORY         | A                    | B                     | C                     | D                     |          |        |
| LPV DA           | 638-¾                |                       | 284 (300-¾)           |                       |          |        |
| LNAV/VNAV DA     | 684-¾                |                       | 330 (400-¾)           |                       |          |        |
| LNAV MDA         | 780-¾                |                       | 426 (500-¾)           |                       |          |        |
| CIRCLING         | 920-1<br>565 (600-1) | 1060-1<br>705 (800-1) | 1060-2<br>705 (800-1) | 1240-3<br>885 (900-3) |          |        |

TIFTON, GEORGIA  
Amdt 1A 17AUG17

31°26'N-83°29'W

HENRY TIFT MYERS (TMA)

RNAV (GPS) RWY 34

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

22195

RNAV (GPS) RWY 3  
TOCCOA RG LETOURNEAU FLD (TOC)

**MISSED APPROACH:**  
Climb to 6600 direct  
EBANE and hold,  
continue climb-in-hold  
to 6600.

TOCCOA, GEORGIA  
Amdt 1 10DEC15

TOCCOA RG LETOURNEAU FLD (TOC)  
RNAV (GPS) RWY 3

34°36'N-83°18'W

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>61005</b><br><b>W21A</b> | APP CRS<br><b>207°</b> | Rwy ldg<br>TDZE <b>980</b><br>Apt Elev <b>996</b> |
|--|------------------------|---|

RNAV (GPS) RWY 21

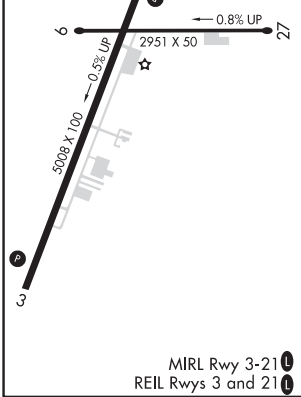
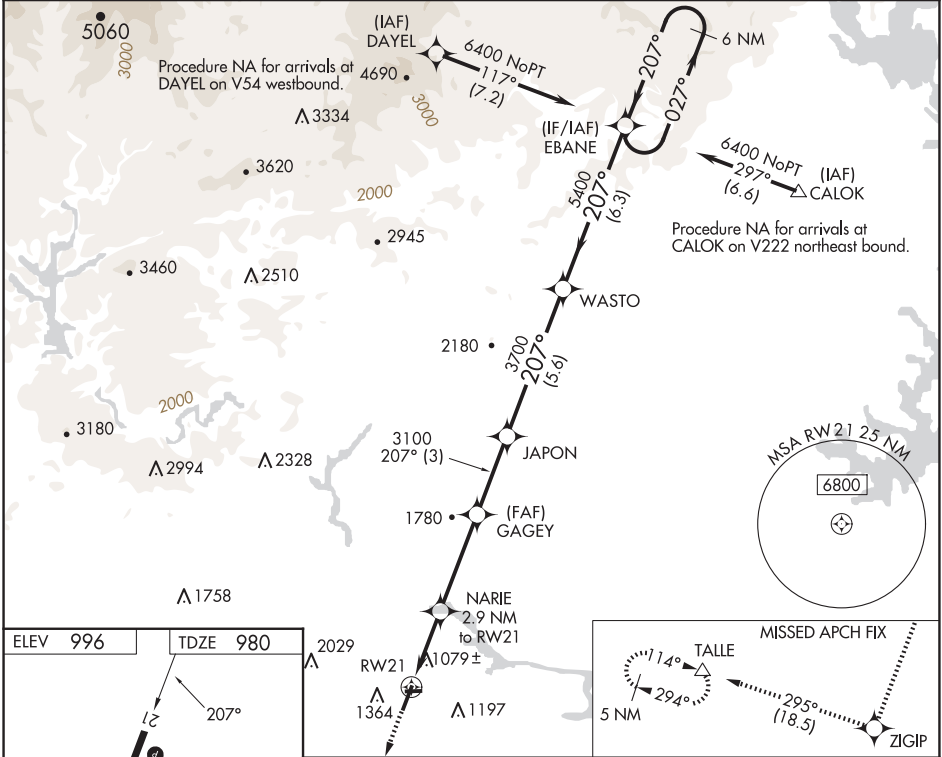
TOCCOA RG LETOURNEAU FLD (TOC)

RNP APCH

Baro-VNAV and VDP NA when using Gainesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. When local altimeter setting not received, use Gainesville altimeter setting: Increase LPV DA to 1345 feet, LNAV/VNAV DA to 1510 feet, and increase all MDAs 120 feet, increase LNAV/LNAV visibility all Cats ½ SM, LNAV visibility Cats C/D ¾ SM and Circling visibility Cats A/B ¼ SM and Cat C ½ SM. Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 5800 direct ZIGIP and on track 295° to TALLE and hold, continue climb-in-hold to 5800.

|                          |                                       |                                 |
|--------------------------|---------------------------------------|---------------------------------|
| AWOS-3<br><b>119.625</b> | ATLANTA CENTER<br><b>134.8 379.95</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---------------------------------------|---------------------------------|



|                  |                      |              |                         |                         |                      |
|------------------|----------------------|--------------|-------------------------|-------------------------|----------------------|
| 5800             | ZIGIP                | TALLE        | * LNAV only             | EBANE                   | 6 NM Holding Pattern |
| ↑                | tr 295°              | △            |                         | JAPON                   | WASTO                |
| * 1.8 NM to RW21 | NARIE 2.9 NM to RW21 | GAGEY 3100   |                         | 3700                    | 5400                 |
| RW21             | * 1920               | 3100         |                         |                         |                      |
| 1.8              | 1.1 NM               | 3.7 NM       | 3 NM                    | 5.6 NM                  | 6.3 NM               |
| CATEGORY         | A                    | B            | C                       | D                       |                      |
| LPV DA           | 1230-1               | 250 (300-1)  |                         |                         |                      |
| LNAV/VNAV DA     | 1395-1½              | 415 (400-1½) |                         |                         |                      |
| LNAV MDA         | 1560-1               | 580 (600-1)  | 1560-1½                 | 580 (600-1½)            |                      |
| CIRCLING         | 1720-1               | 724 (800-1)  | 1760-2¼<br>764 (800-2¼) | 2480-3<br>1484 (1500-3) |                      |

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| LOC/DME I-TOI<br><b>108.9</b><br>Chan <b>26</b> | APP CRS<br><b>074°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6197</b><br><b>389</b><br><b>397</b> |
|---|------------------------|-----------------------------|---|

ILS or LOC RWY 7  
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

TA

Circling Rwy 14, 32 NA at night.

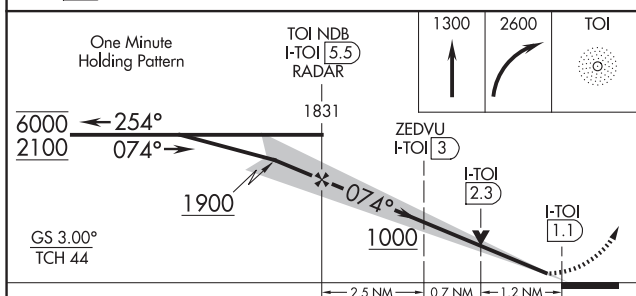
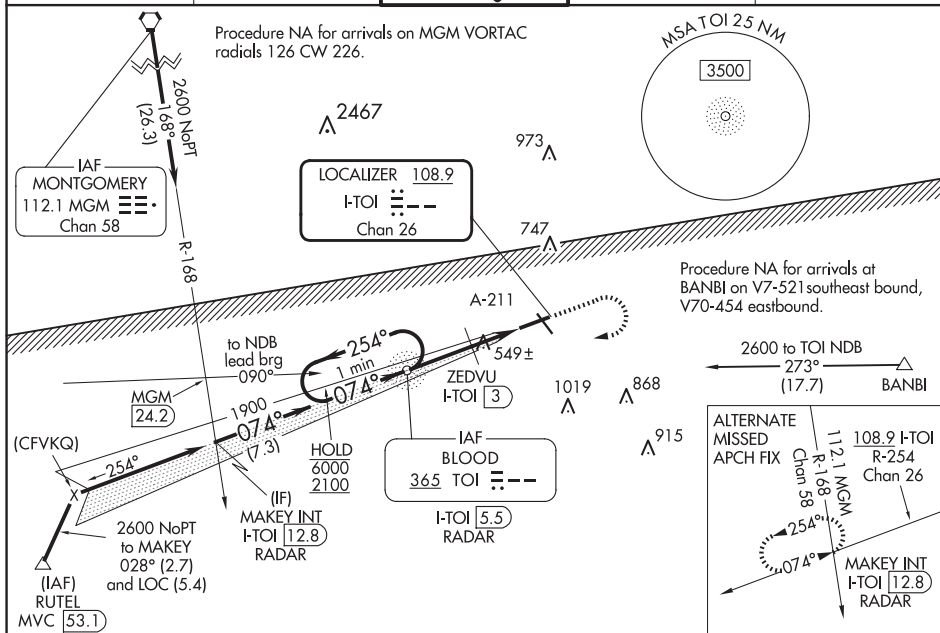
**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2600 direct TOI NDB/I-TOI 5.5 DME/RADAR and hold.



ATIS  
120.925

CAIRNS APP CON★  
121.1 319.25

TROY TOWER ★  
124.3 (CTAF) **L** 306.9

| GND CON |       |
|---------|-------|
| 121.9   | 294.7 |

UNICOM  
122.8

| CATEGORY   | A                     | B           | C                              | D                      |
|--|-----------------------|-------------|--------------------------------|------------------------|
| S-ILS 7  | 635-7/8 246 (300-7/8) |             |                                |                        |
| S-LOC 7  | 1000-1                | 611 (700-1) | 1000-1 3/4                     | 611 (700-1 3/4)        |
|  CIRCLING | 1000-1                | 603 (700-1) | 1300-2 3/4<br>903 (1000-2 3/4) | 1380-3<br>983 (1000-3) |
| ZEDVU FIX MINIMUMS (DME REQUIRED)  |                       |             |                                |                        |
| S-LOC 7  | 800-1                 | 411 (500-1) | 800-1 1/8                      | 411 (500-1 1/8)        |
|  CIRCLING | 1000-1                | 603 (700-1) | 1300-2 3/4<br>903 (1000-2 3/4) | 1380-3<br>983 (1000-3) |

ELEV 397

TDZE 389

6197 X 100

TWR 471

5024 X 100

0.5% Up

074°

MIRL Rwy's 7-25 and 14-32

|         | FAF to MAP 4.4 NM |      |      |      |      |
|---------|-------------------|------|------|------|------|
| Knots   | 60                | 90   | 120  | 150  | 180  |
| Min:Sec | 4:24              | 2:56 | 2:12 | 1:46 | 1:28 |

Amdt 11B 29DEC22

TROY MUNI AT N KENNETH CAMPBELL FLD (TOJ)

31°52'N-86°01'W

ILS or LOC RWY 7

SE-4, 07 AUG 2025 to 02 OCT 2025

24137

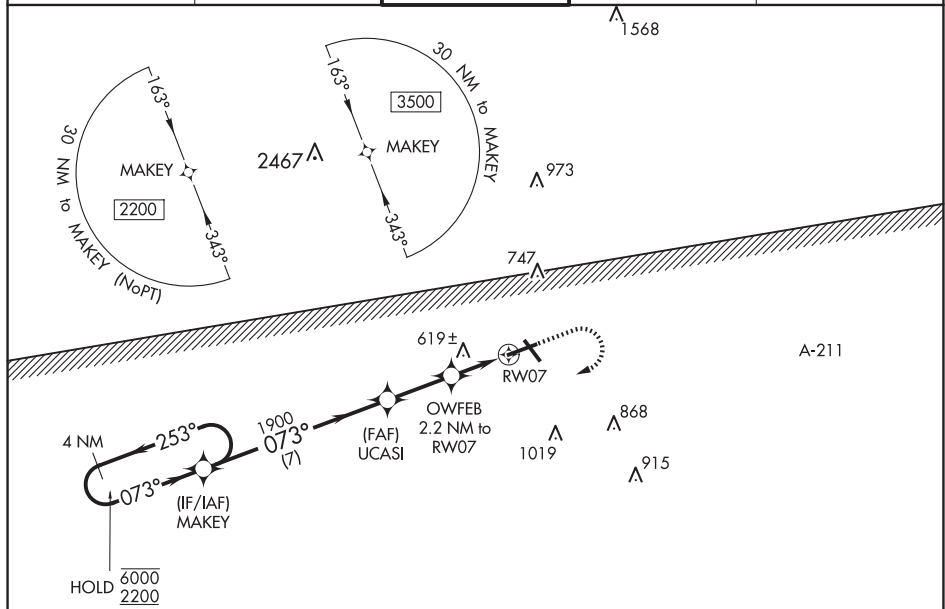
# RNAV (GPS) RWY 7

## TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

**T**  
**A** Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2200 direct MAKEY and hold.

|                 |                                  |                                      |                        |                 |
|-----------------|----------------------------------|--------------------------------------|------------------------|-----------------|
| ATIS<br>120.925 | CAIRNS APP CON ★<br>121.1 319.25 | TROY TOWER ★<br>124.3 (CTAF) 0 306.9 | GND CON<br>121.9 294.7 | UNICOM<br>122.8 |
|-----------------|----------------------------------|--------------------------------------|------------------------|-----------------|

[illegible]

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)  
31°52'N-86°01'W **DNIAV (CPS) DWA 7**

RNAV (GPS) RWY 7

TROY, ALABAMA

AL-5720 (FAA)

24137

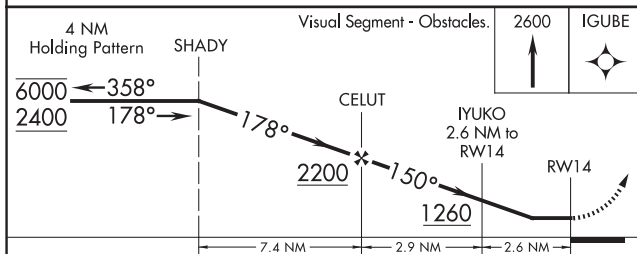
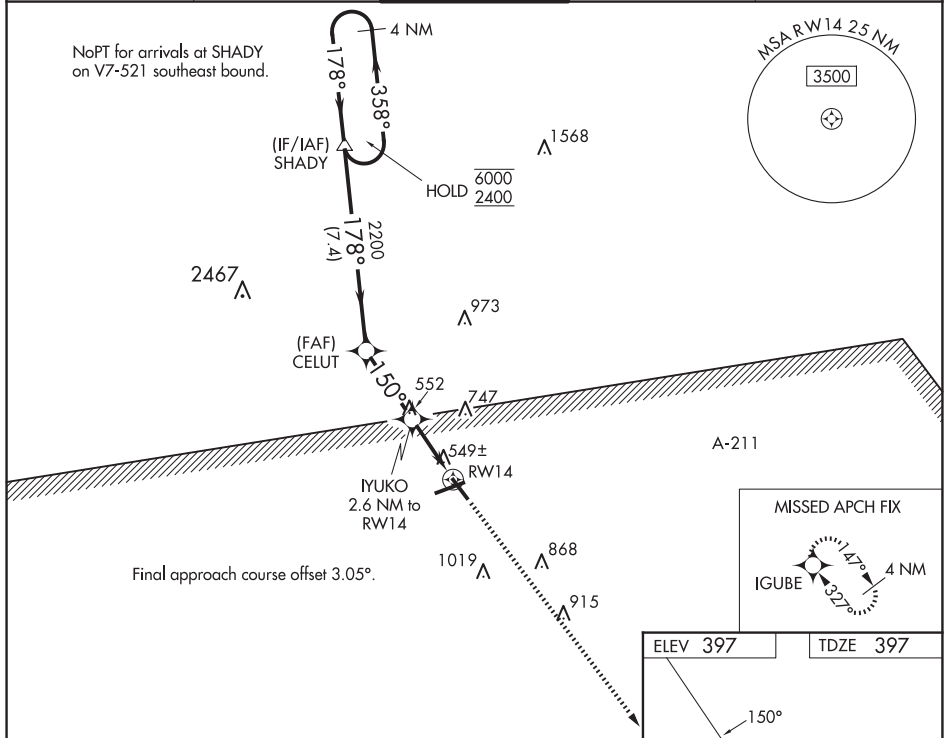
|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>56237</b><br><b>W14A</b> | APP CRS<br><b>150°</b> | Rwy Idg<br>TDZE <b>397</b><br>Apt Elev <b>397</b> | <b>5024</b> |
|--|------------------------|---|-------------|

# RNAV (GPS) RWY 14

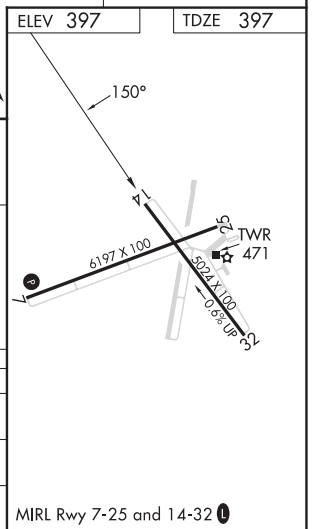
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

|  |  |   |  |
|--|--|---|--|
| RNP APCH.<br><div><div></div><div></div></div> <p>Rwy 14 helicopter visibility reduction below 1 SM NA.<br/>Rwy 14 Straight-in and Circling and Circling Rwy 32 NA at night.</p> |  | MISSED APPROACH: Climb to 2600 direct IGUBE and hold. |  |
|--|--|---|--|

|                        |   |   |                               |                        |
|------------------------|---|---|-------------------------------|------------------------|
| ATIS<br><b>120.925</b> | CAIRNS APP CON ★<br><b>121.1 319.25</b> | TROY TOWER ★<br><b>124.3 (CTAF) 0 306.9</b> | GND CON<br><b>121.9 294.7</b> | UNICOM<br><b>122.8</b> |
|------------------------|---|---|-------------------------------|------------------------|



| CATEGORY | A                  | B | C                     | D                   |
|----------|--------------------|---|-----------------------|---------------------|
| LP MDA   | 800-1 403 (500-1)  |   | 800-1½ 403 (500-1½)   |                     |
| LNAV MDA | 900-1 503 (600-1)  |   | 900-1¾ 503 (600-1¾)   |                     |
| CIRCLING | 1000-1 603 (700-1) |   | 1300-2¾ 903 (1000-2¾) | 1380-3 983 (1000-3) |



TROY, ALABAMA  
Amdt 1C 21MAY20

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)  
31°52'N-86°01'W

# RNAV (GPS) RWY 14

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



TROY, ALABAMA

AL-5720 (FAA)

24137

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>53506</b><br><b>W32A</b> | APP CRS<br><b>327°</b> | Rwy Idg<br>TDZE <b>393</b><br>Apt Elev <b>397</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 32**

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

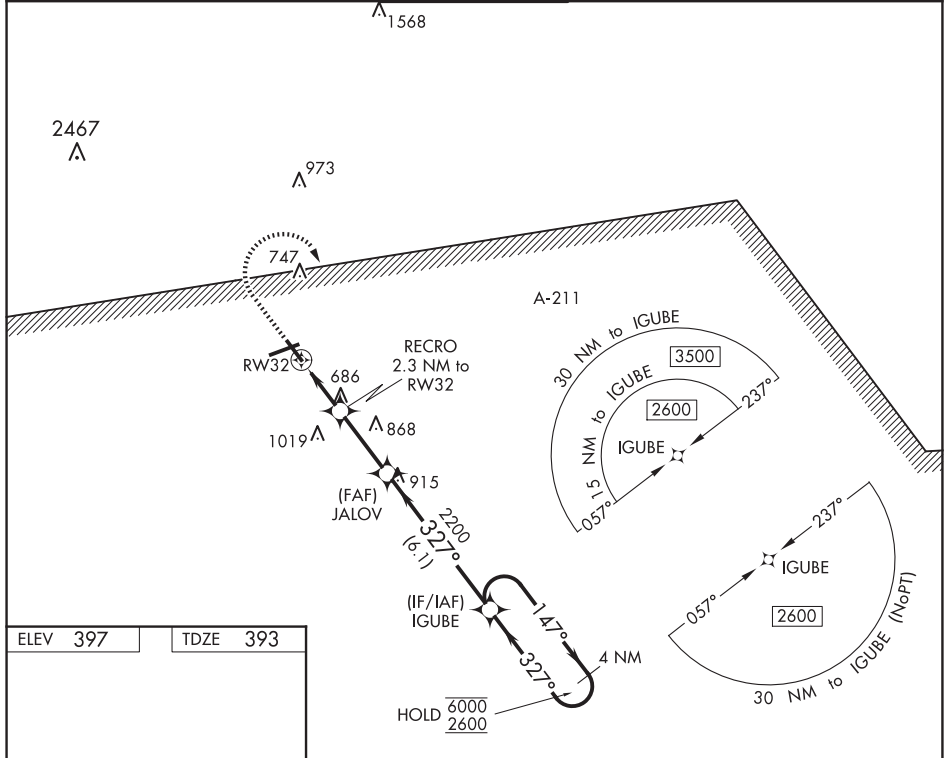
RNP APCH.



