

NC-3

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

North Central (NC) Vol 3 of 3

Effective: 0901Z

10 NOV 2016

to: 0901Z

05 JAN 2017

Consult the Change Notice
(CN) effective 08 DEC 2016 for
revised Instrument Procedure
Charts for this volume



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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 — Departure Procedures and Standard Terminal Arrival Charts.....	G1
Legend — Airport Diagram/Sketch.....	H1
Legend — Approach Lighting Systems.....	I1
Frequency Pairing.....	J1
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
Rate of Climb/Descent Table.....	Inside Back Cover
Area of Coverage.....	Outside Back Cover

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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Frequently asked questions (FAQ) are answered on our website at <http://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.

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

*1800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

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

MDA HAA Visibility in Statute Miles

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

COPTER MINIMA ONLY

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

Copter Approach Direction Height of MDA/DA Above Landing Area (HAL) No circling minimums are provided

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

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

COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

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. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. 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

TERMS/LANDING MINIMA DATA

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 tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 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. The approaches using expanded circling approach areas can be identified by the presence of the **C** symbol on the circling line of minima.

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

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 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	3/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1/2	463	(500-1 1/2)
	28		AB	600-1/4	503	(600-1 1/4)	CDE	600-1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

↘ All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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 500-1 1/2.

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 Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

⚠ NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

⚠ Takeoff Minimums not standard and/or Departure Procedures are published. Refer to tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFO

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 under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. 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 contains information on civil operations at military airports.

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 via teletype and are required for users filing flight plans via computer interface. 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 (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

RNAV DP and STAR. Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., \ominus , \ominus , \ominus .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., \ominus^* .

To activate lights, use frequency indicated in the communication section of the chart with a \ominus or the appropriate lighting system identification e.g., UNICOM 122.8 \ominus , \ominus , \ominus .

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

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.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

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 in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings 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.

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

AAUP.....	Attention All Users Page	HAA.....	Height above Airport
ADF.....	Automatic Direction Finder	HAL.....	Height above Landing
ADIZ.....	Air Defense Identification Zone	HAT.....	Height above Touchdown
AFIS.....	Automatic Flight Information Service	HATH.....	Height Above Threshold
ALS.....	Approach Light System	HGS.....	Head-up Guidance System
ALSF.....	Approach Light System with Sequenced Flashing Lights	HIRL.....	High Intensity Runway Lights
AP.....	Autopilot System	HUD.....	Head-up Display
APCH.....	Approach	IAF.....	Initial Approach Fix
APP CON.....	Approach Control	ICAO.....	International Civil Aviation Organization
ARR.....	Arrival	IF.....	Intermediate Fix
ASOS.....	Automated Surface Observing System	IM.....	Inner Marker
ASR/PAR.....	Published Radar Minimums at this Airport	INOP.....	Inoperative
ASSC.....	Airport Surface Surveillance Systems	INT.....	Intersection
ATIS.....	Automatic Terminal Information Service	K.....	Knots
AUNICOM.....	Automated UNICOM	KLAS.....	Knots Indicated Airspeed
AWOS.....	Automated Weather Observing System	LAAS.....	Local Area Augmentation System
AZ.....	Azimuth	LDA.....	Localizer Type Directional Aid
BC.....	Back Course	Ldg.....	Landing
BND.....	Bound	LRL.....	Low Intensity Runway Lights
C.....	Circling	LNAV.....	Lateral Navigation
CAT.....	Category	LOC.....	Localizer
CCW.....	Counter Clockwise	LP.....	Localizer Performance
CDI.....	Course Deviation Indicator	LPV.....	Localizer Performance with Vertical Guidance
Chan.....	Channel	LR.....	Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
CIFP.....	Coded Instrument Flight Procedures	MAA.....	Maximum Authorized Altitude
CIR.....	Circling	MALS.....	Medium Intensity Approach Light System
CLNC DEL.....	Clearance Delivery	MALSR.....	Medium Intensity Approach Light System with RAIL
CNF.....	Computer Navigation Fix	MAP.....	Missed Approach Point
CTAF.....	Common Traffic Advisory Frequency	MDA.....	Minimum Descent Altitude
CW.....	Clockwise	MIRL.....	Medium Intensity Runway Lights
DA.....	Decision Altitude	MM.....	Middle Marker
DER.....	Departure End of Runway	MRA.....	Minimum Reception Altitude
DH.....	Decision Height	N/A.....	Not Applicable
DME.....	Distance Measuring Equipment	NA.....	Not Authorized
DTHR.....	Displaced Threshold	NDB.....	Non-directional Radio Beacon
DVA.....	Diverse Vector Area	NFD.....	National Flight Database
ELEV.....	Elevation	NM.....	Nautical Mile
EMAS.....	Engineered Material Arresting System	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
FAF.....	Final Approach Fix	ODALS.....	Omnidirectional Approach Light System
FD.....	Flight Director System	ODP.....	Obstacle Departure Procedure
FM.....	Fan Marker	OM.....	Outer Marker
FMS.....	Flight Management System	PRM.....	Precision Runway Monitor
GBAS.....	Ground Based Augmentation System		
GCO.....	Ground Communications Outlet		
GLS.....	Ground Based Augmentation System Landing System		
GP.....	Glidepath		
GPI.....	Ground Point of Interception		
GPS.....	Global Positioning System		
GS.....	Glide Slope		

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

R.....	Radial
RA.....	Radio Altimeter setting height
RAIL.....	Runway Alignment Indicator Lights
RCLS.....	Runway Centerline Light System
REIL.....	Runway End Identifier Lights
RF.....	Radius-to-Fix
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation Performance
RPI.....	Runway Point of Intercept(ion)
RRL.....	Runway Remaining Lights
Rwy.....	Runway
RVR.....	Runway Visual Range
S.....	Straight-in
SALS.....	Short Approach Light System
SSALR.....	Simplified Short Approach Light System with RAIL
SDF.....	Simplified Directional Facility
SM.....	Statute Mile
SOIA.....	Simultaneous Offset Instrument Approach
TAA.....	Terminal Arrival Area
TAC.....	TACAN
TCH.....	Threshold Crossing Height (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
TDZL.....	Touchdown Zone Lights
THR.....	Threshold
THRE.....	Threshold Elevation
TODA.....	Takeoff Distance Available
TORA.....	Takeoff Run Available
TR.....	Track
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDP.....	Visual Descent Point
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint (RNAV)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

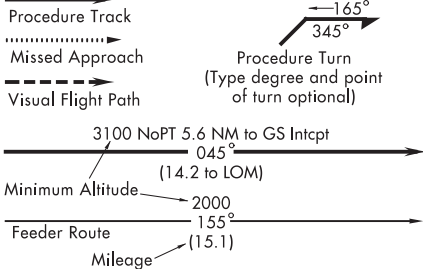
GENERAL INFO

LEGEND

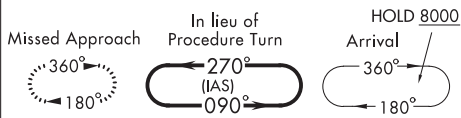
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES



HOLDING PATTERNS

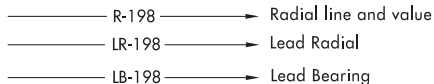
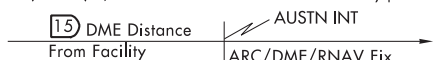


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)



ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

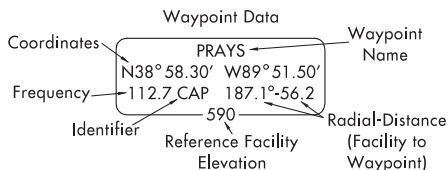
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

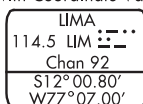
SDF Course

LOC/DME

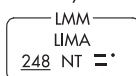
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LEGEND

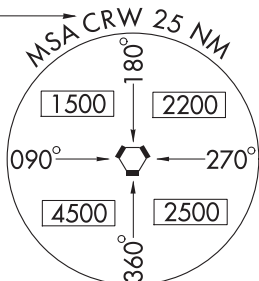
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

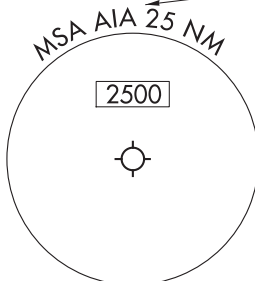
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

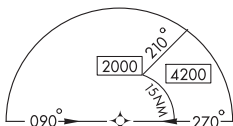


Airport Identifier

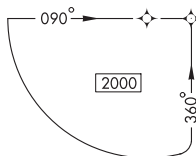


(arrows on distance circle identify sectors)

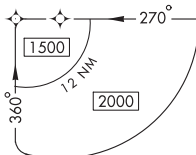
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

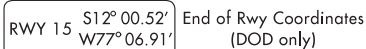


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

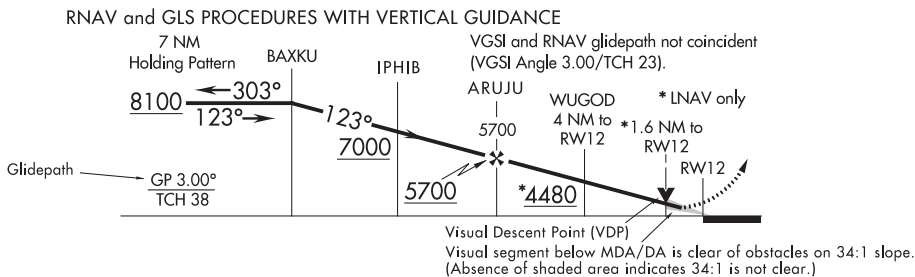
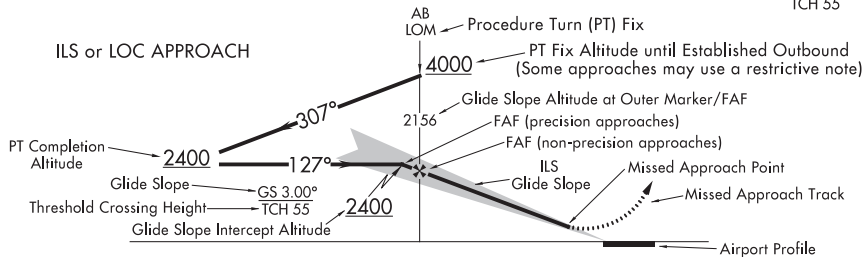
PROFILE VIEW

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

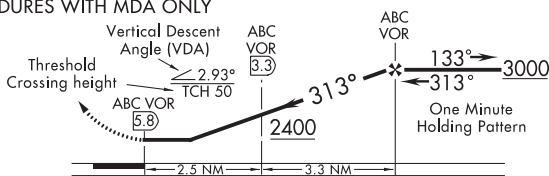
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: **GS 3.00°**, TCH 55

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: **GP 3.00°**, TCH 50

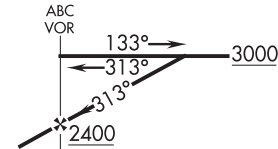
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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: **≤ 3.00°**, TCH 55



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



DESCENT FROM HOLDING PATTERN



ALTITUDES

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

PROFILE SYMBOLS

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

LEGEND

LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

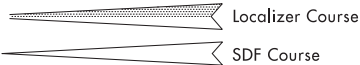
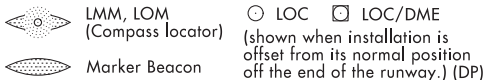
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

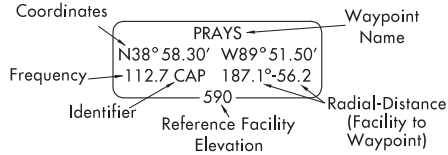
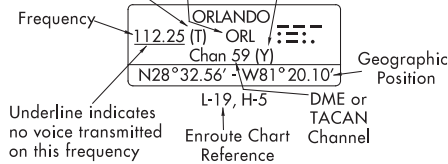
Compulsory:



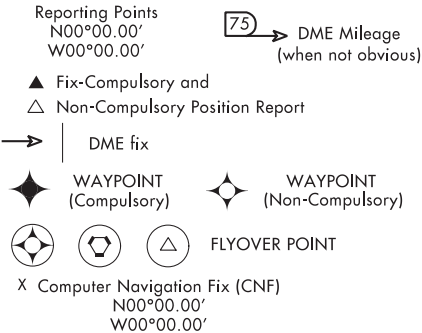
Non-Compulsory:



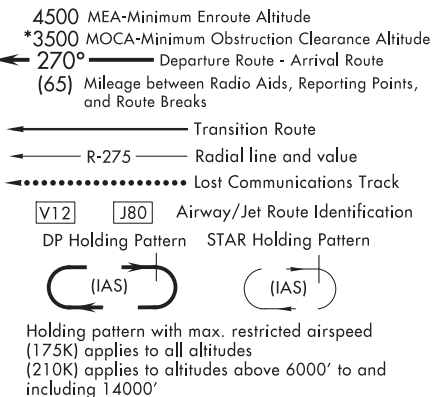
(T) indicates frequency protection range (STAR)
 Identifier
 Frequency
 (Y) TACAN must be placed in "Y" mode to receive distance information
 Geographic Position
 L-19, H-5
 Enroute Chart Reference
 DME or TACAN Channel



FIXES/ATC REPORTING REQUIREMENTS



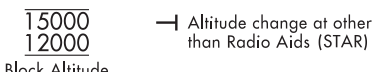
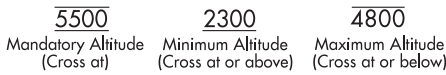
ROUTES



SPECIAL USE AIRSPACE



ALTITUDES



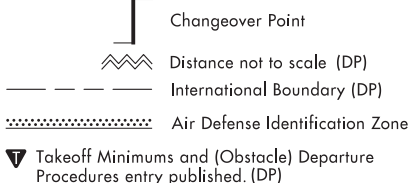
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

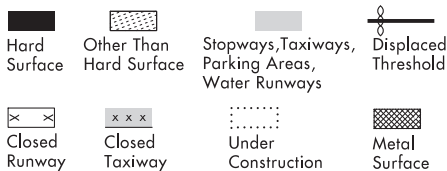
LEGEND

LEGEND

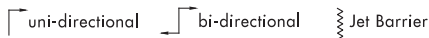
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

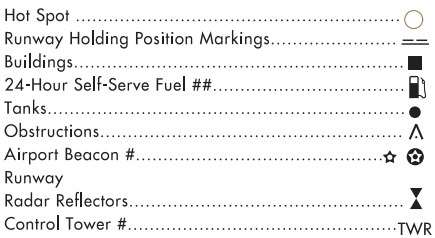


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM  (EMAS)


REFERENCE FEATURES



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

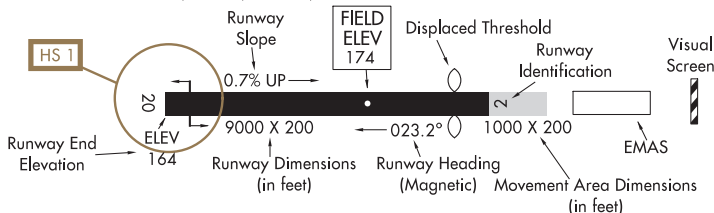
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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.











Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325




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.

Helicopter Alighting Areas     
 Negative Symbols used to identify Copter Procedures landing point.....     

Runway Threshold elevation.....THRE 123
 Runway TDZ elevation.....TDZE 123
 ← 0.3% DOWN
 Runway Slope.....0.8% UP →
 (shown when runway slope is greater than or equal to 0.3%)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

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

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 FLIP. (Foreign Only)

LEGEND

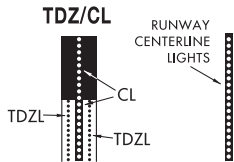
LEGEND

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

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

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

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

SHORT APPROACH LIGHTING SYSTEM

(A2)

SALS/SALSF

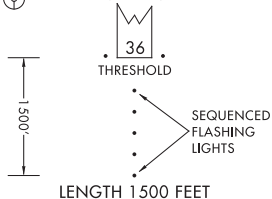
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(V)

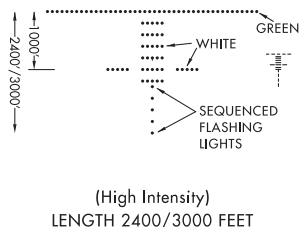
ODALS



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

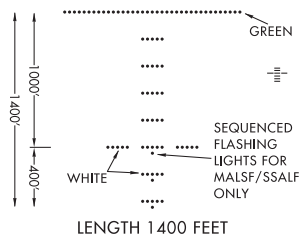
(A3)

SSALR



MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

(A4)



MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A5)

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

VISUAL APPROACH SLOPE INDICATOR

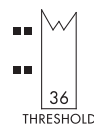
VASI

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

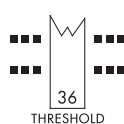
VASI 2



VASI 4



VASI 12

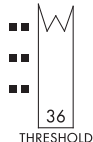


VISUAL APPROACH SLOPE INDICATOR

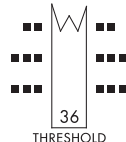
VASI

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

VASI 6



VASI 16



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LEGEND

04330
LEGEND

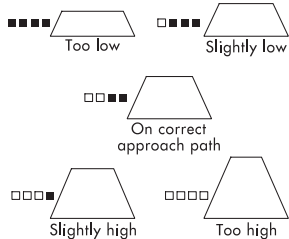
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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., (A₁F). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

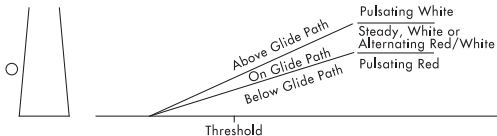
PAPI



Legend: □ White ■ Red

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

PVASI



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

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

"T"-VASI

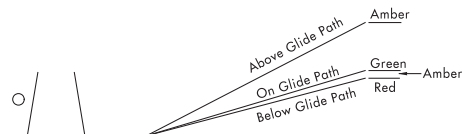


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

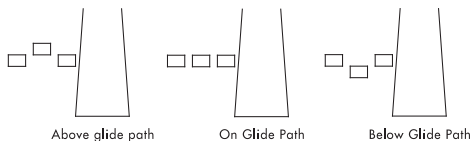
TRCV



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

(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.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LEGEND

FREQ PAIRING

FREQUENCY PAIRING TABLE

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

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

FREQ PAIRING

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
A PAUL VANCE FREDERICK TOWN RGNL			AVA, MO		
---SEE FREDERICKTOWN, MO			AVA BILL MARTIN MEMORIAL(AOV)		
ALBIA, IA			TAKEOFF MINIMUMSL		
ALBIA MUNI(4C8)			IAPS RNAV (GPS) RWY 1324		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 3125		
IAPS RNAV (GPS) RWY 131			VOR-A26		
RNAV (GPS) RWY 312			BELLE PLAINE, IA		
VOR-A3			BELLE PLAINE MUNI(TZT)		
ALGONA, IA			TAKEOFF MINIMUMSL		
ALGONA MUNI(AXA)			IAPS RNAV (GPS) RWY 1827		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 3628		
ALTERNATE MINIMUMSM			VOR/DME-A29		
IAPS RNAV (GPS) RWY 124			BLOOMFIELD, IA		
RNAV (GPS) RWY 305			BLOOMFIELD MUNI(4K6)		
VOR/DME-A6			TAKEOFF MINIMUMSL		
AMES, IA			IAPS RNAV (GPS) RWY 3630		
AMES MUNI(AMW)			NDB RWY 3631		
TAKEOFF MINIMUMSL			BOLIVAR, MO		
ALTERNATE MINIMUMSM			BOLIVAR MUNI(M17)		
IAPS ILS OR LOC RWY 017			TAKEOFF MINIMUMSL		
RNAV (GPS) RWY 018			IAPS RNAV (GPS) RWY 1832		
RNAV (GPS) RWY 139			RNAV (GPS) RWY 3633		
RNAV (GPS) RWY 1910			VOR/DME RWY 3634		
RNAV (GPS) RWY 3111			BOONE, IA		
VOR RWY 3112			BOONE MUNI(BNW)		
ANKENY, IA			TAKEOFF MINIMUMSL		
ANKENY RGNL(IKV)			ALTERNATE MINIMUMSM		
TAKEOFF MINIMUMSL			IAPS RNAV (GPS) RWY 1535		
ALTERNATE MINIMUMSM			RNAV (GPS) RWY 3336		
IAPS ILS OR LOC RWY 3613			BOONVILLE, MO		
RNAV (GPS) RWY 1814			JESSE VIERTEL MEMORIAL(VER)		
RNAV (GPS) RWY 2215			TAKEOFF MINIMUMSL		
RNAV (GPS) RWY 3616			IAPS RNAV (GPS) RWY 1837		
AIRPORT DIAGRAM17			RNAV (GPS) RWY 3638		
ARTHUR N NEU			VOR-A39		
---SEE CARROLL, IA			BOWLING GREEN, MO		
ATLANTIC, IA			BOWLING GREEN MUNI(H19)		
ATLANTIC MUNI(AIO)			TAKEOFF MINIMUMSL		
TAKEOFF MINIMUMSL			IAPS RNAV (GPS) RWY 1340		
ALTERNATE MINIMUMSM			RNAV (GPS) RWY 3141		
IAPS RNAV (GPS) RWY 0218			VOR/DME-A42		
RNAV (GPS) RWY 2019			AUDUBON, IA		
AUDUBON, IA			AUDUBON COUNTY(ADU)		
AUDUBON COUNTY(ADU)			TAKEOFF MINIMUMSL		
TAKEOFF MINIMUMSL			IAPS RNAV (GPS) RWY 3220		
IAPS RNAV (GPS) RWY 3220			AURORA, MO		
AURORA, MO			JERRY SUMNERS SR AURORA MUNI(2H2)		
JERRY SUMNERS SR AURORA MUNI(2H2)			TAKEOFF MINIMUMSL		
TAKEOFF MINIMUMSL			IAPS RNAV (GPS) RWY 1821		
IAPS RNAV (GPS) RWY 1821			RNAV (GPS) RWY 3622		
RNAV (GPS) RWY 3622			VOR/DME-A23		
VOR/DME-A23			INDEX		

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BRANSON, MO			CAMERON, MO		
BRANSON(BBG)			CAMERON MEMORIAL(EZZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 17	68
HOT SPOT		P		RNAV (GPS) RWY 35	69
IAPS	ILS OR LOC RWY 32	43	CAPE GIRARDEAU, MO		
	RNAV (GPS) RWY 14	44	CAPE GIRARDEAU RGNL(CGI)		
	RNAV (GPS) RWY 32	45	TAKEOFF MINIMUMS		L
AIRPORT DIAGRAM		46	ALTERNATE MINIMUMS		M
M GRAHAM CLARK DOWNTOWN(PLK)			HOT SPOT		P
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC RWY 10	70
IAPS	RNAV (GPS) RWY 12	47		RNAV (GPS) RWY 02	71
	RNAV (GPS) RWY 30	48		RNAV (GPS) RWY 10	72
BRANSON WEST, MO				RNAV (GPS) RWY 20	73
BRANSON WEST MUNI-EMERSON FIELD(FWB)				RNAV (GPS) RWY 28	74
TAKEOFF MINIMUMS		L		LOC/DME BC RWY 28	75
IAPS	RNAV (GPS) RWY 03	49		VOR RWY 02	76
	RNAV (GPS) RWY 21	50	AIRPORT DIAGRAM		77
BROOKFIELD, MO			CAPT BEN SMITH AIRFIELD-MONROE CITY		
NORTH CENTRAL MISSOURI RGNL(MO8)			---SEE MONROE CITY, MO		
TAKEOFF MINIMUMS		L	CARROLL, IA		
ALTERNATE MINIMUMS		M	ARTHUR N NEU(CIN)		
IAPS	RNAV (GPS) RWY 18	51	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 36	52	ALTERNATE MINIMUMS		M
BURLINGTON, IA			IAPS	RNAV (GPS) RWY 13	78
SOUTHEAST IOWA RGNL(BRL)				RNAV (GPS) RWY 31	79
TAKEOFF MINIMUMS		L	CARUTHERSVILLE, MO		
ALTERNATE MINIMUMS		M	CARUTHERSVILLE MEMORIAL(M05)		
IAPS	ILS OR LOC RWY 36	53	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 12	54	IAPS	RNAV (GPS) RWY 18	80
	RNAV (GPS) RWY 30	55		RNAV (GPS) RWY 36	81
	RNAV (GPS) RWY 36	56		VOR/DME RWY 18	82
	VOR/DME RWY 12	57	CASSVILLE, MO		
	VOR RWY 30	58	CASSVILLE MUNI(94K)		
AIRPORT DIAGRAM		59	TAKEOFF MINIMUMS		L
BUTLER, MO			IAPS	RNAV (GPS) RWY 09	83
BUTLER MEMORIAL(BUM)				RNAV (GPS) RWY 27	84
TAKEOFF MINIMUMS		L		VOR RWY 09	85
IAPS	RNAV (GPS) RWY 18	60	CEDAR RAPIDS, IA		
	RNAV (GPS) RWY 36	61	THE EASTERN IOWA(CID)		
	VOR-A	62	TAKEOFF MINIMUMS		L
CABOOL, MO			ALTERNATE MINIMUMS		M
CABOOL MEMORIAL(TVB)			LAHSO		O
TAKEOFF MINIMUMS		L	HOT SPOT		P
IAPS	RNAV (GPS) RWY 21	63	IAPS	ILS OR LOC RWY 09	86
	VOR/DME RWY 21	64		ILS OR LOC RWY 27	87
CAMDENTON, MO				RNAV (GPS) RWY 09	88
CAMDENTON MEMORIAL-LAKE RGNL(OZS)				RNAV (GPS) RWY 13	89
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 27	90
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 31	91
IAPS	RNAV (GPS) RWY 15	65	AIRPORT DIAGRAM		92
	RNAV (GPS) RWY 33	66			
	VOR-A	67			

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CENTERVILLE, IA			CLINTON, IA		
CENTERVILLE MUNI(TVK)			CLINTON MUNI(CWI)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 16	93	IAPS	ILS OR LOC RWY 03	113
	RNAV (GPS) RWY 34	94		RNAV (GPS) RWY 03	114
				RNAV (GPS) RWY 14	115
				RNAV (GPS) RWY 21	116
				RNAV (GPS) RWY 32	117
				VOR/DME RWY 21	118
			AIRPORT DIAGRAM		119
CHARITON, IA			CLINTON, MO		
CHARITON MUNI(CNC)			CLINTON RGNL(GLY)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 10	95	IAPS	RNAV (GPS) RWY 04	120
	RNAV (GPS) RWY 17	96		RNAV (GPS) RWY 18	121
				RNAV (GPS) RWY 22	122
				RNAV (GPS) RWY 36	123
				NDB RWY 04	124
				NDB RWY 22	125
CHARLES B WHEELER DOWNTOWN			COLUMBIA, MO		
---SEE KANSAS CITY, MO			COLUMBIA RGNL(COU)		
CHARLES CITY, IA			TAKEOFF MINIMUMS		
NORTHEAST IOWA RGNL(CCY)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 02	126
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 02	127
IAPS	RNAV (GPS) RWY 12	97		RNAV (GPS) RWY 13	128
	RNAV (GPS) RWY 30	98		RNAV (GPS) RWY 20	129
	LOC RWY 12	99		RNAV (GPS) RWY 31	130
				LOC/DME BC RWY 20	131
				VOR/DME RWY 20	132
				VOR RWY 13	133
				VOR RWY 20	134
			AIRPORT DIAGRAM		135
CHARLESTON, MO			CORNING, IA		
MISSISSIPPI COUNTY(CHQ)			CORNING MUNI(CRZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	100	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	101	IAPS	RNAV (GPS) RWY 18	136
	NDB RWY 36	102			
CHEROKEE, IA			COUNCIL BLUFFS, IA		
CHEROKEE COUNTY RGNL(CKP)			COUNCIL BLUFFS MUNI(CBF)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) Y RWY 36	103	IAPS	ILS OR LOC RWY 36	137
	RNAV (GPS) Z RWY 36	104		RNAV (GPS) RWY 14	138
				RNAV (GPS) RWY 18	139
				RNAV (GPS) RWY 32	140
				RNAV (GPS) RWY 36	141
				VOR-A	142
CHILLICOTHE, MO			COUNTY MEMORIAL		
CHILLICOTHE MUNI(CHK)			---SEE NEW MADRID, MO		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 14	105			
	RNAV (GPS) RWY 32	106			
CLARINDA, IA					
SCHENCK FIELD(ICL)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 02	107			
	RNAV (GPS) RWY 20	108			
	NDB-A	109			
CLARION, IA					
CLARION MUNI(CAV)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 14	110			
	RNAV (GPS) RWY 32	111			
	NDB RWY 14	112			

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CRESCO, IA			DES MOINES, IA		
ELLEN CHURCH FIELD(CJJ)			DES MOINES INTL(DSM)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	GPS RWY 15	143	ALTERNATE MINIMUMS		M
	GPS RWY 33	144	LAHSO		O
CRESTON, IA			HOT SPOT		
CRESTON MUNI(CSQ)			IAPS		
TAKEOFF MINIMUMS		L	ILS OR LOC RWY 05		162
ALTERNATE MINIMUMS		M	ILS OR LOC RWY 13		163
IAPS	RNAV (GPS) RWY 16	145	ILS OR LOC RWY 31		164
	RNAV (GPS) RWY 34	146	ILS RWY 31 (CAT II - III)		165
CREVE COEUR			RNAV (GPS) RWY 05		
---SEE ST LOUIS, MO			RNAV (GPS) RWY 13		
			RNAV (GPS) RWY 23		
			RNAV (GPS) RWY 31		
			VOR/DME RWY 23		
			AIRPORT DIAGRAM		
			DPS		
			DES MOINES SEVEN		
			172		
CUBA, MO			DEXTER, MO		
CUBA MUNI(UBX)			DEXTER MUNI(DXE)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	147	IAPS	RNAV (GPS) RWY 18	174
	RNAV (GPS) RWY 36	148		RNAV (GPS) RWY 36	175
DAVENPORT, IA			VOR/DME RWY 36		
DAVENPORT MUNI(DVN)			176		
TAKEOFF MINIMUMS		L	DOWNTOWN		
ALTERNATE MINIMUMS		M	---SEE SPRINGFIELD, MO		
IAPS	ILS OR LOC RWY 15	149	DUBUQUE, IA		
	RNAV (GPS) RWY 03	150	DUBUQUE RGNL(DBQ)		
	RNAV (GPS) RWY 15	151	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 21	152	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 33	153	LAHSO		O
	VOR RWY 03	154	HOT SPOT		P
	VOR RWY 21	155	IAPS	ILS OR LOC RWY 36	177
DECORAH, IA			RNAV (GPS) RWY 13		
DECORAH MUNI(DEH)			RNAV (GPS) RWY 18		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 31		
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 36		
IAPS	RNAV (GPS) RWY 11	156	LOC/DME BC RWY 13		
	RNAV (GPS) RWY 29	157	LOC RWY 31		
	VOR RWY 29	158	VOR RWY 13		
DENISON, IA			VOR RWY 31		
DENISON MUNI(DNS)			VOR RWY 36		
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		
IAPS	RNAV (GPS) RWY 12	159	187		
	RNAV (GPS) RWY 30	160	EAGLE GROVE, IA		
	NDB RWY 30	161	EAGLE GROVE MUNI(EAG)		
			TAKEOFF MINIMUMS		
			IAPS		
			RNAV (GPS) RWY 13		
			RNAV (GPS) RWY 31		
			VOR/DME-A		
			190		
			EAST KANSAS CITY		
			---SEE GRAIN VALLEY, MO		
			ELDON, MO		
			ELDON MODEL AIRPARK(H79)		
			TAKEOFF MINIMUMS		
			IAPS		
			RNAV (GPS) RWY 18		
			RNAV (GPS) RWY 36		
			192		

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ELLEN CHURCH FIELD			FORT DODGE, IA		
---SEE CRESCO, IA			FORT DODGE RGNL(FOD)		
ELTON HENSLEY MEMORIAL			TAKEOFF MINIMUMS	L	
---SEE FULTON, MO			ALTERNATE MINIMUMS	M	
EMMETSBURG, IA			HOT SPOT	P	
EMMETSBURG MUNI(EGQ)			IAPS	ILS OR LOC RWY 06	211
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 06	212	
IAPS	RNAV (GPS) RWY 13	193	RNAV (GPS) RWY 12	213	
RNAV (GPS) RWY 31	194		RNAV (GPS) RWY 24	214	
NDB RWY 13	195		RNAV (GPS) RWY 30	215	
NDB RWY 31	196		VOR/DME RWY 30	216	
			VOR RWY 12	217	
			AIRPORT DIAGRAM	218	
ESTHERVILLE, IA			FORT LEONARD WOOD, MO		
ESTHERVILLE MUNI(EST)			WAYNESVILLE-ST. ROBERT RGNL FORNEY		
ALTERNATE MINIMUMS	M		FIELD(TBN)		
IAPS	RNAV (GPS) RWY 16	197	TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 34	198		ALTERNATE MINIMUMS	M	
			HOT SPOT	P	
EXCELSIOR SPRINGS, MO			IAPS	ILS OR LOC RWY 14	219
EXCELSIOR SPRINGS MEMORIAL(3EX)			RNAV (GPS) RWY 14	220	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 32	221	
IAPS	RNAV (GPS)-B	199	VOR RWY 14	222	
VOR-A	200		VOR RWY 32	223	
			NDB RWY 32	224	
			AIRPORT DIAGRAM	225	
FAIRFIELD, IA			FORT MADISON, IA		
FAIRFIELD MUNI(FFL)			FORT MADISON MUNI(FSW)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 18	201	IAPS	RNAV (GPS) RWY 17	226
RNAV (GPS) RWY 36	202		RNAV (GPS) RWY 35	227	
			VOR/DME-A	228	
FARMINGTON, MO			FREDERICKTOWN, MO		
FARMINGTON RGNL(FAM)			A PAUL VANCE FREDERICK TOWN RGNL(H88)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS	RNAV (GPS) RWY 01	229
IAPS	RNAV (GPS) RWY 02	203	RNAV (GPS) RWY 19	230	
RNAV (GPS) RWY 20	204		VOR/DME RWY 01	231	
VOR/DME-A	205		VOR RWY 19	232	
FESTUS, MO			FULLER		
FESTUS MEMORIAL(FES)			---SEE MILFORD, IA		
TAKEOFF MINIMUMS	L		FULTON, MO		
IAPS	RNAV (GPS)-A	206	ELTON HENSLEY MEMORIAL(FTT)		
			TAKEOFF MINIMUMS	L	
FLOYD W JONES LEBANON			IAPS	RNAV (GPS) RWY 06	233
---SEE LEBANON, MO			RNAV (GPS) RWY 18	234	
FOREST CITY, IA			RNAV (GPS) RWY 24	235	
FOREST CITY MUNI(FXY)			RNAV (GPS) RWY 36	236	
TAKEOFF MINIMUMS	L		VOR-A	237	
ALTERNATE MINIMUMS	M				
IAPS	RNAV (GPS) RWY 15	207			
RNAV (GPS) RWY 33	208		GEORGE L SCOTT MUNI		
VOR/DME-A	209		---SEE WEST UNION, IA		
NDB RWY 33	210				

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
GIDEON, MO			HARRISONVILLE, MO		
GIDEON MEMORIAL(M85)			LAWRENCE SMITH MEMORIAL(LRY)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 15	238	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 33	239	IAPS	RNAV (GPS) RWY 17	258
	VOR RWY 15	240		RNAV (GPS) RWY 35	259
GOULD PETERSON MUNI			HIGGINSVILLE, MO		
---SEE TARKIO, MO			HIGGINSVILLE INDUSTRIAL MUNI(HIG)		
GRAIN VALLEY, MO			TAKEOFF MINIMUMS		
EAST KANSAS CITY(3GV)			IAPS		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 16		260
IAPS	RNAV (GPS) RWY 09	241	RNAV (GPS) RWY 34		261
	RNAV (GPS) RWY 27	242	HOUSTON, MO		
GRAND GLAIZE-OSAGE BEACH			HOUSTON MEMORIAL(M48)		
---SEE OSAGE BEACH, MO			TAKEOFF MINIMUMS		
GREENFIELD, IA			IAPS		
GREENFIELD MUNI(GFZ)			RNAV (GPS) RWY 16		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 34		263
IAPS	RNAV (GPS) RWY 07	243	INDEPENDENCE, IA		
	RNAV (GPS) RWY 25	244	INDEPENDENCE MUNI(IIB)		
GRINNELL, IA			TAKEOFF MINIMUMS		
GRINNELL RGNL(GGI)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 18	264
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 36	265
IAPS	RNAV (GPS) RWY 13	245		NDB RWY 18	266
	RNAV (GPS) RWY 31	246	IOWA CITY, IA		
	VOR/DME RWY 31	247	IOWA CITY MUNI(IOW)		
GUTHRIE CENTER, IA			TAKEOFF MINIMUMS		
GUTHRIE COUNTY RGNL(GCT)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 25	267
IAPS	RNAV (GPS) RWY 18	248		RNAV (GPS) RWY 30	268
	RNAV (GPS) RWY 36	249		VOR-A	269
HAMPTON, IA			IOWA FALLS, IA		
HAMPTON MUNI(HPT)			IOWA FALLS MUNI(IFA)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
IAPS	RNAV (GPS) RWY 17	250	ALTERNATE MINIMUMS		
	RNAV (GPS) RWY 35	251	IAPS		
	VOR/DME RWY 35	252	RNAV (GPS) RWY 13		
HANNIBAL, MO			RNAV (GPS) RWY 31		
HANNIBAL RGNL(HAE)			271		
TAKEOFF MINIMUMS		L	JAMES G WHITING MEMORIAL FIELD		
IAPS	RNAV (GPS) RWY 17	253	---SEE MAPLETON, IA		
	RNAV (GPS) RWY 35	254	JEFFERSON, IA		
	VOR/DME-A	255	JEFFERSON MUNI(EFW)		
HARLAN, IA			TAKEOFF MINIMUMS		
HARLAN MUNI(HNR)			IAPS		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 14		272
IAPS	GPS RWY 15	256	RNAV (GPS) RWY 32		273
	GPS RWY 33	257		NDB RWY 32	274

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
JEFFERSON CITY, MO			KANSAS CITY, MO		
JEFFERSON CITY MEMORIAL(JEF)			CHARLES B WHEELER DOWNTOWN(MKC)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
HOT SPOT		P	HOT SPOT		P
IAPS ILS OR LOC RWY 30		275	STARS BRAYMER FIVE		Z5
RNAV (GPS) RWY 12		276	JHAWK SIX		Z13
RNAV (GPS) RWY 30		277	ROBINSON THREE		Z22
AIRPORT DIAGRAM		278	TYGER SIX		Z26
JERRY SUMNERS SR AURORA MUNI			IAPS ILS OR LOC RWY 03		292
---SEE AURORA, MO			ILS OR LOC RWY 19		293
JESSE VIERTEL MEMORIAL			RNAV (GPS) RWY 03		294
---SEE BOONVILLE, MO			RNAV (GPS) RWY 19		295
JOPLIN, MO			RNAV (GPS) RWY 21		296
JOPLIN RGNL(JLN)			AIRPORT DIAGRAM		297
TAKEOFF MINIMUMS		L	DPS CHIEF FIVE		298
ALTERNATE MINIMUMS		M	LAKES EIGHT		300
HOT SPOT		P	RACER FIVE		302
IAPS ILS OR LOC/DME RWY 18		279	ROYAL SEVEN		304
ILS OR LOC/NDB RWY 13		280	TIFTO FOUR		306
RNAV (GPS) RWY 13		281	WILDCAT THREE		308
RNAV (GPS) RWY 18		282	KANSAS CITY INTL(MCI)		
RNAV (GPS) RWY 31		283	TAKEOFF MINIMUMS		L
RNAV (GPS) RWY 36		284	HOT SPOT		P
LOC BC RWY 31		285	STARS BRAYMER FIVE		Z5
AIRPORT DIAGRAM		286	JHAWK SIX		Z13
KAISER/LAKE OZARK, MO			ROBINSON THREE		Z22
LEE C FINE MEMORIAL(AIZ)			TYGER SIX		Z26
TAKEOFF MINIMUMS		L	IAPS ILS OR LOC RWY 01L		310
ALTERNATE MINIMUMS		M	ILS OR LOC RWY 01R		311
IAPS RNAV (GPS) RWY 04		287	ILS OR LOC RWY 09		312
RNAV (GPS) RWY 22		288	ILS OR LOC RWY 19L		313
LOC/DME RWY 22		289	ILS OR LOC RWY 19R		314
VOR RWY 04		290	ILS OR LOC RWY 27		315
AIRPORT DIAGRAM		291	ILS RWY 01R (SA CAT I)		316
			ILS RWY 19R (SA CAT I)		317
			ILS RWY 01R (CAT II - III)		318
			ILS RWY 19R (CAT II - III)		319
			RNAV (RNP) Z RWY 01L		320
			RNAV (RNP) Z RWY 01R		321
			RNAV (RNP) Z RWY 09		322
			RNAV (RNP) Z RWY 19L		323
			RNAV (RNP) Z RWY 19R		324
			RNAV (RNP) Z RWY 27		325
			RNAV (GPS) Y RWY 01L		326
			RNAV (GPS) Y RWY 01R		327
			RNAV (GPS) Y RWY 09		328
			RNAV (GPS) Y RWY 19L		329
			RNAV (GPS) Y RWY 19R		330
			RNAV (GPS) Y RWY 27		331
			AIRPORT DIAGRAM		332
			DPS CHIEF FIVE		333
			LAKES EIGHT		334
			RACER FIVE		335
			ROYAL SEVEN		336
			TIFTO FOUR		337
			WILDCAT THREE		338

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
KENNETT, MO			LE MARS, IA		
KENNETT MEMORIAL(TKX)			LE MARS MUNI(LRJ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	339	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 20	340	IAPS	RNAV (GPS) RWY 18	361
	VOR/DME RWY 20	341		RNAV (GPS) RWY 36	362
KEOKUK, IA			LEBANON, MO		
KEOKUK MUNI(EOK)			FLOYD W JONES LEBANON(LBO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	363
IAPS	ILS OR LOC/DME RWY 26	342		RNAV (GPS) RWY 36	364
	RNAV (GPS) RWY 08	343		SDF RWY 36	365
	RNAV (GPS) RWY 14	344	LEE C FINE MEMORIAL		
	RNAV (GPS) RWY 26	345	---SEE KAISER/LAKE OZARK, MO		
	RNAV (GPS) RWY 32	346	LEE'S SUMMIT, MO		
	NDB RWY 14	347	LEE'S SUMMIT MUNI(LXT)		
	NDB RWY 26	348	TAKEOFF MINIMUMS		L
KIRKSVILLE, MO			ALTERNATE MINIMUMS		M
KIRKSVILLE RGNL(IRK)			STARS	BRAYMER FIVE	25
TAKEOFF MINIMUMS		L		JHAWK SIX	213
ALTERNATE MINIMUMS		M		ROBINSON THREE	222
HOT SPOT		P		TYGER SIX	226
IAPS	ILS OR LOC/DME RWY 36	349	IAPS	RNAV (GPS) RWY 11	366
	RNAV (GPS) RWY 18	350		RNAV (GPS) RWY 18	367
	RNAV (GPS) RWY 36	351		RNAV (GPS) RWY 29	368
	VOR-A	352		RNAV (GPS) RWY 36	369
AIRPORT DIAGRAM		353		VOR/DME-A	370
KNOB NOSTER, MO			AIRPORT DIAGRAM		371
---SEE WHITEMAN AFB			DPS	CHIEF FIVE	372
KNOXVILLE, IA				LAKES EIGHT	373
KNOXVILLE MUNI(OXV)				RACER FIVE	374
TAKEOFF MINIMUMS		L		ROYAL SEVEN	375
ALTERNATE MINIMUMS		M		TIFTO FOUR	376
IAPS	RNAV (GPS) RWY 15	354		WILDCAT THREE	377
	RNAV (GPS) RWY 33	355	LEWIS COUNTY RGNL		
LAMAR, MO			---SEE MONTICELLO, MO		
LAMAR MUNI(LLU)			M GRAHAM CLARK DOWNTOWN		
TAKEOFF MINIMUMS		L	---SEE BRANSON, MO		
IAPS	RNAV (GPS) RWY 03	356	MACON, MO		
	RNAV (GPS) RWY 17	357	MACON-FOWER MEMORIAL(K89)		
	RNAV (GPS) RWY 35	358	TAKEOFF MINIMUMS		L
LAMBERT-ST LOUIS INTL			IAPS	RNAV (GPS) RWY 02	378
---SEE ST LOUIS, MO				RNAV (GPS) RWY 20	379
LAMONI, IA				VOR RWY 02	380
LAMONI MUNI(LWD)			MALDEN, MO		
TAKEOFF MINIMUMS		L	MALDEN RGNL(MAW)		
IAPS	RNAV (GPS) RWY 18	359	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 36	360	IAPS	RNAV (GPS) RWY 14	381
LAWRENCE SMITH MEMORIAL				RNAV (GPS) RWY 18	382
---SEE HARRISONVILLE, MO				RNAV (GPS) RWY 32	383
				RNAV (GPS) RWY 36	384
				VOR/DME RWY 14	385
				VOR RWY 32	386

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
MAPLETON, IA			MEXICO, MO		
JAMES G WHITING MEMORIAL FIELD(MEY)			MEXICO MEMORIAL(MYJ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	387	IAPS	RNAV (GPS) RWY 06	409
	RNAV (GPS) RWY 20	388		RNAV (GPS) RWY 24	410
				LOC/DME RWY 24	411
				VOR/DME RWY 24	412
MAQUOKETA, IA			MIDWEST NATIONAL AIR CENTER		
MAQUOKETA MUNI(OQW)			---SEE MOSBY, MO		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 15	389			
	RNAV (GPS) RWY 33	390			
MARSHALL, MO			MILFORD, IA		
MARSHALL MEMORIAL MUNI(MHL)			FULLER(4D8)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	391	IAPS	VOR/DME OR GPS-A	413
	RNAV (GPS) RWY 36	392			
	NDB RWY 36	393			
MARSHALLTOWN, IA			MISSISSIPPI COUNTY		
MARSHALLTOWN MUNI(MIW)			---SEE CHARLESTON, MO		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 13	394			
	RNAV (GPS) RWY 31	395			
	VOR RWY 13	396			
	VOR RWY 31	397			
MARYVILLE, MO			MOBERLY, MO		
NORTHWEST MISSOURI RGNL(EVU)			OMAR N BRADLEY(MBY)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 14	398	IAPS	RNAV (GPS) RWY 13	414
	RNAV (GPS) RWY 32	399		RNAV (GPS) RWY 31	415
				VOR/DME-A	416
MASON CITY, IA			MONETT, MO		
MASON CITY MUNI(MCW)			MONETT RGNL(HFJ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
HOT SPOT		P	IAPS	RNAV (GPS) RWY 18	417
IAPS	ILS OR LOC RWY 36	400		RNAV (GPS) RWY 36	418
	RNAV (GPS) RWY 18	401			
	RNAV (GPS) RWY 30	402			
	RNAV (GPS) RWY 36	403			
	LOC/DME BC RWY 18	404			
	VOR RWY 36	405			
AIRPORT DIAGRAM		406			
MATHEWS MEMORIAL			MONROE CITY, MO		
---SEE TIPTON, IA			CAPT BEN SMITH AIRFIELD-MONROE CITY(K52)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 09	419
				RNAV (GPS) RWY 27	420
				VOR/DME-A	421
MEMPHIS, MO			MONTICELLO, IA		
MEMPHIS MEMORIAL(03D)			MONTICELLO RGNL(MXO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 12	407	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 30	408	IAPS	RNAV (GPS) RWY 15	422
				RNAV (GPS) RWY 33	423
			MONTICELLO, MO		
			LEWIS COUNTY RGNL(6M6)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 18	424
				RNAV (GPS) RWY 36	425
				VOR/DME-A	426

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

MOSBY, MO

MIDWEST NATIONAL AIR CENTER(GPH)		
TAKEOFF MINIMUMS		L
STARS	BRAYMER FIVE	25
	JHAWK SIX	Z13
	ROBINSON THREE	Z22
	TYGER SIX	Z26
IAPS	ILS OR LOC/DME RWY 18	427
	RNAV (GPS) RWY 18	428
	RNAV (GPS) RWY 36	429
DPS	CHIEF FIVE	430
	LAKES EIGHT	431
	RACER FIVE	432
	ROYAL SEVEN	433
	TIFTO FOUR	434
	WILDCAT THREE	435

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI(MPZ)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 15	436
	RNAV (GPS) RWY 33	437
	NDB RWY 33	438

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL(1MO)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 08	439
	RNAV (GPS) RWY 26	440
	VOR/DME RWY 08	441

MOUNTAIN VIEW, MO

MOUNTAIN VIEW(MNF)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 10	442
	RNAV (GPS) RWY 28	443

MUSCATINE, IA

MUSCATINE MUNI(MUT)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 24	444
	RNAV (GPS) RWY 06	445
	RNAV (GPS) RWY 12	446
	RNAV (GPS) RWY 24	447
	RNAV (GPS) RWY 30	448
	VOR RWY 06	449

NEOSHO, MO

NEOSHO HUGH ROBINSON(EOS)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 01	450
	RNAV (GPS) RWY 19	451
	VOR-A	452

NEVADA, MO

NEVADA MUNI(NVD)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 02	453
	RNAV (GPS) RWY 20	454
	VOR/DME-A	455

NEW MADRID, MO

COUNTY MEMORIAL(EIW)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	456
	RNAV (GPS) RWY 36	457
	VOR/DME-A	458

NEWTON, IA

NEWTON MUNI-EARL JOHNSON FIELD(TNU)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 32	459
	RNAV (GPS) RWY 14	460
	RNAV (GPS) RWY 32	461
	VOR RWY 14	462

NORTH CENTRAL MISSOURI RGNL

---SEE BROOKFIELD, MO

NORTHEAST IOWA RGNL

---SEE CHARLES CITY, IA

NORTHWEST MISSOURI RGNL

---SEE MARYVILLE, MO

OELWEIN, IA

OELWEIN MUNI(OLZ)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 13	463
	VOR OR GPS-A	464

OMAR N BRADLEY

---SEE MOBERLY, MO

ORANGE CITY, IA

ORANGE CITY MUNI(ORC)		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 16	465
	RNAV (GPS) RWY 34	466

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH(K15)		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 14	467
	RNAV (GPS) RWY 32	468
	VOR RWY 32	469

INDEX

16315

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
OSCEOLA, IA			POPLAR BLUFF, MO		
OSCEOLA MUNI(I75)			POPLAR BLUFF MUNI(POF)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	470	IAPS	RNAV (GPS) RWY 18	494
	RNAV (GPS) RWY 36	471		RNAV (GPS) RWY 36	495
OSKALOOSA, IA			POTOSI, MO		
OSKALOOSA MUNI(OOA)			WASHINGTON COUNTY(8WC)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 02	496
IAPS	RNAV (GPS) RWY 13	472		RNAV (GPS) RWY 20	497
	RNAV (GPS) RWY 31	473			
	VOR/DME RWY 31	474	RED OAK, IA		
	NDB RWY 22	475	RED OAK MUNI(RDK)		
OTTUMWA, IA			TAKEOFF MINIMUMS		L
OTTUMWA RGNL(OTM)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 05	498
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 17	499
IAPS	ILS OR LOC RWY 31	476		VOR/DME-A	500
	RNAV (GPS) RWY 13	477	ROCK RAPIDS, IA		
	RNAV (GPS) RWY 31	478	ROCK RAPIDS MUNI(RRQ)		
	LOC/DME BC RWY 13	479	TAKEOFF MINIMUMS		L
	VOR/DME RWY 13	480	IAPS	GPS RWY 16	501
AIRPORT DIAGRAM		481		GPS RWY 34	502
PELLA, IA			ROLLA-VICHY, MO		
PELLA MUNI(PEA)			ROLLA NATIONAL(VIH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 16	482	IAPS	RNAV (GPS) RWY 04	503
	RNAV (GPS) RWY 34	483		RNAV (GPS) RWY 22	504
	NDB RWY 34	484		VOR/DME RWY 04	505
PERRY, IA				VOR RWY 22	506
PERRY MUNI(PRO)			ROSECRANS MEMORIAL		
TAKEOFF MINIMUMS		L	---SEE ST JOSEPH, MO		
ALTERNATE MINIMUMS		M	SAC CITY, IA		
IAPS	RNAV (GPS) RWY 14	485	SAC CITY MUNI(SKI)		
	RNAV (GPS) RWY 32	486	TAKEOFF MINIMUMS		L
PERRYVILLE, MO			IAPS	RNAV (GPS) RWY 18	507
PERRYVILLE MUNI(K02)				RNAV (GPS) RWY 36	508
TAKEOFF MINIMUMS		L		NDB RWY 36	509
IAPS	RNAV (GPS) RWY 02	487	ST CHARLES, MO		
	RNAV (GPS) RWY 20	488	ST CHARLES COUNTY SMARTT(SET)		
	VOR/DME-A	489	TAKEOFF MINIMUMS		L
POCAHONTAS, IA			ALTERNATE MINIMUMS		M
POCAHONTAS MUNI(POH)			IAPS	RNAV (GPS) RWY 18	510
TAKEOFF MINIMUMS		L		VOR RWY 18	511
IAPS	RNAV (GPS) RWY 12	490			
	RNAV (GPS) RWY 30	491			
	VOR/DME RWY 30	492			
	NDB RWY 12	493			

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ST JOSEPH, MO			ST LOUIS, MO		
ROSECRANS MEMORIAL(STJ)			CREVE COEUR(1H0)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 16	528
RADAR MINIMUMS		N		RNAV (GPS) RWY 34	529
HOT SPOT		P		VOR-A	530
STARS	BRAYMER FIVE	Z5			
	JHAWK SIX	Z13			
	ROBINSON THREE	Z22			
	TYGER SIX	Z26			
IAPS	ILS OR LOC RWY 35	512			
	RNAV (GPS) RWY 13	513			
	RNAV (GPS) RWY 17	514			
	RNAV (GPS) RWY 31	515			
	RNAV (GPS) RWY 35	516			
	LOC BC RWY 17	517			
	VOR/DME OR TACAN RWY 35	518			
	VOR OR TACAN RWY 17	519			
AIRPORT DIAGRAM		520			
DPS	CHIEF FIVE	521			
	LAKES EIGHT	522			
	RACER FIVE	524			
	ROYAL SEVEN	525			
	TIFTO FOUR	526			
	WILDCAT THREE	527			

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ST LOUIS, MO			ST LOUIS, MO		
LAMBERT-ST LOUIS INTL(STL)			SPIRIT OF ST LOUIS(SUS)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
HOT SPOT		P	ALTERNATE MINIMUMS		M
STARS	AARCH ONE (RNAV)	Z1	STARS	BUUDD TWO (RNAV)	Z7
	BOOSH ONE (RNAV)	Z3		DELMA TWO (RNAV)	Z9
	KAYLA ONE (RNAV)	Z15		DIRTT ONE (RNAV)	Z11
	LORLE ONE (RNAV)	Z17		JHAUN ONE (RNAV)	Z12
	QBALL NINE	Z19		SLVER ONE (RNAV)	Z24
	RIVERS FOUR	Z21	IAPS	ILS OR LOC RWY 08R	597
	TRAKE NINE	Z25		ILS OR LOC RWY 26L	598
	VANDALIA EIGHT	Z28		RNAV (GPS) RWY 08L	599
IAPS	ILS OR LOC RWY 06	531		RNAV (GPS) RWY 08R	600
	ILS OR LOC RWY 11	532		RNAV (GPS) RWY 26L	601
	ILS OR LOC RWY 12L	533		RNAV (GPS) RWY 26R	602
	ILS OR LOC RWY 12R	534	AIRPORT DIAGRAM		603
	ILS OR LOC RWY 24	535	DPS	BLUES FOUR	604
	ILS OR LOC RWY 29	536		CARDS NINE	605
	ILS OR LOC RWY 30L	537		GATEWAY SEVEN	607
	ILS OR LOC RWY 30R	538		LINDBERGH FIVE	609
	ILS RWY 11 (CAT II - III)	539		OZARK FIVE	611
	ILS RWY 12L (CAT II - III)	540		PLESS THREE	613
	ILS RWY 30R (CAT II - III)	541		TURBO EIGHT	614
	RNAV (RNP) Z RWY 11	542	SALEM, MO		
	RNAV (RNP) Z RWY 12L	543	SALEM MEMORIAL(K33)		
	RNAV (RNP) Z RWY 12R	544	TAKEOFF MINIMUMS		L
	RNAV (RNP) Z RWY 29	545	IAPS	RNAV (GPS) RWY 17	616
	RNAV (RNP) Z RWY 30L	546		RNAV (GPS) RWY 35	617
	RNAV (RNP) Z RWY 30R	547		VOR-A	618
	RNAV (GPS) RWY 06	548	SCHENCK FIELD		
	RNAV (GPS) RWY 24	549	---SEE CLARINDA, IA		
	RNAV (GPS) Y RWY 11	550	SEDALIA, MO		
	RNAV (GPS) Y RWY 12L	551	SEDALIA RGNL(DMO)		
	RNAV (GPS) Y RWY 12R	552	TAKEOFF MINIMUMS		L
	RNAV (GPS) Y RWY 29	553	ALTERNATE MINIMUMS		M
	RNAV (GPS) Y RWY 30L	554	IAPS	RNAV (GPS) RWY 18	619
	RNAV (GPS) Y RWY 30R	555		RNAV (GPS) RWY 36	620
	TACAN RWY 12R	556		NDB RWY 18	621
	TACAN RWY 30L	557		NDB RWY 36	622
AIRPORT DIAGRAM		558	SHELDON, IA		
DPS	BERY THREE (RNAV)	559	SHELDON MUNI(SHL)		
	BGOOD THREE (RNAV)	561	TAKEOFF MINIMUMS		L
	BLUES FOUR	563	ALTERNATE MINIMUMS		M
	BRAKK THREE (RNAV)	564	IAPS	RNAV (GPS) RWY 15	623
	CARDS NINE	566		RNAV (GPS) RWY 33	624
	CHUUC THREE (RNAV)	568		NDB RWY 33	625
	CRUSE THREE (RNAV)	570	SHENANDOAH, IA		
	EEMOS THREE (RNAV)	572	SHENANDOAH MUNI(SDA)		
	GATEWAY SEVEN	574	TAKEOFF MINIMUMS		L
	JAHNY THREE (RNAV)	576	ALTERNATE MINIMUMS		M
	JHART FOUR (RNAV)	578	IAPS	RNAV (GPS) RWY 04	626
	KSHEE THREE (RNAV)	580		VOR/DME RWY 12	627
	LINDBERGH FIVE	582		NDB RWY 04	628
	NATCA THREE (RNAV)	584			
	OZARK FIVE	586			
	PLESS THREE	588			
	ROTRY THREE (RNAV)	589			
	TEDDD THREE (RNAV)	591			
	TURBO EIGHT	593			
	WHRLI FOUR (RNAV)	595			

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

SIBLEY, IA

SIBLEY MUNI(ISB)
 TAKEOFF MINIMUMSL
 IAPS NDB OR GPS RWY 35629

SIKESTON, MO

SIKESTON MEMORIAL MUNI(SIK)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 02630
 RNAV (GPS) RWY 20631
 VOR RWY 20632

SIOUX CENTER, IA

SIOUX CENTER MUNI(SOY)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 18633
 NDB RWY 18634

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 LAHSOO
 HOT SPOTP
 IAPS ILS OR LOC RWY 13635
 ILS OR LOC RWY 31636
 RNAV (GPS) RWY 13637
 RNAV (GPS) RWY 17638
 RNAV (GPS) RWY 31639
 RNAV (GPS) RWY 35640
 VOR/DME OR TACAN RWY 13641
 AIRPORT DIAGRAM642

SKYHAVEN

---SEE WARRENSBURG, MO

SOUTHEAST IOWA RGNL

---SEE BURLINGTON, IA

SPENCER, IA

SPENCER MUNI(SPW)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS ILS OR LOC RWY 12643
 RNAV (GPS) RWY 12644
 RNAV (GPS) RWY 18645
 RNAV (GPS) RWY 30646
 RNAV (GPS) RWY 36647
 VOR/DME RWY 30648
 NDB RWY 30649

SPIRIT OF ST LOUIS

---SEE ST LOUIS, MO

SPRINGFIELD, MO

DOWNTOWN(3DW)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS)-A650
 RNAV (GPS)-B651

SPRINGFIELD-BRANSON NATIONAL(SGF)

TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 HOT SPOTP
 IAPS ILS OR LOC RWY 02652
 ILS OR LOC RWY 14653
 RNAV (GPS) RWY 02654
 RNAV (GPS) RWY 14655
 RNAV (GPS) RWY 20656
 RNAV (GPS) RWY 32657
 VOR/DME OR TACAN RWY 02658
 VOR OR TACAN RWY 20659
 AIRPORT DIAGRAM660

SPRINGFIELD-BRANSON NATIONAL

---SEE SPRINGFIELD, MO

STEELE, MO

STEELE MUNI(M12)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 18661
 RNAV (GPS) RWY 36662

STOCKTON, MO

STOCKTON MUNI(MO3)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 01663
 RNAV (GPS) RWY 19664
 VOR/DME-A665

STORM LAKE, IA

STORM LAKE MUNI(SLB)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS RNAV (GPS) RWY 17666
 RNAV (GPS) RWY 35667
 NDB RWY 17668
 NDB RWY 35669

SULLIVAN, MO

SULLIVAN RGNL(UUV)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 06670
 RNAV (GPS) RWY 24671
 NDB RWY 24672

TARKIO, MO

GOULD PETERSON MUNI(K57)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 18673
 RNAV (GPS) RWY 36674

THE EASTERN IOWA

---SEE CEDAR RAPIDS, IA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
TIPTON, IA			WATERLOO, IA		
MATHEWS MEMORIAL(8C4)			WATERLOO RGNL(ALO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 11		675	ALTERNATE MINIMUMS		M
VOR RWY 11		676	LAHSO		O
			HOT SPOT		P
TRENTON, MO			IAPS ILS OR LOC RWY 12		
TRENTON MUNI(TRX)			RNAV (GPS) RWY 06		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 12		
IAPS RNAV (GPS) RWY 18		677	RNAV (GPS) RWY 18		
			RNAV (GPS) RWY 24		
			RNAV (GPS) RWY 30		
			RNAV (GPS) RWY 36		
			LOC BC RWY 30		
			VOR RWY 06		
			VOR RWY 12		
			VOR RWY 18		
			VOR RWY 24		
			AIRPORT DIAGRAM		
VINTON, IA					
VINTON VETERANS MEMORIAL AIRPARK(VTI)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS RNAV (GPS) RWY 09		681			
RNAV (GPS) RWY 27		682			
WARRENSBURG, MO			WAVERLY, IA		
SKYHAVEN(RCM)			WAVERLY MUNI(C25)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS VOR-A		709
IAPS RNAV (GPS) RWY 01		683	WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD		
RNAV (GPS) RWY 19		684	---SEE FORT LEONARD WOOD, MO		
VOR/DME-A		685	WEBSTER CITY, IA		
WARSAW, MO			WEBSTER CITY MUNI(EBS)		
WARSAW MUNI(RAW)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		
IAPS RNAV (GPS) RWY 18		686	IAPS RNAV (GPS) RWY 14		
RNAV (GPS) RWY 36		687	RNAV (GPS) RWY 32		
			VOR/DME RWY 14		
			NDB RWY 32		
WASHINGTON, IA			WEST PLAINS, MO		
WASHINGTON MUNI(AWG)			WEST PLAINS RGNL(UNO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		
IAPS RNAV (GPS) RWY 13		688	IAPS RNAV (GPS) RWY 18		
RNAV (GPS) RWY 18		689	RNAV (GPS) RWY 36		
RNAV (GPS) RWY 31		690	VOR RWY 36		
RNAV (GPS) RWY 36		691			
VOR/DME RWY 36		692			
WASHINGTON, MO			WEST UNION, IA		
WASHINGTON RGNL(FYG)			GEORGE L SCOTT MUNI(3Y2)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	IAPS RNAV (GPS) RWY 17		
IAPS RNAV (GPS) RWY 15		693	RNAV (GPS) RWY 35		
RNAV (GPS) RWY 33		694	VOR/DME-A		
VOR-A		695			
WASHINGTON COUNTY					
---SEE POTOSI, MO					

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

INDEX

16315

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

WHITEMAN AFB(KSZL)

KNOB NOSTER, MO

TAKEOFF MINIMUMS	L
RADAR MINIMUMS	N
IAPS	ILS OR LOC Y RWY 01720
	ILS OR LOC Y RWY 19721
	RNAV (GPS) RWY 01722
	RNAV (GPS) RWY 19723
	TACAN Y RWY 01724
	TACAN Y RWY 19725
AIRPORT DIAGRAM	726

WINTERSET, IA

WINTERSET MUNI(3Y3)

TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 14727
	RNAV (GPS) RWY 32728
	VOR/DME-A729

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INDEX

16315

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

16315

DIVERSE VECTOR AREA (RADAR VECTORS)

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. 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 VCOA 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.

NAME TAKEOFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 92317 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, 300-1.
DEPARTURE PROCEDURE: **Rwy 31**, climb
runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4A 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 18, 36**, NA-
Environmental.

NOTE: **Rwy 12**, trees beginning 16' from DER, 491' left of centerline, up to 100' AGL/1319' MSL.
Rwy 30, trees beginning 16' from DER, 290' left of centerline, up to 100' AGL/1329' MSL. Vehicle 255' from DER, 449' right of centerline, 15' AGL/1244' MSL. Trees beginning 3652' from DER, 1352' right of centerline, up to 100' AGL/1329' MSL.

NAME TAKEOFF MINIMUMS

AMES, IA

AMES MUNI (AMW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13**, climb heading 133° to 2800 before turning right. **Rwy 19**, climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31**, climb heading 313° to 1500 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13**, trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19**, trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31**, trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

16315

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

DIVERSE VECTOR AREA (RADAR VECTORS)

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

16315

ANKENY, IA

ANKENY RGNL (IKV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, NA-obstacles. **Rwy 22**, 400-2 or std. w/min. climb of 375' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 18**, climbing left turn heading 150° to 2200 before proceeding on course. **Rwy 22**, climb heading 222° to 2000 before turning north. **Rwy 36**, climbing right turn heading 050° to intercept TNU VOR/DME R-263 inbound to 3100 before turning west.

NOTE: **Rwy 18**, trees beginning 102' from DER, left and right of centerline, up to 90' AGL/951' MSL. Transmission poles beginning 2388' from DER, left and right of centerline, up to 96' AGL/967' MSL.

Rwy 22, vehicles on road, trees and signs beginning 520' from DER, left and right of centerline up to 108' AGL/1029' MSL. Transmission towers beginning 5774' from DER, 775' left of centerline, up to 153' AGL/1096' MSL. Towers beginning 6929' from DER, 1155' right of centerline, up to 289' AGL/1253' MSL.

Rwy 36, trees beginning 582' from DER, left and right of centerline, up to 74' AGL/975' MSL. Vehicles on road beginning 725' from DER, 547' left of centerline, up to 15' AGL/922' MSL.

AUDUBON, IA

AUDUBON COUNTY (ADU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 93175 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO

JERRY SUMNERS SR. AURORA MUNI (2H2)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 90067 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.

AVA, MO

AVA BILL MARTIN MEMORIAL (AOV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 13122 (FAA)

NOTE: **Rwy 13**, trees beginning 182' from DER, 254' left of centerline, up to 100' AGL/1319' MSL. Multiple buildings, poles and vehicles on road beginning 512' from DER, left and right of centerline, up to 40' AGL/1379' MSL. Trees beginning 76' from DER, left and right of centerline, up to 100' AGL/1459' MSL.

Rwy 31, trees beginning 5' from DER, 227' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 210' from DER, 195' left of centerline, up to 100' AGL/1359' MSL. Trees beginning 850' from DER from left to right of centerline, up to 100' AGL/1339' MSL.

BELLE PLAINE, IA

BELLE PLAINE MUNI (TZT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 12096 (FAA)

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

NOTE: **Rwy 18**, multiple trees beginning 142' from DER, left and right of centerline, up to 94' AGL/854' MSL.

Rwy 36, multiple towers, tanks, trees, poles, buildings, grain elevators, and roads beginning 31' from DER, left and right of centerline, up to 174' AGL/954' MSL. Trees beginning 4901' from DER, 962' right of centerline, up to 93' AGL/954' MSL. Tower 1.8 NM from DER, 2320' right of centerline, 207' AGL/1097' MSL.

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.

NOTE: **Rwy 18**, building 353' from DER, 306' left of centerline, 30' AGL/915' MSL.

ATLANTIC, IA

ATLANTIC MUNI (AIO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 6A 09155 (FAA)

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

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

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, 44' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

BOLIVAR, MO

BOLIVAR MUNI (M17)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07186 (FAA)

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

NOTE: **Rwy 18**, east-west road, vehicle and
transmission lines and poles beginning 627' from DER,
up to 40' AGL/1138' MSL. Multiple trees beginning
667' from DER, 6' left of centerline, up to 75'
AGL/1148' MSL. Silo 1059' from DER, 677' left of
centerline, 100' AGL/1200' MSL. Multiple trees
beginning 147' from DER, 39' right of centerline, up to
75' AGL/1157' MSL. **Rwy 36**, transmission lines and
poles beginning 1208' from DER, 189' left of
centerline, up to 40' AGL/1137' MSL. East-west
transmission lines and poles beginning 1925' from
DER, up to 50' AGL/1165' MSL. Multiple trees
beginning 659' from DER, 58' right of centerline, up to
75' AGL/1201' MSL. Tree 5471' from DER, 1766' left
of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 5 09015 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 15**, tree 3565' from DER, 816' right of
centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442'
from DER, 631' left of centerline, 100' AGL/1259' MSL.
Vehicle on road 561' from DER, 573' right of
centerline, 15' AGL/1174' MSL. Tank 3135' from DER,
1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO

JESSE VIERTTEL MEMORIAL (VER)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07130 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 368' from
DER, 383' left of centerline, up to 80' AGL/761' MSL.
Road and vehicle 1232' from DER, on centerline, 17'
AGL/746' MSL. Multiple trees beginning 500' from
DER, 109' right of centerline, up to 80' AGL/786' MSL.
Rwy 36, multiple trees and pole beginning 701' from
DER, 67' left of centerline, up to 100' AGL/810' MSL.
Multiple trees beginning 200' from DER, 334' right of
centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 83132 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO

BRANSON (BBG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading
323° to 2000 before turning left.

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

M GRAHAM CLARK DOWNTOWN (PLK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2A 15204 (FAA)

TAKEOFF MINIMUMS: **Rwy 30**, std. w/min. climb of 244'
per NM to 1800 or 1400-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 12**, climb heading
117° to 1600 before proceeding on course. **Rwy 30**,
obtain ATC approval for climb in visual conditions when
requesting IFR clearance. Climb in visual conditions to
cross M Graham Clark downtown airport at or above
2200 before proceeding on course.

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

BRANSON WEST, MO

BRANSON WEST MUNI-EMERSON FIELD (FWB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11349 (FAA)

NOTE: **Rwy 3**, trees beginning 167' from DER, left and
right of centerline, up to 100' AGL/1479' MSL. Vehicles
on road beginning 22' from DER, from 15' left of
centerline, up to 15' AGL/1394' MSL. Vehicle on road
1485' from DER, 615' right of centerline, 15' AGL/1394'
MSL. **Rwy 21**, trees beginning 230' from DER, left and
right of centerline, up to 100' AGL/1419' MSL. Power
lines beginning 2501' from DER, 788' left of centerline,
up to 100' AGL/1379' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL
(MO8)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 16091 (FAA)

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

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 92233 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36**, climb
runway heading to 1500 before turning.

BUTLER, MO

BUTLER MEMORIAL (BUM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 500-3 or std. w/min.
climb of 216' per NM to 1500.
NOTE: **Rwy 18**, tower 2.5 NM from DER, 1636' right of centerline, 493' AGL/1293' MSL. Trees beginning at DER, 317' left and right of centerline, up to 100' AGL/992' MSL. Buildings beginning 44' from DER, 350' right of centerline, up to 19' AGL/910' MSL. Terrain beginning 31' from DER, 104' left and right of centerline, up to 909' MSL. **Rwy 36**, trees beginning 1254' from DER, left and right of centerline, up to 100' AGL/970' MSL. Vehicle on road beginning at DER, 350' left of centerline, 15' AGL/885' MSL. Terrain beginning 192' from DER, 37' left and right of centerline, up to 886' MSL.

CABOOL, MO

CABOOL MEMORIAL (TVB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10350 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-2½ or std. w/min.
climb of 453' per NM to 1700. **Rwy 21**, 500-3 or std. w/
min. climb of 298' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 3**, climb heading 030°
to 1800 before turning right. **Rwy 21**, climb heading 210°
to 2000 before turning left.
NOTE: **Rwy 3**, trees beginning 25' from DER, 159' left of
centerline up to 100' AGL/1328' MSL. Trees beginning
33' from DER, 312' right of centerline up to 100'
AGL/1324' MSL. Vehicle on road 33' from DER, 99' right
of centerline 15' AGL/1239' MSL. Railroad 27' from DER,
283' left of centerline 23' AGL/1251' MSL. **Rwy 21**, trees
beginning 50' from DER, 353' left of centerline up to 100'
AGL/1334' MSL. Trees beginning 189' from DER, 424'
right of centerline up to 100' AGL/1328' MSL. Vehicle on
road 61' from DER, 111' left of centerline 15' AGL/1236'
MSL.

CAMERON, MO

CAMERON MEMORIAL (EZZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10098 (FAA)

NOTE: **Rwy 17**, trees beginning 31' from DER, 287' left of
centerline, up to 7' AGL/1024' MSL. Trees beginning 84'
from DER, 428' right of centerline, up to 61' AGL/1041'
MSL. **Rwy 35**, trees and rising terrain beginning 36'
from DER, 113' left of centerline, up to 30' AGL/1077'
MSL. Trees and rising terrain beginning 79' from DER,
119' right of centerline, up to 57' AGL/1105' MSL.
Buildings and stacks beginning 711' from DER, 619' right
of centerline, up to 57' AGL/1082' MSL. Train on railroad
tracks 1636' from DER, left and right of centerline, 23'
AGL/1085' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

CAMDENTON, MO

CAMDENTON MEMORIAL-LAKE RGNL
(OZS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2A 15176 (FAA)

NOTE: **Rwy 15**, trees beginning 2' from DER, 385' right of centerline, up to 63' AGL/1103' MSL. Trees beginning 25' from DER, 228' left of centerline, up to 53' AGL/1072' MSL. Tree 36' from DER, 391' right of centerline, 62' AGL/1102' MSL. REIL beginning 39' from DER. left and right of centerline, up to 5' AGL/1061' MSL. Tree 73' from DER, 385' right of centerline, 63' AGL/1103' MSL. Pole 230' from DER, 502' right of centerline, 38' AGL/1078' MSL. Vehicles on roadway beginning 88' from DER, 419' right of centerline, up to 15' AGL/1074' MSL. Tree 1182' from DER, 335' right of centerline 100' AGL/1100' MSL. **Rwy 33**, trees beginning 9' from DER, 277' right of centerline, up to 43' AGL/1083' MSL. REIL 40' from DER, 76' left and right of centerline, 5' AGL/1054' MSL. Fuel tank 72' from DER, 263' left of centerline, 37' AGL/1077' MSL. Buildings and poles beginning 142' from DER, 142' left of centerline, 46' AGL/1086' MSL. Terrain beginning 244' from DER, 371' left of centerline, up to 1062' MSL. Fence 272' from DER, 258' left of centerline 5' AGL/1059' MSL. Poles beginning 396' from DER, 398' left of centerline up to 60' AGL/1101' MSL. Pole 575' from DER, 451' right of centerline, 25' AGL/1070' MSL. Trees beginning 432' from DER, 130' left of centerline, up to 52' AGL/1112' MSL. Poles beginning 677' from DER, 65' right of centerline, up to 32' AGL/1072' MSL. Trees beginning 1507' from DER 515' left of centerline, up to 65' AGL/1122' MSL. Tree 1925' from DER, 42' right of centerline; 70' AGL/1114' MSL. Tree 4000' from DER 1138' right of centerline, 100' AGL/1159' MSL.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 9 13178 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/min. climb of 250' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 2100' prior to DER. **Rwy 20**, 300-1½ or std. w/min. climb of 305' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn heading 060° and CGI VOR/DME R-039 to 2600 before proceeding on course. **Rwy 28**, climb on heading 288° to 1200 before proceeding on course.

NOTE: **Rwy 2**, sign 31' from DER, 168' right of centerline, 6' AGL/337' MSL. Bush, fence and trees beginning 3' from DER, 454' left of centerline, up to 17' AGL/348' MSL. Vehicle on roadway 738' from DER, 678' right of centerline, up to 17' AGL/355' MSL. Poles, signs, and trees beginning 979' from DER, 27' right of centerline, up to 62' AGL/393' MSL. Poles beginning 1234' from DER, 296' left of centerline, up to 48' AGL/379' MSL. Building 2658' from DER, 1186' right of centerline, 104' AGL/439' MSL. **Rwy 10**, poles beginning 1394' from DER, 803' left of centerline, up to 45' AGL/381' MSL. Trees beginning 2576' from DER, 772' right of centerline, up to 89' AGL/425' MSL. Cranes and trees beginning 3291' from DER, 213' left of centerline, up to 115' AGL/461' MSL. Trees beginning 4060' from DER, 213' right of centerline, up to 116' AGL/480' MSL. Trees beginning 4954' from DER, 741' left of centerline, up to 131' AGL/527' MSL. **Rwy 20**, signs, bushes and trees beginning 20' from DER, 203' left of centerline, up to 36' AGL, 372' MSL. Pole and trees beginning 1408' from DER, 369' right of centerline, up to 67' AGL/403' MSL. Trees beginning 3990' from DER, 510' left of centerline, up to 120' AGL/531' MSL. Trees beginning 5340' from DER, 360' right of centerline, up to 126' AGL/541' MSL. **Rwy 28**, trees beginning 283' from DER, 533' left of centerline, up to 21' AGL/354' MSL.

CARROLL, IA

ARTHUR N NEU (CIN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12320 (FAA)

NOTE: **Rwy 3**, REIL 40' from DER, left and right of centerline, 2' AGL/1202' MSL. Vehicles on road beginning 167' from DER, 417' right of centerline, up to 15' AGL/1219' MSL. Trees beginning 339' from DER, left and right of centerline, up to 25' AGL/1221' MSL. Poles beginning 1406' from DER, 271' left of centerline, up to 45' AGL/1250' MSL. Silos beginning 1583' from DER, 791' left of centerline, up to 60' AGL/1262' MSL. **Rwy 13**, building 1483' from DER, 854' left of centerline, 30' AGL/1243' MSL. **Rwy 21**, vehicles on road beginning 319' from DER, 238' left of centerline, up to 15' AGL/1215' MSL. Building 2035' from DER, 1019' right of centerline, 40' AGL/1258' MSL. Trees beginning 2117' from DER, 722' right of centerline, up to 50' AGL/1351' MSL. **Rwy 31**, rising terrain beginning 134' from DER, 295' left of centerline, up to 1213' MSL. Tree 1112' from DER, 462' left of centerline, 110' AGL/1294' MSL. Multiple trees beginning 2859' from DER, 214' right of centerline, up to 90' AGL/1333' MSL. Poles beginning 3150' from DER, 150' right of centerline, up to 45' AGL/1299' MSL.

16315

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

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

16315

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL (M05)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 256' per NM to 600.

NOTE: **Rwy 18**: trees beginning 53' from DER, 353' left of centerline, up to 5' AGL/271' MSL. Stack and buildings beginning 307' from DER, 435' left of centerline, up to 35' AGL/301' MSL. Building 845' from DER, 532' left of centerline, 59' AGL/324' MSL. Tree 1030' from DER, 278' left of centerline, 66' AGL/332' MSL. Trees beginning 1126' from DER, 213' left of centerline, up to 80' AGL/346' MSL. Trees beginning 1138' from DER, 71' right of centerline, up to 70' AGL/336' MSL. **Rwy 36**: poles beginning 169' from DER, 456' right of centerline, up to 29' AGL/296' MSL. Building 294' from DER, 404' left of centerline, 10' AGL/277' MSL. Tree 518' from DER, 297' left of centerline, 15' AGL/283' MSL. Trees and poles beginning 634' from DER, 231' left of centerline, up to 76' AGL/344' MSL. Poles beginning 635' from DER, 295' right of centerline, up to 33' AGL/301' MSL. Poles beginning 637' from DER, 234' right of centerline, up to 34' AGL/302' MSL. Trees, buildings, and poles beginning 676' from DER, 241' left of centerline, up to 84' AGL/351' MSL. Tree 679' from DER, 286' right of centerline, 49' AGL/317' MSL. Tree 681' from DER, 516' right of centerline, 68' AGL/336' MSL. Trees, building, and poles beginning 737' from DER, 6' right of centerline, up to 75' AGL/342' MSL. Tower 1 NM from DER, 565' right of centerline, 207' AGL/475' MSL.

CASSVILLE, MO

CASSVILLE MUNI (94K)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13234 (FAA)

NOTE: **Rwy 9**, trees beginning 1487' from DER, 71' right of centerline, up to 71' AGL/1528' MSL. Trees beginning 1487' from DER, 40' left of centerline, up to 60' AGL/1537' MSL. Tower 4324' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Tank 4669' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Terrain 61' from DER, 275' left of centerline, 1475' MSL. Poles beginning 311' from DER, 49' right of centerline, up to 43' AGL/1510' MSL. Poles beginning 649' from DER, 148' left of centerline, up to 43' AGL/1521' MSL. Flagpole 1316' from DER, 751' left of centerline, 43' AGL/1548' MSL. Buildings beginning 397' from DER, 435' left of centerline, up to 40' AGL/1497' MSL. **Rwy 27**, trees beginning 755' from DER, 180' right of centerline, up to 61' AGL/1604' MSL. Trees beginning 709' from DER, 80' left of centerline, up to 60' AGL/1543' MSL. Terrain 125' from DER, 472' left of centerline, 1484' MSL. Poles beginning 636' from DER, 385' right of centerline, up to 43' AGL/1505' MSL. Poles beginning 665' from DER, 320' left of centerline, up to 43' AGL/1516' MSL. Bushes beginning 183' from DER, 339' left of centerline, up to 6' AGL/1490' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 10266 (FAA)

NOTE: **Rwy 9**, building 354' from DER, 563' right of centerline, 22' AGL/873' MSL. Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL. Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL. Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL. **Rwy 13**, vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL. **Rwy 27**, poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/895' MSL. **Rwy 31**, vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL. Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10154 (FAA)

NOTE: **Rwy 16**, trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA

CHARITON MUNI (CNC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09351 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35**, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNDL (CCY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09015 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 1002' from DER, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from DER, 621' right of centerline, up to 100' AGL/1229' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

CHARLESTON, MO

MISSISSIPPI COUNTY (CHQ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13346 (FAA)

NOTE: **Rwy 18**, trees beginning 404' from DER, 380' left of centerline, up to 80' AGL/394' MSL. Trees beginning 2766' from DER, 670' left of centerline, up to 80' AGL/394' MSL. Trees beginning 2772' from DER, 318' right of centerline, up to 80' AGL/394' MSL. **Rwy 36**, vehicles on road beginning 511' from DER, left and right of centerline, up to 15' AGL/329' MSL. Trees beginning 2045' from DER, 875' right of centerline, up to 80' AGL/394' MSL.

CHEROKEE, IA

CHEROKEE COUNTY RGNL (CKP)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 09127 (FAA)

TAKEOFF MINIMUMS: **Rwys 1,19**, NA - environmental. **Rwy 36**, 300 - 1/4 or std. w/ min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.

NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09183 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA

SCHENCK FIELD (ICL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10210 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, NA-Environmental. DEPARTURE PROCEDURE: **Rwy 2**, climb heading 020° to 1700 before turning left.

NOTE: **Rwy 2**, trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20**, trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.

CLARION, IA

CLARION MUNI (CAV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10042 (FAA)

NOTE: **Rwy 14**, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32**, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA

CLINTON MUNI (CWI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10126 (FAA)

NOTE: **Rwy 3**, trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21**, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32**, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

CLINTON, MO

CLINTON RGNL (GLY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14093 (FAA)

NOTE: **Rwy 4**, sign 15' from DER, 124' left of centerline, 5' AGL/824' MSL. Trees 100' from DER, 370' right of centerline. Trees beginning 101' from DER, 370' right of centerline, up to 79' AGL/878' MSL. Trees beginning 456' from DER, 56' right of centerline, up to 26' AGL/848' MSL. Tree 662' from DER, 30' left of centerline, 22' AGL/844' MSL. Tree 892' from DER, 296' left of centerline, 23' AGL/845' MSL. Trees beginning 1624' from DER, 853' right of centerline, 78' AGL/888' MSL. Trees beginning 1991' from DER, 700' left of centerline, up to 56' AGL/878' MSL. **Rwy 18**, road 8' from DER, left to right of centerline, 15' AGL/819' MSL. Terrain 73' from DER, 315' left of centerline, 808' MSL. Trees beginning 183' from DER, 306' left of centerline, up to 84' AGL/892' MSL. Trees beginning 434' from DER, 571' right of centerline, up to 52' AGL/855' MSL. Trees beginning 1396' from DER, 632' right of centerline, up to 69' AGL/872' MSL. Trees beginning 1725' from DER, 576' right of centerline, up to 64' AGL/848' MSL. Bush 183' from DER, 306' left of centerline, 6' AGL/809' MSL. **Rwy 22**, tree 19' from DER, 349' left of centerline, 26' AGL/845' MSL. Trees beginning 189' from DER, 213' left of centerline, up to 54' AGL/864' MSL. Trees and poles beginning 640' from DER, left and right of centerline, up to 67' AGL/887' MSL. Powerlines beginning 1289' from DER, left and right of centerline, up to 46' AGL/866' MSL. **Rwy 36**, tree 38' from DER, 505' right of centerline, 23' AGL/832' MSL. Trees beginning 153' from DER, 414' right of centerline, up to 79' AGL/888' MSL. Trees, terrain and buildings beginning 106' from DER, 219' left of centerline, up to 69' AGL/878' MSL. Bushes beginning 221' from DER, 431' left of centerline, up to 14' AGL/823' MSL.

COLUMBIA, MO

COLUMBIA RGNL (COU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 12152 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 1900 before turning right.
NOTE: **Rwy 13**, trees 2122' from DER, 579' left of centerline, 100' AGL/979' MSL. **Rwy 20**, trees 1288' from DER, 781' right of centerline, 60' AGL/940' MSL. Trees 2139' from DER, 1021' left of centerline, 100' AGL/959' MSL. **Rwy 31**, trees 973' from DER, 622' right of centerline, 100' AGL/999' MSL. Trees 2914' from DER, 347' left of centerline, 100' AGL/979' MSL.

CORNING, IA

CORNING MUNI (CRZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from DER, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from DER, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees beginning 945' from DER, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from DER, 653' right of centerline, 100' AGL/1309' MSL.

16315

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

COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11125 (FAA)

NOTE: **Rwy 18**, trees 73' from DER, 463' right of centerline, 100' AGL/1269' MSL. **Rwy 32**, trees beginning 782' from DER, 91' right of centerline, 100' AGL/1299' MSL. Trees 1310' from DER, 206' left of centerline, 100' AGL/1329' MSL. **Rwy 36**, trees 1196' from DER, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA

ELLEN CHURCH FIELD (CJJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 88182 (FAA)

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

CRESTON, IA

CRESTON MUNI (CSQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07018 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from DER, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from DER, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from DER, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from DER, 17' left of centerline, 1309' MSL. Terrain beginning 169' from DER, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from DER, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI (UBX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11013 (FAA)

NOTE: **Rwy 18**, terrain, trees, and power poles beginning at DER, left and right of centerline, up to 100' AGL/1139' MSL. Trees 2224' from DER, 859' left of centerline, 100' AGL/1159' MSL. **Rwy 36**, terrain, trees, power poles, and cars on roadway beginning at DER, left and right of centerline, up to 100' AGL/1145' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

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

16315

DAVENPORT, IA

DAVENPORT MUNI (DVN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 11069 (FAA)

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

NOTE: **Rwy 3**, vehicles on roadway, rising terrain and trees beginning 19' from DER, 58' left of centerline, up to 65' AGL/810' MSL. Vehicles on roadway, rising terrain and trees beginning 536' from DER, 32' right of centerline, up to 36' AGL/777' MSL. **Rwy 15**, rising terrain and trees beginning 54' from DER, 49' left of centerline, up to 100' AGL/849' MSL. Rising terrain and trees beginning 85' from DER, 62' right of centerline, up to 79' AGL/810' MSL. **Rwy 21**, rising terrain and trees beginning 53' from DER, left and right of centerline, up to 43' AGL/784' MSL. **Rwy 33**, rising terrain beginning at DER, left and right of centerline, up to 784' MSL.

DECORAH, IA

DECORAH MUNI (DEH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 11125 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 50' from DER, 216' left of centerline, up to 1166' MSL. Terrain beginning 23' from DER, 218' right of centerline, up to 1170' MSL. Vehicle on road 406' left of centerline, crossing left to right, up to 15' AGL/1189' MSL. Poles beginning 378' from DER, 28' left of centerline, up to 63' AGL/1223' MSL. Tree 89' from DER, 337' left of centerline, 10' AGL/1170' MSL. Trees 770' from DER, 201' left of centerline, 37' AGL/1197' MSL. Buildings and signs 1475' from DER, 198' left of centerline, up to 49' AGL/1229' MSL. Trees beginning 2890' from DER, 397' left of centerline, up to 100' AGL/1250' MSL. Trees 1292' from DER, 418' right of centerline, 66' AGL/1206' MSL. Poles and signs beginning 2058' from DER, 28' right of centerline, up to 57' AGL/1227' MSL. **Rwy 29**, trees beginning 443' from DER, 485' left of centerline, up to 95' AGL/1205' MSL.

DENISON, IA

DENISON MUNI (DNS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08269 (FAA)

TAKEOFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from DER, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from DER, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA

DES MOINES INTL (DSM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 11 13094 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, Climb heading 051° to 1500 before turning left.

Rwy 5, navaid 39' from DER, 115' left of centerline, 16' AGL/936' MSL. Rising terrain 233' from DER, 503' left of centerline, up to 941' MSL. Vehicles on roads beginning 540' from DER, 605' left of centerline, up to 15' AGL/964' MSL. Structure 622' from DER, 587' left of centerline, 11' AGL/951' MSL. Trees and pole beginning 985' from DER, 399' left of centerline, up to 100' AGL/1024' MSL. Trees and poles beginning 2280' from DER, 219' right of centerline, up to 100' AGL/1048' MSL. Trees beginning 3567' from DER, 36' left of centerline, up to 100' AGL/1038' MSL. **Rwy 13**, vehicles on roads beginning 352' from DER, 539' right of centerline, 15' AGL/974' MSL. Tree 1427' from DER, 829' left of centerline, 100' AGL/1002' MSL. Tree 1830' from DER, 918' right of centerline, 100' AGL/1017' MSL. **Rwy 23**, Vehicles on roads, beginning 173' from DER, left and right of centerline, up to 15' AGL/930' MSL. **Rwy 31**, tree 2509' from DER, 906' right of centerline, 100' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 08213 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2% for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from DER, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from DER, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from DER, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 06271 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 200-1% or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from DER, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from DER, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from DER, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from DER, 490' left of centerline, up to 85' AGL/1168' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 10042 (FAA)

TAKEOFF MINIMUMS: **Rwys 1, 19**, NA-
Environmental.

NOTE: **Rwy 13**, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

ELDON, MO

ELDON MODEL AIRPARK (H79)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12208 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, Climb heading 178° to 1600 before turning right.

NOTE: **Rwy 18**, trees beginning 364' from DER, 592' right of centerline, up to 100' AGL/999' MSL. Trees beginning 428' from DER, 474' left of centerline, up to 100' AGL/1001' MSL. Vertical structures beginning 59' from DER, 312' right of centerline, up to 20' AGL/923' MSL. Signs beginning 1474' from DER, 238' left of centerline, up to 48' AGL/951' MSL. REILS beginning 10' from DER, left and right of centerline, up to 3' AGL/907' MSL. Vehicles on roadway, 180' from DER, left and right of centerline, up to 15' AGL/943' MSL. Poles beginning 778' from DER, left and right of centerline, up to 75' AGL/979' MSL. Buildings beginning 750' from DER, 445' right of centerline, up to 50' AGL/954' MSL. Building beginning 1618' from DER, 193' left of centerline, up to 40' AGL/944' MSL. **Rwy 36**, trees beginning 239' from DER, 548' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 544' from DER, 325' right of centerline, up to 100' AGL/985' MSL. Vehicles on roadway, 51' from DER, left and right of centerline, up to 15' AGL/952' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10042 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22, 17, 35**, NA-
Environmental.

NOTE: **Rwy 13**, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31**, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 3, 21**, 300-1.

NOTE: **Rwy 3**, trees beginning 678' from DER, 22' left of centerline, up to 150' AGL/1159' MSL. Trees beginning 1897' from DER, 932' right of centerline, up to 150' AGL/1199' MSL. Vehicles on roads beginning 54' from DER, left and right of centerline, up to 15' AGL/1003' MSL. **Rwy 21**, trees beginning 384' from DER, 176' left of centerline, up to 150' AGL/1159' MSL. Trees beginning 565' from DER, 127' right of centerline, up to 150' AGL/1149' MSL.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07074 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, NA-environmental.

FARMINGTON, MO

FARMINGTON RGNL (FAM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 202° to 2100 before turning right.

NOTE: **Rwy 2**, trees, poles, fence, road, vehicle on road, and buildings beginning 77' from DER, 21' left of centerline, up to 83' AGL/1049' MSL. Trees, poles, antenna, road, and terrain beginning 41' from DER, 3' right of centerline, up to 85' AGL/1045' MSL. **Rwy 20**, trees beginning 50' from DER, 386' left of centerline, up to 76' AGL/956' MSL. Trees, poles, vehicle on road, and terrain beginning 92' from DER, 175' right of centerline, up to 90' AGL/950' MSL.

FESTUS, MO

FESTUS MEMORIAL (FES)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/min. climb of 479' per NM to 1000. **Rwy 19**, 400-2¼ or std. w/min. climb of 321' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1100 before proceeding on course. **Rwy 19**, climb heading 190° to 1100 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 34' from DER, 231' left of centerline, up to 125' AGL/565' MSL. Trees beginning 617' from DER, 568' right of centerline, up to 125' AGL/565' MSL. Trees beginning 3121' from DER, 1314' right of centerline, up to 125' AGL/625' MSL. Tank 1.36 NM from DER, 1357' right of centerline, 209' AGL/641' MSL. **Rwy 19**, railroad 84' from DER, 450' right of centerline, 23' AGL/442' MSL. Trees beginning 1125' from DER, 619' left of centerline, up to 125' AGL/525' MSL. Trees beginning 2844' from DER, 1085' right of centerline, up to 125' AGL/564' MSL. Trees beginning 4690' from DER, 1715' right of centerline, up 125' AGL/624' MSL.

16315

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

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

16315

FOREST CITY, IA

FOREST CITY MUNI (FXY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 10042 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 33**, climb heading 332° to 1800 before turning right.

NOTE: **Rwy 9**, trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15**, trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27**, train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33**, vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA

FORT DODGE RGNL (FOD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST ROBERT RGNL

FORNEY FIELD (TBN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11349 (FAA)

NOTE: **Rwy 14**, obstruction lights beginning 206' from DER, 261' right of centerline, up to 21' AGL/1172' MSL. Rising terrain beginning 217' from DER, 490' left of centerline, up to 1169' MSL. Obstruction light on localizer antenna 273' from DER, on centerline, 9' AGL/1164' MSL. Obstruction light on fence, 383' from DER, 239' left of centerline, 11' AGL/1170' MSL. Vehicles on roadway beginning 439' from DER, left and right of centerline, up to 17' AGL/1171' MSL. **Rwy 32**, fence 26' from DER, 483' right of centerline, up to 9' AGL/1170' MSL. Pole 227' from DER, 451' right of centerline, 26' AGL/1167' MSL. Trees beginning 379' from DER, 425' right of centerline, up to 20' AGL/1179' MSL.

FORT MADISON, IA

FORT MADISON MUNI (FSW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10266 (FAA)

NOTE: **Rwy 17**, trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL. Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL. **Rwy 35**, trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL. Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO

A PAUL VANCE FREDERICK TOWN RGNL
(H88)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13234 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-2¼ or std. w/min. climb of 237' per NM to 1300.

NOTE: **Rwy 1**, trees beginning 9' from DER, 120' right of centerline, up to 74' AGL/973' MSL. Trees beginning 28' from DER 121' left of centerline, up to 59' AGL/938' MSL. Trees beginning 1.45 NM from DER, 1593' right of centerline, up to 68' AGL/1177' MSL. Tree 1.63 NM from DER, 2232' right of centerline, up to 65' AGL/1174' MSL. Tree 1.68 NM from DER, 1842' right of centerline, up to 68' AGL/1177' MSL. Tree 1.77 NM from DER, 2719' right of centerline, up to 52' AGL/1151' MSL. **Rwy 19**, light support structure beginning 10' from DER, 51' right of centerline, up to 17' AGL/876' MSL.

FULTON, MO

ELTON HENSLEY MEMORIAL (FTT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

16315

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

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

16315

GRAIN VALLEY, MO

EAST KANSAS CITY (3GV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300- 1½ or std. w/min. climb of 225' per NM to 1200 or alternatively, with standard take off minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER. **Rwy 23**, 300- 1 5/8 or std. w/min. climb of 363' per NM to 1100. **Rwy 27**, 300- 1¾ or std. w/ min. climb of 301' per NM to 1100.

NOTE: **Rwy 5**, vehicles beginning 27' from DER, 208' left of centerline, up to 15' AGL/854' MSL. Hangars beginning 42' from DER, 261' right of centerline, up to 24' AGL/873' MSL. Trees beginning 1' from DER, 208' left of centerline, up to 100' AGL/939' MSL. Trees beginning 537' from DER, 554' right of centerline, up to 100' AGL/939' MSL. **Rwy 9**, vehicles beginning 2' from DER, 175' right of centerline, up to 15' AGL/825' MSL. Train beginning 6' from DER, 203' right of centerline, up to 23' AGL/833' MSL. Trees beginning 7' from DER, 320' left of centerline, up to 100' AGL/920' MSL. Trees beginning 12' from DER, 354' right of centerline, up to 100' AGL/1040' MSL. **Rwy 23**, hangars beginning 16' from DER, 432' right of centerline, up to 24' AGL/863' MSL. Trees beginning 35' from DER, 271' left side of centerline, up to 100' AGL/919' MSL. Trees beginning 1931' from DER, 796' right of centerline, up to 100' AGL/919' MSL. Trees beginning 3501' from DER, 1335' left of centerline, up to 100' AGL/1020' MSL. Trees beginning 1.1 NM from DER, 150' right of centerline, up to 100' AGL/1000' MSL. Trees beginning 1.12 NM from DER, 351' left of centerline, up to 100' AGL/1050' MSL. **Rwy 27**, trees beginning 34' from DER, 458' left of centerline, up to 100' AGL/919' MSL. Vehicles beginning 26' from DER, 145' right of centerline, up to 15' AGL/854' MSL. Trees beginning 2148' from DER, 687' left of centerline, up to 100' AGL/949' MSL. Trees beginning 4410' from DER, 357' right of centerline, up to 100' AGL/1050' MSL.

GREENFIELD, IA

GREENFIELD MUNI (GFZ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11013 (FAA)

NOTE: **Rwy 7**, terrain 26' from DER, 252' left of centerline, up to 1367' MSL. **Rwy 14**, trees beginning 431' from DER, 327' left of centerline, up to 100' AGL/1479' MSL. Vehicle on road 297' from DER, 60' right of centerline, 15' AGL/1374' MSL. **Rwy 25**, terrain, trees and fence beginning 96' from DER, 160' left of centerline, up to 38' AGL/1397' MSL. **Rwy 32**, tree 906' from DER, 292' left of centerline, 100' AGL/1439' MSL.

GIDEON, MO

GIDEON MEMORIAL (M85)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 13122 (FAA)

NOTE: **Rwy 15**, vehicle on road beginning 171' from DER, left and right of centerline, up to 15' AGL/284' MSL. Power lines beginning 521' from DER, 296' left of centerline, up to 40' AGL/309' MSL. Trees beginning 874' from DER, 577' left of centerline up to 150' AGL/419' MSL. Trees beginning 1809' from DER, 100' right of centerline, up to 150' AGL/419' MSL. **Rwy 33**, vehicle on road beginning 204' from DER, 283' left of centerline, up to 15' AGL/284' MSL. Trees and poles beginning 481' from DER, 224' left of centerline, up to 150' AGL/419' MSL. Building 574' from DER, 374' left of centerline, 20' AGL/289' MSL. Powerlines beginning 891' from DER, left and right of centerline, up to 40' AGL/309' MSL. Mill and water tower beginning 1920' from DER, 813' left of centerline, up to 142' AGL/411' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from DER, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from DER, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from DER, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from DER, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from DER, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from DER, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10126 (FAA)

NOTE: **Rwy 18**, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36**, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3A 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1 or std. w/min. climb of 471' per NM to 1500.
NOTE: **Rwy 17**, tower 238' from DER, 536' left of centerline, 30' AGL/1188' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

HANNIBAL, MO

HANNIBAL RGNL (HAE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI (HNR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10266 (FAA)

TAKEOFF MINIMUMS: **Rwys 3, 21**, NA-Environmental. **Rwy 15**, 300-1¼ or std. w/ min. climb of 250' per NM to 1600.

NOTE: **Rwy 15**, vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL. Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL. Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL. Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL. **Rwy 33**, antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL. Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL. Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL. Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08045 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1¼ or std. w/ min climb of 346' per NM to 1300.

NOTE: **Rwy 17**, vehicle on road 660' from DER, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from DER, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from DER, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from DER, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from DER, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from DER, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from DER, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from DER, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from DER, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from DER, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from DER, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from DER, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from DER, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06271 (FAA)

NOTE: **Rwy 16**, multiple trees beginning 87' from DER, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from DER, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from DER, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from DER, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from DER, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from DER, on centerline, 15' AGL/864' MSL.

HOUSTON, MO

HOUSTON MEMORIAL (M48)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12264 (FAA)

NOTE: **Rwy 16**, tree 93' from DER, 331' right of centerline, 80' AGL/1225' MSL. Spire, roofs, and trees beginning 184' from DER, 440' left of centerline, up to 76' AGL/1257' MSL. **Rwy 34**, trees beginning 180' from DER, 311' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 34' from DER, 280' left of centerline, up to 80' AGL/1281' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 12040 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climbing right turn heading 190° and CID R-338 to 3300 before proceeding on course. **Rwy 36**, climb heading 359° to 2200 before proceeding on course.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

IOWA CITY, IA

IOWA CITY MUNI (IOW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A 08185 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from DER, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from DER 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from DER, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from DER, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from DER, 6' left of centerline, 25' AGL/ 675' MSL. Road 587' from DER, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from DER, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from DER, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from DER, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from DER, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from DER, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from DER, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from DER, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from DER, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from DER, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from DER, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from DER, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

16315

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

JEFFERSON, IA

JEFFERSON MUNI (EFW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 10266 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 32**, 500-2 or std. w/ min. climb of 430' per NM to 1700. NOTE: **Rwy 14**, fence 167' from DER, 253' left of centerline, 8' AGL/1048' MSL. Vehicle on road 755' from DER, 461' right of centerline, up to 15' AGL/1074' MSL. **Rwy 32**, rising terrain beginning 16' from DER, 326' left of centerline, up to 1049' MSL. Trees beginning 95' from DER, left and right of centerline, up to 77' AGL/1127' MSL. Vehicle on road beginning 294' from DER, 59' right of centerline, up to 15' AGL/1059' MSL. Antenna 968' from DER, 706' left of centerline, 58' AGL/1108' MSL. Grain elevator 8342' from DER, 1729' left of centerline, 280' AGL/1429' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1¾. **Rwy 27**, 300-1½ or std. w/ min. climb of 337' per NM to 900. DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1200 before proceeding on course. **Rwy 12**, climb heading 120° to 1100 before proceeding on course. **Rwy 27**, climb heading 268° to 1100 before proceeding on course. **Rwy 30**, climb heading 300° to 1000 before proceeding on course. NOTE: **Rwy 9**, glideslope antenna 1101' from DER, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from DER, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12**, trees beginning 2134' from DER, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27**, hangar and trees beginning 600' from DER, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from DER, 113' left of centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign, tower, poles, and trees beginning 617' from DER, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from DER, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGJL (JLN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 05244 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23**, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 134° to 2500 before proceeding on course. **Rwy 18**, climb via heading 178° to 2500, or for climb in visual conditions: cross DER at or above 2300 before proceeding on course. **Rwy 23**, climb via heading 226° to 2500, or for climb in visual conditions: cross DER at or above 2300 before proceeding on course. NOTE: **Rwy 5**, multiple trees beginning 1250' from DER, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple trees beginning 475' from DER, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18**, obstruction light 1161' from DER, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple trees beginning 623' from DER, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple trees beginning 1141' from DER, 730' left of centerline, up to 60' AGL/994' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

DIVERSE VECTOR AREA (RADAR VECTORS)

16315

KAISER LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 13150 (FAA)

NOTE: **Rwy 4**, pole 366' from DER, 446' right of centerline, 17' AGL/887' MSL. Trees beginning 333' from DER, 480' right of centerline, up to 80' AGL/913' MSL. Trees beginning 584' from DER, 456' left of centerline, up to 80' AGL, 914' MSL.

Rwy 22, trees beginning 233' from DER, 133' right of centerline, up to 80' AGL/949' MSL. Trees beginning 26' from DER, 350' left of centerline, up to 80' AGL/937' MSL.

KANSAS CITY, MO

CHARLES B WHEELER DOWNTOWN (MKC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3B 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 307' per NM to 1100. **Rwy 19**, std. w/ min. climb of 400' per NM to 2500. **Rwy 21**, std. w/ min. climb of 251' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 2000 before proceeding on course. **Rwy 3**, climb heading 033° to 1900 before proceeding on course. **Rwy 19**, climbing right turn heading 215° to 2500 before proceeding on course. **Rwy 21**, climb heading 213° to 2300 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL. Roads and vehicles on roadway beginning 88' from DER, 135' left of centerline, up to 17' AGL/767' MSL. Aircraft on taxiway beginning 136' from DER, 420' right of centerline, up to 56' AGL/805' MSL. Boats beginning 200' from DER, 518' left of centerline, up to 35' AGL/774' MSL. Obstruction light on elevator 3987' from DER, 1269' right of centerline, 165' AGL/912' MSL. Obstruction light pipe on building 4046' from DER, 996' right of centerline, 128' AGL/875' MSL. Building 4289' from DER, 1375' right of centerline, 140' AGL/899' MSL. **Rwy 3**, vehicles on road beginning 6' from DER, left and right of centerline, up to 15' AGL/764' MSL. Aircraft on taxiway beginning 83' from DER, 495' left of centerline, up to 56' AGL/805' MSL. Poles beginning 153' from DER, 226' right of centerline, up to 42' AGL/791' MSL. Antenna on building 155' from DER, 261' left of centerline, 6' AGL/755' MSL. Train on tracks 340' from DER, on centerline, 33' AGL/782' MSL. Obstruction light on pole 596' from DER, 390' left of centerline, up to 33' AGL/782' MSL. Obstruction light on hangar 622' from DER, 633' left of centerline, 35' AGL/784' MSL. Trees beginning 742' from DER, left and right of centerline, up to 80' AGL/839' MSL. Elevator 835' from DER, 525' right of centerline, 125' AGL/865' MSL. Obstruction light on building 1297' from DER, 108' right of centerline, 61' AGL/810' MSL. Towers beginning 1847' from DER, 478' left of centerline, up to 149' AGL/853' MSL. **Rwy 19**, rod on building 182' from DER, 279' right of centerline, 11' AGL/760' MSL. Roads beginning 199' from DER, 506' left of centerline, up to 11' AGL/760' MSL. Buildings beginning 383' from DER, 378' left and right of centerline, up to 291' AGL/1251' MSL. Obstruction light on levee 441' from DER, 55' right of centerline, 24' AGL/763' MSL. Trees beginning 684' from DER, left and right of centerline, up to 80' AGL/1029' MSL. Stack, 3211' from DER, 420' left of centerline, 168' AGL/908' MSL. Obstruction light on building 3412' from DER, 74' right of centerline, 140' AGL/889' MSL. Flagpole on building 4372' from DER, 181' right of centerline, 153' AGL/912' MSL. Monument 5261' from DER, 1447' left of centerline, 77' AGL/981' MSL. Light pole 1.5 NM from DER, 1294' left of centerline, 68' AGL/1017' MSL. Tower, 2.4 NM from DER, 3164' left of centerline, 1168' AGL/2049' MSL.

16315

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

DIVERSE VECTOR AREA (RADAR VECTORS)

KANSAS CITY, MO (CON'T)

CHARLES B. WHEELER DOWNTOWN (MKC) (CON'T)

Rwy 21, roads beginning 208' from DER, 2' right of centerline, up to 11' AGL/760' MSL. Fence 251' from DER, 253' right of centerline, 3' AGL/749' MSL. Levee 326' from DER, 526' right of centerline, 3' AGL/762' MSL. Obstruction light on levee 431' from DER, 137' right of centerline, 4' AGL/763' MSL. Trees beginning 1441' from DER, left and right of centerline, up to 80' AGL/819' MSL. Crane 2729' from DER, 580' right of centerline, 98' AGL/849' MSL. Obstruction light on dome 2806' from DER, 873' right of centerline, 66' AGL/815' MSL. Pole beginning 3686' from DER, 631' right of centerline, up to 118' AGL/858' MSL. Building 4857' from DER, 1786' left of centerline, 152' AGL/898' MSL. Elevator 5173' from DER, 749' left of centerline, up to 148' AGL/896' MSL. Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 05300 (FAA)

NOTE: **Rwy 1R**, tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 14065 (FAA)

NOTE: **Rwy 2**, trees beginning 1163' from DER, 502' left of centerline, up to 51' AGL/309' MSL. Pole 1062' from DER, 417' left of centerline, 28' AGL/286' MSL. Multiple trees beginning 1221' from DER, 324' right of centerline, up to 96' AGL/354' MSL. **Rwy 20**, trees beginning 2018' from DER, 75' left of centerline, up to 62' AGL/321' MSL. Vehicles on road 49' from DER, 405' right of centerline, 15' AGL/269' MSL. Dead tree 1056' from DER, 324' right of centerline, 42' AGL/300' MSL. Trees beginning 1027' from DER, 94' right of centerline, up to 53' AGL/312' MSL. Tree line beginning 1085' from DER, 420' right of centerline, up to 40' AGL/299' MSL. **Rwy 36**, hangar 64' from DER, 299' left of centerline, 21' AGL/281' MSL. Trees beginning 98' from DER, 352' left of centerline, up to 49' AGL/309' MSL. Sign 1050' from DER, 448' right of centerline, 45' AGL/305' MSL.

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

16315

KEOKUK, IA

KEOKUK MUNI (EOK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06271 (FAA)

NOTE: **Rwy 8**, tree 79' from DER, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from DER, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from DER, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from DER, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from DER, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from DER, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from DER, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from DER, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07186 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-turf runways.

NOTE: **Rwy 18**, multiple trees beginning 986' from DER, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from DER, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from DER, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from DER, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from DER, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10098 (FAA)

NOTE: **Rwy 15**, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33**, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14149 (FAA)

NOTE: **Rwy 3**, sign 9' from DER, 124' left of centerline, 13' AGL/998' MSL. Tank 16' from DER, 502' right of centerline, 13' AGL/998' MSL. Buildings beginning 66' from DER, 333' right of centerline, up to 40' AGL/1021' MSL. Poles beginning 198' from DER, 252' right of centerline, up to 63' AGL/1038' MSL. Pole 752' from DER, 644' left of centerline, 32' AGL/1020' MSL. Vehicle on road beginning 190' from DER, 216' left of centerline, up to 15' AGL/1007' MSL. Trees beginning 846' from DER, 127' left of centerline, up to 62' AGL/1040' MSL. Trees beginning 292' from DER, 209' right of centerline, up to 50' AGL/1045' MSL. **Rwy 17**, rising terrain beginning 66' from DER, 372' left of centerline, up to 999' MSL. Trees beginning 816' from DER, 441' left of centerline, up to 54' AGL/1049' MSL. Trees beginning 261' from DER, 264' right of centerline, up to 67' AGL/1043' MSL. **Rwy 21**, vehicle on road beginning 5' from DER, 245' left of centerline, up to 15' AGL/1021' MSL. Telephone poles and lines beginning 593' from DER, left and right of centerline, up to 70' AGL/1064' MSL.

LAMONI, IA

LAMONI MUNI (LWD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 177° to 1600 before turning right.
NOTE: **Rwy 36**, trees beginning 1009' from DER, 267' right of centerline, up to 100' AGL/1200' MSL.

LE MARS, IA

LE MARS MUNI (LRJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13122 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climbing right turn heading 265° to 3200 before proceeding on course. **Rwy 36**, climb heading 005° to 1800 before proceeding on course.

NOTE: **Rwy 18**, sign 74' from DER, 308' right of centerline, 18' AGL/ 1206' MSL. Vehicles on road beginning 151' from DER, left and right of centerline, up to 15' AGL/ 1224' MSL. Poles beginning 690' from DER, 264' left of centerline, up to 29' AGL/ 1234' MSL. Trees beginning 709' from DER, 330' left of centerline, up to 56' AGL/1265' MSL. Building 840' from DER, 384' left of centerline, 12' AGL/ 1222' MSL. Light pole 875' from DER, 361' left of centerline, 23' AGL/ 1233' MSL. Silos beginning 1990' from DER, 345' left of centerline, up to 53' AGL/1260' MSL. **Rwy 36**, vehicles on road beginning 644' from DER, 649' left of centerline, up to 15' AGL/ 1224' MSL. Trees beginning 409' from DER, 370' right of centerline, up to 57' AGL/ 1257' MSL. Trees beginning 2306' from DER, 99' left of centerline, up to 91' AGL/ 1311' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

LEBANON, MO

FLOYD W JONES LEBANON (LBO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 2000' prior to DER.

NOTE: **Rwy 18**, multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36**, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI (LXT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 13' from DER, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from DER, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from DER, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from DER, 182' left of centerline, up to 40' AGL/ 1039' MSL. **Rwy 29**, multiple antennas and poles 402' from DER, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from DER, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from DER, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from DER, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from DER, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from DER, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from DER, 93' left of centerline, up to 36' AGL/1015' MSL.

MACON, MO

MACON-FOWER MEMORIAL (K89)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 14093 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/min. climb of 254' per NM to 1200.

NOTE: **Rwy 2**, terrain beginning 15' from DER, 82' left of centerline, up to 854' MSL. Trees beginning 20' from DER, 268' left of centerline, up to 74' AGL/912' MSL. Trees and telephone lines beginning 356' from DER, 70' left of centerline, up to 84' AGL/890' MSL. Terrain beginning 4' from DER, 92' right of centerline, up to 854' MSL. Trees beginning 46' from DER, 287' right of centerline, up to 66' AGL/914' MSL. Trees, telephone line, and pole beginning 278' from DER, 2' right of centerline, up to 75' AGL/902' MSL. Antenna 1.1 NM from DER, 1426' left of centerline, 202' AGL/1059' MSL. **Rwy 20**, trees beginning 33' from DER, 454' left of centerline, up to 53' AGL/929' MSL. Poles beginning 425' from DER, 133' left of centerline, up to 38' AGL/909' MSL. Trees beginning 1111' from DER, 4' left of centerline, up to 66' AGL/928' MSL. Trees beginning 1999' from DER, 163' left of centerline, up to 85' AGL/934' MSL. Tree 2542' from DER, 503' left of centerline, 91' AGL/942' MSL. Crane 42' from DER, 433' right of centerline, 13' AGL/884' MSL. Poles beginning 498' from DER, 548' right of centerline, up to 38' AGL/912' MSL. Poles beginning 865' from DER, 100' right of centerline, up to 38' AGL/907' MSL. Tree 1078' from DER, 674' right of centerline, 62' AGL/933' MSL. Trees beginning 1201' from DER, 53' right of centerline, up to 69' AGL/937' MSL.

MALDEN, MO

MALDEN RGNL (MAW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA

JAMES G WHITING MEMORIAL FIELD
(MEY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10042 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 400-2¼ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20**, 500-2¼ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1700 before turning left. **Rwy 20**, climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2**, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10154 (FAA)

NOTE: **Rwy 15**, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33**, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 12040 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 18, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 18**, antenna on bldg 277' from DER, 573' left of centerline, 42' AGL/811' MSL. Light pole 230' from DER, 447' left of centerline, 32' AGL/801' MSL. **Rwy 36**, trees beginning 84' from DER, 15' right and left of centerline, up to 121' AGL/892' MSL. Poles beginning 24' from DER, 357' left and right of centerline, up to 22' AGL/446' MSL.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI (MIW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13234 (FAA)

NOTE: **Rwy 13**, runway end indicator lights 27' from DER, 126' left and right of centerline, up to 5' AGL/974' MSL. Vehicles on road beginning 37' from DER, left and right of centerline, up to 15' AGL/988' MSL. Tree 96' from DER, 167' left of centerline, 19' AGL/988' MSL. Trees beginning 1984' from DER, 777' right of centerline, up to 100' AGL/1059' MSL. **Rwy 18**, vehicles on road beginning 585' from DER, left and right of centerline, up to 15' AGL/994' MSL. Tree 1152' from DER 511' right of centerline, 100' AGL/1069' MSL. **Rwy 31**, trees beginning 5' from DER, 384' right of centerline, up to 50' AGL/1029' MSL. Trees beginning 55' from DER, 424' left of centerline, up to 36' AGL/1005' MSL. Transmission tower 60' from DER, 478' right of centerline, 23' AGL/1002' MSL. **Rwy 36**, trees beginning 191' from DER, 175' right of centerline, up to 11' AGL/981' MSL. Trees beginning 514' from DER, 465' left of centerline, up to 44' AGL/1023' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 13290 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 1800 before turning right.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MASON CITY, IA

MASON CITY MUNI (MCW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15316 (FAA)

NOTE: **Rwy 12**, building 1599' from DER, 461' left of centerline, 53' AGL/1233' MSL. Tree 1619' from DER, 722' left of centerline, up to 56' AGL/1245' MSL. Trees beginning 2919' from DER, 1006' left of centerline, up to 100' AGL/1289' MSL. Trees beginning 2900' from DER, 978' right of centerline, up to 100' AGL/1289' MSL. **Rwy 18**, trees beginning 1280' from DER, 703' left of centerline, up to 56' AGL/1236' MSL. Trees 1652' from DER, 699' right of centerline, up to 63 AGL/1243' MSL. **Rwy 30**, tree 54' from DER, 487' left of centerline, 45' AGL/1254' MSL. Bush 69' from DER, 333' left of centerline, 7' AGL/1216' MSL. Tree 859' from DER, 549' left of centerline, 27' AGL/1236' MSL. Pole 899' from DER, 559' right of centerline, 26' AGL/1235' MSL. Pole 1197' from DER, 354' right of centerline, 27' AGL/1246' MSL. Pole 1218' from DER, 332' right of centerline, 36' AGL/1246' MSL. Tree 1714' from DER, 167' right of centerline, 53' AGL/1272' MSL. Tree 1798' from DER, 57' right of centerline, 53' AGL/1272' MSL. Trees beginning 2042' from DER, 821' right of centerline, up to 100' AGL/1339' MSL. Tree 2364' from DER, 551' right of centerline, 73' AGL/1302' MSL. Obstruction light on building 2434' from DER, 232' right of centerline, 53' AGL/1282' MSL. Tree 2608' from DER, 236' right of centerline, 68' AGL/1297' MSL. Trees beginning 4008' from DER, 1487' left of centerline, up to 100' AGL/1319' MSL. Trees beginning 4421' from DER, 961' left of centerline, up to 100' AGL/1329' MSL.

MEMPHIS, MO

MEMPHIS MEMORIAL (03D)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15008 (FAA)

NOTE: **Rwy 12**, trees beginning 119' from DER, 320' right of centerline, up to 80' AGL/845' MSL. Power line poles beginning 165' from DER, 400' left of centerline, 29' AGL/836' MSL. Trees beginning 329' from DER, 202' left of centerline, up to 60' AGL/845' MSL. **Rwy 30**, road beginning 33' from DER, 250' left of centerline, 15' AGL/823' MSL. Trees beginning 68' from DER, 252' right of centerline, up to 70' AGL/875' MSL. Power line poles beginning 950' from DER, 449' right of centerline, 31' AGL/837' MSL. Windsock and poles beginning 1074' from DER, 113' left of centerline, 24' AGL/845' MSL. Trees beginning 988' from DER, 283' left of centerline, up to 70' AGL/878' MSL. Terrain beginning 99' from DER, 169' right of centerline, up to 816' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

MEXICO, MO

MEXICO MEMORIAL (MYJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 04050 (FAA)

TAKEOFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from DER, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

MOBERLY, MO

OMAR N BRADLEY (MBY)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11181 (FAA)

NOTE: **Rwy 5**, trees 310' from DER, 326' left of centerline, 100' AGL/959' MSL. Trees 1244' from DER, 786' left of centerline, 100' AGL/959' MSL.

Rwy 13, multiple trees beginning 1139' from DER, 212' right of centerline, up to 83' AGL/913' MSL.

Multiple trees beginning 1515' from DER, 430' left of centerline, up to 91' AGL/921' MSL. **Rwy 23**, vehicle on road, 250' from DER, crossing left to right, 15' AGL/884' MSL. Vehicle on road, 530' from DER,

crossing right to left, 15' AGL/884' MSL. Trees 1375' from DER, 146' right of centerline, 100' AGL/959' MSL.

Rwy 31, vehicle on road, 63' from DER, crossing right to left, 15' AGL/877' MSL. Multiple trees and buildings beginning 145' from DER, 204' right of centerline, up to 77' AGL/937' MSL. Multiple trees beginning 788' from DER, 312' right of centerline, up to 74' AGL/924' MSL.

Vehicle on road, 310' from DER, crossing left to right, 15' AGL/871' MSL. Trees 890' from DER, 509' left of centerline, 52' AGL/892' MSL. Building 855' from DER, 296' left of centerline, 22' AGL/888' MSL.

MONETT, MO

MONETT RGNL (HFJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 14317 (FAA)

NOTE: **Rwy 18**, fence 1' from DER, 437' left of centerline, 6' AGL/1301' MSL. Trees beginning 542' from DER, left and right of centerline, up to 100' AGL/1379' MSL. **Rwy 36**, multiple antennas, buildings, trees, light poles and hangars beginning 24' from DER, 494' right of centerline, up to 30' AGL/1346' MSL. Tree 832' from DER, 508' right of centerline, 100' AGL/1399' MSL.

MONROE CITY, MO

CAPT BEN SMITH AIRFIELD-MONROE CITY (K52)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10322 (FAA)

NOTE: **Rwy 9**, tree 2845' from DER, 875' left of centerline, 100' AGL/844' MSL. Tree 607' from DER, on centerline, 80' AGL/819' MSL. **Rwy 27**, tree 34' from DER, 466' right of centerline, 100' AGL/839' MSL. Vehicle on road beginning 454' from DER, 571' right of centerline, 15' AGL/754' MSL.

MONTICELLO, IA

MONTICELLO RGNL (MXO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 01361 (FAA)

NOTE: **Rwy 15**, 969' MSL tree 2849' from DER, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 06271 (FAA)

NOTE: **Rwy 36**, tree 2609' from DER, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

TAKEOFF MINIMUMS: **Rwys 3, 21**, NA-Environmental. **Rwy 33**, 400-2½ or std. w/ min. climb of 244' per NM to 1300.

NOTE: **Rwy 15**, equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL. **Rwy 33**, trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL. Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

16315

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

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

16315

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1M0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 10070 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 2100 before turning right.

NOTE: **Rwy 8**, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL.

Rwy 26, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, std. w/min. climb of 570' per NM to 2100 or 400-2¼ with min. climb of 373' per NM to 2100 or 900-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 28**, for climb in visual conditions cross Mountain View Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10**, vehicle on road 1011' from DER, left to right of centerline, up to 15' AGL/ 1174' MSL. Stadium lights beginning 762' from DER, 206' left of centerline, up to 100' AGL/1239' MSL. Building 150' from DER, 521' left of centerline, 20' AGL/1159' MSL. Trees beginning 336' from DER, 70' right of centerline, up to 60' AGL/1279' MSL. **Rwy 28**, trees beginning 50' from DER, 126' right of centerline, up to 60' AGL/1239' MSL. Power lines beginning 858' from DER, 208' right of centerline, up to 100' AGL/1299' MSL. Trees beginning 191' from DER, 369' left of centerline, up to 60' AGL/1339' MSL. Trees beginning 2043' from DER, 666' right of centerline, up to 60' AGL/1379' MSL. Tower 1.7 NM from DER, 2174' left of centerline, 215' AGL/1531' MSL.

MUSCATINE, IA

MUSCATINE MUNI (MUT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

DEPARTURE PROCEDURE: **Rwys 6,24,30**, climb runway heading to 2300 before proceeding on course. **Rwy 12**, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO

NEOSHO HUGH ROBINSON (EOS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 11237 (FAA)

NOTE: **Rwy 1**, trees beginning 89' from DER, 431' left of centerline, up to 120' AGL/1339' MSL. Trees and power poles beginning 584' from DER, 166' right of centerline, up to 120' AGL/1283' MSL. **Rwy 19**, multiple trees and towers beginning 142' from DER, 465' right of centerline, up to 183' AGL/1403' MSL. Vehicles on road beginning 318' from DER, left and right of centerline, up to 17' AGL/1276' MSL.

NEVADA, MO

NEVADA MUNI (NVD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 10266 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, trees beginning 2000' from DER, left and right of centerline, up to 56' AGL/945' MSL.

NEW MADRID, MO

COUNTY MEMORIAL (EIW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 83132 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA

NEWTON MUNI-EARL JOHNSON FIELD (TNU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 16203 (FAA)

NOTE: **Rwy 14**, truck on road 3112' from DER, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from DER, multiple trees beginning 2996' from DER, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from DER, 437' left of centerline, 30' AGL/989' MSL, sign 126' from DER, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from DER, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from DER, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

OELWEIN MUNI (OLZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwys 18,36**, NA - environmental. DEPARTURE PROCEDURE: **Rwy 13**, climb heading 133° to 2100 before turning left. **Rwy 31**, climb heading 313° to 1500 before turning right.

NOTE: **Rwy 13**, rising terrain beginning 42' from DER, left and right of centerline, up to 1079' MSL. Trees 1972' from DER, 32' right of centerline, up to 100' AGL/1149' MSL. **Rwy 31**, vehicle on road 357' from DER, left and right of centerline, up to 15' AGL/1094' MSL. Poles beginning 1075' from DER, 299' right of centerline, up to 30' AGL/1109' MSL.

16315

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

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

16315

ORANGE CITY, IA

ORANGE CITY MUNI (ORC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 90291 (FAA)
TAKEOFF MINIMUMS: **Rwy 34**, 300-1.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain
runway heading to 1200 before turning on course.

OSCEOLA, IA

OSCEOLA MUNI (I75)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11349 (FAA)
NOTE: **Rwy 18**, navaid and road beginning 40' from
DER, 49' left of centerline, up to 12' AGL/1131' MSL.
Navaid, trees, and road beginning 12' from DER, 3'
right of centerline, up to 13' AGL/1132' MSL. **Rwy 36**,
trees beginning 794' from DER, 225' left of centerline,
up to 57' AGL/1166' MSL. Trees and pole beginning
581' from DER, 415' right of centerline, up to 48'
AGL/1157' MSL.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09295 (FAA)
NOTE: **Rwy 13**, tree 262' from DER, 477' left of
centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3'
from DER, 357' right of centerline, 13' AGL/852' MSL.
NAV 39' from DER, 168' right of centerline, 5' AGL/839'
MSL. Tree 988' from DER, 525' right of centerline, 100'
AGL/949' MSL. Tree 2056' from DER, 609' right of
centerline, 59' AGL/893' MSL.

OTTUMWA, IA

OTTUMWA RGNL (OTM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 11265 (FAA)
TAKEOFF MINIMUMS: **Rwys 4,22**, NA-Runway data.
NOTE: **Rwy 13**, pole 2026' from DER, 961' left of
centerline, 60' AGL/898' MSL. **Rwy 31**, trees beginning
792' from DER, 658' left of centerline, up to 65'
AGL/885' MSL. Trees beginning 1571' from DER, 796'
right of centerline, up to 100' AGL/919' MSL.

16315

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

PELLA, IA

PELLA MUNI (PEA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08325 (FAA)
NOTE: **Rwy 16**, trees, buildings and ground beginning 9'
from DER, 144' left of centerline, up to 100' AGL/979'
MSL. Trees beginning 54' from DER, 193' right of
centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and
poles beginning 838' from DER, 135' left of centerline, up
to 100' AGL/979' MSL. Trees and poles beginning 226'
from DER, 296' right of centerline, up to 100' AGL/989'
MSL. Vehicle on road at DER, 499' right of centerline, 15'
AGL/895' MSL.

PERRY, IA

PERRY MUNI (PRO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08269 (FAA)
TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.
NOTE: **Rwy 14**, tree 40' from DER, 180' left of centerline,
13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from
DER, 917' left of centerline, up to 100' AGL/1099' MSL.
Vehicles beginning 565' from DER, right to left of
centerline, up to 17' AGL/1036' MSL.

PERRYVILLE, MO

PERRYVILLE MUNI (K02)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10210 (FAA)
TAKEOFF MINIMUMS: **Rwy 2**, 400-2 $\frac{3}{4}$ or std. w/ min.
climb of 215' per NM to 900. Alternatively, with standard
TAKEOFF minimums and normal 200'/NM climb
gradient, TAKEOFF must occur no later than 1800' prior
to DER. **Rwy 20**, 400-2 $\frac{1}{2}$ or std. w/ min. climb of 300'
per NM to 800.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017°
to 1200 before proceeding on course. **Rwy 20**, climb
heading 197° to 900 before turning left.
NOTE: **Rwy 2**, vehicles on road beginning 3' from DER,
480' right of centerline, up to 15' AGL/384' MSL. Tree
324' from DER, 458' right of centerline, 75' AGL/379'
MSL. Tree 412' from DER, 89' left of centerline, 75'
AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560'
right of centerline, up to 75' AGL/714' MSL. **Rwy 20**,
vehicles on road beginning 483' from DER, 577' left of
centerline, up to 15' AGL/386' MSL. Trees beginning 1.1
NM from DER, left and right of centerline, up to 75'
AGL/714' MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11237 (FAA)
TAKEOFF MINIMUMS: **Rwys 18, 36**, NA-Environmental.
NOTE: **Rwy 12**, road beginning 499' from DER, 70' left of
centerline, 15' AGL/1238' MSL. Poles beginning 324'
from DER, 404' left and right of centerline, up to 32'
AGL/1252' MSL. Terrain 27' from DER, 486' right of
centerline, 1222' MSL.
Rwy 30, tower 1744' from DER, 765' right of centerline,
185' AGL/ 1375' MSL. Wind sock 122' from DER, 431'
right of centerline, 28' AGL/1254' MSL. Tank 85' from
DER, 331' right of centerline, 5' AGL/1231' MSL.

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

16315

POPLAR BLUFF, MO

POPLAR BLUFF MUNI (POF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 511' from DER, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from DER, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from DER, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from DER, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY (8WC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 270' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1600 before turning left.

NOTE: **Rwy 20**, trees beginning 103' from DER, 464' right of centerline, up to 60' AGL/1308' MSL. Trees beginning 1222' from DER, 242' left of centerline, up to 60' AGL/1279' MSL. Vehicles on roadway 942' from DER, right and left of centerline, up to 15' AGL/994' MSL. Lookout tower 2.1 NM from DER, 138' right of centerline, 132' AGL/1380' MSL.

RED OAK, IA

RED OAK MUNI (RDK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11265 (FAA)

TAKEOFF MINIMUMS: **Rwys 13,31**, NA -

Environmental. **Rwy 5**, 600-2¾ or std. with min. climb of 287' per NM to 1800. **Rwy 23**, 300-1¼ or std. with min. climb of 263' per NM to 1500. **Rwy 35**, 300-2 or std. w/min. climb of 284' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 054° to 1800 before proceeding eastbound.

NOTE: **Rwy 5**, towers, trees, pole and windmill beginning 1744' from DER, 51' right of centerline, up to 370' AGL/1557' MSL. Vehicles on road, trees and fence beginning 45' from DER, 150' left of centerline, up to 100' AGL/1144' MSL. **Rwy 17**, train on railroad track and trees beginning 1095' from DER, on centerline, up to 100' AGL/1160' MSL. **Rwy 23**, terrain, train on railroad track, trees and poles beginning 61' from DER, 30' right of centerline, up to 100' AGL/1319' MSL. Train on railroad track and trees beginning 1111' from DER, 33' left of centerline, up to 67' AGL/1168' MSL. **Rwy 35**, vehicles on road beginning 700' from DER, on centerline, 15' AGL/1070' MSL. Hangers, trees, power poles, buildings and silos beginning 435' from DER, 323' right of centerline, up to 100' AGL/1269' MSL. Terrain, power pole and trees beginning 828' from DER, 564' left of centerline, up to 100' AGL/1319' MSL.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 88154 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 300-1.

ROLLA/VICHY, MO

ROLLA NATIONAL (VIH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10266 (FAA)

NOTE: **Rwy 13**, multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL. Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL. **Rwy 22**, multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL. Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL. Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL. **Rwy 31**, multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL. Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL. Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.

SAC CITY, IA

SAC CITY MUNI (SKI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10154 (FAA)

NOTE: **Rwy 18**, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. **Rwy 32**, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36**, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

SALEM, MO

SALEM MEMORIAL (K33)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 400-2¼ or std. w/min. climb of 300' per NM to 1500.

NOTE: **Rwy 17**, trees beginning 675' from DER, 675' left of centerline, up to 100' AGL/1349' MSL. Tree 911' from DER, 290' right of centerline, 34' AGL/1275' MSL. Power line beginning 942' from DER, 745' left of centerline, up to 120' AGL/1369' MSL. **Rwy 35**, tree 770' from DER, 120' right of centerline, 28' AGL/1249' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

SHELDON, IA

SHELDON MUNI (SHL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11181 (FAA)

NOTE: **Rwy 15**, trees beginning 1347' from DER, 360' left of centerline, up to 98' AGL/1497' MSL. **Rwy 33**, vehicles on road 615' from DER, on centerline, 15' AGL/1436' MSL. Trees beginning 960' from DER. 367' right of centerline, up to 55' AGL/1464' MSL. Antenna on airport beacon, vehicles on road, trains on railroad tracks and tree beginning 31' from DER, 53' left of centerline, up to 62' AGL/1481' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT (SET)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 05300 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36**, tree 2.3 NM from DER, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 400-2¼ or std. with a min. climb of 336' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 132° to 1600 before turning left.

NOTE: **Rwy 13**, light 2' from DER, 47' left of centerline, 2' AGL/813' MSL. Aircraft on taxiway beginning 40' from DER, 1' right of centerline, up to 40' AGL/854' MSL. Trees beginning 65' from DER, left and right of centerline, up to 100' AGL/919' MSL. Antenna 2247' from DER, 1075' left of centerline, 54' AGL/870' MSL.

Rwy 17, nav aids 56' from DER, left and right of centerline, up to 6' AGL/817' MSL. Trees beginning 851' from DER, left and right of centerline, up to 100' AGL/920' MSL. Boats beginning 1061' from DER, 59' left of centerline, up to 35' AGL/839' MSL. **Rwy 31**, vertical structure 11' from DER, 1' right of centerline, 1' AGL/813' MSL. Trees beginning 401' from DER, left and right of centerline, up to 100' AGL/1149' MSL. Trees 1.1 NM from DER, 1055' left of centerline, 100' AGL/1095' MSL. Trees 1.8 NM from DER, 2987' left of centerline, 100' AGL/1149' MSL. **Rwy 35**, nav aids beginning 40' from DER, left and right of centerline, up to 13' AGL/833' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 34**, 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from DER, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from DER, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from DER, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from DER, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 200-1 or std. w/ min. climb of 407' per NM to 900. **Rwy 30L**, 200-1 or std. w/ min. climb of 241' per NM to 800. **Rwy 30R**, 200-1½ or std. w/ min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL. **Rwy 11**, multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL. **Rwy 12L**, tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL. **Rwy 12R**, traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. **Rwy 30L**, multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL. **Rwy 30R**, obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple obstruction light on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13178 (FAA)

TAKEOFF MINIMUMS: **Rwy 8R**, 200-1¼ or std. w/ min. climb of 238' per NM to 700. **Rwy 26L**, 300-2 or std. w/ min. climb of 231' per NM to 900.

NOTE: **Rwy 8L**, fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL. Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL. Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL. OL on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL. Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL. Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL. Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL. **Rwy 8R**, antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL. Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL. Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL. Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL. **Rwy 26L**, tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL. Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL. **Rwy 26R**, tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL. Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL. Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

SEDALIA, MO

SEDALIA RGNL (DMO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13234 (FAA)

NOTE: **Rwy 5**, trees beginning 238' from DER, 121' right of centerline, up to 71' AGL/950' MSL. Tree 2388' from DER, 355' left of centerline, 77' AGL/946' MSL. Buildings beginning 70' from DER, 447' left of centerline, up to 17' AGL/906' MSL. **Rwy 18**, trees beginning 88' from DER, left and right of centerline, up to 61' AGL/970' MSL. **Rwy 23**, trees beginning 6' from DER, left and right of centerline, up to 78' AGL/991' MSL. Vehicle on road, 23' from DER 504' left of centerline, 8' AGL/927' MSL. Communication tower 4771' from DER, 582' right of centerline, 163' AGL/1032' MSL. **Rwy 36**, trees beginning 583' from DER, 598' right of centerline, up to 68' AGL/927' MSL. Terrain beginning 151' from DER, 307' left of centerline, up to 889' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 06271 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from DER, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from DER, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from DER, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from DER, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from DER, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from DER, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from DER, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from DER, 200' right of centerline, 75' AGL/1024' MSL.

SIBLEY, IA

SIBLEY MUNI (ISB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/min. climb of 275' per NM to 1900.

NOTE: **Rwy 17**, numerous trees beginning 1798' from DER, on runway centerline, up to 100' AGL/1629' MSL. Vehicles on road 71' from DER, 499' right of centerline, 10' AGL/1539' MSL. **Rwy 35**, vehicles on road 189' from DER, 530' left of centerline, 15' AGL/1564' MSL. Train 401' from DER, 564' left of centerline, 23' AGL/1572' MSL. Numerous trees beginning 550' from DER, 564' left of centerline, 100' AGL/1649' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13206 (FAA)

NOTE: **Rwy 2**, tree 196' from DER, 462' right of centerline, 21' AGL/335' MSL. Sign 227' from DER, 490' left of centerline, 13' AGL/323' MSL. Trees beginning 933' from DER, 502' right of centerline, 30' AGL/340' MSL. Trees beginning 952' from DER, 670' right of centerline, up to 64' AGL/373' MSL. Trees beginning 1111' from DER, 415' right of centerline, up to 80' AGL/389' MSL. Trees beginning 2830' from DER, 766' left of centerline, up to 86' AGL/391' MSL. Trees beginning 3278' from DER, 635' right of centerline, up to 90' AGL/399' MSL. **Rwy 20**, sign 161' from DER, 442' right of centerline, 11' AGL/320' MSL. Light pole 178' from DER, 409' right of centerline, 30' AGL/340' MSL. Trees beginning 280' from DER, 482' right of centerline, up to 12' AGL/322' MSL. Light poles beginning at 363' from DER, left and right of centerline, up to 30' AGL/339' MSL. Roof peak 845' from DER, 502' left of centerline, 29' AGL/341' MSL. Trees beginning 1088' from DER, 628' right of centerline, 34' AGL/341' MSL. Rod on light pole 1167' from DER, 798' left of centerline, 34' AGL/348' MSL. Trees beginning 1242' from DER, 421' right of centerline, up to 70' AGL/377' MSL. Trees beginning 2305' from DER, 357' right of centerline, up to 86' AGL/407' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

SIoux CENTER, IA

SIoux CENTER MUNI (SOY) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 174° to 2000 before turning east.NOTE: **Rwy 18**, trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36**, trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIoux CITY, IA

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1600-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 31**, climb heading 313° to 2000 before turning east.VCOA: **Rwy 35**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sioux Gateway/Col Bud Day field at or above 2500 MSL before proceeding on course.NOTE: **Rwy 13**, trees beginning 2242' from DER, 920' right of centerline, up to 100' AGL/1162' MSL. **Rwy 17**, sign 41' from DER, 178' left of centerline, 4' AGL/1101' MSL. **Rwy 31**, trees beginning 3018' from DER, 122' left of centerline, up to 82/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline up to 100' AGL/1173' MSL. Trees beginning 3205' from DER, 669' right of centerline, up to 100' AGL/1174' MSL.**Rwy 35**, REILS 10' from DER, 150' left and right of centerline, up to 2' AGL/1101' MSL. Trees beginning 135' from DER, 323' right of centerline, up to 6' AGL/1101' MSL. Trees beginning 473' from DER, 587' right of centerline, up to 72' AGL/1157' MSL. Trees beginning 836' from DER, 495' right of centerline, up to 87' AGL/1172' MSL. Trees beginning 1312' from DER, crossing left to right of centerline, up to 87' AGL/1168' MSL.

SPENCER, IA

SPENCER MUNI (SPW) TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10154 (FAA)

NOTE: **Rwy 12**, ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. **Rwy 18**, vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO

DOWNTOWN (3DW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15344 (FAA)

TAKEOFF MINIMUMS: **Rwy 29**, 500-2 or std. w/min. climb of 326' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 11**, climb heading 108° to 4200 before turning left. **Rwy 29**, climb heading 288° to 2000 before turning left.NOTE: **Rwy 11**, trees and buildings beginning 129' from DER, left and right of centerline, up to 80' AGL/1480' MSL. **Rwy 29**, trees and buildings beginning 236' from DER, left and right of centerline, up to 80' AGL/1430' MSL. Tower 1.6 NM from DER, 2322' right of centerline, 498' AGL/1777' MSL.

SPRINGFIELD-BRANSON NATIONAL (SGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 90067 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

STEELE, MO

STEELE MUNI (M12)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15120 (FAA)

NOTE: **Rwy 18**, multiple poles beginning 158' from DER, left and right of centerline, up to 34' AGL/292' MSL. Multiple trees beginning 1837' from DER, 507' left of centerline, up to 100' AGL/359' MSL. Tree 1842' from DER, 903' right of centerline, 100' AGL/359' MSL.**Rwy 36**, tree 608' from DER, 525' right of centerline, 19' AGL/274' MSL. Vehicles on road beginning 682' from DER, 239' right of centerline, up to 21' AGL/276' MSL. Multiple trees beginning 3738' from DER, 1382' left of centerline, up to 100' AGL/364' MSL.

STOCKTON, MO

STOCKTON MUNI (MO3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13066 (FAA)

NOTE: **Rwy 1**, tree 1070' from DER, 339' right of centerline, 75' AGL/1114' MSL. Tree 2400' from DER, 227' right of centerline, 75' AGL/1114' MSL. **Rwy 19**, tree 645' from DER, 8' right of centerline, 75' AGL/1105' MSL. Tree 1911' from DER, 120' left of centerline, 75' AGL/1115' MSL.

STORM LAKE, IA

STORM LAKE MUNI (SLB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11265 (FAA)

TAKEOFF MINIMUMS: **Rwys 6,24**, NA - Turf.NOTE: **Rwy 13**, trees beginning 1730' from DER, 390' left of centerline, up to 100' AGL/1567' MSL. **Rwy 17**, fence posts beginning 120' from DER, 450' left of centerline, up to 11' AGL/1491' MSL. **Rwy 31**, trees beginning 778' from DER, 547' left of centerline, up to 100' AGL/1577' MSL. Vehicle on road beginning 227' from DER, 220' left and right of centerline, up to 15' AGL/1492' MSL.

16315

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

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

16315

SULLIVAN, MO

SULLIVAN RGNL (UUV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 94090 (FAA)

TAKEOFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.**WARRENSBURG, MO**

SKYHAVEN (RCM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 15120 (FAA)

NOTE: **Rwy 1**, trees beginning 192' from DER, 341' right of centerline, up to 37' AGL/817' MSL. **Rwy 14**, sign 177' from DER, 273' right of centerline, 30' AGL/815' MSL. **Rwy 19**, trees beginning 5' from DER, 177' right of centerline, up to 27' AGL/815' MSL. Bldg, sign, multiple trees and poles beginning 466' from DER, 188' left of centerline up to 48' AGL/837' MSL. Transmission lines beginning 1219' from DER, 188' left of centerline, up to 40' AGL/832' MSL.

TARKIO, MO

GOULD PETERSON MUNI (K57)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from DER, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from DER, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from DER, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from DER, 68' right of centerline, 48' AGL/997' MSL.

WARSAW, MO

WARSAW MUNI (RAW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14317 (FAA)

NOTE: **Rwy 18**, tree 616' from DER, 475' left of centerline, 38' AGL/944' MSL. **Rwy 36**, trees beginning 233' from DER, 284' left of centerline, up to 100' AGL/1006' MSL. Building 3720' from DER, 193' right of centerline, 100' AGL/1029' MSL.

TIPTON, IA

MATHEWS MEMORIAL (8C4)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 288° to 1900 before proceeding on course.

NOTE: **Rwy 11**, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29**, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO

TRENTON MUNI (TRX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 90039 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA

VINTON VETERANS MEMORIAL

AIRPARK (VTI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WASHINGTON, IA

WASHINGTON MUNI (AWG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 400-2½ or std. w/min. climb of 208' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

NOTE: **Rwy 13**, trees beginning 1411' from DER, 280' right of centerline, up to 58' AGL/807' MSL. **Rwy 18**, terrain 140' from DER, 466' right of centerline, 6' AGL/755' MSL. **Rwy 31**, tower 1.98 NM from DER, 397' right of centerline, 308' AGL/1065' MSL. **Rwy 36**, tank 5303' from DER, 285' left of centerline, 150' AGL/893' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 09295 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 400-2½ or std. w/min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.

Rwy 33, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

WATERLOO, IA

WATERLOO RGNL (ALO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06271 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 2087' from DER, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from DER, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from DER, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from DER, 938' right of centerline, up to 95' AGL/ 995' MSL. **Rwy 36**, multiple trees beginning 1213' from DER, 157' right of centerline, up to 54' AGL/ 1004' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 90123 (FAA)
TAKEOFF MINIMUMS: **Rwys 11, 29**, 300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14261 (FAA)
TAKEOFF MINIMUMS: **Rwys 5, 23**, NA-Environment.
NOTE: **Rwy 14**, bush 22' from DER, 302' left of centerline, 5' AGL/1125' MSL. Bush 189' from DER, 487' right of centerline, 9' AGL/1129' MSL. Trees beginning 1838' from DER, 225' left of centerline, up to 65' AGL/1185' MSL. **Rwy 32**, vehicles on roadway, 354' from DER, 497' right of centerline, up to 15' AGL/1119' MSL.

WEST PLAINS, MO

WEST PLAINS RGNL (UNO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT1 10322 (FAA)
TAKEOFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ a min. climb of 215' per NM to 1500, or alternatively, with std. takeoff minimums and a normal 200' per MN climb gradient, takeoff must occur no later than 1400' prior to DER.
NOTE: **Rwy 18**, trees beginning 98' from DER, 65' right of centerline, up to 100' AGL/1339' MSL. Vehicle on road, 199' from DER, 302' left of centerline, 15' AGL/1254' MSL. Trees beginning 978' from DER, 388' left of centerline, up to 77' AGL/1277' MSL.
Rwy 36, trees beginning 374' from DER, 265' left of centerline, up to 100' AGL/1319' MSL. Trees beginning 644' from DER, 631' right of centerline, up to 100' AGL/1319' MSL. Trees beginning 2690' from DER, 601' right of centerline, up to 100' AGL/1339' MSL. Trees beginning 5800' from DER, 1171' left of centerline, up to 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L SCOTT MUNI (3Y2)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 16091 (FAA)
NOTE: **Rwy 17**, buildings beginning 105' from DER, 322' left of centerline, up to 1207' MSL. Tower 315' from DER, 296' left of centerline, 23' AGL/1212' MSL. Pole 341' from DER, 432' left of centerline, 34' AGL/1221' MSL. Pole and tower beginning 342' from DER, 262' left of centerline, up to 35' AGL/1223' MSL. NAV/AID and pole beginning 345' from DER, 266' left of centerline, up to 39' AGL/1227' MSL. Tree 2139' from DER, 1012' left of centerline, 1265' MSL. Tree 2370' from DER, 998' left of centerline, 1273' MSL. Tree 2477' from DER, 908' left of centerline, 1286' MSL. **Rwy 35**, tree 58' from DER, 202' right of centerline, 1236' MSL. T-1 tower 842' from DER, 610' left of centerline, 28' AGL/1260' MSL. Pole 961' from DER, 389' right of centerline, 30' AGL/1257' MSL. Pole 1068' from DER, 407' left of centerline, 28' AGL/1266' MSL. Tree 1136' from DER, 573' left of centerline, 1270' MSL.

WHITEMAN AFB (KSZL),

KNOB NOSTER, MO
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3, 15232
TAKE-OFF OBSTACLES: **Rwy 1**, aircraft 17' AGL/886' MSL, 40' inward of DER, 531' left of centerline. **Rwy 19**, tree 95' AGL/945' MSL, 3411' from DER, 1073' right of centerline.

WINTERSET, IA

WINTERSET MUNI (3Y3)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 15008 (FAA)
NOTE: **Rwy 14**, trees beginning 132' from DER, left and right of centerline, up to 100' AGL/1121' MSL. **Rwy 32**, vehicles on road beginning 43' from DER, left and right of centerline, up to 15' AGL/1154' MSL. Pole 158' from DER, 190' left of centerline 26' AGL/1139' MSL. Trees beginning 548' from DER, left and right of centerline, up to 100' AGL/1186' MSL. Building 599' from DER, 418' left of centerline, 25' AGL/1140' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16315

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



INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALGONA, IA

ALGONA MUNI (AXA)..... RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR/DME -A

NA when local weather not available.

AMES, IA

AMES MUNI (AMW) ILS or LOC Rwy 1¹
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 31

NA when local weather not available.

¹ILS, Categories A, B, C, 700-2, Category D, 700-2½. LOC, Category D, 800-2½.

ANKENY, IA

ANKENY RGNL (IKV)..... RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36

NA when local weather not available.

ATLANTIC, IA

ATLANTIC MUNI (AIO) RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

BOONE, IA

BOONE MUNI (BNW)..... RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

BRANSON, MO

BRANSON (BBG)..... RNAV (GPS) Rwy 14¹
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

NAME ALTERNATE MINIMUMS

BROOKFIELD, MO

NORTH CENTRAL MISSOURI
RGNL (MO8)..... RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

BURLINGTON, IA

SOUTHEAST IOWA
RGNL (BRL)..... ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 12
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

CAMDENTON, MO

CAMDENTON MEMORIAL-LAKE
RGNL (OZS) RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR-A

NA when local weather not available.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU
RGNL (CGI) ILS or LOC Rwy 10¹²
LOC/DME BC Rwy 28¹³
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 10³
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 28³
VOR Rwy 2⁴

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴Category C, 800-2½, Category D, 800-2½.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017





ALTERNATE MINS

16315

M2



NAME ALTERNATE MINIMUMS

CARROLL, IA
ARTHUR
N NEU (CIN)..... **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31
NA when local weather not available.

CEDAR RAPIDS, IA
THE EASTERN
IOWA (CID)..... **ILS or LOC Rwy 9¹**
 ILS or LOC Rwy 27²
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
NA when local weather not available.
¹NA when control tower closed.
²ILS, NA when control tower closed.

CENTERVILLE, IA
CENTERVILLE
MUNI (TVK)..... **RNAV (GPS) Rwy 16**
 RNAV (GPS) Rwy 34
NA when local weather not available.

CHARITON, IA
CHARITON
MUNI (CNC)..... **RNAV (GPS) Rwy 10**
 RNAV (GPS) Rwy 17
NA when local weather not available.

CHARLES CITY, IA
NORTHEAST
IOWA RGNL (CCY)..... **LOC Rwy 12**
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
NA when local weather not available.

CHEROKEE, IA
CHEROKEE COUNTY
RGNL (CKP)..... **RNAV (GPS) Y Rwy 36**
 RNAV (GPS) Z Rwy 36¹
NA when local weather not available.
¹Categories A, B, 800-2¼.

CLARINDA, IA
SCHENCK FIELD (ICL)..... **NDB-A¹**
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
NA when local weather not available.
¹Categories A, B, 900-2.

CLARION, IA
CLARION MUNI (CAV)..... **NDB Rwy 14**
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CLINTON, IA
CLINTON MUNI (CWI)..... **ILS or LOC Rwy 3**
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 32
NA when local weather not available.

CLINTON, MO
CLINTON
RGNL (GLY)..... **RNAV (GPS) Rwy 4**
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 36
NA when local weather not available.

COLUMBIA, MO
COLUMBIA
RGNL (COU)..... **ILS or LOC/DME Rwy 2¹**
 LOC/DME BC Rwy 20¹
 VOR Rwy 13²
¹NA when local weather not available.
²Categories A, B, 1000-2; Categories C, D, 1000-3.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS
MUNI (CBF)..... **ILS or LOC Rwy 36¹**
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR-A
NA when local weather not available.
¹Category D, 700-2.

CRESTON, IA
CRESTON MUNI (CSQ)..... **RNAV (GPS) Rwy 16**
 RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA
DAVENPORT
MUNI (DVN)..... **ILS or LOC Rwy 15**
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 33
 VOR Rwy 3
 VOR Rwy 21
NA when local weather not available.

DECORAH, IA
DECORAH MUNI (DEH)..... **RNAV (GPS) Rwy 11**
 RNAV (GPS) Rwy 29
 VOR Rwy 29
NA when local weather not available.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ALTERNATE MINS

16315

M2

NC-3





ALTERNATE MINS

16315

M3



NAME	ALTERNATE MINIMUMS
DES MOINES, IA	
DES MOINES	
INTL (DSM)	ILS or LOC Rwy 5 ¹
	ILS or LOC Rwy 13 ¹
	ILS or LOC Rwy 31 ¹
	RNAV (GPS) Rwy 5 ²
	RNAV (GPS) Rwy 13 ²
	RNAV (GPS) Rwy 31 ²
	VOR/DME Rwy 23 ³

¹Category E, 900-2¾.

²NA when local weather not available.

³Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE	
RGNL (DBQ)	LOC Rwy 31 ¹²
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 31
	RNAV (GPS) Rwy 36
	VOR Rwy 13 ¹
	VOR Rwy 31 ¹
	VOR Rwy 36

NA when local weather not available.

¹Category D, 800-2¼.

²NA when control tower closed.

ESTHERVILLE, IA

ESTHERVILLE	
MUNI (EST)	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 34
	NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	NA when local weather not available.

FARMINGTON, MO

FARMINGTON	
RGNL (FAM)	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 20
	NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI (FXY)	NDB Rwy 33 ¹
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
	VOR/DME-A

NA when local weather not available.

¹Category D, 800-2¼.

NAME	ALTERNATE MINIMUMS
FORT DODGE, IA	
FORT DODGE	
RGNL (FOD)	RNAV (GPS) Rwy 6
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 24
	RNAV (GPS) Rwy 30
	VOR Rwy 12
	VOR/DME Rwy 30

NA when local weather not available.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL FORNEY	
FIELD (TBN)	ILS or LOC Rwy 14 ¹²
	NDB Rwy 32 ¹
	RNAV (GPS) Rwy 14 ²
	RNAV (GPS) Rwy 32 ²
	VOR Rwy 14 ¹
	VOR Rwy 32 ¹

¹NA when control tower closed.

²NA when local weather not available.

FORT MADISON, IA

FORT MADISON	
MUNI (FSW)	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR/DME-A

NA when local weather not available.

GRINNELL, IA

GRINNELL RGNL (GGI)	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 31
	VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE SMITH	
MEMORIAL (LRY)	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35

NA when local weather not available.

INDEPENDENCE, IA

INDEPENDENCE	
MUNI (IIB)	NDB Rwy 18 ¹
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36

NA when local weather not available.

¹Category C, 800-2¼.

IOWA CITY, IA

IOWA CITY MUNI (IOW)	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 30
	VOR-A

NA when local weather not available.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ALTERNATE MINS

16315

M3

NC-3





16315

NAME ALTERNATE MINIMUMS
IOWA FALLS, IA
IOWA FALLS
MUNI (IFA) RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

JEFFERSON CITY, MO
JEFFERSON CITY
MEMORIAL (JEF)..... ILS or LOC Rwy 30¹²
RNAV (GPS) Rwy 12³
RNAV (GPS) Rwy 30³

NA when local weather not available.
¹NA when control tower closed.
²ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.
³Category C, 800-2½; Category D, 800-2½.

JOPLIN, MO
JOPLIN
RGNL (JLN)..... ILS or LOC/DME Rwy 18
ILS or LOC/NDB Rwy 13
LOC BC Rwy 31
NA when control tower closed.

KAISER/LAKE OZARK, MO
LEE C. FINE
MEMORIAL (AIZ) RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4
NA when local weather not available.

KANSAS CITY, MO
CHARLES B WHEELER
DOWNTOWN (MKC)..... ILS or LOC Rwy 3¹
ILS or LOC Rwy 19²
RNAV (GPS) Rwy 19³
RNAV (GPS) Rwy 21⁴

¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½.
²ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.
³Category D, 900-3.
⁴NA when local weather not available.

KEOKUK, IA
KEOKUK MUNI (EOK) NDB Rwy 14
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME ALTERNATE MINIMUMS
KIRKSVILLE, MO
KIRKSVILLE
RGNL (IRK)..... ILS or LOC/DME Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

KNOXVILLE, IA
KNOXVILLE
MUNI (OXV)..... RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

LE MARS, IA
LE MARS MUNI (LRJ) RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

LEE'S SUMMIT, MO
LEE'S SUMMIT
MUNI (LXT)..... RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

MARSHALLTOWN, IA
MARSHALLTOWN
MUNI (MIW) RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 31¹
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.
¹Category D, 900-2½.

MASON CITY, IA
MASON CITY
MUNI (MCW) ILS or LOC Rwy 36
LOC/DME BC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR Rwy 36
NA when local weather not available.

MONETT, MO
MONETT RGNL (HFJ) RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.

MONTICELLO, IA
MONTICELLO
RGNL (MXO) RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



16315



ALTERNATE MINS

16315

M5



NAME ALTERNATE MINIMUMS
MOUNT PLEASANT, IA
 MOUNT PLEASANT
 MUNI (MPZ) **NDB Rwy 33¹**
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33

NA when local weather not available.
¹Category C, 800-2¼.

MUSCATINE, IA

MUSCATINE
 MUNI (MUT) **ILS or LOC Rwy 24¹**
 RNAV (GPS) Rwy 6²³
 RNAV (GPS) Rwy 12²
 RNAV (GPS) Rwy 24²
 RNAV (GPS) Rwy 30²
 VOR Rwy 6⁴

¹ILS, Categories B, C, D, 700-2.
²NA when local weather not available.
³Categories A, B, C, D, 800-2½.
⁴Category C, 800-2¼; Category D, 800-2½.

NEOSHO, MO

NEOSHO HUGH
 ROBINSON (EOS) **RNAV (GPS) Rwy 1**
 RNAV (GPS) Rwy 19
 NA when local weather not available.

NEWTON, IA

NEWTON MUNI-EARL JOHNSON
 FIELD (TNU) **RNAV (GPS) Rwy 14**
 RNAV (GPS) Rwy 32
 NA when local weather not available.

ORANGE CITY, IA

ORANGE CITY
 MUNI (ORC) **RNAV (GPS) Rwy 16**
 RNAV (GPS) Rwy 34
 NA when local weather not available.

OSCEOLA, IA

OSCEOLA
 MUNI (I75) **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36
 NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA
 MUNI (OOA) **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31
 NA when local weather not available.

OTTUMWA, IA

OTTUMWA
 RGNL (OTM) **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 13
 NA when local weather not available.

NAME ALTERNATE MINIMUMS

PELLA, IA
 PELLA MUNI (PEA) **RNAV (GPS) Rwy 16**
 RNAV (GPS) Rwy 34
 NA when local weather not available.

PERRY, IA

PERRY MUNI (PRO) **RNAV (GPS) Rwy 14**
 RNAV (GPS) Rwy 32
 NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF
 MUNI (POF) **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36
 NA when local weather not available.

RED OAK, IA

RED OAK MUNI (RDK) **RNAV (GPS) Rwy 5**
 RNAV (GPS) Rwy 17
 NA when local weather not available.

ROLLA-VICHY, MO

ROLLA NATIONAL (VIH) **RNAV (GPS) Rwy 4**
 RNAV (GPS) Rwy 22
 VOR Rwy 22
 VOR/DME Rwy 4
 NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
 SMARTT (SET) **RNAV (GPS) Rwy 18**
 VOR Rwy 18
 NA when local weather not available.

ST. JOSEPH, MO

ROSECRANS
 MEMORIAL (STJ) **ILS or LOC Rwy 35¹²**
 LOC BC Rwy 17¹³
 RADAR-1⁴
 RNAV (GPS) Rwy 13⁶⁷
 RNAV (GPS) Rwy 17⁶⁸
 RNAV (GPS) Rwy 31⁶⁹
 RNAV (GPS) Rwy 35⁶⁸
 VOR or TACAN Rwy 17⁵

¹NA when control tower closed.
²ILS, Category D, 700-2¼; Category E, 1000-3.
 LOC, Category D, 800-2¼; Category E, 1000-3.
³Category D, 800-2¼.
⁴PAR, Category D, 700-2¼; Category E, 1000-3.
 ASR, Category D, 800-2¼; Category E, 1000-3.
⁵Category D, 800-2¼; Category E, 1000-3.
⁶NA when local weather not available.
⁷Category C, 800-2¼; Category D, 900-2½.
⁸Category C, 800-2¼; Category D, 900-2½;
 Category E, 1000-3.
⁹Category C, 800-2¼; Category D, 900-2½.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ALTERNATE MINS

16315

M5

NC-3





ALTERNATE MINS

16315



NAME	ALTERNATE MINIMUMS
ST. LOUIS, MO	
SPIRIT OF ST. LOUIS (SUS)	ILS or LOC Rwy 8R ²³ ILS or LOC Rwy 26L ²⁴ RNAV (GPS) Rwy 8L ¹ RNAV (GPS) Rwy 8R ¹⁵ RNAV (GPS) Rwy 26L ¹⁵ RNAV (GPS) Rwy 26R ¹

¹NA when local weather not available.
²NA when control tower closed.
³ILS, Categories A, B, C, 700-2; Category D, 700-2½. LOC, NA.
⁴ILS, Categories A, B, C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.
⁵Category D, 800-2½.

SEDALIA, MO	
SEDALIA	
RGNL (DMO).....	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36
NA when local weather not available. Category D, 800-2½.	

SHELDON, IA	
SHELDON	
MUNI (SHL).....	RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33
NA when local weather not available.	

SHENANDOAH, IA	
SHENANDOAH	
MUNI (SDA)	NDB Rwy 4 RNAV (GPS) Rwy 4 VOR/DME Rwy 12
NA when local weather not available.	

SIoux CITY, IA	
SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)	ILS or LOC Rwy 13 ² ILS or LOC Rwy 31 ² RNAV (GPS) Rwy 31 ¹ RNAV (GPS) Rwy 17 ³ RNAV (GPS) Rwy 31 ¹ RNAV (GPS) Rwy 35 ³ VOR/DME or TACAN Rwy 13 ¹

NA when local weather not available.
¹Category D, 800-2½; Category E, 1000-3.
²NA when control tower closed.
³Category D, 800-2½.

NAME	ALTERNATE MINIMUMS
SPENCER, IA	
SPENCER MUNI (SPW)	RNAV (GPS) Rwy 12 ² RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 30 ¹ RNAV (GPS) Rwy 36 VOR/DME Rwy 30 ¹
NA when local weather not available. ¹ Category C, 800-2½, Category D, 800-2½. ² Category D, 800-2½.	

SPRINGFIELD, MO	
SPRINGFIELD-BRANSON NATIONAL (SGF)	ILS or LOC Rwy 2 ¹ ILS or LOC Rwy 14 ⁴ RNAV (GPS) Rwy 2 ² RNAV (GPS) Rwy 20 ² RNAV (GPS) Rwy 32 ² VOR/DME or TACAN Rwy 2 ³ VOR or TACAN Rwy 20 ³
¹ ILS, Category D, 700-2, Category E, 900-3. LOC, Category E, 900-3. ² NA when local weather not available. ³ Category E, 800-2½. ⁴ Category D, 700-2.	

STORM LAKE, IA	
STORM LAKE MUNI (SLB).....	NDB Rwy 17 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35
NA when local weather not available.	

VINTON, IA	
VINTON VETERANS MEMORIAL AIRPARK (VTI)	RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27
NA when local weather not available.	

WARRENSBURG, MO	
SKYHAVEN (RCM)	RNAV (GPS) Rwy 19 VOR/DME-A
NA when local weather not available.	

WASHINGTON, IA	
WASHINGTON MUNI (AWG).....	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36
NA when local weather not available. Category C, 800-2½.	



ALTERNATE MINS

16315





ALTERNATE MINS

M7



16315

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
WASHINGTON, MO			
WASHINGTON			
RGNL (FYG).....	RNAV (GPS) Rwy 15		
	RNAV (GPS) Rwy 33		
	VOR-A		

Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO

RGNL (ALO).....	ILS or LOC Rwy 12¹
	LOC BC Rwy 30
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
	VOR Rwy 12

NA when local weather not available.
¹ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY

MUNI (EBS).....	RNAV (GPS) Rwy 14
	RNAV (GPS) Rwy 32
	VOR/DME Rwy 14

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS

RGNL (UNO).....	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
	VOR Rwy 36

NA when local weather not available.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ALTERNATE MINS

M7

NC-3



16315

RADAR MINS

15232


RADAR INSTRUMENT APPROACH MINIMUMS

ST JOSEPH, MO

Amdt 1, 16FEB06 (14177) (FAA)

ELEV 826

ROSECRANS MEMORIAL (STJ)


RADAR-1 120.35 360.8 


PAR	RWY	GP/TCH/RPI	CAT	HAT/ HATh/		CEIL-VIS	CAT	HAT/ HATh/		CEIL-VIS
				DA/ MDA-VIS	HAA			DA/ MDA-VIS	HAA	
	17	3.00°/49/980	ABCDE	1026-¾	200	(200-¾)				
ASR	35 17		ABC	1200-1	386	(400-1)	DE	1200-1¼	386	(400-1¼)
			AB	1340-1	514	(600-1)	C	1340-1½	514	(600-1½)
			DE	1340-1¾	514	(600-1¾)				
CIRCLING ALL RWY			AB	1400-1	574	(600-1)	C	1400-1½	574	(600-1½)
			D	1500-2¼	674	(700-2¼)	E	1760-3	934	(1000-3)

When St Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Amdt 4, 15232 USAF)

ELEV 871

RADAR^{1,2} - (E) 125.1 284.0 

ASR ⁶	RWY	GS/TCH/RPI	CAT	HAT/ HATh/		CEIL-VIS
				DH/ MDA-VIS	HAA	
1 ⁴			AB	1260/24	423	(400-½)
			CDE	1260/40	423	(400-¾)
19 ³			AB	1260/24	389	(400-½)
			CDE	1260/35	389	(400-⅝)
 CIR ^{5,6}	1-19		A	1300-1	429	(500-1)
			B	1340-1	469	(500-1)
			C	1340-1½	469	(500-1½)
			DE	1460-2	589	(600-2)

¹Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat; 1400-2300Z++ Sat-Sun; clsd hol.

²ASR No NOTAM MP 0700-1300Z++ Mon and Tue.

³When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1½ miles.

⁴When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.

⁵Circling not authorized W of Rwy 1-19.

⁶Lost communications instructions will be issued in accordance with FAAO 7110.65.

IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 318.8 OR 132.4 AND PROCEED VFR.

IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

NC-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

15232

16147

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
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
SIoux CITY, IA			
SIoux GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16147

16035

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 polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Rwy incursion risk, Twy A, Twy E, Twy E2 and Twy A4.
COLUMBIA, MO COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA DES MOINES INTL (DSM)	HS 1	Center twy complex and int rwys, use extreme caution.
	HS 2	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
DUBUQUE, IA DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO JOPLIN RGNL (JLN)	HS 1	Rwy 13-31 hold short markings on Twy E.
	HS 2	Twy D int with Twy E and Rwy 13-31.
KANSAS CITY, MO CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

16035

16259

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO KANSAS CITY INTL (MCI)	HS 1	Twy E and Twy F int with Rwy 09-27.
	HS 2	Twy C and Twy D int with Rwy 01R-19L.
	HS 3	Twy B2 crosses service road.
	HS 4	Gates in close proximity to Twy D.
	HS 5	Twy A can be confused with Rwy 01L.
KIRKSVILLE, MO KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rws.
ST JOSEPH, MO ROSECRANS MEMORIAL (STJ)	HS 1	Closely located rws.
	HS 2	Back taxi required for full length Rwy 13.
ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
SIOUX CITY, IA SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Area not visible from the twr.
	HS 3	Twy A near the ARFF bldg and Twy G are not visible from ATCT.
SPRINGFIELD, MO SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twr blind spot on movement area.
WATERLOO, IA WATERLOO RGNL (ALO)	HS 1	Twy int near rws.
	HS 2	Twy leads to multiple rws.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate Chart Supplement HOT SPOT table for additional information.

16259

NC-3, 10 NOV 2016 to 05 JAN 2017

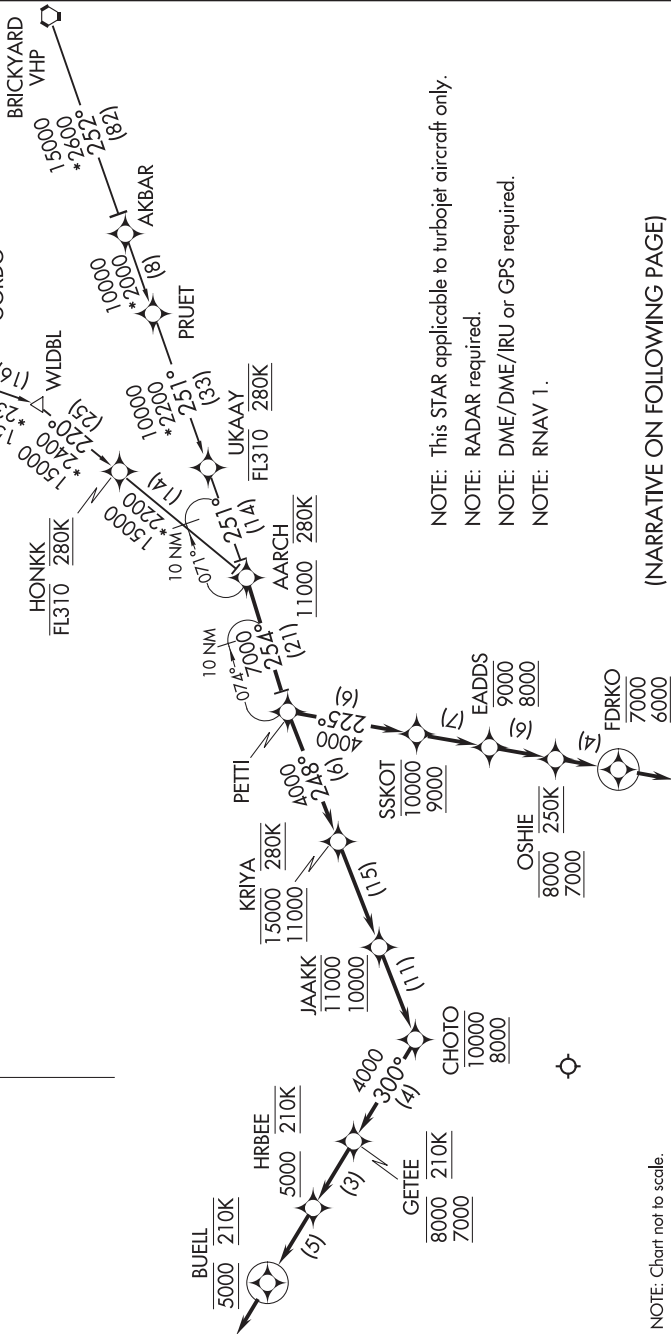
NC-3, 10 NOV 2016 to 05 JAN 2017

AARCH ONE ARRIVAL (RNAV)

NC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS APP CON
132.125 360.6
ATIS
125.025 379.925

JARKE
VERTICAL NAVIGATION
PLANNING INFORMATION
TURBOJETS: Expect FL280



NOTE: This STAR applicable to turbojet aircraft only.
 NOTE: RADAR required.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017

AARCH ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

AKBAR TRANSITION (AKBAR.AARCH1)

BRICKYARD TRANSITION (VHP.AARCH1)

ROBERTS TRANSITION (RBS.AARCH1)

From AARCH on track 254° to PETTI.

LANDING RUNWAYS 11/12L/12R: From PETTI on track 248° to cross KRIYA at or above 11000 and at or below 15000 and at 280K, then on track 248° to cross JAACK at or above 10000 and at or below 11000, then on track 248° to cross CHOTO at or above 8000 and at or below 10000, then on track 300° to cross GETEE at or above 7000 and at or below 8000 and at 210K, then on track 300° to cross HRBEE at or above 5000 and at 210K, then on track 300° to cross BUELL at 5000 and at 210K. Expect RADAR vectors to final approach course. If not received by BUELL, track via 300°.

LANDING RUNWAYS 29/30L/30R: From PETTI on track 225° to cross SSKOT at or above 9000 and at or below 10000, then on track 225° to cross EADDS at or above 8000 and at or below 9000, then on track 225° to cross OSHIE at or above 7000 and at or below 8000, then on track 225° to cross FDRKO at or above 6000 and at or below 7000, then via assigned instrument approach procedure. If approach clearance not received by FDRKO, track via 225°, expect RADAR vectors to final approach course.

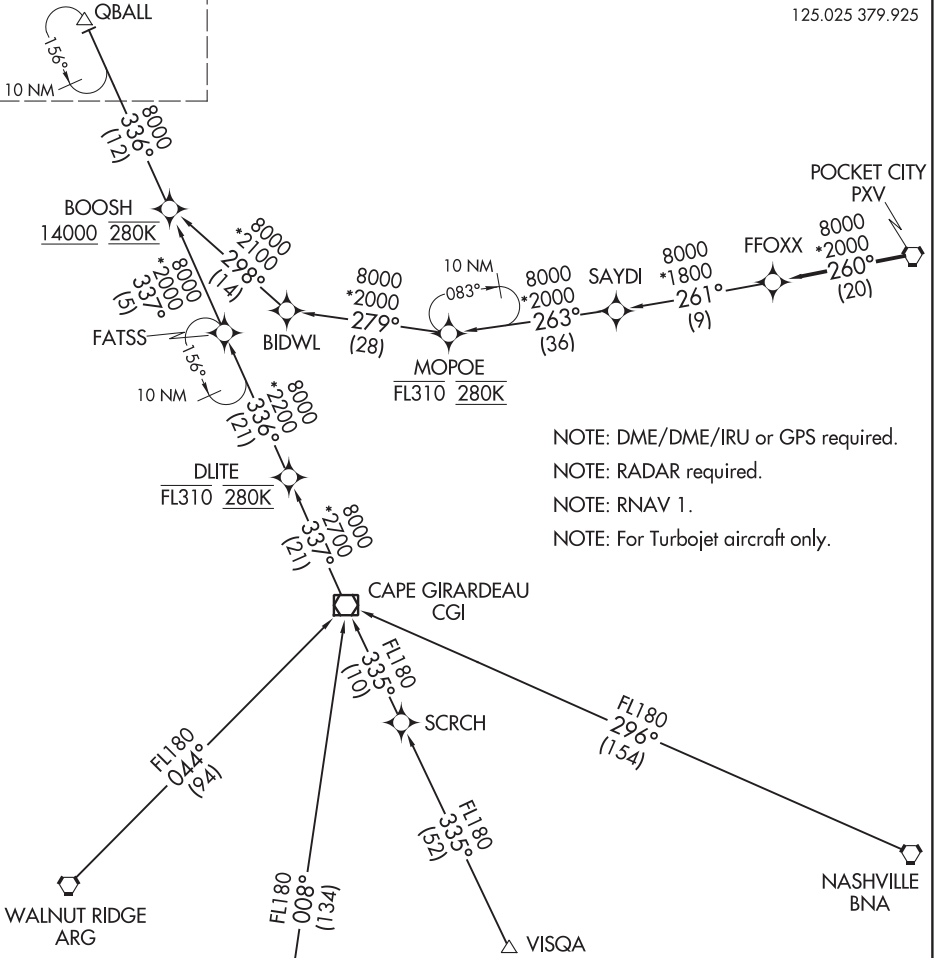
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BOOSH ONE ARRIVAL (RNAV) Transition Routes

ST. LOUIS APP CON
121.02 338.25
ATIS
125.025 379.925

See following page
for Arrival Routes.



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

- NASHVILLE TRANSITION (BNA.BOOSH1)
- MEMPHIS TRANSITION (MEM.BOOSH1)
- POCKET CITY TRANSITION (PXV.BOOSH1)
- VISQA TRANSITION (VISQA.BOOSH1)
- WALNUT RIDGE TRANSITION (ARG.BOOSH1)

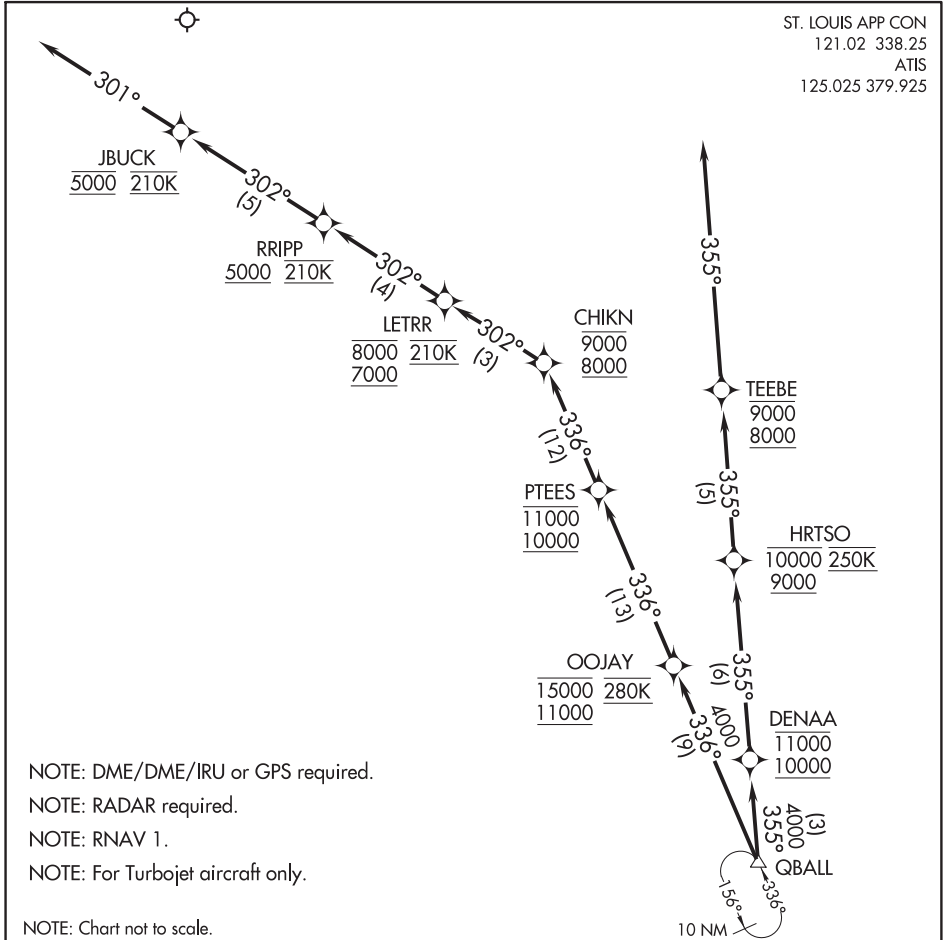
From BOOSH on track 336° to QBALL.

(CONTINUED ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS APP CON
121.02 338.25
ATIS
125.025 379.925



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 11/12L/12R: From QBALL on track 336° to cross OOJAY between 11000 and 15000 and at 280K, then on track 336° to cross PTEES between 10000 and 11000, then on track 336° to cross CHIKN between 8000 and 9000, then on track 302° to cross LETRR between 7000 and 8000 and at 210K, then on track 302° to cross RRIPP at or above 5000 and at 210K, then on track 302° to cross JBUCK at 5000 and at 210K, if approach clearance not received by JBUCK, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 29/30L/30R: From QBALL on track 355° to cross DENAA between 10000 and 11000, then on track 355° to cross HRTSO between 9000 and 10000 and at 250K, then on track 355° to cross TEEBE between 8000 and 9000 then via assigned instrument approach procedure. If approach clearance not received by TEEBE, then on track 355°, expect RADAR vectors to final approach course.

NC-3, 10 NOV 2016 to 05 JAN 2017

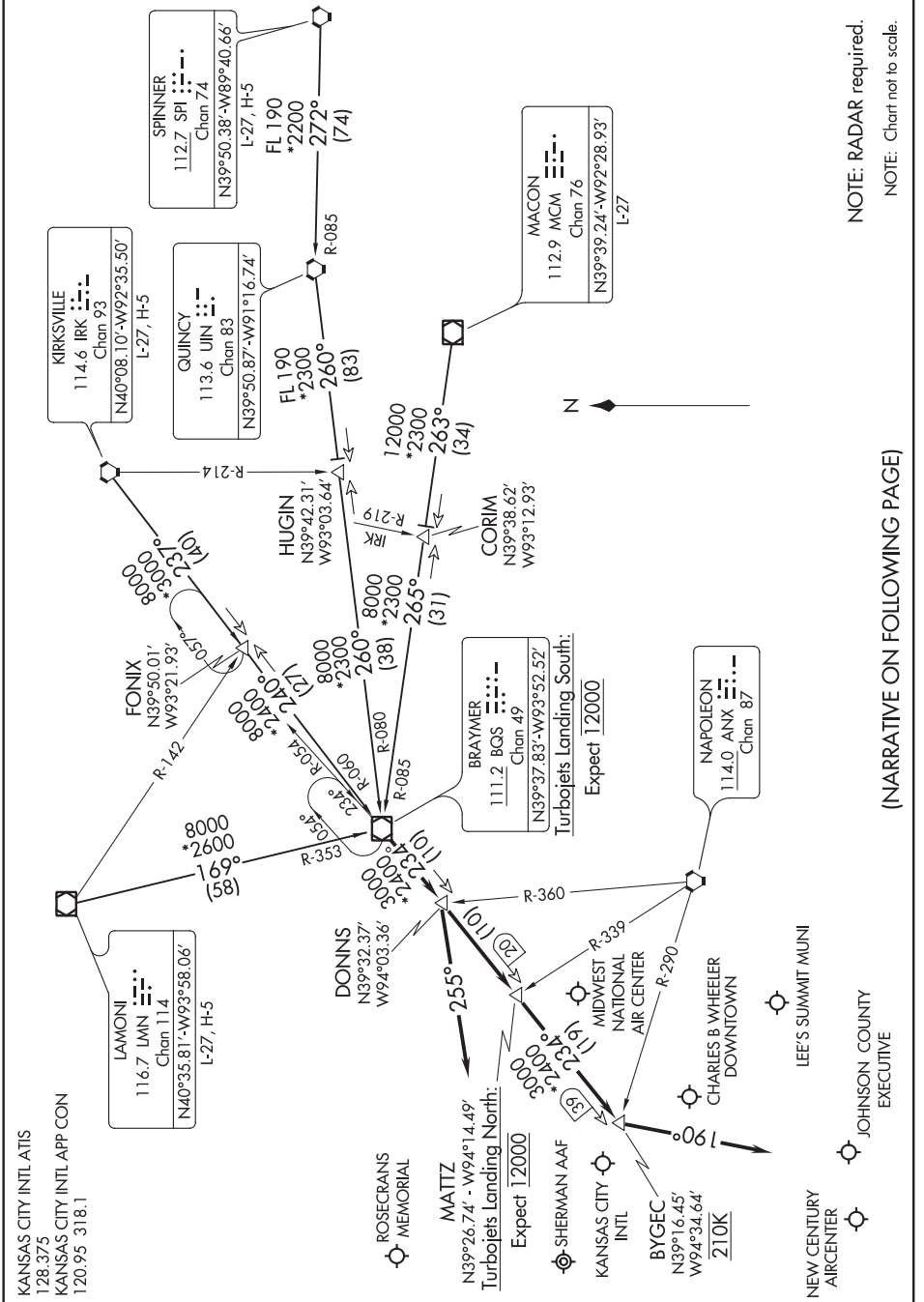
NC-3, 10 NOV 2016 to 05 JAN 2017

BRAYMER FIVE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

11 NOV 2016 10:10:05 NC-3



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017

BRAYMER FIVE ARRIVAL

KANSAS CITY, MISSOURI

ARRIVAL ROUTE DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS5): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS5): From over LMN VOR/DME via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS5): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS5): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

RUNWAYS 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

RUNWAYS 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

RUNWAYS 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):

RUNWAYS 1, 3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

RUNWAYS 19, 21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect RADAR vectors to final approach course.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(BUDD.BUDD2) 16147

BUDD TWO ARRIVAL (RNAV)

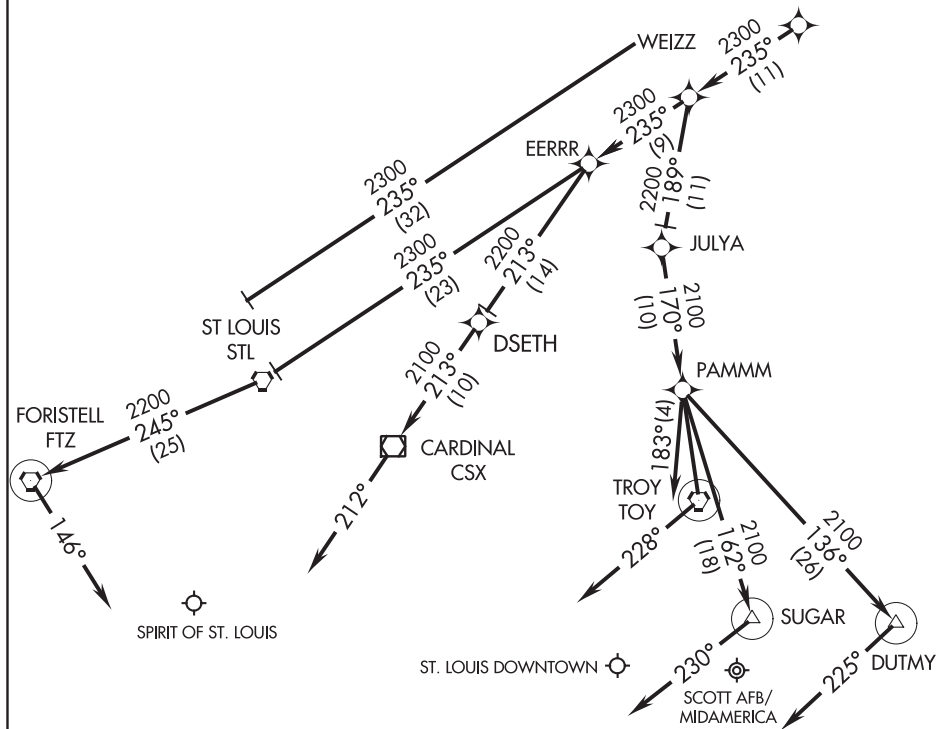
ST-46 (FAA)

BELLEVILLE, ILLINOIS

ST LOUIS DOWNTOWN ATIS
 121.45
 SCOTT AFB/MIDAMERICA ATIS ★
 128.7 256.7
 SPIRIT OF ST LOUIS ATIS
 134.8
 ST LOUIS APP CON
 119.15 335.5

BUDD VERTICAL NAVIGATION PLANNING INFORMATION

Expect 12000



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: DME/DME/IRU
 or GPS required.

NOTE: RNAV 1

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BUDD TWO ARRIVAL (RNAV)

(BUDD.BUDD2) 22AUG13

BELLEVILLE, ILLINOIS

ARRIVAL ROUTE DESCRIPTION

LANDING RWYS 8L/R AT SPIRIT OF ST. LOUIS:

From BUUDD on track 235° to WEIZZ, then on track 235° to STL VORTAC, then on track 245° to FTZ VORTAC. Expect radar vectors prior to FTZ VORTAC, if no heading received, track 146°.

LANDING RWYS 26L/R AT SPIRIT OF ST. LOUIS:

From BUUDD on track 235° to WEIZZ, then on track 235° to EERRR, then on track 213° to DSETH, then on track 213° to CSX VOR/DME. Expect radar vectors prior to CSX VOR/DME, if no heading received, track 212°.

LANDING RWY 14L/R AT SCOTT AFB/MIDAMERICA:

From BUUDD on track 235° to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM, then on track 170° to TOY VORTAC. Expect radar vectors prior to TOY VORTAC, if no heading received, track 228°.

LANDING RWY 12R AT KCPS:

From BUUDD on track 235° to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM. Expect radar vectors prior to PAMMM, if no heading received, track 183°.

LANDING RWY 30L/R AT CAHOKIA/ST. LOUIS DOWNTOWN:

From BUUDD on track 235 to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM, then on track 162° to SUGAR. Expect radar vectors prior to SUGAR, if no heading received, track 230°.

LANDING RWY 32L/R AT SCOTT AFB/MIDAMERICA:

From BUUDD on track 235° to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM, then on track 136° to DUTMY. Expect radar vectors prior to DUTMY, if no heading received, track 225°.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

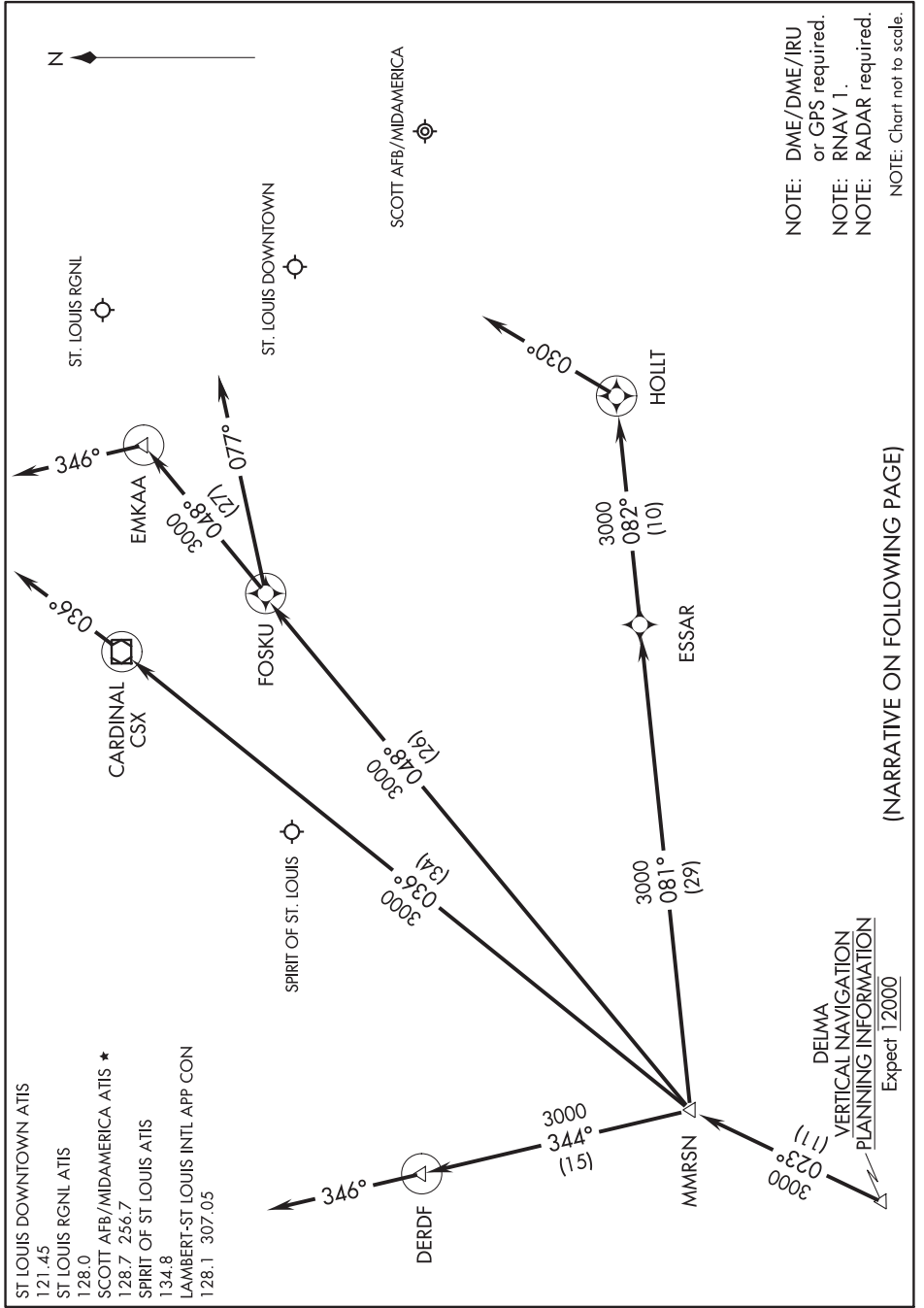
(DELMA.DELMA2) 16147

DELMA TWO ARRIVAL (RNAV)

ST-46 (FAA)

BELLEVILLE, ILLINOIS

NC-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

DELMA TWO ARRIVAL (RNAV)

(DELMA.DELMA2) 22AUG13

BELLEVILLE, ILLINOIS

NC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:

LANDING RWY 08L/R: From DELMA on track 023° to MMRSN, then on track 344° to DERDF. Expect radar vectors to final approach. If no heading received, track 346°.

LANDING RWY 26L/R: From DELMA on track 023° to MMRSN, then on track 048° to EMKAA. Expect radar vectors to final approach. If no heading received, track 346°.

ST. LOUIS DOWNTOWN:

LANDING RWY 12R: From DELMA on track 023° to MMRSN, then on track 048° to FOSKU. Expect radar vectors to final approach. If no heading received, track 077°.

LANDING RWY 30L/R: From DELMA on track 023° to MMRSN, then on track 081° to ESSAR, then on track 082° to HOLLT. Expect radar vectors to final approach. If no heading received, track 030°.

SCOTT AFB/MIDAMERICA:

LANDING RWY 14L/R, 32L/R: From DELMA on track 023° to MMRSN, then on track 081° to ESSAR. Expect radar vectors to final approach. If no heading received, track 081°.

ST. LOUIS RGNL:

LANDING RWY 11, 17, 29, 35: From DELMA on track 023° to MMRSN, then on track 036° to CSX VOR/DME. Expect radar vectors to final approach. If no heading received, track 036°.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(DIRT.DIRTT1) 16259

DIRT ONE ARRIVAL (RNAV)

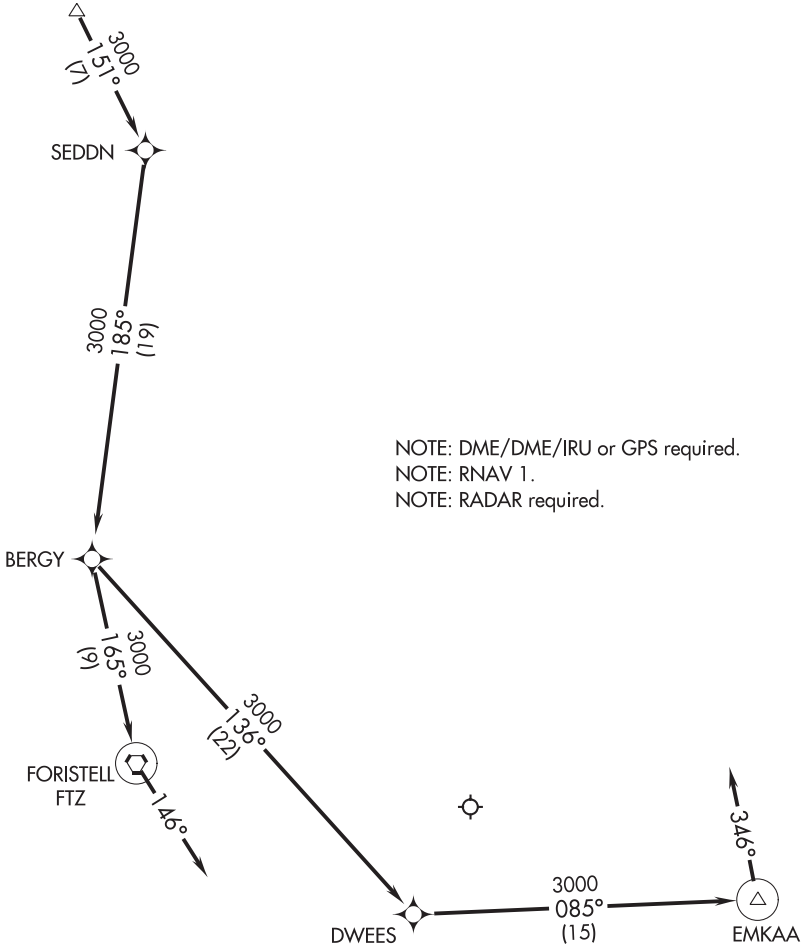
ST-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

DIRTT VERTICAL NAVIGATION PLANNING INFORMATION

ATIS
134.8
ST. LOUIS APP CON
119.15 335.5

Expect 12000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From DIRT on track 151° to SEDDN, then on track 185° to BERGY.

LANDING RUNWAYS 8L/R: From BERGY on track 165° to FTZ VORTAC, then on track 146°, expect RADAR vectors to final approach prior to FTZ VORTAC.

LANDING RUNWAYS 26L/R: From BERGY on track 136° to DWEES, then on track 085° to EMKAA, then on track 346°, expect RADAR vectors to final approach prior to EMKAA.

DIRT ONE ARRIVAL (RNAV)

(DIRT.DIRTT1) 15NOV12

ST. LOUIS, MISSOURI
SPIRIT OF ST. LOUIS (SUS)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

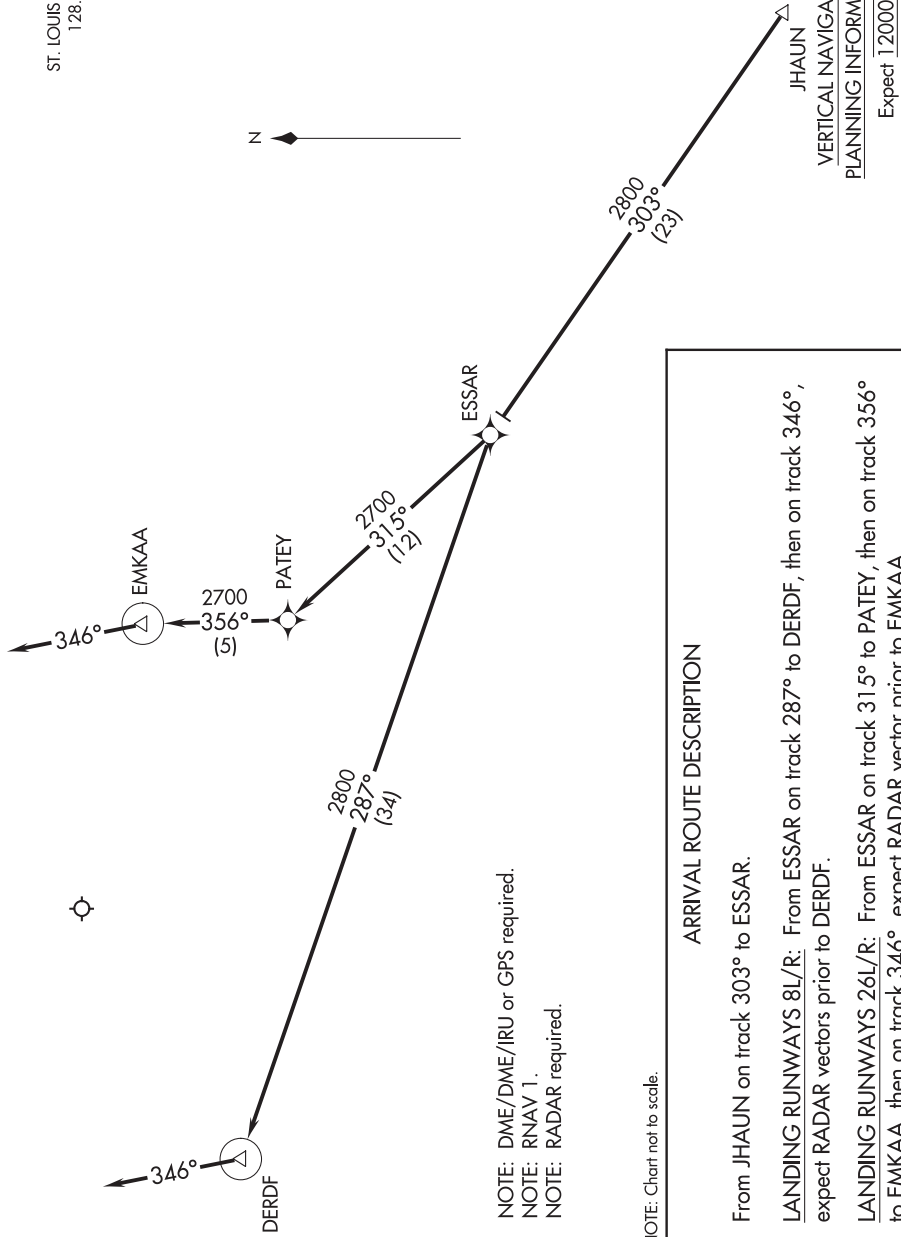
(JHAUN.JHAUN1) 16259

JHAUN ONE ARRIVAL (RNAV)

ST-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

ATIS
134.8
ST. LOUIS APP CON
128.1 307.05



JHAUN
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 12000

ARRIVAL ROUTE DESCRIPTION

From JHAUN on track 303° to ESSAR.

LANDING RUNWAYS 8L/R: From ESSAR on track 287° to DERDF, then on track 346°, expect RADAR vectors prior to DERDF.

LANDING RUNWAYS 26L/R: From ESSAR on track 315° to PATEY, then on track 356° to EMKAA, then on track 346°, expect RADAR vector prior to EMKAA.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

JHAUN ONE ARRIVAL (RNAV)
(JHAUN.JHAUN1) 15NOV12

ST. LOUIS, MISSOURI
SPIRIT OF ST. LOUIS (SUS)

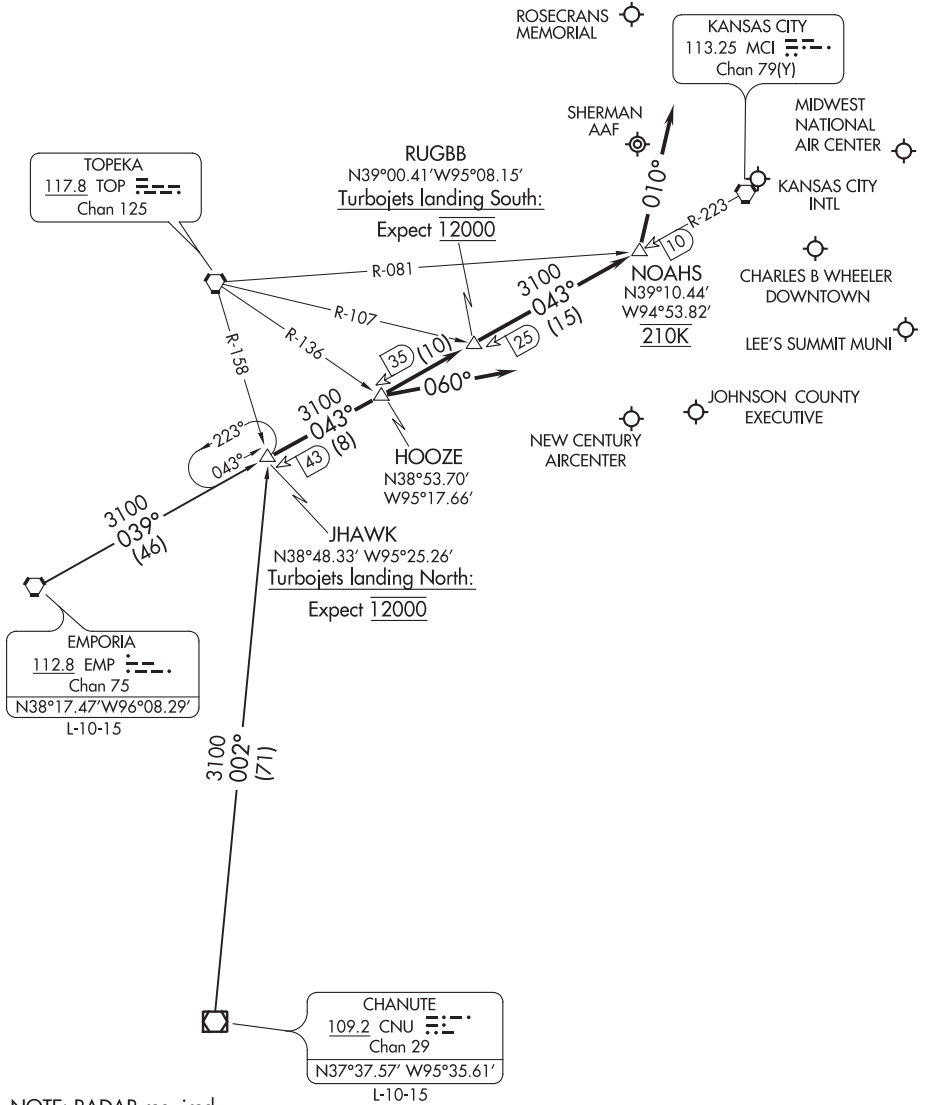
(JHAWK.JHAWK6) 16203

JHAWK SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
 128.375
 KANSAS CITY APP CON
 120.95 318.1



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL
 (JHAWK.JHAWK6) 10APR08

KANSAS CITY, MISSOURI

ARRIVAL ROUTE DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

RUNWAYS 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence. . . .

RUNWAYS 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence. . . .

RUNWAYS 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):

RUNWAYS 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence. . . .

RUNWAYS 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence. . . .

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence. . . .

. . . .Expect RADAR vectors to final approach course.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(KAYLA.KAYLA1) 16259

Z15

KAYLA ONE ARRIVAL (RNAV)

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

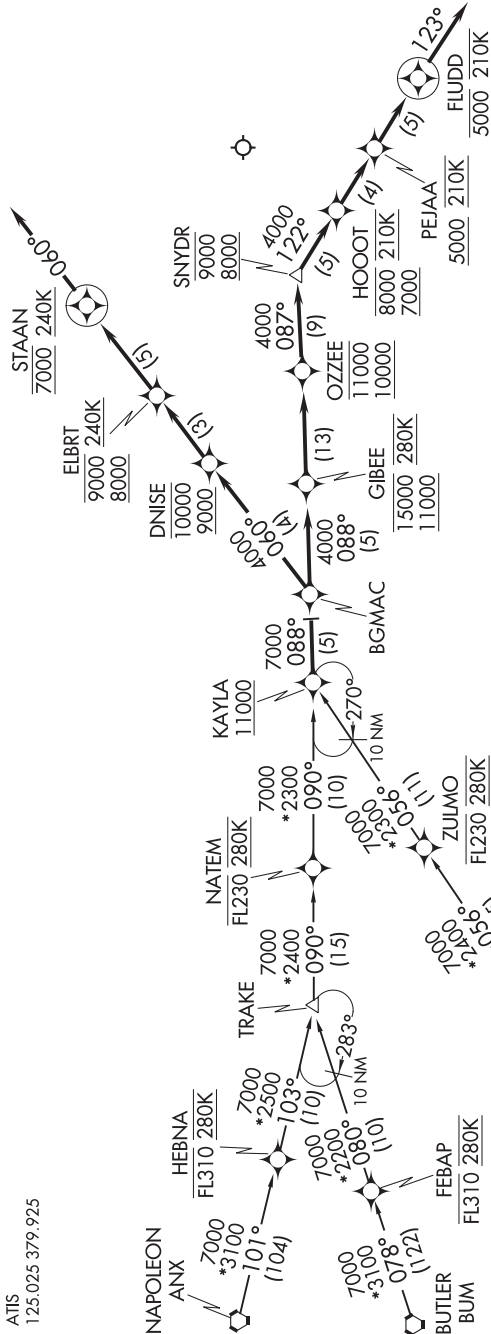
NC-3, 10 NOV 2016 to 05 JAN 2017

ST LOUIS APP CON
121.02 338.25
ATIS
125.025 379.925

KAYLA ONE ARRIVAL (RNAV)

(KAYLA.KAYLA1) 15NOV12

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)



NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: RNAV-1.
 NOTE: For turbojet aircraft only.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

BUTLER TRANSITION (BUM.KAYLA1)

NAPOLEON TRANSITION (ANX.KAYLA1)

SPRINGFIELD TRANSITION (SGF.KAYLA1)

From KAYLA on track 088° to BGMAC.

LANDING RUNWAYS 11/12L/12R: From BGMAC on track 060° to cross DNISE at or above 9000 and at or below 10000, then on track 060° to cross ELBRT at or above 8000 and at or below 9000 and at or above 240K, then on track 060° to cross STAAN at 7000 and at or above 240K, then via assigned approach procedure. If approach clearance not received by STAAN, then on track 060°, expect RADAR vectors to final approach course.

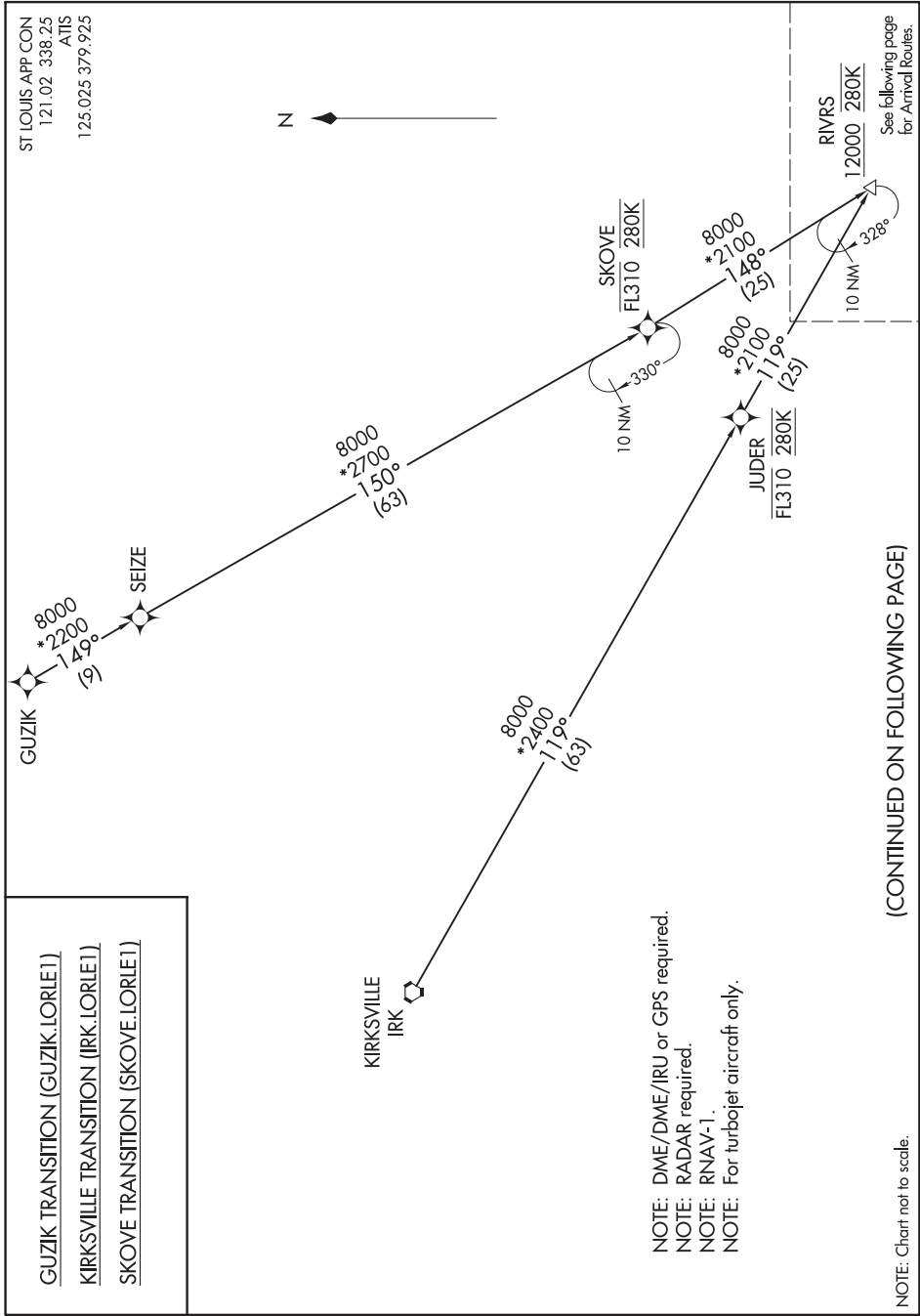
LANDING RUNWAYS 29/30R/30L: From BGMAC on track 088° to cross GIBEE at or above 11000 and at or below 15000 and at 280K, then on track 088° to cross OZZEE at or above 10000 and at or below 11000, then on track 087° to cross SNYDR at or above 8000 and at or below 9000, then on track 122° to cross HOOOT at or above 7000 and at or below 8000 and at 210K, then on track 122° to cross PEJAA at or above 5000 and at 210K, then on track 122° to cross FLUDD at 5000 and at 210K. If not received by FLUDD, then on track 123°. Expect RADAR vectors to final approach course.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LORLE ONE ARRIVAL (RNAV) Transition Routes

ST LOUIS APP CON
121.02 338.25
ATIS
125.025 379.925



See following page for Arrival Routes.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

GUZIK TRANSITION (GUZIK.LORLE1)
KIRKSVILLE TRANSITION (IRK.LORLE1)
SKOVE TRANSITION (SKOVE.LORLE1)

NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: RNAV-1.
 NOTE: For turbojet aircraft only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LORLE ONE ARRIVAL (RNAV) Transition Routes

LORLE ONE ARRIVAL (RNAV) Arrival Routes

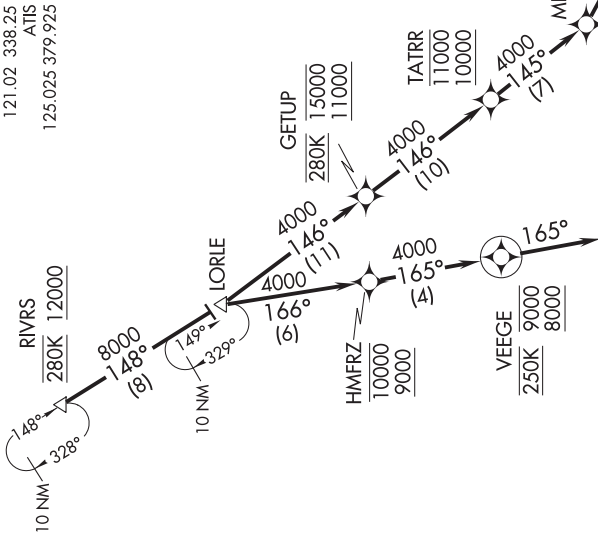
NC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 11/12L/12R: From LORLE on track 166° to cross HMPFRZ at or above 9000 and at or below 10000, then on track 165° to cross VEEGE at or above 8000 and at or below 9000 and at 250K, then via assigned instrument approach procedure. If clearance not received by VEEGE, then on track 165°, expect RADAR vectors to final approach course.

LANDING RUNWAYS 29/30L/30R: From LORLE on track 146° to cross GETUP at or above 11000 and at or below 15000 and at 280K, then on track 146° to cross TATTR at or above 10000 and at or below 11000, then on track 145° to MELVY, then on track 122° to cross BRDWL at or above 8000 and at or below 9000, then on track 122° to cross ENNEE at or above 7000 and at or below 8000 and at 210K, then on track 122° to cross JYAAR at or above 5000 and at 210K, then on track 122° to cross DOBLZ at 5000 and at 210K. If not received by DOBLZ then on track 123°, expect RADAR vectors to final approach course.

ST LOUIS APP CON
121.02 338.25
ATIS
125.025 379.925



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV-1.
NOTE: For turbojet aircraft only.

NOTE: Chart not to scale.

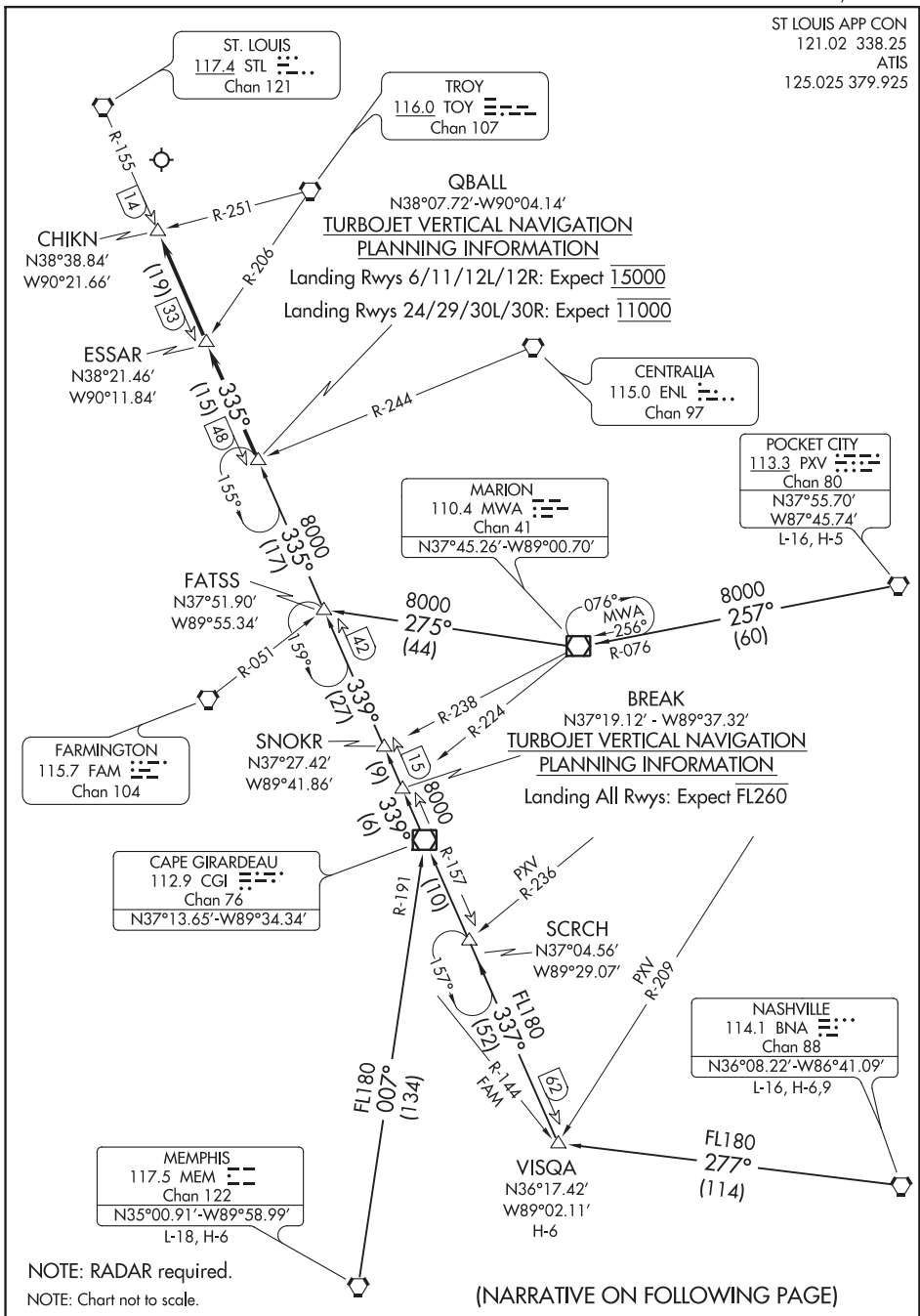
NC-3, 10 NOV 2016 to 05 JAN 2017

LORLE ONE ARRIVAL (RNAV) Arrival Routes

QBALL NINE ARRIVAL

ST. LOUIS, MISSOURI

ST LOUIS APP CON
121.02 338.25
ATIS
125.025 379.925



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL9): From over MEM VORTAC on MEM R-007 and CGI R-191 to CGI VOR/DME, then on CGI R-339 to FATSS INT, then on STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL9): From over BNA VORTAC on BNA R-277 to VISQA INT, then on CGI R-157 to CGI VOR/DME, then on CGI R-339 to FATSS INT, then on STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL9): From over PXV VORTAC on PXV R-257 and MWA R-076 to MWA VOR/DME, then on MWA R-275 to FATSS INT, then on STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL9): From over VISQA INT on CGI R-157 to CGI VOR/DME, then on CGI R-339 to FATSS INT, then on STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RUNWAYS 6/11/12L/12R: From QBALL INT on STL R-155 to CHIKN INT, thence

. . . .LANDING RUNWAYS 24/29/30R/30L: From QBALL INT on STL R-155 to ESSAR INT, thence

. . . . expect RADAR vectors to final approach course.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RIVERS FOUR ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ST. LOUIS APP CON
132.125 360.6
ATIS
125.025 379.925

CNOTA
N41°26.05'
W92°29.41'
H-5

116.2 IOW
Chan 109
R-258
10000
*2100
145°
(110)

QUINCY
113.6 UIN
Chan 83
N39°50.87'-W91°16.74'

SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10'-W92°35.50'
L-27, H-5

7000
*2400
113°
(88)

RIVRS
N39°25.36'
W90°55.95'

6000
*2200
248°
(63)

LORLE
N39°18.38'-W90°50.32'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Landing Rwy 6/11/12L/12R: Expect 11000
Landing Rwy 24/29/30L/30R: Expect 15000

143°
146°
323°
326°
(8)
(28)

MELVY
N38°55.12'
W90°30.25'

FORISTELL
110.8 FTZ
Chan 45

CARDINAL
116.45 CSX
Chan 111(Y)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

SPINNER TRANSITION (SPI.RIVRS4): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence. . .

CNOTA TRANSITION (CNOTA.RIVRS4): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence. . .

KIRKSVILLE TRANSITION (IRK.RIVRS4): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence. . .

LANDING ALL RUNWAYS: . . . From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

RIVERS FOUR ARRIVAL

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1

OMAHA
116.3 OVR
Chan 110
N41°10.03'-W95°44.21'
L-10-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67'-W94°17.69'
L-12, H-5

PAWNEE CITY
112.4 PWE
Chan 71
N40°12.02'-W96°12.38'
L-10, H-5

HILDE
N40°15.23'
W95°31.06'

KARAA
N40°16.38'
W95°15.39'

ROBINSON
108.2 RBA
Chan 19
N39°51.05'-W95°25.38'
Turbojets Landing South:
Expect 12000

ST. JOSEPH
115.5 STJ
Chan 102

JUDAA
N39°41.31'
W95°15.18'

PEGGI
N39°34.19'-W95°07.75'
Turbojets Landing North:
Expect 12000

HUGGY
N39°18.07'
W94°51.07'
210K

SHERMAN
AAF

KANSAS CITY
INTL

CHARLES B WHEELER
DOWNTOWN

LEE'S SUMMIT MUNI

MIDWEST
NATIONAL
AIR CENTER

NEW CENTURY
AIRCENTER

JOHNSON COUNTY
EXECUTIVE

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

RUNWAYS 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

RUNWAYS 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

RUNWAYS 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B WHEELER DOWNTOWN (MKC):

RUNWAYS 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

RUNWAYS 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect RADAR vector to final approach course.

(SLVER.SLVER1) 16259

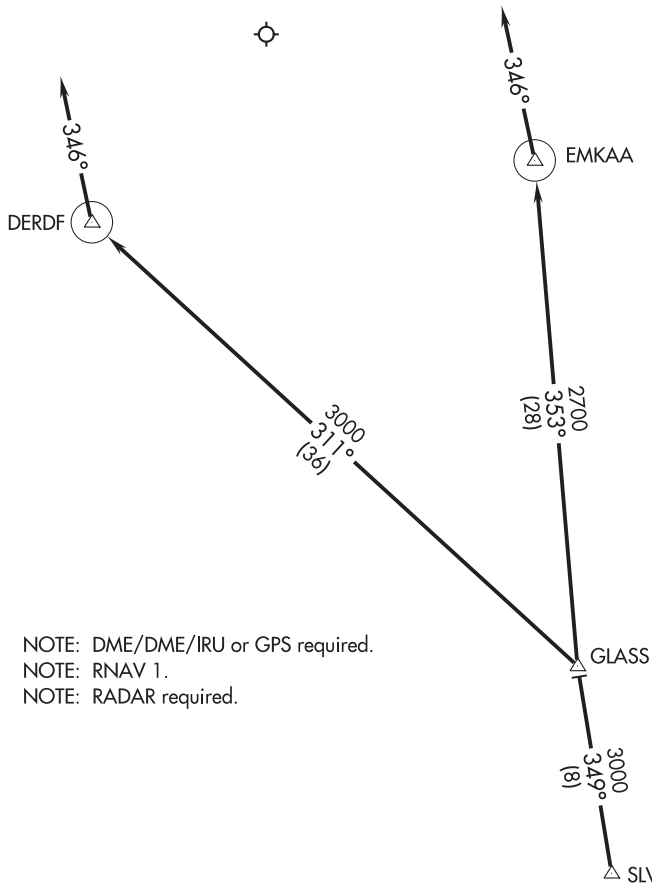
SLVER ONE ARRIVAL (RNAV)

ST-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)

ST. LOUIS, MISSOURI

ATIS
134.8
ST LOUIS APP CON
128.1 307.05



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

VERTICAL NAVIGATION PLANNING INFORMATION

Expect 12000

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From SLVER on track 349° to GLASS.

LANDING RUNWAYS 8L/R: From GLASS on track 311° to DERDF, then on track 346°, expect RADAR vectors prior to DERDF.

LANDING RUNWAYS 26L/R: From GLASS on track 353° to EMKAA, then on track 346°, expect RADAR prior to EMKAA.

SLVER ONE ARRIVAL (RNAV)

(SLVER.SLVER1) 15NOV12

ST. LOUIS, MISSOURI
SPIRIT OF ST. LOUIS (SUS)

(TRAKE. TRAKE9) 16315

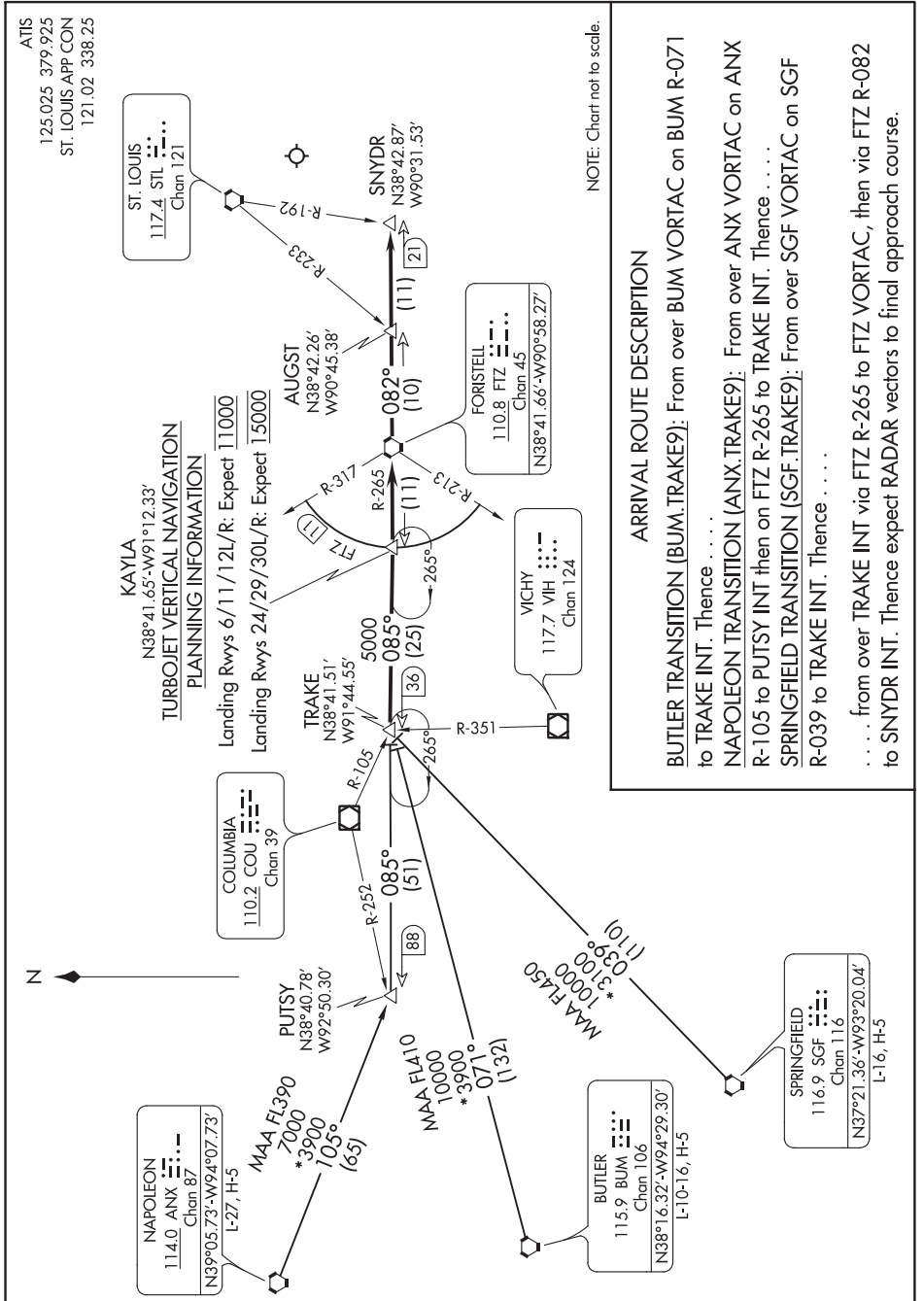
TRAKE NINE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BUTLER TRANSITION (BUM. TRAKE9): From over BUM VORTAC on BUM R-071 to TRAKE INT. Thence

NAPOLEON TRANSITION (ANX. TRAKE9): From over ANX VORTAC on ANX R-105 to PUTSY INT then on FTZ R-265 to TRAKE INT. Thence

SPRINGFIELD TRANSITION (SGF. TRAKE9): From over SGF VORTAC on SGF R-039 to TRAKE INT. Thence

. from over TRAKE INT via FTZ R-265 to FTZ VORTAC, then via FTZ R-082 to SNYDR INT. Thence expect RADAR vectors to final approach course.

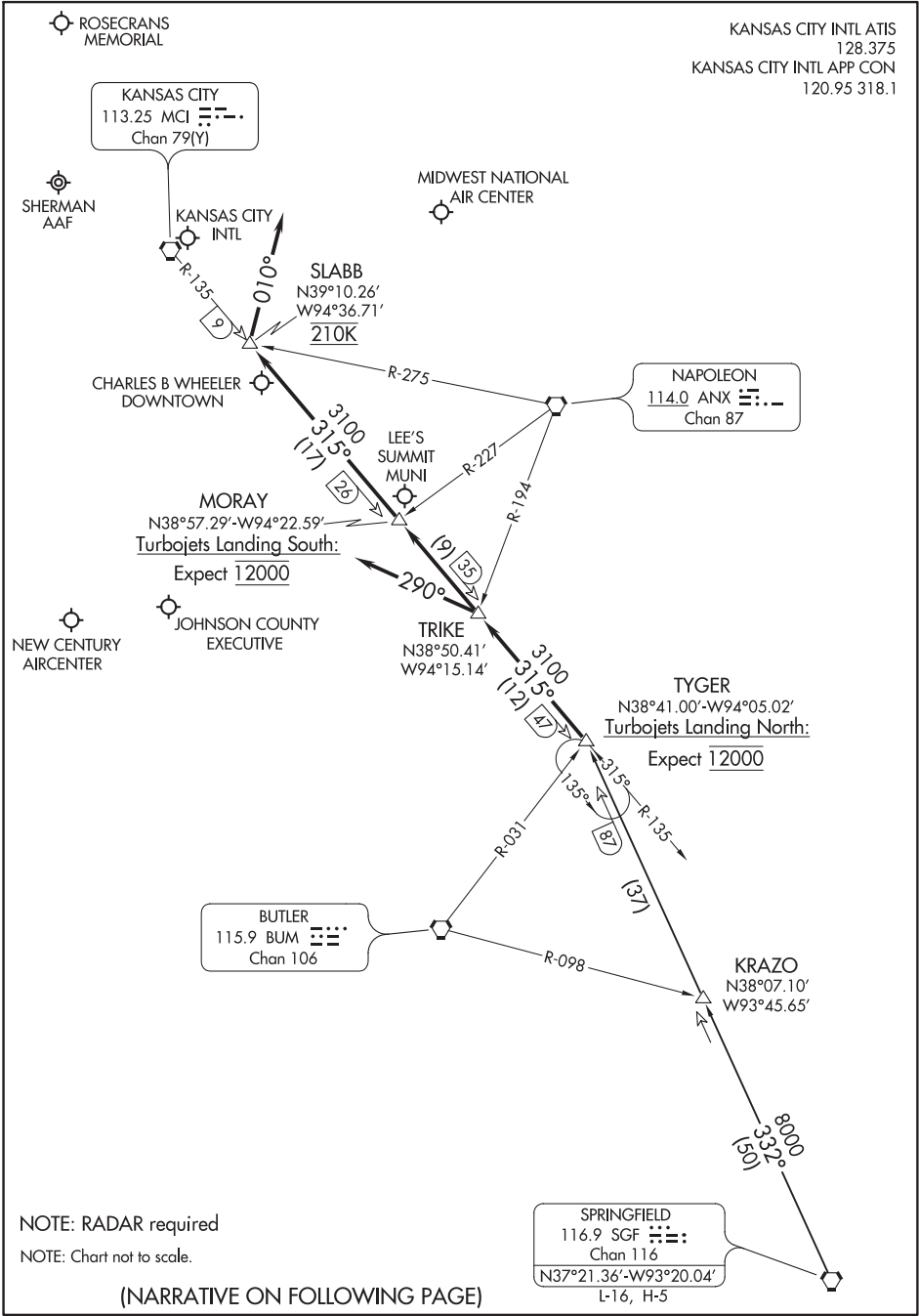
TRAKE NINE ARRIVAL

(TRAKE. TRAKE9) 15NOV12

ST. LOUIS, MISSOURI

LAMBERT-ST. LOUIS INTL (STL)

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

RUNWAYS 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

RUNWAYS 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

RUNWAYS 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B WHEELER DOWNTOWN (MKC):

RUNWAYS 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

RUNWAYS 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

. . . .Expect RADAR vectors to final approach course.

NC-3, 10 NOV 2016 to 05 JAN 2017

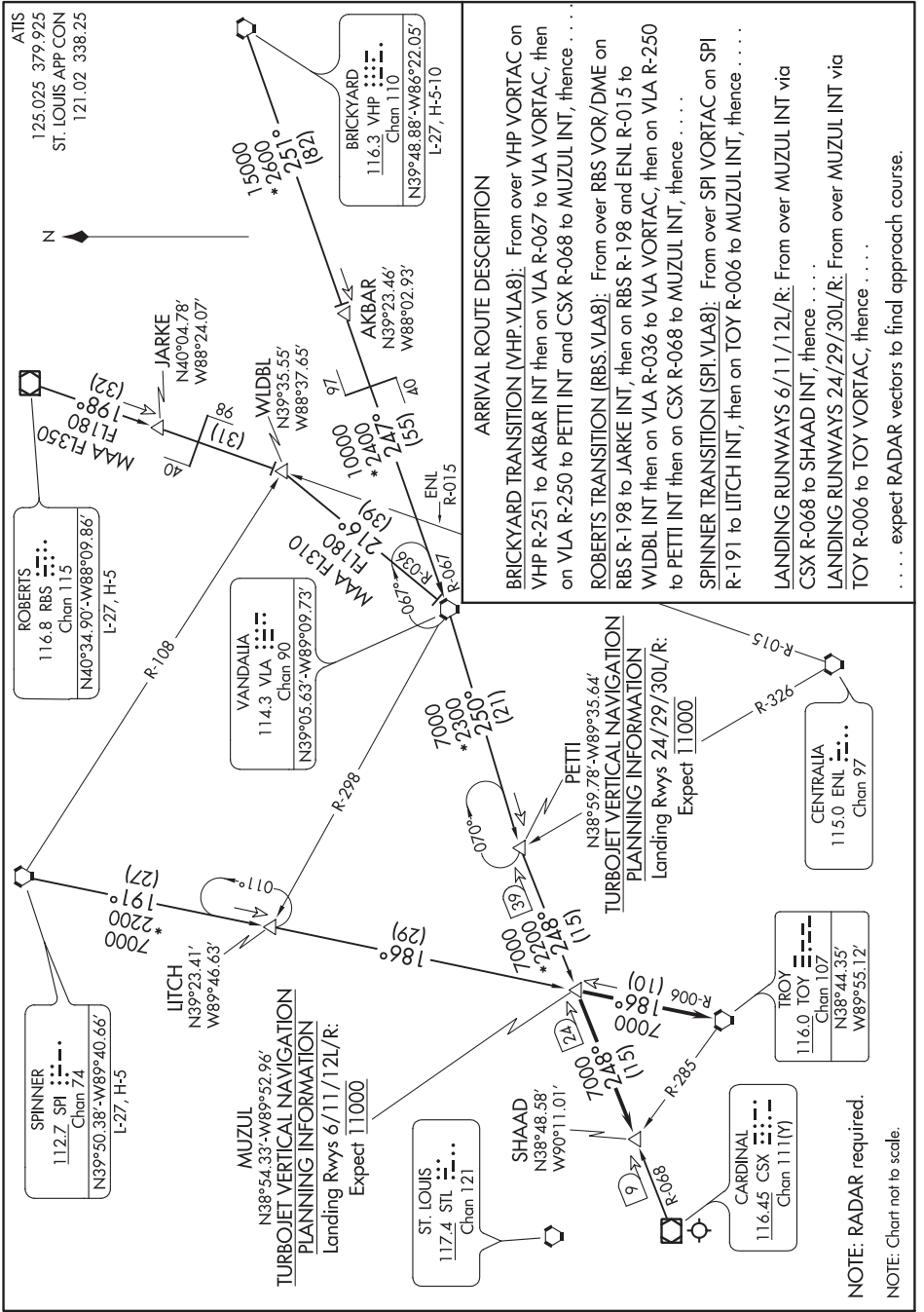
NC-3, 10 NOV 2016 to 05 JAN 2017

VANDALIA EIGHT ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

VANDALIA EIGHT ARRIVAL

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

INTENTIONALLY

LEFT

BLANK

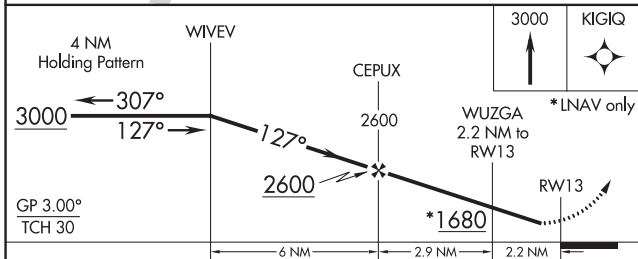
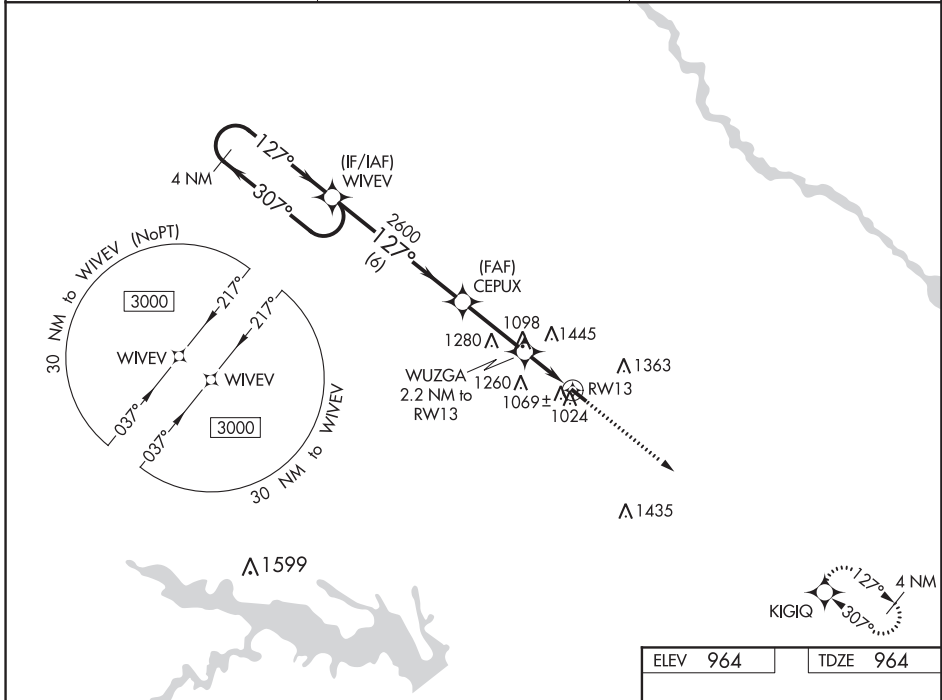
WAAS CH 50533 W13A	APP CRS 127°	Rwy Idg TDZE Apt Elev	3398 964 964
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RNAV (GPS) RWY 13

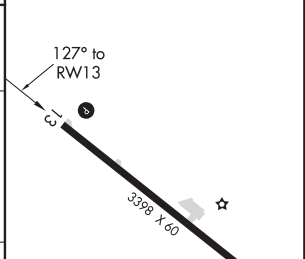
ALBIA MUNI (4C8)

<p>▽ DME/DME RNP-0.3 NA. Use Ottumwa altimeter setting, when not received use Centerville altimeter setting. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct KIGIQ and hold.</p>
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<p>OTTUMWA ASOS 124.175</p>	<p>CHICAGO CENTER 118.15 354.1</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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ELEV 964	TDZE 964
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CATEGORY	A	B	C	D
LPV DA	1268-1	304 (400-1)		NA
RNAV/VNAV DA	1291-1 1/8	327 (400-1 1/8)		NA
RNAV MDA	1380-1	416 (500-1)		NA
C CIRCLING	1440-1 476 (500-1)	1760-1 796 (800-1)		NA

MIRL Rwy 13-31	REIL Rwy 13 and 31 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ALBIA, IOWA

AL-6545 (FAA)

16259

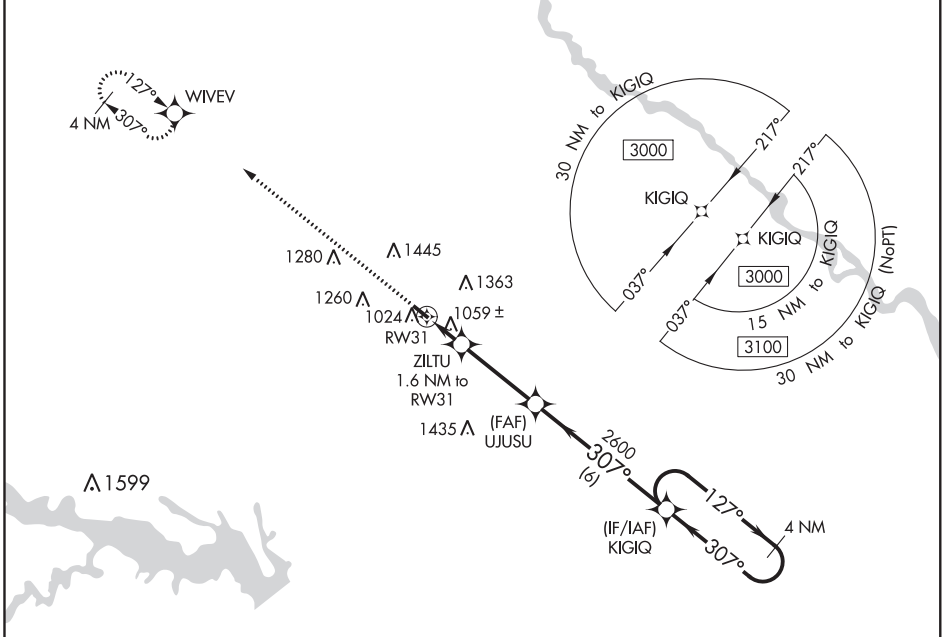
WAAS CH 66033 W31A	APP CRS 307°	Rwy Idg TDZE Apt Elev	3398 964 964
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RNAV (GPS) RWY 31

ALBIA MUNI (4C8)

<p>▽ DME/DME RNP-0.3 NA. Use Ottumwa altimeter setting, when not received use Centerville altimeter setting. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct WIVEV and hold.</p>
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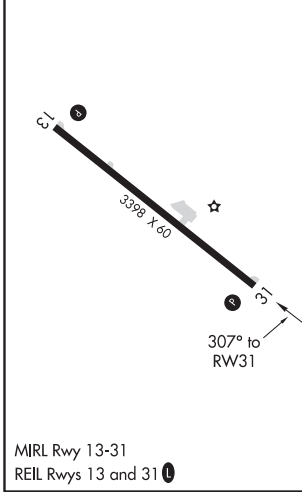
OTTUMWA ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 964	TDZE 964
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3000	WIVEV	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).		4 NM Holding Pattern
* LNAV only	ZILTU 1.6 NM to RW31	UJUSU 2600	KIGIQ	127° → 3000 ← 307°
	RW31	1500*		GP 3.00° TCH 40
	1.6 NM	3.4 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA	1268-1	304 (400-1)		NA
LNAV/VNAV DA	1314-1½	350 (400-1½)		NA
LNAV MDA	1380-1	416 (500-1)		NA
C CIRCLING	1440-1 476 (500-1)	1760-1 796 (800-1)		NA

ALBIA, IOWA
Amdt 1A 28MAY15

41°00'N-92°46'W

RNAV (GPS) RWY 31

ALBIA MUNI (4C8)

ALBIA, IOWA

AL-6545 (FAA)

16231

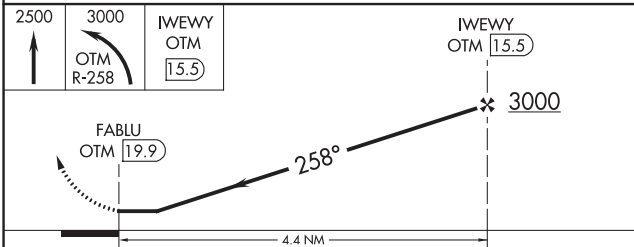
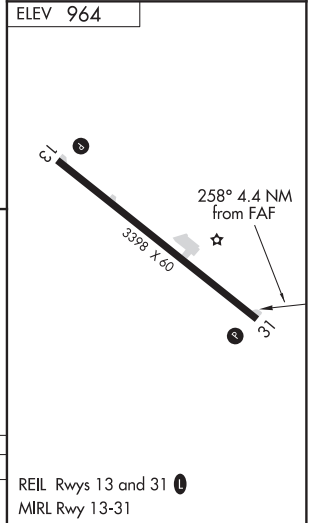
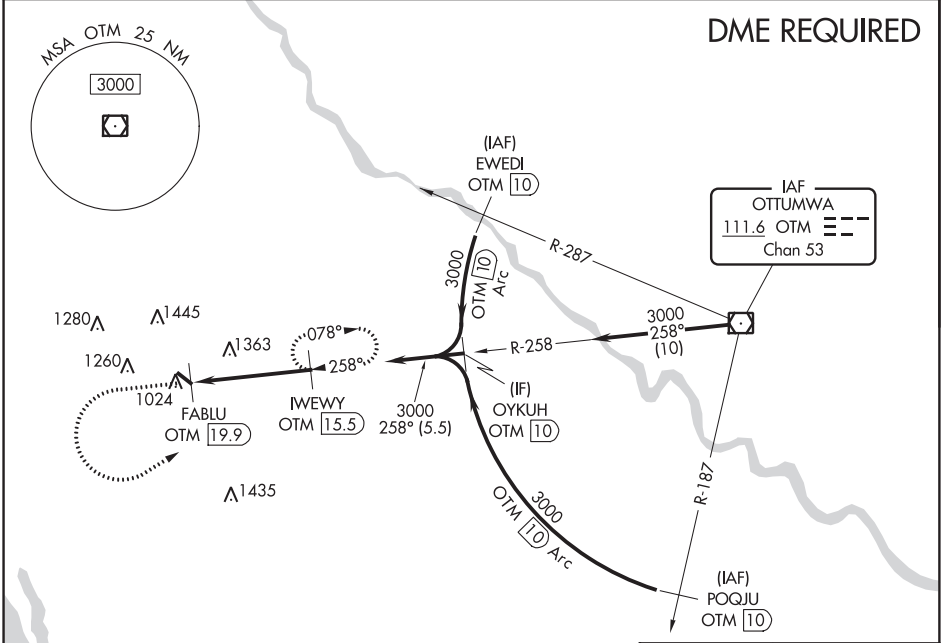
VOR/DME OTM 111.6 Chan 53	APP CRS 258°	Rwy Idg TDZE Apt Elev	N/A N/A 964
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VOR-A
ALBIA MUNI (4C8)

▽ NA	DME required. Use Ottumwa altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 on OTM VOR/DME R-258 to IWEWY 15.5 DME and hold.
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OTTUMWA ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 0
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DME REQUIRED



CATEGORY	A	B	C	D
C CIRCLING	1680-1 716 (800-1)	1760-1 796 (800-1)	NA	

REIL Rwy 13 and 31 **0**
MRL Rwy 13-31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ALBIA, IOWA
Amdt 4A 18AUG16

41°00'N-92°46'W

ALBIA MUNI (4C8)
VOR-A

ALGONA, IOWA

AL-6144 (FAA)

15204

APP CRS	Rwy Idg	3960
129°	TDZE	1215
	Apt Elev	1219

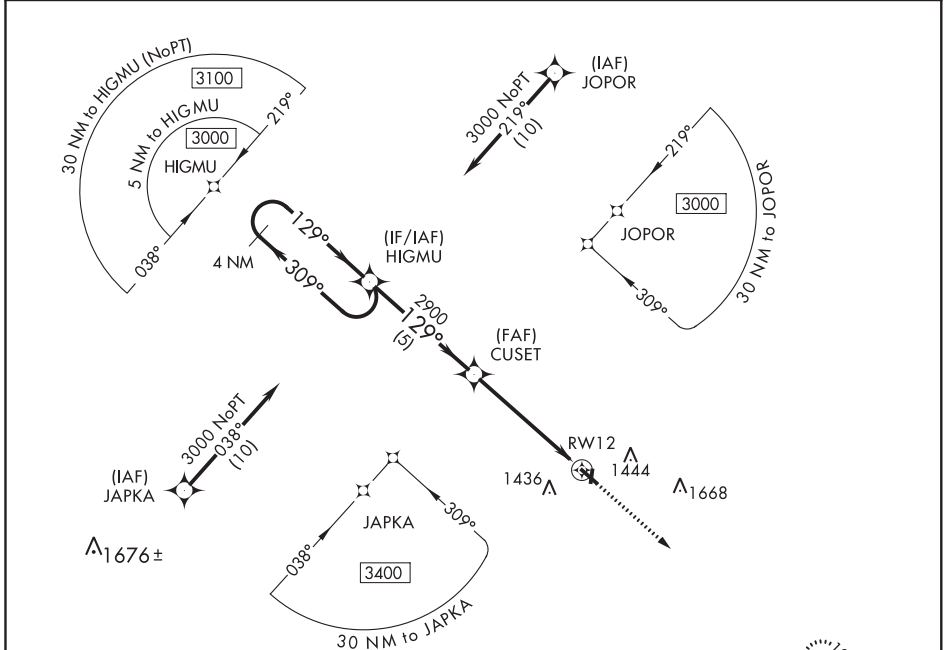
RNAV (GPS) RWY 12

ALGONA MUNI (AXA)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Forest City altimeter setting and increase all MDA 80 feet. Circling NA to Rwy 18 and 36. Night Landing: Rwy 12 NA.

⚠ MISSED APPROACH: Climb to 3000 direct IFOLA and hold.

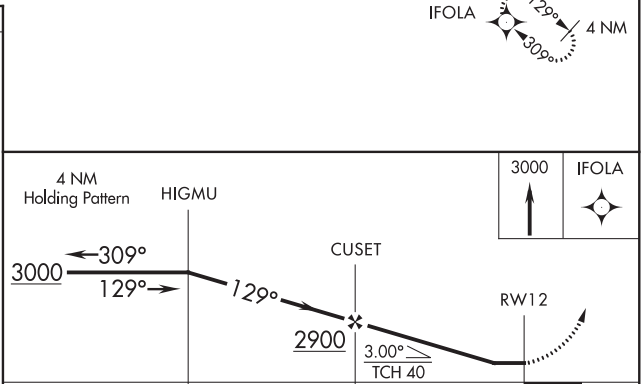
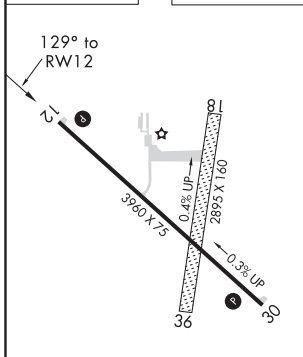
AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1219	TDZE 1215
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CATEGORY	A	B	C	D
LNAV MDA	1680-1	465 (500-1)	NA	
CIRCLING	1740-1 521 (600-1)	1800-1 581 (600-1)	NA	

ALGONA, IOWA
Orig-C 23JUL15

43°05'N-94°16'W

ALGONA MUNI (AXA) RNAV (GPS) RWY 12

APP CRS 309°	Rwy Idg 3960
	TDZE 1213
	Apt Elev 1219

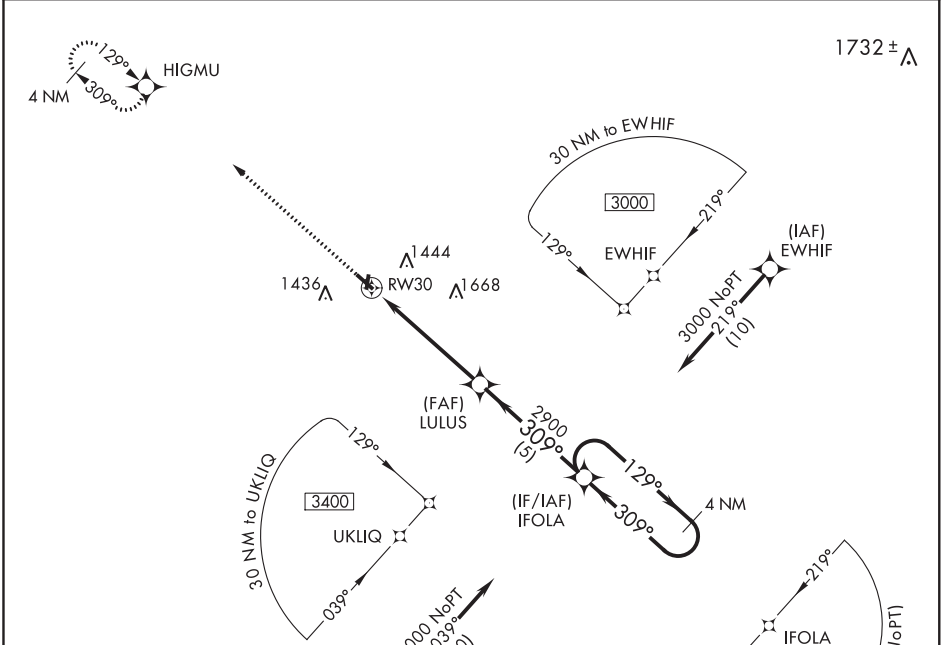
RNAV (GPS) RWY 30

ALGONA MUNI (AXA)

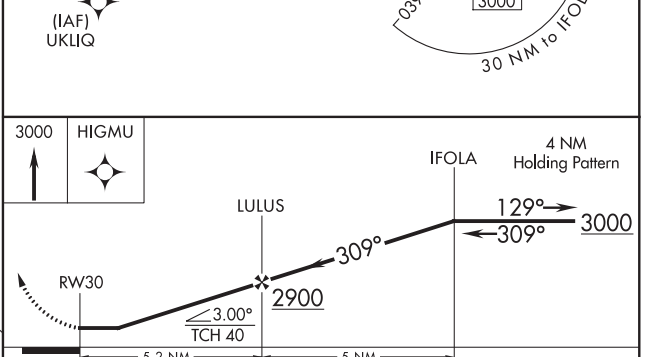
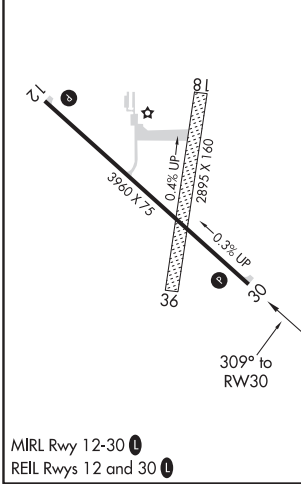
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Forest City altimeter setting and increase all MDA 80 ft. Circling NA to Rwy's 18 and 36.

MISSED APPROACH: Climb to 3000 direct HIGMU and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 📶
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ELEV 1219	TDZE 1213
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CATEGORY	A	B	C	D
LNAV MDA	1600-1	387 (400-1)	NA	
CIRCLING	1740-1 521 (600-1)	1800-1 581 (600-1)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ALGONA, IOWA

AL-6144 (FAA)

15204

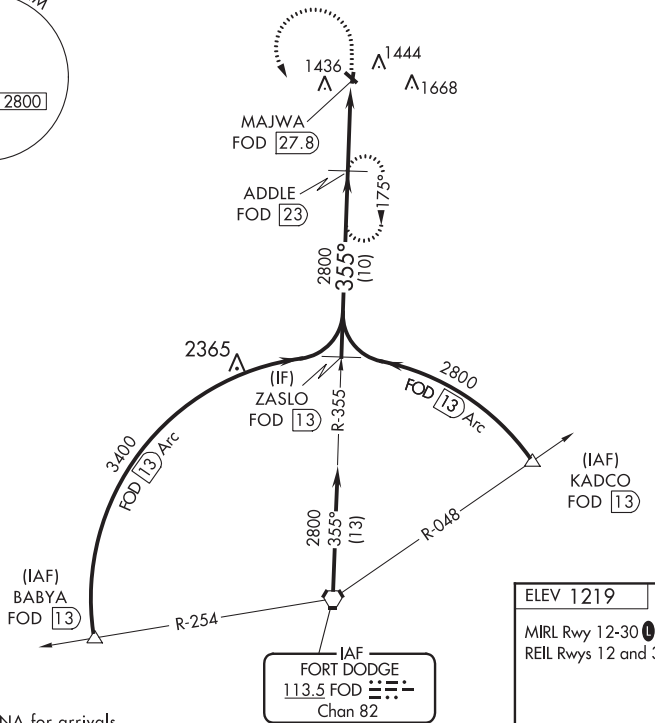
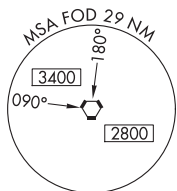
VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg TDZE Apt Elev N/A N/A 1219
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VOR/DME-A
ALGONA MUNI (A.X.A)

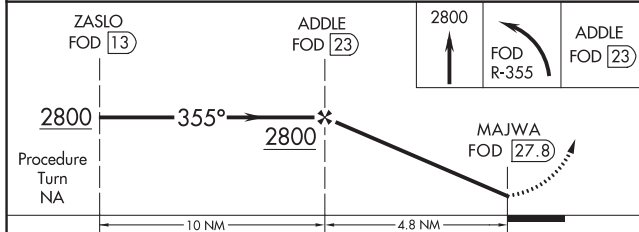
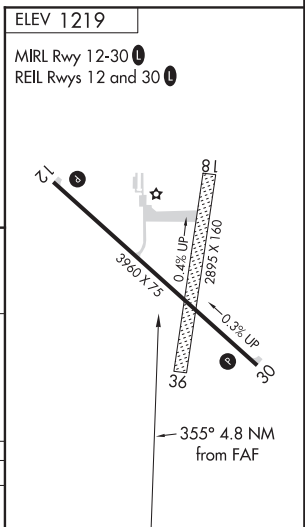
⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Forest City altimeter setting and increase all MDA 80 feet. Circling to Rwy 12 NA at night. Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 2800 then left turn on FOD VORTAC R-355 to ADDLE/23 DME and hold.

AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on FOD VORTAC airway radial 003.



CATEGORY	A	B	C	D
CIRCLING	1780-1 561 (600-1)	1800-1¼ 581 (600-1¼)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ALGONA, IOWA
Amdt 7B 23JUL15

43°05'N-94°16'W

ALGONA MUNI (A.X.A)
VOR/DME-A

LOC I-EEEE 110.7	APP CRS 014°	Rwy Idg 5701
		TDZE 956
		Apt Elev 956

ILS or LOC RWY 1

AMES MUNI (AMW)

⚠ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and all MDA 60 feet; and increase S-ILS 1 all Cats visibility and S-LOC 1 Cats C/D visibility, Circling Cats B/C/D visibility ¼ mile, EMTUW fix minimums increase S-LOC 1 Cats C/D visibility, and Circling Cat C visibility ½ mile. For inop MALSRR, increase S-LOC 1 Cats A/B visibility to 1 mile. EMTUW fix minimums, increase S-LOC 1 Cats A/B visibility to 1 mile and Cats C/D visibility to 1 ¾ mile. For inop MALSRR, when using Ankeny altimeter setting, increase S-LOC 1 Cat A visibility to 1 mile, Cats C/D to 2 miles. EMTUW fix minimums, increase S-LOC 1 Cats A/B visibility to 1 mile and Cats C/D to 1 ¾ .

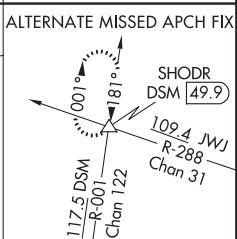
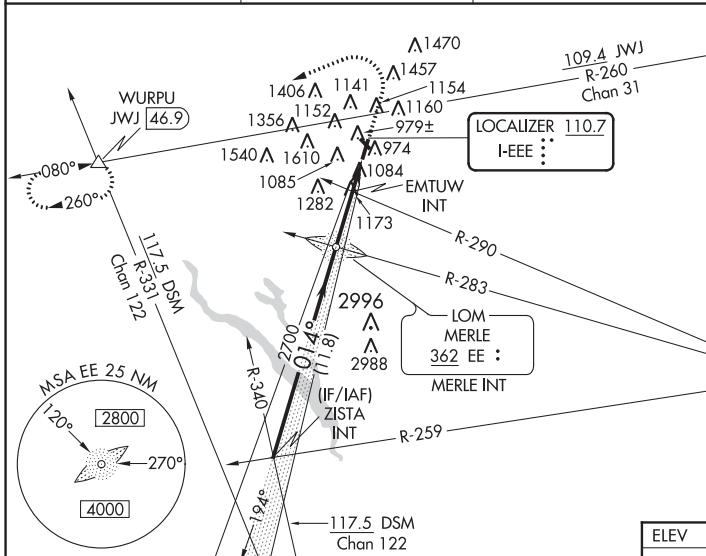
MALSRR
AS
MISSED APPROACH:
Climb to 1700 then climbing left turn to 4000 on heading 245° and JWJ VOR/DME R-260 to WURPU INT/JWJ 46.9 DME and hold.

ASOS
132.025

DES MOINES APP CON
123.9 307.15

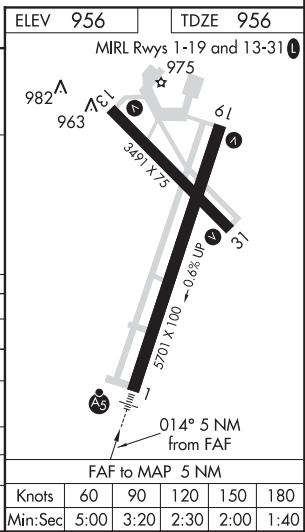
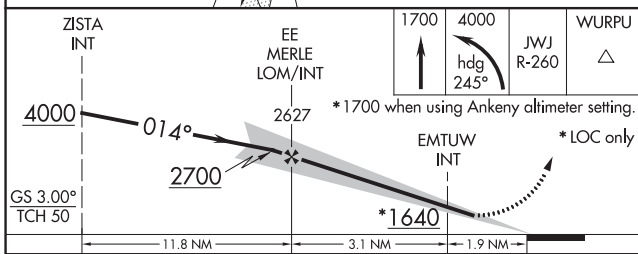
CLNC DEL
126.0

UNICOM
122.7 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 1		1156-½	200 (200-½)	
S-LOC 1	1640-¾	684 (700-¾)	1640-1½	684 (700-1½)
CIRCLING	1640-1	684 (700-1)	1640-2	1640-2¼ 684 (700-2)
EMTUW FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 1	1440-¾	484 (500-¾)	1440-1	484 (500-1)
CIRCLING	1440-1	484 (500-1)	1460-1½	1520-2 504 (600-1½)

ELEV	956	TDZE	956		
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WAAS CH 72717 W01A	APP CRS 014°	Rwy Idg TDZE Apt Elev	5701 956 956
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RNAV (GPS) RWY 1

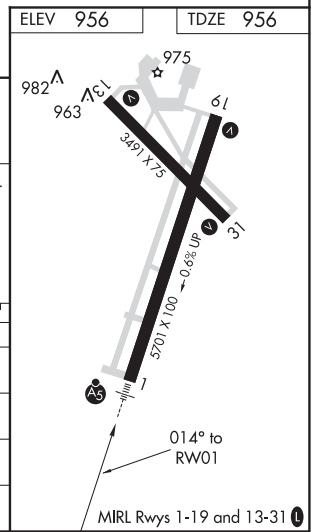
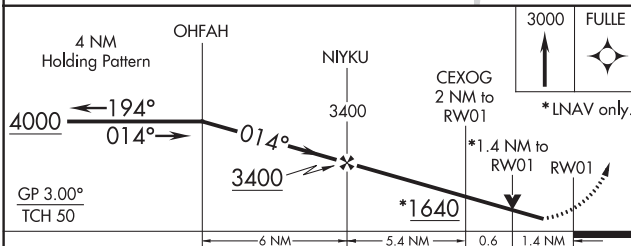
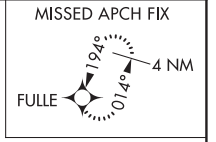
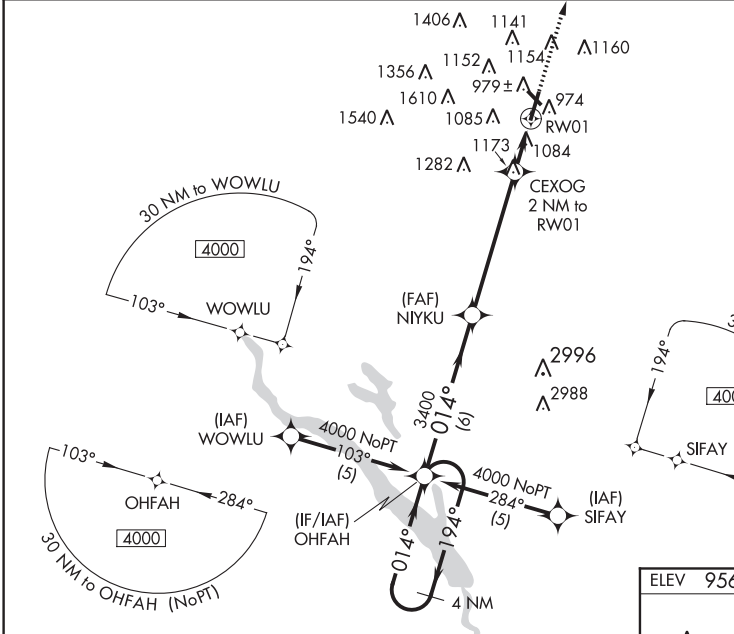
AMES MUNI (AMW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Ankeny altimeter setting. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. For inop MALSR, when using Ankeny altimeter setting increase LPV all Cats visibility to 1¼ mile and LNAV Cats A, B visibility to 1 mile.

MALSR

MISSED APPROACH:
Climb to 3000 direct FULLE and hold.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1261-¾	305 (400-¾)		NA
LNAV/VNAV DA	1364-1	408 (500-1)		NA
LNAV MDA	1440-¾	484 (500-¾)		NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63117 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	3491 930 956
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RNAV (GPS) RWY 13

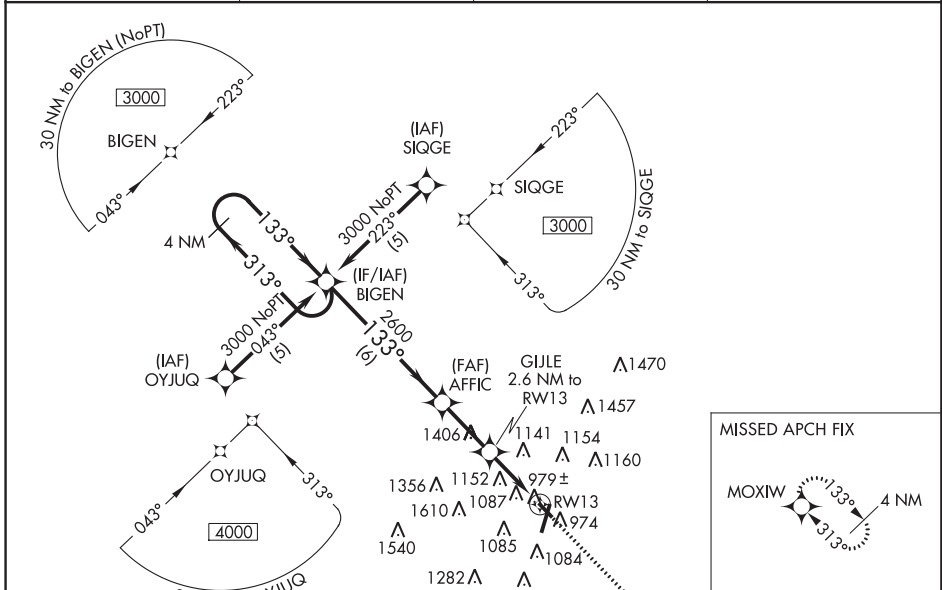
AMES MUNI (A.M.W)

⚠ Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

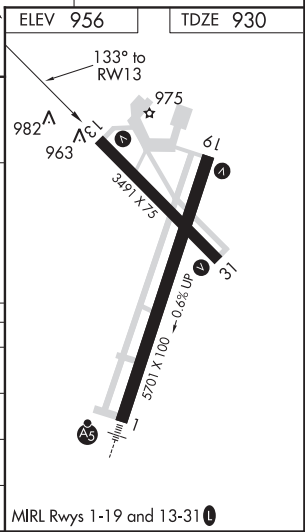
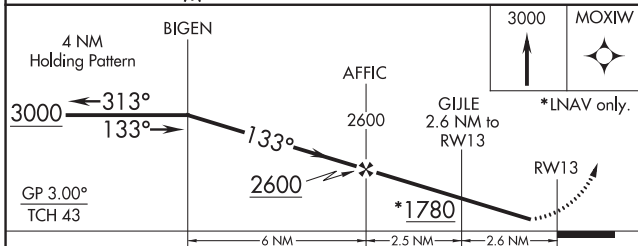
⚠ -27°C/-17°F

MISSED APPROACH: Climb to 3000 direct MOXIW and hold.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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ELEV 956	TDZE 930
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CATEGORY	A	B	C	D
LPV DA	1224-1 294 (300-1)			NA
LNAV/VNAV DA	1478-2 548 (600-2)			NA
LNAV MDA	1420-1	490 (500-1)	1420-1¼ 490 (500-1¼)	NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AMES, IOWA

AL-5307 (FAA)

16259

WAAS CH 61217 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	5701 937 956
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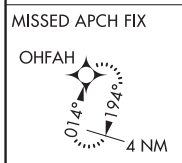
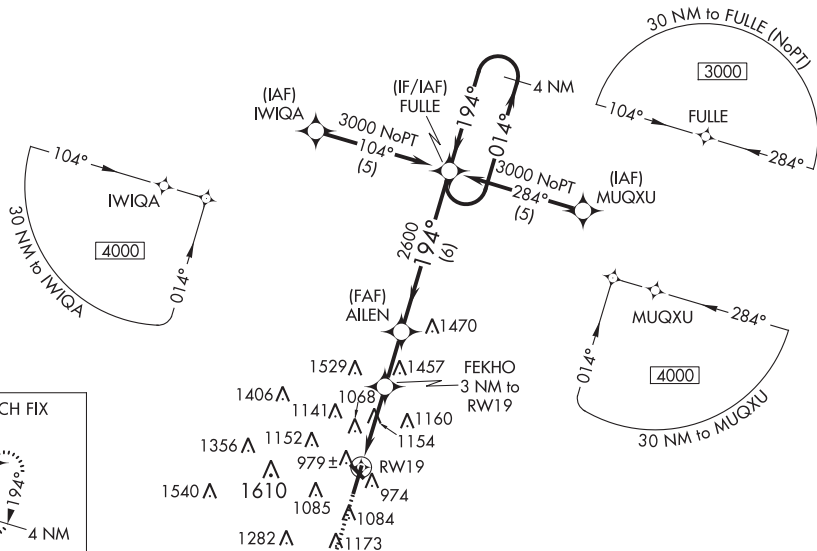
RNAV (GPS) RWY 19

AMES MUNI (AMW)

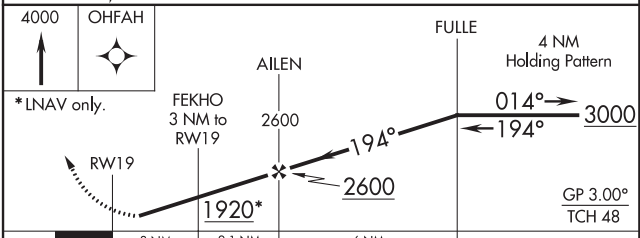
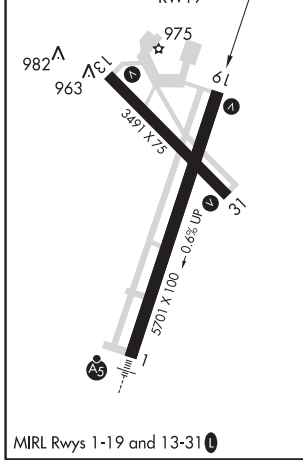
⚠ Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 4000 direct OHFAH and hold.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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ELEV 956	TDZE 937
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CATEGORY	A	B	C	D
LPV DA	1187-1 250 (300-1)			NA
LNAV/VNAV DA	1352-1½ 415 (400-1½)			NA
LNAV MDA	1420-1 483 (500-1)	1420-1¼ 483 (500-1¼)		NA
CIRCLING	1440-1 484 (500-1)	1460-1½ 504 (600-1½)		NA

AMES, IOWA
Amdt 1 03JUN10

42°00'N-93°37'W

AMES MUNI (AMW) RNAV (GPS) RWY 19

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90517 W31A	APP CRS 313°	Rwy Idg TDZE Apt Elev	3491 930 956
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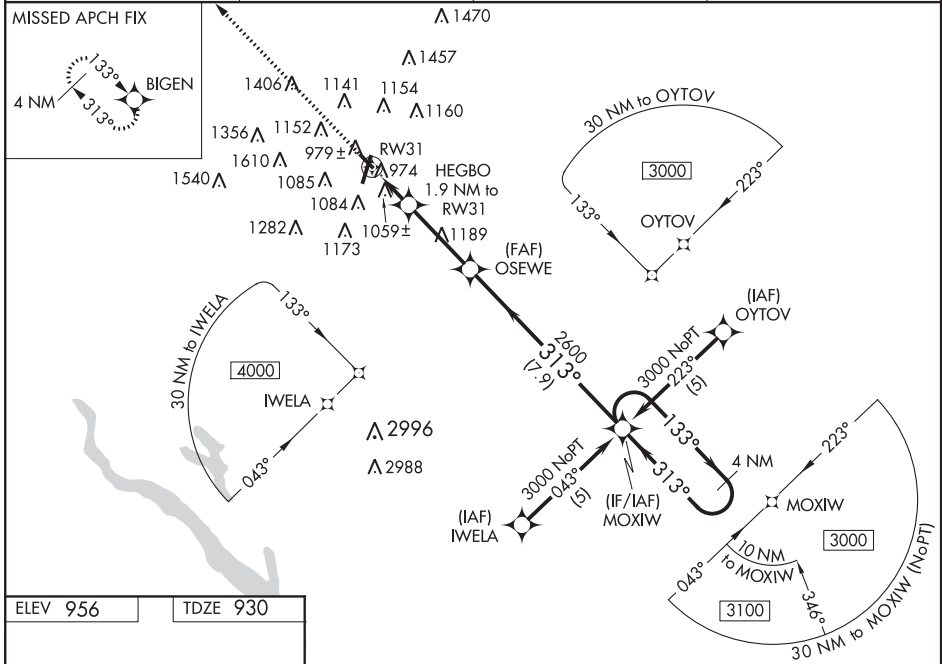
RNAV (GPS) RWY 31

AMES MUNI (AMW)

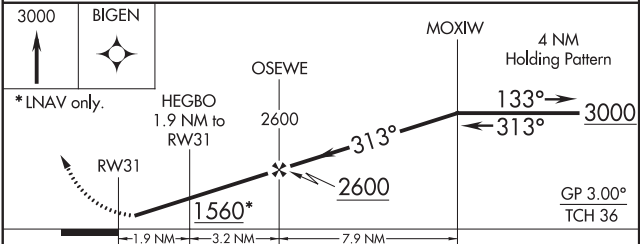
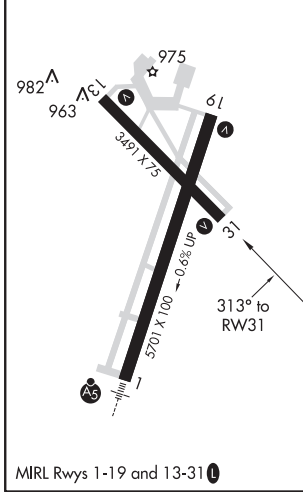
⚠ Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
❄ -27°C/-17°F When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BIGEN and hold.

ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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ELEV 956	TDZE 930
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CATEGORY	A	B	C	D
LPV DA	1205-1	275 (300-1)		NA
LNAV/VNAV DA	1436-1¾	506 (500-1¾)		NA
LNAV MDA	1320-1	390 (400-1)		NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AMES, IOWA

AL-5307 (FAA)

16259

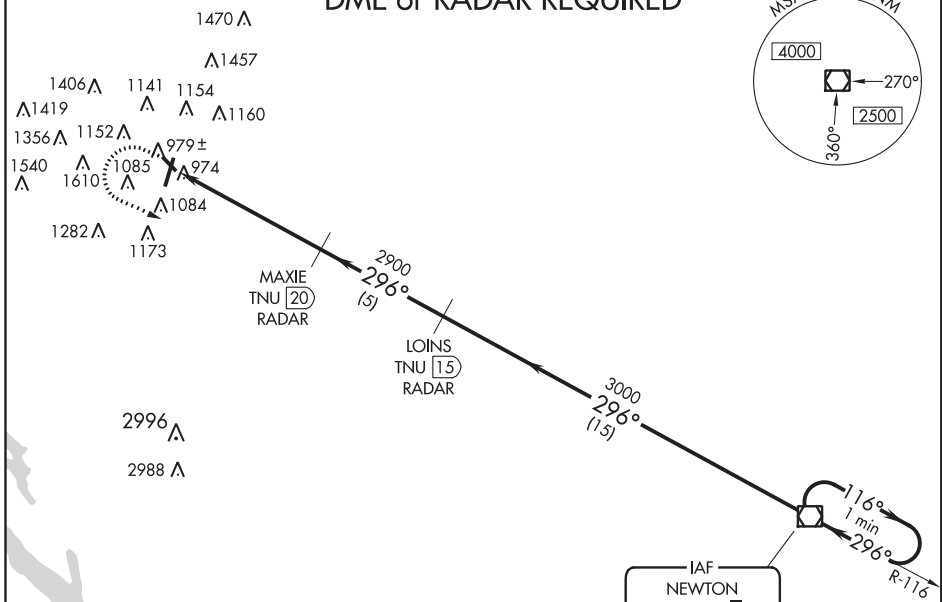
VOR/DME TNU 112.5 Chan 72	APP CRS 296°	Rwy Idg TDZE 930 Apt Elev 955
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VOR RWY 31
AMES MUNI (AMW)

-27°C/-17°F		MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.	
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ASOS 132.025	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.0	UNICOM 122.7 (CTAF)
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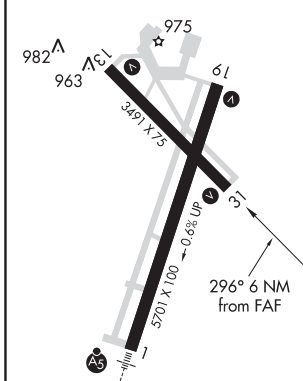
DME or RADAR REQUIRED



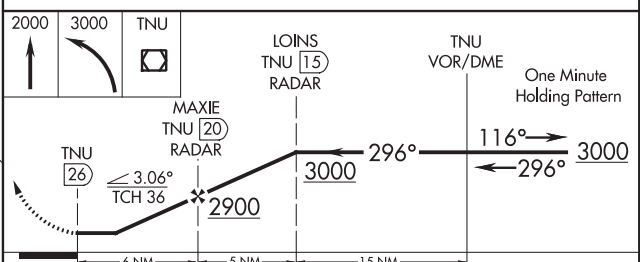
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 955	TDZE 930
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NoPT for arrivals on TNU VOR/DME
airway radials 031 CW 081.



CATEGORY	A	B	C	D
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA

MIRA Rwys 1-19 and 13-31					
FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

AMES, IOWA
Amdt 10 21FEB02

42°00'N-93°37'W

AMES MUNI (AMW)
VOR RWY 31

LOC/DME I-FVH 111.1 Chan 48	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 891 910
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ILS or LOC RWY 36

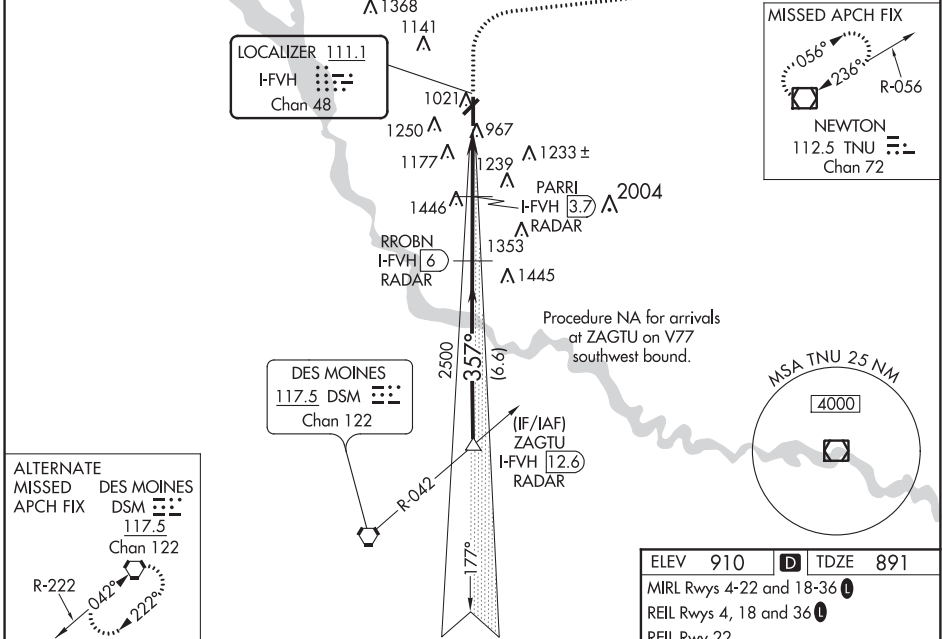
ANKENY RGNL (IKV)

NA
 Helicopter visibility reduction below 3/4 SM NA. DME or RADAR required. VDP NA with Des Moines altimeter setting. When local altimeter setting not received, use Des Moines altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 visibility 1/8 mile all Cats, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
 Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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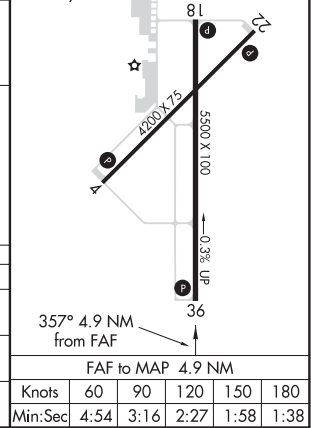
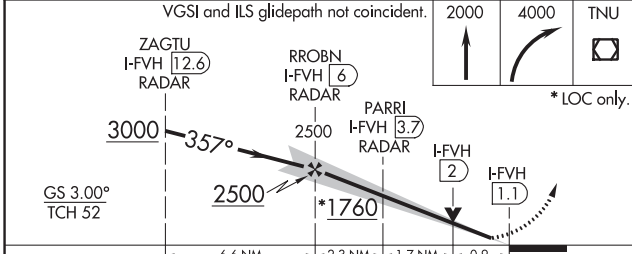
DME or RADAR REQUIRED



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 910	D TDZE 891
MRL Rwy 4-22 and 18-36	
REIL Rwy 4, 18 and 36	
REIL Rwy 22	



CATEGORY	A	B	C	D
S-ILS 36	1141-3/4	250 (300-3/4)		NA
S-LOC 36	1220-1	329 (400-1)		NA
CIRCLING	1560-1	650 (700-1)	1560-1 3/4 650 (700-1 3/4)	NA

ANKENY, IOWA

AL-9156 (FAA)

16147

WAAS CH 82720 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 904 910
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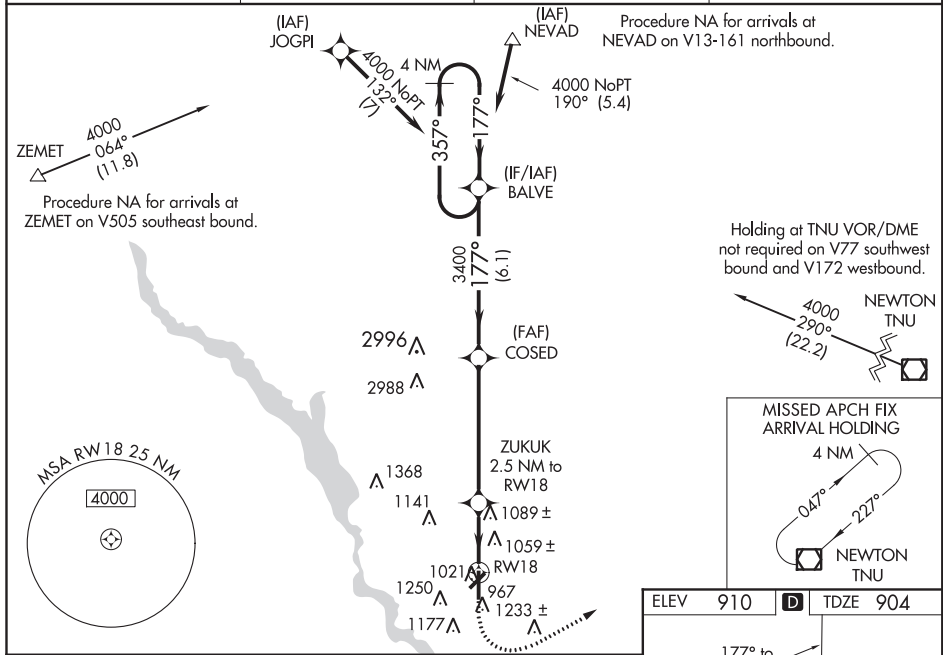
RNAV (GPS) RWY 18

ANKENY RGNL (IKV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Des Moines Intl altimeter setting. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile, and Circling Cat C visibility ¼ mile.

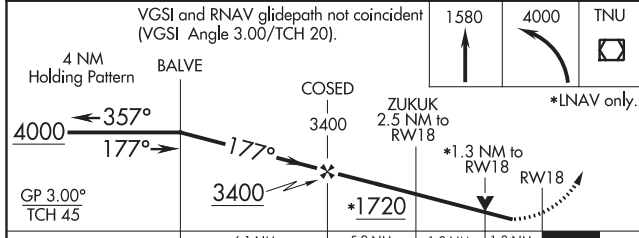
MISSED APPROACH:
Climb to 1580 then climbing left turn to 4000 direct TNU VOR/DME and hold.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) Ⓛ
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 910	D	TDZE 904
<p>177° to RW18</p> <p>81</p> <p>4000 X 75</p> <p>5500 X 100</p> <p>0.3% UP</p> <p>36</p>		
<p>MIRL Rwy 4-22 and 18-36 Ⓛ</p> <p>REIL Rwy 4, 18 and 36 Ⓛ</p> <p>REIL Rwy 22</p>		

ANKENY, IOWA
Amdt 1B 25JUN15

41°41'N-93°34'W

ANKENY RGNL (IKV) RNAV (GPS) RWY 18

APP CRS	Rwy Idg	4200
222°	TDZE	900
	Apt Elev	910

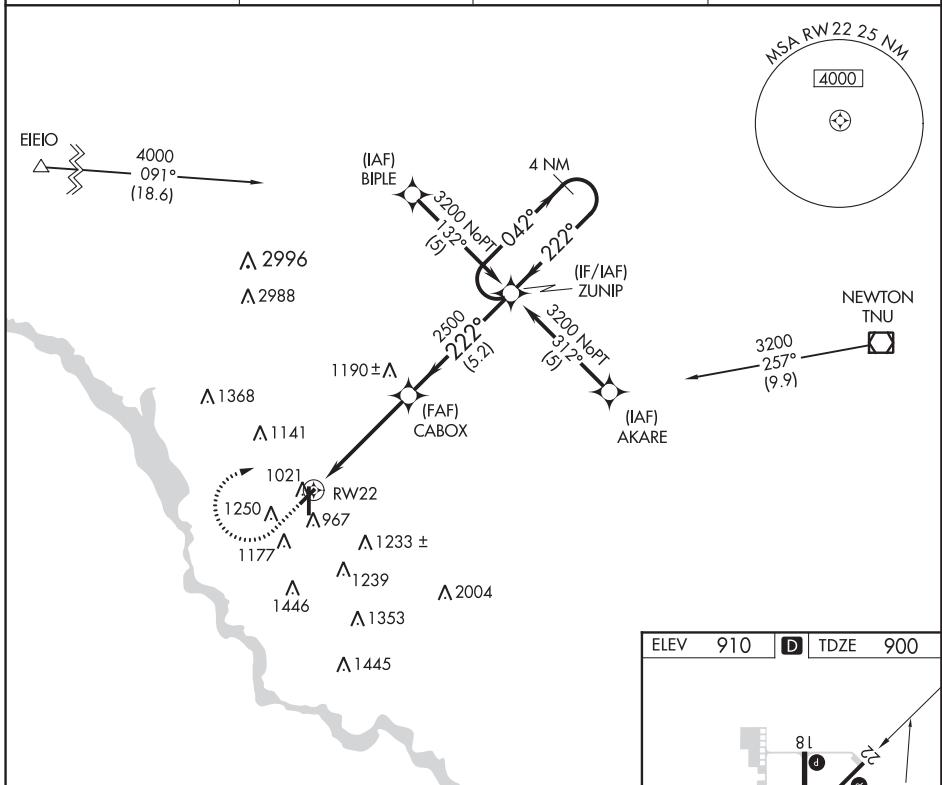
RNAV (GPS) RWY 22

ANKENY RGNL (IKV)

⚠ DME/DME RNP- 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

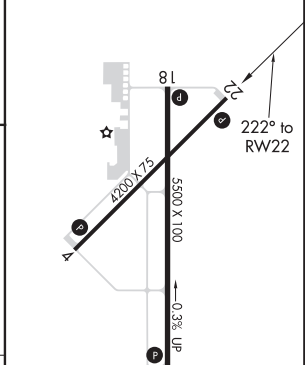
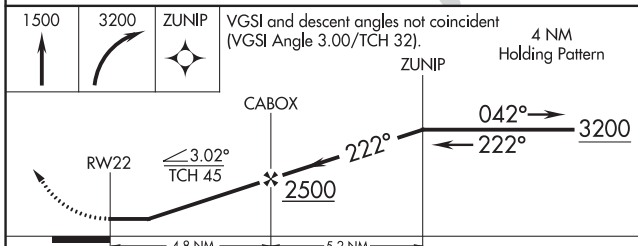
AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV	910	D	TDZE	900
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	480 (500-1)	1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 18-36 **⚠**
 REIL Rwy 4, 18 and 36 **⚠**
 REIL Rwy 22

ANKENY, IOWA

AL-9156 (FAA)

16259

WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 891 Apt Elev 910
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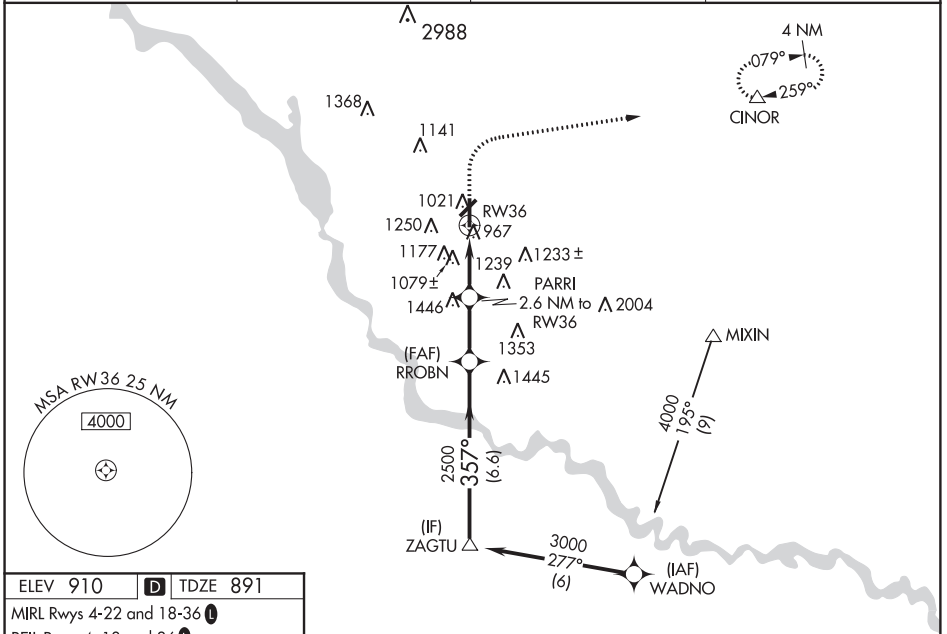
RNAV (GPS) RWY 36

ANKENY RGNL (IKV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Des Moines altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and Circling Cat C 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA with Des Moines altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct CINOR and hold, continue climb-in-hold to 4000.

AWOS-3 119.175	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.65	UNICOM 122.9 (CTAF) 0
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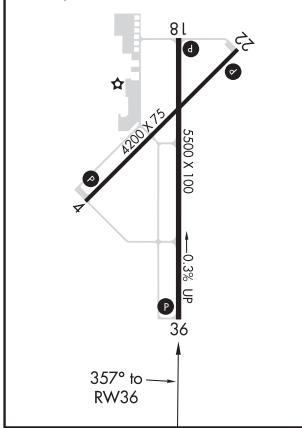


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 910	D	TDZE 891
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MIRL Rwy 4-22 and 18-36 **Ⓛ**
REIL Rwy 4, 18 and 36 **Ⓛ**
REIL Rwy 22



VGSJ and RNAV glidepath not coincident.		1500	4000	CINOR
ZAGTU	RROBN	PARRI	*LNAV only.	
3000	2500	2.6 NM to RW36	*1.3 NM to RW36	RW36
GP 3.00°		*1760		
TCH 52				
	6.6 NM	2.3 NM	1.3 NM	1.3 NM
CATEGORY	A	B	C	D
LPV DA		1141-3/4	250 (300-3/4)	NA
LNAV/VNAV DA		1401-1 3/4	510 (500-1 3/4)	NA
LNAV MDA	1360-1	469 (500-1)	1360-1 3/8 469 (500-1 3/8)	NA
CIRCLING	1560-1	650 (700-1)	1560-1 3/4 650 (700-1 3/4)	NA

ANKENY, IOWA
Amdt 1B 25JUN15

41°41'N-93°34'W

ANKENY RGNL (IKV) RNAV (GPS) RWY 36

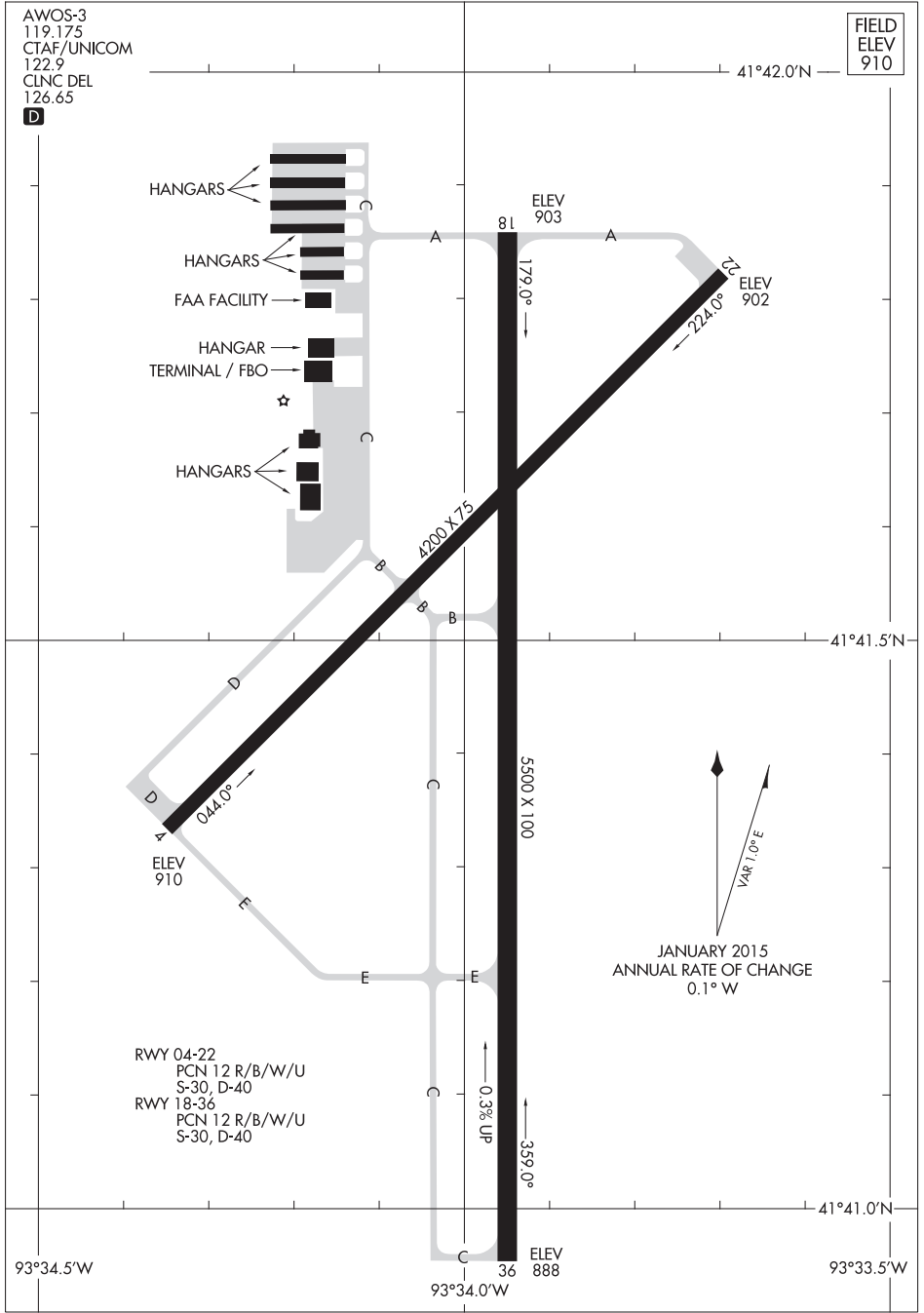
AIRPORT DIAGRAM

AL-9156 (FAA)

ANKENY RGNL (IKV)
ANKENY, IOWA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

ANKENY, IOWA
ANKENY RGNL (IKV)

WAAS CH 72828 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	5000 1151 1165
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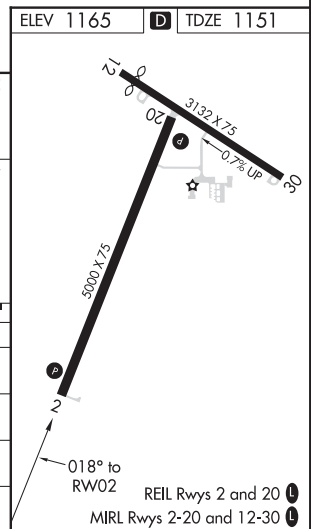
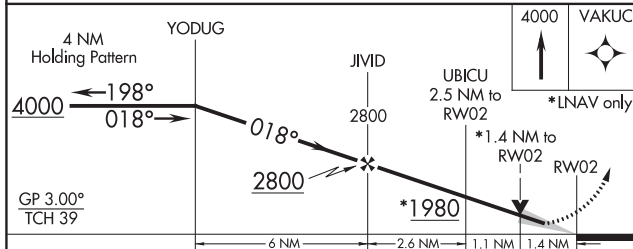
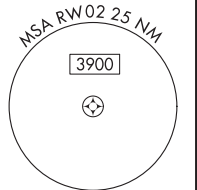
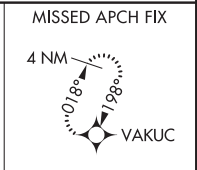
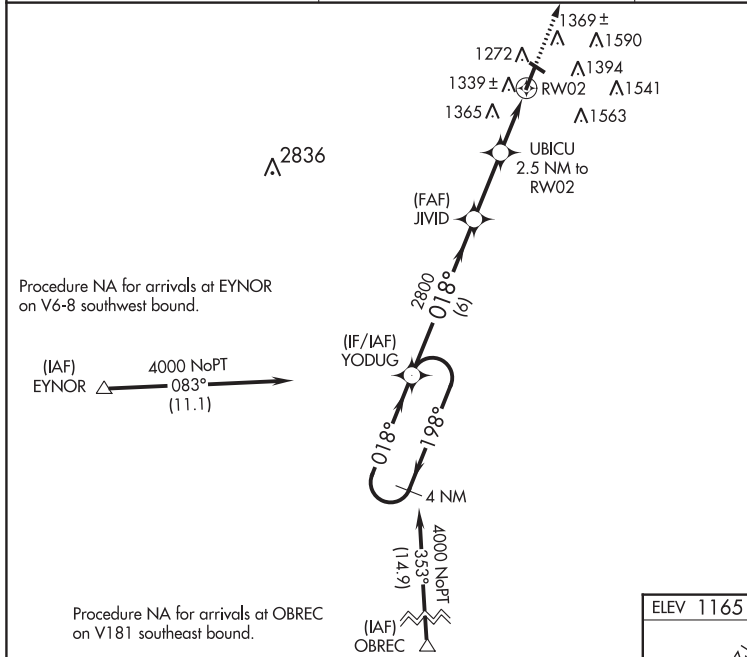
RNAV (GPS) RWY 2

ATLANTIC MUNI (AIO)

⚠ Baro-VNAV and VDP NA when using Harlan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Harlan altimeter setting and increase all DA 49 feet and all MDA 60 feet, increase LPV visibility to 1 all Cats, increase LNAV/VNAV visibility to 1 3/8 all Cats, increase LNAV Cat C visibility to 1 1/2, increase Circling Cat C visibility to 1 3/4. When VGSI inop, Circling Rwy 12 NA at night. Circling to Rwy 30 NA at night.

MISSED APPROACH:
Climb to 4000 direct VAKUC and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1401-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1514-1 1/4	363 (400-1 1/4)		NA
LNAV MDA	1620-1 469 (500-1)		1620-1 3/8 469 (500-1 3/8)	NA
CIRCLING	1720-1 555 (600-1)		1760-1 1/2 595 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82528 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	5000 1151 1165
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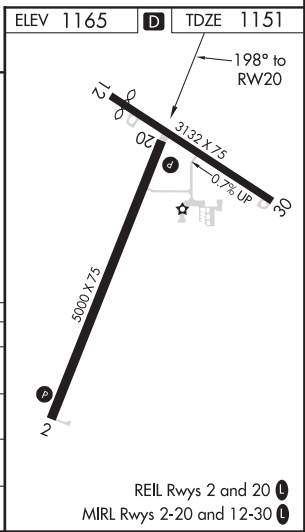
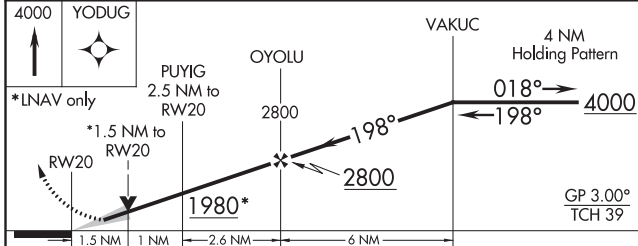
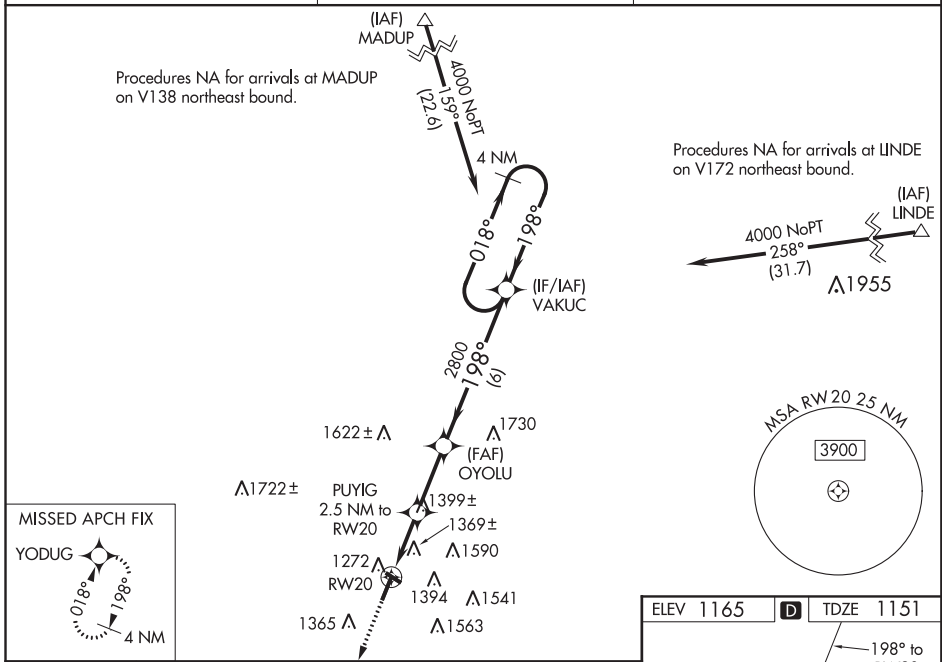
RNAV (GPS) RWY 20

ATLANTIC MUNI (AIO)

⚠ Baro-VNAV and VDP NA when using Harlan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harlan altimeter setting and increase all DA 49 feet and all MDA 60 feet, increase LPV visibility to 1½ all Cats, increase LNAV/VNAV visibility to 2¼ all Cats, increase LNAV Cat C visibility to 1½, increase Circling Cat C visibility to 1¾. When VGSI inop, Circling Rwy 12 NA at night. Circling Rwy 30 NA at night.

MISSED APPROACH:
Climb to 4000 direct YODUG and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1447-1	296 (300-1)		NA
LNAV/VNAV DA	1733-2	582 (600-2)		NA
LNAV MDA	1660-1	509 (500-1)	1660-1½ 509 (500-1½)	NA
CIRCLING	1720-1	555 (600-1)	1760-1½ 595 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AUDUBON, IOWA

AL-6019 (FAA)

15008

APP CRS 323°	Rwy Idg TDZE Apt Elev	3641 1287 1287
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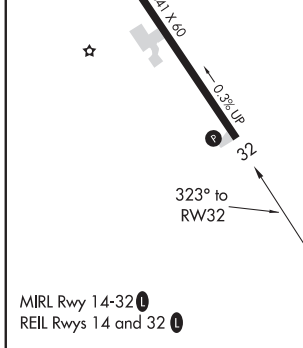
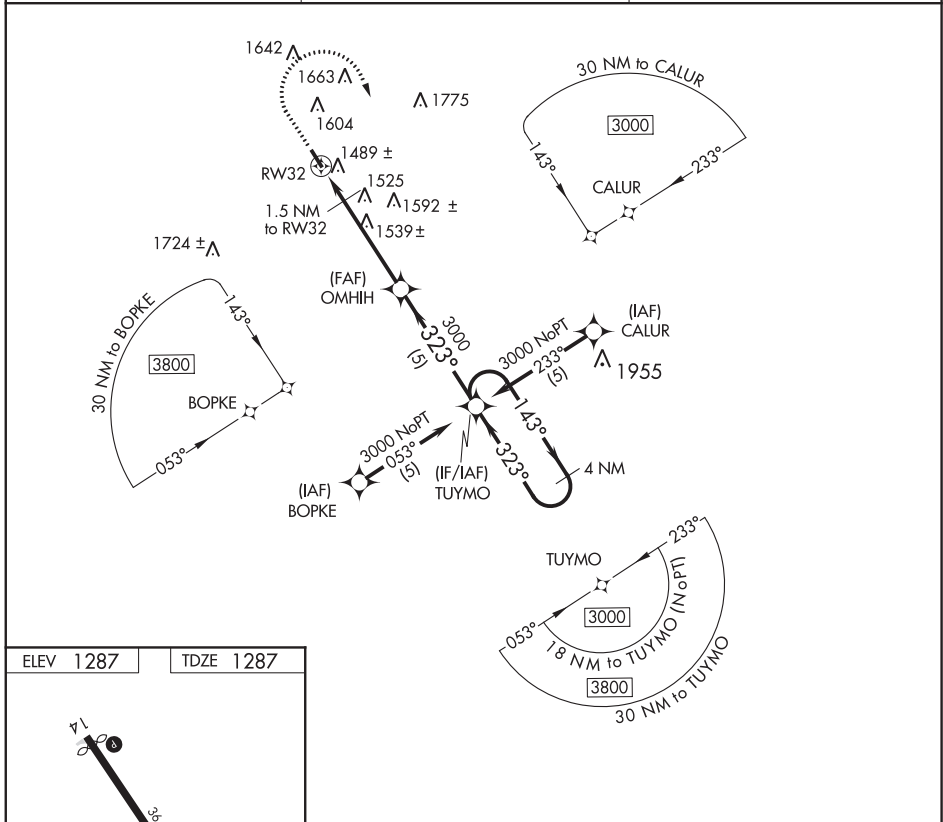
RNAV (GPS) RWY 32

AUDUBON COUNTY (ADU)

▽ GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. **▲** NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3 118.075	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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2500	3000	TUYMO	VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 40).		4 NM Holding Pattern
↑	↪	✧	OMHIIH	TUYMO	
CATEGORY	A	B	C	D	
LNAV MDA	1740-1	453 (500-1)	NA		
CIRCLING	1900-1	613 (700-1)	NA		

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AUDUBON, IOWA
Orig 21FEB02

41°42'N-94°55'W

RNAV (GPS) RWY 32

WAAS CH 58025 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	3001 1434 1434
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RNAV (GPS) RWY 18

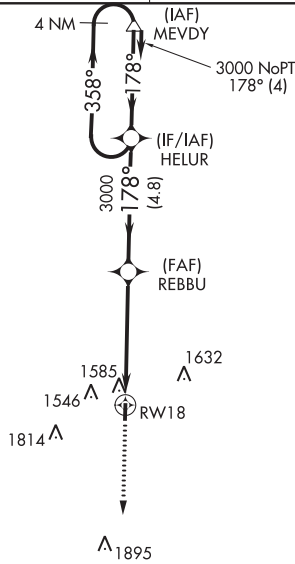
JERRY SUMNERS SR. AURORA MUNI (2H2)

NA Use Springfield altimeter setting; when not received, use Branson altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA.

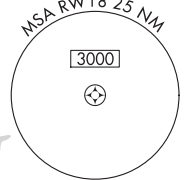
MISSED APPROACH: Climb to 3100 direct EGALE and hold.

SPRINGFIELD APP CON
124.95 318.2

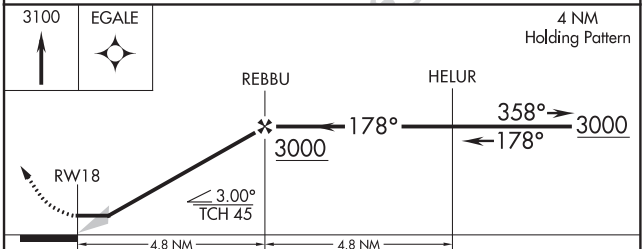
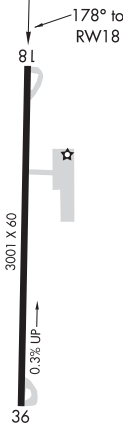
UNICOM
122.8 (CTAF)



Procedure NA for arrivals at MEVDY on V14 northeast bound.



ELEV 1434	TDZE 1434
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CATEGORY	A	B	C	D
LP MDA	1940-1	506 (600-1)		NA
LNAV MDA	1940-1	506 (600-1)		NA
CIRCLING	1960-1	526 (600-1)		NA

MIRL Rwy 18-36

AURORA, MISSOURI
Orig-A 05FEB15

JERRY SUMNERS SR. AURORA MUNI (2H2)
RNAV (GPS) RWY 18

36°58'N-93°42'W

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AURORA, MISSOURI

AL-6770 (FAA)

15148

WAAS CH 93726 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3001 1434 1434
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RNAV (GPS) RWY 36

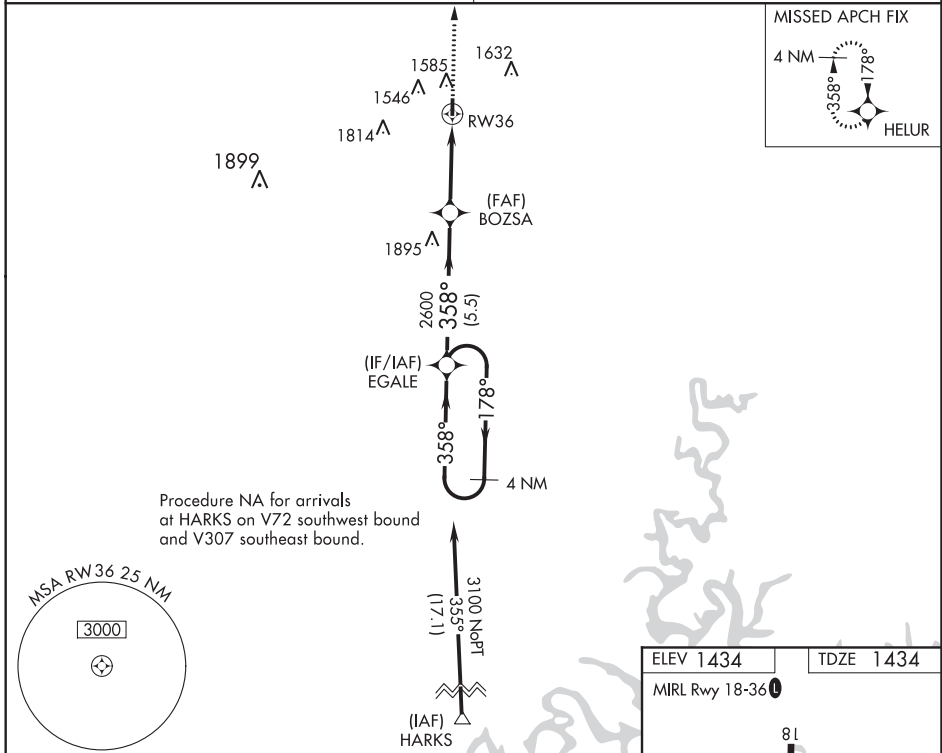
JERRY SUMNERS SR. AURORA MUNI (2H2)

NA Use Springfield altimeter setting; when not received, use Branson altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HELUR and hold.

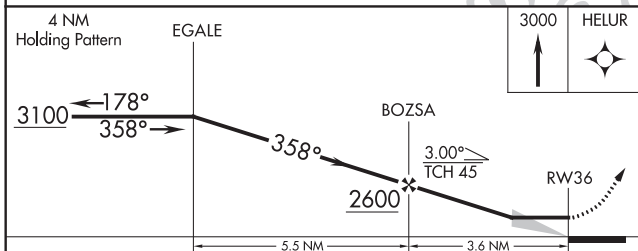
SPRINGFIELD APP CON **124.95 318.2**

UNICOM **122.8 (CTAF)**



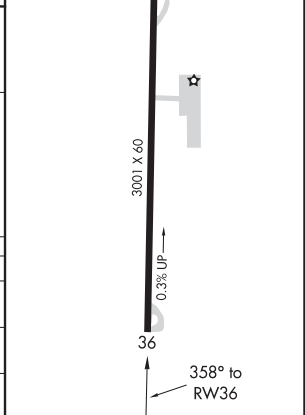
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1434	TDZE 1434
MIRL Rwy 18-36	

CATEGORY	A	B	C	D
LP MDA	2060-1	626 (700-1)		NA
LNAV MDA	2060-1	626 (700-1)		NA
CIRCLING	2060-1	626 (700-1)		NA



AURORA, MISSOURI
Orig-A 28MAY15

36°58'N-93°42'W

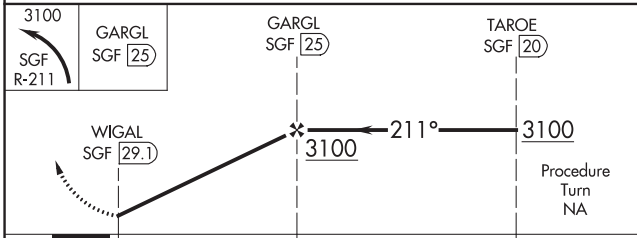
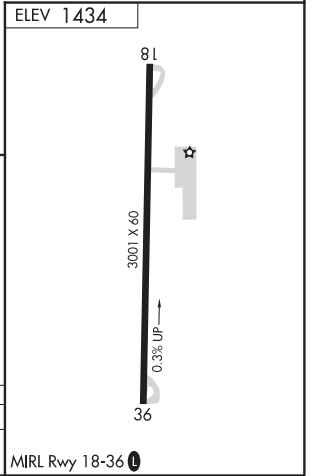
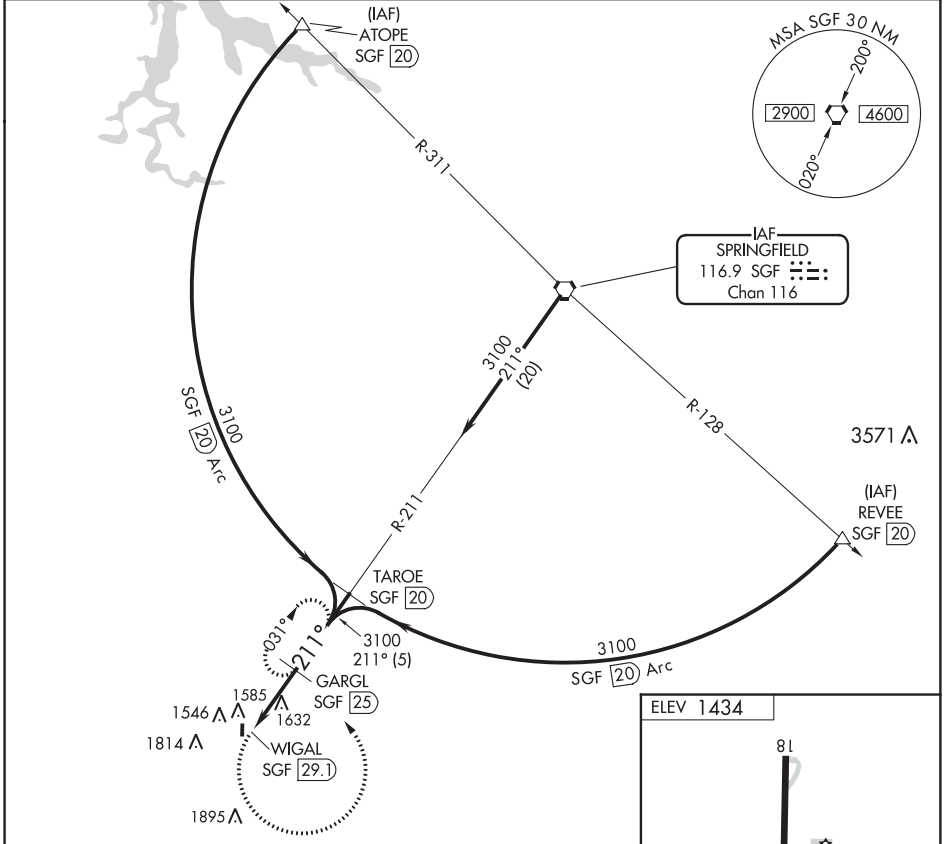
JERRY SUMNERS SR. AURORA MUNI (2H2)
RNAV (GPS) RWY 36

VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy Idg TDZE Apt Elev	N/A N/A 1434
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VOR/DME-A
JERRY SUMNERS SR. AURORA MUNI (2H2)

NA Use Springfield altimeter setting. MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON **124.95 318.2** UNICOM **122.8 (CTAF)**



CATEGORY	A	B	C	D
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AVA, MISSOURI

AL-6542 (FAA)

16259

APP CRS 135°	Rwy Idg 3634
	TDZE 1277
	Apt Elev 1311

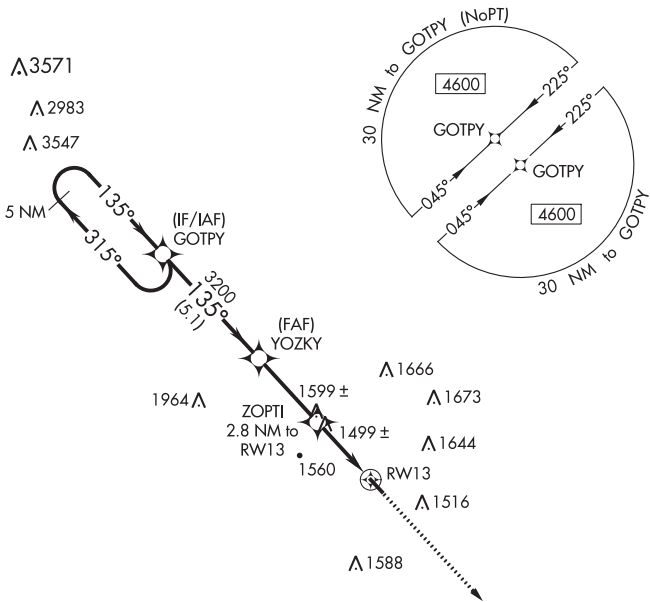
RNAV (GPS) RWY 13

AVA BILL MARTIN MEMORIAL (AOT)

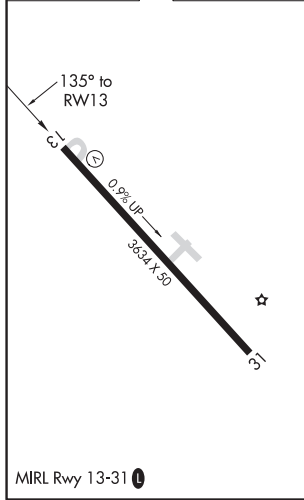
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Branson altimeter setting, if not received use Springfield Branson Natl altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct GAHSU and hold.

BRANSON AWOS-3 124.625	SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF)
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ELEV 1311	TDZE 1277
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Profile view of the RNAV (GPS) RWY 13 approach. Altitudes: 4600, 3200, 2200. Distances: 5.1 NM, 3.1 NM, 2.8 NM. Waypoints: GOTPY, YOZKY, ZOPTI, RW13.

GAHSU 5 NM

3500 GAHSU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).

ZOPTI 2.8 NM to RW13 TCH 40

CATEGORY	A	B	C	D
LNNAV MDA	1840-1	563 (600-1)		NA
CIRCLING	1940-1	629 (700-1)		NA

AVA, MISSOURI
Orig-A 24JUL14

36°58'N-92°41'W

AVA BILL MARTIN MEMORIAL (AOT)

RNAV (GPS) RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 315°	Rwy Idg 3634
	TDZE 1311
	Apt Elev 1311

RNAV (GPS) RWY 31

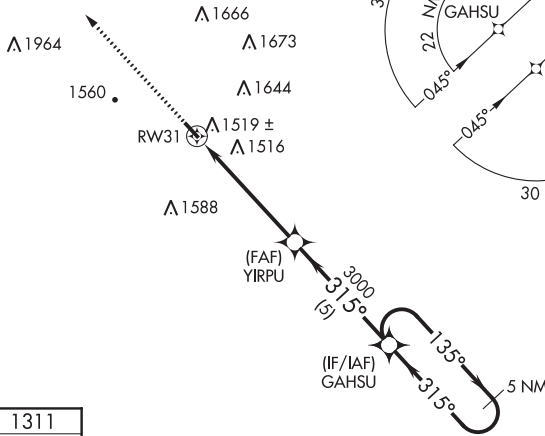
AVA BILL MARTIN MEMORIAL (A0V)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Branson altimeter setting, if not received use Springfield Branson Natl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 4600 direct GOTPY and hold, continue climb-in-hold to 4600.

BRANSON AWOS-3 124.625	SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) 0
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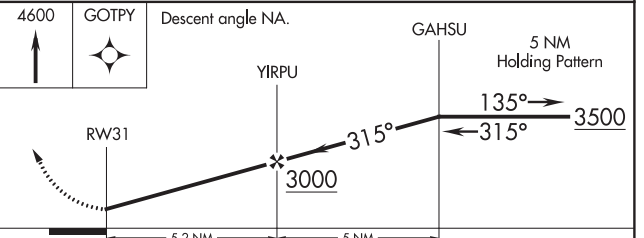
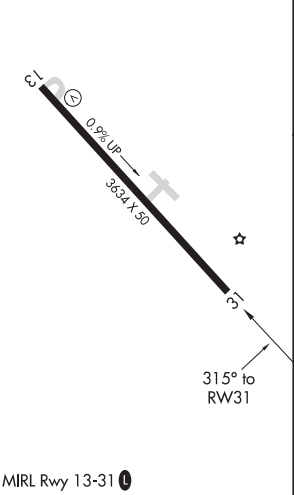
Δ 3547



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1311	TDZE 1311
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CATEGORY	A	B	C	D
LNAV MDA	1860-1	549 (600-1)	NA	
CIRCLING	1940-1	629 (700-1)	NA	

AVA, MISSOURI

AL-6542 (FAA)

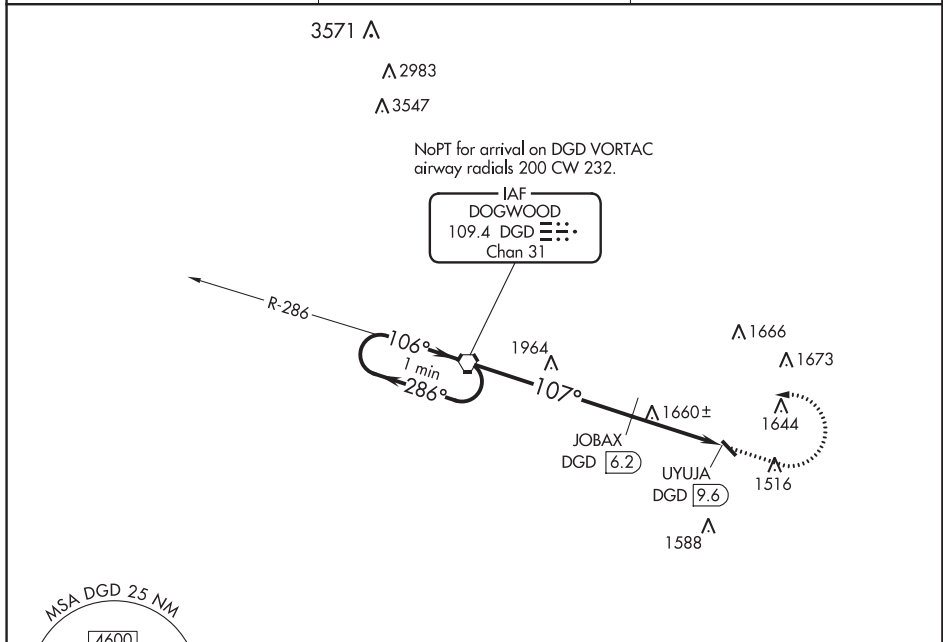
14205

VORTAC DGD 109.4 Chan 31	APP CRS 107°	Rwy Idg TDZE Apt Elev	N/A N/A 1311
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VOR-A

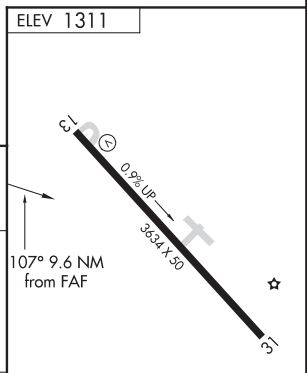
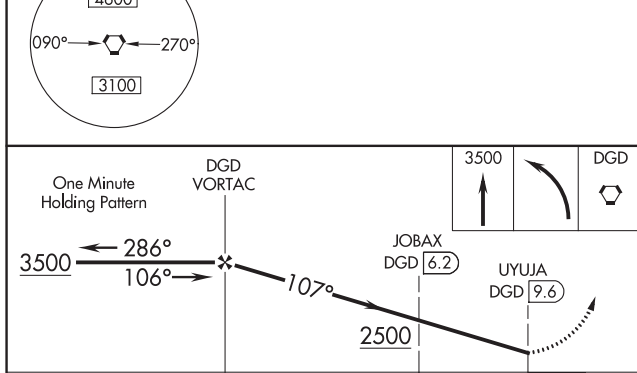
AVA BILL MARTIN MEMORIAL (AOT)

▽ Procedure NA at night. ▲ NA Use Branson altimeter setting, when not received use Springfield Branson Natl altimeter setting.	MISSED APPROACH: Climb to 3500 then left turn direct DGD VORTAC and hold.	
BRANSON AWOS-3 124.625	SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) ①



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	2500-1¼ 1189 (1200-1¼)	2500-1½ 1189 (1200-1½)	NA	NA
JOBAX FIX MINIMUMS (DME REQUIRED)				
CIRCLING	2020-1	709 (800-1)	NA	NA

MIRL Rwy 13-31 ①					
FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

AVA, MISSOURI
Amdt 3A 24JUL14

36°58'N-92°41'W

AVA BILL MARTIN MEMORIAL (AOT)

VOR-A

WAAS CH 45727 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	4001 771 771
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RNAV (GPS) RWY 18

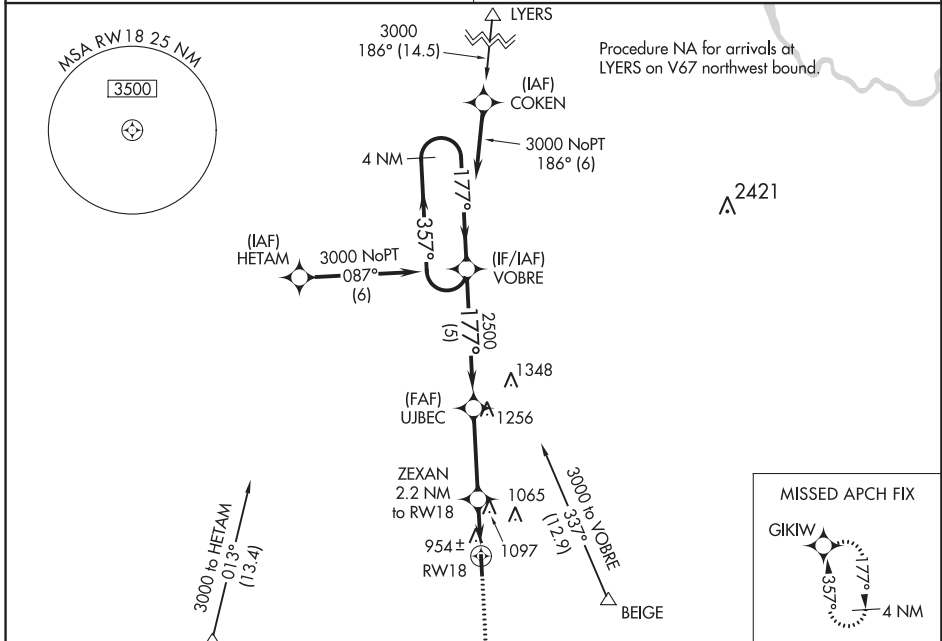
BELLE PLAINE MUNI (T/ZT)

▼ Use Vinton altimeter setting; when not received, use Cedar Rapids altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing Rwy 18 NA.

▲ NA

MISSED APPROACH:
Climb to 3000 direct GIKW and hold.

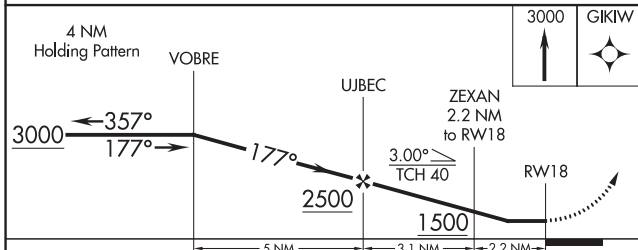
CEDAR RAPIDS APP CON *	CTAF
119.7 266.8	122.9 0



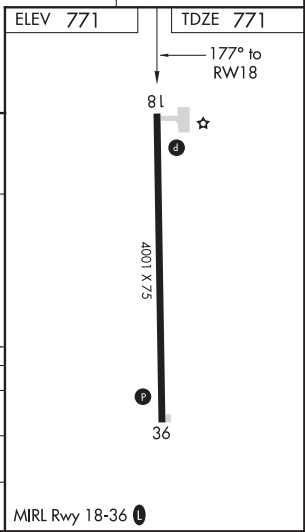
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 771	TDZE 771
177° to RWY 18	



CATEGORY	A	B	C	D
LP MDA	1280-1	509 (600-1)		NA
LNVA MDA	1420-1	649 (700-1)		NA
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)		NA



BELLE PLAINE, IOWA

AL-9149 (FAA)

15344

WAAS CH 56426 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	4001 769 771
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RNAV (GPS) RWY 36

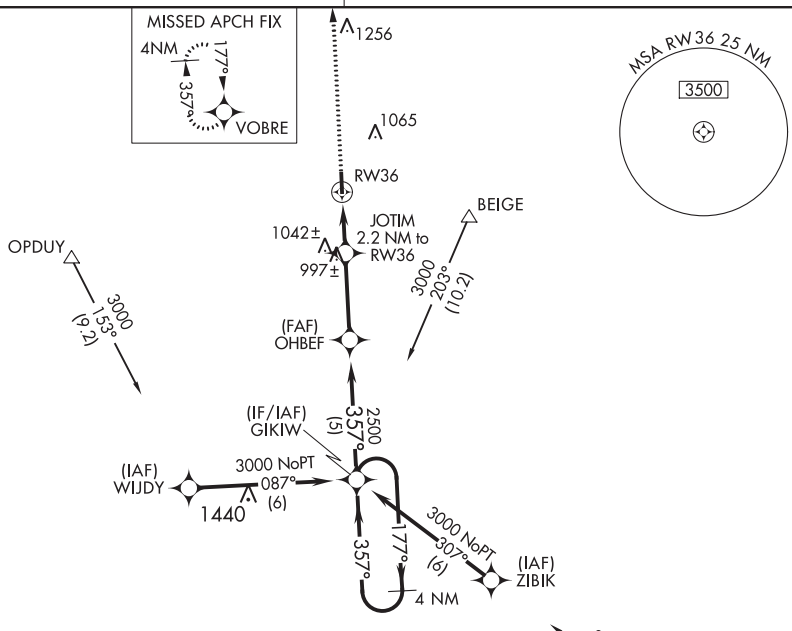
BELLE PLAINE MUNI (T'ZT)

NA Night Landing Rwy 18 NA. Baro-VNAV NA. Use Vinton altimeter setting; when not received, use Cedar Rapids altimeter setting and increase all DA 9 feet and LNAV MDA 20 feet, increase LPV and LNAV/VNAV all Cals visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct VOBRE and hold.

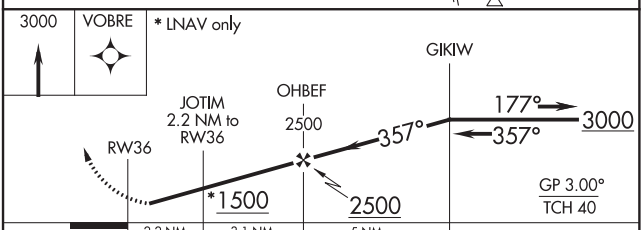
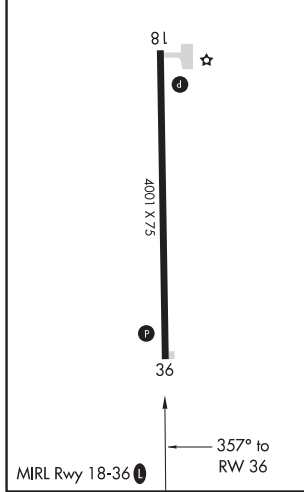
CEDAR RAPIDS APP CON*
119.7 266.8

CTAF
122.9



Procedure NA for arrivals at WELMA on V6-8 eastbound.

ELEV 771	TDZE 769
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CATEGORY	A	B	C	D
LPV DA	1083-1	314 (400-1)		NA
LNAV/VNAV DA	1083-1	314 (400-1)		NA
LNAV MDA	1380-1	611 (700-1)		NA
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)		NA

BELLE PLAINE, IOWA
Orig-A 24JUL14

41°53'N-92°17'W

RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BELLE PLAINE, IOWA

AL-9149 (FAA)

14261

VOR/DME CID 114.1 Chan 88	APP CRS 264°	Rwy Idg TDZE Apt Elev	N/A N/A 771
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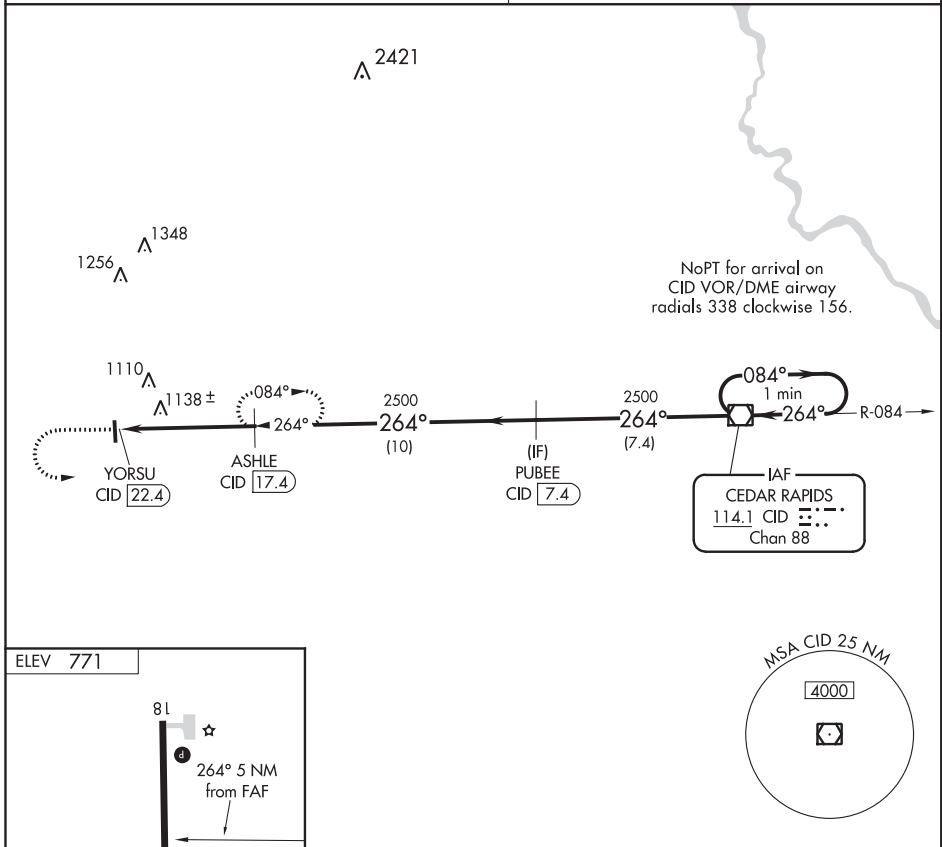
VOR/DME-A
BELLE PLAINE MUNI (T/ZT)

NA Circling to Rwy 18 NA at night. Use Vinton altimeter setting, when not received, use Cedar Rapids altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 on heading 060° and on CID VOR/DME R-264 to ASHLE 17.4 DME and hold.

