

SC-1

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 1 of 5

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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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

FAA, Aeronautical Information Services
Customer Operations Team
1305 East-West Highway
SSMC 4, Suite 4400
Silver Spring, MD 20910-3281
Telephone 1-800-638-8972
Email 9-AMC-Aerochart@faa.gov

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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

INOP COMPONENTS

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.

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

Labels: DA, Visibility (RVR 100's of feet), Aircraft Approach Category, HAT/HATH, D, MDA, HAA, Visibility in Statute Miles.

Annotations: Straight-in ILS to Runway 27, Straight-in with Glide Slope Inoperative or not used to Runway 27, All weather minimums in parentheses not applicable to Civil Pilots, Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

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

Labels: 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	7/8
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 1/2	463	(500-1 1/2)
	28		AB	600-1 1/4	503	(600-1 1/4)	CDE	600-1 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.

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

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

⚠ Takeoff Minima 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 .

<u>KEY MIKE</u>	<u>FUNCTION</u>
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)

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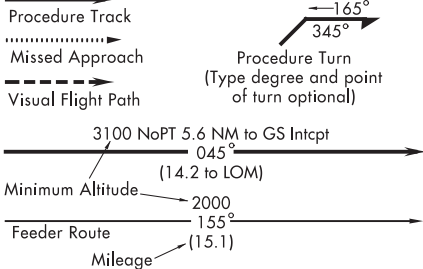
GENERAL INFO

LEGEND

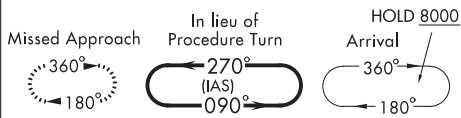
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

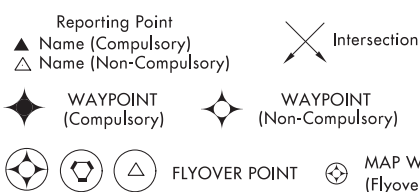


HOLDING PATTERNS



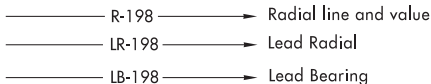
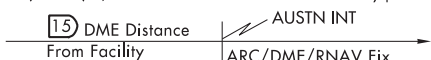
Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from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

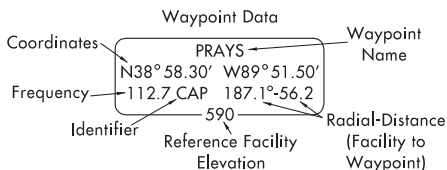
Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

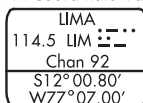
LOC/DME

LOC/LDA/SDF Transmitter

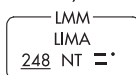
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



LEGEND

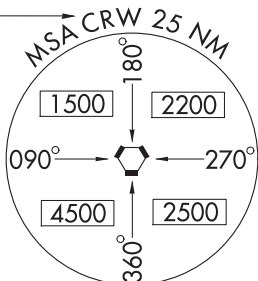
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

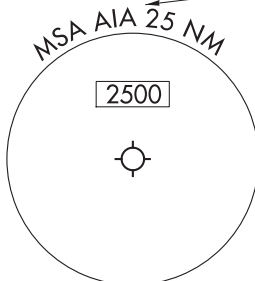
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

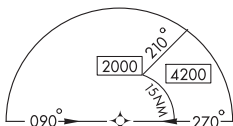


Airport Identifier

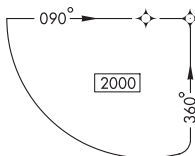


(arrows on distance circle identify sectors)

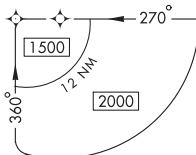
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

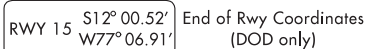


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

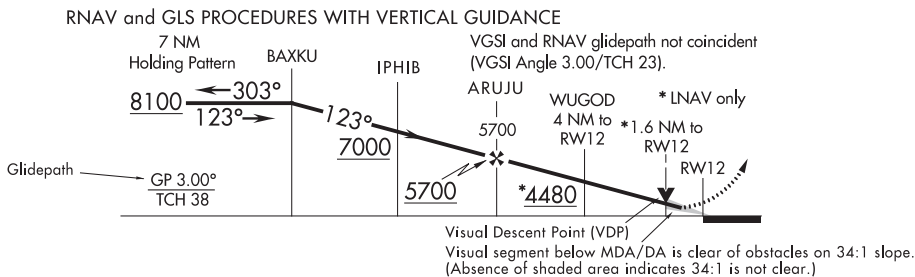
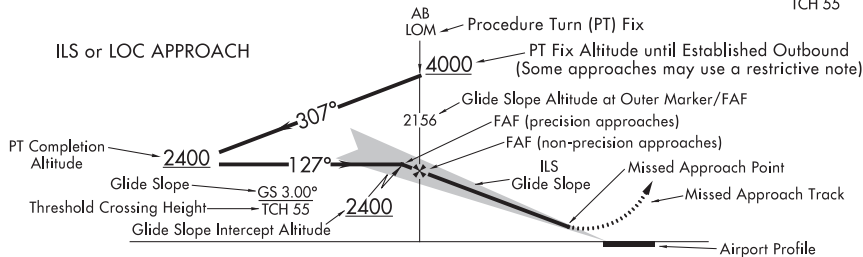
PROFILE VIEW

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

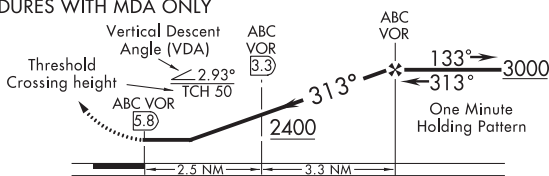
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$.
TCH 55

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

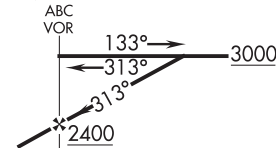
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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

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

LEGEND

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

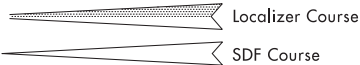
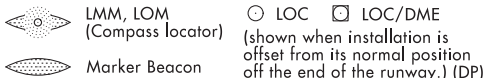
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

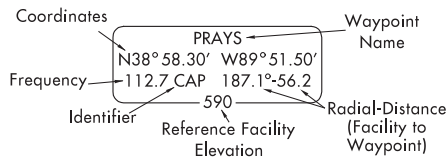
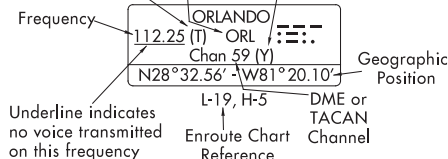
Compulsory:



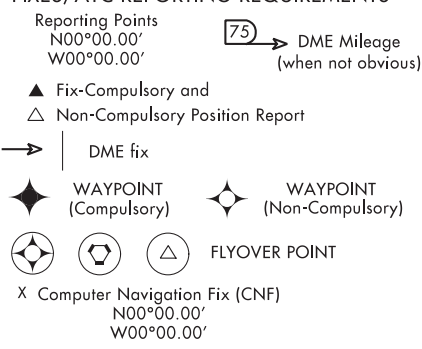
Non-Compulsory:



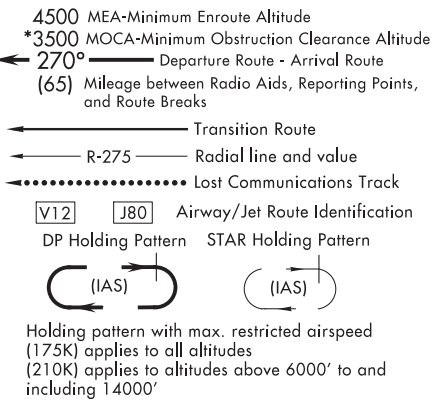
(T) indicates frequency protection range (STAR) Identifier (Y) TACAN must be placed in "Y" mode to receive distance information



FIXES/ATC REPORTING REQUIREMENTS



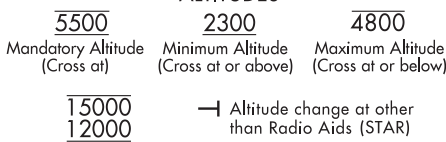
ROUTES



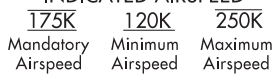
SPECIAL USE AIRSPACE



ALTITUDES



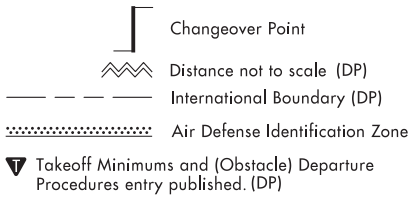
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



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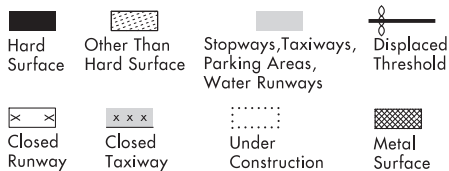
LEGEND

LEGEND

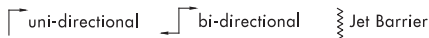
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

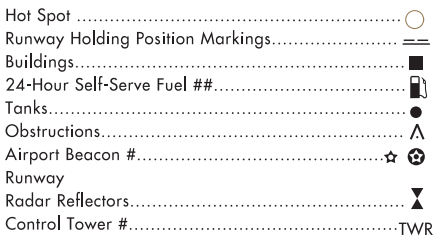


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM  (EMAS)


REFERENCE FEATURES



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

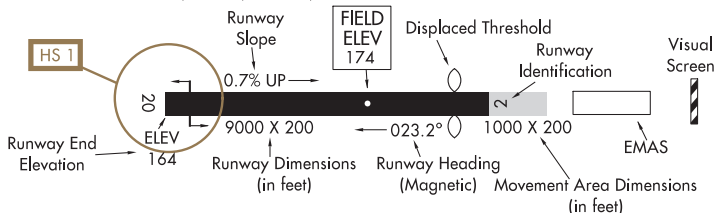
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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)

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LEGEND

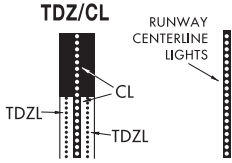
15344
LEGEND

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., (A3), (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)

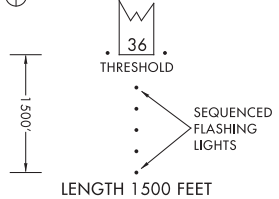
SALS/SALSF
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(V)

ODALS

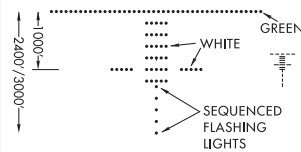


SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

SSALR



(High Intensity)
LENGTH 2400/3000 FEET

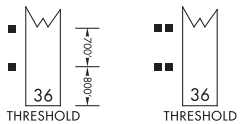
VISUAL APPROACH SLOPE INDICATOR

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

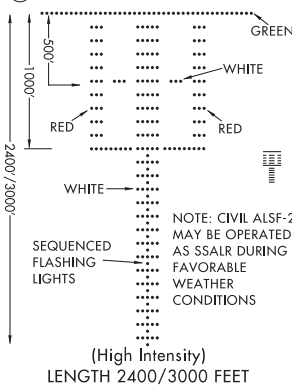
VASI 4



APPROACH LIGHTING SYSTEM

(A)

ALSF-2

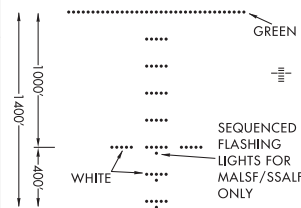


(High Intensity)
LENGTH 2400/3000 FEET

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

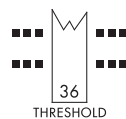
MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS

(A4)



LENGTH 1400 FEET

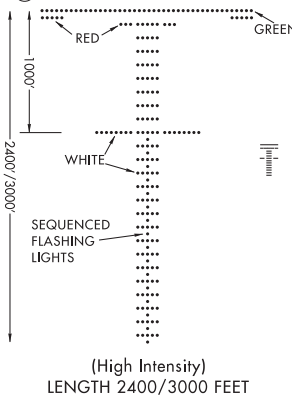
VASI 12



APPROACH LIGHTING SYSTEM

(A1)

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

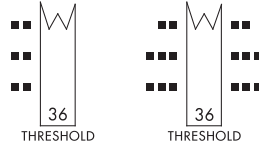
VISUAL APPROACH SLOPE INDICATOR

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



LEGEND

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04330
LEGEND

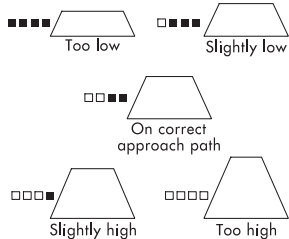
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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**

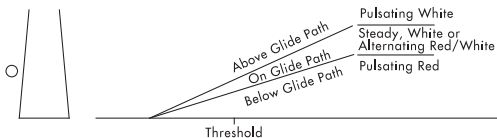
PAPI



Legend: □ White ■ Red

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

PVASI



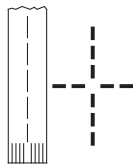
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

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

"T"-VASI

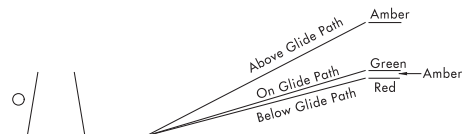


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

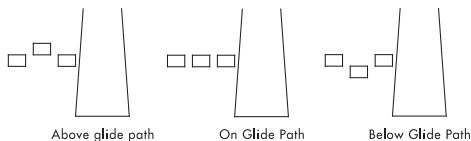
TRCV



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.

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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		

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FREQ PAIRING

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ADA, OK			ARDMORE, OK		
ADA MUNI(ADH)			ARDMORE DOWNTOWN EXECUTIVE(1F0)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	1	IAPS	RNAV (GPS) RWY 17	32
	RNAV (GPS) RWY 35	2		RNAV (GPS) RWY 35	33
	VOR/DME RWY 17	3	ARDMORE MUNI(ADM)		
ALMYRA, AR			TAKEOFF MINIMUMS		
ALMYRA MUNI(M73)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC RWY 31	34
IAPS	RNAV (GPS) RWY 36	4		RNAV (GPS) RWY 13	35
ALTUS, OK			RNAV (GPS) RWY 31		
ALTUS/QUARTZ MOUNTAIN RGNL(AXS)			VOR-B		
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		
ALTERNATE MINIMUMS		M	ARKADELPHIA, AR		
IAPS	RNAV (GPS) RWY 17	5	DEXTER B FLORENCE MEMORIAL FIELD(ADF)		
	RNAV (GPS) RWY 35	6	TAKEOFF MINIMUMS		
	VOR-A	7	IAPS	RNAV (GPS) RWY 04	39
ALTUS AFB(KLTS)				RNAV (GPS) RWY 22	40
ALTUS, OK			ARKANSAS INTL		
TAKEOFF MINIMUMS		L	---SEE BLYTHEVILLE, AR		
IAPS	ILS OR LOC RWY 17L	8	ASH FLAT, AR		
	ILS OR LOC RWY 17R	9	SHARP COUNTY RGNL(CVK)		
	ILS OR LOC RWY 35L	10	TAKEOFF MINIMUMS		
	ILS OR LOC RWY 35R	11	IAPS	RNAV (GPS) RWY 04	41
	RNAV (GPS) RWY 17L	12		RNAV (GPS) RWY 22	42
	RNAV (GPS) RWY 17R	13	BARTLESVILLE, OK		
	RNAV (GPS) RWY 35L	14	BARTLESVILLE MUNI(BVO)		
	RNAV (GPS) RWY 35R	15	TAKEOFF MINIMUMS		
	RNAV (GPS)-A	16	ALTERNATE MINIMUMS		
	RNAV (GPS)-B	17	IAPS	RNAV (GPS) RWY 17	43
	VOR OR TACAN RWY 17L	18		RNAV (GPS) RWY 35	44
	VOR OR TACAN RWY 17R	19		LOC RWY 17	45
	VOR OR TACAN RWY 35L	20		VOR/DME RWY 35	46
	VOR OR TACAN RWY 35R	21	BATESVILLE, AR		
	VOR OR TACAN-C	22	BATESVILLE RGNL(BVX)		
	VOR OR TACAN-D	23	TAKEOFF MINIMUMS		
AIRPORT DIAGRAM		24	ALTERNATE MINIMUMS		
DPS	HOBART SIX	25	IAPS	RNAV (GPS) RWY 08	47
	ODILL NINE	26		RNAV (GPS) RWY 26	48
	OKKIE ONE (RNAV)	27		LOC RWY 08	49
	ROCKN ONE (RNAV)	28	BAXTER COUNTY		
ALTUS/QUARTZ MOUNTAIN RGNL			---SEE MOUNTAIN HOME, AR		
---SEE ALTUS, OK			BENTON, AR		
ALVA, OK			SALINE COUNTY RGNL(SUZ)		
ALVA RGNL(AVK)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC/DME RWY 02	50
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 02	51
IAPS	RNAV (GPS) RWY 18	29		RNAV (GPS) RWY 20	52
	RNAV (GPS) RWY 36	30	ANTLERS, OK		
ANTLERS, OK			ANTLERS MUNI(80F)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
IAPS	RNAV (GPS) RWY 35	31	ALTERNATE MINIMUMS		

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BENTONVILLE, AR			BRISTOW, OK		
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)			JONES MEMORIAL(3F7)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	69
IAPS	RNAV (GPS) RWY 18	53		RNAV (GPS) RWY 36	70
	RNAV (GPS) RWY 36	54	BUFFALO, OK		
	VOR-A	55	BUFFALO MUNI(BFK)		
DPS	BENTON FOUR	56	TAKEOFF MINIMUMS		L
BERRYVILLE, AR			IAPS	RNAV (GPS) RWY 17	71
CARROLL COUNTY(4M1)				NDB-A	72
TAKEOFF MINIMUMS		L	CAMDEN, AR		
IAPS	RNAV (GPS) RWY 07	57	HARRELL FIELD(CDH)		
	RNAV (GPS) RWY 25	58	TAKEOFF MINIMUMS		L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD			ALTERNATE MINIMUMS		M
---SEE LITTLE ROCK, AR			IAPS	RNAV (GPS) RWY 01	73
BILLY FREE MUNI				RNAV (GPS) RWY 19	74
---SEE DUMAS, AR				VOR/DME RWY 01	75
BLACKWELL, OK			CANTRELL FIELD		
BLACKWELL-TONKAWA MUNI(BKN)			---SEE CONWAY, AR		
TAKEOFF MINIMUMS		L	CARLISLE, AR		
ALTERNATE MINIMUMS		M	CARLISLE MUNI(4M3)		
IAPS	RNAV (GPS) RWY 17	59	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 35	60	IAPS	RNAV (GPS) RWY 09	76
	VOR-A	61		RNAV (GPS) RWY 27	77
BLYTHEVILLE, AR				VOR/DME RWY 09	78
ARKANSAS INTL(BYH)			CARROLL COUNTY		
TAKEOFF MINIMUMS		L	---SEE BERRYVILLE, AR		
IAPS	ILS OR LOC/DME RWY 18	62	CHANDLER, OK		
	RNAV (GPS) RWY 18	63	CHANDLER RGNL(CQB)		
	RNAV (GPS) RWY 36	64	TAKEOFF MINIMUMS		L
BLYTHEVILLE MUNI(HKA)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 17	79
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 35	80
IAPS	RNAV (GPS) RWY 18	65		NDB RWY 35	81
	RNAV (GPS) RWY 36	66	CHICKASHA, OK		
BOISE CITY, OK			CHICKASHA MUNI(CHK)		
BOISE CITY(17K)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04	67	STARS	GULLI ONE	27
BOONE COUNTY			IAPS	RNAV (GPS) RWY 18	82
---SEE HARRISON, AR				RNAV (GPS) RWY 36	83
BRINKLEY, AR				VOR/DME-A	84
FRANK FEDERER MEMORIAL(M36)			CLAREMORE, OK		
TAKEOFF MINIMUMS		L	CLAREMORE RGNL(GCM)		
IAPS	RNAV (GPS) RWY 20	68	TAKEOFF MINIMUMS		L
INDEX			ALTERNATE MINIMUMS		M
16315			IAPS	RNAV (GPS) RWY 17	85
				RNAV (GPS) RWY 35	86
				VOR/DME-B	87
			CLARENCE E. PAGE MUNI		
			---SEE OKLAHOMA CITY, OK		

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CLARKSVILLE, AR			CUSHING, OK		
CLARKSVILLE MUNI(H35)			CUSHING MUNI(CUH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	88	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 27	89	IAPS	RNAV (GPS) RWY 36	110
CLINTON, AR			DANVILLE, AR		
CLINTON MUNI(CCA)			DANVILLE MUNI(32A)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 31	90	IAPS	RNAV (GPS) RWY 11	111
HOLLEY MOUNTAIN AIRPARK(2A2)				RNAV (GPS) RWY 29	112
TAKEOFF MINIMUMS		L	DAVID JAY PERRY		
IAPS	RNAV (GPS) RWY 05	91	---SEE GOLDSBY, OK		
	RNAV (GPS) RWY 23	92	DAVIS FIELD		
CLINTON, OK			---SEE MUSKOGEE, OK		
CLINTON RGNL(CLK)			DE QUEEN, AR		
TAKEOFF MINIMUMS		L	J. LYNN HELMS SEVIER COUNTY(DEQ)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 17	93	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 35	94	IAPS	RNAV (GPS) RWY 08	113
	VOR/DME-A	95	DECATUR, AR		
CLINTON-SHERMAN(CSM)			CRYSTAL LAKE(5M5)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 13	114
IAPS	ILS OR LOC RWY 17R	96		VOR/DME RWY 13	115
	RNAV (GPS) RWY 17R	97	DELTA RGNL AIRPORT		
	RNAV (GPS) RWY 35L	98	---SEE COLT, AR		
	VOR RWY 35L	99	DEXTER B FLORENCE MEMORIAL FIELD		
AIRPORT DIAGRAM		100	---SEE ARKADELPHIA, AR		
COLT, AR			DRAKE FIELD		
DELTA RGNL AIRPORT(DRP)			---SEE FAYETTEVILLE, AR		
TAKEOFF MINIMUMS		L	DUMAS, AR		
IAPS	RNAV (GPS) RWY 18	101	BILLY FREE MUNI(0M0)		
	RNAV (GPS) RWY 36	102	TAKEOFF MINIMUMS		L
CONWAY, AR			IAPS	RNAV (GPS) RWY 36	116
CANTRELL FIELD(CXW)				VOR/DME RWY 36	117
TAKEOFF MINIMUMS		L	DUNCAN, OK		
IAPS	RNAV (GPS) RWY 04	103	HALLIBURTON FIELD(DUC)		
	RNAV (GPS) RWY 22	104	TAKEOFF MINIMUMS		L
CORNING, AR			ALTERNATE MINIMUMS		M
CORNING MUNI(4M9)			IAPS	RNAV (GPS) RWY 17	118
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 35	119
IAPS	RNAV (GPS) RWY 18	105		LOC RWY 35	120
	RNAV (GPS) RWY 36	106		VOR RWY 35	121
	VOR/DME-A	107	CROSSETT, AR		
CROSSETT, AR			Z M JACK STELL FIELD(CRT)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 23	108	IAPS	RNAV (GPS) RWY 23	108
	VOR/DME-A	109		VOR/DME-A	109
CRYSTAL LAKE			---SEE DECATUR, AR		

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DURANT, OK			FAYETTEVILLE, AR		
DURANT RGNL - EAKER FIELD(DUA)			DRAKE FIELD(FYV)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 17	122	RADAR MINIMUMS		N
	RNAV (GPS) RWY 35	123	IAPS	RNAV (GPS) RWY 16	141
	VOR/DME RWY 35	124		RNAV (GPS) RWY 34	142
				LOC-C	143
				LDA/DME RWY 34	144
				VOR/DME-B	145
			AIRPORT DIAGRAM		146
			DPS	RAZORBACK ONE	147
EL DORADO, AR			FAYETTEVILLE/SPRINGDALE/ROGERS, AR		
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)			NORTHWEST ARKANSAS RGNL(XNA)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	ILS OR LOC RWY 22	125	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 04	126	IAPS	ILS OR LOC RWY 16	148
	RNAV (GPS) RWY 22	127		ILS OR LOC/DME RWY 34	149
	VOR/DME RWY 04	128		ILS OR LOC/DME RWY 35	150
				RNAV (GPS) RWY 16	151
				RNAV (GPS) RWY 17	152
				RNAV (GPS) RWY 34	153
				RNAV (GPS) RWY 35	154
			AIRPORT DIAGRAM		155
			DPS	HIGHFILL FIVE	156
EL RENO, OK			FLIPPIN, AR		
EL RENO RGNL(RQO)			MARION COUNTY RGNL(FLP)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
STARS	GULLI ONE	Z7	IAPS	RNAV (GPS) RWY 04	157
IAPS	RNAV (GPS) RWY 17	129		RNAV (GPS) RWY 22	158
	RNAV (GPS) RWY 35	130		VOR-A	159
	VOR/DME RWY 35	131			
			FORT SILL, OK		
			---SEE HENRY POST AAF		
ELK CITY, OK			FORT SMITH, AR		
ELK CITY RGNL BUSINESS(ELK)			FORT SMITH RGNL(FSM)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 17	132	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 35	133	RADAR MINIMUMS		N
			IAPS	ILS OR LOC RWY 07	160
				ILS OR LOC RWY 25	161
				RNAV (GPS) RWY 01	162
				RNAV (GPS) RWY 07	163
				RNAV (GPS) RWY 25	164
				VOR/DME OR TACAN RWY 07	165
				VOR OR TACAN RWY 25	166
				NDB RWY 25	167
			AIRPORT DIAGRAM		168
ENID, OK			FRANK FEDERER MEMORIAL		
---SEE VANCE AFB			---SEE BRINKLEY, AR		
FAIRVIEW, OK			FREDERICK, OK		
FAIRVIEW MUN(6K4)			FREDERICK RGNL(FDR)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 17	140	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 35	169

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GOLDSBY, OK			HELENA/WEST HELENA, AR		
DAVID JAY PERRY(1K4)			THOMPSON-ROBBINS(HEE)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS	GULLI ONE	27	IAPS	RNAV (GPS) RWY 17	186
IAPS	RNAV (GPS) RWY 31	170		RNAV (GPS) RWY 35	187
	VOR/DME RWY 31	171		VOR RWY 35	188
GRIDER FIELD			HENRY POST AAF(KFSI)		
---SEE PINE BLUFF, AR			FORT SILL, OK		
GROVE, OK			TAKEOFF MINIMUMS		
GROVE MUNI(GMJ)			RADAR MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 17	189
IAPS	RNAV (GPS) RWY 18	172		RNAV (GPS) RWY 35	190
	RNAV (GPS) RWY 36	173		VOR/DME RWY 17	191
	VOR/DME-A	174		VOR RWY 35	192
GUTHRIE, OK			NDB RWY 17		
GUTHRIE-EDMOND RGNL(GOK)			NDB-A		
TAKEOFF MINIMUMS		L	DPS	FOYER TWO	195
ALTERNATE MINIMUMS		M		NEADS ONE	196
STARS	GULLI ONE	27		NOOGA TWO	197
IAPS	RNAV (GPS) RWY 16	175	HENRYETTA, OK		
	RNAV (GPS) RWY 34	176	HENRYETTA MUNI(F10)		
GUYMON, OK			TAKEOFF MINIMUMS		
GUYMON MUNI(GUY)			IAPS		
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 36	198
ALTERNATE MINIMUMS		M		NDB RWY 36	199
IAPS	RNAV (GPS) RWY 18	177	HINTON, OK		
	RNAV (GPS) RWY 36	178	HINTON MUNI(208)		
	NDB RWY 18	179	TAKEOFF MINIMUMS		
HALLIBURTON FIELD			IAPS		
---SEE DUNCAN, OK				RNAV (GPS) RWY 17	200
HARRELL FIELD				RNAV (GPS) RWY 35	201
---SEE CAMDEN, AR			HOBART, OK		
HARRISON, AR			HOBART RGNL(HBR)		
BOONE COUNTY(HRO)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 17	202
IAPS	ILS RWY 36	180		RNAV (GPS) RWY 35	203
	RNAV (GPS) RWY 18	181		VOR RWY 35	204
	RNAV (GPS) RWY 36	182	HOLDENVILLE, OK		
	NDB RWY 18	183	HOLDENVILLE MUNI(F99)		
HEBER SPRINGS, AR			TAKEOFF MINIMUMS		
HEBER SPRINGS MUNI(HBZ)			IAPS		
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 17	205
IAPS	RNAV (GPS) RWY 05	184		RNAV (GPS) RWY 35	206
	RNAV (GPS) RWY 23	185		NDB RWY 17	207
HEFNER-EASLEY			HOLLEY MOUNTAIN AIRPARK		
---SEE H68, OK			---SEE CLINTON, AR		
HOPE, AR			HOPE MUNI(M18)		
HOPE MUNI(M18)			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 04	208
IAPS	RNAV (GPS) RWY 04	208		RNAV (GPS) RWY 16	209
	RNAV (GPS) RWY 16	209		RNAV (GPS) RWY 22	210
	RNAV (GPS) RWY 22	210		VOR/DME RWY 04	211
	VOR/DME RWY 04	211		VOR/DME RWY 22	212
	VOR/DME RWY 22	212		NDB RWY 16	213
	NDB RWY 16	213			

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HOT SPRINGS, AR			LAKE VILLAGE, AR		
MEMORIAL FIELD(HOT)			LAKE VILLAGE MUNI(M32)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 01	231
IAPS	ILS OR LOC RWY 05	214		RNAV (GPS) RWY 19	232
	RNAV (GPS) RWY 05	215		VOR-A	233
	VOR Z RWY 05	216			
HOWARD COUNTY			LAWTON, OK		
---SEE NASHVILLE, AR			LAWTON-FORT SILL RGNL(LAW)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			RADAR MINIMUMS		N
			IAPS	ILS OR LOC RWY 35	234
				GPS RWY 35	235
				VOR RWY 35	236
			AIRPORT DIAGRAM		237
			LAWTON-FORT SILL RGNL		
			---SEE LAWTON, OK		
			LEE COUNTY-MARIANNA		
			---SEE MARIANNA, AR		
			LEXINGTON, OK		
			---SEE MULDRON AHP		
			LITTLE ROCK, AR		
			BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD(LIT)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			RADAR MINIMUMS		N
			HOT SPOT		P
			IAPS	ILS OR LOC RWY 04L	238
				ILS OR LOC RWY 04R	239
				ILS OR LOC RWY 22L	240
				ILS OR LOC RWY 22R	241
				ILS RWY 22R (SA CAT I)	242
				ILS RWY 22R (CAT II - III)	243
				RNAV (GPS) RWY 04L	244
				RNAV (GPS) RWY 04R	245
				RNAV (GPS) RWY 18	246
				RNAV (GPS) RWY 22L	247
				RNAV (GPS) RWY 22R	248
				RNAV (GPS) RWY 36	249
				VOR-A	250
			AIRPORT DIAGRAM		251
			LITTLE ROCK AFB(KLRF)		
			JACKSONVILLE, AR		
			TAKEOFF MINIMUMS		L
			IAPS	ILS OR LOC RWY 25	252
				TACAN RWY 07	253
				TACAN RWY 25	254
				NDB RWY 25	255
			AIRPORT DIAGRAM		256
			KETCHUM, OK		
			SOUTH GRAND LAKE RGNL(1K8)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 18	229
				RNAV (GPS) RWY 36	230
			KIRK FIELD		
			---SEE PARAGOULD, AR		

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MADILL, OK			MC GEHEE, AR		
MADILL MUNI(1F4)			MC GEHEE MUNI(7M1)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	257	IAPS	RNAV (GPS) RWY 18	274
	VOR/DME-A	258		RNAV (GPS) RWY 36	275
				VOR/DME-A	276
MAGNOLIA, AR			MEDFORD, OK		
MAGNOLIA MUNI(AGO)			MEDFORD MUNI(O53)		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 17	277
IAPS	RNAV (GPS) RWY 18	259		RNAV (GPS) RWY 35	278
	RNAV (GPS) RWY 36	260			
MALVERN, AR			MELBOURNE, AR		
MALVERN MUNI(M78)			MELBOURNE MUNI - JOHN E MILLER FIELD(42A)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 22	261	IAPS	RNAV (GPS) RWY 03	279
				RNAV (GPS) RWY 21	280
MANGUM, OK			MEMORIAL FIELD		
SCOTT FIELD(2K4)			---SEE HOT SPRINGS, AR		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 17	262			
	RNAV (GPS) RWY 35	263			
MANILA, AR			MENA, AR		
MANILA MUNI(MXA)			MENA INTERMOUNTAIN MUNI(MEZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	264	IAPS	ILS OR LOC RWY 27	281
	RNAV (GPS) RWY 36	265		RNAV (GPS) RWY 17	282
				VOR/DME-A	283
				NDB RWY 27	284
				AIRPORT DIAGRAM	285
MARIANNA, AR			MIAMI, OK		
LEE COUNTY-MARIANNA(6M7)			MIAMI RGNL(MIO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	266	IAPS	RNAV (GPS) RWY 17	286
	RNAV (GPS) RWY 36	267		VOR/DME-A	287
MARION COUNTY RGNL			MID-AMERICA INDUSTRIAL		
---SEE FLIPPIN, AR			---SEE PRYOR, OK		
MARSHALL, AR			MONTICELLO, AR		
SEARCY COUNTY(4A5)			MONTICELLO MUNI/ELLIS FIELD(LLQ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	268	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 23	269	IAPS	RNAV (GPS) RWY 03	288
				RNAV (GPS) RWY 21	289
				VOR-A	290
MC ALESTER, OK			MOORELAND, OK		
MC ALESTER RGNL(MLC)			MOORELAND MUNI(MDF)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 17	291
IAPS	RNAV (GPS) RWY 02	270			
	RNAV (GPS) RWY 20	271			
	LOC RWY 02	272			
	VOR/DME RWY 20	273			
MC CURTAIN COUNTY RGNL			MORRILTON, AR		
---SEE IDABEL, OK			MORRILTON MUNI(BDQ)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 27	292
			PETIT JEAN PARK(MPJ)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 03	293

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MOUNTAIN HOME, AR

BAXTER COUNTY(BPK)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC/DME RWY 05		294
RNAV (GPS) RWY 05		295
RNAV (GPS) RWY 23		296
VOR-A		297

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD(7M2)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 27		298

MULDROW AHP(HMY)

LEXINGTON, OK		
TAKEOFF MINIMUMS	L	
IAPS COPTER RNAV (GPS) RWY 17		299
COPTER RNAV (GPS) RWY 35		300
COPTER NDB RWY 17		301
COPTER NDB RWY 35		302

MUSKOGEE, OK

DAVIS FIELD(MKO)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 04		303
RNAV (GPS) RWY 13		304
RNAV (GPS) RWY 22		305
RNAV (GPS) RWY 31		306

NASHVILLE, AR

HOWARD COUNTY(M77)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 01		307
RNAV (GPS) RWY 19		308

NEWPORT, AR

NEWPORT MUNI(M19)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18		309
RNAV (GPS) RWY 36		310
VOR/DME RWY 18		311

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER(OUN)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
HOT SPOT	P	
STARS BASTS ONE (RNAV)		Z1
CCASH ONE (RNAV)		Z3
DAWKS ONE (RNAV)		Z4
FAKEY ONE (RNAV)		Z5
GULLI ONE		Z7
JUDDG TWO (RNAV)		Z9
WAYMN ONE (RNAV)		Z14
IAPS ILS OR LOC RWY 18		312
RNAV (GPS) RWY 03		313
RNAV (GPS) RWY 18		314
RNAV (GPS) RWY 36		315
LOC RWY 03		316
AIRPORT DIAGRAM		317
DPS FUNNL TWO (RNAV)		318
KRMSN TWO (RNAV)		319
MUDDO TWO (RNAV)		320
OLGUY TWO (RNAV)		321
RDHWK TWO (RNAV)		322
SSYKO TWO (RNAV)		323
STPHN TWO (RNAV)		324
TEBRD TWO (RNAV)		325
THRPE TWO (RNAV)		326
TRUPR TWO (RNAV)		327
WENDY TWO (RNAV)		328

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI(ORK)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 05		329
RNAV (GPS) RWY 35		330
LOC/DME RWY 05		331
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OKLAHOMA CITY, OK

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OKLAHOMA CITY, OK

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OKLAHOMA CITY, OK

---SEE TINKER AFB

OKMULGEE, OK

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UNIVERSITY OF OKLAHOMA WESTHEIMER

---SEE NORMAN, OK

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

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. 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	NAME	TAKEOFF MINIMUMS
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ADA, OK

ADA MUNI (ADH)
 TAKEOFF MINIMUMS AND (OBSTACLE)
 DEPARTURE PROCEDURES
 AMDT 3 09127 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17**, 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13**, bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17**, tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31**, trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35**, trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

ALMYRA, AR

ALMYRA MUNI (M73)
 TAKEOFF MINIMUMS AND (OBSTACLE)
 DEPARTURE PROCEDURES
 ORIG 11293 (FAA)

NOTE: **Rwy 10**, trees beginning 735' from DER, 561' left of centerline, up to 50' AGL/248' MSL. Trees beginning 645' from DER, 208' right of centerline, up to 50' AGL/255' MSL. **Rwy 18**, trees beginning 1234' from DER, 294' right of centerline, up to 50' AGL/255' MSL. **Rwy 28**, vehicle on road 142' from DER, 527' right of centerline, 15' AGL/220' MSL. **Rwy 36**, vehicle on road 453' from DER, 41' left of centerline, 15' AGL/220' MSL. Tree 144' from DER, 487' right of centerline, 50' AGL/259' MSL.

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL
 (AXS)
 TAKEOFF MINIMUMS AND (OBSTACLE)
 DEPARTURE PROCEDURES
 ORIG 09267 (FAA)

NOTE: **Rwy 35**, terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

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

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

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ALTUS AFB (KLTS)

ALTUS, OK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG, 14177

TAKE-OFF OBSTACLES: 175' Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL. Aircraft taxiing between 1039' and 2317' from DER, 717' left of centerline, 65' AGL/1424' MSL.

ALVA, OK

ALVA RGNL (AVK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 15232 (FAA)

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

ANTLERS, OK

ANTLERS MUNI (80F)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 12208 (FAA)

NOTE: **Rwy 18:** trees left and right of centerline starting 53' from DER, up to 54' AGL/624' MSL. **Rwy 35:** trees left and right of centerline starting 4' from DER, up to 82' AGL/659' MSL.

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE (1F0)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11069 (FAA)

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

NOTE: **Rwy 17**, ground abeam DER, 110' right of centerline, up to 858' MSL. Vehicles 535' from DER, 288' right of centerline, up to 15' AGL/863' MSL. Pole 467' from DER, 366' right of centerline, 29' AGL/886' MSL. Trees beginning 239' from DER, 180' right of centerline, up to 40' AGL/880' MSL. Trees beginning 25' from DER, 449' left of centerline, up to 40' AGL/880' MSL. Vehicles 658' from DER, 311' left of centerline, up to 15' AGL/862' MSL. **Rwy 35**, trees beginning 256' from DER, 358' right of centerline, up to 52' AGL/938' MSL. Pole 671' from DER, 261' right of centerline, 28' AGL/862' MSL. Trees beginning 82' from DER, 318' left of centerline, up to 78' AGL/942' MSL. Pole 332' from DER, 198' left of centerline, 11' AGL/855' MSL. Antenna 496' from DER, 243' left of centerline, 44' AGL/894' MSL. Hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL.

ARDMORE, OK (CON'T)

ARDMORE MUNI (ADM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 11293(FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1 or std. w/min. climb of 330' per NM to 1000. **Rwy 31**, std. w/min. climb of 330' per NM to 1200. **Rwy 35**, 400-2½ or std. w/min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 354° to 1400 before proceeding on course.

NOTE: **Rwy 13**, vehicles on road beginning 570' from DER, 626' right of centerline, up to 15' AGL/744' MSL. Trees beginning 764' from DER, 611' right of centerline, up to 75' AGL/786' MSL. Trees beginning 810' from DER, 566' left of centerline, up to 66' AGL/776' MSL. Trees beginning 3342' from DER, 876' left of centerline, up to 100' AGL/899' MSL. **Rwy 17**, tree 536' from DER, 359' right of centerline, 28' AGL/748' MSL. Trees beginning 1701' from DER, left and right of centerline, up to 100' AGL/819' MSL. **Rwy 31**, tree 292' from DER, 192' right of centerline, 72' AGL/862' MSL. Vehicles on road beginning 1281' from DER, left and right of centerline, up to 15' AGL/842' MSL. Trees beginning 1662' from DER, left and right of centerline, up to 67' AGL/890' MSL. Trees beginning 1.07 NM from DER, 612' right of centerline, up to 42' AGL/1028' MSL. Rising terrain beginning 3.22 NM from DER, left and right of centerline, up to 1199' MSL. **Rwy 35**, tree 336' from DER, 523' right of centerline, 32' AGL/782' MSL. Trees beginning 1554' from DER, left and right of centerline, up to 70' AGL/838' MSL. Trees beginning 1.72 NM from DER, 242' right of centerline, up to 38' AGL/1118' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE REMORY MEMORIAL FIELD (ADF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1¼ or std. w/min. climb of 237' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 4**, trees abeam DER, 471' left of centerline, up to 42' AGL/241' MSL. Buildings, fences, and vehicles in parking lots 8' from DER, 273' left of centerline, up to 19' AGL/201' MSL. Trees beginning 14' from DER, 257' right of centerline, up to 68' AGL/269' MSL. Sign and lights beginning 23' from DER, left and right of centerline, up to 3' AGL/183' MSL. Trees 1001' from DER, 10' left of centerline, up to 69' AGL/268' MSL. Trees beginning 1032' from DER, 3' right of centerline, up to 64' AGL/263' MSL. Trees 2018' from DER, 8' left of centerline, up to 68' AGL/267' MSL. Trees beginning 2018' from DER, 93' right of centerline, up to 74' AGL/293' MSL. Building 5532' from DER, 1298' left of centerline, 104' AGL/346' MSL. **Rwy 22**, lights beginning 38' from DER, 110' right of centerline, up to 2' AGL/182' MSL. Railroad beginning 401' from DER, 578' right of centerline, up to 23' AGL/210' MSL. Trees beginning 1810' from DER, 368' right of centerline, up to 74' AGL/275' MSL.

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

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

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ASH FLAT, AR

SHARP COUNTY RGNL (CVK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07186 (FAA)

NOTE: **Rwy 4**, numerous trees beginning 1151' from DER, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22**, numerous trees beginning 548' from DER, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy17**, 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER. **Rwy 35**, 400-2½ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

NOTE: **Rwy 17**, multiple trees beginning 916' from DER, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35**, tree 2216' from DER, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and power line pylons beginning 1.1 NM from DER, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL (BVX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1¼ or std. with a min. climb of 215' per NM to 800., or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 26**, std. with a min. climb of 272' per NM to 2000, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 182° to 1300 before turning right. **Rwy 26**, for climb in visual conditions: cross Batesville RGNL at or above 1400, before proceeding on course.

NOTE: **Rwy 18**, WSK 204' from DER, 516' left of centerline, 24' AGL/483' MSL. Trees beginning 1412' from DER, 25' left of centerline, up to 100' AGL/679' MSL. Poles 1092' from DER, 393' left of centerline, up to 18' AGL/497' MSL. Tower 1024' from DER, 658' right of centerline, 45' AGL/524' MSL. Trees beginning 1234' from DER, 22' right of centerline, up to 88' AGL/547' MSL. **Rwy 18**, vehicle on road beginning 544' from DER, on centerline, 15' AGL/476' MSL. Hangars beginning 605' from DER, 12' right of centerline, up to 21' AGL/484' MSL. Tree 1244' from DER, 175' left of centerline, 48' AGL/521' MSL. Tree 1439' from DER, 409' right of centerline, 45' AGL/524' MSL. **Rwy 26**, trees beginning 494' from DER, 335' left of centerline, up to 33' AGL/472' MSL. **Rwy 36**, trees beginning 256' from DER, 107' left of centerline, up to 100' AGL/539' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 16175 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb on heading 019° to 900 before proceeding on course.