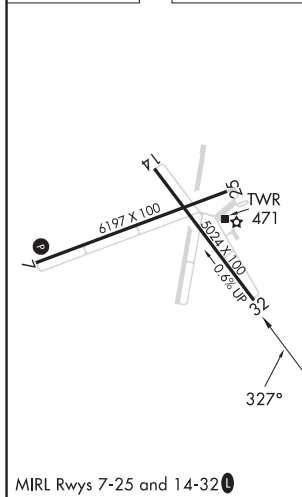
Rwy 32 helicopter visibility reduction below 1 SM NA.  
Rwy 32 Straight-in and Circling and Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct IGUBE and hold.

|                        |  |  |                               |                        |
|------------------------|--|--|-------------------------------|------------------------|
| ATIS<br><b>120.925</b> | CAIRNS APP CON★<br><b>121.1 319.25</b> | TROY TOWER★<br><b>124.3 (CTAF) 0 306.9</b> | GND CON<br><b>121.9 294.7</b> | UNICOM<br><b>122.8</b> |
|------------------------|--|--|-------------------------------|------------------------|



|          |          |
|----------|----------|
| ELEV 397 | TDZE 393 |
|----------|----------|



| CATEGORY | A      | B           | C   | D                          |
|----------|--------|-------------|---|----------------------------|
| LP MDA   | 940-1  | 547 (600-1) | 940-1 $\frac{5}{8}$                                 | 547 (600-1 $\frac{5}{8}$ ) |
| LNAV MDA | 960-1  | 567 (600-1) | 960-1 $\frac{3}{4}$                                 | 567 (600-1 $\frac{3}{4}$ ) |
| CIRCLING | 1000-1 | 603 (700-1) | 1300-2 $\frac{3}{4}$<br>903 (1000-2 $\frac{3}{4}$ ) | 1380-3<br>983 (1000-3)     |

TROY, ALABAMA  
Amdt 1D 29DEC22

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

31°52'N-86°01'W

**RNAV (GPS) RWY 32**

SE-4, 07 AUG 2025 to 02 OCT 2025



24137

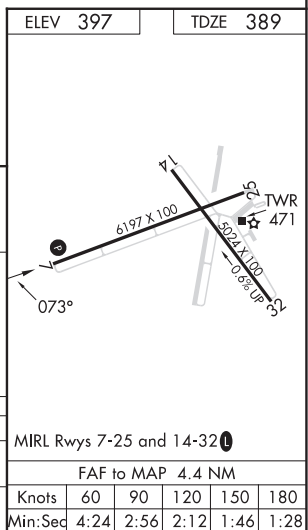
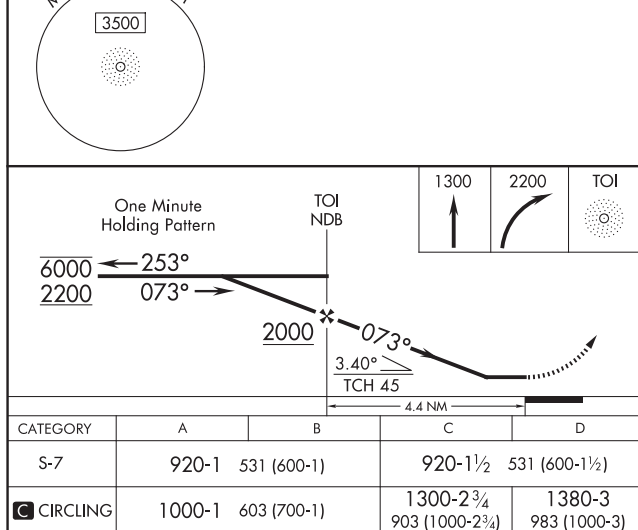
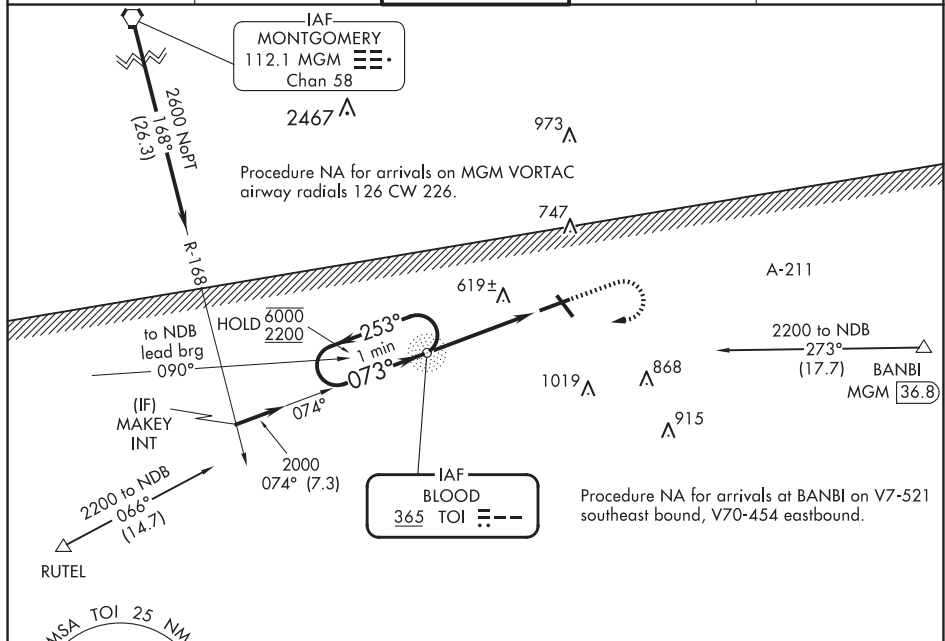
NDB RWY 7

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

**T  
A**

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2200 direct TOI NDB and hold.

|                 |                                  |                                      |                        |                 |
|-----------------|----------------------------------|--------------------------------------|------------------------|-----------------|
| ATIS<br>120.925 | CAIRNS APP CON ★<br>121.1 319.25 | TROY TOWER ★<br>124.3 (CTAF) 0 306.9 | GND CON<br>121.9 294.7 | UNICOM<br>122.8 |
|-----------------|----------------------------------|--------------------------------------|------------------------|-----------------|



TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

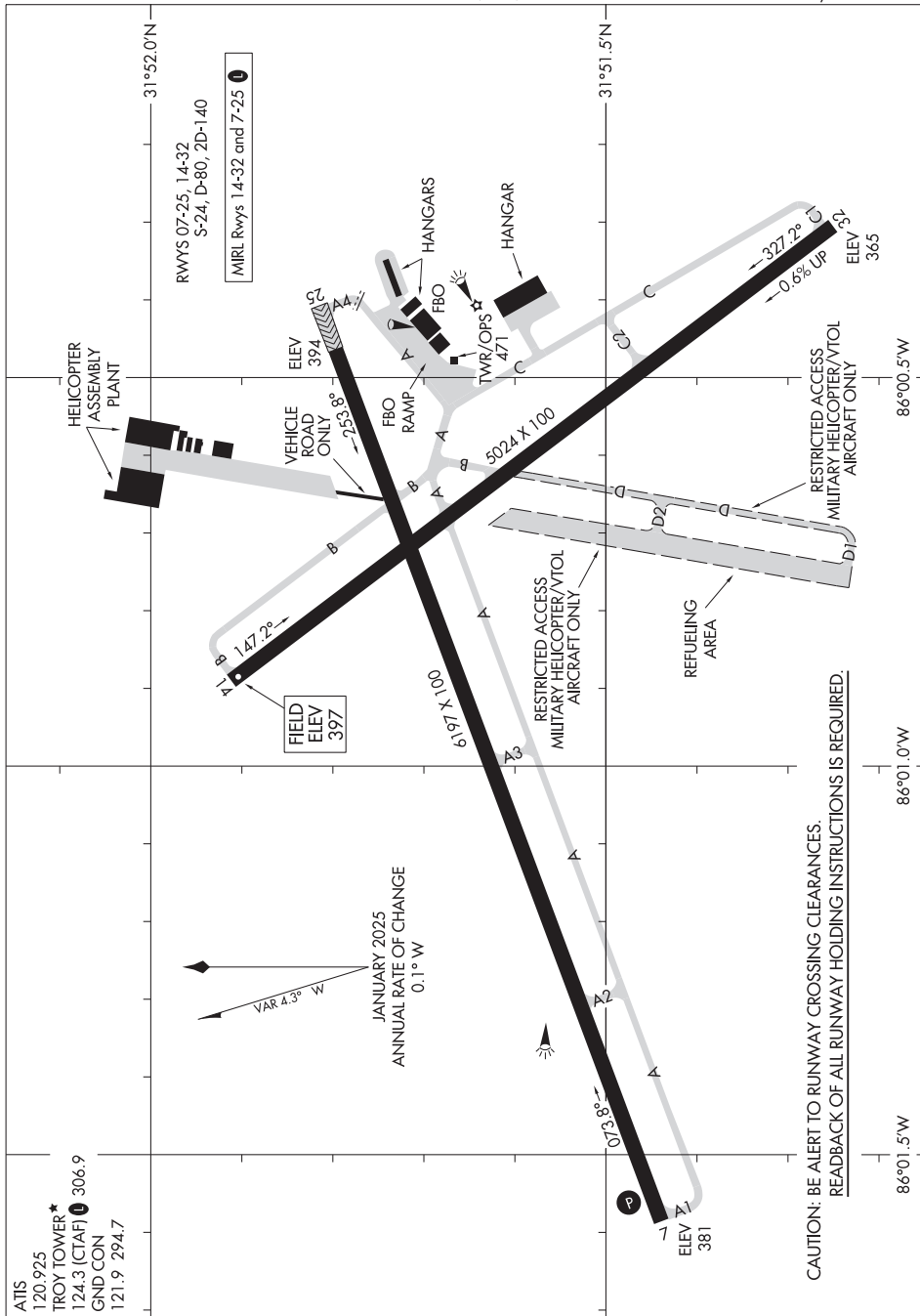
31°52'N-86°01'W

NDB RWY 7

25107

# AIRPORT DIAGRAM

TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)  
AL-5720 (FAA)  
TROY, ALABAMA



SE-4, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

25107

TROY, ALABAMA  
TROY MUNI AT N KENNETH CAMPBELL FLD (TOI)

ILS or LOC RWY 4  
TUSCALOOSA NTL (TCL)

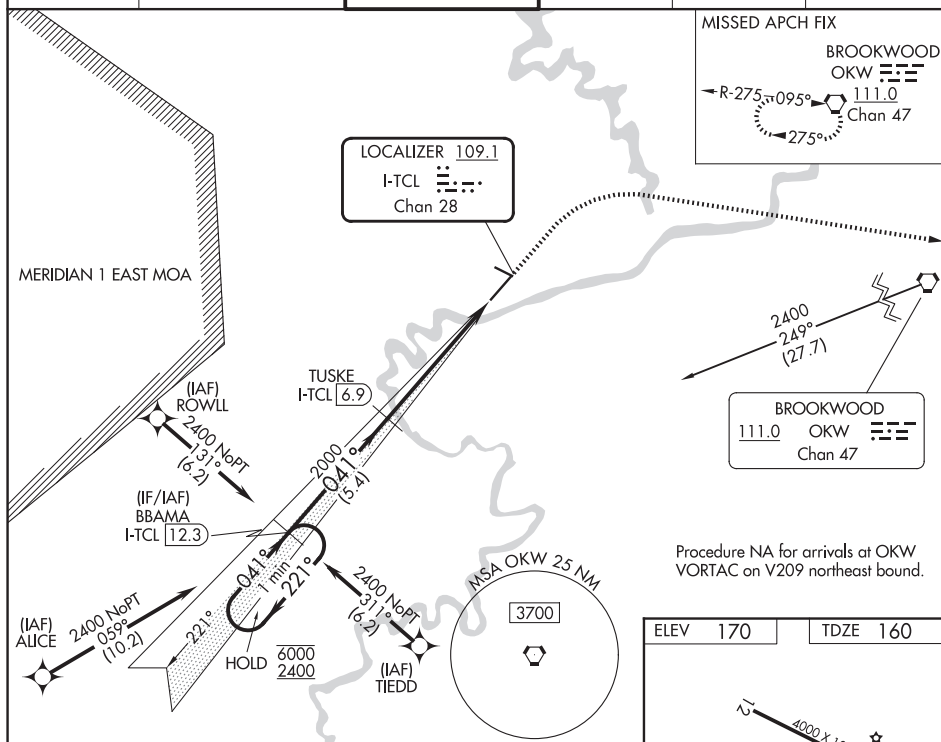
DME required.



**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2500 direct OKW VORTAC and hold.

Circling Rwy 12, 30 NA at night.

|                 |                                     |   |                         |                     |                  |
|-----------------|-------------------------------------|---|-------------------------|---------------------|------------------|
| ASOS<br>132.825 | BIRMINGHAM APP CON<br>120.15 269.25 | TUSCALOOSA TOWER ★<br>126.3(CTAF) 0 256.7 | GND CON<br>121.8 257.95 | CLNC DEL<br>120.775 | UNICOM<br>122.95 |
|-----------------|-------------------------------------|---|-------------------------|---------------------|------------------|



Procedure NA for arrivals at OKW  
VORTAC on V209 northeast bound

One Minute Holding Pattern

BBAMA  
I-TCL 12.3

TUSKE  
I-TCL 6.9

2000

2000

221°

041°

041°

GS 3.00°  
TCH 53°

5.4 NM

4.4 NM

1.2 NM

I-TCL 2.5

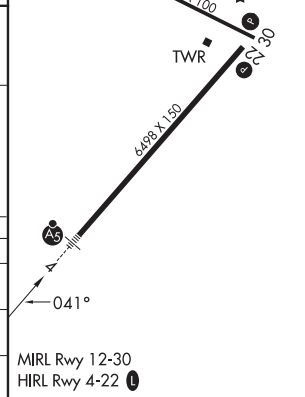
I-TCL 1.2

1200

2500

OKW

| CATEGORY | A                    | B                    | C                            | D                            |
|----------|----------------------|----------------------|------------------------------|------------------------------|
| S-ILS 4  |                      | 360-1/2              | 200 (200-1/2)                |                              |
| S-LOC 4  | 600-1/2              | 440 (500-1/2)        | 600-3/4                      | 440 (500-3/4)                |
| CIRCLING | 720-1<br>550 (600-1) | 800-1<br>630 (700-1) | 960-2 1/4<br>790 (800-2 1/4) | 960-2 1/2<br>790 (800-2 1/2) |



TUSCALOOSA, ALABAMA

AL-487 (FAA)

25219

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>48906</b><br><b>W04A</b> | APP CRS<br><b>041°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6498</b><br><b>160</b><br><b>170</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 4

TUSCALOOSA NTL (TCL)

RNP APCH - GPS.

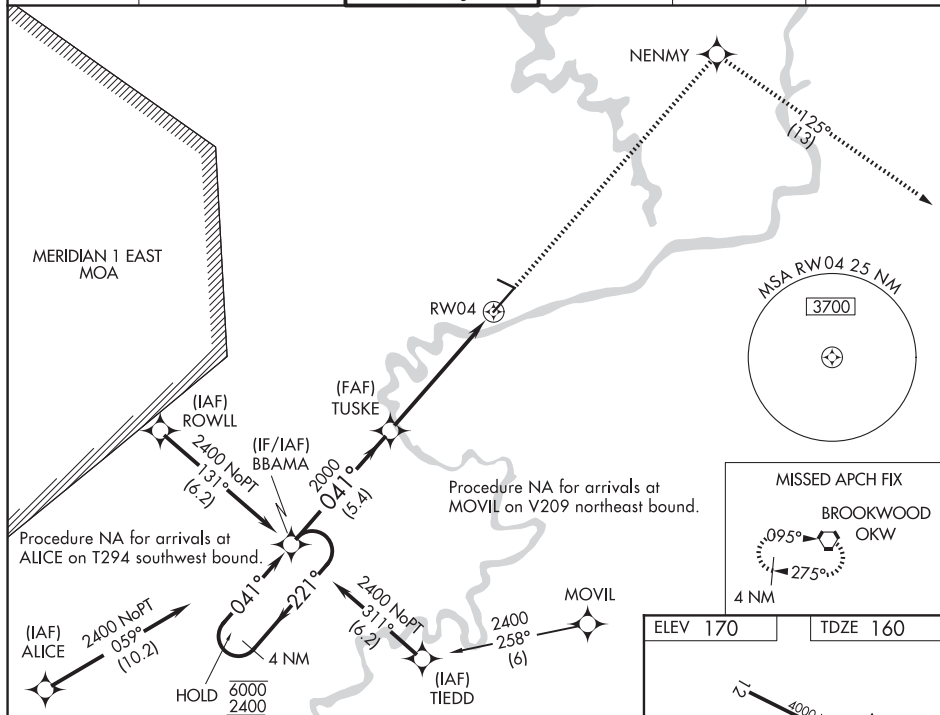
- ⚠** Circling Rwy 12, 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/8 SM.

MALSR

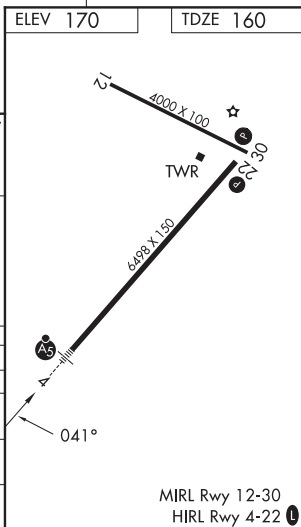


**MISSED APPROACH:** Climb to 2500 direct NENMY and on track 125° to OKW VORTAC and hold.

|                        |  |   |                                |                            |                         |
|------------------------|--|---|--------------------------------|----------------------------|-------------------------|
| ASOS<br><b>132.825</b> | BIRMINGHAM APP CON<br><b>120.15 269.25</b> | TUSCALOOSA TOWER ★<br><b>126.3 (CTAF) 0 256.7</b> | GND CON<br><b>121.8 257.95</b> | CLNC DEL<br><b>120.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|--------------------------------|----------------------------|-------------------------|



| 4 NM Holding Pattern BBAMA | 2500                 | NENMY                | tr 125°                      | OKW                          |
|----------------------------|----------------------|----------------------|------------------------------|------------------------------|
| GP 3.00°<br>TCH 53         | 2000                 | 2000                 | 2000                         | 2000                         |
| 5.4 NM                     | 4.4 NM               | 1.2 NM               |                              |                              |
| CATEGORY                   | A                    | B                    | C                            | D                            |
| LPV DA                     |                      | 360-1/2              | 200 (200-1/2)                |                              |
| LNAV/VNAV DA               |                      | 575-3/4              | 415 (500-3/4)                |                              |
| LNAV MDA                   | 600-1/2              | 440 (500-1/2)        | 600-3/4                      | 440 (500-3/4)                |
| CIRCLING                   | 720-1<br>550 (600-1) | 800-1<br>630 (700-1) | 960-2 1/4<br>790 (800-2 1/4) | 960-2 1/2<br>790 (800-2 1/2) |



TUSCALOOSA, ALABAMA

Amdt 1 20APR23

33°13'N-87°37'W

# TUSCALOOSA NTL (TCL)

# RNAV (GPS) RWY 4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**116°**

Rwy Ldg  
TDZE  
**170**

Apt Elev  
**170**

RNAV (GPS) RWY 12

TUSCALOOSA NTL (TCL)

RNP APCH - GPS.

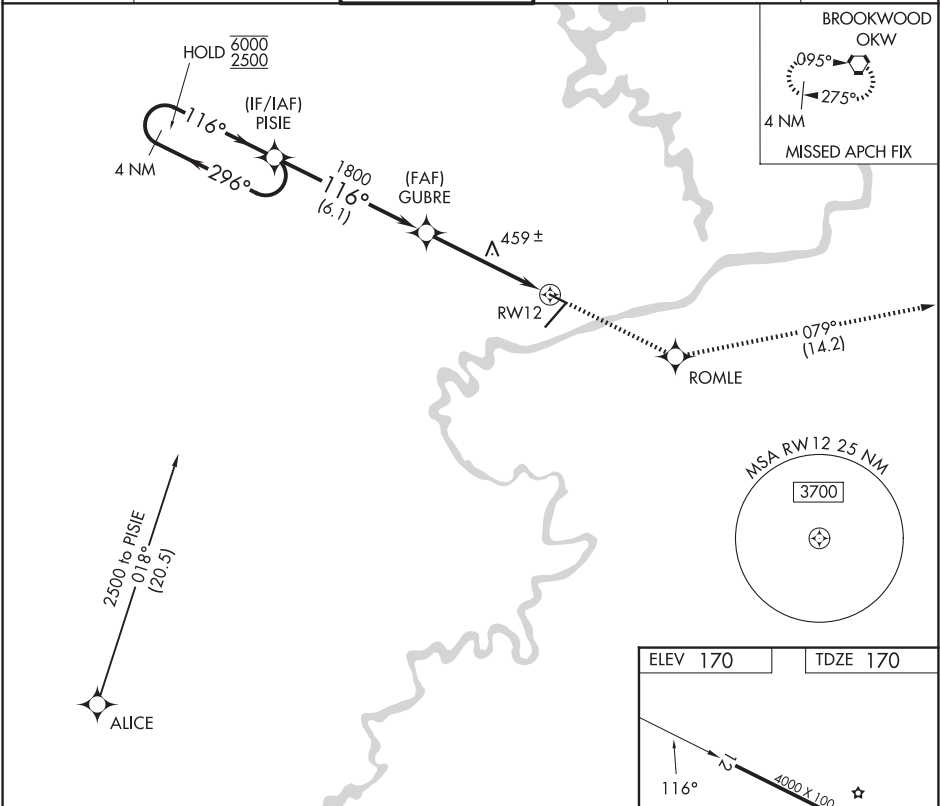
▼

▲

Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 30 NA at night.

MISSED APPROACH: Climb to 2500 direct ROMLE then on track 079° to OKW VORTAC and hold.

|                        |  |  |                                |                            |                         |
|------------------------|--|--|--------------------------------|----------------------------|-------------------------|
| ASOS<br><b>132.825</b> | BIRMINGHAM APP CON<br><b>120.15 269.25</b> | TUSCALOOSA TOWER ★<br><b>126.3(CTAF) 0 256.7</b> | GND CON<br><b>121.8 257.95</b> | CLNC DEL<br><b>120.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|--------------------------------|----------------------------|-------------------------|



4 NM Holding Pattern

Visual Segment - Obstacles.

2500 ROMLE tr 079° OKW

6000 2500

296° 116°

PISIE

GUBRE

RW12

1800

6.1 NM 4.9 NM

|          |                      |                      |                        |                        |
|----------|----------------------|----------------------|------------------------|------------------------|
| CATEGORY | A                    | B                    | C                      | D                      |
| LNVA MDA | 720-1                | 550 (600-1)          | 720-1½                 | 550 (600-1½)           |
| CIRCLING | 720-1<br>550 (600-1) | 800-1<br>630 (700-1) | 960-2¼<br>790 (800-2¼) | 960-2½<br>790 (800-2½) |

ELEV 170 TDZE 170

116°

4000 X 100

TWR

6408 X 150

45

MIRL Rwy 12-30  
HIRL Rwy 4-22

TUSCALOOSA, ALABAMA

AL-487 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>81918</b><br><b>W22A</b> | APP CRS<br><b>221°</b> | Rwy Ldg<br>TDZE <b>164</b><br>Apt Elev <b>170</b> |
|--|------------------------|---|

# **RNAV (GPS) RWY 22** TUSCALOOSA NTL (TCL)

**⚠** 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. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase LPV DA to 760 feet and all visibilities  $\frac{1}{2}$  SM; increase LNAV/VNAV DA to 937 feet and all visibilities  $\frac{3}{4}$  SM; increase all MDAs 180 feet and visibility LNAV Cats C and D  $\frac{1}{2}$  SM and Circling Cat C  $\frac{3}{4}$  SM and Cat D  $\frac{1}{2}$  SM. Baro-VNAV and VDP NA when using Birmingham altimeter setting. Circling Rwy 12, 30 NA at night.