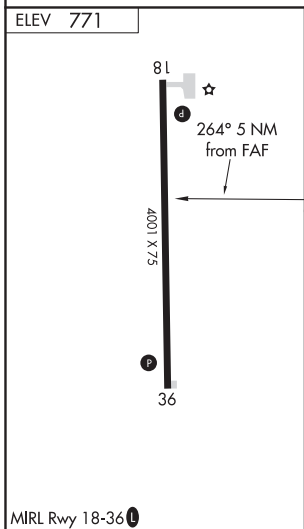
CEDAR RAPIDS APP CON ★
119.7 266.8

CTAF
122.9



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



2000	2500	CID	ASHLE CID 17.4	One Minute Holding Pattern
↑	hdg 060°	☐		
YORSU CID 22.4		ASHLE CID 17.4	PUBEE CID 7.4	CID VOR/DME
↙		↔	↔	↔
5 NM		10 NM	7.4 NM	084° / 264°
CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1¼ 729 (800-1¼)	NA	

BELLE PLAINE, IOWA
Amdt 1 31MAY12

41°53'N-92°17'W

BELLE PLAINE MUNI (T/ZT)
VOR/DME-A

BLOOMFIELD, IOWA

AL-6415 (FAA)

14037

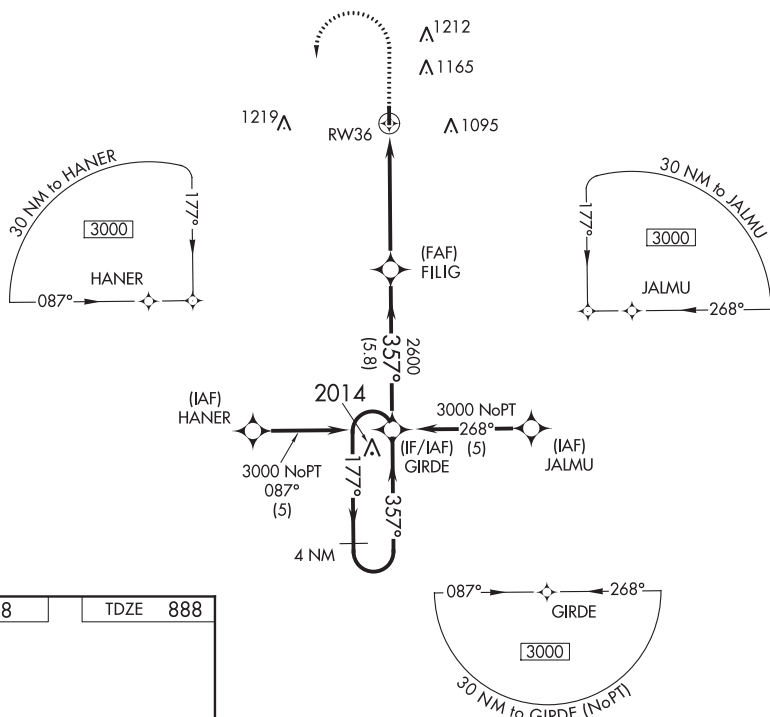
APP CRS 357°	Rwy Idg 3401
	TDZE 888
	Apt Elev 888

RNAV (GPS) RWY 36

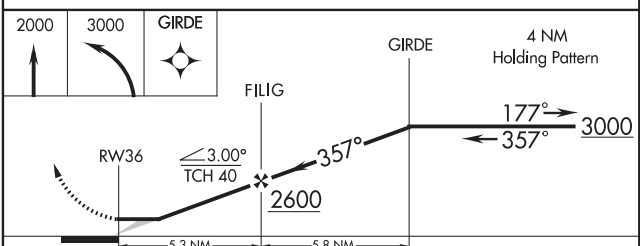
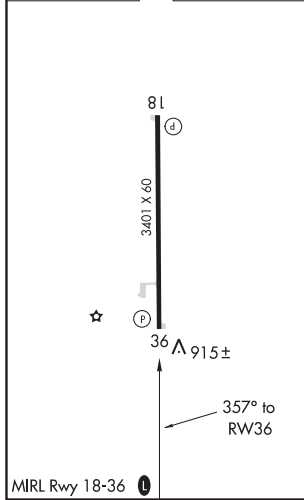
BLOOMFIELD MUNI (4K6)

<p>▼ Use Otlumwa altimeter setting; when not available, procedure NA.</p> <p>▲ NA DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.</p>
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<p>CHICAGO CENTER 118.15 354.1</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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ELEV 888	TDZE 888
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CATEGORY	A	B	C	D
LNAV MDA	1400-1	512 (600-1)	1400-1½ 512 (600-1½)	NA
CIRCLING	1500-1	612 (700-1)	1520-1¾ 632 (700-1¾)	NA

BLOOMFIELD, IOWA
Orig-A 16DEC10

40°44'N-92°26'W

RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NDB BEX 269	APP CRS 354°	Rwy Idg 3401
		TDZE 888
		Apt Elev 888

NDB RWY 36

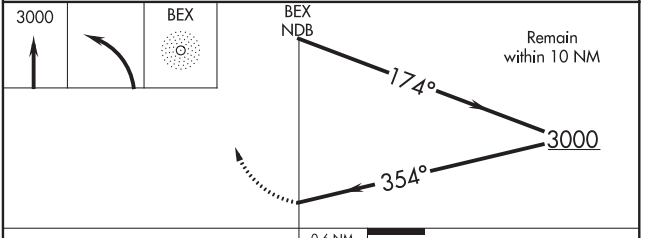
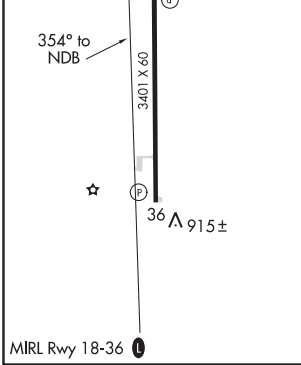
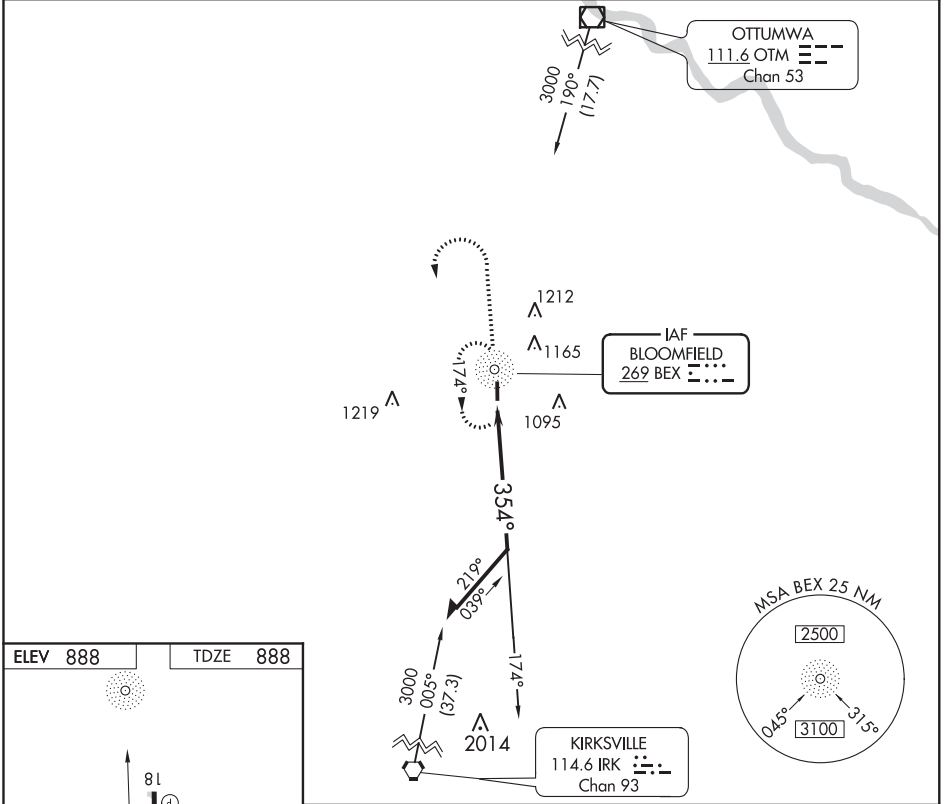
BLOOMFIELD MUNI (4K6)

▼ Use Ottumwa altimeter setting; when not available, procedure NA.
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER **118.15 354.1**

UNICOM **122.8 (CTAF)**



CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CIRCLING	1500-1	612 (700-1)	1520-1¾ 632 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BOLIVAR, MISSOURI

AL-9389 (FAA)

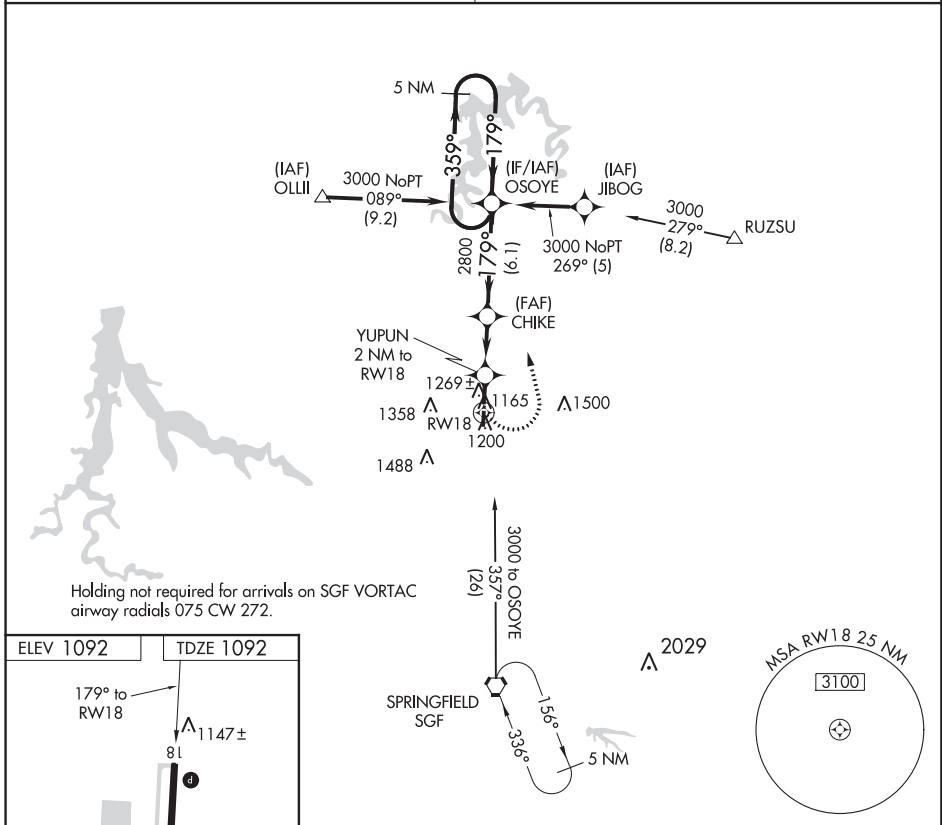
15008

APP CRS	Rwy Idg	4000
179°	TDZE	1092
	Apt Elev	1092

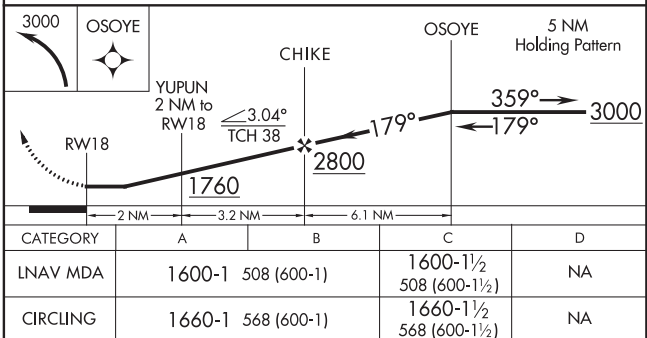
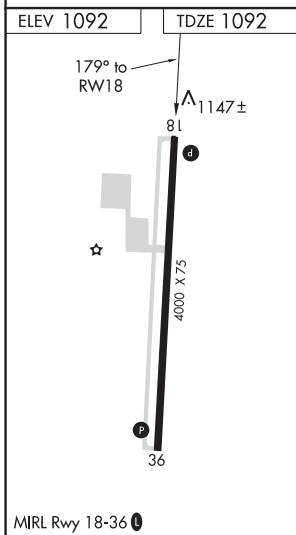
RNAV (GPS) RWY 18

BOLIVAR MUNI (M17)

<p>▽ DME/DME RNP-0.3 NA. ▲ NA Visibility reduction by helicopters NA. Use Springfield-Branson National altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.</p>
<p>SPRINGFIELD APP CON 124.95 318.2</p>	<p>UNICOM 123.0 (CTAF) 0</p>



Holding not required for arrivals on SGF VORTAC
 airway radials 075 CW 272.



BOLIVAR, MISSOURI
 Orig 05JUL07

37°36'N-93°21'W

RNAV (GPS) RWY 18

BOLIVAR MUNI (M17)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

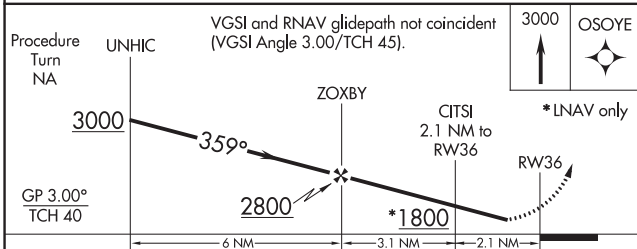
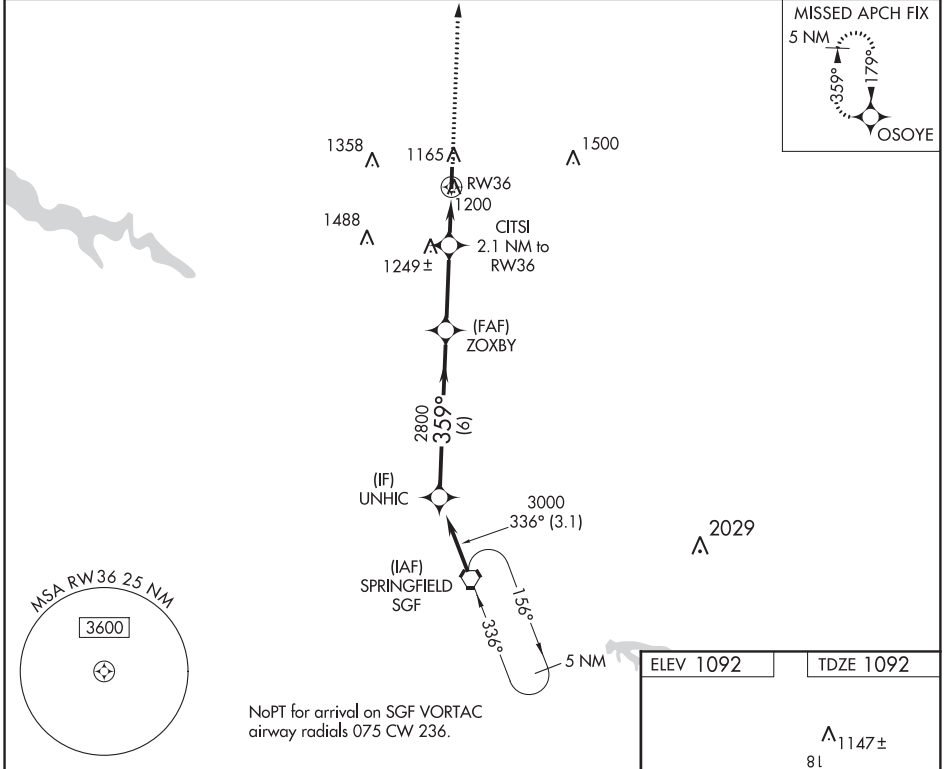
WAAS CH 78303 W36A	APP CRS 359°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092
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RNAV (GPS) RWY 36

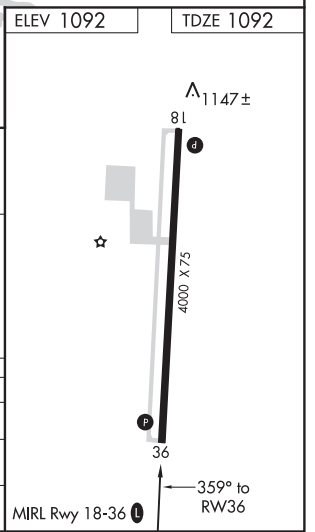
BOLIVAR MUNI (M17)

<p>▽ DME/DME RNP-0.3 NA. △ NA Visibility reduction by helicopters NA. Use Springfield-Branson National altimeter setting.</p>	MISSED APPROACH: Climb to 3000 direct OSOYE and hold.
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<p>SPRINGFIELD APP CON 124.95 318.2</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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CATEGORY	A	B	C	D
LPV DA	1448-1¼	356 (400-1¼)		NA
LNAV MDA	1580-1	488 (500-1)	1580-1¼ 488 (500-1¼)	NA
CIRCLING	1660-1	568 (600-1)	1660-1½ 568 (600-1½)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BOLIVAR, MISSOURI

AL-9389 (FAA)

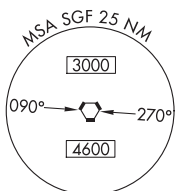
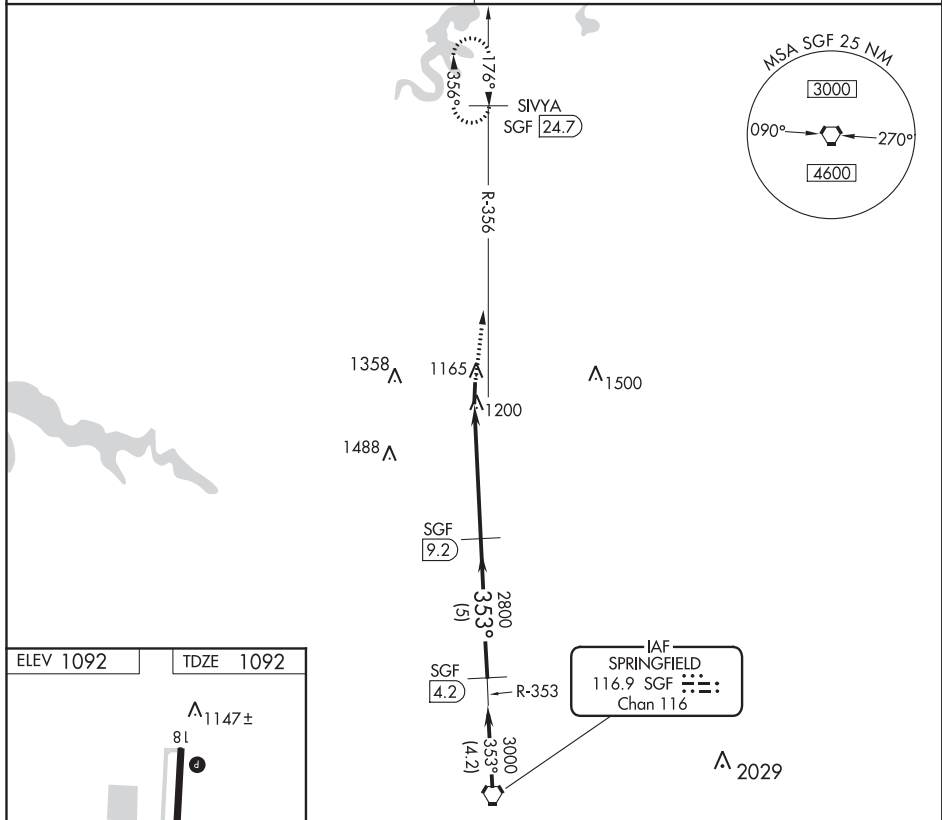
15008

VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy Idg TDZE 1092 Apt Elev 1092	4000
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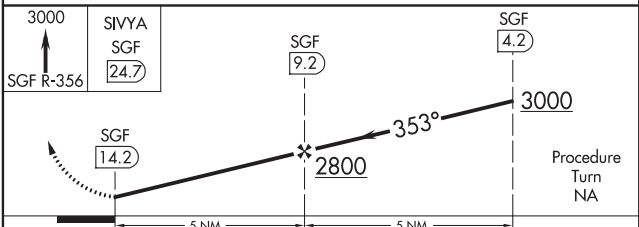
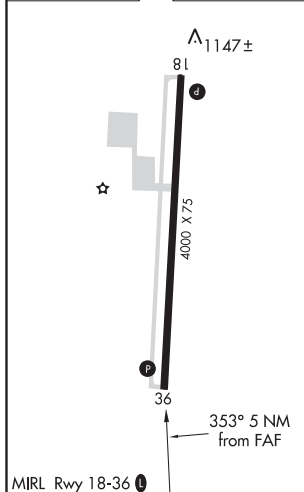
VOR/DME RWY 36

BOLIVAR MUNI (M17)

<p>NA Use Springfield-Branson National altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.</p>
<p>SPRINGFIELD APP CON 124.95 318.2</p>	<p>UNICOM 123.0 (CTAF) 0</p>



ELEV 1092	TDZE 1092
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CATEGORY	A	B	C	D
S-36	1700-1	608 (700-1)		NA
CIRCLING	1700-1	608 (700-1)		NA

BOLIVAR, MISSOURI
Orig 25MAR99

37°36'N-93°21'W

BOLIVAR MUNI (M17) VOR/DME RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78033 W15A	APP CRS 146°	Rwy Idg TDZE Apt Elev	4667 1139 1160
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RNAV (GPS) RWY 15

BOONE MUNI (BNW)

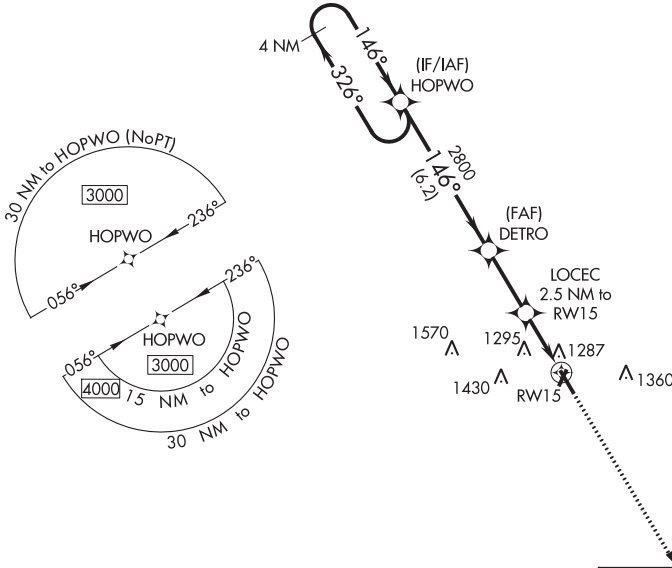
⚠ Baro-VNAV and VDP NA when using Ames Muni altimeter setting. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ames Muni altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{8}$ mile. Circling NA to Rwy's 2 and 20.

MISSED APPROACH:
Climb to 4000 direct CALUM and hold.

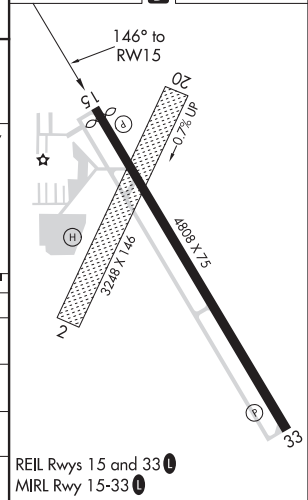
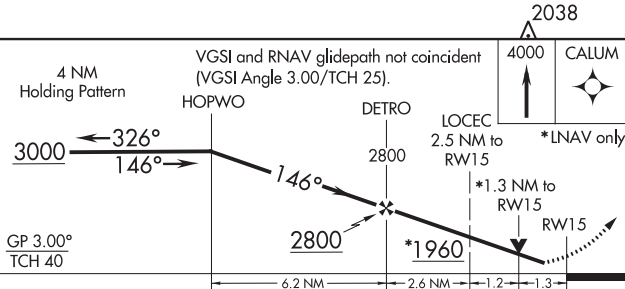
AWOS-3
120.925

DES MOINES APP CON
123.9 307.15

UNICOM
123.0 (CTAF) 0



ELEV 1160 **D** TDZE 1139



CATEGORY	A	B	C	D
LPV DA	1389-1	250 (300-1)		NA
LNAV/VNAV DA	1643-1 $\frac{3}{4}$	504 (500-1 $\frac{3}{4}$)		NA
LNAV MDA	1580-1	441 (500-1)		NA
C CIRCLING	1620-1 460 (500-1)	1640-1 480 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40133 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	4807 1139 1160
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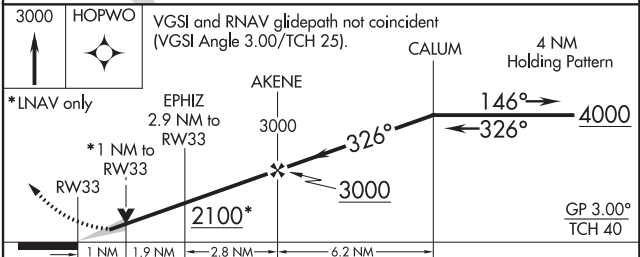
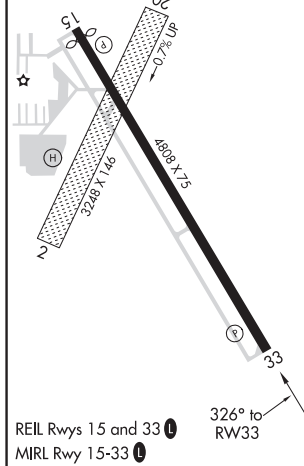
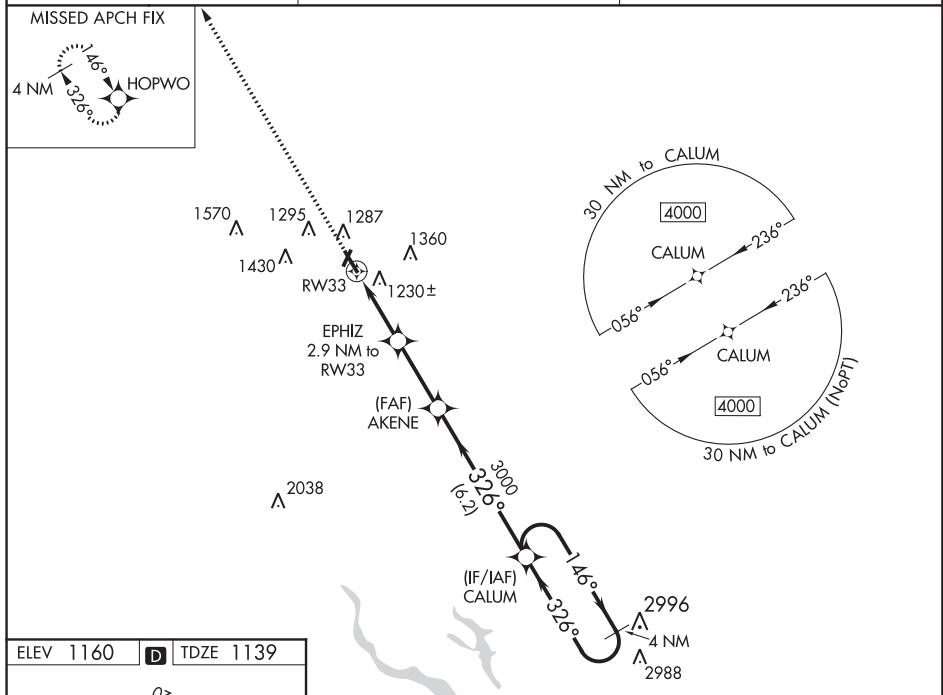
RNAV (GPS) RWY 33

BOONE MUNI (BNW)

Baro-VNAV NA. DME/DME RNP-0.3 NA. VDP NA with Ames Muni altimeter setting. When local altimeter setting not received, use Ames Muni altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile. Circling NA to Rwy's 2 and 20.

MISSED APPROACH: Climb to 3000 direct HOPWO and hold.

AWOS-3 120.925	DES MOINES APP CON 123.9 307.15	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1389-1	250 (300-1)		NA
LNAV/VNAV DA	1424-1	285 (300-1)		NA
LNAV MDA	1480-1	341 (400-1)		NA
C CIRCLING	1620-1 460 (500-1)	1640-1 480 (500-1)		NA

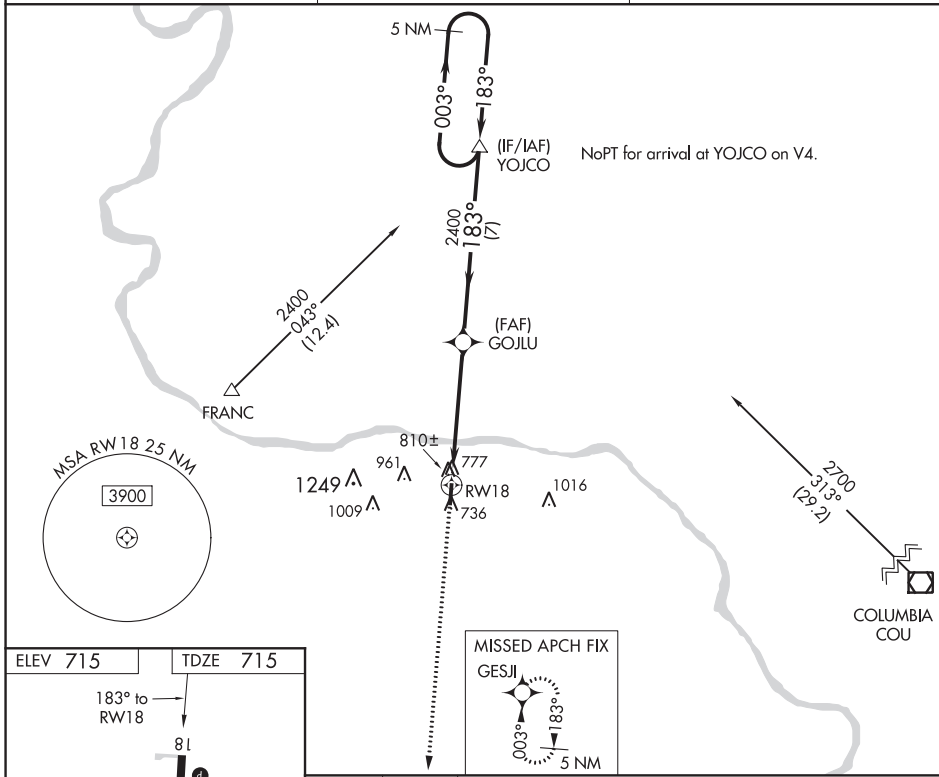
WAAS CH 72703 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4000 715 715
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RNAV (GPS) RWY 18

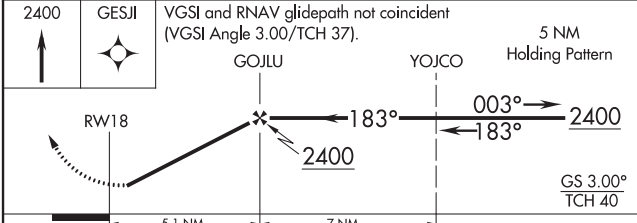
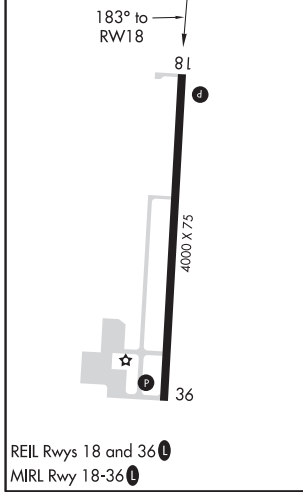
JESSE VIERTTEL MEMORIAL (V.E.R.)

<p>V NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2400 direct GESJL and hold.</p>
--	--

<p>AWOS-3 119.625</p>	<p>MIZZU APP CON 124.375</p>	<p>UNICOM 122.7 (CTAF) 0</p>
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ELEV 715	TDZE 715
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CATEGORY	A	B	C	D
LPV DA	1103-1½		388 (400-1½)	NA
LNAV MDA	1140-1	425 (500-1)	1140-1¼ 425 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BOONVILLE, MISSOURI

AL-6192 (FAA)

14261

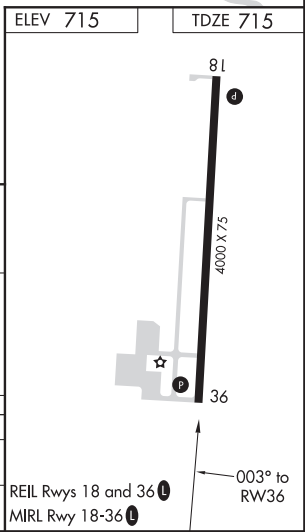
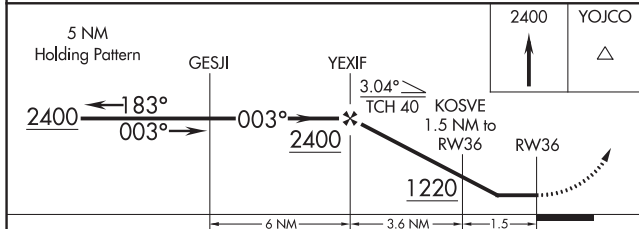
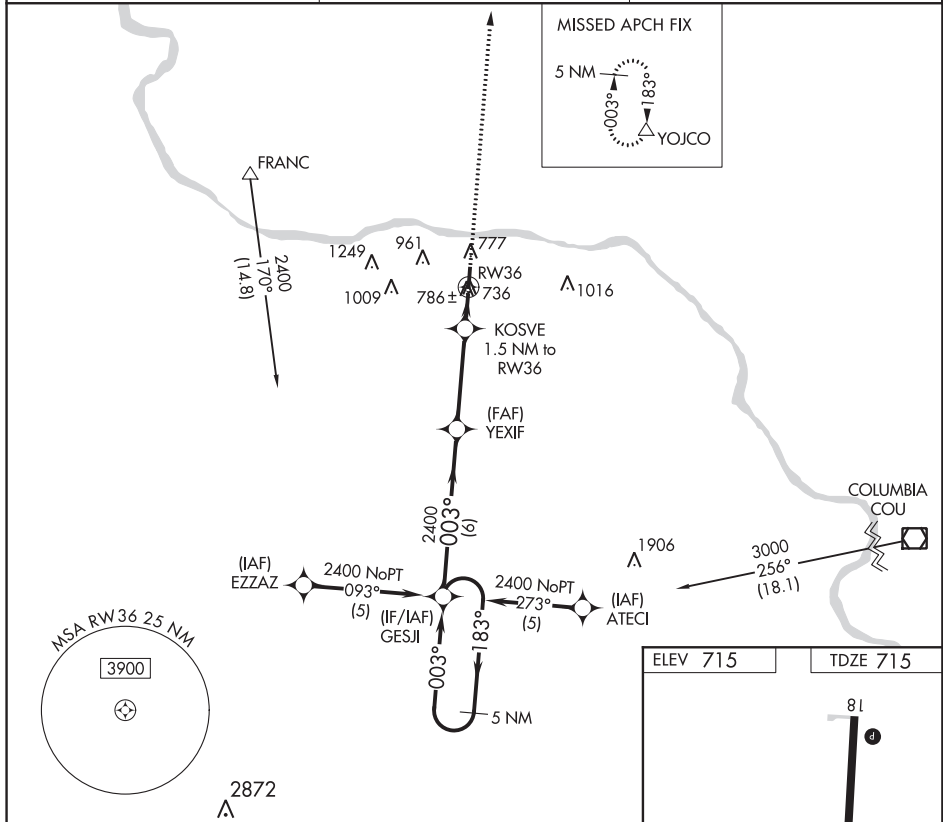
APP CRS	Rwy Idg	4000
003°	TDZE	715
	Apt Elev	715

RNAV (GPS) RWY 36

JESSE VIERTTEL MEMORIAL (V.E.R.)

<p>NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2400 direct YOJCO and hold.</p>
--	--

<p>AWOS-3</p> <p>119.625</p>	<p>MIZZU APP CON</p> <p>124.375</p>	<p>UNICOM</p> <p>122.7 (CTAF)</p>
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CATEGORY	A	B	C	D
RNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

BOONVILLE, MISSOURI
 Orig 10MAY07

38°57'N-92°41'W

JESSE VIERTTEL MEMORIAL (V.E.R.) RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

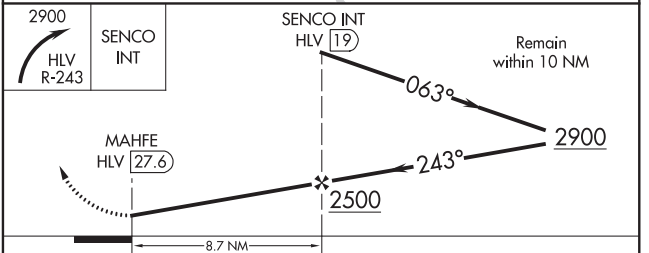
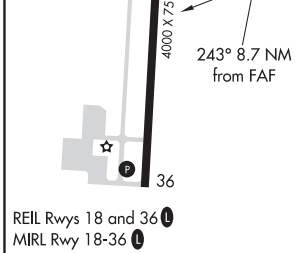
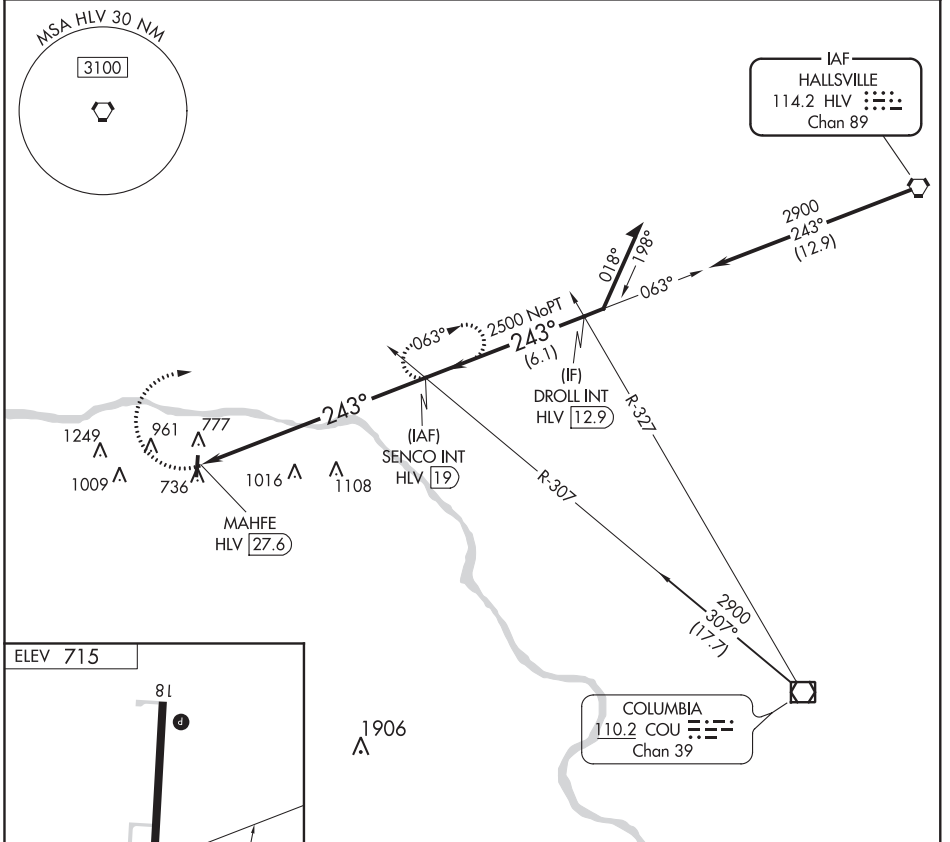
NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC HLV 114.2 Chan 89	APP CRS 243°	Rwy Idg TDZE Apt Elev	N/A N/A 715
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VOR-A
JESSE VIERTEL MEMORIAL (V.E.R.)

<p>▼ NA</p> <p>Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO INT/HLV 19 DME and hold.</p>
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<p>AWOS-3 119.625</p>	<p>MIZZU APP CON 124.375</p>	<p>UNICOM 122.7 (CTAF)</p>
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FAF to MAP 8.7 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA
Min:Sec	8:42 5:48 4:21 3:29 2:54					

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BOWLING GREEN, MISSOURI

AL-6479 (FAA)

14317

APP CRS	Rwy Idg	3203
133°	TDZE	886
	Apt Elev	886

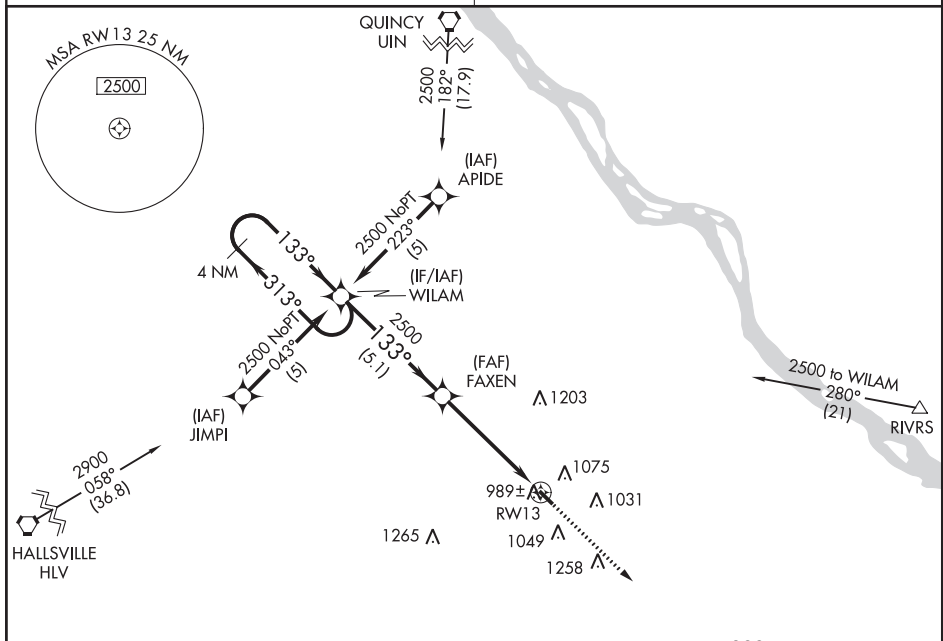
RNAV (GPS) RWY 13

BOWLING GREEN MUNI (H19)

<p>NA Use Quincy, IL altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.</p>
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KANSAS CITY CENTER
126.225 317.775

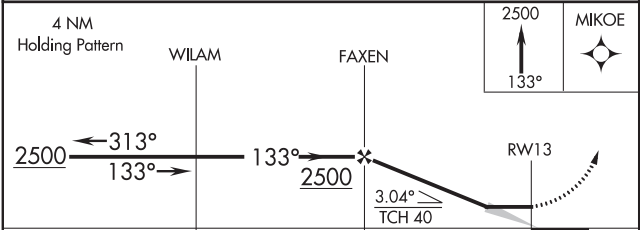
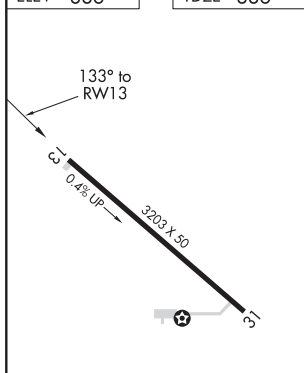
UNICOM
122.8 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 886	TDZE 886
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CATEGORY	A	B	C	D
RNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

BOWLING GREEN, MISSOURI
Orig 18APR02

39°22'N-91°13'W

BOWLING GREEN MUNI (H19)

RNAV (GPS) RWY 13

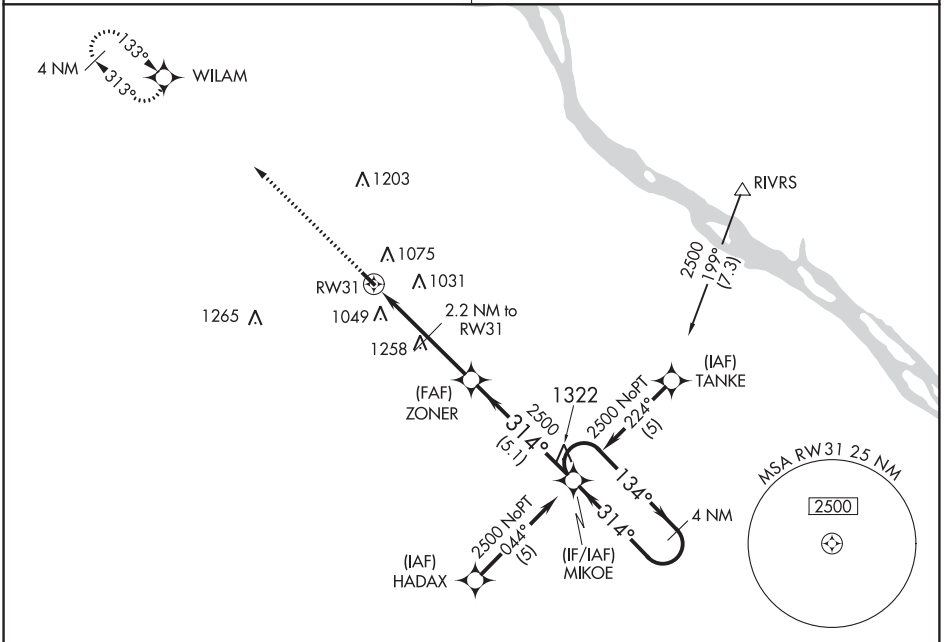
APP CRS 314°	Rwy Idg 3203
	TDZE 886
	Apt Elev 886

RNAV (GPS) RWY 31

BOWLING GREEN MUNI (H19)

NA Use Quincy, IL altimeter setting. MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

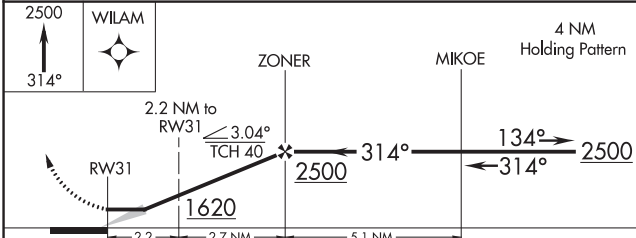
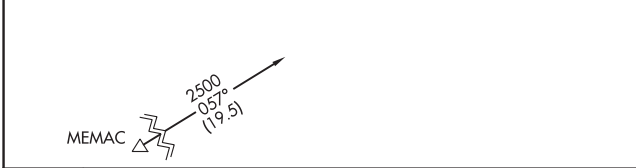
KANSAS CITY CENTER **126.225 317.775** UNICOM **122.8 (CTAF) 0**



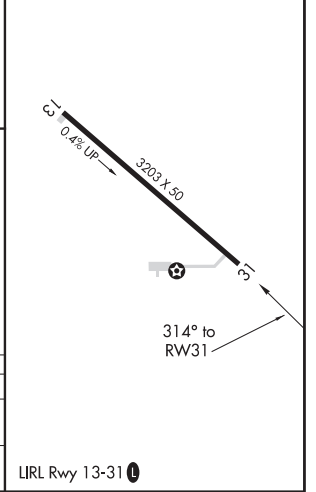
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 886	TDZE 886
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CATEGORY	A	B	C	D
LNAV MDA	1460-1	574 (600-1)		NA
CIRCLNG	1520-1	634 (700-1)		NA



LIRL Rwy 13-31 0

BOWLING GREEN, MISSOURI

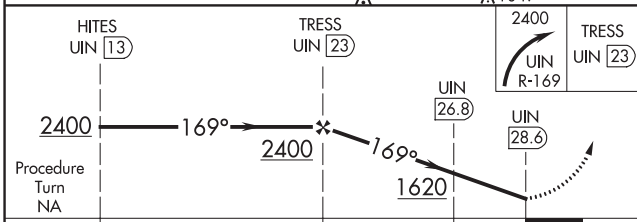
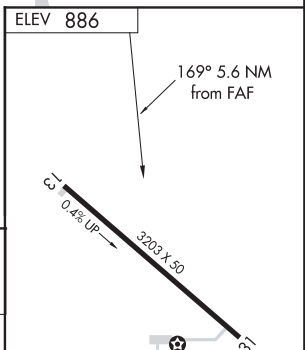
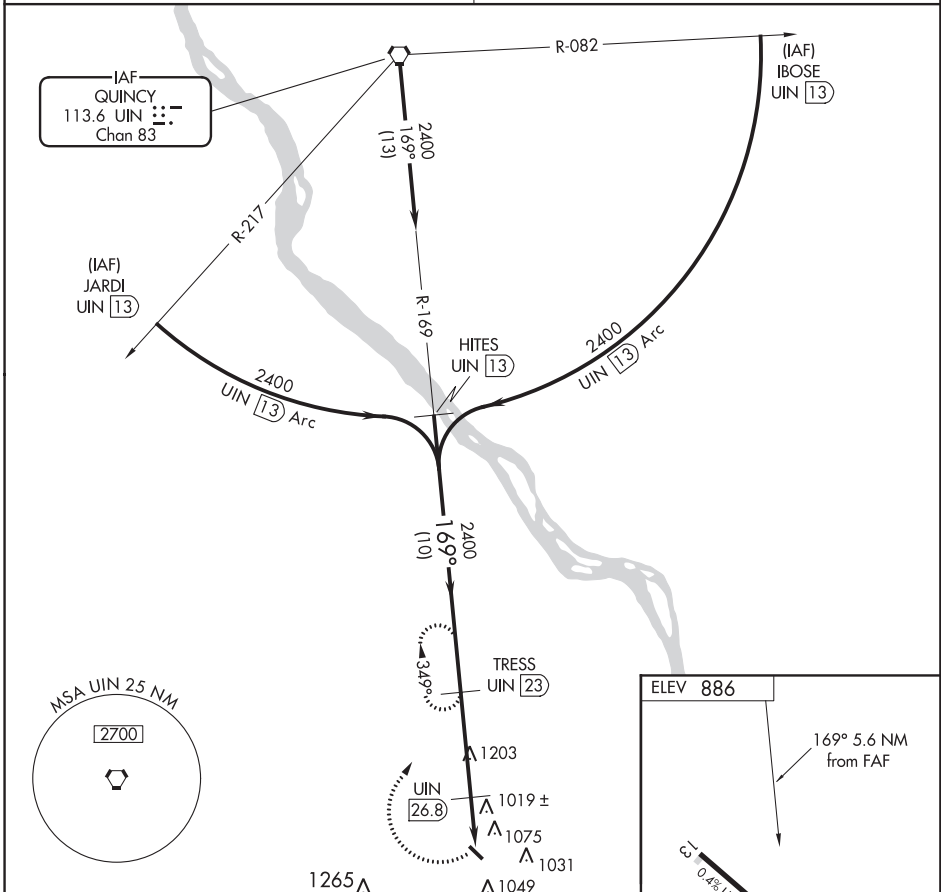
AL-6479 (FAA)

14317

VORTAC UIN 113.6 Chan 83	APP CRS 169°	Rwy ldg TDZE Apt Elev N/A N/A 886
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VOR/DME-A
BOWLING GREEN MUNI (H19)

<p>▼ Use Quincy altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.</p>
<p>KANSAS CITY CENTER 126.225 317.775</p>	<p>UNICOM 122.8 (CTAF) 0</p>



CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)	1520-1¼ 634 (700-1¼)	NA	

LIRL Rwy 13-31 0

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BOWLING GREEN, MISSOURI
Amdt 2 18APR02

39°22'N-91°13'W

BOWLING GREEN MUNI (H19)
VOR/DME-A

LOC/DME I-BBG 111.35 Chan 50 (Y)	APP CRS 323°	Rwy Idg 7140 TDZE 1302 Apt Elev 1302
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ILS or LOC RWY 32

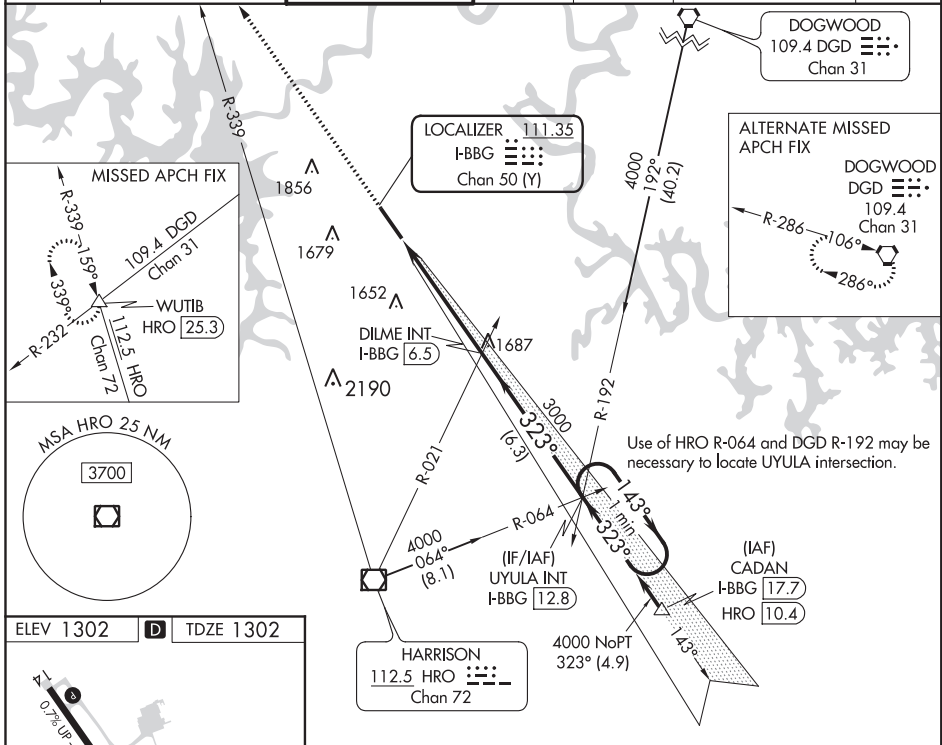
BRANSON (BBG)

NA Inoperative table does not apply. When local altimeter setting not received, use Harrison altimeter setting and increase all DA/MDA 60 feet and increase Circling Cat D visibility ¼ mile. VDP NA when using Harrison altimeter setting.

MALSF

MISSED APPROACH: Climb to 4000 on heading 323° and HRO VOR/DME R-339 to WUTIB INT/HRO 25.3 DME and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER★ 128.15 (CTAF) U	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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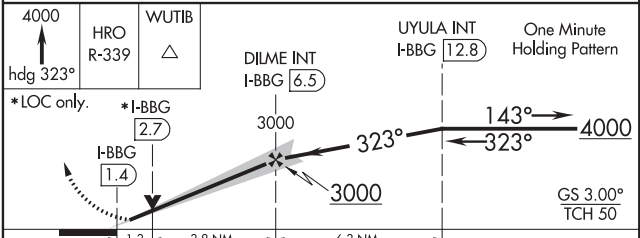
ELEV 1302	D	TDZE 1302
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TWR ☆

REIL Rwy 14 **L** 323° 5.1 NM
HIRL Rwy 14-32 **L** from FAF

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 32	1502-1 200 (200-1)			
S-LOC 32	1760-1	458 (500-1)	1760-1½ 458 (500-1½)	1760-1½ 458 (500-1½)
C CIRCLING	1760-1 458 (500-1)	1780-1 478 (500-1)	2220-2½ 918 (1000-2½)	2220-2¾ 918 (1000-2¾)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BRANSON, MISSOURI

AL-10372 (FAA)

15344

WAAS CH 49111 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	7140 1275 1303
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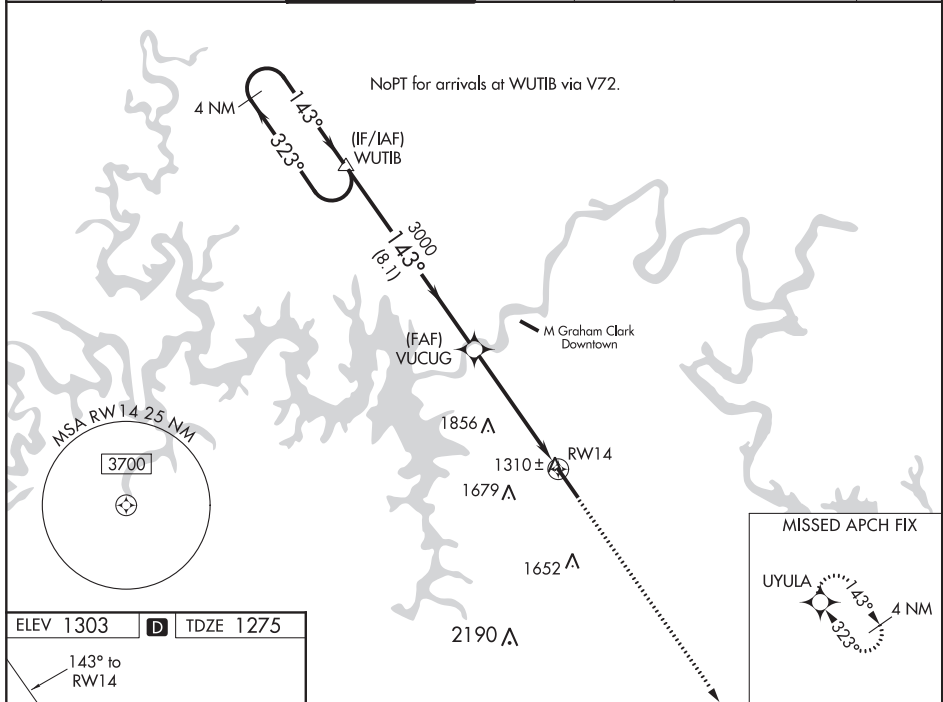
RNAV (GPS) RWY 14

BRANSON (BBG)

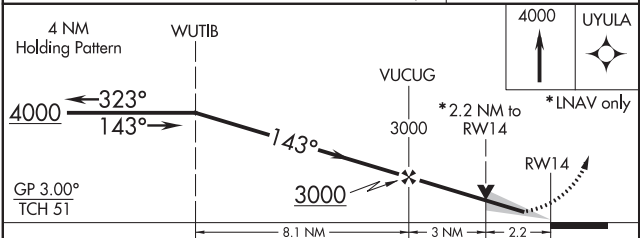
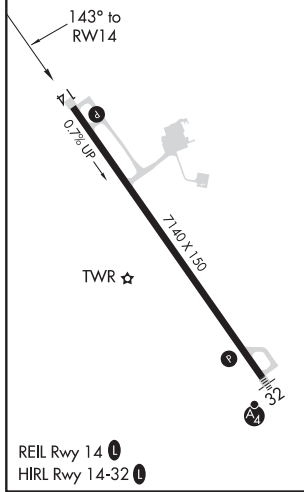
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.
 VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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ELEV 1303	D	TDZE 1275
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CATEGORY	A	B	C	D
LPV DA		1525-1	250 (300-1)	
LNAV/VNAV DA		1798-2	523 (500-2)	
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)

BRANSON, MISSOURI
Orig-A 26JUN14

36°32'N - 93°12'W

BRANSON (BBG) RNAV (GPS) RWY 14

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

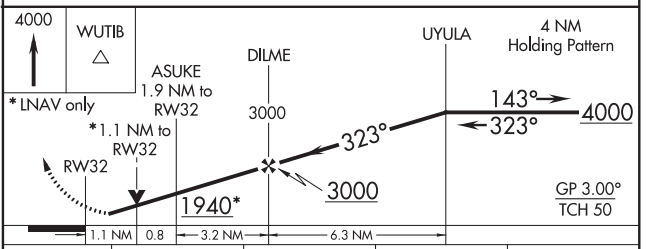
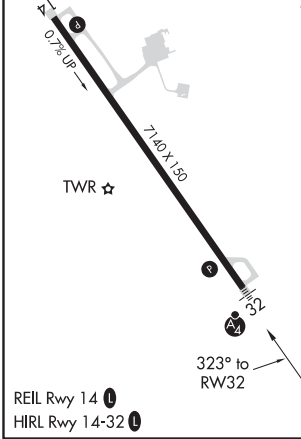
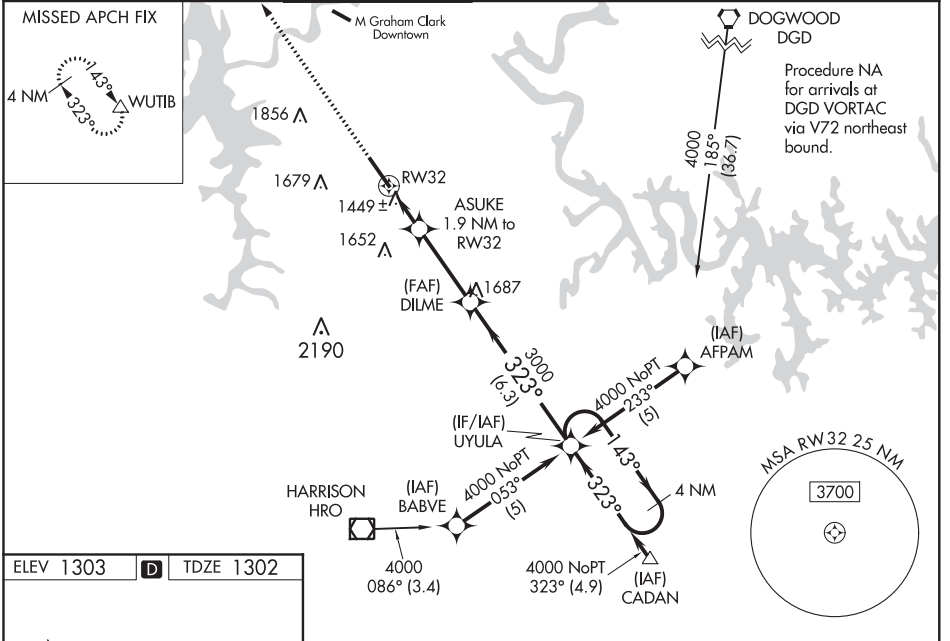
WAAS CH 93911 W32A	APP CRS 323°	Rwy Idg TDZE Apt Elev	7140 1302 1303
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RNAV (GPS) RWY 32

BRANSON (BBG)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¾ mile, and Circling Cat D visibility ¾ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Inoperative table does not apply.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 4000 direct WUTIB and hold.</p>

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF)	GND CON 118.4	CLNC DEL 118.4	SPRINGFIELD CLNC DEL 126.35 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1502-1		200 (200-1)	
LNAV/VNAV DA	1757-1½		455 (500-1½)	
LNAV MDA	1700-1		398 (400-1)	
CIRCLING	1760-1	1780-1	1780-1½	2000-2½
	457 (500-1)	477 (500-1)	477 (500-1½)	697 (700-2¼)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

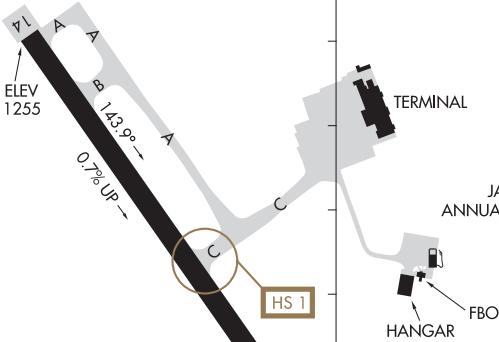
AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI

ATIS
 124.625
 BRANSON TOWER ★
 128.15
 GND CON
 118.4
 CLNC DEL
 118.4
 126.35 (When Tower Closed)

36°32.5'N

D



36°32.0'N

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

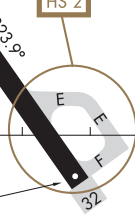
RWY 14-32
 PCN 39 R/C/W/U
 S-75, D-200, 2S-175, 2D-350, 2D/2D2-700

TWR ★

HS 1

7140 X 150

HS 2



36°31.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93°12.5'W

93°12.0'W

93°11.5'W

AIRPORT DIAGRAM

15344

BRANSON, MISSOURI
BRANSON (BBG)

WAAS CH 78220 W12A	APP CRS 117°	Rwy Idg TDZE Apt Elev	3449 940 940
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RNAV (GPS) RWY 12

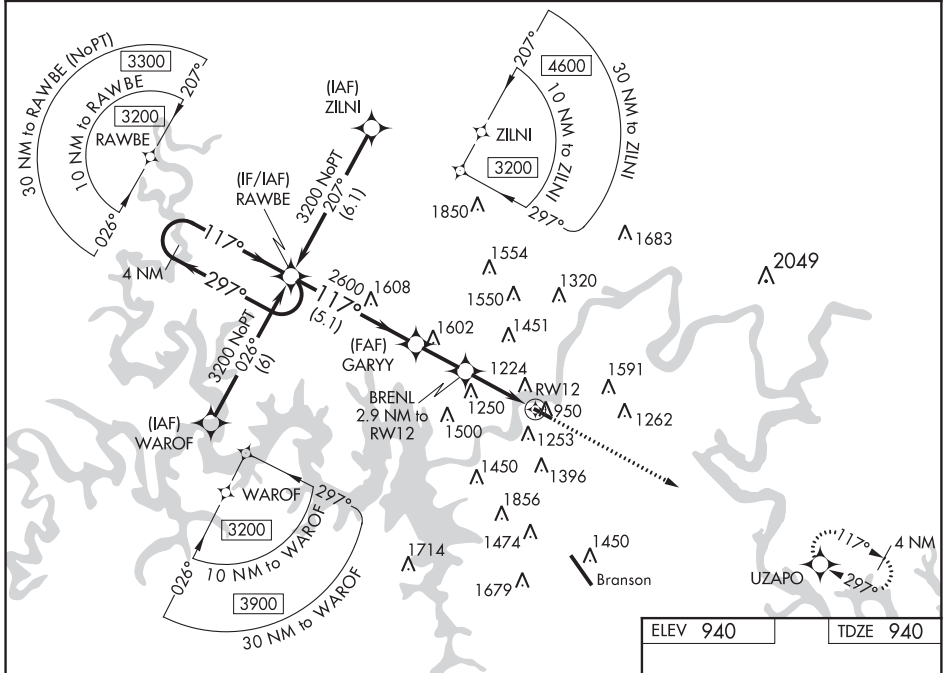
M GRAHAM CLARK DOWNTOWN (PLK)

NA Baro-VNAV NA when using Branson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Branson altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Branson altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH:
Climb to 3200 direct UZAPO and hold.

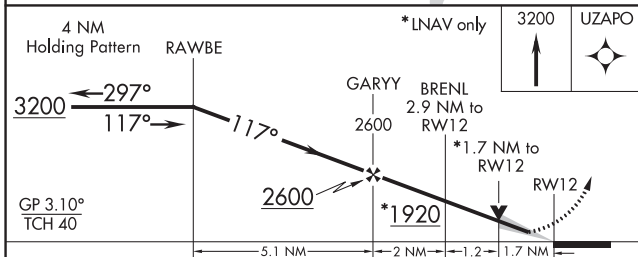
SPRINGFIELD APP CON
126.35

UNICOM
122.7 (CTAF) 0



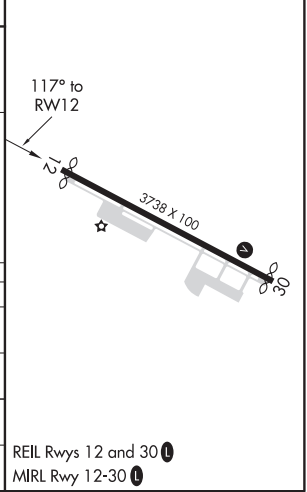
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 940	TDZE 940
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CATEGORY	A	B	C	D
LPV DA	1140-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1416-1 5/8	476 (500-1 5/8)		NA
LNAV MDA	1540-1	600 (600-1)		NA
CIRCLING	1560-1	620 (700-1)		NA



BRANSON, MISSOURI

AL-5750 (FAA)

15344

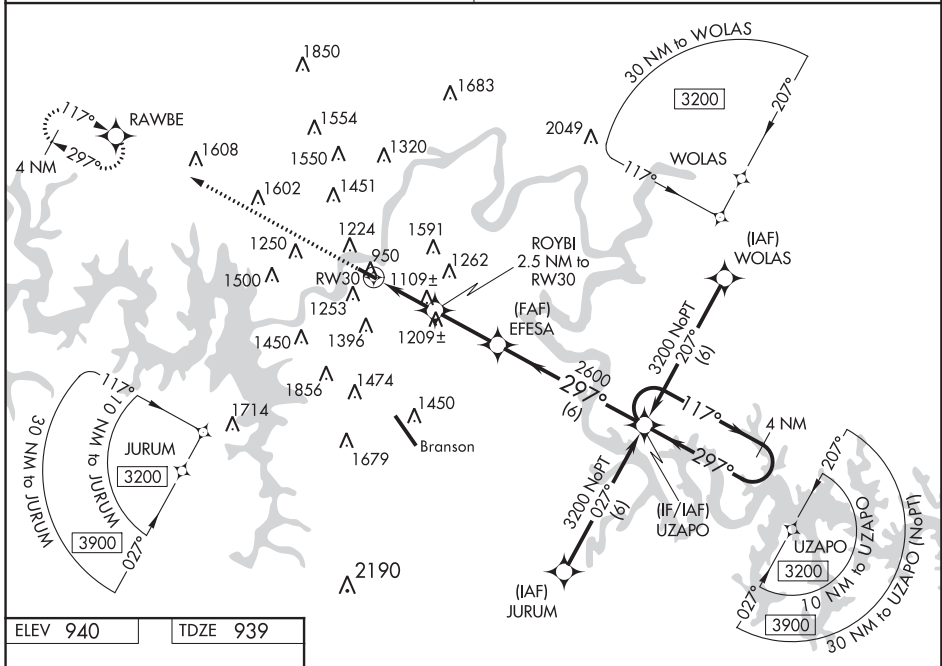
WAAS CH 50420 W30A	APP CRS 297°	Rwy Idg TDZE Apt Elev	3428 939 940
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RNAV (GPS) RWY 30
M GRAHAM CLARK DOWNTOWN (PLK)

NA Baro-VNAV NA when using Branson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with KBBG altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Branson altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH:
Climb to 3200 direct RAWBE and hold.

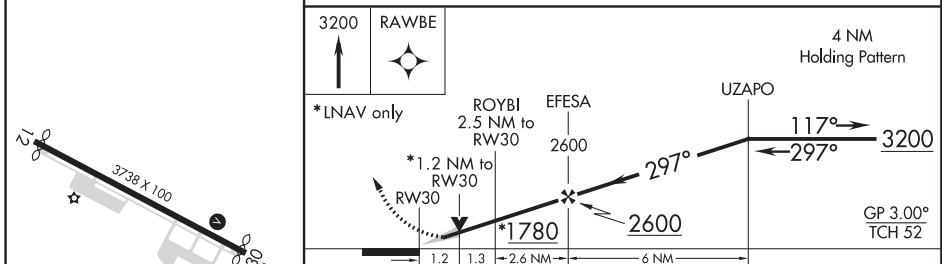
SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 940	TDZE 939
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CATEGORY	A	B	C	D
LPV DA	1189-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	1224-7/8	285 (300-7/8)		NA
LNAV MDA	1360-1	421 (500-1)		NA
CIRCLING	1560-1	620 (700-1)		NA

BRANSON, MISSOURI
Orig-B 24JUL14

36°38'N-93°14'W

M GRAHAM CLARK DOWNTOWN (PLK)
RNAV (GPS) RWY 30

WAAS CH 72726 W03A	APP CRS 034°	Rwy Idg 5002 TDZE 1308 Apt Elev 1348
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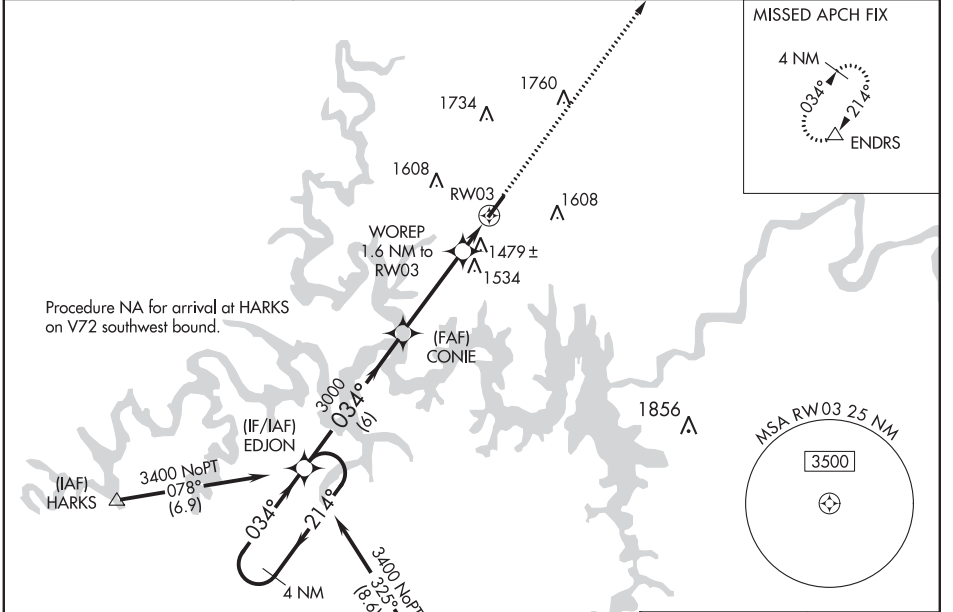
RNAV (GPS) RWY 3

BRANSON WEST MUNI - EMERSON FIELD (F'WB)

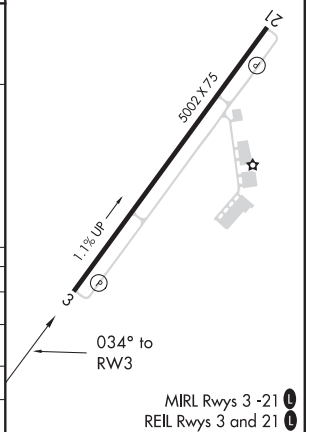
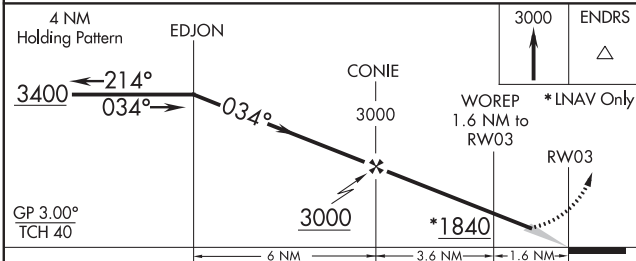
NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Branson altimeter setting; increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV Cat A/B visibility to 1 1/8 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV NA when using Branson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ENDRS and hold.

AWOS-3 119,725	SPRINGFIELD APP CON 126,35	UNICOM 123.0 (CTAF)
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ELEV 1348	TDZE 1308
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CATEGORY	A	B	C	D
LPV DA	1508-1	200 (200-1)		NA
LNAV/VNAV DA	1813-1 3/4	505 (500-1 3/4)		NA
LNAV MDA	1740-1	432 (400-1)		NA
CIRCLING	1900-1	552 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86426 W21A	APP CRS 214°	Rwy Idg TDZE 1348 Apt Elev 1348	5002
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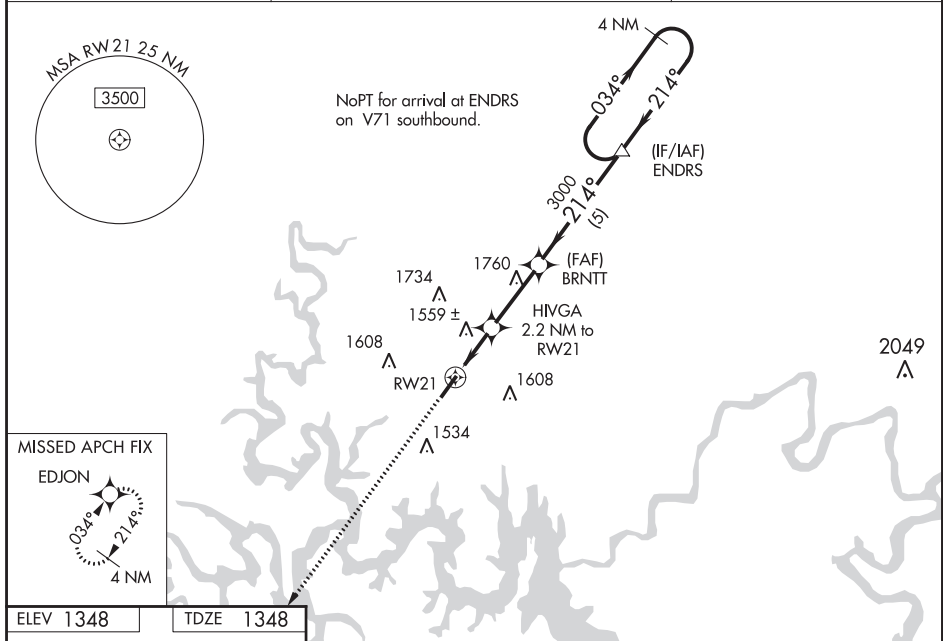
RNAV (GPS) RWY 21

BRANSON WEST MUNI - EMERSON FIELD (FWB)

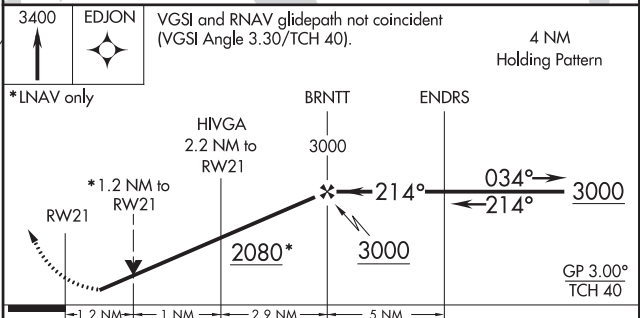
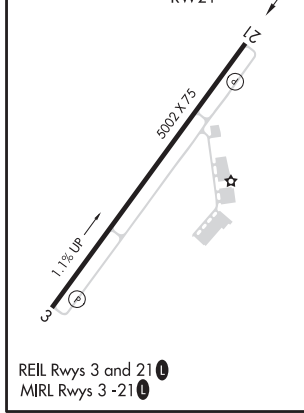
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Branson altimeter setting; increase all DA 39 feet and all MDA 40 feet; increase LPV Cat A/B visibility to 1 mile and LNAV/VNAV Cat A/B visibility to 1 1/4. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Branson altimeter setting.

MISSED APPROACH:
Climb to 3400 direct EDJON and hold.

AWOS-3 119.725	SPRINGFIELD APP CON 126.35	UNICOM 123.0 (CTAF) 1
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ELEV 1348	TDZE 1348
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CATEGORY	A	B	C	D
LPV DA	1598-1	250 (300-1)		NA
LNAV/VNAV DA	1832-1 1/8	484 (500-1 1/8)		NA
LNAV MDA	1800-1	452 (500-1)		NA
CIRCLING	1900-1	552 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56538 W18A	APP CRS 181°	Rwy ldg 5002 TDZE 845 Apt Elev 845
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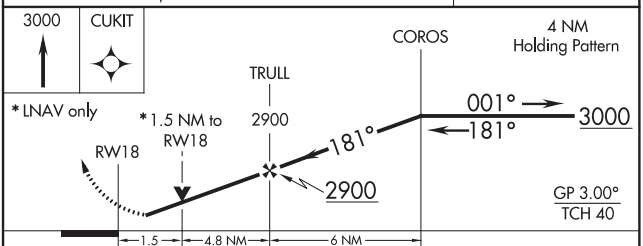
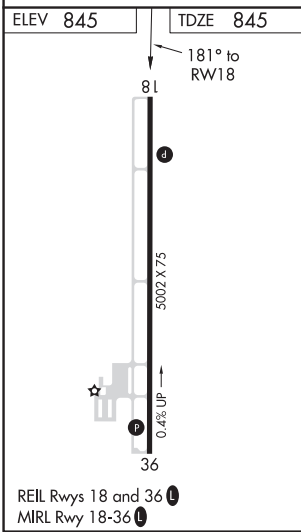
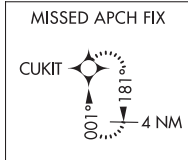
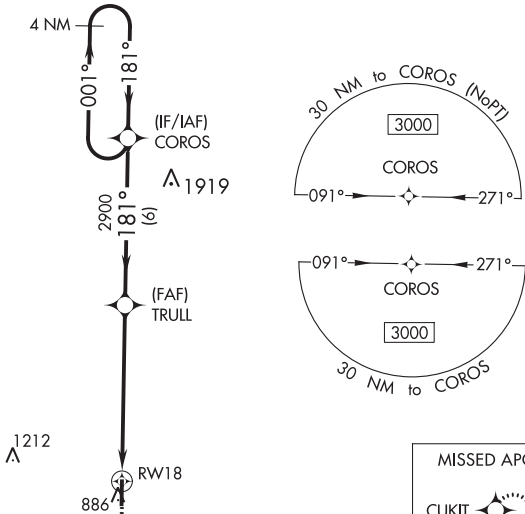
RNAV (GPS) RWY 18

NORTH CENTRAL MISSOURI RGNL (M08)

- ▼ 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 Kirksville altimeter setting.
- ▲ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
- When local altimeter setting not received, use Kirksville altimeter setting and increase LPV and LNAV/VNAV DA all Cats to 1179 feet and increase visibility 1/8 mile all Cats; increase all MDA 100 feet and increase LNAV Cat C/D visibility 3/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct
CUKIT and hold.

AWOS-AV 118.425	KANSAS CITY CENTER 125.25 235.975	CTAF 122.9 0
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CATEGORY	A	B	C	D
LPV DA		1095-1	250 (300-1)	
LNAV/VNAV DA		1095-1	250 (300-1)	
LNAV MDA	1360-1	515 (600-1)	1360-1 3/8	515 (600-1 3/8)
C CIRCLING	1360-1	515 (600-1)	1360-1 1/2 515 (600-1 1/2)	1400-2 555 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93715 W36A	APP CRS 001°	Rwy Ldg 5002 TDZE 835 Apt Elev 845
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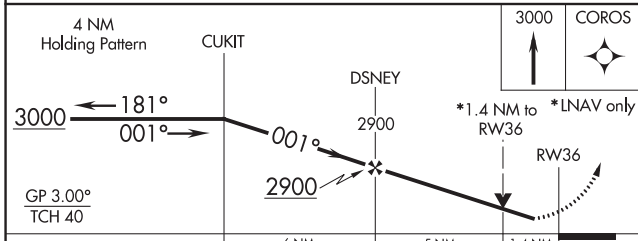
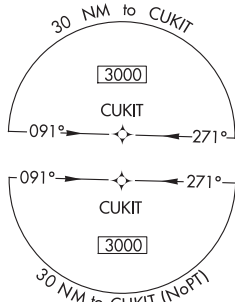
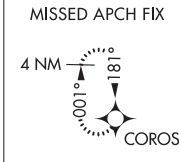
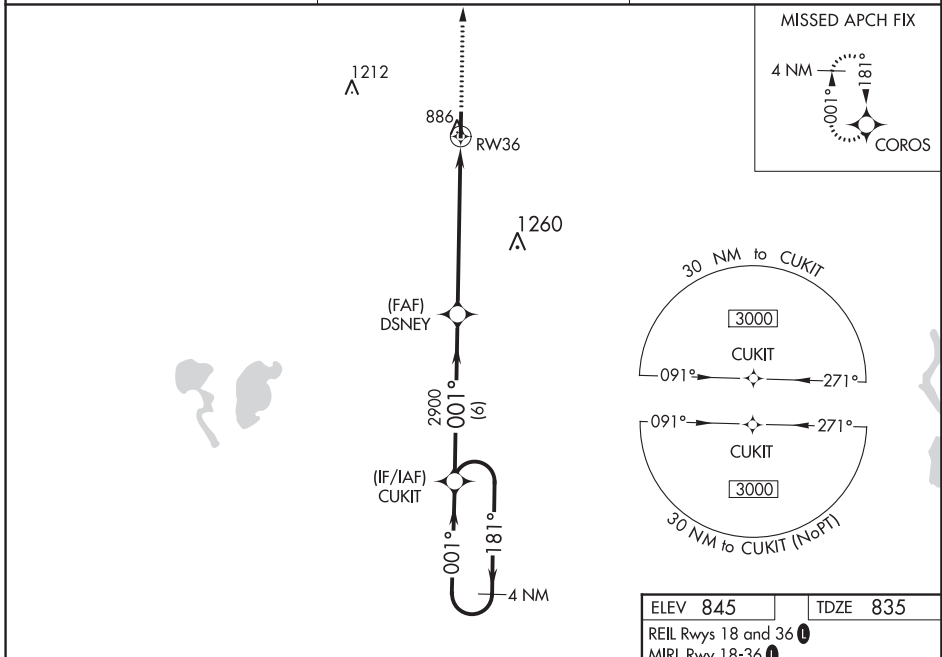
RNAV (GPS) RWY 36

NORTH CENTRAL MISSOURI RGNL (M08)

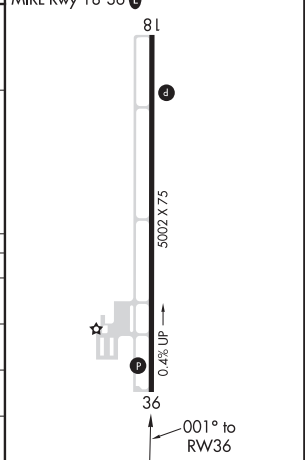
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
▲ Baro-VNAV and VDP NA when using Kirksville altimeter setting. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Kirksville altimeter setting and increase all LPV and LNAV/VNAV DA to 1169 feet and increase all visibility 1/8 mile; increase all MDA 100 feet, increase LNAV Cat C/D visibility 1/4 mile, and Circling Cat C visibility 1/8 mile.

MISSED APPROACH:
 Climb to 3000 direct COROS and hold.

AWOS-AV 118.425	KANSAS CITY CENTER 125.25 235.975	CTAF 122.9 0
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ELEV 845	TDZE 835
REIL Rwy 18 and 36	MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA		1085-1	250 (300-1)	
LNAV/VNAV DA		1085-1	250 (300-1)	
LNAV MDA	1300-1	465 (500-1)	1300-1 3/8	465 (500-1 3/8)
C CIRCLING	1300-1	455 (500-1)	1300-1 1/2	1400-2
			455 (500-1 1/2)	555 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-BRL 108.9	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
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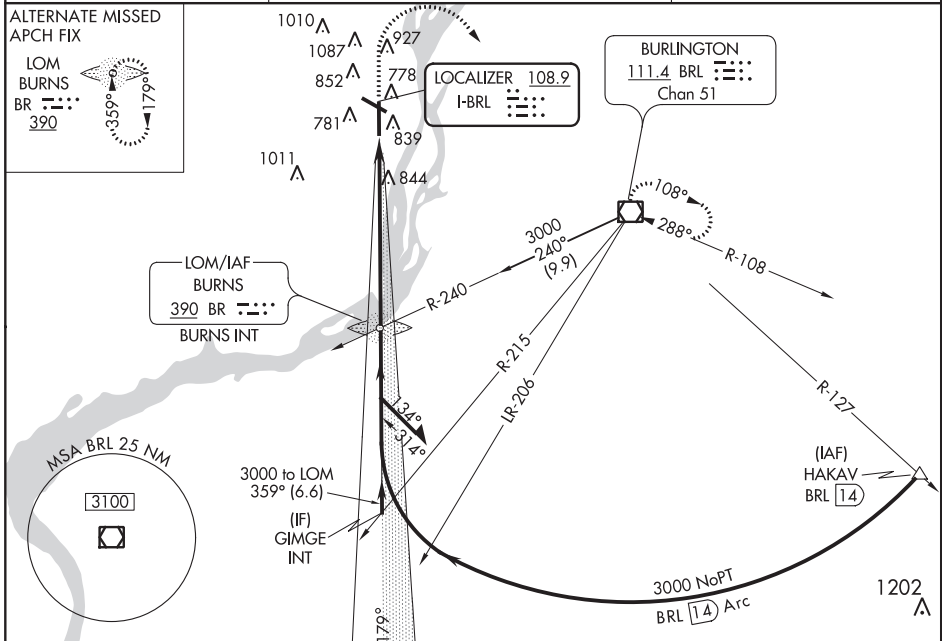
ILS or LOC RWY 36

SOUTHEAST IOWA RGNL (B.R.L.)

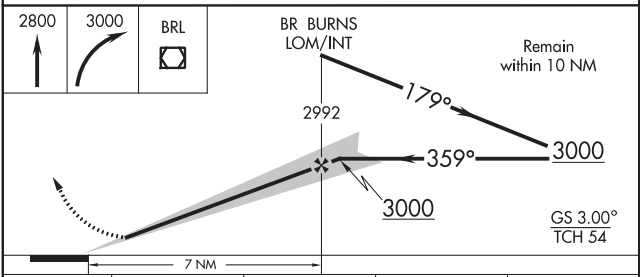
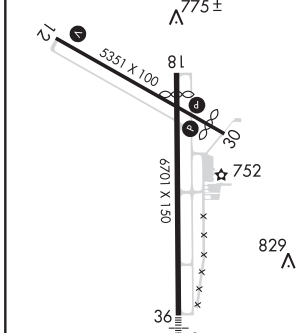
When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ¼ mile.

MALSR
MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VOR/DME and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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ELEV 698	TDZE 694
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CATEGORY	A	B	C	D
S-ILS 36	894-½ 200 (200-½)			
S-LOC 36	1140-½ 446 (500-½)	1140-¾ 446 (500-¾)	1140-1 446 (500-1)	1140-1 446 (500-1)
CIRCLING	1160-1 462 (500-1)	1160-1½ 462 (500-1½)	1400-2¼ 702 (800-2¼)	1400-2¼ 702 (800-2¼)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, IOWA

AL-69 (FAA)

15288

WAAS CH 48834 W12A	APP CRS 118°	Rwy ldg TDZE Apt Elev	5350 693 698
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RNAV (GPS) RWY 12

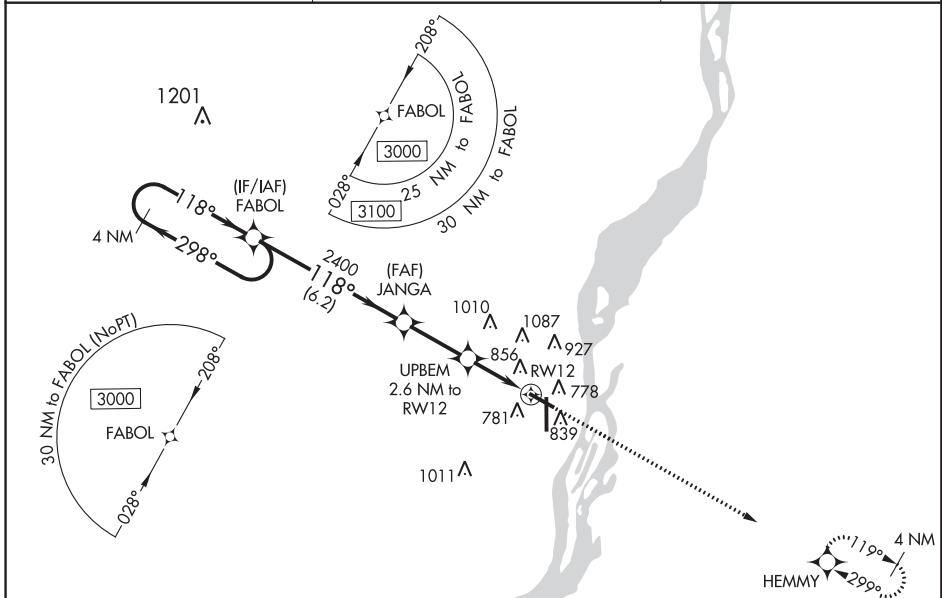
SOUTHEAST IOWA RGNL (B.R.L.)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

⚠ -28°C/-18°F

MISSED APPROACH:
Climb to 3000 direct HEMMY and hold.

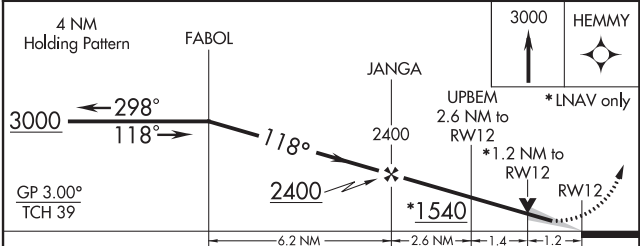
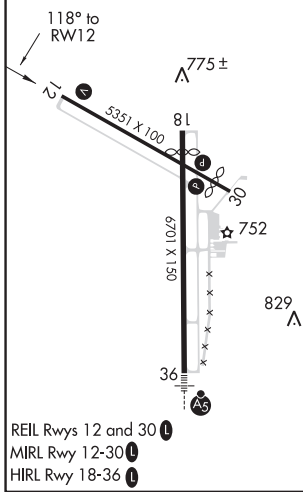
ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 📻
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 698	D	TDZE 693
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CATEGORY	A	B	C	D
LPV DA	943-1 250 (300-1)			NA
LNAV/VNAV DA	1017-1 324 (400-1 1/8)			NA
LNAV MDA	1120-1 427 (500-1)	1120-1 1/4 427 (500-1 1/4)		NA
C CIRCLING	1160-1 462 (500-1)	1400-2 702 (800-2)		NA

BURLINGTON, IOWA
Amdt 1A 02APR15

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (B.R.L.) RNAV (GPS) RWY 12

WAAS CH 45535 W30A	APP CRS 299°	Rwy Idg 4850 TDZE 697 Apt Elev 698
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RNAV (GPS) RWY 30

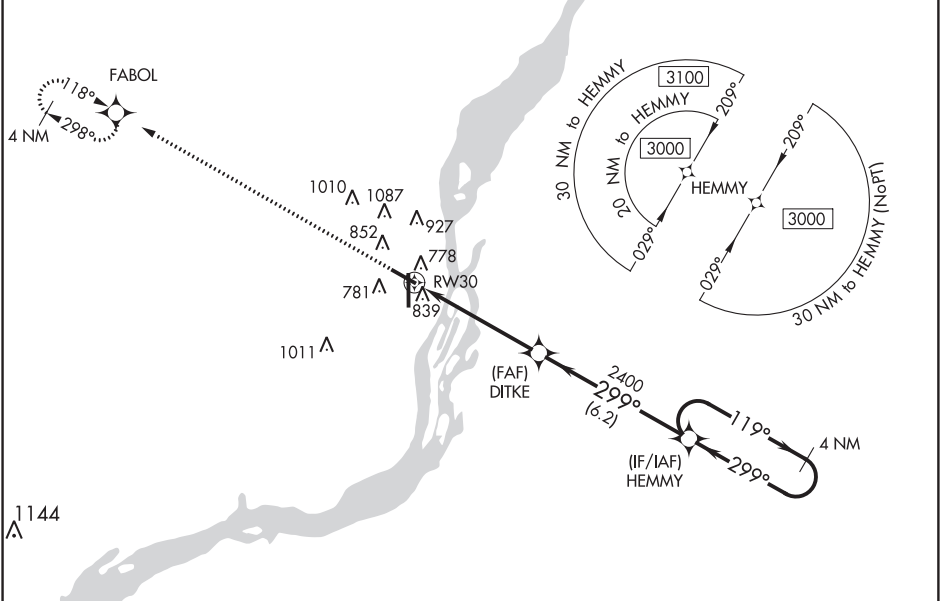
SOUTHEAST IOWA RGNL (B.R.L.)

⚠ For uncompensated Baro-VNAV system, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Fort Madison altimeter setting. When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

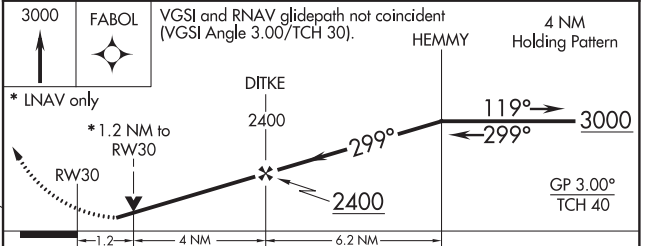
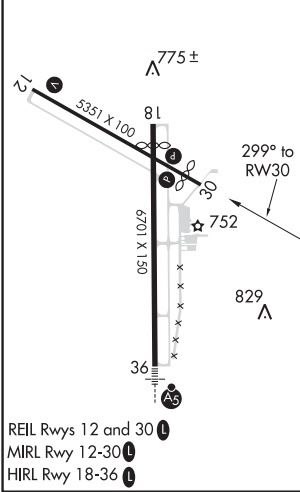
⚠ -28°C/-18°F

MISSED APPROACH:
Climb to 3000 direct FABOL and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) ①
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ELEV 698	D	TDZE 697
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CATEGORY	A	B	C	D
LPV DA	995-1 298 (300-1)			NA
LNAV/VNAV DA	989-1 292 (300-1)			NA
LNAV MDA	1100-1 403 (500-1)	1100-1 1/8 403 (500-1 1/8)		NA
C CIRCLING	1160-1 462 (500-1)	1400-2 702 (800-2)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, IOWA

AL-69 (FAA)

15288

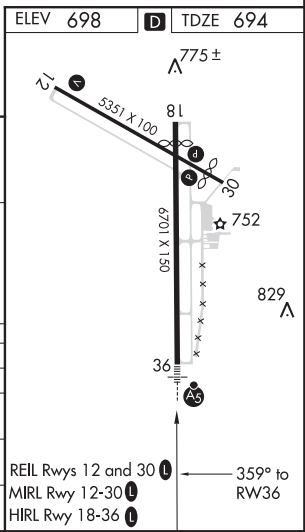
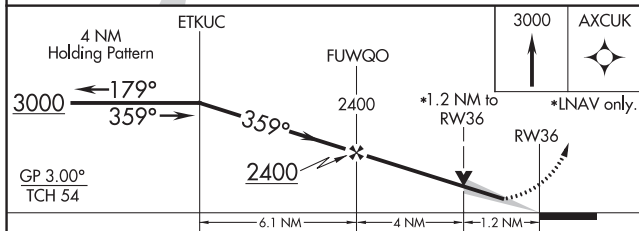
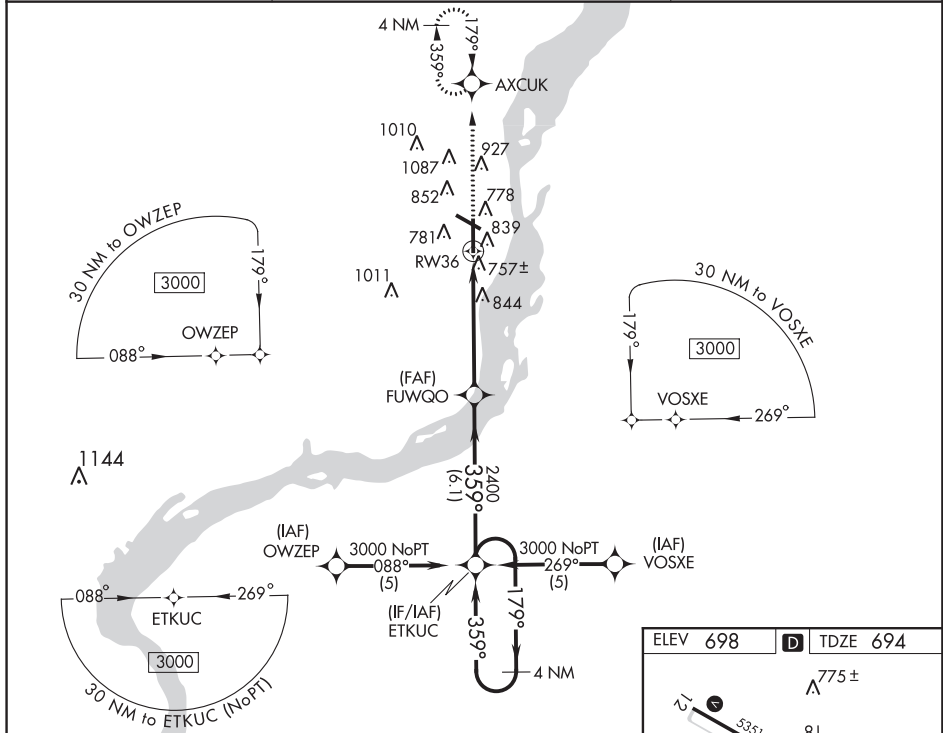
WAAS CH 42711 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6102 694 698
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RNAV (GPS) RWY 36

SOUTHEAST IOWA RGNL (B.R.L.)

<p>⚠ 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 Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet. VDP and Baro-VNAV NA when using Fort Madison altimeter setting.</p> <p>⚠ -28°C/-18°F</p>	<p>MALSR A5</p> <p>MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.</p>
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ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	894-½	200 (200-½)		NA
LNAV/VNAV DA	1026-¾	332 (400-¾)		NA
LNAV MDA	1100-½	406 (500-½)	1100-¾ 406 (500-¾)	NA
CIRCLING	1160-1	462 (500-1)	1160-1½ 462 (500-1½)	NA

BURLINGTON, IOWA
Amdt 1 07MAY09

40°47'N-91°08'W

SOUTHEAST IOWA RGNL (B.R.L.) RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

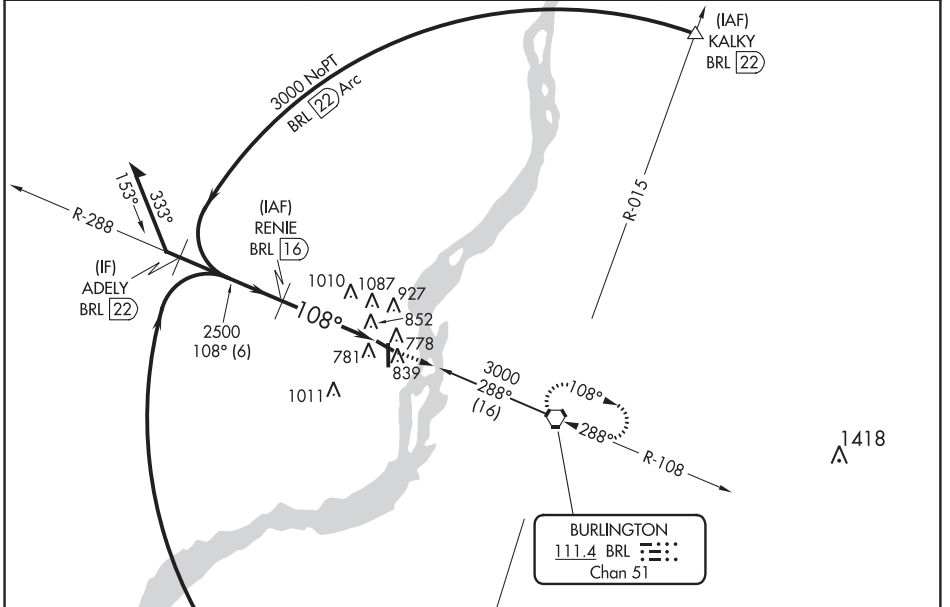
VORTAC BRL 111.4 Chan 51	APP CRS 108°	Rwy ldg 5350 TDZE 693 Apt Elev 698
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VOR/DME RWY 12

SOUTHEAST IOWA RGNL (B.R.L.)

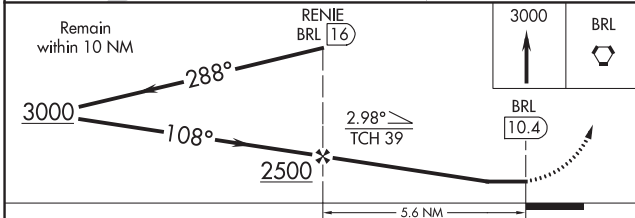
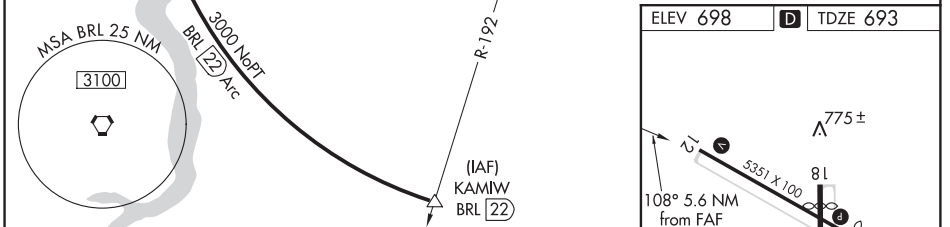
Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility 1/4 mile.
 -28°C/-18°F
 MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-12	1280-1	587 (600-1)	1280-1½ 587 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

ELEV 698 TDZE 693

REIL Rwy 12 and 30
 MIRL Rwy 12-30
 HIRL Rwy 18-36

BURLINGTON, IOWA

AL-69 (FAA)

15288

VORTAC BRL 111.4 Chan 51	APP CRS 288°	Rwy Idg TDZE 697 Apt Elev 698
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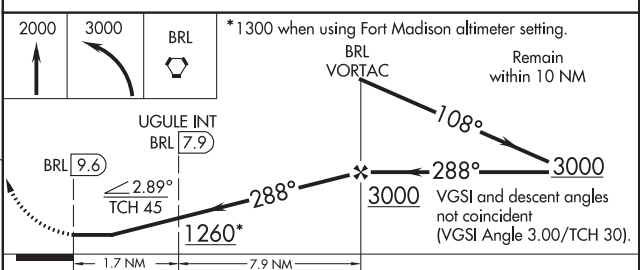
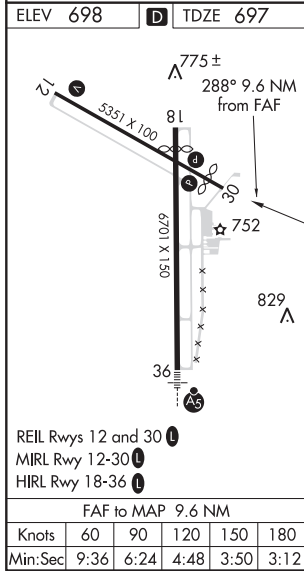
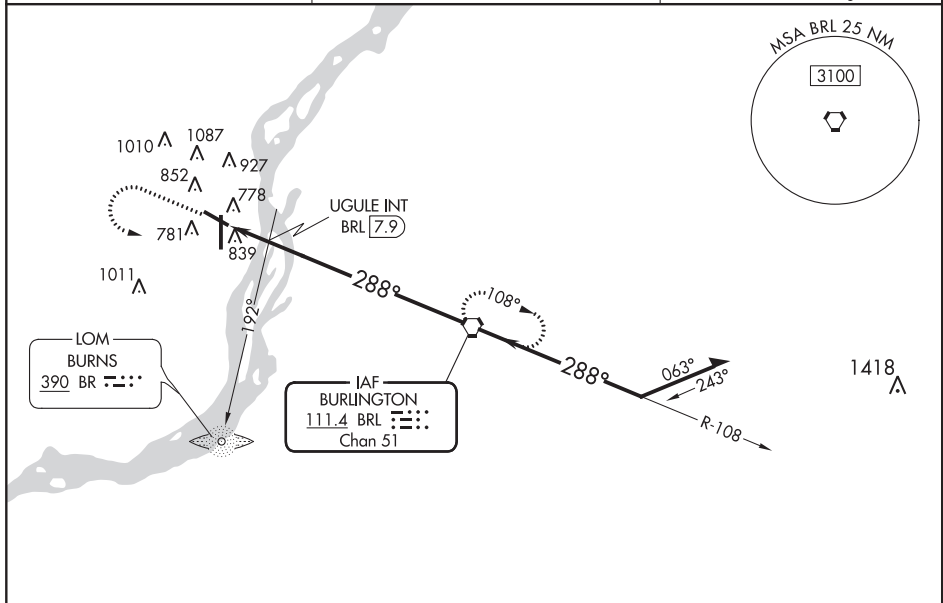
VOR RWY 30

SOUTHEAST IOWA RGNL (B.R.L.)

▼ Helicopter visibility reduction below 1SM NA.
▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.
❄ -28°C/-18°F

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-30	1260-1	563 (600-1)	1260-1½ 563 (600-1½)	NA
CIRCLING	1260-1	562 (600-1)	1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS				
S-30	1080-1 383 (400-1)			NA
CIRCLING	1160-1	462 (500-1)	1160-1½ 462 (500-1½)	NA

BURLINGTON, IOWA
Amdt 13B 16OCT14

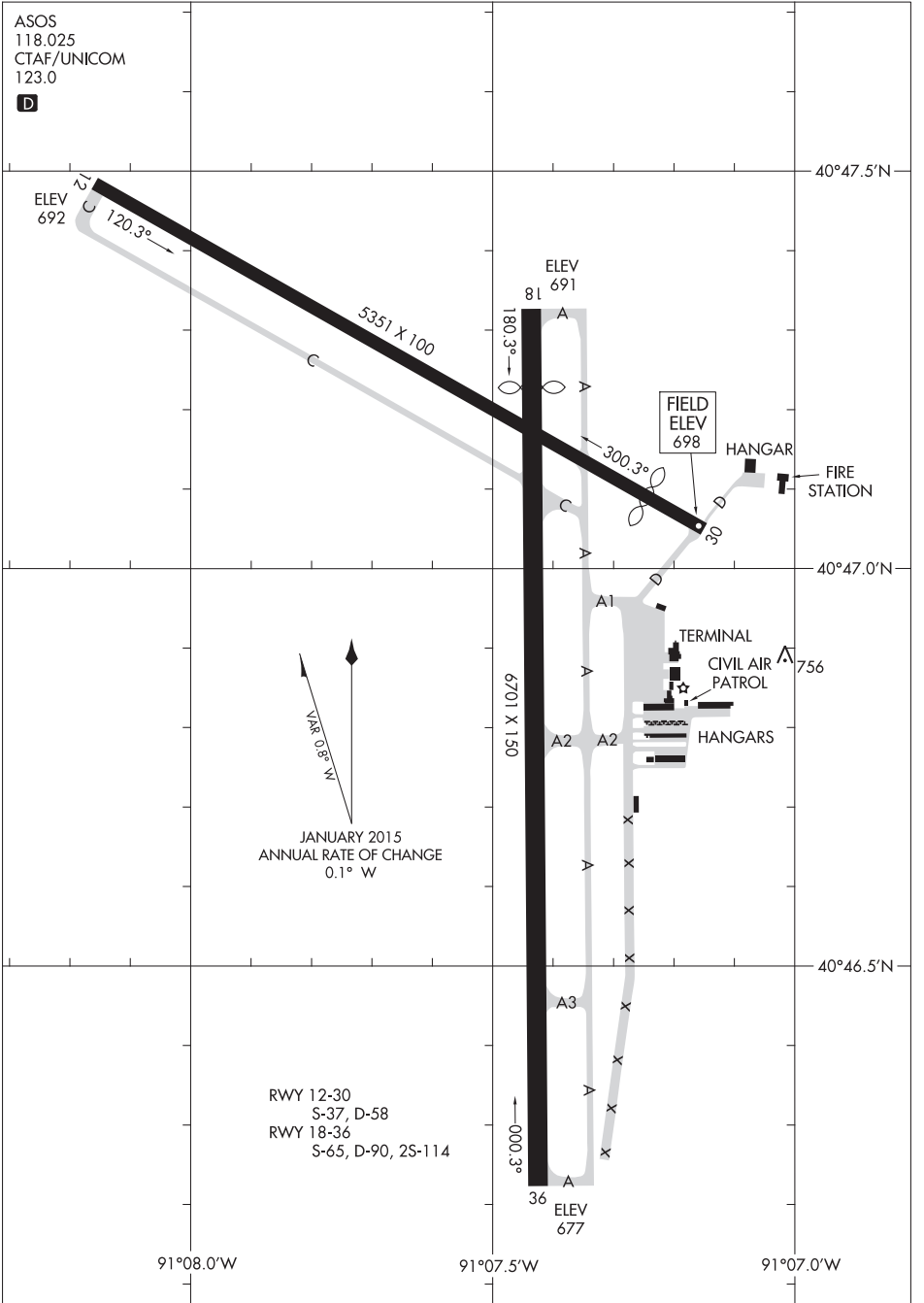
40° 47'N - 91° 08'W

SOUTHEAST IOWA RGNL (B.R.L.) VOR RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ASOS
 118.025
 CTAF/UNICOM
 123.0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BUTLER, MISSOURI

AL-964 (FAA)

15344

WAAS CH 82630 W18A	APP CRS 178°	Rwy Idg 3999 TDZE 888 Apt Elev 894
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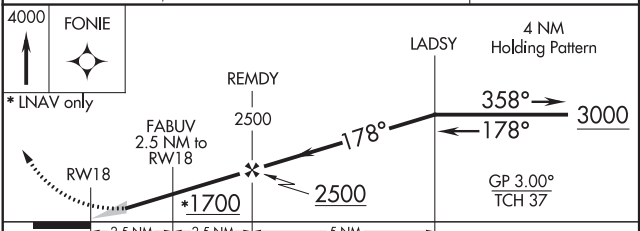
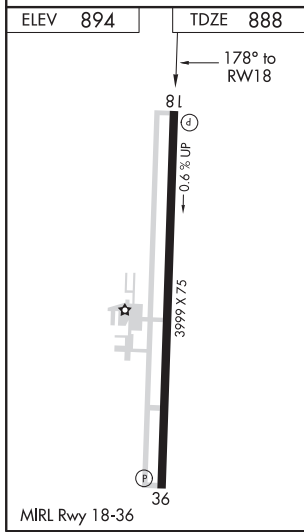
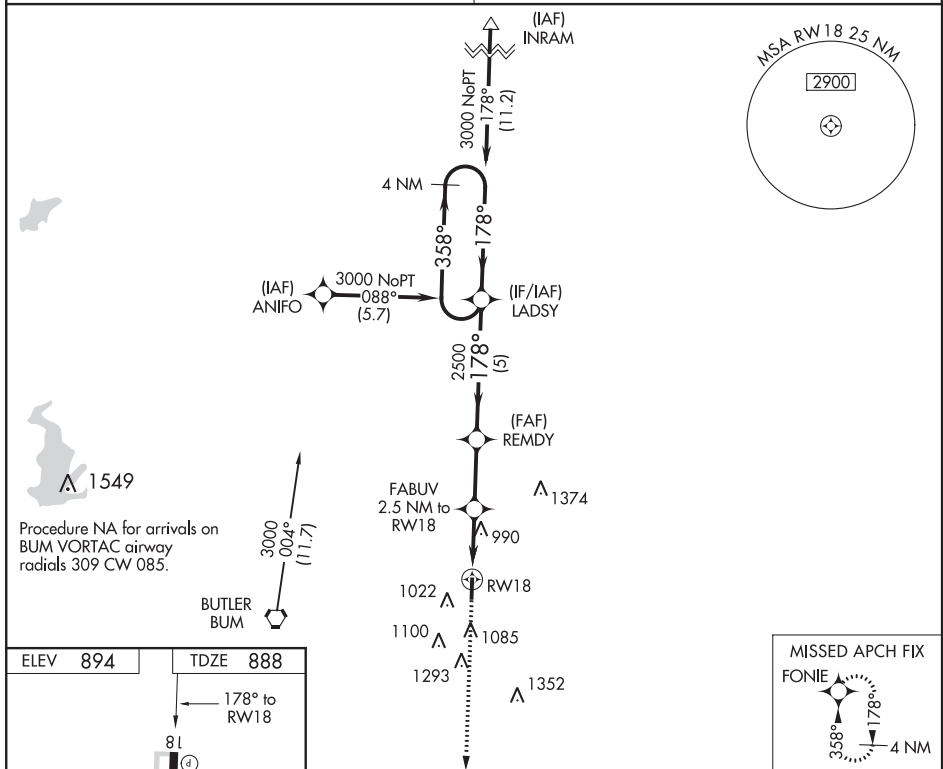
RNAV (GPS) RWY 18

BUTLER MEMORIAL (BUM)

Baro-VNAV NA. Use Clinton altimeter setting; when not received, use Charles B Wheeler Downtown altimeter setting and increase all DA/MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility 1/4 mile.
MISSED APPROACH: Climb to 4000 direct FONIE and hold, continue climb in hold to 4000.

KANSAS CITY CENTER
125.55 327.0

CTAF
122.9



CATEGORY	A	B	C	D
LPV DA	1220-1 1/8	332 (400-1 1/8)		NA
LNAV/VNAV DA	1220-1 1/8	332 (400-1 1/8)		NA
LNAV MDA	1340-1	452 (500-1)		NA
CIRCLING	1420-1 526 (600-1)	1520-1 626 (700-1)		NA

BUTLER, MISSOURI
Orig-A 02APR15

38°17'N-94°20'W

BUTLER MEMORIAL (BUM) RNAV (GPS) RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90530 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3999 894 894
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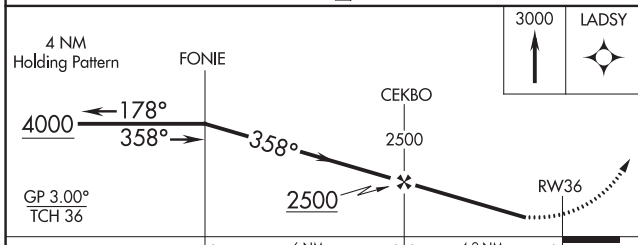
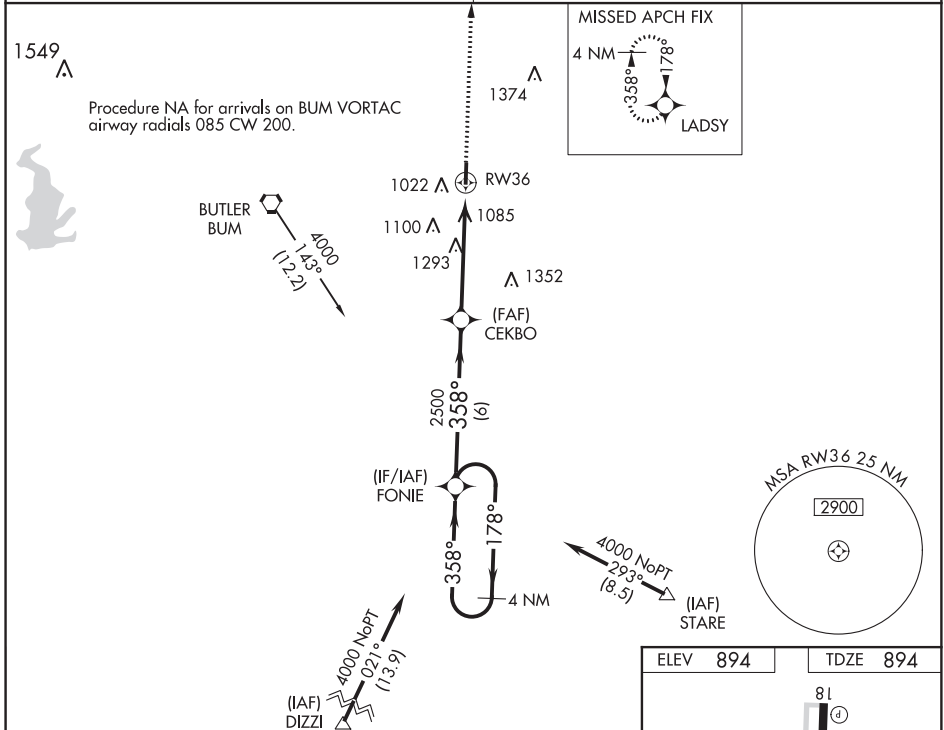
RNAV (GPS) RWY 36

BUTLER MEMORIAL (BUM)

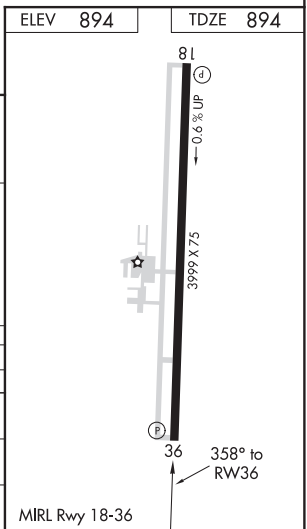
Baro-VNAV NA. Use Clinton altimeter setting; when not received, use Charles B Wheeler Downtown altimeter setting and increase all DA/MDA 60 feet, increase LPV and LNAV/VNAV all Cals visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct LADSY and hold.

KANSAS CITY CENTER 125.55 327.0 **CTAF 122.9**



CATEGORY		A	B	C	D
LPV DA		1226-1 $\frac{1}{8}$	332 (400-1 $\frac{1}{8}$)		NA
LNAV/VNAV DA		1523-2 $\frac{1}{4}$	629 (700-2 $\frac{1}{4}$)		NA
LNAV MDA		1640-1 746 (800-1)	1640-1 $\frac{1}{4}$ 746 (800-1 $\frac{1}{4}$)		NA
CIRCLING		1640-1 746 (800-1)	1640-1 $\frac{1}{4}$ 746 (800-1 $\frac{1}{4}$)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BUTLER, MISSOURI

AL-964 (FAA)

15064

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg TDZE Apt Elev	N/A N/A 894
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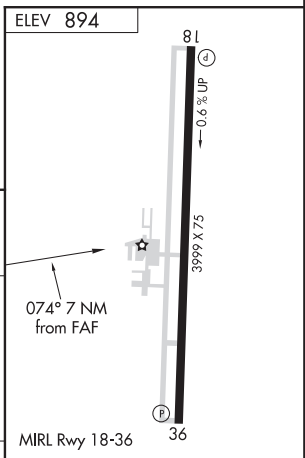
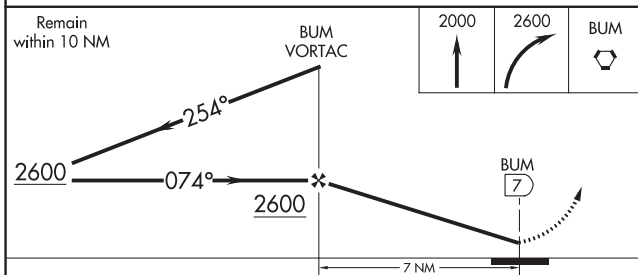
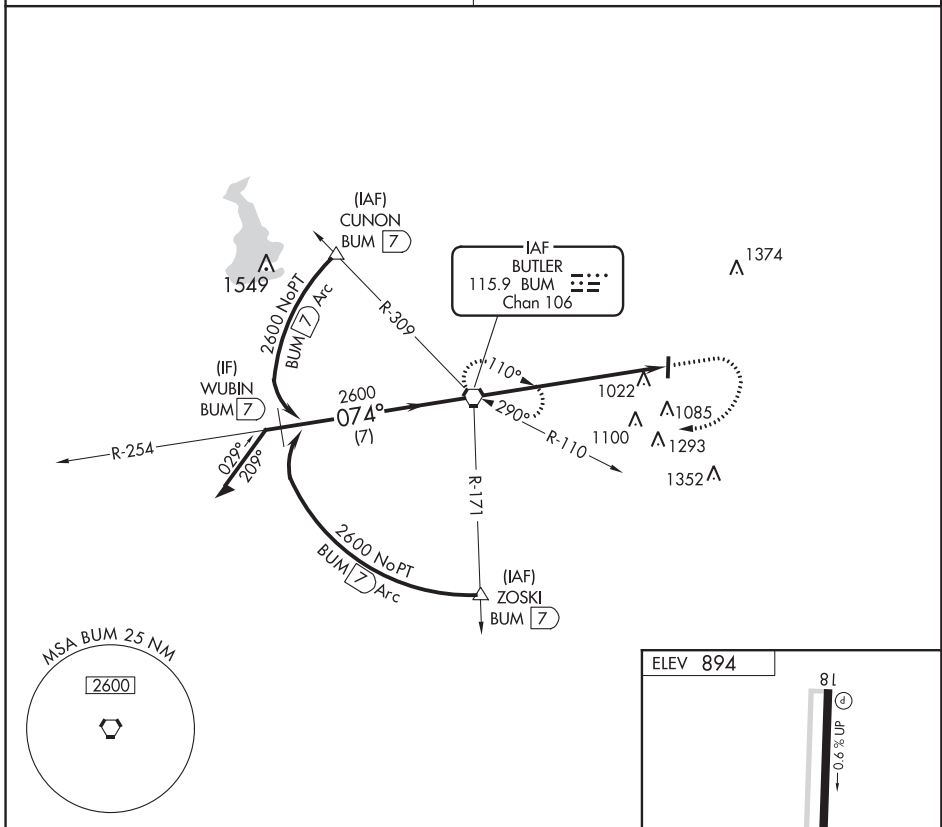
VOR-A
BUTLER MEMORIAL (BUM)

NA Use Clinton altimeter setting; when not received, use Charles B Wheeler Downtown altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.

KANSAS CITY CENTER
125.55 327.0

CTAF
122.9



CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	1480-1 586 (600-1)	1520-1 626 (700-1)		NA	Knots	60	90	120	150	180
					Min:Sec	7:00	4:40	3:30	2:48	2:20

BUTLER, MISSOURI
Amdt 5 10JAN13

38°17'N-94°20'W

BUTLER MEMORIAL (BUM)
VOR-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 21

CABOOL MEMORIAL (TVB)

APP CRS 210°	Rwy Idg 3002
	TDZE 1220
	Apt Elev 1220

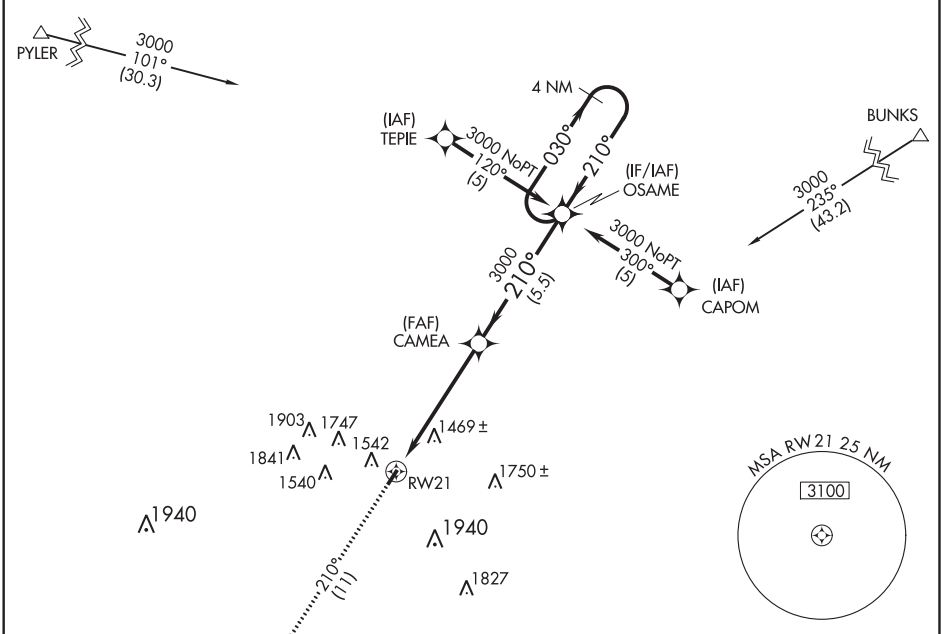
▽ Use West Plains Rgnl altimeter setting.
▲ NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct WELKI and hold.

WEST PLAINS ASOS
123.825

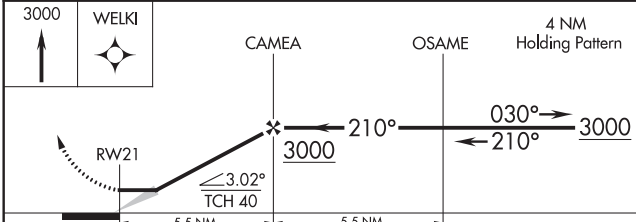
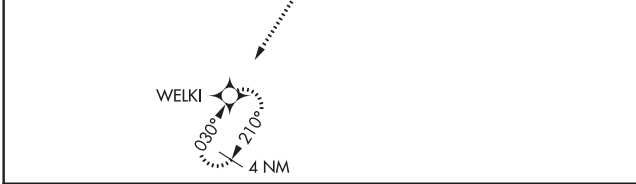
KANSAS CITY CENTER
128.35 284.67

CTAF
122.9



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	1960-1	740 (800-1)		NA
CIRCLING	2020-1 800 (800-1)	2020-1 ¼ 800 (800-1 ¼)		NA

ELEV 1220	TDZE 1220
-----------	-----------

Runway (RWY 21) details: ELEV 1220, TDZE 1220. The runway has a 0.5% up slope and a 3002 ft elevation. The heading is 210° to RWY 21.

CABOOL, MISSOURI

AL-6584 (FAA)

14149

VORTAC MAP 113.4 Chan 81	APP CRS 201°	Rwy Idg TDZE Apt Elev	3002 1220 1220
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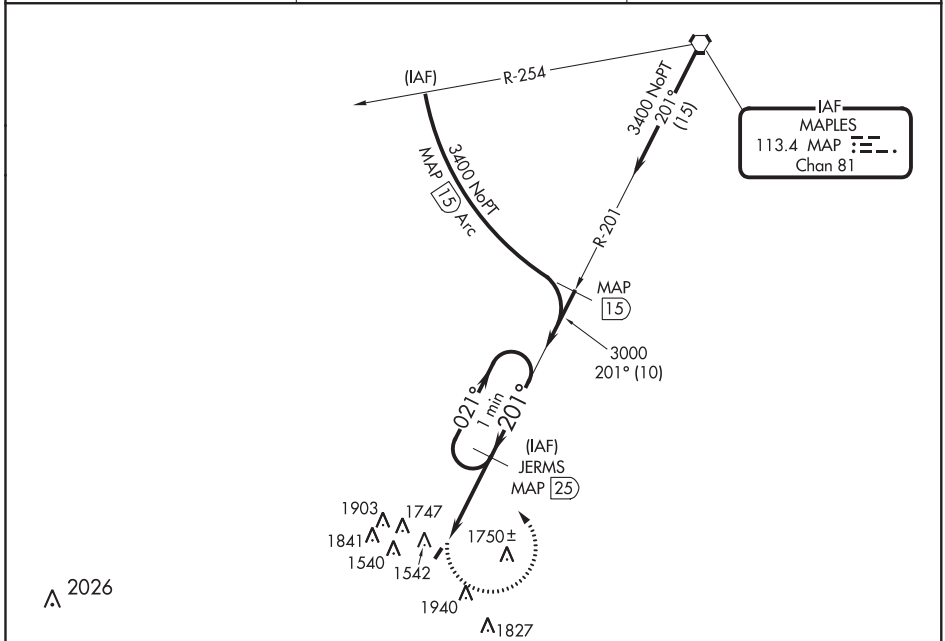
VOR/DME RWY 21

CABOOL MEMORIAL (TVB)

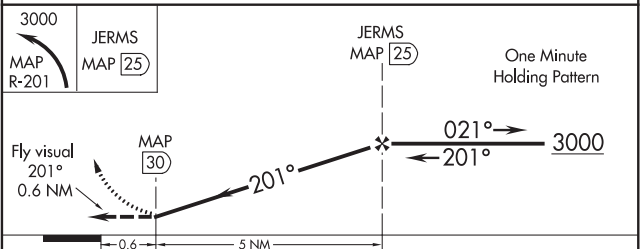
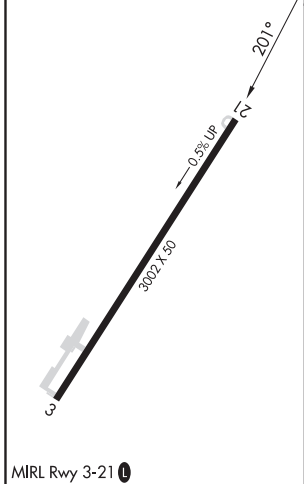
NA Use West Plains altimeter setting, when not received, use Springfield altimeter setting. Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 on MAP R-201 to JERMS 25 DME and hold.

WEST PLAINS ASOS 123.825	KANSAS CITY CENTER 128.35 284.67	CTAF 122.9
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ELEV 1220	TDZE 1220
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CATEGORY	A	B	C	D
S-21	2160-1¼	940 (1000-1¼)		NA
CIRCLING	2160-1¼	940 (1000-1¼)		NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-21	2300-1¼ 1080 (1100-1¼)	2300-1½ 1080 (1100-1½)		NA
CIRCLING	2300-1¼ 1080 (1100-1¼)	2300-1½ 1080 (1100-1½)		NA

CABOOL, MISSOURI
Amdt 2A 10FEB11

37°08'N-92°05'W

CABOOL MEMORIAL (TVB) VOR/DME RWY 21

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50219 W15A	APP CRS 155°	Rwy Idg TDZE Apt Elev	4000 1062 1062
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RNAV (GPS) RWY 15

CAMDENTON MEMORIAL-LAKE RGNL (OZS)



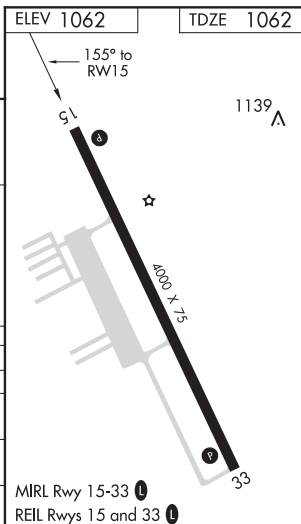
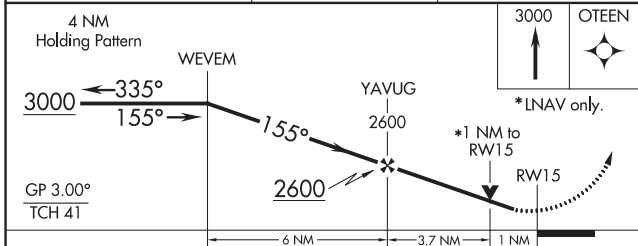
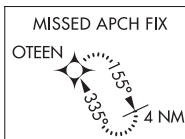
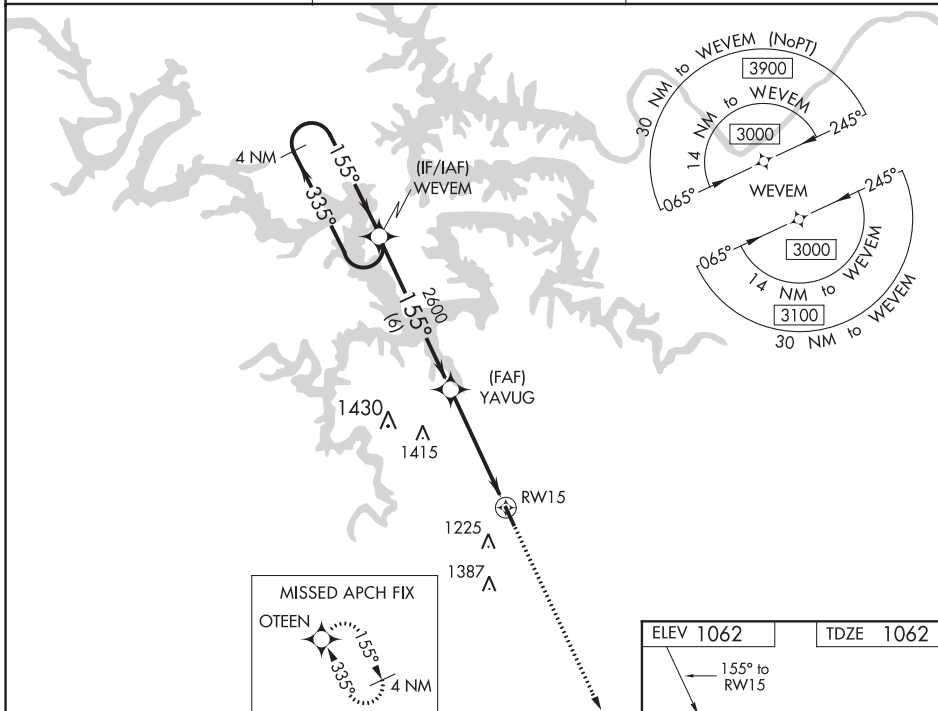
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lee C Fine Memorial altimeter setting and increase all DA 50 feet, all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Baro-VNAV and VDP NA when using Lee C Fine Memorial altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
OTEEN and hold.

AWOS-3
120.225

MIZZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1312-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1468-13/8	406 (500-13/8)		NA
LNAV MDA	1420-1	358 (400-1)		NA
CIRCLING	1540-1	478 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CAMDENTON, MISSOURI

AL-6794 (FAA)

16203

WAAS CH 97419 W33A	APP CRS 335°	Rwy Idg TDZE Apt Elev	4000 1062 1062
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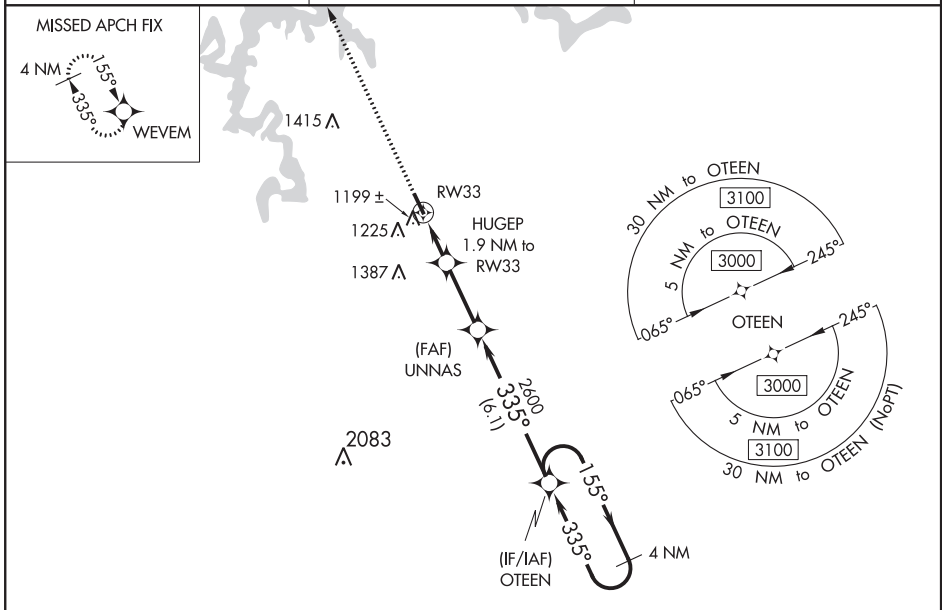
RNAV (GPS) RWY 33

CAMDENTON MEMORIAL-LAKE RGNL (OZS)

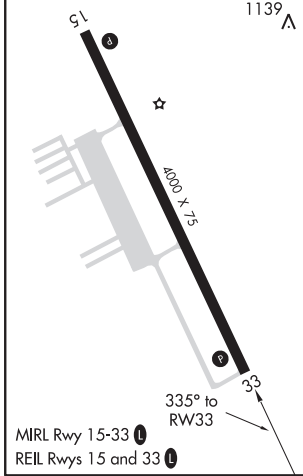
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lee C Fine Memorial altimeter setting and increase all DA 50 feet, all MDA 60 feet, and increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile. Baro-VNAV and VDP NA when using Lee C Fine Memorial altimeter setting.

MISSED APPROACH: Climb to 3000 direct WEVEM and hold.

AWOS-3 120.225	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF)
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ELEV 1062	TDZE 1062
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	3000	WEVEM	UNNAS	OTEEN	4 NM Holding Pattern	
			HUGEP 1.9 NM to RW33			
			*1.1 NM to RW33			
			1700*	2600	3000	
				335°	155° →	
					← 335°	
					GP 3.00° TCH 40	
CATEGORY	A		B		C	D
LPV DA	1312-7/8		250 (300-7/8)			NA
LNAV/VNAV DA	1460-13/8		398 (400-13/8)			NA
LNAV MDA	1460-1		398 (400-1)			NA
CIRCLING	1540-1		478 (500-1)			NA

CAMDENTON, MISSOURI
Amdt 1B 21JUL16

CAMDENTON MEMORIAL-LAKE RGNL (OZS)
37°58'N-92°41'W
RNAV (GPS) RWY 33

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME SHY 108.4 Chan 21	APP CRS 227°	Rwy Idg TDZE Apt Elev 1062	N/A N/A
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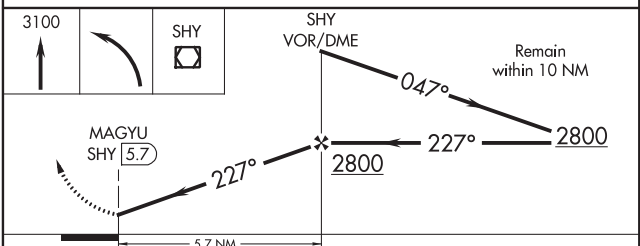
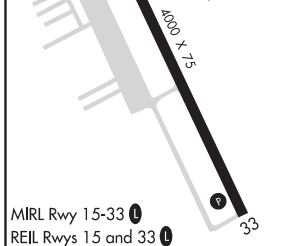
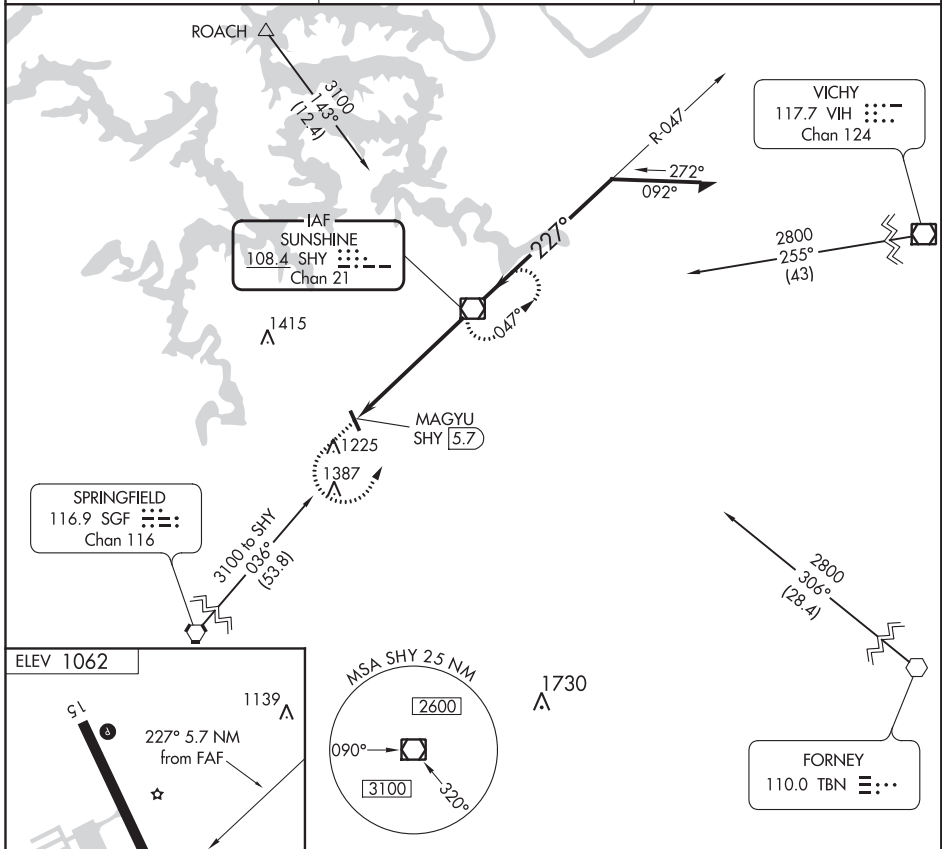
VOR-A

CAMDENTON MEMORIAL-LAKE RGNL (OZS)

▼ When local altimeter setting not received, use Lee C Fine Memorial altimeter setting and increase all MDA 60 feet.

▲ MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

AWOS-3 120.225	MIZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) ①
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FAF to MAP 5.7 NM				
Knots	60	90	120	150
Min:Sec	5:42	3:48	2:51	2:17
CATEGORY	A	B	C	D
CIRCLING	1540-1 478 (500-1)		NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CAMERON, MISSOURI

AL-6937 (FAA)

15344

WAAS CH 82017 W17A	APP CRS 172°	Rwy ldg TDZE 1040 Apt Elev 1040
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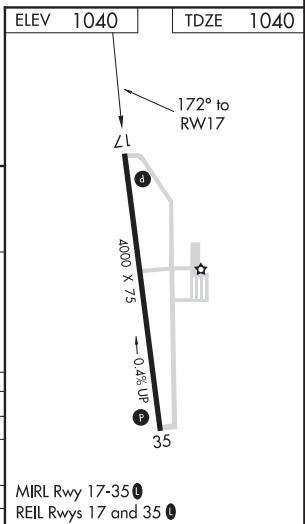
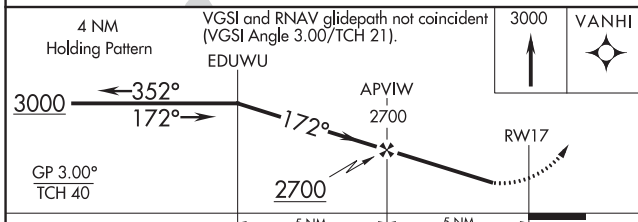
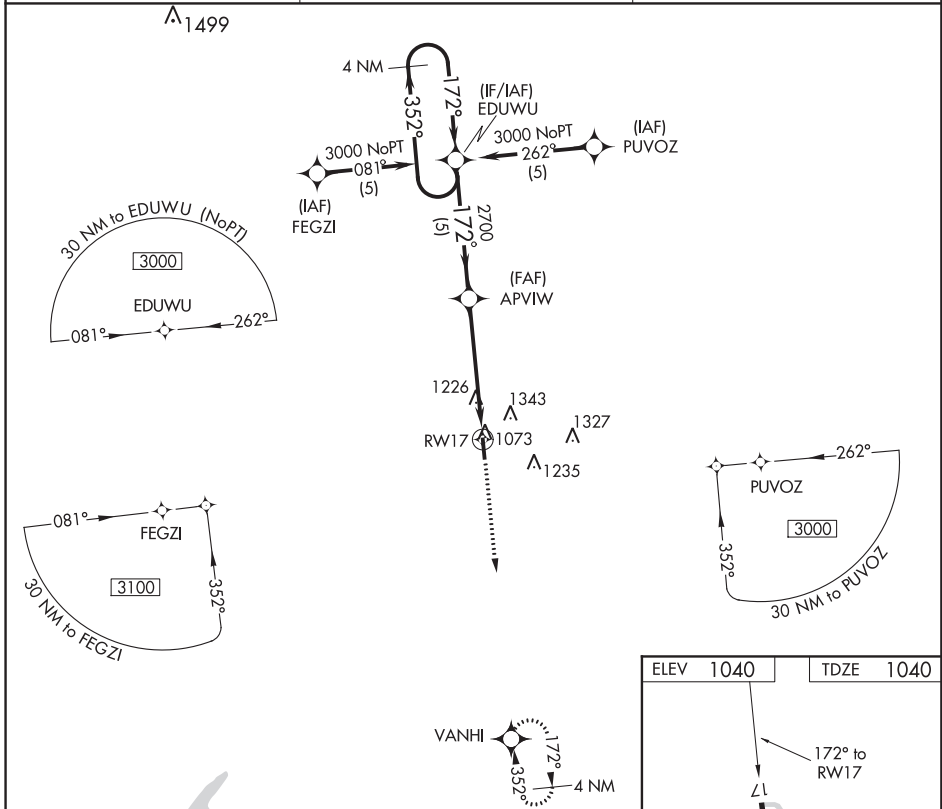
RNAV (GPS) RWY 17

CAMERON MEMORIAL (EZZ)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.
 Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct VANHI and hold.

KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1368-1¼	328 (400-1¼)		NA
LNAV/VNAV DA	1621-2	581 (600-2)		NA
LNAV MDA	1560-1	520 (600-1)		NA
CIRCLING	1740-1	700 (700-1)		NA

CAMERON, MISSOURI
 Amdt 1 08APR10

39°44'N - 94°17'W

CAMERON MEMORIAL (EZZ)

RNAV (GPS) RWY 17

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77717 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	4000 1035 1040
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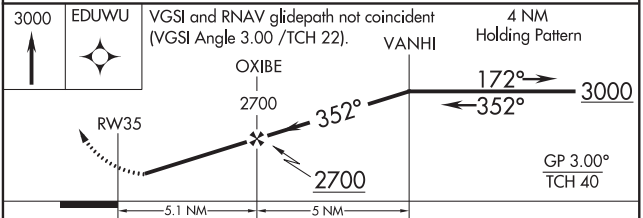
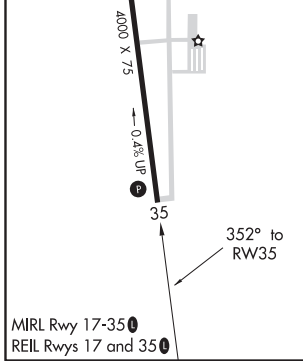
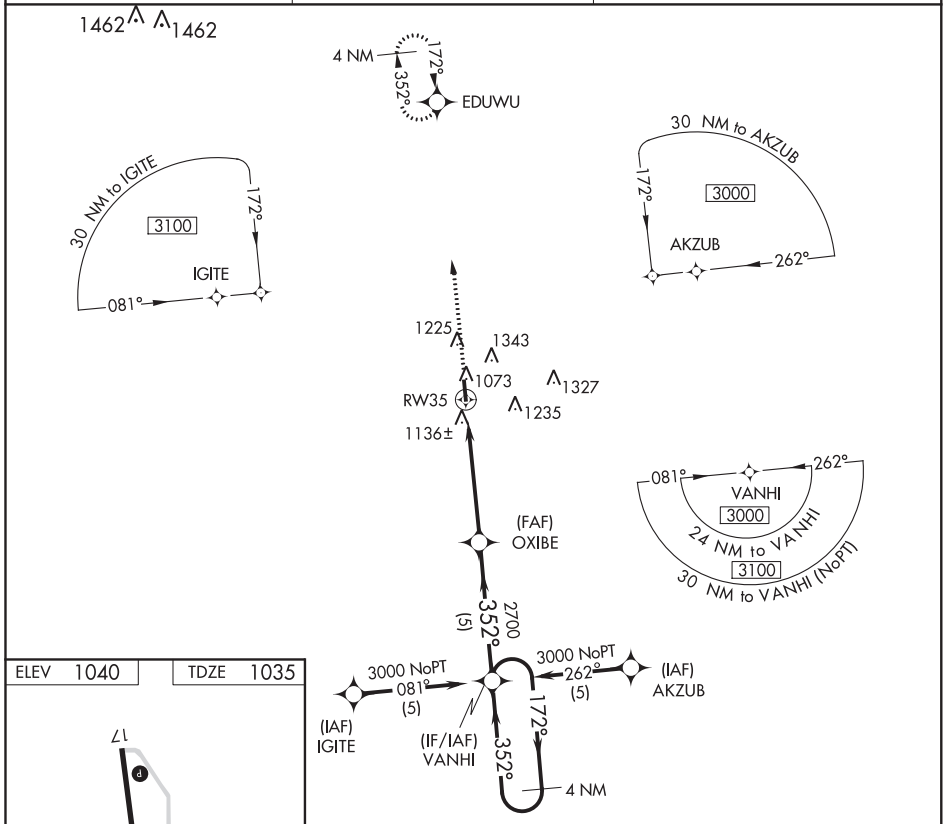
RNAV (GPS) RWY 35

CAMERON MEMORIAL (EZZZ)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

KANSAS CITY APP CON 118.4 307.35	CLNC DEL 121.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1363-1¼	328 (400-1¼)		NA
LNAV/VNAV DA	1515-1¾	480 (500-1¾)		NA
LNAV MDA	1520-1	485 (500-1)		NA
CIRCLING	1740-1	700 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CGI 109.5 Chan 32	APP CRS 108°	Rwy Idg TDZE Apt Elev	6499 337 342
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ILS or LOC RWY 10

CAPE GIRARDEAU RGNL (CGI)

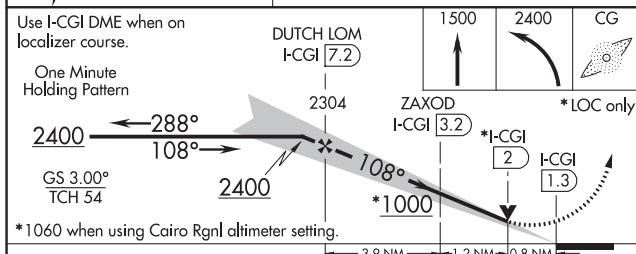
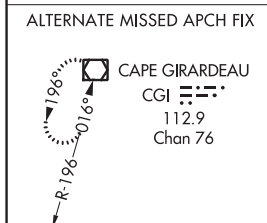
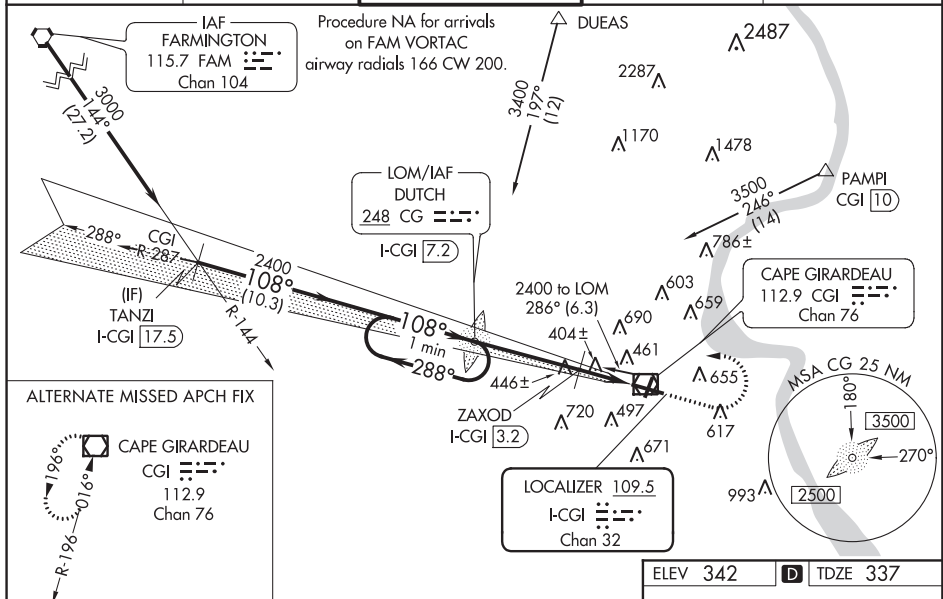
⚠ When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase S-LOC 10 Cat C and D visibility and Circling Cat C visibility $\frac{1}{8}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile; increase ZAXOD fix minimums S-LOC Cat C/D visibility $\frac{1}{8}$ mile and Circling Cats C and D visibility $\frac{1}{4}$ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF or DME Required. For inop MALSR, increase S-LOC 10 Cat C and D visibility $\frac{3}{8}$ mile. For inop MALSR, when using Cairo Rgnl altimeter setting, increase S-LOC 10 Cat C and D visibility $\frac{3}{8}$ mile.

MALSR

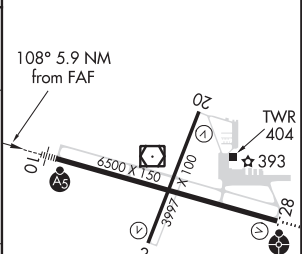


MISSED APPROACH:
Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 342	TDZE 337
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CATEGORY	A	B	C	D
S-ILS 10		537- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 10	1000- $\frac{1}{2}$	663 (700- $\frac{1}{2}$)	1000-1 $\frac{1}{2}$	663 (700-1 $\frac{1}{2}$)
CIRCLING	1000-1	658 (700-1)	1000-1 $\frac{7}{8}$ 658 (700-1 $\frac{7}{8}$)	1080-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)
ZAXOD FIX MINIMUMS				
S-LOC 10		660- $\frac{1}{2}$	323 (400- $\frac{1}{2}$)	
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	1000-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)

MIRL Rwy 2-20	
HIRL Rwy 10-28	
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93832 W02A	APP CRS 023°	Rwy Idg TDZE 342 Apt Elev 342	3996
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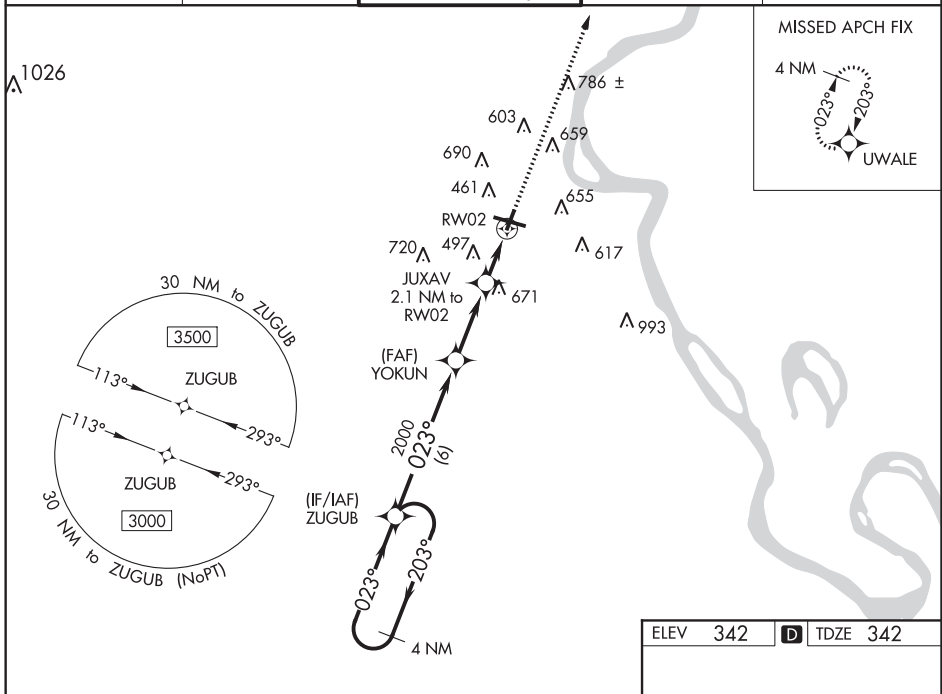
RNAV (GPS) RWY 2

CAPE GIRARDEAU RGNL (CGI)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibilities 1/8 mile and Circling Cat C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Cairo Rgnl altimeter setting.

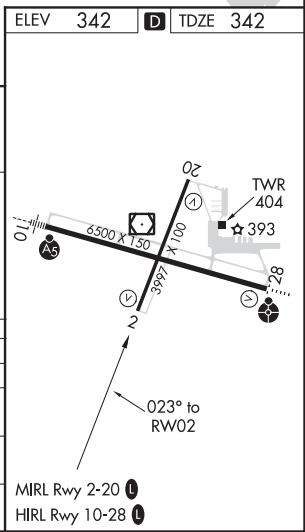
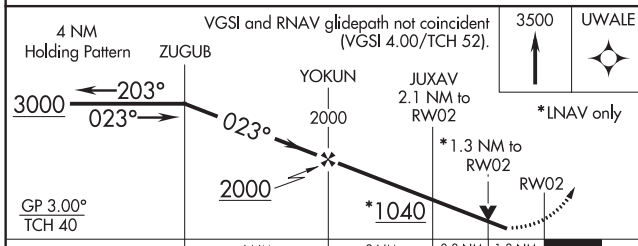
MISSED APPROACH: Climb to 3500 direct UWALE and hold, continue climb-in-hold to 3500.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER * 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		784-1½	442 (500-1½)	
LNAV/VNAV DA		839-1¾	497 (500-1¾)	
LNAV MDA	940-1	598 (600-1)	940-1¾	598 (600-1¾)
C CIRCLING	940-1 598 (600-1)	960-1 618 (700-1)	1000-1¾ 658 (700-1¾)	1080-2¼ 738 (800-2¼)

CAPE GIRARDEAU, MISSOURI

AL-943 (FAA)

16035

WAAS CH 61399 W10A	APP CRS 108°	Rwy Idg 6499 TDZE 337 Apt Elev 342
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RNAV (GPS) RWY 10

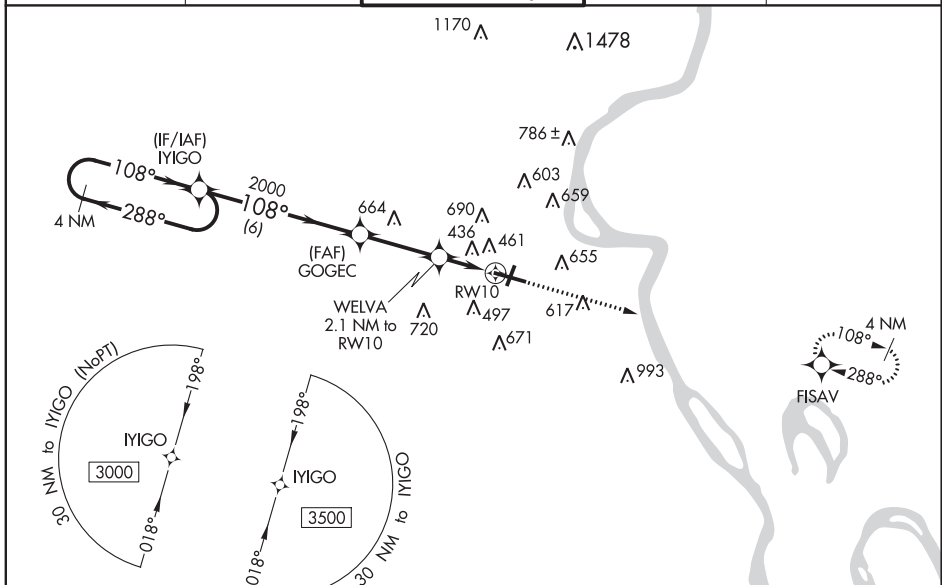
CAPE GIRARDEAU RGNL (CGI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C/D visibilities 1/8 mile and Circling Cat C/D visibility 1/4 mile. Baro-VNAV and VDP NA when using Cairo Rgnl altimeter setting. For inop MALS/R, increase LNAV/VNAV visibility all Cats to 7/8 and LNAV Cats C/D visibility to 1 mile. For inop MALS/R when using Cairo Rgnl altimeter setting, increase LNAV cats C/D visibility to 1 1/8 mile.



MISSED APPROACH:
Climb to 3000 direct FISAV and hold.

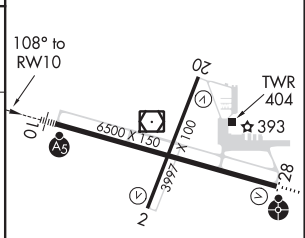
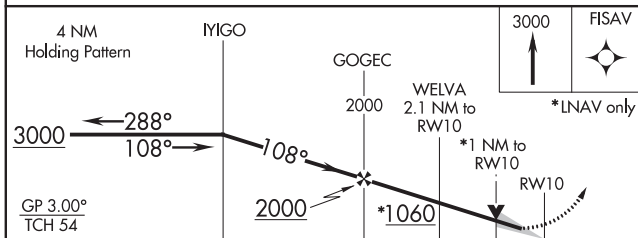
ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER * 125.525 (CTAF) Ⓛ	GND CON 121.6	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 342	D TDZE 337
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CATEGORY	A	B	C	D
LPV DA		537-1/2	200 (200-1/2)	
LNAV/VNAV DA		603-1/2	266 (300-1/2)	
LNAV MDA	700-1/2	363 (400-1/2)	700-5/8	363 (400-5/8)
C CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	1000-1 3/4 658 (700-1 3/4)	1080-2 1/4 738 (800-2 1/4)

MIRL Rwy 2-20 **Ⓛ**
HIRL Rwy 10-28 **Ⓛ**

CAPE GIRARDEAU, MISSOURI
Amdt 1A 02APR15

37°14'N-89°34'W

CAPE GIRARDEAU RGNL (CGI) RNAV (GPS) RWY 10

WAAS CH 42832 W20A	APP CRS 203°	Rwy Idg TDZE Apt Elev	3996 339 342
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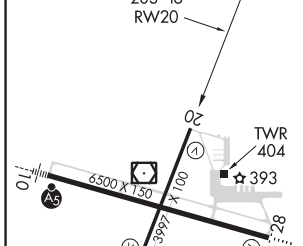
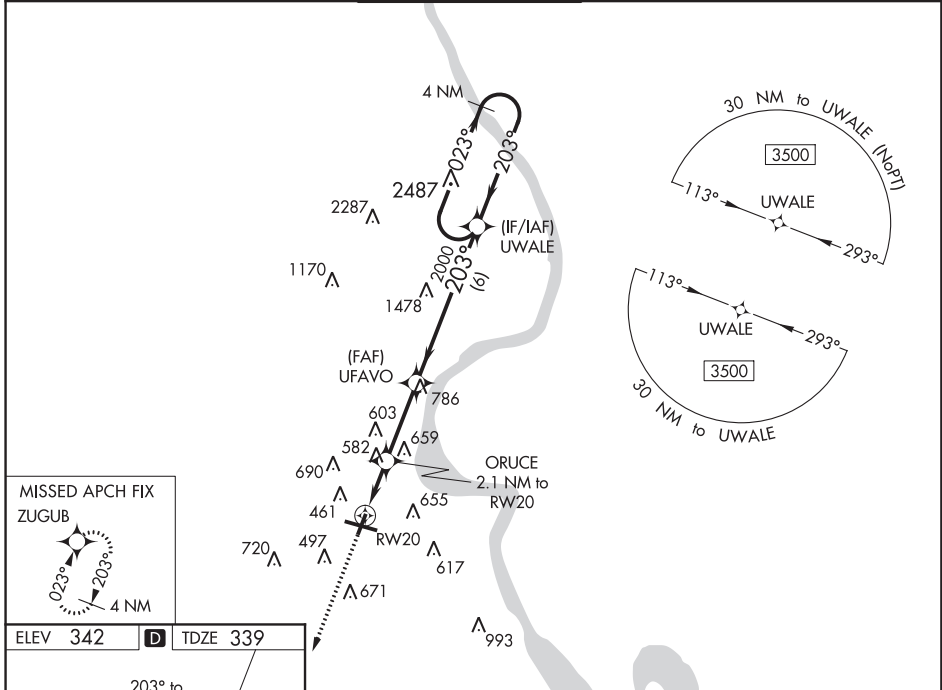
RNAV (GPS) RWY 20

CAPE GIRARDEAU RGNL (CGI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Cairo Rgnl altimeter setting.

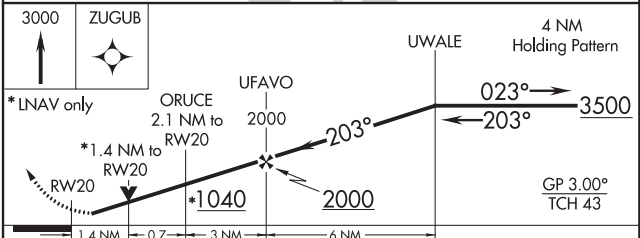
MISSED APPROACH:
Climb to 3000 direct ZUGUB and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER * 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 342	D	TDZE 339
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MIRL Rwy 2-20 **0**
HIRL Rwy 10-28 **0**



CATEGORY	A	B	C	D
LPV DA		589-1	250 (300-1)	
LNAV/VNAV DA		603-1	264 (300-1)	
LNAV MDA	840-1	501 (500-1)	840-1 ³ / ₈	501 (500-1 ³ / ₈)
C CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	1000-1 ³ / ₄ 658 (700-1 ³ / ₄)	1080-2 ¹ / ₄ 738 (800-2 ¹ / ₄)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CAPE GIRARDEAU, MISSOURI

AL-943 (FAA)

16035

WAAS CH 90199 W28A	APP CRS 288°	Rwy Idg 6499 TDZE 341 Apt Elev 342
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RNAV (GPS) RWY 28

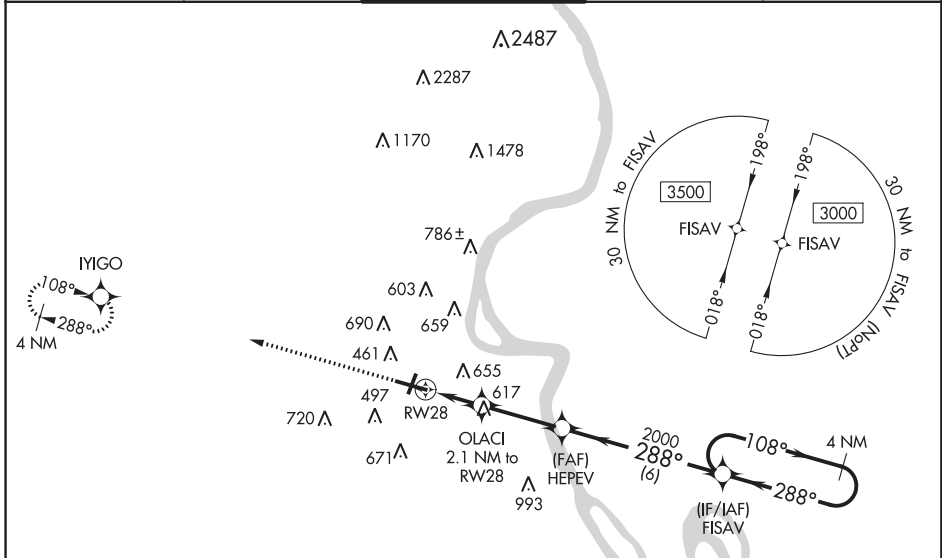
CAPE GIRARDEAU RGNL (CGI)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility 1/4 mile and LNAV Cat C/D visibility 1/8 mile. VDP NA when using Cairo Rgnl altimeter setting. Helicopter visibility reduction below 3/4 SM NA. For inop ODALS, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibilities 1/8 mile. When using Cairo Rgnl altimeter setting, for inop ODALS, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibilities 1/8 mile. Baro-VNAV NA.



MISSED APPROACH:
Climb to 3000 direct
YIG0 and hold.

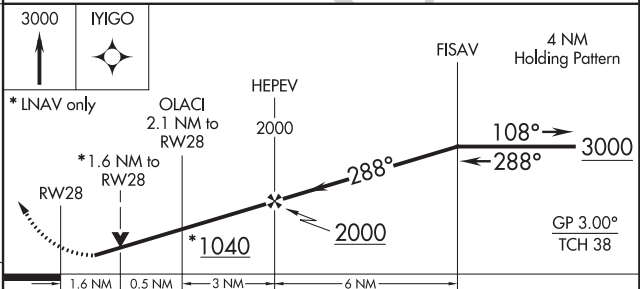
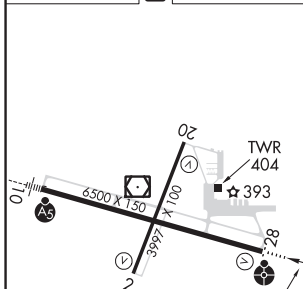
ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER ★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 342	D	TDZE 341
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CATEGORY	A	B	C	D
LPV DA		723-1 1/8	382 (400-1 1/8)	
LNAV/VNAV DA		821-1 1/2	480 (500-1 1/2)	
LNAV MDA	880-3/4	539 (600-3/4)	880-1 3/8	539 (600-1 3/8)
C CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	1000-1 3/4 658 (700-1 3/4)	1080-2 1/4 738 (800-2 1/4)

CAPE GIRARDEAU, MISSOURI
Amdt 1A 11DEC14

37°14'N-89°34'W

CAPE GIRARDEAU RGNL (CGI)

RNAV (GPS) RWY 28

LOC/DME I-CGI 109.5 Chan 32	APP CRS 288°	Rwy Idg 6499 TDZE 341 Apt Elev 342
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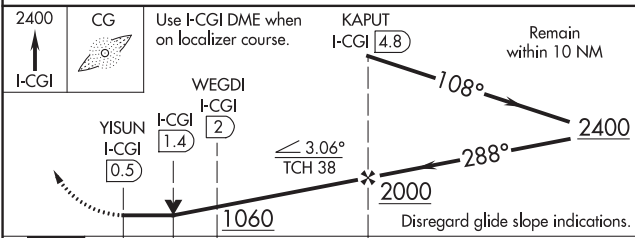
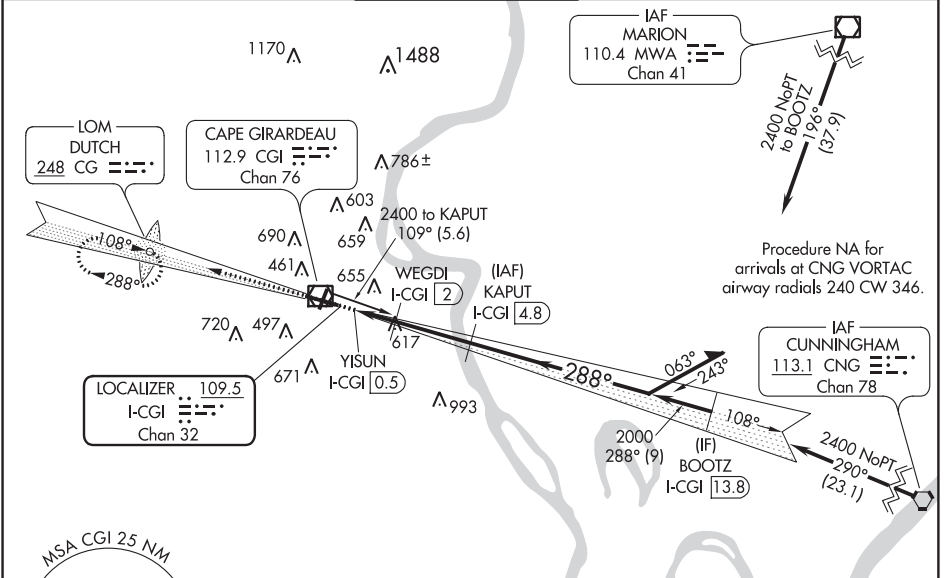
LOC/DME BC RWY 28

CAPE GIRARDEAU RGNL (CGI)

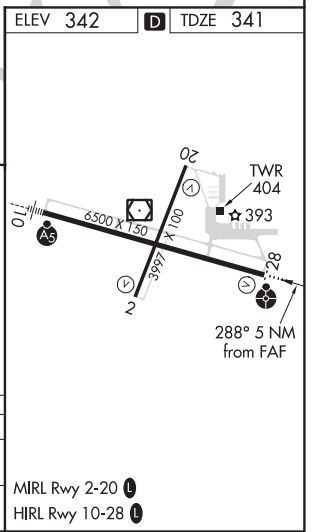
⚠ VDP NA with Cairo Rgnl altimeter setting. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase S-28 Cat A/B visibility ¼ mile, Cat C/D visibility ½ mile and Circling Cat C/D ¼ mile. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, when using Cairo Rgnl altimeter setting; increase S-28 Cat C/D visibility ½ mile. For inop ODALS increase S-28 Cat C/D visibility ½ mile. ADF required.

ODALS
 MISSED APPROACH:
 Climb to 2400 on I-CGI front course to DUTCH LOM and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER * 125.525 (CTAF)	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-28	880-¾ 539 (600-¾)		880-1¾ 539 (600-1¾)	
C CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	1000-1¾ 658 (700-1¾)	1080-2¼ 738 (800-2¼)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME CGI 112.9 Chan 76	APP CRS 016°	Rwy Idg 3996 TDZE 342 Apt Elev 342
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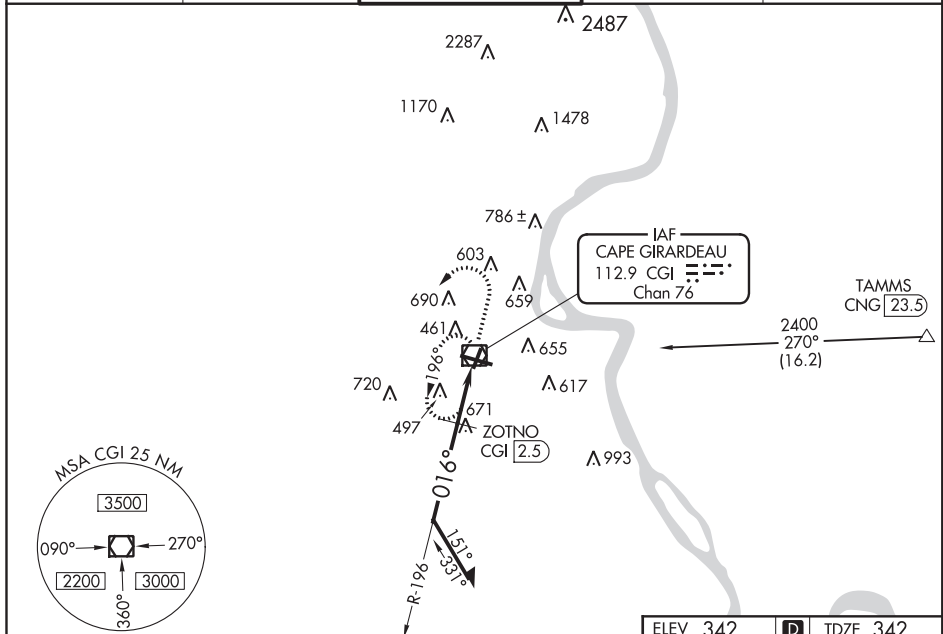
VOR RWY 2

CAPE GIRARDEAU RGNL (CGI)

⚠ VDP NA with Cairo Rgnl altimeter setting. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet; increase S-2 Cat C/D visibility $\frac{1}{2}$ mile, Circling Cat A/C/D visibility $\frac{1}{4}$ mile; increase ZOTNO fix minimums S-2 Cat C/D visibility $\frac{1}{8}$ mile and Circling Cat C/D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

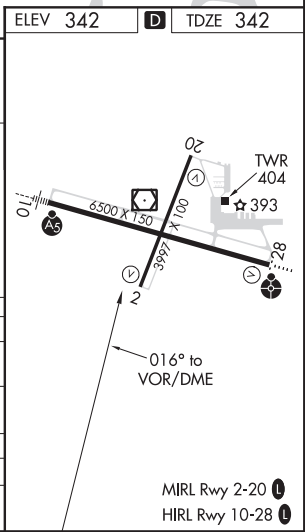
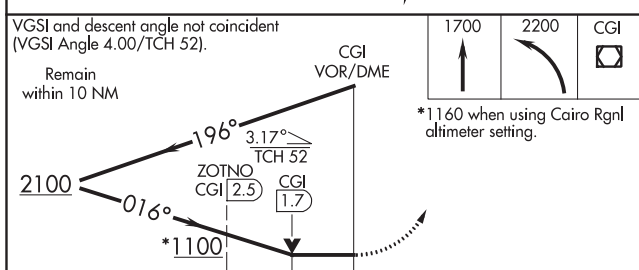
MISSED APPROACH: Climb to 1700 then climbing left turn to 2200 direct CGI VOR/DME and hold.

ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER * 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-2	1100-1 758 (800-1)	1100-1¼ 758 (800-1¼)	1100-2	758 (800-2)
C CIRCLING	1100-1 758 (800-1)	1100-1¼ 758 (800-1¼)	1100-2¼ 758 (800-2¼)	1100-2½ 758 (800-2½)
ZOTNO FIX MINIMUMS				
S-2	940-1	598 (600-1)	940-1¾	598 (600-1¾)
C CIRCLING	940-1 598 (600-1)	960-1 618 (700-1)	1000-1¾ 658 (700-1¾)	1080-2¼ 738 (800-2¼)

AL-943 (FAA)

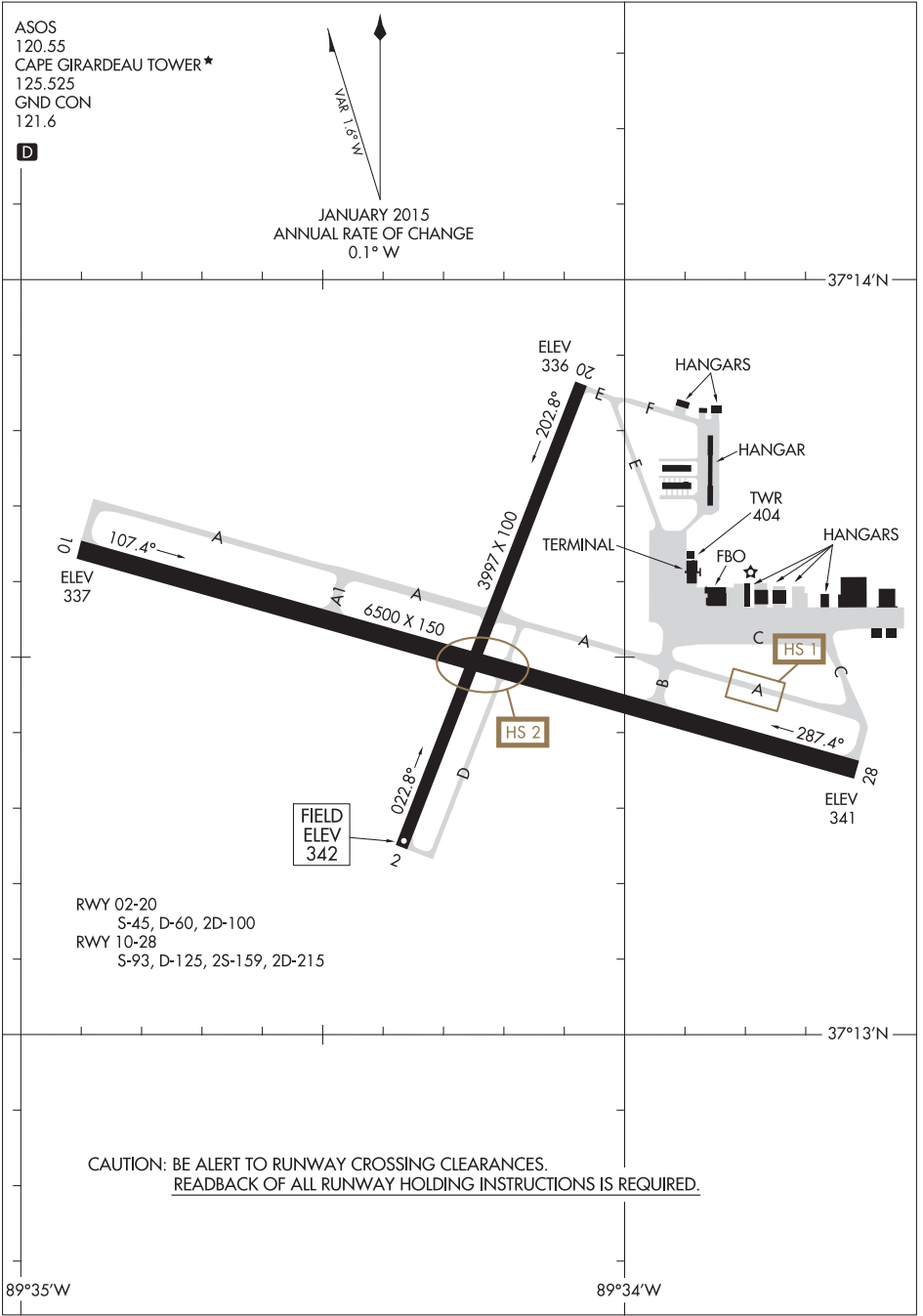
ASOS
120.55
CAPE GIRARDEAU TOWER*
125.525
GND CON
121.6

D

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



RWY 02-20
S-45, D-60, 2D-100
RWY 10-28
S-93, D-125, 2S-159, 2D-215

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CARROLL, IOWA

AL-5563 (FAA)

15344

WAAS CH 87030 W13A	APP CRS 135°	Rwy Idg 5000 TDZE 1203 Apt Elev 1204
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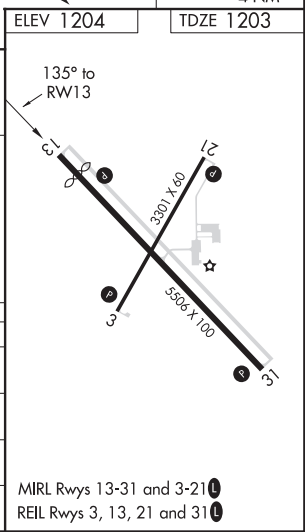
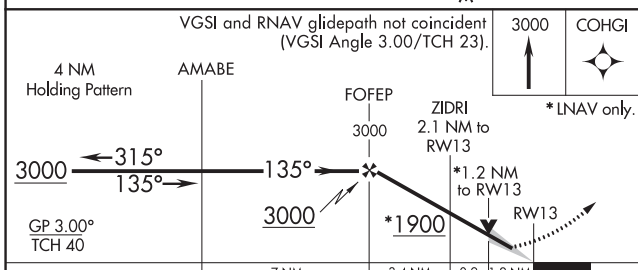
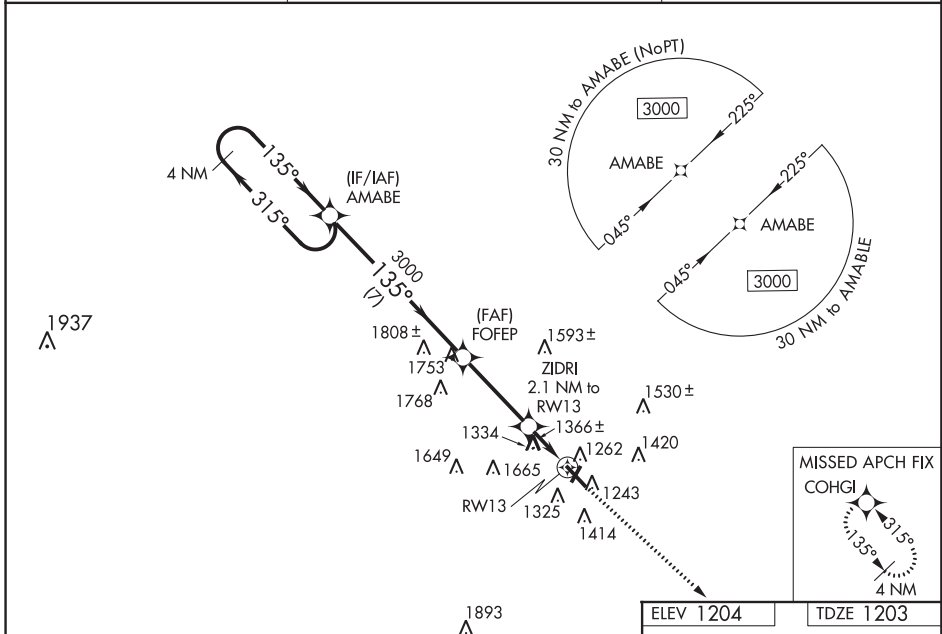
RNAV (GPS) RWY 13

ARTHUR N NEU (CIN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COHGI and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1453-1	250 (300-1)		NA
LNAV/VNAV DA	1607-1 $\frac{3}{8}$	404 (500-1 $\frac{3}{8}$)		NA
LNAV MDA	1620-1	417 (500-1)	1620-1 $\frac{1}{8}$ 417 (500-1 $\frac{1}{8}$)	NA
CIRCLING	1720-1	516 (600-1)	1720-1 $\frac{1}{2}$ 516 (600-1 $\frac{1}{2}$)	NA

CARROLL, IOWA
Amdt 1B 29MAY14

42°03'N-94°47'W

ARTHUR N NEU (CIN)

RNAV (GPS) RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49130 W31A	APP CRS 315°	Rwy Idg TDZE 1203 Apt Elev 1204	5506
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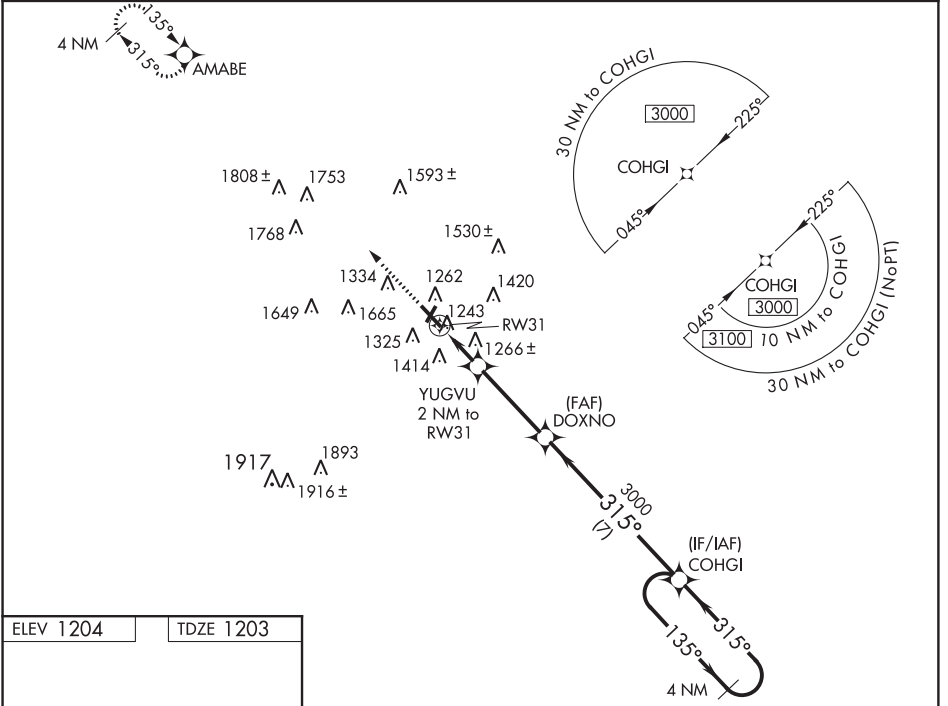
RNAV (GPS) RWY 31

ARTHUR N NEU (CIN)

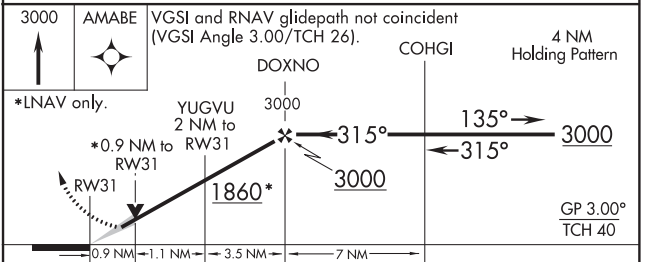
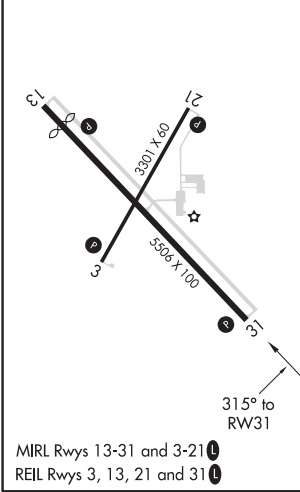
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Audubon altimeter setting. When local altimeter setting not received, use Audubon altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LNAV Cat C visibility 1/8 mile.

MISSED APPROACH: Climb to 3000 direct AMABE and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1204	TDZE 1203
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CATEGORY	A	B	C	D
LPV DA	1453-1	250 (300-1)		NA
LNAV/VNAV DA	1453-1	250 (300-1)		NA
LNAV MDA	1520-1	317 (400-1)		NA
CIRCLING	1720-1	516 (600-1)	1720-1 1/2 516 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78109 W18A	APP CRS 179°	Rwy Idg TDZE 268 Apt Elev 268	4005
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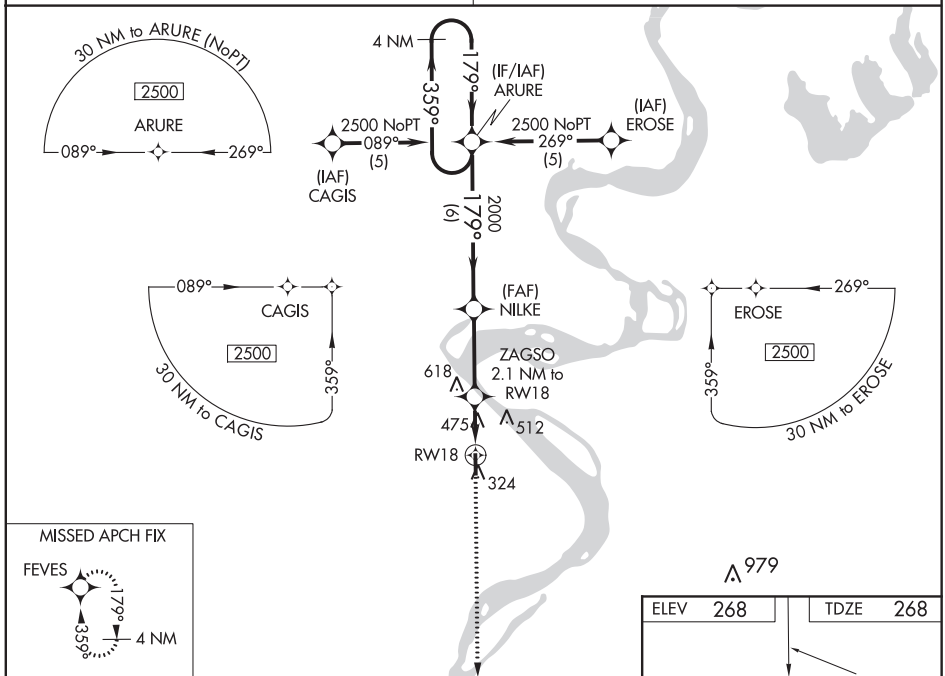
RNAV (GPS) RWY 18
CARUTHERSVILLE MEMORIAL (M05)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter Visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet, increase Circling Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

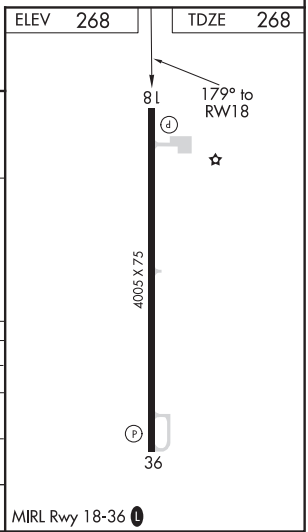
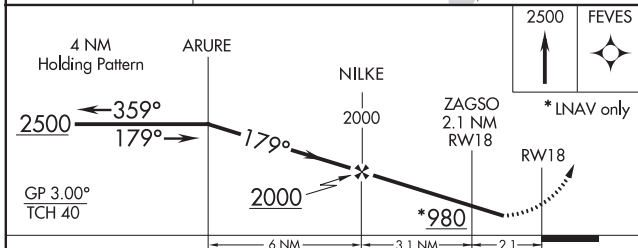
MEMPHIS CENTER
134.65 316.15

CTAF
122.9 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	813-2	545 (600-2)		NA
LNAV/VNAV DA	835-2	567 (600-2)		NA
LNAV MDA	780-1	512 (600-1)	780-1½ 512 (600-1½)	NA
CIRCLING	820-1	552 (600-1)	860-1½ 592 (600-1½)	NA

WAAS CH 77609 W36A	APP CRS 359°	Rwy Idg TDZE 266 Apt Elev 268	4005 266 268
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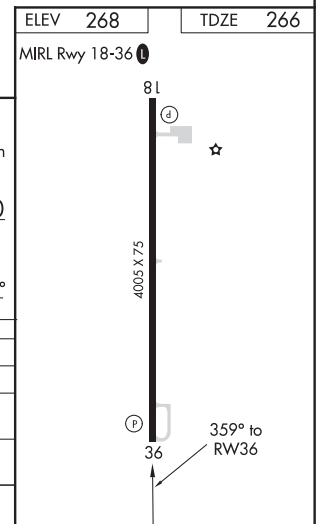
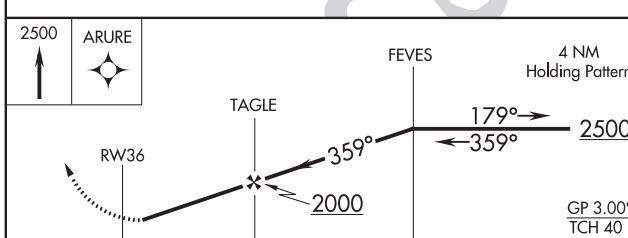
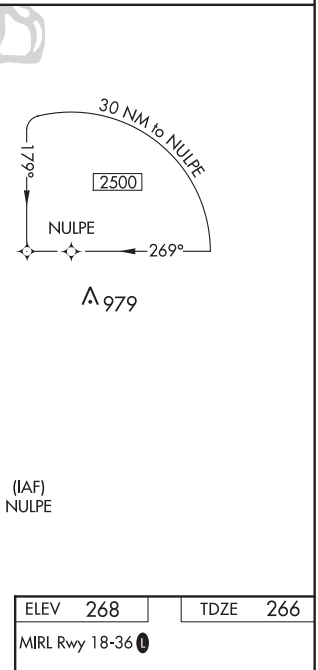
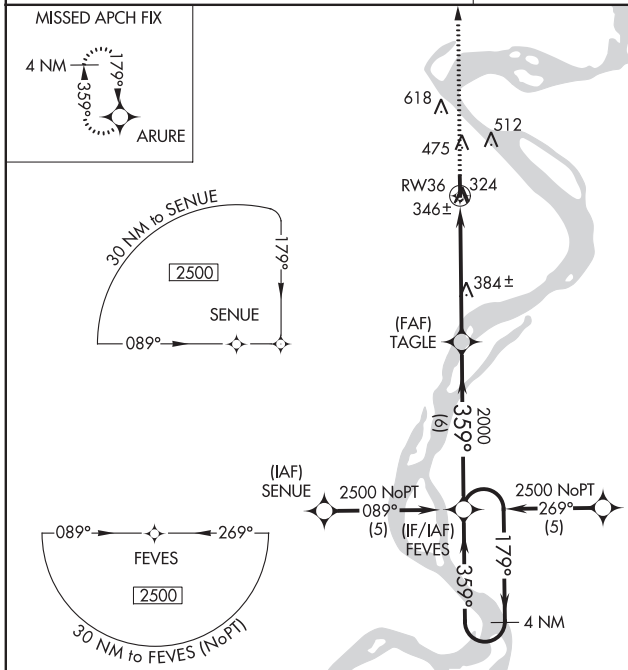
RNAV (GPS) RWY 36

CARUTHERSVILLE MEMORIAL (M05)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Helicopter Visibility reduction below 1 SM NA.
 Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.
 Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct ARURE and hold.

MEMPHIS CENTER 134.65 316.15	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	631-1¼	365 (400-1¼)		NA
LNAV/VNAV DA	695-1½	429 (500-1½)		NA
LNAV MDA	680-1	414 (500-1)	680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1	552 (600-1)	860-1½ 592 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CARUTHERSVILLE, MISSOURI

AL-10183 (FAA)

15204

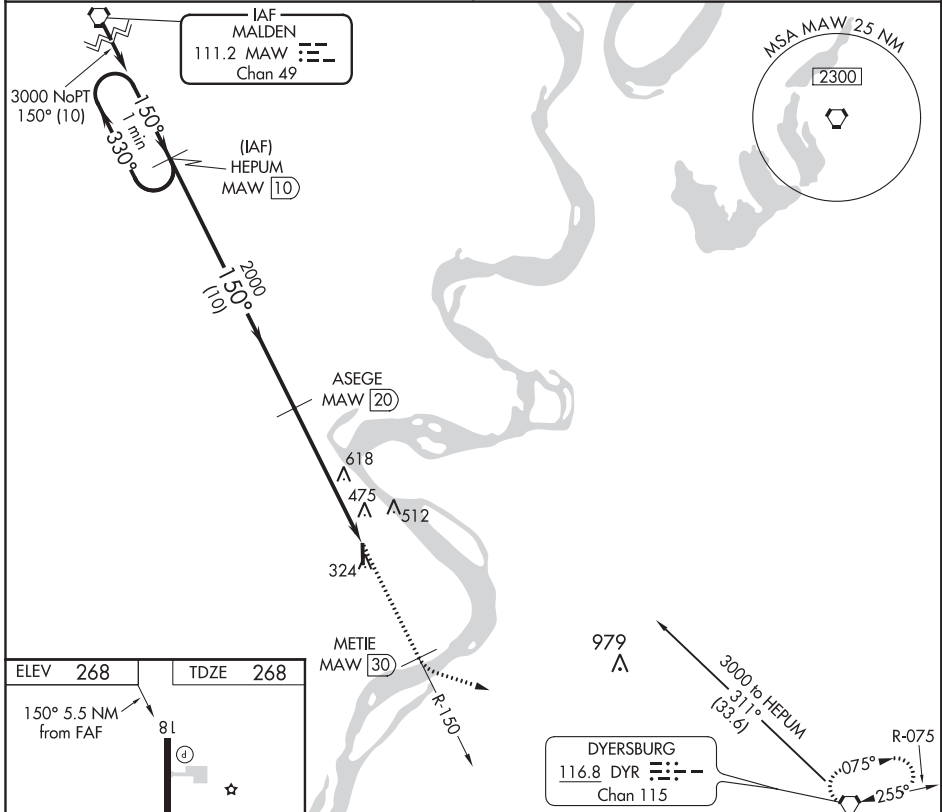
VORTAC MAW 111.2 Chan 49	APP CRS 150°	Rwy Idg 4005 TDZE 268 Apt Elev 268
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VOR/DME RWY 18
CARUTHERSVILLE MEMORIAL (M05)

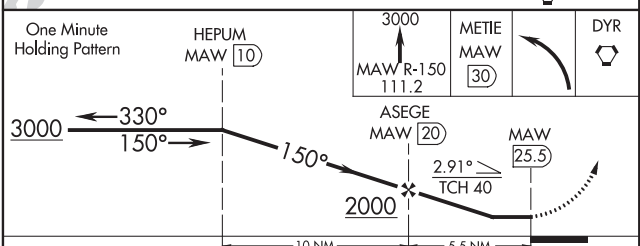
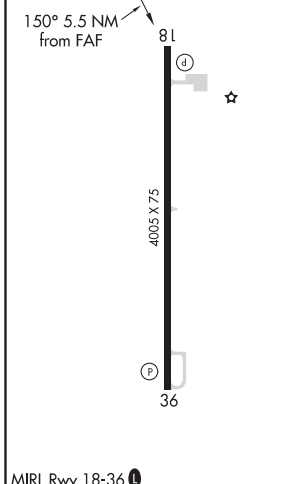
Use Dyersburg Muni altimeter setting.
Helicopter Visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

MEMPHIS CENTER 134.65 316.15	CTAF 122.9
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ELEV 268	TDZE 268
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CATEGORY	A	B	C	D
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA

CARUTHERSVILLE, MISSOURI
Orig-A 23JUL15

36°10'N-89°41'W

CARUTHERSVILLE MEMORIAL (M05)
VOR/DME RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63133 W09A	APP CRS 088°	Rwy Idg 3599 TDZE 1483 Apt Elev 1483
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RNAV (GPS) RWY 9

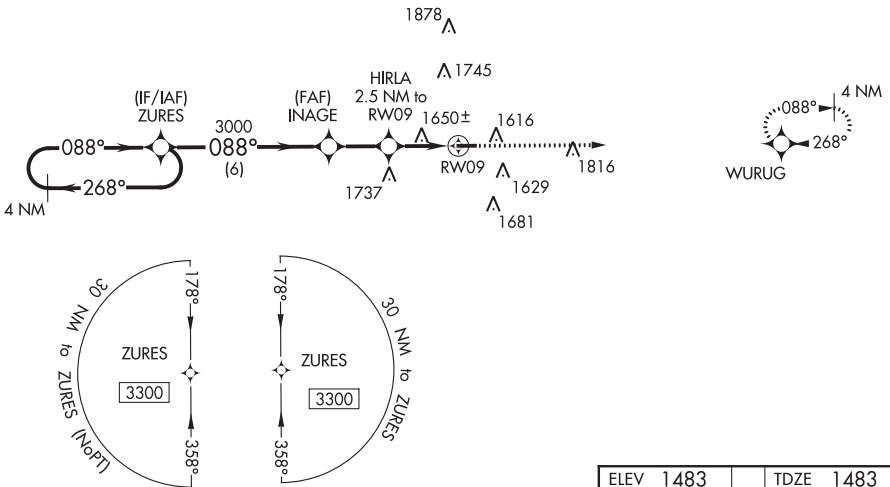
CASSVILLE MUNI (94K)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
▲ NA Procedure NA at night. Use Monett altimeter setting, when not received, use Rogers altimeter setting and increase all DA 13 feet and all MDA 20 feet and LNAV/VNAV all Cats visibility to 1 1/2 mile.

MISSED APPROACH:
Climb to 3600 direct WURUG and hold.

MONETT AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CTAF 122.9
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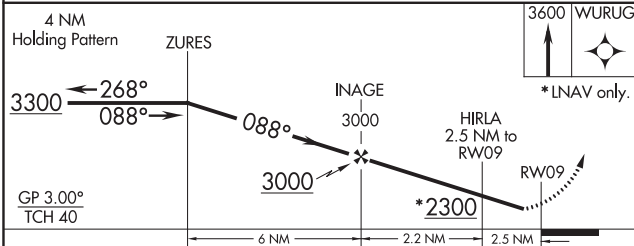
▲ 1894



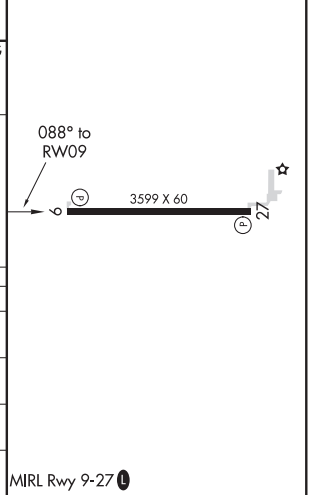
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1483	TDZE 1483
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CATEGORY	A	B	C	D
LPV DA	1843-1 1/4	360 (400-1 1/4)		NA
LNAV/VNAV DA	1998-1 3/4	515 (600-1 3/4)		NA
LNAV MDA	1960-1	477 (500-1)	1960-1 3/8 477 (500-1 3/8)	NA
C CIRCLING	2000-1 517 (600-1)	2020-1 537 (600-1)	2160-2 677 (700-2)	NA



CASSVILLE, MISSOURI

AL-6454 (FAA)

15092

WAAS CH 50331 W27A	APP CRS 268°	Rwy Idg TDZE Apt Elev	3599 1483 1483
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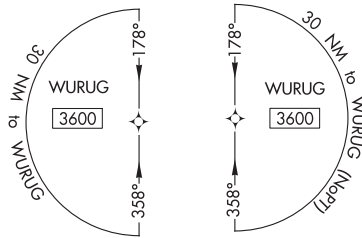
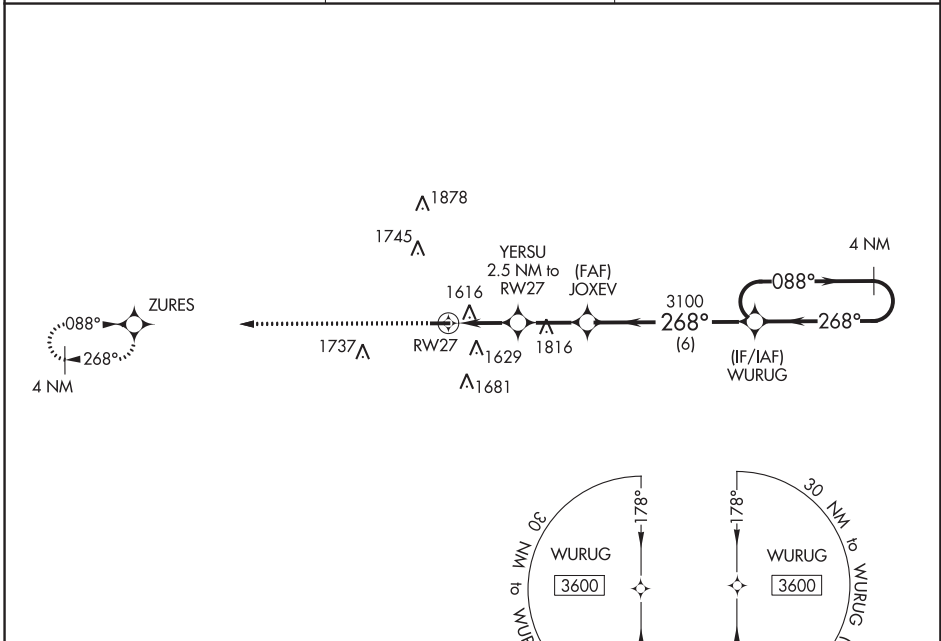
RNAV (GPS) RWY 27

CASSVILLE MUNI (94K)

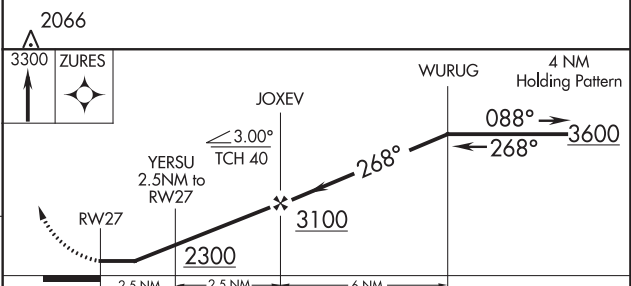
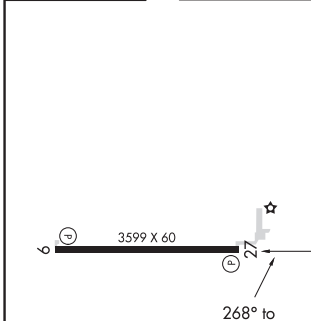
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Monett altimeter setting, when not received, use Rogers altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct ZURES and hold.

MONETT AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CTAF 122.90
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ELEV 1483	TDZE 1483
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CATEGORY	A	B	C	D
LP MDA	1920-1	437 (500-1)	1920-1 ³ / ₈ 437 (500-1 ³ / ₈)	NA
LNAV MDA	1940-1	457 (500-1)	1940-1 ³ / ₈ 457 (500-1 ³ / ₈)	NA
C CIRCLING	2000-1 517 (600-1)	2020-1 537 (600-1)	2160-2 677 (700-2)	NA

CASSVILLE, MISSOURI
Orig-A 02APR15

36°42'N-93°54'W

RNAV (GPS) RWY 27

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME EOS 117.3 Chan 120	APP CRS 102°	Rwy Idg 3599 TDZE 1482 Apt Elev 1482
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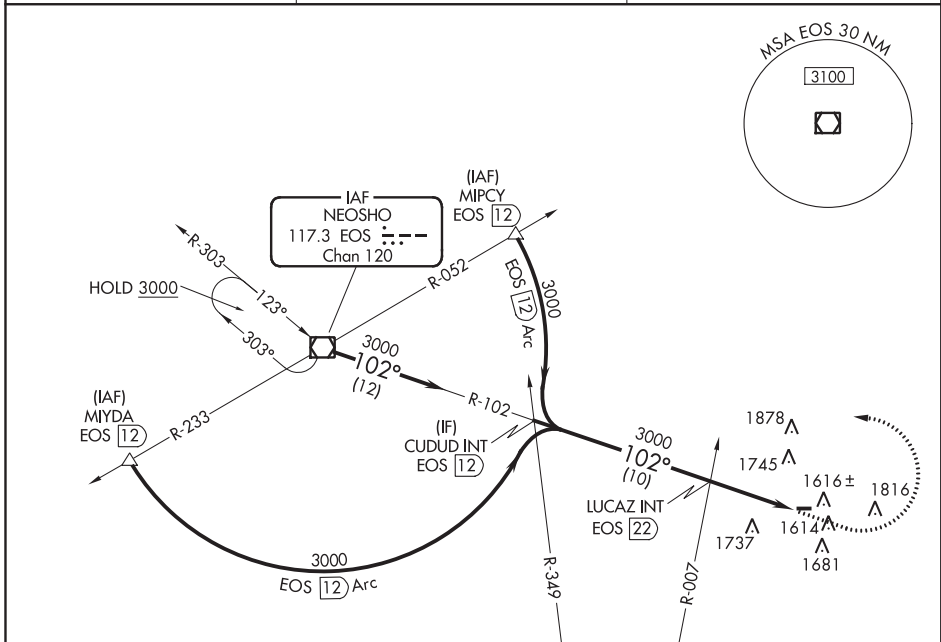
VOR RWY 9

CASSVILLE MUNI (94K)

NA Helicopter visibility reduction below 3/4 SM NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 3100 then left turn direct EOS VOR/DME and hold.

MONETT AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CTAF 122.9
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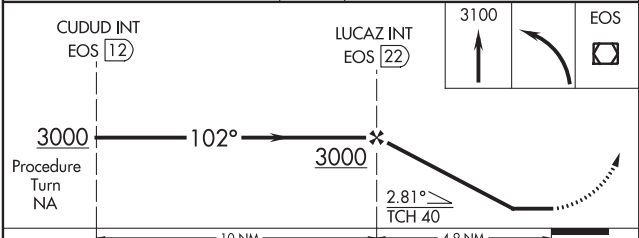
ELEV 1482	TDZE 1482
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MIRL Rwy 9-27

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-9	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA
CIRCLING	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CEDAR RAPIDS, IOWA

AL-250 (FAA)

16315

LOC I-CID 109.3	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 857 869
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ILS or LOC RWY 9

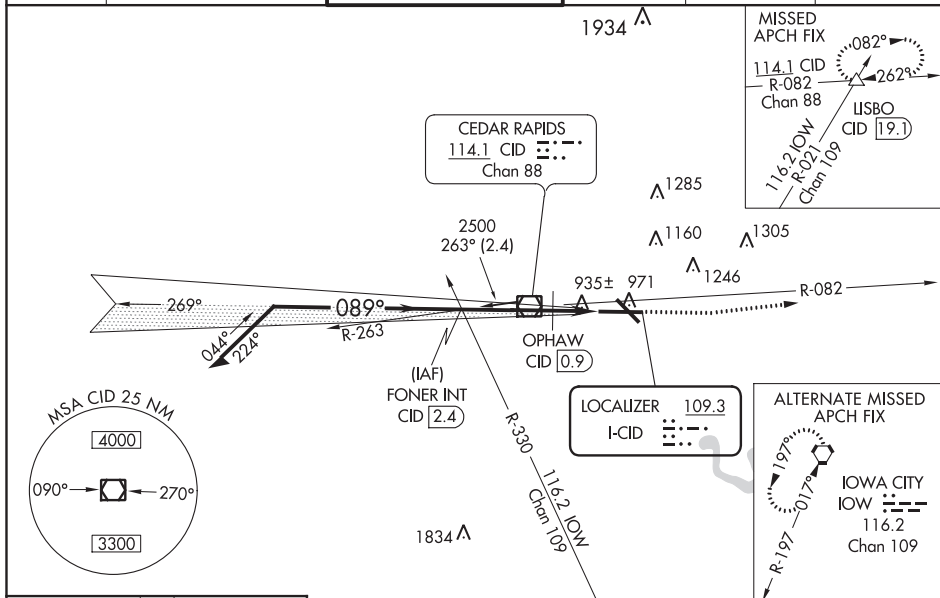
THE EASTERN IOWA (CID)

⚠ When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase S-LOC Cat D visibility to RVR 6000.
 ⚠ OPHAW FIX minimums: increase S-LOC Cat C visibility to RVR 4000 and Cat D to RVR 6000. When using Iowa City altimeter setting, for inoperative MALS, increase S-ILS 9 all Cats visibility to RVR 5000. Autopilot coupled approach NA below 1100 MSL.
 *RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1400 then climb to 2700 via CID VOR/DME R-082 to USBO/CID VOR/DME 19.1 DME and hold.

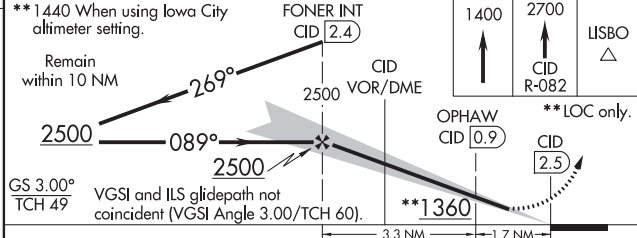
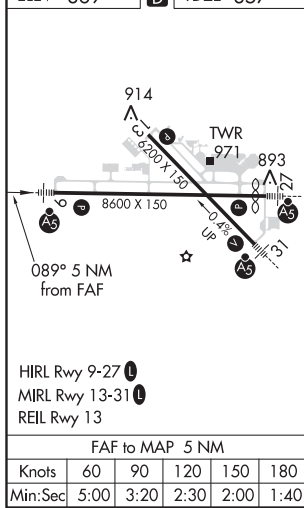
ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 869	D	TDZE 857
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CATEGORY	A	B	C	D
S-ILS 9	*1057/24 200 (200-½)			
S-LOC 9	1360/24	503 (500-½)	1360/50	503 (500-1)
CIRCLING	1360-1	491 (500-1)	1360-1½ 491 (500-1½)	1420-2 551 (600-2)
OPHAW FIX MINIMUMS				
S-LOC 9	1220/24	363 (400-½)	1220/40 363 (400-¾)	
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

CEDAR RAPIDS, IOWA
Amdt 18B 23JUN16

41°53'N-91°43'W

THE EASTERN IOWA (CID)

ILS or LOC RWY 9

LOC/DME I-RRU 111.3 Chan 50	APP CRS 269°	Rwy Idg TDZE Apt Elev	8175 862 869
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ILS or LOC RWY 27

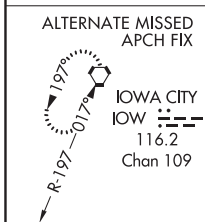
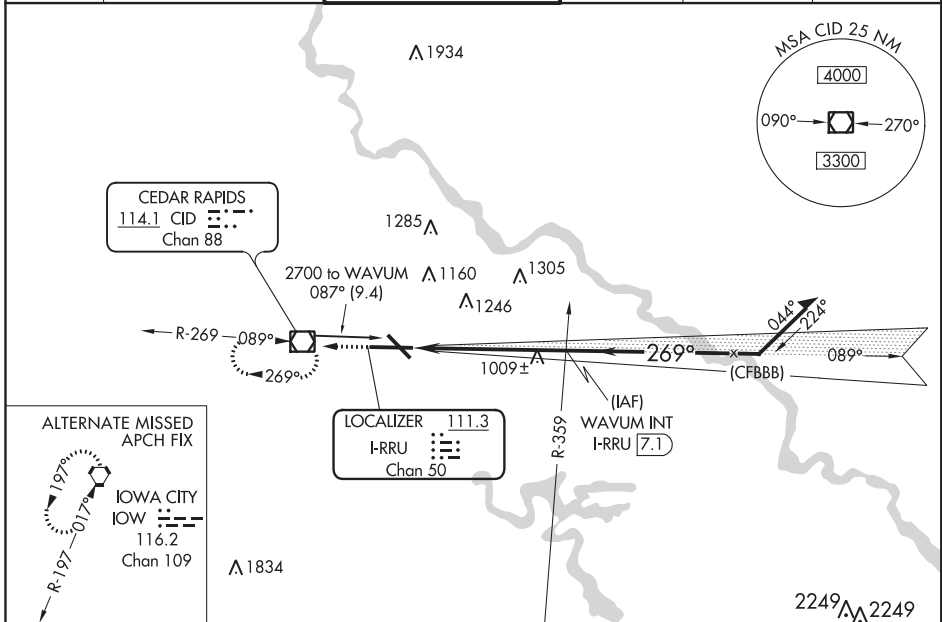
THE EASTERN IOWA (CID)

⚠ When local altimeter setting not received, use Iowa City altimeter setting increase DA 64 feet and all MDA 80 feet, increase S-LOC Cat C and D visibility to RVR 5000. VDP NA with Iowa City altimeter setting. Autopilot coupled approach NA below 1910.

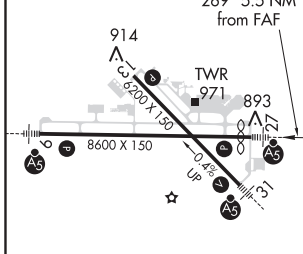
MALSRR
AS

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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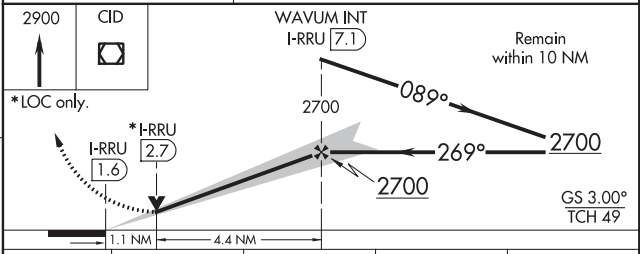
ELEV 869	D	TDZE 862
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MIRL Rwy 13-31 **Ⓛ**
HIRL Rwy 9-27 **Ⓛ**
REIL Rwy 13

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 27	1062/24 200 (200-½)			
S-LOC 27	1260/24	398 (400-½)	1260/35	398 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-½)	1420-2 551 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CEDAR RAPIDS, IOWA

AL-250 (FAA)

16315


WAAS CH 77603 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	8175 857 869
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RNAV (GPS) RWY 9

THE EASTERN IOWA (CID)

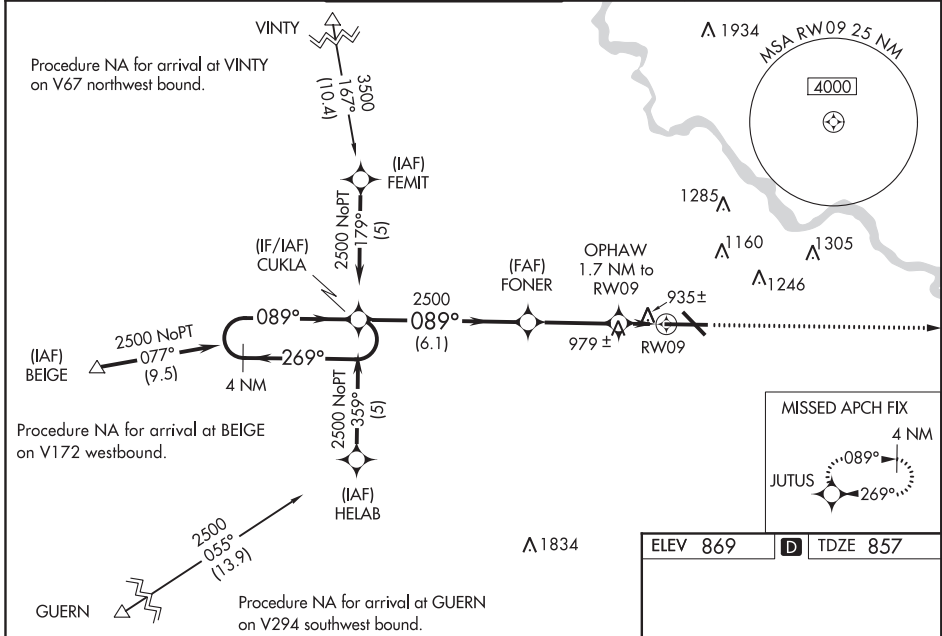
⚠ Baro-VNAV NA when using Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cat C to RVR 4000. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA with Iowa City altimeter setting. When using Iowa City altimeter setting; for inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 6000 and LNAV Cat D visibility to 1½ miles.

MALSR



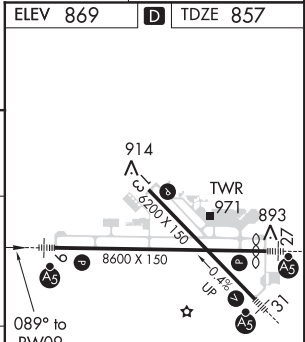
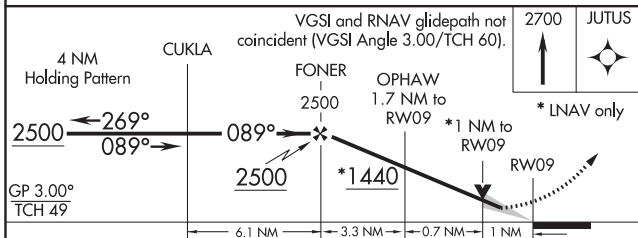
MISSED APPROACH:
Climb to 2700 direct JUTUS and hold.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 0 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1057/24	200 (200-½)	
LNAV/VNAV DA		1204/40	347 (400-¾)	
LNAV MDA	1280/24	1320/24	383 (400-½)	1240/50 383(400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31 **⚠**
 HIRL Rwy 9-27 **⚠**
 REIL Rwy 13

CEDAR RAPIDS, IOWA
Amdt 2A 13JAN11

41°53'N-91°43'W

THE EASTERN IOWA (CID)

RNAV (GPS) RWY 9

WAAS CH 86201 W13A	APP CRS 134°	Rwy Idg TDZE Apt Elev	6200 869 869
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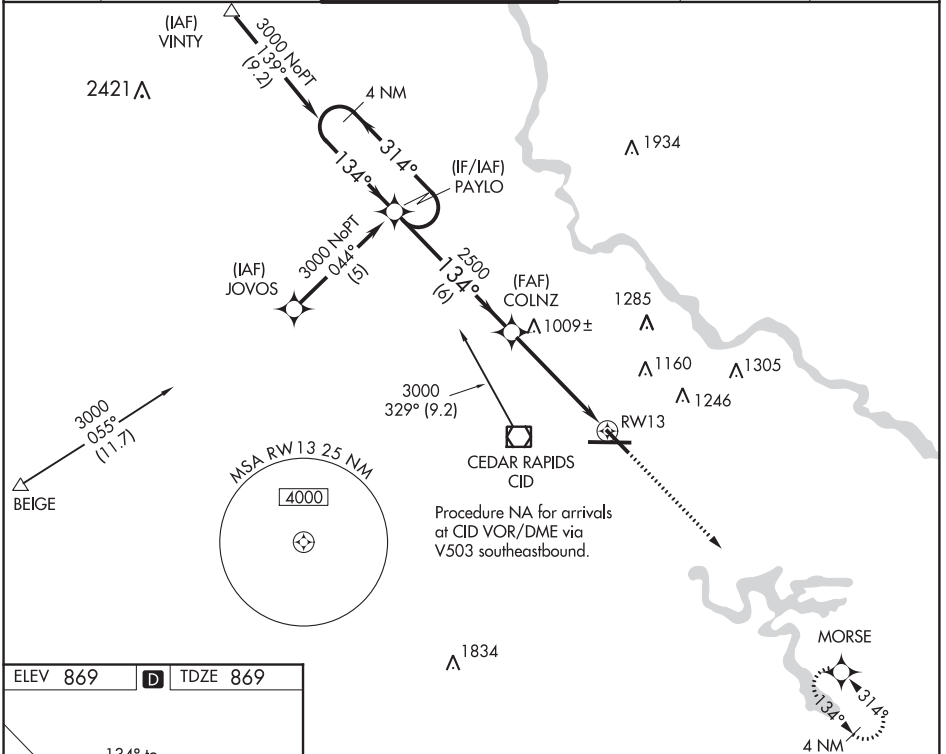
RNAV (GPS) RWY 13

THE EASTERN IOWA (CID)

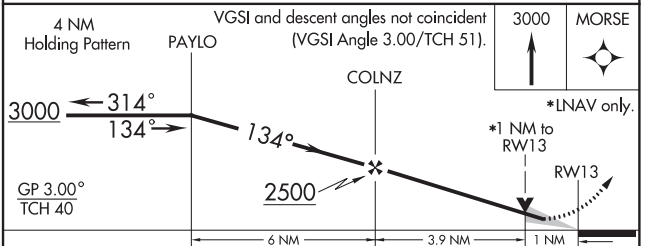
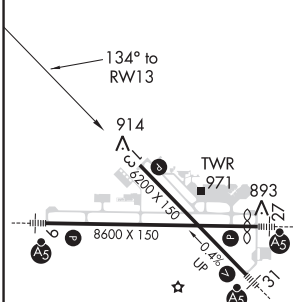
Baro-VNAV NA below -16° (4°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000
direct MORSE and hold.

ATIS 124.15	CEDAR RAPIDS APP CON* 119.7 266.8	CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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ELEV 869	D	TDZE 869
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CATEGORY	A	B	C	D
LPV DA		1120-1	251 (300-1)	
LNAV/VNAV DA		1200-1½	331 (400-1¼)	
LNAV MDA		1260-1	391 (400-1)	1260-1¼ 391 (400-1¼)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CEDAR RAPIDS, IOWA

AL-250 (FAA)

16315


WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	8175 862 869
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RNAV (GPS) RWY 27

THE EASTERN IOWA (CID)

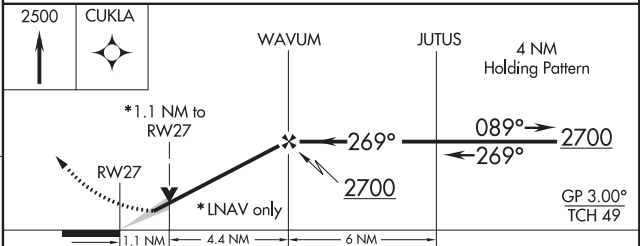
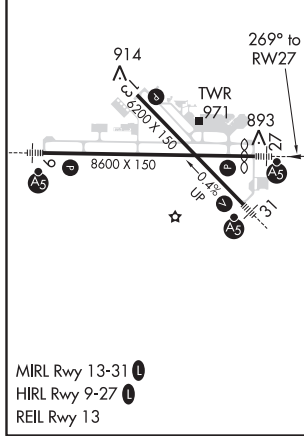
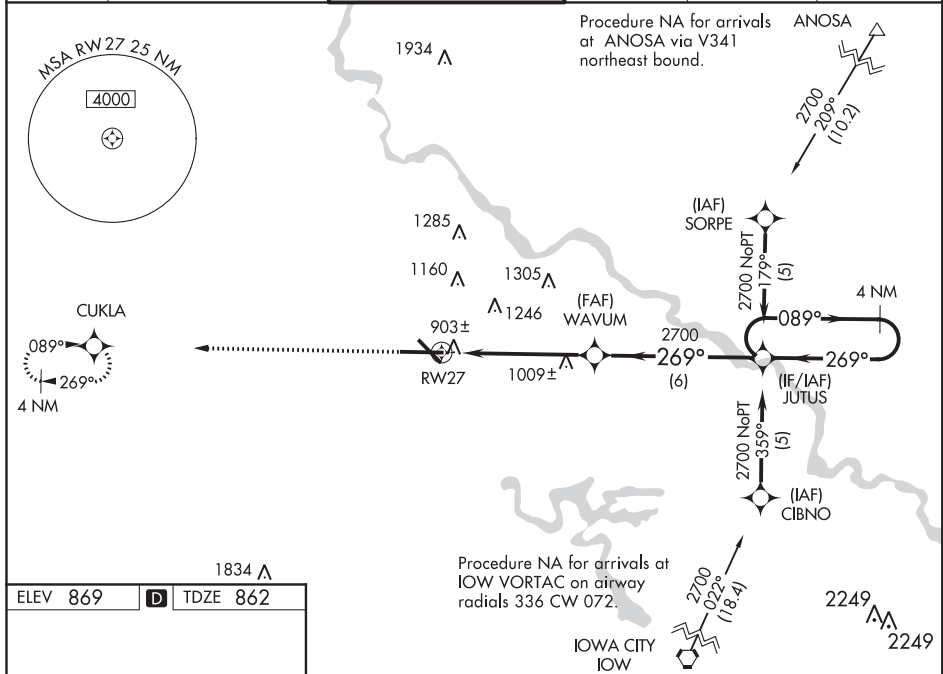
⚠ Baro-VNAV NA when using Iowa City altimeter setting.
⚠ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
 For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

MALSR



MISSED APPROACH:
Climb to 2500 direct
CUKLA and hold.

ATIS 124.15	CEDAR RAPIDS APP CON * 119.7 266.8	CEDAR RAPIDS TOWER * 118.7 (CTAF) 266.8	GND CON 121.6	CLNC DEL 125.45	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

CEDAR RAPIDS, IOWA
Amdt 1 10MAY07

41°53'N-91°43'W

THE EASTERN IOWA (CID)

RNAV (GPS) RWY 27

NC-3, 10 NOV 2016 to 05 JAN 2017

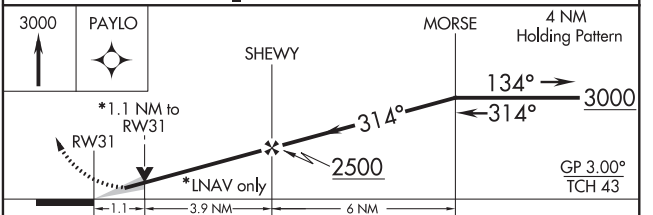
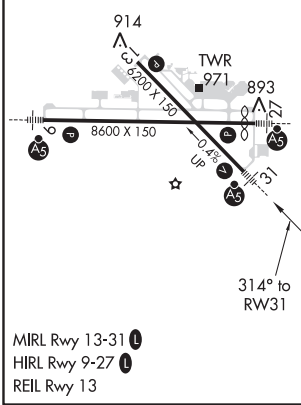
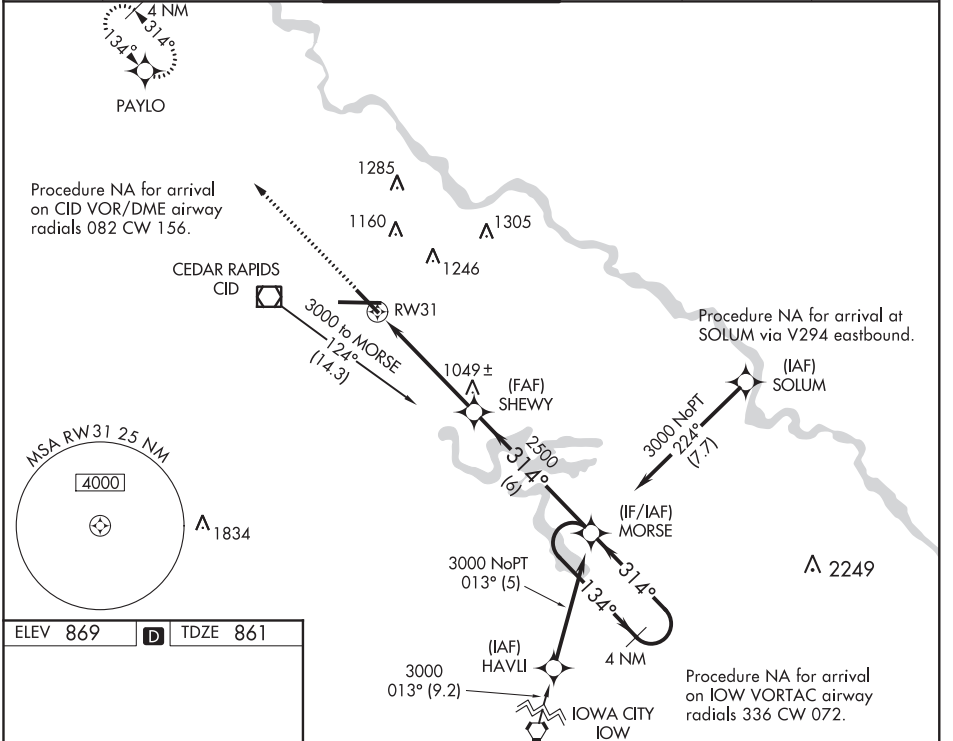
NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77503 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	6200 861 869
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RNAV (GPS) RWY 31

THE EASTERN IOWA (CID)

<p>Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSRR increase LNAV/VNAV Cat D visibility to 1 and LNAV Cat D visibility to 1½ mile.</p>		<p>MALSRR</p>	<p>MISSED APPROACH: Climb to 3000 direct PAYLO and hold.</p>		
<p>ATIS 124.15</p>	<p>CEDAR RAPIDS APP CON* 119.7 266.8</p>	<p>CEDAR RAPIDS TOWER* 118.7 (CTAF) 266.8</p>	<p>GND CON 121.6</p>	<p>CLNC DEL 125.45</p>	<p>UNICOM 122.95</p>



CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

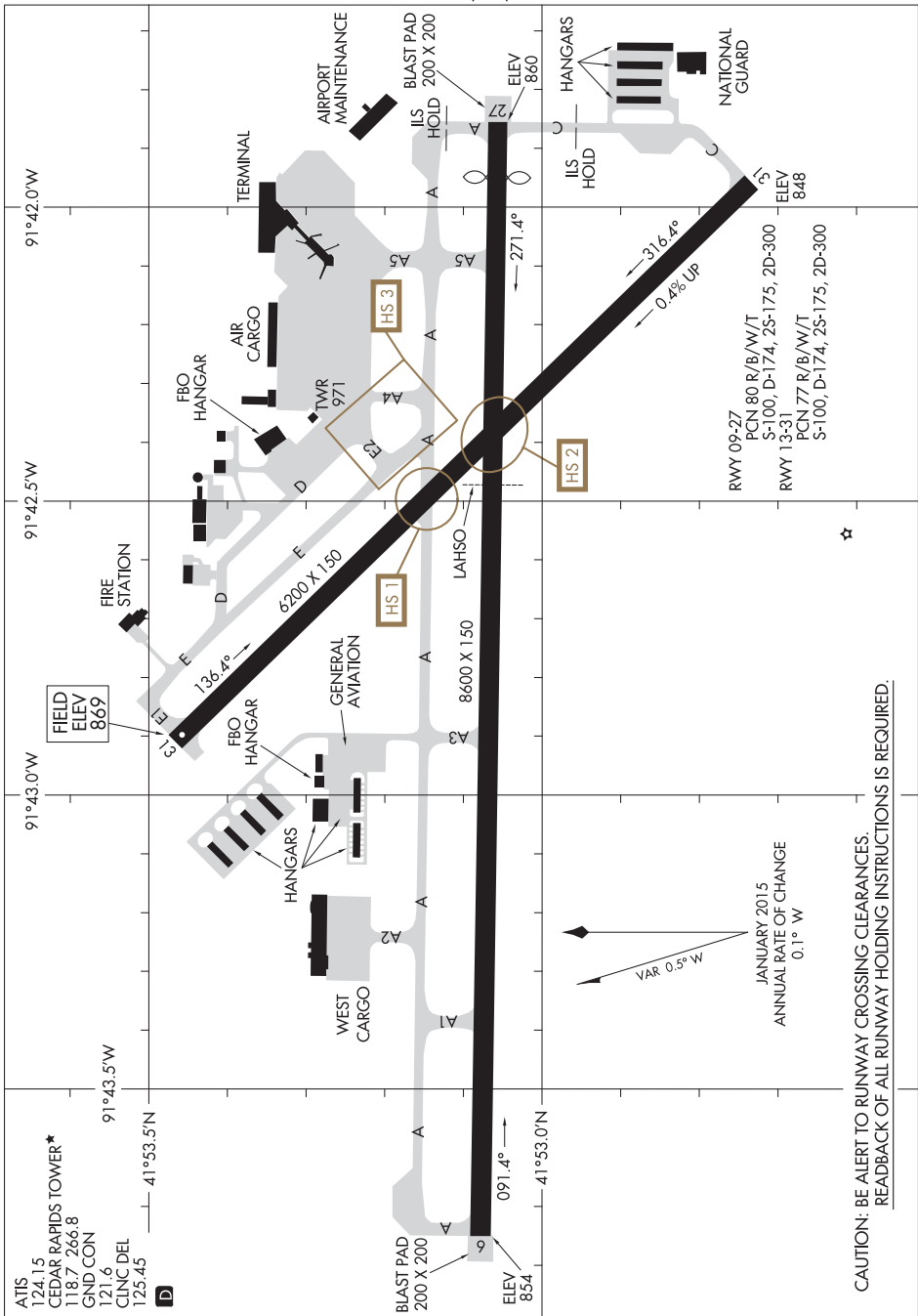
NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

THE EASTERN IOWA (CID)
CEDAR RAPIDS, IOWA

AL-250 (FAA)

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16315

CEDAR RAPIDS, IOWA
THE EASTERN IOWA (CID)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

APP CRS 158°	Rwy Idg 4099
	TDZE 1023
	Apt Elev 1023

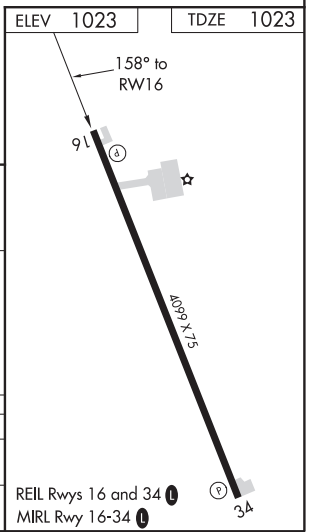
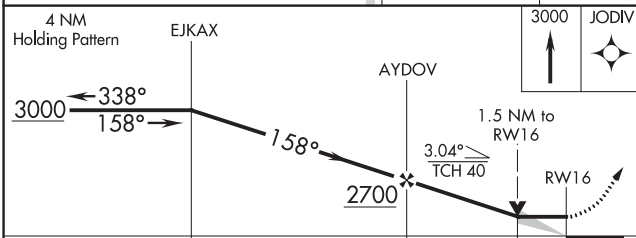
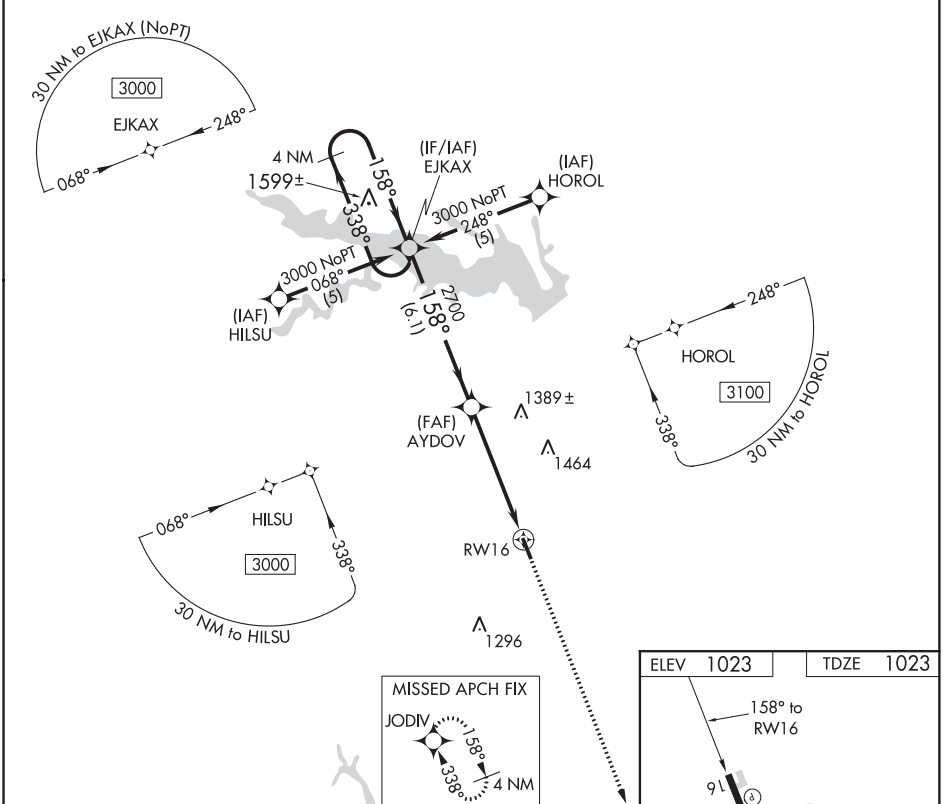
RNAV (GPS) RWY 16

CENTERVILLE MUNI (TVK)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chariton altimeter setting and increase all MDA 80 feet.
⚠ VDP NA when using Chariton altimeter setting.

MISSED APPROACH: Climb to 3000 direct JODIV and hold.

AWOS-3 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1540-1¾ 517 (600-1¾)
CIRCLING	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1580-2 557 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CENTERVILLE, IOWA

AL-6869 (FAA)

16203

WAAS CH 86517 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	4099 1023 1023
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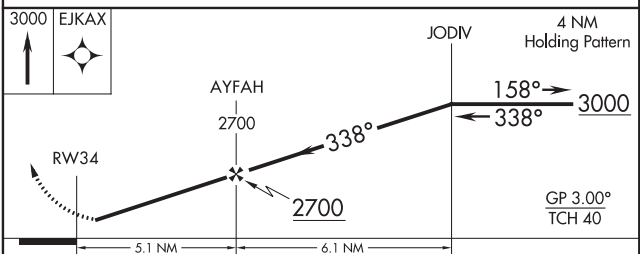
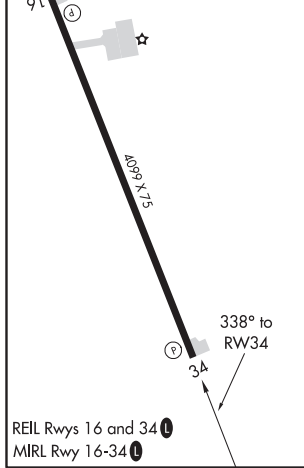
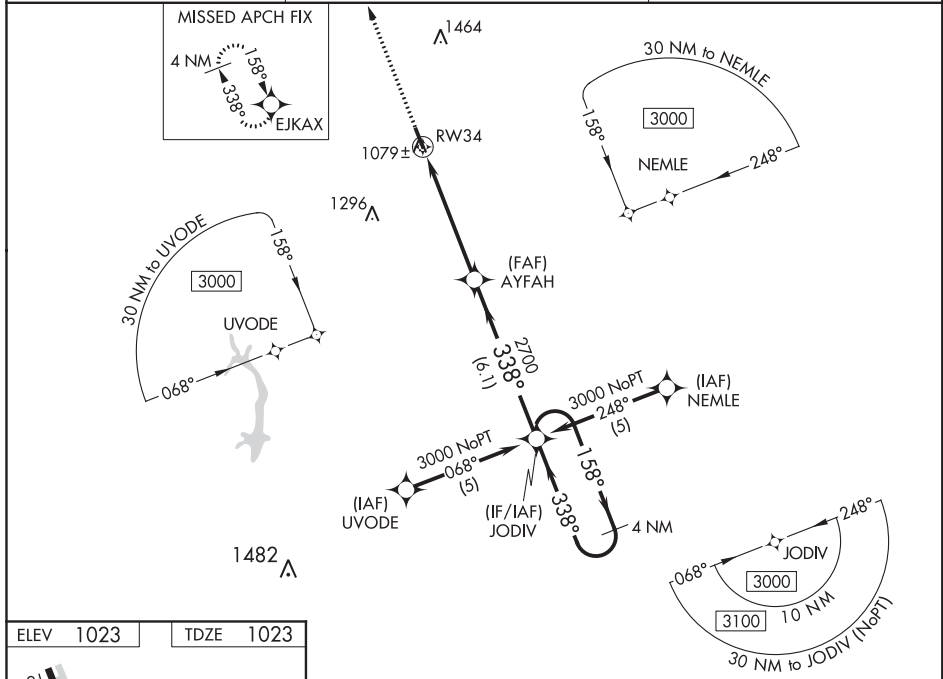
RNAV (GPS) RWY 34

CENTERVILLE MUNI (TVK)

⚠ Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 71 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct EJKAX and hold.

AWOS-3 123.775	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1273-1	250 (300-1)	
LNAV/VNAV DA		1349-1¼	326 (400-1¼)	
LNAV MDA	1500-1	477 (500-1)	1500-1¼ 477 (500-1¼)	1500-1½ 477 (500-1½)
CIRCLING	1500-1	477 (500-1)	1500-1½ 477 (500-1½)	1580-2 557 (600-2)

CENTERVILLE, IOWA
Orig-A 16DEC10

40°41'N-92°54'W

RNAV (GPS) RWY 34

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1050

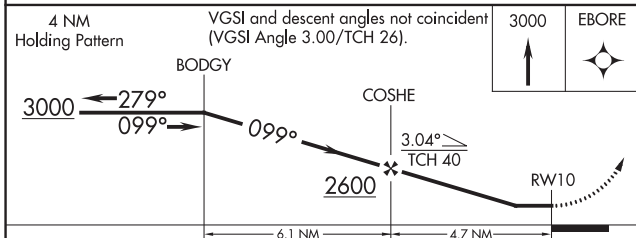
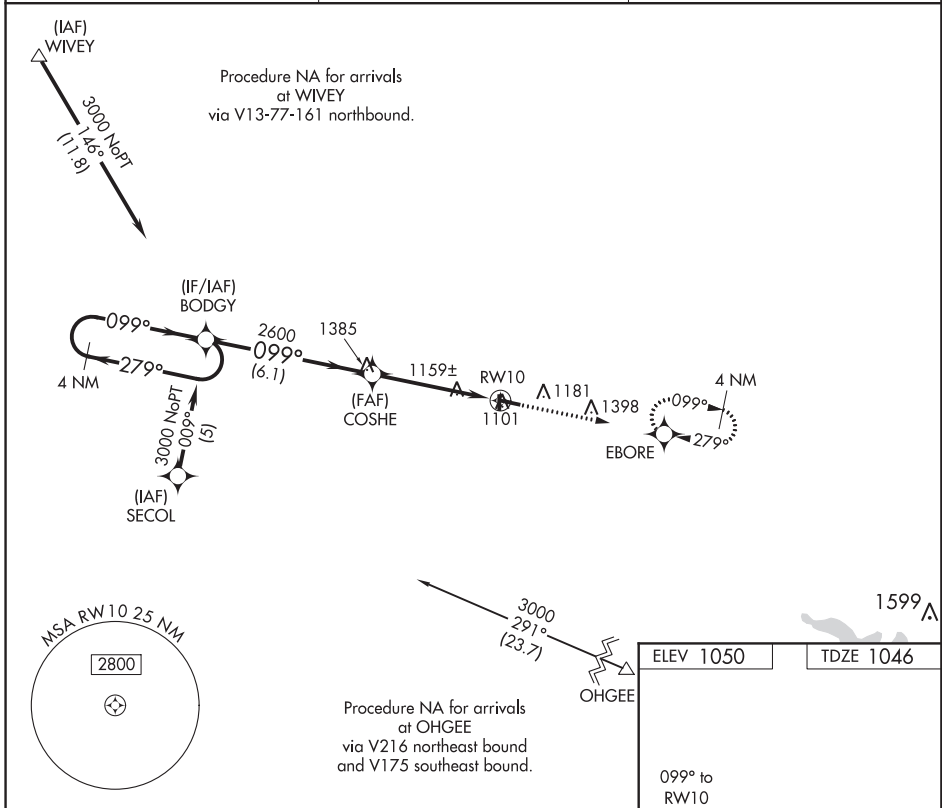
RNAV (GPS) RWY 10

CHARITON MUNI (CNC)

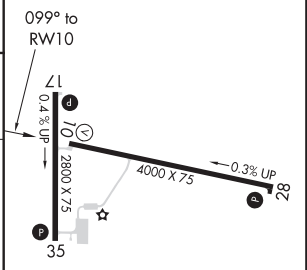
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 3000 direct EBORE and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF)
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ELEV 1050	TDZE 1046
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CATEGORY	A	B	C	D
LNVA MDA	1440-1	394 (400-1)		NA
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)		NA

REIL Rwy 10, 17, 28 and 35

MIRL Rwy 10-28 and 17-35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CHARITON, IOWA

AL-6068 (FAA)

15176

APP CRS 177°	Rwy Idg 2800
	TDZE 1051
	Apt Elev 1051

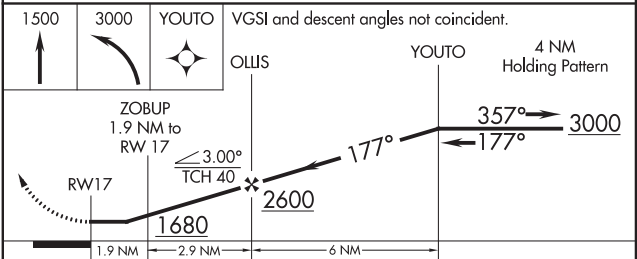
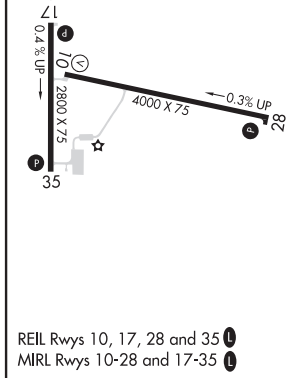
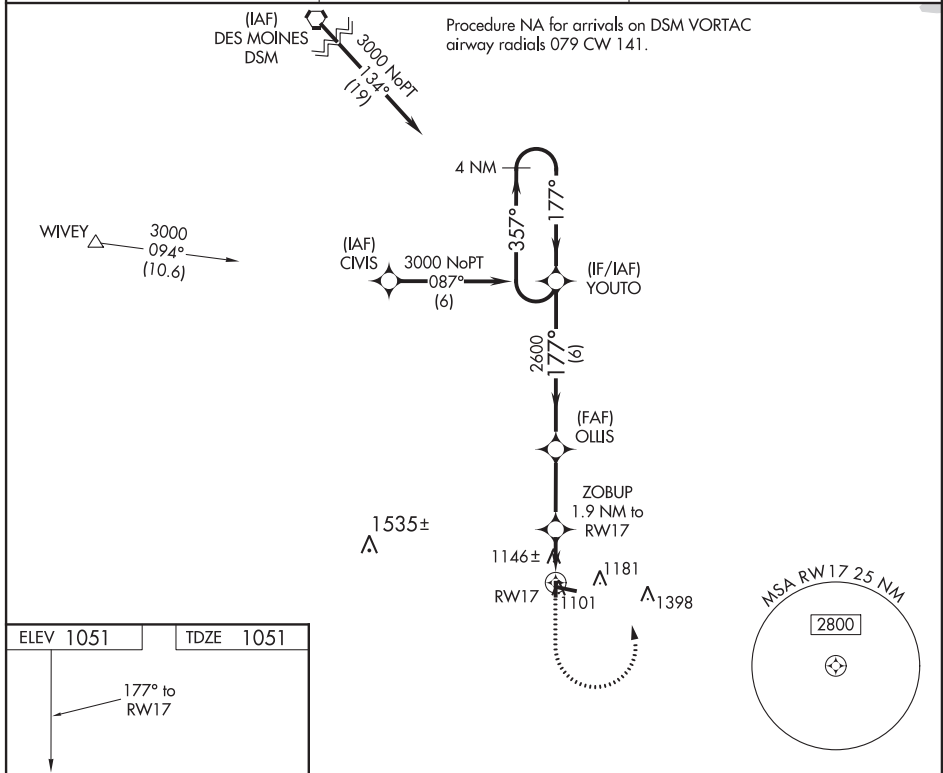
RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct YOUTO and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	1 400-1	349 (400-1)		NA
CIRCLING	1 540-1	489 (500-1)		NA

CHARITON, IOWA
Amdt 1B 25JUN15

41°01'N-93°22'W

CHARITON MUNI (CNC) RNAV (GPS) RWY 17

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58038 W12A	APP CRS 125°	Rwy Idg 4000 TDZE 1121 Apt Elev 1125
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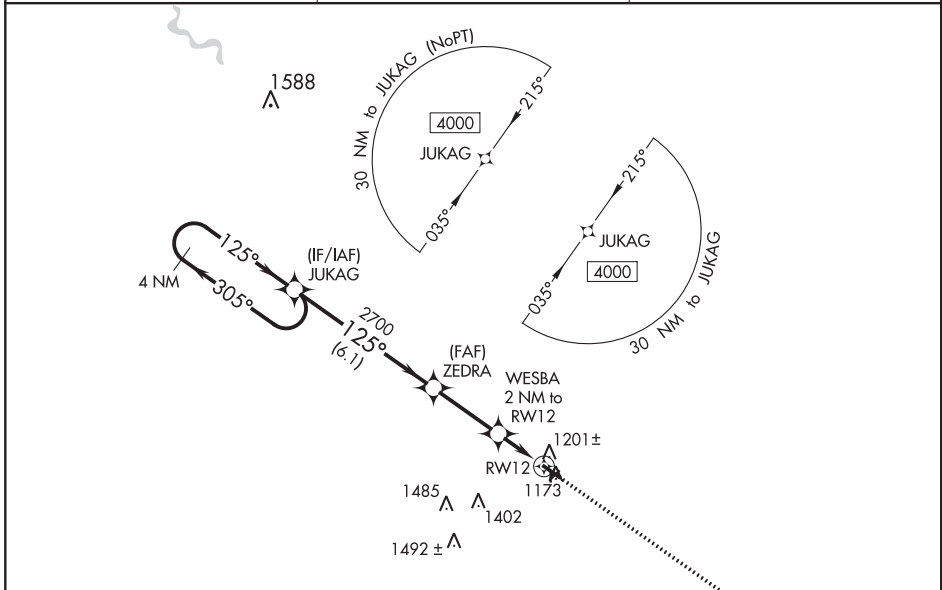
RNAV (GPS) RWY 12

NORTHEAST IOWA RGNL (CCY)

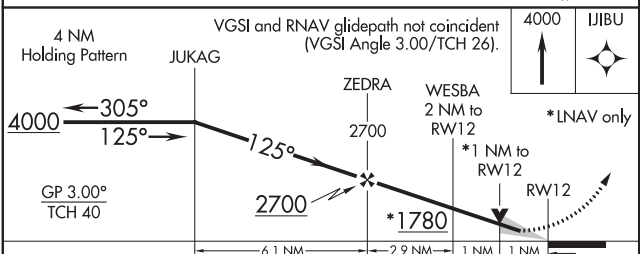
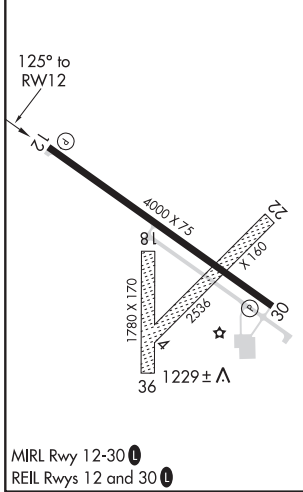
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all DA 110 feet and visibilities ¼ mile. Increase all MDA 120 feet and increase LNAV Cat C visibility ¾ mile, and Circling visibility Cat C ½ mile. VDP and Baro-VNAV NA when using Waterloo altimeter setting. Circling Rwy 4-22 and 18-36 NA.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3 125.525	WATERLOO APP CON * 118.9 251.15	UNICOM 122.8 (CTAF)
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ELEV 1125	TDZE 1121
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CATEGORY	A	B	C	D
LPV DA	1371-1	250 (300-1)		NA
LNAV/VNAV DA	1371-1	250 (300-1)		NA
LNAV MDA	1460-1	339 (400-1)		NA
C CIRCLING	1520-1 395 (400-1)	1580-1 455 (500-1)	1760-1¾ 635 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CHARLES CITY, IOWA

AL-5329 (FAA)

16091

WAAS CH 82438 W30A	APP CRS 305°	Rwy Idg 4000 TDZE 1121 Apt Elev 1125
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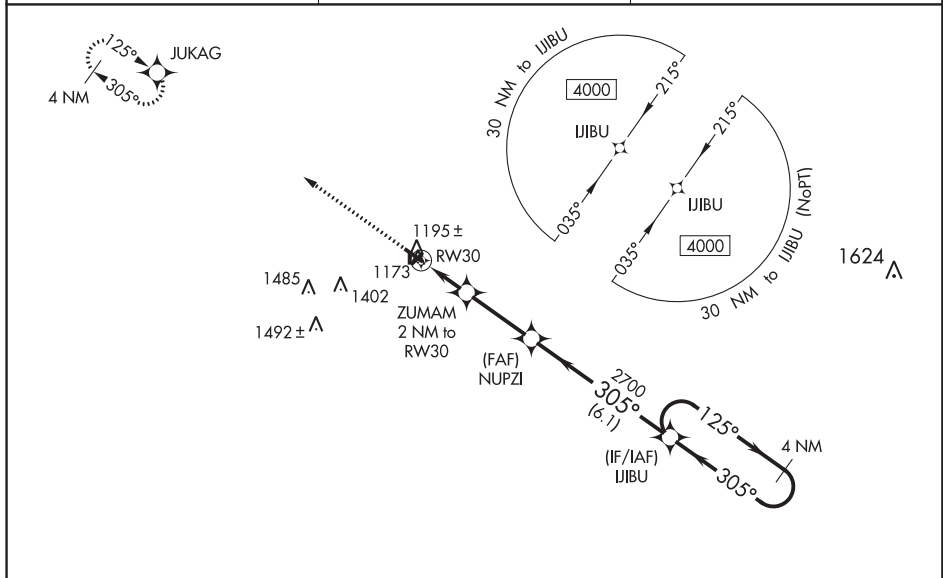
RNAV (GPS) RWY 30

NORTHEAST IOWA RGNL (CCY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all DA 110 feet and visibility ¼ mile. Increase all MDA 120 feet, increase LNAV Cat C visibility ¾ mile, and Circling visibility Cat C ½ mile. VDP and Baro-VNAV NA when using Waterloo altimeter setting. Circling Rwy 4-22 and 18-36 NA.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

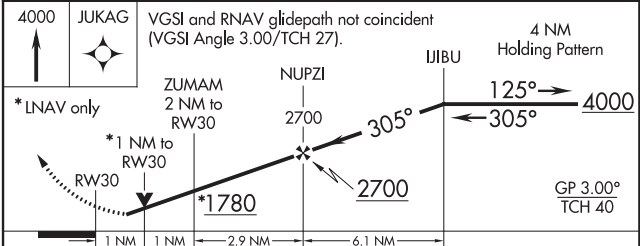
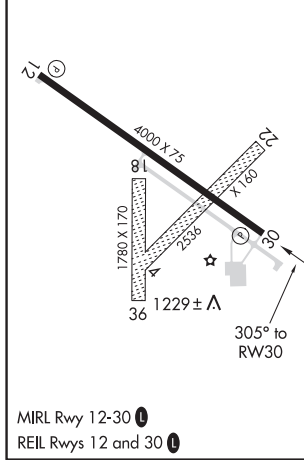
AWOS-3 125.525	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) Ⓛ
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1125	TDZE 1121
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CATEGORY	A	B	C	D
LPV DA		1371-1 250 (300-1)		NA
LNAV/VNAV DA		1371-1 250 (300-1)		NA
LNAV MDA		1460-1 339 (400-1)		NA
C CIRCLING	1520-1 395 (400-1)	1580-1 455 (500-1)	1760-1 ¾ 635 (700-1¾)	NA

CHARLES CITY, IOWA
Amdt 1 31MAR16

43°04'N-92°37'W

NORTHEAST IOWA RGNL (CCY)
RNAV (GPS) RWY 30

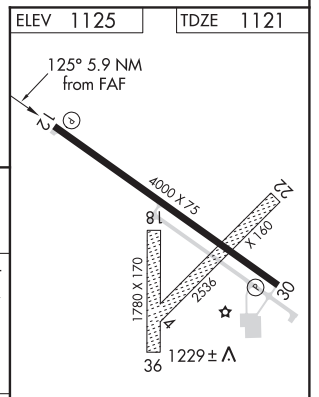
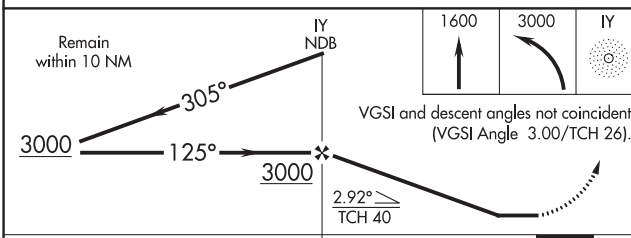
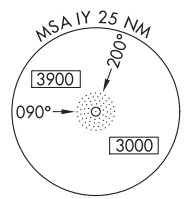
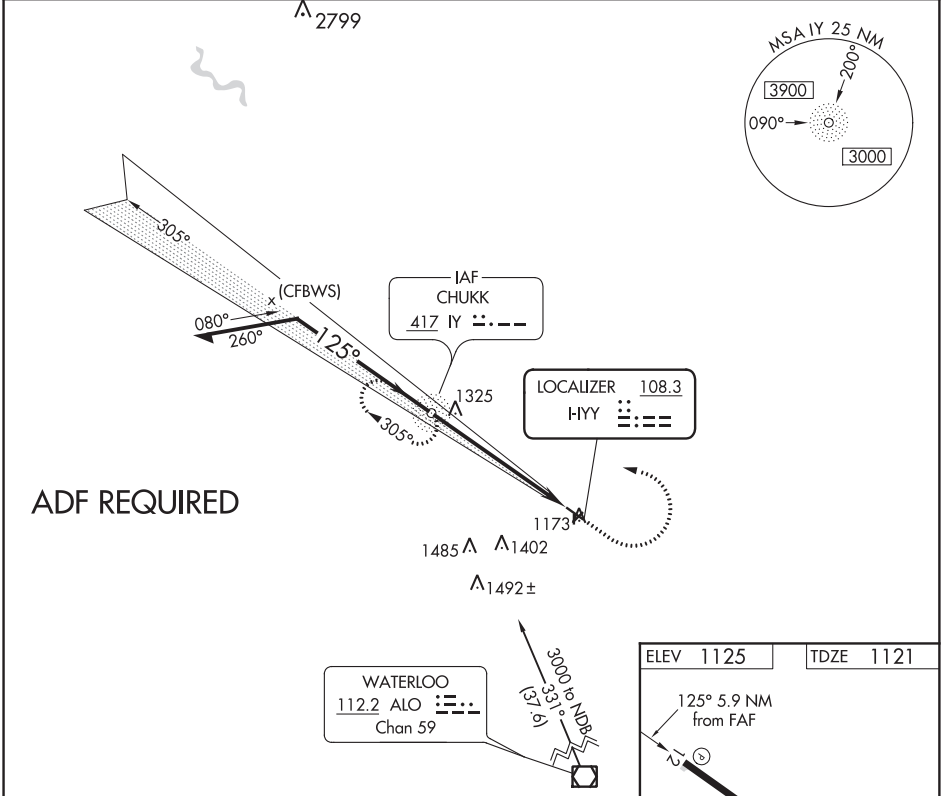
LOC I-Y-Y 108.3	APP CRS 125°	Rwy Idg 4000
		TDZE 1121
		Apt Elev 1125

LOC RWY 12
NORTHEAST IOWA RGNL (CCY)

ADF REQUIRED. Circling Rwy 4-22 and 18-36 NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet, increase S-12 visibility Cat C 3/8 mile and Circling visibility Cat C 1/2 mile.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3 125.525	WATERLOO APP CON * 118.9 251.15	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-12	1560-1	439 (500-1)	1560-1¼ 439 (500-1¼)	NA
C CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	1760-1¾ 635 (700-1¾)	NA

MIRL Rwy 12-30 1				
REIL Rwy 12 and 30 1				
FAF to MAP 5.9 NM				
Knots	60	90	120	150
Min:Sec	5:54	3:56	2:57	2:22
			1:58	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CHARLESTON, MISSOURI

AL-6198 (FAA)

15288

APP CRS	Rwy Idg	3196
182°	TDZE	313
	Apt Elev	313

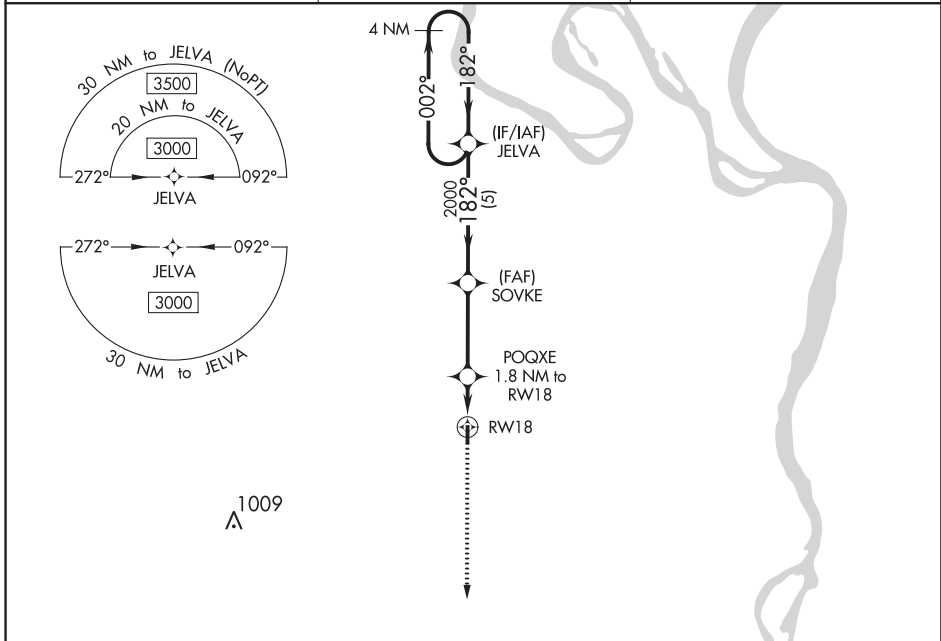
RNAV (GPS) RWY 18

MISSISSIPPI COUNTY (CHQ)

NA DME/DME RNP -0.3 NA. Procedure NA at night. Use Sikeston altimeter setting, if not received use Cairo altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CEDKA and hold.

SIKESTON AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

	ELEV 313	TDZE 313		
	182° to RWY 18	81		
	3196 x 60	36		
4 NM Holding Pattern	JELVA	3000 CEDKA		
3000	182°	SOVKE		
	182°	POQXE 1.8 NM to RWY 18		
	2000	3.00 TCH 45		
		920 RWY 18		
	5 NM	3.4 NM		
		1.8 NM		
CATEGORY	A	B	C	D
RNAV MDA	800-1	487 (500-1)	NA	NA
CIRCLING	800-1 487 (500-1)	860-1 547 (600-1)	NA	NA

CHARLESTON, MISSOURI
Orig-A 26JUN14

36°51'N-89°22'W

MISSISSIPPI COUNTY (CHQ) RNAV (GPS) RWY 18

MIRL Rwy 18-36
REIL Rwy 18 and 36

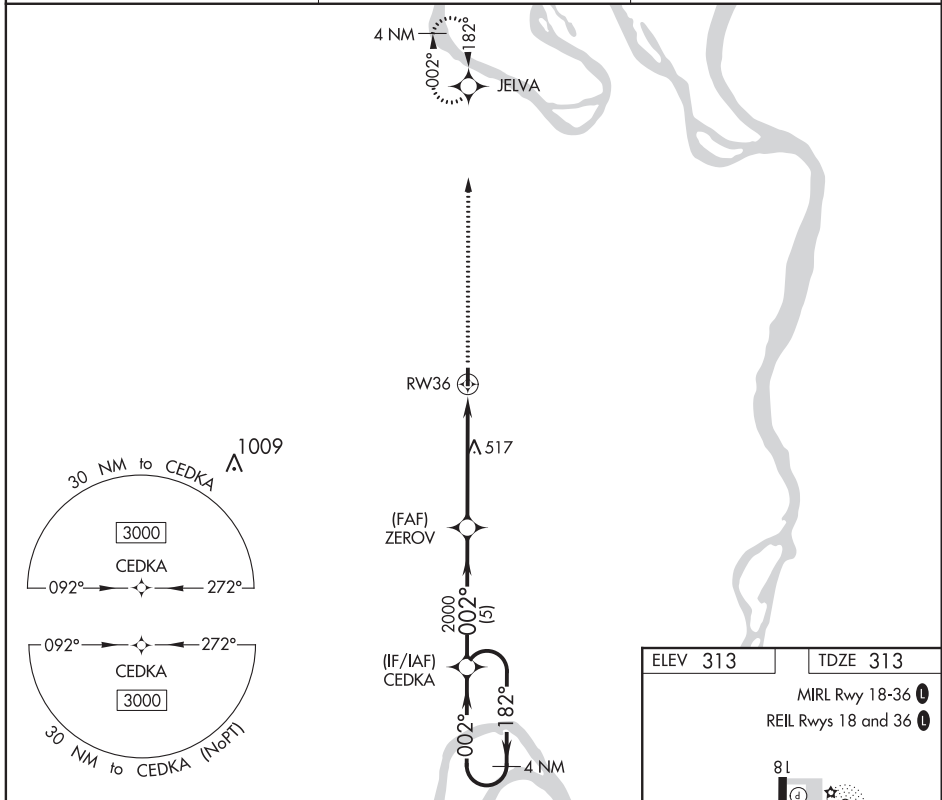
APP CRS	Rwy Idg	3196
002°	TDZE	313
	Apt Elev	313

RNAV (GPS) RWY 36

MISSISSIPPI COUNTY (CHQ)

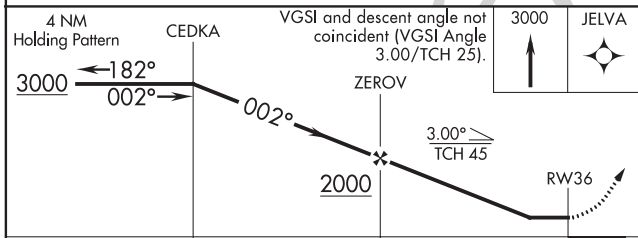
 NA	DME/DME RNP-0.3 NA. Procedure NA at night. Use Sikeston altimeter setting, when not received use Cairo, IL altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct JELVA and hold.
	SIKESTON AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15

SIKESTON AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	CTAF 122.9 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 313	TDZE 313
MIRL Rwy 18-36 0	
REIL Rws 18 and 36 0	

CATEGORY	A	B	C	D
LNVA MDA	800-1	487 (500-1)		NA
CIRCLING	800-1 487 (500-1)	860-1 547 (600-1)		NA

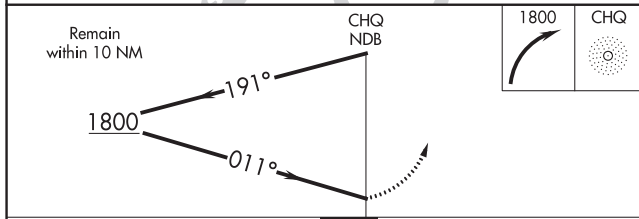
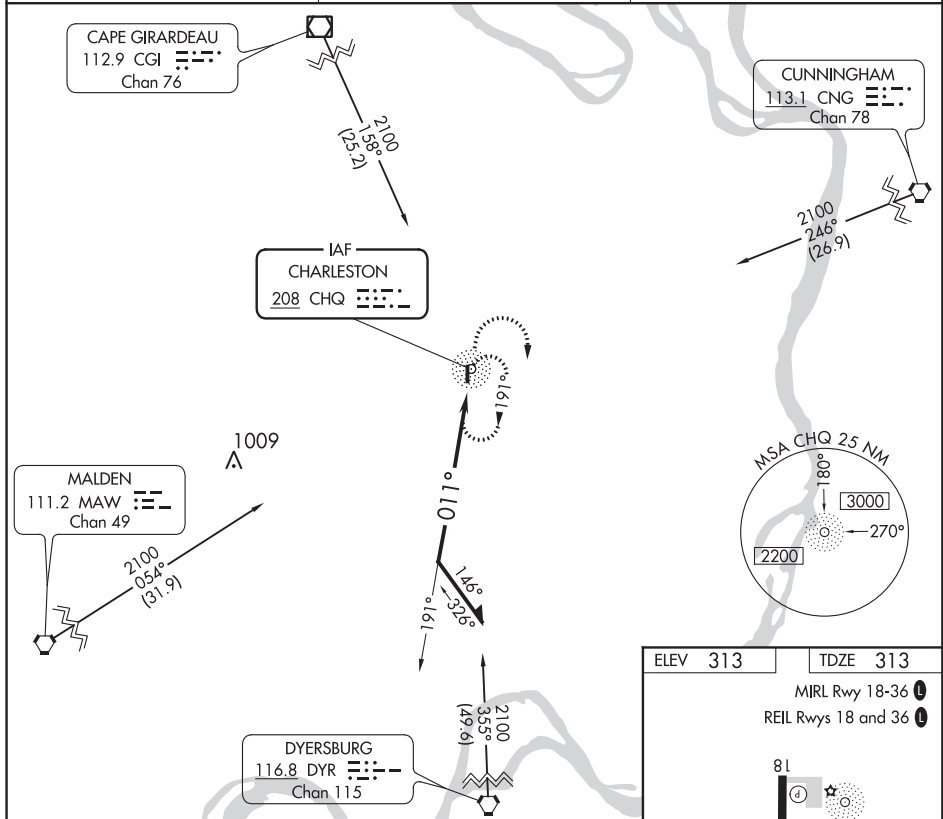
NDB CHQ 208	APP CRS 011°	Rwy Idg TDZE Apt Elev	3196 313 313
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NDB RWY 36
MISSISSIPPI COUNTY (CHQ)

NA Procedure NA at night. Use Sikeston altimeter setting, when not received use Cairo, IL altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

SIKESTON AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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ELEV 313	TDZE 313
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MIRL Rwy 18-36

REIL Rws 18 and 36

81

3196 x 60

36

011° to CHQ NDB

CATEGORY	A	B	C	D
S-36	900-1	587 (600-1)		NA
C CIRCLING	900-1	587 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4001
358°	TDZE	1226
	Apt Elev	1226

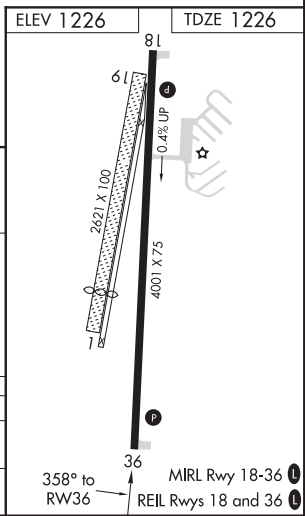
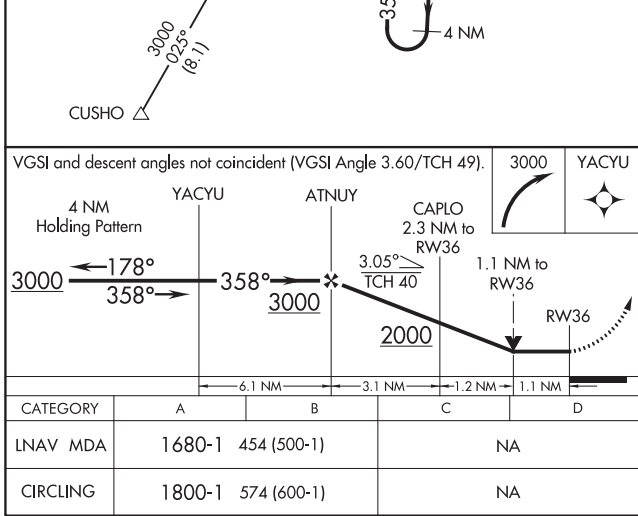
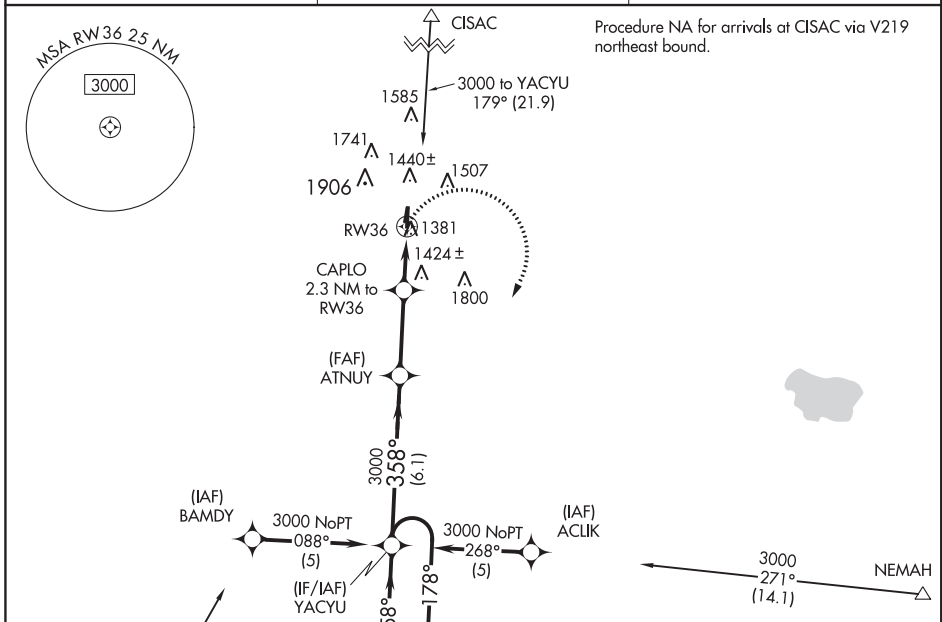
RNAV (GPS) Y RWY 36

CHEROKEE COUNTY RGNL (CKP)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 1-19 NA. Circling NA at night.
⚠ When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
 VDP NA when using Storm Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

AWOS-3 119.225	MINNEAPOLIS CENTER 128.0 257.95	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CHEROKEE, IOWA

AL-6580 (FAA)

16315

WAAS CH 56512 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	4001 1226 1226
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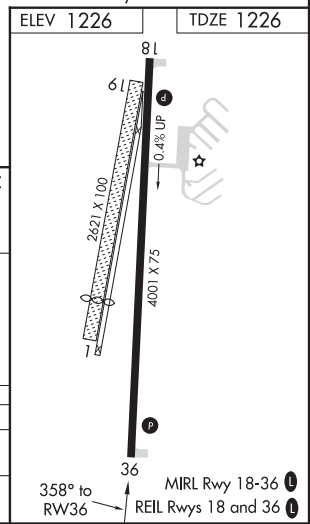
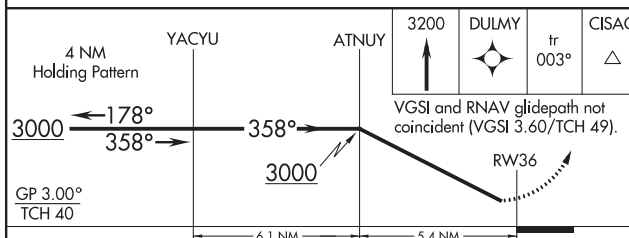
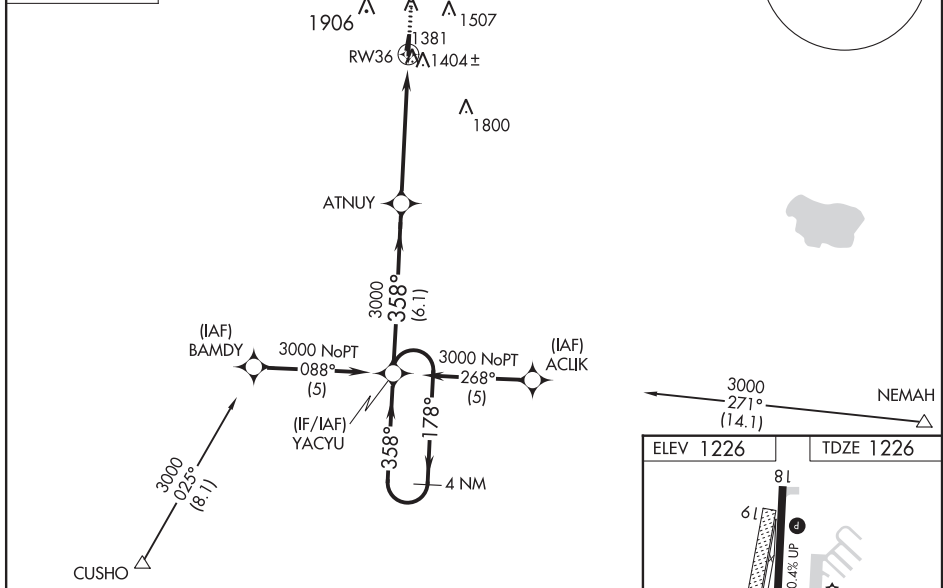
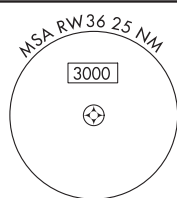
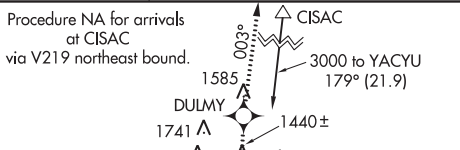
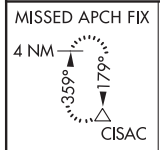
RNAV (GPS) Z RWY 36

CHEROKEE COUNTY RGNL (CKP)

⚠ Baro-VNAV NA when using Storm Lake altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all visibility 1/4 mile.

MISSED APPROACH: Climb to 3200 direct DULMY and on track 003° to CISAC and hold.

AWOS-3 119.225	MINNEAPOLIS CENTER 128.0 257.95	UNICOM 122.8 (CTAF)
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GP 3.00° TCH 40	VGSi and RNAV glidepath not coincident (VGSi 3.60/TCH 49).		tr 003°	CISAC
CATEGORY	A	B	C	D
LPV DA	1549-1¼	323 (400-1¼)	NA	NA
LNAV/VNAV DA	1852-2¼	626 (700-2¼)	NA	NA

CHEROKEE, IOWA
Orig-B 11DEC14

42°44'N-95°33'W

CHEROKEE COUNTY RGNL (CKP) RNAV (GPS) Z RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

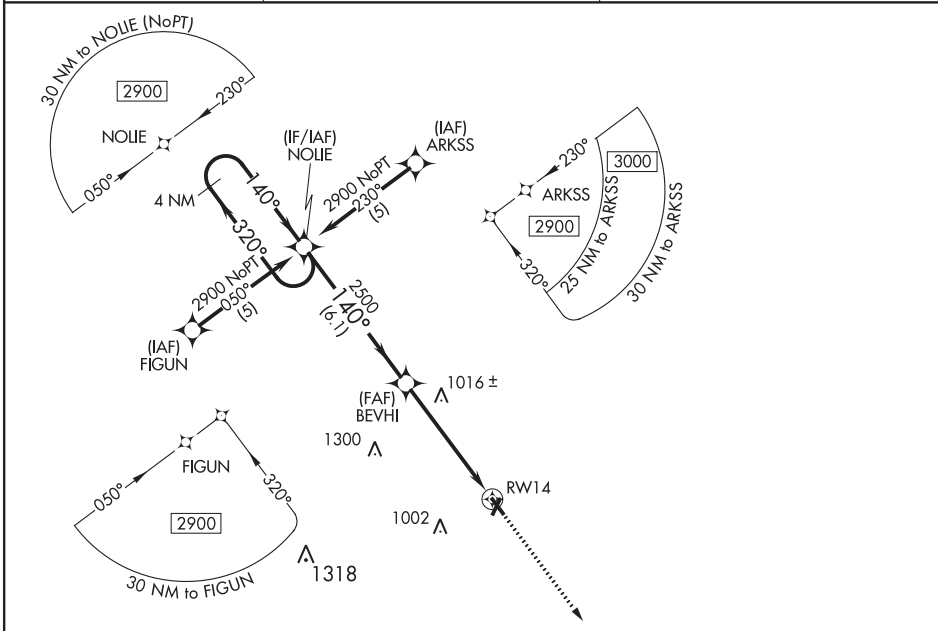
APP CRS 140°	Rwy Idg 3899
	TDZE 783
	Apt Elev 783

RNAV (GPS) RWY 14

CHILLICOTHE MUNI (CHT)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2900 direct TUDEE and hold.</p>
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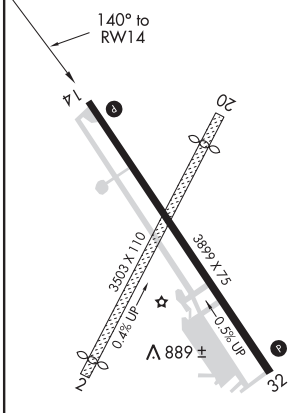
<p>AWOS-3 118.175</p>	<p>KANSAS CITY CENTER 125.25 235.975</p>	<p>UNICOM 122.8 (CTAF) ①</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 783	TDZE 783
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4 NM Holding Pattern	NOLIE	BEVHI	RWY 14
2900	2900	2500	2900
320°	140°	140°	
6.1 NM	5.2 NM		
3.04°	TCH 44		

CATEGORY	A	B	C	D
LNAV MDA	1280-1	497 (500-1)		NA
CIRCLING	1280-1	497 (500-1)		NA

CHILLICOTHE, MISSOURI

AL-6057 (FAA)

15344

WAAS CH 70413 W32A	APP CRS 320°	Rwy Idg TDZE 782 Apt Elev 783	3899
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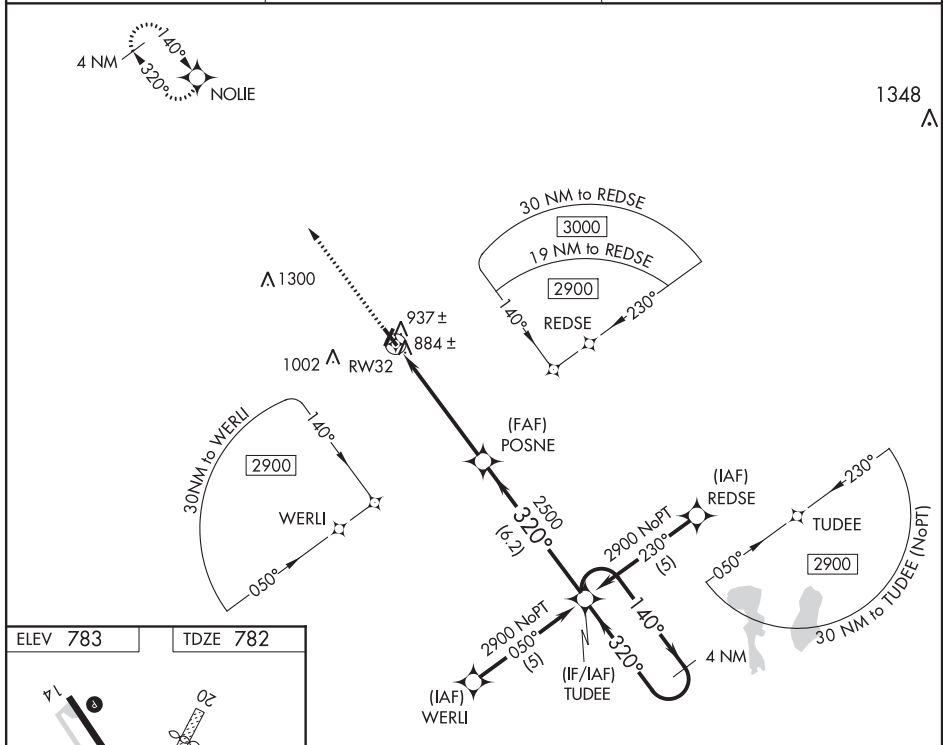
RNAV (GPS) RWY 32

CHILLICOTHE MUNI (CHT)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility 3/4 mile and LNAV/VNAV all Cats visibility 1/2 mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

△ NA MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

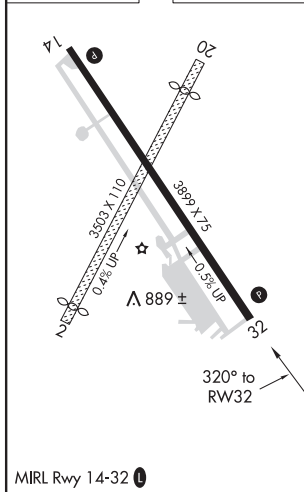
AWOS-3 118.175	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) ①
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 783	TDZE 782
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2900	NOLIE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44).	4 NM Holding Pattern	
*LNAV only				
	POSNE		TUDEE	
	RW32			
			GP 3.00° TCH 44	
	1.1 NM	4.1 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	1148-1¼	366 (400-1¼)		NA
LNAV/VNAV DA	1154-1½	372 (400-1½)		NA
LNAV MDA	1200-1	418 (500-1)		NA
CIRCLING	1280-1	497 (500-1)		NA

CHILLICOTHE, MISSOURI
Amdt 1 02JUL09

39°47'N-93°30'W

RNAV (GPS) RWY 32

WAAS CH 99416 W02A	APP CRS 020°	Rwy Idg TDZE Apt Elev	5000 991 996
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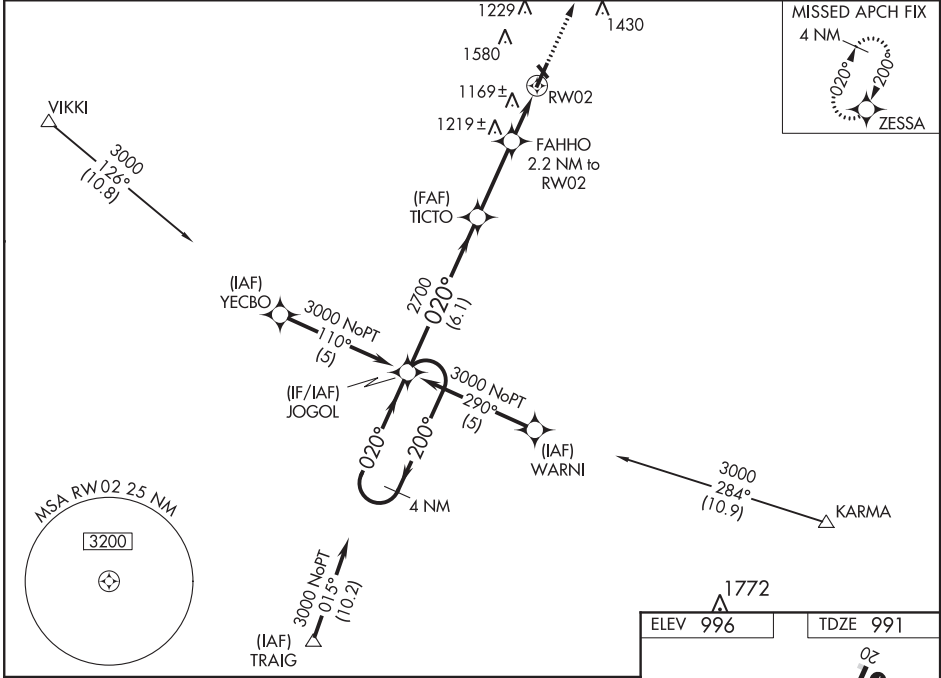
RNAV (GPS) RWY 2

SCHENCK FIELD (ICL)

⚠ Circling NA west of Rwy 02-20. 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 3/4 SM NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all DA 45 feet and MDA 60 feet, increase LPV visibility 1/4 mile all Cats. Baro-VNAV and VDP NA when using Shenandoah altimeter setting.

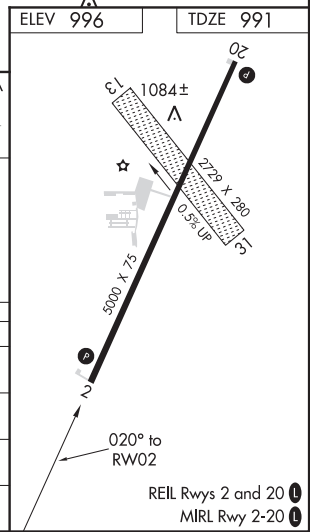
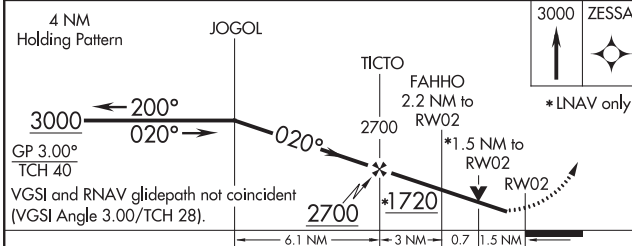
MISSED APPROACH:
Climb to 3000 direct ZESSA and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1293-1	302 (300-1)		NA
LNAV/VNAV DA	1604-2 1/4	613 (700-2 1/4)		NA
LNAV MDA	1480-1	489 (500-1)		NA
CIRCLING	1500-1	504 (600-1)		NA

CLARINDA, IOWA

AL-6103 (FAA)

14261

APP CRS	Rwy Idg	5000
200°	TDZE	995
	Apt Elev	996

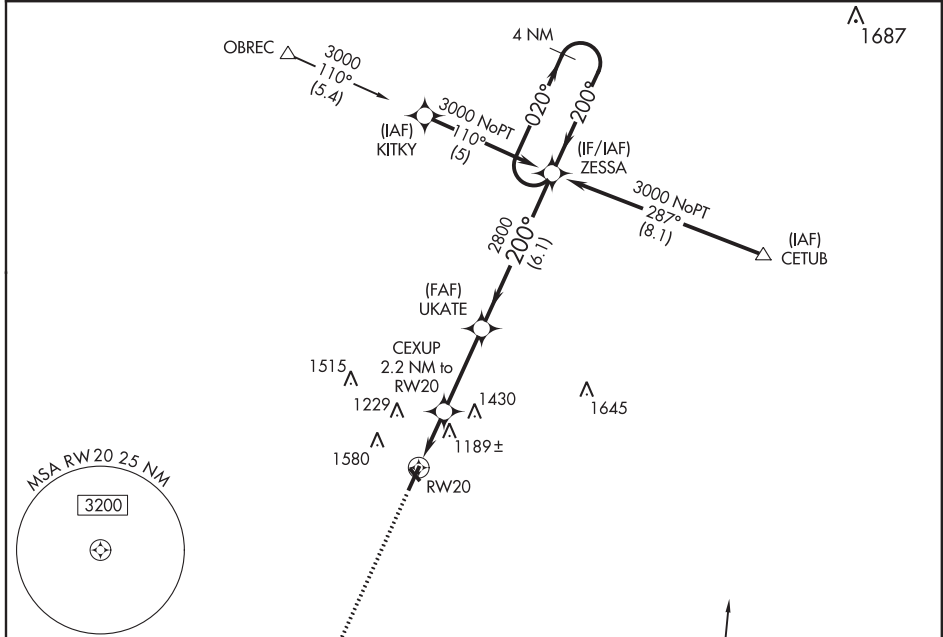
RNAV (GPS) RWY 20

SCHENCK FIELD (ICL)

⚠ Circling NA west of Rwy 02-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet. VDP NA when using Shenandoah altimeter setting.

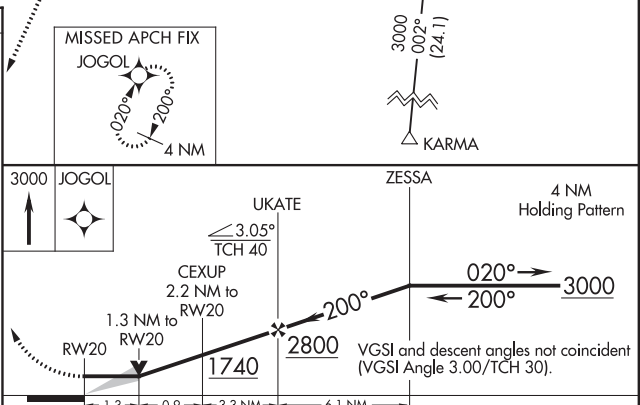
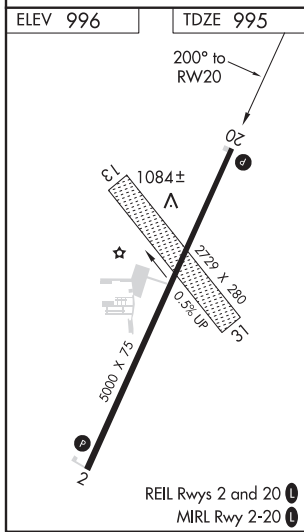
⚠ MISSED APPROACH: Climb to 3000 direct JOGOL and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1 440-1	445 (500-1)	NA	
CIRCLING	1 500-1	504 (600-1)	NA	

CLARINDA, IOWA
Orig-B 29MAY14

40°43'W-95°02'W

RNAV (GPS) RWY 20

SCHENCK FIELD (ICL)

CLARINDA, IOWA

AL-6103 (FAA)

14261

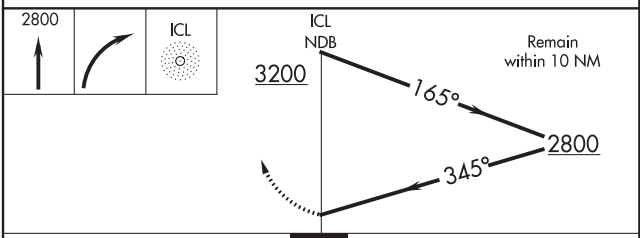
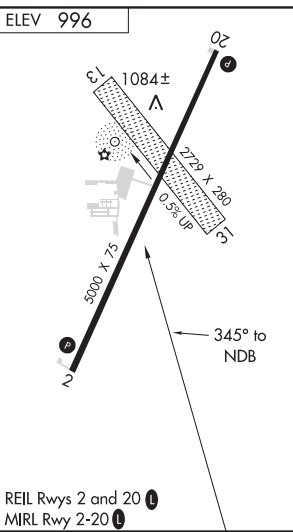
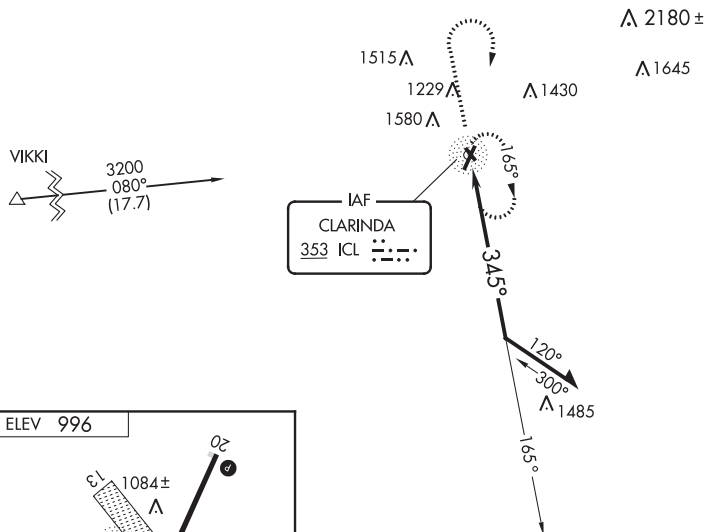
NDB ICL 353	APP CRS 345°	Rwy Idg TDZE Apt Elev	N/A N/A 996
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NDB-A
SCHENCK FIELD (ICL)

▼ When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet. **▲** Circling NA west of Rwy 02-20.

MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

AWOS-3 132.025	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
CIRCLING	1840-1 1/4	844 (900-1 1/4)	NA	

CLARINDA, IOWA
Amdt 5B 30JUN11

40°43'N-95°02'W
109

SCHENCK FIELD (ICL)
NDB-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLARION, IOWA

AL-6369 (FAA)

15344

WAAS CH 45837 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	3455 1155 1157
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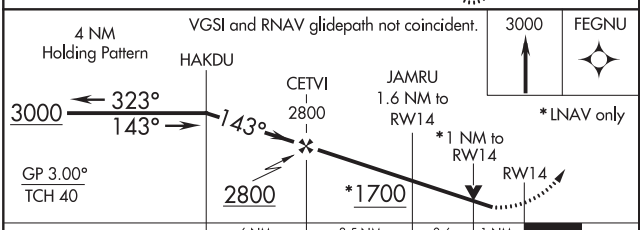
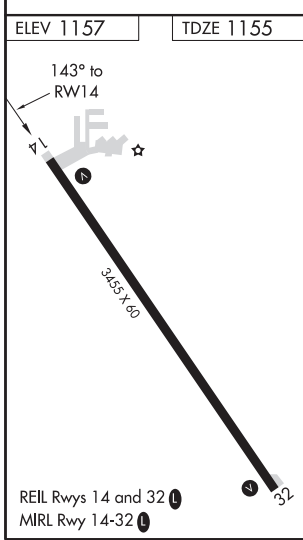
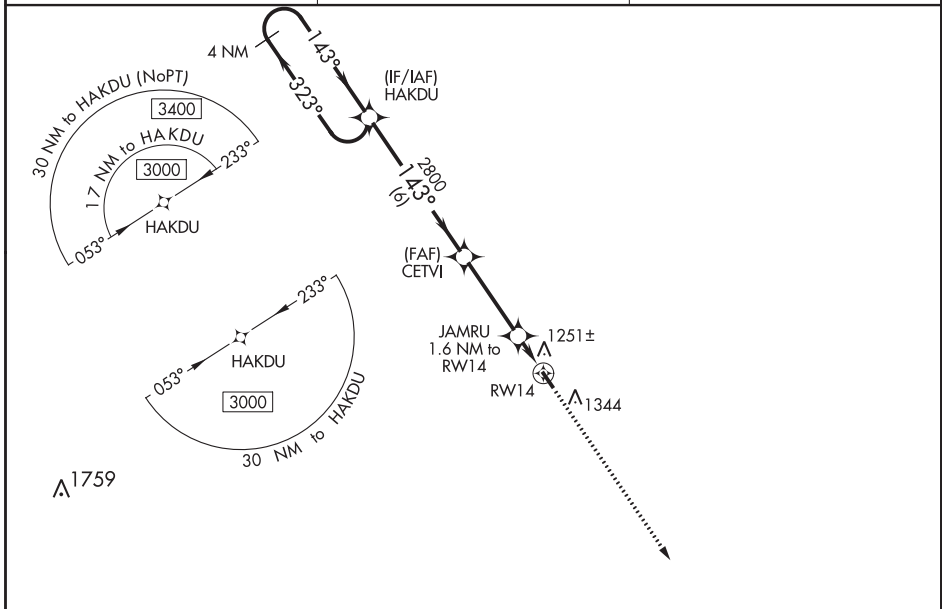
RNAV (GPS) RWY 14

CLARION MUNI (CAV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Fort Dodge altimeter setting and increase all DA 52 feet, all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Baro-VNAV and VDP NA when using Fort Dodge altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LPV DA	1405-1	250 (300-1)		NA
LNAV/VNAV DA	1415-1	260 (300-1)		NA
LNAV MDA	1520-1	365 (400-1)		NA
C CIRCLING	1680-1	523 (600-1)		NA

CLARION, IOWA
Amdt 1 10DEC15

42°44'N-93°46'W

CLARION MUNI (CAV) RNAV (GPS) RWY 14

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 323°	Rwy Idg 3455 TDZE 1156 Apt Elev 1162
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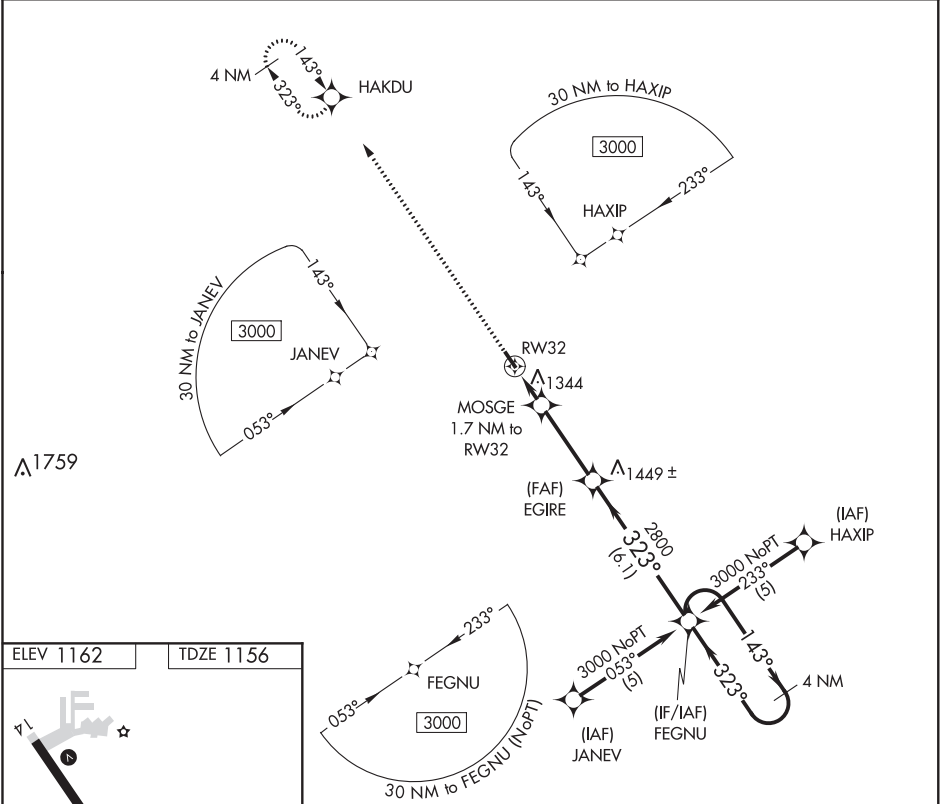
RNAV (GPS) RWY 32

CLARION MUNI (CAV)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

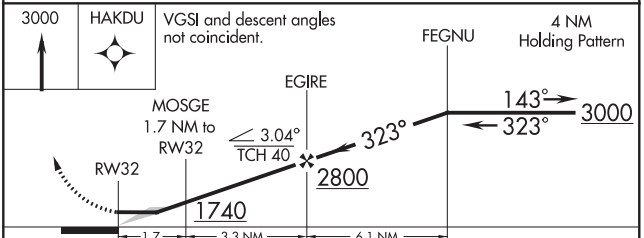
⚠ MISSED APPROACH: Climb to 3000 direct HAKDU and hold.

AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1162 | TDZE 1156

REIL Rwy 14 and 32 **0**
MIRL Rwy 14-32 **0**



CATEGORY	A	B	C	D
LNAV MDA	1600-1	444 (500-1)	NA	
CIRCLING	1660-1	498 (500-1)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLARION, IOWA

AL-6369 (FAA)

16315

NDB CAV 387	APP CRS 125°	Rwy Idg TDZE Apt Elev	3455 1155 1157
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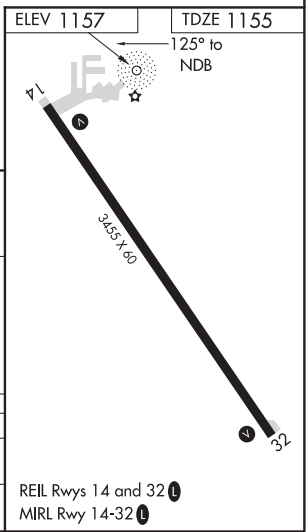
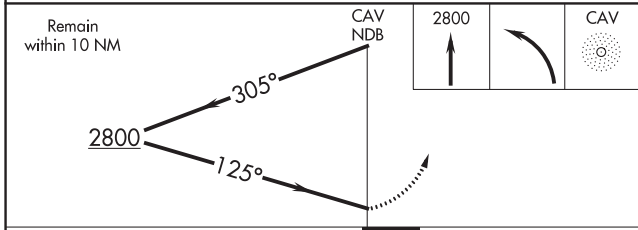
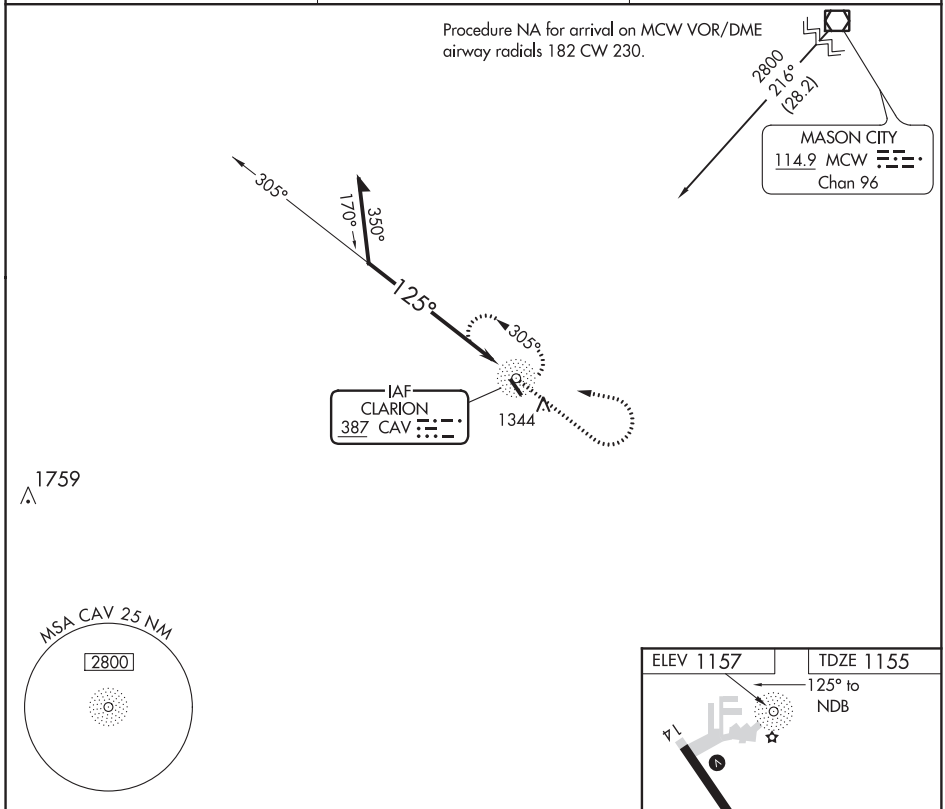
NDB RWY 14

CLARION MUNI (CAV)

▽ When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

▲ MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.

AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-14	1740-1	585 (600-1)		NA
CIRCLING	1740-1	583 (600-1)		NA

CLARION, IOWA
Amdt 4A 10NOV16

42°44'N-93°46'W

CLARION MUNI (CAV)

NDB RWY 14

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FNO 109.7 Chan 34	APP CRS 030°	Rwy Idg 5204 TDZE 700 Apt Elev 708
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ILS or LOC RWY 3

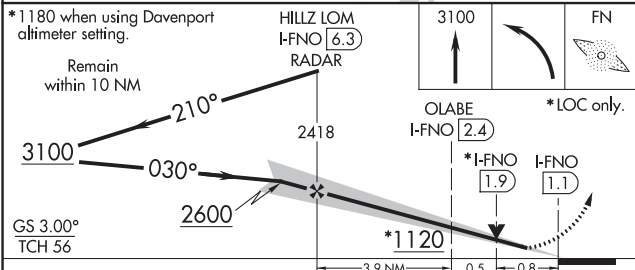
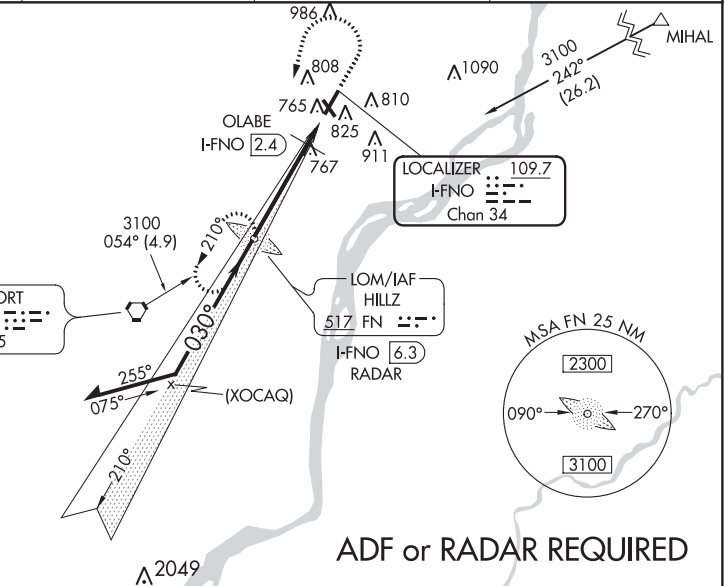
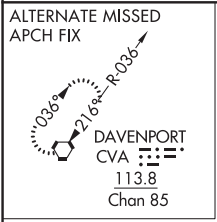
CLINTON MUNI (CWI)

When VGSI inop, Circling Rwy 14 and Rwy 32 NA at night.
When local altimeter setting not received, use Davenport
altimeter setting and increase all DA 47 feet and all MDA
60 feet; increase S-LOC 3 Cat C visibility 1/4 mile and increase
OLABE fix minimums S-LOC 3 Cat C visibility 1/8 mile.

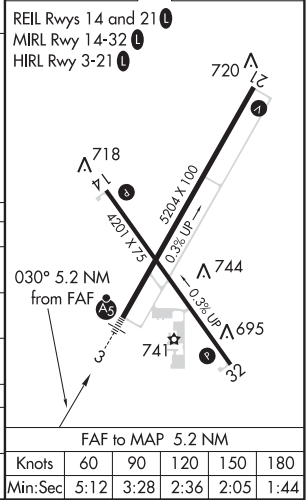
MALSR

MISSED APPROACH: Climb to 3100
then left turn direct HILLZ LOM/
I-FNO 6.3 DME/RADAR and hold.

AWOS-3PT 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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ELEV 708	D	TDZE 700
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CATEGORY	A	B	C	D
S-ILS 3		900-1/2 200 (200-1/2)		NA
S-LOC 3	1120-1/2	420 (500-1/2)	1120-3/4 420 (500-3/4)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1 1/2 532 (600-1 1/2)	NA
OLABE FIX MINIMUMS				
S-LOC 3		1020-1/2 320 (400-1/2)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1 1/2 532 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLINTON, IOWA

AL-972 (FAA)

15344

WAAS CH 69610 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	5204 700 708
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RNAV (GPS) RWY 3

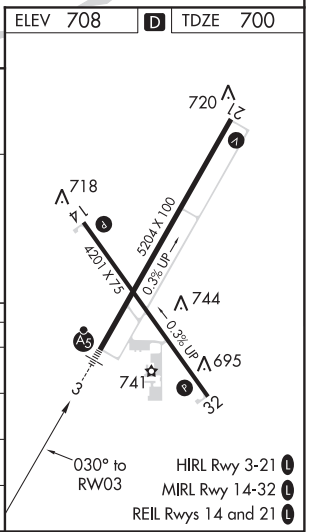
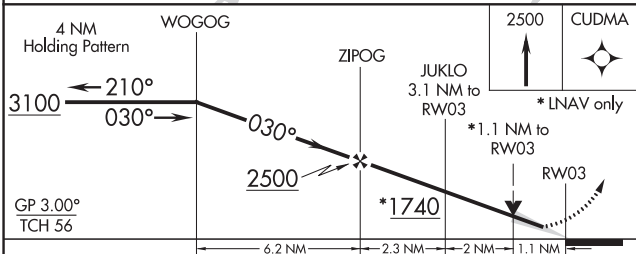
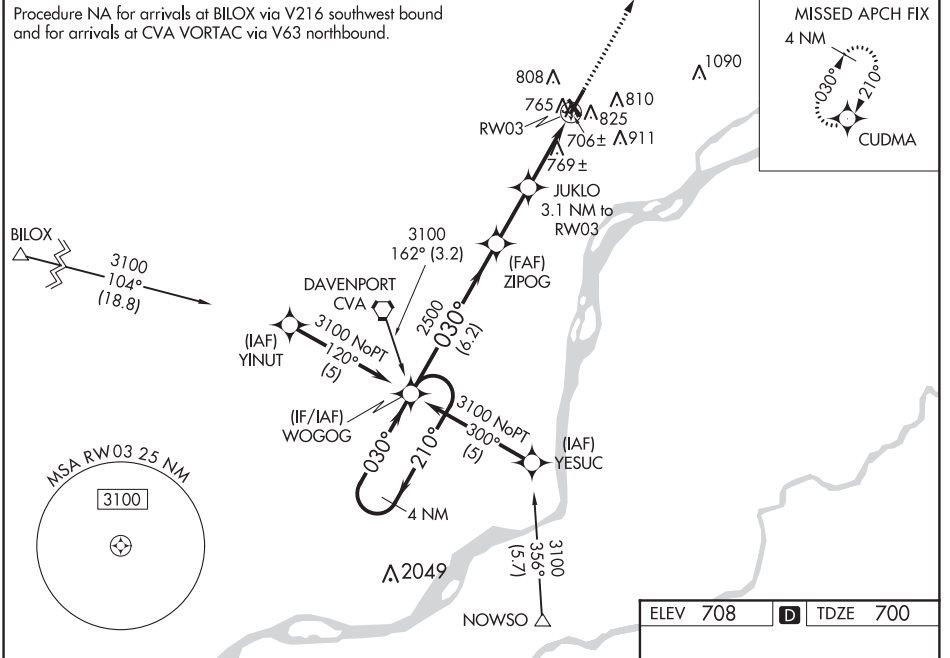
CLINTON MUNI (CWI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Baro-VNAV and VDP NA when using Davenport altimeter setting.
⚠ When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

MALSR **A5**

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

AWOS-3PT 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

CLINTON, IOWA
Orig-A 08APR10

41°50'N-90°20'W

CLINTON MUNI (CWI) RNAV (GPS) RWY 3

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86729 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	4201 701 708
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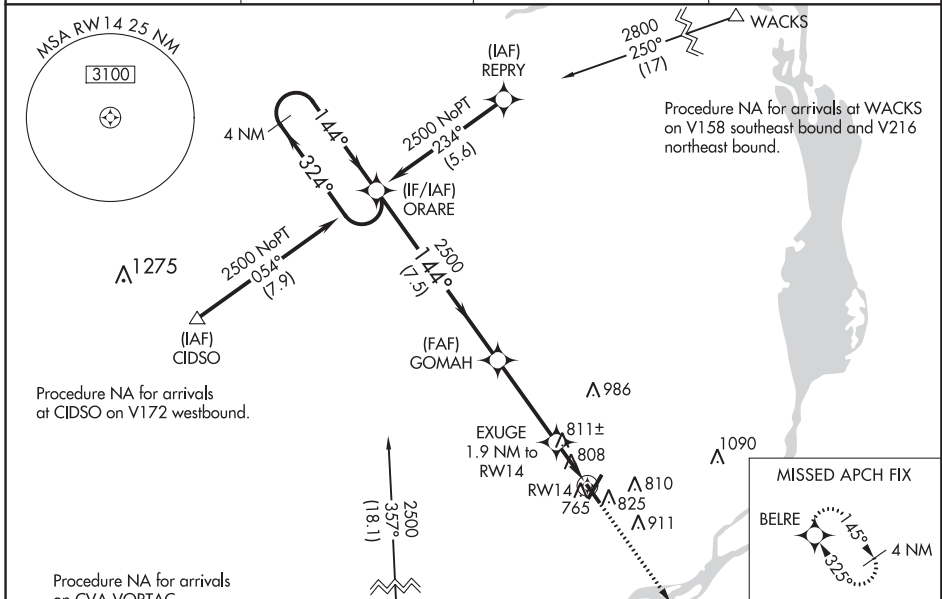
RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

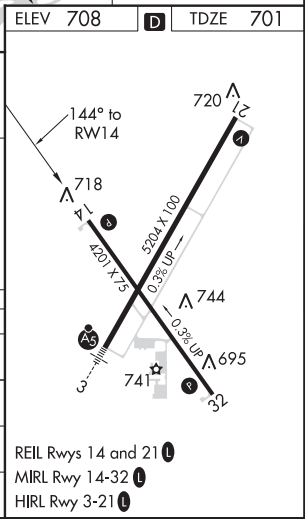
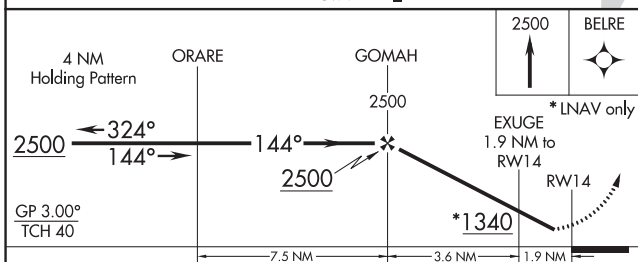
⚠ When VGSI inop, Circling Rwy 32 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When VGSI inop, Straight-In/Circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV visibility Cat C ¼ mile.

⚠ MISSED APPROACH: Climb to 2500 direct BELRE and hold.

AWOS-3PT 125.525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5 ⓪	UNICOM 122.8 (CTAF)
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ELEV 708	D	TDZE 701
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CATEGORY	A	B	C	D
LPV DA		951-1 250 (300-1)		NA
LNAV/VNAV DA		968-1 267 (300-1)		NA
LNAV MDA		1080-1 379 (400-1)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLINTON, IOWA

AL-972 (FAA)

15344

WAAS CH 86829 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	5204 708 708
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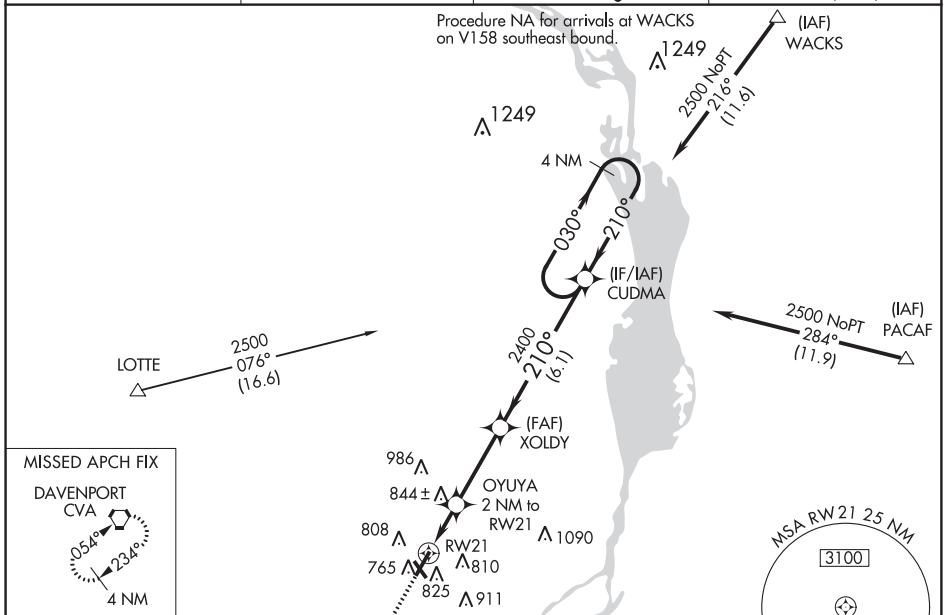
RNAV (GPS) RWY 21

CLINTON MUNI (CWI)

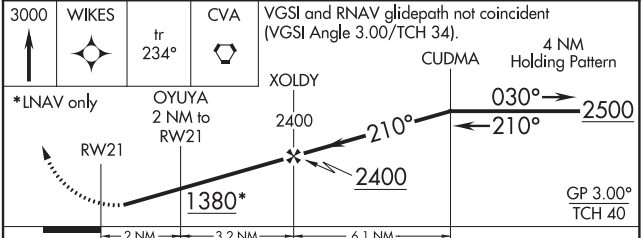
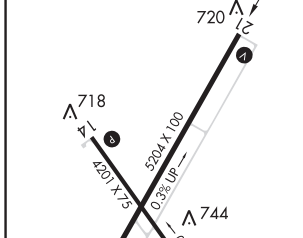
⚠ When VGSI inop, Circling Rwy 14 and 32 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When VGSI inop, Straight-In/Circling Rwy 21 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting: increase all DA 47 feet and all MDA 60 feet. Increase LNAV Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3000 direct WIKES and on track 234° to CVA VORTAC and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5	UNICOM 122.8 (CTAF)
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ELEV 708	D	TDZE 708
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CATEGORY	A	B	C	D
LPV DA	958-1	250 (300-1)		NA
LNAV/VNAV DA	958-1	250 (300-1)		NA
LNAV MDA	1100-1	392 (400-1)	1100-1 1/8 392 (400-1 1/8)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1 1/2 532 (600-1 1/2)	NA

CLINTON, IOWA
 Amdt 1A 11DEC14

41°50'N-90°20'W

CLINTON MUNI (CWI) RNAV (GPS) RWY 21

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77629 W32A	APP CRS 325°	Rwy Idg TDZE Apt Elev	4201 697 708
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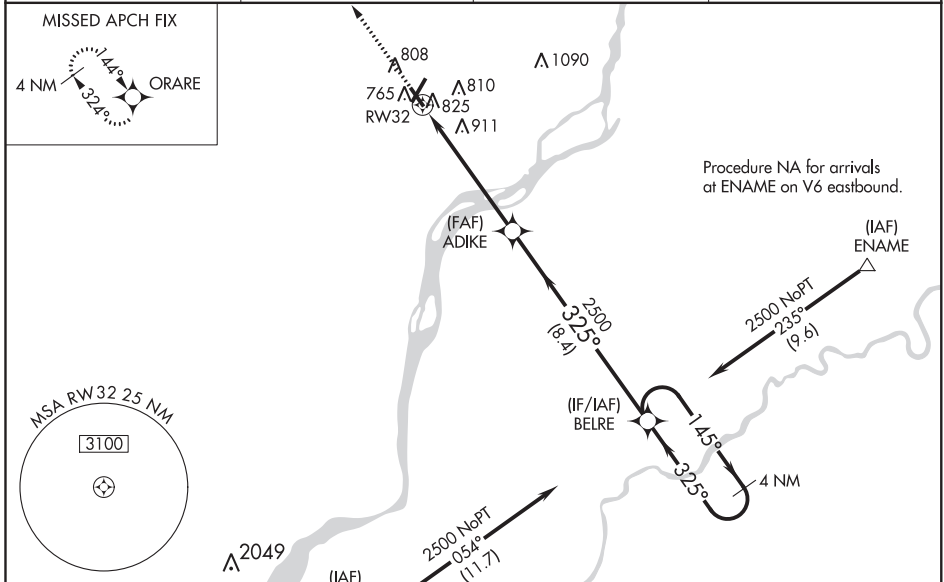
RNAV (GPS) RWY 32

CLINTON MUNI (CWI)

⚠ When VGSI inop, Circling Rwy 14 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When VGSI inop, Straight-In/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase visibility LNAV/VNAV all Cats and Circling Cat C ½ and LNAV Cat C ¼ mile.

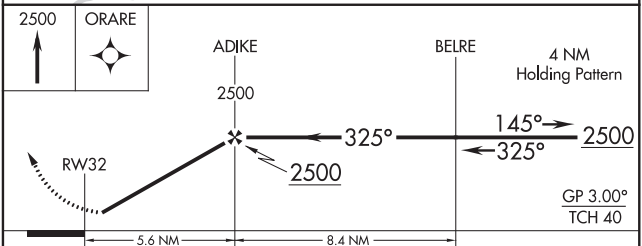
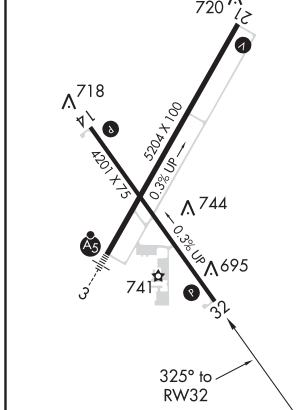
MISSED APPROACH:
Climb to 2500 direct ORARE and hold.

AWOS-3PT 125.525	QUAD CITY APP CON ★ 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)
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ELEV 708	D	TDZE 697
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REIL Rws 14 and 21 **0**
MIRL Rwy 14-32 **1**
HIRL Rwy 3-21 **1**



CATEGORY	A	B	C	D
LPV DA		947-1 250 (300-1)		NA
LNAV/VNAV DA		982-1 285 (300-1)		NA
LNAV MDA	1180-1	483 (500-1)	1180-1 3/8 483 (500-1 3/8)	NA
CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)	1240-1 1/2 532 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLINTON, IOWA

AL-972 (FAA)

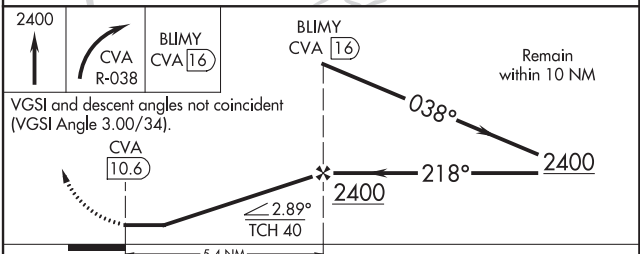
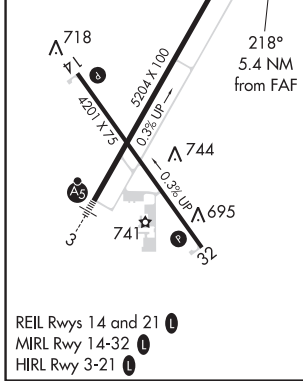
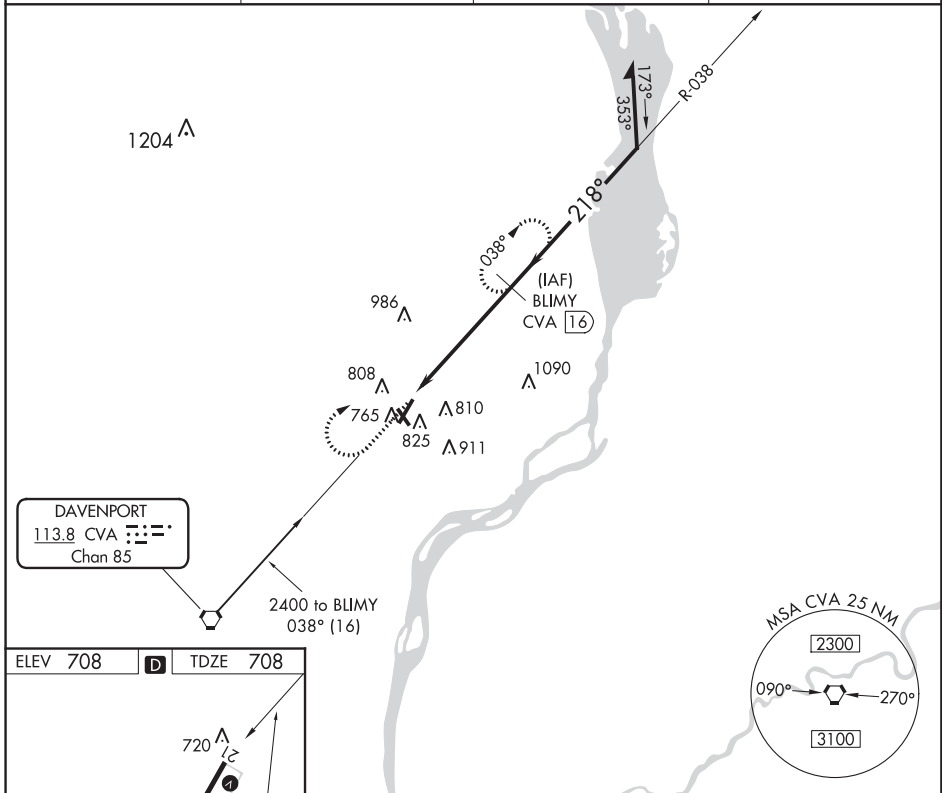
15344

VORTAC CVA 113.8 Chan 85	APP CRS 218°	Rwy Idg TDZE Apt Elev	5204 708 708
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VOR/DME RWY 21

CLINTON MUNI (CWI)

-35°C/-31°F		MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.	
AWOS-3PT 125,525	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.5 0	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-21	1200-1	492 (500-1)	1200-1¼ 492 (500-1¼)	NA
CIRCLING	1200-1 492 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

CLINTON, IOWA
Amdt 9B 08APR10

41°50'N-90°20'W

CLINTON MUNI (CWI) VOR/DME RWY 21

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-972 (FAA)

CLINTON MUNI (CWI)
CLINTON, IOWA

AWOS-3PT
125.525
CLNC DEL
118.5
CTAF/UNICOM
122.8



41°50.5'N

VAR 1.5° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
708

NC-3, 10 NOV 2016 to 05 JAN 2017

41°50.0'N

ELEV
701

146.1°

ELEV
691

ELEV
691

4201 X 75
5204 X 100

ELEV
708

△744

031.3°
0.3% UP

TERMINAL

0.3% UP

326.1°

ELEV
690

41°49.5'N

RWY 03-21
S-68, D-85
RWY 14-32
S-41, D-55

90°20.0'W

90°19.5'W

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CLINTON, IOWA
CLINTON MUNI (CWI)

CLINTON, MISSOURI

AL-6145 (FAA)

15344

WAAS CH 87032 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	4001 821 823
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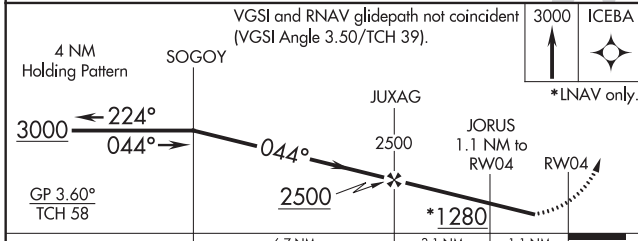
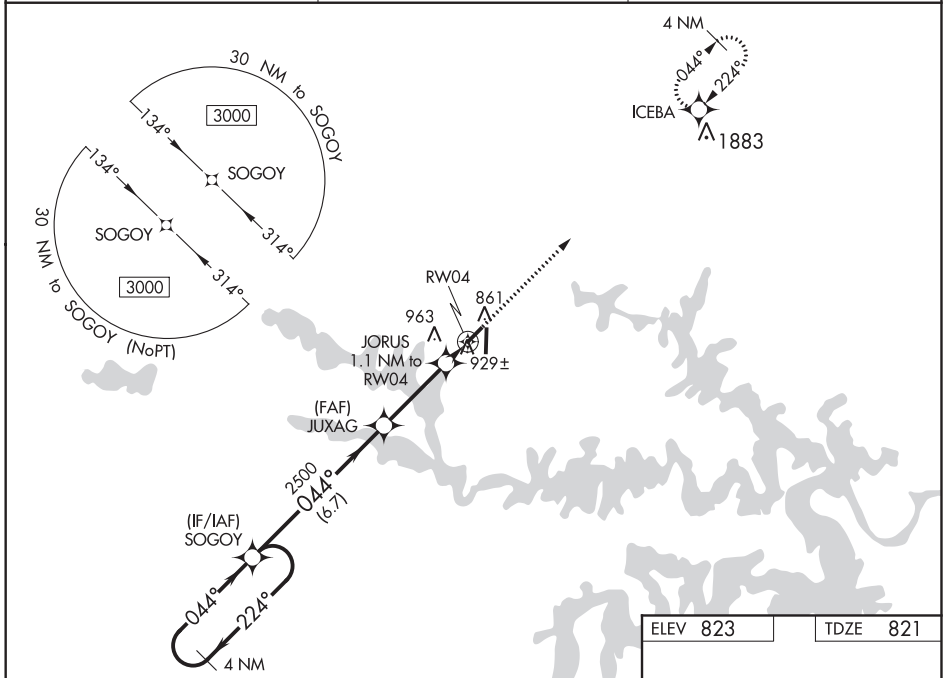
RNAV (GPS) RWY 4

CLINTON RGNL (GLY)

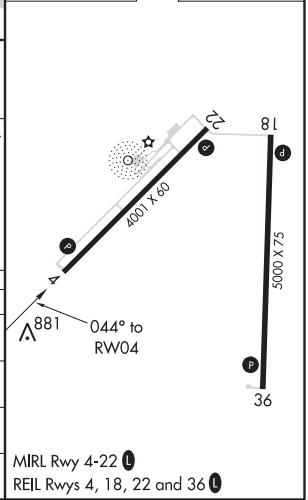
⚠ DME/DME RNP-0.3 NA. Rwy 4 Straight-in and Circling minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV-VNAV all Cats and LNAV Cat C visibility ½ mile. Baro-VNAV NA when using Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct ICEBA and hold.

AWOS-3 120.475	WHITEMAN APP CON * 127.45	UNICOM 122.8 (CTAF) 📻
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ELEV 823	TDZE 821
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CATEGORY	A	B	C	D
LPV DA	1121-1	300 (300-1)		NA
LNAV/VNAV DA	1206-1½	385 (400-1½)		NA
LNAV MDA	1180-1	359 (400-1)		NA
📻 CIRCLING	1280-1	457 (500-1)	1340-1½ 517 (600-1½)	NA

MIRL Rwy 4-22 **📻**
REIL Rws 4, 18, 22 and 36 **📻**

CLINTON, MISSOURI
Amdt 1A 05MAR15

38°21'N-93°41'W

CLINTON RGNL (GLY) RNAV (GPS) RWY 4

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65637 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	5000 810 823
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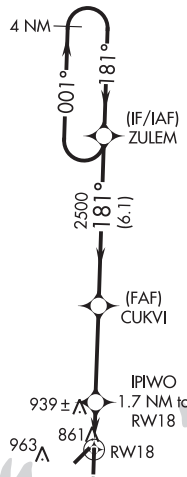
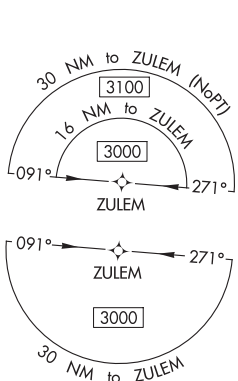
RNAV (GPS) RWY 18

CLINTON RGNL (GLY)

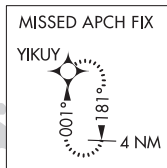
⚠ Baro-VNAV NA when using Whiteman AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 4 NA at night. Helicopter visibility reduction below ¾ SM NA. VDP NA with Whiteman AFB altimeter setting. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet, visibility LNAV Cat C/D ¾ mile, Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 3000 direct YIKUY and hold.

AWOS-3 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 📶
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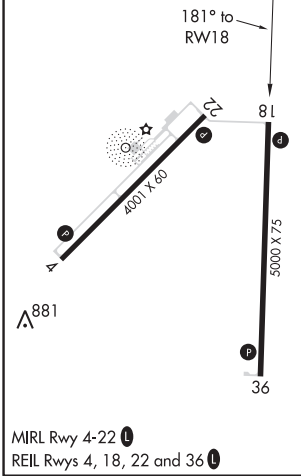
△ 1883



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 823	TDZE 810
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3000	YIKUY	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 39).		ZULEM	4 NM Holding Pattern
*LNAV only.	IPIWO 1.7 NM to RWY 18	CUKVI	2500	181°	3000
	1.1 NM to RWY 18		1380*	181°	2500
	1.1 NM	0.6	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA		1060-1	250 (300-1)		
LNAV/VNAV DA		1060-1	250 (300-1)		
LNAV MDA		1200-1	390 (400-1)		
C CIRCLING	1280-1	457 (500-1)	1340-1½ 517 (600-1½)	1480-2 657 (700-2)	

CLINTON, MISSOURI
Origin-A 18AUG16

38°21'N-93°41'W
121

CLINTON RGNL (GLY) RNAV (GPS) RWY 18

CLINTON, MISSOURI

AL-6145 (FAA)

15344

WAAS CH 49132 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	4001 823 823
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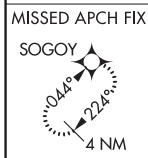
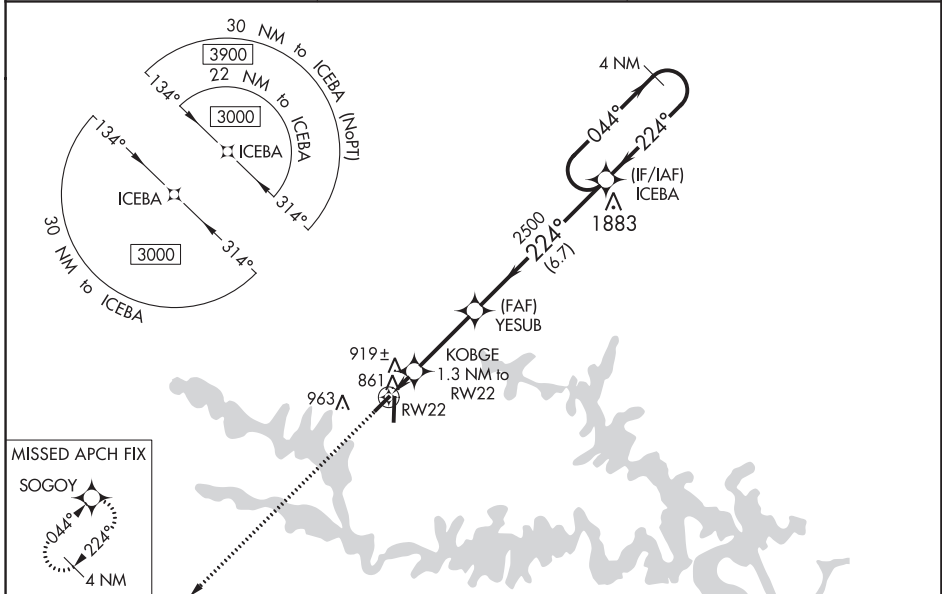
RNAV (GPS) RWY 22

CLINTON RGNL (GLY)

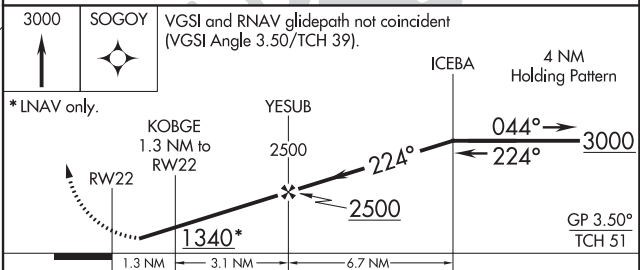
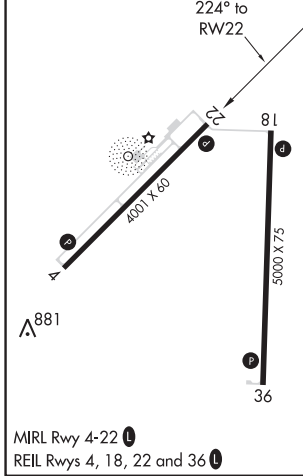
⚠ Circling to Rwy 4 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA with Whiteman AFB altimeter setting. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct SOGOY and hold.