NOTE: **Rwy 2**, ground 69' from DER, 450' right of centerline, 394' MSL. Tree 319' from DER, 441' right of centerline, 399' MSL. Tree 443' from DER, 437' right of centerline, 401' MSL. Tree 566' from DER, 485' right of centerline, 406' MSL. Tree 948' from DER, 375' right of centerline, 430' MSL. Trees beginning 1035' from DER, 246' right of centerline, up to 435' MSL. Trees beginning 1180' from DER, 408' right of centerline, up to 444' MSL. Trees beginning 1274' from DER, 284' right of centerline, up to 450' MSL. Trees beginning 1472' from DER, 417' right of centerline, up to 454' MSL. Terrain 185' from DER, 336' left of centerline, 394' MSL. Tree, terrain beginning 199' from DER, 330' left of centerline, up to 439' MSL. Tree 420' from DER, 354' left of centerline, 440' MSL. Trees beginning 445' from DER, 395' left of centerline, up to 460' MSL. Tree 640' from DER, 641' left of centerline, 463' MSL. Trees beginning 726' from DER, 444' left of centerline, up to 469' MSL. Trees beginning 930' from DER, 474' left of centerline, up to 472' MSL. Trees beginning 995' from DER, 732' left of centerline, up to 474' MSL. **Rwy 20**, tree 1314' from DER, 145' right of centerline, 431' MSL. Tree 1383' from DER, 279' right of centerline, 432' MSL. Pole 1397' from DER, 9' right of centerline, 71' AGL/436' MSL. Tree 1467' from DER, 293' right of centerline, 438' MSL. Tree 1561' from DER, 96' right of centerline, 439' MSL. Tree 1563' from DER, 245' right of centerline, 443' MSL. Tree 1795' from DER, 71' right of centerline, 445' MSL. Tree 1220' from DER, 45' left of centerline, 428' MSL. Trees beginning 1297' from DER, 15' left of centerline, up to 430' MSL. Tree 1556' from DER, 33' left of centerline, 431' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN
FIELD (VBT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 13122 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-2¼ or std. w/ min. climb of 311' per NM to 1700.

NOTE: **Rwy 18**, buildings beginning 108' from DER, 458' left of centerline, up to 15' AGL/1305' MSL. Poles and buildings beginning 588' from DER, left and right of centerline, up to 52' AGL/1342' MSL. **Rwy 36**, trees and vehicles on road beginning 162' from DER, left and right of centerline, up to 83' AGL/1354' MSL. Transmission line towers beginning 2040' from DER, right and left of centerline, up to 90' AGL/1360' MSL. Tower 4040' from DER, 968' left of centerline, 144' AGL/1446' MSL. Building 4251' from DER, 934' right of centerline, 35' AGL/1415' MSL. Tower 1.9 NM from DER, 1603' left of centerline, 345' AGL/1595' MSL.

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

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

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BERRYVILLE, AR

CARROLL COUNTY (4M1)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. w/ min. climb of 355' per NM to 2700', or 1100-2½ for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 365' per NM to 2500', or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, For climb in visual conditions: cross Carroll County airport at or above 2200 before proceeding on course.

NOTE: **Rwy 7**, terrain and trees beginning 8' from DER, 118' right of centerline, up to 100' AGL/1379' MSL, hangars beginning 141' from DER, 238' left of centerline, up to 17' AGL/1218' MSL. Terrain and trees beginning 268' from DER, 77' left of centerline, up to 100' AGL/1379' MSL. **Rwy 25**, trees beginning 93' from DER, 212' right of centerline, up to 100' AGL/1419' MSL. Tree 104' from DER, 186' left of centerline, 51' AGL/1204' MSL.

BLACKWELL, OK

BLACKWELL-TONKAWA MUNI (BKN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10266 (FAA)

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

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14345 (FAA)

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

BLYTHEVILLE MUNI (HKA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08157 (FAA)

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

BOISE CITY, OK

BOISE CITY (17K)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09295 (FAA)

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

BRINKLEY, AR

FRANK FEDERER MEMORIAL (M36)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11293 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 204° to 700 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 425' from DER, 138' right of centerline, up to 100' AGL/299' MSL. Trees beginning 680' from DER, 262' left of centerline, up to 100' AGL/299' MSL. **Rwy 20**, trees and terrain beginning 27' from DER, 125' right of centerline, up to 100' AGL/319' MSL. Trees and terrain beginning 82' from DER, 100' left of centerline, up to 100' AGL/319' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4A 10098 (FAA)

NOTE: **Rwy 18**, T-L tower 3133' from DER, 686' right of centerline, 70' AGL/960' MSL.

BUFFALO, OK

BUFFALO MUNI (BFK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10154 (FAA)

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

CAMDEN, AR

HARRELL FIELD (CDH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 12152 (FAA)

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

CARLISLE, AR

CARLISLE MUNI (4M3)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08157 (FAA)

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

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

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

16315

CHANDLER, OK

CHANDLER RGNL (CQB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 03023 (FAA)

NOTE: **Rwy 35**, tree 1000' from DER, on centerline, 67' AGL/1029' MSL.

CHICKASHA, OK

CHICKASHA MUNI (CHK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11181 (FAA)

NOTE: **Rwy 18**, trees beginning 272' from DER, 103' right of centerline, up to 94' AGL/1183' MSL. Trees beginning 708' from DER, 507' left of centerline, up to 40' AGL/1169' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/ min. climb of 300' per NM to 1100.NOTE: **Rwy 17**, terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35**, tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI (H35)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 78152 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 400-2DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08325 (FAA)

NOTE: **Rwy 5**, numerous trees left and right of centerline, beginning 2' from DER, up to 100' AGL/1399' MSL. **Rwy 23**, numerous trees left and right of centerline, beginning 38' from DER, up to 100' AGL/1359' MSL.

CLINTON, AR (CON'T)

CLINTON MUNI (CCA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, NA-Obstacles. **Rwy 13**, std. w/min. climb of 320' per NM to 1400 or 1800-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 132° to 1400 before turning.

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

NOTE: **Rwy 13**, bldg, fence, tree, vehicle on rd, beginning 14' from DER, 168' right of centerline, up to 19' AGL/517' MSL. Tower, ant ltd, vehicle on rd, tree, fence, pole, beginning 101' from DER, 2' right of centerline, up to 36' AGL/534' MSL. Tree 348' from DER, 114' right of centerline, 51' AGL/537' MSL. Trees, beginning 404' from DER, 47' right of centerline, up to 54' AGL/546' MSL. Trees, beginning 452' from DER, 24' left of centerline, up to 65' AGL/552' MSL. Trees, beginning 539' from DER, 259' right of centerline, up to 65' AGL/556' MSL. trees, beginning 600' from DER, 227' right of centerline, up to 78' AGL/565' MSL. Trees, beginning 614' from DER, 256' right of centerline, up to 572' MSL. Trees, beginning 749' from DER, 213' right of centerline, up to 84' AGL/573' MSL. Trees, beginning 1280' from DER, 1' right of centerline, up to 91' AGL/582' MSL. Trees, beginning 1810' from DER, 328' left of centerline, up to 75' AGL/593' MSL. Trees, beginning 1834' from DER, 95' left of centerline, up to 82' AGL/602' MSL. Tree 1880' from DER, 965' left of centerline, 55' AGL/604' MSL. Trees, beginning 1883' from DER, 61' left of centerline, up to 72' AGL/608' MSL. Trees, beginning 1902' from DER, 53' right of centerline, up to 104' AGL/619' MSL. Tree 1984' from DER, 194' left of centerline, 73' AGL/625' MSL. Trees, beginning 1987' from DER, 253' left of centerline, up to 80' AGL/636' MSL. Tree, lt pole, beginning 1997' from DER, 9' right of centerline, up to 79' AGL/642' MSL. Trees, beginning 2007' from DER, 208' right of centerline, up to 643' MSL. Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019' from DER, 0' from centerline, up to 649' MSL. Tree 5104' from DER, 1513' right of centerline, 71' AGL/650' MSL. Trees, beginning 5109' from DER, 594' right of centerline, up to 73' AGL/649' MSL. Tree 5151' from DER, 396' right of centerline, 77' AGL/658' MSL. Trees, beginning 5197' from DER, 30' right of centerline, up to 78' AGL/666' MSL. Trees, beginning 5316' from DER, 130' left of centerline, up to 75' AGL/675' MSL. Trees, beginning 5384' from DER, 82' left of centerline, up to 76' AGL/683' MSL. Trees, beginning 5391' from DER, 33' left of centerline, up to 75' AGL/684' MSL. Tree, pole, beginning 5541' from DER, 23' left of centerline, up to 73' AGL/693' MSL. Trees, beginning 5705' from DER, 267' left of centerline, up to 80' AGL/703' MSL. Tree, bldg, terrain, beginning 5791' from DER, 50' right of centerline, up to 83' AGL/709' MSL. Tree, bldg, beginning 5856' from DER, 38' left of centerline, up to 86' AGL/720' MSL. Tree, bldg, pole, beginning 5912' from DER, 373' left of centerline, up to 95' AGL/728' MSL. Trees, beginning 5955' from DER, 212' right of centerline, up to 100' AGL/729' MSL. Tree, vehicle on rd, bldg, pole, terrain, lt pole, beginning 5963' from DER, 12' left of centerline, up to 104' AGL/736' MSL. Tree 1.8 NM from DER, 1680' left of centerline, 41' AGL/791' MSL. Trees, beginning 1.8 NM from DER, 1659' left of centerline, up to 41' AGL/806' MSL. Trees, beginning 1.9 NM from DER, 1656' left of centerline, up to 45' AGL/808' MSL. Tree 1.9 NM from DER, 1786' left of centerline, 49' AGL/801' MSL.

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

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

16315

CLINTON, OK

CLINTON RGNL (CLK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14149 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, NA-
Environmental.NOTE: **Rwy 17**, lights 6' from DER, left and right of
centerline, 2' AGL/1596' MSL. **Rwy 35**, tree 614' from
DER, 576' right of centerline, 25' AGL/1626' MSL.

CLINTON-SHERMAN (CSM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08325 (FAA)

NOTE: **Rwy 17L**, tree 655' from DER, 317' left of
centerline, 23' AGL/1932' MSL. **Rwy 17R**, tree 1275'
from DER, 620' right of centerline, 35' AGL/1954' MSL.
Rwy 35R, control tower 2797' from DER, 188' right of
centerline, 66' AGL/1985' MSL. Tower 2981' from
DER, 289' right of centerline, 76' AGL/1995' MSL.

COLT, AR

DELTA RGNL (DRP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14149 (FAA)

NOTE: **Rwy 18**, trees beginning 3044' from DER, 196'
left of centerline, up to 83' AGL/312' MSL. **Rwy 36**,
trees beginning 2219' from DER, 991' right of
centerline, up to 78' AGL/319' MSL.

CONWAY, AR

CANTRELL FIELD (CXW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, std. w/min. climb of
250' per NM to 680.DEPARTURE PROCEDURE: climbing right turn
heading 260° to 1300 before proceeding on course.

CORNING, AR

CORNING MUNI (4M9)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11125 (FAA)

NOTE: **Rwy 18**, power lines beginning 499' from DER,
left and right of centerline, up to 30' AGL/319' MSL.
Vehicles on roadway beginning 534' from DER, left
and right of centerline, up to 15' AGL/309' MSL. Trees
beginning 1067' from DER, 292' right of centerline, up
to 100' AGL/379' MSL. **Rwy 36**, hangar 149' from
DER, 399' left of centerline, 25' AGL/317' MSL.
Vehicles on roadway beginning 535' from DER, left
and right of centerline, up to 15' AGL/309' MSL. Power
lines 552' from DER, left and right of centerline, up to
30' AGL/324' MSL. Trees beginning 1148' from DER,
793' right of centerline, up to 100' AGL/394' MSL.
Trees beginning 2570' from DER, 1167' left of
centerline, up to 100' AGL/394' MSL.

CROSSETT, AR

Z M JACK STELL FIELD (CRT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11209 (FAA)

NOTE: **Rwy 5**, trees beginning 1382' from DER, left and
right of centerline, up to 75' AGL/259' MSL. Vehicle on
road beginning 298' from DER, left and right of
centerline, up to 15' AGL/199' MSL. Terrain 69' from
DER, 288' left of centerline, 187' MSL.**Rwy 23**, trees beginning abeam DER, right and left of
centerline, up to 75' AGL/253' MSL. Hangar, fuel tanks
and shed beginning 147' from DER, 434' left of
centerline, up to 17' AGL/195' MSL. Vehicle on road
beginning 453' from DER, left and right of centerline, up
to 15' AGL/193' MSL.

CUSHING, OK

CUSHING MUNI (CUH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 15232 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29**, NA.**Rwy 36**, 400-2 or std. with a min. climb of 210' per NM to
1400.DEPARTURE PROCEDURES: **Rwy 36**, climb via heading
360° to 1400' before turning left.NOTE: **Rwy 18**, trees beginning 43' from DER, 459' left of
centerline, up to 50' AGL/921' MSL. Pole 341' from DER,
335' left of centerline, 36' AGL/907' MSL. NAVIAD 2'
from DER, 30' left of centerline, 4' AGL/879' MSL. **Rwy
36**, terrain 72' from DER, 116' right of centerline, 918'
MSL. Trees beginning 83' from DER, 5' right of
centerline, up to 50' AGL/965' MSL. Trees beginning
1114' from DER, 29' left of centerline, up to 50'
AGL/1013' MSL. Vehicles on roadway 1050' from DER,
96' left of centerline, up to 15' AGL/951' MSL. Poles
beginning 1117' from DER, 138' right of centerline, up to
22' AGL/1071' MSL. Tower 2.16 NM from DER, 5370'
left of centerline, 250' AGL/1263' MSL.

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

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

16315

DANVILLE, AR

DANVILLE MUNI (32A)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, std. w/min. climb of 300' per NM to 1900 or 1700-2 ½ for VCOA. **Rwy 29**, std. w/min. climb of 340' per NM to 4100 or 1700-2 ½ for VCOA.

DEPARTURE PROCEDURE: **Rwy 11**, climb on heading 105° to 1400 before proceeding on course.

VCOA: **Rwy 11**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course. **Rwy 35**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course.

NOTE: **Rwy 11**, grd 1' from DER, 245' right of centerline, 394' MSL. Fence 1' from DER, 131' right of centerline, 5' AGL/395' MSL. Ground 1' from DER, 454' right of centerline, 404' MSL. Tree, fence, grd, beginning 3' from DER, 131' right of centerline, up to 56' AGL/464' MSL. Trees, beginning 548' from DER, 564' right of centerline, up to 64' AGL/484' MSL. Trees, beginning 774' from DER, 67' left of centerline, up to 63' AGL/435' MSL. Tree, grd, pole, fence, vehicles on road, beginning 779' from DER, 8' right of centerline, up to 66' AGL/486' MSL. Tree 1203' from DER, 698' left of centerline, 71' AGL/443' MSL. Tree 2054' from DER, 803' left of centerline, 80' AGL/452' MSL. Tree 2412' from DER, 1017' left of centerline, 77' AGL/460' MSL. Tree 2542' from DER, 986' left of centerline, 83' AGL/464' MSL. **Rwy 29**, tree, vehicles on road, beginning 3' from DER, 302' left of centerline, up to 27' AGL/395' MSL. Ground, beginning 7' from DER, 466' right of centerline, up to 372' MSL. Tree, grd, beginning 24' from DER, 144' right of centerline, up to 16' AGL/386' MSL. Tree, pole, beginning 76' from DER, 267' left of centerline, up to 65' AGL/431' MSL. Tree, vehicles on road, pole, beginning 87' from DER, 184' left of centerline, up to 95' AGL/461' MSL. Pole, tree, beginning 225' from DER, 490' right of centerline, up to 25' AGL/401' MSL. Tree, vehicles on road, pole, grd, beginning 499' from DER, 394' right of centerline, up to 52' AGL/424' MSL. Tree, vehicles on road, beginning 984' from DER, 653' right of centerline, up to 30' AGL/426' MSL. Tree, fence, beginning 1013' from DER, 537' right of centerline, up to 51' AGL/431' MSL. Tree, pole, vehicles on road, ant, beginning 1035' from DER, 457' right of centerline, up to 45' AGL/432' MSL. Tree, pole, vehicles on road, beginning 1321' from DER, 341' right of centerline, up to 62' AGL/444' MSL. Tree, vehicles on road, beginning 1886' from DER, 106' right of centerline, up to 51' AGL/445' MSL. Tree 1996' from DER, 742' right of centerline, 77' AGL/454' MSL. Tree, vehicles on road, beginning 2009' from DER, 482' right of centerline, up to 50' AGL/454' MSL. Trees, beginning 2013' from DER, 290' right of centerline, up to 80' AGL/461' MSL. Trees, beginning 2054' from DER, 115' right of centerline, up to 75' AGL/468' MSL. Trees, beginning 2236' from DER, 164' right of centerline, up to 79' AGL/469' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY (DEQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1A 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 400-2 or std. w/min. climb of 378' per NM to 900.

NOTE: **Rwy 8**, tower 1.36 NM from DER, 1350' right of centerline, 198' AGL/598' MSL. **Rwy 26**, multiple trees and poles beginning 126' from DER, 64' left of centerline, up to 92' AGL/432' MSL. Multiple trees and pole beginning 241' from DER, 98' right of centerline, up to 96' AGL/436' MSL.

DECATUR, AR

CRYSTAL LAKE (5M5)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1A 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, NA-obstacles.

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

DUMAS, AR

BILLY FREE MUNI (0M0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 85157 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD (DUC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 500-2¼, or std. with a min. climb of 280' per NM to 1700.

NOTE: **Rwy 17**, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL. Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL. Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL. **Rwy 35**, multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL. Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL. Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

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

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

16315

DURANT, OK

DURANT RGNL - EAKER FIELD (DUA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 500-3 or std. w/ min. climb of 203' per NM to 1200, or alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER.

NOTE: **Rwy 17**, tree 305' from DER, 553' left of centerline, 100' AGL/799' MSL. **Rwy 35**, tree 346' from DER, 568' right of centerline, 100' AGL/809' MSL. Tree 535' from DER, 585' left of centerline, 100' AGL/809' MSL. Tower 2.4 NM from DER, 420' left of centerline, 420' AGL/1073' MSL.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 11293 (FAA)

NOTE: **Rwy 4**, trees beginning 3602' from DER, 685' left of centerline, up to 74' AGL/353' MSL. Trees beginning 1335' from DER, 620' right of centerline, up to 74' AGL/304' MSL. **Rwy 13**, trees beginning 83' from DER, 240' left of centerline, up to 79' AGL/309' MSL. Trees beginning 408' from DER, 261' right of centerline, up to 105' AGL/345' MSL. **Rwy 17**, trees beginning 1068' from DER, 103' left of centerline, up to 100' AGL/337' MSL. Trees beginning 45' from DER, 169' right of centerline, up to 111' AGL/344' MSL. **Rwy 22**, trees beginning 1206' from DER, 249' left of centerline, up to 109' AGL/339' MSL. Trees beginning 269' from DER, 159' right of centerline, up to 106' AGL/339' MSL. **Rwy 31**, trees beginning 217' from DER, 25' left of centerline, up to 87' AGL/353' MSL. Trees beginning 78' from DER, 248' right of centerline, up to 104' AGL/406' MSL. **Rwy 35**, trees beginning 38' from DER, across centerline, up to 87' AGL/386' MSL.

EL RENO, OK

EL RENO RGNL (RQO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08101 (FAA)

TAKEOFF MINIMUMS: **Rwy 18, 36**, NA-Environmental. **Rwy 35**, 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17**, vehicle on road 444' from DER, on centerline, 17' AGL/1436' MSL. **Rwy 35**, power lines, 1800' from DER, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS (ELK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07018 (FAA)

NOTE: **Rwy 35**, multiple trees beginning 43' from DER, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from DER, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 15344 (FAA)

NOTE: **Rwy 13**, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 840' from DER, 248' left of centerline, up to 100' AGL/1289' MSL. **Rwy 31**, vehicle on road 21' from DER, 415' right of centerline, 15' AGL/1171' MSL. Vehicle on road 417' from DER, 85' left of centerline, 15' AGL/1174' MSL. **Rwy 35**, fence 205' from DER, 489' right of centerline, 7' AGL/1175' MSL. Vehicle on road beginning 293' from DER, 209' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL. Trees beginning 336' from DER, 95' right of centerline, 24' AGL/1191' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI (6K4)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1 or std. w/min. climb of 435' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1800 before turning left.

NOTE: **Rwy 17**, building 214' from DER, 288' right of centerline, up to 20' AGL/1299' MSL. Trees beginning 115' from DER, 298' left of centerline, up to 60' AGL/1339' MSL. Trees beginning 521' from DER, 220' right of centerline, up to 60' AGL/1339' MSL. Vehicle on road 137' from DER, 306' left of centerline, up to 15' AGL/1294' MSL. Vehicle on road 729' from DER, left and right of centerline, up to 15' AGL/1294' MSL. Power lines 705' from DER, left and right of centerline, up to 60' AGL/1339' MSL. Multiple houses beginning 565' from DER, left and right of centerline, up to 20' AGL/ 1299' MSL. **Rwy 35**, trees beginning 1479' from DER, 486' left of centerline, up to 60' AGL/1309' MSL.

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

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

16315

FAYETTEVILLE, AR

DRAKE FIELD (FVY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 514' per NM to 1800 or 400-1½ w/ min. climb of 364' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 34**, 300-1 or std. w/ min. climb of 677' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 167° to 2700 before turning right, climb heading 167° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2700 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 34**, climb heading 347° to 2700 before proceeding on course.

NOTE: **Rwy 16**, pole 6473' from DER, 1269' left of centerline, 49' AGL/1508' MSL. Antenna 6099' from DER, 1389' left of centerline, 105' AGL/1565' MSL. Pole 7190' from DER, 23' left of centerline 70' AGL/1429' MSL. Mobile home 6362' from DER, 1202' left of centerline, 11' AGL/1477' MSL. Road and vehicle 6768' from DER, 1300' left of centerline, 15' AGL/1490' MSL. Trees beginning 74' from DER, 49' left of centerline, up to 114' AGL/1699' MSL. Trees beginning 2088' from DER, 12' right of centerline, up to 105' AGL/1335' MSL. **Rwy 34**, road 6' from DER, 341' left of centerline, 0' AGL/1269' MSL. Fence 1' from DER, 300' left of centerline, 3' AGL/1256' MSL. Pole 607' from DER, 198' left of centerline, 16' AGL/1266' MSL. Trees beginning 2460' from DER, 280' left of centerline, up to 71' AGL/1323' MSL. Poles beginning 2708' from DER, 875' right of centerline, up to 34' AGL/1349' MSL. Trees beginning 659' from DER, 320' right of centerline, up to 54' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL (XNA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 34**, 500-2 ¾ or std. w/min. climb of 227' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 336° to 1800 before turning left.

NOTES: **Rwy 16**, trees beginning 1985' from DER, 1020' right of centerline, up to 100' AGL/1321' MSL.

Rwy 34, tower 1.99 NM from DER, 1.29 NM left of centerline, 309' AGL/1729' MSL. **Rwy 35**, trees beginning 802' from DER, 694' left of centerline, up to 56' AGL/1356' MSL.

FLIPPIN, AR

MARION COUNTY RGNL (FLP)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 82091 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORT SMITH, AR

FORT SMITH RGNL (FSM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4A 11153 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 431' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19**, 200-1½ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER. **Rwy 25**, 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1**, terrain 56' from DER, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from DER, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from DER, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from DER, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from DER, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from DER, 924' right of centerline, up to 100' AGL/679' MSL. Tower 4318' from DER, 1358' left of centerline, 96' AGL/621' MSL. **Rwy 7**, terrain 835' from DER, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from DER, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from DER, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from DER, 1572' right of centerline, 41' AGL/640' MSL. **Rwy 19**, vehicle and road 200' from DER, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from DER, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from DER, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from DER, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from DER, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from DER, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from DER, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from DER, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25**, pole 1642' from DER, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from DER, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from DER, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from DER, 208' left of centerline, 101' AGL/610' MSL.

FREDERICK, OK

FREDERICK RGNL (FDR)

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

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

GOLDSBY, OK

DAVID JAY PERRY (1K4)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07298 (FAA)

NOTE: **Rwy 13**, trees beginning 751' from DER, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from DER, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from DER, 369' right of centerline, 1159' MSL. **Rwy 31**, tree 1624' from DER, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35**, tree 930' from DER, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from DER, 18' left of centerline, 15' AGL/1194' MSL.

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

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

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GROVE, OK

GROVE MUNI (GMJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08269 (FAA)

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

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

GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 09351 (FAA)

NOTE: **Rwy 16**, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK

GUYMON MUNI (GUY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 600-1¼ or std. w/min. climb of 387' per NM to 3800.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 177° to 3800 before turning left.

NOTE: **Rwy 18**, antenna 532' from DER, 484' right of centerline, 56' AGL/3157' MSL. Vent on building 406' from DER, 463' right of centerline, 30' AGL/3131' MSL. Pole 155' from DER, 446' left of centerline, 36' AGL/3124' MSL. Tree 589' from DER, 428' right of centerline, 28' AGL/3129' MSL. **Rwy 36**, fence 24' from DER, 400' right of centerline, 6' AGL/3110' MSL.

HARRISON, AR

BOONE COUNTY (HRO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

HEBER SPRINGS, AR

HEBER SPRINGS MUNI (HBZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 1 1293 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 237° to 1200 before proceeding on course.

NOTE: **Rwy 5**, trees abeam DER, left and right of centerline, up to 100' AGL/739' MSL. Vehicles 445' from DER, 51' left of centerline, 15' AGL/655' MSL. Tower 2837' from DER, 1044' left of centerline, 185' AGL/715' MSL. **Rwy 23**, trees abeam DER, left and right of centerline, up to 100' AGL/699' MSL. Vehicles 338' from DER, on centerline, 15' AGL/634' MSL.

HELENA/WEST HELENA, AR

THOMPSON-ROBBINS (HEE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 01305 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)

FORT SILL, OK

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
10098

Rwy 17, Standard

Rwy 35, Standard

Rwy 35, Climb heading 008° to 2200 before proceeding on course.

TAKEOFF OBSTACLES: **Rwy 17**: Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/ 1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK

HENRYETTA MUNI (F10)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 312' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1300 before proceeding on course.

NOTE: **Rwy 18**, numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL. **Rwy 36**, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HINTON, OK

HINTON MUNI (208)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11013 (FAA)

NOTE: **Rwy 17**, vehicle on roadway at DER, 240' left of centerline, up to 15' AGL/1604' MSL. Trees beginning 731' from DER, 516' left of centerline, up to 50' AGL/1639' MSL.

Rwy 35, vehicle on roadway at DER, 252' right of centerline, up to 15' AGL/1594' MSL.

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

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

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HOBART, OK

HOBART RGNL (HBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08073 (FAA)

TAKEOFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA-Environmental.NOTE: **Rwy 35**, Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOLDENVILLE, OK

HOLDENVILLE MUNI (F99)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11293 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 354° to 1400 before turning right.NOTE: **Rwy 17**, tree 122' from DER, 370' right of centerline, 17' AGL/871' MSL. Silo 910' from DER, 715' right of centerline, 60' AGL/903' MSL. **Rwy 35**, tree 596' from DER, 520' right of centerline, 48' AGL/898' MSL. Tree 1213' from DER, 753' left of centerline, 59' AGL/909' MSL.

HOPE, AR

HOPE MUNI (M18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14317 (FAA)

NOTE: **Rwy 4**, trees beginning 1776' from DER, 422' left of centerline, up to 100' AGL/469' MSL; trees and poles beginning 1930' from DER, 99' right of centerline, up to 100' AGL/469' MSL. Pole 2256' from DER, 24' right of centerline, 65' AGL/434' MSL. Trees and poles beginning 2345' from DER, 152' left of centerline, up to 100' AGL/489' MSL. **Rwy 22**, trees beginning abeam DER, 500' right of centerline, up to 100' AGL/439' MSL. Tree 117' from DER, 211' right of centerline, 100' AGL/429' MSL. Trees beginning 164' from DER, 10' right of centerline, up to 100' AGL/429' MSL. Trees beginning 51' from DER, 211' left of centerline, up to 100' AGL/429' MSL. Trees beginning 325' from DER, 45' left of centerline, up to 100' AGL/429' MSL. **Rwy 16**, trees beginning 1066' from DER, 722' right of centerline, up to 100' AGL/439' MSL. Trees beginning 1427' from DER, 843' left of centerline, up to 100' AGL/439' MSL. **Rwy 34**, bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Tree 565' from DER, 609' left of centerline, 100' AGL/479' MSL. Trees beginning 897' from DER, 708' left of centerline, up to 100' AGL/479' MSL. Tree 1002' from DER, 748' right of centerline, 100' AGL/479' MSL. Trees beginning 1023' from DER, 513' right of centerline, up to 100' AGL/479' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD (HOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 12068 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, std. w/min. climb of 430' per NM to 2100, or 1600-2½ for climb in visual conditions.**Rwy 13**, 300-2 ¼ or std. w/min. climb of 208' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER. **Rwy 31**, 600-1½ or std. w/min. climb of 582' per NM to 2100.DEPARTURE PROCEDURE: **Rwy 5**, climb heading 050° to 2000 before turning westbound, for climb in visual conditions cross Memorial Field at or above 2000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 13**, climb heading 130° to 1700 before proceeding on course. **Rwy 23**, climb heading 230° to 1500 before proceeding on course. **Rwy 31**, climb heading 310° to 1800 before turning right.NOTE: **Rwy 5**, rising terrain beginning 135' from DER, 530' left of centerline, from 548' MSL up to 975' MSL. Terrain 263' from DER, 528' right of centerline, up to 548' MSL. Trees beginning abeam DER, 462' right of centerline, up to 79' AGL/654' MSL. Trees beginning 1522' from DER, 256' left of centerline, up to 100' AGL/1139' MSL. Obstruction light on building 1610' from DER, 300' left of centerline, 29' AGL/588' MSL. Pole 2023' from DER, 256' left of centerline, 60' AGL/618' MSL. Spire 3720' from DER, 67' left of centerline, 63' AGL/643' MSL. Tower 3783' from DER, 849' right of centerline, 80' AGL/640' MSL. Steeple 3800' from DER, 109' left of centerline, 55' AGL/643' MSL. **Rwy 13**, trees beginning 227' from DER, left and right of centerline, up to 111' AGL/584' MSL. Poles beginning 3228' from DER, 279' left of centerline, up to 88' AGL/631' MSL. Tower 1.9 NM from DER, 2016' left of centerline, 355' AGL/802' MSL. **Rwy 23**, trees beginning 175' from DER, 471' left of centerline, up to 57' AGL/506' MSL. Trees beginning 606' from DER, 636' right of centerline, up to 57' AGL/546' MSL. **Rwy 31**, trees beginning 491' from DER, left and right of centerline, up to 100' AGL/582' MSL. Pole 904' from DER, 161' left of centerline, 51' AGL/560' MSL. Trees beginning 4398' from DER, 1298' right of centerline, up to 100' AGL/1059' MSL.

HUGO, OK

STAN STAMPER MUNI (HHW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11293 (FAA)

NOTE: **Rwy 17**, trees beginning 686' from DER, 32' right of centerline, up to 100' AGL/660' MSL. **Rwy 35**, trees beginning 411' from DER, 264' left of centerline, up to 100' AGL/665' MSL. Trees beginning 1507' from DER, 61' right of centerline, up to 100' AGL/662' MSL.

HUNTSVILLE, AR

HUNTSVILLE MUNI (H34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13178 (FAA)

NOTE: **Rwy 12**, pole 46' from DER, 408' left of centerline, 45' AGL/1759' MSL. Pole 175' from DER, 504' left of centerline, 47' AGL/1756' MSL. Tree 2685' from DER, 841' right of centerline, 80' AGL/1822' MSL. Tree 3201' from DER, 726' right of centerline, 100' AGL/1866' MSL. **Rwy 30**, tree 20' from DER, 362' right of centerline, 61' AGL/1764' MSL.

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

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

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IDABEL, OK

MC CURTAIN COUNTY RGNL(404)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 03023 (FAA)

NOTE: **Rwy 2**, trees 1.92 NM from DER, on centerline,
100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, NA-obstacles.

NOTE: **Rwy 13**, trees beginning 356' from DER, 188'
right of centerline, up to 75' AGL/304' MSL. Pole 1214'
from DER, 341' right of centerline, 40' AGL/291' MSL.
Railroad, trees, and pole beginning 600' from DER, 10'
left of centerline, up to 75' AGL/302' MSL. **Rwy 23**,
trees beginning 2600' from DER, 457' right centerline,
up to 75' AGL/343' MSL. Trees beginning 1588' from
DER, 721' left of centerline, up to 75' AGL/339' MSL.
Rwy 5, trees beginning 873' from DER, 458' right of
centerline, up to 75' AGL/304' MSL. Trees beginning
1226' from DER, 558' left of centerline, up to 75'
AGL/315' MSL.

KETCHUM, OK

SOUTH GRAND LAKE RGNL (1K8)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/min.
climb of 453' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 18**, climb on heading
178° to 1400 before turning left. **Rwy 36**, climb on
heading 358° to 1400 before turning left.

NOTE: **Rwy 18**, tree, bush beginning 58' from DER, 42'
right of centerline, up to 789' MSL. Vehicles on road
beginning 274' from DER, 199' right of centerline, up to
796' MSL. Vehicles on road beginning 275' from DER,
13' right of centerline, up to 797' MSL. Pole 294' from
DER, 125' right of centerline, 21' AGL/803' MSL. Pole
300' from DER, 442' right of centerline, 813' MSL. Tree,
pole beginning 410' from DER, 22' right of centerline, up
to 820' MSL. Tree 1416' from DER, 717' right of
centerline, 823' MSL. Tree 1429' from DER, 541' right of
centerline, 827' MSL. Trees beginning 1477' from DER,
8' right of centerline, up to 60' AGL/829' MSL. Trees
beginning 1710' from DER, 15' right of centerline, up to
60' AGL/830' MSL. Tree 2972' from DER, 839' right of
centerline, 859' MSL. Tree, vehicles on road, pole, post
beginning 75' from DER, 10' left of centerline, up to 44'
AGL/824' MSL. Trees beginning 792' from DER, 544' left
of centerline, up to 828' MSL. Tree 1052' from DER, 634'
left of centerline, 835' MSL. Trees beginning 1089' from
DER, 137' left of centerline, up to 840' MSL. Trees
beginning 1405' from DER, 54' left of centerline, up to
842' MSL. Trees beginning 1500' from DER, 62' left of
centerline, up to 844' MSL. Trees beginning 1600' from
DER, 16' left of centerline, up to 846' MSL. Trees
beginning 1734' from DER, 87' left of centerline, up to
853' MSL. Tree 2282' from DER, 981' left of centerline,
855' MSL. Tree 2309' from DER, 1108' left of centerline,
858' MSL. **Rwy 36**, tree, terrain beginning 4728' from
DER, on centerline, up to 39' AGL/985' MSL. Bush 28'
from DER, 82' right of centerline, 8' AGL/787' MSL. Tree
55' from DER, 290' right of centerline, 795' MSL. Tree,
vehicles on road beginning 185' from DER, 27' right of
centerline, up to 798' MSL. Tree 292' from DER, 297'
right of centerline, 816' MSL. Trees beginning 293' from
DER, 33' right of centerline, up to 818' MSL. Trees
beginning 629' from DER, 31' right of centerline, up to 36'
AGL/820' MSL. Tree 741' from DER, 145' right of
centerline, 41' AGL/827' MSL. Trees beginning 785' from
DER, 2' right of centerline, up to 43' AGL/829' MSL. Tree
1413' from DER, 525' right of centerline, 836' MSL. Trees
beginning 1529' from DER, 425' right of centerline, up to
845' MSL. Tree 2457' from DER, 1093' right of centerline,
856' MSL. Trees beginning 2612' from DER, 8' right of
centerline, up to 861' MSL. Trees beginning 2897' from
DER, 60' right of centerline, up to 862' MSL. Tree 2990'
from DER, 387' right of centerline, 55' AGL/872' MSL.
Tree 3031' from DER, 260' right of centerline, 57'
AGL/879' MSL. Trees beginning 3127' from DER, 113'
right of centerline, up to 71' AGL/892' MSL. Trees
beginning 3427' from DER, 9' right of centerline, up to 64'
AGL/897' MSL. Tree 3843' from DER, 170' right of
centerline, 40' AGL/899' MSL. Trees beginning 3846'
from DER, 56' right of centerline, up to 59' AGL/912'
MSL. Trees beginning 3932' from DER, 18' right of
centerline, up to 50' AGL/913' MSL. Trees beginning
4065' from DER, 144' right of centerline, up to 49'
AGL/918' MSL. Trees beginning 4072' from DER, 26'
right of centerline, up to 47' AGL/920' MSL. Trees
beginning 4144' from DER, 19' right of centerline, up to
62' AGL/929' MSL.

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

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

16315

KETCHUM, OK (CON'T)

SOUTH GRAND LAKE RGNL (CON'T)

Tree, bush beginning 4223' from DER, 69' right of centerline, up to 63' AGL/943' MSL. Tree, bush, terrain beginning 4422' from DER, 36' right of centerline, up to 56' AGL/945' MSL. Tree, bush, terrain beginning 4619' from DER, 51' right of centerline, up to 58' AGL/968' MSL. Tree 4709' from DER, 344' right of centerline, 58' AGL/977' MSL. Trees beginning 4833' from DER, 99' right of centerline, up to 44' AGL/998' MSL. Trees beginning 4902' from DER, 229' right of centerline, up to 63' AGL/1009' MSL. Tree, terrain beginning 4933' from DER, 26' right of centerline, up to 57' AGL/1013' MSL. Trees beginning 4982' from DER, 97' right of centerline, up to 39' AGL/1019' MSL. Tree, bush, terrain beginning 5020' from DER, 64' right of centerline, up to 40' AGL/1020' MSL. Tree, terrain, bush beginning 5223' from DER, 4' right of centerline, up to 51' AGL/1026' MSL. Tree 1 NM from DER, 1132' right of centerline, 947' MSL. Tree, bush beginning 2' from DER, 122' left of centerline, up to 800' MSL. Tree, terrain, bush, fence, vehicles on road beginning 109' from DER, 3' left of centerline, up to 36' AGL/833' MSL. Tree, terrain, driveway beginning 388' from DER, 2' left of centerline, up to 845' MSL. Trees beginning 1490' from DER, 41' left of centerline, up to 48' AGL/846' MSL. Trees beginning 1582' from DER, 13' left of centerline, up to 47' AGL/848' MSL. Tree 1640' from DER, 65' left of centerline, 48' AGL/849' MSL. Tree 1699' from DER, 131' left of centerline, 47' AGL/851' MSL. Tree, terrain beginning 1704' from DER, 25' left of centerline, up to 45' AGL/857' MSL. tree, pole, terrain beginning 1881' from DER, 83' left of centerline, up to 44' AGL/859' MSL. Tree, terrain beginning 1986' from DER, 103' left of centerline, up to 56' AGL/866' MSL. Trees beginning 2210' from DER, 175' left of centerline, up to 56' AGL/868' MSL. Trees beginning 2379' from DER, 220' left of centerline, up to 53' AGL/870' MSL. Tree, pole beginning 2477' from DER, 304' left of centerline, up to 876' MSL. Trees beginning 2641' from DER, 366' left of centerline, up to 58' AGL/884' MSL. Tree, pole beginning 2709' from DER, 112' left of centerline, up to 891' MSL. Trees beginning 2931' from DER, 35' left of centerline, up to 928' MSL. Trees beginning 3043' from DER, 163' left of centerline, up to 929' MSL. Trees beginning 3213' from DER, 286' left of centerline, up to 942' MSL. Tree, pole beginning 3329' from DER, 168' left of centerline, up to 958' MSL. Tree 3426' from DER, 1210' left of centerline, 965' MSL. Trees beginning 3427' from DER, 154' left of centerline, up to 969' MSL. Trees beginning 3533' from DER, 66' left of centerline, up to 988' MSL. Trees beginning 3680' from DER, 12' left of centerline, up to 997' MSL. Tree, bush beginning 4265' from DER, 47' left of centerline, up to 998' MSL. Tree, bush beginning 4325' from DER, 267' left of centerline, up to 1008' MSL. Tree, bush beginning 4351' from DER, 95' left of centerline, up to 1013' MSL. Tree, bush beginning 4393' from DER, 30' left of centerline, up to 1017' MSL. Trees beginning 4466' from DER, 376' left of centerline, up to 1024' MSL. Tree, terrain, bush beginning 4485' from DER, 50' left of centerline, up to 1022' MSL. Tree, bush, terrain beginning 4602' from DER, 11' left of centerline, up to 1025' MSL. Tree, terrain beginning 4682' from DER, 84' left of centerline, up to 1030' MSL. Tree, terrain beginning 4797' from DER, 143' left of centerline, up to 1032' MSL. Tree, terrain, bush, trmsnt towers beginning 4880' from DER, 4' left of centerline, up to 1033' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10042 (FAA)

NOTE: **Rwy 1**, trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19**, trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10042 (FAA)

NOTE: **Rwy 17**, tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35**, tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

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

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

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LITTLE ROCK, AR

BILL AND HILLARY CLINTON NATIONAL/
ADAMS FIELD (LIT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 8 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L**, 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER. **Rwy 22R**, 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 22R**, climb heading 225° to 1100 before turning right. **Rwy 36**, climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L**, tree 1784' from DER, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R**, tree 3337' from DER, 1050' right of centerline, 100' AGL/349' MSL.

Rwy 18, trees beginning 1147' from DER, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from DER, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from DER, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from DER, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from DER, 371' right of centerline, 88' AGL/399' MSL. Train 60' from DER, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from DER, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from DER, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from DER, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L**, trees, beginning 782' from DER, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from DER, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from DER, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from DER, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from DER, 503' right of centerline, 100' AGL/295' MSL.

Rwy 22R, trees beginning 1236' from DER, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from DER, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from DER, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from DER, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from DER, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from DER, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from DER, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from DER, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from DER, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36**, trees beginning 449' from DER, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from DER, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from DER, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from DER, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from DER, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
08045

DEPARTURE PROCEDURE: **Rwy 25**: Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from DER, 2248' left of centerline.
TAKEOFF OBSTACLES: **Rwy 07**: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 7** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK

MADILL MUNI (1F4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11293 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 190° to 3100 before turning left. **Rwy 36**, climb heading 360° to 1600 before proceeding on course.

NOTE: **Rwy 18**, trees across centerline beginning 713' from DER, up to 50' AGL/920' MSL. **Rwy 36**, trees beginning 432' from DER, 139' left of centerline, up to 50' AGL/890' MSL. Trees beginning 817' from DER, 110' right of centerline, up to 50' AGL/890' MSL.

MAGNOLIA, AR

MAGNOLIA MUNI (AGO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 15344 (FAA)

NOTE: **Rwy 18**, grad, bushes, trees beginning 27' from DER, 150' right of centerline, up to 336' MSL. Oil pole 340' from DER, 180' left of centerline, 333' MSL. Brine well 334' from DER, 188' left of centerline, 322' AGL/328' MSL. Trees beginning 1189' from DER, 247' right of centerline, up to 409' MSL. Trees beginning 1337' from DER, 837' left of centerline, up to 386' MSL. Trees beginning 2596' from DER, left and right of centerline, up to 455' MSL. Water tower 5118' from DER, 1444' right of centerline, 135' AGL/459' MSL. **Rwy 36**, trees beginning 632' from DER, 364' left of centerline, up to 385' MSL. Trees beginning 277' from DER, 351' right of centerline, up to 354' MSL. Trees beginning 1751' from DER, left and right of centerline, up to 383' MSL.

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



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



16315

MALVERN, AR

MALVERN MUNI (M78)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07130 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 456' from DER, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from DER, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22**, multiple trees and power lines beginning 241' from DER, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and power lines beginning 241' from DER, 1' right of centerline, up to 75' AGL/604' MSL.

MANGUM, OK

SCOTT FIELD (2K4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11069 (FAA)

NOTE: **Rwy 17**, vehicle on road 1240' from DER, left of centerline, 15' AGL/1694' MSL. Multiple trees 977' from DER, 33' right of centerline, 100' AGL/1779' MSL. **Rwy 35**, vehicle on road 632' from DER, left of right of centerline, 15' AGL/1644' MSL.

MANILA, AR

MANILA MUNI (MXA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13262 (FAA)

NOTE: **Rwy 18**, pole 140' from DER, 440' right of centerline, 26' AGL/266' MSL. Pole 529' from DER, 449' right of centerline, 39' AGL/279' MSL. Tank 211' from DER, 190' left of centerline, 13' AGL/253' MSL. Trees beginning 1807' from DER, left and right of centerline, up to 95' AGL/334' MSL. **Rwy 36**, pole 584' from DER, 554' left of centerline, 33' AGL/270' MSL. Pole 585' from DER, 530' right of centerline, 28' AGL/268' MSL. Vehicle on road 569' from DER, 4' left of centerline, 24' AGL/265' MSL. Trees beginning 811' from DER, left and right of centerline, up to 116' AGL/351' MSL.

MARIANNA, AR

MARIANNA/LEE COUNTY - STEVE
EDWARDS FIELD (6M7)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13234(FAA)

NOTE: **Rwy 18**, tank 27' from DER, 353' right of centerline, 10' AGL/225' MSL. Multiple poles and trees beginning 83' from DER, 372' right of centerline, up to 63' AGL/287' MSL. Vehicles on road beginning 109' from DER, 445' right of centerline, up to 17' AGL/234' MSL. Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL. **Rwy 36**, vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL. Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL. Multiple trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

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



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MARSHALL, AR

SEARCY COUNTY (4A5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, std. w/min. climb of 448' per NM to 1500, or 1800-3 for climb in visual conditions. **Rwy 23**, std. w/min. climb of 354' per NM to 2200, or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 2100 before proceeding on course. **Rwy 23**, climb heading 231° to 2600 before proceeding on course.

VCOA: **Rwy 5**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course. **Rwy 23**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.