**MISSED APPROACH:** Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

|                        |  |   |                                |                            |                         |
|------------------------|--|---|--------------------------------|----------------------------|-------------------------|
| ASOS<br><b>132.825</b> | BIRMINGHAM APP CON<br><b>120.15 269.25</b> | TUSCALOOSA TOWER ★<br><b>126.3 (CTAF) 0 256.7</b> | GND CON<br><b>121.8 257.95</b> | CLNC DEL<br><b>120.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|--------------------------------|----------------------------|-------------------------|

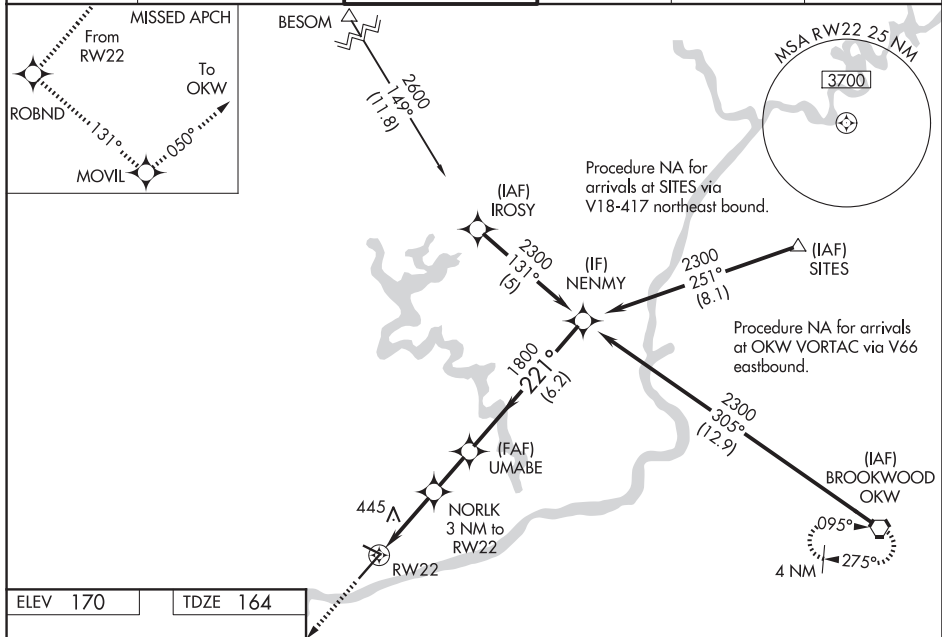


Diagram illustrating the approach procedure for Runway 12-30 and Runway 4-22. The diagram shows the alignment of the runways, the tower (TWR), and the approach path. Key dimensions and angles are provided: 4000 x 100, 6498 x 150, 221°, 131°, and 30°.

|                 |                   |                    |                     |  |                     |                   |                     |
|-----------------|-------------------|--------------------|---------------------|--|---------------------|-------------------|---------------------|
| 2500            | ROBND             | MOVIL              | OKW                 | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50). |                     | Procedure Turn NA |                     |
| ↑               | ✧                 | ✧                  | ⬡                   | tr 050°  |                     | NENMY             | Turn NA             |
| *LNAV only.     |                   | NORLK 3 NM to RW22 |                     | UMABE 1800   |                     | 2300              |                     |
| *1.5 NM to RW22 |                   | RW22               |                     | 1160*  |                     | GP 3.00° TCH 60   |                     |
| 1.5             |                   | 1.5                |                     | 1.9 NM   |                     | 6.2 NM            |                     |
| CATEGORY        | A                 |                    | B                   |  | C                   |                   | D                   |
| LPV DA          | 582-1½            |                    | 418 (500-1½)        |  |                     |                   |                     |
| LNAV/VNAV DA    | 759-2             |                    | 595 (600-2)         |  |                     |                   |                     |
| LNAV MDA        | 700-1 536 (600-1) |                    | 700-1½ 536 (600-1½) |  | 700-1¾ 536 (600-1¾) |                   |                     |
| CIRCLING        | 720-1 550 (600-1) |                    | 800-1 630 (700-1)   |  | 960-2¼ 790 (800-2¼) |                   | 960-2½ 790 (800-2½) |

MIRL Rwy 12-30  
HIRL Rwy 4-22

**L**

TUSCALOOSA, ALABAMA

Amdt 1B 14JUL22

33°13'N-87°37'W

TUSCALOOSA NTL (TCL)

# **RNAV (GPS) RWY 22**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
297°

Rwy Ldg  
TDZE  
Apt Elev

4000  
170  
170

RNAV (GPS) RWY 30

TUSCALOOSA NTL (TCL)

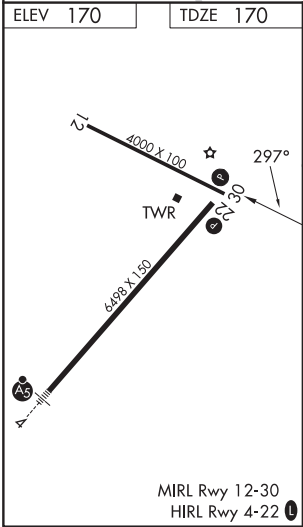
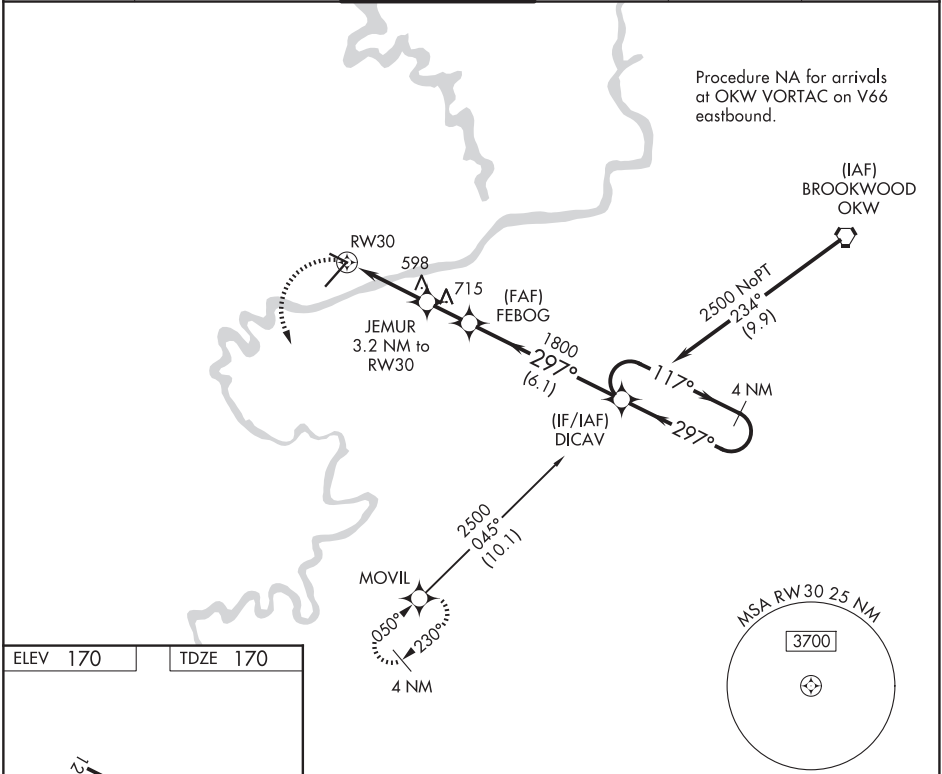
▼

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Birmingham altimeter setting: increase all MDAs 180 feet and visibility LNAV Cats A and B ¼ SM, Cat C and D ½ SM, and Circling Cat C ¾ SM, Cat D ½ SM. Circling Rwy 12, 30 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

|                 |                                     |  |                         |                     |                  |
|-----------------|-------------------------------------|--|-------------------------|---------------------|------------------|
| ASOS<br>132.825 | BIRMINGHAM APP CON<br>120.15 269.25 | TUSCALOOSA TOWER ★<br>126.3 (CTAF) 0 256.7 | GND CON<br>121.8 257.95 | CLNC DEL<br>120.775 | UNICOM<br>122.95 |
|-----------------|-------------------------------------|--|-------------------------|---------------------|------------------|



|          |                   |                             |                     |                     |                      |
|----------|-------------------|-----------------------------|---------------------|---------------------|----------------------|
| 3000     | MOVIL             | Visual Segment - Obstacles. |                     | DICA V              | 4 NM Holding Pattern |
|          |                   | JEMUR 3.2 NM to RW30        | FEBOG               |                     | 117° 2500            |
|          |                   | RW30                        |                     |                     | 297°                 |
|          |                   | 1240                        | 1800                |                     |                      |
|          |                   | 3.2 NM                      | 1.7 NM              | 6.1 NM              |                      |
| CATEGORY | A                 | B                           | C                   | D                   |                      |
| LNAV MDA | 900-1 730 (800-1) |                             | 900-2 730 (800-2)   |                     |                      |
| CIRCLING | 900-1 730 (800-1) |                             | 960-2¼ 790 (800-2¼) | 960-2½ 790 (800-2½) |                      |

TUSCALOOSA, ALABAMA

AL-487 (FAA)

25219

|   |                        |   |
|---|------------------------|---|
| TACAN LDK<br>Chan <b>125</b><br>(117.8) | APP CRS<br><b>058°</b> | Rwy Ldg<br>TDZE <b>160</b><br>Apt Elev <b>170</b> |
|---|------------------------|---|

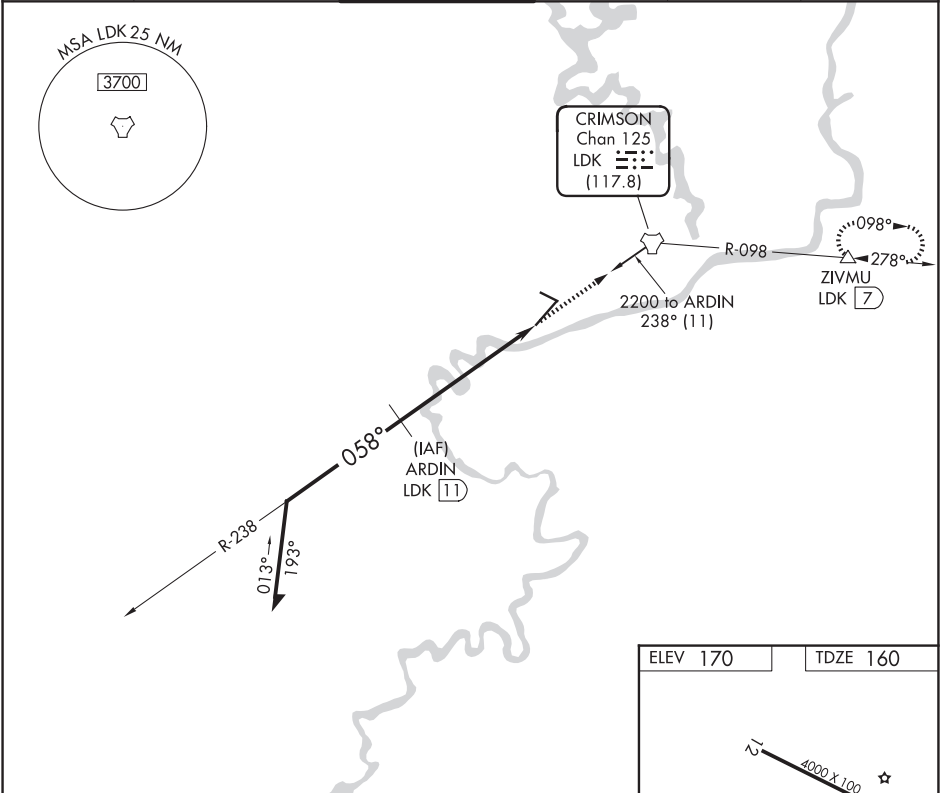
TACAN RWY 4  
TUSCALOOSA NTL (TCL)

Circling Rwy 12, 30 NA at night.  
Inop table does not apply.

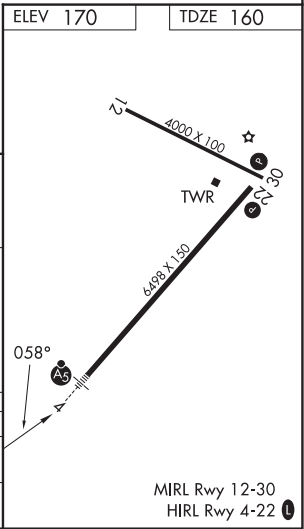
MALSR

MISSED APPROACH: Climb to 2300 direct LDK TACAN and LDK TACAN R-098 to ZIVMU/LDK 7 DME and hold.

|                        |  |  |                                |                            |                         |
|------------------------|--|--|--------------------------------|----------------------------|-------------------------|
| ASOS<br><b>132.825</b> | BIRMINGHAM APP CON<br><b>120.15 269.25</b> | TUSCALOOSA TOWER ★<br><b>126.3</b> (CTAF) <b>0 256.7</b> | GND CON<br><b>121.8 257.95</b> | CLNC DEL<br><b>120.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|--------------------------------|----------------------------|-------------------------|



|                     |       |              |                              |                              |           |       |
|---------------------|-------|--------------|------------------------------|------------------------------|-----------|-------|
| Remain within 10 NM |       | ARDIN LDK 11 | 2300                         | LDK                          | LDK R-098 | ZIVMU |
| 2200                | 238°  | 2200         |                              |                              |           |       |
|                     | 058°  | 2100         |                              | LDK 7                        | LDK 5.1   |       |
|                     |       | 3.00° TCH 53 |                              |                              |           |       |
|                     |       | 4 NM         |                              | 2 NM                         |           |       |
| CATEGORY            | A     | B            | C                            | D                            |           |       |
| S-4                 | 840-1 | 680 (700-1)  | 840-1 7/8                    | 680 (700-1 7/8)              |           |       |
| CIRCLING            | 840-1 | 670 (700-1)  | 960-2 1/4<br>790 (800-2 1/4) | 960-2 1/2<br>790 (800-2 1/2) |           |       |



TUSCALOOSA, ALABAMA  
Orig 08SEP22

33°13'N-87°37'W

TUSCALOOSA NTL (TCL)  
TACAN RWY 4

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |   |
|--|------------------------|---|
| TACAN LDK<br>Chan <b>125</b><br><b>(117.8)</b> | APP CRS<br><b>241°</b> | Rwy Ldg<br>TDZE <b>164</b><br>Apt Elev <b>170</b> |
|--|------------------------|---|

TACAN RWY 22

TUSCALOOSA NTL (TCL)

▼

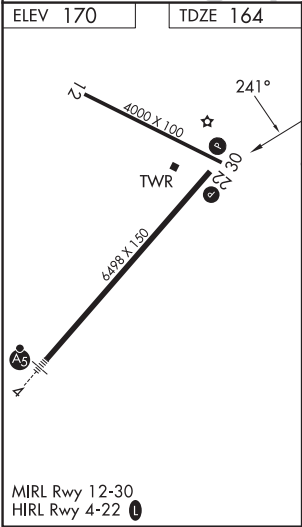
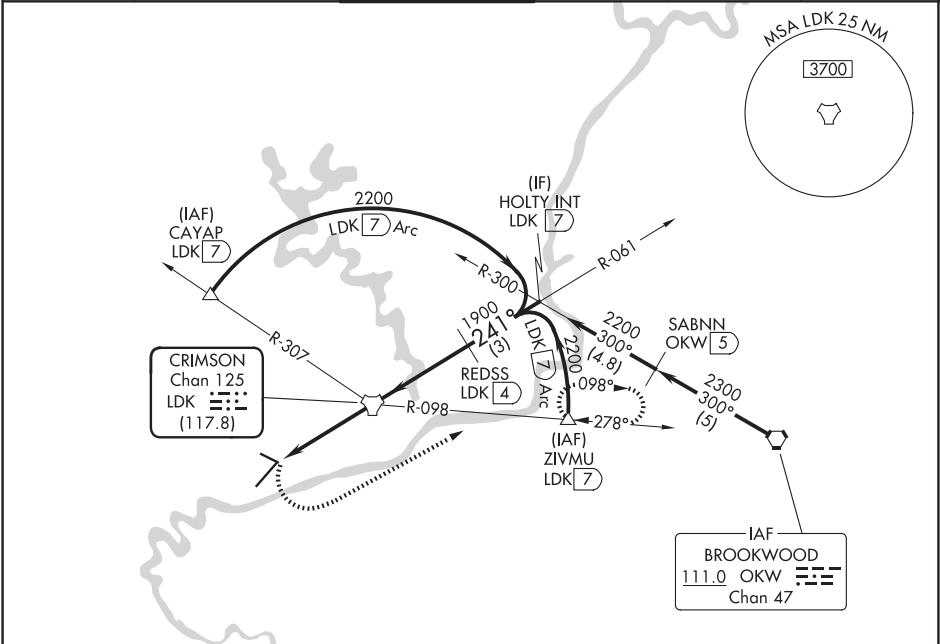
▲

Circling Rwy 12, 30 NA at night.

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2300 on heading 060° and LDK TACAN R-098 to ZIVMU/LDK 7 DME and hold.

|                        |  |  |                                |                            |                         |
|------------------------|--|--|--------------------------------|----------------------------|-------------------------|
| ASOS<br><b>132.825</b> | BIRMINGHAM APP CON<br><b>120.15 269.25</b> | TUSCALOOSA TOWER ★<br><b>126.3</b> (CTAF) <b>0 256.7</b> | GND CON<br><b>121.8 257.95</b> | CLNC DEL<br><b>120.775</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|--------------------------------|----------------------------|-------------------------|



|          |           |             |                        |                        |           |             |                 |      |
|----------|-----------|-------------|------------------------|------------------------|-----------|-------------|-----------------|------|
| 2300     | LDK R-098 | ZIVMU       | LDK 4                  | LDK 2.2                | LDK TACAN | REDSS LDK 4 | HOLTY INT LDK 7 | 2200 |
| hdg 060° |           |             |                        | 3.00° TCH 50           |           |             |                 |      |
|          | 1.8 NM    | 2.2 NM      | 4 NM                   | 3 NM                   |           |             |                 |      |
| CATEGORY | A         | B           | C                      | D                      |           |             |                 |      |
| S-22     | 800-1     | 636 (700-1) | 800-1¾                 | 636 (700-1¾)           |           |             |                 |      |
| CIRCLING | 800-1     | 630 (700-1) | 960-2¼<br>790 (800-2¼) | 960-2½<br>790 (800-2½) |           |             |                 |      |

25219

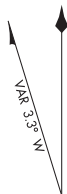
## AIRPORT DIAGRAM

AL-487 (FAA)

TUSCALOOSA NTL (TCL)  
TUSCALOOSA, ALABAMA

ASOS  
132.825  
TUSCALOOSA TOWER ★  
126.3 256.7  
GND CON  
121.8 257.95  
CLNC DEL  
120.775

33°14.0'N



JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
170ELEV  
167

12

C1

C2

C3

C4

C5

C6

C7

C8

C9

C10

C11

C12

C13

C14

C15

C16

C17

C18

C19

C20

C21

C22

C23

C24

C25

C26

C27

C28

C29

C30

C31

C32

C33

C34

C35

C36

C37

C38

C39

C40

C41

C42

C43

C44

C45

C46

C47

C48

C49

C50

C51

C52

C53

C54

C55

C56

C57

C58

C59

C60

C61

C62

C63

C64

C65

C66

C67

C68

C69

C70

C71

C72

C73

C74

C75

C76

C77

C78

C79

C80

C81

C82

C83

C84

C85

C86

C87

C88

C89

C90

C91

C92

C93

C94

C95

C96

C97

C98

C99

C100

C101

C102

C103

C104

C105

C106

C107

C108

C109

C110

C111

C112

C113

C114

C115

C116

C117

C118

C119

C120

C121

C122

C123

C124

C125

C126

C127

C128

C129

C130

C131

C132

C133

C134

C135

C136

C137

C138

C139

C140

C141

C142

C143

C144

C145

C146

C147

C148

C149

C150

C151

C152

C153

C154

C155

C156

C157

C158

C159

C160

C161

C162

C163

C164

C165

C166

C167

C168

C169

C170

C171

C172

C173

C174

C175

C176

C177

C178

C179

C180

C181

C182

C183

C184

C185

C186

C187

C188

C189

C190

C191

C192

C193

C194

C195

C196

C197

C198

C199

C200

C201

C202

C203

C204

C205

C206

C207

C208

C209

C210

C211

C212

C213

C214

C215

C216

C217

C218

C219

C220

C221

C222

C223

C224

C225

C226

C227

C228

C229

C230

C231

C232

C233

C234

C235

C236

C237

C238

C239

C240

C241

C242

C243

C244

C245

C246

C247

C248

C249

C250

C251

C252

C253

C254

C255

C256

C257

C258

C259

C260

C261

C262

C263

C264

C265

C266

C267

C268

C269

C270

C271

C272

C273

C274

C275

C276

C277

C278

C279

C280

C281

C282

C283

C284

C285

C286

C287

C288

C289

C290

C291

C292

C293

C294

C295

C296

C297

C298

C299

C300

C301

C302

C303

C304

C305

C306

C307

C308

C309

C310

C311

C312

C313

C314

C315

C316

C317

C318

C319

C320

C321

C322

C323

C324

C325

C326

C327

C328

C329

C330

C331

C332

C333

C334

C335

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>97624</b><br><b>W13A</b> | APP CRS<br><b>132°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5005</b><br><b>264</b><br><b>264</b> |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 13

MOTON FLD MUNI (Ø6A)

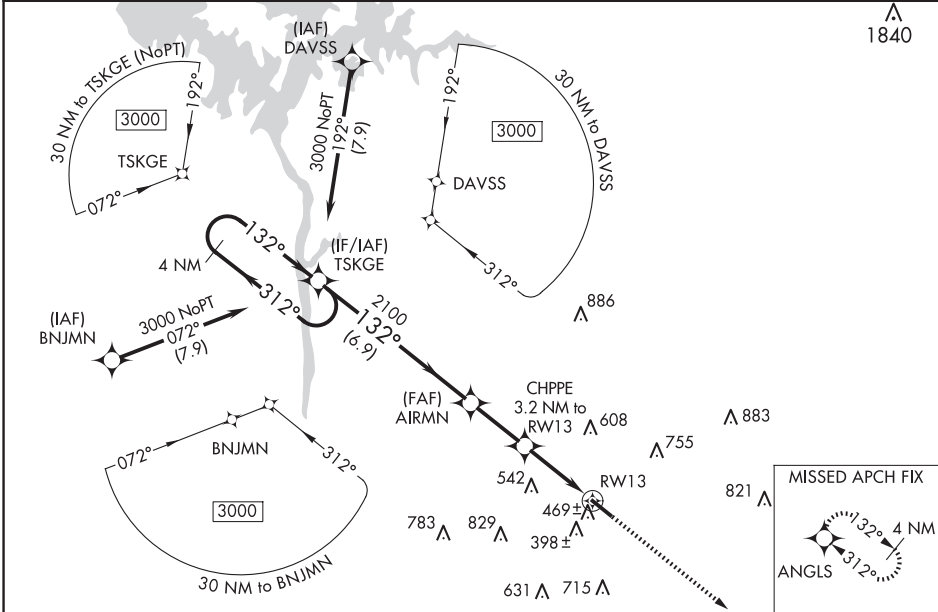
⚠

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Montgomery altimeter setting; when not received, use Troy Muni at N Kenneth Campbell Fld altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase Circling Cats B and C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ANGLES and hold.