AWOS-3 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF)
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ELEV 823	TDZE 823
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CATEGORY	A	B	C	D
LPV DA	1115-1	292 (300-1)		NA
LNAV/VNAV DA	1216-1½	393 (400-1½)		NA
LNAV MDA	1180-1	357 (400-1)		NA
C CIRCLING	1280-1	457 (500-1)	1340-1½ 517 (600-1½)	NA

CLINTON, MISSOURI
Amdt 1A 05MAR15

38°21'N-93°41'W

CLINTON RGNL (GLY) RNAV (GPS) RWY 22

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82235 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5000 804 823
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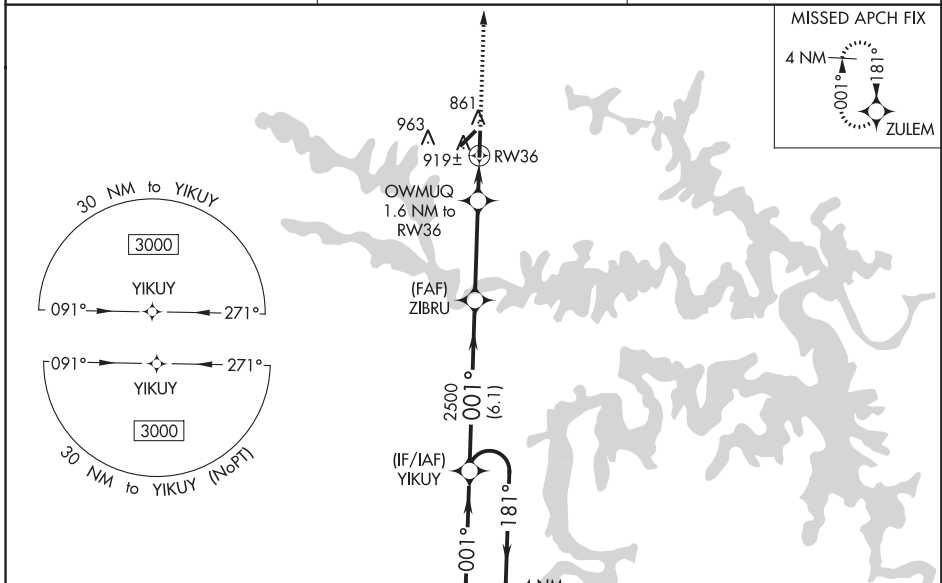
RNAV (GPS) RWY 36

CLINTON RGNL (GLY)

⚠ Baro-VNAV NA when using Whiteman AFB 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. Circling Rwy 4 NA at night. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase visibility LNAV Cats C/D ¾ mile, LNAV/VNAV all Cats and Circling Cat D ¼ mile. Helicopter visibility reduction below 1 SM NA. VDP NA with Whiteman AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct ZULEM and hold.

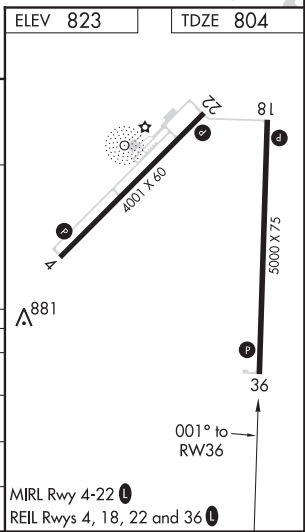
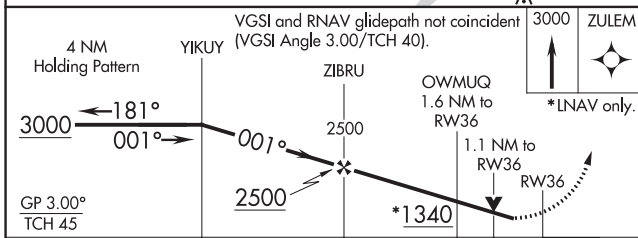
AWOS-3 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 823	TDZE 804
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CATEGORY	A	B	C	D
LPV DA		1054-1	250 (300-1)	
LNAV/VNAV DA		1101-1	297 (300-1)	
LNAV MDA		1180-1	376 (400-1)	
C CIRCLING	1280-1	457 (500-1)	1340-1½ 517 (600-1½)	1480-2 657 (700-2)

CLINTON, MISSOURI
Orig-A 18AUG16

38°21'N-93°41'W
123

RNAV (GPS) RWY 36

CLINTON RGNL (GLY)

MIRL Rwy 4-22 **0**
REIL Rwys 4, 18, 22 and 36 **0**

CLINTON, MISSOURI

AL-6145 (FAA)

15064

NDB GLY 388	APP CRS 037°	Rwy Idg 4001
		TDZE 821
		Apt Elev 823

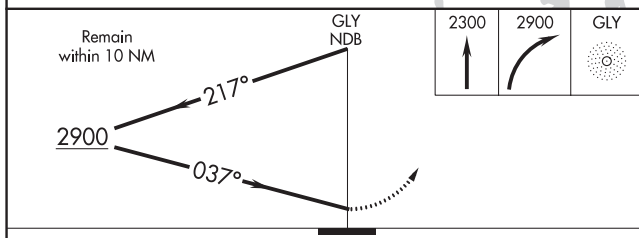
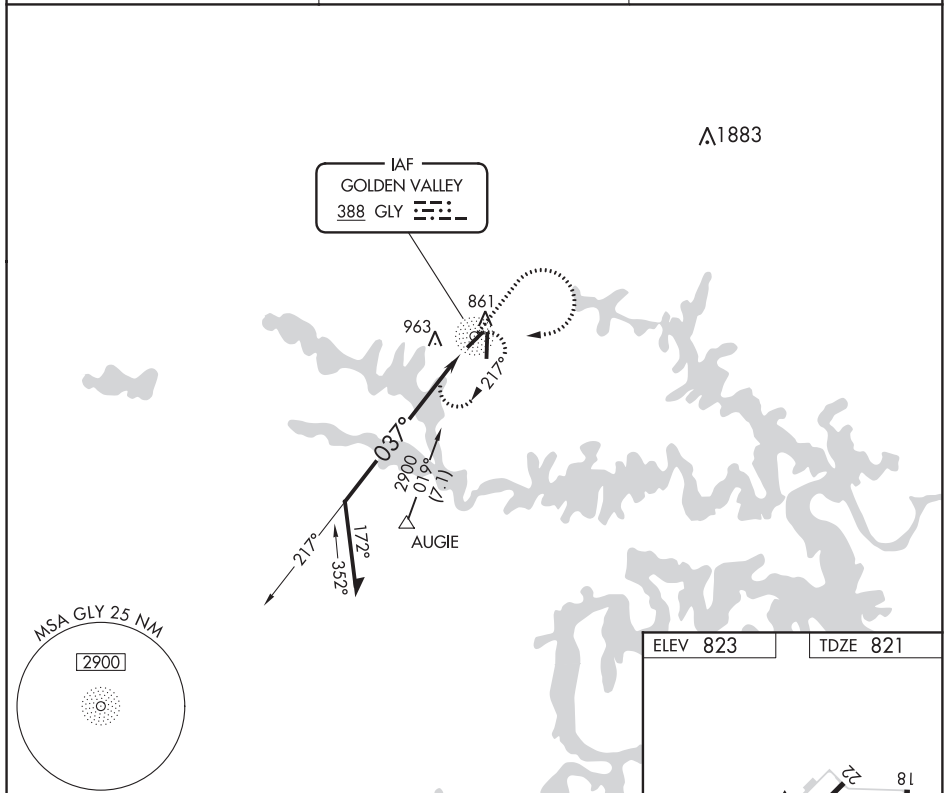
NDB RWY 4

CLINTON RGNL (GLY)

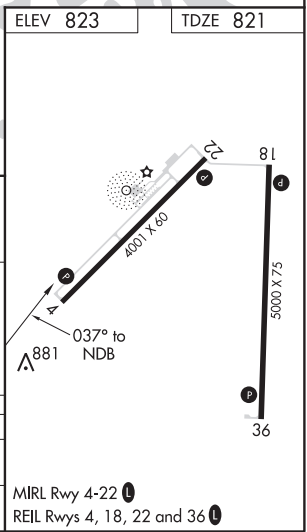
▽ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all MDA 80 feet and S-4 and Circling Cat C visibility 1/4 mile. Rwy 4 Straight-In and Circling minimums NA at night.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2900 direct GLY NDB and hold.

AWOS-3 120.475	WHITEMAN APP CON ★ 127.45	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1 3/4 619 (700-1 3/4)	NA
C CIRCLING	1440-1	617 (700-1)	1440-1 3/4 617 (700-1 3/4)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLINTON, MISSOURI
Amdt 8A 05MAR15

38°21'N-93°41'W

CLINTON RGNL (GLY) NDB RWY 4

NDB GLY 388	APP CRS 232°	Rwy Idg 4001
		TDZE 823
		Apt Elev 823

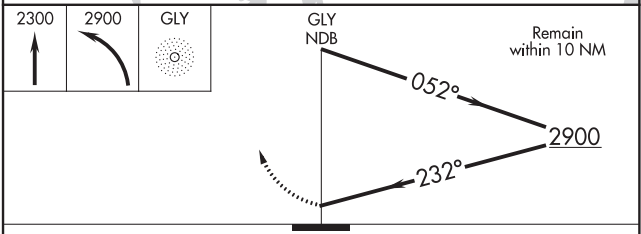
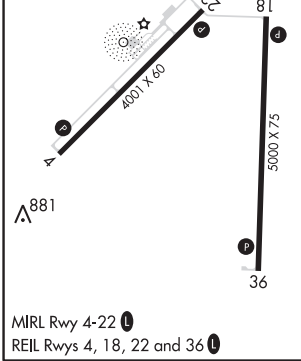
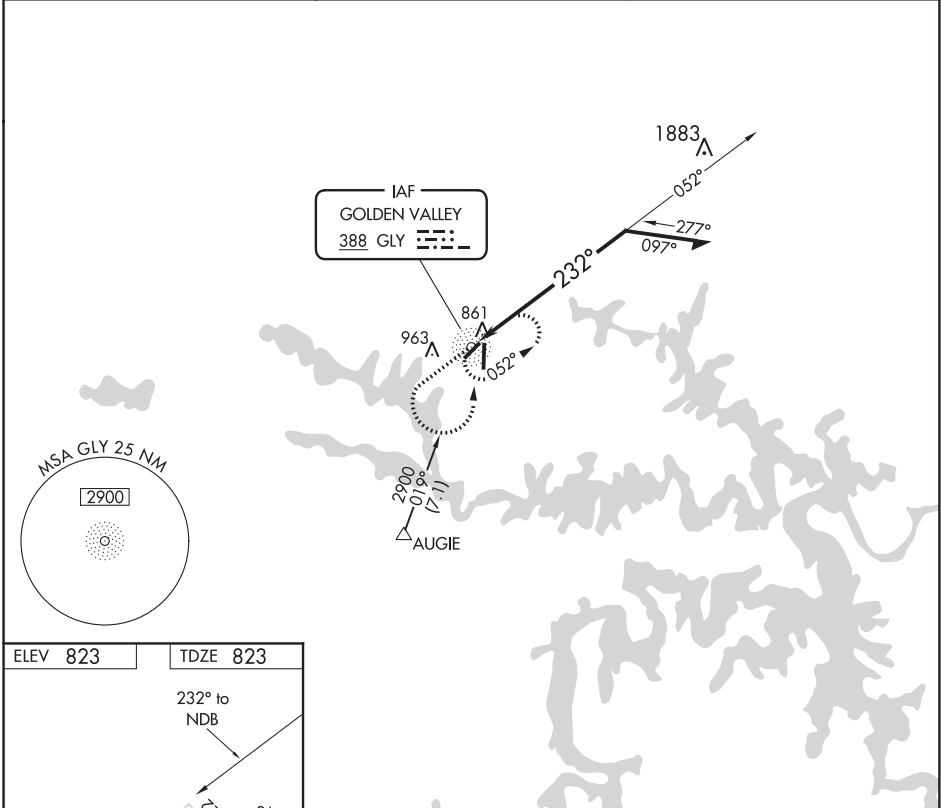
NDB RWY 22

CLINTON RGNL (GLY)

⚠ NA Circling to Rwy 4 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all MDA 80 feet and S-22 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then climbing left turn to 2900 direct GLY NDB and hold.

AWOS-3 120.475	WHITEMAN APP CON * 127.45	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-22	1460-1	637 (700-1)	1460-1¾ 637 (700-1¾)	NA
ⓐ CIRCLING	1460-1	637 (700-1)	1460-1¾ 637 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-COU 110.7 Chan 44	APP CRS 018°	Rwy Idg 6501 TDZE 889 Apt Elev 889
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ILS or LOC/DME RWY 2

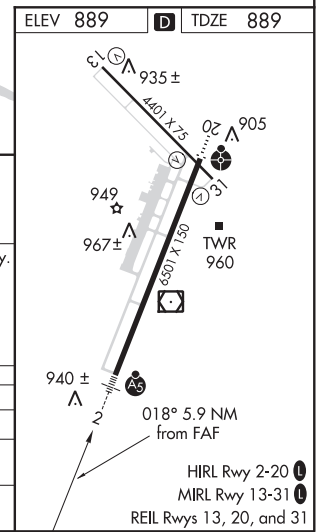
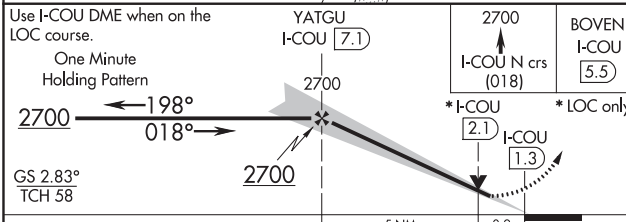
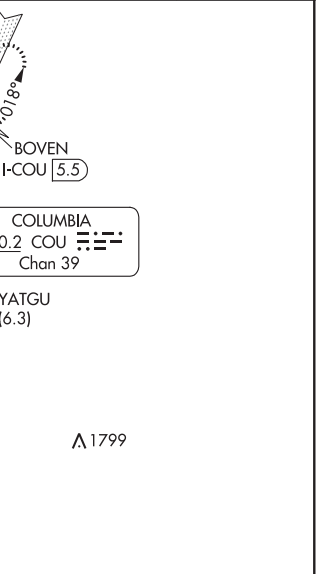
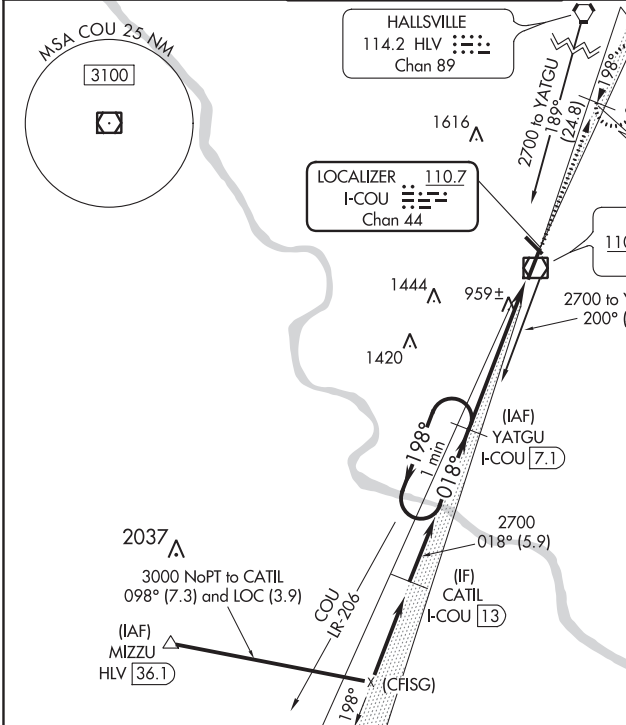
COLUMBIA RGNL (COU)

⚠ DME required. When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC Cat C/D visibility to RVR 4000. VDP NA with Jefferson City altimeter setting. For inop MALSRS when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 7/8 mile, and increase S-LOC 2 Cats A/B visibility to 1 mile and Cats C/D visibility to 1 1/8 mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRS
A5

MISSED APPROACH:
Climb to 2700 on I-COU localizer N Course (018) to BOVEN/I-COU 5.5 DME and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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CATEGORY	A	B	C	D
S-ILS 2#		1089/24	200 (200-1/2)	
S-LOC 2	1220/24	331 (400-1/2)	1220/26	331 (400-5/8)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 1/2 451 (500-1 1/2)	1440-2 551 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77599 W02A	APP CRS 018°	Rwy Idg 6501 TDZE 889 Apt Elev 889
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RNAV (GPS) RWY 2

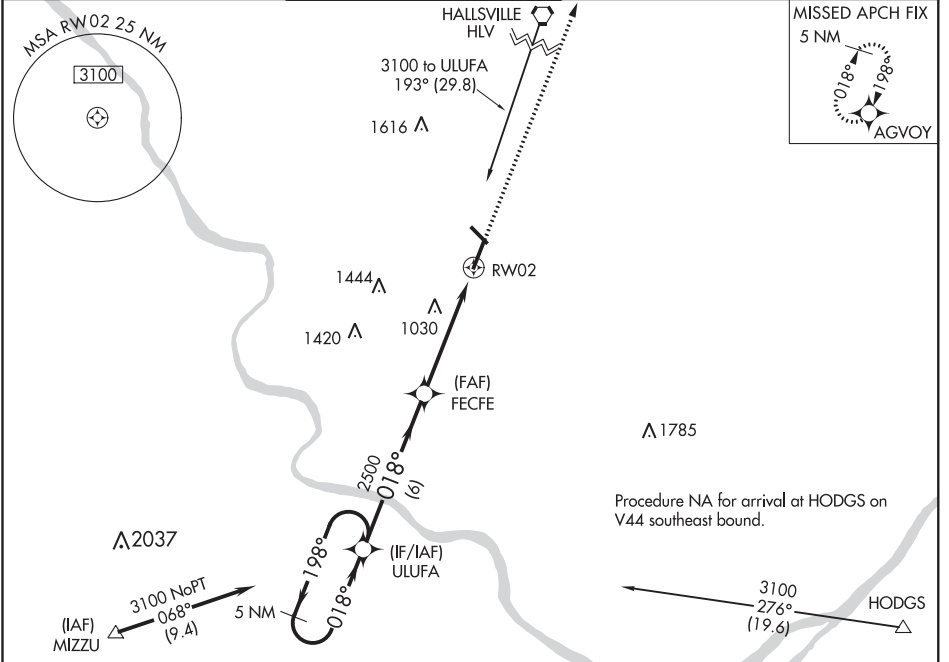
COLUMBIA RGNL (COU)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

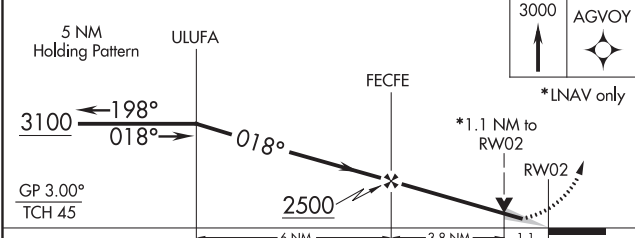
MALSR 

MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

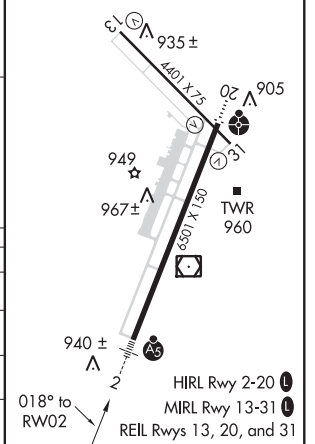
ATIS 128.45	MIZU APP CON 124.375 353.7	COLUMBIA TOWER★ 119.3 (CTAF) 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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ELEV 889	D	TDZE 889
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CATEGORY	A	B	C	D
LPV DA	1139/24 250 (300-½)			
LNAV/VNAV DA	1190/24 301 (400-½)		1190/40 301 (400-¾)	
LNAV MDA	1280/24 391 (400-½)		1280/50 391 (400-1)	
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

COLUMBIA, MISSOURI

AL-5595 (FAA)

16035

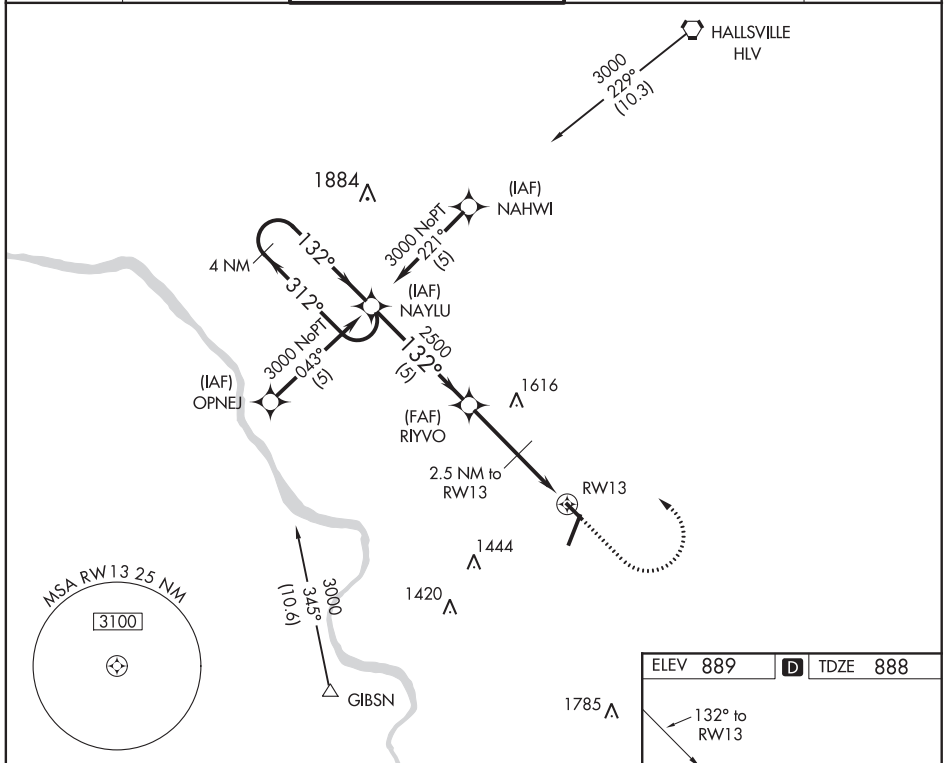
RNAV (GPS) RWY 13

COLUMBIA RGNL (COU)

APP CRS 132°	Rwy Idg 4401
	TDZE 888
	Apt Elev 889

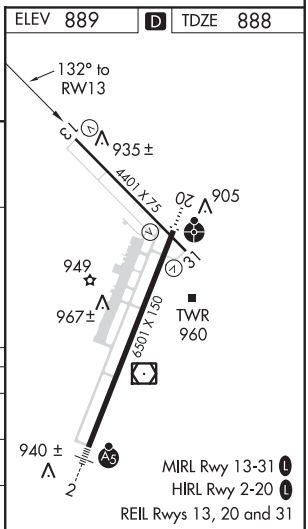
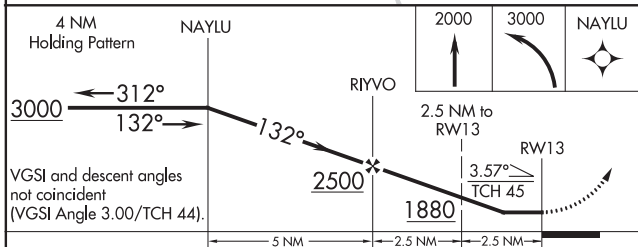
▽ NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.
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ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 0 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



4 NM Holding Pattern	NAYLU				2000	3000	NAYLU
3000	← 312° / 132° →				2500	1880	
VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 44).							
5 NM		2.5 NM		2.5 NM		2.5 NM	
CATEGORY	A	B	C	D			
LNAV/VNAV DA	NA						
LNAV MDA	1200-1 312 (400-1)						
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)			

COLUMBIA, MISSOURI
Orig 12JUL01

38°49'N-92°13'W

RNAV (GPS) RWY 13

COLUMBIA RGNL (COU)

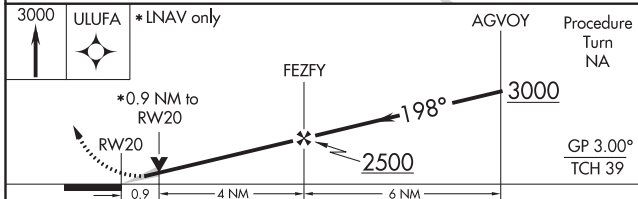
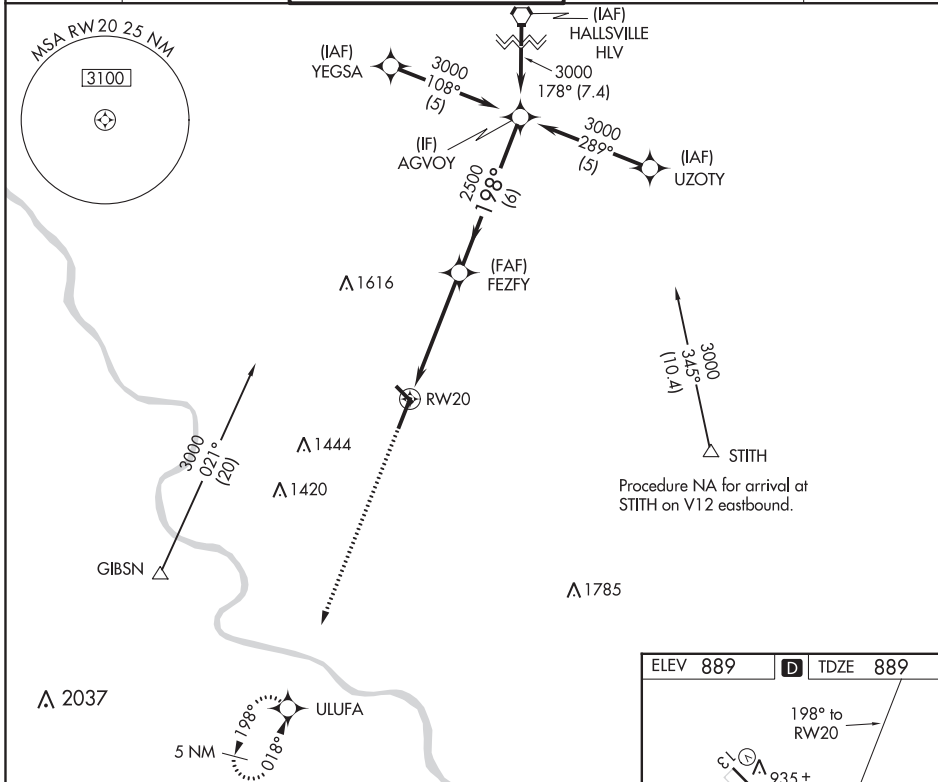
WAAS CH 93599 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	6501 889 889
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RNAV (GPS) RWY 20

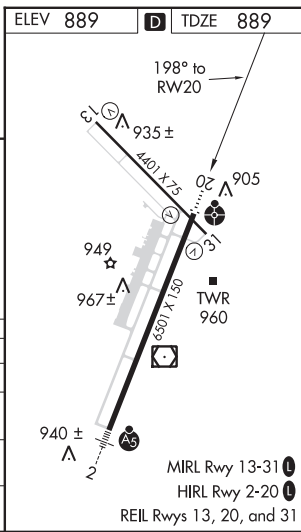
COLUMBIA RGNL (COU)

	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F). Inoperative table does not apply to LPV.		MISSED APPROACH: Climb to 3000 direct ULUFA and hold.
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ATIS 128.45	MIZZO APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 0 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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CATEGORY	A	B	C	D
LPV DA	1139-1 250 (300-1)			
RNAV/VNAV DA	1185-3/4 296 (300-3/4)		1185-1 296 (300-1)	
RNAV MDA	1220-3/4 331 (400-3/4)		1220-1 331 (400-1)	
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1 1/2 451 (500-1 1/2)	1440-2 551 (600-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 31

COLUMBIA RGNL (COU)

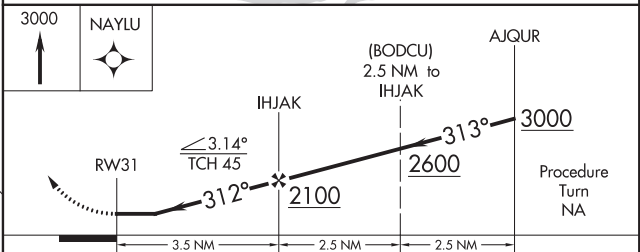
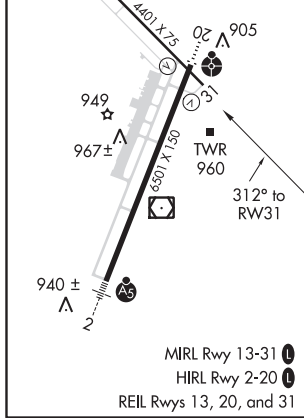
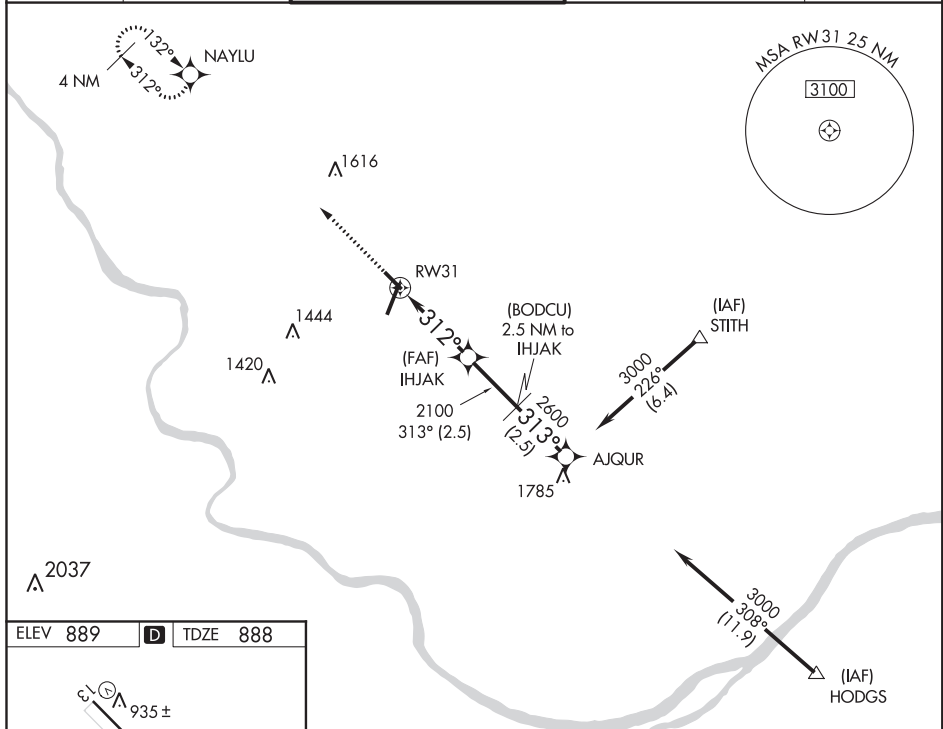
APP CRS 312°	Rwy Idg 4401
	TDZE 888
	Apt Elev 889

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and LNAV Cat C and D visibility ½ mile. Visibility reduction by helicopters NA. Straight-In/Circling Rwy 31 NA at night.

▲ NA

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 0 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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CATEGORY	A	B	C	D
LNAV/VNAV	DA	NA		
LNAV MDA	1240-1 352 (400-1)			1240-1½ 352 (400-1½)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

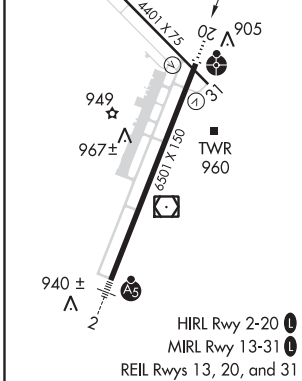
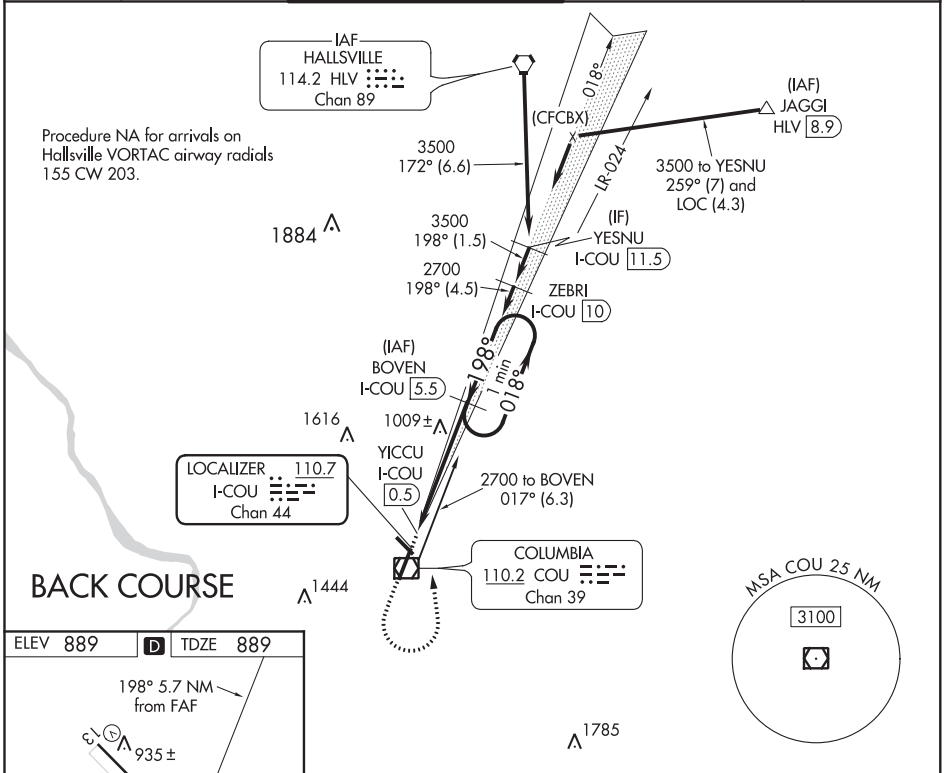
NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-COU 110.7 Chan 44	APP CRS 198°	Rwy Idg TDZE Apt Elev	6501 889 889
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LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

<p>▽ When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.</p>	<p>ODALS</p>		<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.</p>	
	<p>ATIS 128.45</p>	<p>MIZZU APP CON 124.375 353.7</p>	<p>COLUMBIA TOWER★ 119.3 (CTAF) 363.25</p>	
<p>GND CON 121.6</p>				



1700	2700	I-COU N Crs	BOVEN I-COU 5.5	BOVEN I-COU 5.5	One Minute Holding Pattern
<p>Use I-COU DME when on LOC course.</p>					
<p>YICCU I-COU 0.5</p> <p>018° → 2700</p> <p>← 198°</p> <p>≤ 2.94° TCH 40</p> <p>Disregard glide slope indications.</p>					
0.7		5 NM			
CATEGORY	A	B	C	D	
S-20	1260-¾ 371 (400-¾)		1260-1¼ 371 (400-1¼)		
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

COLUMBIA, MISSOURI

AL-5595 (FAA)

16315

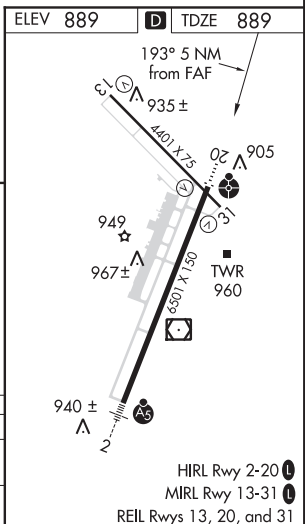
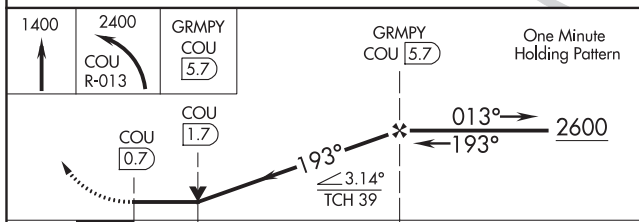
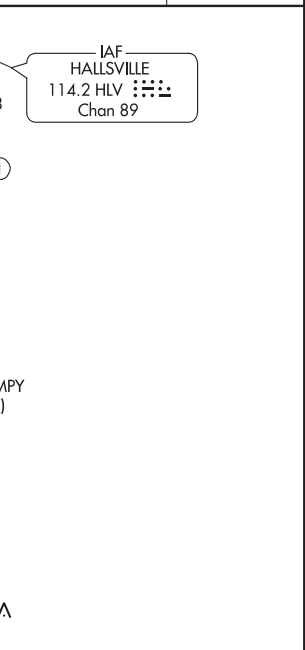
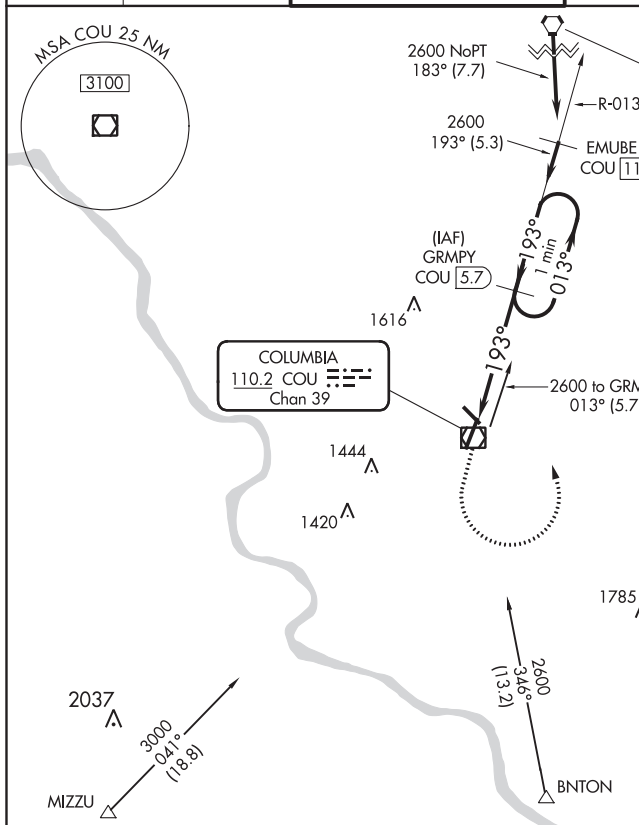
VOR/DME COU	APP CRS	Rwy Idg	6501
110.2	193°	TDZE	889
Chan 39		Apt Elev	889

VOR/DME RWY 20

COLUMBIA RGNL (COU)

		ODALS	MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.
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ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 0 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
-----------------------	---------------------------------------	---	--	-------------------------



CATEGORY	A	B	C	D
S-20	1260-3/4	371 (400-3/4)		1260-1 1/4 371 (400-1 1/4)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 1/2 451 (500-1 1/2)	1440-2 551 (600-2)

COLUMBIA, MISSOURI
Amdt 3 12JUL01

38°49'N-92°13'W

COLUMBIA RGNL (COU)

VOR/DME RWY 20

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HIRL Rwy 2-20
MIRL Rwy 13-31
REIL Rwy 13, 20, and 31

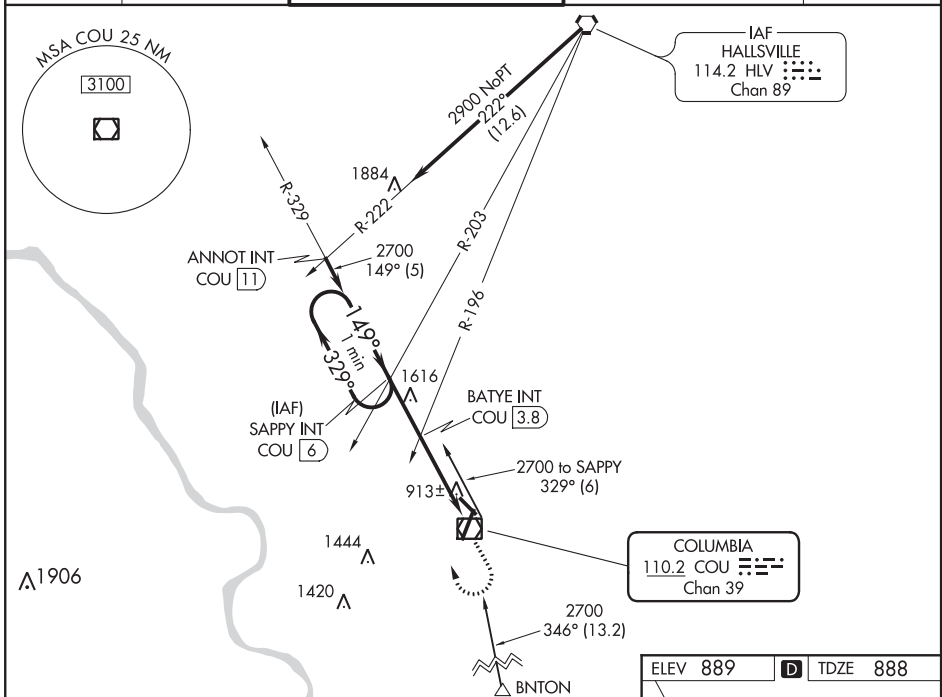
VOR/DME COU 110.2 Chan 39	APP CRS 149°	Rwy Idg 4401 TDZE 888 Apt Elev 889
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VOR RWY 13

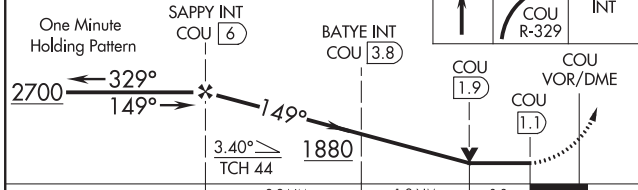
COLUMBIA RGNL (COU)

⚠ MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

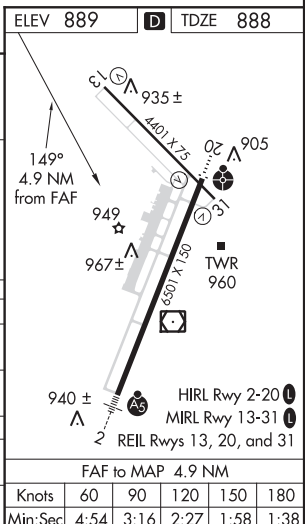
ATIS 128.45	MIZU APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 0 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).



CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

COLUMBIA, MISSOURI

AL-5595 (FAA)

16315

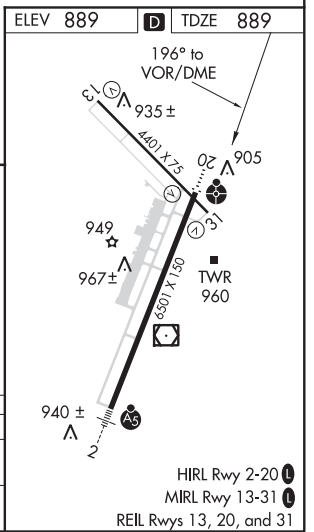
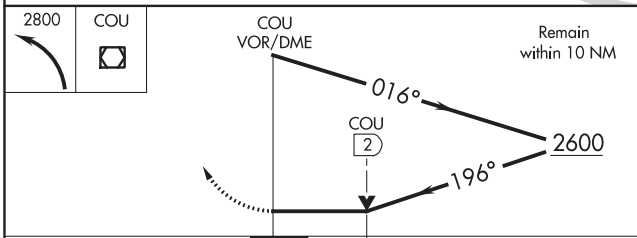
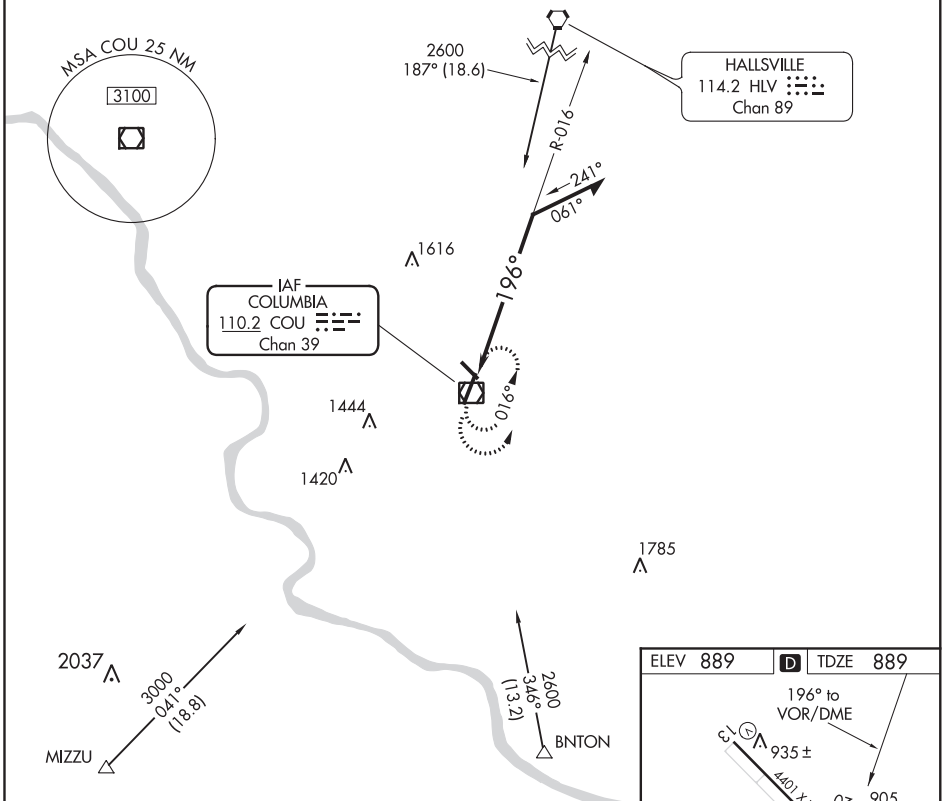
VOR/DME COU	APP CRS	Rwy Idg TDZE	6501
110.2	196°	889	
Chan 39		Apt Elev	889

VOR RWY 20

COLUMBIA RGNL (COU)

<p>Inoperative table does not apply to Cat C.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.</p>	

ATIS 128.45	MZZU APP CON 124.375 353.7	COLUMBIA TOWER* 119.3 (CTAF) 363.25	COLUMBIA RADIO 121.5 243.0 255.4	GND CON 121.6
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CATEGORY	A		B		C		D	
	1360-3/4	471 (500-3/4)	1360-1 1/4	471 (500-1 1/4)	1360-1 1/2	471 (500-1 1/2)	1440-2	551 (600-2)
S-20								
CIRCLING	1360-1	471 (500-1)						

COLUMBIA, MISSOURI
Amdt 4 12JUL01

38°49'N-92°13'W

COLUMBIA RGNL (COU)

VOR RWY 20

NC-3, 10 NOV 2016 to 05 JAN 2017

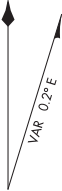
NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5595 (FAA)

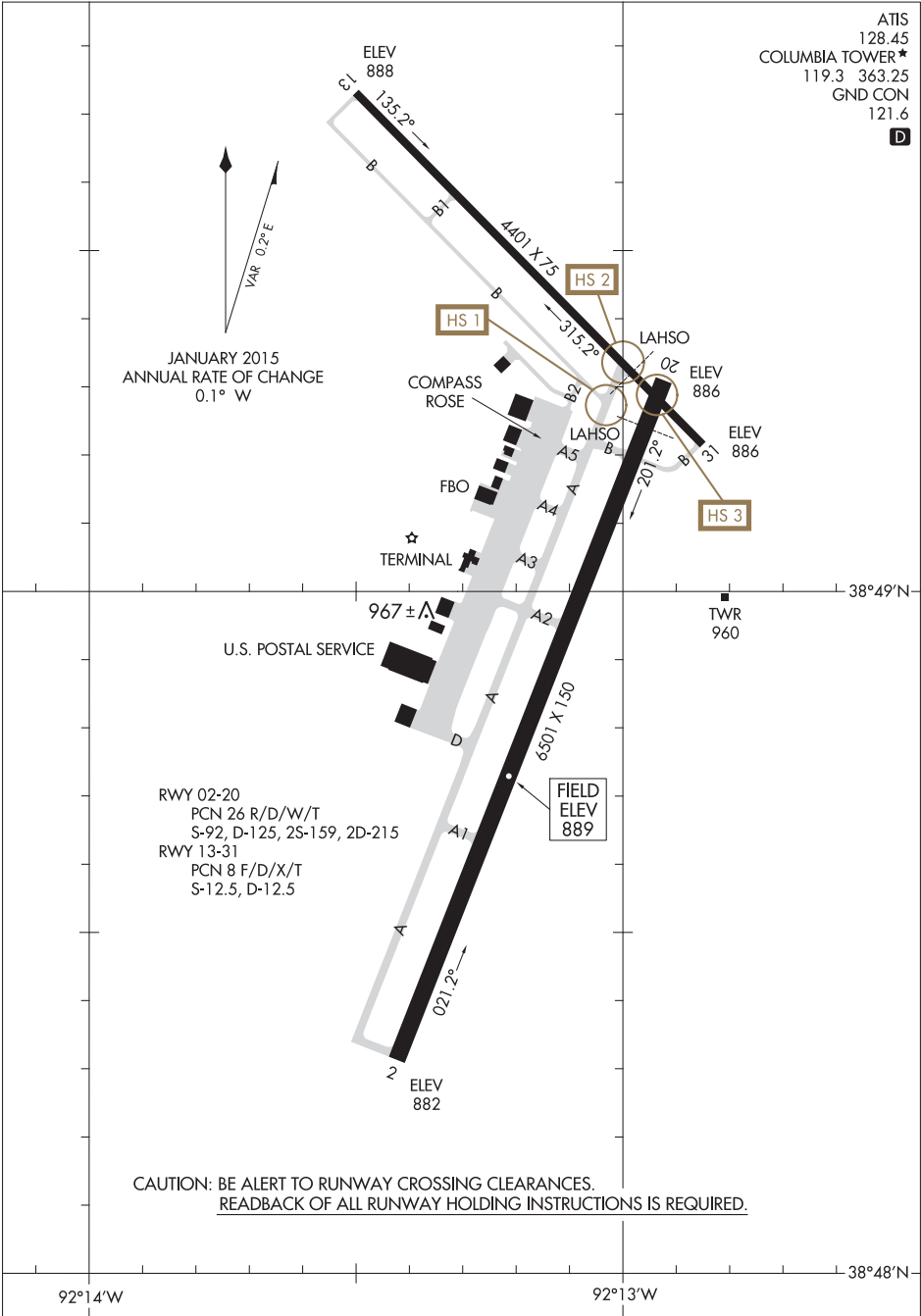
COLUMBIA RGNL (COT)
COLUMBIA, MISSOURI

ATIS 128.45
 COLUMBIA TOWER * 119.3 363.25
 GND CON 121.6
D


 VAR 0.2° E
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

RWY 02-20
 PCN 26 R/D/W/T
 S-92, D-125, 2S-159, 2D-215
 RWY 13-31
 PCN 8 F/D/X/T
 S-12.5, D-12.5

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

COLUMBIA, MISSOURI
COLUMBIA RGNL (COT)

CORNING, IOWA

AL-6095 (FAA)

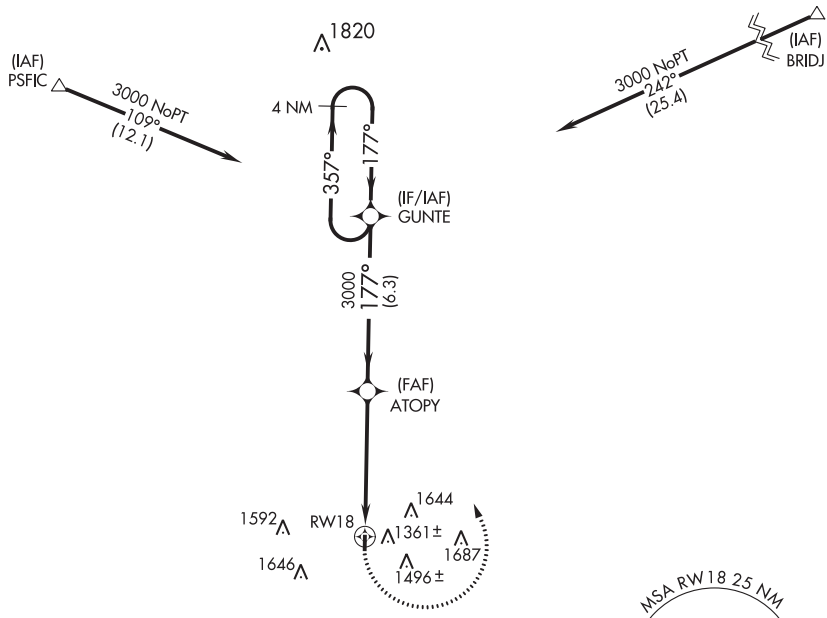
15008

APP CRS 177°	Rwy Idg TDZE Apt Elev	2684 1274 1274
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RNAV (GPS) RWY 18

CORNING MUNI (CRZ)

<p>▽ Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet. ▲ NA DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.</p>	
CRESTON AWOS-3 124.75	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9	122.8 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1274	TDZE 1274
<p>177° to RWY 18</p> <p>81</p> <p>2684 X 50</p> <p>1.0% UP</p> <p>36</p>	
<p>REIL Rwy 18 0</p> <p>MIRL Rwy 18-36 0</p>	

3000	GUNTE	4 NM Holding Pattern		
<p>ATOPY</p>		GUNTE		
<p>RWY 18</p> <p>3.04°</p> <p>TCH 40</p> <p>5.2 NM</p> <p>6.3 NM</p>		<p>177°</p> <p>357°</p> <p>3000</p>		
CATEGORY	A	B	C	D
LNAV MDA	1820-1	546 (600-1)	NA	
CIRCLING	1820-1	546 (600-1)	NA	

CORNING, IOWA
Orig 14FEB08

41°00'N-94°45'W

CORNING MUNI (CRZ) RNAV (GPS) RWY 18

LOC/DME I-CBF 111.35 Chan 50 (Y)	APP CRS 357°	Rwy Idg TDZE Apt Elev	5500 1245 1245
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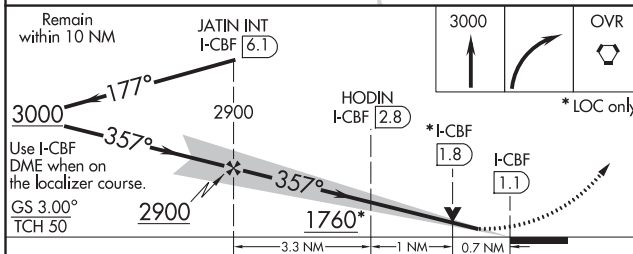
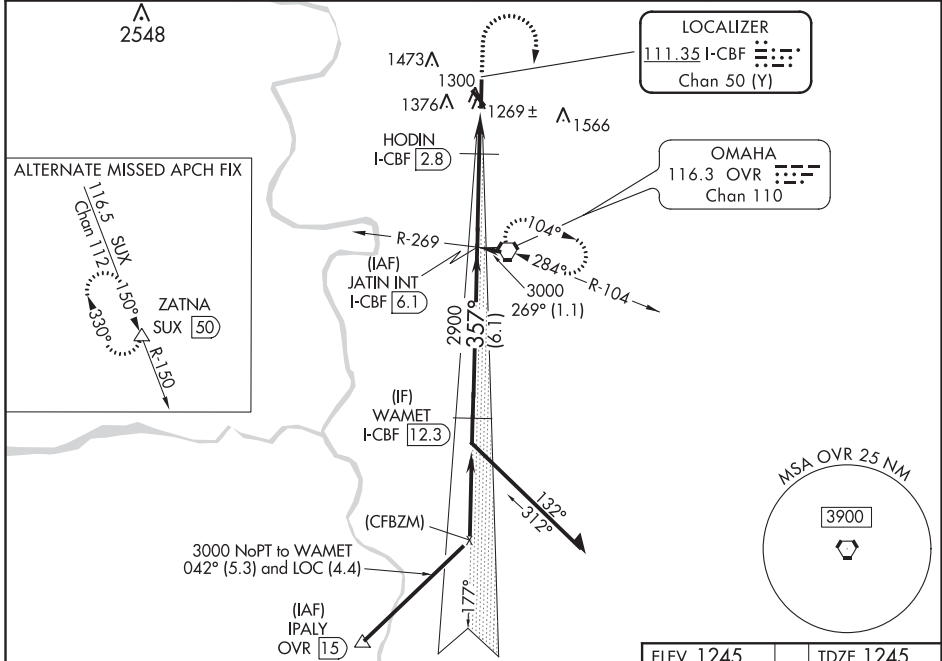
ILS OR LOC RWY 36

COUNCIL BLUFFS MUNI (CBF)

▼ When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DA 52 feet, and all MDA 60 feet and increase S-LOC 36 Cats C and D and Circling Cat C and D visibility ¼ mile. HODIN FIX MINIMUMS: Increase Circling Cat C and D visibility ¼ mile. VDP NA with Eppley Airfield altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct OVR VORTAC and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.67	UNICOM 122.8 (CTAF) 0
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ELEV 1245	TDZE 1245												
MIRL Rwy 14-32	REL Rwys 14, 32, 18, and 36												
HIRL Rwy 18-36													
<table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>5:06</td> <td>3:24</td> <td>2:33</td> <td>2:02</td> <td>1:42</td> </tr> </table>		Knots	60	90	120	150	180	Min:Sec	5:06	3:24	2:33	2:02	1:42
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 36	1445-¾ 200 (200-¾)			
S-LOC 36	1760-1	515 (600-1)	1760-1¾	515 (600-1¾)
CIRCLING	1760-1 515 (600-1)	1840-1 595 (600-1)	1840-1½ 595 (600-1½)	1880-2 635 (700-2)
HODIN FIX MINIMUMS				
S-LOC 36	1520-1 275 (300-1)			
CIRCLING	1700-1 455 (500-1)	1840-1 595 (600-1)	1840-1½ 595 (600-1½)	1880-2 635 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS **136°**
 Rwy Idg **3650**
 TDZE **1245**
 Apt Elev **1253**

RNAV (GPS) RWY 14

COUNCIL BLUFFS MUNI (CBF)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility ¼ mile.

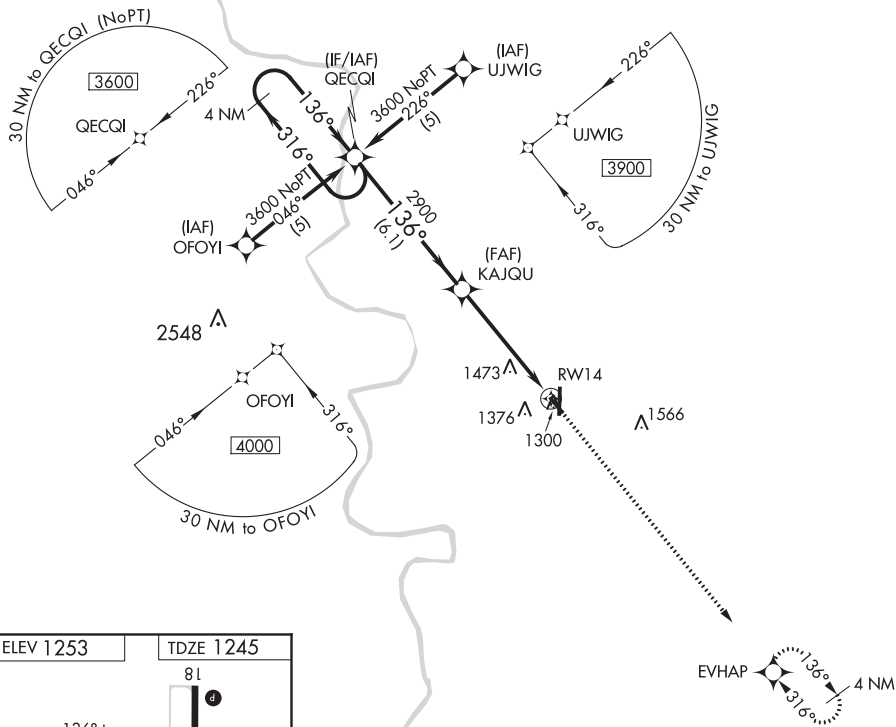
MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

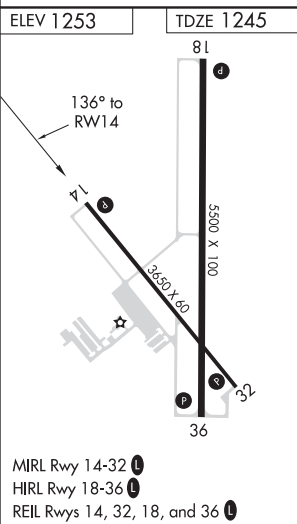
CLNC DEL
127.67

UNICOM
122.8 (CTAF) ①



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



MIRL Rwy 14-32 ①
 HIRL Rwy 18-36 ①
 REIL Rws 14, 32, 18, and 36 ①

4 NM Holding Pattern	QECQI		3900	EVHAP
	← 316°	→ 136°	↑	✦
	3600	KAJQU	2900	RWY 14
		136°	3.04°	TCH 30
	← 6.1 NM	← 5.1 NM		
CATEGORY	A	B	C	D
LNVA MDA	1780-1	535 (600-1)	1780-1½ 535 (600-1½)	1780-1¾ 535 (600-1¾)
CIRCLING	1780-1	527 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

WAAS CH 42806 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5500 1241 1245
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RNAV (GPS) RWY 18

COUNCIL BLUFFS MUNI (CBF)

⚠ Baro-VNAV NA when using Epley Airfield altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Epley Airfield altimeter setting and increase all DA 52 feet, and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile.

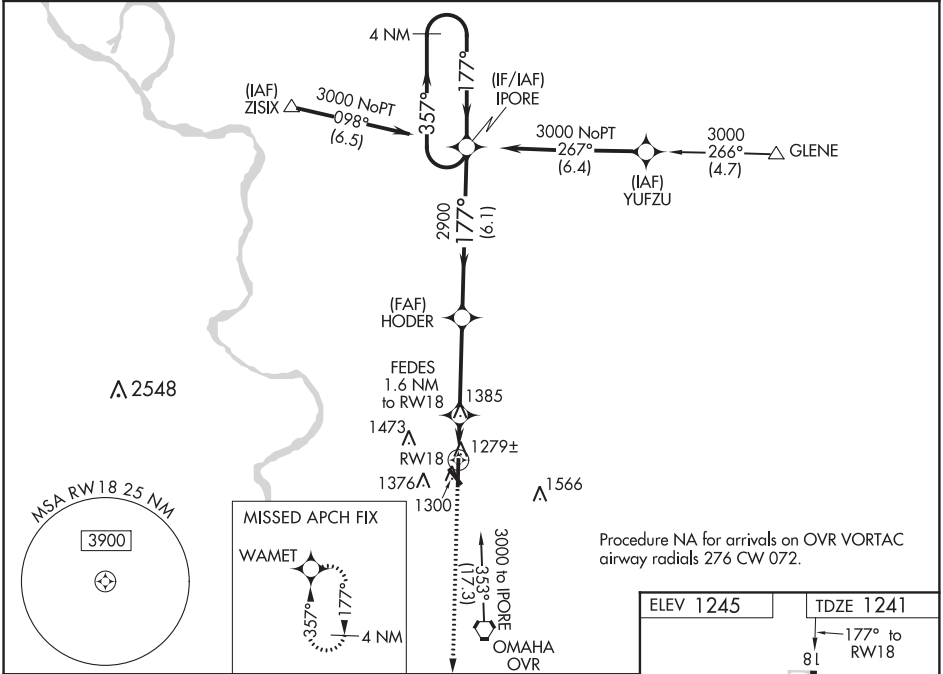
MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3
126.575

OMAHA APP CON
124.5 263.0

CLNC DEL
127.67

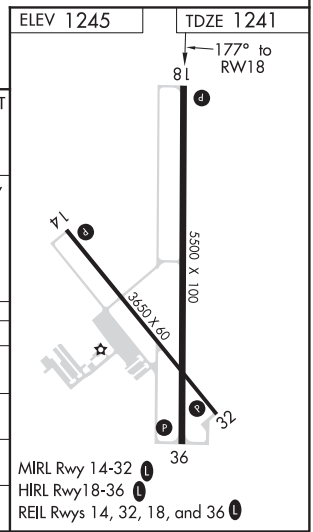
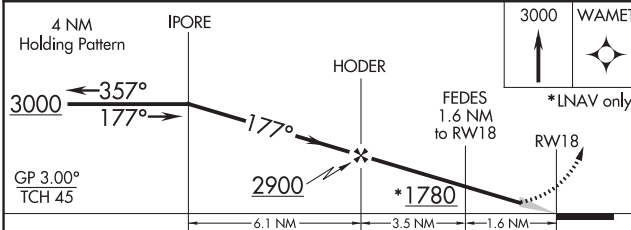
UNICOM
122.8 (CTAF) ①



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals on OVR VORTAC airway radials 276 CW 072.



CATEGORY	A	B	C	D
LPV DA		1491-¾	250 (300-¾)	
LNAV/VNAV DA		1636-1⅜	395 (400-1⅜)	
LNAV MDA		1640-1	399 (400-1)	
C CIRCLING	1700-1 455 (500-1)	1840-1 595 (600-1)	1840-1½ 595 (600-1½)	1880-2 635 (700-2)

COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

16035

APP CRS 316°	Rwy Idg 3650
	TDZE 1245
	Apt Elev 1253

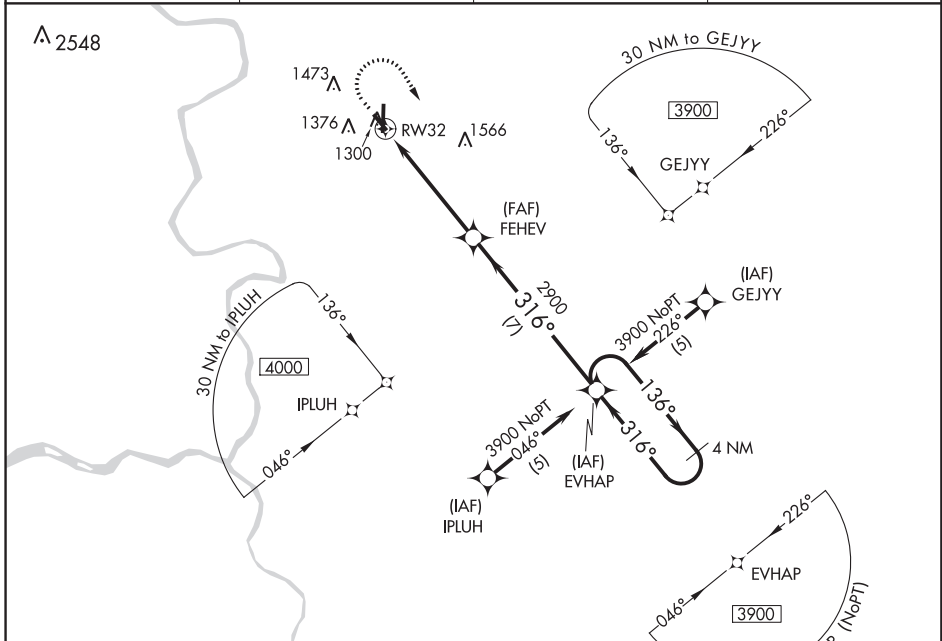
RNAV (GPS) RWY 32

COUNCIL BLUFFS MUNI (CBF)

⚠ When local altimeter setting not received, use Epley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP- 0.3 NA.

⚠ MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

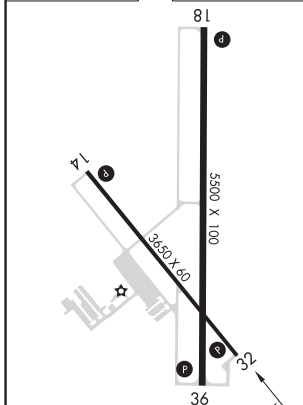
AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.67	UNICOM 122.8 (CTAF) ①
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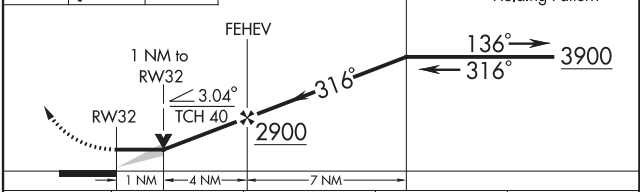
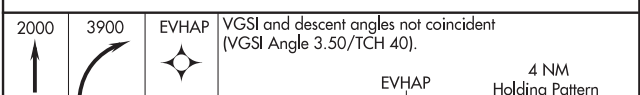
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1253	TDZE 1245
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MIRL Rwy 14-32 ①
 HIRL Rwy 18-36 ①
 REIL Rwy 14, 32, 18, and 36 ①



CATEGORY	A	B	C	D
LNAV MDA	1660-1	415 (500-1)	1660-1½	415 (500-1½)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

COUNCIL BLUFFS, IOWA
 Orig-A 22OCT09

41°16'N · 95°46'W

RNAV (GPS) RWY 32

WAAS CH 53606 W36A	APP CRS 357°	Rwy Idg TDZE 1245 Apt Elev 1245
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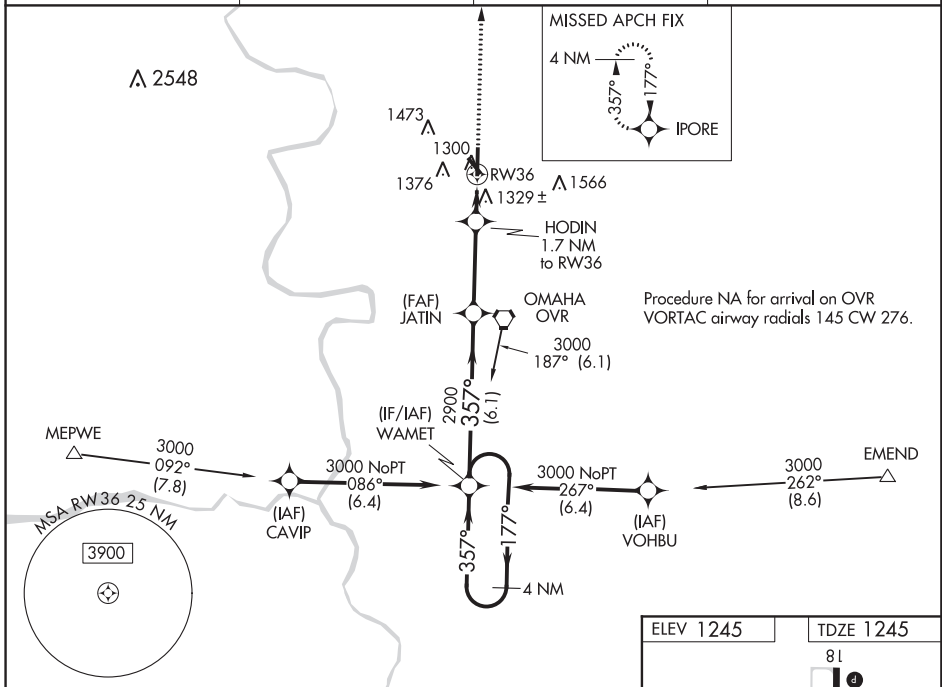
RNAV (GPS) RWY 36

COUNCIL BLUFFS MUNI (CBF)

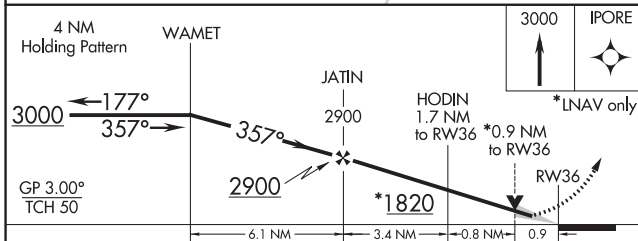
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Epley Airfield altimeter setting and increase all DA 52 feet, and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Epley Airfield altimeter setting.

MISSED APPROACH:
Climb to 3000 direct IPORE and hold.

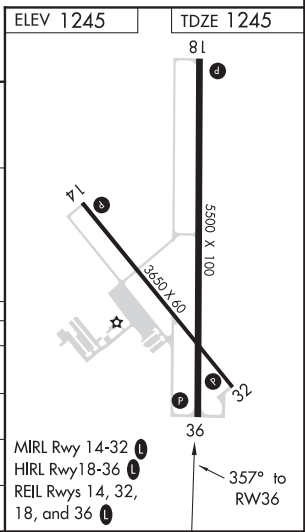
AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.67	UNICOM 122.8 (CTAF) Ⓛ
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Procedure NA for arrival on OVR
VORTAC airway radials 145 CW 276.



CATEGORY	A	B	C	D
LPV DA		1445-¾	200 (200-¾)	
LNAV/DA VNAV		1495-¾	250 (300-¾)	
LNAV MDA		1580-1	335 (400-1)	
C CIRCLING	1700-1 455 (500-1)	1840-1 595 (600-1)	1840-1½ 595 (600-1½)	1880-2 635 (700-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

COUNCIL BLUFFS, IOWA

AL-5540 (FAA)

16035

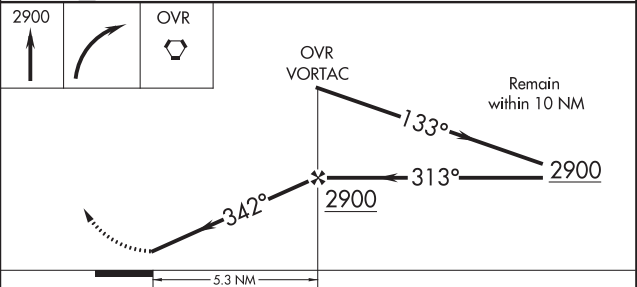
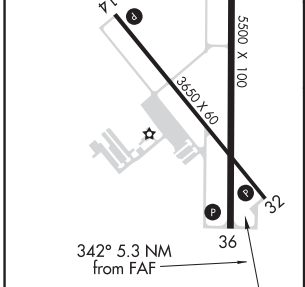
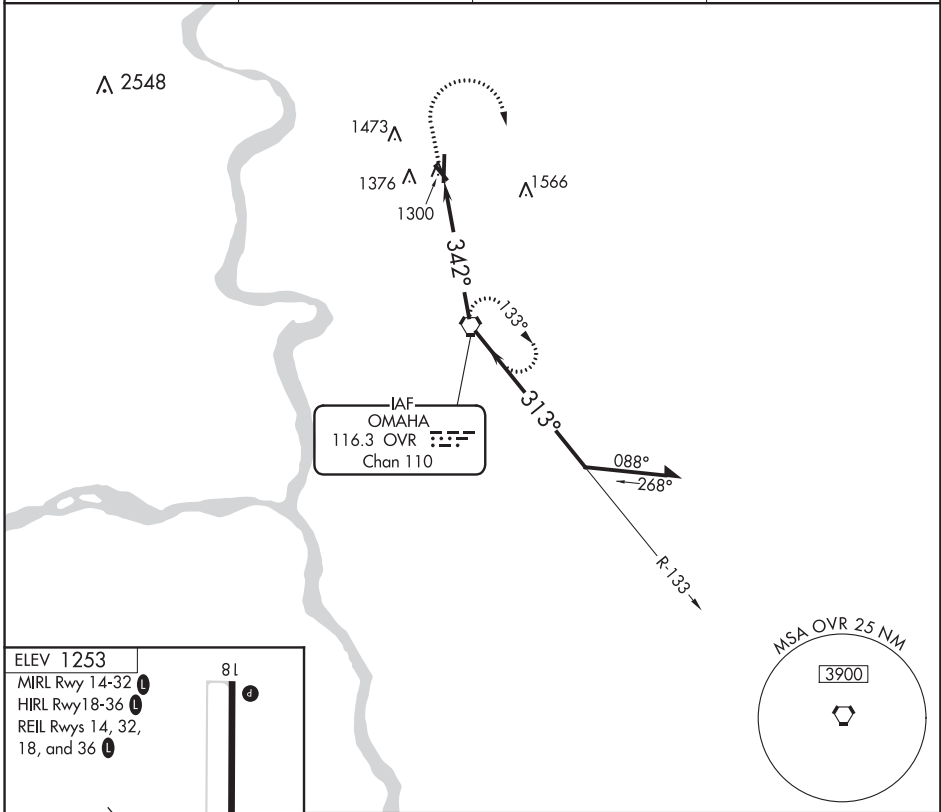
VORTAC OVR 116.3 Chan 110	APP CRS 342°	Rwy Idg TDZE Apt Elev	N/A N/A 1253
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VOR-A
COUNCIL BLUFFS MUNI (C'BF')

⚠ When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

⚠ MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3 126.575	OMAHA APP CON 124.5 263.0	CLNC DEL 127.67	UNICOM 122.8 (CTAF) 1
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FAF to MAP 5.3 NM						
Knots	60	90	120	150	180	
Min:Sec	5:18	3:32	2:39	2:07	1:46	
CATEGORY	A		B		C	D
CIRCLING	1760-1		507 (600-1)		1840-1½ 587 (600-1½)	1840-2 587 (600-2)

COUNCIL BLUFFS, IOWA
Amdt 5 10APR08

41° 16'N - 95° 46'W

COUNCIL BLUFFS MUNI (C'BF')
VOR-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

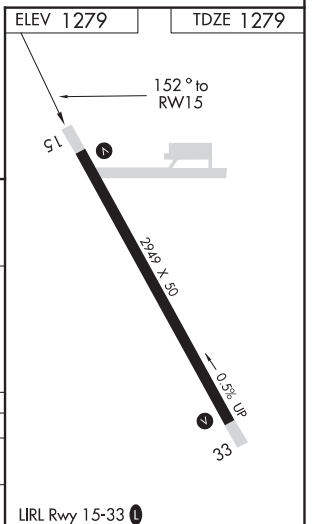
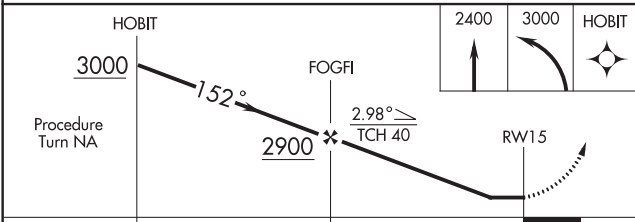
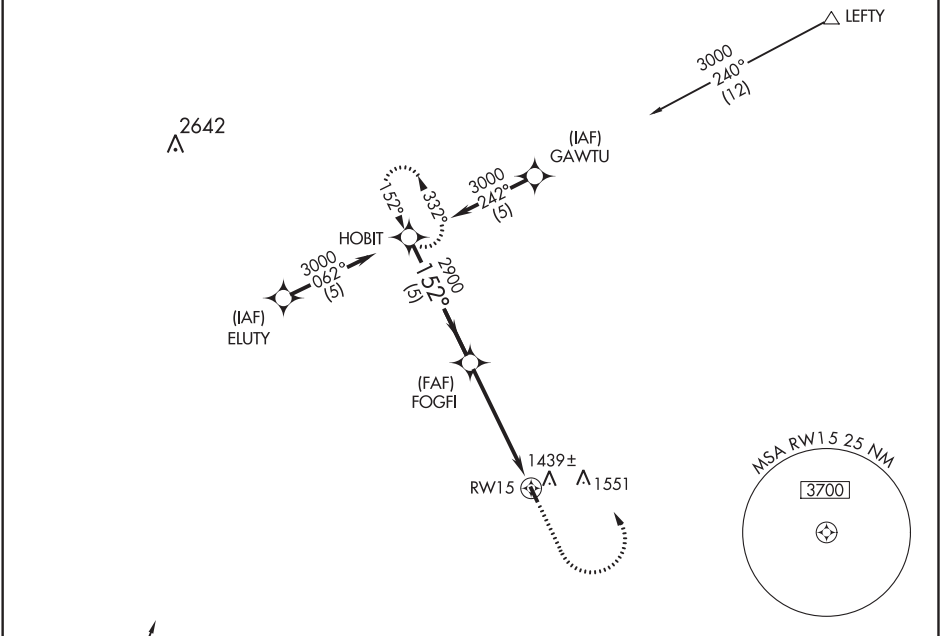
GPS RWY 15

ELLEN CHURCH FIELD (CJJ)

NA Use Decora Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP amd hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)	122.7 0
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	5 NM		5 NM	
CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CRESCO, IOWA

AL-6773 (FAA)

14261

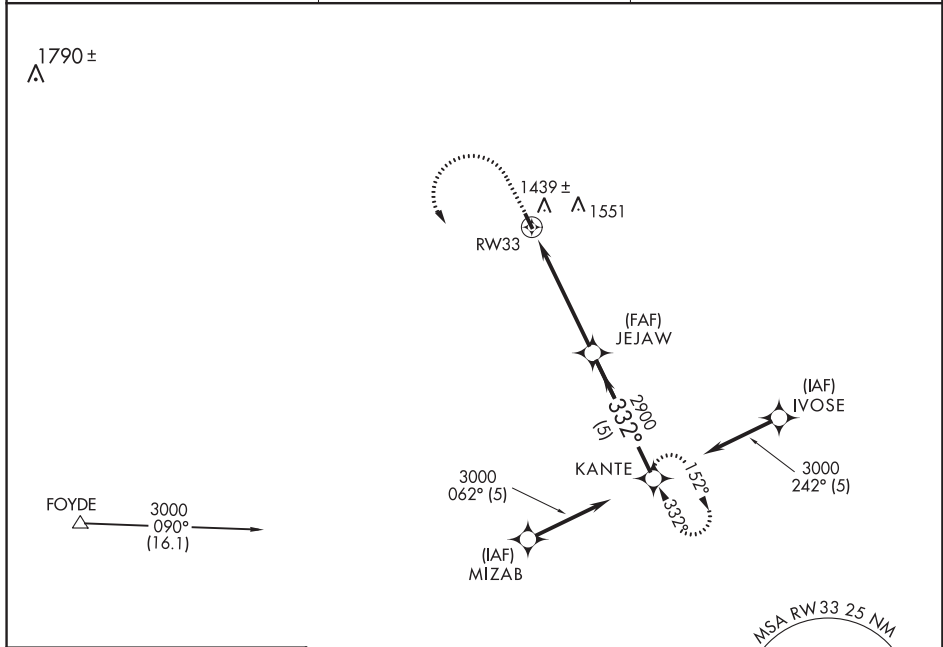
APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279

GPS RWY 33

ELLEN CHURCH FIELD (CJJ)

<p>▼</p> <p>▲ NA</p> <p>Use Decorah Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.</p>
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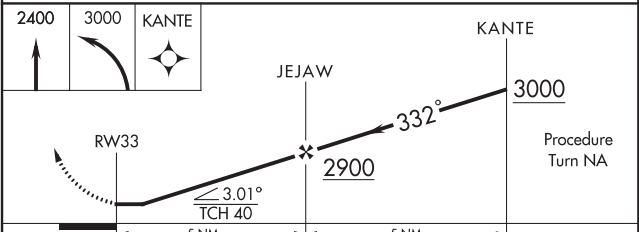
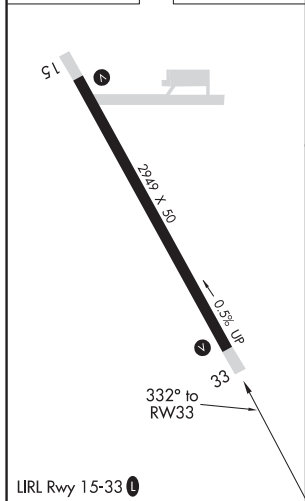
<p>MINNEAPOLIS CENTER</p> <p>118.85</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>	<p>122.7 0</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1279	TDZE 1279
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CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1¼ 461 (500-1¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1½ 521 (600-1½)	NA

CRESCO, IOWA
Orig-A 04NOV99

43°22'N-92°08'W

ELLEN CHURCH FIELD (CJJ)

GPS RWY 33

WAAS CH 62822 W16A	APP CRS 161°	Rwy Idg 4901 TDZE 1296 Apt Elev 1300
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RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

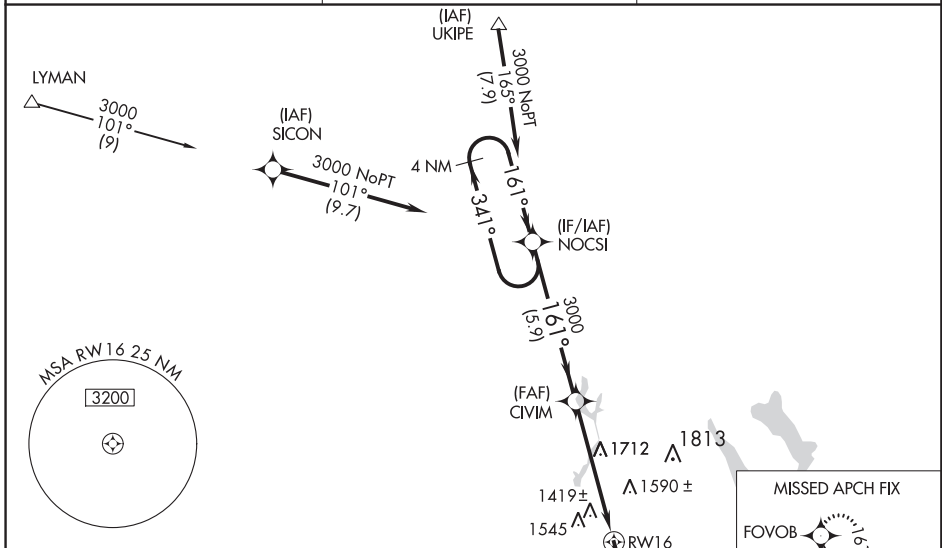
⚠ Baro-VNAV NA when using Des Moines altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Circling NA to Rwy 4-22. Circling NA for Cats B and C west of Rwy 16-34. When local altimeter setting not received, use Des Moines altimeter setting and increase all DA 150 feet and all MDA 160 feet; increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats visibility 1/2 mile, LNAV and Circling Cat A/B visibility 1/4 mile, and LNAV and Circling Cat C visibility 1/2 mile.

MISSED APPROACH:
Climb to 3000 direct FOVOB and hold.

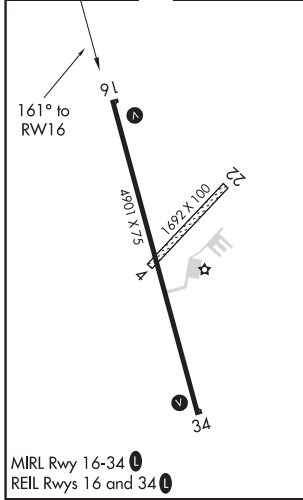
AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) 0



ELEV 1300	TDZE 1296
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4 NM Holding Pattern	NOCSI	CIVIM	3000	FOVOB
3000 ← 341°	161° →	3000	↑	FOVOB
GP 3.00°	TCH 46	5.9 NM	5.2 NM	
CATEGORY	A	B	C	D
LPV DA	1546-1	250 (300-1)		NA
LNAV/VNAV DA	1730-1½	434 (500-1½)		NA
LNAV MDA	2020-1	724 (800-1)	2020-2 724 (800-2)	NA
CIRCLING	2020-1	720 (800-1)	2020-2 720 (800-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CRESTON, IOWA

AL-5531 (FAA)

15288

WAAS CH 82422 W34A	APP CRS 341°	Rwy Idg TDZE Apt Elev	4901 1296 1300
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RNAV (GPS) RWY 34

CRESTON MUNI (CSQ)

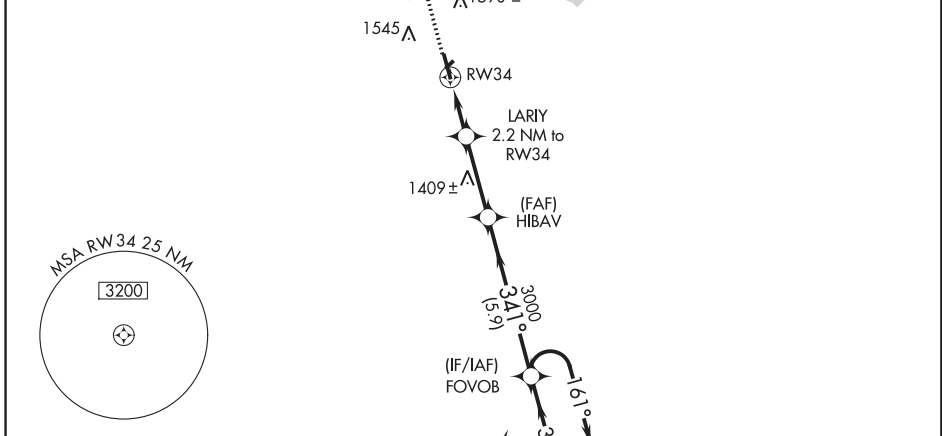
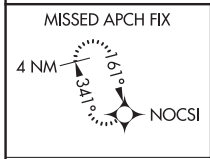
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA for Cats B and C west of Rwy 16-34. Circling NA to Rwy 4-22. When local altimeter setting not received, use Des Moines altimeter setting and increase all MDA 160 feet, and increase LP and LNAV Cat C visibility ½ mile, Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

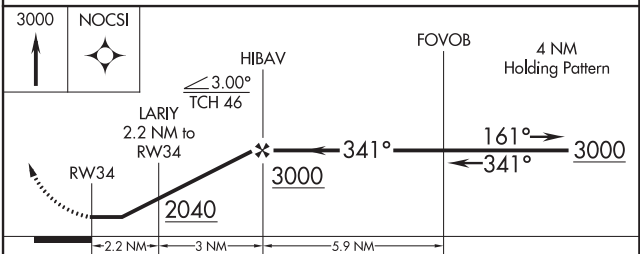
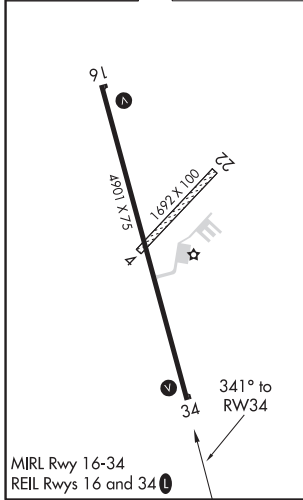
AWOS-3
124.75

MINNEAPOLIS CENTER
125.65 306.95

UNICOM
122.8 (CTAF) **①**



ELEV 1300	TDZE 1296
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CATEGORY	A	B	C	D
LP MDA		1660-1	364 (400-1)	NA
LNAV MDA		1660-1	364 (400-1)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1820-1½ 520 (600-1½)	NA

CRESTON, IOWA
Amdt 1B 15OCT15

41°01'N-94°22'W

CRESTON MUNI (CSQ) RNAV (GPS) RWY 34

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40220 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	3420 1023 1023
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RNAV (GPS) RWY 18

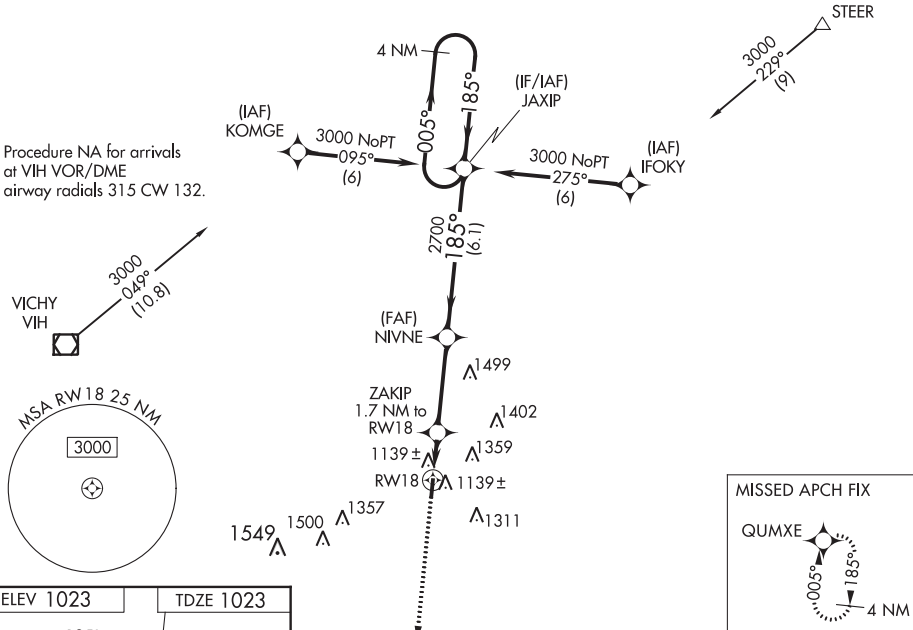
CUBA MUNI (UBX)

▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Rolla National altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV Cat A/B and LNAV/VNAV Cat A/B visibilities ¼ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 36 NA at night.

MISSED APPROACH:
Climb to 3000 direct QUMXE and hold.

KANSAS CITY CENTER
128.35 284.67

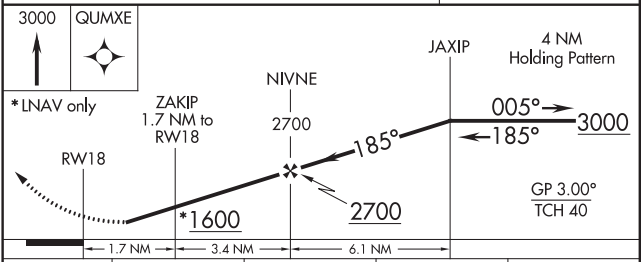
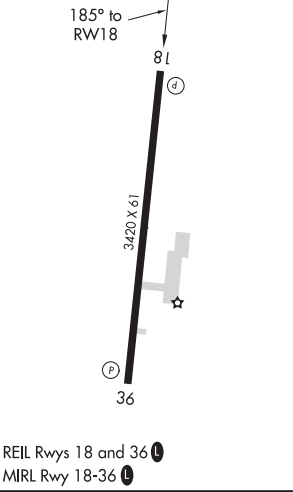
UNICOM
122.8 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1023	TDZE 1023
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CATEGORY	A	B	C	D
LPV DA	1329-1	306 (400-1)		NA
LNAV/VNAV DA	1357-1½	334 (400-1½)		NA
LNAV MDA	1460-1	437 (500-1)		NA
CIRCLING	1580-1	557 (600-1)		NA

CUBA, MISSOURI

AL-6442 (FAA)

16259

WAAS CH 42624 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev	3420 1023 1023
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RNAV (GPS) RWY 36

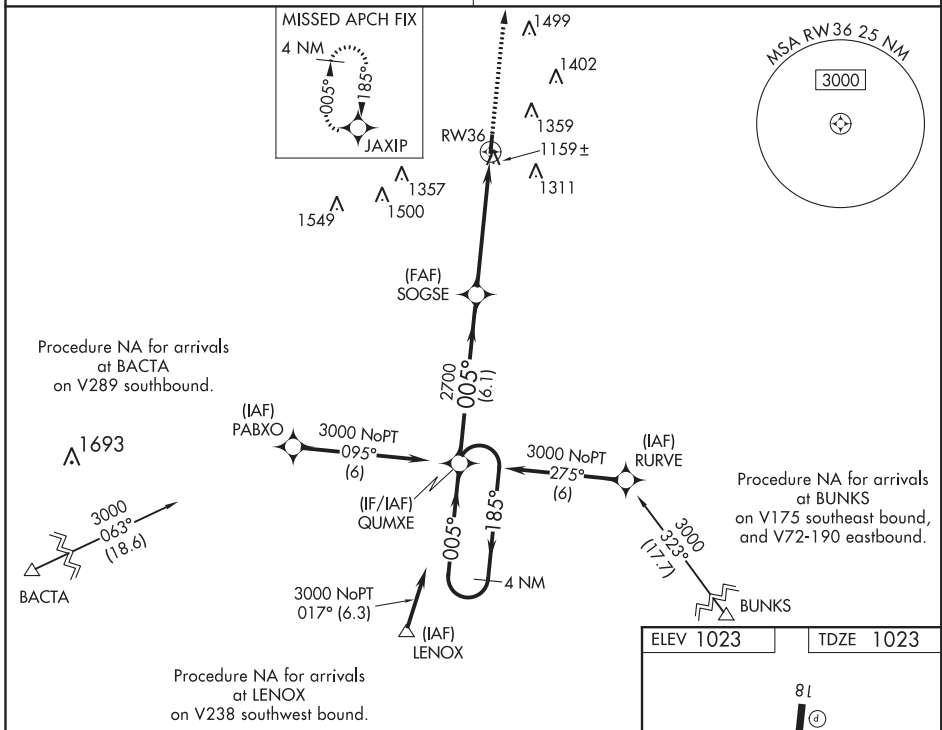
CUBA MUNI (UBX)

NA DME/DME RNP-0.3 NA. Use Rolla National altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all MDA 60 feet. Straight-in Rwy 36 NA at night, circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

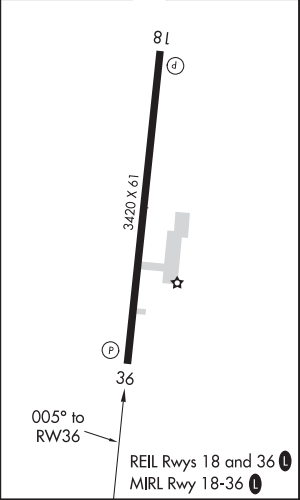
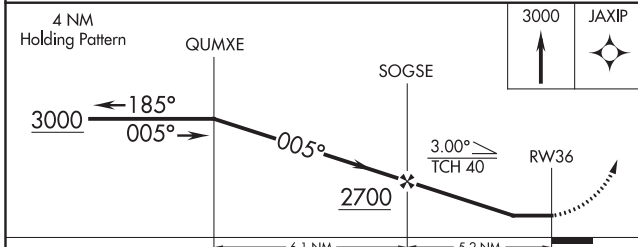
MISSED APPROACH: Climb to 3000 direct JAXIP and hold.

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.8 (CTAF) 0



ELEV 1023	TDZE 1023
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CATEGORY	A	B	C	D
LP MDA	1480-1	457 (500-1)		NA
LNAV MDA	1480-1	457 (500-1)		NA
CIRCLING	1580-1	557 (600-1)		NA

CUBA, MISSOURI
Orig-C 15SEP16

38°04'N - 91°26'W

RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DVN 109.1 Chan 28	APP CRS 149°	Rwy Idg 5511 TDZE 751 Apt Elev 751
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ILS or LOC RWY 15

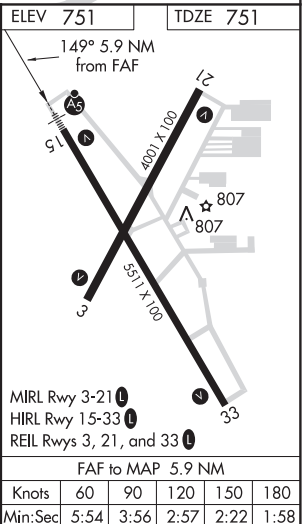
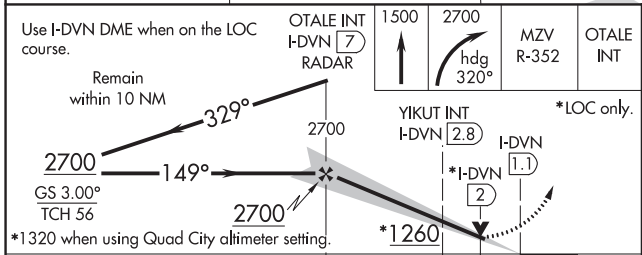
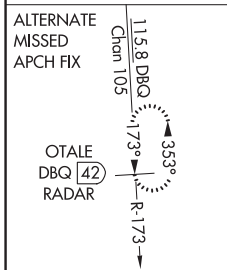
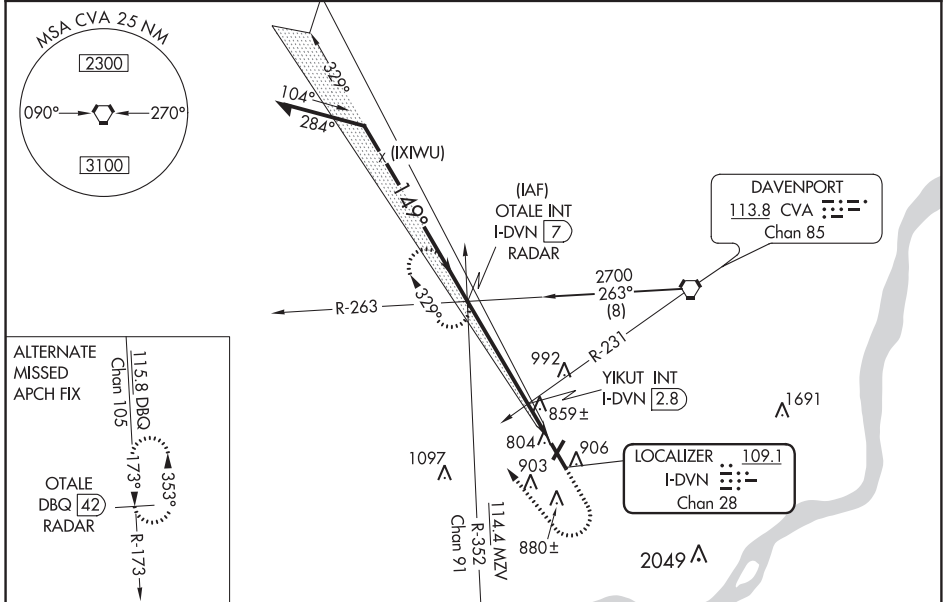
DAVENPORT MUNI (DVN)

VDP NA with Quad City Intl altimeter setting. When Rwy 21 VGSI inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Quad City Intl altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase S-LOC 15 Cat C and D visibility ¼ mile and YIKUT FIX minimums S-LOC 15 Cat C and D visibility ½ mile.



MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 on heading 320° and on MZV VORTAC R-352 to OTALE INT/I-DVN 7 DME/RADAR and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1260-½	509 (600-1)	1260-1	509 (600-1)
CIRCLING	1260-1	509 (600-1)	1260-1½ 509 (600-1½)	1320-2 569 (600-2)
YIKUT FIX MINIMUMS				
S-LOC 15	1100-½	349 (400-½)	1100-⅝	349 (400-⅝)
CIRCLING	1220-1	469 (500-1)	1220-1½ 469 (500-1½)	1320-2 569 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 751	TDZE 751
MIRL Rwy 3-21	
HIRL Rwy 15-33	
REIL Rws 3, 21, and 33	
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

WAAS CH 42620 W03A	APP CRS 029°	Rwy Idg 4001 TDZE 750 Apt Elev 751
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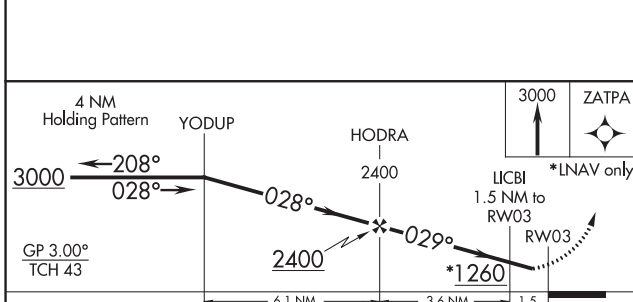
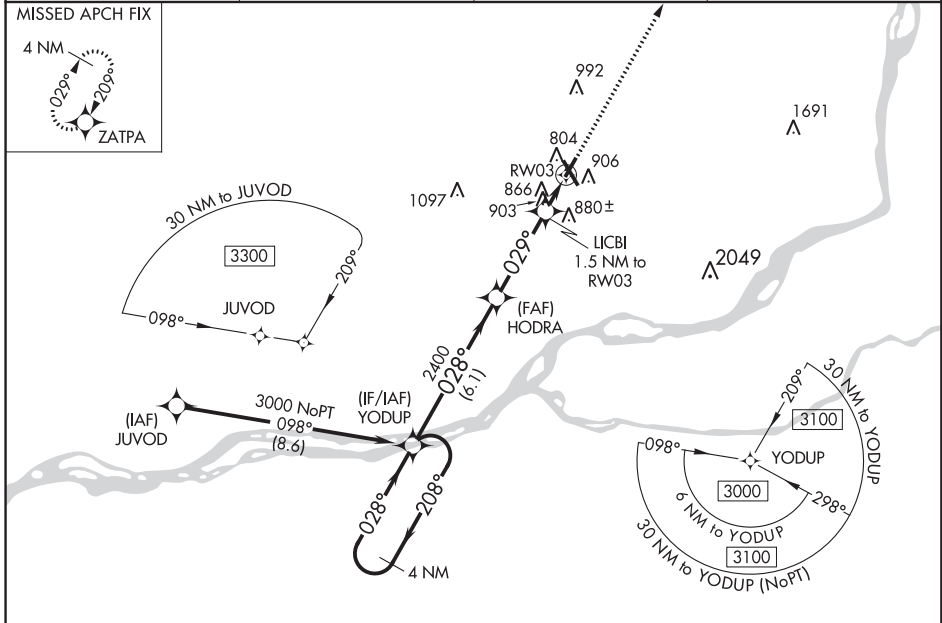
RNAV (GPS) RWY 3

DAVENPORT MUNI (DVN)

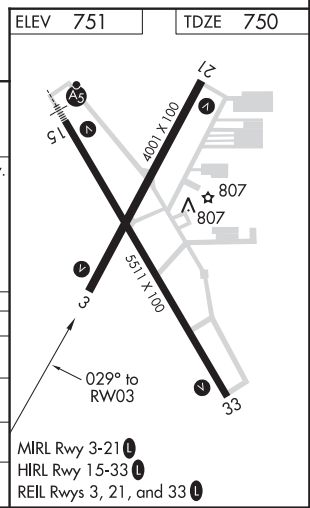
⚠ Baro-VNAV NA when using Quad City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Quad City Intl altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C and D visibility ¼ mile. When Rwy 3 VGSi inop, Straight-in and Circling and Circling to Rwy 21 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct ZATPA and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1000-1	250 (300-1)	
LNAV/VNAV DA		1171-1¾	421 (500-1¾)	
LNAV MDA	1160-1	410 (500-1)	1160-1½	410 (500-1½)
CIRCLING	1220-1	469 (500-1)	1220-1½	1320-2 569 (600-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81821 W15A	APP CRS 149°	Rwy Idg TDZE Apt Elev	5511 751 751
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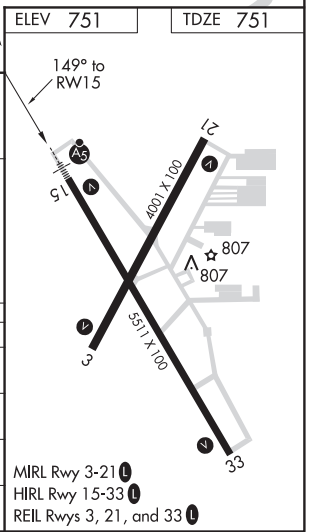
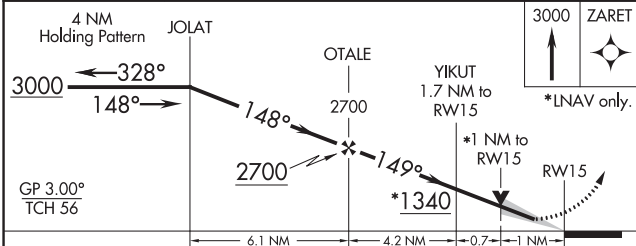
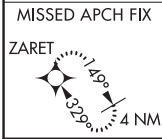
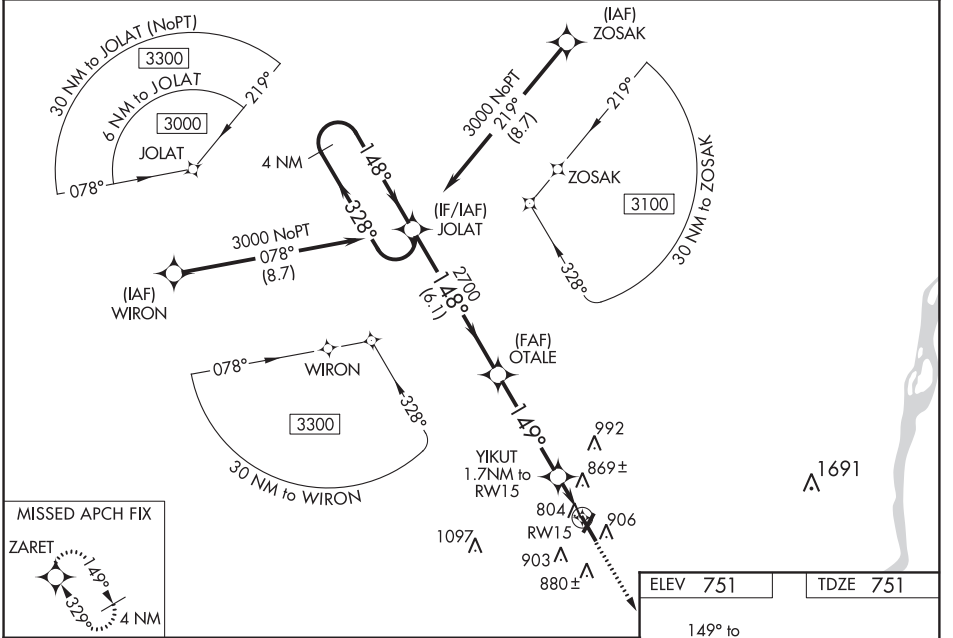
RNAV (GPS) RWY 15

DAVENPORT MUNI (DVN)

⚠ Baro-VNAV NA when using Quad City Intl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Quad City Intl altimeter setting. When local altimeter setting not received, use Quad City Intl altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C and D visibility 1/8 mile. For inoperative MALSR, increase LNAV Cat C and D visibility 3/8 mile. When using Quad City Intl altimeter setting: for inoperative MALSR, increase LNAV/VNAV all Cats visibility 3/8 mile. When VGSi inop, Circling to Rwy 21 NA at night.

MALSR
 MISSED APPROACH: Climb to 3000 direct ZARET and hold.

ASOS 120.175	QUAD CITY APP CON* 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	951-1/2		200 (200-1/2)	
LNAV/VNAV DA	1171-7/8		420 (500-7/8)	
LNAV MDA	1120-1/2 369 (400-1/2)		1120-5/8 369 (400-5/8)	
CIRCLING	1220-1 469 (500-1)		1220-1 1/2 469 (500-1 1/2) 1320-2 569 (600-2)	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50320 W21A	APP CRS 209°	Rwy Idg TDZE Apt Elev	4001 750 751
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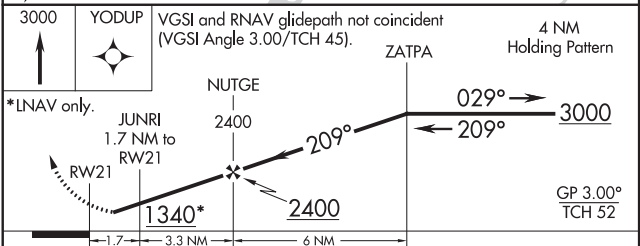
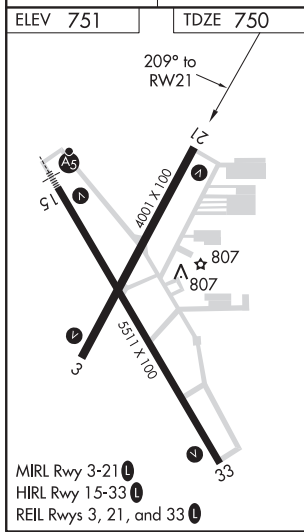
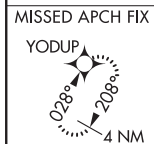
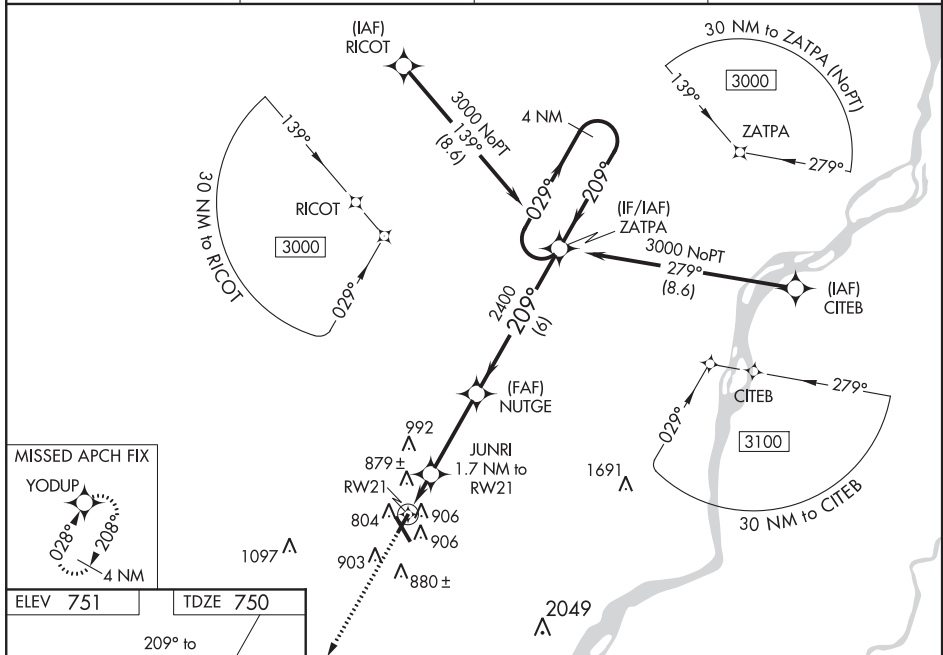
RNAV (GPS) RWY 21

DAVENPORT MUNI (DVN)

⚠ Baro-VNAV NA when using Quad City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Quad City Intl altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C and D visibility 1/4 mile. When VGSI inop, Straight-in and Circling to Rwy 21 NA at night.

MISSED APPROACH:
Climb to 3000 direct YODUP and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1046-1		296 (300-1)	
LNAV/VNAV DA	1184-1½		434 (500-1½)	
LNAV MDA	1180-1	430 (500-1)	1180-1¼	430 (500-1¼)
CIRCLING	1220-1	469 (500-1)	1220-1½	1320-2 569 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56324 W33A	APP CRS 329°	Rwy Idg TDZE 748 Apt Elev 751	5511 748 751
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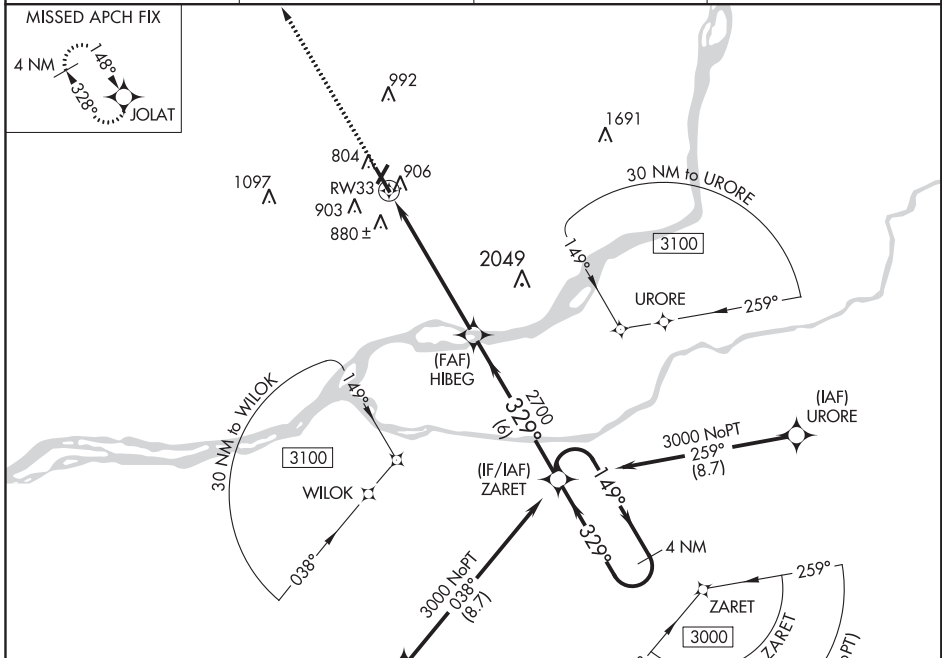
RNAV (GPS) RWY 33

DAVENPORT MUNI (DVN)

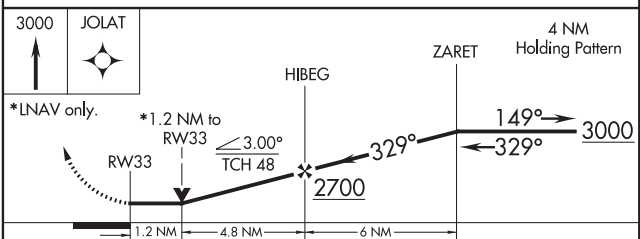
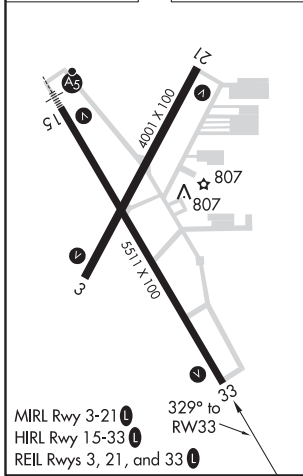
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Quad City Infil altimeter setting. When local altimeter setting not received, use Quad City Infil altimeter setting and increase all MDA 60 feet and increase LP and LNAV Cat C and D visibility 1/4 mile. When Rwy 21 VGSi inop, Circling Rwy 21 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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ELEV 751	TDZE 748
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CATEGORY	A	B	C	D
LP MDA	1160-1	412 (500-1)	1160-1½	412 (500-1½)
LNAV MDA	1160-1	412 (500-1)	1160-1½	412 (500-1½)
CIRCLING	1220-1	469 (500-1)	1220-1½ 469 (500-1½)	1320-2 569 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DAVENPORT, IOWA

AL-949 (FAA)

15120

VORTAC CVA 113.8 Chan 85	APP CRS 035°	Rwy Idg TDZE 750 Apt Elev 753	4001
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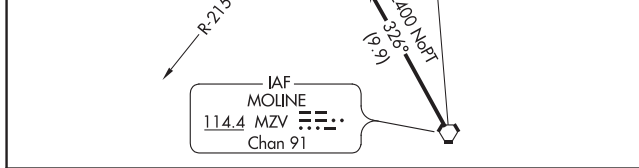
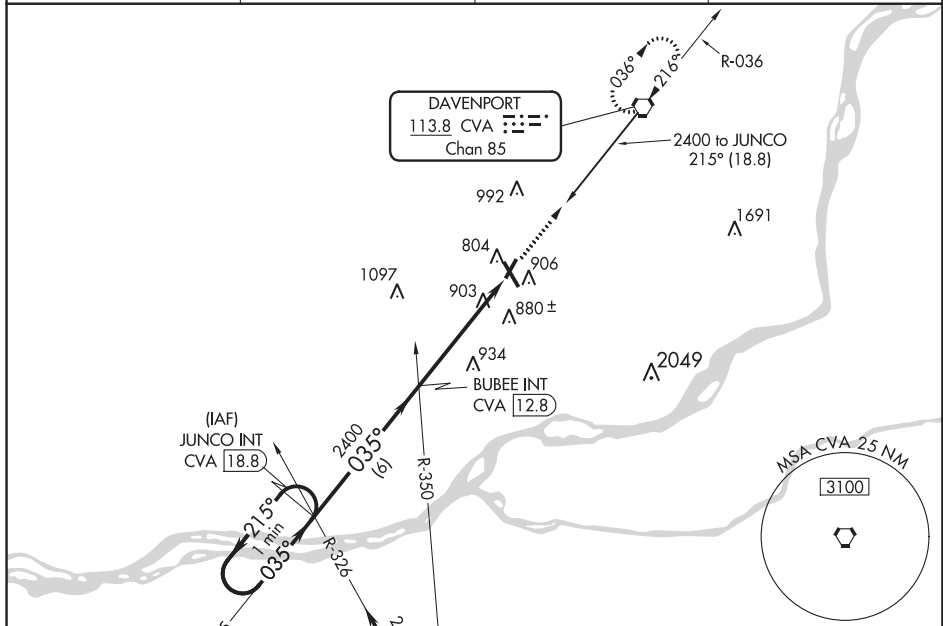
VOR RWY 3

DAVENPORT MUNI (DVN)

⚠ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Quad City Intl altimeter setting.
⚠ Helicopter visibility reduction below 1 SM NA. When Rwy 3 VGS1 inop, Straight-in and Circling to Rwy 21 NA at night.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF)
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One Minute Holding Pattern	JUNCO INT CVA 18.8	BUBEE INT CVA 12.8	2400 CVA

ELEV 753	TDZE 750
MIRL Rwy 3-21	
HIRL Rwy 15-33	
REIL Rws 3, 21, and 33	

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DAVENPORT, IOWA
Amdt 9A 30MAY13

41°37'N-90°35'W

DAVENPORT MUNI (DVN) VOR RWY 3

VORTAC CVA 113.8 Chan 85	APP CRS 216°	Rwy Idg TDZE 750 Apt Elev 753	4001
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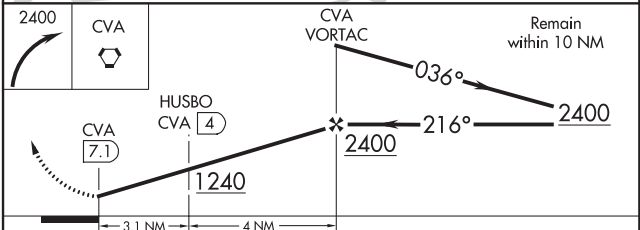
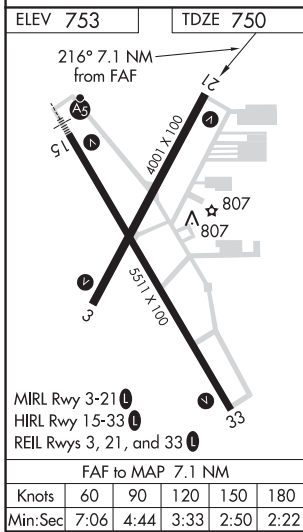
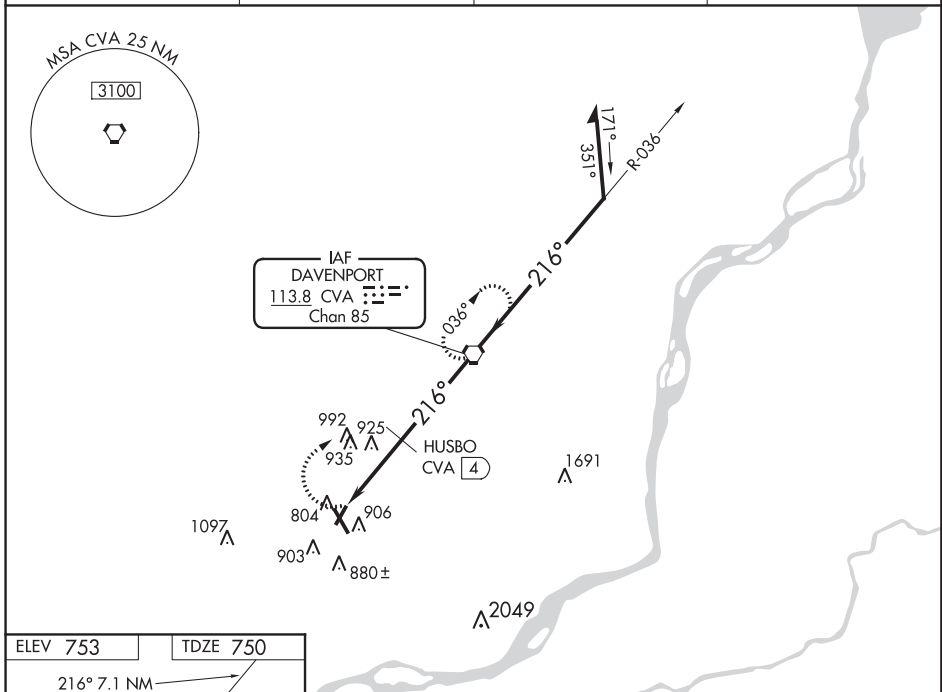
VOR RWY 21

DAVENPORT MUNI (DVN)

⚠ When local altimeter setting not received; use Quad City altimeter setting and increase all MDA 60 feet, increase S-21 Cat C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. When Rwy 21 VGSi inop, Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS 120.175	QUAD CITY APP CON * 125.95 257.8	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-21	1260-1 510 (600-1)		1260-1½ 510 (600-1½)	
CIRCLING	1260-1 507 (600-1)		1260-1½ 507 (600-1½)	1320-2 567 (600-2)
HUSBO FIX MINIMUMS				
S-21	1200-1 450 (500-1)		1200-1½ 450 (500-1½)	
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DECORAH, IOWA

AL-5678 (FAA)

16231

RNAV (GPS) RWY 11

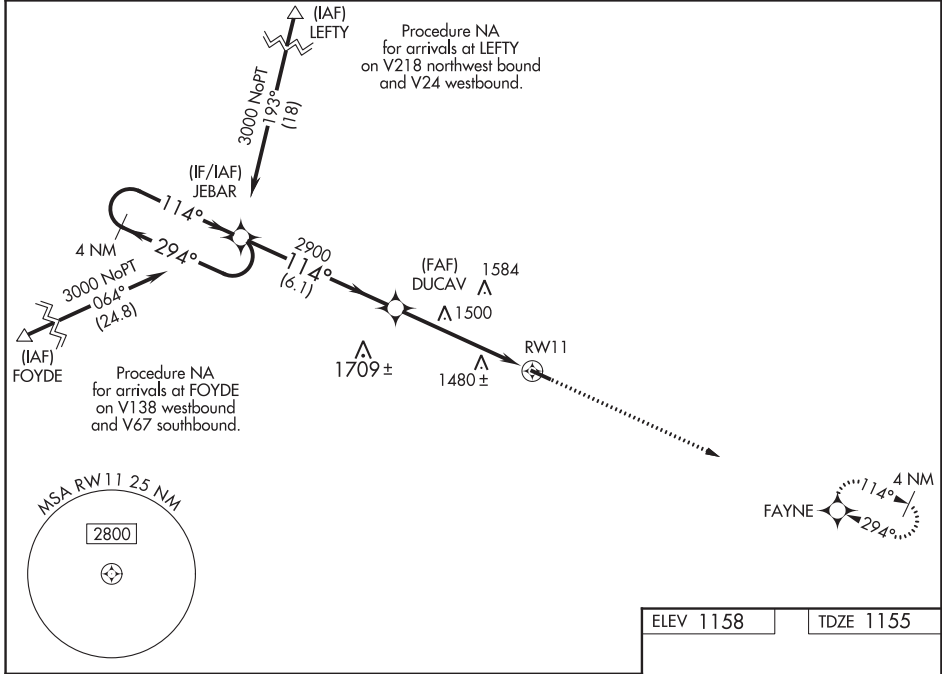
DECORAH MUNI (DEH)

WAAS CH 78021 W11A	APP CRS 114°	Rwy Idg 4001 TDZE 1155 Apt Elev 1158
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Preston, MN altimeter setting and increase all DA 88 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Preston, MN altimeter setting.

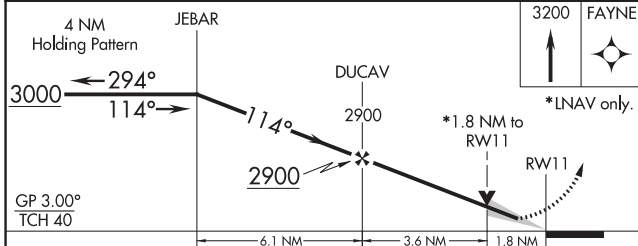
MISSED APPROACH: Climb to 3200 direct FAYNE and hold.

AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 1
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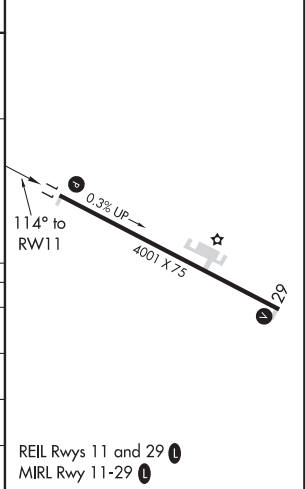
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1158	TDZE 1155
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CATEGORY	A	B	C	D
LPV DA	1405-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1790-2 1/4	635 (700-2 1/4)		NA
LNAV MDA	1760-1	605 (700-1)		NA
CIRCLING	1760-1	602 (700-1)		NA



DECORAH, IOWA
Orig-C 18AUG16

43°17'N-91°44'W

DECORAH MUNI (DEH)

RNAV (GPS) RWY 11

APP CRS 294°	Rwy Idg 4001
	TDZE 1158
	Apt Elev 1158

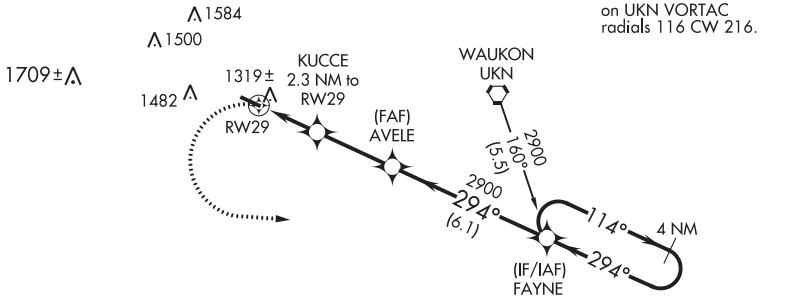
RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

⚠ DME/DME RNP -0.3 NA.
⚠ When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
 VDP NA when using Preston, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

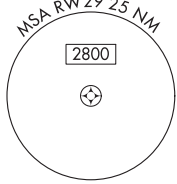
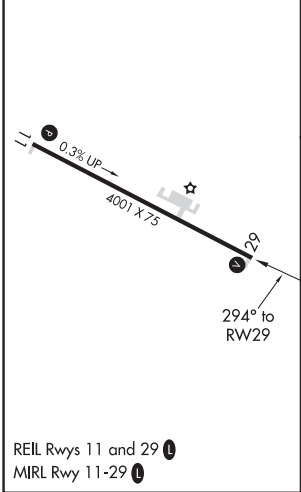
AWOS-3 120.925	MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 📻
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1158	TDZE 1158
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2900	FAYNE	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 58).	4 NM
			Holding Pattern
	KUCCE	2.3 NM to RWY 29	
		1 NM to RWY 29	
		3.04° TCH 40	
		294°	114°
		1920	2900
		1 NM	1.3 NM
		3 NM	6.1 NM
CATEGORY	A	B	C
LNAV MDA	1580-1	422 (500-1)	NA
CIRCLING	1620-1	462 (500-1)	NA

DECORAH, IOWA

AL-5678 (FAA)

16231

VORTAC UKN 116.6 Chan 113	APP CRS 262°	Rwy Idg TDZE Apt Elev	4001 1158 1158
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VOR RWY 29
DECORAH MUNI (DEH)



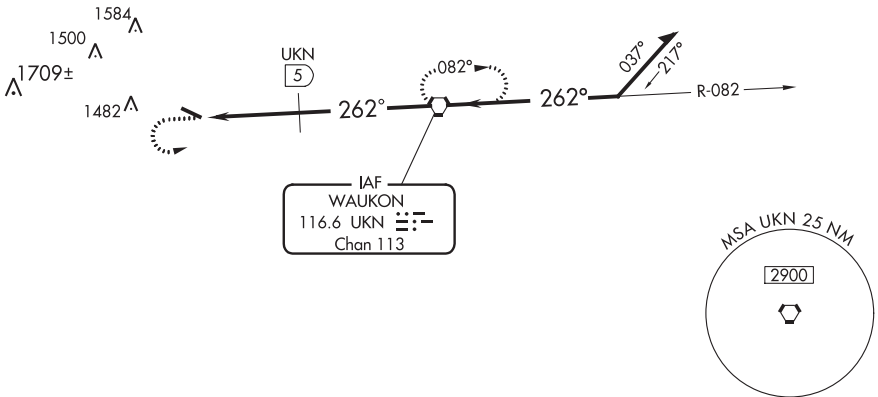
When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDA 100 feet. Rwy 29 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 29 NA at night.

MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

AWOS-3
120.925

MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF) **L**



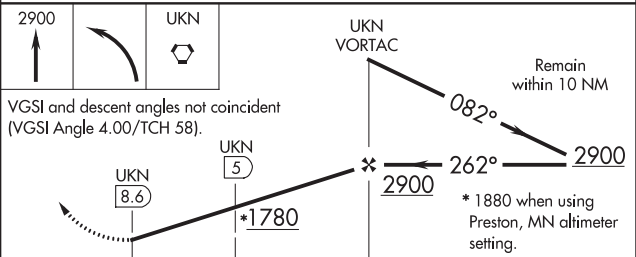
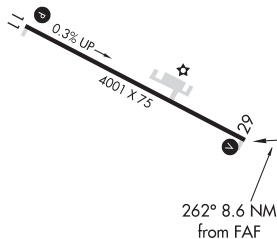
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1158 TDZE 1158



VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 58).



* 1880 when using Preston, MN altimeter setting.

CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)		NA
CIRCLING	1780-1	622 (700-1)		NA
DME MINIMUMS				
S-29	1580-1	422 (500-1)		NA
CIRCLING	1620-1	462 (500-1)		NA

REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 **L**

FAF to MAP 8.6 NM

Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

DECORAH, IOWA
Amdt 3D 18AUG16

43°17'N - 91°44'W

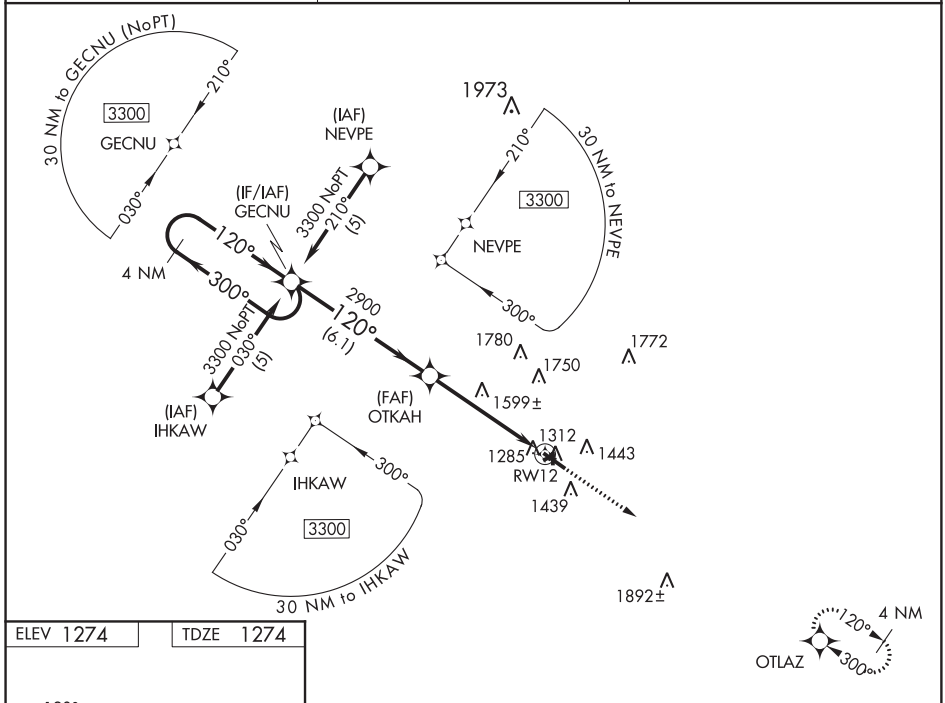
DECORAH MUNI (DEH)
VOR RWY 29

WAAS CH 90409 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev	5000 1274 1274
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RNAV (GPS) RWY 12

DENISON MUNI (DNS)

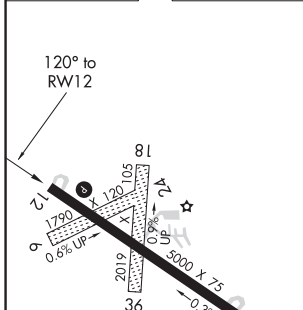
<p>▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). ▲ NA Baro-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.</p>	
	<p>AWOS-3 119.95</p>	<p>MINNEAPOLIS CENTER 119.6 290.4</p>



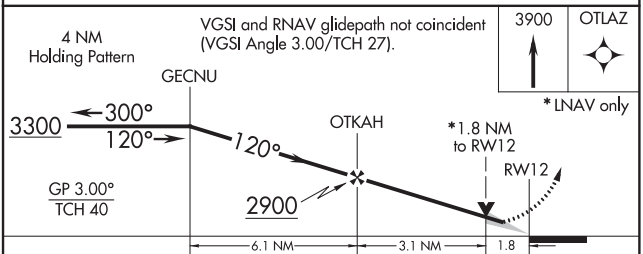
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1274	TDZE 1274
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MIRL Rwy 12-30 ①	REIL Rwy 12 and 30 ①
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CATEGORY	A	B	C	D
LPV DA	1524-1	250 (300-1)		NA
LNAV/VNAV DA	1554-1	280 (300-1)		NA
LNAV MDA	1860-1	586 (600-1)	1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

DENISON, IOWA

AL-5458 (FAA)

15344

WAAS CH 45908 W30A	APP CRS 300°	Rwy Idg TDZE 1266 Apt Elev 1274	5000 1266 1274
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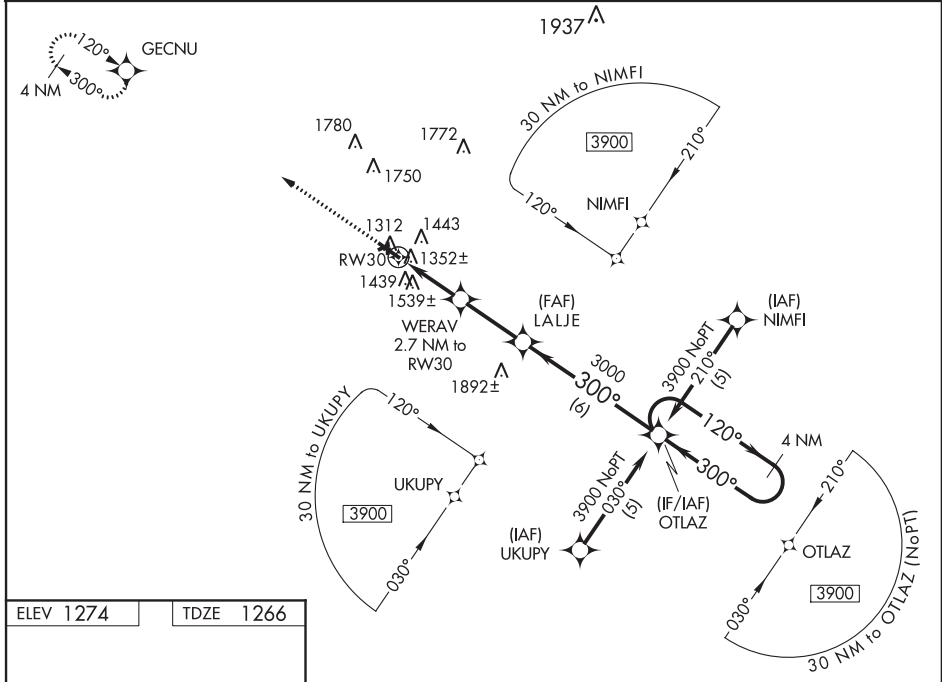
RNAV (GPS) RWY 30

DENISON MUNI (DNS)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.
 Baro-VNAV NA when using Carroll altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

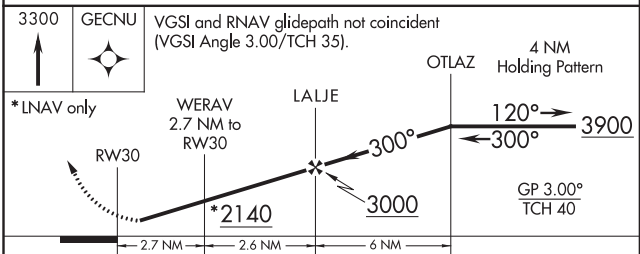
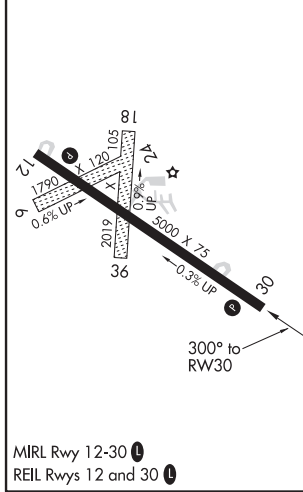
AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) Ⓛ
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1274	TDZE 1266
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CATEGORY	A	B	C	D
LPV DA		1551-1	285 (300-1)	NA
LNAV/VNAV DA		1853-2	587 (600-2)	NA
LNAV MDA	1800-1	534 (600-1)	1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

DENISON, IOWA
Amdt 1 25SEP08

41°59'N-95°23'W

DENISON MUNI (DNS) RNAV (GPS) RWY 30

NDB DNS 350	APP CRS 295°	Rwy Idg TDZE Apt Elev	5000 1266 1274
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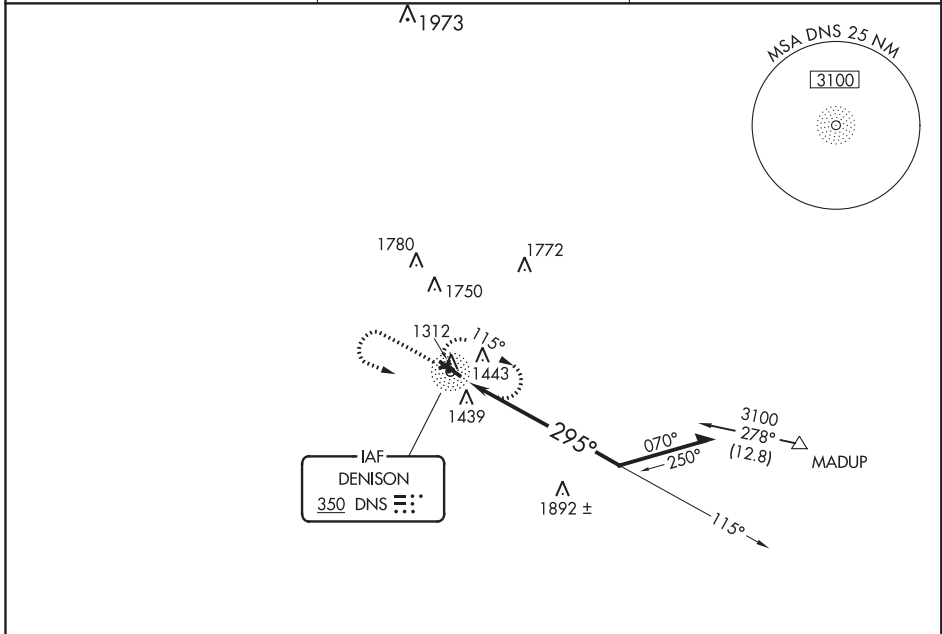
NDB RWY 30

DENISON MUNI (DNS)

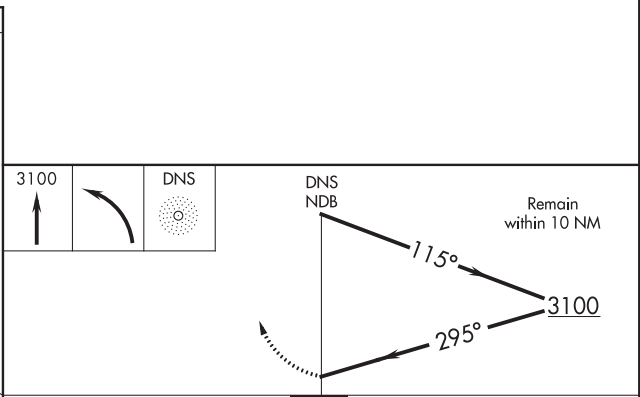
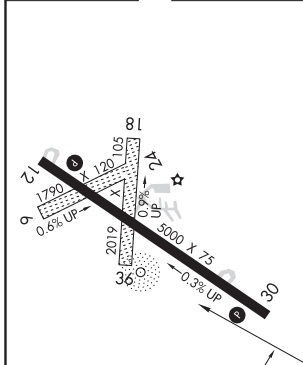
▽ Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3 119.95	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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ELEV 1274	TDZE 1266
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MIRL Rwy 12-30 0	REIL Rwy 12 and 30 0
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CATEGORY	A	B	C	D
S-30	2300-1¼ 1034 (1100-1¼)	2300-1½ 1034 (1100-1½)	2300-3 1034 (1100-3)	NA
CIRCLING	2300-1¼ 1026 (1100-1¼)	2300-1½ 1026 (1100-1½)	2300-3 1026 (1100-3)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DES MOINES, IOWA

AL-117 (FAA)

16091

LOC/DME I-DWWW 111.5 Chan 52	APP CRS 051°	Rwy Idg TDZE Apt Elev	9003 931 958
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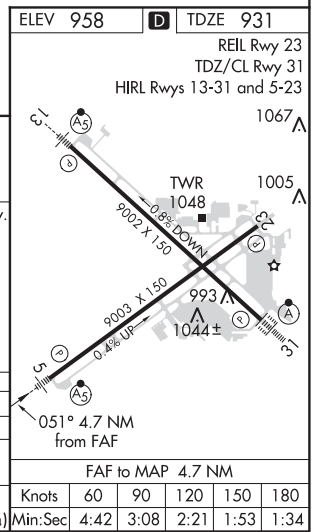
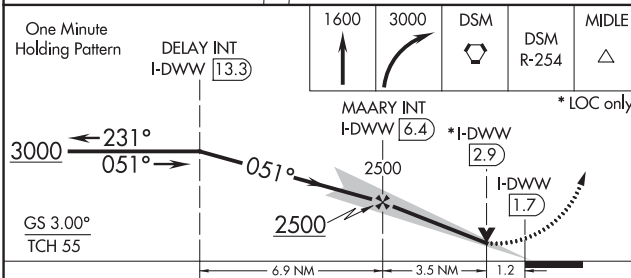
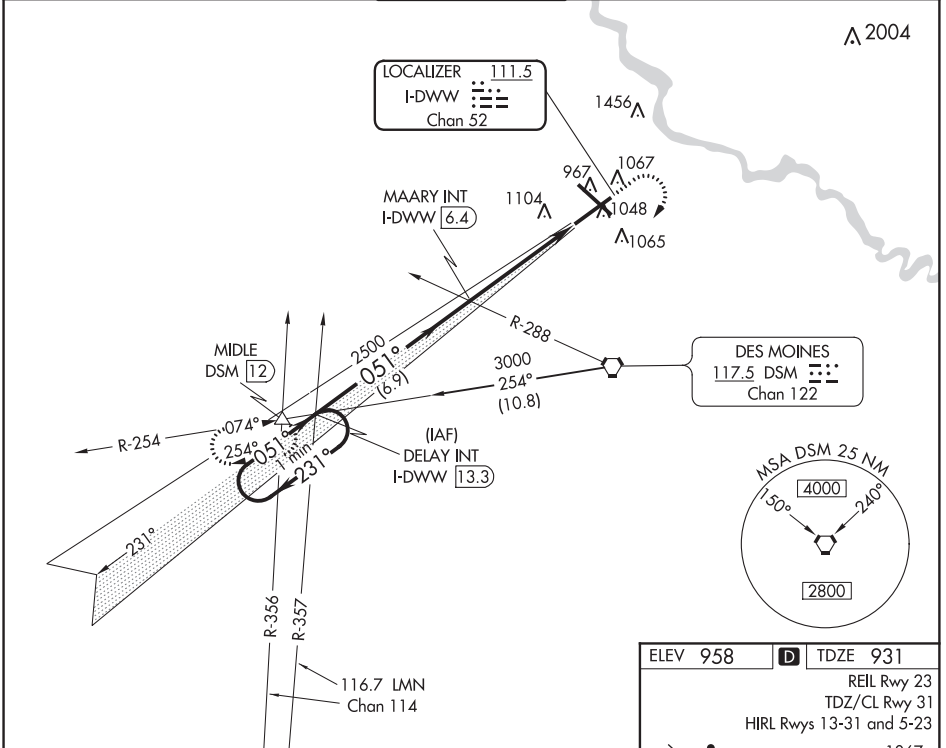
ILS or LOC RWY 5

DES MOINES INTL (DSM)

MALS For inop MALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½ mile. # Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	A	B	C	D	E
S-ILS 5	# 1131/24 200 (200-½)				
S-LOC 5	1360/24	429 (500-½)	1360/40 429 (500-¾)	1360/50	429 (500-1)
CIRCLING	1420-1 462 (500-1)		1520-2 562 (600-2)	1760-2 ^¾ ₄ 802 (900-2¾)	

DES MOINES, IOWA
Orig-B 26JUL12

41°32'N-93°40'W

DES MOINES INTL (DSM)

ILS or LOC RWY 5

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-VGU 111.9	APP CRS 129°	Rwy Idg 9001
		TDZE 921
		Apt Elev 958

ILS or LOC RWY 13

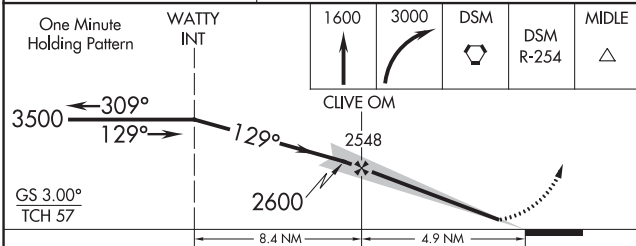
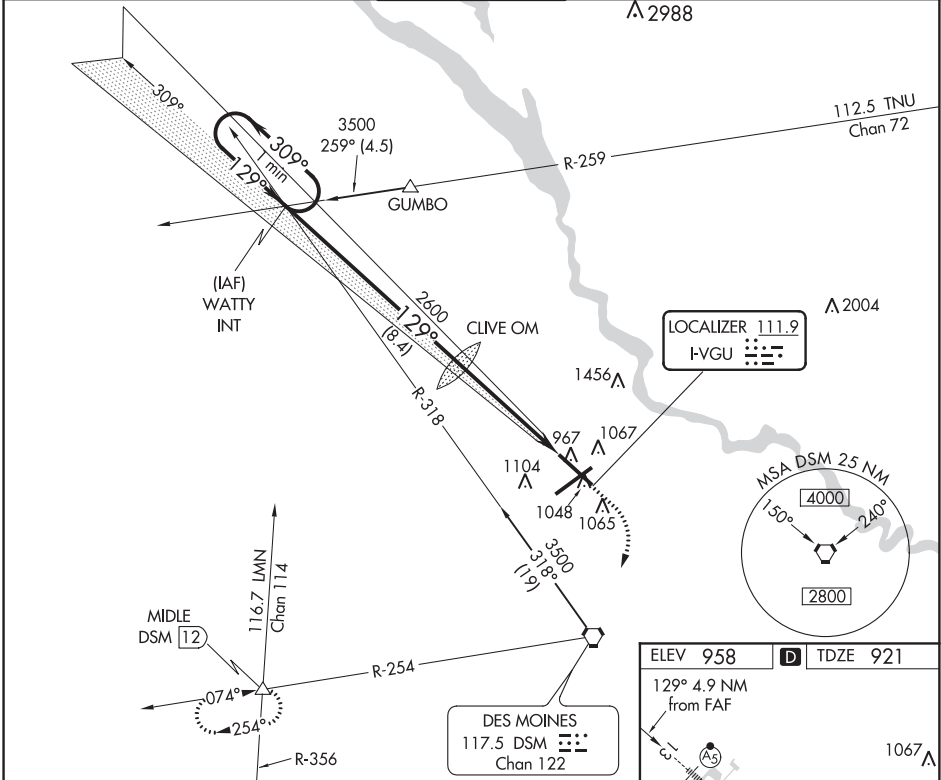
DES MOINES INTL (DSM)

▼ For inoperative MALSR increase S-ILS 13 Cat E visibility
▲ to RVR 4000 and S-LOC 13 Cat E visibility to 1½ mile.



MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958	D TDZE 921
129° 4.9 NM from FAF	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24	459 (500-½)	1380/40 459 (500-¾)	1380/50	459 (500-1)
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)	1760-2¾ 802 (900-2¾)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DES MOINES, IOWA

AL-117 (FAA)

16091

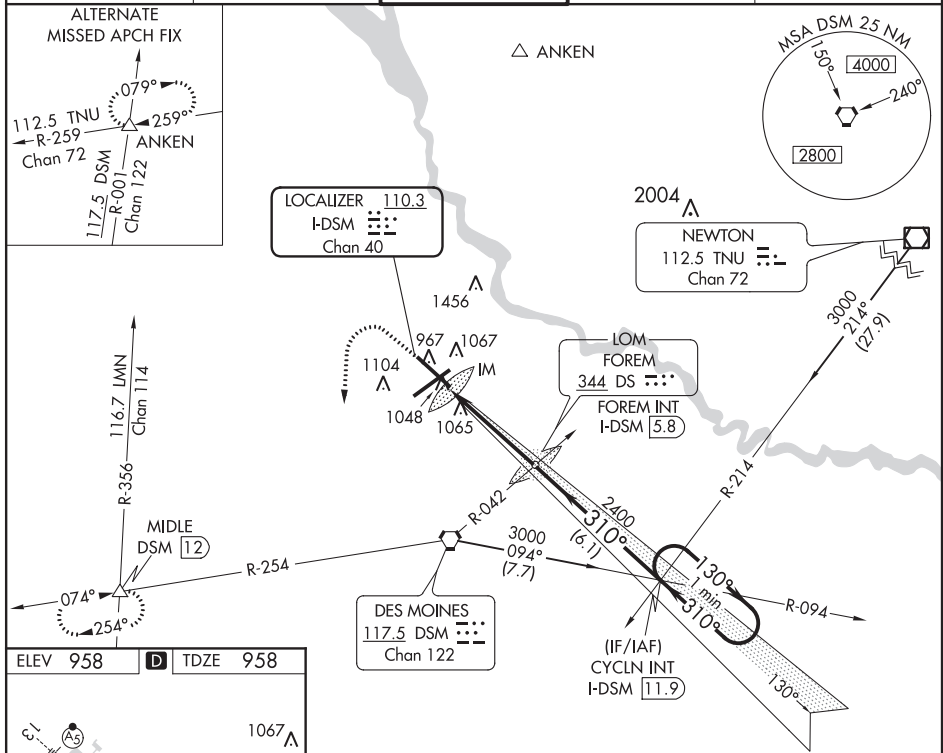
LOC/DME I-DSM 110.3 Chan 40	APP CRS 310°	Rwy Idg TDZE Apt Elev	9001 958 958
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ILS or LOC RWY 31

DES MOINES INTL (DSM)

	For inop ALSF, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.		MISSED APPROACH: Climb to 1600 then descending left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.
	MISSED APPROACH: Climb to 1600 then descending left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.	MISSED APPROACH: Climb to 1600 then descending left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.	MISSED APPROACH: Climb to 1600 then descending left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

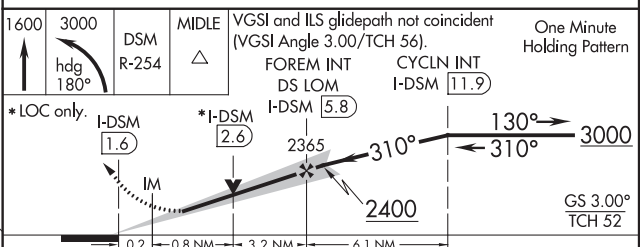
ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958 TDZE 958

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rws 13-31 and 5-23
FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-ILS 31	1158/18 200 (200-½)				
S-LOC 31	1320/24	362 (400-½)	1320/35 362 (400-¾)		
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)	1760-2¾ 802 (900-2¾)

DES MOINES, IOWA
Amdt 23B 05FEB15

41°32'N-93°40'W

DES MOINES INTL (DSM) ILS or LOC RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

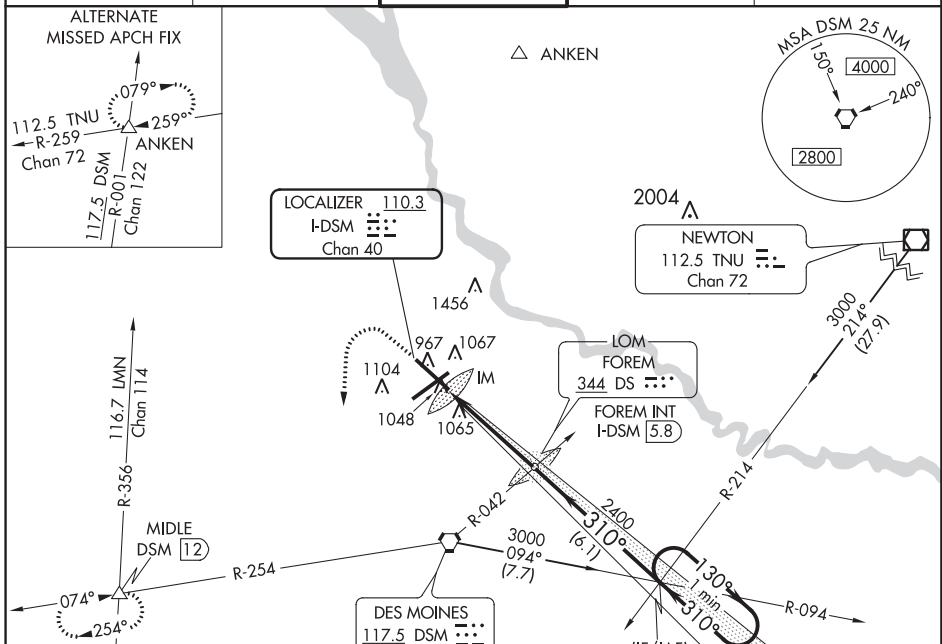
LOC/DME I-DSM 110.3 Chan 40	APP CRS 310°	Rwy Idg TDZE Apt Elev	9001 958 958
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ILS RWY 31 (CAT II & III)

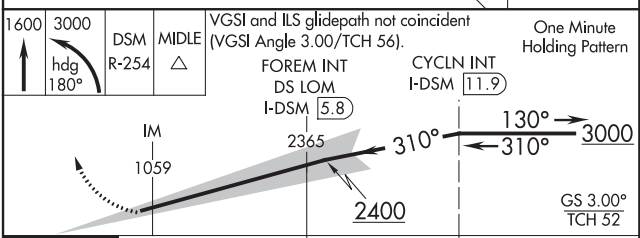
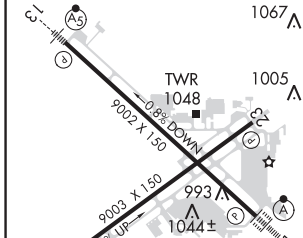
DES MOINES INTL (DSM)

	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958	D	TDZE 958
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CATEGORY	A	B	C	D
S-ILS 31		CAT II RA 101/12	100 DA 1058	
S-ILS 31		CAT IIIa	RVR 07	
S-ILS 31		CAT IIIb	RVR 06	
S-ILS 31		CAT IIIc	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DES MOINES, IOWA

AL-117 (FAA)

16119

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg 9003 TDZE 931 Apt Elev 958
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RNAV (GPS) RWY 5

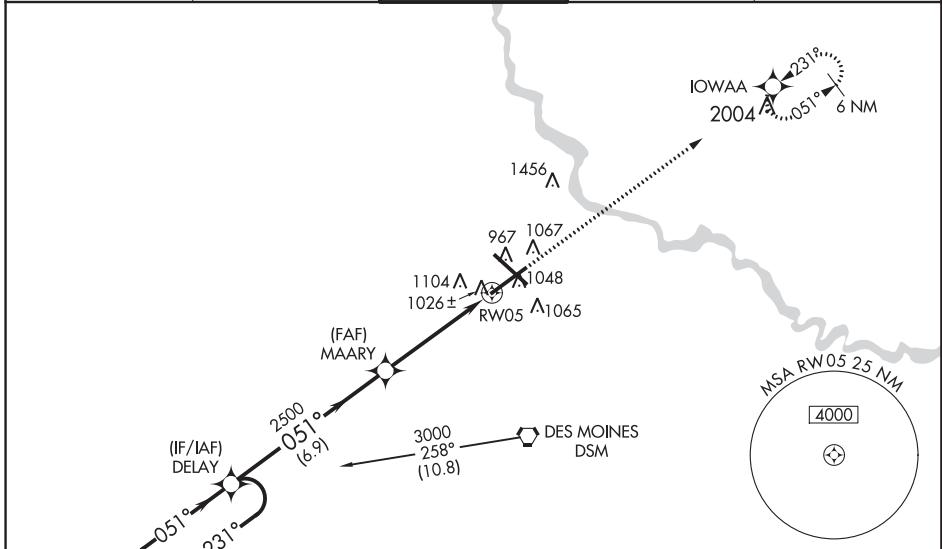
DES MOINES INTL (DSM)

▼ DME/DME RNP-0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
 If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
 Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
 For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

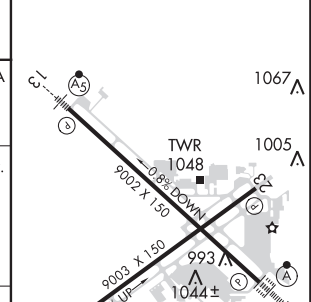
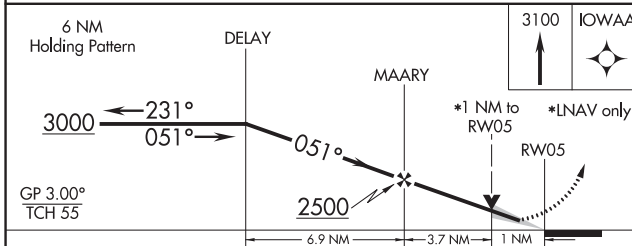
ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 958	D TDZE 931
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CATEGORY	A	B	C	D
LPV DA		1188/24	257 (300-½)	
LNAV/VNAV DA		1385/50	454 (500-1)	
LNAV MDA	1320/24	389 (400-½)		1320/50 389 (400-1)
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

REIL Rwy 23
 TDZ/CL Rwy 31
 HIRL Rwys 13-31 and 5-23

DES MOINES, IOWA
 Amdt 1A 28JUN12

41°32'N-93°40'W

DES MOINES INTL (DSM)


RNAV (GPS) RWY 5

WAAS CH 72602 W13A	APP CRS 129°	Rwy Idg 9001 TDZE 921 Apt Elev 958
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RNAV (GPS) RWY 13

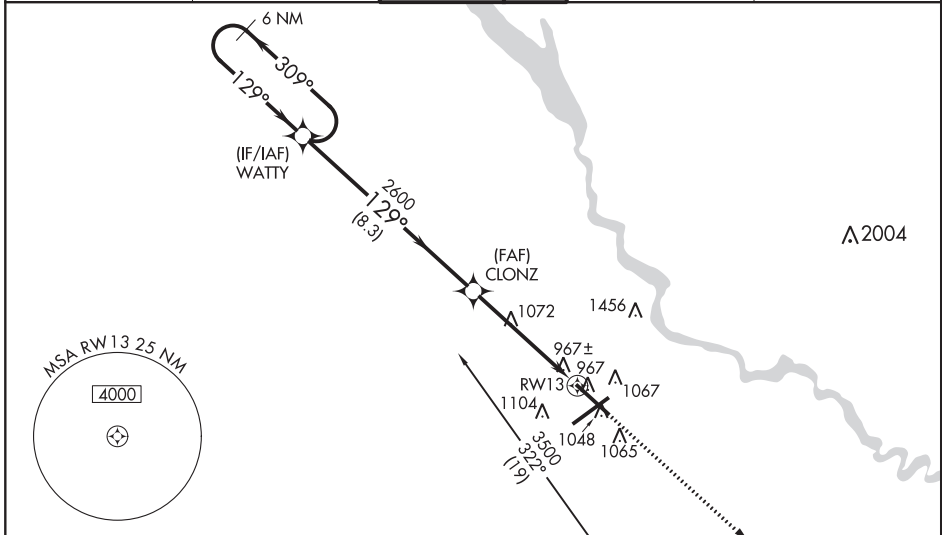
DES MOINES INTL (DSM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
⚠ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting. When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 5000.
 For inoperative MALSRL, increase LNAV/VNAV Cat D visibility to RVR 5000.
 For inoperative MALSRL, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

MALSRL 

MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

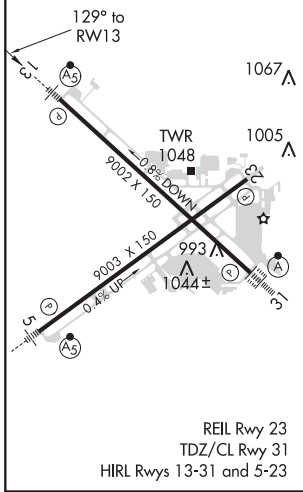
ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

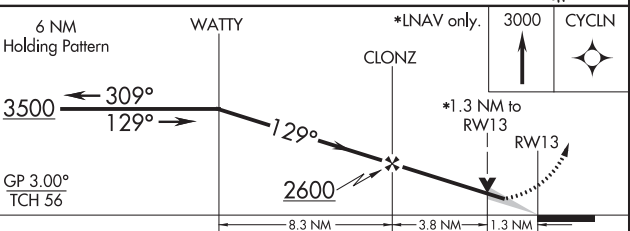
ELEV 958	D	TDZE 921
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Procedure NA for arrivals on DSM VORTAC airway radials 288 CW 001.

DES MOINES DSM

CYCLN  4 NM



CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-1/2)			
LNAV/VNAV	1242/24 321 (300-1/2)			1242/40 321 (300-3/4)
LNAV MDA	1380/24	459 (500-1/2)	1380/40 459 (500-3/4)	1380/50 459 (500-1)
CIRCLING	1420-1	462 (500-1)	1420-1 1/2 462 (500-1 1/2)	1520-2 562 (600-2)

DES MOINES, IOWA

AL-117 (FAA)

16091

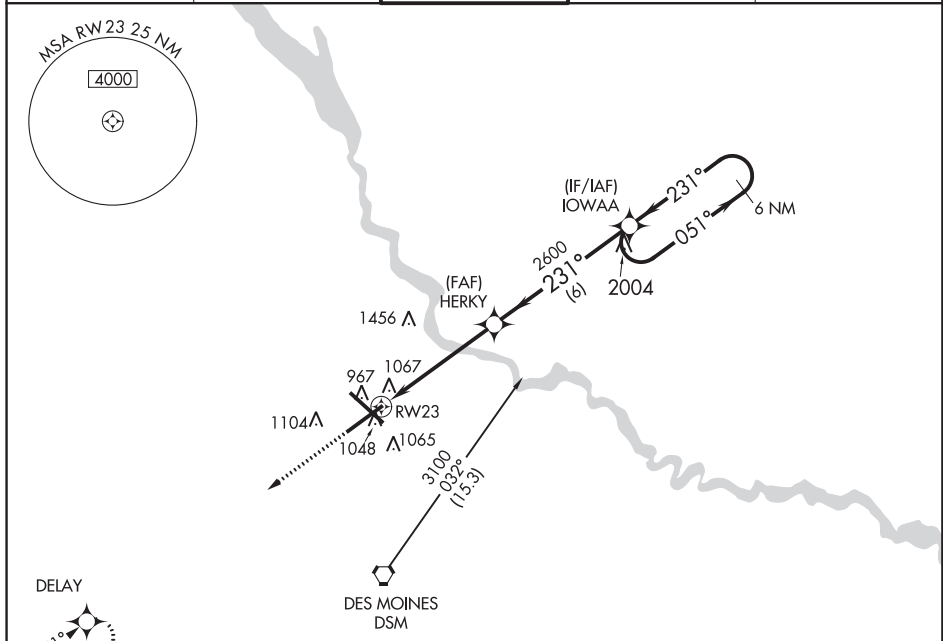
APP CRS 231°	Rwy Idg TDZE Apt Elev	9003 939 957
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RNAV (GPS) RWY 23

DES MOINES INTL (DSM)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.
△ NA When VGSI inoperative procedure NA at night.	

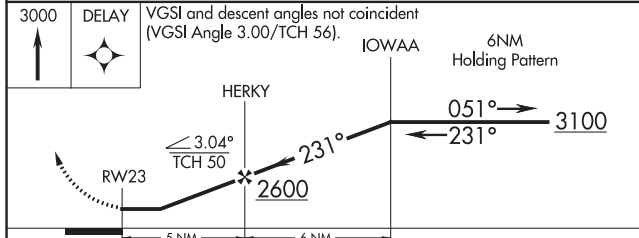
ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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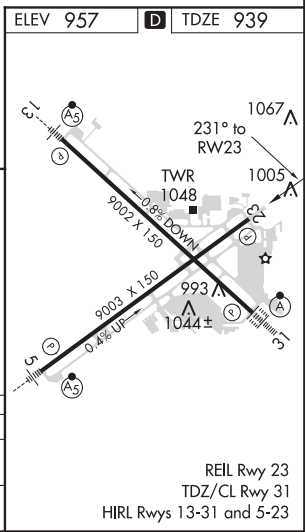
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 957	D TDZE 939
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CATEGORY	A	B	C	D
LNAV MDA	1540-1	601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1	583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)



DES MOINES, IOWA
Orig-A 24NOV05

41°32'N-93°40'W

DES MOINES INTL (DSM)

RNAV (GPS) RWY 23

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwy 13-31 and 5-23

WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg 9001 TDZE 958 Apt Elev 958
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RNAV (GPS) RWY 31

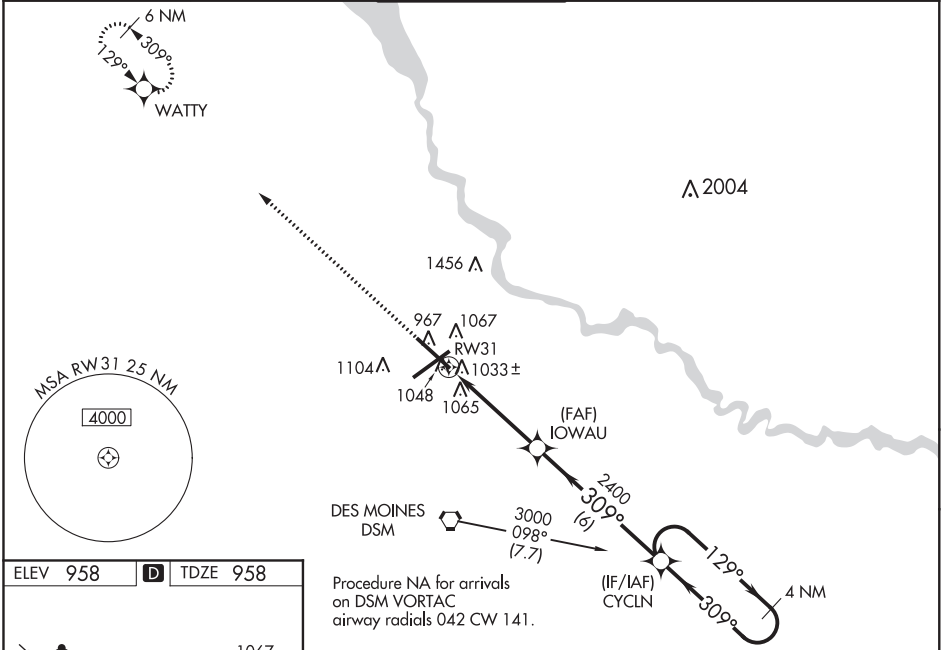
DES MOINES INTL (DSM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
⚠ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
 When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet and increase LNAV/VNAV all Cats visibility to RVR 5000.
 For inop ALSF, increase LNAV Cat D visibility to RVR 6000.
 For inop ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

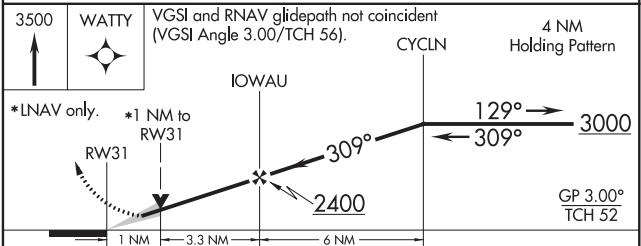
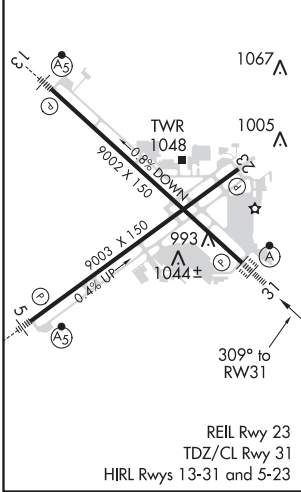
ALSF-2

MISSED APPROACH:
Climb to 3500 direct WATTY and hold.

ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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ELEV 958	D	TDZE 958
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CATEGORY	A	B	C	D
LPV DA		1208/24	250 (300-1/2)	
LNAV/ VNAV DA		1352/40	394 (400-3/4)	
LNAV MDA		1320/24	362 (400-1/2)	1320/50 362 (400-1)
CIRCLING	1420-1	462 (500-1)	1420-1 1/2 462 (500-1 1/2)	1520-2 562 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DES MOINES, IOWA

AL-117 (FAA)

16091

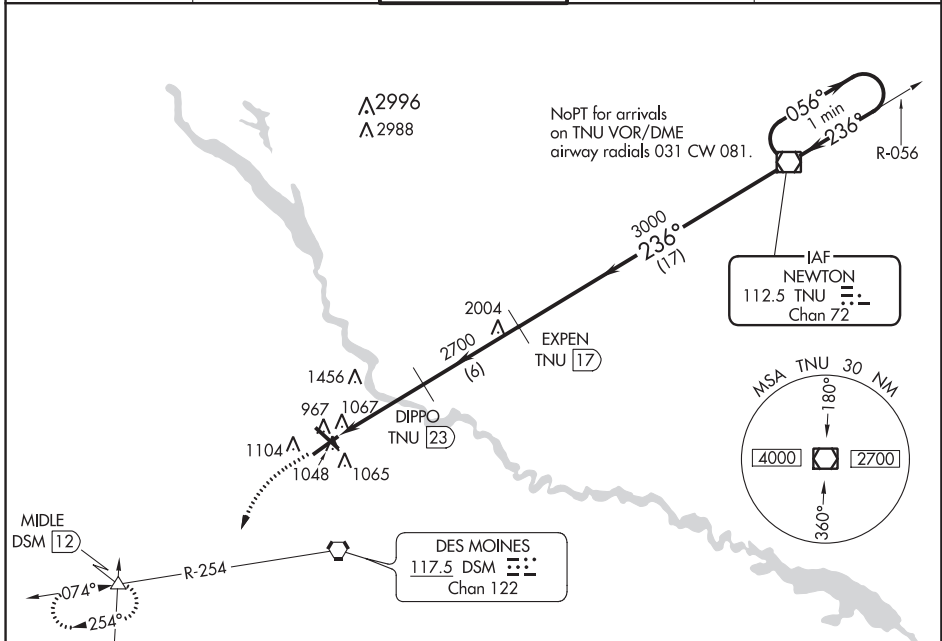
VOR/DME TNU 112.5 Chan 72	APP CRS 236°	Rwy Idg TDZE Apt Elev	9003 939 957
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VOR/DME RWY 23

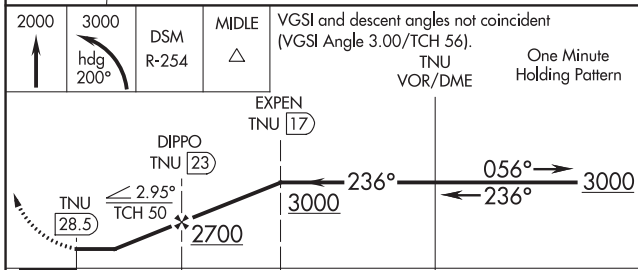
DES MOINES INTL (DSM)

<p>▼ When VGSI inoperative, procedure NA at night.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDDLE Int/DSM 12 DME and hold.</p>
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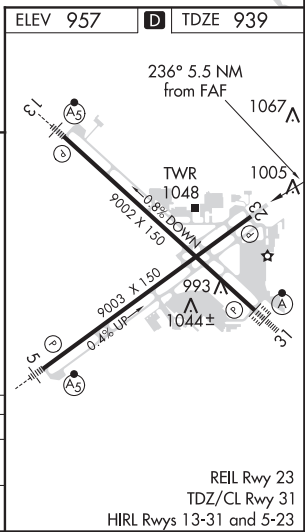
<p>ATIS 119.55 251.05</p>	<p>DES MOINES APP CON 123.9 307.15</p>	<p>DES MOINES TOWER 118.3 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 134.15 317.55</p>
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<p>2000</p> <p>3000</p> <p>DSM R-254</p> <p>MIDDLE</p>	<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 56).</p> <p>TNU VOR/DME</p> <p>One Minute Holding Pattern</p>
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CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1 1/4 781 (800-1 1/4)	1720-2 1/4 781 (800-2 1/4)	1720-2 1/2 781 (800-2 1/2)
CIRCLING	1720-1 763 (800-1)	1720-1 1/4 763 (800-1 1/4)	1720-2 1/4 763 (800-2 1/4)	1720-2 1/2 763 (800-2 1/2)



DES MOINES, IOWA
Orig-A 24NOV05

41°32'N-93°40'W

DES MOINES INTL (DSM)

VOR/DME RWY 23

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rws 13-31 and 5-23

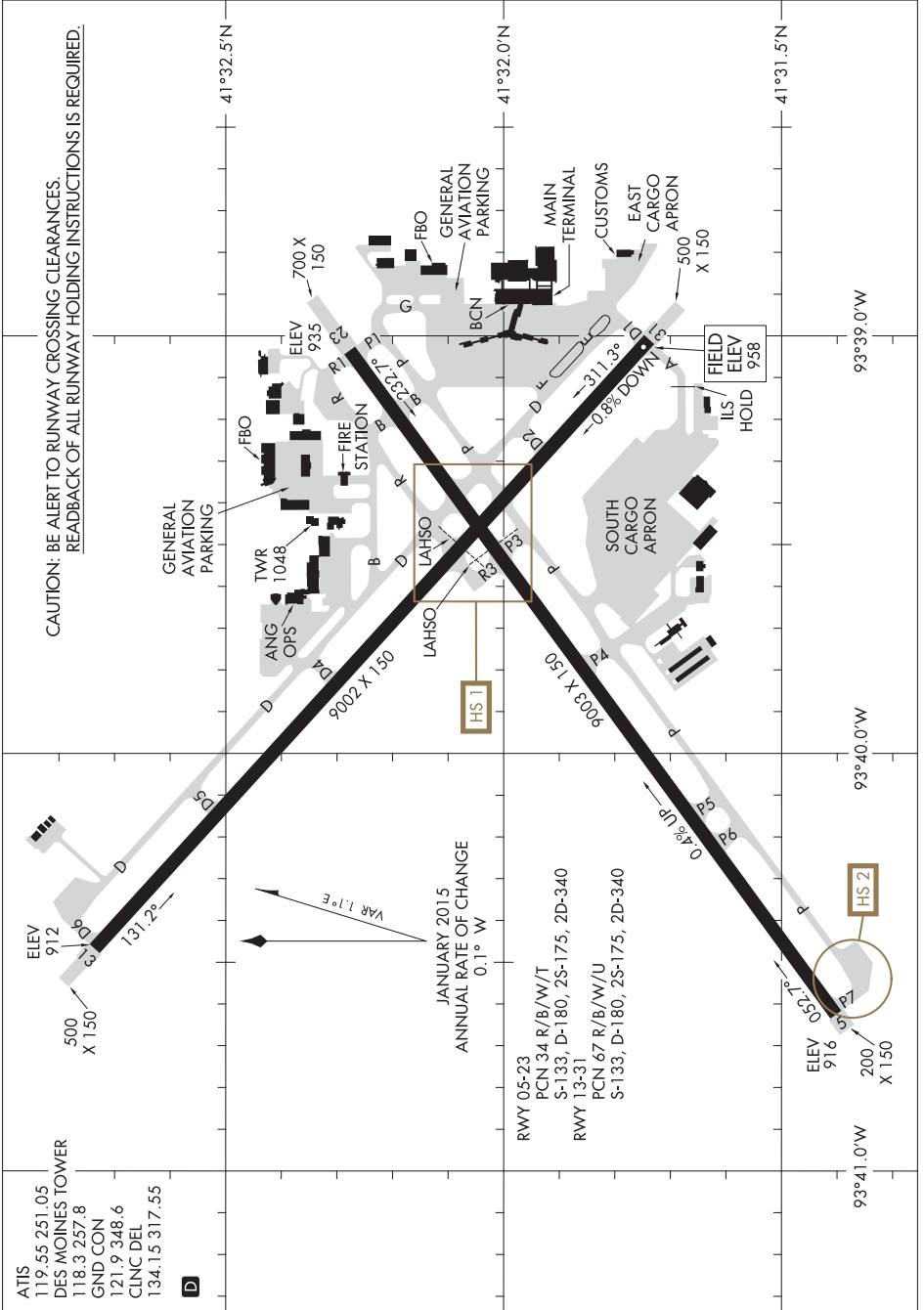
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-117 (FAA)

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

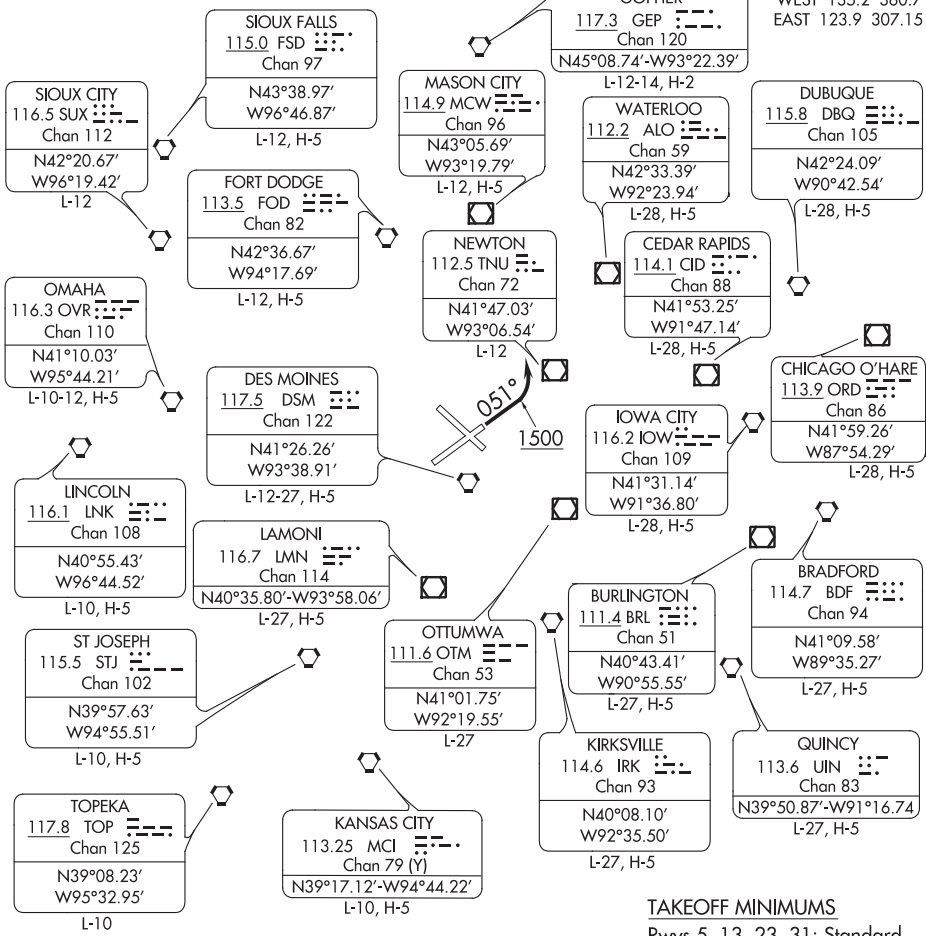
DES MOINES SEVEN DEPARTURE

SL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

**TOP ALTITUDE:
5000**

CLNC DEL
134.15 317.55
DES MOINES DEP CON
WEST 135.2 360.7
EAST 123.9 307.15



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS
Rwys 5, 13, 23, 31: Standard

NOTE: Applicable in RADAR environment only.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

RUNWAY 5: Climb heading 051° to 1500 before turning left.

DES MOINES SEVEN DEPARTURE

TAKEOFF OBSTACLE NOTES

- Rwy 5: Navaid 39' from DER, 115' left of centerline, 16' AGL/936' MSL.
 Rising terrain 233' from DER, 503' left of centerline, up to 941' MSL.
 Vehicles on roads beginning 540' from DER, 605' left of centerline, up to 15' AGL/964' MSL.
 Structure 622' from DER, 588' left of centerline, 11' AGL/951' MSL.
 Trees and pole beginning 985' from DER, 399' left of centerline, up to 100' AGL/1024' MSL.
 Trees and poles beginning 2280' from DER, 219' right of centerline, up to 100' AGL/1048' MSL.
 Trees beginning 3567' from DER, 36' left of centerline, up to 100' AGL/1038' MSL.
- Rwy 13: Vehicles on roads beginning 352' from DER, 539' right of centerline, 15' AGL/974' MSL.
 Tree 1427' from DER, 829' left of centerline, 100' AGL/1002' MSL.
 Tree 1830' from DER, 918' right of centerline, 100' AGL/1017' MSL.
- Rwy 23: Vehicles on roads, beginning 173' from DER, left and right of centerline, up to 15' AGL/930' MSL.
- Rwy 31: Tree 2509' from DER, 906' right of centerline, 100' AGL/977' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEXTER, MISSOURI

AL-5827 (FAA)

15344

WAAS CH 62808 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5000 304 304
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RNAV (GPS) RWY 18

DEXTER MUNI (DXE)

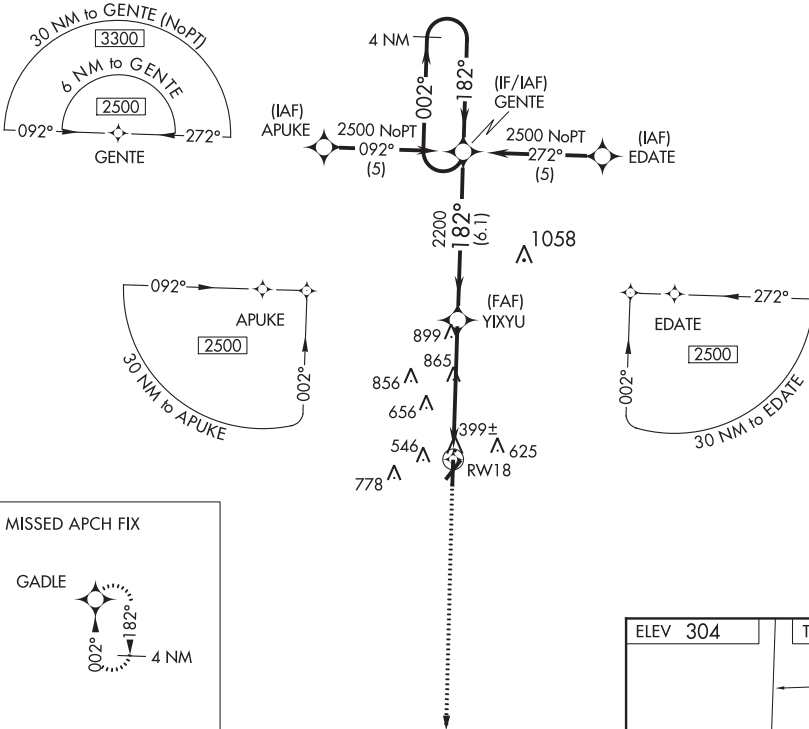
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA.
▲ NA Use Poplar Bluff altimeter setting, when not received use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

POPLAR BLUFF ASOS
124.225

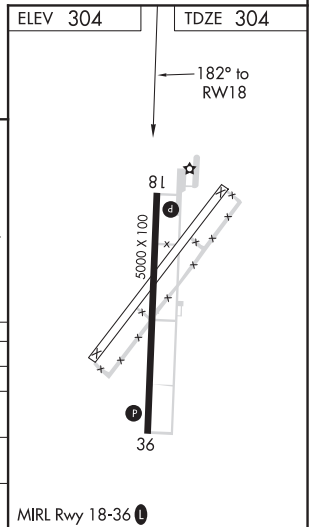
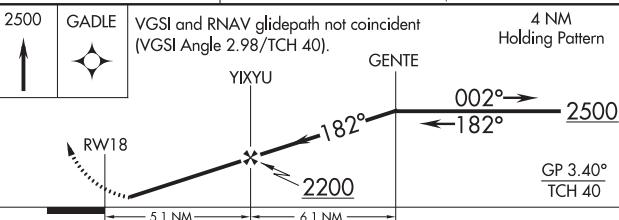
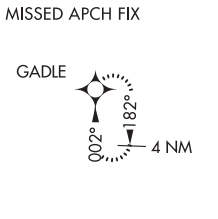
MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	724-1¼	420 (500-1¼)		NA
LNAY/VNAV DA	854-1¾	550 (600-1¾)		NA
LNAY MDA	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA

DEXTER, MISSOURI
Amdt 1 31JUL08

36°47'N-89°56'W

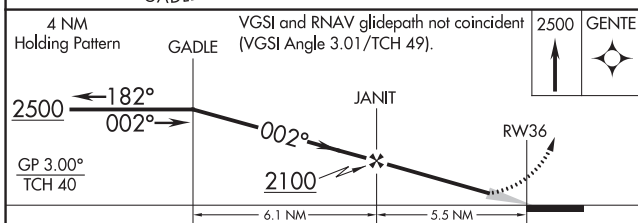
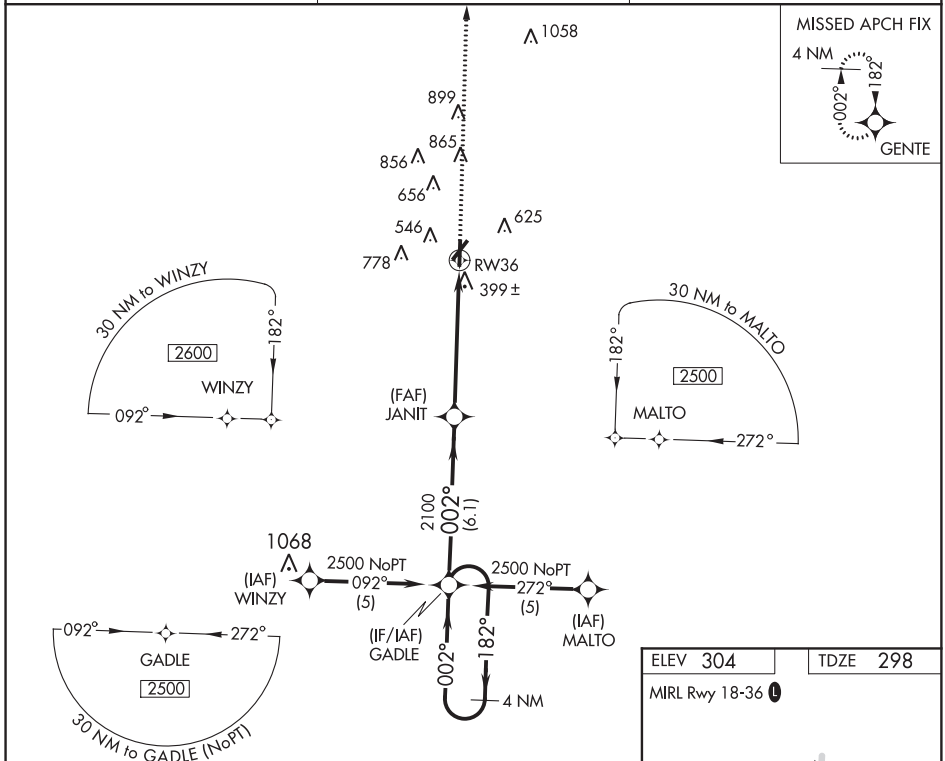
DEXTER MUNI (DXE) RNAV (GPS) RWY 18

WAAS CH 50507 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	5000 298 304
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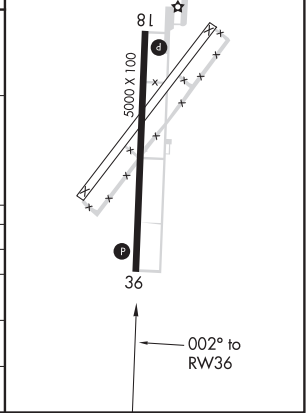
RNAV (GPS) RWY 36

DEXTER MUNI (D.X.E)

<p>NA Baro-VNAV NA. DME/DME RNP- 0.3 NA. Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV and Circling Cats C/D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2500 direct GENTE and hold.</p>	
<p>POPLAR BLUFF ASOS 124.225</p>	<p>MEMPHIS CENTER 133.65 292.15</p>	<p>UNICOM 122.8 (CTAF)</p>



ELEV 304	TDZE 298
MIRL Rwy 18-36	



CATEGORY	A	B	C	D
LPV DA	595-1		297 (300-1)	
LNAV/VNAV DA	795-1¾		497 (500-1¾)	
LNAV MDA	880-1	582 (600-1)	880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEXTER, MISSOURI

AL-5827 (FAA)

15008

VORTAC MAW 111.2 Chan 49	APP CRS 351°	Rwy Idg TDZE 298 Apt Elev 304	5000
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VOR/DME RWY 36

DEXTER MUNI (D.X.E.)

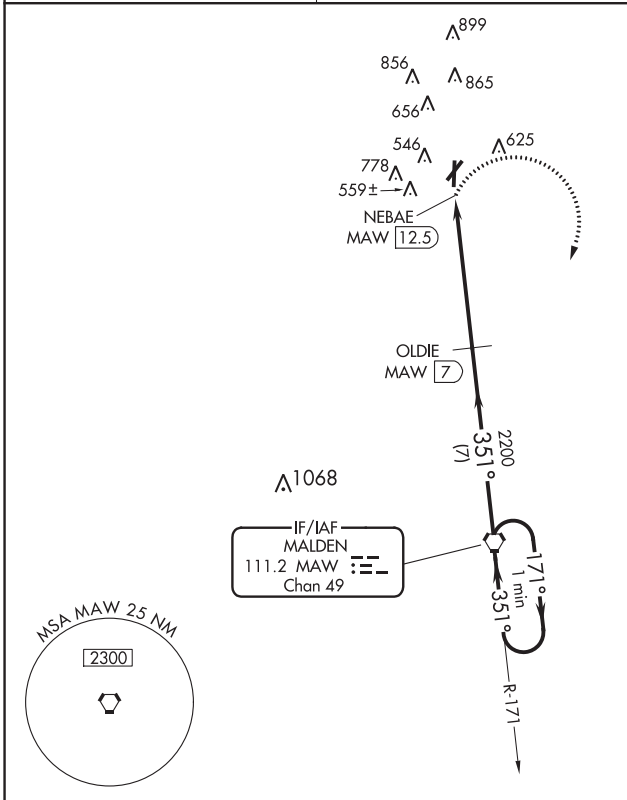
NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

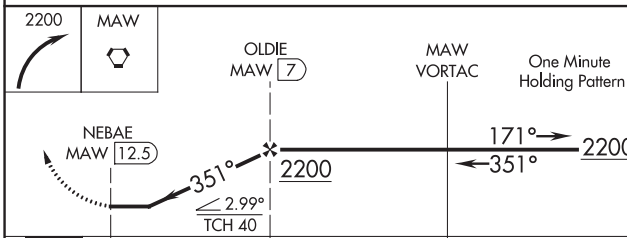
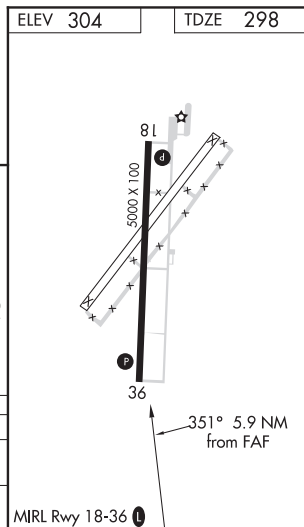
POPLAR BLUFF ASOS
124.225

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF)



NoPT for arrival on MAW VORTAC
airway radials 059 CW 239.



CATEGORY	A	B	C	D
S-36	920-1	622 (700-1)	920-1 1/4 622 (700-1 1/4)	920-2 622 (700-2)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2 3/4 876 (900-2 3/4)

DEXTER, MISSOURI
Amdt 6 31JUL08

36°47'N-89°56'W

DEXTER MUNI (D.X.E.) VOR/DME RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

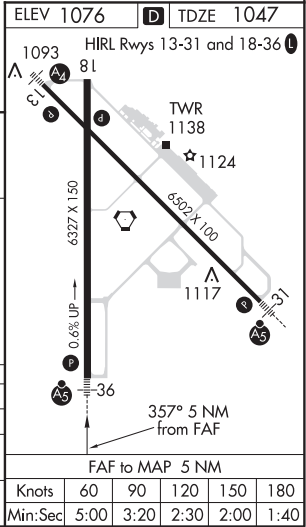
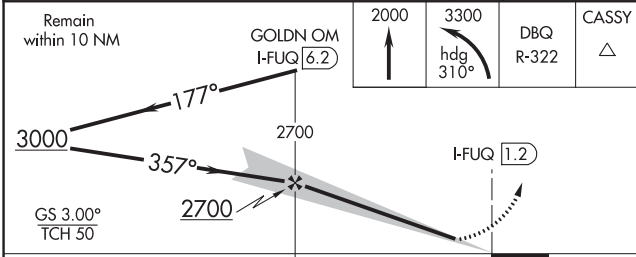
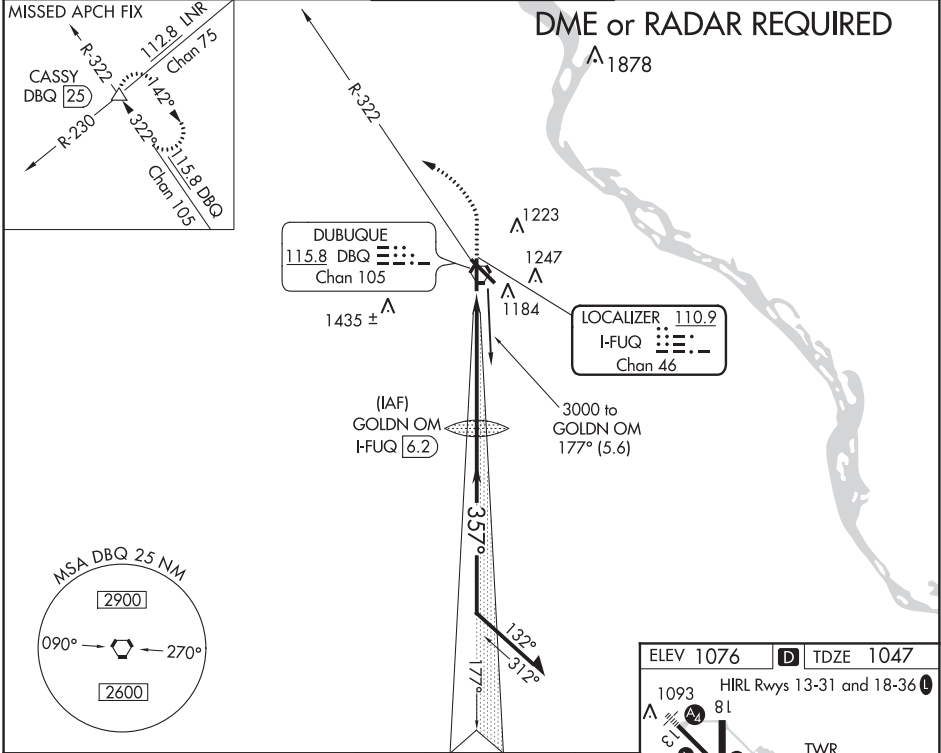
LOC/DME I-FUQ 110.9 Chan 46	APP CRS 357°	Rwy Idg TDZE Apt Elev	6327 1047 1076
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ILS or LOC RWY 36

DUBUQUE RGNL (DBQ)

-34°C/-29°F	* RVR 1800 authorized with the use of FP or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY INT/DBQ 25 DME and hold.
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ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER* 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 36		* 1247/24	200 (200-½)	
S-LOC 36	1460/24	413 (400-½)	1460/40	413 (400-¾)
CIRCLING	1580-1	504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DUBUQUE, IOWA

AL-923 (FAA)

15288

WAAS CH 93700 W13A	APP CRS 132°	Rwy Idg 6502 TDZE 1077 Apt Elev 1077
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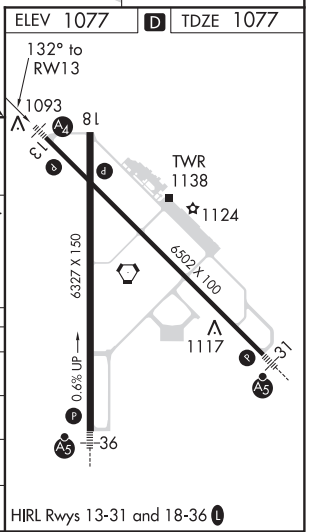
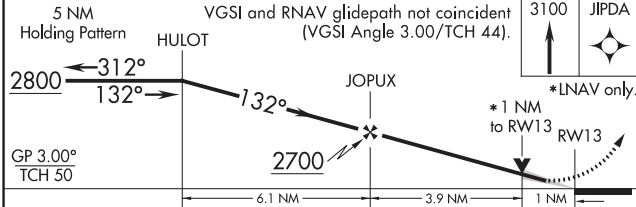
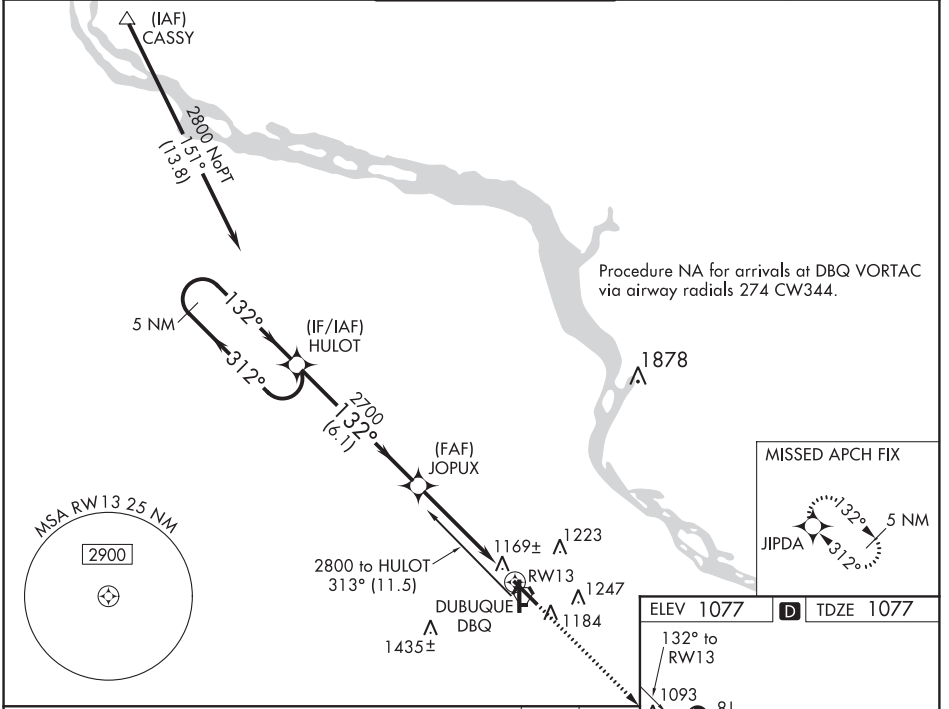
RNAV (GPS) RWY 13

DUBUQUE RGNL (DBQ)

⚠ Inop table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1393-1		316 (400-1)	
LNAV/VNAV DA	1574-1¾		497 (500-1¾)	
LNAV MDA	1420-¾ 343 (400-¾)		1420-1¼ 343 (400-1¼)	
CIRCLING	1580-1¾ 503 (600-1¾)		1640-2 563 (600-2)	

DUBUQUE, IOWA
Orig 28SEP06

42°24'N-90°43'W

DUBUQUE RGNL (DBQ) RNAV (GPS) RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56431 W18A	APP CRS 177°	Rwy Idg 6327 TDZE 1073 Apt Elev 1077
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RNAV (GPS) RWY 18

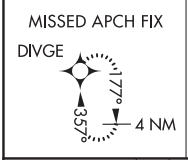
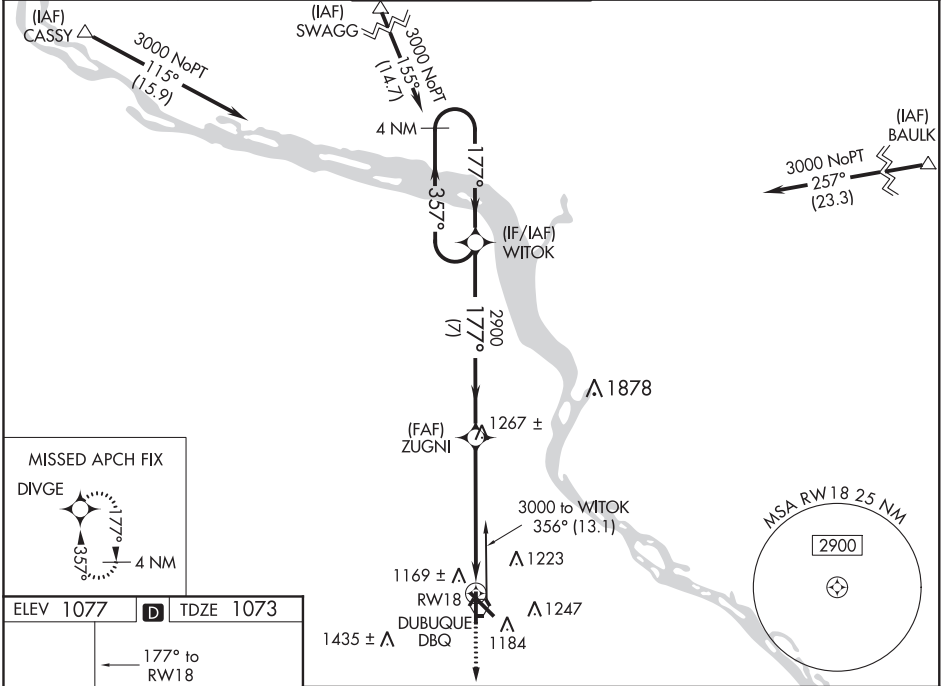
DUBUQUE RGNL (DBQ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility to 1½ mile, increase LNAV/VNAV all Cats ¼, LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting.

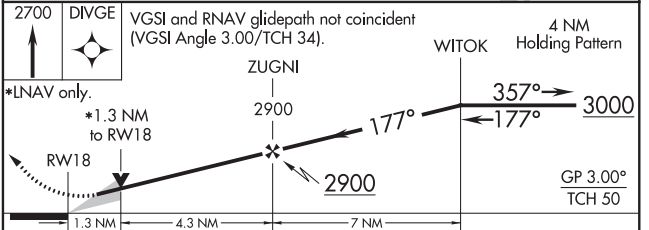
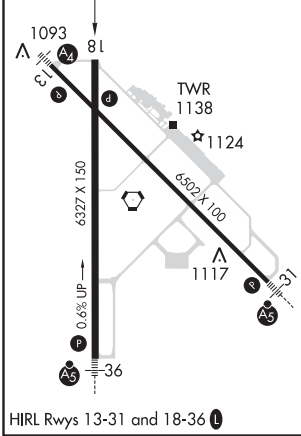
⚠ -34°C/-29°F

MISSED APPROACH:
Climb to 2700 direct DIVE and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER ★ 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1073
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CATEGORY	A	B	C	D
LPV DA		1323-¾	250 (300-¾)	
LNAV/VNAV DA		1332-⅞	259 (300-⅞)	
LNAV MDA	1520-1	447 (500-1)	1520-1⅓	447 (500-1⅓)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69400 W31A	APP CRS 312°	Rwy Idg TDZE 6302 1062 Apt Elev 1077
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RNAV (GPS) RWY 31

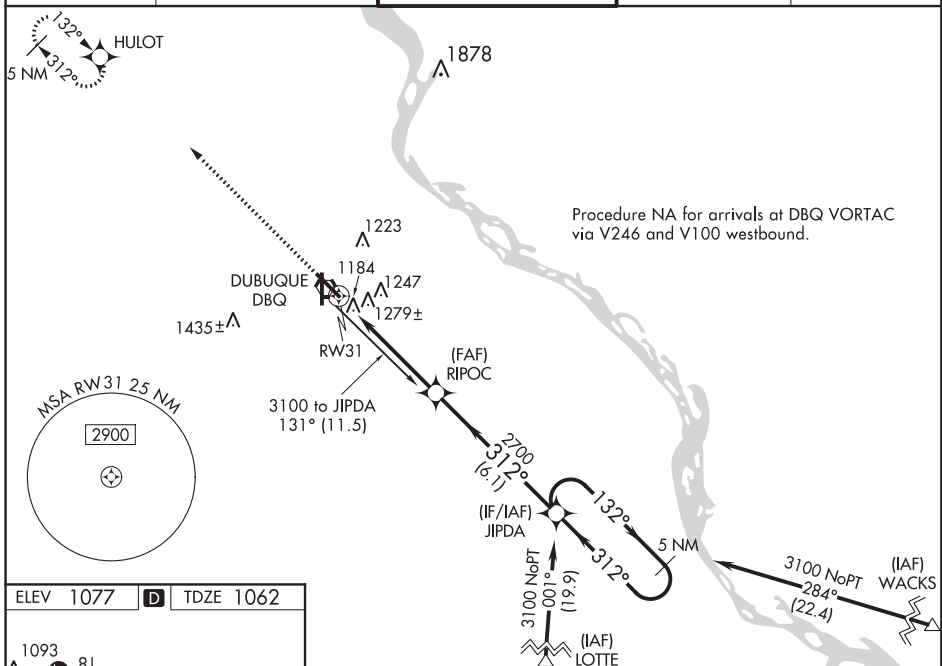
DUBUQUE RGNL (DBQ)

⚠ For inop MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1. Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

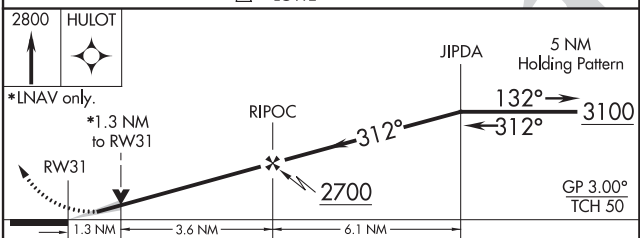
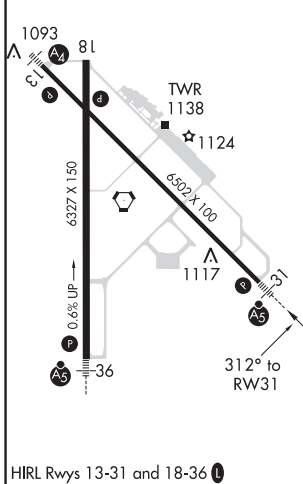
MALSR


MISSED APPROACH:
Climb to 2800 direct HULOT and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER* 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1062
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CATEGORY	A	B	C	D
LPV DA		1481-1	419 (500-1)	
LNAV/VNAV DA		1603-1½	541 (600-1½)	
LNAV MDA	1540-¾	478 (500-¾)		1540-1 478 (500-1)
CIRCLING	1620-2	543 (600-2)		1640-2 563 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62807 W36A	APP CRS 357°	Rwy Idg TDZE 1048 Apt Elev 1077
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RNAV (GPS) RWY 36

DUBUQUE RGNL (DBQ)

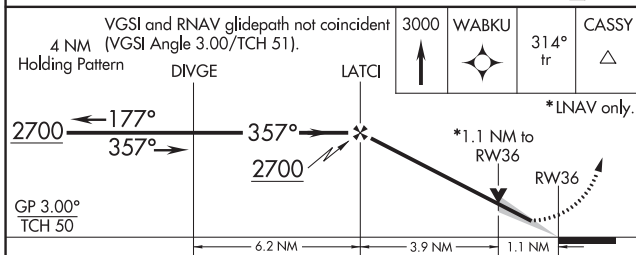
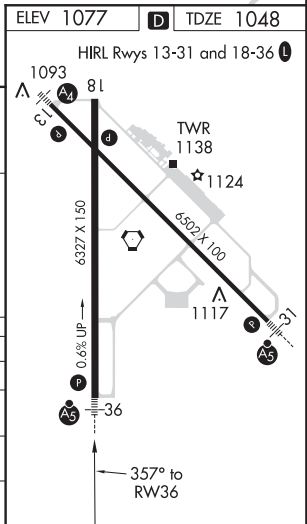
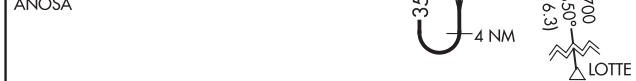
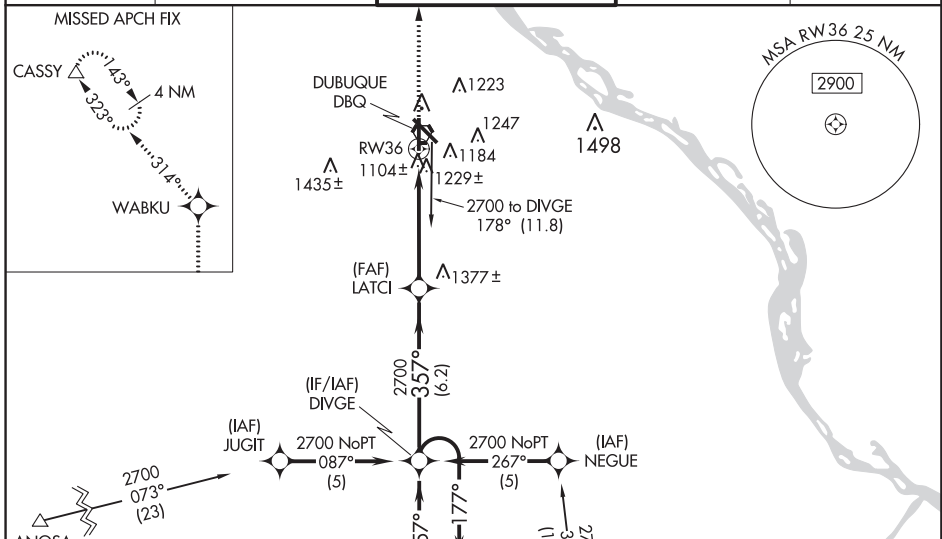
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ½ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

MALSR



MISSED APPROACH:
Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER* 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1248/24		200 (200-½)	
LNAV/VNAV DA	1525/60		477 (500-1¼)	
LNAV MDA	1480/24	432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DUBUQUE, IOWA

AL-923 (FAA)

15288

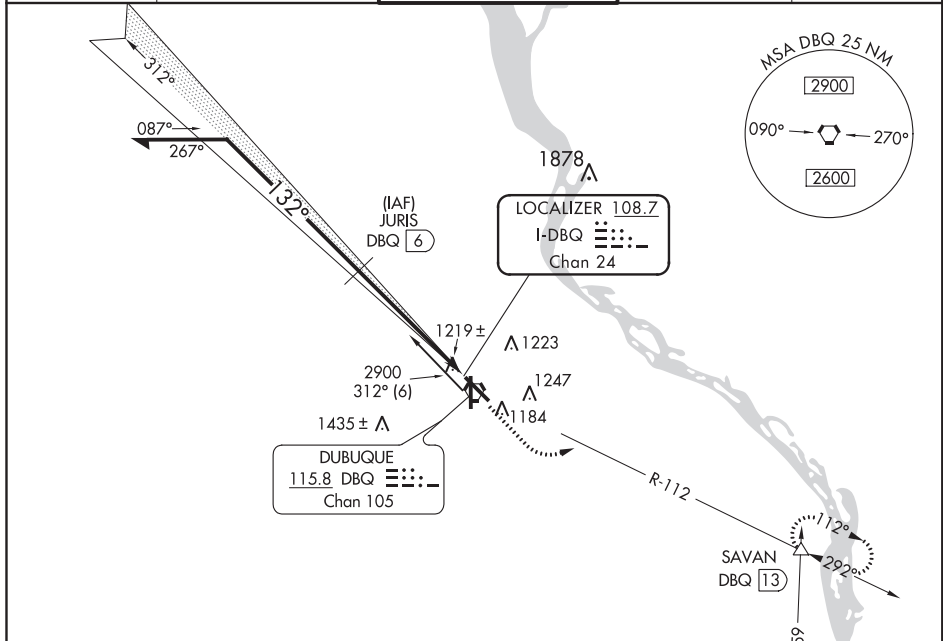
LOC/DME I-DBQ 108.7 Chan 24	APP CRS 132°	Rwy ldg TDZE Apt Elev 6502 1076 1076
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LOC/DME BC RWY 13

DUBUQUE RGNL (DBQ)

<p>NA</p> <p>-34°C/-29°F</p>	<p>DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required.</p> <p>Inoperative table does not apply to S-13 Cat C.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN INT/13 DME and hold.</p>
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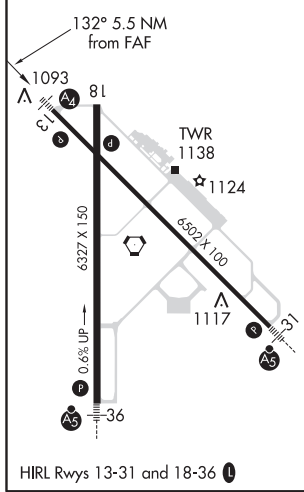
<p>ATIS 127.25</p>	<p>CHICAGO CENTER 133.95 281.4</p>	<p>DUBUQUE TOWER * 119.5 (CTAF) 254.4</p>	<p>GND CON 121.8</p>	<p>UNICOM 122.95</p>
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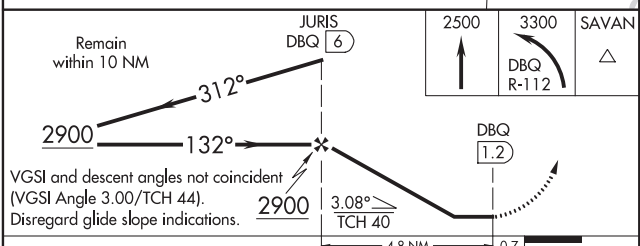
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1076	D	TDZE 1076
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BACK COURSE



CATEGORY	A	B	C	D
S-13	1480-3/4 404 (500-3/4)		1480-1/4 404 (500-1/4)	
CIRCLING	1580-1 504 (600-1)		1580-1 1/2 504 (600-1 1/2)	1640-2 564 (600-2)

DUBUQUE, IOWA
Amdt 5C 06JUL06

42°24'N-90°43'W

LOC/DME BC RWY 13

LOC/DME I-DBQ 108.7 Chan 24	APP CRS 311°	Rwy ldg TDZE Apt Elev	6302 1062 1077
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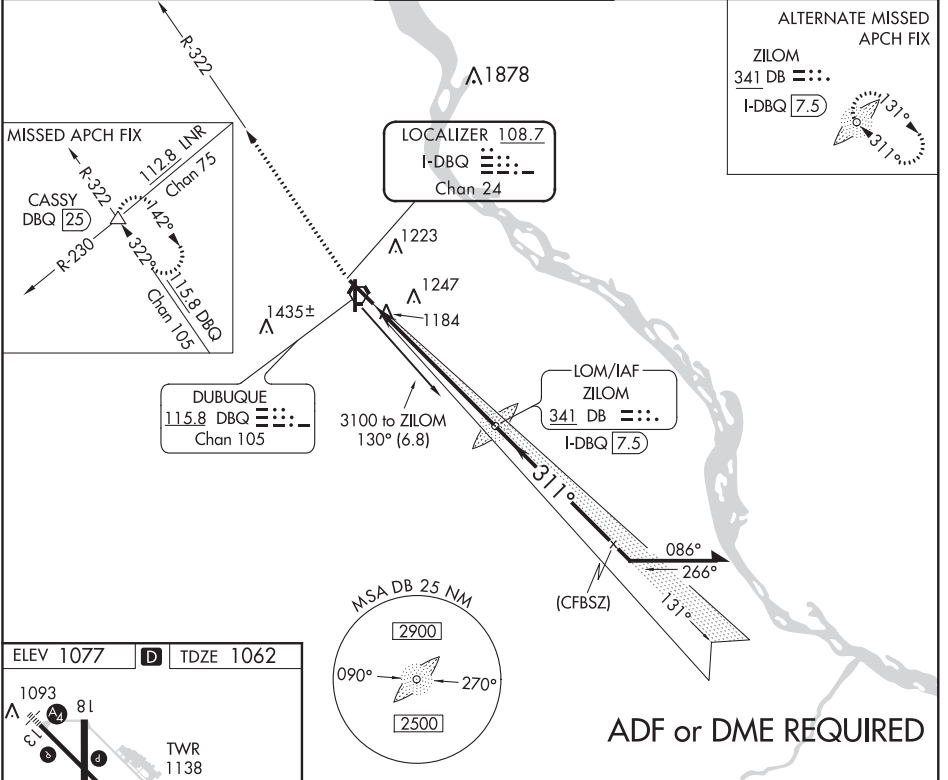
LOC RWY 31

DUBUQUE RGNL (DBQ)

⚠ When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 100 feet and increase S-31 Cats C and D visibilities 1/8 mile and Circling Cat C visibility 1/4 mile, Cat D 1/2 mile.

MALS R MISSED APPROACH: Climb to 3300 on DBQ R-322 to CASSY INT/DBQ 25 DME and hold.

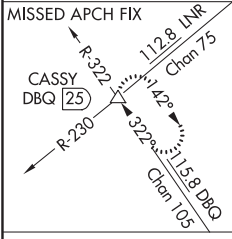
ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5(CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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ALTERNATE MISSED APCH FIX

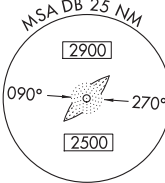
ZILOM
341 DB ::=

I-DBQ [7.5]

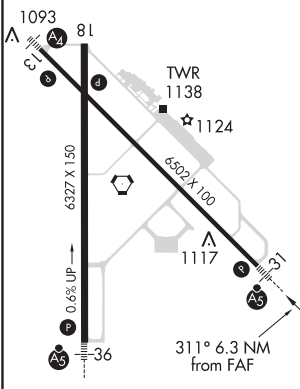


DUBUQUE
115.8 DBQ ::=

Chan 105



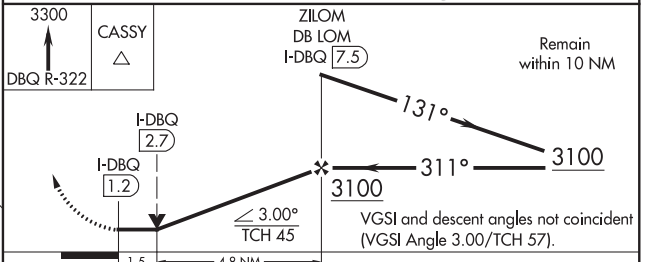
ELEV 1077	D	TDZE 1062
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HIRL RWYS 13-31 and 18-36

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-31	1580-1/2	518 (600-1/2)	1580-1	518 (600-1)
C CIRCLING	1580-1	503 (600-1)	1600-1/2 523 (600-1/2)	1800-2 1/4 723 (800-2 1/4)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DUBUQUE, IOWA

AL-923 (FAA)

15288

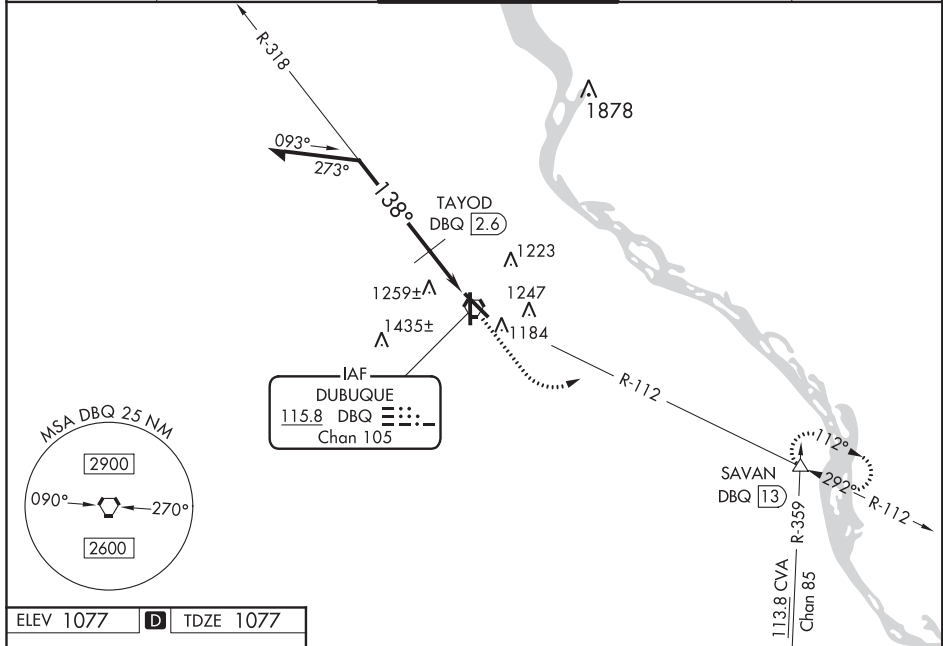
VORTAC DBQ 115.8 Chan 105	APP CRS 138°	Rwy Idg TDZE Apt Elev	6502 1077 1077
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VOR RWY 13

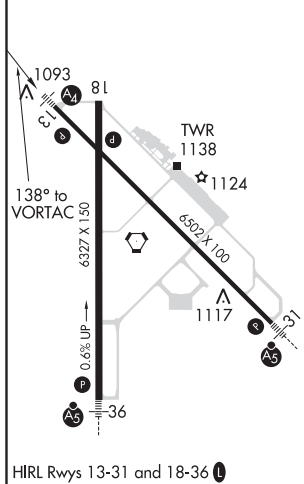
DUBUQUE RGNL (DBQ)

<p>Inop table does not apply to Cat C. If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN INT/13 DME and hold.</p>
	<p>-34°C/-29°F</p>	

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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ELEV 1077	D	TDZE 1077
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

Remain within 10 NM

DBQ VORTAC 2500 3300 SAVAN

318°

2800 138°

TAYOD DBQ (2.6) DBQ (1.8)

*1780

3.03°

TCH 50

*1880 when using Monticello altimeter setting.

CATEGORY	A	B	C	D
S-13	1780-3/4	703 (800-3/4)	1780-2	1780-2 1/4
CIRCLING	1780-1	703 (800-1)	1780-2	1780-2 1/4
TAYOD FIX MINIMUMS				
S-13	1520-3/4	443 (500-3/4)	1520-1 1/4	1520-1 1/2
CIRCLING	1580-1	503 (600-1)	1580-1 1/2	1640-2

DUBUQUE, IOWA
Amdt 10 28SEP06

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
VOR RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC DBQ 115.8 Chan 105	APP CRS 304°	Rwy Idg 6302 TDZE 1062 Apt Elev 1077
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VOR RWY 31

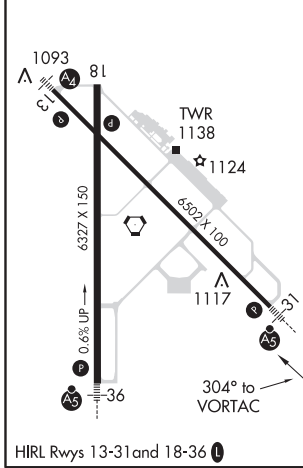
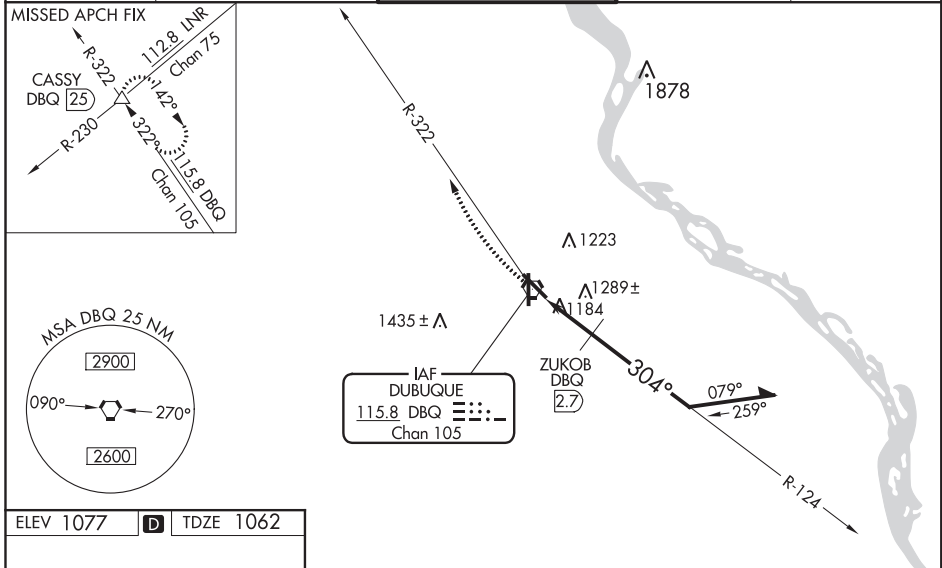
DUBUQUE RGNL (DBQ)

Visibility reduction by helicopters NA. When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, Circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and Circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting. For inop MALSAR, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile. For inop MALSAR when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

MALSAR

 MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY INT/DBQ 25 DME and hold.

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER* 119.5 (CTAF) 254.4	GND CON 121.8	UNICOM 122.95
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3000 DBQ R-322	CASSY	DBQ VORTAC	Remain within 10 NM	
	△	DBQ 1.9	ZUKOB DBQ 2.7	
		124°	2700	
		304°	1800*	
		≥ 2.98°	TCH 57	
		1.3	0.8 NM	
*1900 when using Monticello altimeter setting.				
CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)		1540-1 478 (500-1)	
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DUBUQUE, IOWA

AL-923 (FAA)

15288

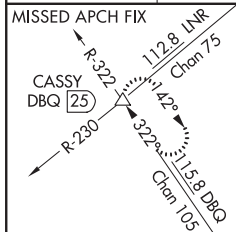
VORTAC DBQ 115.8 Chan 105	APP CRS 003°	Rwy Idg 6327 TDZE 1048 Apt Elev 1077
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VOR RWY 36

DUBUQUE RGNL (DBQ)

<p>When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 100 feet and Cat C, D visibility ¼ mile.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY INT/DBQ 25 DME and hold.</p>

ATIS 127.25	CHICAGO CENTER 133.95 281.4	DUBUQUE TOWER * 119.5 (CTAF) 0 254.4	GND CON 121.8	UNICOM 122.95
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IAF
DUBUQUE
115.8 DBQ Chan 105

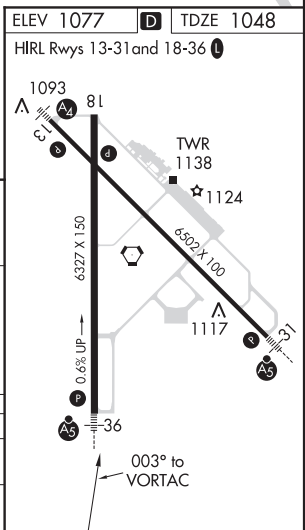
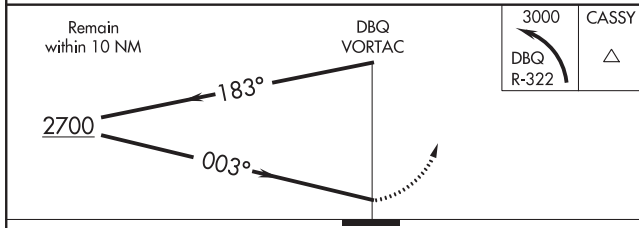
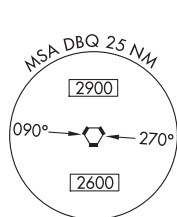
1435± A

A 1878

A 1223

A 1247

A 1279±



CATEGORY	A	B	C	D
S-36	1680/24 632 (700-½)		1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1 603 (700-1)		1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)

DUBUQUE, IOWA
Amdt 6B 17NOV11

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)
VOR RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-923 (FAA)

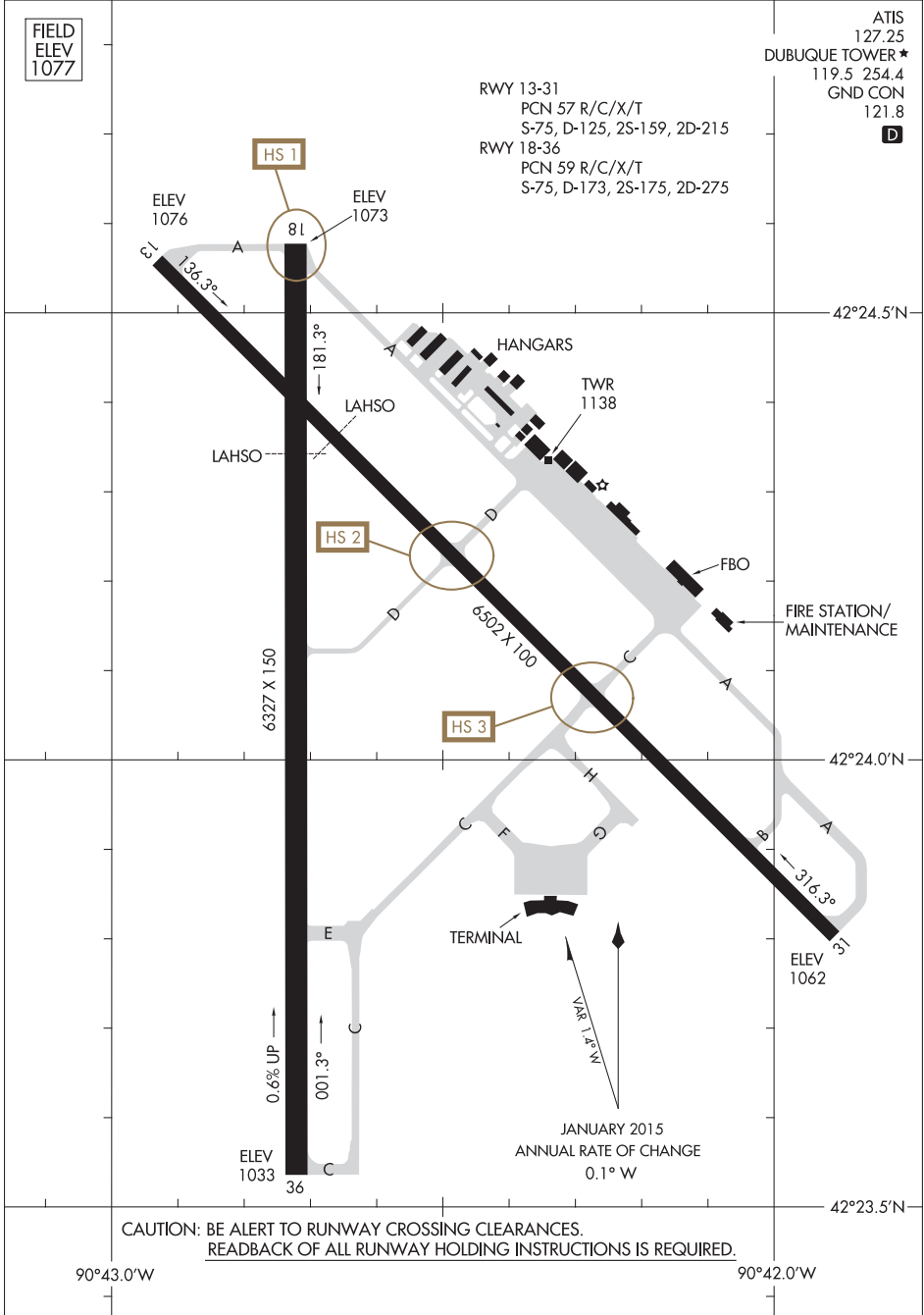
DUBUQUE RGNL (DBQ)

DUBUQUE, IOWA

FIELD
ELEV
1077

ATIS 127.25
 DUBUQUE TOWER ★ 119.5 254.4
 GND CON 121.8
D

RWY 13-31
 PCN 57 R/C/X/T
 S-75, D-125, 2S-159, 2D-215
 RWY 18-36
 PCN 59 R/C/X/T
 S-75, D-173, 2S-175, 2D-275



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

DUBUQUE, IOWA
DUBUQUE RGNL (DBQ)

EAGLE GROVE, IOWA

AL-6756 (FAA)

16119

APP CRS	Rwy Idg	3381
133°	TDZE	1132
	Apt Elev	1132

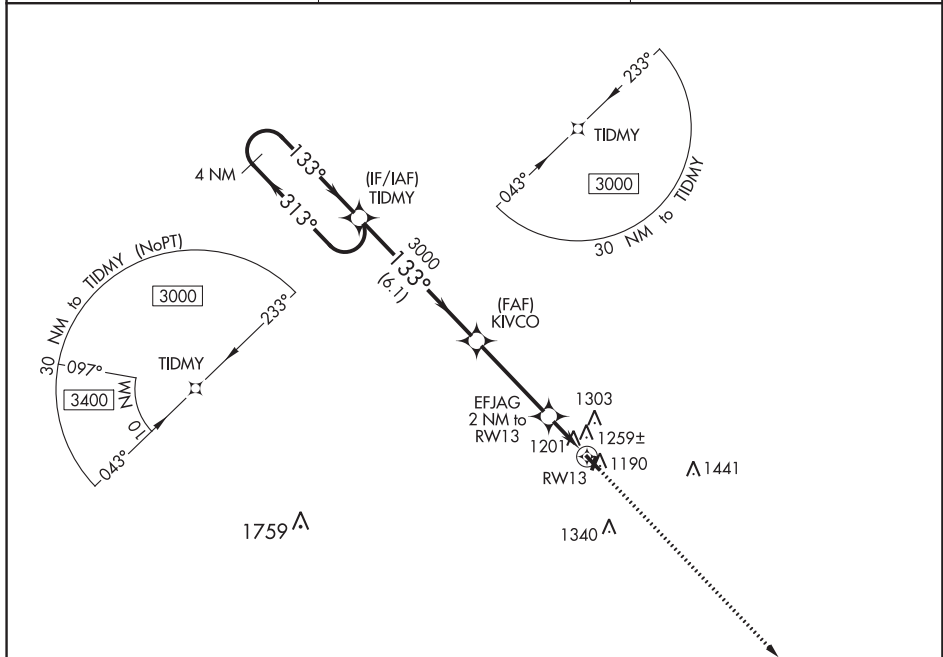
RNAV (GPS) RWY 13

EAGLE GROVE MUNI (EAG)

▽ DME/DME RNP-0.3 NA. Use Clarion altimeter setting, when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 13 NA. Circling NA to Rws 1 and 19.

△ NA MISSED APPROACH: Climb to 3000 direct SAYQU and hold.

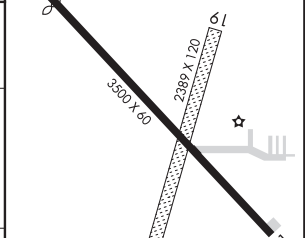
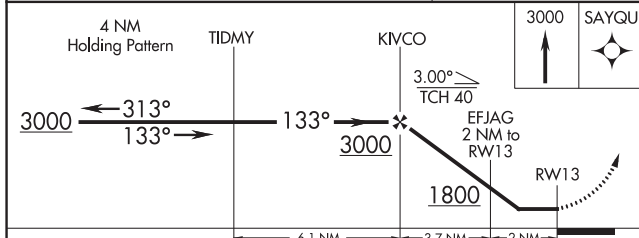
CLARION AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MISSED APCH FIX	ELEV 1132	TDZE 1132
SAYQU 4 NM	133° to RWY 13	



CATEGORY	A	B	C	D
LNAV MDA	1540-1	408 (500-1)		NA
C CIRCLING	1660-1	528 (600-1)		NA

MIRL Rwy 13-31 **0**
REIL Rwy 13 and 31 **0**

EAGLE GROVE, IOWA
Amdt 1B 28APR16

42°43'N-93°55'W

EAGLE GROVE MUNI (EAG) RNAV (GPS) RWY 13

WAAS CH 72634 W31A	APP CRS 313°	Rwy Idg TDZE 1132 Apt Elev 1132	3500 1132 1132
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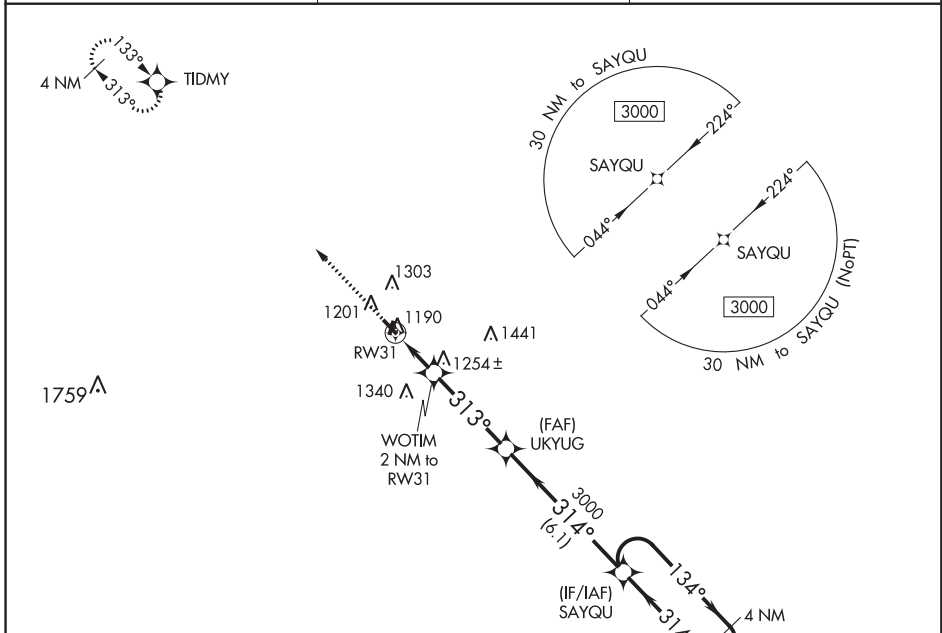
RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

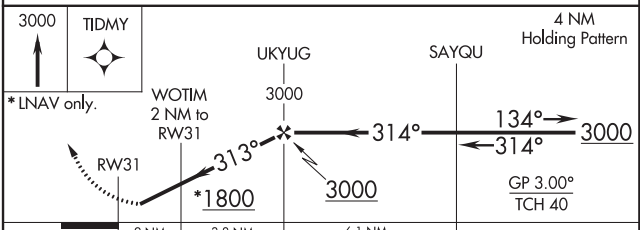
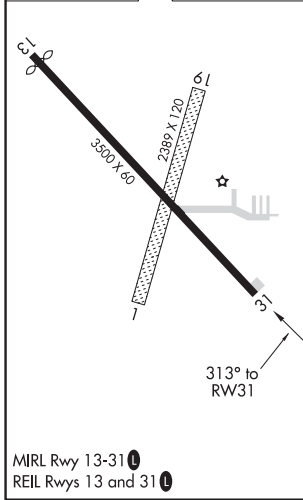
NA DME/DME RNP-0.3 NA. Use Clarion altimeter setting, when not received, use Fort Dodge altimeter setting and increase all DA and MDA 20 feet, increase all LPV and LNAV/VNAV Cals visibilities 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Night Landing: Rwy 13 NA. Circling NA to Rwys 1 and 19.

MISSED APPROACH: Climb to 3000 direct TIDMY and hold.

CLARION AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1132	TDZE 1132
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CATEGORY	A	B	C	D
LPV DA	1510-1¼	378 (400-1¼)		NA
LNAV/VNAV DA	1575-1½	443 (500-1½)		NA
LNAV MDA	1540-1	408 (500-1)		NA
C CIRCLING	1660-1	528 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

EAGLE GROVE, IOWA

AL-6756 (FAA)

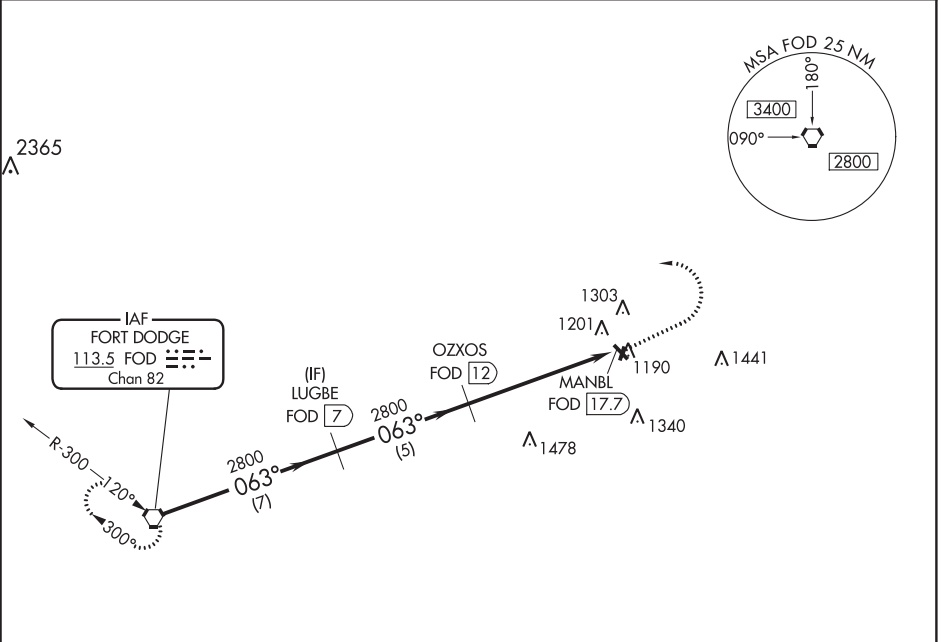
16119

VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg TDZE N/A N/A Apt Elev 1132
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VOR/DME-A
EAGLE GROVE MUNI (EAG)

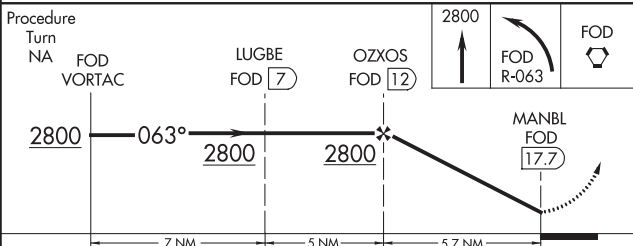
<p>NA</p> <p>Use Clarion altimeter setting; when not received, use Fort Dodge altimeter setting. Night Landing: Rwy 13 NA. Circling NA to Rws 1 and 19. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.</p>
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CLARION AWOS-3 126.575	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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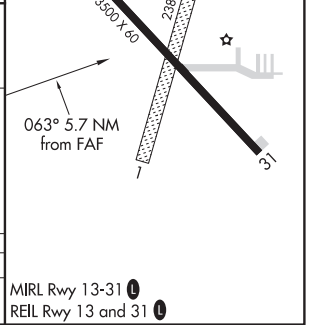


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1660-1	528 (600-1)	NA	



EAGLE GROVE, IOWA
Amdt 2A 28APR16

42°43'N - 93°55'W

EAGLE GROVE MUNI (EAG)
VOR/DME-A

WAAS CH 45530 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	3300 917 917
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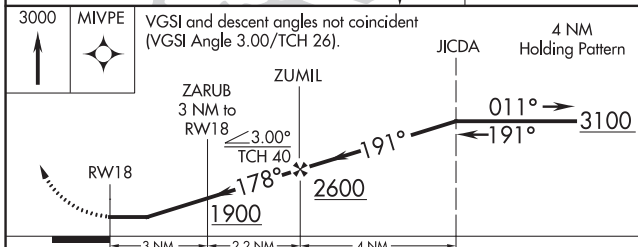
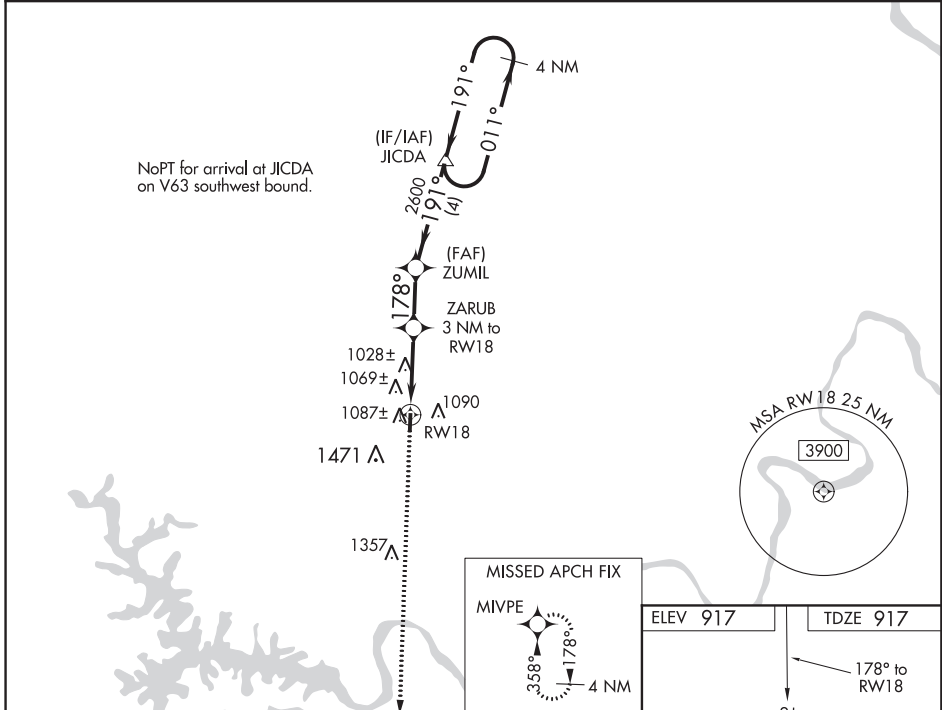
RNAV (GPS) RWY 18

ELDON MODEL AIRPARK (H79)

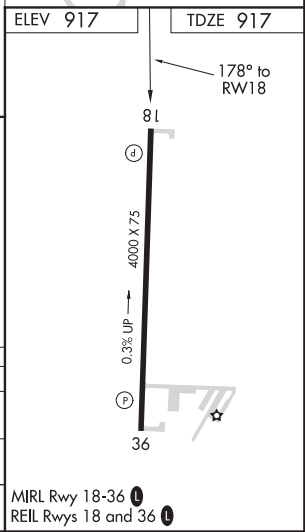
▽ When VGSI inop, Circling Rwy 36 NA at night. When VGSI inop, Straight-In/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kaiser/Lake Ozark altimeter setting, when not received, use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LNAV and LP Cat C and Circling Cats B/C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct MIVPE and hold.

KAISER/LAKE OZARK AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1340-1	423 (500-1)	1340-1¼ 423 (500-1¼)	NA
LNAV MDA	1440-1	523 (600-1)	1440-1½ 523 (600-1½)	NA
CIRCLING	1460-1 543 (600-1)	1820-1¼ 903 (1000-1¼)	1820-2¾ 903 (1000-2¾)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELDON, MISSOURI

AL-10434 (FAA)

15148

WAAS CH 90130 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3300 904 917
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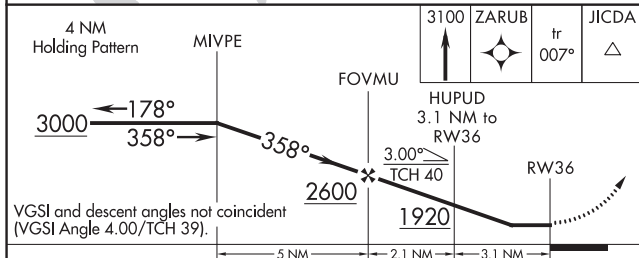
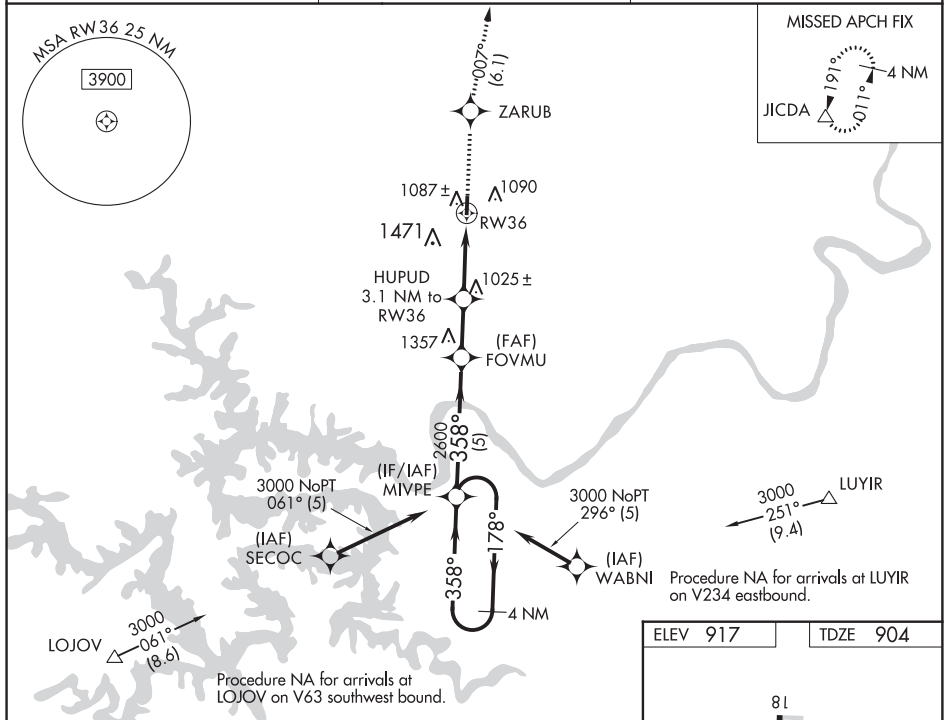
RNAV (GPS) RWY 36

ELDON MODEL AIRPARK (H79)

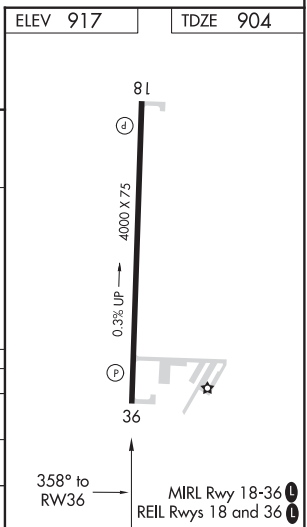
⚠ When VGSI inop, Circling Rwy 18 NA at night. When VGSI inop, Straight-In/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kaiser/Lake Ozark altimeter setting, when not received use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LNAV and LP Cat C and Circling Cats B/C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3100 direct ZARUB and on track 007° to JICDA and hold.

KAISER/LAKE OZARK AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 📶
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CATEGORY	A	B	C	D
LP MDA	1320-1	416 (500-1)	1320-1½ 416 (500-1½)	NA
LNAV MDA	1440-1	536 (600-1)	1440-1½ 536 (600-1½)	NA
CIRCLING	1460-1 543 (600-1)	1820-1¼ 903 (1000-1¼)	1820-2¾ 903 (1000-2¾)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELDON, MISSOURI
Orig-A 28MAY15

38°22'N-92°34'W

ELDON MODEL AIRPARK (H79)

RNAV (GPS) RWY 36

APP CRS	Rwy Idg	3401
132°	TDZE	1206
	Apt Elev	1206

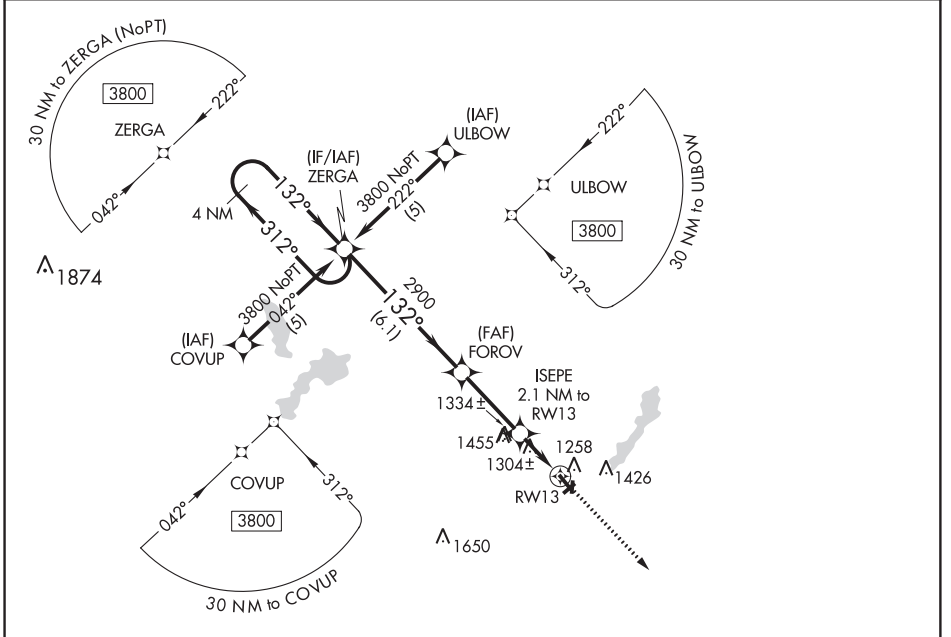
RNAV (GPS) RWY 13

EMMETSBURG MUNI (EGQ)

▽ DME/DME RNP-0.3 NA. Use Algona altimeter setting, when not received, use Estherville altimeter setting.
▲ NA Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 direct HIVEN and hold.

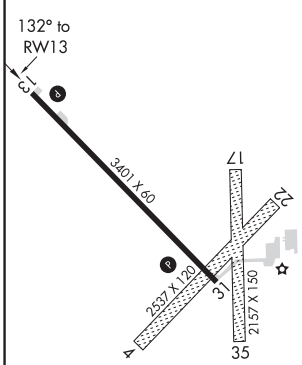
ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) ①
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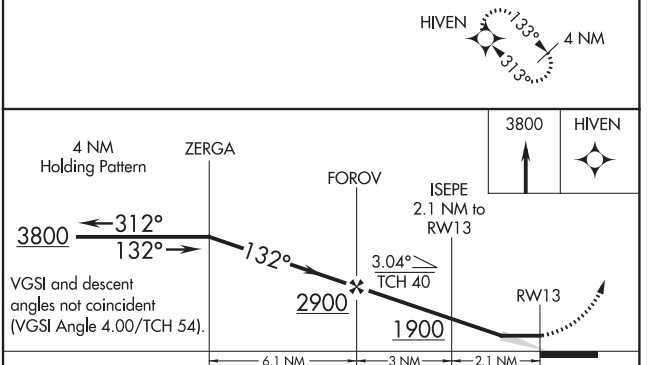
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1206	TDZE 1206
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MIRL Rwy 13-31 ①
REIL Rwy 13 and 31 ①



CATEGORY	A	B	C	D
LNVA MDA	1620-1	414 (500-1)		NA
CIRCLING	1780-1 574 (600-1)	1840-1 635 (700-1)		NA

EMMETSBURG, IOWA

AL-6523 (FAA)

14317

APP CRS	Rwy Idg	3401
313°	TDZE	1206
	Apt Elev	1206

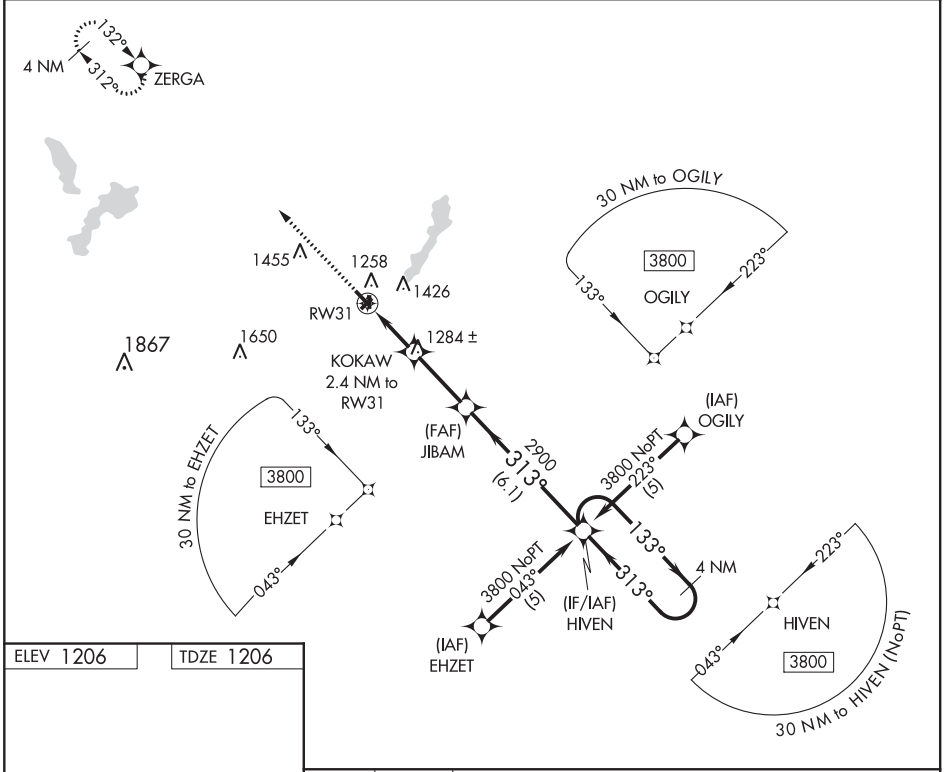
RNAV (GPS) RWY 31

EMMETSBURG MUNI (EGQ)

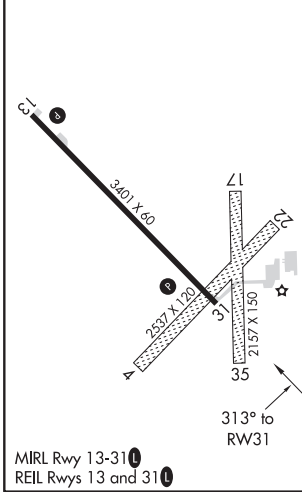
▽ DME/DME RNP-0.3 NA. Use Algona altimeter setting, when not received, use Estherville altimeter setting.
▲ NA Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 direct ZERGA and hold.

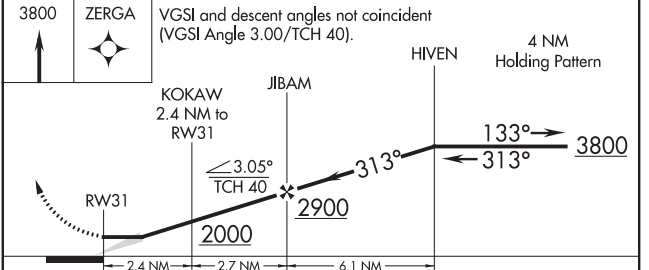
ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) ①
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ELEV 1206	TDZE 1206
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MIRL Rwy 13-31 **①**
 REL Rwy 13 and 31 **①**



CATEGORY	A	B	C	D
LNVA MDA	1600-1	394 (400-1)		NA
CIRCLING	1780-1 574 (600-1)	1840-1 635 (700-1)		NA

EMMETSBURG, IOWA
 Orig-A 15DEC11

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ) RNAV (GPS) RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NDB EGQ	APP CRS	Rwy Idg	3401
410	139°	TDZE	1206
		Apt Elev	1206

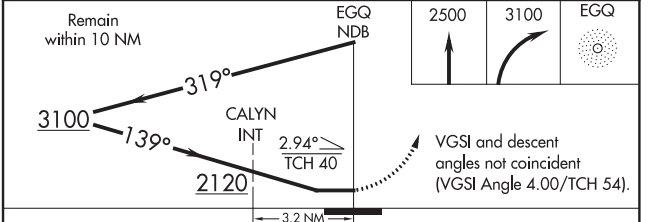
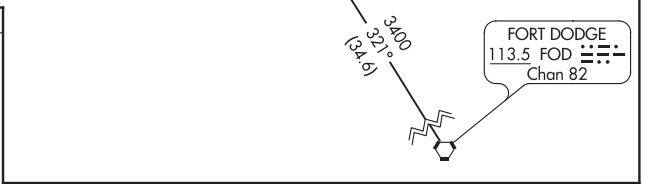
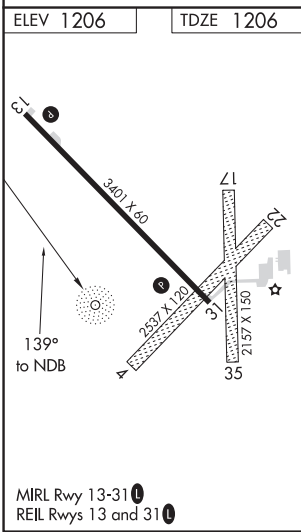
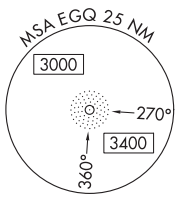
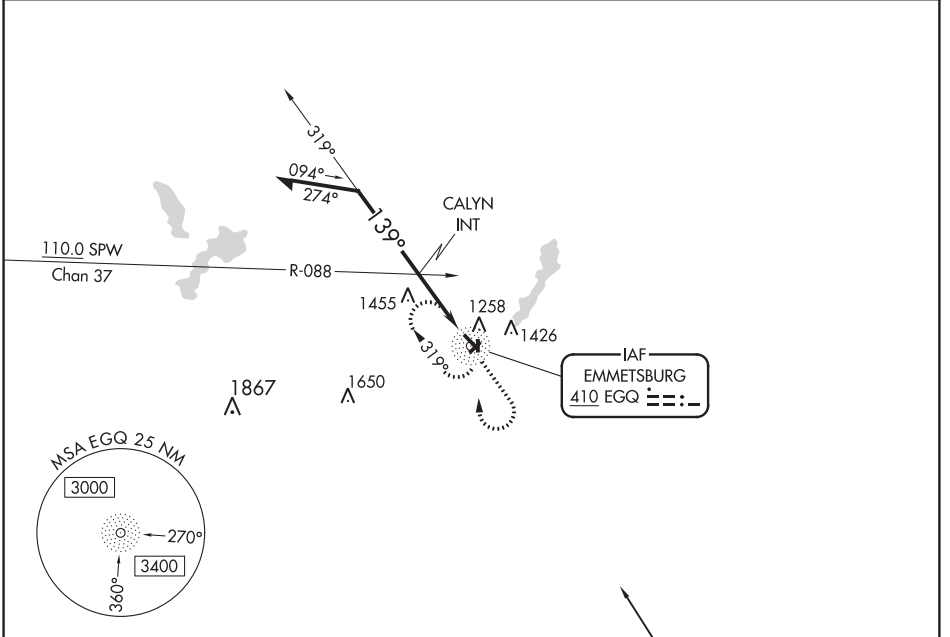
NDB RWY 13

EMMETSBURG MUNI (EGQ)

▽ Use Algona altimeter setting, when not received, use Estherville altimeter setting. Procedure NA at night.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct EGQ NDB and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-13	1860-1	654 (700-1)	NA	
CIRCLING	1860-1	654 (700-1)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

EMMETSBURG, IOWA

AL-6523 (FAA)

14317

NDB EGQ 410	APP CRS 303°	Rwy Idg TDZE Apt Elev	3401 1206 1206
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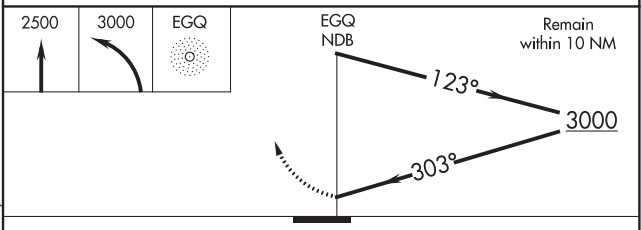
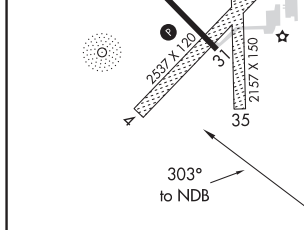
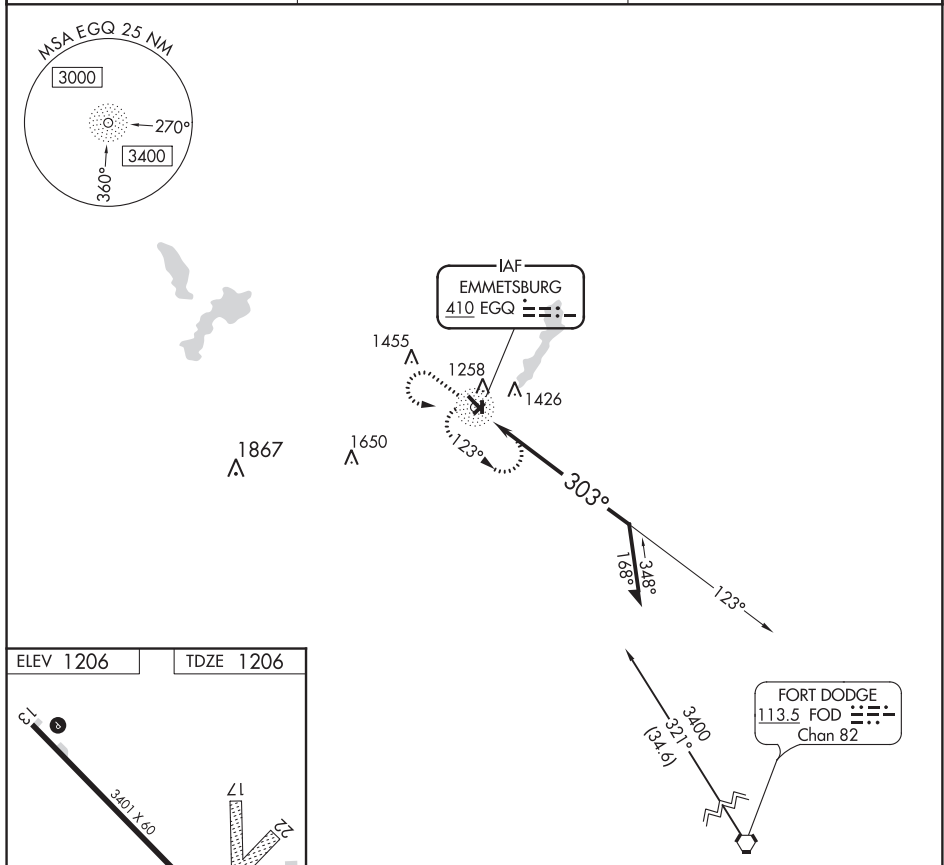
NDB RWY 31

EMMETSBURG MUNI (EGQ)

NA Use Algona altimeter setting, when not received, use Estherville altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF)
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MIRL Rwy 13-31 REIL Rwy 13 and 31	CATEGORY	A	B	C	D
	S-31	1860-1	654 (700-1)		NA
	CIRCLING	1860-1	654 (700-1)		NA

EMMETSBURG, IOWA
Amdt 3A 15DEC11

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)
NDB RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40104 W 16A	APP CRS 164°	Rwy Idg 4797 TDZE 1319 Apt Elev 1319
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RNAV (GPS) RWY 16

ESTHERVILLE MUNI (EST)

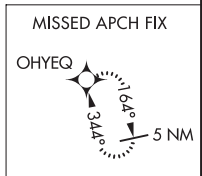
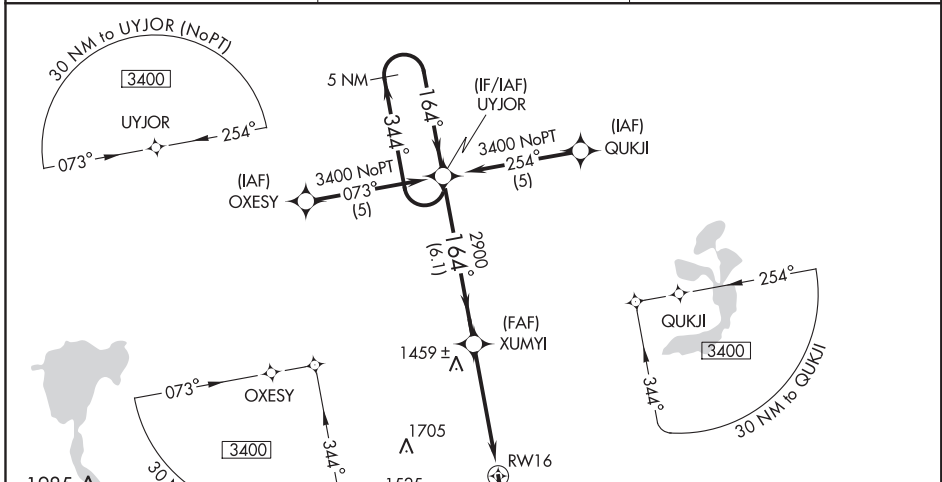
⚠ Baro-VNAV NA when using Jackson Muni altimeter setting. If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

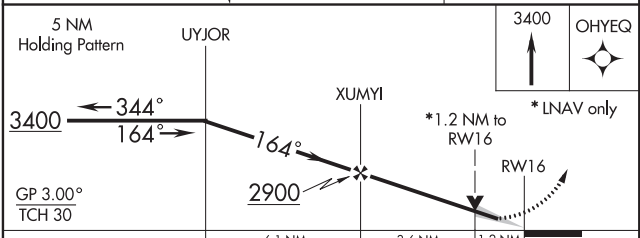
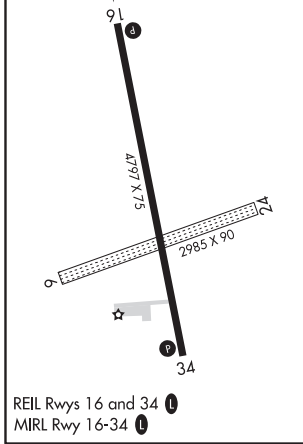
ASOS
121.425

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) 0



ELEV 1319	TDZE 1319
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CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)		NA
LNAV/VNAV DA	1608-1	289 (300-1)		NA
LNAV MDA	1720-1	401 (500-1)		NA
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ESTHERVILLE, IOWA

AL-5342 (FAA)

15344

WAAS CH 82304 W34A	APP CRS 344°	Rwy Idg 4797 TDZE 1319 Apt Elev 1319
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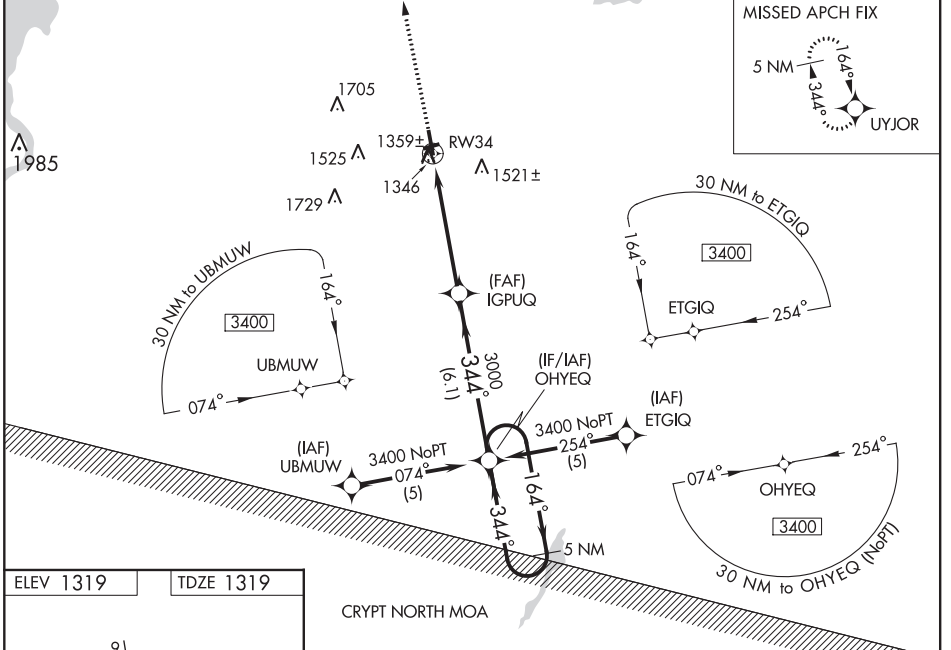
RNAV (GPS) RWY 34

ESTHERVILLE MUNI (EST)

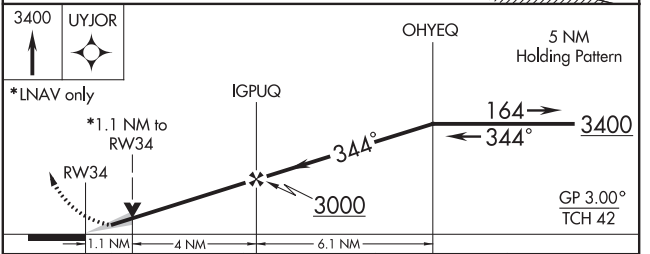
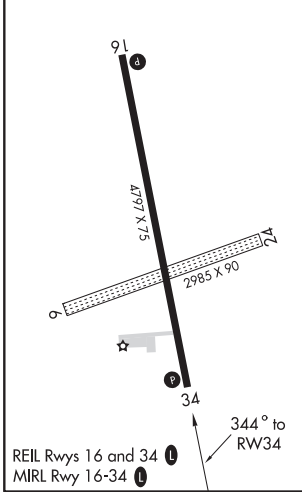
⚠ Baro-VNAV NA when using Jackson Muni altimeter setting. If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS 121.425	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 122.8 (CTAF)
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ELEV 1319	TDZE 1319
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CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)		NA
LNAV/VNAV DA	1629-1	310 (400-1)		NA
LNAV MDA	1700-1	381 (400-1)		NA
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)		NA

ESTHERVILLE, IOWA
Amdt 1 05JUL07

43°24' N-94°45' W

ESTHERVILLE MUNI (EST) RNAV (GPS) RWY 34

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

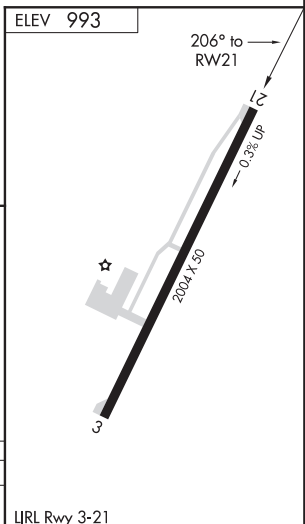
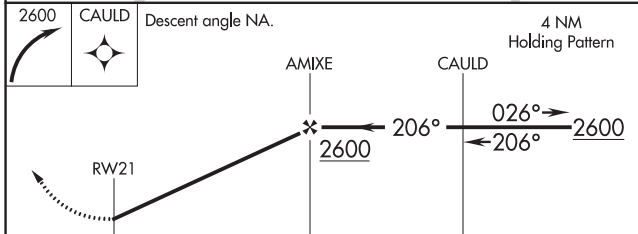
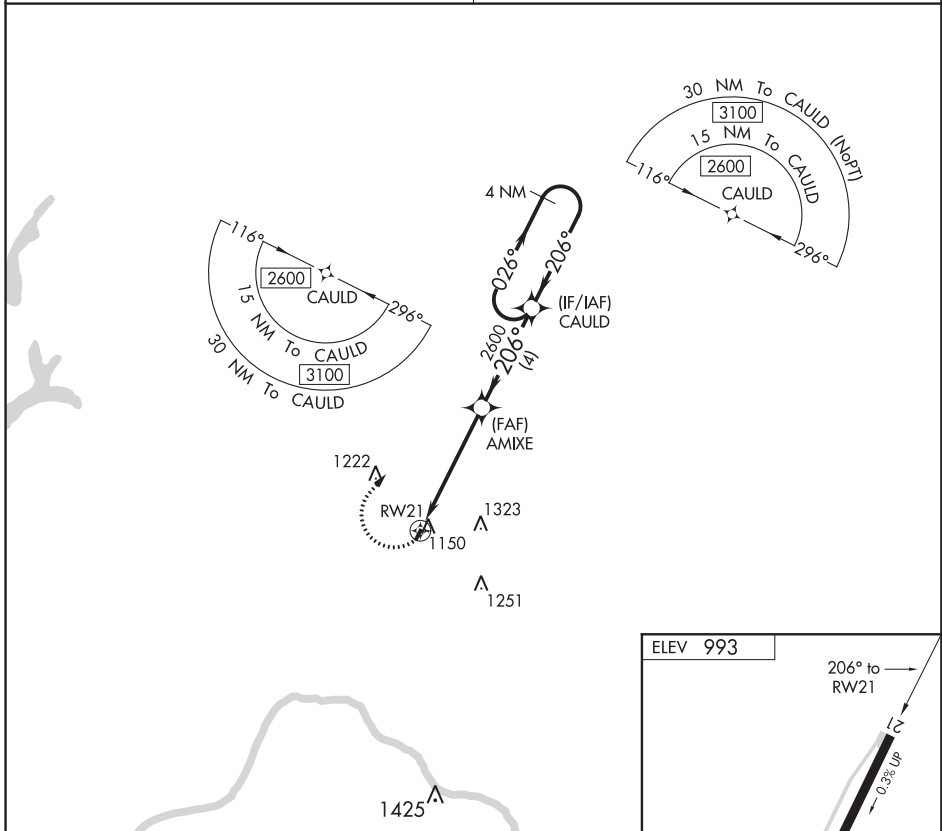
APP CRS 206°	Rwy Idg TDZE Apt Elev	N/A N/A 993
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RNAV (GPS)-B

EXCELSIOR SPRINGS MEMORIAL (3EX)

<p>▼ Use Charles B Wheeler Downtown altimeter setting. DME/DME RNP-0.3 NA. ▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2600 direct CAULD and hold.</p>
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<p>KANSAS CITY APP CON 118.4 318.1</p>	<p>UNICOM 122.7 (CTAF)</p>
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CATEGORY	A	B	C	D
CIRCLING	1660-1 667 (700-1)		NA	

IIRL Rwy 3-21

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC ANX 114.0 Chan 87	APP CRS 161°	Rwy Idg TDZE Apt Elev	N/A N/A 993
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VOR-A

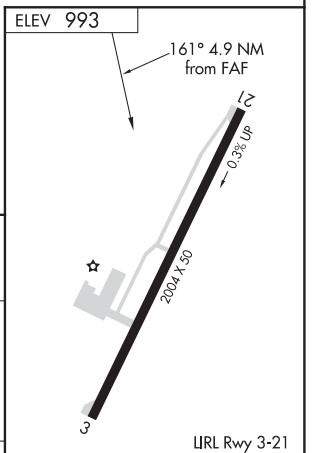
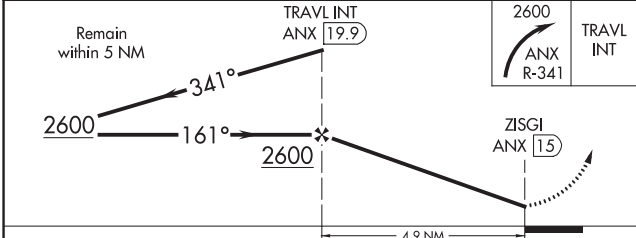
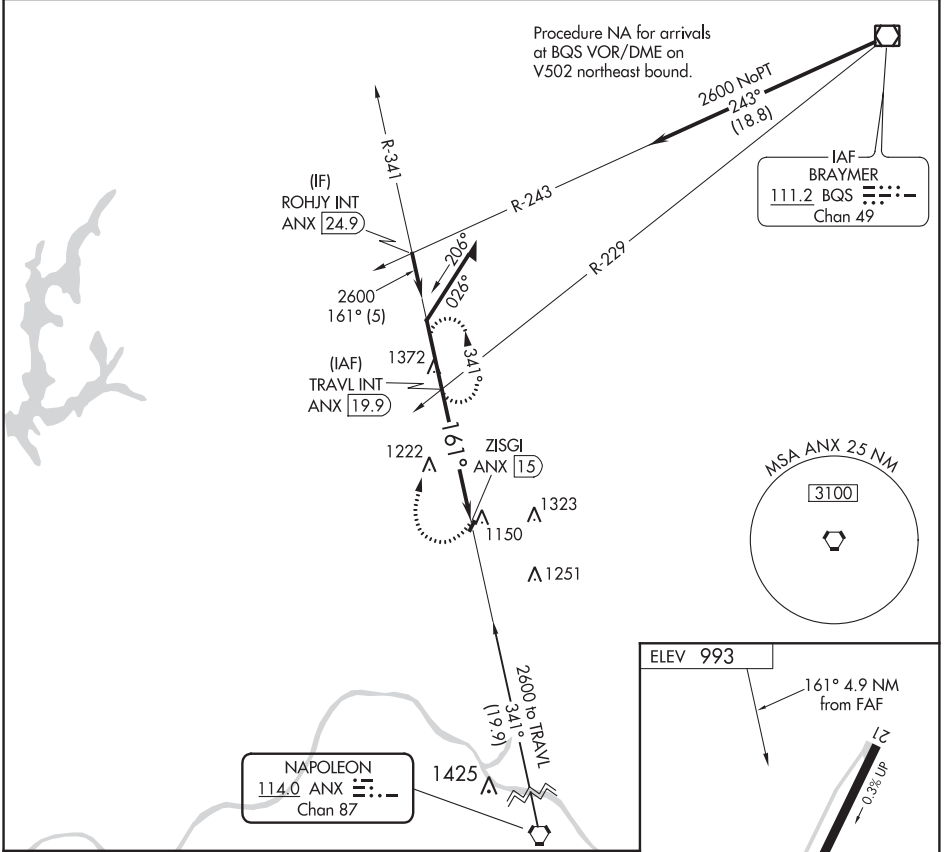
EXCELSIOR SPRINGS MEMORIAL (3EX)

NA Use Charles B Wheeler Downtown altimeter setting.
Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 on ANX VORTAC R-341 to TRAVL INT/19.9 DME and hold.

KANSAS CITY APP CON
118.4 318.1

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
CIRCLING	1660-1 667 (700-1)		NA		Knots	60	90	120	150	180
					Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82503 W18A	APP CRS 180°	Rwy Idg 5503 TDZE 801 Apt Elev 801
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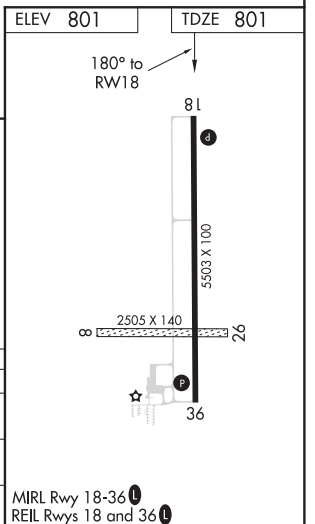
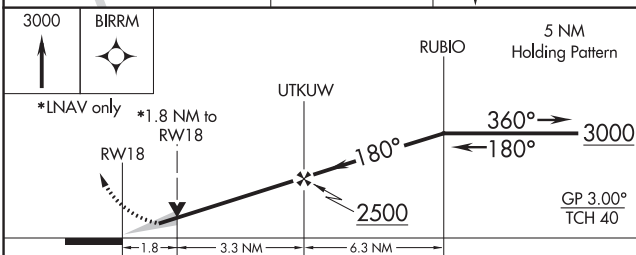
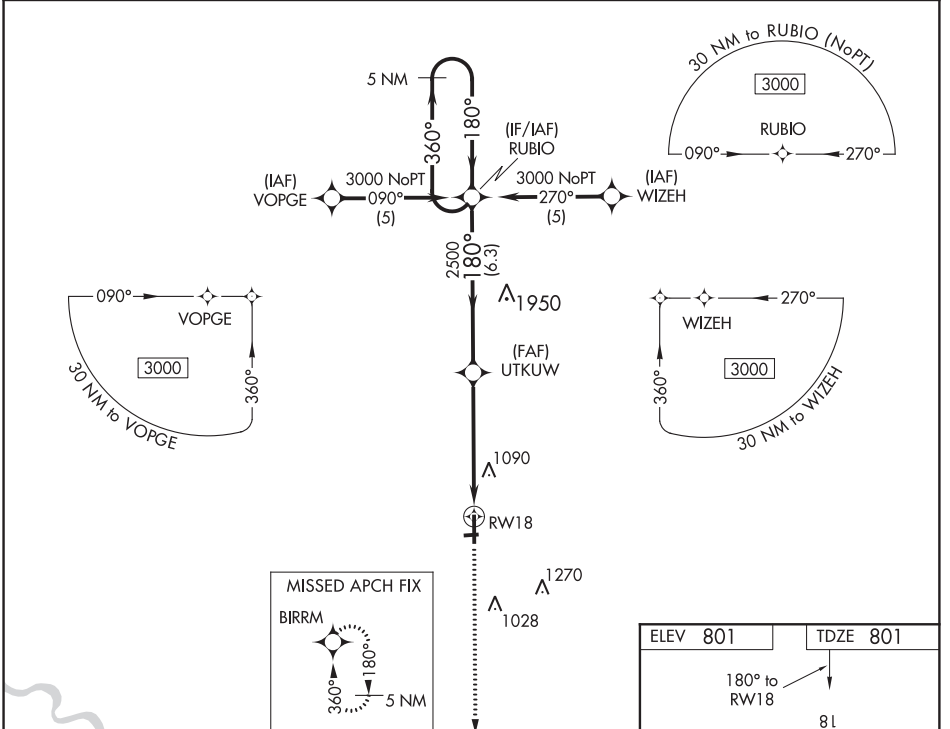
RNAV (GPS) RWY 18

FAIRFIELD MUNI (F'FL)

⚠ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
⚠ DME/DME RNP-0.3 NA.
 VDP NA when using Ottumwa Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
RNAV MDA	1400-1	599 (600-1)	1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1	599 (600-1)	1440-1¾ 639 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

FAIRFIELD, IOWA

AL-5588 (FAA)

15344

WAAS CH 72804 W36A	APP CRS 360°	Rwy Idg 5503 TDZE 799 Apt Elev 801
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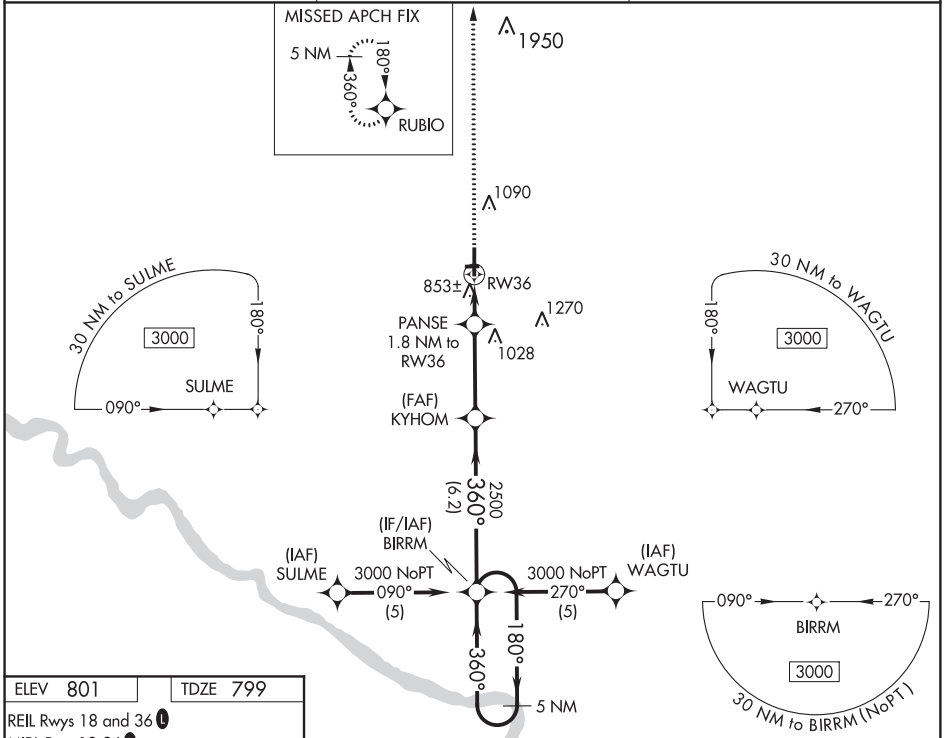
RNAV (GPS) RWY 36

FAIRFIELD MUNI (F'FL)

⚠ If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
⚠ DME/DME RNP-0.3 NA.
 VDP NA when using Ottumwa Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3 132.025	CHICAGO CENTER 118.15 354.1	UNICOM 122.7 (CTAF)
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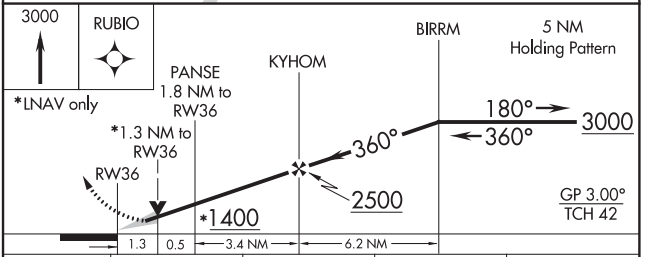
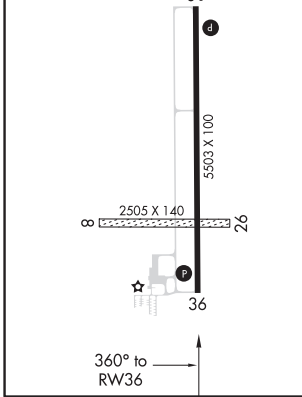


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 801	TDZE 799
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REIL Rwy 18 and 36 **Ⓛ**
 MIRL Rwy 18-36 **Ⓛ**



CATEGORY	A	B	C	D
LPV DA	1049-1 250 (300-1)			NA
LNAV MDA	1240-1	441 (500-1)	1240-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

FAIRFIELD, IOWA
 Amdt 1A 21OCT10

41°03'N-91°59'W

FAIRFIELD MUNI (F'FL) RNAV (GPS) RWY 36

WAAS CH 61019 W02A	APP CRS 022°	Rwy Idg TDZE Apt Elev	3999 929 946
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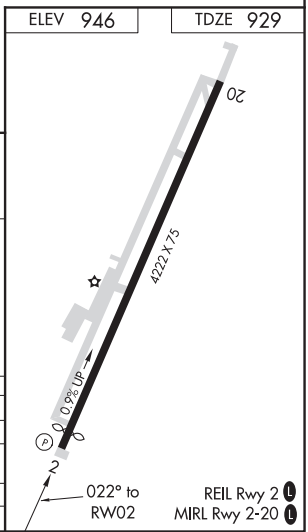
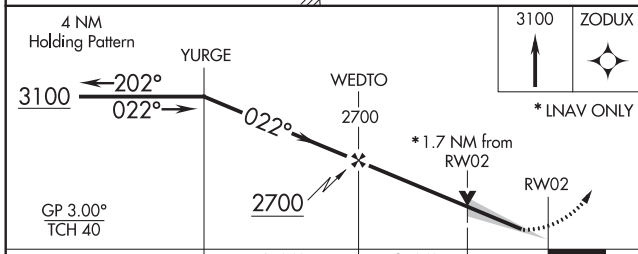
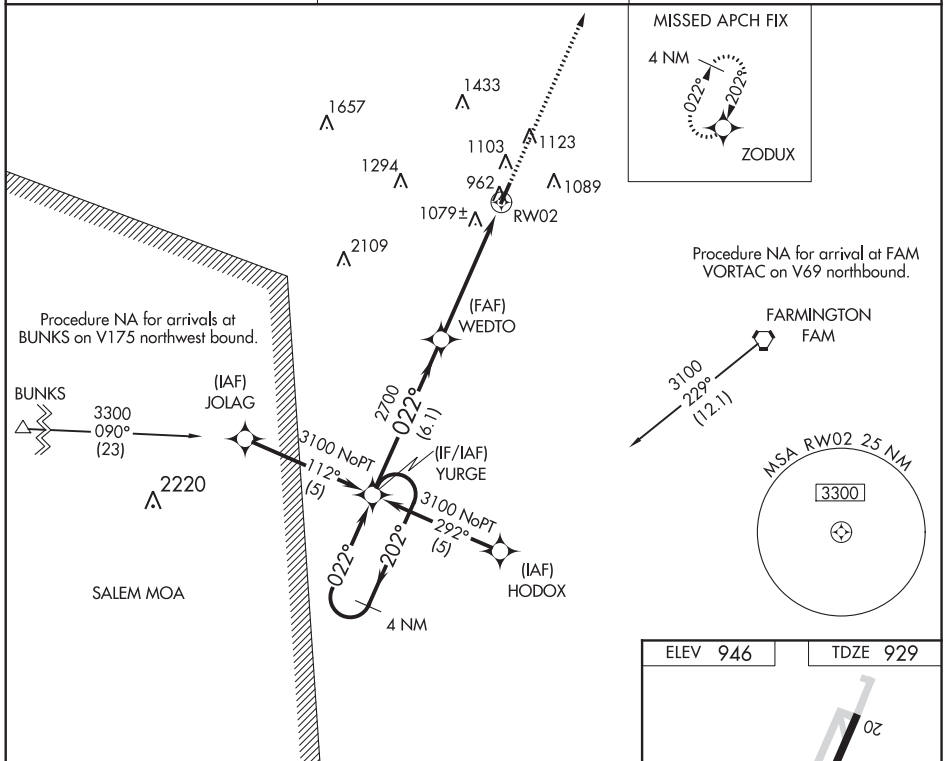
RNAV (GPS) RWY 2

FARMINGTON RGNL (FAM)

⚠ 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 and Baro-VNAV NA when using Sparta altimeter setting. When local altimeter setting not received, use Sparta altimeter setting and increase all DA 1.54 feet and all MDA 1.60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile. Circling to Rwy 20 NA at night.

MISSED APPROACH: Climb to 3100 direct ZODUX and hold.

AWOS-3PT 119.275	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1179-1	250 (300-1)		NA
LNAV/VNAV DA	1479-2	550 (600-2)		NA
LNAV MDA	1500-1	571 (600-1)		NA
CIRCLING	1500-1	554 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

FARMINGTON, MISSOURI

AL-5696 (FAA)

16035

APP CRS 202°	Rwy Idg 4222
	TDZE 946
	Apt Elev 946

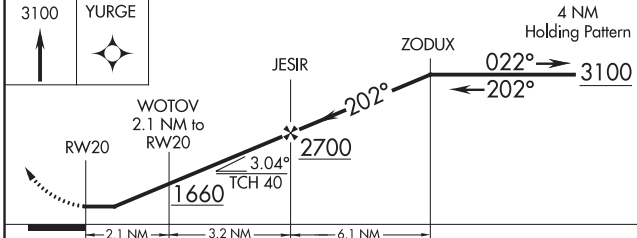
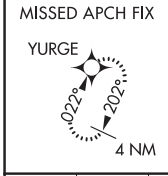
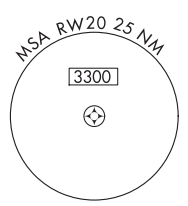
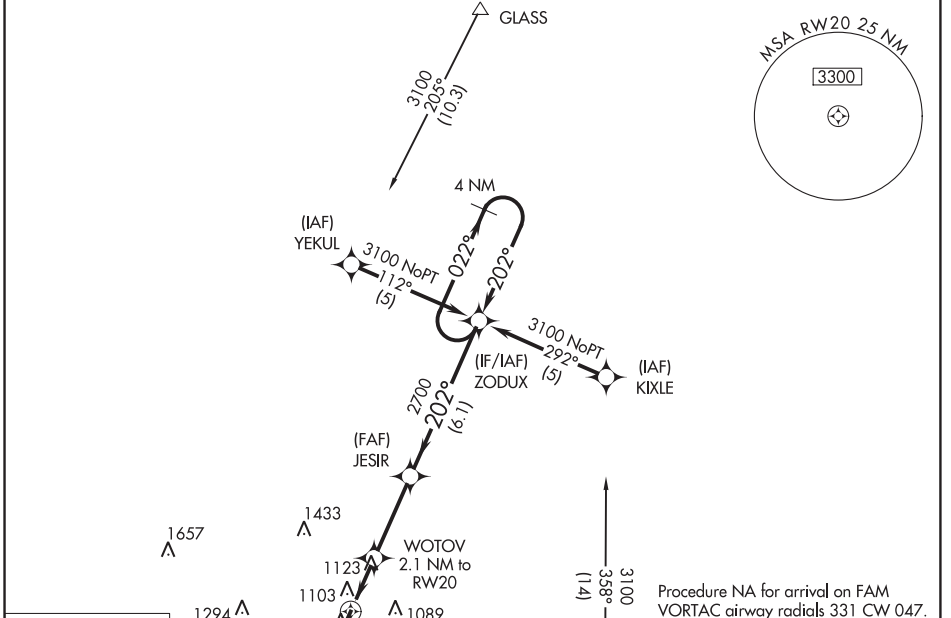
RNAV (GPS) RWY 20

FARMINGTON RGNL (FAM)

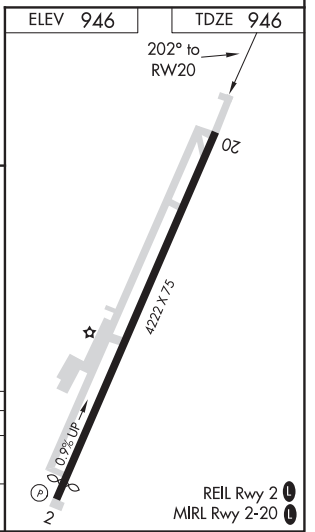
▽ DME/DME RNP-0.3 NA. Straight-In/Circling Rwy 20 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 160 feet.

▲ MISSED APPROACH: Climb to 3100 direct YURGE and hold.

AWOS-3PT 119.275	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	494 (500-1)		NA
CIRCLING	1440-1	494 (500-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

FARMINGTON, MISSOURI
Orig-A 09FEB12

37°46'N-90°26'W

FARMINGTON RGNL (FAM) RNAV (GPS) RWY 20

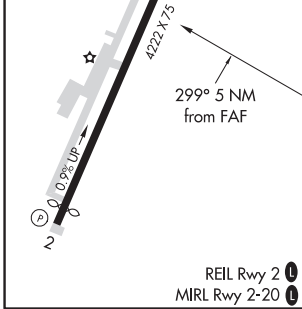
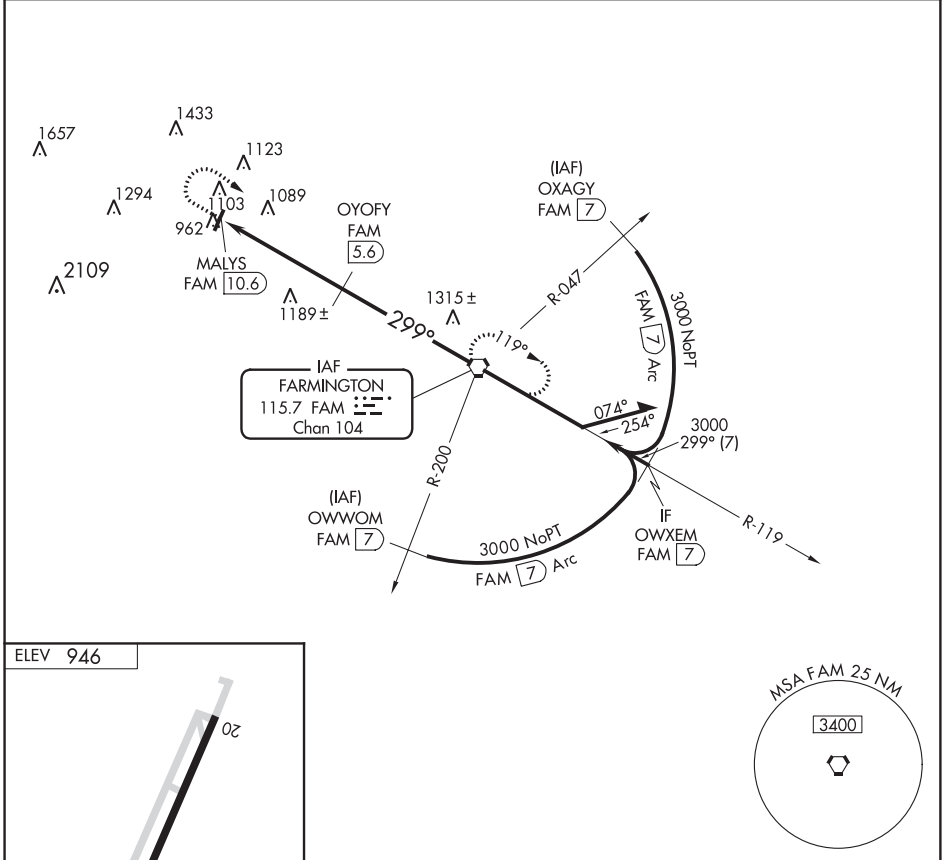
VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg TDZE Apt Elev	N/A N/A 946
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VOR/DME-A
FARMINGTON RGNL (FAM)

NA Circling to Rwy 20 NA at night. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 160 feet and Cat A visibility 1/4 mile.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3PT 119.275	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF)
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	2200	3000	FAM	FAM VORTAC	Remain within 10 NM
				OYOFY FAM 5.6	119°
				MALYS FAM 10.6	299°
					3000
					2300
					5 NM
					5.6 NM
CATEGORY	A	B	C	D	
CIRCLING	1720-1 774 (800-1)	1720-1 1/4 774 (800-1 1/4)			NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

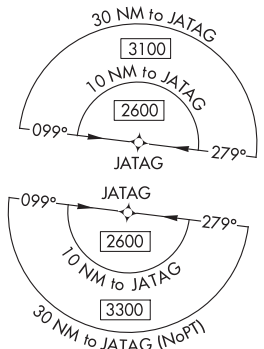
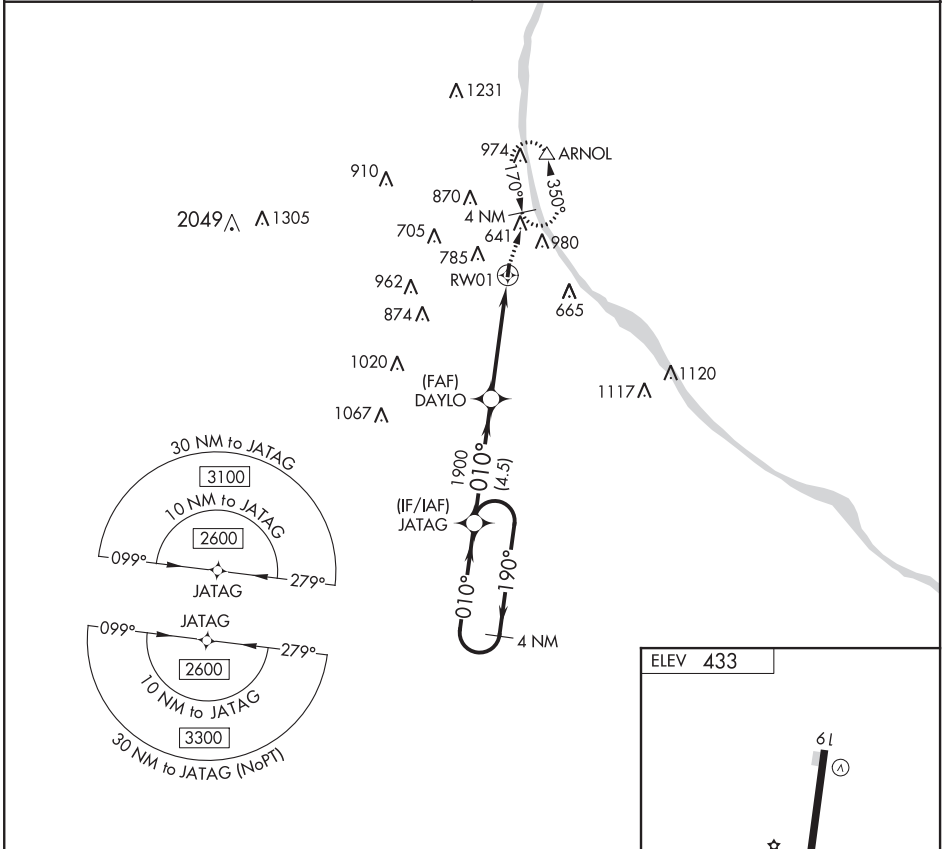
APP CRS 010°	Rwy Idg TDZE Apt Elev	N/A N/A 433
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RNAV (GPS)-A
FESTUS MEMORIAL (FES)

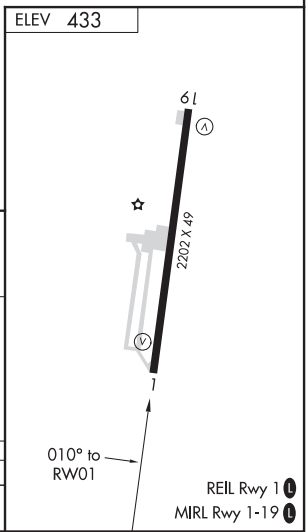
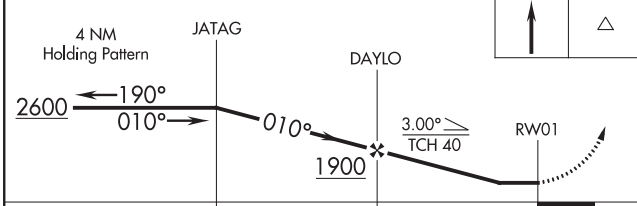
▽ DME/DME RNP-0.3 NA. Use Cahokia/St Louis altimeter setting; when not received, use Spirit of St Louis altimeter setting and increase MDA 20 feet.
△ NA Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct ARNOL and hold, continue climb-in-hold to 3000.

KANSAS CITY CENTER 128.35 284.67	UNICOM 122.7 (CTAF) 0
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VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
CIRCLING	1240-1 807 (900-1)		NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90428 W15A	APP CRS 152°	Rwy Idg 5196 TDZE 1207 Apt Elev 1229
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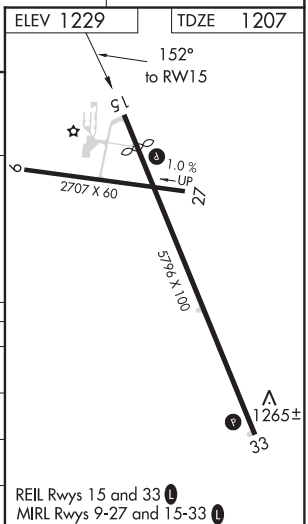
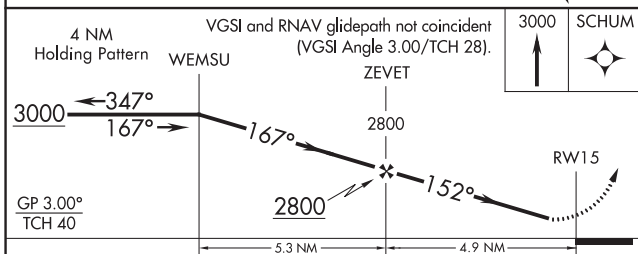
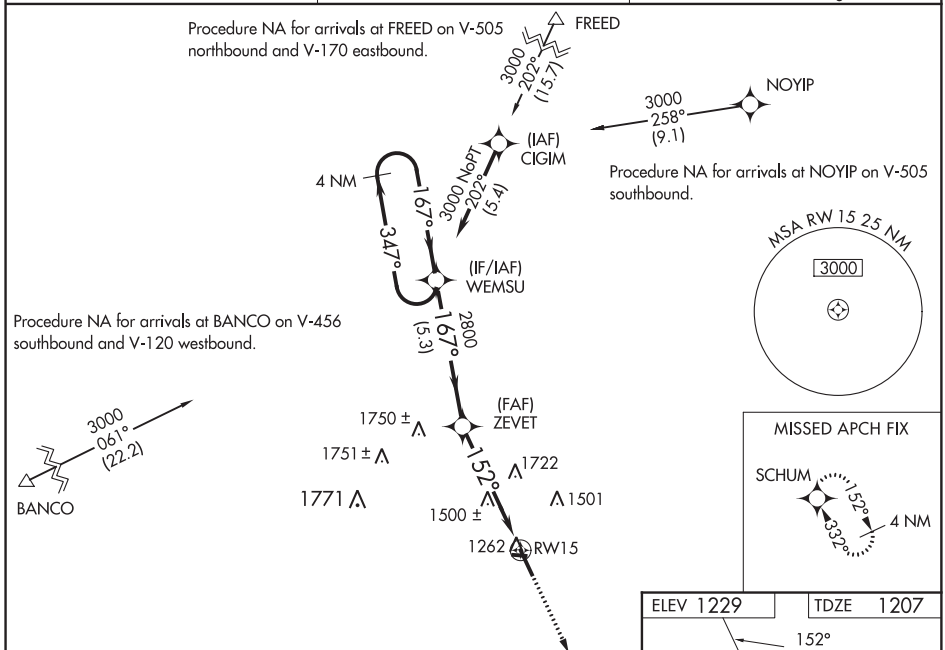
RNAV (GPS) RWY 15

FOREST CITY MUNI (FXY)

⚠ Circling to Rwy 9/27 NA at night. When VGSI inop, Circling Rwy 33 NA at night. Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 36°C (96°F). When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet, increase LNAV Cats C and D visibility to 1 $\frac{3}{4}$, and Circling Cat C visibility to 1 $\frac{3}{4}$.

MISSED APPROACH: Climb to 3000 direct to SCHUM and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1457-1	250 (300-1)	
LNAV/VNAV DA		1485-1	278 (300-1)	
LNAV MDA	1760-1	553 (600-1)	1760-1 $\frac{5}{8}$	553 (600-1 $\frac{5}{8}$)
CIRCLING	1760-1	531 (600-1)	1760-1 $\frac{5}{8}$ 531 (600-1 $\frac{5}{8}$)	1820-2 591 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78016 W33A	APP CRS 332°	Rwy Idg 5796 TDZE 1203 Apt Elev 1229
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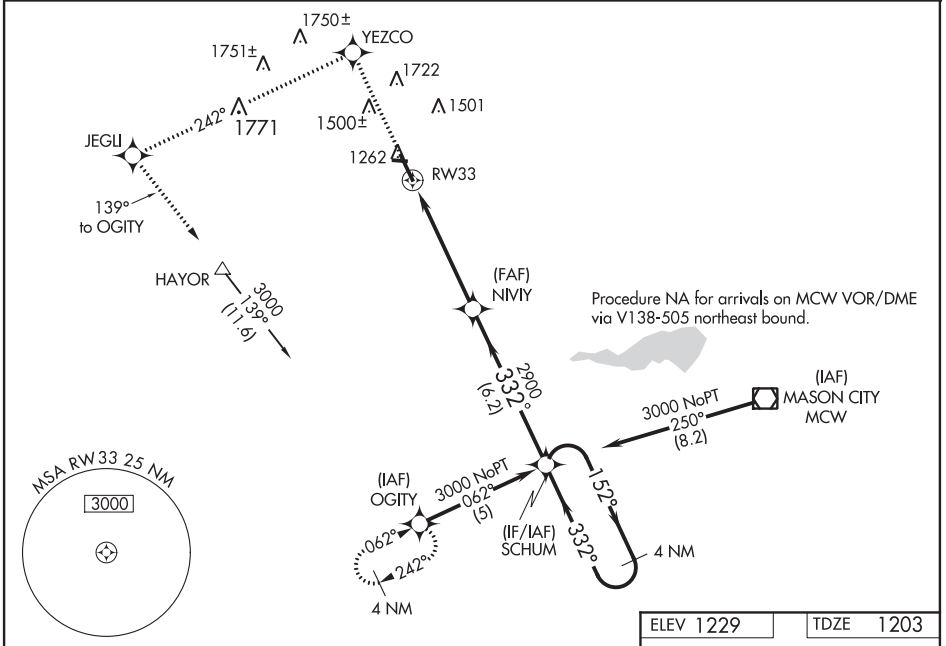
RNAV (GPS) RWY 33

FOREST CITY MUNI (FXY)

⚠ Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. Circling to Rwy 9-27 NA at night. When VGSi inop, procedure NA at night.

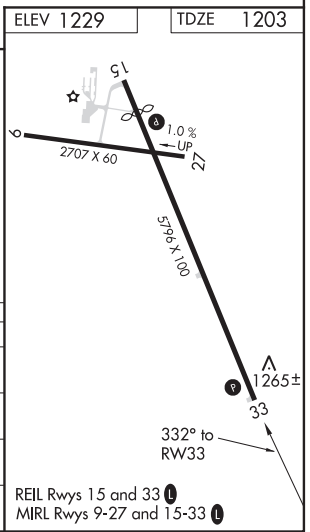
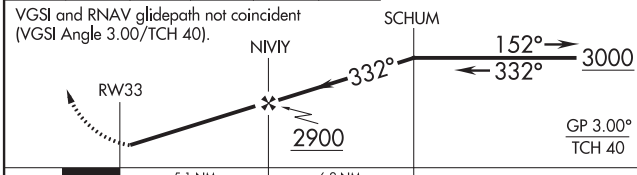
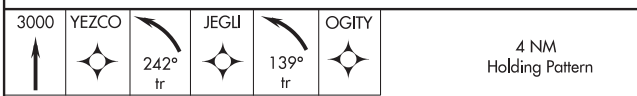
MISSED APPROACH: Climb to 3000 direct YEZCO and left turn via track 242° to JEGLI and left turn via track 139° to OGITY and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 122.8 (CTAF) ①
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1453-1	250 (300-1)	
LNAV/VNAV DA		1535-1¼	332 (400-1¼)	
LNAV MDA		1520-1	317 (300-1)	
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	1760-1½ 531 (600-1½)	1820-2 591 (600-2)

REIL Rws 15 and 33 ①
MIRL Rws 9-27 and 15-33 ①

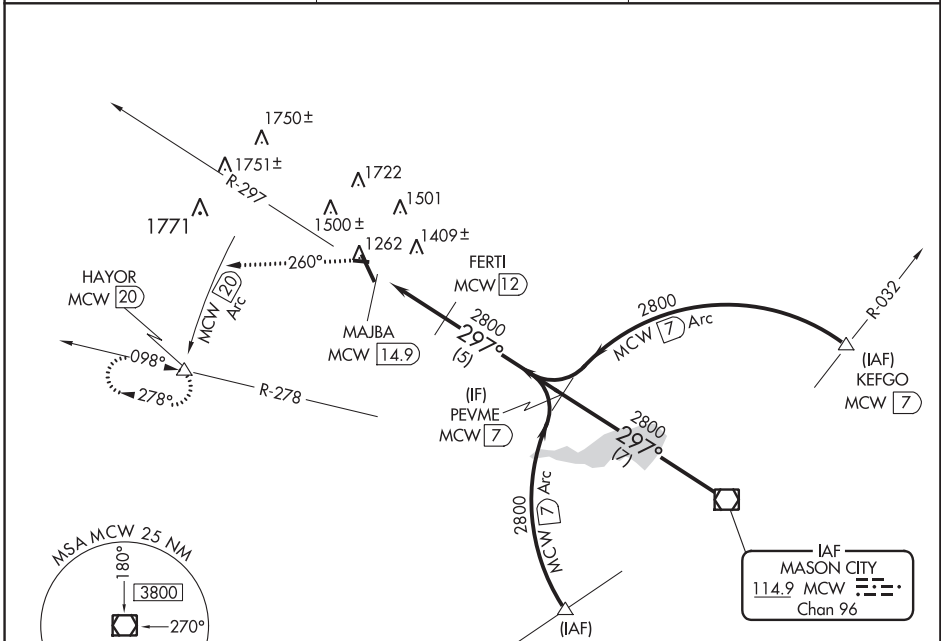
VOR/DME MCW 114.9 Chan 96	APP CRS 297°	Rwy Idg TDZE Apt Elev 1229	N/A N/A 1229
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VOR/DME-A
FOREST CITY MUNI (FXY)

⚠ When local altimeter setting not received use Mason City altimeter setting and increase all MDA 40 feet. Circling to Rwy 9-27 NA at night. When VGSi inop, procedure NA at night.

MISSSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc and via MCW 20 DME Arc counter-clockwise to HAYOR/20 DME and hold.

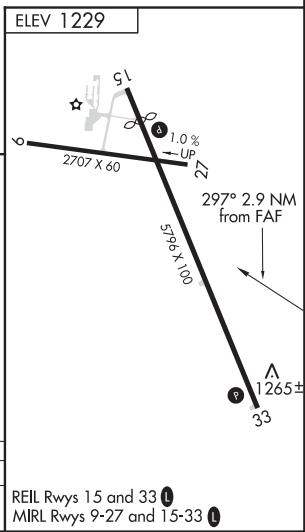
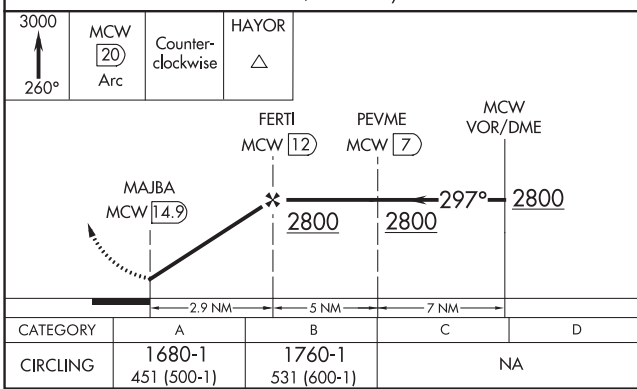
AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals on MCW VOR/DME airway radials 278 CW 343.



FOREST CITY, IOWA

AL-6092 (FAA)

16315

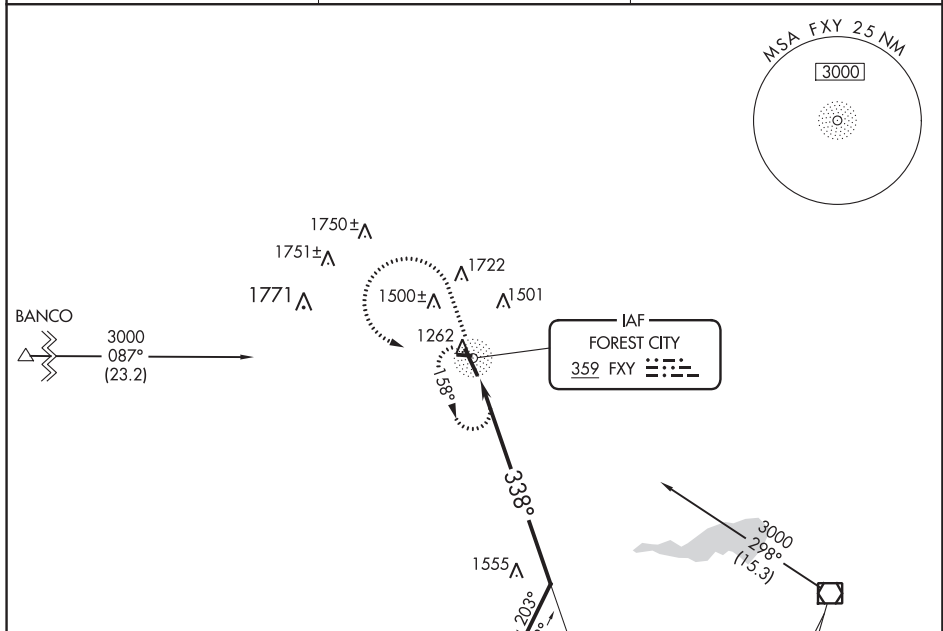
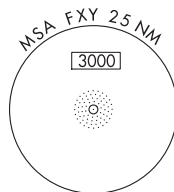
NDB FXY 359	APP CRS 338°	Rwy ldg 5796 TDZE 1203 Apt Elev 1229
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NDB RWY 33
FOREST CITY MUNI (FXY)

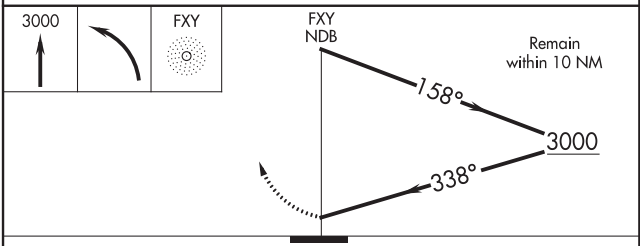
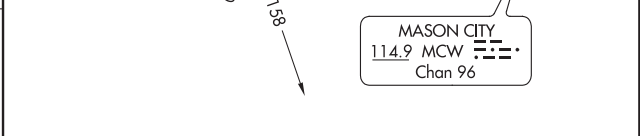
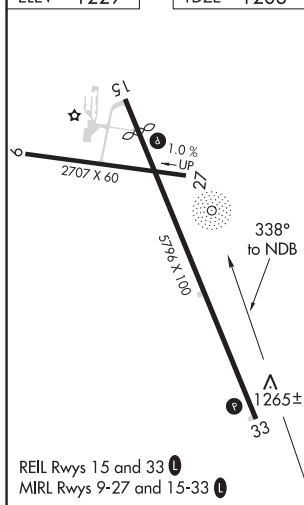
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all MDA 40 feet. When VGSI inop, Straight-In/Circling Rwy 33 procedure NA at night. When VGSI inop, Circling Rwy 15 NA at night. Circling to Rwy 9-27 NA at night.

MISSED APPROACH:
Climb to 3000 then left turn direct FXY NDB and hold.

AWOS-3 123.925	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 122.8 (CTAF) 0
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ELEV 1229	TDZE 1203
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CATEGORY	A	B	C	D
S-33	1920-1 717 (700-1)		1920-2 717 (700-2)	
CIRCLING	1920-1 691 (700-1)		1920-2 691 (700-2)	1920-2¼ 691 (700-2¼)

FOREST CITY, IOWA
Amdt 2B 10NOV16

43°14'N-93°37'W

FOREST CITY MUNI (FXY)
NDB RWY 33

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-FOD 109.1	APP CRS 063°	Rwy Idg 6547 TDZE 1107 Apt Elev 1157
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ILS or LOC RWY 6

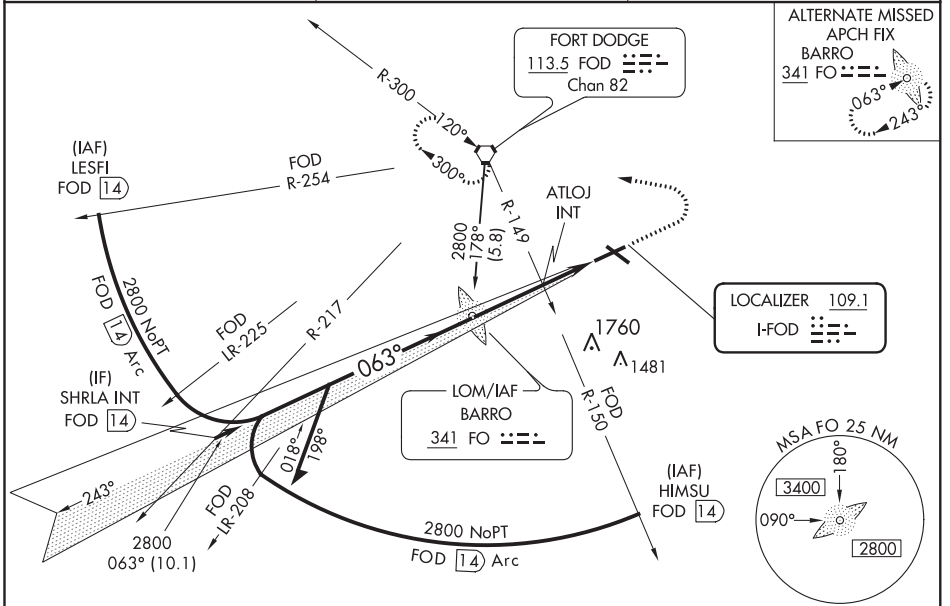
FORT DODGE RGNL (FOD)

When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase S-LOC and Circling visibility Cats B/C/D ¼ mile. For inoperative MALSRS when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

MALSRS 

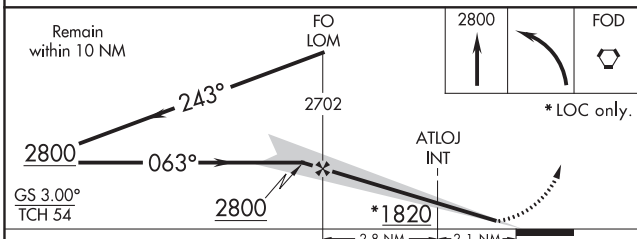
MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1157	TDZE 1107
MIRL Rwy 12-30	
REIL Rwy 12, 24 and 30	
HIRL Rwy 6-24	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			
S-LOC 6	1820-½	713 (700-½)	1820-1½ 713 (700-1½)	1820-1¾ 713 (700-1¾)
CIRCLING	1820-1	663 (700-1)	1820-2 663 (700-2)	1820-2¼ 663 (700-2¼)
ATLOJ FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6	1400-½	293 (300-½)	1400-¾ 293 (300-¾)	
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FORT DODGE, IOWA

AL-976 (FAA)

15344

WAAS CH 61015 W06A	APP CRS 063°	Rwy Idg TDZE Apt Elev	6547 1107 1157
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RNAV (GPS) RWY 6

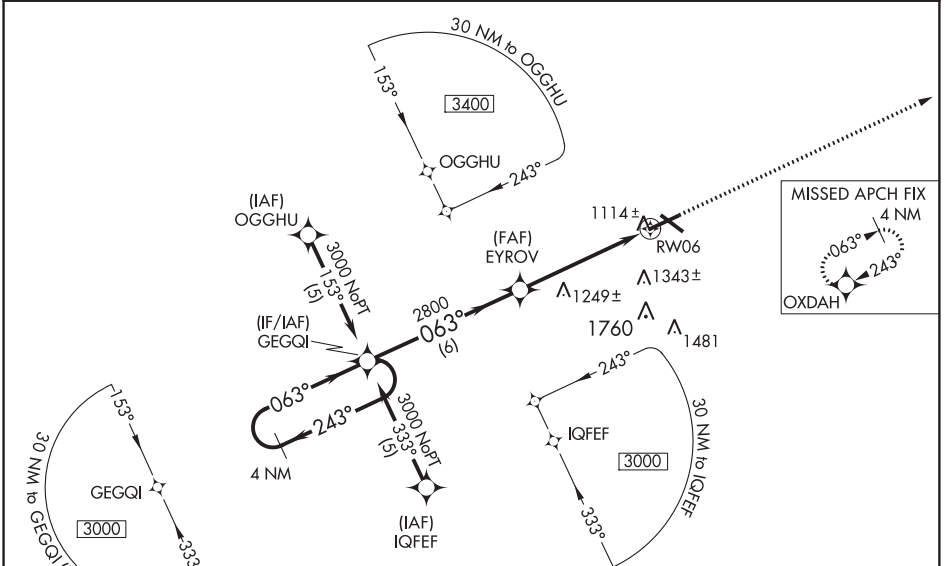
FORT DODGE RGNL (FOD)

⚠ Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR

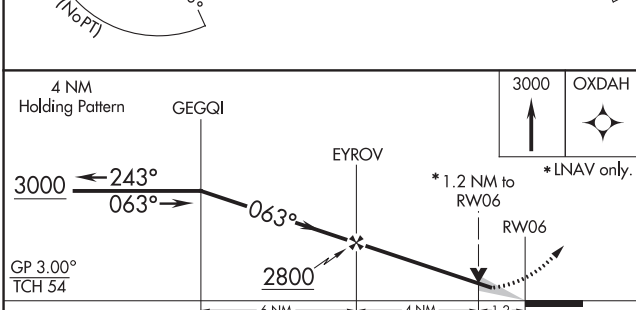
MISSED APPROACH:
Climb to 3000 direct OXDAH and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 1
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1157	D	TDZE 1107
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MIRL Rwy 12-30 **1**
HRL Rwy 6-24 **1**
REIL Rwy 12, 24 and 30 **1**

CATEGORY	A	B	C	D
LPV DA		1307-½	200 (200-½)	
LNAV/VNAV DA		1525-1	418 (400-1)	
LNAV MDA	1500-½	393 (400-½)		1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

FORT DODGE, IOWA
Amdt 1A 03APR14

42°33'N-94°12'W

FORT DODGE RGNL (FOD) RNAV (GPS) RWY 6

WAAS CH 99615 W12A	APP CRS 125°	Rwy Idg TDZE Apt Elev	5301 1128 1157
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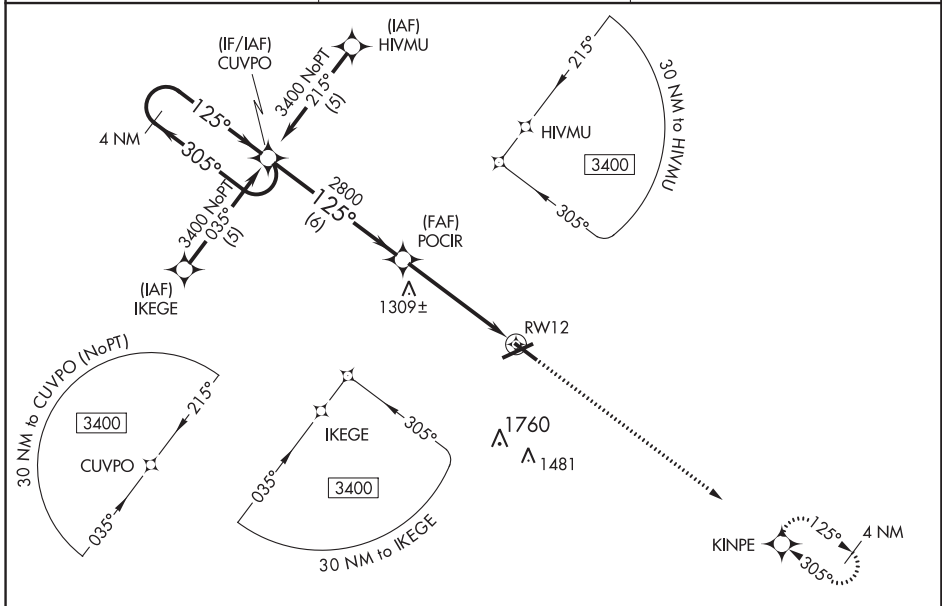
RNAV (GPS) RWY 12

FORT DODGE RGNL (FOD)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cals ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

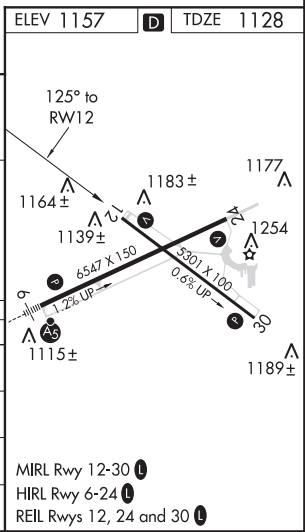
AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		CUVPO	POCIR	3400	KINPE
3400 ← 305°		→ 125°	→ 125°	* 1.3 NM to RW12	* LVAV only
GP 3.00° TCH 51		2800	RW12		
		6 NM	3.8 NM	1.3	
CATEGORY	A	B	C	D	
LPV DA	1405-1		277 (300-1)		
LNAV/VNAV DA	1453-1¼		325 (300-1¼)		
LNAV MDA	1560-1	432 (500-1)	1560-1¼	1560-1½	
			432 (500-1¼)	432 (500-1½)	
CIRCLING	1560-1	1620-1	1620-1½	1720-2	
	403 (500-1)	463 (500-1)	463 (500-1½)	563 (600-2)	



MIRL Rwy 12-30
HIRL Rwy 6-24
REIL Rws 12, 24 and 30

FORT DODGE, IOWA

AL-976 (FAA)

15176

WAAS CH 45815 W24A	APP CRS 243°	Rwy Idg TDZE Apt Elev	6547 1156 1157
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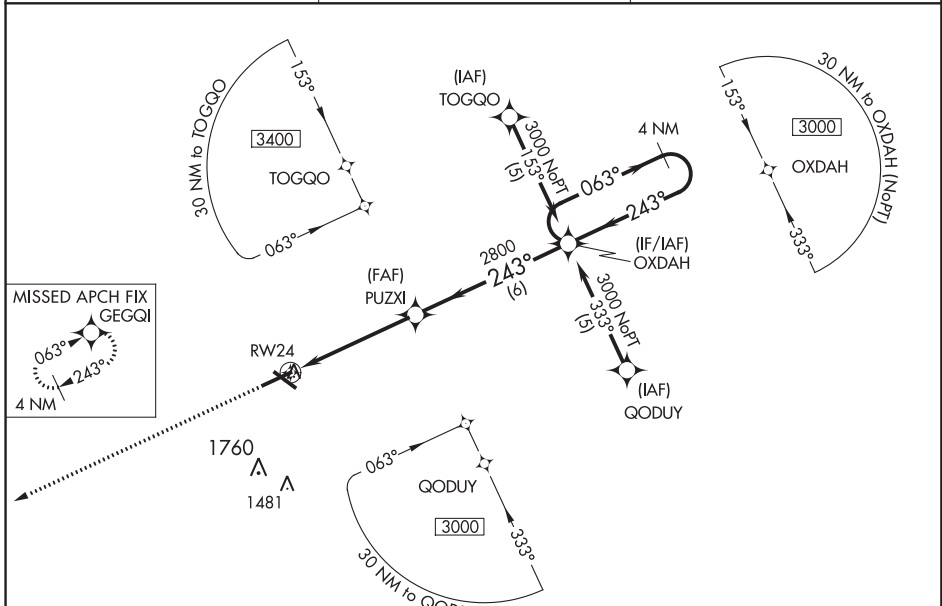
RNAV (GPS) RWY 24

FORT DODGE RGNL (F'DD)

▼ Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
 ▲ When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct GEGQI and hold.

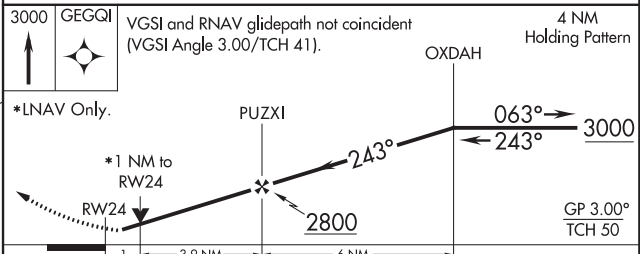
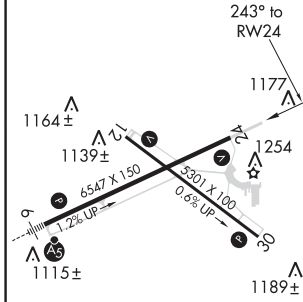
AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1157	D	TDZE 1156
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CATEGORY	A	B	C	D
LPV DA	1406-1		250 (300-1)	
LNAV/VNAV DA	1504-1¼		348 (400-1¼)	
LNAV MDA	1520-1		364 (400-1)	
CIRCLING	1560-1	1620-1	1620-1½	1720-2
	403 (500-1)	463 (500-1)	463 (500-1½)	563 (600-2)

HIRL Rwy 6-24
 MIRL Rwy 12-30
 REIL Rwy 12, 24 and 30

FORT DODGE, IOWA
 Amdt 1A 25JUN15

42°33'N-94°12'W

RNAV (GPS) RWY 24

WAAS CH 82615 W30A	APP CRS 305°	Rwy Idg TDZE Apt Elev	5301 1142 1157
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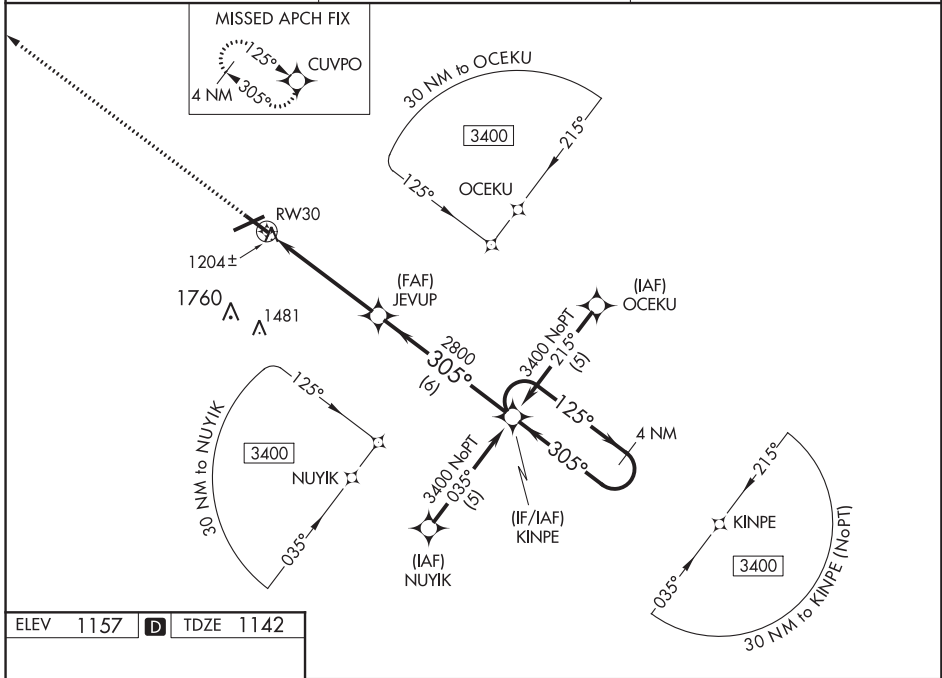
RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

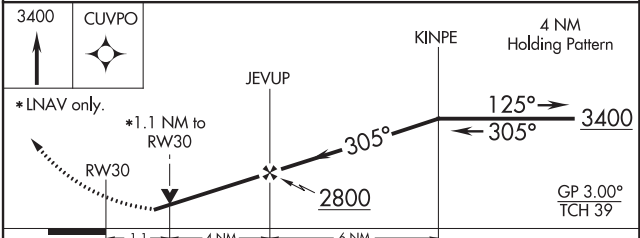
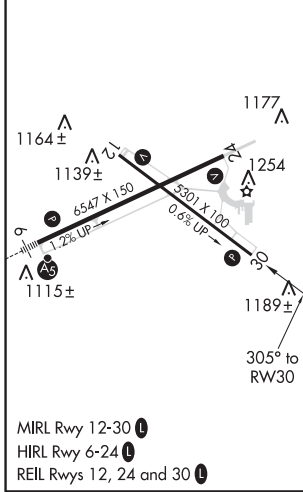
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility below ¾ SM NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
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ELEV 1157	D	TDZE 1142
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CATEGORY	A	B	C	D
LPV DA		1424-1	282 (300-1)	
LNAV/VNAV DA		1474-1¼	332 (400-1¼)	
LNAV MDA		1520-1	378 (400-1)	1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC FOD 113.5 Chan 82	APP CRS 300°	Rwy Idg TDZE Apt Elev	5301 1142 1156
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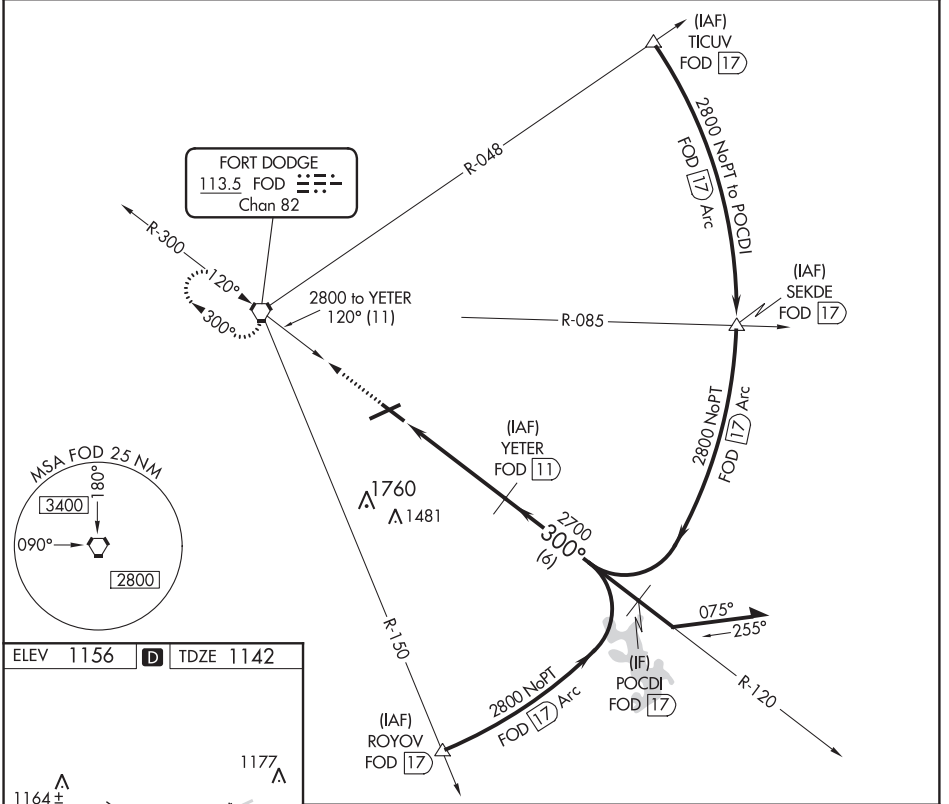
VOR/DME RWY 30

FORT DODGE RGNL (FOD)

⚠ When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2800 direct
FOD VORTAC and hold.