NOTE: **Rwy 5**, rising terrain beginning 3' from DER, 300' left and 138' right of centerline, up to 978' MSL. Rising terrain beginning 67' from DER, 389' right of centerline, up to 990' MSL. Trees and pole beginning 24' from DER, 263' left and 338' right of centerline, up to 137' AGL/1039' MSL. Sign 26' from DER, 197' left of centerline, 3' AGL/966' MSL. Trees beginning 303' from DER, 71' right of centerline, up to 65' AGL/1020' MSL. Trees, poles and T-towers beginning 976' from DER, 95' right of centerline, up to 107' AGL/1034' MSL. Trees, poles and T-towers beginning 990' from DER, 273' left of centerline, up to 99' AGL/1025' MSL. Tree 3006' from DER, 688' left of centerline, 97' AGL/1050' MSL. Trees, poles and tower beginning 4742' from DER, 1301' left of centerline, up to 100' AGL/1114' MSL. Trees beginning 4776' from DER, 1514' right of centerline, up to 92' AGL/1107' MSL. **Rwy 23**, rising terrain beginning 4' from DER, 144' left and 180' right of centerline, up to 945' MSL. Trees beginning 7' from DER, 401' left of centerline, up to 79' AGL/995' MSL. Trees beginning 43' from DER, 274' right of centerline, up to 29' AGL/967' MSL. Trees beginning 70' from DER, 491' right of centerline, up to 62' AGL/1003' MSL. Trees beginning 395' from DER, 269' right of centerline, up to 88' AGL/965' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20**, 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2**, light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20**, multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

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

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MC GEHEE, AR

MC GEHEE MUNI (7M1)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11349 (FAA)

NOTE: **Rwy 18**, trees beginning 2594' from DER, left and right of centerline, up to 100' AGL/234' MSL.

Rwy 36, trees beginning 456' from DER, 365' left of centerline, up to 100' AGL/244' MSL. Trees beginning 2143' from DER, 1048' right of centerline, up to 100' AGL/244' MSL. Trees beginning 2404' from DER, 899' left of centerline, up to 100' AGL/244' MSL.

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER
FIELD(42A)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 05076 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21**, water tank 1.1 NM from DER, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI (MEZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 05188 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17**, std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27**, std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35**, std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35**, for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27**, trees 2.01 NM from DER, on centerline, 100' AGL/1759' MSL.

MIAMI, OK

MIAMI RGNL (MIO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 16147 (FAA)

NOTE: **Rwy 17**, buildings, trees, and power lines beginning 772' from DER, 339' left of centerline, up to 100' AGL/899' MSL. Building 3539' from DER, 738' right of centerline, 100' AGL/899' MSL. **Rwy 35**, building, trees, and power lines beginning 1398' from DER, 449' right of centerline, up to 100' AGL/919' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 16175 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, 300-1½ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3**, Tree 278' from DER, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from DER, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21**, Tree 3687' from DER, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from DER, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from DER, 607' right of centerline, up to 100' AGL/399' MSL. Power line 5621' from DER, 994' right of centerline, 79' AGL/458' MSL. Power line 4504' from DER, 1652' right of centerline, 79' AGL/388' MSL. Trees beginning 6722' from DER, 963' right of centerline, up to 110' AGL/470' MSL.

MOORELAND, OK

MOORELAND MUNI (MDF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

NOTE: **Rwy 17**, trees beginning 191' from DER, 182' right of centerline, up to 50' AGL/2003' MSL. Trees beginning 421' from DER, 337' left of centerline, up to 50' AGL/2006' MSL. Power pole 498' from DER, 176' right of centerline, 35' AGL/1992' MSL. **Rwy 35**, power pole 1225' from DER, 43' left of centerline, 35' AGL/2004' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 08129 (FAA)

TAKEOFF MINIMUMS: **Rwy 27**, Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9**, trees beginning 321' from DER, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from DER, 346' left of centerline, up to 100' AGL/449' MSL.

Rwy 27, trees beginning 814' from DER, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from DER, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK (MPJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT1 02108 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 420' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

BAXTER COUNTY (BPK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 92009 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23**, turn left: All aircraft proceed direct via FLP VOR/DME then climb on course.

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

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DIVERSE VECTOR AREA (RADAR VECTORS)**

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MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL
FIELD(7M2)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 03023 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHYM)

LEXINGTON, OK

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG, 08213

TAKEOFF OBSTACLES: **Rwy 17**, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35**, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08213 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. **Rwy 22**, 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31**, 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 22**, tree 3637' from DER, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31**, tree 7679' from DER, 851' left of centerline, 100' AGL/819' MSL.

NASHVILLE, AR

HOWARD COUNTY (M77)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 12040 (FAA)

NOTE: **Rwy 1**, fence and trees beginning 16' from DER, 259' left of centerline, up to 70' AGL/613' MSL. Trees beginning 49' from DER, 344' right of centerline, up to 76' AGL/601' MSL. **Rwy 19**, trees, buildings, poles, antenna, catenary, and road beginning 12' from DER, 200' left of centerline, up to 97' AGL/592' MSL. Trees and catenary beginning 85' from DER, 241' right of centerline, up to 92' AGL/591' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 22**, building beginning 1947' from DER, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36**, trees 2163' from DER, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA

WESTHEIMER (OUN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 16147 (FAA)

NOTE: **Rwy 3**, tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL. **Rwy 18**, tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL. **Rwy 21**, tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL. **Rwy 36**, poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI (ORK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

NOTE: **Rwy 5**, 80' AGL tree 360' from DER, 500' right of centerline. **Rwy 35**, 45' AGL trees 650' from DER, 300' left of centerline; 85' AGL tree 700' from DER, 600' right of centerline.

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

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

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OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI (RCE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06271 (FAA)

NOTE: **Rwy 17R**, multiple trees beginning 43' from DER, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from DER, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L**, bush 90' from DER, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE (HSD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 16175 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 171° to 1700 before proceeding on course.

NOTE: **Rwy 17**, multiple trees 134' from DER, 237' left of centerline, up to 45' AGL/1238' MSL. Building 442' from DER, 472' left of centerline, 22' AGL/1215' MSL. Tower 4132' from DER, 561' left of centerline, 109' AGL/1334' MSL. Tower 4808' from DER, 109' right of centerline, 109' AGL/1341' MSL. **Rwy 35**, multiple trees 131' from DER, 330' left of centerline, up to 34' AGL/1187' MSL.

WILEY POST (PWA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 17L**, 300-1¼ or std. w/min. climb of 307' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 130° to 2300 before turning left. **Rwys 35L, 35R**, climb heading 355° to 1900 before turning right. NOTE: **Rwy 13**, hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL. **Rwy 17L**, trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL. **Rwy 17R**, pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL. **Rwy 35L**, trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.

WILL ROGERS WORLD (OKC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14205 (FAA)

NOTE: **Rwy 35L**, post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL. **Rwy 36**, obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.

OKMULGEE, OK

OKMULGEE RGNL (OKM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 1303' from DER, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from DER, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI (7M4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 98309 (FAA)

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

NOTE: **Rwy 1**, 180' AGL antenna 3003' from DER, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY (7M5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 400-1½ or std. w/min. climb of 492' per NM to 1200. **Rwy 22**, std. w/min. climb of 245' per NM to 1400, or 900 - 2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22**, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4**, tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL. Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL. Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL. Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL. **Rwy 22**, multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL. Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR

KIRK FIELD (PGR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 04050 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26**, NA-unsurveyed turf runways. **Rwy 22**, 200-1.

NOTE: **Rwy 4**, tank 5070' from DER, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from DER, on centerline, 289' MSL. Sign 1506' from DER, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22**, sign 311' from DER, 285' right of centerline, 30' AGL/325' MSL. Road 300' from DER, on centerline, 295' MSL.

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

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

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PAULS VALLEY, OK

PAULS VALLEY MUNI (PVJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10154 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER.

NOTE: **Rwy 12**, tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL. **Rwy 35**, tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.

PERRY, OK

PERRY MUNI (F22)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10322 (FAA)

NOTE: **Rwy 17**, vehicle on road 735' from DER, 680' right of centerline, up to 15' AGL/1023' MSL. Vehicle on road 721' from DER, 4' left of centerline, up to 15' AGL/1023' MSL. Trees beginning 243' from DER, 180' right of centerline, up to 100' AGL/1149' MSL. Trees beginning 786' from DER, 201' left of centerline, up to 100' AGL/1149' MSL. **Rwy 35**, trees beginning 101' from DER, 297' left of centerline, up to 26' AGL/996' MSL.

PINE BLUFF, AR

GRIDER FIELD (PBF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11125 (FAA)

NOTE: **Rwy 18**, trees beginning 145' from DER, 259' left of centerline, up to 27' AGL/224' MSL. Trees beginning 223' from DER, 503' right of centerline, up to 92' AGL/289' MSL. **Rwy 36**, trees beginning 2187' from DER, 323' left of centerline, up to 92' AGL/289' MSL. Tree 2333' from DER, 252' right of centerline, 66' AGL/263' MSL.

POCAHONTAS, AR

POCAHONTAS MUNI (M70)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12348 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 357° to 1000 before turning left.

NOTE: **Rwy 18**, vehicle on roads beginning 5' from DER, 273' left of centerline, up to 17' AGL/296' MSL. Trees beginning 77' from DER, 307' left of centerline, up to 55' AGL/321' MSL. Buildings beginning 107' from DER, 480' left of centerline, up to 55' AGL/321' MSL. Poles beginning 265' from DER, 415' left of centerline, up to 36' AGL/303' MSL. Trees beginning 1322' from DER, 610' left of centerline, up to 64' AGL/329' MSL. Poles beginning 438' from DER, 313' right of centerline, up to 31' AGL/301' MSL. Vehicle on road 465' from DER, 433' right of centerline, 17' AGL/286' MSL. Trees beginning 1082' from DER, 323' right of centerline, up to 58' AGL/327' MSL. **Rwy 36**, vehicle on roads beginning 2' from DER, 433' left of centerline, up to 17' AGL/286' MSL. Poles beginning 157' from DER, 497' left of centerline, up to 31' AGL/301' MSL. Trees beginning 265' from DER, 295' left of centerline, up to 58' AGL/319' MSL. Trees beginning 1065' from DER, 749' left of centerline, up to 85' AGL/342' MSL. Vehicle on roads beginning 28' from DER, 436' right of centerline, up to 17' AGL/294' MSL. Poles beginning 203' from DER, 515' right of centerline, up to 23' AGL/298' MSL. Trees beginning 2007' from DER, 41' right of centerline, up to 101' AGL/360' MSL.

PONCA CITY, OK

PONCA CITY RGNL (PNC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07354 (FAA)

NOTE: **Rwy 17**, multiple buildings, poles, and antenna beginning 195' from DER, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from DER, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35**, antenna on building 10' from DER, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from DER, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK

ROBERT S. KERR (RKR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 02276 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 2500 before turning on course. **Rwy 36**, climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36**, cross DER at or above 16' AGL/461' MSL.

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

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

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

16315

PRAGUE, OK

PRAGUE MUNI (O47)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14149 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 177° to 1500 before turning left.

NOTE: **Rwy 17**, vehicles on road beginning 129' from DER, 198' left of course, 15' AGL/1016' MSL. Tree 2028' from DER, 411' left of centerline, up to 84' AGL/1063' MSL. Vehicles on road beginning 124' from DER, 383' right of centerline, up to 15' AGL/1014' MSL. Tree 212' from DER, 415' right of centerline, 50' AGL/1048' MSL. Trees beginning 360' from DER, 104' right of centerline, up to 66' AGL/1055' MSL. **Rwy 35**, trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL. Terrain beginning 15' from DER, 241' right of centerline, up to 1047' MSL. Trees, poles, fence, and vehicles on road, beginning 54' from DER, 164' right of centerline, up to 31' AGL/1074' MSL. Trees, poles, and vehicles on road, beginning 381' from DER, left and right of centerline, up to 30' AGL/1074' MSL. Trees, poles, buildings, and vehicles on road, beginning 780' from DER, left and right of centerline, up to 59' AGL/1095' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL (H71)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 95173 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb to 1400 before turning on course.

ROGERS, AR

ROGERS EXECUTIVE-CARTER FIELD

(ROG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-B 16203 (FAA)

NOTE: **Rwy 2**, tree 33' from DER, 396' right of centerline, 62' AGL/1382' MSL. Multiple trees beginning 99' from DER, 430' left of centerline, up to 85' AGL/1385' MSL. **Rwy 20**, multiple towers and trees beginning 393' from DER, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from DER, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE REGIONAL (RUE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 16287 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25**, 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7**, bldg. 3192' from DER, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK

SALLISAW MUNI (JSV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 400-2¼ or std. w/min. climb of 229' per NM to 1100. **Rwy 35**, 700-2¼ or std. w/min. climb of 450' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 175° to 1100 before turning left.

NOTE: **Rwy 17**, multiple trees beginning 197' from DER, 300' left of centerline, up to 89' AGL/598' MSL. Multiple trees beginning 508' from DER, 178' right of centerline, 65' AGL/574' MSL. Tree 2214' from DER, 180' right of centerline, 63' AGL/573' MSL. **Rwy 35**, tower 2874' from DER, 719' left of centerline, 90' AGL/647' MSL. Tower 3278' from DER, 1051' left of centerline, 80' AGL/649' MSL. Tower 1.9 NM from DER, 331' right of centerline, 495' AGL/1161' MSL.

SAND SPRINGS, OK

WILLIAM R POGUE MUNI (OWP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/min. climb of 253' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 169° to 1900 before turning left. **Rwy 35**, climb heading 349° to 2300 before turning right.

NOTE: **Rwy 17**, trees beginning 76' from DER, 235' left of centerline, up to 59' AGL/969' MSL. Trees beginning 231' from DER, 346' right of centerline, up to 59' AGL/939' MSL.

SEARCY, AR

SEARCY MUNI (SRC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11293(FAA)

NOTE: **Rwy 1**, trees beginning 984' from DER, 327' left of centerline, up to 62' AGL/322' MSL. Trees beginning 1202' from DER, 576' right of centerline, up to 53' AGL/303' MSL. **Rwy 19**, trees beginning 1521' from DER, 629' left of centerline, up to 56' AGL/283' MSL. Trees beginning 2638' from DER, 816' right of centerline, up to 98' AGL/331' MSL.

SEMINOLE, OK

SEMINOLE MUNI (SRE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07074 (FAA)

NOTE: **Rwy 16**, power line 419' from DER, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK

SHAWNEE RGNL (SNL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10210 (FAA)

NOTE: **Rwy 17**, multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL. Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL. Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL. **Rwy 35**, tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

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

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

16315

SHERIDAN, AR

SHERIDAN MUNI (9M8)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15344 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 012° to 2400 before turning east. **Rwy 19**, Climb heading 192° to 800 before turning north.

NOTE: **Rwy 1**, trees left and right of centerline beginning 9' from DER, up to 112' AGL/354' MSL. Vehicle on road crossing right to left beginning 113' from DER, 15' AGL/251' MSL. **Rwy 19**, trees left and right of centerline beginning 2' from DER, 5' right of centerline, up to 109' AGL/332' MSL. Ground beginning 42' from DER, 248' left of centerline, up to 232' MSL. Building 126' from DER, 424' left of centerline, 18' AGL/250' MSL. Poles beginning 261' from DER, 218' left of centerline, up to 35' AGL/266' MSL. Tower 695' from DER, 375' left of centerline, 21' AGL/251' MSL. Transmission lines beginning 1318' from DER, 182' left of centerline, up to 32' AGL/264' MSL.

SILOAM SPRINGS, AR

SMITH FIELD (SLG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07298 (FAA)

NOTE: **Rwy 18**, light pole 1320' from DER, 358' right of centerline, 31' AGL/ 1209' MSL. Trees 795' from DER, 354' left of centerline, up to 25' AGL/ 1197' MSL. Trees 1272' from DER, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36**, power pole 1185' from DER, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from DER, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from DER, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR

SPRINGDALE MUNI (ASG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 400-2½ or std. w/min. climb of 332' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 003° to 2000 before turning.

NOTE: **Rwy 18**, trees and poles beginning 166' from DER, 242' left of centerline, up to 56' AGL/1395' MSL. Trees beginning 42' from DER, 374' right of centerline, up to 69' AGL/1408' MSL. **Rwy 36**, trees, tower, fence, and road beginning 296' from DER, 191' left of centerline, up to 44' AGL/1404' MSL. Poles, trees, and building beginning 354' from DER, 324' right of centerline, up to 59' AGL/1418' MSL.

STIGLER, OK

STIGLER RGNL (GZL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 400-2½ or std. w/min. climb of 210' per NM to 1100. **Rwy 35**, NA - Obstacles.

NOTE: **Rwy 17**, trees beginning 189' from DER, 229' right of centerline, up to 52' AGL/651' MSL. Tower 2 NM from centerline, 2399' right of centerline, 296' AGL/913' MSL.

STILLWATER, OK

STILLWATER RGNL (SWO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 174° to 1600 before turning right. **Rwy 22**, climb heading 220° to 2500 before turning right.

NOTE: **Rwy 4**, fence 191' from DER, 271' left of centerline, 11' AGL/991' MSL. Tree 857' from DER, 545' left of centerline, 30' AGL/1 020' MSL. Tree 498' from DER, 331' right of centerline, 26' AGL/1 006' MSL. **Rwy 17**, building and trees beginning 1075' from DER, from 540' left of centerline, up to 60' AGL/1019' MSL. **Rwy 22**, trees beginning 1158' from DER, 70' left of centerline, up to 60' AGL/1029' MSL. **Rwy 35**, trees beginning 94' from DER, 229' left of centerline, up to 60' AGL/1059' MSL. Trees beginning 782' from DER, 669' right of centerline, up to 60' AGL/1039' MSL. Plant 1688' from DER, 729' right of centerline, 79' AGL/1059' MSL.

STUTTGART, AR

STUTTGART MUNI (SGT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07130 (FAA)

NOTE: **Rwy 18**, tree 108' from DER, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27**, tree 188' from DER, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08157 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/min. climb of 345' per NM to 1200.

NOTE: **Rwy 17**, trees beginning 80' from DER, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from DER, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from DER, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35**, poles and trees beginning 23' from DER, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from DER, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from DER, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 07354 (FAA)

NOTE: **Rwy 4**, multiple trees 881' from DER, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from DER, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13**, multiple trees 21' from DER, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from DER, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from DER, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22**, multiple trees beginning 122' from DER, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from DER, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31**, vehicle on road 346' from DER, on centerline, 15' AGL/391' MSL. Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL. Multiple trees beginning 454' from DER, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from DER, 195' left of centerline, 60' AGL/429' MSL.

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

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

THOMAS, OK

THOMAS MUNI (104)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15120 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 400-1¼ or std. w/min. climb of 335' per NM to 2300.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 355° to 2300 before turning left.

NOTE: **Rwy 17**, vehicles on roadway beginning 12' from DER, 470' right of centerline, up to 15' AGL/1757' MSL. Trees, poles, and buildings beginning 65' from DER, 460' right of centerline, up to 35' AGL/1778' MSL. Fence beginning 192' from DER, 195' left of centerline, up to 9' AGL/1739' MSL. **Rwy 35**, vehicles on roadway beginning 28' from DER, 458' left of centerline, up to 15' AGL/1747' MSL. Building, pole, and signs beginning 15' from DER, 404 left of centerline, up to 34' AGL/1765' MSL. Vehicles on roadway beginning 337' from DER, left and right of centerline, up to 15' AGL/1750' MSL. Tree 2044' from DER, 950' left of centerline, 62' AGL/1794' MSL.

TINKER AFB (KTIK),

OKLAHOMA CITY, OK

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
14233

DEPARTURE PROCEDURE: **Rwy 31**, 1600-3, or standard with a minimum climb of 240 ft/NM to 4000', then standard climb rate. Climb on track 306° to 4000' MSL prior to executing a right turn, left turns may be initiated at 3300' MSL. **Rwy 36**, 1600-3, or standard with a minimum climb of 220 ft/NM to 4000', then standard climb rate. Intercept TIK R-354 climbing to 4000' MSL prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 31**, Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, 400-2¼ or 300-1 w/min. climb of 315' per NM to 1100 or std. w/min. climb of 610' per NM to 900.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climb heading 007° to 1500 before proceeding on course.

Rwy 13, climb heading 127° to 1500 before proceeding on course. **Rwys 19L, 19R**, climb heading 187° to 1500 before proceeding on course. **Rwy 31**, climb heading 292° to 2400 before proceeding on course.

NOTE: **Rwy 1L**, railroad 397' from DER, 594' right of centerline, 23' AGL/652' MSL. Tree 1492' from DER, 626' right of centerline, 80' AGL/700' MSL. **Rwy 1R**, railroad 162' from DER, 105' right of centerline, 23' AGL/652' MSL. Multiple trees and poles beginning 250' from DER, left and right of centerline, up to 80' AGL/700' MSL. Vehicle on road 521' from DER, 159' right of centerline, 15' AGL/644' MSL. **Rwy 13**, building 716' from DER, 513' right of centerline, 25' AGL/641' MSL. Railroad 902' from DER, 725' left of centerline, 23' AGL/642' MSL. Trees beginning 1960' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 19L**, vehicles on road beginning 516' from DER, 282' left of centerline, up to 15' AGL/644' MSL. Trees beginning 790' from DER, 310' left of centerline, up to 73' AGL/683' MSL. **Rwy 19R**, vehicles on road 333' from DER, 563' left of centerline, up to 15' AGL/634' MSL. Tree 2247' from DER, 1019' left of centerline, 65' AGL/685' MSL. **Rwy 31**, hangar 506' from DER, 344' right of centerline, 20' AGL/640' MSL. Trees beginning 1372' from DER, left and right of centerline, up to 100' AGL/799' MSL. Transmission towers beginning 2731' from DER, left and right of centerline, up to 117' AGL/853' MSL. Multiple tanks, towers and trees beginning 1.2 NM from DER, left and right of centerline, up to 100' AGL/939' MSL.

TULSA INTL (TUL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb on a heading between 292° CW to 086° from DER, or minimum climb of 222' per NM to 2900 for headings 087° through 291°.

NOTE: **Rwy 18L**, tree 1880' from DER, 905' left of centerline, 74' AGL/693' MSL. **Rwy 18R**, vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL. Ant on building, 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL. Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL. Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL. **Rwy 26**, antenna and buildings beginning 1031' from DER, 745' left of centerline, up to 51' AGL/707' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL. **Rwy 36L**, trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL. **Rwy 36R**, lights and NAVAID 2' from DER, on centerline, 1' AGL/627' MSL. Trees beginning 1630' from DER, 470' left of centerline, up to 84' AGL/674' MSL.

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

VANCE AFB (KEND)

ENID, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12208

TAKEOFF OBSTACLES:

Rwy 17C:Barrier (when raised) 24' AGL/1321' MSL, 146' into overrun, on centerline.

Rwy 17L:Terrain, 1293' MSL, 239' from DER, 56' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 575' left of centerline. Trees, 70' AGL/ 1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 145' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 140' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 142' into overrun, on centerline. Vehicle on road, 10' AGL/1273' MSL, 735' from DER, 603' right of centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1885' from DER, 576' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 145' from DER, 291' left of centerline. T-1 aircraft on taxiway, 14' AGL/ 1280' MSL, 212' from DER, 575' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08045 (FAA)

NOTE: **Rwy 36**, Multiple trees beginning 167' from DER, 544' right of centerline, up to 100' AGL/709' MSL.

WALNUT RIDGE, AR

WALNUT RIDGE RGNL (ARG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11293 (FAA)

NOTE: **Rwy 4**, tree 2675' from DER, 756' left of centerline, 78' AGL/349' MSL. **Rwy 18**, vehicles on roadway 66' from DER, 487' left of centerline, up to 15' AGL/284' MSL. **Rwy 31**, vehicles on roadway beginning 56' from DER, left and right of centerline, up to 15' AGL/291' MSL. **Rwy 36**, trees beginning 123' from DER, left and right of centerline, up to 87' AGL/319' MSL. Pole 192' from DER, 410' right of centerline, 50' AGL/321' MSL. Vehicles on roadway beginning 460' from DER, left and right of centerline, up to 17' AGL/291' MSL.

WARREN, AR

WARREN MUNI (3M9)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG I1265 (FAA)

NOTE: **Rwy 3**, trees beginning at DER, 190' left and right of centerline, up to 100' AGL/335' MSL. Vehicle on road, building, and hangar beginning 2' from DER, 192' right of centerline, up to 22' AGL/257' MSL. **Rwy 21**, trees beginning at DER, 172' left and right of centerline, up to 100' AGL/297' MSL. Terrain rising 115' from DER, 13' left and right of centerline, up to 210' MSL.

WATONGA, OK

WATONGA RGNL (JWG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07298 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17**, vehicle on road 165' from DER, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from DER, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35**, trees beginning 3318' from DER, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from DER, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK

THOMAS P. STAFFORD (OJA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07130 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17**, truck on road 682' from DER, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from DER, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35**, tree 1421' from DER, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR

WEST MEMPHIS MUNI (AWM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 00139 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, NOTE: 101' AGL trees 2155' from DER, 196' right of centerline.

WOODWARD, OK

WEST WOODWARD (WWR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 172° to 3100 before proceeding on course.



ALTERNATE MINS

M6



16315

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
TULSA, OK (CON'T)			
TULSA INTL (TUL)	ILS or LOC Rwy 18L ³		
	ILS or LOC Rwy 18R ¹		
	ILS or LOC Rwy 36R ⁴		
	RNAV (GPS) Rwy 8 ³		
	RNAV (GPS) Rwy 18L ³		
	RNAV (GPS) Rwy 18R ³		
	RNAV (GPS) Rwy 36L ¹		
	RNAV (GPS) Rwy 36R ³		
	VOR/DME Rwy 8 ³		
	VOR or TACAN Rwy 26 ³		
	RADAR-1 ²		

¹Category C, 900-2½; Category D, 900-2¾.

²Category E, 800-2¼.

³Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

⁴ILS, Categories A, B, 700-2; Category C, 900-2½; Category D, 900-2¾; LOC, Category C, 900-2½; Category D, 900-2¾.

WALNUT RIDGE, AR

WALNUT RIDGE	
RGNL (ARG)	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 36

NA when local weather not available.

WEATHERFORD, OK

THOMAS P	
STAFFORD (OJA)	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35

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

WEST MEMPHIS, AR

WEST MEMPHIS	
MUNI (AWM)	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35

NA when local weather not available.

WOODWARD, OK

WEST	
WOODWARD (WWR)	RNAV (GPS) Rwy 17
	RNAV (GPS) Rwy 35
	VOR/DME-A

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

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ALTERNATE MINS

M6

SC-1



16315

RADAR MINS


16287

RADAR INSTRUMENT APPROACH MINIMUMS

FAYETTEVILLE, AR DRAKE FIELD (FYV)

Orig-A, 21APR97 (97111) (FAA)

ELEV 1251

RADAR-1 121.0 244.57 


	<u>RWY GP/TCH/RPI</u>	<u>CAT</u>	<u>HAT/ HATh/</u>			<u>HAT/ HATh/</u>			
			<u>DA/ MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>	<u>DA/ MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>	
ASR	16	A	2060-1	809	(900-1)	B	2060-1½	809	(900-1¼)
		C	2060-2¼	809	(900-2¼)	D	2060-2½	809	(900-2½)
CIRCLING ALL RWY		A	2060-1	809	(900-1)	B	2060-1¼	809	(900-1¼)
		C	2060-2¼	809	(900-2¼)	D	2300-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inop table does not apply.

FORT SMITH, AR FORT SMITH RGNL (FSM)

Amdt 8C, 15NOV12 (12319) (FAA)

ELEV 469

RADAR-1 120.9 343.75 

	<u>RWY GP/TCH/RPI</u>	<u>CAT</u>	<u>HAT/ HATh/</u>			<u>HAT/ HATh/</u>				
			<u>DA/ MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>	<u>DA/ MDA-VIS</u>	<u>HAA</u>	<u>CEIL-VIS</u>		
ASR	25	AB	1040/24	594	(600-½)	C	1040/50	594	(600-1)	
		D	1040/60	594	(600-1¼)	E	1040-1½	594	(600-1½)	
	1	AB	1140-1	692	(700-1)	C	1140-2	692	(700-2)	
		D	1140-2¼	692	(700-2¼)	E	1140-2½	692	(700-2½)	
	7	AB	1200-½	731	(800-½)	C	1200-1½	731	(800-1½)	
		D	1200-1¾	731	(800-1¾)	E	1200-2	731	(800-2)	
	CIRCLING ALL RWY		AB	1200-1	731	(800-1)	C	1200-2	731	(800-2)
			D	1200-2¼	731	(800-2¼)	E	1200-2½	731	(800-2½)

When control tower closed ASR not authorized.
 Circling to Rwy 1 NA at night.
 Circling CAT E NA when R-2401B active.
 Circling NA northwest of Rwy 7 and 19 for CAT E.
 For inoperative MALSR, increase S-7 CAT E visibility to 2½ miles, and S-25 CAT E visibility to 2 miles.

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16287



RADAR MINS

16287

RADAR INSTRUMENT APPROACH MINIMUMS

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 15120 USA)

ELEV 1187

RADAR - (E) 120.55 322.4   NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	35		ABC	1540/40	352	(400-¾)
			DE	1540/50	352	(400-1)
	17		AB	1660-1	472	(500-1)
			C	1660-1¼	472	(500-1¼)
			D	1660-1½	472	(500-1½)
			E	1660-1¾	472	(500-1¾)
CIR ¹	17-35		AB	1680-1	492	(500-1)
			C	1680-1½	492	(500-1½)
			D	1740-2	552	(600-2)
			E	1780-2	592	(600-2)

¹CAT E cir not auth W of Rwy 17-35.

LAWTON, OK

Amdt 4A, 10JAN00 (00010) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

RADAR-1 - 120.55 322.4

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	35		ABC	1560-¾	471	(500-¾)	D	1560-1	471	(500-1)
CIRCLING ALL RWY			AB	1600-1	490	(500-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

LAWTON, OK

Amdt 1B, 08AUG02 (02220) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

RADAR-2 - 120.55 322.4

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING ALL RWY			AB	1620-1	510	(600-1)	C	1620-1½	510	(600-1½)
			D	1680-2	570	(600-2)				

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16287

RADAR MINS

16287



RADAR INSTRUMENT APPROACH MINIMUMS

LITTLE ROCK, AR

Amdt 17A, 03OCT11 (12319) (FAA)

ELEV 262

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

RADAR-1 135.4 291.775 353.6  

	RWY	GP/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	22R		AB	740/24	478	(500-½)	C	740/40	478	(500-¾)
			D	740/50	478	(500-1)				
	4R		ABC	720/40	460	(500-¾)	D	720/50	460	(500-1)
			D	740-1½	480	(500-1½)				
	22L		AB	740/40	480	(500-¾)	C	740/60	480	(500-1¼)
			D	740-1½	480	(500-1½)				
	4L		AB	780/40	522	(500-¾)	C	780/50	522	(600-1)
			D	780/60	522	(600-1¼)				
	18		AB	720-1	462	(500-1)	C	720-1¼	462	(500-1¼)
			D	720-1½	462	(500-1½)				
	36		AB	780-1	523	(600-1)	C	780-1½	523	(600-1½)
			D	780-1¾	523	(600-1¾)				
CIRCLING ALL RWY			AB	800-1	534	(600-1)	C	940-2	674	(700-2)
			D	1180-3	914	(1000-3)				

For inoperative MALSRL increase S-4R and S-4L CATs A/B visibility to RVR 5000.

Inoperative table does not apply to S-22L CAT C.


Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt 2A, 07APR11 (11153) (FAA)

ELEV 1299

WILEY POST (PWA)

RADAR-1 124.6 266.8 

	RWY	GP/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	35R		AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1840-1¾	541	(600-1¾)				
CIRCLING ALL RWY			AB	1840-1	541	(600-1)	C	1840-1½	541	(600-1½)
			D	1880-2	581	(600-2)				

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16287

RADAR MINS

16287

RADAR INSTRUMENT APPROACH MINIMUMS

OKLAHOMA CITY, OK WILL ROGERS WORLD (OKC)

Amdt 21A, 13OCT16 (16287) (FAA)

ELEV 1296

RADAR-1 124.6 266.8

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
ASR	17L		ABCDE	1680/40	393	(400-¾)
	35R		ABCDE	1680/40	386	(400-¾)
	17R		ABCDE	1680/40	398	(400-¾)
	35L		ABCDE	1680/40	404	(500-¾)
CIRCLING	ALL RWY		A	1740-1¼	444	(500-1¼)
			B	1760-1¼	464	(500-1¼)
			C	1960-1¼	664	(700-1¼)
			D	2000-2¼	704	(800-2¼)
			E	2240-3	944	(1000-3)

For inoperative MALS R, increase S-17L, S-17R, and S-35L CAT E visibility to 1¼.

For inoperative ALSF, increase S-35R CAT E visibility to 1¼.

TINKER AFB (KTIK), (Oklahoma City) OK (12320 USAF)

ELEV 1291

RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
ASR	36 ¹		A	1940/24	649	(700-½)
			B	1940/40	649	(700-¾)
			C	1940/60	649	(700-1¼)
			D	1940-1½	649	(700-1½)
			E	1940-1¾	649	(700-1¾)
	18 ²		A	2000/40	733	(800-¾)
			B	2000/50	733	(800-1)
			C	2000-1¾	733	(800-1¾)
			D	2000-2	733	(800-2)
			E	2000-2¼	733	(800-2¼)
CIR ³	36		A	1940-1	649	(700-1)
			B	1940-1¼	649	(700-1¼)
			C	1940-1¾	649	(700-1¾)
			D	1980-2¼	689	(700-2¼)
			E	2040-2¾	749	(800-2¾)
	18		A	2000-1	709	(800-1)
			B	2000-1¼	709	(800-1¼)
			C	2000-2	709	(800-2)
			D	2000-2¼	709	(800-2¼)
	E	2040-2¾	749	(800-2¾)		

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

³CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16287

RADAR MINS

16287


RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK

Amdt 18, 13JAN11 (15008) (FAA)

ELEV 677

TULSA INTL (TUL)

RADAR-1 124.0 338.3 

ASR	RWY	GP/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
26			AB	1060-1	409	(400-1)	CD	1060-1¼	409	(400-1¼)
			E	1060-1½	409	(400-1½)				
18L			AB	1080/24	439	(500-½)	C	1080/40	439	(500-¾)
			DE	1080/50	439	(500-1)				
36R			AB	1140/24	490	(500-½)	C	1140/40	490	(500-¾)
			D	1140/50	490	(500-1)				
18R			AB	1080-1	413	(500-1)	CD	1080-1¼	413	(500-1¼)
			E	NA						
8			AB	1120-1	449	(500-1)	C	1120-1¼	449	(500-1¼)
			DE	1120-1½	449	(500-1½)				
36L			AB	1180-1	503	(600-1)	CD	1180-1½	503	(600-1½)
			E	NA						
CIRCLING ALL RWY			AB	1180-1	503	(600-1)	C	1180-1½	503	(600-1½)
			D	1300-2	623	(700-2)				

Circling NA for CAT E South of runway 8-26.

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16287

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR ARKANSAS OR OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

14261

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*
LITTLE ROCK, AR		
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)	HS 1	Rwy 36 and Rwy 04L single hold lines at Twy A and Twy F.
NORMAN, OK		
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)	HS 1	Twy D east of Rwy 03-21.
	HS 2	Twy E east of Rwy 03-21.
	HS 3	Twy D west of Rwy 03-21.
	HS 4	Twy B and Twy C int and Rwy 36.
TULSA, OK		
TULSA INTL (TUL)	HS 1	Twy C, Twy J, Twy K close to Rwy 08-26 and the Terminal Ramp.

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

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SC-1, 10 NOV 2016 to 05 JAN 2017

(YUCKS.BASTS1) 14205

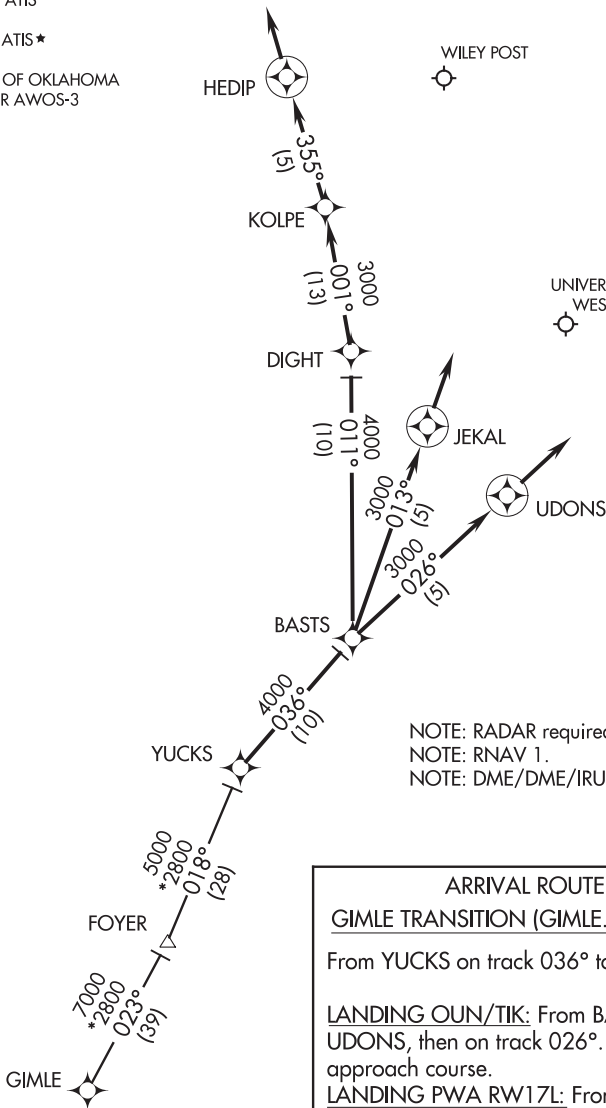
BASTS ONE ARRIVAL (RNAV)

Z1

ST-739 (FAA)

OKLAHOMA CITY, OKLAHOMA

OKE CITY APP CON
 124.6 266.8
 WILEY POST ATIS
 128.725
 TINKER AFB ATIS ★
 270.1
 UNIVERSITY OF OKLAHOMA
 WESTHEIMER AWOS-3
 119.55



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

ARRIVAL ROUTE DESCRIPTION
GIMLE TRANSITION (GIMLE.BASTS1):
 From YUCKS on track 036° to BASTS.
LANDING OUN/TIK: From BASTS on track 026° to UDONS, then on track 026°. Expect vectors to final approach course.
LANDING PWA RW17L: From BASTS on track 011° DIGHT, then on track 001° to KOLPE, then on track 355° to HEDIP, then on track 355°. Expect vectors to final approach course.
LANDING PWA RW35R: From BASTS on track 013° to JEKAL, then on track 013°. Expect vectors to final approach course.

NOTE: Chart not to scale.

BASTS ONE ARRIVAL (RNAV)

(YUCKS.BASTS1) 14205

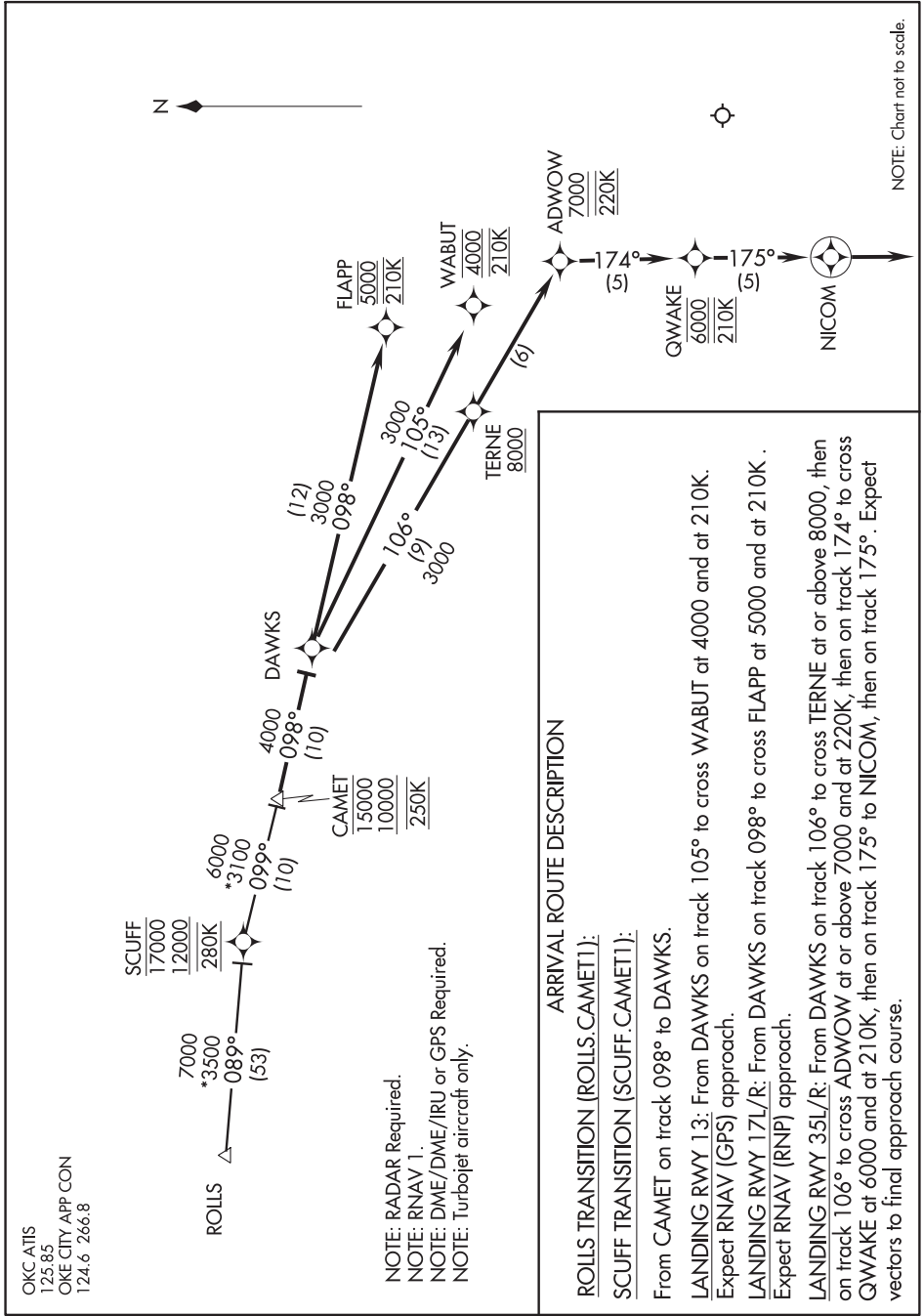
OKLAHOMA CITY, OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CAMET ONE ARRIVAL (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017



CAMET ONE ARRIVAL (RNAV)

(CAMET.CAMET1) 15344

ARRIVAL ROUTE DESCRIPTION

ROLLS TRANSITION (ROLLS.CAMET1):

SCUFF TRANSITION (SCUFF.CAMET1):

From CAMET on track 098° to DAWKS.

LANDING RWY 13: From DAWKS on track 105° to cross WABUT at 4000 and at 210K.

Expect RNAV (GPS) approach.

LANDING RWY 17L/R: From DAWKS on track 098° to cross FLAPP at 5000 and at 210K.

Expect RNAV (RNP) approach.

LANDING RWY 35L/R: From DAWKS on track 106° to cross TERNE at or above 8000, then

on track 106° to cross ADWOW at or above 7000 and at 220K, then on track 174° to cross

QWAKE at 6000 and at 210K, then on track 175° to NICOM, then on track 175°. Expect

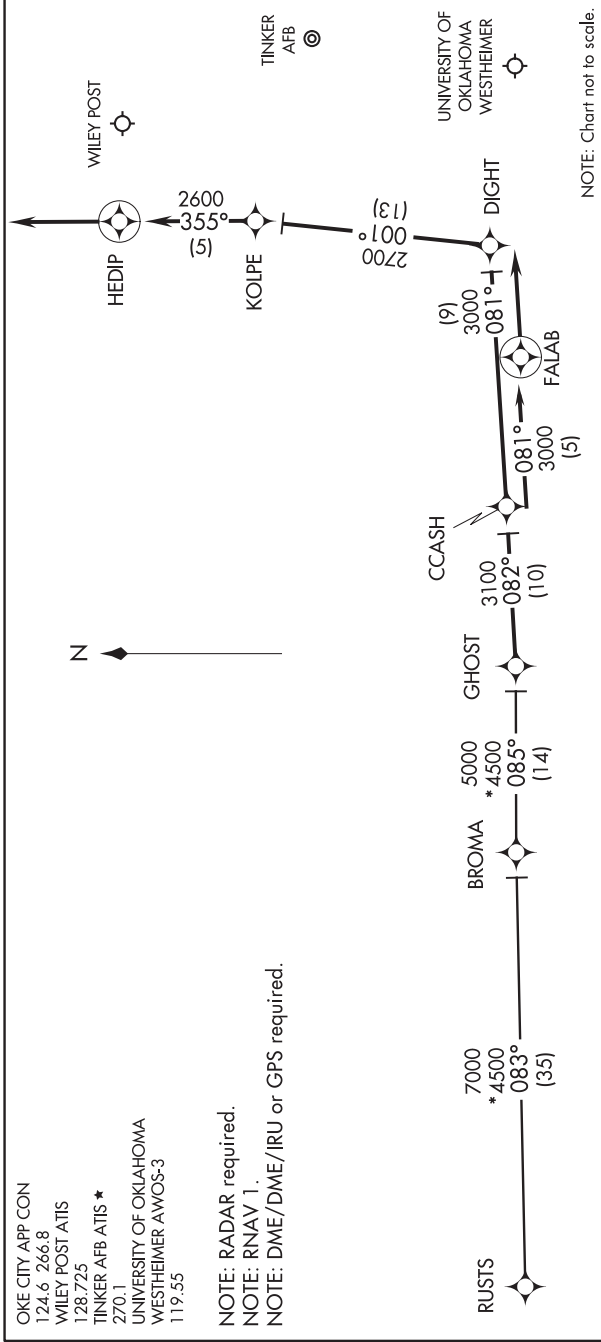
vectors to final approach course.