|  |                                 |
|--|---------------------------------|
| ATLANTA APP CON★<br><b>125.5 323.1</b> | UNICOM<br><b>122.8 (CTAF) Ø</b> |
|--|---------------------------------|



|  |                                   |  |  |  |   |  |                        |  |
|--|-----------------------------------|--|--|--|---|--|------------------------|--|
| <div>4 NM Holding Pattern</div> <div>TSKGE</div> <div>3000 ← 312°</div> <div>132° →</div> <div>GP 3.00°<br/>TCH 40</div> <div>VGSI and RNAV glidepath not coincident<br/>(VGSI Angle 3.00/TCH 30).</div> <div>AIRMN<br/>2100</div> <div>CHPPE<br/>3.2 NM to RW13</div> <div>RW13</div> <div>*LNAV only</div> <div>3000</div> <div>ANGLES</div> <div>132°</div> <div>5005 x 100</div> <div>132°</div> <div>31</div> <div>31</div> <div>31</div> |                                   |  |  |  |   |  |                        |  |
| <div>6.9 NM</div> <div>2.4 NM</div> <div>3.2 NM</div>  |                                   |  |  |  |   |  |                        |  |
| CATEGORY   | A                                 |  | B  |  | C   |  | D                      |  |
| LPV DA   | 661-1 <sup>3</sup> / <sub>8</sub> |  | 397 (400-1 <sup>3</sup> / <sub>8</sub> )                                   |  |   |  |                        |  |
| LNAV/<br>VNAV DA   | 798-1 <sup>3</sup> / <sub>8</sub> |  | 534 (600-1 <sup>3</sup> / <sub>8</sub> )                                   |  |   |  |                        |  |
| LNAV MDA   | 820-1 556 (600-1)                 |  | 820-2 <sup>5</sup> / <sub>8</sub> 556 (600-2 <sup>5</sup> / <sub>8</sub> ) |  |   |  |                        |  |
| CIRCLING   | 960-1<br>696 (700-1)              |  | 1060-1<br>796 (800-1)  |  | 1200-2 <sup>3</sup> / <sub>4</sub><br>936 (1000-2 <sup>3</sup> / <sub>4</sub> ) |  | 1260-3<br>996 (1000-3) |  |
|  |                                   |  |  |  | MIRL Rwy 13-31  |  |                        |  |

MOTON FLD MUNI (Ø6A)  
RNAV (GPS) RWY 31





|                           |                        |  |
|---------------------------|------------------------|--|
| LOC I-VLD<br><b>110.9</b> | APP CRS<br><b>356°</b> | Rwy Ldg<br><b>8002</b><br>TDZE<br><b>200</b><br>Apt Elev<br><b>203</b> |
|---------------------------|------------------------|--|

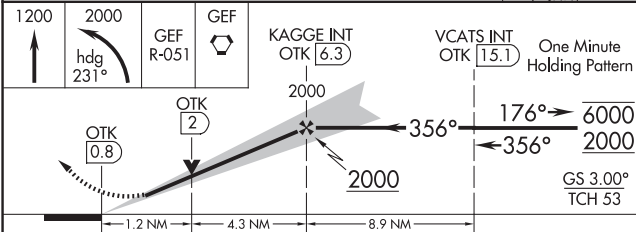
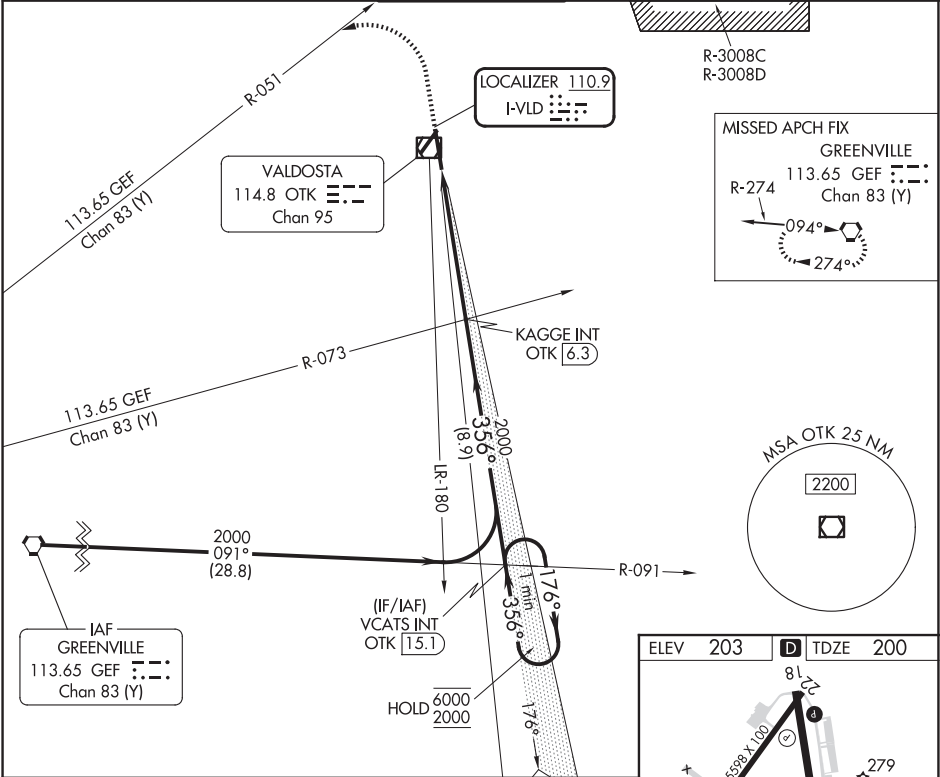
ILS or LOC RWY 36  
VALDOSTA RGNL (VLD)

**⚠** Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. DME from OTK VOR/DME. DME use requires simultaneous reception of I-VLD and OTK DME. For inop ALS, increase S-ILS 36 all Cats visibility to  $\frac{7}{8}$  SM, increase S-LOC 36 Cats A and B visibility to 1 SM and Cat E visibility to  $1\frac{1}{4}$  SM.

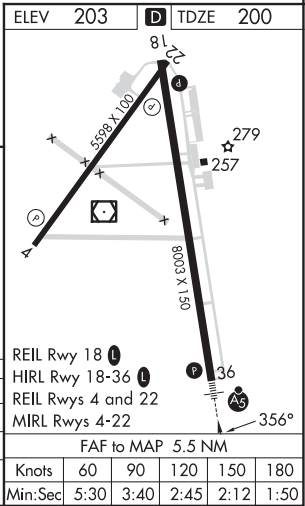
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 on heading 231° and GEF R-051 to GEF VORTAC and hold.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>126.225</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | VALDOSTA TOWER ★<br><b>128.35 (CTAF)</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



| CATEGORY | A                    | B                    | C                         | D  | E                     |
|----------|----------------------|----------------------|---------------------------|--|-----------------------|
| S-ILS 36 |                      | 489- $\frac{3}{4}$   | 289 (300- $\frac{3}{4}$ ) |  |                       |
| S-LOC 36 |                      | 640- $\frac{3}{4}$   | 440 (500- $\frac{3}{4}$ ) |  |                       |
| CIRCLING | 640-1<br>437 (500-1) | 700-1<br>497 (500-1) | 900-2<br>697 (700-1)      | 1020-2 $\frac{3}{4}$<br>817 (900-2 $\frac{3}{4}$ ) | 1040-3<br>837 (900-3) |



VALDOSTA, GEORGIA

AL-892 (FAA)

25219

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Ldg  | <b>5598</b> |
| <b>041°</b> | TDZE     | <b>202</b>  |
|             | Apt Elev | <b>203</b>  |

# RNAV (GPS) RWY 4

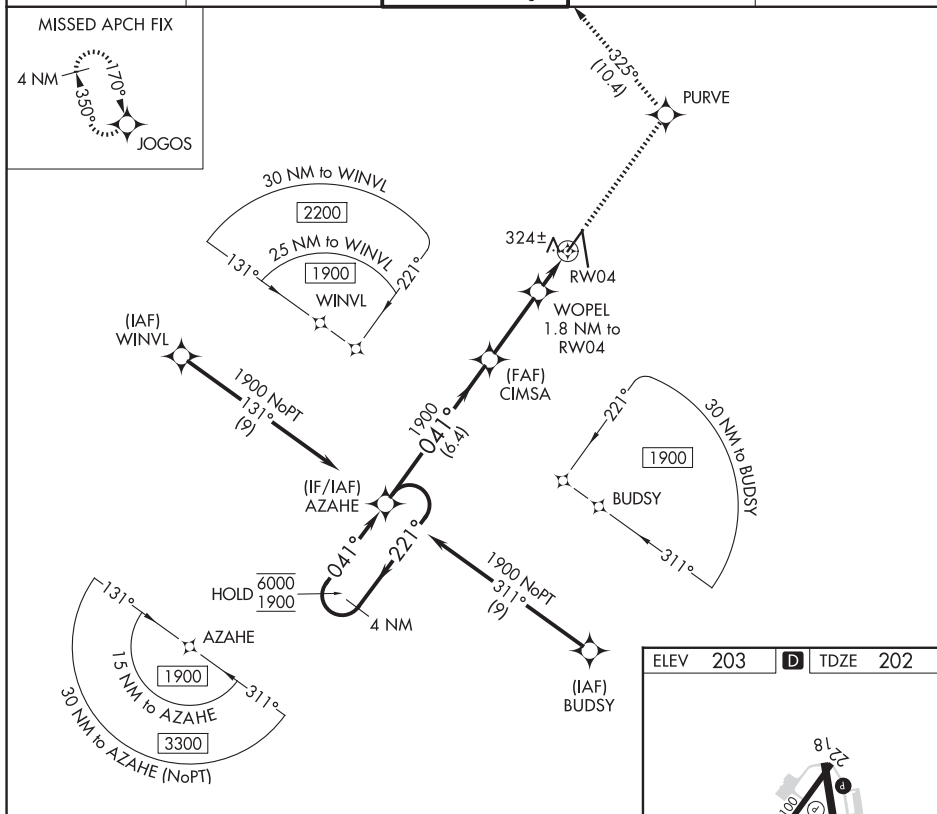
VALDOSTA RGNL (VLD)

RNP APCH - GPS.

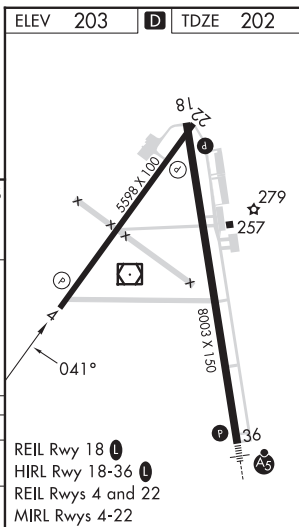
**▼**  
**▲** Rwy 4 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 3000 direct PURVE and on track 325° to JOGOS and hold.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>126.225</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | VALDOSTA TOWER ★<br><b>128.35 (CTAF) 0</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



|                      |                      |                      |                      |  |       |
|----------------------|----------------------|----------------------|----------------------|--|-------|
| 4 NM Holding Pattern | AZAHE                | CIMSA                | 3000 PURVE           | Ir 325°  | JOGOS |
| 6000 ← 221°          | 041° →               | 1900                 | WOPEL 1.8 NM to RW04 | 1 NM to RW04                                       |       |
| 1900                 |                      |                      | 3.25° TCH 52         | 860  |       |
|                      | 6.4 NM               | 3 NM                 | 0.8 NM               | 1 NM   |       |
| CATEGORY             | A                    | B                    | C                    | D  |       |
| LNAB MDA             | 580-1                | 378 (400-1)          |                      |  |       |
| CIRCLING             | 640-1<br>437 (500-1) | 700-1<br>497 (500-1) | 900-2<br>697 (700-2) | 1020-2 $\frac{3}{4}$<br>817 (900-2 $\frac{3}{4}$ ) |       |



VALDOSTA, GEORGIA  
Amdt 2 25JAN24

30°47'N-83°17'W

VALDOSTA RGNL (VLD)  
RNAV (GPS) RWY 4

SE-4, 07 AUG 2025 to 02 OCT 2025

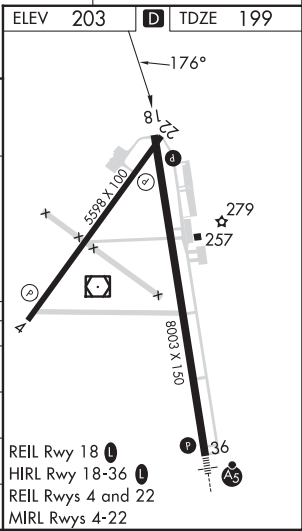
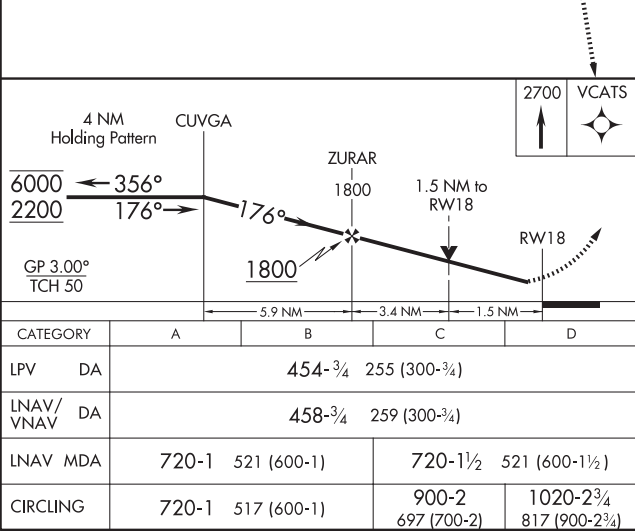
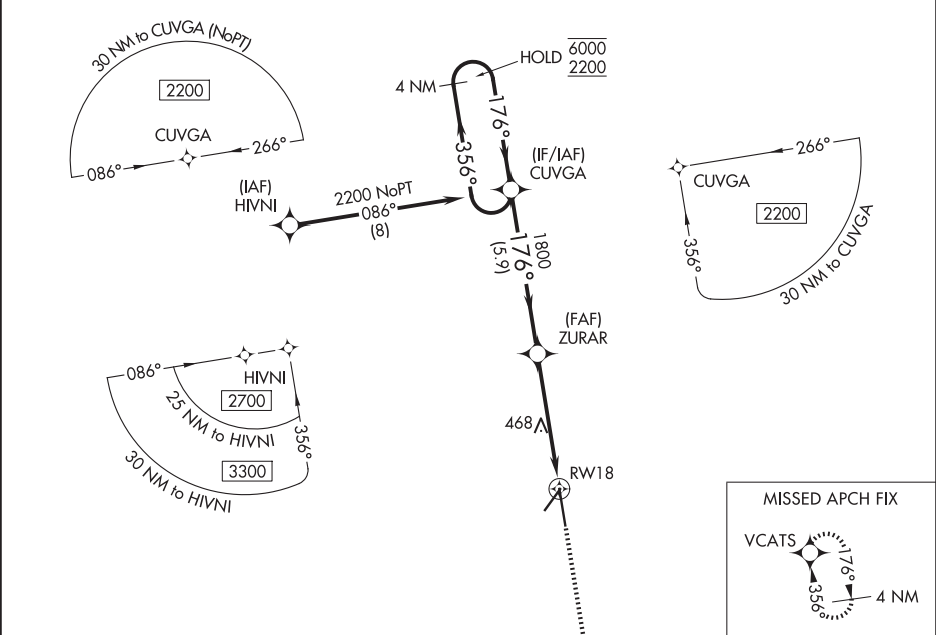


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>87101</b><br><b>W18A</b> | APP CRS<br><b>176°</b> | Rwy Ldg<br>TDZE <b>199</b><br>Apt Elev <b>203</b> |
|--|------------------------|---|

RNAV (GPS) RWY 18  
VALDOSTA RGNL (VLD)

|                 |   |   |
|-----------------|---|---|
| RNP APCH - GPS. | <div><div>▼</div><div>▲</div></div> Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. | MISSED APPROACH: Climb to 2700 direct VCATS and hold. |
|-----------------|---|---|

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>126.225</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | VALDOSTA TOWER ★<br><b>128.35 (CTAF) 0</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VALDOSTA, GEORGIA

AL-892 (FAA)

25219

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>86206</b><br><b>W36A</b> | APP CRS<br><b>356°</b> | Rwy Ldg<br>TDZE <b>200</b><br>Apt Elev <b>203</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 36

VALDOSTA RGNL (VLD)

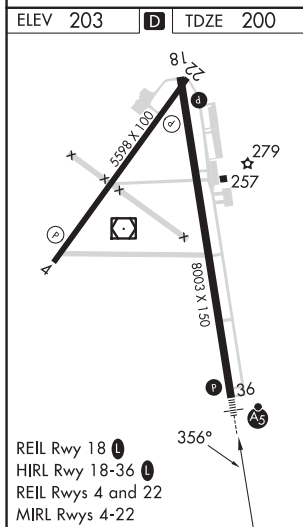
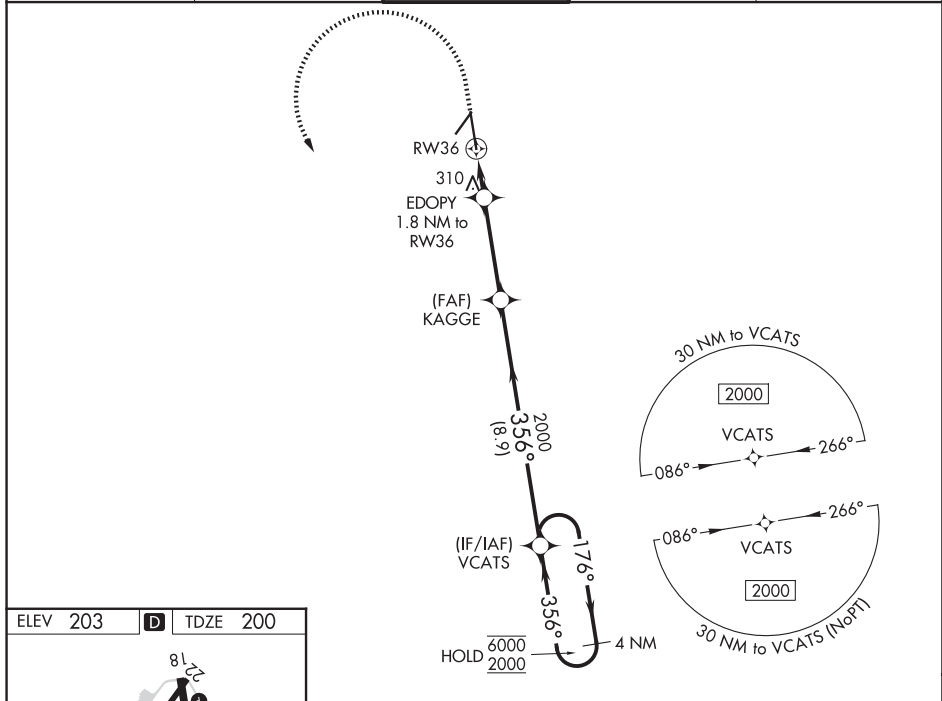
RNP APCH - GPS.




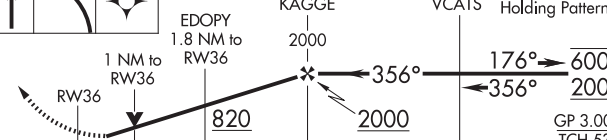
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.  
Rwy 36 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV and LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM.



MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct VCATS and hold.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>126.225</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | VALDOSTA TOWER ★<br><b>128.35 (CTAF) 1</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



|   |   |   |                      |  |   |  |
|---|---|---|----------------------|--|---|--|
| 700   | 2000  | VCATS   |                      |  |   |  |
|  |  |  |                      |  |   |  |
|  |   |   |                      |  |   |  |
| CATEGORY  | A   |   | B                    | C  | D |  |
| LPV DA  | 489- <sup>3</sup> / <sub>4</sub> 289 (300- <sup>3</sup> / <sub>4</sub> )            |   |                      |  |   |  |
| LNAV/ VNAV DA   | 482- <sup>3</sup> / <sub>4</sub> 282 (300- <sup>3</sup> / <sub>4</sub> )            |   |                      |  |   |  |
| LNAV MDA  | 560- <sup>3</sup> / <sub>4</sub> 360 (400- <sup>3</sup> / <sub>4</sub> )            |   |                      |  |   |  |
| CIRCLING  | 640-1<br>437 (500-1)  | 700-1<br>497 (500-1)  | 900-2<br>697 (700-2) | 1020-2 <sup>3</sup> / <sub>4</sub><br>817 (900-2 <sup>3</sup> / <sub>4</sub> ) |   |  |

VALDOSTA, GEORGIA  
Amdt 2 25JAN24

30°47'N-83°17'W

# RNAV (GPS) RWY 36

SE-4, 07 AUG 2025 to 02 OCT 2025

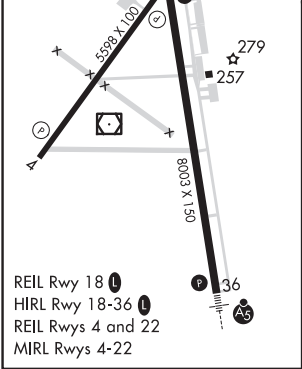
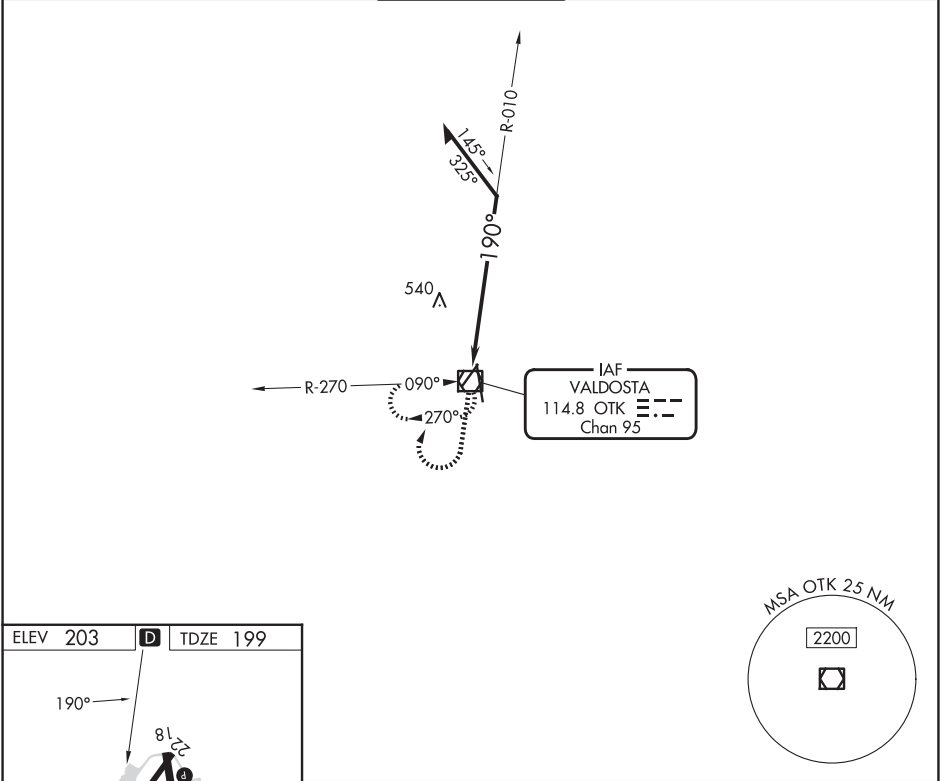
|   |                        |   |
|---|------------------------|---|
| VOR/DME OTK<br><b>114.8</b><br>Chan <b>95</b> | APP CRS<br><b>190°</b> | Rwy Ldg <b>8002</b><br>TDZE <b>199</b><br>Apt Elev <b>203</b> |
|---|------------------------|---|

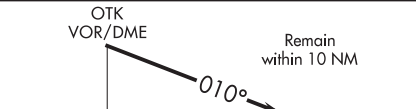
VOR RWY 18  
VALDOSTA RGNL (VLD)

Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

|                        |  |   |                         |                         |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS<br><b>126.225</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | VALDOSTA TOWER ★<br><b>128.35</b> (CTAF) <b>0</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|---|-------------------------|-------------------------|



|  |                   |     |   |  |  |   |          |   |  |   |   |  |   |      |                   |  |  |  |  |                   |          |                   |  |  |                   |  |   |
|--|-------------------|-----|---|--|--|---|----------|---|--|---|---|--|---|------|-------------------|--|--|--|--|-------------------|----------|-------------------|--|--|-------------------|--|---|
| 1500   | 2000              | OTK |  |  |  |   |          |   |  |   |   |  |   |      |                   |  |  |  |  |                   |          |                   |  |  |                   |  |   |
| <table><tr><td>CATEGORY</td><td colspan="2">A</td><td>B</td><td colspan="2">C</td><td>D</td></tr><tr><td>S-18</td><td colspan="2">840-1 641 (700-1)</td><td></td><td colspan="2">840-1<math>\frac{7}{8}</math> 641 (700-1<math>\frac{7}{8}</math>)</td><td>840-2 641 (700-2)</td></tr><tr><td>CIRCLING</td><td colspan="2">840-1 637 (700-1)</td><td></td><td colspan="2">900-2 697 (700-2)</td><td>1020-2<math>\frac{3}{4}</math> 817 (900-2<math>\frac{3}{4}</math>)</td></tr></table> |                   |     |   |  |  |   | CATEGORY | A |  | B | C |  | D | S-18 | 840-1 641 (700-1) |  |  | 840-1 $\frac{7}{8}$ 641 (700-1 $\frac{7}{8}$ ) |  | 840-2 641 (700-2) | CIRCLING | 840-1 637 (700-1) |  |  | 900-2 697 (700-2) |  | 1020-2 $\frac{3}{4}$ 817 (900-2 $\frac{3}{4}$ ) |
| CATEGORY   | A                 |     | B   | C  |  | D   |          |   |  |   |   |  |   |      |                   |  |  |  |  |                   |          |                   |  |  |                   |  |   |
| S-18   | 840-1 641 (700-1) |     |   | 840-1 $\frac{7}{8}$ 641 (700-1 $\frac{7}{8}$ ) |  | 840-2 641 (700-2)                               |          |   |  |   |   |  |   |      |                   |  |  |  |  |                   |          |                   |  |  |                   |  |   |
| CIRCLING   | 840-1 637 (700-1) |     |   | 900-2 697 (700-2)                              |  | 1020-2 $\frac{3}{4}$ 817 (900-2 $\frac{3}{4}$ ) |          |   |  |   |   |  |   |      |                   |  |  |  |  |                   |          |                   |  |  |                   |  |   |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VALDOSTA, GEORGIA

AL-892 (FAA)


25219

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| VOR/DME OTK<br><b>114.8</b><br>Chan <b>95</b> | APP CRS<br><b>338°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>8002</b><br><b>201</b><br><b>203</b> |
|---|------------------------|-----------------------------|---|

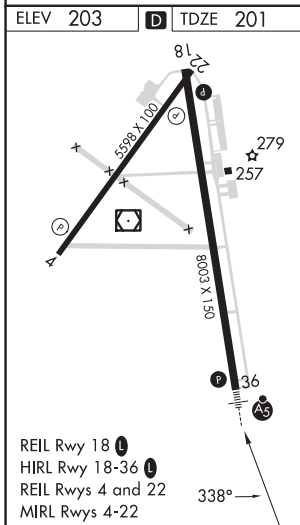
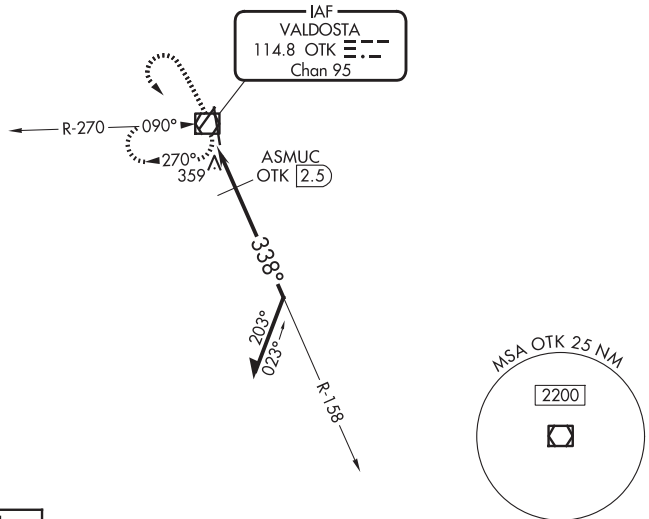
# VOR RWY 36

VALDOSTA RGNL (VLD)

**⚠** Rwy 36 helicopter visibility reduction below 1 SM NA. For inop ALS, increase S-36 Cats C and D visibility to 1½ SM. ASMUC fix minimums: increase S-36 C and D visibility to 1½ SM. Circling Rwy 4 and 22 NA at night. Inop table does not apply to S-36 Cats A and B and ASMUC fix minimums: Cat A and B. Straight-in and Circling Rwy 36 NA at night.

**MALSR**  
 MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct OTK VOR/DME and hold, continue climb-in-hold to 2000.

|                        |  |  |                         |                         |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS<br><b>126.225</b> | VALDOSTA APP CON ★<br><b>126.6 285.6</b> | VALDOSTA TOWER ★<br><b>128.35 (CTAF) 0</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|--|-------------------------|-------------------------|



|                    |                      |                      |                      |                         |  |  |
|--------------------|----------------------|----------------------|----------------------|-------------------------|--|--|
| 1200               | 2000                 | OTK                  |                      |                         |  |  |
|                    |                      |                      |                      |                         |  |  |
| CATEGORY           | A                    | B                    | C                    | D                       |  |  |
| S-36               | 780-1                | 579 (600-1)          | 780-1¼               | 579 (600-1¼)            |  |  |
| CIRCLING           | 780-1                | 577 (600-1)          | 900-2<br>697 (700-2) | 1020-2¾<br>817 (900-2¾) |  |  |
| ASMUC FIX MINIMUMS |                      |                      |                      |                         |  |  |
| S-36               | 620-1 419 (500-1)    |                      |                      |                         |  |  |
| CIRCLING           | 660-1<br>457 (500-1) | 700-1<br>497 (500-1) | 900-2<br>697 (700-2) | 1020-2¾<br>817 (900-2¾) |  |  |

VALDOSTA, GEORGIA  
Amdt 2 07AUG25

30°47'N-83°17'W

VALDOSTA RGNL (VLD)  
**VOR RWY 36**

SE-4, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

VALDOSTA RGNL (VLD)  
VALDOSTA, GEORGIA

**D**

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

Diagram illustrating the runway layout and associated facilities for the 10th Air Force Base. The diagram shows the intersection of Runway 04-22 (PCN 7 F/B/Y/U, S-24, D-95) and Runway 18-36 (PCN 41 F/A/X/T, S-104, D-169, 2D-303). Key features include:

- Runway 04-22:** 5598 x 100 feet, PCN 7 F/B/Y/U, S-24, D-95.
- Runway 18-36:** 8003 x 150 feet, PCN 41 F/A/X/T, S-104, D-169, 2D-303.
- Facilities:** Terminal, Hangars, Fire Station, Tower (Elev 257).
- Intersection:** Runway 04-22 and Runway 18-36 intersect at a 356.7° bearing.
- Other Features:** Taxiways (A, B, C, D, E, F, G, H, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z), Obstacle (Elev 196), and various other markings and dimensions.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83°17'W

83°16'W

## AIRPORT DIAGRAM

VALDOSTA, GEORGIA  
VALDOSTA RGNL (VLD)

673

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VERNON, ALABAMA

AL-5881 (FAA)

23110

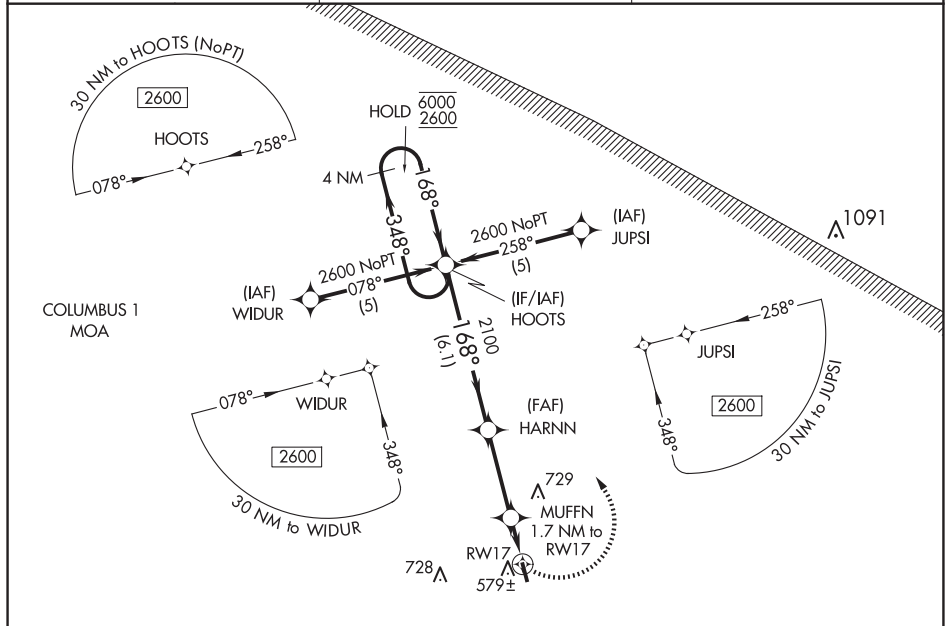
|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3613</b> |
| <b>168°</b> | TDZE     | <b>463</b>  |
|             | Apt Elev | <b>463</b>  |

# RNAV (GPS) RWY 17

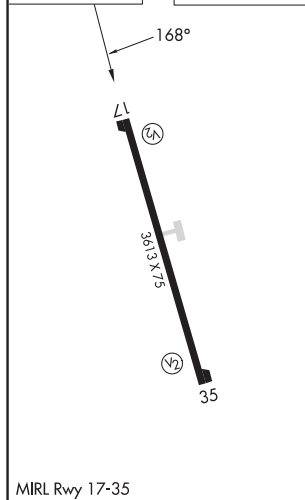
LAMAR COUNTY (M55)

|  |  |
|--|--|
| RNP APCH.  | MISSED APPROACH:<br>Climbing left turn to 2600<br>direct HOOTs and hold. |
| Rwy 17 helicopter visibility reduction below 1 SM NA. Use Columbus AFB altimeter setting. Procedure NA at night. |  |

|                                  |  |                      |
|----------------------------------|--|----------------------|
| KCBM ATIS★<br><b>115.2 273.5</b> | COLUMBUS APP CON★<br><b>126.075 239.25</b> | CTAF<br><b>122.9</b> |
|----------------------------------|--|----------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>463</b> | TDZE <b>463</b> |
|-----------------|-----------------|



|                      |        |             |                              |                               |        |
|----------------------|--------|-------------|------------------------------|-------------------------------|--------|
| 4 NM Holding Pattern |        |             |                              | 2600                          | HOOTs  |
| HOOTs                |        |             |                              |                               |        |
| HARNN                |        |             |                              | MUFFN 1.7 NM to RWY 17        | RWY 17 |
| 2100                 |        |             |                              | 3.04° TCH 40                  | 1040   |
| 6.1 NM               |        |             |                              | 3.3 NM                        | 1.7 NM |
| CATEGORY             | A      | B           | C                            | D                             |        |
| LNAV MDA             | 960-1  | 497 (500-1) | 960-1 3/8<br>497 (500-1 3/8) | 960-1 1/2<br>497 (500-1 1/2)  |        |
| CIRCLING             | 1100-1 | 637 (700-1) | 1180-2<br>717 (800-2)        | 1180-2 1/4<br>717 (800-2 1/4) |        |

VERNON, ALABAMA  
Orig-B 14JUL22

33°51'N-88°07'W

# RNAV (GPS) RWY 17

SE-4, 07 AUG 2025 to 02 OCT 2025

APP CRS  
348°

Rwy Idg  
TDZE  
Apt Elev

3613  
463  
463

RNAV (GPS) RWY 35  
LAMAR COUNTY (M55)

RNP APCH.

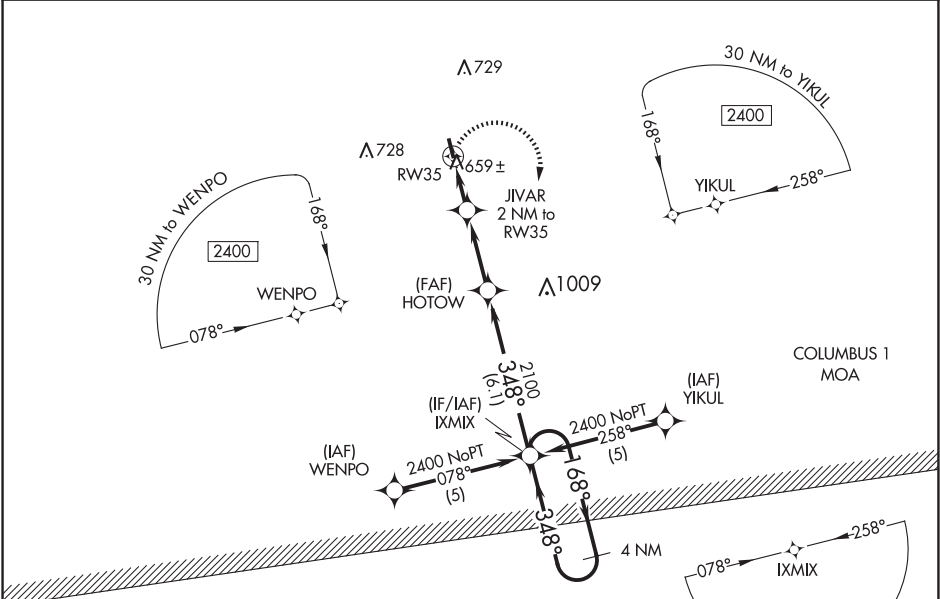
T

NA

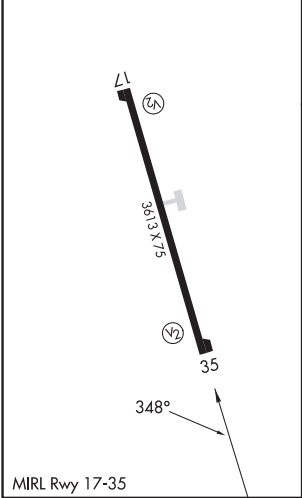
Use Columbus AFB altimeter setting; when not received use Golden Triangle Rgnl altimeter setting and increase all MDA 40 feet and Circling Cats C/D visibility ¼ mile. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.



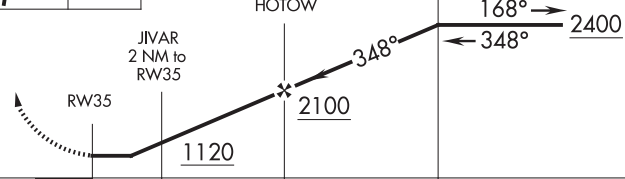
MISSED APPROACH: Climbing right turn to 2400 direct IXMIX and hold.

|                           |                                     |               |
|---------------------------|-------------------------------------|---------------|
| KCBM ATIS★<br>115.2 273.5 | COLUMBUS APP CON★<br>126.075 239.25 | CTAF<br>122.9 |
|---------------------------|-------------------------------------|---------------|



|          |          |
|----------|----------|
| ELEV 463 | TDZE 463 |
|----------|----------|



|   |   |                             |                         |                         |   |
|---|---|-----------------------------|-------------------------|-------------------------|---|
|  |  | Visual Segment - Obstacles. |                         | 4 NM Holding Pattern    |   |
|  |   |                             |                         |                         |   |
| CATEGORY  | A   |                             | B                       | C                       | D |
| LNAV MDA  | 1000-1 537 (600-1)  |                             | 1000-1½<br>537 (600-1½) | 1000-1¾<br>537 (600-1¾) |   |
| CIRCLING  | 1100-1 637 (700-1)  |                             | 1180-2<br>717 (800-2)   | 1180-2¼<br>717 (800-2¼) |   |

VIDALIA, GEORGIA

AL-5607 (FAA)

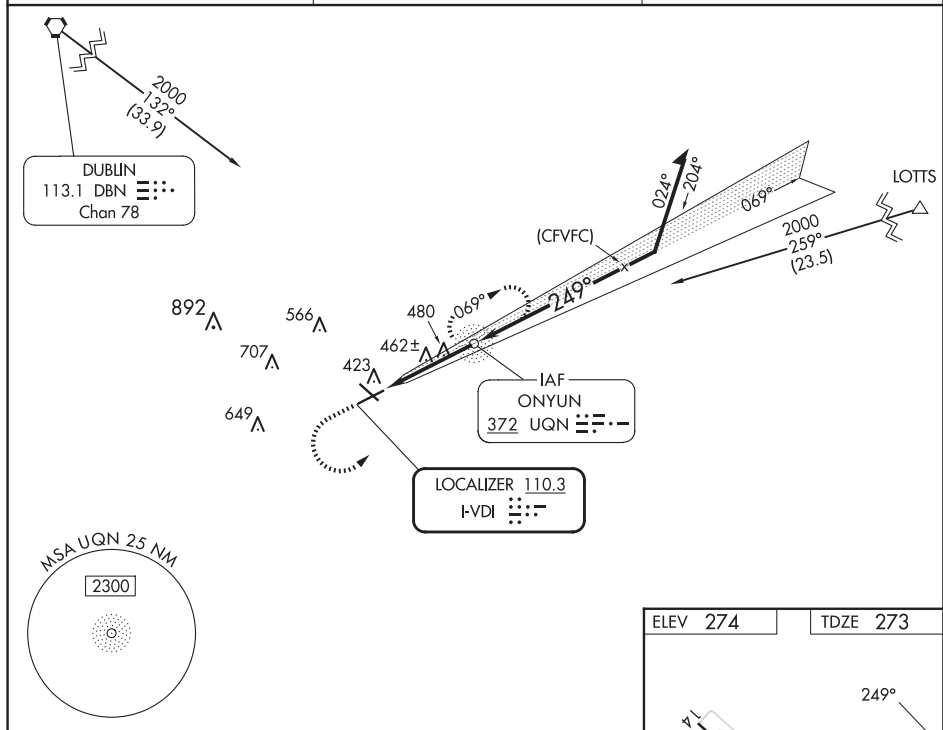
25163

|                           |                        |                             |   |
|---------------------------|------------------------|-----------------------------|---|
| LOC I-VDI<br><b>110.3</b> | APP CRS<br><b>249°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6002</b><br><b>273</b><br><b>274</b> |
|---------------------------|------------------------|-----------------------------|---|

# ILS or LOC RWY 25

VIDALIA RGNL (VDI)

|   |   |                                 |   |
|---|---|---------------------------------|---|
| ADF required.   |   | MALSR                           | MISSED APPROACH:<br>Climb to 1100 then<br>climbing left turn to<br>2000 direct UQN<br>NDB and hold. |
| <p>When local altimeter setting not received, use Baxley altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, increase S-LOC 25 Cat C/D visibility ½ mile, Circling Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 25 Cat C/D visibility to 1¾ mile. For inop MALSR, when using Baxley altimeter setting increase S-ILS 25 all Cats visibility to ¾ mile. Night landing Rwy 32 NA.</p> |   |                                 |   |
| AWOS-3<br><b>119.925</b>  | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |   |



|  |                   |             |                        |                         |
|--|-------------------|-------------|------------------------|-------------------------|
| 1100   | 2000              | UQN         | UQN NDB                | Remain within 10 NM     |
| <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).</p> |                   |             |                        |                         |
| <p>1491 069° 2000 249° 1500 GS 3.00° TCH 44</p>                        |                   |             |                        |                         |
| 3.7 NM   |                   |             |                        |                         |
| CATEGORY   | A                 | B           | C                      | D                       |
| S-ILS 25   | 473-½ 200 (200-½) |             |                        |                         |
| S-LOC 25   | 740-½             | 467 (500-½) | 740-1                  | 467 (500-1)             |
| CIRCLING   | 740-1             | 466 (500-1) | 920-1¾<br>646 (700-1¾) | 1060-2½<br>786 (800-2½) |

|                   |                          |
|-------------------|--------------------------|
| ELEV 274          | TDZE 273                 |
|                   |                          |
| HIRL Rwy 7-25 0   |                          |
| REIL Rwy 7 0      |                          |
| FAF to MAP 3.7 NM |                          |
| Knots             | 60 90 120 150 180        |
| Min:Sec           | 3:42 2:28 1:51 1:29 1:14 |

VIDALIA, GEORGIA

Amdt 2B 05SEP24

32°12'N-82°22'W

VIDALIA RGNL (VDI)

# ILS or LOC RWY 25

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025



|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>66037</b><br><b>W07A</b> | APP CRS<br><b>069°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>6002</b><br><b>274</b><br><b>274</b> |
|--|------------------------|--|

RNAV (GPS) RWY 7

VIDALIA RGNL (VDI)

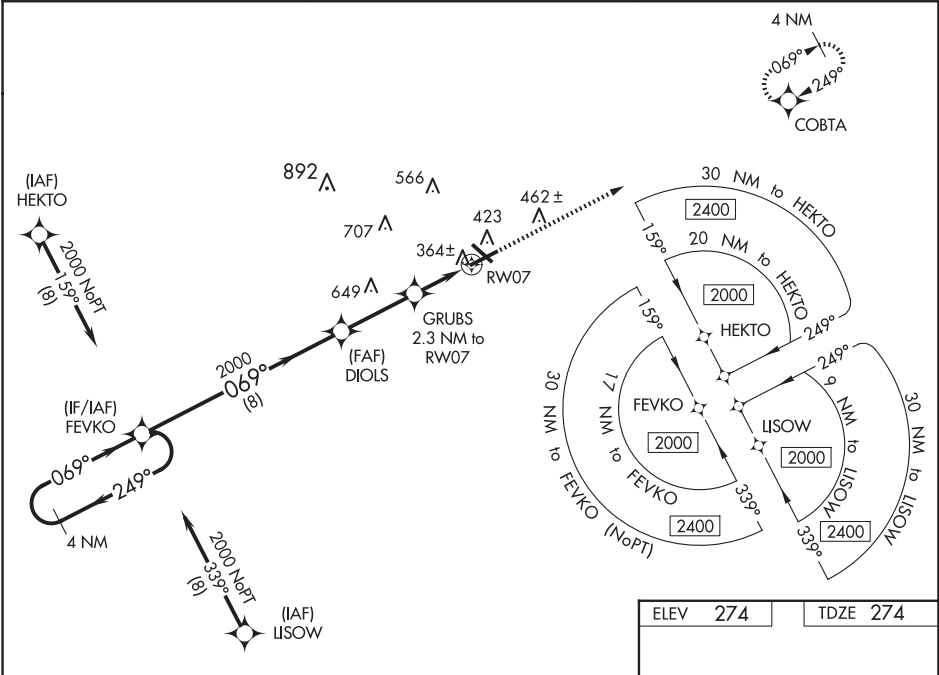
⚠

⚠

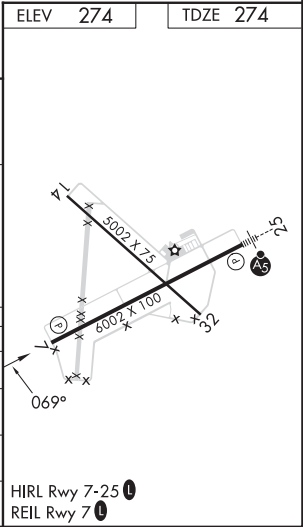
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baxley altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cnts visibility ¼ mile, LNAV and Circling Cnts C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Baxley altimeter setting. Night Landing: Rwy 32 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2000 direct  
COBTA and hold.