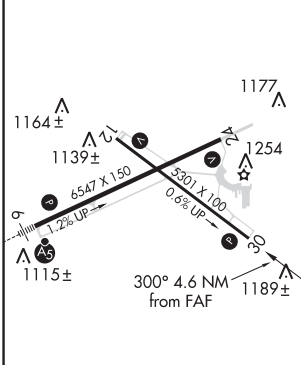
AWOS-3 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) 0
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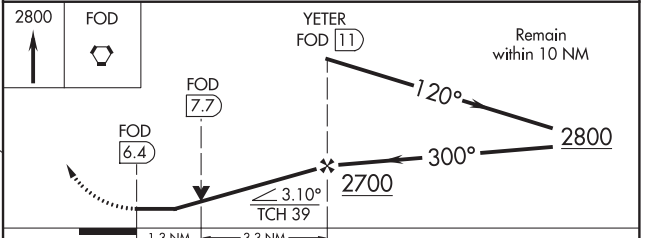
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1156	D	TDZE 1142
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MIRL Rwy 12-30 0
REIL Rwys 12, 24 and 30 0
HIRL Rwy 6-24 0



CATEGORY	A	B	C	D
S-30	1600-1	458 (500-1)	1600-1 ³ / ₈	458 (500-1 ³ / ₈)
CIRCLING	1600-1 444 (500-1)	1620-1 464 (500-1)	1620-1 ¹ / ₂ 464 (500-1 ¹ / ₂)	1720-2 564 (600-2)

VORTAC FOD 113.5 Chan 82	APP CRS 120°	Rwy Idg TDZE 1128 Apt Elev 1157
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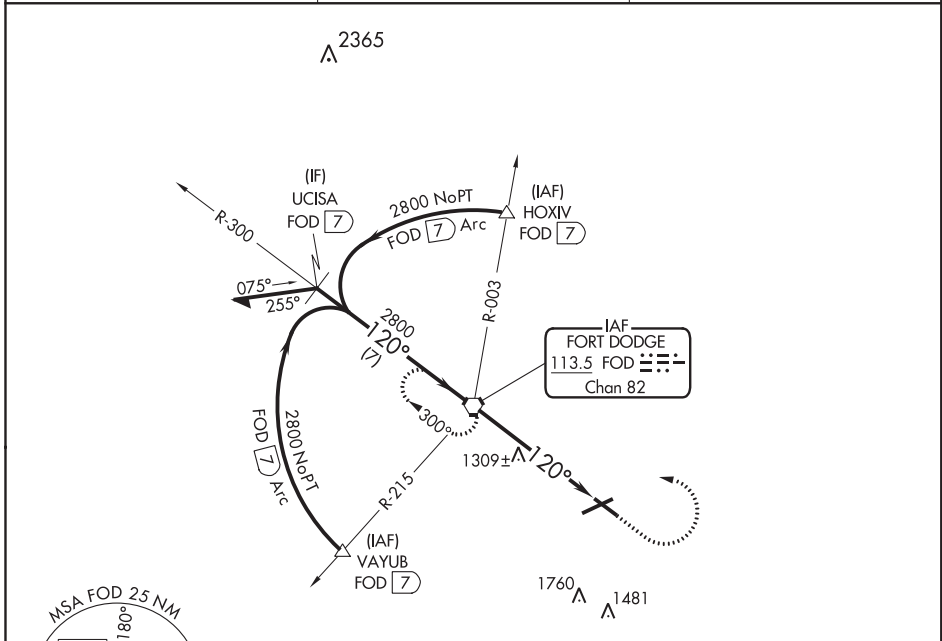
VOR RWY 12

FORT DODGE RGNL (FOD)

⚠ If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

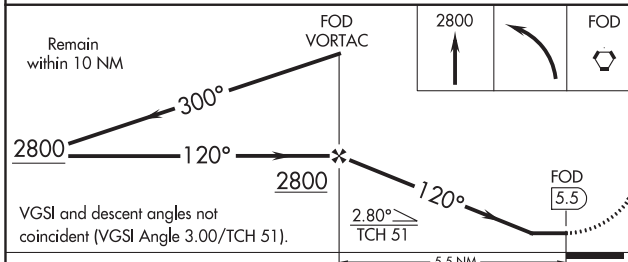
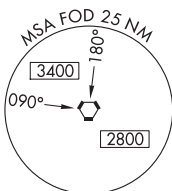
⚠ MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3 118,775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1157	TDZE 1128
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Profile view diagram showing altitudes and distances:

- Altitudes: 1164±, 1139±, 1177, 1254, 1115±, 1189±
- Distances: 6547 X 150, 5301 X 100
- Gradients: 1.22% UP, 0.6% UP
- Angle: 120° 5.5 NM from FAF

MIRL Rwy 12-30
REIL Rws 12, 24 and 30
HIRL Rwy 6-24

FAF to MAP 5.5 NM

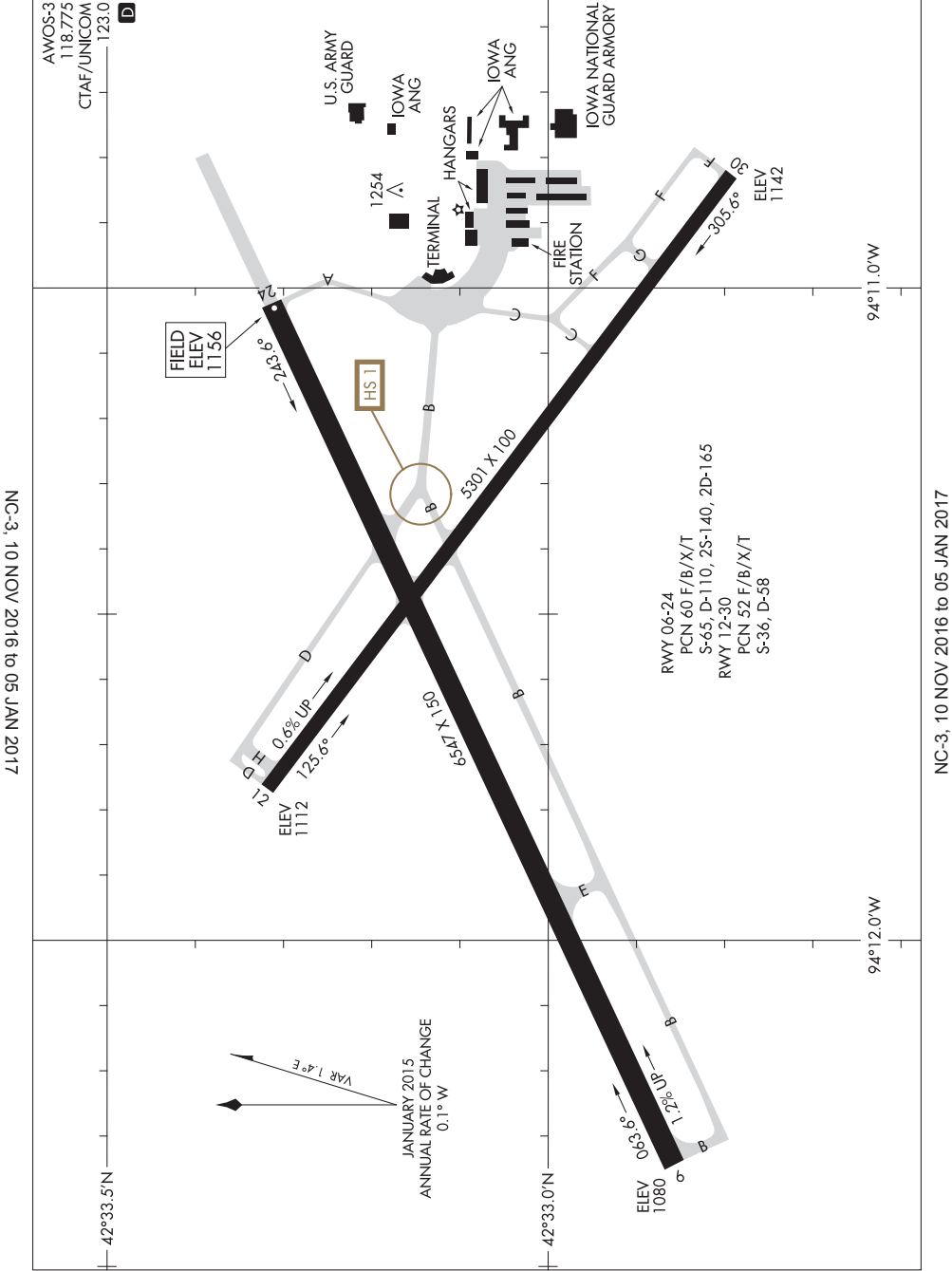
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-12	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

AIRPORT DIAGRAM

FORT DODGE RGNL (FOD)
FORT DODGE, IOWA

AL-976 (FAA)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16315

FORT DODGE, IOWA
FORT DODGE RGNL (FOD)

LOC/DME I-TBN 110.9 Chan 46	APP CRS 144°	Rwy Idg 5537 TDZE 1158 Apt Elev 1159
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ILS or LOC RWY 14

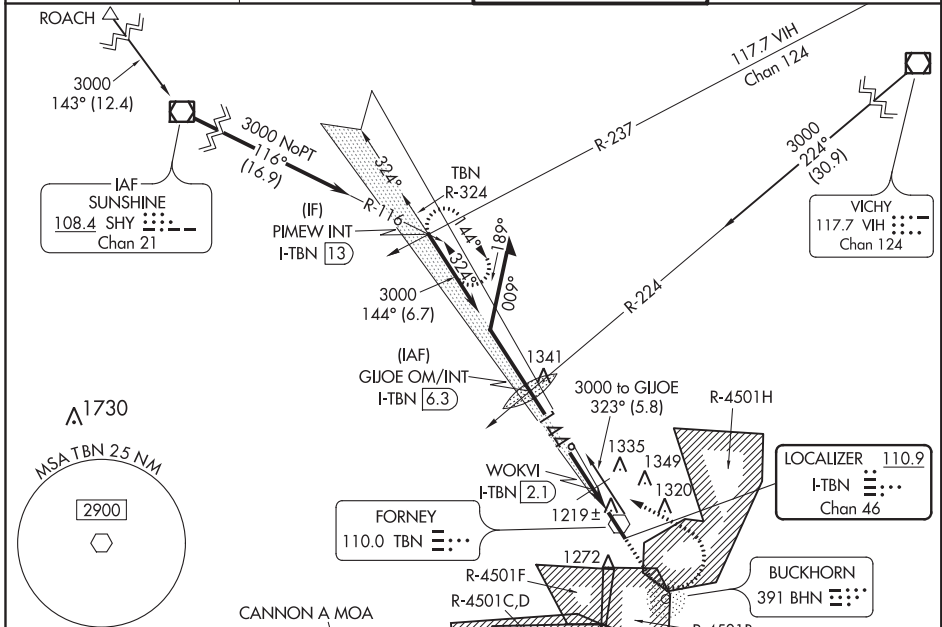
WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (T'BN)

⚠ When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DA 69 feet; and all MDA 80 feet, increase S-LOC 14 Cat C/D visibility ¼ mile and WOKVI fix minimums S-LOC 14 Cat C/D visibility ¼ mile. For inop MALSRS when using Rolla/Vichy altimeter setting increase S-ILS 14 all Cats visibility ⅜ mile. For inop MALSRS increase S-LOC 14 Cats C and D visibility ⅜ mile.

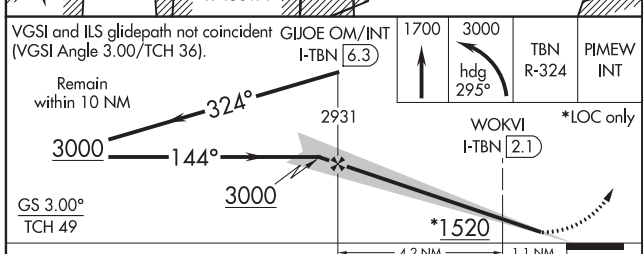
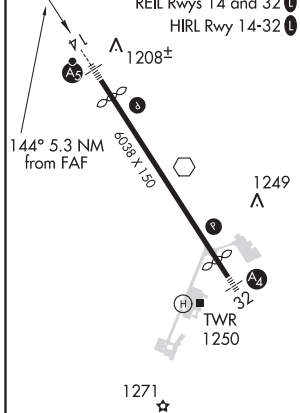


MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on heading 295° and on TBN VOR R-324 to PIMEW INT/13 DME and hold.

ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.67	FORNEY TOWER* 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
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ELEV 1159	D TDZE 1158
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CATEGORY	A	B	C	D
S-ILS 14	1358-½ 200 (200-½)			
S-LOC 14	1520-½	362 (400-½)	1520-⅝	362 (400-⅝)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
WOKVI FIX MINIMUMS (DME REQUIRED)				
S-LOC 14	1480-½ 322 (400-½)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS Chan 53499 W14A	APP CRS 144°	Rwy Idg 5537 TDZE 1158 Apt Elev 1159
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RNAV (GPS) RWY 14

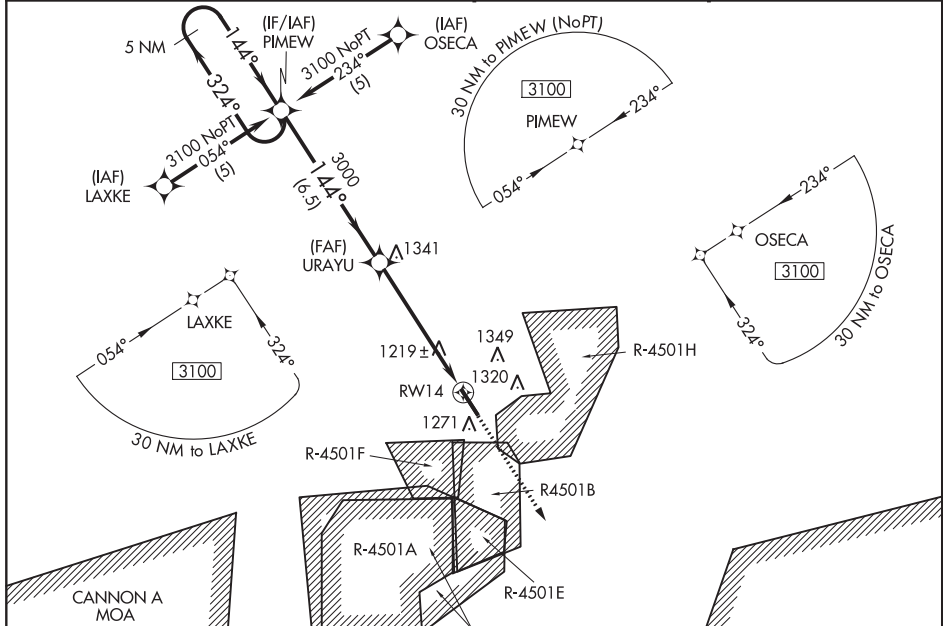
WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (T'BN)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80 feet and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat D.

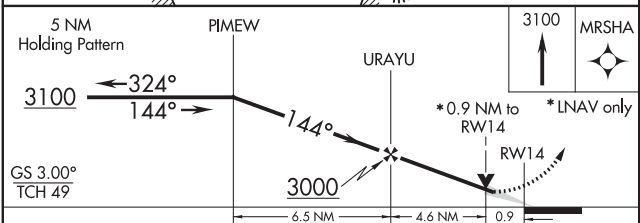
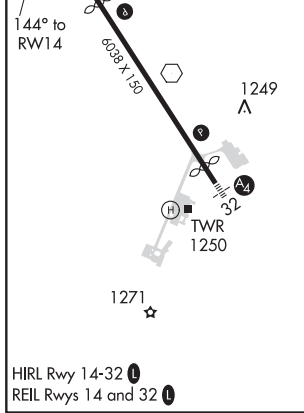
MALSR 

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.67	FORNEY TOWER * 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
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ELEV 1159	TDZE 1158
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CATEGORY	A	B	C	D
LPV DA		1408-½	250 (300-½)	
LNAV/DA VNAV		1486-¾	328 (400-¾)	
LNAV MDA		1480-½	322 (400-½)	1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

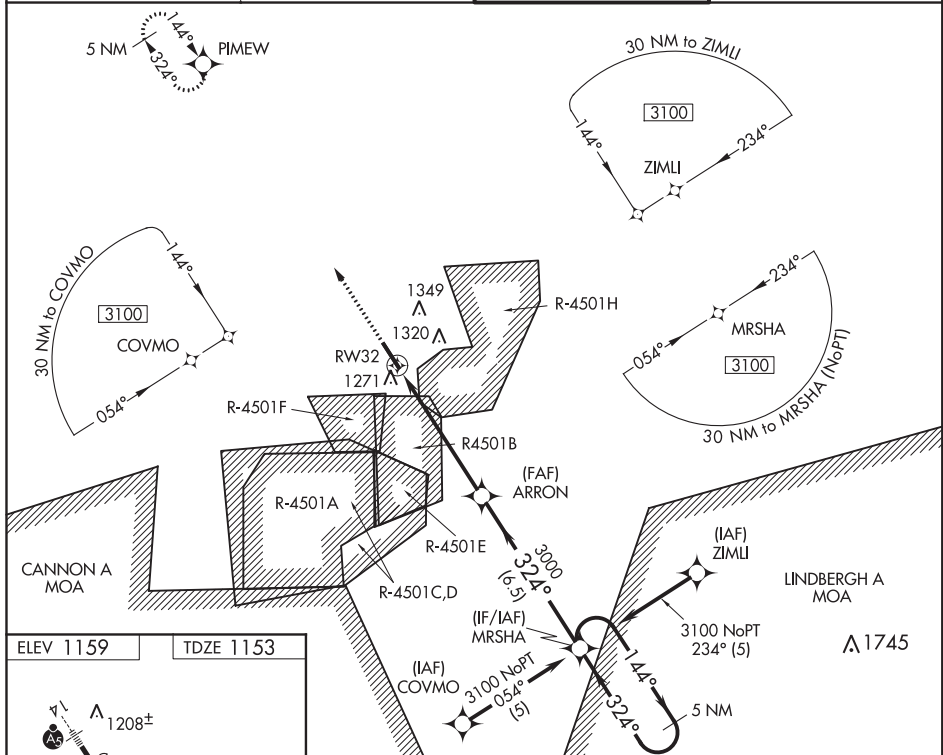
WAAS Chan 99499 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	5512 1153 1159
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RNAV (GPS) RWY 32
WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (T'BN)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F).
⚠ When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80 feet and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

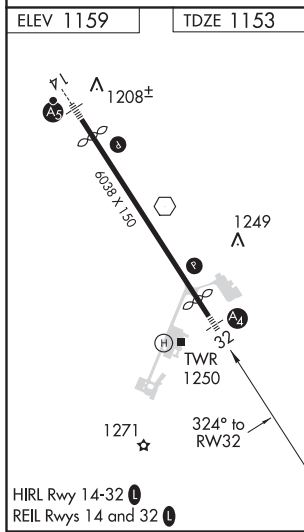
MALS
 MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS 118.7 229.4	KANSAS CITY CENTER 128.35 284.67	FORNEY TOWER ★ 125.4 (CTAF) 0 268.7	GND CON 123.75 256.8
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



3100	PIMEW	*LNAV only.	MRSHA	5 NM Holding Pattern
↑	✧	ARRON		
		*1.1 NM to RW32		
		RW32		
		1.1	4.5 NM	6.5 NM
			144°	3100
			324°	
			3000	GS 3.00° TCH 36
CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/DA	1541-1½ 388 (400-1½)			
LNAV MDA	1540/50 387 (400-1)			1540/60 387 (400-1½)
CIRCLING	1580-1½ 421 (500-1½)	1620-1½ 461 (500-1½)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

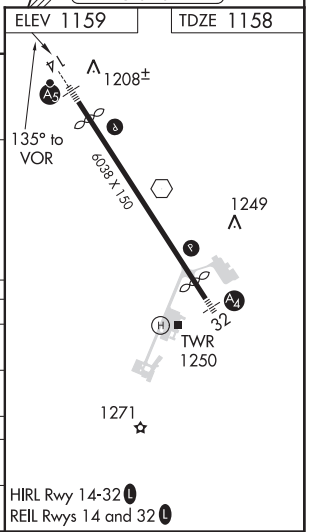
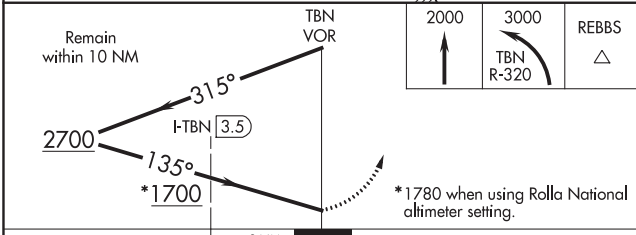
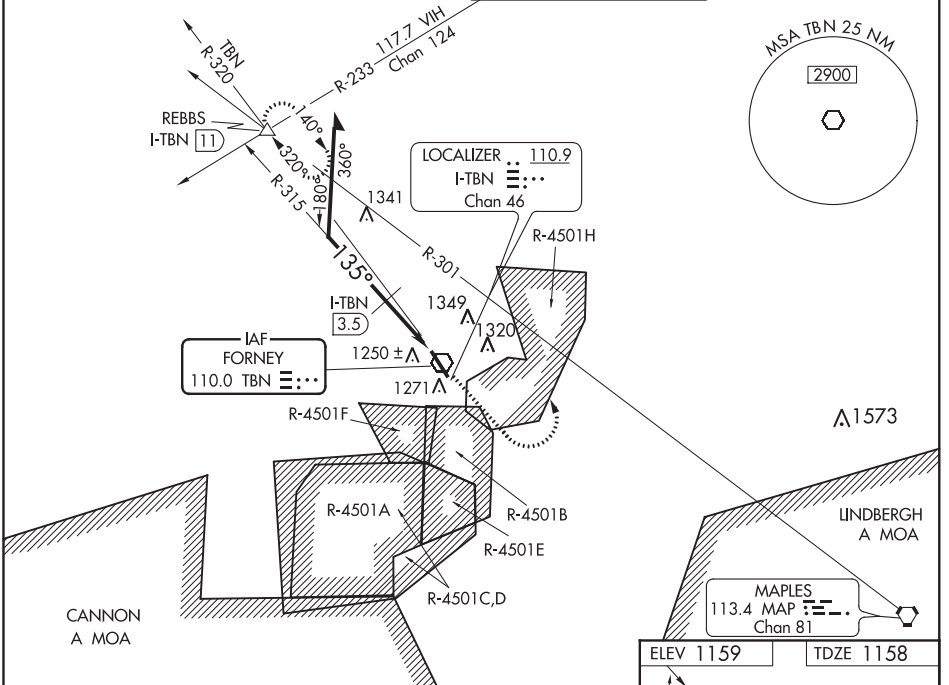
VOR TBN 110.0	APP CRS 135°	Rwy Idg 5537
		TDZE 1158
		Apt Elev 1159

VOR RWY 14

WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (TBN)

<p>▼ When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½ mile. ▲ Procedure not authorized when R-4501B or R-4501H in use.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.</p>
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<p>ATIS 118.7 229.4</p>	<p>KANSAS CITY CENTER 128.35 284.67</p>	<p>FORNEY TOWER ★ 125.4 (CTAF) 0 268.7</p>	<p>GND CON 123.75 256.8</p>
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CATEGORY	A	B	C	D
S-14	1700-1	542 (600-1)	1700-1½ 542 (600-1½)	1700-1¾ 542 (600-1¾)
CIRCLING	1700-1	541 (600-1)	1700-1½ 541 (600-1½)	1720-2 561 (600-2)
DME MINIMUMS				
S-14	1500-1 342 (400-1)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

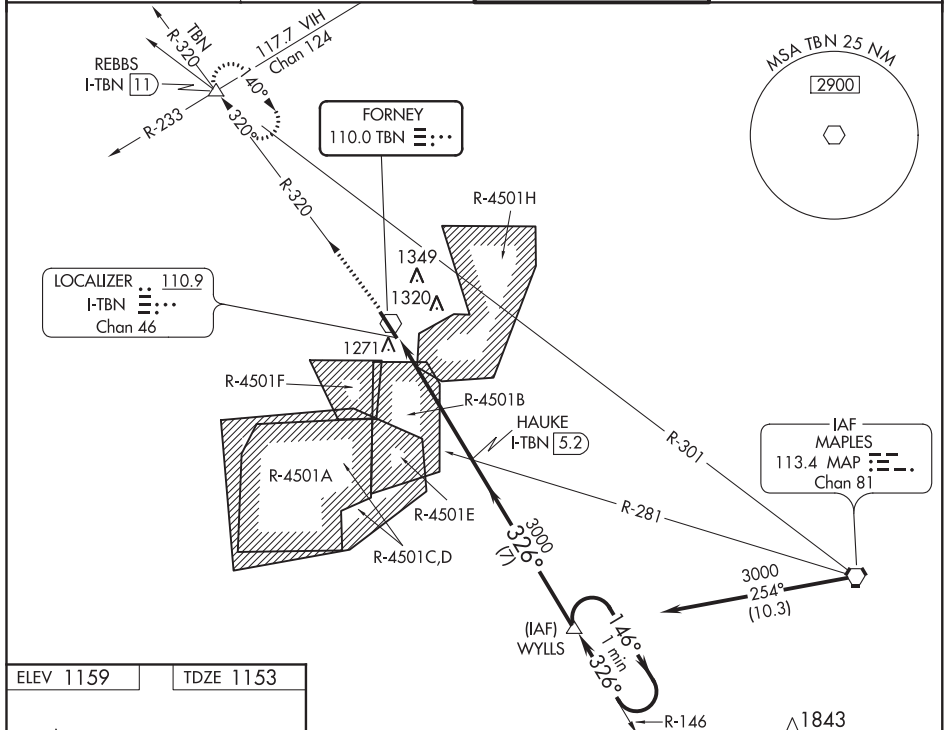
VOR TBN 110.0	APP CRS 326°	Rwy ldg TDZE Apt Elev	5512 1153 1159
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VOR RWY 32

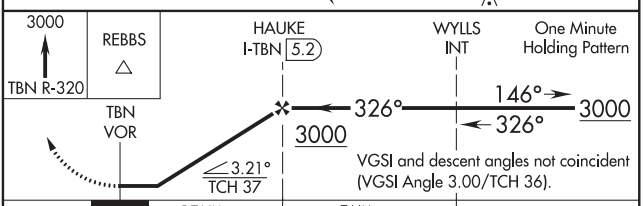
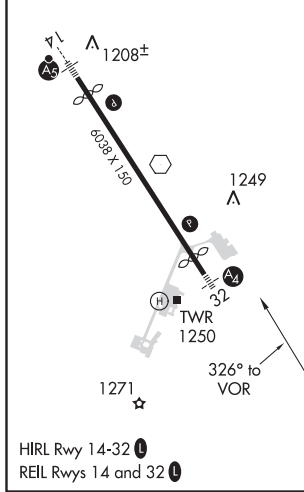
WAYNESVILLE ST ROBERT RGNL FORNEY FIELD (TBN)

<p>▼ When control tower closed, use Rolla National altimeter setting. ▲ Procedure not authorized when R-4501B or R-4501H in use.</p>	<p>MALS A</p>	<p>MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.</p>
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<p>ATIS 118.7 229.4</p>	<p>KANSAS CITY CENTER 128.35 284.67</p>	<p>FORNEY TOWER ★ 125.4 (CTAF) 0 268.7</p>	<p>GND CON 123.75 256.8</p>
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ELEV 1159	TDZE 1153
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CATEGORY	A	B	C	D
S-32	1580-1	427 (500-1)	1580-1¼ 427 (500-1½)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1640-1	487 (500-1)	1640-1¼ 487 (500-1½)	1640-1½ 487 (500-1½)
CIRCLING	1660-1	501 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

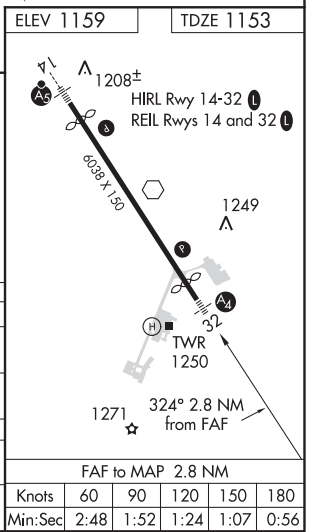
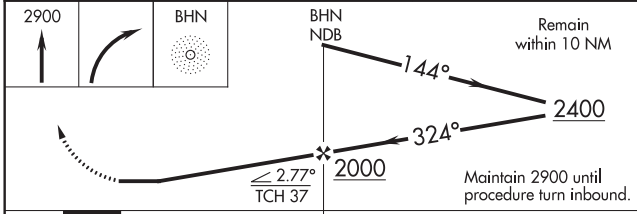
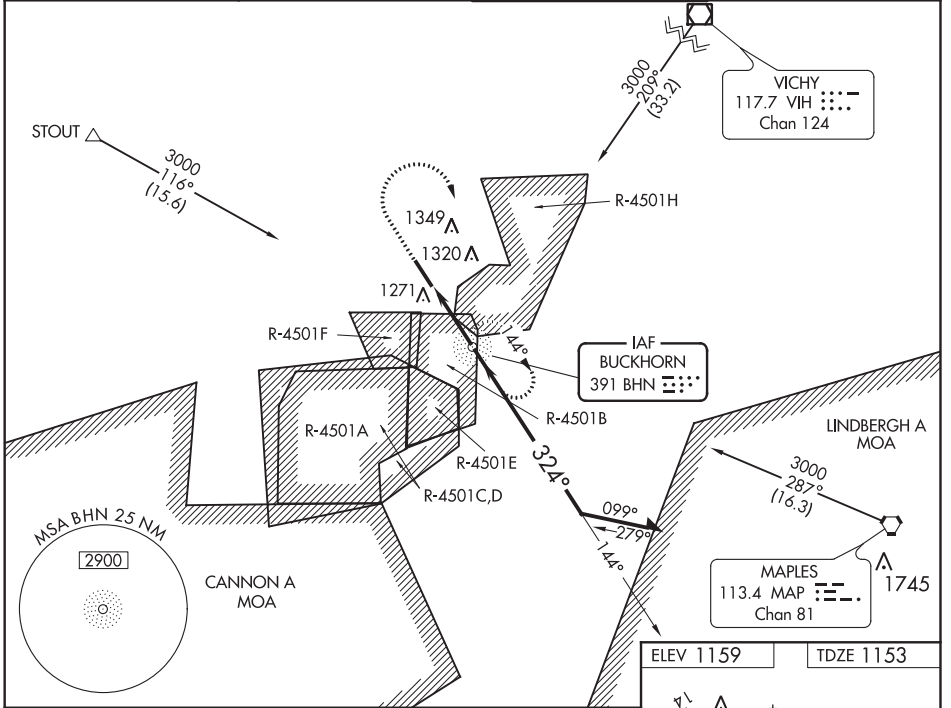
NDB BHN 391	APP CRS 324°	Rwy Idg TDZE Apt Elev	5512 1153 1159
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NDB RWY 32

WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (T'BN)

<p>▼ When control tower closed, use Rolla National altimeter setting. ▲ Procedure not authorized when R-4501B or R-4501H in use.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.</p>
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<p>ATIS 118.7 229.4</p>	<p>KANSAS CITY CENTER 128.35 284.67</p>	<p>FORNEY TOWER ★ 125.4 (CTAF) 0 268.7</p>	<p>GND CON 123.75 256.8</p>
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CATEGORY	A	B	C	D
S-32	1580-1	427 (500-1)	1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1	507 (600-1)	1660-1½	507 (600-1½)
CIRCLING	1660-1	501 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NDB RWY 32

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (T'BN)

AL-5093 (FAA) FORT LEONARD WOOD, MISSOURI

ATIS
 118.7 229.4
 FORNEY TOWER ★
 125.4 268.7
 GND CON
 123.75 256.8

37°45'N

FIELD
 ELEV
 1159



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

6039 X 150

RWY 14-32
 PCN 54 F/A/W/T
 S-50

HS 1



ARNG HANGAR

ARNG RAMP

ELEV 1154

MILITARY RAMP

FIRE STATION

37°44'N

TWR

AIRLINE TERMINAL

MILITARY BASE OPS

MILITARY HANGAR

MILITARY VIP PAD

MILITARY EXTENDED RAMP

GA HANGARS

GA RAMP

FBO

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

★ 1271

92°09'W

92°08'W

AIRPORT DIAGRAM

FORT LEONARD WOOD, MISSOURI

WAYNESVILLE-ST ROBERT RGNL FORNEY FIELD (T'BN)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

FORT MADISON, IOWA

AL-5625 (FAA)

16315

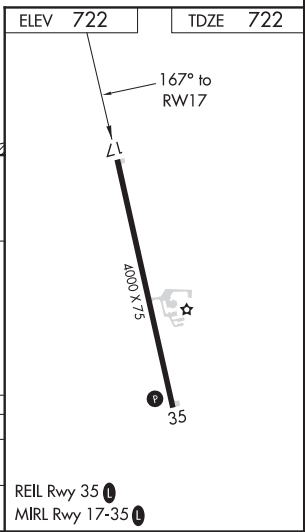
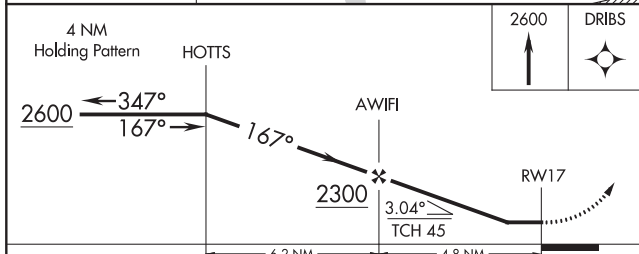
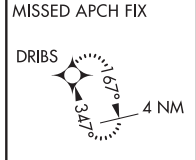
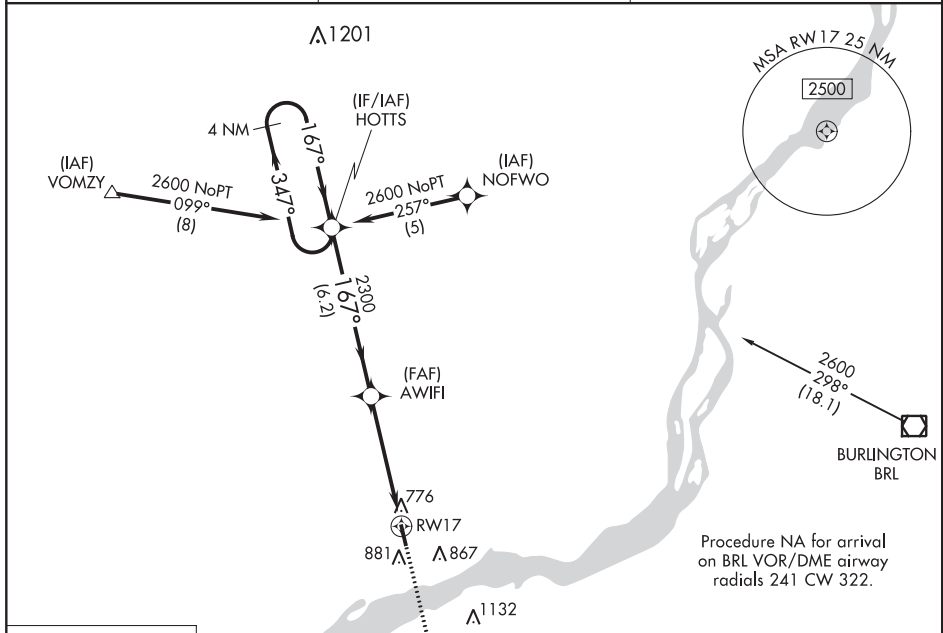
APP CRS	Rwy Idg	4000
167°	TDZE	722
	Apt Elev	722

RNAV (GPS) RWY 17

FORT MADISON MUNI (F'SW)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.
▲ Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 2600 direct DRIBS and hold.

AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1180-1	458 (500-1)	1180-1 ³ / ₈	458 (500-1 ³ / ₈)
CIRCLING	1180-1	458 (500-1)	1180-1 ¹ / ₂ 458 (500-1 ¹ / ₂)	1280-2 558 (600-2)

FORT MADISON, IOWA
Orig-A 10NOV16

40°40'N-91°20'W

FORT MADISON MUNI (F'SW) RNAV (GPS) RWY 17

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4000
347°	TDZE	722
	Apt Elev	722

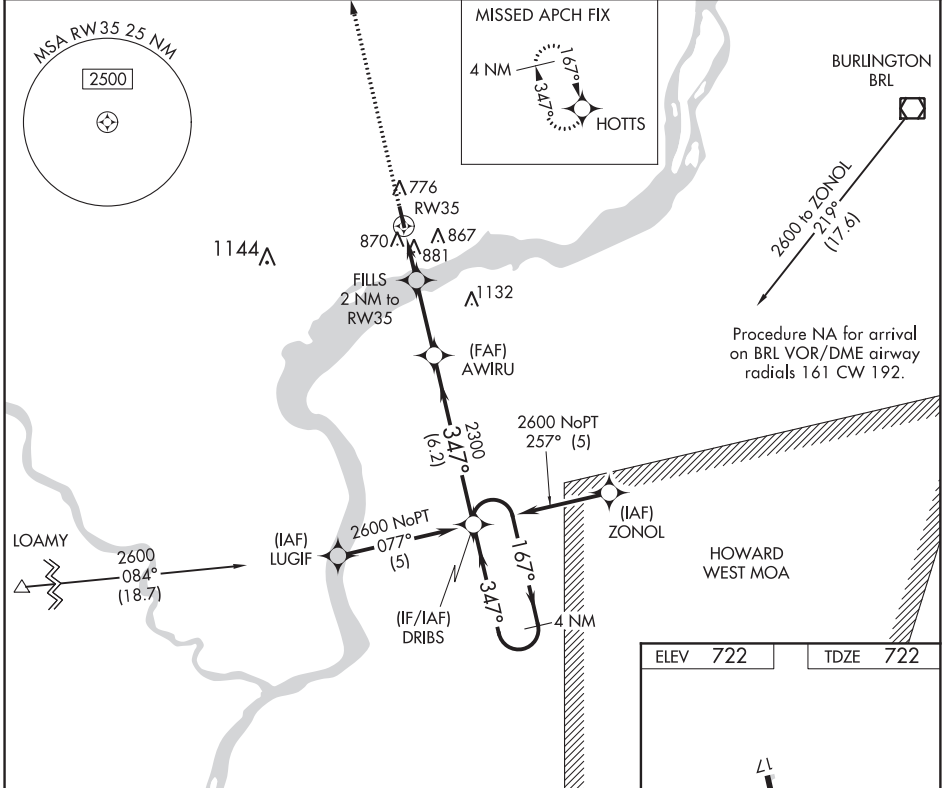
RNAV (GPS) RWY 35

FORT MADISON MUNI (F'SW)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet. Visibility reduction by helicopters NA.

▲ MISSED APPROACH: Climb to 2600 direct HOTTs and hold.

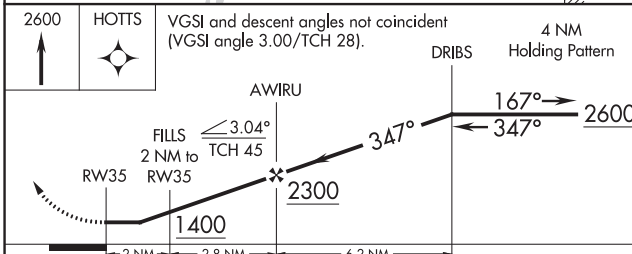
AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) ①
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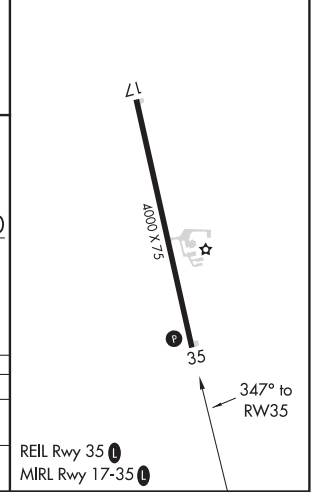
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV	722	TDZE	722
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CATEGORY	A	B	C	D
LNVA MDA	1180-1	458 (500-1)	1180-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$)
CIRCLING	1180-1	458 (500-1)	1180-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$)	1280-2 558 (600-2)



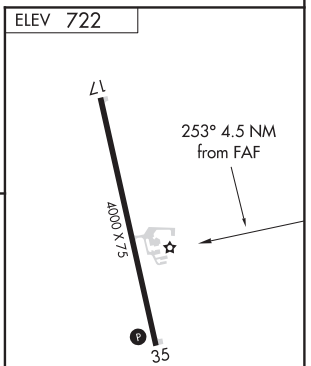
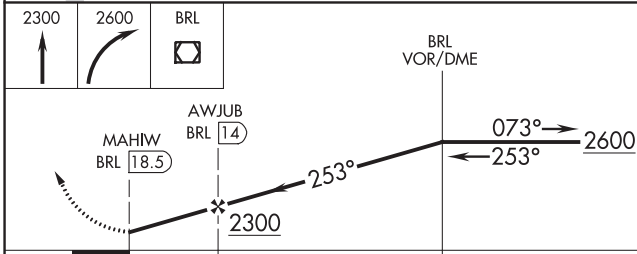
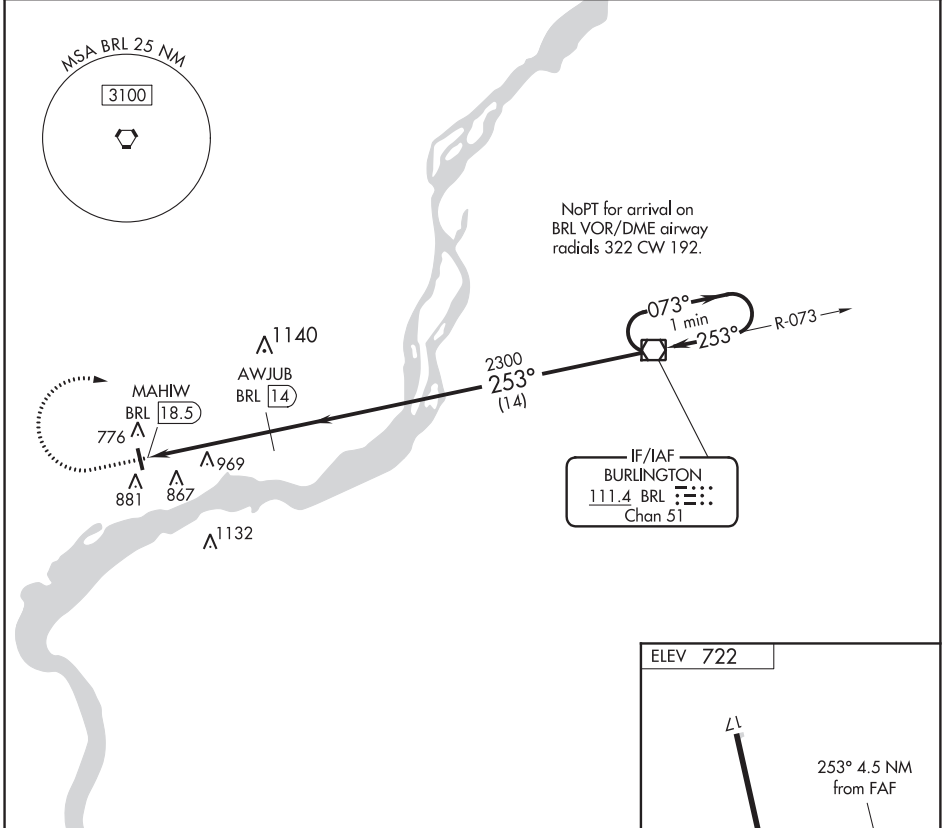
VORTAC BRL 111.4 Chan 51	APP CRS 253°	Rwy ldg TDZE Apt Elev N/A N/A 722
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VOR/DME-A
FORT MADISON MUNI (F'SW)

⚠ When local altimeter setting not received, use Burlington altimeter setting; increase call MDA 40 feet. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 2300 then climbing right turn to 2600 direct BRL VOR/DME and hold.

AWOS-3 120.925	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
CIRCLING	1220-1	498 (500-1)	1220-1½ 498 (500-1½)	1280-2 558 (600-2)

REIL Rwy 35 **Ⓛ**
MIRL Rwy 17-35 **Ⓛ**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70733 W01A	APP CRS 015°	Rwy Idg TDZE Apt Elev	4000 880 880
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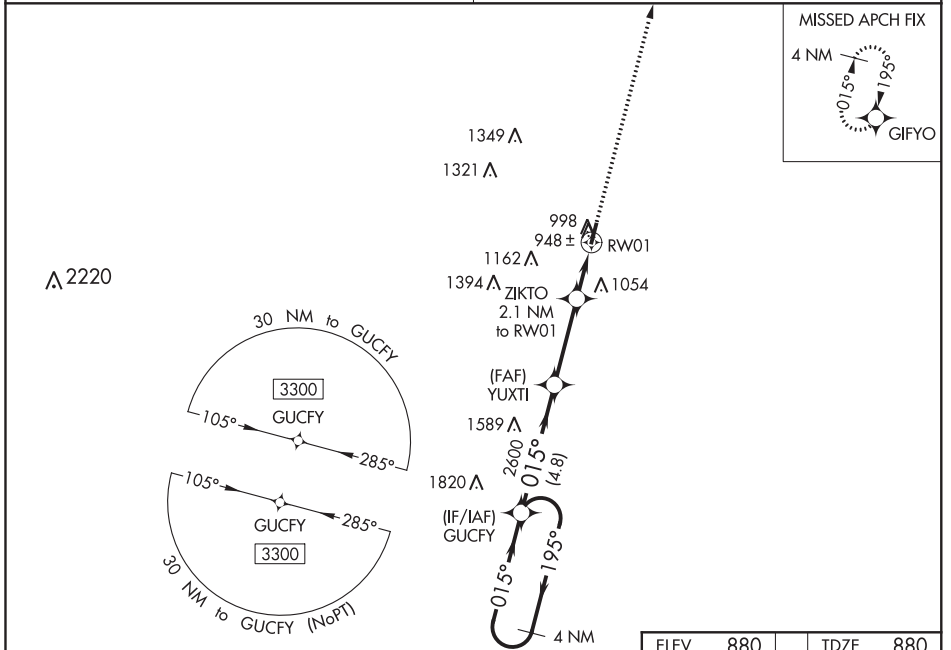
RNAV (GPS) RWY 1

A PAUL VANCE FREDERICKTOWN RGNL (H88)

V Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Farmington altimeter setting; when not received, use Sparta altimeter setting and increase all DA 111 feet, all MDA 120 feet and increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cat C visibility 3/8 mile, and Circling Cat C visibility 1/4 mile.

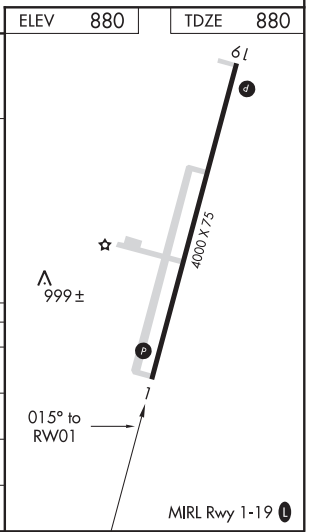
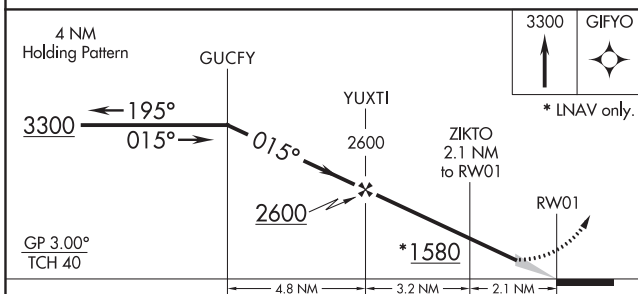
MISSED APPROACH:
Climb to 3300 direct GIFYO and hold.

KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 1
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1166-1 286 (300-1)		NA
LNAV/VNAV DA		1166-1 286 (300-1)		NA
LNAV MDA		1240-1 360 (400-1)		NA
C CIRCLING	1380-1 500 (500-1)	1520-1 640 (700-1)	1640-2 1/4 760 (800-2 1/4)	NA

WAAS CH 72733 W19A	APP CRS 195°	Rwy Idg TDZE Apt Elev	4000 880 880
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RNAV (GPS) RWY 19

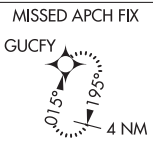
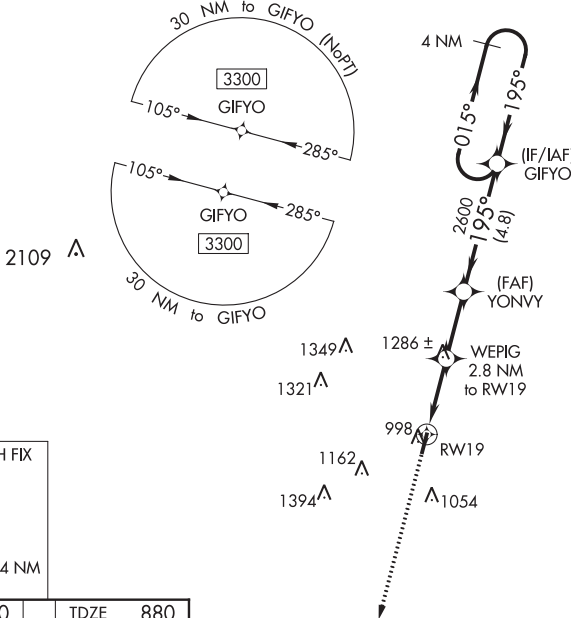
A PAUL VANCE FREDERICKTOWN RGNL (H88)

V Baro-VNAV NA. DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¼ SM NA.
NA Use Farmington altimeter setting; when not received, use Sparta altimeter setting and increase all DA 111 feet, all MDA 120 feet, LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile and increase Circling all Cats visibility ¼ mile.

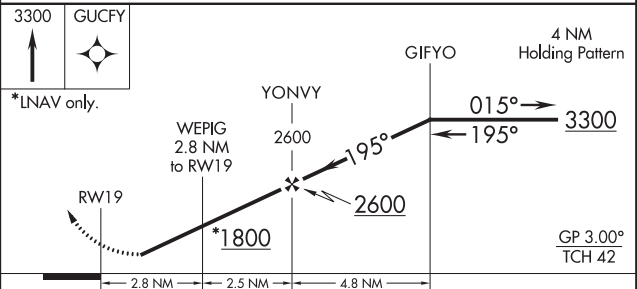
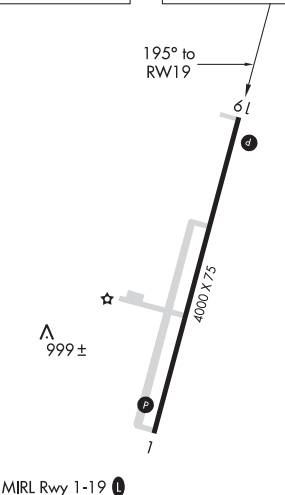
MISSED APPROACH:
Climb to 3300 direct GUCFY and hold.

KANSAS CITY CENTER
127.47 346.27

UNICOM
122.8 (CTAF) **U**



ELEV 880 TDZE 880



CATEGORY	A	B	C	D
LPV DA		1166-1	286 (300-1)	NA
LNAV/VNAV DA		1536-2¼	656 (700-2¼)	NA
LNAV MDA	1580-1	700 (700-1)	1580-2 700 (700-2)	NA
C CIRCLING	1580-1	700 (700-1)	1640-2¼ 760 (800-2¼)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

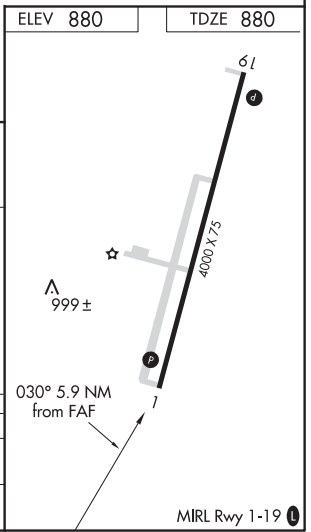
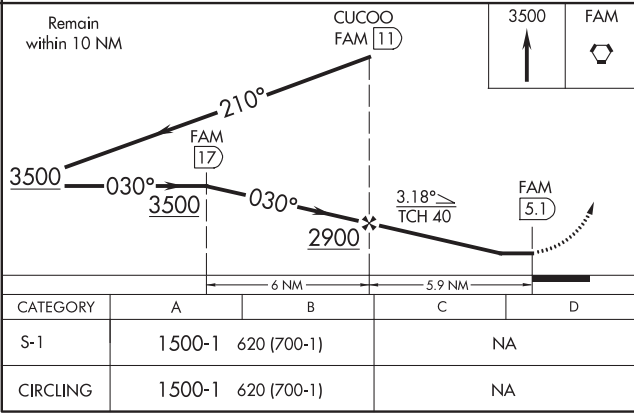
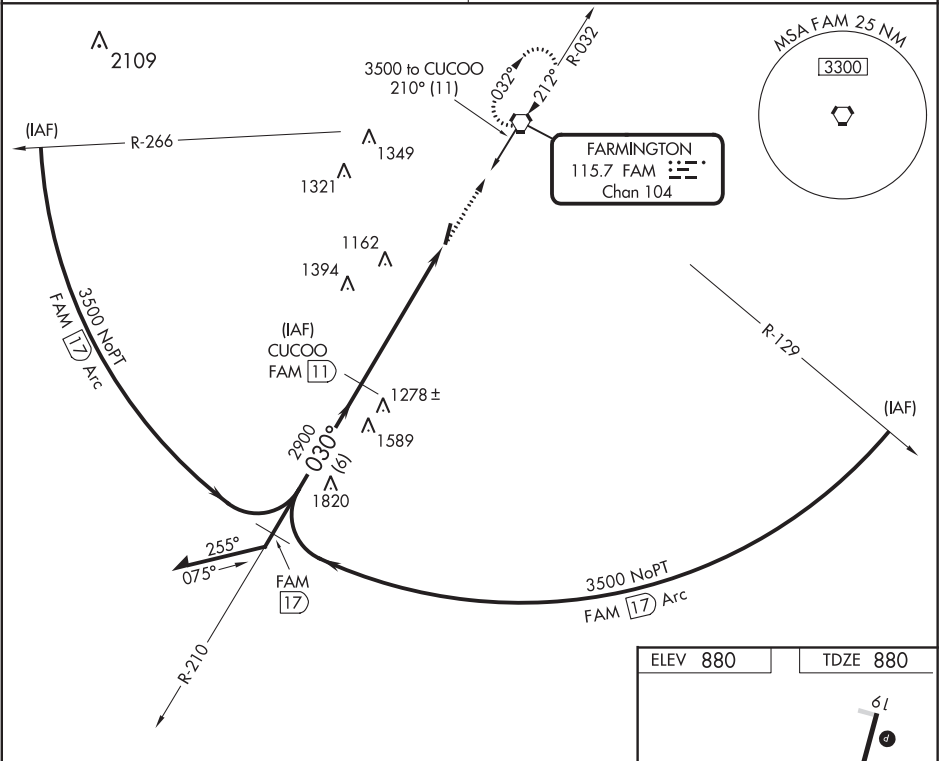
NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4000
030°	TDZE	880
	Apt Elev	880

VOR/DME RWY 1

A PAUL VANCE FREDERICKTOWN RGNL (H88)

<p>▼ Use Farmington Rgnl altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.</p>
<p>KANSAS CITY CENTER</p> <p>127.47 346.27</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>



VOR/DME RWY 1

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

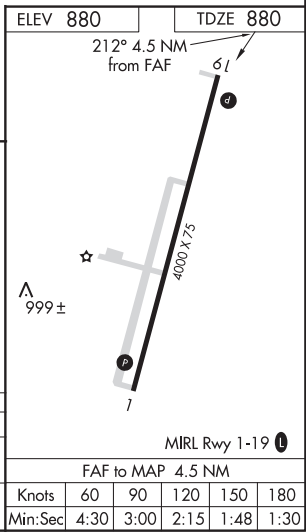
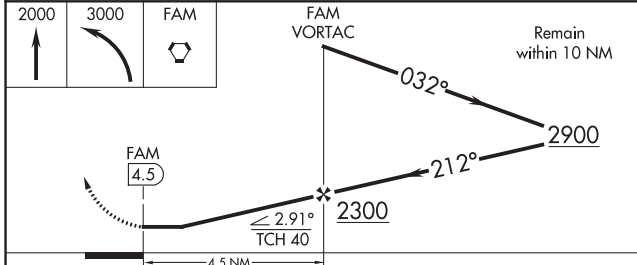
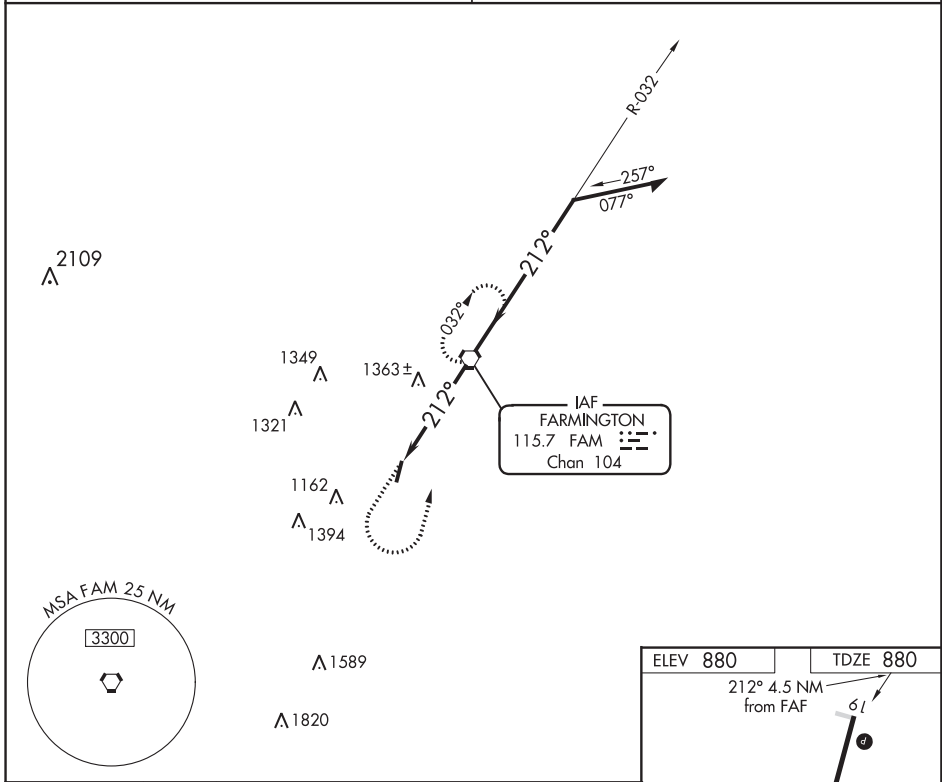
APP CRS 212°	Rwy Idg 4000
	TDZE 880
	Apt Elev 880

VOR RWY 19

A PAUL VANCE FREDERICKTOWN RGNL (H88)

<p>▽ Use Farmington Rgnl altimeter setting. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.</p>
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<p>KANSAS CITY CENTER 127.47 346.27</p>	<p>UNICOM 122.8 (CTAF) 1</p>
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CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)		NA
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)		NA

VOR RWY 19

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3203
056°	TDZE	881
	Apt Elev	886

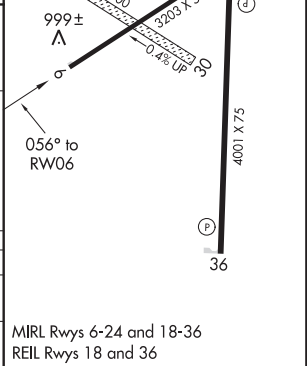
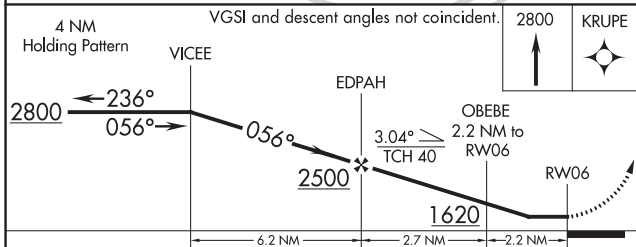
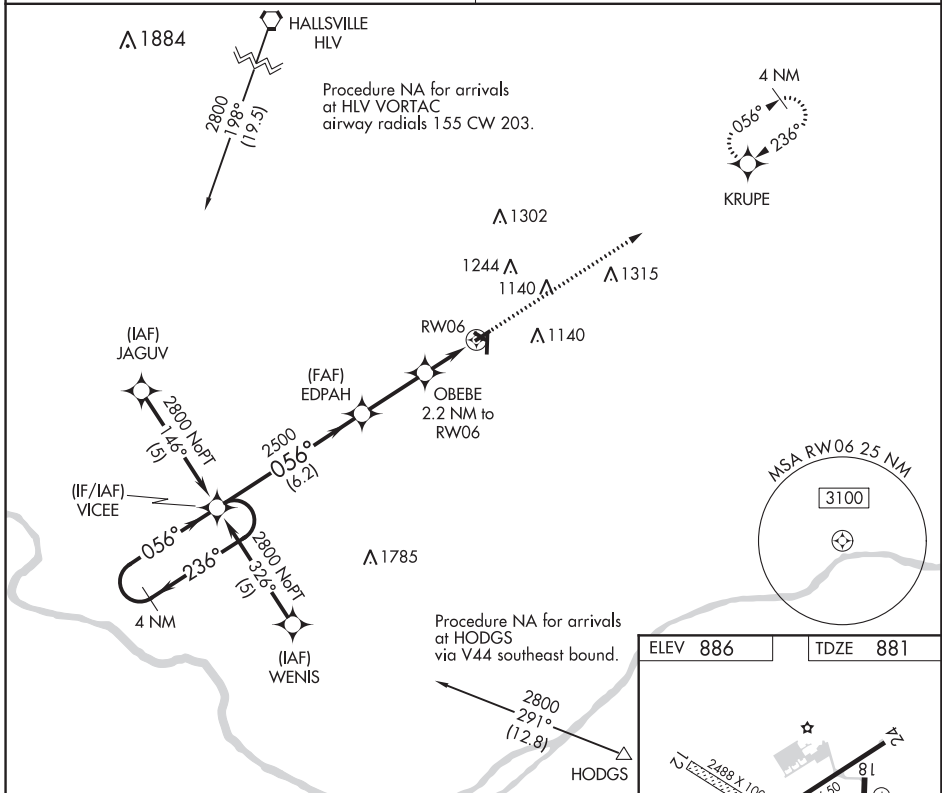
RNAV (GPS) RWY 6

ELTON HENSLEY MEMORIAL (F'TT)

▽ DME/DME RNP -0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet. Night Landing: Rwy 6, 24 NA.
△ NA Helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 12 and 30.

MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON **124.375 353.7** UNICOM **122.7 (CTAF)**



CATEGORY	A	B	C	D
LNVA MDA	1300-1	419 (500-1)	1300-1¼ 419 (500-1¼)	NA
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42611 W18A	APP CRS 181°	Rwy Idg 4001 TDZE 881 Apt Elev 886
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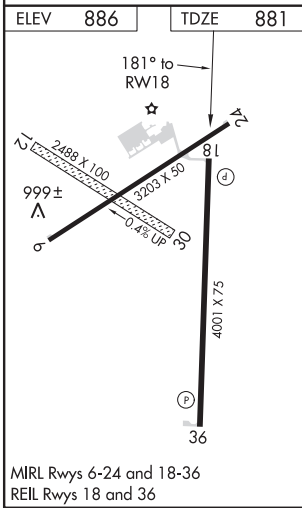
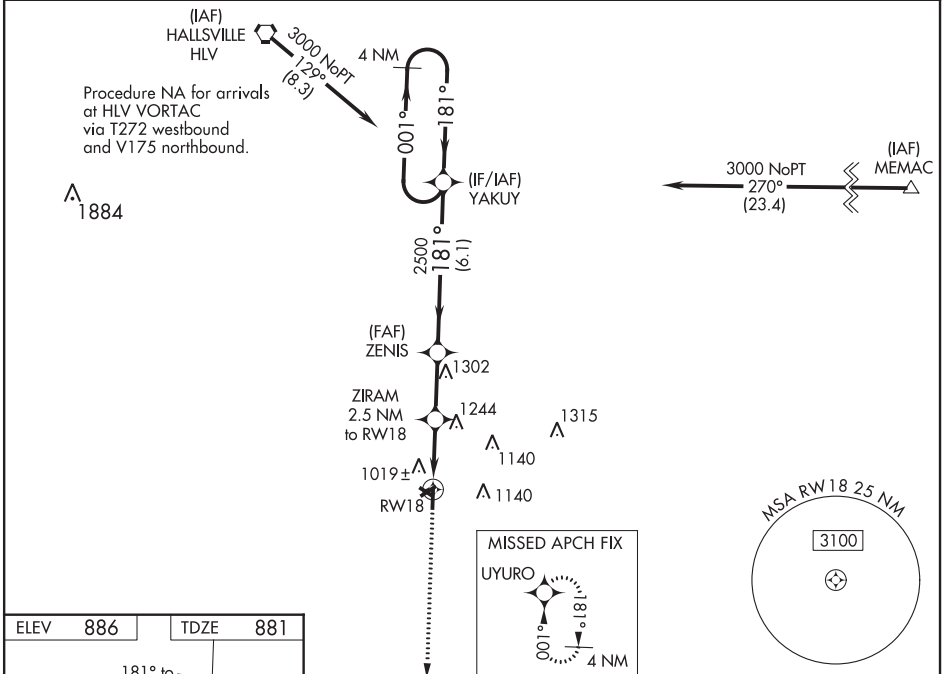
RNAV (GPS) RWY 18

ELTON HENSLEY MEMORIAL (F'TT)

NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat C visibility ¼ mile. Night Landing: Rwy 6, 24 NA. Circling NA to Rwy 12 and 30. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZU APP CON 124.375 353.7	UNICOM 122.7 (CTAF)
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3000 UYURO	ZIRAM 2.5 NM to RW18	ZENIS 2500	YAKUY 4 NM Holding Pattern	3000
*LNAV only.	*1720	2500	181°	GP 3.00° TCH 42
2.5 NM	2.4 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1313-1½ 432 (500-1½)			NA
LNAV MDA	1520-1 639 (700-1)	1520-1¾ 639 (700-1¾)		NA
CIRCLING	1520-1 634 (700-1)	1520-1¾ 634 (700-1¾)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3203
236°	TDZE	881
	Apt Elev	886

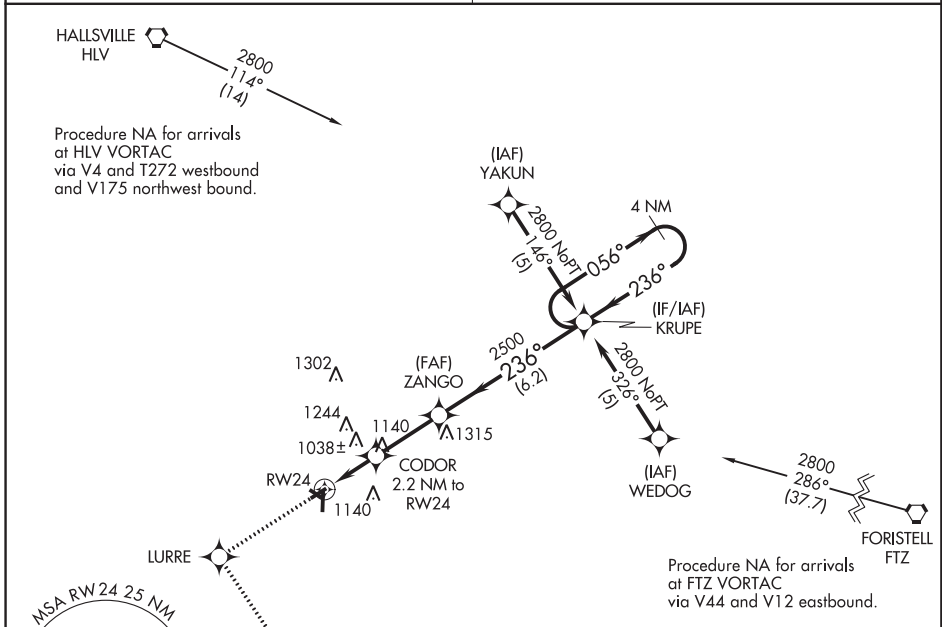
RNAV (GPS) RWY 24

ELTON HENSLEY MEMORIAL (F'TT)

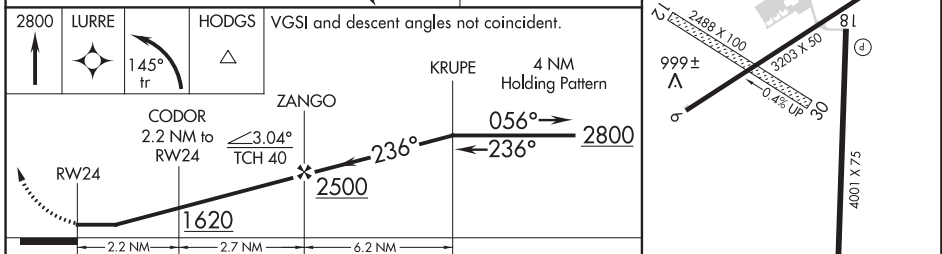
NA DME/DME RNP -0.3 NA. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile. Night Landing: Rwy 6, 24 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 12 and 30.

MISSED APPROACH:
Climb to 2800 direct
LURRE and left turn via 145° track to HODGS and hold.

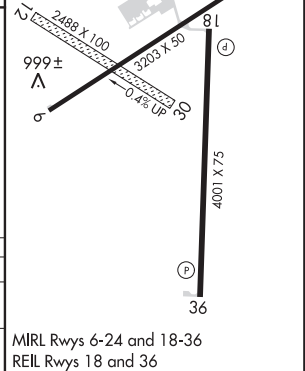
MIZZU APP CON 124.375 353.7	UNICOM 122.7 (CTAF)
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ELEV 886	TDZE 881
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	439 (500-1)	1320-1¼ 439 (500-1¼)	NA
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

FULTON, MISSOURI

AL-6385 (FAA)

16259

WAAS CH 86811 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	4001 881 886
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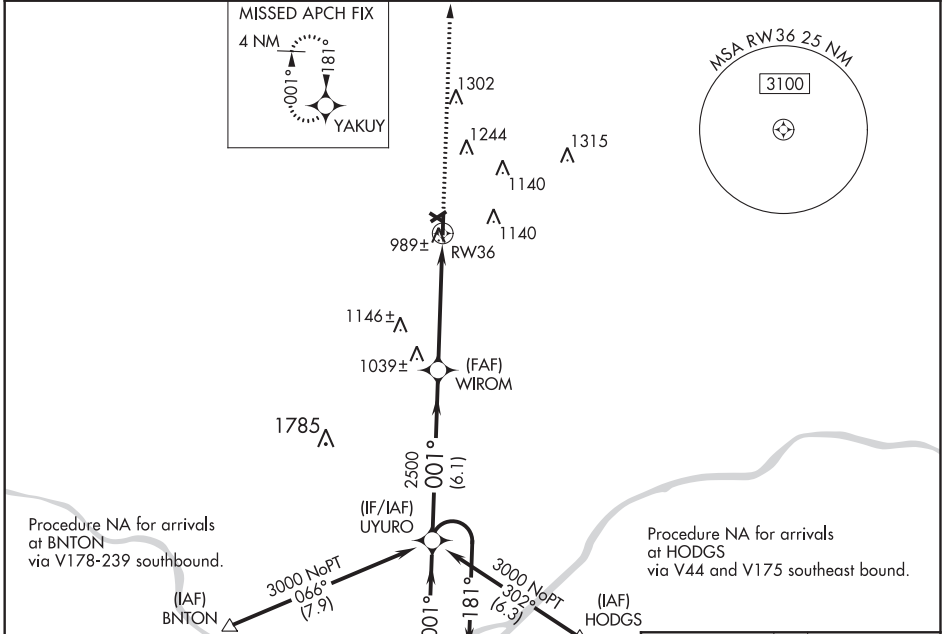
RNAV (GPS) RWY 36

ELTON HENSLEY MEMORIAL (F'TT)

NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

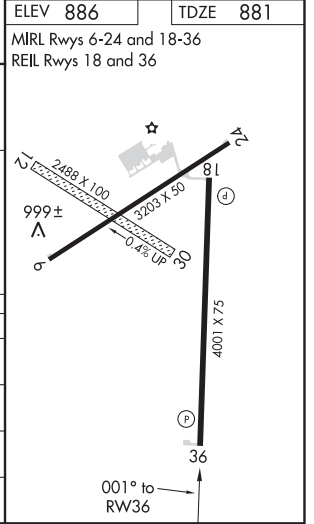
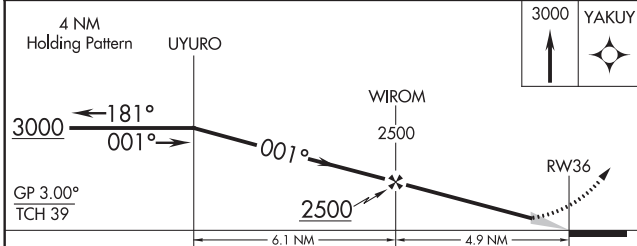
MIZZU APP CON **124.375 353.7** UNICOM **122.7** (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 886	TDZE 881
MIRL Rwy 6-24 and 18-36 REIL Rwy 18 and 36	



CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1283-1½ 402 (400-1½)			NA
LNAV MDA	1280-1 399 (400-1)			NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

FULTON, MISSOURI
Orig 12MAR09

38°50'N-92°00'W

ELTON HENSLEY MEMORIAL (F'TT)

RNAV (GPS) RWY 36

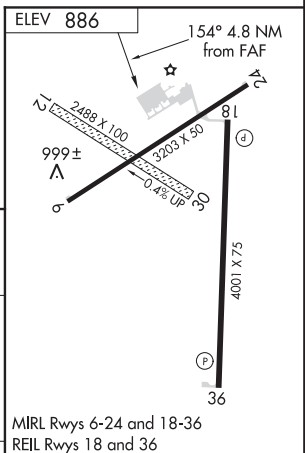
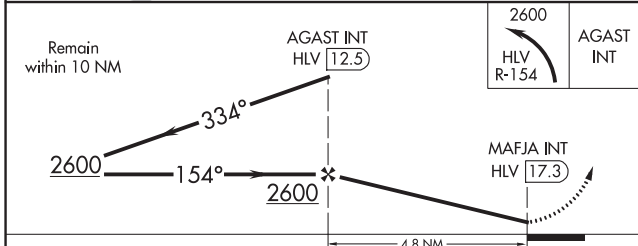
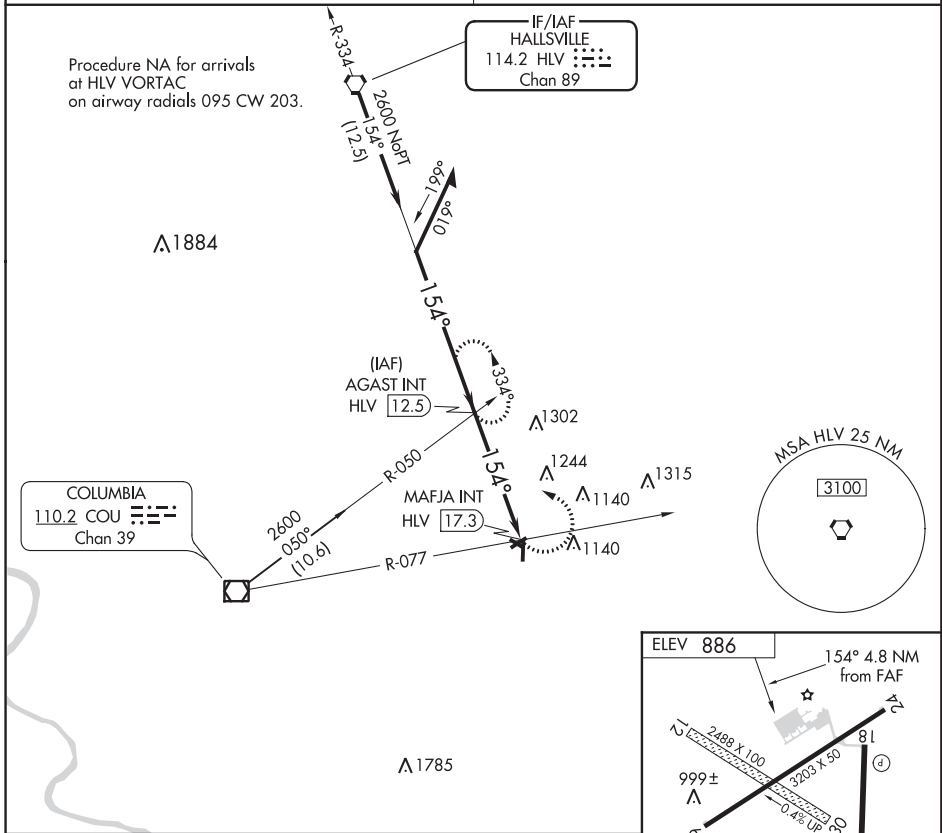
VORTAC HLV 114.2 Chan 89	APP CRS 154°	Rwy Idg TDZE Apt Elev N/A N/A 886
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VOR-A
ELTON HENSLEY MEMORIAL (F'TT)

NA Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility 1/4 mile.
Night Landing: Rwy 6, 24 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 12 and 30.

MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/ 12.5 DME and hold.

MIZZU APP CON **124.375 353.7** UNICOM **122.7 (CTAF)**



CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	1520-1	634 (700-1)	1520-1 3/4 634 (700-1 3/4)	NA	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

GIDEON, MISSOURI

AL-6437 (FAA)

15148

APP CRS 152°	Rwy Idg 4504
	TDZE 268
	Apt Elev 269

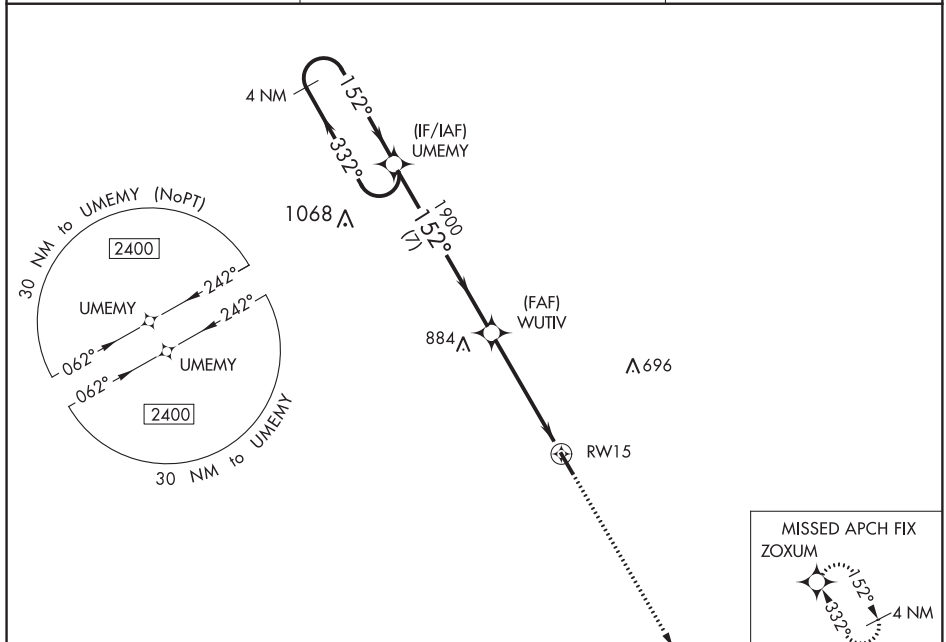
RNAV (GPS) RWY 15

GIDEON MEMORIAL (M85)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff Muni altimeter setting and increase all MDA 20 feet and Circling Cat C visibility 1/8 mile.

△NA MISSED APPROACH: Climb to 2400 direct ZOXUM and hold.

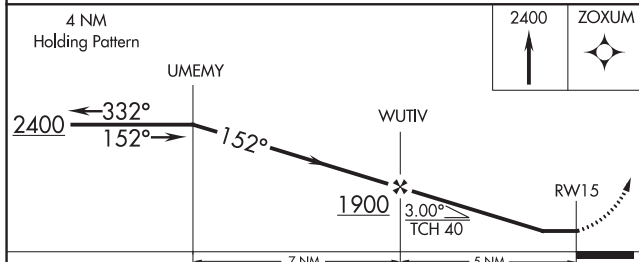
ARKANSAS INTL CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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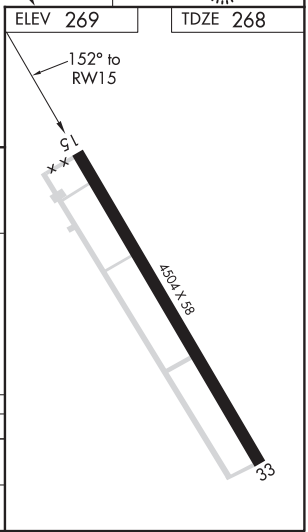
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 269	TDZE 268
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CATEGORY	A	B	C	D
RNAV MDA	820-1	552 (560-1)	820-1½ 552 (600-1½)	NA
CIRCLING	860-1	591 (600-1)	860-1½ 591 (600-1½)	NA



GIDEON, MISSOURI
Orig-A 28MAY15

36°27'N-89°54'W

GIDEON MEMORIAL (M85)

RNAV (GPS) RWY 15

APP CRS	Rwy Idg	4504
332°	TDZE	269
	Apt Elev	269

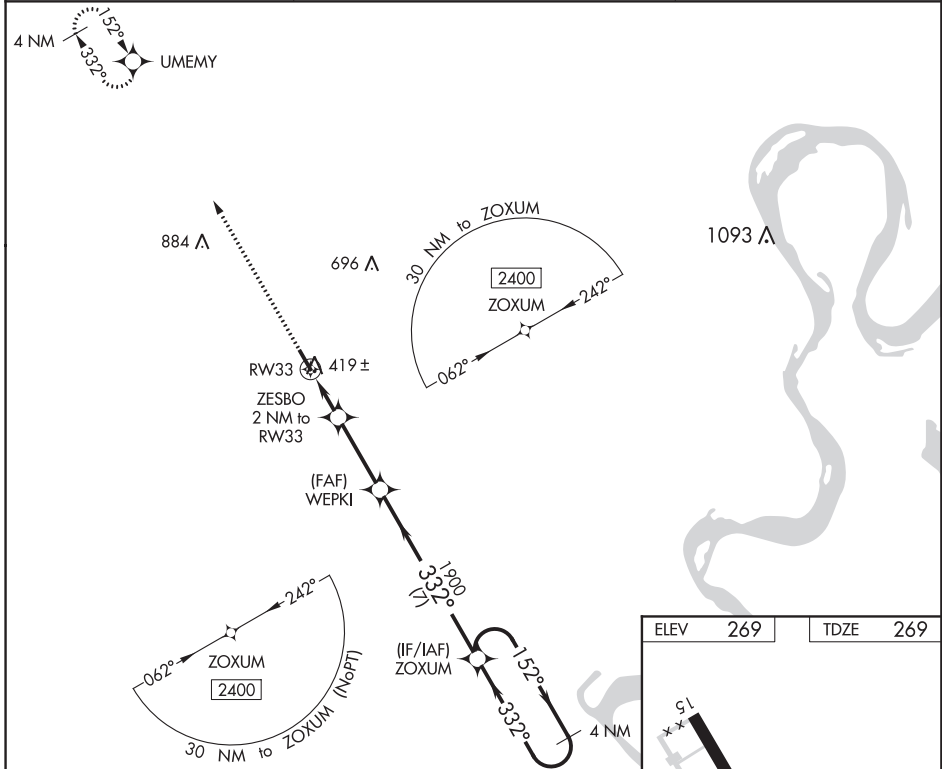
RNAV (GPS) RWY 33

GIDEON MEMORIAL (M85)

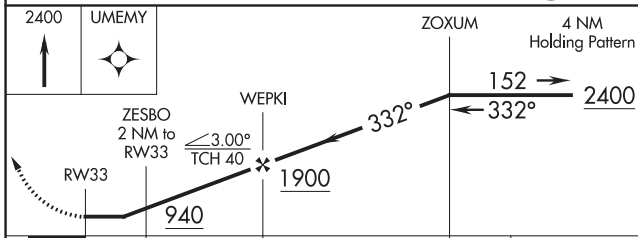
⚠ NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff altimeter setting and increase all MDA 20 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2400 direct UMEMY and hold.

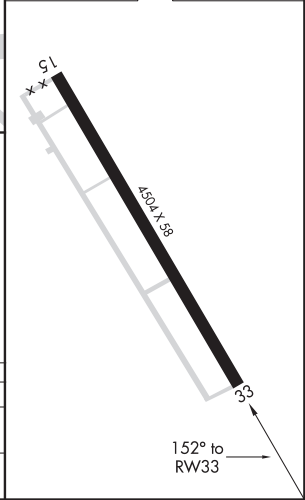
ARKANSAS INTL CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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ELEV	269	TDZE	269
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CATEGORY	A	B	C	D
RNAV MDA	740-1	471 (500-1)	740-1 3/8 471 (500-1 3/8)	NA
CIRCLING	860-1	591 (600-1)	860-1 1/2 591 (600-1 1/2)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

GIDEON, MISSOURI

AL-6437 (FAA)

15148

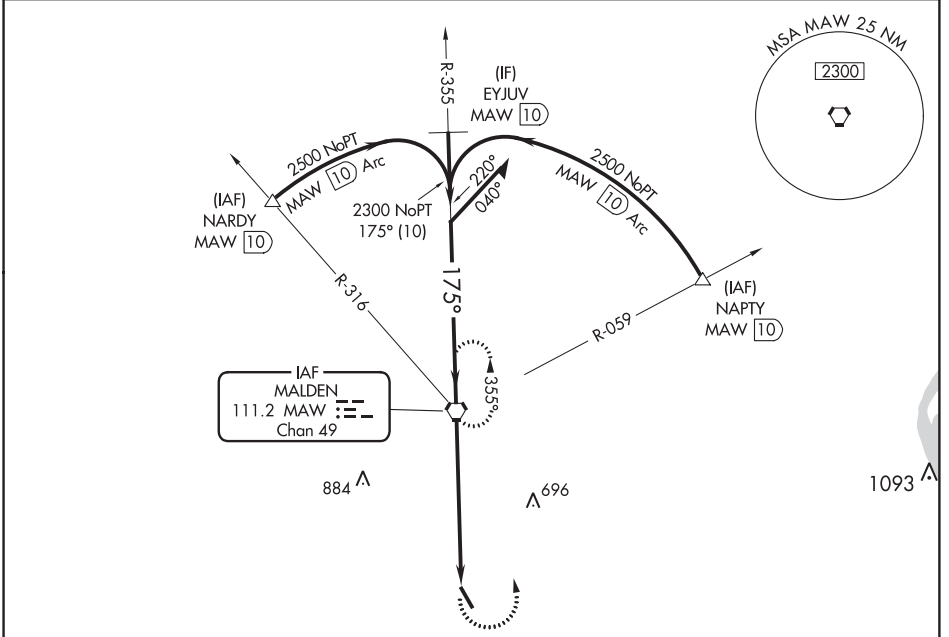
VORTAC MAW 111.2 Chan 49	APP CRS 175°	Rwy Idg 4504 TDZE 268 Apt Elev 269
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VOR RWY 15
GIDEON MEMORIAL (M85)

V Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain Arkansas Intl altimeter setting on CTAF (122.7), when not received, use Poplar Bluff altimeter setting and increase all MDA 20 feet and Circling Cat C visibility 1/8 mile.

Δ NA MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

ARKANSAS INTL CTAF 122.7	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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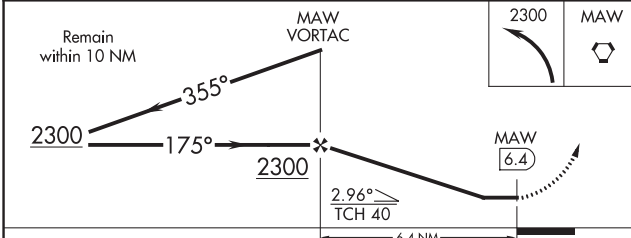


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 269	TDZE 268
175° 6.4 NM from FAF	
FAF to MAP 6.4 NM	
Knots	60 90 120 150 180
Min:Sec	6:24 4:16 3:12 2:34 2:08



CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1 1/8 552 (600-1%)	NA
CIRCLING	860-1	591 (600-1)	860-1 5/8 591 (600-1%)	NA

GIDEON, MISSOURI
Amdt 3A 28MAY15

36°27'N-89°54'W

GIDEON MEMORIAL (M85)
VOR RWY 15

APP CRS	Rwy Idg	4204
088°	TDZE	818
	Apt Elev	835

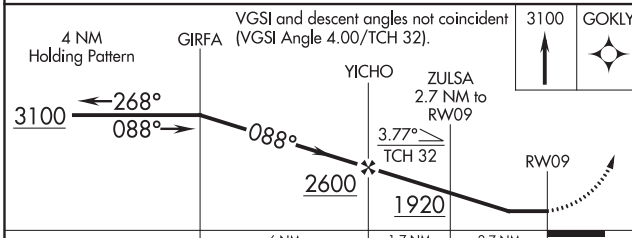
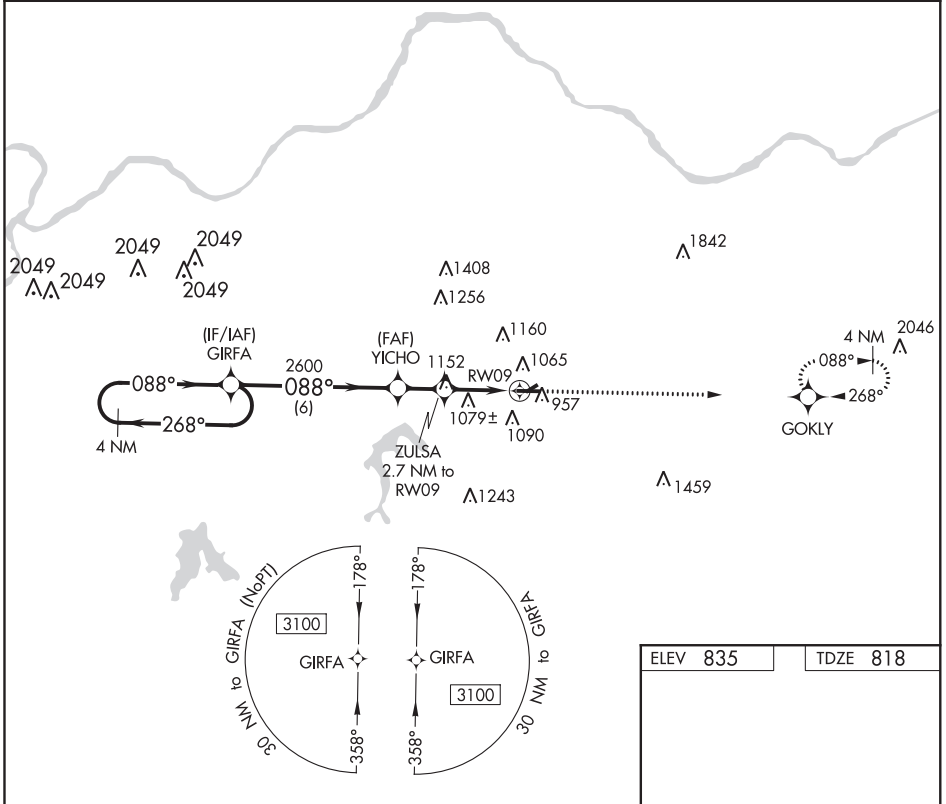
RNAV (GPS) RWY 9

EAST KANSAS CITY (3GV)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Charles B Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOKLY and hold.

KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF)
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ELEV 835	TDZE 818
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Runway diagram for RWY 09. The runway length is 4507 X 44. The taxiway (TCH 32) is 2200 X 20. The chart shows the runway and taxiway layout, along with the location of the runway and taxiway.

CATEGORY	A	B	C	D
LNVA MDA	1400-1	582 (600-1)		NA
CIRCLING	1460-1	625 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

GRAIN VALLEY, MISSOURI

AL-5101 (FAA)

15064

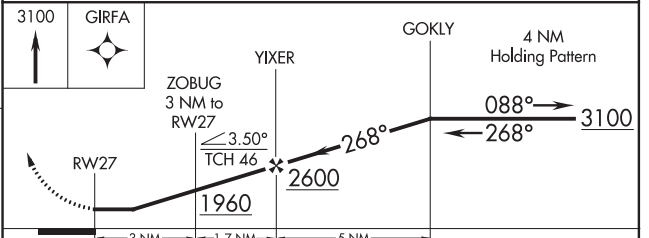
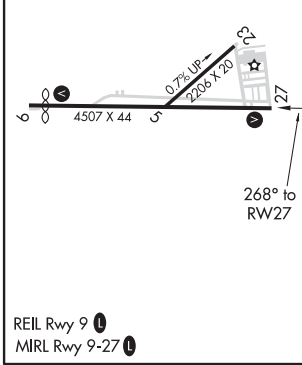
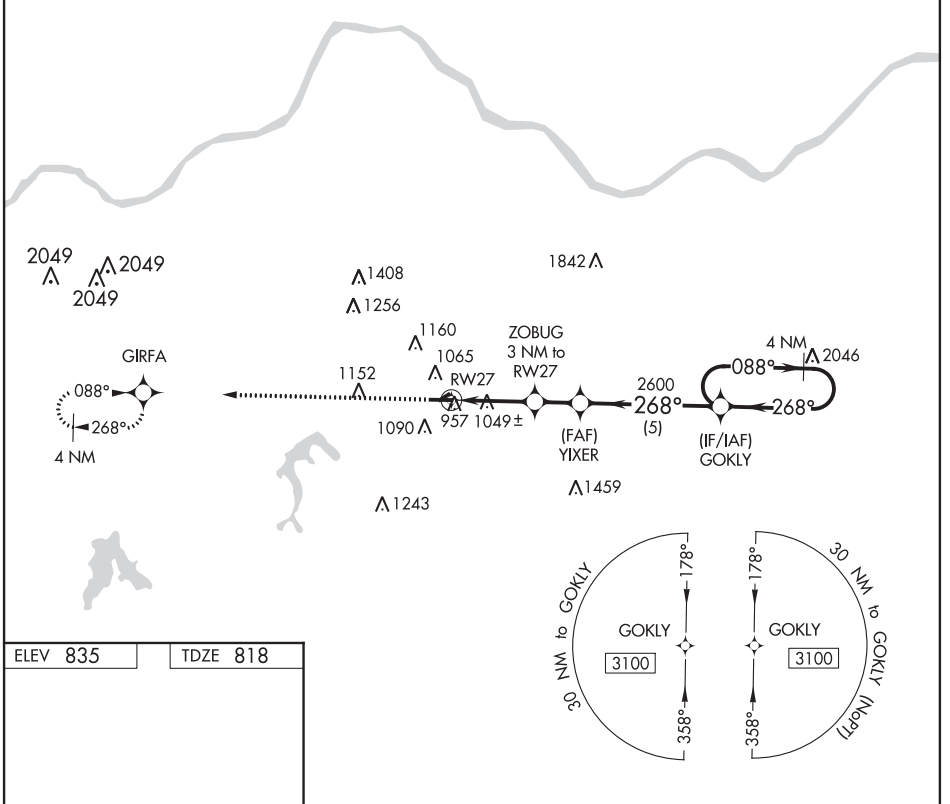
APP CRS 268°	Rwy Idg TDZE Apt Elev	4507 818 835
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RNAV (GPS) RWY 27

EAST KANSAS CITY (3GV)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Charles B Wheeler Downtown altimeter setting. MISSED APPROACH: Climb to 3100 direct GIRFA and hold.

KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1360-1	542 (600-1)	NA	
C CIRCLING	1460-1	625 (700-1)	NA	

GRAIN VALLEY, MISSOURI
Orig 13NOV14

39°01'N-94°13'W

RNAV (GPS) RWY 27

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3400
075°	TDZE	1363
	Apt Elev	1364

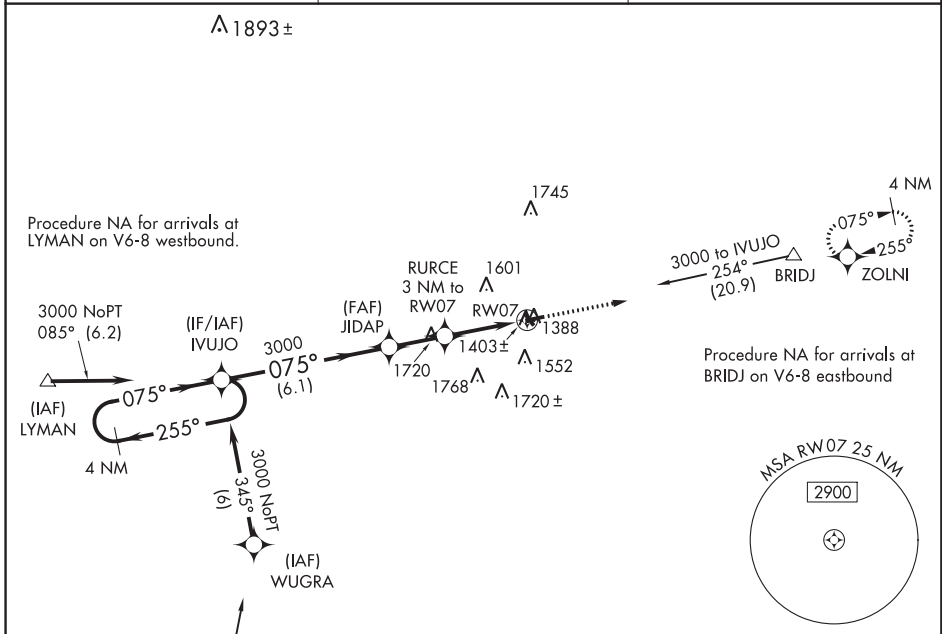
RNAV (GPS) RWY 7

GREENFIELD MUNI (G.F.Z)

NA DME/DME RNP-0.3 NA. Use Creston altimeter setting; when not received, use Des Moines altimeter setting and increase all DA 91 feet, all MDA 100 feet, and LNAV/VNAV visibility 3/8 mile all Cats. Baro-VNAV NA.

MISSED APPROACH:
Climb to 3000 direct ZOLNI and hold.

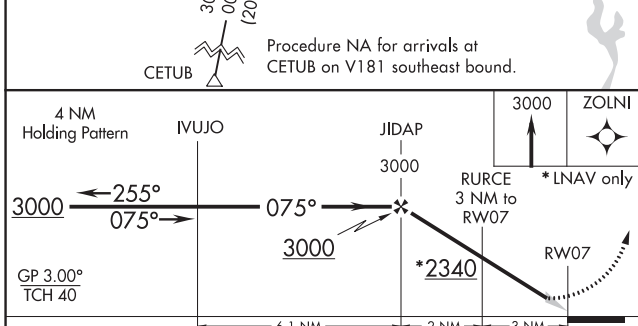
CRESTON AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.950	CTAF 122.9
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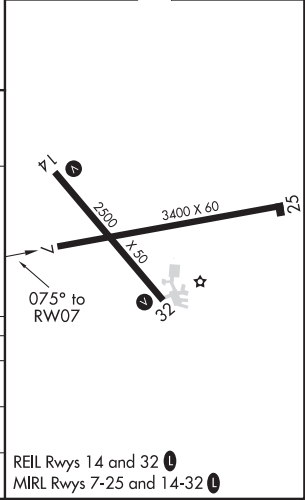
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1364	TDZE 1363
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1665-1	302 (400-1)		NA
LNAV MDA	1720-1	357 (400-1)		NA
CIRCLING	1900-1 536 (600-1)	1940-1 576 (600-1)		NA



GREENFIELD, IOWA

AL-6670 (FAA)

15344

APP CRS 255°	Rwy Idg 3400
	TDZE 1364
	Apt Elev 1364

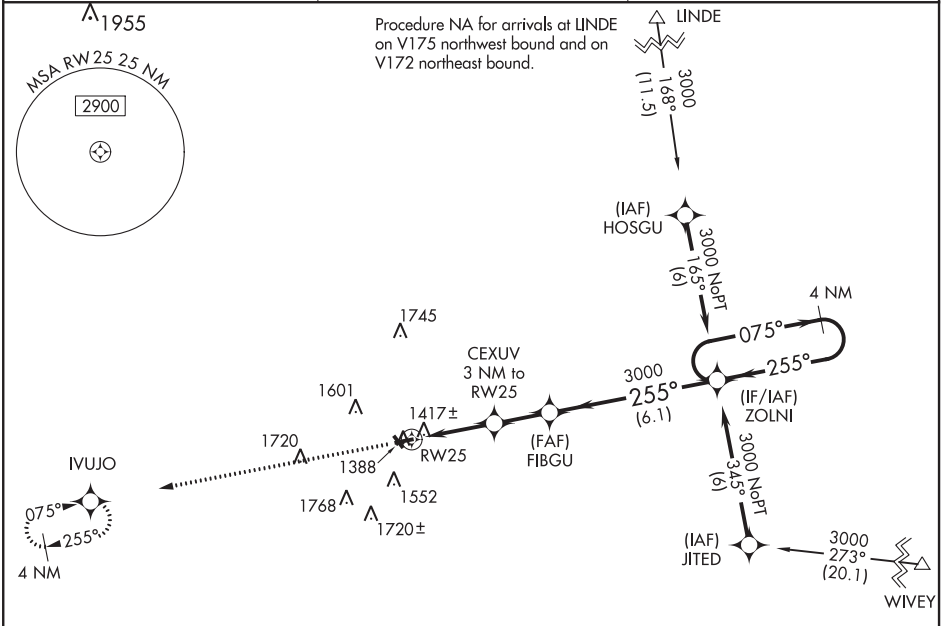
RNAV (GPS) RWY 25

GREENFIELD MUNI (GFZ)

NA DME/DME RNP-0.3 NA
 Use Creston altimeter setting; when not received, use Des Moines altimeter setting and increase DA 91 feet, all MDA 100 feet, and LNAV/VNAV visibility 3/8 mile all Cats.
 Baro-VNAV NA.

MISSED APPROACH:
 Climb to 3000 direct IVUJO and hold.

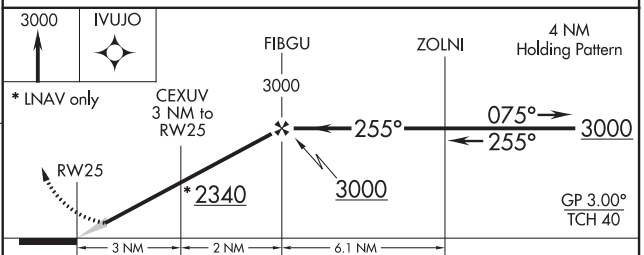
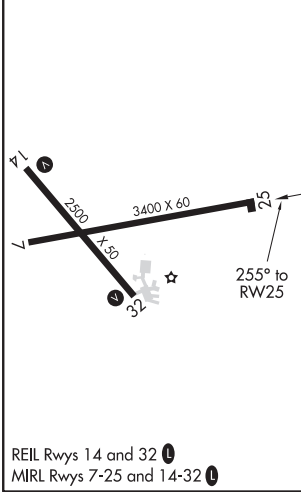
CRESTON AWOS-3 124.75	MINNEAPOLIS CENTER 125.65 306.950	CTAF 122.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1364	TDZE 1364
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CATEGORY	A	B	C	D
LNAV/ VNAV DA	1 666-1	302 (400-1)		NA
LNAV MDA	1 720-1	356 (400-1)		NA
CIRCLING	1 900-1 536 (600-1)	1 940-1 576 (600-1)		NA

GREENFIELD, IOWA
 Orig-A 29MAY14

41°20'N-94°27'W

GREENFIELD MUNI (GFZ) RNAV (GPS) RWY 25

WAAS CH 58107 W13A	APP CRS 129°	Rwy Idg TDZE 1005 Apt Elev 1008	5000
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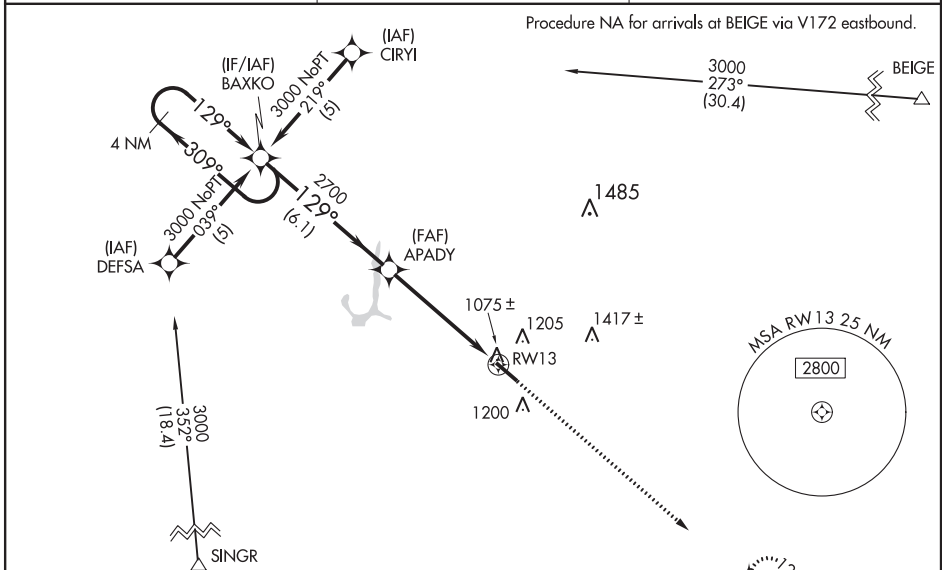
RNAV (GPS) RWY 13

GRINNELL RGNL (GGI)

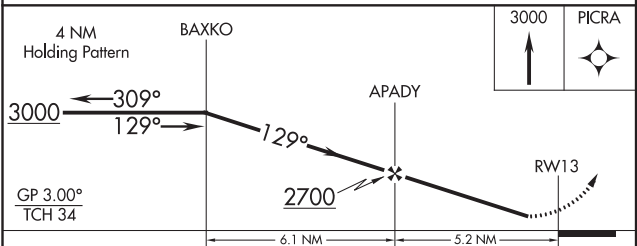
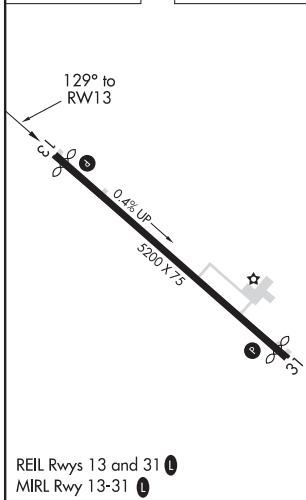
⚠ When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) 0
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ELEV 1008	TDZE 1005
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CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

GRINNELL, IOWA

AL-6893 (FAA)

15008

APP CRS 309°	Rwy Idg 5000
	TDZE 1008
	Apt Elev 1008

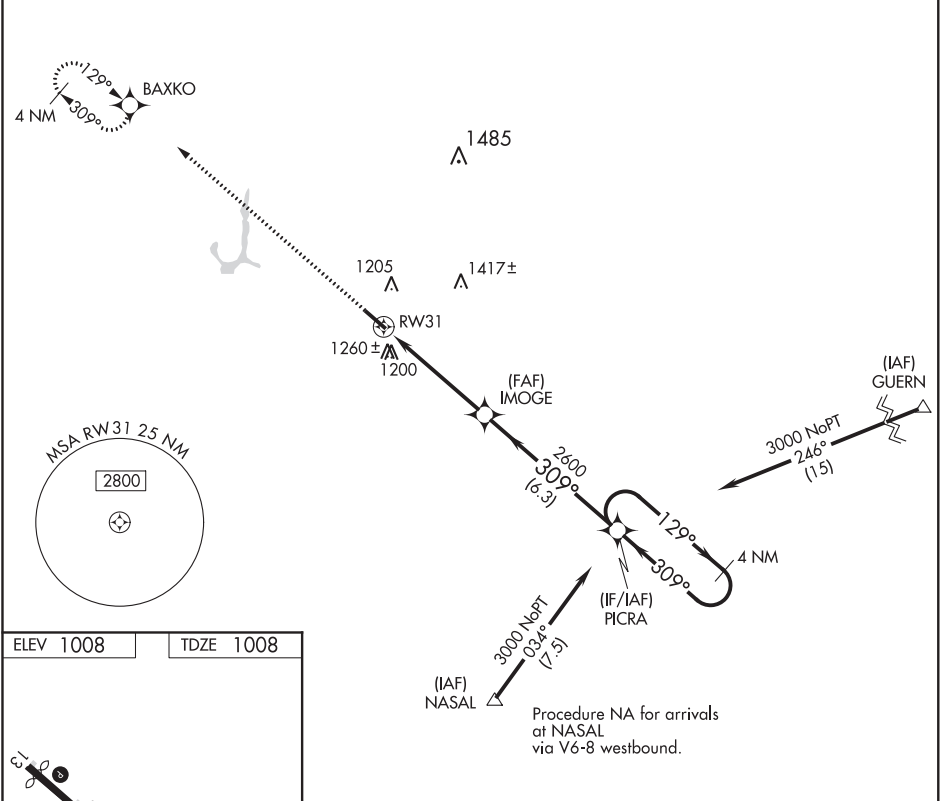
RNAV (GPS) RWY 31

GRINNELL RGNL (GGI)

⚠ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
⚠ Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA.

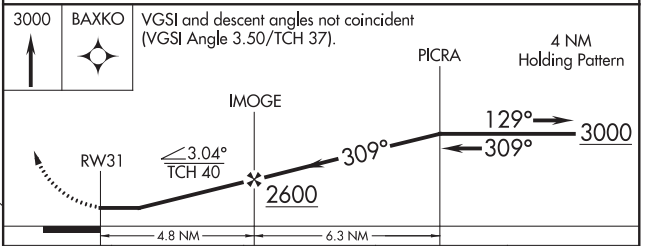
MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

AWOS-3 120.725	CHICAGO CENTER 127.05 319.8	UNICOM 122.8 (CTAF) ①
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ELEV 1008 TDZE 1008

REIL Rws 13 and 31 ①
 MIRL Rwy 13-31 ①



CATEGORY	A	B	C	D
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

GRINNELL, IOWA
 Amdt 1 05JUN08

41°43'N-92°44'W

GRINNELL RGNL (GGI) RNAV (GPS) RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME TNU 112.5 Chan 72	APP CRS 282°	Rwy Idg TDZE 1008 Apt Elev 1008
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VOR/DME RWY 31

GRINNELL RGNL (GGI)

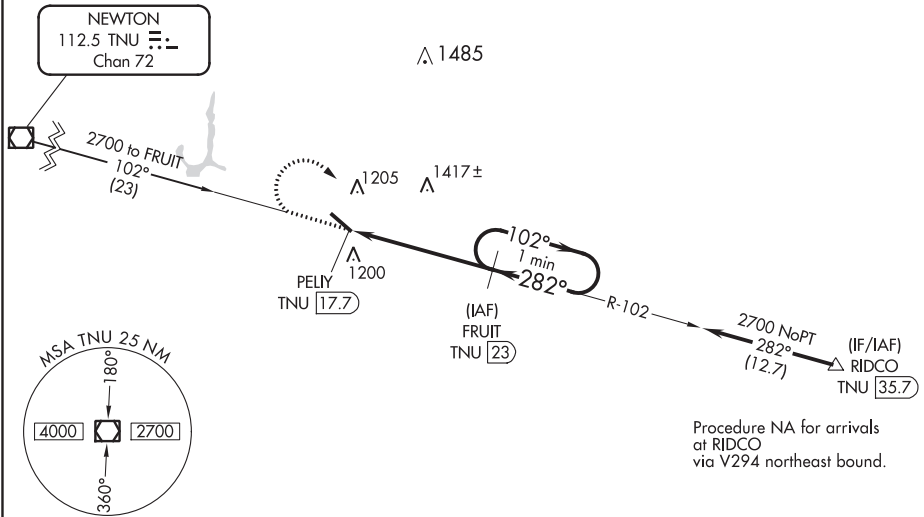
▽ When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.
▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

AWOS-3
120.725

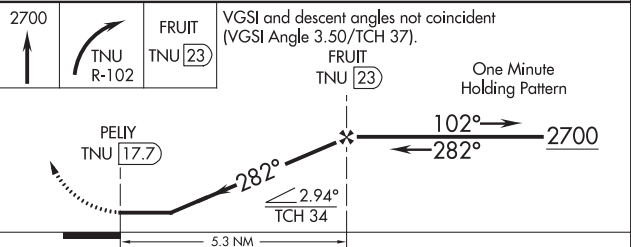
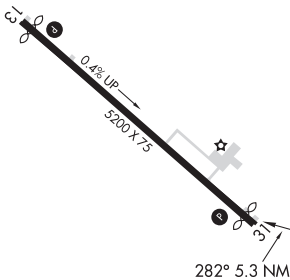
CHICAGO CENTER
127.05 319.8

UNICOM
122.8 (CTAF) **📻**



Procedure NA for arrivals at RIDCO via V294 northeast bound.

ELEV 1008 TDZE 1008



CATEGORY	A	B	C	D
S-31	1680-1 672 (700-1)	1680-2 672 (700-2)	1680-2 672 (700-2)	NA
CIRCLING	1680-1 672 (700-1)	1680-2 672 (700-2)	1680-2 672 (700-2)	NA

REIL Rwy 13 and 31 **📻**
MIRL Rwy 13-31 **📻**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

GUTHRIE CENTER, IOWA

AI-9388 (FAA)

15344

WAAS CH 69533 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	3400 1221 1221
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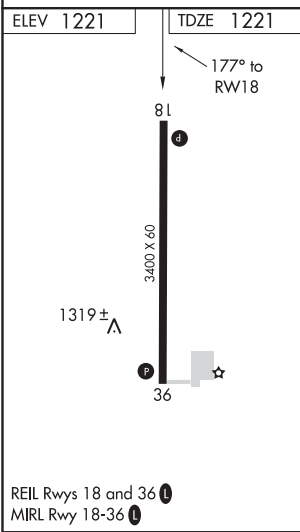
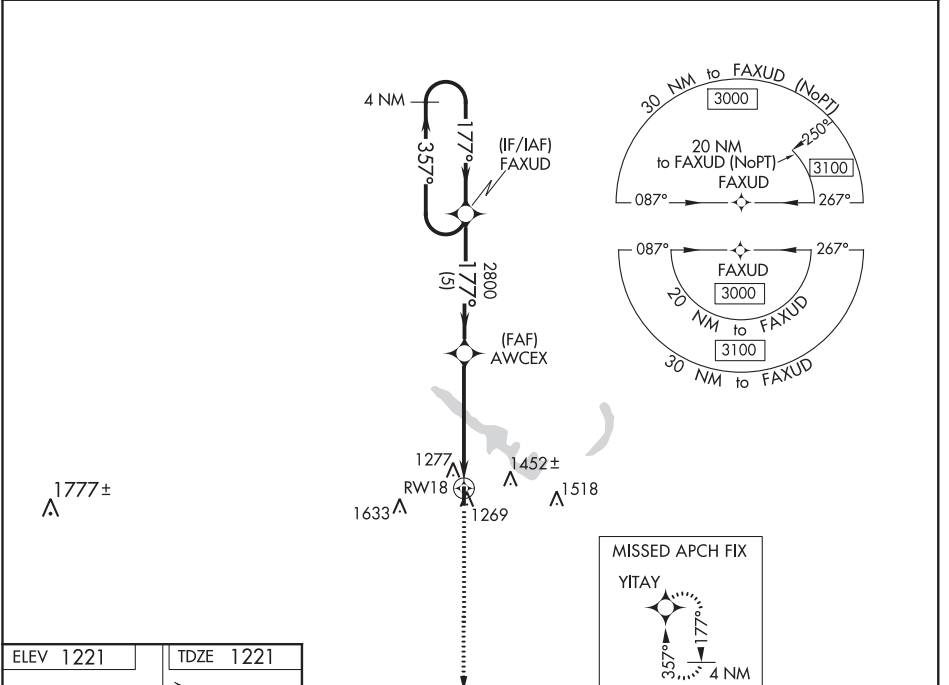
RNAV (GPS) RWY 18

GUTHRIE COUNTY RGNL (GCT)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting and increase LPV DA to 1535, LNAV/VNAV DA to 1748 and all MDA 20 feet; increase LNAV/VNAV all Cats visibility 1/8 mile.

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

AUDUBON AWOS-3 118.075	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) L
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4 NM Holding Pattern	VGSi and RNAV glidepath not coincident (VGSi Angle 3.25/TCH 33).			3000	YITAY
3000	357°	177°	177°	2800	RWY 18
GP 3.00° TCH 40	5 NM	4.8 NM			
CATEGORY	A	B	C	D	
LPV DA	1531-1	310 (400-1)		NA	
LNAV/VNAV DA	1744-1¾	523 (600-1¾)		NA	
LNAV MDA	1720-1	499 (500-1)		NA	
C CIRCLING	1740-1 519 (600-1)	1880-1 659 (700-1)		NA	

GUTHRIE CENTER, IOWA
Amdt 1A 24JUL14

41°41'N-94°26'W

GUTHRIE COUNTY RGNL (GCT)
RNAV (GPS) RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49233 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	3400 1220 1221
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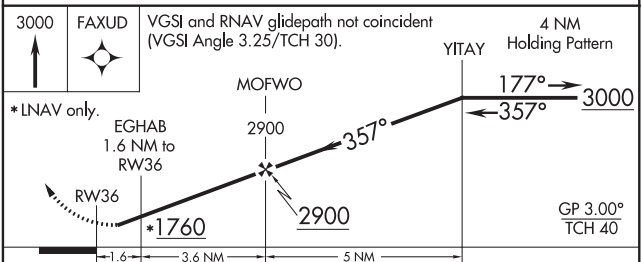
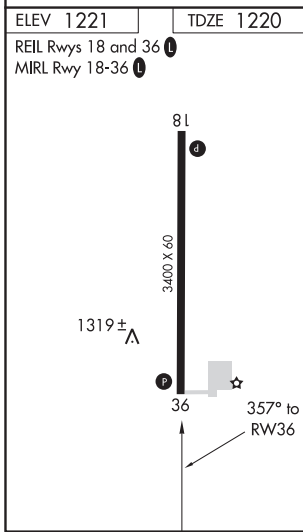
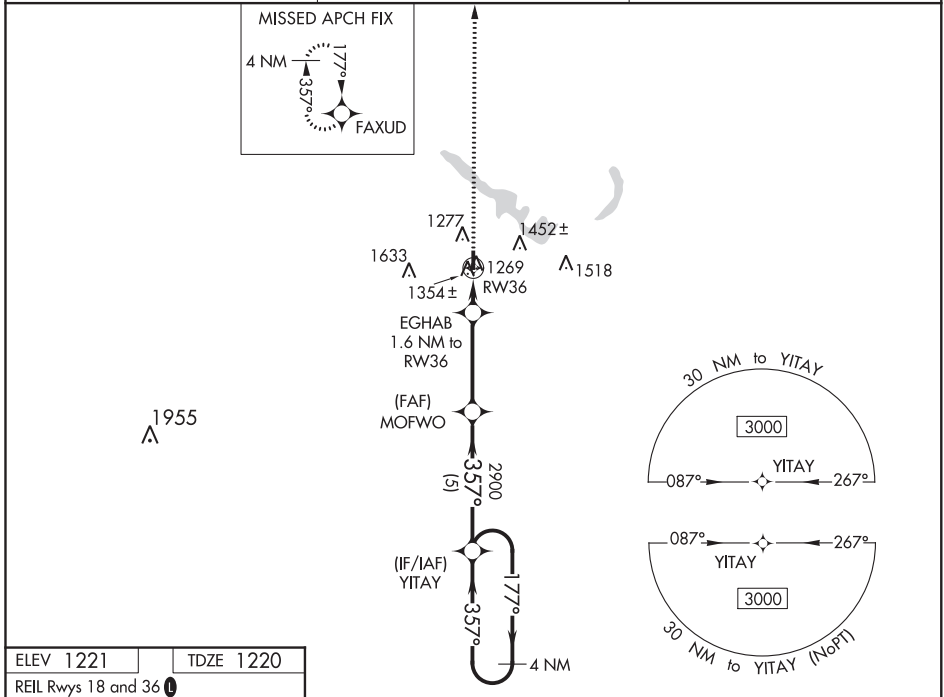
RNAV (GPS) RWY 36

GUTHRIE COUNTY RGNL (GCT)

▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting and increase LPV DA to 1533, LNAV/VNAV DA to 1580, and all MDA 20 feet. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct FAXUD and hold.

AUDUBON AWOS-3 118.075	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1530-1	310 (400-1)		NA
LNAV/ VNAV DA	1577-1¼	357 (400-1¼)		NA
LNAV MDA	1680-1	460 (500-1)		NA
① CIRCLING	1740-1 519 (600-1)	1880-1 659 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HAMPTON, IOWA

AL-6197 (FAA)

15344

WAAS CH 58133 W17A	APP CRS 177°	Rwy Idg 4020 TDZE 1176 Apt Elev 1176
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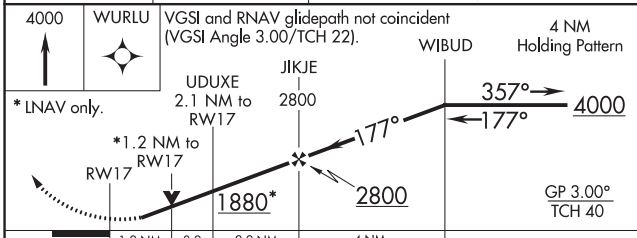
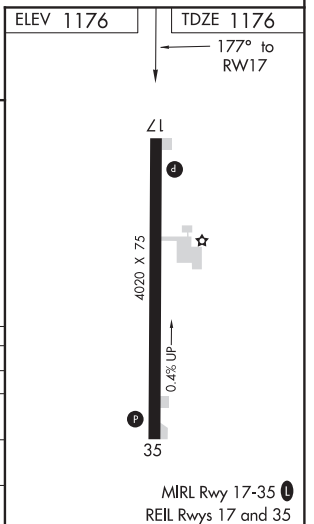
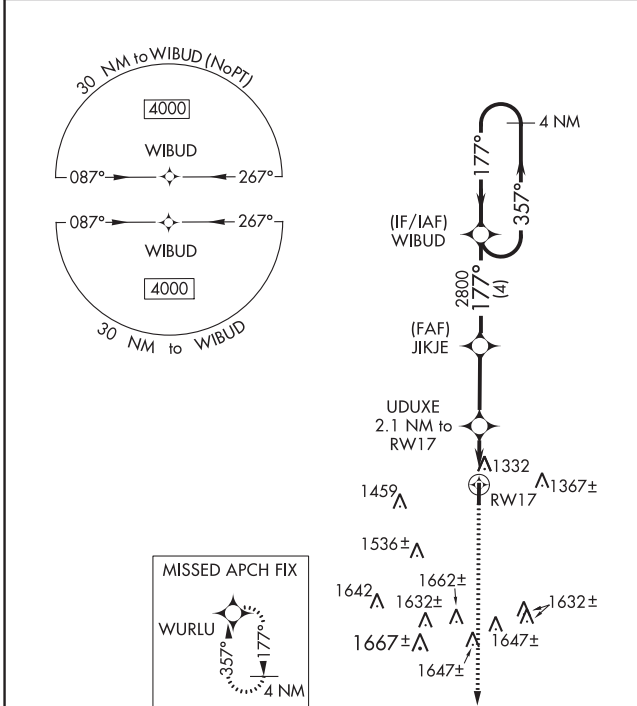
RNAV (GPS) RWY 17

HAMPTON MUNI (HPT)

▽ VDP and Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
▲ NA DME/DME RNP: 0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 67 feet and all MDA 80 feet, and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WURLU and hold, continue climb-in-hold to 4000.

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1426-1	250 (300-1)		NA
LNAV/VNAV DA	1605-1½	429 (500-1½)		NA
LNAV MDA	1600-1	424 (500-1)		NA
C CIRCLING	1640-1	464 (500-1)		NA

HAMPTON, IOWA
Amdt 1A 21AUG14

42°43'N-93°14'W

HAMPTON MUNI (HPT)
RNAV (GPS) RWY 17

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 17-35 0
REIL Rwy 17 and 35

WAAS CH 77833 W35A	APP CRS 357°	Rwy Idg 4020 TDZE 1168 Apt Elev 1176
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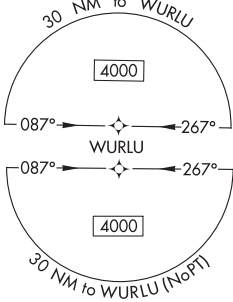
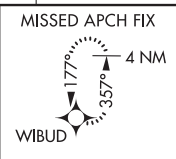
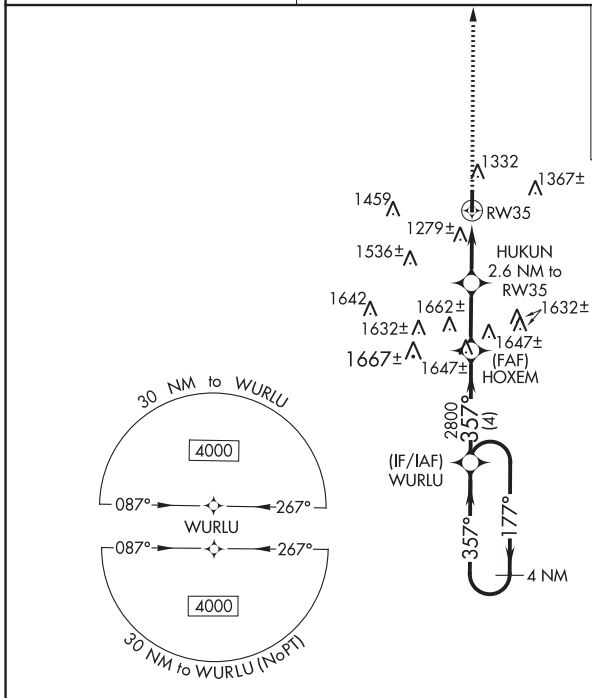
RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

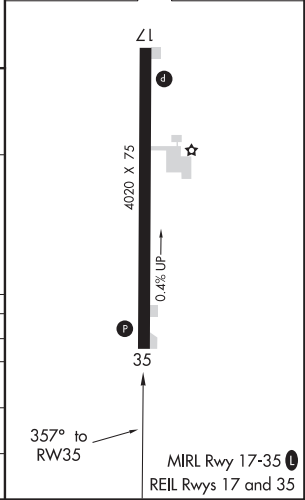
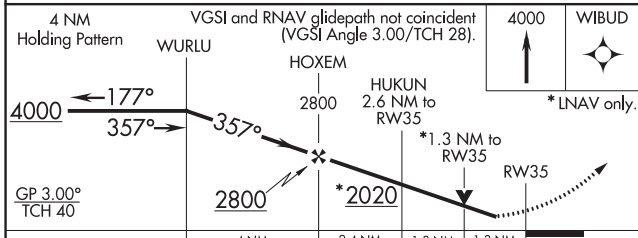
▽ VDP and Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
△ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 67 feet and all MDA 80 feet, and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WIBUD and hold, continue climb-in-hold to 4000.

AWOS-3 121.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF)
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ELEV 1176	TDZE 1168
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CATEGORY	A	B	C	D
LPV DA	1418-1	250 (300-1)		NA
LNAV/VNAV DA	1654-1 5/8	486 (500-1 5/8)		NA
LNAV MDA	1620-1	452 (500-1)		NA
C CIRCLING	1640-1	464 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HAMPTON, IOWA

AL-6197 (FAA)

16315

VOR/DME MCW 114.9 Chan 96	APP CRS 343°	Rwy Idg 4020 TDZE 1168 Apt Elev 1176
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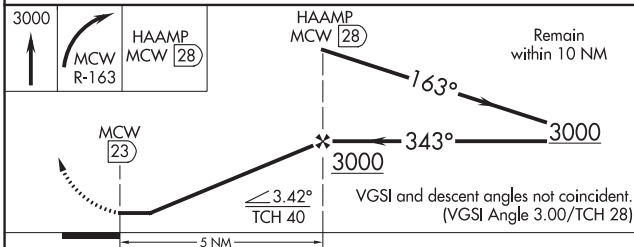
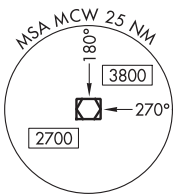
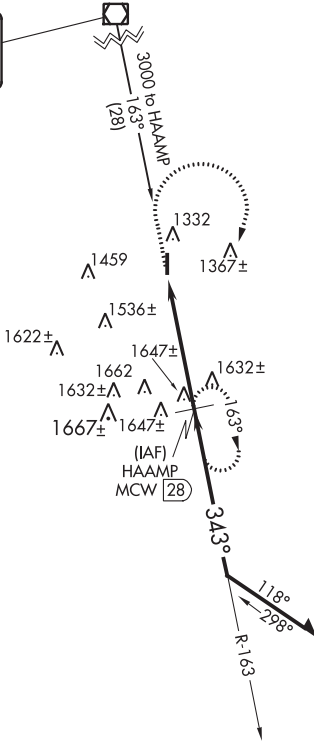
VOR/DME RWY 35

HAMPTON MUNI (HPT)

<p>▼ Helicopter visibility reduction below 3/4 SM NA. ▲ NA When local altimeter setting not received, use Mason City altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.</p>
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<p>AWOS-3 121.025</p>	<p>MINNEAPOLIS CENTER 134.0 288.3</p>	<p>UNICOM 122.7 (CTAF) L</p>
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MASON CITY
114.9 MCW
Chan 96



ELEV 1176	TDZE 1168
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REIL Rwy 17 and 35
MIRL Rwy 17-35 **L**

CATEGORY	A	B	C	D
S-35	1980-1 812 (900-1)	1980-1¼ 812 (900-1¼)		NA
CIRCLING	1980-1 804 (900-1)	1980-1¼ 804 (900-1¼)		NA

HAMPTON, IOWA
Amdt 1E 10NOV16

42°43'N-93°14'W

HAMPTON MUNI (HPT) VOR/DME RWY 35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62812 W17A	APP CRS 170°	Rwy Idg 4400 TDZE 769 Apt Elev 769
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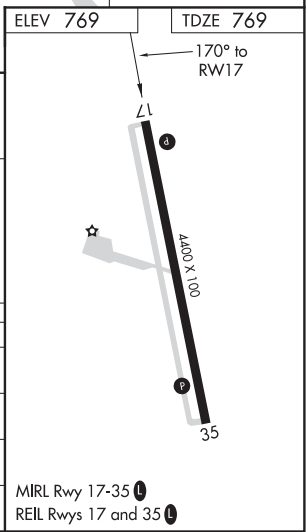
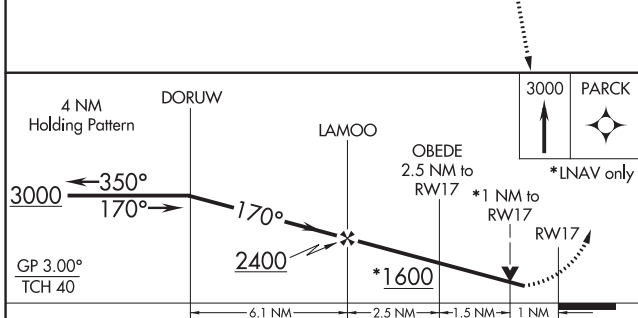
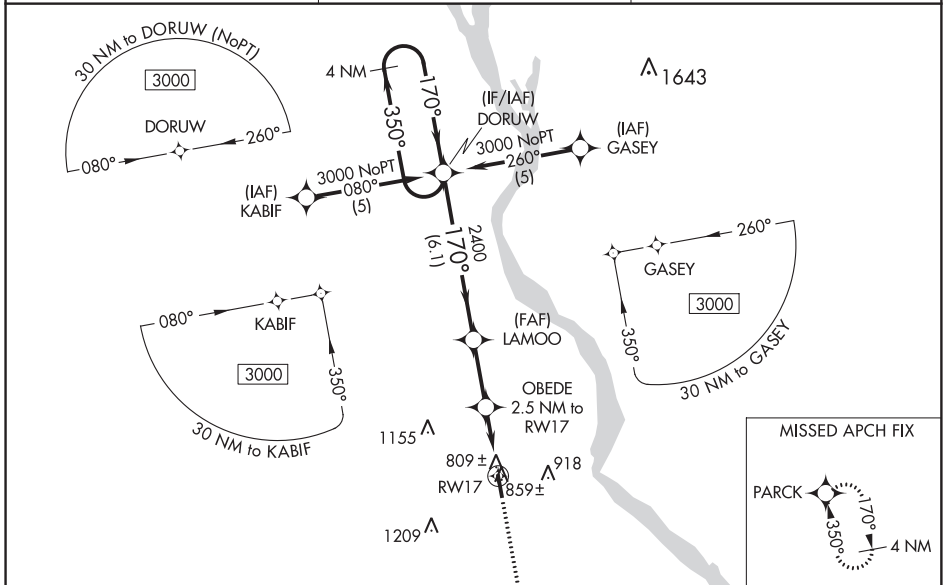
RNAV (GPS) RWY 17

HANNIBAL RGNL (H.A.E.)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
⚠ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1079-1¼ 310 (400-1¼)			NA
LNAV MDA	1120-1 351 (400-1)			NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HANNIBAL, MISSOURI

AL-6245 (FAA)

15344

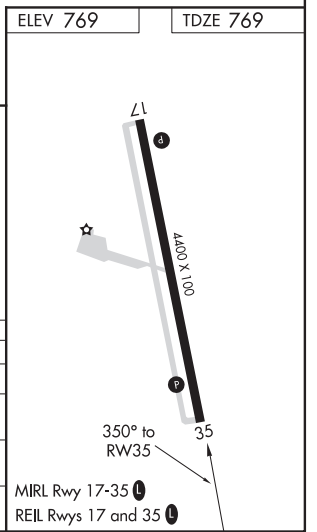
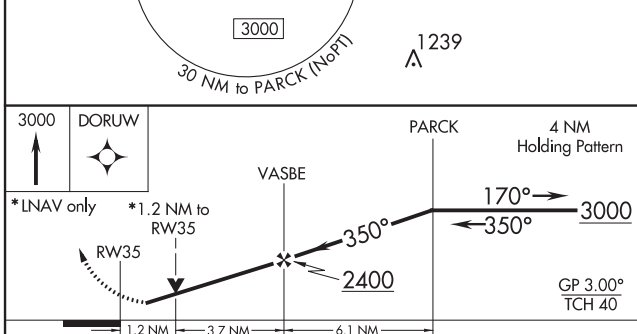
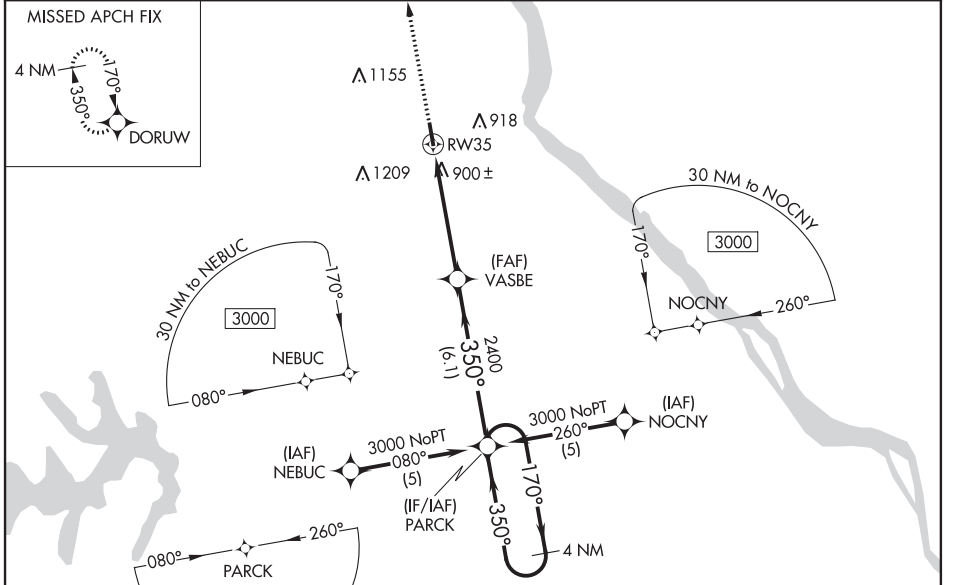
WAAS CH 72612 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	4400 769 769
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RNAV (GPS) RWY 35

HANNIBAL RGNL (HAE)

<p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). △ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet. Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct DORUW and hold.</p>
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AWOS-3 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1242-1¾	473 (500-1¾)		NA
LNAV MDA	1200-1	431 (500-1)	1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA

HANNIBAL, MISSOURI
Orig 07MAY09

39°43'N-91°27'W

HANNIBAL RGNL (HAE)

RNAV (GPS) RWY 35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

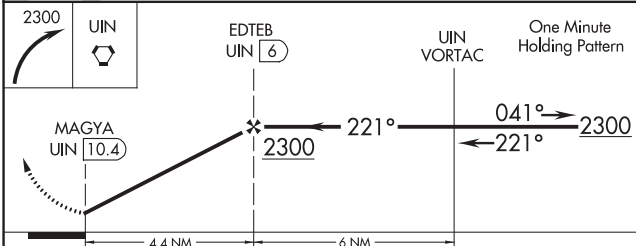
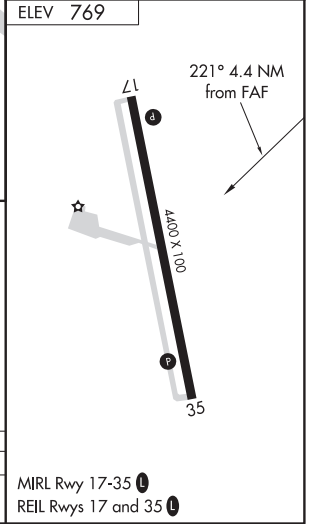
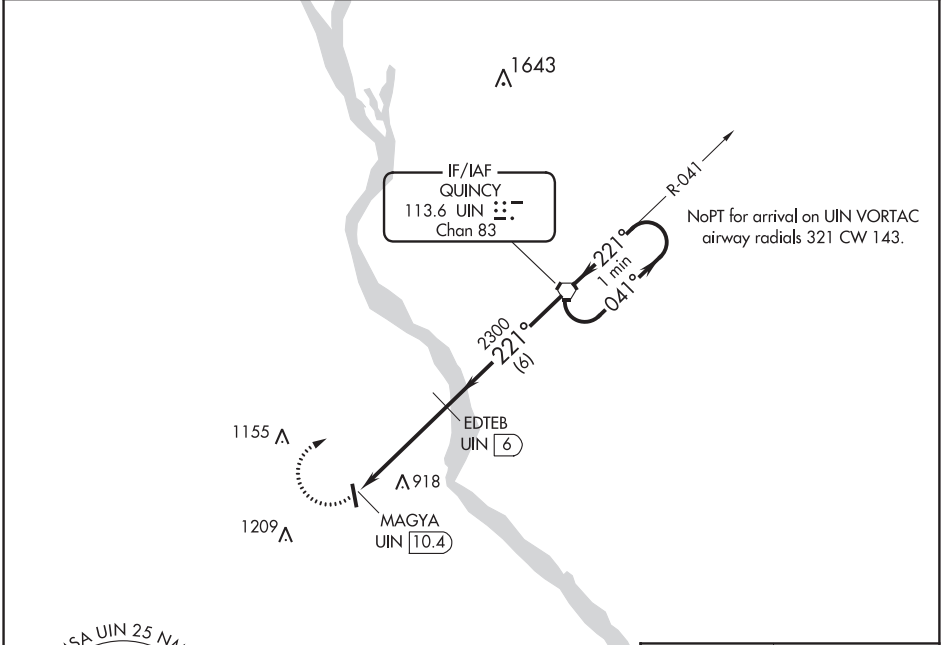
VORTAC UIN 113.6 Chan 83	APP CRS 221°	Rwy Idg TDZE Apt Elev	N/A N/A 769
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VOR/DME-A
HANNIBAL RGNL (HAE)

NA When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3 120.775	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) U
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CATEGORY	A	B	C	D
CIRCLING	1300-1	531 (600-1)	1300-1½ 531 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HARLAN, IOWA

AL-5762 (FAA)

15316

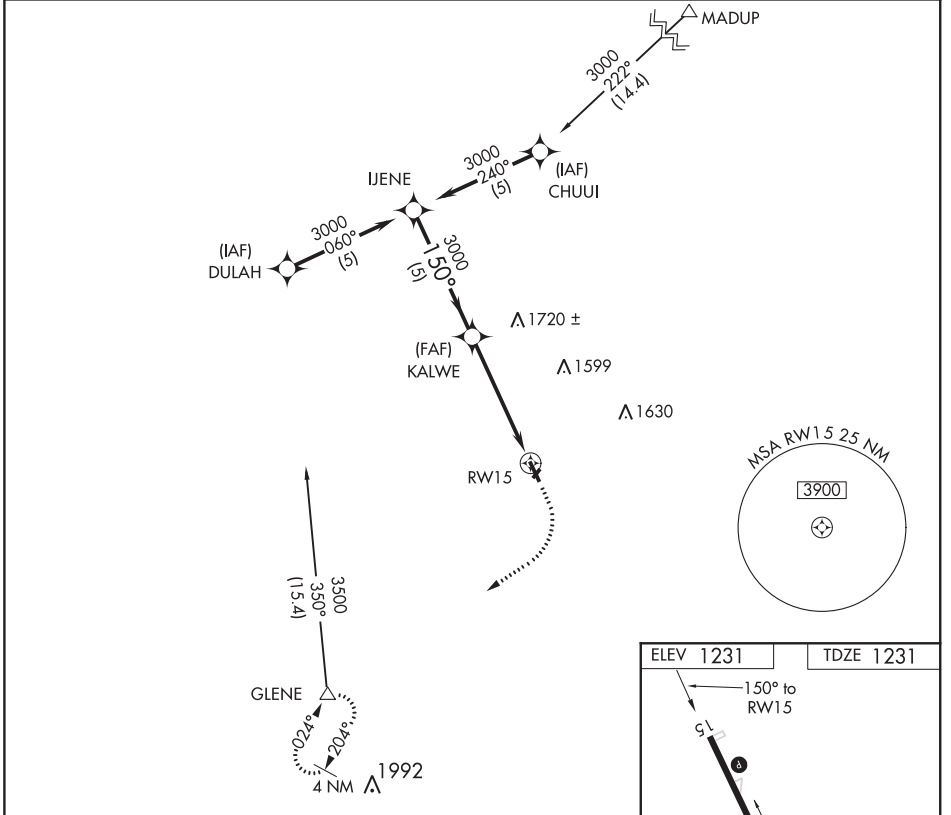
APP CRS 150°	Rwy Idg 4100
	TDZE 1231
	Apt Elev 1231

GPS RWY 15

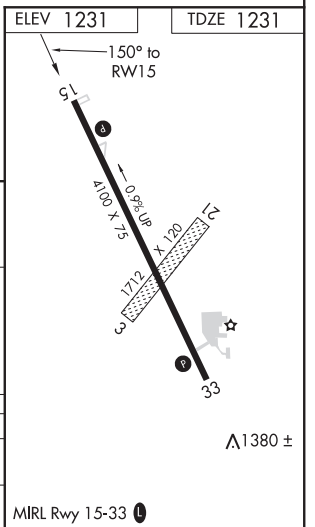
HARLAN MUNI (HNR)

<p>▼ Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.</p>
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<p>AWOS-3 118.325</p>	<p>OMAHA APP CON 124.5 263.0</p>	<p>UNICOM 122.8 (CTAF)</p>
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	IJENE	KALWE	2000	3600	GLENE
	3000	3000	↑	↷	△
Procedure Turn NA	<p>VGSI and descent angle not coincident (VGSI Angle 4.00/TCH 34).</p>				
	5 NM		5 NM		
CATEGORY	A	B	C	D	
S-15	1780-1	549 (600-1)	NA		
CIRCLING	1780-1	549 (600-1)	NA		



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 330°	Rwy Idg 4100
	TDZE 1215
	Apt Elev 1231

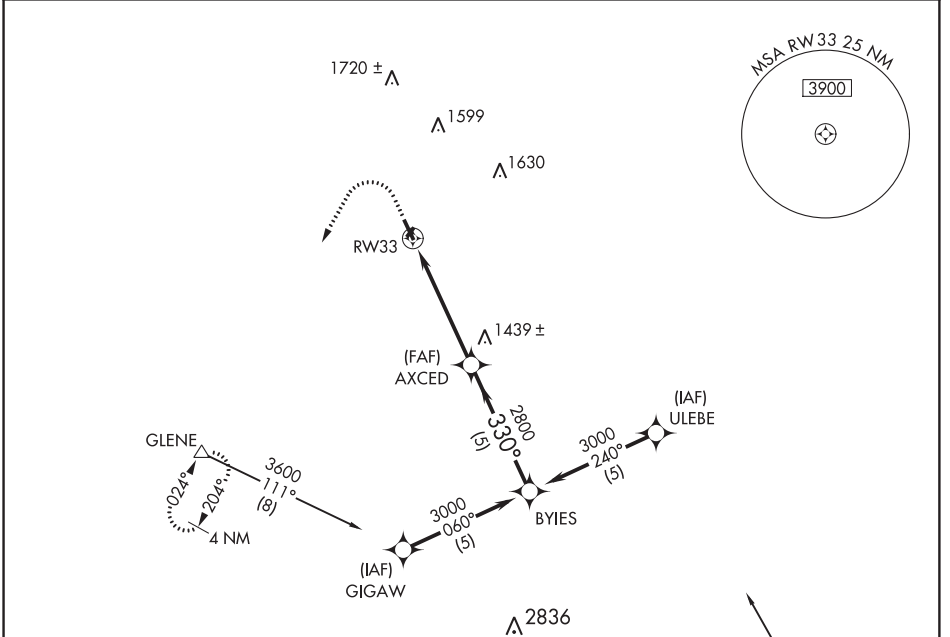
GPS RWY 33

HARLAN MUNI (HNR)

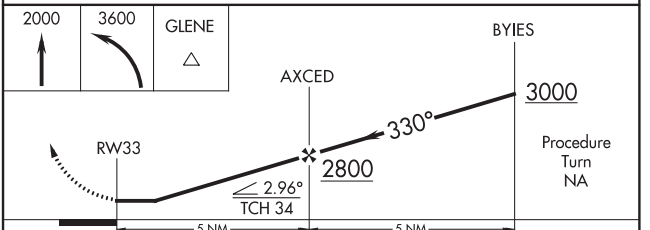
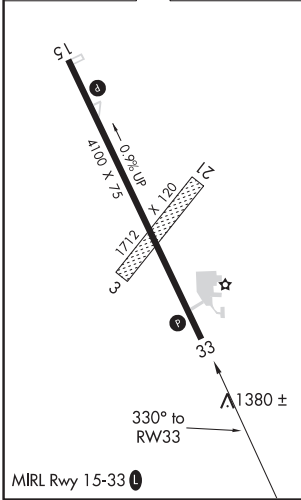
NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3600 direct GLENE and hold.

AWOS-3 118.325	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF)
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ELEV 1231	TDZE 1215
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CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)		NA
CIRCLING	1780-1	549 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4000
173°	TDZE	915
	Apt Elev	915

RNAV (GPS) RWY 17

LAWRENCE SMITH MEMORIAL (L.R.Y)

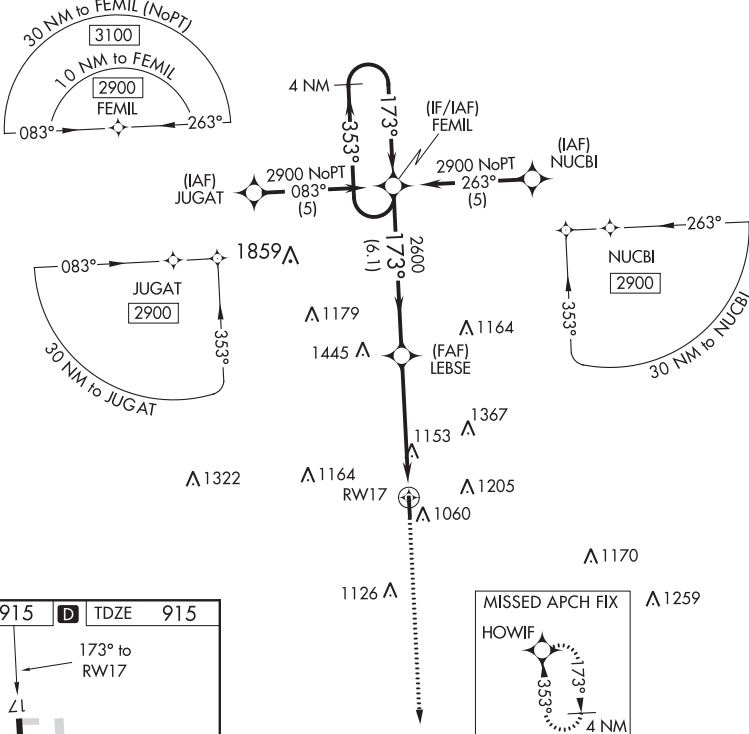
⚠ When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat C ½ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3PT
119.975

KANSAS CITY CENTER
125.55 327.0

UNICOM
123.0 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

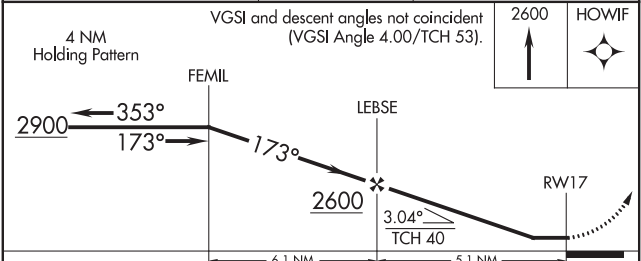
NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV	915	D	TDZE	915
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173° to RWY 17

1.0% UP
4000 X .75
35

MIRL Rwy 17-35 **0**



CATEGORY	A	B	C	D
LNAV MDA	1420-1	505 (600-1)	1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

WAAS CH 69406 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	4000 900 915
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RNAV (GPS) RWY 35

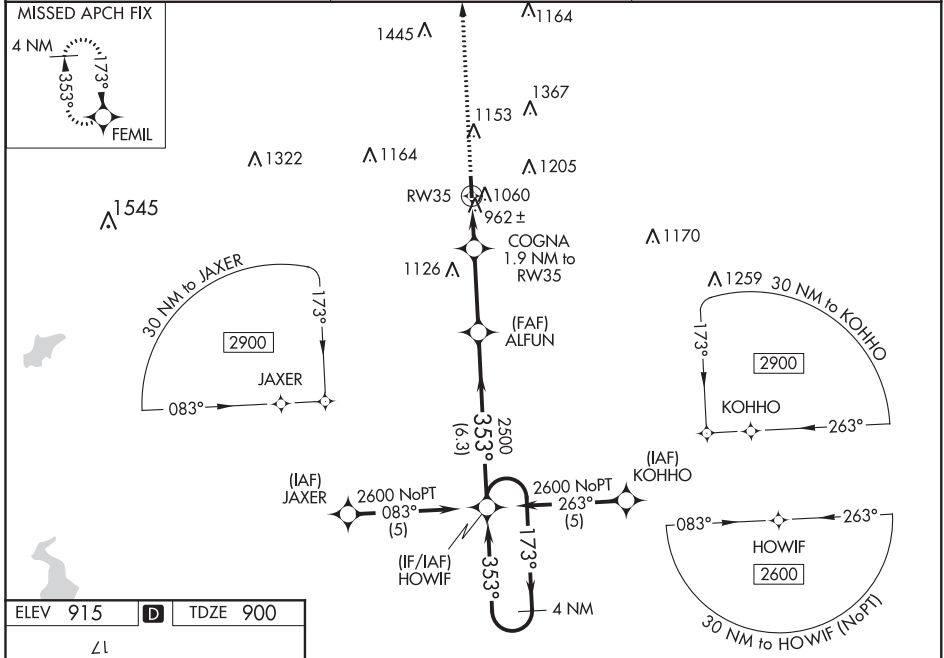
LAWRENCE SMITH MEMORIAL (L.R.Y)

⚠ Baro-VNAV NA when using Charles B Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

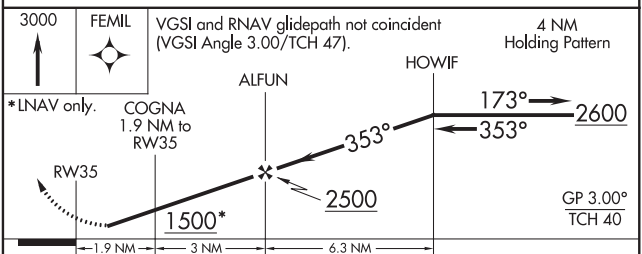
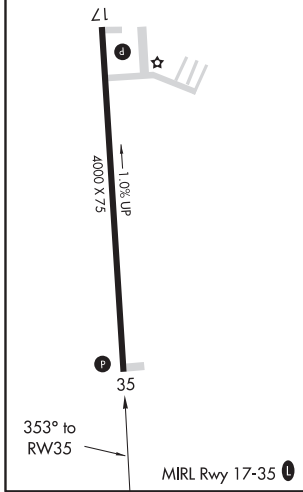
⚠ When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

AWOS-3PT 119.975	KANSAS CITY CENTER 125.55 327.0	UNICOM 123.0 (CTAF) 📻
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ELEV 915	D	TDZE 900
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CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/VNAV DA	1330-1 ¾ 430 (500-1¾)			NA
LNAV MDA	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)		NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HIGGINSVILLE, MISSOURI

AL-10265 (FAA)

15344

WAAS CH 86601 W 16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	4400 840 840
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RNAV (GPS) RWY 16

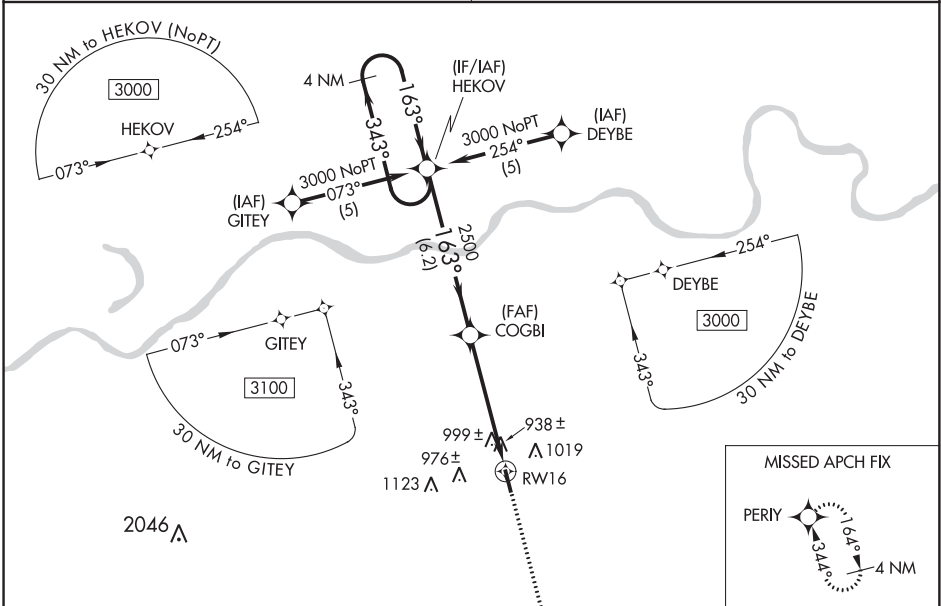
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

∇ DME/DME RNP-0.3 NA. Baro-VNAV NA.
▲ NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

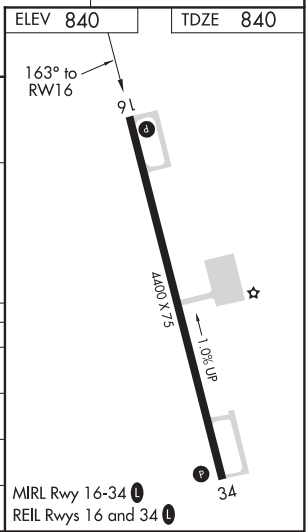
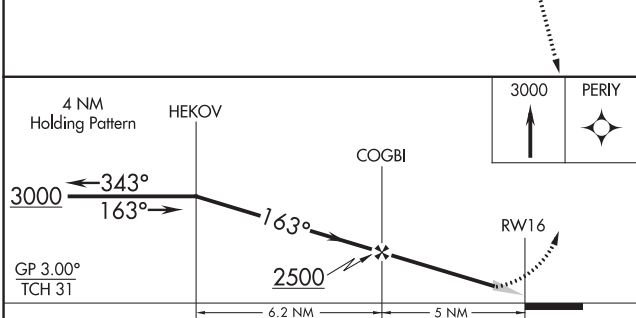
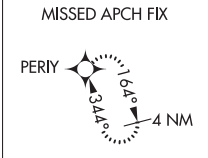
KANSAS CITY CENTER
135.575 323.15

UNICOM
122.8 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)	1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)	
CIRCLING	1440-1 600 (600-1)	1440-1½ 600 (600-1½)	1440-2 600 (600-2)	

HIGGINSVILLE, MISSOURI
Amdt 1 10APR08

39°04'N-93°41'W

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

RNAV (GPS) RWY 16

WAAS CH 45901 W 34A	APP CRS 343°	Rwy Idg 4400 TDZE 826 Apt Elev 840
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RNAV (GPS) RWY 34

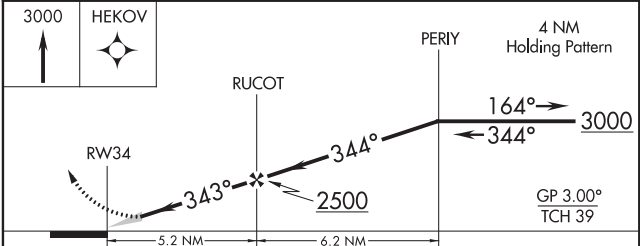
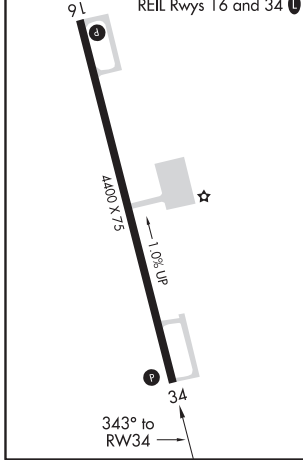
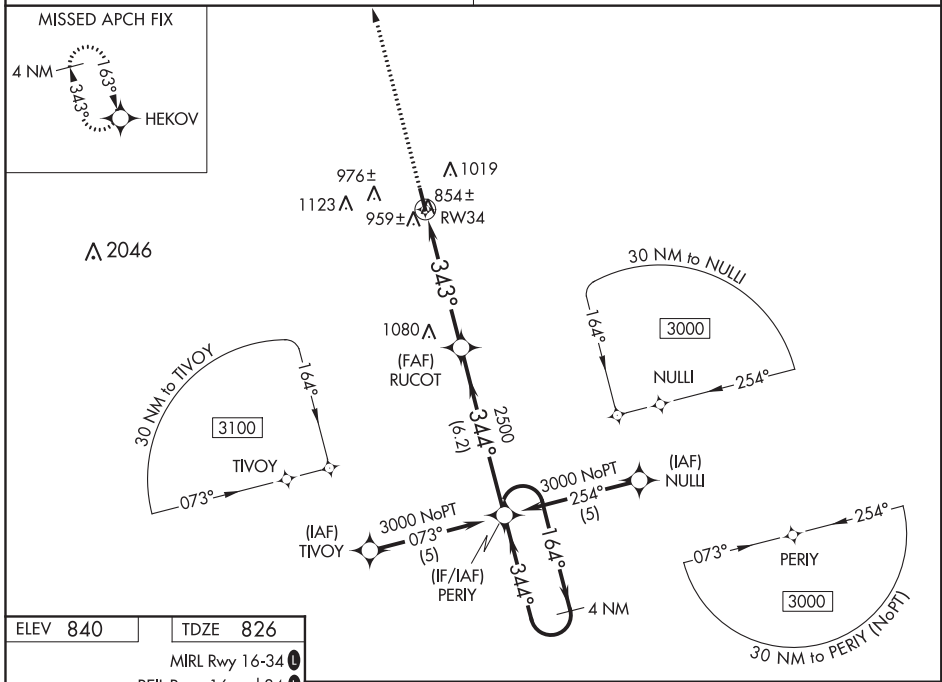
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

NA DME/DME RNP-0.3 NA. Baro-VNAV NA.
 Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

KANSAS CITY CENTER **135,575 323,15**

UNICOM **122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1	474 (500-1)	1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1440-1	600 (600-1)	1440-1½ 600 (600-1½)	1440-2 600 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97329 W16A	APP CRS 172°	Rwy Idg TDZE 1195 Apt Elev 1195
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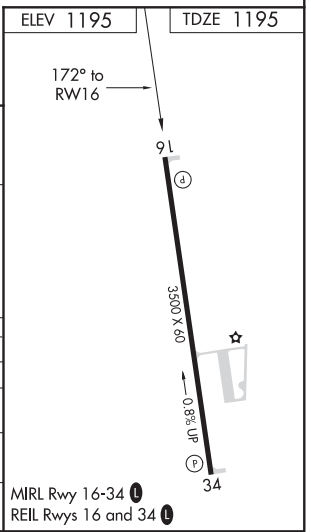
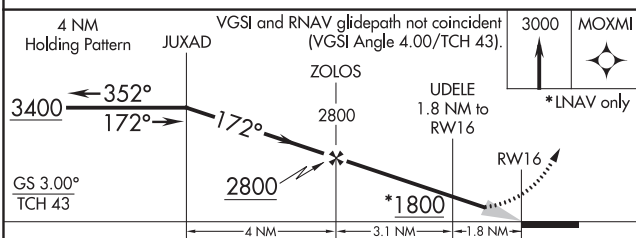
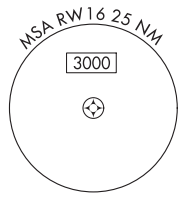
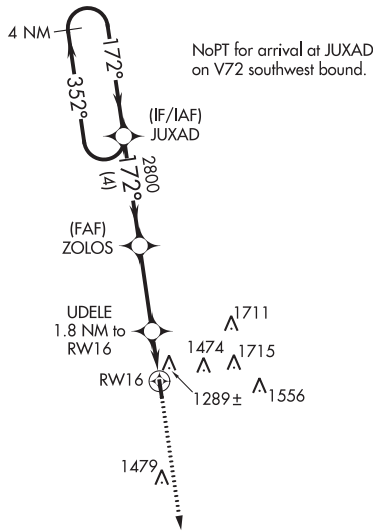
RNAV (GPS) RWY 16

HOUSTON MEMORIAL (M48)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Fort Leonard Wood altimeter setting, when not received use West Plains altimeter setting.

MISSED APPROACH: Climb to 3000 direct MOXMI and hold.

KANSAS CITY CENTER 128.35 284.67	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	1513-1	318 (400-1)		NA
LNNAV/VNAV DA	1513-1	318 (400-1)		NA
LNNAV MDA	1620-1	425 (500-1)		NA
CIRCLING	1740-1 545 (600-1)	1760-1 565 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

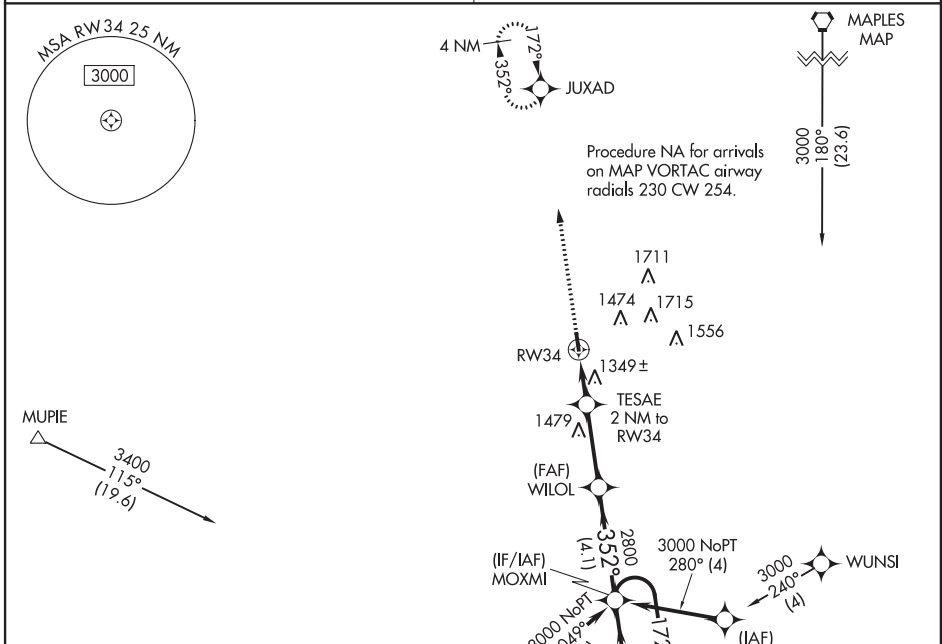
WAAS CH 72728 W34A	APP CRS 352°	Rwy Idg TDZE 1191 Apt Elev 1195
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RNAV (GPS) RWY 34

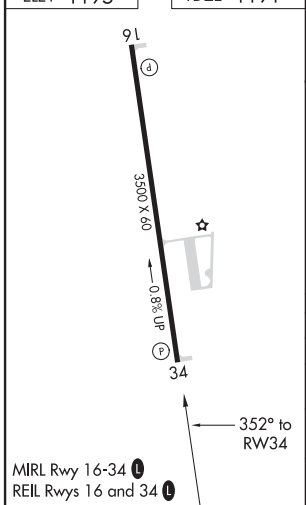
HOUSTON MEMORIAL (M48)

V Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Fort Leonard Wood altimeter setting, when not received use West Plains altimeter setting.
NA MISSED APPROACH: Climb to 3400 direct JUXAD and hold.

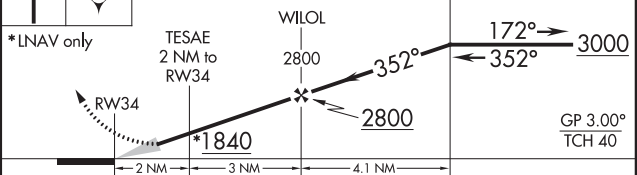
KANSAS CITY CENTER **128.35 284.67** CTAF **122.9**



ELEV 1195 TDZE 1191



3400 JUXAD VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 39). 4 NM MOXMI Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1509-1½	318 (400-1½)		NA
LNAV/VNAV DA	1807-2¼	616 (700-2¼)		NA
LNAV MDA	1720-1	529 (600-1)		NA
CIRCLING	1740-1 545 (600-1)	1760-1 565 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53427 W18A	APP CRS 179°	Rwy Idg 5500 TDZE 970 Apt Elev 979
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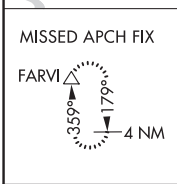
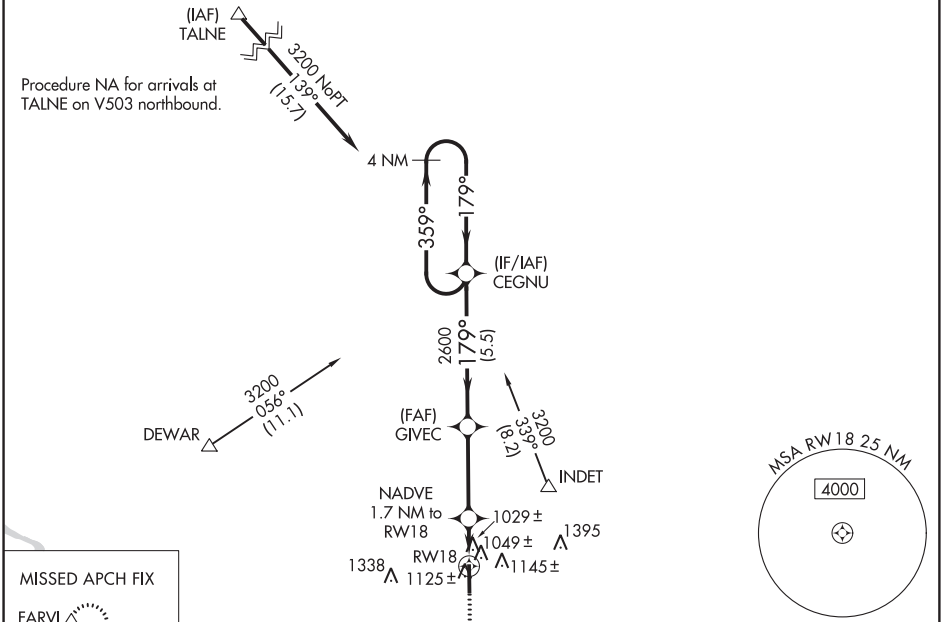
RNAV (GPS) RWY 18

INDEPENDENCE MUNI (IIB)

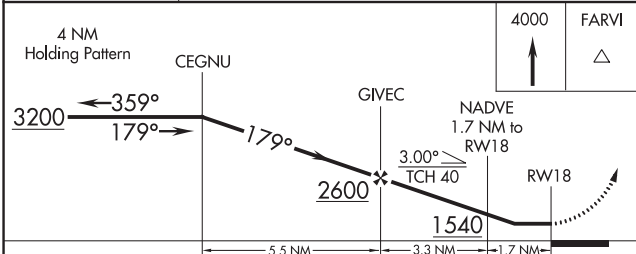
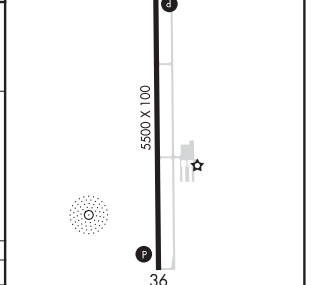
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received use Waterloo altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C visibility $\frac{1}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile. When VGSI inop, procedure NA at night.

⚠ MISSED APPROACH: Climb to 4000 direct FARVI and hold, continue climb-in-hold to 4000.

AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 979	TDZE 970
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CATEGORY	A	B	C	D
LP MDA	1280-1	310 (400-1)		NA
LNAV MDA	1300-1	330 (400-1)		NA
CIRCLING	1500-1	521 (600-1)	1500-1½ 521 (600-1½)	NA

MRL Rwy 18-36 **Ⓛ**
REIL Rwy 18 and 36 **Ⓛ**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5500
359°	TDZE	979
	Apt Elev	979

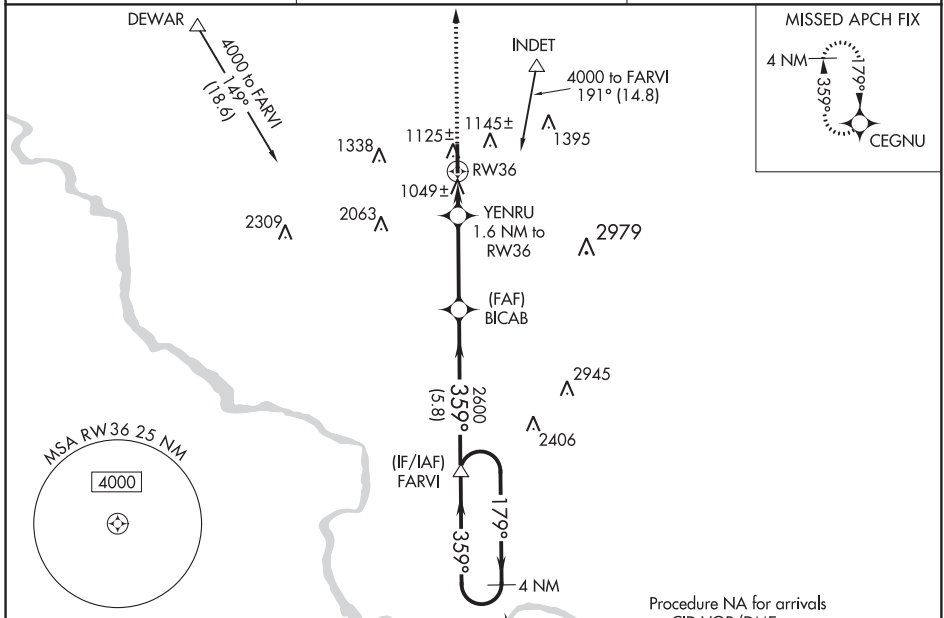
RNAV (GPS) RWY 36

INDEPENDENCE MUNI (IIB)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. When VGSI inop, procedure NA at night.

⚠ MISSED APPROACH: Cimb to 3200 direct CEGNU and hold.

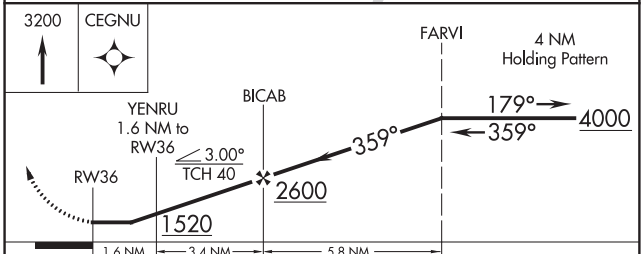
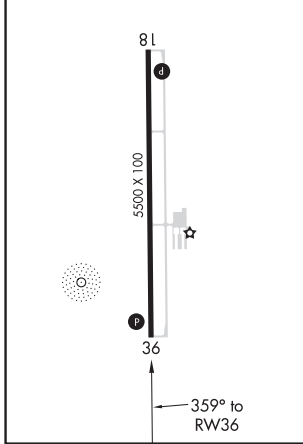
AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) Ⓛ
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 979	TDZE 979
MIRL Rwy 18-36 Ⓛ	
REIL Rwys 18 and 36 Ⓛ	



CATEGORY	A	B	C	D
LNAV MDA	1300-1 321 (400-1)			NA
CIRCLING	1500-1	521 (600-1)	1500-1½ 521 (600-1½)	NA

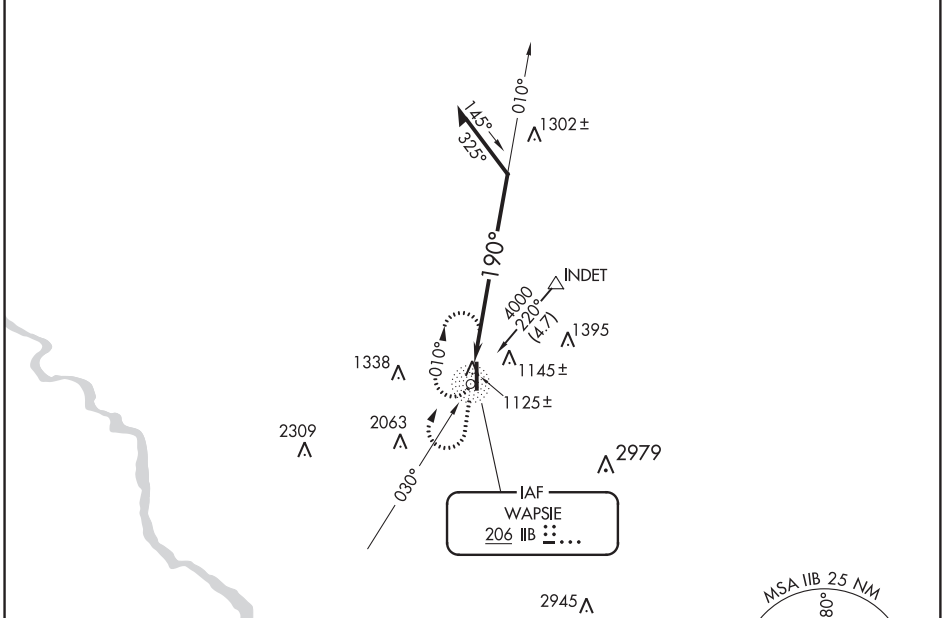
NDB IIB 206	APP CRS 190°	Rwy Idg 5500
		TDZE 970
		Apt Elev 979

NDB RWY 18
INDEPENDENCE MUNI (IIB)

⚠ When local altimeter setting not received use Waterloo altimeter setting and increase all MDA 80 feet; increase S-18 Cat C visibility ½ mile and Circling Cats A and C visibility ¼ mile. When VGSI inop, procedure NA at night.

⚠ MISSED APPROACH: Climb to 3400 then right turn on IIB NDB bearing 030° to IIB NDB and hold.

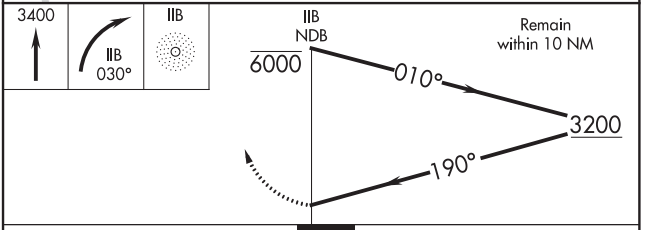
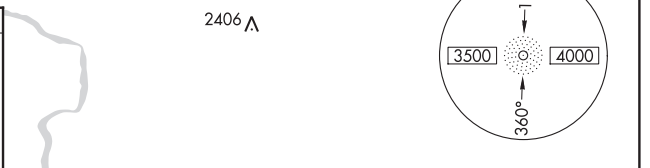
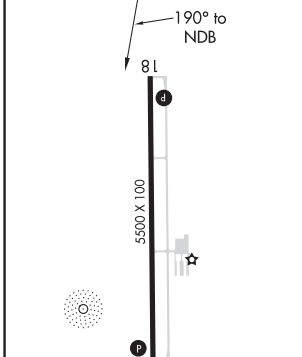
AWOS-3 120.825	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 979	TDZE 970
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CATEGORY	A	B	C	D
S-18	1720-1 750 (800-1)	1720-1¼ 750 (800-1¼)	1720-2 750 (800-2)	NA
CIRCLING	1720-1 741 (800-1)	1720-1¼ 741 (800-1¼)	1720-2¼ 741 (800-2¼)	NA

WAAS CH 58207 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	4196 657 684
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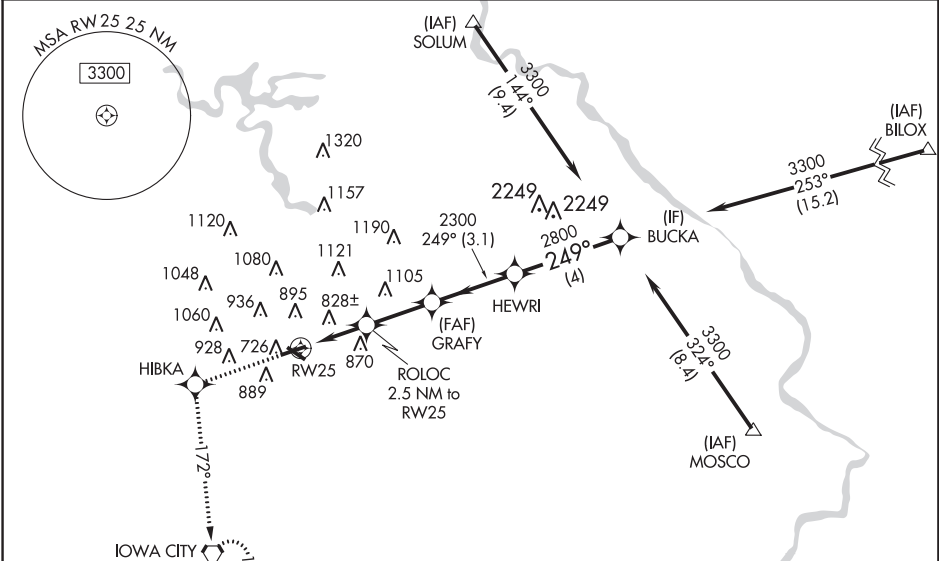
RNAV (GPS) RWY 25

IOWA CITY MUNI (IOW)

⚠ 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 3/4 SM NA. When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility 1/4 mile, increase all MDA 80 feet. Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting. Night landing: Rwy 7, 12, 30 NA.

MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

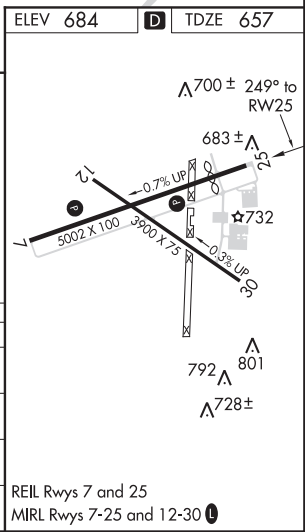
ASOS 128.075	CEDAR RAPIDS APP CON* 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) ①
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 684	D TDZE 657
<div style="display: flex; justify-content: space-around;"> <div> <p>2600 HIBKA</p> <p>↑</p> </div> <div> <p>172° tr</p> <p>↖</p> </div> <div> <p>IOW</p> <p>⬠</p> </div> </div>	
*LNAV only.	ROLOC 2.5 NM to RW25
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <p>*1.6 NM to RW25</p> <p>↖</p> </div> <div style="text-align: center;"> <p>RW25</p> <p>↖</p> </div> </div>	
<div style="display: flex; justify-content: space-between; width: 100%;"> 1.6 NM 0.9 NM 2.5 NM 3.1 NM 4 NM </div>	
CATEGORY	A B C D
LPV DA	1051-1½ 394 (400-1½) NA
LNAV/VNAV DA	1161-1¾ 504 (500-1¾) NA
LNAV MDA	1200-1 543 (600-1) NA
CIRCLING	1260-1 576 (600-1) NA



REIL Rws 7 and 25
MIRL Rws 7-25 and 12-30 ①

APP CRS	Rwy Idg	3900
303°	TDZE	656
	Apt Elev	684

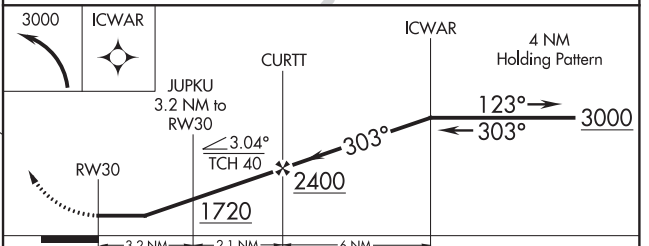
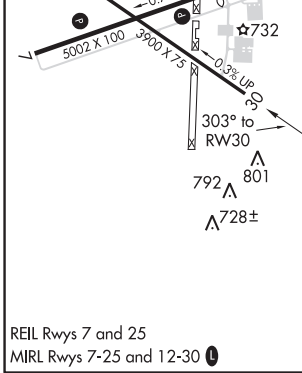
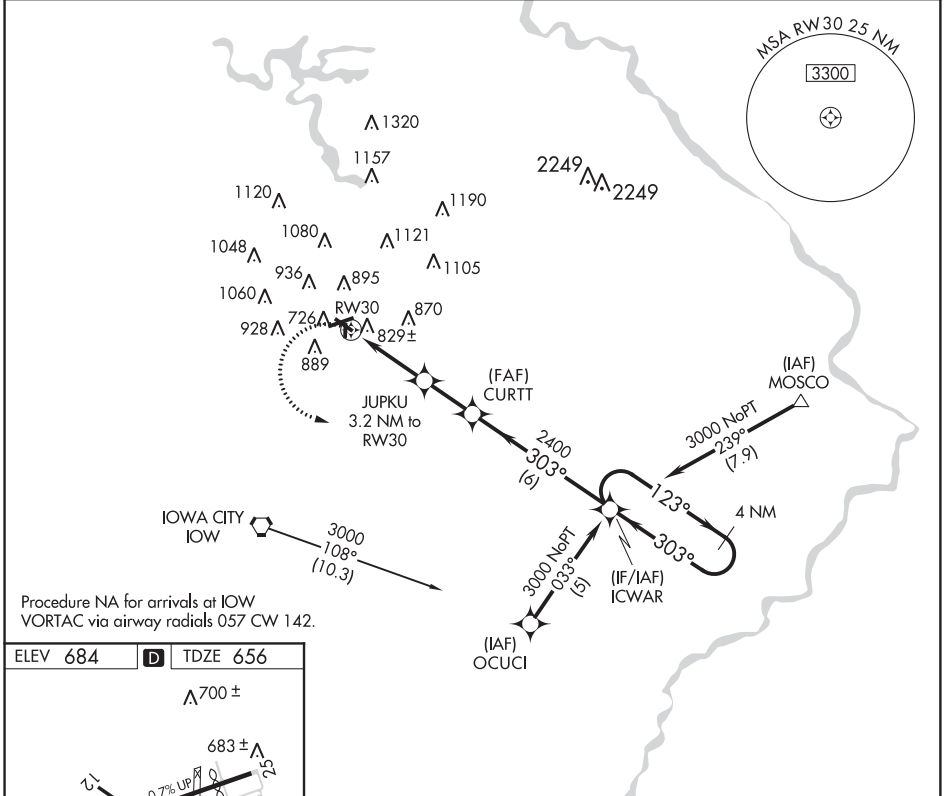
RNAV (GPS) RWY 30

IOWA CITY MUNI (IOW)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet. Night landing: Rwy 7, 12, 30 NA.

⚠ MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS 128.075	CEDAR RAPIDS APP CON * 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1100-1	444 (500-1)	NA	
CIRCLING	1260-1	576 (600-1)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

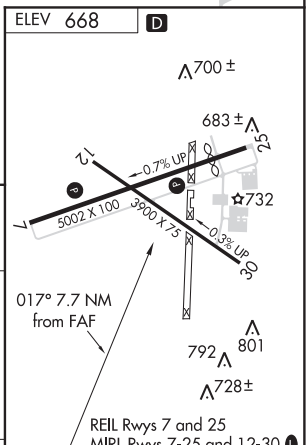
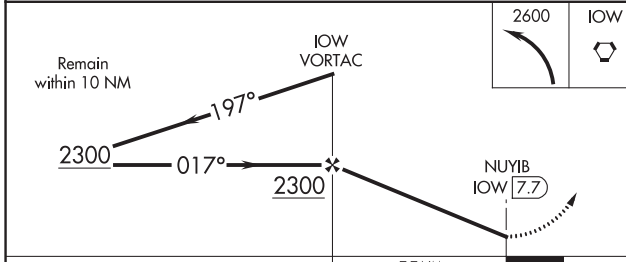
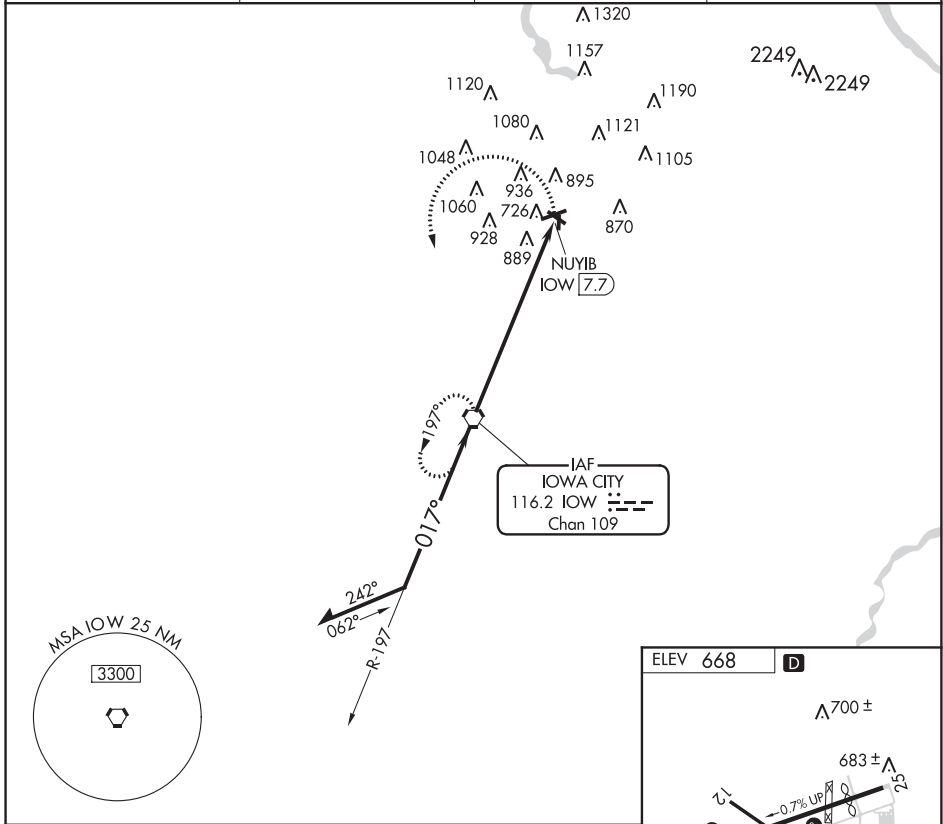
VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg TDZE Apt Elev	N/A N/A 668
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VOR-A
IOWA CITY MUNI (IOW)

⚠ If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 7, 12, 30 NA.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS 128.075	CEDAR RAPIDS APP CON ★ 119.7 266.8	CLNC DEL 119.05	UNICOM 122.8 (CTAF) D
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CATEGORY	A	B	C	D	FAF to MAP 7.7 NM					
CIRCLING	1280-1 612 (700-1)		NA		Knots	60	90	120	150	180
					Min:Sec	7:42	5:08	3:51	3:05	2:34

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

IOWA FALLS, IOWA

AL-6058 (FAA)

15344

WAAS CH 53332 W13A	APP CRS 134°	Rwy Idg 4600 TDZE 1129 Apt Elev 1137
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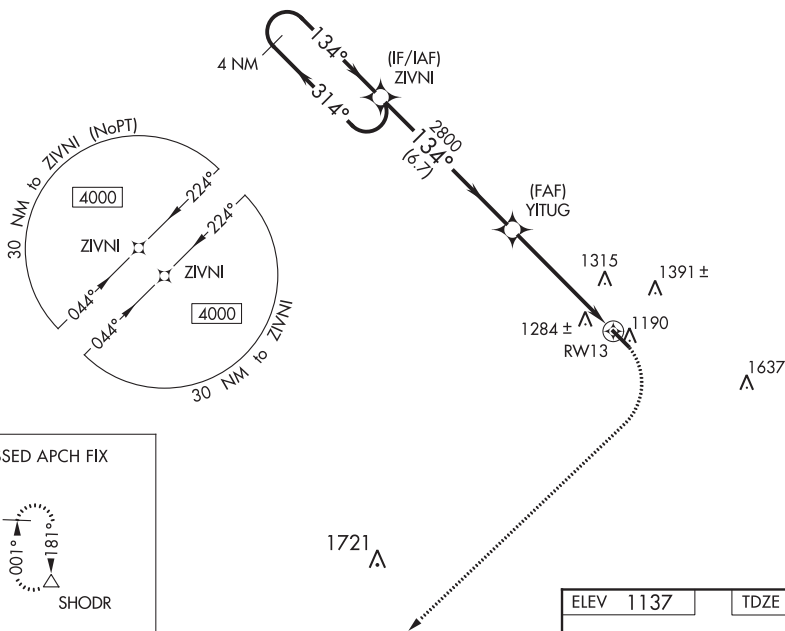
RNAV (GPS) RWY 13

IOWA FALLS MUNI (IF'A)

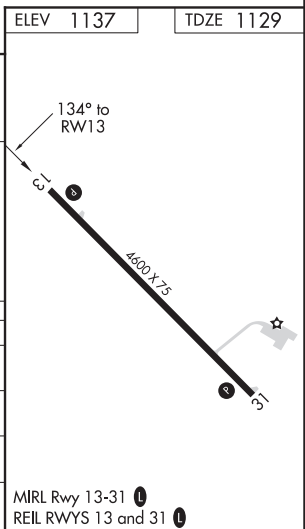
⚠ Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 64 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats visibility 1/8 mile.

⚠ MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct SHODR and hold.

AWOS-3 120.425	WATERLOO APP CON * 118.9	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		ZIVNI	1600	4000	SHODR
4000 ← 314°		→ 134°	YITUG	2800	* LNAV only
GP 3.00° TCH 40		→ 134°	* 1.2 NM to RW13	RW13	
		6.7 NM	3.9 NM	1.2 NM	
CATEGORY	A	B	C	D	
LPV DA	1379-1	250 (300-1)			NA
LNAV/VNAV DA	1446-1 1/8	317 (400-1 1/8)			NA
LNAV MDA	1540-1	411 (500-1)			NA
CIRCLING	1620-1	483 (500-1)			NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

IOWA FALLS, IOWA
Orig-A 24JUL14

42°28'N-93°16'W

IOWA FALLS MUNI (IF'A) RNAV (GPS) RWY 13

WAAS CH 86732 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	4600 1137 1137
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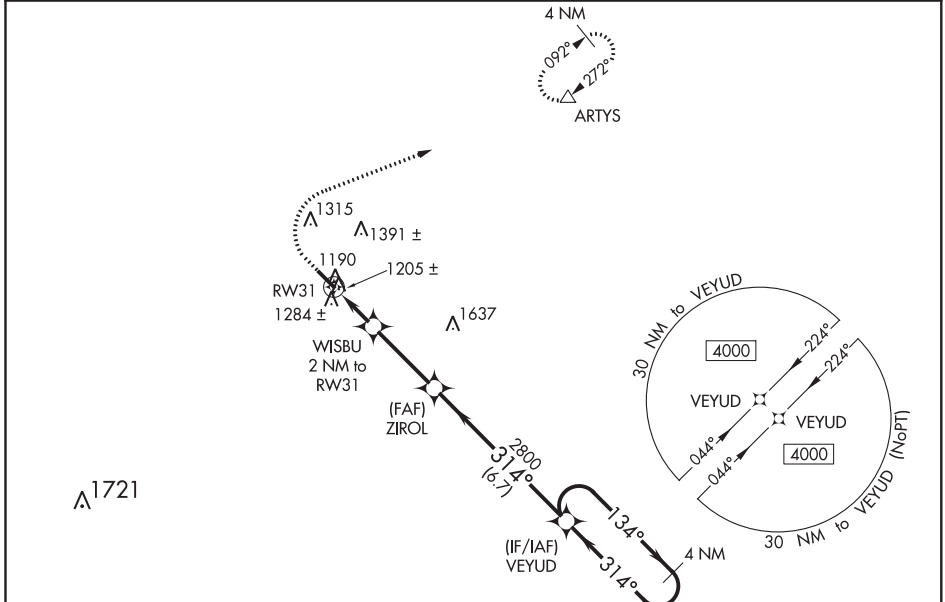
RNAV (GPS) RWY 31

IOWA FALLS MUNI (IFA)

▼ Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ VDP NA with Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 64 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn 4000 direct ARTYS and hold, continue climb-in-hold to 4000.

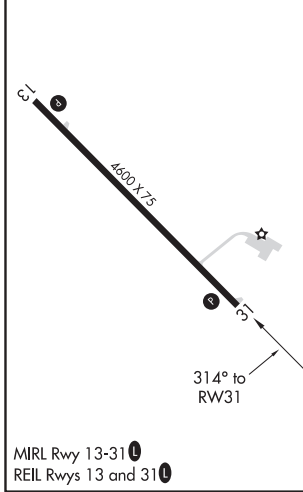
AWOS-3 120.425	WATERLOO APP CON ★ 118.9	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1137	TDZE 1137
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1600	4000	ARTYS	
↑	↪	△	
*LNAV only		WIWSBU 2 NM to RW31	ZIROL 2800
*1.1 NM to RW31		*1800	2800
1.1 NM		0.9 NM	3.1 NM
			6.7 NM
			4 NM
			Holding Pattern
			VEYUD
			134°
			←314°
			4000
			GP 3.00°
			TCH 40
CATEGORY	A	B	C
LPV DA	1387-1	250 (300-1)	NA
LNAV/VNAV DA	1446-1	309 (400-1)	NA
LNAV MDA	1540-1	403 (500-1)	NA
CIRCLING	1620-1	483 (500-1)	NA

JEFFERSON, IOWA

AL-5337 (FAA)

15288

WAAS CH 40219 W14A	APP CRS 140°	Rwy ldg 3200 TDZE 1044 Apt Elev 1044
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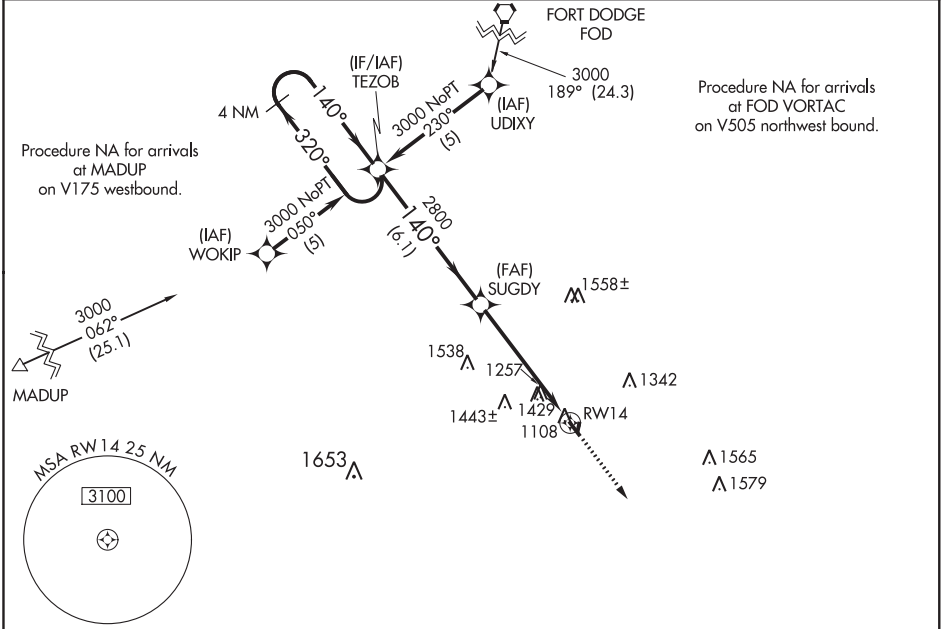
RNAV (GPS) RWY 14

JEFFERSON MUNI (EFW)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all DA 33 feet and MDA 40 feet, increase LPV all Cats and LNAV Cat B visibility ¼ mile, and LNAV/VNAV all Cats visibility 1 mile. Baro-VNAV NA. When VGSI inop, procedure NA at night.

⚠ NA MISSED APPROACH: Climb to 3000 direct PELEA and hold.

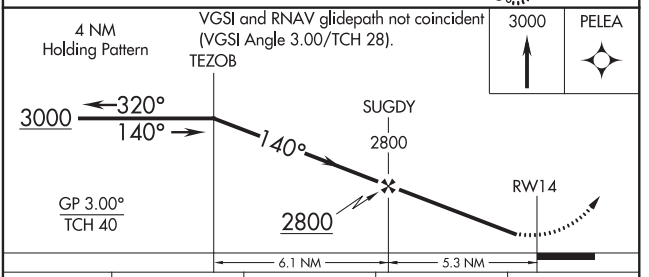
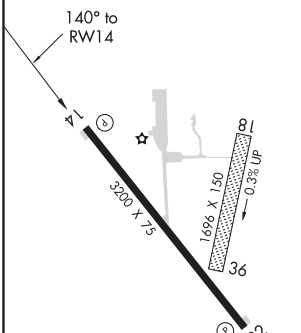
PERRY AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1044	TDZE 1044
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CATEGORY	A	B	C	D
LPV DA	1330-1	286 (300-1)		NA
LNAV/VNAV DA	1907-3	863 (900-1)		NA
LNAV MDA	1780-1	736 (800-1)		NA
CIRCLING	1780-1 736 (800-1)	1820-1¼ 776 (800-1¼)		NA

JEFFERSON, IOWA
Orig 23SEP10

42°01'N-94°21'W

RNAV (GPS) RWY 14

JEFFERSON MUNI (EFW)

APP CRS	Rwy Idg	3200
320°	TDZE	1044
	Apt Elev	1044

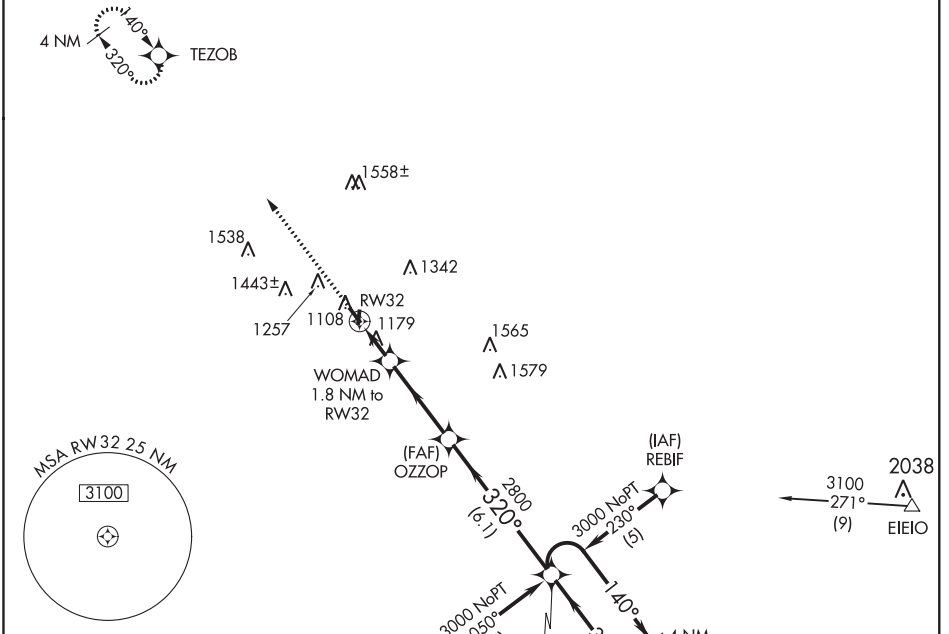
RNAV (GPS) RWY 32

JEFFERSON MUNI (EFW)

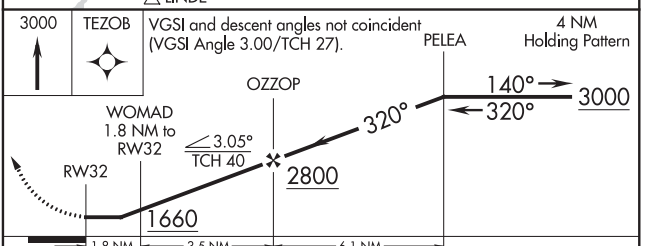
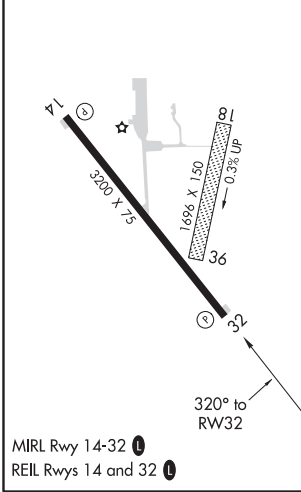
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct TEZOB and hold.

PERRY AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1044	TDZE 1044
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CATEGORY	A	B	C	D
RNAV MDA	1520-1	476 (500-1)	NA	
CIRCLING	1700-1 656 (700-1)	1820-1¼ 776 (800-1¼)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

JEFFERSON, IOWA

AL-5337 (FAA)

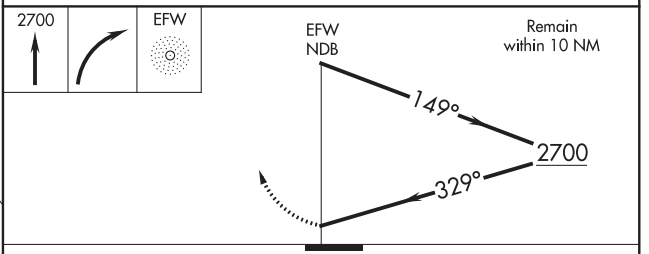
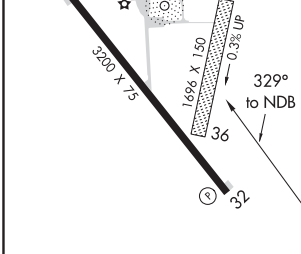
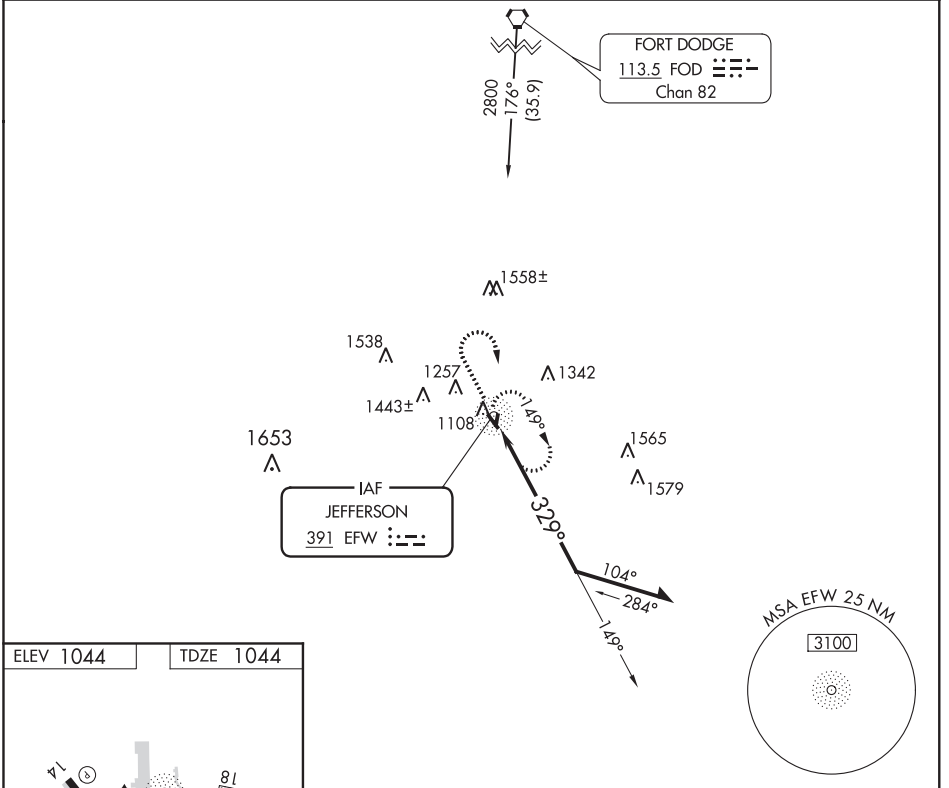
15288

NDB EFW 391	APP CRS 329°	Rwy Idg 3200	TDZE 1044	Apt Elev 1044
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NDB RWY 32
JEFFERSON MUNI (EFW)

▽ Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night.
△NA MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.

PERRY AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1044	TDZE 1044			
REIL Rwy 14 and 32 0	MIRL Rwy 14-32 0			
CATEGORY	A	B	C	D
S-32	1720-1	676 (700-1)		NA
CIRCLING	1720-1 676 (700-1)	1820-1¼ 776 (800-1¼)		NA

JEFFERSON, IOWA
Amdt 6 23SEP10

42°01'N-94°21'W

JEFFERSON MUNI (EFW)
NDB RWY 32

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JEF	APP CRS	Rwy Idg	6001
110.5	300°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30

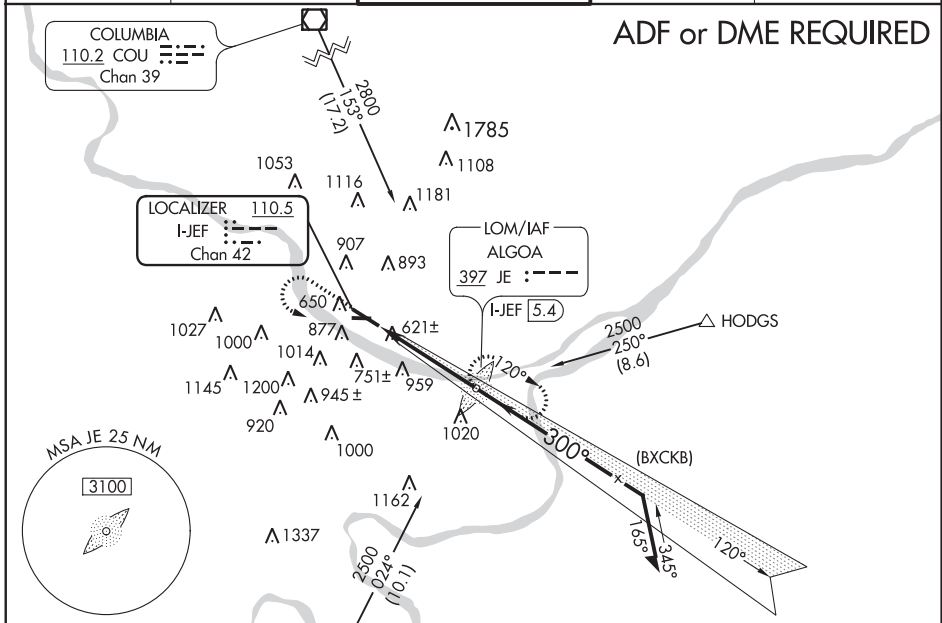
JEFFERSON CITY MEMORIAL (JEF)

⚠ When local altimeter setting not received, use Columbia altimeter setting and increase all DA/MDA 80 feet, and increase S-LOC 30 Cat C and Circling Cat C/D visibility 1/4 mile.
 ⚠ For inoperative MALS, increase S-LOC 30 Cat D visibility to 1 mile. ADF required.
 VDP NA with Columbia altimeter setting. For inoperative MALS when using Columbia altimeter setting, increase S-ILS 30 all Cats visibility to 1. Circling Rwy 9 NA at night.

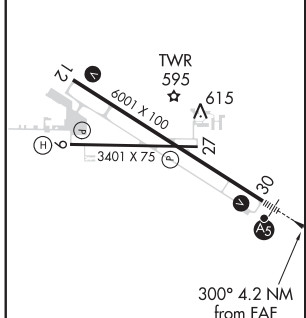


MALS: MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER*	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF)	121.7	122.95



ELEV 549	TDZE 549
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REIL Rwys 9, 12, and 27
 MIRL Rwy 9-27
 HIRL Rwy 12-30

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

	1500	2500	JE	
	↑	↙		
*LOC only				
	I-JEF 1.2	*I-JEF 2.1	JE LOM I-JEF 5.4	
	0.9 NM	3.3 NM		
CATEGORY	A	B	C	D
S-ILS 30	749-1/2 200 (200-1/2)			
S-LOC 30	880-1/2 331 (400-1/2) 880-3/4 331 (400-3/4)			
CIRCLING	1300-1 751 (800-1)	1300-1 1/4 751 (800-1 1/4)	1300-2 1/4 751 (800-2 1/4)	1320-2 1/2 771 (800-2 1/2)

ALTERNATE MISSED APCH FIX VICHY 117.7 Chan 124 061° 241° R-061

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50). Remain within 10 NM

2500, 2000, 1958, 120°, 300°, GS 3.00° TCH 54

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49005 W12A	APP CRS 119°	Rwy Idg TDZE Apt Elev	6001 547 549
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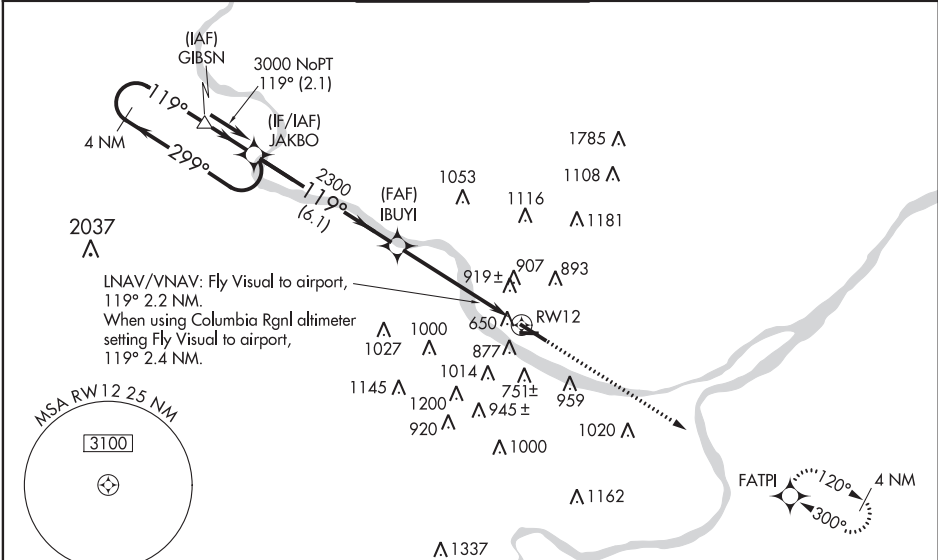
RNAV (GPS) RWY 12

JEFFERSON CITY MEMORIAL (JEF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility 1/4 mile, LNAV/VNAV Cats C and D visibility 1/2 mile, LNAV Cats B, C and D visibility 1/4 mile and Circling Cats C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS 133.625	MIZZU APP CON 124.375 353.7	JEFFERSON CITY TOWER * 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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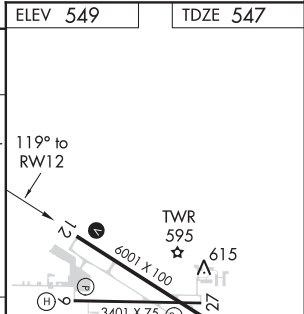
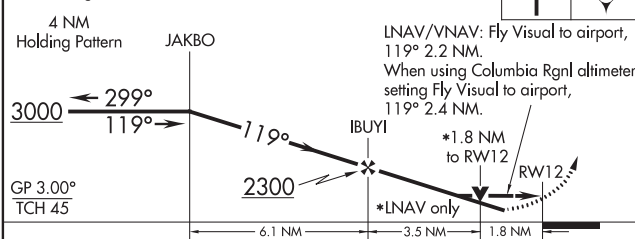


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 549	TDZE 547
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 64).



CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)		1284-2¼ 737 (800-2¼)	
LNAV MDA	1260-1 713 (800-1)	1260-2 713 (800-2)		1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

REIL Rwsy 9, 12, and 27
MRL Rwy 9-27
HIRL Rwy 12-30

WAAS CH 86410 W30A	APP CRS 300°	Rwy Idg TDZE Apt Elev	6001 549 549
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RNAV (GPS) RWY 30

JEFFERSON CITY MEMORIAL (JEF)

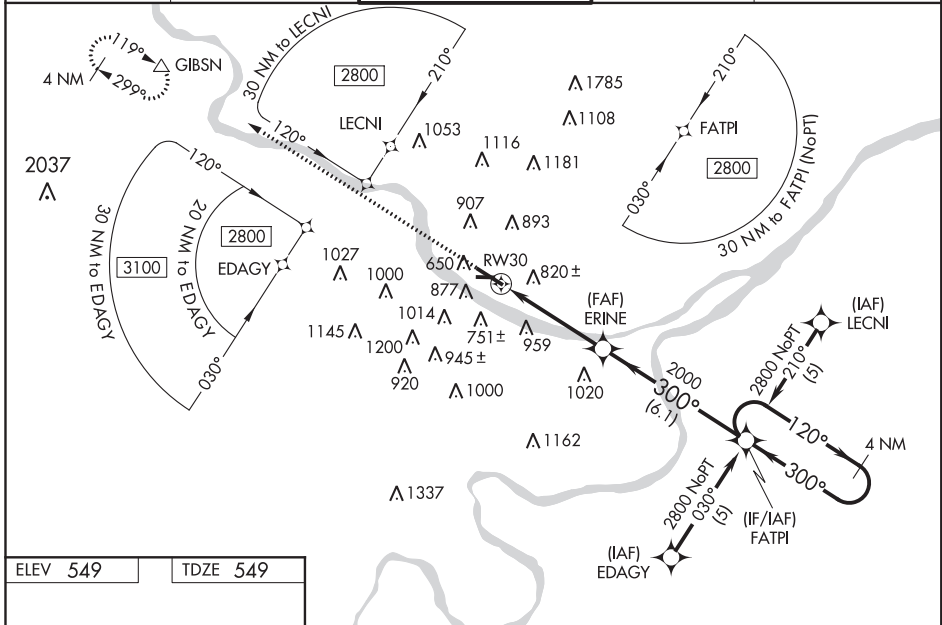
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALS, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting. Circling Rwy 9 NA at night.

MALS



MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

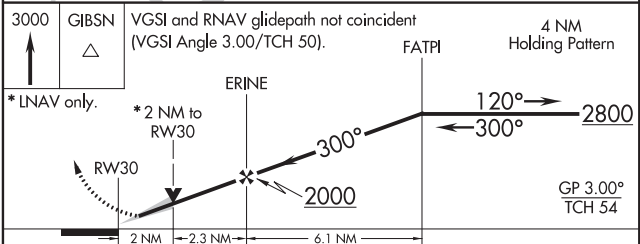
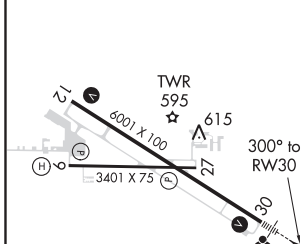
ASOS 133.625	MIZU APP CON 124.375 353.7	JEFFERSON CITY TOWER * 125.6 (CTAF) Ⓛ	GND CON 121.7	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 549	TDZE 549
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CATEGORY	A	B	C	D
LPV DA	799-½		250 (300-½)	
LNAV/VNAV DA	1322-2¼		773 (800-2¼)	
LNAV MDA	1240-½	691 (700-½)	1240-1½	1240-1¾
CIRCLING	1300-1	1300-1¼	1300-2¼	1320-2½
	751 (800-1)	751 (800-1¼)	751 (800-2¼)	771 (800-2½)

JEFFERSON CITY, MISSOURI
 Orig-A 18AUG16

38°35'N-92°09'W
 277

JEFFERSON CITY MEMORIAL (JEF)

RNAV (GPS) RWY 30

AIRPORT DIAGRAM

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI

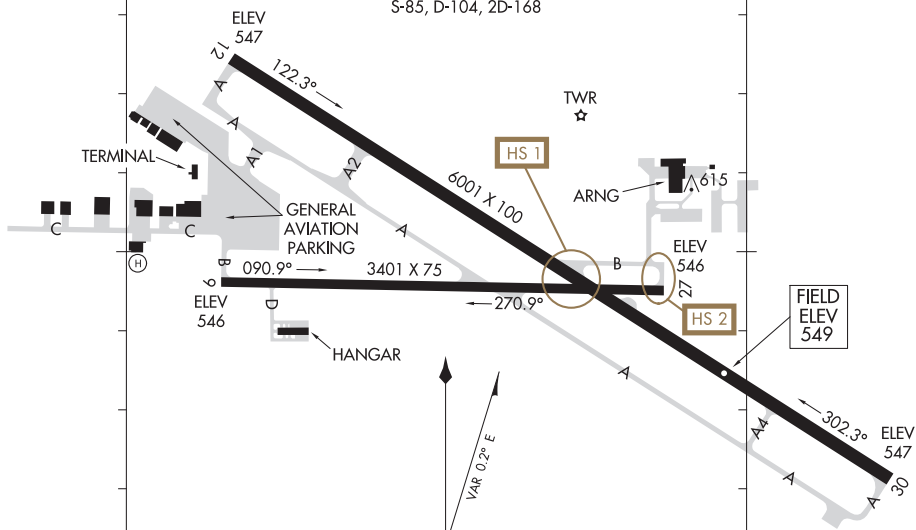
AL-796 (FAA)

ASOS
133.625
JEFFERSON CITY TOWER ★
125.6
GND CON
121.7

38°36'N

RWY 09-27
PCN 11 R/D/W/T
S-33.5, D-44
RWY 12-30
PCN 32 R/D/W/T
S-85, D-104, 2D-168

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

38°35'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°10'W

92°09'W

AIRPORT DIAGRAM

16147

JEFFERSON CITY, MISSOURI
JEFFERSON CITY MEMORIAL (JEF)

LOC/DME I-QJX 108.9 Chan 26	APP CRS 178°	Rwy Idg TDZE Apt Elev	6499 965 981
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ILS or LOC/DME RWY 18

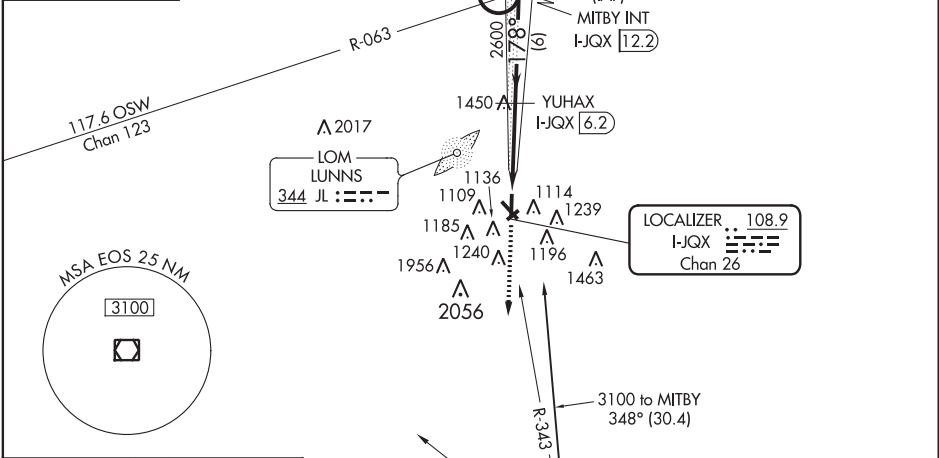
JOPLIN RGNL (JLN)

▽ ▲	Circling to Rwy 5 NA at night.	MALSRL 	MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.
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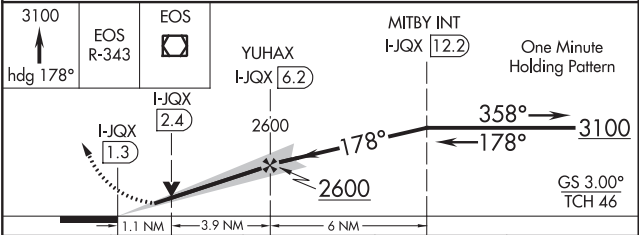
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER ★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ALTERNATE MISSED APCH FIX

LUNNS
344 JL :--:--



ELEV 981	D	TDZE 965
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CATEGORY	A	B	C	D
S-ILS 18	1165/24		200 (200-1/2)	
S-LOC 18	1340/24		375 (400-1/2)	1340/40 375 (400-3/4)
C CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1540-1½ 559 (600-1½)	1600-2 619 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

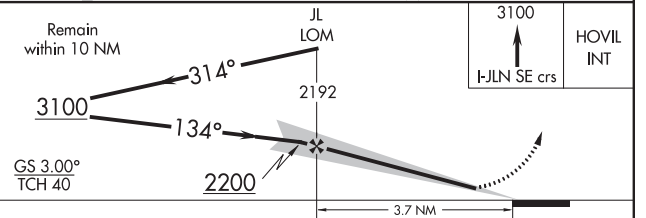
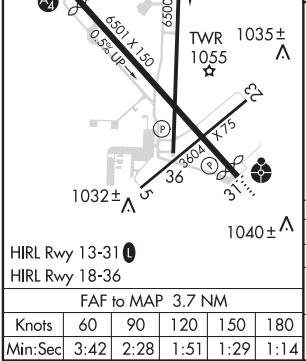
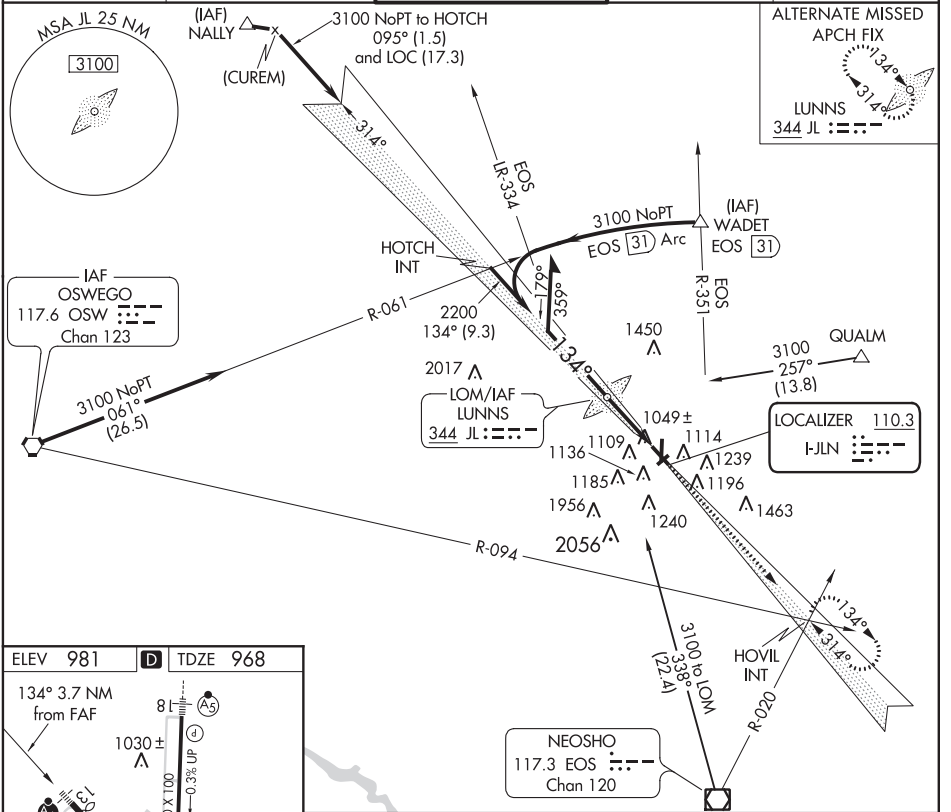
LOC I-JLN 110.3	APP CRS 134°	Rwy Idg 5813 TDZE 968 Apt Elev 981
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ILS or LOC/NDB RWY 13

JOPLIN RGNL (JLN)

▼ ▲	MALSF (NSTD) 1368'. Circling to Rwy 5 NA at night.	MALSF 	MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.
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ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER* 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 13		1168- ³ / ₄	200 (200- ³ / ₄)	
S-LOC 13		1300- ³ / ₄	332 (400- ³ / ₄)	1300-1 332 (400-1)
C CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1540-1½ 559 (600-1½)	1600-2 619 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

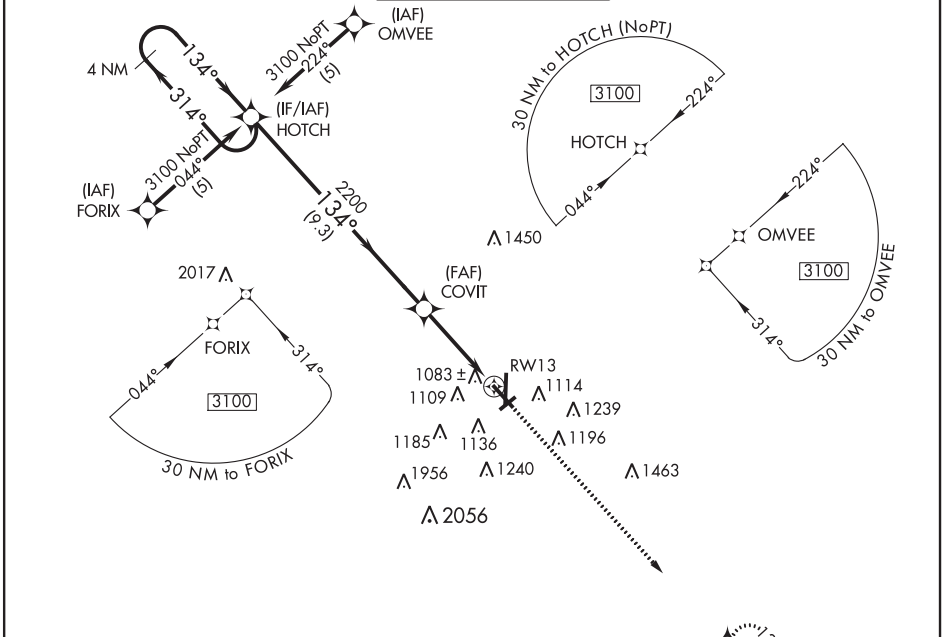
WAAS CH 90109 W13A	APP CRS 134°	Rwy Idg 5813 TDZE 968 Apt Elev 981
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RNAV (GPS) RWY 13

JOPLIN RGNL (JLN)

▽ MALSF (NSTD) 1368'. DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.6°C (4°F). For inop MALSF, increase LPV Cats A/B/C visibility to 1. Circling to Rwy 5 NA at night.	MALSF	MISSED APPROACH: Climb to 3100 direct HOVIL and hold.
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ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER* 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 981	D	TDZE 968
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HIRL Rwy 13-31
HIRL Rwy 18-36

4 NM Holding Pattern	HOTCH	3100	HOVIL
GP 3.00° TCH 40	COVIT	*1.1 NM to RWY13	*LNAV only.
9.3 NM		2.7 NM	1.1 NM

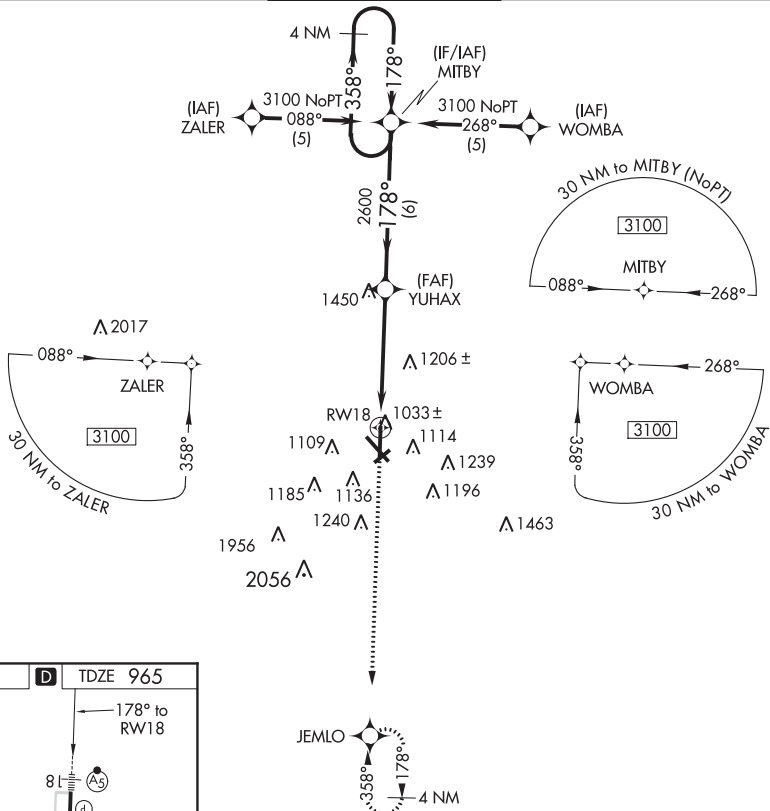
CATEGORY	A	B	C	D
LPV DA	1220-¾	252 (300-¾)		1220-1 252 (300-1)
LNAV/VNAV DA	1380-1¼	412 (400-1¼)		1380-1½ 412 (400-1½)
LNAV MDA	1340-¾	372 (400-¾)		1340-1 372 (400-1)
C CIRCLING	1500-1½	519 (600-1½)	1540-1½ 559 (600-1½)	1600-2 619 (700-2)

WAAS CH 97309 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	6499 965 981
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RNAV (GPS) RWY 18

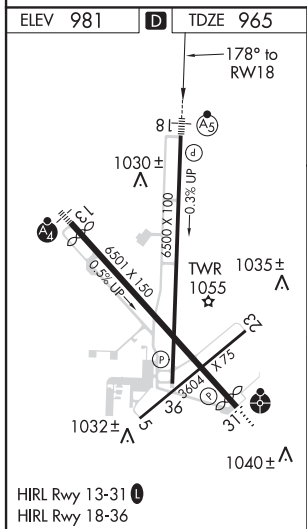
JOPLIN RGNL (JLN)

<p>▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. Circling Rwy 5 NA at night.</p>		<p>MALSR </p>	<p>MISSED APPROACH: Climb to 3100 direct JEMLO and hold.</p>	
ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER * 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 981	D	TDZE 965		
<p>3100 JEMLO *LNAV only. MITBY 4 NM Holding Pattern</p> <p>*1.9 NM to RWY 18</p> <p>YUHAX RWY 18 2600</p> <p>GP 3.00° TCH 46</p>				
CATEGORY	A	B	C	D
LPV DA		1220/24	255 (300-½)	
LNAV/VNAV DA		1460/60	495 (500-1¼)	
LNAV MDA	1600/24	635 (700-½)	1600/60 635 (700-1¼)	1600-1½ 635 (700-1½)
CIRCLING	1600-1¾ 619 (700-1¾)		1600-2 619 (700-2)	

WAAS CH 69334 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	5813 978 981
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RNAV (GPS) RWY 31

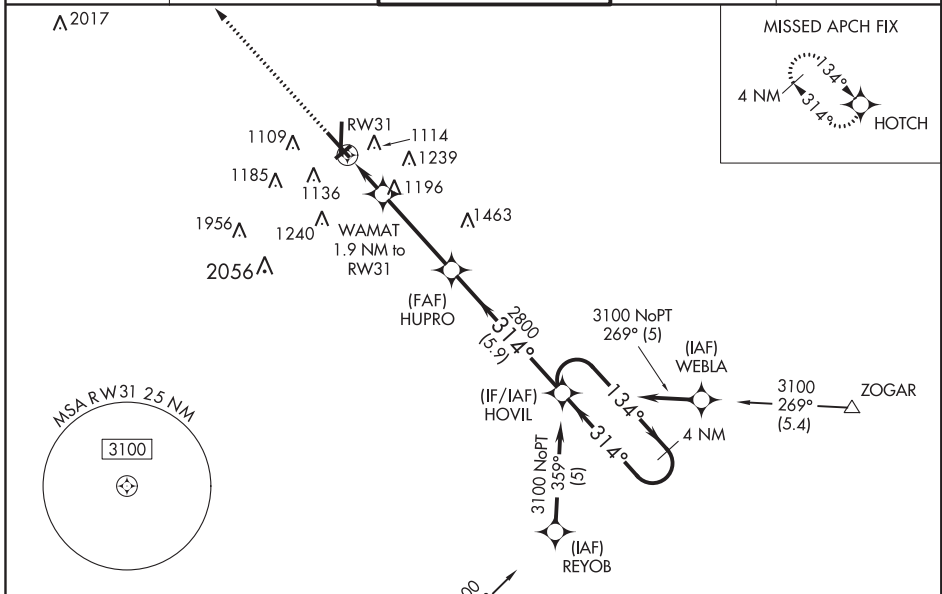
JOPLIN RGNL (JLN)

⚠ Circling to Rwy 5 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. Inoperative table does not apply. Helicopter visibility reduction below ¾ SM NA.

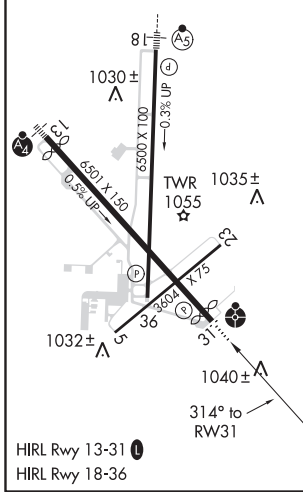


MISSED APPROACH:
Climb to 3100 direct
HOTCH and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER* 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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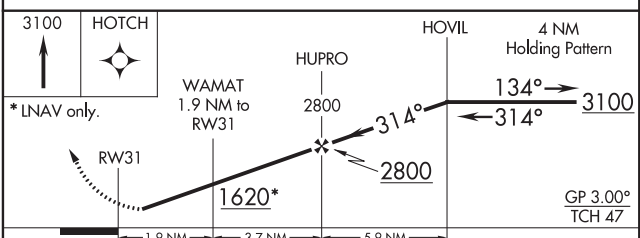


ELEV 981	D TDZE 978
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NEOSHO EOS 3100 042° (6.6)

Procedure NA for arrivals on EOS VOR/DME airway radials 351 CW 111.



CATEGORY	A	B	C	D
LPV DA		1229-¾	251 (300-¾)	
LNAV/VNAV DA		1357-1¼	379 (400-1¼)	
LNAV MDA	1500-1	522 (600-1)	1500-1½	522 (600-1½)
C CIRCLING	1500-1	519 (600-1)	1540-1½ 559 (600-1½)	1600-2 619 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 358°	Rwy Idg 6499
	TDZE 972
	Apt Elev 981

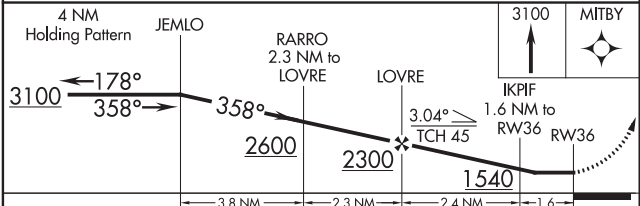
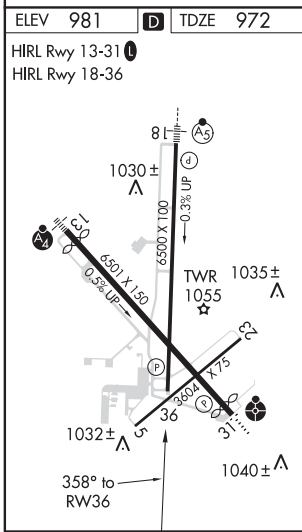
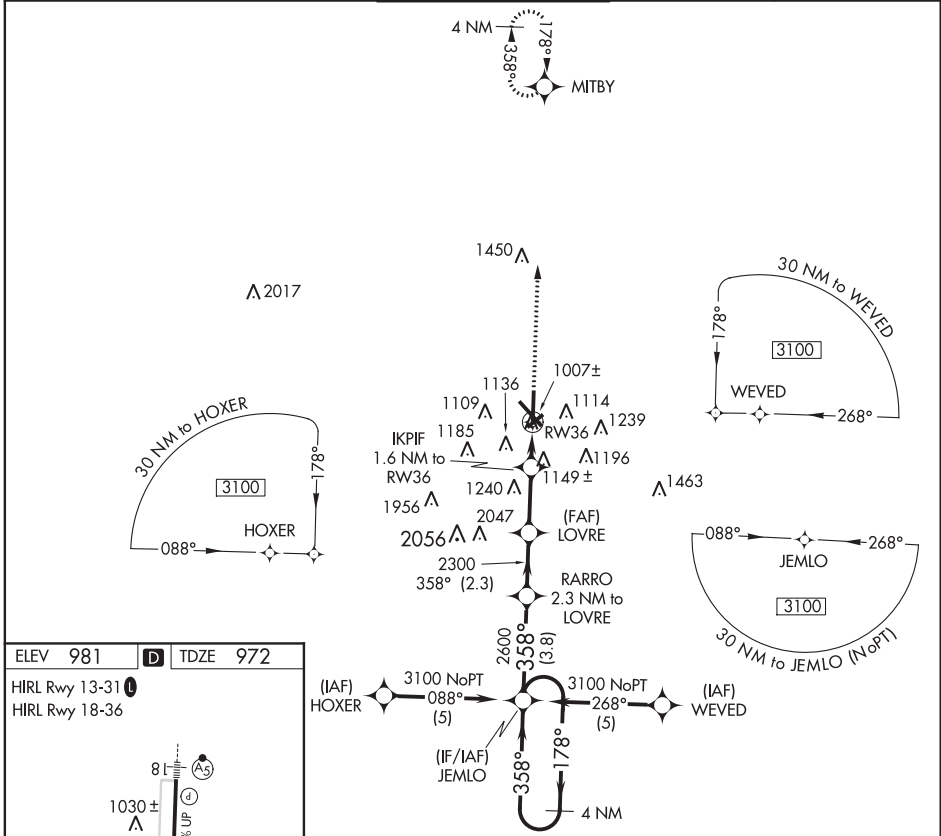
RNAV (GPS) RWY 36

JOPLIN RGNL (JLN)

▽ DME/DME RNP-0.3 NA.
Circling to Rwy 5 NA at night.
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1400-1	428 (500-1)	1400-1¼ 428 (500-1¼)	1400-1½ 428 (500-1½)
C CIRCLING	1500-1	519 (600-1)	1540-1½ 559 (600-1½)	1600-2 619 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC BC RWY 31

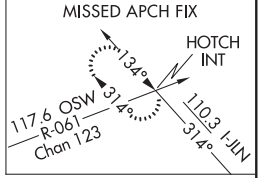
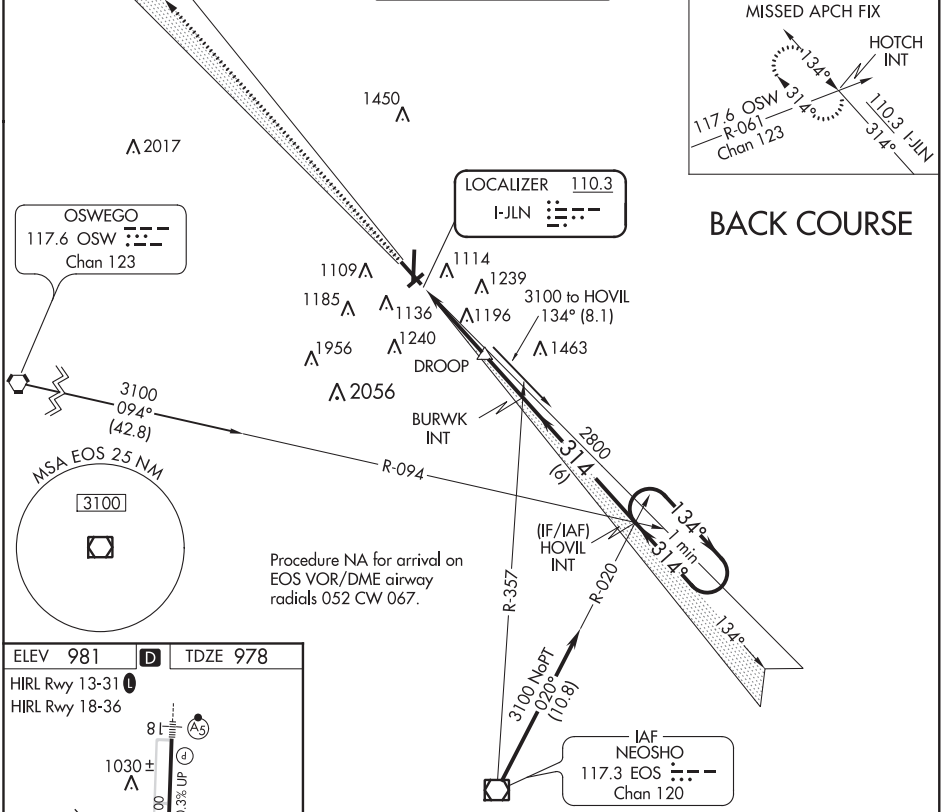
JOPLIN RGNL (JLN)

LOC I-JLN 110.3	APP CRS 314°	Rwy Idg 5813 TDZE 978 Apt Elev 981
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ODALS (NSTD) 1438': Inoperative table does not apply. Circling to Rwy 5 NA at night. Rwy 31 helicopter visibility reduction below 3/4 SM NA.

ODALS
MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER * 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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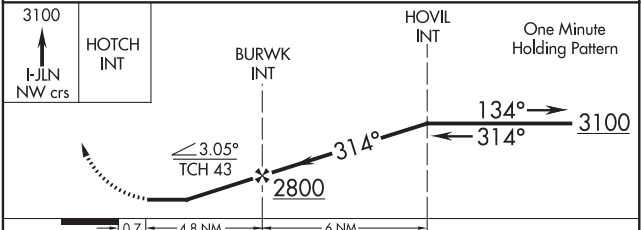
BACK COURSE

ELEV 981 TDZE 978

HIRL Rwy 13-31
HIRL Rwy 18-36

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-31	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
C CIRCLING	1500-1	519 (600-1)	1540-1½ 559 (600-1½)	1600-2 619 (700-2)

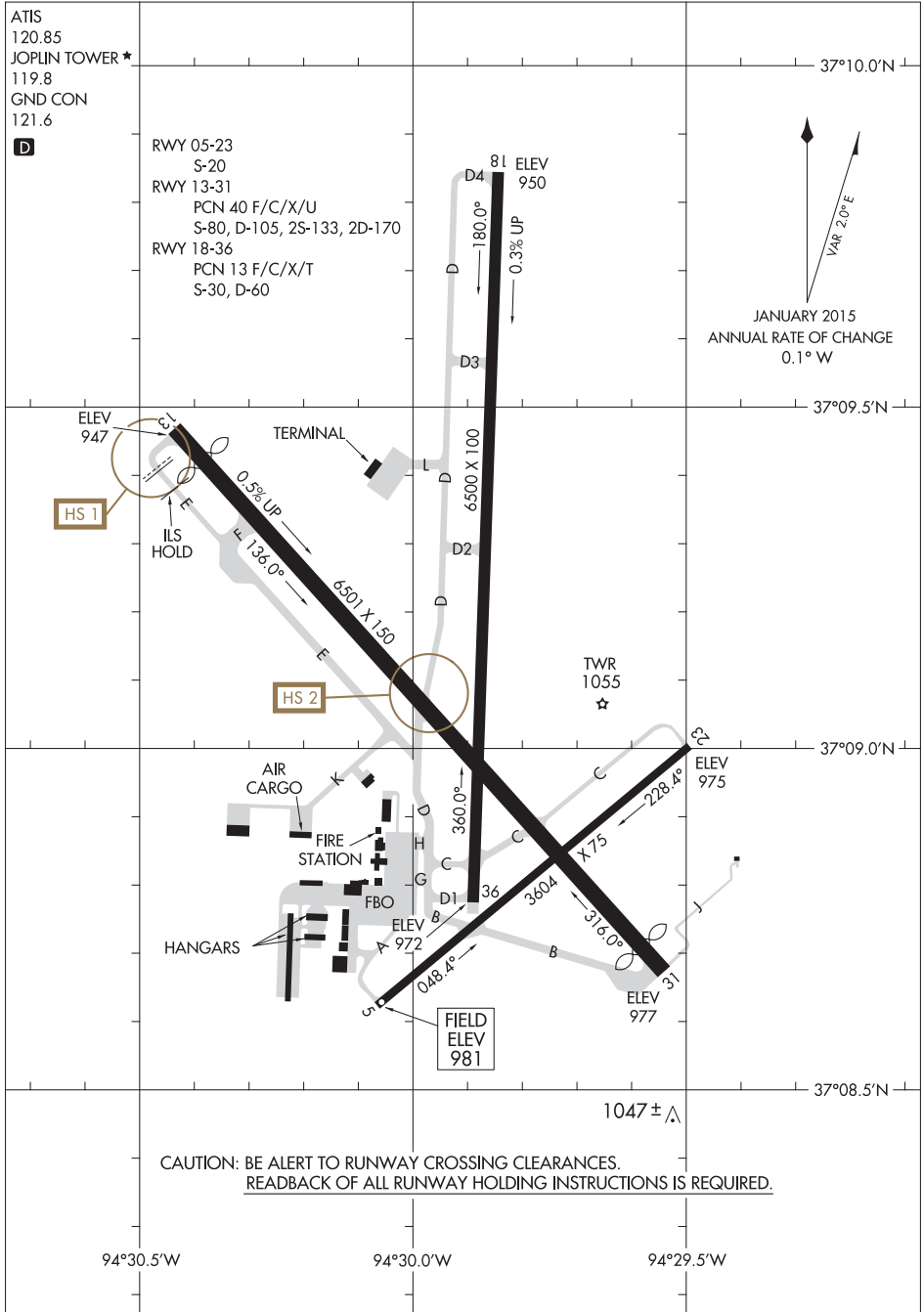
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-540 (FAA)

JOPLIN RGNL (JLN)
JOPLIN, MISSOURI



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAAS CH 65901 W04A	APP CRS 037°	Rwy Idg 6497 TDZE 863 Apt Elev 869
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RNAV (GPS) RWY 4

LEE C FINE MEMORIAL (AIZ)

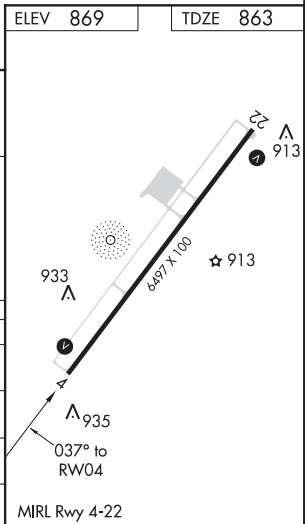
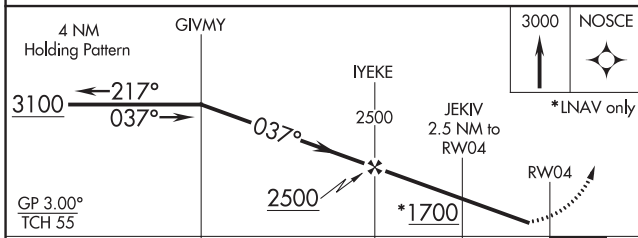
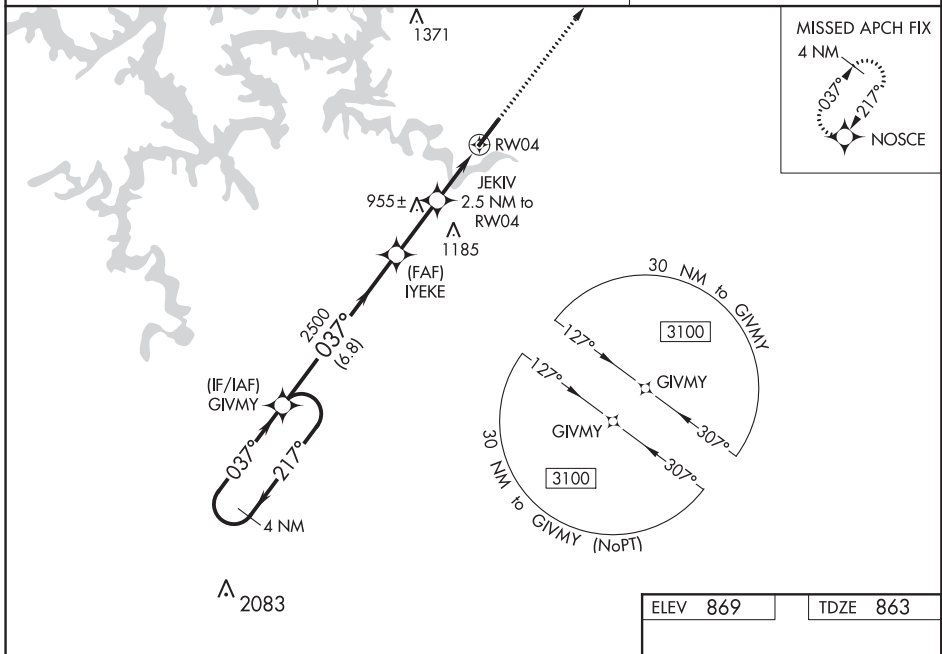
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camdenton altimeter setting and increase all DA 50 feet, all MDA 60 feet, and LNAV Cat C visibility 1/8 mile. Baro-VNAV NA when using Camdenton altimeter setting.

MISSED APPROACH: Climb to 3000 direct NOSCE and hold.

AWOS-3PT
135.325

MIZU APP CON
124.1 353.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1127-1	264 (300-1)		NA
LNAV/VNAV DA	1113-1	250 (300-1)		NA
LNAV MDA	1220-1	357 (400-1)		NA
CIRCLING	1320-1	451 (500-1)	1380-1½ 511 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72732 W22A	APP CRS 217°	Rwy Idg TDZE 869 Apt Elev 869	6497
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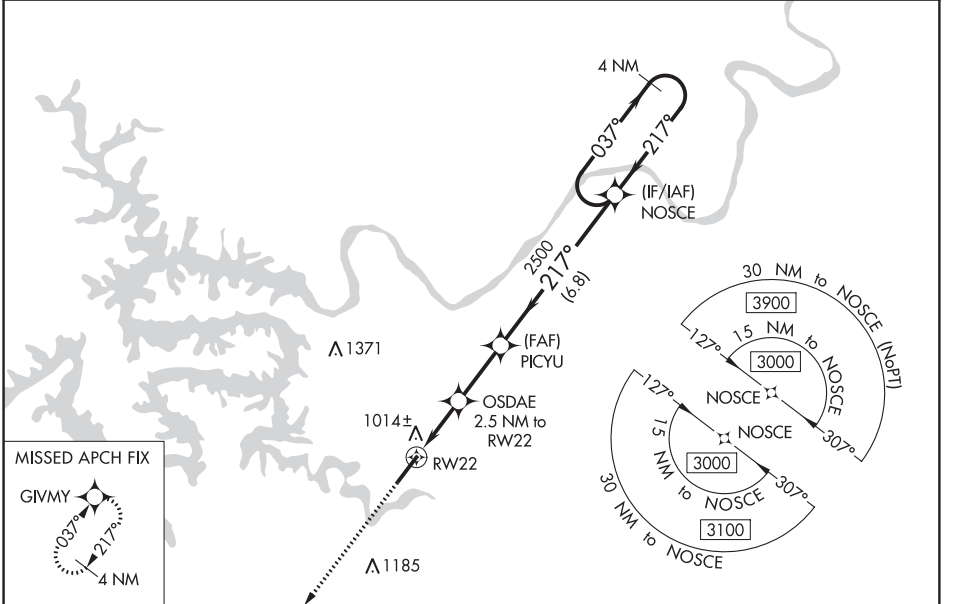
RNAV (GPS) RWY 22

LEE C FINE MEMORIAL (AIZ)

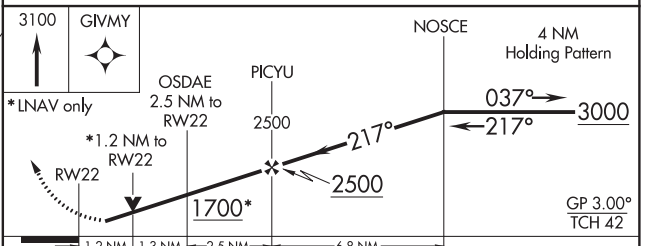
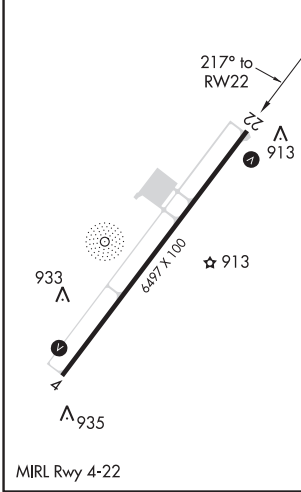
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 ⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Camdenton altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C visibility 1/4 mile. Baro-VNAV and VDP NA with Camdenton altimeter setting.

MISSED APPROACH:
 Climb to 3100 direct
 GIVMY and hold.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF)
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ELEV 869	TDZE 869
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CATEGORY	A	B	C	D
LPV DA		1119-1	250 (300-1)	NA
LNAV/VNAV DA		1164-1	295 (300-1)	NA
LNAV MDA	1280-1	411 (500-1)	1280-1 1/8 411 (500-1 1/8)	NA
CIRCLING	1320-1	451 (500-1)	1380-1 1/2 511 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-AIZ 111.5	APP CRS 217°	Rwy Idg 6497
		TDZE 869
		Apt Elev 869

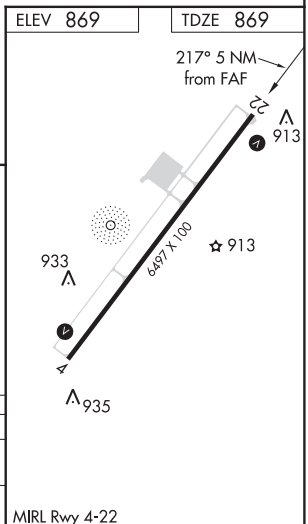
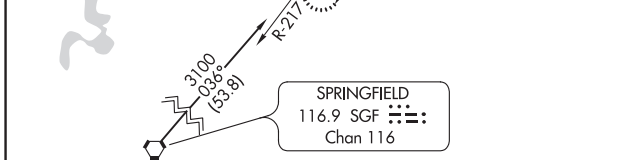
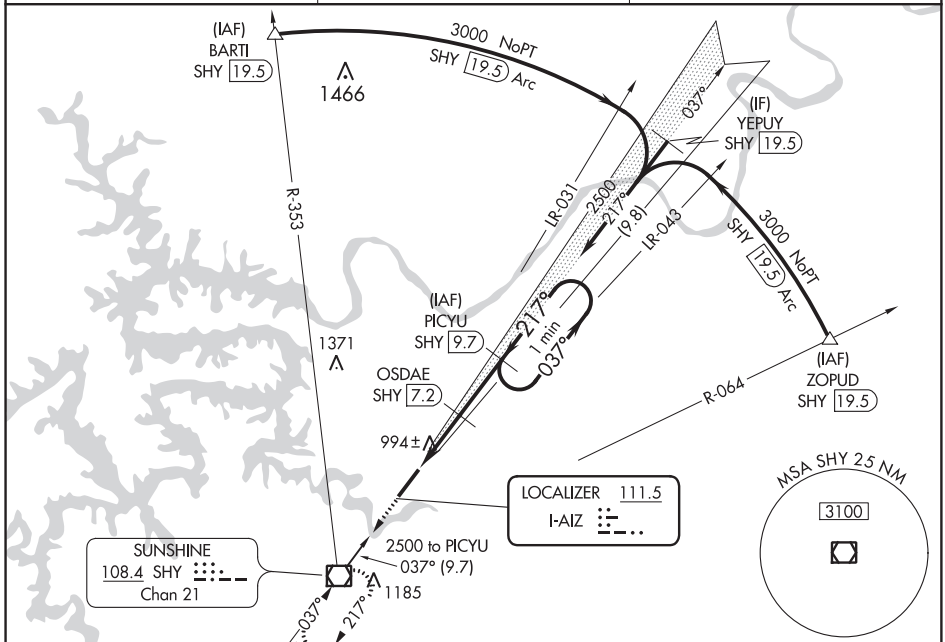
LOC/DME RWY 22

LEE C FINE MEMORIAL (AIZ)

NA When local altimeter setting not received, use Camdenton altimeter setting and increase all MDA 60 feet and S-22 Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. DME from SHY VOR/DME. Simultaneous reception of I-AIZ and SHY VOR/DME required.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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3100 SHY	PICYU SHY 9.7	One Minute Holding Pattern		
OSDAE SHY 7.2	2500			
SHY 4.7	1700			
2.5 NM		2.5 NM		
CATEGORY	A	B	C	D
S-22	1260-1	391 (400-1)	1260-1½ 391 (400-1½)	NA
CIRCLING	1320-1	451 (500-1)	1380-1½ 511 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

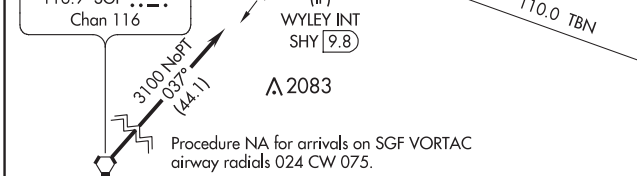
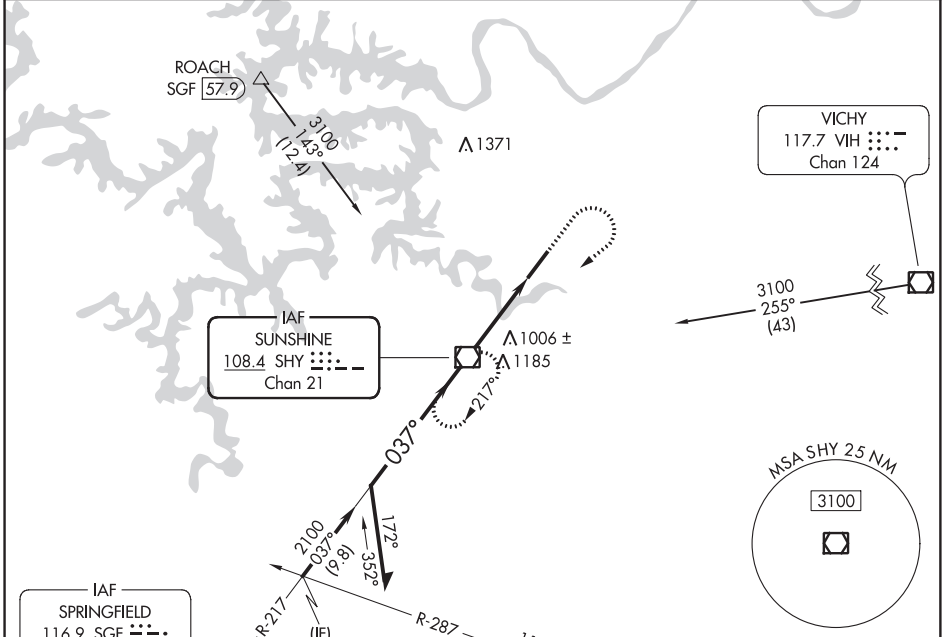
VOR/DME SHY 108.4 Chan 21	APP CRS 037°	Rwy Idg TDZE Apt Elev	6497 863 869
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VOR RWY 4
LEE C FINE MEMORIAL (AIZ)

▼ Straight-in minimums NA at night. Helicopter visibility reduction below 1 SM NA.
▲ When local altimeter setting not received, use Camdenton altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3PT 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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ELEV 869	TDZE 863
FAF to MAP 3.6 NM MIRR RWY 4-22 037° 3.6 NM from FAF	
Knots	60 90 120 150 180
Min:Sec	3:36 2:24 1:48 1:26 1:12

Remain within 10 NM	SHY VOR/DME		3100	SHY
	217°	037°	2100	SHY 3.6
		3.07° TCH 55		3.6 NM

CATEGORY	A	B	C	D
S-4	1260-1	397 (400-1)	1260-1 1/8 397 (400-1 1/8)	NA
CIRCLING	1320-1	451 (500-1)	1380-1 1/2 511 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16203

AIRPORT DIAGRAM

AL-5765 (FAA)

LEE C FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI

AWOS-3PT
135.325
CTAF/UNICOM
122.8



FIELD
ELEV
869

TERMINAL

HANGAR

38°06.0'N

NC-3, 10 NOV 2016 to 05 JAN 2017

☆ 913

RWY 04-22
S-55, D-70, 2S-89, 2D-215

38°05.5'N

NC-3, 10 NOV 2016 to 05 JAN 2017

92°33.5'W

92°33.0'W

92°32.5'W

AIRPORT DIAGRAM

16203

KAISER/LAKE OZARK, MISSOURI
LEE C FINE MEMORIAL (AIZ)

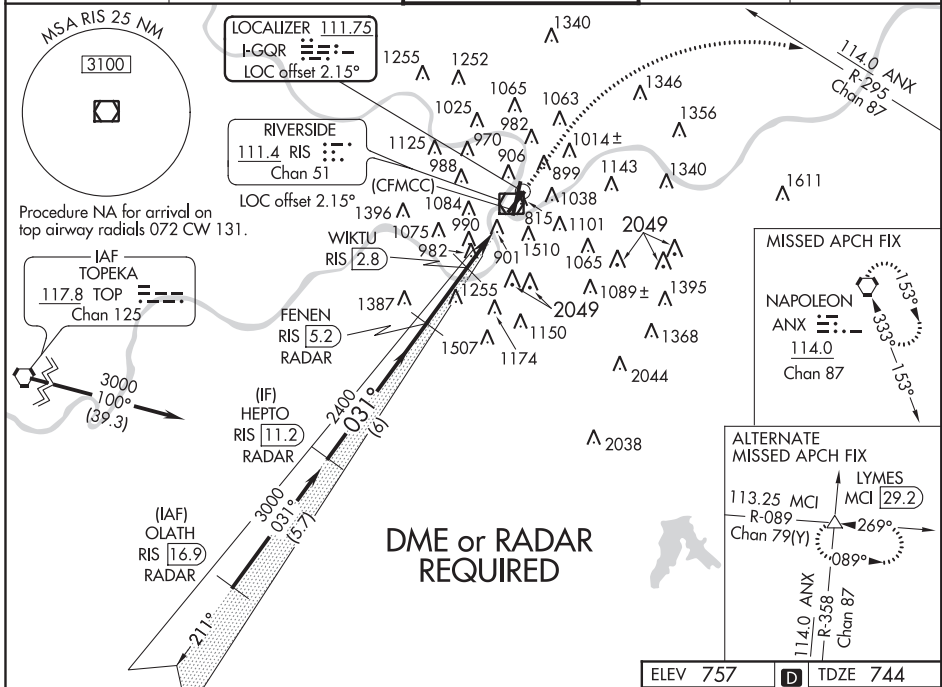
LOC I-QGR 111.75	APP CRS 031°	Rwy Idg 4270
		TDZE 744
		Apt Elev 757

ILS or LOC RWY 3
CHARLES B WHEELER DOWNTOWN (MKC)

▼ Circling NA East of Rwy 1-19. Circling Cat D NA Rwy 3.
▲ Helicopter visibility reduction below RVR 4000 NA.
 * DME from RIS VOR/DME

MISSED APPROACH: Climb to 3000 on heading 031° and ANX VORTAC R-295 to ANX VORTAC and hold.

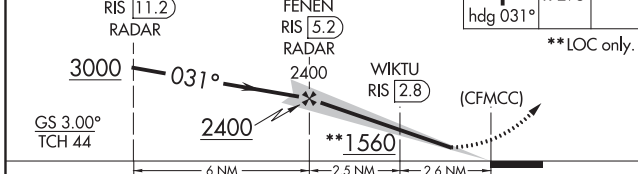
ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

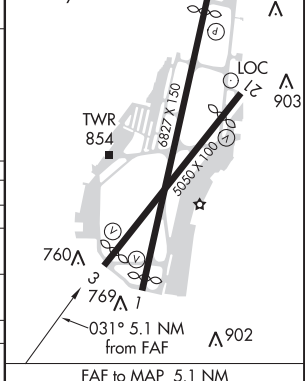
NC-3, 10 NOV 2016 to 05 JAN 2017

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).
 HEPTO RIS 11.2 RADAR
 FENEN RIS 5.2 RADAR
 WIKTU RIS 2.8 (CFMCC)
 3000 ANX R-295
 hdg 031°
 **LOC only.



ELEV 757	TDZE 744
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HIRL Rws 3-21 and 1-19
 REIL Rws 1 and 21
 RAIL Rwy 19




CATEGORY	A	B	C	D
S-ILS 3	994/40 250 (300-¾)			
S-LOC 3	1560/55 816 (900-1¼)	1560/60 816 (900-1¼)	1560-2½ 816 (900-2½)	NA
CIRCLING	1560-1 803 (900-1)	1560-1¼ 803 (900-1¼)	1560-2½ 803 (900-2½)	803 (900-2½)
* WIKTU FIX MINIMUMS				
S-LOC 3	1240/55	496 (500-1¼)	1240-1¾ 496 (500-1¾)	NA
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

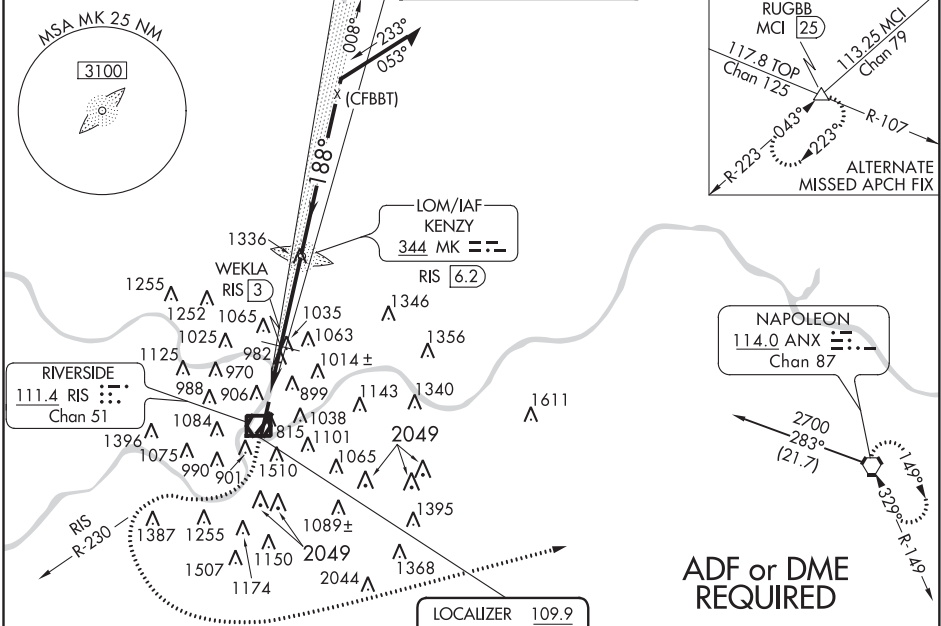
LOC I-MKC 109.9	APP CRS 188°	Rwy Idg TDZE Apt Elev	6525 754 757
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ILS or LOC RWY 19
CHARLES B WHEELER DOWNTOWN (MKC)

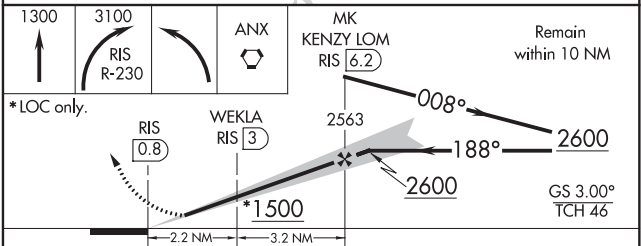
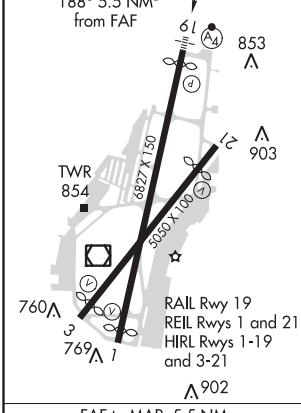
⚠ For inoperative MALSF, increase S-LOC 19 Cat C/D visibility to 2, increase WEKLA fix minimums S-LOC 19 Cat D visibility to 1½.
⚠ Circling NA east of Rwy 1-19. Helicopter visibility reduction below RVR 4000 NA. Circling NA for Cat D to Rwy 3. DME from RIS VOR/DME.

MALSF
 MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS VOR/DME R-230 then left turn direct ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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ELEV 757	D	TDZE 754
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CATEGORY	A	B	C	D
S-ILS 19	1004/40 250 (300-¾)			
S-LOC 19	1500/40 746 (800-¾)	1500/55 746 (800-1¼)	1500/1½	746 (800-1½)
CIRCLING	1500-1 743 (800-1)	1500-1¼ 743 (800-1¼)	1500-2¼ 743 (800-2¼)	1500-2½ 743 (800-2½)
WEKLA FIX MINIMUMS				
S-LOC 19	1300/40	546 (600-¾)	1300-1½	546 (600-1½)
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KANSAS CITY, MISSOURI

AL-213 (FAA)

15344

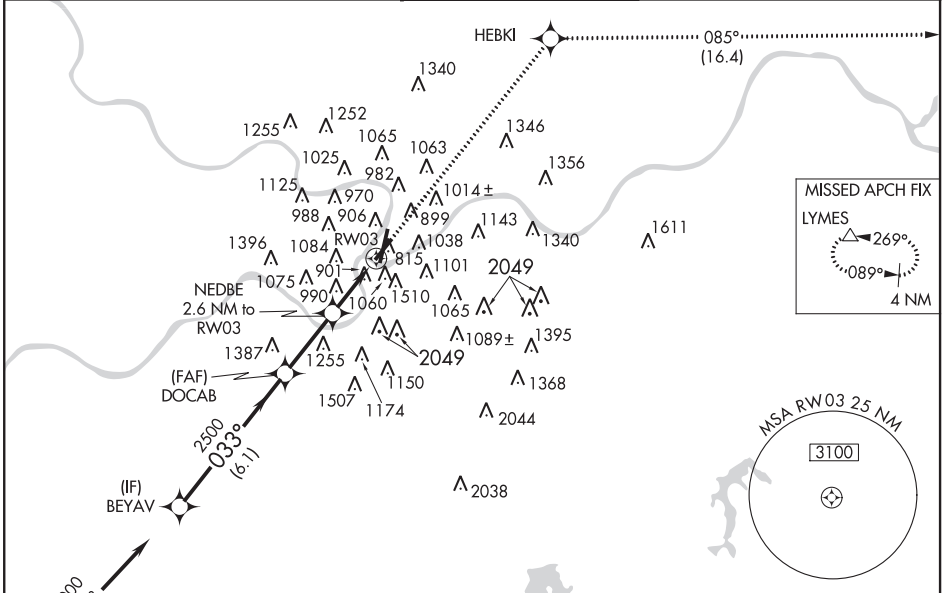
WAAS CH 50112 W03A	APP CRS 033°	Rwy Idg 4270 TDZE 744 Apt Elev 757
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RNAV (GPS) RWY 3
CHARLES B WHEELER DOWNTOWN (MKC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F) Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. Circling NA for Cat D to Rwy 3.

MISSED APPROACH: Climb to 3000 direct HEBKI and on track 085° track to LYMES and hold.

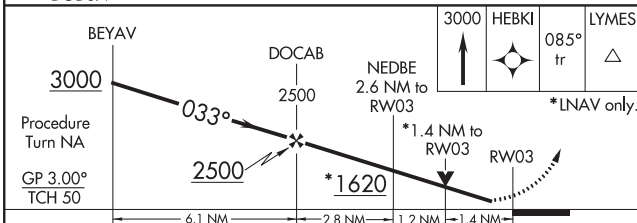
ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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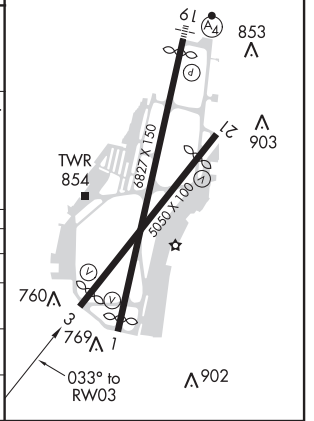
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 757 **D** TDZE 744
HIRL Rwys 3-21 and 1-19
REIL Rwys 1 and 21
RAIL Rwy 19



CATEGORY	A	B	C	D
LPV DA	944/40		200 (200-1)	NA
LNAV/VNAV DA	1411-2¼		667 (700-2¼)	NA
LNAV MDA	1240/55	496 (500-1)	1240-1⅜ 496 (500-1⅜)	NA
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)



KANSAS CITY, MISSOURI
Amdt 2A 28MAY15

39°07'N-94°36'W

CHARLES B WHEELER DOWNTOWN (MKC)
RNAV (GPS) RWY 3

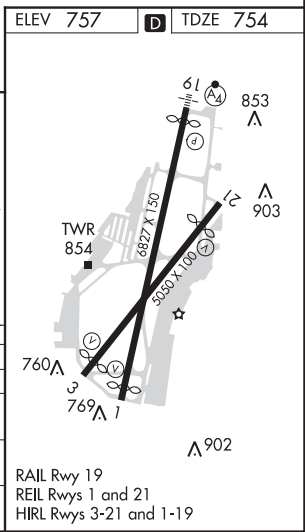
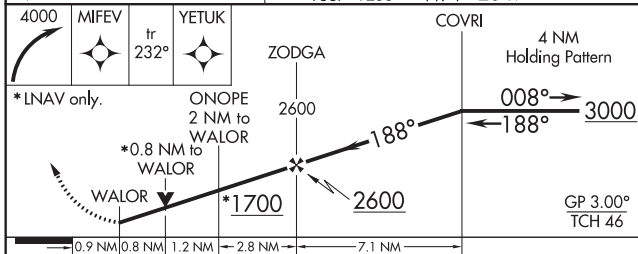
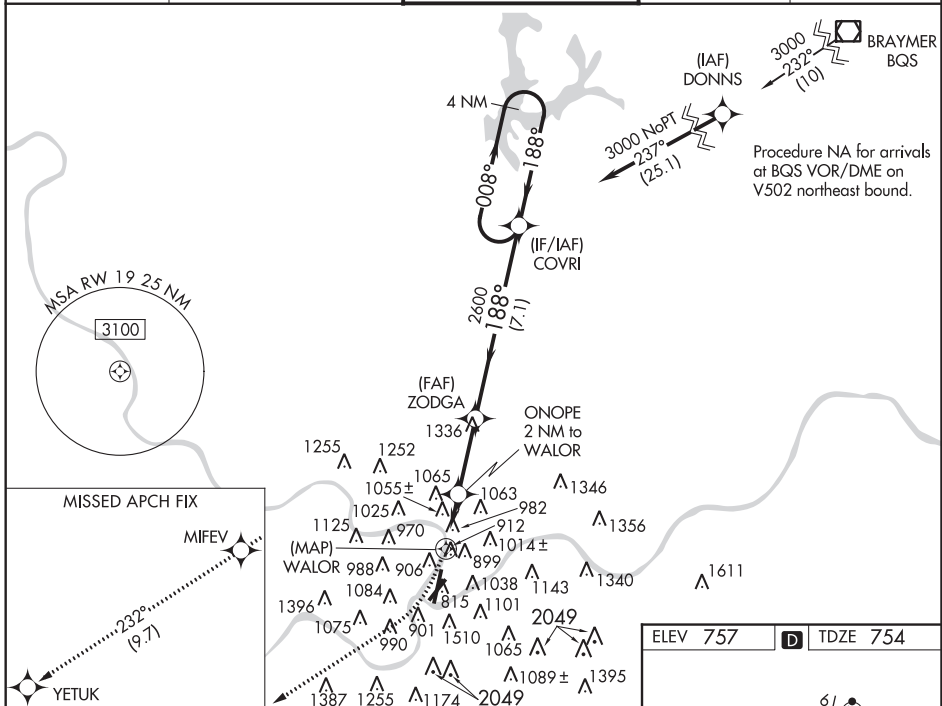
WAAS CH 90320 W19A	APP CRS 188°	Rwy Idg TDZE Apt Elev	6525 754 757
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RNAV (GPS) RWY 19

CHARLES B WHEELER DOWNTOWN (MKC)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). For inoperative MALS, increase LPV all Cats visibility to 1½, LNAV/VNAV all Cats visibility to 1%, LNAV Cat C visibility to 1½. Circling NA east of Rwys 1 and 19. DME/DME RNP-0.3 NA. Circling Cat C/D NA Rwy 3. Helicopter visibility reduction below RVR 4000 NA.</p>	<p>MALSF </p>	<p>MISSED APPROACH: Climbing right turn to 4000 direct MIFEV and on track 232° to YETUK.</p>
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ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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CATEGORY	A	B	C	D
LPV DA		1157/60	403 (400-1¼)	
LNAV/VNAV DA		1300-1½	546 (600-1%)	
LNAV MDA	1340/40	586 (600-¾)	1340-1⅞ 586 (600-1%)	1640-2½ 886 (900-2½)
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1400-1¾ 643 (700-1¾)	1640-3 883 (900-3)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40327 W21A	APP CRS 222°	Rwy Idg 4351 TDZE 744 Apt Elev 757
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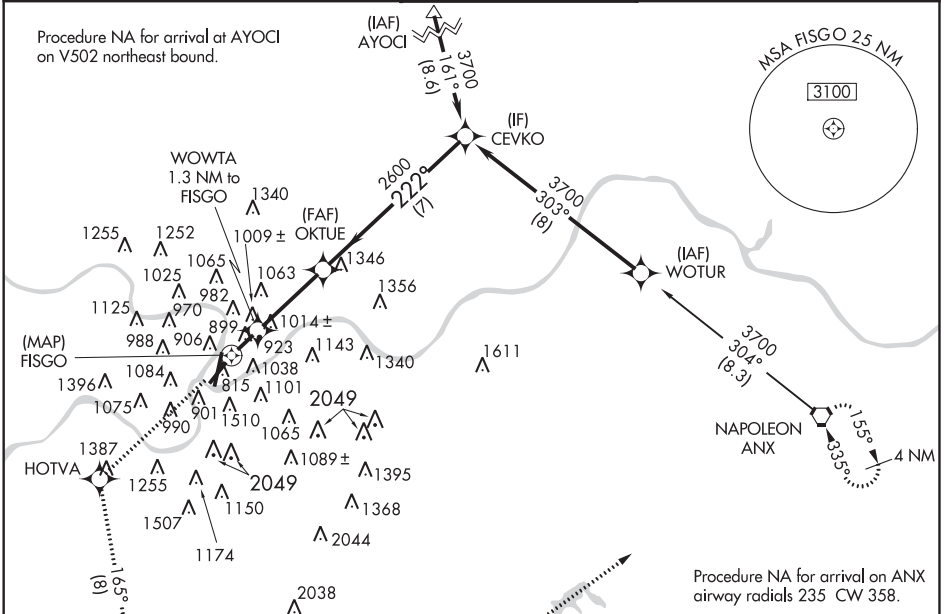
RNAV (GPS) RWY 21

CHARLES B WHEELER DOWNTOWN (MKC)

⚠ Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Circling Cat D NA Rwy 3.

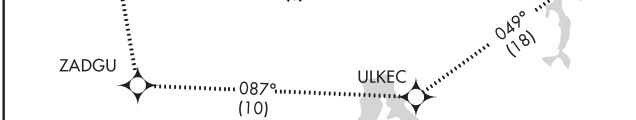
MISSED APPROACH: Climb to 3700 direct HOTVA and on track 165° to ZADGU and on track 087° to ULKEC and on track 049° to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 233.7	CLNC DEL 121.9	GND CON 121.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

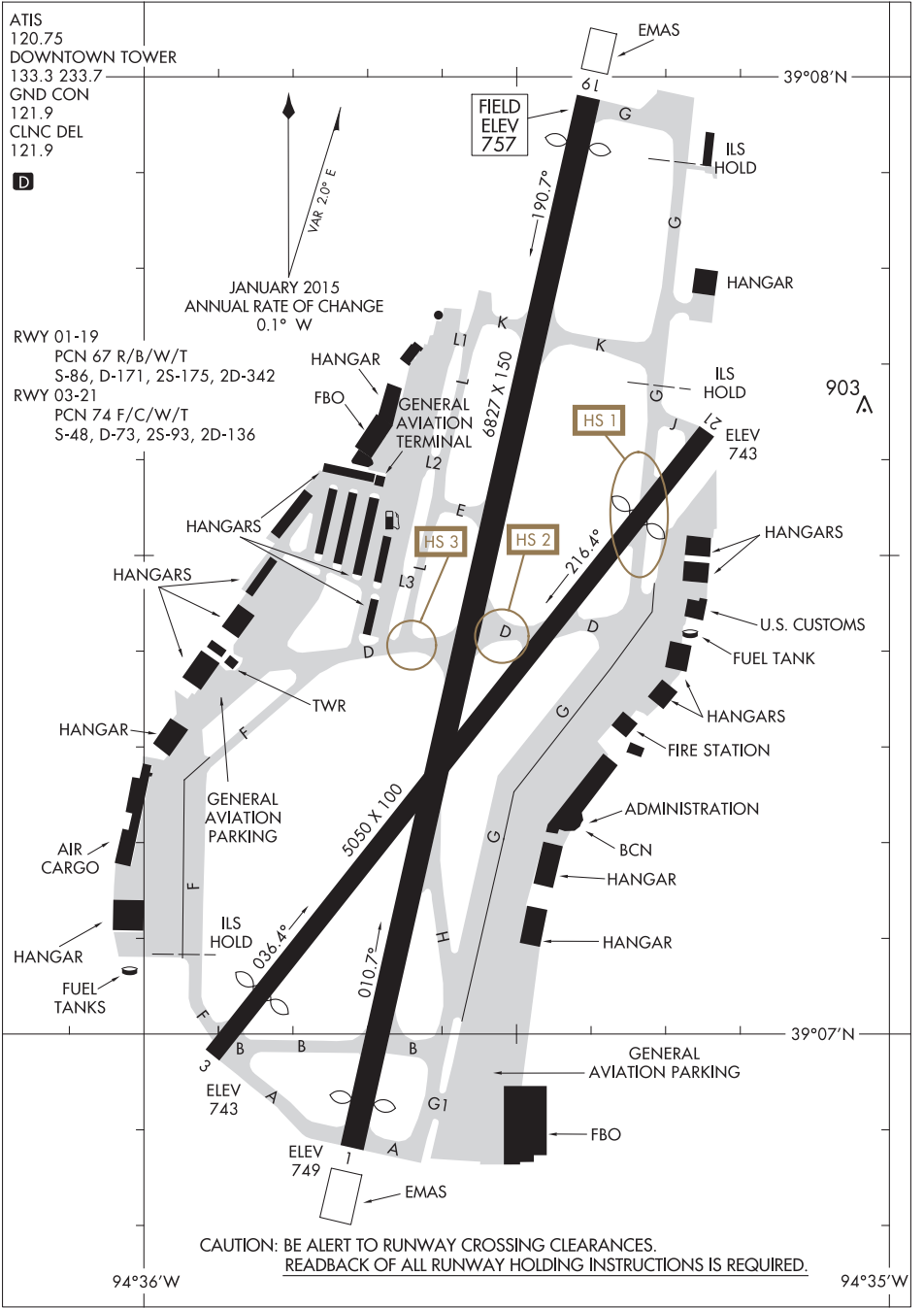


3700	HOTVA	165° tr	ZADGU	087° tr	ULKEC	049° tr	ANX	CEVKO
								3700
				3.39°	TCH 57			2600
			1440					
	0.5	1.3 NM	3.2 NM		7 NM			

ELEV 757	D	TDZE 744
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CATEGORY	A	B	C	D
LP MDA	1160-1	416 (500-1)	1160-1½ 416 (500-1½)	NA
LNAV MDA	1260-1	516 (600-1)	1260-1¾ 516 (500-1¾)	NA
CIRCLING	1380-1 623 (700-1)	1400-1 643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)

16203 **AIRPORT DIAGRAM** CHARLES B WHEELER DOWNTOWN (MCK)
 AL-213 (FAA) KANSAS CITY, MISSOURI



NC-3, 10 NOV 2016 to 05 JAN 2017

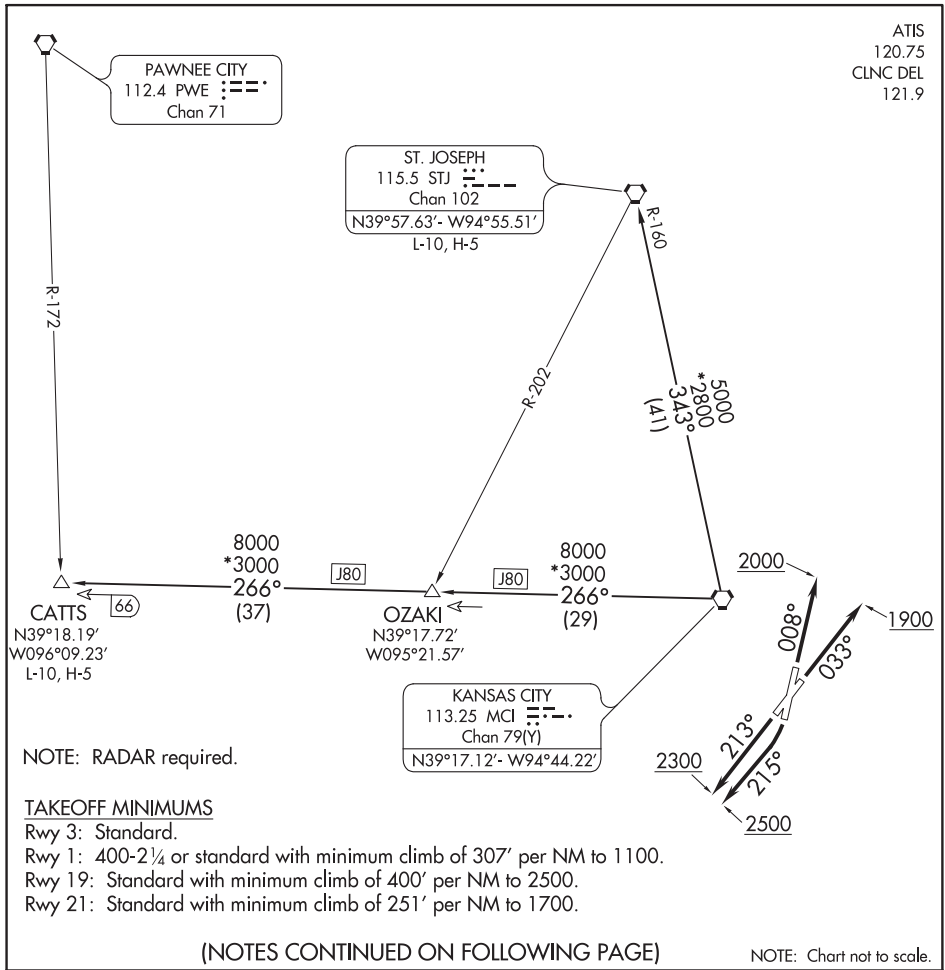
NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM KANSAS CITY, MISSOURI
 CHARLES B WHEELER DOWNTOWN (MCK)

ATIS
120.75
CLNC DEL
121.9

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: RADAR required.

TAKEOFF MINIMUMS

- Rwy 3: Standard.
- Rwy 1: 400-2¼ or standard with minimum climb of 307' per NM to 1100.
- Rwy 19: Standard with minimum climb of 400' per NM to 2500.
- Rwy 21: Standard with minimum climb of 251' per NM to 1700.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 008° to 2000, thence. . .

TAKEOFF RUNWAY 3: Climb heading 033° to 1900, thence. . .

TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .

TAKEOFF RUNWAY 21: Climb heading 213° to 2300, thence. . .

. . . fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF5.CATTS): From over MCI VORTAC on MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF5.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 1: Trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL.
Roads and vehicles on roadway beginning 88' from DER, 135' left of centerline, up to 17' AGL/767' MSL.
Aircraft on taxiway beginning 136' from DER, 420' right of centerline, up to 56' AGL/805' MSL.
Boats beginning 200' from DER, 518' left of centerline, up to 35' AGL/774' MSL.
Obstruction light on elevator 3987' from DER, 1269' right of centerline, 165' AGL/912' MSL.
Obstruction light pipe on building 4046' from DER, 996' right of centerline, 128' AGL/875' MSL.
Building 4289' from DER, 1375' right of centerline, 140' AGL/899' MSL.

- Rwy 3: Vehicles on road beginning 6' from DER, left and right of centerline, up to 15' AGL/764' MSL.
Aircraft on taxiway beginning 83' from DER, 495' left of centerline, up to 56' AGL/805' MSL.
Poles beginning 153' from DER, 226' right of centerline, up to 42' AGL/791' MSL.
Antenna on building 155' from DER, 261' left of centerline, 6' AGL/755' MSL.
Train on tracks 340' from DER, on centerline, 33' AGL/782' MSL.
Obstruction light on pole 596' from DER, 390' left of centerline, up to 33' AGL/782' MSL.
Obstruction light on hangar 622' from DER, 633' left of centerline, 35' AGL/784' MSL.
Trees beginning 742' from DER, left and right of centerline, up to 80' AGL/839' MSL.
Elevator 835' from DER, 525' right of centerline, 125' AGL/865' MSL.
Obstruction light on building 1297' from DER, 108' right of centerline, 61' AGL/810' MSL.
Towers beginning 1847' from DER, 478' left of centerline, up to 149' AGL/853' MSL.

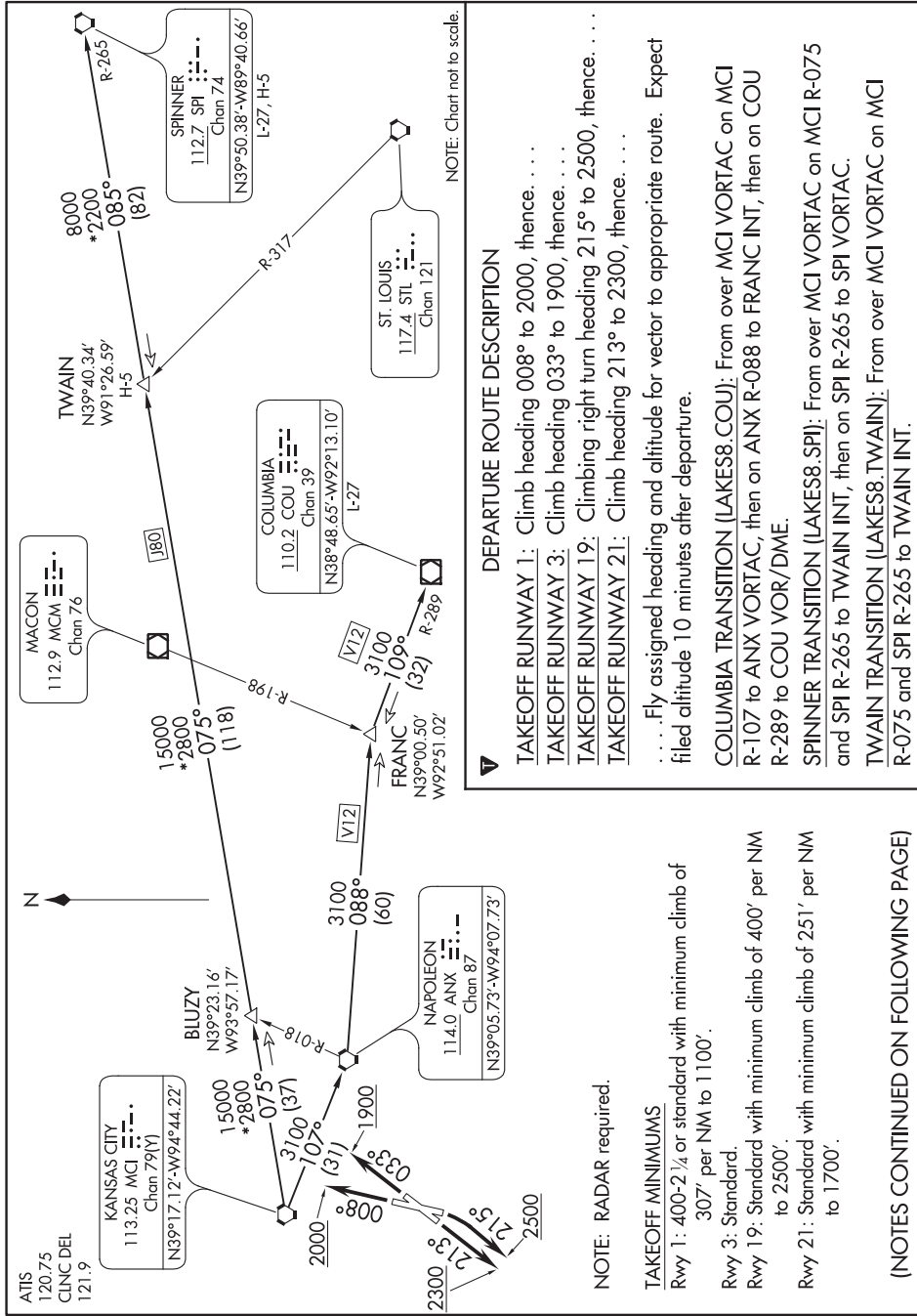
- Rwy 19: Rod on building 182' from DER, 279' right of centerline, 11' AGL/760' MSL.
Roads beginning 199' from DER, 506' left of centerline, up to 11' AGL/760' MSL.
Buildings beginning 383' from DER, 378' left and right of centerline, up to 291' AGL/1251' MSL.
Obstruction light on levee 441' from DER, 55' right of centerline, 24' AGL/763' MSL.
Trees beginning 684' from DER, left and right of centerline, up to 80' AGL/1029' MSL.
Stack, 3211' from DER, 420' left of centerline, 168' AGL/908' MSL.
Obstruction light on building 3412' from DER, 74' right of centerline, 140' AGL/889' MSL.
Flagpole on building 4372' from DER, 181' right of centerline, 153' AGL/912' MSL.
Monument 5261' from DER, 1447' left of centerline, 77' AGL/981' MSL.
Light pole 1.5 NM from DER, 1294' left of centerline, 68' AGL/1017' MSL.
Tower, 2.4 NM from DER, 3164' left of centerline, 1168' AGL/2049' MSL.

- Rwy 21: Bridge beginning 204' from DER, 476' right of centerline, up to 37' AGL/760' MSL.
Roads beginning 208' from DER, 2' right of centerline, up to 11' AGL/760' MSL.
Fence 251' from DER, 253' right of centerline, 3' AGL/749' MSL.
Levee 326' from DER, 526' right of centerline, 3' AGL/762' MSL.
Obstruction light on levee 431' from DER, 137' right of centerline, 4' AGL/763' MSL.
Trees beginning 1441' from DER, left and right of centerline, up to 80' AGL/819' MSL.
Crane 2729' from DER, 580' right of centerline, 98' AGL/849' MSL.
Obstruction light on dome 2806' from DER, 873' right of centerline, 66' AGL/815' MSL.
Pole beginning 3686' from DER, 631' right of centerline, up to 118' AGL/858' MSL.
Building 4857' from DER, 1786' left of centerline, 152' AGL/898' MSL.
Elevator 5173' from DER, 749' left of centerline, up to 148' AGL/896' MSL.
Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED ON FOLLOWING PAGE)

TAKEOFF OBSTACLE NOTES

Rwy 1: Trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL.
Roads and vehicles on roadway beginning 88' from DER, 135' left of centerline, up to 17' AGL/767' MSL.
Aircraft on taxiway beginning 136' from DER, 420' right of centerline, up to 56' AGL/805' MSL.
Boats beginning 200' from DER, 518' left of centerline, up to 35' AGL/774' MSL.
Obstruction light on elevator 3987' from DER, 1269' right of centerline, 165' AGL/912' MSL.
Obstruction light pipe on building 4046' from DER, 996' right of centerline, 128' AGL/875' MSL.
Building 4289' from DER, 1375' right of centerline, 140' AGL/899' MSL.

Rwy 3: Vehicles on road beginning 6' from DER, left and right of centerline, up to 15' AGL/764' MSL.
Aircraft on taxiway beginning 83' from DER, 495' left of centerline, up to 56' AGL/805' MSL.
Poles beginning 153' from DER, 226' right of centerline, up to 42' AGL/791' MSL.
Antenna on building 155' from DER, 261' left of centerline, 6' AGL/755' MSL.
Train on tracks 340' from DER, on centerline, 33' AGL/782' MSL.
Obstruction light on pole 596' from DER, 390' left of centerline, up to 33' AGL/782' MSL.
Obstruction light on hangar 622' from DER, 633' left of centerline, 35' AGL/784' MSL.
Trees beginning 742' from DER, left and right of centerline, up to 80' AGL/839' MSL.
Elevator 835' from DER, 525' right of centerline, 125' AGL/865' MSL.
Obstruction light on building 1297' from DER, 108' right of centerline, 61' AGL/810' MSL.
Towers beginning 1847' from DER, 478' left of centerline, up to 149' AGL/853' MSL.

Rwy 19: Rod on building 182' from DER, 279' right of centerline, 11' AGL/760' MSL.
Roads beginning 199' from DER, 506' left of centerline, up to 11' AGL/760' MSL.
Buildings beginning 383' from DER, 378' left and right of centerline, up to 291' AGL/1251' MSL.
Obstruction light on levee 441' from DER, 55' right of centerline, 24' AGL/763' MSL.
Trees beginning 684' from DER, left and right of centerline, up to 80' AGL/1029' MSL.
Stack, 3211' from DER, 420' left of centerline, 168' AGL/908' MSL.
Obstruction light on building 3412' from DER, 74' right of centerline, 140' AGL/889' MSL.
Flagpole on building 4372' from DER, 181' right of centerline, 153' AGL/912' MSL.
Monument 5261' from DER, 1447' left of centerline, 77' AGL/981' MSL.
Light pole 1.5 NM from DER, 1294' left of centerline, 68' AGL/1017' MSL.
Tower, 2.4 NM from DER, 3164' left of centerline, 1168' AGL/2049' MSL.

Rwy 21: Bridge beginning 204' from DER, 476' right of centerline, up to 37' AGL/760' MSL.
Roads beginning 208' from DER, 2' right of centerline, up to 11' AGL/760' MSL.
Fence 251' from DER, 253' right of centerline, 3' AGL/749' MSL.
Levee 326' from DER, 526' right of centerline, 3' AGL/762' MSL.
Obstruction light on levee 431' from DER, 137' right of centerline, 4' AGL/763' MSL.
Trees beginning 1441' from DER, left and right of centerline, up to 80' AGL/819' MSL.
Crane 2729' from DER, 580' right of centerline, 98' AGL/849' MSL.
Obstruction light on dome 2806' from DER, 873' right of centerline, 66' AGL/815' MSL.
Pole beginning 3686' from DER, 631' right of centerline, up to 118' AGL/858' MSL.
Building 4857' from DER, 1786' left of centerline, 152' AGL/898' MSL.
Elevator 5173' from DER, 749' left of centerline, up to 148' AGL/896' MSL.
Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

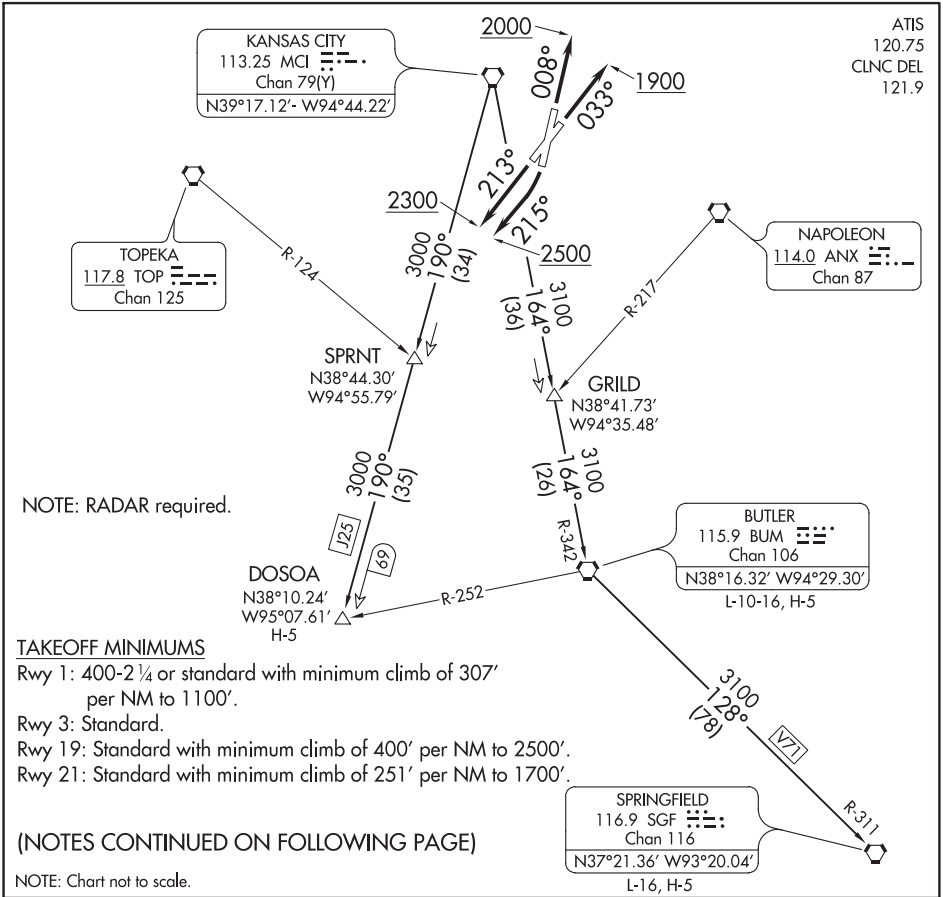
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(RACER5.MCI) 16203

RACER FIVE DEPARTURE

SL-213 (FAA)

CHARLES B WHEELER DOWNTOWN (MKC)
KANSAS CITY, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 008° to 2000, thence. . .**TAKEOFF RUNWAY 3:** Climb heading 033° to 1900, thence. . .**TAKEOFF RUNWAY 19:** Climbing right turn heading 215° to 2500, thence. . .**TAKEOFF RUNWAY 21:** Climb heading 213° to 2300, thence. . .

. . . fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER5.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.**DOSOIA TRANSITION (RACER5.DOSOIA):** From over MCI VORTAC on MCI R-190 to DOSOIA INT.**SPRINGFIELD TRANSITION (RACER5.SGF):** From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER FIVE DEPARTURE

(RACER5.MCI) 07MAR13

KANSAS CITY, MISSOURI
CHARLES B WHEELER DOWNTOWN (MKC)

TAKEOFF OBSTACLE NOTES

Rwy 1: Trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL.
 Roads and vehicles on roadway beginning 88' from DER, 135' left of centerline, up to 17' AGL/767' MSL.
 Aircraft on taxiway beginning 136' from DER, 420' right of centerline, up to 56' AGL/805' MSL.
 Boats beginning 200' from DER, 518' left of centerline, up to 35' AGL/774' MSL.
 Obstruction light on elevator 3987' from DER, 1269' right of centerline, 165' AGL/912' MSL.
 Obstruction light pipe on building 4046' from DER, 996' right of centerline, 128' AGL/875' MSL.
 Building 4289' from DER, 1375' right of centerline, 140' AGL/899' MSL.

Rwy 3: Vehicles on road beginning 6' from DER, left and right of centerline, up to 15' AGL/764' MSL.
 Aircraft on taxiway beginning 83' from DER, 495' left of centerline, up to 56' AGL/805' MSL.
 Poles beginning 153' from DER, 226' right of centerline, up to 42' AGL/791' MSL.
 Antenna on building 155' from DER, 261' left of centerline, 6' AGL/755' MSL.
 Train on tracks 340' from DER, on centerline, 33' AGL/782' MSL.
 Obstruction light on pole 596' from DER, 390' left of centerline, up to 33' AGL/782' MSL.
 Obstruction light on hangar 622' from DER, 633' left of centerline, 35' AGL/784' MSL.
 Trees beginning 742' from DER, left and right of centerline, up to 80' AGL/839' MSL.
 Elevator 835' from DER, 525' right of centerline, 125' AGL/865' MSL.
 Obstruction light on building 1297' from DER, 108' right of centerline, 61' AGL/810' MSL.
 Towers beginning 1847' from DER, 478' left of centerline, up to 149' AGL/853' MSL.

Rwy 19: Rod on building 182' from DER, 279' right of centerline, 11' AGL/760' MSL.
 Roads beginning 199' from DER, 506' left of centerline, up to 11' AGL/760' MSL.
 Buildings beginning 383' from DER, 378' left and right of centerline, up to 291' AGL/1251' MSL.
 Obstruction light on levee 441' from DER, 55' right of centerline, 24' AGL/763' MSL.
 Trees beginning 684' from DER, left and right of centerline, up to 80' AGL/1029' MSL.
 Stack, 3211' from DER, 420' left of centerline, 168' AGL/908' MSL.
 Obstruction light on building 3412' from DER, 74' right of centerline, 140' AGL/889' MSL.
 Flaggpole on building 4372' from DER, 181' right of centerline, 153' AGL/912' MSL.
 Monument 5261' from DER, 1447' left of centerline, 77' AGL/981' MSL.
 Light pole 1.5 NM from DER, 1294' left of centerline, 68' AGL/1017' MSL.
 Tower, 2.4 NM from DER, 3164' left of centerline, 1168' AGL/2049' MSL.

Rwy 21: Bridge beginning 204' from DER, 476' right of centerline, up to 37' AGL/760' MSL.
 Roads beginning 208' from DER, 2' right of centerline, up to 11' AGL/760' MSL.
 Fence 251' from DER, 253' right of centerline, 3' AGL/749' MSL.
 Levee 326' from DER, 526' right of centerline, 3' AGL/762' MSL.
 Obstruction light on levee 431' from DER, 137' right of centerline, 4' AGL/763' MSL.
 Trees beginning 1441' from DER, left and right of centerline, up to 80' AGL/819' MSL.
 Crane 2729' from DER, 580' right of centerline, 98' AGL/849' MSL.
 Obstruction light on dome 2806' from DER, 873' right of centerline, 66' AGL/815' MSL.
 Pole beginning 3686' from DER, 631' right of centerline, up to 118' AGL/858' MSL.
 Building 4857' from DER, 1786' left of centerline, 152' AGL/898' MSL.
 Elevator 5173' from DER, 749' left of centerline, up to 148' AGL/896' MSL.
 Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

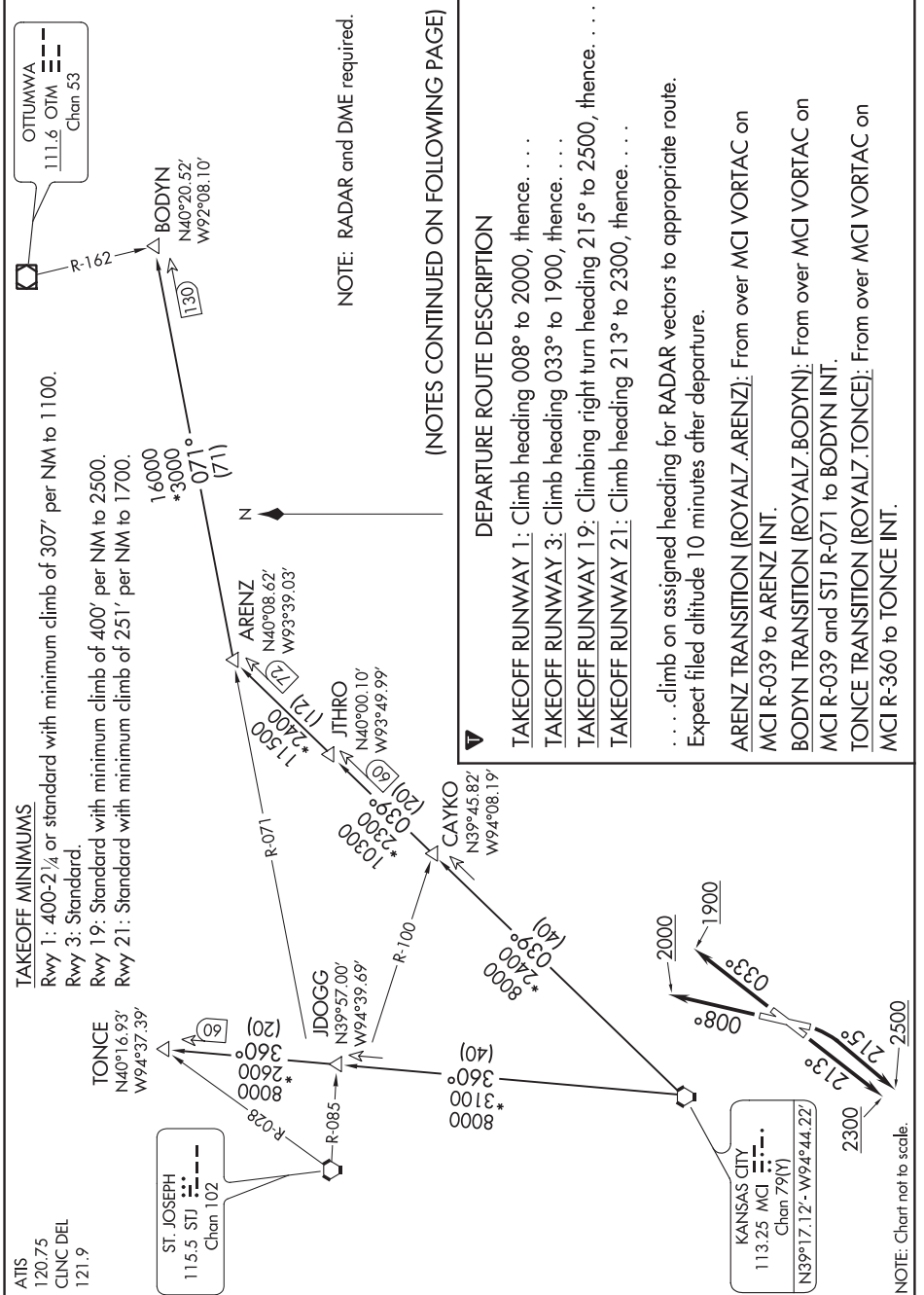
ROYAL SEVEN DEPARTURE

SL-213 (FAA)

CHARLES B WHEELER DOWNTOWN (MKC)

KANSAS CITY, MISSOURI

21 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 1: Trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL.
Roads and vehicles on roadway beginning 88' from DER, 135' left of centerline, up to 17' AGL/767' MSL.
Aircraft on taxiway beginning 136' from DER, 420' right of centerline, up to 56' AGL/805' MSL.
Boats beginning 200' from DER, 518' left of centerline, up to 35' AGL/774' MSL.
Obstruction light on elevator 3987' from DER, 1269' right of centerline, 165' AGL/912' MSL.
Obstruction light pipe on building 4046' from DER, 996' right of centerline, 128' AGL/875' MSL.
Building 4289' from DER, 1375' right of centerline, 140' AGL/899' MSL.

- Rwy 3: Vehicles on road beginning 6' from DER, left and right of centerline, up to 15' AGL/764' MSL.
Aircraft on taxiway beginning 83' from DER, 495' left of centerline, up to 56' AGL/805' MSL.
Poles beginning 153' from DER, 226' right of centerline, up to 42' AGL/791' MSL.
Antenna on building 155' from DER, 261' left of centerline, 6' AGL/755' MSL.
Train on tracks 340' from DER, on centerline, 33' AGL/782' MSL.
Obstruction light on pole 596' from DER, 390' left of centerline, up to 33' AGL/782' MSL.
Obstruction light on hangar 622' from DER, 633' left of centerline, 35' AGL/784' MSL.
Trees beginning 742' from DER, left and right of centerline, up to 80' AGL/839' MSL.
Elevator 835' from DER, 525' right of centerline, 125' AGL/865' MSL.
Obstruction light on building 1297' from DER, 108' right of centerline, 61' AGL/810' MSL.
Towers beginning 1847' from DER, 478' left of centerline, up to 149' AGL/853' MSL.

- Rwy 19: Rod on building 182' from DER, 279' right of centerline, 11' AGL/760' MSL.
Roads beginning 199' from DER, 506' left of centerline, up to 11' AGL/760' MSL.
Buildings beginning 383' from DER, 378' left and right of centerline, up to 291' AGL/1251' MSL.
Obstruction light on levee 441' from DER, 55' right of centerline, 24' AGL/763' MSL.
Trees beginning 684' from DER, left and right of centerline, up to 80' AGL/1029' MSL.
Stack, 3211' from DER, 420' left of centerline, 168' AGL/908' MSL.
Obstruction light on building 3412' from DER, 74' right of centerline, 140' AGL/889' MSL.
Flagpole on building 4372' from DER, 181' right of centerline, 153' AGL/912' MSL.
Monument 5261' from DER, 1447' left of centerline, 77' AGL/981' MSL.
Light pole 1.5 NM from DER, 1294' left of centerline, 68' AGL/1017' MSL.
Tower, 2.4 NM from DER, 3164' left of centerline, 1168' AGL/2049' MSL.

- Rwy 21: Roads beginning 208' from DER, 2' right of centerline, up to 11' AGL/760' MSL.
Fence 251' from DER, 253' right of centerline, 3' AGL/749' MSL.
Levee 326' from DER, 526' right of centerline, 3' AGL/762' MSL.
Obstruction light on levee 431' from DER, 137' right of centerline, 4' AGL/763' MSL.
Trees beginning 1441' from DER, left and right of centerline, up to 80' AGL/819' MSL.
Crane 2729' from DER, 580' right of centerline, 98' AGL/849' MSL.
Obstruction light on dome 2806' from DER, 873' right of centerline, 66' AGL/815' MSL.
Pole beginning 3686' from DER, 631' right of centerline, up to 118' AGL/858' MSL.
Building 4857' from DER, 1786' left of centerline, 152' AGL/898' MSL.
Elevator 5173' from DER, 749' left of centerline, up to 148' AGL/896' MSL.
Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

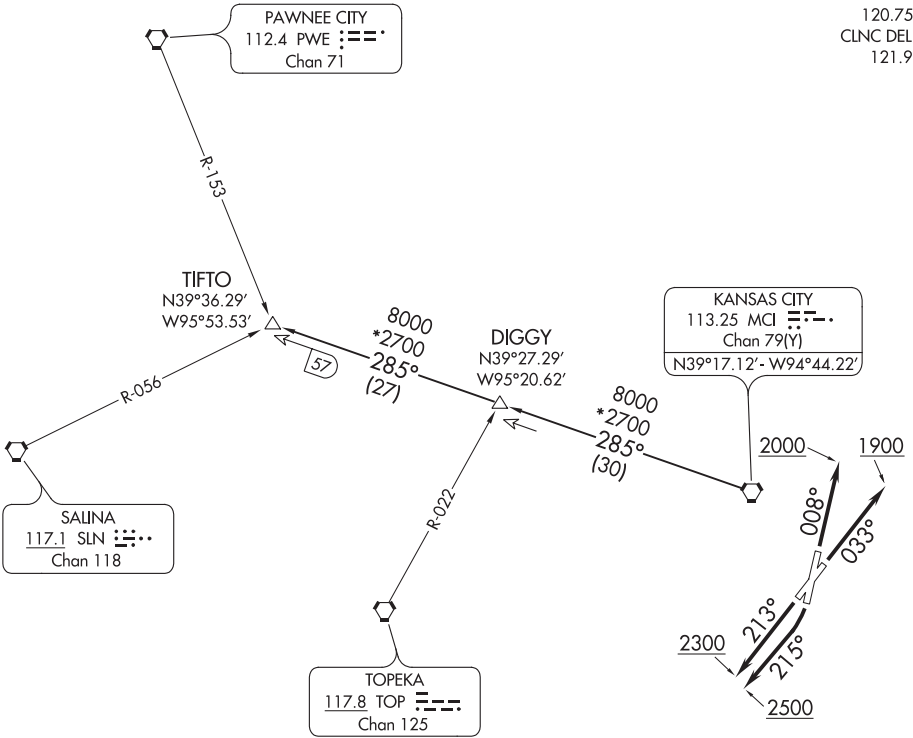
NC-3, 10 NOV 2016 to 05 JAN 2017

TIFTO FOUR DEPARTURE

SL-213 (FAA)

CHARLES B WHEELER DOWNTOWN (MKC)
KANSAS CITY, MISSOURI

ATIS
120.75
CLNC DEL
121.9



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.

TAKEOFF MINIMUMS

- Rwy 1: 400-2¼ or standard with minimum climb of 307' per NM to 1100.
- Rwy 3: Standard.
- Rwy 19: Standard with minimum climb of 400' per NM to 2500.
- Rwy 21: Standard with minimum climb of 251' per NM to 1700.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 1: Climb heading 008° to 2000, thence. . .
 - TAKEOFF RUNWAY 3: Climb heading 033° to 1900, thence. . .
 - TAKEOFF RUNWAY 19: Climbing right turn heading 215° to 2500, thence. . .
 - TAKEOFF RUNWAY 21: Climb heading 213° to 2300, thence. . .
- . . . fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.
- TIFTO TRANSITION (TIFTO4.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO INT.

TAKEOFF OBSTACLE NOTES

- Rwy 1: Trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL.
 Roads and vehicles on roadway beginning 88' from DER, 135' left of centerline, up to 17' AGL/767' MSL.
 Aircraft on taxiway beginning 136' from DER, 420' right of centerline, up to 56' AGL/805' MSL.
 Boats beginning 200' from DER, 518' left of centerline, up to 35' AGL/774' MSL.
 Obstruction light on elevator 3987' from DER, 1269' right of centerline, 165' AGL/912' MSL.
 Obstruction light pipe on building 4046' from DER, 996' right of centerline, 128' AGL/875' MSL.
 Building 4289' from DER, 1375' right of centerline, 140' AGL/899' MSL.
- Rwy 3: Vehicles on road beginning 6' from DER, left and right of centerline, up to 15' AGL/764' MSL.
 Aircraft on taxiway beginning 83' from DER, 495' left of centerline, up to 56' AGL/805' MSL.
 Poles beginning 153' from DER, 226' right of centerline, up to 42' AGL/791' MSL.
 Antenna on building 155' from DER, 261' left of centerline, 6' AGL/755' MSL.
 Train on tracks 340' from DER, on centerline, 33' AGL/782' MSL.
 Obstruction light on pole 596' from DER, 390' left of centerline, up to 33' AGL/782' MSL.
 Obstruction light on hangar 622' from DER, 633' left of centerline, 35' AGL/784' MSL.
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 Roads beginning 208' from DER, 2' right of centerline, up to 11' AGL/760' MSL.
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 Pole beginning 3686' from DER, 631' right of centerline, up to 118' AGL/858' MSL.
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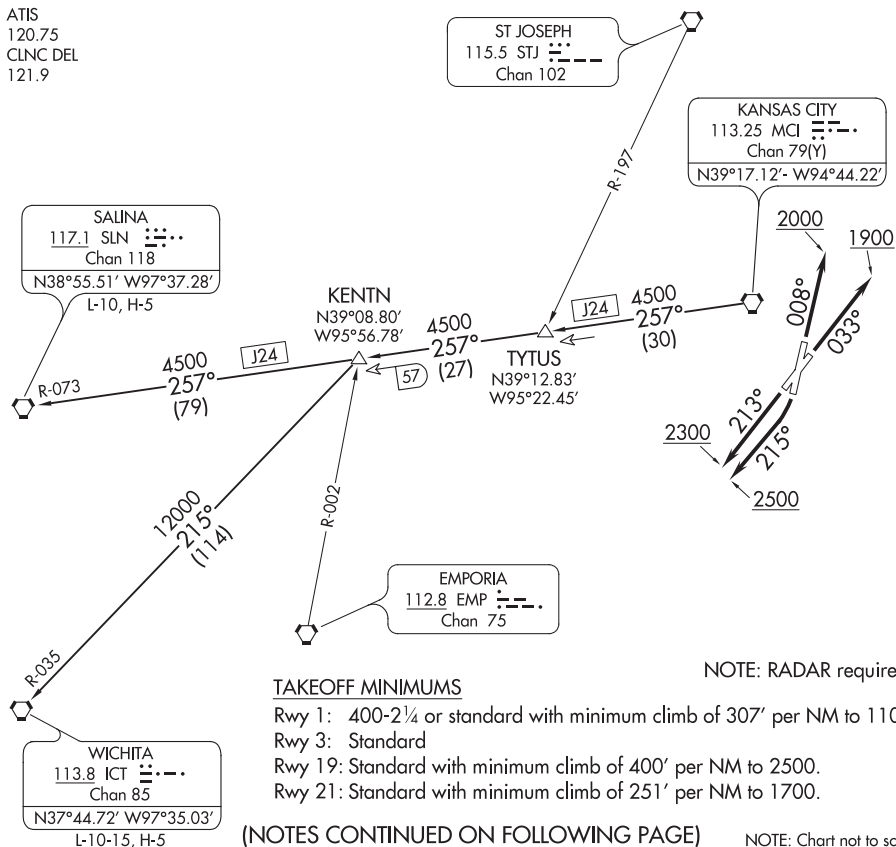
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(WLDCT3.MCI) 16203

WILDCAT THREE DEPARTURE

SL-213 (FAA) CHARLES B WHEELER DOWNTOWN (MKC)
KANSAS CITY, MISSOURI



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 1:** Climb heading 008° to 2000, thence. . . .
 - TAKEOFF RUNWAY 3:** Climb heading 033° to 1900, thence. . . .
 - TAKEOFF RUNWAY 19:** Climbing right turn heading 215° to 2500, thence. . . .
 - TAKEOFF RUNWAY 21:** Climb heading 213° to 2300, thence. . . .
- . . . fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.
- KENTN TRANSITION (WLDCT3.KENTN):** From over MCI VORTAC on MCI R-257 to KENTN INT.
- SALINA TRANSITION (WLDCT3.SLN):** From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.
- WICHITA TRANSITION (WLDCT3.ICT):** From over MCI VORTAC on MCI R-257 to KENTN INT, then on ICT R-035 to ICT VORTAC.

WILDCAT THREE DEPARTURE
(WLDCT3.MCI) 10JAN13

KANSAS CITY, MISSOURI
CHARLES B WHEELER DOWNTOWN (MKC)

TAKEOFF OBSTACLE NOTES

- Rwy 1: Trees beginning 35' from DER, left and right of centerline, up to 80' AGL/997' MSL.
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DOT 110.5 Chan 42	APP CRS 011°	Rwy Idg TDZE Apt Elev	10801 1011 1026
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ILS or LOC RWY 1L

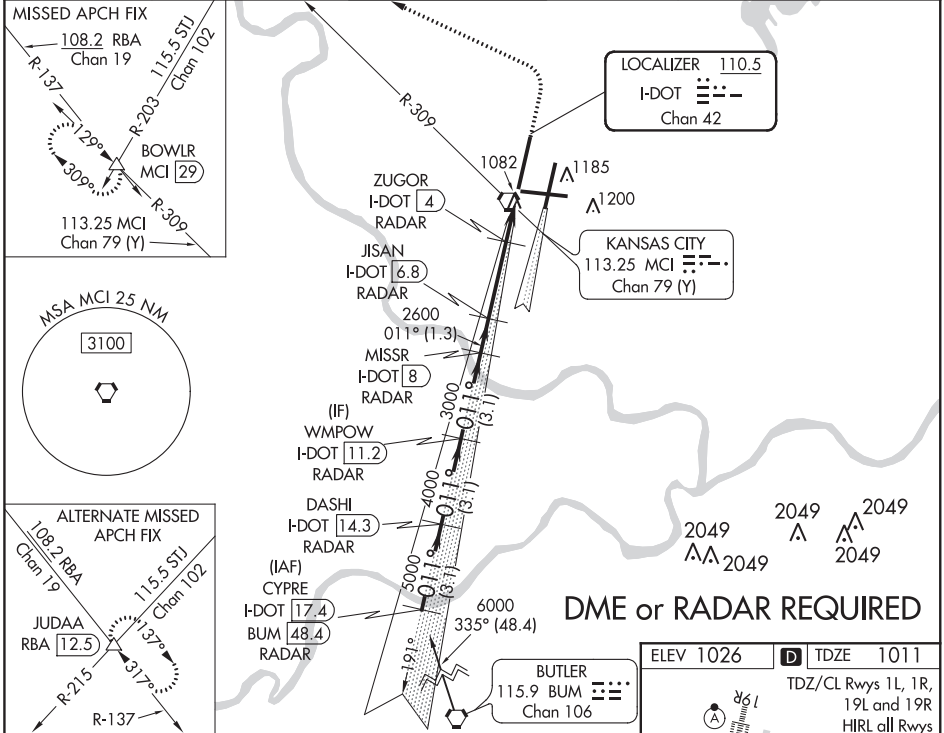
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1R. DME or RADAR required. For inop MALS/R, increase S-LOC 1L Cat C/D visibility to RVR 5000.

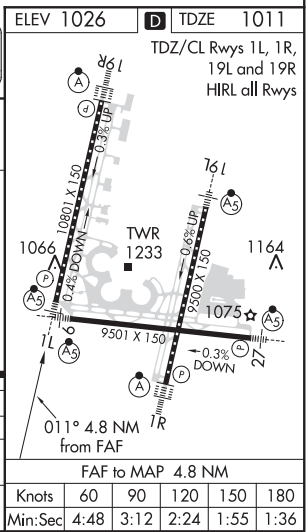
MALS/R

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on heading 290° and MCI VORTAC R-309 to BOWLR INT/MCI 29 DME and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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CYPRE I-DOT [17.4] RADAR	DASHI I-DOT [14.3] RADAR	WMPOW I-DOT [11.2] RADAR	MISSR I-DOT [8] RADAR	JISAN I-DOT [6.8] RADAR	ZUGOR I-DOT [4] RADAR	MCI R-309	BOWLR
				*LOC only.			
6000 — 011°		5000		4000	3000	2600	*1700
GS 3.00° TCH 57		— 3.1 NM		— 3.1 NM	— 3.1 NM	— 1.3 NM	— 2.8 NM
CATEGORY	A	B	C	D			
S-ILS 1L	1211/18		200 (200-½)				
S-LOC 1L	1340/24	329 (400-½)	1340/26	329 (400-¾)			
CIRCLING	1540-1	514 (600-1)	1540-1½	514 (600-1½)	1580-2	554 (600-2)	



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1026	TDZE 1011
TDZ/CL Rwy 1L, 1R, 19L and 19R	
HIRL all Rwy	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

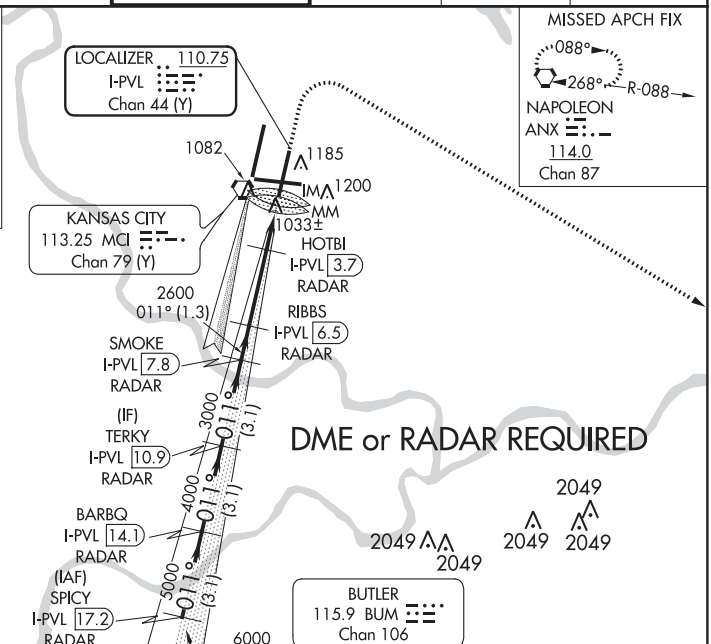
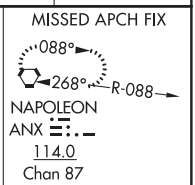
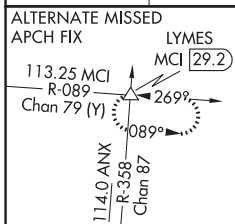
LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Idg TDZE Apt Elev	9500 1017 1026
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ILS or LOC RWY 1R

KANSAS CITY INTL (MCI)

<p>Simultaneous approach authorized with Rwy 1L. DME or RADAR required. For inop ALSF, increase S-LOC 1R Cat C/D visibility to RVR 5000.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.</p>
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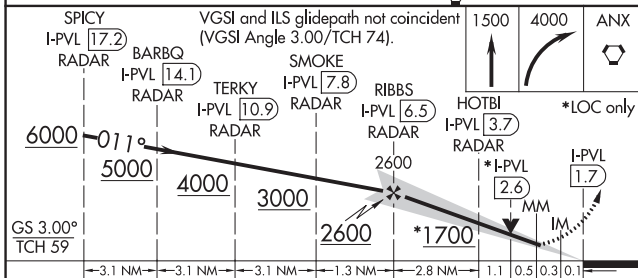
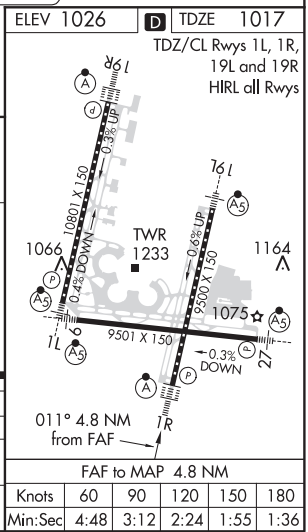
<p>ATIS 128.375</p>	<p>KANSAS CITY APP CON 120.95 318.1</p>	<p>INTERNATIONAL TOWER 128.2 254.25</p>	<p>GND CON 121.8</p>	<p>CLNC DEL 135.7</p>	<p>CPDLC</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1026	TDZE 1017
<p>TDZ/CL Rwy 1L, 1R, 19L and 19R HIRL all Rwys</p>	




CATEGORY	A	B	C	D
S-ILS 1R	1217/18		200 (200-½)	
S-LOC 1R	1360/24	343 (400-½)	1360/30	343 (400-¾)
CIRCLING	1540-1	514 (600-1)	1540-1½	1580-2
			514 (600-1½)	554 (600-2)

LOC/DME I-RNI 109.7 Chan 34	APP CRS 094°	Rwy Idg TDZE Apt Elev	9501 1015 1026
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ILS or LOC RWY 9

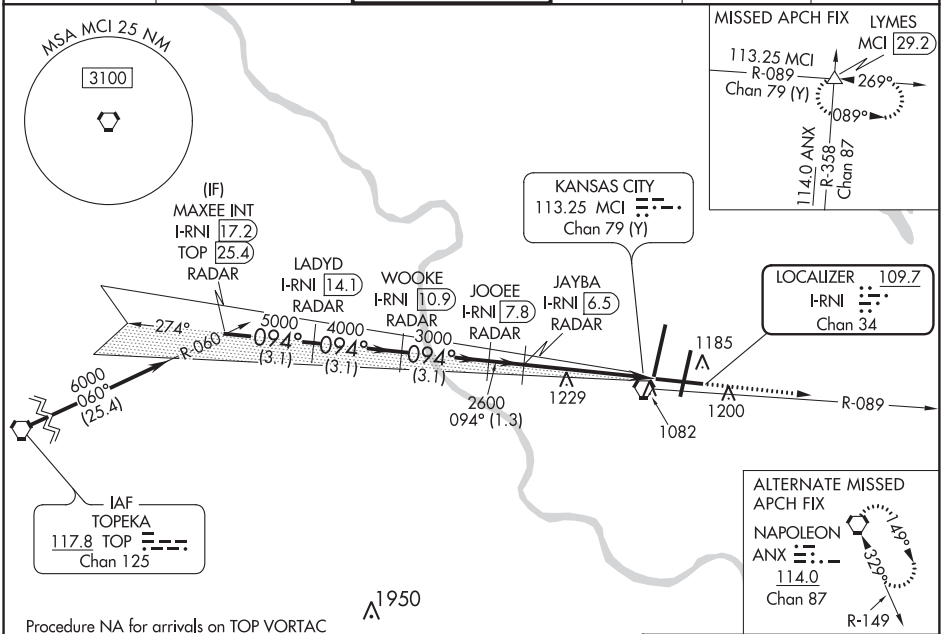
KANSAS CITY INTL (MCI)

▼ Inop table does not apply to S-ILS 9. DME or RADAR required.
For inop MALSR, increase S-LOC 9 Cat A/B visibility to RVR 5000 and Cat C/D visibility to 1½ mile.

MALSR 

MISSED APPROACH: Climb to 4000 on MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

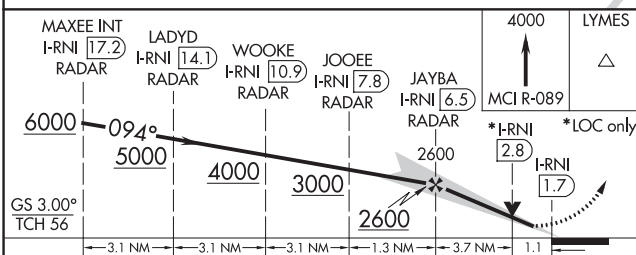
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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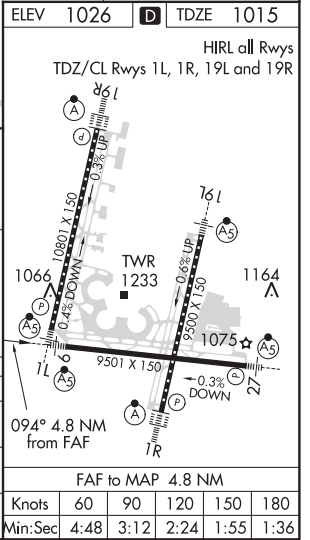
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9	1265/40		250 (300-¾)	
S-LOC 9	1420/40		405 (400-¾)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)

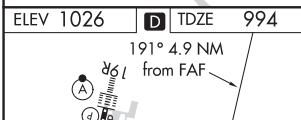
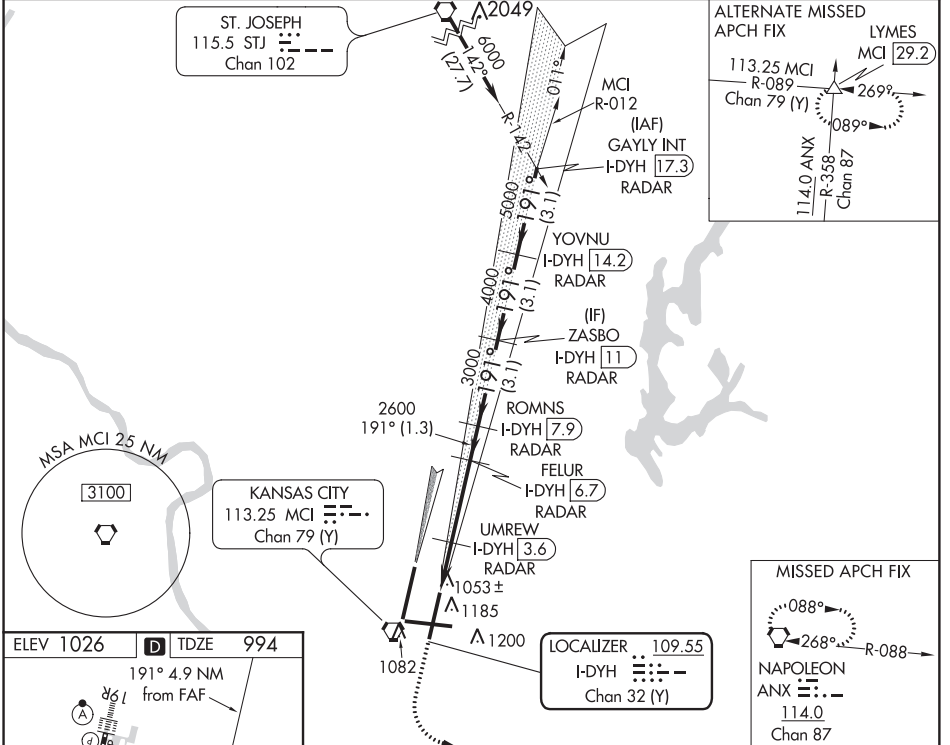


LOC/DME I-DYH 109.55 Chan 32 (Y)	APP CRS 191°	Rwy Idg TDZE Apt Elev	9500 994 1026
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ILS or LOC RWY 19L

KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19R. DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.		
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC



ELEV 1026	TDZE 994	LOCALIZER 109.55 I-DYH 32 (Y)	1500	4000	ANX	FELUR I-DYH 6.7 RADAR	ROMNS I-DYH 7.9 RADAR	ZASBO I-DYH 11 RADAR	YOVNU I-DYH 14.2 RADAR	GAYLY INT I-DYH 17.3 RADAR
*LOC only		UMREW I-DYH 3.6 RADAR	I-DYH 1.7	I-DYH 2.6	2600	2600	3000	4000	5000	6000
		0.8 NM	1 NM	3.1 NM	1.3 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	

HIRL all Rwys
TDZ/CL Rwys 11L, 1R, 19L and 19R
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:55	3:16	2:27	1:58	1:38

CATEGORY	A		B		C		D	
S-ILS 19L	1194/18		200 (200-½)					
S-LOC 19L	1300/24		306 (300-½)		1300/26		306 (300-¾)	
CIRCLING	1540-1		514 (600-1)		1540-1½		1580-2	
					514 (600-1½)		554 (600-2)	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

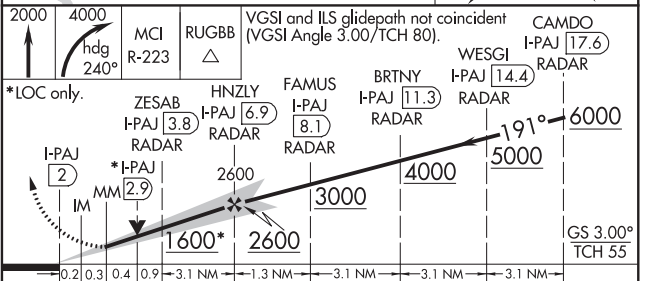
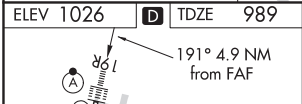
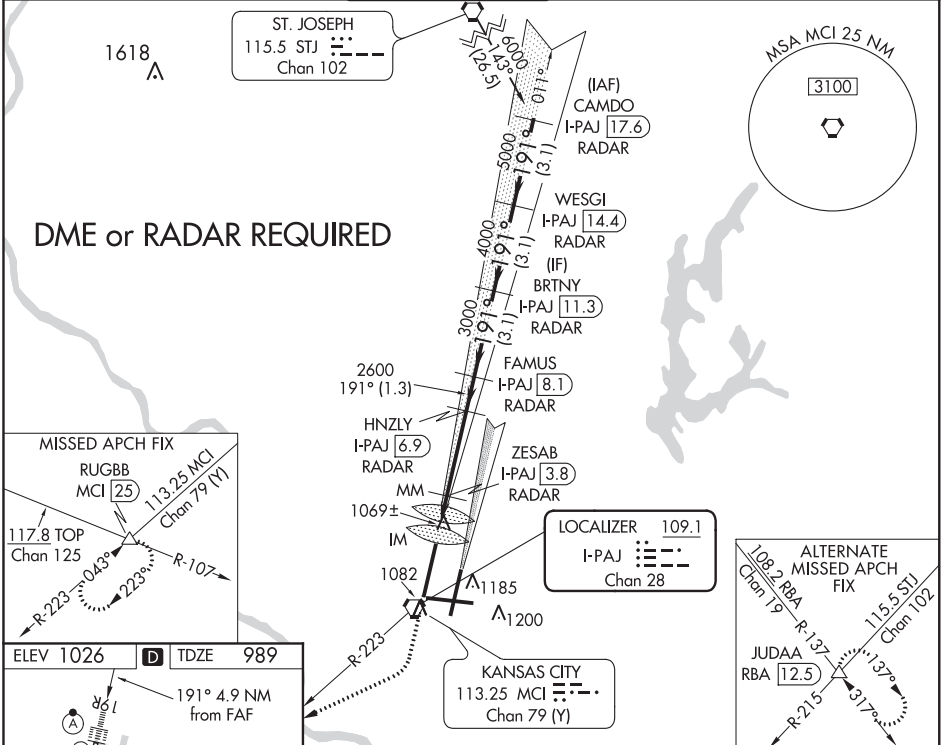
LOC/DME I-PAJ 109.1 Chan 28	APP CRS 191°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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ILS or LOC RWY 19R

KANSAS CITY INTL (MCI)

<p>Simultaneous approach authorized with Rwy 19L. DME or RADAR required.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and on MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.</p>			
		<p>ATIS 128.375</p>	<p>KANSAS CITY APP CON 120.95 318.1</p>	<p>INTERNATIONAL TOWER 128.2 254.25</p>	<p>GND CON 121.8</p>

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 19R	1189/18		200 (200-½)	
S-LOC 19R	1360/24	371 (400-½)	1360/35	371 (400-¾)
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-UQY 109.7 Chan 34	APP CRS 274°	Rwy Idg 9501 TDZE 1026 Apt Elev 1026
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ILS or LOC RWY 27

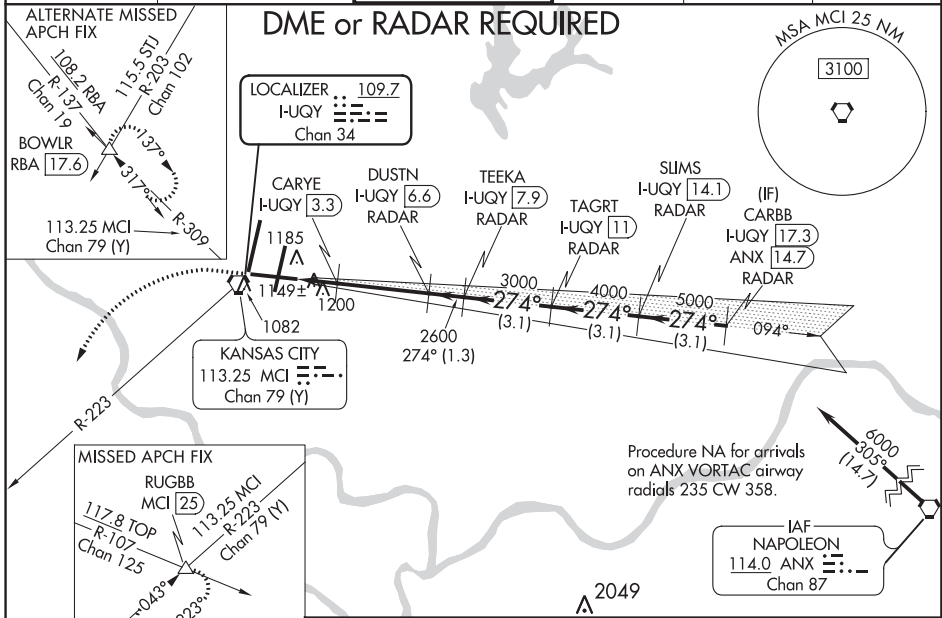
KANSAS CITY INTL (MCI)

▼ For inop MALS, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1 3/8 mile and CARYE FIX minimums S-LOC 27 Cat E visibility to 1 1/8 mile.