SC-1, 10 NOV 2016 to 05 JAN 2017

(GHOST.CCASH1) 14205
CCASH ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017



ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.CCASH1):
RUSTS TRANSITION (RUSTS.CCASH1):

From GHOST on track 082° to CCASH.

LANDING OUN/TIK: From CCASH on track 081° to FALAB, then on track 081°. Expect radar vectors to final approach course.

LANDING PWA RW17L: From CCASH on track 081° to DIGHT, then on track 001° to KOLOPE, then on track 355° to HEDIP, then on track 355°. Expect radar vectors to final approach course.

LANDING PWA RW35R: From CCASH on track 081° to FALAB, then on track 081°. Expect radar vectors to final approach course.

CCASH ONE ARRIVAL (RNAV)
(GHOST.CCASH1) 14205

OKLAHOMA CITY, OKLAHOMA

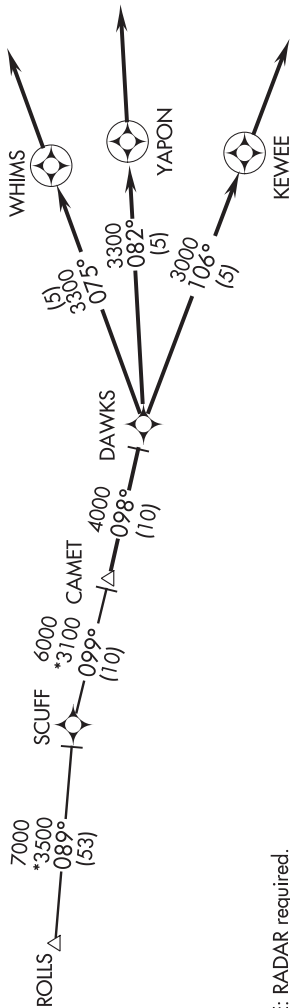
SC-1, 10 NOV 2016 to 05 JAN 2017

DAWKS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017

OKE CITY APP CON
 124.6 266.8
 WILEY POST ATIS
 128.725
 TINKER AFB ATIS *
 270.1
 UNIVERSITY OF OKLAHOMA
 WESTHEIMER AWOS-3
 119.55



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

ARRIVAL ROUTE DESCRIPTION

ROLLS TRANSITION (ROLLS.DAWKS1):

SCUFF TRANSITION (SCUFF.DAWKS1):

From CAMET on track 098° to DAWKS.

LANDING OUN: From DAWKS on track 106° to KEWEE, then on track 106°.

Expect RADAR vectors to final approach course.

LANDING TIK: From DAWKS on track 082° to YAPON, then on track 082°.

Expect RADAR vectors to final approach course.

LANDING PWA RW17L: From DAWKS on track 075° to WHIMS, then on track 075°.

Expect RADAR vectors to final approach course.

LANDING PWA RW35R: From DAWKS on track 106° to KEWEE, then on track 106°.

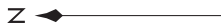
Expect RADAR vectors to final approach course.



WILEY POST



TINKER AFB



UNIVERSITY OF OKLAHOMA
WESTHEIMER

NOTE: Chart not to scale.

DAWKS ONE ARRIVAL (RNAV)

(CAMET.DAWKS1) 14205

OKLAHOMA CITY, OKLAHOMA

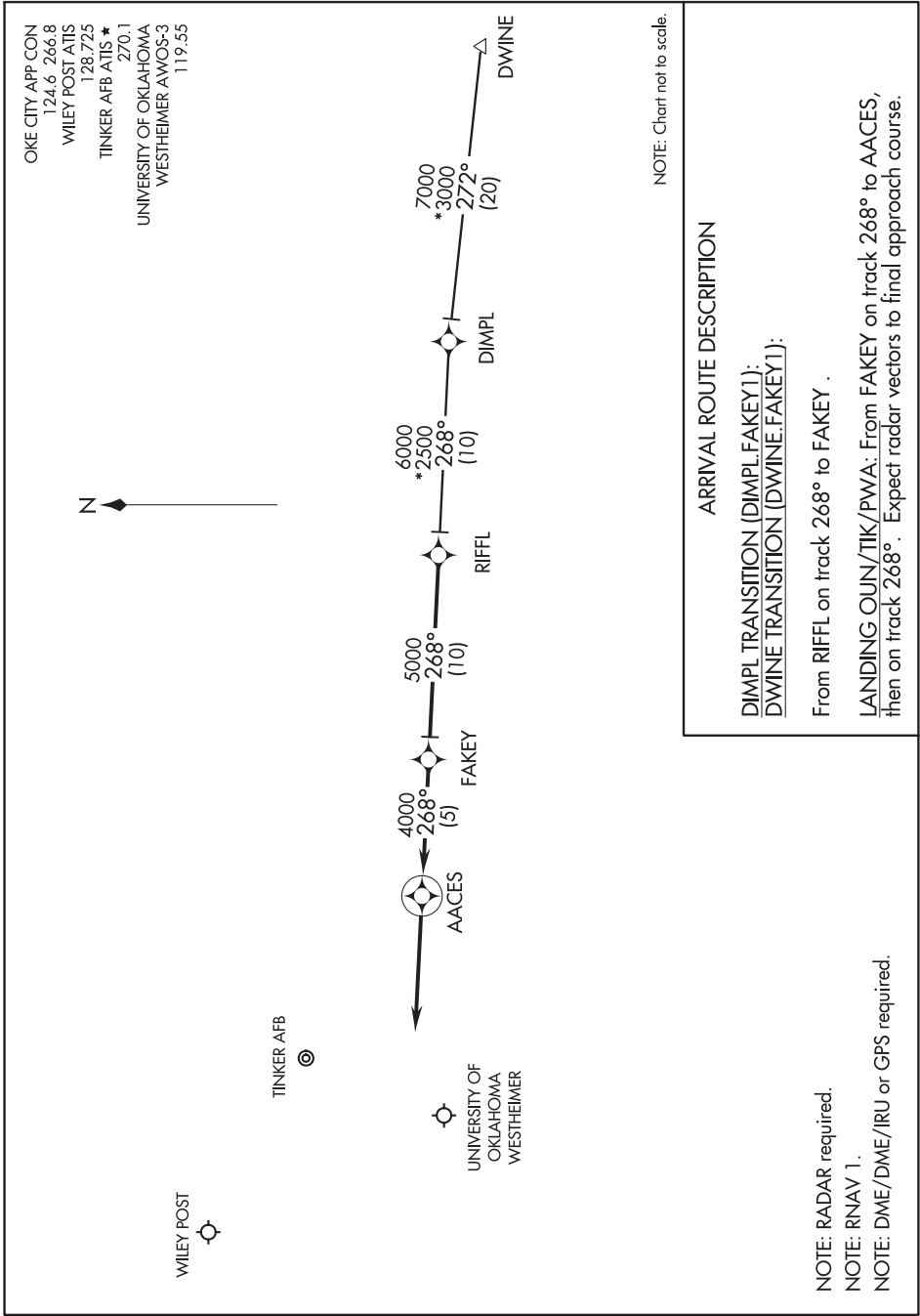
SC-1, 10 NOV 2016 to 05 JAN 2017

(RIFFL.FAKEY1) 14205
FAKEY ONE ARRIVAL (RNAV)

ST-739 (FAA)

OKLAHOMA CITY, OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DIMPL TRANSITION (DIMPL.FAKEY1):
DWINE TRANSITION (DWINE.FAKEY1):

From RIFFL on track 268° to FAKEY .

LANDING OUN/TIK/PWA: From FAKEY on track 268° to AACES, then on track 268° . Expect radar vectors to final approach course.

FAKEY ONE ARRIVAL (RNAV)
(RIFFL.FAKEY1) 14205

OKLAHOMA CITY, OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017

GHOST ONE ARRIVAL (RNAV)

210Z NOV 2016 to 05 JAN 2017

OKC ATIS
125.85
OKC CITY APP CON
124.6 266.8

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

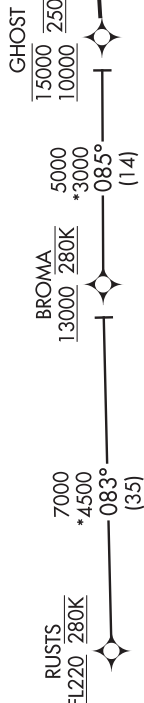
ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.GHOST1):
RUSTS TRANSITION (RUSTS.GHOST1):

From GHOST on track 082° to CCASH.

LANDING RWYS 17L/R: From CCASH on track 081° to cross DIGHT at or above 8000, then on track 053° to cross WALLS at or above 7000, then on track 355° to cross WWILL at 6000 and at 210K, then on track 355° to ADWOW, then on track 355°. Expect radar vectors to final approach course.

LANDING RWYS 35L/R: From CCASH on track 080° to cross ODOUR at or above 6000, then on track 080° to cross LEVEE at 4000 and at 210K. Expect RNAV (RNP) approach.



NOTE: Chart not to scale.

SC-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence

TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

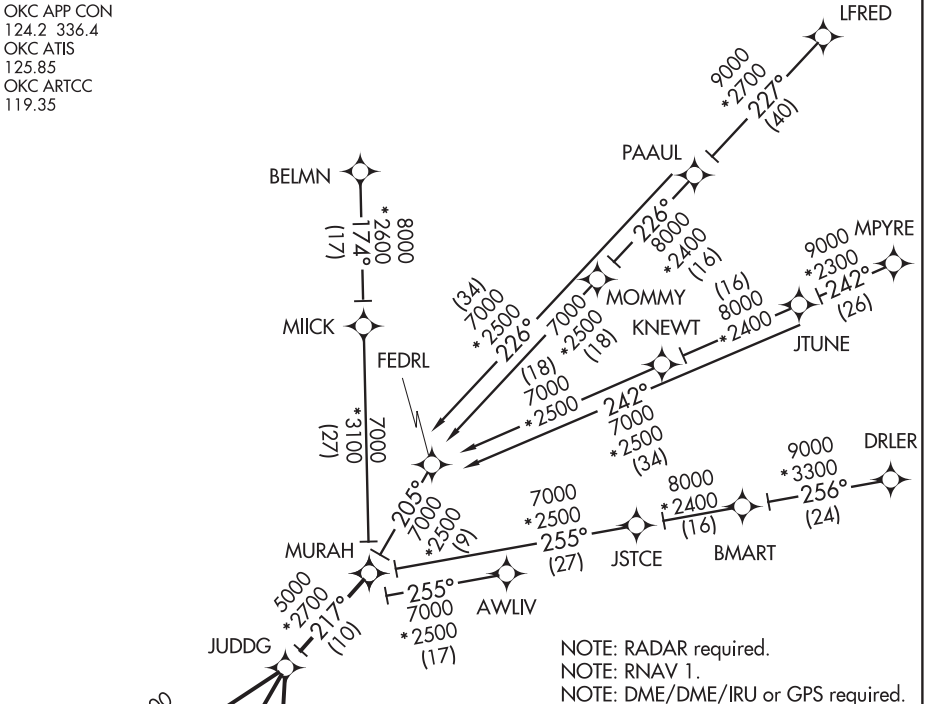
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

JUDDG TWO ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

OKC APP CON
124.2 336.4
OKC ATIS
125.85
OKC ARTCC
119.35



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

ARRIVAL ROUTE DESCRIPTION

- AWLIV TRANSITION (AWLIV.JUDDG2)
- BELMN TRANSITION (BELMN.JUDDG2): (For non-GPS equipped aircraft, IFI DME must be operational).
- BMART TRANSITION (BMART.JUDDG2)
- DRLER TRANSITION (DRLER.JUDDG2)
- JTUNE TRANSITION (JTUNE.JUDDG2)
- LFRED TRANSITION (LFRED.JUDDG2)
- MPYRE TRANSITION (MPYRE.JUDDG2)
- PAAUL TRANSITION (PAAUL.JUDDG2)

From MURAH on track 217° to JUDDG.

LANDING OUN/TIK: From JUDDG on track 192° to PEGOE, then on track 192°. Expect radar vectors to final approach course.

LANDING PWA RWY 17L: From JUDDG on track 236° to ODPIE, then on track 236°. Expect radar vectors to final approach course.

LANDING PWA RWY 35R: From JUDDG on track 225° to QUOIT, then on track 225°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

JUDDG TWO ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

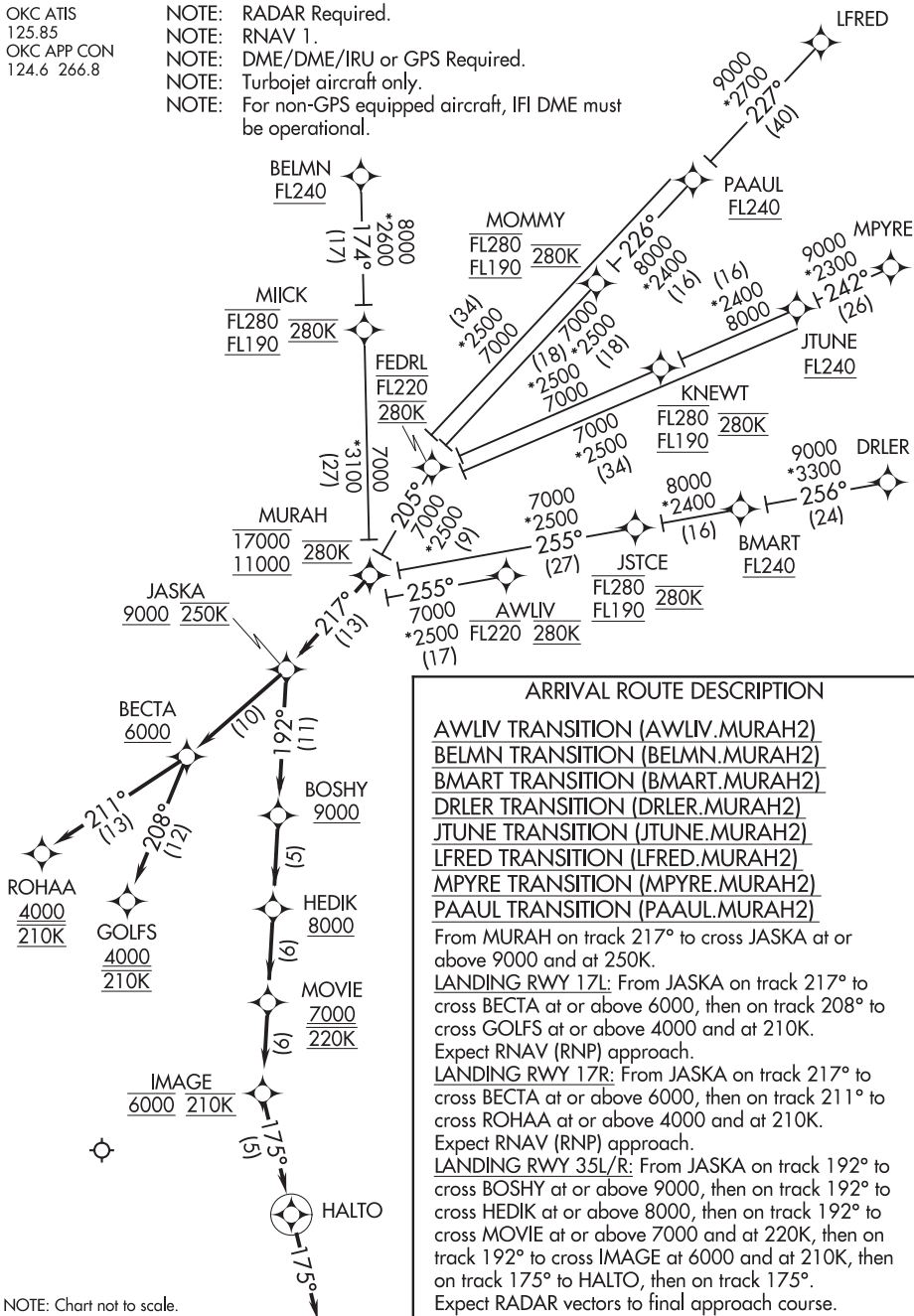
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MURAH TWO ARRIVAL (RNAV)

OKC ATIS
125.85
OKC APP CON
124.6 266.8

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Turbojet aircraft only.
- NOTE: For non-GPS equipped aircraft, IFI DME must be operational.



ARRIVAL ROUTE DESCRIPTION

- AWLIV TRANSITION (AWLIV.MURAH2)
- BELMN TRANSITION (BELMN.MURAH2)
- BMART TRANSITION (BMART.MURAH2)
- DRLER TRANSITION (DRLER.MURAH2)
- JTUNE TRANSITION (JTUNE.MURAH2)
- LFRED TRANSITION (LFRED.MURAH2)
- MPYRE TRANSITION (MPYRE.MURAH2)
- PAAUL TRANSITION (PAAUL.MURAH2)

From MURAH on track 217° to cross JASKA at or above 9000 and at 250K.
LANDING RWY 17L: From JASKA on track 217° to cross BECTA at or above 6000, then on track 208° to cross GOLFS at or above 4000 and at 210K. Expect RNAV (RNP) approach.
LANDING RWY 17R: From JASKA on track 217° to cross BECTA at or above 6000, then on track 211° to cross ROHAA at or above 4000 and at 210K. Expect RNAV (RNP) approach.
LANDING RWY 35L/R: From JASKA on track 192° to cross BOSHY at or above 9000, then on track 192° to cross HEDIK at or above 8000, then on track 192° to cross MOVIE at or above 7000 and at 220K, then on track 192° to cross IMAGE at 6000 and at 210K, then on track 175° to HALTO, then on track 175°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

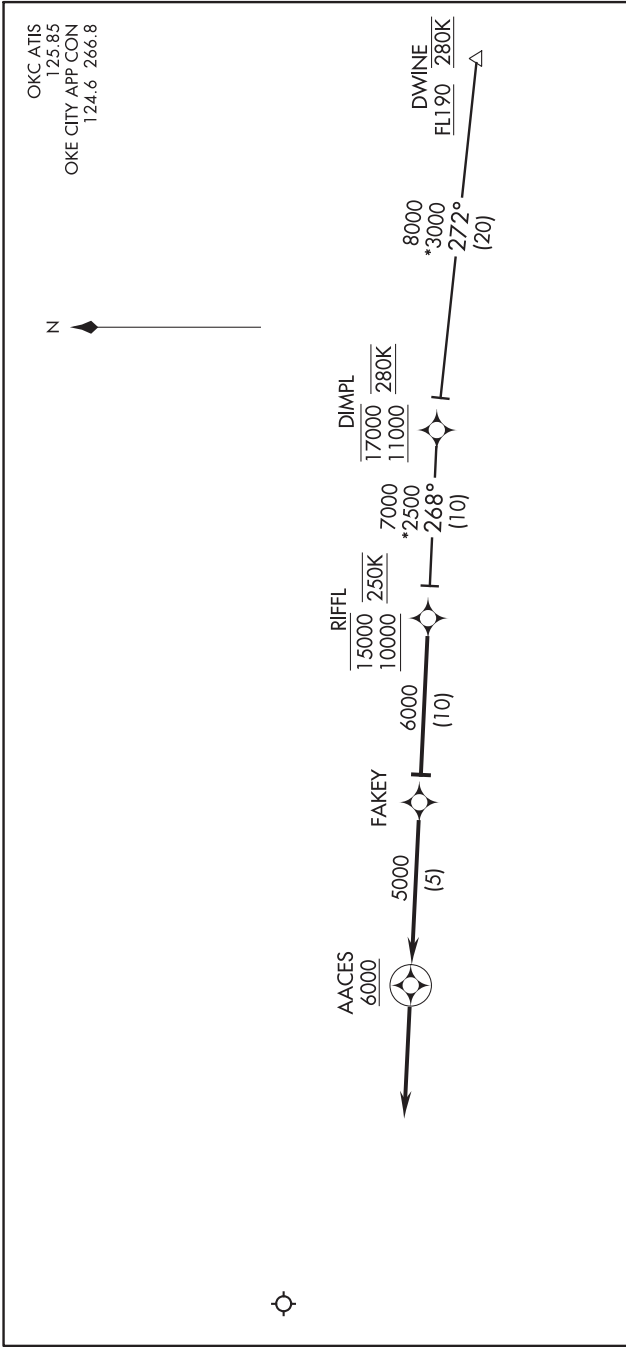
MURAH TWO ARRIVAL (RNAV)

(MURAH.MURAH2) 10NOV16

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

RIFFL ONE ARRIVAL (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017



OKC ATIS
125.85
OKE CITY APP CON
124.6 266.8

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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DWINE TRANSITION (DWINE,RIFFL1):
DIMPL TRANSITION (DIMPL,RIFFL1):

From RIFFL on track 268° to FAKEY.

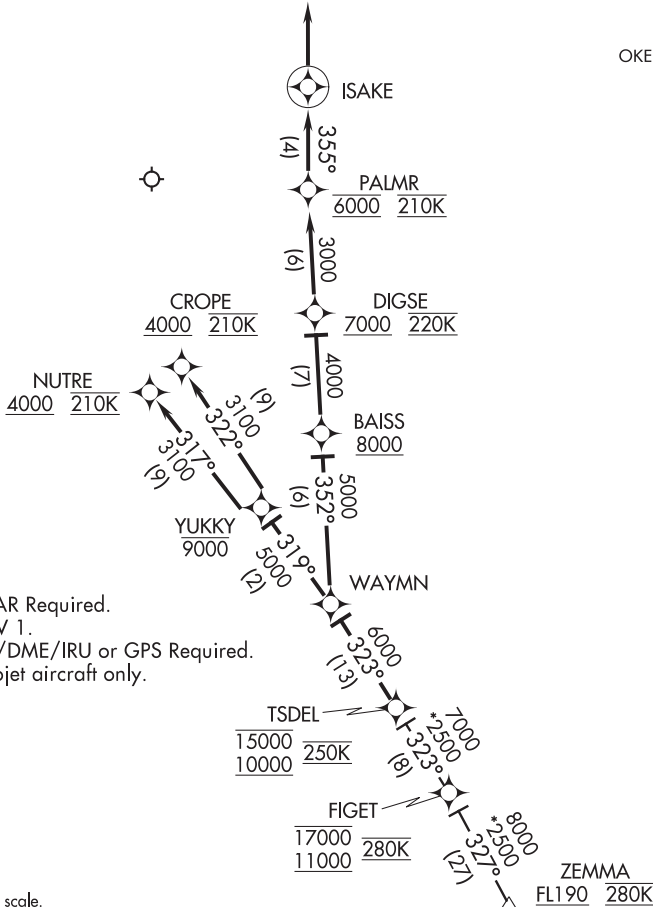
LANDING RWY 17L/R, 35L/R: From FAKEY on track 268° to cross AACES at or above 6000, then on track 268°. Expect radar vectors to final approach course.

RIFFL ONE ARRIVAL (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017

TSDel ONE ARRIVAL (RNAV)

OKC ATIS
125.85
OKE CITY APP CON
124.6 266.8



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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.TSDel1):
ZEMMA TRANSITION (ZEMMA.TSDel1):

From TSDel on track 323° to WAYMN.

LANDING RWY 17L/R: From WAYMN on track 352° to cross BAISS at or above 8000, then on track 352° to cross DIGSE at or above 7000 and at 220K, then on track 352° to cross PALMR at 6000 and at 210K, then on track 355° to ISAKE, then on track 355°. Expect radar vectors to final approach course.

LANDING RWY 35L: From WAYMN on track 319° to cross YUKKY at or below 9000, then on track 317° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From WAYMN on track 319° to cross YUKKY at or below 9000, then on track 322° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

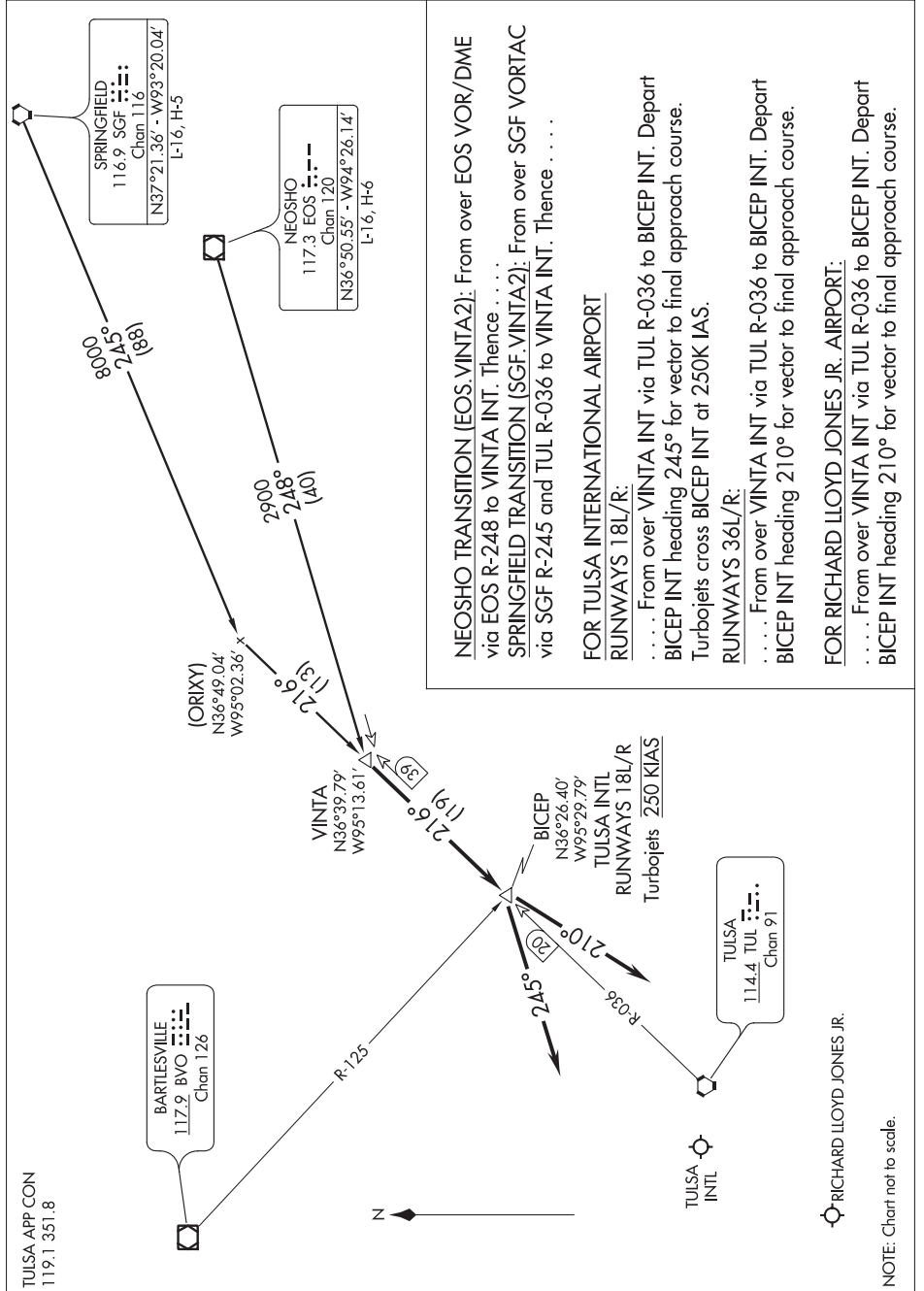
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

SC-1, 10 NOV 2016 to 05 JAN 2017



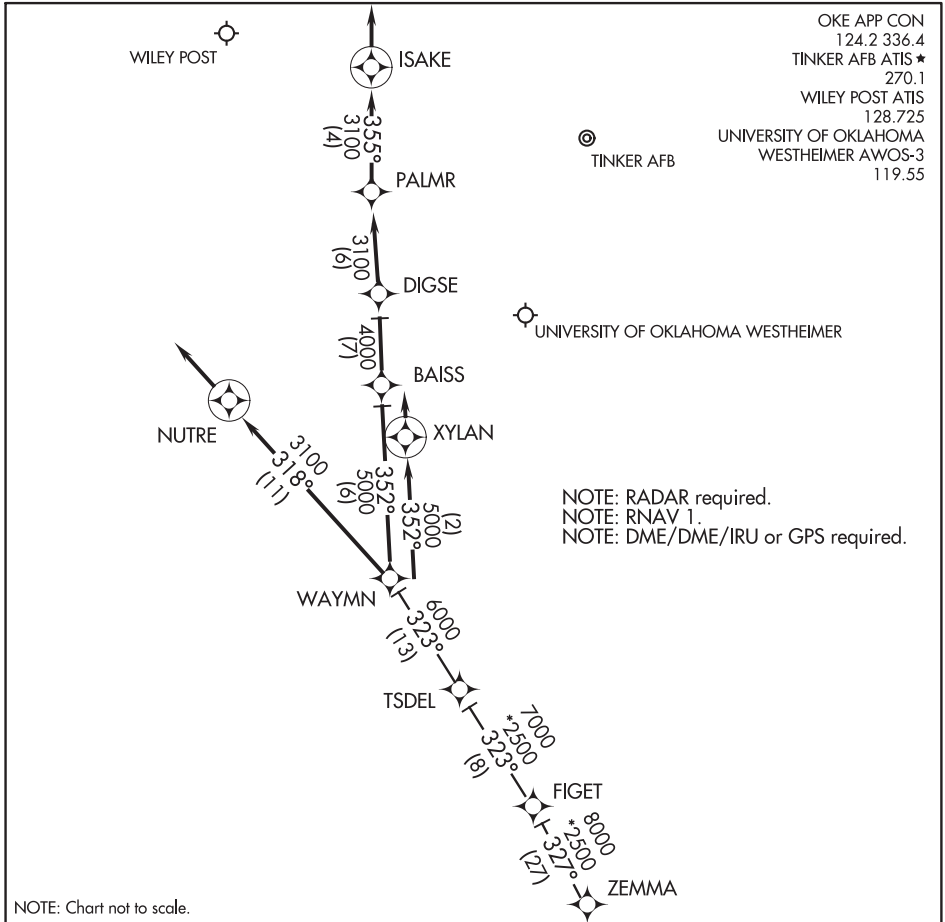
SC-1, 10 NOV 2016 to 05 JAN 2017

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

WAYMN ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.WAYMN1):

ZEMMA TRANSITION (ZEMMA.WAYMN1):

From TSDel on track 323° to WAYMN.

LANDING QUN: From WAYMN on track 352° to XLAN, then on track 352°. Expect radar vectors to final approach course.

LANDING TIK: From WAYMN on track 352° to BAISS, then on track 352°. Expect radar vectors to final approach course.

LANDING PWA RWY17L: From WAYMN on track 352° to BAISS, then on track 352° to DIGSE, then on track 352° to PALMR, then on track 355° to ISAKE, then on track 355°. Expect radar vectors to final approach course.

LANDING PWA RW35R: From WAYMN on track 318° to NUTRE, then on track 318°. Expect radar vectors to final approach course.

WAYMN ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

(YUCKS.YUCKS2) 15064

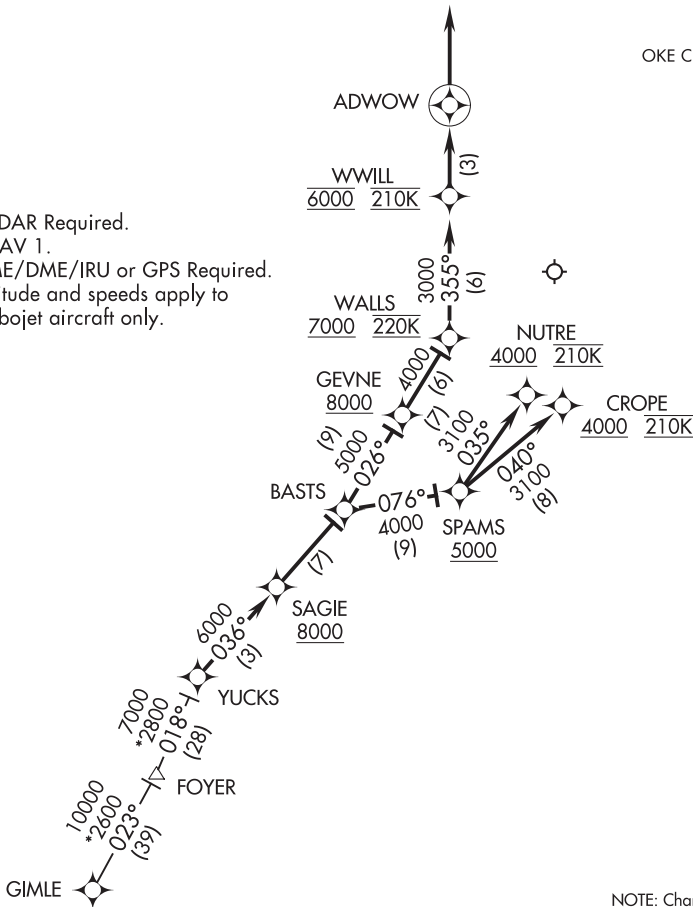
ST-301 (FAA)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

YUCKS TWO ARRIVAL(RNAV)

OKC ATIS
125.85
OKE CITY APP CON
124.6 266.8

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Altitude and speeds apply to turbojet aircraft only.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GIMLE TRANSITION (GIMLE.YUCKS2):

From YUCKS on track 036° to cross SAGIE at or above 8000, then on track 036° to BASTS.

LANDING RWY 17L/R: From BASTS on track 026° to cross GEVNE at or above 8000, then on track 026° to cross WALLS at or above 7000 and at 220K, then on track 355° to cross WWILL at 6000 and at 210K, then on track 355° to ADWOW, then on track 355°.
Expect radar vectors to final approach course.

LANDING RWY 35L: From BASTS on track 076° to cross SPAMS at or above 5000, then on track 035° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From BASTS on track 076° to cross SPAMS at or above 5000, then on track 040° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

YUCKS TWO ARRIVAL(RNAV)
(YUCKS.YUCKS2) 15064

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

INTENTIONALLY

LEFT

BLANK

WAAS CH 61012 W17A	APP CRS 174°	Rwy ldg 6203 TDZE 1016 Apt Elev 1016
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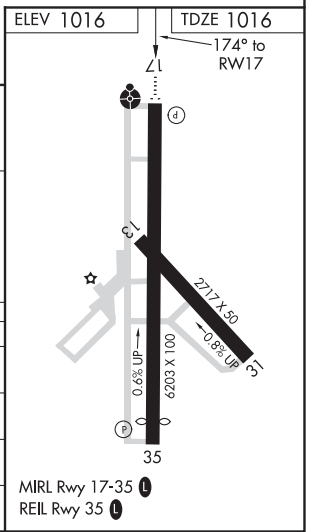
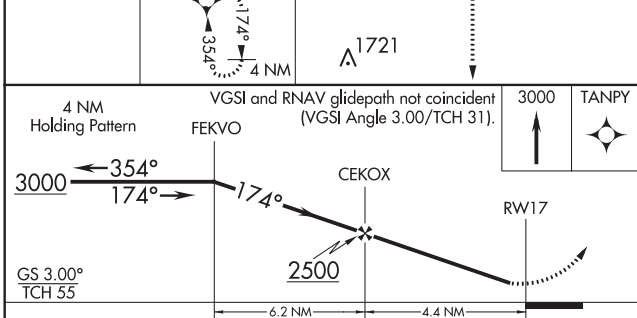
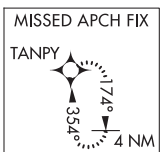
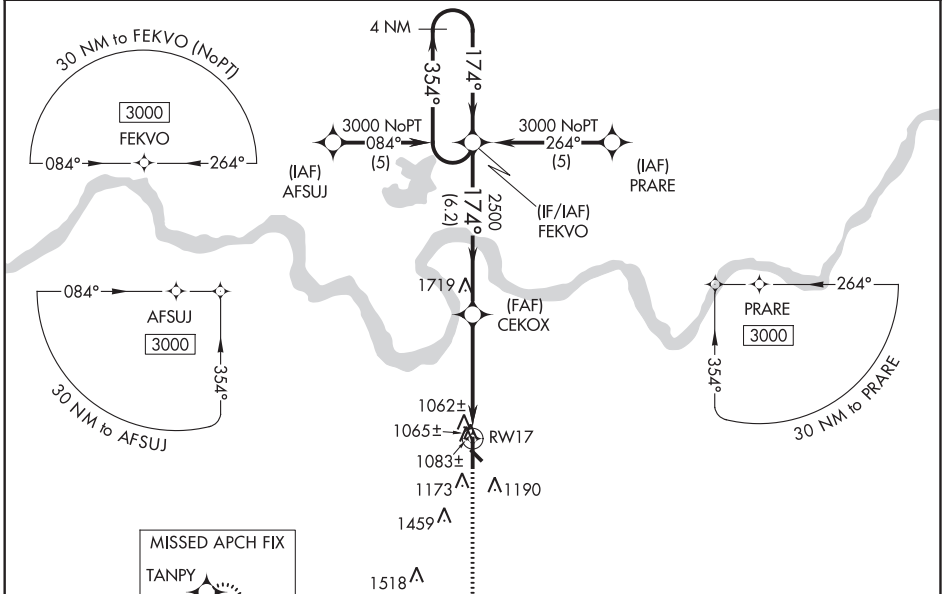
RNAV (GPS) RWY 17

ADA MUNI (ADH)

⚠ Inoperative table does not apply. 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. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS MISSED APPROACH: Climb to 3000 direct TANPY and hold.

AWOS-3 118.725	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1304-1	288 (300-1)		NA
LNAV/VNAV DA	1335-1	319 (400-1)		NA
LNAV MDA	1380-1	364 (400-1)		NA
CIRCLING	1520-1	504 (600-1)	1520-1½ 504 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70412 W35A	APP CRS 354°	Rwy ldg 6106 TDZE 995 Apt Elev 1016
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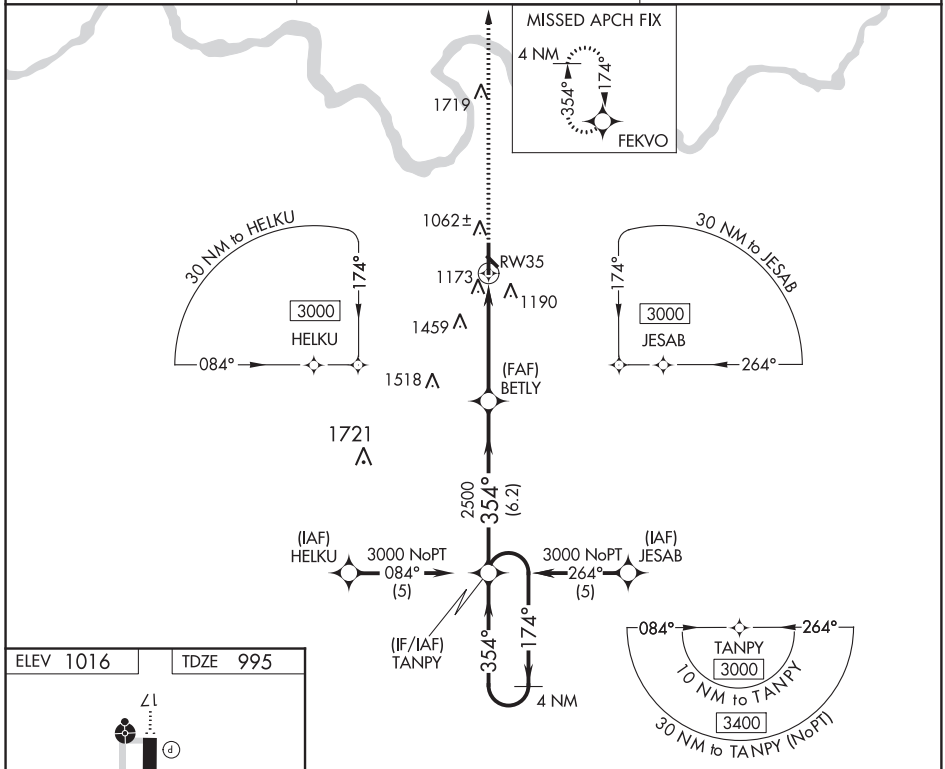
RNAV (GPS) RWY 35

ADA MUNI (ADH)

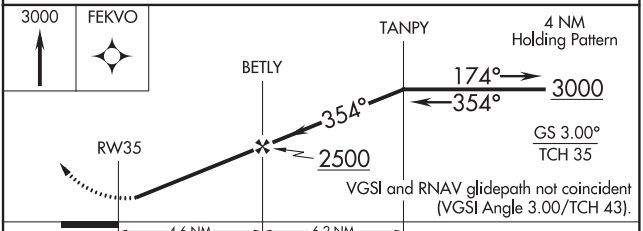
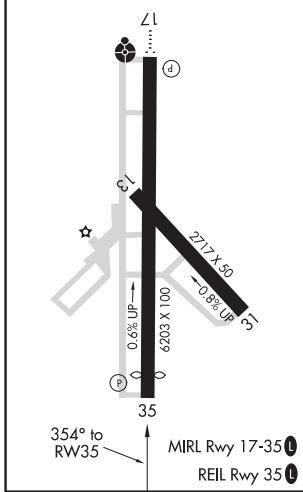
⚠ Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

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

AWOS-3 118.725	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) 0
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ELEV 1016	TDZE 995
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CATEGORY	A	B	C	D
LPV DA	1263-1 268 (300-1)			NA
LNAV MDA	1700-1	705 (700-1)	1700-2 705 (700-2)	NA
CIRCLING	1700-1	684 (700-1)	1700-2 684 (700-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

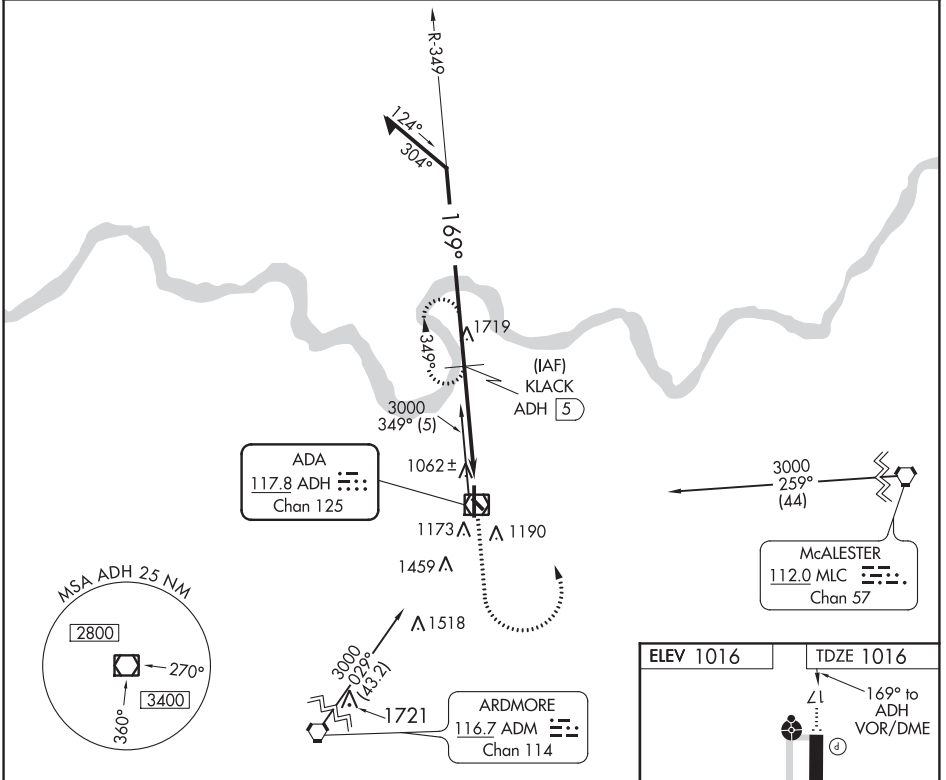
VOR/DME ADH 117.8 Chan 125	APP CRS 169°	Rwy Idg 6203 TDZE 1016 Apt Elev 1016
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VOR/DME RWY 17

ADA MUNI (ADH)