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>119.925</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---|-------------------------------|



|   |       |             |                        |                         |                             |
|---|-------|-------------|------------------------|-------------------------|-----------------------------|
| VGSi and RNAV descent angles not coincident (VGSi Angle 3.00/TCH 41). |       |             |                        | ELEV 274                | TDZE 274                    |
| 4 NM Holding Pattern  |       |             |                        | 2000                    | COBTA                       |
| GP 3.00° TCH 60   |       |             |                        | 2000                    |                             |
| FEVKO   |       |             |                        | 2000                    |                             |
| DIOLS   |       |             |                        | 1060                    |                             |
| GRUBS 2.3 NM to RW07  |       |             |                        |                         |                             |
| *1 NM to RW07   |       |             |                        |                         |                             |
| RW07  |       |             |                        |                         |                             |
| 8 NM  |       |             |                        |                         |                             |
| 2.9 NM  |       |             |                        |                         |                             |
| 1.3 NM  |       |             |                        |                         |                             |
| 1 NM  |       |             |                        |                         |                             |
| CATEGORY  | A     | B           | C                      | D                       |                             |
| LPV DA  |       | 524-¾       | 250 (300-¾)            |                         |                             |
| LNAV/VNAV DA  |       | 527-¾       | 253 (300-¾)            |                         |                             |
| LNAV MDA  |       | 620-1       | 346 (400-1)            |                         |                             |
| CIRCLING  | 740-1 | 466 (500-1) | 920-1¾<br>646 (700-1¾) | 1060-2½<br>786 (800-2½) | HIRL Rwy 7-25<br>REIL Rwy 7 |



SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

VIDALIA, GEORGIA

AL-5607 (FAA)

25163

|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>69609</b><br><b>W25A</b> | APP CRS<br><b>249°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6002</b><br><b>273</b><br><b>274</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 25

VIDALIA RGNL (VDI)

RNP APCH - GPS.

▼ Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C/D to 1 ¾ SM.

MALSR

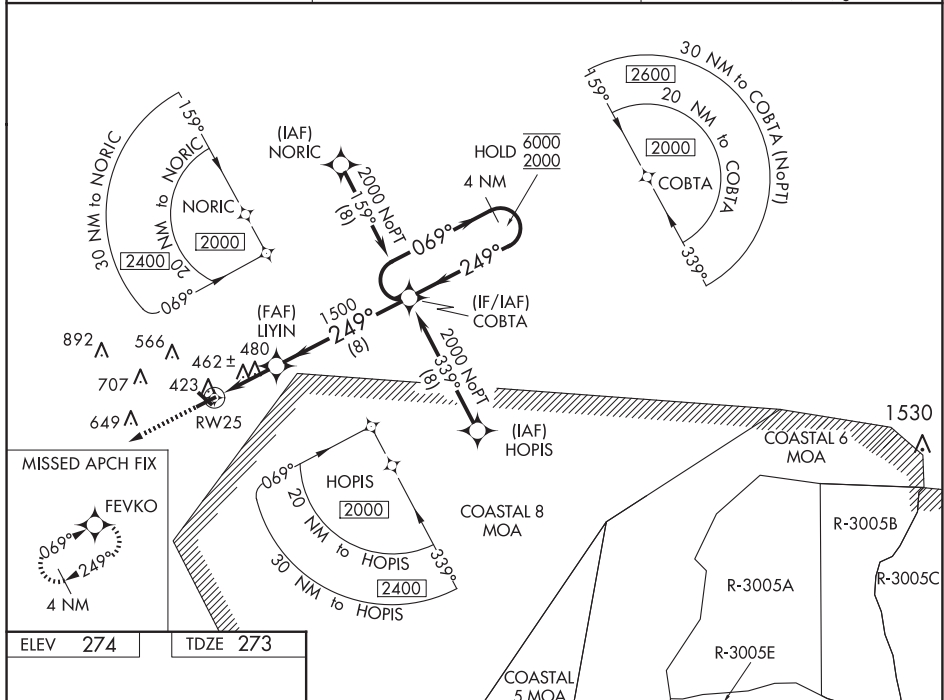


MISSED APPROACH:  
Climb to 2000 direct  
FEVKO and hold.

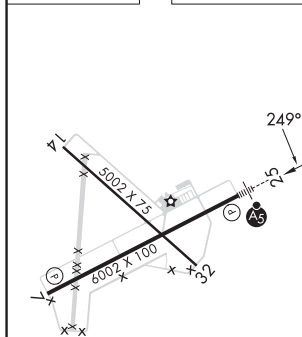
AWOS-3  
**119.925**

JACKSONVILLE CENTER  
**127.575 269.025**

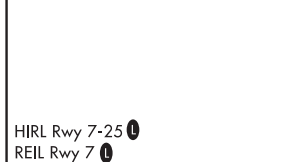
UNICOM  
**122.8 (CTAF) ①**



ELEV 274 TDZE 273



| 2000         | FEVKO             | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48). |                     |      |                      | 4 NM               |
|--------------|-------------------|--|---------------------|------|----------------------|--------------------|
|              |                   | Holding Pattern  |                     |      |                      |                    |
|              |                   | LIYIN  | 1500                | 069° | 6000                 |                    |
|              |                   |  |                     | 249° | 2000                 |                    |
|              |                   | 1.3 NM to RW25   | 2.4 NM              | 8 NM |                      |                    |
|              |                   |  |                     |      |                      | GP 3.00°<br>TCH 44 |
| CATEGORY     | A                 | B  | C                   | D    |                      |                    |
| LPV DA       | 473-½             |  | 200 (200-½)         |      |                      |                    |
| LNAV/VNAV DA | 584-½             |  | 311 (400-½)         |      |                      |                    |
| LNAV MDA     | 740-½ 467 (500-½) |  | 740-1 467 (500-1)   |      |                      |                    |
| CIRCLING     | 740-1 466 (500-1) |  | 920-1¾ 646 (700-1¾) |      | 1060-2½ 786 (800-2½) |                    |



VIDALIA, GEORGIA

Amdt 2B 27JAN22

32°12'N-82°22'W

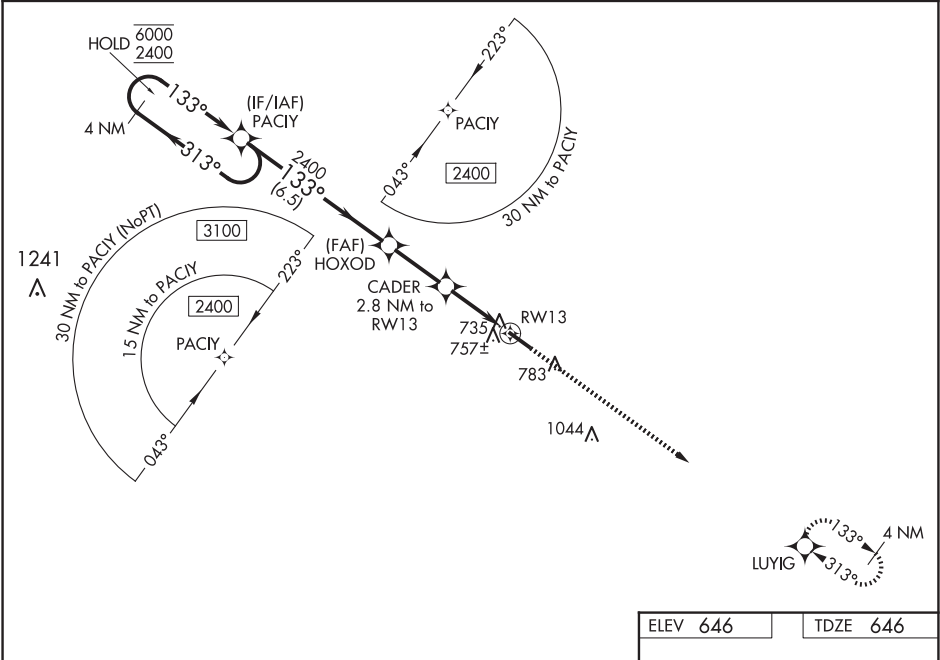
VIDALIA RGNL (VDI)

RNAV (GPS) RWY 25

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|   |                                  |   |
|---|----------------------------------|---|
| RNP APCH-GPS.   |                                  | MISSED APPROACH: Climb to 2400 direct LUYIG and hold. |
| <div><div><div></div><div></div></div><div>Rwy 13 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-3<br>118.375   | AUGUSTA APP CON ★<br>126.8 270.3 | UNICOM<br>122.7 (CTAF) 0                              |



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

2400 LUYIG

GP 3.00° TCH 52

6000 2400 133° 313°

2400 1600 1.1 NM to RW13

6.5 NM 2.5 NM 1.7 NM 1.1

| CATEGORY      | A                     | B                         | C                       | D  |
|---------------|-----------------------|---------------------------|-------------------------|----|
| LPV DA        | 958- $\frac{7}{8}$    | 312 (400- $\frac{7}{8}$ ) |                         | NA |
| LNAV/ VNAV DA | 907- $\frac{7}{8}$    | 261 (300- $\frac{7}{8}$ ) |                         | NA |
| LNAV MDA      | 1020-1                | 374 (400-1)               |                         | NA |
| CIRCLING      | 1080-1<br>434 (500-1) | 1100-1<br>454 (500-1)     | 1100-1½<br>454 (500-1½) | NA |

ELEV 646

TDZE 646

MIRL Rwy 13-31 0

WASHINGTON, GEORGIA

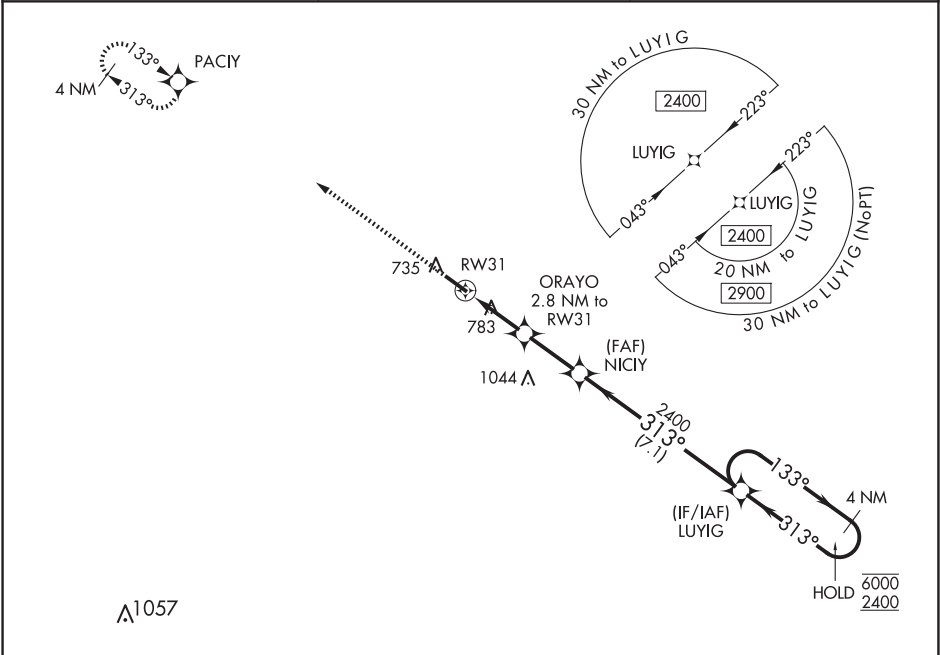
AL-5970 (FAA)

24193

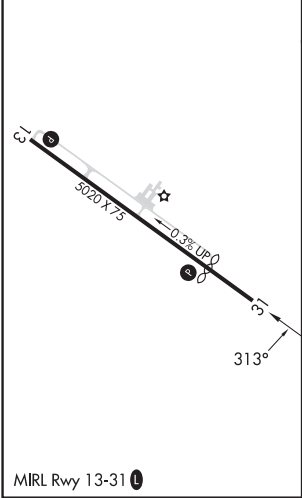
|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45609</b><br><b>W31A</b> | APP CRS<br><b>313°</b> | Rwy Idg <b>4020</b><br>TDZE <b>640</b><br>Apt Elev <b>646</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 31**  
WASHINGTON/WILKES COUNTY (IIY)

|                          |  |   |
|--------------------------|--|---|
| RNP APCH - GPS.          |  | MISSED APPROACH:<br>Climb to 2400 direct<br>PACIY and hold. |
| AWOS-3<br><b>118.375</b> | AUGUSTA APP CON*<br><b>126.8 270.3</b> | UNICOM<br><b>122.7 (CTAF) 0</b>                             |



|                 |                 |
|-----------------|-----------------|
| ELEV <b>646</b> | TDZE <b>640</b> |
|-----------------|-----------------|



|               |       |   |                       |                               |                         |
|---------------|-------|---|-----------------------|-------------------------------|-------------------------|
| 2400          | PACIY | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 32). |                       |                               |                         |
|               |       | ORAYO<br>2.8 NM to<br>RW31  | NICIY<br>2400         | LUYIG                         | 4 NM<br>Holding Pattern |
|               |       | 1.2 NM to<br>RW31   | 1600                  | 2400                          | GP 3.10°<br>TCH 55      |
|               |       | 1.2 NM  | 1.6 NM                | 2.4 NM                        | 7.1 NM                  |
| CATEGORY      |       | A   | B                     | C                             | D                       |
| LPV           | DA    | 891-7/8 251 (300-7/8)   |                       |                               | NA                      |
| LNAV/<br>VNAV | DA    | 910-7/8 270 (300-7/8)   |                       |                               | NA                      |
| LNAV MDA      |       | 1040-1  | 400 (400-1)           | 1040-1 1/8<br>400 (400-1 1/8) | NA                      |
| CIRCLING      |       | 1080-1<br>434 (500-1)   | 1100-1<br>454 (500-1) | 1100-1 1/2<br>454 (500-1 1/2) | NA                      |

WASHINGTON, GEORGIA  
Amdt 2A 11JUL24

33°47'N-82°49'W

WASHINGTON/WILKES COUNTY (IIY)  
**RNAV (GPS) RWY 31**

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|                           |                        |   |
|---------------------------|------------------------|---|
| LOC I-AYS<br><b>108.3</b> | APP CRS<br><b>184°</b> | Rwy Ldg<br>TDZE <b>140</b><br>Apt Elev <b>141</b> |
|---------------------------|------------------------|---|

ILS Y or LOC Y RWY 19

WAYCROSS-WARE COUNTY (AYS)

GPS required. When local altimeter setting not received, use Alma altimeter setting: increase DA to 390 feet and all MDA 60 feet; increase S-LOC 19 Cat C/D visibility 1/8 mile; increase Circling Cat C/D visibility 1/4 mile. For inop MALSRL when using Alma altimeter setting, increase S-LOC 19 Cat C/D visibility to 1/8 mile. Night landing Rwy 5, 31 NA.

MALSRL

MISSED APPROACH:  
Climb to 1800 direct  
BAQAV and hold.

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>118.575</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|--------------------------|---|-------------------------------|

30 NM to BJUV (NoPT)  
2300  
9 NM to BJUV  
1700  
BJUV

094° 274°

30 NM to FEVAL  
2300  
094° 004°

FEVAL

30 NM to HULEG  
2100  
004° 274°

HULEG

1700 NoPT (8) 094°

1700 NoPT (8) 274°

(IF/IAF) BJUV INT

(FAF) AGLUY INT

AY OM

207

338

557

1260

WAYCROSS  
112.4 AYS  
Chan 71

LOCALIZER 108.3  
I-AYS

GPS or RADAR REQUIRED

MISSED APCH FIX  
BAQAV

ELEV 141 TDZE 140

184°

61

3554 X 100

5044 X 100

5992 X 100

219

5

1

HIRL Rwy 1-19

REIL Rwy 19

FAF to MAP 4.7 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

|   |                       |                      |                      |                              |
|---|-----------------------|----------------------|----------------------|------------------------------|
| 1800  | BAQAV                 | AGLUY                | BJUV                 | 4 NM Holding Pattern         |
| 1700  | 1700                  | 1700                 | 1700                 | 004° 184°                    |
| VGSIL and ILS glidepath not coincident (VGSIL Angle 3.00/TCH 45). |                       |                      |                      |                              |
| 4.7 NM 6 NM   |                       |                      |                      |                              |
| CATEGORY  | A                     | B                    | C                    | D                            |
| S-ILS 19  | 340-1/2 200 (200-1/2) |                      |                      |                              |
| S-LOC 19  | 600-1/2               | 460 (500-1/2)        | 600-7/8              | 460 (500-7/8)                |
| CIRCLING  | 660-1<br>519 (600-1)  | 720-1<br>579 (600-1) | 860-2<br>719 (800-2) | 860-2 1/4<br>719 (800-2 1/4) |

WAYCROSS, GEORGIA

Waycross-ware County (AYS)

Orig 04FEB16

31°15'N-82°24'W

ILS Y or LOC Y RWY 19

681

WAYCROSS-WARE COUNTY (AYS)  
ILS Z or LOC Z RWY 19

WAAS  
CH **56209**  
**W01A**

APP CRS  
**004°**

Rwy Idg  
TDZE **140**  
Apt Elev **141**

RNAV (GPS) RWY 1  
WAYCROSS-WARE COUNTY (AYS)

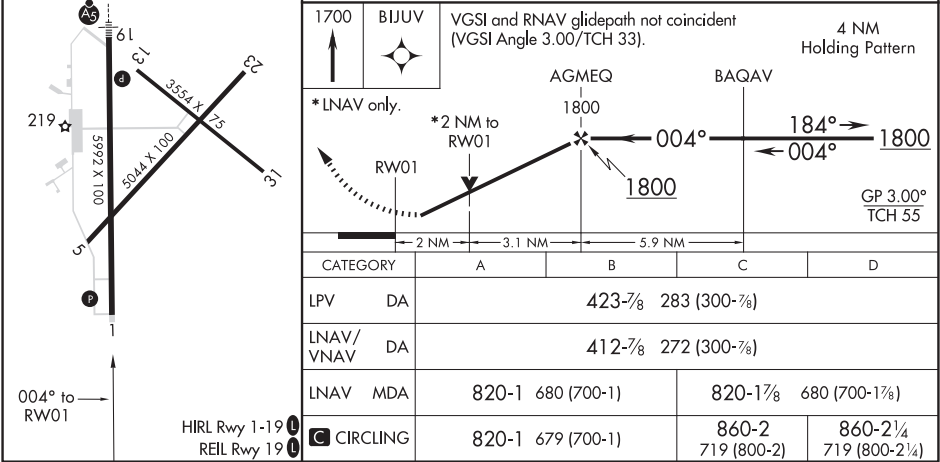
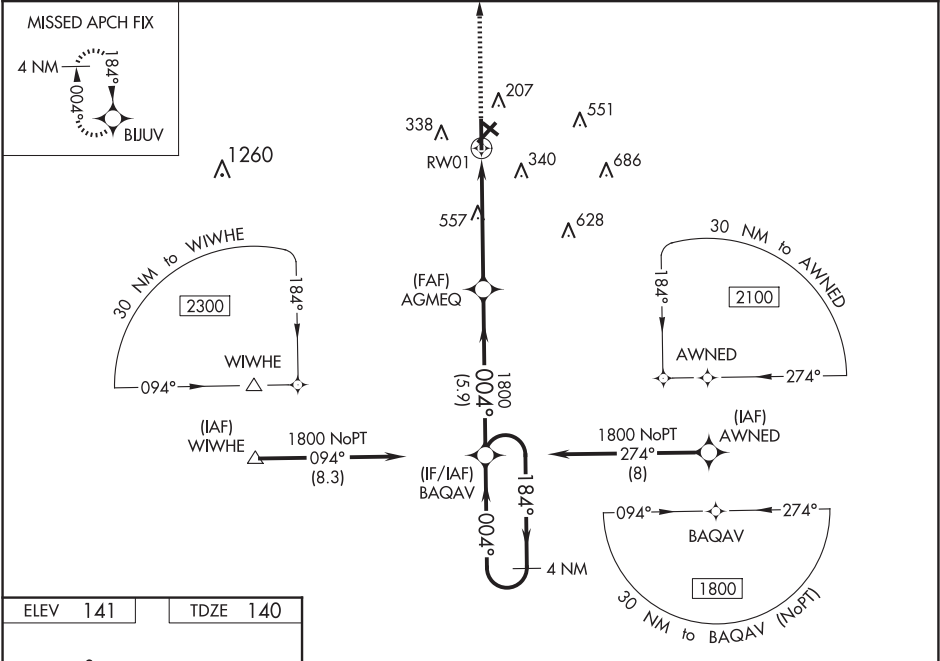
⚠

⚠

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alma altimeter setting and increase LPV DA to 473 feet and all visibilities  $\frac{1}{8}$  mile, LNAV/VNAV DA to 462 feet and all visibilities  $\frac{1}{8}$  mile; increase all MDA 60 feet and visibility Cats C and D  $\frac{1}{8}$  mile and Circling Cats C and D visibilities  $\frac{1}{4}$  mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Night Landing Rwy 5, 31 NA. VDP and Baro-VNAV NA when using Alma altimeter setting. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH:  
Climb to 1700 direct  
BIJUV and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.575</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>45509</b><br><b>W19A</b> | APP CRS<br><b>184°</b> | Rwy Idg<br>TDZE <b>140</b><br>Apt Elev <b>141</b> |
|--|------------------------|---|

**RNAV (GPS) RWY 19**  
WAYCROSS-WARE COUNTY (AYS)

**⚠** DME/DME RNP-0.3 NA. Baro-VNAV NA when using Alma altimeter setting. When local altimeter setting not received, use Alma altimeter setting: increase LPV DA to 390 feet and LNAV/VNAV DA to 600 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ¼ mile; increase Circling Cat C/D visibility ¼ mile. For inop MALSR, increase LNAV Cat C/D visibility to 1½ mile. For inop MALSR when using Alma altimeter setting increase LNAV/VNAV visibility all Cats to 1½ mile, and LNAV Cat C/D visibility to 1¾ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Night landing Rwy 5, 31 NA.