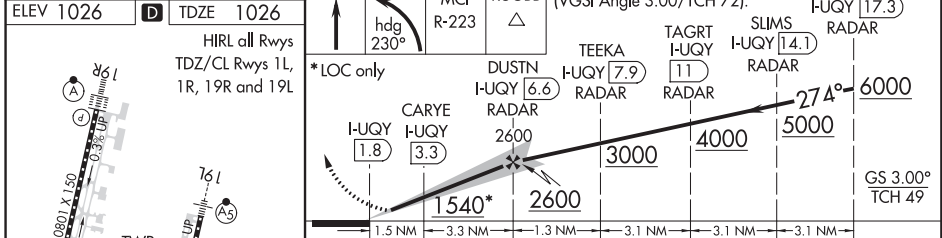
MALS 

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 on heading 230° and MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1026	TDZE 1026	MCI R-223	RUGBB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72)	CARBB I-UQY 17.3
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CATEGORY	A	B	C	D	E
S-ILS 27	1226/24 200 (200-1/2)				
S-LOC 27	1540/24	514 (600-1/2)	1540/55 514 (600-1 1/4)		
CIRCLING	1540-1	514 (600-1)	1540-1 1/2 514 (600-1 1/2)	1580-2	554 (600-2)
CARYE FIX MINIMUMS					
S-LOC 27	1440/24	414 (500-1/2)	1440/40 414 (500-3/4)		
CIRCLING	1540-1	514 (600-1)	1540-1 1/2 514 (600-1 1/2)	1580-2	554 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Idg TDZE Apt Elev	9500 1017 1026
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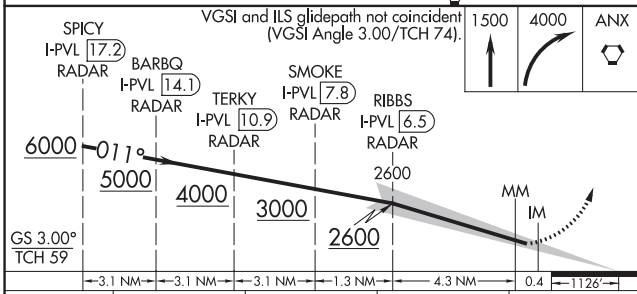
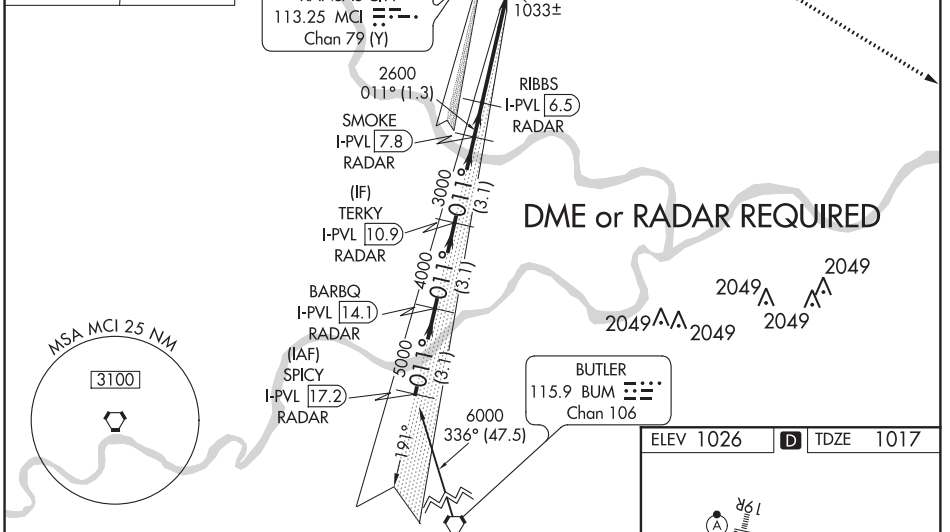
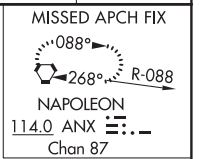
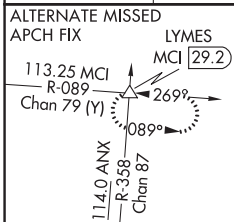
ILS RWY 1R (SA CAT I)

KANSAS CITY INTL (MCI)

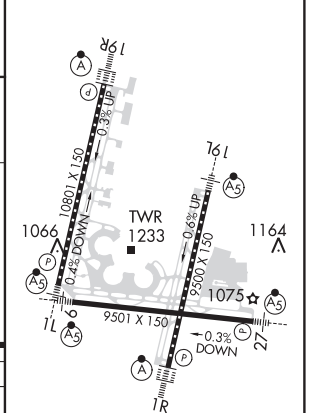
Simultaneous approach authorized with Rwy 1L. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1026	D TDZE 1017
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CATEGORY	A	B	C	D
S-ILS 1R	RA 161/14 150 DA 1167			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwws
TDZ/CL Rwws 1L, 1R, 19L and 19R

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

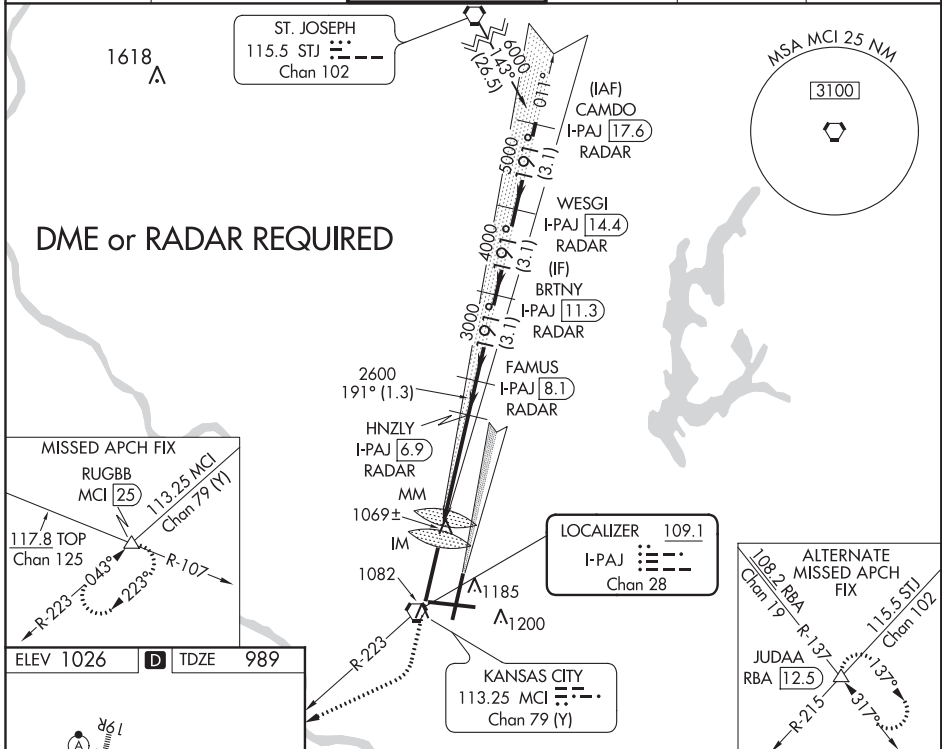
LOC/DME I-PAJ 109.1 Chan 28	APP CRS 191°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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ILS RWY 19R (SA CAT I)

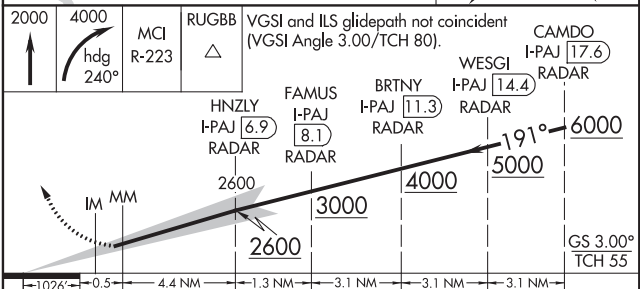
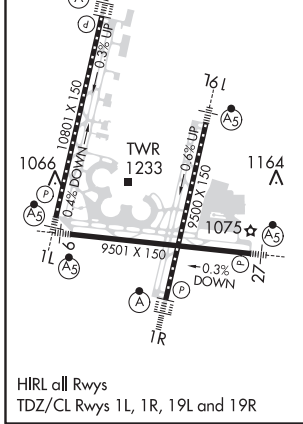
KANSAS CITY INTL (MCI)

<p>Simultaneous approach authorized with Rwy 19L. DME or RADAR required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and on MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.</p>			
		ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1026	D	TDZE 989
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CATEGORY	A	B	C	D
S-ILS 19R	RA 135/14 150 DA 1139			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PVL 110.75 Chan 44 (Y)	APP CRS 011°	Rwy Idg TDZE Apt Elev 9500 1017 1026
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ILS RWY 1R (CAT II & III)

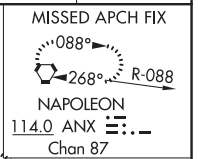
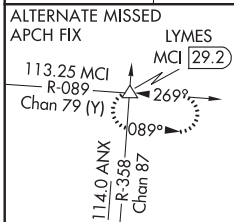
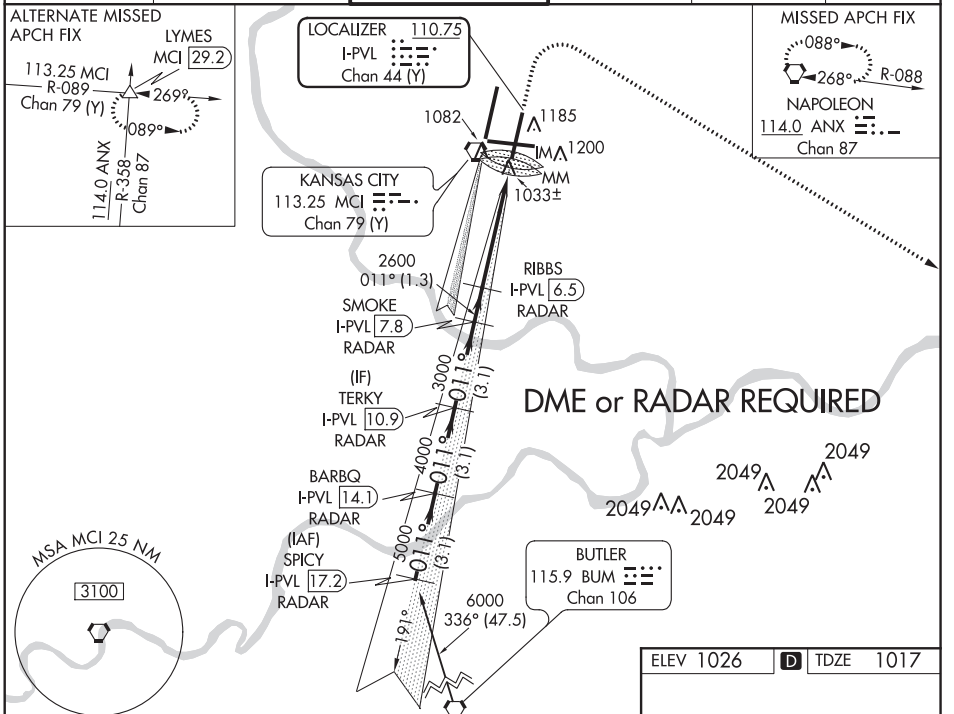
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L. DME or RADAR required.
RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to DH.

ALSIF-2

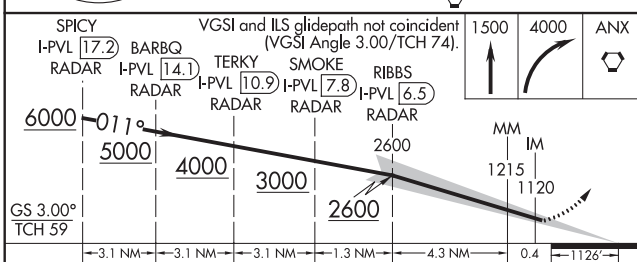
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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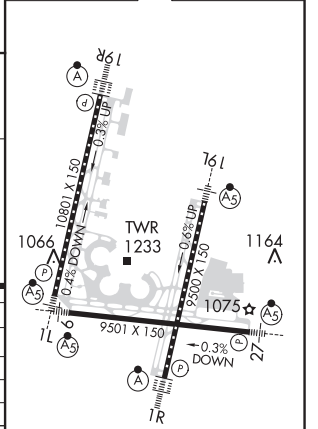


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1026	D TDZE 1017
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CATEGORY	A	B	C	D
S-ILS 1R	CAT II RA 111/12 100 DA 1117			
S-ILS 1R	CAT IIIa RVR 07			
S-ILS 1R	CAT IIIb RVR 06			
S-ILS 1R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

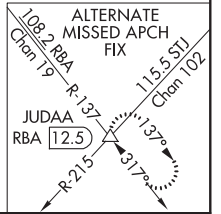
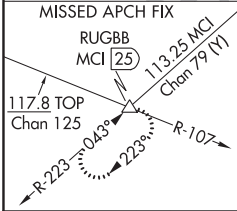
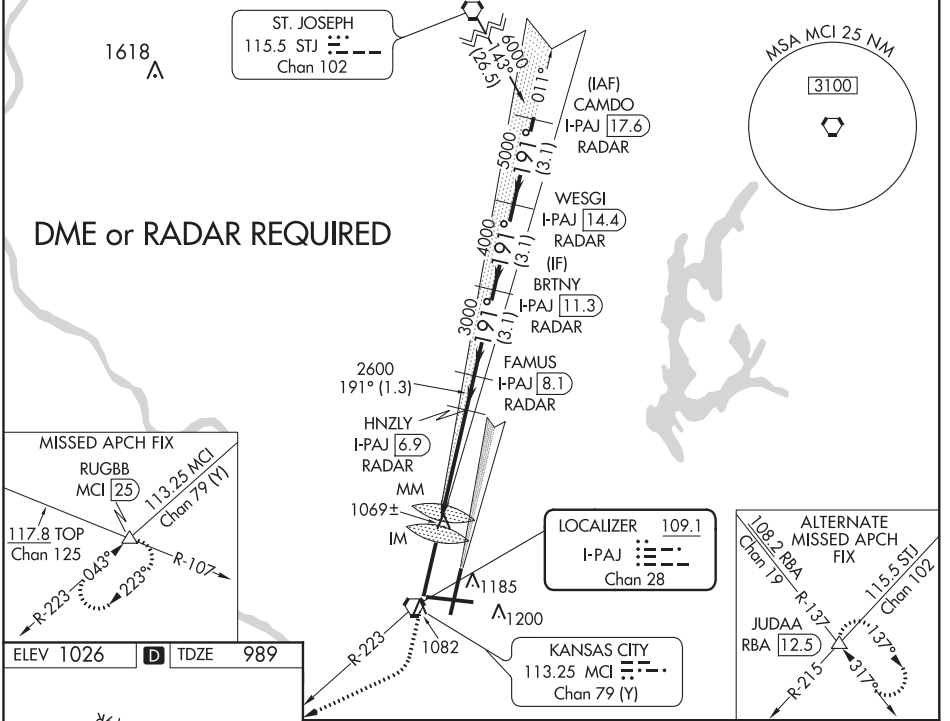
HIRL all Rwy
TDZ/CL Rwy 1L, 1R, 19L and 19R

LOC/DME I-PAJ 109.1 Chan 28	APP CRS 191°	Rwy Idg 10801 TDZE 989 Apt Elev 1026
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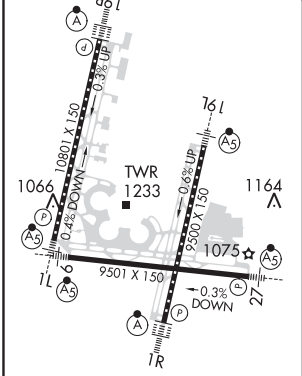
ILS RWY 19R (CAT II & III)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown. **ALSF-2** MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and on MCI VORTAC R-223 to RUGBB INT/MCI 25 DME and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1026	D	TDZE 989
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2000	4000	MCI R-223	RUGBB	VGSI and ILS glidepath not coincident (VGSI 3.00/TCH 80).	CAMDO I-PAJ 17.6
hdg 240°				HNZLY I-PAJ 6.9	WESGI I-PAJ 14.4
				FAMUS I-PAJ 8.1	BRTNY I-PAJ 11.3
				IM 1195	RADAR
				MM 1090	RADAR
				2600	3000
				191°	6000
					GS 3.00° TCH 55
				-1026	-0.5
				4.4 NM	-1.3 NM
				-3.1 NM	-3.1 NM
CATEGORY	A	B	C	D	
S-ILS 19R	CAT II RA 105/12 100 DA 1089				
S-ILS 19R	CAT IIIa RVR 07				
S-ILS 19R	CAT IIIb RVR 06				
S-ILS 19R	CAT IIIc NA				

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017


APP CRS	Rwy Idg	10801
011°	TDZE	1011
	Apt Elev	1026

RNAV (RNP) Z RWY 1L

KANSAS CITY INTL (MCI)

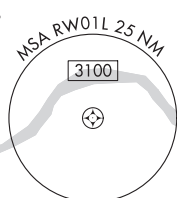
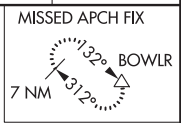
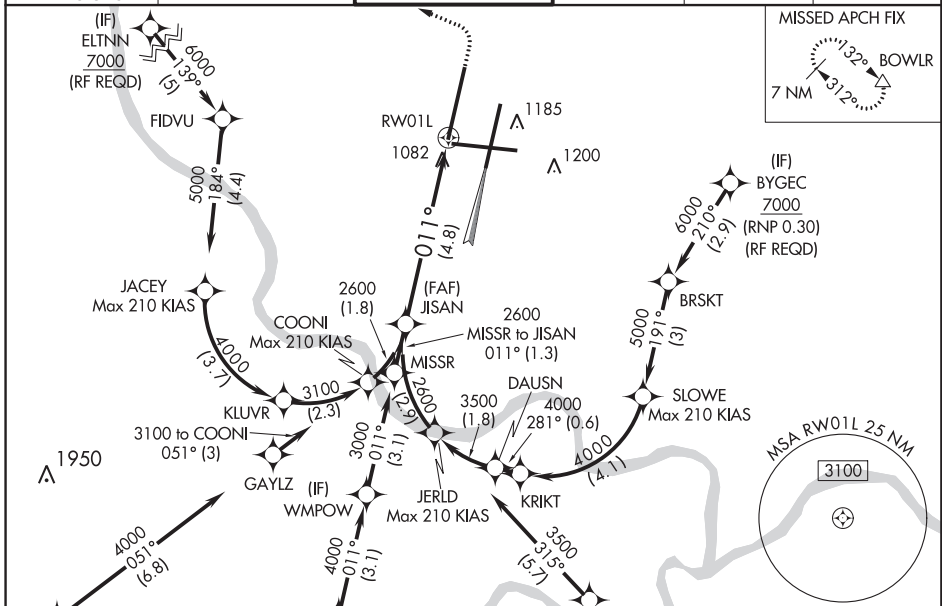
▽ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MAASR, increase RNP 0.15 visibility to RVR 4500, and RNP 0.30 visibility to 1½ miles. Simultaneous approach authorized with Rwy 1R, except for arrivals at BYGEC, COOKD, BAUNR and ELTNN. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS Required.

MALS



MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

(IF) BAUNR 6000 (RF REQD)

(IF) COOKD 5000 (RNP 0.30) (RF REQD)

(IF) CYPRE 6000

(IF) DASHI 5000 (011° (3.1))

(IF) JERLD 3000 (011° (3.1))

(IF) KRIKT 3500 (5.7)

(IF) SLOWE 4000 (4.1)

(IF) BRSKT 5000 (1.9)

(IF) BYGEC 7000 (RNP 0.30) (RF REQD)

ELEV 1026	D TDZE 1011
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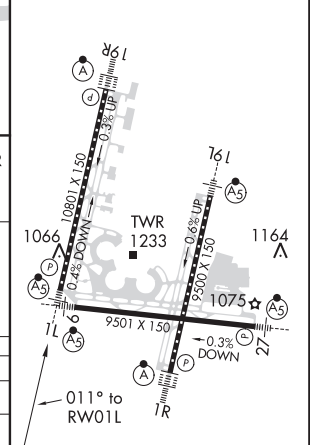
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).

GP 3.00° TCH 57

See Planview for multiple IF locations.

4.8 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		1299/24	288 (300-½)	
RNP 0.30 DA		1359/32	348 (400-¾)	



AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9500
011°	TDZE	1017
	Apt Elev	1026

RNAV (RNP) Z RWY 1R

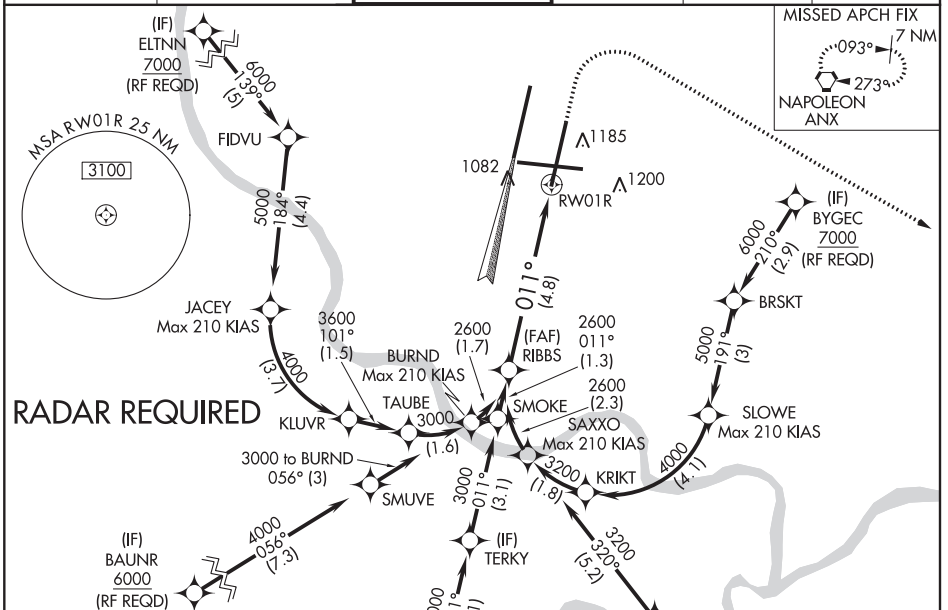
KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inoperative ALSF, increase RNP 0.30 visibility to RVR 5000. GPS Required. Simultaneous approach authorized with Rwy 1L, except for arrivals at BYGEC, COOKD, BAUNR, and ELTNN. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

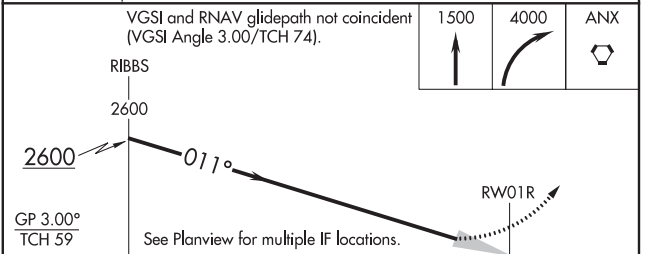
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1026	TDZE 1017
HIRL all Rwys	
TDZ/CL Rwys 1L, 1R, 19R and 19L	



CATEGORY	A	B	C	D
RNP 0.30 DA		1283/24	266 (300-1/2)	

AUTHORIZATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

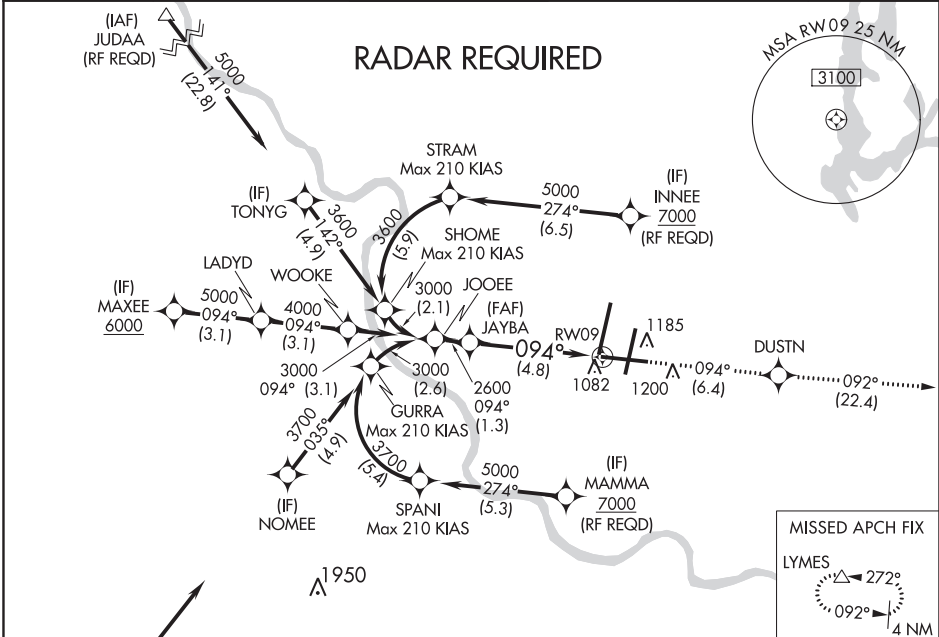
RNAV (RNP) Z RWY 9 KANSAS CITY INTL (MCI)

APP CRS 094°	Rwy Idg TDZE Apt Elev	9501 1015 1026
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▽ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MALS, increase RNP 0.30 visibility to RVR 6000. GPS required.

MALS MISSED APPROACH: Climb to 4000 on track 094° to DUSTN and on track 092° to LYMES and hold.

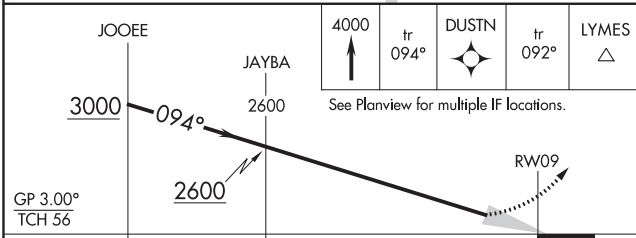
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

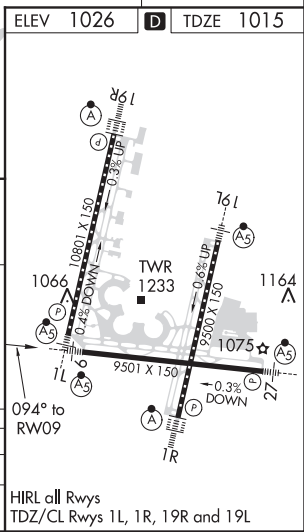
NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1026	D TDZE 1015
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CATEGORY	A	B	C	D
RNP 0.30 DA		1393/40	378 (400-¾)	

AUTHORIZATION REQUIRED




APP CRS	Rwy Idg	9500
191°	TDZE	994
	Apt Elev	1026

RNAV (RNP) Z RWY 19L

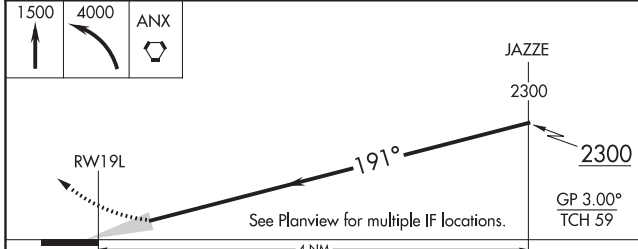
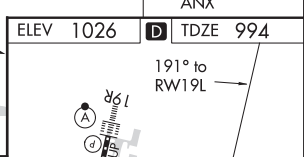
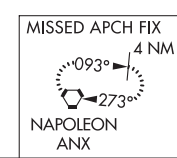
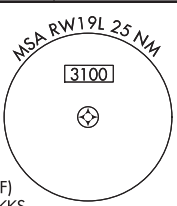
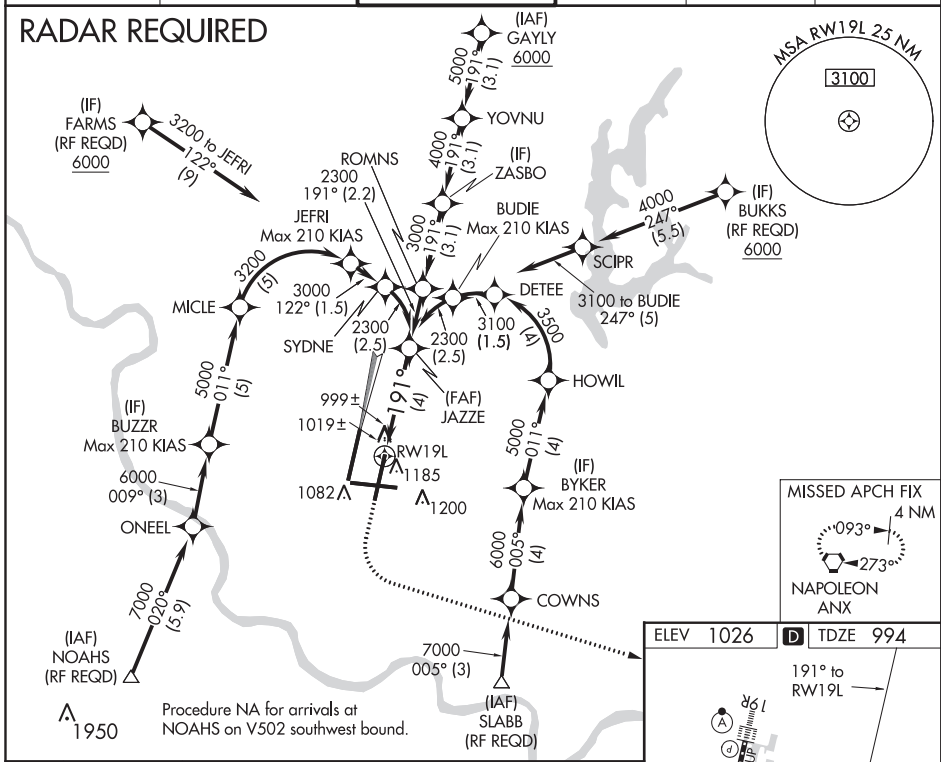
KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.20 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000. GPS required. Simultaneous approach authorized with Rwy 19R, except for arrivals at NOAHS, FARMS, BUKKS, and SLABB. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS

MISSED APPROACH:
 Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.20 DA		1306/26	312 (300- $\frac{3}{4}$)	
RNP 0.30 DA		1361/35	367 (400- $\frac{3}{4}$)	

AUTHORIZATION REQUIRED

HIRL all Rwys
 TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	10801
191°	TDZE	989
	Apt Elev	1026

RNAV (RNP) Z RWY 19R

KANSAS CITY INTL (MCI)

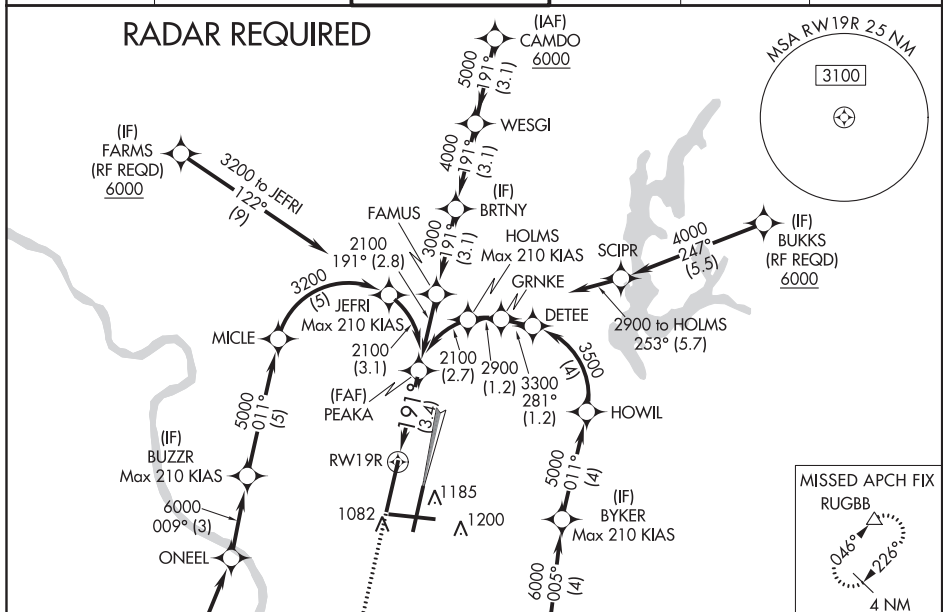
▼ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop. ALSF, increase RNP 0.15 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1%. GPS required. Simultaneous approach authorized with Rwy 19L, except for arrivals at NOAHS, FARMS, BUKKS, and SLABB. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2 MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.

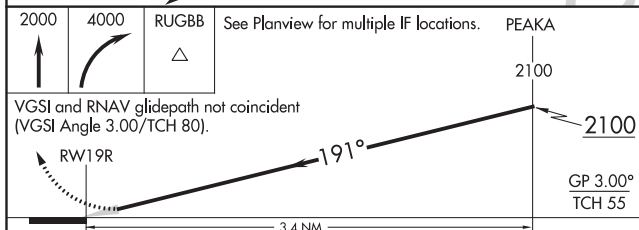
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

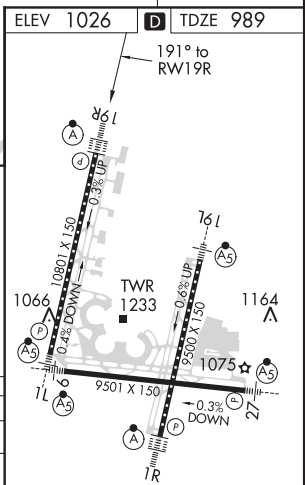


ELEV 1026	TDZE 989
191° to RWY 19R	



CATEGORY	A	B	C	D
RNP 0.15 DA		1321/30	332 (300- $\frac{5}{8}$)	
RNP 0.30 DA		1415/50	426 (400-1)	

AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

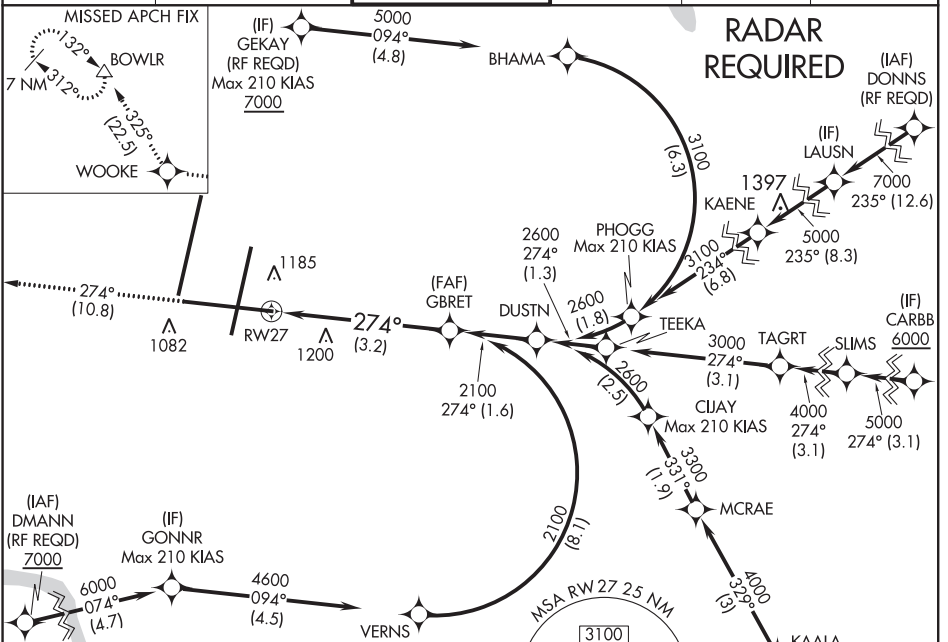
RNAV (RNP) Z RWY 27 KANSAS CITY INTL (MCI)

APP CRS	Rwy Idg	9501
274°	TDZE	1026
	Apt Elev	1026

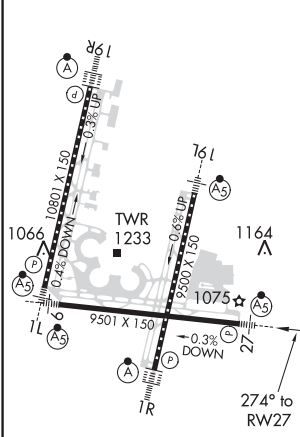
▽ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inoperative MALSR, increase RNP 0.15 all Cats visibility to 1½ and RNP 0.30 all Cats visibility to 1¾. GPS required.

MALSR
MISSED APPROACH: Climb to 4000 on track 274° to WOOKIE and on track 325° to BOWLWR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV	1026	TDZE	1026
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HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

4000	↑	tr 274°	WOOKIE	tr 325°	BOWLWR	GBRET
			◆		△	2100
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).						
See Planview for multiple IF locations.						
3.2 NM						
GP 3.00° TCH 49						

CATEGORY	A	B	C	D
RNP 0.15 DA		1410/45	384 (400-7/8)	
RNP 0.30 DA		1511/60	485 (500-1½)	

AUTHORIZATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42808 W01B	APP CRS 011°	Rwy Idg 10801 TDZE 1011 Apt Elev 1026
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RNAV (GPS) Y RWY 1L

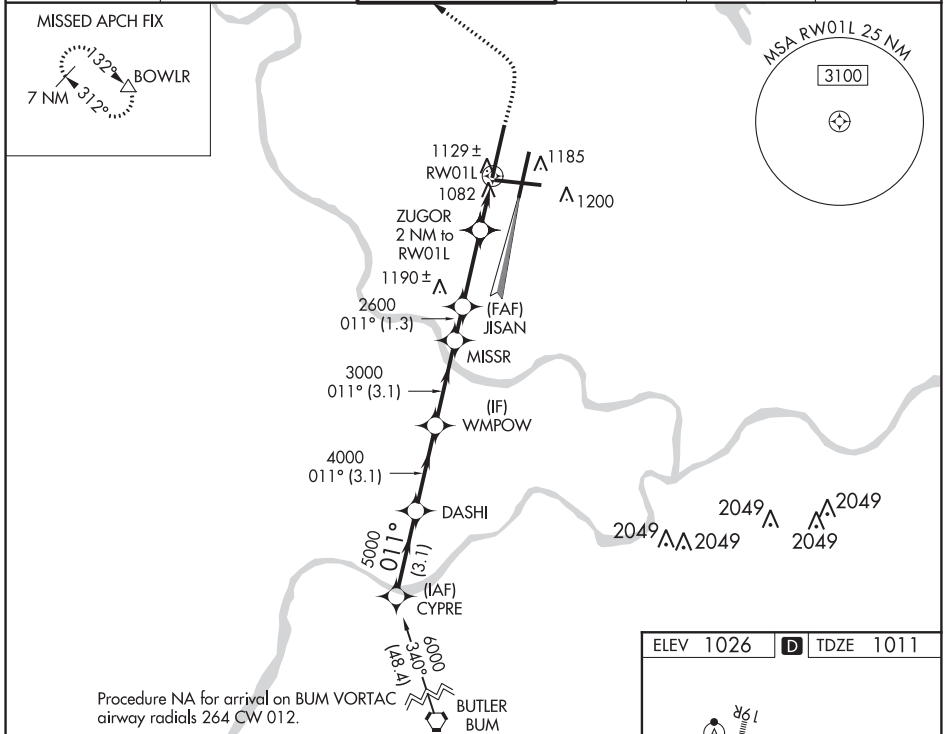
KANSAS CITY INTL (MCI)

▼ 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. For inop MALSR, increase LNAV Cat C/D visibility to RVR 5000. Simultaneous approach authorized with Rwy 1R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

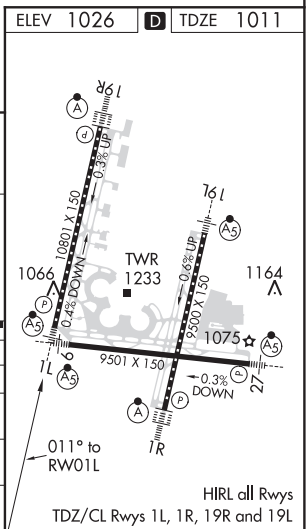
MALSR

MISSED APPROACH:
Climb to 2000 then climbing left turn to 4000 direct BOWLRL and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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CYPRE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).			
	6000	5000	4000	3000
GP 3.00° TCH 57	011°	011°	011°	011°
	3.1 NM	3.1 NM	3.1 NM	2.8 NM
CATEGORY	A	B	C	D
LPV DA		1211/24	200 (200-½)	
LNAV/VNAV DA		1328/24	317 (400-½)	
LNAV MDA	1380/24	369 (400-½)	1380/35	369 (400-¾)
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58208 W01A	APP CRS 011°	Rwy Idg TDZE 1017 Apt Elev 1026
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RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

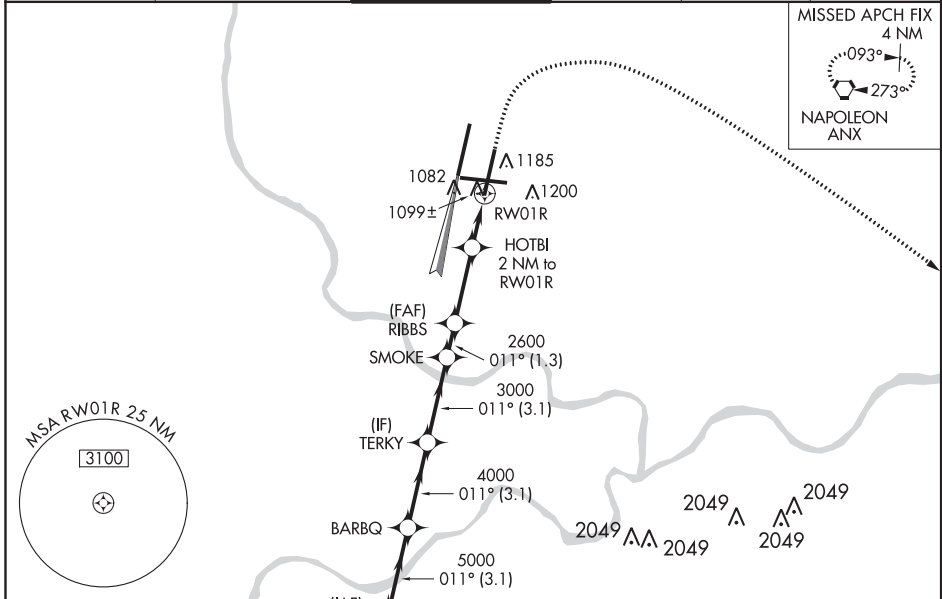
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000 and LNAV Cat C/D/E visibility to RVR 5000. Simultaneous approach authorized with Rwy 1L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

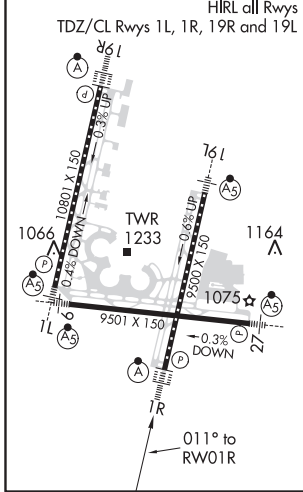


MISSED APPROACH:
Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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ELEV 1026	D TDZE 1017
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SPICY	VGSi and RNAV glidepath not coincident (VGSi 3.00/TCH 74).				
6000	011°	4000	3000	2600	*1700
GP 3.00°					
TCH 59					
	3.1 NM	3.1 NM	3.1 NM	1.3 NM	2.8 NM
CATEGORY	A	B	C	D	E
LPV DA	1217/24			200 (200-½)	
LNAV/VNAV DA	1327/24			310 (300-½)	
LNAV MDA	1360/24 343 (400-½)		1360/30 343 (400-¾)		
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)		1580-2 554 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

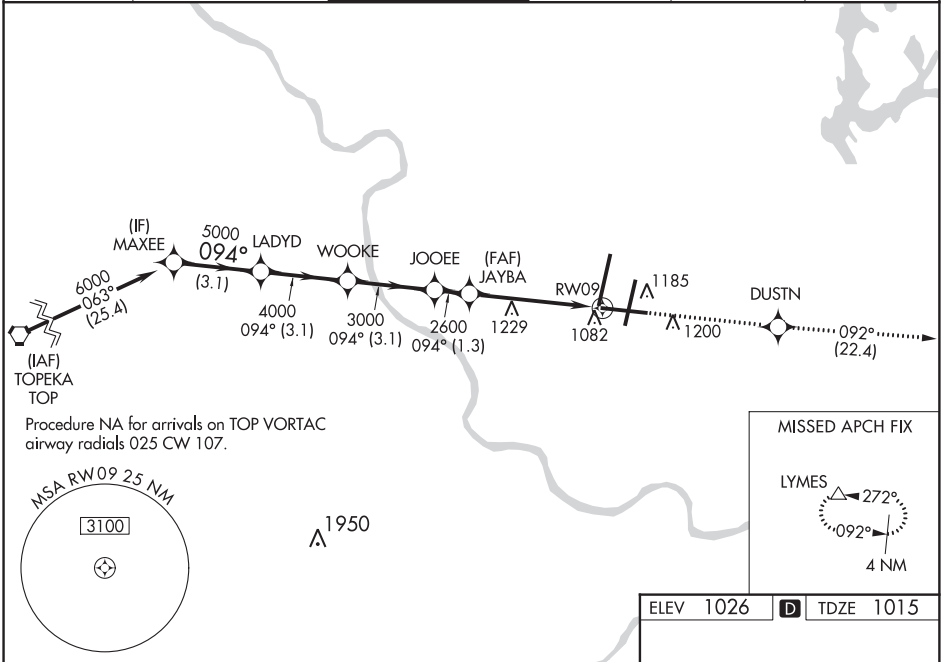
WAAS CH 56608 W09A	APP CRS 094°	Rwy Idg TDZE 1015 Apt Elev 1026	9501
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RNAV (GPS) Y RWY 9

KANSAS CITY INTL (MCI)

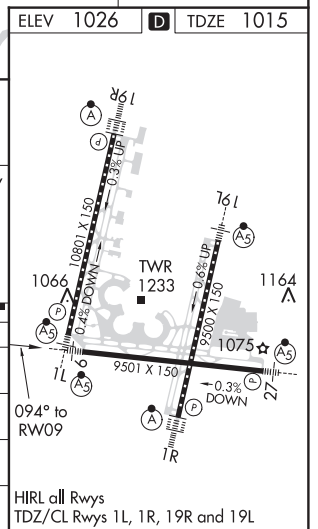
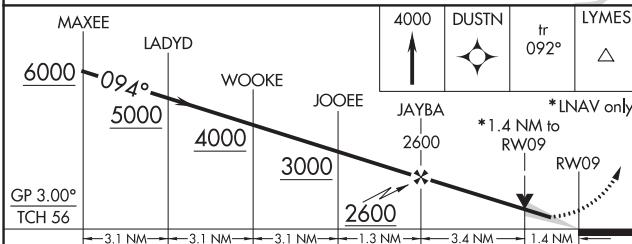
<p>▼ Inoperative table does not apply to LPV and LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA For inop MALS, increase LNAV Cat A/B visibility to RVR 5000 and Cat C/D/E visibility to 1 1/8 mile.</p>	MALS	MISSED APPROACH: Climb to 4000 direct DUSTN and on track 092° to LYMES and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA	1315/50		300 (300-1)		
LNAV/VNAV DA	1320/50		305 (300-1)		
LNAV MDA	1500/40	485 (500-3/4)	1500/50	485 (500-1)	
CIRCLING	1540-1	514 (600-1)	1540-1 1/2 514 (600-1 1/2)	1580-2	554 (600-2)

WAAS CH 82108 W19A	APP CRS 191°	Rwy Idg 9500 TDZE 994 Apt Elev 1026
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RNAV (GPS) Y RWY 19L

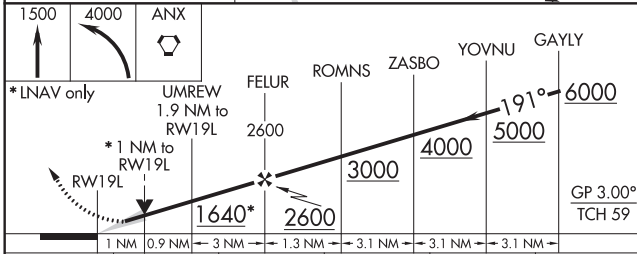
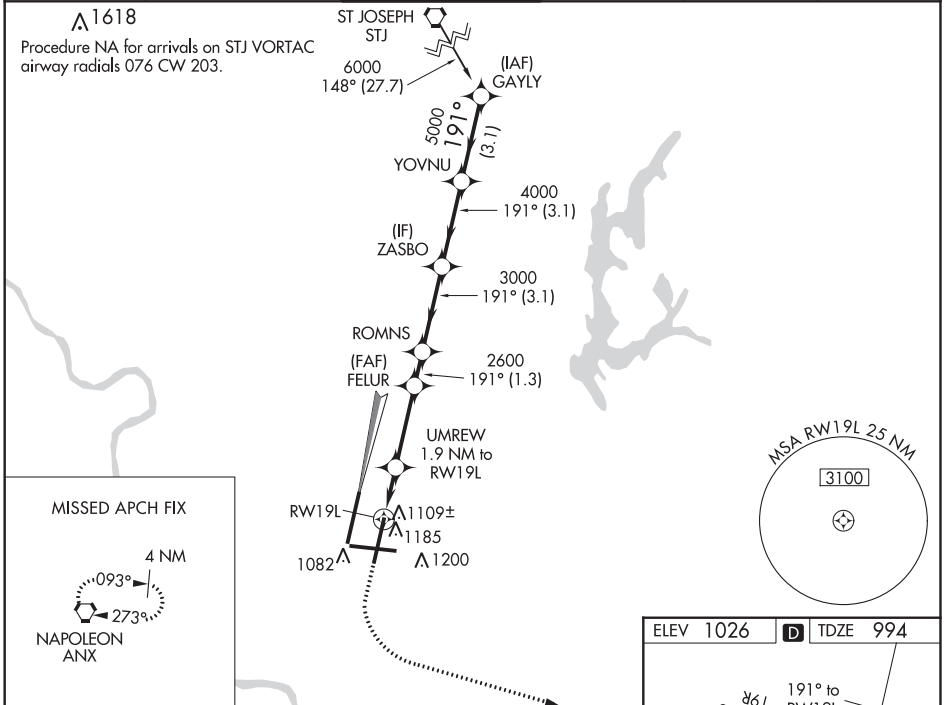
KANSAS CITY INTL (MCI)

▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 19R. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV and LNAV Cat E visibility to RVR 6000. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

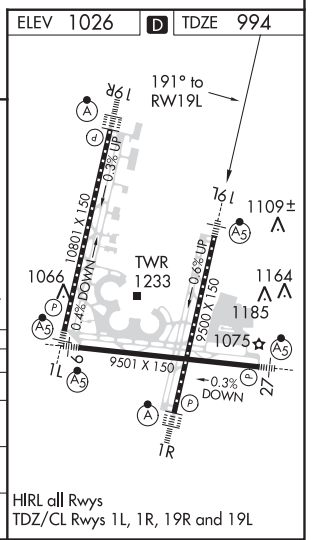


MISSED APPROACH:
Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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CATEGORY	A	B	C	D	E
LPV DA		1194/24	200 (200-½)		
LNAV/VNAV DA		1380/40	386 (400-¾)		
LNAV MDA	1360/24	366 (400-½)	1360/35	366 (400-¾)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

WAAS CH 72908 W19B	APP CRS 191°	Rwy Idg TDZE 10801 989 Apt Elev 1026
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RNAV (GPS) Y RWY 19R

KANSAS CITY INTL (MCI)

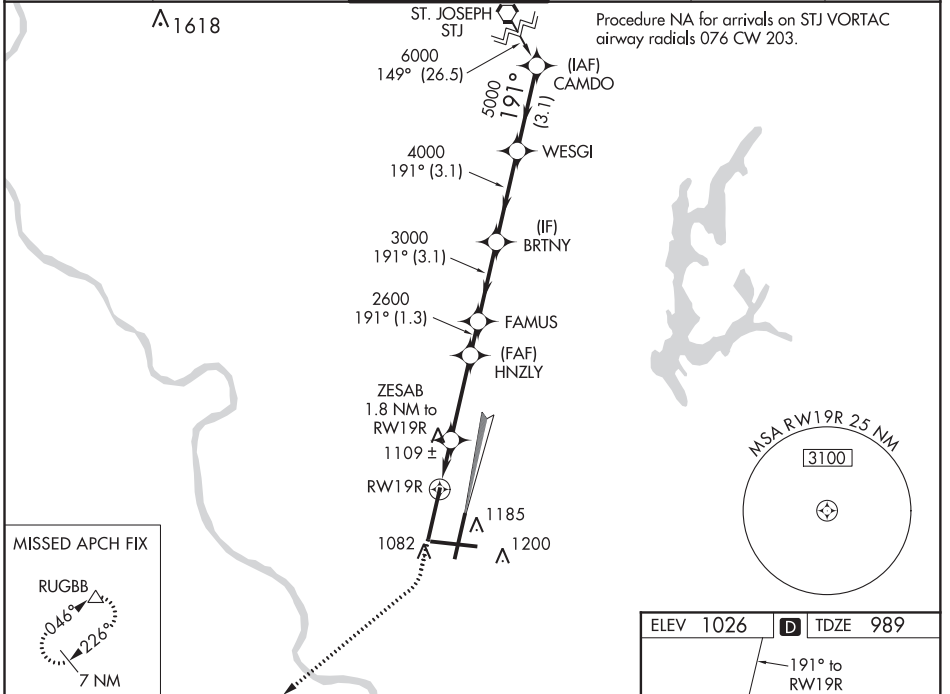
▽ DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 19L. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). For inop ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cat E visibility to RVR 6000. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



MISSED APPROACH:
Climb to 2000 then climbing right turn to 4000 direct RUGBB and hold.

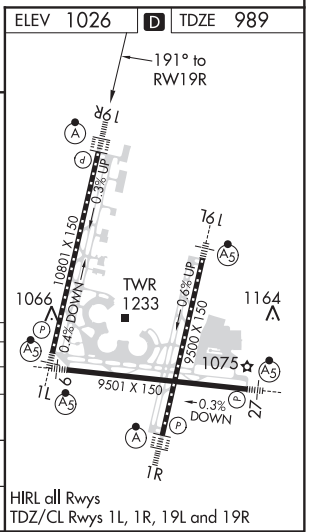
ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017


2000	4000	RUGBB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).				
*LNAV only		ZESAB 1.8 NM to RW19R	HNZLY 2600	FAMUS 3000	BRTNY 4000	WESGI 5000	CAMDO 6000
1 NM to RW19R		1600	2600	3000	4000	5000	6000
1 NM		0.8	-3.1 NM	-1.3 NM	-3.1 NM	-3.1 NM	-3.1 NM
CATEGORY	A		B		C		E
LPV DA			1189/24		200 (200-½)		
LNAV/VNAV DA			1292/24		303 (300-½)		
LNAV MDA	1380/24		391 (400-½)		1380/40		391 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)		1580-2		554 (600-2)

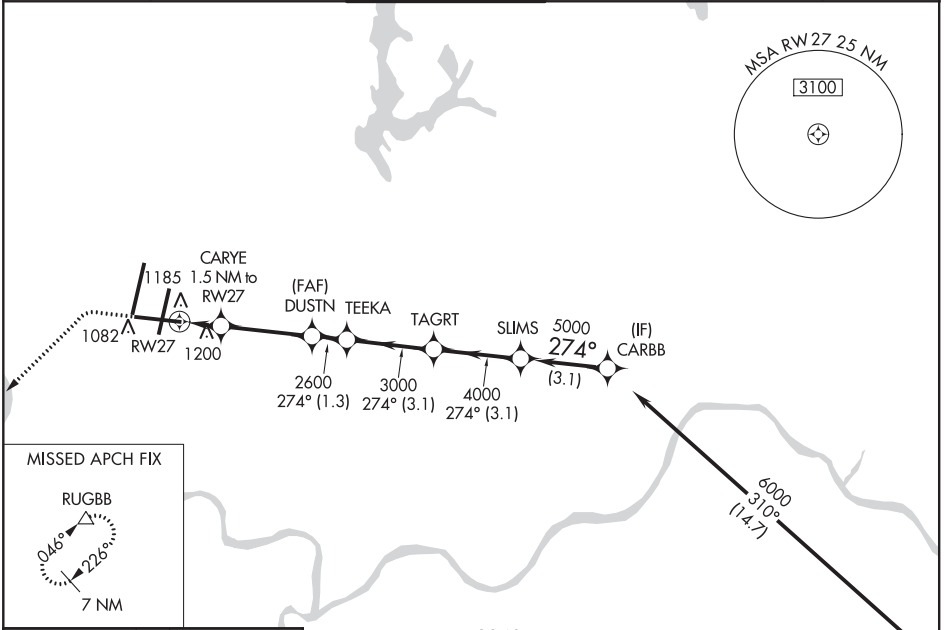
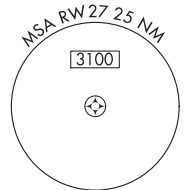


WAAS CH 82708 W27A	APP CRS 274°	Rwy Idg 9501 TDZE 1026 Apt Elev 1026
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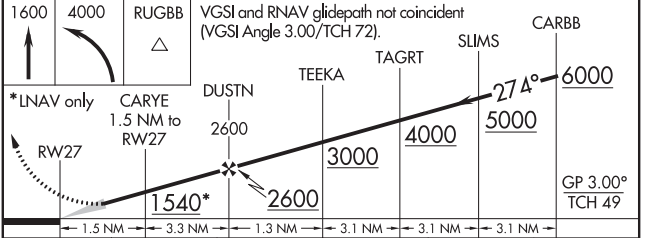
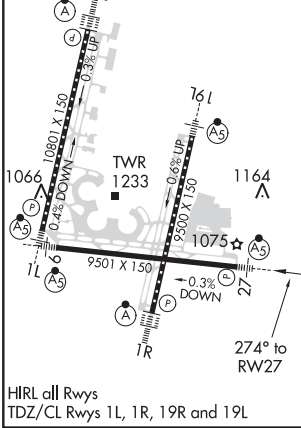
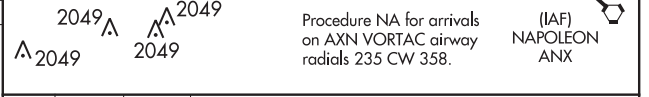
RNAV (GPS) Y RWY 27

KANSAS CITY INTL (MCI)

<p>V DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54° C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 1600 then climbing left turn 4000 direct RUGBB and hold.</p>			
		<p>ATIS 128.375</p>	<p>KANSAS CITY APP CON 120.95 318.1</p>	<p>INTERNATIONAL TOWER 128.2 254.25</p>	<p>GND CON 121.8</p>



ELEV 1026	D	TDZE 1026
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CATEGORY	A	B	C	D	E
LPV DA	1226/24		200 (200-½)		
LNAV/VNAV DA	1495/60		469 (500-1¼)		
LNAV MDA	1460/24	434 (500-½)	1460/40	434 (500-¾)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

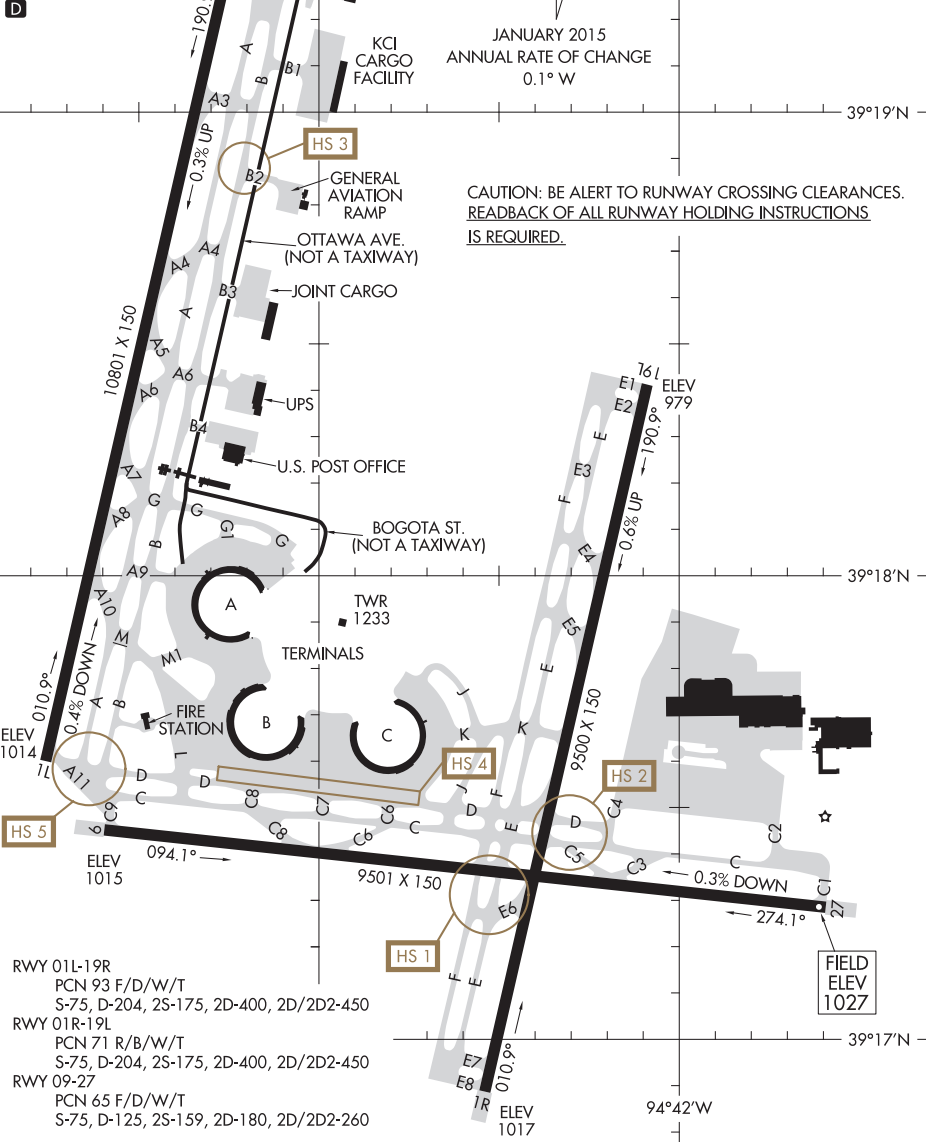
AL-780 (FAA)

ATIS 128.375
 INTERNATIONAL TOWER 128.2 254.25
 GND CON 121.8
 CLNC DEL 135.7
 CPDLC **D**

94°43'W



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
 IS REQUIRED.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

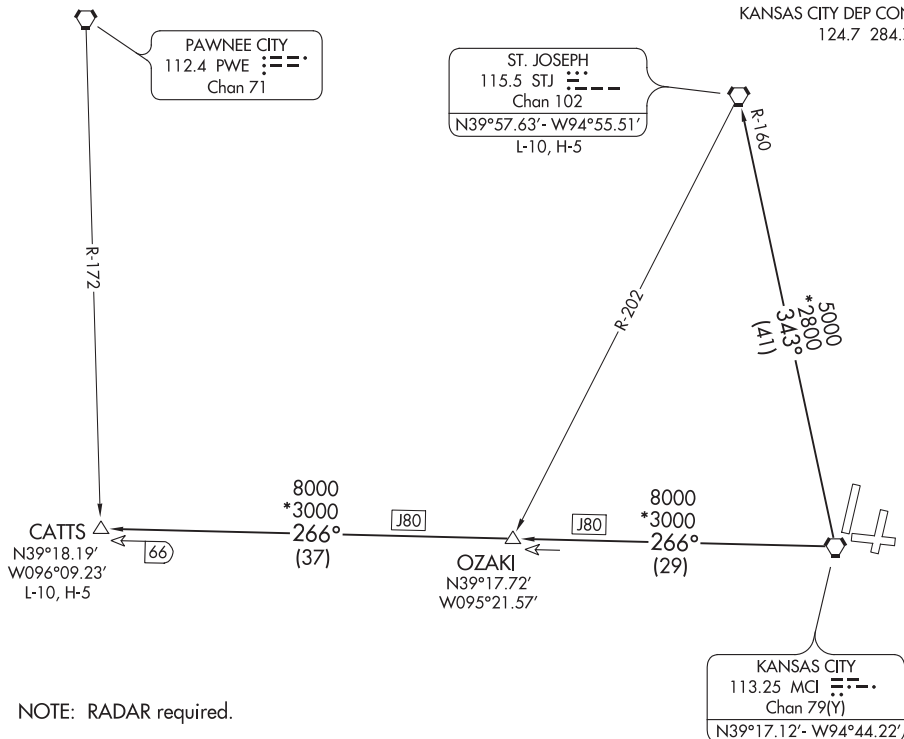
RWY 01L-19R
 PCN 93 F/D/W/T
 S-75, D-204, 2S-175, 2D-400, 2D/2D2-450
 RWY 01R-19L
 PCN 71 R/B/W/T
 S-75, D-204, 2S-175, 2D-400, 2D/2D2-450
 RWY 09-27
 PCN 65 F/D/W/T
 S-75, D-125, 2S-159, 2D-180, 2D/2D2-260

AIRPORT DIAGRAM

16315

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

ATIS
 128.375
 CLNC DEL
 135.7
 CPDLC
 KANSAS CITY DEP CON
 124.7 284.7



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.

Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF5.CATT5): From over MCI VORTAC on MCI R-266 to CATT5 INT.

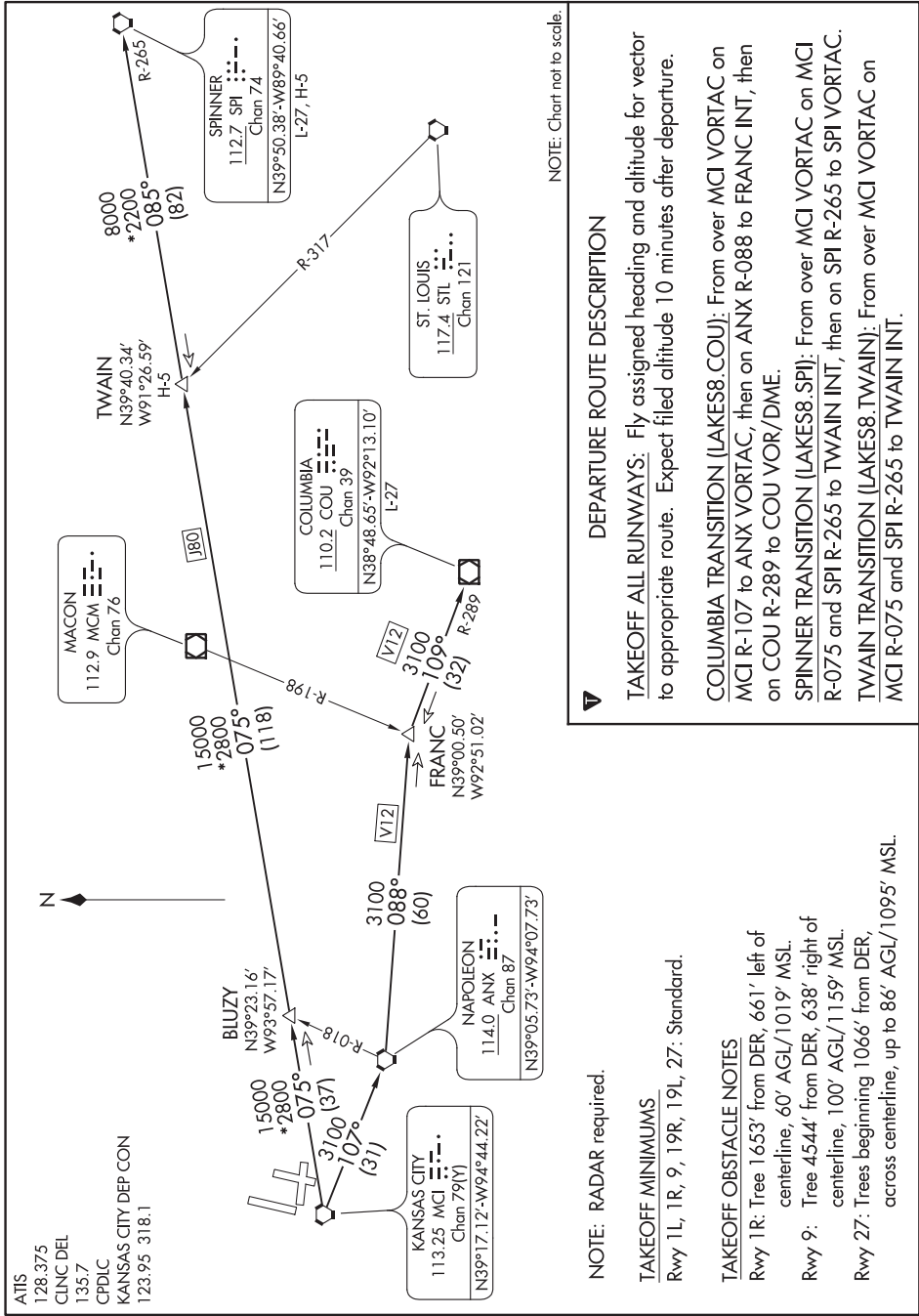
ST. JOSEPH TRANSITION (CHIEF5.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

LAKES EIGHT DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION [LAKES8.COJ]: From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC INT, then on COU R-289 to COU VOR/DME.

SPINNER TRANSITION [LAKES8.SPI]: From over MCI VORTAC on MCI R-075 and SPI R-265 to TWIN INT, then on SPI R-265 to SPI VORTAC.

TWIN TRANSITION [LAKES8.TWAIN]: From over MCI VORTAC on MCI R-075 and SPI R-265 to TWIN INT.

NOTE: RADAR required.

TAKEOFF MINIMUMS

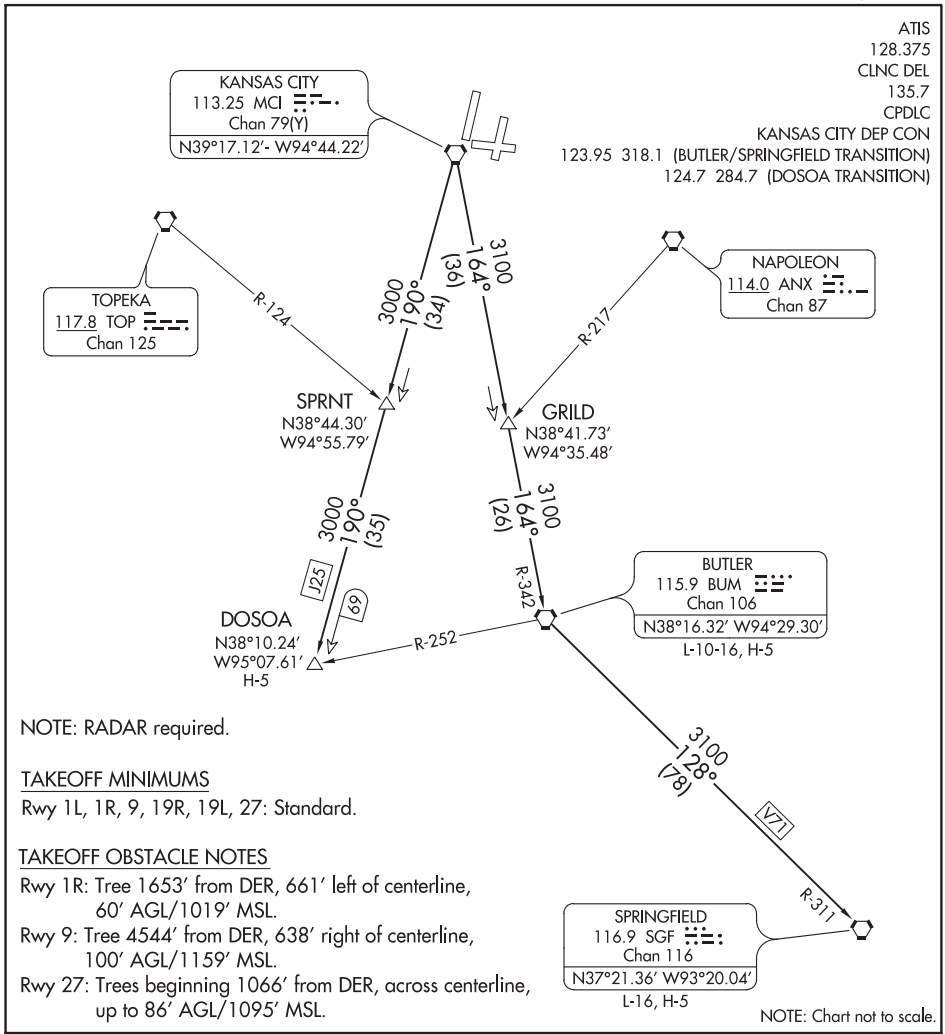
Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
- Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
- Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

LAKES EIGHT DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER5.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOIA TRANSITION (RACER5.DOSOIA): From over MCI VORTAC on MCI R-190 to DOSOIA INT.

SPRINGFIELD TRANSITION (RACER5.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

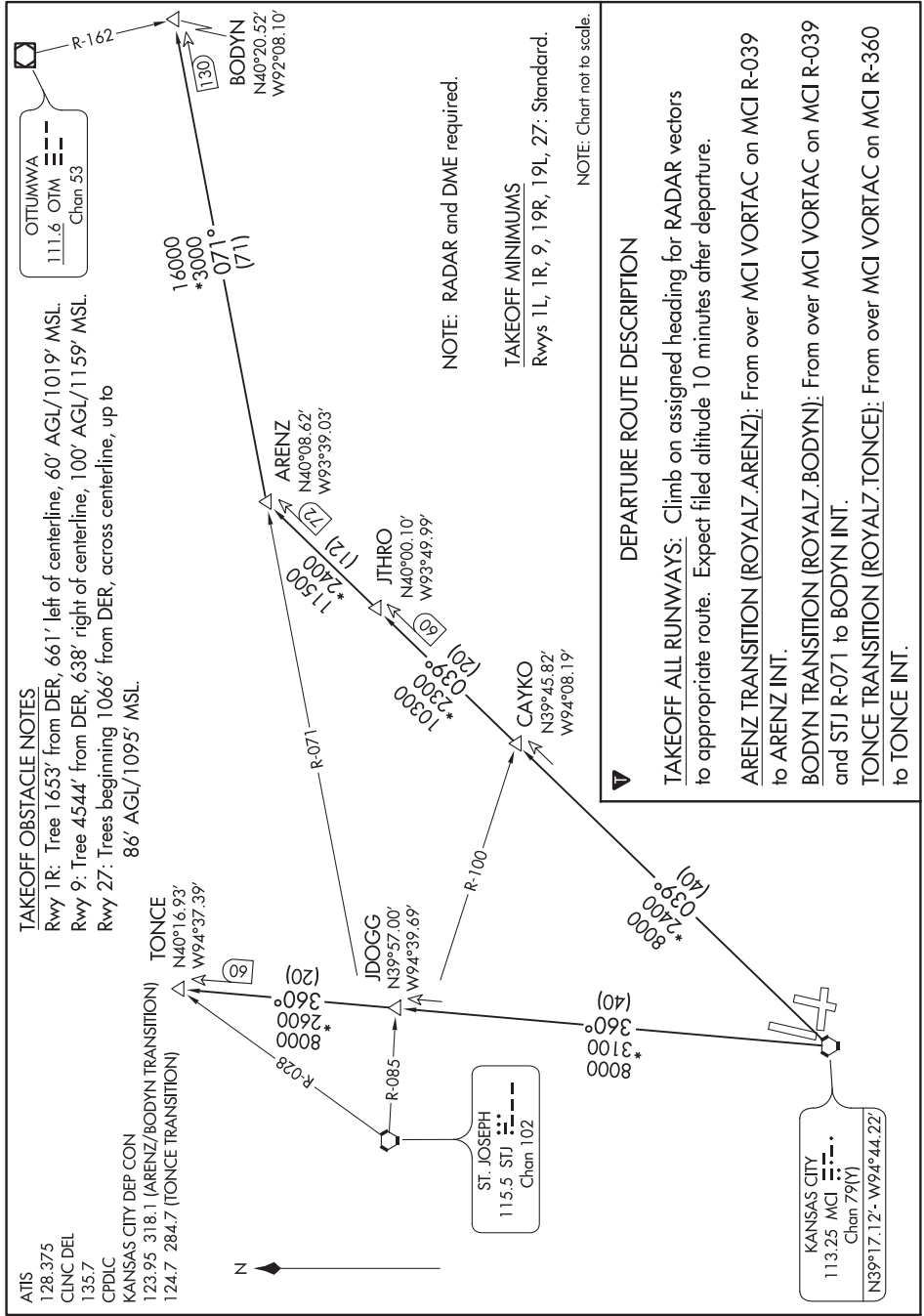
(ROYAL7.MCI) 16315

ROYAL SEVEN DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



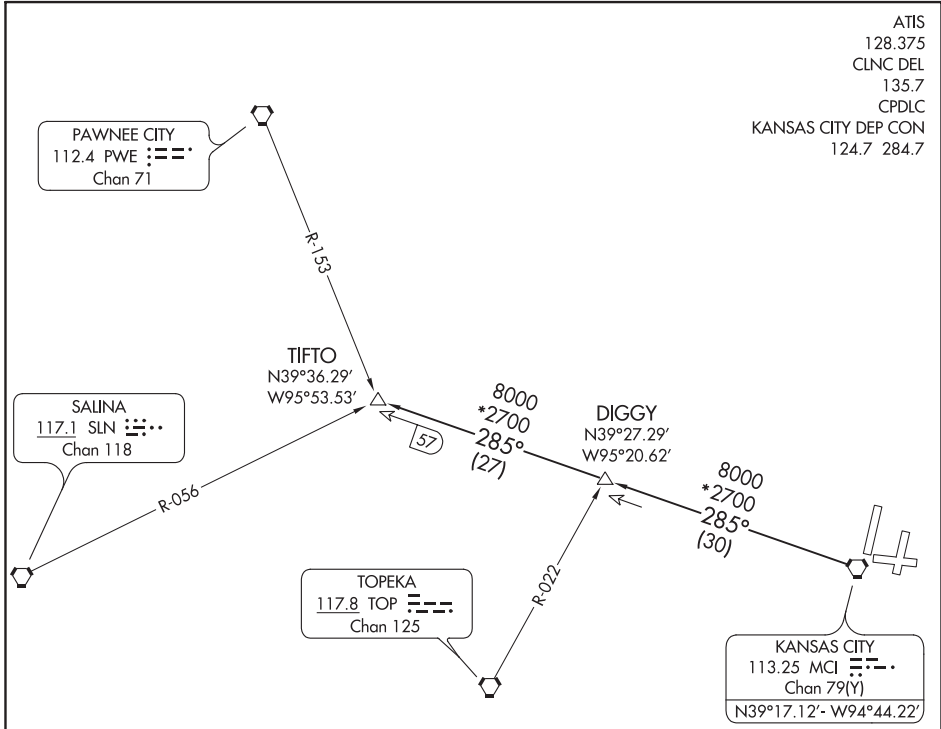
NC-3, 10 NOV 2016 to 05 JAN 2017

ROYAL SEVEN DEPARTURE

(ROYAL7.MCI) 20AUG15

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

ATIS
128.375
CLNC DEL
135.7
CPDLC
KANSAS CITY DEP CON
124.7 284.7



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.

Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO4.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO INT.

(WLDCT3.MCI) 16315

WILDCAT THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

ATIS
128.375
CLNC DEL
135.7
CPDLC
KANSAS CITY DEP CON
124.7 284.7

TAKEOFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

ST JOSEPH
115.5 STJ ---
Chan 102

SALINA
117.1 SLN ---
Chan 118
N38°55.51' W97°37.28'
L-10, H-5

KENTN
N39°08.80'
W95°56.78'

4500
257°
(79)
R-073

J24

4500
257°
(27)

J24

57

TYTUS
N39°12.83'
W95°22.45'

KANSAS CITY
113.25 MCI ---
Chan 79(Y)
N39°17.12' W94°44.22'

12000
215°
(114)

R-002

EMPORIA
112.8 EMP ---
Chan 75

WICHITA
113.8 ICT ---
Chan 85
N37°44.72' W97°35.03'
L-10-15, H-5

TAKEOFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT3.KENTN): From over MCI VORTAC on MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT3.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT3.ICT): From over MCI VORTAC on MCI R-257 to KENTN INT, then on ICT R-035 to ICT VORTAC.

WILDCAT THREE DEPARTURE

(WLDCT3.MCI) 10JAN13

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

WAAS CH 93735 W02A	APP CRS 018°	Rwy Idg TDZE 262 Apt Elev 262	5000
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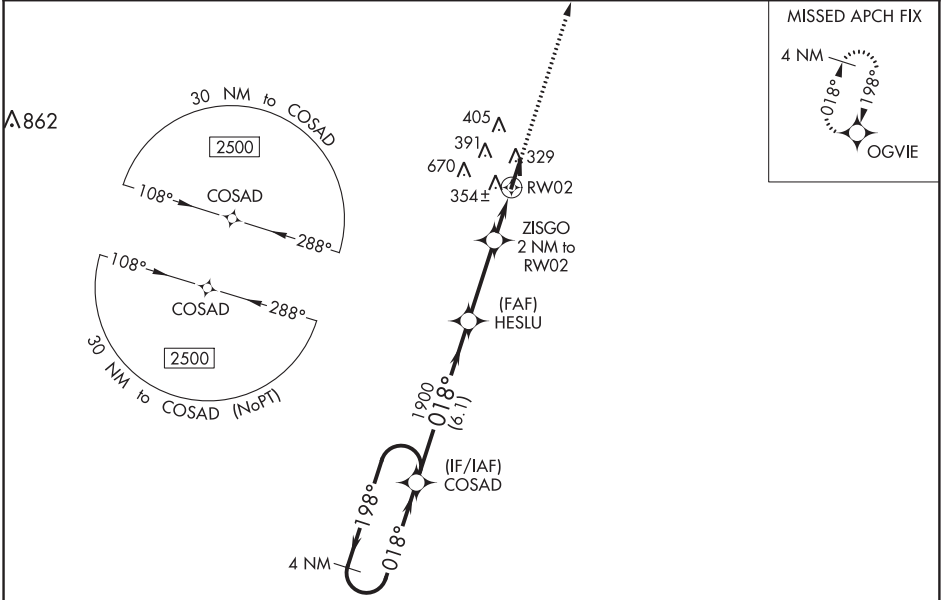
RNAV (GPS) RWY 2

KENNETT MEMORIAL (TKX)

⚠ Circling to Rwy 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rws 2 and 18.
⚠ NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Blytheville altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility 1/8 mile; increase Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Rwy 2 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 2500 direct OGVIE and hold.

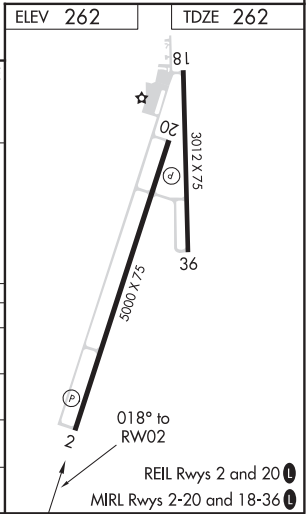
AWOS-3PT 119.05	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		COSAD		HESLU		ZISGO 2 NM to RWY 2		RWY 2	
2500		198° ←		018° →		1900		*920	
GP 3.00°		TCH 40		6.1 NM		3 NM		2 NM	
CATEGORY	A	B	C	D					
LPV DA		512-1	250 (300-1)						
LNAV/VNAV DA		538-1	276 (300-1)						
LNAV MDA		620-1	358 (400-1)						
C CIRCLING	660-1 398 (400-1)	720-1 458 (500-1)	720-1½ 458 (500-1½)	900-2 638 (700-2)					



WAAS CH 42635 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	5000 262 262
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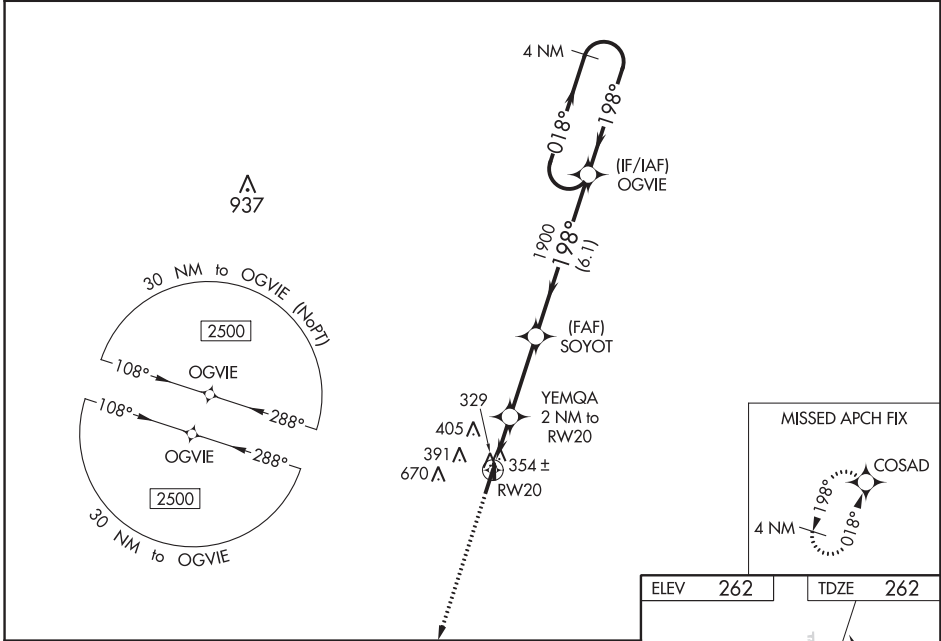
RNAV (GPS) RWY 20

KENNETT MEMORIAL (TKX)

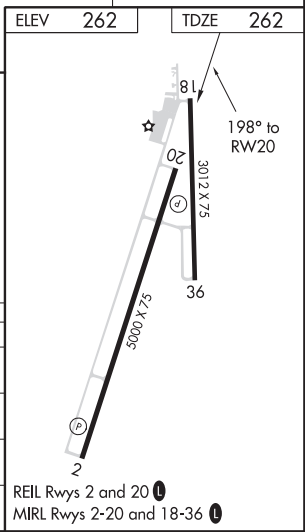
⚠ Circling to Rwy 18/36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2 and 18.
⚠ NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Blytheville altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV visibility 1/8 mile all Cats; increase LNAV/VNAV visibility 1/4 mile all Cats; increase LNAV Cat C/D and Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct COSAD and hold.

AWOS-3PT 119.05	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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2500 COSAD	SOYOT	OGVIE	4 NM Holding Pattern	
YEMQA 2 NM to RW20	1900	018° → 2500	← 198°	
1 NM to RW20	920	1900	GP 3.00° TCH 40	
1 NM	1 NM	3 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA		554-1	292 (300-1)	
LNAV/VNAV DA		602-1 1/8	340 (400-1 1/8)	
LNAV MDA		620-1	358 (400-1)	
C CIRCLING	660-1 398 (400-1)	720-1 458 (500-1)	720-1 1/2 458 (500-1 1/2)	900-2 638 (700-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MAW 111.2 Chan 49	APP CRS 194°	Rwy Idg TDZE Apt Elev	5000 262 262
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VOR/DME RWY 20

KENNETT MEMORIAL (TKX)

NA Circling to Rwy 18-36 NA at night. Circling NA west of Rwy 2 and 18. When local altimeter setting not received, use Blytheville altimeter setting and increase all MDA 60 feet; increase all Cat C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

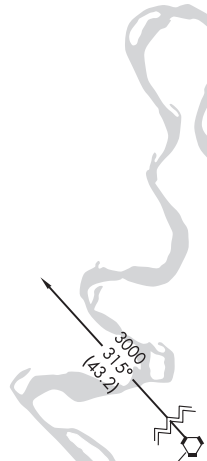
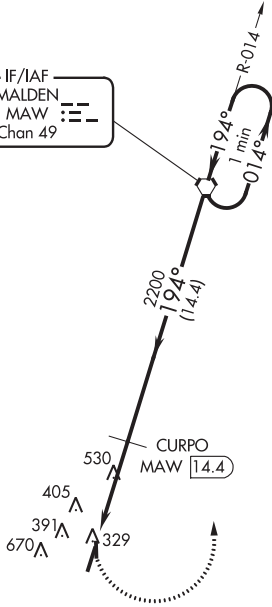
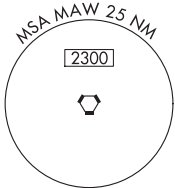
MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

AWOS-3PT 119.05	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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A 1231

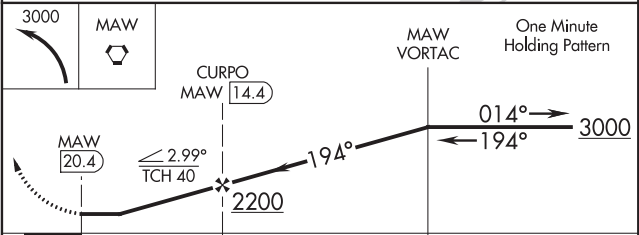
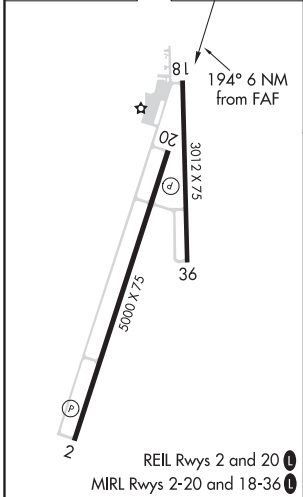
NoPT for arrival on MAW VORTAC
airway radials 316 CW 059.

IF/IAF
MALDEN
111.2 MAW
Chan 49



DYERSBURG
116.8 DYR
Chan 115

ELEV 262	TDZE 262
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CATEGORY	A	B	C	D
S-20	900-1	638 (700-1)	900-1 7/8	638 (700-1 7/8)
CIRCLING	900-1	638 (700-1)	900-1 7/8	900-2 638 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KEOKUK, IOWA

AL-970 (FAA)

13122

LOC/DME I-BBJ 110.9 Chan 46	APP CRS 264°	Rwy Idg TDZE 671 Apt Elev 672	5500
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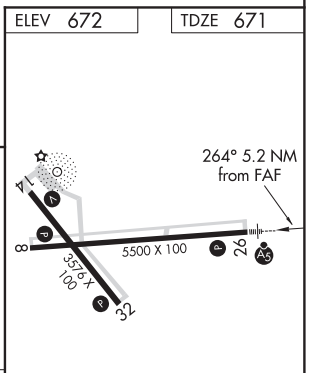
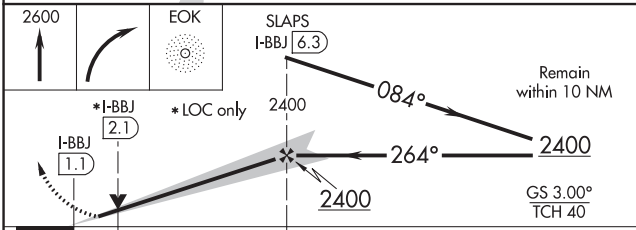
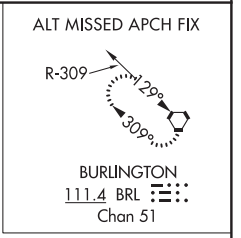
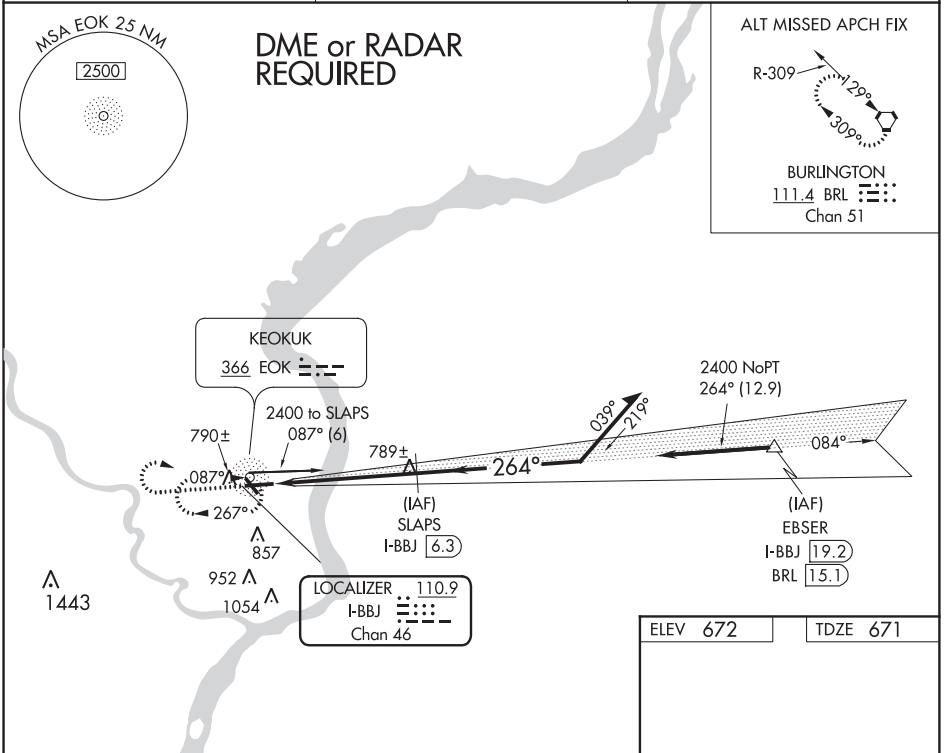
ILS or LOC/DME RWY 26

KEOKUK MUNI (EOK)

▽ When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase S-LOC 26 and Circling Cat C visibility ¼ mile. **△NA** VDP NA when using Burlington altimeter setting. ADF required. Circling to Rwy 32 NA at night. For inop MALSRL, when using Burlington altimeter setting, increase S-ILS 26 Cat A/B/C visibility to 1 mile.

MALSRL
Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
S-ILS 26	871-1½	200 (200-1½)		NA
S-LOC 26	1040-1½	369 (400-1½)		NA
CIRCLING	1180-1	508 (600-1)	1 220-1½ 548 (600-1½)	NA

REIL Rwys 8, 14 and 32 **L**
MIRL Rwys 8-26 and 14-32 **L**

KEOKUK, IOWA
Orig-C 13DEC12

40°28'N-91°26'W

ILS or LOC/DME RWY 26

KEOKUK MUNI (EOK)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97304 W08A	APP CRS 084°	Rwy Idg TDZE 672 Apt Elev 672
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RNAV (GPS) RWY 8

KEOKUK MUNI (EOK)

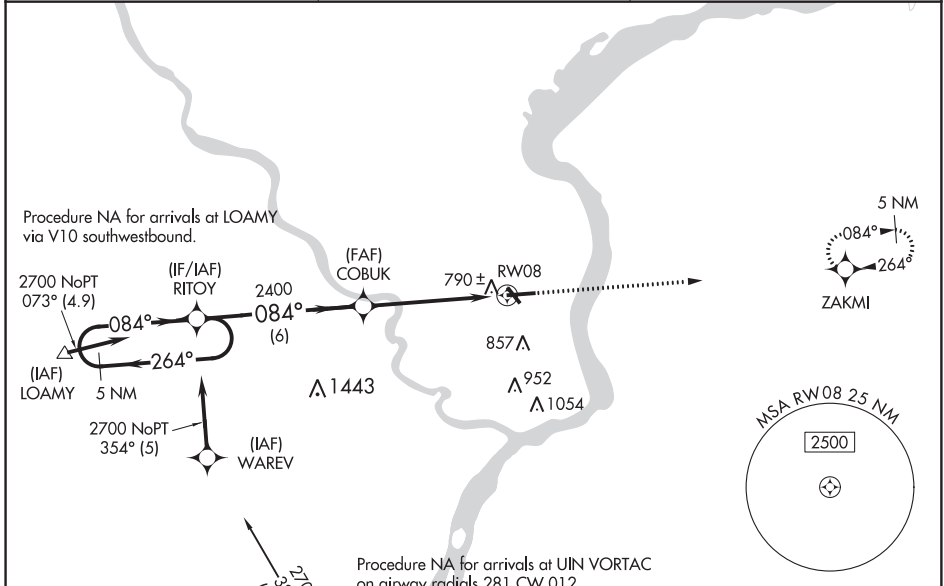
⚠ DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Burlington altimeter setting. Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3
118.375

KANSAS CITY CENTER
126.225 317.775

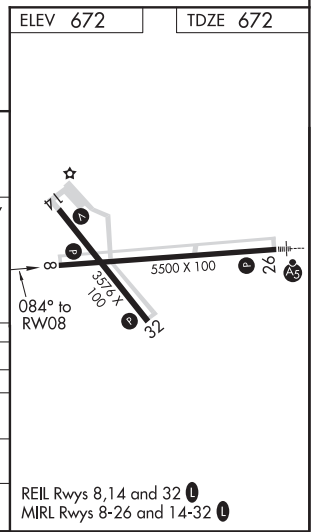
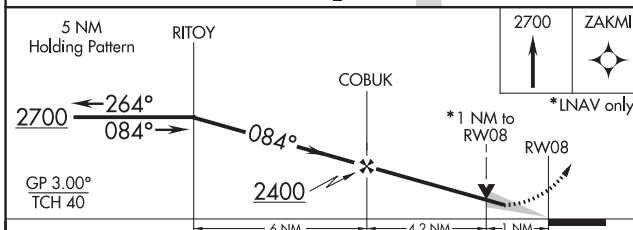
UNICOM
122.8 (CTAF) ①



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 672	TDZE 672
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CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1060-1½	388 (400-1½)		NA
LNAV MDA	1040-1	368 (400-1)		NA
CIRCLING	1180-1	508 (600-1)	1220-1½ 548 (600-1½)	NA

KEOKUK, IOWA

AL-970 (FAA)

15344

WAAS CH 90104 W14A	APP CRS 140°	Rwy Idg 3576 TDZE 671 Apt Elev 672
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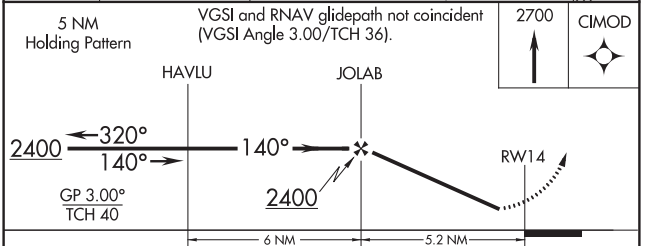
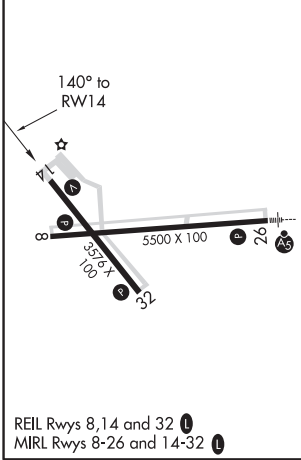
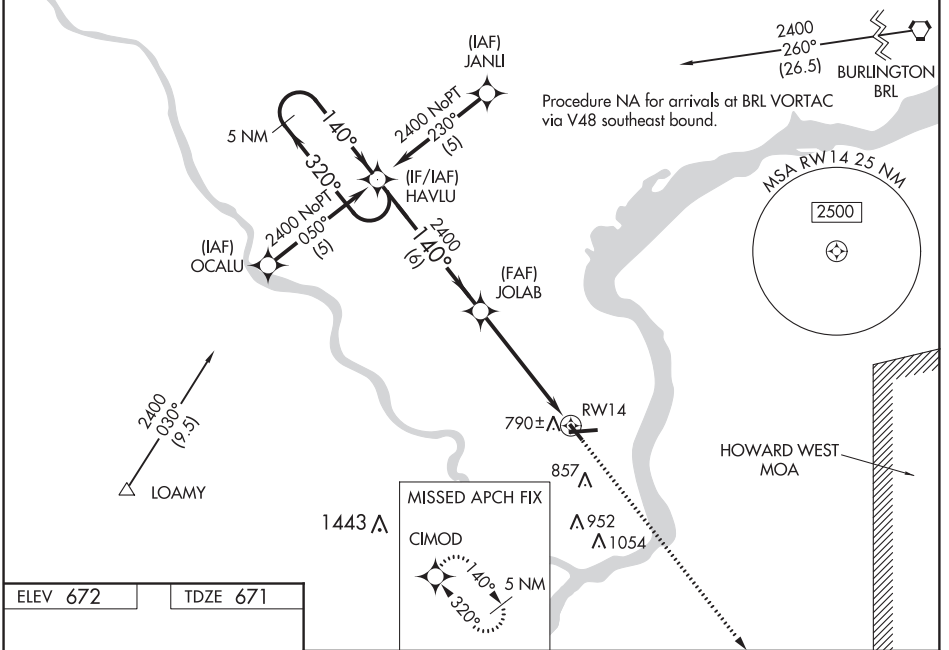
RNAV (GPS) RWY 14

KEOKUK MUNI (EOK)

⚠ DME/DME RNP -0.3 NA. Helicopter visibility reduction below 1 SM not authorized.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Burlington altimeter setting. Rwy 14 Straight-in and Circling and Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	949-1	278 (300-1)		NA
LNAV/VNAV DA	1040-1¼	369 (400-1¼)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1180-1	508 (600-1)	1220-1½ 548 (600-1½)	NA

KEOKUK, IOWA
 Orig-B 13DEC12

40°28'N-91°26'W

RNAV (GPS) RWY 14

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45505 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	5500 671 672
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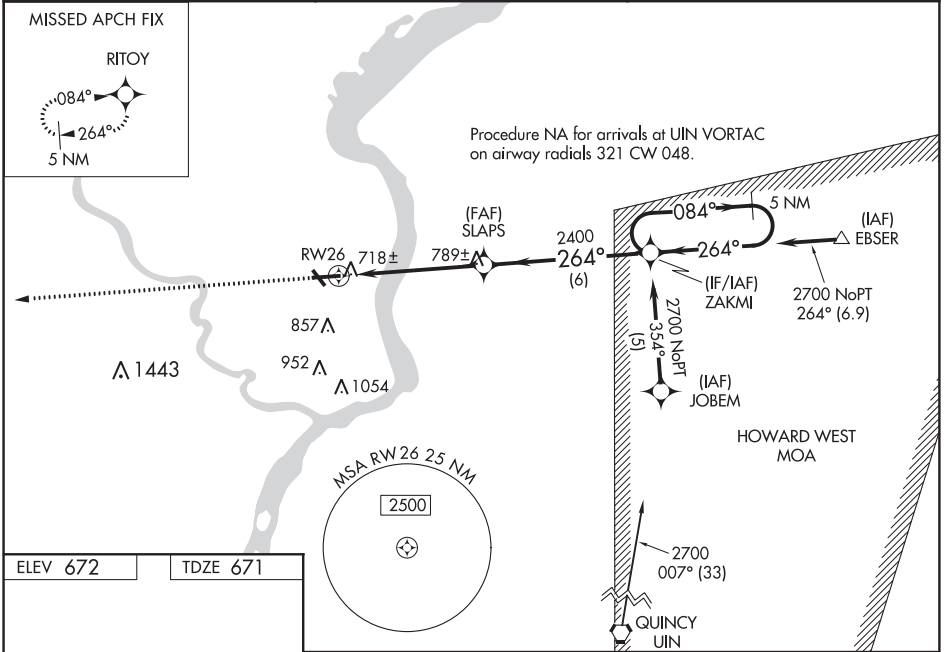
RNAV (GPS) RWY 26

KEOKUK MUNI (EOK)

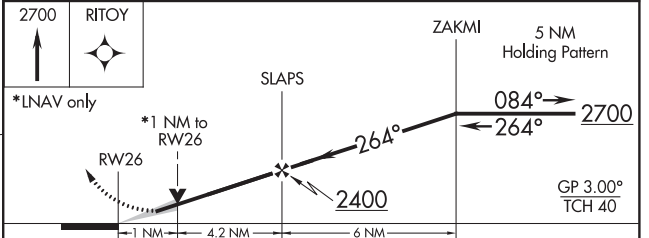
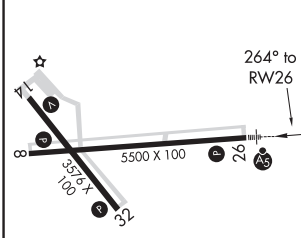
⚠ DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase Circling Cat C visibility ½ mile. For inoperative MALSRL, increase LNAV/VNAV and LNAV Cat A/B/C visibility to 1 mile. For inoperative MALSRL when using Burlington altimeter, setting, increase LNAV Cat A/B visibility to 1 mile. VDP and Baro-VNAV NA when using Burlington altimeter setting. For inoperative MALSRL, increase LPV, LNAV/VNAV and LNAV all Cats visibility to 1 mile. Circling to Rwy 32 NA at night.

MALSRL

MISSED APPROACH:
 Climb to 2700 direct RITOY and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
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ELEV 672	TDZE 671
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CATEGORY	A	B	C	D
LPV DA	925-3/4	254 (300-3/4)		NA
LNAV/VNAV DA	979-3/4	308 (400-3/4)		NA
LNAV MDA	1040-3/4	369 (400-3/4)		NA
CIRCLING	1180-1	508 (600-1)	1220-1 1/2 548 (600-1 1/2)	NA

REIL Rwy 8, 14 and 32 ①
 MIRL Rwy 8-26 and 14-32 ①

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KEOKUK, IOWA

AL-970 (FAA)

15344

WAAS CH 40005 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3576 671 672
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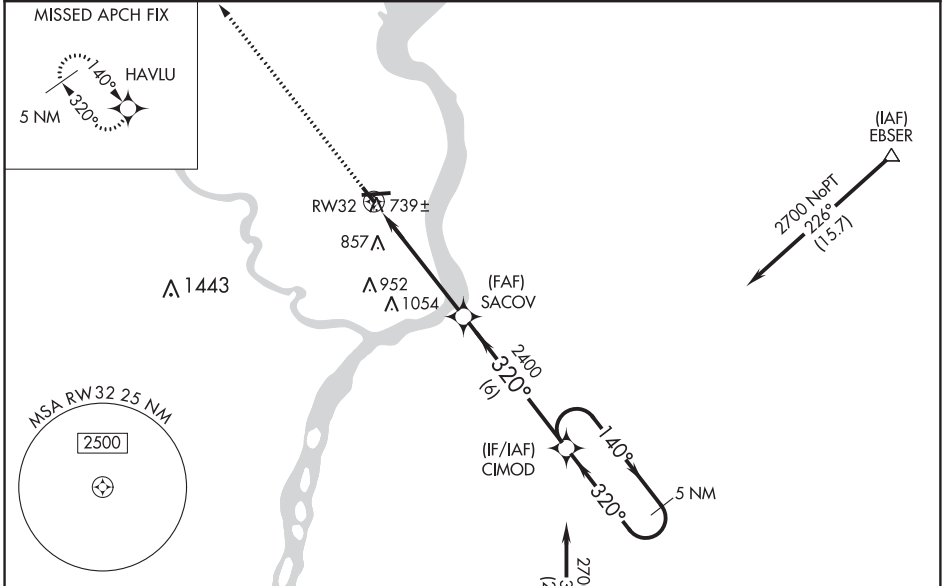
RNAV (GPS) RWY 32

KEOKUK MUNI (EOK)

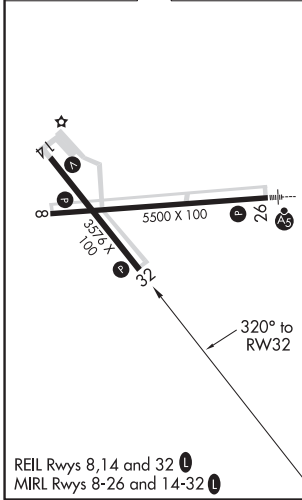
⚠ DME/DME RNP -0.3 NA. Helicopter visibility reduction below 1 SM not authorized.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV Cat A/B/C and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Burlington altimeter setting. Rwy 32 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
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ELEV 672	TDZE 671
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CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1120-1	449 (500-1)	1120-1¼ 449 (500-1¼)	NA
CIRCLING	1180-1	508 (600-1)	1220-1½ 548 (600-1½)	NA

KEOKUK, IOWA
Orig-B 13DEC12

40°28'N-91°26'W

KEOKUK MUNI (EOK) RNAV (GPS) RWY 32

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NDB EOK 366	APP CRS 128°	Rwy Idg TDZE Apt Elev	3576 671 672
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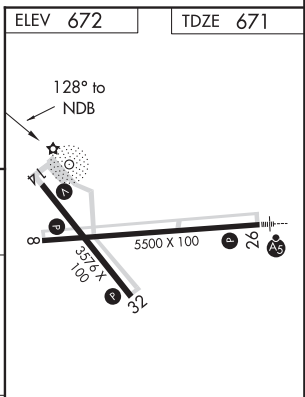
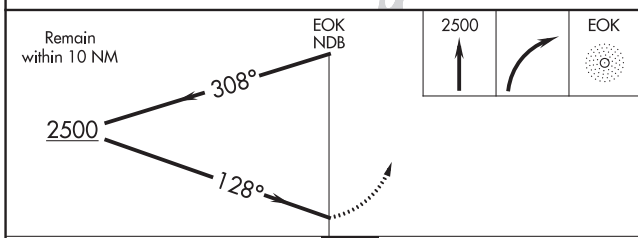
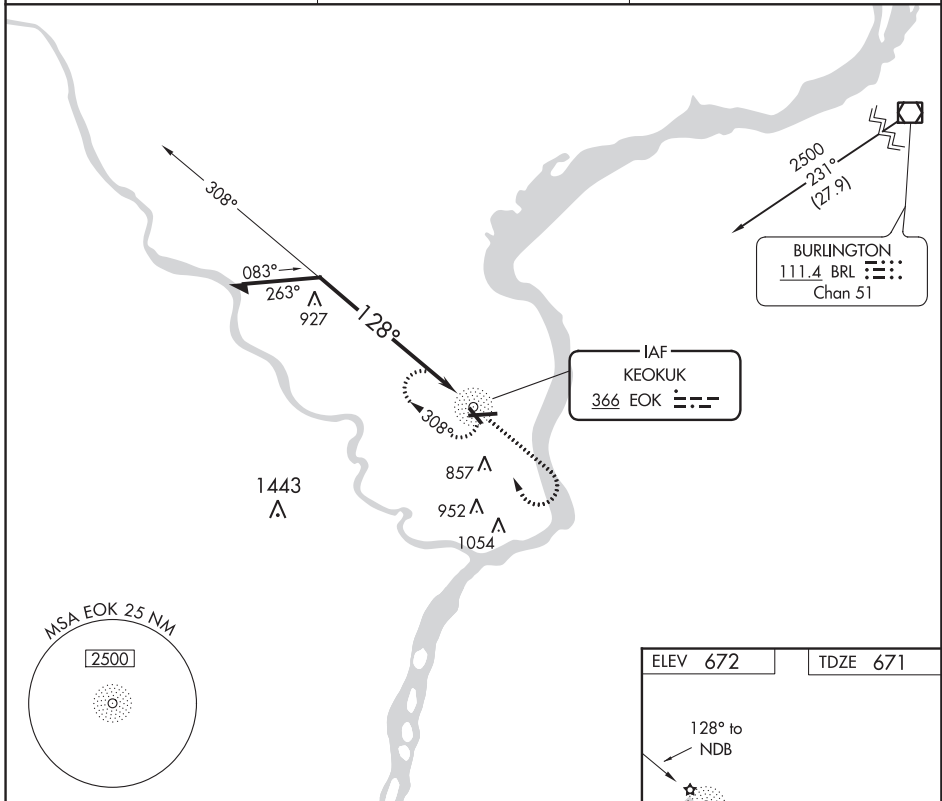
NDB RWY 14

KEOKUK MUNI (EOK)

▼ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 60 feet.
▲ Rwy 14 Straight-in and Circling and circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1 ³ / ₄ 609 (700-1 ³ / ₄)	NA
CIRCLING	1280-1	608 (700-1)	1280-1 ³ / ₄ 608 (700-1 ³ / ₄)	NA

REIL Rwy 8, 14 and 32 **①**
 MIRL Rwy 8-26 and 14-32 **①**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KEOKUK, IOWA

AL-970 (FAA)

16315

NDB EOK 366	APP CRS 277°	Rwy Idg TDZE Apt Elev	5500 671 672
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NDB RWY 26

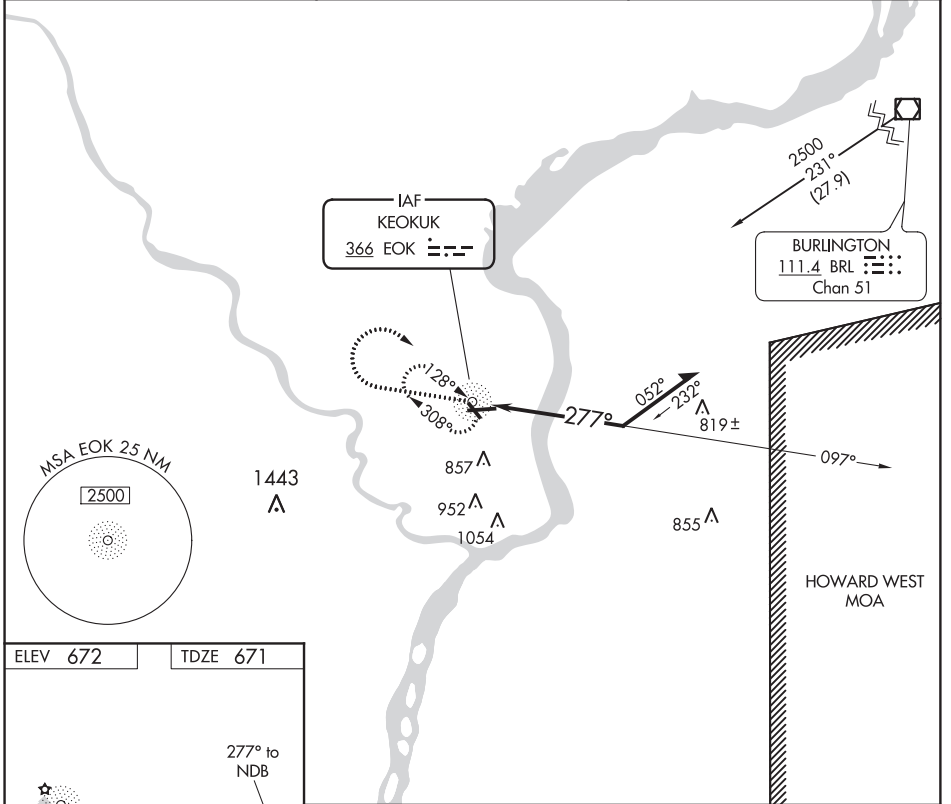
KEOKUK MUNI (EOK)

⚠ When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 60 feet, increase S-26 and circling Cat C visibility ¼ mile. Circling to Rwy 32 NA at night.

MALSR
45

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

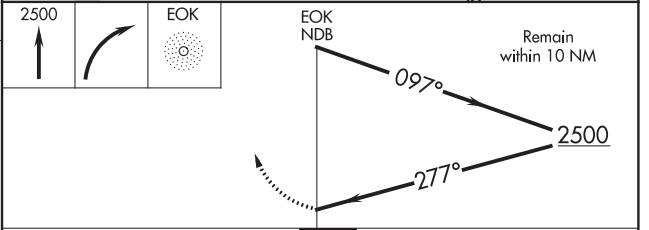
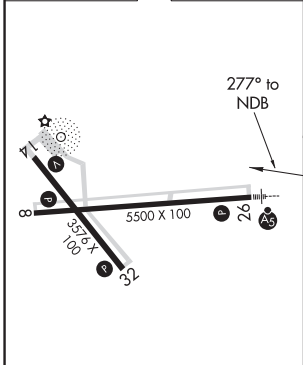
AWOS-3 118.375	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 672	TDZE 671
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CATEGORY	A	B	C	D
S-26	1260-¾	589 (600-¾)	1260-1 589 (600-1)	NA
CIRCLING	1260-1	588 (600-1)	1260-1½ 588 (600-1½)	NA

REIL Rwy 8, 14 and 32 **①**
MIRL Rwy 8-26 and 14-32 **①**

KEOKUK, IOWA
Amdt 1B 10NOV16

40°28'N-91°26'W


KEOKUK MUNI (EOK)
NDB RWY 26


LOC/DME I-IRK 111.5 Chan 52	APP CRS 357°	Rwy Idg TDZE Apt Elev	6005 965 966
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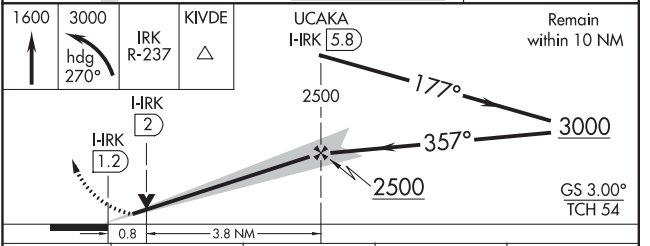
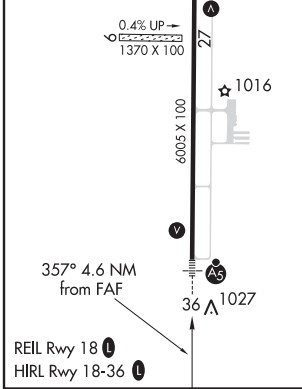
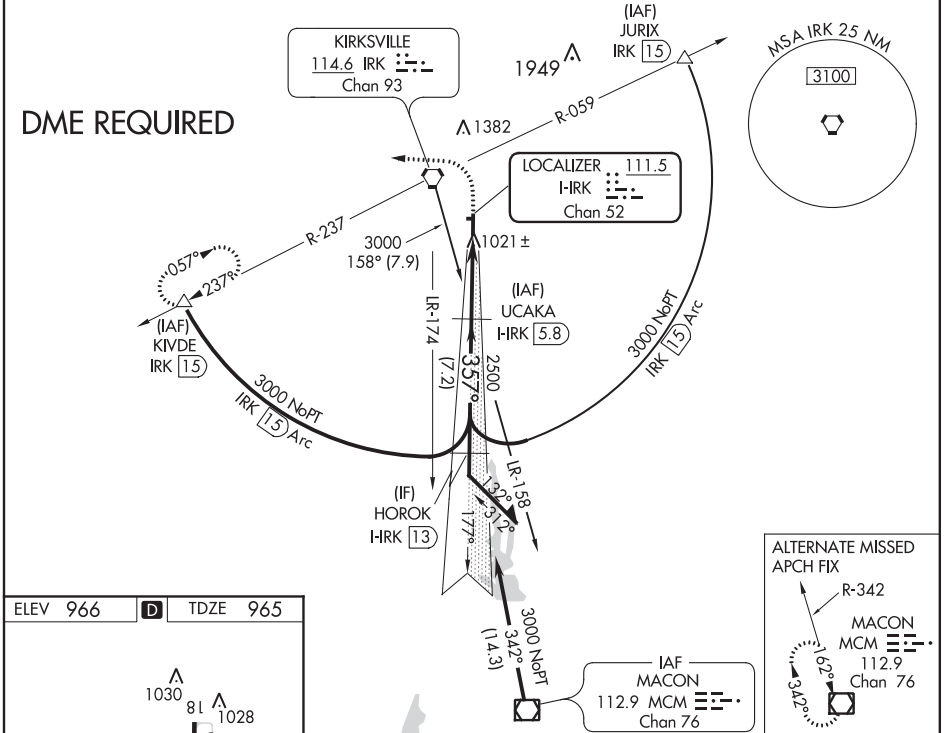
ILS or LOC/DME RWY 36

KIRKSVILLE RGNL (IRK)

⚠ When local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA when using Ottumwa Rgnl altimeter setting. For inoperative MALSR when using Ottumwa Rgnl altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-ILS 36	1165-½ 200 (200-½)			
S-LOC 36	1280-½ 315 (400-½)		1280-¾ 315 (400-¾)	
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-½ 454 (500-½)	1520-2 554 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KIRKSVILLE, MISSOURI

AL-217 (FAA)

16035

APP CRS	Rwy Idg	6005
177°	TDZE	966
	Apt Elev	966

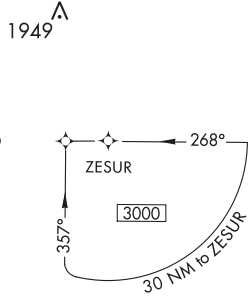
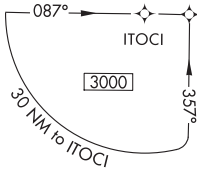
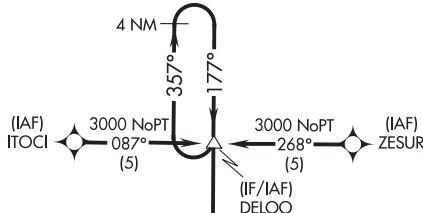
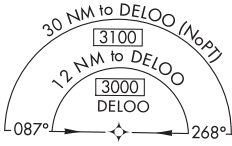
RNAV (GPS) RWY 18

KIRKSVILLE RGNL (IRK)

- ⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Ottumwa Rgnl altimeter setting. When local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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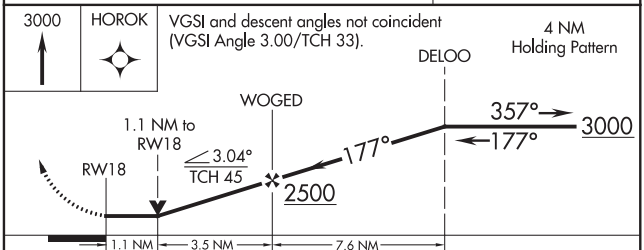
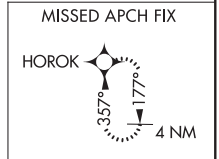
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 966	TDZE 966
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D

REIL Rwy 18 **0**
HIRL Rwy 18-36 **0**



CATEGORY	A	B	C	D
LNAV MDA	1340-1 374 (400-1)			1340-1½ 374 (400-1½)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

KIRKSVILLE, MISSOURI
Amdt 2 02JUL09

40°06'N-92°33'W

RNAV (GPS) RWY 18

WAAS CH 70513 W36A	APP CRS 357°	Rwy Idg 6005 TDZE 965 Apt Elev 966
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RNAV (GPS) RWY 36

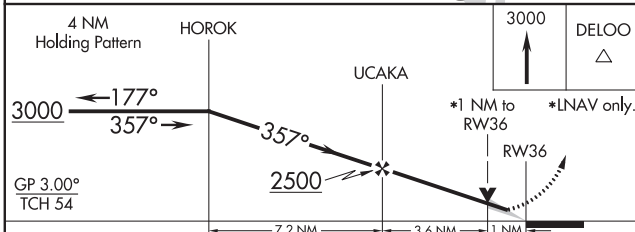
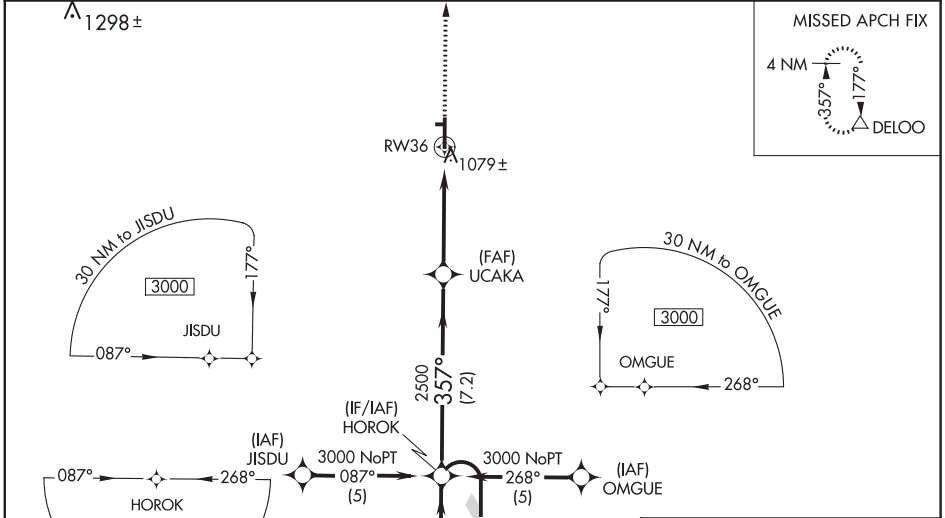
KIRKSVILLE RGNL (IRK)

⚠ Baro-VNAV NA when using Ottumwa Rgnl altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility 1/4 mile, LNAV/VNAV all Cats visibility 3/4 mile, LNAV Cat C visibility 1/2 mile.
 VDP NA when using Ottumwa Rgnl altimeter setting.
 For inoperative MALS, when using Ottumwa Rgnl altimeter setting increase LPV all Cats visibility to 1 1/4, and LNAV Cat D visibility to 1 3/4.

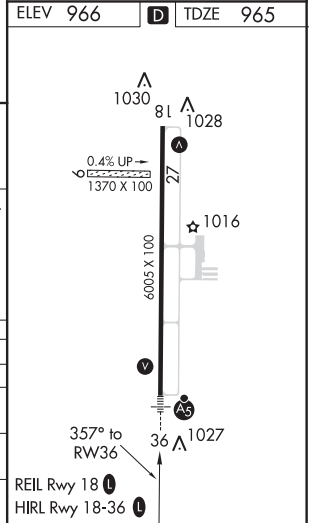


MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1165-1/2		200 (200-1/2)	
LNAV/DA VNAV	1349-3/4		384 (400-3/4)	
LNAV MDA	1340-1/2		375 (400-1/2)	
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1 1/2 454 (500-1 1/2)	1520-2 554 (600-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KIRKSVILLE, MISSOURI

AL-217 (FAA)

16035

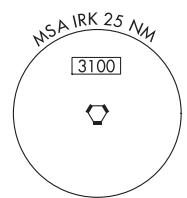
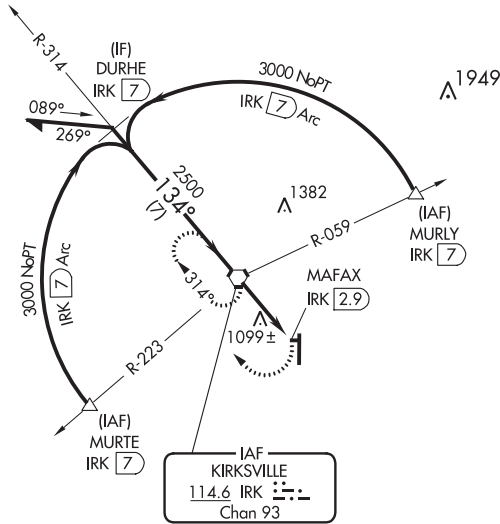
VORTAC IRK 114.6 Chan 93	APP CRS 134°	Rwy Idg TDZE Apt Elev N/A N/A 966
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VOR-A
KIRKSVILLE RGNL (IRK)

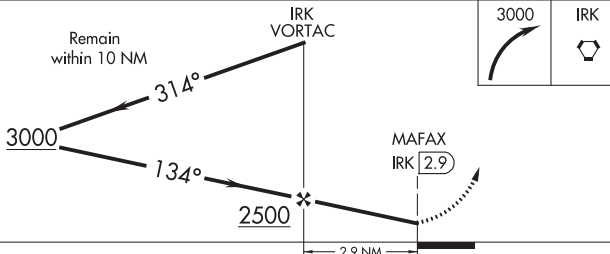
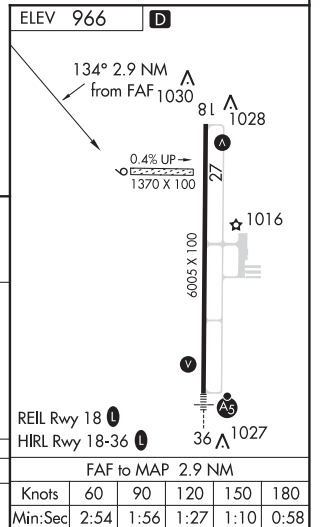
▼ When local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

▲ MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.



CATEGORY	FAF to MAP 2.9 NM			
	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)
	Knots 60	90	120	150 180
	Min:Sec 2:54	1:56	1:27	1:10 0:58

KIRKSVILLE, MISSOURI
Amdt 15 02JUL09

40°06'N-92°33'W

KIRKSVILLE RGNL (IRK)
VOR-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

16035

AIRPORT DIAGRAM

AL-217 (FAA)

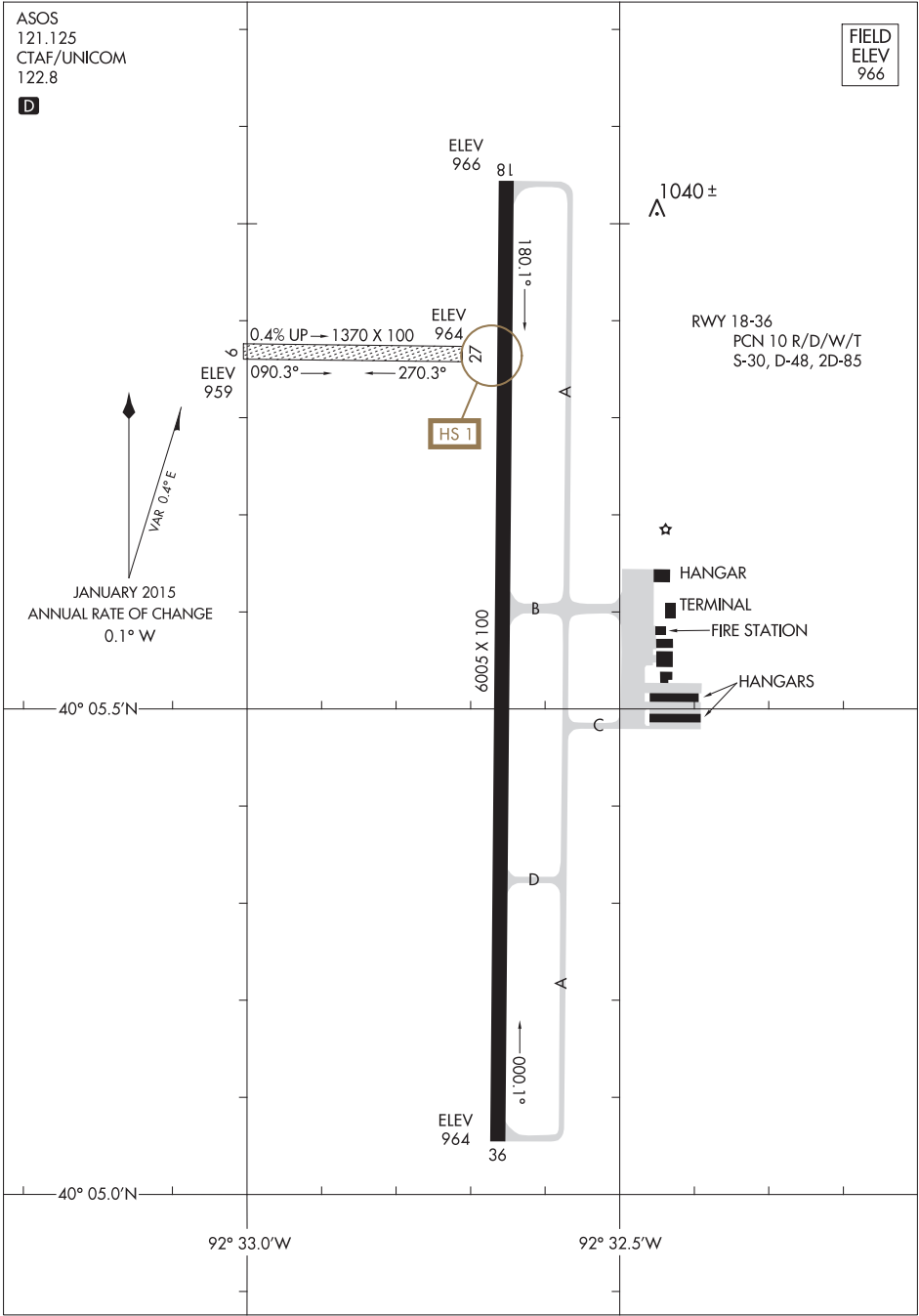
KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI

ASOS
121.125
CTAF/UNICOM
122.8

D

FIELD
ELEV
966

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16035

KIRKSVILLE, MISSOURI
KIRKSVILLE RGNL (IRK)

KNOXVILLE, IOWA

AL-5741 (FAA)

15344

WAAS CH 40116 W15A	APP CRS 154°	Rwy Idg 4000 TDZE 928 Apt Elev 928
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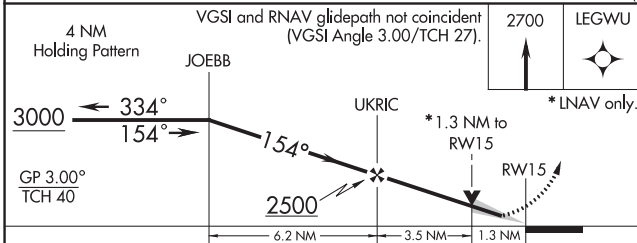
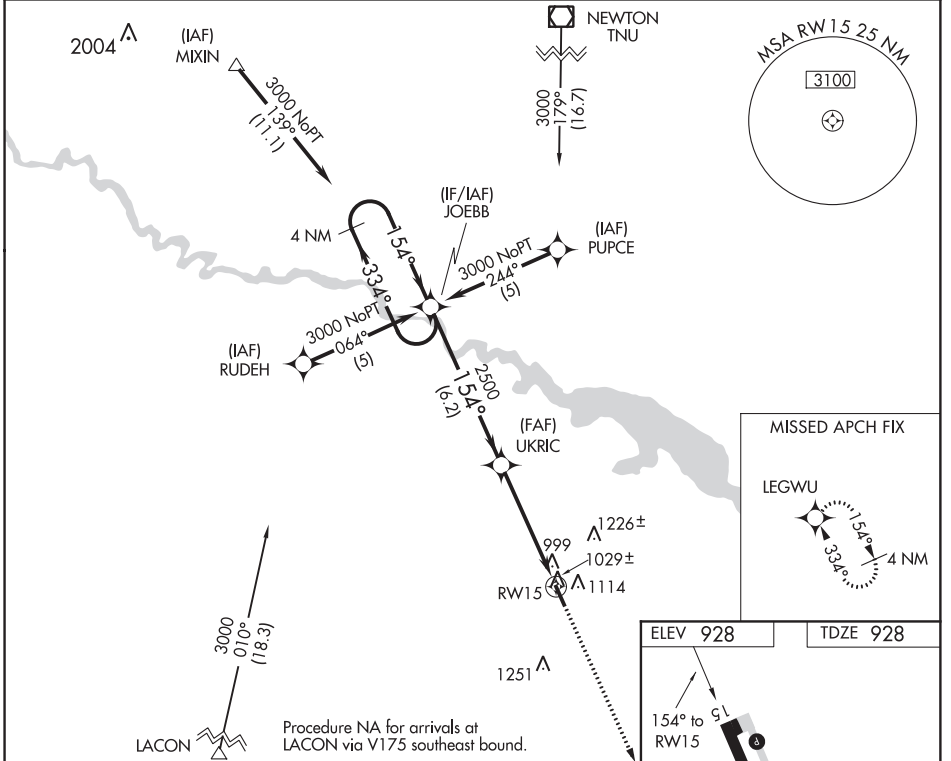
RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

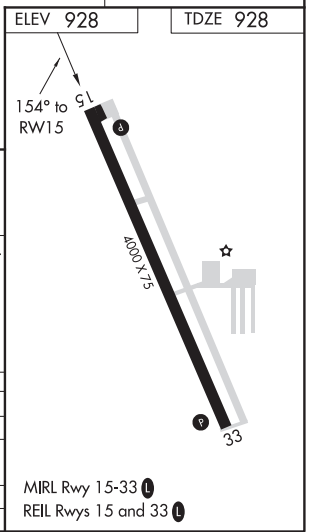
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pella altimeter setting. When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3 119.775	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1242-1¼	314 (400-1¼)		NA
LNAV/VNAV DA	1299-1¼	371 (400-1¼)		NA
LNAV MDA	1360-1	432 (500-1)		NA
CIRCLING	1480-1	552 (600-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KNOXVILLE, IOWA
Orig 08APR10

41°18'N-93°07'W

RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

APP CRS 334°	Rwy Idg 4000
	TDZE 928
	Apt Elev 928

RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Pella altimeter setting.

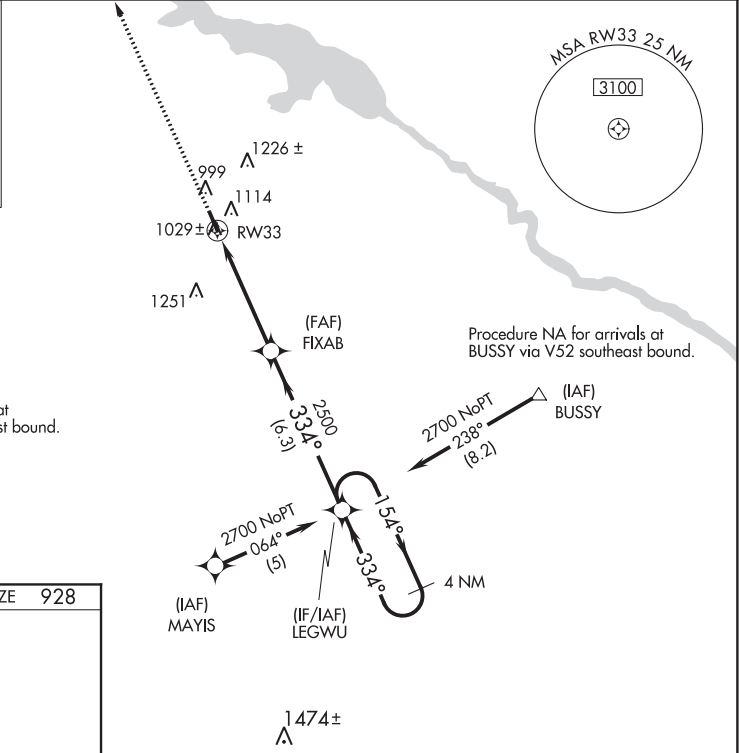
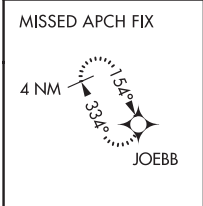
▲ When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility 1/4 mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

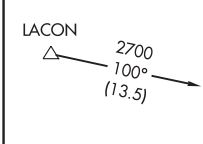
AWOS-3
119.775

DES MOINES APP CON
123.9 307.15

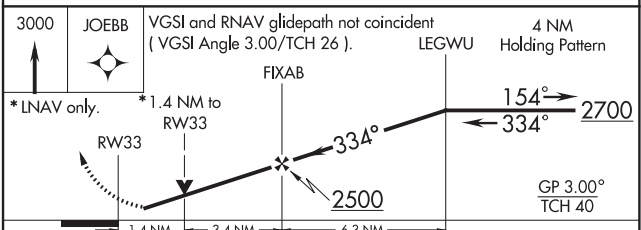
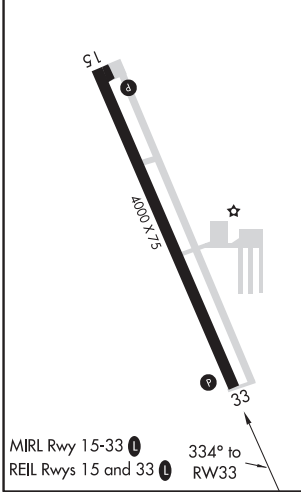
UNICOM
122.8 (CTAF)



Procedure NA for arrivals at LACON via V175 northwest bound.



ELEV 928	TDZE 928
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1299-1¼	371 (400-1¼)		NA
LNAV MDA	1400-1	472 (500-1)		NA
CIRCLING	1480-1	552 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LAMAR, MISSOURI

AL-6725 (FAA)

16175

WAAS CH 45536 W03A	APP CRS 031°	Rwy Idg 2902 TDZE 1007 Apt Elev 1010
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RNAV (GPS) RWY 3

LAMAR MUNI (L.L.U)

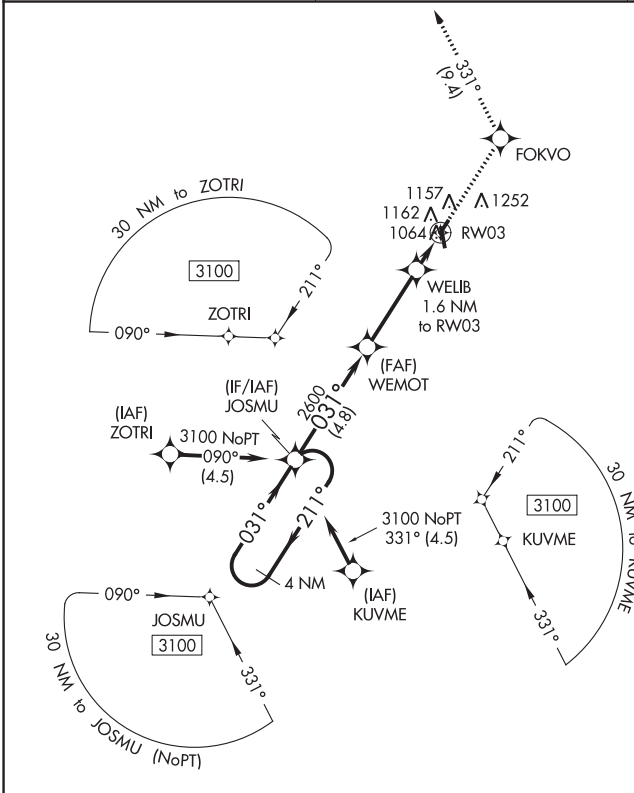
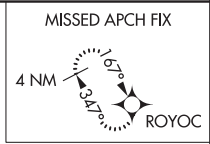
▽ DME/DME RNP-0.3 NA.
▲ NA Use Joplin altimeter setting.
Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 3, 21 NA.

MISSED APPROACH: Climb to 3100 direct FOKVO and on track 331° to ROYOC and hold.

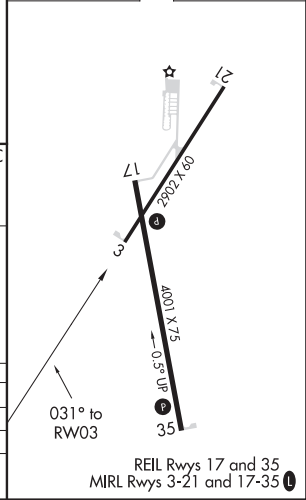
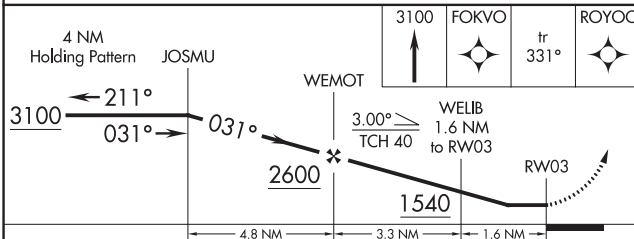
JOPLIN ASOS
120.85

KANSAS CITY CENTER
128.6 282.325

CTAF
122.9



ELEV 1010	TDZE 1007
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CATEGORY	A	B	C	D
LP MDA	1380-1	373 (400-1)		NA
LNAV MDA	1480-1	473 (500-1)		NA
C CIRCLING	1520-1 510 (600-1)	1620-1 610 (700-1)		NA

LAMAR, MISSOURI
Amdt 1A 23JUN16

37°29'N-94°19'W

RNAV (GPS) RWY 3

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

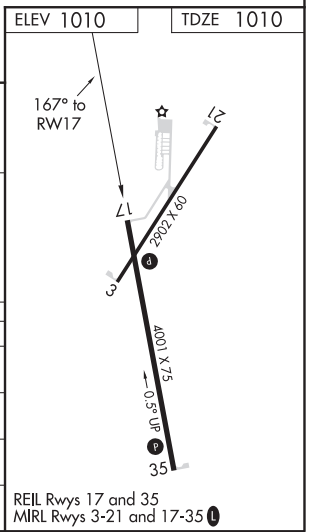
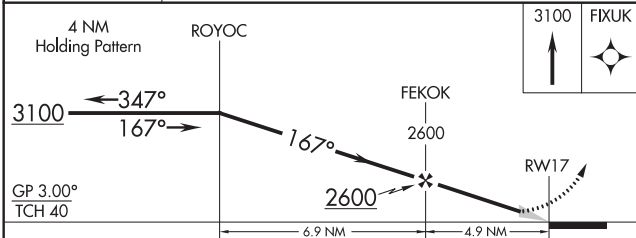
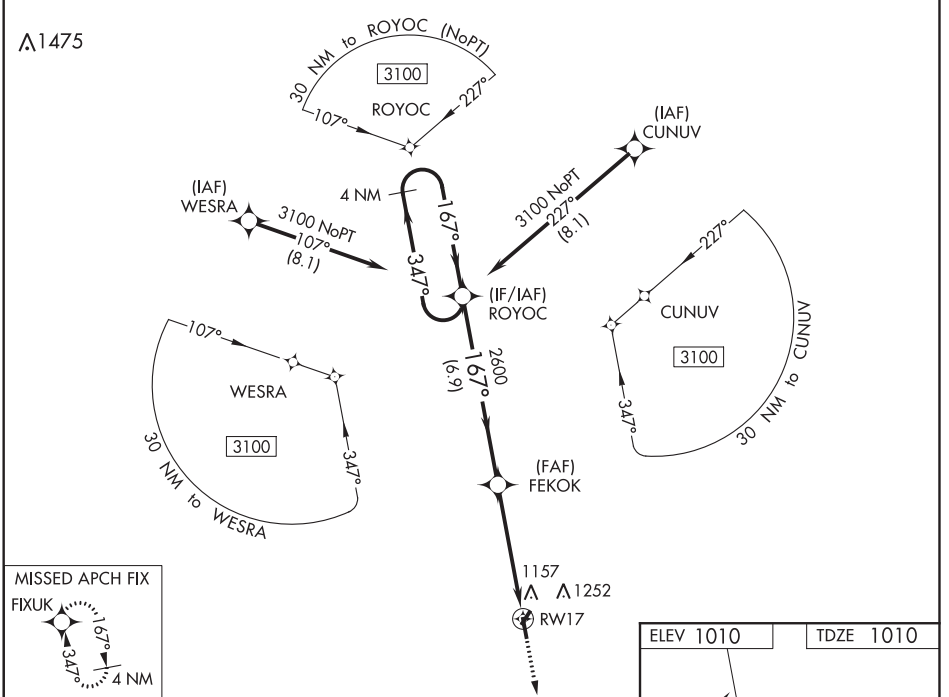
WAAS CH 97336 W17A	APP CRS 167°	Rwy Idg TDZE Apt Elev	4001 1010 1010
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RNAV (GPS) RWY 17

LAMAR MUNI (LLU)

<p>NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Joplin altimeter setting. Night landing: Rwy 3, 21 NA.</p>	<p>MISSED APPROACH: Climb to 3100 direct FIXUK and hold.</p>
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<p>JOPLIN ASOS 120.85</p>	<p>KANSAS CITY CENTER 128.6 282.325</p>	<p>CTAF 122.9</p>
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CATEGORY	A	B	C	D
LPV DA	1315-1	305 (400-1)		NA
LNAV/VNAV DA	1367-1¼	357 (400-1¼)		NA
LNAV MDA	1520-1	510 (600-1)	1520-1¾ 510 (600-1¾)	NA
C CIRCLING	1520-1 510 (600-1)	1620-1 610 (700-1)	1620-1¾ 610 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LAMAR, MISSOURI

AL-6725 (FAA)

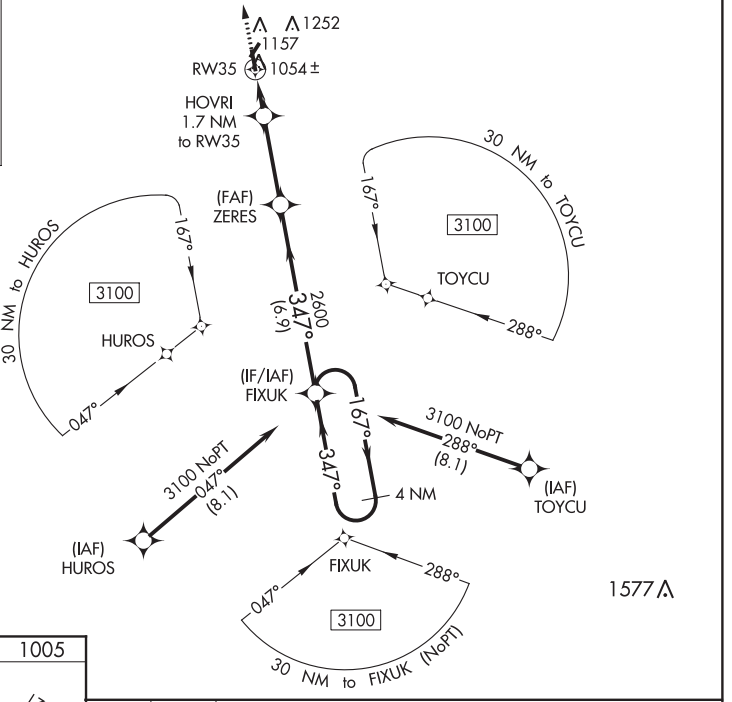
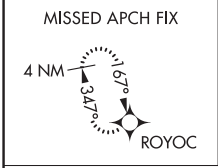
16147

WAAS CH 77536 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	4001 1005 1010
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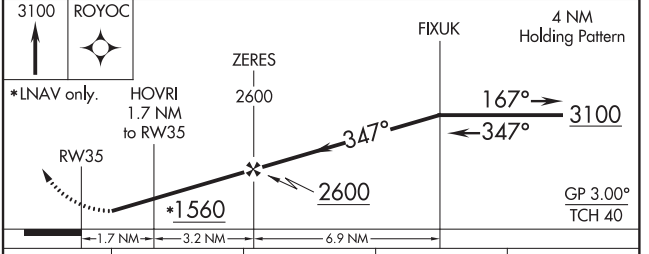
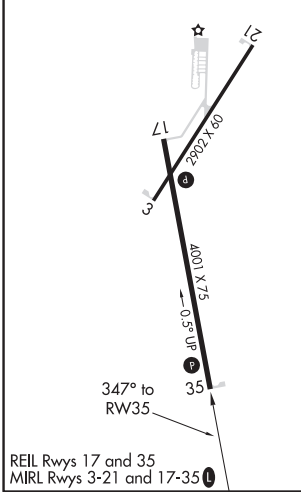
RNAV (GPS) RWY 35

LAMAR MUNI (LLU)

<p>▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Joplin altimeter setting. ▲ NA Night landing: Rwy 3, 21 NA. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 3100 direct ROYOC and hold.</p>	
<p>JOPLIN ASOS 120.85</p>	<p>KANSAS CITY CENTER 128.6 282.325</p>	<p>CTAF 122.9</p>



ELEV 1010	TDZE 1005
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CATEGORY	A	B	C	D
LPV DA		1310-1	305 (300-1)	NA
LNAV/VNAV DA		1310-1	305 (300-1)	NA
LNAV MDA		1360-1	355 (400-1)	NA
C CIRCLING	1520-1 510 (600-1)	1620-1 610 (700-1)	1620-1¾ 610 (700-1¾)	NA

LAMAR, MISSOURI
Orig-A 26MAY16

37°29'N-94°19'W

RNAV (GPS) RWY 35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

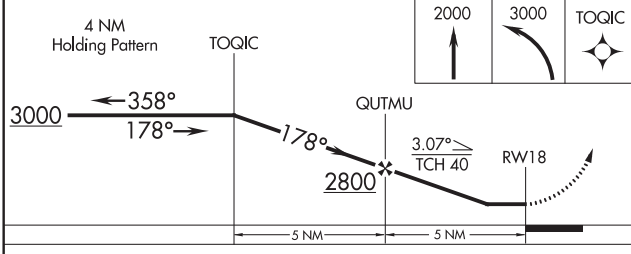
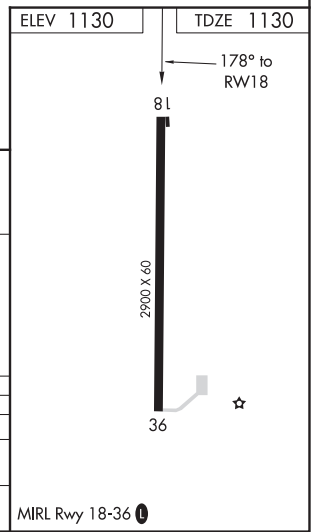
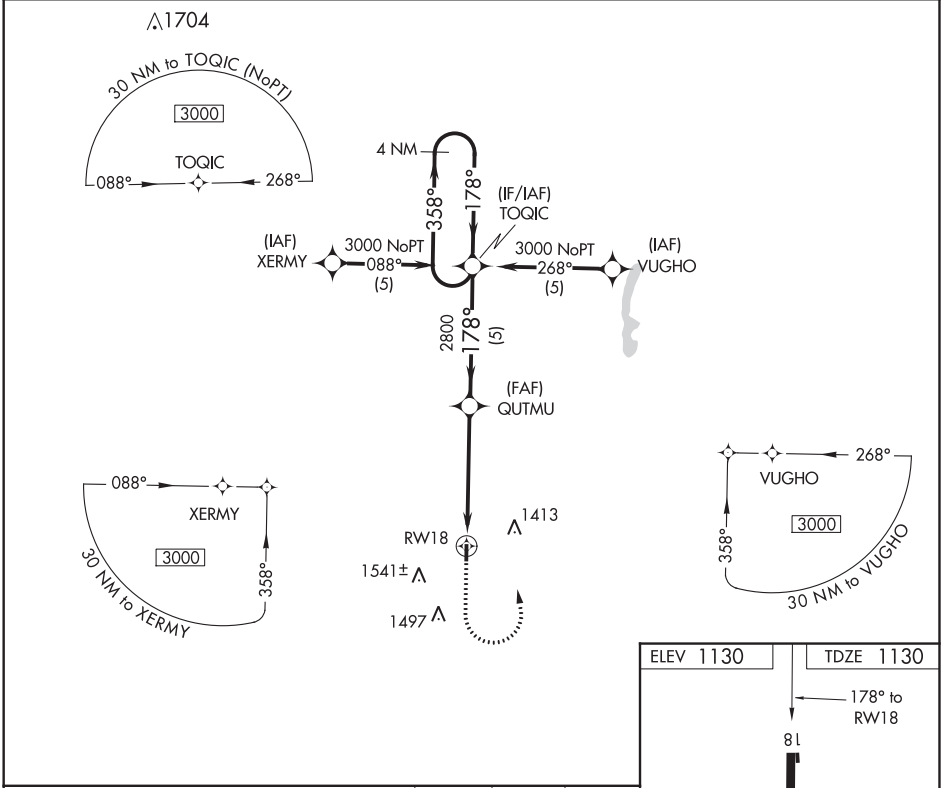
APP CRS 178°	Rwy ldg 2900
	TDZE 1130
	Apt Elev 1130

RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

▽ △ NA	DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TOQIC WP and hold.
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ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8 ①
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CATEGORY	A	B	C	D
LNAV MDA	1480-1	350 (400-1)		NA
CIRCLING	1600-1	470 (500-1)		NA

MIRL Rwy 18-36 **①**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

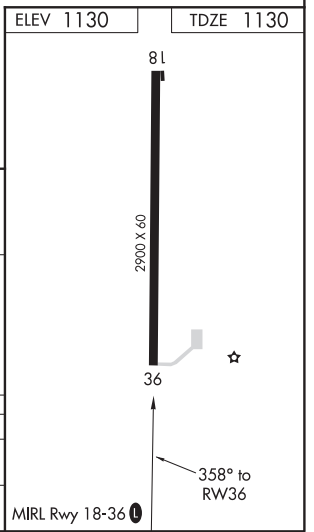
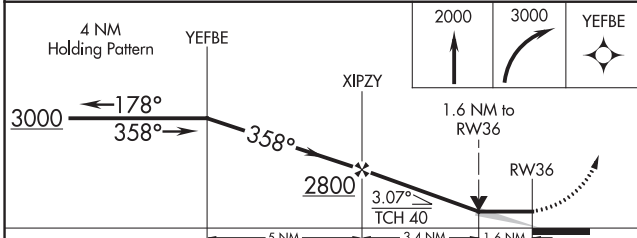
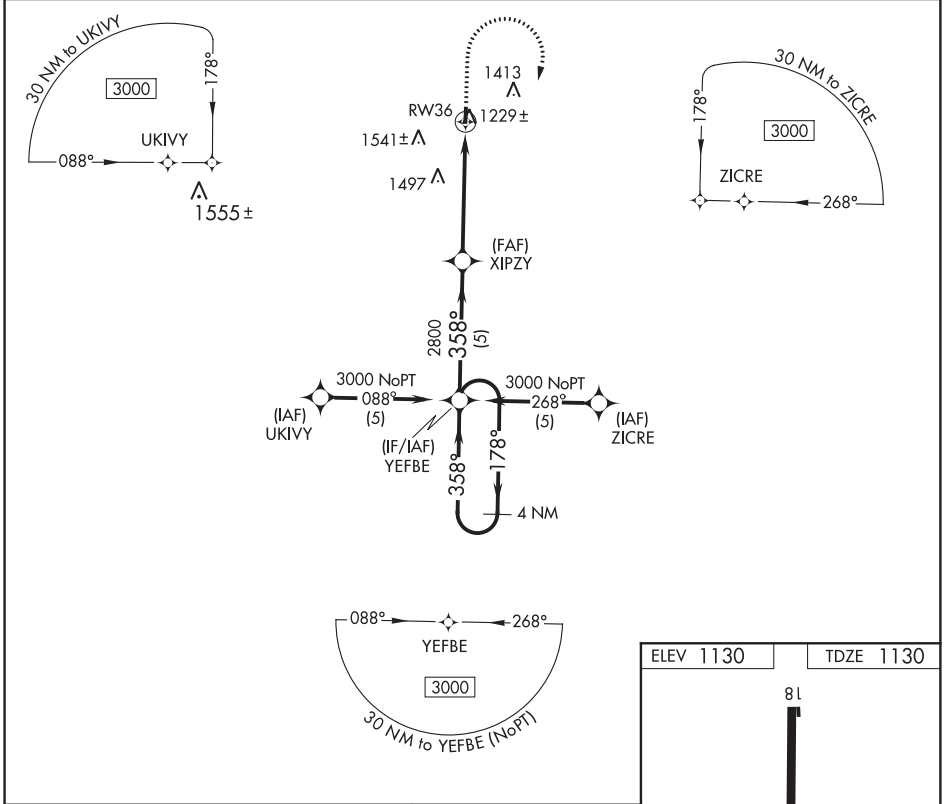
APP CRS 358°	Rwy Idg 2900
	TDZE 1130
	Apt Elev 1130

RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.
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ASOS 120.0	MINNEAPOLIS CENTER 125.65 288.1	CTAF 122.9	122.8
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CATEGORY	A	B	C	D
LNVA MDA	1700-1	570 (600-1)		NA
CIRCLING	1700-1	570 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78415 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	4305 1197 1197
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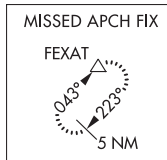
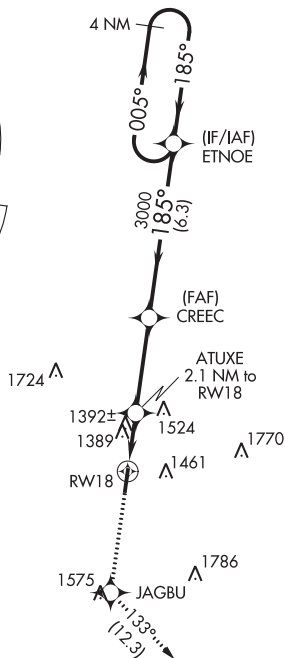
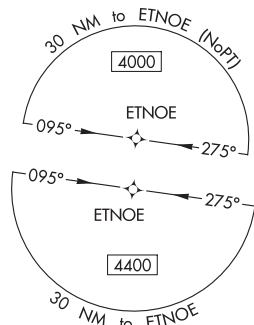
RNAV (GPS) RWY 18

LE MARS MUNI (L.R.J)

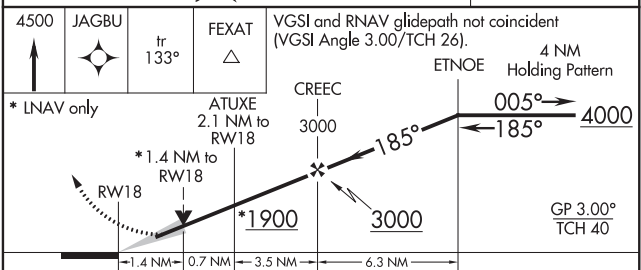
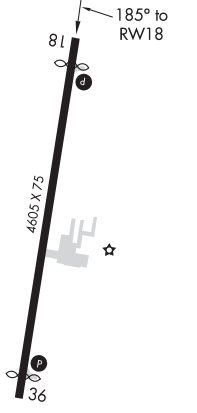
⚠ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange City altimeter setting and increase LPV DA to 1510 feet, LNAV/VNAV DA to 1774 feet and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and LNAV Cat C and Circling Cat C visibility ¼ mile. VDP NA with Orange City altimeter setting.

MISSED APPROACH:
Climb to 4500 direct JAGBU and on track 133° to FEXAT and hold.

AWOS-3 125.525	SIoux CITY APP CON * 124.6 307.0	UNICOM 122.8 (CTAF) 0
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ELEV 1197	TDZE 1197
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CATEGORY	A	B	C	D
LPV DA	1447-1 250 (300-1)			NA
LNAV/VNAV DA	1711-1¾ 514 (600-1¾)			NA
LNAV MDA	1660-1	463 (500-1)	1660-1⅜ 463 (500-1⅜)	NA
CIRCLING	1760-1 563 (700-1)	1820-1 623 (700-1)	1820-1¾ 623 (700-1¾)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42516 W36A	APP CRS 005°	Rwy ldg TDZE 1197 Apt Elev 1197
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RNAV (GPS) RWY 36

LE MARS MUNI (L.R.J)

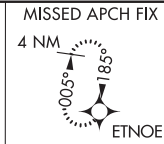
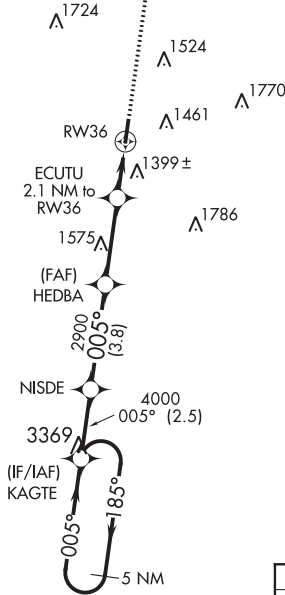
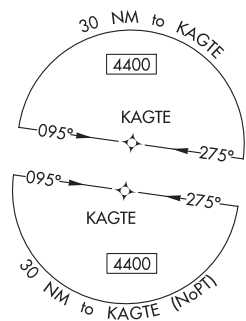
⚠ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. **⚠** When local altimeter setting not received, use Orange City altimeter setting and increase LPV DA to 1510 feet, LNAV/VNAV DA to 1786 feet and LPV and LNAV/VNAV all Cats visibility 1/8 mile; increase all MDA 80 feet and LNAV Cat C and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4000 direct ETNOE and hold.

AWOS-3
125.525

SIOUX CITY APP CON *
124.6 307.0

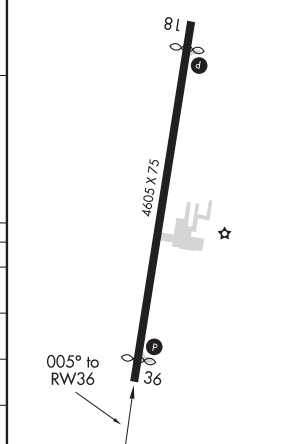
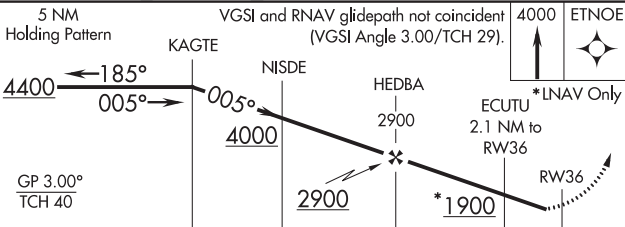
UNICOM
122.8 (CTAF) 1



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1197	TDZE 1197
MIRL Rwy 18-36 1	REIL Rwy 18 and 36 1



CATEGORY	A	B	C	D
LPV DA	1469-1 272 (300-1)			NA
LNAV/VNAV DA	1723-1 5/8 526 (600-1 5/8)			NA
LNAV MDA	1660-1 463 (500-1)		1660-1 3/8 463 (500-1 3/8)	NA
CIRCLING	1760-1 563 (600-1)	1820-1 623 (700-1)	1820-1 3/4 623 (700-1 3/4)	NA

APP CRS 179°	Rwy Idg TDZE Apt Elev	5000 1316 1321
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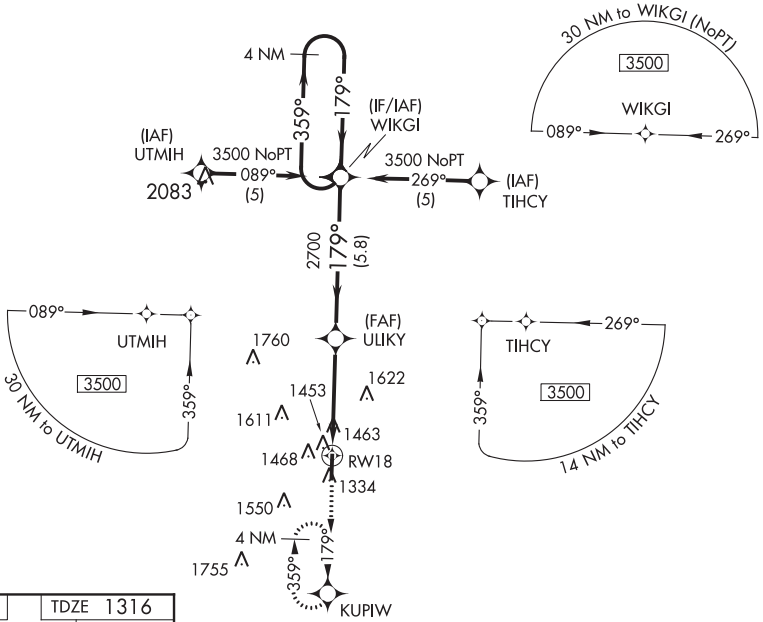
RNAV (GPS) RWY 18

FLOYD W JONES LEBANON (LBO)

▼ When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
 ▲ NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

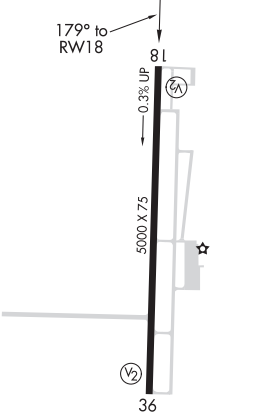
AWOS-3 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1321	TDZE 1316
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3500	KUPIW	*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.	4 NM Holding Pattern	
		VGSIs and descent angles not coincident (VGSi Angle 3.00/TCH 37). GP 3.00° TCH 40		
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1937-2¼ 621 (700-2¼)			
LNAV MDA	1760-1 444 (500-1)		1760-1¼ 444 (500-1¼)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 1980-2 499 (500-1½) 659 (700-2)	

REIL Rwy 36
MIRL Rwy 18-36

LEBANON, MISSOURI
Orig-B 05JUN08

37°39'N - 92°39'W
363

FLOYD W JONES LEBANON (LBO)
RNAV (GPS) RWY 18

LEBANON, MISSOURI

AL-6009 (FAA)

15344

APP CRS 359°	Rwy Idg TDZE Apt Elev	5000 1321 1321
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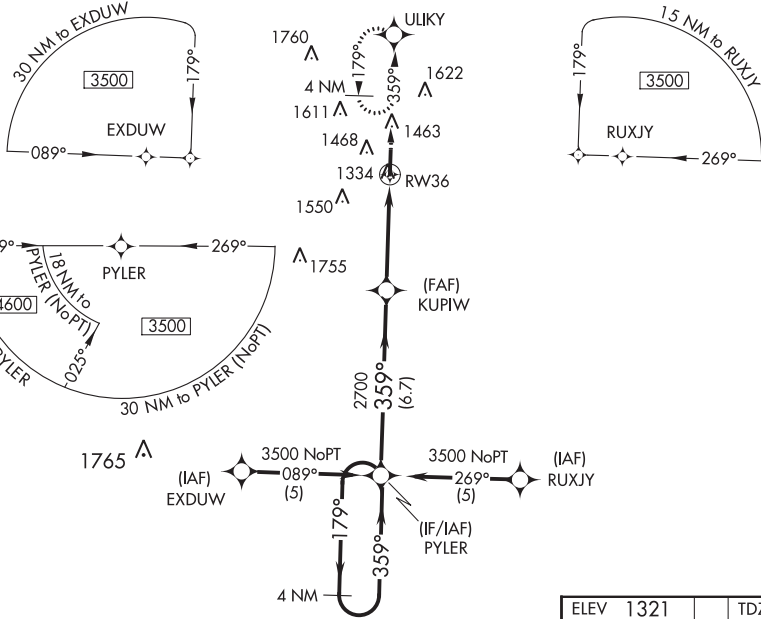
RNAV (GPS) RWY 36

FLOYD W JONES LEBANON (LBO)

▽ When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
▲ NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

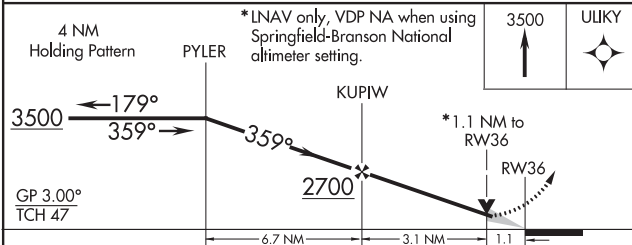
MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

AWOS-3 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF)
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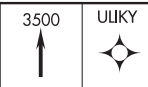


NC-3, 10 NOV 2016 to 05 JAN 2017

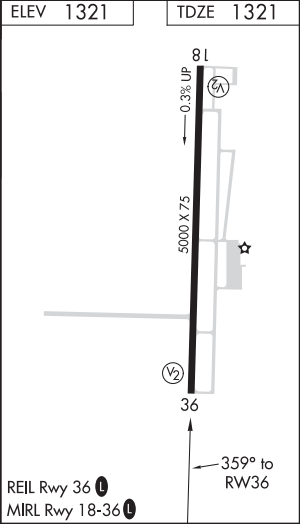
NC-3, 10 NOV 2016 to 05 JAN 2017



*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.



GP 3.00° TCH 47	6.7 NM	3.1 NM	1.1	
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1680-1¼ 359 (400-1¼)			
LNAV MDA	1700-1 379 (400-1)		1700-1¼ 379 (400-1¼)	
CIRCLING	1820-1 499 (500-1)	1820-1½ 499 (500-1½)	1980-2 659 (700-2)	



LEBANON, MISSOURI
Orig-B 05JUN08

37°39'N-92°39'W

FLOYD W JONES LEBANON (LBO) RNAV (GPS) RWY 36

SDF LBO 109.1 Chan 28	APP CRS 359°	Rwy ldg TDZE Apt Elev	5000 1321 1321
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SDF RWY 36

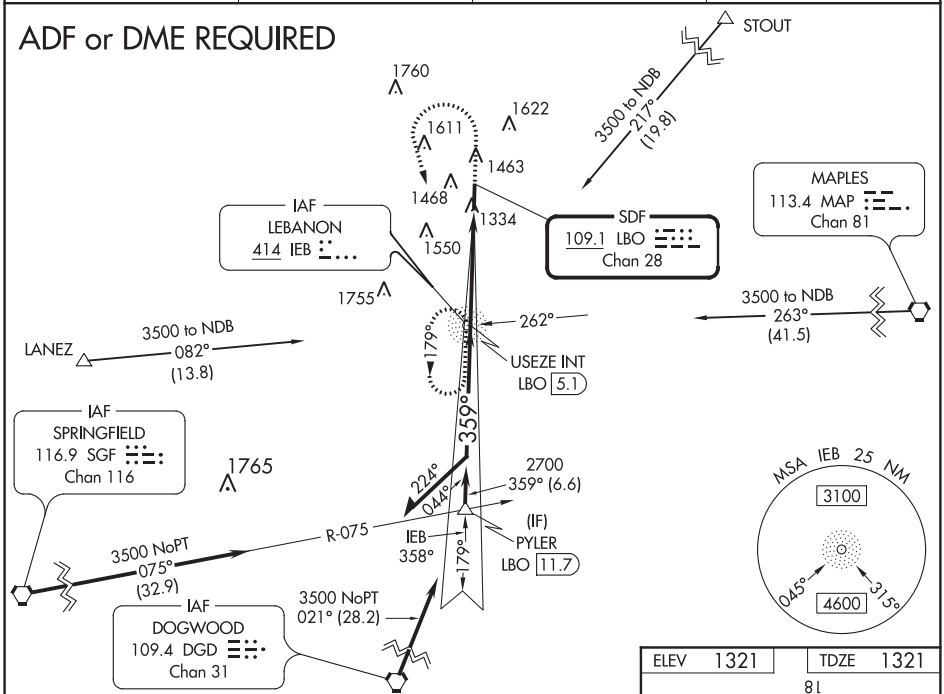
FLOYD W JONES LEBANON (LBO)

NA When local altimeter setting not received, use Springfield-Branson National altimeter setting. ADF required. Night Landing: Rwy 36 NA. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

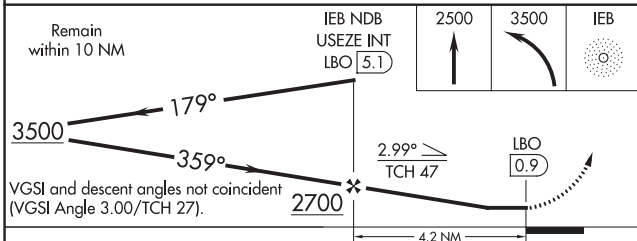
AWOS-3 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF)
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ADF or DME REQUIRED

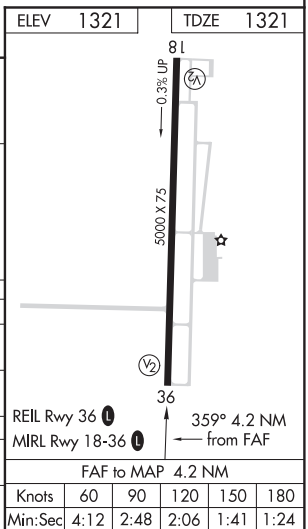


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-36	1840-1	519 (600-1)	1840-1½ 519 (600-1½)	1840-1¾ 519 (600-1¾)
CIRCLING	1840-1	519 (600-1)	1840-1½ 519 (600-1½)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1940-1	619 (700-1)	1940-1¾ 619 (700-1¾)	1940-2 619 (700-2)
CIRCLING	1940-1	619 (700-1)	1960-1¾ 639 (700-1¾)	2120-2½ 799 (800-2½)



WAAS CH 99405 W11A	APP CRS 111°	Rwy Idg 3800 TDZE 1004 Apr Elev 1004
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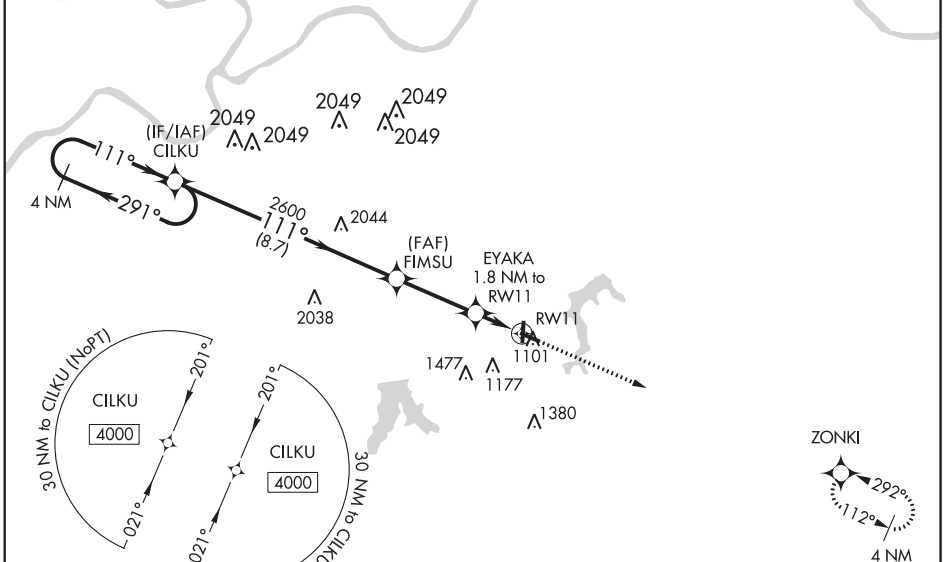
RNAV (GPS) RWY 11

LEE'S SUMMIT MUNI (LXT)

⚠ Baro-VNAV NA when using Charles B Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all DA 68 feet and all MDA 80 feet, and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ⅓ mile, and Circling Cat C visibility ¼ mile. When VGSI inop, Straight-In/Circling Rwy 11 procedure NA at night.

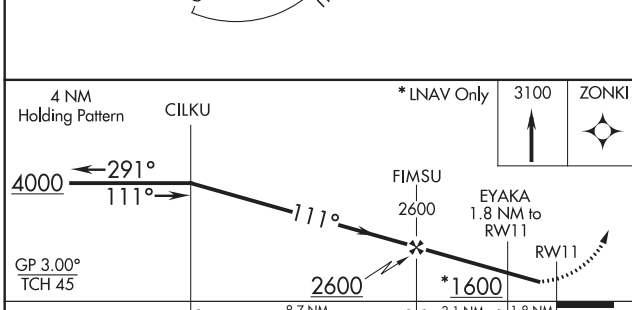
MISSED APPROACH:
Climb to 3100 direct ZONKI and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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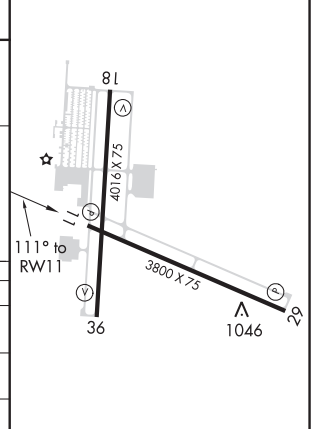


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1004	TDZE 1004
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CATEGORY	A	B	C	D
LPV DA	1254-1	250 (300-1)		NA
LNAV/VNAV DA	1280-1	276 (300-1)		NA
LNAV MDA	1360-1	356 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwy 11, 18, 29 and 36 0
MIRL Rwy 11-29 and 18-36

WAAS CH 82204 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4016 998 1004
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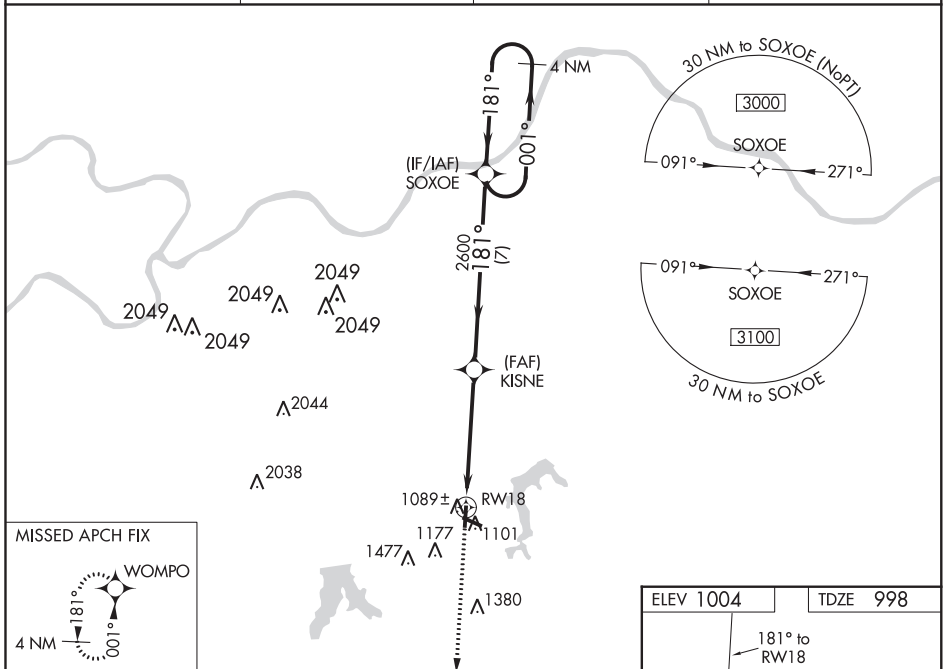
RNAV (GPS) RWY 18

LEE'S SUMMIT MUNI (LXT)

⚠ 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 3/4 SM NA. Baro-VNAV and VDP NA when using Charles B Wheeler Downtown altimeter setting. When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

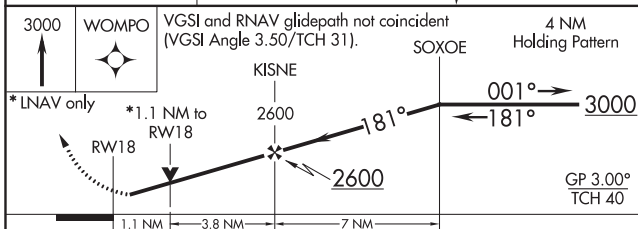
MISSED APPROACH:
Climb to 3000 direct WOMPO and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 📻
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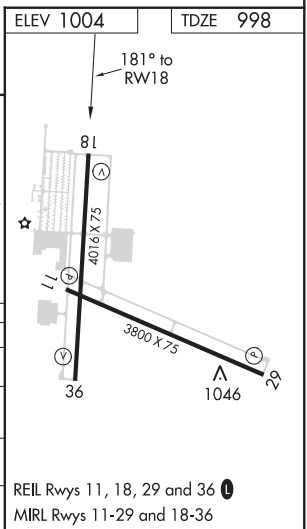


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1248-1	250 (300-1)		NA
LNAV/VNAV DA	1362-1	364 (400-1)		NA
LNAV MDA	1420-1	422 (500-1)	1420-1 1/4 422 (500-1 1/4)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1 1/2 536 (600-1 1/2)	NA



REIL Rwy 11, 18, 29 and 36 **📻**
MIRL Rwy 11-29 and 18-36

WAAS CH 48905 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	3800 1004 1004
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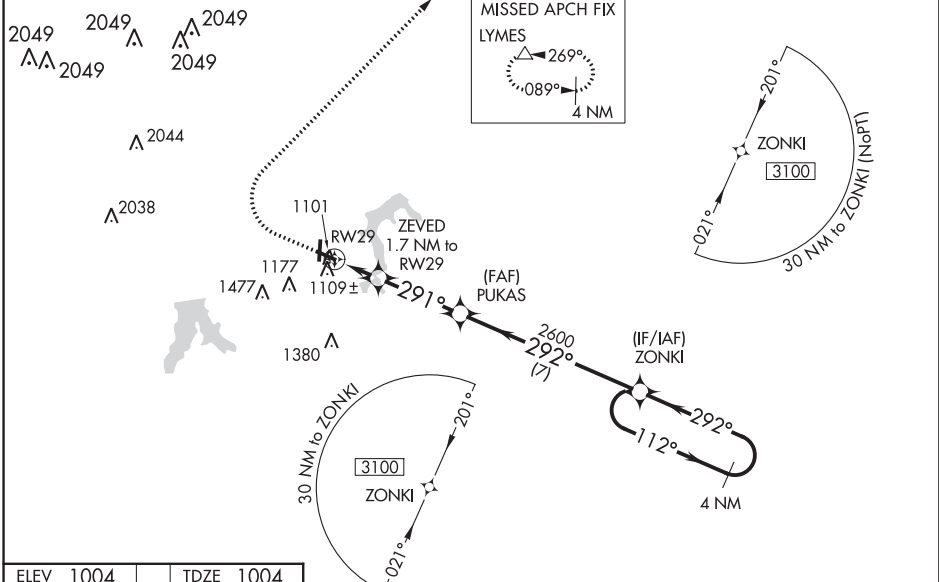
RNAV (GPS) RWY 29

LEE'S SUMMIT MUNI (LXT)

▼ Baro-VNAV NA when using Charles B Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all DA 68 feet, and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, and increase LNAV Cat C and Circling Cat C visibility 1/4 mile. When VGSI inop, Straight-In/Circling Rwy 29 procedure NA at night.

MISSED APPROACH:
Climb to 1500 then climbing right turn 3000 direct LYMES and hold.

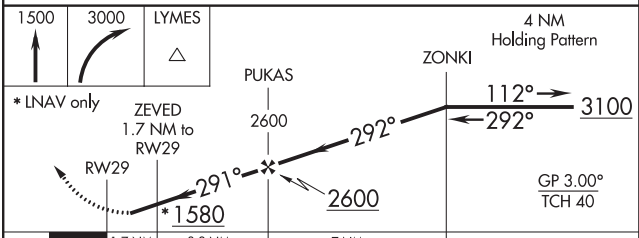
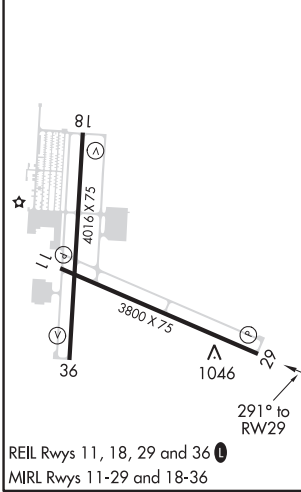
ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 📻
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1004	TDZE 1004
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CATEGORY	A	B	C	D
LPV DA		1254-1	250 (300-1)	NA
LNAV/VNAV DA		1285-1	281 (300-1)	NA
LNAV MDA		1360-1	356 (400-1)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

WAAS CH 48805 W36A	APP CRS 001°	Rwy Idg 4016 TDZE 998 Apt Elev 1004
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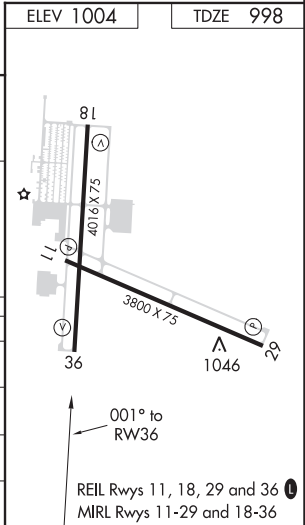
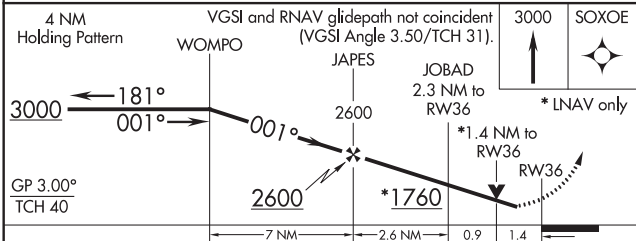
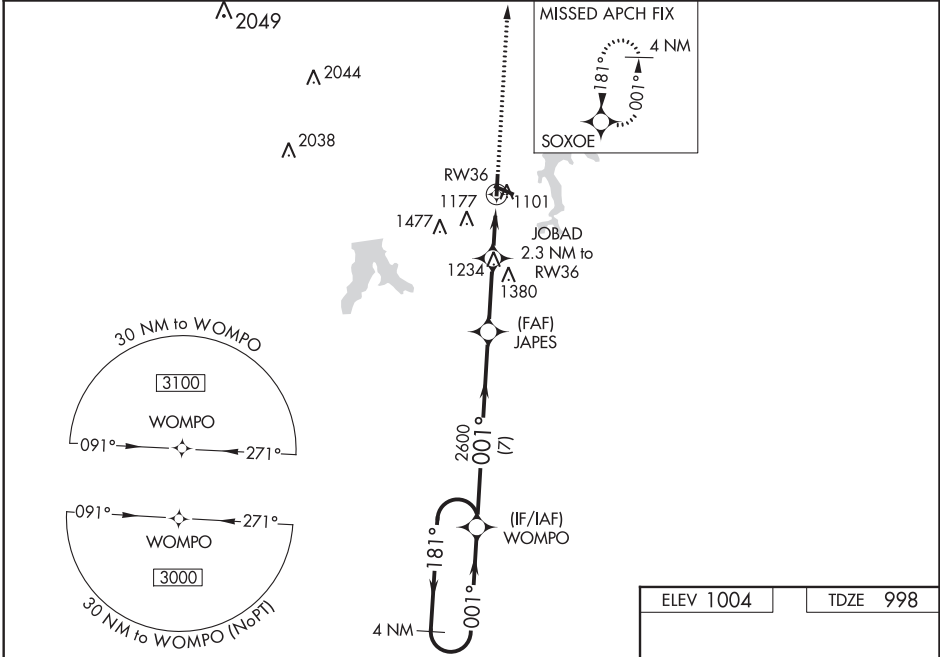
RNAV (GPS) RWY 36

LEE'S SUMMIT MUNI (LXT)

▼ 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 3/4 SM NA. Baro-VNAV and VDP NA when using Charles B Wheeler Downtown altimeter setting. When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, and increase LNAV Cat C and Circling Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 3000 direct SOXOE and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1248-1 250 (300-1)			NA
LNAV/VNAV DA	1472-1 1/8 474 (500-1 1/8)			NA
LNAV MDA	1540-1	542 (600-1)	1540-1 1/8 542 (600-1 1/8)	NA
CIRCLING	1540-1	536 (600-1)	1540-1 1/8 536 (600-1 1/8)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC ANX 114.0 Chan 87	APP CRS 229°	Rwy Idg TDZE Apt Elev	N/A N/A 1004
--	------------------------	-----------------------------	---

VOR/DME-A

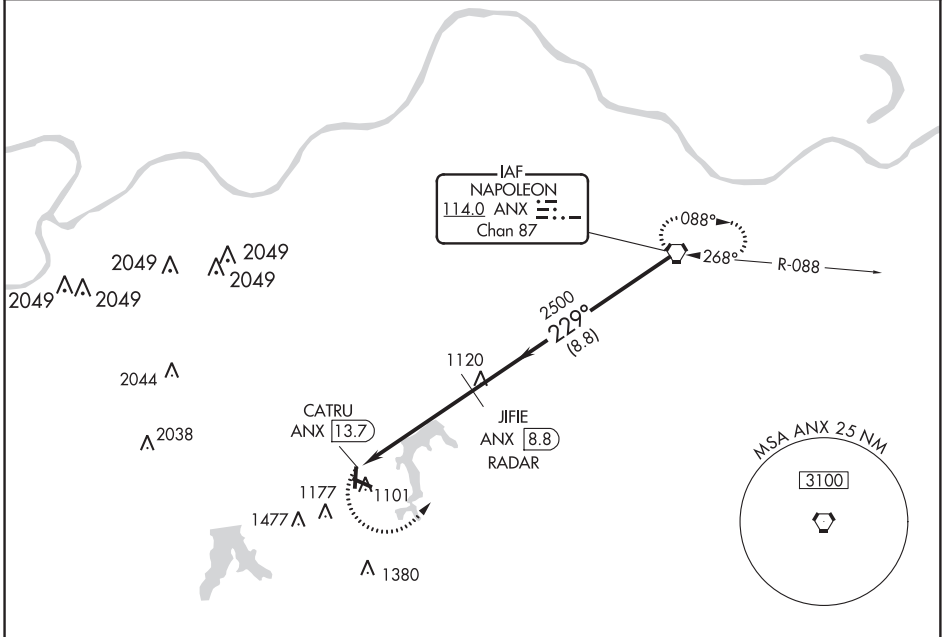
LEE'S SUMMIT MUNI (LXT)

⚠ When local altimeter setting not received, use Charles B Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

⚠ NA

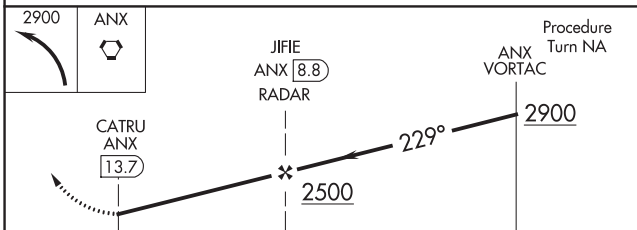
MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

ASOS 124.175	KANSAS CITY APP CON 118.4 294.7	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwy 11, 18, 29, and 36 **0**

MIRL Rwy 11-29 and 18-36

AIRPORT DIAGRAM

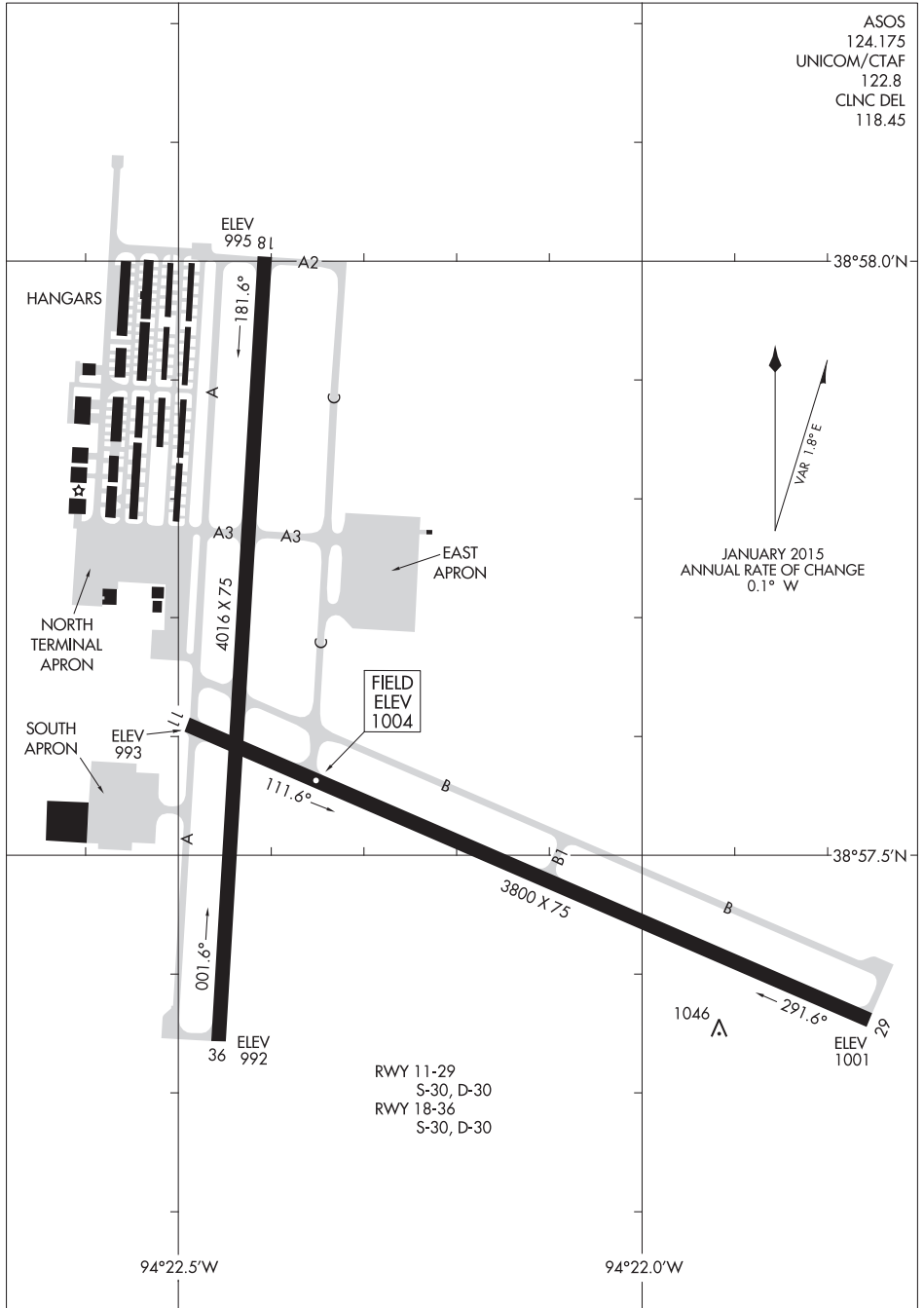
AL-6104 (FAA)

LEE'S SUMMIT MUNI (LX'T)
LEE'S SUMMIT, MISSOURI

ASOS
124.175
UNICOM/CTAF
122.8
CLNC DEL
118.45

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

LEE'S SUMMIT, MISSOURI
LEE'S SUMMIT MUNI (LX'T)

CLNC DEL
118.45
KANSAS CITY DEP CON
118.4 294.7

PAWNEE CITY
112.4 PWE
Chan 71

ST. JOSEPH
115.5 STJ
Chan 102
N39°57.63'- W94°55.51'
L-10, H-5

R-160
5000
*2800
343°
(41)

R-202

R-172

8000
*3000
266°
(37)

8000
*3000
266°
(29)

CATTS
N39°18.19'
W096°09.23'
L-10, H-5

OZAKI
N39°17.72'
W095°21.57'

KANSAS CITY
113.25 MCI
Chan 79(Y)
N39°17.12'- W94°44.22'

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 11, 18, 29, 36: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 11: Building 140' from DER, 388' left of centerline, 24' AGL/1023' MSL.
Multiple buildings 169' from DER, 334' right of centerline, 26' AGL/1019' MSL.
Multiple trees beginning 233' from DER, 182' left of centerline, up to 40' AGL/1039' MSL.
- Rwy 18: Multiple trees beginning 13' from DER, 116' left of centerline, up to 63' AGL/1062' MSL.
- Rwy 29: Tank 344' from DER, 419' right of centerline, 13' AGL/1002' MSL.
Multiple antennas and poles 402' from DER, 408' right of centerline, up to 35' AGL/1024' MSL.
Multiple trees beginning 648' from DER, 73' left of centerline, up to 67' AGL/1036' MSL.
- Rwy 36: Post 39' from DER, 461' right of centerline, 8' AGL/1007' MSL.
Pole 77' from DER, 316' right of centerline, 11' AGL/1010' MSL.
Multiple trees beginning 206' from DER, 241' right of centerline, up to 39' AGL/1028' MSL.
Multiple trees beginning 241' from DER, 93' left of centerline, up to 36' AGL/1015' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF5.CATTS): From over MCI VORTAC on MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF5.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

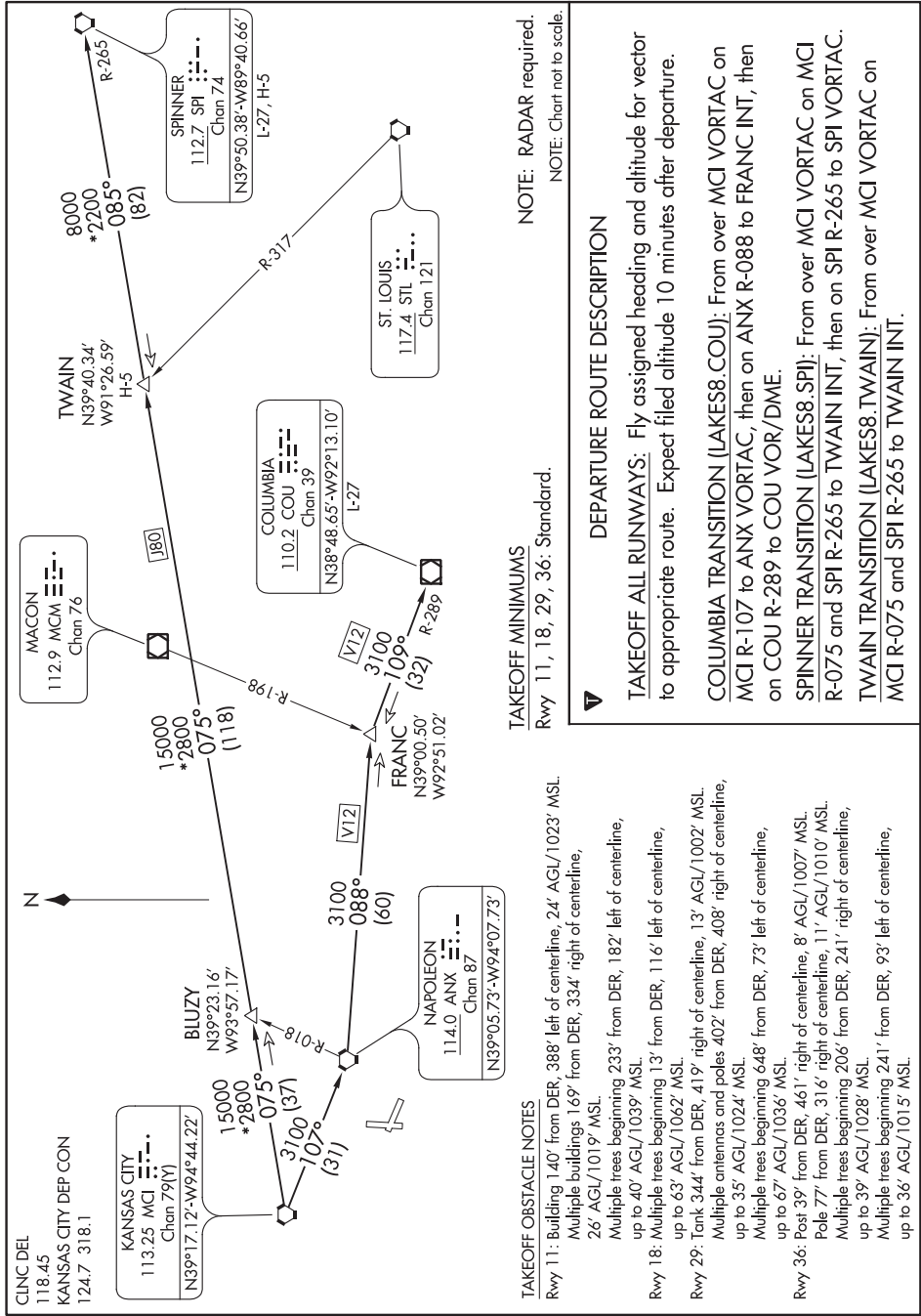
LAKES EIGHT DEPARTURE

SL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)

LEE'S SUMMIT, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



LAKES EIGHT DEPARTURE

LEE'S SUMMIT, MISSOURI

LEE'S SUMMIT MUNI (LXT)

NC-3, 10 NOV 2016 to 05 JAN 2017

(RACER5.MCI) 16203

RACER FIVE DEPARTURE

SL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)

LEE'S SUMMIT, MISSOURI

CLNC DEL

118.45

KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)

124.7 284.7 (DOSOA TRANSITION)

TOPEKA
117.8 TOP
Chan 125

KANSAS CITY
113.25 MCI
Chan 79(Y)
N39°17.12'-W94°44.22'

NAPOLEON
114.0 ANX
Chan 87

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 11, 18, 29, 36: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 11: Building 140' from DER, 388' left of centerline, 24' AGL/1023' MSL.

Multiple buildings 169' from DER, 334' right of centerline, 26' AGL/1019' MSL.

Multiple trees beginning 233' from DER, 182' left of centerline, up to 40' AGL/1039' MSL.

Rwy 18: Multiple trees beginning 13' from DER, 116' left of centerline, up to 63' AGL/1062' MSL.

Rwy 29: Tank 344' from DER, 419' right of centerline, 13' AGL/1002' MSL. Multiple antennas and poles 402' from DER, 408' right of centerline, up to 35' AGL/1024' MSL.

Multiple trees beginning 648' from DER, 73' left of centerline, up to 67' AGL/1036' MSL.

Rwy 36: Post 39' from DER, 461' right of centerline, 8' AGL/1007' MSL.

Pole 77' from DER, 316' right of centerline, 11' AGL/1010' MSL.

Multiple trees beginning 206' from DER, 241' right of centerline, up to 39' AGL/1028' MSL.

Multiple trees beginning 241' from DER, 93' left of centerline, up to 36' AGL/1015' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER5.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER5.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER5.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER FIVE DEPARTURE

(RACER5.MCI) 07MAR13

LEE'S SUMMIT, MISSOURI
LEE'S SUMMIT MUNI (LXT)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ROYAL SEVEN DEPARTURE

SL-6104 (FAA)

LEE'S SUMMIT, MISSOURI

21.02 NAV ON 01. 8-CN

CINC DEL
118.45

KANSAS CITY DEP CON
123.95 318.1 (ARENZ/BODYN TRANSITION)

124.7 284.7 (TONCE TRANSITION)

TONCE
N40°16.93'
W94°37.39'



360°
8000
2600
360°

(20)

R-028

R-085

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

JDOGG
N39°57.00'
W94°39.69'

(20)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

JTHRO
N40°00.10'
W93°49.99'

(20)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

CAYKO
N39°45.82'
W94°08.19'

(20)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

ST. JOSEPH
115.5 STJ
Chan 102

(20)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

(40)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

(40)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

(40)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

KANSAS CITY
113.25 MCI
Chan 79(Y)
N39°17.12' W94°44.22'

(40)

R-100

R-071

R-162

16000
*3000
071°
(711)

130

BODYN
N40°20.52'
W92°08.10'

TAKEOFF MINIMUMS

Rwys 11, 18, 29, 36: Standard.

NOTE: RADAR and DME required.

TAKEOFF OBSTACLE NOTES

Rwy 11: Building 140' from DER, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from DER, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from DER, 182' left of centerline, up to 40' AGL/1039' MSL.

Rwy 18: Multiple trees beginning 13' from DER, 116' left of centerline, up to 63' AGL/1062' MSL.

Rwy 29: 13' AGL/1002' MSL. Multiple antennas and poles 402' from DER, 408' right of centerline, up to 35' AGL/1024' MSL. Multiple trees beginning 648' from DER, 73' left of centerline, up to 67' AGL/1036' MSL.

Rwy 36: Post 39' from DER, 461' right of centerline, 8' AGL/1007' MSL. Pole 77' from DER, 316' right of centerline, 11' AGL/1010' MSL. Multiple trees beginning 206' from DER, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from DER, 93' left of centerline, up to 36' AGL/1015' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to appropriate route. Expect filed altitude 10 minutes after departure.

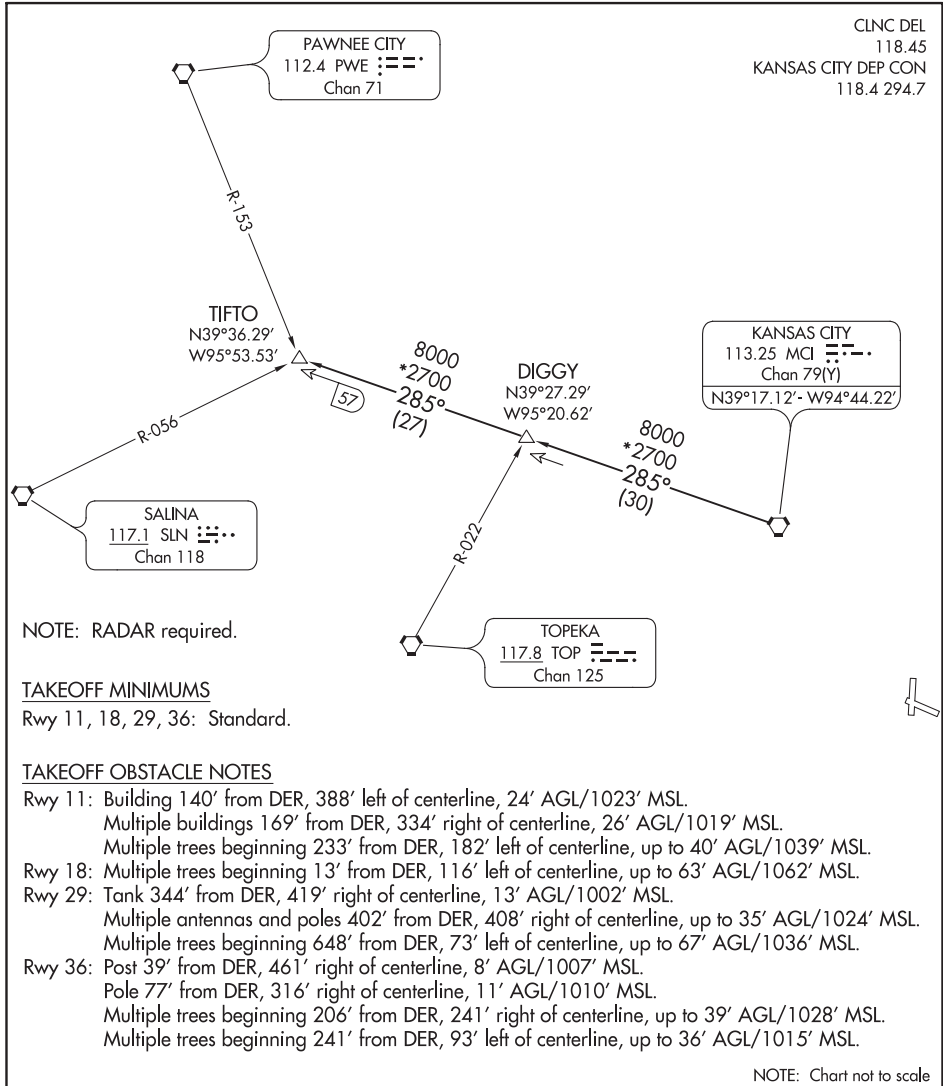
ARENZ TRANSITION (ROYAL7.ARENZ): From over MCI VORTAC on MCI R-039 to ARENZ INT.

BODYN TRANSITION (ROYAL7.BODYN): From over MCI VORTAC on MCI R-039 and STJ R-071 to BODYN INT.

TONCE TRANSITION (ROYAL7.TONCE): From over MCI VORTAC on MCI R-360 to TONCE INT.

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO4.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO INT.

CLNC DEL
118.45
KANSAS CITY DEP CON
118.4 294.7

ST JOSEPH
115.5 STJ
Chan 102

KANSAS CITY
113.25 MCI
Chan 79(Y)
N39°17.12' W94°44.22'

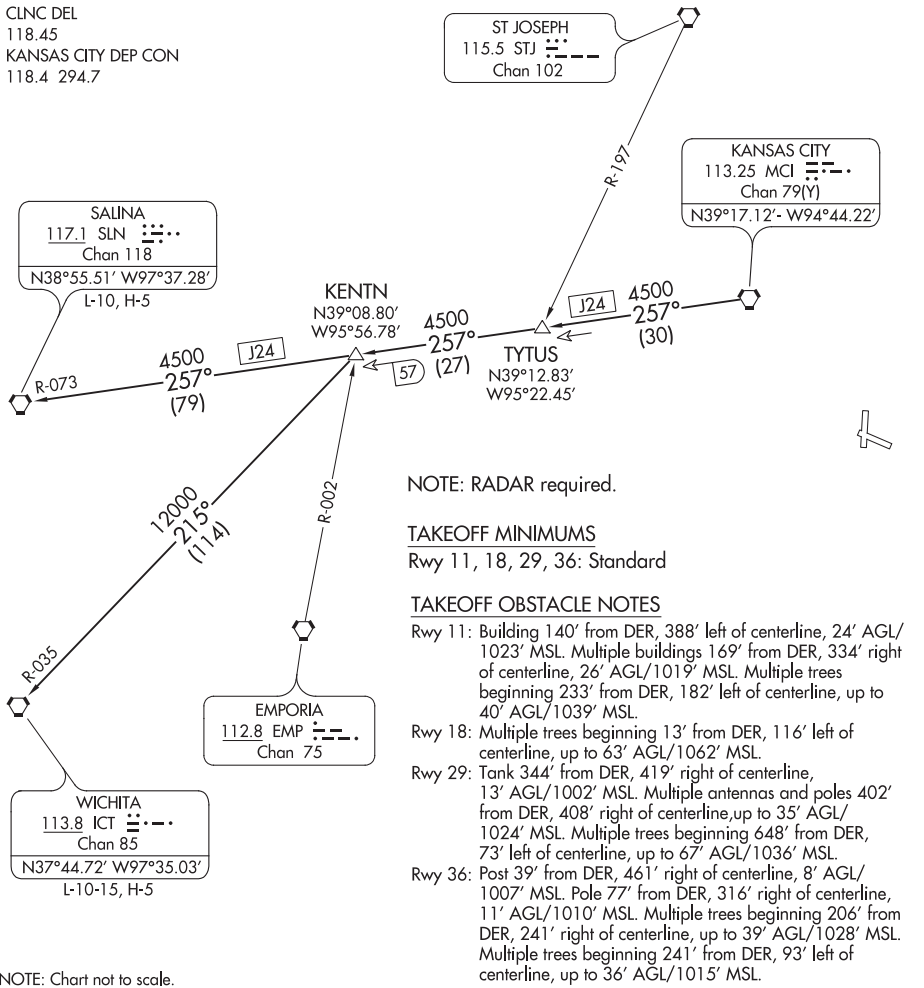
SALINA
117.1 SLN
Chan 118
N38°55.51' W97°37.28'
L-10, H-5

KENTN
N39°08.80'
W95°56.78'

TYTUS
N39°12.83'
W95°22.45'

EMPORIA
112.8 EMP
Chan 75

WICHITA
113.8 ICT
Chan 85
N37°44.72' W97°35.03'
L-10-15, H-5



NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 11, 18, 29, 36: Standard

TAKEOFF OBSTACLE NOTES

Rwy 11: Building 140' from DER, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from DER, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from DER, 182' left of centerline, up to 40' AGL/1039' MSL.

Rwy 18: Multiple trees beginning 13' from DER, 116' left of centerline, up to 63' AGL/1062' MSL.

Rwy 29: Tank 344' from DER, 419' right of centerline, 13' AGL/1002' MSL. Multiple antennas and poles 402' from DER, 408' right of centerline, up to 35' AGL/1024' MSL. Multiple trees beginning 648' from DER, 73' left of centerline, up to 67' AGL/1036' MSL.

Rwy 36: Post 39' from DER, 461' right of centerline, 8' AGL/1007' MSL. Pole 77' from DER, 316' right of centerline, 11' AGL/1010' MSL. Multiple trees beginning 206' from DER, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from DER, 93' left of centerline, up to 36' AGL/1015' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT3.KENTN): From over MCI VORTAC on MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT3.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT3.ICT): From over MCI VORTAC on MCI R-257 to KENTN INT, then on ICT R-035 to ICT VORTAC.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65933 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	3554 876 878
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RNAV (GPS) RWY 2
MACON-FOWER MEMORIAL (K89)

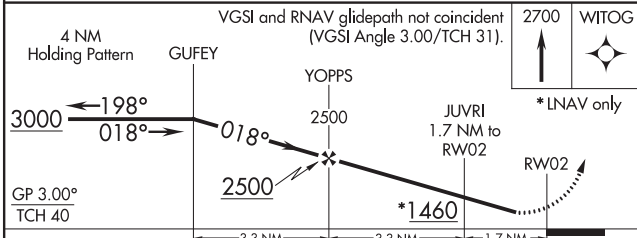
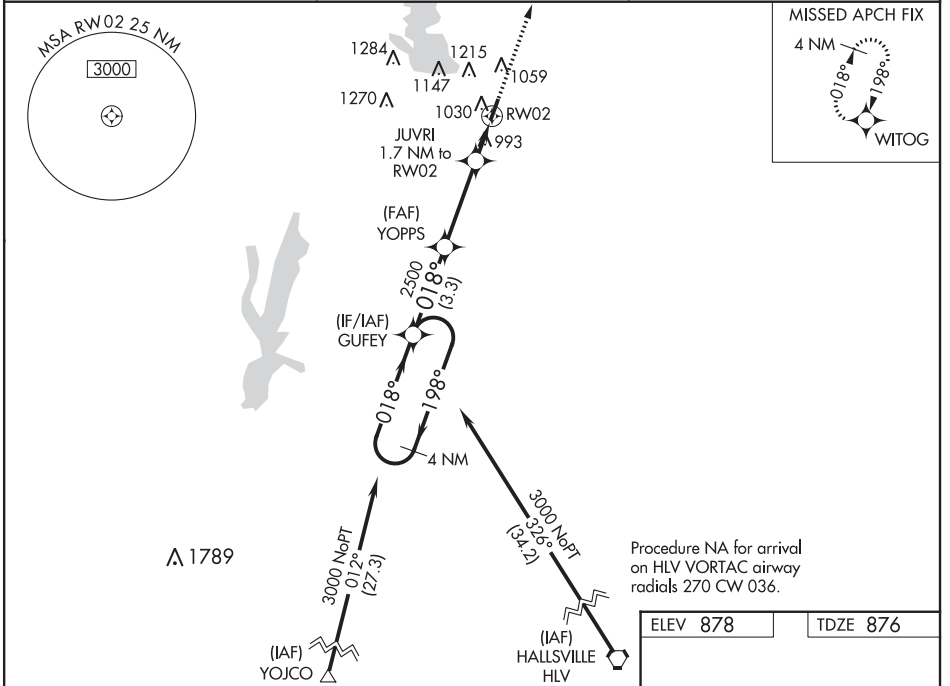
NA DME/DME RNP-0.3 NA. Use Moberly altimeter setting; when not received use Columbia altimeter setting and increase all DA 91 feet and all MDA 100 feet and increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night Landing: Rwy 20 NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 2700 direct WITOG and hold.

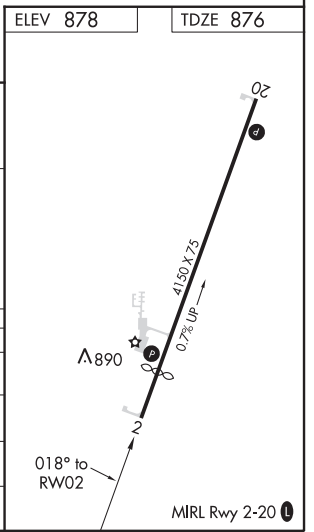
OMAR N BRADLEY AWOS-3
120.025

KANSAS CITY CENTER
125.25 235.975

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1165-1	289 (300-1)		NA
LNAV/VNAV DA	1309-1½	433 (500-1½)		NA
LNAV MDA	1320-1	444 (500-1)		NA
C CIRCLING	1400-1 522 (600-1)	1560-1 682 (700-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42933 W20A	APP CRS 198°	Rwy Idg 4150 TDZE 874 Apt Elev 878
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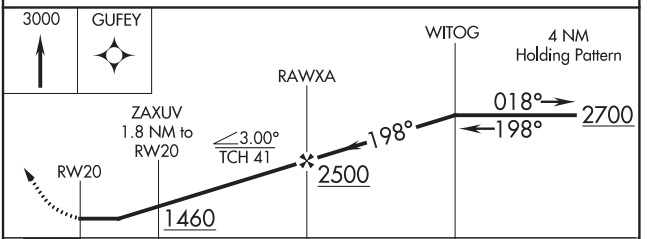
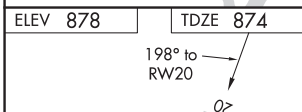
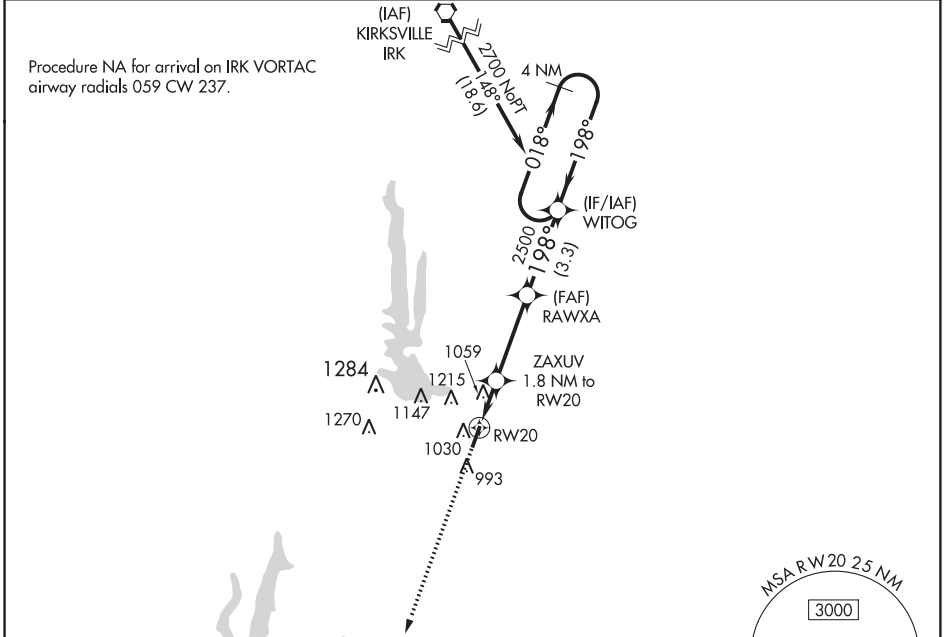
RNAV (GPS) RWY 20

MACON-FOWER MEMORIAL (K89)

NA DME/DME RNP-0.3 NA. Use Moberly altimeter setting; when not received, use Columbia altimeter setting and increase all MDA 100 feet. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 20 NA.

MISSED APPROACH: Climb to 3000 direct GUFUY and hold.

OMAR N BRADLEY AWOS-3 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	1340-1	466 (500-1)		NA
LNAV MDA	1360-1	486 (500-1)		NA
C CIRCLING	1400-1 522 (600-1)	1560-1 682 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MACON, MISSOURI

AL-6837 (FAA)

16175

VOR/DME MCM 112.9 Chan 76	APP CRS 008°	Rwy Idg 3554 TDZE 876 Apt Elev 878
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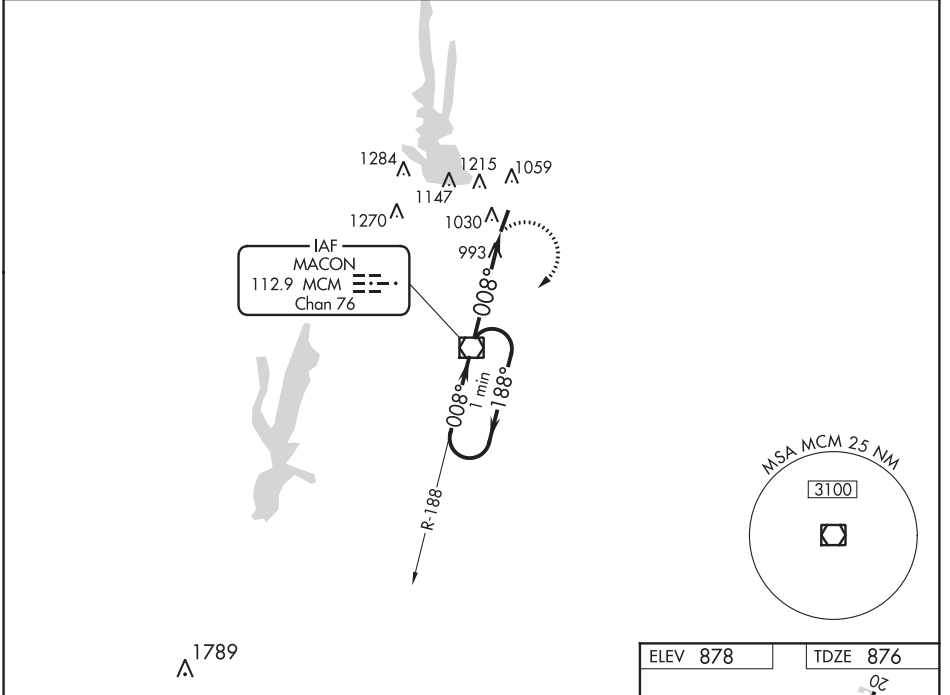
VOR RWY 2

MACON-FOWER MEMORIAL (K89)

NA Night Landing: Rwy 20 NA. Helicopter visibility reduction below 3/4 SM NA. Use Moberly altimeter setting; when not received use Columbia altimeter setting.

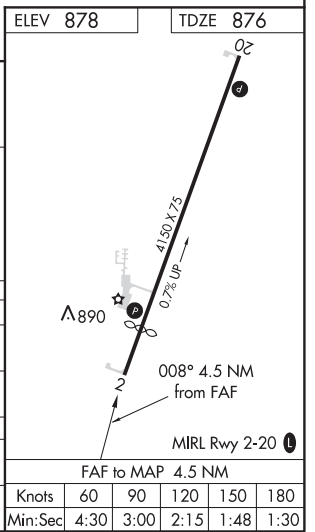
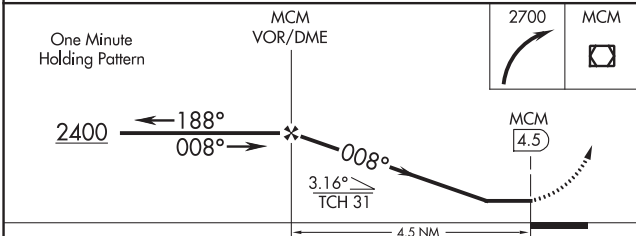
MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

OMAR N BRADLEY AWOS-3 120.025	KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-2	1360-1	484 (500-1)		NA
C CIRCLING	1400-1 522 (600-1)	1560-1 682 (700-1)		NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1460-1	584 (600-1)		NA
C CIRCLING	1500-1 622 (700-1)	1660-1 782 (800-1)		NA

MACON, MISSOURI
Amdt 2 23JUN16

39°44'N-92°27'W

MACON-FOWER MEMORIAL (K89)

VOR RWY 2

WAAS CH 61315 W14A	APP CRS 137°	Rwy Idg 4999
		TDZE 292
		Apt Elev 294

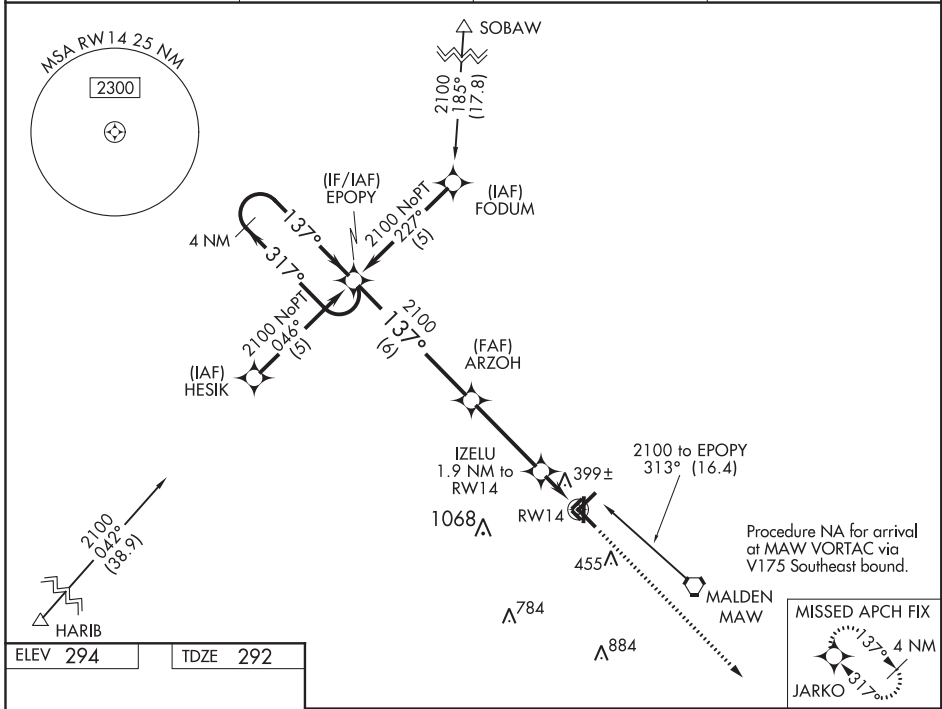
RNAV (GPS) RWY 14

MALDEN RGNL (MAW)

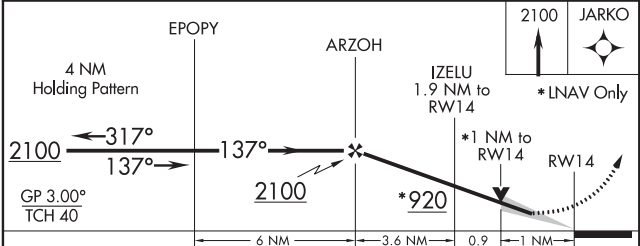
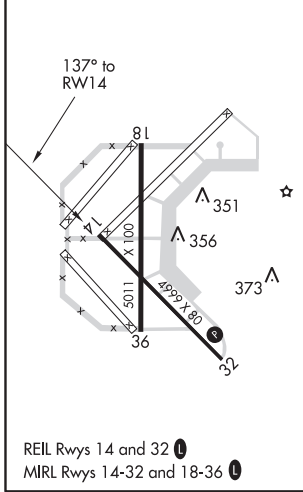
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

▲ NA MISSED APPROACH: Climb to 2100 direct JARKO and hold.

AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 294	TDZE 292
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CATEGORY	A	B	C	D
LPV DA	542-1	250 (300-1)		NA
LNAV/VNAV DA	698-1½	406 (500-1½)		NA
LNAV MDA	660-1	368 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MALDEN, MISSOURI

AL-878 (FAA)

16203

WAAS CH 78315 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5011 294 294
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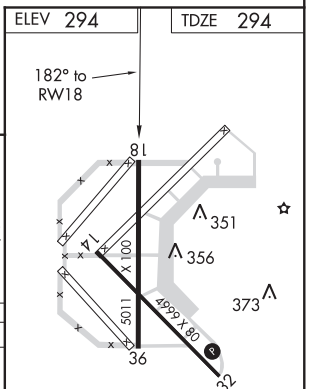
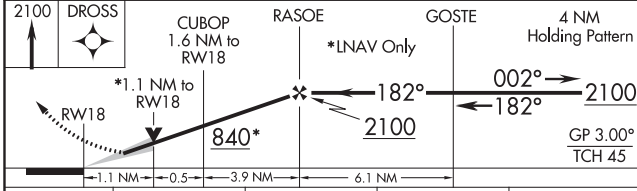
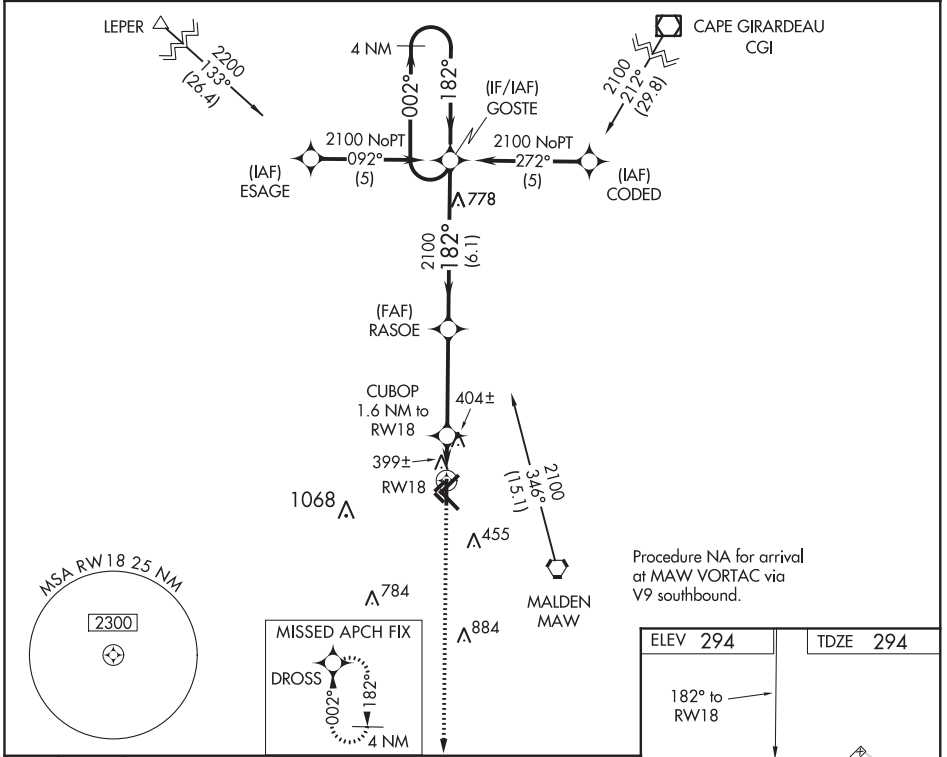
RNAV (GPS) RWY 18

MALDEN RGNL (MAW)

⚠ DME/DME RNP-0.3 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 Poplar Bluff altimeter setting.
⚠ NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		544-1 250 (300-1)		NA
LNAV/VNAV DA		669-1¼ 375 (400-1¼)		NA
LNAV MDA		680-1 386 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwy 14 and 32
 MIRL Rwy 14-32 and 18-36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MALDEN, MISSOURI
 Amdt 1A 08APR10

36°36'N-90°00'W

RNAV (GPS) RWY 18

WAAS CH 40410 W32A	APP CRS 317°	Rwy Idg TDZE Apt Elev	4999 292 294
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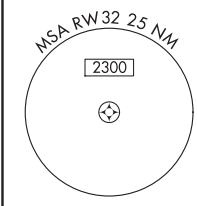
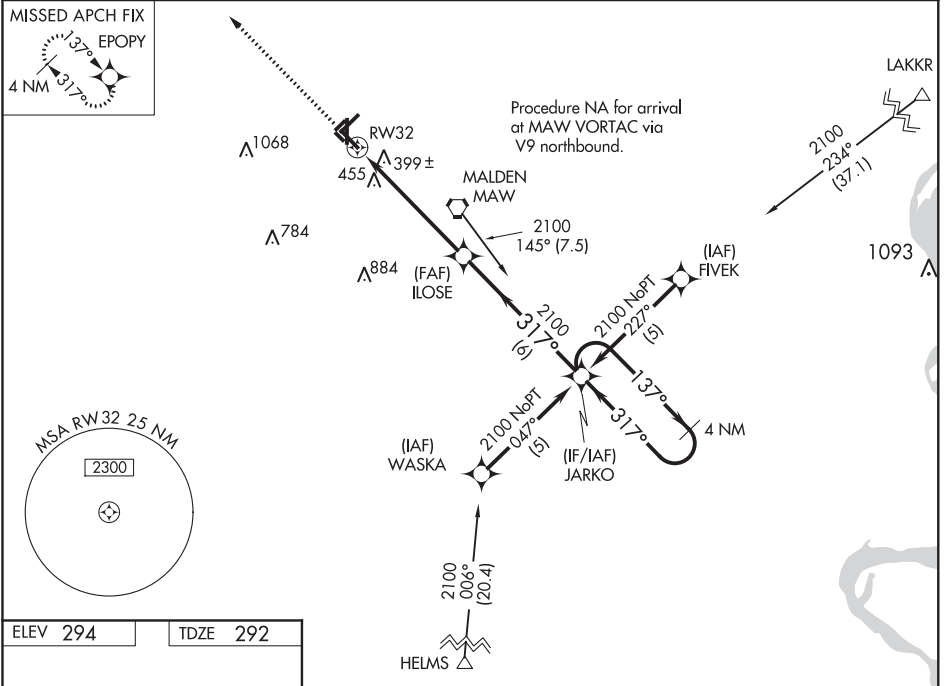
RNAV (GPS) RWY 32

MALDEN RGNL (MAW)

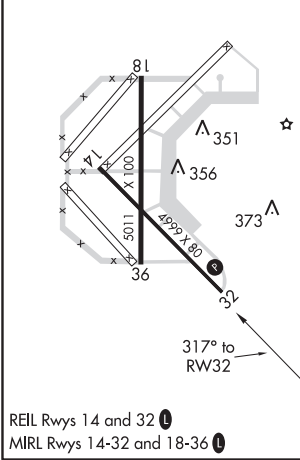
▼ DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, **▲ NA** LNAV/VNAV all Cats and LNAV Cat C visibilities ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH:
Climb to 2100 direct EPOPY and hold.

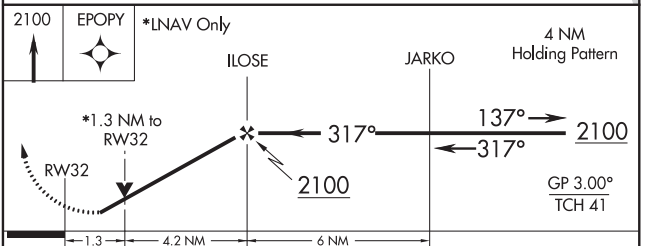
AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 294	TDZE 292
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REIL Rwy 14 and 32
MIRL Rwy 14-32 and 18-36



CATEGORY	A	B	C	D
LPV DA	581-1 289 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	740-1	448 (500-1)	740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MALDEN, MISSOURI

AL-878 (FAA)

16203

WAAS CH 93815 W36A	APP CRS 002°	Rwy Idg 5011
		TDZE 293
		Apt Elev 294

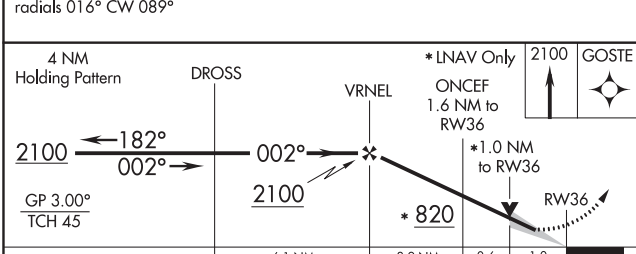
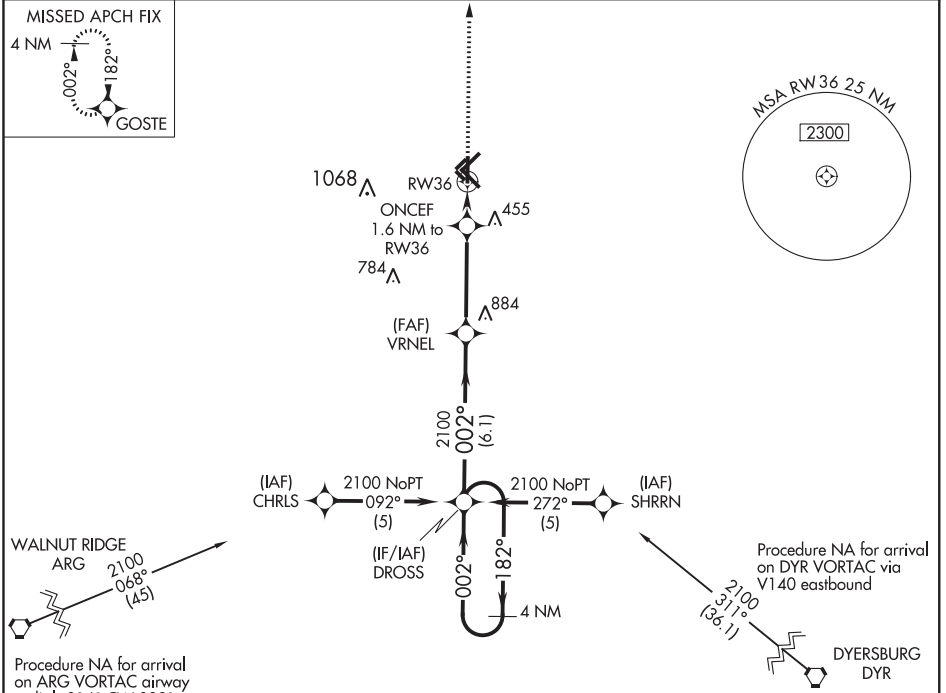
RNAV (GPS) RWY 36

MALDEN RGNL (MAW)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. 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 Poplar Bluff altimeter setting.

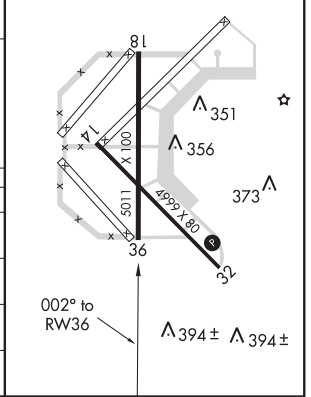
▲ NA MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 294	TDZE 293
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REIL Rwy 14 and 32
MIRL Rwy 14-32 and 18-36



CATEGORY	A	B	C	D
LPV DA	543-1	250 (300-1)		NA
LNAV/VNAV DA	698-1½	405 (500-1½)		NA
LNAV MDA	660-1	367 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

MALDEN, MISSOURI
Amdt 1A 14JAN10

36°36'N-90°00'W

RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MAW 111.2 Chan 49	APP CRS 120°	Rwy Idg 4999 TDZE 292 Apt Elev 294
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VOR/DME RWY 14

MALDEN RGNL (MAW)

⚠ When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

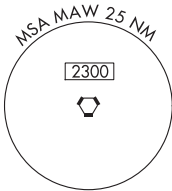
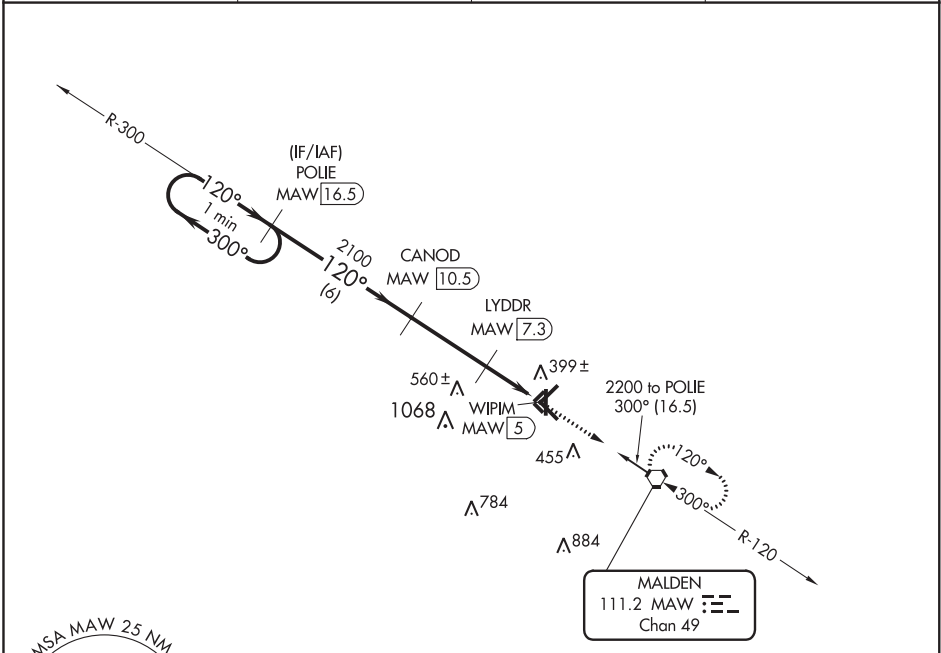
MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

AWOS-3PT
119.825

MEMPHIS CENTER
133.65 292.15

GCO
135.075

UNICOM
122.8 (CTAF)

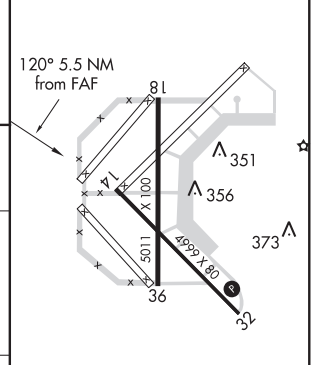
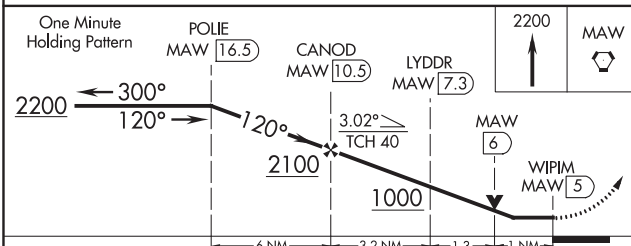


MALDEN
111.2 MAW
Chan 49

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 294	TDZE 292
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CATEGORY	A	B	C	D
S-14	660-1	368 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwy 13 and 31
MIRL Rwy 13-31 and 18-36

VORTAC MAW 111.2 Chan 49	APP CRS 298°	Rwy Idg TDZE 292 Apt Elev 294	4999
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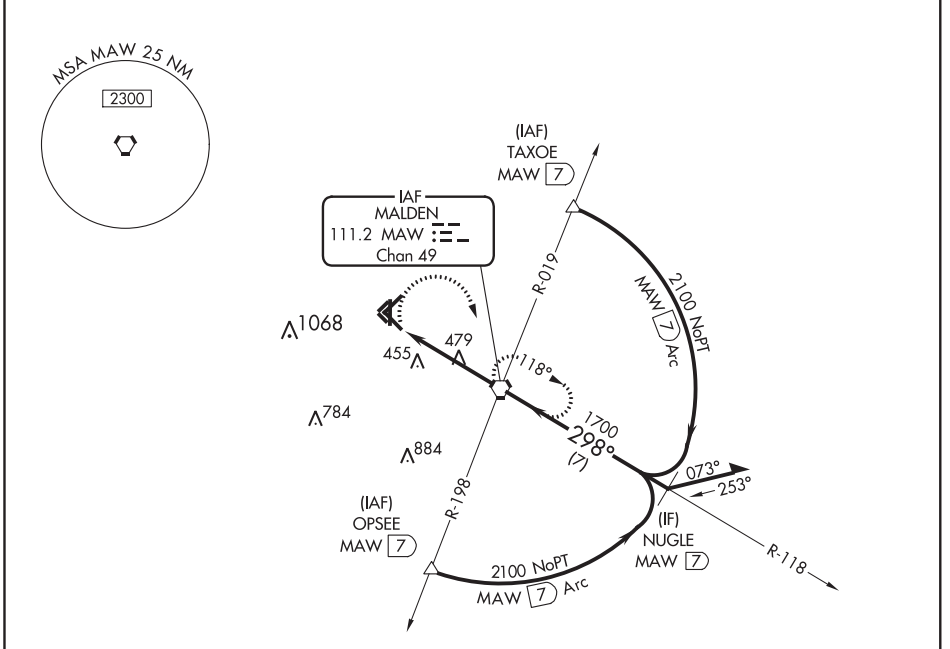
VOR RWY 32

MALDEN RGNL (MAW)

▼ Visibility reduction by helicopters NA.
▲ NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility 1/4 mile.

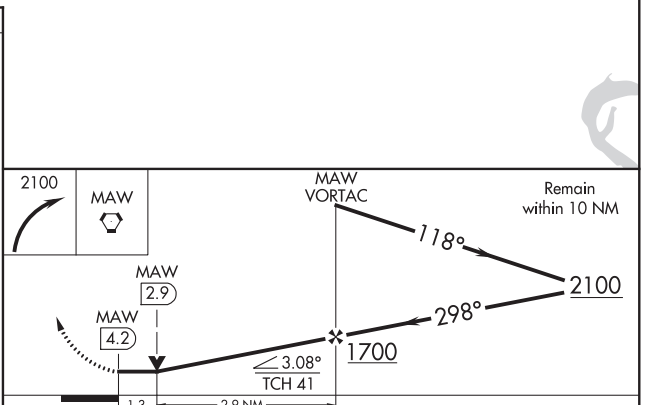
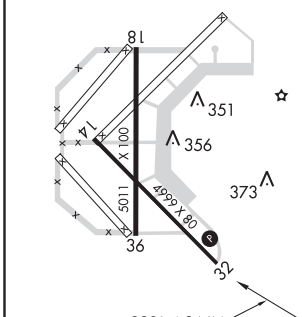
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3PT 119.825	MEMPHIS CENTER 133.65 292.15	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 294	TDZE 292
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REIL Rwy 14 and 32
 MIRL Rwy 14-32 and 18-36



FAF to MAP 4.2 NM						
Knots	60	90	120	150	180	
Min:Sec	4:12	2:48	2:06	1:41	1:24	
CATEGORY	A		B		C	D
S-31	740-1 448 (500-1)		740-1 448 (500-1 1/4)		740-1 1/4 448 (500-1 1/4)	NA
CIRCLING	740-1 446 (500-1)		820-1 526 (600-1)		820-1 1/2 526 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2801
019°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 2

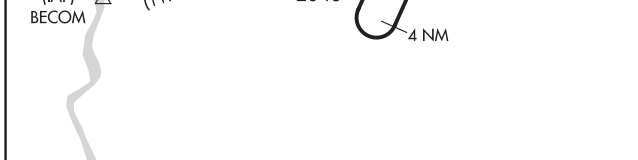
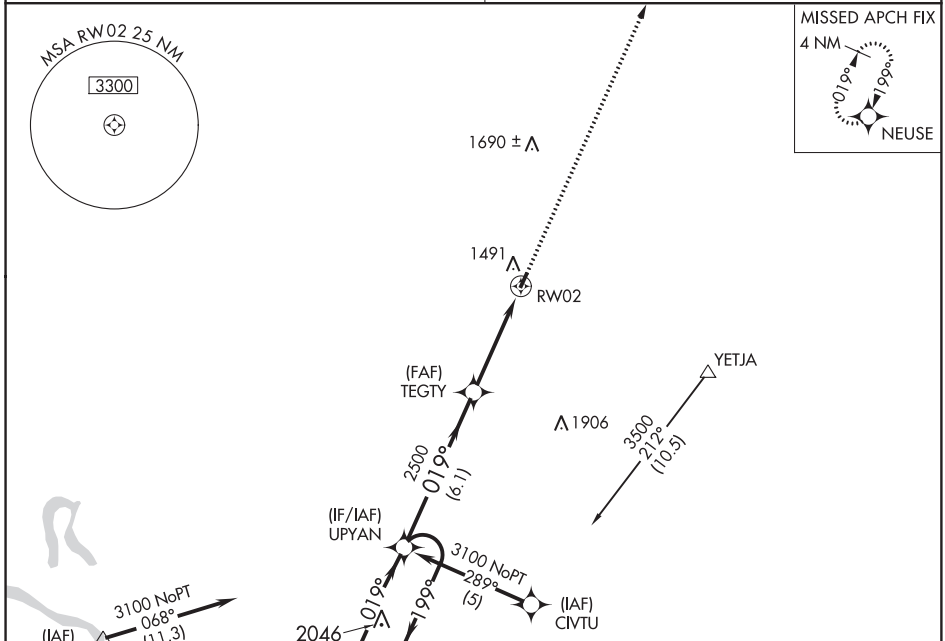
JAMES G WHITING MEMORIAL FIELD (MEY)

NA DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

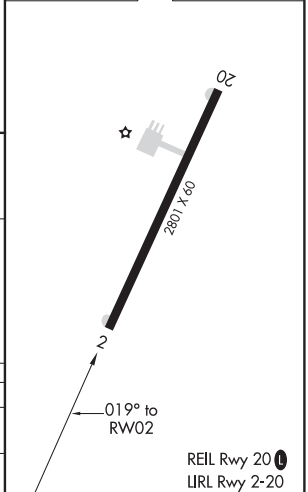
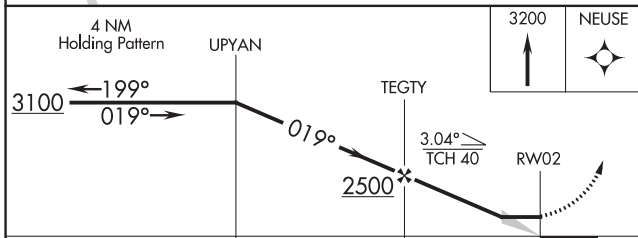
MISSED APPROACH: Climb to 3200 direct NEUSE and hold.

SIoux CITY APP CON *
124.6 307.0

UNICOM
122.8 (CTAF)



ELEV 1116	TDZE 1116
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CATEGORY	A	B	C	D
LNVA MDA	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)		NA
CIRCLING	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2801
199°	TDZE	1116
	Apt Elev	1116

RNAV (GPS) RWY 20

JAMES G WHITING MEMORIAL FIELD (MEY)

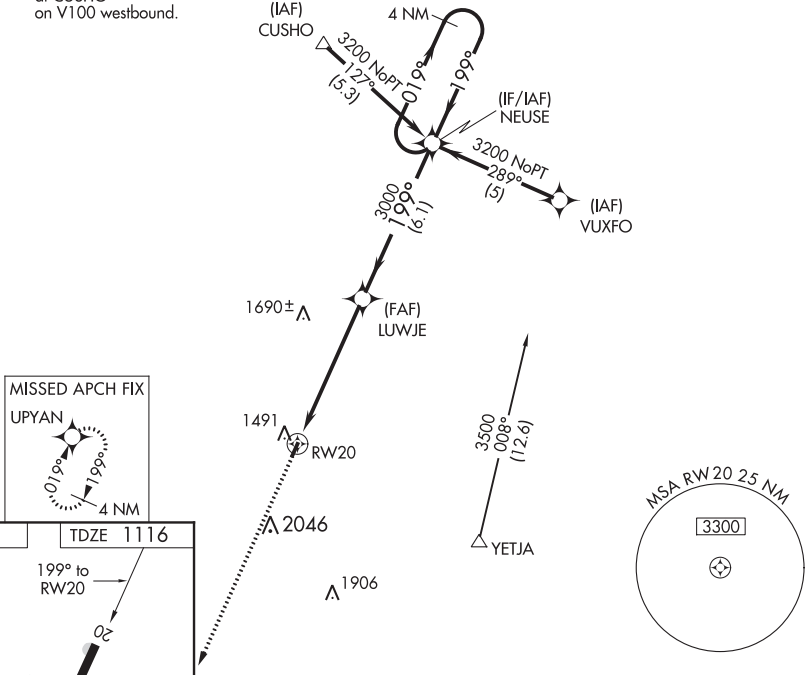
<p>▽ DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climb to 3100 direct UPYAN and hold.</p>
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<p>SIoux CITY APP CON ★</p> <p>124.6 307.0</p>	<p>UNICOM</p> <p>122.8 (CTAF) 1</p>
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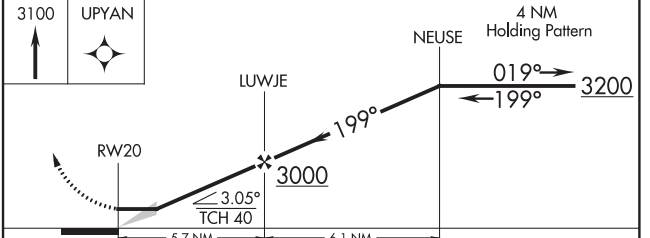
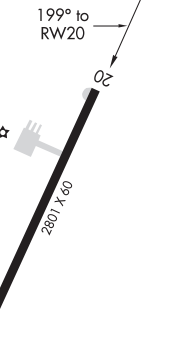
Procedure NA for arrivals at CUSHO on V100 westbound.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1116	TDZE 1116
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CATEGORY	A	B	C	D
RNAV MDA	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	

REIL Rwy 20 **1**
URL Rwy 2-20

WAAS CH 69633 W15A	APP CRS 155°	Rwy Idg TDZE Apt Elev	3304 769 769
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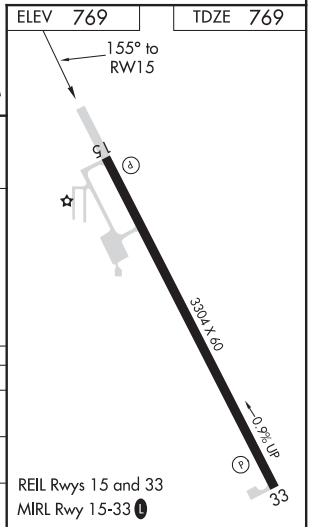
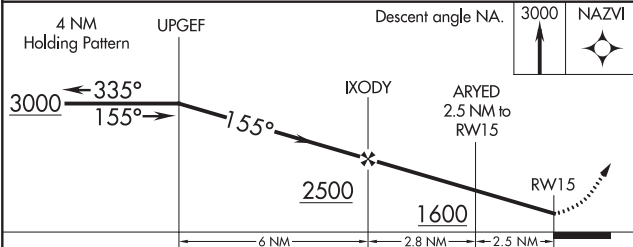
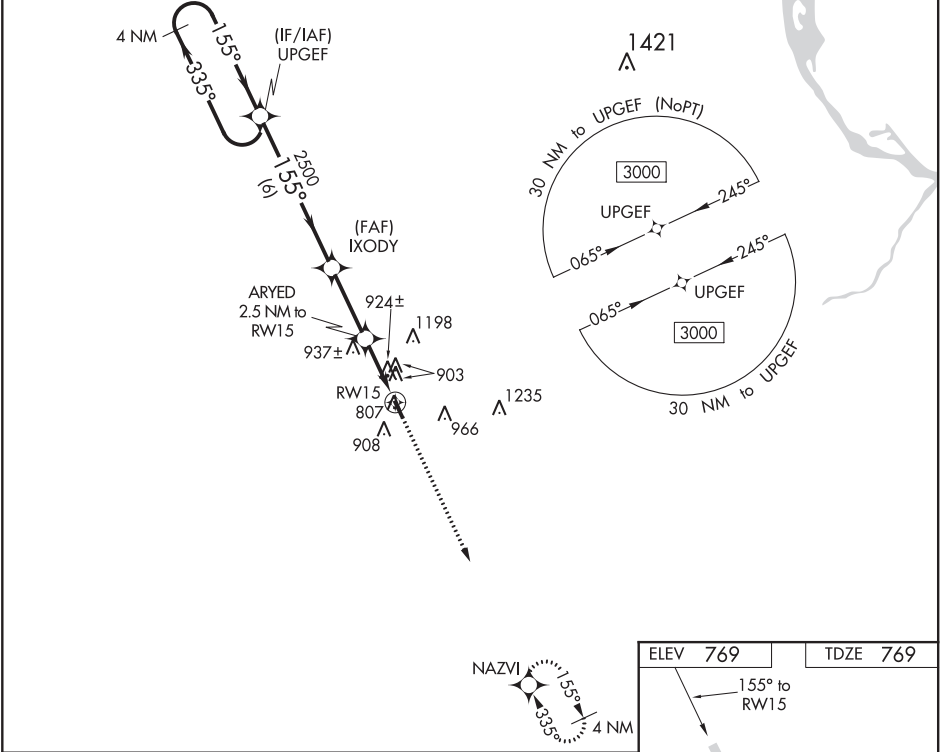
RNAV (GPS) RWY 15

MAQUOKETA MUNI (OQW)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA. Obtain local altimeter on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 direct NAZVI and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) Q
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CATEGORY	A	B	C	D
LP MDA	1180-1	411 (500-1)		NA
LNAV MDA	1200-1	431 (500-1)		NA
Q CIRCLING	1240-1 471 (500-1)	1400-1 631 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82733 W33A	APP CRS 335°	Rwy Idg TDZE 766 Apt Elev 769	3304
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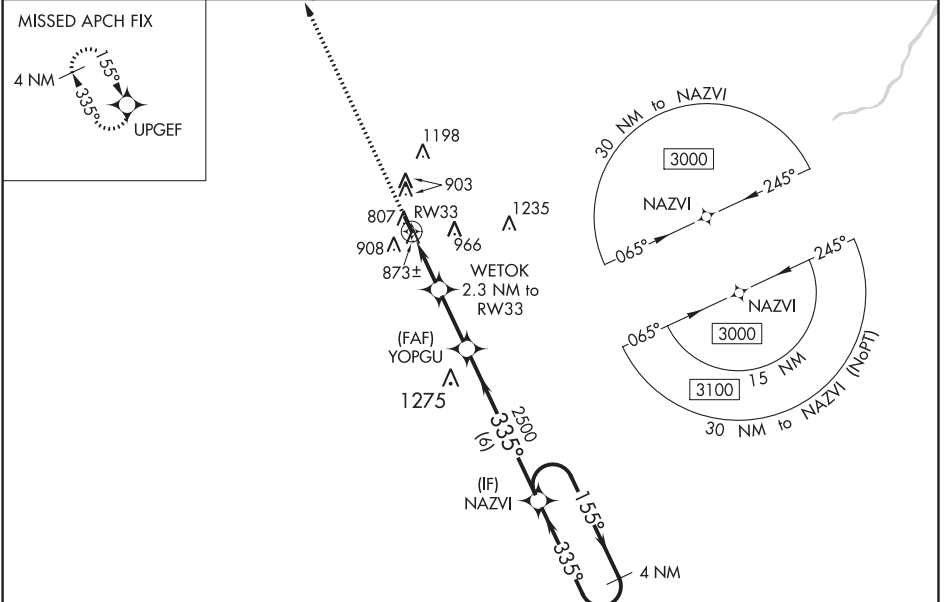
RNAV (GPS) RWY 33

MAQUOKETA MUNI (OQW)

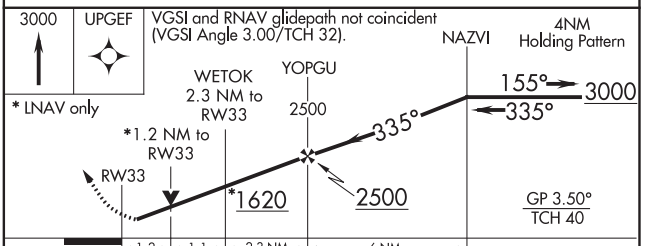
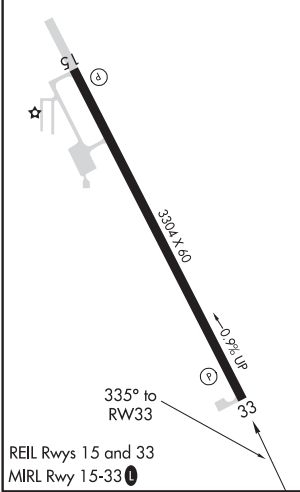
⚠ NA Circling to Rwy 15 NA at night. Baro-VNAV NA when using Dubuque altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter on CTAF; when not received, use Dubuque altimeter setting and increase all DA 92 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1/4 mile and LNAV/VNAV all Cats visibility to 1/8 mile.

MISSED APPROACH: Climb to 3000 direct UPGEF and hold.

CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0
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ELEV 769	TDZE 766
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CATEGORY	A	B	C	D
LPV DA	1106-1	340 (400-1)		NA
LNAV/VNAV DA	1064-1	298 (300-1)		NA
LNAV MDA	1140-1	374 (400-1)		NA
C CIRCLING	1240-1 471 (500-1)	1400-1 631 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 178°	Rwy Idg TDZE Apt Elev	4807 779 779
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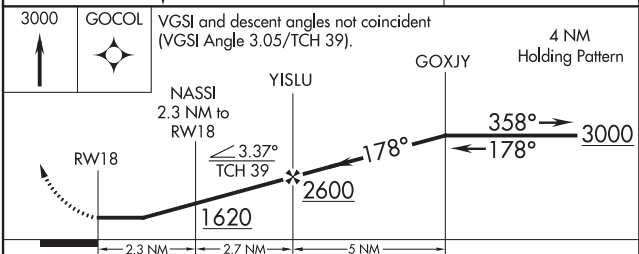
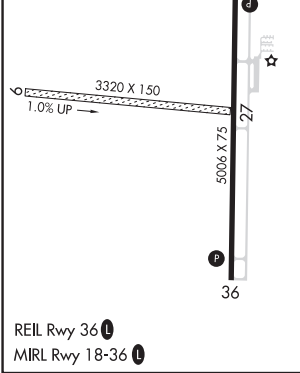
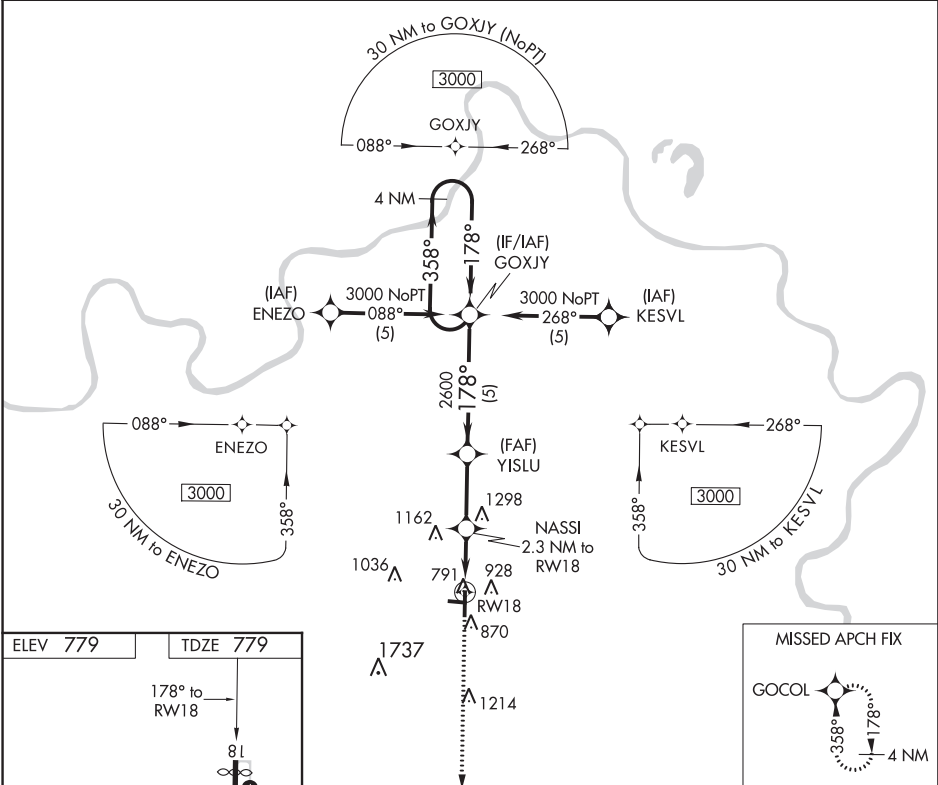
RNAV (GPS) RWY 18

MARSHALL MEMORIAL MUNI (MHL)

NA When VGSI inop, Straight-In/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sedalia Rgnl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

AWOS-3 118.675	WHITEMAN APP CON * 127.45	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LNNAV MDA	1360-1	581 (600-1)		NA
CIRCLING	1360-1	581 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93907 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	5006 779 779
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RNAV (GPS) RWY 36

MARSHALL MEMORIAL MUNI (MHL)

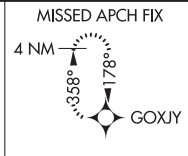
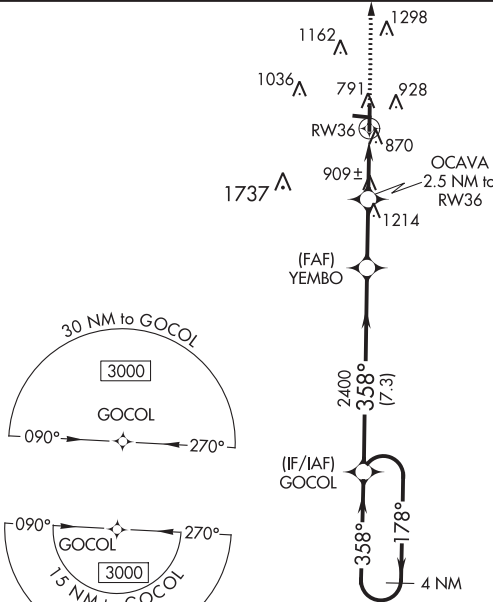
V When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA when using Sedalia Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Sedalia Rgnl altimeter setting. When local altimeter setting not received, use Sedalia Rgnl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility and LNAV Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct GOXJY and hold.

AWOS-3
118,675

WHITEMAN APP CON ★
127.45

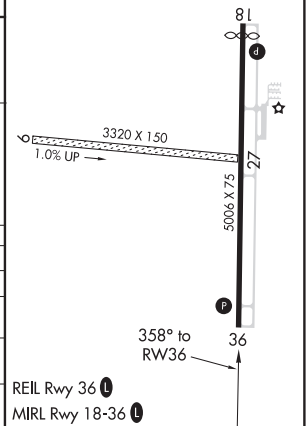
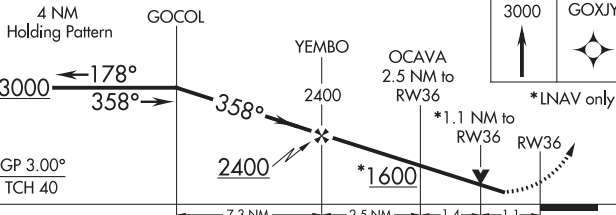
UNICOM
122.8 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 779	TDZE 779
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CATEGORY	A	B	C	D
LPV DA		1029-1	250 (300-1)	NA
LNAV/VNAV DA		1091-1	312 (400-1)	NA
LNAV MDA	1160-1	381 (400-1)	1160-1 1/8 381 (400-1 1/8)	NA
CIRCLING	1240-1	461 (500-1)	1240-1 1/2 461 (500-1 1/2)	NA

NDB PUR	APP CRS	Rwy Idg	5006
371	352°	TDZE	779
		Apt Elev	779

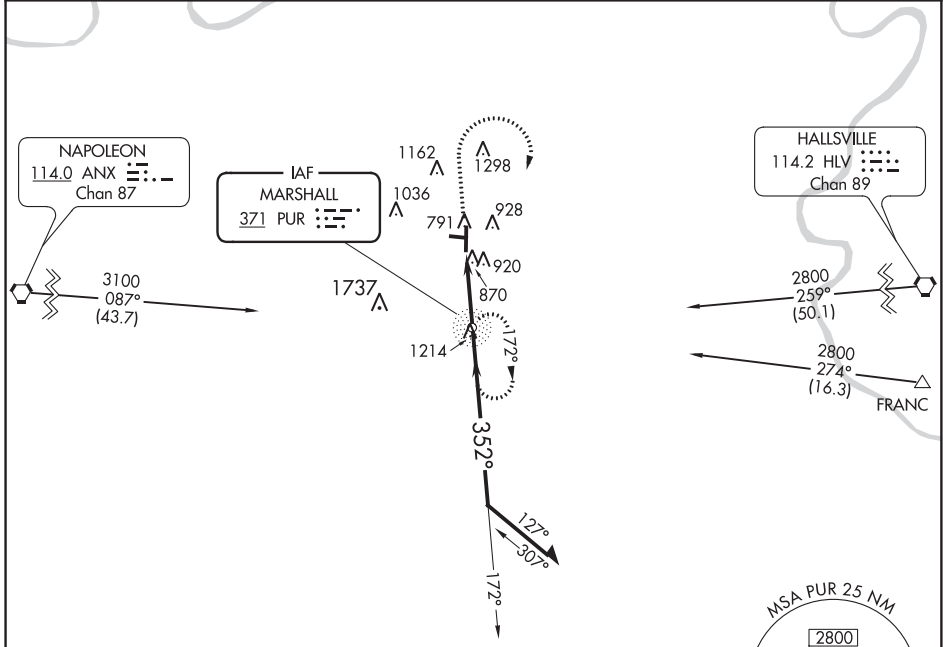
NDB RWY 36

MARSHALL MEMORIAL MUNI (MHL)

⚠ When VGSI inop, Circling Rwy 18 NA at night. Visibility reduction by helicopters
⚠ NA. When local altimeter setting not received, use Sedalia Rgnl altimeter setting and increase all MDA 80 feet and increase S-36 Cat visibility $\frac{1}{8}$ mile.

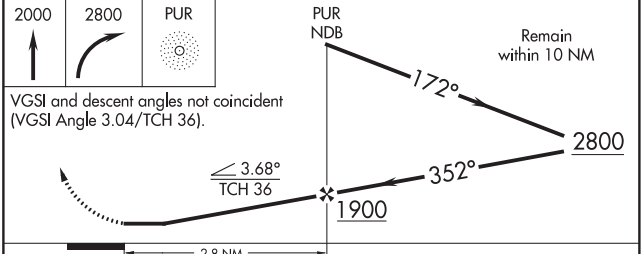
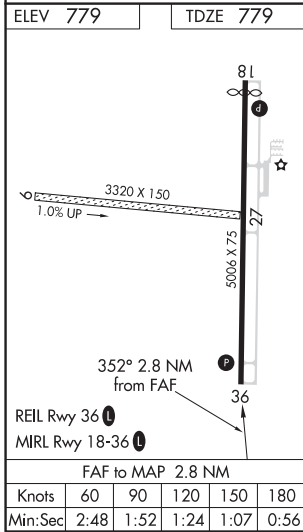
MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

AWOS-3 118.675	WHITEMAN APP CON* 127.45	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-36	1220-1	441 (500-1)	1220-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1240-1	461 (500-1)	1240-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$)	NA

MARSHALLTOWN, IOWA

AL-5423 (FAA)

16091

WAAS CH 50236 W13A	APP CRS 126°	Rwy Idg 5007 TDZE 975 Apt Elev 975
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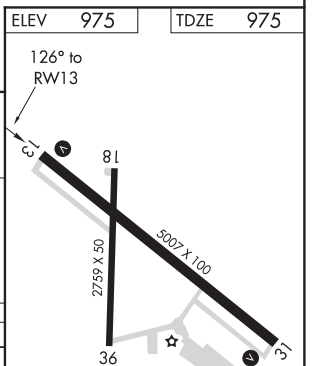
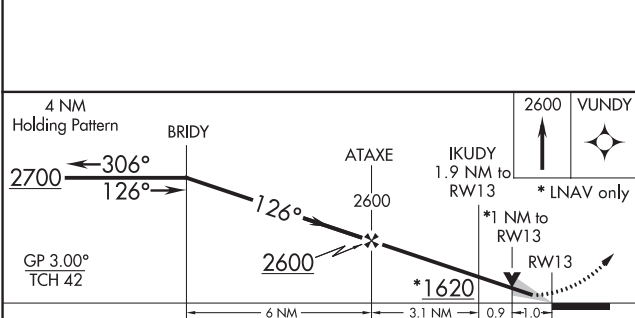
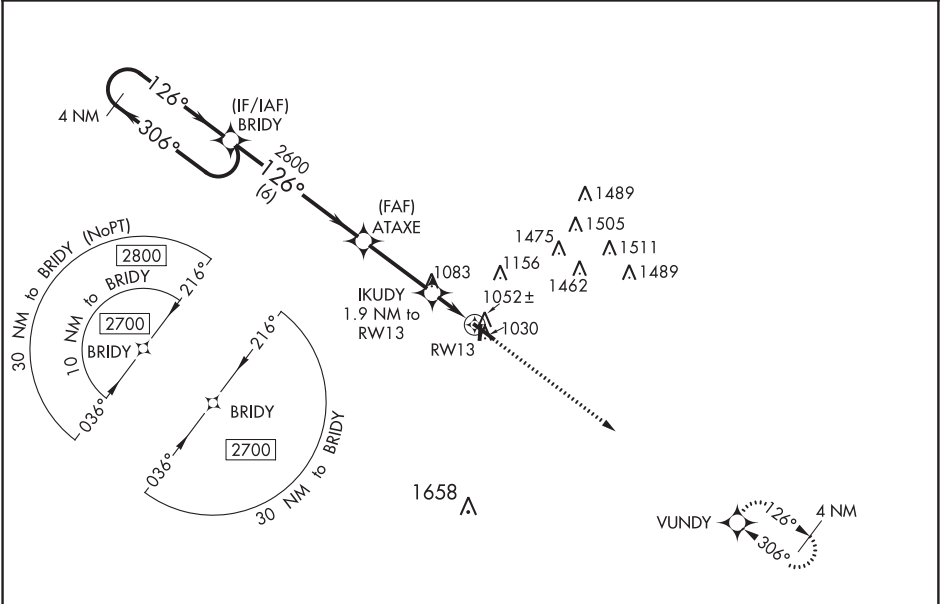
RNAV (GPS) RWY 13

MARSHALLTOWN MUNI (MIW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Grinnell altimeter setting. When local altimeter setting not received, use Grinnell altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LNAV Cats C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct VUNDY and hold.

ASOS 128.325	WATERLOO APP CON * 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA		1225-1	250 (300-1)	
LNAV/VNAV DA		1225-1	250 (300-1)	
LNAV MDA		1320-1	345 (400-1)	
C CIRCLING	1400-1 425 (500-1)	1440-1 465 (500-1)	1460-1½ 485 (500-½)	1840-2¾ 865 (900-2¾)

MIRL Rwy 13-31 and 18-36 **📻**
REIL Rwy 13 and 31 **📻**

MARSHALLTOWN, IOWA
Amdt 1A 31MAR16

42°07'N-92°55'W

MARSHALLTOWN MUNI (MIW) RNAV (GPS) RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48936 W31A	APP CRS 306°	Rwy Idg 5007 TDZE 973 Apt Elev 975
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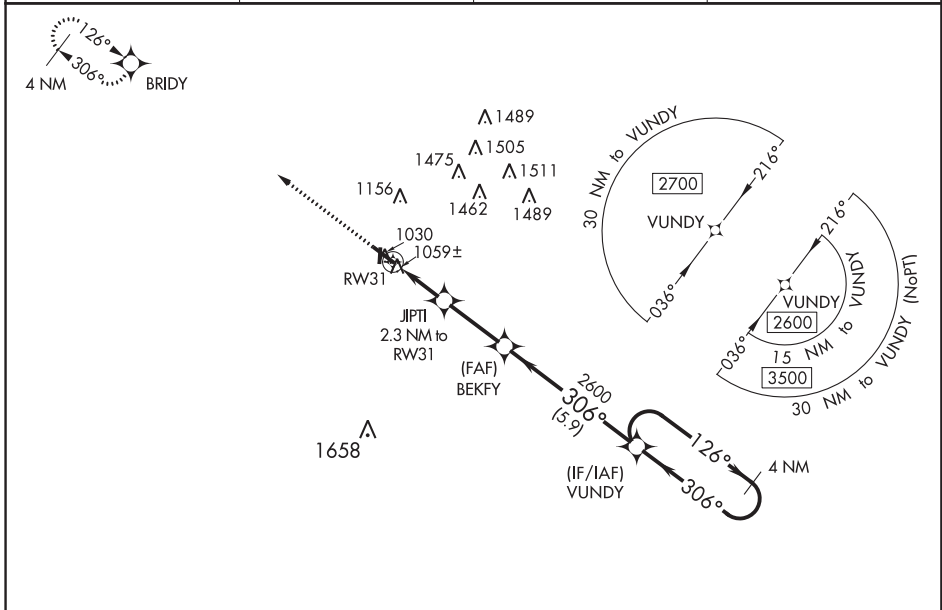
RNAV (GPS) RWY 31

MARSHALLTOWN MUNI (MIW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Grinnell altimeter setting. When local altimeter setting not received, use Grinnell altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D and Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

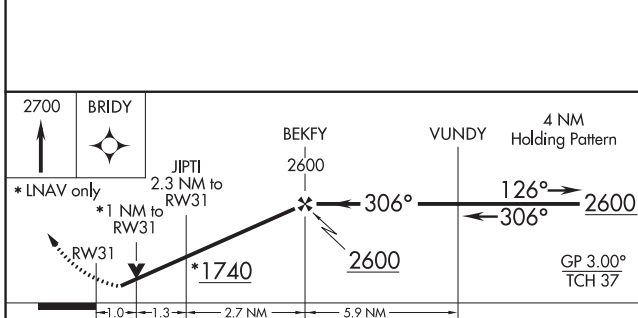
MISSED APPROACH:
Climb to 2700 direct BRIDY and hold.

ASOS 128.325	WATERLOO APP CON * 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0
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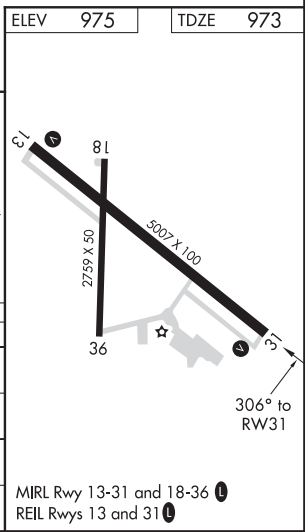


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1223-1	250 (300-1)	
LNAV/VNAV DA		1223-1	250 (300-1)	
LNAV MDA		1320-1	347 (400-1)	
C CIRCLING	1400-1 425 (500-1)	1440-1 465 (500-1)	1460-1½ 485 (500-1½)	1840-2¾ 865 (900-2¾)



MARSHALLTOWN, IOWA

AL-5423 (FAA)

14317

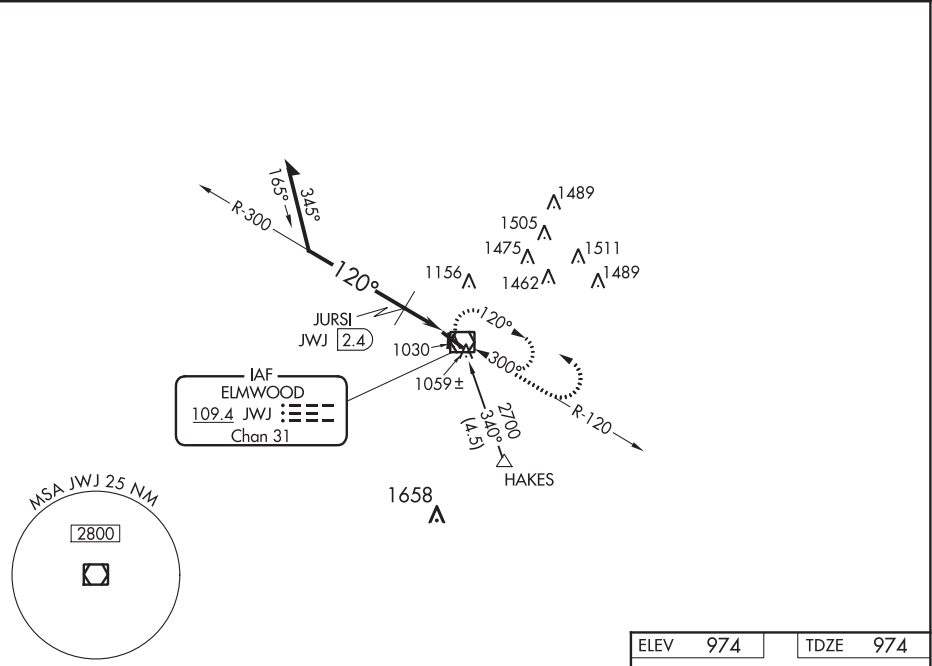
VOR/DME JWJ 109.4 Chan 31	APP CRS 120°	Rwy Idg 5007 TDZE 974 Apt Elev 974
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VOR RWY 13
MARSHALLTOWN MUNI (MIW)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase S-13 Cat C and D and Circling Cat C visibility ¼ mile. Increase JURSI fix minimums S-13 Cat C and D visibility ¼ mile.

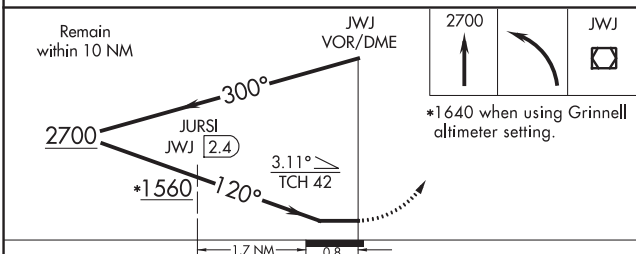
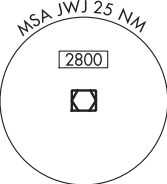
MISSED APPROACH: Climb to 2700 then left turn direct JWJ VOR/DME and hold.

ASOS 128.325	WATERLOO APP CON * 120.9	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0
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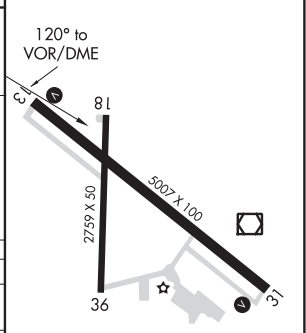


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 974	TDZE 974
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CATEGORY	A	B	C	D
S-13	1560-1	586 (600-1)	1560-1½ 586 (600-1½)	1560-1¾ 586 (600-1¾)
CIRCLING	1560-1	586 (600-1)	1560-1½ 586 (600-1½)	1560-2 586 (600-2)
JURSI FIX MINIMUMS				
S-13	1360-1 386 (400-1)		1360-1¼ 386 (400-1¼)	
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 13-31 and 18-36 0
REIL Rwy 13 and 31 0

MARSHALLTOWN, IOWA
Amdt 2 23SEP10

42°07'N-92°55'W

MARSHALLTOWN MUNI (MIW)
VOR RWY 13

VOR/DME JWJ 109.4 Chan 31	APP CRS 320°	Rwy Idg TDZE Apt Elev	5007 973 974
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VOR RWY 31
MARSHALLTOWN MUNI (MIW)

⚠ When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase S-31 and Circling Cat C and D and TUWJ fix minimums S-31 Cat C and D visibility 1/4 mile.

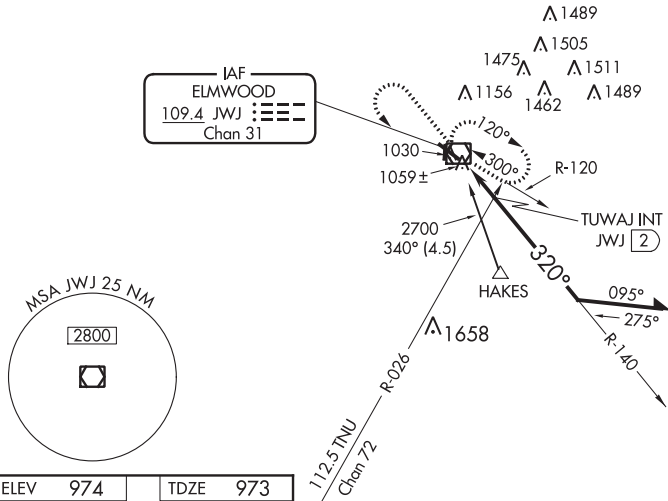
MISSED APPROACH: Climb to 2700 then left turn direct JWJ VOR/DME and hold.

ASOS
128.325

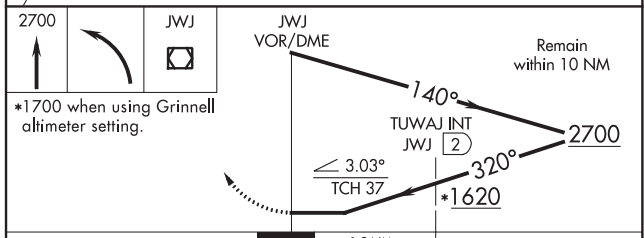
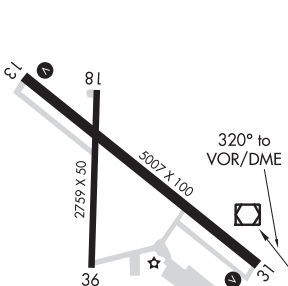
WATERLOO APP CON *
120.9

CLNC DEL
120.9

UNICOM
122.8 (CTAF) 0



ELEV 974	TDZE 973
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CATEGORY	A	B	C	D
S-31	1620-1 647 (700-1)		1620-1 ³ / ₄ 647 (700-1 ³ / ₄)	1620-2 647 (700-2)
CIRCLING	1620-1 646 (700-1)		1620-1 ³ / ₄ 646 (700-1 ³ / ₄)	1620-2 646 (700-2)
TUWJ FIX MINIMUMS				
S-31	1360-1 387 (400-1)		1360-1 ¹ / ₄ 387 (400-1 ¹ / ₄)	
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1 ¹ / ₂ 466 (500-1 ¹ / ₂)	1540-2 566 (600-2)

MRL Rwy 13-31 and 18-36 0
REIL Rwy 13 and 31 0

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72807 W14A	APP CRS 143°	Rwy Idg 4600 TDZE 1142 Apt Elev 1145
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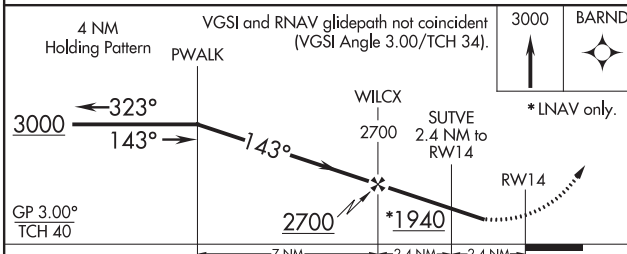
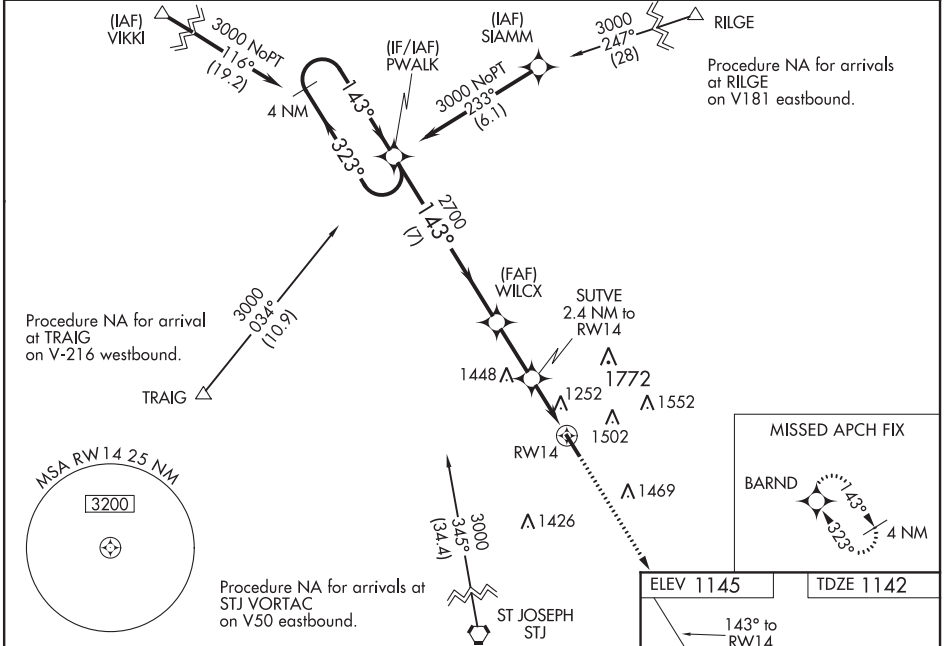
RNAV (GPS) RWY 14

NORTHWEST MISSOURI RGNL (EVU)

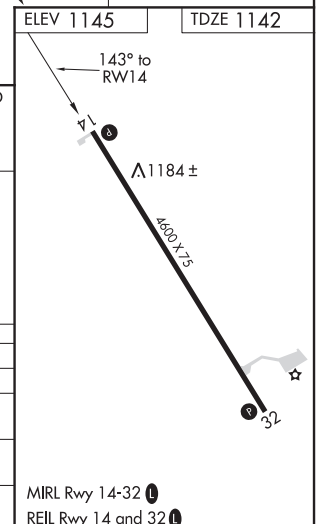
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1513 feet, LNAV/VNAV DA to 1678 feet, and all MDA 140 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C ¾ mile. Circling NA east of Rwy 14-32. When VGSI inop, Straight-in/Circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

AWOS-3 118.225	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1392-1	250 (300-1)		NA
LNAV/VNAV DA	1557-1 ¾	415 (500-1 ¾)		NA
LNAV MDA	1520-1	378 (400-1)	1520-1 ⅛ 378 (400-1 ½)	NA
CIRCLING	1540-1 395 (400-1)	1600-1 455 (500-1)	1600-1 ½ 455 (500-1 ½)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 73022 W32A	APP CRS 323°	Rwy Idg 4600 TDZE 1145 Apt Elev 1145
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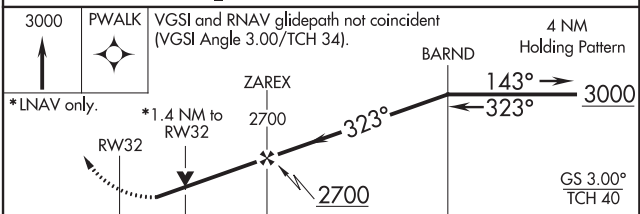
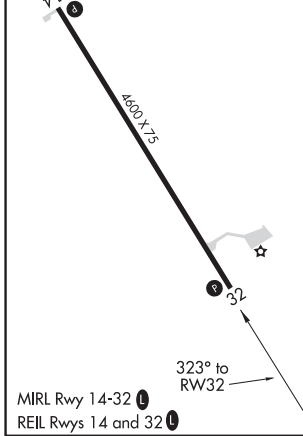
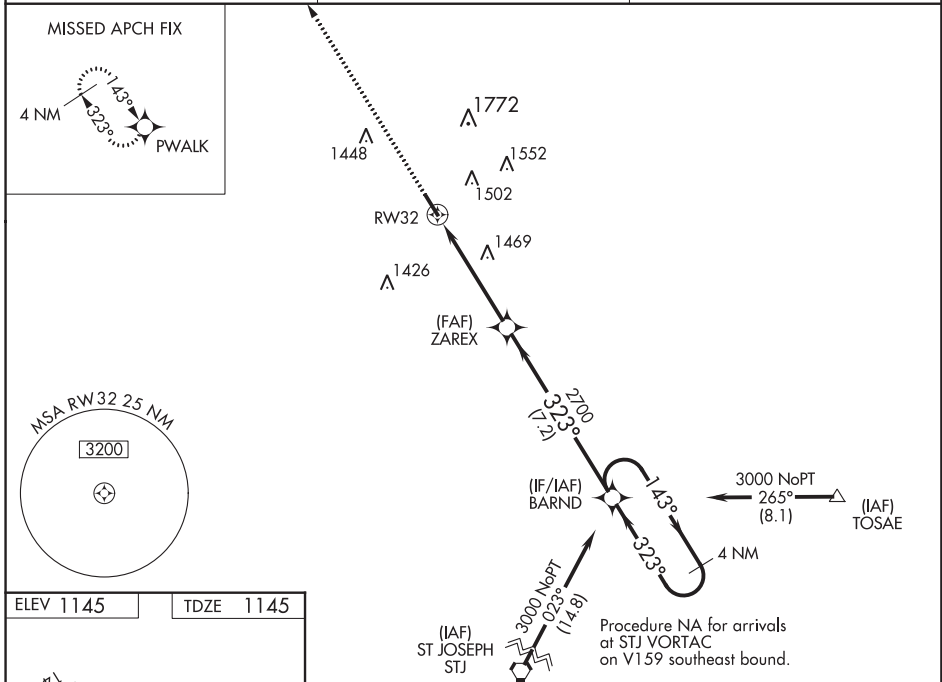
RNAV (GPS) RWY 32

NORTHWEST MISSOURI RGNL (E VU)

▽ Baro-VNAV NA when using St Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use St. Joseph altimeter setting: increase LPV and LNAV/VNAV DA to 1520 feet and all Cats visibility 3/8 mile; increase all MDA 140 feet, LNAV Cat C visibility 3/8 mile and Circling Cat C visibility 1/4 mile. VDP NA when using St. Joseph altimeter setting. Circling NA east of Rwy 14-32.

▲NA MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3 118.225	MINNEAPOLIS CENTER 119.6 290.4	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1395-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1395-7/8	250 (300-7/8)		NA
LNAV MDA	1620-1	475 (500-1)	1620-1 3/8 475 (500-1 3/8)	NA
CIRCLING	1620-1	475 (500-1)	1620-1 1/2 475 (500-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MCW 109.5	APP CRS 355°	Rwy Idg 6501
		TDZE 1193
		Apt Elev 1214

ILS or LOC RWY 36

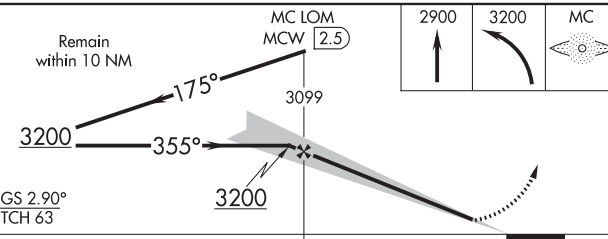
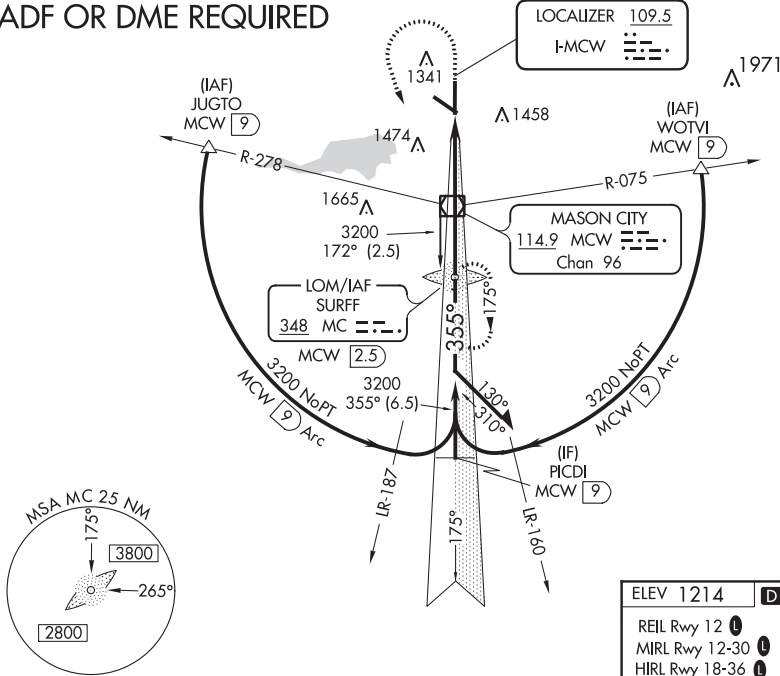
MASON CITY MUNI (MCW)

ADF required. For inoperative MALSR, increase S-LOC 36 Cats C/D visibility $\frac{3}{8}$ mile. For inoperative MALSR, when using Charles City altimeter setting, increase S-ILS 36 all Cats and S-LOC 36 Cats C/D visibility $\frac{3}{8}$ mile. When local altimeter setting not received, use Charles City altimeter setting and increase DA 87 feet and all MDA 100 feet; increase S-LOC 36 Cat C/D visibility $\frac{3}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile.

MALSR
 MISSED APPROACH: Climb to 2900 then climbing left turn to 3200 direct SURFF LOM/MCW VOR/DME 2.5 DME and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF)
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ADF OR DME REQUIRED



ELEV 1214	D	TDZE 1193
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REIL Rwy 12
 MIRL Rwy 12-30
 HIRL Rwy 18-36

Altitudes: 1246, 1286, 1252, 30, 36, 1263. Distances: 5502 x 150, 5501 x 150, 0.3% UP, 0.3% UP, 355° 5.9 NM from FAF.

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-ILS 36	1393- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)	
S-LOC 36	1700- $\frac{1}{2}$ 507 (500- $\frac{1}{2}$)		1700-1 507 (500-1)	
CIRCLING	1700-1 486 (500-1)		1760-1 $\frac{1}{2}$ 546 (600- $\frac{1}{2}$) 1780-2 566 (600-2)	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40100 W18A	APP CRS 175°	Rwy Idg TDZE Apt Elev	6501 1214 1213
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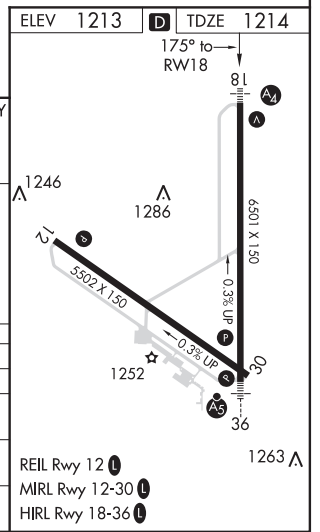
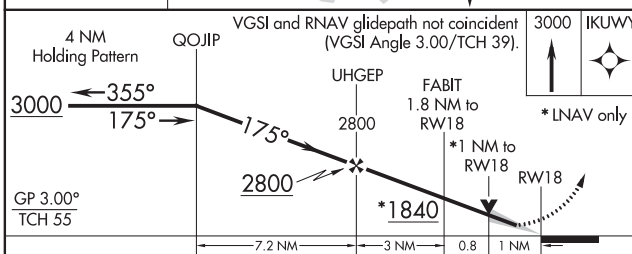
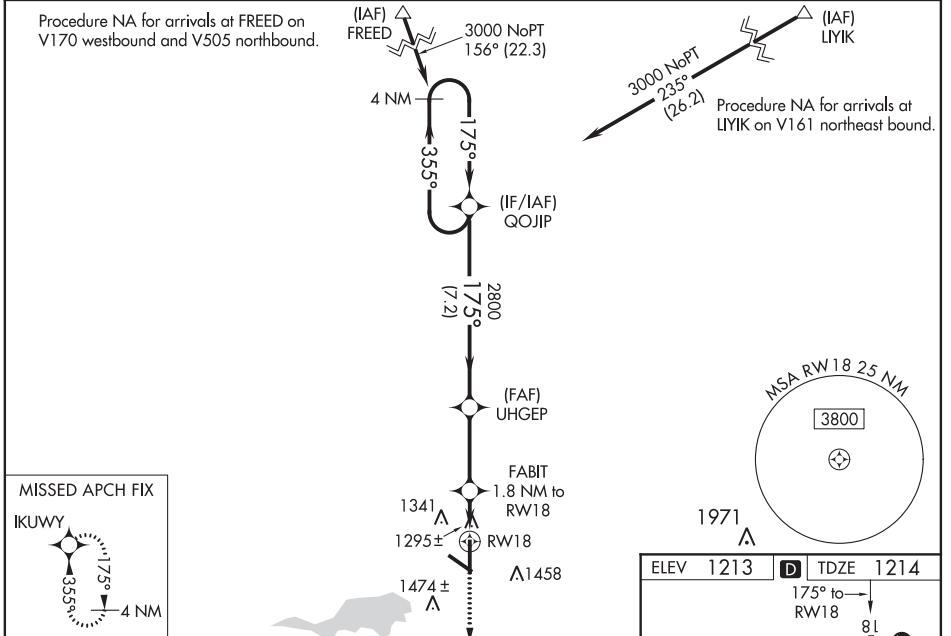
RNAV (GPS) RWY 18

MASON CITY MUNI (MCW)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charles City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Charles City altimeter setting and increase all DA 87 feet and all MDA 100 feet and increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV and Circling Cat C and D visibility 1/4 mile. For inoperative MALS, when using Charles City altimeter setting, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C and D visibility 3/8 mile.

MALS
 MISSED APPROACH: Climb to 3000 direct IKUWY and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1414-3/4	200 (200-3/4)	
LNAV/VNAV DA		1464-3/4	250 (300-3/4)	
LNAV MDA		1560-3/4	346 (400-3/4)	
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MASON CITY, IOWA

AL-667 (FAA)

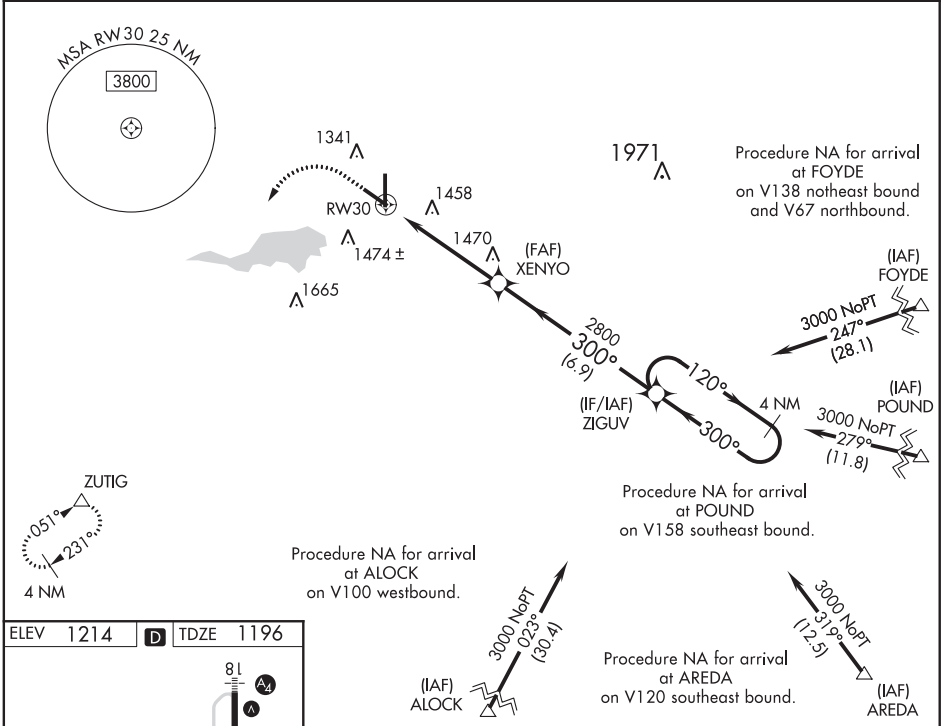
16035

WAAS CH 40122 W30A	APP CRS 300°	Rwy Idg TDZE Apt Elev	5501 1196 1214
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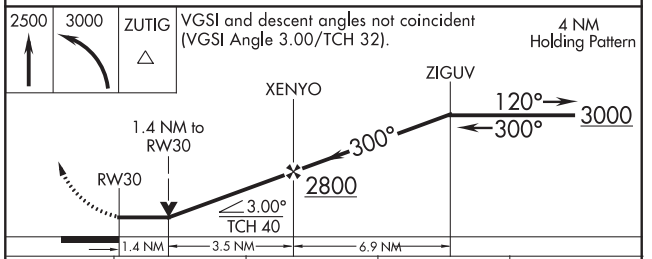
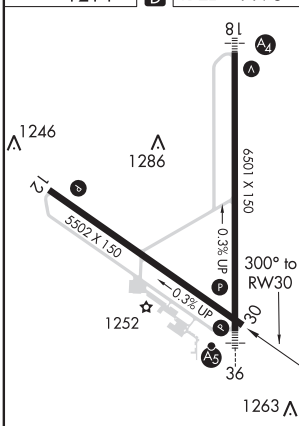
RNAV (GPS) RWY 30

MASON CITY MUNI (MCW)

<p>⚠ DME/DME RNP-0.3 NA. VDP NA when using Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and LP and LNAV Cat C and D visibility $\frac{3}{8}$ mile and Circling Cat C $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>		<p>MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZUTIG and hold.</p>
ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0



ELEV 1214	D	TDZE 1196
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CATEGORY	A	B	C	D
LP MDA	1680-1	484 (500-1)	1680-1 $\frac{3}{8}$	484 (500-1 $\frac{3}{8}$)
LNAV MDA	1680-1	484 (500-1)	1680-1 $\frac{3}{8}$	484 (500-1 $\frac{3}{8}$)
CIRCLING	1680-1	466 (500-1)	1760-1 $\frac{1}{2}$ 546 (600-1 $\frac{1}{2}$)	1780-2 566 (600-2)

MASON CITY, IOWA
Amdt 1B 15OCT15

43°09'N-93°20'W

MASON CITY MUNI (MCW)

RNAV (GPS) RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93522 W36A	APP CRS 355°	Rwy Idg TDZE Apt Elev	6501 1193 1214
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RNAV (GPS) RWY 36

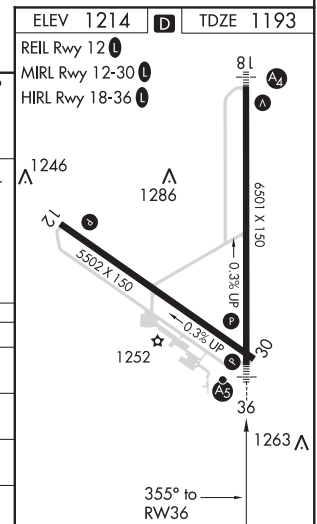
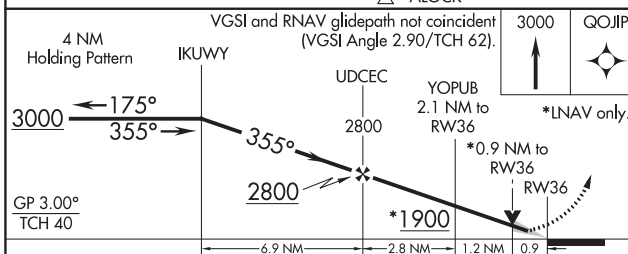
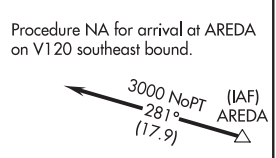
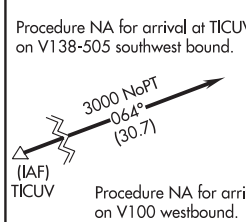
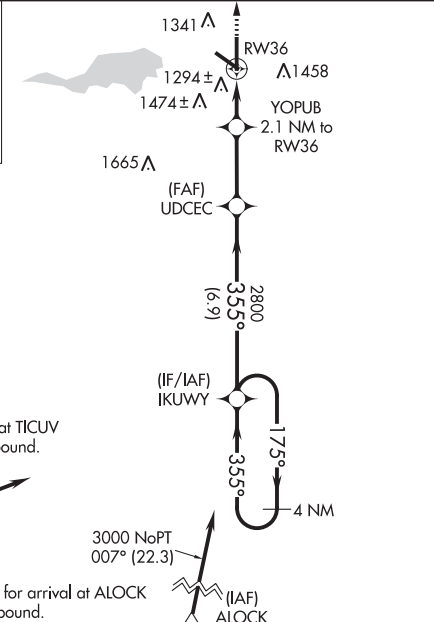
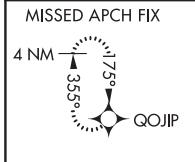
MASON CITY MUNI (MCW)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Charles City altimeter setting; increase LPV DA to 1480 feet, LNAV/VNAV DA to 1562 and LNAV/VNAV visibility ¼ mile; increase all MDA 100 feet and LNAV Cats C and D visibility ⅜ mile and Circling Cat C ¼ mile. For inop MALSRS when using Charles City altimeter setting, increase LPV visibility to 1 mile and LNAV Cats C and D to 1⅜ mile. For inop MALSRS, increase LNAV/VNAV visibility to ⅜ mile and LNAV Cats C and D to 1 mile. Baro-VNAV and VDP NA when using Charles City altimeter setting.

MALSRS 

MISSED APPROACH: Climb to 3000 direct QOJIP and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1393-½	200 (200-½)	
LNAV/VNAV DA		1475-½	282 (300-½)	
LNAV MDA	1560-½	367 (400-½)	1560-⅝	367 (400-⅝)
CIRCLING	1660-1 446 (500-1)	1680-1 466 (500-1)	1760-1½ 546 (600-1½)	1780-2 566 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MASON CITY, IOWA

AL-667 (FAA)

16315

LOC I-MCW 109.5	APP CRS 175°	Rwy Idg 6501
		TDZE 1214
		Apt Elev 1214

LOC/DME BC RWY 18

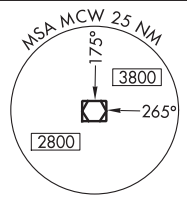
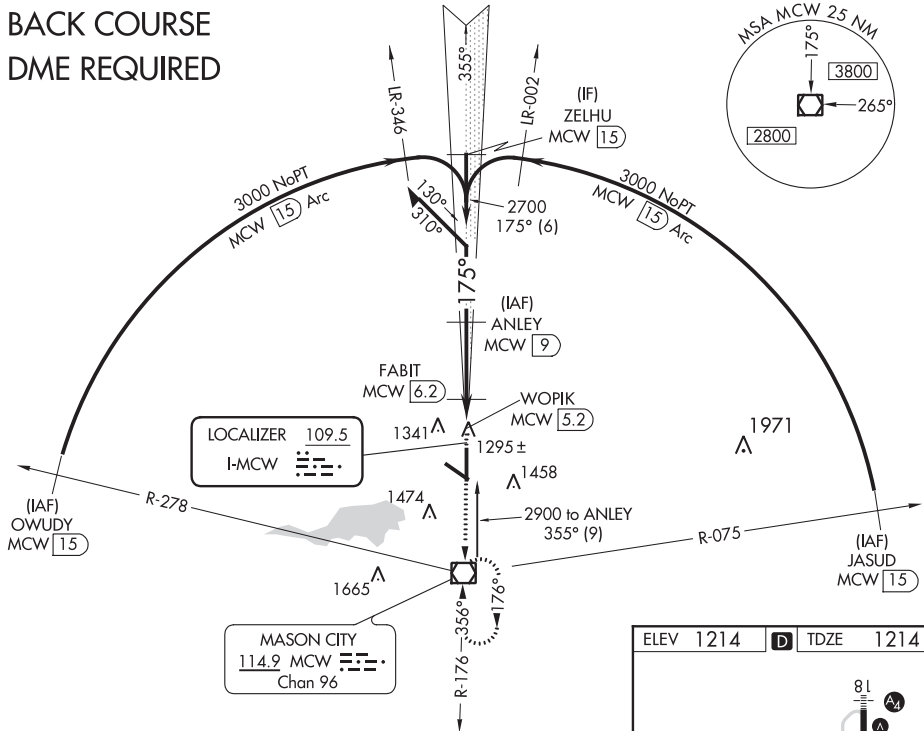
MASON CITY MUNI (MCW)

⚠ DME from MCW VOR/DME. Simultaneous reception of I-MCW and MCW DME required. For inop MALS, increase Cat D visibility ¼ mile. For inop MALS, when using Charles City altimeter setting, increase S-18 Cat D visibility ¼ mile. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet, increase S-18/Circling Cat C and S-18 Cat D visibility ¼ mile.

MALS ⚠	MISSED APPROACH: Climb to 3000 direct MCW VOR/DME and hold.
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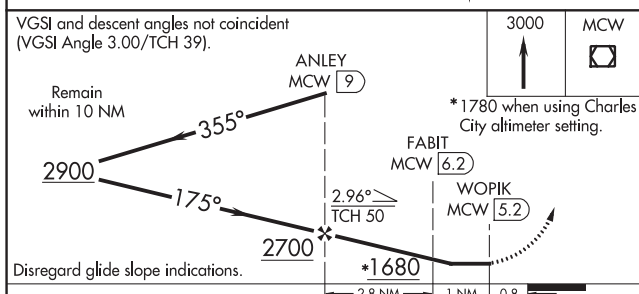
ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 1
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BACK COURSE DME REQUIRED

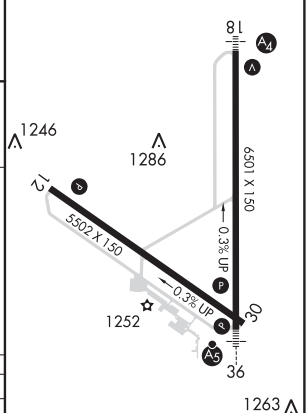


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1214	D	TDZE 1214
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CATEGORY	A	B	C	D
S-18		1560-¾	346 (400-¾)	
CIRCLING	1660-1 446 (500-1)	1680-1 466 (500-1)	1760-1½ 546 (600-1½)	1780-2 566 (600-2)

- REIL Rwy 12 1
- MIRL Rwy 12-30 1
- HIRL Rwy 18-36 1

MASON CITY, IOWA
Amdt 7B 10NOV16

43°09'N-93°20'W


MASON CITY MUNI (MCW) LOC/DME BC RWY 18

VOR/DME MCW	APP CRS	Rwy Idg	6501
114.9	356°	TDZE	1193
Chan 96		Apt Elev	1214

VOR RWY 36

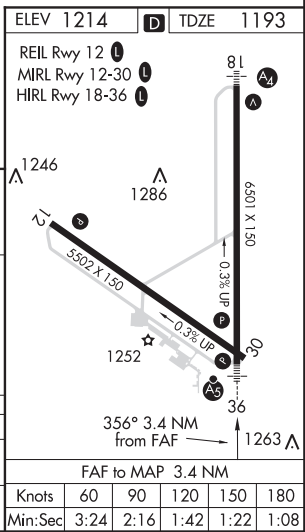
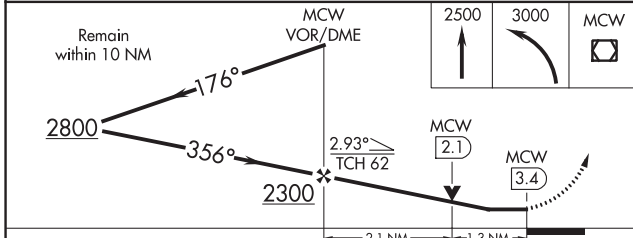
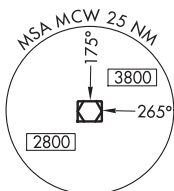
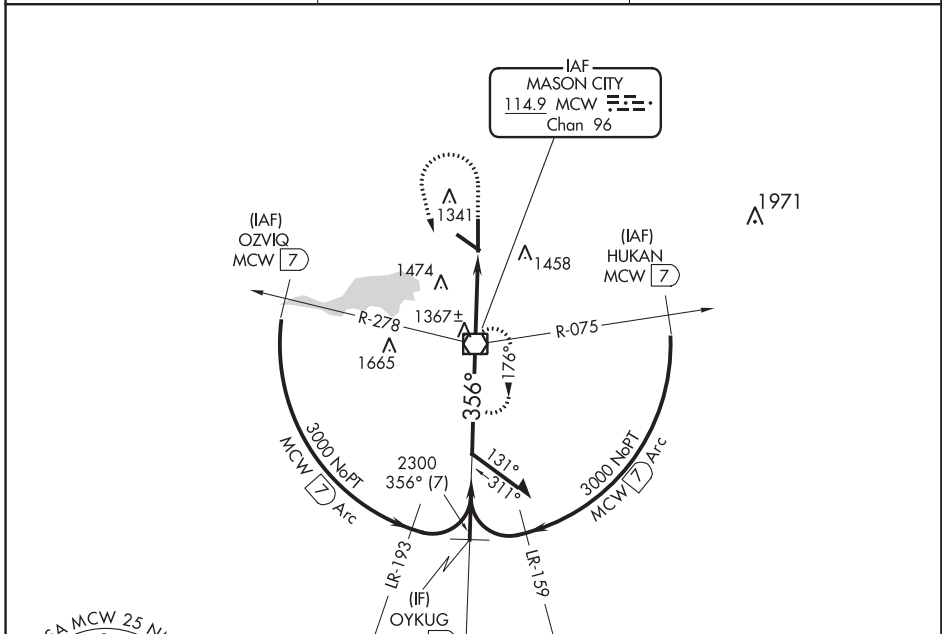
MASON CITY MUNI (MCW)

⚠ VDP NA with Charles City altimeter setting. When local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet and increase S-36 Cat C/D and Circling Cat C visibility ¼ mile.

MALS 

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct MCW VOR/DME and hold.

ASOS 120.3	MINNEAPOLIS CENTER 127.3 380.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1640-¾ 447 (500-¾)		1640-⅞ 447 (500-⅞)	
CIRCLING	1660-1 446 (500-1)	1680-1 466 (500-1)	1760-1½ 546 (600-1½)	1780-2 566 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA

ASOS
120.3
CTAF/UNICOM
123.0

FIELD
ELEV
1214

D

RWY 12-30
S-80, D-110, 2S-140, 2D-180
RWY 18-36
S-80, D-110, 2S-140, 2D-180

ELEV
1213

8 L

179.2°

43°10.0'N



△ 1286

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV
1210

12
124.2°

5502 X 150

6501 X 150



TERMINAL

FBO HANGAR

HANGARS

0.3% UP

0.3% UP

0.3% UP

HS 1

ELEV
1192

36

30

HANGARS

ELEV
1193

43°09.0'N

93°20.5'W

93°19.5'W

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAAS CH 93637 W12A	APP CRS 119°	Rwy Idg 3300 TDZE 813 Apt Elev 813
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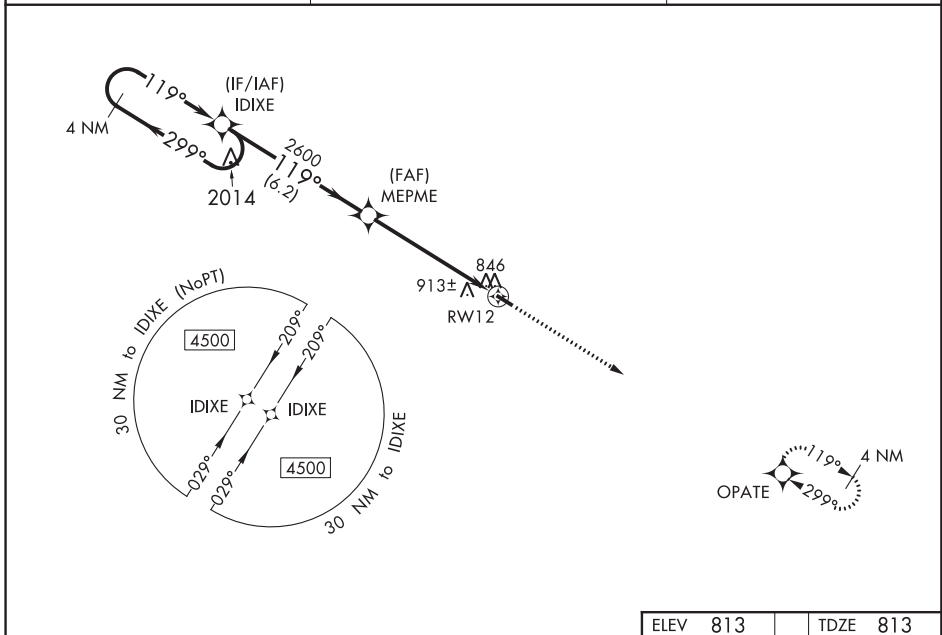
RNAV (GPS) RWY 12

MEMPHIS MEMORIAL (Ø3D)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Kirksville altimeter setting; when not received, use Keokuk altimeter setting and increase all DA 23 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 12 NA for Cat C aircraft.

MISSED APPROACH: Climb to 4500 direct OPATE and hold, continue climb-in-hold to 4500.

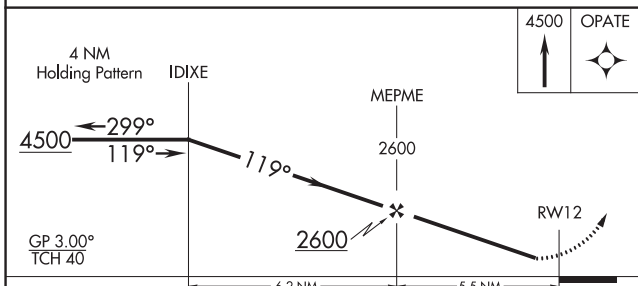
KIRKSVILLE ASOS 121.125	KANSAS CITY CENTER 126.225 317.775	CTAF 122.9
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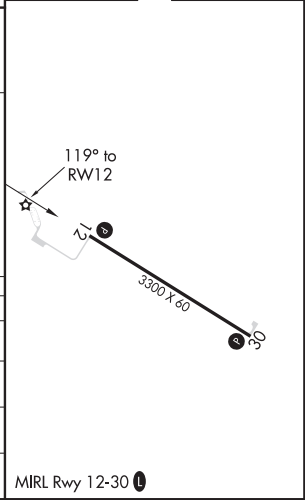
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 813	TDZE 813
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CATEGORY	A	B	C	D
LPV DA	1144-1 1/8	331 (400-1 1/8)		NA
LNAV/VNAV DA	1144-1 1/8	331 (400-1 1/8)		NA
LNAV MDA	1260-1	447 (500-1)	1260-1 3/8 447 (500-1 3/8)	NA
C CIRCLING	1300-1	487 (500-1)	1400-1 1/2 587 (600-1 1/2)	NA



MEMPHIS, MISSOURI

AL-10409 (FAA)

15344

WAAS CH 86437 W 30A	APP CRS 299°	Rwy Idg 3300 TDZE 813 Apt Elev 813
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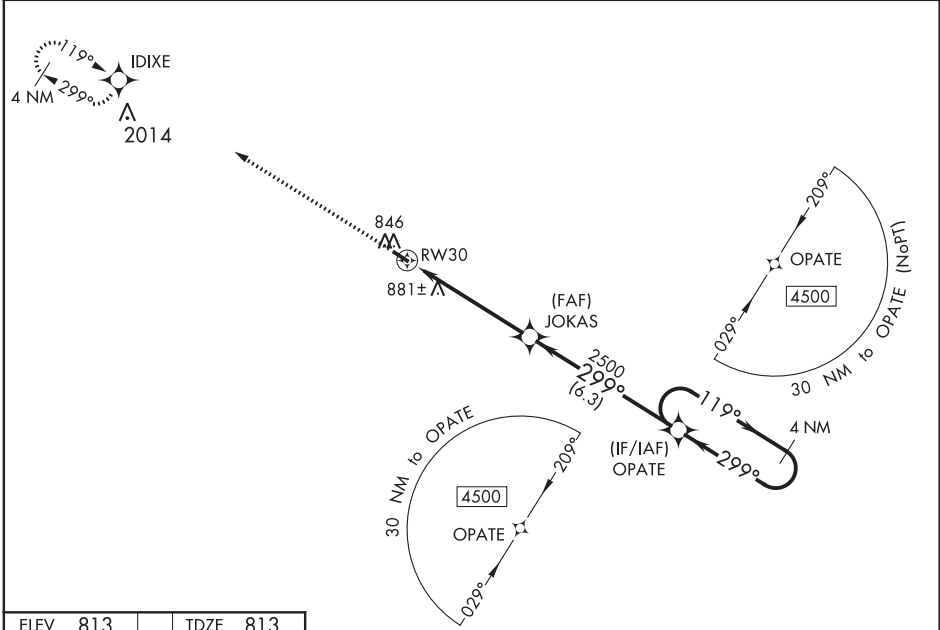
RNAV (GPS) RWY 30

MEMPHIS MEMORIAL (Ø3D)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Kirksville altimeter setting; when not received, use Keokuk altimeter setting and increase all DA 23 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cat C and Circling Cat C visibility 1/4 mile. Night Landing: Rwy 30 NA for Cat C aircraft. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 4500 direct IDIXE and hold, continue climb-in-hold to 4500.

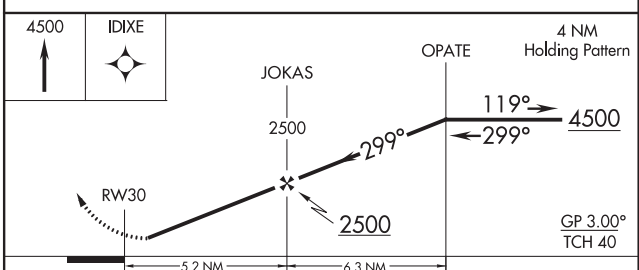
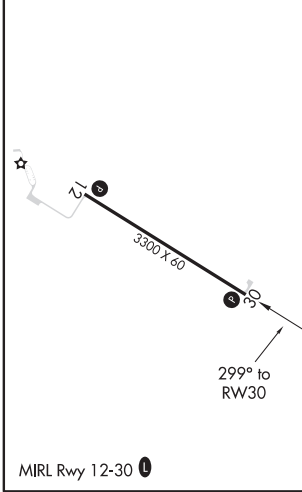
KIRKSVILLE ASOS 121.125	KANSAS CITY CENTER 126.225 317.775	CTAF 122.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 813	TDZE 813
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CATEGORY	A	B	C	D
LPV DA	1144-1 1/8	331 (400-1 1/8)		NA
LNAV/VNAV DA	1144-1 1/8	331 (400-1 1/8)		NA
LNAV MDA	1220-1	407 (500-1)	1220-1 1/8 407 (500-1 1/8)	NA
C CIRCLING	1300-1	487 (500-1)	1400-1 1/2 587 (600-1 1/2)	NA

MEMPHIS, MISSOURI
Orig 08JAN15

40°27'N-92°14'W

MEMPHIS MEMORIAL (Ø3D)

RNAV (GPS) RWY 30

WAAS CH 97423 W06A	APP CRS 064°	Rwy Idg TDZE Apt Elev	5501 823 823
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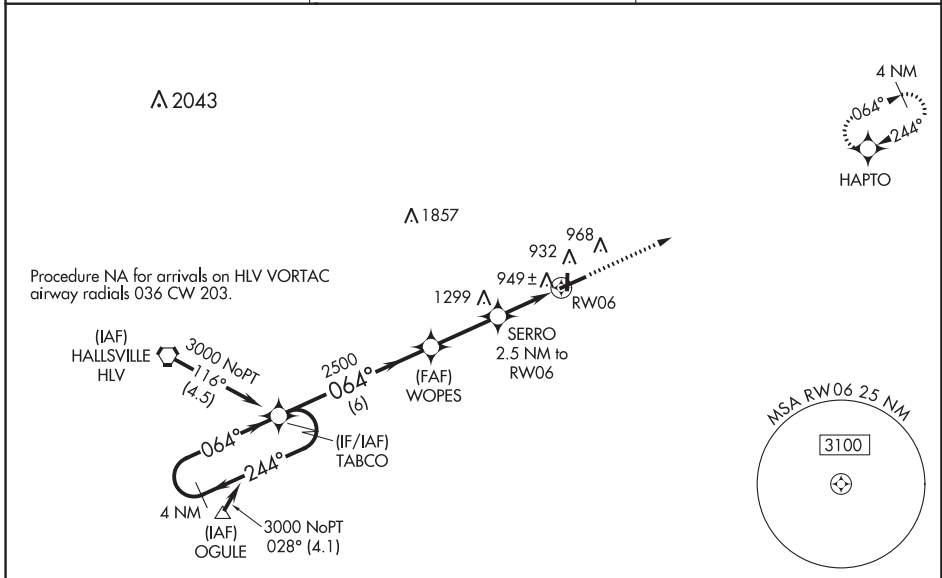
RNAV (GPS) RWY 6

MEXICO MEMORIAL (MYJ)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA 121 feet, all MDA 140 feet, increase LPV all Cats visibility to 1½, LNAV/VNAV all Cats and LNAV Cat C visibility to 1¾. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Columbia Rgnl altimeter setting.

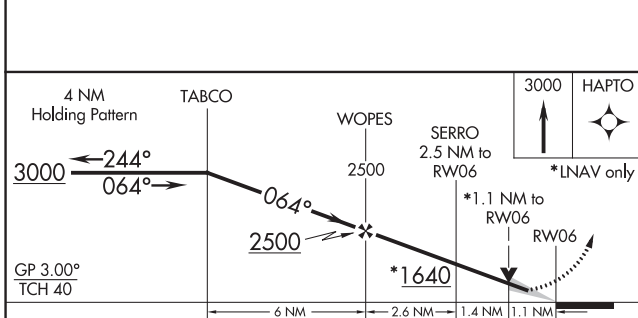
MISSED APPROACH: Climb to 3000 direct HAPTO and hold.

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9
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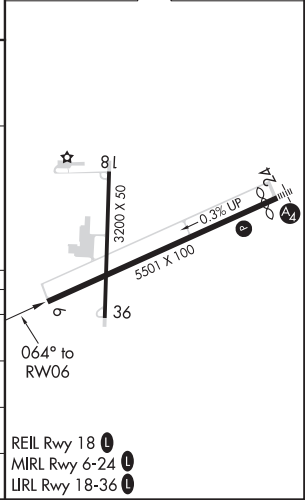
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 823	TDZE 823
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CATEGORY	A	B	C	D
LPV DA	1073-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1099-7/8	276 (300-7/8)		NA
LNAV MDA	1200-1	377 (400-1)		NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA



WAAS CH 56213 W24A	APP CRS 244°	Rwy Idg TDZE Apt Elev	5130 817 823
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RNAV (GPS) RWY 24

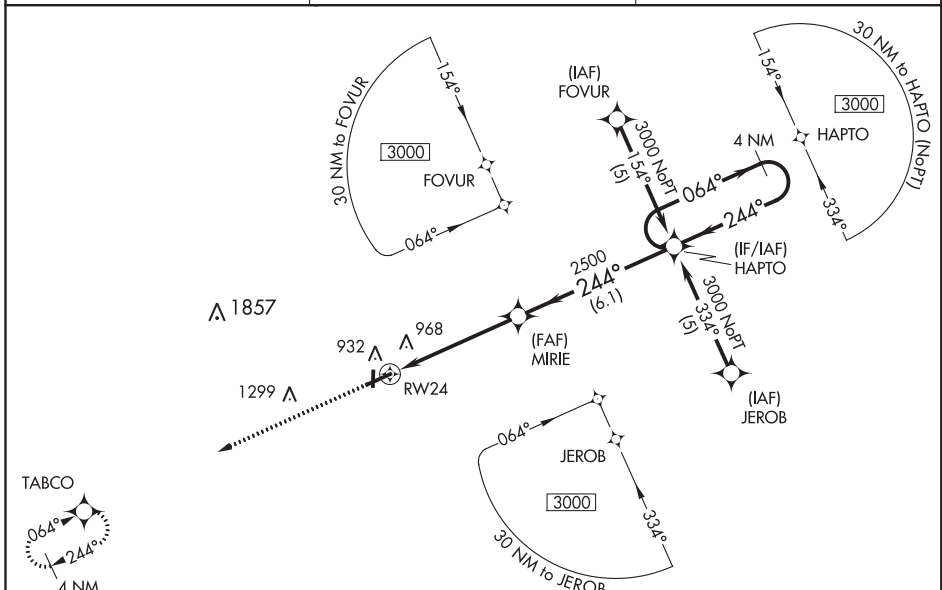
MEXICO MEMORIAL (MYJ)

NA Helicopter visibility reduction below 3/4 SM NA. Inoperative table does not apply. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet. Baro-VNAV NA when using Columbia Rgnl altimeter setting.

MALS
☐

MISSED APPROACH:
Climb to 3000 direct TABCO and hold.

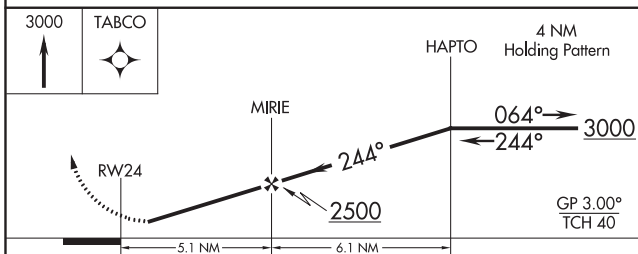
AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9
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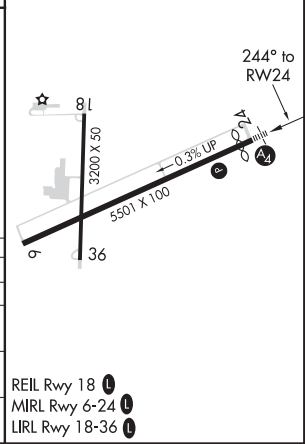
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 823	TDZE 817
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CATEGORY	A	B	C	D
LPV DA	1126-1	309 (400-1)		NA
LNAV/VNAV DA	1278-1 3/4	461 (500-1 3/4)		NA
LNAV MDA	1220-1	403 (400-1)	1220-1 1/4 403 (400-1 1/4)	NA
CIRCLING	1280-1	457 (500-1)	1280-1 1/2 457 (500-1 1/2)	NA



- REIL Rwy 18
- MRL Rwy 6-24
- LRL Rwy 18-36

LOC/DME I-EYR 109.5 Chan 32	APP CRS 244°	Rwy Idg TDZE Apt Elev	5130 817 823
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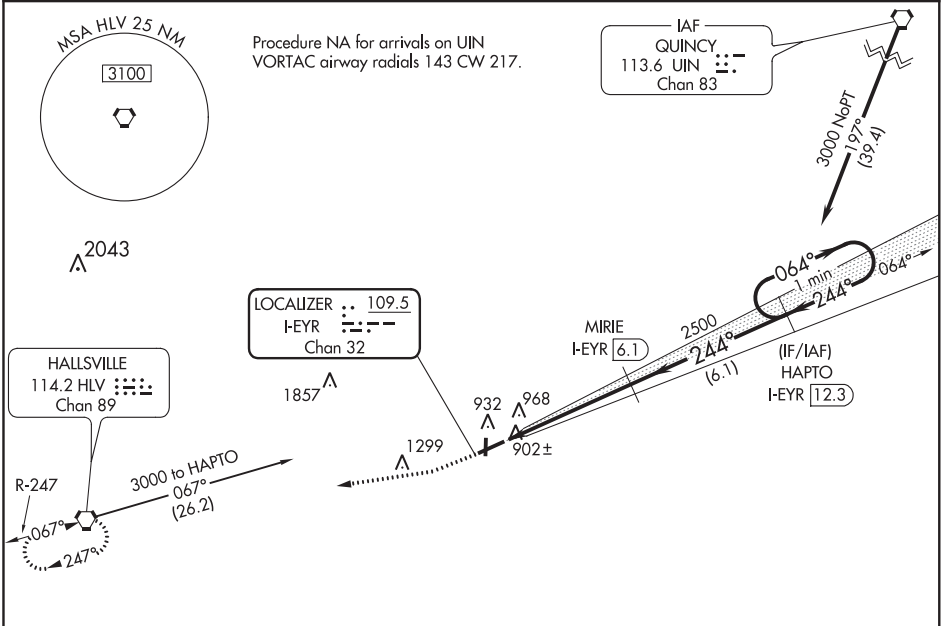
LOC/DME RWY 24

MEXICO MEMORIAL (MYJ)

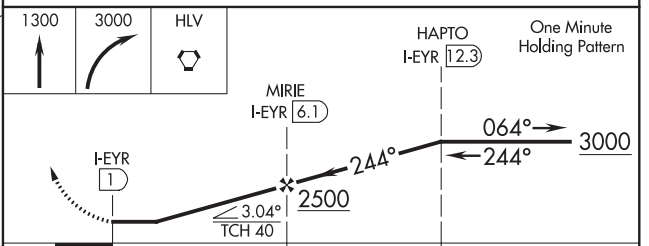
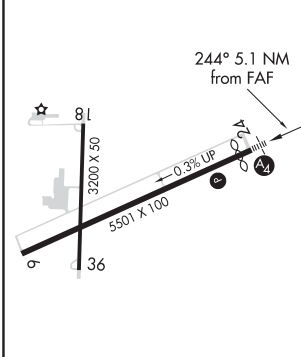
NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDA 80 feet. Inoperative table does not apply.

MALS MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct HLW VORTAC and hold.

AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9
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ELEV 823	TDZE 817
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CATEGORY	A	B	C	D
S-24	1160-1	343 (400-1)		NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MEXICO, MISSOURI

AL-5586 (FAA)

16203

VORTAC HLW 114.2 Chan 89	APP CRS 253°	Rwy Idg 5130 TDZE 817 Apt Elev 823
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VOR/DME RWY 24

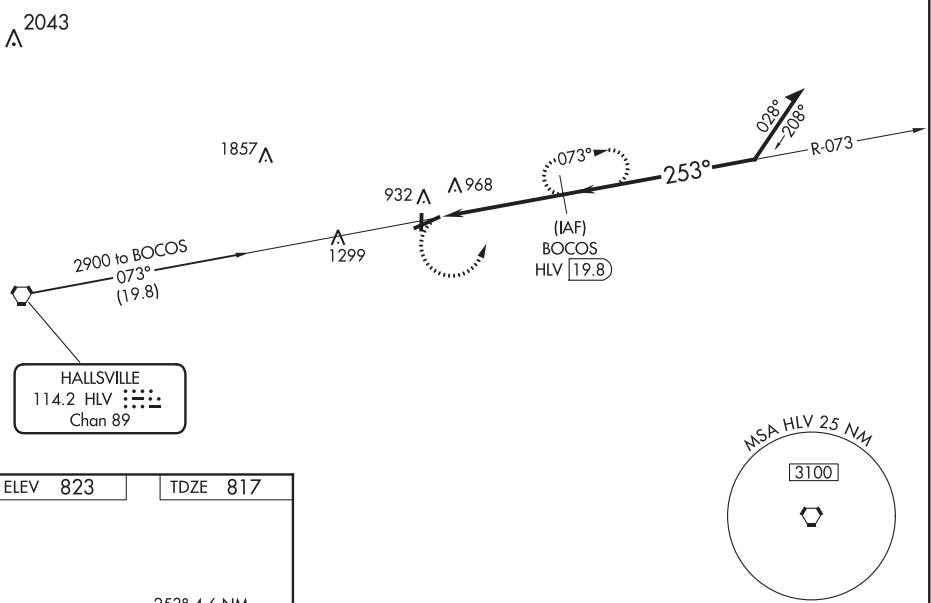
MEXICO MEMORIAL (MYJ)

⚠ NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDA 80 feet. Inop table does not apply.	MALS A2	MISSED APPROACH: Climbing left turn to 2300 via HLW R-073 to BOCOS/19.8 DME and hold.
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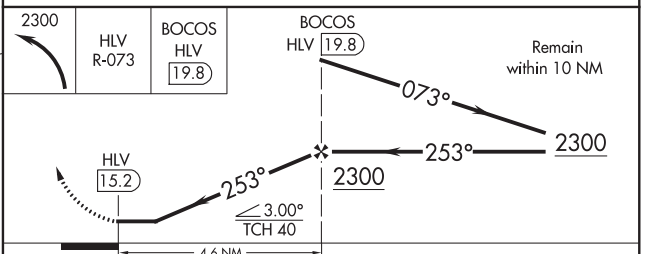
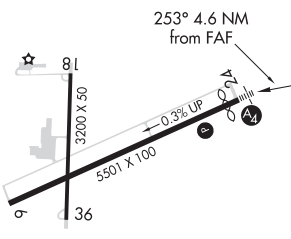
AWOS-3PT 120.575	MIZZU APP CON 124.375	CTAF 122.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 823	TDZE 817
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CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

MEXICO, MISSOURI
Amdt 2B 21JUL16

39°09'N-91°49'W

MEXICO MEMORIAL (MYJ) VOR/DME RWY 24

VOR/DME SPW 110.0 Chan 37	APP CRS 005°	Rwy Idg TDZE Apt Elev 1439	N/A N/A 1439
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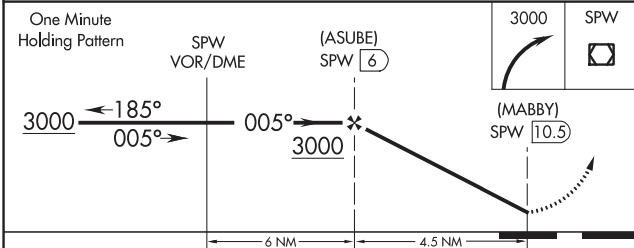
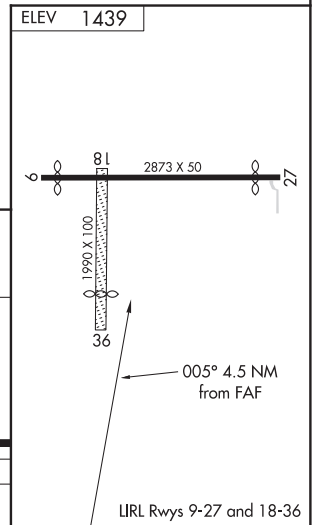
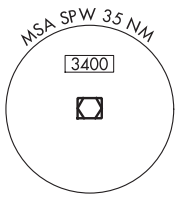
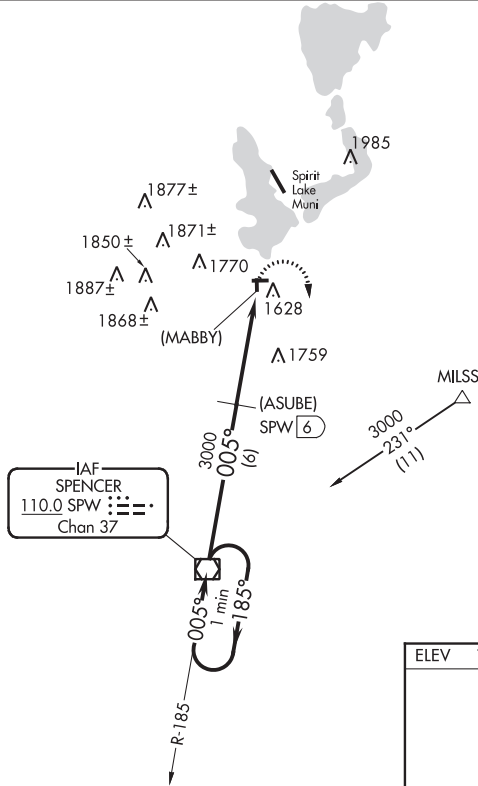
VOR/DME or GPS-A

FULLER(4D8)

<p>Procedure NA at night. Use Spencer altimeter setting; if not received, procedure NA.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.</p>
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<p>MINNEAPOLIS CENTER 127.75 257.7</p>	<p>CTAF 122.9</p>
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△2006



CATEGORY	A	B	C	D
CIRCLING	2100-1	661 (700-1)	NA	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56621 W13A	APP CRS 129°	Rwy Idg TDZE Apt Elev	4691 867 867
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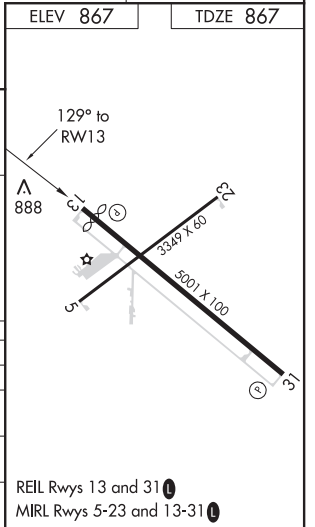
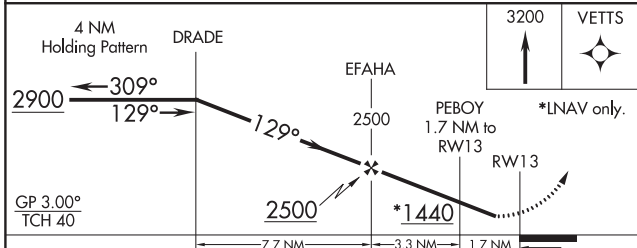
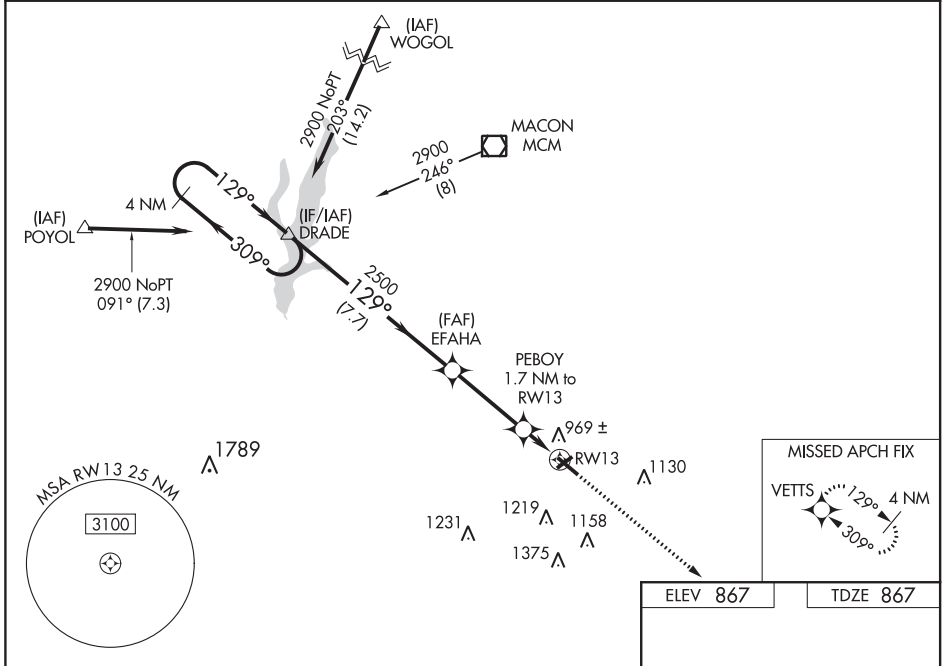
RNAV (GPS) RWY 13

OMAR N BRADLEY (M^BY)

NA Circling to Rwy 5 NA at night. Baro-VNAV NA when using Columbia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When VGSi inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia altimeter setting and increase all DA 95 feet and all MDA 100 feet, increase LPV visibility 1/8 mile all Cats, LNAV/VNAV visibility 1/4 mile all Cats, LNAV Cat C visibility 3/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3200 direct VETTS and hold.

AWOS-3P 120.025	KANSAS CITY CENTER 125.25 235.975	COLUMBIA RADIO 122.1R	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1117-1	250 (300-1)		NA
LNAV/VNAV DA	1142-1	275 (300-1)		NA
LNAV MDA	1220-1	353 (400-1)		NA
CIRCLING	1420-1	553 (600-1)	1480-1 3/4 613 (700-1 3/4)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61321 W31A	APP CRS 309°	Rwy Idg TDZE Apt Elev	5001 867 867
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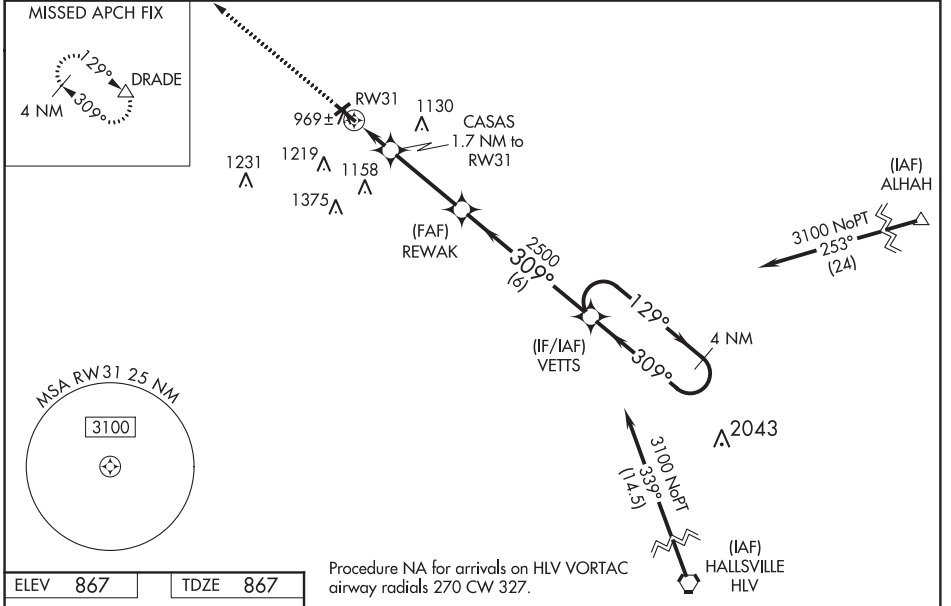
RNAV (GPS) RWY 31

OMAR N BRADLEY (MBY)

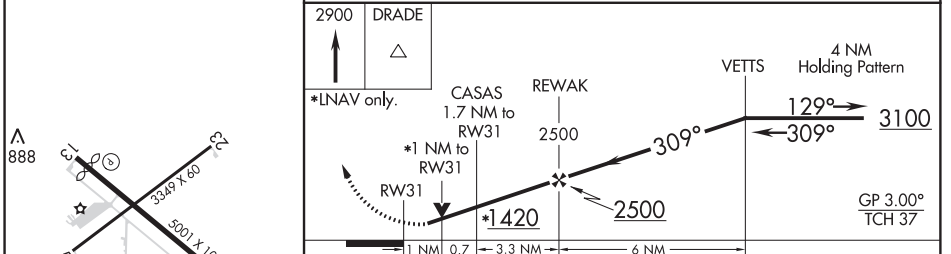
NA Circling to Rwy 5 NA at night. Baro-VNAV NA when using Columbia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Columbia altimeter setting. When local altimeter setting not received, use Columbia altimeter setting and increase all DA 95 feet and all MDA 100 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ⅓ mile all Cats, LNAV Cat C visibility ⅓ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Course climb to 2900 direct DRADE and hold.

AWOS-3P 120.025	KANSAS CITY CENTER 125.25 235.975	COLUMBIA RADIO 122.1R	UNICOM 122.7 (CTAF) 0
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ELEV 867	TDZE 867
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CATEGORY	A	B	C	D
LPV DA	1117-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1145-7/8	278 (300-7/8)		NA
LNAV MDA	1220-1	353 (400-1)		NA
CIRCLING	1420-1	553 (600-1)	1480-1 3/4 613 (700-1 3/4)	NA

MOBERLY, MISSOURI
Orig-A 28MAY15

39°28'N-92°26'W

OMAR N BRADLEY (MBY) RNAV (GPS) RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MOBERLY, MISSOURI

AL-5976 (FAA)

16203

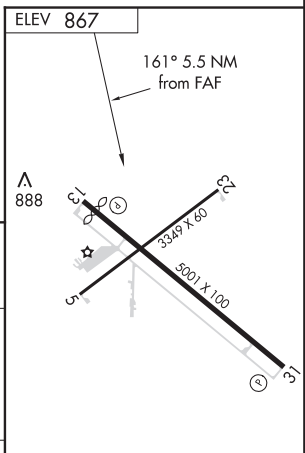
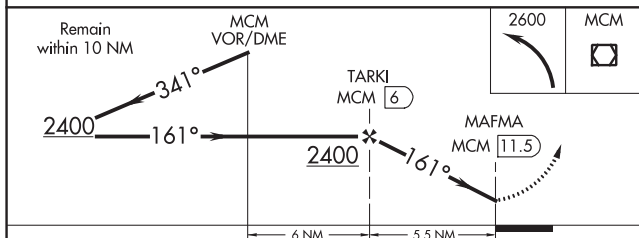
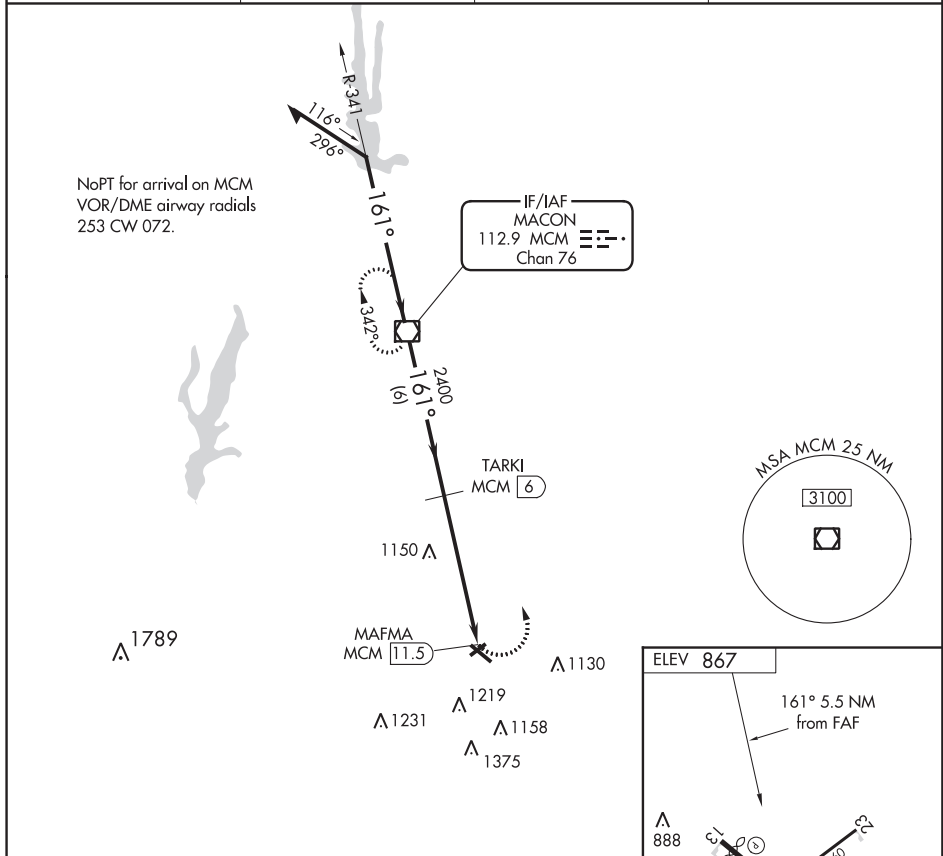
VOR/DME MCM 112.9 Chan 76	APP CRS 161°	Rwy Idg TDZE Apt Elev	N/A N/A 867
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VOR/DME-A
OMAR N BRADLEY (M^BY)

NA Circling to Rwy 5 NA at night. When local altimeter setting not received, use Columbia altimeter setting and increase all MDA 100 feet and visibility Cat C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 direct MCM VOR/DME and hold.

AWOS-3P 120.025	KANSAS CITY CENTER 125.25 235.975	COLUMBIA RADIO 122.1R	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1420-1	553 (600-1)	1480-1¾ 613 (700-1¾)	NA

REIL Rwys 13 and 31 0
MIRL Rwys 5-23 and 13-31 0

MOBERLY, MISSOURI
Amdt 4 30JUN11

39°28'N-92°26'W

OMAR N BRADLEY (M^BY)
VOR/DME-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53403 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5000 1314 1314
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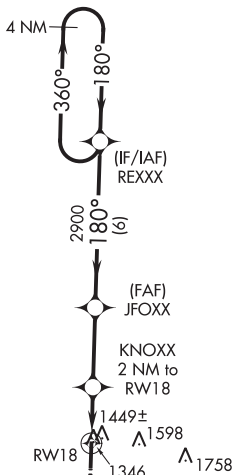
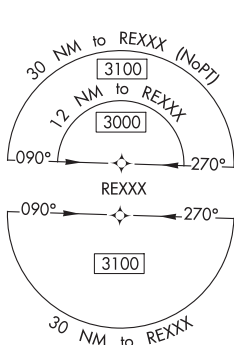
RNAV (GPS) RWY 18

MONETT RGNL (HFJ)

▼ Baro-VNAV NA when using Joplin Rgnl altimeter setting. For compensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, ▲ use Joplin Rgnl altimeter setting: increase all DA 111 feet and all MDA 120 feet; increase LPV visibility All Cats to 1¼; LNAV/VNAV all Cats and LNAV Cats C visibility to 1¾ and Circling Cat C visibility to 2. DME/DME RNP-0.3 NA.

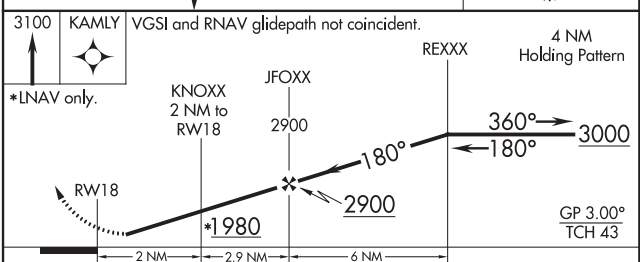
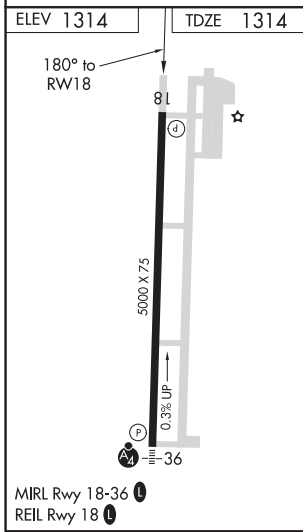
MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF) ①
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1564-¾	250 (300-¾)	1564-1 250 (300-1)	NA
LNAV/VNAV DA	1619-1 305 (400-1)			NA
LNAV MDA	1700-1 386 (400-1)			NA
C CIRCLING	1760-1 446 (500-1)	1900-1 586 (600-1)	1900-1½ 586 (600-1½)	NA

MONETT, MISSOURI

AL-6980 (FAA)

15344

WAAS CH 69303 W36A	APP CRS 360°	Rwy Idg 5000 TDZE 1301 Apt Elev 1314
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RNAV (GPS) RWY 36

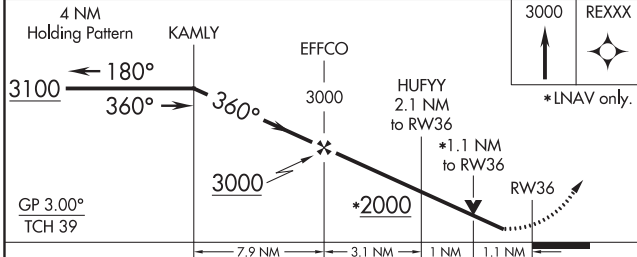
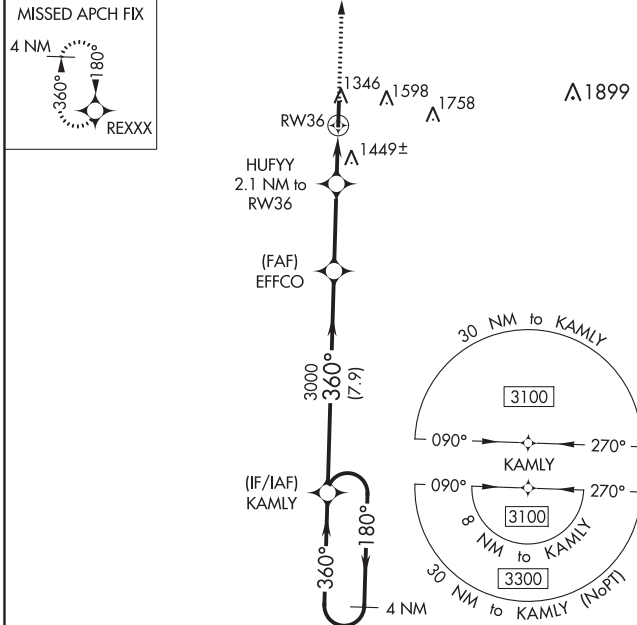
MONETT RGNL (HFJ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting; increase all DA 111 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile and Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.



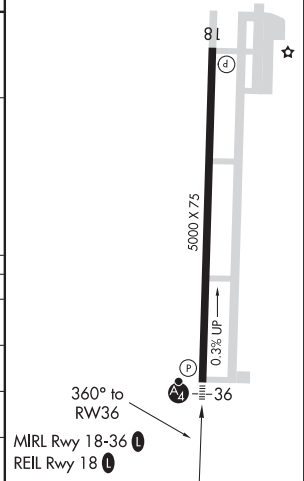
MISSED APPROACH:
Climb to 3000 direct REXXX and hold.

AWOS-3 118.275	SPRINGFIELD APP CON 124.95 318.2	CLNC DEL 121.85	UNICOM 123.075 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1551-¾	250 (300-¾)		NA
LNAV/VNAV DA	1551-¾	250 (300-¾)		NA
LNAV MDA	1700-¾	399 (400-¾)	1700-1 399 (400-1)	NA
C CIRCLING	1760-1 446 (500-1)	1900-1 586 (600-1)	1900-1½ 586 (600-1½)	NA

ELEV 1314	TDZE 1301
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MONETT, MISSOURI
Amdt 3 13NOV14

36°55'N-94°01'W

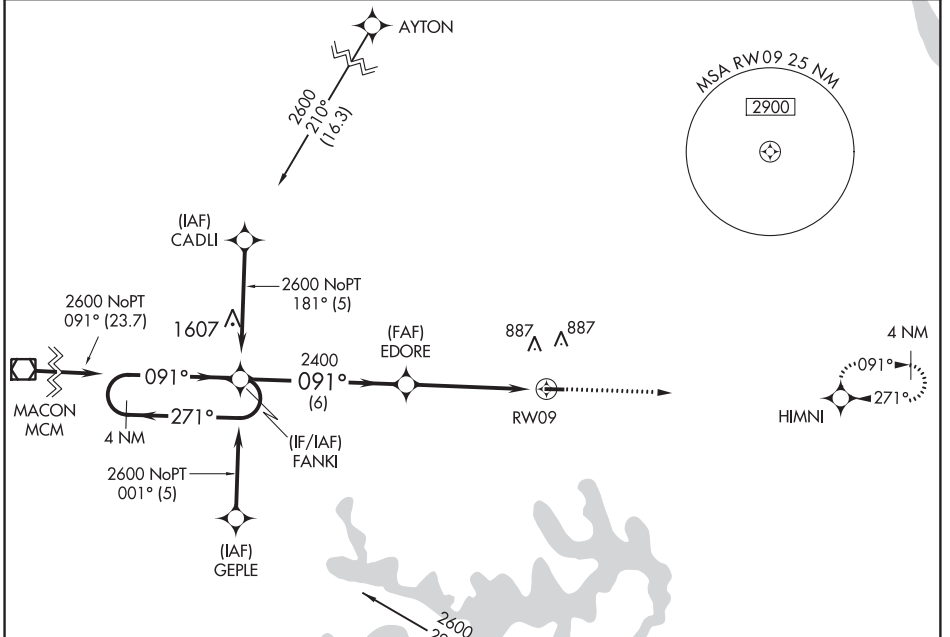
RNAV (GPS) RWY 36

APP CRS 091°	Rwy Idg 3515
	TDZE 737
	Apt Elev 737

RNAV (GPS) RWY 9
CAPT BEN SMITH AIRFIELD-MONROE CITY (K52)

▽ Use Quincy, IL altimeter setting.
△ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

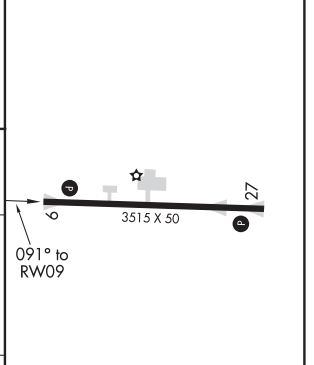
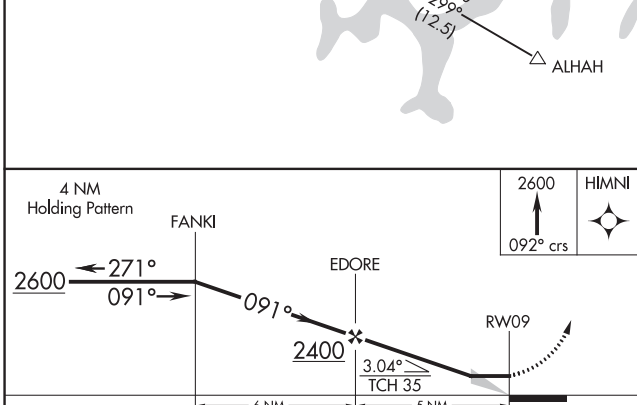
QUINCY ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 737	TDZE 737
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CATEGORY	A	B	C	D
LNNAV MDA	1200-1	463 (500-1)	1200-1¼ 463 (500-1¼)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

MONROE CITY, MISSOURI

AL-6183 (FAA)

15064

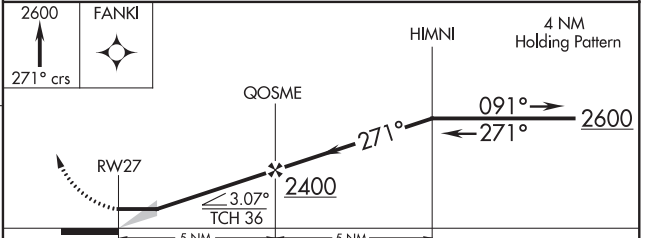
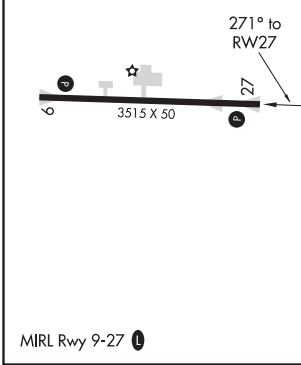
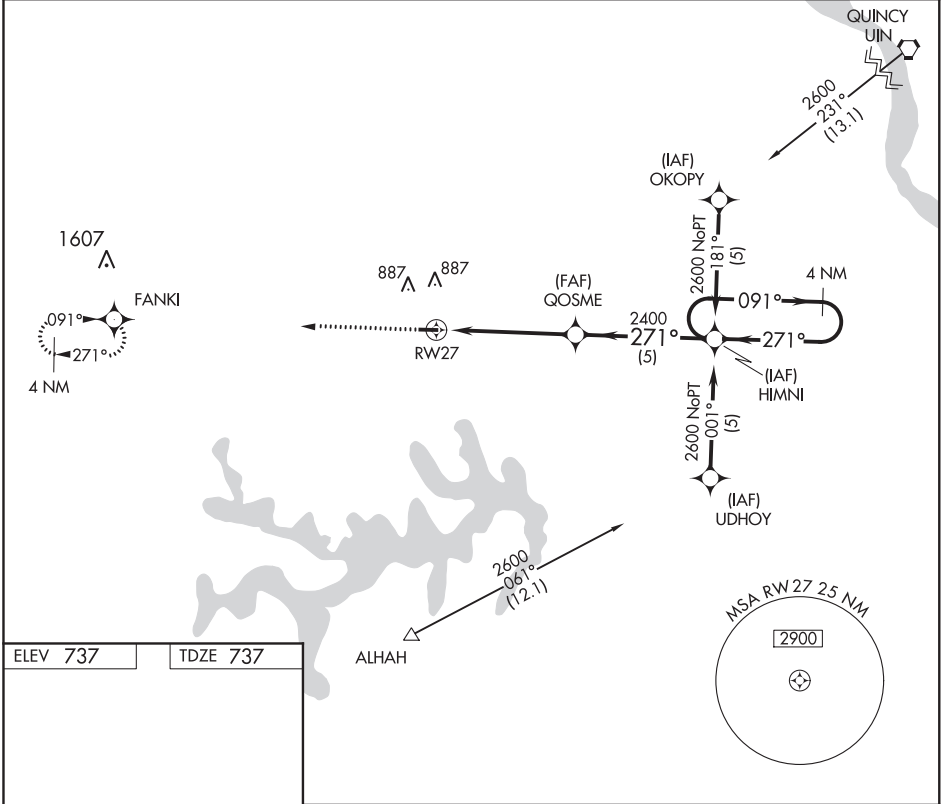
APP CRS 271°	Rwy Idg TDZE Apt Elev	3515 737 737
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RNAV (GPS) RWY 27

CAPT BEN SMITH AIRFIELD-MONROE CITY (K52)

▽ Use Quincy, IL altimeter setting.
△NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

MONROE CITY, MISSOURI
Orig 13JUN02

CAPT BEN SMITH AIRFIELD-MONROE CITY (K52)
39°38'N-91°44'W
RNAV (GPS) RWY 27

NC-3, 10 NOV 2016 to 05 JAN 2017

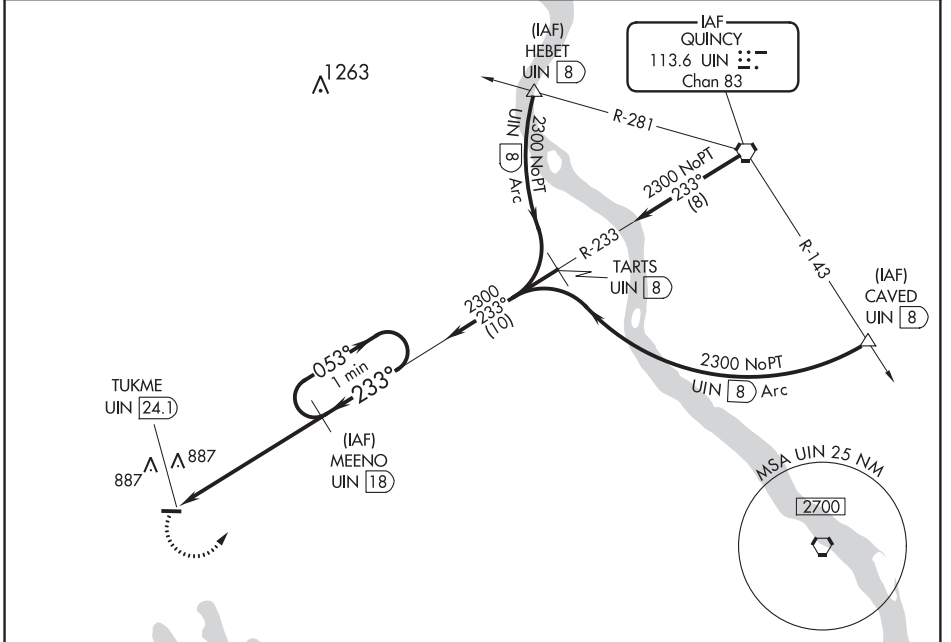
NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC UIN 113.6 Chan 83	APP CRS 233°	Rwy Idg TDZE Apt Elev	N/A N/A 737
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VOR/DME-A
CAPT BEN SMITH AIRFIELD-MONROE CITY (K52)

<p>NA Use Quincy, IL altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.</p>
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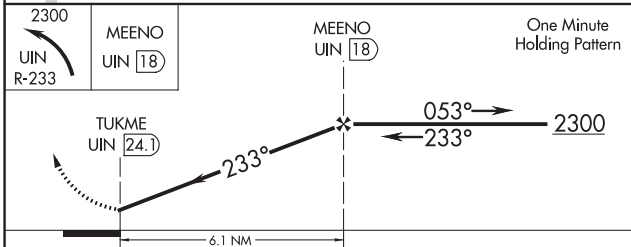
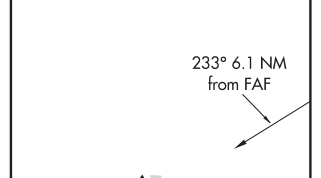
<p>QUINCY ASOS 121.425</p>	<p>KANSAS CITY CENTER 126.225 317.775</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 737



CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

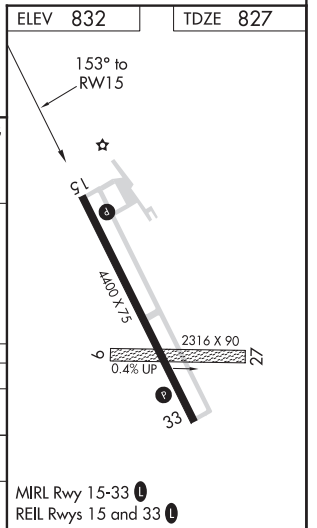
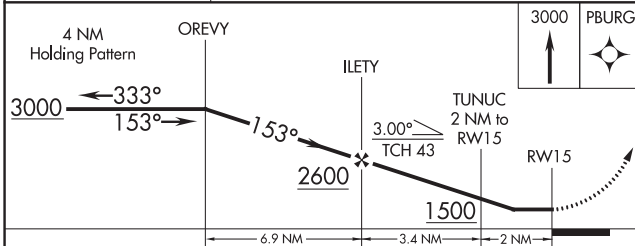
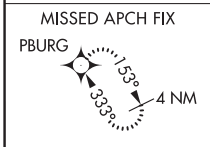
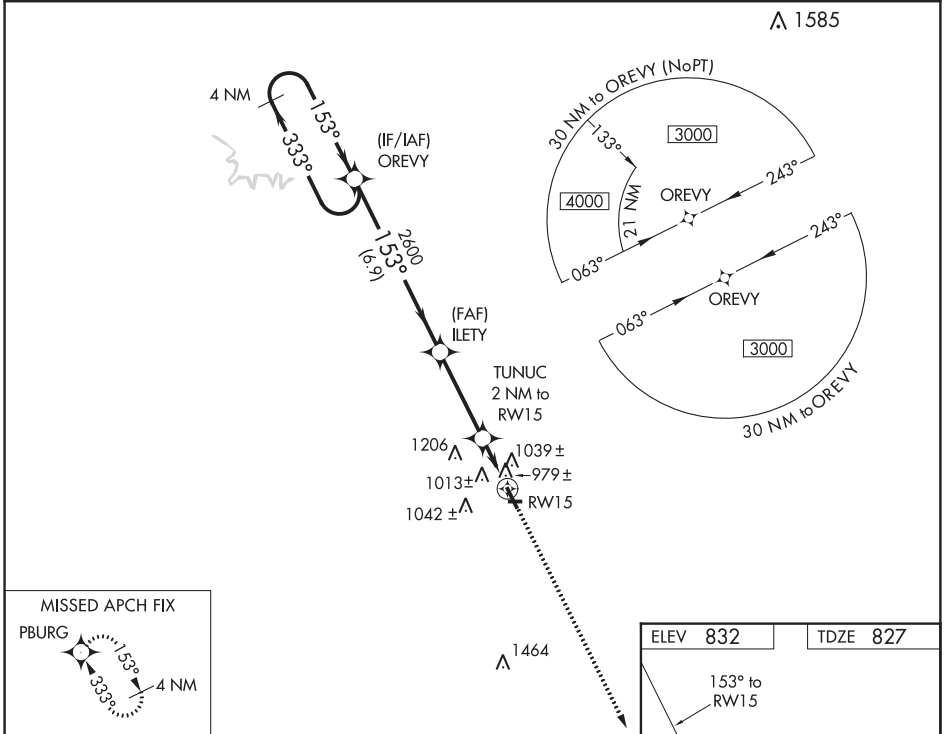
MIRL Rwy 9-27 0

WAAS CH 77922 W15A	APP CRS 153°	Rwy Idg TDZE Apt Elev	4400 827 832
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RNAV (GPS) RWY 15

MONTICELLO RGNL (MXO)

<p>⚠ DME/DME RNP -0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 15 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 100 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility ¼ mile.</p>		<p>MISSED APPROACH: Climb to 3000 direct PBURG and hold.</p>
AWOS-3 119.275	CEDAR RAPIDS APP CON * 134.05 266.8	UNICOM 122.8 (CTAF) 📻



CATEGORY	A	B	C	D
LP MDA	1240-1	413 (500-1)	1240-1½ 413 (500-1½)	NA
LNAV MDA	1300-1	473 (500-1)	1300-1¾ 473 (500-1¾)	NA
CIRCLING	1380-1 548 (600-1)	1400-1 588 (600-1)	1520-2 688 (700-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82222 W33A	APP CRS 333°	Rwy Idg TDZE Apt Elev	4400 829 832
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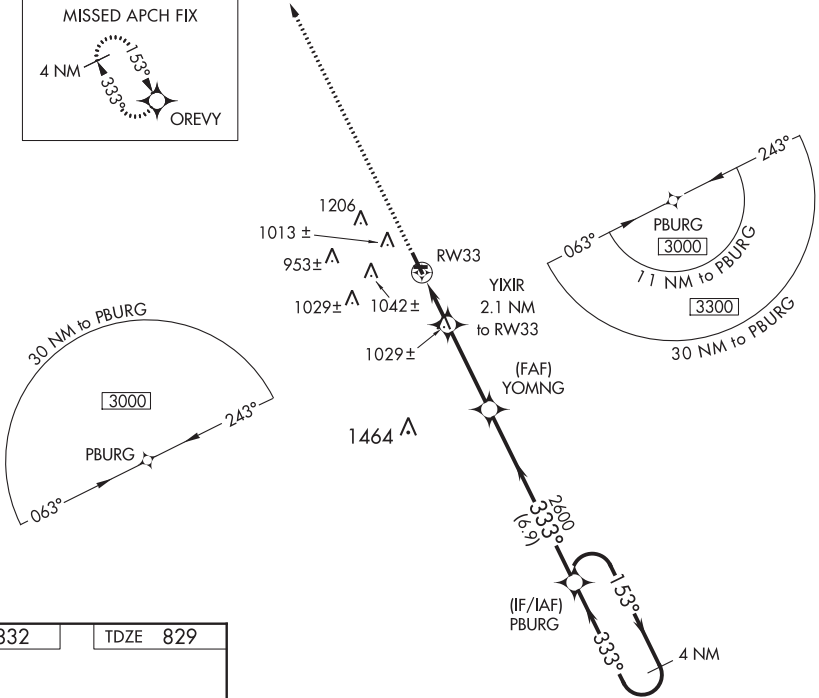
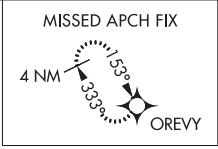
RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

⚠ Circling to Rwy 15 NA at night. DME/DME RNP -0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Dubuque altimeter setting. When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 100 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct OREVV and hold.

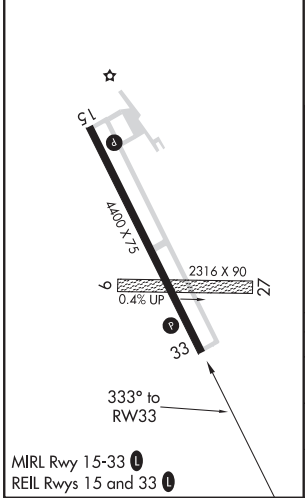
AWOS-3 119.275	CEDAR RAPIDS APP CON * 134.05 266.8	UNICOM 122.8(CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 832	TDZE 829
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3000 OREVV	YIXIR 2.1 NM to RWY33	YOMNG	PBURG 4 NM Holding Pattern	
1.1 NM to RWY33	1.1 NM to RWY33	3.4 NM	6.9 NM	
1520	2600	3000	3000	
1.1	1.1	3.4	6.9	
CATEGORY	A	B	C	D
LP MDA	1220-1	391 (400-1)	1220-1 1/8 391 (400-1 1/8)	NA
LNAV MDA	1280-1	451 (500-1)	1280-1 1/8 451 (500-1 1/8)	NA
CIRCLING	1380-1 548 (600-1)	1400-1 568 (600-1)	1520-2 688 (700-2)	NA

MONTICELLO, MISSOURI

AL-9193 (FAA)

15344

WAAS CH 50401 W18A	APP CRS 180°	Rwy Idg 3500 TDZE 675 Apt Elev 675
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RNAV (GPS) RWY 18

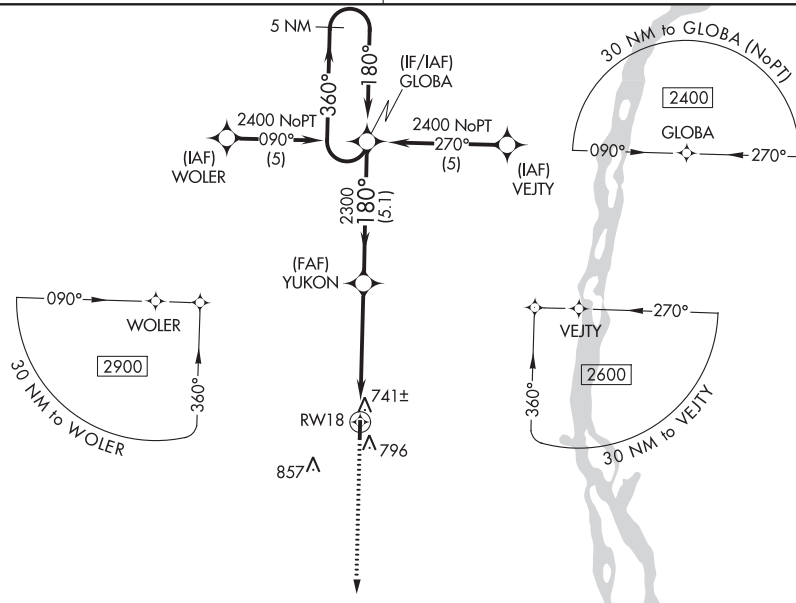
LEWIS COUNTY RGNL (6M6)

NA DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct GRITE and hold.

KANSAS CITY CENTER **126.225 317.775**

UNICOM **122.7 (CTAF)**



ELEV 675	TDZE 675
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180° to RW18

8 L

799 ±

3500 X 60

0.36° UP

799 ±

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

2300	GRITE	5 NM Holding Pattern		
YUKON	GLOBA	2400		
RW18	2300	GP 3.00° TCH 40		
4.9 NM	5.1 NM			
CATEGORY	A	B	C	D
LPV DA	1035-1¼	360 (400-1¼)		NA
LNAV/VNAV DA	1082-1½	407 (500-1½)		NA
LNAV MDA	1120-1	445 (500-1)		NA
CIRCLING	1180-1	505 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MONTICELLO, MISSOURI
Orig-A 20DEC07

40°08'N-91°41'W

RNAV (GPS) RWY 18

LEWIS COUNTY RGNL (6M6)

WAAS CH 97601 W36A	APP CRS 360°	Rwy ldg TDZE Apt Elev	3500 675 675
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RNAV (GPS) RWY 36

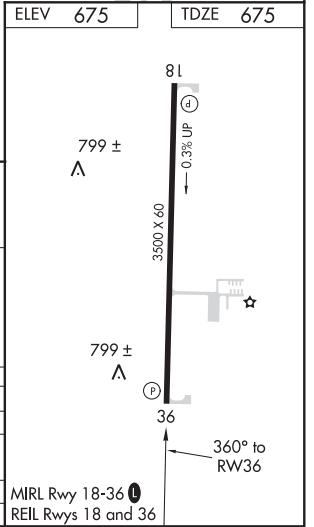
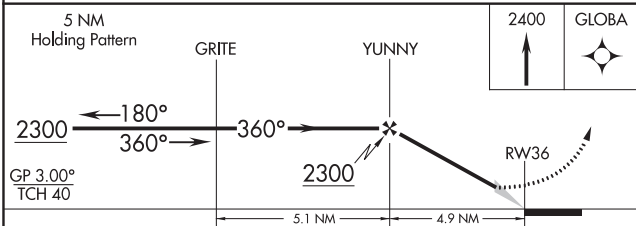
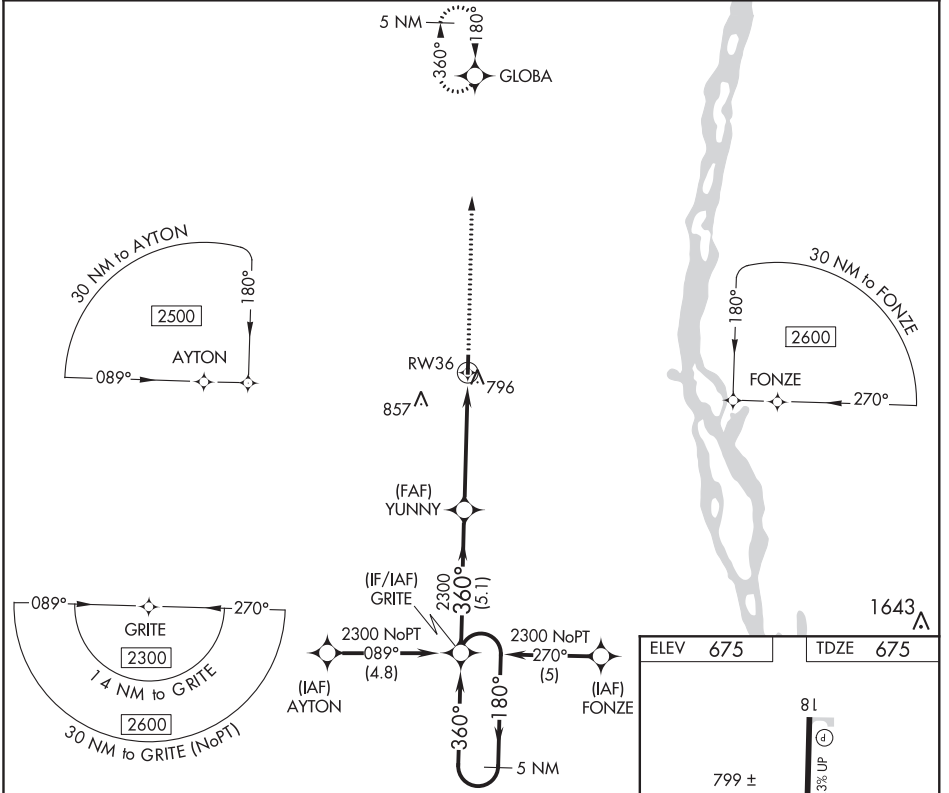
LEWIS COUNTY RGNL (6M6)

NA DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

KANSAS CITY CENTER **126.225 317.775**

UNICOM **122.7 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)		NA
LNAV/VNAV DA	1137-1¾	462 (500-1¾)		NA
LNAV MDA	1120-1	445 (500-1)		NA
CIRCLING	1180-1	505 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MONTICELLO, MISSOURI

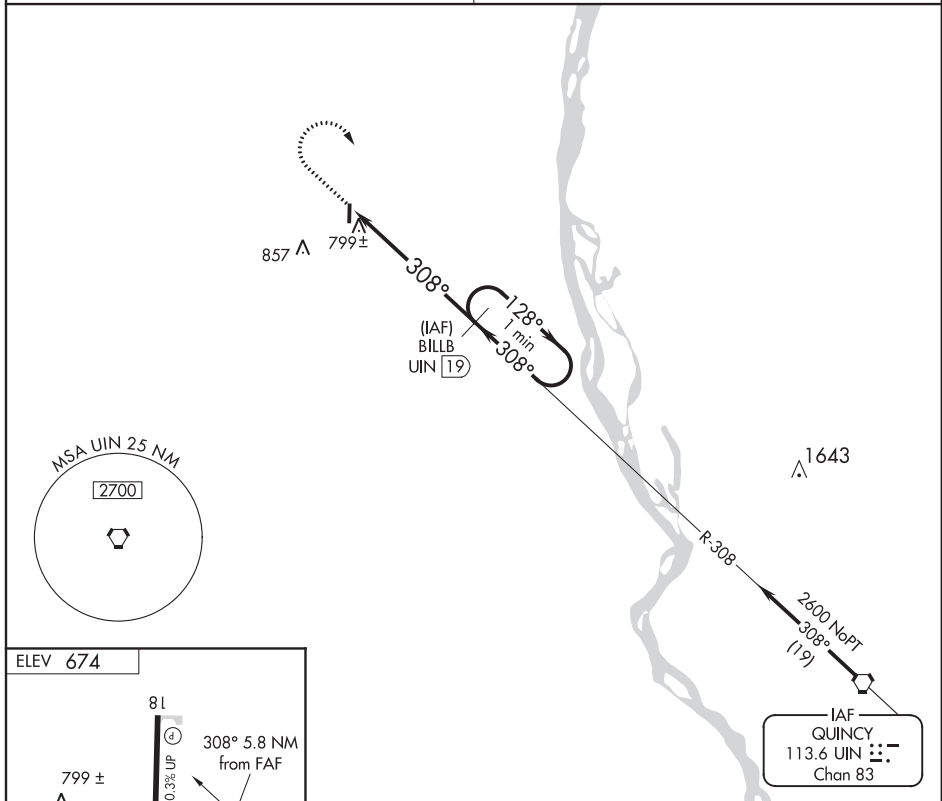
AL-9193 (FAA)

15008

VORTAC UIN 113.6 Chan 83	APP CRS 308°	Rwy Idg TDZE Apt Elev N/A N/A 674
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VOR/DME-A
LEWIS COUNTY RGNL (6M6)

<p>▽ Use Quincy altimeter setting; when not received use Kirksville altimeter setting</p>	<p>MISSD APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.</p>
<p>KANSAS CITY CENTER 126.225 317.775</p>	<p>UNICOM 122.7 (CTAF)</p>



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 674

MIRL Rwy 18-36
REIL Rwy 18 and 36

1600	2600	BILLB UIN 19	One Minute Holding Pattern	
UIN R-308	UIN 24.8	BILLB UIN 19	128° →	2600
			← 308°	
5.8 NM				
CATEGORY	A	B	C	D
CIRCLING	1180-1 506 (600-1)	1180-1¼ 506 (600-1¼)	NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 566 (600-1)	1240-1¼ 566 (600-1¼)	NA	

MONTICELLO, MISSOURI
Amdt 1 09SEP99

40°08'N-91°41'W

LEWIS COUNTY RGNL (6M6)
VOR/DME-A

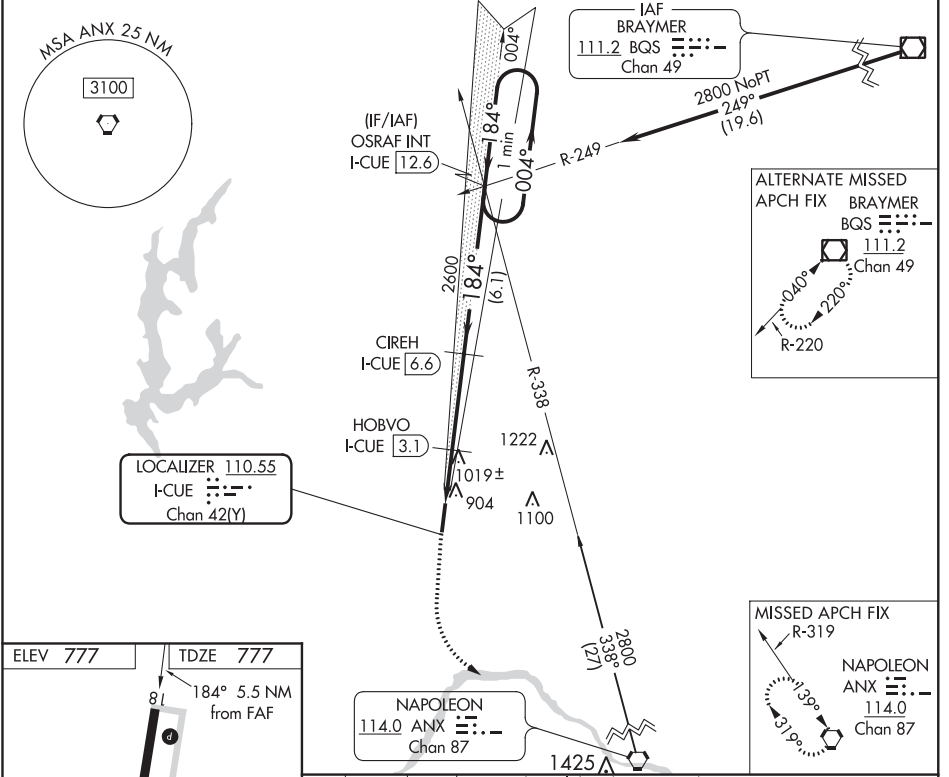
LOC/DME I-CUE 110.55 Chan 42 (Y)	APP CRS 184°	Rwy Idg TDZE Apt Elev	5504 777 777
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ILS or LOC/DME RWY 18
MIDWEST NATIONAL AIR CENTER (GPH)

NA Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities 1/4 mile; increase all MDAs 80 feet, and Circling visibility Cat C 1/4 mile.

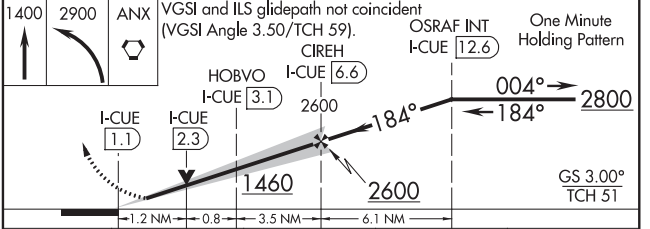
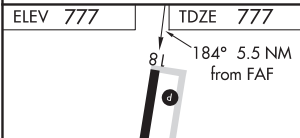
MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

AWOS-3 120.275	KANSAS CITY APP CON 118.4	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 18	977-3/4 200 (200-3/4)			NA
S-LOC 18	1280-1	503 (600-1)	1280-1 1/2 503 (600-1 1/2)	NA
CIRCLING	1300-1	523 (600-1)	1320-1 1/2 543 (600-1 1/2)	NA

WAAS CH 70323 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	5504 777 777
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RNAV (GPS) RWY 18

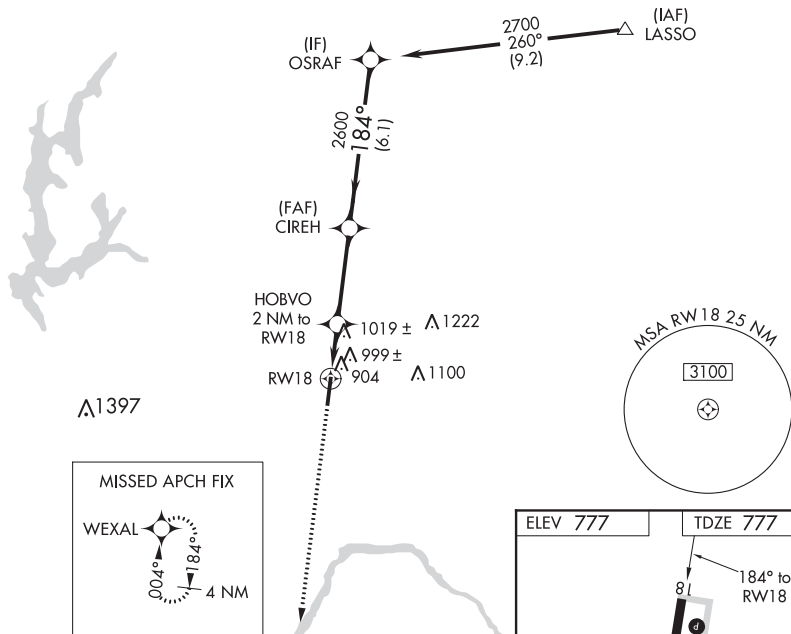
MIDWEST NATIONAL AIR CENTER (GPH)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

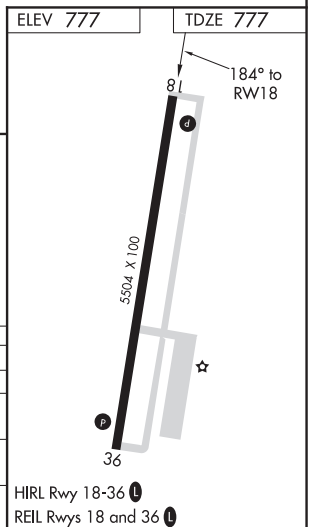
MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

AWOS-3 120.275	KANSAS CITY APP CON 118.4	CLNC DEL 118.2	UNICOM 122.7 (CTAF)
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Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.



2700	WEXAL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 59).		OSRAF
*LNAV only.		*1.2 NM to RW18		
		1.2 NM	0.8 NM	3.5 NM
				6.1 NM
CATEGORY	A	B	C	D
LPV DA	1189-1½	412 (500-1½)		NA
LNAV/VNAV DA	1324-2	547 (600-2)		NA
LNAV MDA	1280-1	503 (600-1)	1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1	523 (600-1)	1320-1½ 543 (600-1½)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86409 W36A	APP CRS 004°	Rwy Idg TDZE 776 Apt Elev 777	5504
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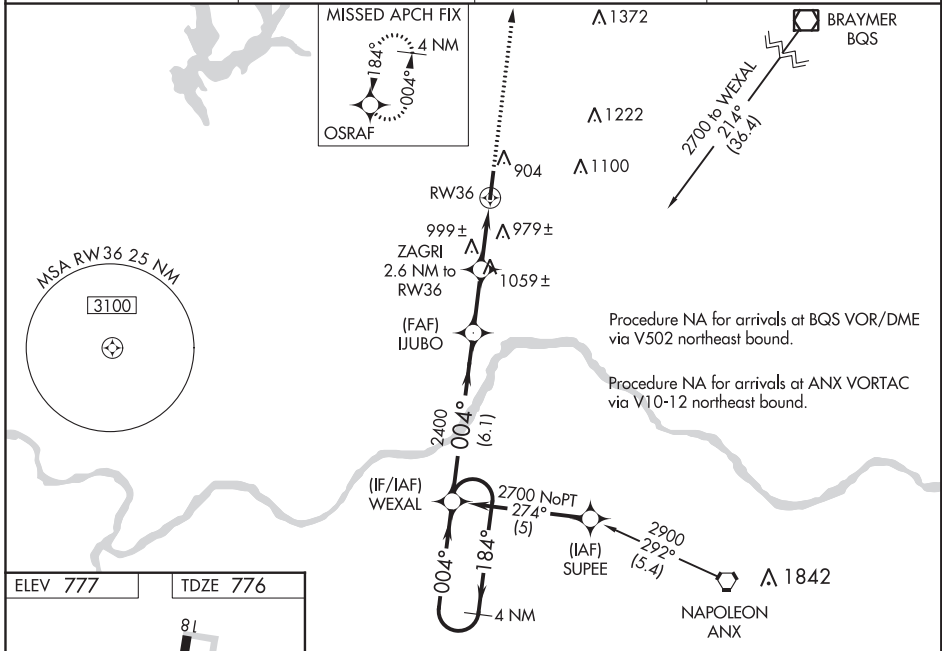
RNAV (GPS) RWY 36

MIDWEST NATIONAL AIR CENTER (GPH)

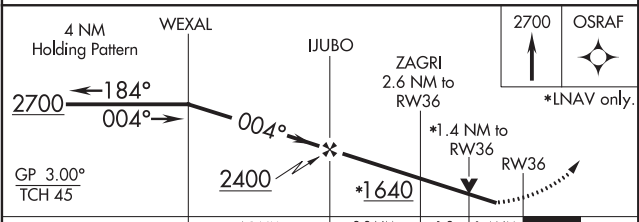
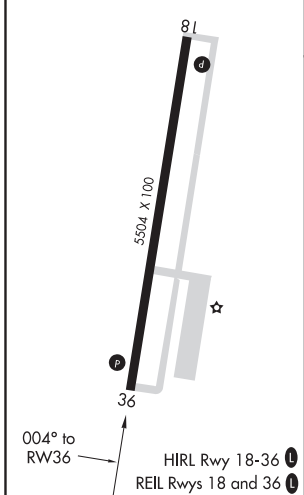
NA DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

AWOS-3 120.275	KANSAS CITY APP CON 118.4	CLNC DEL 118.2	UNICOM 122.7 (CTAF) 0
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ELEV 777	TDZE 776
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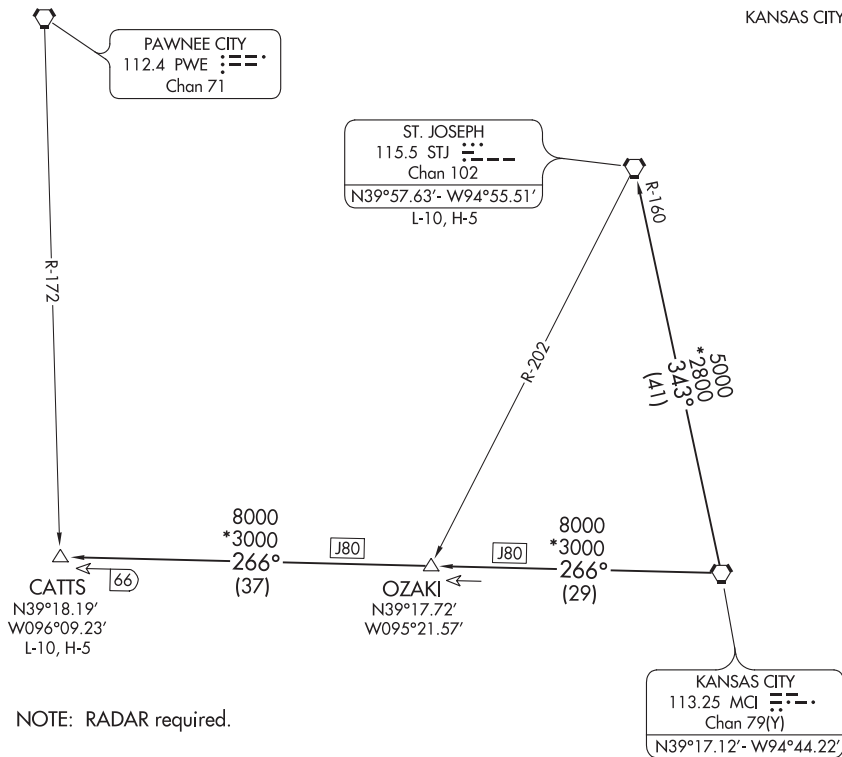


CATEGORY	A	B	C	D
LPV DA	1105-1¼	329 (400-1¼)		NA
LNAV/ VNAV DA	1341-2	565 (600-2)		NA
LNAV MDA	1260-1	484 (500-1)	1260-1¼ 484 (500-1¼)	NA
CIRCLING	1300-1	523 (600-1)	1320-1½ 543 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CLNC DEL 118.2
KANSAS CITY DEP CON 118.4



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 18, 36: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 18: Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL. Multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.
- Rwy 36: Multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

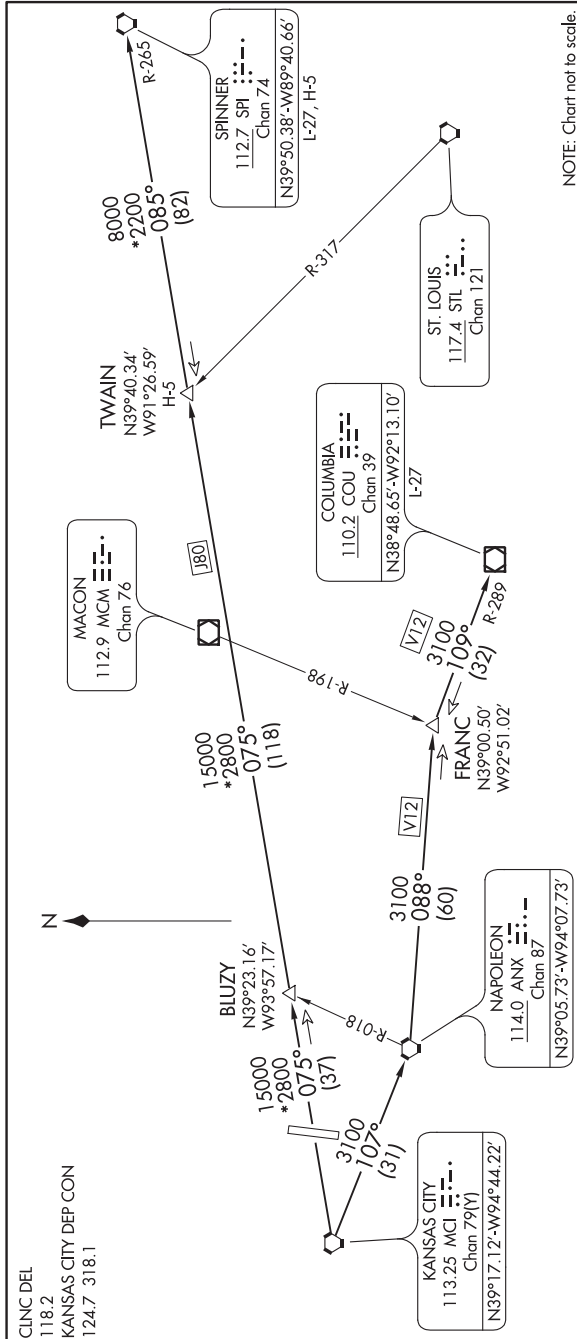
CATTS TRANSITION (CHIEF5.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF5.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION [LAKES8.COU]: From over MCI VORTAC on MCI R-107 to ANX VORTAC, then on ANX R-088 to FRANC INT, then on COU R-289 to COU VOR/DME.

SPINNER TRANSITION [LAKES8.SPI]: From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN INT, then on SPI R-265 to SPI VORTAC.

TWAIN TRANSITION [LAKES8.TWAIN]: From over MCI VORTAC on MCI R-075 and SPI R-265 to TWAIN INT.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 18, 36: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 18: Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL. Multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.

Rwy 36: Multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

(RACER5.MCI) 16203

RACER FIVE DEPARTURE

MIDWEST NATIONAL AIR CENTER (GPH)


SL-9229 (FAA)

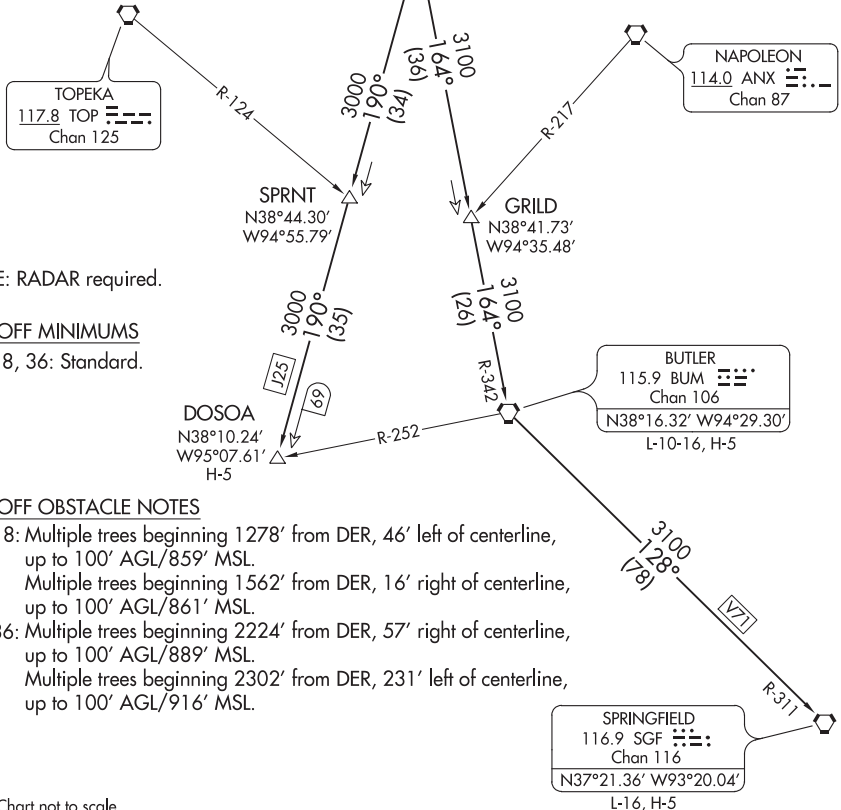
MOSBY, MISSOURI

KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)

124.7 284.7 (DOSOA TRANSITION)

KANSAS CITY
113.25 MCI 
Chan 79(Y)
N39°17.12' W94°44.22'



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 18, 36: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 18: Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL.

Multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.

Rwy 36: Multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL.

Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER5.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER5.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER5.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER FIVE DEPARTURE

(RACER5.MCI) 07MAR13

MOSBY, MISSOURI

MIDWEST NATIONAL AIR CENTER (GPH)

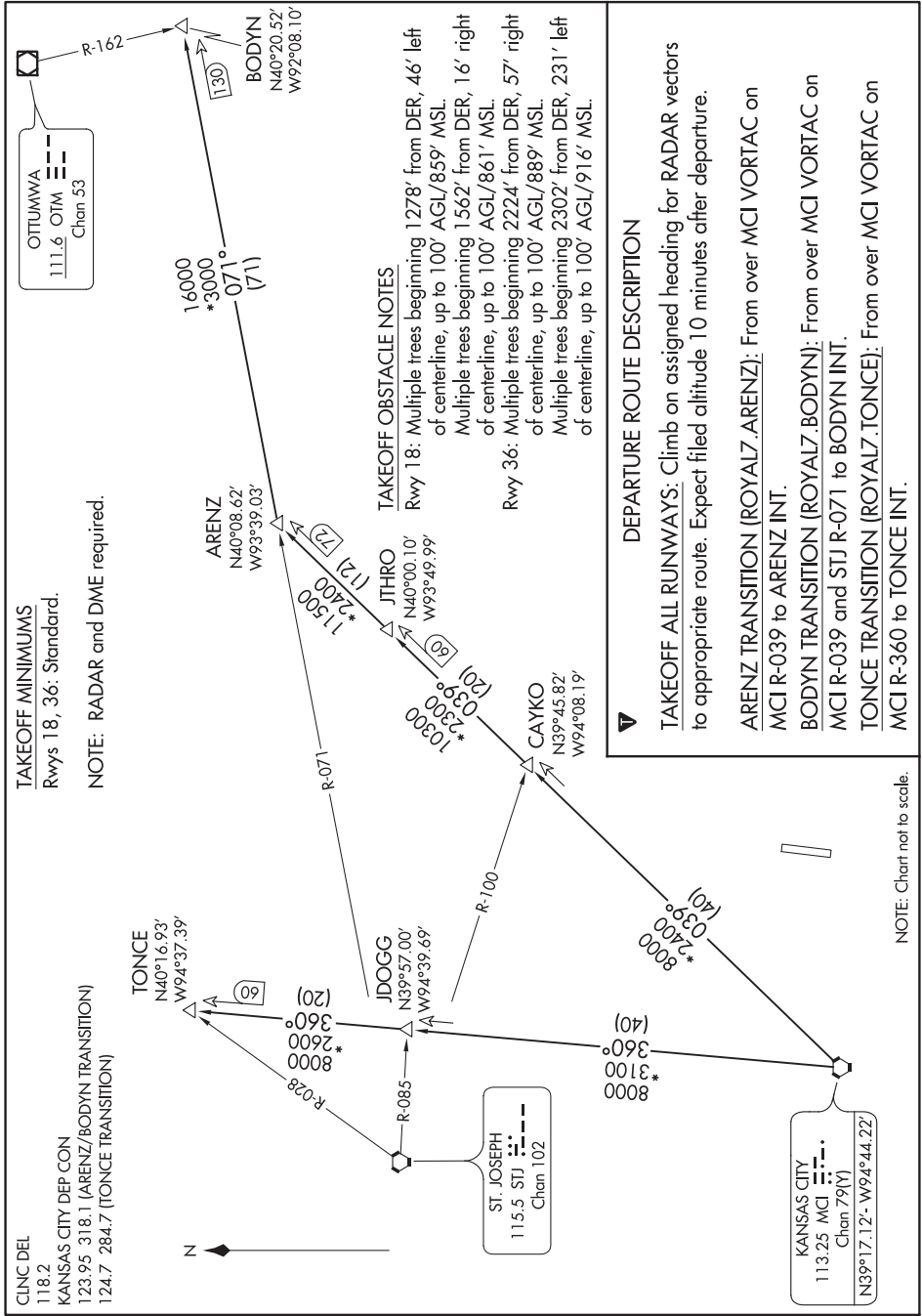
ROYAL SEVEN DEPARTURE

SL-9229 (FAA)

MIDWEST NATIONAL AIR CENTER (GPH)

MOSBY, MISSOURI

21.0Z NRJ NVN LVN 20.16 to 05 JAN 2016 10. 8Z-CN



NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

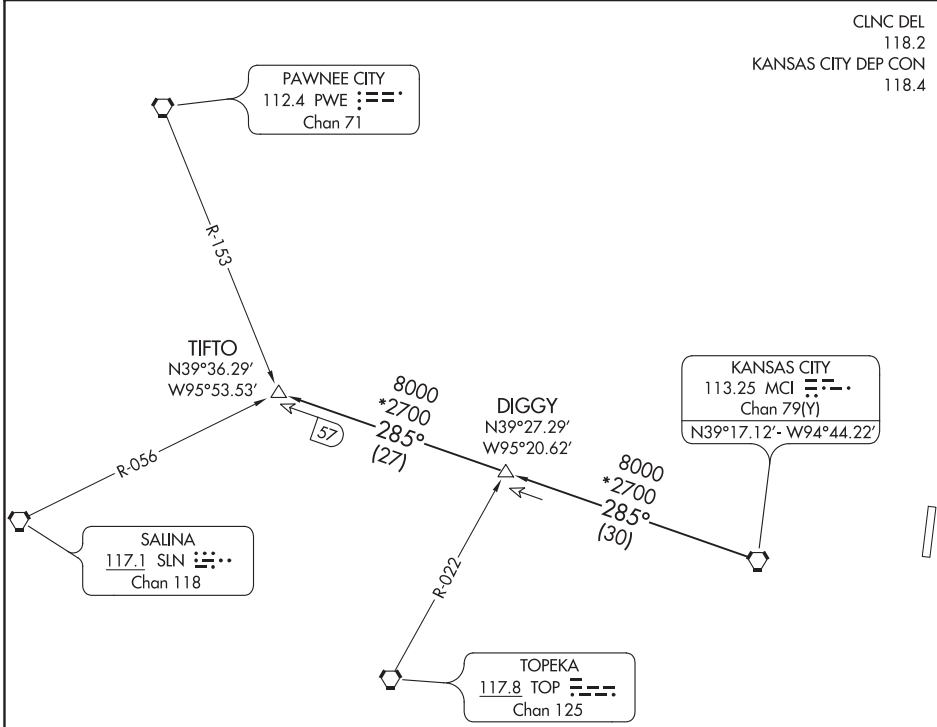
(TIFTO4.MCI) 16203

TIFTO FOUR DEPARTURE

SL-9229 (FAA)

MIDWEST NATIONAL AIR CENTER (GPH)
MOSBY, MISSOURI

CLNC DEL
118.2
KANSAS CITY DEP CON
118.4



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 18, 36: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 18: Multiple trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL. Multiple trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.
- Rwy 36: Multiple trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO4.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO INT.

TIFTO FOUR DEPARTURE
(TIFTO4.MCI) 07MAR13

MOSBY, MISSOURI
MIDWEST NATIONAL AIR CENTER (GPH)

WILDCAT THREE DEPARTURE

SL-9229 (FAA)

MIDWEST NATIONAL AIR CENTER (GPH)
MOSBY, MISSOURI

CLNC DEL
118.2
KANSAS CITY DEP CON
118.4

ST JOSEPH
115.5 STJ
Chan 102

SALINA
117.1 SLN
Chan 118
N38°55.51' W97°37.28'
L-10, H-5

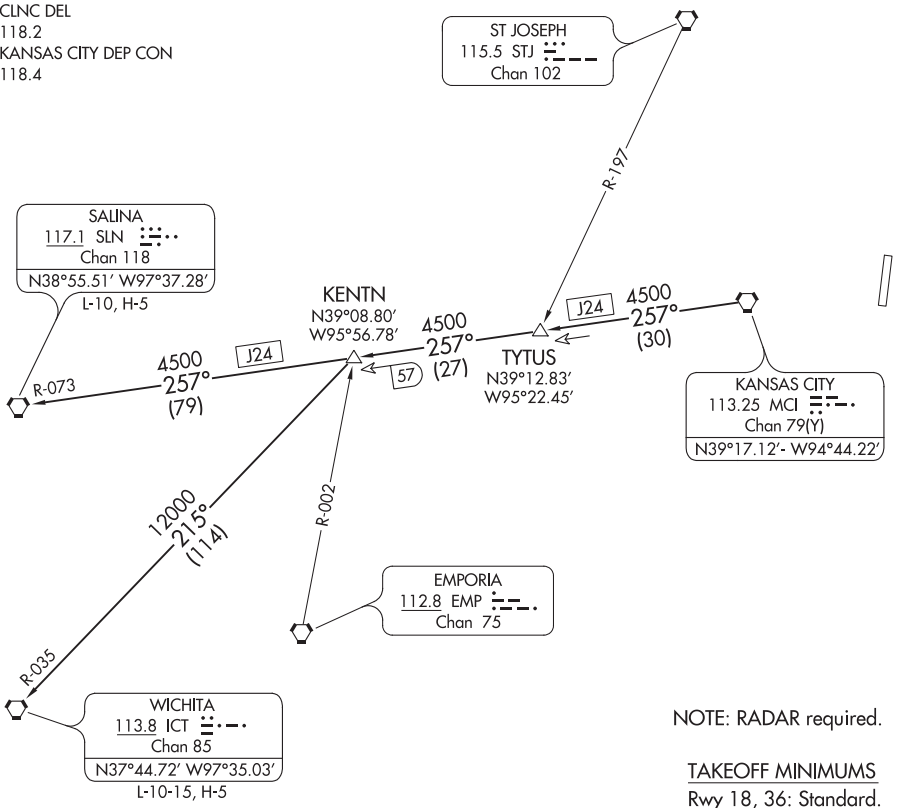
KENTN
N39°08.80'
W95°56.78'

TYTUS
N39°12.83'
W95°22.45'

KANSAS CITY
113.25 MCI
Chan 79(Y)
N39°17.12' W94°44.22'

EMPORIA
112.8 EMP
Chan 75

WICHITA
113.8 ICT
Chan 85
N37°44.72' W97°35.03'
L-10-15, H-5



NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 18, 36: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 18: Multiple Trees beginning 1278' from DER, 46' left of centerline, up to 100' AGL/859' MSL.
Multiple Trees beginning 1562' from DER, 16' right of centerline, up to 100' AGL/861' MSL.
- Rwy 36: Multiple Trees beginning 2224' from DER, 57' right of centerline, up to 100' AGL/889' MSL.
Multiple Trees beginning 2302' from DER, 231' left of centerline, up to 100' AGL/916' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT3.KENTN): From over MCI VORTAC on MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT3.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT3.ICT): From over MCI VORTAC on MCI R-257 to KENTN INT, then on ICT R-035 to ICT VORTAC.

WILDCAT THREE DEPARTURE

(WLDCT3.MCI) 10JAN13

MOSBY, MISSOURI
MIDWEST NATIONAL AIR CENTER (GPH)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86819 W15A	APP CRS 152°	Rwy Idg TDZE Apt Elev	4001 730 730
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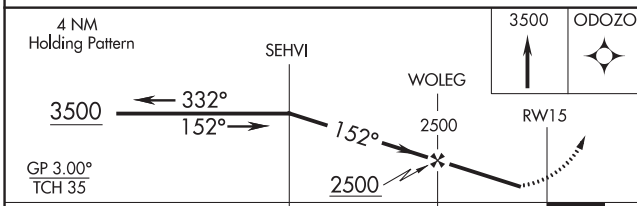
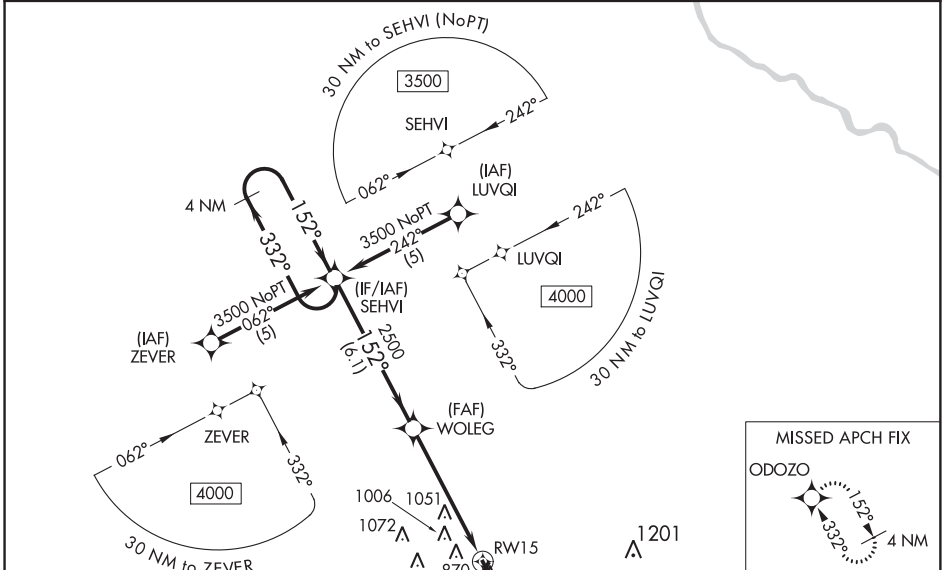
RNAV (GPS) RWY 15

MOUNT PLEASANT MUNI (MPZ)

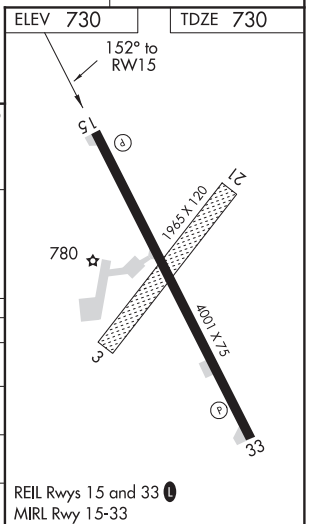
⚠ Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1394 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, increase LNAV and Circling Cat C visibility ¼ mile. Circling NA to Rwy 3/21.

⚠ MISSED APPROACH: Climb to 3500 direct ODOZO and hold.

AWOS-3 119.325	CHICAGO CENTER 135.6 316.1	UNICOM 123.05 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	980-1	250 (300-1)		NA
LNAV/VNAV DA	1343-2 ¼	613 (700-2 ¼)		NA
LNAV MDA	1360-1	630 (700-1)	1360-1 ¾ 630 (700-1 ¾)	NA
CIRCLING	1360-1	630 (700-1)	1360-1 ¾ 630 (700-1 ¾)	NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81919 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	4001 730 730
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RNAV (GPS) RWY 33

MOUNT PLEASANT MUNI (MPZ)

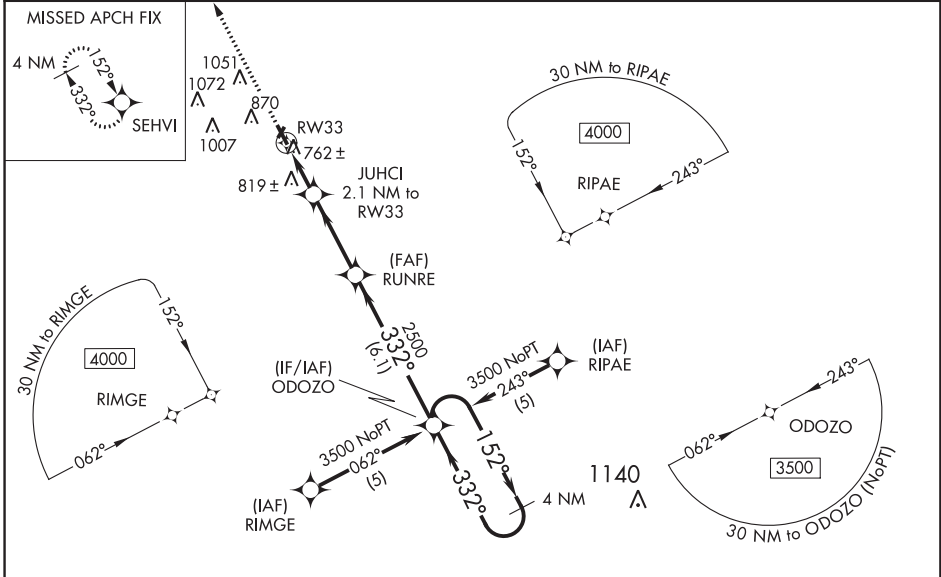
∇ Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSi inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1073 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, and LNAV and Circling Cat C visibility ¼ mile. Circling NA to Rwy 3/21.

MISSED APPROACH:
Climb to 3500 direct SEHVI and hold.

AWOS-3
119.325

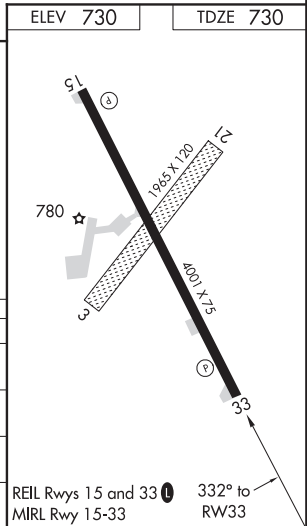
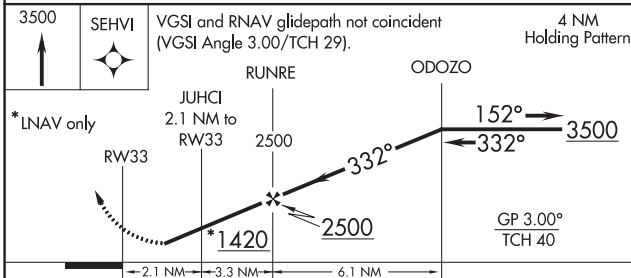
CHICAGO CENTER
135.6 316.1

UNICOM
123.05 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	980-1	250 (300-1)		NA
LNAV/VNAV DA	1022-1	292 (300-1)		NA
LNAV MDA	1080-1	350 (400-1)		NA
CIRCLING	1220-1 490 (500-1)	1360-1 630 (700-1)	1360-1¾ 630 (700-1¾)	NA

MOUNT PLEASANT, IOWA

AL-5779 (FAA)

16315

NDB MPZ 212	APP CRS 327°	Rwy Idg TDZE Apt Elev	4001 730 730
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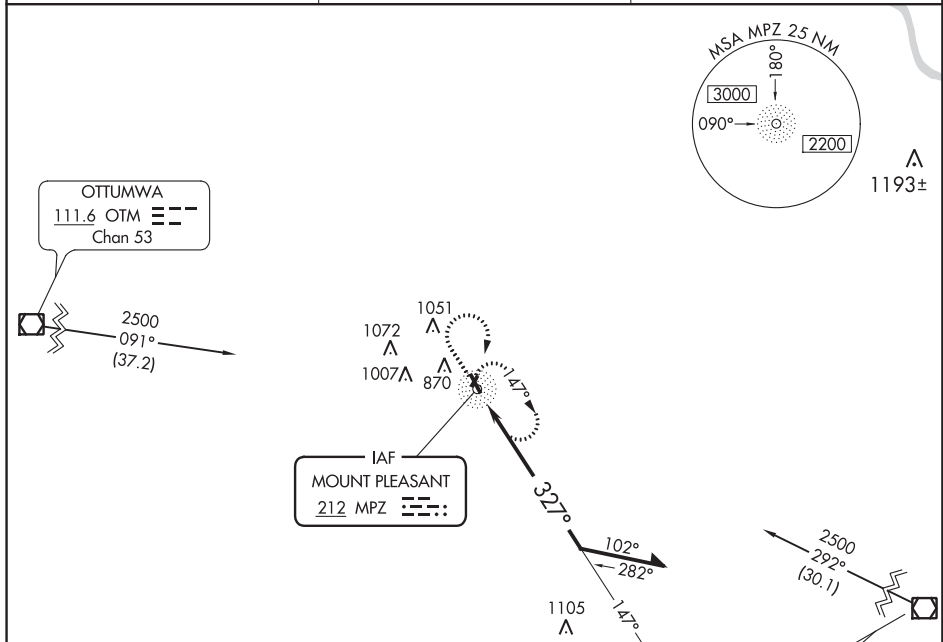
NDB RWY 33

MOUNT PLEASANT MUNI (MPZ)

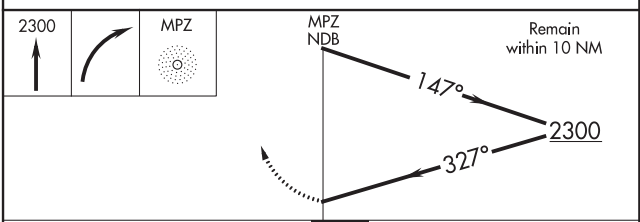
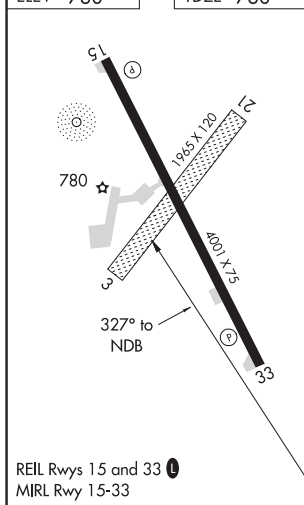
⚠ When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 60 feet and S-33 and Circling Cat C visibility ¼ mile.
⚠ When VGS1 inop, Straight-in minimums NA at night. Circling NA to Rwy 3/21. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 then right turn direct MPZ NDB and hold.

AWOS-3 119.325	CHICAGO CENTER 135.6 316.1	UNICOM 123.05 (CTAF) ⓪
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ELEV 730	TDZE 730
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CATEGORY	A	B	C	D
S-33	1520-1 790 (800-1)	1520-1¼ 790 (800-1¼)	1520-2¼ 790 (800-2¼)	NA
CIRCLING	1520-1 790 (800-1)	1520-1¼ 790 (800-1¼)	1520-2¼ 790 (800-2¼)	NA

MOUNT PLEASANT, IOWA
Amdt 6B 10NOV16

40°57'N - 91°31'W

MOUNT PLEASANT MUNI (MPZ)
NDB RWY 33

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 8

MOUNTAIN GROVE MEMORIAL (1M0)

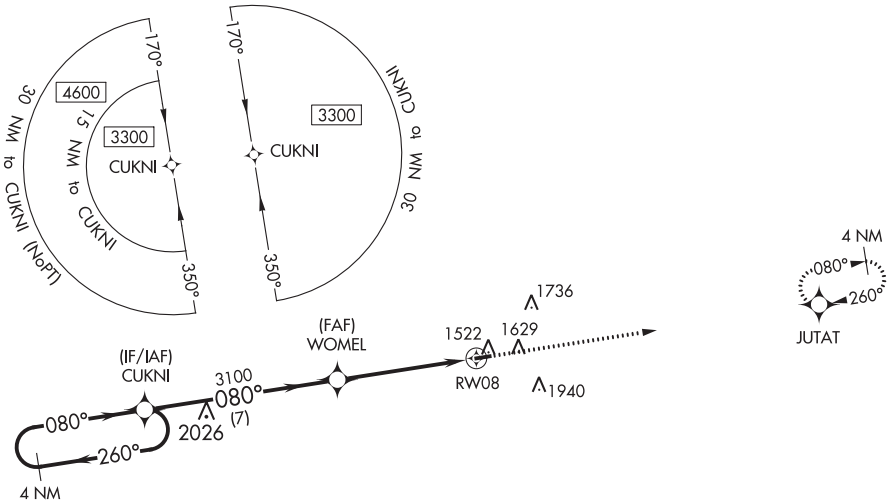
APP CRS	Rwy Idg	2922
080°	TDZE	1476
	Apt Elev	1476

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Leonard Wood altimeter setting, when not received use Springfield altimeter setting and increase all MDA 20 feet.
⚠ NA Helicopter visibility reduction below 1 SM not authorized.

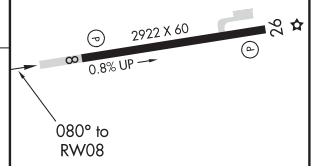
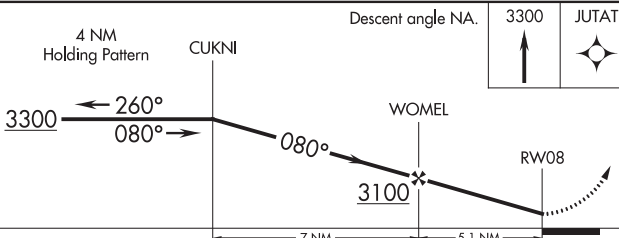
MISSED APPROACH:
 Climb to 3300 direct JUTAT and hold.

KANSAS CITY CENTER
128,35 284,67

CTAF
122.9



ELEV	1476	TDZE	1476
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CATEGORY	A	B	C	D
LNVA MDA	2140-1	664 (700-1)		NA
C CIRCLING	2140-1 664 (700-1)	2240-1 764 (800-1)		NA

MIRL Rwy 8-26
 REIL Rwy 8 and 26

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MOUNTAIN GROVE, MISSOURI

AL-6763 (FAA)

16231

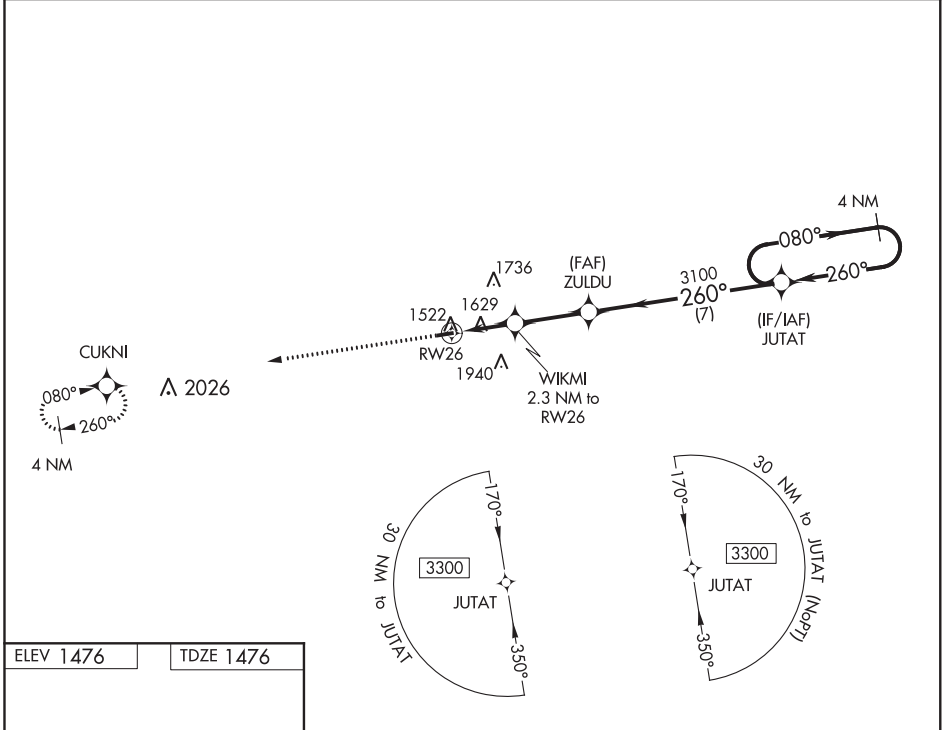
WAAS CH 93736 W26A	APP CRS 260°	Rwy Idg TDZE Apt Elev	2922 1476 1476
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RNAV (GPS) RWY 26
MOUNTAIN GROVE MEMORIAL (1M0)

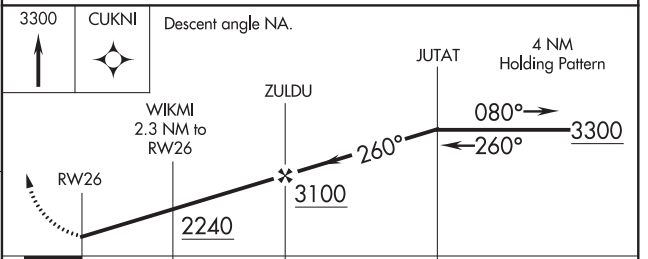
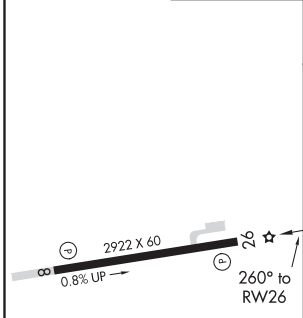
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Leonard Wood altimeter setting, when not received use Springfield altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1SM not authorized.

MISSED APPROACH: Climb to 3300 direct CUKNI and hold.

KANSAS CITY CENTER 128.35 284.67	CTAF 122.9
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ELEV 1476	TDZE 1476
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CATEGORY	A	B	C	D
LP MDA	2120-1	644 (700-1)		NA
LNAV MDA	2160-1	684 (700-1)		NA
C CIRCLING	2160-1 684 (700-1)	2240-1 764 (800-1)		NA

MIRL Rwy 8-26
REIL Rwy 8 and 26

MOUNTAIN GROVE, MISSOURI
Orig-B 18AUG16

37°07'N-92°19'W

MOUNTAIN GROVE MEMORIAL (1M0)
RNAV (GPS) RWY 26

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC DGD	APP CRS	Rwy Idg	2922
109.4	077°	THRE	1452
Chan 31		Apt Elev	1476

VOR/DME RWY 8

MOUNTAIN GROVE MEMORIAL (1M0)

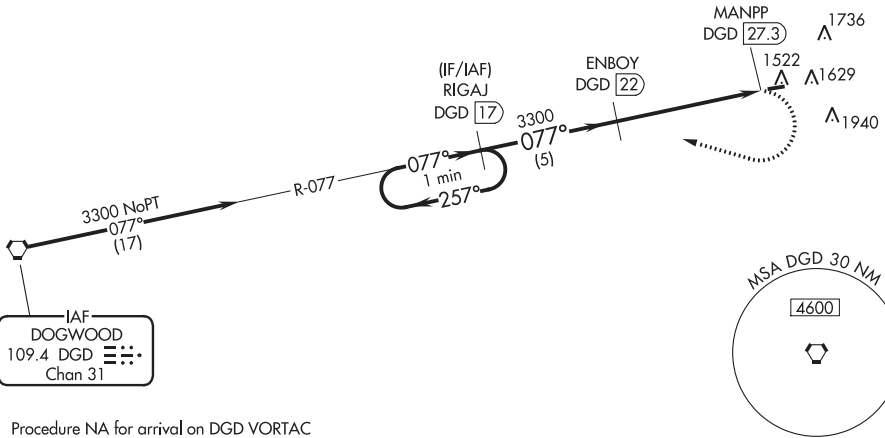
NA Use Fort Leonard Wood altimeter setting, when not received use Springfield altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3300 on heading 285° and DGD VORTAC R-077 to RIGAJ/DGD 17 DME and hold.

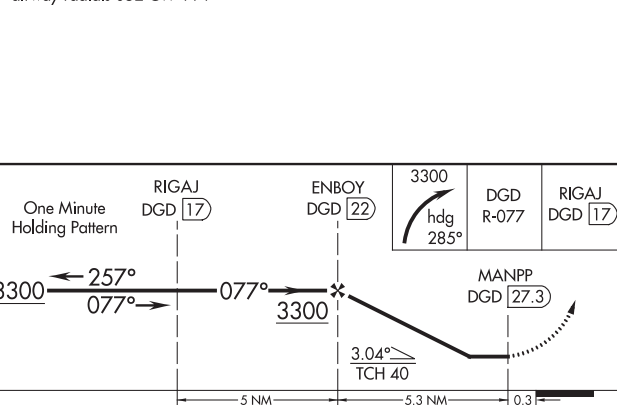
KANSAS CITY CENTER
128.35 284.67

CTAF
122.9

△ 2047



Procedure NA for arrival on DGD VORTAC
airway radials 052 CW 114



ELEV 1476	THRE 1452
077° 5.6 NM from FAF	

CATEGORY	A	B	C	D
S-8	2380-1¼	928 (1000-1¼)		NA
C CIRCLING	2380-1¼	904 (1000-1¼)		NA

MIRL Rwy 8-26
REIL Rwys 8 and 26

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MOUNTAIN VIEW, MISSOURI

AL-6412 (FAA)

16147

WAAS CH 73032 W10A	APP CRS 099°	Rwy Idg TDZE 1179 Apt Elev 1182	4686
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RNAV (GPS) RWY 10

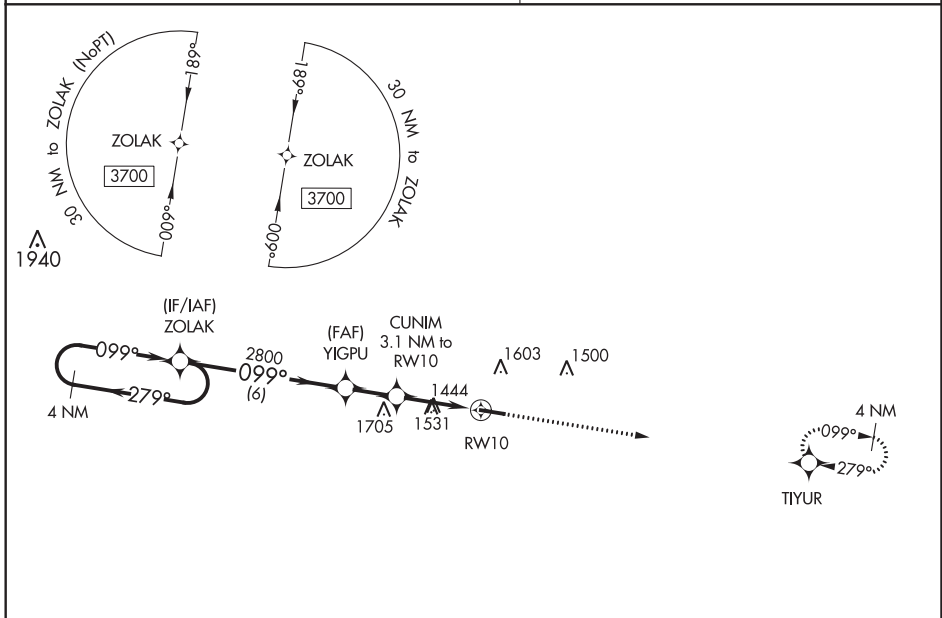
MOUNTAIN VIEW (MNF)

Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
NA Use West Plains altimeter setting, when not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet; increase LP Cats C and D visibility ¼ mile, increase LNAV Cat B visibility ¼ mile, LNAV Cats C and D visibility ⅓ mile, and increase Circling Cats B and C visibility ¼ mile.

MISSED APPROACH:
Climb to 3700 direct TIYUR and hold.

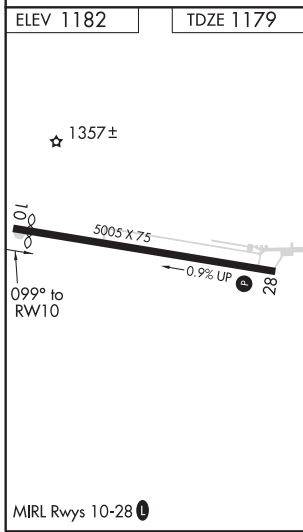
KANSAS CITY CENTER
128.35 284.67

UNICOM
122.8 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



4 NM Holding Pattern		ZOLAK	Descent Angle NA.	3700	TIYUR
3700		← 279°	099° →	099°	
		2800	2200		
		6 NM	1.9 NM	3.1 NM	
CATEGORY	A	B	C	D	
LP MDA	1740-1	561 (600-1)	1740-1 5/8	561 (600-1 5/8)	
LNAV MDA	1820-1	641 (700-1)	1820-1 7/8	641 (700-1 7/8)	
CIRCLING	1880-1 698 (700-1)	2080-1 1/4 898 (900-1 1/4)	2080-2 3/4 898 (900-2 3/4)	2180-3 998 (1000-3)	

MOUNTAIN VIEW, MISSOURI
Orig-B 11DEC14

37°00'N-91°43'W

MOUNTAIN VIEW (MNF) RNAV (GPS) RWY 10

WAAS CH 63232 W28A	APP CRS 279°	Rwy Idg TDZE 5005 1162 Apt Elev 1182
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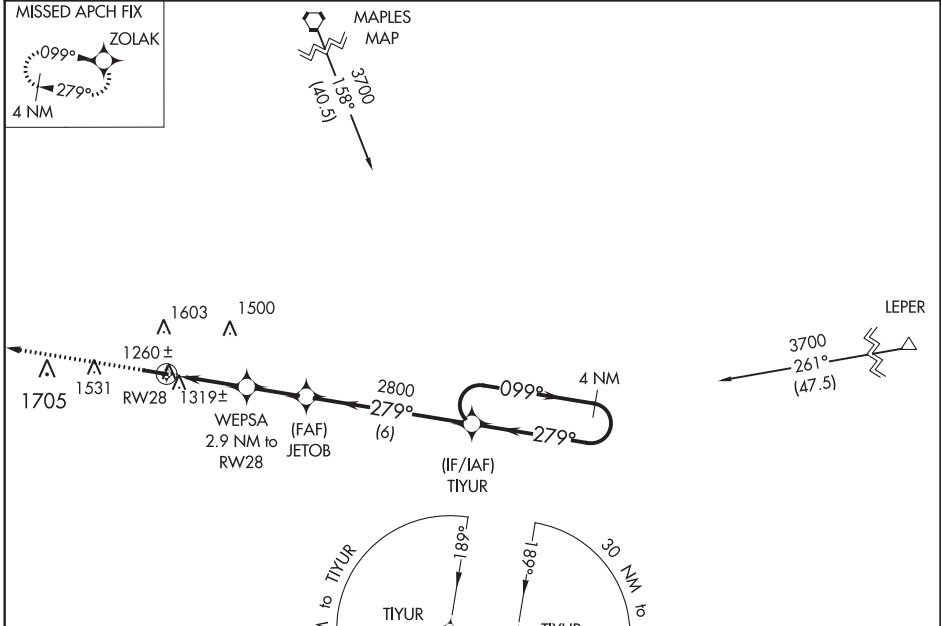
RNAV (GPS) RWY 28

MOUNTAIN VIEW (MNF)

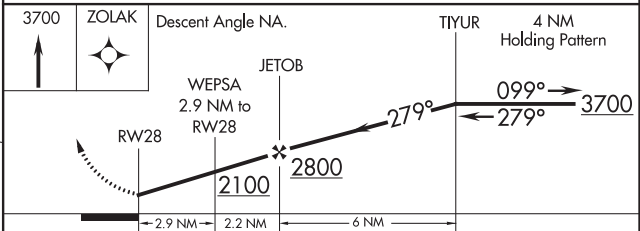
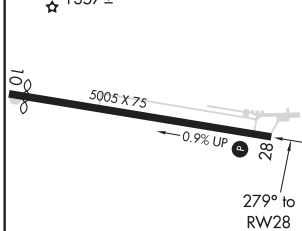
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use West Plains altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet; increase LP Cats C and D visibility 1/8 mile, increase LNAV Cats C and D and Circling Cats B and C visibility 1/4 mile. Procedure NA at night.

⚠ NA MISSED APPROACH: Climb to 3700 direct ZOLAK and hold.

KANSAS CITY CENTER **128.35 284.67** UNICOM **122.8 (CTAF)**



ELEV 1182	TDZE 1162
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CATEGORY	A	B	C	D
LP MDA	1560-1	398 (400-1)	1560-1¼	398 (400-1¼)
LNAV MDA	1620-1	458 (500-1)	1620-1⅜	458 (500-1⅜)
CIRCLING	1880-1 698 (700-1)	2080-1¼ 898 (900-1¼)	2080-2¾ 898 (900-2¾)	2180-3 998 (1000-3)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LUC 109.15 Chan 28 (Y)	APP CRS 240°	Rwy Idg TDZE 545 Apt Elev 547
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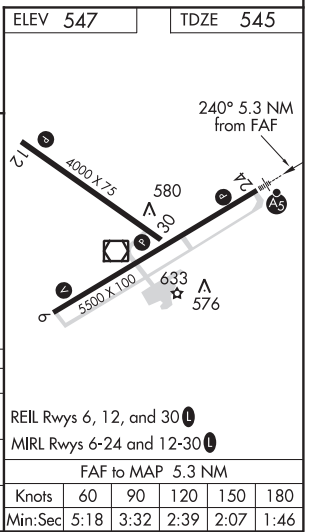
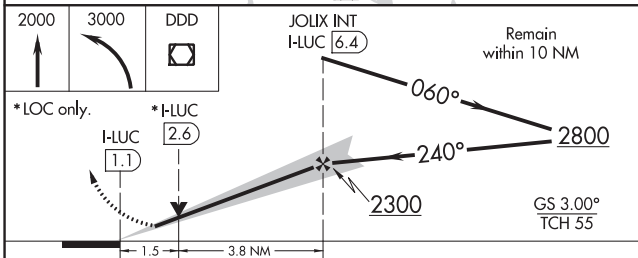
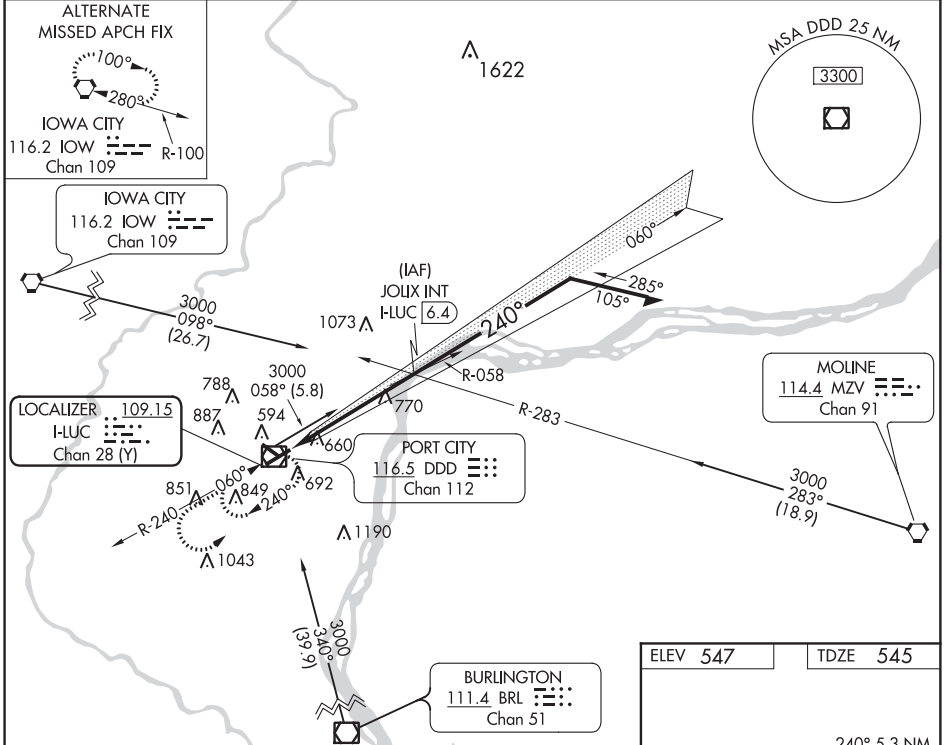
ILS or LOC RWY 24

MUSCATINE MUNI (MUT)

⚠ When local altimeter setting not received, use Iowa City altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 24 and Circling Cat C and D visibility ¼ mile. For inoperative MALSRL when using Iowa City altimeter setting, increase S-ILS visibility to 1 mile all Cats. VDP NA with Iowa City Muni altimeter setting.

MALSRL  MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3 119.775	QUAD CITY APP CON* 133.275 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53701 W06A	APP CRS 059°	Rwy Idg 5500 TDZE 547 Apt Elev 547
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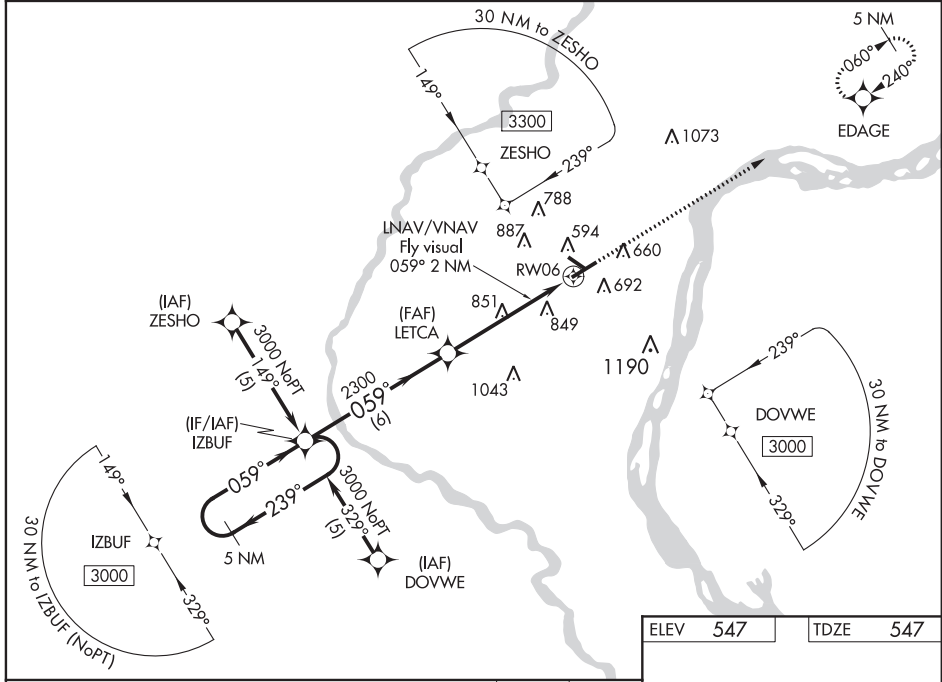
RNAV (GPS) RWY 6

MUSCATINE MUNI (MUT)

⚠ DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 48°C (118°F). If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

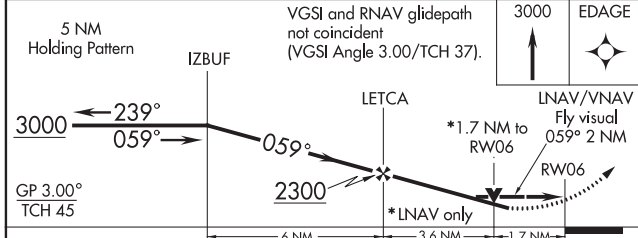
MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3 119.775	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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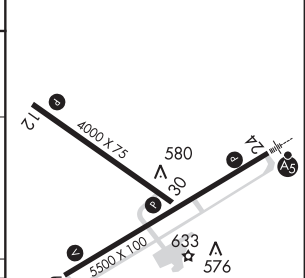


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 547	TDZE 547
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CATEGORY	A	B	C	D
LPV DA	1076-2		529 (600-2)	
LNAV/VNAV DA	1232-2		685 (700-2)	
LNAV MDA	1120-1	573 (600-1)	1120-1½	1120-1¾
CIRCLING	1120-2½	1160-2½	1200-2½	653 (700-2½)
	573 (600-2½)	613 (700-2½)		

REIL Rwy 6, 12, and 30 **0**
MIRL Rwy 6-24 and 12-30 **0**

MUSCATINE, IOWA

AL-5564 (FAA)

16147

WAAS CH 56336 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	4000 541 547
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RNAV (GPS) RWY 12

MUSCATINE MUNI (MUT)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cts visibility 1/2 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

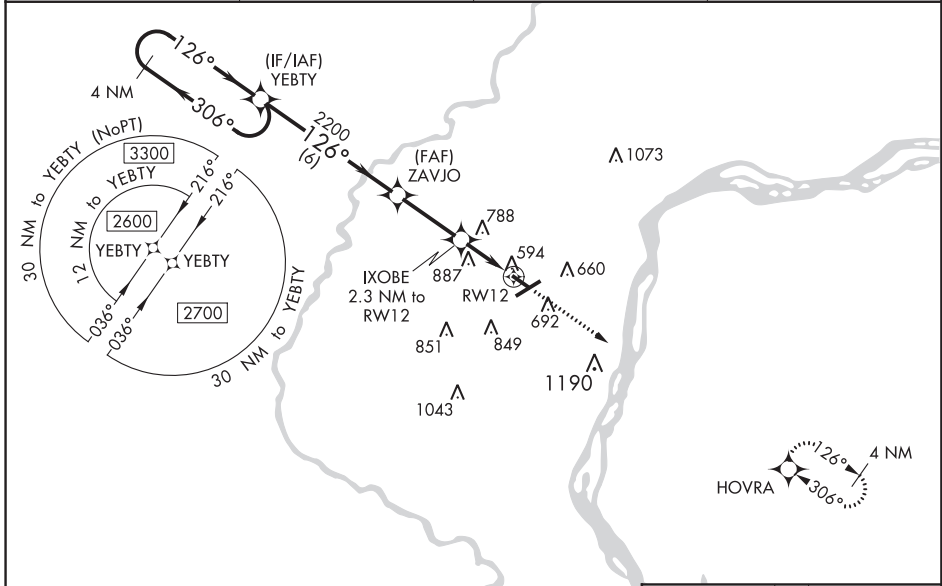
MISSED APPROACH: Climb to 2700 direct HOVRA and hold.

AWOS-3
119.775

QUAD CITY APP CON *
133.275 257.8

CLNC DEL
124.25

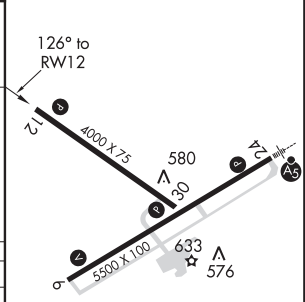
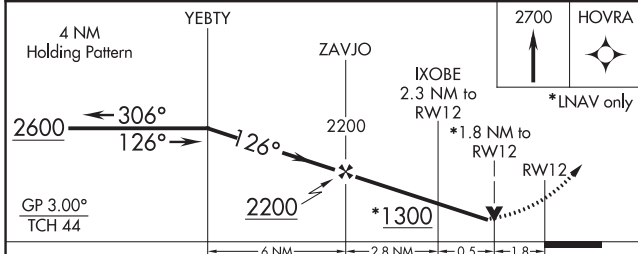
UNICOM
122.7 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV	547	TDZE	541
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CATEGORY	A	B	C	D
LPV DA	1207-2 1/2	666 (700-2 1/2)		NA
LNAV/VNAV DA	1223-2 1/2	682 (700-2 1/2)		NA
LNAV MDA	1140-1	599 (600-1)		NA
CIRCLING	1140-1 593 (600-1)	1200-1 653 (700-1)		NA

REIL Rws 6, 12, and 30
MIRL Rwy 6-24 and 12-30

MUSCATINE, IOWA
Orig-A 26MAY16

41°22'N-91°09'W

RNAV (GPS) RWY 12

WAAS CH 99701 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	5500 545 547
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RNAV (GPS) RWY 24

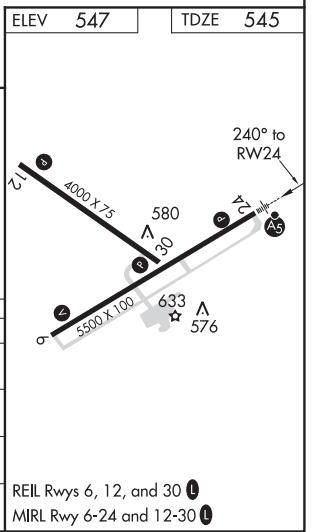
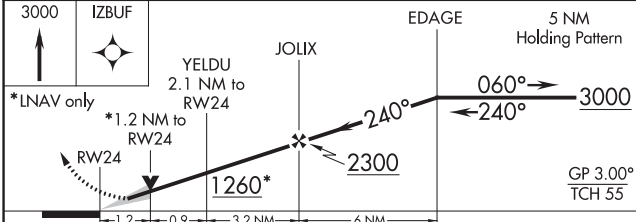
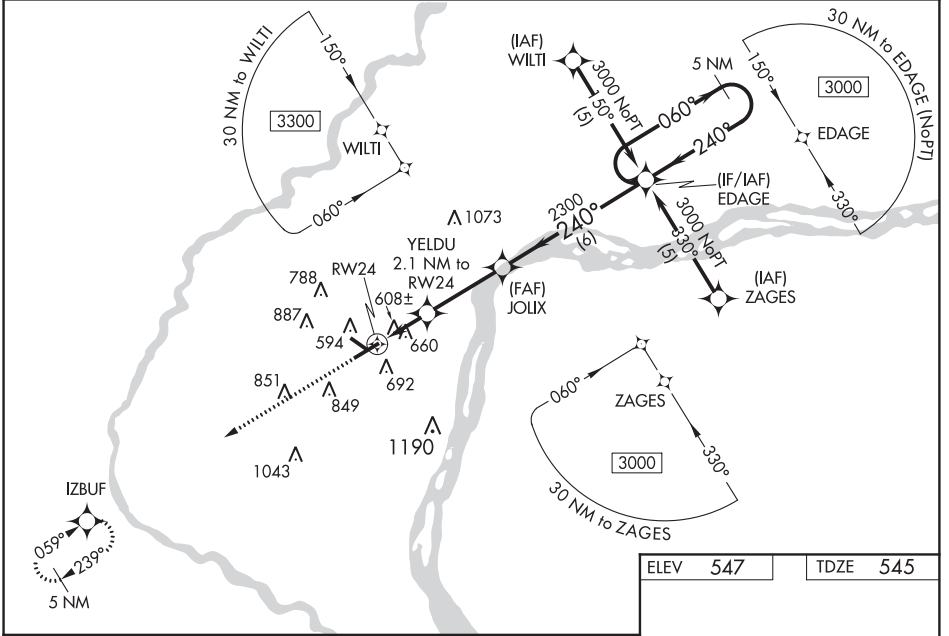
MUSCATINE MUNI (MUT)

⚠ DME/DME RNP-0.3 NA.
 For inoperative MALSRL, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MALSRL

MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3 119.775	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		812-½	267 (300-½)	
LNAV/VNAV DA		874-¾	329 (400-¾)	
LNAV MDA	960-½	415 (500-½)	960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

MUSCATINE, IOWA

AL-5564 (FAA)

16147

WAAS CH 42636 W30A	APP CRS 306°	Rwy Idg TDZE Apt Elev	4000 543 547
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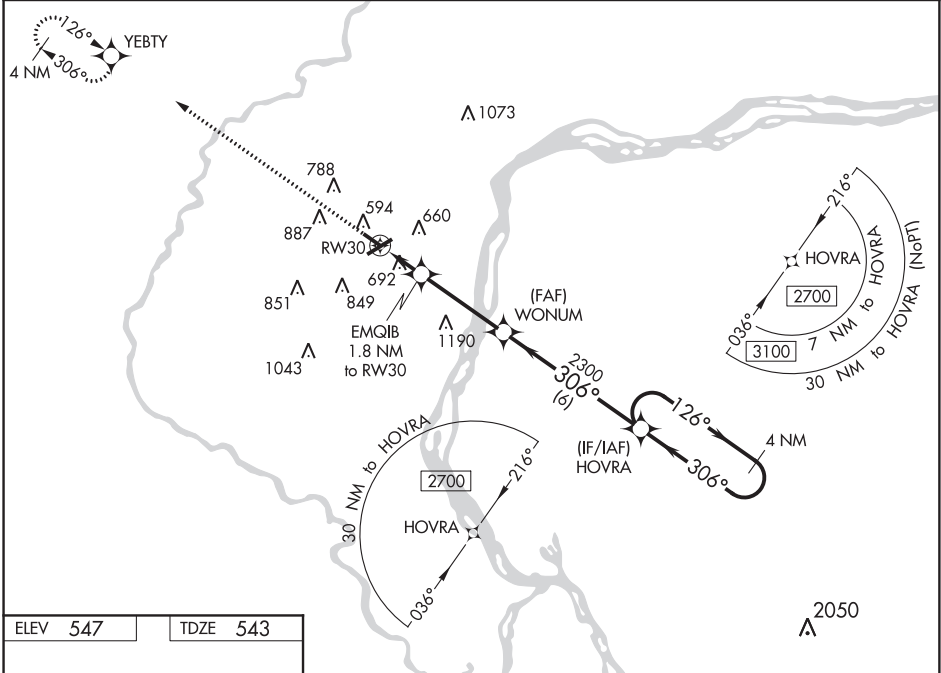
RNAV (GPS) RWY 30

MUSCATINE MUNI (MUT)

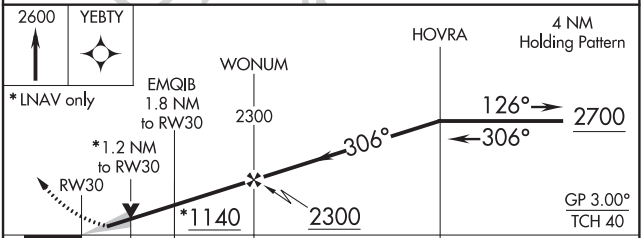
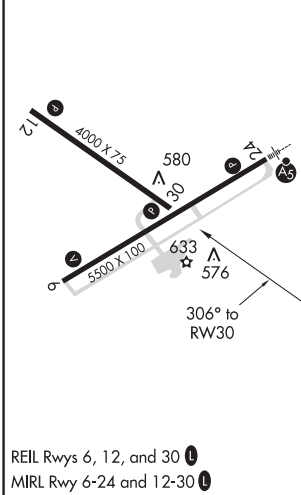
▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. VDP and Baro-VNAV NA with Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2600 direct YEBTY and hold.

AWOS-3 119.775	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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ELEV 547	TDZE 543
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CATEGORY	A	B	C	D
LPV DA	743-1	200 (200-1)		NA
LNAV/VNAV DA	989-1½	446 (500-1½)		NA
LNAV MDA	960-1	417 (500-1)		NA
C CIRCLING	1000-1 453 (500-1)	1200-1 653 (700-1)		NA

MUSCATINE, IOWA
Orig-A 26MAY16

41°22'N-91°09'W

MUSCATINE MUNI (MUT)

RNAV (GPS) RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME DDD 116.5 Chan 112	APP CRS 052°	Rwy Idg 5500 TDZE 547 Apt Elev 547
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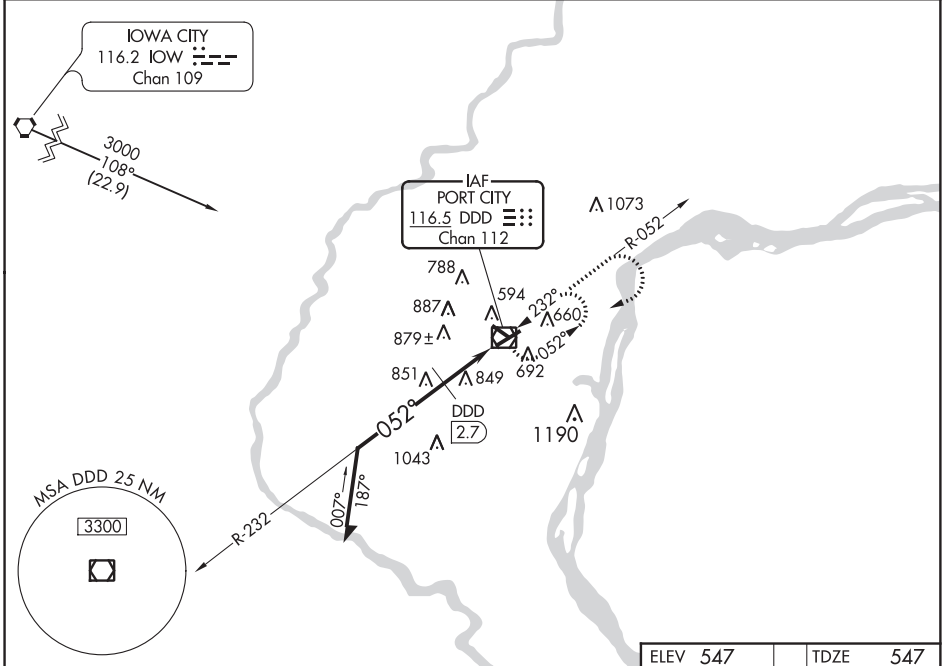
VOR RWY 6

MUSCATINE MUNI (MUT)

⚠ When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all MDA 80 feet, increase S-6 and Circling Cat C and D visibility ¼ mile. DME minimums: increase S-6 Cat C and D visibility ½ mile and Circling Cat C and D ¼ mile. VDP NA when using Iowa City Muni altimeter setting.

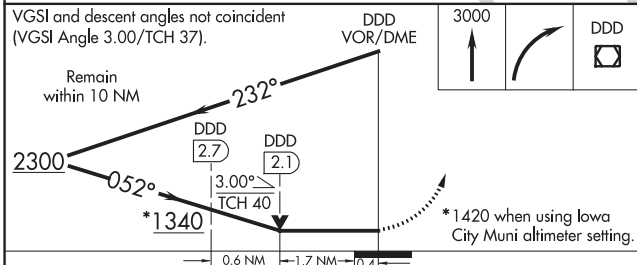
MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.

AWOS-3 119.775	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 124.25	UNICOM 122.7 (CTAF) 0
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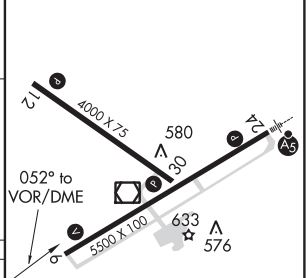


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 547	TDZE 547
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CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)
CIRCLING	1140-1 593 (600-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)	

REIL Rwy 6, 12, and 30 0

MIRL Rwy 6-24 and 12-30 0

WAAS CH 99302 W01A	APP CRS 010°	Rwy Idg TDZE Apt Elev	5001 1255 1255
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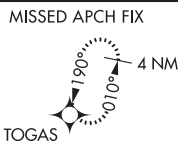
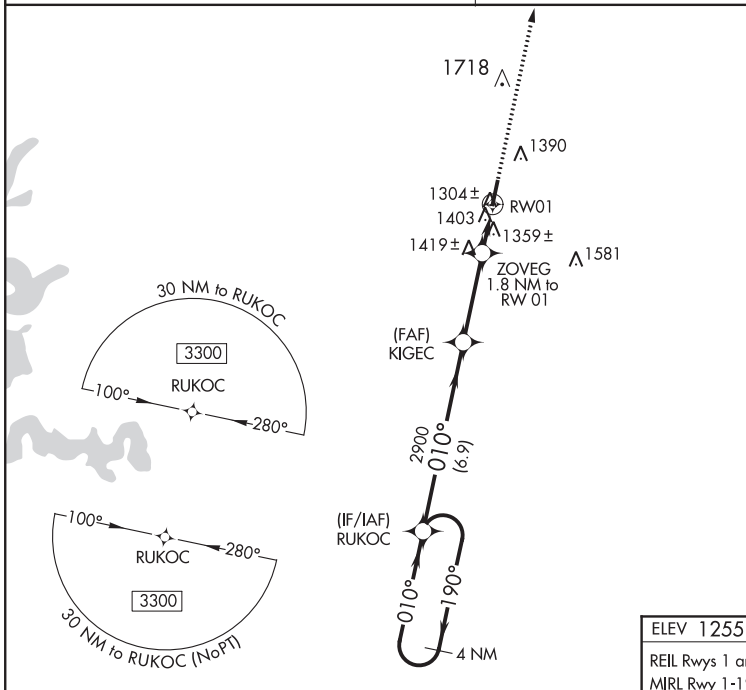
RNAV (GPS) RWY 1
NEOSHO HUGH ROBINSON (E/O S)

⚠ Baro-VNAV NA when using Joplin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 87 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile. LNAV/VNAV all Cats visibility ¾ mile, and LNAV Cat C visibility ½ mile. When VGSI inop, Straight-in/Circling to Rwy 1 NA at night.

MISSED APPROACH:
Climb to 3200 direct TOGAS and hold.

KANSAS CITY CENTER
128.6 282.325

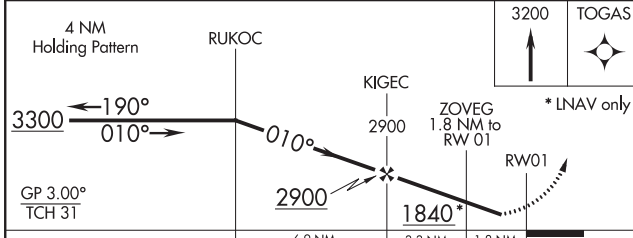
AUNICOM
122.8 (CTAF)



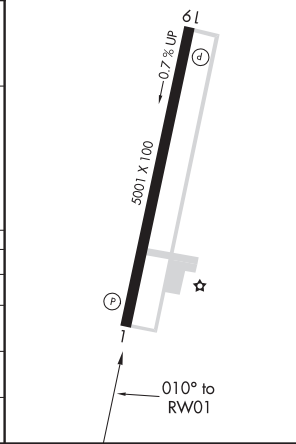
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1255	TDZE 1255
REIL Rwys 1 and 19	
MIRL Rwy 1-19	



CATEGORY	A	B	C	D
LPV DA	1505-1	250 (300-1)		NA
LNAV/VNAV DA	1658-1¾	403 (500-1¾)		NA
LNAV MDA	1680-1	425 (500-1)	1680-1¼ 425 (500-1¼)	NA
CIRCLING	1720-1	465 (500-1)	1740-1½ 485 (500-1½)	NA



WAAS CH 56522 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	5001 1245 1255
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RNAV (GPS) RWY 19

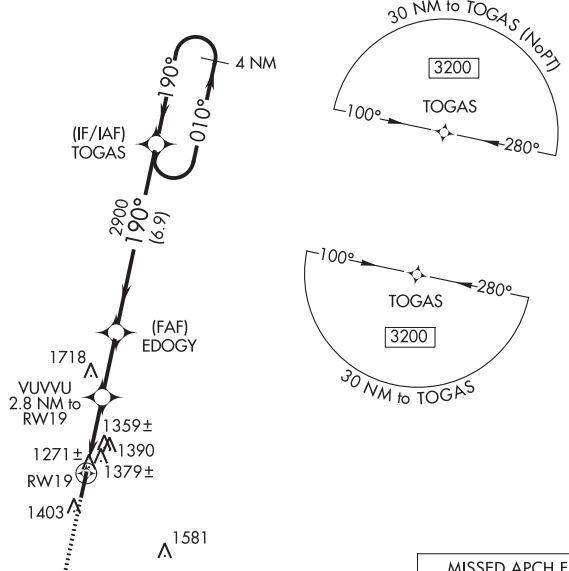
NEOSHO HUGH ROBINSON (E/O S)

⚠ When VGSI inop, Circling Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 87 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile, and LNAV Cat C visibility 1/4 mile. VDP and Baro-VNAV NA when using Joplin altimeter setting.

MISSED APPROACH:
Climb to 3300 direct RUKOC and hold.

KANSAS CITY CENTER
128.6 282.325

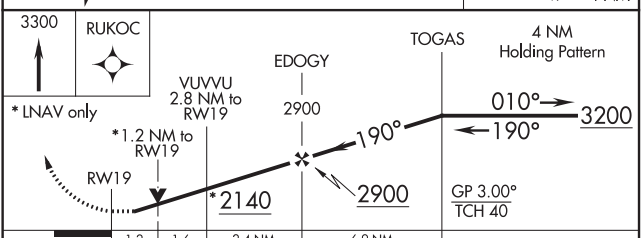
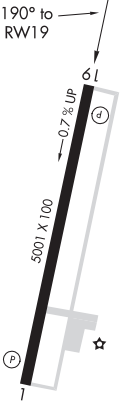
AUNICOM
122.8 (CTAF) 1



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1255	TDZE 1245
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CATEGORY	A	B	C	D
LPV DA	1495-1 250 (300-1)			NA
LNAV/VNAV DA	1692-1½ 447 (500-1½)			NA
LNAV MDA	1640-1	395 (400-1)	1640-1¼ 395 (400-1¼)	NA
CIRCLING	1720-1	465 (500-1)	1740-1½ 485 (500-1½)	NA

REIL Rwy 1 and 19 **1**
MIRL Rwy 1-19 **1**

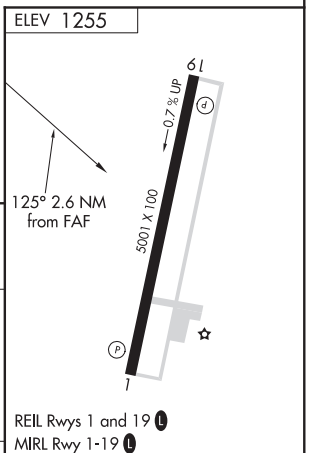
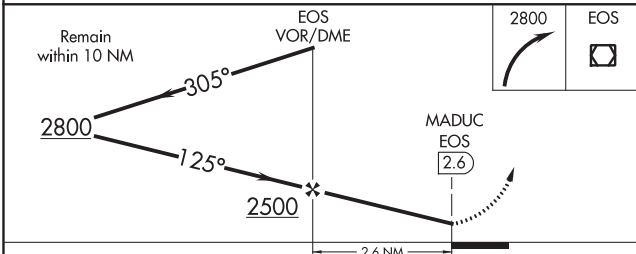
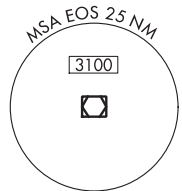
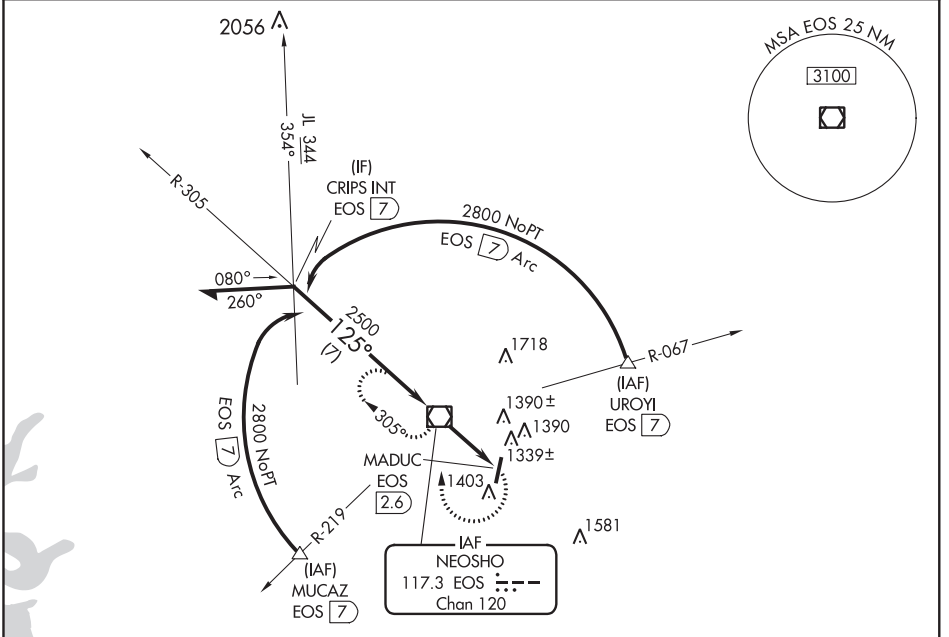
VOR/DME EOS 117.3 Chan 120	APP CRS 125°	Rwy Idg TDZE Apt Elev	N/A N/A 1255
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VOR-A
NEOSHO HUGH ROBINSON (EOS)

NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

KANSAS CITY CENTER 128.6 282.325	AUNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82019 W02A	APP CRS 024°	Rwy Idg 5000 TDZE 890 Apt Elev 892
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RNAV (GPS) RWY 2

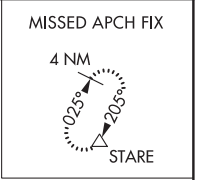
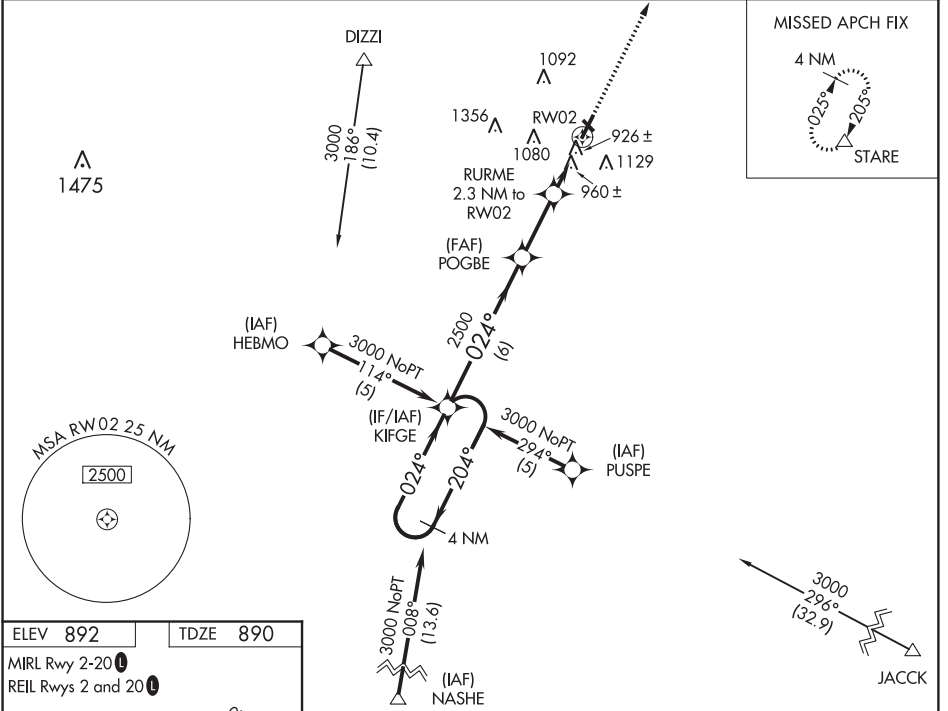
NEVADA MUNI (NVD)

▽ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31.

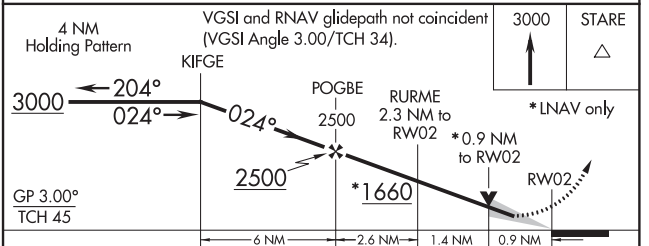
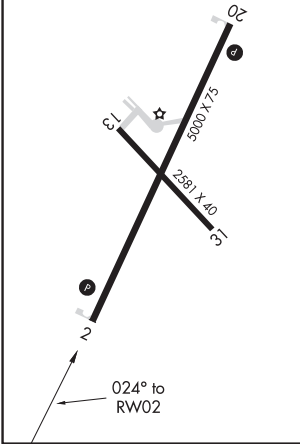
△ NA

MISSED APPROACH:
Climb to 3000 direct STARE and hold.

AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) ①
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ELEV 892	TDZE 890
MIRL Rwy 2-20 ①	
REIL Rwys 2 and 20 ①	



CATEGORY	A	B	C	D
LPV DA		1090-1	200 (200-1)	NA
LNAV/VNAV DA		1219-1¼	329 (400-1¼)	NA
LNAV MDA		1220-1	330 (400-1)	NA
CIRCLING	1260-1	1360-1	1360-1½	NA
	368 (400-1)	468 (500-1)	468 (500-1½)	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 20

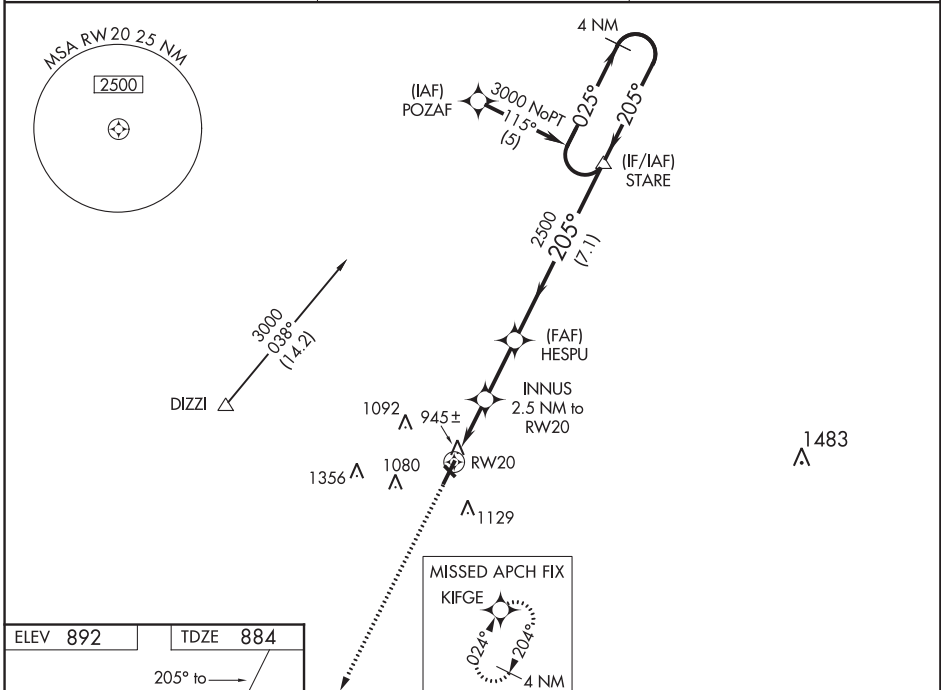
NEVADA MUNI (NVD)

WAAS CH 77719 W20A	APP CRS 205°	Rwy Idg 5000 TDZE 884 Apt Elev 892
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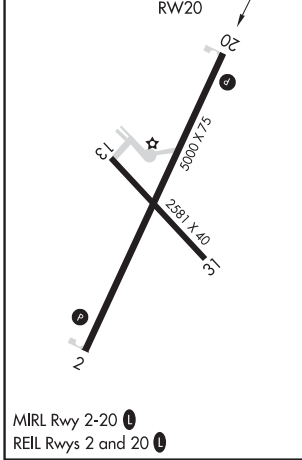
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and increase LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31.

⚠ NA MISSED APPROACH: Climb to 3000 direct KIFGE and hold.

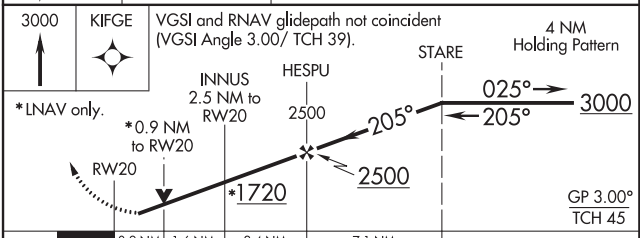
AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 892	TDZE 884
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MIRL Rwy 2-20 **Ⓛ**
REL Rwy 2 and 20 **Ⓛ**



CATEGORY	A	B	C	D
LPV DA	1139-1 255 (300-1)			NA
LNAV/VNAV DA	1216-1¼ 332 (400-1¼)			NA
LNAV MDA	1200-1	316 (400-1)	1200-1½ 316 (400-1½)	NA
CIRCLING	1260-1 368 (400-1)	1360-1 468 (500-1)	1360-1½ 468 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

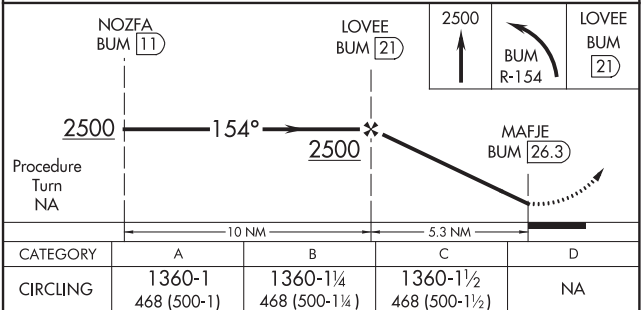
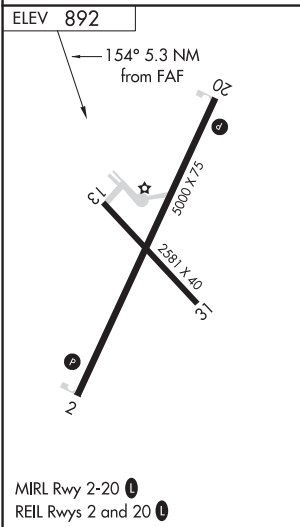
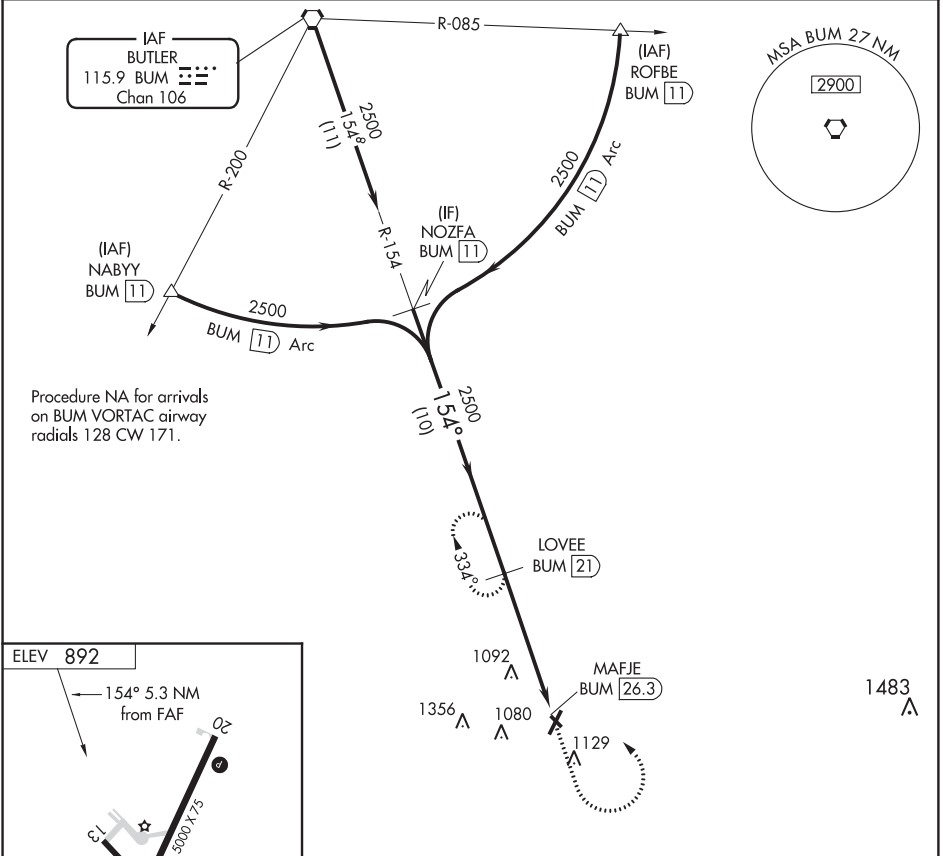
VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg TDZE Apt Elev N/A N/A 892
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VOR/DME-A
NEVADA MUNI (NVD)

▽ When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all MDA 120 feet.
△ NA

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE/21 DME and hold.

AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82114 W18A	APP CRS 180°	Rwy Idg 3200 TDZE 295 Apt Elev 296
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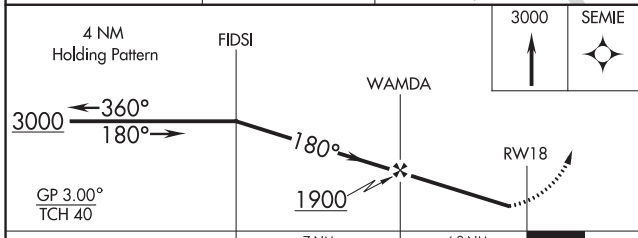
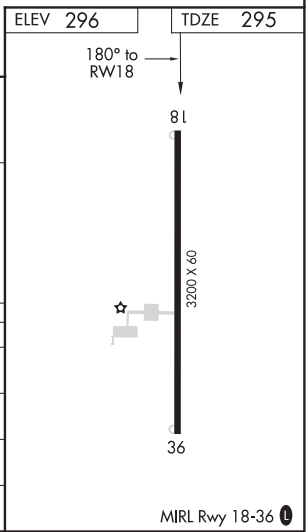
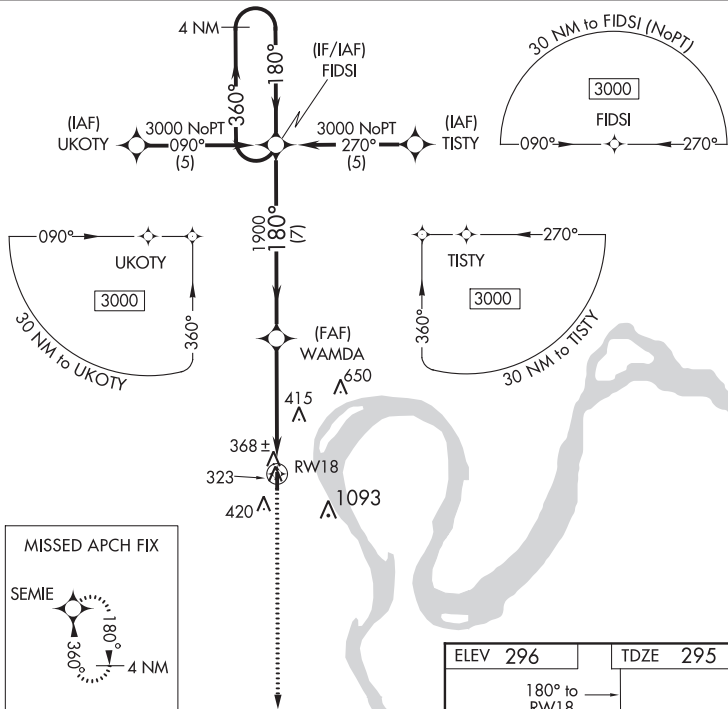
RNAV (GPS) RWY 18

COUNTY MEMORIAL (EIW)

⚠ NA Circling to Rwy 36 NA at night. Baro-VNAV NA, DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)		NA
LNAV/VNAV DA	1016-2½	721 (800-2½)		NA
LNAV MDA	800-1	505 (600-1)		NA
CIRCLING	860-1	564 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56414 W36A	APP CRS 360°	Rwy Idg 3200 TDZE 296 Apt Elev 296
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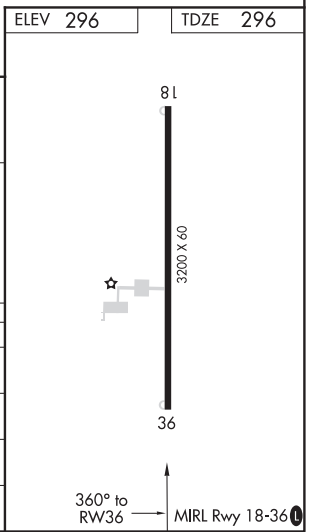
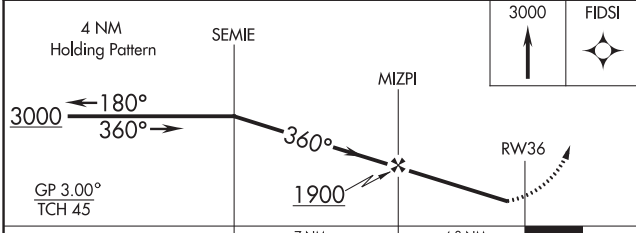
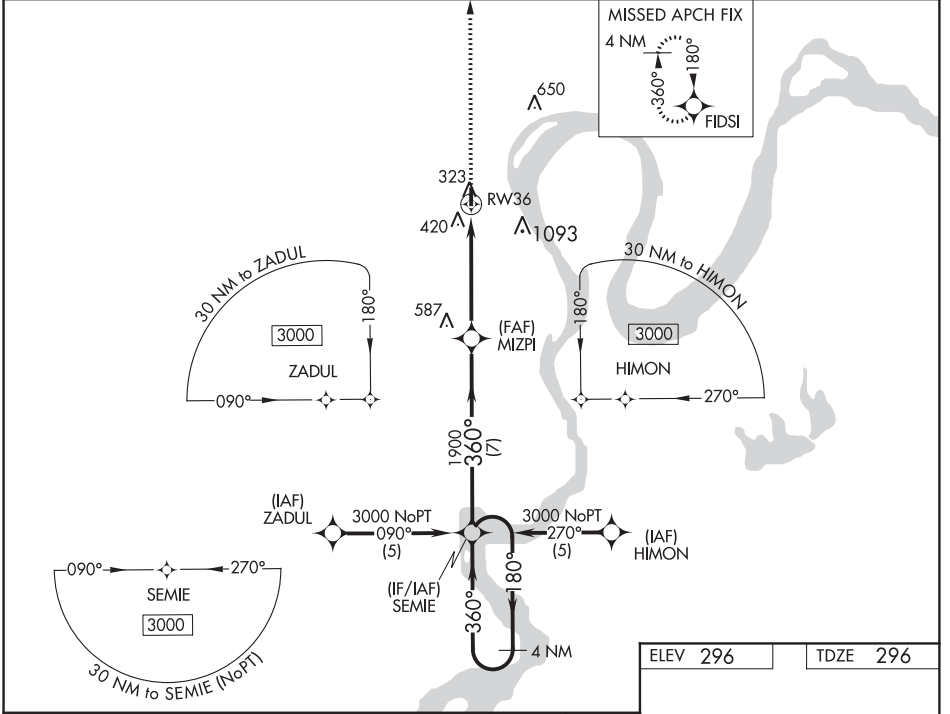
RNAV (GPS) RWY 36

COUNTY MEMORIAL (EIW)

⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	900-2¼	604 (700-2¼)		NA
LNAV MDA	820-1	524 (600-1)		NA
CIRCLING	860-1	564 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NEW MADRID, MISSOURI

AL-5903 (FAA)

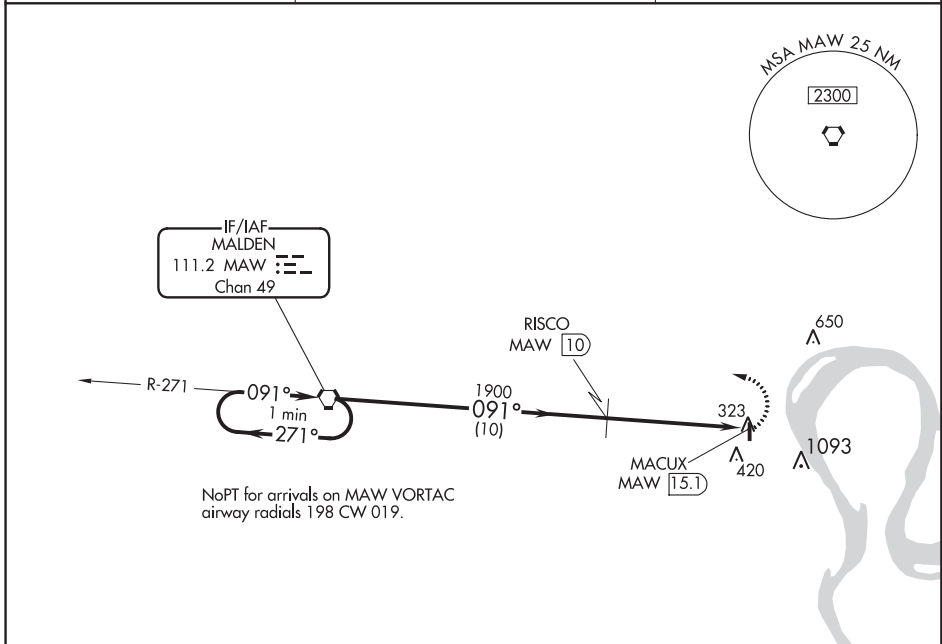
15344

VORTAC MAW 111.2 Chan 49	APP CRS 091°	Rwy Idg TDZE Apt Elev N/A N/A 296
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VOR/DME-A
COUNTY MEMORIAL (EIW)

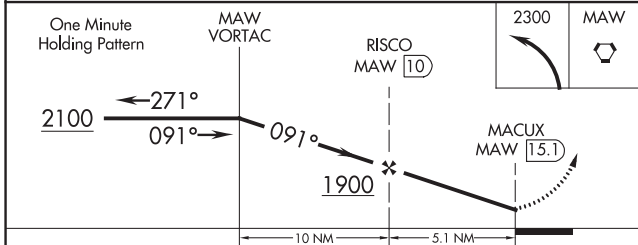
▼ Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.
▲ NA MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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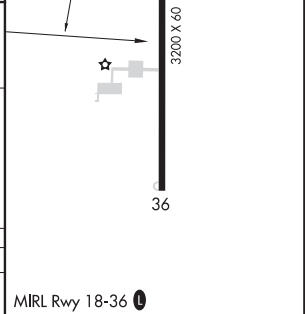


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1200-1¼	904 (1000-1¼)	NA	



NEW MADRID, MISSOURI
Amdt 4 27AUG09

36°32'N-89°36'W

COUNTY MEMORIAL (EIW)
VOR/DME-A

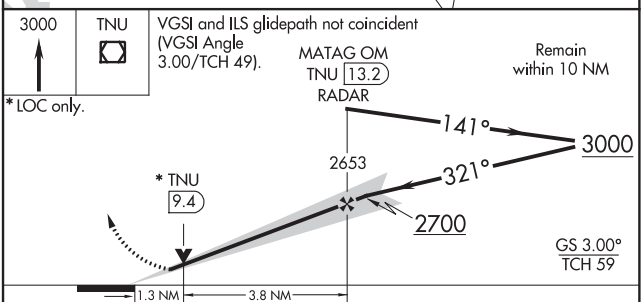
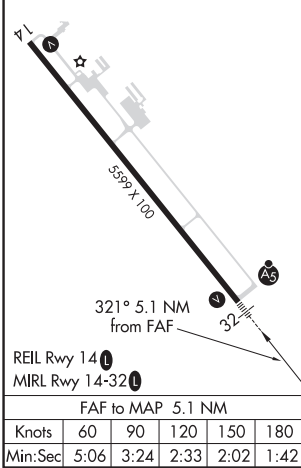
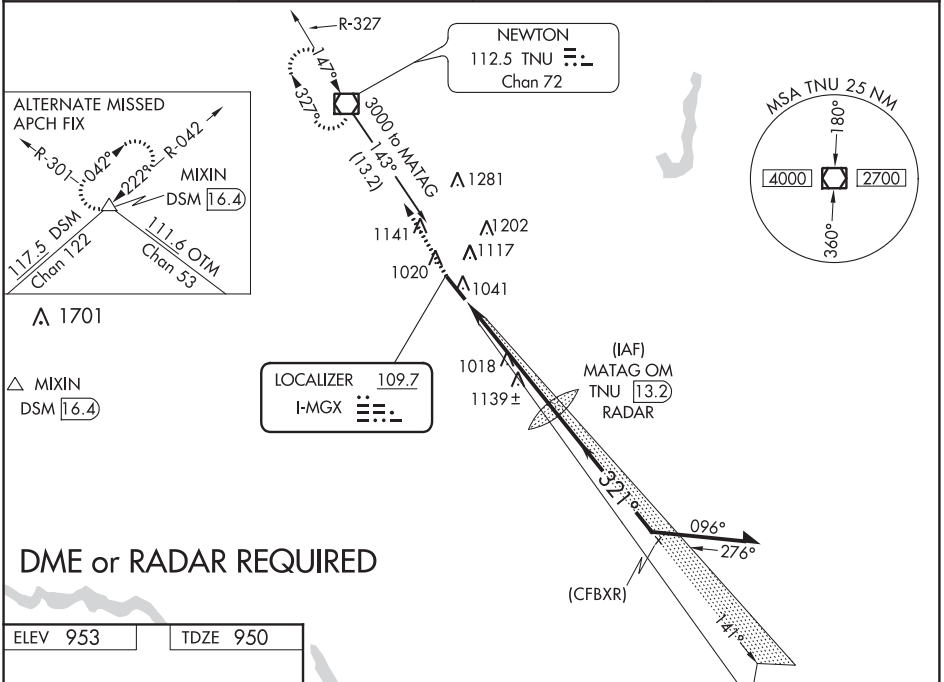
MIRL Rwy 18-36 0

LOC I-MGX 109.7	APP CRS 321°	Rwy Idg TDZE Apt Elev	5599 950 953
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ILS or LOC RWY 32

NEWTON MUNI-EARL JOHNSON FIELD (TNU)

<p>NA When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA/MDA 80 feet; increase S-LOC Rwy 32 Cats C/D visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile. VDP NA when using Des Moines altimeter setting. For inoperative MALSRR when using Des Moines altimeter setting, increase S-ILS Rwy 32 visibility 3/8 mile.</p>		<p>MALSRR</p>	<p>MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.</p>
AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 32	1150-1/2 200 (200-1/2)			
S-LOC 32	1400-1/2	450 (500-1/2)	1400-7/8 450 (500-7/8)	
C CIRCLING	1420-1	467 (500-1)	1520-1 1/2 567 (600-1 1/2)	1600-2 647 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NEWTON, IOWA

AL-5233 (FAA)

16203

WAAS CH 86936 W14A	APP CRS 141°	Rwy Idg 5599 TDZE 953 Apt Elev 953
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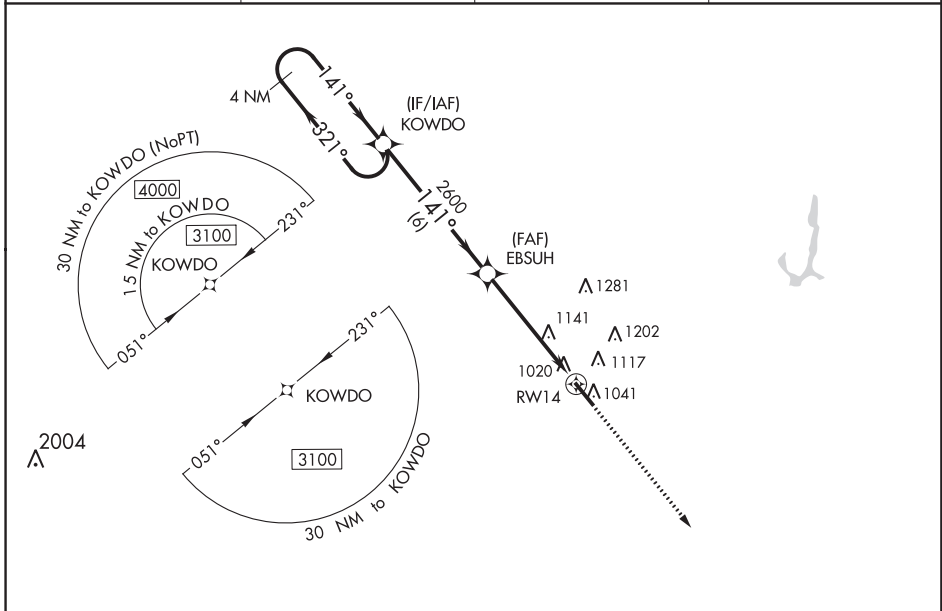
RNAV (GPS) RWY 14

NEWTON MUNI-EARL JOHNSON FIELD (TNU)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received use Des Moines altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Des Moines altimeter setting.

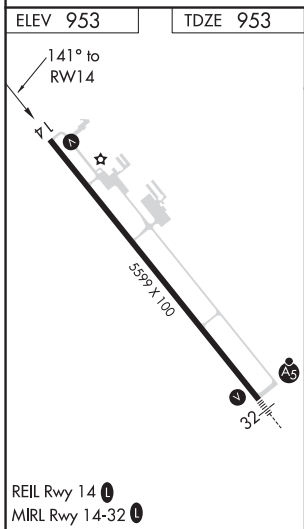
▲ MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



4 NM Holding Pattern		KOWDO		EBSUH		RWY 14	
3100		2600		2600		2700 UBHIT	
GP 3.00° TCH 39		6 NM		3.8 NM		1.3 NM	
CATEGORY	A	B	C	D			
LPV DA	1203-7/8		250 (300-7/8)				
LNAV/VNAV DA	1203-7/8		250 (300-7/8)				
LNAV MDA	1420-1	467 (500-1)	1420-1 3/8		467 (500-1 3/8)		
C CIRCLING	1420-1	467 (500-1)	1520-1 1/2		567 (600-1 1/2)		1600-2 647 (700-2)

* 1.3 NM to RWY 14 *LNAV only.

NEWTON, IOWA
Amdt 1A 21JUL16

NEWTON MUNI-EARL JOHNSON FIELD (TNU)
41°40'N-93°01'W
RNAV (GPS) RWY 14

WAAS CH 99702 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	5599 950 953
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RNAV (GPS) RWY 32

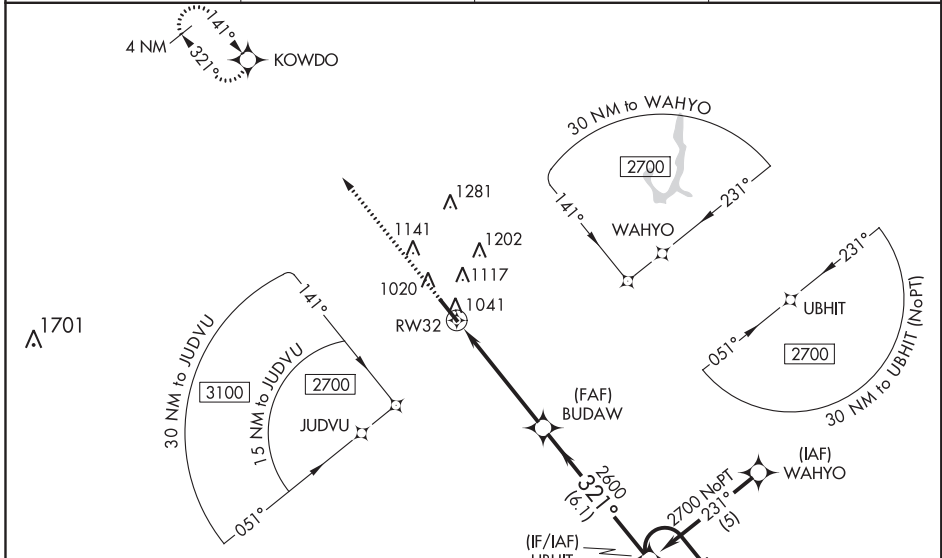
NEWTON MUNI-EARL JOHNSON FIELD (TNU)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA when using Des Moines altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received use Des Moines altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inop MALSAR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1/4 mile. VDP NA when using Des Moines altimeter setting.

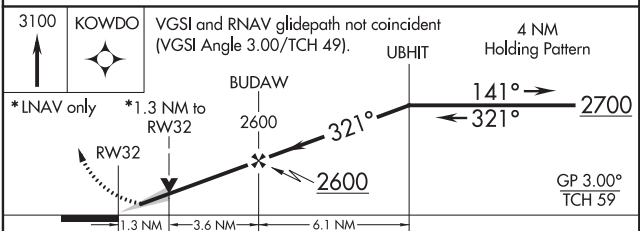
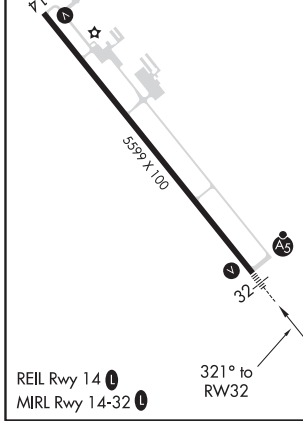


MISSED APPROACH:
Climb to 3100 direct
KOWDO and hold.

AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0
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ELEV 953	TDZE 950
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CATEGORY	A	B	C	D
LPV DA		1200-1/2	250 (300-1/2)	
LNAV/VNAV DA		1259-1/2	309 (400-1/2)	
LNAV MDA		1400-1/2	450 (500-1/2)	1400-1 450 (500-1)
CIRCLING	1440-1	487 (500-1)	1440-1 1/2 487 (500-1 1/2)	1520-2 567 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NEWTON, IOWA

AL-5233 (FAA)

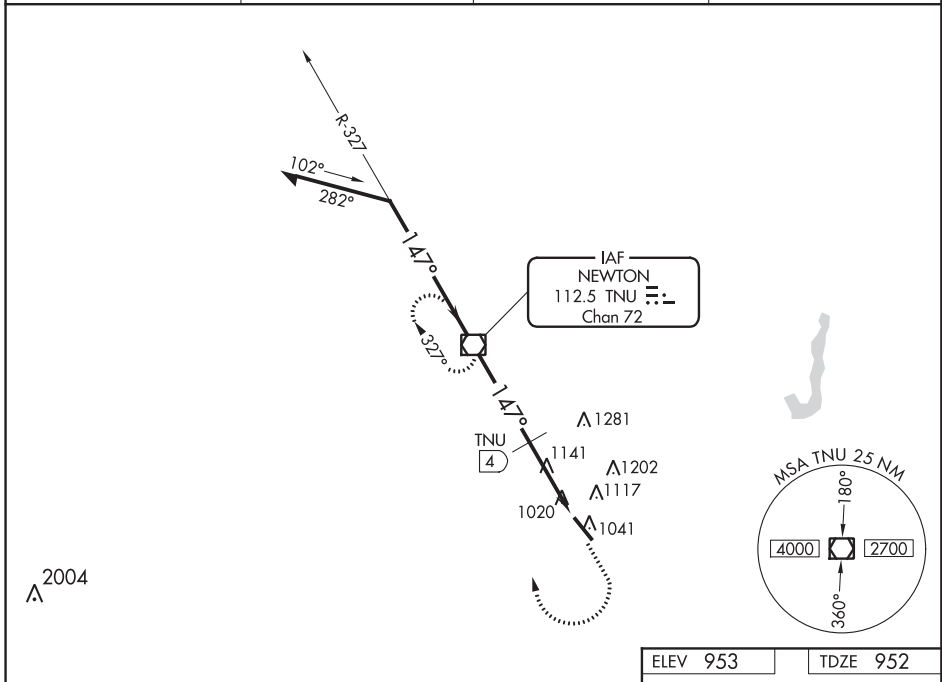
16203

VOR/DME TNU 112.5 Chan 72	APP CRS 147°	Rwy Idg 5599 TDZE 952 Apt Elev 953
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VOR RWY 14

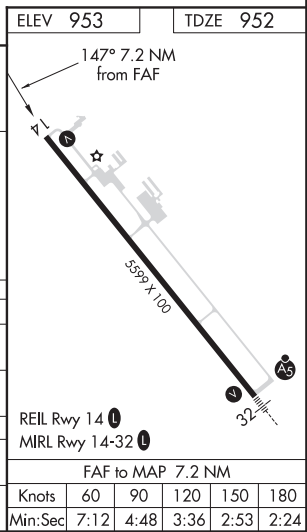
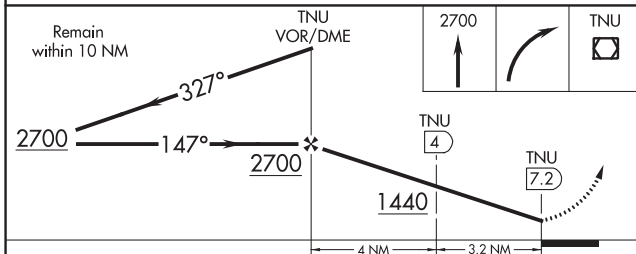
NEWTON MUNI-EARL JOHNSON FIELD (TNU)

<p>▽ MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.</p>			
AWOS-3 132.275	DES MOINES APP CON 123.9 307.15	CLNC DEL 126.3	UNICOM 122.8 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NEWTON, IOWA
Amdt 9A 21JUL16

NEWTON MUNI-EARL JOHNSON FIELD (TNU)

41°40'N-93°01'W

VOR RWY 14

RNAV (GPS) RWY 13

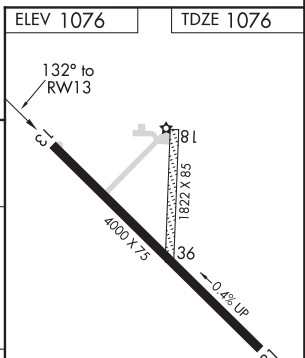
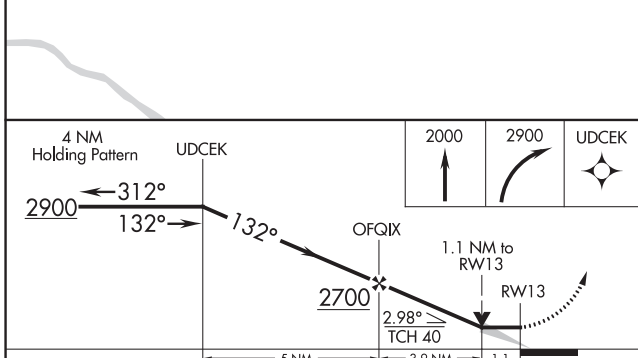
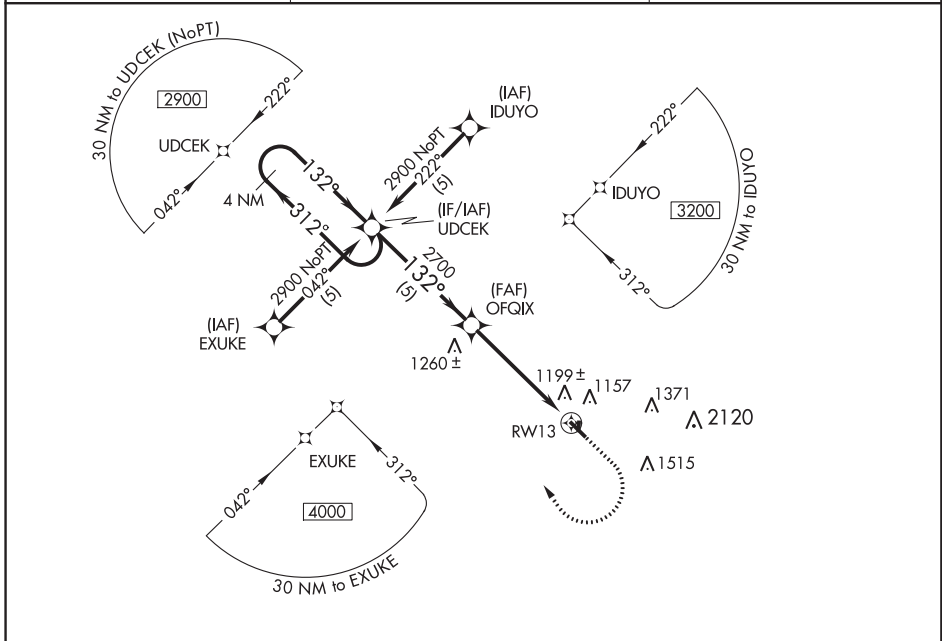
OELWEIN MUNI (OLZ)

APP CRS	Rwy Idg	4000
132°	TDZE	1076
	Apt Elev	1076

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3 119.675	WATERLOO APP CON ★ 118.9 251.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 384 (400-1)		1460-1¼ 384 (400-1¼)	
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)

MIRL Rwy 13-31 **1**
REIL Rwy 13 and 31 **1**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OELWEIN, IOWA

AL-6004 (FAA)

16231

VOR/DME ALO 112.2 Chan 59	APP CRS 062°	Rwy Idg TDZE Apt Elev N/A N/A 1076
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VOR or GPS-A

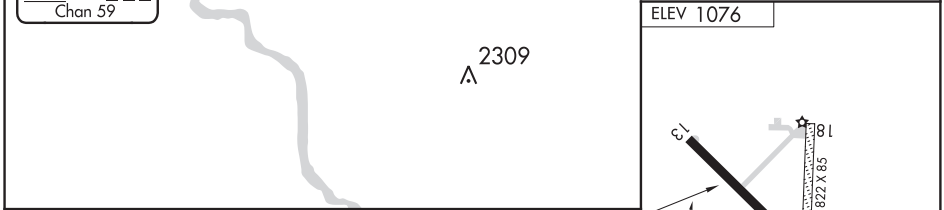
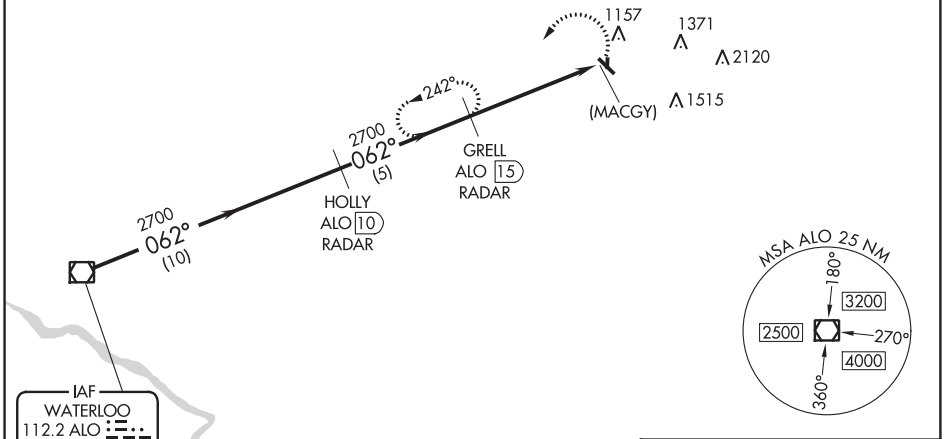
OELWEIN MUNI (OLZ)

▼ Radar not available when Waterloo Tower not in operation.

MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3 119.675	WATERLOO APP CON * 118.9 251.15	UNICOM 122.8 (CTAF) 0
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DME or RADAR REQUIRED



ALO VOR/DME	4000	062°	2700	062°	2700	MACGY ALO 20
Procedure Turn NA						
	10 NM		5 NM		5 NM	
		HOLLY ALO 10 RADAR		GRELL ALO 15 RADAR		

CATEGORY	A	B	C	D	FAF to MAP 5 NM					
CIRCLING	1600-1	524 (600-1)	1640-1½ 564 (600-1½)	1640-2 564 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:00	3:20	2:30	2:00	1:40

OELWEIN, IOWA
Amdt 3B 21JUL16

42°41'N-91°58'W

OELWEIN MUNI (OLZ)

VOR or GPS-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56438 W16A	APP CRS 163°	Rwy Idg 4252 TDZE 1416 Apt Elev 1416
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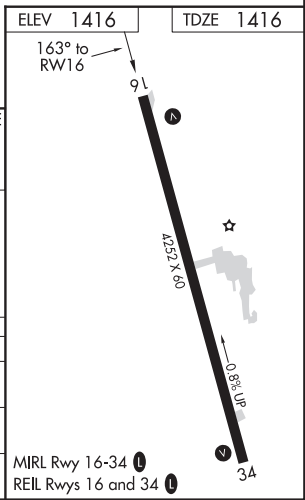
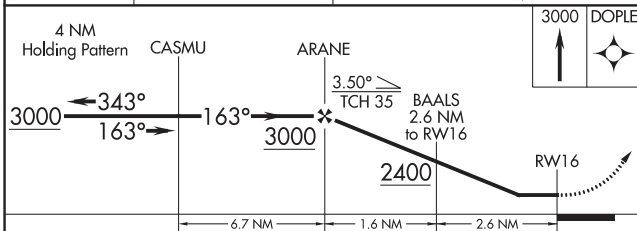
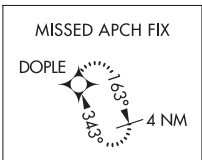
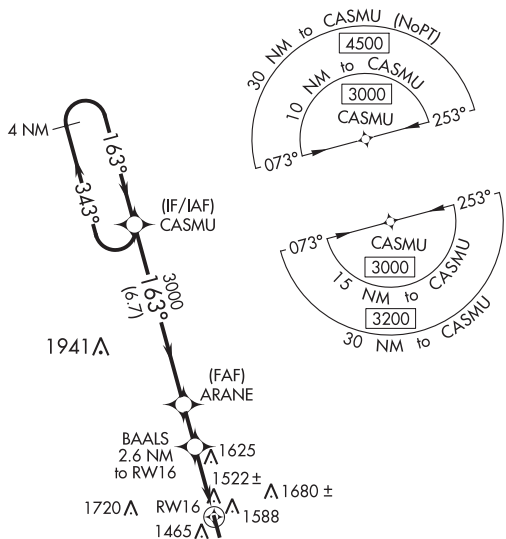
RNAV (GPS) RWY 16

ORANGE CITY MUNI (ORC)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sheldon altimeter setting and increase all MDA 40 feet and increase LP Cat C visibility 1/8 mile. Night landing: Rwy 16 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct DOPL E and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 128.0 257.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1780-1 364 (400-1)			NA
LNAV MDA	1880-1	464 (500-1)	1880-1 ³ / ₈ 464 (500-1 ³ / ₈)	NA
C CIRCLING	1940-1	524 (600-1)	2040-1 ³ / ₄ 624 (700-1 ³ / ₄)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ORANGE CITY, IOWA

AL-6328 (FAA)

15344

WAAS CH 99438 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	4252 1410 1416
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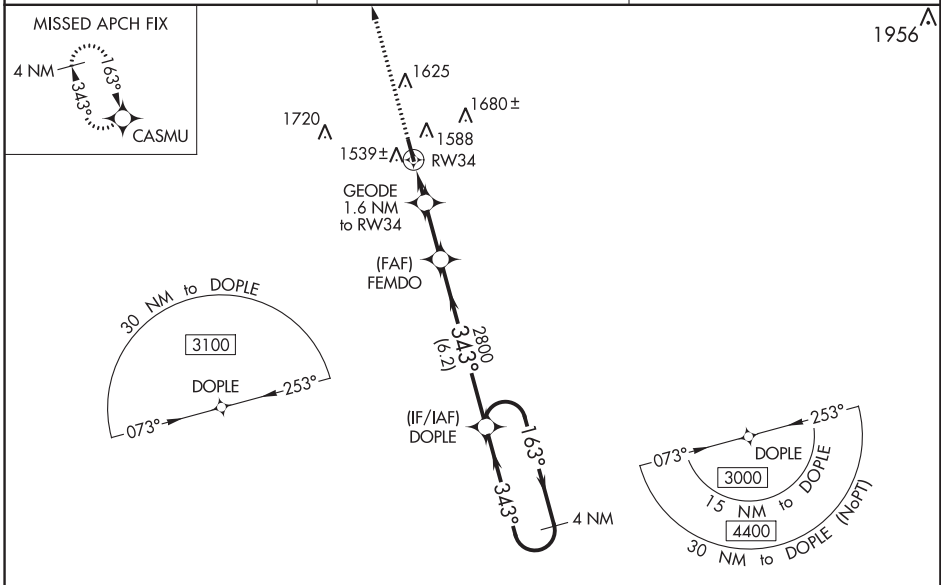
RNAV (GPS) RWY 34

ORANGE CITY MUNI (O.R.C)

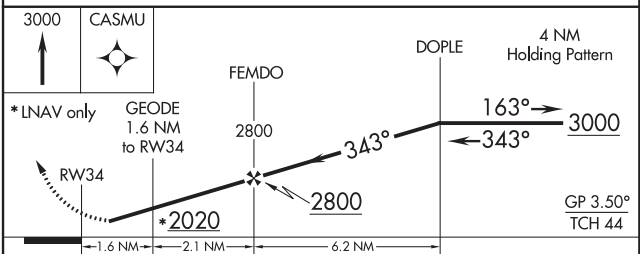
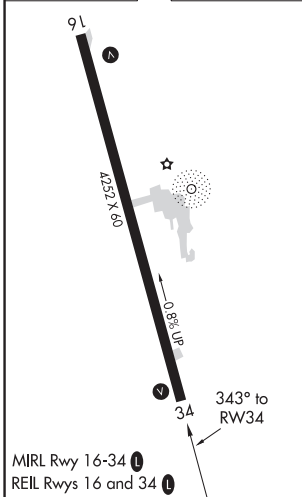
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sheldon altimeter setting:
 increase LPV DA to 1719 feet and LNAV/VNAV DA to 1775 feet and all MDA 40 feet;
 increase LNAV/VNAV all Cats visibility 1/8 mile; increase LNAV Cat C visibility 1/8 mile.
 Night landing: Rwy 16 NA. Helicopter visibility reduction below 1 SM NA.
 Baro-VNAV NA when using Sheldon altimeter setting.

MISSED APPROACH:
 Climb to 3000 direct
 CASMU and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 128.0 257.95	UNICOM 122.8 (CTAF) 0
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ELEV 1416	TDZE 1410
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CATEGORY	A	B	C	D
LPV DA		1680-1	270 (300-1)	NA
LNAV/VNAV DA		1736-1	326 (400-1)	NA
LNAV MDA	1800-1	390 (400-1)	1800-1 1/8 390 (400-1 1/8)	NA
C CIRCLING	1940-1	524 (600-1)	2040-1 3/4 624 (700-1 3/4)	NA

ORANGE CITY, IOWA
 Orig 10DEC15

42°59'N-96°04'W

ORANGE CITY MUNI (O.R.C) RNAV (GPS) RWY 34

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48932 W14A	APP CRS 140°	Rwy Idg 3205 TDZE 876 Apt Elev 876
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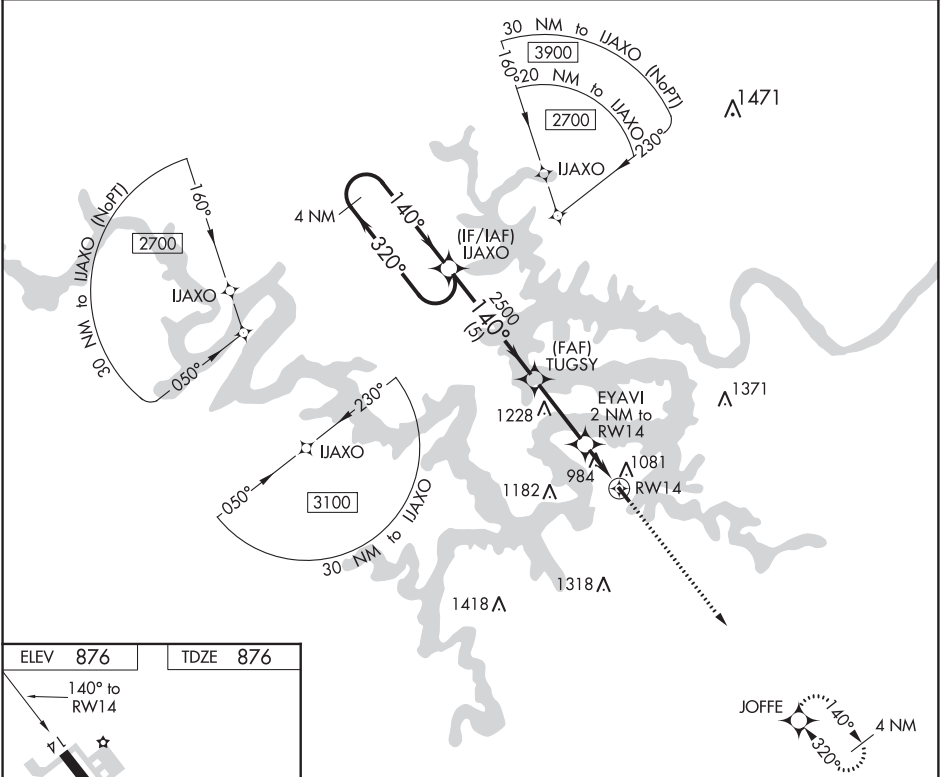
RNAV (GPS) RWY 14

OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

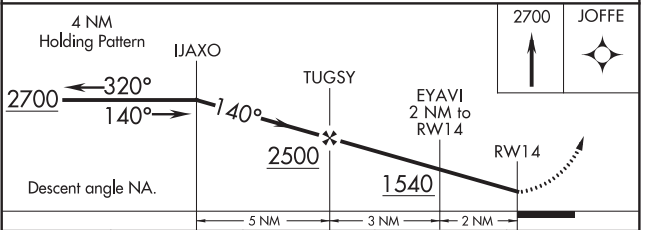
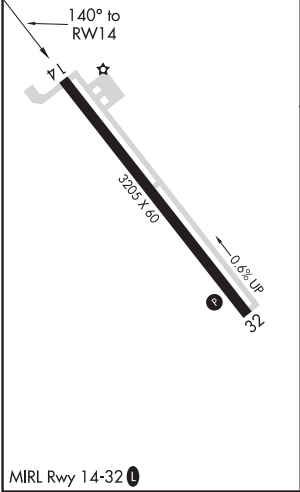
NA Use Kaiser Lake Ozark altimeter setting; when not received, use Camdenton altimeter setting and increase all MDA 40 feet. DME/DME RNP- 0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2700 direct JOFFE and hold.

MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF)
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ELEV 876	TDZE 876
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CATEGORY	A	B	C	D
LP MDA	1300-1	424 (500-1)		NA
LNAV MDA	1360-1	484 (500-1)		NA
CIRCLING	1400-1	524 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OSAGE BEACH, MISSOURI

AL-6480 (FAA)

15036

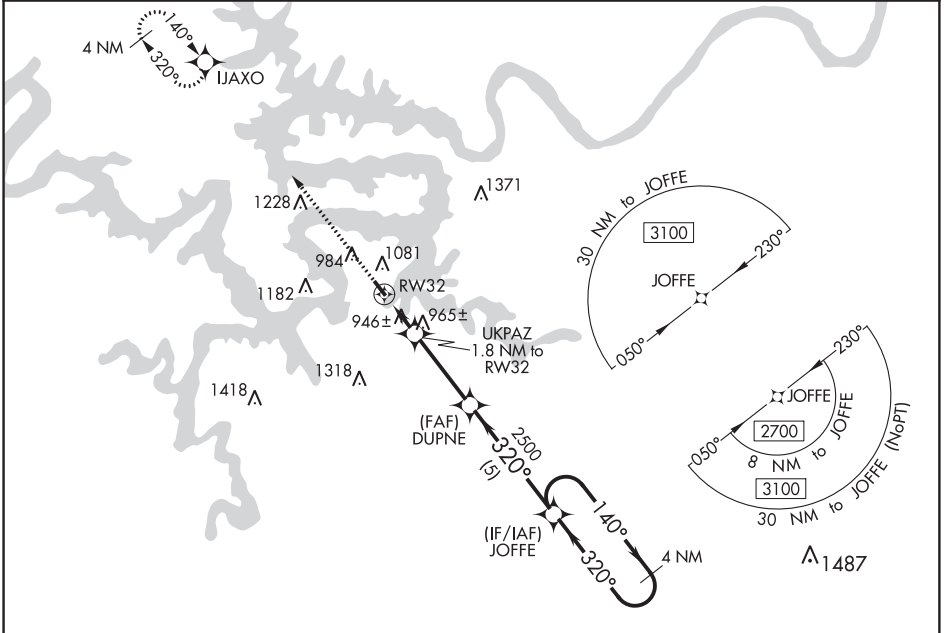
WAAS CH 86832 W32A	APP CRS 320°	Rwy Idg 3205 TDZE 875 Apt Elev 876
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RNAV (GPS) RWY 32

GRAND GLAIZE-OSAGE BEACH (K15)

<p>⚠ DME/DME RNP-0.3 NA. Use Kaiser Lake Ozark altimeter setting; when not received, use Camdenon altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2700 direct IJAXO and hold.</p>
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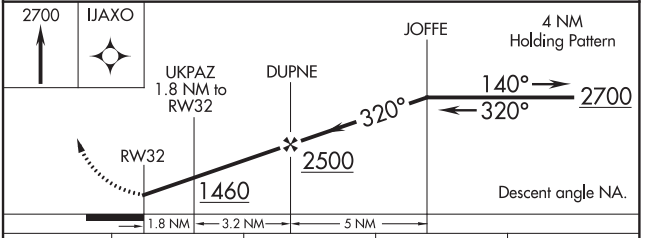
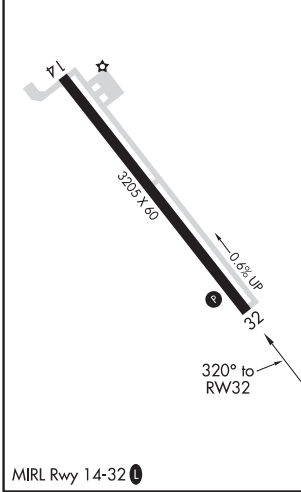
<p>MIZZU APP CON 124.1 353.7</p>	<p>UNICOM 122.8 (CTAF) 📻</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 876	TDZE 875
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CATEGORY	A	B	C	D
LP MDA	1220-1	345 (400-1)		NA
LNAV MDA	1240-1	365 (400-1)		NA
CIRCLING	1400-1	524 (600-1)		NA

OSAGE BEACH, MISSOURI
Amdt 1A 05FEB15

38°07'N-92°41'W

GRAND GLAIZE-OSAGE BEACH (K15)

RNAV (GPS) RWY 32

VOR/DME SHY 108.4 Chan 21	APP CRS 318°	Rwy Idg TDZE Apt Elev	3205 875 876
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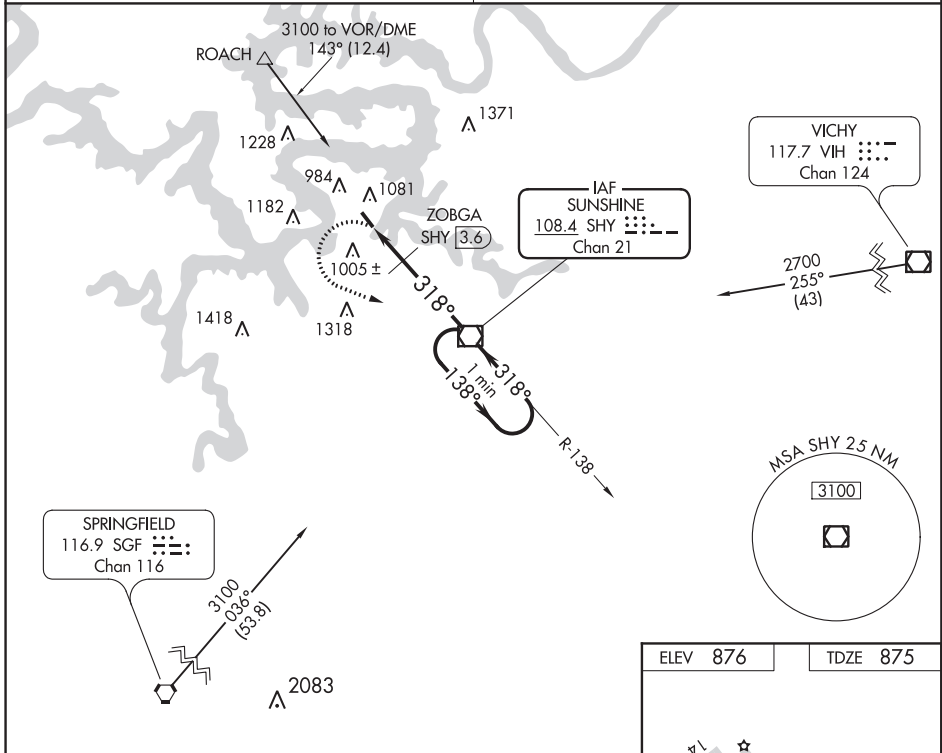
VOR RWY 32
GRAND GLAIZE-OSAGE BEACH (K15)

▼ Helicopter visibility reduction below 1 SM NA. Procedure NA at night.
▲ NA Use Kaiser Lake Ozark altimeter setting; when not received, use Camdenton altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

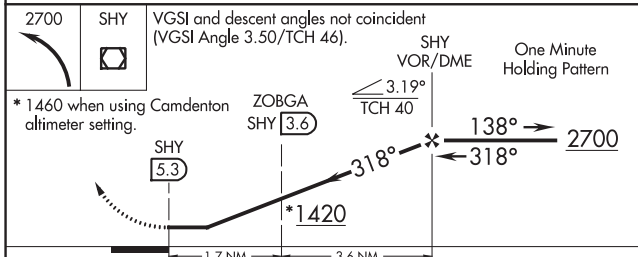
MIZZO APP CON
124.1 353.7

UNICOM
122.8 (CTAF)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 876	TDZE 875
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MIRL Rwy 14-32 (1)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-32	1420-1	545 (600-1)		NA
CIRCLING	1420-1	544 (600-1)		NA
ZOBGA FIX MINIMUMS (DME REQUIRED)				
S-32	1280-1	405 (500-1)		NA
CIRCLING	1400-1	524 (600-1)		NA

OSCEOLA, IOWA

AL-6974 (FAA)

15344

WAAS CH 53623 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	4001 1115 1115
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RNAV (GPS) RWY 18

OSCEOLA MUNI (I75)

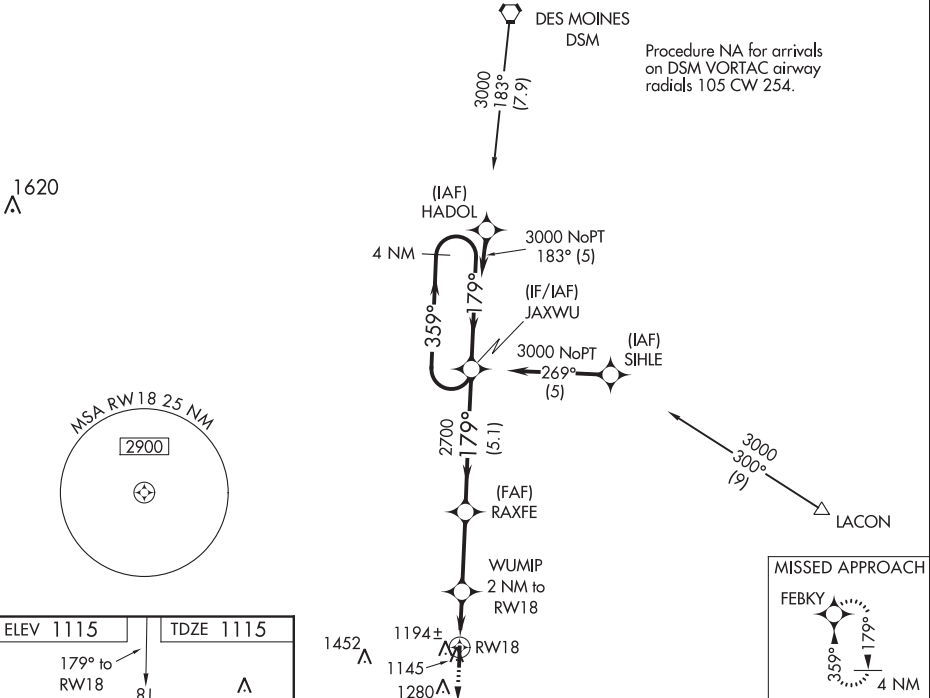
⚠ Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSI inop, Straight-In/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 44 feet and all MDA 60 feet.

MISSED APPROACH:
Climb to 3000 direct FEBKY and hold.

AWOS-3
120.975

DES MOINES APP CON
135.2 360.7

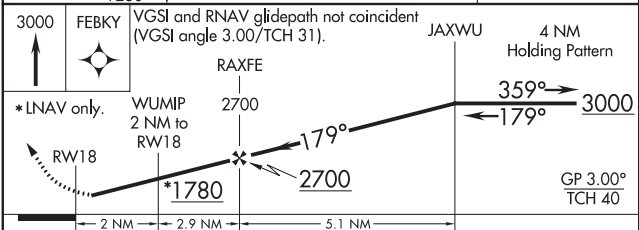
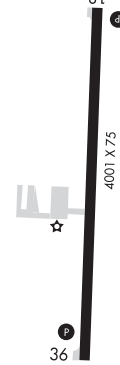
UNICOM
122.8 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1115	TDZE 1115
179° to RWY 18	1219±



CATEGORY	A	B	C	D
LPV DA	1365-1	250 (300-1)		NA
LNAV/VNAV DA	1365-1	250 (300-1)		NA
LNAV MDA	1460-1	345 (400-1)		NA
CIRCLING	1580-1	465 (500-1)		NA

OSCEOLA, IOWA
Orig-A 29MAY14

41°03'N-93°41'W

OSCEOLA MUNI (I75) RNAV (GPS) RWY 18

WAAS CH 72823 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	4001 1115 1115
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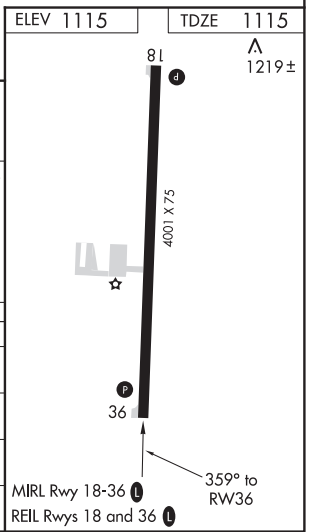
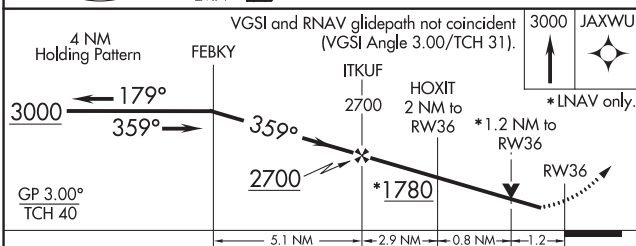
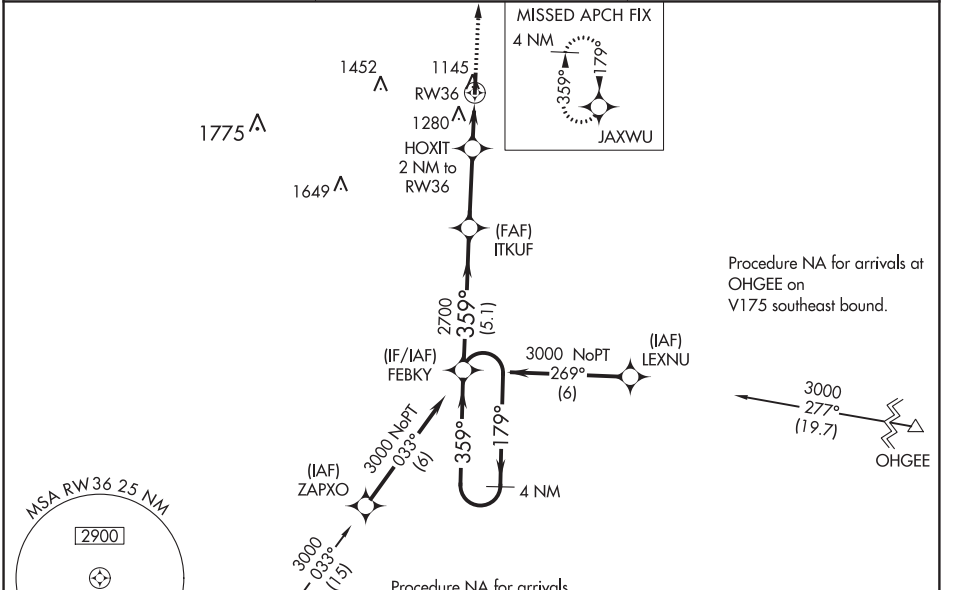
RNAV (GPS) RWY 36

OSCEOLA MUNI (I75)

⚠ When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Chariton altimeter setting. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats visibility to 1 1/2 mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct JAXWU and hold.

AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	1365-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1423-1	308 (400-1)		NA
LNAV MDA	1540-1	425 (500-1)		NA
CIRCLING	1580-1	465 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OSKALOOSA, IOWA

AL-6493 (FAA)

15288

WAAS CH 78215 W13A	APP CRS 134°	Rwy Idg 4012 TDZE 837 Apt Elev 841
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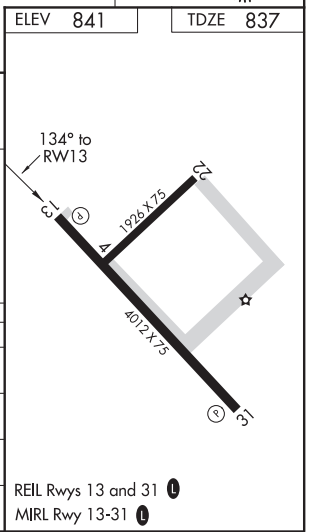
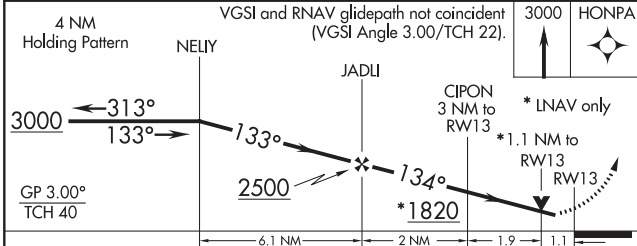
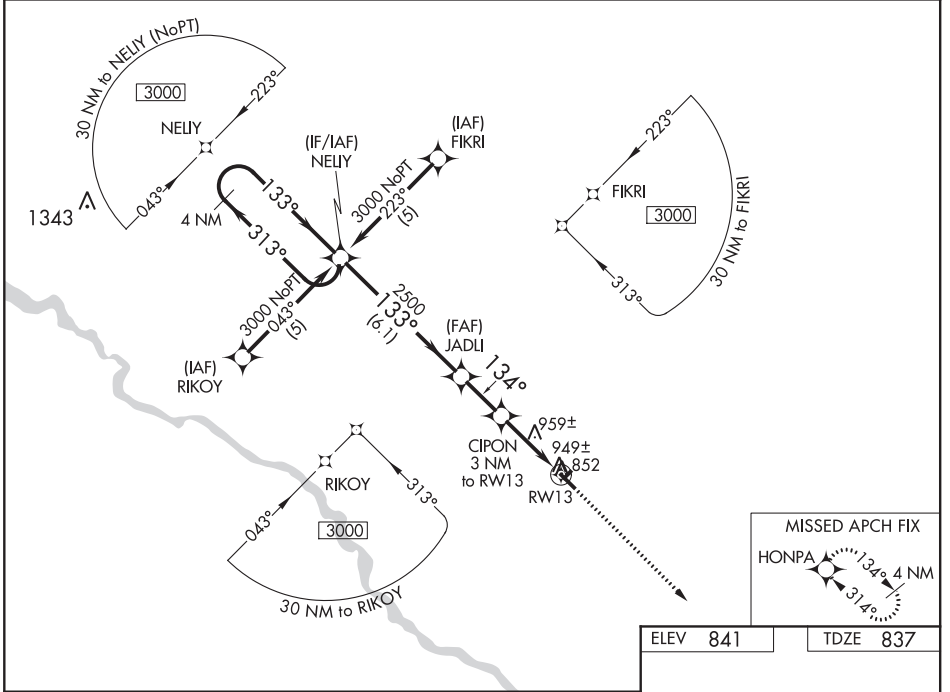
RNAV (GPS) RWY 13

OSKALOOSA MUNI (00A)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cals visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct HONPA and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

OSKALOOSA, IOWA
Amdt 1 22OCT09

41°14'N-92°30'W

OSKALOOSA MUNI(00A) RNAV (GPS) RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82515 W31A	APP CRS 314°	Rwy ldg 4012 TDZE 837 Apt Elev 841
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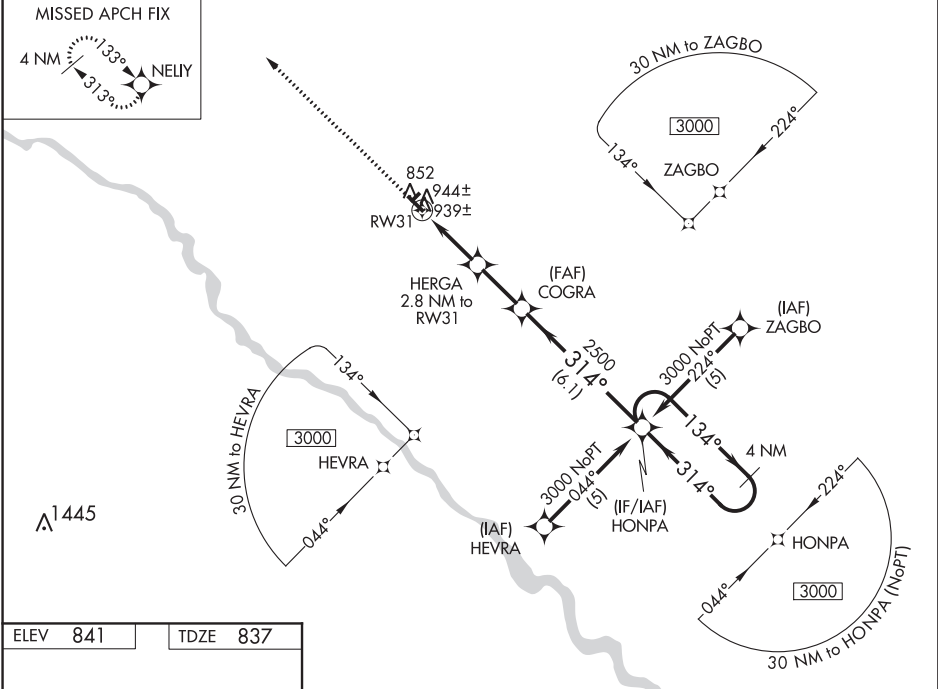
RNAV (GPS) RWY 31

OSKALOOSA MUNI (00A)

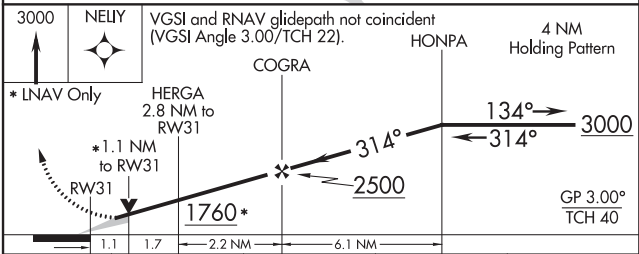
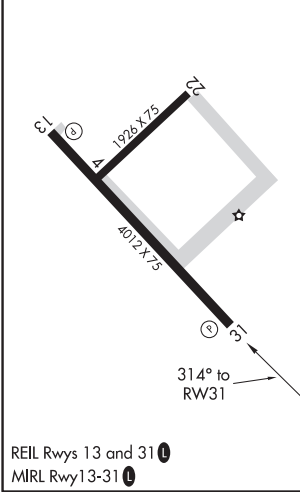
▼ DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ½ mile.
▲ Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct NELY and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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ELEV 841	TDZE 837
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CATEGORY	A	B	C	D
LPV DA	1187-1¼	350 (400-1¼)		NA
LNAV/VNAV DA	1209-1¼	372 (400-1¼)		NA
LNAV MDA	1200-1	363 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OSKALOOSA, IOWA

AL-6493 (FAA)

16119

VOR/DME OTM 111.6 Chan 53	APP CRS 321°	Rwy Idg TDZE Apt Elev	4003 837 840
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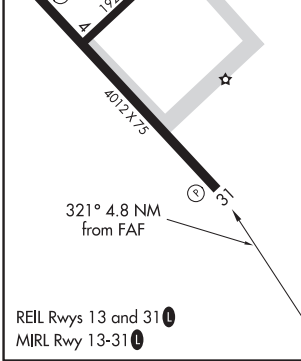
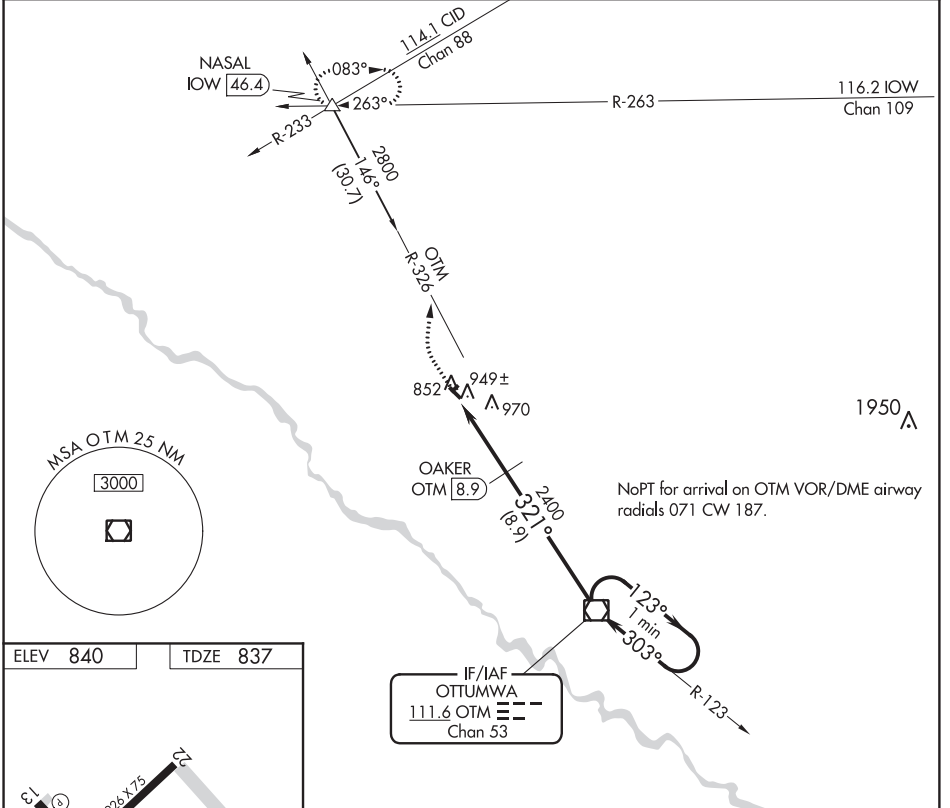
VOR/DME RWY 31

OSKALOOSA MUNI (00A)

NA If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet. VDP NA with Ottumwa altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

AWOS-3 118.625	CHICAGO CENTER 118.15 354.1	UNICOM 122.8 (CTAF)
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1300	2800	OTM R-326	NASAL	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).	One Minute Holding Pattern
↑	hdg 360°	△		OTM VOR/DME	
OTM 13.7		OTM 12.6	OAKER OTM 8.9	2400	123° → 2800
≤ 3.00° TCH 40					← 303°
1.1 NM		3.7 NM		8.9 NM	
CATEGORY	A	B	C	D	
S-31	1220-1 383 (400-1)			NA	
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)	NA	

OSKALOOSA, IOWA
Amdt 3A 28APR16

41°14'N-92°30'W

OSKALOOSA MUNI(00A) VOR/DME RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

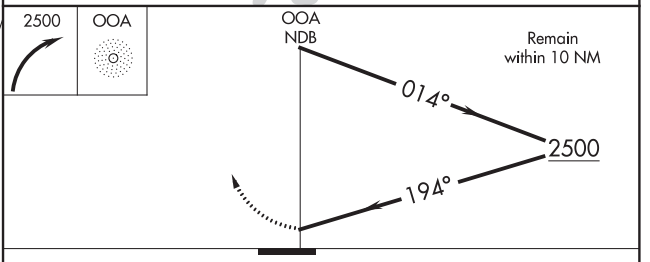
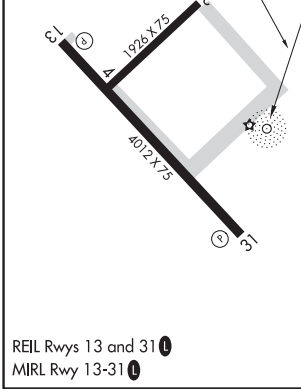
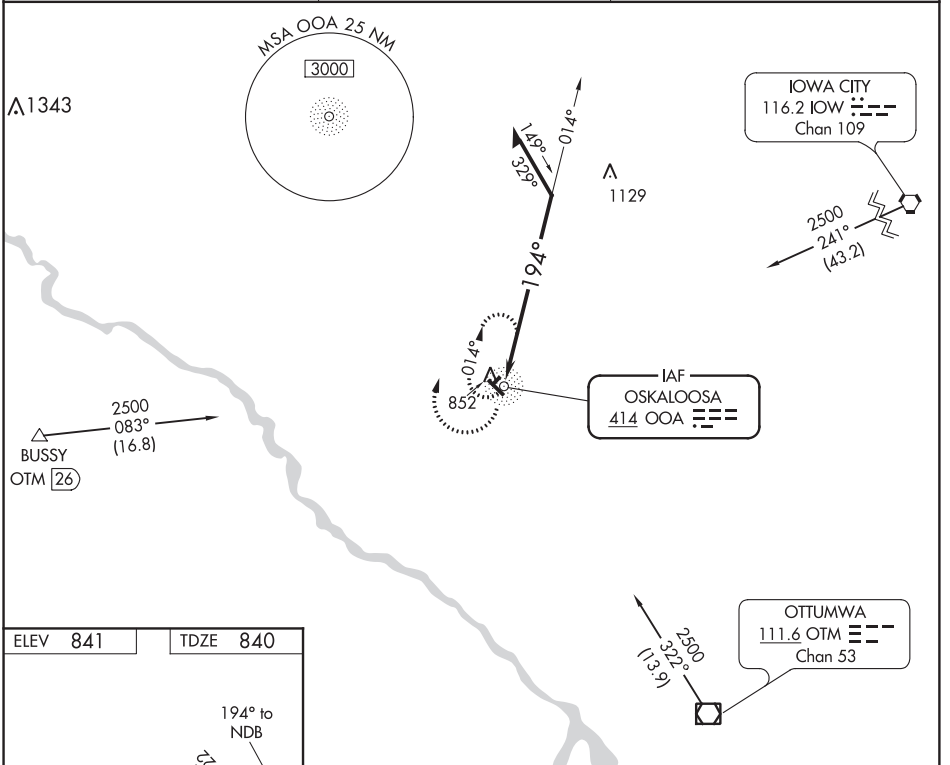
NC-3, 10 NOV 2016 to 05 JAN 2017

NDB OOA 414	APP CRS 194°	Rwy Idg TDZE Apt Elev	1926 840 841
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NDB RWY 22

OSKALOOSA MUNI (OOA)

<p>▼ ▲ NA</p> <p>Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2500 in OOA NDB holding pattern.</p>	
<p>AWOS-3 118.625</p>	<p>CHICAGO CENTER 118.15 354.1</p>	<p>UNICOM 122.8 (CTAF)</p>



CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-OTM 109.5	APP CRS 312°	Rwy Idg TDZE Apt Elev	5885 841 845
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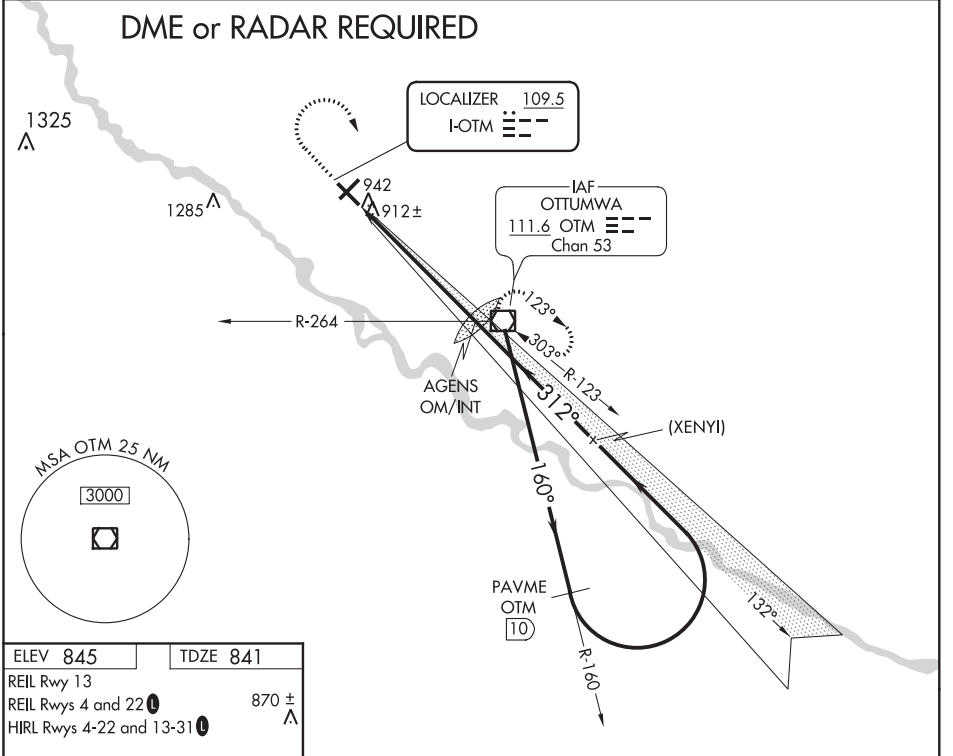
ILS or LOC RWY 31

OTTUMWA RGNL (OTM)

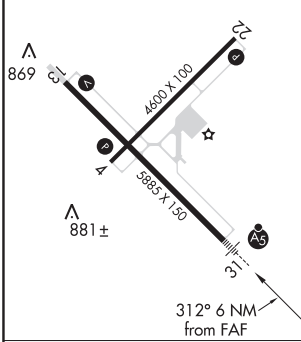
NA Circling to Rwy 4 NA at night. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet. Autopilot coupled approach NA below 1160.

MALS MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

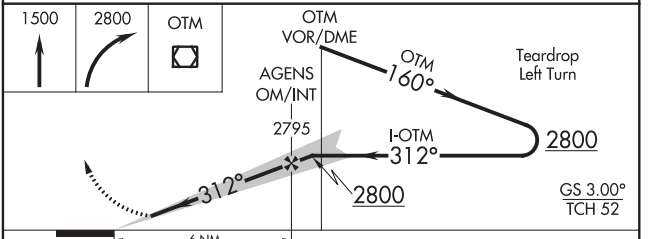
ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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ELEV 845	TDZE 841
REIL Rwy 13	870 ± A
REIL Rwy 4 and 22	
HIRL Rwy 4-22 and 13-31	



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 31	1044-½	203 (200-½)		NA
S-LOC 31	1180-½	339 (400-½)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

OTTUMWA, IOWA
Amdt 5D 29MAY14

41°06'N-92°27'W

OTTUMWA RGNL (OTM) ILS or LOC RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86300 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	5885 844 845
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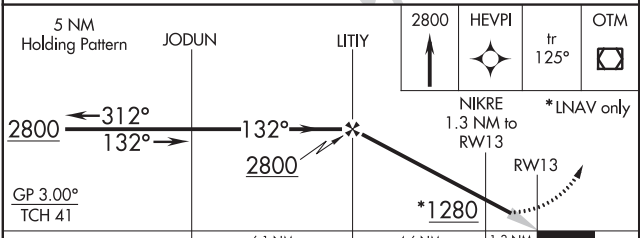
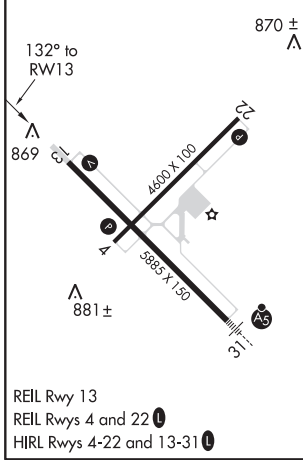
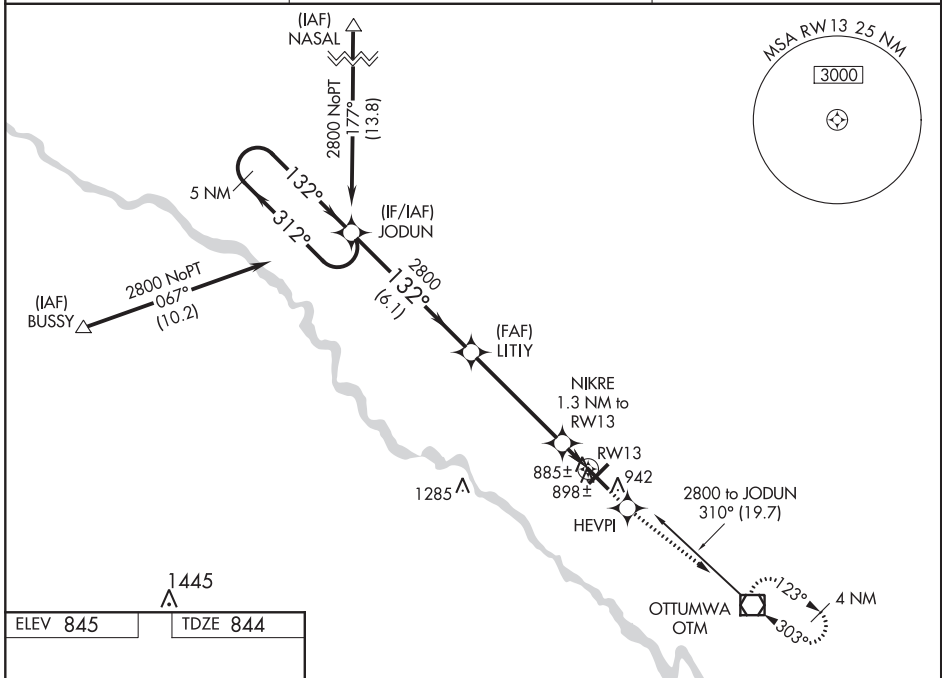
RNAV (GPS) RWY 13

OTTUMWA RGNL (OTM)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet. Baro-VNAV NA when using Oskaloosa altimeter setting. Inoperative table does not apply to LPV. Circling to Rwy 4 NA at night.

⚠ MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	1094-1	250 (300-1)		NA
LNAV/VNAV DA	1135-¾	291 (300-¾)		NA
LNAV MDA	1160-¾	316 (400-¾)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OTTUMWA, IOWA

AL-915 (FAA)

16315

WAAS CH 93611 W31A	APP CRS 312°	Rwy Idg TDZE 5885 841 Apt Elev 845
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RNAV (GPS) RWY 31

OTTUMWA RGNL (OTM)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Fairfield altimeter setting. When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats and LNAV Cat C ¼ mile. For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR

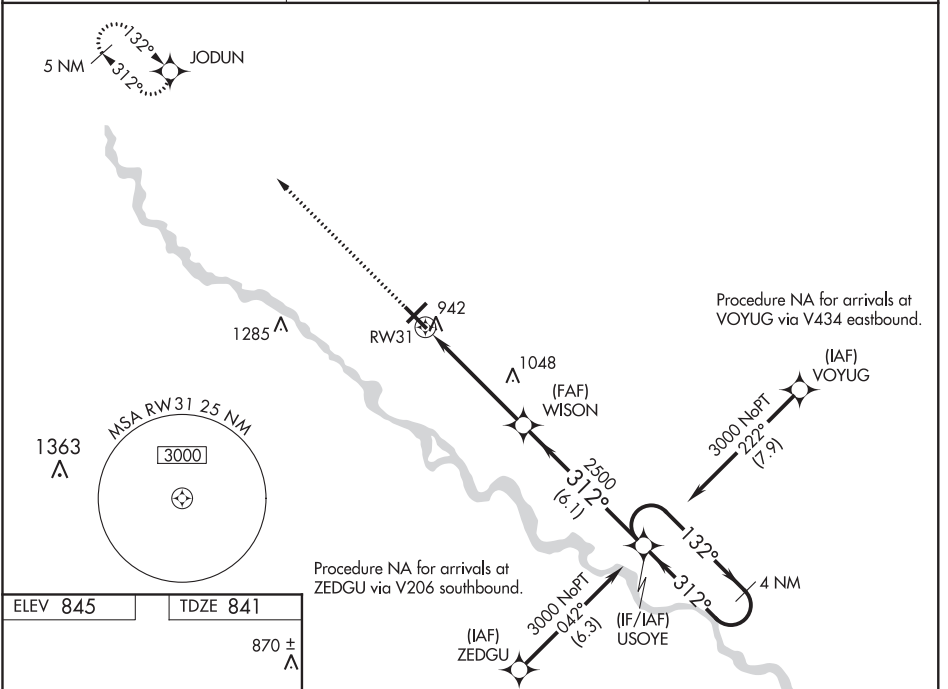


MISSED APPROACH:
Climb to 2800 direct
JODUN and hold.

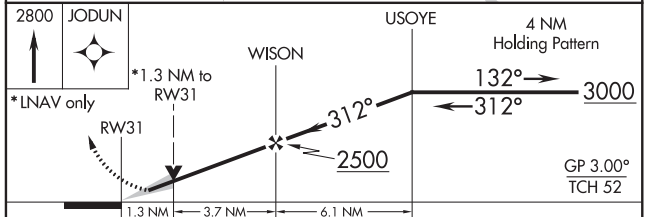
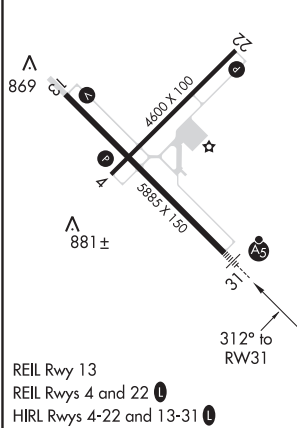
ASOS
124.175

CHICAGO CENTER
118.15 354.1

UNICOM
123.0 (CTAF) 0



ELEV 845	TDZE 841
870 ± A	



CATEGORY	A	B	C	D
LPV DA	1091-½ 250 (300-½)			NA
LNAV/VNAV DA	1192-¾ 351 (400-¾)			NA
LNAV MDA	1300-½ 459 (500-½)	1300-¾ 459 (500-¾)		NA
CIRCLING	1300-1 455 (500-1)	1300-1½ 455 (500-1½)		NA

OTTUMWA, IOWA
Orig 12MAR09

41°06'N-92°27'W

OTTUMWA RGNL (OTM) RNAV (GPS) RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-OTM 109.5	APP CRS 132°	Rwy ldg TDZE Apt Elev	5885 844 845
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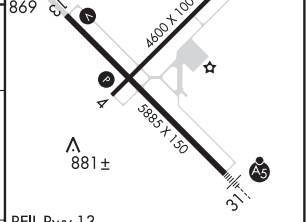
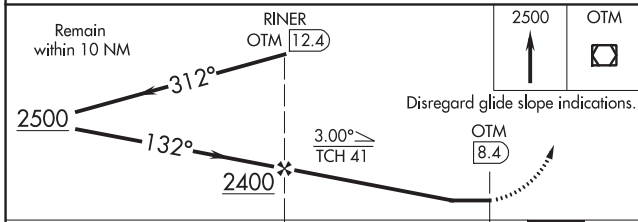
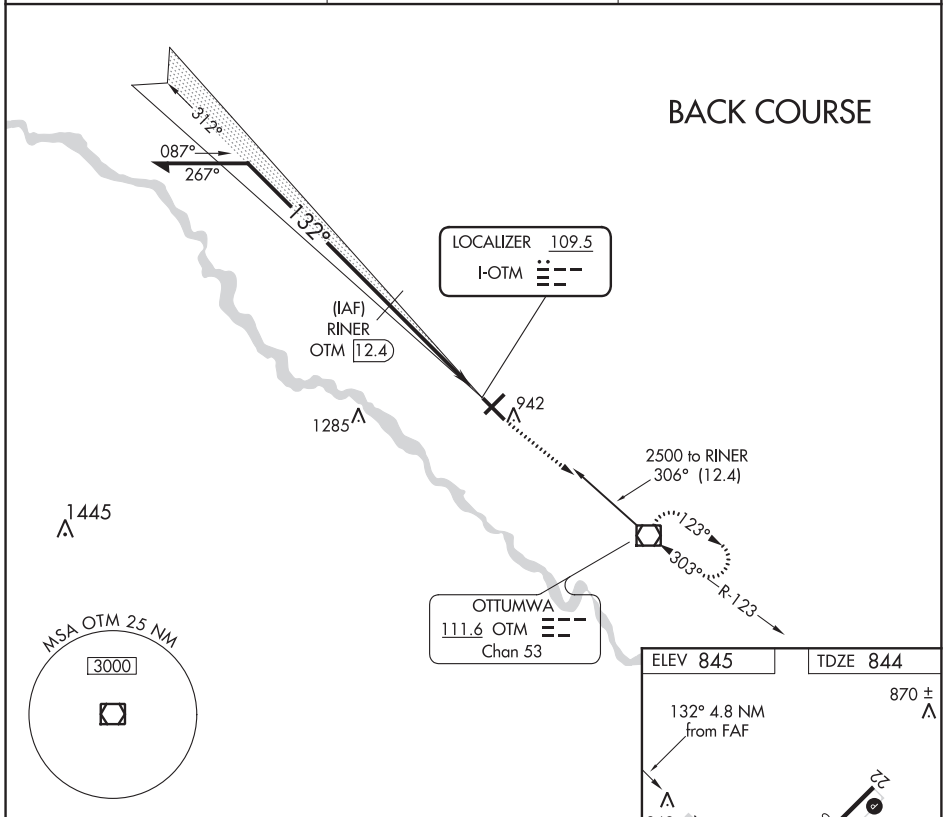
LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

▽ DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-13	1220-1	376 (400-1)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13
REIL Rws 4 and 22
HIRL Rws 4-22 and 13-31

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OTTUMWA, IOWA

AL-915 (FAA)

16315

VOR/DME OTM 111.6 Chan 53	APP CRS 124°	Rwy Idg TDZE Apt Elev	5885 844 845
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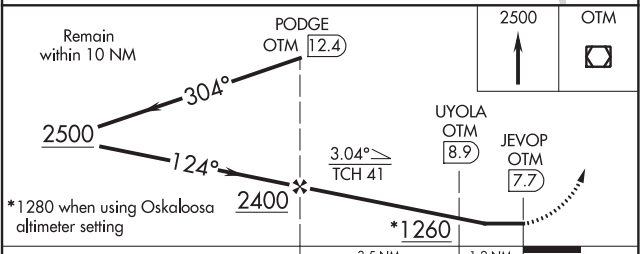
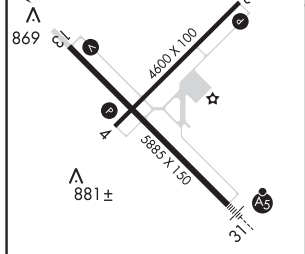
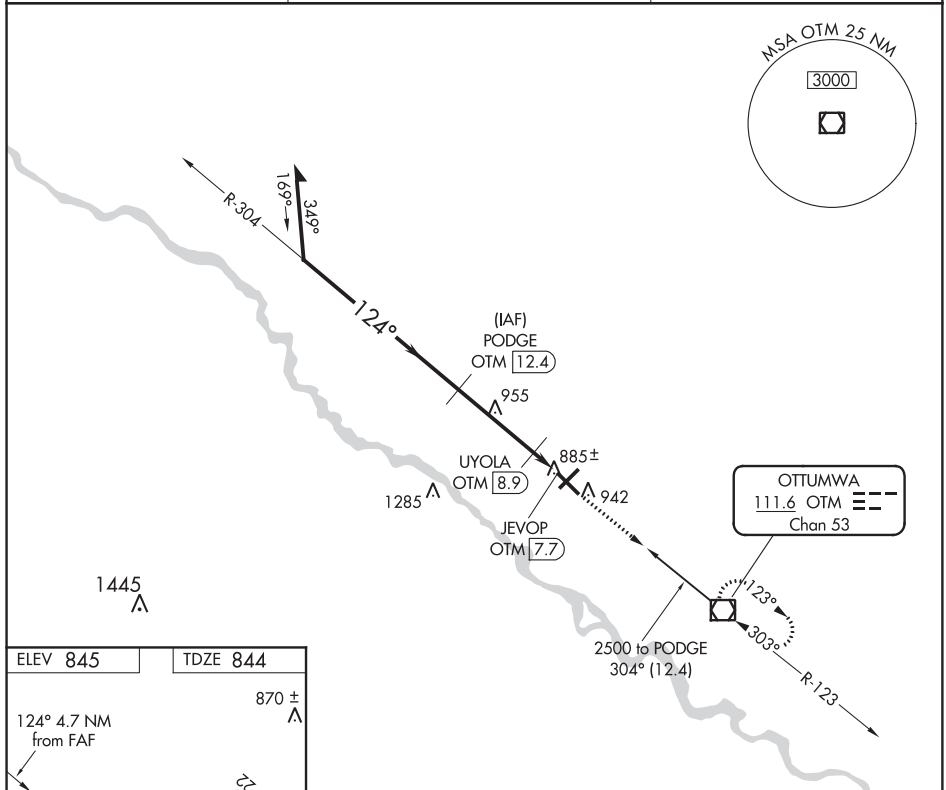
VOR/DME RWY 13

OTTUMWA RGNL (OTM)

⚠ When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS 124.175	CHICAGO CENTER 118.15 354.1	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-13		1140- ³ / ₄	296 (300- ³ / ₄)	NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1 ¹ / ₂ 455 (500-1 ¹ / ₂)	NA

REIL Rwy 13
REIL Rwys 4 and 22
HIRL Rwys 4-22 and 13-31

OTTUMWA, IOWA
Amdt 7A 07MAY09

41°06'N-92°27'W

OTTUMWA RGNL (OTM) VOR/DME RWY 13

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

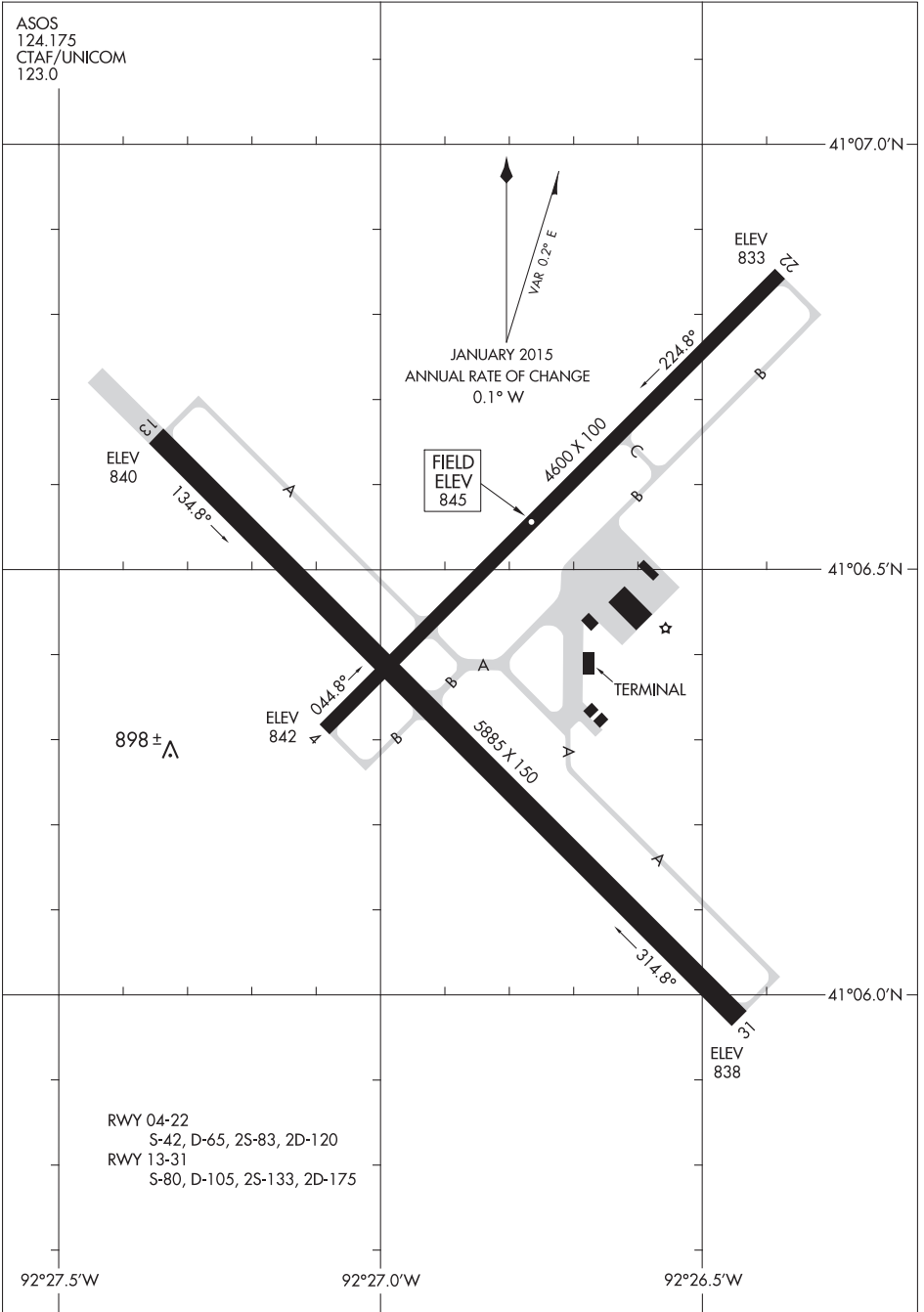
AL-915 (FAA)

OTTUMWA RGNL (OTM)
OTTUMWA, IOWA

ASOS
124.175
CTAF/UNICOM
123.0

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

OTTUMWA, IOWA
OTTUMWA RGNL (OTM)

PELLA, IOWA

AL-6034 (FAA)

15344

WAAS CH 77610 W16A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5000 885 885
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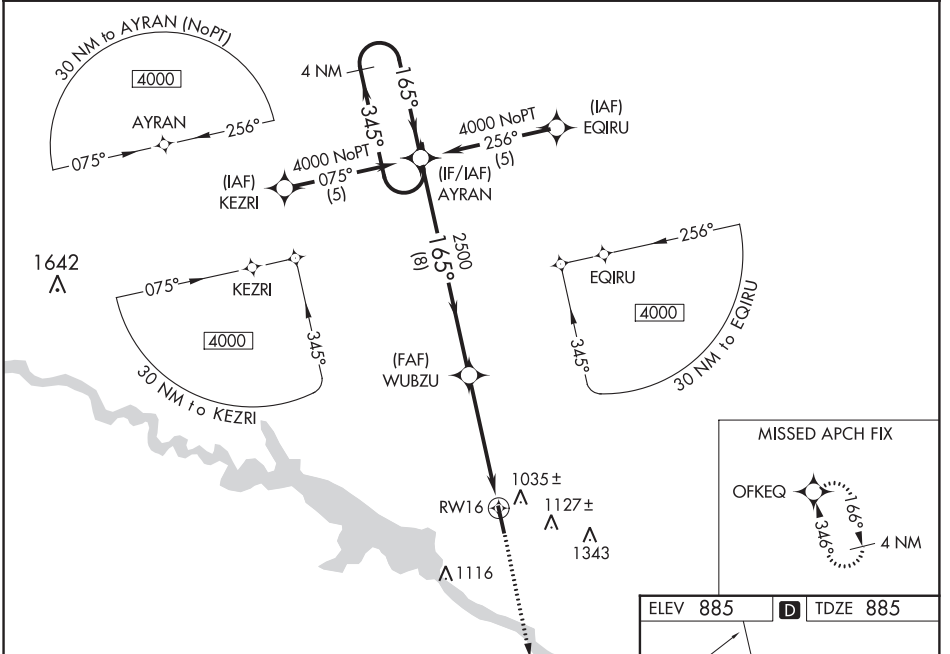
RNAV (GPS) RWY 16

PELLA MUNI (PEA)

⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Knoxville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

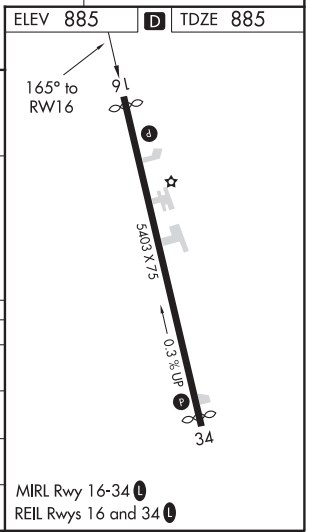
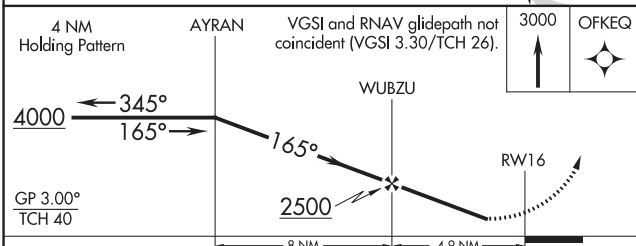
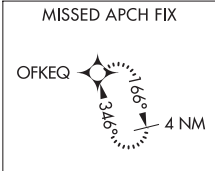
MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 1
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1232-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1288-1½	403 (500-1½)		NA
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

MIRL Rwy 16-34 1
REIL Rwy 16 and 34 1

PELLA, IOWA
Amdt 1 20NOV08

41°24'N-92°57'W

PELLA MUNI (PEA) RNAV (GPS) RWY 16

APP CRS 345°	Rwy Idg TDZE Apt Elev	5000 879 885
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RNAV (GPS) RWY 34

PELLA MUNI (PEA)

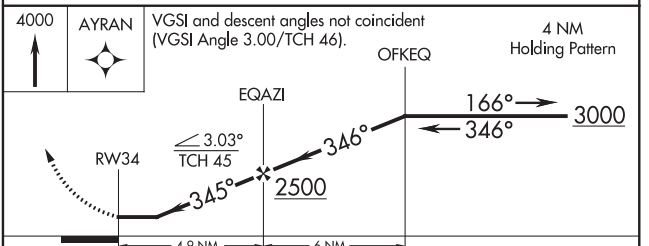
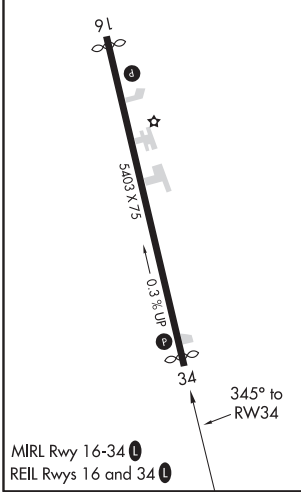
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3 118.875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF)
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ELEV 885	D	TDZE 879
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

PELLA, IOWA

AL-6034 (FAA)

15008

NDB PEA 257	APP CRS 353°	Rwy Idg 5000
		TDZE 880
		Apt Elev 885

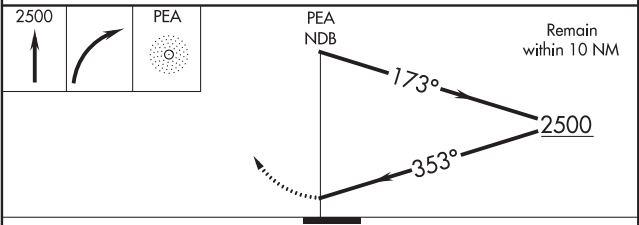
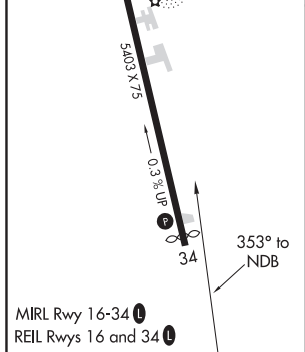
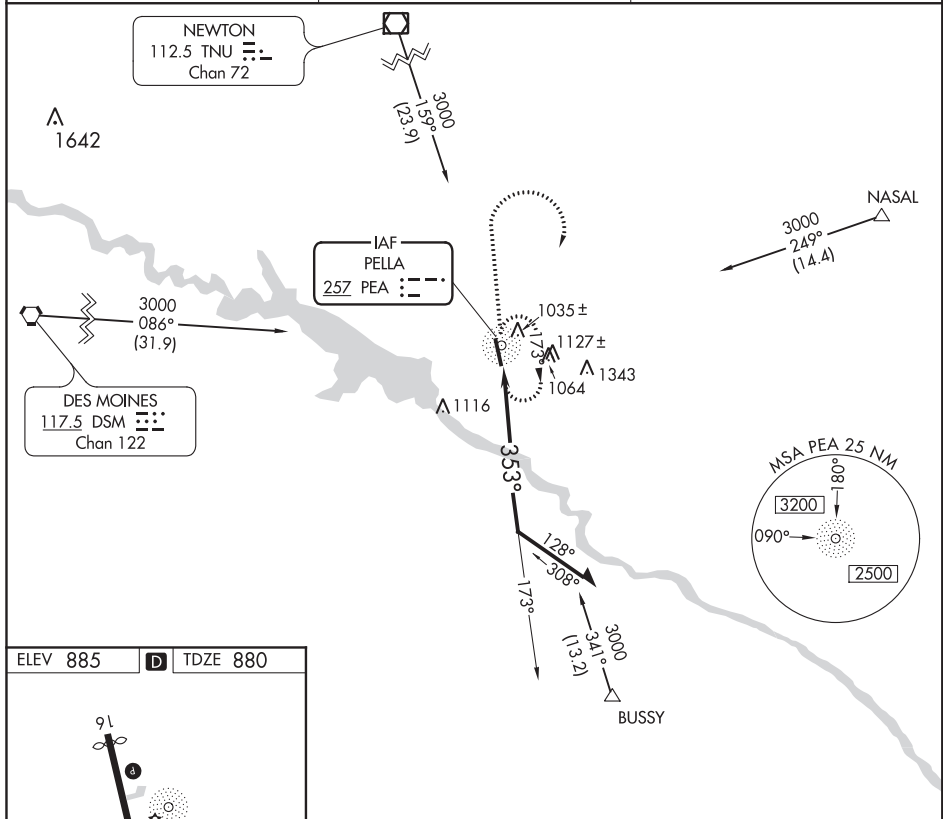
NDB RWY 34

PELLA MUNI (PEA)

▼ When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

▲ NA MISSED APPROACH: Climb to 2500 then right turn direct PEA NDB and hold.

AWOS-3 118,875	DES MOINES APP CON 123.9 307.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

PELLA, IOWA
Amdt 7C 24SEP09

41°24'N - 92°57'W

PELLA MUNI (PEA) NDB RWY 34

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61326 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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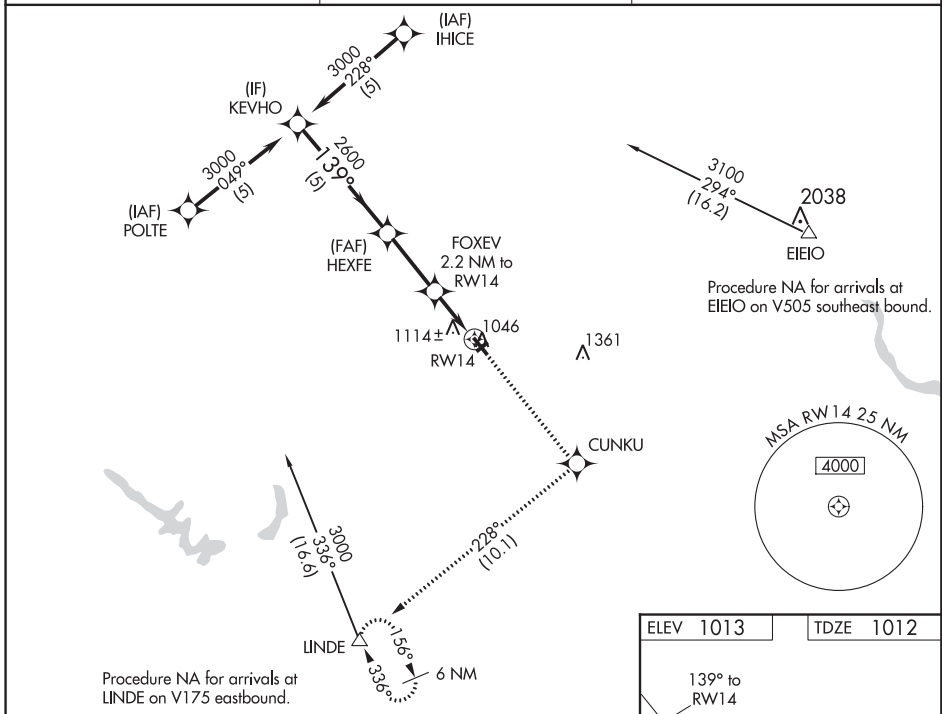
RNAV (GPS) RWY 14

PERRY MUNI (PRO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Boone altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibilities all Cats to 1NM. Baro-VNAV and VDP NA when using Boone altimeter setting.

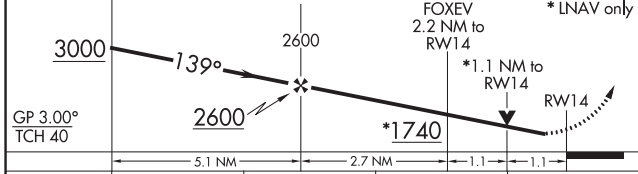
⚠ MISSED APPROACH: Climb to 3500 direct CUNKU and on track 228° to LINDE and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) Ⓛ
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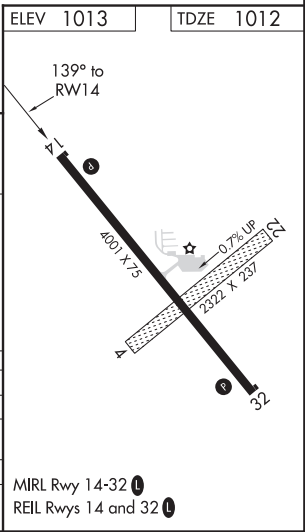


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

3500	CUNKU	tr 228°	LINDE
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CATEGORY	A	B	C	D
LPV DA	1262-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1262-7/8	250 (300-7/8)		NA
LNAV MDA	1380-1	368 (400-1)		NA
CIRCLING	1460-1 447 (500-1)	1480-1 467 (500-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

PERRY, IOWA

AL-5668 (FAA)

15344

WAAS CH 90508 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	4001 1012 1013
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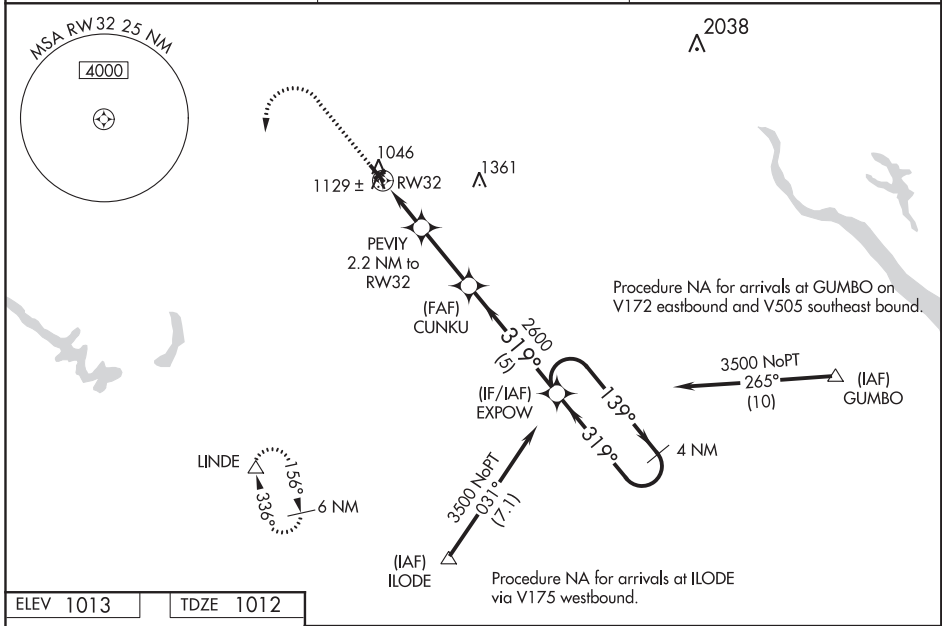
RNAV (GPS) RWY 32

PERRY MUNI (P.R.O)

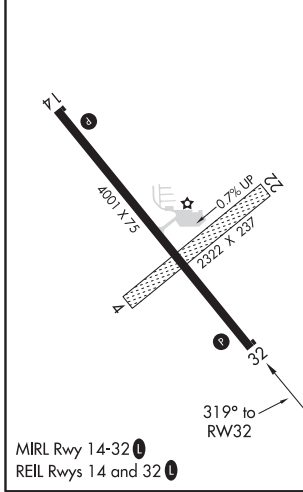
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Boone altimeter setting and increase all DA 66 feet and all MDA 80 feet. Increase LPV visibility all Cats to ¾ mile, and increase LNAV/VNAV visibility all Cats to 1 ½ mile. Baro-VNAV and VDP NA when using Boone altimeter setting.

⚠ MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct LINDE and hold.

AWOS-3 118.0	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) 0
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ELEV 1013	TDZE 1012
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1500	3500	LINDE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).
↑	↶	△	
* LNAV only.	PEVIY 2.2 NM to RW32	CUNKU 2600	EXPOW 4 NM Holding Pattern
↶	* 1.1 NM to RW32	1740*	139° → 3500 ← 319°
↶	↶	↶	GP 3.00° TCH 40
	-1.1	-1.1	2.7 NM
			5 NM
CATEGORY	A	B	C
LPV DA	1212-¾	200 (200-¾)	NA
LNAV/VNAV DA	1299-7/8	287 (300-7/8)	NA
LNAV MDA	1380-1	368 (400-1)	NA
CIRCLING	1460-1 447 (500-1)	1480-1 467 (500-1)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

PERRY, IOWA
Amdt 1A 29MAY14

41°50'N-94°10'W

PERRY MUNI (P.R.O)

RNAV (GPS) RWY 32

WAAS CH 93618 W02A	APP CRS 017°	Rwy Idg TDZE Apt Elev	6483 371 372
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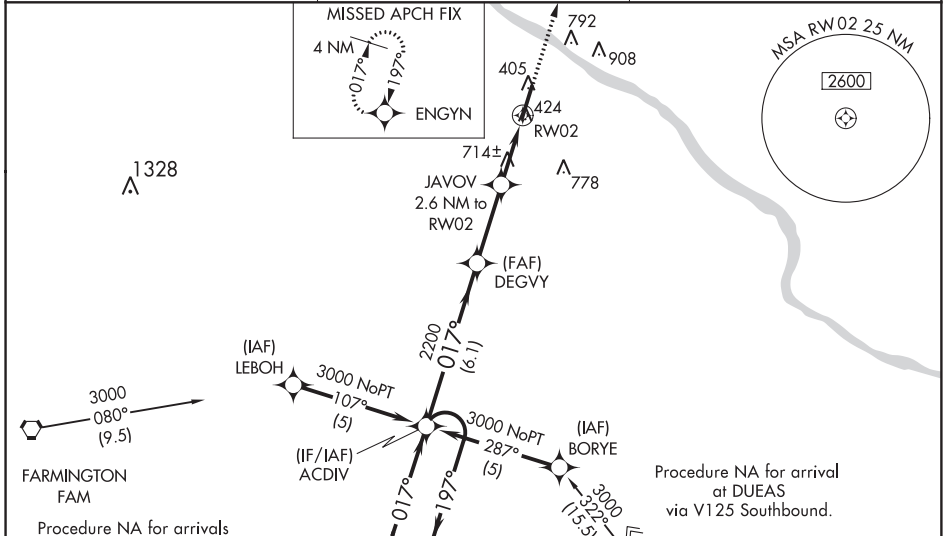
RNAV (GPS) RWY 2

PERRYVILLE MUNI (K02)

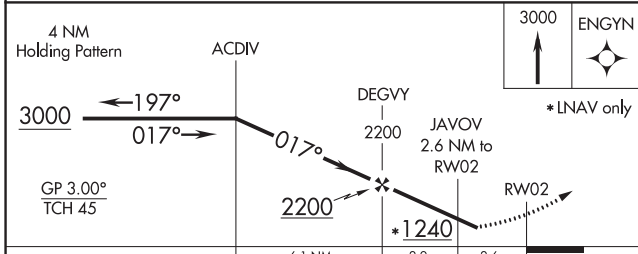
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA when using Cape Girardeau altimeter setting. When VGSI inoperative, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 3000 direct ENGVN and hold.

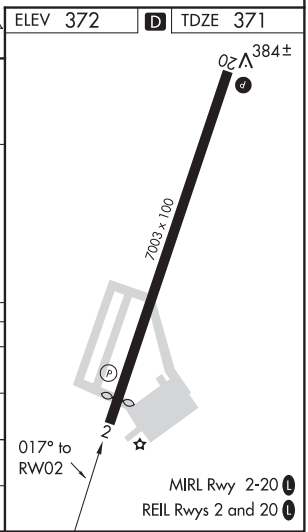
AWOS-3PT 118.95	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 0
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ELEV 372	D TDZE 371
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CATEGORY	A	B	C	D
LPV DA	1114-2¾		743 (800-2¾)	
LNAV/VNAV DA	1187-3		816 (900-3)	
LNAV MDA	980-1	609 (700-1)	980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1	608 (700-1)	1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

PERRYVILLE, MISSOURI

AL-5482 (FAA)

16315

WAAS CH 53418 W20A	APP CRS 197°	Rwy Idg TDZE Apt Elev	6483 372 372
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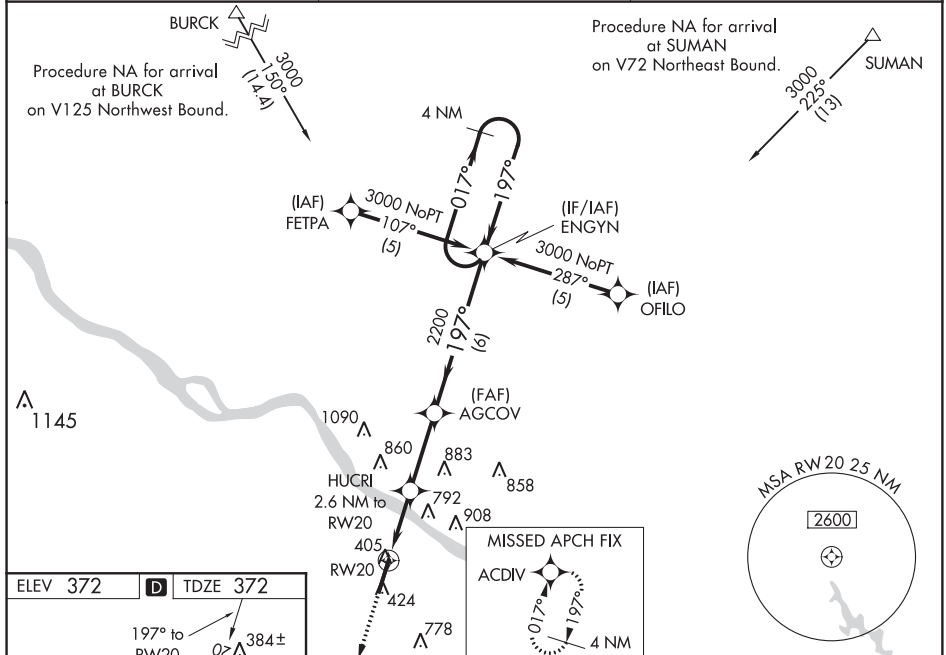
RNAV (GPS) RWY 20

PERRYVILLE MUNI (K02)

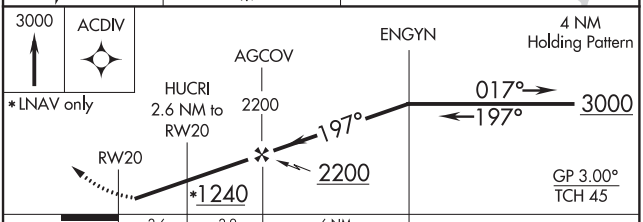
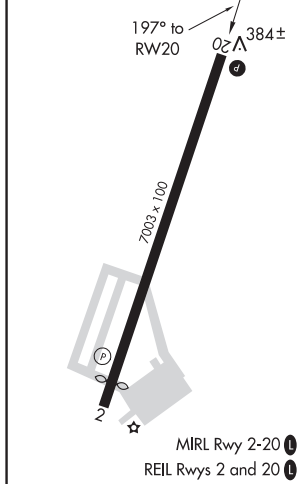
NA When VGSI inoperative, Straight-in/Circling Rwy 20 procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA with Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV and hold.

AWOS-3PT 118.95	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 0
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ELEV 372	D TDZE 372
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CATEGORY	A	B	C	D
LPV DA	622-1 250 (300-1)			
LNAV/VNAV DA	697-1¼ 325 (400-1¼)			
LNAV MDA	980-1	608 (700-1)	980-1¾ 608 (700-1¾)	980-2 608 (700-2)
CIRCLING	980-1	608 (700-1)	1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)

PERRYVILLE, MISSOURI
Orig 29JUL10

37°52'N-89°52'W

PERRYVILLE MUNI (K02) RNAV (GPS) RWY 20

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

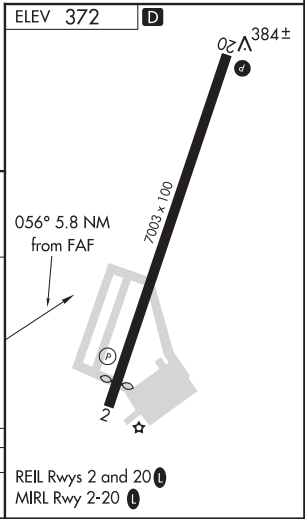
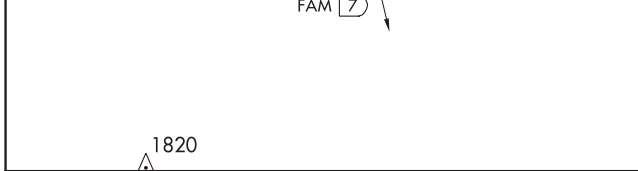
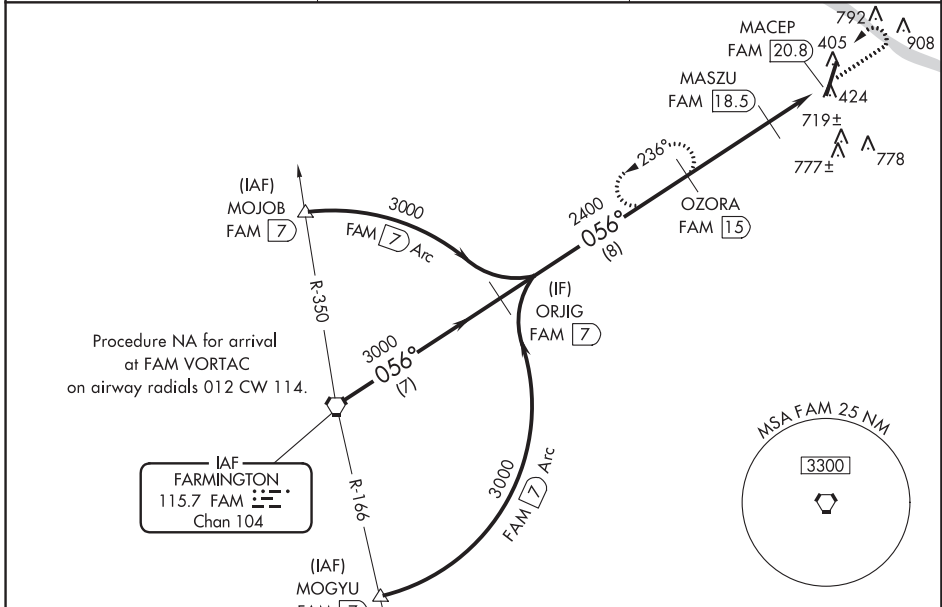
VORTAC FAM 115.7 Chan 104	APP CRS 056°	Rwy Idg TDZE Apt Elev	N/A N/A 372
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VOR/DME-A
PERRYVILLE MUNI (K02)

NA When VGSI inoperative, Circling Rwy 20 NA at night. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all MDA 100 feet and increase Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM VORTAC R-056 to OZORA/15 DME and hold.

AWOS-3PT 118.95	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 0
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	A	B	C	D
CATEGORY	A	B	C	D
CIRCLING	1040-1 668 (700-1)	1040-1¼ 668 (700-1¼)	1040-1¾ 668 (700-1¾)	1100-2¼ 728 (800-2¼)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

POCAHONTAS, IOWA

AL-6108 (FAA)

16119

WAAS CH 58223 W12A	APP CRS 119°	Rwy Idg TDZE 1226 Apt Elev 1226	4100
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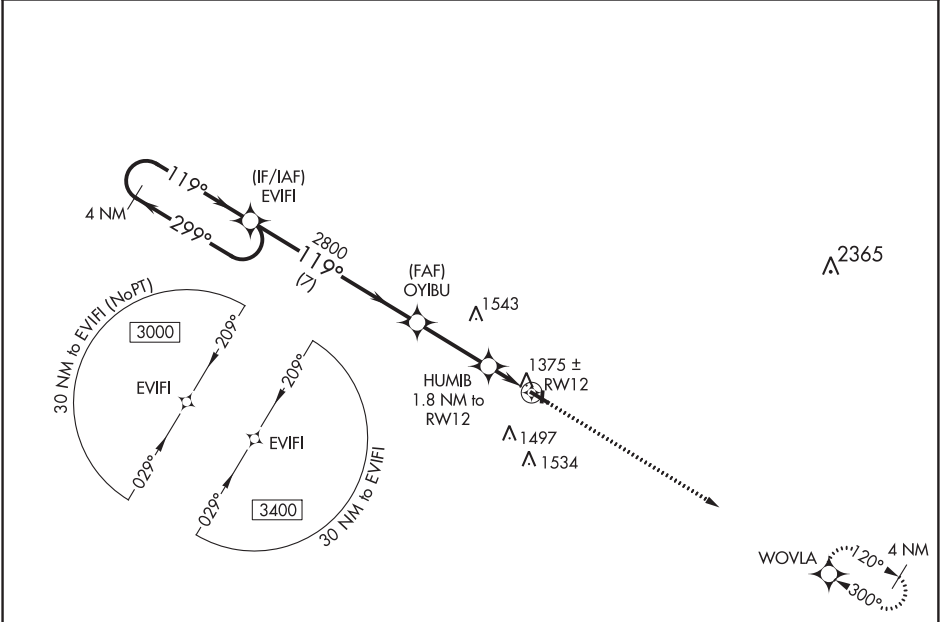
RNAV (GPS) RWY 12

POCAHONTAS MUNI (POH)

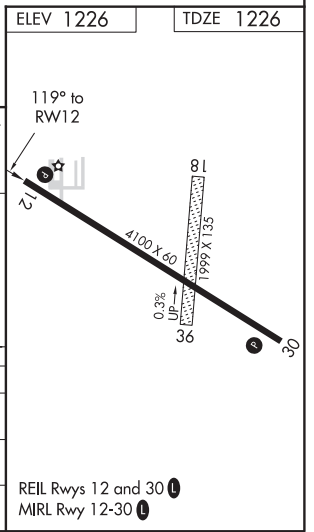
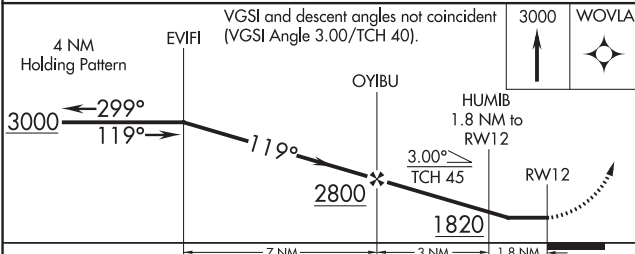
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet and LP and LNAV Cat C visibility 1/8 mile. Night Landing: Rwy 12 NA. Circling NA to Rwys 18 and 36.

MISSED APPROACH: Climb to 3000 direct WOVL and hold

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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ELEV 1226	TDZE 1226
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CATEGORY	A	B	C	D
LP MDA	1740-1	514 (600-1)	1740-1 3/8 514 (600-1 3/8)	NA
LNAV MDA	1740-1	514 (600-1)	1740-1 3/8 514 (600-1 3/8)	NA
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA

POCAHONTAS, IOWA
Orig-D 28APR16

42°45'N-94°39'W

POCAHONTAS MUNI (POH) RNAV (GPS) RWY 12

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70723 W30A	APP CRS 300°	Rwy Idg 4100 TDZE 1222 Apt Elev 1226
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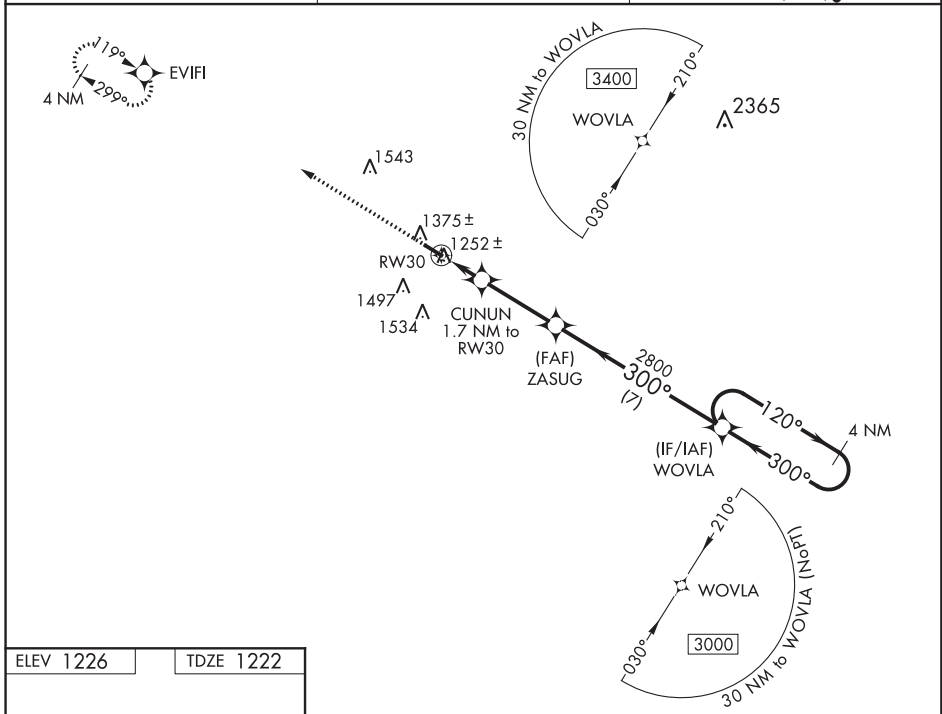
RNAV (GPS) RWY 30

POCAHONTAS MUNI (POH)

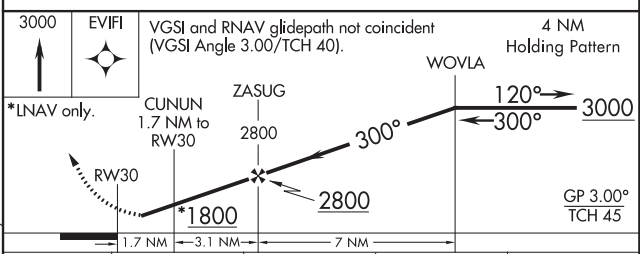
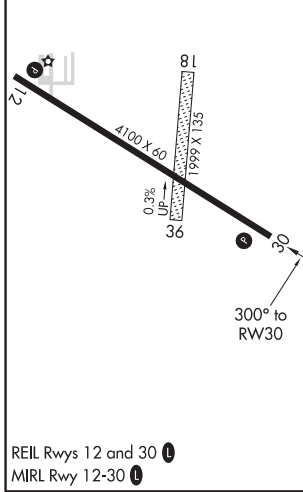
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting: increase LPV all Cats DA to 1536 feet, LNAV/VNAV all Cats DA to 1718 feet and LNAV/VNAV all Cats visibility 1/8 mile; increase all MDA 20 feet. Baro-VNAV NA. Night Landing: Rwy 12 NA. Circling NA to Rwy's 18 and 36.

△ NA MISSED APPROACH: Climb to 3000 direct EVIFI and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1226	TDZE 1222
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CATEGORY	A	B	C	D
LPV DA	1533-1 311 (400-1)			NA
LNAV/VNAV DA	1715-1 5/8 493 (500-1 5/8)			NA
LNAV MDA	1700-1	478 (500-1)	1700-1 3/8 478 (500-1 3/8)	NA
CIRCLING	1800-1 574 (600-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

POCAHONTAS, IOWA

AL-6108 (FAA)

16119

VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg TDZE 1222 Apt Elev 1226	4100
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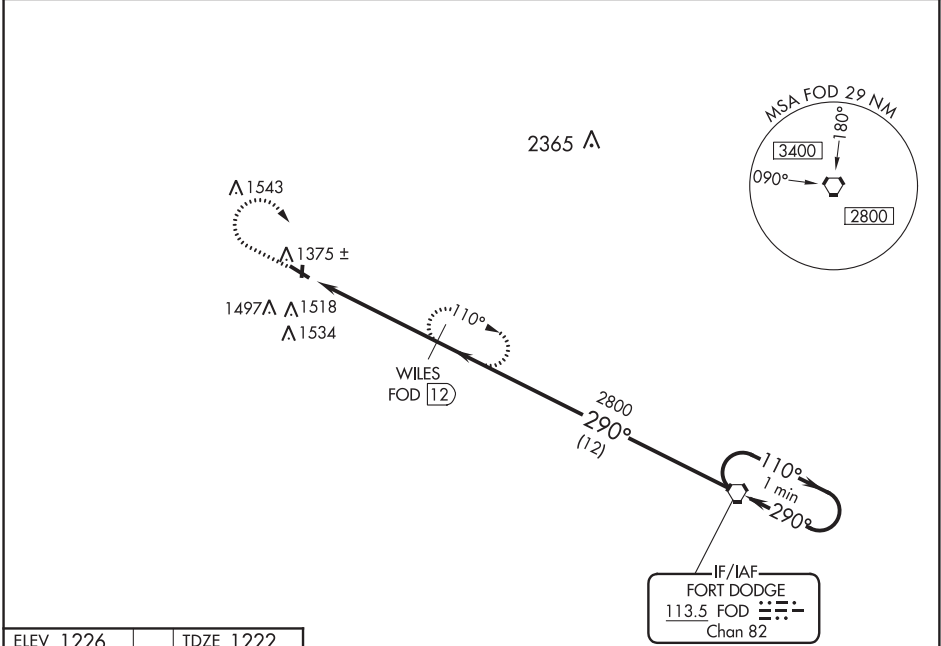
VOR/DME RWY 30

POCAHONTAS MUNI (POH)

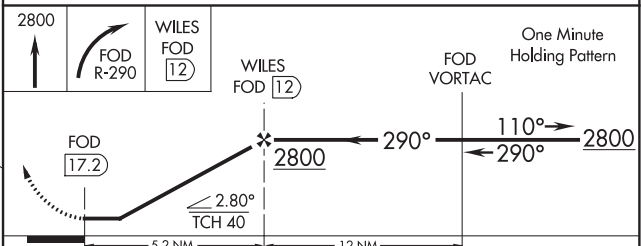
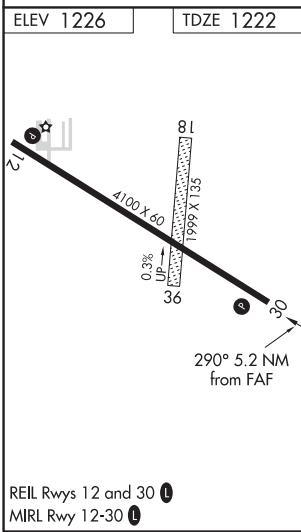
NA Helicopter visibility reduction below 3/4 SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet and S-30 Cat C visibility 1/8 mile. Night Landing: Rwy 12 NA. Circling NA to Rwy 18 and 36.

MISSED APPROACH: Climb to 2800 then right turn on FOD R-290 to WILES/FOD 12 DME and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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NoPT for arrival on FOD VORTAC airway radials 003 CW 215.



CATEGORY	A	B	C	D
S-30	1900-1	678 (700-1)	1900-1 7/8 678 (700-1 7/8)	NA
CIRCLING	1900-1 674 (700-1)	1940-1 714 (800-1)	1940-2 714 (800-2)	NA

POCAHONTAS, IOWA
Amdt 4C 28APR16

42°45'N-94°39'W

POCAHONTAS MUNI (POH) VOR/DME RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017

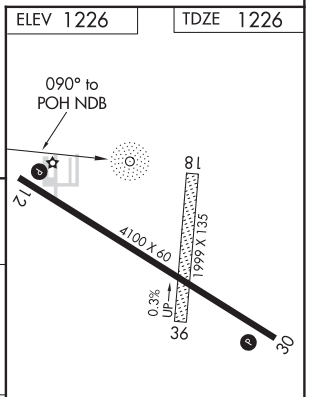
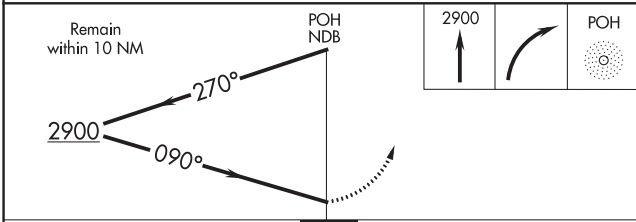
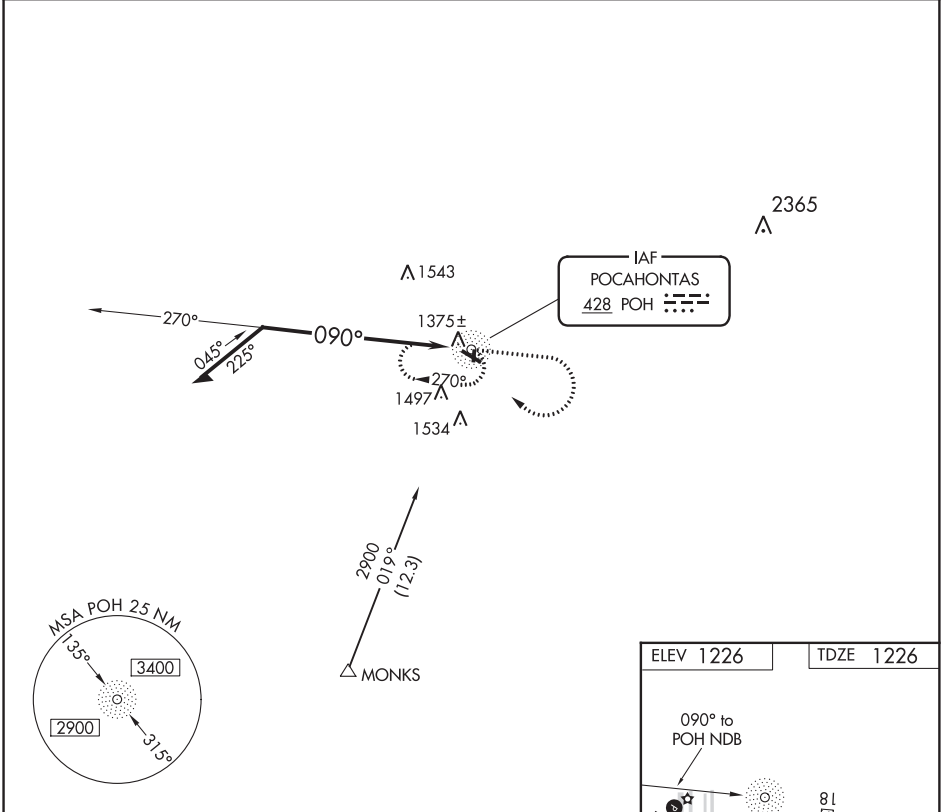
NC-3, 10 NOV 2016 to 05 JAN 2017

NDB POH 428	APP CRS 090°	Rwy Idg TDZE Apt Elev	4100 1226 1226
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NDB RWY 12
POCAHONTAS MUNI (POH)

▼ Helicopter visibility reduction below 1 SM NA. Use Algona altimeter setting; when not received, use Fort Dodge altimeter setting and increase all MDA 20 feet. Night Landing: Rwy 12 NA. Circling NA to Rwys 18 and 36.
▲ NA MISSED APPROACH: Climb to 2900 then right turn direct POH NDB and hold.

ALGONA AWOS-3 118.475	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-12	1940-1	714 (800-1)	NA	
CIRCLING	1940-1	714 (800-1)	1940-2 714 (800-2)	NA

REIL Rwys 12 and 30
MIRL Rwy 12-30

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

POPLAR BLUFF, MISSOURI

AL-5622 (FAA)

15344

WAAS CH 97499 W18A	APP CRS 181°	Rwy Idg 5008 TDZE 331 Apt Elev 331
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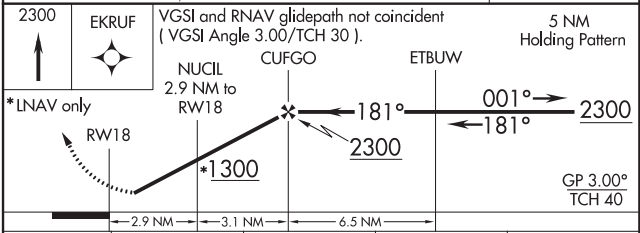
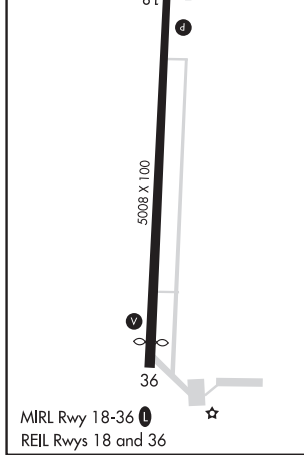
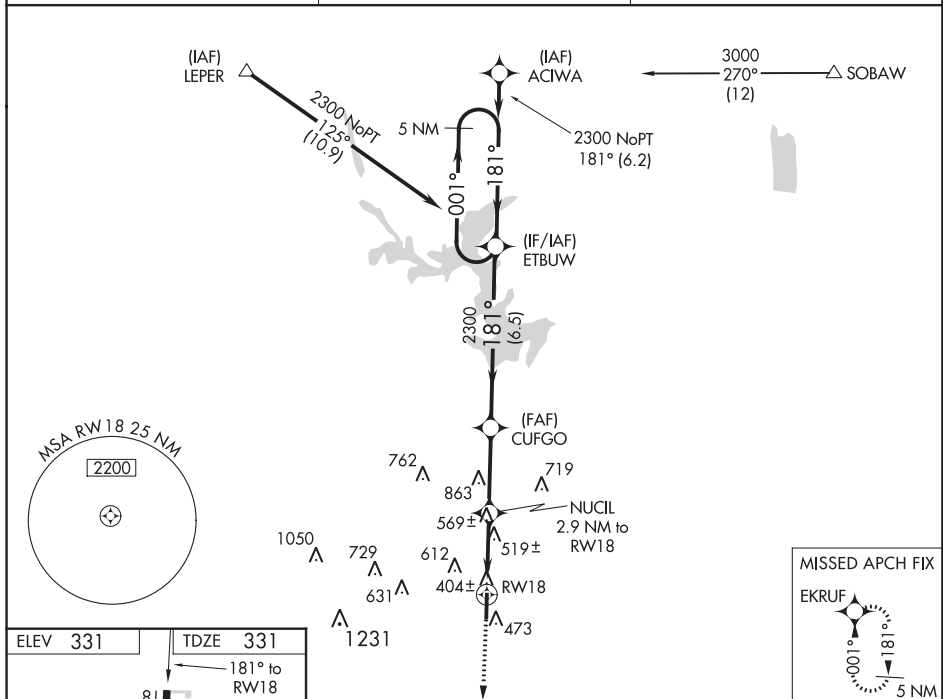
RNAV (GPS) RWY 18

POPLAR BLUFF MUNI (POB)

⚠ Baro-VNAV NA when using Cape Girardeau altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0(CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)	800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)	840-1½ 509 (600-1½)	840-1½ 509 (600-1½)	900-2 569 (600-2)

POPLAR BLUFF, MISSOURI
Orig 30AUG07

36°46'N-90°19'W

RNAV (GPS) RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56399 W36A	APP CRS 001°	Rwy Idg 4708 TDZE 331 Apt Elev 331
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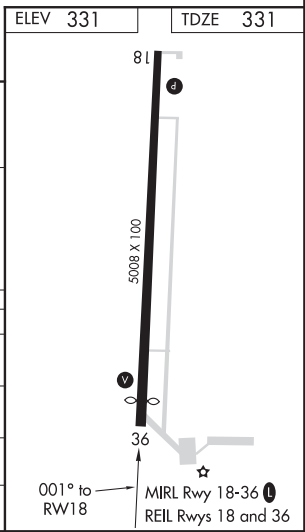
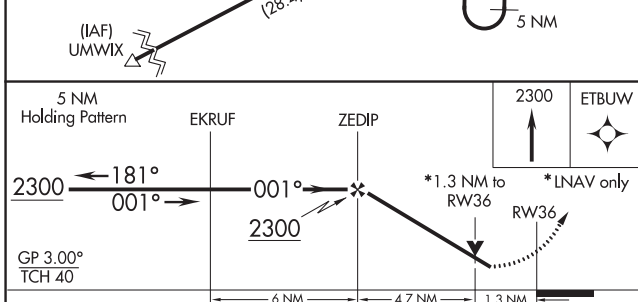
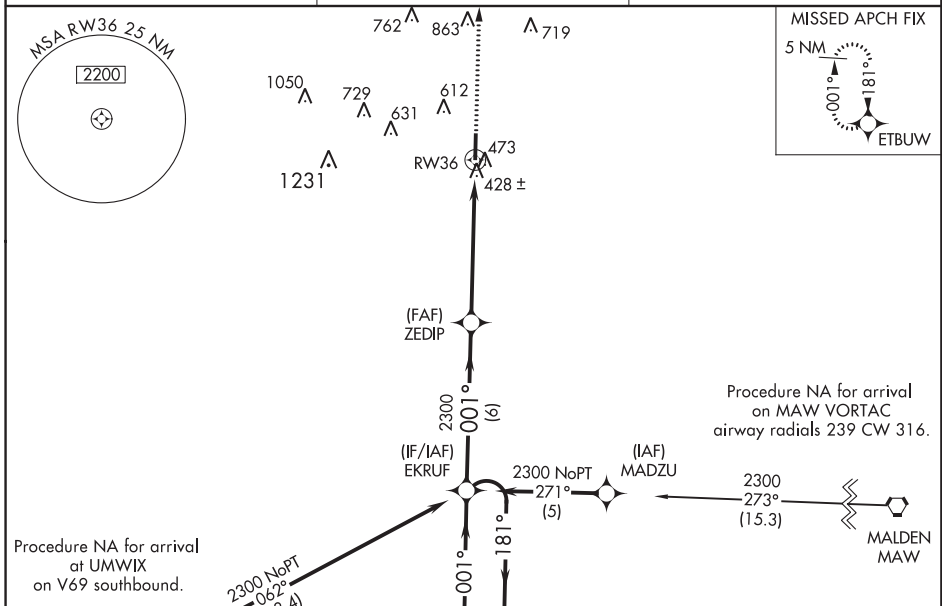
RNAV (GPS) RWY 36

POPLAR BLUFF MUNI (POB)

▼ Baro-VNAV NA when using Cape Girardeau 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. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet. VDP NA when using Cape Girardeau altimeter setting.

MISSED APPROACH:
Climb to 2300 direct ETBUW and hold.

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		669-1¼	338 (400-1¼)	
LNAV/VNAV DA		773-1½	442 (500-1½)	
LNAV MDA	780-1	449 (500-1)	780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)
CIRCLING	840-1	509 (600-1)	840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93624 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	4000 959 959
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RNAV (GPS) RWY 2

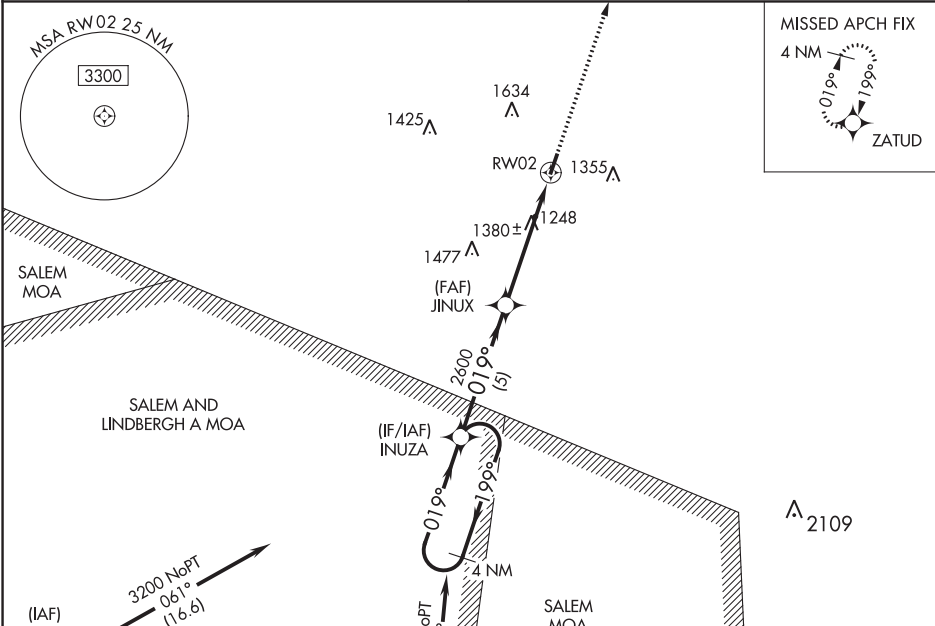
WASHINGTON COUNTY (8WC)

▽ DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. Visibility reduction by helicopters NA. Straight-in/Circling Rwy 2 procedure NA at night. Use Farmington altimeter setting; when not received, use Rolla National altimeter setting and increase all MDA 100 feet and increase LP and LNAV Cat B and Circling Cat A and B visibility 1/4 mile.

MISSED APPROACH: Climb to 3100 direct ZATUD and hold.

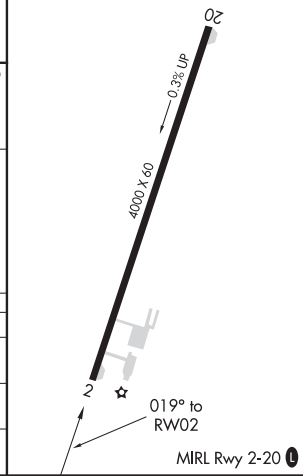
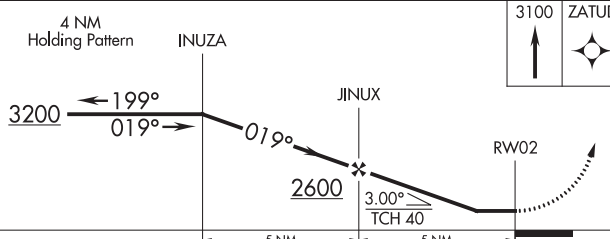
KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) 1



Procedure NA for arrivals at BUNKS on V72-190 westbound.

ELEV 959	TDZE 959
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CATEGORY	A	B	C	D
LP MDA	1680-1	721 (800-1)		NA
LNAV MDA	1680-1	721 (800-1)		NA
CIRCLING	1680-1	721 (800-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86721 W20A	APP CRS 199°	Rwy Idg TDZE 958 Apt Elev 959	4000
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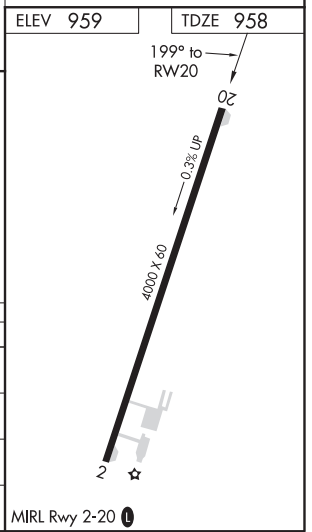
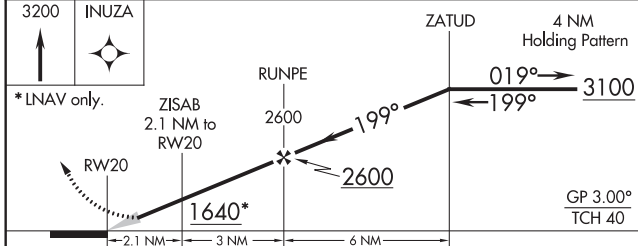
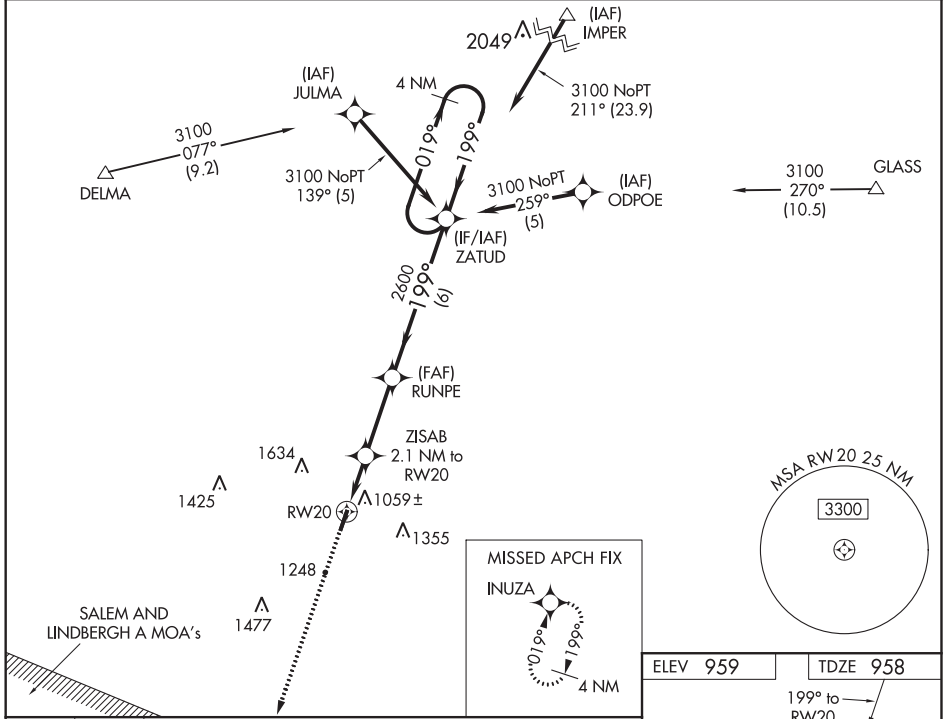
RNAV (GPS) RWY 20

WASHINGTON COUNTY (8WC)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Farmington altimeter setting, when not received, use Rolla National altimeter setting and increase all DA/MDA 100 feet; increase LPV Cats A/B visibility $\frac{3}{8}$ mile and increase LNAV/VNAV Cats A/B $\frac{1}{4}$ mile. Circling NA west of Rwy 2-20.

MISSED APPROACH: Climb to 3200 direct INUZA and hold.

KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1253-1	295 (300-1)		NA
LNAV / VNAV DA	1278-1 $\frac{1}{8}$	320 (400-1 $\frac{1}{8}$)		NA
LNAV MDA	1360-1	402 (500-1)		NA
CIRCLING	1580-1 621 (700-1)	1600-1 641 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RED OAK, IOWA

AL-6051 (FAA)

16315

WAAS CH 42927 W05A	APP CRS 054°	Rwy ldg 4100 TDZE 1043 Apt Elev 1045
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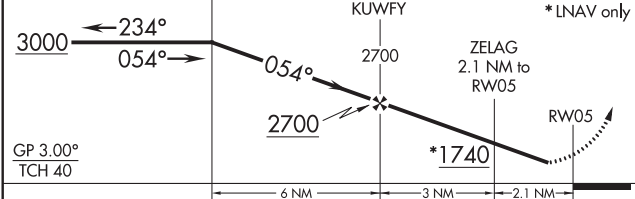
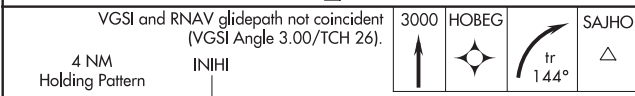
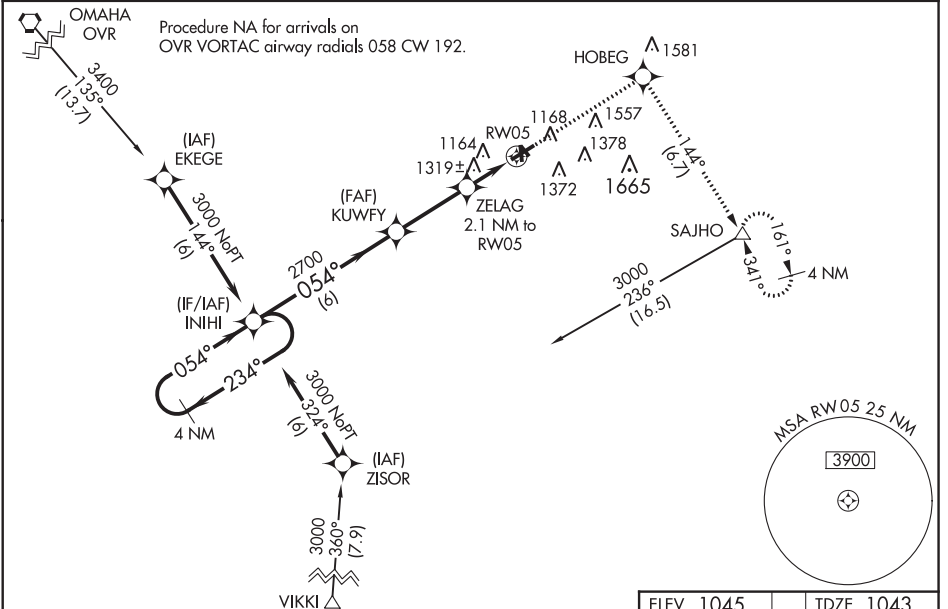
RNAV (GPS) RWY 5

RED OAK MUNI (R.D.K.)

⚠ Baro-VNAV NA when using Shenandoah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting; increase all DA 50 feet and LNAV/VNAV visibility all Cats ½ mile; increase all MDA 60 feet.

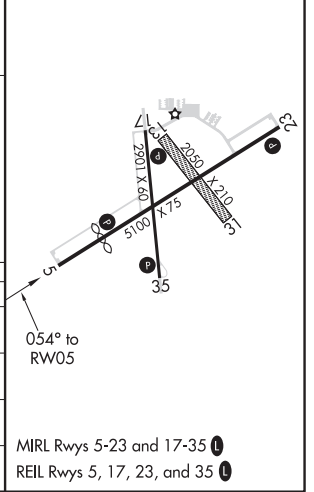
⚠ MISSED APPROACH: Climb to 3000 direct HOBEG and right turn on track 144° to SAJHO and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) ①
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ELEV 1045	TDZE 1043
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CATEGORY	A	B	C	D
LPV DA	1293-1	250 (300-1)		NA
LNAV/VNAV DA	1660-2¼	617 (700-2¼)		NA
LNAV MDA	1600-1	557 (600-1)		NA
CIRCLING	1620-1 575 (600-1)	1740-1 695 (700-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RED OAK, IOWA
Amdt 1A 05FEB15

41°01'N-95°16'W

RED OAK MUNI (R.D.K.)
RNAV (GPS) RWY 5

APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

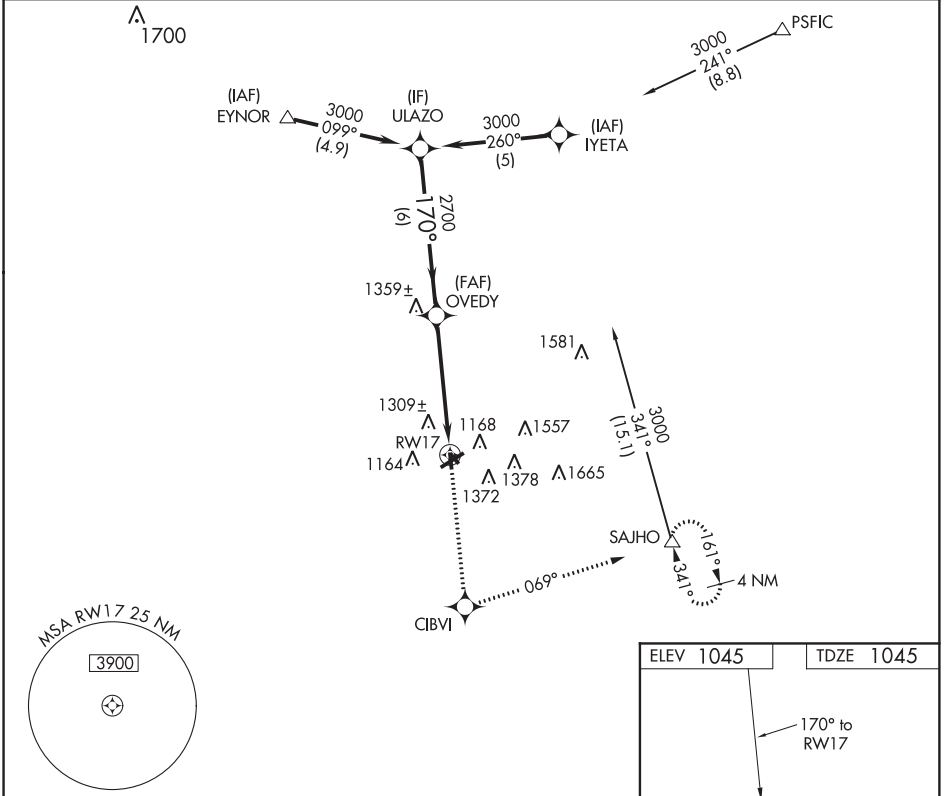
RNAV (GPS) RWY 17

RED OAK MUNI (RDK)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility 1/4 mile.

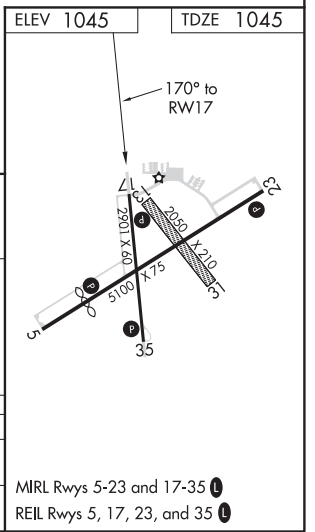
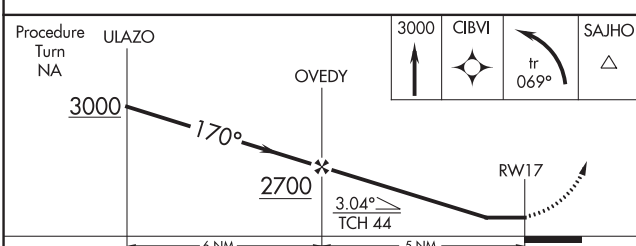
⚠ MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3 119.775	OMAHA APP CON 124.5 263.0	GCO 121.725	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
INAV MDA	1600-1	555 (600-1)		NA
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)		NA

RED OAK, IOWA

AL-6051 (FAA)

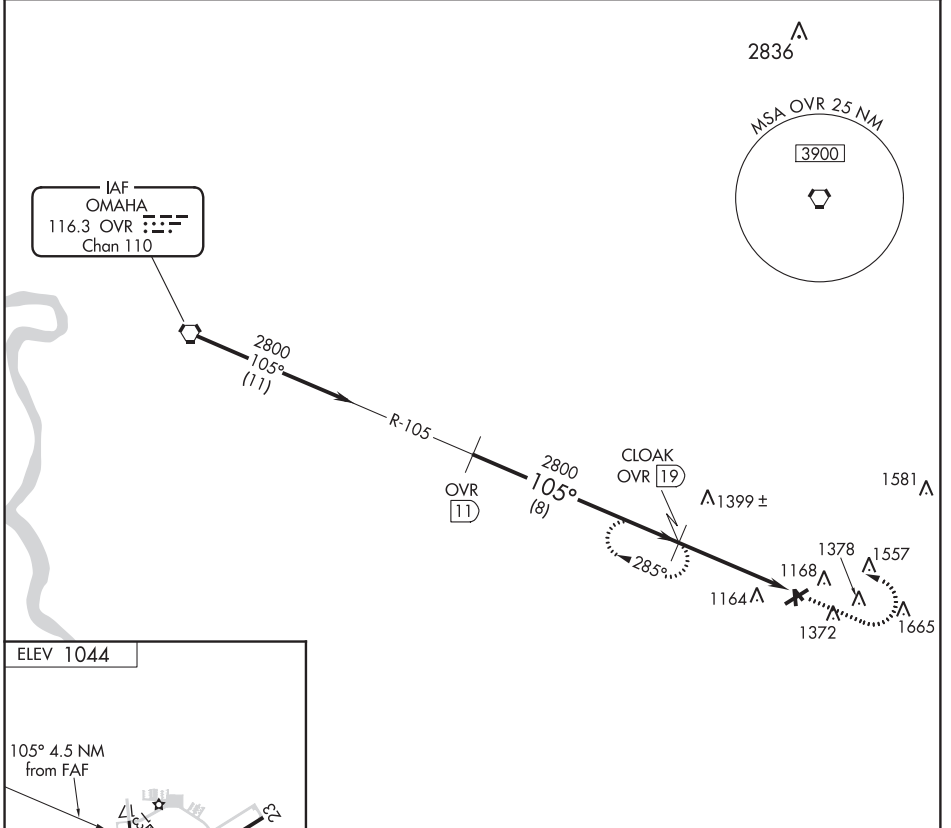
16315

VORTAC OVR 116.3 Chan 110	APP CRS 105°	Rwy Idg TDZE Apt Elev	N/A N/A 1044
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VOR/DME-A
RED OAK MUNI (RDK)

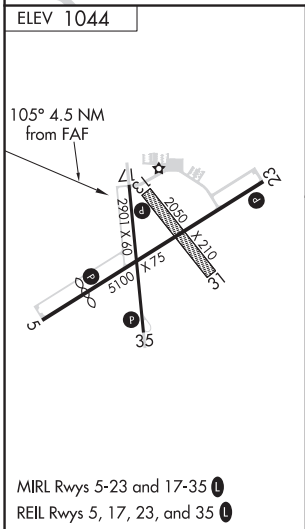
<p>AWOS-3 119.775</p>		<p>OMAHA APP CON 124.5 263.0</p>		<p>GCO 121.725</p>		<p>UNICOM 122.8 (CTAF)</p>	
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MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



Procedure Turn NA	OVR 11	CLOAK OVR 19	2800	OVR R-105	CLOAK OVR 19
	2800 — 105° — 2800		2800 — 105° — OVR 23.5		
8 NM		4.5 NM			
CATEGORY	A	B	C	D	
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA		

RED OAK, IOWA
Amdt 5 03DEC98

41°01'N-95°16'W

RED OAK MUNI (RDK)
VOR/DME-A

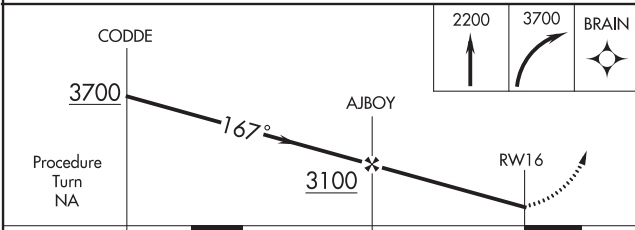
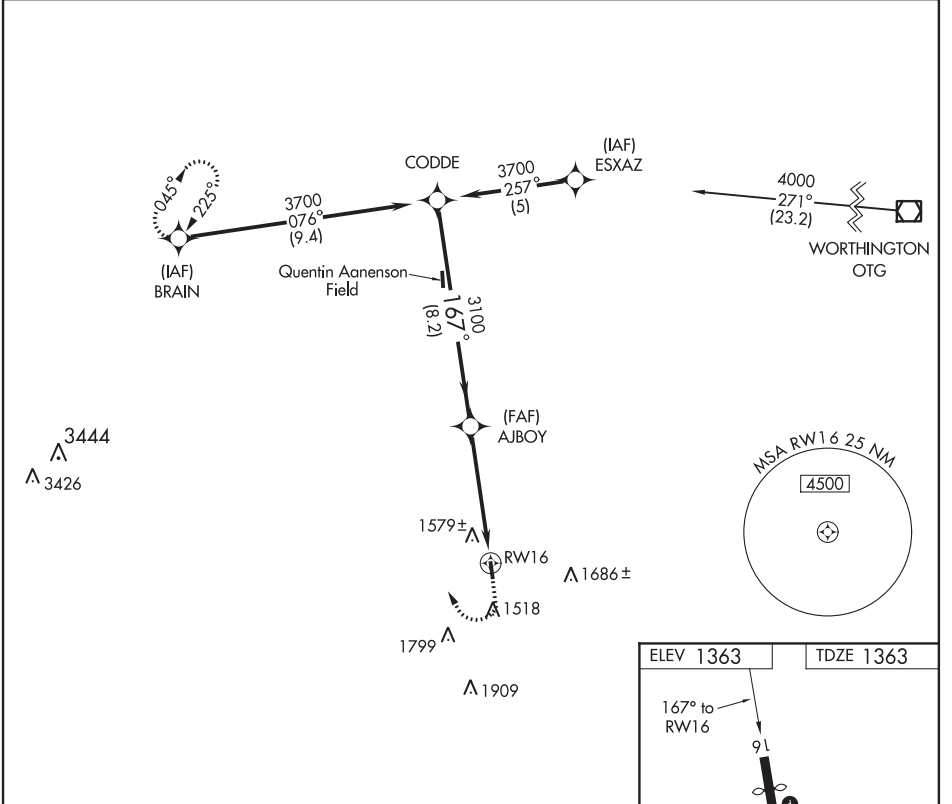
APP CRS	Rwy Idg	2797
167°	TDZE	1363
	Apt Elev	1363

GPS RWY 16

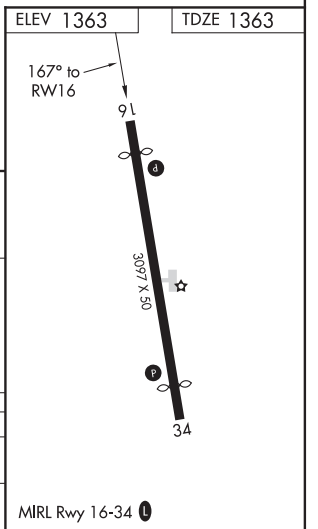
ROCK RAPIDS MUNI (R.R.Q)

NA Use Sioux Falls, SD altimeter setting.	MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.
--	--

SIoux FALLS APP CON* 126.9 267.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	1900-1	537 (600-1)		NA
CIRCLING	1960-1	597 (600-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

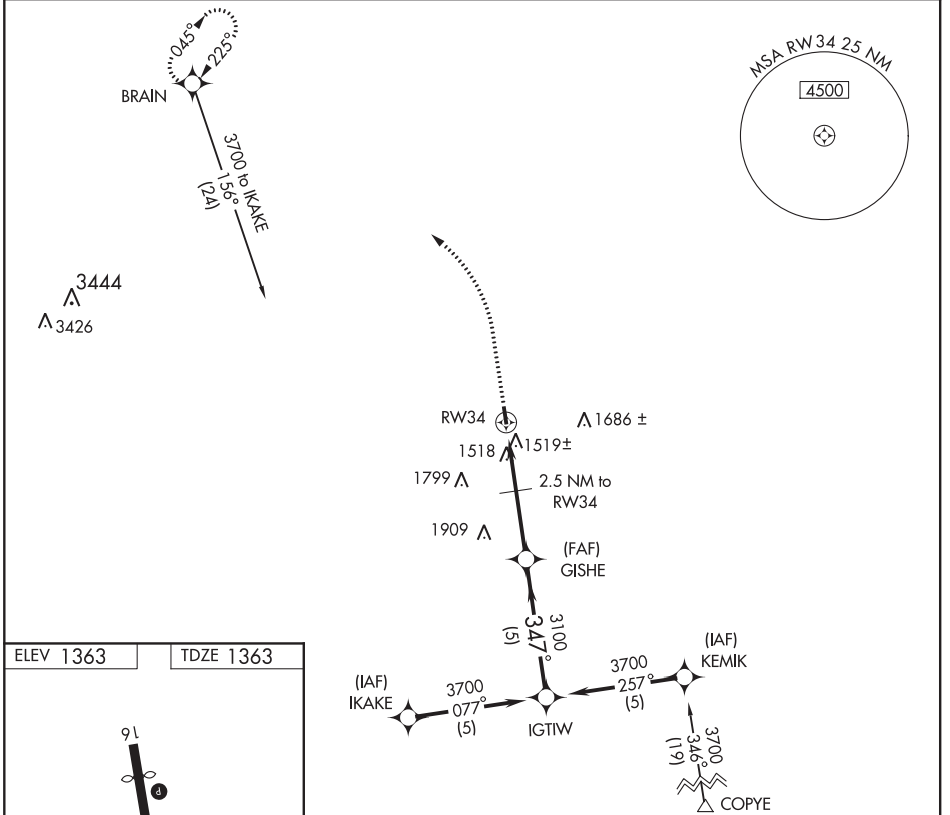
APP CRS	Rwy Idg	2797
347°	TDZE	1363
	Apt Elev	1363

GPS RWY 34

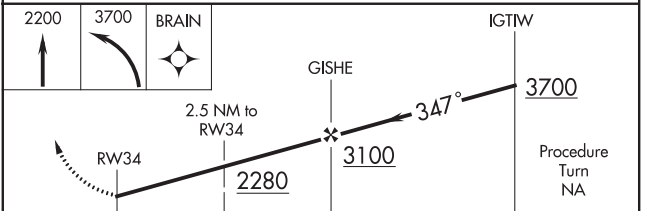
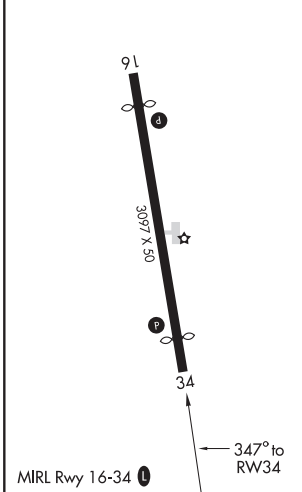
ROCK RAPIDS MUNI (R.R.Q)

NA	Use Sioux Falls, SD altimeter setting.	MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.
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SIoux FALLS APP CON *	UNICOM
126.9 267.9	122.8 (CTAF) 0



ELEV 1363	TDZE 1363
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CATEGORY	A	B	C	D
S-34	1900-1	537 (600-1)		NA
CIRCLING	1960-1	597 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78119 W04A	APP CRS 045°	Rwy Idg 5287 TDZE 1137 Apt Elev 1148
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RNAV (GPS) RWY 4

ROLLA NATIONAL (VIH)

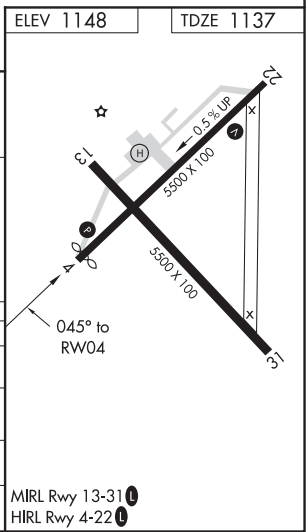
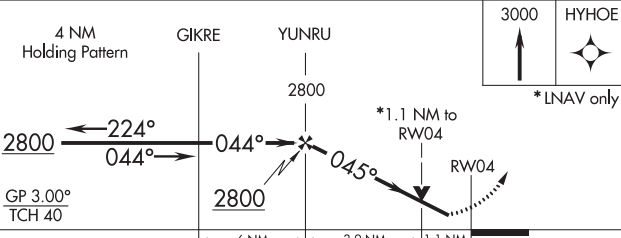
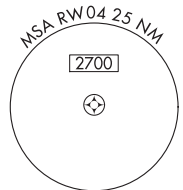
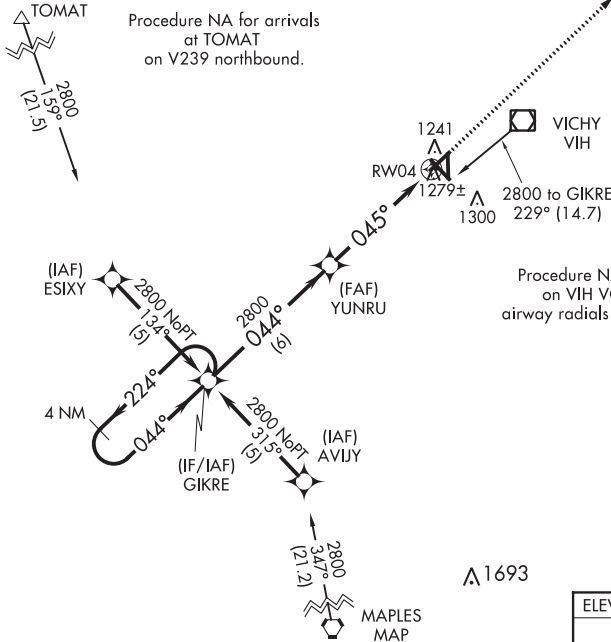
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
HYHOE and hold.

ASOS
119.025

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1387-1		250 (300-1)	
LNAV/VNAV DA	1549-1½		412 (500-1½)	
LNAV MDA	1540-1	403 (400-1)	1540-1¼	403 (400-1¼)
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72719 W22A	APP CRS 225°	Rwy Idg 5500 TDZE 1117 Apt Elev 1148
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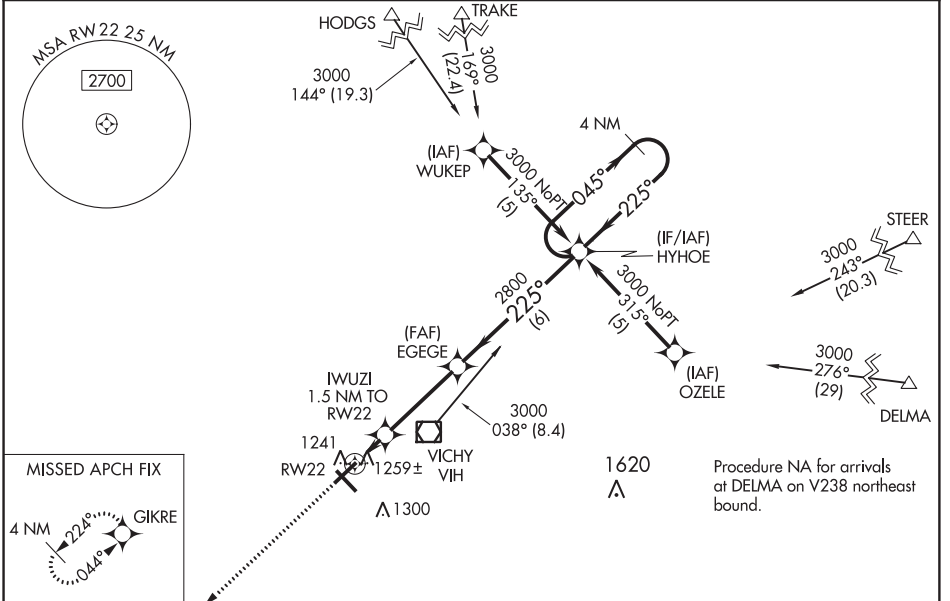
RNAV (GPS) RWY 22

ROLLA NATIONAL (VIH)

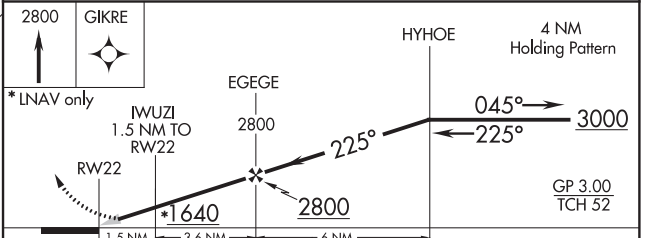
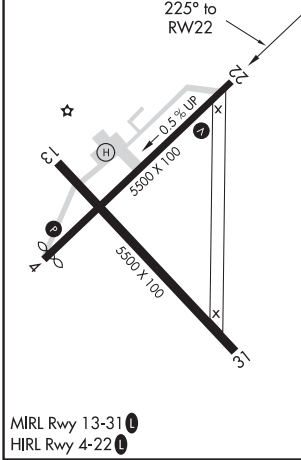
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17C (2°F) or above 46C (114°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility, and LNAV Cat D visibility ¼ mile. Baro-VNAV NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2800 direct GIKRE and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) ①
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ELEV 1148	TDZE 1117
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CATEGORY	A	B	C	D
LPV DA		1317-¾	200 (200-¾)	
LNAV/VNAV DA		1529-1½	412 (400-1½)	
LNAV MDA	1520-1	403 (400-1)	1520-1¼	403 (400-1¼)
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

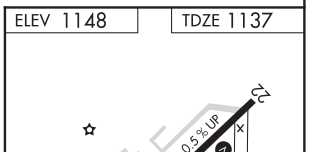
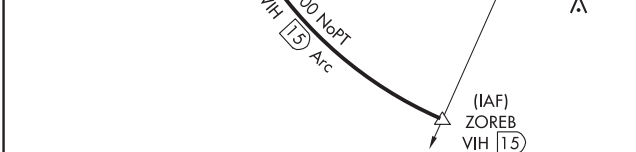
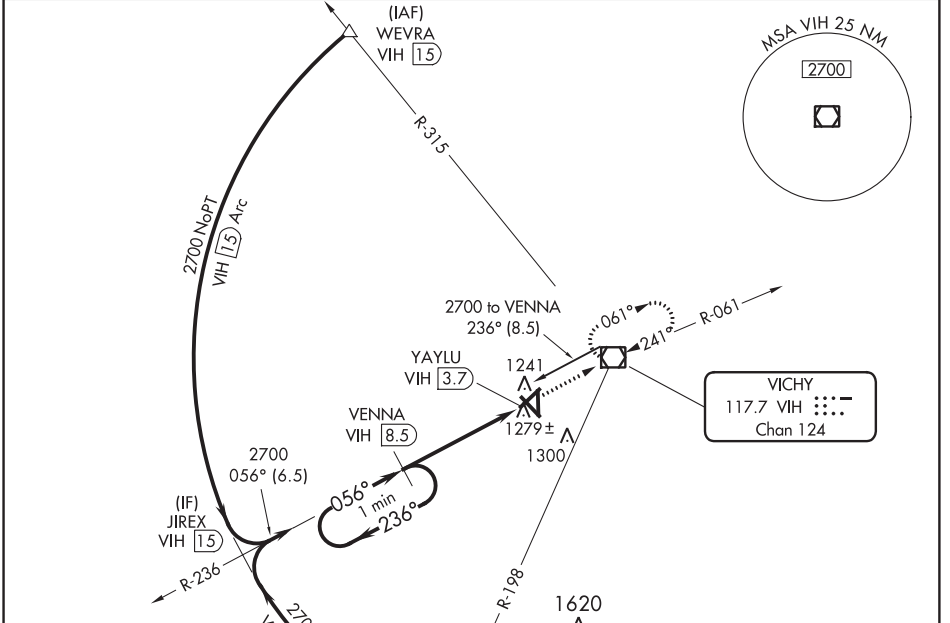
VOR/DME VIH 117.7 Chan 124	APP CRS 056°	Rwy Idg TDZE Apt Elev	5287 1137 1148
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VOR/DME RWY 4
ROLLA NATIONAL (VIH)

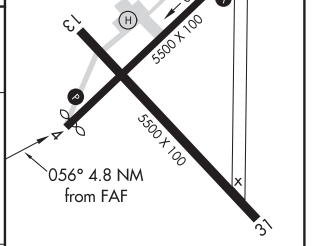
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet, increase S-4 Cat D visibility ¼ mile. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-4	1540-1	403 (400-1)	1540-1¼	403 (400-1¼)
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)



ROLLA/VICHY, MISSOURI Amdt 3 23SEP10	38°08'N-91°46'W	ROLLA NATIONAL (VIH) VOR/DME RWY 4
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ROLLA/VICHY, MISSOURI

AL-510 (FAA)

14093

VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy Idg TDZE Apt Elev	5500 1117 1148
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VOR RWY 22
ROLLA NATIONAL (VIH)



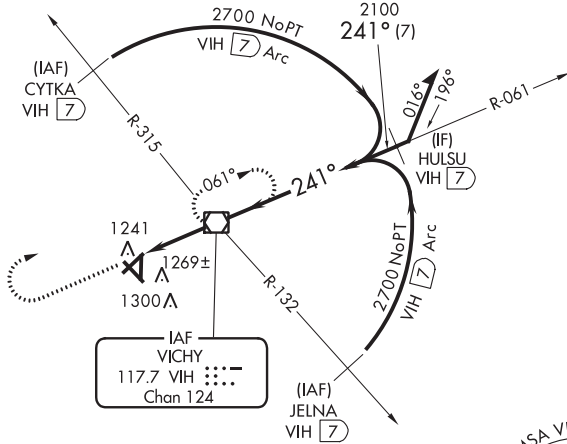
When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet, increase S-22 Cat D visibility ¼ mile. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS
119.025

KANSAS CITY CENTER
128.35 284.67

UNICOM
123.0 (CTAF) 0



NC-3, 10 NOV 2016 to 05 JAN 2017

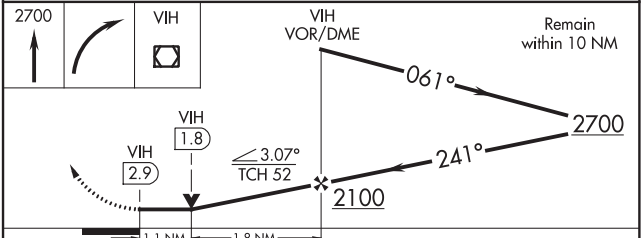
NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1148	TDZE 1117
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MIRL Rwy 13-31 0
HIRL Rwy 4-22 0

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

△1620



CATEGORY	A	B	C	D
S-22	1520-1	403 (400-1)	1520-1¼	403 (400-1¼)
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

ROLLA/VICHY, MISSOURI
Amdt 8 23SEP10

38°08'N-91°46'W

ROLLA NATIONAL (VIH)
VOR RWY 22

WAAS CH 49128 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	4100 1246 1250
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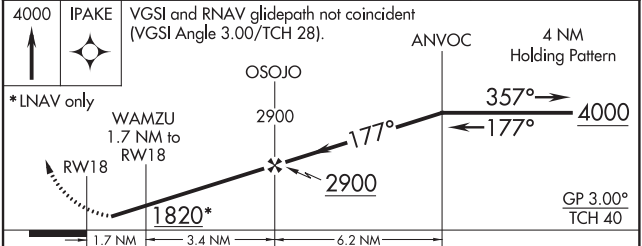
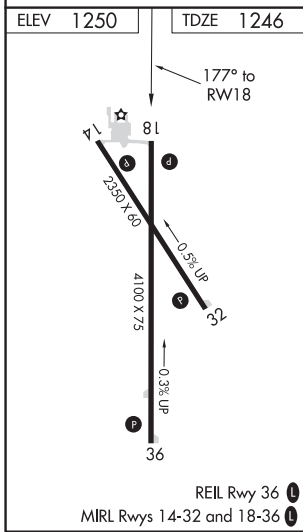
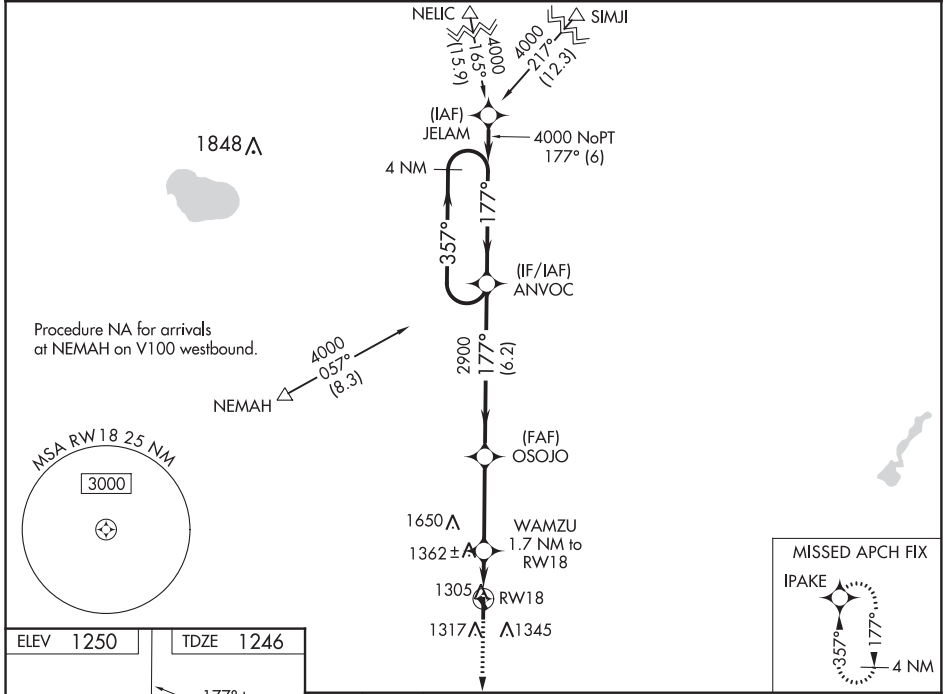
RNAV (GPS) RWY 18

SAC CITY MUNI (SKI)

⚠ NA Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 4000 direct IPAKE and hold.

CARROLL AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1 553-1	307 (400-1)		NA
LNAV/VNAV DA	1 553-1	307 (400-1)		NA
LNAV MDA	1 680-1	434 (500-1)		NA
CIRCLING	1 740-1	490 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SAC CITY, IOWA

AL-6143 (FAA)

15344

WAAS CH 58228 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	4100 1242 1250
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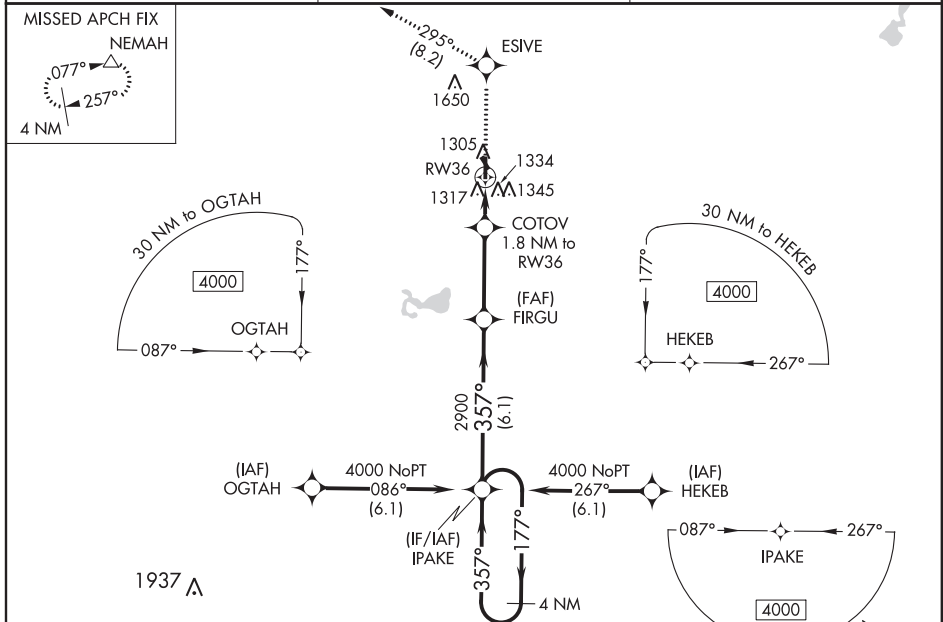
RNAV (GPS) RWY 36

SAC CITY MUNI (SKI)

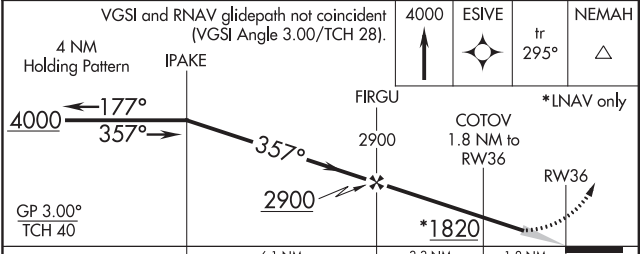
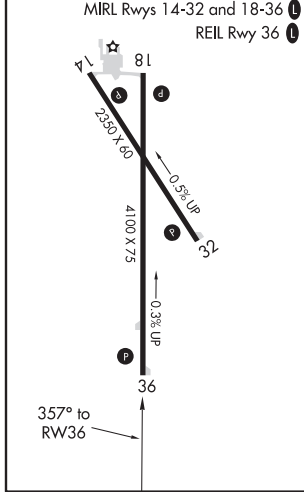
▼ Night landing: Rwy 14 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA.
▲ NA Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all DA 15 feet and all MDA 20 feet, increase LNAV/VNAV visibility 1/8 mile all Cats.

MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.