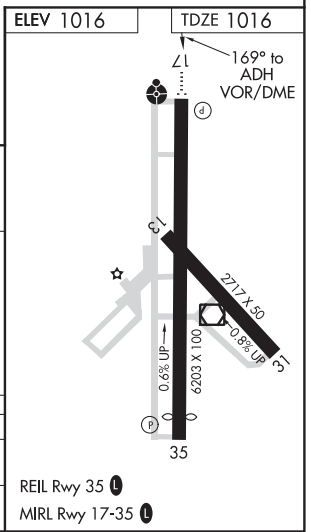
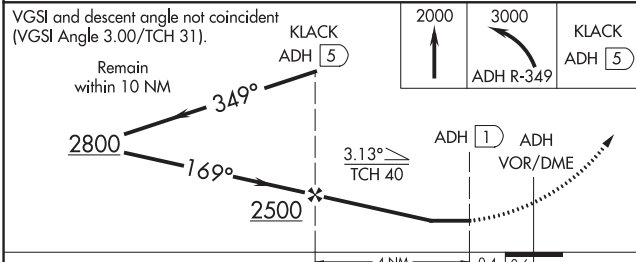
<p>⚠ NA</p> <p>⚠ NA</p> <p>Circling to Rwy 31 not authorized at night.</p>	<p>ODALS</p> <p>MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.</p>
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AWOS-3 118.725	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-17	1400-1	384 (400-1)		NA
CIRCLING	1520-1	504 (600-1)	1520-1½ 504 (600-1½)	NA

ALMYRA, ARKANSAS

AL-5922 (FAA)

16315

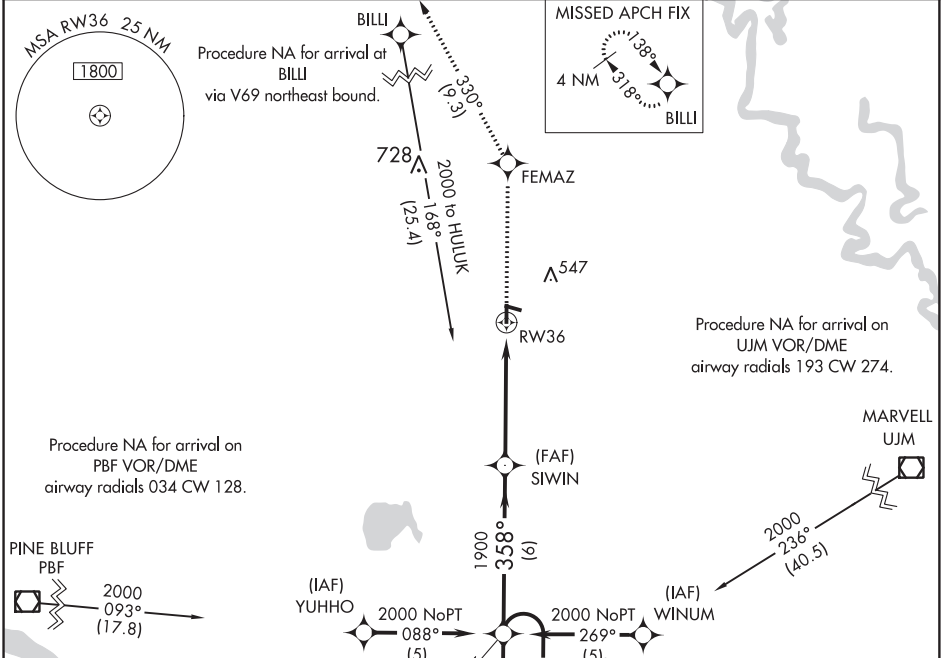
RNAV (GPS) RWY 36

ALMYRA MUNI (M73)

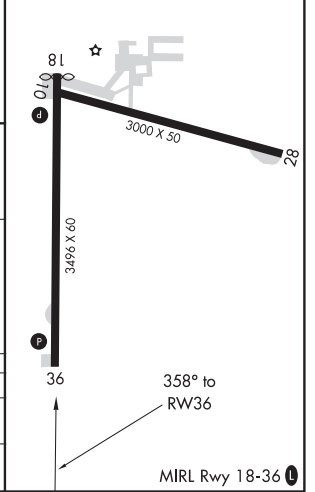
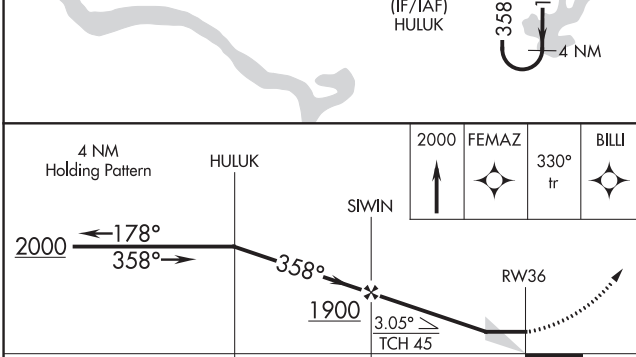
APP CRS 358°	Rwy Idg 3496
	TDZE 210
	Apt Elev 211

⚠ Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet.
⚠ MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

STUTTART AWOS-3 119.025	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) 📻
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ELEV 211	TDZE 210
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CATEGORY	A	B	C	D
LNVA MDA	680-1	470 (500-1)	680-1¼ 470 (500-1¼)	NA
CIRCLING	680-1	469 (500-1)	940-2 729 (800-2)	NA

ALMYRA, ARKANSAS
Amdt 1 25NOV04

34°25'N-91°28'W

RNAV (GPS) RWY 36

ALMYRA MUNI (M73)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86216 W17A	APP CRS 175°	Rwy Idg TDZE Apt Elev	5501 1433 1433
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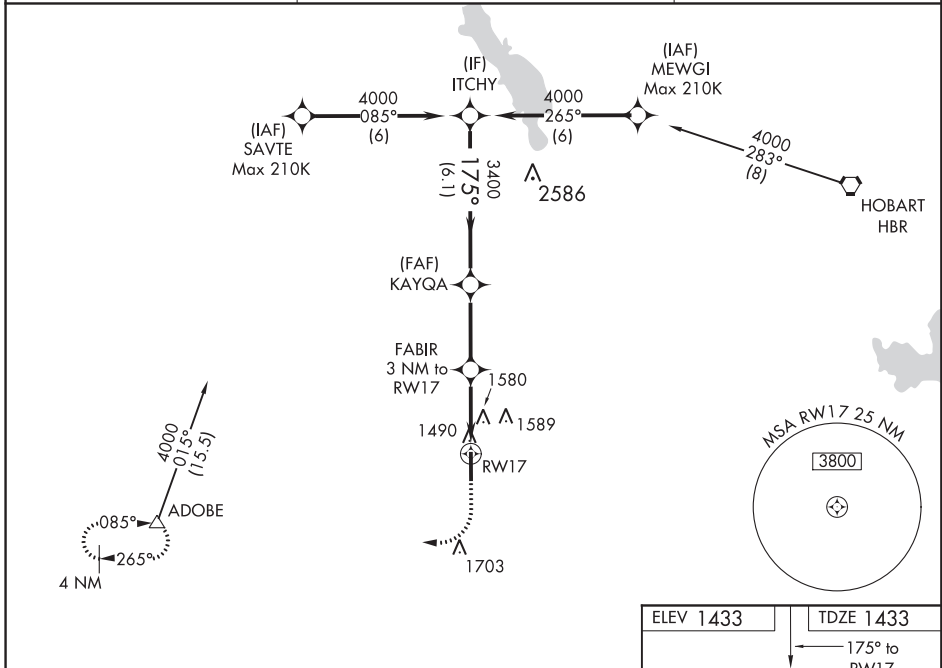
RNAV (GPS) RWY 17

ALTUS/QUARTZ MOUNTAIN RGNL (A.XS)

⚠ 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 Hobart Rgnl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase LPV DA to 1754 feet and LNAV/VNAV DA to 1997 feet and increase all MDA 80 feet. Increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile, increase LNAV Cat C visibility 1/8 mile.

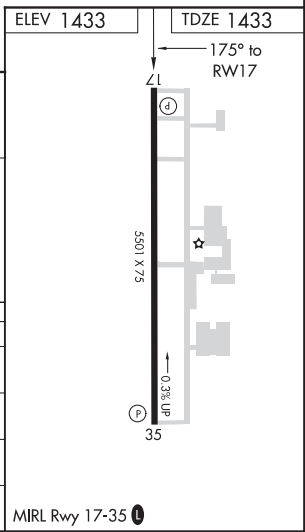
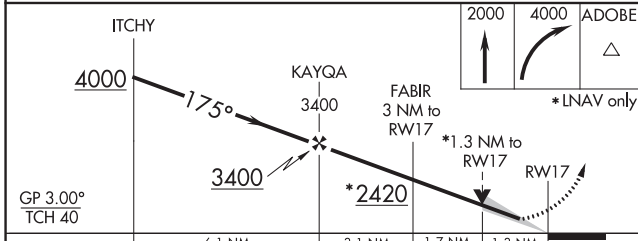
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct ADOBE and hold.

AWOS-3PT 118.825	ALTUS APP CON* 125.1 259.3	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1683-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1926-1 3/4	493 (500-1 3/4)		NA
LNAV MDA	1880-1	447 (500-1)	1880-1 3/8 447 (500-1 3/8)	NA
C CIRCLING	1920-1	487 (500-1)	2020-1 1/2 587 (600-1 1/2)	NA

ALTUS, OKLAHOMA

AL-5659 (FAA)

16203

WAAS CH 93914 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	5501 1423 1433
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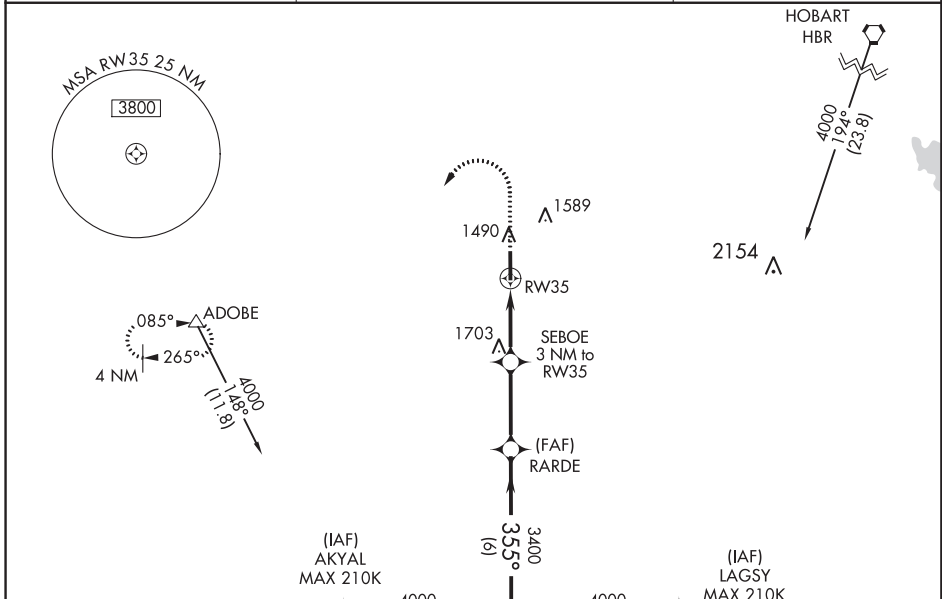
RNAV (GPS) RWY 35

ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S)

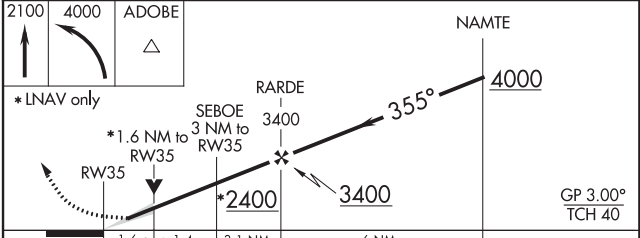
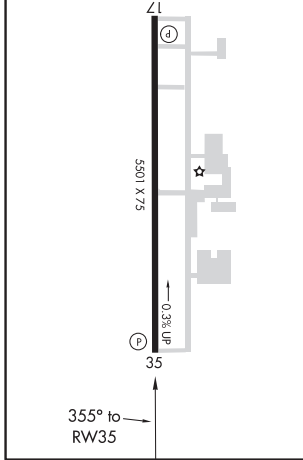
⚠ Baro-VNAV and VDP NA when using Hobart Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct ADOBE and hold.

AWOS-3PT 118.825	ALTUS APP CON* 125.1 259.3	UNICOM 122.8 (CTAF) 0
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ELEV 1433	TDZE 1423
MIRL Rwy 17-35 0	



CATEGORY	A	B	C	D
LPV DA	1673-7/8		250 (300-7/8)	NA
LNAV/VNAV DA	1673-7/8		250 (300-7/8)	NA
LNAV MDA	1960-1	537 (600-1)	1960-1 1/2 537 (600-1 1/2)	NA
C CIRCLING	1960-1	527 (600-1)	2020-1 1/2 587 (600-1 1/2)	NA

ALTUS, OKLAHOMA
Amdt 1 08JAN15

34°42'N - 99°20'W

ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

AL-5659 (FAA)

16203

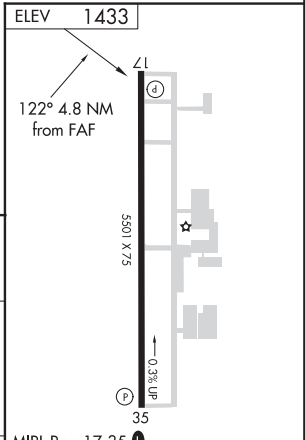
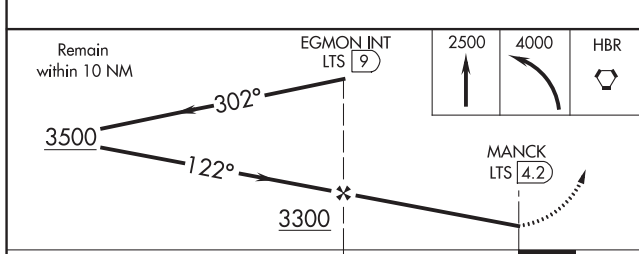
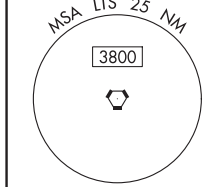
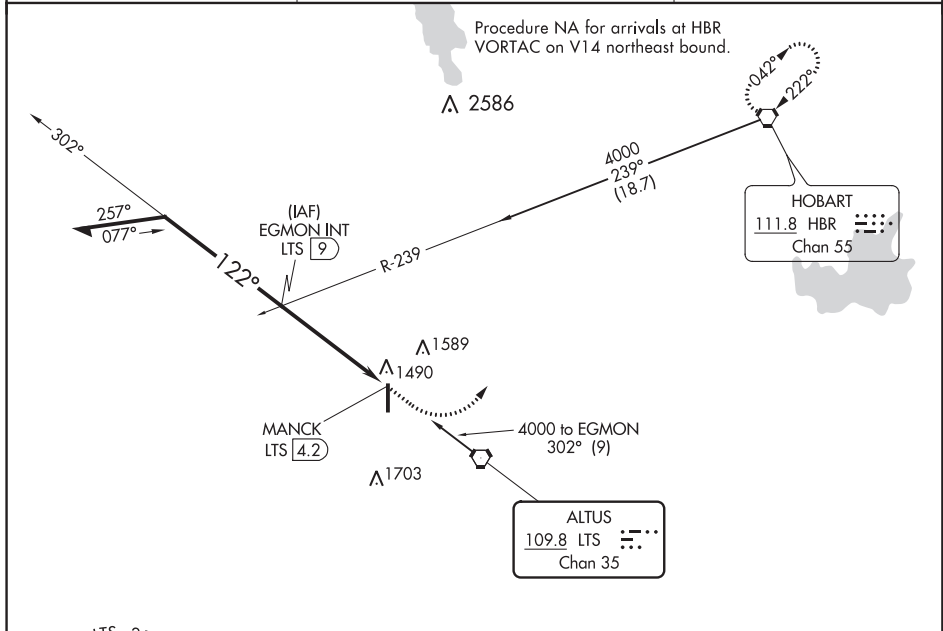
VORTAC LTS 109.8 Chan 35	APP CRS 122°	Rwy Idg TDZE Apt Elev 1433	N/A N/A
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VOR-A

ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S)

<p>▼ When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDA 80 feet. Increase Circling Cat C visibility ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.</p>
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AWOS-3PT 118.825	ALTUS APP CON* 125.1 259.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	EGMON INT LTS (9)				FAF to MAP 4.8 NM					
	A	B	C	D	Knots	60	90	120	150	180
C CIRCLING	1920-1	487 (500-1)	2020-1½ 587 (600-1½)	NA	Min:Sec	4:48	3:12	2:24	1:55	1:36

ALTUS, OKLAHOMA
Orig 08JAN15

34°42'N - 99°20'W

ALTUS/QUARTZ MOUNTAIN RGNL (A.X.S)

VOR-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

ILS or LOC RWY 17L

ALTUS AFB (KLTS)

LOC I-RUK 110.55	APCH CRS 175°	Rwy Idg 9001
		TDZE 1382
		Arpt Elev 1382

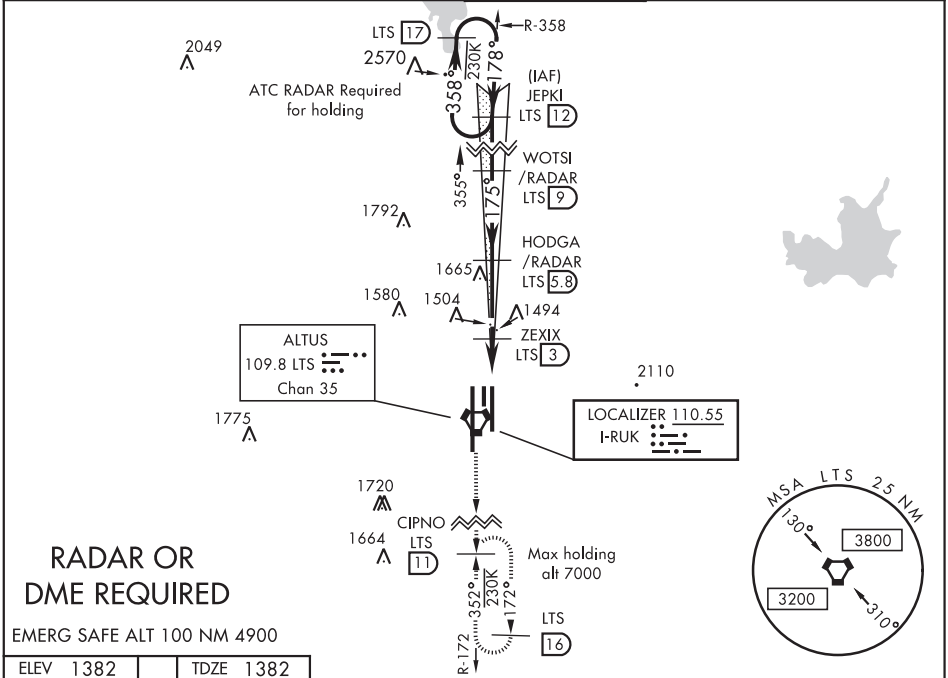
AL-482 [USAF]

▼ **When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
 ***When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
 CAT CDE vis to 1 1/8 miles.
 ***Circling not authorized W of Rwy 17R-35L.

SALSF

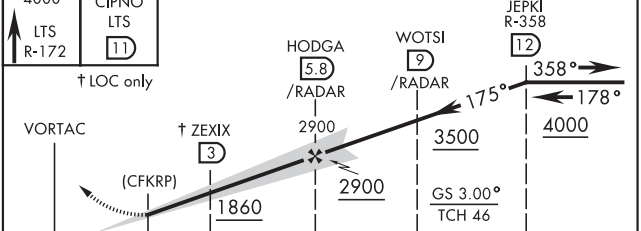
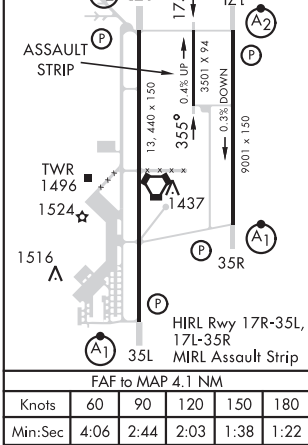
MISSED APPROACH: Climb to 4000, intercept
 LTS VORTAC R-172 to CIPNO and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



EMERG SAFE ALT 100 NM 4900

ELEV 1382	TDZE 1382
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CATEGORY	A	B	C	D	E
S-ILS 17L	1582/40		200	(200-3/4)	
S-LOC 17L*	1760/40		378	(400-3/4)	
*** CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1 1/2 478 (500-1 1/2)	1940-2 558 (600-2)	2100-2 1/2 718 (800-2 1/2)
WITHOUT LAST STEPDOWN FIX					
S-LOC 17L**	1860/40	478 (500-3/4)	1860/60	478	(500-1 1/2)
*** CIRCLING	1860-1	478 (500-1)	1860-1 1/2 478 (500-1 1/2)	1940-2 558 (600-2)	2100-2 1/2 718 (800-2 1/2)

ALTUS, OKLAHOMA
 Amdt 2 10NOV16

34° 40'N-99° 16'W

ALTUS AFB (KLTS)

ILS or LOC RWY 17L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

ILS or LOC RWY 35L

LOC I-LTS 110.3	APCH CRS 355°	Rwy Idg 13,440 TDZE 1354 Arpt Elev 1382
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AL-482 [USAF]

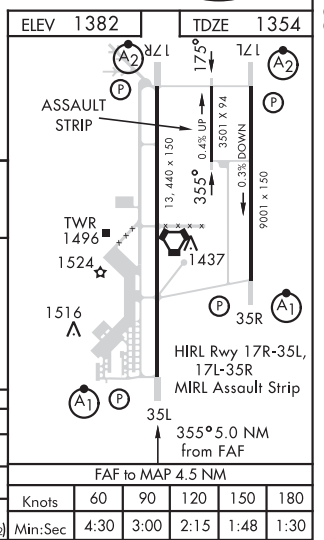
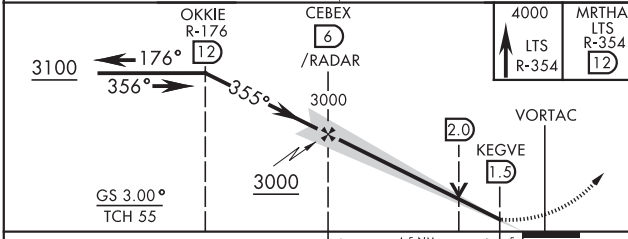
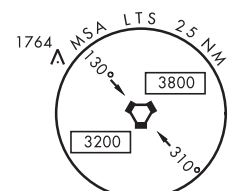
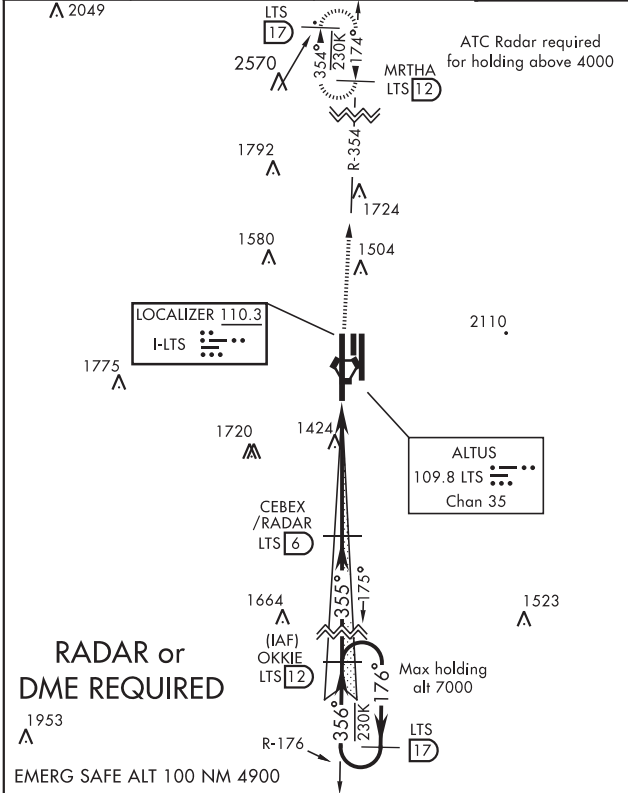
ALTUS AFB (KLTS)

▼ * When ALS inop, increase 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 17R-35L.



MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-354 to MRTHA and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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CATEGORY	A	B	C	D	E
S-ILS 35L*	1554/24		200	(200-1/2)	
S-LOC 35L**	1700/24	346 (400-1/2)	1700/30	346	(400-%)
*** CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1 1/2 478 (500-1 1/2)	1940-2 558 (600-2)	2100-2 1/2 718 (800-2 1/2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ALTUS, OKLAHOMA
Amdt 2 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

ILS or LOC RWY 35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

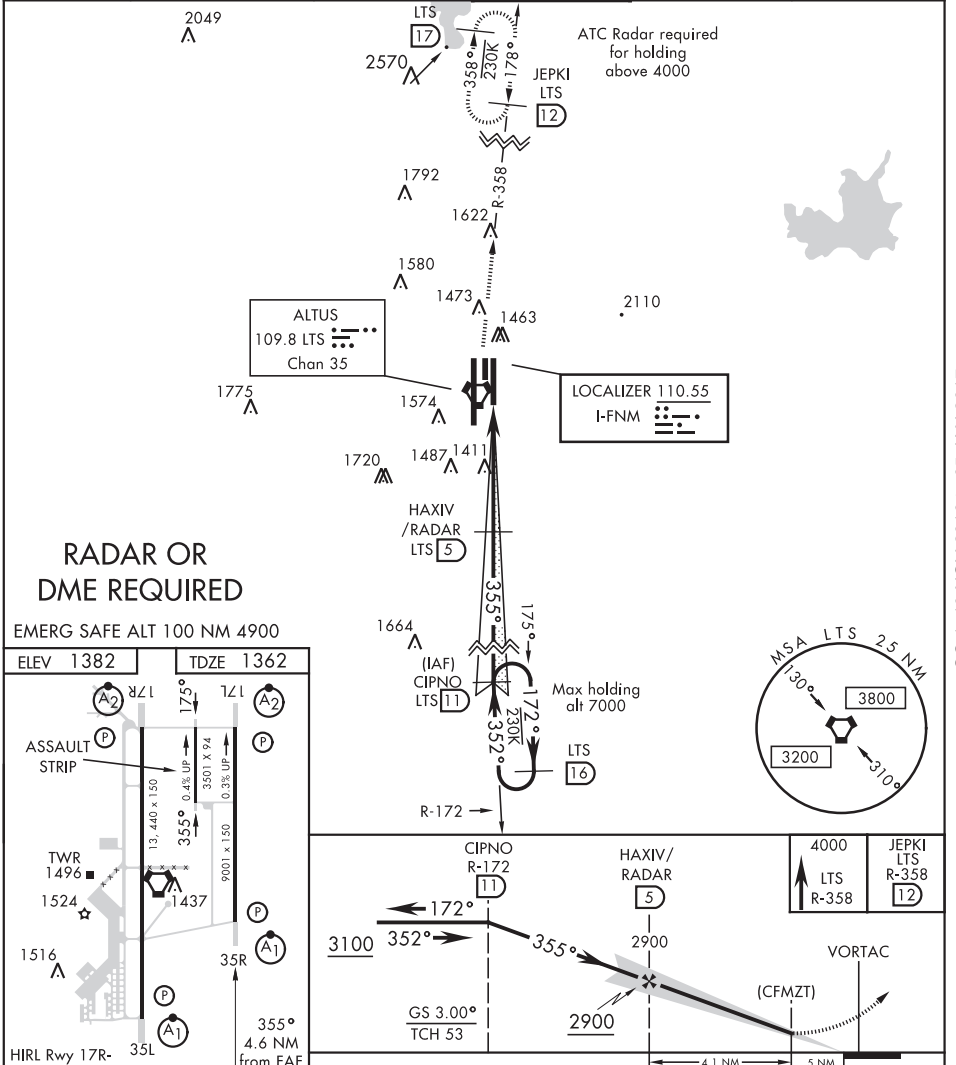
ILS or LOC RWY 35R

LOC I-FNM 110.55	APCH CRS 355°	Rwy Idg TDZE Arprt Elev 9001 1362 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
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* When ALS inop, increase 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 17R-35L.

ALSF-1
 MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-358 to 12 DME (JEPKI) and hold.

ATIS * 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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CATEGORY	A	B	C	D	E
S-ILS 35R *	1562/24		200	(200-1/2)	
S-LOC 35R **	1700/24	338 (400-1/2)	1700/26	338	(400-1/2)
*** CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1 1/2 478 (500-1 1/2)	1940-2 558 (600-2)	2100-2 1/2 718 (800-2 1/2)

ALTUS, OKLAHOMA
 Amdt 2 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

ILS or LOC RWY 35R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

RNAV (GPS) RWY 17L

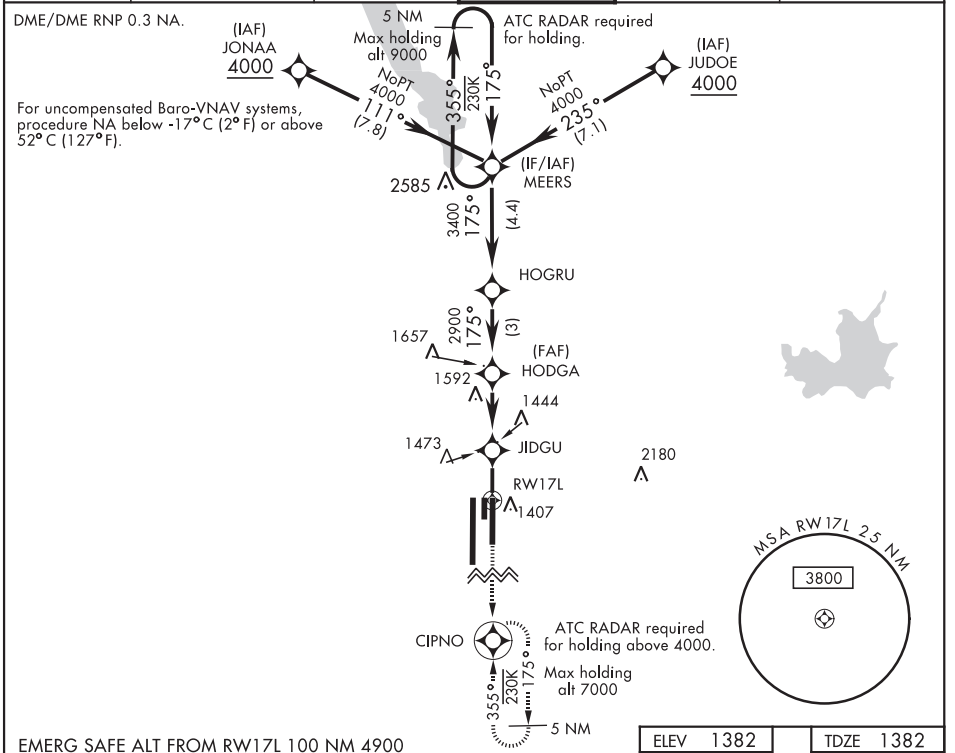
WAAS Chan 41166 W17A	APCH CRS 175°	Rwy Idg 9001 TDZE 1382 Arpt Elev 1382
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AL-482 [USAF]

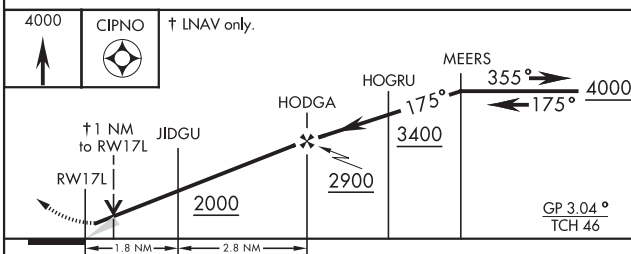
ALTUS AFB (KLTS)

<p>▼ * LNAV: When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile. ** Circling not authorized W of Rwy 17R-35L.</p>	<p>SALS </p>	<p>MISSED APPROACH: Climb to 4000 direct CIPNO and hold.</p>
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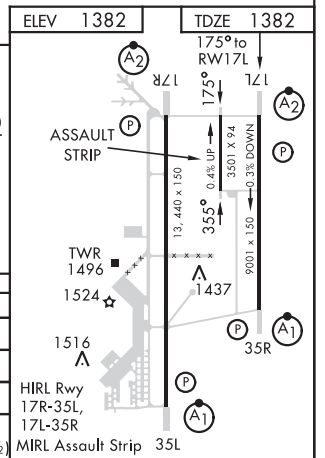
<p>ATIS ★ 109.8 273.5</p>	<p>FORT WORTH CENTER 133.5 350.35</p>	<p>ALTUS APP CON 125.1 257.725</p>	<p>ALTUS TOWER 119.65 254.4</p>	<p>GND CON 121.85 275.8</p>	<p>CLNC DEL 120.65 284.7</p>
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EMERG SAFE ALT FROM RW17L 100 NM 4900



CATEGORY	A	B	C	D	E
LPV DA		1582/40	200 (200-¾)		
LNAV/DA VNAV		1632/40	250 (300-¾)		
LNAV MDA*		1760/40	378 (400-¾)		
CIRCLING**	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)



ALTUS, OKLAHOMA
Amdt 1 26MAY16

34°40'N-99°16'W

ALTUS AFB (KLTS)

RNAV (GPS) RWY 17L

SC-1, 10 NOV 2016 to 05 JAN 2017

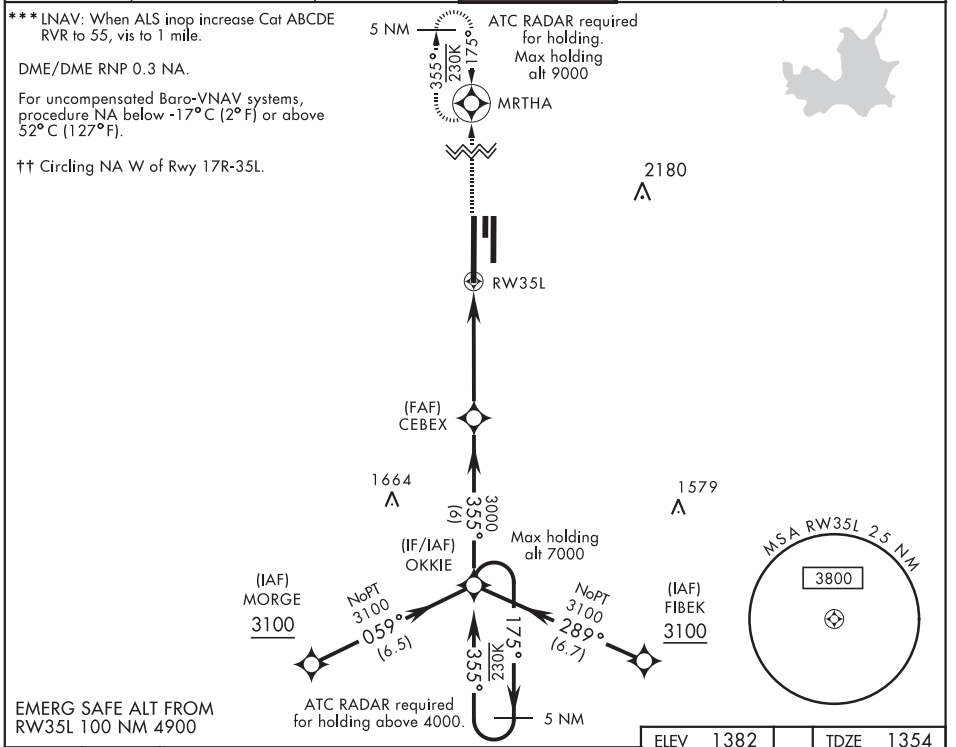
SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

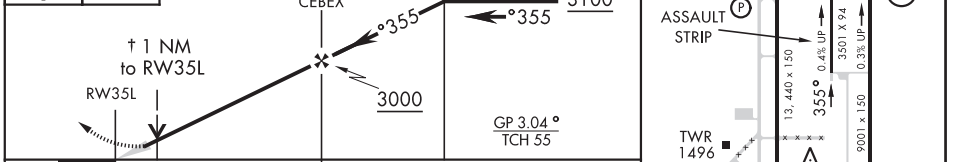
RNAV (GPS) RWY 35L

WAAS Chan 41168 W35A	APCH CRS 355°	Rwy Idg 13,440 TDZE 1354 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
*LPV: When ALS inop increase Cat ABCDE RVR to 40, vis to ¾ mile. **LNAV/VNAV: When ALS inop increase Cat AB RVR to 40, vis to ¾ mile; Cat CD RVR to 45, vis to ½ mile; Cat E RVR to 55, vis to 1 mile.				MISSED APPROACH: Climb to 4000 direct MRTHA and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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4000 ↑ MRTHA	† LNAV only	OKKIE → 175° → 3100	← 355° ← 3100	ELEV 1382 TDZE 1354
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CATEGORY	A	B	C	D	E
LPV DA*	1554/24 200 (200-½)				
LNAV/VNAV	1604/24 250 (300-½)	1606/24 252 (300-½)	1617/24 263 (300-½)	1636/24 282 (300-½)	1680/30 326 (300-¾)
LNAV MDA***	1720/24	366 (400-½)	1720/35	366 (400-¾)	
†† CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA 34°40'N-99°16'W ALTUS AFB (KLTS)

RNAV (GPS) RWY 35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

Amtd 1 21JUL16

ALTUS, OKLAHOMA

RNAV (GPS) RWY 35R

WAAS Chan 41169 W35B	APCH CRS 355°	Rwy Idg TDZE 1362 Arprt Elev 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

▼ * LPV: When ALS inop increase Cat ABCDE RVR to 40, vis to 3/4 mile.
 ** LNAV/VNAV: When ALS inop increase Cat ABCDE RVR to 40, vis to 3/4 mile.
 *** LNAV: When ALS inop increase Cat AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile.



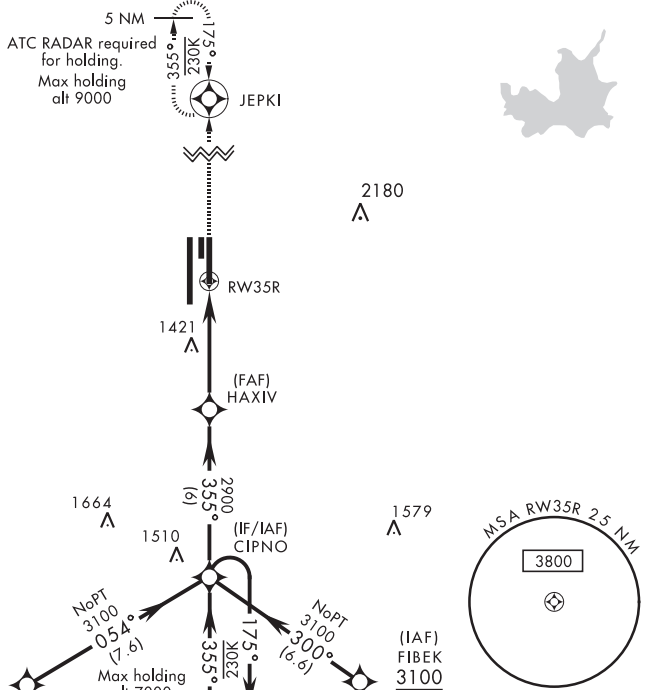
MISSED APPROACH: Climb to 4000 direct JEPKI and hold.

ATIS *	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

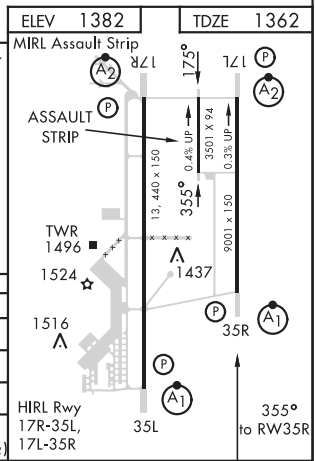
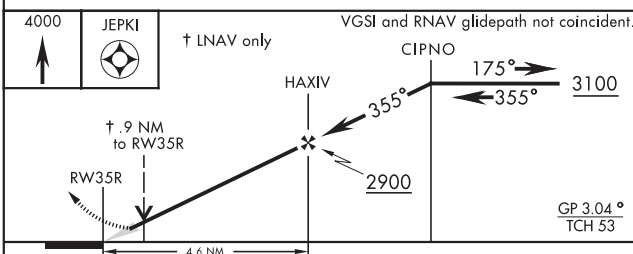
DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 52°C (127°F).

†† Circling not authorized W of Rwy 17R-35L



EMERG SAFE ALT FROM RW35R 100 NM 4900



CATEGORY	A	B	C	D	E
LPV DA *	1562/24		200 (200-1/2)		
LNAV/DA **	1612/24		250 (300-1/2)		
LNAV MDA ***	1700/24 338 (400-1/2)		1700/26 338 (400-1/2)		
†† CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1 1/2 478 (500-1 1/2)	1940-2 558 (600-2)	2100-2 1/2 718 (800-2 1/2)

ALTUS, OKLAHOMA
Amdt 1 21JUL16

34°40'N-99°16'W

ALTUS AFB (KLTS)

RNAV (GPS) RWY 35R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

RNAV (GPS)-A

APCH CRS 215°	Rwy Idg TDZE Arpt Elev 1382	N/A N/A
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AL-482 [USAF]

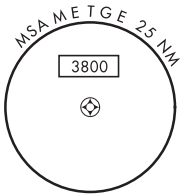
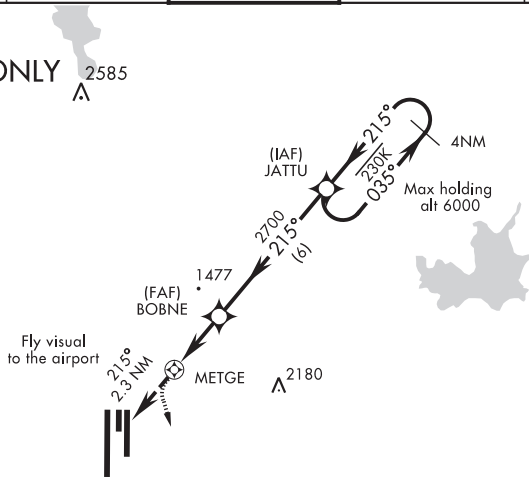
ALTUS AFB (KLTS)

▼ Circling NA W of Rwy 17R-35L. DME/DME RNP 0.3 NA.