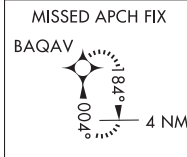
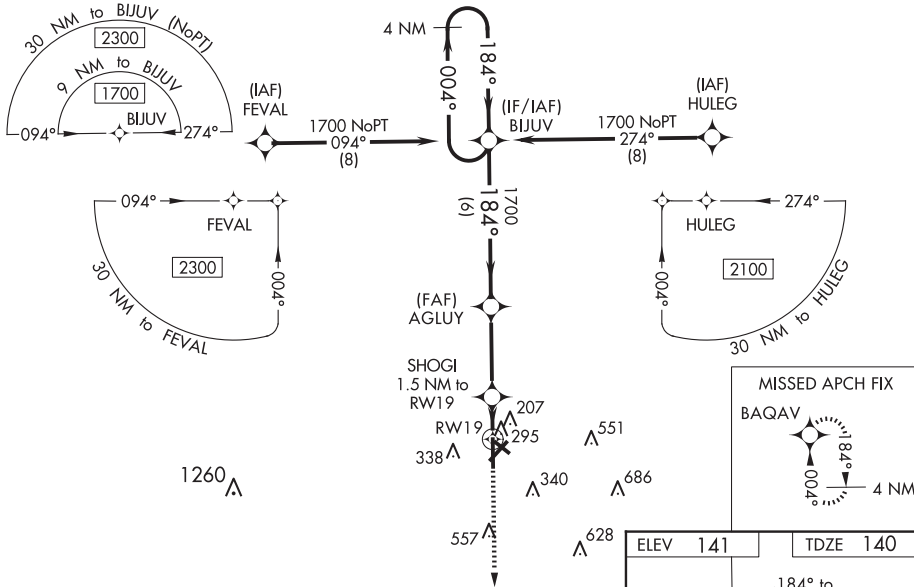


**MISSED APPROACH:**  
Climb to 1800 direct  
BAQAV and hold.

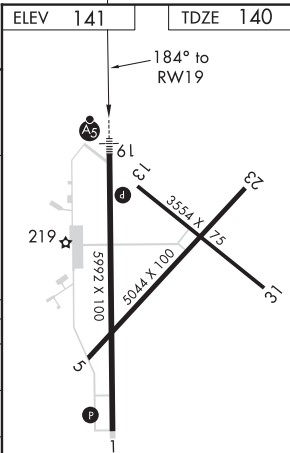
AWOS-3  
**118.575**

JACKSONVILLE CENTER  
**127.575 269.025**

UNICOM  
**122.8 (CTAF) 0**



|                      |  |  |                      |                      |                        |
|----------------------|--|--|----------------------|----------------------|------------------------|
| 4 NM Holding Pattern |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45). |                      | 1800                 | BAQAV                  |
| 1700 ← 004°          |  | 1700 → 184°  |                      | ↑                    | ✧                      |
| GP 3.00°             |  | *660   |                      | *1800 only.          |                        |
| TCH 51               |  | 6 NM   |                      | 3.2 NM               |                        |
| CATEGORY             |  | A  | B                    | C                    | D                      |
| LPV DA               |  | 340-1½   |                      | 200 (200-½)          |                        |
| LNAV/VNAV DA         |  | 550-7⁄8  |                      | 410 (500-7⁄8)        |                        |
| LNAV MDA             |  | 560-1½   | 420 (500-½)          | 560-¾                | 420 (500-¾)            |
| CIRCLING             |  | 660-1<br>519 (600-1)   | 720-1<br>579 (600-1) | 860-2<br>719 (800-2) | 860-2¼<br>719 (800-2¼) |



HIRL Rwy 1-19 **0**  
REIL Rwy 19 **0**



VORTAC AYS

112.4

Chan 71

APP CRS

099°

Rwy Ldg TDZE

N/A

N/A

Apt Elev

141

VOR-A

WAYCROSS-WARE COUNTY (AYS)

⚠

Circling to Rwys 5, 13, 23, 31 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alma altimeter setting and increase all MDA 60 feet and visibilities Cats C and D ¼ SM.

MISSED APPROACH: Climbing left turn to 2300 direct AYS VORTAC and hold.

|                   |  |                          |
|-------------------|--|--------------------------|
| AWOS-3<br>118.575 | JACKSONVILLE CENTER<br>127.575 269.025 | UNICOM<br>122.8 (CTAF) 0 |
|-------------------|--|--------------------------|

2300 NoPT AYS 8 Arc

(IF) CILDO AYS 8

2300 116°(8)

1260 A

2300 NoPT AYS 8 Arc

(IAF) HOGNU AYS 8

R-009

099°

BUYAG AYS 5

CIMAD AYS 8.2

338 A

207 A

551 A

340 A

686 A

628 A

557 A

(IAF) FEGOP AYS 8

R-180

2300

MSA AYS 25 NM

2300

| CATEGORY                          | A                 | B                 | C                 | D                   |      |      |
|-----------------------------------|-------------------|-------------------|-------------------|---------------------|------|------|
| CIRCLING                          | 740-1 579 (600-1) |                   | 860-2 719 (800-2) | 860-2¼ 719 (800-2¼) |      |      |
| BUYAG FIX MINIMUMS (DME REQUIRED) |                   |                   |                   |                     |      |      |
| CIRCLING                          | 680-1 539 (600-1) | 720-1 579 (600-1) | 860-2 719 (800-2) | 860-2¼ 719 (800-2¼) |      |      |
| FAF to MAP 8.2 NM                 |                   |                   |                   |                     |      |      |
|                                   | Knots             | 60                | 90                | 120                 | 150  | 180  |
|                                   | Min:Seq           | 8:12              | 5:28              | 4:06                | 3:17 | 2:44 |

WAYCROSS, GEORGIA

Amdt 9A 23APR20

31°15'N-82°24'W

685

WAYCROSS-WARE COUNTY (AYS)

VOR-A

WAYNESBORO, GEORGIA

AL-6816 (FAA)

24249

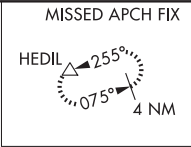
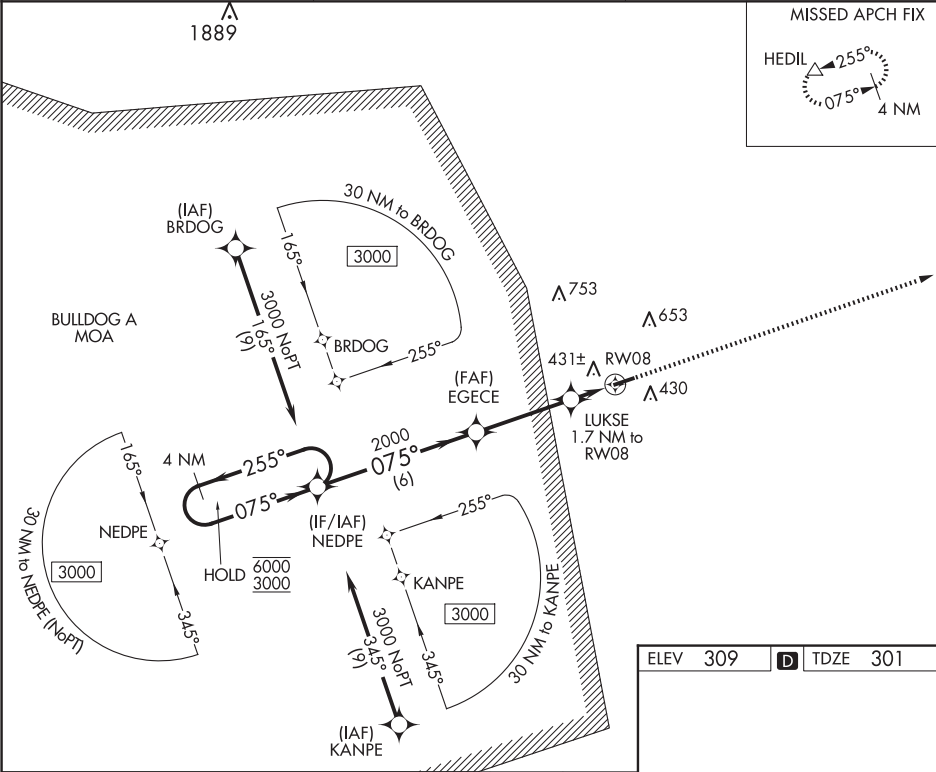
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| WAAS<br>CH <b>77946</b><br><b>W08A</b> | APP CRS<br><b>075°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5003</b><br><b>301</b><br><b>309</b> |
|--|------------------------|-----------------------------|---|

# RNAV (GPS) RWY 8

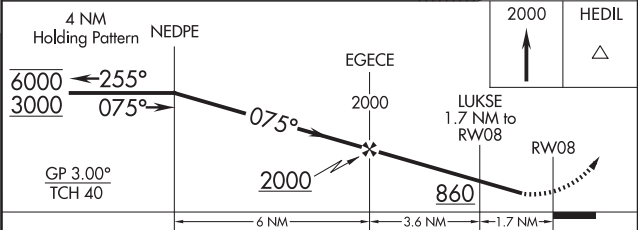
BURKE COUNTY (BXXG)

|                          |  |   |
|--------------------------|--|---|
| RNP APCH-GPS.<br>▼<br>NA | Rwy 8 helicopter visibility reduction below 3/4 SM NA.<br>Baro-VNAV NA. Use AGS altimeter setting. | MISSED APPROACH: Climb to 2000 direct HEDIL and hold. |
|--------------------------|--|---|

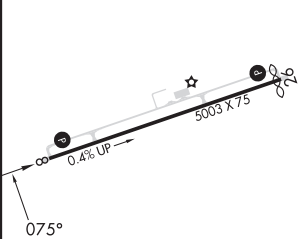
|                           |   |                       |
|---------------------------|---|-----------------------|
| AGS ASOS<br><b>132.75</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | CTAF<br><b>122.90</b> |
|---------------------------|---|-----------------------|



|          |   |          |
|----------|---|----------|
| ELEV 309 | D | TDZE 301 |
|----------|---|----------|



| CATEGORY      | A                    | B                    | C                             | D                             |
|---------------|----------------------|----------------------|-------------------------------|-------------------------------|
| LPV DA        |                      | 698-1 1/8            | 397 (400-1 1/8)               |                               |
| RNAV/ VNAV DA |                      | 782-1 3/8            | 481 (500-1 3/8)               |                               |
| RNAV MDA      | 760-1                | 459 (500-1)          | 760-1 3/8                     | 459 (500-1 3/8)               |
| CIRCLING      | 820-1<br>511 (600-1) | 900-1<br>591 (600-1) | 1080-2 1/4<br>771 (800-2 1/4) | 1180-2 3/4<br>871 (900-2 3/4) |



|            |               |
|------------|---------------|
| REIL Rwy 8 | MIRL Rwy 8-26 |
|------------|---------------|

WAYNESBORO, GEORGIA  
Amdt 1 05SEP24

33°02'N-82°00'W

# BURKE COUNTY (BXXG) RNAV (GPS) RWY 8

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>63246</b><br><b>W26A</b> | APP CRS<br><b>255°</b> | Rwy Idg <b>4903</b><br>TDZE <b>308</b><br>Apt Elev <b>309</b> |
|--|------------------------|---|

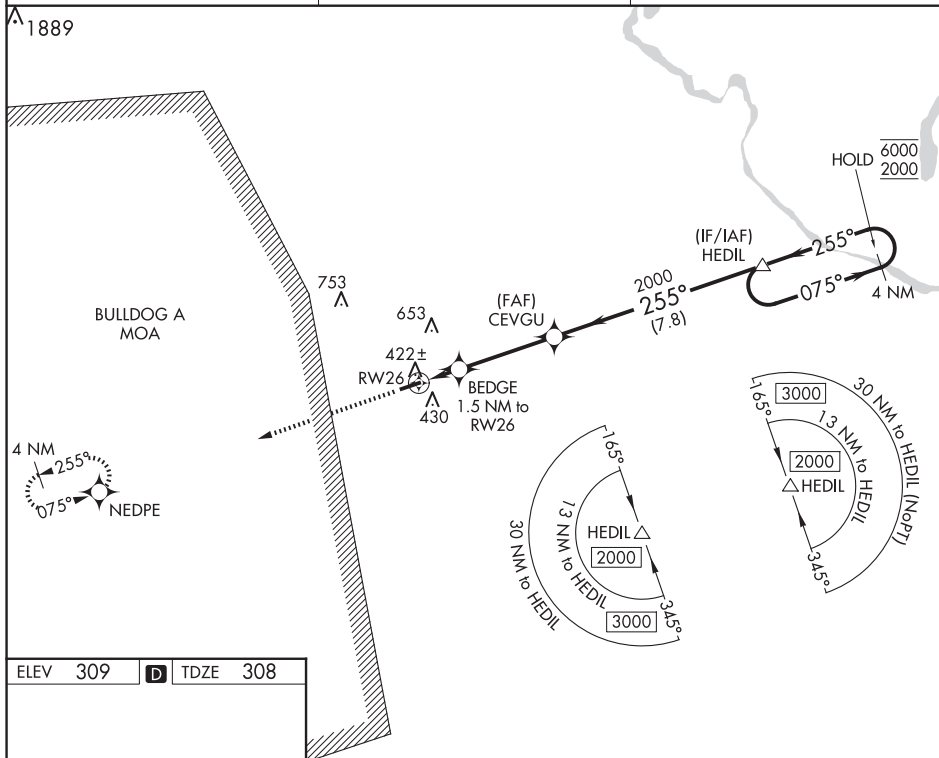
RNAV (GPS) RWY 26  
BURKE COUNTY (BKG)

|                 |  |
|-----------------|--|
| RNP APCH - GPS. |  |
|-----------------|--|

**T** Rwy 26 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** NA Baro-VNAV NA. Use AGS altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct NEDPE and hold, continue climb-in-hold to 3000.

|                           |   |                       |
|---------------------------|---|-----------------------|
| AGS ASOS<br><b>132.75</b> | AUGUSTA APP CON ★<br><b>126.8 270.3</b> | CTAF<br><b>122.90</b> |
|---------------------------|---|-----------------------|



REIL Rwy 8 **L**  
MRL Rwy 8-26 **L**

Diagram illustrating the approach for REIL Rwy 8 and MRL Rwy 8-26. The diagram shows a 5003 x 75 ft runway with a 0.4% up-slope. A 255° heading is indicated. The approach includes a 4 NM Holding Pattern, a 1.5 NM segment to RW26, and a 255° turn. The approach is categorized into A, B, C, and D. The diagram also shows the REIL and MRL Runway 8-26.

WAYNESBORO, GEORGIA  
Amdt 1 05SEP24

33°02'N-82°00'W  
687

BURKE COUNTY (BKG)  
RNAV (GPS) RWY 26

SE-4, 07 AUG 2025 to 02 OCT 2025

WETUMPKA, ALABAMA

AL-5735 (FAA)

23278

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>3013</b> |
| <b>092°</b> | TDZE     | <b>197</b>  |
|             | Apt Elev | <b>197</b>  |

# RNAV (GPS) RWY 9

WETUMPKA MUNI (Ø8A)

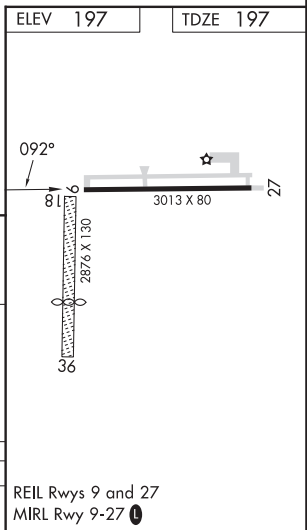
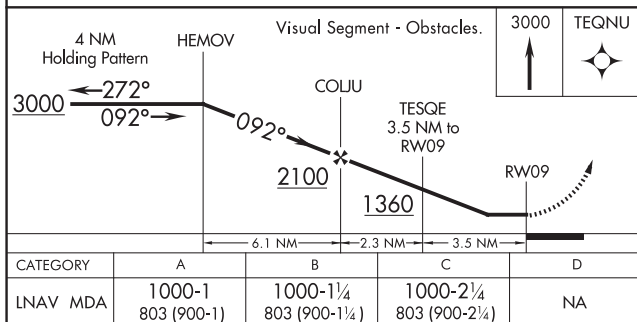
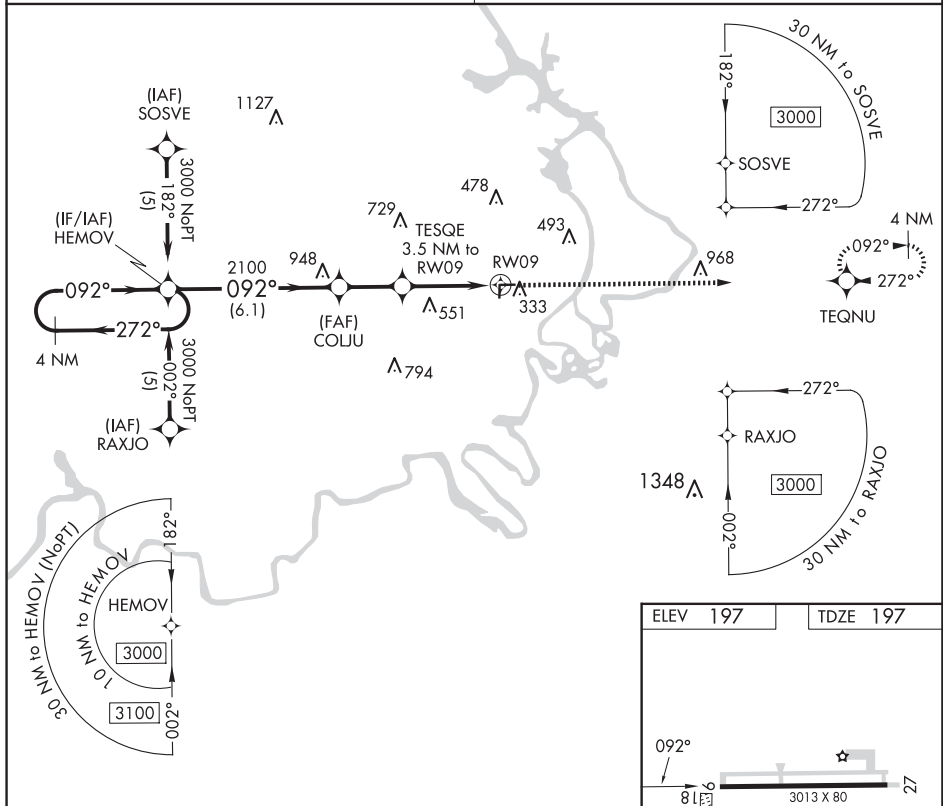
RNP APCH.

**NA** Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Montgomery Rgnl (Dannelly Fld) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat A visibility ¼ SM and LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 3000  
direct TEQNU and hold.

MONTGOMERY APP CON ★  
**121.2 269.05**

UNICOM  
**123.05 (CTAF) Ø**



WETUMPKA, ALABAMA

Orig-C 18JUL19

32°32'N-86°20'W

WETUMPKA MUNI (Ø8A)

RNAV (GPS) RWY 9

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Idg  | 3013 |
| 272°    | TDZE     | 197  |
|         | Apt Elev | 197  |

RNAV (GPS) RWY 27

WETUMPKA MUNI (Ø8A)

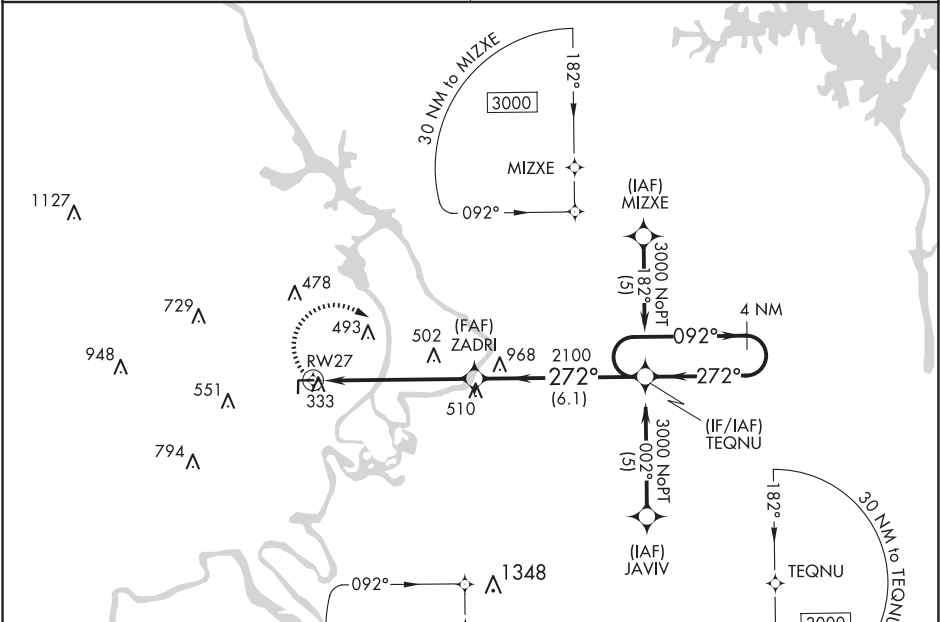
▼

NA

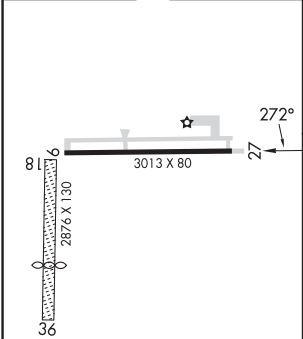
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Montgomery Rgnl (Dannelly Fld) altimeter setting; when not received, use Alexander City altimeter setting; increase all MDA 120 feet, increase LNAV Cat C and Circling Cat B visibility ¼ SM, and Circling Cat C visibility ½ SM. Circling NA to Rwy 18/36. Procedure NA at night.



MISSED APPROACH:  
Climbing right turn to 3000 direct TEQNU and hold.

|                      |                 |
|----------------------|-----------------|
| MONTGOMERY APP CON ★ | UNICOM          |
| 121.2 269.05         | 123.05 (CTAF) 0 |



|          |          |
|----------|----------|
| ELEV 197 | TDZE 197 |
|----------|----------|



|   |   |                      |                      |                        |    |
|---|---|----------------------|----------------------|------------------------|----|
| REIL Rwys 9 and 27<br>MIRL Rwy 9-27  |  |                      |                      |                        |    |
|   | CATEGORY  | A                    | B                    | C                      | D  |
|   | LNAV MDA  | 800-1 603 (700-1)    |                      | 800-1¾<br>603 (700-1¾) | NA |
|   | CIRCLING  | 800-1<br>603 (700-1) | 900-1<br>703 (800-1) | 960-2¼<br>763 (800-2¼) | NA |

WINDER, GEORGIA

AL-5360 (FAA)

24025

|   |                        |   |
|---|------------------------|---|
| LOC/DME I-HDR<br><b>111.5</b><br>Chan <b>52</b> | APP CRS<br><b>316°</b> | Rwy Idg <b>4600</b><br>TDZE <b>922</b><br>Apt Elev <b>934</b> |
|---|------------------------|---|

# ILS or LOC RWY 31

BARROW COUNTY (WDR)

DME or RADAR required for procedure entry.

**⚠** Rwy 31 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to S-ILS 31. For inop ALS, increase S-LOC 31 all Cats visibility to 1 SM. Circling Rwy 13, 23 NA at night.