CARROLL AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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ELEV 1250	TDZE 1242
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CATEGORY	A	B	C	D
LPV DA	1499-1	257 (300-1)		NA
LNAV/VNAV DA	1549-1	307 (300-1)		NA
LNAV MDA	1660-1	418 (500-1)		NA
CIRCLING	1740-1	490 (500-1)		NA

SAC CITY, IOWA
 Amdt 1B 13NOV14

42°23'N-94°59'W

RNAV (GPS) RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NDB SKI 356	APP CRS 349°	Rwy Idg TDZE Apt Elev	4100 1242 1250
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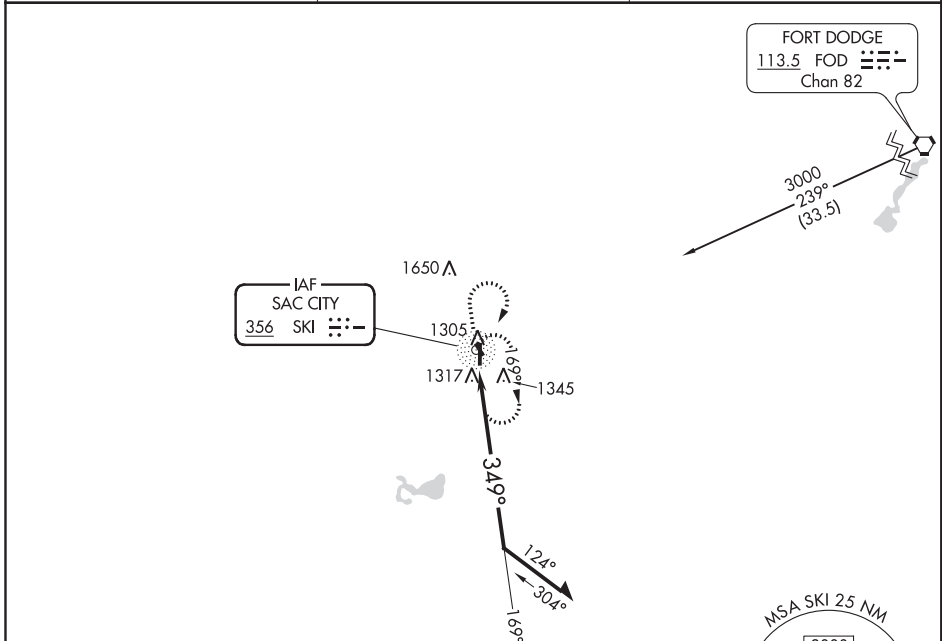
NDB RWY 36

SAC CITY MUNI (SKI)

▽ Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all MDA 20 feet. Night landing: Rwy 14 NA.

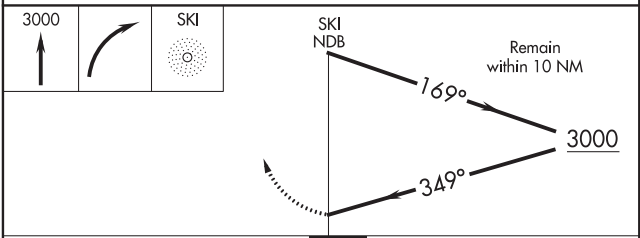
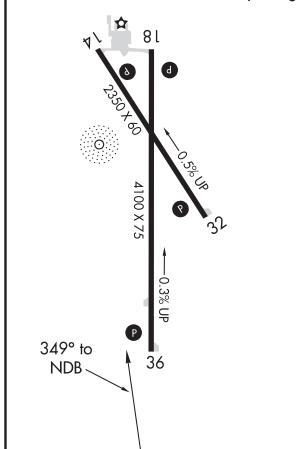
▲ NA MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

CARROLL AWOS-3 118.025	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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ELEV 1250	TDZE 1242
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MIRL Rwy 14-32 and 18-36
REIL Rwy 36



CATEGORY	A	B	C	D
S-36	2000-1 758 (800-1)	2000-1¼ 758 (800-1¼)		NA
CIRCLING	2000-1 750 (800-1)	2000-1¼ 750 (800-1¼)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

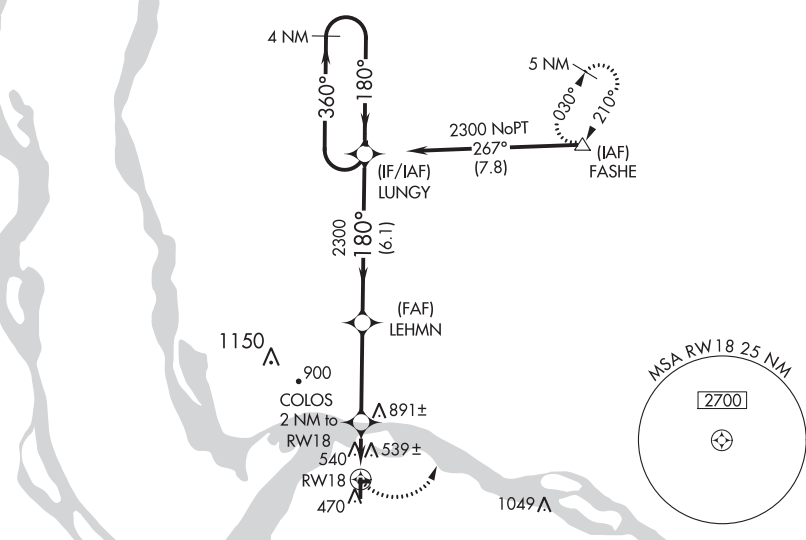
APP CRS 180°	Rwy Idg 3800 TDZE 436 Apt Elev 436
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RNAV (GPS) RWY 18

ST. CHARLES COUNTY SMARTT (SET)

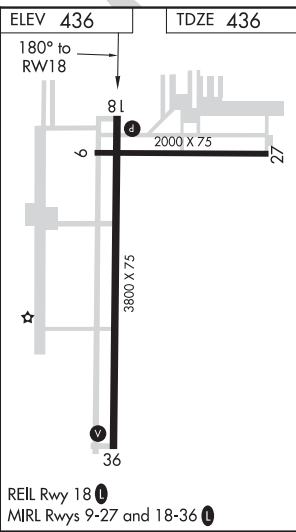
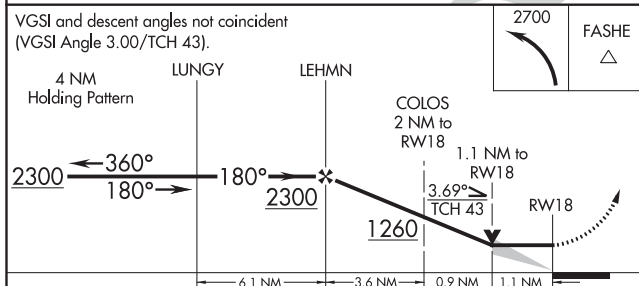
<p>▽ DME/DME RNP-0.3 NA. ▲ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA with Lambert-St Louis Intl altimeter setting.</p>		<p>MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.</p>	
ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 1

Procedure NA for arrivals at FASHE via V9 northeast bound.



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNNAV MDA	840-1	404 (500-1)	840-1¼ 404 (500-1¼)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

VORTAC STL 117.4 Chan 121	APP CRS 208°	Rwy Idg 3800 TDZE 436 Apt Elev 436
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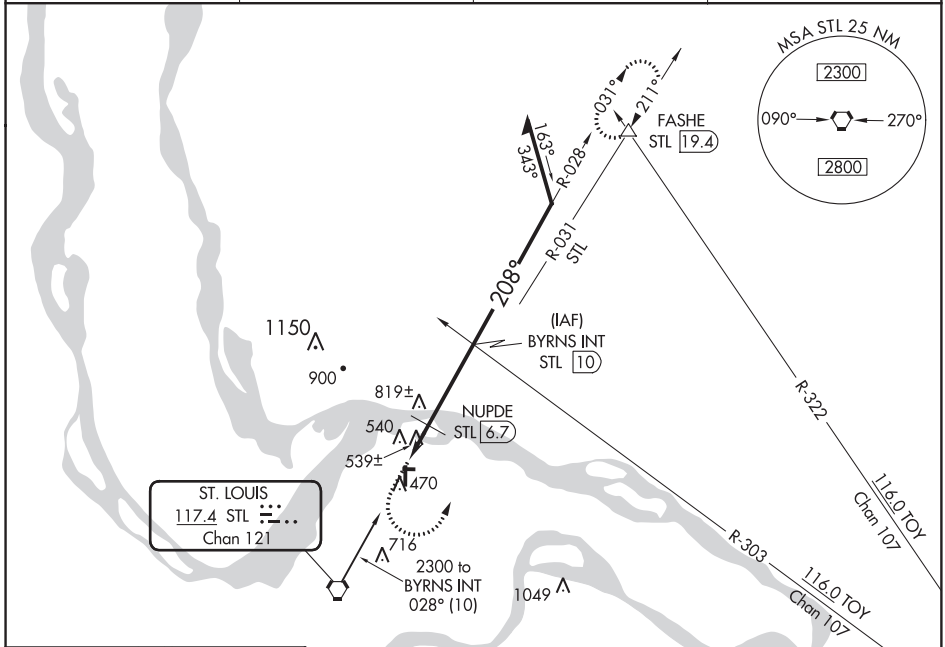
VOR RWY 18

ST. CHARLES COUNTY SMARTT (SET)

⚠ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
⚠ Straight-in minimums NA with Lambert-St. Louis altimeter setting.

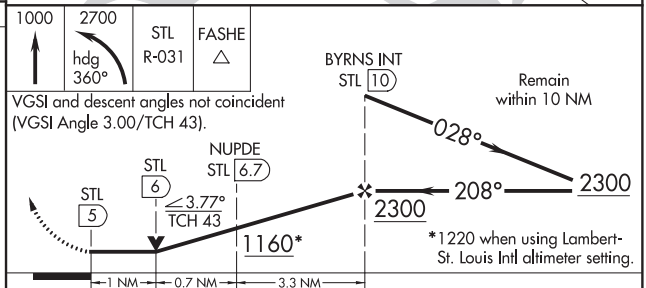
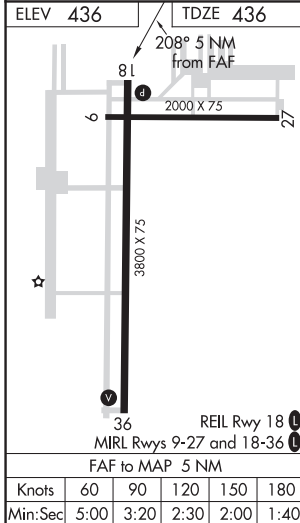
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360° and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



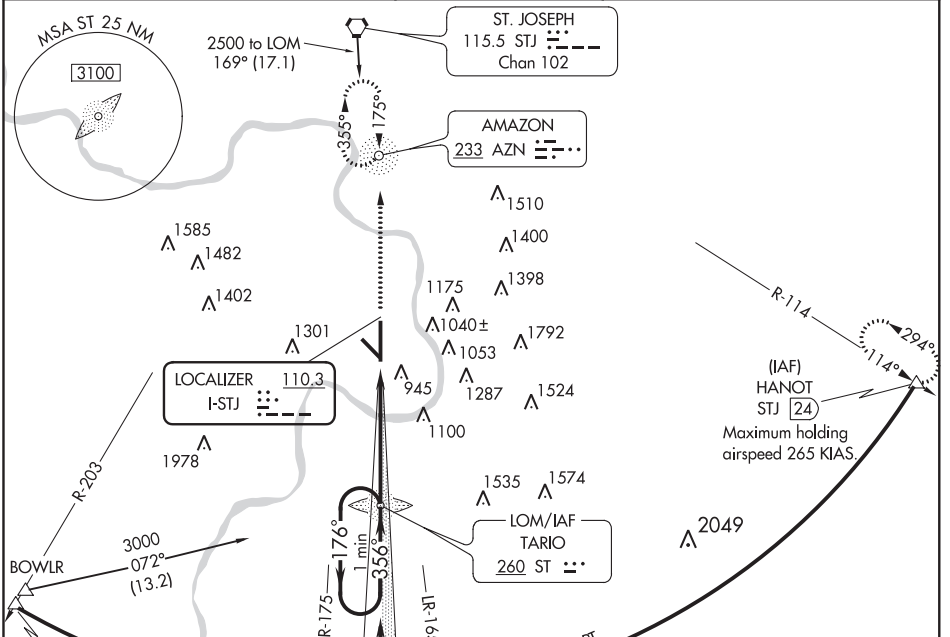
CATEGORY	A	B	C	D
S-18	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
CIRCLING	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
NUPDE FIX MINIMUMS				
S-18	800-1	364 (400-1)		NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

LOC I-STJ 110.3	APP CRS 356°	Rwy Idg 8061
		TDZE 815
		Apt Elev 827

ILS or LOC RWY 35
ROSECRANS MEMORIAL (STJ)

ADF or TACAN required. ASR/PAR	MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).
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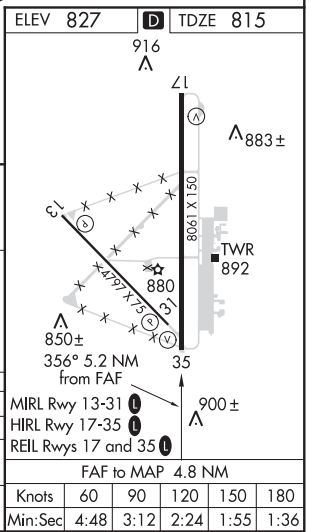
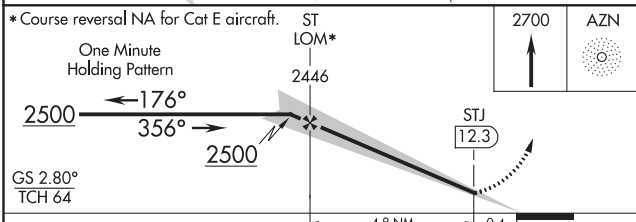
ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 827	TDZE 815
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CATEGORY	A	B	C	D	E
S-ILS 35		1015/40	200 (200-¾)		
S-LOC 35	1160/50	345 (400-1)		1160/60	345 (400-1½)
CIRCLING	1400-1	573 (600-1)	1400-1½ 573 (600-1½)	1500-2¼ 673 (700-2¼)	1760-3 933 (1000-3)

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WAAS CH 57935 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	4797 811 827
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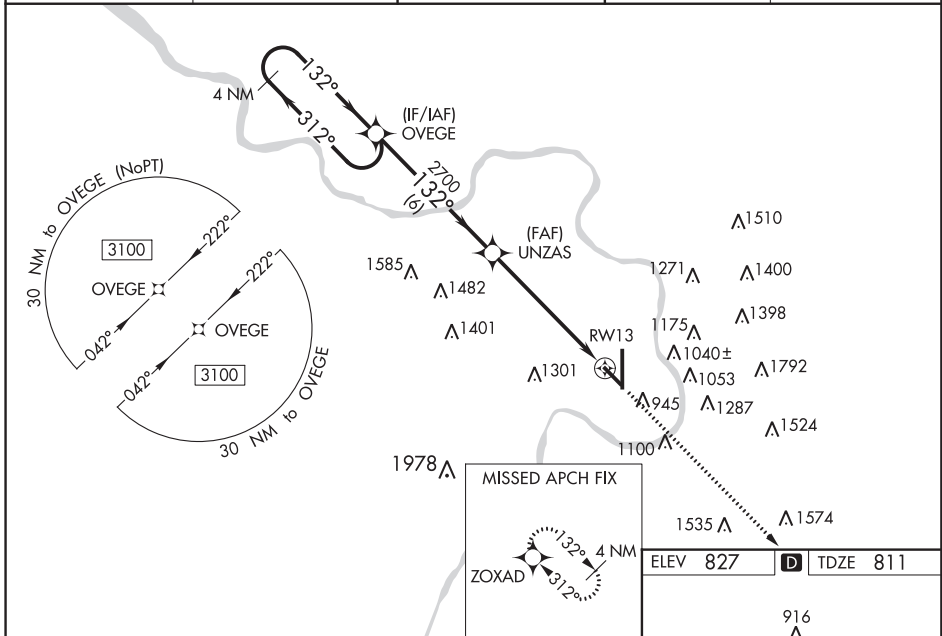
RNAV (GPS) RWY 13

ROSECRANS MEMORIAL (STJ)

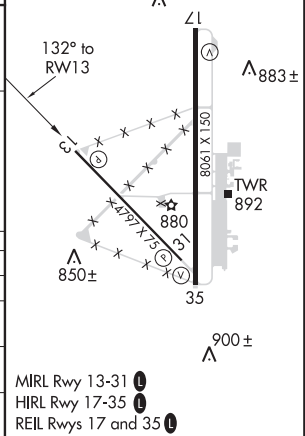
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Straight-In minimums NA at night. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet, and LPV visibility 3/8 mile all Cats, LNAV/VNAV visibility 1/4 mile all Cats; increase all MDA 100 feet and Circling Cat C 1/2 mile, Cat D 1/4 mile.

MISSED APPROACH:
Climb to 3100 direct ZOXAD and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern		OVEGE	UNZAS	3100	ZOXAD
GP 3.00° TCH 50		3100	2700	2700	* 2.3 NM to RW13
		← 312°	↘ 132°	↘ 132°	* LNAV only.
		→ 132°			
CATEGORY	A	B	C	D	
LPV DA		1377-17/8	566 (600-17/8)		
LNAV/VNAV DA		1416-21/4	605 (600-21/4)		
LNAV MDA	1580-1 769 (800-1)	1580-1 1/4 769 (800-1 1/4)	1580-2 1/2	769 (800-2 1/2)	
CIRCLING	1580-1 753 (800-1)	1580-1 1/4 753 (800-1 1/4)	1620-2 1/2 793 (800-2 1/2)	1640-2 3/4 813 (900-2 3/4)	



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70535 W17A	APP CRS 176°	Rwy Idg TDZE Apt Elev	8061 827 827
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RNAV (GPS) RWY 17

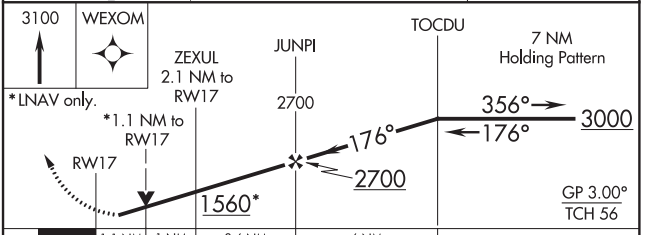
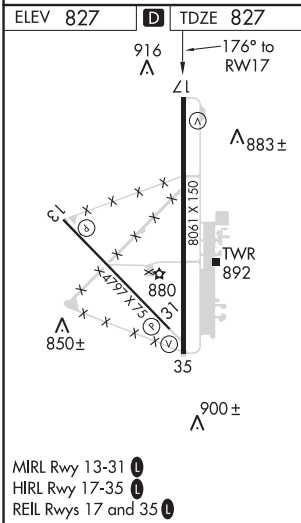
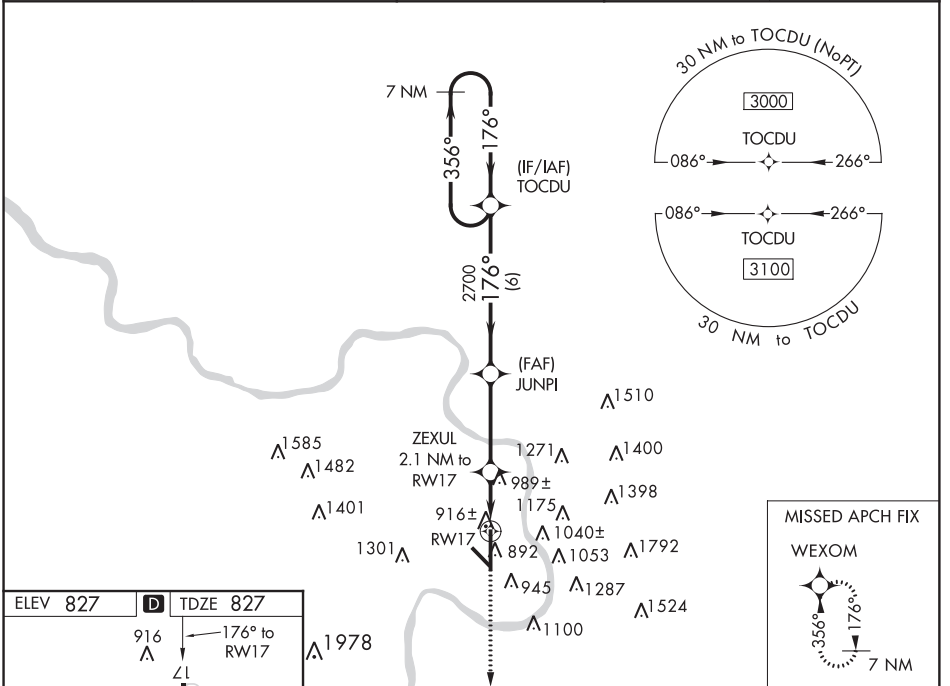
ROSECRANS MEMORIAL (STJ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet, and LPV visibility ⅛ mile all Cats, LNAV/VNAV visibility ⅜ mile all Cats; increase all MDA 100 feet and LNAV Cat C/D/E visibility ¼ mile, Circling Cat C ½ mile, Cat D ¼ mile.

⚠ ASR/PAR

MISSED APPROACH: Climb to 3100 direct WEXOM and hold.

ATIS 125.05	ST. JOSEPH APP CON * 120.35 360.8	ST. JOSEPH TOWER * 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		1027-¾	200 (200-¾)		
LNAV/VNAV DA		1077-¾	250 (300-¾)		
LNAV MDA	1240-1	413 (500-1)	1240-1½	413 (500-1½)	
C CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	1760-3 933 (1000-3)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65835 W31A	APP CRS 312°	Rwy Idg TDZE Apt Elev	4797 812 827
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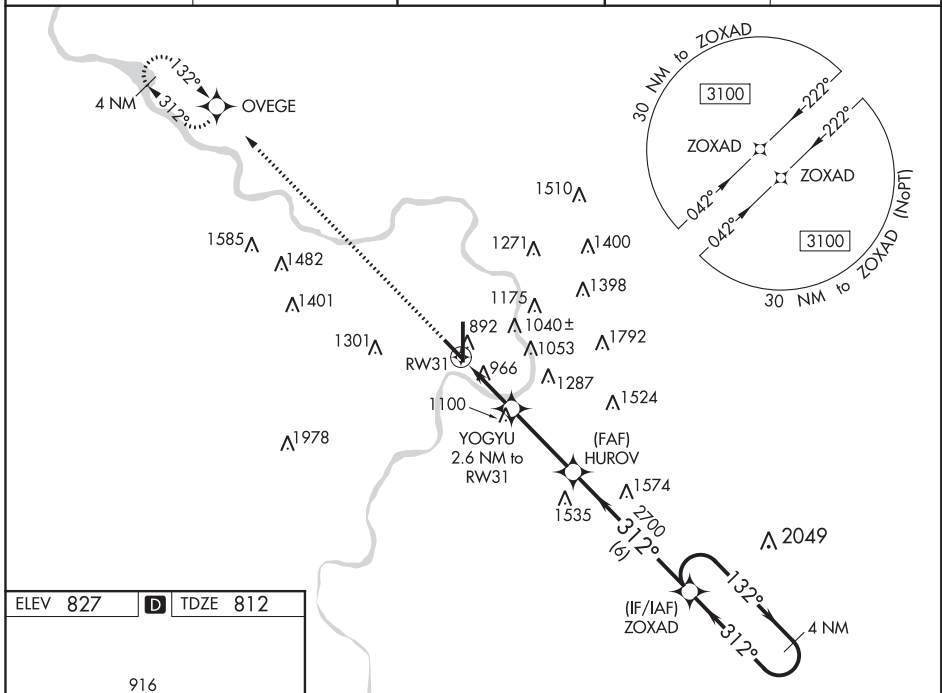
RNAV (GPS) RWY 31

ROSECRANS MEMORIAL (STJ)

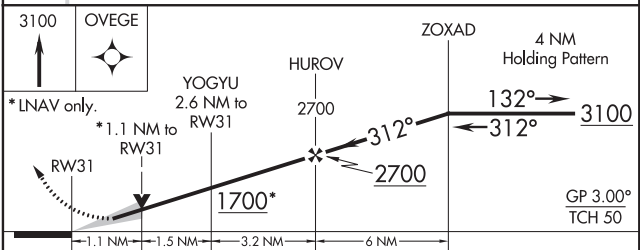
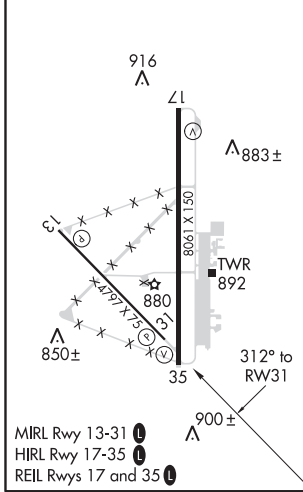
ASR/PAR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Straight-In minimums NA at night. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and increase LPV visibility 1/8 mile and LNAV/VNAV visibility 3/8 mile all Cats; increase all MDA 100 feet and LNAV Cat C and D visibility 1/4 mile, and Circling Cat C 1/2 mile, Cat D 1/4 mile.

MISSED APPROACH: Climb to 3100 direct OVEGE and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 0239.0	GND CON 121.9	UNICOM 122.95
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ELEV 827	D	TDZE 812
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CATEGORY	A	B	C	D
LPV DA		1062-1	250 (300-1)	
LNAV/VNAV DA		1255-1½	443 (500-1½)	
LNAV MDA	1220-1	408 (400-1)	1220-1½	408 (400-1½)
C CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77819 W35A	APP CRS 356°	Rwy Idg TDZE Apt Elev	8061 815 827
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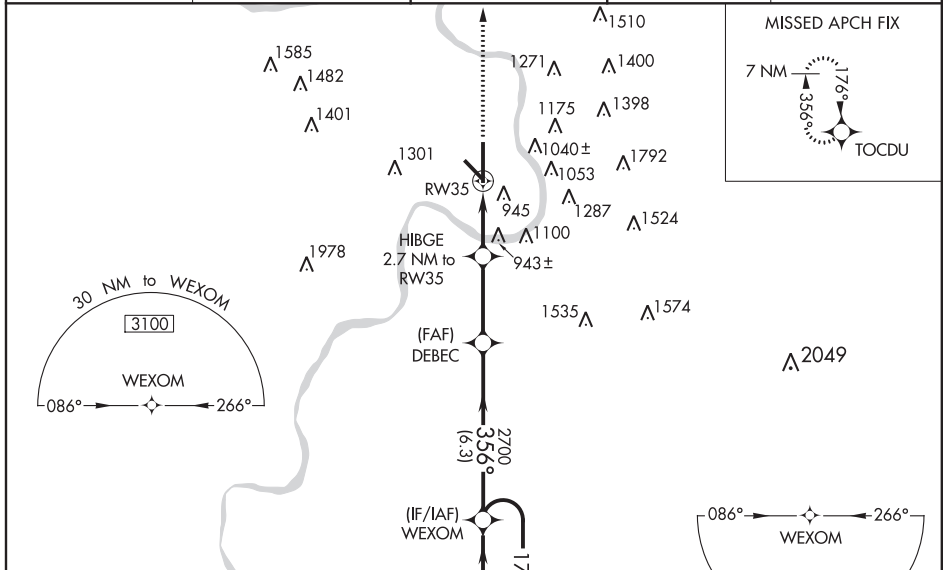
RNAV (GPS) RWY 35

ROSECRANS MEMORIAL (STJ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Kansas City Int'l altimeter setting. When local altimeter setting not received, use Kansas City Int'l altimeter setting and increase all DA 97 feet and increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¼ mile; increase all MDA 100 feet, and increase LNAV Cat C/D/E visibility ¼ mile, and Circling Cat C ½ mile, Cat D ½ mile.

MISSED APPROACH: Climb to 3000 direct TOCDU and hold.

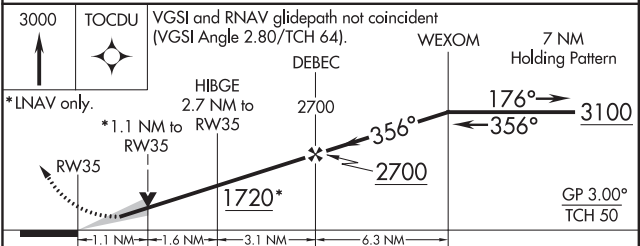
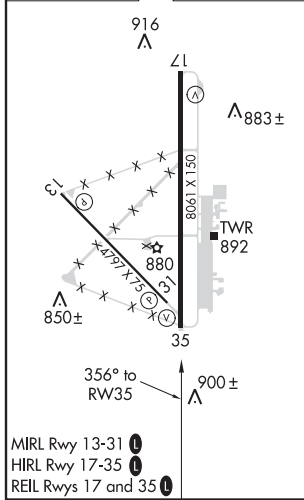
ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 827	D	TDZE 815
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CATEGORY	A	B	C	D	E
LPV DA		1015/40	200 (200-¾)		
LNAV/VNAV DA		1096/45	281 (300-⅞)		
LNAV MDA	1200/55	385 (400-1¼)	1200/60	385 (400-1¼)	
C CIRCLING	1400-1 573 (600-1)	1420-1 593 (600-1)	1620-2¼ 793 (800-2¼)	1640-2¾ 813 (900-2¾)	1760-3 933 (1000-3)

LOC I-STJ 110.3	APP CRS 176°	Rwy Idg 8061
		TDZE 827
		Apt Elev 827

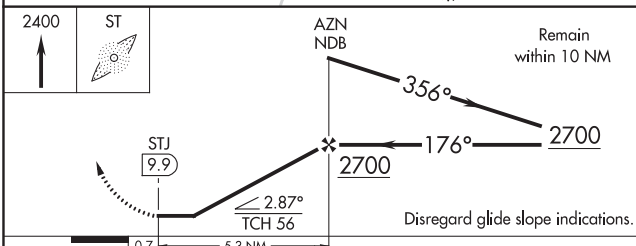
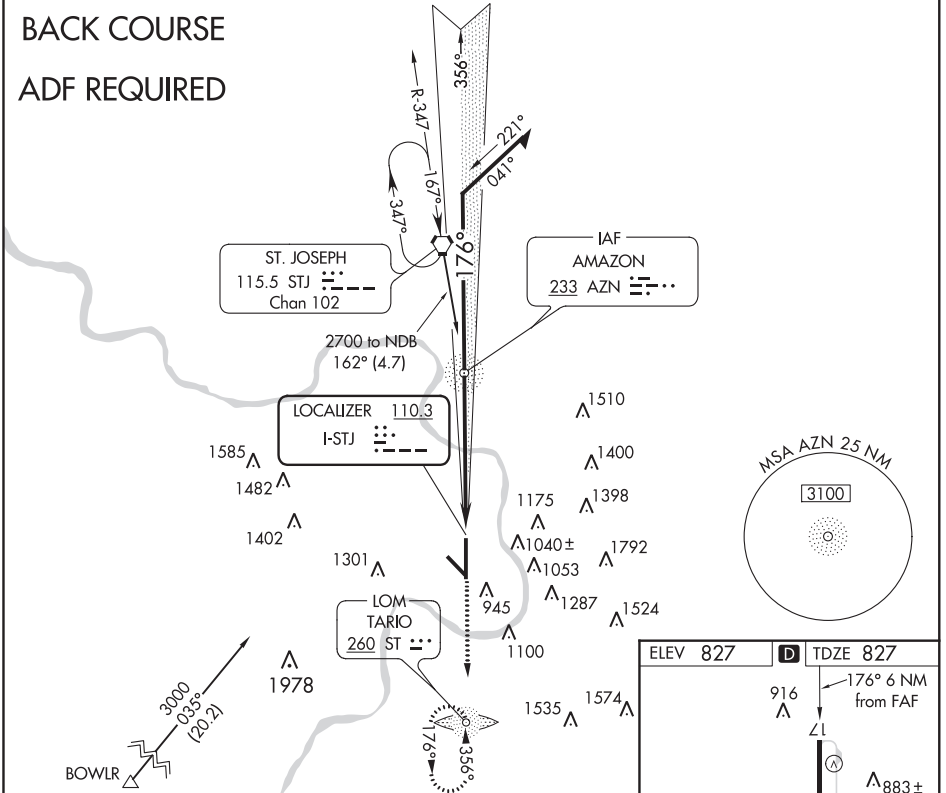
LOC BC RWY 17

ROSECRANS MEMORIAL (STJ)

ASR/PAR

MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

ATIS 125.05	ST. JOSEPH APP CON * 120.35 360.8	ST. JOSEPH TOWER * 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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ELEV 827	D TDZE 827
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MIRL Rwy 13-31 **L**
 HIRL Rwy 17-35 **L**
 REIL Rws 17 and 35 **L**

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-17	1200-1	373 (400-1)		1200-1¼ 373 (400-1¼)
CIRCLING	1400-1	573 (600-1)	1400-1½ 573 (600-1½)	1500-2¼ 673 (700-2¼)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ST. JOSEPH, MISSOURI

AL-359 (FAA)

16315

STJ VORTAC 115.5 Chan 102	APP CRS 348°	Rwy Idg TDZE Apt Elev	8061 815 827
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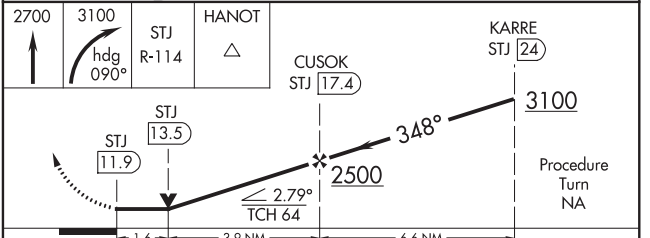
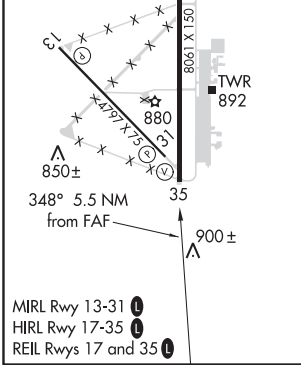
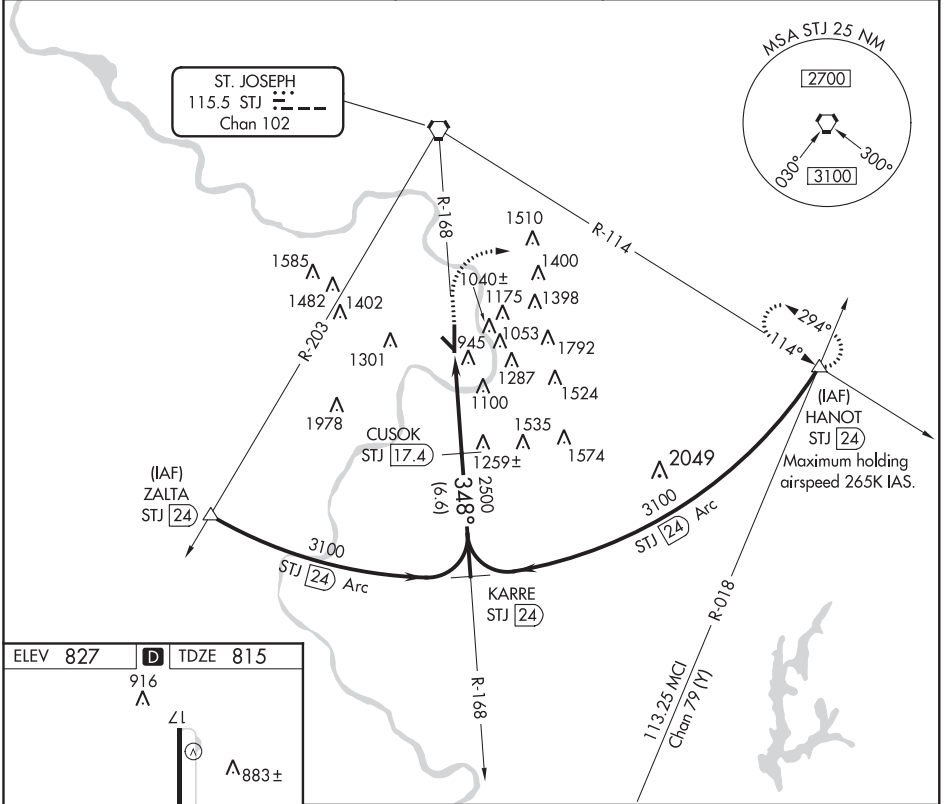
VOR/DME or TACAN RWY 35

ROSECRANS MEMORIAL (STJ)

▲ NA
ASR/PAR

MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 0239.0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-35	1360/50	545 (600-1)	1360-1½ 545 (600-1¾)	1360-1¾ 545 (600-1¾)	1360-2 545 (600-2)
CIRCLING	1400-1	573 (600-1)	1400-1½ 573 (600-1½)	1500-2¼ 673 (700-2¼)	1760-3 933 (1000-3)

ST. JOSEPH, MISSOURI
Orig-A 05MAR15

39°46'N-94°55'W

ROSECRANS MEMORIAL (STJ)

VOR/DME or TACAN RWY 35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

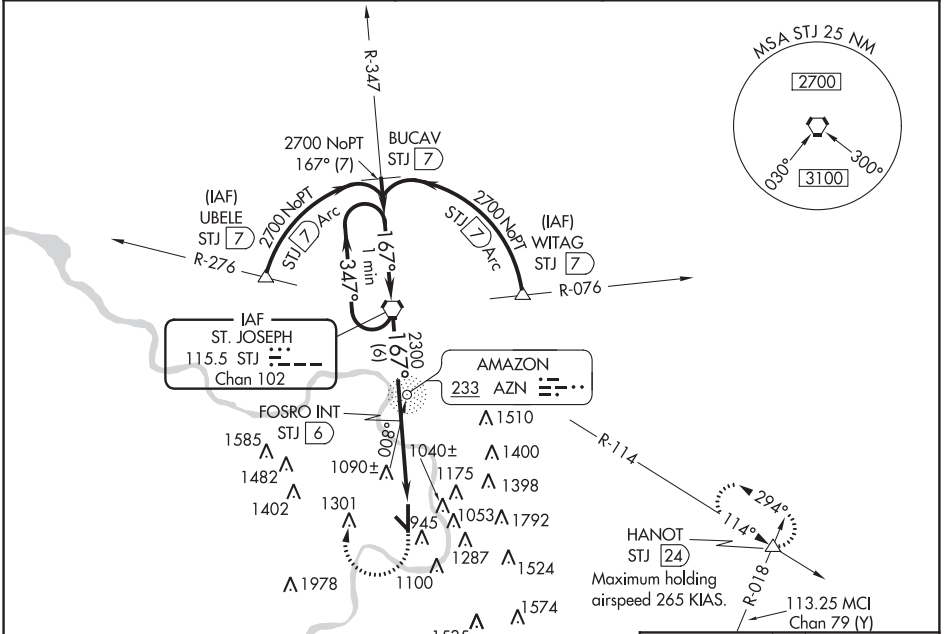
VORTAC STJ	APP CRS	Rwy Idg	8061
115.5	167°	TDZE	827
Chan 102		Apt Elev	827

VOR or TACAN RWY 17

ROSECRANS MEMORIAL (STJ)

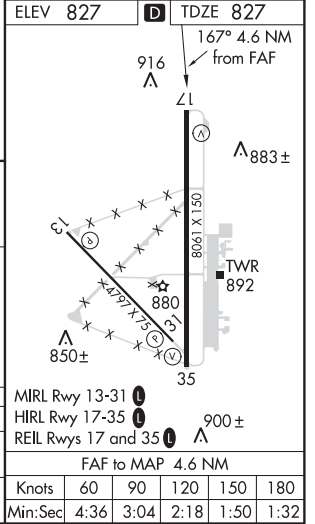
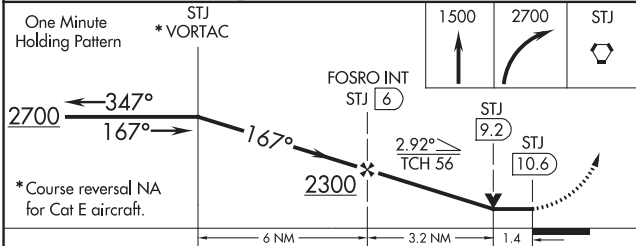
MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

ATIS 125.05	ST. JOSEPH APP CON * 120.35 360.8	ST. JOSEPH TOWER * 126.9 (CTAF) 0239.0	GND CON 121.9	UNICOM 122.95
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ELEV 827	TDZE 827
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ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-17	1340-1	513 (600-1)	1340-1½ 513 (600-1½)	1340-1¾	513 (600-1¾)
CIRCLING	1400-1	573 (600-1)	1400-1½ 573 (600-1½)	1500-2½ 673 (700-2½)	1760-3 933 (1000-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

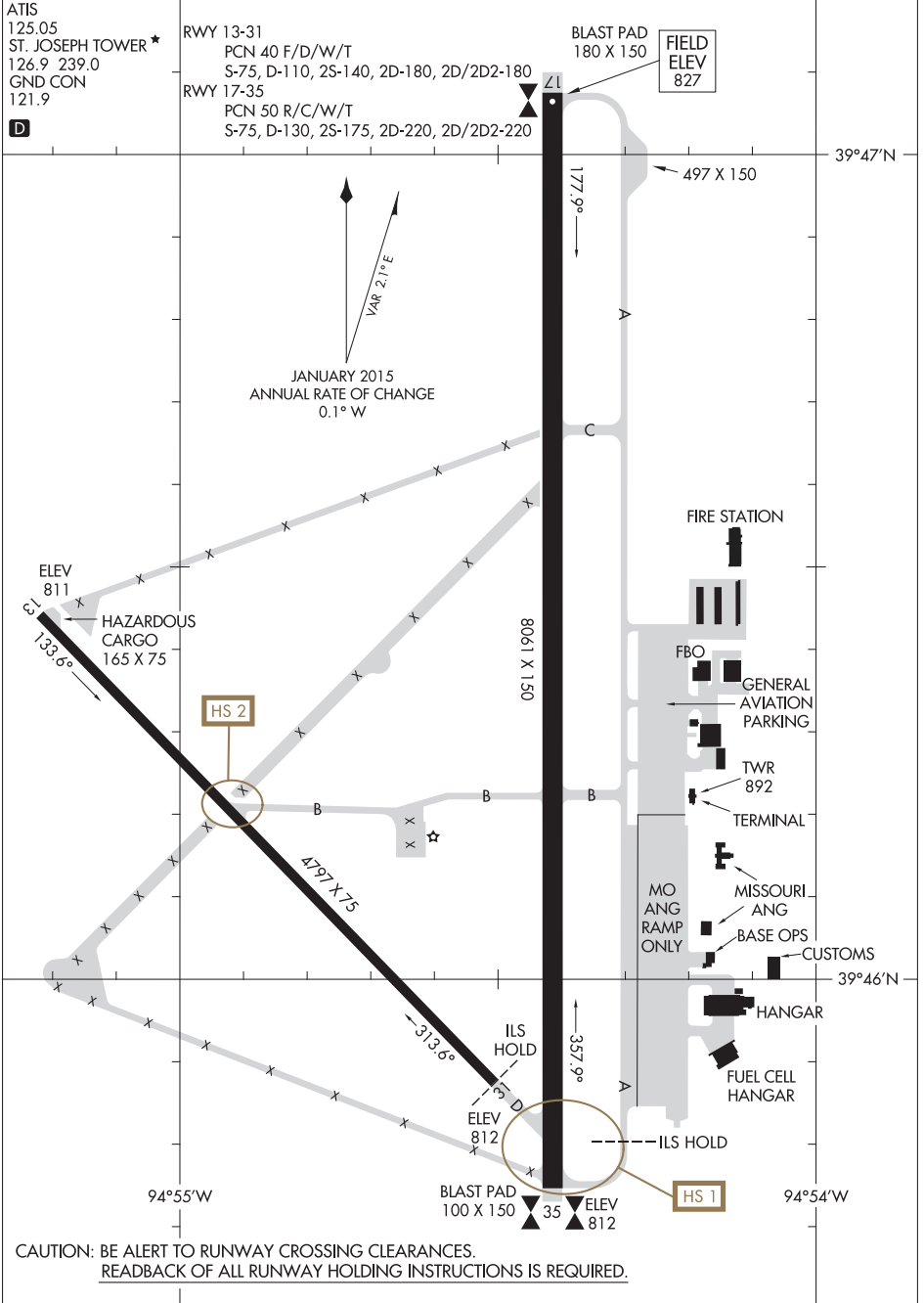
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-359 (FAA)

ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI

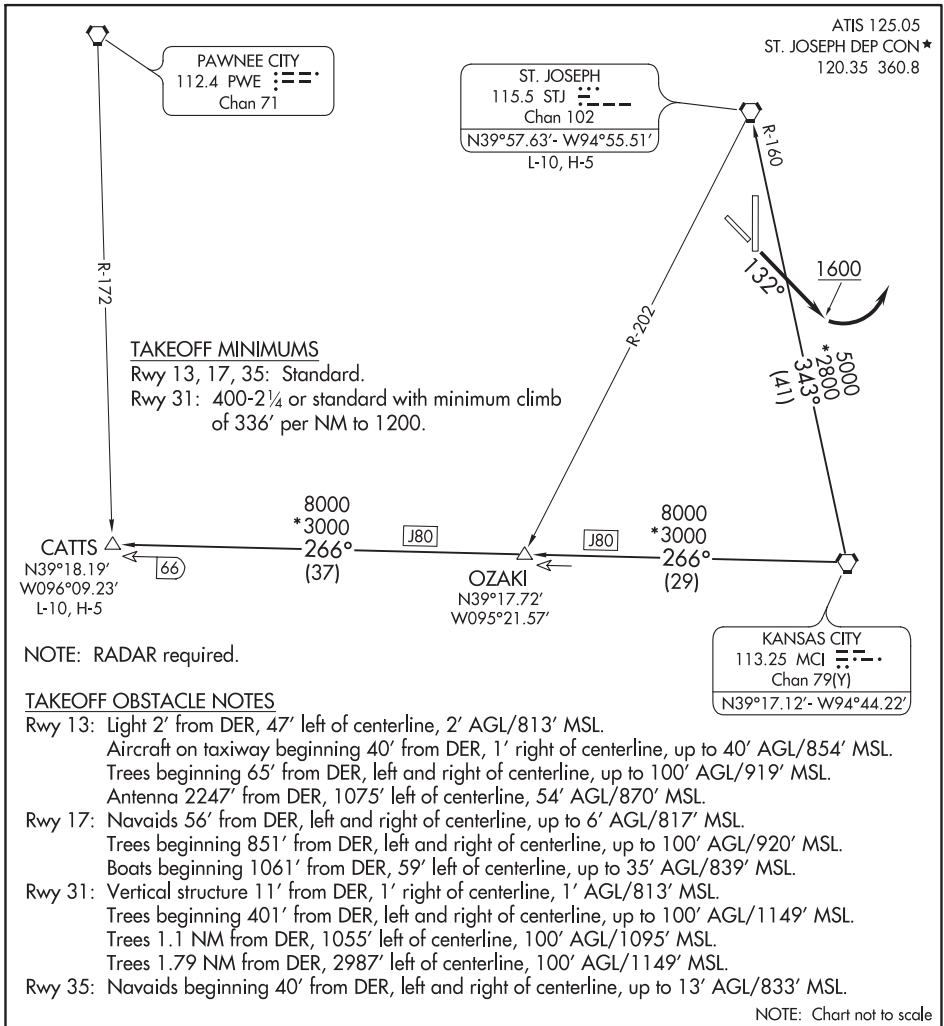


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ST. JOSEPH, MISSOURI
ROSECRANS MEMORIAL (STJ)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 132° to 1600 before turning left, thence. . . .fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF5.CATTS): From over MCI VORTAC on MCI R-266 to CATTS INT.

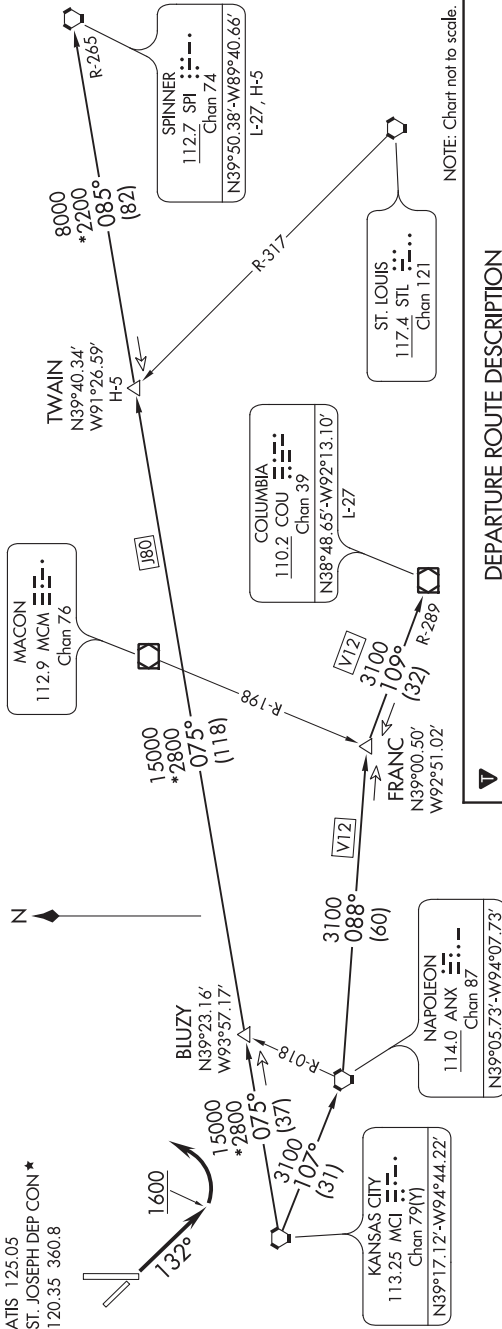
ST. JOSEPH TRANSITION (CHIEF5.STJ): From over MCI VORTAC on MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 10 NOV 2016 to 05 JAN 2017

ATIS 125.05
ST. JOSEPH DEP CON *
120.35 360.8



N



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 132° to 1600 before turning left,

thence...
... Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 13, 17, 35: Standard.

Rwy 31: 400-2¼ or standard with minimum climb of 336' per NM to 1200'.

(NOTES CONTINUED ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

Rwy 13: Light 2' from DER, 47' left of centerline, 2' AGL/813' MSL.

Aircraft on taxiway beginning 40' from DER, 1' right of centerline, up to 40' AGL/854' MSL.

Trees beginning 65' from DER, left and right of centerline, up to 100' AGL/919' MSL.

Antenna 2247' from DER, 1075' left of centerline, 54' AGL/870' MSL.

Rwy 17: Nav aids 56' from DER, left and right of centerline, up to 6' AGL/817' MSL.

Trees beginning 851' from DER, left and right of centerline, up to 100' AGL/920' MSL.

Boats beginning 1061' from DER, 59' left of centerline, up to 35' AGL/839' MSL.

Rwy 31: Vertical structure 11' from DER, 1' right of centerline, 1' AGL/813' MSL.

Trees beginning 401' from DER, left and right of centerline, up to 100' AGL/1149' MSL.

Trees 1.1 NM from DER, 1055' left of centerline, 100' AGL/1095' MSL.

Trees 1.79 NM from DER, 2987' left of centerline, 100' AGL/1149' MSL.

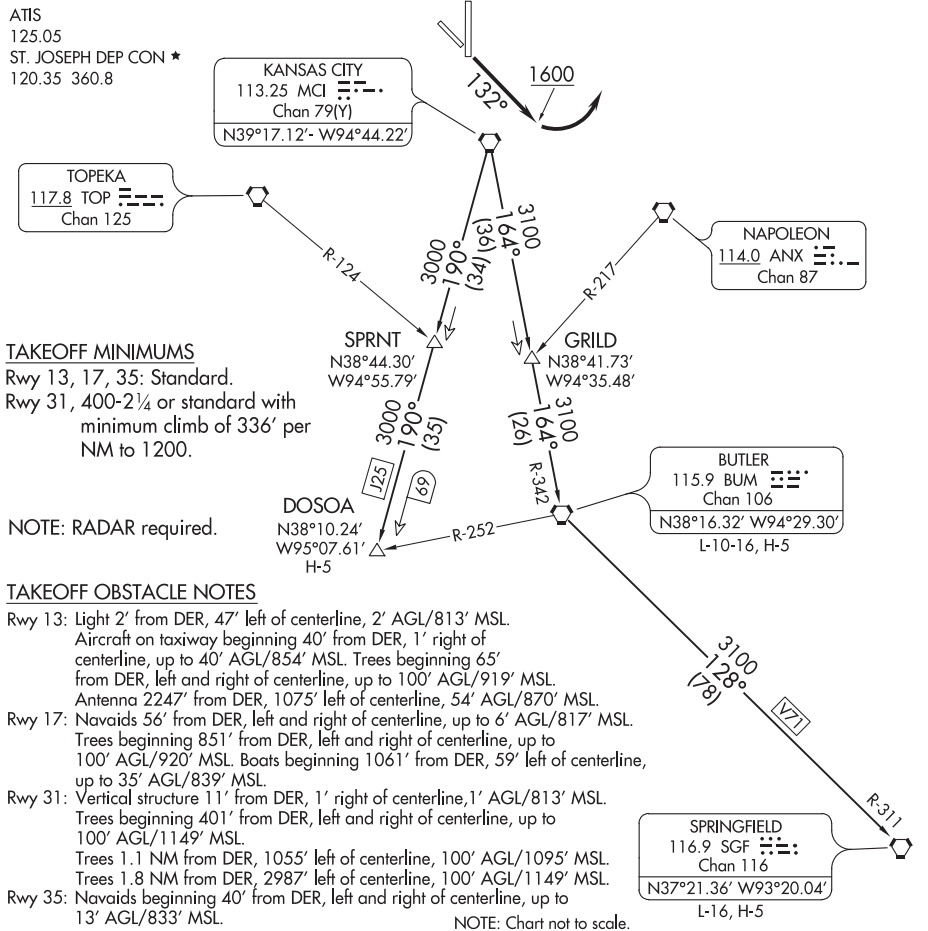
Rwy 35: Nav aids beginning 40' from DER, left and right of centerline, up to 13' AGL/833' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RACER FIVE DEPARTURE

SL-359 (FAA)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 132° to 1600 before turning left, thence
. . . . fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER5.BUM): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER5.DOSOA): From over MCI VORTAC on MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER5.SGF): From over MCI VORTAC on MCI R-164 and BUM R-342 to BUM VORTAC, then on BUM R-128 and SGF R-311 to SGF VORTAC.

RACER FIVE DEPARTURE

ROYAL SEVEN DEPARTURE

SL-359 (FAA)

ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI

11 NOV 2016 10:10:10

TAKEOFF OBSTACLE NOTES

- Rwy 13: Light 2' from DER, 47' left of centerline, 2' AGL/813' MSL.
Aircraft on taxiway beginning 40' from DER, 1' right of centerline, up to 40' AGL/854' MSL.
Trees beginning 65' from DER, left and right of centerline, up to 100' AGL/919' MSL.
Antenna 2247' from DER, 1075' left of centerline, 54' AGL/870' MSL.
- Rwy 17: Navoids 56' from DER, left and right of centerline, up to 6' AGL/817' MSL.
Trees beginning 851' from DER, left and right of centerline, up to 100' AGL/920' MSL.
Boats beginning 1061' from DER, 59' left of centerline, up to 35' AGL/839' MSL.
- Rwy 31: Vertical structure 11' from DER, 1' right of centerline, 1' AGL/813' MSL.
Trees beginning 401' from DER, left and right of centerline, up to 100' AGL/1149' MSL.
Trees 1.1 NM from DER, 1055' left of centerline, 100' AGL/1095' MSL.
Trees 1.8 NM from DER, 2987' left of centerline, 100' AGL/1149' MSL.
- Rwy 35: Navoids beginning 40' from DER, left and right of centerline, up to 13' AGL/833' MSL.

ATIS
125.05
ST. JOSEPH DEP CON *
120.35 360.8

TONCE
N40°16.93'
W94°37.39'

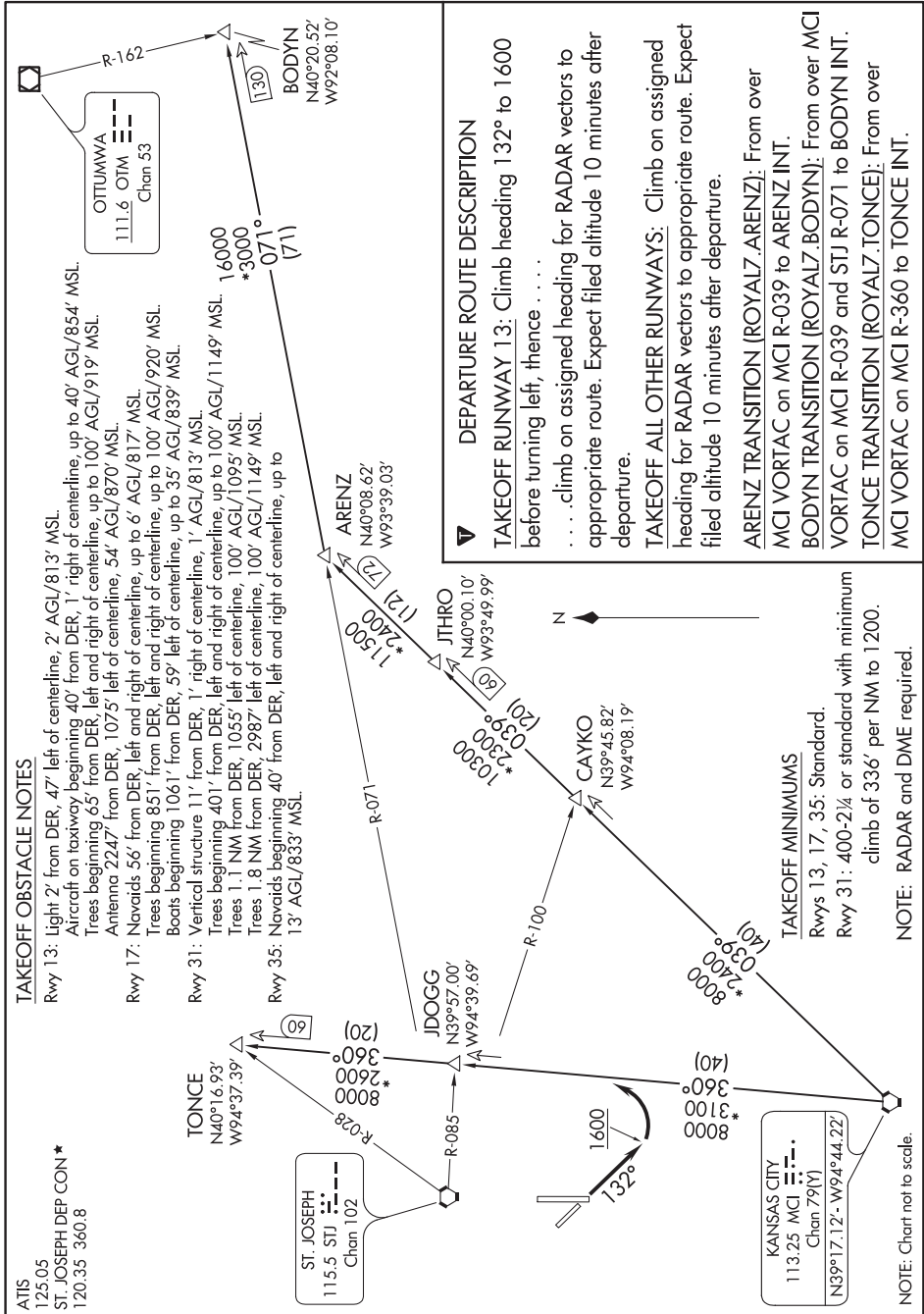
ST. JOSEPH
115.5 STJ
Chan 102

KANSAS CITY
113.25 MCI
Chan 79(Y)

ROYAL SEVEN DEPARTURE

(ROYAL7.MCI) 20AUG15

ST. JOSEPH, MISSOURI
ROSECRANS MEMORIAL (STJ)



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 13:** Climb heading 132° to 1600 before turning left, thence
- . . . climb on assigned heading for RADAR vectors to appropriate route. Expect filed altitude 10 minutes after departure.
- TAKEOFF ALL OTHER RUNWAYS:** Climb on assigned heading for RADAR vectors to appropriate route. Expect filed altitude 10 minutes after departure.
- ARENZ TRANSITION (ROYAL7.ARENZ):** From over MCI VORTAC on MCI R-039 to ARENZ INT.
- BODYN TRANSITION (ROYAL7.BODYN):** From over MCI VORTAC on MCI R-039 and STJ R-071 to BODYN INT.
- TONCE TRANSITION (ROYAL7.TONCE):** From over MCI VORTAC on MCI R-360 to TONCE INT.

TAKEOFF MINIMUMS

- Rwys 13, 17, 35: Standard.
Rwy 31: 400-2/4 or standard with minimum climb of 336' per NM to 1200.
- NOTE:** RADAR and DME required.

NOTE: Chart not to scale.

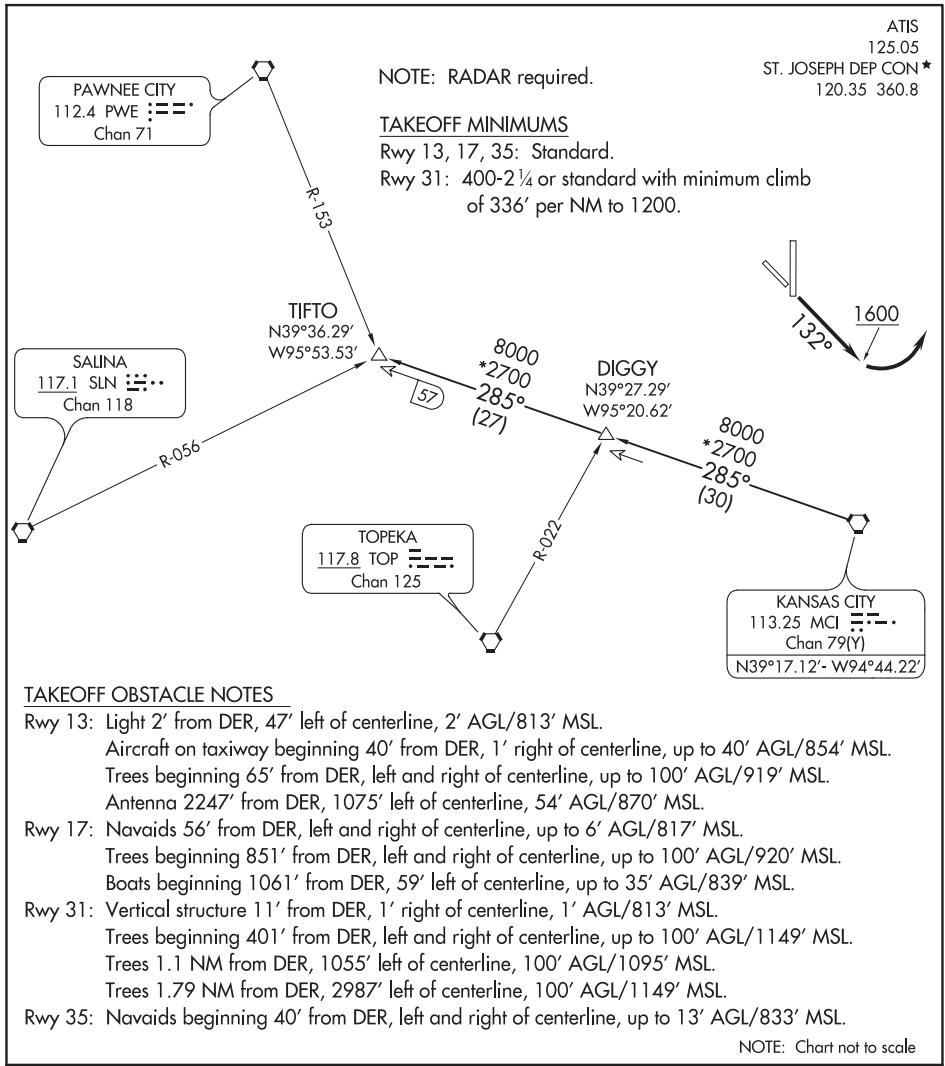
NC-3, 10 NOV 2016 to 05 JAN 2017

TIFTO FOUR DEPARTURE

SL-359 (FAA)

ROSECRANS MEMORIAL (STJ)

ST. JOSEPH, MISSOURI



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 13:** Light 2' from DER, 47' left of centerline, 2' AGL/813' MSL.
 Aircraft on taxiway beginning 40' from DER, 1' right of centerline, up to 40' AGL/854' MSL.
 Trees beginning 65' from DER, left and right of centerline, up to 100' AGL/919' MSL.
 Antenna 2247' from DER, 1075' left of centerline, 54' AGL/870' MSL.
- Rwy 17:** Nav aids 56' from DER, left and right of centerline, up to 6' AGL/817' MSL.
 Trees beginning 851' from DER, left and right of centerline, up to 100' AGL/920' MSL.
 Boats beginning 1061' from DER, 59' left of centerline, up to 35' AGL/839' MSL.
- Rwy 31:** Vertical structure 11' from DER, 1' right of centerline, 1' AGL/813' MSL.
 Trees beginning 401' from DER, left and right of centerline, up to 100' AGL/1149' MSL.
 Trees 1.1 NM from DER, 1055' left of centerline, 100' AGL/1095' MSL.
 Trees 1.79 NM from DER, 2987' left of centerline, 100' AGL/1149' MSL.
- Rwy 35:** Nav aids beginning 40' from DER, left and right of centerline, up to 13' AGL/833' MSL.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 132° to 1600 before turning left, thence. . . . fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO4.TIFTO): From over MCI VORTAC on MCI R-285 to TIFTO INT.

TIFTO FOUR DEPARTURE

(TIFTO4.MCI) 07MAR13

ST. JOSEPH, MISSOURI
ROSECRANS MEMORIAL (STJ)

WILDCAT THREE DEPARTURE

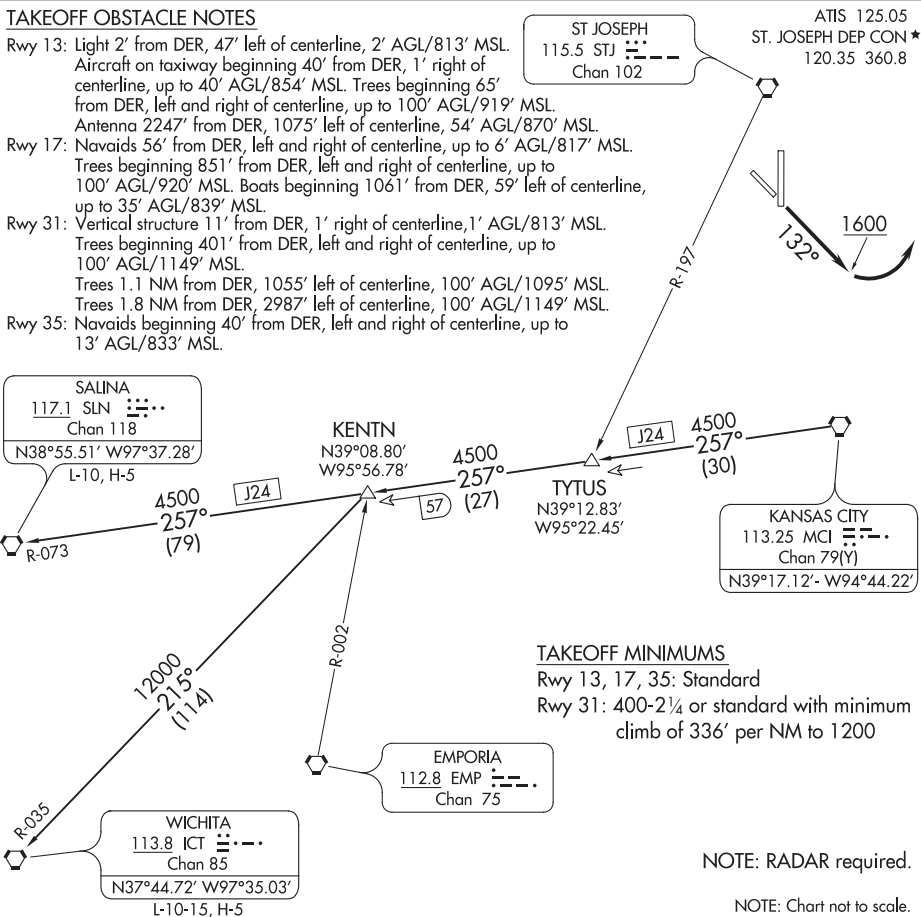
SL-359 (FAA)

ROSECRANS MEMORIAL (STJ)

ST. JOSEPH, MISSOURI

TAKEOFF OBSTACLE NOTES

- Rwy 13: Light 2' from DER, 47' left of centerline, 2' AGL/813' MSL. Aircraft on taxiway beginning 40' from DER, 1' right of centerline, up to 40' AGL/854' MSL. Trees beginning 65' from DER, left and right of centerline, up to 100' AGL/919' MSL. Antenna 2247' from DER, 1075' left of centerline, 54' AGL/870' MSL.
- Rwy 17: Navoids 56' from DER, left and right of centerline, up to 6' AGL/817' MSL. Trees beginning 851' from DER, left and right of centerline, up to 100' AGL/920' MSL. Boats beginning 1061' from DER, 59' left of centerline, up to 35' AGL/839' MSL.
- Rwy 31: Vertical structure 11' from DER, 1' right of centerline, 1' AGL/813' MSL. Trees beginning 401' from DER, left and right of centerline, up to 100' AGL/1149' MSL. Trees 1.1 NM from DER, 1055' left of centerline, 100' AGL/1095' MSL. Trees 1.8 NM from DER, 2987' left of centerline, 100' AGL/1149' MSL.
- Rwy 35: Navoids beginning 40' from DER, left and right of centerline, up to 13' AGL/833' MSL.



TAKEOFF MINIMUMS

- Rwy 13, 17, 35: Standard
- Rwy 31: 400-2¼ or standard with minimum climb of 336' per NM to 1200

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 132° to 1600 before turning left, thence fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF ALL OTHER RUNWAYS: Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTON TRANSITION (WLDCT3.KENTN): From over MCI VORTAC on MCI R-257 to KENTON INT.

SALINA TRANSITION (WLDCT3.SLN): From over MCI VORTAC on MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT3.ICT): From over MCI VORTAC on MCI R-257 to KENTON INT, then on ICT R-035 to ICT VORTAC.

WILDCAT THREE DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50403 W16A	APP CRS 158°	Rwy Idg 4500 TDZE 451 Apt Elev 463
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RNAV (GPS) RWY 16

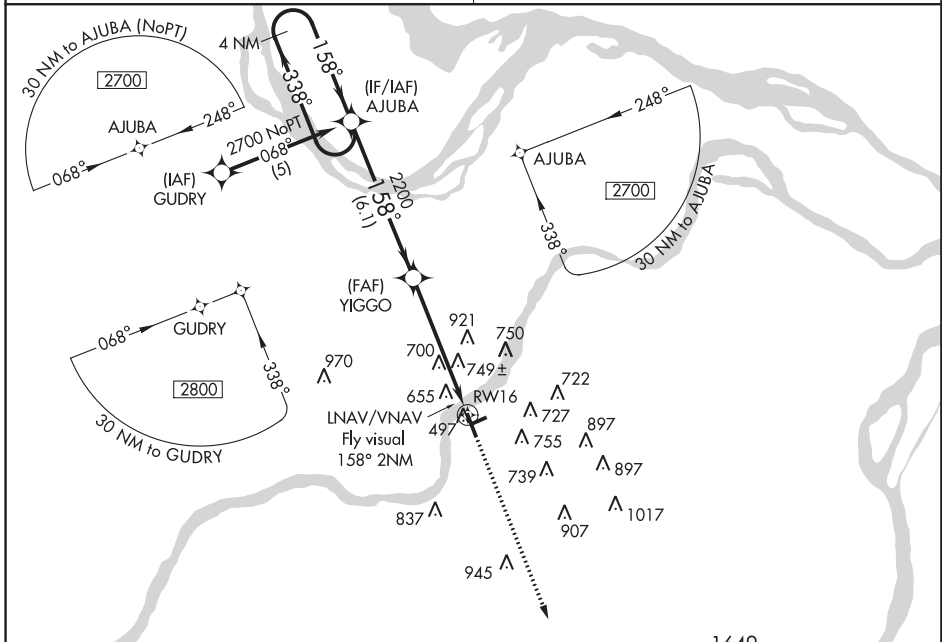
CREVE COEUR (1H0)

▼ Use Lambert-St Louis Intl altimeter setting.
▲ NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
126.5 254.3

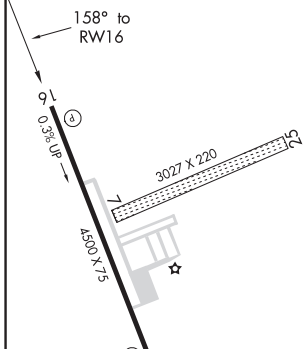
UNICOM
122.8 (CTAF) 0



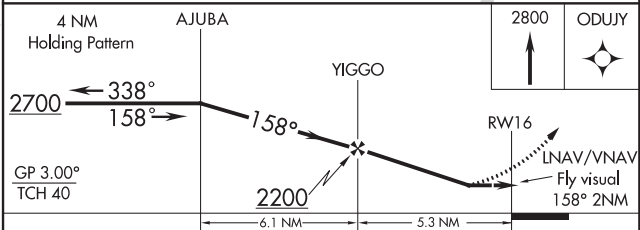
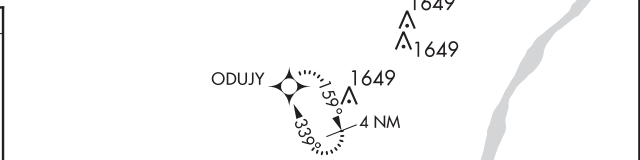
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 463	TDZE 451
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REIL Rwy 16 and 34 1	MIRL Rwy 16-34 1
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CATEGORY	A	B	C	D
LPV DA	912-1¾ 461 (500-1¾)			NA
LNAV/VNAV DA	1130-2 679 (700-2)			NA
LNAV MDA	1160-1 709 (700-1)			NA
CIRCLING	1160-1 697 (700-1)			NA

WAAS CH 93905 W34A	APP CRS 338°	Rwy Idg 4500 TDZE 463 Apt Elev 463
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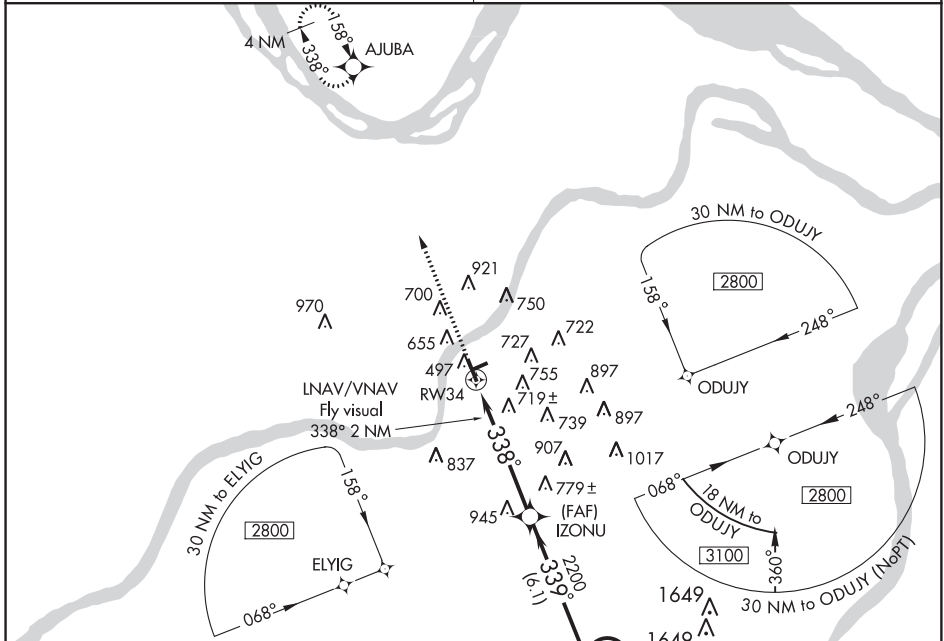
RNAV (GPS) RWY 34

CREVE COEUR (1H0)

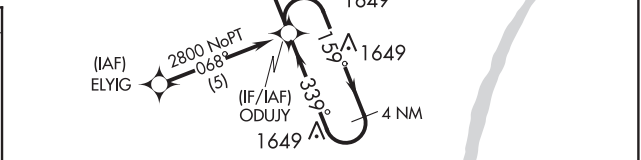
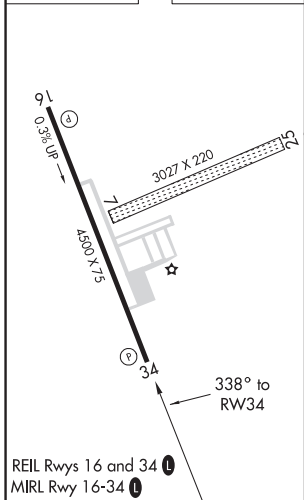
▼ Use Lambert-St Louis Intl altimeter setting.
▲ NA Baro-VNAV NA. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

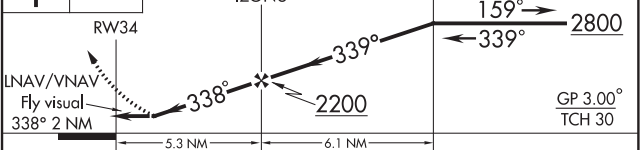
ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF) 0
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ELEV 463	TDZE 463
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2700 AJUBA VGS1 and RNAV glidepath not coincident. (VGS1 Angle 3.00/TCH 43). 4 NM Holding Pattern ODUJY



CATEGORY	A	B	C	D
LPV DA	809-1¼	346 (400-1¼)		NA
LNNAV/VNAV DA	1131-2	668 (700-2)		NA
LNNAV MDA	1080-1	617 (700-1)		NA
CIRCLING	1080-1	617 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS, MISSOURI

AL-5910 (FAA)

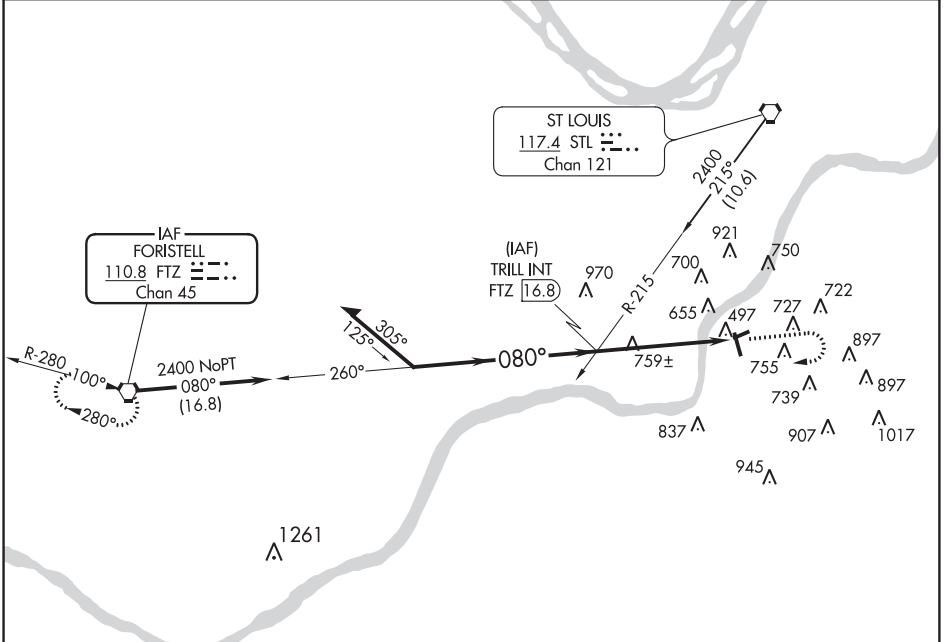
15008

VORTAC FTZ 110.8 Chan 45	APP CRS 080°	Rwy Idg TDZE Apt Elev	N/A N/A 451
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VOR-A
CREVE COEUR (1H(0))

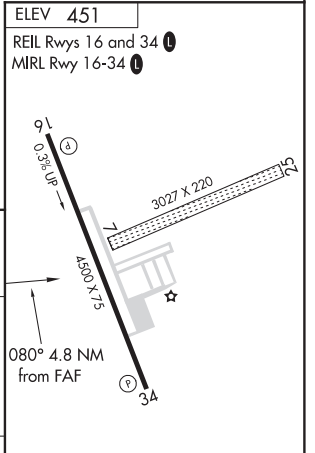
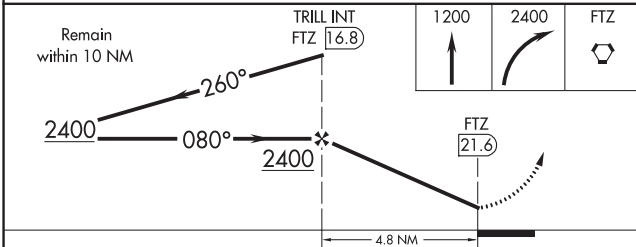
NA Use Lambert-St. Louis Intl altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct FTZ VORTAC and hold.
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ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 4.8 NM					
CIRCLING	1060-1 609 (700-1)	1080-1¼ 629 (700-1¼)		NA	Knots	60	90	120	150	180
					Min:Sec	4:48	3:12	2:24	1:55	1:36

ST. LOUIS, MISSOURI
Amdt 5 01NOV01

38°44'N-90°30'W

CREVE COEUR (1H(0))
VOR-A

LOC/DME I-JAK 110.3 Chan 40	APP CRS 063°	Rwy Idg 7352 TDZE 551 Apt Elev 618
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ILS or LOC RWY 6

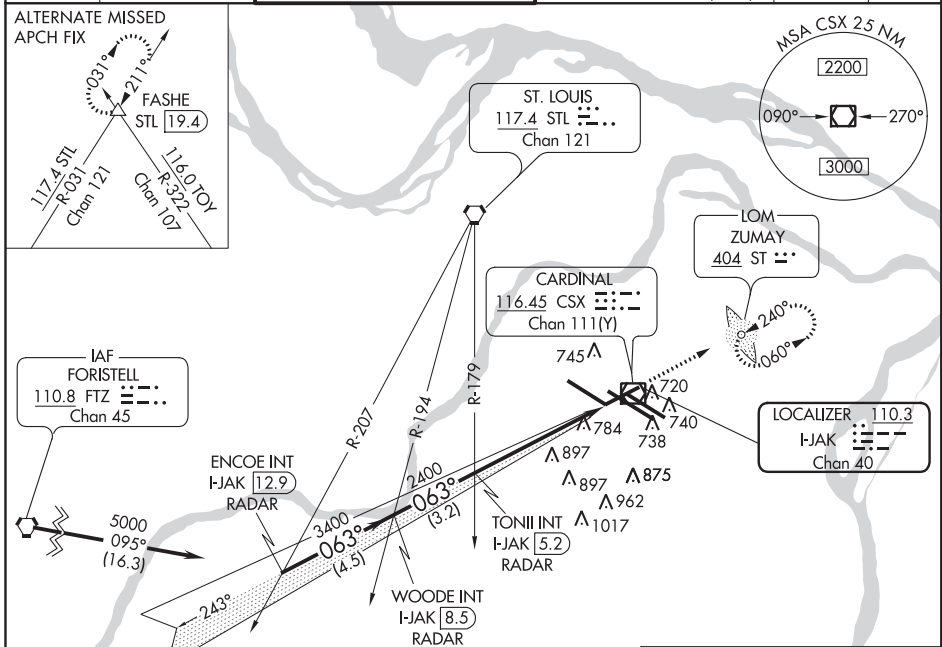
LAMBERT-ST. LOUIS INTL (STL)

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile. ADF required.

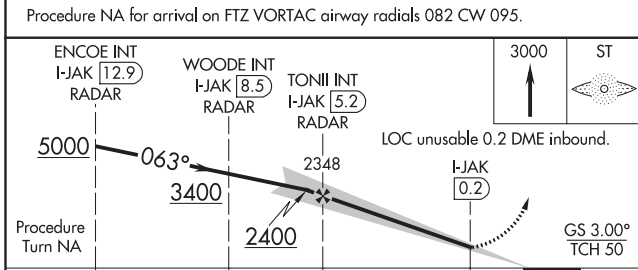
MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.



ELEV 618	D	TDZE 551			
Rwy 6-24 7607 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200					
HIRL all Rwys REIL Rwy 12L TDZ/CL Rwys 11, 12L, 12R, 29, and 30R FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev	9001 618 618
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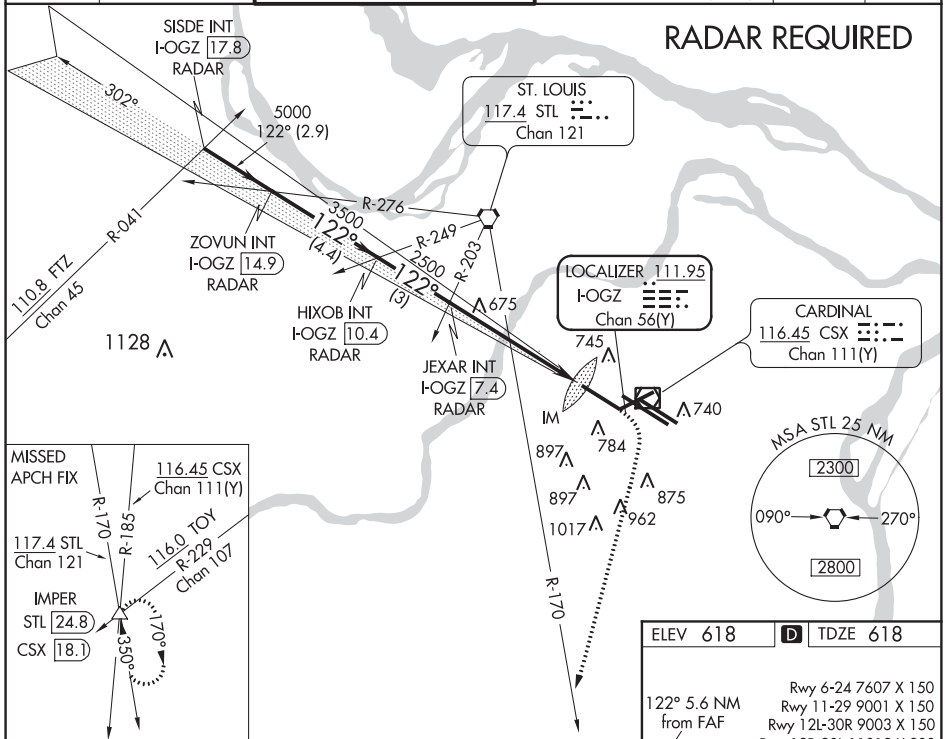
ILS or LOC RWY 11

LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 12R/L. Disregard OM signal associated with ILS to Rwy 12R.

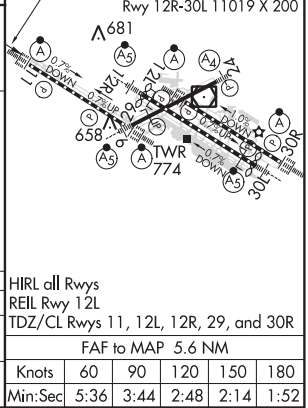
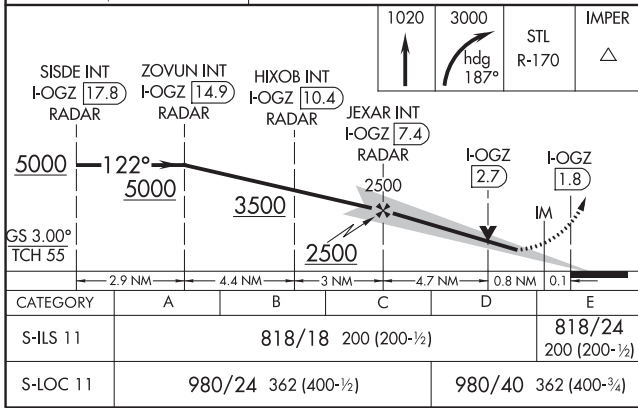
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

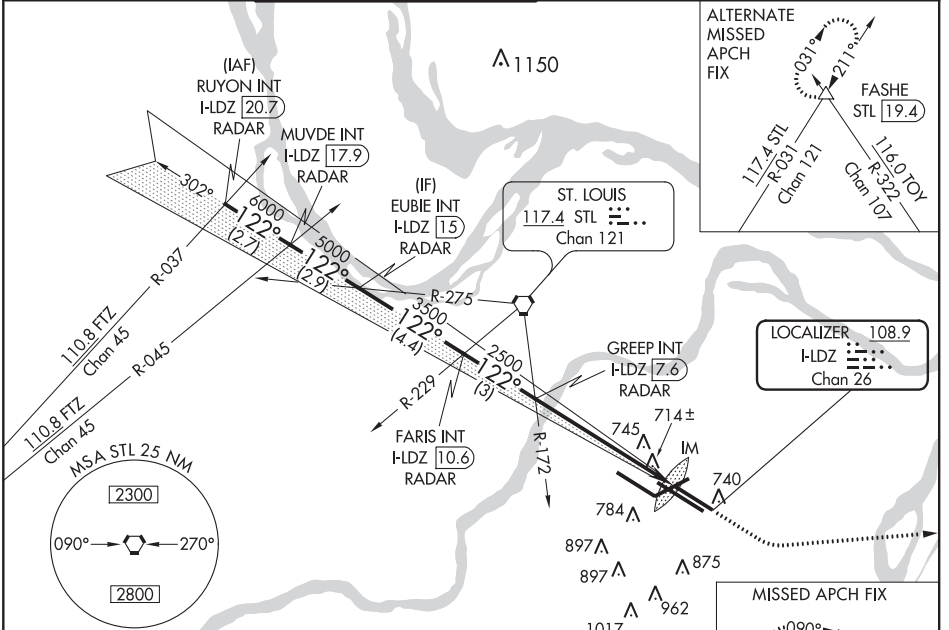


LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE Apt Elev	9003 541 618
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ILS or LOC RWY 12L

LAMBERT-ST. LOUIS INTL (STL)

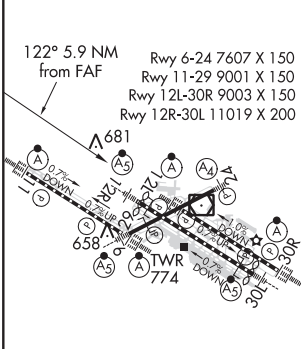
⚠ For inoperative ALSF-2, increase S-ILS 12L Cat E visibility to RVR 4000 and S-LOC 12L Cat E visibility to 1½ mile. Disregard OM indications. Simultaneous approach authorized with Rwy 11 and RNAV (GPS) Rwy 12R.		ALSF-2 	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.
ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)
			CLNC DEL 119.5 363.1
			CPDLC



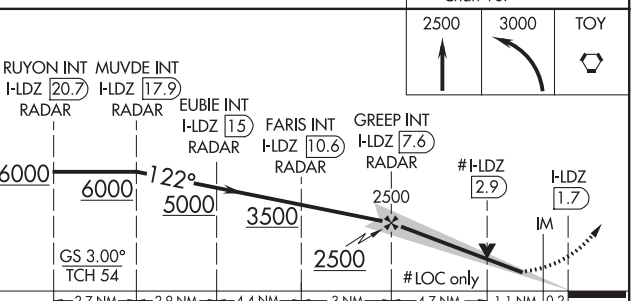
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 618	D	TDZE 541
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RADAR and DME REQUIRED



HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D	E
S-ILS 12L	741/18		200 (200-½)	741/24 200 (200-½)	
S-LOC 12L	980/24	439 (400-½)	980/40 439 (400-¾)	980/50	439 (400-1)

ST. LOUIS, MISSOURI

AL-360 (FAA)

16315

LOC/DME I-LMR 109.7 Chan 34	APP CRS 122°	Rwy Idg TDZE Apt Elev	12L 9003 541 618	12R 10552 542 618
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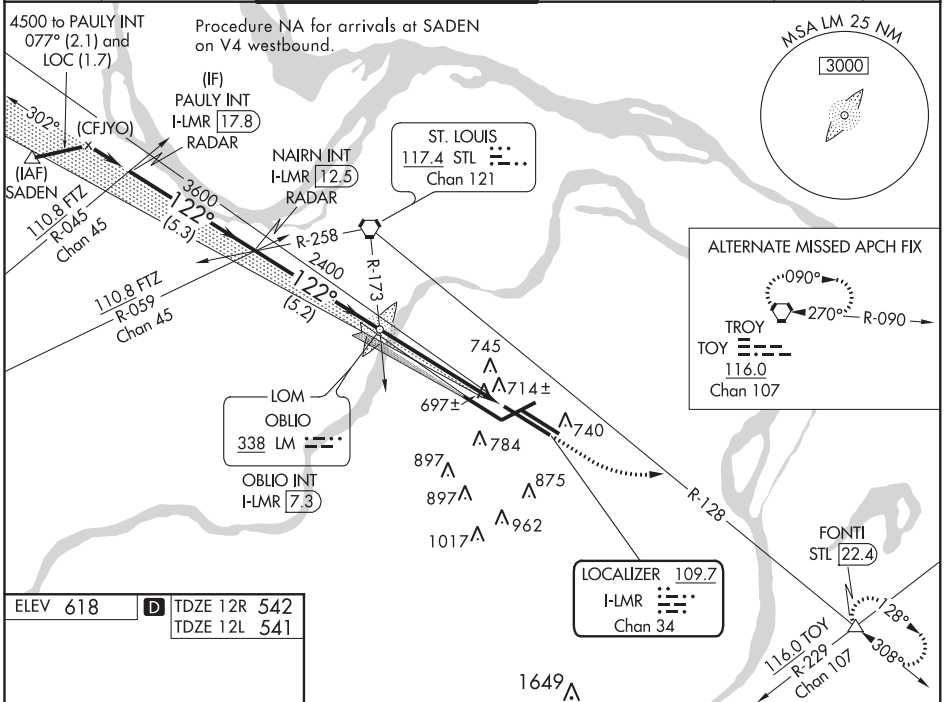
ILS or LOC RWY 12R

LAMBERT-ST. LOUIS INTL (STL)

▼ Inop table does not apply to Sidestep Rwy 12L. Simultaneous approach authorized with Rwy 11. Visibility reduction by helicopters NA. For inop MALSRS, increase S-ILS 12R Cat E visibility to RVR 4000, S-LOC 12R Cats A/B to RVR 5000, Cat E to RVR 6000. LOC procedure NA during simultaneous operations.

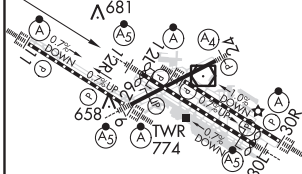
MALSRS Rwy 12R 	ALSFS-2 Rwy 12L 	MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 on STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold, continue climb-in-hold to 5000.
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ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618	D	TDZE 12R 542	TDZE 12L 541
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rws 12L
TDZ/CL Rws 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

PAULY INT I-LMR 17.8 RADAR	NAIRN INT I-LMR 12.5 RADAR	OBLIO LOM/INT I-LMR 7.3	1500	5000	STL R-128	FONTI △
4500 → 122°		3600	2400	* I-LMR 3 * LOC only. * F-LMR 1.9		
GS 3.00° TCH 54		5.3 NM	5.2 NM	4.2 NM	1.2 NM	

CATEGORY	A	B	C	D	E
S-ILS 12R	742/18 200 (200-½)				
S-LOC 12R	960/40 418 (400-¾)				
SIDESTEP RWY 12L	980-1 439 (400-1)	980-1½ 439 (400-1½)	980-2 439 (400-2)		

ST. LOUIS, MISSOURI
Amdt 22A 29MAY14

38°45'N-90°22'W

LAMBERT-ST. LOUIS INTL (STL)

I LS or LOC RWY 12R

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

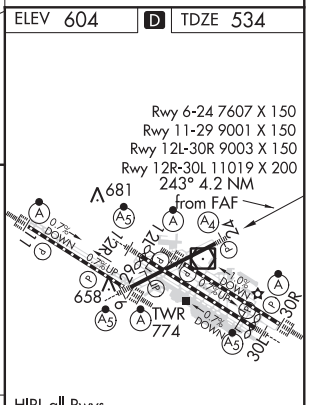
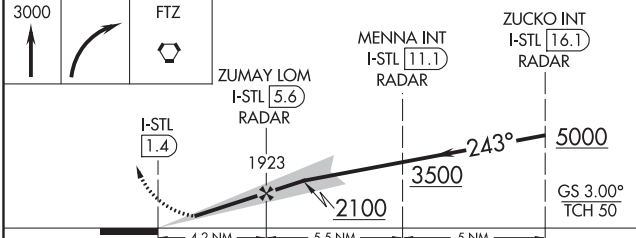
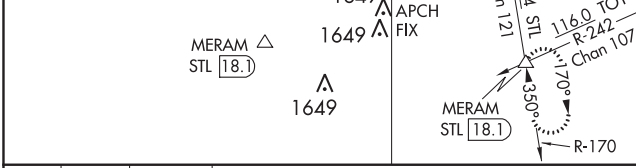
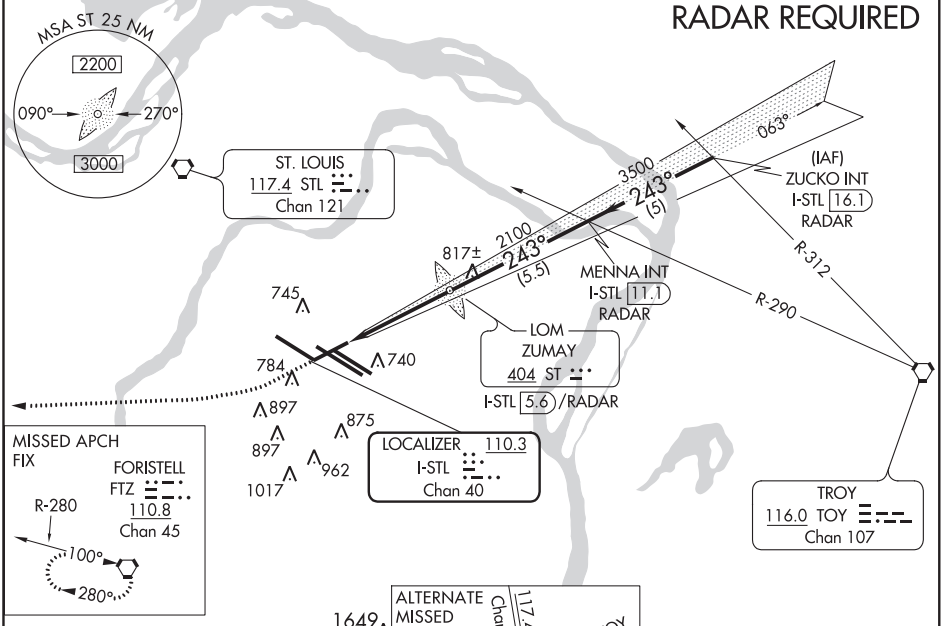
LOC/DME I-STL 110.3 Chan 40	APP CRS 243°	Rwy Idg TDZE Apt Elev	7602 534 604
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ILS or LOC RWY 24

LAMBERT-ST. LOUIS INTL (STL)

Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.		MALS (A) = (B) = (C) =	MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.		
ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC

RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)	1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)		

HIRL all Rwys					
REIL Rwy 12L					
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R					
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RQIN 111.95 Chan 56(Y)	APP CRS 302°	Rwy Idg TDZE Apt Elev	9001 580 618
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ILS or LOC RWY 29

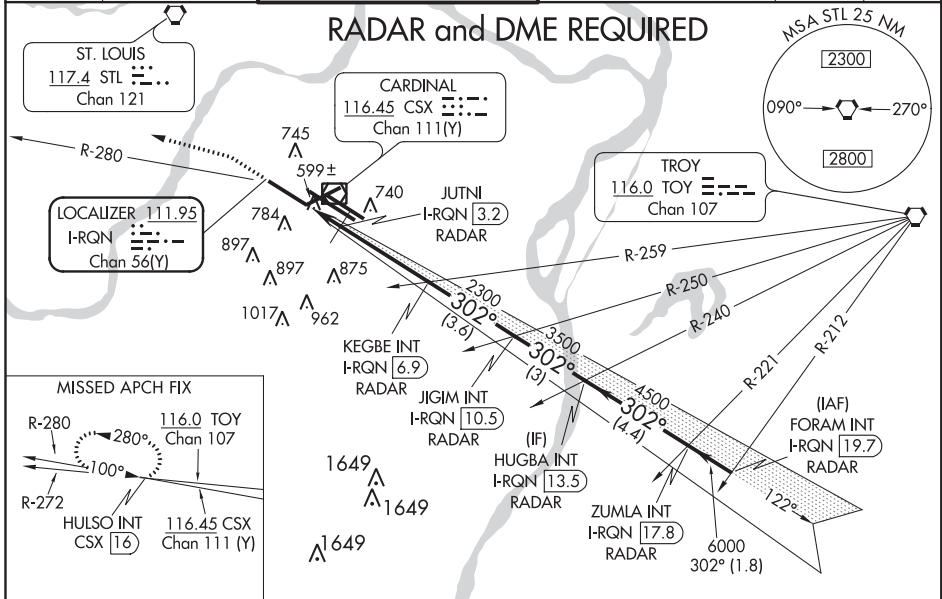
LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½. Visibility reduction by helicopters NA. Simultaneous approach authorized with Rwy 30R/L.

ALSF-2
MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

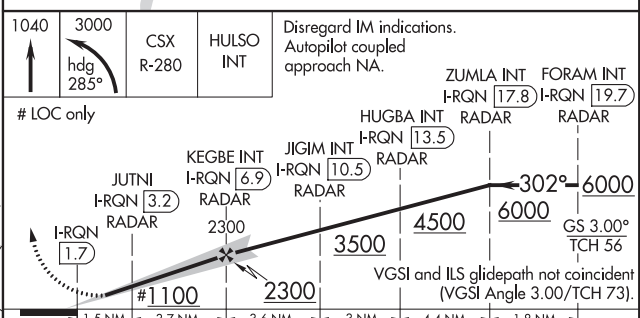
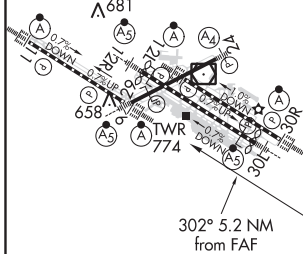
ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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RADAR and DME REQUIRED



ELEV 618	D	TDZE 580
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44


CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				
S-LOC 29	1100/40	520 (500-¾)	1100/50 520 (500-1)	1100/60	520 (500-1¼)
JUTNI FIX MINIMUMS					
S-LOC 29	1000/40 420 (400-¾)				1000/50 420 (400-1)

LOC I-BKY 111.5	APP CRS 302°	Rwy Idg 10818
		TDZE 583
		Apt Elev 618

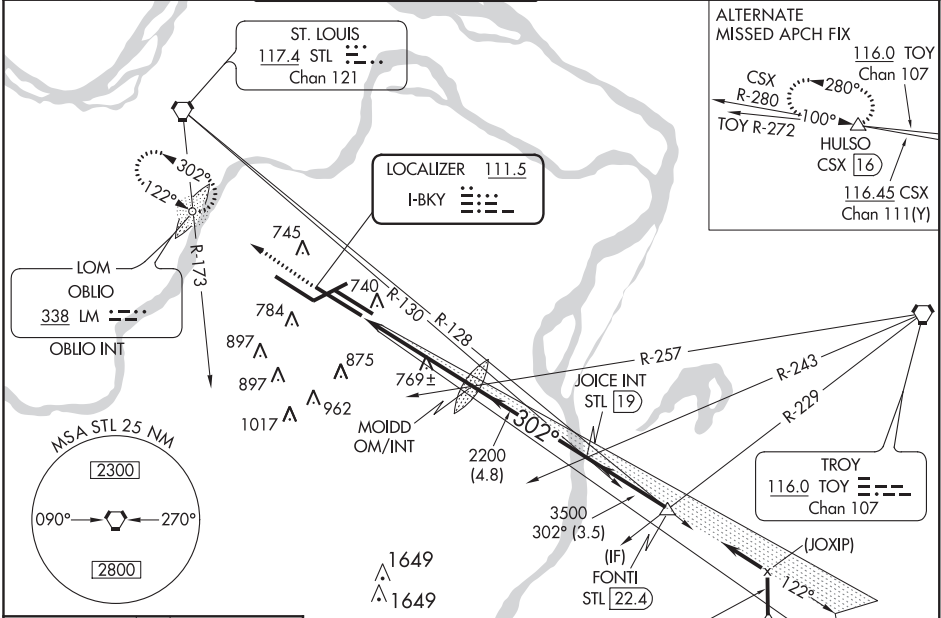
ILS or LOC RWY 30L

LAMBERT-ST. LOUIS INTL (STL)

▼ ADF required. For inoperative MALSRL, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
 * RVR 1800 authorized with the use of HD or AP or HUD to DA.
 Simultaneous approach authorized with Rwy 29 and Rwy 30R.

MALSRL 
 MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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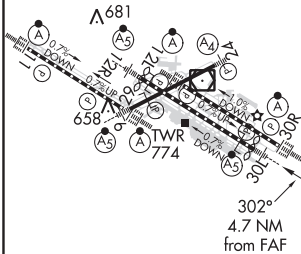


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

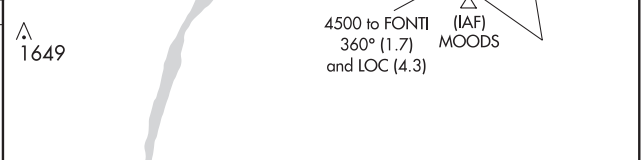
ELEV 618	D	TDZE 583
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Rwy 6-24 7607 X 150
 Rwy 11-29 9001 X 150
 Rwy 12L-30R 9003 X 150
 Rwy 12R-30L 11019 X 200



HIRL all Rwys
 REIL Rwy 12L
 TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



	MOIDD OM/INT	JOICE INT STL [19]	FONTI STL [22.4]	Procedure Turn NA
	2162		4500	
		3500		GS 3.00° TCH 58
	4.7 NM	4.8 NM	3.5 NM	

CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)	1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½ 557 (600-1½)	

ST. LOUIS, MISSOURI
 Amdt 12A 05APR12

38°45'N-90°22'W

LAMBERT-ST. LOUIS INTL (STL) ILS or LOC RWY 30L

LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev 9003 605 618
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ILS or LOC RWY 30R

LAMBERT-ST. LOUIS INTL (STL)

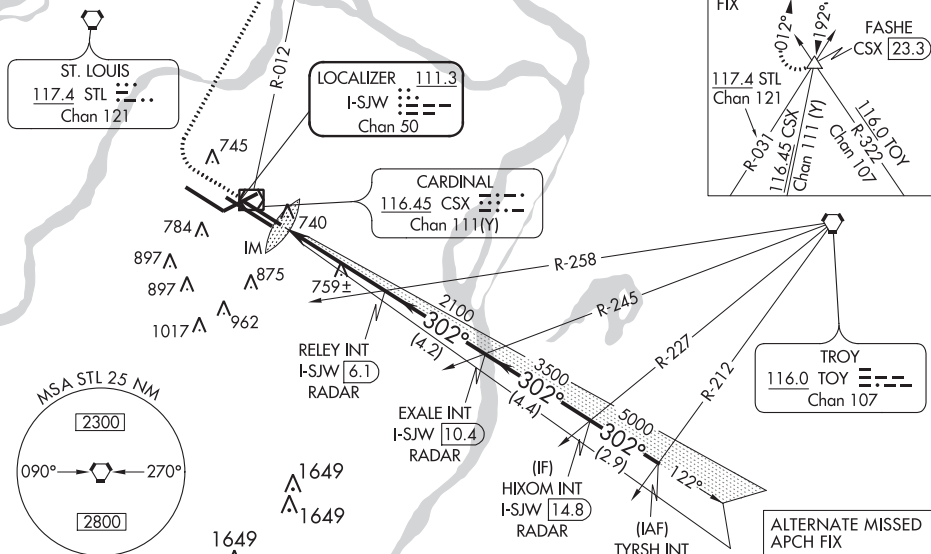
For inoperative ALSF-2, increase S-ILS 30R Cat E visibility to RVR 4000 and S-LOC 30R Cat E visibility to 1/2 mile. Disregard OM signal associated with ILS to Rwy 30L. Simultaneous approach authorized with Rwy 29 and Rwy 30L.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

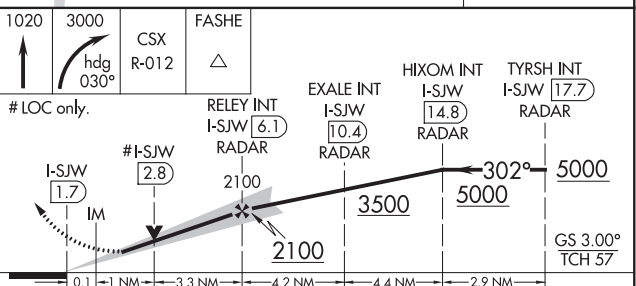
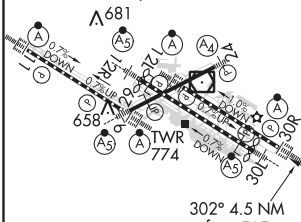
ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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RADAR REQUIRED



ELEV 618	D	TDZE 605
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-1/2)				805/24 200 (200-1/2)
S-LOC 30R	1020/24	415 (500-1/2)	1020/40 415 (500-3/4)	1020/50 415 (500-1)	

ST. LOUIS, MISSOURI
Amdt 10B 01MAY14

38°45'N-90°22'W

LAMBERT-ST. LOUIS INTL (STL)

ILS or LOC RWY 30R

NC-3, 10 NOV 2016 to 05 JAN 2017

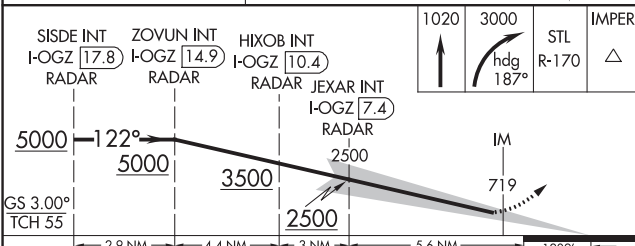
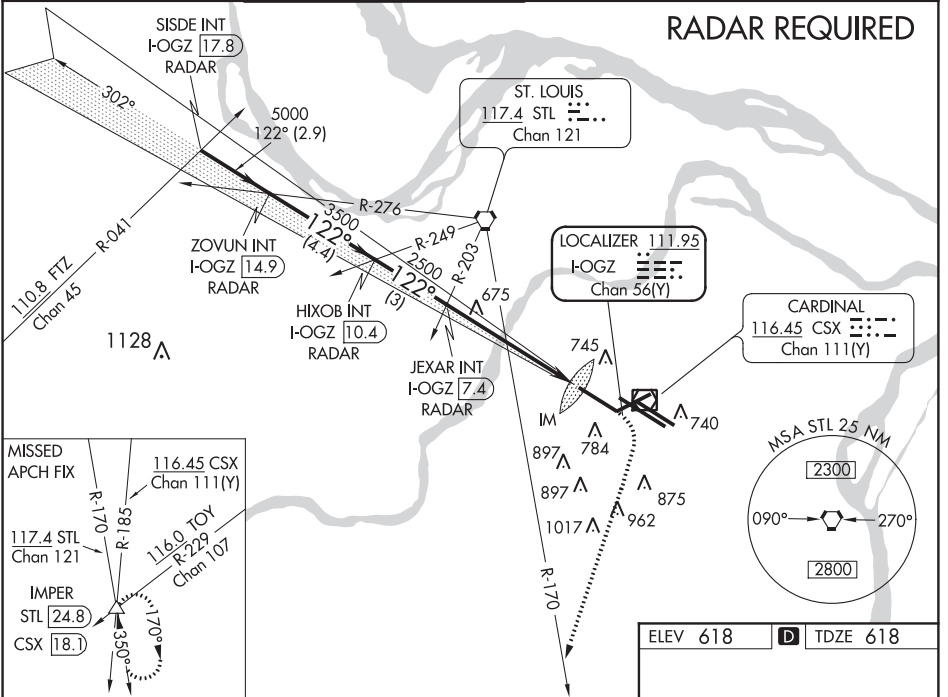
NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy Idg TDZE Apt Elev	9001 618 618
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ILS RWY 11 (CAT II & III)

LAMBERT-ST. LOUIS INTL (STL)

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC



ELEV 618	TDZE 618
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Rwy 6-24 7607 X 150
 Rwy 11-29 9001 X 150
 Rwy 12L-30R 9003 X 150
 Rwy 12R-30L 11019 X 200

CATEGORY	A	B	C	D
S-ILS 11		CAT II RA 187/12	100 DA 718	
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
 REL Rwy 12L
 TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS, MISSOURI

AL-360 (FAA)

16315

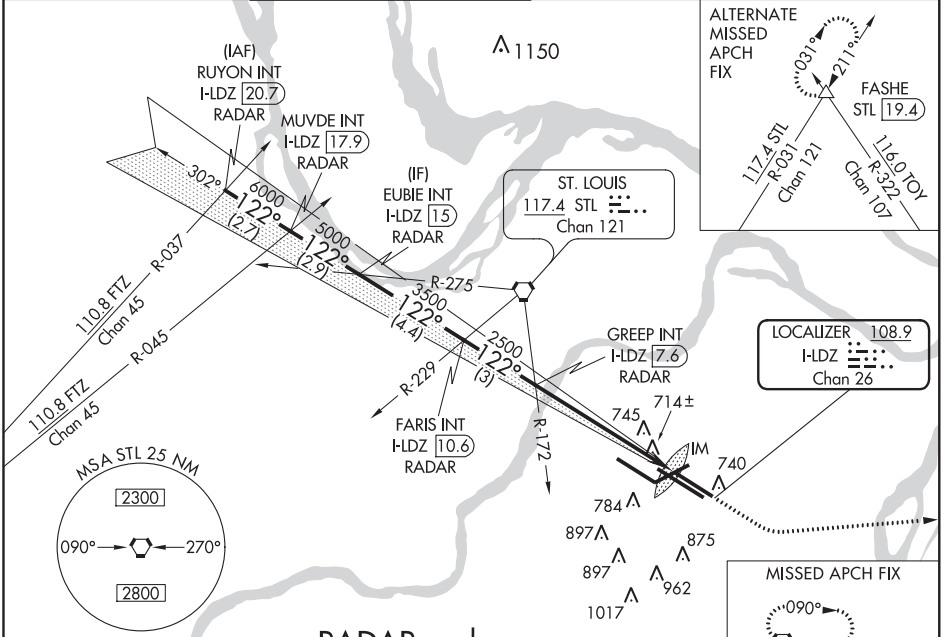
LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy Idg TDZE 9003 541	Apt Elev 618
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ILS RWY 12L (CAT II & III)

LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indications. Simultaneous approach authorized with Rwy 11 and RNAV (GPS) Rwy 12R. **ALSF-2** MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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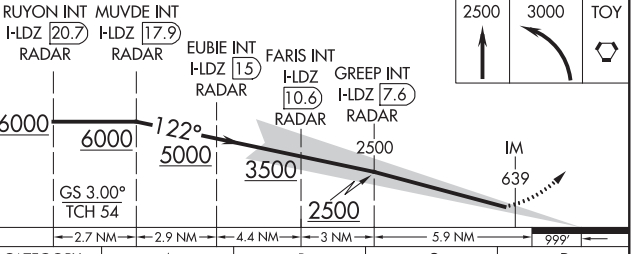
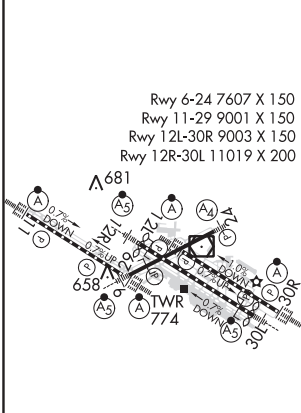


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 618	D	TDZE 541
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RADAR and DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 12L	CAT II RA 112/12 100 DA 641			
S-ILS 12L	CAT IIIa RVR 07			
S-ILS 12L	CAT IIIb RVR 06			
S-ILS 12L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ST. LOUIS, MISSOURI
Amdt 6A 05APR12

38°45'N-90°22'W

LAMBERT-ST. LOUIS INTL (STL)
ILS RWY 12L (CAT II & III)

LOC/DME I-SJW 111.3 Chan 50	APP CRS 302°	Rwy Idg TDZE Apt Elev 9003 605 618
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ILS RWY 30R (CAT II & III)

LAMBERT-ST. LOUIS INTL (STL)

Disregard OM signal associated with ILS to Rwy 30L. Simultaneous approach authorized with Rwy 29 and Rwy 30L.

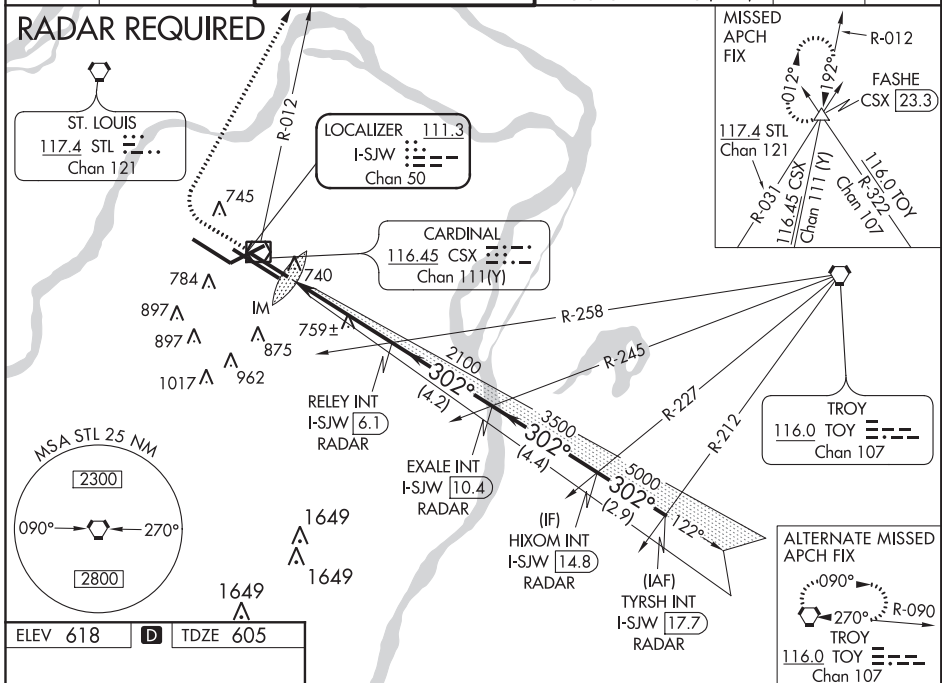
ALSF-2



MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON Inbound 121.9 348.6 Outbound 121.65 377.175 (West) 118.925 227.125	CLNC DEL 119.5 363.1	CPDLC
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RADAR REQUIRED



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

1020	3000	CSX R-012	FASHE	RELEY INT I-SJW [6.1] RADAR	EXALE INT I-SJW [10.4] RADAR	HIXOM INT I-SJW [14.8] RADAR	TYRSH INT I-SJW [17.7] RADAR
Rwy 6-24 7607 X 150		Rwy 11-29 9001 X 150		Rwy 12L-30R 9003 X 150		Rwy 12R-30L 11019 X 200	
IM 704		2100		3500		5000	
1200		4.5 NM		4.2 NM		4.4 NM	
A		B		C		D	
S-ILS 30R	CAT II RA 116/12 100 DA 705						
S-ILS 30R	CAT IIIa RVR 07						
S-ILS 30R	CAT IIIb RVR 06						
S-ILS 30R	CAT IIIc NA						

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

APP CRS	Rwy Idg	9001
122°	TDZE	618
	Apt Elev	618

RNAV (RNP) Z RWY 11

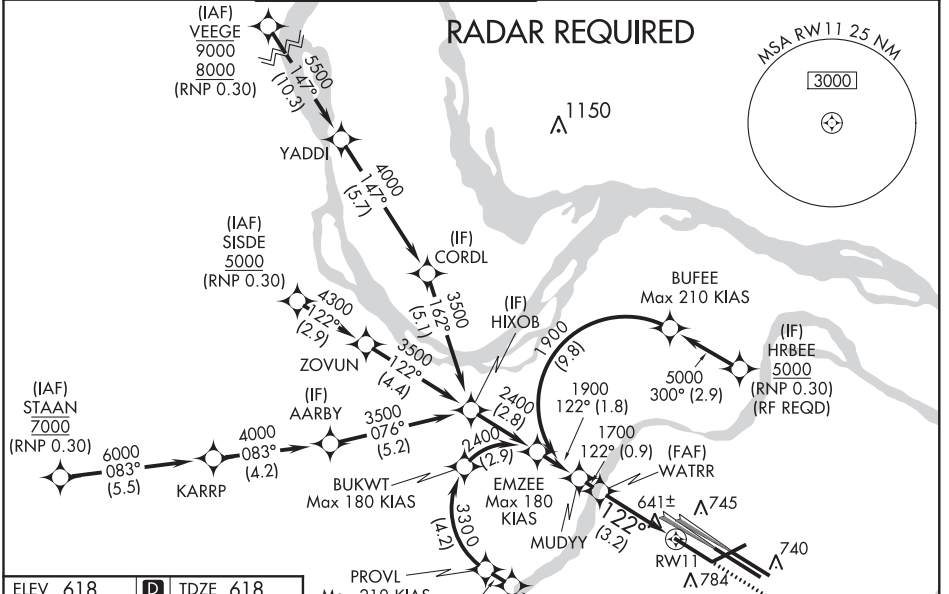
LAMBERT-ST. LOUIS INTL (STL)

V For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 54°C (130°F). GPS required. For inoperative ALSF-2, increase RNP 0.3 all Cats visibility to ¾. Simultaneous approach authorized with Rwy 12L/12R, except for arrivals at RRIPP and HRBEE. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

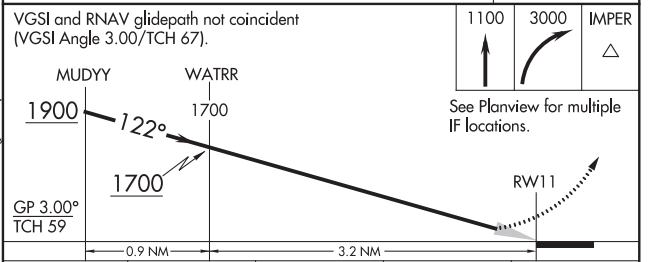
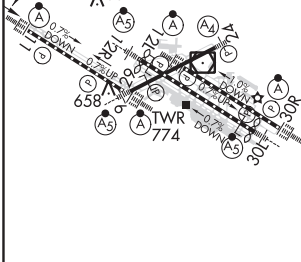
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct IMPER and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL	CPDLC
125.025 379.925	121.02 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	119.5 363.1	



ELEV 618	D	TDZE 618
Rwy 6-24 7607 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 200		



CATEGORY	A	B	C	D
RNP 0.30 DA		875-½	257 (300-½)	

AUTHORIZATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	9003
122°	TDZE	541
	Apt Elev	618

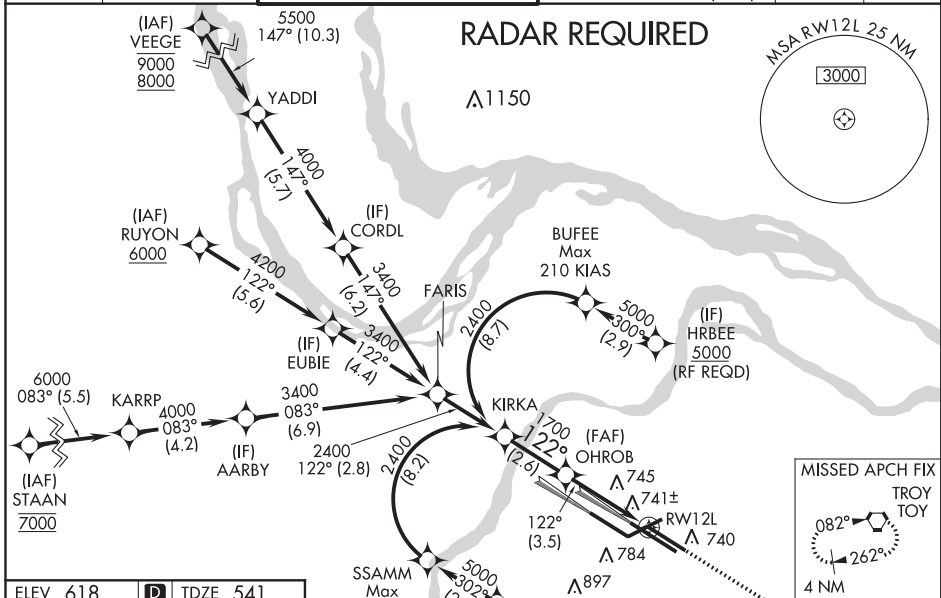
RNAV (RNP) Z RWY 12L

LAMBERT-ST. LOUIS INTL (STL)

V For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 54°C (130°F). GPS required. For inoperative ALSF-2, increase RNP 0.30 all Cats visibility to 1¾. Simultaneous approach authorized with Rwy 11 and Rwy 12R, except for arrivals at RRRIP and HRBEE. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

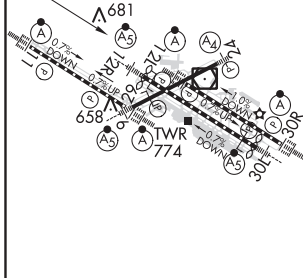
ALSF-2
 MISSED APPROACH: Climb to 3000 on track 122° to ODITY and on track 070° to TOY VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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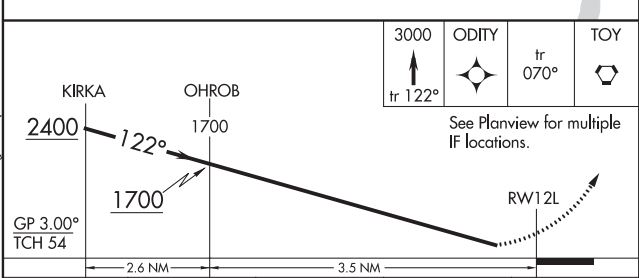


ELEV 618	D	TDZE 541
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122° to RWY 12L
 Rwy 6-24 7607 X 150
 Rwy 11-29 9001 X 150
 Rwy 12L-30R 9003 X 150
 Rwy 12R-30L 11019 X 200



HIRL all Rwys
 REIL Rwy 12L
 TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
RNP 0.30 DA	1043/60 502 (500-1¼)			

AUTHORIZATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 12R

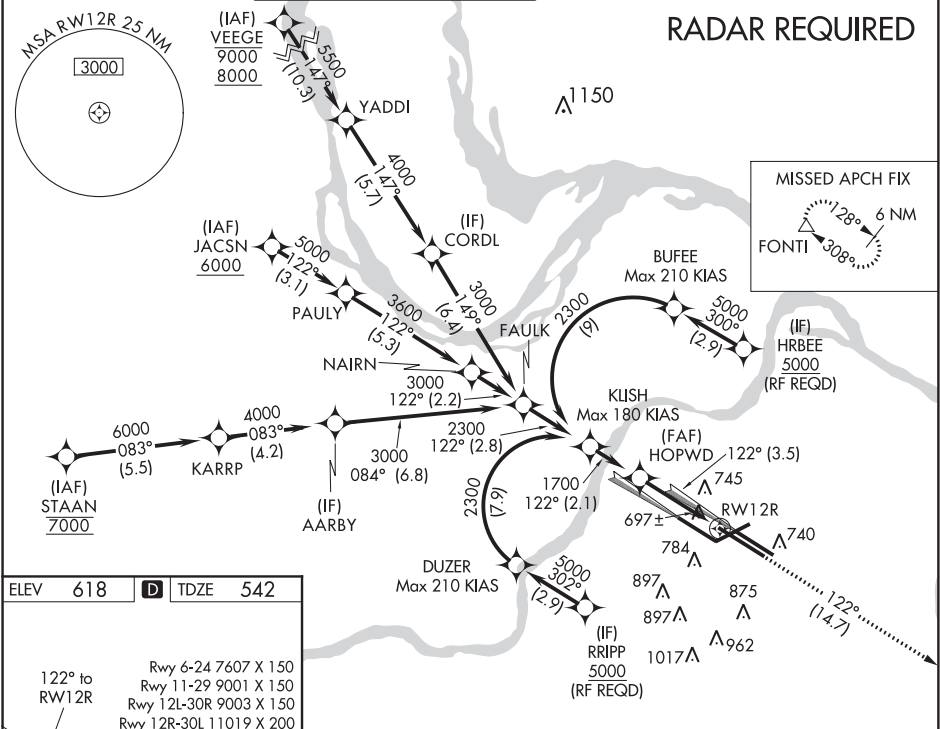
LAMBERT-ST. LOUIS INTL (STL)

APP CRS	Rwy Idg	10552
122°	TDZE	542
	Apt Elev	618

▽ For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 54°C (130°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½. Simultaneous approach authorized with Rwy 11 and Rwy 12L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH:
 Climb to 5000 on track 122° to FONTI and hold, continue climb-in-hold to 5000.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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ELEV	618	D	TDZE	542
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122° to RWY 12R

Rwy 6-24 7607 X 150
 Rwy 11-29 9001 X 150
 Rwy 12L-30R 9003 X 150
 Rwy 12R-30L 11019 X 200

△ 681
 △ 745
 △ 740
 △ 784
 △ 897
 △ 875
 △ 962

HIRL all Rwys
 REIL Rwy 12L
 TDZ/CL Rws 11, 12L, 12R, 29, and 30R

See Planview for multiple IF locations.

5000	tr 122°	FONTI
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GP 3.00°	TCH 54
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CATEGORY	A	B	C	D
RNP 0.30 DA	1000/60 458 (400-1¼)			

AUTHORIZATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	9001
302°	TDZE	580
	Apt Elev	618

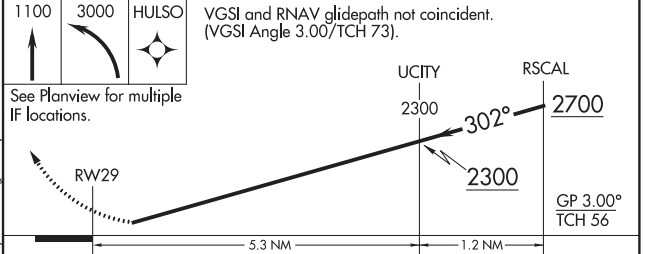
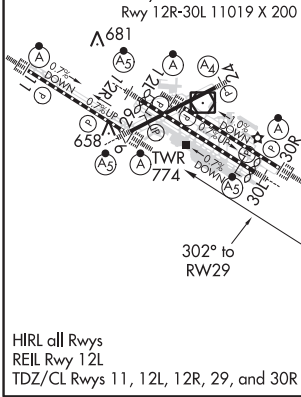
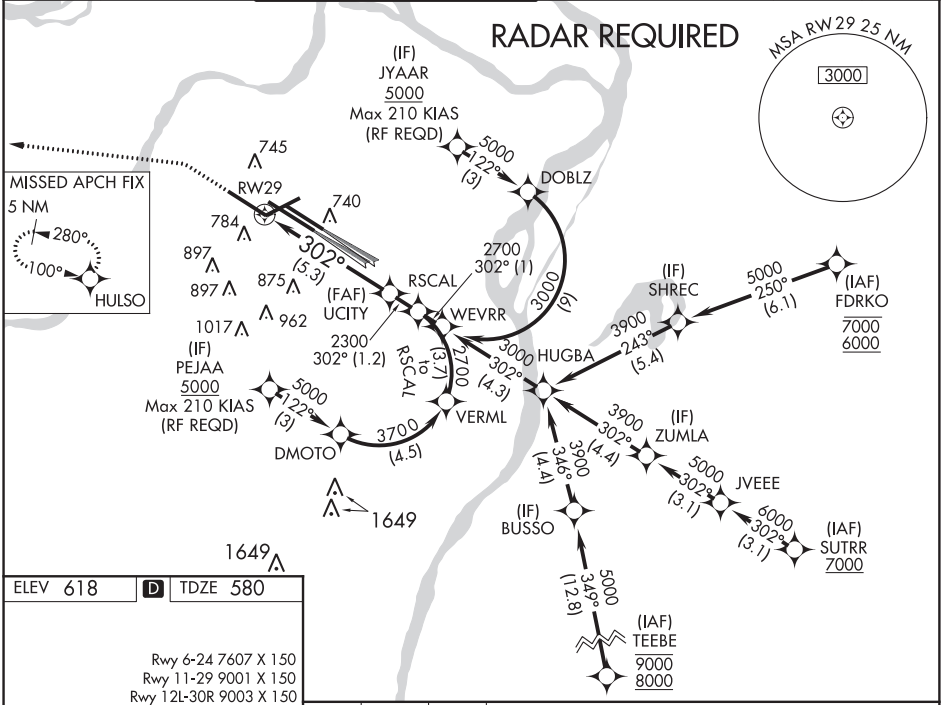
RNAV (RNP) Z RWY 29

LAMBERT-ST. LOUIS INTL (STL)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 54°C (130°F). For inoperative ALSF, increase RNP 0.12 all Cats visibility to RVR 6000, increase RNP 0.17 all Cats visibility to 1½ and increase RNP 0.30 all Cats visibility to 1¼. GPS required. Simultaneous approach authorized with Rwy 30L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct HULSO and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL	CPDLC
125.025 379.925	121.02 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	119.5 363.1	



CATEGORY	A	B	C	D
RNP 0.12 DA		963/50	383 (400-1)	
RNP 0.17 DA		1035/50	455 (500-1)	
RNP 0.30 DA		1088/60	508 (500-1¼)	

AUTHORIZATION REQUIRED

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg 10818
302°	TDZE 583
	Apt Elev 618

RNAV (RNP) Z RWY 30L

LAMBERT-ST. LOUIS INTL (STL)

▼ For uncompensated Baro-VNAV systems, procedure NA below -1.6°C (3°F) or above 54°C (130°F). For inop MALS, increase RNP 0.15 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$. GPS Required. Simultaneous approach authorized with Rwy 29 and 30R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

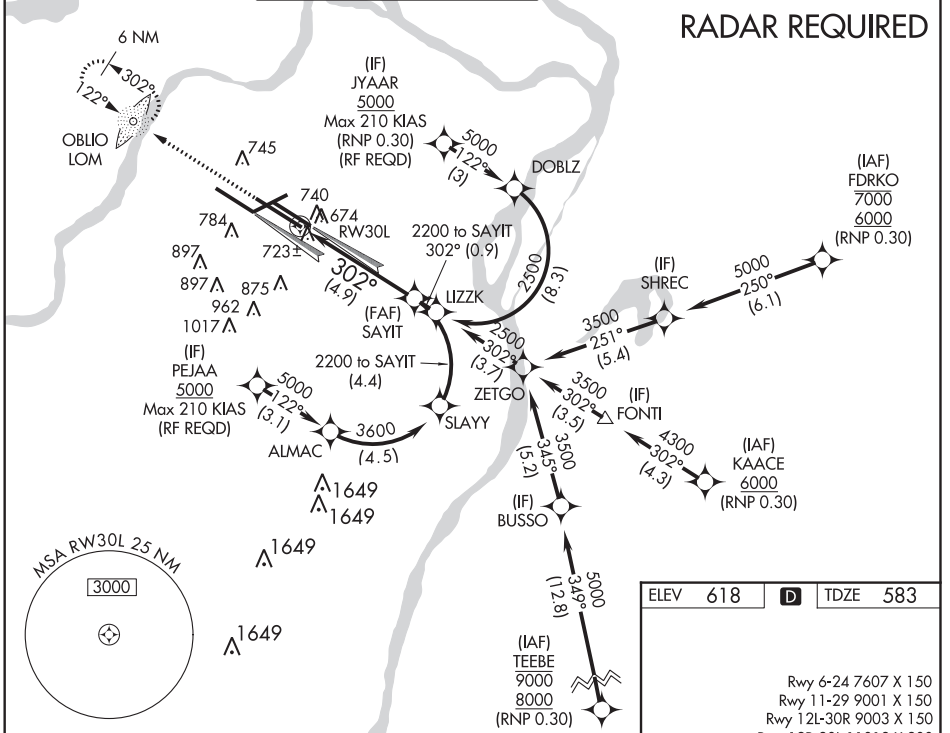
MALS



MISSED APPROACH:
Climb to 3000 direct
OBLO LOM and hold,
continue climb-in-hold
to 3000.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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RADAR REQUIRED

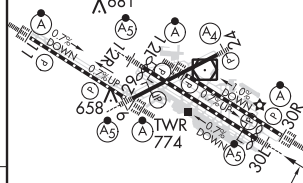


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV	618	D	TDZE	583
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



3000	OBLO LOM	See Planview for multiple IF locations.	SAYIT 2200	
			2200 GP 3.00° TCH 58	
CATEGORY	A	B	C	D
RNP 0.15 DA		943-32	360 (400- $\frac{5}{8}$)	
RNP 0.30 DA		1000-45	417 (500- $\frac{7}{8}$)	
AUTHORIZATION REQUIRED				

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RNAV (RNP) Z RWY 30R

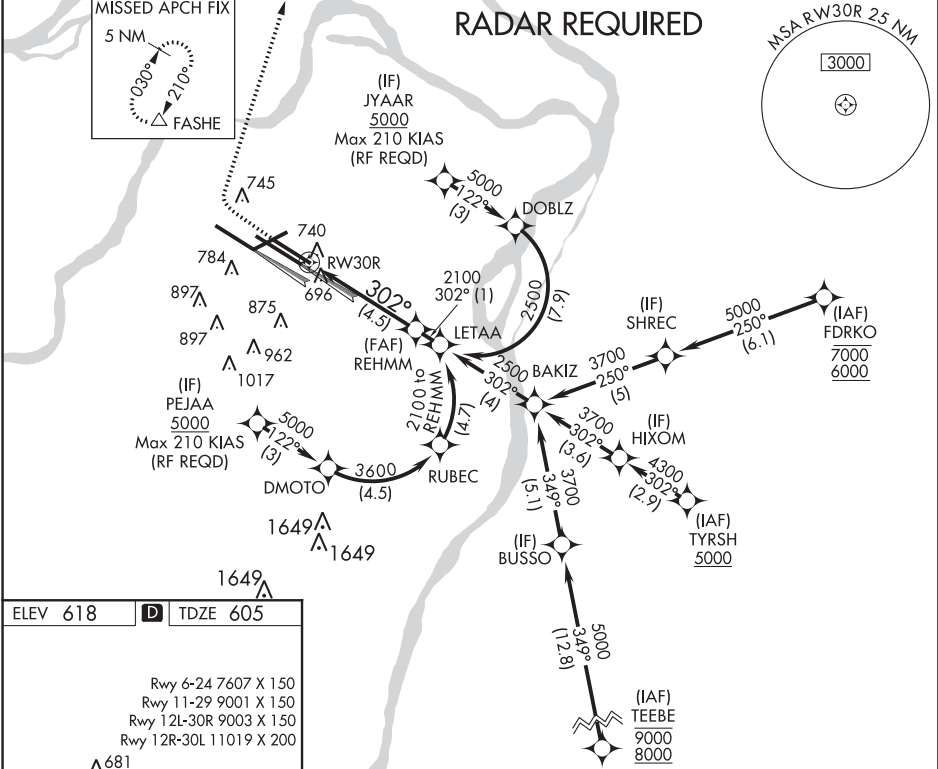
LAMBERT-ST. LOUIS INTL (STL)

APP CRS	Rwy Idg	9003
302°	TDZE	605
	Apt Elev	618

▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (3°F) or above 54°C (130°F). For inoperative ALSF, increase RNP 0.30 all Cats visibility to RVR 6000. GPS required. Simultaneous approach authorized with Rwy 29 and 30L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2 MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FASHE and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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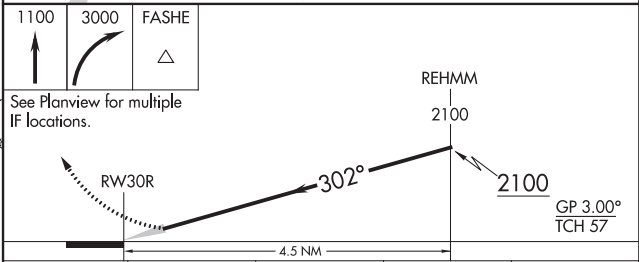


ELEV 618	D	TDZE 605
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

△ 681
658
774
302° to RW30R

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
RNP 0.30 DA	969/40		364 (400-34)	

AUTHORIZATION REQUIRED


NC-3, 10 NOV 2016 to 05 JAN 2017

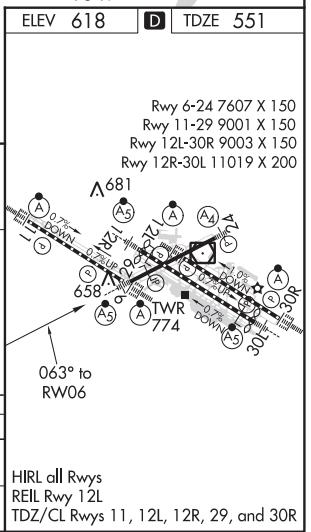
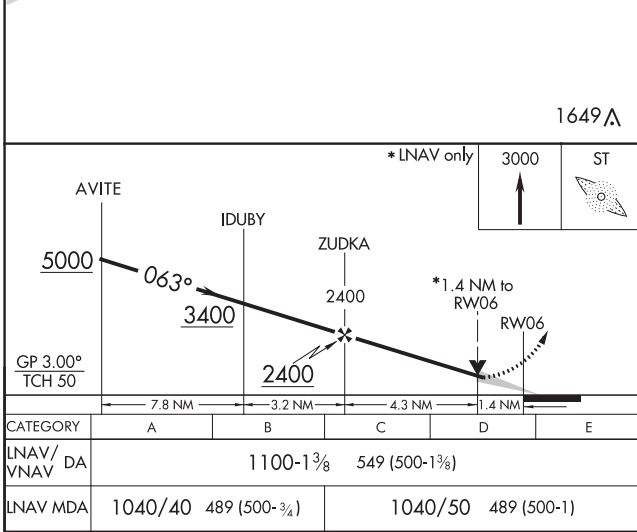
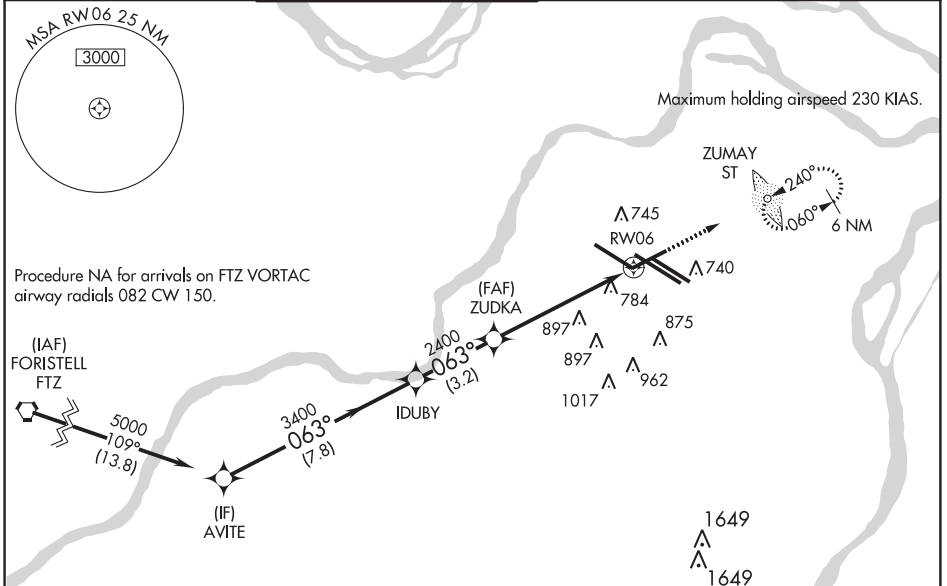
NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	7352
063°	TDZE	551
	Apt Elev	618

RNAV (GPS) RWY 6

LAMBERT-ST. LOUIS INTL (STL)

<p>▼ DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1%, LNAV Cats A and B visibility to RVR 5000 and LNAV Cats C, D and E visibility to 1%. WAAS VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).</p>		<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.</p>		
<p>ATIS</p> <p>125.025 379.925</p>	<p>ST. LOUIS APP CON</p> <p>121.02 338.25</p>	<p>ST. LOUIS TOWER</p> <p>N 120.05 284.6 S 118.5 257.7 W 132.475 239.275</p>	<p>GND CON</p> <p>121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)</p>	<p>CLNC DEL</p> <p>119.5 363.1</p>	<p>CPDLC</p>



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

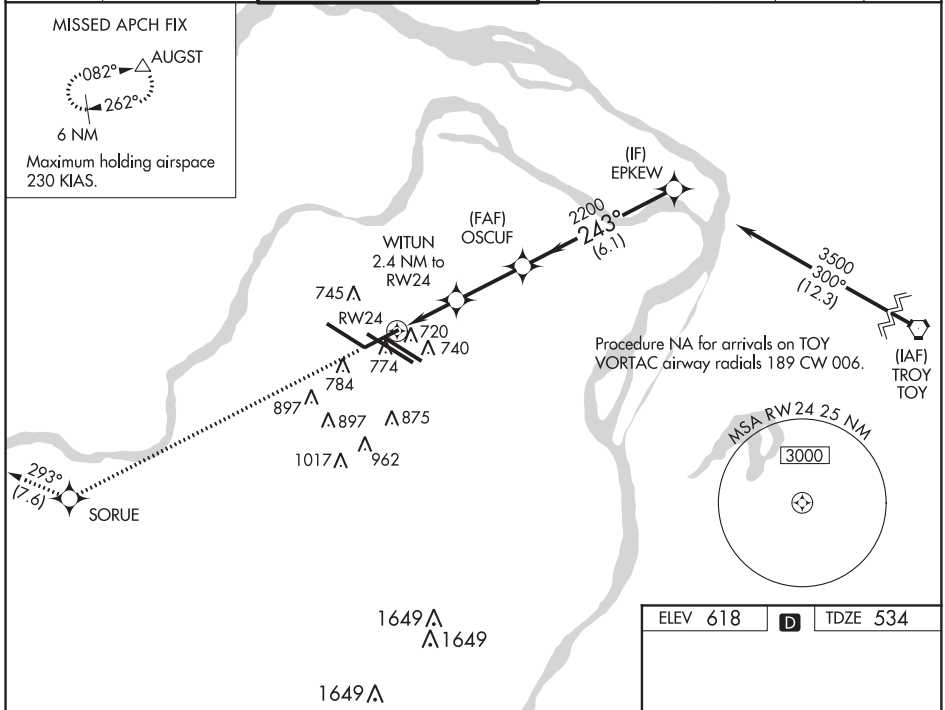
WAAS CH 87021 W24A	APP CRS 243°	Rwy Idg TDZE 534 Apt Elev 618	7602
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RNAV (GPS) RWY 24

LAMBERT-ST. LOUIS INTL (STL)

<p>▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized. For inoperative MALS, increase LNAV/VNAV all Cats visibility to 1½% and LNAV/Cats C, D and E visibility to 1%. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F).</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 3000 direct SORUE and on track 293° to AUGST and hold.</p>
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<p>ATIS 125.025 379.925</p>	<p>ST. LOUIS APP CON 121.02 338.25</p>	<p>ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275</p>	<p>GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)</p>	<p>CLNC DEL 119.5 363.1</p>	<p>CPDLC</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 618	D	TDZE 534
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

243° to RW24

GP 3.00°
TCH 50

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

3000	SORUE	tr 293°	AUGST	EPKEW	
* LNAV only					
	1.6 NM	0.8 NM	2.7 NM	6.1 NM	
			1340*	2200	
			243°	3500	
CATEGORY	A	B	C	D	E
LPV DA		734/40	200 (200-¾)		
LNAV/VNAV DA		931/50	397 (400-1)		
LNAV MDA	1080/40	546 (600-¾)	1080-1¾	546 (600-1¾)	

WAAS CH 82699 W11A	APP CRS 122°	Rwy Idg TDZE Apt Elev	9001 618 618
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RNAV (GPS) Y RWY 11

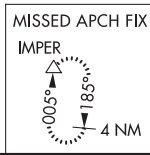
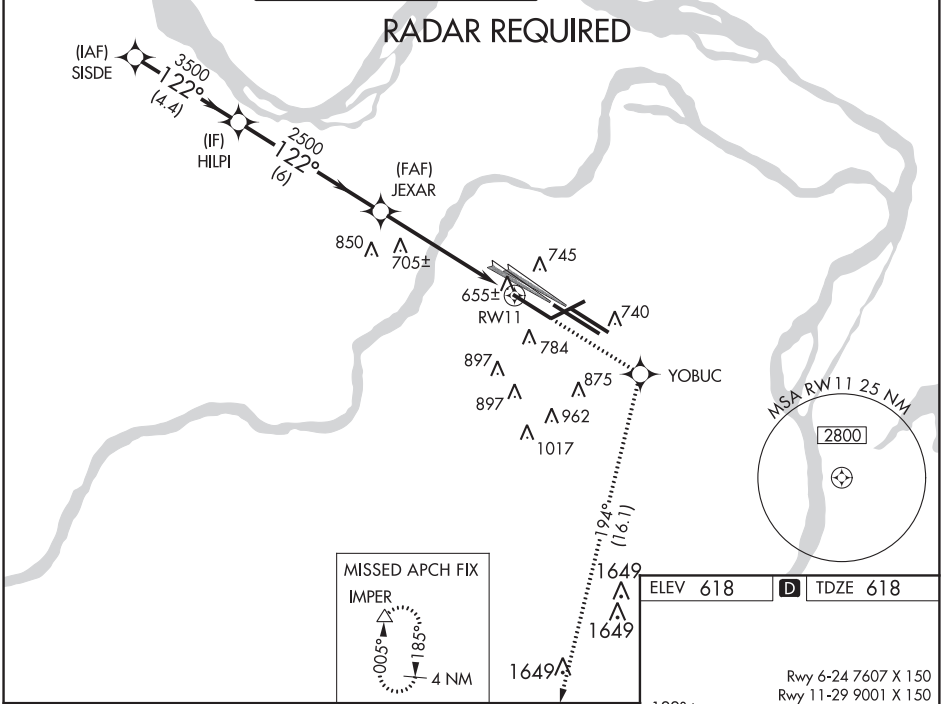
LAMBERT-ST. LOUIS INTL (STL)

▽ DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. Simultaneous approach authorized with Rwy 12R/L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

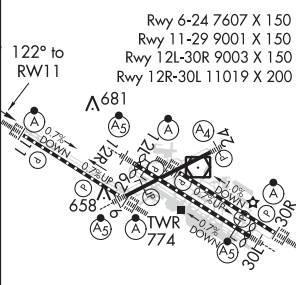
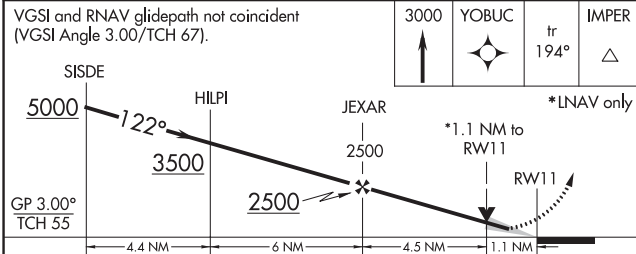


MISSED APPROACH:
Climb to 3000 direct YOBUC and on track 194° to IMPER and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618	D TDZE 618
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CATEGORY	A	B	C	D	E
LPV DA			868/24	250 (300-½)	
LNAV/VNAV DA			960/40	342 (400-¾)	
LNAV MDA	1020/24	402 (500-½)	1020/40 402 (500-¾)	1020/50	402 (500-1)

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69499 W12A	APP CRS 122°	Rwy Idg TDZE 541 Apt Elev 618	9003
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RNAV (GPS) Y RWY 12L

LAMBERT-ST. LOUIS INTL (STL)

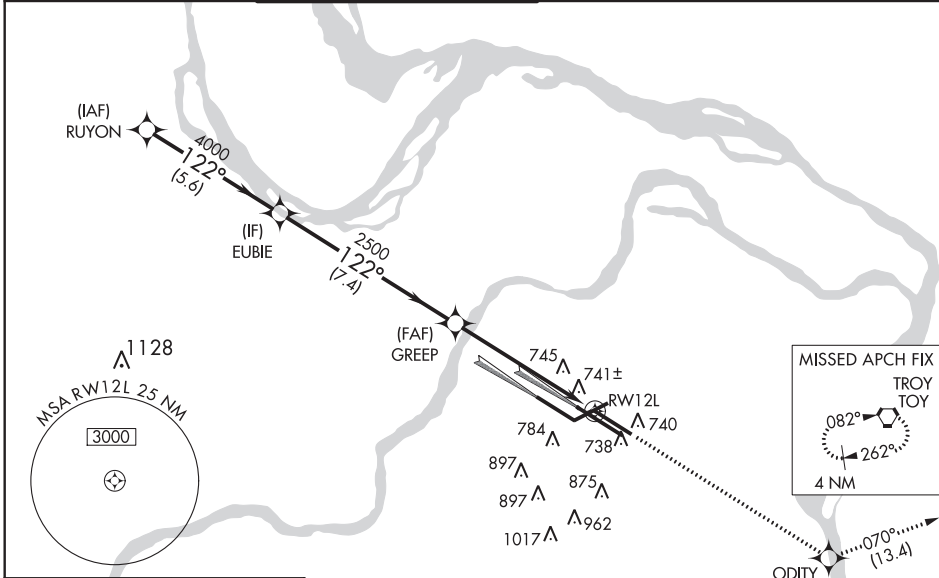
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 11, RNAV (GPS) Rwy 12R and RNAV (RNP) Z Rwy 12R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.

ALSF-2



MISSED APPROACH:
Climb to 3000 direct ODITY and on track 070° to TOY VORTAC and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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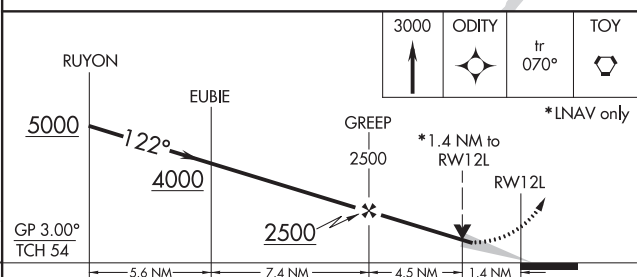
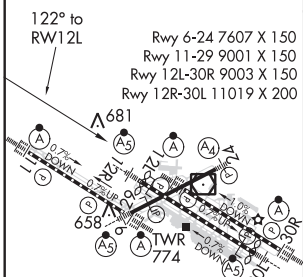


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 618	D	TDZE 541
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RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA		951/50	410 (400-1)		
LNAV/VNAV DA		1040/60	499 (500-1¼)		
LNAV MDA	1040/24	499 (500-½)	1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

WAAS CH 78121 W12B	APP CRS 122°	Rwy ldg 10552 TDZE 540 Apt Elev 618
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RNAV (GPS) Y RWY 12R

LAMBERT-ST. LOUIS INTL (STL)

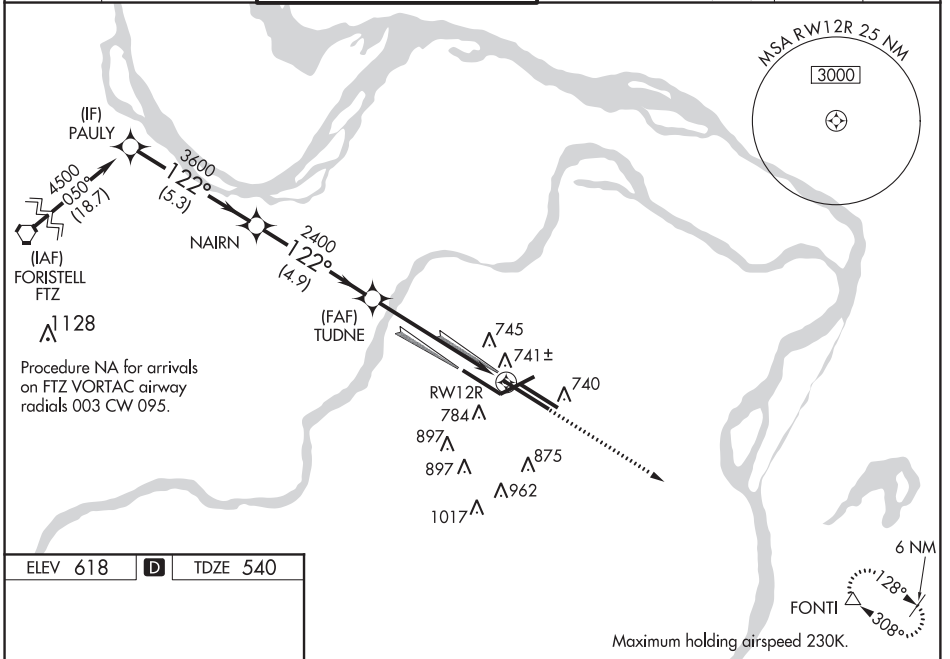
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). For inoperative MALS R increase LPV Cat E visibility to RVR 4000, LNAV Cats A/B to RVR 5000 and Cat E visibility to 1½. Inoperative table does not apply to LNAV/VNAV. Simultaneous approach authorized with Rwy 11 and Rwy 12L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS R



MISSED APPROACH:
Climb to 5000 direct FONTI and hold, continue climb-in-hold to 5000.

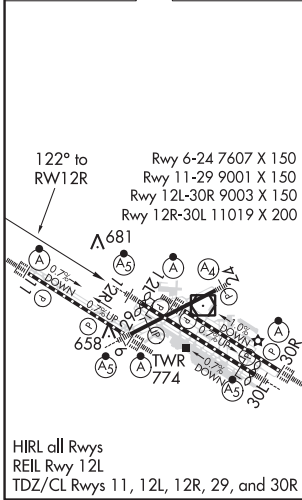
ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 618	D	TDZE 540
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	PAULY	NAIRN	TUDNE	RWY 12R	FONTI
	4500	3600	2400	2400	5000
	5.3 NM	4.9 NM	4.4 NM	1.3 NM	
GP 3.00° TCH 54					
CATEGORY	A	B	C	D	E
LPV DA		740/24	200 (200-½)		
LNAV/VNAV DA		1103-2	563 (500-2)		
LNAV MDA	1000/40	460 (400-¾)		1000/50	460 (400-1)

ST. LOUIS, MISSOURI
Amdt 1B 20SEP12

38°45'N-90°22'W

LAMBERT-ST. LOUIS INTL (STL)

RNAV (GPS) Y RWY 12R

WAAS CH 42500 W29A	APP CRS 302°	Rwy Idg TDZE Apt Elev	9001 580 618
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RNAV (GPS) Y RWY 29

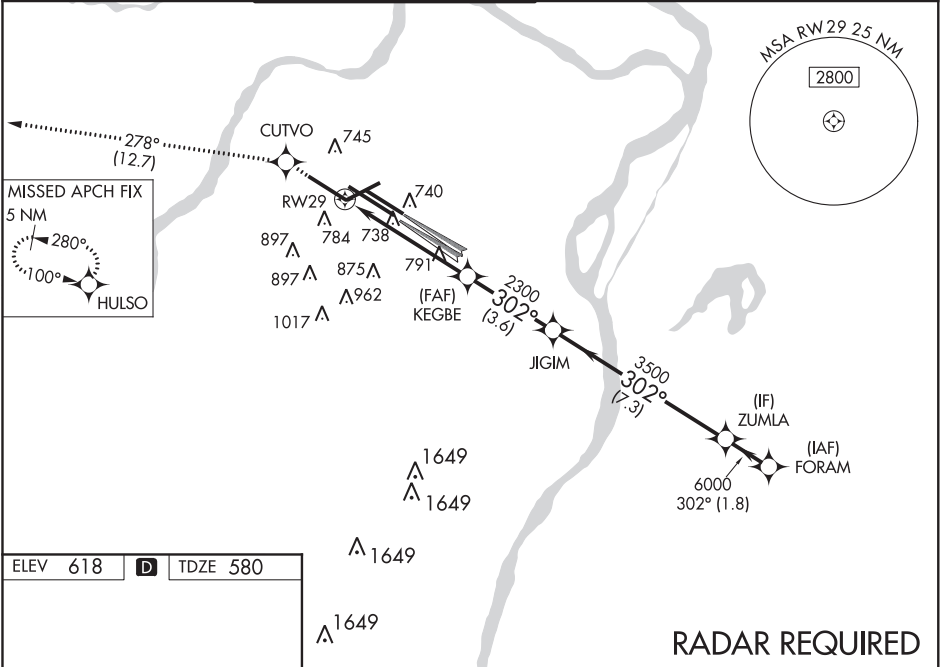
LAMBERT-ST. LOUIS INTL (STL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 30R/L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

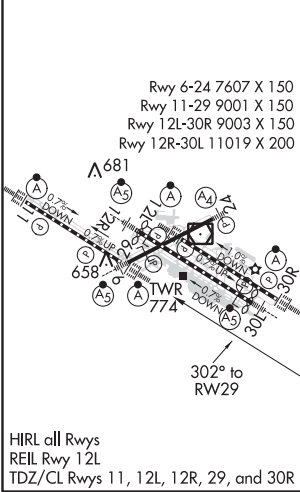
ALSF-2

MISSED APPROACH:
Climb to 3000 direct CUTVO and on track 278° to HULSO and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618	D	TDZE 580
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3000		CUTVO	tr 278°	HULSO	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00°/TCH 73).					
*LNAV only		*1.5 NM to RW29			JIGIM	ZUMLA	FORAM	6000		
RW29		1.5	3.7 NM	3.6 NM	7.3 NM	1.8 NM	GP 3.00° TCH 56			
CATEGORY	A	B	C	D	E					
LPV DA	943/40					363 (400-¾)				
LNAV/VNAV DA	1074/60					494 (500-1½)				
LNAV MDA	1100/40	520 (500-¾)		1100/50	520 (500-1)	1100/60	520 (500-1½)			

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99621 W30B	APP CRS 302°	Rwy ldg 10818 TDZE 583 Apt Elev 618
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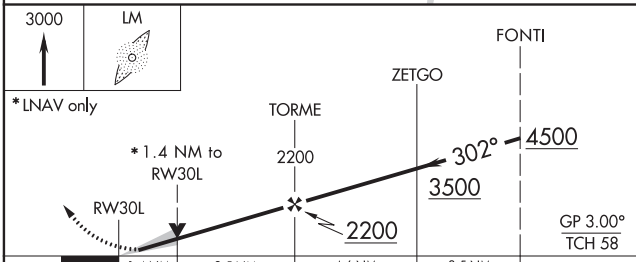
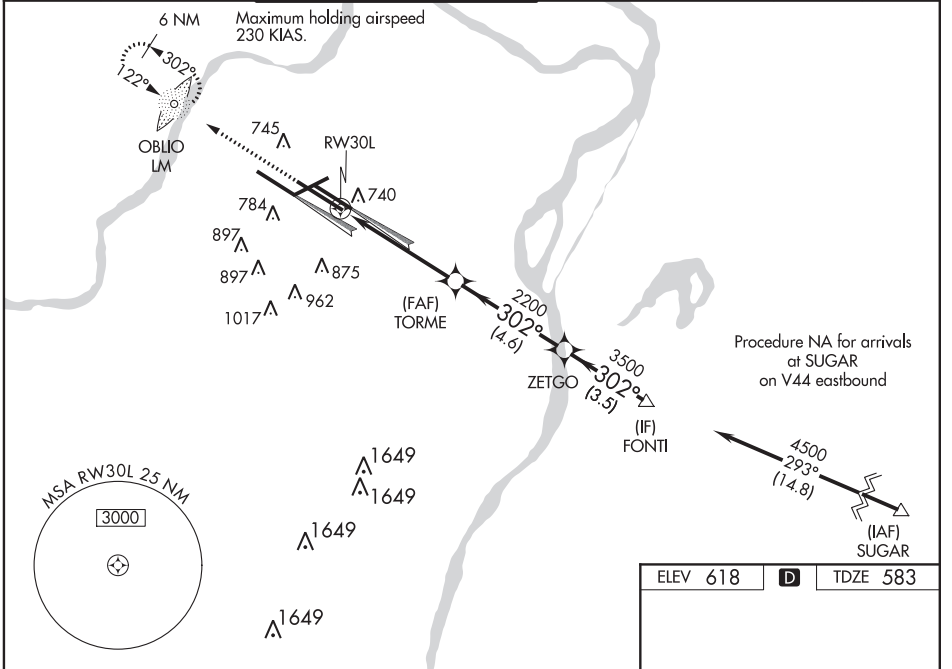
RNAV (GPS) Y RWY 30L

LAMBERT-ST. LOUIS INTL (STL)

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 29 and Rwy 30R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 3000 direct OBLO LOM and hold, continue climb-in-hold to 3000.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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ELEV 618	D	TDZE 583
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Rwy 6-24 7607 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwys
REIL Rwy 12L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
LPV DA		783/24	200 (200-½)		
LNAV/VNAV DA		988/50	405 (400-1)		
LNAV MDA	1100/24	517 (500-½)	1100/50 517 (500-1)	1100/60	517 (500-1¼)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) Y RWY 30R

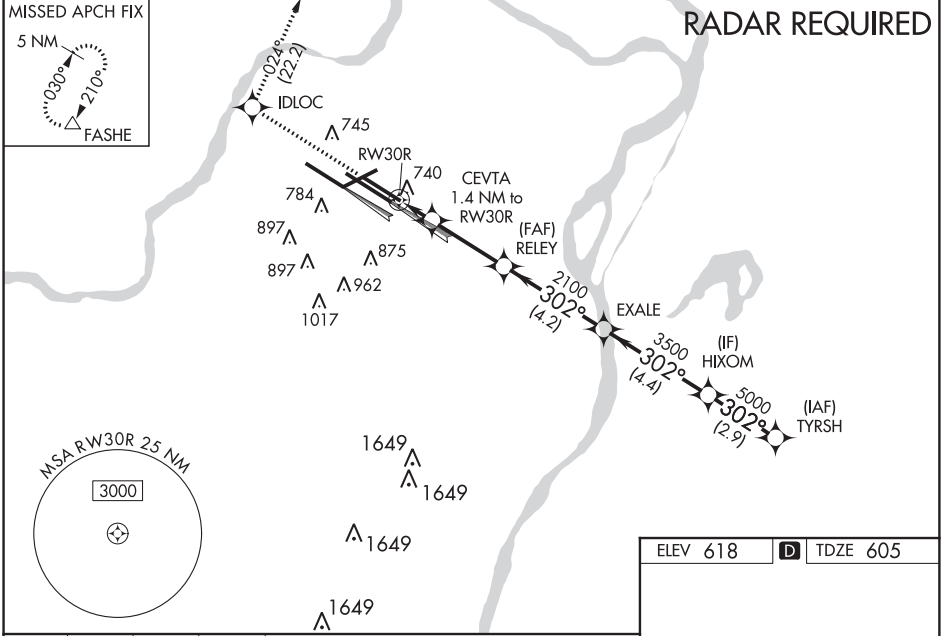
LAMBERT-ST. LOUIS INTL (STL)

WAAS CH 73000 W30A	APP CRS 302°	Rwy Idg 9003
		TDZE 605
		Apt Elev 618

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 6000 and LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½. Simultaneous approach authorized with Rwy 29 and Rwy 30L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2
 MISSED APPROACH:
 Climb to 3000 direct IDLOC and on track 024° to FASHE and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 377.175 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1	CPDLC
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3000	IDLOC	tr 024°	FASHE	HIXOM	TYRSH
*LNAV only	CEVTA 1.4 NM to RWY 30R	RELEY	EXALE	302° 5000	5000
	1100*	2100	3500	5000	GP 3.00° TCH 57
	1.4 NM	3.1 NM	4.2 NM	4.4 NM	2.9 NM
CATEGORY	A	B	C	D	E
LPV DA		908/24	303 (300-½)		
LNAV/VNAV DA		990/40	385 (400-¾)		
LNAV MDA	1000/24	395 (400-½)		1000/50	395 (400-1)

ELEV 618 **D** TDZE 605

Rwy 6-24 7607 X 150
 Rwy 11-29 9001 X 150
 Rwy 12L-30R 9003 X 150
 Rwy 12R-30L 11019 X 200

302° to RWY 30R

HIRL all Rwws
 REIL Rwy 12L
 TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS, MISSOURI

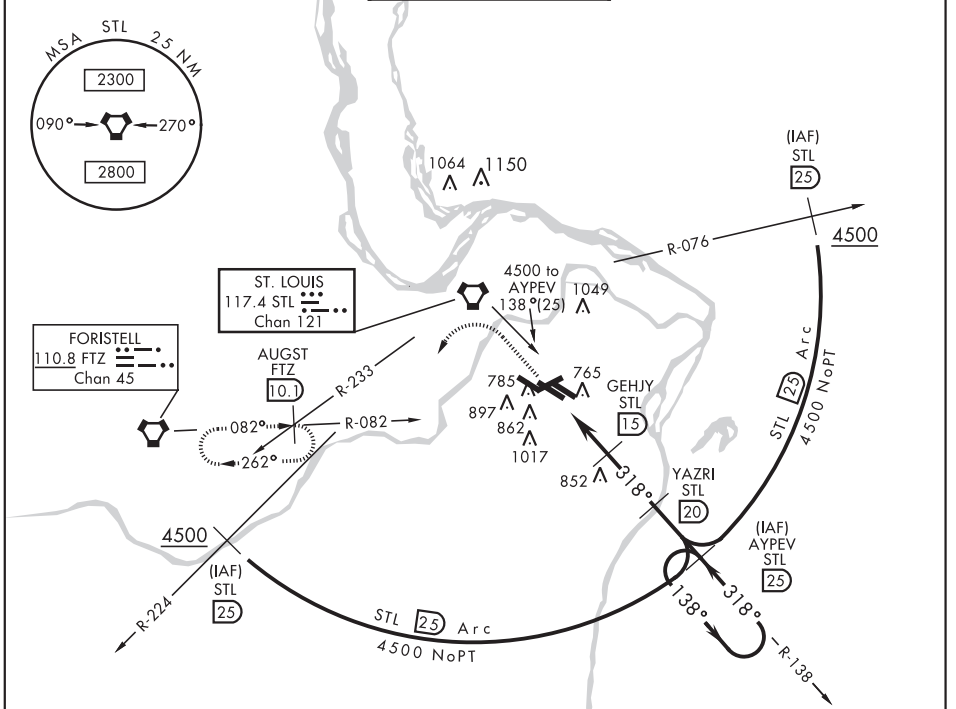
TACAN RWY 30L

VORTAC STL 117.4 Chan 121	APCH CRS 318°	Rwy Idg 10,818 TDZE 583 Arpt Elev 618
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AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

▼ * Inoperative table does not apply.	MALSR A5	MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.
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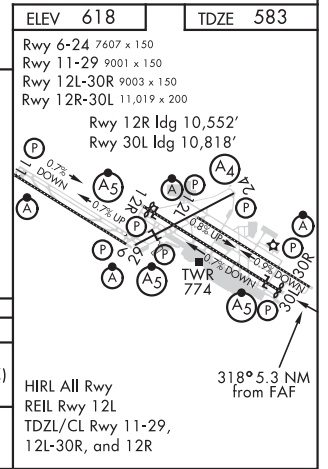
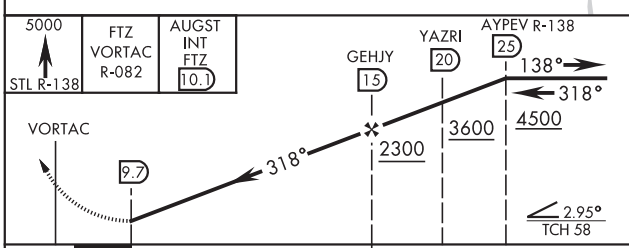
ATIS 125.025 379.925	ST. LOUIS APP CON 121.02 338.25	N ST. LOUIS TOWER S 120.05 132.475 118.5 284.6 239.275 257.7	GND CON (Inbd) 121.9 348.6 (Outbd) 121.65 377.175 (West) 118.925 227.125	CLNC DEL 119.5 363.1
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-30L *	1100/50	517 (500-1)	1100-1½ 517(500-1½)	1100-1¾	517 (500-1¾)
CIRCLING	NOT AUTHORIZED				

ST. LOUIS, MISSOURI
Amdt 1 15176

38°45'N-90°22'W

ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

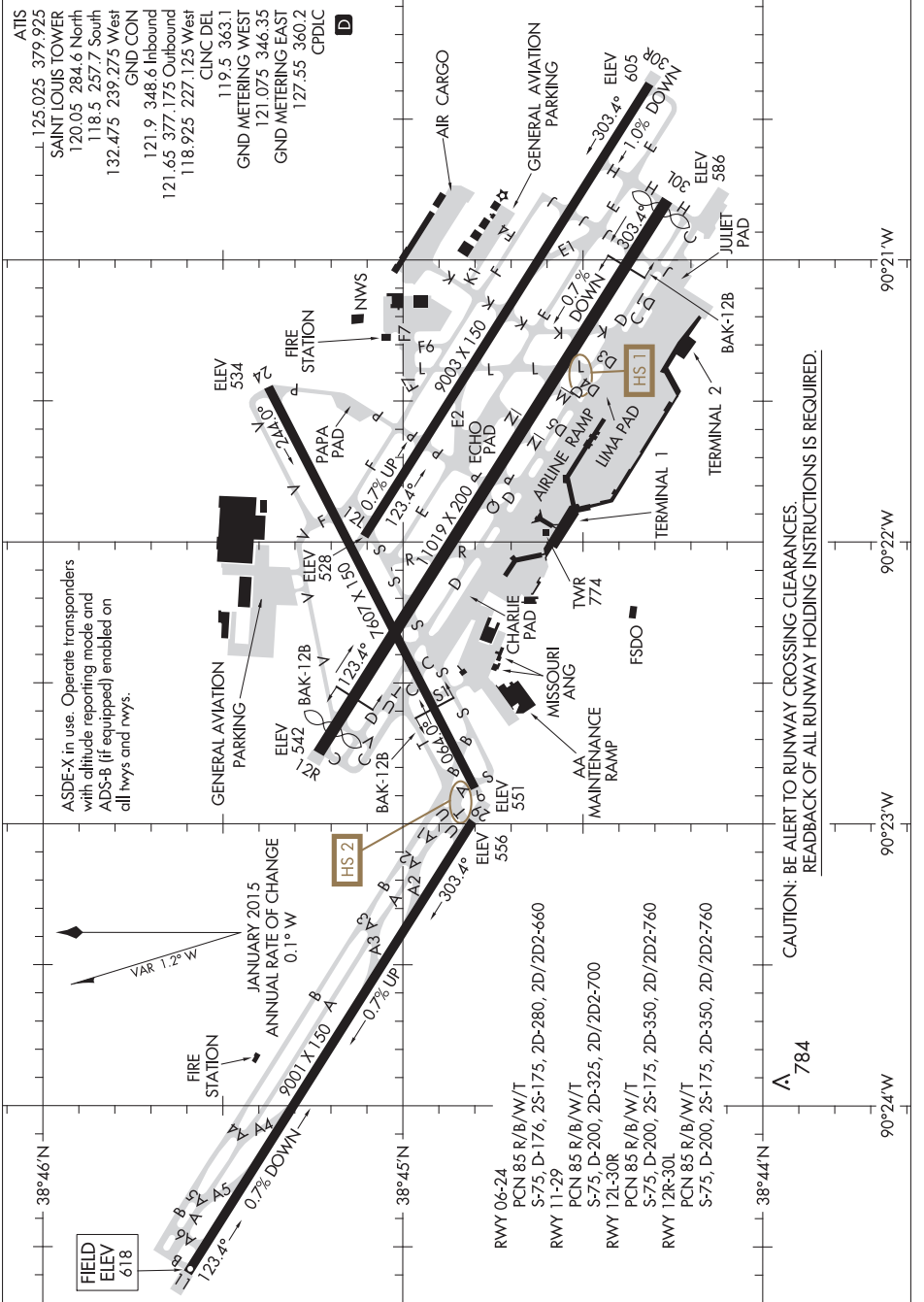
TACAN RWY 30L

AIRPORT DIAGRAM

AL-360 (FAA)

ST LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

A 784

AIRPORT DIAGRAM

16315

ST. LOUIS, MISSOURI
LAMBERT-ST LOUIS INTL (STL)

NC-3, 10 NOV 2016 to 05 JAN 2017

(BERYY3.BERY) 16315

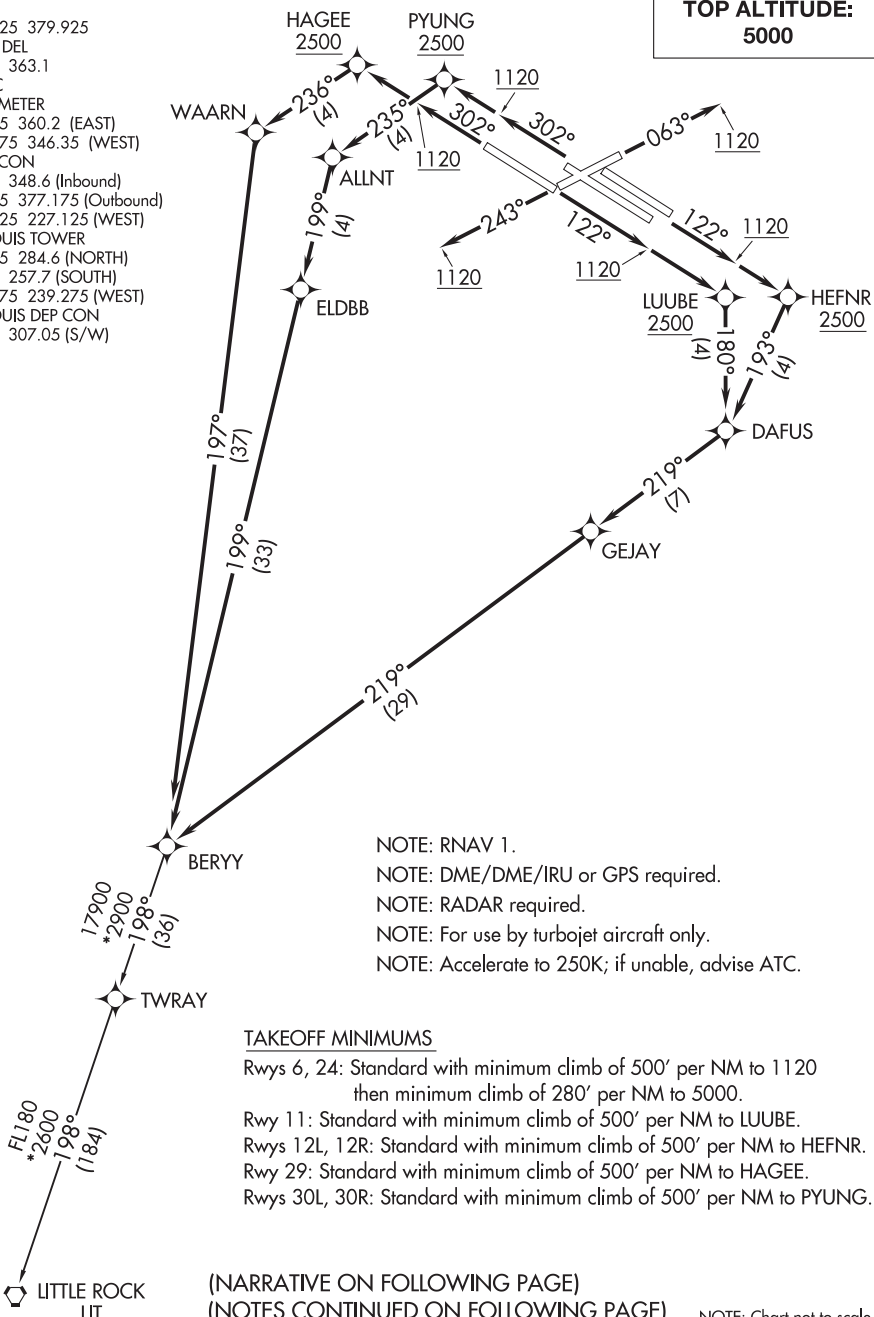
BERYY THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ATIS
 125.025 379.925
 CLNC DEL
 119.5 363.1
 CPDLC
 GND METER
 127.55 360.2 (EAST)
 121.075 346.35 (WEST)
 GND CON
 121.9 348.6 (Inbound)
 121.65 377.175 (Outbound)
 118.925 227.125 (WEST)
 ST. LOUIS TOWER
 120.05 284.6 (NORTH)
 118.5 257.7 (SOUTH)
 132.475 239.275 (WEST)
 ST. LOUIS DEP CON
 128.1 307.05 (S/W)

**TOP ALTITUDE:
5000**



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

BERYY THREE DEPARTURE (RNAV)

(BERYY3.BERY) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

(BERYY3.BERYY) 16203

BERYY THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to BERYY. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to BERYY. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BERYY. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BERYY. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (BERYY3.LIT)TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

BERYY THREE DEPARTURE (RNAV)

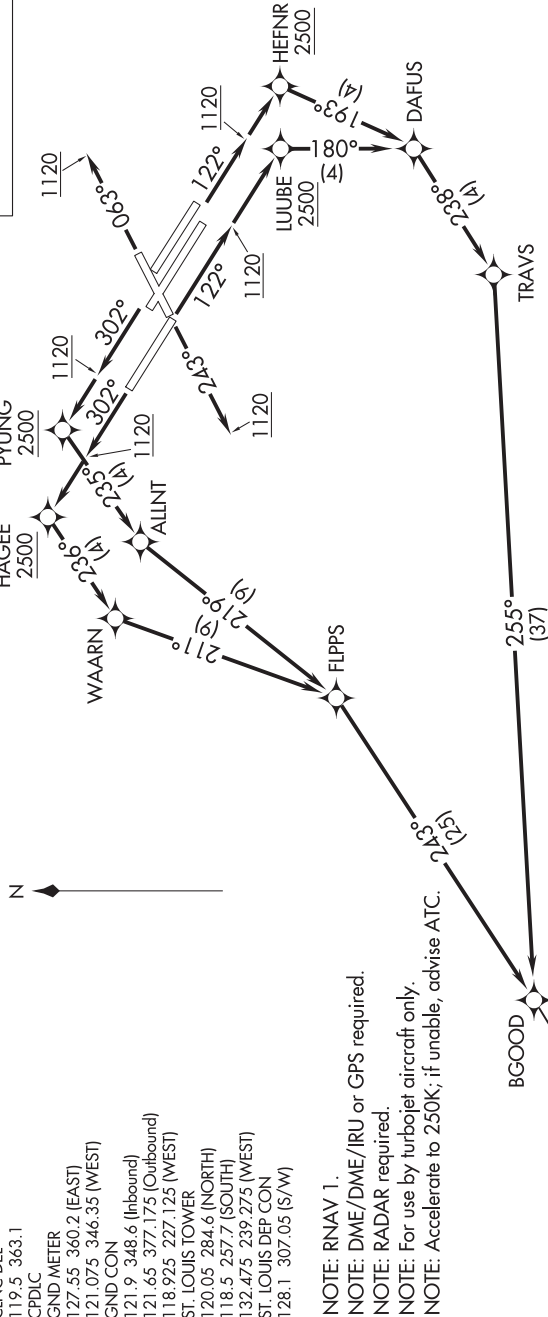
(BERYY3.BERYY) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

NC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
5000

ATIS
125.025 379.925
CINC DEL
119.5 363.1
CPDLC
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (WEST)
ST. LOUIS TOWER
120.05 284.6 (NORTH)
118.5 257.7 (SOUTH)
132.475 239.275 (WEST)
ST. LOUIS DEP CON
128.1 307.05 (S/W)



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.
NOTE: Accelerate to 250K; if unable, advise ATC.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 260' per NM to 5000.
Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 280' per NM to 5000.
Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.
Rwys 12L, 12R: Standard with minimum climb of 500' per NM to HEFNR.
Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.
Rwys 30L, 30R: Standard with minimum climb of 500' per NM to PYUNG.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

(BGOOD3.BGOOD) 16203

BGOOD THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to BGOOD. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to BGOOD. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BGOOD. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BGOOD. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

VICHY TRANSITION (BGOOD3.VIH)TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

BGOOD THREE DEPARTURE (RNAV)

(BGOOD3.BGOOD) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

BLUES FOUR DEPARTURE

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

SL-360 (FAA)

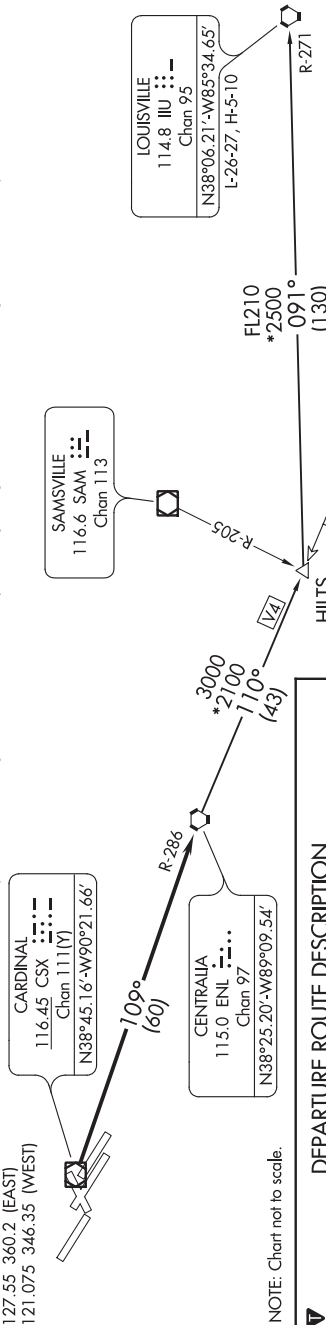
21.0Z NAV 05 01 91.0Z VON 01 8-ON

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. OL on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
- Rwy 30L: Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. OL on LOC 614' from DER, on centerline, 9' AGL/558' MSL.
- Rwy 30R: Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL. OL on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple OL on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

- ATIS 125.025 379.925
- CLNC DEL 119.5 363.1
- CPDLC
- GND CON
- 121.65 377.175 (Outbound)
- 118.925 227.125 (WEST)
- ST. LOUIS TOWER
- 120.05 284.6 (NORTH)
- 118.5 257.7 (SOUTH)
- 132.475 239.275 (WEST)
- ST. LOUIS DEP CON
- 119.15 335.5
- GND METER
- 127.55 360.2 (EAST)
- 121.075 346.35 (WEST)

TOP ALTITUDE:
5000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 5000 or assigned altitude, thence from over CSX VOR/DME on CSX R-109 and ENL R-286 to ENL VORTAC. Then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES4.HILTS): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT.

LOUISVILLE TRANSITION (BLUES4.IIU): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT, then on IUU R-271 to IUU VORTAC.

NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS
Rwys 6, 12L, 12R, 24, 29: Standard.
Rwy 11: 200-1 or standard with minimum climb of 407' per NM to 900.
Rwy 30L: 200-1 or standard with minimum climb of 241' per NM to 800.
Rwy 30R: 200-1½ or standard with minimum climb of 322' per NM to 900.

BLUES FOUR DEPARTURE

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

(BRAKK3.BRAKK) 16315

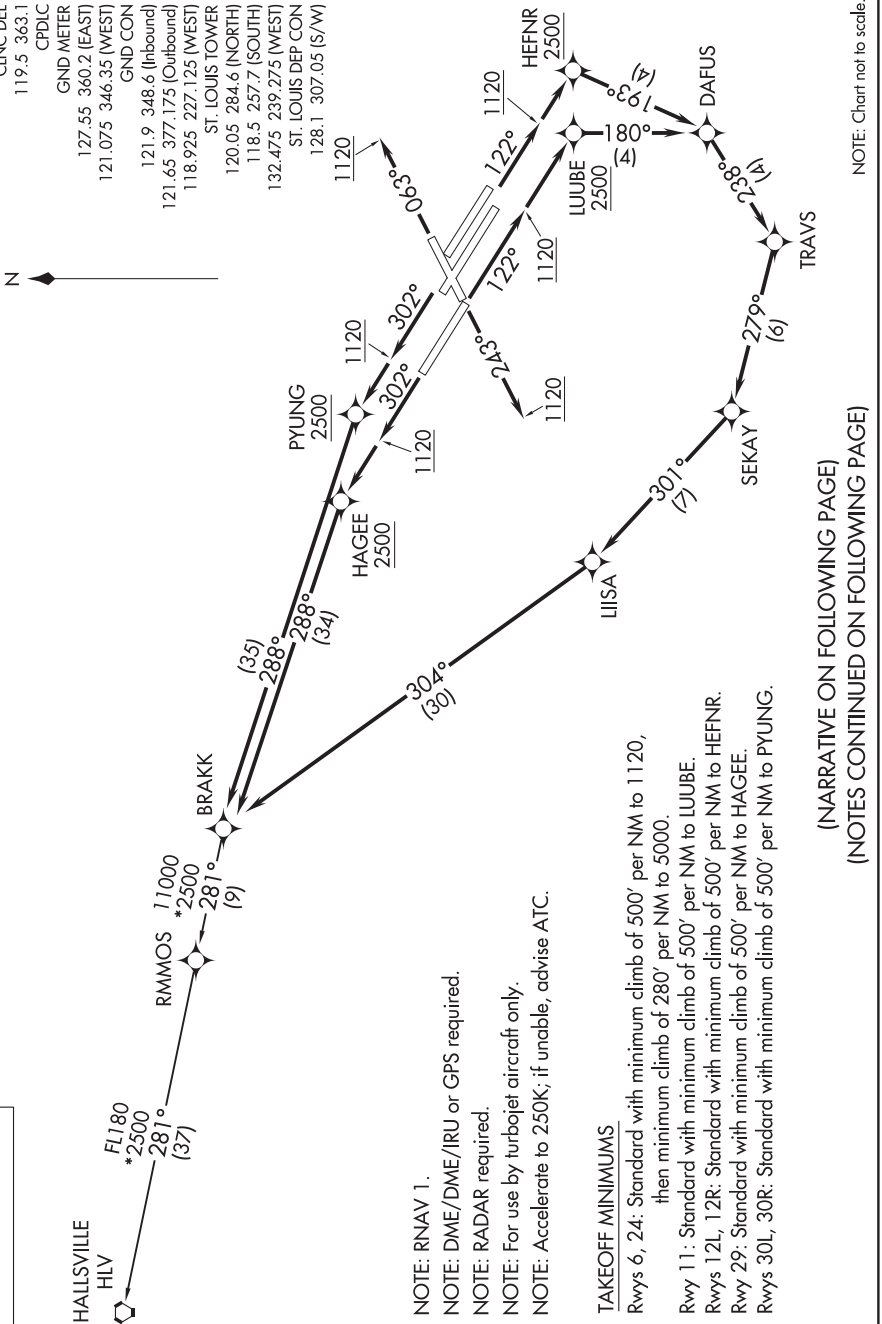
BRAKK THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
5000



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017

BRAKK THREE DEPARTURE (RNAV)

(BRAKK3.BRAKK) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to BRAKK, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to BRAKK, thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to BRAKK. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to BRAKK. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (BRAKK3.HLV)

TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

CARDS NINE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ATIS 125.025 379.925
 CLNC DEL
 119.5 363.1
 CPDLC
 GND CON
 121.9 348.6 (Inbound)
 121.65 377.175 (Outbound)
 118.925 227.125 (WEST)
 ST. LOUIS TOWER
 120.05 284.6 (NORTH)
 118.5 257.7 (SOUTH)
 132.475 239.275 (WEST)
 ST. LOUIS DEP CON
 119.15 335.5
 GND METER
 127.55 360.2 (EAST)
 121.075 346.35 (WEST)

**TOP ALTITUDE:
(JETS) 5000/(PROPS) 3000**

BRADFORD
 114.7 BDF
 Chan 94
 N41°09.58'-W89°35.27'
 L-27, H-5

QUINCY
 113.6 UIN
 Chan 83

SPINNER
 112.7 SPI
 Chan 74
 N39°50.38'-W89°40.66'
 L-27, H-5

NEENS
 N40°14.89'
 W90°31.90'
 L-27

SKUTR
 N40°04.10'
 W90°03.65'

LEBOY
 N39°26.00'
 W90°34.38'
 L-27

MYKEY
 N39°23.05'
 W90°25.93'

SKYPE
 N39°21.64'
 W90°13.43'

DEECE
 N39°22.13'
 W90°33.16'

TEWHY
 N39°19.37'
 W90°00.33'

ST. LOUIS
 117.4 STL
 Chan 121

CARDINAL
 116.45 CSX
 Chan 111(Y)
 N38°45.16'-W90°21.66'

TAKEOFF MINIMUMS

- Rwys 6, 12L, 12R, 24, 29: Standard.
- Rwy 11: 200-1 or standard with minimum climb of 407' per NM to 900.
- Rwy 30L: 200-1 or standard with minimum climb of 241' per NM to 800.
- Rwy 30R: 200-1½ or standard with minimum climb of 322' per NM to 900.

NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CARDS NINE DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

TURBOJET AIRCRAFT: Maintain 5000 or assigned altitude, thence

ALL OTHERS: Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS9.BDF): From over CSX VOR/DME on CSX R-010 to SKUTR INT, then on BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS9.LEBOY): From over CSX VOR/DME on CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS9.NEENS): From over CSX VOR/DME on CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS9.SPI): From over CSX VOR/DME on CSX R-026 to TEWHY INT, then on SPI R-207 to SPI VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(CHUUC3.CHUUC) 16315

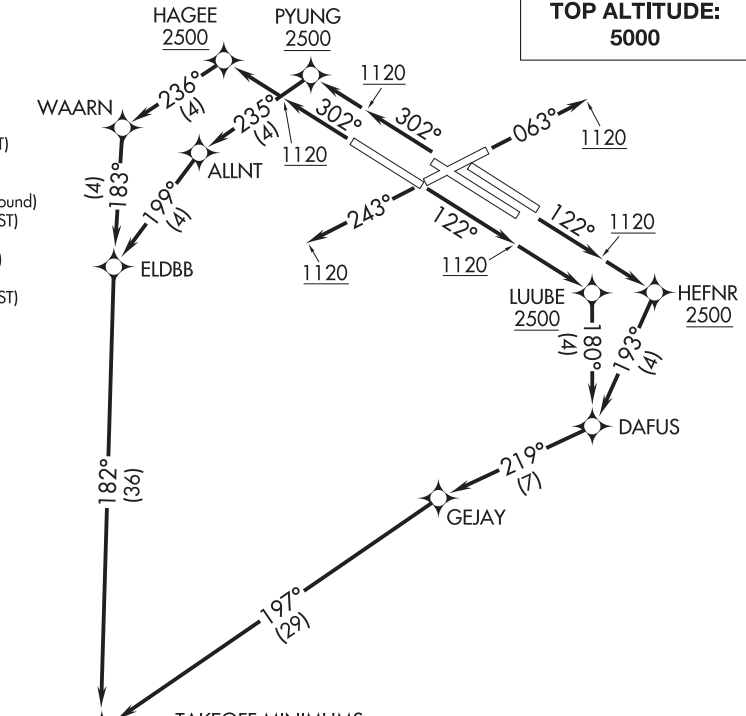
CHUUC THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ATIS
 125.025 379.925
 CLNC DEL
 119.5 363.1
 CPDLC
 GND METER
 127.55 360.2 (EAST)
 121.075 346.35 (WEST)
 GND CON
 121.9 348.6 (Inbound)
 121.65 377.175 (Outbound)
 118.925 227.125 (WEST)
 ST. LOUIS TOWER
 120.05 284.6 (NORTH)
 118.5 257.7 (SOUTH)
 132.475 239.275 (WEST)
 ST. LOUIS DEP CON
 128.1 307.05 (S/W)

TOP ALTITUDE:
5000



TAKEOFF MINIMUMS

- Rwy 6: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 240' per NM to 5000.
- Rwy 24: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 260' per NM to 5000.
- Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.
- Rwys 12L, 12R: Standard with minimum climb of 500' per NM to HEFNR.
- Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.
- Rwys 30L, 30R: Standard with minimum climb of 500' per NM to PYUNG.

- NOTE: For use by turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Accelerate to 250K; if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHUUC THREE DEPARTURE (RNAV)

(CHUUC3.CHUUC) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to CHUUC. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to CHUUC. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to CHUUC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to CHUUC. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MALDEN TRANSITION (CHUUC3.MAW)

MYERZ TRANSITION (CHUUC3.MYERZ)

WALNUT RIDGE TRANSITION (CHUUC3.ARG)

TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

(DRUSE3.DRUSE) 16315

DRUSE THREE DEPARTURE (RNAV)

SL-360 (FAA)

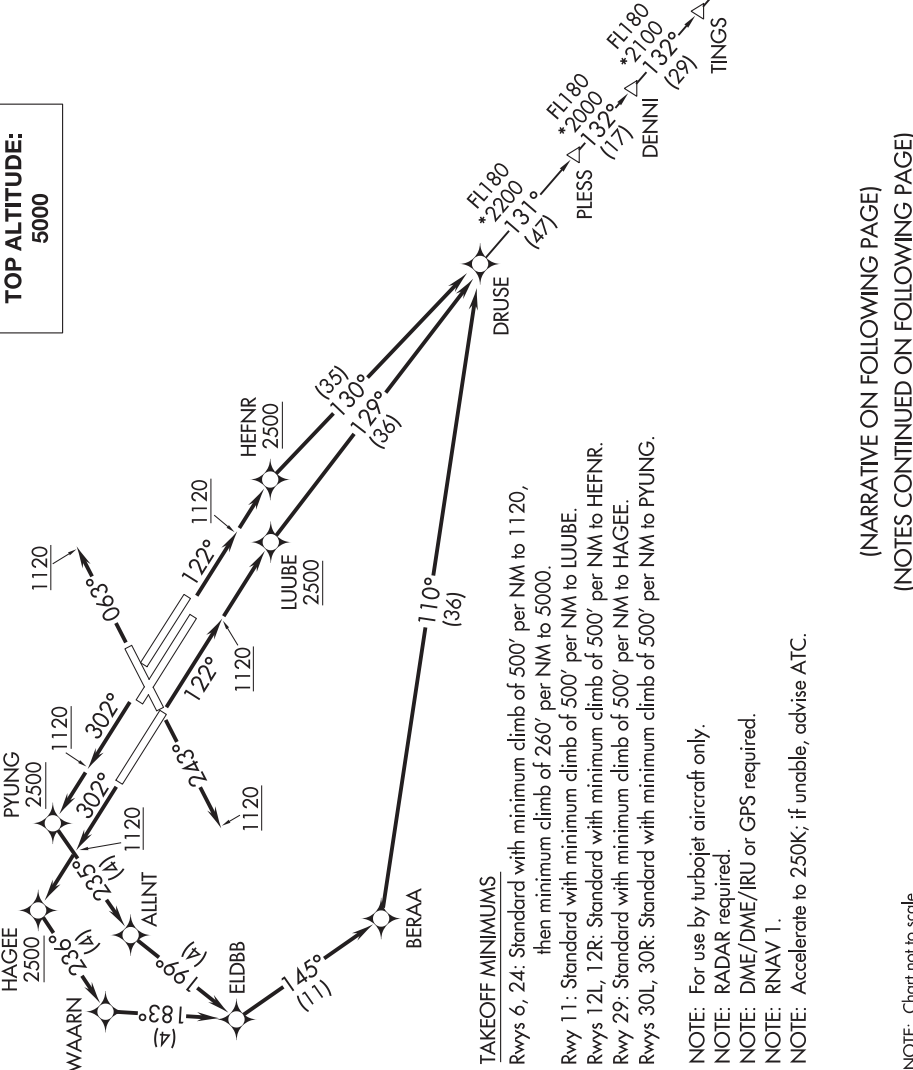
LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
5000**

- ATIS 125.025 379.925
- CLNC DEL 119.5 363.1
- CPDIC
- GND METER 127.55 360.2 (EAST)
- 121.075 346.35 (WEST)
- GND CON 121.9 348.6 (Inbound)
- 121.65 377.175 (Outbound)
- 118.925 227.125 (WEST)
- ST. LOUIS TOWER 120.05 284.6 (NORTH)
- 118.5 257.7 (SOUTH)
- 132.475 239.275 (WEST)
- ST. LOUIS DEP CON 128.1 307.05 (S/W)



TAKEOFF MINIMUMS

- Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 260' per NM to 5000.
- Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.
- Rwys 12L, 12R: Standard with minimum climb of 500' per NM to HEFNR.
- Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.
- Rwys 30L, 30R: Standard with minimum climb of 500' per NM to PYUNG.

- NOTE: For use by turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Accelerate to 250K; if unable, advise ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

DRUSE THREE DEPARTURE (RNAV)

(DRUSE3.DRUSE) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to DRUSE. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to DRUSE. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to DRUSE. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to DRUSE. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

DENNI TRANSITION (DRUSE3.DENNI)

NASHVILLE TRANSITION (DRUSE3.BNA)

TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(EEMOS3.EEMOS) 16315

EEMOS THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ATIS
 125.025 379.925
 CLNC DEL
 119.5 363.1
 CPDLC
 GND METER
 127.55 360.2 (EAST)
 121.075 346.35 (WEST)
 GND CON
 121.9 348.6 (Inbound)
 121.65 377.175 (Outbound)
 118.925 227.125 (WEST)
 ST. LOUIS TOWER
 120.05 284.6 (NORTH)
 118.5 257.7 (SOUTH)
 132.475 239.275 (WEST)
 ST. LOUIS DEP CON
 119.15 335.5 (N/E)

**TOP ALTITUDE:
5000**

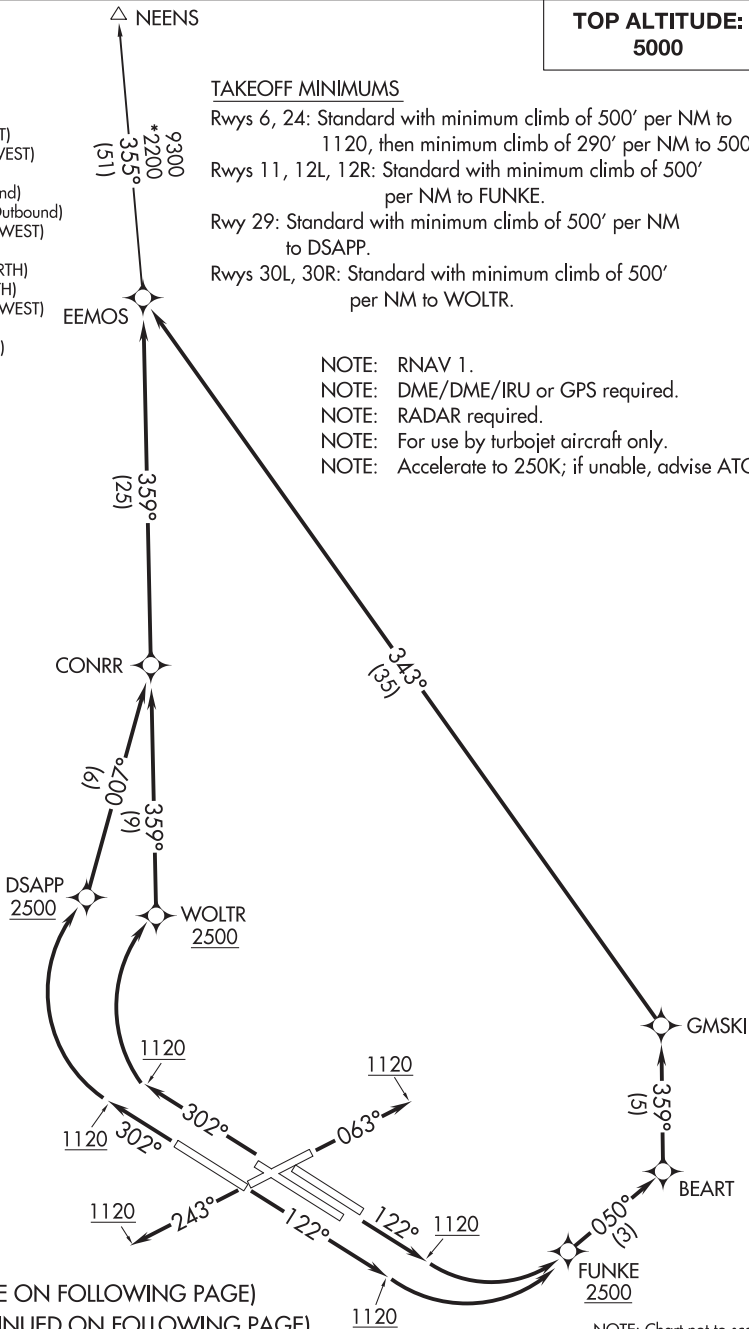
TAKEOFF MINIMUMS

Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 290' per NM to 5000.
 Rwys 11, 12L, 12R: Standard with minimum climb of 500' per NM to FUNKE.
 Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
 Rwys 30L, 30R: Standard with minimum climb of 500' per NM to WOLTR.

- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: For use by turbojet aircraft only.
- NOTE: Accelerate to 250K; if unable, advise ATC.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EEMOS THREE DEPARTURE (RNAV)

(EEMOS3.EEMOS) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to EEMOS. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to EEMOS. Thence. . . .

TAKEOFF RUNWAYS 11, 12L, 12R: Climb heading 122° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to EEMOS. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to EEMOS. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to EEMOS. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

NEENS TRANSITION (EEMOS3.NEENS)

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

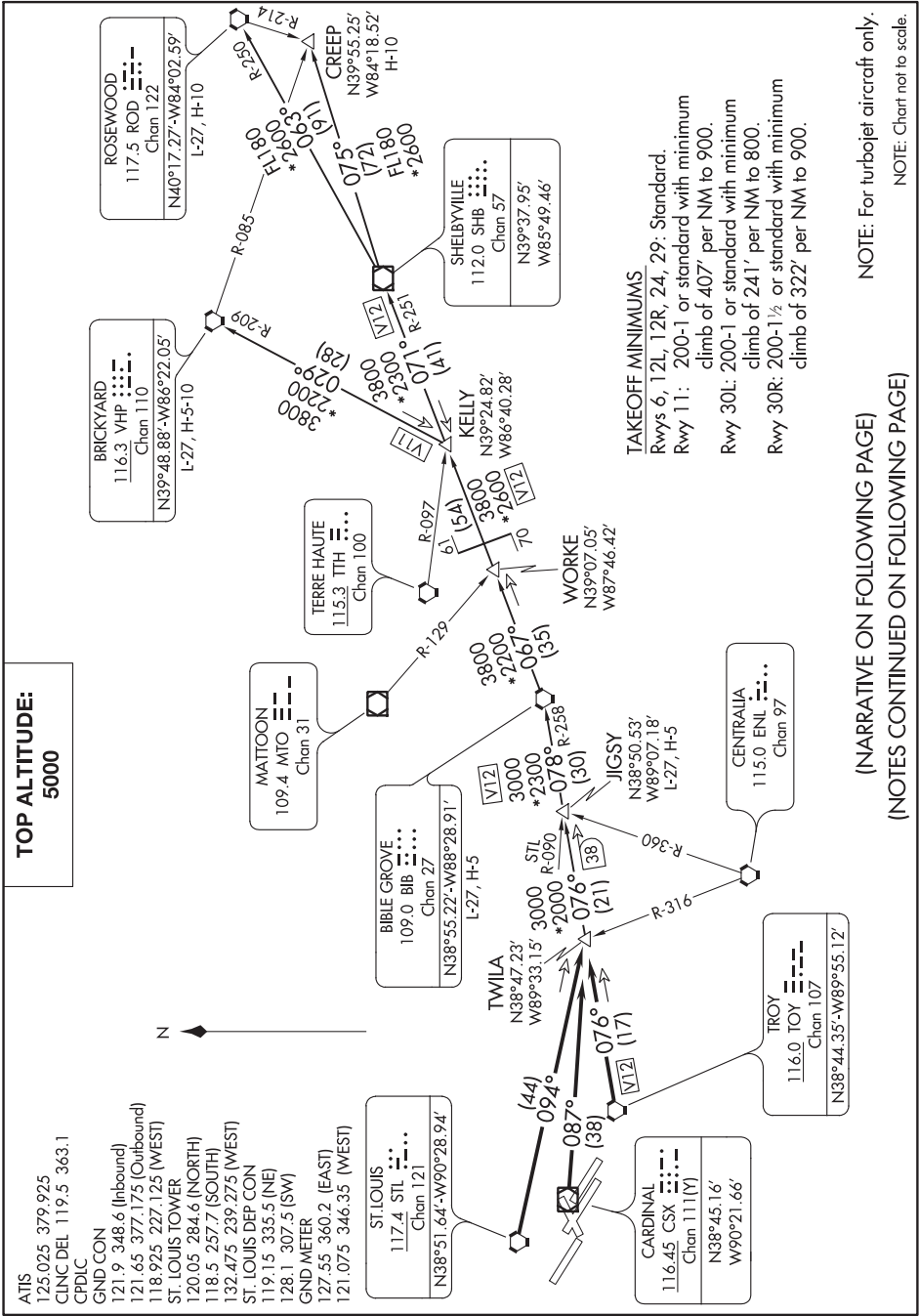
NC-3, 10 NOV 2016 to 05 JAN 2017

GATEWAY SEVEN DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



GATEWAY SEVEN DEPARTURE

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

NOTE: For turbojet aircraft only.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

TAKEOFF MINIMUMS
 Rwy 6, 12L, 12R, 24, 29: Standard.
 Rwy 11: 200-1 or standard with minimum climb of 407' per NM to 900.
 Rwy 30L: 200-1 or standard with minimum climb of 241' per NM to 800.
 Rwy 30R: 200-1/2 or standard with minimum climb of 322' per NM to 900.

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 5000 or assigned altitude, thence. . . .

. . . .from over CSX R-087 or over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY7.BIB): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY7.VHP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY INT, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY7.CREEP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY7.JIGSY): From over TWILA INT on TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY7.ROD): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

JAHNY THREE DEPARTURE (RNAV)

SL-360 (FAA)

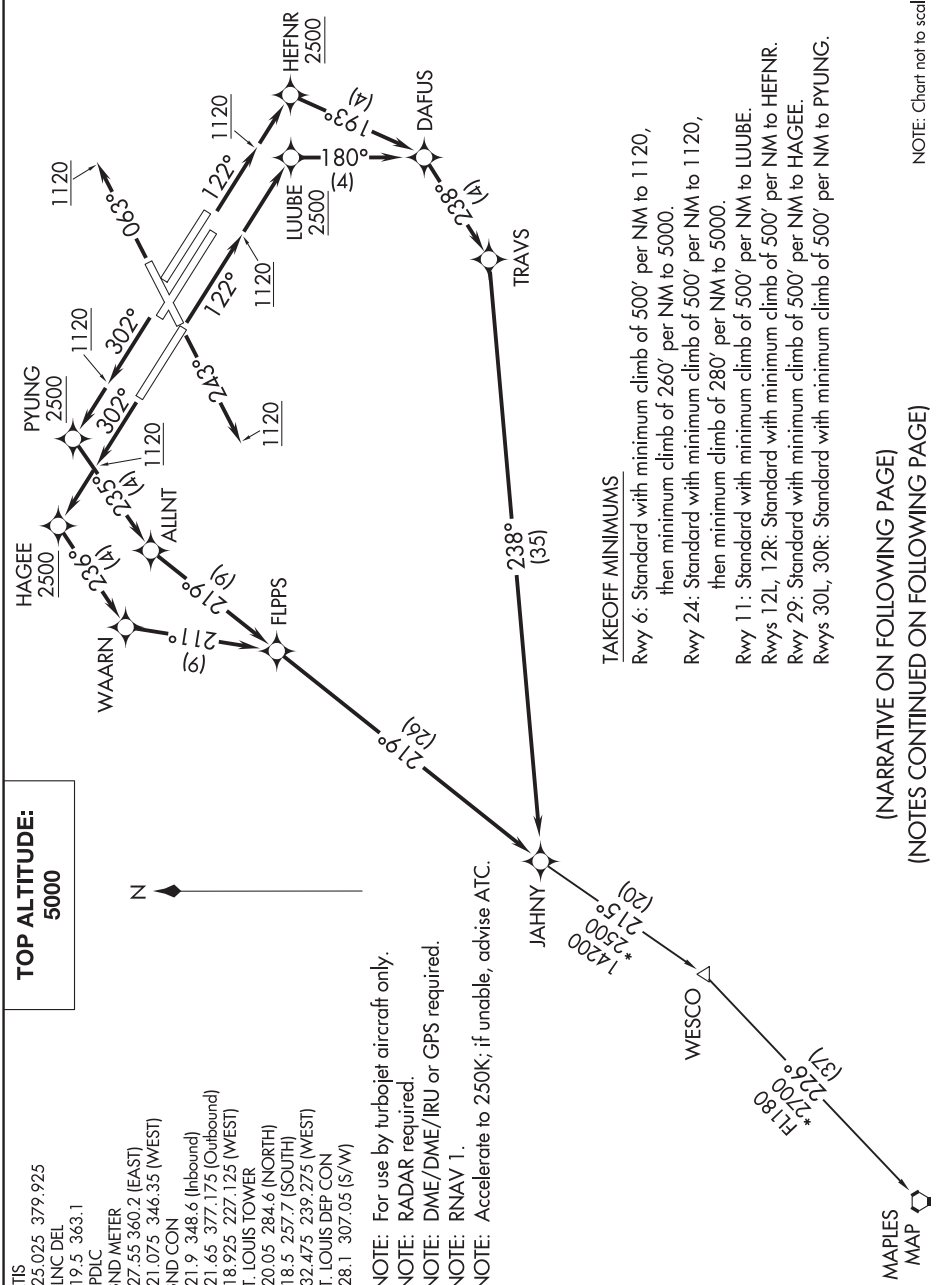
LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

21.02 NAV JAN 05 01 91.02 VON 01 8-C-N

**TOP ALTITUDE:
5000**

- ATIS 125.025 379.925
- CINC DEL 119.5 363.1
- CPDLC
- GND METER 127.55 360.2 (EAST)
- GND CON 121.075 346.35 (WEST)
- 121.9 348.6 (Inbound)
- 121.65 377.175 (Outbound)
- 118.925 227.125 (WEST)
- ST. LOUIS TOWER 120.05 284.6 (NORTH)
- 118.5 257.7 (SOUTH)
- 132.475 239.275 (WEST)
- ST. LOUIS DEP CON 128.1 307.05 (S/W)

- NOTE: For use by turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Accelerate to 250K; if unable, advise ATC.



TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 260' per NM to 5000.

Rwy 24: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 280' per NM to 5000.

Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.

Rwys 12L, 12R: Standard with minimum climb of 500' per NM to HEFNR.

Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.

Rwys 30L, 30R: Standard with minimum climb of 500' per NM to PYUNG.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to JAHNY. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to JAHNY. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to JAHNY. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to JAHNY. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to JAHNY. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to JAHNY. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MAPLES TRANSITION (JAHNY3.MAP)

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to JHART. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to JHART. Thence. . . .

TAKEOFF RUNWAYS 11, 12L, 12R: Climb heading 122° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to JHART. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to JHART. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to JHART. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (JHART4.BIB)

BRICKYARD TRANSITION (JHART4.VHP)

CREEP TRANSITION (JHART4.CREEP)

DOBLR TRANSITION (JHART4.DOBLR)

ROSEWOOD TRANSITION (JHART4.ROD)

TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

OL on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

OL on LOC 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: OL on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple OL on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

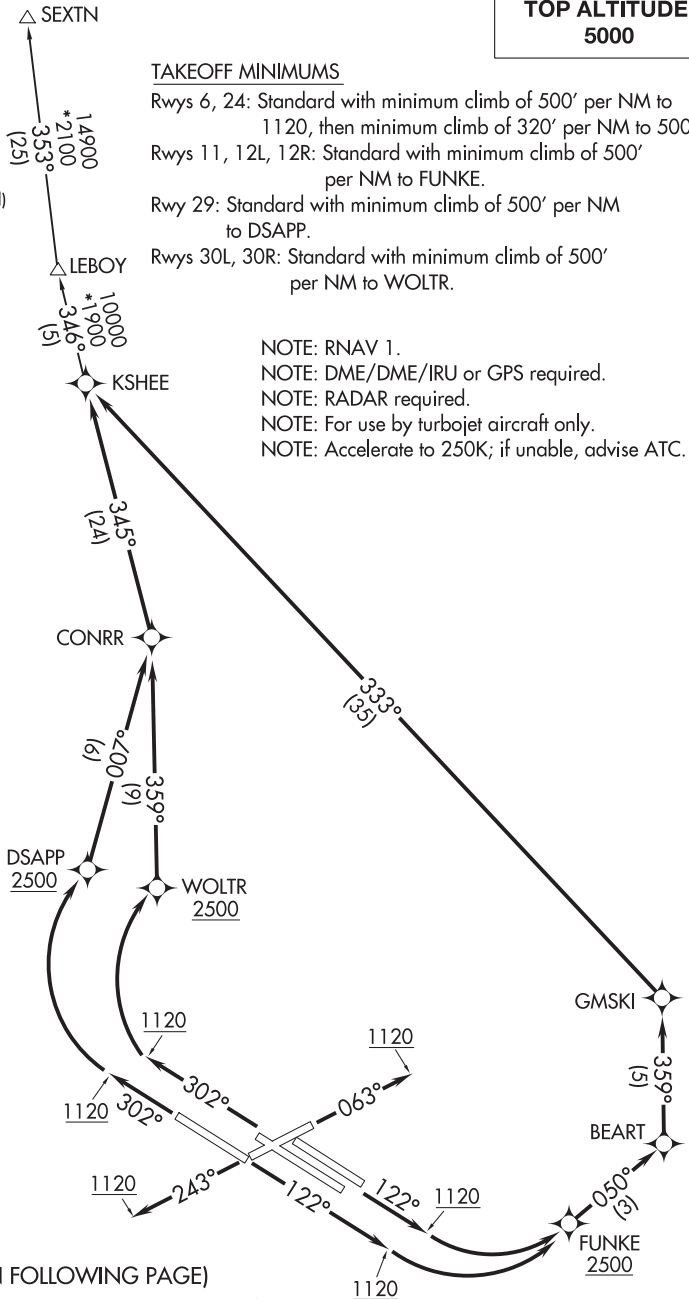
**TOP ALTITUDE:
5000**

ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (WEST)
ST. LOUIS TOWER
120.05 284.6 (NORTH)
118.5 257.7 (SOUTH)
132.475 239.275 (WEST)
ST. LOUIS DEP CON
119.15 335.5 (N/E)

TAKEOFF MINIMUMS

Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 320' per NM to 5000.
Rwys 11, 12L, 12R: Standard with minimum climb of 500' per NM to FUNKE.
Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
Rwys 30L, 30R: Standard with minimum climb of 500' per NM to WOLTR.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.
NOTE: Accelerate to 250K; if unable, advise ATC.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to KSHEE. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to KSHEE. Thence. . . .

TAKEOFF RUNWAYS 11, 12L, 12R: Climb heading 122° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to KSHEE. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to KSHEE. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to KSHEE. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

LEBOY TRANSITION (KSHEE3.LEBOY)

SEXTN TRANSITION (KSHEE3.SEXTN)

TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(LINDY5.STL) 16315

LINDBERGH FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (WEST)
ST LOUIS TOWER
120.05 284.6 (NORTH)
118.5 257.7 (SOUTH)
132.475 239.275 (WEST)
ST. LOUIS DEP CON
128.1 307.05
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)

**TOP ALTITUDE:
(JETS) 5000/(PROPS) 3000**

ST. LOUIS
117.4 STL :...
Chan 121
N38°51.64'-W90°28.94'

VICHY
117.7 VIH :...
Chan 124
N38°09.24'-W91°42.41'
L-16, H-5

MAPLES
113.4 MAP :...
Chan 81
N37°35.45'-W91°47.31'
L-16

TAKEOFF MINIMUMS

- Rwys 6, 12L, 12R, 24, 29: Standard.
- Rwy 11: 200-1 or standard with minimum climb of 407' per NM to 900.
- Rwy 30L: 200-1 or standard with minimum climb of 241' per NM to 800.
- Rwy 30R: 200-1½ or standard with minimum climb of 322' per NM to 900.

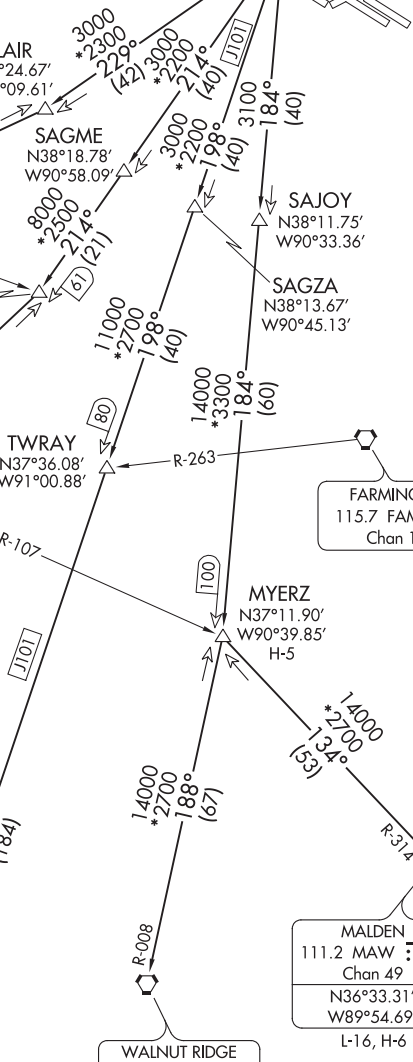
NOTE: DME and RADAR required.

LITTLE ROCK
113.9 LIT :...
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

WALNUT RIDGE
114.5 ARG :...
Chan 92
N36°06.60'-W90°57.22'
L-16, H-6

MALDEN
111.2 MAW :...
Chan 49
N36°33.31'-W89°54.69'
L-16, H-6

FARMINGTON
115.7 FAM :...
Chan 104



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH FIVE DEPARTURE

(LINDY5.STL) 31MAR16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

NC-3, 10 NOV 2016 TO 05 JAN 2017

NC-3, 10 NOV 2016 TO 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route.

TURBOJET AIRCRAFT: Maintain 5000 or assigned altitude, thence

ALL OTHERS: Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY5.LIT): From over STL VORTAC on STL R-198 to TWRAY INT then on STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY5.MAW): From over STL VORTAC on STL R-184 to MYERZ INT, then on MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY5.MAP): From over STL VORTAC on STL R-214 to WESCO INT, then on MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY5.MYERZ): From over STL VORTAC on STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY5.VIH): From over STL VORTAC on STL R-229 to KLAIR INT, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY5.ARG): From over STL VORTAC on STL R-184 to MYERZ INT, then on ARG R-008 to ARG VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(NATCA3.NATCA) 16315

NATCA THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

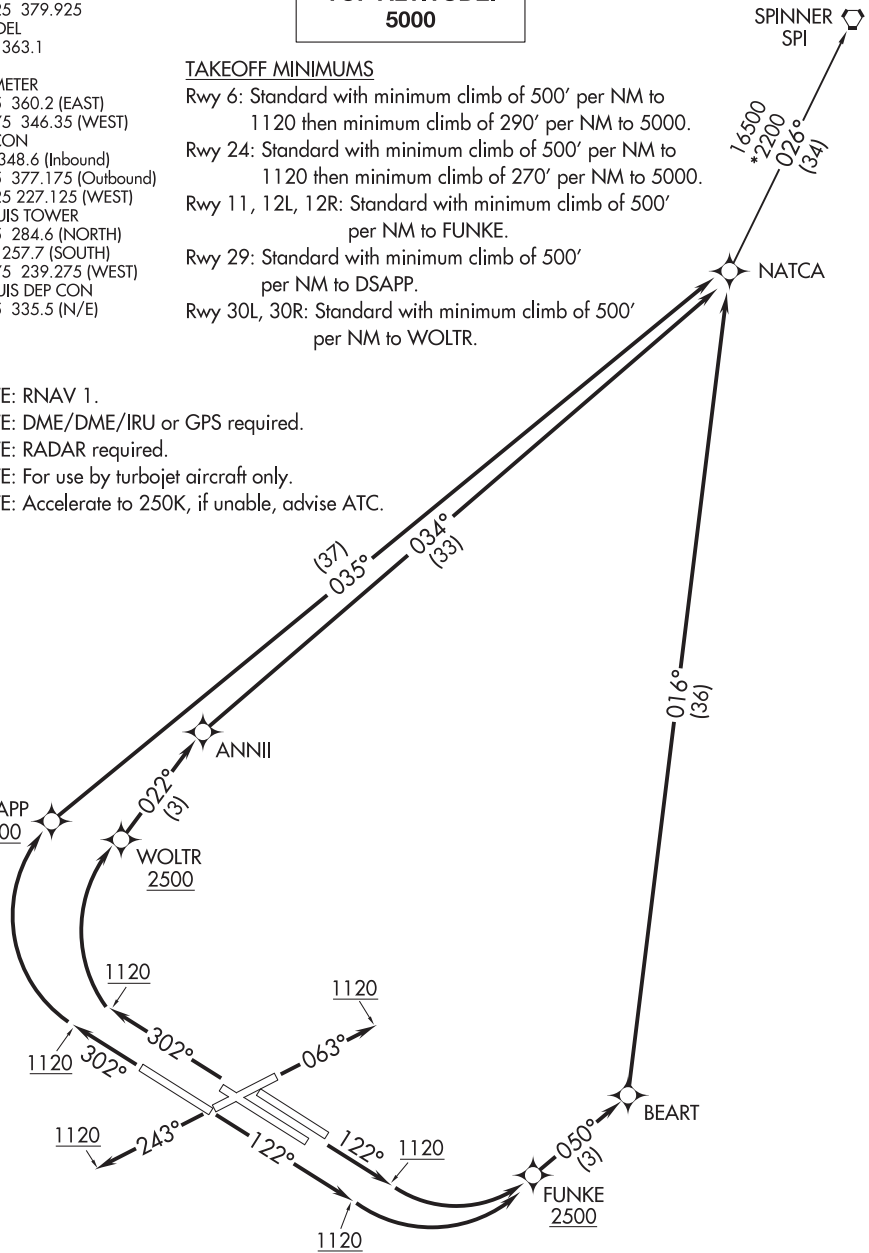
ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (WEST)
ST. LOUIS TOWER
120.05 284.6 (NORTH)
118.5 257.7 (SOUTH)
132.475 239.275 (WEST)
ST. LOUIS DEP CON
119.15 335.5 (N/E)

**TOP ALTITUDE:
5000**

TAKEOFF MINIMUMS

- Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 290' per NM to 5000.
- Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 270' per NM to 5000.
- Rwy 11, 12L, 12R: Standard with minimum climb of 500' per NM to FUNKE.
- Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
- Rwy 30L, 30R: Standard with minimum climb of 500' per NM to WOLTR.

- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: For use by turbojet aircraft only.
- NOTE: Accelerate to 250K, if unable, advise ATC.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NATCA THREE DEPARTURE (RNAV)
(NATCA3.NATCA) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to NATCA. Thence. . . .

TAKEOFF RUNWAYS 11, 12L, 12R: Climb heading 122° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to NATCA. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to NATCA. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to NATCA. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to NATCA. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

SPINNER TRANSITION (NATCA3.SPI)

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

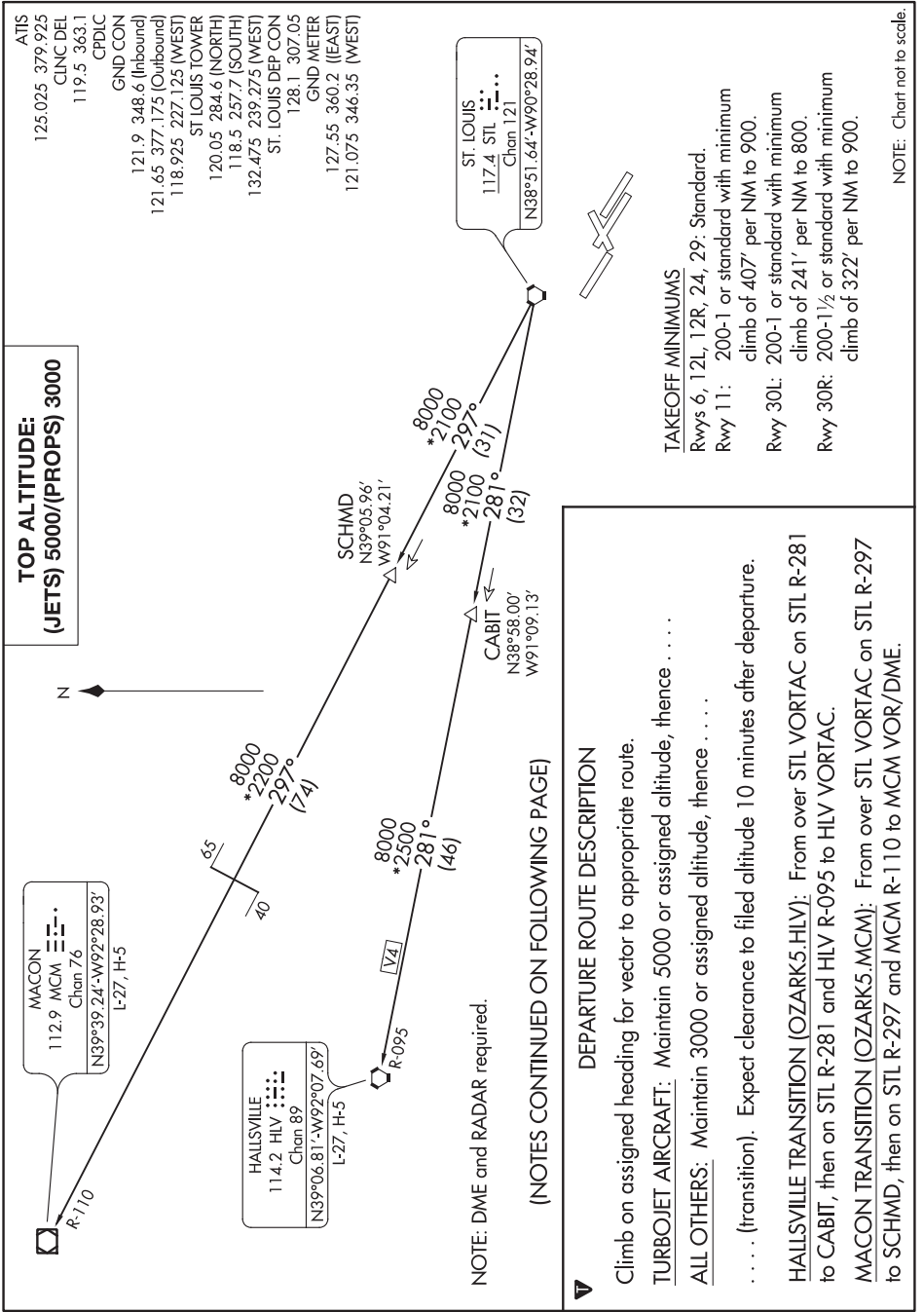
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

OZARK FIVE DEPARTURE

SL-360 (FAA)

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

PLESS THREE DEPARTURE

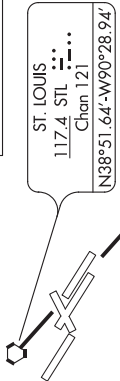
SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

121.02Z NAVJ 05 01 91.02Z AON 01 8-ON

TOP ALTITUDE:
5000

ATIS
125.025 379.925
CLNC DEL
119.5 363.1
CPDLC
GND CON
121.9 348.6 (Inbound)
121.65 377.175 (Outbound)
118.925 227.125 (WEST)
ST LOUIS TOWER
120.05 284.6 (NORTH)
118.5 257.7 (SOUTH)
132.475 239.275 (WEST)
ST. LOUIS DEP CON
128.1 307.05
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)



TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. OL on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Rwy 30L: Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. OL on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: OL on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple OL on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

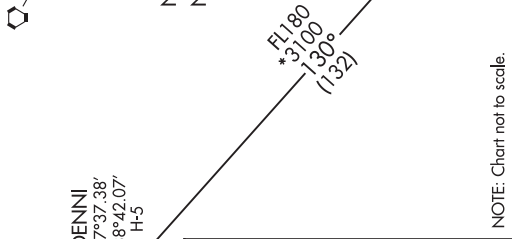
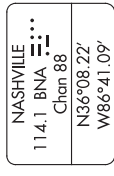
TAKEOFF MINIMUMS

Rwys 6, 12L, 12R, 24, 29: Standard.

Rwy 11: 200-1 or standard with minimum climb of 407' per NM to 900.

Rwy 30L: 200-1 or standard with minimum climb of 241' per NM to 800.

Rwy 30R: 200-1½ or standard with minimum climb of 322' per NM to 900.



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 5000 or assigned altitude, thence. . . .

. . . From over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS3.DENNI): From over PLESS on STL R-130 to DENNI.

NASHVILLE TRANSITION (PLESS3.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

NOTE: For turbojet aircraft only.
NOTE: DME and RADAR required.

NOTE: Chart not to scale.

PLESS THREE DEPARTURE

(ROTRY3.ROTRY) 16315

ROTRY THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

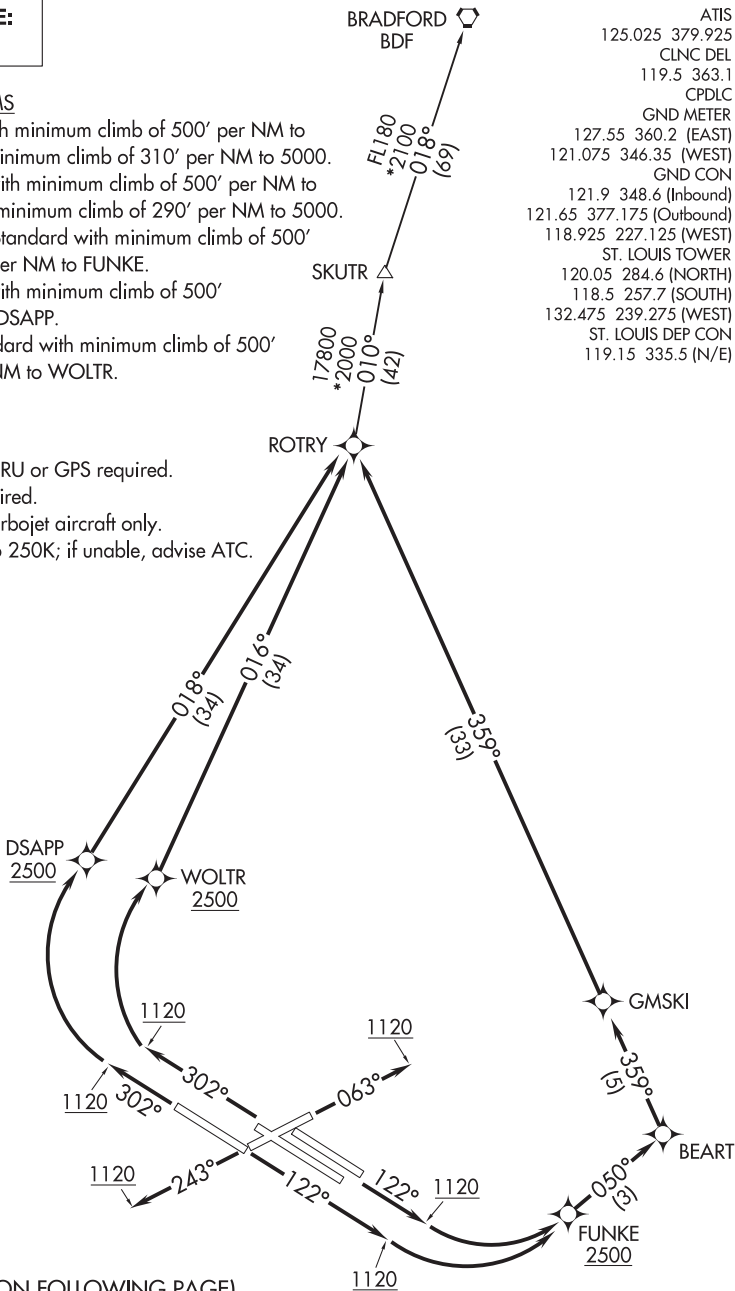
**TOP ALTITUDE:
5000**

TAKEOFF MINIMUMS

- Rwy 6: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 310' per NM to 5000.
- Rwy 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 290' per NM to 5000.
- Rwy 11, 12L, 12R: Standard with minimum climb of 500' per NM to FUNKE.
- Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.
- Rwy 30L, 30R: Standard with minimum climb of 500' per NM to WOLTR.

- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: For use by turbojet aircraft only.
- NOTE: Accelerate to 250K; if unable, advise ATC.

- ATIS 125.025 379.925
- CLNC DEL 119.5 363.1
- CPDLC 119.5 363.1
- GND METER 127.55 360.2 (EAST)
- 121.075 346.35 (WEST)
- GND CON 121.9 348.6 (Inbound)
- 121.65 377.175 (Outbound)
- 118.925 227.125 (WEST)
- ST. LOUIS TOWER 120.05 284.6 (NORTH)
- 118.5 257.7 (SOUTH)
- 132.475 239.275 (WEST)
- ST. LOUIS DEP CON 119.15 335.5 (N/E)



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ROTRY THREE DEPARTURE (RNAV)

(ROTRY3.ROTRY) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(ROTRY3.ROTRY) 16203

ROTRY THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to ROTRY. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to ROTRY. Thence. . . .

TAKEOFF RUNWAYS 11, 12L, 12R: Climb heading 122° to 1120, then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to ROTRY. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to ROTRY. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to ROTRY. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (ROTRY3.BDF)TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

ROTRY THREE DEPARTURE (RNAV)

(ROTRY3.ROTRY) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

TEDDD THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS

Rwys 6, 24: Standard with minimum climb of 500' per NM to 1120, then minimum climb of 280' per NM to 5000.

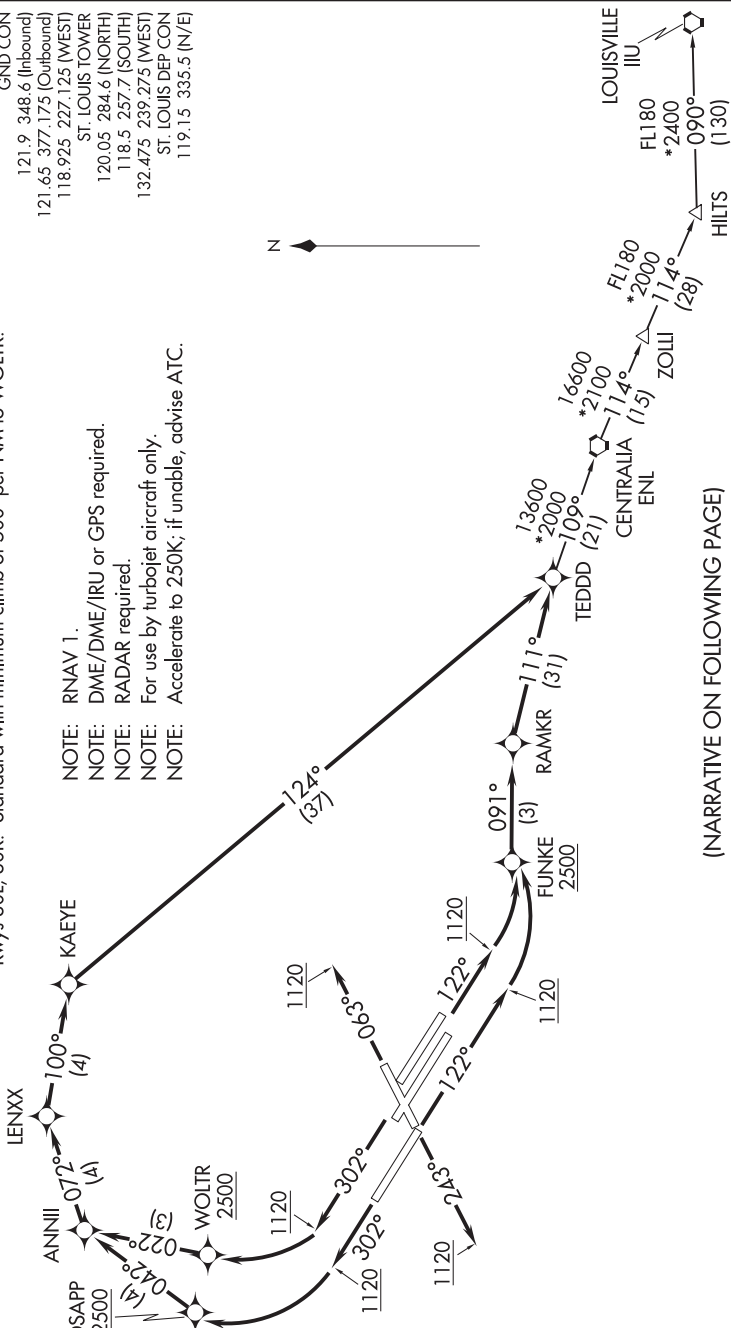
Rwys 11, 12L, 12R: Standard with minimum climb of 500' per NM to FUNKE.

Rwy 29: Standard with minimum climb of 500' per NM to DSAPP.

Rwys 30L, 30R: Standard with minimum climb of 500' per NM to WOLTR.

- ATIS 125.025 379.925
- CLNC DEL 119.5 363.1
- CPDIC
- GND METER 127.55 360.2 (EAST)
- 121.075 346.35 (WEST)
- GND CON 121.9 348.6 (Inbound)
- 121.65 377.175 (Outbound)
- 118.925 227.125 (WEST)
- ST. LOUIS TOWER 120.05 284.6 (NORTH)
- 118.5 257.7 (SOUTH)
- 132.475 239.275 (WEST)
- ST. LOUIS DEP CON 119.15 335.5 (N/E)

- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: For use by turbojet aircraft only.
- NOTE: Accelerate to 250K; if unable, advise ATC.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

TEDDD THREE DEPARTURE (RNAV)

(TEDDD3.TEDDD) 16203

TEDDD THREE DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120 then as assigned by ATC, expect RADAR vectors to TEDDD. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120 then as assigned by ATC, expect RADAR vectors to TEDDD. Thence. . . .

TAKEOFF RUNWAYS 11, 12L, 12R: Climb heading 122° to 1120 then left turn direct FUNKE, cross FUNKE at or above 2500, then on depicted route to TEDDD. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120 then right turn direct DSAPP, cross DSAPP at or above 2500, then on depicted route to TEDDD. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120 then right turn direct WOLTR, cross WOLTR at or above 2500, then on depicted route to TEDDD. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

HILTS TRANSITION (TEDDD3.HILTS)

LOUISVILLE TRANSITION (TEDDD3.IIU)

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

TEDDD THREE DEPARTURE (RNAV)

(TEDDD3.TEDDD) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

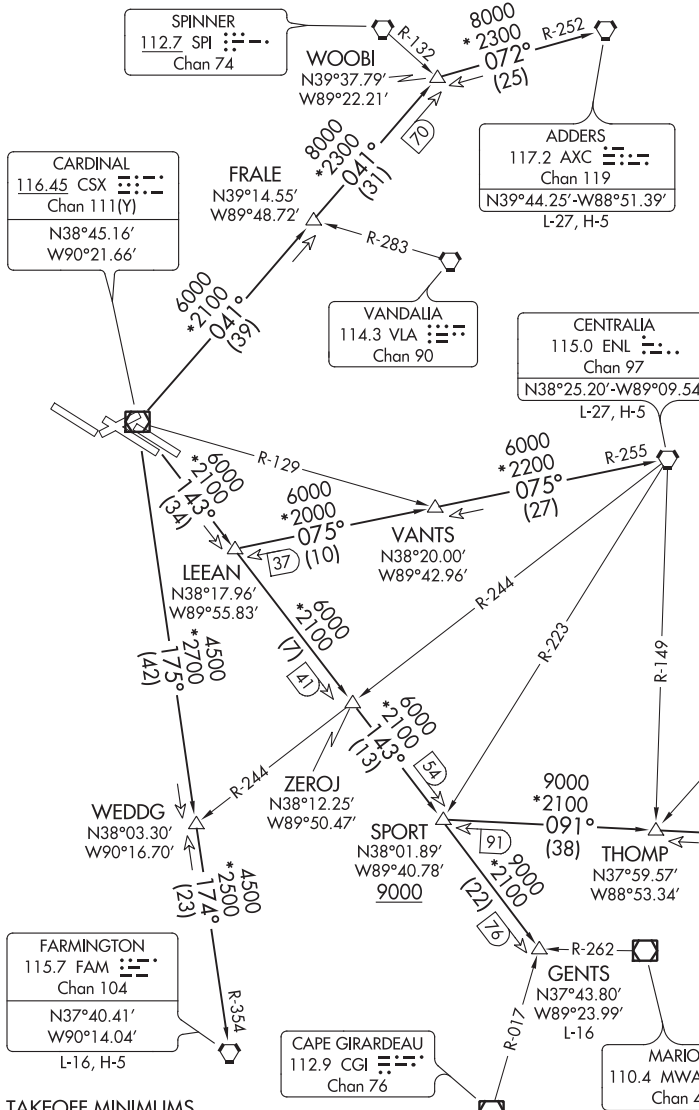
TURBO EIGHT DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

**TOP ALTITUDE:
3000**

- ATIS 125.025 379.925
- CINC DEL 119.5 363.1
- CPDLC GND CON 121.9 348.6 (Inbound)
- 121.65 377.175 (Outbound)
- 118.925 227.125 (WEST)
- ST LOUIS TOWER 120.05 284.6 (NORTH)
- 118.5 257.7 (SOUTH)
- 132.475 239.275 (WEST)
- ST. LOUIS DEP CON (AXC Transition) 119.15 335.5
- (All other Transitions) 128.1 307.05
- GND METER 127.55 360.2 (EAST)
- 121.075 346.35 (WEST)



TAKEOFF MINIMUMS

Rwys 6, 12L, 12R, 24, 29: Standard.

Rwy 11: 200-1 or standard with minimum climb of 407' per NM to 900.

Rwy 30L: 200-1 or standard with minimum climb of 241' per NM to 800.

Rwy 30R: 200-1½ or standard with minimum climb of 322' per NM to 900.

NOTE: RADAR required.

NOTE: For turboprop/prop aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

TURBO EIGHT DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(TURBO8.CSX) 16091

TURBO EIGHT DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO8.AXC): From over CSX VOR/DME on CSX R-041 to WOBI INT, then on AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO8.ENL): From over CSX VOR/DME on CSX R-143 to LEEAN INT, then on ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO8.FAM): From over CSX VOR/DME on CSX R-175 to WEDDG INT, then on FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO8.GENTS): From over CSX VOR/DME on CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO8.PXV): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO8.THOMP): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to THOMP INT.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
Obstruction light on LDA and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.
- Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.
Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.
- Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.
- Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.
Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.
- Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.
Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL.
Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.
- Rwy 30R: Obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.
Multiple obstruction lights on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

TURBO EIGHT DEPARTURE

(TURBO8.CSX) 31MAR16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

(WHRLI4.WHRLI) 16315

WHRLI FOUR DEPARTURE (RNAV)

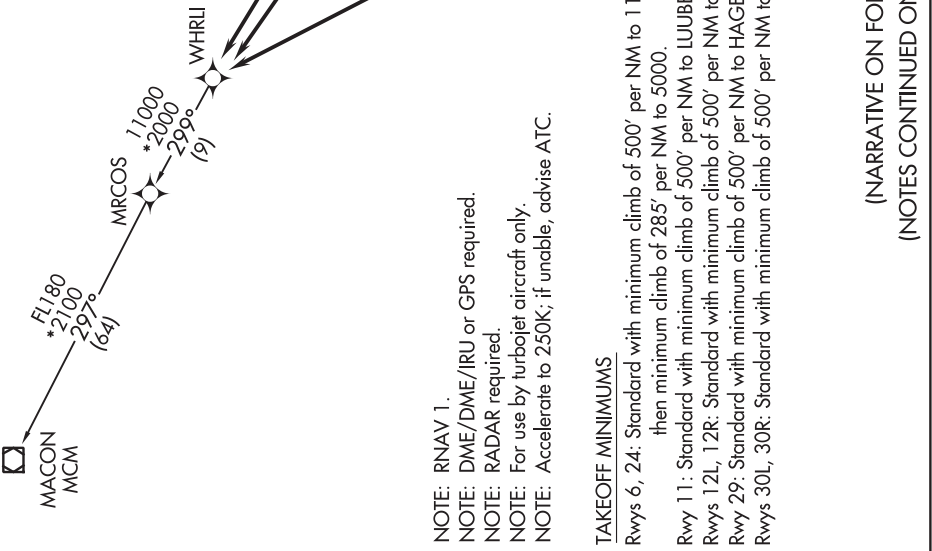
SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
5000**

ATIS 125.025 379.925
 CLNC DEL 119.5 363.1
 CPDLC
 GND METER 127.55 360.2 (EAST)
 121.075 346.35 (WEST)
 GND CON 121.9 348.6 (Inbound)
 121.65 377.175 (Outbound)
 118.925 227.125 (WEST)
 ST. LOUIS TOWER 120.05 284.6 (NORTH)
 118.5 257.7 (SOUTH)
 132.475 239.275 (WEST)
 ST. LOUIS DEP CON 128.1 307.05 (S/W)
 119.15 335.5 (N/E)



NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required.
 NOTE: For use by turbojet aircraft only.
 NOTE: Accelerate to 250K; if unable, advise ATC.

TAKEOFF MINIMUMS
 Rwy 6, 24: Standard with minimum climb of 500' per NM to 1120 then minimum climb of 285' per NM to 5000.
 Rwy 11: Standard with minimum climb of 500' per NM to LUUBE.
 Rwy 12L, 12R: Standard with minimum climb of 500' per NM to HEFNR.
 Rwy 29: Standard with minimum climb of 500' per NM to HAGEE.
 Rwy 30L, 30R: Standard with minimum climb of 500' per NM to PYUNG.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 10 NOV 2016 to 05 JAN 2017

WHRLI FOUR DEPARTURE (RNAV)
(WHRLI4.WHRLI) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

(WHRLI4.WHRLI) 16203

WHRLI FOUR DEPARTURE (RNAV)

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 1120, then as assigned by ATC, expect RADAR vectors to WHRLI. Thence. . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 1120, then as assigned by ATC, expect RADAR vectors to WHRLI. Thence. . . .

TAKEOFF RUNWAY 11: Climb heading 122° to 1120, then direct LUUBE, cross LUUBE at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1120, then direct HEFNR, cross HEFNR at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAY 29: Climb heading 302° to 1120, then direct HAGEE, cross HAGEE at or above 2500, then on depicted route to WHRLI. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1120, then direct PYUNG, cross PYUNG at or above 2500, then on depicted route to WHRLI. Thence. . . .

. . . . (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

MACON TRANSITION (WHRLI4.MCM)TAKEOFF OBSTACLE NOTES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.

Obstruction light on landing directional aid and antenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL.

Multiple signs, trees, towers and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL.

Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL.

Obstruction light on localizer 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R: Obstruction light on glide slope 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple obstruction lights on buildings, trees and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

WHRLI FOUR DEPARTURE (RNAV)

(WHRLI4.WHRLI) 21JUL16

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL (STL)

LOC I-SUS 110.55	APP CRS 079°	Rwy Idg TDZE Apt Elev	7414 462 463
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ILS or LOC RWY 8R

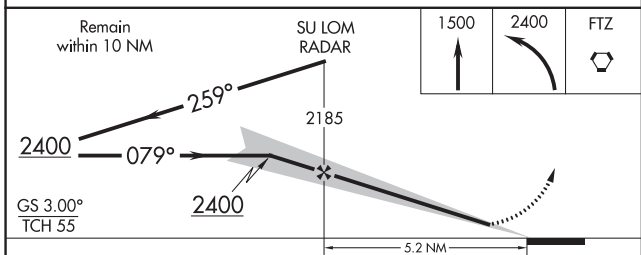
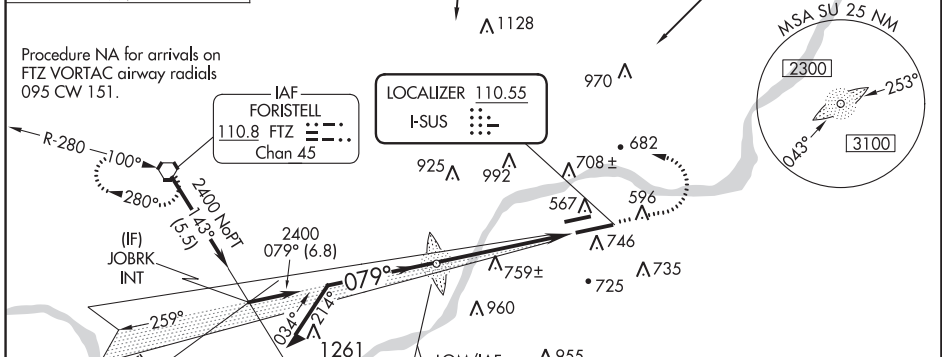
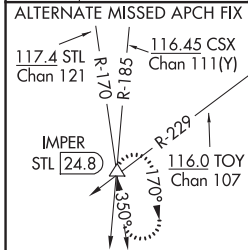
SPRIT OF ST. LOUIS (SUS)

⚠ When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA to 719 feet, all MDA 60 feet, increase S-LOC 8R Cats C/D to RVR 5000 and Circling Cat C visibility ¼ mile. For inop MALS/R, increase S-LOC 8R Cats C/D visibility to RVR 6000. For inop MALS/R when using Lambert-St. Louis altimeter setting, increase S-LOC 8R Cats C/D visibility to 1½ mile.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

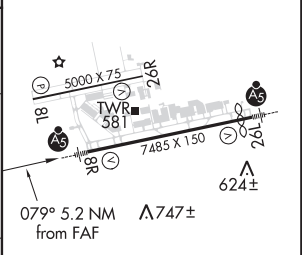
MALS/R

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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ELEV 463	D	TDZE 462
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CATEGORY	A	B	C	D
S-ILS 8R*	662/24 200 (200-½)			
S-LOC 8R	880/24	418 (500-½)	880/40	418 (500-¾)
CIRCLING	1100-1	637 (700-1)	1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R	0
HIRL Rwy 8R-26L	0
FAF to MAP 5.2 NM	
Knots	60 90 120 150 180
Min:Sec	5:12 3:28 2:36 2:05 1:44

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-FZU 111.1	APP CRS 259°	Rwy Idg TDZE Apt Elev	7004 462 463
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ILS or LOC RWY 26L

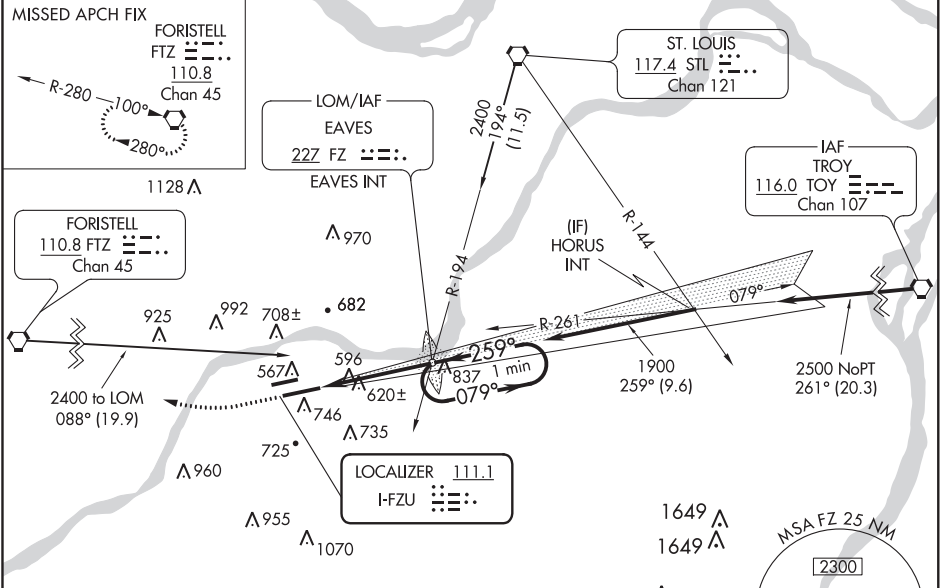
SPRIT OF ST. LOUIS (SUS)

When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA to 719 and all MDA 60 feet, increase S-LOC Cat C and D visibility 1/8 mile. For inop MALS, increase S-LOC 26L Cats C/D visibility to 1 7/8 miles. For inop MALS when using Lambert-St Louis intl altimeter setting, increase S-LOC 26L Cats C/D visibility to 2 miles.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

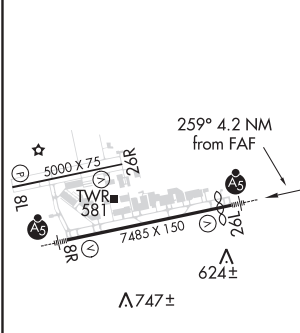
MALS

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPRIT TOWER* 124.75 (CTAF) 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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ELEV 463	D	TDZE 462
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One Minute Holding Pattern				
Category	A	B	C	D
S-ILS 26L*	662/24 200 (200-1/2)			
S-LOC 26L	1140/24 678 (700-1/2)	1140-1 1/2 678 (700-1 1/2)		
CIRCLING	1140-1 677 (700-1)	1140-2 677 (700-2)	1140-2 1/4 677 (700-2 1/4)	

ST. LOUIS, MISSOURI
Orig-C 31MAR16

38°40'N-90°39'W

SPRIT OF ST. LOUIS (SUS)

ILS or LOC RWY 26L

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99414 W08A	APP CRS 079°	Rwy Idg TDZE 463 Apt Elev 463	5000 463 463
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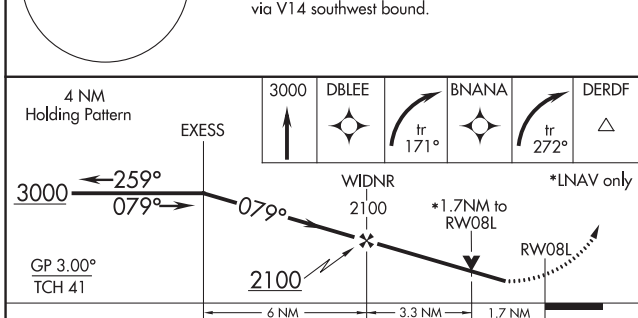
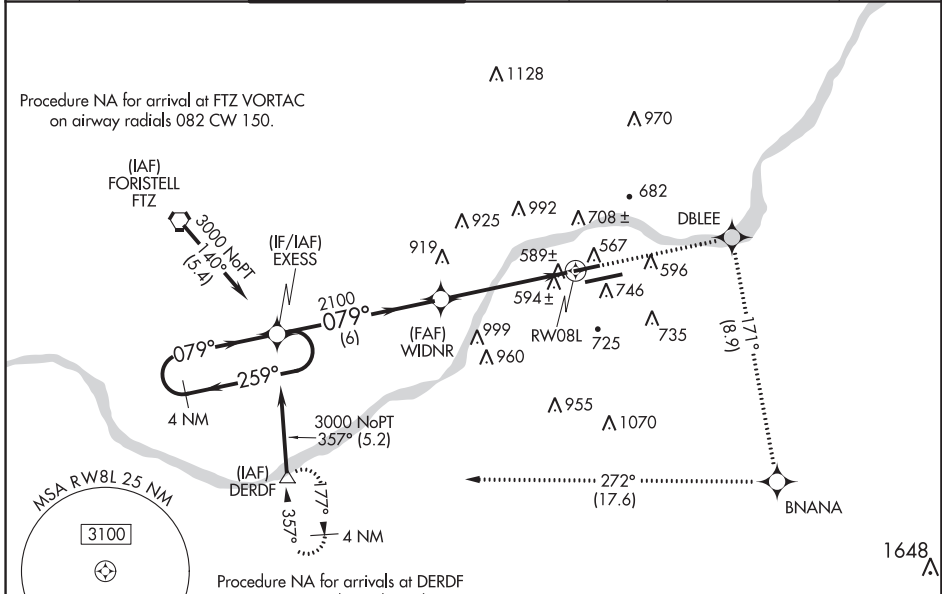
RNAV (GPS) RWY 8L

SPIRIT OF ST. LOUIS (SUS)

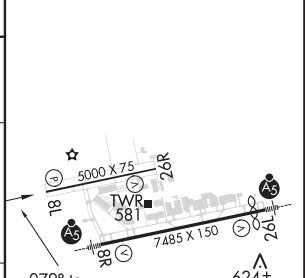
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase LPV DA to 912, LNAV/VNAV DA to 1132 and all MDA 60 feet, increase LPV all Cats visibility to 1 1/2 miles.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn on track 171° to BNANA and right turn on track 272° to DERDF and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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ELEV 463	D	TDZE 463
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CATEGORY	A	B	C	D
LPV DA	855-1 1/8	392 (400-1 1/8)		NA
LNAV/VNAV DA	1075-2 1/2	612 (700-2 1/2)		NA
LNAV MDA	1040-1	577 (600-1)		NA
CIRCLING	1100-1	637 (700-1)		NA

MIRL Rwy 8L-26R **L**
HIRL Rwy 8R-26L **L**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61114 W08B	APP CRS 079°	Rwy Idg TDZE 462 Apt Elev 463	7414 462 463
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RNAV (GPS) RWY 8R

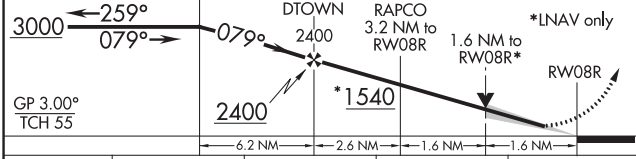
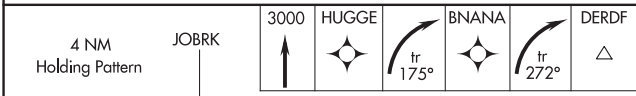
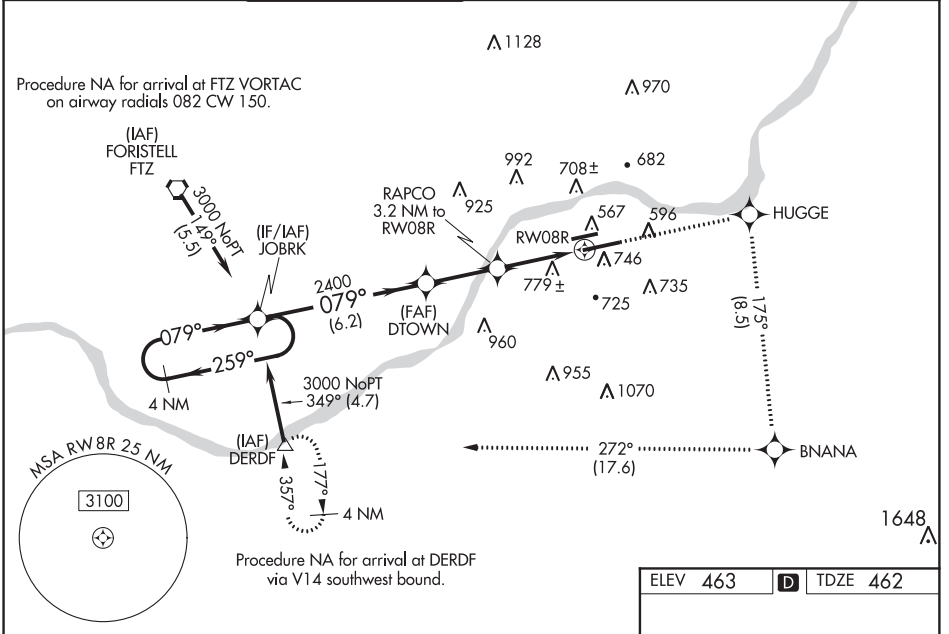
SPRIT OF ST. LOUIS (SUS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats and LNAV Cats C/D 1/8 mile, and Circling Cat C 1/4 mile. For inop MALSRS, increase LNAV/VNAV all Cats visibility to 2 1/2 mile and LNAV Cats C/D visibility to 1 1/8 mile. For inop MALSRS when using Lambert-St Louis Intl altimeter setting, increase LNAV Cats C/D visibility to 1 1/4 mile.

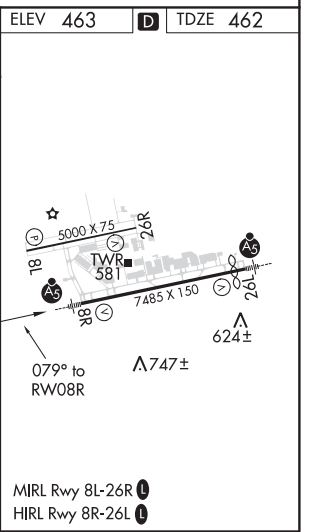


MISSED APPROACH: Climb to 3000 direct HUGGE and right turn on track 175° to BNANA and right turn on track 272° to DERDF and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		662/24	200 (200-1/2)	
LNAV/VNAV DA		1129-1 7/8	667 (700-1 7/8)	
LNAV MDA	1040/24	578 (600-1/2)	1040-1 1/4	578 (600-1 1/4)
CIRCLING	1100-1	637 (700-1)	1120-1 3/4 657 (700-1 3/4)	1140-2 1/4 677 (700-2 1/4)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81914 W26B	APP CRS 259°	Rwy Idg TDZE 462 Apt Elev 463	7004
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RNAV (GPS) RWY 26L

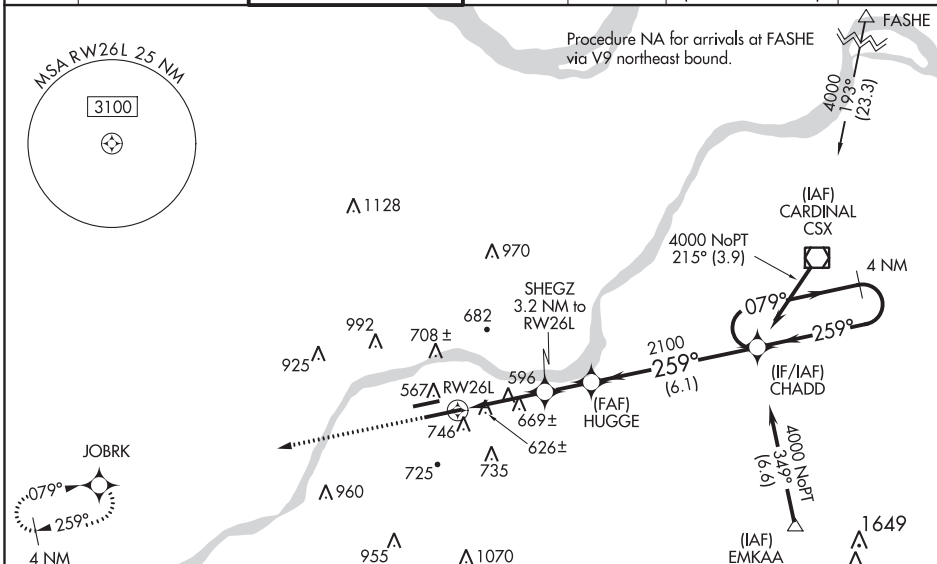
SPIRIT OF ST. LOUIS (SUS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase LNAV/VNAV visibility all Cats, LNAV visibility Cats C/D and Circling visibility Cat C ¼ mile. For inop MALS, increase LNAV Cat C/D visibility to 1 ½ mile. For inop MALS when using Lambert-St Louis altimeter setting, increase LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cat C/D visibility to 1 ½ mile.

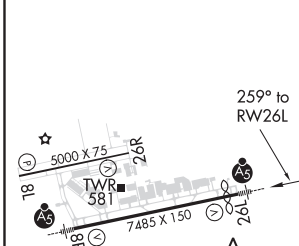


MISSED APPROACH:
Climb to 3000 direct
JOBRK and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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ELEV 463	D	TDZE 462
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CATEGORY	A	B	C	D
LPV DA		662/24	200 (200-½)	
LNAV/DA		969-1¼	507 (600-1¼)	
LNAV MDA	980/24	518 (600-½)	980/55	518 (600-1¼)
CIRCLING	1100-1	637 (700-1)	1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

ST. LOUIS, MISSOURI
Orig-B 31MAR16

38°40'N-90°39'W
601

RNAV (GPS) RWY 26L

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97414 W26A	APP CRS 259°	Rwy Idg TDZE 463 Apt Elev 463	5000
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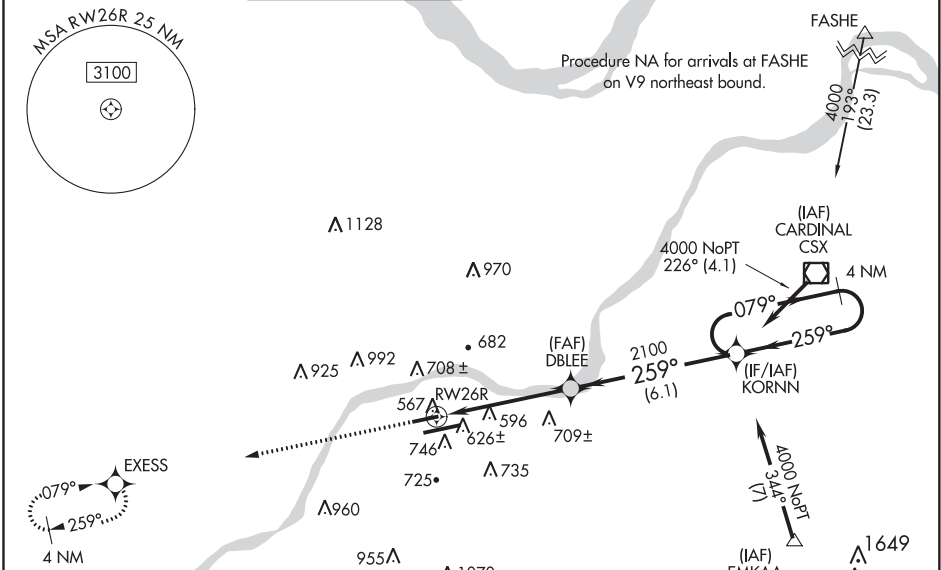
RNAV (GPS) RWY 26R

SPIRIT OF ST. LOUIS (SUS)

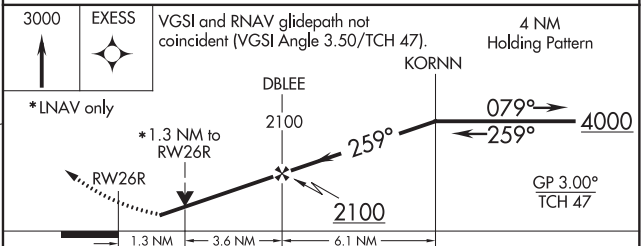
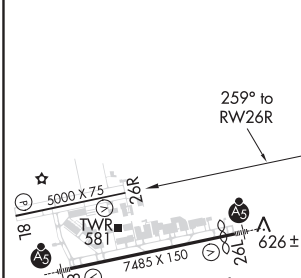
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase LPV DA to 860 feet, LNAV/VNAV DA to 1010 feet, and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EXESS and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER* 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)	UNICOM 122.95
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ELEV 463	D	TDZE 463
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CATEGORY	A	B	C	D
LPV DA	803-1½	340 (400-1½)		NA
LNAV/VNAV DA	953-1½	490 (500-1½)		NA
LNAV MDA	1000-1	537 (600-1)		NA
CIRCLING	1100-1	637 (700-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

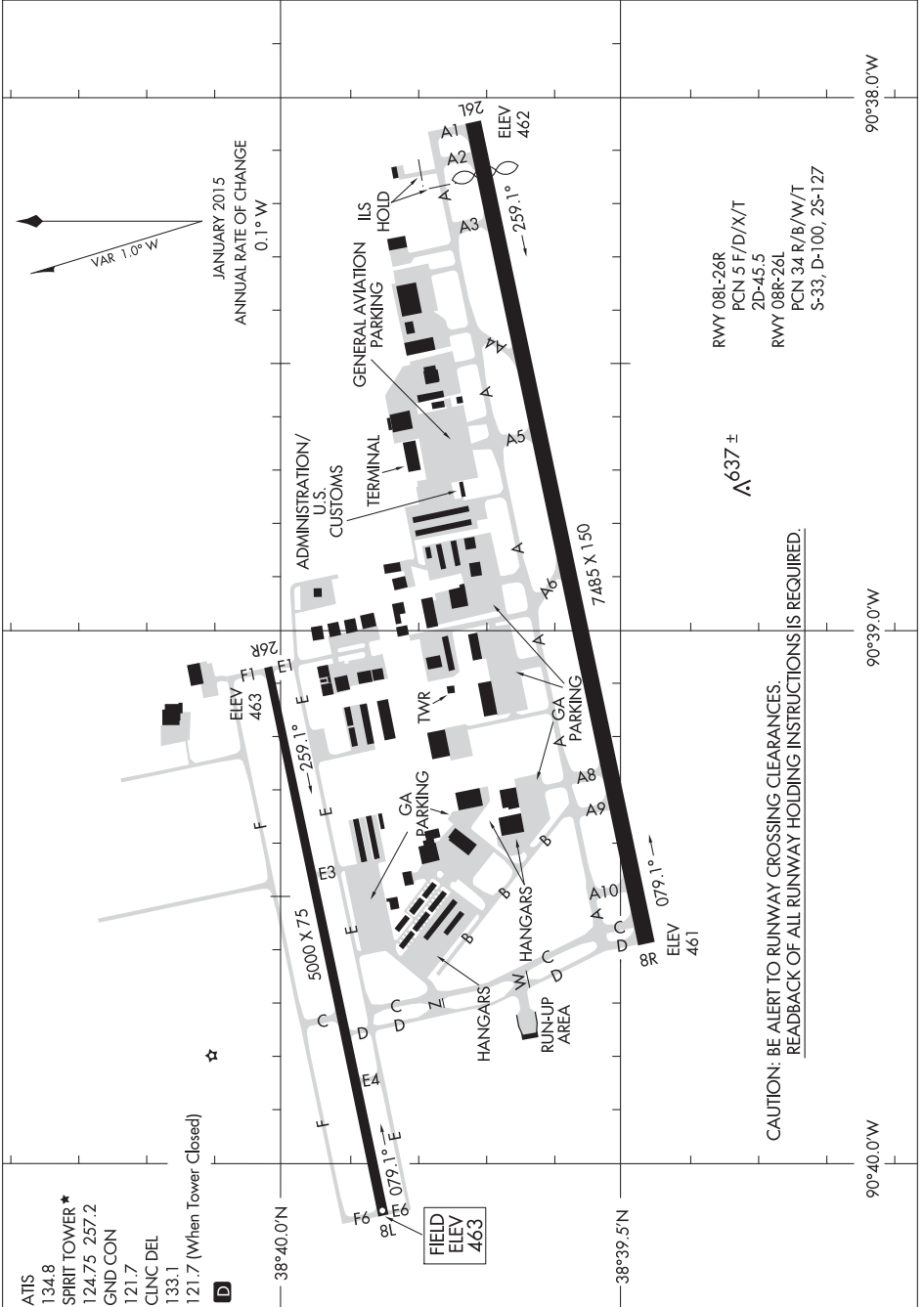
NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ST. LOUIS, MISSOURI
SPIRIT OF ST. LOUIS (SUS)

BLUES FOUR DEPARTURE

SL-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

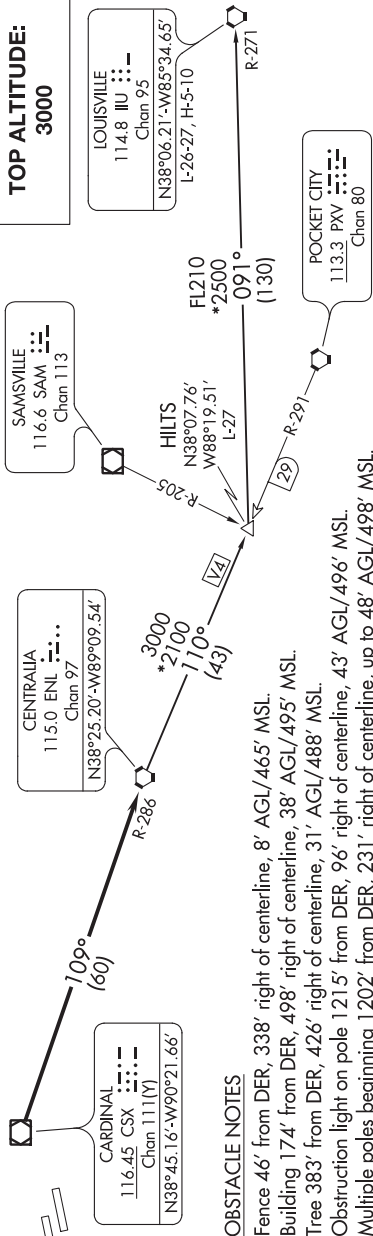
21.02Z NADJ 2016 2016 10.10.18-ON

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 3000 or assigned altitude, thence from over CSX VOR/DME on CSX R-109 and ENL R-286 to ENL VORTAC. Then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES4.HILTS): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT.
LOUISVILLE TRANSITION (BLUES4.IIU): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT, then on IIU R-271 to IIU VORTAC.

- ATIS 134.8
- CINC DEL 133.1
- ST LOUIS CINC DEL (when tower closed) 121.7
- GND CON 121.7
- SPIRIT TOWER * 124.75 (CTAF) 257.2
- ST LOUIS DEP CON 126.5 254.3



TOP ALTITUDE:
3000

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL. Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL. Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL. Obstruction light on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL. Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL. Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL. Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.
- Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL. Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL. Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL. Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.
- Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL. Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.
- Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL. Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL. Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

TAKEOFF MINIMUMS

- Rwys 8L, 26R: Standard.
- Rwy 8R: 200-1/4 or standard with minimum climb of 238' per NM to 700.
- Rwy 26L: 200-2 or standard with minimum climb of 231' per NM to 900.

NOTE: RADAR required.
NOTE: For turbojet aircraft only.

NOTE: Chart not to scale.

BLUES FOUR DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

CARDS NINE DEPARTURE

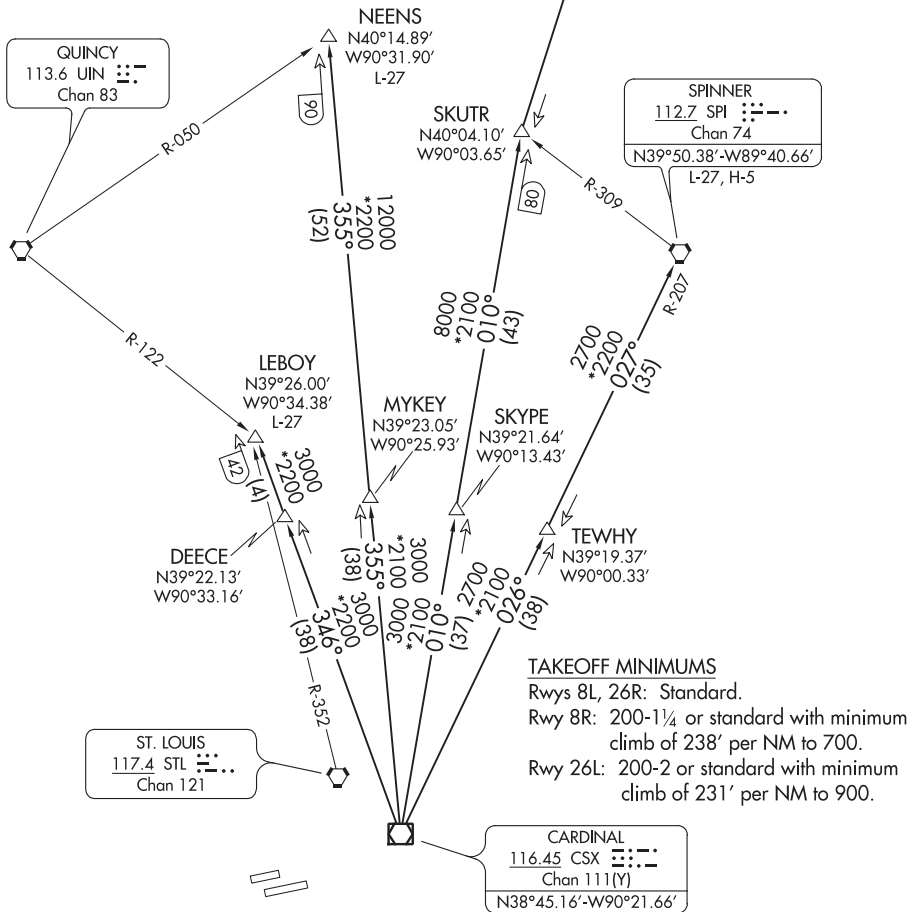
SL-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

ATIS
134.8
CLNC DEL
133.1
ST LOUIS CLNC DEL
(when tower closed)
121.7
GND CON
121.7
SPIRIT TOWER *
124.75 (CTAF) 257.2
ST LOUIS DEP CON
126.5 254.3

**TOP ALTITUDE:
(JETS) 3000/(PROPS) 2500**

BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: DME and RADAR required.
NOTE: Chart not to scale.

CARDS NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS9.BDF): From over CSX VOR/DME on CSX R-010 to SKUTR INT, then on BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS9.LEBOY): From over CSX VOR/DME on CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS9.NEENS): From over CSX VOR/DME on CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS9.SPI): From over CSX VOR/DME on CSX R-026 to TEWHY INT, then on SPI R-207 to SPI VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.

Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.

Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.

Obstruction light on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.

Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.

Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.

Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.

Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.

Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL.

Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.

Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.

Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.

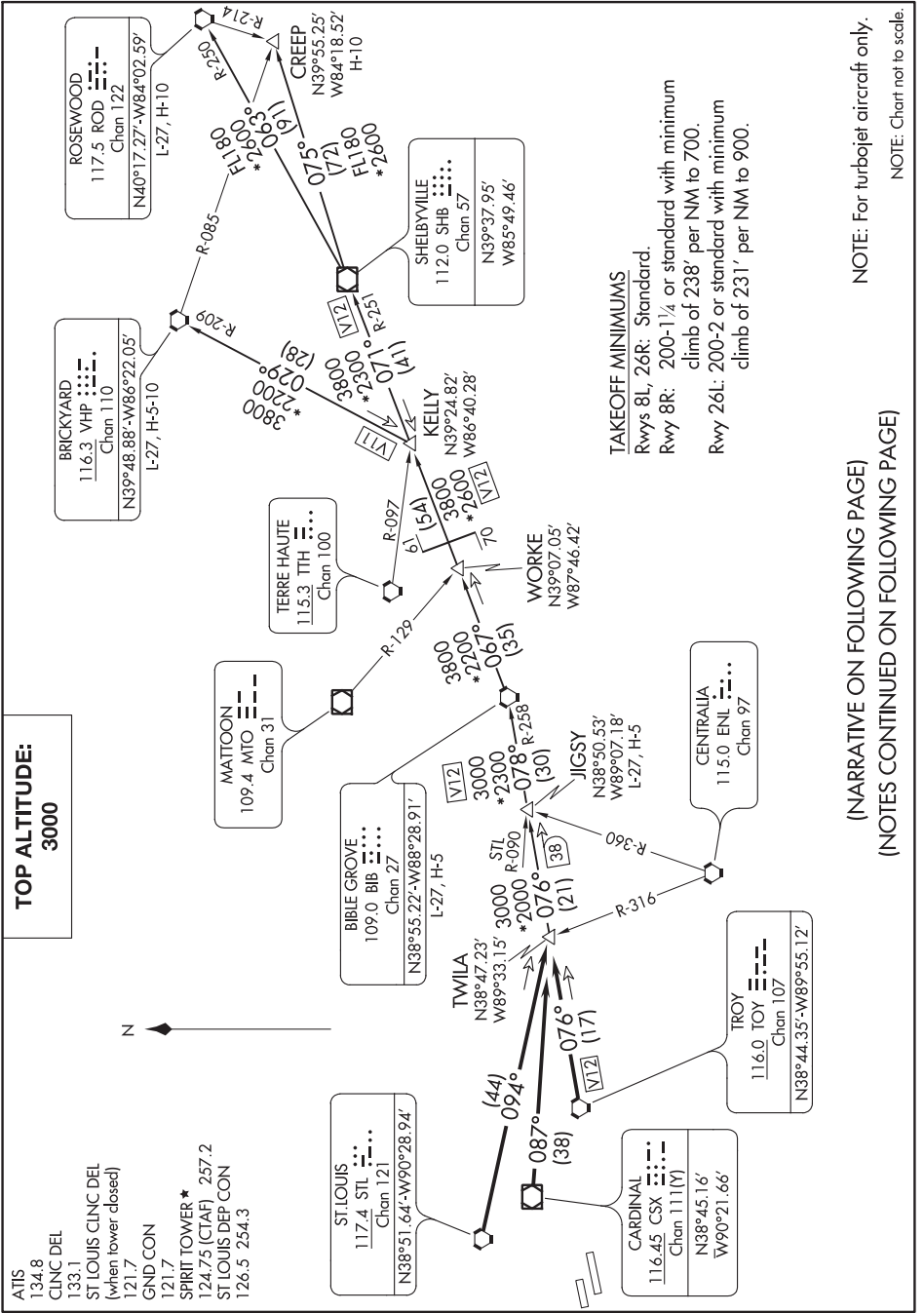
Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.

Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.

Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.

Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence. . . .

. . . .from over CSX R-087 or over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY7.BIB): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY7.VHP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY INT, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY7.CREEP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY7.JIGSY): From over TWILA INT on TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY7.ROD): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.
 Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.
 Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.
 OL on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.
 Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.
 Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.
 Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.
- Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.
 Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL.
 Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.
 Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.
- Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.
 Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.
- Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.
 Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.
 Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

LINDBERGH FIVE DEPARTURE

SL-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

ATIS
134.8
CLNC DEL
133.1
ST LOUIS CLNC DEL
(when tower closed)
121.7
GND CON
121.7
SPIRIT TOWER*
124.75 (CTAF) 257.2
ST LOUIS DEP CON
126.5 254.3

**TOP ALTITUDE:
(JETS) 3000/(PROPS) 2500**

ST. LOUIS
117.4 STL :...
Chan 121
N38°51.64'-W90°28.94'

VICHY
117.7 VIH :...
Chan 124
N38°09.24'-W91°42.41'
L-16, H-5

MAPLES
113.4 MAP :...
Chan 81
N37°35.45'-W91°47.31'
L-16

FARMINGTON
115.7 FAM :...
Chan 104

TAKEOFF MINIMUMS

Rwys 8L, 26R: Standard.
Rwy 8R: 200-1¼ or standard with minimum
climb of 238' per NM to 700.
Rwy 26L: 200-2 or standard with minimum
climb of 231' per NM to 900.

NOTE: DME and RADAR required.

LITTLE ROCK
113.9 LIT :...
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

WALNUT RIDGE
114.5 ARG :...
Chan 92
N36°06.60'-
W90°57.22'
L-16, H-6

MALDEN
111.2 MAW :...
Chan 49
N36°33.31'-
W89°54.69'
L-16, H-6

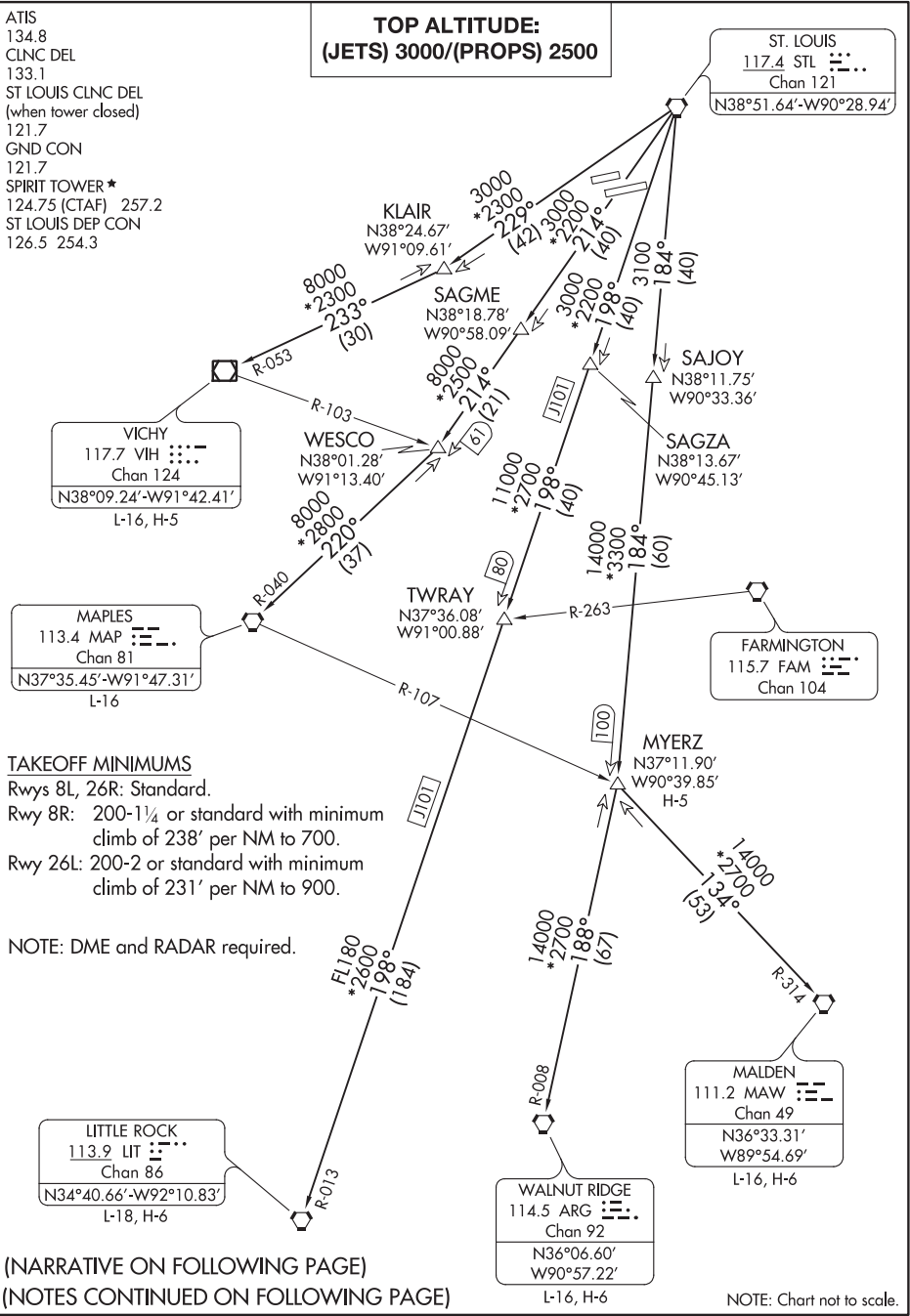
(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH FIVE DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY5.LIT): From over STL VORTAC on STL R-198 to TWRAY INT then on STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY5.MAW): From over STL VORTAC on STL R-184 to MYERZ INT, then on MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY5.MAP): From over STL VORTAC on STL R-214 to WESCO INT, then on MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY5.MYERZ): From over STL VORTAC on STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY5.VIH): From over STL VORTAC on STL R-229 to KLAIR INT, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY5.ARG): From over STL VORTAC on STL R-184 to MYERZ INT, then on ARG R-008 to ARG VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.

Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.

Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.

Obstruction light on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.

Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.

Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.

Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.

Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.

Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL

Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.

Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.

Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.

Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.

Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.

Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.

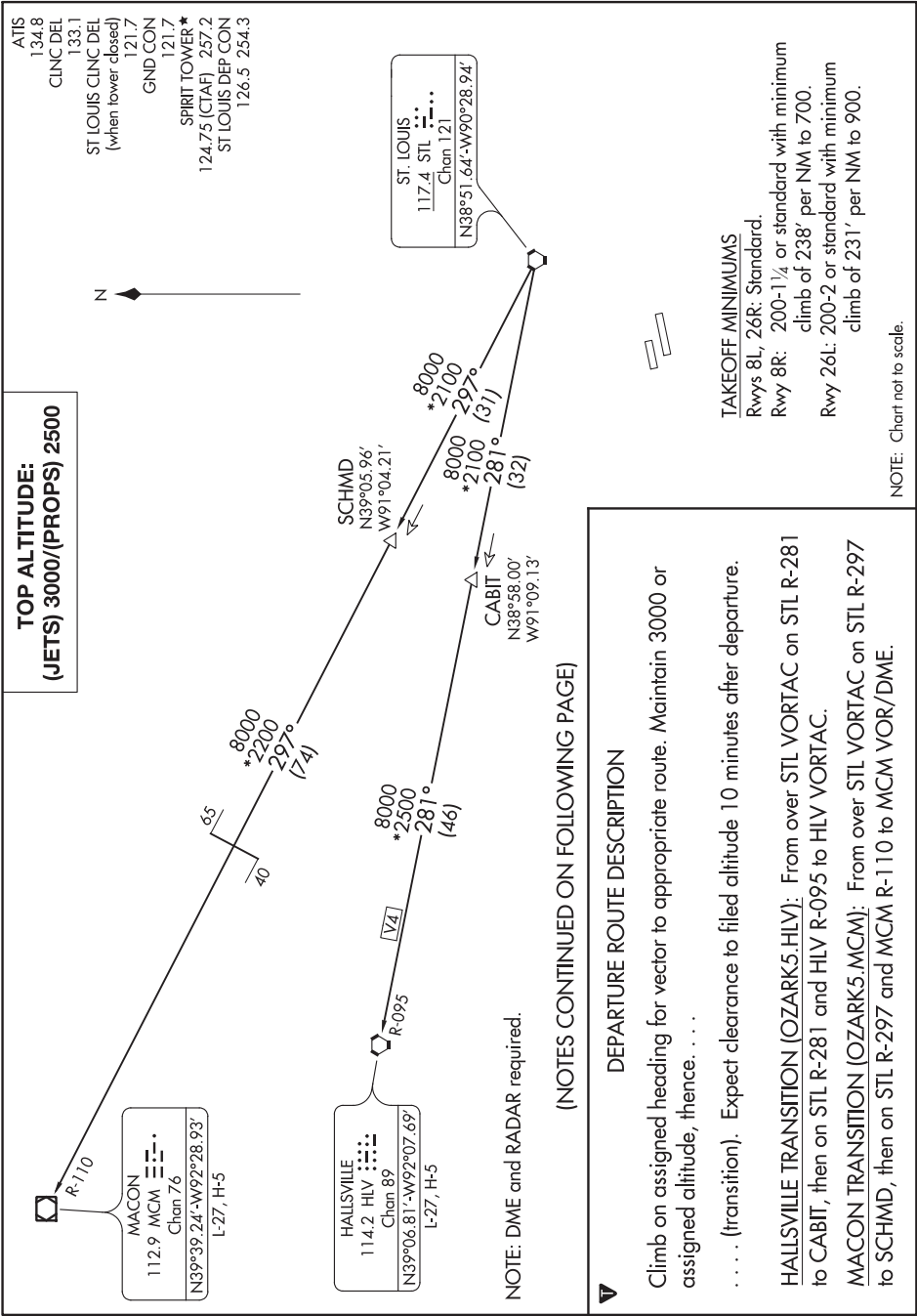
Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

OZARK FIVE DEPARTURE

SL-5400 (FAA)

SPIRIT OF ST. LOUIS (STLS)
ST. LOUIS, MISSOURI

NC-3, 10 NOV 2016 to 05 JAN 2017



OZARK FIVE DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.
 Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.
 Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.
 Obstruction light on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.
 Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.
 Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.
 Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.
- Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.
 Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL.
 Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.
 Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.
- Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.
 Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.
- Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.
 Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.
 Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

PLESS THREE DEPARTURE

SL-5400 (FAA)

SPIRIT OF ST. LOUIS (STLS)
ST. LOUIS, MISSOURI

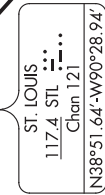
NC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
3000

ATIS
134.8
CLNC DEL
133.1
ST LOUIS CLNC DEL
(when tower closed)
121.7
GND CON
121.7

ST. LOUIS
117.4 STL
Chon 121
N38°51.64'-W90°28.94'

SPIRIT TOWER *
124.75 (CTAF) 257.2
ST LOUIS DEP CON
126.5 254.3



TAKEOFF MINIMUMS

Rwys 8L, 26R: Standard.

Rwy 8R: 200-1/4 or standard with minimum climb of 238' per NM to 700.

Rwy 26L: 200-2 or standard with minimum climb of 231' per NM to 900.

TAKEOFF OBSTACLE NOTES

Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.

Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.

Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.

Obstruction light on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.

Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.

Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.

Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.

Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.

Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL.

Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.

Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.

Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.

Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.

Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.

Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.

Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence, . . .

. . . From over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS3.DENNI): From over PLESS on STL R-130 to DENNI.

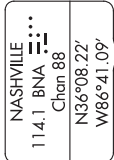
NASHVILLE TRANSITION (PLESS3.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.



N



NOTE: For turbojet aircraft only.
NOTE: DME and RADAR required.



NOTE: Chart not to scale.

PLESS THREE DEPARTURE

NC-3, 10 NOV 2016 to 05 JAN 2017

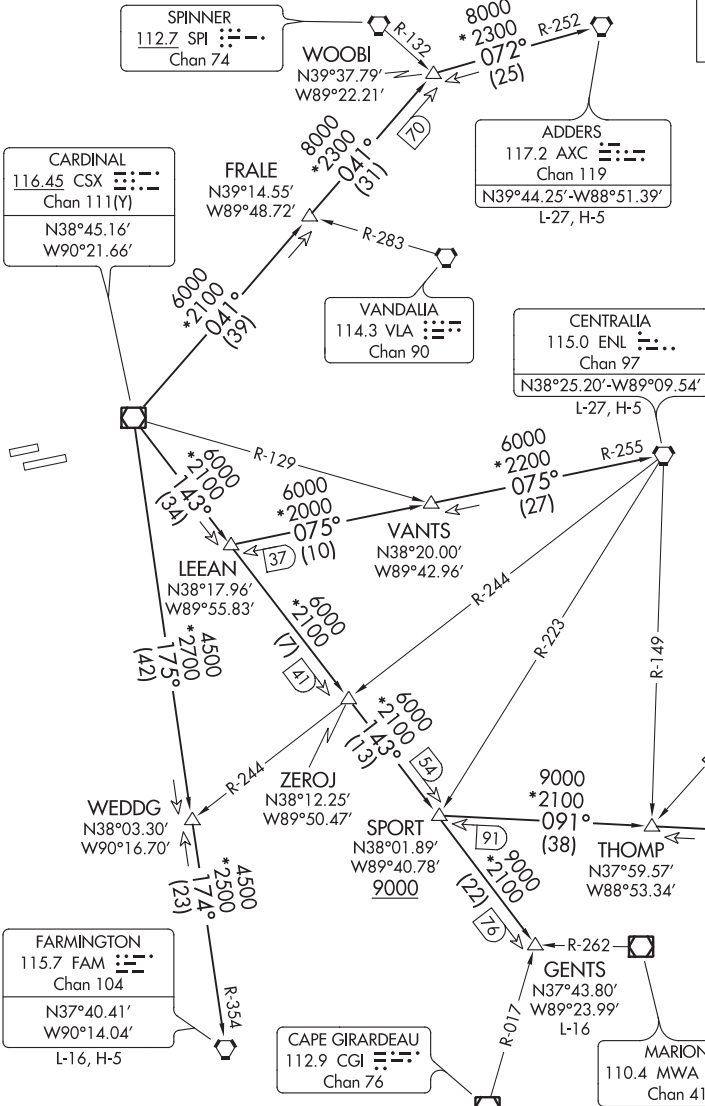
TURBO EIGHT DEPARTURE

SL-5400 (FAA)

SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

**TOP ALTITUDE:
2500**

- ATIS 134.8
- CLNC DEL 133.1
- ST LOUIS CLNC DEL (when tower closed) 121.7
- GND CON 121.7
- SPIRIT TOWER* 124.75 (CTAF) 257.2
- ST LOUIS DEP CON 126.5 254.3



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwys 8L, 26R: Standard.

Rwy 8R: 200-1¼ or standard with minimum climb of 238' per NM to 700.

Rwy 26L: 200-2 or standard with minimum climb of 231' per NM to 900.

NOTE: RADAR required.

NOTE: For turboprop/prop aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

TURBO EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO8.AXC): From over CSX VOR/DME on CSX R-041 to WOBI INT, then on AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO8.ENL): From over CSX VOR/DME on CSX R-143 to LEEAN INT, then on ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO8.FAM): From over CSX VOR/DME on CSX R-175 to WEDDG INT, then on FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO8.GENTS): From over CSX VOR/DME on CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO8.PXV): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO8.THOMP): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to THOMP INT.

TAKEOFF OBSTACLE NOTES

Rwy 8L: Fence 46' from DER, 338' right of centerline, 8' AGL/465' MSL.
Building 174' from DER, 498' right of centerline, 38' AGL/495' MSL.
Tree 383' from DER, 426' right of centerline, 31' AGL/488' MSL.
Obstruction light on pole 1215' from DER, 96' right of centerline, 43' AGL/496' MSL.
Multiple poles beginning 1202' from DER, 231' right of centerline, up to 48' AGL/498' MSL.
Trees beginning 1245' from DER, 52' left of centerline, up to 80' AGL/533' MSL.
Trees beginning 1229' from DER, 95' right of centerline, up to 60' AGL/516' MSL.

Rwy 8R: Antenna 263' from DER, 557' left of centerline, 40' AGL/487' MSL.
Railroad car 752' from DER, 19' left of centerline, 23' AGL/482' MSL
Antenna on building 142' from DER, 241' left of centerline, 8' AGL/470' MSL.
Trees 5357' from DER, 1793' right of centerline, up to 100' AGL/626' MSL.

Rwy 26L: Tree 2240' from DER, 508' right of centerline, 58' AGL/521' MSL.
Tree 1.7 NM from DER, 2670' left of centerline, 100' AGL/759' MSL.

Rwy 26R: Tree 33' from DER, 430' right of centerline, up to 9' AGL/464' MSL.
Multiple poles beginning 1269' from DER, left and right of centerline, up to 68' AGL/518' MSL.
Trees beginning 1999' from DER, right and left of centerline, up to 154' AGL/601' MSL.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SALEM, MISSOURI

AL-9436 (FAA)

15008

APP CRS 166°	Rwy Idg TDZE Apt Elev	2998 1241 1241
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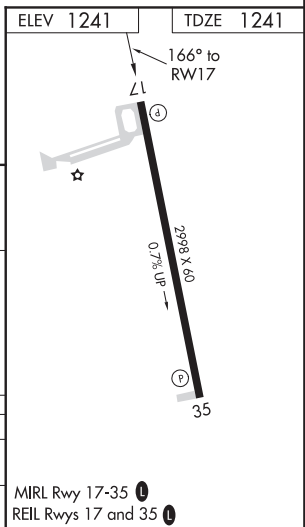
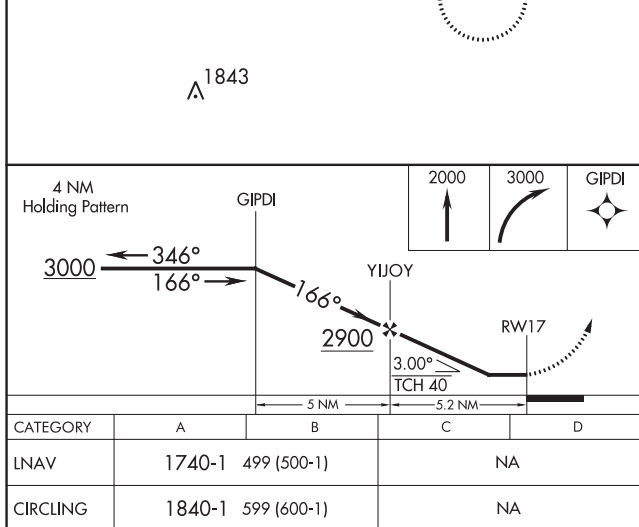
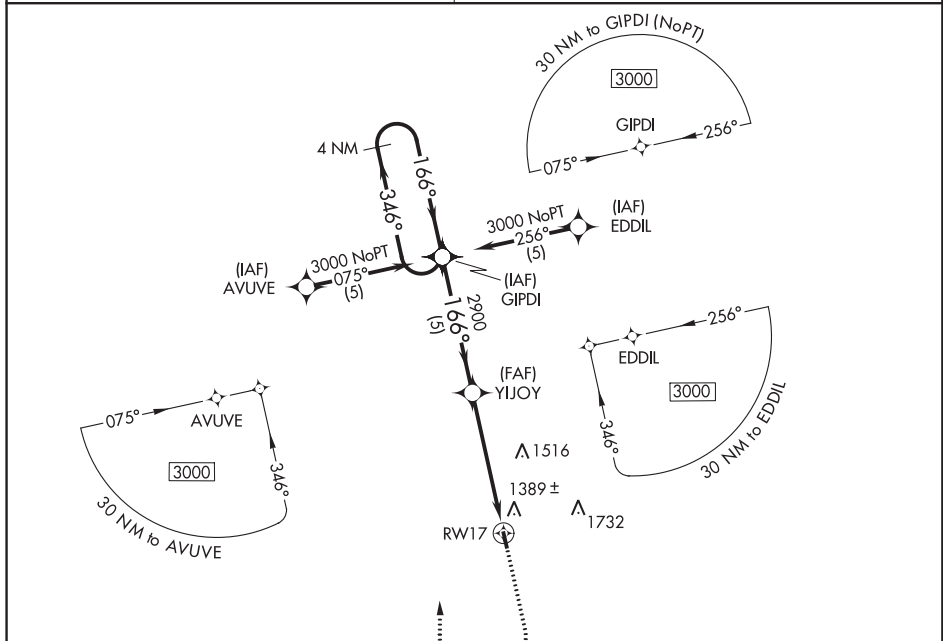
RNAV (GPS) RWY 17

SALEM MEMORIAL (K33)

NA Use Rolla National altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER 128.35 284.67	CTAF 122.9
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SALEM, MISSOURI
Orig 12JUL01

37°37'N-91°36'W

RNAV (GPS) RWY 17

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

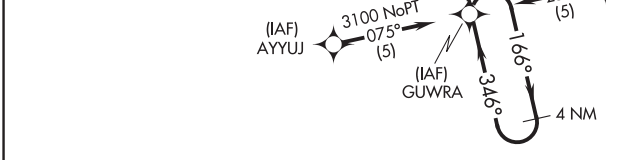
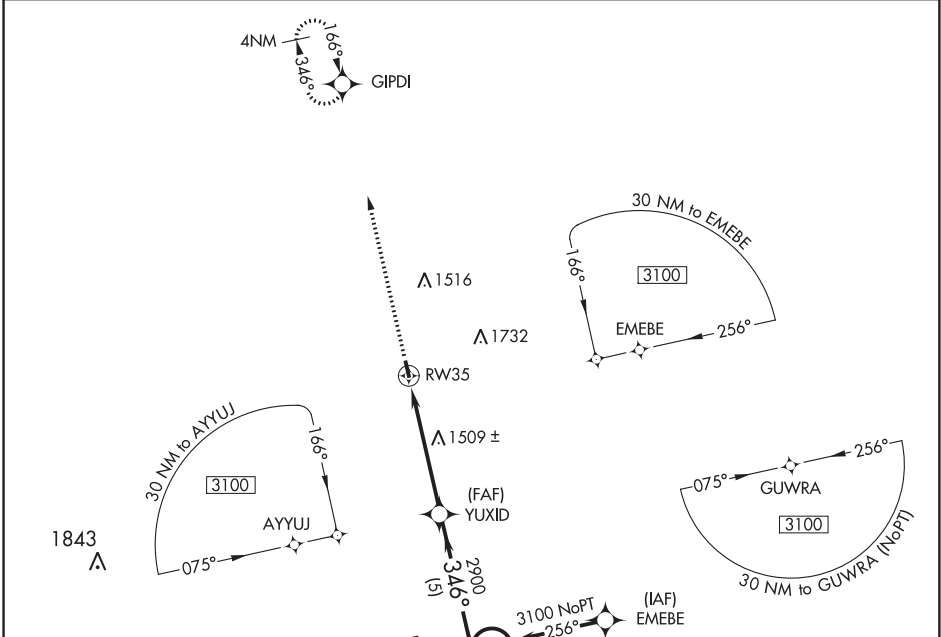
APP CRS 346°	Rwy Idg 2998
	TDZE 1241
	Apt Elev 1241

RNAV (GPS) RWY 35

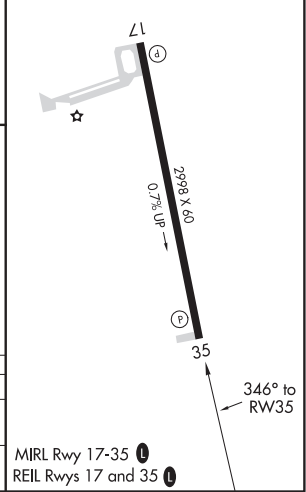
SALEM MEMORIAL (K33)

▼ Use Rolla National altimeter setting.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

KANSAS CITY CENTER 128.35 284.67	CTAF 122.9
--	----------------------



ELEV 1241	TDZE 1241
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3000	GIPDI		
		G UWRA	4 NM Holding Pattern
	YUXID		166° → 3100
	RW35		← 346°
		2900	
			346°
			3.00°
			TCH 40
			5.1 NM
			5 NM

CATEGORY	A	B	C	D
LNAV	1860-1	619 (700-1)		NA
CIRCLING	1860-1	619 (700-1)		NA

MIRL Rwy 17-35
 REIL Rws 17 and 35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SALEM, MISSOURI

AL-9436 (FAA)

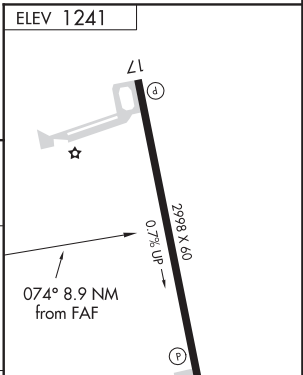
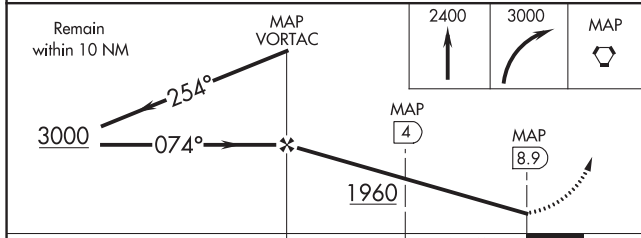
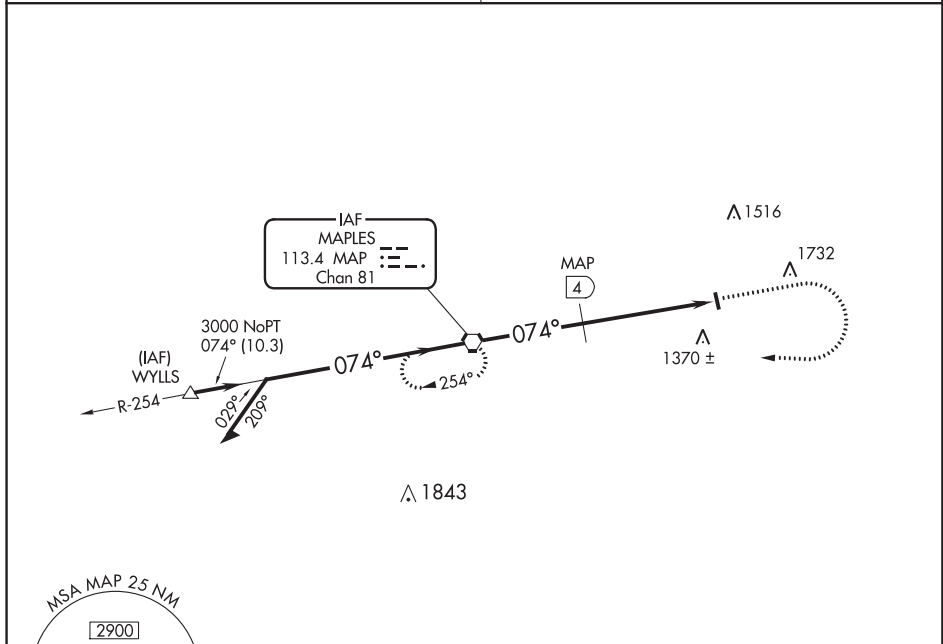
15008

VORTAC MAP 113.4 Chan 81	APP CRS 074°	Rwy ldg TDZE N/A Apt Elev 1241
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VOR-A
SALEM MEMORIAL (K33)

<p>NA Use Rolla National altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.</p>
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<p>KANSAS CITY CENTER 128.35 284.67</p>	<p>CTAF 122.9</p>
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CATEGORY	A	B	C	D
CIRCLING	1960-1	719 (800-1)		NA
DME MINIMUMS				
CIRCLING	1840-1	599 (600-1)		NA

MIRL Rwy 17-35					
REIL Rwys 17 and 35					
FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

SALEM, MISSOURI
Orig-A 05JUN08

37°37'N-91°36'W

SALEM MEMORIAL (K33)
VOR-A

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS Chan 61133 W18A	APP CRS 179°	Rwy Idg 5500 TDZE 883 Apt Elev 910
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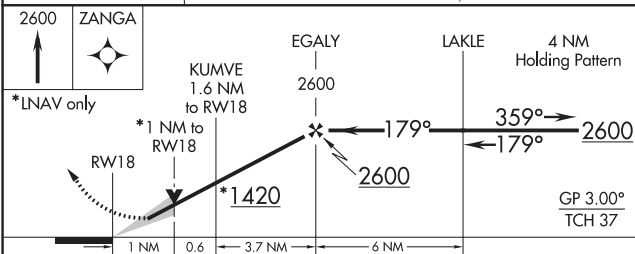
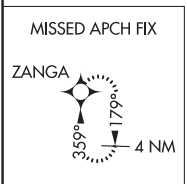
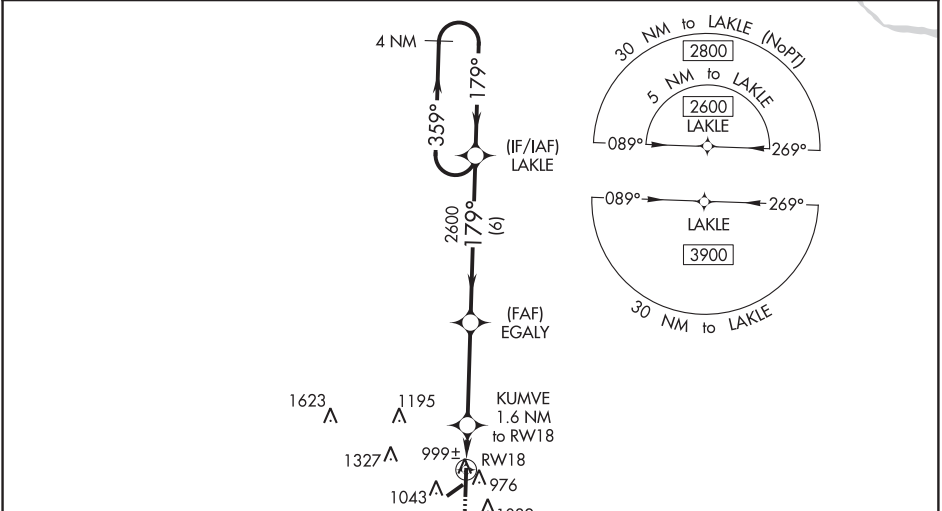
RNAV (GPS) RWY 18

SEDALIA RGNL (DMO)

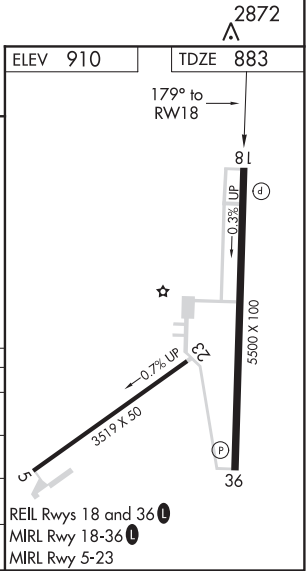
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Whiteman AFB altimeter setting; increase all DA 46 feet and LNAV/VNAV visibility 1/8 mile; increase all MDA 60 feet and Cats C and D visibilities 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (3°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Whiteman AFB altimeter setting. Night Landing Rwy 5, 23 NA.

MISSED APPROACH:
Climb to 2600 direct ZANGA and hold.

ASOS 120.525	WHITEMAN APP CON* 127.45 284.0	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1133-1	250 (300-1)	
LNAV/VNAV DA		1155-1	272 (300-1)	
LNAV MDA		1260-1	377 (400-1)	
C CIRCLING	1360-1 450 (500-1)	1460-1 550 (600-1)	1640-2 730 (800-2)	1640-2 1/4 730 (800-2 1/4)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 60913 W36A	APP CRS 359°	Rwy Idg 5500 TDZE 902 Apt Elev 910
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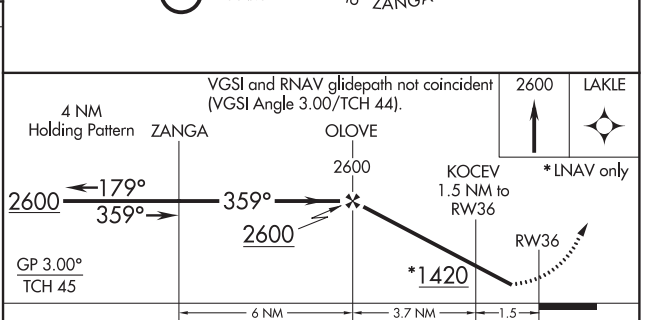
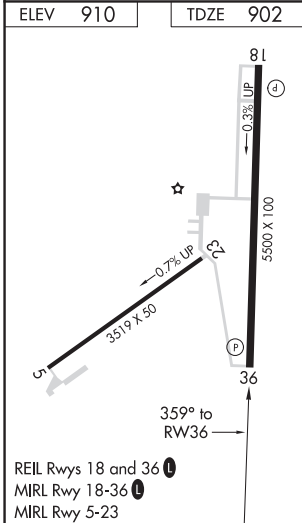
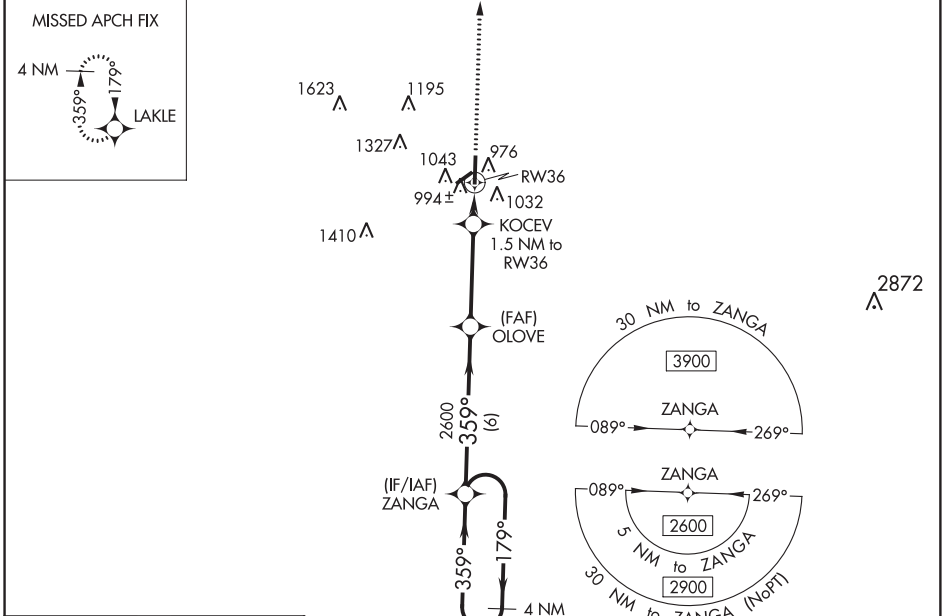
RNAV (GPS) RWY 36

SEDALIA RGNL (DMO)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Whiteman AFB altimeter setting: increase all DA 46 feet; increase all MDA 60 feet and LNAV visibility Cats C/D 1/8 mile, Circling Cats C/D 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Whiteman AFB altimeter setting. Helicopter visibility reduction below 3/4 SM NA. Night Landing Rwy 5, 23 NA.

MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

ASOS 120.525	WHITEMAN APP CON * 127.45 284.0	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1152-1	250 (300-1)	
LNAV/VNAV DA		1155-1	253 (300-1)	
LNAV MDA		1260-1	358 (400-1)	
C CIRCLING	1360-1 450 (500-1)	1460-1 550 (600-1)	1640-2 730 (800-2)	1640-2 1/4 730 (800-2 1/4)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

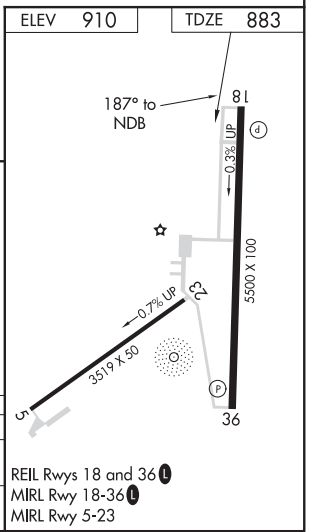
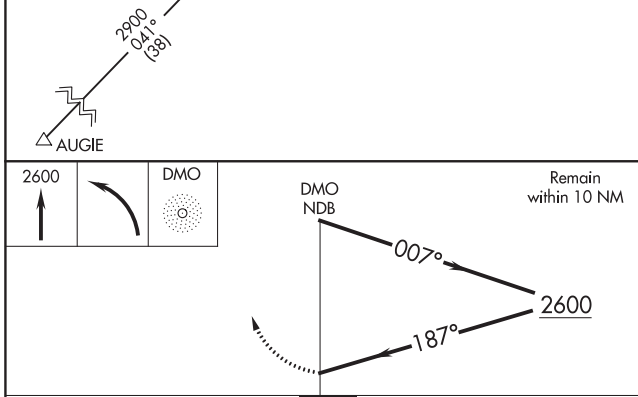
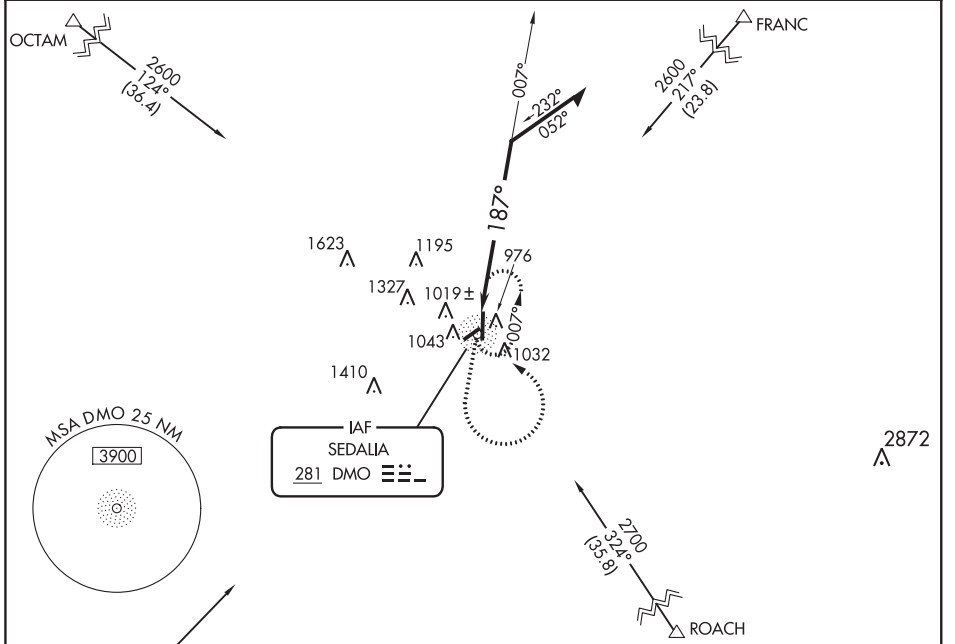
NDB DMO 281	APP CRS 187°	Rwy Idg 5500 TDZE 883 Apt Elev 910
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NDB RWY 18
SEDALIA RGNL (DMO)

▽ Night Landing Rwy 5, 23 NA. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all MDA 60 feet; increase all Cat C/D visibility 1/4 mile.

▲ NA MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

ASOS 120.525	WHITEMAN APP CON * 127.45 284.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1380-1	497 (500-1)	1380-1 1/4 497 (500-1 1/4)	1380-1 1/2 497 (500-1 1/2)
C CIRCLING	1380-1 470 (500-1)	1460-1 550 (600-1)	1640-2 730 (800-2)	1640-2 1/4 730 (800-2 1/4)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SEDALIA, MISSOURI

AL-5584 (FAA)

16203

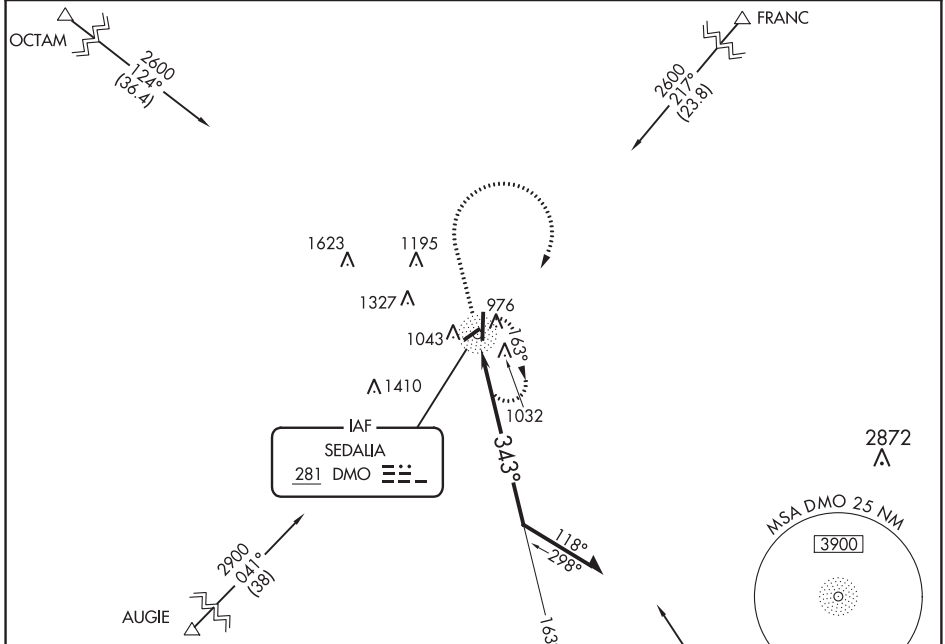
NDB DMO 281	APP CRS 343°	Rwy Idg 5500 TDZE 902 Apt Elev 910
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NDB RWY 36
SEDALIA RGNL (DMO)

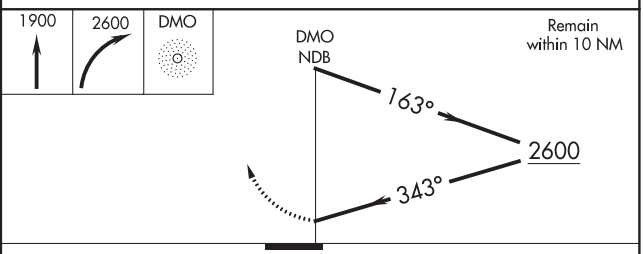
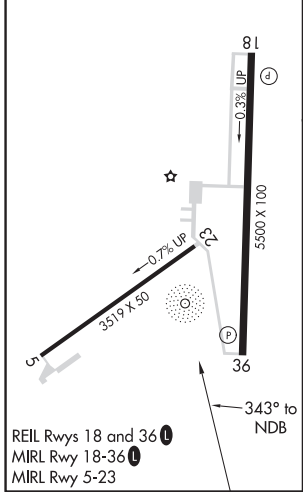
⚠ Circling to Rwy 05/23 NA at night. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all MDA 80 feet; increase all Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

ASOS 120.525	WHITEMAN APP CON * 127.45 284.0	UNICOM 122.8 (CTAF) 0
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ELEV 910	TDZE 902
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CATEGORY	A	B	C	D
S-36	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
C CIRCLING	1480-1 570 (600-1)		1640-2 730 (800-2)	1640-2¼ 730 (800-2¼)

SEDALIA, MISSOURI
Amdt 9A 17OCT13

38°42'N-93°11'W

SEDALIA RGNL (DMO)
NDB RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45828 W15A	APP CRS 150°	Rwy Idg TDZE Apt Elev	4199 1419 1419
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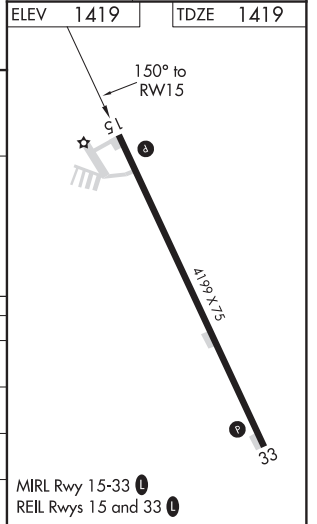
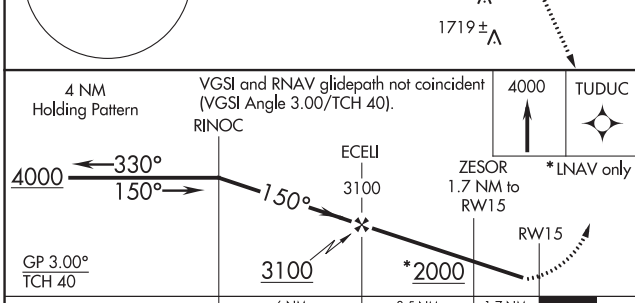
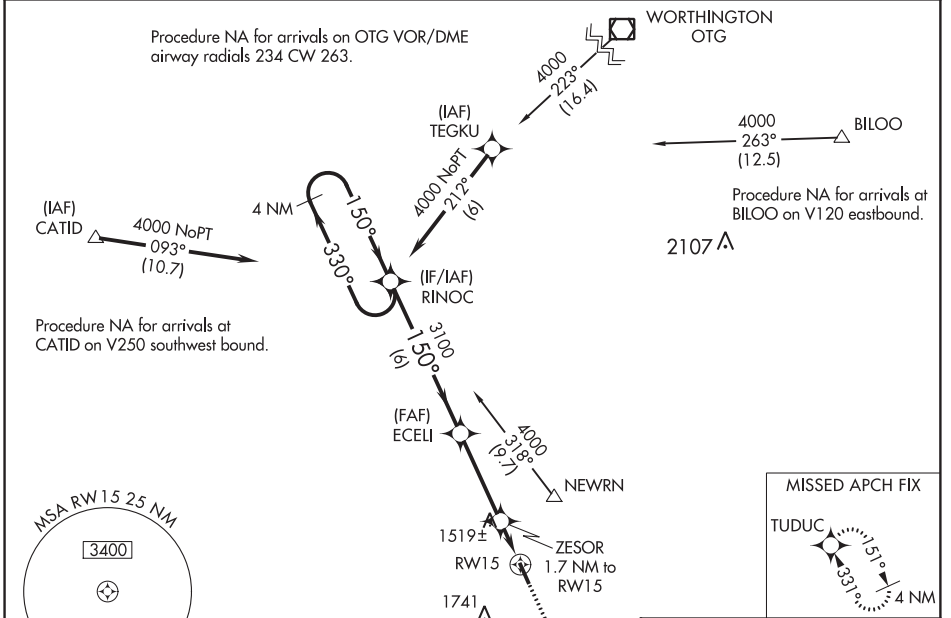
RNAV (GPS) RWY 15

SHELDON MUNI (SHL)

⚠ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSi inop, Straight-in/Circling Rwy 15 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 39 feet and all MDA 40 feet, increase LNAV Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 4000 direct TUDUC and hold.