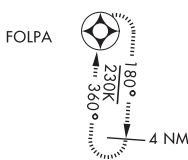
MISSED APPROACH: Climbing left turn to 4000 direct FOLPA, do not exceed 250 KIAS until turn completion and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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**FOR USE BY
97 AMW ACFT ONLY**

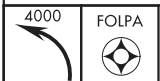


Max holding alt 4000

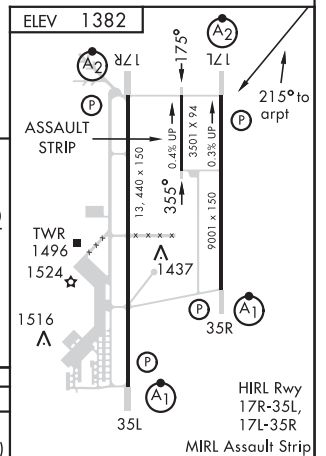
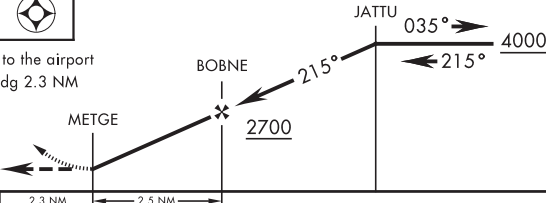


ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM METGE 4900



Fly visual to the airport
215° hdg 2.3 NM



CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-3 558 (600-3)	2100-3 718 (800-3)

ALTUS, OKLAHOMA
Amdt 1 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

RNAV (GPS)-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APCH CRS 293°	Rwy Idg TDZE Arpt Elev	N/A N/A 1382
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AL-482 [USAF]

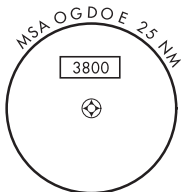
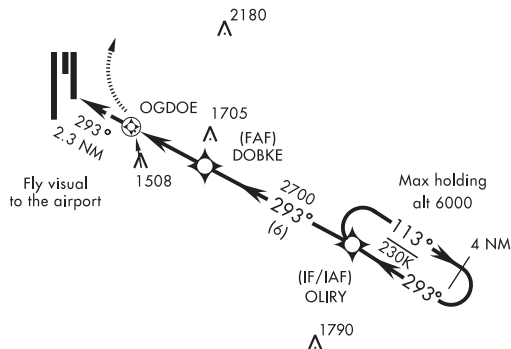
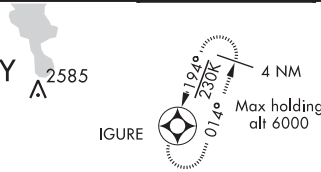
ALTUS AFB (KLTS)

<p>▼ Circling NA W of Rwy 17R-35L. DME/DME RNP 0.3 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4000 direct IGURE, do not exceed 250 KIAS until turn completion and hold.</p>
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<p>ATIS ★ 109.8 273.5</p>	<p>FORT WORTH CENTER 133.5 350.35</p>	<p>ALTUS APP CON 125.1 257.725</p>	<p>ALTUS TOWER 119.65 254.4</p>	<p>GND CON 121.85 275.8</p>	<p>CLNC DEL 120.65 284.7</p>
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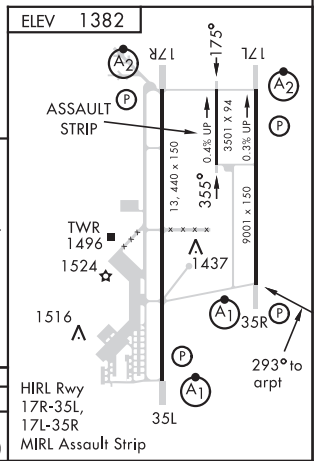
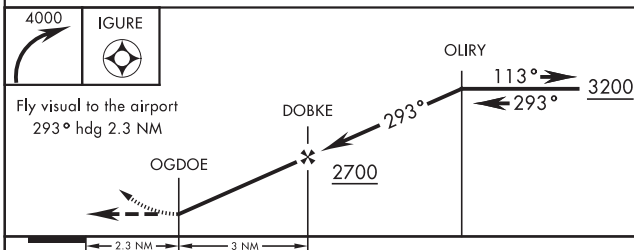
**FOR USE BY
97 AMW ACFT ONLY**

▲ 2055



ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM OGDOE 4900



CATEGORY	A	B	C	D	E
CIRCLING	NA			1940-3 558 (600-3)	2100-3 718 (800-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

VOR or TACAN RWY 17L

VORTAC LTS 109.8 Chan 35	APCH CRS 194°	Rwy Idg TDZE 1382 Arpt Elev 1382
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AL-482 [USAF]

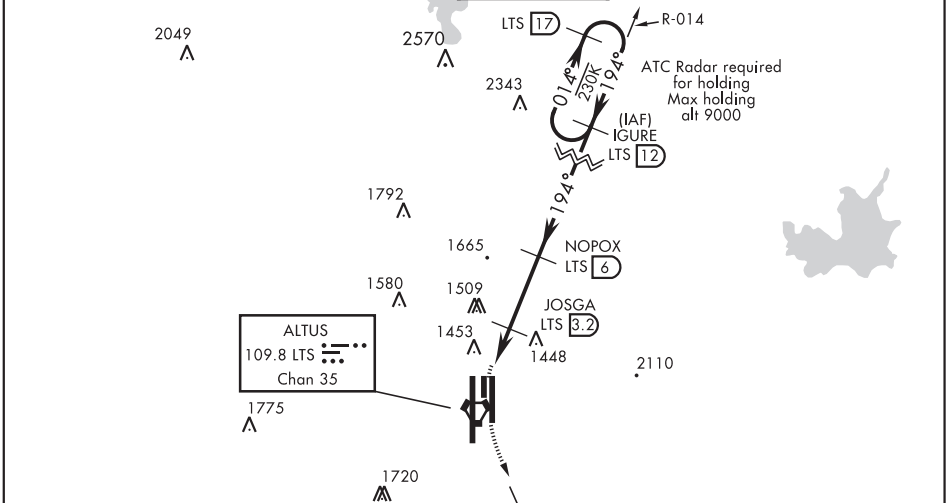
ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

SALSF

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000, intercept LTS VORTAC R-148 to FOLPA and hold.

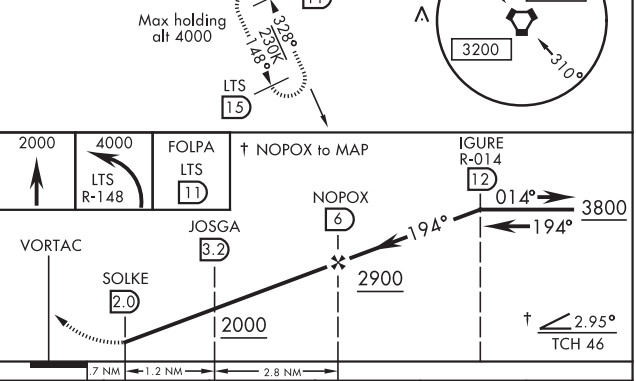
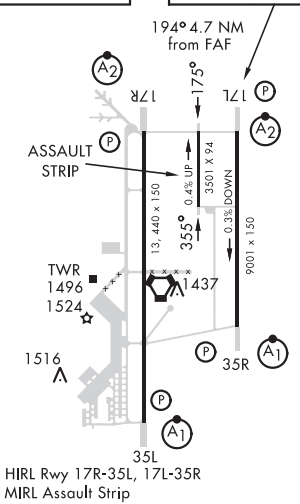
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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DME REQUIRED

EMERG SAFE ALT 100 NM 4900

ELEV 1382	TDZE 1382
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CATEGORY	A	B	C	D	E
S-17L *	1760/40		378	(400-¾)	
C CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA
Amdt 1 10NOV16

34° 40'N-99° 16'W

ALTUS AFB (KLTS)

VOR or TACAN RWY 17L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

VOR or TACAN RWY 17R

VORTAC LTS 109.8 Chan 35	APCH CRS 171°	Rwy Idg 13,440 TDZE 1379 Arprt Elev 1382
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AL-482 [USAF]

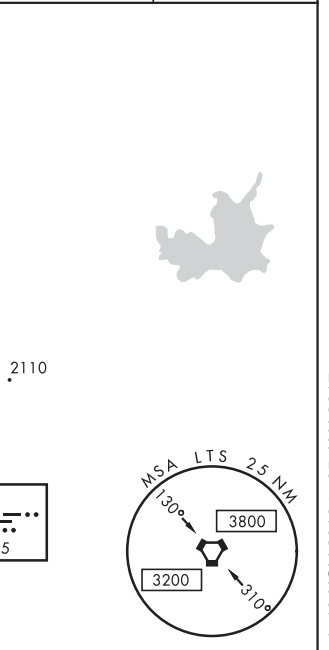
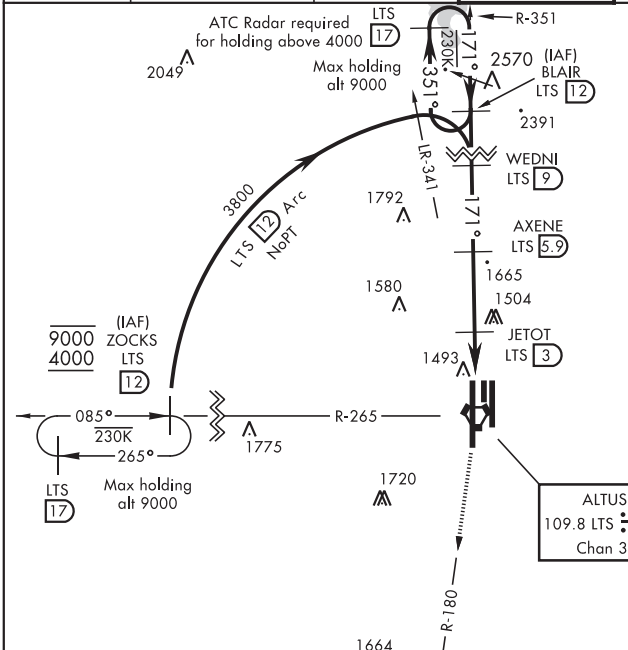
ALTUS AFB (KLTS)

▼ * 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 17R-35L.

SALSF
(A2)

MISSED APPROACH: Climb to 4000 on LTS VORTAC R-180 to HESSS and hold.

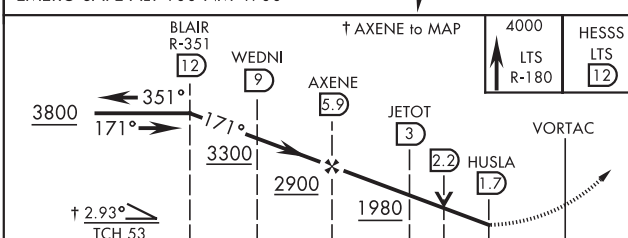
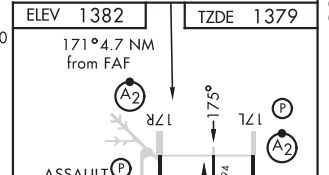
ATIS * 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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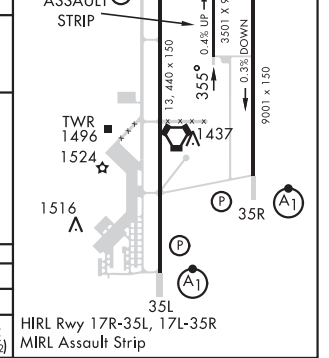
DME REQUIRED

EMERG SAFE ALT 100 NM 4900

ATC Radar required for holding above 6000
Max holding alt 7000



CATEGORY	A	B	C	D	E
S-17R *	1760/40	381 (400-¾)	1760/45	381	(400-¾)
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)



ALTUS, OKLAHOMA
Amdt 1 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

VOR or TACAN RWY 17R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

VOR or TACAN RWY 35L

VORTAC LTS 109.8 Chan 35	APCH CRS 360°	Rwy Idg 13,440 TDZE 1354 Arpt Elev 1382
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AL-482 [USAF]

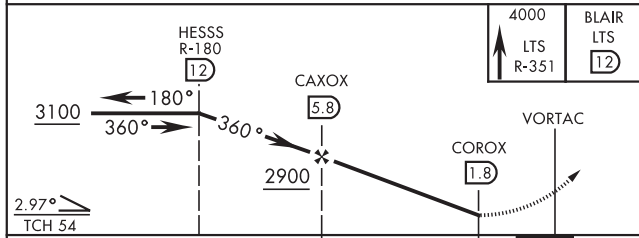
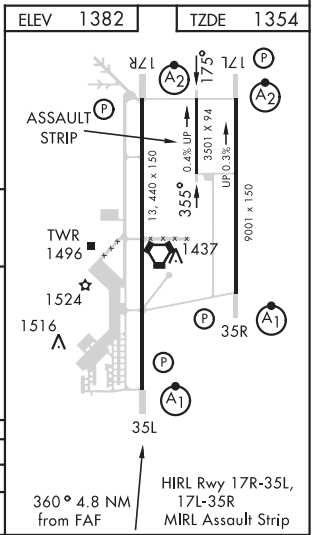
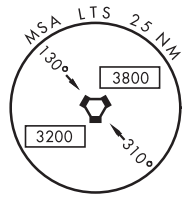
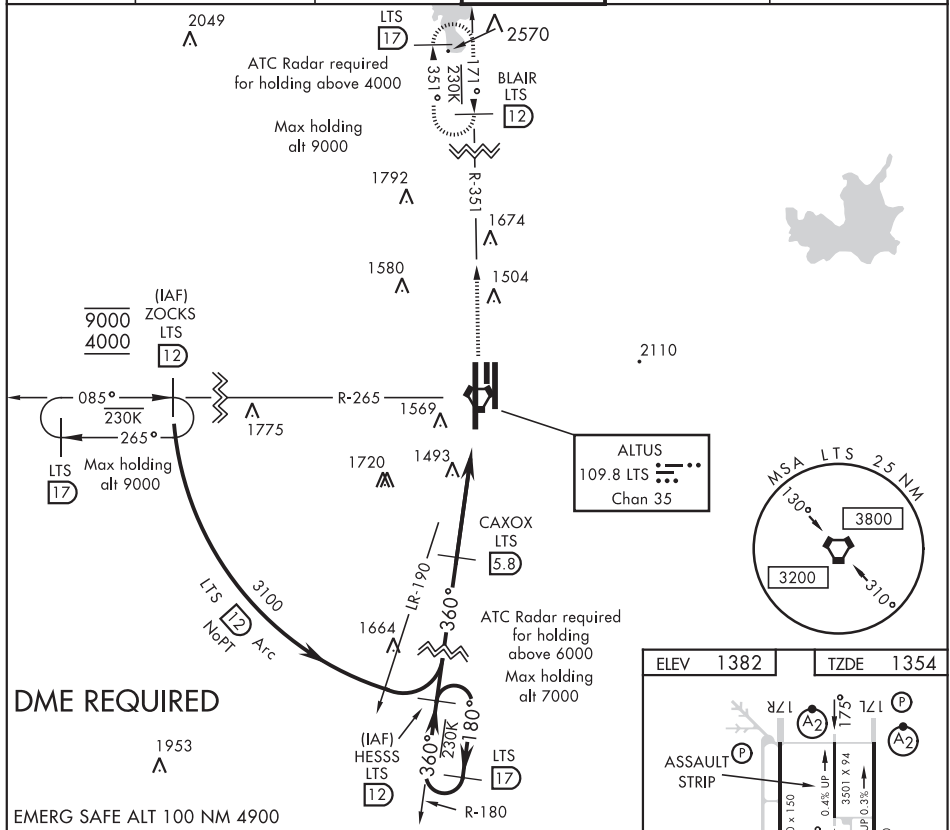
ALTUS AFB (KLTS)

▼ * 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 17R-35L.



MISSED APPROACH: Climb to 4000 on LTS VORTAC R-351 to BLAIR and hold.

ATIS * 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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CATEGORY	A	B	C	D	E
S-35L*	1760/24	406 (400-½)	1760/40	406 (400-¾)	
CIRCLING**	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA
Amdt 1 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

VOR or TACAN RWY 35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

VOR or TACAN RWY 35R

VORTAC LTS 109.8 Chan 35	APCH CRS 328°	Rwy Idg TDZE 9001 Arprt Elev 1382
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AL-482 [USAF]

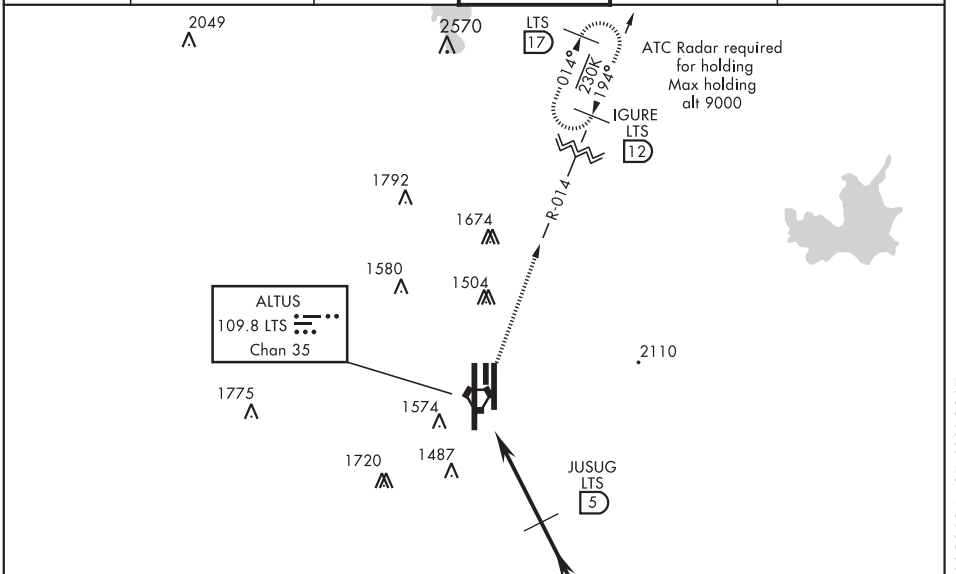
ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
 ** Circling not authorized W of Rwy 17R-35L.



MISSED APPROACH: Climb to 2000 then climbing right turn to 4000, intercept LTS VORTAC R-014 to IGURE and hold.

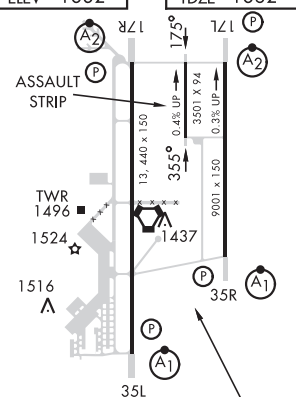
ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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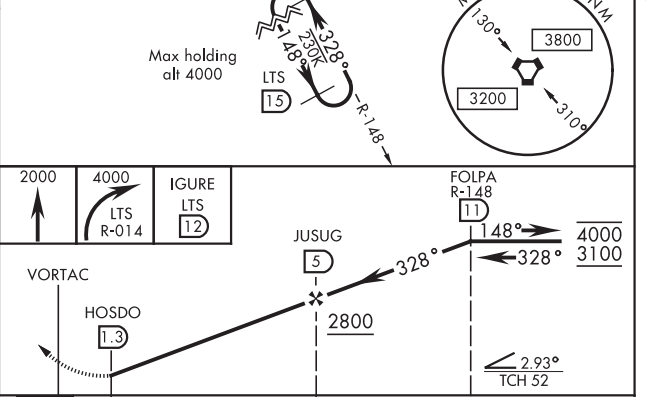
DME REQUIRED

EMERG SAFE ALT 100 NM 4900

ELEV 1382	TDZE 1362
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HIRL Rwy 17R-35L, 17L-35R
 MIRL Assault Strip



CATEGORY	A	B	C	D	E
S-35R*	1720/30	358 (400-5/8)	1720/40	358	(400-3/4)
CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA
 Amdt 1 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

VOR or TACAN RWY 35R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

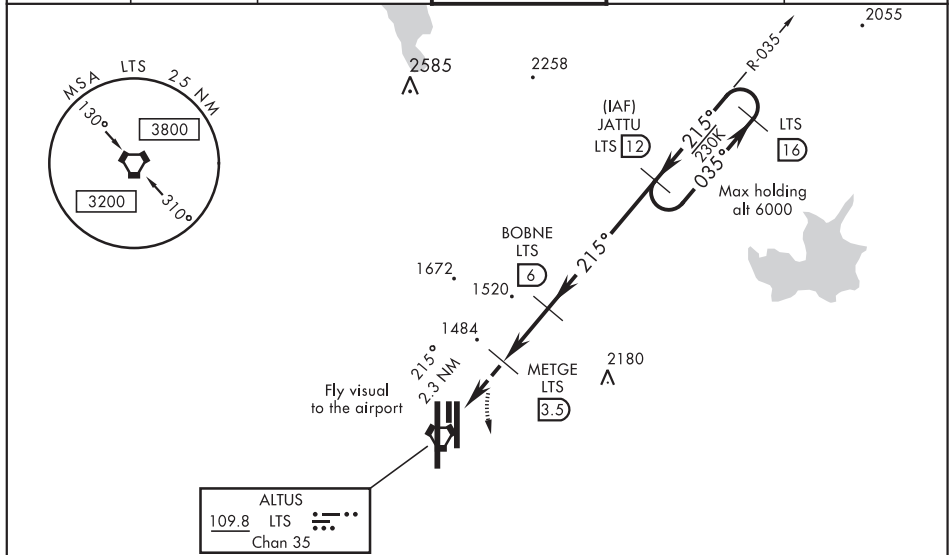
ALTUS, OKLAHOMA

VOR or TACAN-C

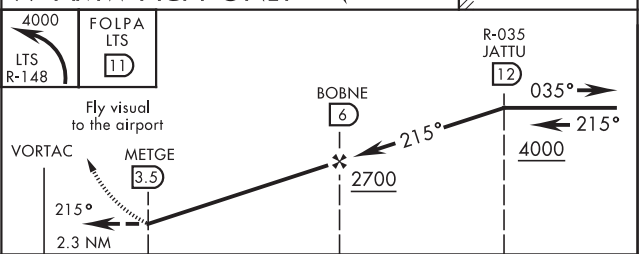
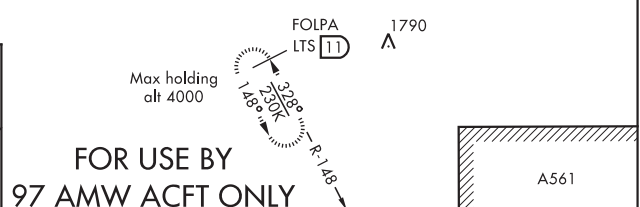
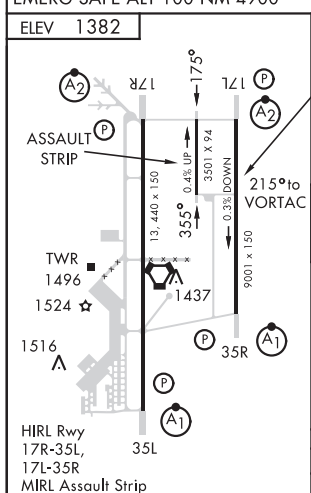
VORTAC LTS 109.8 Chan 35	APCH CRS 215°	Rwy ldg TDZE Arpt Elev N/A N/A 1382	AL-482 [USAF]	ALTUS AFB (KLTS)
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▼ Circling not authorized W of Rwy 17R-35L. MISSED APPROACH: Climbing left turn to 4000, intercept LTS VORTAC R-148 to FOLPA and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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ATC RADAR REQUIRED
DME REQUIRED
EMERG SAFE ALT 100 NM 4900



CATEGORY	D	E
<input checked="" type="checkbox"/> CIRCLING	1940-3 558 (600-3)	2100-3 718 (800-3)

ALTUS, OKLAHOMA
Amdt 1 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

VOR or TACAN-C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALTUS, OKLAHOMA

VOR or TACAN-D

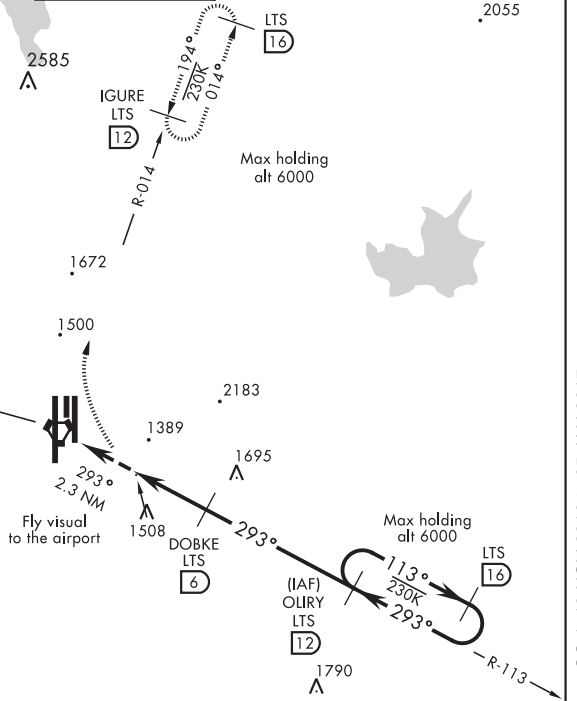
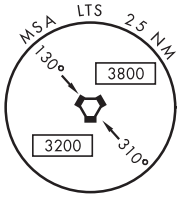
VORTAC LTS 109.8 Chan 35	APCH CRS 293°	Rwy ldg TDZE Arpt Elev	N/A N/A 1382
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AL-482 [USAF]

ALTUS AFB (KLTS)

▼ Circling not authorized W of Rwy 17R-35L. MISSED APPROACH: Climbing right turn to 4000, intercept LTS VORTAC R-014 to IURE and hold.

ATIS ★ 109.8 273.5	FORT WORTH CENTER 133.5 350.35	ALTUS APP CON 125.1 257.725	ALTUS TOWER 119.65 254.4	GND CON 121.85 275.8	CLNC DEL 120.65 284.7
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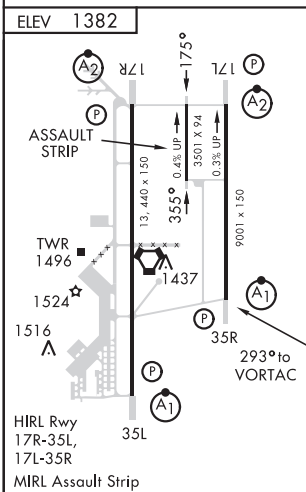
ALTUS
109.8 LTS
Chan 35

Fly visual to the airport

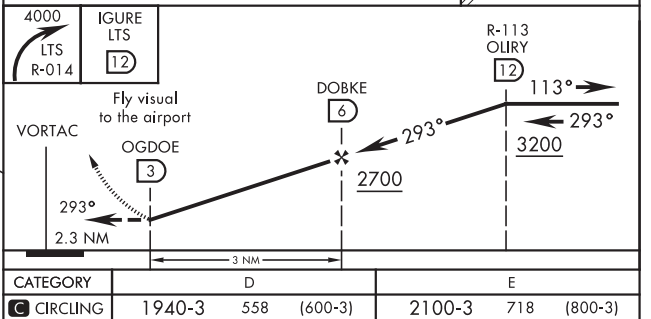
Max holding alt 6000

DME REQUIRED
ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM 4900



FOR USE BY 97 AMW ACFT ONLY



ALTUS, OKLAHOMA
Amdt 1 10NOV16

34°40'N-99°16'W

ALTUS AFB (KLTS)

VOR or TACAN-D

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

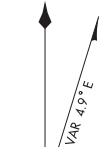
AIRPORT DIAGRAM

AFD-482 [USAF]

ALTUS AFB (KLTS)

ALTUS, OKLAHOMA

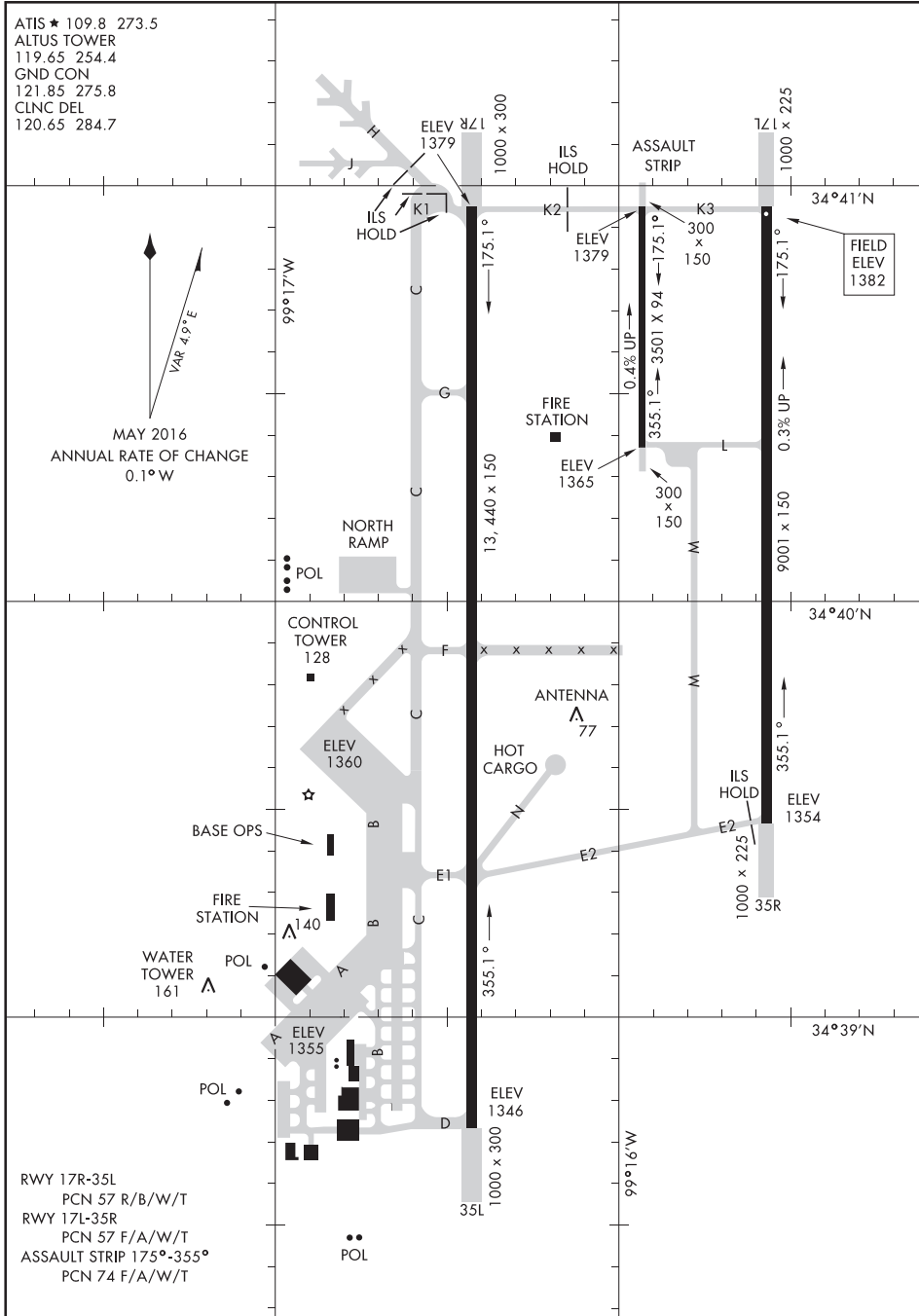
ATIS ★ 109.8 273.5
 ALTUS TOWER
 119.65 254.4
 GND CON
 121.85 275.8
 CLNC DEL
 120.65 284.7



MAY 2016
 ANNUAL RATE OF CHANGE
 0.1° W

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



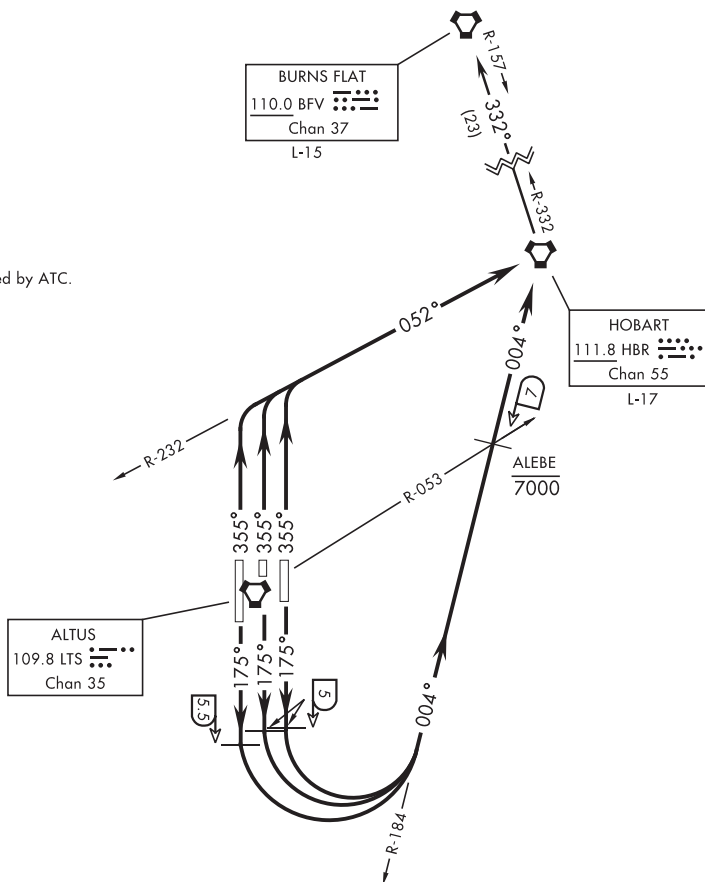
AIRPORT DIAGRAM

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

ATIS ★ 109.8 273.5
 CLNC DEL
 120.65 284.7
 GND CON
 121.85 275.8
 ALTUS TOWER
 119.65 254.4
 ALTUS DEP CON
 125.1 290.9
 FORT WORTH CENTER
 133.5 350.35
 ALTUS APP CON
 125.1 257.725

Top Altitude: Assigned by ATC.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/175° Assault Strip: Climb on a track of 175°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 175°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/355° Assault Strip: Climb on a track of 355° to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR6 • BFV): HBR VORTAC R-332/BFV VORTAC R-157 to BFV.

ODILL NINE DEPARTURE (ODILL9 • ODILL)

SHL-482 [USAF]

ALTUS AFB (KLTS)

ALTUS, OKLAHOMA

ATIS * 109.8 273.5
 CLNC DEL
 120.65 284.7
 GND CON
 121.85 275.8
 ALTUS TOWER
 119.65 254.4
 ALTUS DEP CON
 125.1 290.9
 FORT WORTH CENTER
 133.5 350.35
 ALTUS APP CON
 125.1 257.725

Take-off Rwy 35L, 355° Assault, 35R:
 Do not exceed 300 KIAS until ODILL.

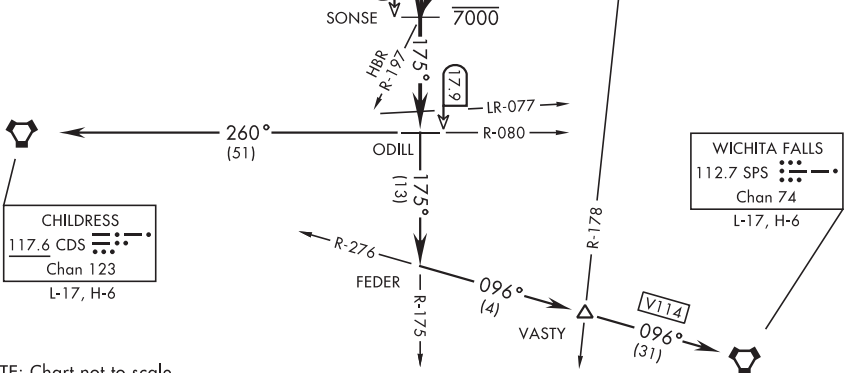
RADAR required for all aircraft
 departing 35L/R and 355° Assault
 strip.

Top Altitude: Assigned by ATC

ALTUS
 109.8 LTS
 Chan 35

HOBART
 111.8 HBR
 Chan 55

Distance DER to SONSE
 Rwy 35L: 23.7 NM
 Rwy 355° Assault Strip: 24.3 NM
 Rwy 35R: 24.7 NM



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 175°. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-175 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 175° Assault Strip: Climb on a track of 175° to intercept LTS VORTAC R-175 to SONSE then via LTS R-175 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 355°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-175 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 355° Assault Strip: Climb on a track of 355°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-175 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35R: Climb on a track of 355°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-175 to ODILL. Then via transition or assigned route.

CHILDRESS TRANSITION (ODILL9 • CDS): CDS VORTAC R-080 to CDS.

WICHITA FALLS TRANSITION (ODILL9 • SPS): LTS R-175 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

ODILL NINE DEPARTURE (ODILL9 • ODILL)

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKKIE ONE DEPARTURE (RNAV) (OKKIE1•OKKIE)

ALTUS AFB (KLTS)

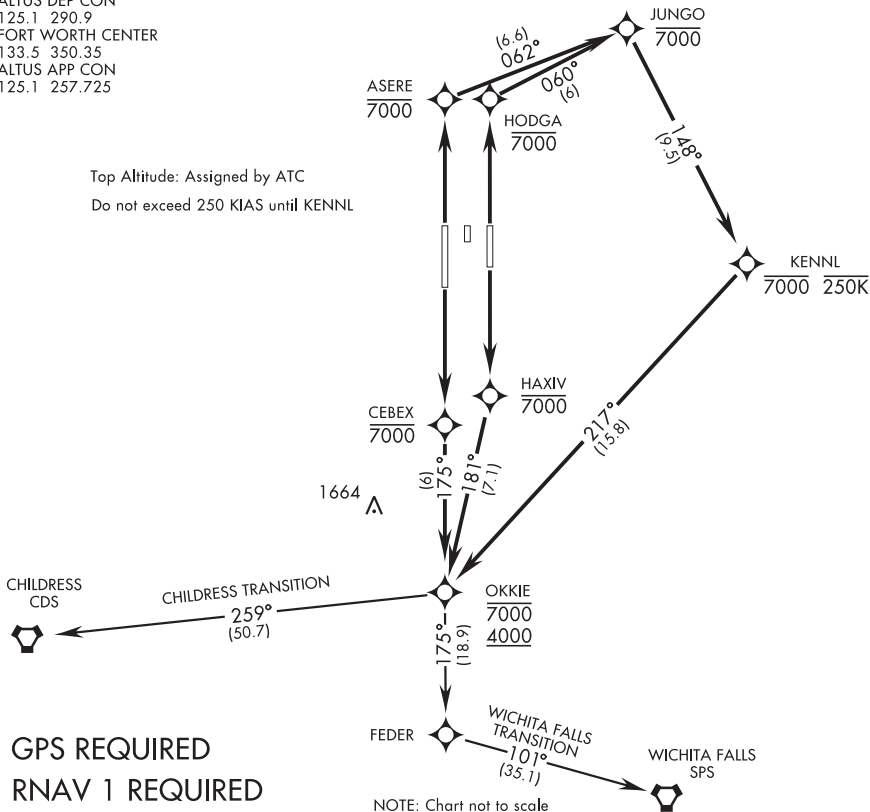
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
 CLNC DEL
 120.65 284.7
 GND CON
 121.85 275.8
 ALTUS TOWER ★
 119.65 254.4
 ALTUS DEP CON
 125.1 290.9
 FORT WORTH CENTER
 133.5 350.35
 ALTUS APP CON
 125.1 257.725

SHL-482 [USAF]

Rwy	Knots	60	120	180	240	300	360
17L	V/V(fpm)	227	454	681	908	1135	1362
17R	V/V(fpm)	244	488	732	976	1220	1464

ATC Climb Rate to 4000



Top Altitude: Assigned by ATC
 Do not exceed 250 KIAS until KENNL

GPS REQUIRED
RNAV 1 REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb direct HAXIV, then on track 181° to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

TAKE-OFF RWY 17R: Climb direct CEBEX, then on track 175° to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

TAKE-OFF RWY 35L: Climb direct ASERE, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

TAKE-OFF RWY 35R: Climb direct HODGA, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

CHILDRESS TRANSITION (OKKIE1•CDS): Track 259° to CDS.

WICHITA FALLS TRANSITION (OKKIE1•SPS): Track 175° to FEDER, then via 101° track to SPS.

OKKIE ONE DEPARTURE (RNAV) (OKKIE1•OKKIE)

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

ROCKN ONE DEPARTURE (RNAV) (ROCKN1•ROCKN)

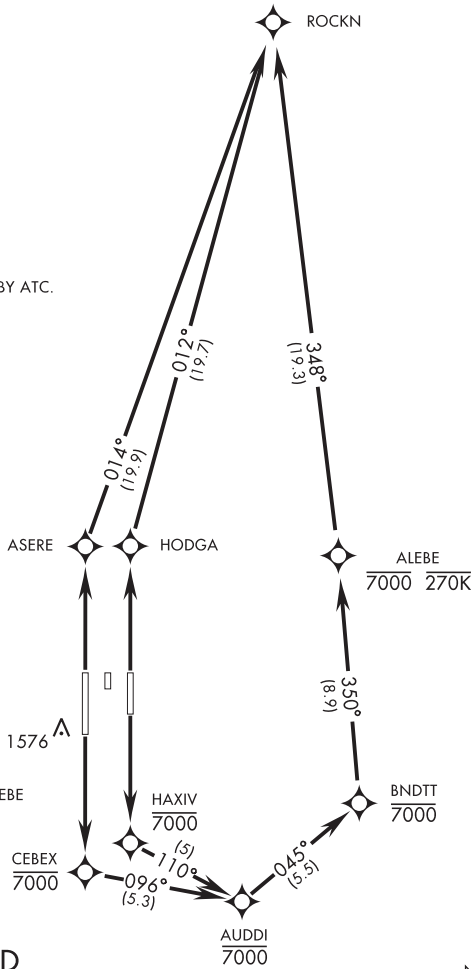
ALTUS AFB (KLTS)
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
 CLNC DEL
 120.65 284.7
 GND CON
 121.85 275.8
 ALTUS TOWER ★
 119.65 254.4
 ALTUS DEP CON
 125.1 290.9
 FORT WORTH CENTER
 133.5 350.35
 ALTUS APP CON
 125.1 257.725

SHL-482 [USAF]

ROCKN

TOP ALTITUDE: ASSIGNED BY ATC.



GPS REQUIRED
RNAV 1 REQUIRED

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb direct HAXIV, then on depicted route to ROCKN. Cross ALEBE at or below 7000, then via assigned route.

TAKE-OFF RWY 17R: Climb direct CEBEX, then on depicted route to ROCKN. Cross ALEBE at or below 7000, then via assigned route.

TAKE-OFF RWY 35L: Climb direct ASERE, then on track 014° to ROCKN. Then via assigned route.

TAKE-OFF RWY 35R: Climb direct HODGA, then on track 012° to ROCKN. Then via assigned route.

ROCKN ONE DEPARTURE (RNAV) (ROCKN1•ROCKN)

ALTUS, OKLAHOMA
ALTUS AFB (KLTS)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAA5 CH 82237 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5001 1477 1477
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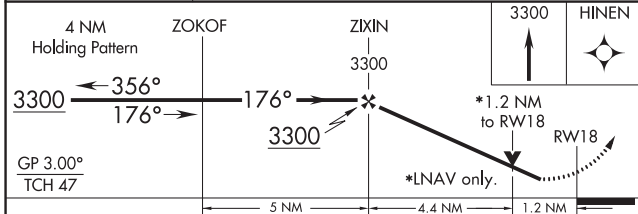
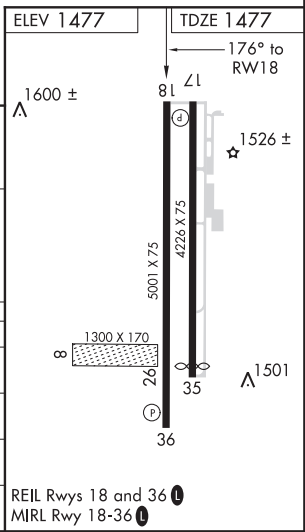
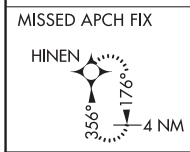
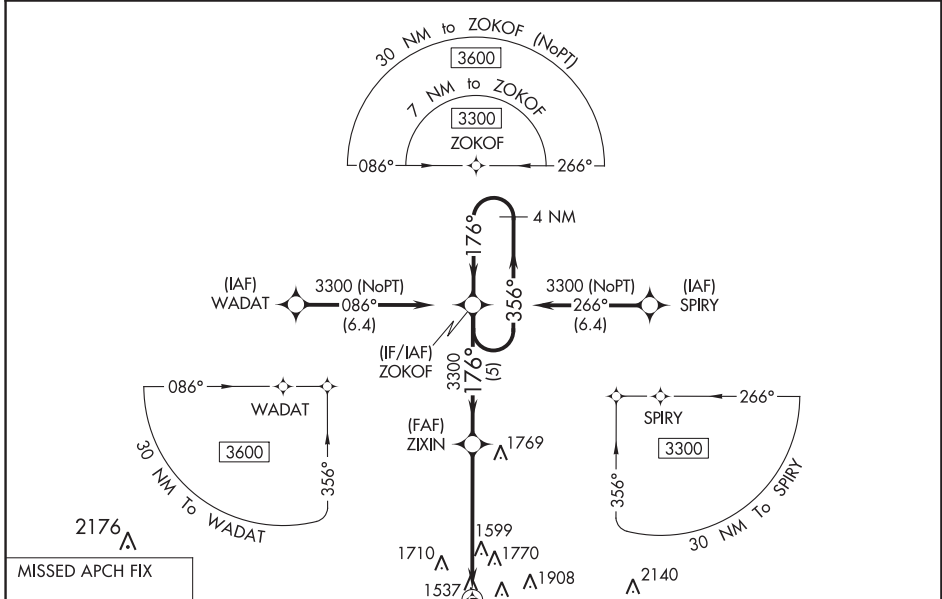
RNAV (GPS) RWY 18

ALVA RGNL (AVK)

⚠ 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 Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility 3/8 mile, LNAV/VNAV all Cats and Circling Cat C visibility 1/2 mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3300 direct HINEN and hold.