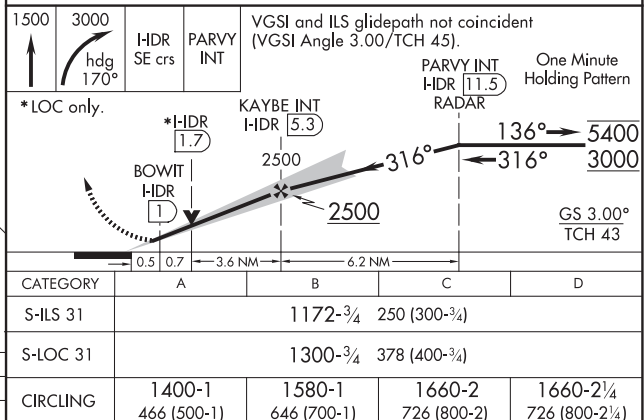
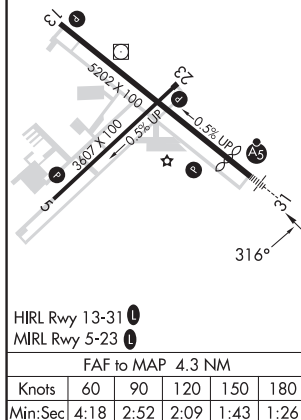
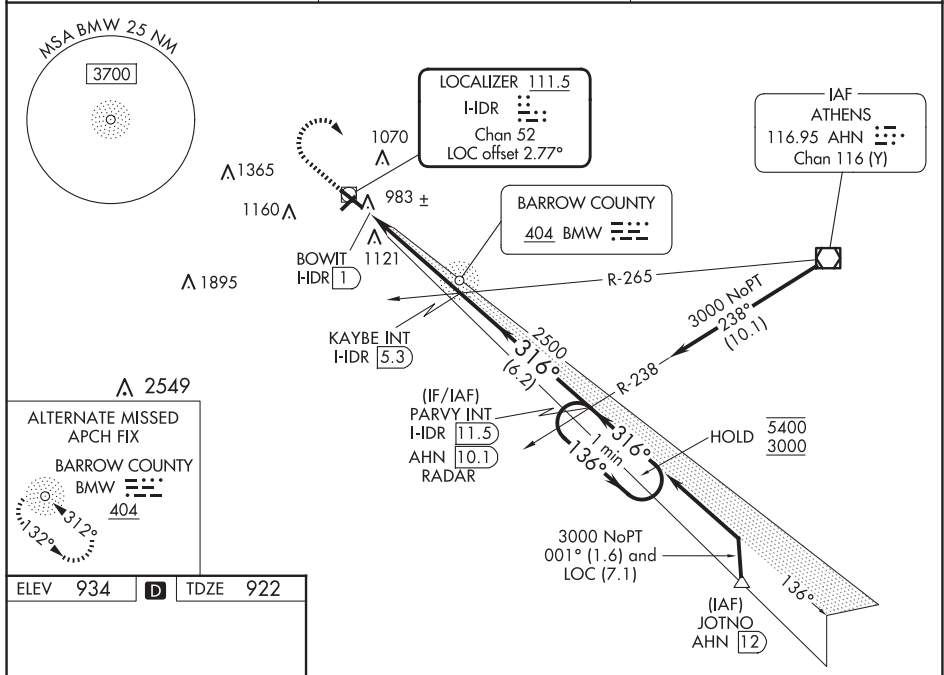


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 170° and I-HDR SE course to PARVY INT/I-HDR 11.5 DME/RADAR and hold.

AWOS-3  
**118.575**

ATLANTA APP CON ★  
**132.475 291.1**

UNICOM  
**123.0 (CTAF) 0**



WINDER, GEORGIA

Orig-F 20MAY21

33°59'N-83°40'W

BARROW COUNTY (WDR)

# ILS or LOC RWY 31

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>90305</b><br><b>W13A</b> | APP CRS<br><b>134°</b> | Rwy Idg<br>TDZE <b>933</b><br>Apt Elev <b>934</b> | <b>5100</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 13  
BARROW COUNTY (WDR)

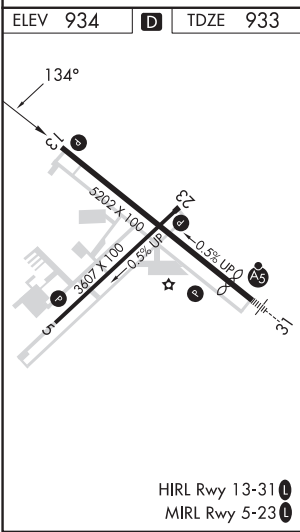
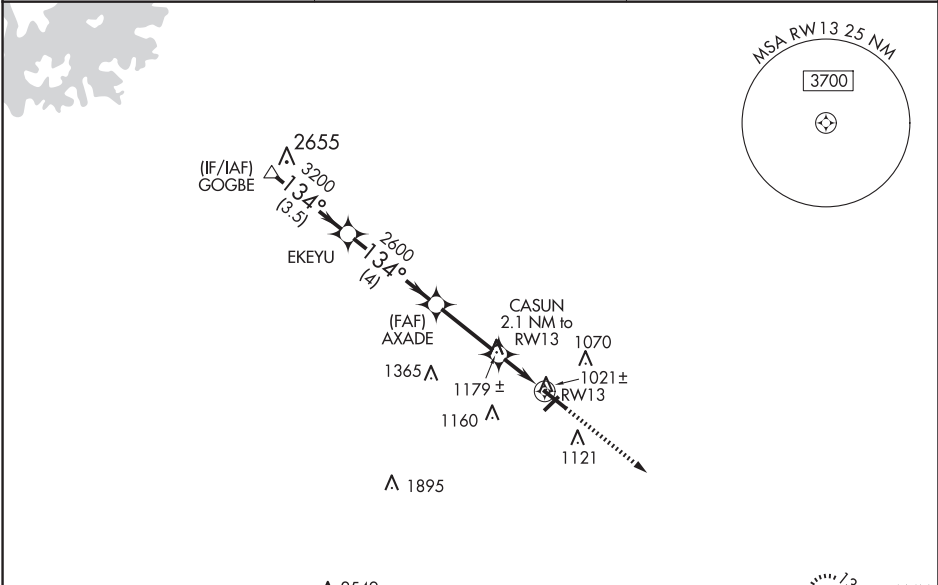
RNP APCH.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 13 NA at night, Circling Rwy 13, 23 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CADEB and hold.

|                          |   |                                 |
|--------------------------|---|---------------------------------|
| AWOS-3<br><b>118.575</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|--------------------------|---|---------------------------------|



⚠ 2549

CADEB 134° 4 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

3000 CADEB

\*LNAV only.

RWY 13

|              |                            |                    |                    |                            |
|--------------|----------------------------|--------------------|--------------------|----------------------------|
| CATEGORY     | A                          | B                  | C                  | D                          |
| LPV DA       | 1207-1 274 (300-1)         |                    |                    |                            |
| LNAV/VNAV DA | 1422-1 3/8 489 (500-1 3/8) |                    |                    |                            |
| LNAV MDA     | 1300-1 367 (400-1)         |                    |                    |                            |
| CIRCLING     | 1400-1 466 (500-1)         | 1580-1 646 (700-1) | 1660-2 726 (800-2) | 1660-2 1/4 726 (800-2 1/4) |

WINDER, GEORGIA

AL-5360 (FAA)

24025

|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>82516</b><br><b>W23A</b> | APP CRS<br><b>231°</b> | Rwy Idg<br>TDZE <b>929</b><br>Apt Elev <b>934</b> |
|--|------------------------|---|

# RNAV (GPS) RWY 23

BARROW COUNTY (WDR)

RNP APCH.

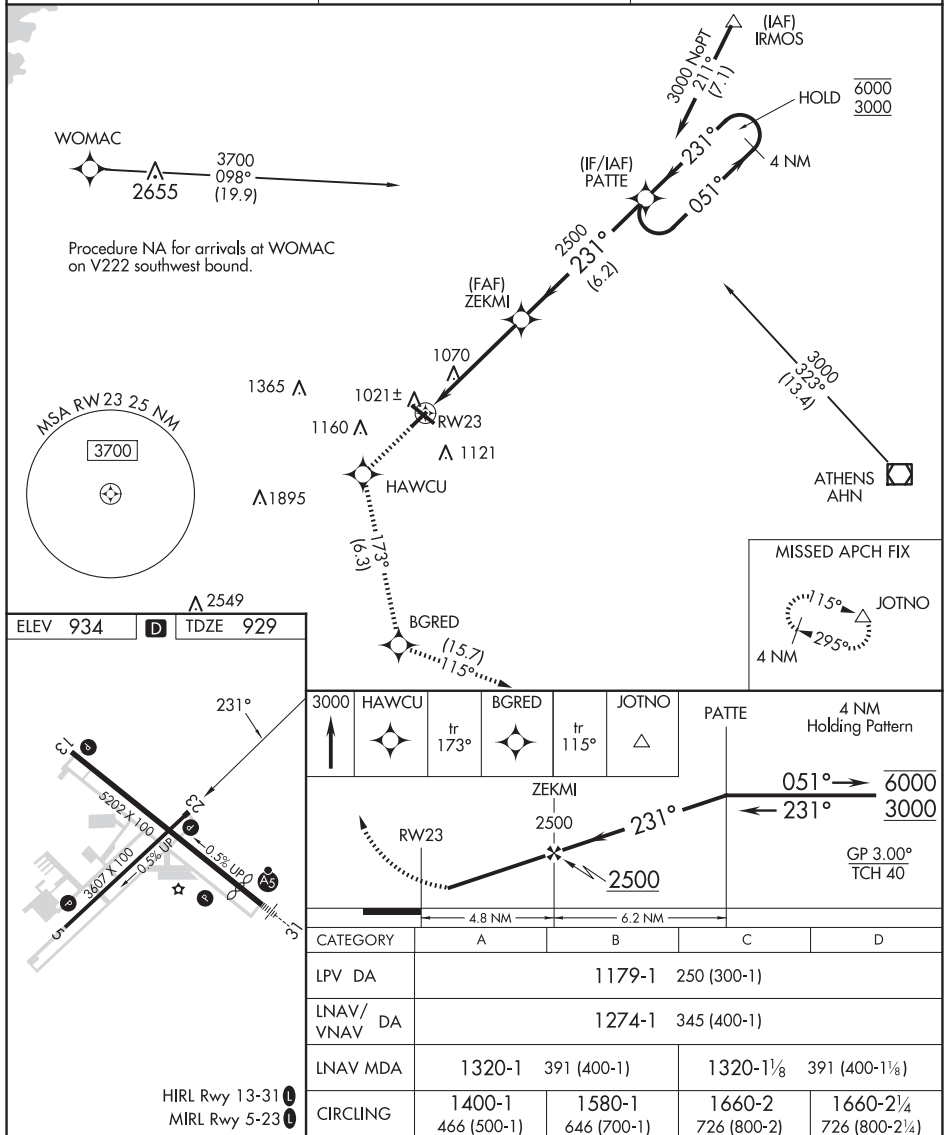
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 23 NA at night, Circling Rwy 13, 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HAWCU and on track 173° to BGRED and on track 115° to JOTNO and hold.

AWOS-3  
**118.575**

ATLANTA APP CON ★  
**132.475 291.1**

UNICOM  
**123.0 (CTAF)**



WINDER, GEORGIA  
Orig-D 20MAY21

33°59'N-83°40'W

# RNAV (GPS) RWY 23

SE-4, 07 AUG 2025 to 02 OCT 2025

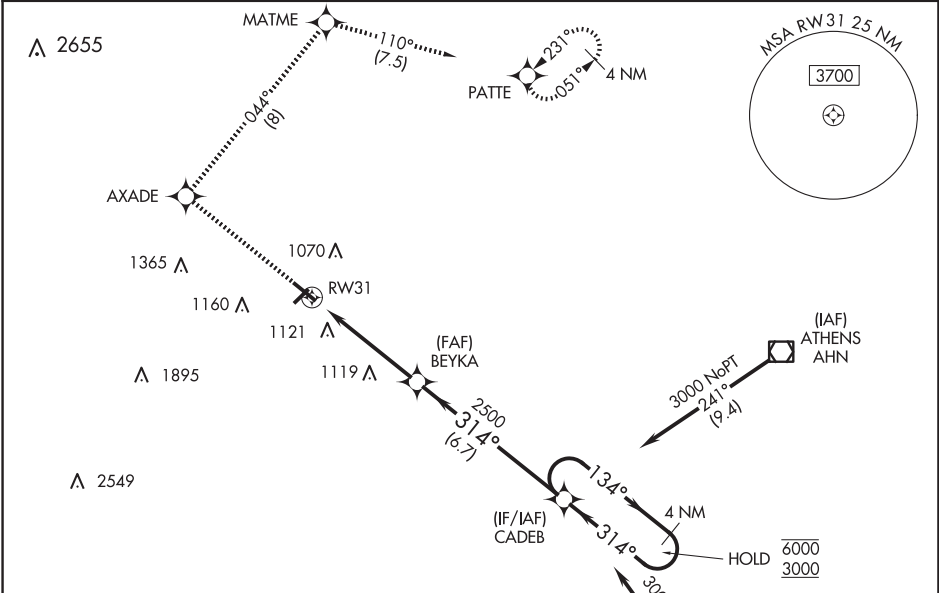


|  |                        |   |
|--|------------------------|---|
| WAAS<br>CH <b>69305</b><br><b>W31A</b> | APP CRS<br><b>314°</b> | Rwy Idg<br>TDZE <b>922</b><br>Apt Elev <b>934</b> |
|--|------------------------|---|

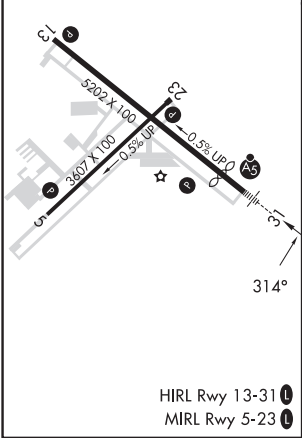
RNAV (GPS) RWY 31  
BARROW COUNTY (WDR)

|   |           |  |
|---|-----------|--|
| RNP APCH.<br>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 13, 23 NA at night. Rwy 31 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM, LNAV Cat A/B visibility to 1 SM, Cat C/D to 1 ½ SM. Inop table does not apply to LPV all Cats. | MALSR<br> | MISSED APPROACH: Climb to 3000 direct AXADE and right turn on track 044° to MATME and on track 110° to PATTE and hold. |
|---|-----------|--|

|                          |   |                               |
|--------------------------|---|-------------------------------|
| AWOS-3<br><b>118.575</b> | ATLANTA APP CON ★<br><b>132.475 291.1</b> | UNICOM<br><b>123.0 (CTAF)</b> |
|--------------------------|---|-------------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>934</b> | <b>D</b> | TDZE <b>922</b> |
|-----------------|----------|-----------------|



|   |             |  |             |  |             |  |                    |                      |
|---|-------------|--|-------------|--|-------------|--|--------------------|----------------------|
| 3000  | AXADE       |  | MATME       |  | PATTE       |  | CADEB              | 4 NM Holding Pattern |
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 45). BEYKA<br>* LNAV only. |             |  |             |  |             |  |                    |                      |
|   |             |  |             |  |             |  |                    |                      |
| GP 3.00° TCH 41   |             |  |             |  |             |  |                    |                      |
| CATEGORY  | A           |  | B           |  | C           |  | D                  |                      |
| LPV   | DA          |  | 1172-¾      |  | 250 (300-¾) |  |                    |                      |
| LNAV/VNAV   | DA          |  | 1274-¾      |  | 352 (400-¾) |  |                    |                      |
| LNAV  | MDA         |  | 1420-¾      |  | 498 (500-¾) |  | 1420-1 498 (500-1) |                      |
| CIRCLING  | 1420-1      |  | 1580-1      |  | 1660-2      |  | 1660-2¼            |                      |
|   | 486 (500-1) |  | 646 (700-1) |  | 726 (800-2) |  | 726 (800-2¼)       |                      |

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

WINDER, GEORGIA

AL-5360 (FAA)


24025

|         |         |          |      |
|---------|---------|----------|------|
| NDB BMW | APP CRS | Rwy Idg  | 4600 |
| 404     | 312°    | TDZE     | 922  |
|         |         | Apt Elev | 934  |

NDB RWY 31  
BARROW COUNTY (WDR)

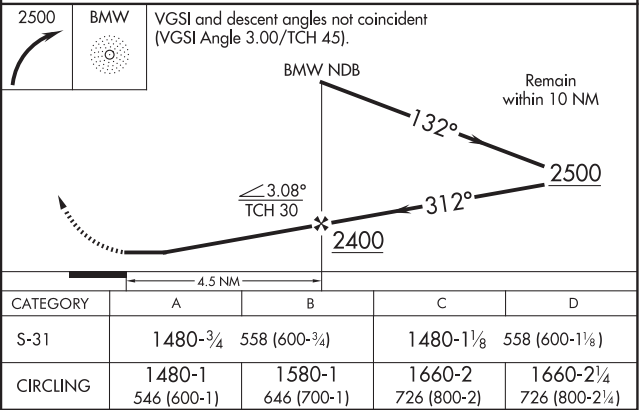
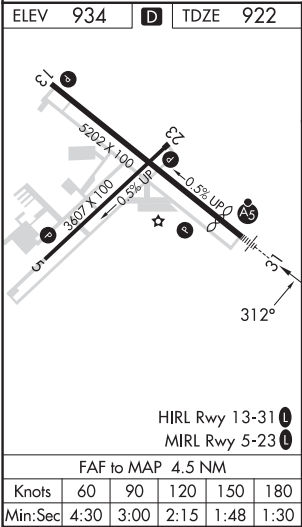
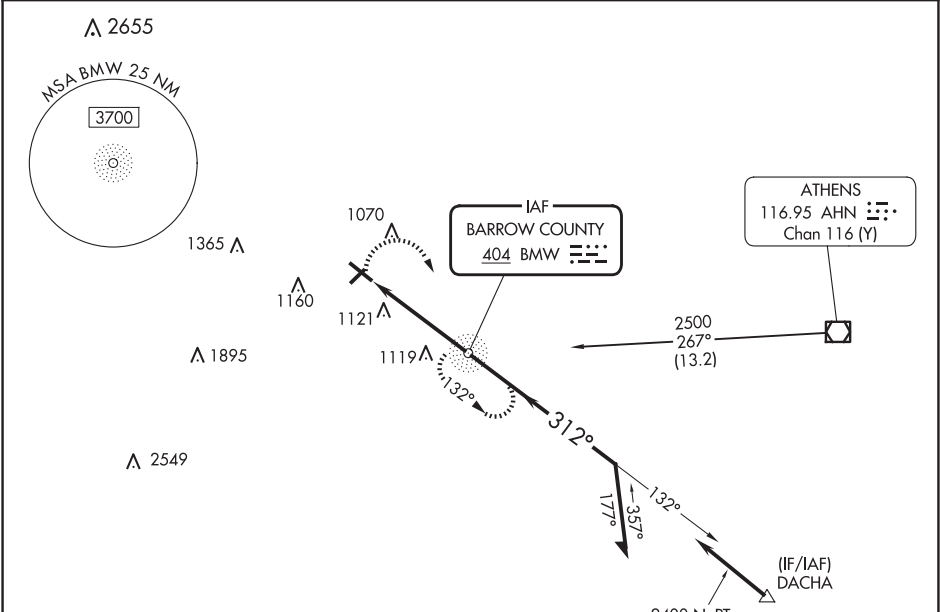
**⚠** For inop ALS, increase S-31 Cat A/B visibility to 1 SM. Circling Rwy 13, 23 NA at night. Rwy 31 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MALSR



MISSED APPROACH: Climbing right turn to 2500 direct BMW NDB and hold.

|                   |                                    |                                 |
|-------------------|------------------------------------|---------------------------------|
| AWOS-3<br>118.575 | ATLANTA APP CON ★<br>132.475 291.1 | UNICOM<br>123.0 (CTAF) <b>0</b> |
|-------------------|------------------------------------|---------------------------------|



WINDER, GEORGIA  
Amdt 9E 20MAY21

33°59'N-83°40'W

BARROW COUNTY (WDR)  
NDB RWY 31

SE-4, 07 AUG 2025 to 02 OCT 2025

SE-4, 07 AUG 2025 to 02 OCT 2025

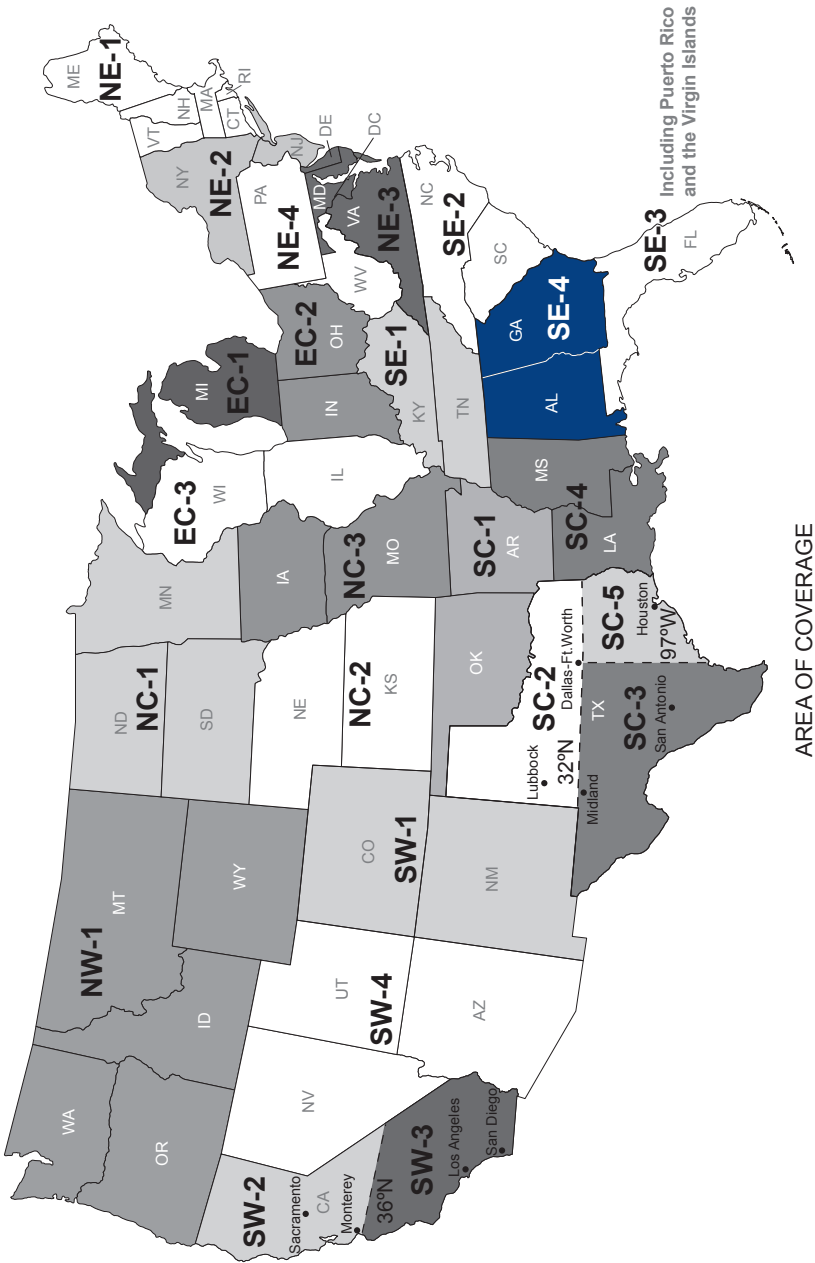
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSE4



NSN 7641015059596

NGA REF. NO. OK-10-2859 TERMXFAABTTPPSE4



EFF. DATE 25219