AWOS-3 119.775	MASON CITY RADIO 122.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1669-1 250 (300-1)		NA
LNAV/VNAV DA		1669-1 250 (300-1)		NA
LNAV MDA		1780-1 361 (400-1)		NA
CIRCLING	1820-1 401 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SHELDON, IOWA

AL-5712 (FAA)

15344

WAAS CH 82128 W33A	APP CRS 330°	Rwy Idg TDZE 1419 Apt Elev 1419
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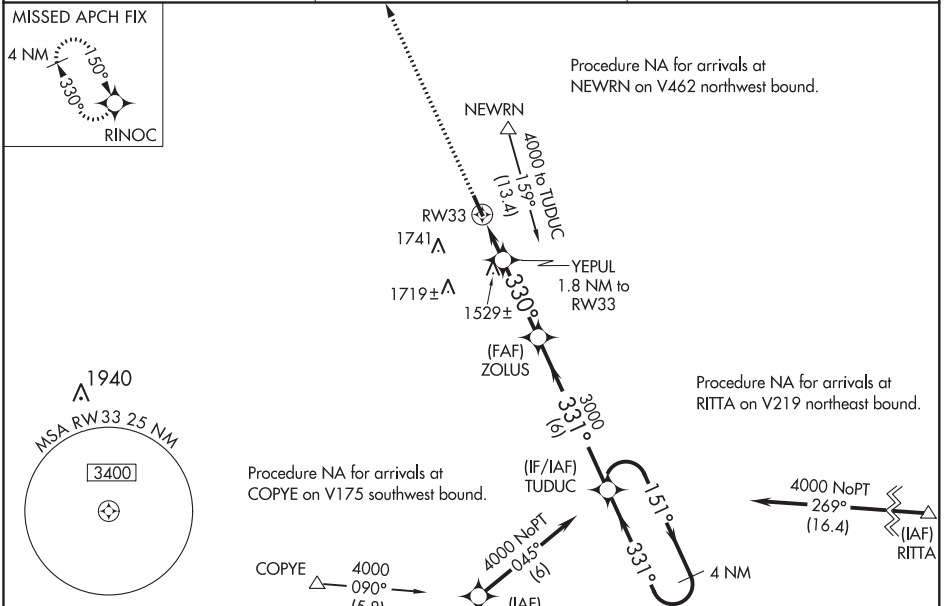
RNAV (GPS) RWY 33

SHELDON MUNI (SHL)

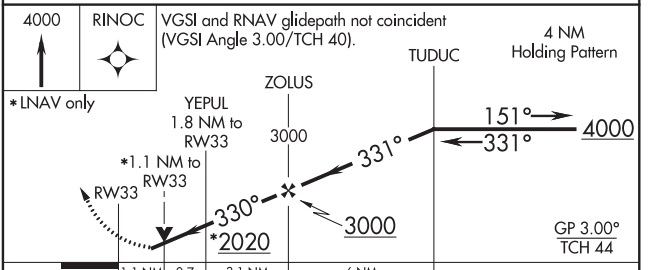
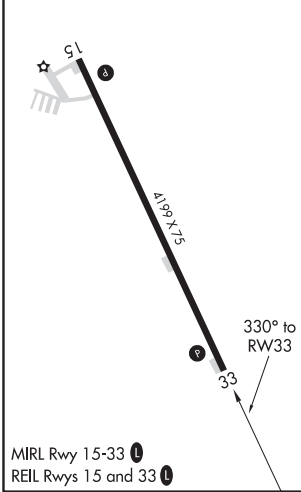
⚠ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Orange City altimeter setting. When local altimeter setting not received use Orange City altimeter setting and increase all DA 39 feet and all MDA 40 feet, increase LP and LNAV/VNAV all Cats visibility and LNAV Cat C visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3 119.775	MASON CITY RADIO 122.15	UNICOM 122.8 (CTAF) ①
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ELEV 1419	TDZE 1419
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CATEGORY	A	B	C	D
LPV DA	1718-1 299 (300-1)			NA
LNAV/VNAV DA	1696-7/8 277 (300-7/8)			NA
LNAV MDA	1780-1 361 (400-1)			NA
CIRCLING	1820-1 401 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	NA

SHELDON, IOWA
Amdt 1A 05FEB15

43°13'N-95°50'W

RNAV (GPS) RWY 33

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

NDB SHL 338	APP CRS 335°	Rwy Idg TDZE Apt Elev	4199 1418 1419
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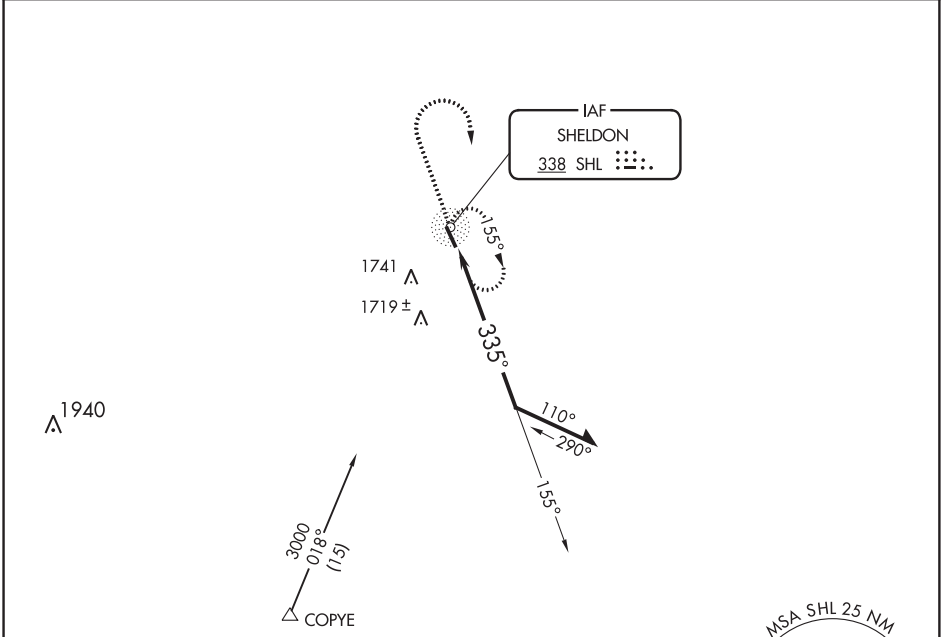
NDB RWY 33

SHELDON MUNI (SHL)

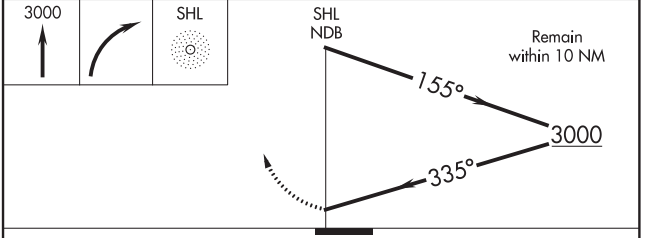
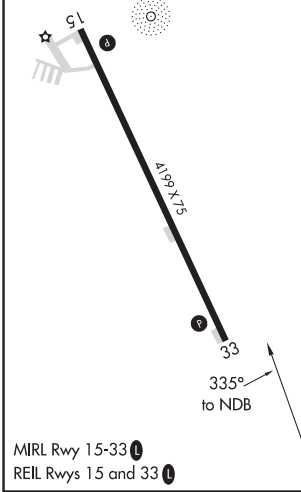
NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3 119.775	MASON CITY RADIO 122.15	UNICOM 122.8 (CTAF)
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ELEV 1419	TDZE 1418
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CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2½ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2½ 681 (700-2¼)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63101 W04A	APP CRS 038°	Rwy Idg 5000 TDZE 967 Apt Elev 971
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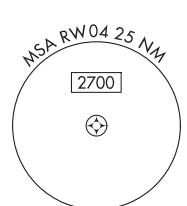
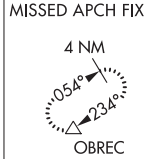
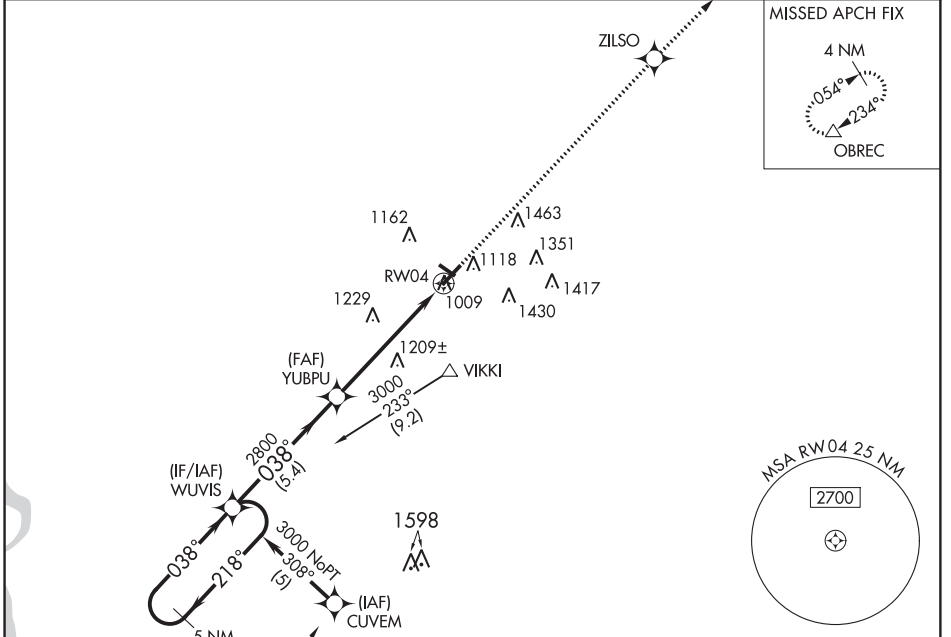
RNAV (GPS) RWY 4

SHENANDOAH MUNI (SDA)

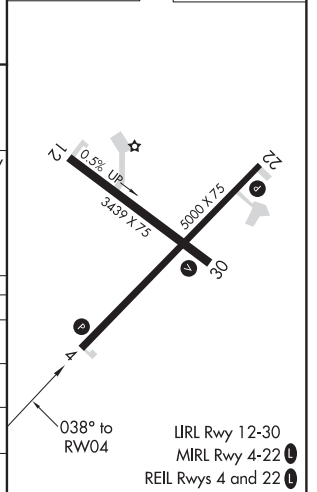
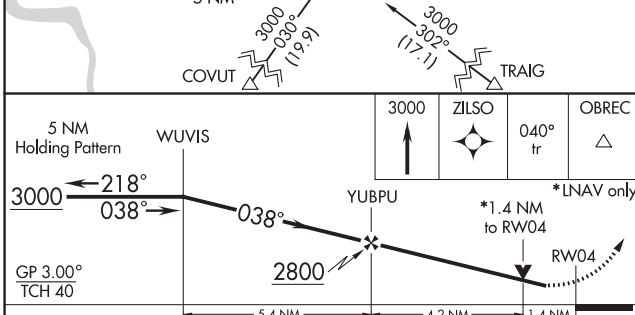
⚠ If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
⚠ VDP NA when using Clarinda altimeter setting.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) 0
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ELEV 971	TDZE 967
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CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)		NA
LNAV/VNAV DA	NA			
LNAV MDA	1460-1	493 (500-1)		NA
CIRCLING	1520-1	549 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

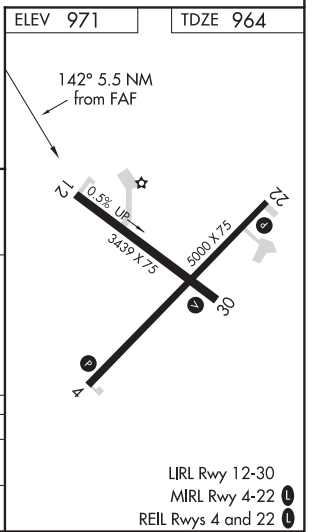
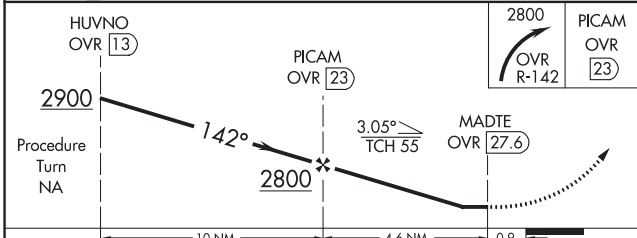
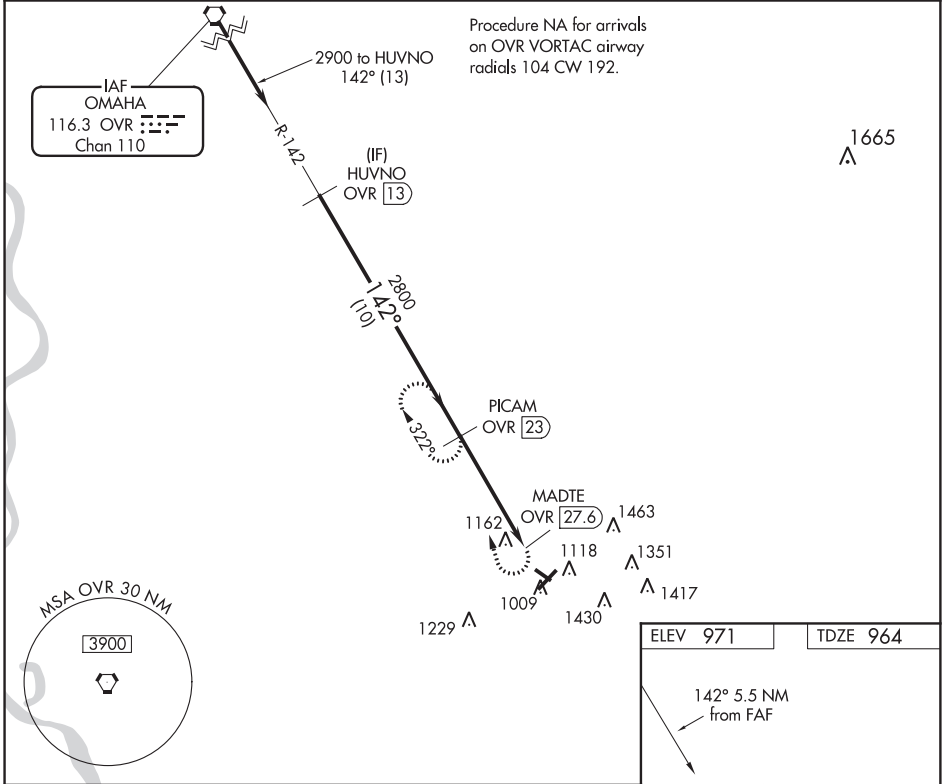
NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC OVR 116.3 Chan 110	APP CRS 142°	Rwy Idg 3439 TDZE 964 Apt Elev 971
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VOR/DME RWY 12

SHENANDOAH MUNI (SDA)

<p>⚠ Visibility reduction by helicopters NA. Straight-in/Circling Rwy 12 procedure NA at night. Circling Rwy 22 NA at night. When VGSi inop, Circling Rwy 30 NA at night. When local altimeter setting not received, use Clarinda altimeter setting and increase all MDA 60 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 2800 on OVR R-142 to PICAM/OVR 23 DME and hold.</p>
<p>AWOS-3 125.525</p>	<p>OMAHA APP CON 124.5 263.0</p>
<p>UNICOM 122.8 (CTAF) 0</p>	



CATEGORY	A	B	C	D
S-12	1620-1½	656 (700-1¼)		NA
CIRCLING	1620-1½ 649 (700-1½)	1620-1¼ 649 (700-1¼)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SHENANDOAH, IOWA

AL-5325 (FAA)

15344

NDB SDA 411	APP CRS 040°	Rwy Idg 5000
		TDZE 967
		Apt Elev 971

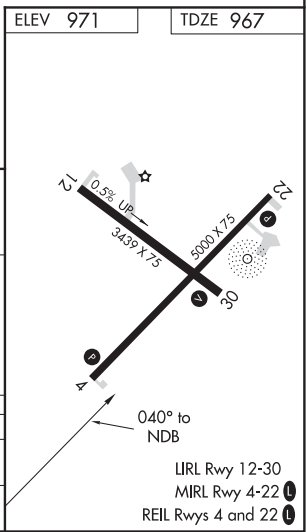
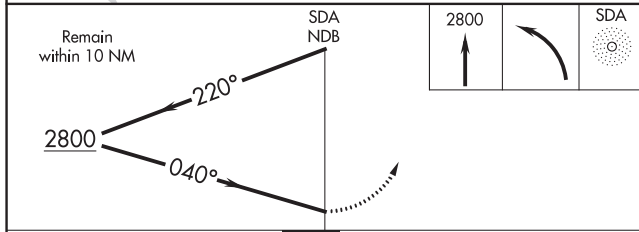
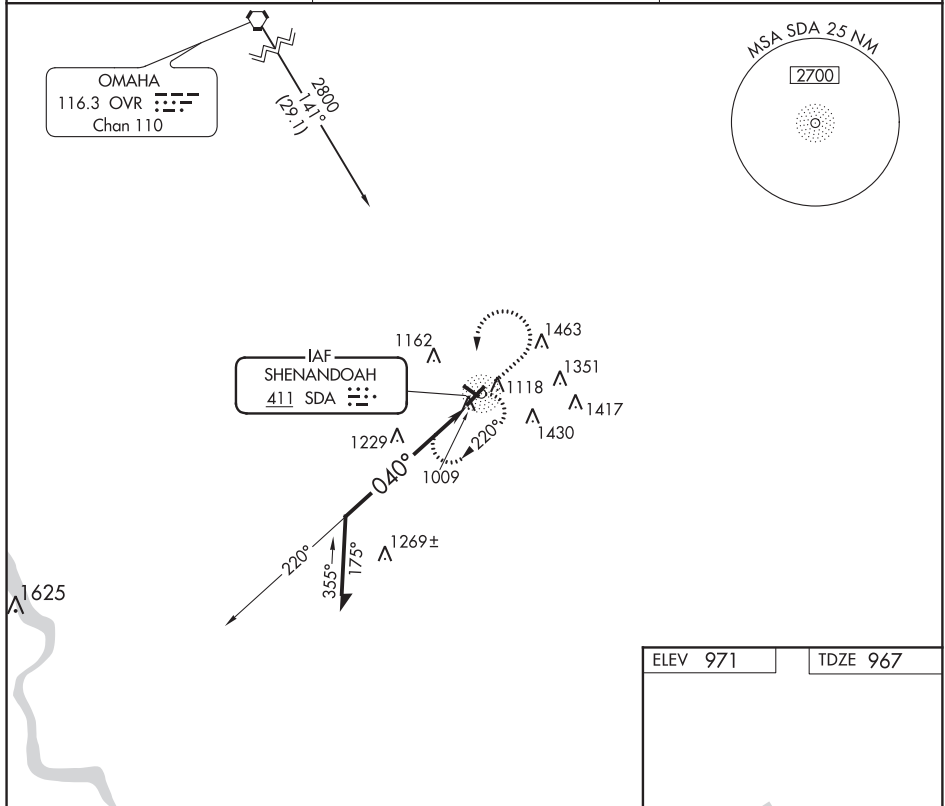
NDB RWY 4

SHENANDOAH MUNI (SDA)

⚠ If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3 125.525	OMAHA APP CON 124.5 263.0	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
S-4	1620-1	653 (700-1)		NA
CIRCLING	1620-1	649 (700-1)		NA

SHENANDOAH, IOWA
Orig-B 28SEP06

40°45'N-95°25'W

SHENANDOAH MUNI (SDA)
NDB RWY 4

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SIBLEY, IOWA

AL-6829 (FAA)

14009

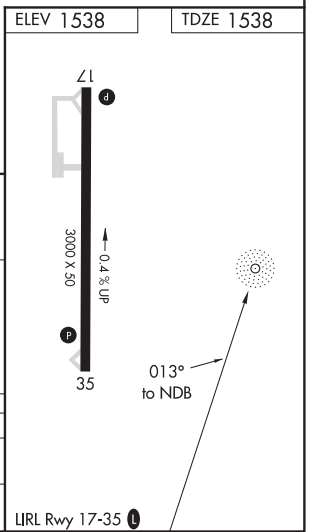
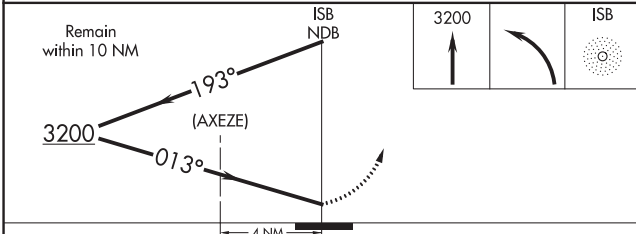
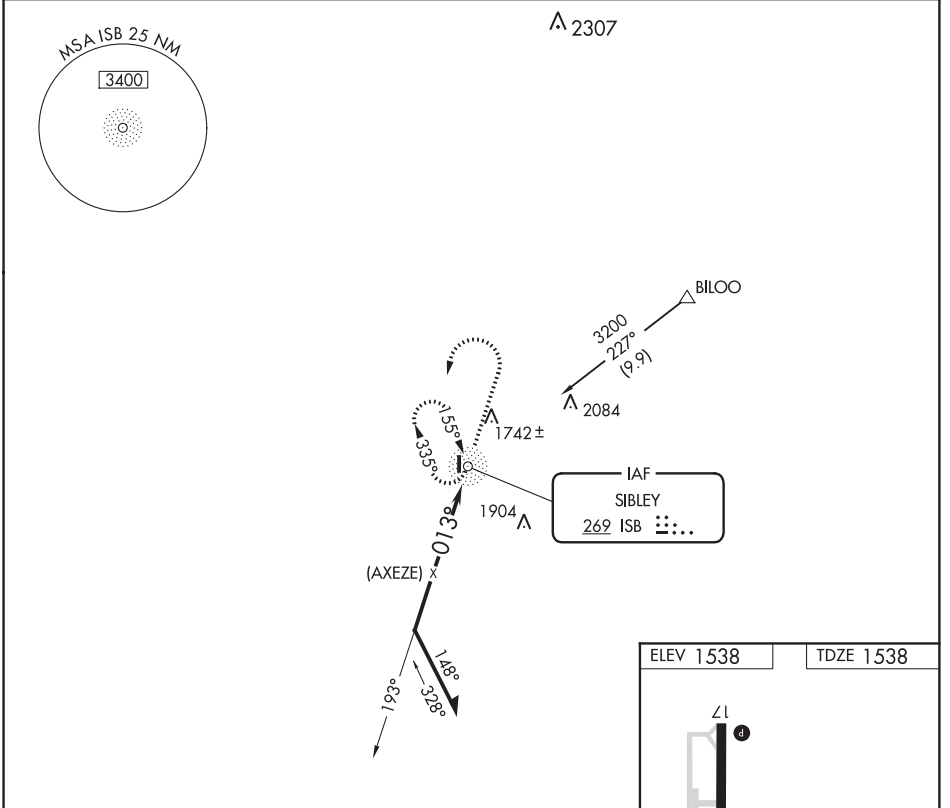
NDB ISB	APP CRS	Rwy Idg	3000
269	013°	TDZE	1538
		Apt Elev	1538

NDB or GPS RWY 35

SIBLEY MUNI (ISB)

NA Use Worthington MN altimeter setting. MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.

WORTHINGTON AWOS-3 110.6	MINNEAPOLIS CENTER 132.05 317.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-35	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA
CIRCLING	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA

SIBLEY, IOWA
Amdt 1B 09JAN14

43°22'N-95°46'W
629

NDB or GPS RWY 35

SIBLEY MUNI (ISB)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86801 W02A	APP CRS 026°	Rwy Idg 5502 TDZE 315 Apt Elev 315
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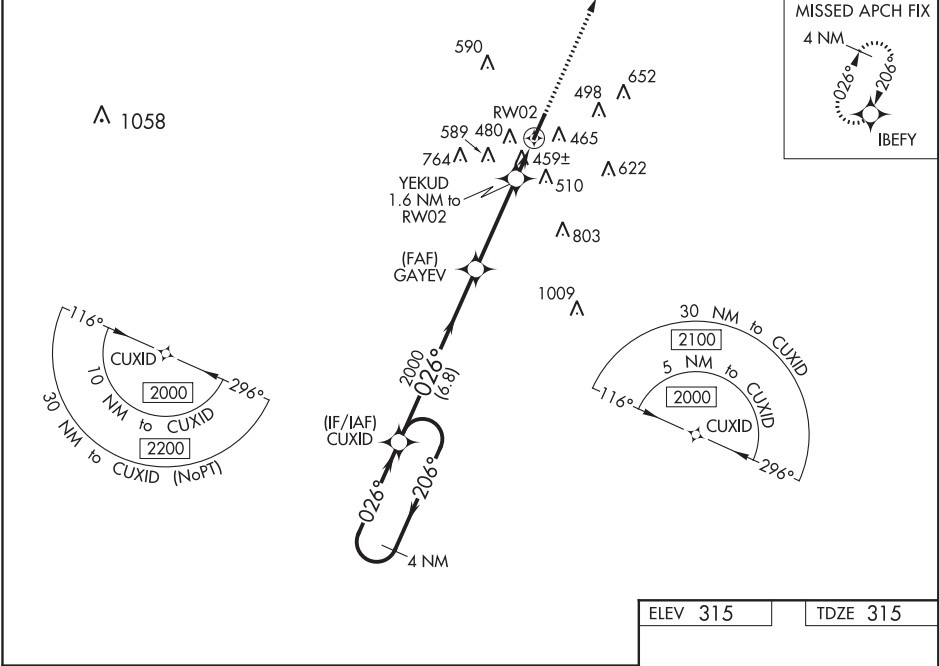
RNAV (GPS) RWY 2

SIKESTON MEMORIAL MUNI (SIK)

NA Baro-VNAV NA when using Cape Girardeau 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 Cape Girardeau altimeter setting and increase all DA 49 feet, all MDA 60 feet. Increase LPV all Cats visibility 1/8 mile. Increase LNAV/VNAV all Cats visibility 1/4 mile. Increase LNAV and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH:
Climb to 2200 direct IBEFY and hold.

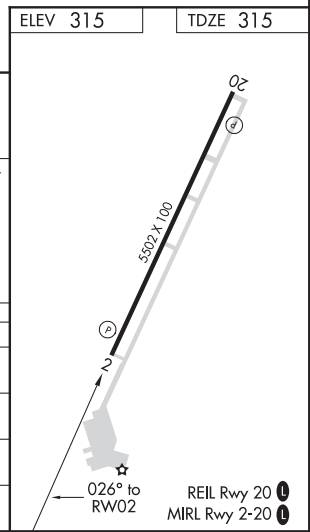
AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		CUXID	GAYEV	2200	IBEFY
2000 ← 206°		2000 → 026°	2000	YEKUD 1.6 NM to RW02	*LNAV only
GP 3.00° TCH 45		6.8 NM	3.6 NM	1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	629-1 314 (400-1)			NA	
LNAV/VNAV DA	769-1½ 454 (500-1½)			NA	
LNAV MDA	720-1	405 (500-1)	720-1⅛ 405 (500-1⅛)	NA	
CIRCLING	840-1 525 (600-1)	860-1 545 (600-1)	1080-2¼ 765 (800-2¼)	NA	



WAAS CH 62823 W20A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5502 315 315
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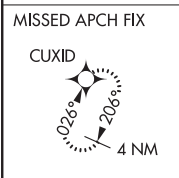
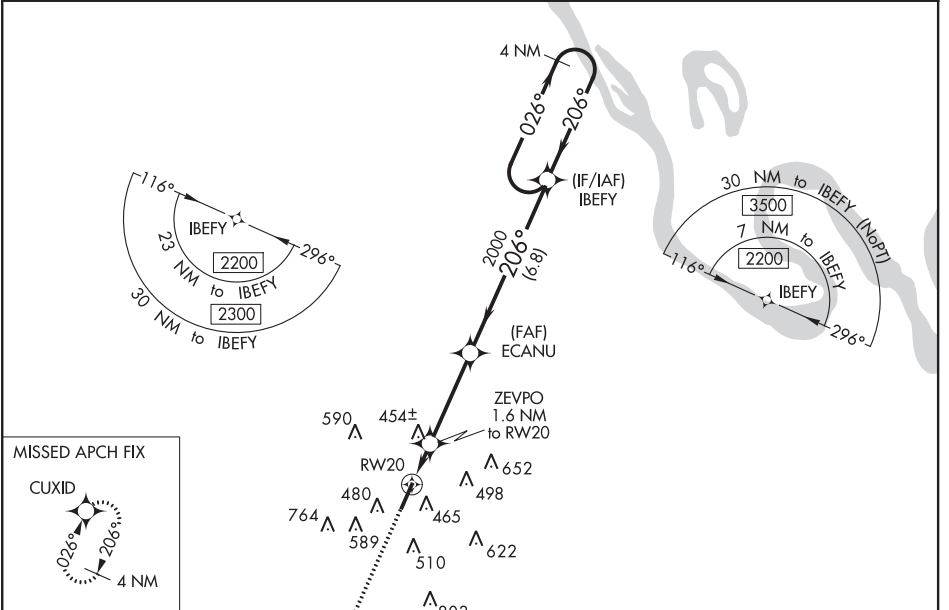
RNAV (GPS) RWY 20

SIKESTON MEMORIAL MUNI (SIK)

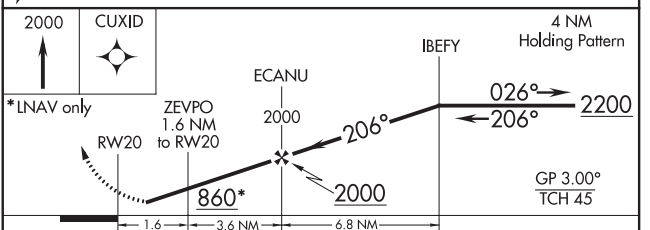
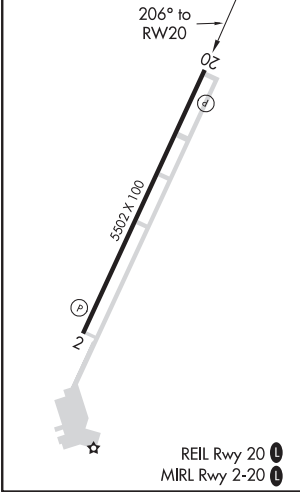
▼ Baro-VNAV NA when using Cape Girardeau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Cape Girardeau altimeter setting increase all DA 49 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM by NA.

MISSED APPROACH:
Climb to 2000 direct CUXID and hold.

AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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ELEV 315	TDZE 315
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CATEGORY	A	B	C	D
LPV DA	565-1 250 (300-1)			NA
LNAV/VNAV DA	761-1½ 446 (500-1½)			NA
LNAV MDA	720-1	405 (500-1)	720-1/8 405 (500-1/8)	NA
CIRCLING	840-1 525 (600-1)	860-1 545 (600-1)	1080-2¼ 765 (800-2¼)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

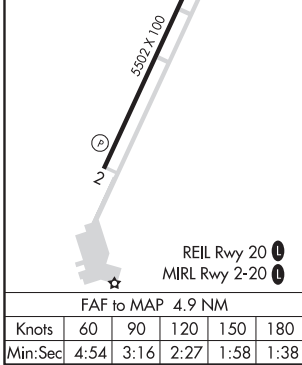
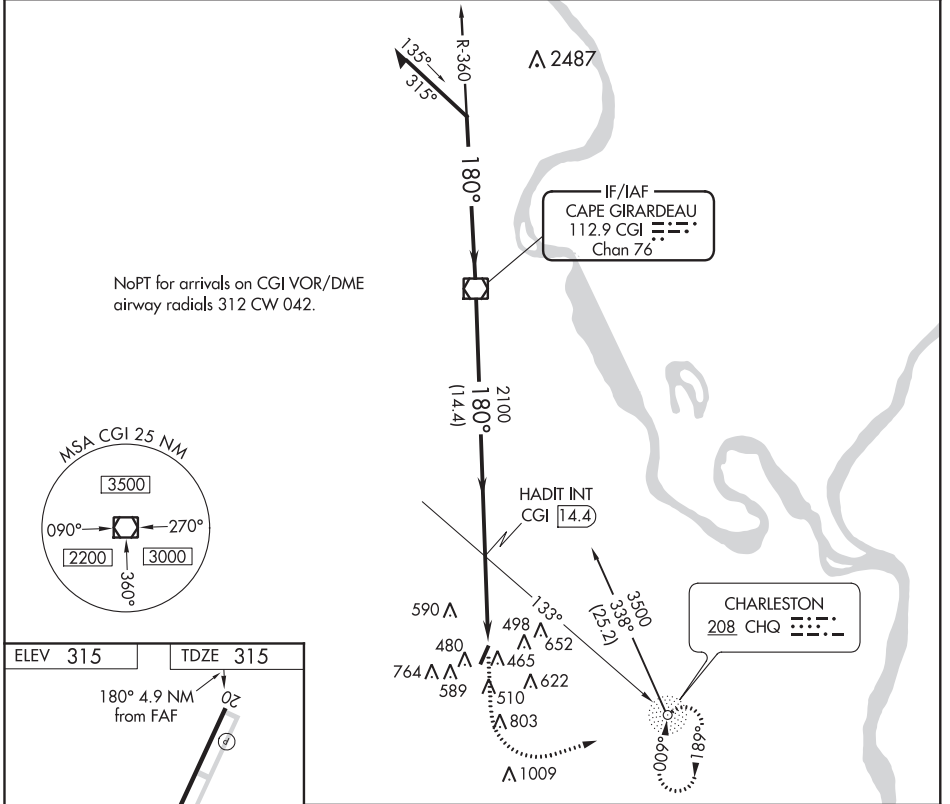
VOR/DME CGI	APP CRS	Rwy Idg	5502
112.9	180°	TDZE	315
Chan 76		Apt Elev	315

VOR RWY 20
SIKESTON MEMORIAL MUNI (SIK)

NA When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDA 60 feet and S-20 Cat C/D and Circling visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. ADF required.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold. Continue climb in hold to 3500.

AWOS-3 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF)
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Remain within 10 NM	CGI VOR/DME	1500	3500	CHQ
3500	360°	3500	180°	2100
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).				
CATEGORY	A	B	C	D
S-20	820-1	505 (600-1)	820-1 3/8	505 (600-1 3/8)
CIRCLING	840-1	860-1	1080-2 1/4	1160-2 3/4
	525 (600-1)	545 (600-1)	765 (800-1 1/4)	845 (900-2 3/4)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 174°	Rwy Idg 3802
	TDZE 1448
	Apt Elev 1448

RNAV (GPS) RWY 18

SIoux CENTER MUNI (SOY)

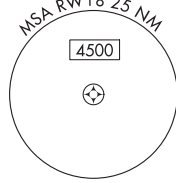
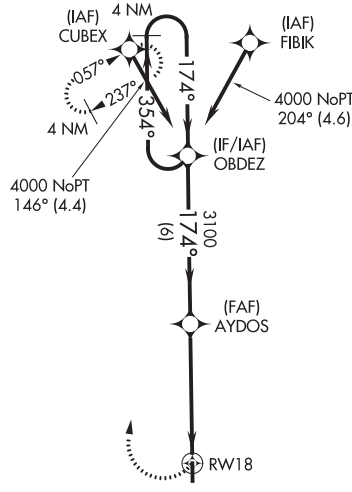
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct CUBEX and hold.

ORANGE CITY AWOS-3
127.825

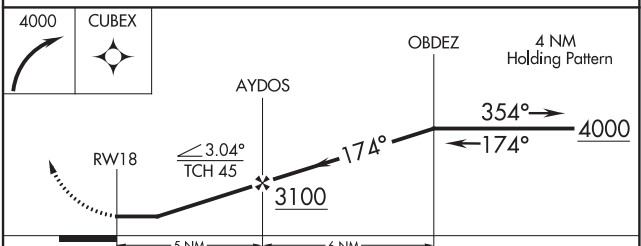
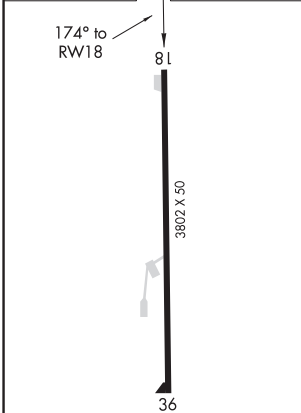
MINNEAPOLIS CENTER
128.0 257.95

UNICOM
122.8 (CTAF) 0



A₁ 1940

ELEV 1448	TDZE 1448
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CATEGORY	A	B	C	D
LNAV MDA	1960-1	512 (600-1)	1960-1½ 512 (600-1½)	NA
CIRCLING	2020-1	572 (600-1)	2040-1½ 592 (600-1½)	NA

MIRL Rwy 18-36 0
SIoux CENTER, IOWA
Orig 03JUN10

43°08'N-96°11'W
633

RNAV (GPS) RWY 18

SIoux CENTER MUNI (SOY)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SIoux CENTER, IOWA

AL-6511 (FAA)

14149

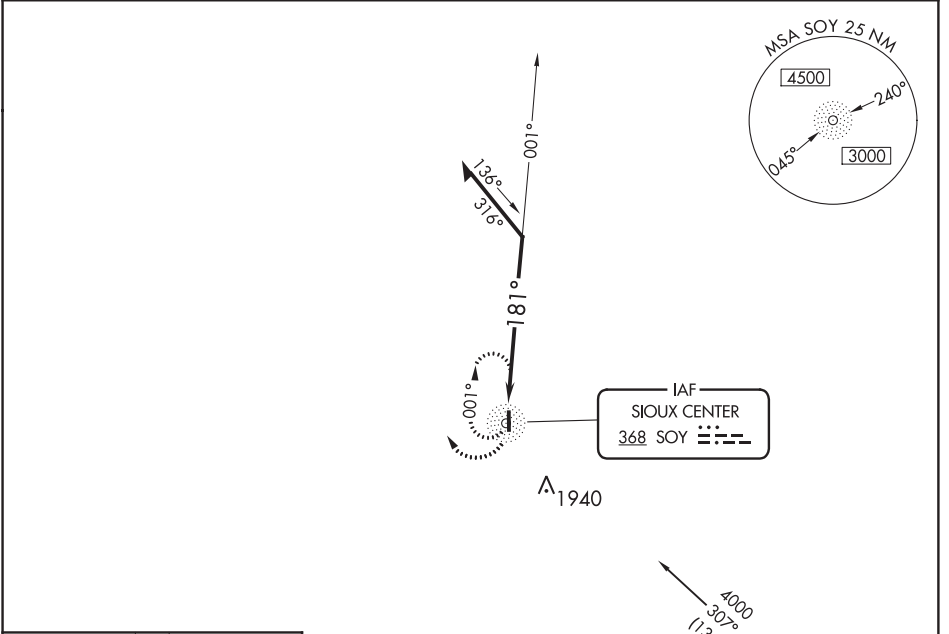
NDB SOY 368	APP CRS 181°	Rwy Idg 3802
		TDZE 1448
		Apt Elev 1448

NDB RWY 18
SIoux CENTER MUNI (SOY)

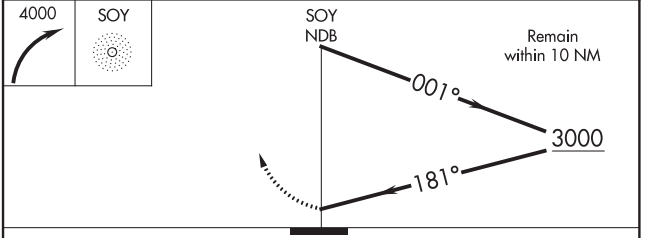
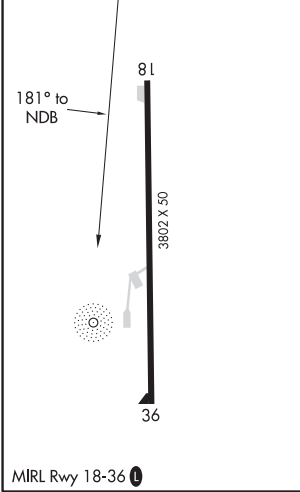
▽ Visibility reduction by helicopters NA.
△NA Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and all Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in SOY NDB holding pattern.

ORANGE CITY AWOS-3 127.825	MINNEAPOLIS CENTER 128.0 257.95	UNICOM 122.8 (CTAF) 0
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ELEV 1448	TDZE 1448
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CATEGORY	A	B	C	D
S-18	2080-1	632 (700-1)	2080-1 3/4 632 (700-1 3/4)	NA
CIRCLING	2080-1	632 (700-1)	2080-1 3/4 632 (700-1 3/4)	NA

SIoux CENTER, IOWA
Amdt 5 03JUN10

43°08'N-96°11'W

SIoux CENTER MUNI (SOY)
NDB RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-OIG	APP CRS	Rwy Idg	9002
111.3	133°	TDZE	1095
		Apt Elev	1098

ILS or LOC RWY 13

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

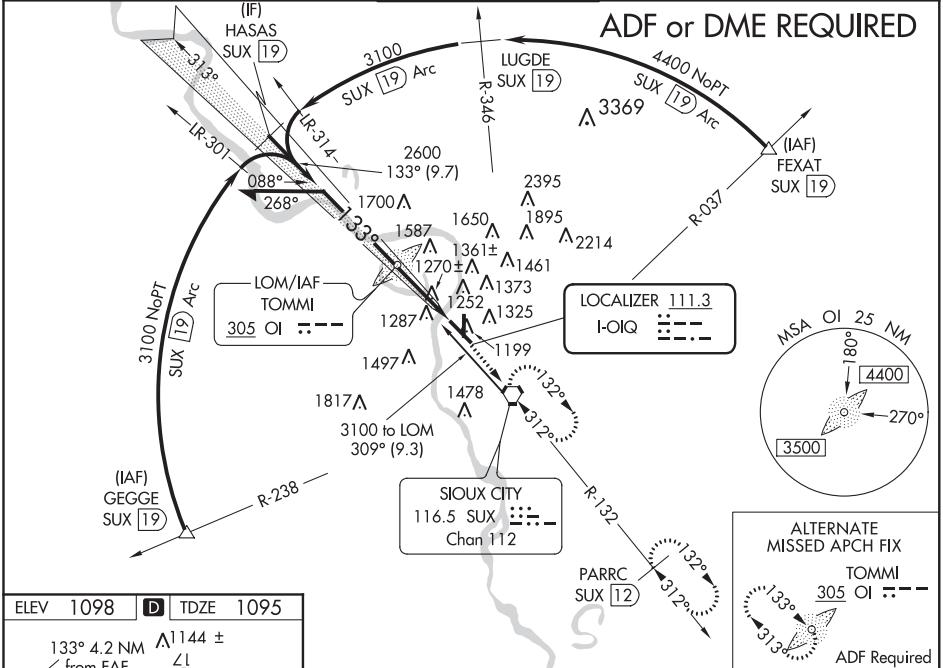
⚠ When local alimeter setting not received, use Le Mars alimeter setting: increase all DA 70 feet and all MDA 80 feet; increase S-LOC 13 Cats C/D/E visibility to 1 3/4 mile; increase Circling Cat C visibility to 2 miles, Cat D to 2 3/4 mile. For inop MALS increase S-LOC 13 Cats C/D/E visibility to 1 3/4 mile. Inop table does not apply to S-ILS 13 all Cats. For inop MALS when using Le Mars alimeter setting, increase S-ILS 13 all Cats visibility to RVR 4500 and S-LOC 13 Cats C/D/E to 1 3/4 mile.

MALS

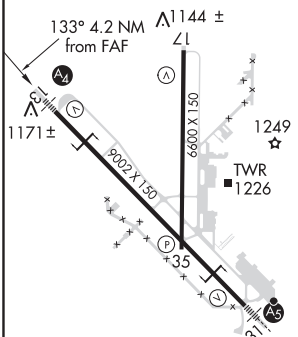


MISSED APPROACH: Climb to 3300 direct SUX VORTAC and hold, continue climb-in-hold to 3300 (TACAN aircraft continue on SUX VORTAC R-132 to PARRC/12 DME and hold southeast, right turn, 312° inbound).

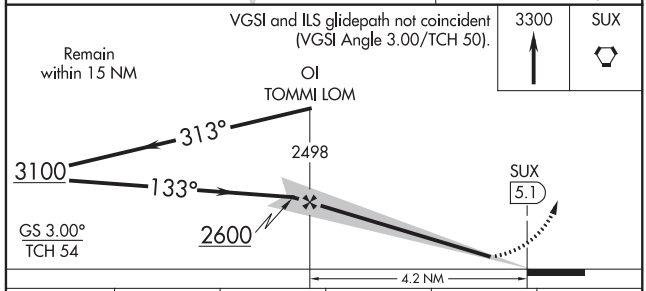
ATIS	SIoux CITY APP CON*	SIoux CITY TOWER*	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) 0 254.3	121.9 348.6	122.95



ELEV 1098	D	TDZE 1095
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REIL Rwy 17	HIRL Rwy 13-31	MIRL Rwy 17-35			
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-ILS 13	1295/40 200 (200-3/4)				
S-LOC 13	1580/40	485 (500-3/4)	1580/60 485 (500-1/4)		
C CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-3/4 602 (700-1 3/4)	1840-2 1/2 742 (800-2 1/2)	2000-3 902 (1000-3)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-SUX 109.3	APP CRS 313°	Rwy Idg TDZE Apt Elev	9002 1096 1098
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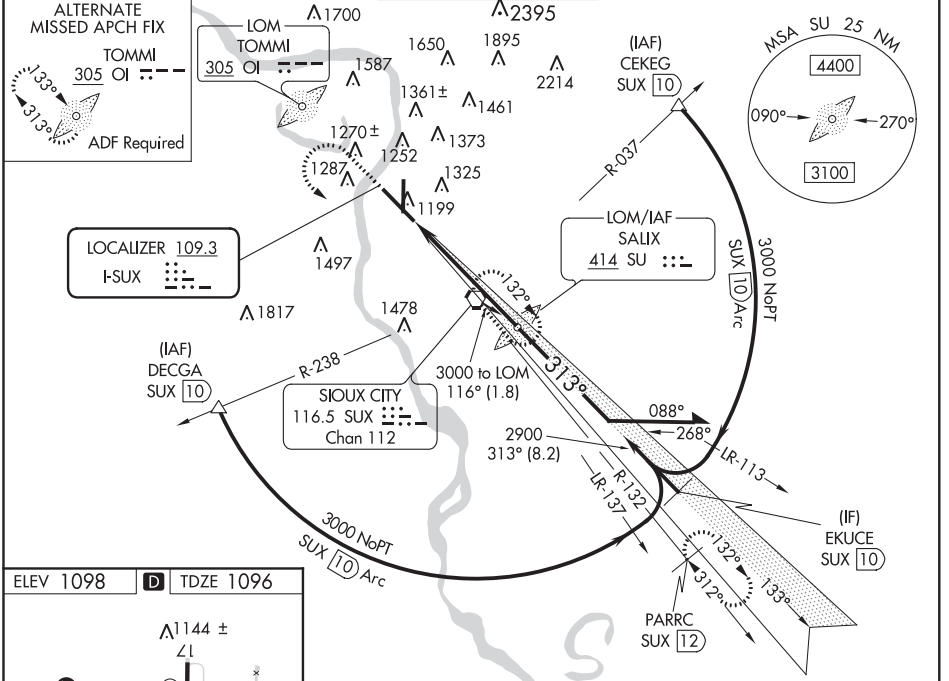
ILS or LOC RWY 31

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

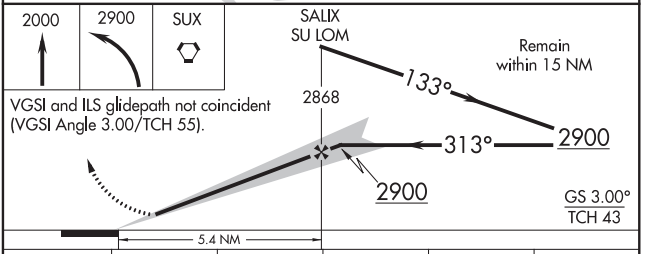
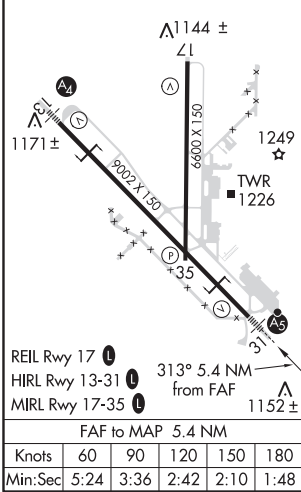
⚠ When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase S-LOC 31 Cats C/D/E visibility to RVR 6000, Circling Cat C visibility to 2 miles and Cat D to 2¾ miles. For inop MALSRS increase S-ILS 31 Cat E visibility to RVR 4000, S-LOC 31 Cat C/D/E to 1¾ mile. For inop MALSRS when using Le Mars altimeter setting, increase S-ILS 31 all Cats visibility to RVR 4500, S-LOC 31 Cat E to 1¾ mile.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRS
MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct SUX VORTAC and hold (TACAN aircraft continue on SUX VORTAC R-132 to PARRC/SUX 12 DME and hold southeast, right turn, 312° inbound).

ATIS 119.45 270.8	SIoux CITY APP CON* 124.6 307.0	SIoux CITY TOWER* 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 1098	D	TDZE 1096
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CATEGORY	A	B	C	D	E
*S-ILS 31	1296/24 200 (200-½)				
S-LOC 31	1560/24 464 (500-½)		1560/50 464 (500-1)		
C CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1¾ 602 (700-1¾)	1840-2½ 742 (800-2½)	2000-3 902 (1000-3)

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57911 W13A	APP CRS 133°	Rwy Idg TDZE 1095 Apt Elev 1098	9002
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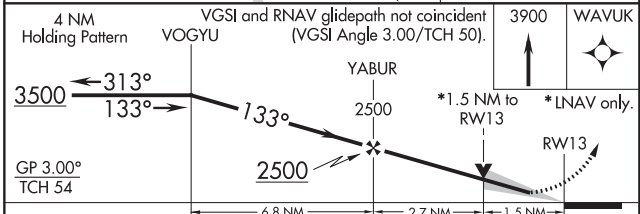
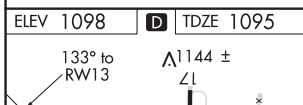
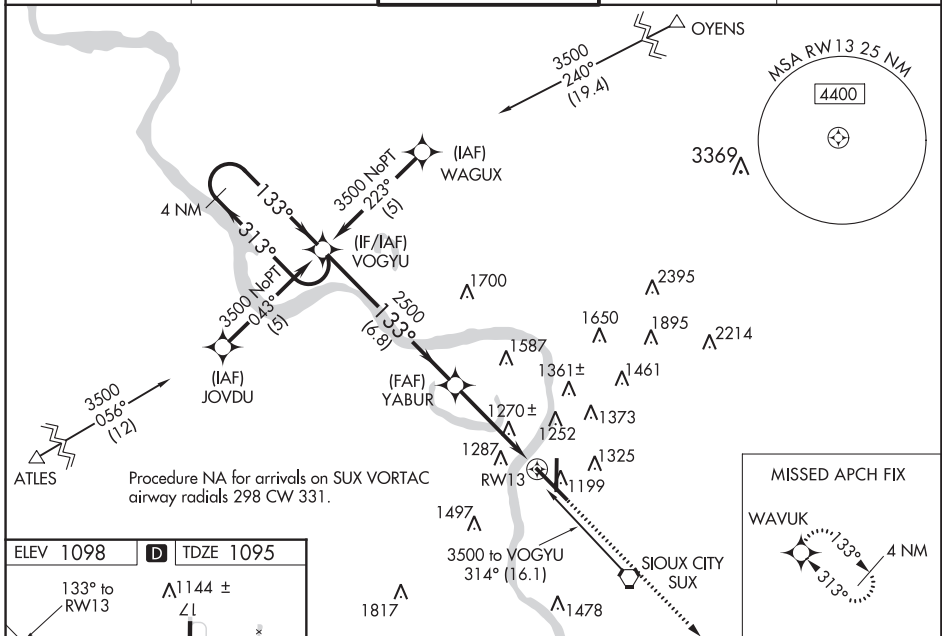
RNAV (GPS) RWY 13

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

⚠ Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Le Mars altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility 1/4 mile, increase Circling Cat C/D visibility 1/4 mile. For inop MALS, increase LNAV/VNAV Cat D/E visibility to 1 1/8 mile and LNAV Cat D/E visibility to 1 1/2 mile. When using Le Mars altimeter setting increase LPV all Cats visibility to RVR 4500, LNAV/VNAV Cats C/D/E visibility to 1 7/8, and LNAV Cats C/D/E visibility to 1 3/4.

MALS

MISSED APPROACH:
 Climb to 3900 direct WAVUK and hold.

ATIS 119.45 270.8	SIoux CITY APP CON * 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		1295/40	200 (200-3/4)		
LNAV/VNAV DA		1582-1 3/8	487 (500-1 3/8)		
LNAV MDA	1620/40	525 (600-3/4)	1620-1 1/4	525 (600-1 1/4)	
C CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1 3/4 602 (700-1 3/4)	1840-2 1/2 742 (800-2 1/2)	2000-3 902 (1000-3)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77838 W17A	APP CRS 178°	Rwy Idg TDZE Apt Elev	6598 1098 1098
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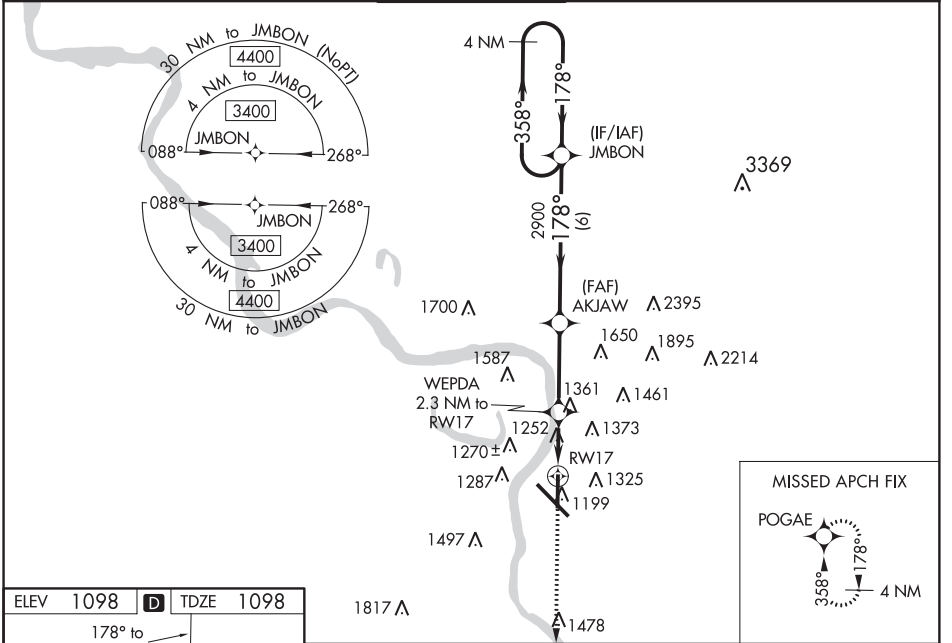
RNAV (GPS) RWY 17

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUx)

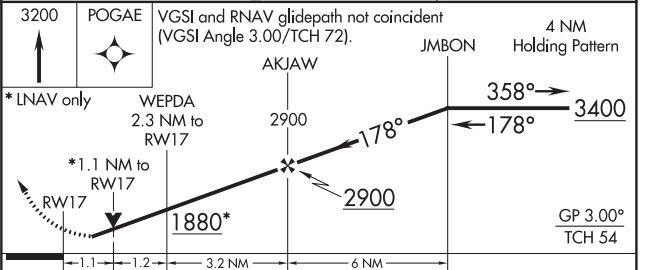
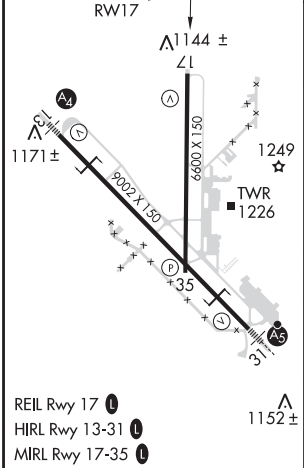
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Le Mars altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and visibility ¼ mile. Increase all MDA 80 feet and LNAV Cats C/D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3200 direct POGAE and hold.

ATIS 119.45 270.8	SIoux CITY APP CON * 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 1098	D	TDZE 1098
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CATEGORY	A	B	C	D
LPV DA	1364-7/8 266 (300-7/8)			
LNAV/VNAV DA	1531-1 3/8 433 (500-1 3/8)			
LNAV MDA	1520-1	422 (500-1)	1520-1 1/4	422 (500-1 1/4)
C CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1 3/4 602 (700-1 3/4)	1840-2 1/2 742 (800-2 1/2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SIoux CITY, IOWA

AL-395 (FAA)

16203

WAAS CH 61238	APP CRS 358°	Rwy Idg TDZE 1096	6598
W35A		Apt Elev	1098

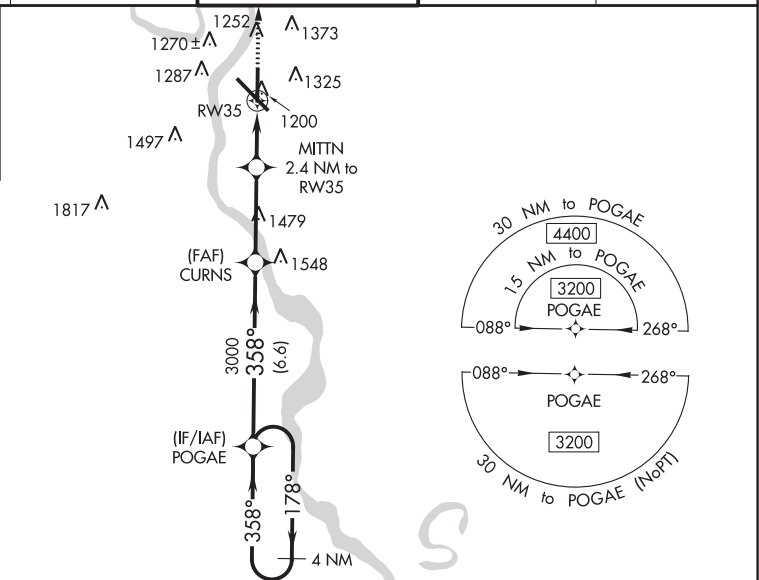
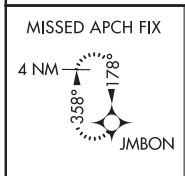
RNAV (GPS) RWY 35

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUx)

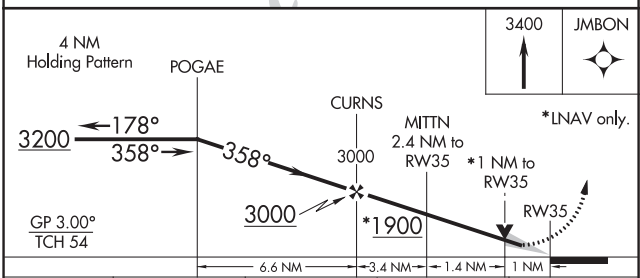
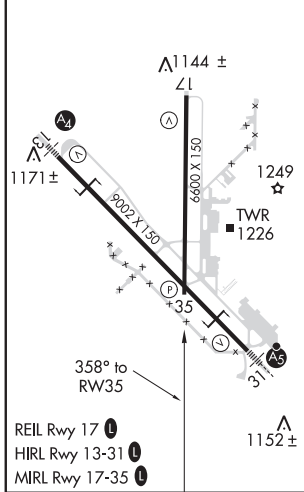
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Le Mars altimeter setting. DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and LPV and LNAV/VNAV visibility ¼ mile, increase all MDA 80 feet and LNAV Cats C/D visibility ⅓ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3400 direct JMBON and hold.

ATIS 119.45 270.8	SIoux CITY APP CON * 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 254.3	GND CON 121.9 348.6	UNICOM 122.95
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ELEV 1098	D	TDZE 1096
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CATEGORY	A	B	C	D
LPV DA		1346-3/4	250 (300-3/4)	
LNAV/VNAV DA		1362-7/8	266 (300-7/8)	
LNAV MDA		1460-1	364 (400-1)	
C CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1 1/4 602 (700-1 1/4)	1840-2 1/2 742 (800-2 1/2)

SIoux CITY, IOWA
Orig 26MAY16

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUx)
42°24'N-96°23'W
RNAV (GPS) RWY 35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC SUX 116.5 Chan 112	APP CRS 131°	Rwy Idg TDZE Apt Elev	9002 1095 1098
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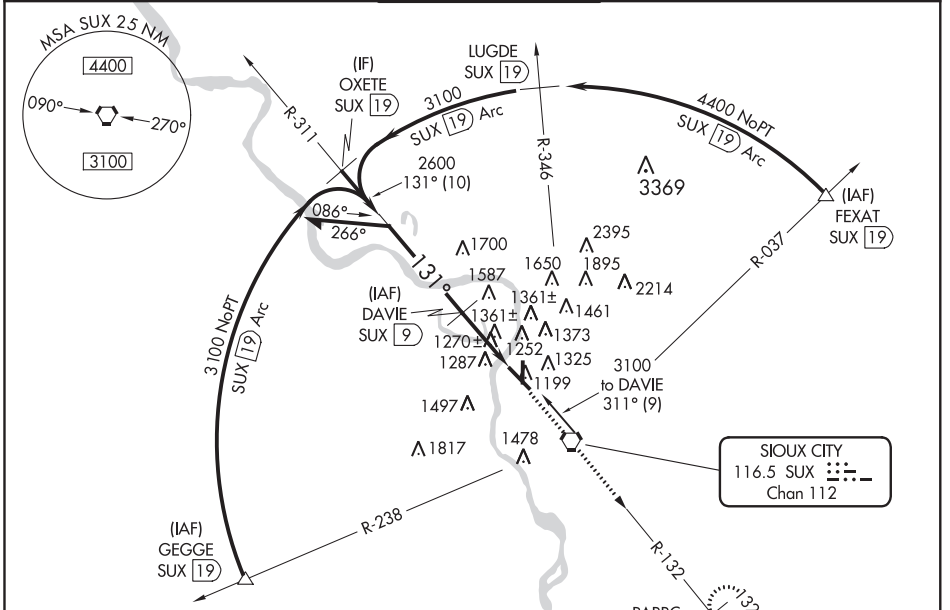
VOR/DME or TACAN RWY 13

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

⚠ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D/E visibility 1/8 mile and Circling Cat C/D visibility 1/4 mile. For inop MALS, increase S-13 Cat C/D/E visibility to 1 1/2 mile. For inop MALS when using Le Mars altimeter setting increase S-13 Cat C/D visibility to 1 3/4 mile. VDP NA when using Le Mars altimeter setting.

MALS
 MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

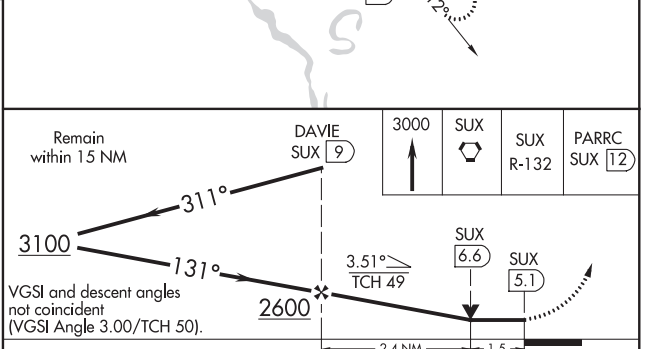
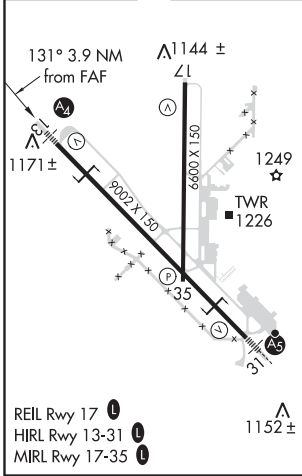
ATIS 119.45 270.8	SIoux CITY APP CON * 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1098 **D** TDZE 1095



CATEGORY	A	B	C	D	E
S-13	1620/40	525 (600-34)	1620-1 1/4 525 (600-1 1/4)		
C CIRCLING	1640-1 542 (600-1)	1700-1 602 (700-1)	1700-1 3/4 602 (700-1 3/4)	1840-2 1/2 742 (800-2 1/2)	2000-3 902 (1000-3)

AIRPORT DIAGRAM

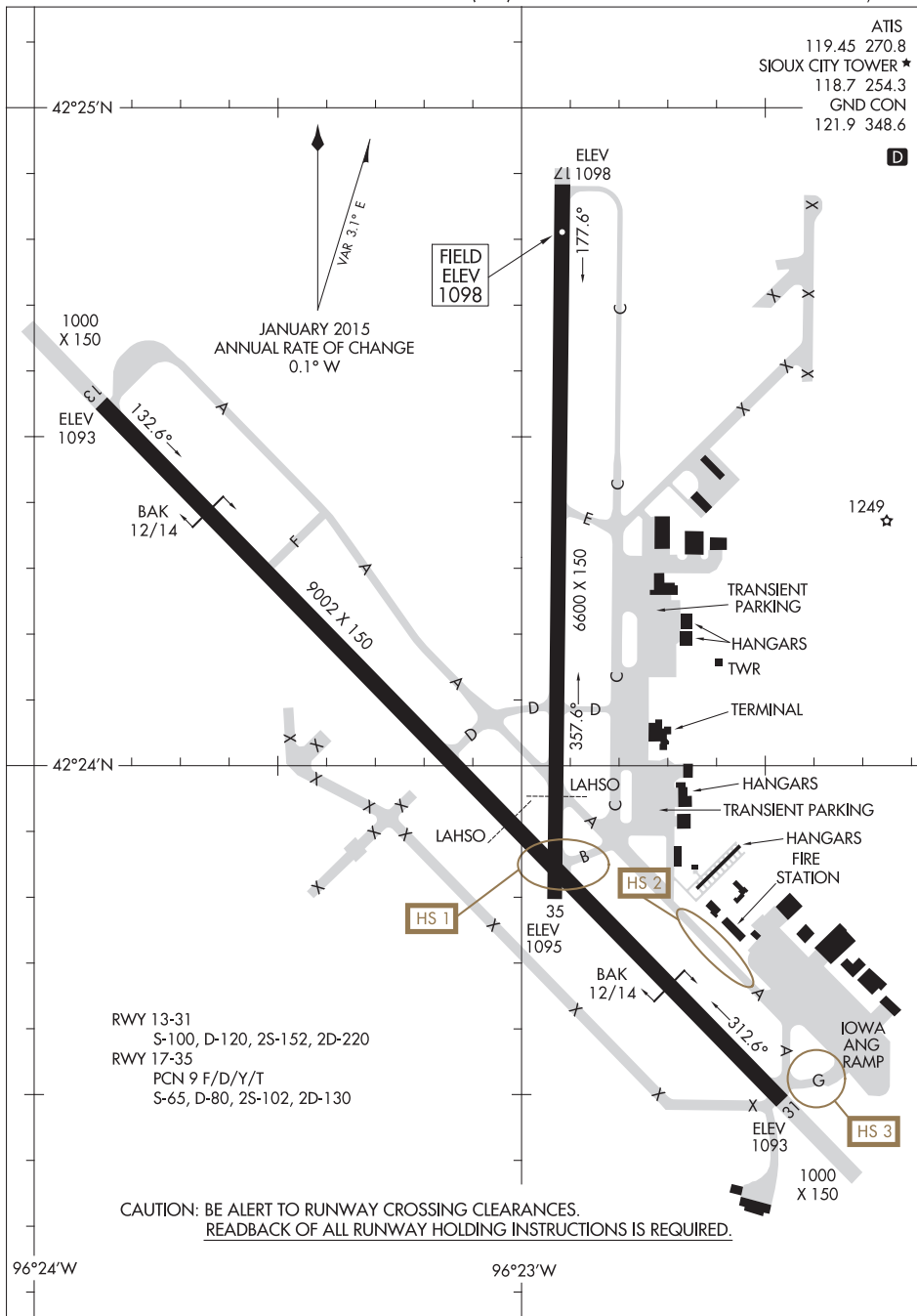
AL-395 (FAA) SIOUX GATEWAY/COL BUD DAY FIELD (SU^X) SIOUX CITY, IOWA

ATIS 119.45 270.8
 SIOUX CITY TOWER ★ 118.7 254.3
 GND CON 121.9 348.6

D

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

SIOUX CITY, IOWA SIOUX GATEWAY/COL BUD DAY FIELD (SU^X)

SPENCER, IOWA

AL-5309 (FAA)

16315

WAAS CH 56517 W12A	APP CRS 121°	Rwy Idg TDZE Apt Elev	6001 1339 1339
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RNAV (GPS) RWY 12

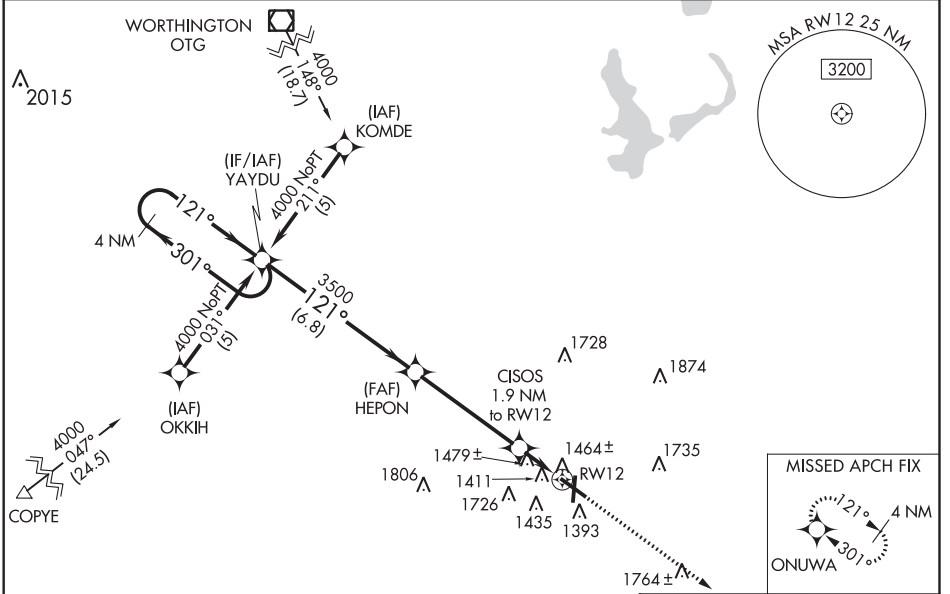
SPENCER MUNI (SPW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA and MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile and Circling Cat D ½ mile. For inop MALSRL increase LNAV Cat D visibility to 1 ¼ mile. VDP and Baro-VNAV NA when using Estherville altimeter setting.

⚠ -32°C

MALSRL
MISSED APPROACH: Climb to 4000 direct ONUWA and hold.

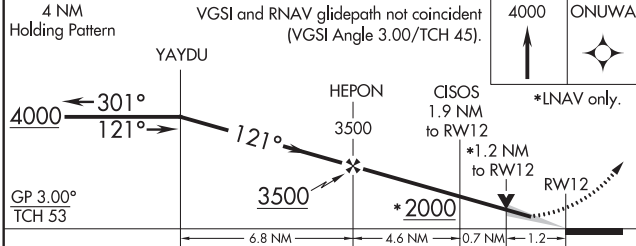
ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
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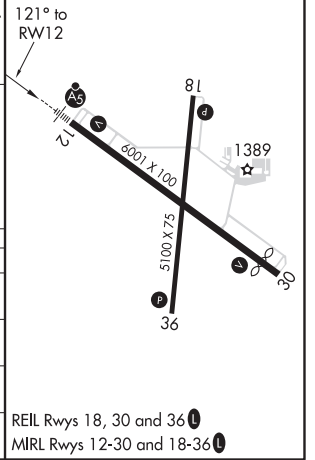
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1339	TDZE 1339
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CATEGORY	A	B	C	D
LPV DA		1539-½	200 (200-½)	
LNAV/VNAV DA		1734-¾	395 (400-¾)	
LNAV MDA	1740-½	401 (500-½)	1740-¾ 401 (500-¾)	1740-1 401 (500-1)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)



SPENCER, IOWA
Orig 03JUN10

43°10'N-95°12'W

RNAV (GPS) RWY 12

SPENCER MUNI (SPW)

WAAS CH 61333 W18A	APP CRS 181°	Rwy Idg TDZE 1338 Apt Elev 1339	5100
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RNAV (GPS) RWY 18

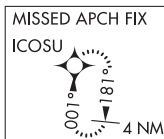
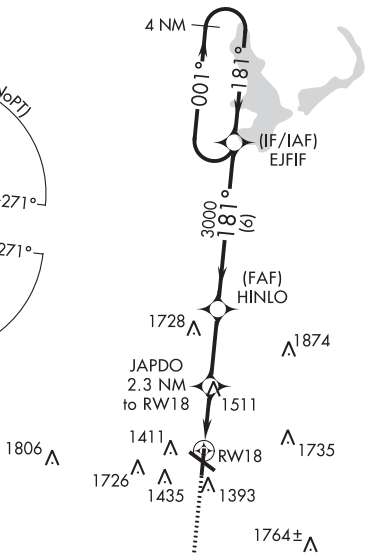
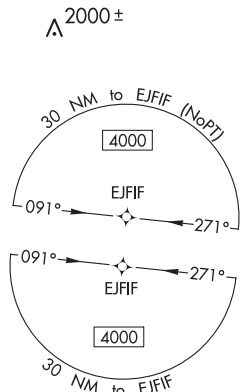
SPENCER MUNI (SPW)

⚠ Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA/MDA 60 feet; increase LNAV/VNAV all Cats visibility to 1 1/8 mile.

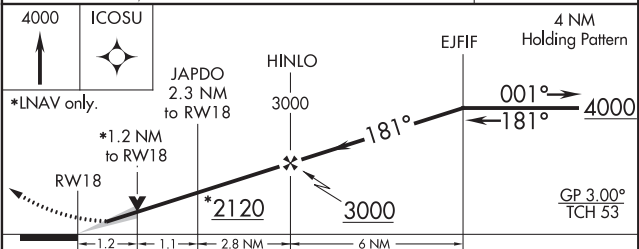
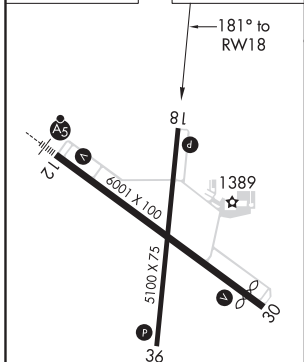
⊖ -32°C

MISSED APPROACH: Climb to 4000 direct ICOSU and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) Ⓛ
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ELEV 1339	TDZE 1338
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CATEGORY	A	B	C	D
LPV DA	1588-1	250 (300-1)		NA
LNAV/VNAV DA	1608-1	270 (300-1)		NA
LNAV MDA	1780-1	442 (500-1)		NA
C CIRCLING	1780-1 441 (500-1)	1820-1 481 (500-1)		NA

REIL Rwy 18, 30 and 36 Ⓛ
MIRL Rwy 12-30 and 18-36 Ⓛ

SPENCER, IOWA
Amdt 1A 05FEB15

43°10'N-95°12'W
645

RNAV (GPS) RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SPENCER, IOWA

AL-5309 (FAA)

16315

WAAS CH 87133 W30A	APP CRS 301°	Rwy Idg TDZE 1338 Apt Elev 1339	5501
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RNAV (GPS) RWY 30

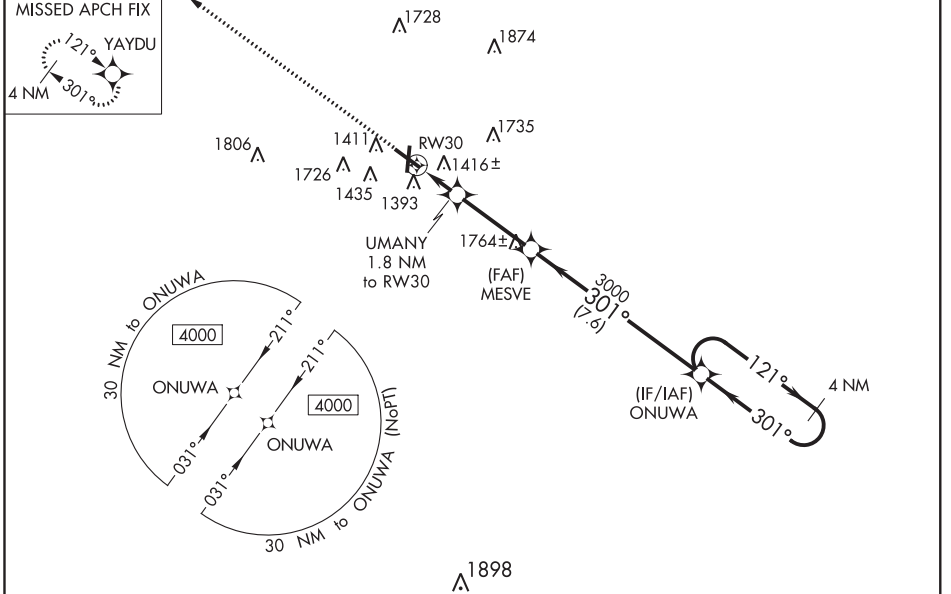
SPENCER MUNI (SPW)

⚠ Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C/D visibilities ¼ mile.

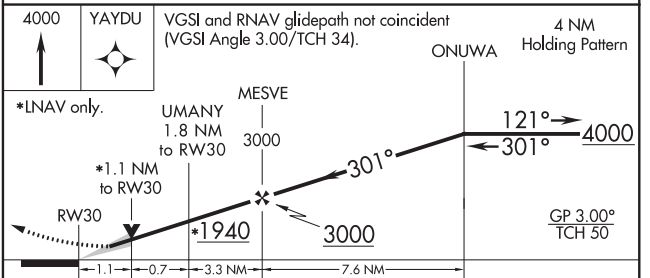
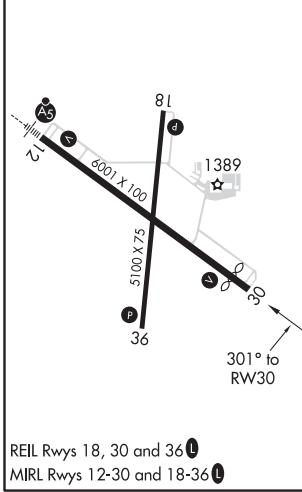
⊖ -32°C

MISSED APPROACH:
Climb to 4000 direct YAYDU and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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ELEV 1339	TDZE 1338
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CATEGORY	A	B	C	D
LPV DA		1588- ³ / ₄	250 (200- ³ / ₄)	
LNAV/VNAV DA		1623- ⁷ / ₈	285 (300- ⁷ / ₈)	
LNAV MDA	1720-1	382 (400-1)	1720-1 ¹ / ₈	382 (400-1 ¹ / ₈)
C CIRCLING	1740-1 401 (500-1)	1820-1 481 (500-1)	2100-2 ¹ / ₄ 761 (800-2 ¹ / ₄)	2100-2 ¹ / ₂ 761 (800-2 ¹ / ₂)

SPENCER, IOWA
Amdt 1B 26MAY16

43°10'N-95°12'W

RNAV (GPS) RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82233 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5100 1338 1339
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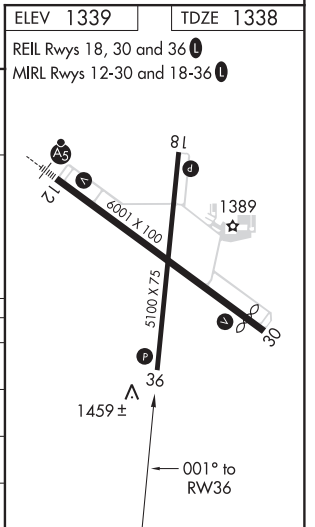
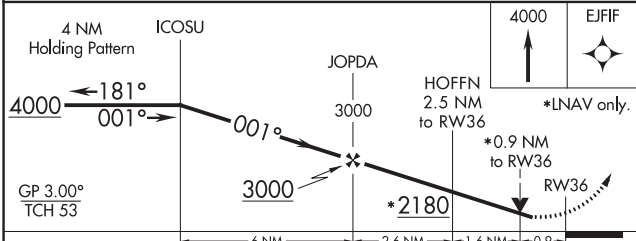
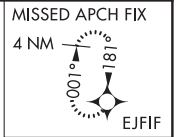
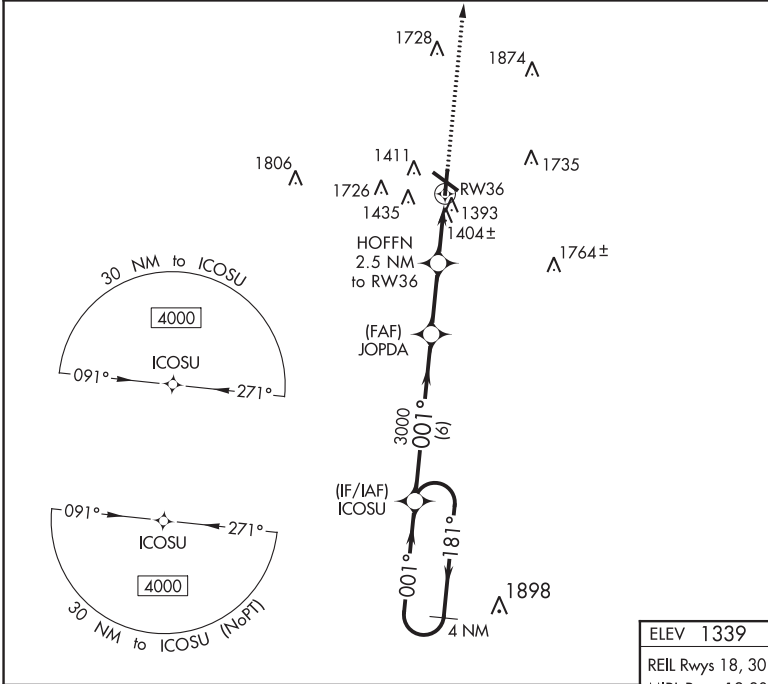
RNAV (GPS) RWY 36

SPENCER MUNI (SPW)

⚠ Baro-VNAV and VDP NA when using Estherville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA/MDA 60 feet.

MISSED APPROACH:
Climb to 4000 direct
EJFIF and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1588-1	250 (300-1)		NA
LNAV/VNAV DA	1588-1	250 (300-1)		NA
LNAV MDA	1660-1	322 (400-1)		NA
C CIRCLING	1740-1 401 (500-1)	1820-1 481 (500-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SPENCER, IOWA

AL-5309 (FAA)

16315

VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy Idg TDZE Apt Elev	5501 1338 1339
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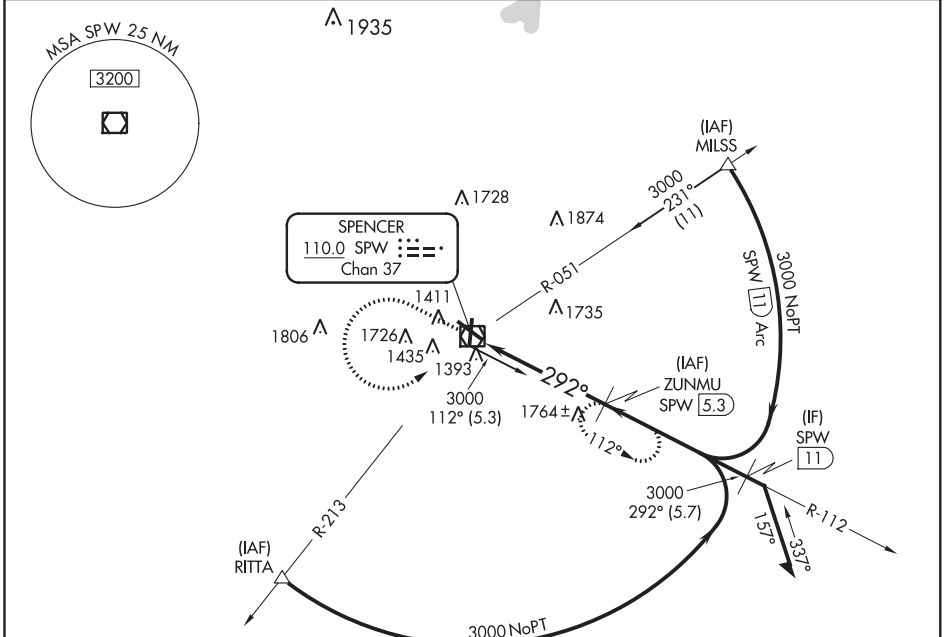
VOR/DME RWY 30

SPENCER MUNI (SPW)

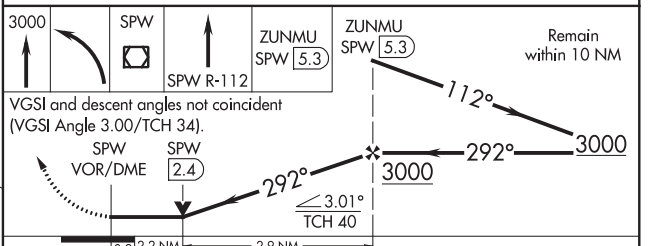
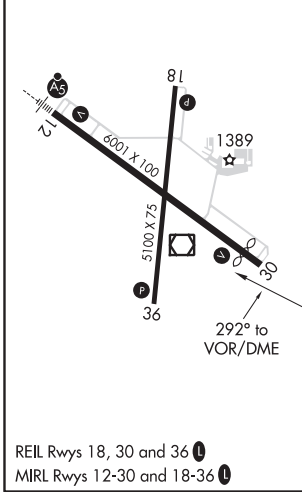
⚠ When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase S-30 Cat C/D visibility ½ mile. VDP NA when using Estherville altimeter setting.

⚠ MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then on SPW R-112 to ZUNMU/SPW 5.3 DME and hold.

ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
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ELEV 1339	TDZE 1338
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CATEGORY	A	B	C	D
S-30	2080-1 742 (800-1)	2080-1¼ 742 (800-1¼)	2080-2	742 (800-2)
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2080-2¼ 741 (800-2¼)	2080-2½ 741 (800-2½)

SPENCER, IOWA
Amdt 3B 13NOV14

43°10'N-95°12'W

VOR/DME RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SPENCER, IOWA

AL-5309 (FAA)

16315

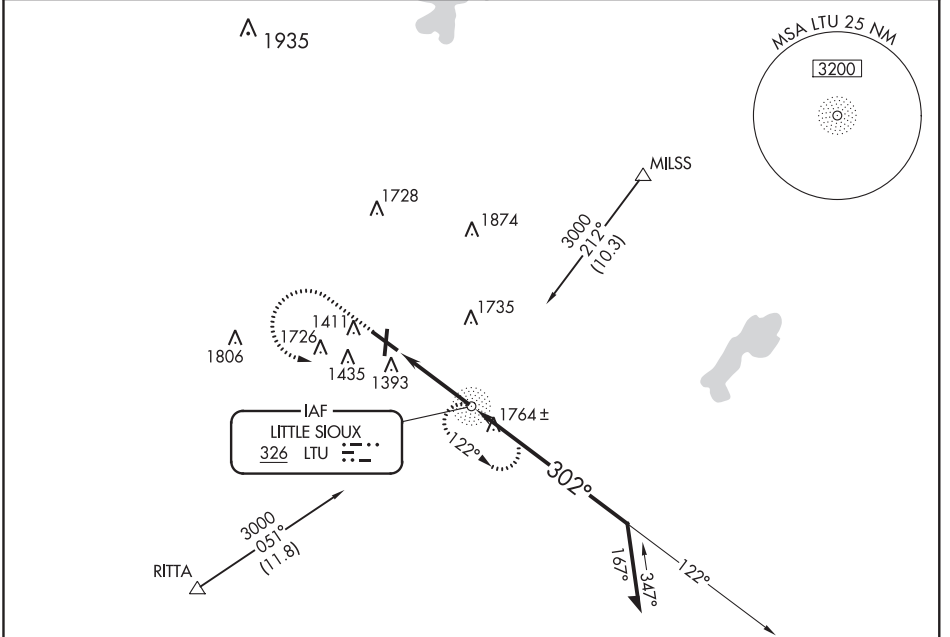
NDB LTU 326	APP CRS 302°	Rwy Idg TDZE Apt Elev	5501 1338 1339
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NDB RWY 30

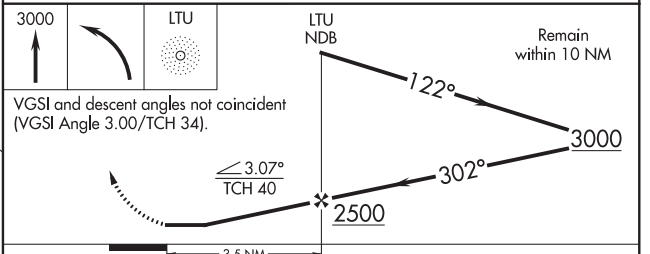
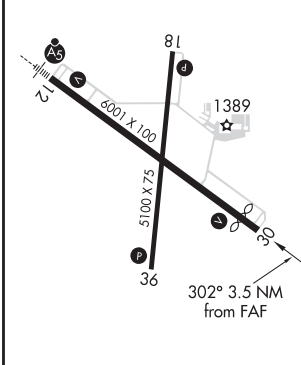
SPENCER MUNI (SPW)

	MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.
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ASOS 126.625	MINNEAPOLIS CENTER 127.75 257.7	UNICOM 123.0 (CTAF)
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ELEV 1339	TDZE 1338
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REIL Rwys 18, 30 and 36

MIRL Rwys 12-30 and 18-36

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-30	1840-1	502 (600-1)	1840-1½	502 (600-1½)
CIRCLING	1840-1	501 (600-1)	1840-1½	2040-2¼ 501 (600-1½) 701 (800-2¼)

SPENCER, IOWA
Amdt 9A 05FEB15

43°10'N-95°12'W
649

SPENCER MUNI (SPW)

NDB RWY 30

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 108°	Rwy Idg TDZE Apt Elev	N/A N/A 1375
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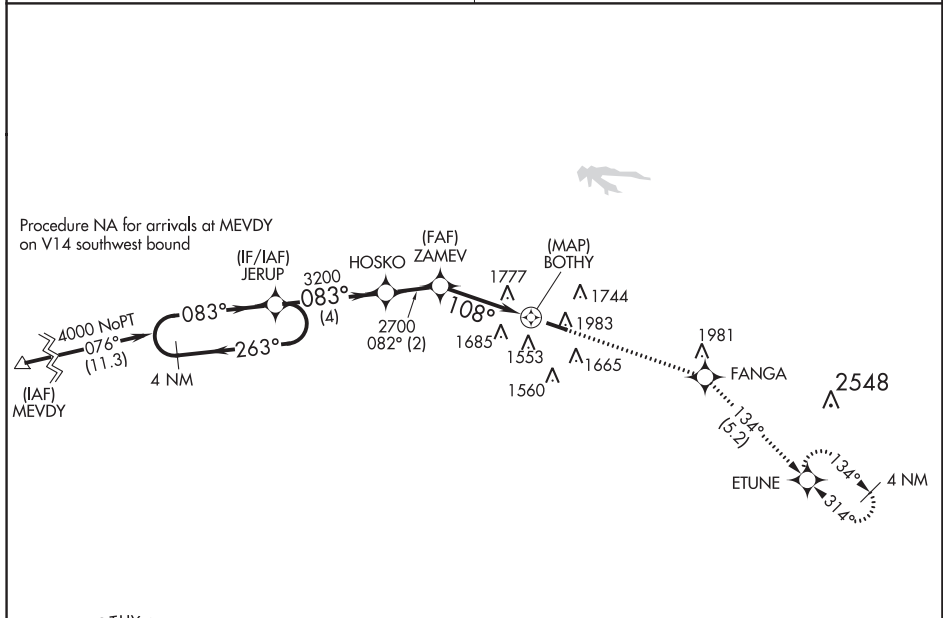
RNAV (GPS)-A DOWNTOWN (3DW)

▽ Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA.
▲ NA Use Springfield-Branson National altimeter setting; when not received, use Branson West altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct FANGA and track 134° to ETUNE and hold.

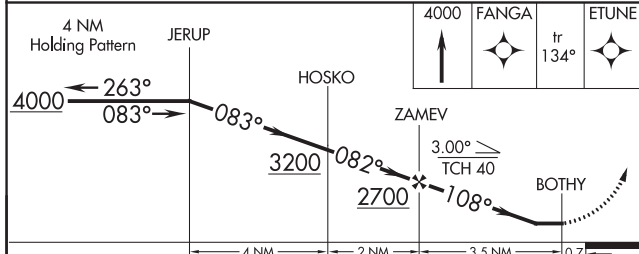
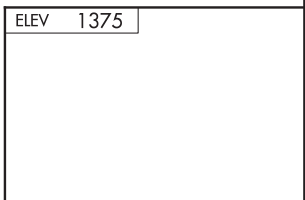
SPRINGFIELD APP CON
124.95 318.2

UNICOM
122.8 (CTAF) 0*

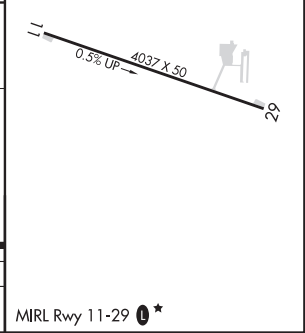


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
C CIRCLING	2060-1	685 (700-1)	NA	



APP CRS 288°	Rwy Idg TDZE Apt Elev	NA NA 1375
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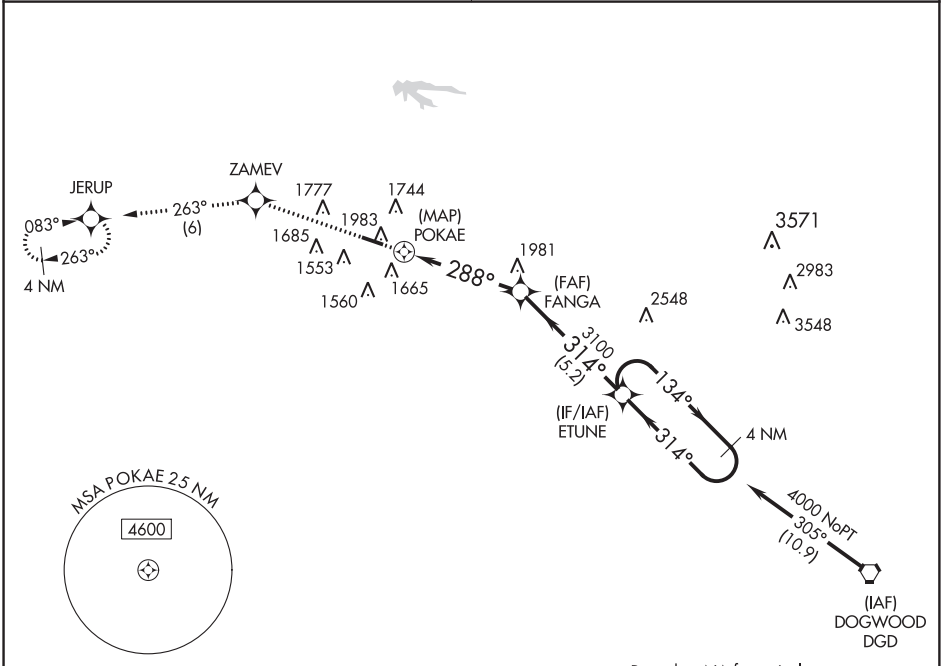
RNAV (GPS)-B

DOWNTOWN (3DW)

NA Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA. Use Springfield-Branson National altimeter setting; when not received, use Branson West altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ZAMEV and track 263° to JERUP and hold.

SPRINGFIELD APP CON 124.95 318.2	UNICOM 122.8 (CTAF) 0 *
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ELEV 1375

MIRL Rwy 11-29 **0 ***

4000	ZAMEV	JERUP	Descent angle NA.		4 NM
↑	✧	tr 263°			ETUNE Holding Pattern
POKAE			FANGA	134° → 4000	
288°			3100	← 314°	
0.9 NM	4.4 NM	5.2 NM			
CATEGORY	A	B	C	D	
C CIRCLING	2280-1¼ 905 (1000-1¼)		NA		

NC-3, 10 NOV 2016 to 05 JAN 2017


NC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SGF 109.9 Chan 36	APP CRS 019°	Rwy Idg TDZE Apt Elev	7003 1265 1268
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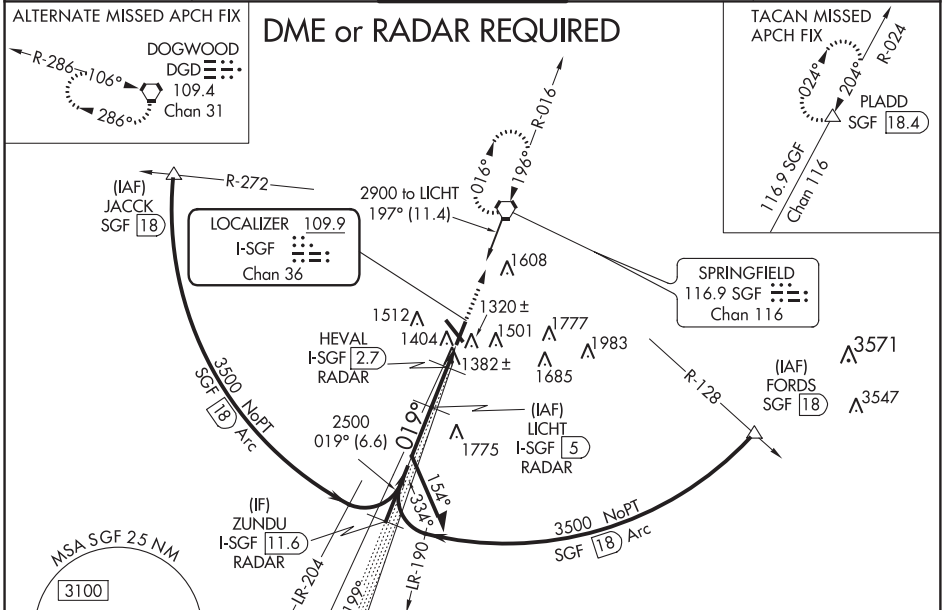
ILS or LOC RWY 2

SPRINGFIELD-BRANSON NATIONAL (SGF)

⚠ DME or RADAR Required. For inop MALS, increase S-ILS 2 Cat E visibility to RVR 4000, and S-LOC 2 Cat E visibility to 1½ mile. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR
 MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN aircraft continue on SGF VORTAC R-024 to PLADD/SGF 18.4 DME and hold northeast, right turn, 204° inbound).

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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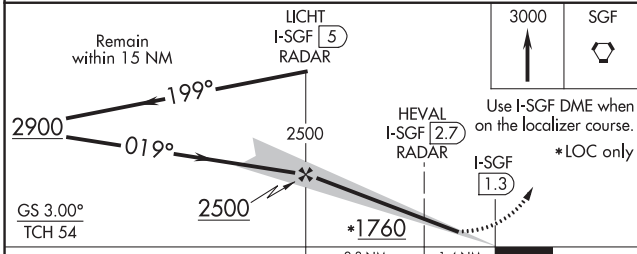


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1268	D TDZE 1265
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HIRL Rwy 2-20 and 14-32
REIL Rwy 32



Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D	E
S-ILS 2	#1465/24 200 (200-½)				
S-LOC 2	1700/24	435 (500-½)	1700/40	435 (500-¾)	
C CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)	2080-3 812 (900-3)

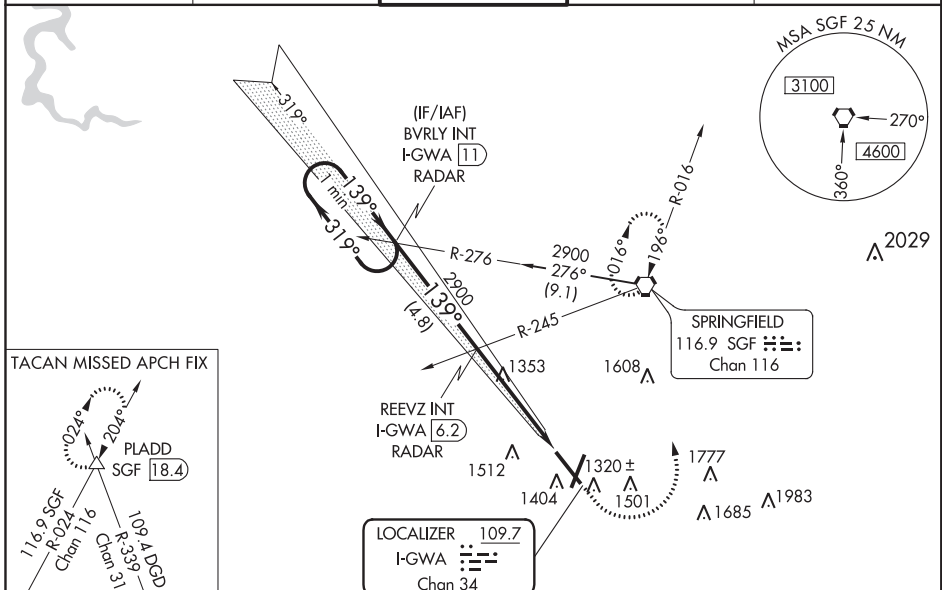
LOC/DME I-GWA 109.7 Chan 34	APP CRS 139°	Rwy Idg TDZE Apt Elev	8000 1260 1268
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ILS or LOC RWY 14

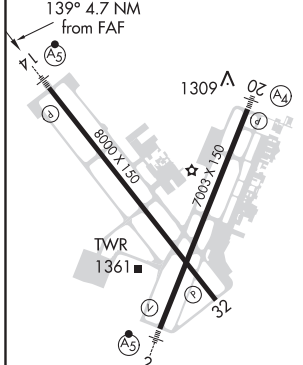
SPRINGFIELD-BRANSON NATIONAL (SGF)

	MALS/R 	MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 to SGF VORTAC and hold. (TACAN aircraft continue on SGF VORTAC R-024 to PLADD INT and hold NE, RT, 204° inbound).

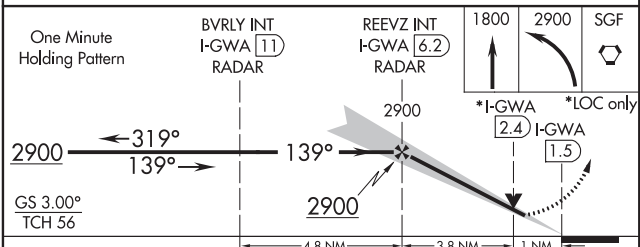
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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ELEV 1268	D	TDZE 1260
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REIL Rwy 32					
HIRL Rws 2-20 and 14-32					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 14	1517-3/4 257 (300-3/4)			
S-LOC 14	1620-3/4 360 (400-3/4)			
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1 1/2 552 (600-1 1/2)	1920-2 652 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD, MISSOURI

AL-604 (FAA)

16091

WAAS CH 86214 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	7003 1265 1268
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RNAV (GPS) RWY 2
SPRINGFIELD-BRANSON NATIONAL (SGF)

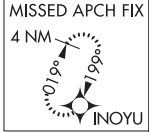
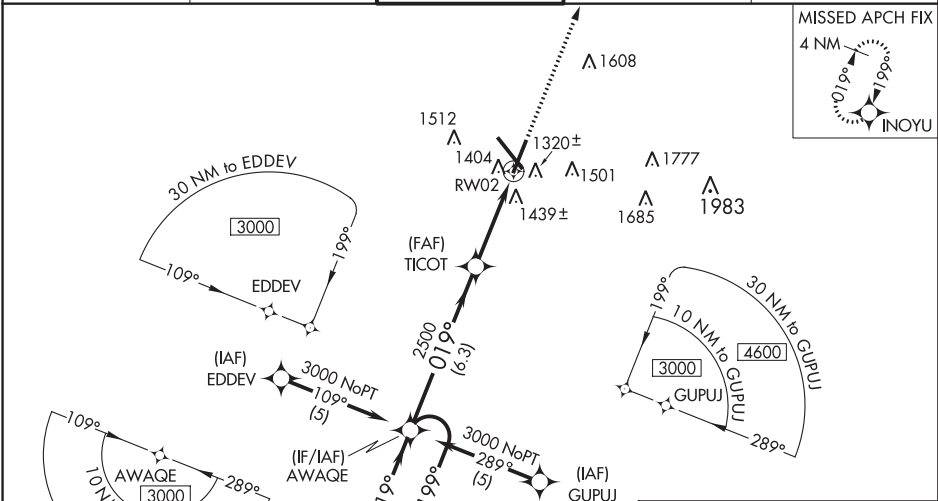
⚠ DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). Baro-VNAV and VDP NA when using Monett altimeter setting. When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¼ miles, and Cat D to 2 miles. For inoperative MALSRS, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSRS



MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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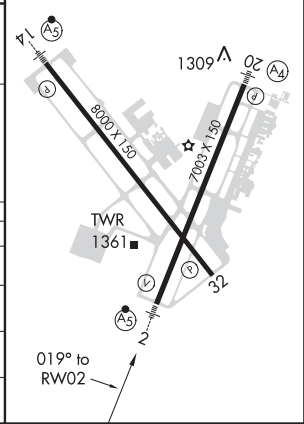
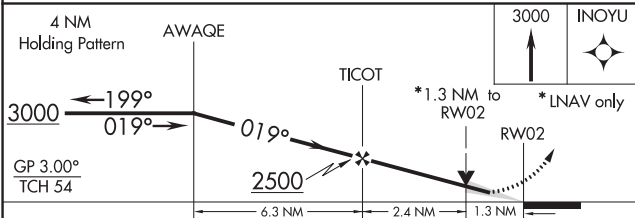


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1268	D TDZE 1265
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REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
LPV DA	1590/40		325 (400-¾)	
LNAV/VNAV DA	1754/60		489 (500-1¼)	
LNAV MDA	1720/40		455 (500-¾)	
	1720/50		455 (500-1)	
C CIRCLING	1760-1	1820-1	1820-1½	1920-2
	492 (500-1)	552 (600-1)	552 (600-1½)	652 (700-2)

SPRINGFIELD, MISSOURI
Amdt 2B 28MAY15

37° 15' N-93° 23' W

SPRINGFIELD-BRANSON NATIONAL (SGF)
RNAV (GPS) RWY 2

WAAS CH 40121 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev	8000 1260 1268
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RNAV (GPS) RWY 14

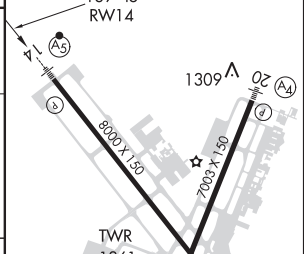
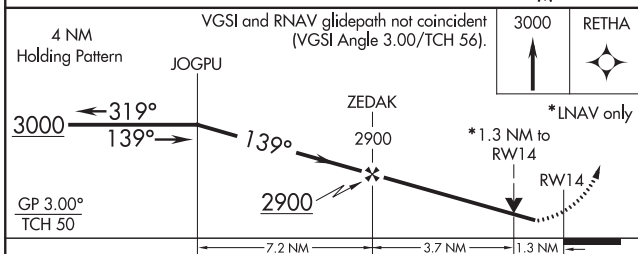
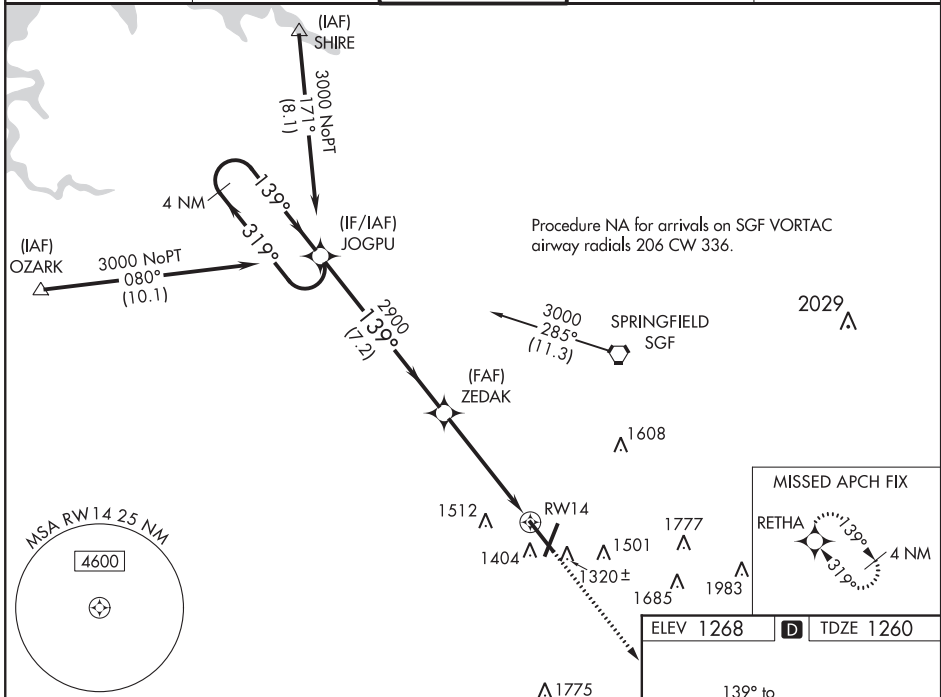
SPRINGFIELD-BRANSON NATIONAL (SGF)

▼ Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½, increase LNAV Cat A/B visibility to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct RETHA and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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CATEGORY	A	B	C	D
LPV DA		1518-¾	258 (300-¾)	
LNAV/VNAV DA		1620-¾	360 (400-¾)	
LNAV MDA	1720-¾	460 (500-¾)	1720-7/8	460 (500-7/8)
C CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)

REIL Rwy 32
HIRL Rws 2-20 and 14-32

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65613 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	7003 1262 1268
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RNAV (GPS) RWY 20
SPRINGFIELD-BRANSON NATIONAL (SGF)

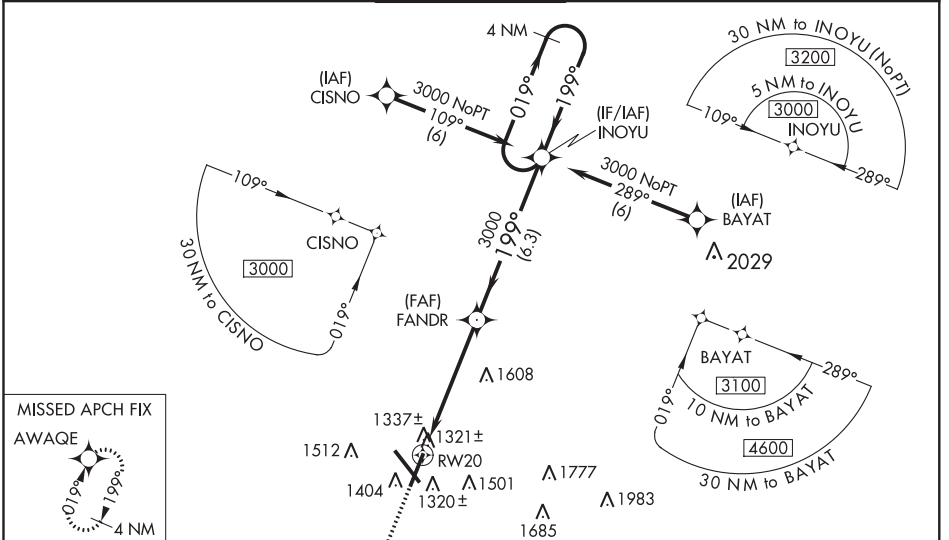
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
 Baro-VNAV and VDP NA when using Monett altimeter setting.
 Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
 When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ½ mile, increase Circling Cat C ¼ mile.

MAIS



MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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NC-3, 10 NOV 2016 to 05 JAN 2017

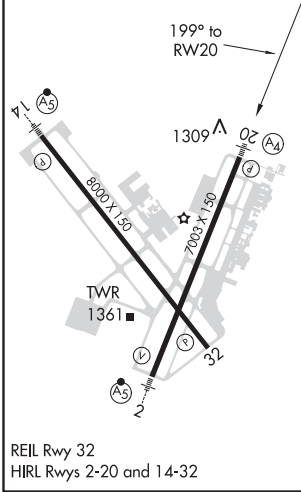
NC-3, 10 NOV 2016 to 05 JAN 2017

MISSED APCH FIX

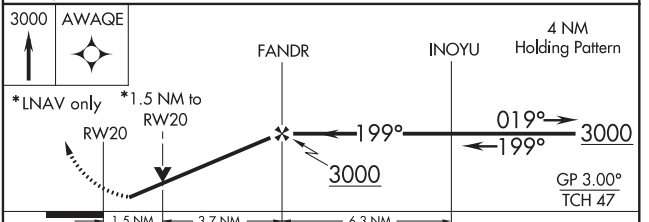
AWAQE



ELEV 1268	D	TDZE 1262
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REIL Rwy 32
HIRL Rwy 2-20 and 14-32



CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)	1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)	1780-1¾ 518 (600-1¾)
C CIRCLING	1780-1 512 (600-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)

WAAS CH 72933 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	8000 1268 1268
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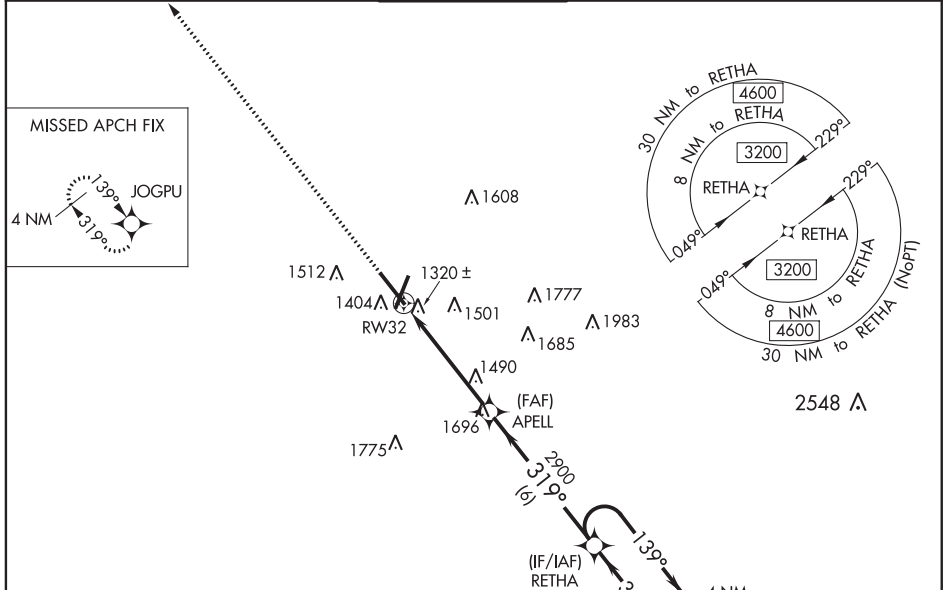
RNAV (GPS) RWY 32

SPRINGFIELD-BRANSON NATIONAL (SGF)

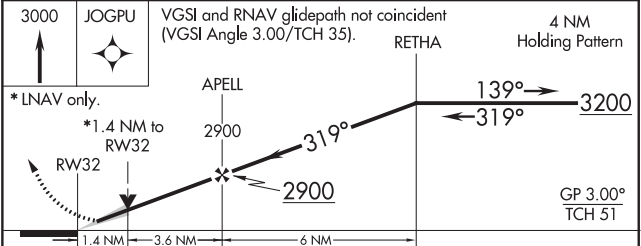
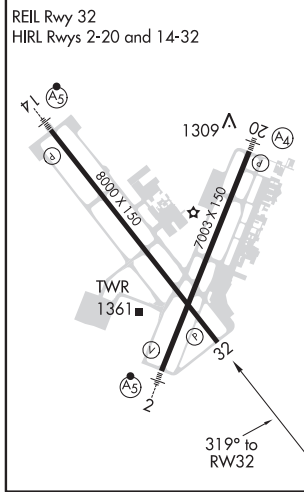
⚠ Baro-VNAV and VDP NA when using Monett altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Monett altimeter setting and increase all DA 90 feet and all MDA 100 feet; increase LPV all Cts visibility 1/8 mile, LNAV/VNAV all Cts 3/8 mile, LNAV Cts C and D 1/4 mile and Circling Cat C 1/4 mile and Cat D 1/2 mile. DME/DME RNP- 0.3 NA.

MISSED APPROACH:
Climb to 3000 direct JOGPU and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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ELEV 1268	D	TDZE 1268
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CATEGORY	A	B	C	D
LPV DA		1518-1	250 (300-1)	
LNAV/VNAV DA		1660-1 1/4	392 (400-1 1/4)	
LNAV MDA	1740-1	472 (500-1)	1740-1 3/8	472 (500-1 3/8)
C CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1 1/2 552 (600-1 1/2)	1920-2 652 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy Idg TDZE Apt Elev	7003 1265 1268
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VOR/DME or TACAN RWY 2

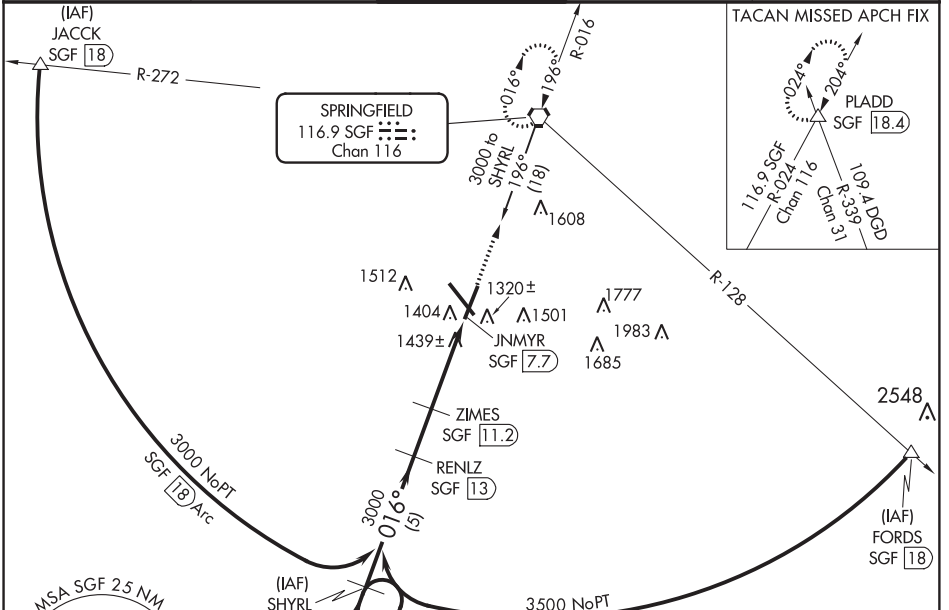
SPRINGFIELD-BRANSON NATIONAL (SGF)

⚠ For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½. When local altimeter setting not received, use Monett altimeter setting and increase all MDA 100 feet, increase Circling Cat C to 1¾ mile. VDP NA when using Monett altimeter setting.

MALSR
AS

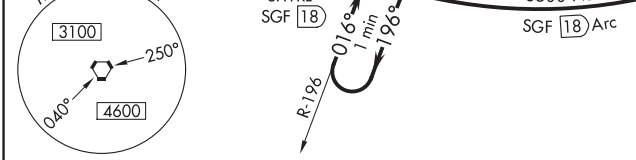
MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue on SGF R-024 to PLADD INT/SGF 18.4 DME and hold, north, right turns, 204° inbound).

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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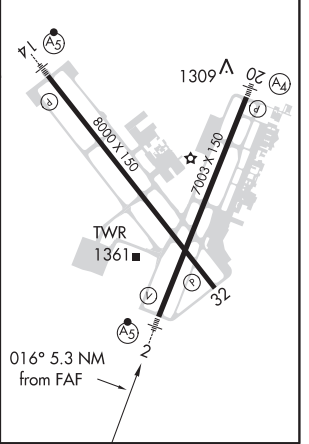
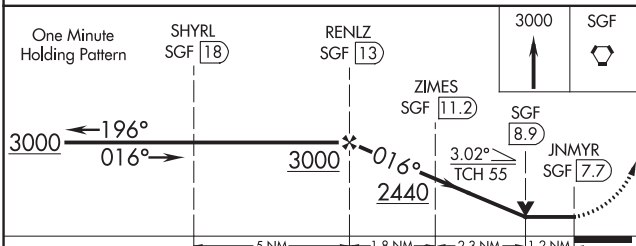
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1268	D	TDZE 1265
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HIRL Rwy 2-20 and 14-32
REIL Rwy 32



CATEGORY	A	B	C	D	E
S-2	1700/40	435 (500-¾)		1700/50	435 (500-1)
C CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1½ 552 (600-1½)	1920-2 652 (700-2)	2080-3 812 (900-3)

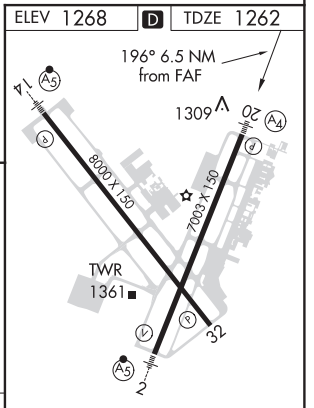
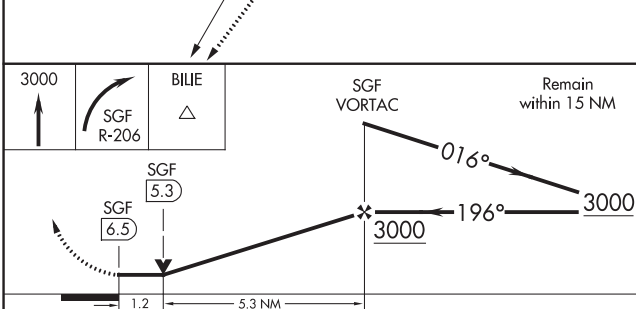
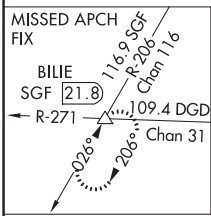
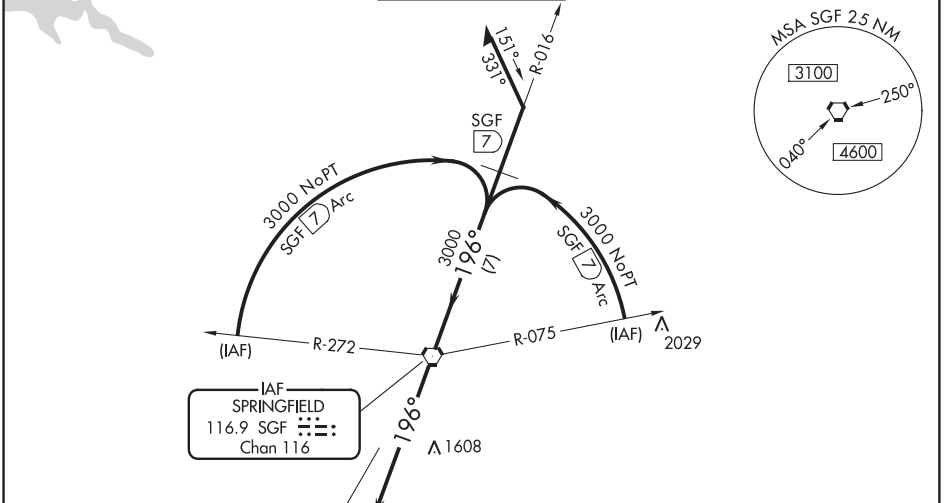
VORTAC SGF 116.9 Chan 116	APP CRS 196°	Rwy Idg TDZE Apt Elev	7003 1262 1268
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VOR or TACAN RWY 20

SPRINGFIELD-BRANSON NATIONAL (SGF)

<p>⚠ Inoperative table does not apply to Cat C. Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Monett altimeter setting and increase all MDA 100 feet, increase S-20 Cat C/D/E visibility 1/4 mile, increase Circling Cat C/E visibility 1/4 mile. VDP NA when using Monett altimeter setting.</p>	<p>MALS Ⓜ =</p>	<p>MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILLIE INT/SGF 21.8 DME and hold.</p>
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ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 251.15	CLNC DEL 123.675
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CATEGORY	A	B	C	D	E	
S-20	1700-3/4 438 (500-3/4)		1700-1 1/4 438 (500-1 1/4)	1700-1 1/2 438 (500-1 1/2)		
CIRCLING	1760-1 492 (500-1)	1820-1 552 (600-1)	1820-1 1/2 552 (600-1 1/2)	1920-2 652 (700-2)	2080-3 812 (900-3)	
REIL Rwy 32 HIRL Rwys 2-20 and 14-32 FAF to MAP 6.5 NM						
Knots		60	90	120	150	180
Min:Sec		6:30	4:20	3:15	2:36	2:10

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SPRINGFIELD-BRANSON NATIONAL (SGF)
SPRINGFIELD, MISSOURI

AL-604 (FAA)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

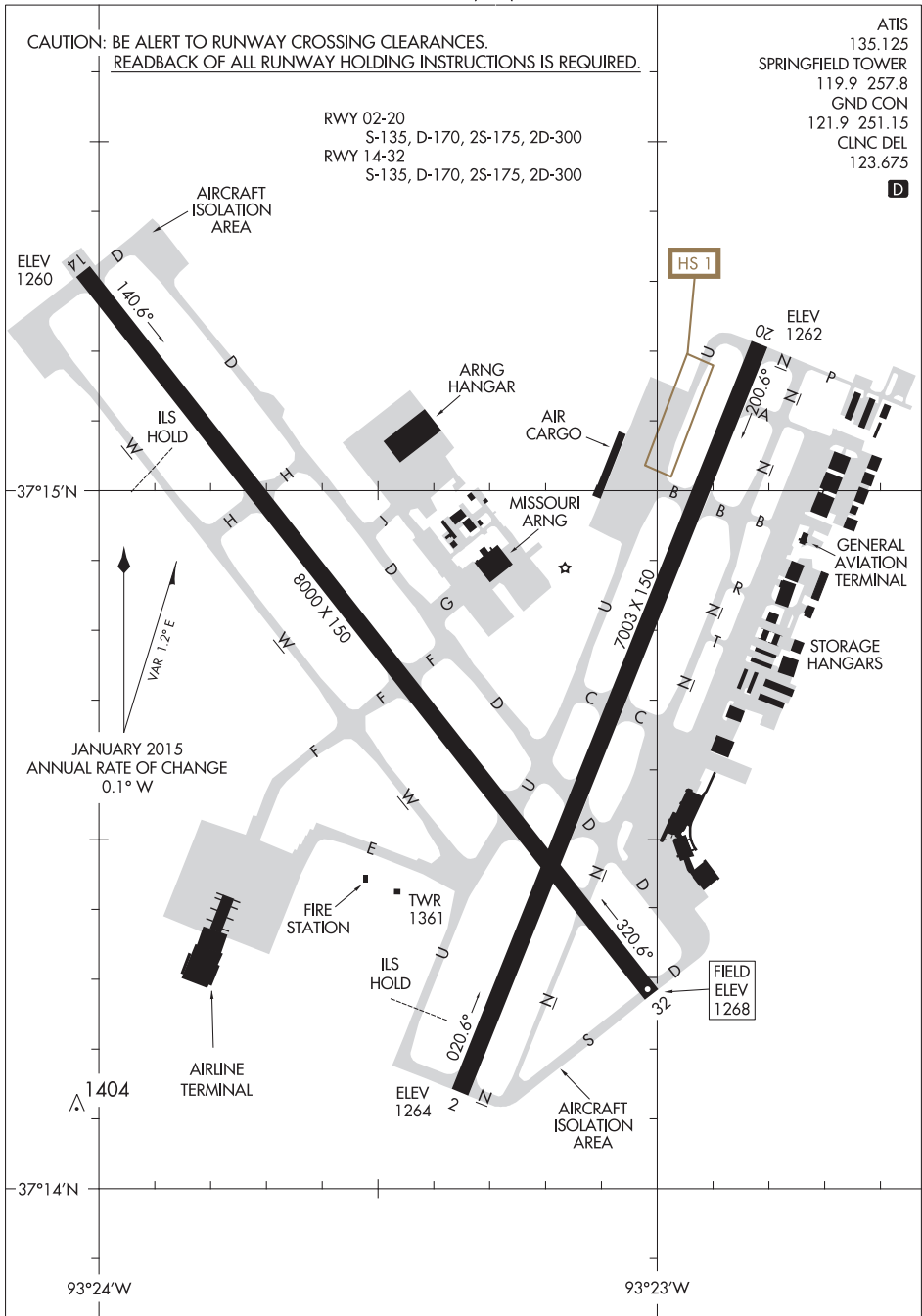
RWY 02-20
S-135, D-170, 2S-175, 2D-300
RWY 14-32
S-135, D-170, 2S-175, 2D-300

ATIS
135.125
SPRINGFIELD TOWER
119.9 257.8
GND CON
121.9 251.15
CLNC DEL
123.675

D

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

SPRINGFIELD, MISSOURI
SPRINGFIELD-BRANSON NATIONAL (SGF)

WAAS CH 42837 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	3984 259 259
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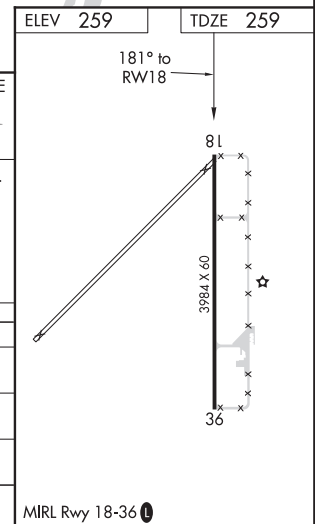
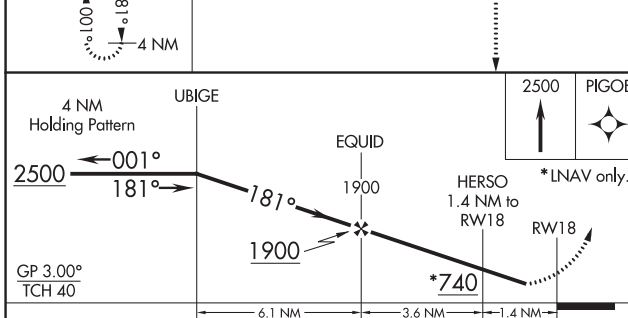
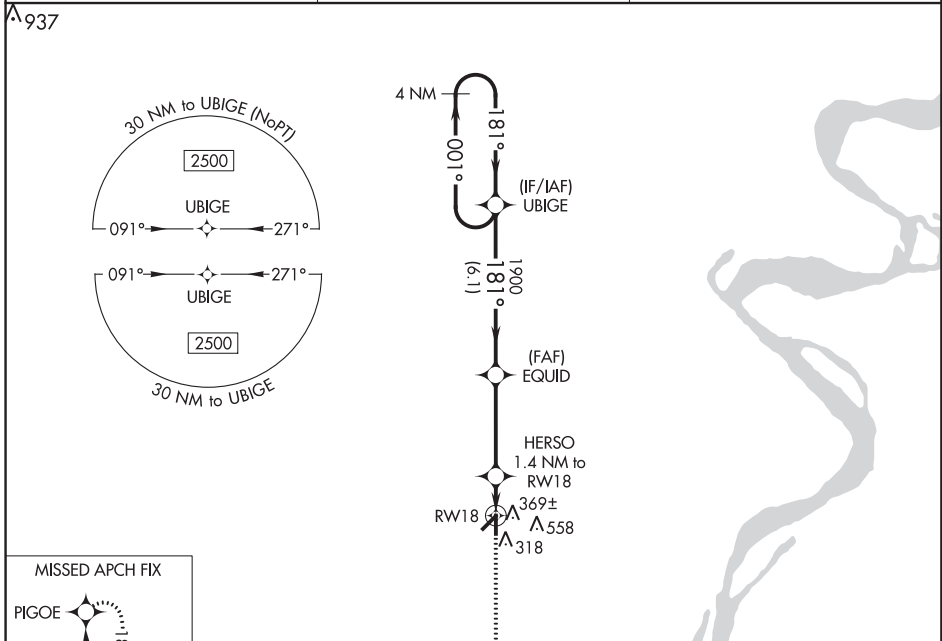
RNAV (GPS) RWY 18

STEELE MUNI (M12)

⚠ Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Arkansas Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

⚠ NA MISSED APPROACH: Climb to 2500 direct PIGOE and hold.

BLYTHEVILLE MUNI ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	531-1	272 (300-1)		NA
LNAV/VNAV DA	539-1	280 (300-1)		NA
LNAV MDA	660-1	401 (500-1)	660-1 1/8 401 (500-1 1/8)	NA
C CIRCLING	700-1 441 (500-1)	900-1 641 (700-1)	900-2 641 (700-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

STEELE, MISSOURI

AL-10597 (FAA)

15344

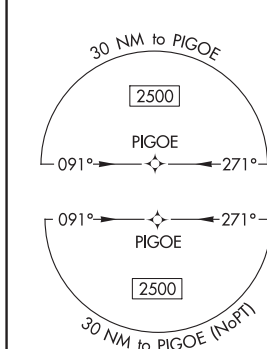
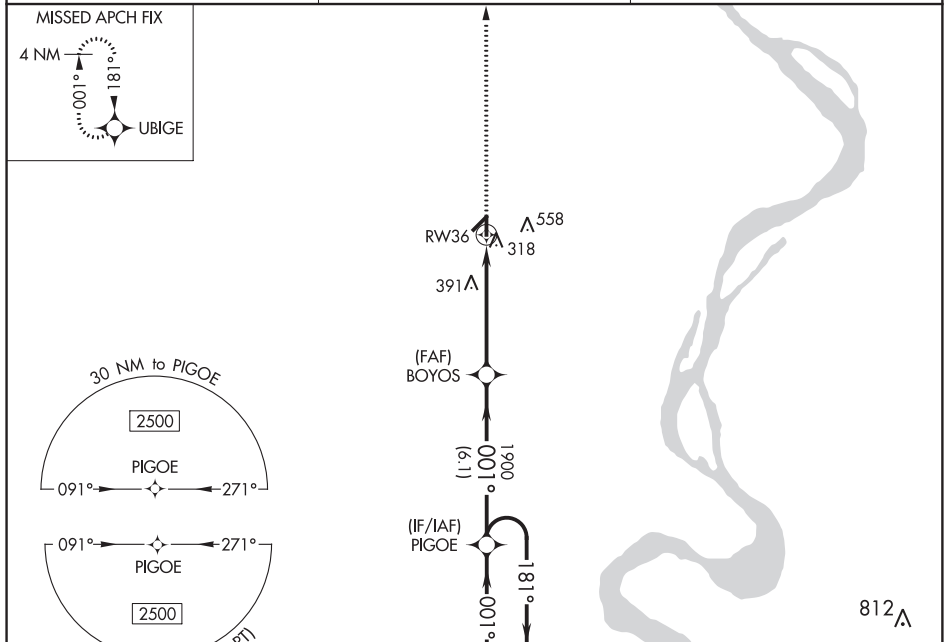
WAAS CH 82137 W36A	APP CRS 001°	Rwy Idg TDZE 259 Apt Elev 259	3984
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RNAV (GPS) RWY 36

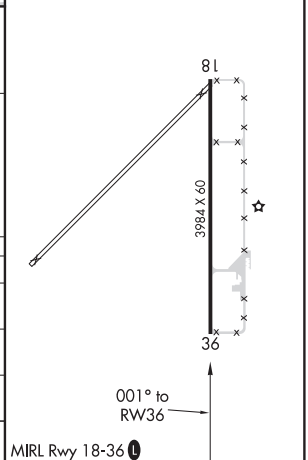
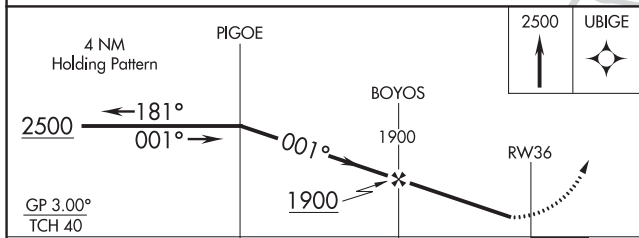
STEELE MUNI (M12)

▽ Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Arkansas Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
△ NA MISSED APPROACH: Climb to 2500 direct UBIGE and hold.

BLYTHEVILLE MUNI ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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ELEV 259	TDZE 259
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CATEGORY	A	B	C	D
LPV DA	532-1 273 (300-1)			NA
LNAV/VNAV DA	532-1 273 (300-1)			NA
LNAV MDA	680-1 421 (500-1)		680-1 1/4 421 (500-1 1/4)	NA
C CIRCLING	700-1 441 (500-1)	900-1 641 (700-1)	900-2 641 (700-2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3060
013°	TDZE	1034
	Apt Elev	1042

RNAV (GPS) RWY 1

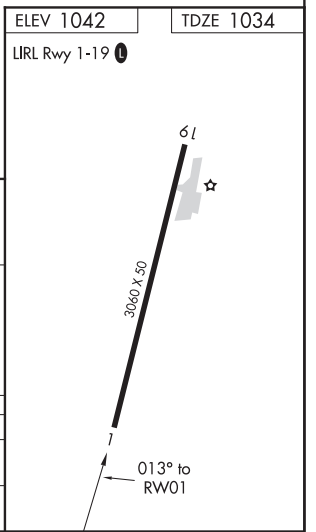
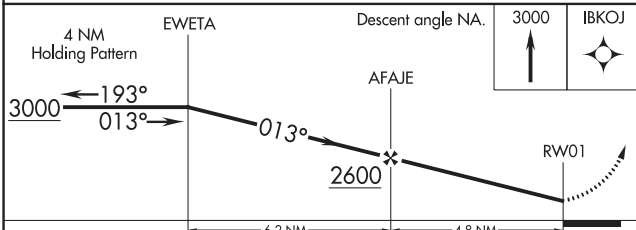
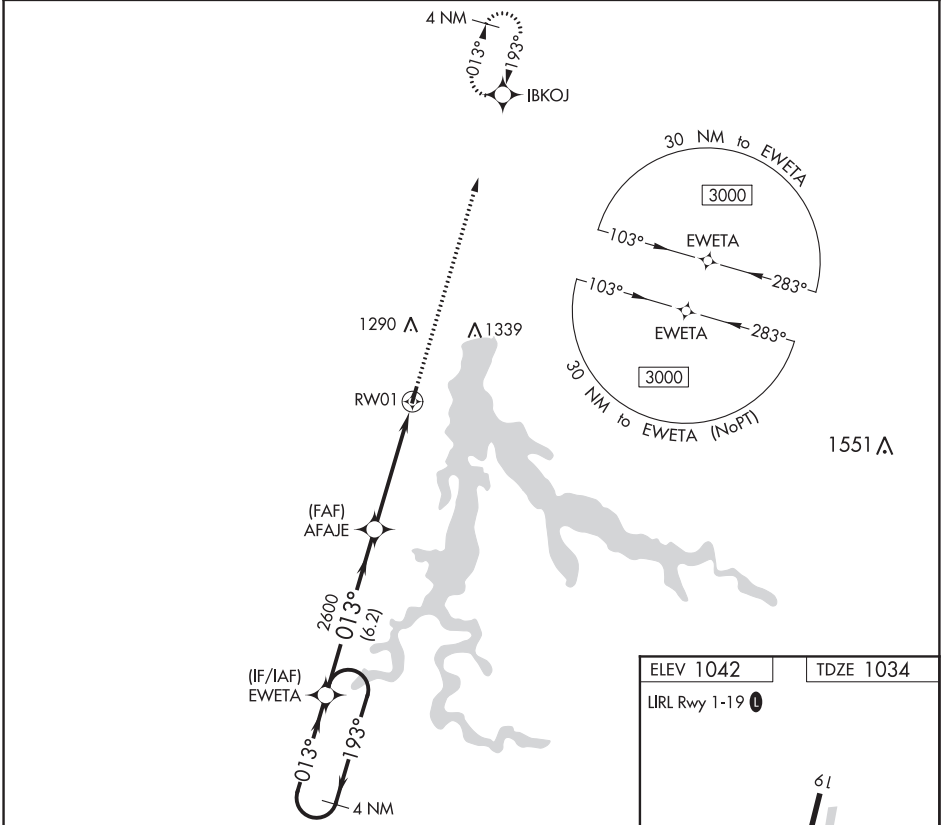
STOCKTON MUNI (MO3)

▽ Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

△ NA

MISSED APPROACH: Climb to 3000 direct IBKOJ and hold.

NEVADA MUNI AWOS-3 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.90
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CATEGORY	A	B	C	D
LNVA MDA	1600-1	566 (600-1)		NA
CIRCLING	1600-1	558 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

STOCKTON, MISSOURI

AL-6771 (FAA)

15176

WAAS CH 50334 W19A	APP CRS 193°	Rwy Idg 3060 TDZE 1037 Apt Elev 1042
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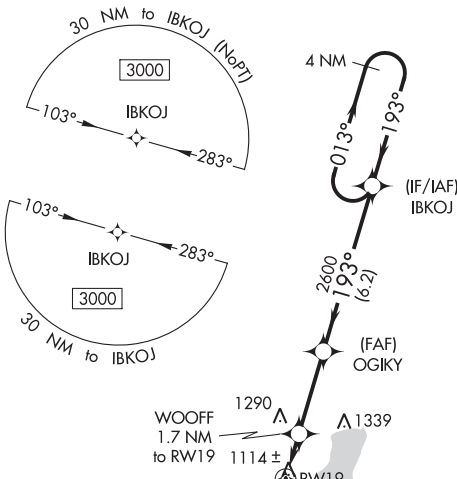
RNAV (GPS) RWY 19

STOCKTON MUNI (MO3)

▼ Procedure NA at night. Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climb to 3000 direct EWETA and hold.

NEVADA MUNI AWOS-3 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.90
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1042	TDZE 1037
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LRL Rwy 1-19 **0**

MISSED APCH FIX

3000	EWETA	Descent angle NA.	IBKOJ	4 NM Holding Pattern
↑	✧			
		WOOFF 1.7 NM to RW19	OGIKY	
		RW19	2600	
		1600		
		1.7 NM	3.1 NM	6.2 NM
CATEGORY	A	B	C	D
LP MDA	1460-1	423 (500-1)		NA
LNAV MDA	1480-1	443 (500-1)		NA
CIRCLING	1540-1	498 (500-1)		NA

STOCKTON, MISSOURI
Orig-B 25JUN15

37°40'N-93°49'W

STOCKTON MUNI (MO3) RNAV (GPS) RWY 19

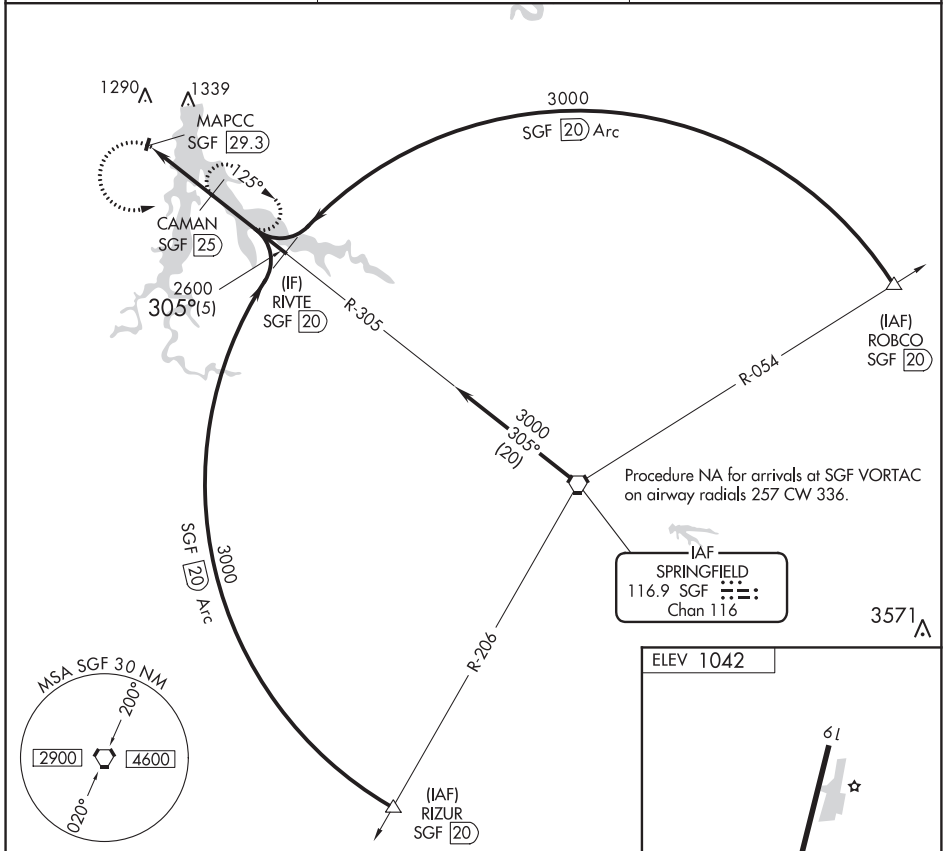
VORTAC SGF 116.9 Chan 116	APP CRS 305°	Rwy Idg TDZE Apt Elev	N/A N/A 1042
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VOR/DME-A
STOCKTON MUNI (MO3)

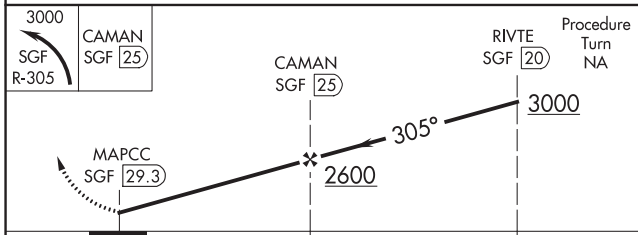
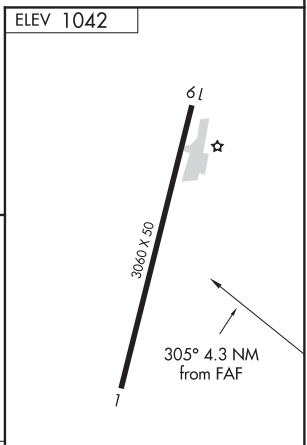
▼ Use Nevada altimeter setting; when not received, use Springfield altimeter setting and increase all MDA 20 feet. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 on SGF VORTAC R-305 to CAMAN/25 DME and hold.

NEVADA MUNI AWOS-3 119.175	SPRINGFIELD APP CON 124.95	CTAF 122.9 0
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(IAF) SPRINGFIELD
116.9 SGF
Chan 116



CATEGORY	A	B	C	D
CIRCLING	1620-1 578 (600-1)	1620-1¼ 578 (600-1¼)	NA	

URL Rwy 1-19 0

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 171°	Rwy Idg TDZE Apt Elev	5002 1484 1488
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RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

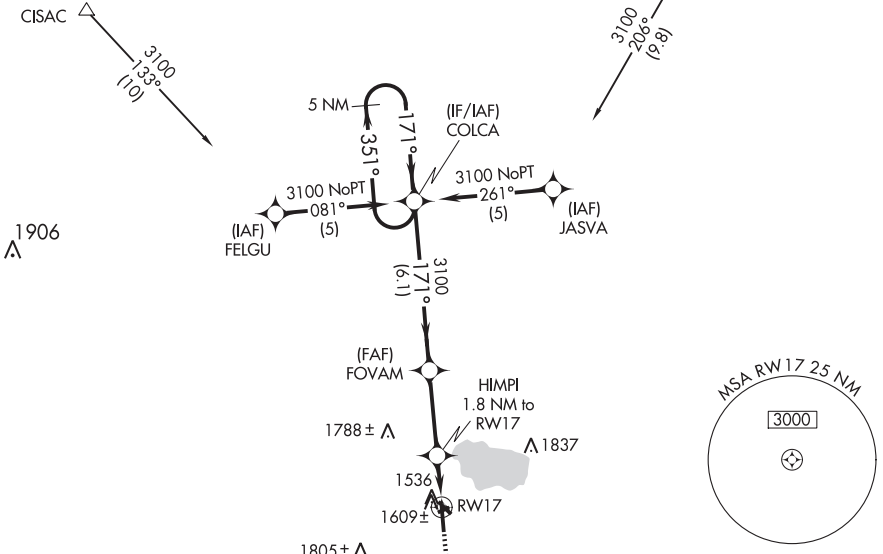
T Circling Rwy 6, 24, 13, 31 NA at night. DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDA 100 feet. VDP NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) U
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Procedure NA for arrivals at CISAC on V219 northeast bound.

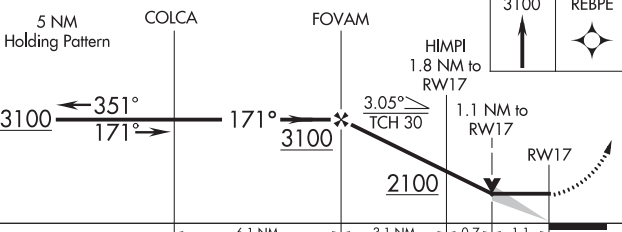
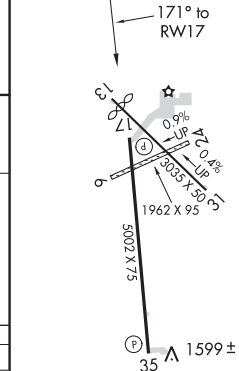
Procedure NA for arrivals at NELIC on V462 southeast bound.



MISSED APCH FIX



ELEV 1488	TDZE 1484
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CATEGORY	A	B	C	D
LNVA MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)		NA

REIL Rwy 17 **U**
 MIRL Rwys 13-31 and 17-35 **U**

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86600 W35A	APP CRS 351°	Rwy Idg TDZE Apt Elev	5002 1484 1488
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RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

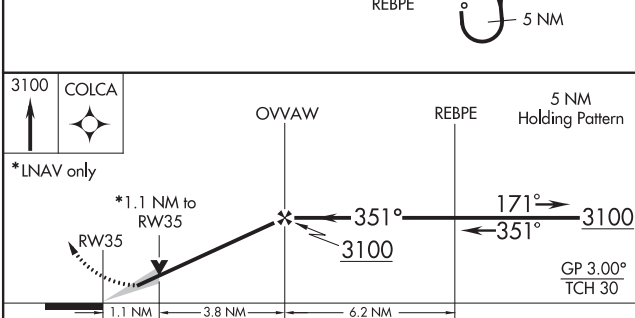
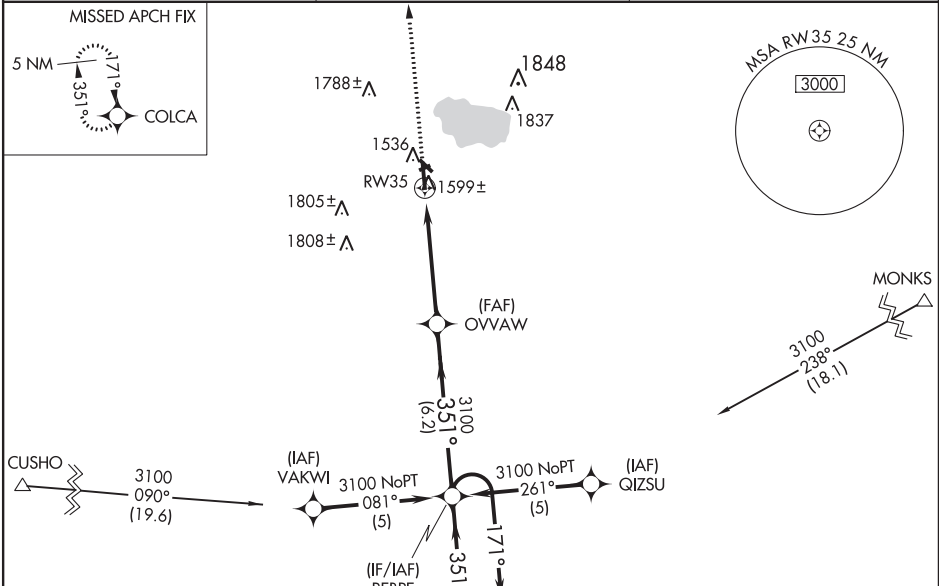
⚠ Circling Rwy 6, 24, 13, 31 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F). When local altimeter setting not received, use Spencer Muni altimeter setting and increase all DA/MDA 100 feet. VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

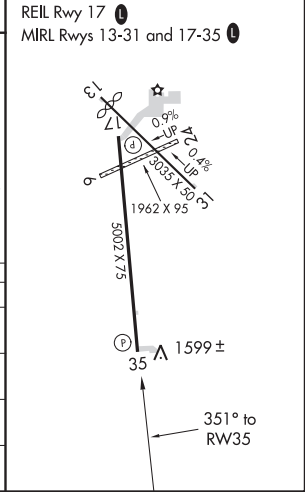
AWOS-3
118.525

MINNEAPOLIS CENTER
134.0 288.3

UNICOM
122.7 (CTAF) **①**



ELEV 1488	TDZE 1484
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CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)		NA
LNAV/VNAV DA	1869-1½	385 (400-1½)		NA
LNAV MDA	1860-1	376 (400-1)		NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

STORM LAKE, IOWA

AL-5338 (FAA)

15344

NDB SLB 434	APP CRS 177°	Rwy Idg 5002
		TDZE 1484
		Apt Elev 1488

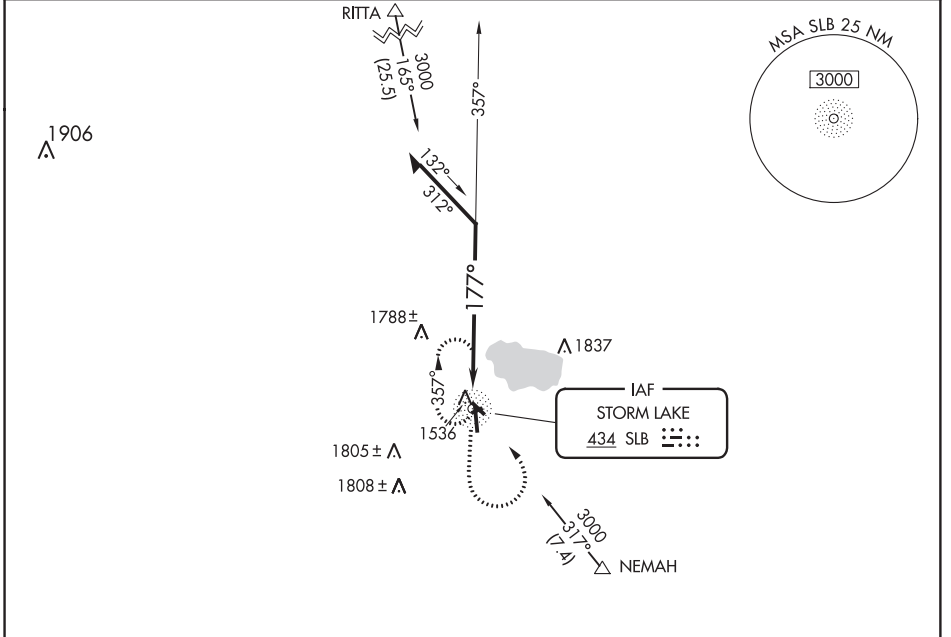
NDB RWY 17

STORM LAKE MUNI (SLB)

▼ If local altimeter setting not received, use Spencer Muni
▲ altimeter setting and increase all MDAs 100 feet.

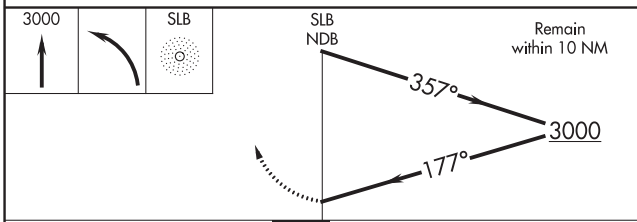
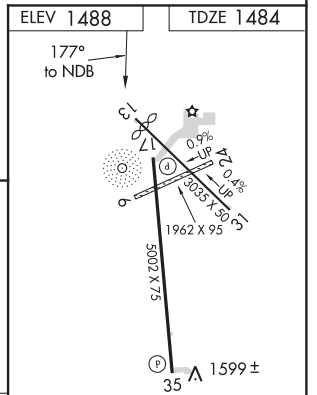
MISSED APPROACH: Climb to 3000 then left turn direct
SLB NDB and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)		NA
CIRCLING	2200-1	712 (800-1)		NA

REIL Rwy 17 **0**
 MRL Rwys 13-31 and 17-35 **0**

STORM LAKE, IOWA
 Orig-A 08APR10

42°36'N-95°14'W

STORM LAKE MUNI (SLB) NDB RWY 17

NDB SLB 434	APP CRS 342°	Rwy Idg TDZE Apt Elev	5002 1483 1488
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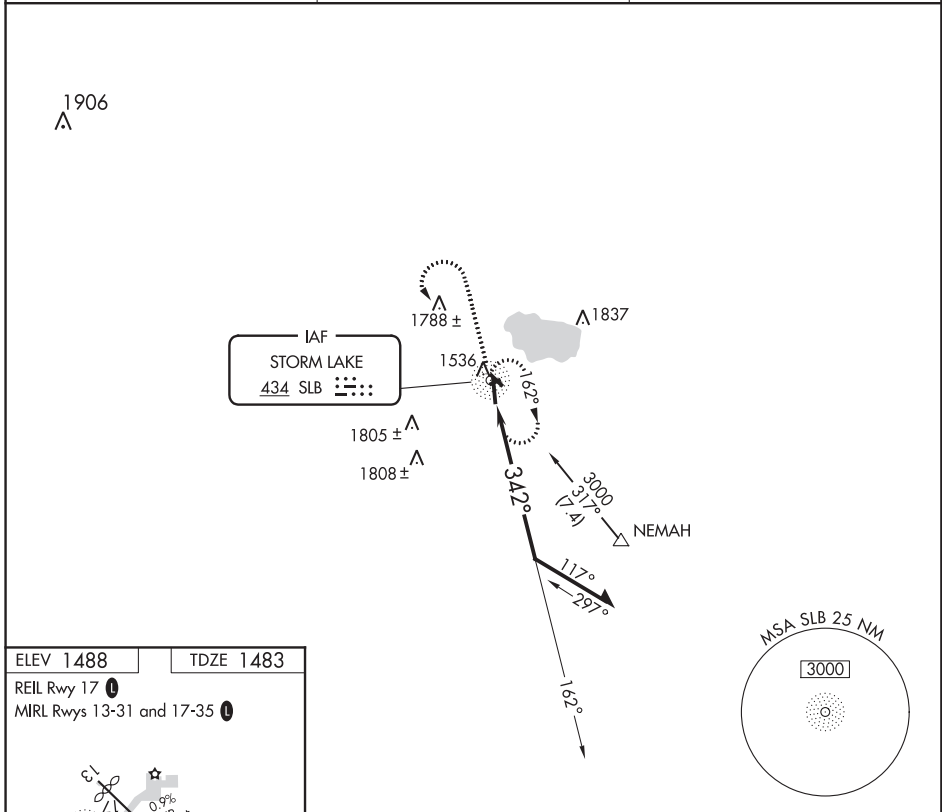
NDB RWY 35

STORM LAKE MUNI (SLB)

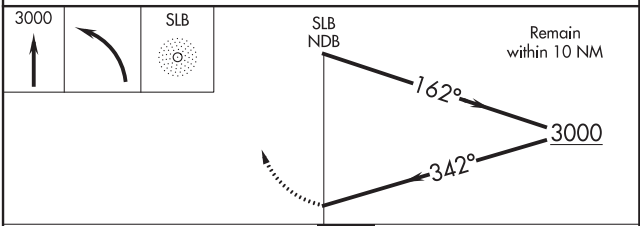
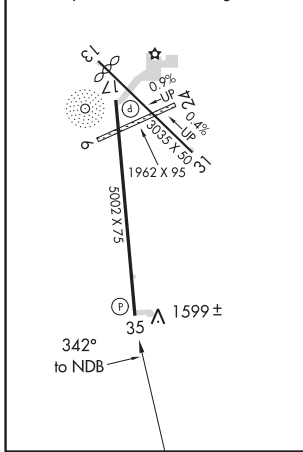
When local altimeter setting not received, use Spencer altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.7 (CTAF)
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ELEV 1488	TDZE 1483
REIL Rwy 17	MIRL Rwys 13-31 and 17-35



CATEGORY	A	B	C	D
S-35	2020-1	536 (600-1)	NA	NA
CIRCLING	2020-1	532 (600-1)	NA	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82414 W06A	APP CRS 058°	Rwy ldg 4500 TDZE 933 Apt Elev 933
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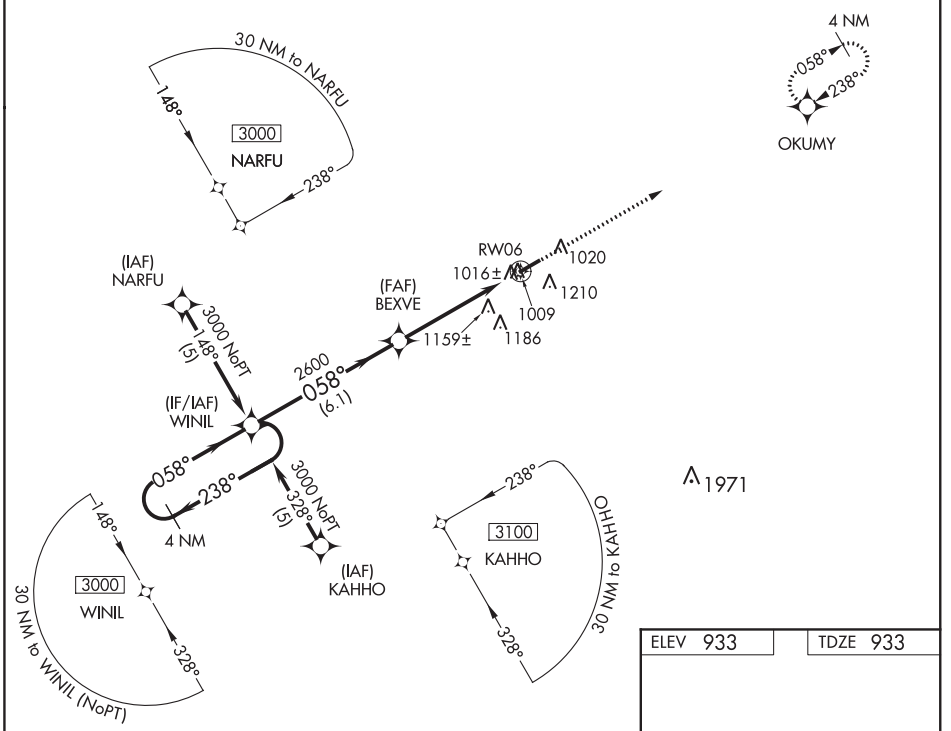
RNAV (GPS) RWY 6

SULLIVAN RGNL (UUV)

▼ Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct OKUMY and hold.

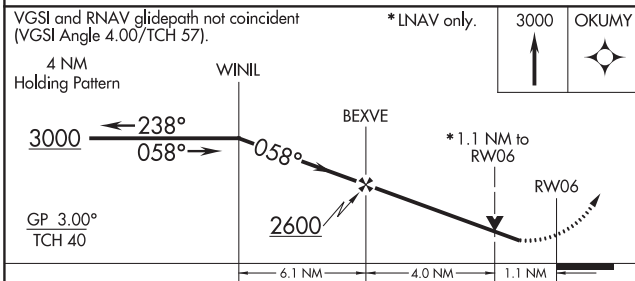
AWOS-3 119.375	KANSAS CITY CENTER 128.35 284.67	UNICOM 122.7 (CTAF) 1
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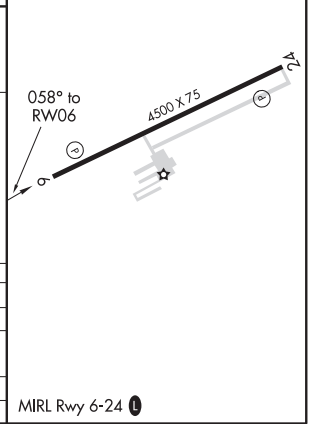
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 933	TDZE 933
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CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)		NA
LNAV/VNAV DA	1488-2	555 (600-2)		NA
LNAV MDA	1420-1	487 (500-1)		NA
CIRCLING	1520-1	587 (600-1)		NA



WAAS CH 72714 W24A	APP CRS 238°	Rwy ldg 4500 TDZE 928 Apt Elev 933
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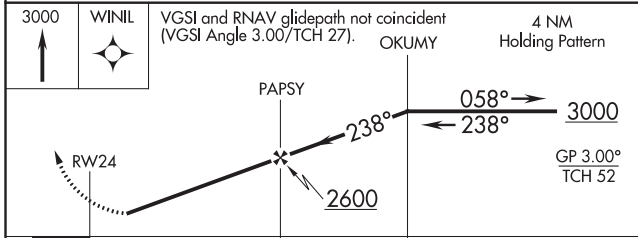
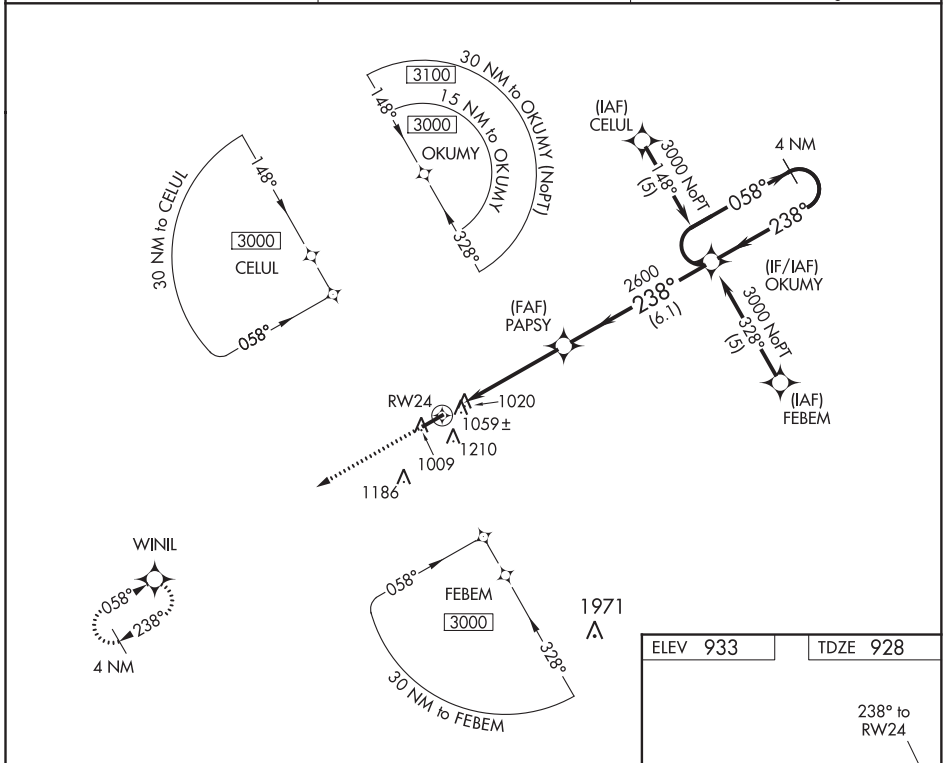
RNAV (GPS) RWY 24

SULLIVAN RGNL (UUV)

▼ Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ NA MISSED APPROACH: Climb to 3000 direct WINIL and hold.

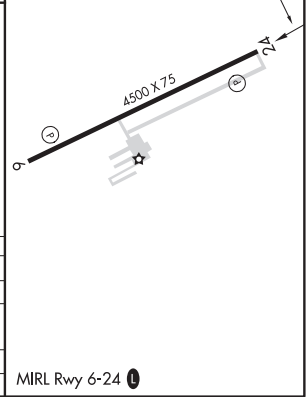
When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

AWOS-3 119.375	KANSAS CITY CENTER 128.35 284.67	UNICOM 122.7 (CTAF) ①
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ELEV 933	TDZE 928
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CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)		NA
LNAV/VNAV DA	1392-1¾	464 (500-1¾)		NA
LNAV MDA	1460-1	532 (600-1)		NA
CIRCLING	1520-1	587 (600-1)		NA



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

SULLIVAN, MISSOURI

AL-9135 (FAA)

15344

NDB UUV 356	APP CRS 246°	Rwy Idg 4500 TDZE 927 Apt Elev 933
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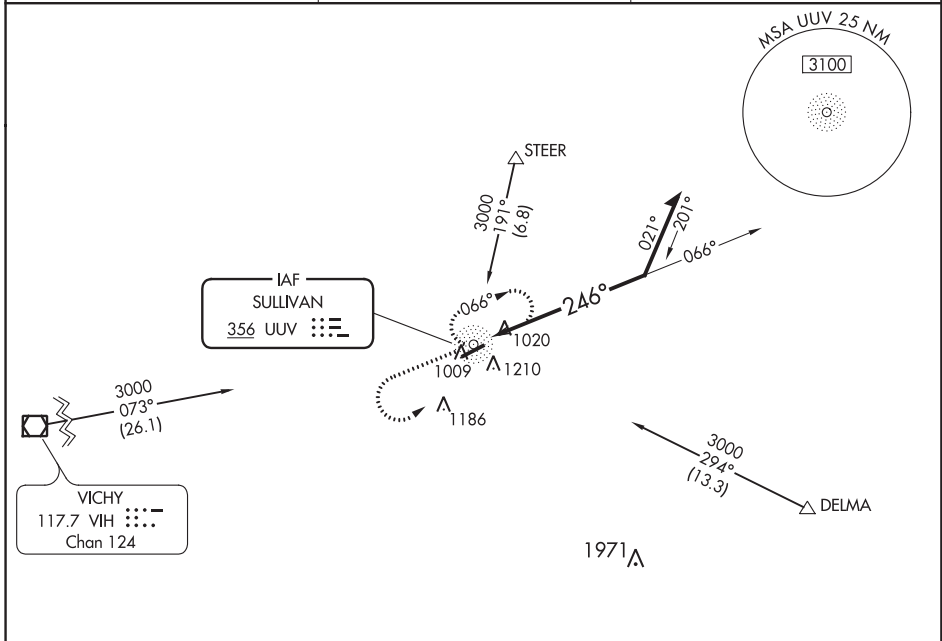
NDB RWY 24

SULLIVAN RGNL (UUV)

NA Night Landing: Rwy 24 NA. Helicopter visibility reduction below 1 SM not authorized. Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

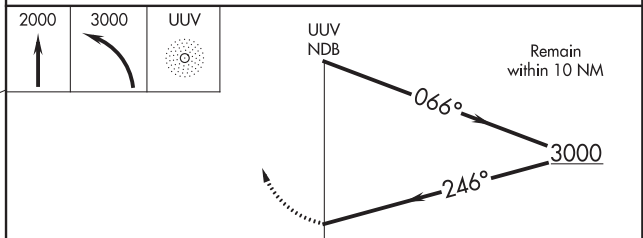
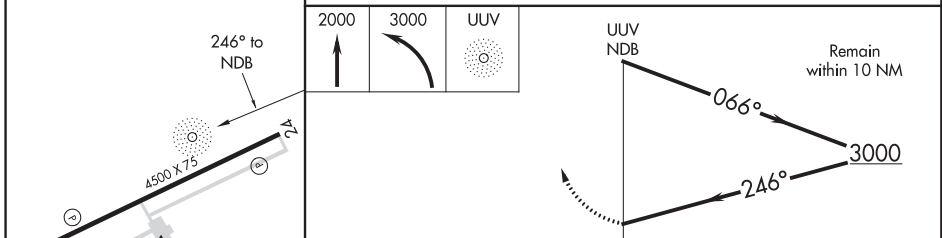
AWOS-3 119.375	KANSAS CITY CENTER 128.35 284.67	UNICOM 122.7 (CTAF) U
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 933	TDZE 927
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CATEGORY	A	B	C	D
S-24	1560-1	633 (700-1)	1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1	627 (700-1)	1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2 ¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

SULLIVAN, MISSOURI
Orig-B 03APR14

38°14'N-91°10'W

SULLIVAN RGNL (UUV)

NDB RWY 24

WAAS CH 57906 W18A	APP CRS 178°	Rwy Idg 3234 TDZE 913 Apt Elev 913
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RNAV (GPS) RWY 18

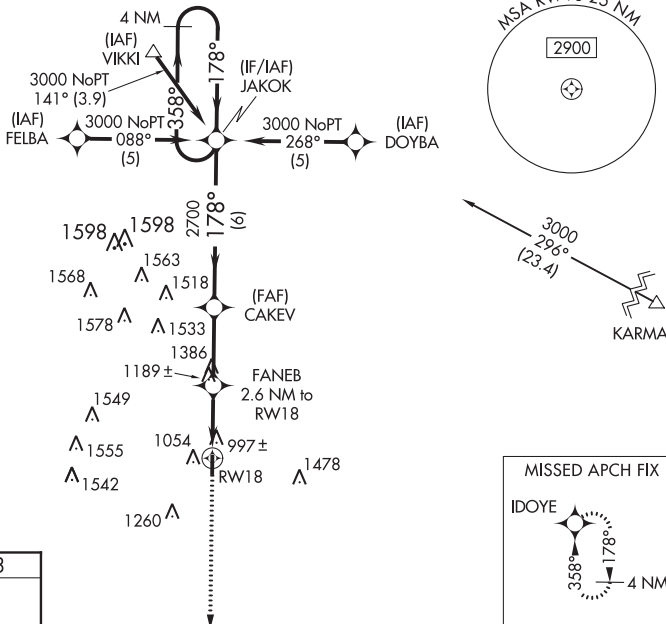
GOULD PETERSON MUNI (K57)

Baro-VNAV NA.
 Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA.
 Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9
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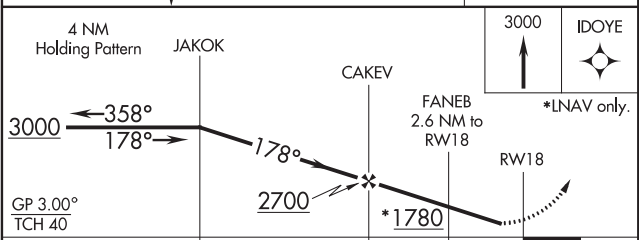
Procedure NA for arrivals at VIKKI via V159 northwest bound.



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 913	TDZE 913
178° to RW18	
81	
3564 X 60	
36	
MIRL Rwy 18-36	



CATEGORY	A	B	C	D
LPV DA	1272-1 1/4	359 (400-1 1/4)		NA
LNAV/DA VNAV	1375-1 3/4	462 (500-1 3/4)		NA
LNAV MDA	1500-1	587 (600-1)	1500-1 1/2 587 (600-1 1/2)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1 3/4 627 (700-1 3/4)	NA

WAAS CH 50206 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	3564 912 913
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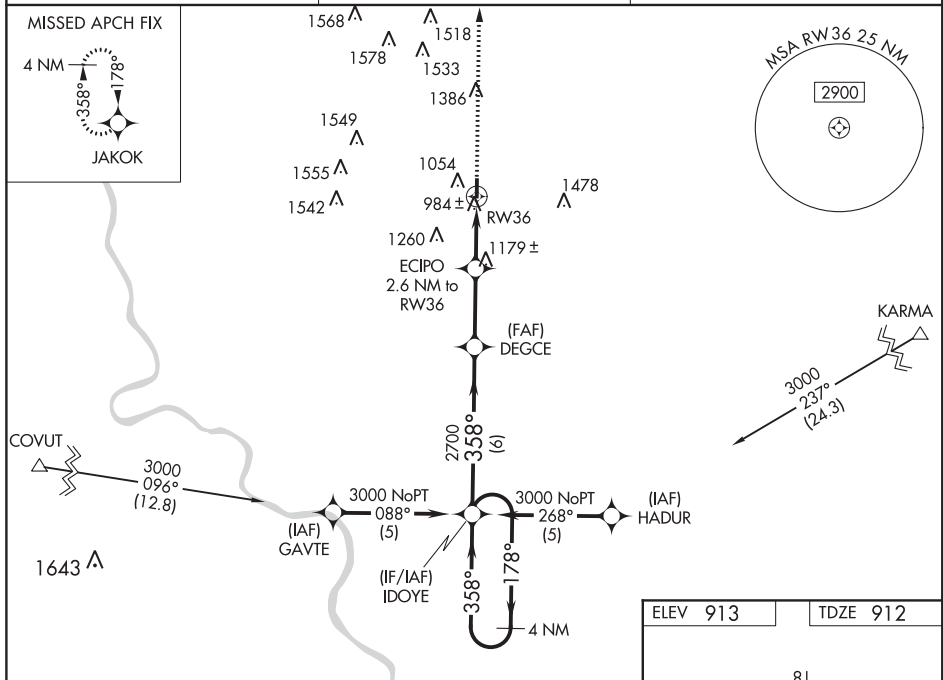
RNAV (GPS) RWY 36

GOULD PETERSON MUNI (K57)

Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

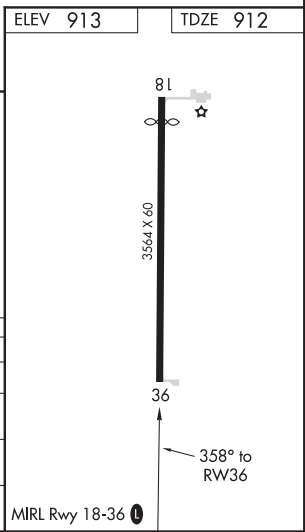
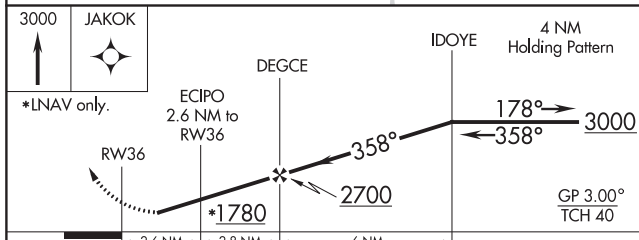
MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3 125.525	MINNEAPOLIS CENTER 119.6 290.4	CTAF 122.9
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



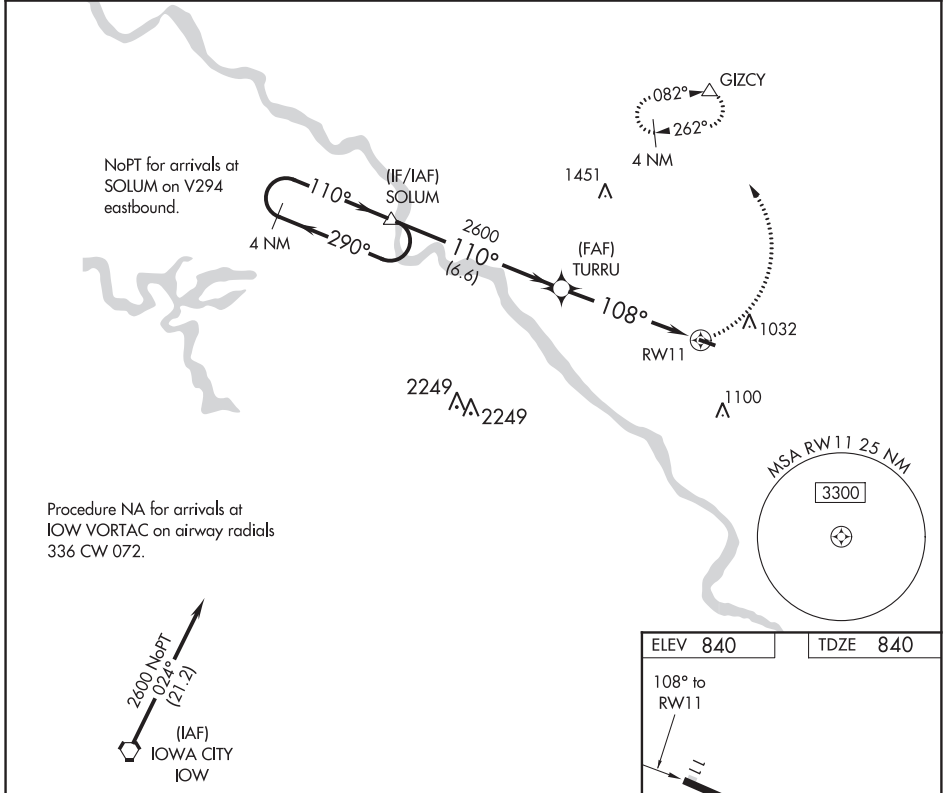
CATEGORY	A	B	C	D
LPV DA	1280-1¼	368 (400-1¼)		NA
LNAV/VNAV DA	1352-1½	440 (500-1½)		NA
LNAV MDA	1480-1	568 (600-1)	1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

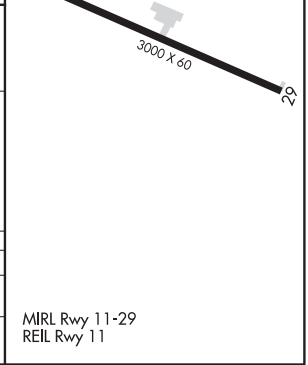
RNAV (GPS) RWY 11

MATHEWS MEMORIAL (8C4)

<p>▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.</p>
<p>CEDAR RAPIDS APP CON ★</p> <p>119.7 266.8</p>	<p>CTAF</p> <p>122.9</p>



	4 NM Holding Pattern	SOLUM	TURRU	3300	GIZCY
	2600	290°	110°	2600	108°
	110°			3.05°	TCH 40
		6.6 NM	5.3 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1360-1	520 (600-1)		NA	
CIRCLING	1460-1	620 (700-1)		NA	



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

TIPTON, IOWA

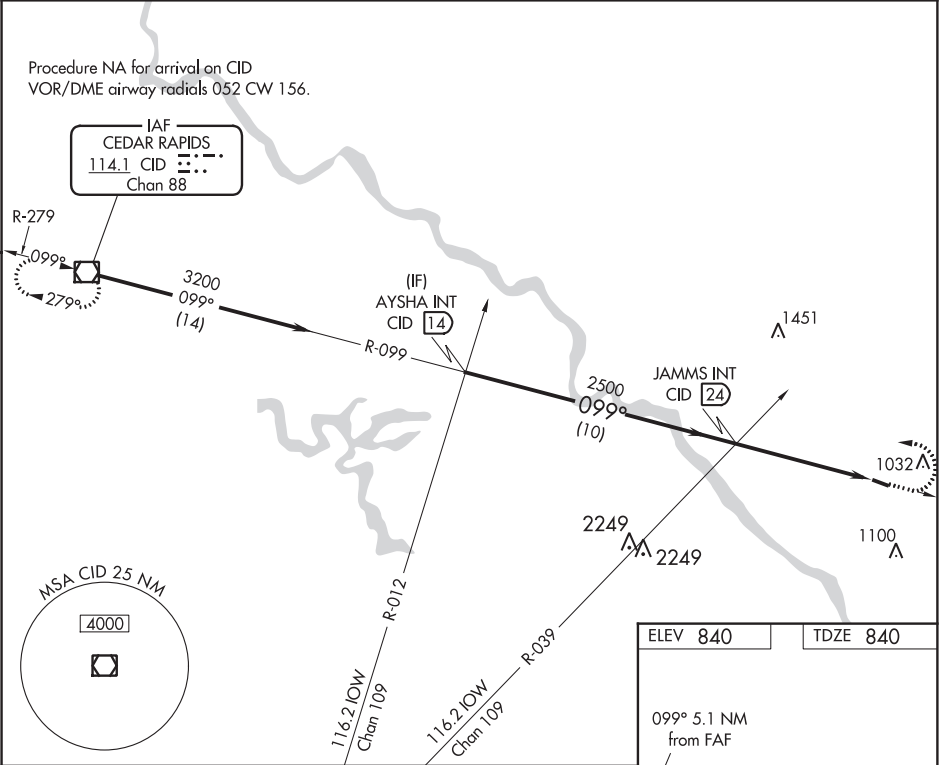
AL-6924 (FAA)

16259

VOR/DME CID 114.1 Chan 88	APP CRS 099°	Rwy Idg TDZE 840 Apt Elev 840
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VOR RWY 11
MATHEWS MEMORIAL (8C4)

<p>▼ Use Iowa City altimeter setting, when not received ▲ NA use Cedar Rapids altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3300 then left turn direct CID VOR/DME and hold.</p>
<p>CEDAR RAPIDS APP CON ★ 119.7 266.8</p>	<p>CTAF 122.9</p>



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

<p>Procedure NA for arrival on CID VOR/DME airway radials 052 CW 156.</p>		<p>ELEV 840 TDZE 840</p>	
<p>AYSHA INT CID 14</p>		<p>3300 CID</p>	
<p>JAMMS INT CID 24</p>		<p>099° 5.1 NM from FAF</p>	
<p>3200 Procedure Turn NA</p>		<p>3000 X 60</p>	
<p>2500 TCH 40</p>		<p>MIRL Rwy 11-29 REIL Rwy 11</p>	
<p>10 NM</p>		<p>5.1 NM</p>	
CATEGORY	A	B	C D
S-11	1400-1 560 (600-1)	1400-1¼ 560 (600-1¼)	NA
CIRCLING	1460-1 620 (700-1)	1460-1¼ 620 (700-1¼)	NA
<p>FAF to MAP 5.1 NM</p>			
Knots	60	90	120 150 180
Min:Sec	5:06	3:24	2:33 2:02 1:42

TIPTON, IOWA
Amdt 3 10MAR11

41°46'N-91°09'W

MATHEWS MEMORIAL (8C4)
VOR RWY 11

WAAS CH 99626 W18A	APP CRS 176°	Rwy Idg 3907 TDZE 757 Apt Elev 758
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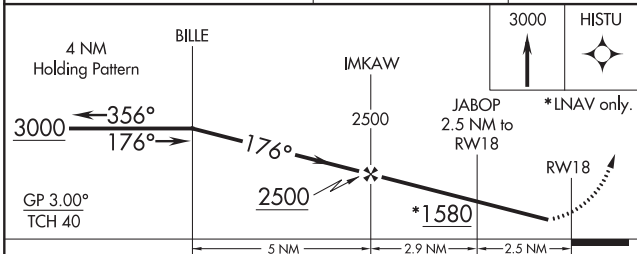
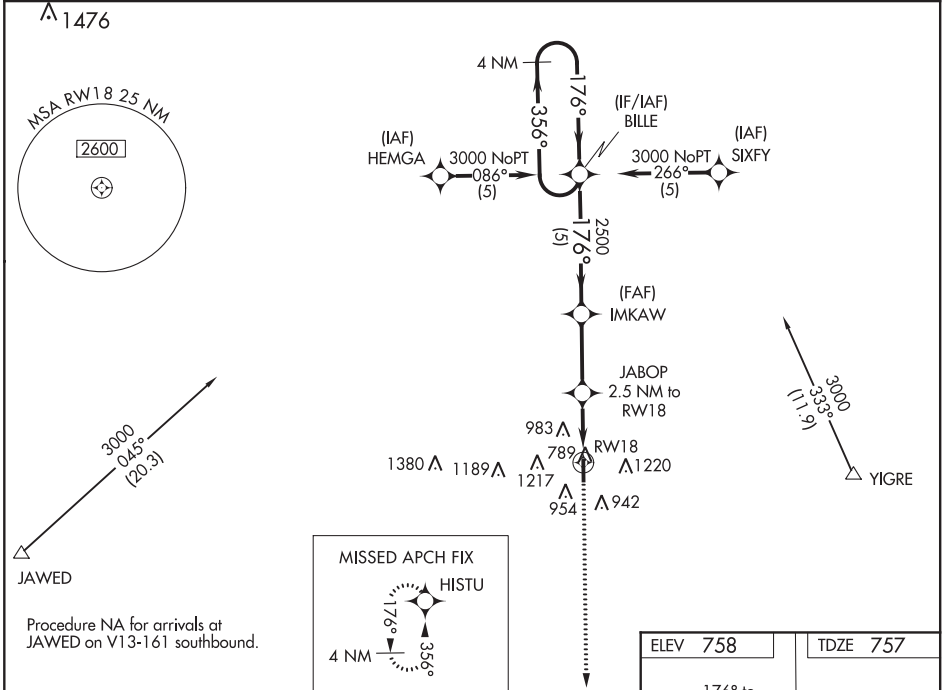
RNAV (GPS) RWY 18

TRENTON MUNI (TRX)

▼ Baro-VNAV NA. Use Chillicothe altimeter setting, when not received, use Kirksville altimeter setting and increase all DA 93 feet and all MDA 100 feet. Increase LPV visibility $\frac{3}{8}$ mile all Cats and LNAV/VNAV $\frac{1}{4}$ all Cats. DME/DME RNP-0.3 NA.
▲ NA Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct HISTU and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF) 0
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ELEV 758	TDZE 757
176° to RW18	
81	4307 X 75
36	
MIRL Rwy 18-36 0	
REIL Rwy 18 and 36 0	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63126 W36A	APP CRS 356°	Rwy Idg 4307 TDZE 757 Apt Elev 758
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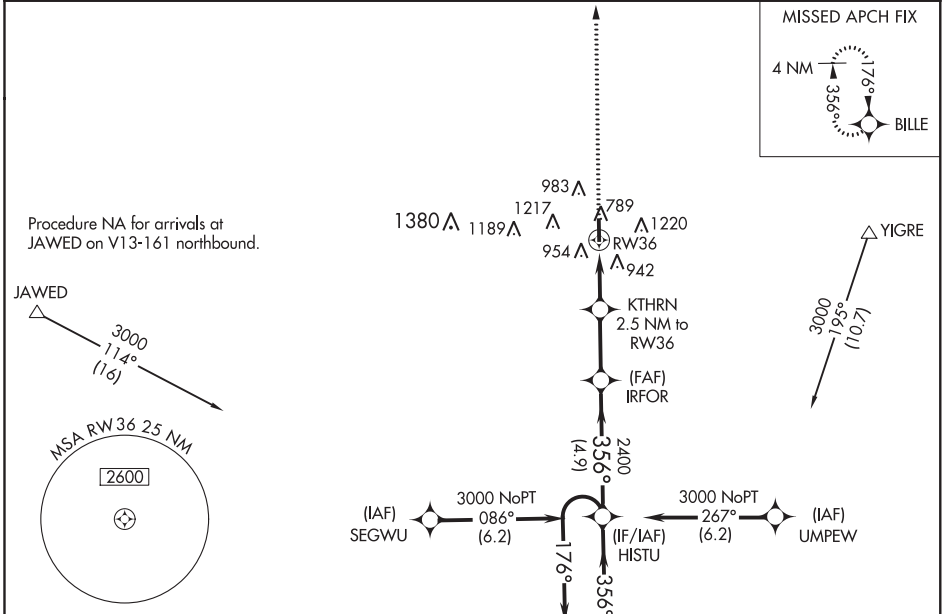
RNAV (GPS) RWY 36

TRENTON MUNI (TRX)

⚠ NA When VGSI inop, Circling Rwy 18 NA at night. Baro-VNAV NA. Use Chillicothe altimeter setting. When not received, use Kirksville altimeter setting and increase all DA 93 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats and LNAV/VNAV ⅓ mile all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

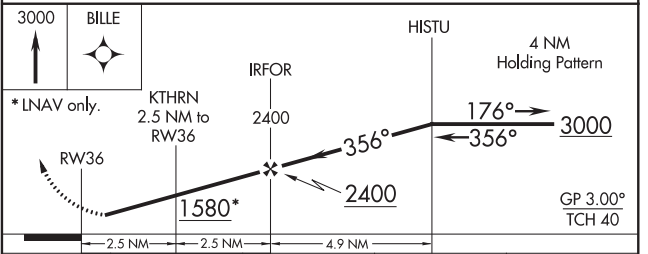
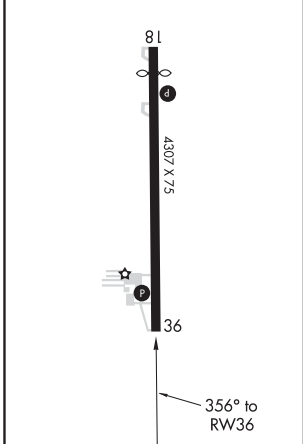
MISSED APPROACH: Climb to 3000 direct BILLE and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF)
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ELEV 758	TDZE 757
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MIRL Rwy 18-36 **Ⓛ**
REIL Rwys 18 and 36 **Ⓛ**



CATEGORY	A	B	C	D
LPV DA	1082-1 ⅛	325 (400-1 ⅛)		NA
LNAV/DA VNAV	1195-1 ½	438 (500-1 ½)		NA
LNAV MDA	1320-1	563 (600-1)		NA
CIRCLING	1340-1	582 (600-1)		NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

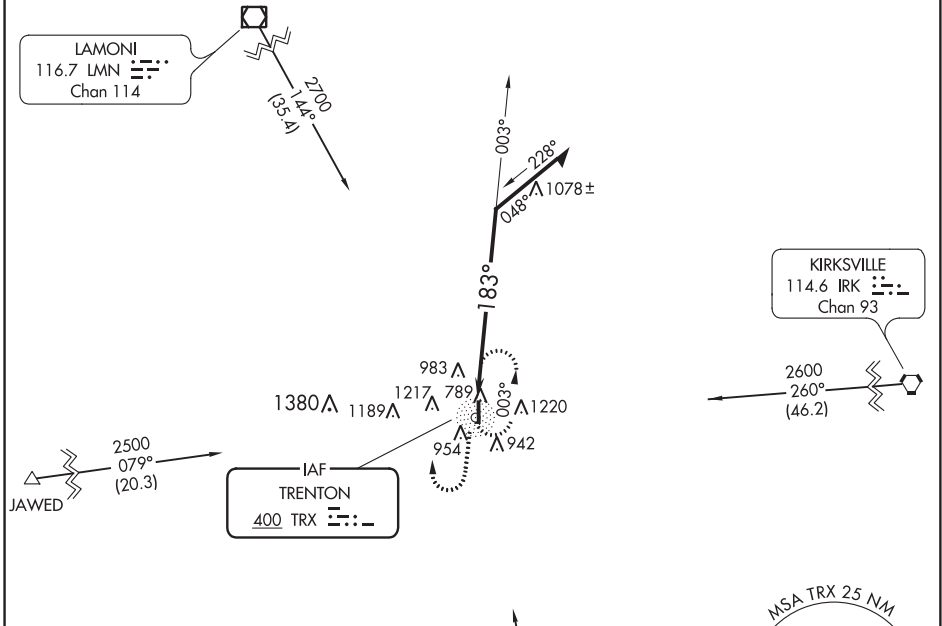
NDB TRX 400	APP CRS 183°	Rwy Idg TDZE Apt Elev	3907 757 758
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NDB RWY 18

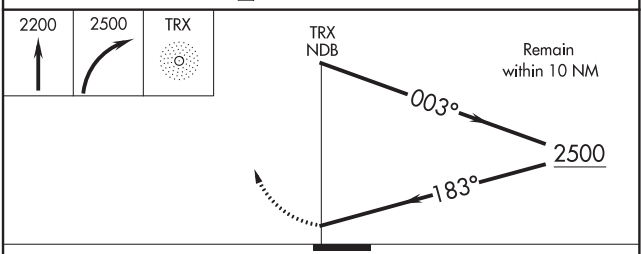
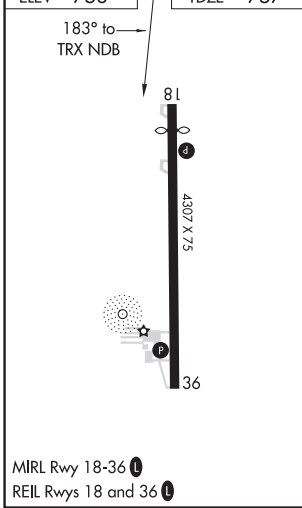
TRENTON MUNI (TRX)

NA Use Chillicothe Muni altimeter setting. MISSED APPROACH: Climb to 2200 then climbing right turn to 2500 direct TRX NDB and hold.

KANSAS CITY CENTER **125.25 235.975** UNICOM **122.8 (CTAF)**



ELEV 758	TDZE 757
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CATEGORY	A	B	C	D
S-18	1480-1	723 (800-1)	NA	
CIRCLING	1480-1	722 (800-1)	NA	

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

TRENTON, MISSOURI

AL-5454 (FAA)

16259

NDB TRX 400	APP CRS 347°	Rwy Idg TDZE Apt Elev	4307 757 758
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NDB RWY 36

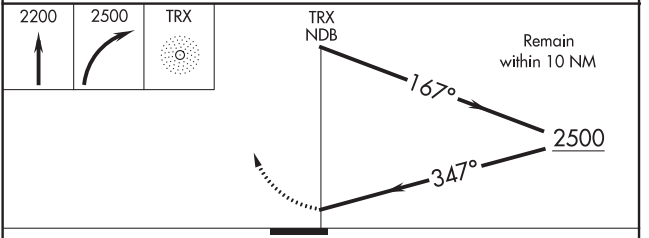
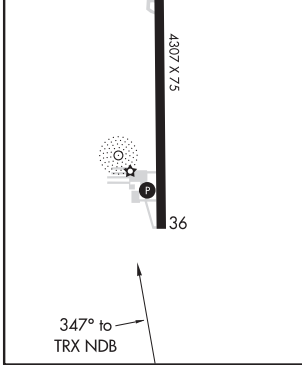
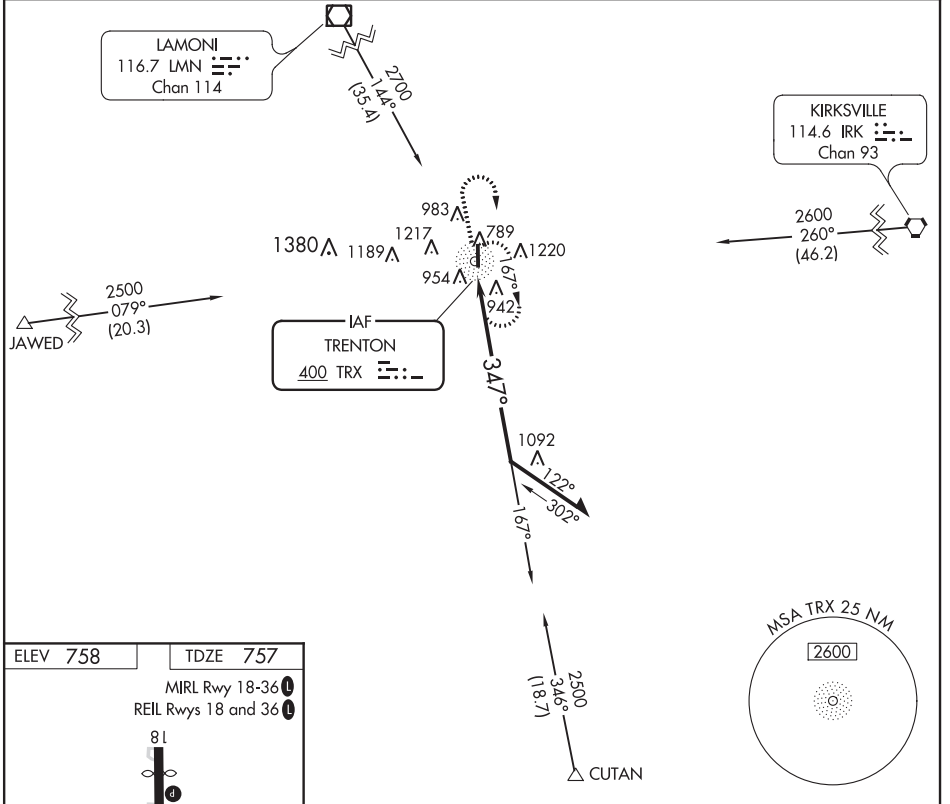
TRENTON MUNI (TRX)

▽ When VGSI inop, procedure NA at night. Use Chillicothe altimeter setting when not received, use Kirksville altimeter setting and increase all MDA 100 feet, increase Circling Cat A visibility ¼ mile. Visibility reduction by helicopters NA.

△ NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 2500 direct TRX NDB and hold.

KANSAS CITY CENTER 125.25 235.975	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-36	1500-1	743 (800-1)	NA	
CIRCLING	1500-1 742 (800-1)	1500-1¼ 742 (800-1¼)	NA	

TRENTON, MISSOURI
Amdt 10B 15SEP16

40°05'N-93°35'W

TRENTON MUNI (TRX) NDB RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 091°	Rwy Idg 4000
	TDZE 836
	Apt Elev 842

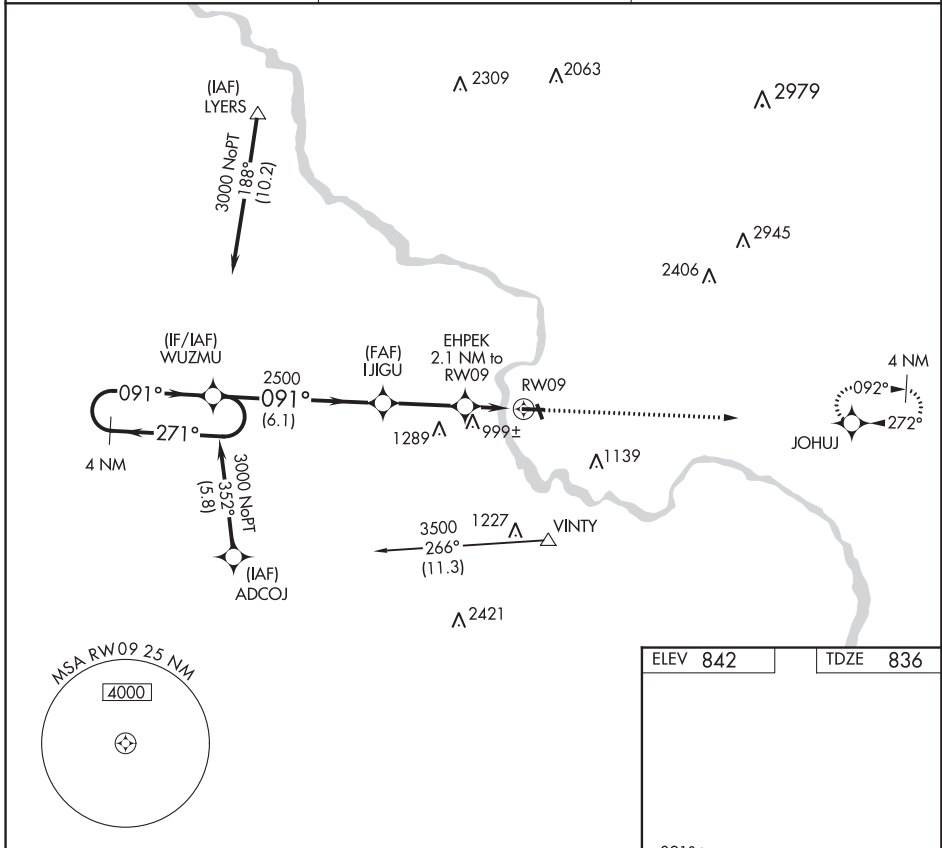
RNAV (GPS) RWY 9

VINTON VETERANS MEMORIAL AIRPARK (VTI)

⚠ When VGSi inoperative, Straight-in/Circling Rwy 09 procedure NA at night. DME/DME RNP-0.3 NA.
 ⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence
 altimeter setting and increase all MDA 60 feet.

MISSED APPROACH:
 Climb to 3000 direct
 JOHUJ and hold.

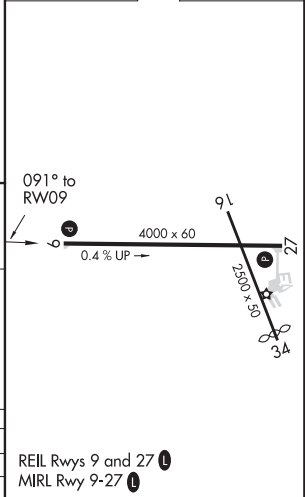
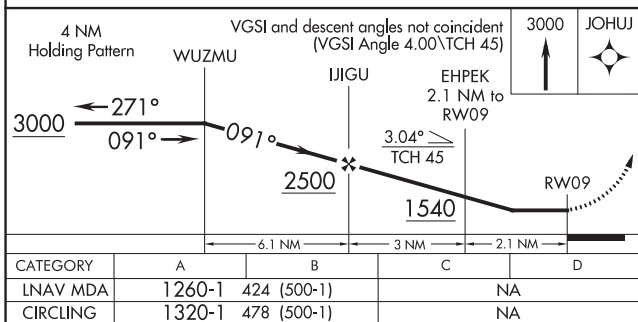
AWOS-3 120.075	CEDAR RAPIDS APP CON * 134.05 266.8	UNICOM 122.8 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 842	TDZE 836
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CATEGORY	A	B	C	D
LNAV MDA	1260-1	424 (500-1)		NA
CIRCLING	1320-1	478 (500-1)		NA

REIL Rwy 9 and 27 0
 MIRL Rwy 9-27 0

VINTON, IOWA

AL-6691 (FAA)

15344

WAAS CH 62917 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	4000 839 842
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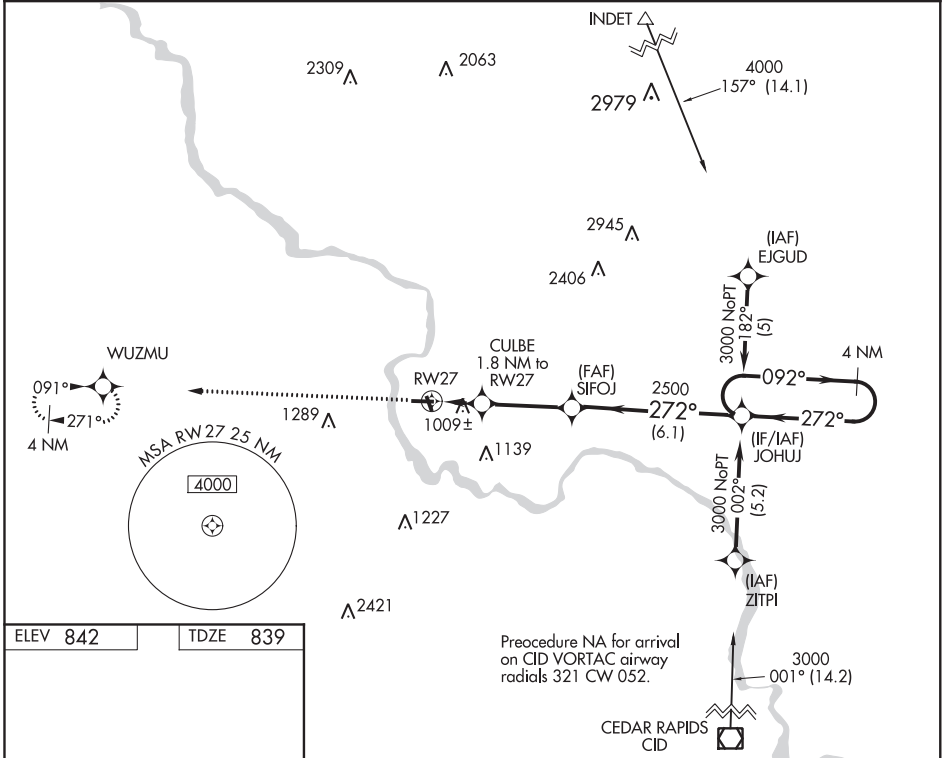
RNAV (GPS) RWY 27

VINTON VETERANS MEMORIAL AIRPARK (VTI)

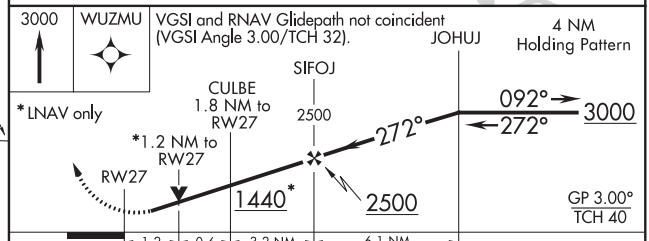
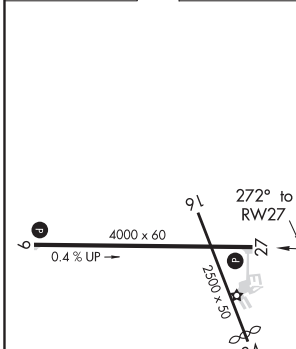
⚠ When VGSI inoperative, circling RWY 09 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH:
Climb to 3000 direct WUZMU and hold.

AWOS-3 120.075	CEDAR RAPIDS APP CON * 134.05 266.8	UNICOM 122.8 (CTAF) 📻
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ELEV 842	TDZE 839
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CATEGORY	A	B	C	D
LPV DA	1089-1	250 (300-1)		NA
LNAV/VNAV DA	1323-1¾	484 (500-1¾)		NA
LNAV MDA	1260-1	421 (500-1)		NA
CIRCLING	1320-1	478 (500-1)		NA

REIL Rws 9 and 27 **📻**
MIRL Rwy 9-27 **📻**

VINTON, IOWA
Orig 08APR10

VINTON VETERANS MEMORIAL AIRPARK (VTI)
42°13'N-92°02'W
RNAV (GPS) RWY 27

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65903 W01A	APP CRS 007°	Rwy Idg 4206 TDZE 797 Apt Elev 798
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RNAV (GPS) RWY 1

SKYHAVEN (RCM)

⚠ Baro-VNAV NA when using Whiteman AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

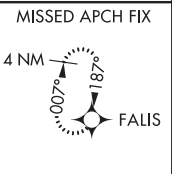
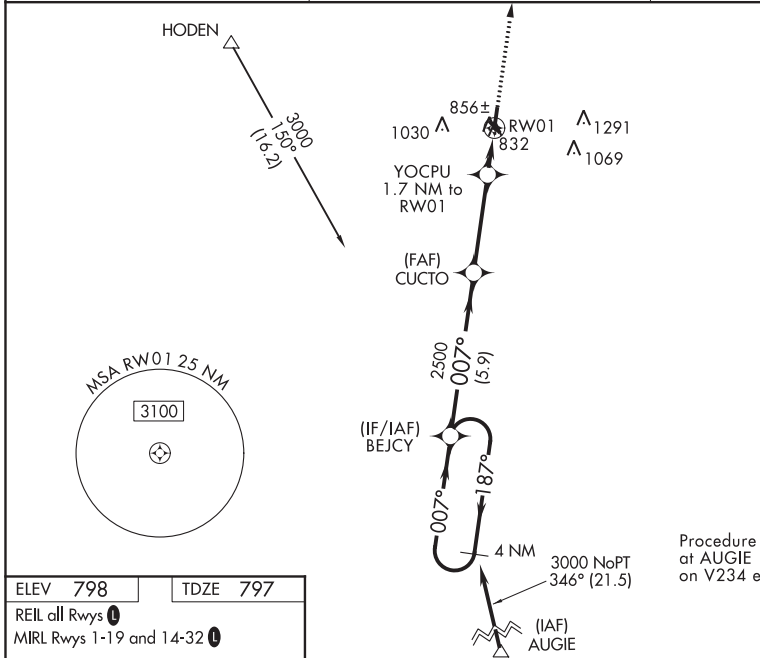
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile, and increase Cat C Circling visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct
FALIS and hold.

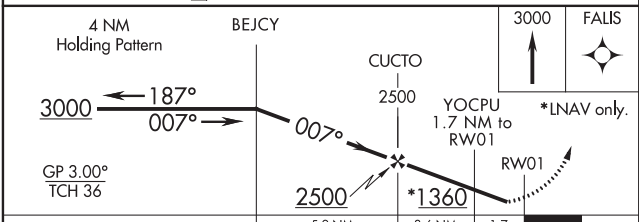
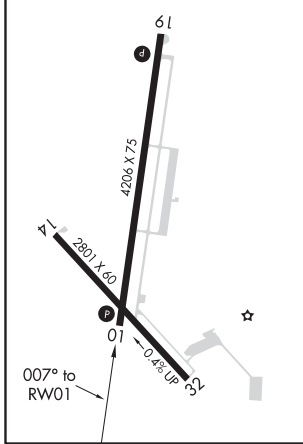
AWOS-3
119.575

WHITEMAN APP CON *
127.45 284.0

UNICOM
123.0 (CTAF) 0



ELEV 798	TDZE 797
REL all Rwys 0	
MIRL Rwys 1-19 and 14-32 0	



CATEGORY	A	B	C	D
LPV DA	1047-1 250 (300-1)			NA
LNAV/VNAV DA	1158-1¼ 361 (400-1¼)			NA
LNAV MDA	1220-1	423 (500-1)	1220-1¼ 423 (500-1¼)	NA
C CIRCLING	1260-1 462 (500-1)	1340-1 542 (600-1)	1380-1½ 582 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WARRENSBURG, MISSOURI

AL-6484 (FAA)

15344

WAAS CH 45803 W19A	APP CRS 187°	Rwy Idg 4206 TDZE 797 Apt Elev 798
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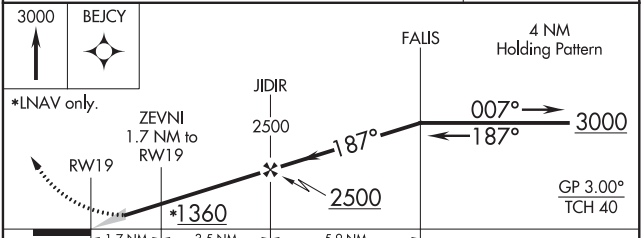
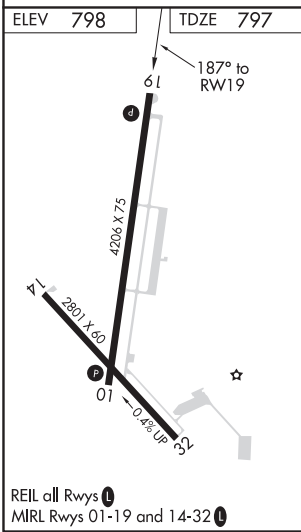
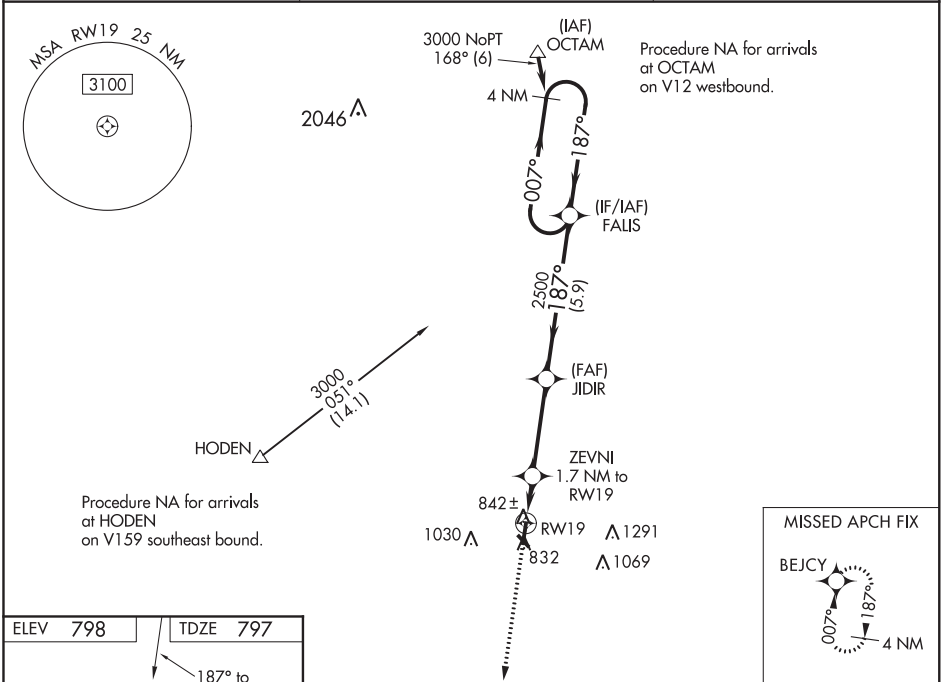
RNAV (GPS) RWY 19

SKYHAVEN (RCM)

⚠ Baro-VNAV NA when using Whiteman AFB altimeter setting. For compensated 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 Whiteman AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile, and increase Cat C Circling visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct BEJCY and hold.

AWOS-3 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1047-1	250 (300-1)		NA
LNAV/VNAV DA	1102-1	305 (400-1)		NA
LNAV MDA	1240-1	443 (500-1)	1240-1 ^{3/8} 443 (500-1 ^{3/8})	NA
C CIRCLING	1260-1 462 (500-1)	1340-1 542 (600-1)	1380-1 ^{1/2} 582 (600-1 ^{1/2})	NA

WARRENSBURG, MISSOURI
Amdt 1 30APR15

38°47'N-93°48'W

RNAV (GPS) RWY 19

SKYHAVEN (RCM)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC ANX 114.0 Chan 87	APP CRS 134°	Rwy Idg TDZE Apt Elev N/A N/A 798
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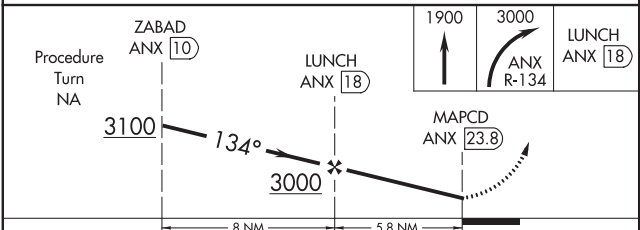
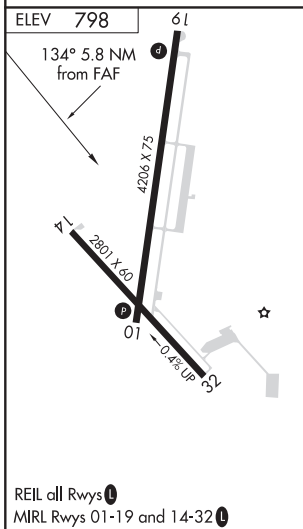
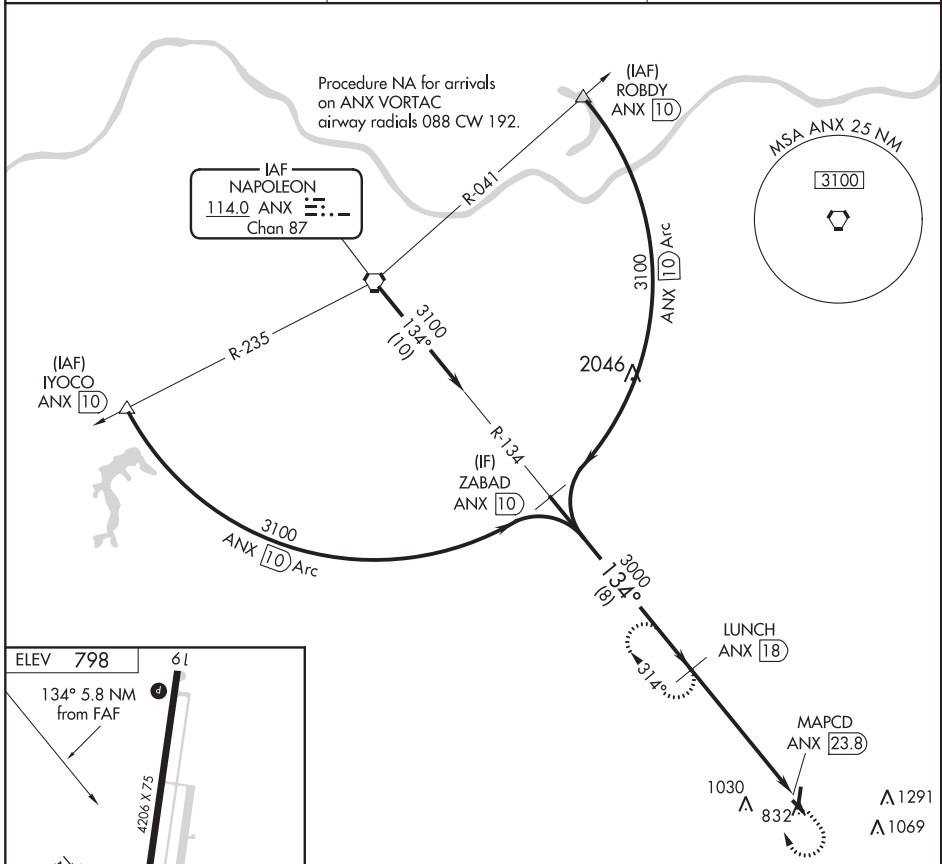
VOR/DME-A

SKYHAVEN (RCM)

⚠ When local altimeter setting not received, use Whiteman AFB altimeter setting and increase all MDA 40 feet; increase Cat C Circling visibility ¼ mile.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 on ANX VORTAC R-134 to LUNCH/18 DME and hold.

AWOS-3 119.575	WHITEMAN APP CON * 127.45 284.0	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
C CIRCLING	1340-1	542 (600-1)	1380-1½ 582 (600-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WARSAW, MISSOURI

AL-10413 (FAA)

16175

WAAS CH 97735 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	4000 936 936
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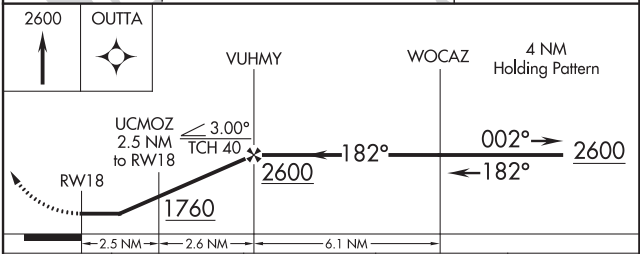
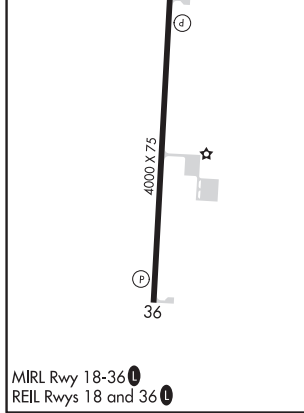
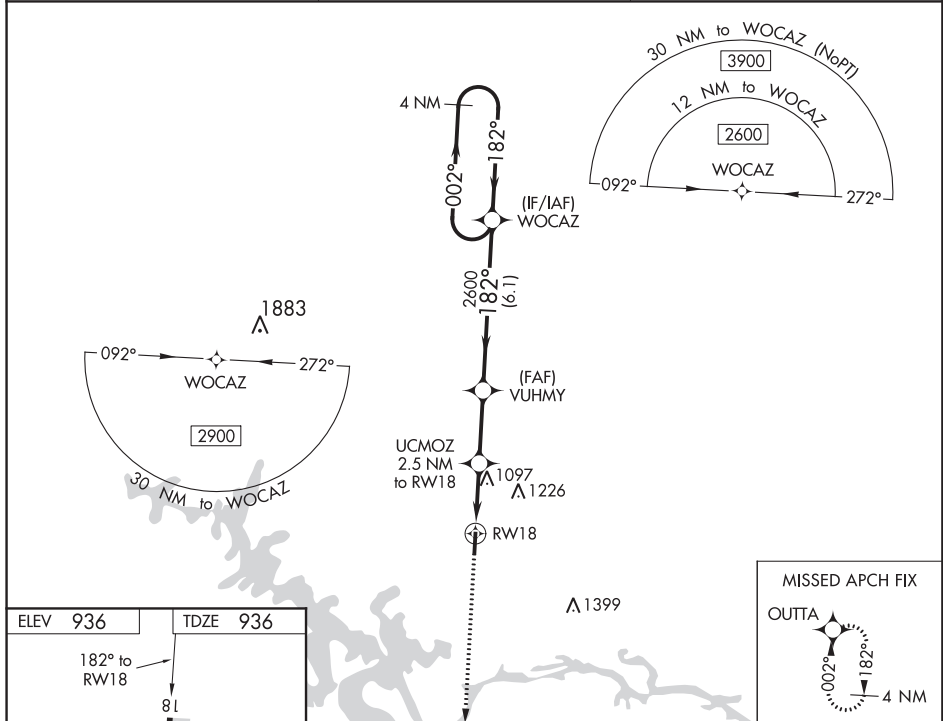
RNAV (GPS) RWY 18

WARSAW MUNI (R.A.W)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 60 feet. Increase LP/LNAV Cat C/D visibility to 1 $\frac{3}{8}$ mile, and Circling Cat C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2600 direct OUTTA and hold.

AWOS-3 118.325	WHITEMAN APP CON * 127.45 284.0	CTAF 122.9
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CATEGORY		A	B	C	D
LP	MDA	1320-1	384 (400-1)	1320-1 $\frac{1}{8}$	384 (400-1 $\frac{1}{8}$)
	LNAV MDA	1360-1	424 (500-1)	1360-1 $\frac{1}{4}$	424 (500-1 $\frac{1}{4}$)
C	CIRCLING	1360-1 424 (500-1)	1400-1 464 (500-1)	1580-1 $\frac{3}{4}$ 644 (700-1 $\frac{3}{4}$)	1580-2 644 (700-2)

WARSAW, MISSOURI
Orig-A 23JUN16

38°21'N-93°21'W

WARSAW MUNI (R.A.W) RNAV (GPS) RWY 18

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56635 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	4000 936 936
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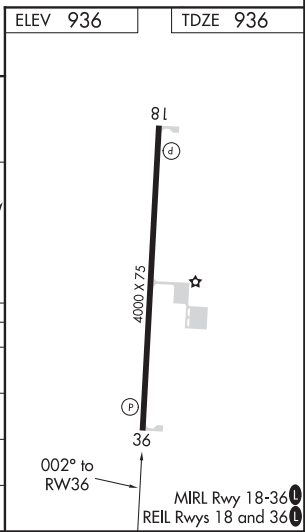
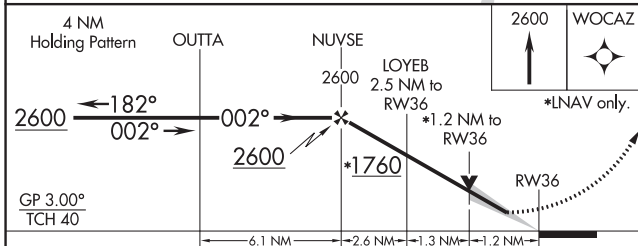
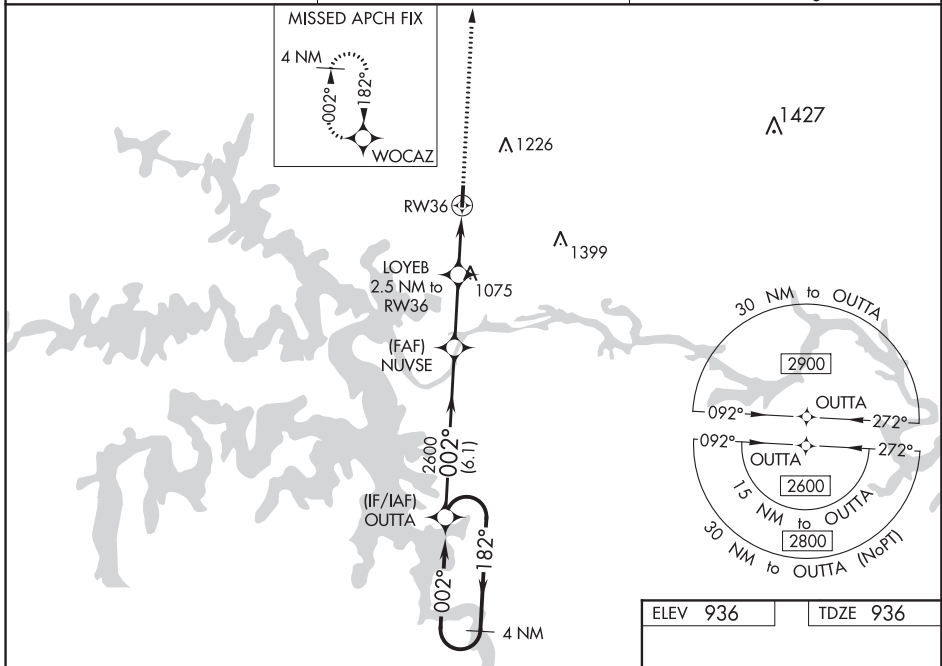
RNAV (GPS) RWY 36

WARSAW MUNI (R.A.W)

NA Baro-VNAV and VDP NA when using Clinton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Clinton altimeter setting and increase all DA 53 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1¾ mile and Circling Cat C visibility to 2 and Cat D visibility to 2½ mile.

MISSED APPROACH:
Climb to 2600 direct WOCZ and hold.

AWOS-3 118.325	WHITEMAN APP CON * 127.45 284.0	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA		1136-1	200 (200-1)	
LNAV/VNAV DA		1215-1	279 (300-1)	
LNAV MDA	1340-1	404 (500-1)	1340-1 1/8	404 (500-1 1/8)
C CIRCLING	1340-1 404 (500-1)	1400-1 464 (500-1)	1580-1 3/4 644 (700-1 3/4)	1580-2 644 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63138 W13A	APP CRS 136°	Rwy ldg 3401 TDZE 753 Apt Elev 754
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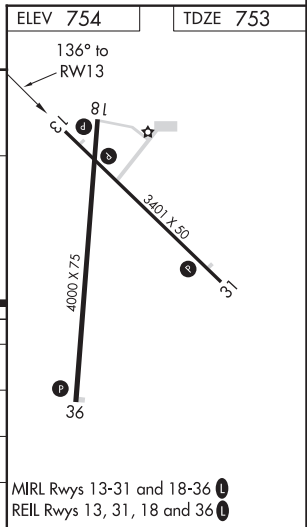
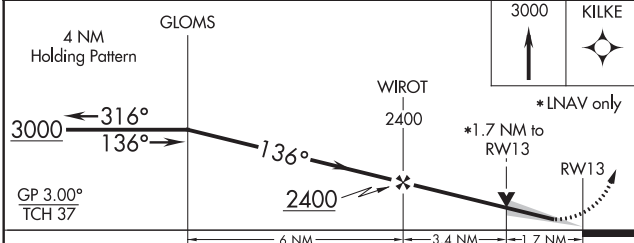
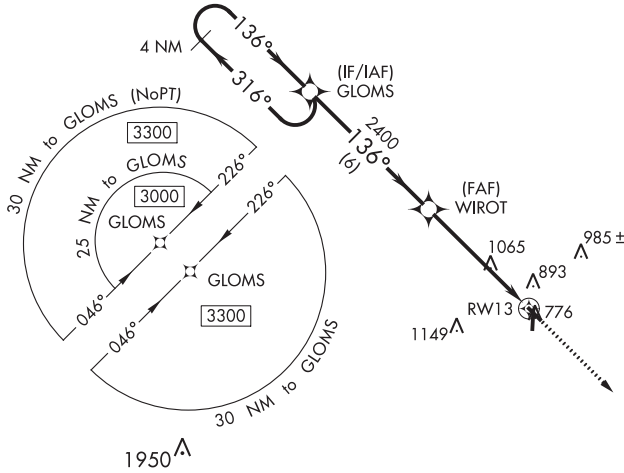
RNAV (GPS) RWY 13

WASHINGTON MUNI (AWG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting.
 When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1065 feet, LNAV/VNAV DA to 1267 feet and all visibilities ½ mile; increase all MDA 80 feet and LNAV and Circling visibility Cat C ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct KILKE and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1003-1 250 (300-1)			NA
LNAV/VNAV DA	1205-1½ 452 (500-1½)			NA
LNAV MDA	1320-1	567 (600-1)	1320-1½ 567 (600-1½)	NA
C CIRCLING	1320-1	566 (600-1)	1500-2¼ 746 (800-2¼)	NA

MIRL Rwy 13-31 and 18-36 0
 REIL Rwy 13, 31, 18 and 36 0

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45816 W18A	APP CRS 184°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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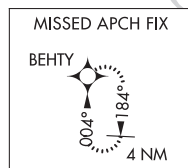
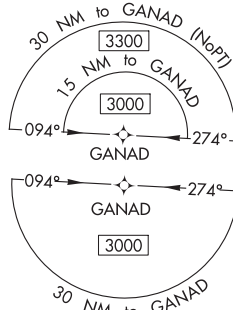
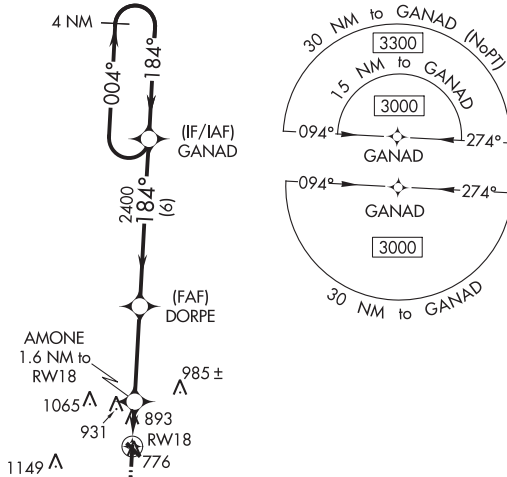
RNAV (GPS) RWY 18

WASHINGTON MUNI (AWG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
 ⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1064 feet, LNAV/VNAV DA to 1116 feet and all visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling visibility Cat C ¼ mile.

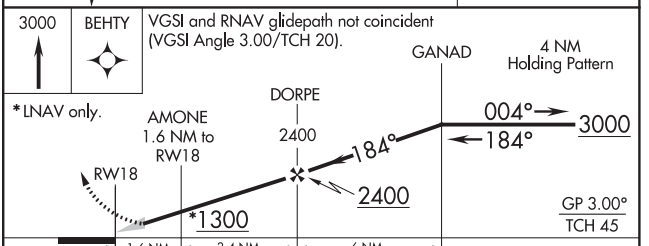
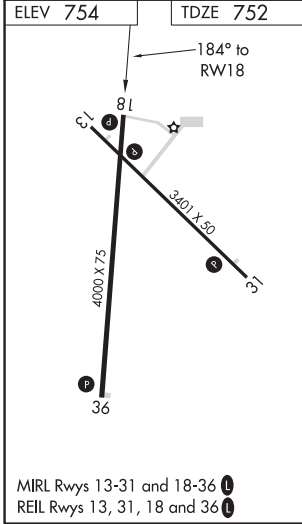
MISSED APPROACH:
Climb to 3000 direct
BEHTY and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1002-1 250 (300-1)		NA
LNAV/VNAV DA		1054-1 302 (300-1)		NA
LNAV MDA	1160-1	408 (500-1)	1160-1½ 408 (500-1½)	NA
C CIRCLING	1200-1 446 (500-1)	1240-1 486 (500-1)	1500-2¼ 746 (800-2¼)	NA

WASHINGTON, IOWA

AL-6289 (FAA)

16147

WAAS CH 90538 W31A	APP CRS 316°	Rwy Idg 3401 TDZE 754 Apt Elev 754
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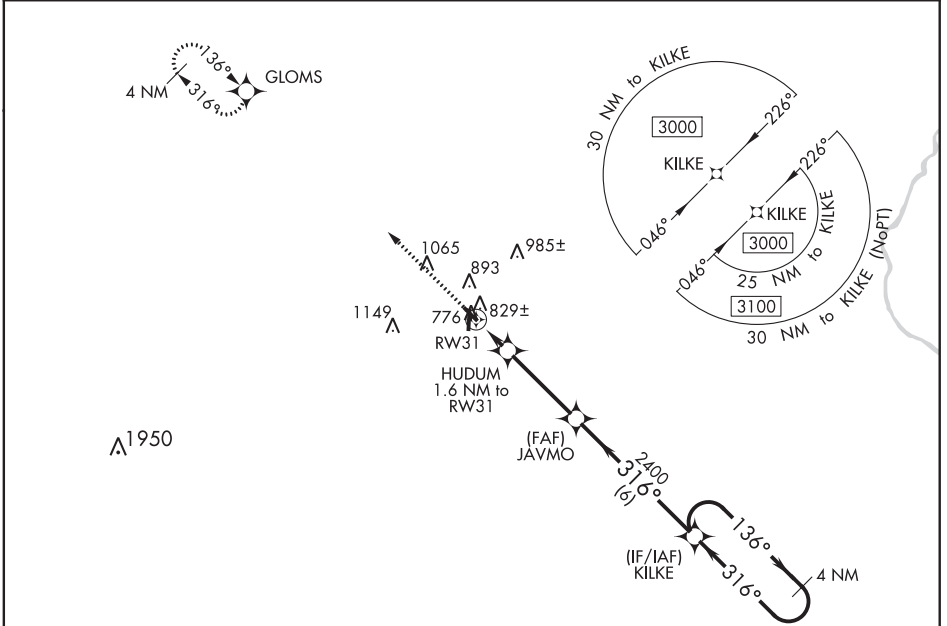
RNAV (GPS) RWY 31

WASHINGTON MUNI (A WG)

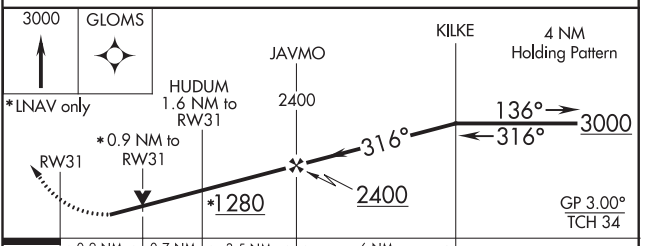
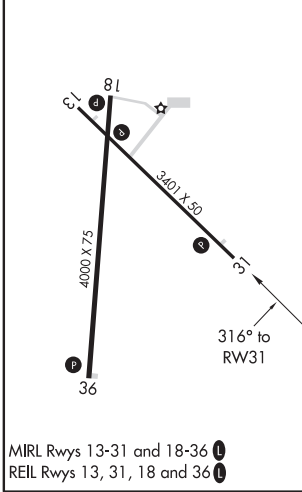
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting; increase LPV and LNAV/VNAV DA to 1066 feet and all visibilities 1/8 mile; increase all MDA 80 feet and LNAV and Circling visibility Cat C 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct GLOMS and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 0
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ELEV 754	TDZE 754
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CATEGORY	A	B	C	D
LPV DA	1004-1	250 (300-1)		NA
LNAV/VNAV DA	1004-1	250 (300-1)		NA
LNAV MDA	1080-1	326 (400-1)		NA
C CIRCLING	1200-1 446 (500-1)	1240-1 486 (500-1)	1500-2 1/4 746 (800-2 1/4)	NA

WASHINGTON, IOWA
Orig 31MAR16

41°17'N-91°41'W

WASHINGTON MUNI (A WG) RNAV (GPS) RWY 31

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90416 W36A	APP CRS 004°	Rwy Ldg 4000 TDZE 752 Apt Elev 754
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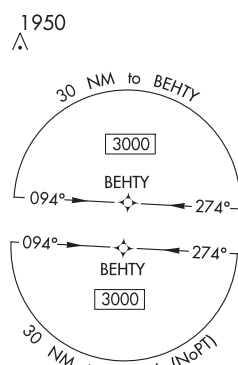
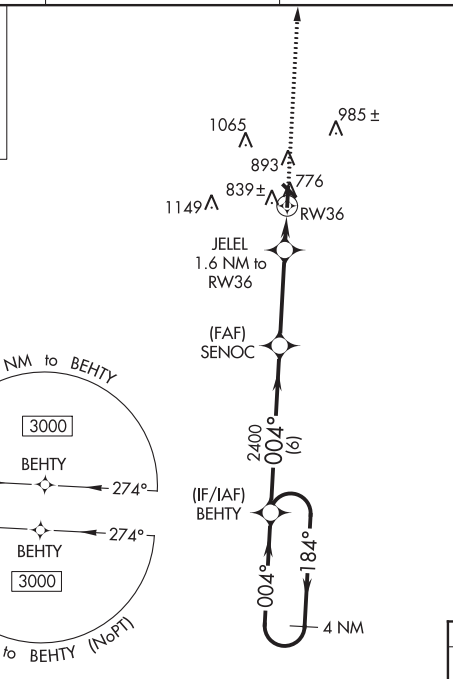
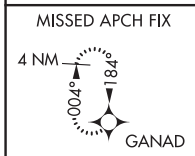
RNAV (GPS) RWY 36

WASHINGTON MUNI (AWG)

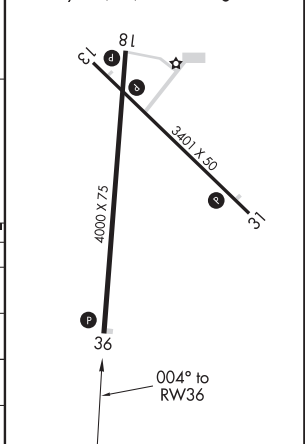
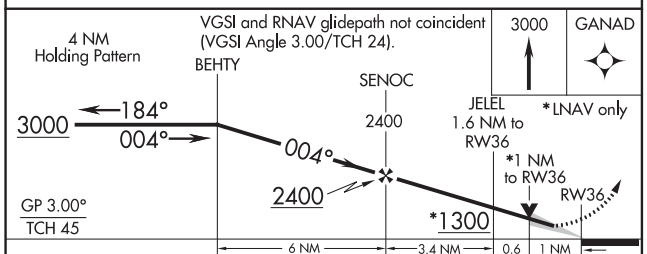
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting: increase LPV DA to 1064 feet, LNAV/VNAV DA to 1072 feet; increase all MDA 80 feet and LNAV and Circling visibility Cat C ½ mile.

MISSED APPROACH: Climb to 3000 direct GANAD and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 0
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ELEV 754	TDZE 752
MIRL Rwy 13-31 and 18-36 Ⓛ	
REIL Rwy 18, 13, 31 and 36 Ⓛ	



CATEGORY	A	B	C	D
LPV DA		1002-1 250 (300-1)		NA
LNAV/VNAV DA		1010-1 258 (300-1)		NA
LNAV MDA		1100-1 348 (400-1)		NA
C CIRCLING	1200-1 446 (500-1)	1240-1 486 (500-1)	1500-2¼ 746 (800-2¼)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WASHINGTON, IOWA

AL-6289 (FAA)

16175

VORTAC IOW 116.2 Chan 109	APP CRS 006°	Rwy Idg 4000 TDZE 752 Apt Elev 754
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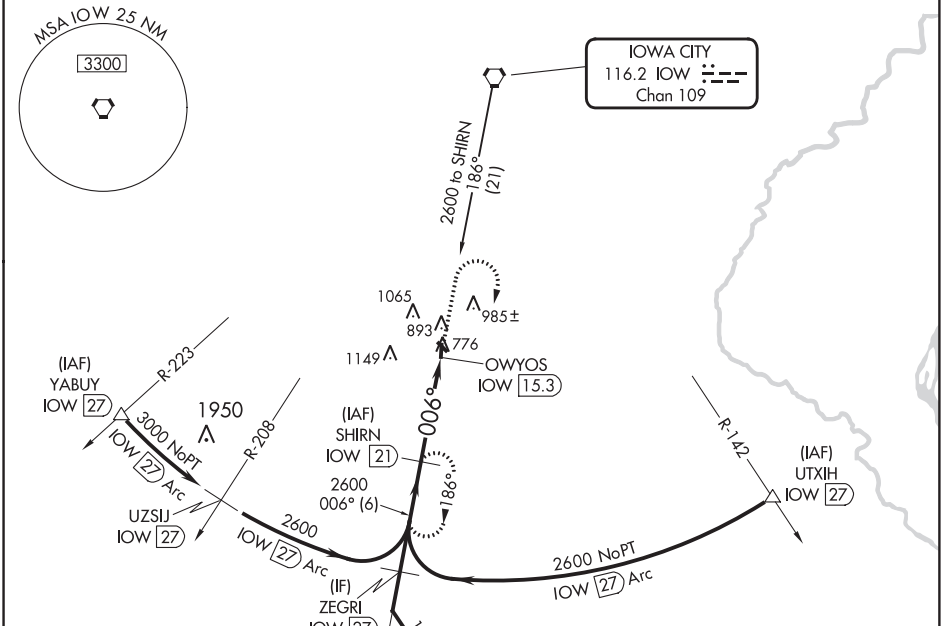
VOR/DME RWY 36

WASHINGTON MUNI (A WG)

⚠ When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet and increase S-36 and Circling Cat C visibility ¼ mile.
⚠ NA Circling to Rwy 31 NA at night.

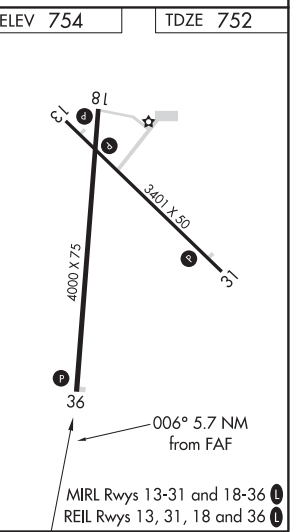
MISSED APPROACH: Climb to 2600 then right turn via IOW VORTAC R-186 to SHIRN/21 DME and hold.

AWOS-3 127.825	CHICAGO CENTER 135.6 370.95	GCO 121.725	UNICOM 122.7 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).
 Remain within 10 NM

2600	186°	SHIRN IOW (21)
2600	006°	OWYOS IOW (15.3)
2600	006°	
	3.00°	TCH 40
		5.7 NM



CATEGORY	A	B	C	D
S-36	1240-1	488 (500-1)	1240-1 3/8 488 (500-1 3/8)	NA
C CIRCLING	1240-1	486 (500-1)	1500-2 1/4 746 (800-2 1/4)	NA

WASHINGTON, IOWA
 Amdt 1A 23JUN16

41°17'N-91°41'W

WASHINGTON MUNI (A WG) VOR/DME RWY 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5001
153°	TDZE	488
	Apt Elev	488

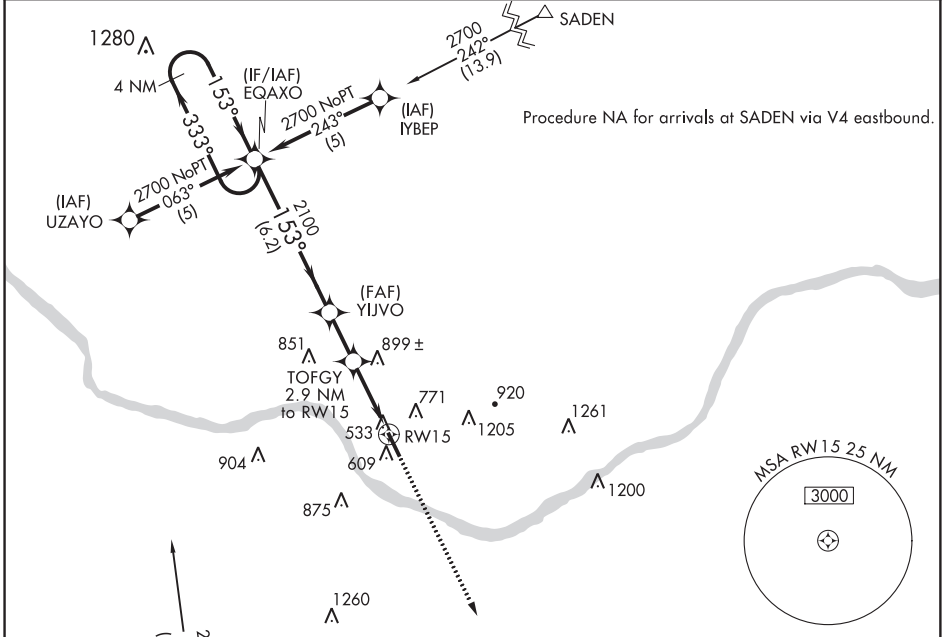
RNAV (GPS) RWY 15

WASHINGTON RGNL (FYG)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

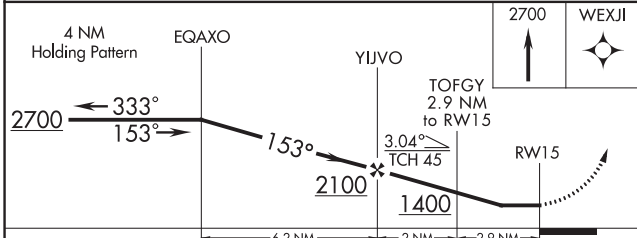
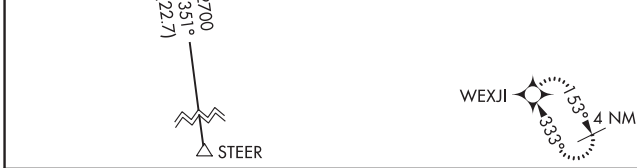
MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF)
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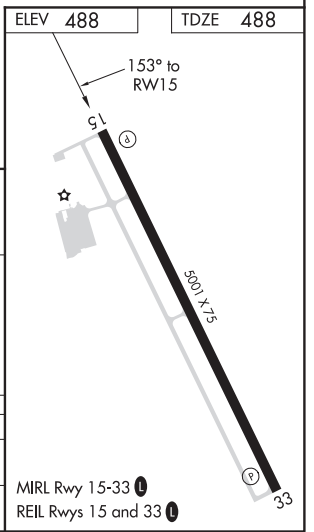


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	1160-1	672 (700-1)	1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA



WAAS CH 45715 W33A	APP CRS 333°	Rwy Idg TDZE 486 Apt Elev 488	5001 486 488
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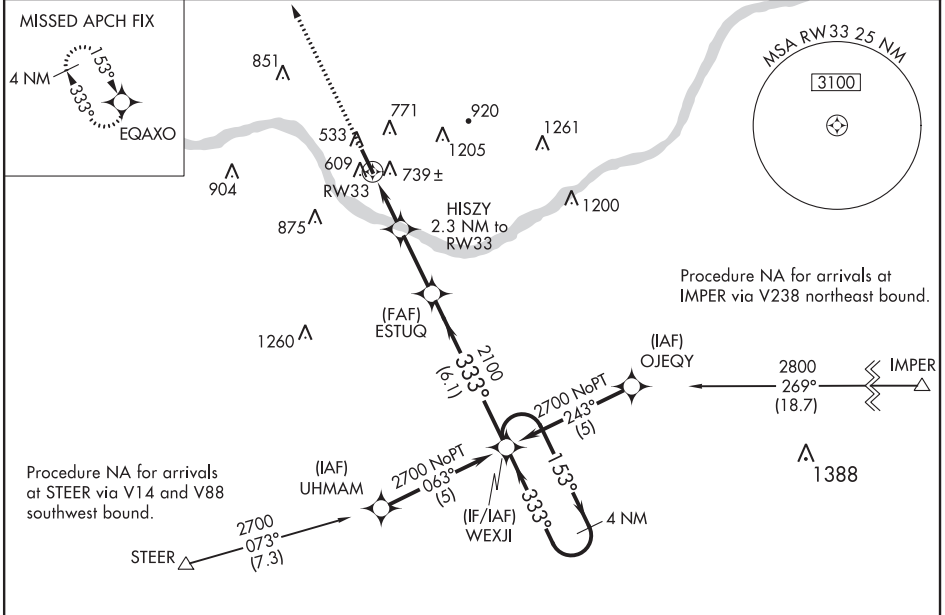
RNAV (GPS) RWY 33

WASHINGTON RGNL (FYG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

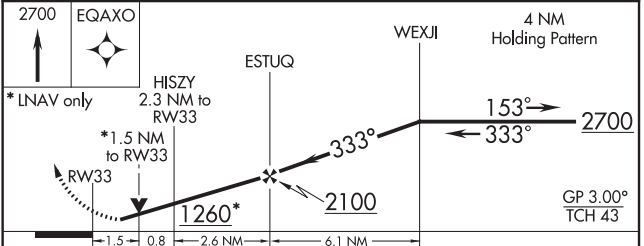
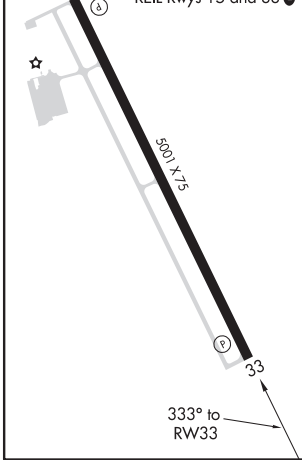
AWOS-3 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 488	TDZE 486
MIRL Rwy 15-33	REIL Rwy 15 and 33



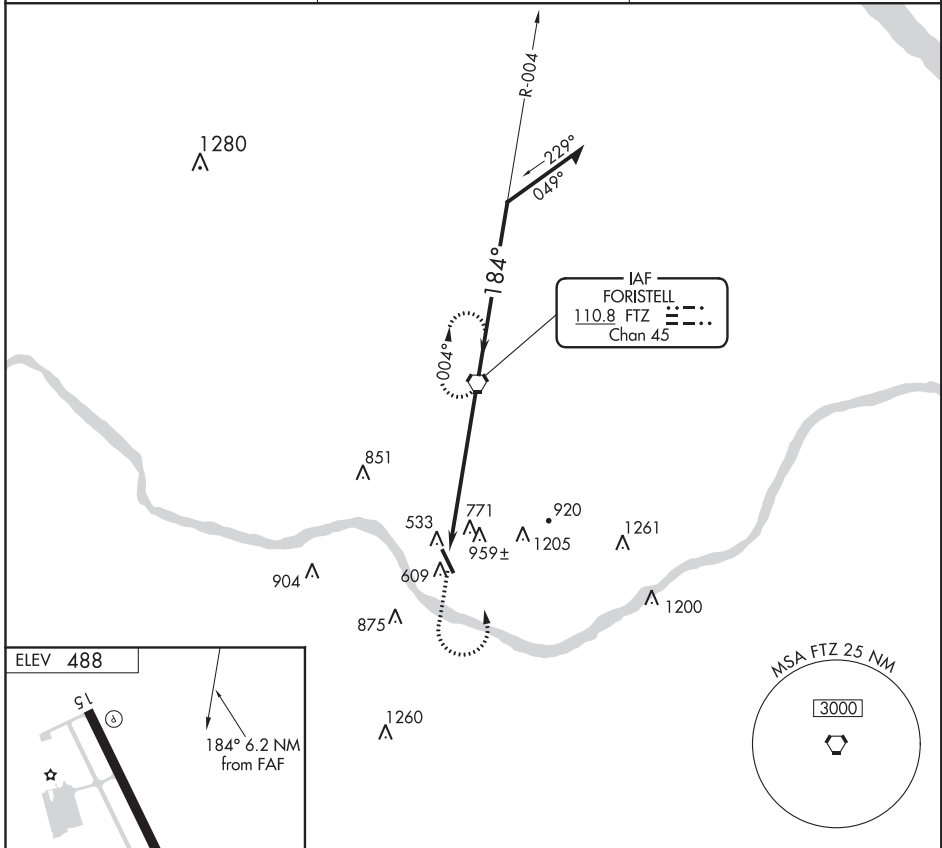
CATEGORY	A	B	C	D
LPV DA	824-1¼	338 (400-1¼)		NA
LNAV/VNAV DA	1051-2	565 (600-2)		NA
LNAV MDA	1000-1 514 (600-1)		1000-1½ 514 (600-1½)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

VORTAC FTZ 110.8 Chan 45	APP CRS 184°	Rwy Idg TDZE Apt Elev	N/A N/A 488
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VOR-A
WASHINGTON RGNL (FYG)

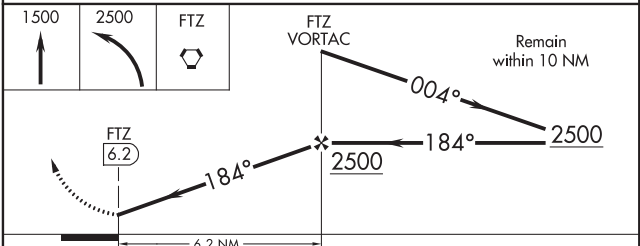
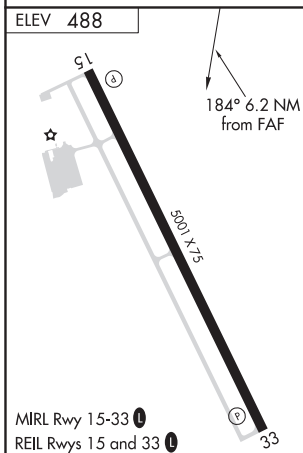
▼ When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.
▲ MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3 121.325	ST. LOUIS APP CON 126.5 254.3	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CATEGORY	A	B	C	D
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

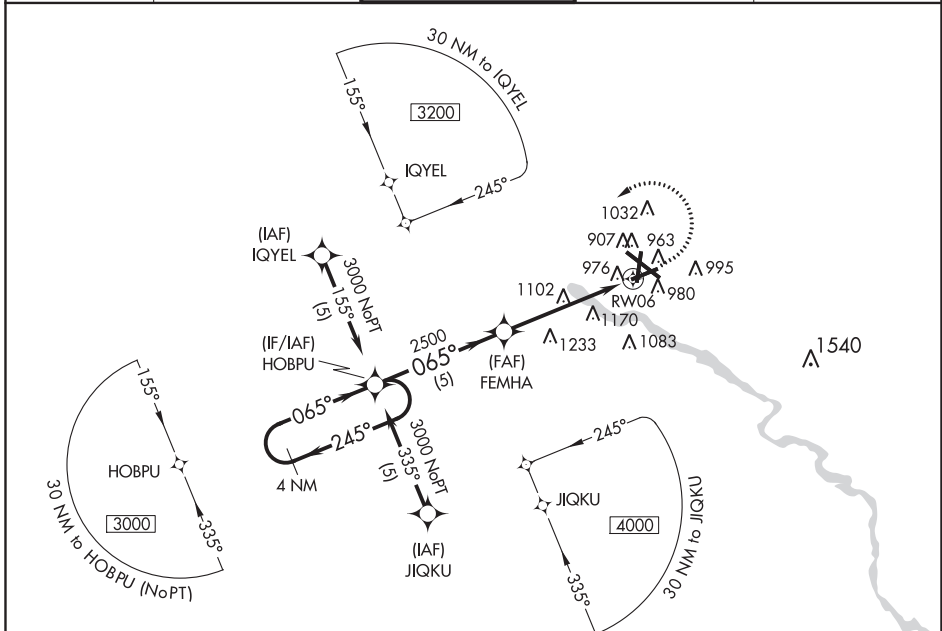
APP CRS	Rwy Idg	5400
065°	TDZE	868
	Apt Elev	873

RNAV (GPS) RWY 6

WATERLOO RGNL (A.I.O)

NA	When control tower closed, straight-in minimums not authorized at night. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.
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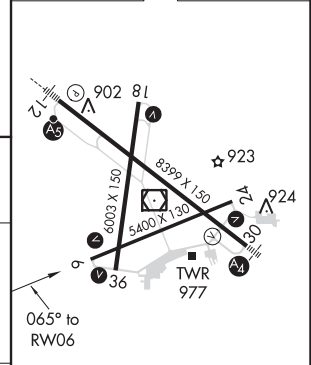
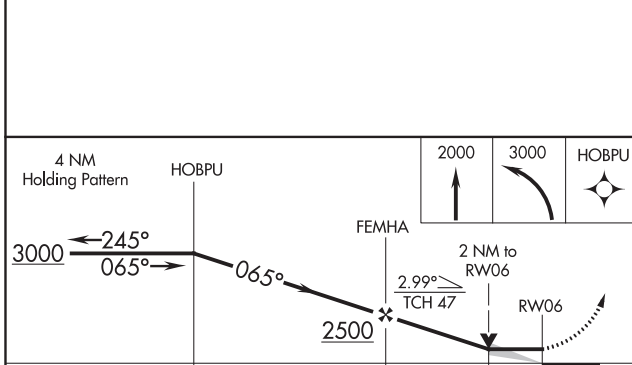
ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 873	D TDZE 868
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CATEGORY	A	B	C	D
LNVA MDA	1540-1 672 (700-1)	1540-2 672 (700-2)	1540-2 672 (700-2)	1540-2 672 (700-2)
CIRCLING	1540-1 667 (700-1)	1540-2 667 (700-2)	1540-2 667 (700-2)	1540-2 667 (700-2)

HIRL Rwy 12-30
MIRL Rwy 6-24 and 18-36
REIL Rwy 6, 18, 24, and 36

RNAV (GPS) RWY 12

WATERLOO RGNL (A.L.O)

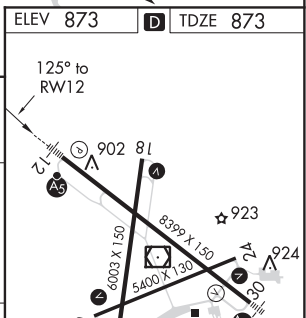
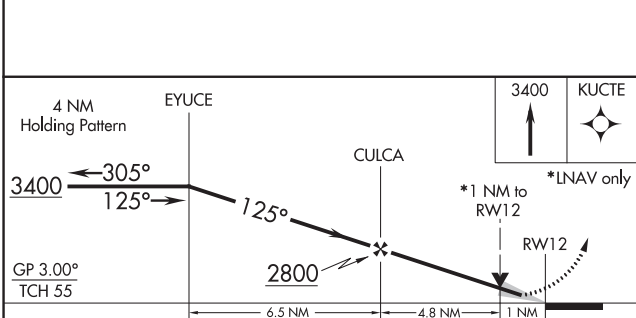
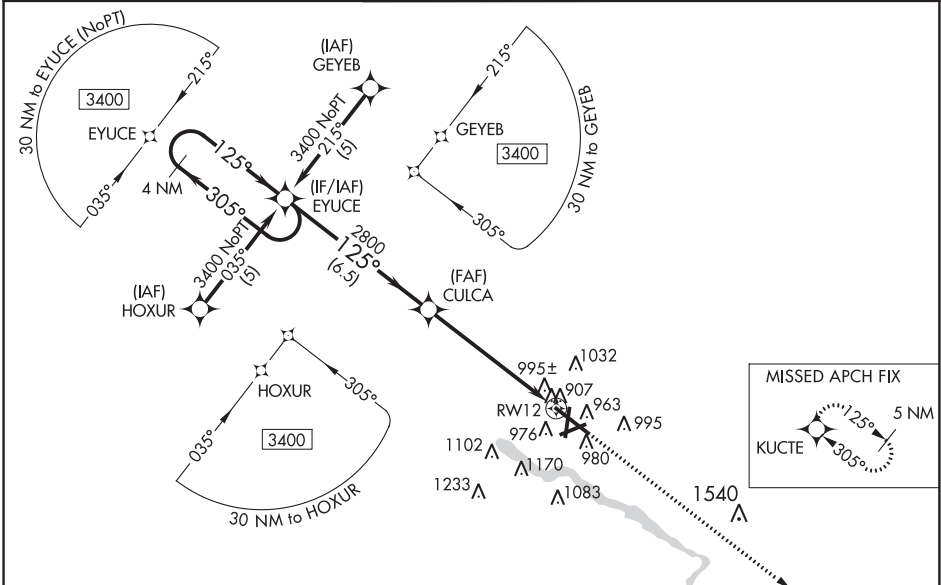
WAAS CH 72801 W12A	APP CRS 125°	Rwy Idg 8399
	TDZE 873	
	Apt Elev 873	

⚠ For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80 feet. Baro-VNAV and VDP NA when using Independence altimeter setting.

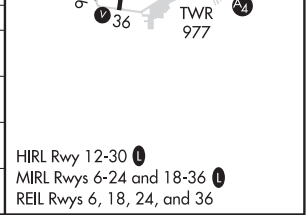
MALSR

MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1123/24	250 (300-1/2)	
LNAV/VNAV DA		1273/40	400 (400-3/4)	
LNAV MDA	1260/24	387 (400-1/2)		1260/50 387 (400-1)
CIRCLING	1380-1 1/4	507 (600-1 1/4)	1380-1 1/2 507 (600-1 1/2)	1480-2 607 (700-2)



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

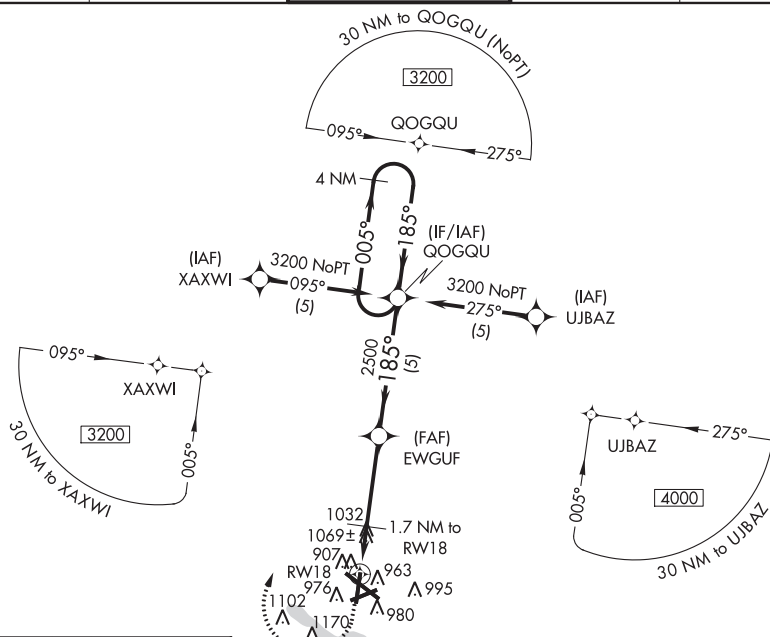
APP CRS	Rwy Idg	6003
185°	TDZE	870
	Apt Elev	873

RNAV (GPS) RWY 18

WATERLOO RGNL (A.I.O)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.
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ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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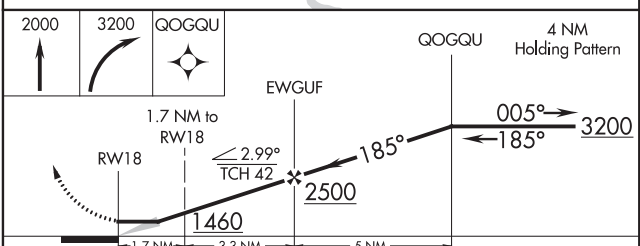


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 873	D	TDZE 870
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HIRL Rwy 12-30
MIRL Rwy 6-24 and 18-36
REIL Rwy 6, 18, 24, and 36



CATEGORY	A	B	C	D
LNAV MDA	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

APP CRS	Rwy Idg	5400
245°	TDZE	867
	Apt Elev	873

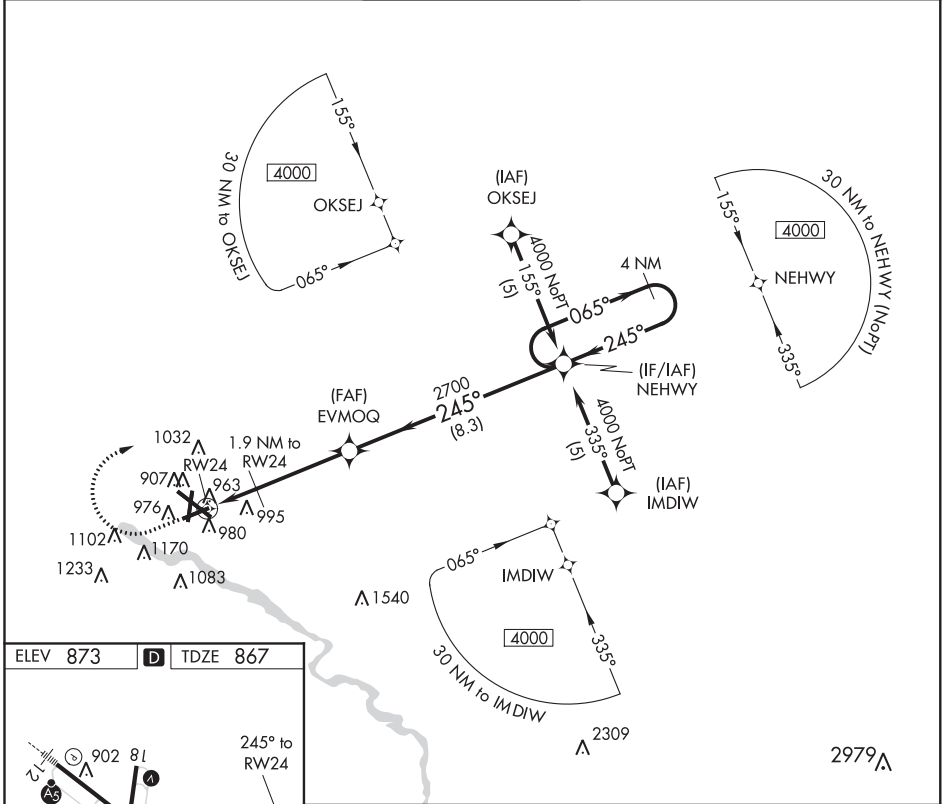
RNAV (GPS) RWY 24

WATERLOO RGNL (A.I.O)

NA When control tower closed, Straight-in minimums NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873 **D** TDZE 867

HIRL Rwy 12-30 **1**
MIRL Rwy 6-24 and 18-36 **1**
REL Rwy 6, 18, 24, and 36

2000	4000	NEHWY	NEHWY 4 NM Holding Pattern
1.9 NM to RW24		EVMQ	
1 NM to RW24	3.05° TCH 52	2700	065° → 4000
1 NM	0.9	3.6 NM	8.3 NM
CATEGORY	A	B	C
LNAV MDA	1240-1 373 (400-1)		1240-1½ 373 (400-1½)
CIRCLING	1380-1 507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78201 W30A	APP CRS 305°	Rwy Idg TDZE 867 Apt Elev 873
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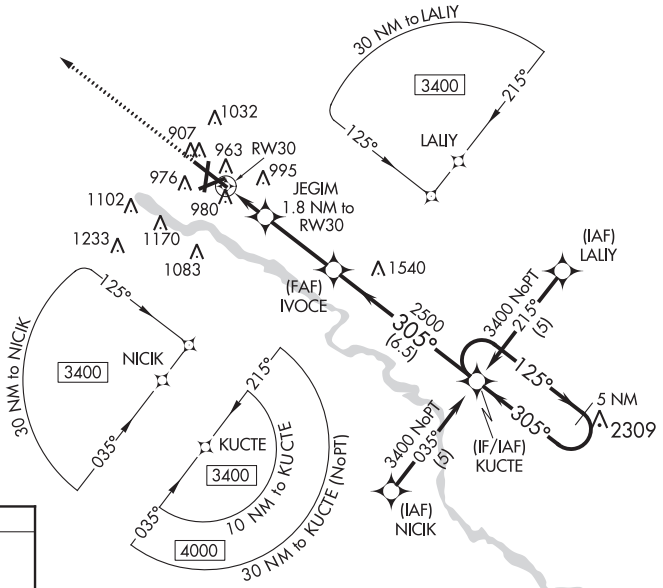
RNAV (GPS) RWY 30

WATERLOO RGNL (A.I.O)

⚠ Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALS  MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

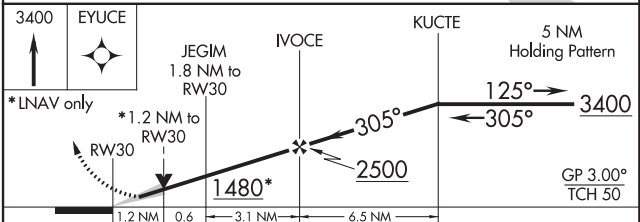
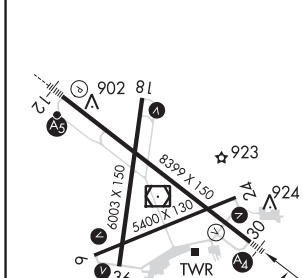
ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 873	D	TDZE 867
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CATEGORY	A	B	C	D
LPV DA		1117-3/4	250 (300-3/4)	
LNAV/VNAV DA		1299-1 1/2	432 (500-1 1/2)	
LNAV MDA	1300-3/4	433 (500-3/4)	1300-1 1/4 433 (500-1 1/4)	1300-1 1/2 433 (500-1 1/2)
CIRCLING		1380-1 1/2	507 (600-1 1/2)	1480-2 607 (700-2)

HIRL Rwy 12-30 **Ⓛ**
MIRL Rwy 6-24 and 18-36 **Ⓛ**
REIL Rwy 6, 18, 24, and 36

WATERLOO, IOWA
Orig 28SEP06

42°33'N-92°24'W
701

WATERLOO RGNL (A.I.O)
RNAV (GPS) RWY 30

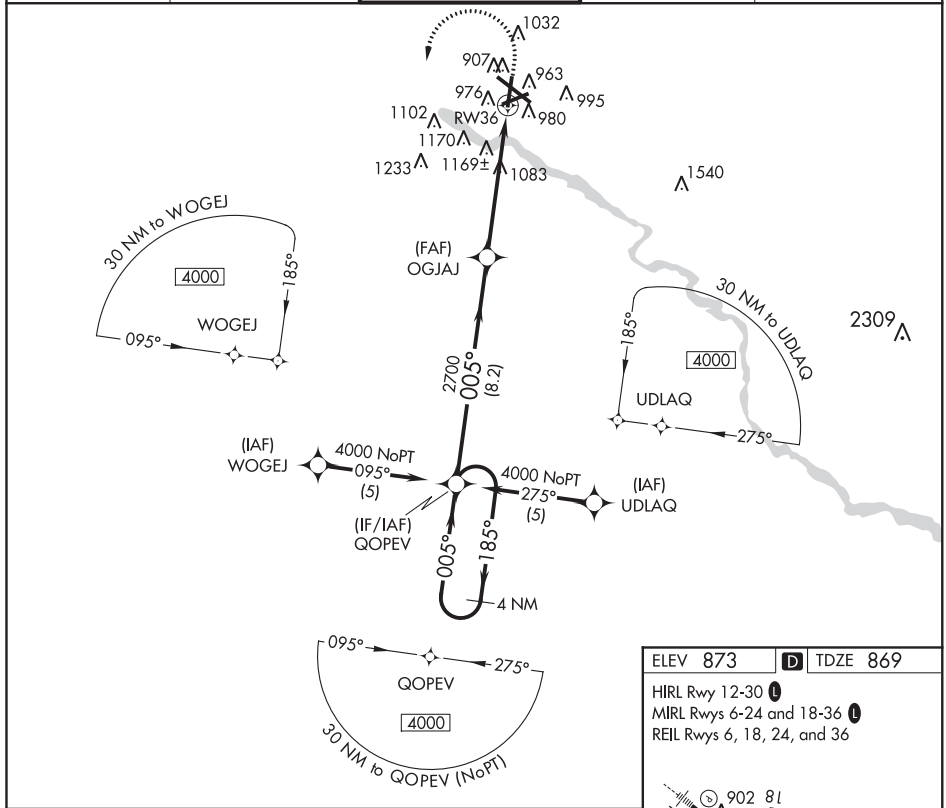
APP CRS	Rwy Idg	6003
005°	TDZE	869
	Apt Elev	873

RNAV (GPS) RWY 36

WATERLOO RGNL (A.I.O)

<p>NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.</p>
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<p>ATIS 120.65</p>	<p>WATERLOO APP CON * 118.9 251.15</p>	<p>WATERLOO TOWER * 125.075 (CTAF) 0 257.8</p>	<p>GND CON 121.9 269.1</p>	<p>UNICOM 122.95</p>
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

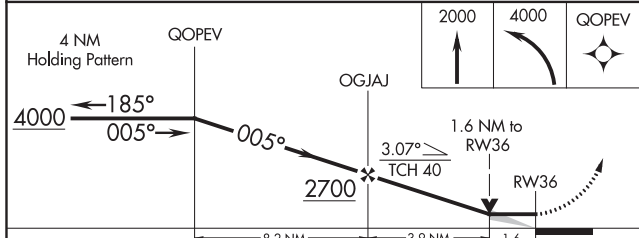
ELEV 873 **D** TDZE 869

HIRL Rwy 12-30 **L**

MIRL Rwys 6-24 and 18-36 **L**

REIL Rwys 6, 18, 24, and 36

005° to RW36



CATEGORY	A	B	C	D
LNVA MDA	1420-1	551 (600-1)	1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)

LOC/DME I-ALO 111.7 Chan 54	APP CRS 305°	Rwy Idg TDZE Apt Elev	8399 868 873
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LOC BC RWY 30

WATERLOO RGNL (A.LO)

⚠ Inoperative table does not apply to S-30 Cat C. DME or RADAR required. When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile. When control tower closed, RADAR not available.

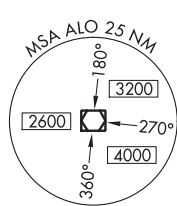
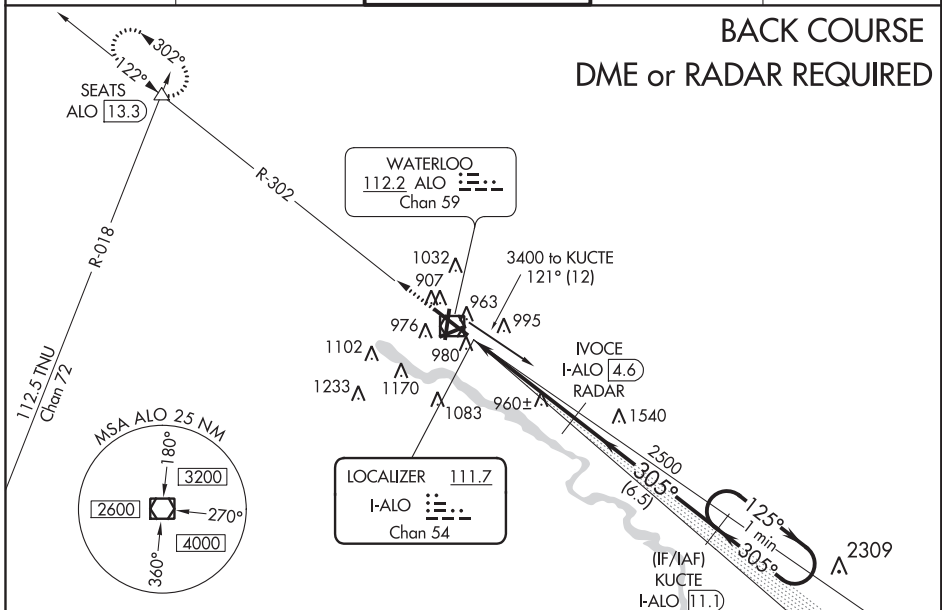
MALS
⊙ =

MISSED APPROACH: Climb to 3500 on ALO VOR/DME R-302 to SEATS ALO 13.3 DME and hold.

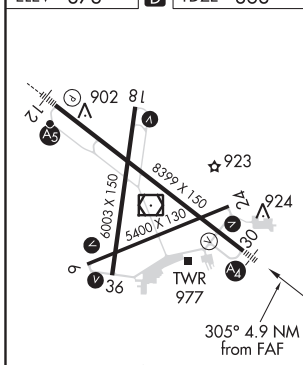
ATIS 120.65	WATERLOO APP CON* 118.9 251.15	WATERLOO TOWER* 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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BACK COURSE

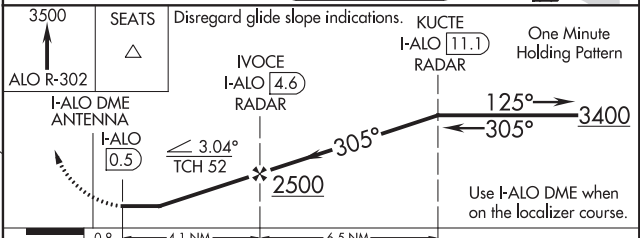
DME or RADAR REQUIRED



ELEV 873	D	TDZE 868
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Procedure NA for arrivals at CID VOR/DME via airway radials 321 CW 338.



CATEGORY	A	B	C	D
S-30	1320-¾ 452 (500-¾)		1320-1¼ 452 (500-1¼)	1320-1½ 452 (500-1½)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME ALO 112.2 Chan 59	APP CRS 052°	Rwy Idg TDZE Apt Elev	5400 868 873
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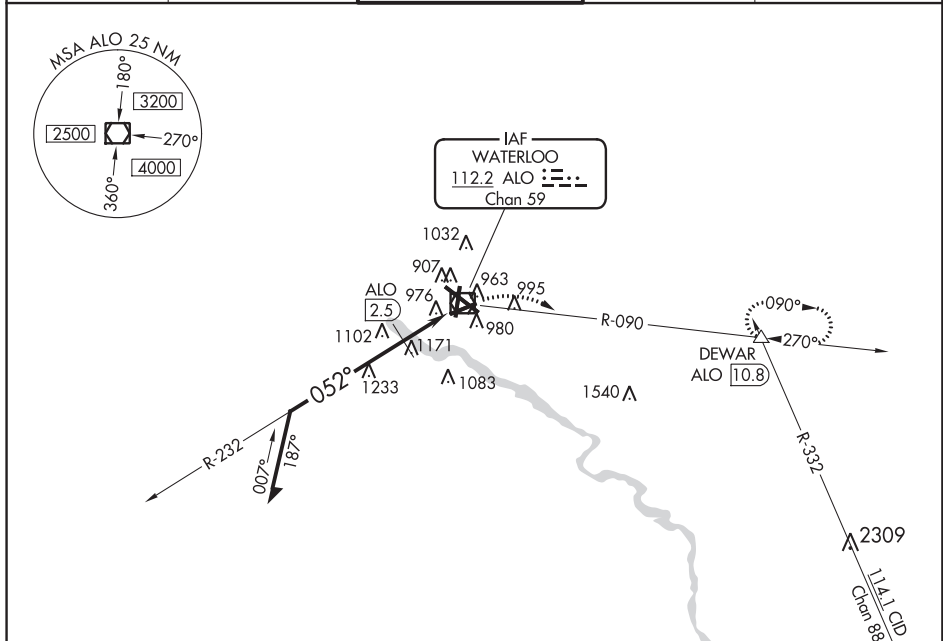
VOR RWY 6

WATERLOO RGNL (A.L.O)

NA When control tower closed, Straight-in minimums NA at night.

MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR INT and hold.

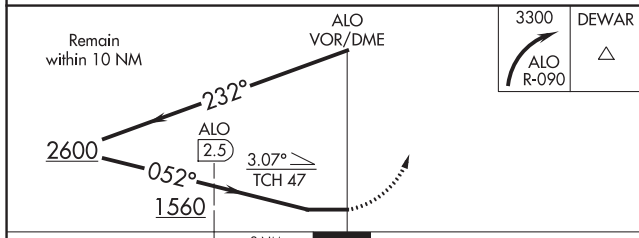
ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 0 257.8	GND CON 121.9 269.1	UNICOM 122.95
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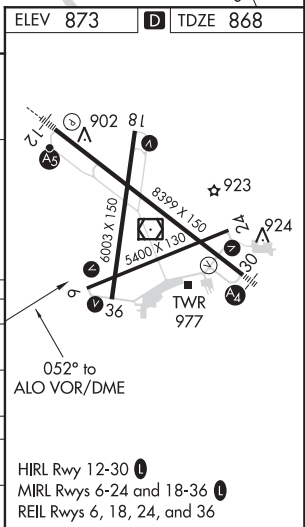
NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 873 **D** TDZE 868



CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)



VOR/DME ALO 112.2 Chan 59	APP CRS 253°	Rwy Idg TDZE 5400 867 Apt Elev 873
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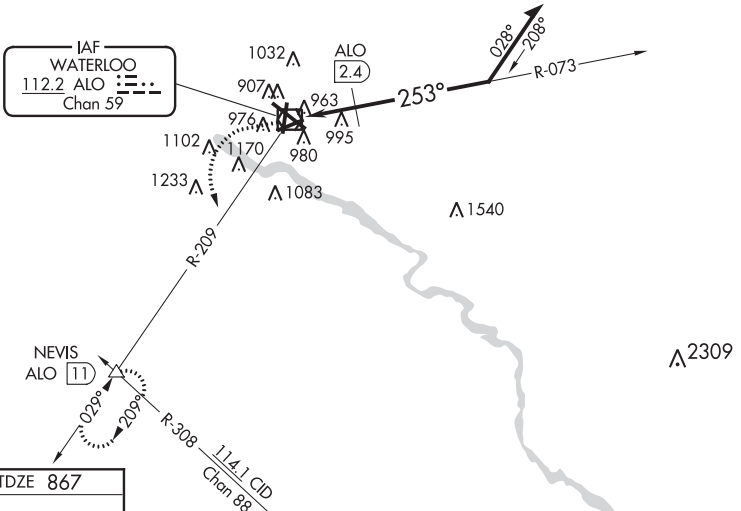
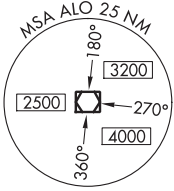
VOR RWY 24

WATERLOO RGNL (A.L.O)

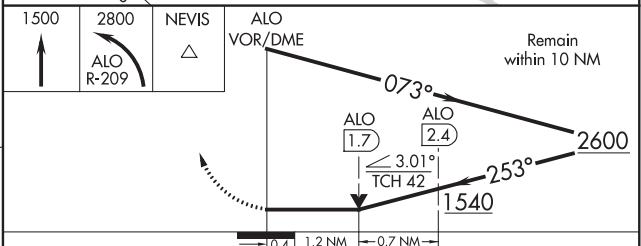
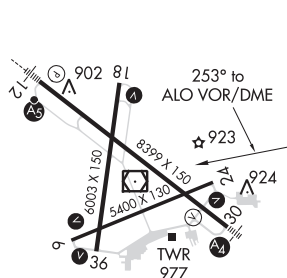
NA When control tower closed, straight-in minimums NA at night. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO VOR/DME R-209 to NEVIS INT and hold.

ATIS 120.65	WATERLOO APP CON * 118.9 251.15	WATERLOO TOWER * 125.075 (CTAF) 257.8	GND CON 121.9 269.1	UNICOM 122.95
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ELEV 873	D	TDZE 867
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CATEGORY	A	B	C	D
S-24	1540-1	673 (700-1)	1540-2 673 (700-2)	1540-2 1/2 673 (700-2 1/2)
CIRCLING	1540-1	667 (700-1)	1540-2 667 (700-2)	1540-2 1/2 667 (700-2 1/2)
DME MINIMUMS				
S-24	1300-1	433 (500-1)	1300-1 1/4 433 (500-1 1/4)	1300-1 1/2 433 (500-1 1/2)
CIRCLING	1380-1	507 (600-1)	1380-1 1/2 507 (600-1 1/2)	1480-2 607 (700-2)

HIRL Rwy 12-30
MIRL Rwy 6-24 and 18-36
REL Rwy 6, 18, 24, and 36

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAVERLY, IOWA

AL-6558 (FAA)

16315

VOR/DME ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg TDZE Apt Elev N/A N/A 992
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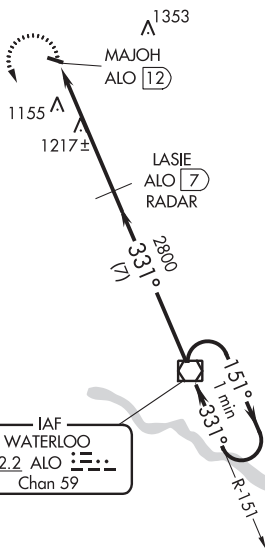
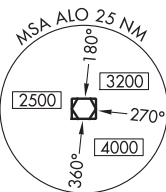
VOR-A
WAVERLY MUNI (C25)

NA Use Waterloo altimeter setting.
RADAR not available when Waterloo Tower is closed.
DME or RADAR required.

MISSED APPROACH: Climbing left turn to 4000 direct ALO VOR/DME and hold.

WATERLOO APP CON*
118.9 251.15

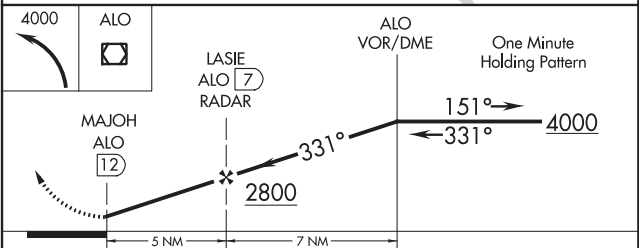
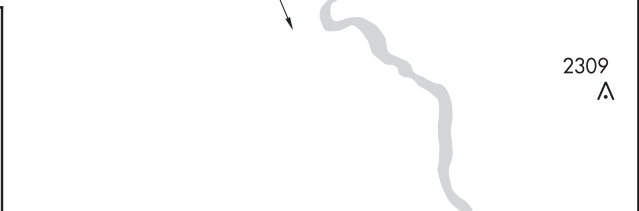
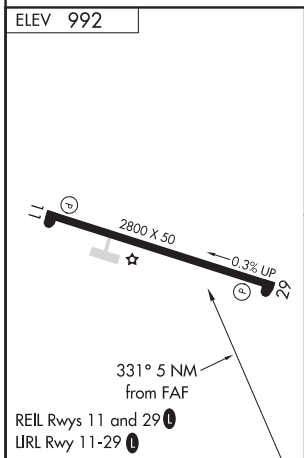
UNICOM
122.8 (CTAF) 1



NoPT for arrivals on ALO VOR/DME airway radials 090° CW 209°.

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1580-1	588 (600-1)	1580-1½ 588 (600-1½)	NA

WAVERLY, IOWA
Amdt 3B 21JUL16

42°45'N-92°30'W
709

WAVERLY MUNI (C25)
VOR-A

WEBSTER CITY, IOWA

AL-5407 (FAA)

15344

WAAS CH 40237 W14A	APP CRS 141°	Rwy Idg 3851
		TDZE 1117
		Apt Elev 1122

RNAV (GPS) RWY 14

WEBSTER CITY MUNI (EBS)

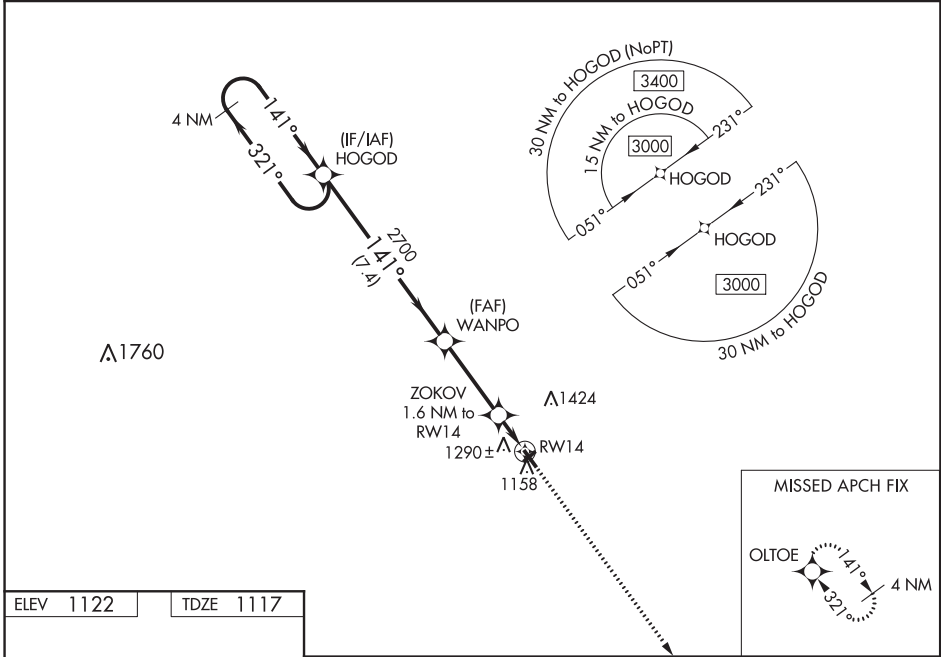
⚠ Baro-VNAV NA when using Clarion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarion altimeter setting and increase all DAs 49 feet, and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct OLTOE and hold.

AWOS-3
127.825

MINNEAPOLIS CENTER
134.0 288.3

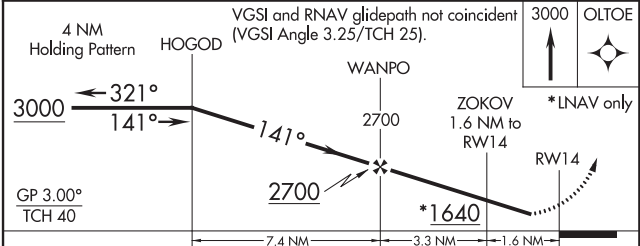
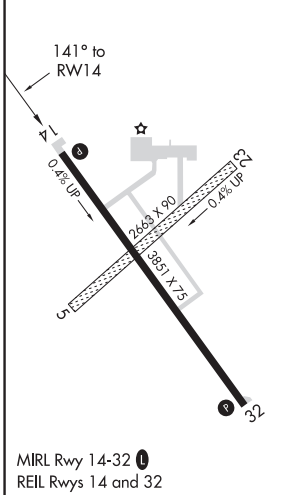
UNICOM
122.8 (CTAF) ①



NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1122	TDZE 1117
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CATEGORY	A	B	C	D
LPV DA	1367-1	250 (300-1)		NA
LNAV/VNAV DA	1463-1¼	346 (400-1¼)		NA
LNAV MDA	1540-1	423 (500-1)		NA
C CIRCLING	1600-1	478 (500-1)		NA

WEBSTER CITY, IOWA
Orig 05MAR15

42°26'N-93°52'W

WEBSTER CITY MUNI (EBS) RNAV (GPS) RWY 14

WAAS CH 90516 W32A	APP CRS 321°	Rwy Idg 3851 TDZE 1122 Apt Elev 1122
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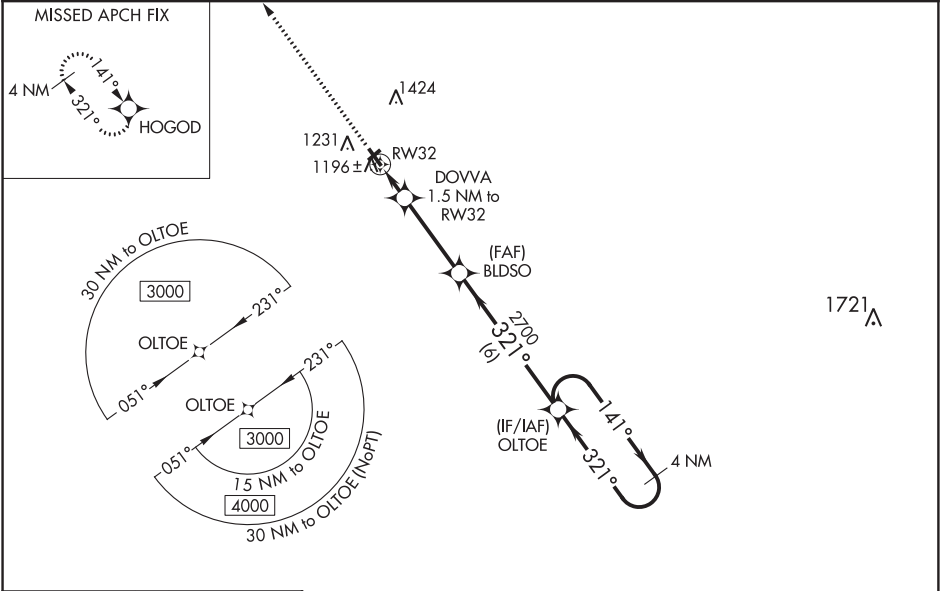
RNAV (GPS) RWY 32

WEBSTER CITY MUNI (EBS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clarion altimeter setting and increase all DA 49 feet and all MDA 60 feet. Baro-VNAV and VDP NA when using Clarion altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct HOGOD and hold.

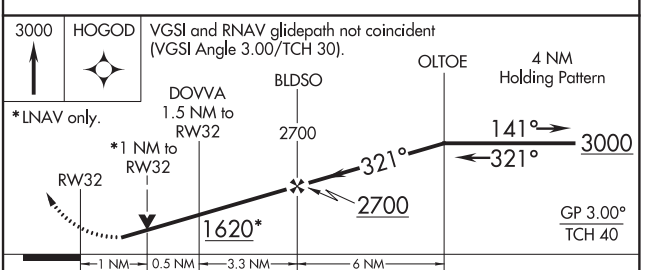
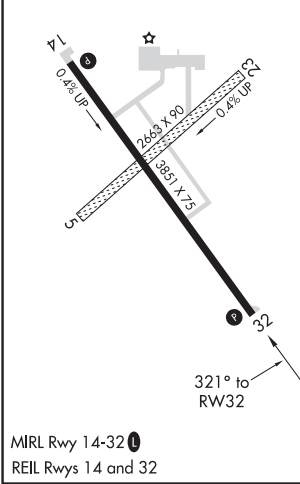
AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 1
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1122	TDZE 1122
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CATEGORY	A	B	C	D
LPV DA	1372-1	250 (300-1)		NA
LNAV/VNAV DA	1372-1	250 (300-1)		NA
LNAV MDA	1460-1	338 (400-1)		NA
C CIRCLING	1600-1	478 (500-1)		NA

WEBSTER CITY, IOWA

AL-5407 (FAA)

15064

VORTAC FOD 113.5 Chan 82	APP CRS 112°	Rwy Idg TDZE 1117 Apt Elev 1122	3851
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VOR/DME RWY 14

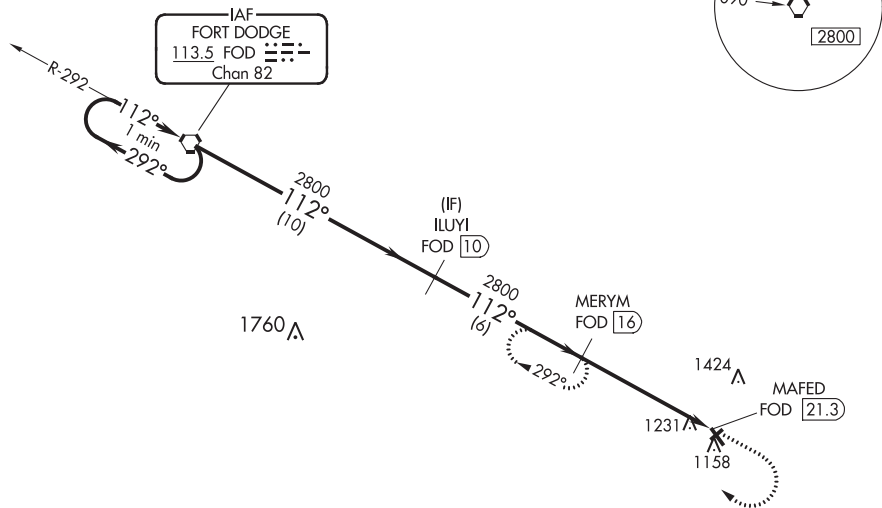
WEBSTER CITY MUNI (EBS)

⚠ When local altimeter setting not received, use Clarion altimeter setting and increase cll MDA 60 feet.
⚠ Helicopter visibility reduction below 3/4 SM not authorized.

MISSED APPROACH: Climb to 2800 then right turn on FOD VORTAC R-112 to MERYM/16 DME and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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NoPT for arrival on FOD VORTAC
 airway radials 215 CW 048.

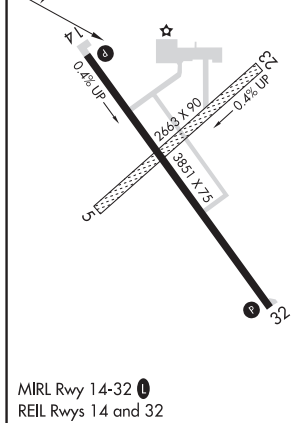


NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

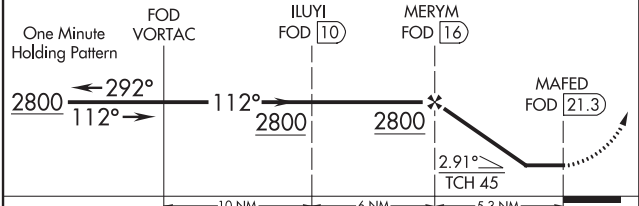
ELEV 1122	TDZE 1117
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112° 5.3 NM from FAF



VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 25).

2800
 FOD R-112
 MERYM FOD 16



CATEGORY	A	B	C	D
S-14	1680-1	563 (600-1)		NA
C CIRCLING	1680-1	558 (600-1)		NA

WEBSTER CITY, IOWA
 Amdt 5 18SEP14

42°26'N-93°52'W

WEBSTER CITY MUNI (EBS) VOR/DME RWY 14

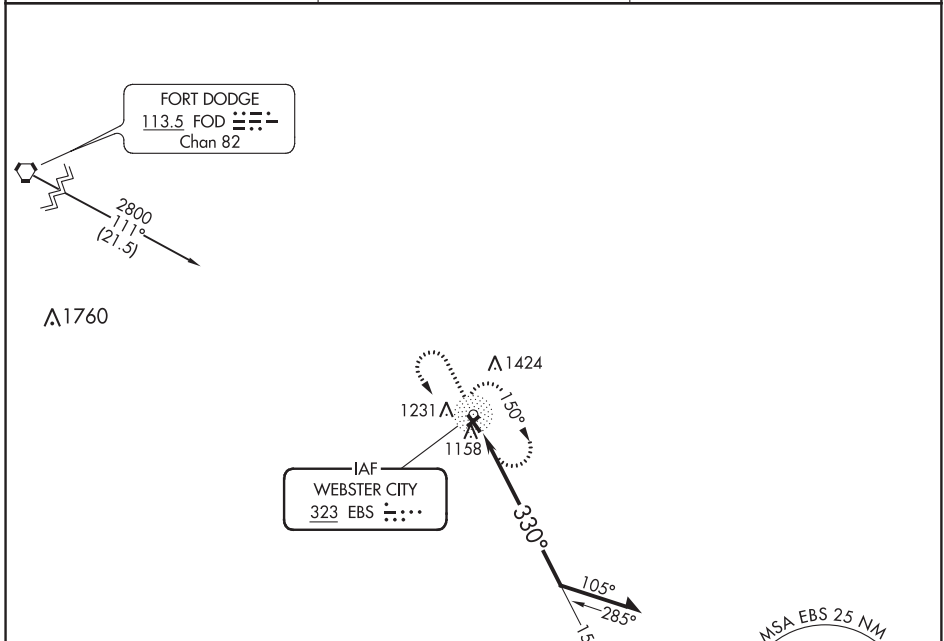
NDB EBS 323	APP CRS 330°	Rwy Idg TDZE Apt Elev	3851 1121 1121
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NDB RWY 32

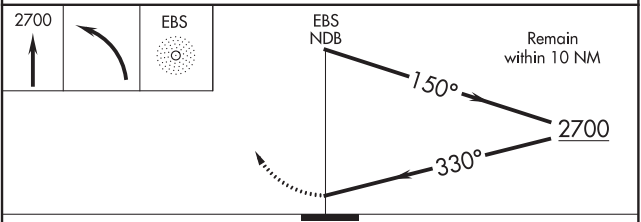
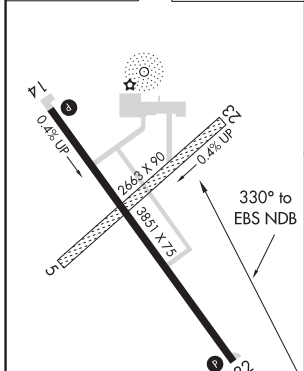
WEBSTER CITY MUNI (EBS)

NA MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3 127.825	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF)
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ELEV 1121	TDZE 1121
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CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

WEBSTER CITY, IOWA
Amdt 8 04JAN96

WEBSTER CITY MUNI (EBS) NDB RWY 32

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5101
179°	TDZE	1227
	Apt Elev	1228

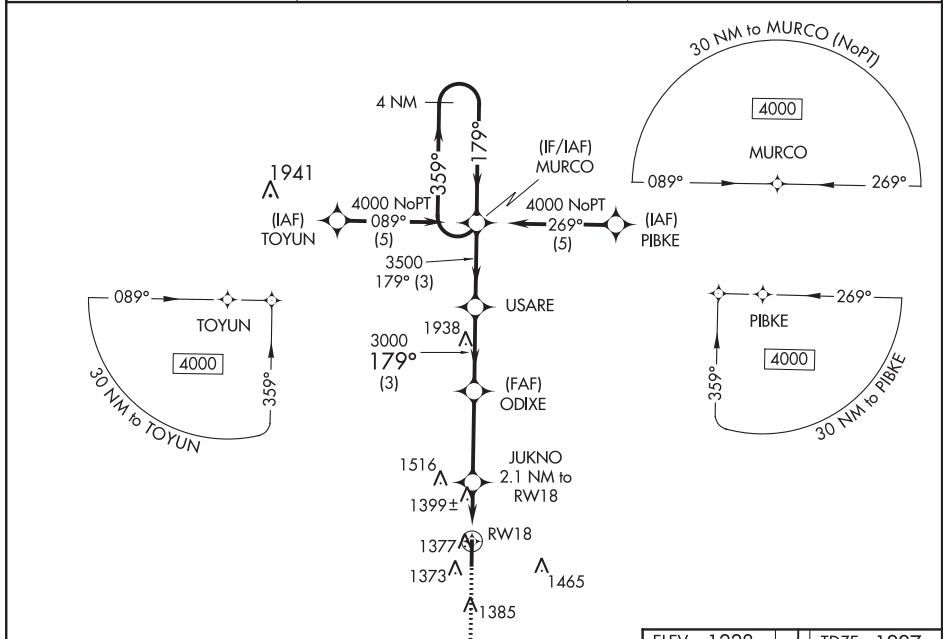
RNAV (GPS) RWY 18

WEST PLAINS RGNL (UNO)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDA 140 feet and increase LNAV and Circling Cat C visibility 1/4 mile. When VGSI inop, Straight-in NA at night.

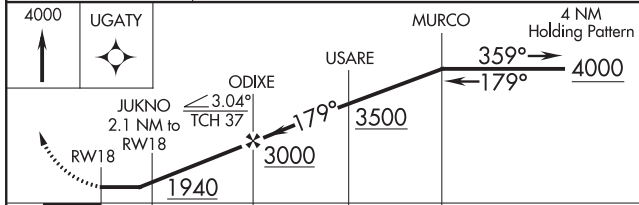
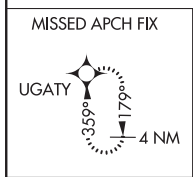
⚠ MISSED APPROACH: Climb to 4000 direct UGATY and hold.

ASOS 123.825	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1228	TDZE 1227
REIL Rwys 18 and 36	
MIRL Rwy 18-36	

CATEGORY	A	B	C	D
LNAV MDA	1660-1	433 (500-1)	1660-1 1/4 433 (500-1 1/4)	NA
CIRCLING	1700-1	472 (500-1)	1720-1 1/2 492 (500-1 1/2)	NA

WAAS CH 40202 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5101 1228 1228
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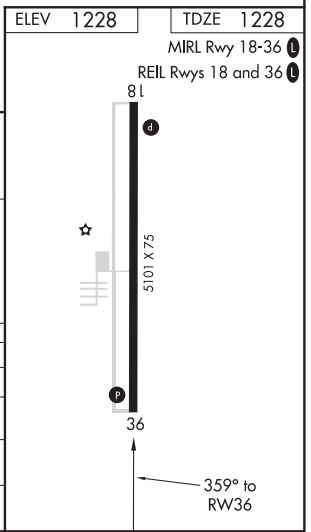
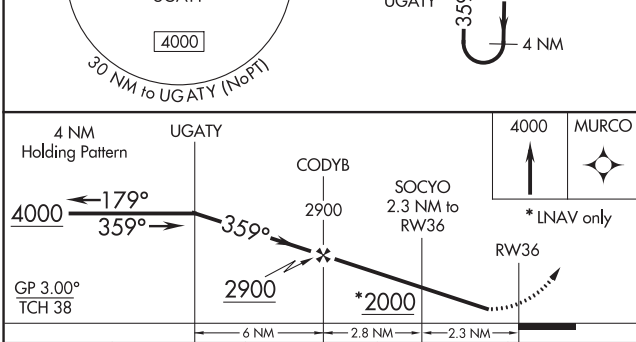
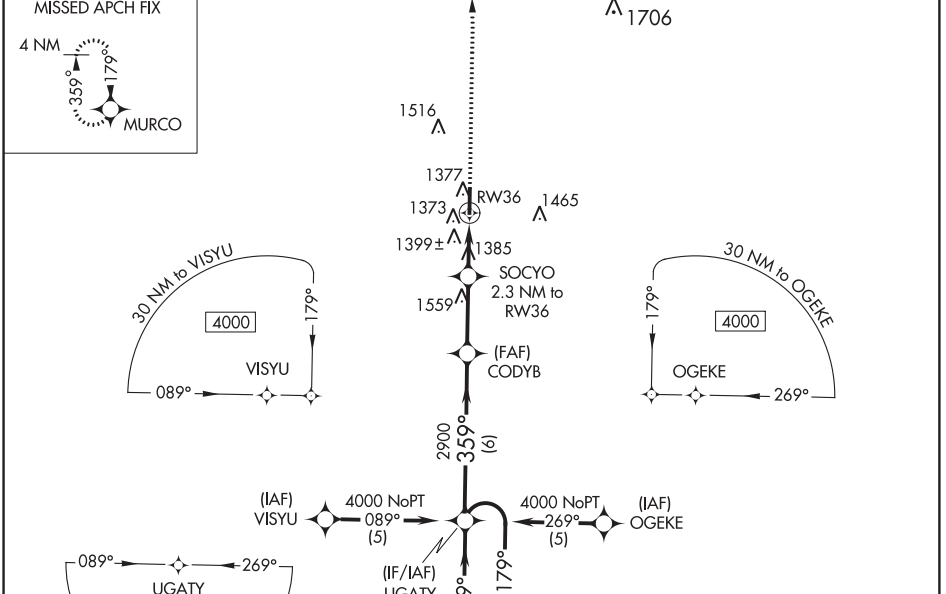
RNAV (GPS) RWY 36

WEST PLAINS RGNL (UNO)

⚠ When VGS1 Inop, circling Rwy 18 NA at night. Baro-VNAV NA when using Mountain Home altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DA/MDA 140 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile and LNAV and Circling Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 4000 direct MURCO and hold.

ASOS 123.825	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1520-1 292 (300-1)			NA
LNAV/VNAV DA	1713-1¾ 485 (500-1¾)			NA
LNAV MDA	1660-1	432 (500-1)	1660-1¼ 432 (500-1¼)	NA
CIRCLING	1700-1	472 (500-1)	1720-1½ 492 (500-1½)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

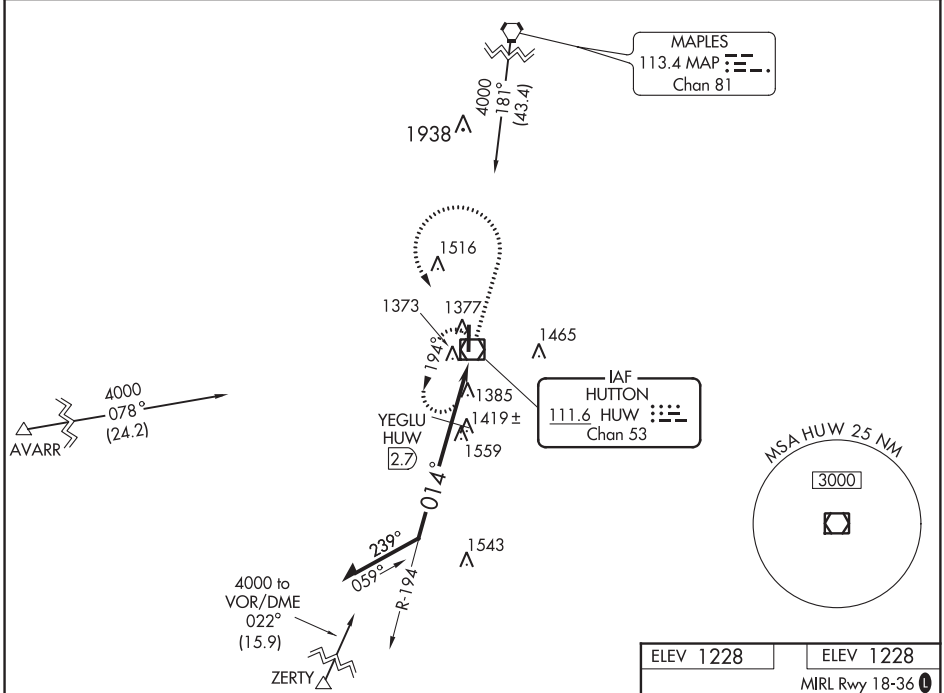
VOR/DME HUV 111.6 Chan 53	APP CRS 014°	Rwy Idg TDZE Apt Elev	5101 1228 1228
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VOR RWY 36
WEST PLAINS RGNL (UNO)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDA 140 feet, S-36 and circling Cat B visibility ¼ mile, ▲ S-36 and circling Cat C visibility ½ mile, and increase YEGLU fix minimums S-36 and circling Cat C visibility ½ mile. When VGSI inop, circling Rwy 18 NA at night.

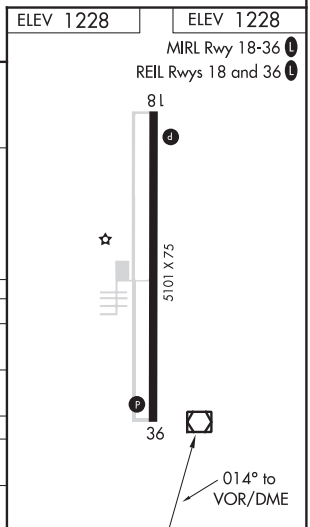
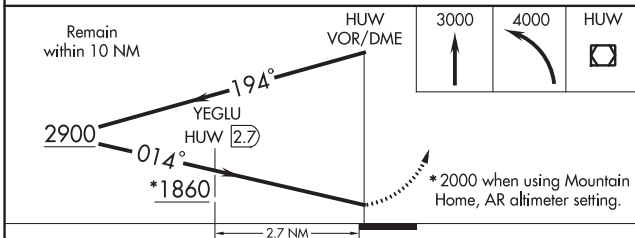
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct HUV VOR/DME and hold.

ASOS 123.825	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 1
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-36	1860-1	632 (700-1)	1860-1¾ 632 (700-1¾)	NA
CIRCLING	1860-1	632 (700-1)	1860-1¾ 632 (700-1¾)	NA
YEGLU FIX MINIMUMS				
S-36	1680-1	452 (500-1)	1680-1¼ 452 (500-1¼)	NA
CIRCLING	1700-1	472 (500-1)	1720-1½ 492 (500-1½)	NA

WAAS CH 78238 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	4149 1232 1232
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RNAV (GPS) RWY 17

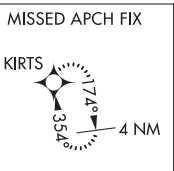
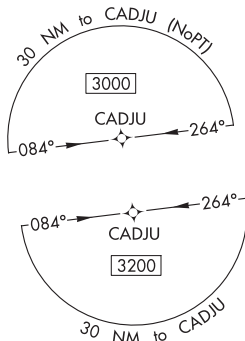
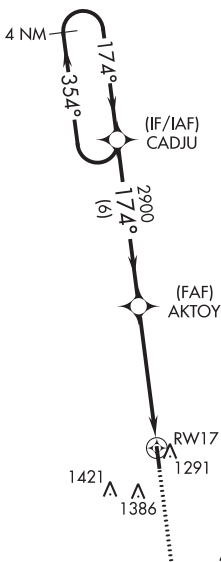
GEORGE L SCOTT MUNI (3Y2)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Decorah altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Obtain local altimeter setting on CTAF; when not received, use Decorah altimeter setting and increase LPV and LNAV/VNAV DA to 1533 all Cats, increase all MDA 60 feet, and LNAV Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 3200 direct KIRTS and hold.

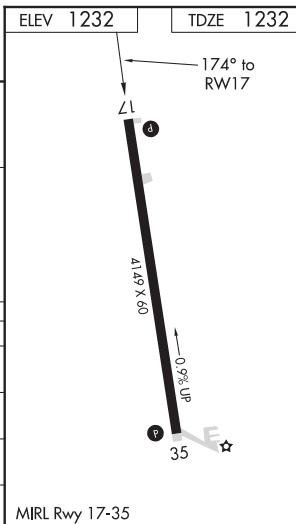
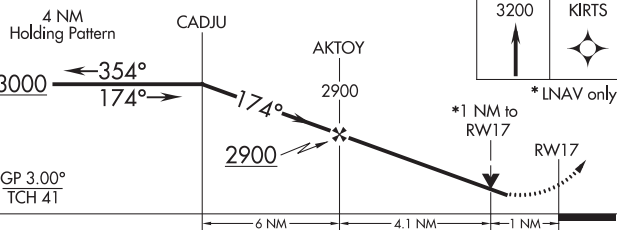
MINNEAPOLIS CENTER
118.85

UNICOM
122.8 (CTAF)



▲ 1726

▲ 1618



CATEGORY	A	B	C	D
LPV DA		1482-1 250 (300-1)		NA
LNAV/VNAV DA		1482-1 250 (300-1)		NA
LNAV MDA		1580-1 348 (400-1)		NA
C CIRCLING	1740-1 508 (600-1)		1740-1 1/2 508 (600-1 1/2)	NA

MIRL Rwy 17-35

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82538 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	4149 1223 1232
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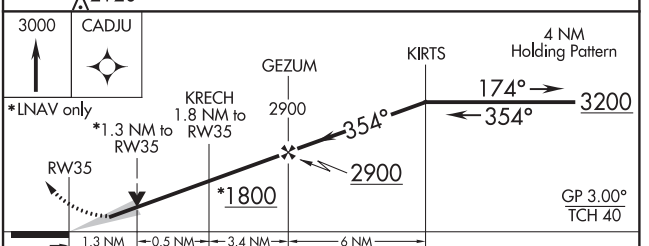
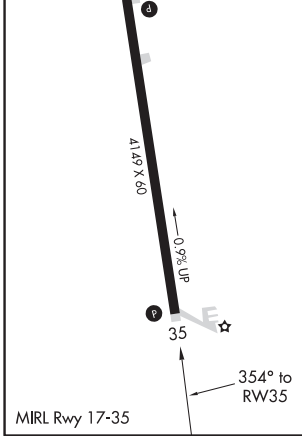
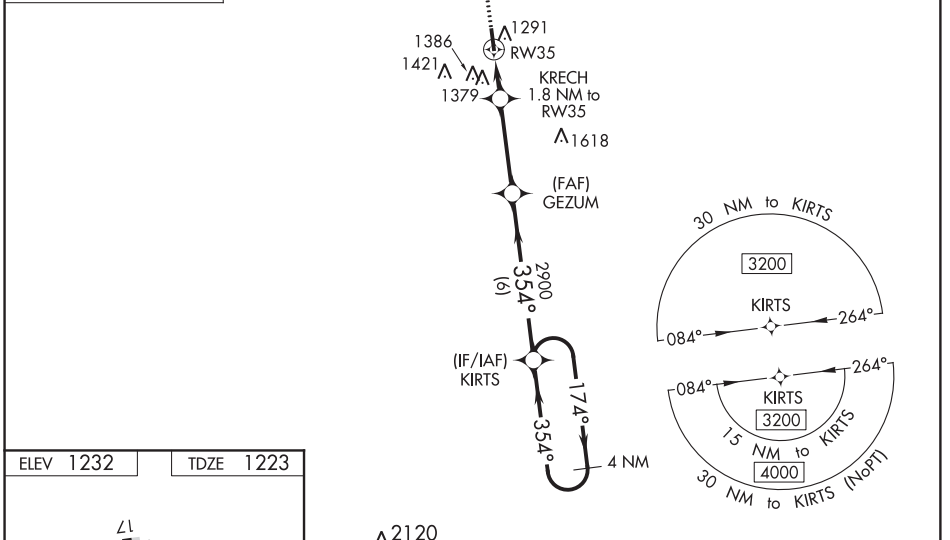
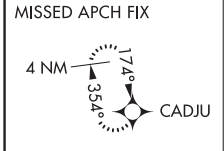
RNAV (GPS) RWY 35

GEORGE L SCOTT MUNI (3Y2)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Decarah altimeter setting. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Decarah altimeter setting and increase LPV DA to 1524 all Cats and all visibilities 1/8 mile, LNAV/VNAV DA to 1773 all Cats and all visibilities 1/8 mile; increase all MDA 60 feet and LNAV Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct CADJU and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1473-1		250 (300-1)	NA
LNAV/VNAV DA	1722-17/8		499 (500-17/8)	NA
LNAV MDA	1640-1	417 (500-1)	1640-1 1/8 417 (500-1 1/8)	NA
C CIRCLING	1740-1	508 (600-1)	1740-1 1/2 508 (600-1 1/2)	NA

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

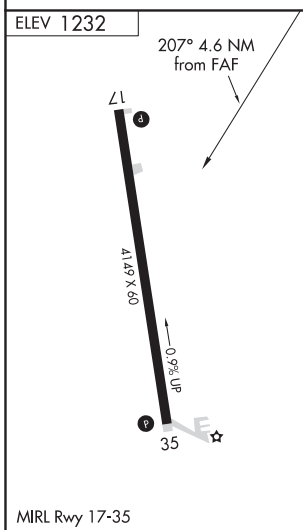
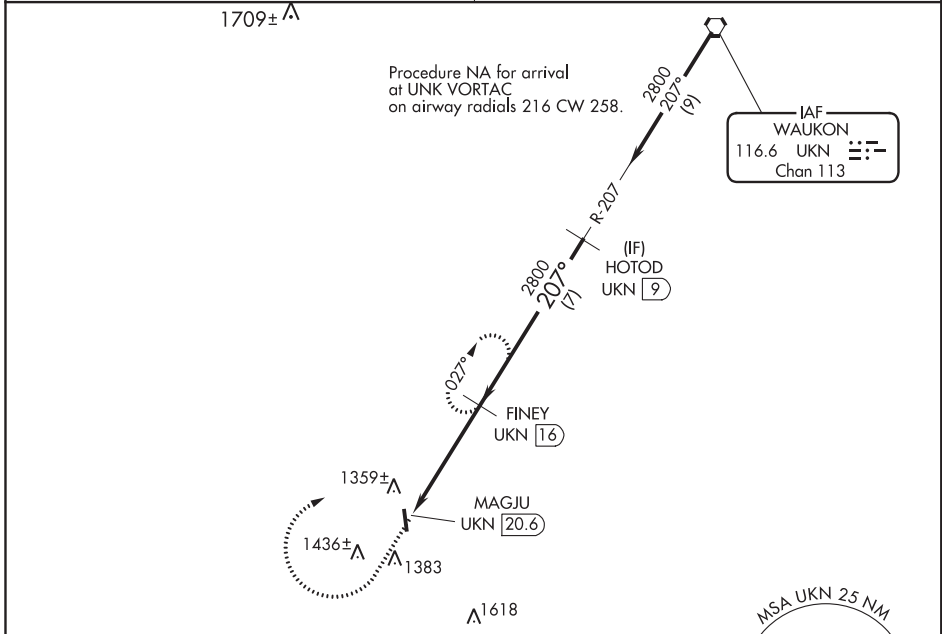
VORTAC UKN 116.6 Chan 113	APP CRS 207°	Rwy Idg TDZE Apt Elev 1232	N/A N/A 1232
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VOR/DME-A
GEORGE L SCOTT MUNI (3Y2)

NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then right turn via heading 060° and UKN R-207 to FINEY/UKN 16 DME and hold.

MINNEAPOLIS CENTER 118.85	UNICOM 122.8 (CTAF)
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2800	hdg 060°	UKN R-207	FINEY UKN 16	
MAGJU UKN 20.6	207°	2800	HOTOD UKN 9	
4.6 NM	7 NM	207°	2800	
CATEGORY	A	B	C	D
CIRCLING	1740-1 508 (600-1)	1740-1¼ 508 (600-1¼)	1740-1½ 508 (600-1½)	NA
Procedure Turn NA				

NC-3, 10 NOV 2016 to 05 JAN 2017

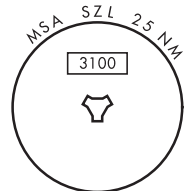
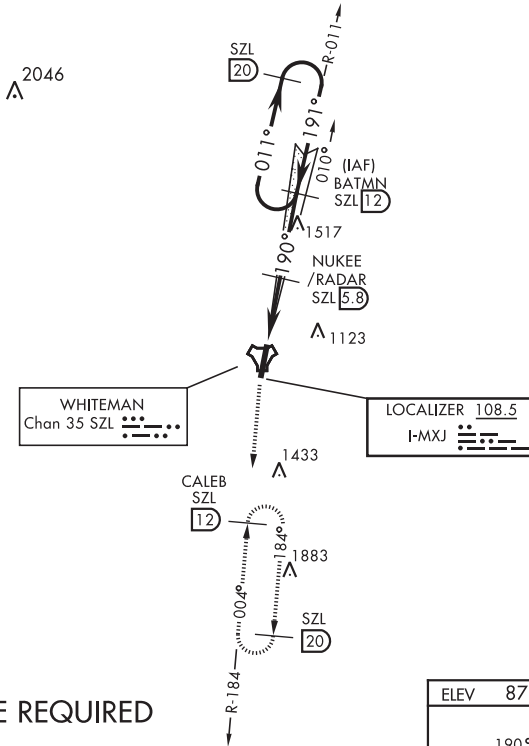
NC-3, 10 NOV 2016 to 05 JAN 2017

KNOB NOSTER, MISSOURI

ILS or LOC Y RWY 19

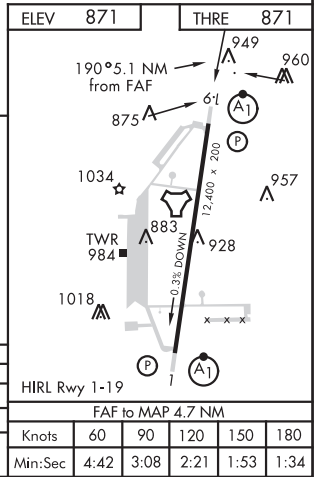
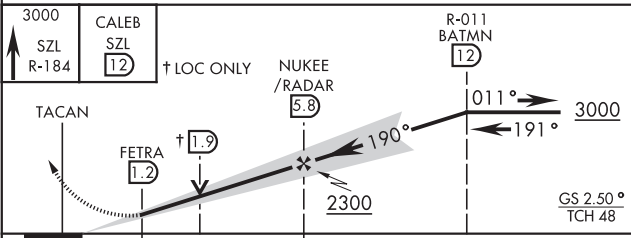
LOC I-MXJ 108.5	APCH CRS 190°	Rwy Idg 12,400 THRE 871 Arprt Elev 871	AL-496 [USAF]	WHITEMAN AFB (KSZL)
▼ *When ALS inop, increase CAT ABCDE RVR to 40 and vis to 3/4 mile. **When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile. ***Circling not authorized W of Rwy 1-19.			ALSF-1 	MISSED APPROACH: Climb to 3000 via SZL TACAN R-184 to CALEB and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 318.8	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 19 *	1071/24		200	(200-1/2)	
S-LOC 19 **	1220/24	349 (400-1/2)	1220/30	349	(400-%)
*** CIRCLING	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1 1/2 469 (500-1 1/2)	1460-2	589 (600-2)

KNOB NOSTER, MISSOURI 38°43'N-93°33'W WHITEMAN AFB (KSZL)

ILS or LOC Y RWY 19

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

KNOB NOSTER, MISSOURI

RNAV (GPS) RWY 1

APCH CRS 010°	Rwy ldg 12,400 THRE 837 Arpt Elev 871
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AL-496 [USAF]

WHITEMAN AFB (KSZL)

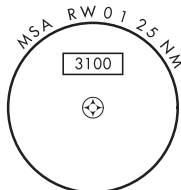
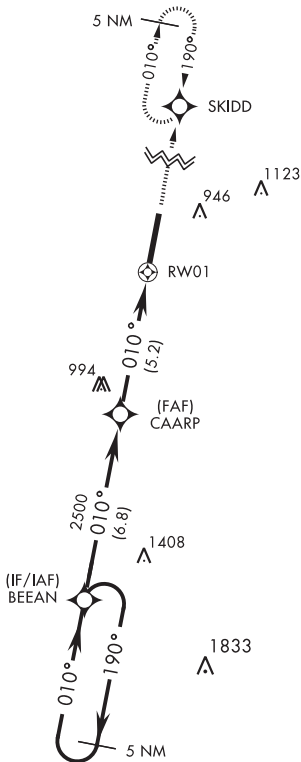
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.



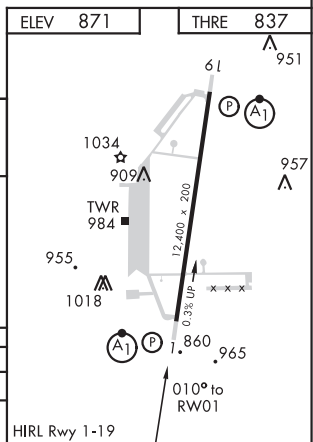
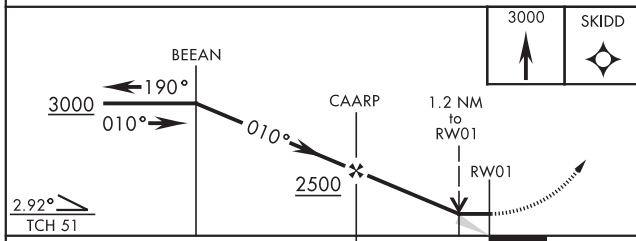
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 318.8	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
LNVA MDA *	1260/24	423 (400-½)	1260/40	423 (400-¾)	
CIRCLING **	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2	589 (600-2)

KNOB NOSTER, MISSOURI

38° 43'N-93° 33'W

WHITEMAN AFB (KSZL)

Amdt 5 20AUG15

RNAV (GPS) RWY 1

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 19

APCH CRS 190°	Rwy Idg 12,400 THRE 871 Arpt Elev 871
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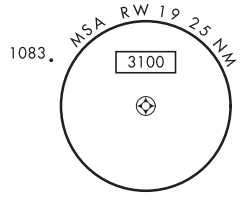
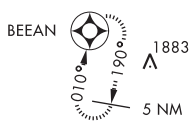
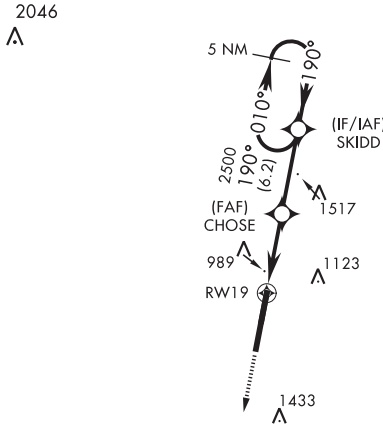
AL-496 [USAF]

WHITEMAN AFB (KSZL)

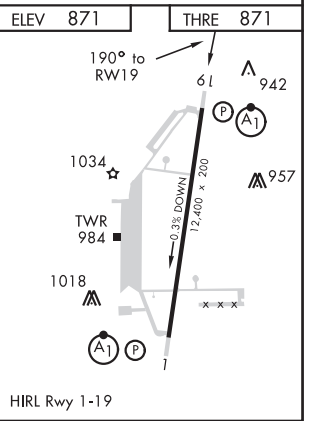
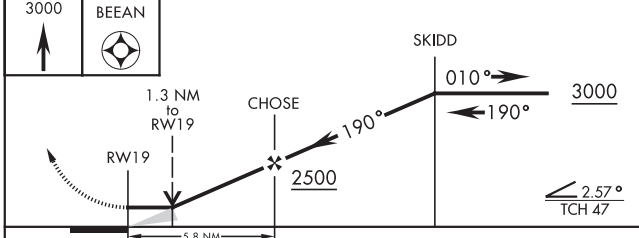
<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized W of Rwy 1-19.</p>	<p>ALSF-1 </p>	<p>MISSED APPROACH: Climb to 3000 direct BEEAN and hold.</p>
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<p>ATIS ★ 118.725 239.025</p>	<p>WHITEMAN APP CON 127.45 284.0</p>	<p>WHITEMAN TOWER 132.4 318.8</p>	<p>GND CON 128.275 275.8</p>	<p>CLNC DEL 121.75 335.8</p>	<p>ASR</p>
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DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700



RNAV (GPS) RWY 19

NC-3, 10 NOV 2016 to 05 JAN 2017

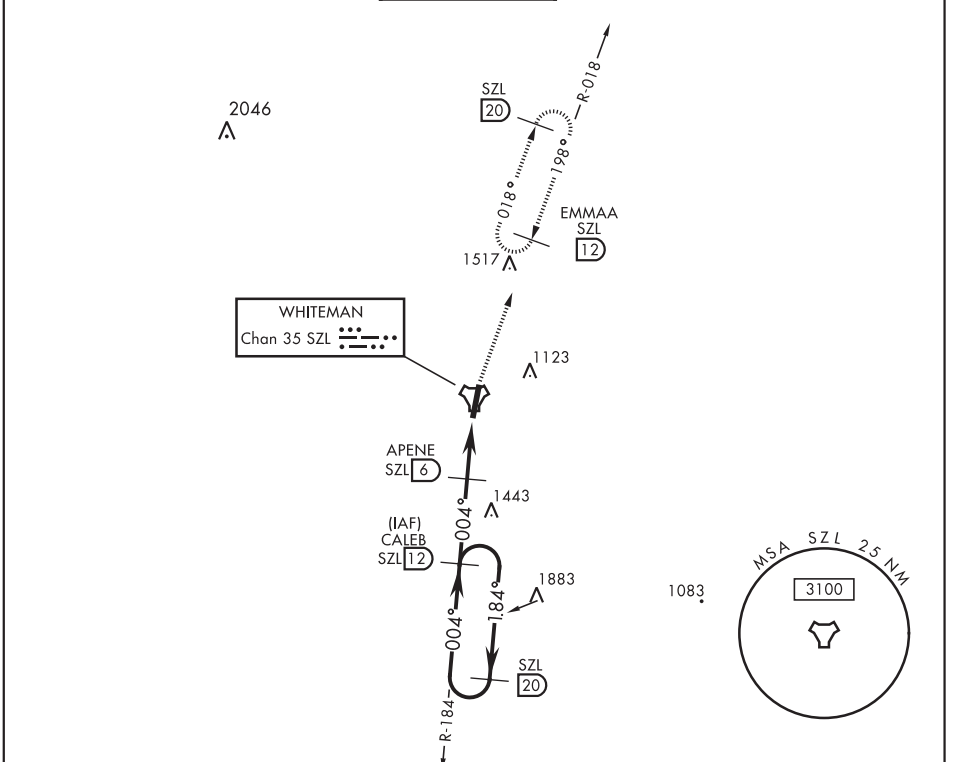
NC-3, 10 NOV 2016 to 05 JAN 2017

KNOB NOSTER, MISSOURI

TACAN Y RWY 1

TACAN SZL Chan 35	APCH CRS 004°	Rwy Idg 12,400 THRE 837 Arprt Elev 871	AL-496 [USAF]	WHITEMAN AFB (KSZL)
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles. ** Circling not authorized W of Rwy 1-19.			ALSF-1 A1	MISSED APPROACH: Climb to 3000 via SZL TACAN R-018 to EMMAA and hold.

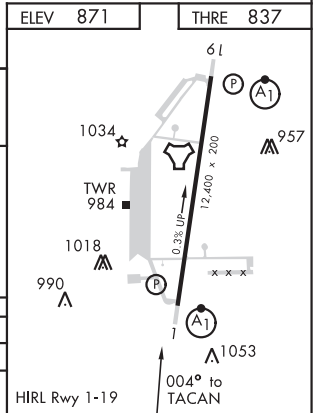
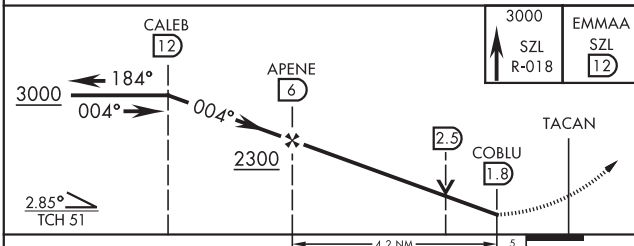
ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 318.8	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-1 *	1260/24	423 (400-1/2)	1260/40 423 (400-3/4)		
** CIRCLING	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1 1/2 469 (500-1 1/2)	1460-2	589 (600-2)

KNOB NOSTER, MISSOURI

38°43'N-93°33'W

WHITEMAN AFB (KSZL)

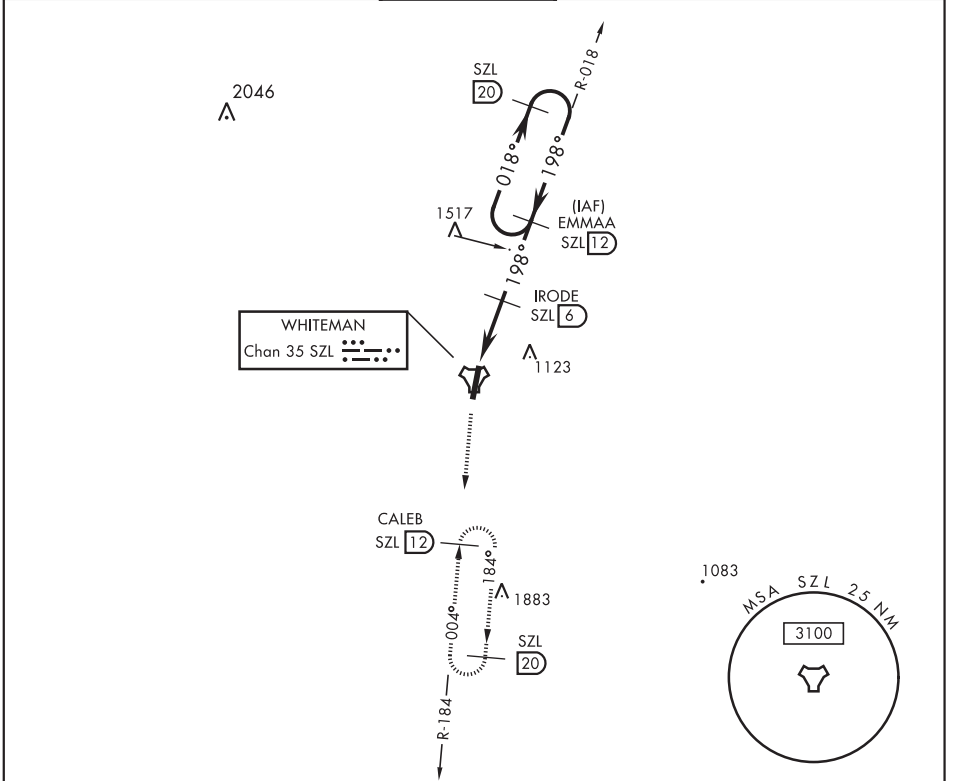
Orig 15OCT15

TACAN Y RWY 1

KNOB NOSTER, MISSOURI

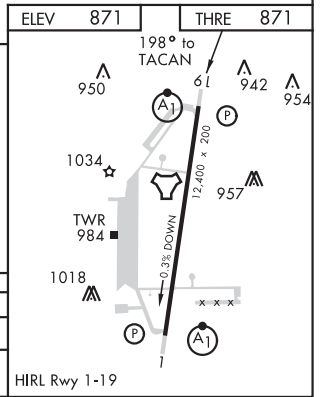
TACAN Y RWY 19

TACAN SZL Chan 35	APCH CRS 198°	Rwy Idg 12,400 THRE 871 Arprt Elev 871	AL-496 [USAF]	WHITEMAN AFB (KSZL)	
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized W of Rwy 1-19.			ALSF-1 A1	MISSED APPROACH: Climb to 3000 via SZL TACAN R-184 to CALEB and hold.	
ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 318.8	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR



EMERG SAFE ALT 100 NM 4700

3000 SZL R-184	CALEB SZL 12	IRODE 6	EMMAA 12		
TACAN SAVBE 1.2		2300	3000		
4.8 NM		2.50° TCH 47			
CATEGORY	A	B	C	D	E
S-19 *	1260/24	389 (400-½)	1260/40	389 (400-¾)	
CIRCLING **	1300-1 429 (500-1)	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1460-2	589 (600-2)



KNOB NOSTER, MISSOURI 38°43'N-93°33'W WHITEMAN AFB (KSZL)

Orig 15OCT15

TACAN Y RWY 19

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-496 [USAF]

WHITEMAN AFB (KSZL)

KNOB NOSTER, MISSOURI

ATIS ★
 118.725 239.025
 WHITEMAN TOWER
 132.4 318.8
 GND CON
 128.275 275.8
 CLNC DEL
 121.75 335.8

MAY 2016
 ANNUAL RATE OF CHANGE
 0.1° W



38°45'N

500 x 280

1000 x 200

FIELD
 ELEV
 871

ELEV 870

TAXILANE H
TAXILANE J

61

189.9°

0.3% DOWN

★ 1034

TAXILANE F

38°44'N

FIRE DEPT
 BASE OPS
 CONTROL TOWER
 984

ELEV 835

DV RED CARPET

B-2 IMAGING CIRCLE

TAXILANE E

12,400 x 200

ANG HANGAR

COMPASS ROSE

HOT CARGO PAD

38°43'N

009.9°

ELEV 837

Rwy 1-19
PCN 58 R/B/W/T

300 x 280

1000 x 200

93°34'W

93°33'W

93°32'W

AIRPORT DIAGRAM

KNOB NOSTER, MISSOURI

WHITEMAN AFB (KSZL)

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 141°	Rwy Idg 2827
	TDZE 1116
	Apt Elev 1116

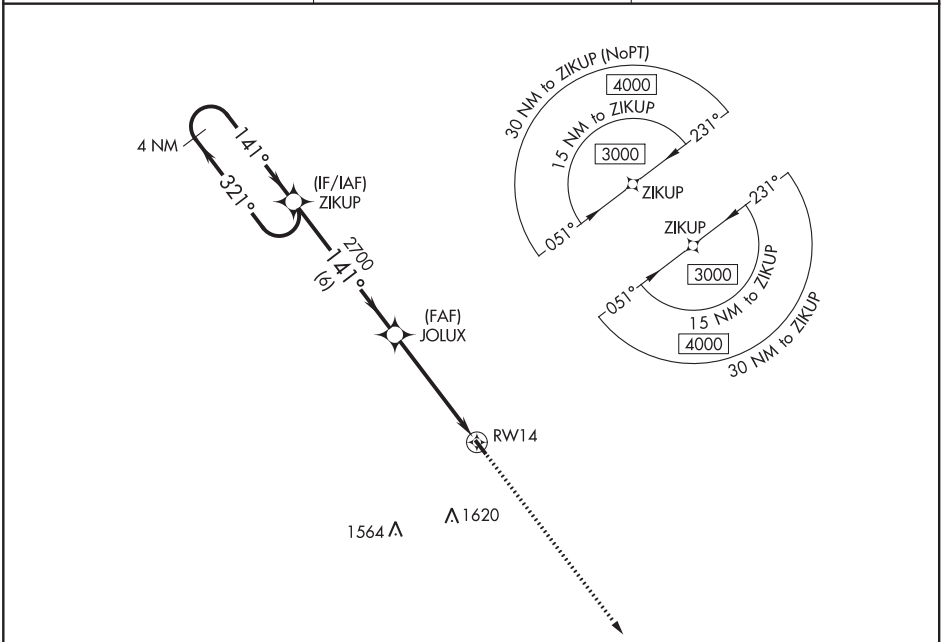
RNAV (GPS) RWY 14

WINTERSET MUNI (3Y3)

▽ Use Osceola altimeter setting; when not received, use Des Moines altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night.
△ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct JUNUG and hold.

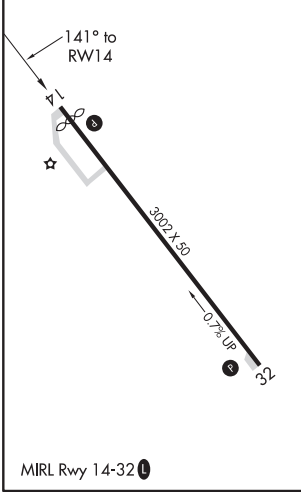
OSCEOLA AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.7 (CTAF) 0
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NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1116	TDZE 1116
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WINTERSET, IOWA
Amdt 1 08JAN15

41°22'N-94°01'W

RNAV (GPS) RWY 14

△1695

4 NM Holding Pattern ZIKUP (VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 32). 3000 JUNUG

3000 ← 321° 141° → JOLUX 2700 RWY 14

6 NM 4.9 NM

CATEGORY	A	B	C	D
LNVA MDA	1640-1 524 (600-1)	1640-7/8 524 (600-7/8)		NA
C CIRCLING	1640-1 524 (600-1)	1700-1 584 (600-1)		NA

APP CRS 321°	Rwy Idg 3002
	TDZE 1116
	Apt Elev 1116

RNAV (GPS) RWY 32

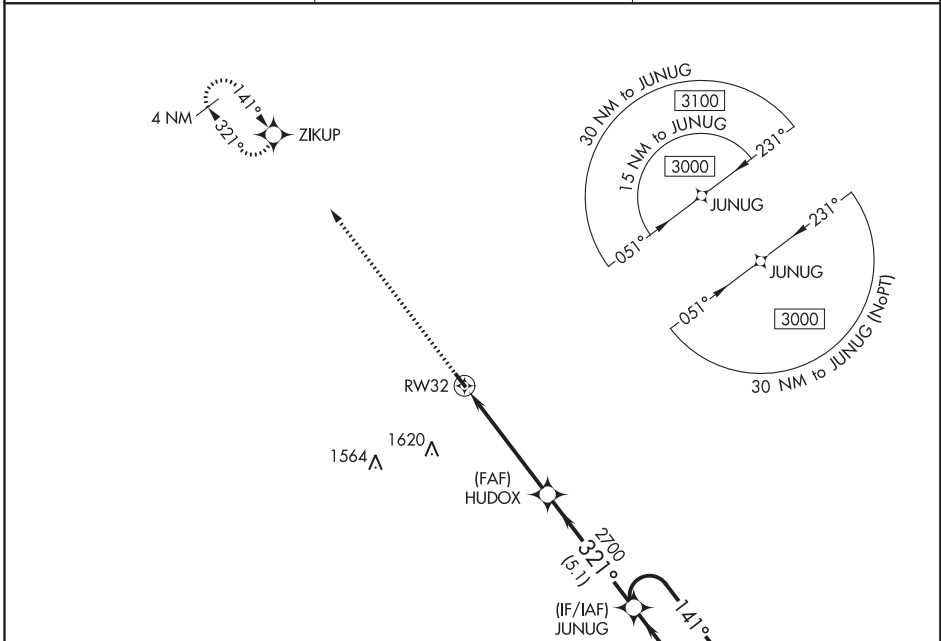
WINTERSET MUNI (3Y3)

▽ Use Osceola altimeter setting; when not received, use Des Moines altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

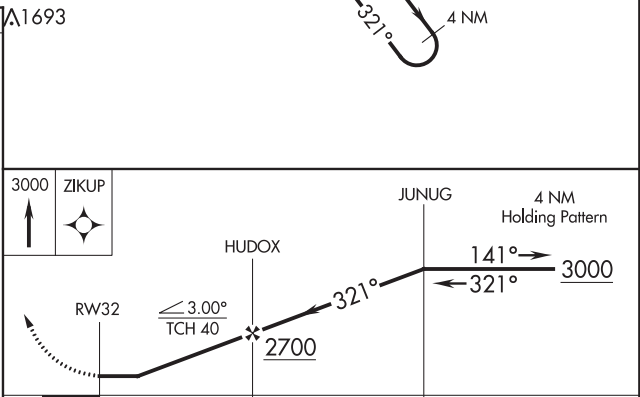
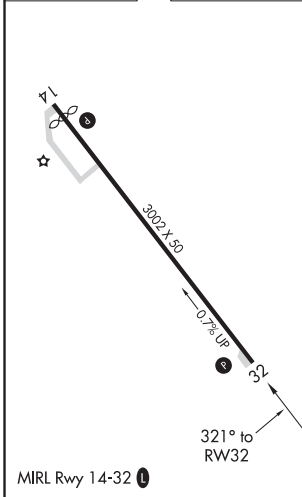
△ NA

MISSED APPROACH: Climb to 3000 direct ZIKUP and hold.

OSCEOLA AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.7 (CTAF) 0
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ELEV 1116	TDZE 1116	△ 1693
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CATEGORY	A	B	C	D
LNNAV MDA	1660-1	544 (600-1)	NA	
C CIRCLING	1660-1 544 (600-1)	1700-1 584 (600-1)	NA	

VORTAC DSM 117.5 Chan 122	APP CRS 069°	Rwy Idg TDZE Apt Elev	N/A N/A 1116
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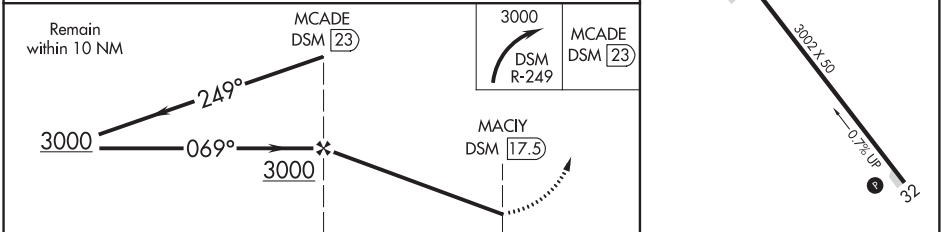
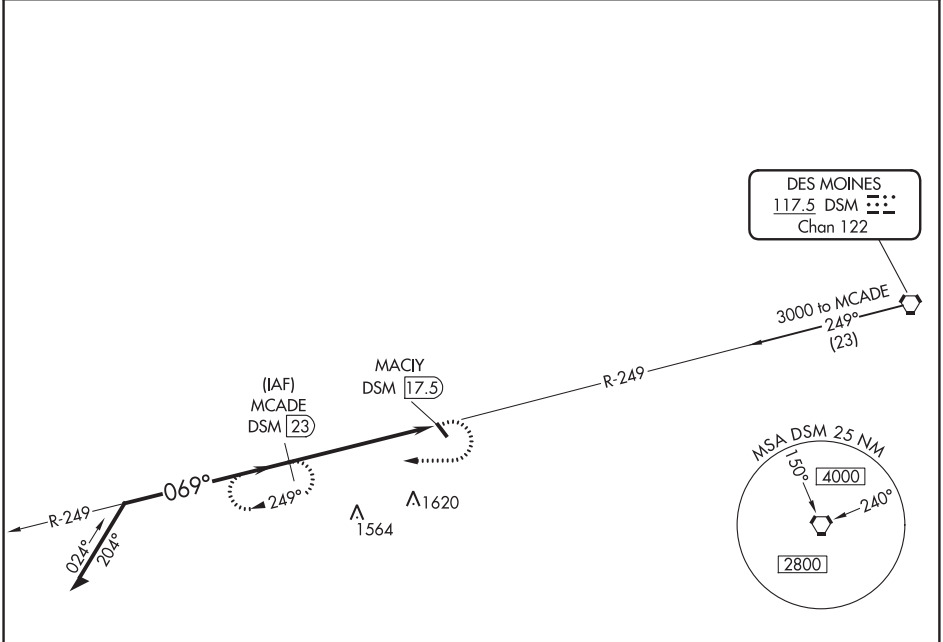
VOR/DME-A

WINTERSET MUNI (3Y3)

▼ Use Osceola altimeter setting; when not received, use Des Moines altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climbing right turn to 3000 on DSM VORTAC R-249 to MCADE/23 DME and hold.

OSCEOLA AWOS-3 120.975	DES MOINES APP CON 135.2 360.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1740-1	624 (700-1)		NA

MIRL Rwy 14-32

NC-3, 10 NOV 2016 to 05 JAN 2017

NC-3, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY

LEFT

BLANK

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

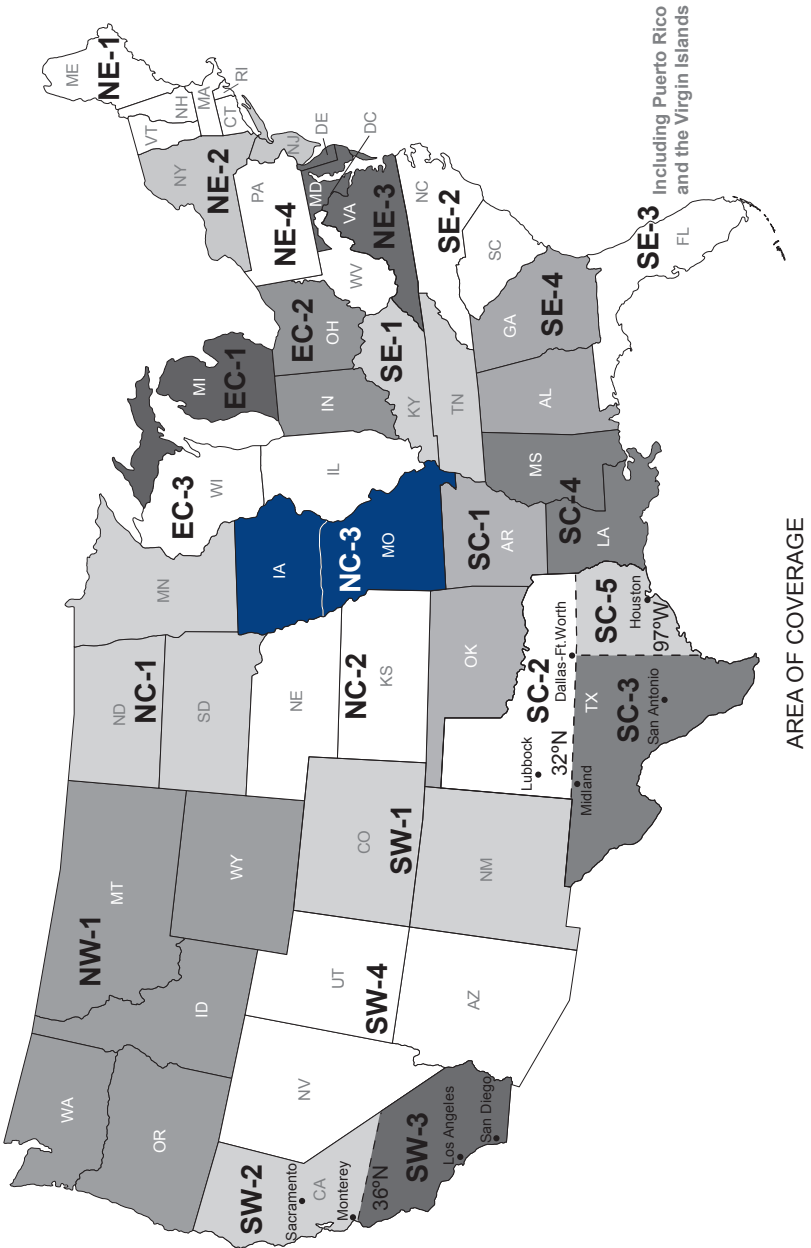
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPNC3



NSN 7641015059581

NGA REF. NO. OK-10-2859 TERMXFAABTTPPNC3



EFF. DATE 16315