AWOS-3 121.125	VANCE APP CON * 126.75 346.325	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1738-7/8	261 (300-7/8)		NA
LNAV/VNAV DA	1748-7/8	271 (300-7/8)		NA
LNAV MDA	1900-1	423 (500-1)	1900-1 1/4 423 (500-1 1/4)	NA
C CIRCLING	1980-1 503 (600-1)	2120-1 643 (700-1)	2220-2 1/4 743 (800-2 1/4)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ALVA, OKLAHOMA

AL-5511 (FAA)

16203

WAAS CH 61337 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	5001 1471 1477
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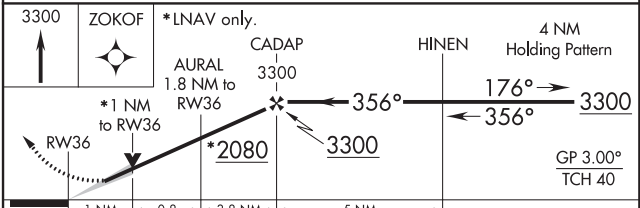
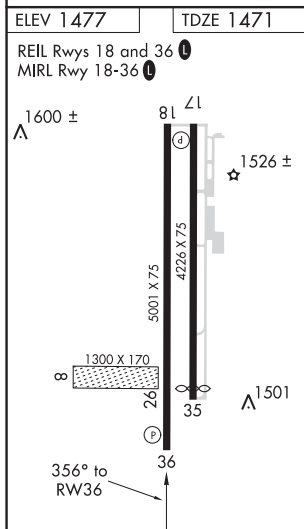
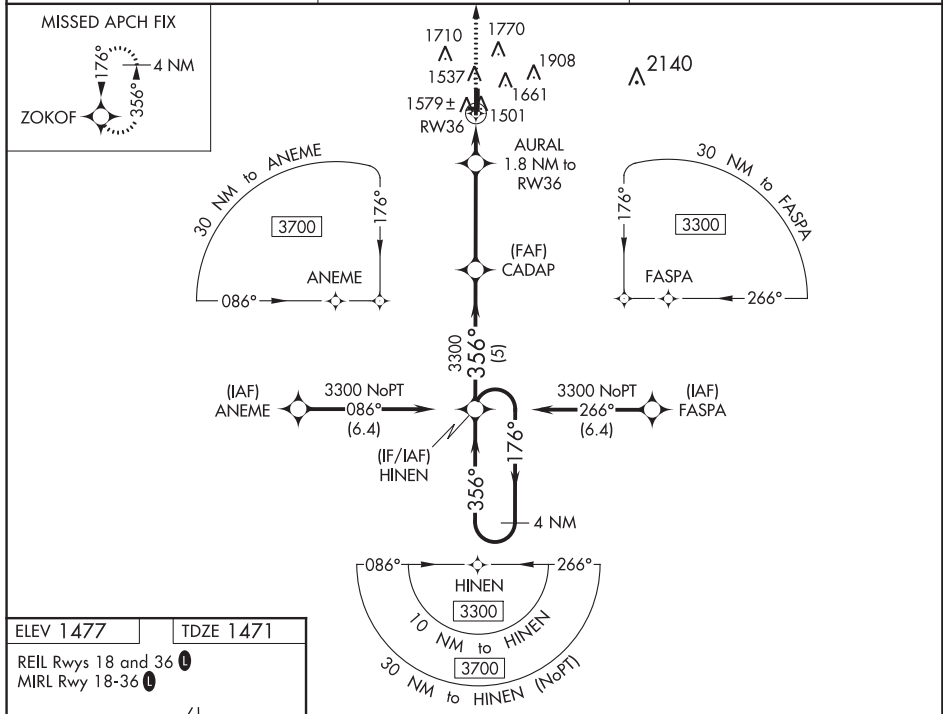
RNAV (GPS) RWY 36

ALVA RGNL (AVK)

⚠ 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 Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility 3/8 mile and Circling Cat C visibility 1/2 mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting.

MISSED APPROACH:
Climb to 3300 direct ZOKOF and hold.

AWOS-3 121.125	VANCE APP CON ★ 126.75 346.325	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1721-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1751-1	280 (300-1)		NA
LNAV MDA	1840-1	369 (400-1)		NA
C CIRCLING	1980-1 503 (600-1)	2120-1 643 (700-1)	2220-2 1/4 743 (800-2 1/4)	NA

ALVA, OKLAHOMA
Orig 20AUG15

36°46'N-98°40'W

RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70428 W35A	APP CRS 355°	Rwy Idg TDZE 576 Apt Elev 577	3298 576 577
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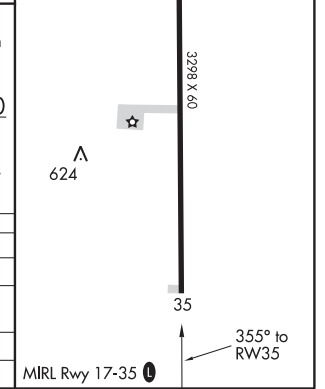
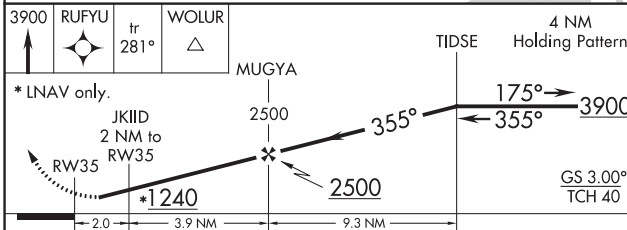
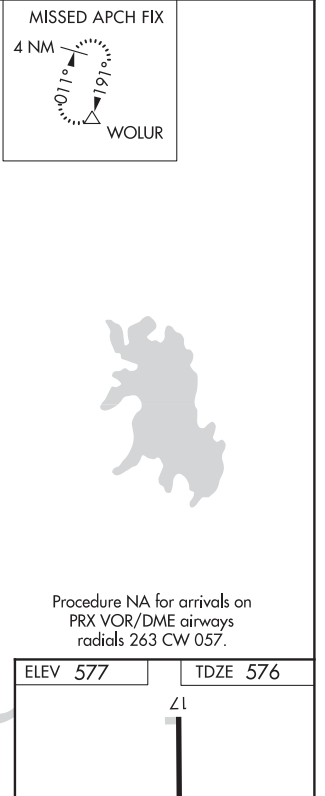
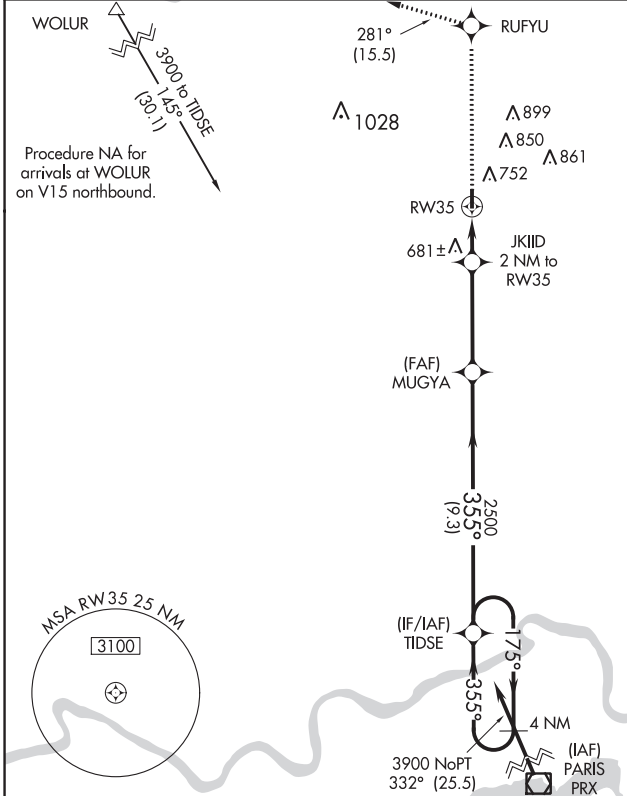
RNAV (GPS) RWY 35

ANTLERS MUNI (80F)

NA Circling to Rwy 17 NA at night. Baro-VNAV NA. Use Paris altimeter setting; when not received, use Durant altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/8 SM NA.

MISSED APPROACH: Climb to 3900 direct RUFYU and on track 281° to WOLUR and hold.

PARIS AWOS-3 119.675	FORT WORTH CENTER 124.875 307.2	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	910-1 1/8	334 (400-1 1/8)		NA
LNAV/VNAV DA	910-1 1/8	334 (400-1 1/8)		NA
LNAV MDA	1020-1	444 (500-1)		NA
CIRCLING	1140-1	563 (600-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ARDMORE, OKLAHOMA

AL-5399 (FAA)

15288

WAAS CH 48921 W17A	APP CRS 175°	Rwy Idg TDZE 839 Apt Elev 844	5014 839 844
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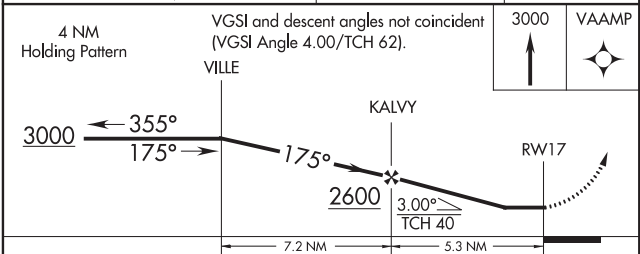
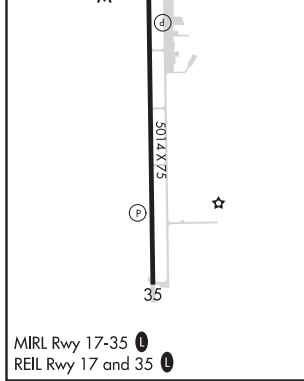
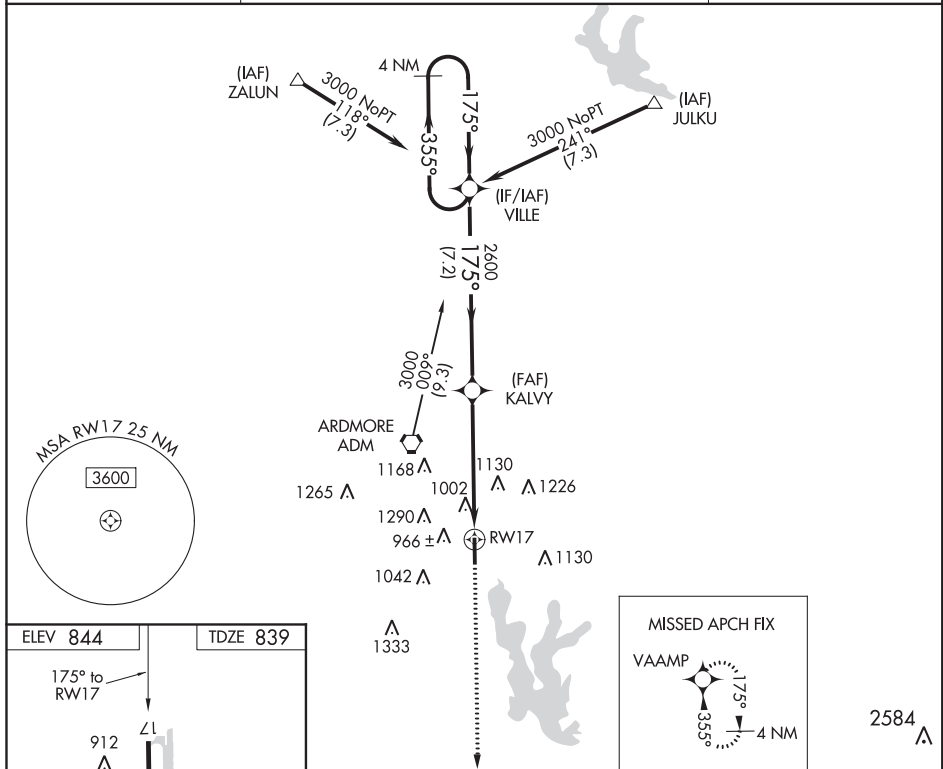
RNAV (GPS) RWY 17

ARDMORE DOWNTOWN EXECUTIVE (1F0)

⚠ When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 40 feet and visibility Cat C and D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct VAAMP and hold.

AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1360-1	521 (600-1)	1360-1½	521 (600-1½)
LNVA MDA	1360-1	521 (600-1)	1360-1½	521 (600-1½)
CIRCLING	1400-1	556 (600-1)	1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

ARDMORE, OKLAHOMA
Orig-B 15OCT15

34°09'N-97°07'W

ARDMORE DOWNTOWN EXECUTIVE (1F0)

RNAV (GPS) RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62921 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	5014 844 844
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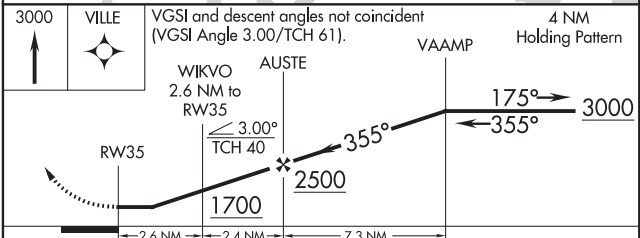
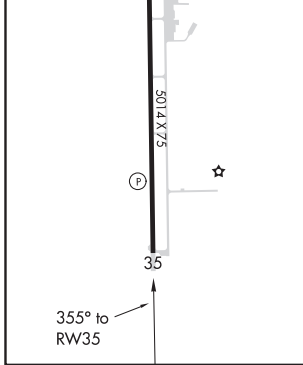
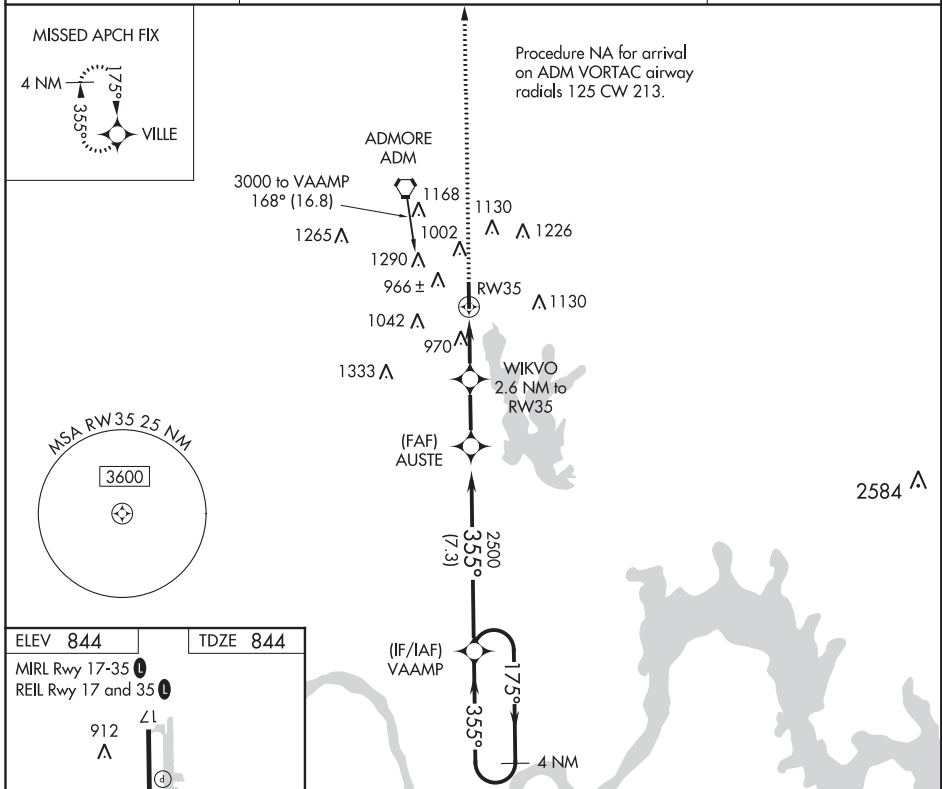
RNAV (GPS) RWY 35

ARDMORE DOWNTOWN EXECUTIVE (1F \emptyset)

⚠ When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 40 feet and visibility Cat C and D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct VILLE and hold.

AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	UNICOM 122.7 (CTAF) \emptyset
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CATEGORY	A	B	C	D
LP MDA		1200-1	356 (400-1)	
LNAV MDA		1220-1	376 (400-1)	
CIRCLING	1400-1	556 (600-1)	1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC I-AIW 108.9	APP CRS 309°	Rwy Idg 9002
		TDZE 733
		Apt Elev 777

ILS or LOC RWY 31

ARDMORE MUNI (ADM)

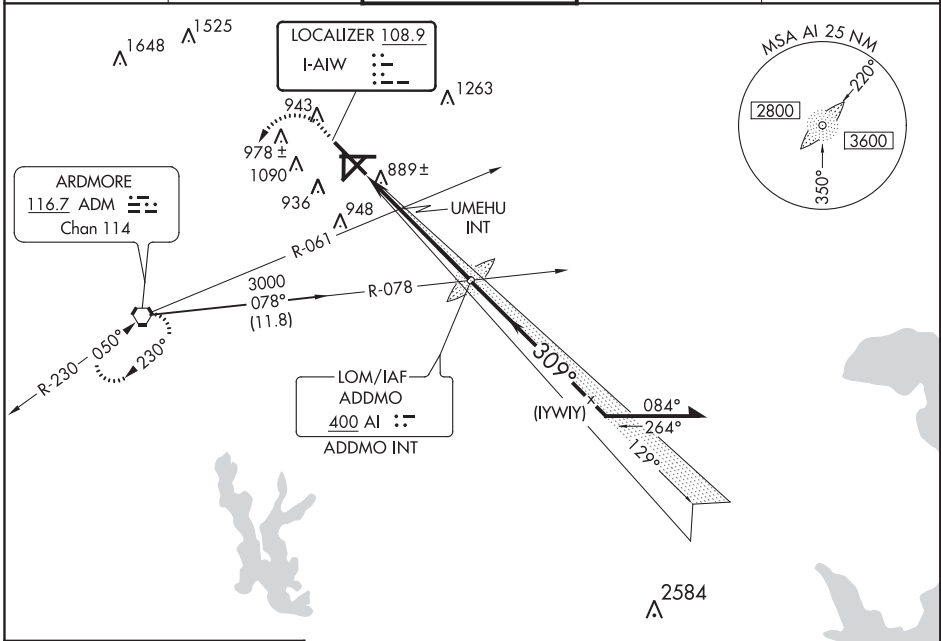
⚠ Autopilot coupled approach NA below 1360.
⚠ When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase all S-LOC Cats C and D visibility 1/8 mile and all Circling Cat D visibilities 1/4 mile. UMEHU Fix minimums, for inop MALSRS increase S-LOC Cats C and D visibility to 1 1/8 miles. Night Landing: Rwy 13, 35 NA.

MALSRS



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

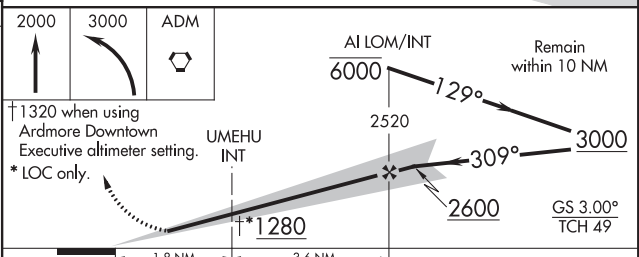
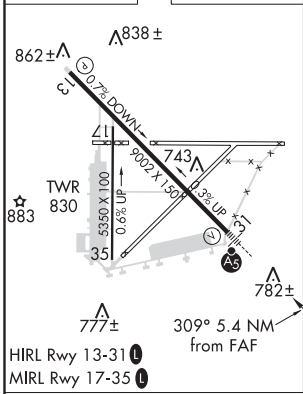
ATIS 125.6	FORT WORTH CENTER 124.75 323.0	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 777	TDZE 733
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CATEGORY	A	B	C	D
S-ILS 31	949-1/2 216 (200-1/2)			
S-LOC 31	1280-1/2	547 (600-1/2)	1280-1 1/8	547 (600-1 1/8)
CIRCLING	1380-1	603 (700-1)	1380-1 3/4	1440-2 663 (700-2)
UMEHU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 31	1140-1/2	407 (400-1/2)	1140-3/4	407 (400-3/4)
CIRCLING	1380-1	603 (700-1)	1380-1 3/4	1440-2 663 (700-2)

ARDMORE, OKLAHOMA
Amdt 5B 20AUG15

34°18'N-97°01'W

ARDMORE MUNI (ADM)

ILS or LOC RWY 31

WAAS CH 53725 W13A	APP CRS 129°	Rwy Idg TDZE 777 Apt Elev 777
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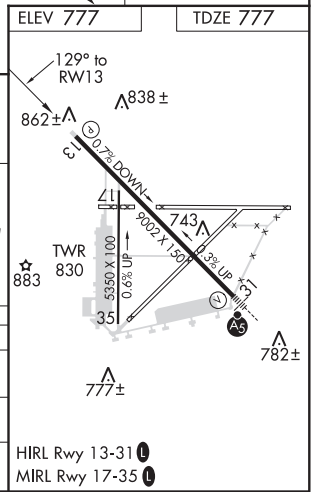
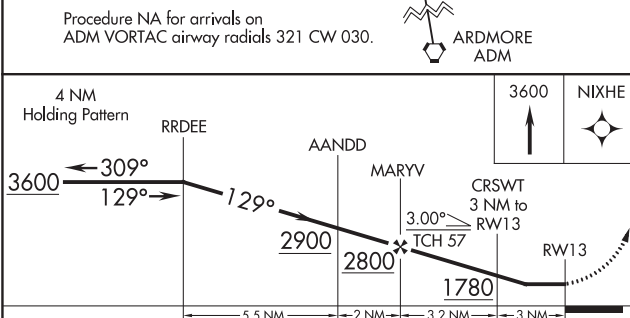
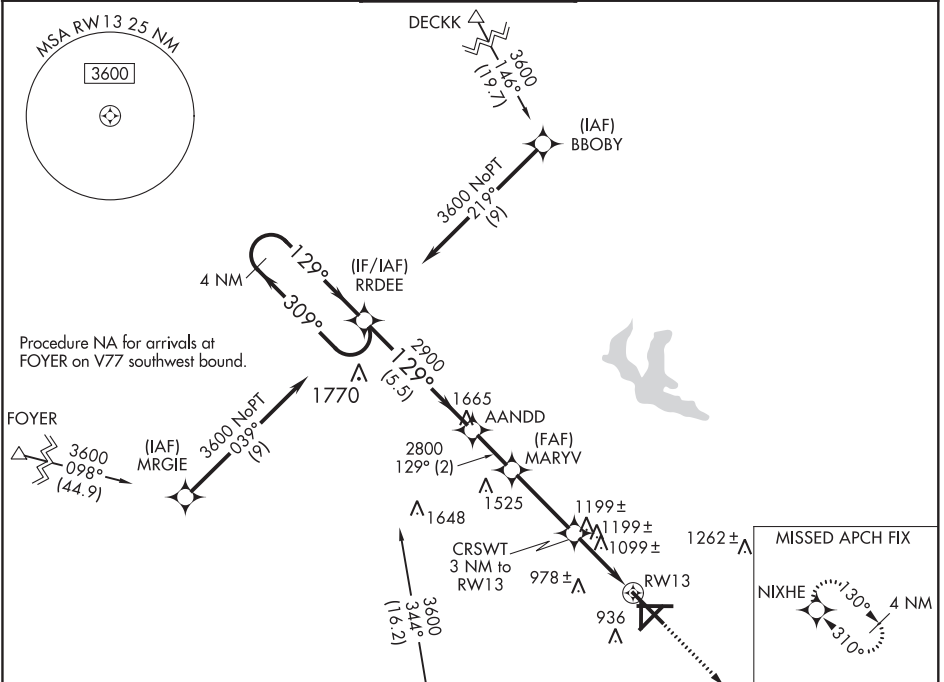
RNAV (GPS) RWY 13

ARDMORE MUNI(ADM)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase cll MDA 40 feet. Night Landing: Rwy 13, 35 NA.

MISSED APPROACH: Climb to 3600 direct NIXHE and hold.

ATIS 125.6	FORT WORTH CENTER 124.75 323.0	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	1360-1	583 (600-1)	1360-1¾	583 (600-1¾)
LNVA MDA	1460-1	683 (700-1)	1460-2	683 (700-2)
CIRCLING	1460-1	683 (700-1)	1460-2 683 (700-2)	1460-2¼ 683 (700-2¼)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69625 W31A	APP CRS 309°	Rwy Idg 9002 TDZE 733 Apt Elev 777
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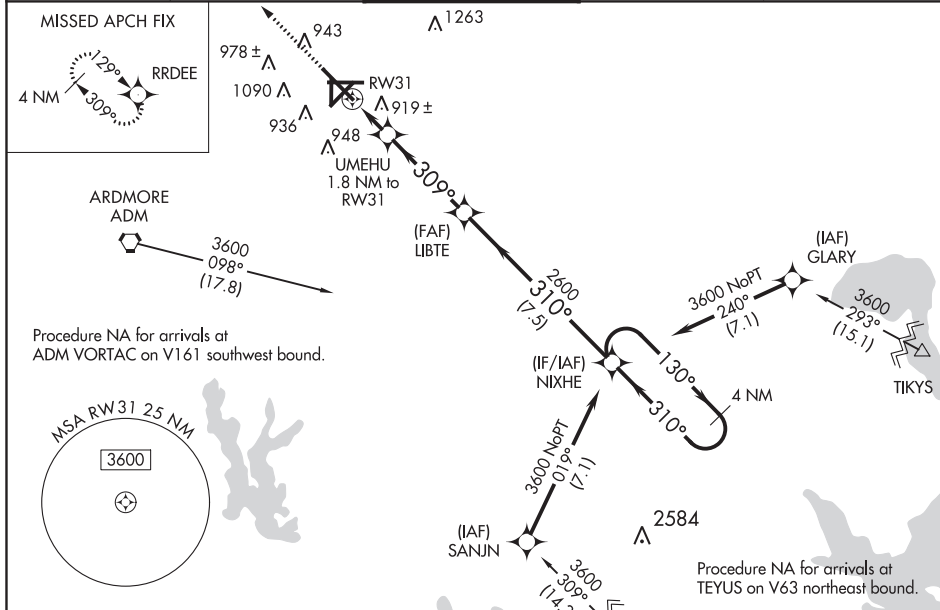
RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

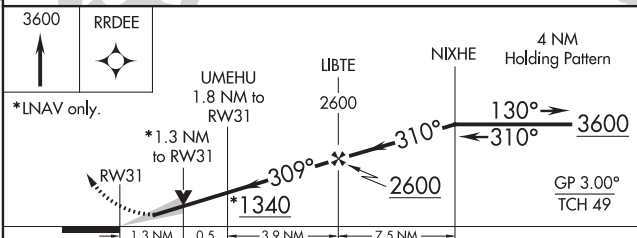
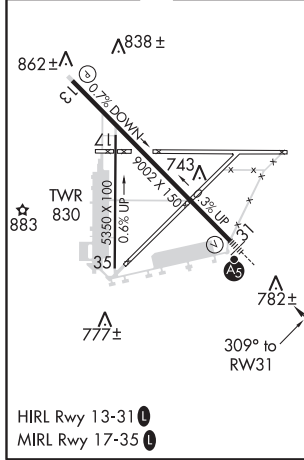
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/8 mile, and Circling Cat D visibility 1/4 mile. For inop MALSAR when using Ardmore Downtown Executive altimeter setting, increase LNAV Cats C and D visibility to 1/8 miles.
Night Landing: Rwy 13, 35 NA.

MALSAR
Ⓜ
MISSED APPROACH:
Climb to 3600 direct RRDEE and hold.

ATIS 125.6	FORT WORTH CENTER 124.75 323.0	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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ELEV 777	TDZE 733
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CATEGORY	A	B	C	D
LPV DA		933-1/2	200 (200-1/2)	
LNAV/VNAV DA		1241-1 1/4	508 (500-1 1/4)	
LNAV MDA	1180-1/2	447 (500-1/2)	1180-7/8	447 (500-7/8)
CIRCLING	1380-1	603 (700-1)	1380-1 3/4 603 (700-1 3/4)	1440-2 663 (700-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC ADM 116.7 Chan 114	APP CRS 050°	Rwy Idg TDZE Apt Elev	N/A N/A 777
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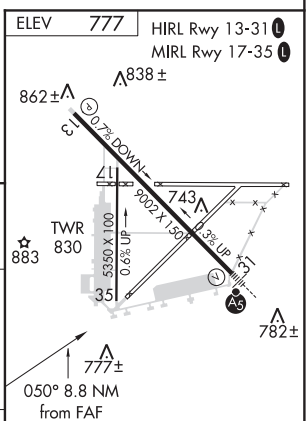
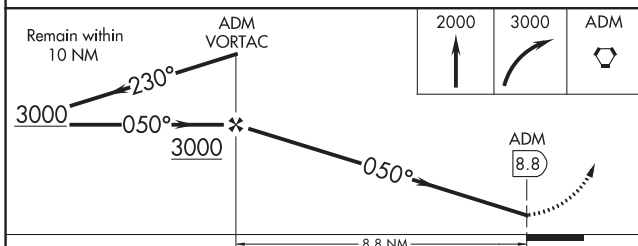
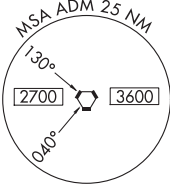
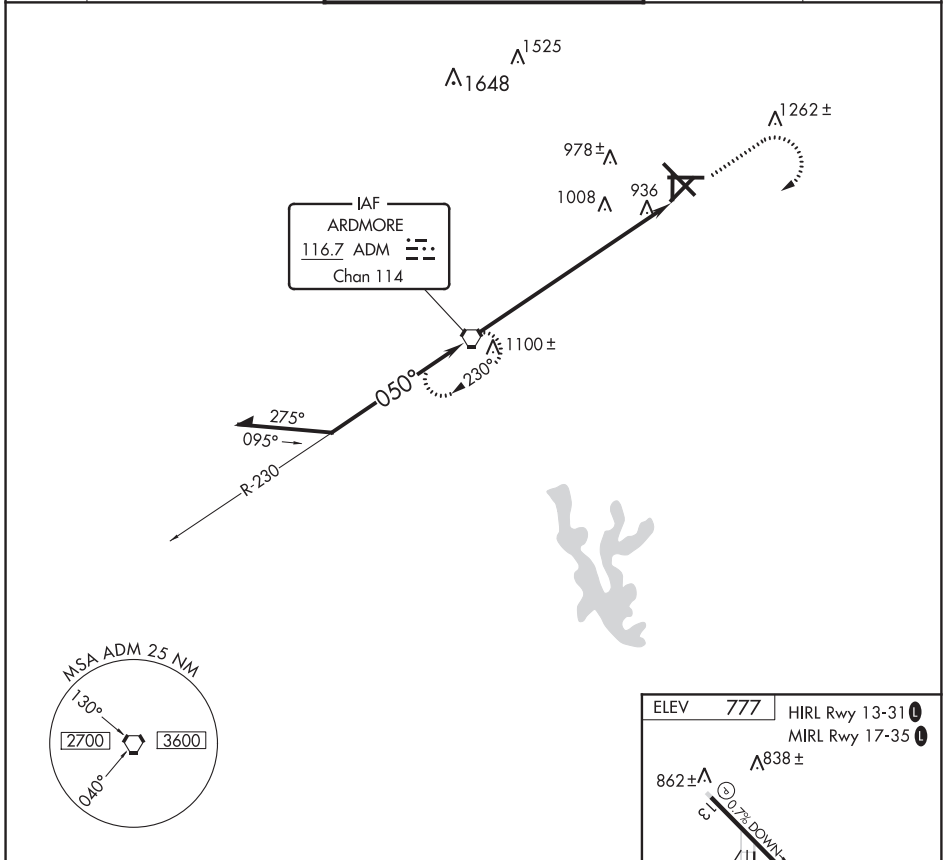
VOR-B

ARDMORE MUNI (ADM)

⚠ When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.
⚠ Night Landing: Rwy 13, 35 NA.

MISSED APPROACH: Climb to 2000 then dimbing right turn to 3000 direct ADM VORTAC and hold.

ATIS 125.6	FORT WORTH CENTER 124.75 323.0	ARDMORE TOWER ★ 118.5 (CTAF) 0 257.7	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 8.8 NM					
CIRCLING	1520-1	743 (800-1)	1520-2¼ 743 (800-2¼)	1540-2½ 778 (800-2½)	Knots	60	90	120	150	180
					Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

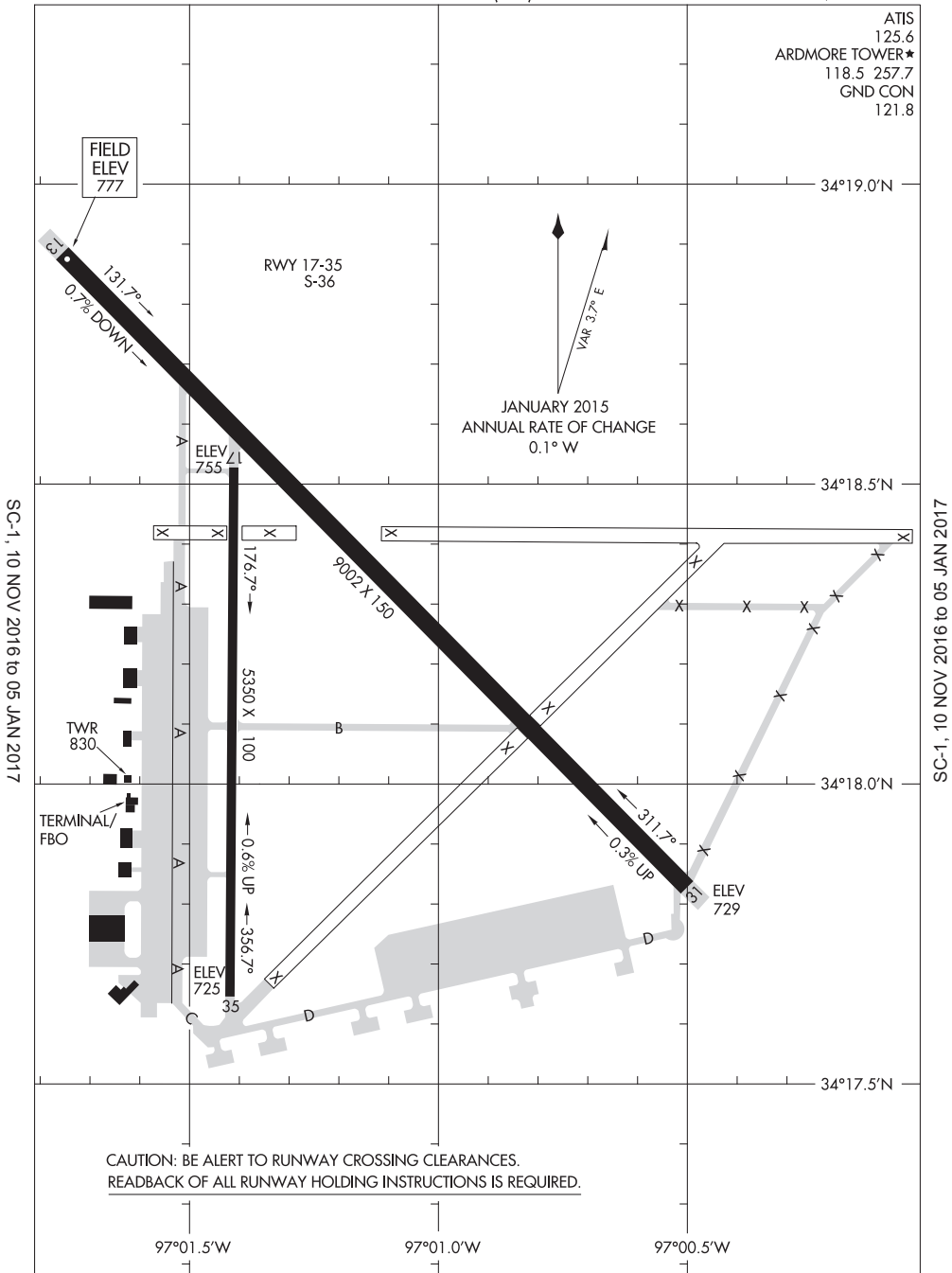
15064

AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA

ATIS
125.6
ARDMORE TOWER★
118.5 257.7
GND CON
121.8



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

15064

ARDMORE, OKLAHOMA
ARDMORE MUNI (ADM)

WAAS CH 49135 W04A	APP CRS 040°	Rwy Idg TDZE 181 Apt Elev 182	5002
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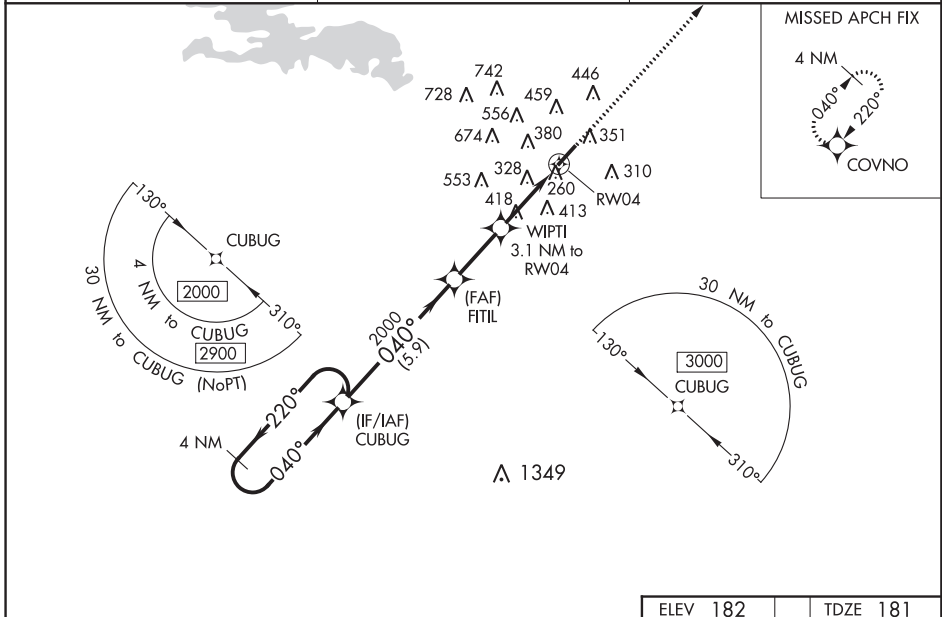
RNAV (GPS) RWY 4

DEXTER B. FLORENCE MEMORIAL FIELD (ADF)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility $\frac{1}{8}$ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility $\frac{1}{2}$ mile.
▲ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Hot Springs altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 2100 direct COVNO and hold.

AWOS-3PT 118.175	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).

4 NM Holding Pattern CUBUG

2100 COVNO

*LNAV only.

GS 3.00° TCH 45

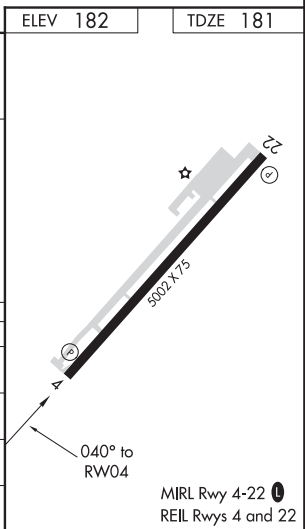
2000 ← 220° → 040° → 040° → 040° → RWY 4

2000

*1200

5.9 NM 2.5 NM 3.1 NM

CATEGORY	A	B	C	D
LPV DA		431-1	250 (300-1)	NA
LNAV/VNAV DA		669-1 $\frac{5}{8}$	488 (500-1 $\frac{5}{8}$)	NA
LNAV MDA	680-1	499 (500-1)	680-1 $\frac{3}{8}$ 499 (500-1 $\frac{3}{8}$)	NA
C CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2 $\frac{1}{2}$ 858 (900-2 $\frac{1}{2}$)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93835 W22A	APP CRS 220°	Rwy Idg 5002 TDZE 182 Apt Elev 182
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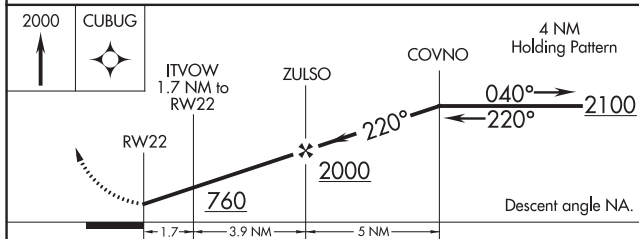
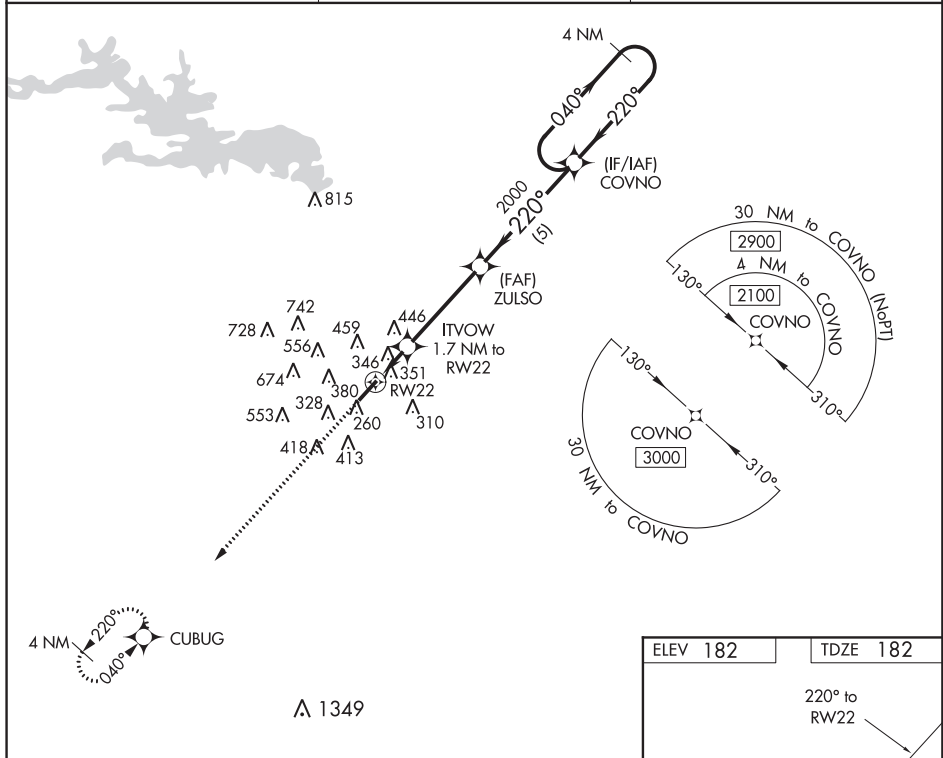
RNAV (GPS) RWY 22

DEXTER B. FLORENCE MEMORIAL FIELD (ADF)

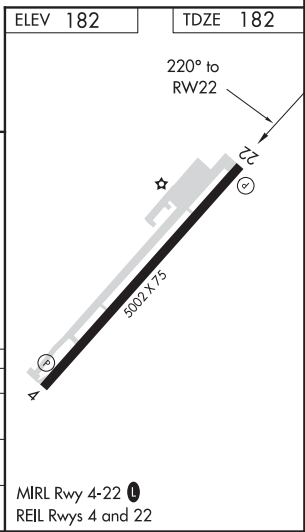
NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hot Springs altimeter setting and increase all MDAs 120 feet, and increase LP and LNAV Cat C visibility $\frac{3}{8}$ SM and Circling Cat C visibility $\frac{1}{2}$ mile. Night landing: Rwy 22 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct CUBUG and hold.

AWOS-3PT 118.175	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	600-1	418 (500-1)	600-1 $\frac{3}{8}$ 418 (500-1 $\frac{3}{8}$)	NA
LNAV MDA	680-1	498 (500-1)	680-1 $\frac{3}{8}$ 498 (500-1 $\frac{3}{8}$)	NA
CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2 $\frac{1}{2}$ 858 (900-2 $\frac{1}{2}$)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5158
036°	TDZE	700
	Apt Elev	716

RNAV (GPS) RWY 4

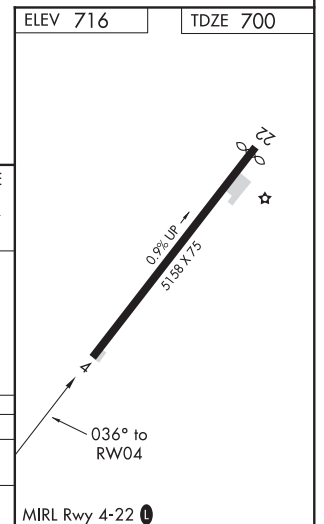
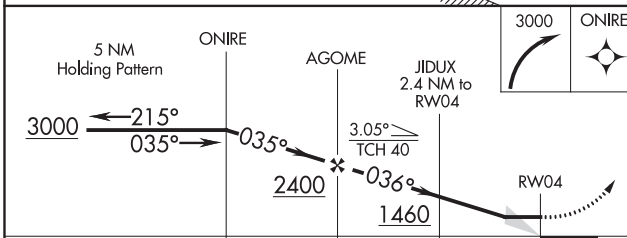
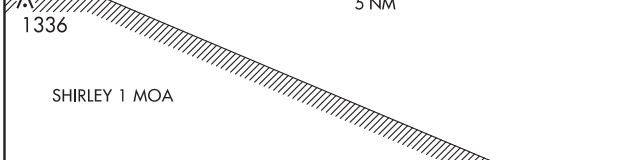
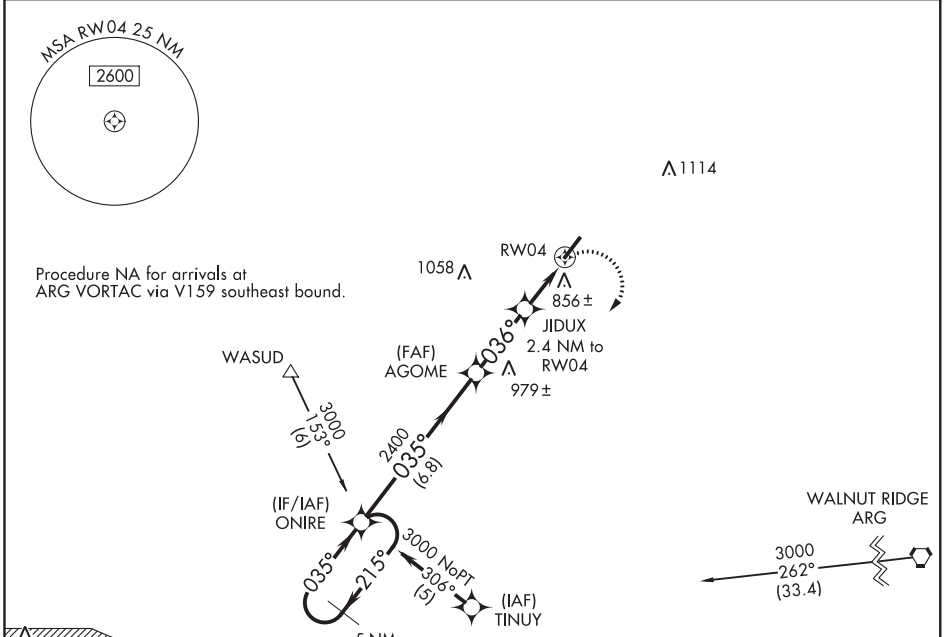
SHARP COUNTY RGNL (CVK)

▼ DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

▲ NA MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.

MEMPHIS CENTER **120.075 289.4**

UNICOM **122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LNVA MDA	1260-1	560 (600-1)	1260-1 1/2 560 (600-1 1/2)	NA
CIRCLING	1400-1	684 (700-1)	1400-2 684 (700-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ASH FLAT, ARKANSAS

AL-5758 (FAA)

16315

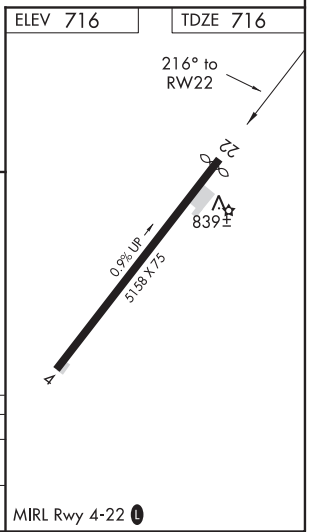
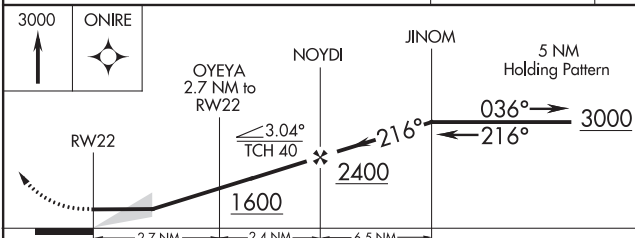
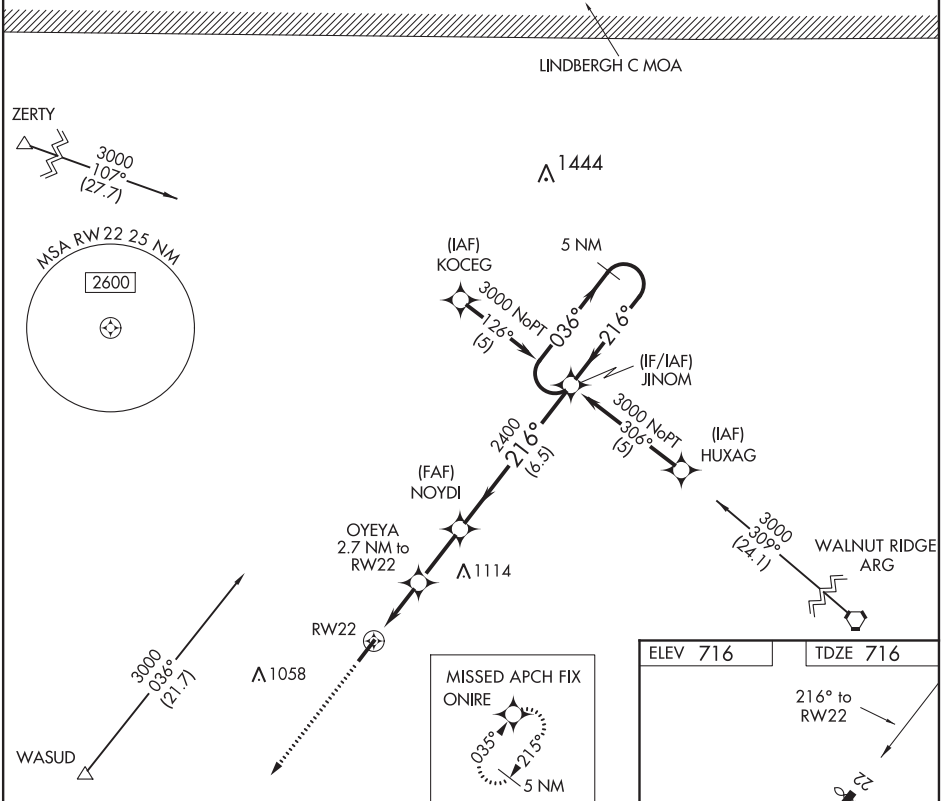
APP CRS	Rwy Idg	5004
216°	TDZE	716
	Apt Elev	716

RNAV (GPS) RWY 22

SHARP COUNTY RGNL (CVK)

<p>▼ DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct ONIRE and hold.</p>
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<p>MEMPHIS CENTER</p> <p>120,075 289.4</p>	<p>UNICOM</p> <p>122.7 (CTAF) 0</p>
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CATEGORY	A	B	C	D
RNAV MDA	1360-1	644 (700-1)	1360-1¼ 644 (700-1¼)	NA
CIRCLING	1400-1	684 (700-1)	1400-2 684 (700-2)	NA

ASH FLAT, ARKANSAS
Orig 05JUL07

36°16'N - 91°34'W

SHARP COUNTY RGNL (CVK)

RNAV (GPS) RWY 22

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58201 W17A	APP CRS 176°	Rwy Idg TDZE Apt Elev	6201 694 717
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RNAV (GPS) RWY 17

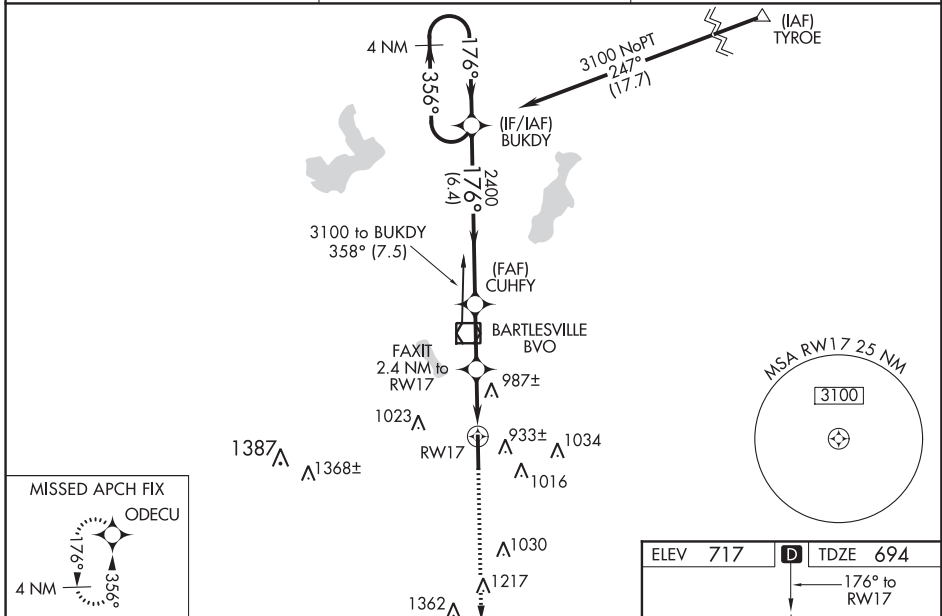
BARTLESVILLE MUNI (BVO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Inop table does not apply to LPV all Cats. For inop MALSRS, increase LNAV Cat A/B visibility to 1 mile. For inop MALSRS when use Tulsa Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½ mile, and LNAV Cat A/B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¼ SM NA.

MALSRS

MISSED APPROACH:
Climb to 2800 direct ODECU and hold.

AWOS 132.675	KANSAS CITY CENTER 128.8 354.1	CTAF 122.825 0
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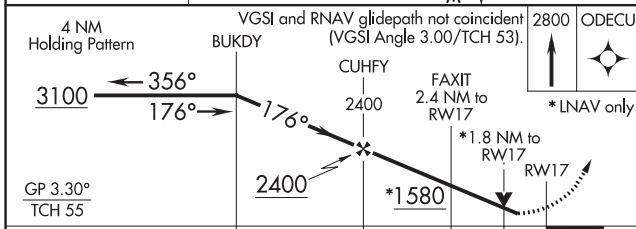


MISSED APCH FIX
ODECU

4 NM

ELEV 717	D TDZE 694
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MIRL Rwy 17-35 0
REIL Rwy 35 0



CATEGORY	A	B	C	D
LPV DA	906-¾	212 (200-¾)	944-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1317-1½		623 (700-1½)	NA
LNAV MDA	1240-¾	546 (600-¾)	1240-1⅛ 546 (600-1⅛)	NA
C CIRCLING	1380-1	663 (700-1)	1400-2 683 (700-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BARTLESVILLE, OKLAHOMA

AL-867 (FAA)

16035

WAAS CH 61305 W35A	APP CRS 356°	Rwy Idg 6201 TDZE 712 Apt Elev 717
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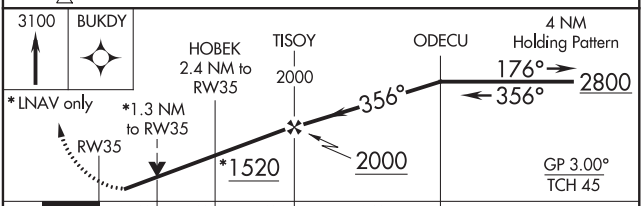
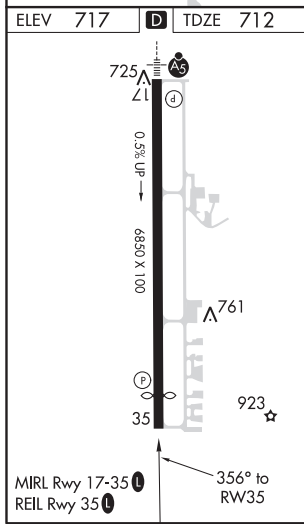
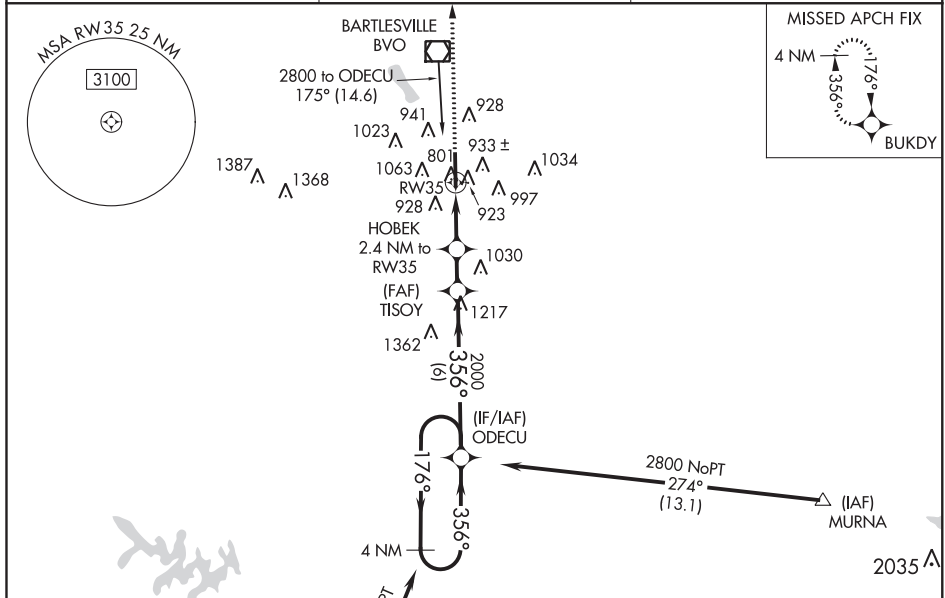
RNAV (GPS) RWY 35

BARTLESVILLE MUNI (BVO)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, LNAV and Circling Cat C visibility ¼ mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

AWOS 132.675	KANSAS CITY CENTER 128.8 354.1	UNICOM 122.825 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	968-7/8	256 (300-7/8)		NA
LNAV/VNAV DA	1161-1 1/2	449 (500-1 1/2)		NA
LNAV MDA	1180-1	468 (500-1)	1180-1 3/8 468 (500-1 3/8)	NA
CIRCLING	1380-1	663 (700-1)	1400-2 683 (700-2)	NA

BARTLESVILLE, OKLAHOMA
Amdt 1 04FEB16

36°46'N-96°01'W

BARTLESVILLE MUNI (BVO) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC I-BVO 111.3	APP CRS 176°	Rwy Idg 6201
		TDZE 694
		Apt Elev 717

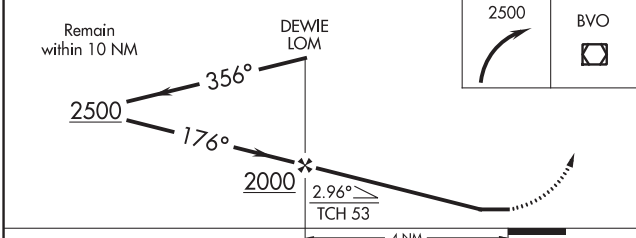
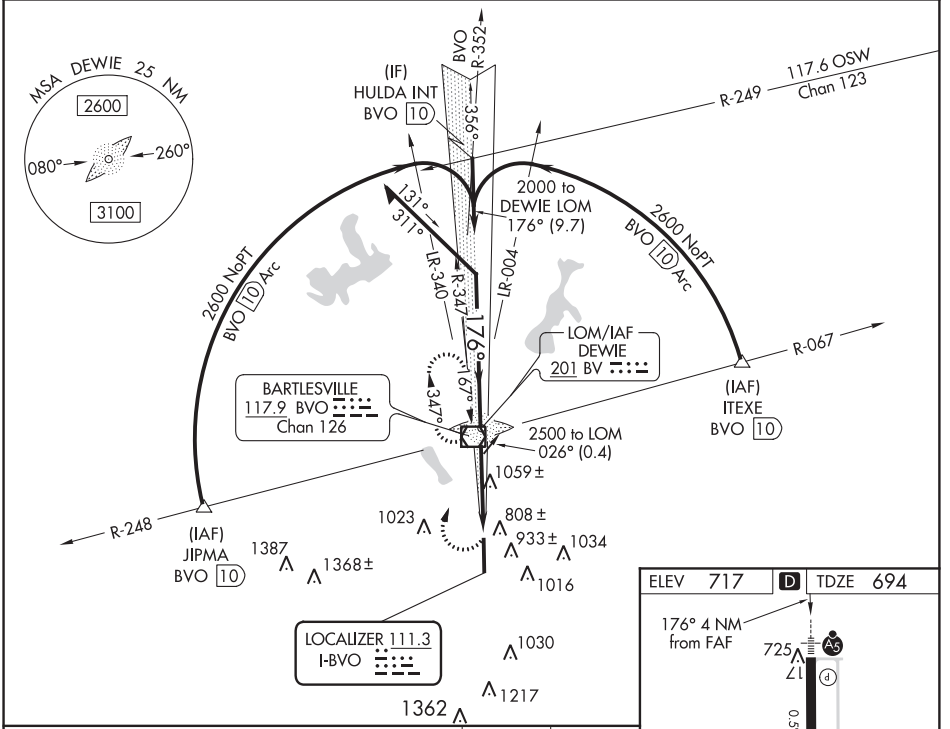
LOC RWY 17

BARTLESVILLE MUNI (BVO)

NA When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 100 feet, increase S-17 and Circling Cat C visibility ¼ mile. For inop MALS, increase S-17 Cat A/B visibility to 1 mile and Cat C to 1 ¼ mile. For inop MALS when using Tulsa Intl altimeter setting, increase S-17 Cat A/B visibility to 1 mile and Cat C to 2 mile. Circling NA east of Rwy 17-35. Helicopter visibility reduction below ¾ SM NA.

MALS MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS 132.675	KANSAS CITY CENTER 128.8 354.1	UNICOM 122.825 (CTAF)
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ELEV 717	D TDZE 694
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BARTLESVILLE, OKLAHOMA

AL-867 (FAA)

16315

VOR/DME BVO 117.9 Chan 126	APP CRS 348°	Rwy Idg 6201 TDZE 711 Apt Elev 711
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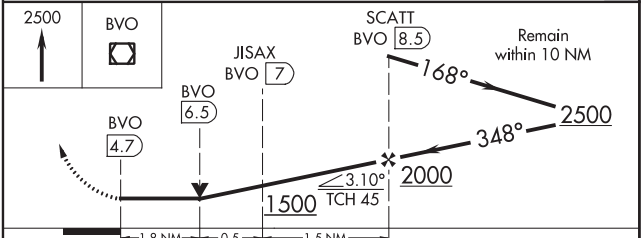
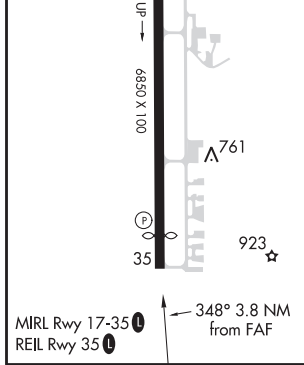
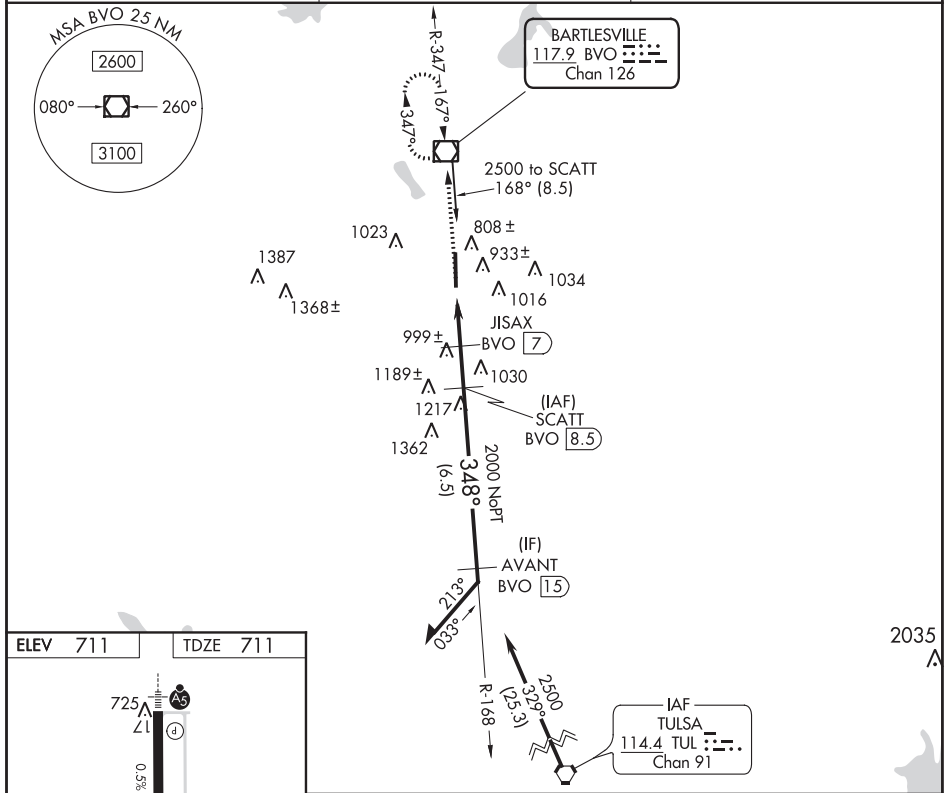
VOR/DME RWY 35

BARTLESVILLE MUNI (BVO)

⚠ Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

AWOS 132.675	KANSAS CITY CENTER 128.8 354.1	UNICOM 122.825 (CTAF) ①
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CATEGORY	A	B	C	D
S-35	1320-1	609 (700-1)	1320-1¼ 609 (700-1¼)	1320-2 609 (700-2)
CIRCLING	1400-1	689 (700-1)	1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

BARTLESVILLE, OKLAHOMA
Amdt 6 20DEC07

36°46'N-96°01'W

BARTLESVILLE MUNI (BVO) VOR/DME RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97717 W08A	APP CRS 079°	Rwy Idg TDZE Apt Elev	6002 463 465
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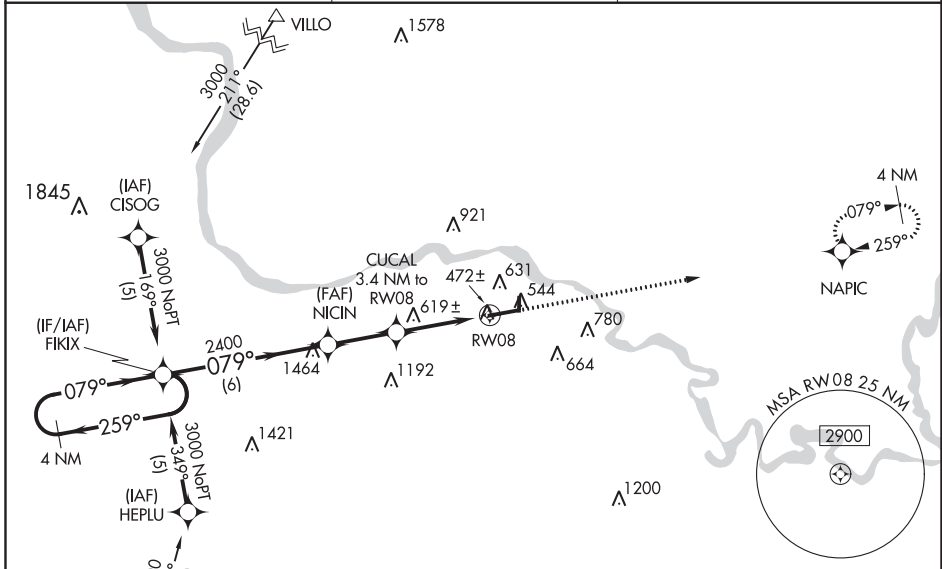
RNAV (GPS) RWY 8

BATESVILLE RGNL (BVX)

▼ Night Landing Rwy 18, 26, 36 NA. Baro-VNAV NA when using Searcy Muni 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. VDP NA with Searcy altimeter setting. Circling NA NW of Rwys 8-26. When local altimeter setting not received, use Searcy Muni altimeter setting and increase all DA/MDA 100 feet, increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C/D visibility 1/4 mile.

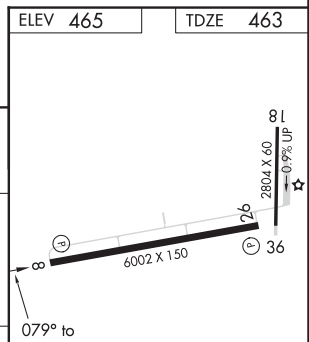
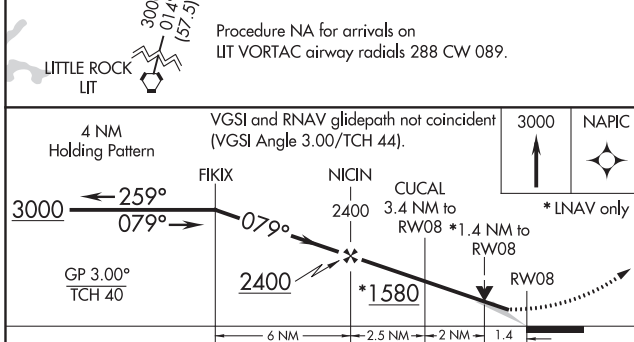
MISSED APPROACH:
Climb to 3000 direct NAPIC and hold

AWOS-3 126.375	MEMPHIS CENTER 126.85 281.55	UNICOM 122.8 (CTAF) ①
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	713-1 250 (300-1)			
LNAV/VNAV DA	802-1¼ 339 (400-1¼)			
LNAV MDA	940-1 477 (500-1)	940-1¼ 477 (500-1¼)	940-1½ 477 (500-1½)	940-1½ 477 (500-1½)
CIRCLING	980-1 515 (600-1)	980-1½ 515 (600-1½)	1040-2 575 (600-2)	1040-2 575 (600-2)

ELEV 465 TDZE 463

REIL Rwys 8 and 26 ①
MIRL Rwy 8-26 ①

RNAV (GPS) RWY 26

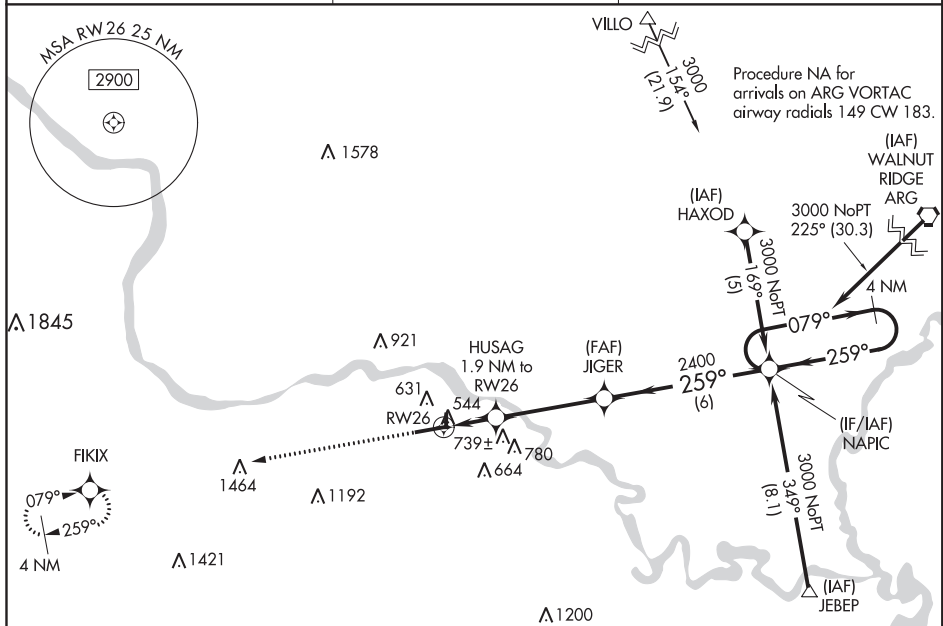
BATESVILLE RGNL (BVX)

APP CRS	Rwy Idg	6002
259°	TDZE	465
	Apt Elev	465

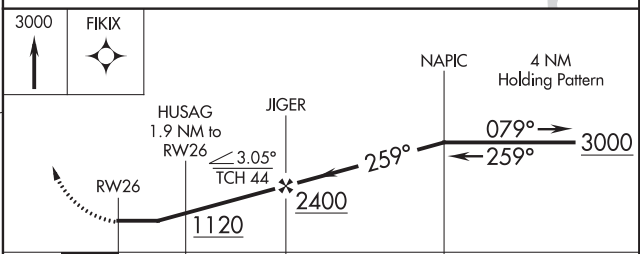
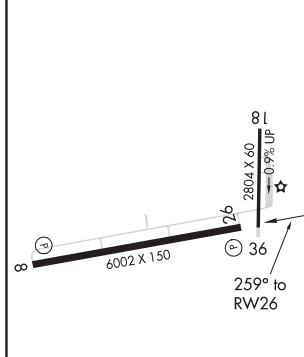
N Night Landing Rwy 18, 26, 36 NA. Circling NA NW of Rwy 8-26. DME/DME RNP-0.3 NA.
A Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Searcy altimeter setting and increase all MDA 100 feet. Increase LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct FKIX and hold.

AWOS-3 126,375	MEMPHIS CENTER 126,85 281,55	UNICOM 122.8 (CTAF)
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ELEV 465	TDZE 465
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CATEGORY	A	B	C	D
LNAV MDA	940-1	475 (500-1)	940-1½ 475 (500-1½)	940-1½ 475 (500-1½)
CIRCLING	980-1	515 (600-1)	980-1½ 515 (600-1½)	1040-2 575 (600-2)

REIL Rwy 8 and 26 **N**
 MIRL Rwy 8-26 **N**
 BATESVILLE, ARKANSAS
 Amdt 1A 12NOV15

35°44'N-91°39'W

RNAV (GPS) RWY 26

BATESVILLE RGNL (BVX)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BVX 109.7 Chan 34	APP CRS 079°	Rwy ldg 6002 TDZE 463 Apt Elev 465
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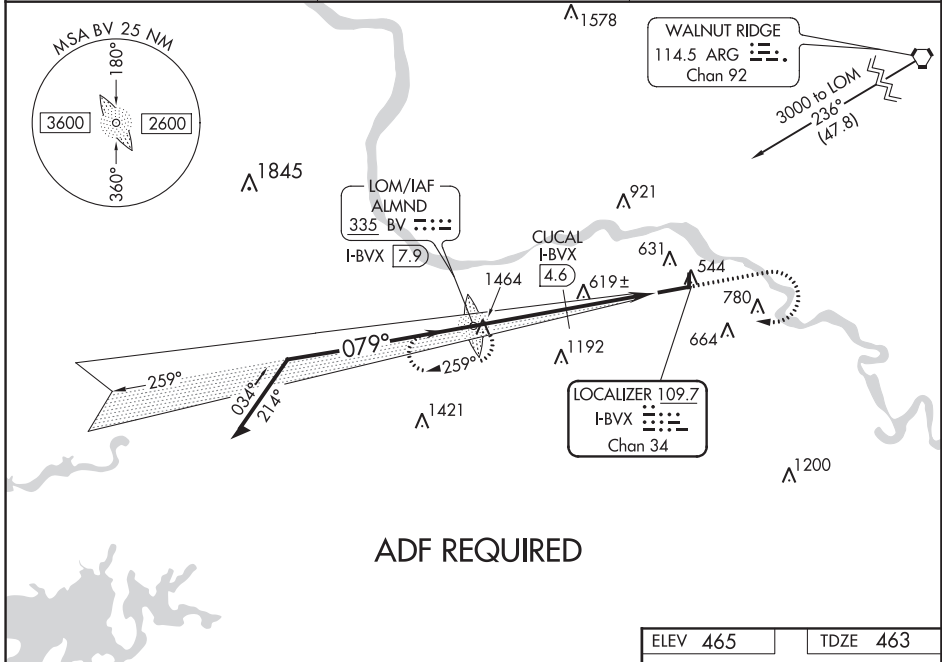
LOC RWY 8

BATESVILLE RGNL (BVX)

▼ Night Landing Rwy 18, 26, 36 NA. Circling NA NW of Rwy 8 and 26.
▲ ADF Required. VDP NA with Searcy altimeter setting. When local altimeter setting not received, use Searcy altimeter setting and increase all MDA 100 feet.
 Increase CUCAL FIX minimums S-8 Cat C visibility ¼ mile, Cat D ½ mile and Circling Cat C/D visibility ¼ mile.

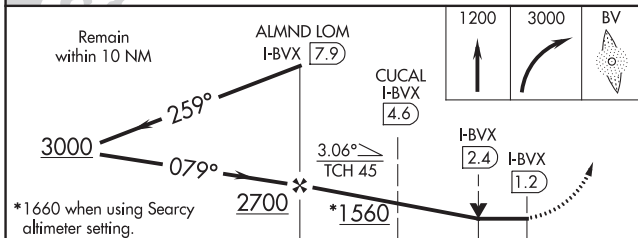
MISSED APPROACH:
 Climb to 1200 then climbing right turn to 3000 direct ALMND LOM/7.9 DME and hold.

AWOS-3 126.375	MEMPHIS CENTER 126.85 281.55	UNICOM 122.8 (CTAF) 0
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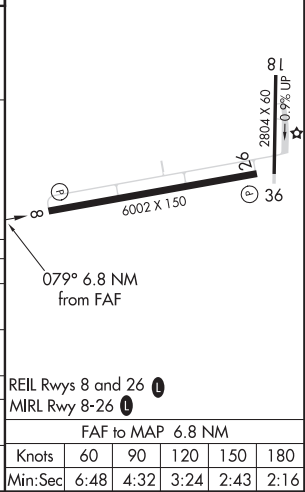
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 465	TDZE 463
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CATEGORY	A	B	C	D
S-8	1560-1¼ 1097 (1100-1¼)	1560-1½ 1097 (1100-1½)	1560-3	1097 (1100-3)
CIRCLING	1560-1¼ 1095 (1100-1¼)	1560-1½ 1095 (1100-1½)	1560-3	1095 (1100-3)
CUCAL FIX MINIMUMS				
S-8	880-1	417 (500-1)	880-¼	417 (500-¼)
CIRCLING	980-1	515 (600-1)	980-1½	1040-2 575 (600-2)



BENTON, ARKANSAS

AL-10336 (FAA)

14093

LOC/DME I-SUZ 111.95 Chan 56 (Y)	APP CRS 019°	Rwy Idg TDZE Apt Elev	5001 390 390
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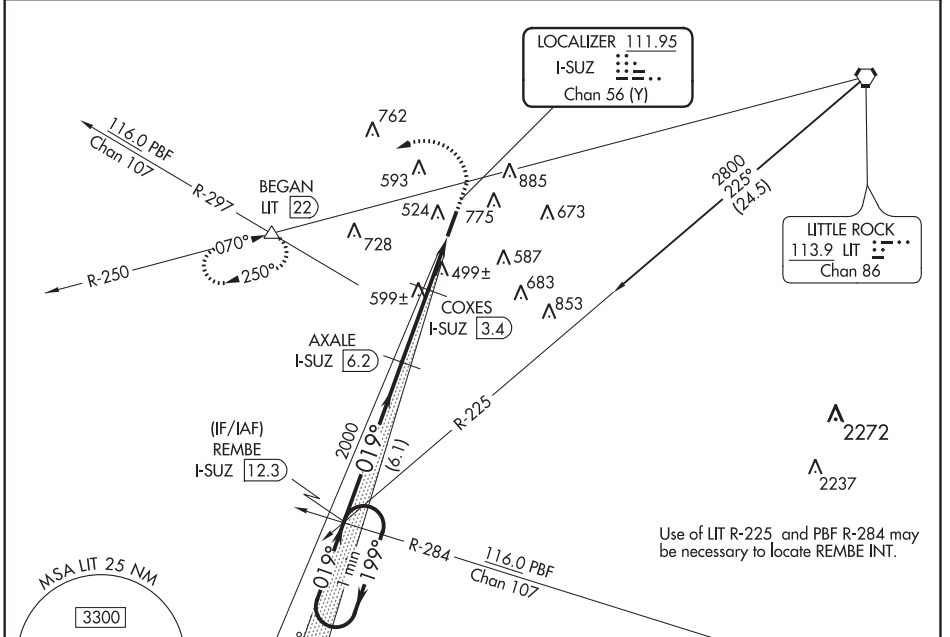
ILS or LOC/DME RWY 2

SALINE COUNTY RGNL (SUZ)

NA Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase S-ILS 2 all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

AWOS-2 132.125	LITTLE ROCK APP CON 119.5 306.2	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

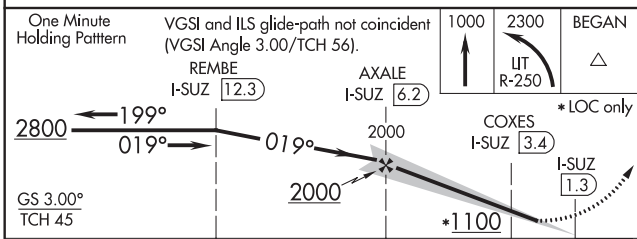
VGSI and ILS glide-path not coincident (VGSI Angle 3.00/TCH 56).

REMBE I-SUZ [12.3]

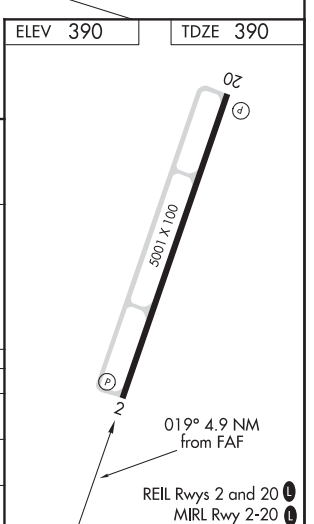
AXALE I-SUZ [6.2]

COXES I-SUZ [3.4]

I-SUZ [1.3]



CATEGORY	A	B	C	D
S-ILS 2	693-1 303 (400-1)			
S-LOC 2	820-1	430 (500-1)	820-1½ 430 (500-1½)	820-1½ 430 (500-1½)
CIRCLING	1040-1 650 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)



BENTON, ARKANSAS
Orig 29JUL10

34°35'N-092°29'W

ILS or LOC/DME RWY 2

SALINE COUNTY RGNL (SUZ)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58209 W02A	APP CRS 019°	Rwy Idg TDZE 390 Apt Elev 390	5001
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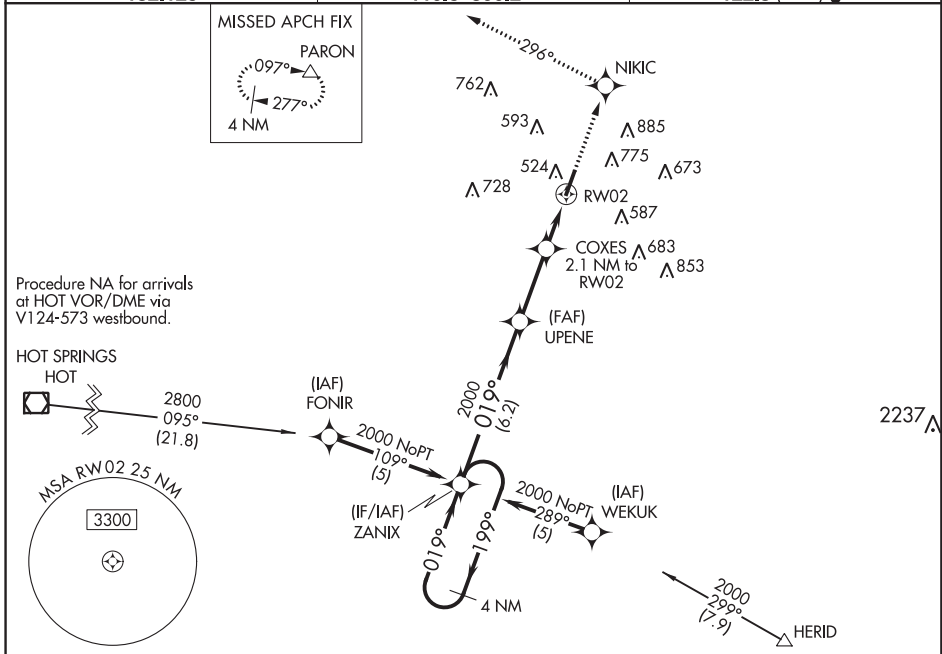
RNAV (GPS) RWY 2

SALINE COUNTY RGNL (SUZ)

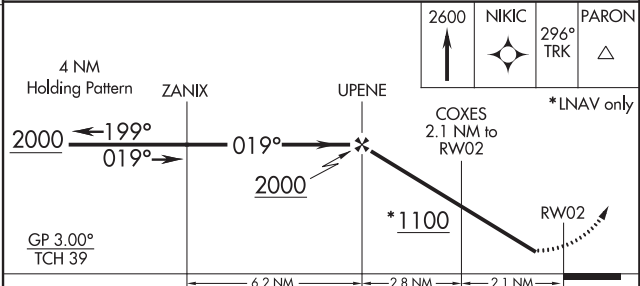
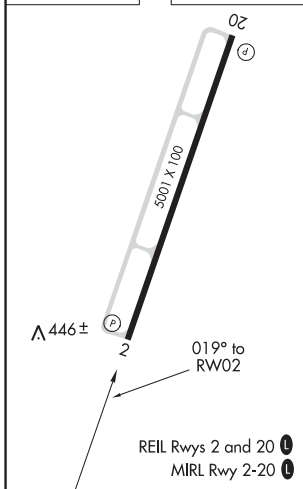
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cat D ½ mile.

MISSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

AWOS-2 132.125	LITTLE ROCK APP CON 119.5 306.2	UNICOM 122.8 (CTAF) 0
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ELEV 390	TDZE 390
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CATEGORY	A	B	C	D
LPV DA		735-1¼	345 (400-1¼)	
LNAV/VNAV DA		769-1¼	379 (400-1¼)	
LNAV MDA	900-1	510 (600-1)	900-1½	510 (600-1½)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BENTON, ARKANSAS

AL-10336 (FAA)

16315

WAAS CH 40309 W20A	APP CRS 199°	Rwy Idg TDZE 387 Apt Elev 390	5001
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RNAV (GPS) RWY 20

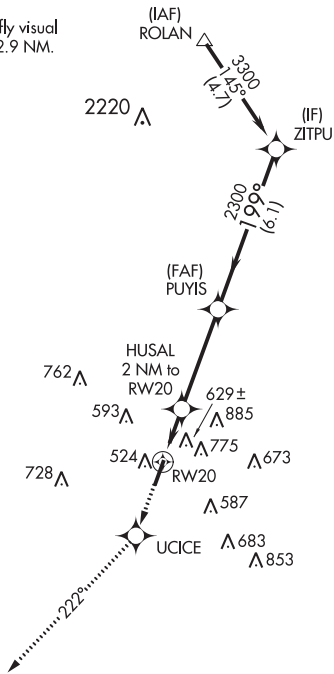
SALINE COUNTY RGNL (SUZ)

▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ½ mile.

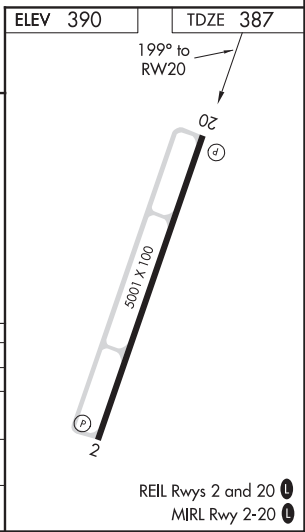
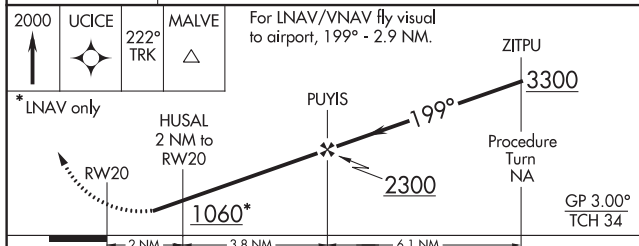
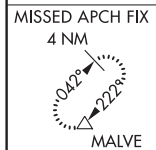
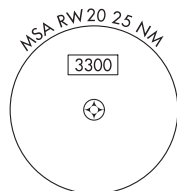
MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

AWOS-2 132.125	LITTLE ROCK APP CON 119.5 306.2	UNICOM 122.8 (CTAF)
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For LNAV/VNAV fly visual to airport, 199° - 2.9 NM.



Procedure NA for arrivals at ROLAN via V534 northwest bound.



CATEGORY	A	B	C	D
LPV DA		827-1½	440 (500-1½)	
LNAV/VNAV DA	1330-2	943 (1000-2)	1330-2¾ 943 (1000-2¾)	1330-3 943 (1000-3)
LNAV MDA	960-1	573 (600-1)	960-1½ 573 (600-1½)	960-1¾ 573 (600-1¾)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

BENTON, ARKANSAS
Orig 25SEP08

34°35'N-092°29'W

RNAV (GPS) RWY 20

SALINE COUNTY RGNL (SUZ)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77803 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	4196 1298 1298
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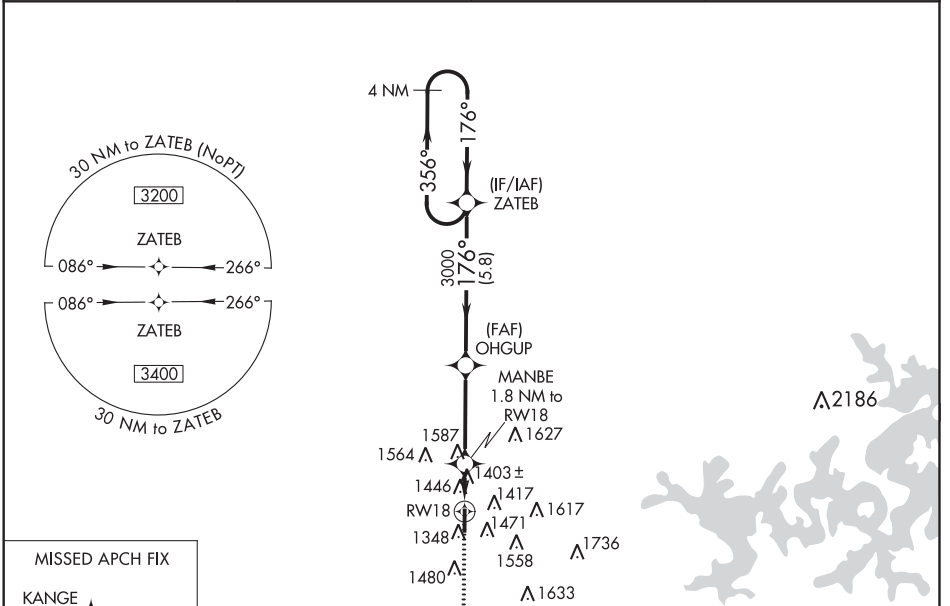
RNAV (GPS) RWY 18

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

⚠ Circling to Rwy 36 NA at night. Baro-VNAV NA when using Fayetteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Fayetteville altimeter setting and increase all DA 15 feet and all MDA 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

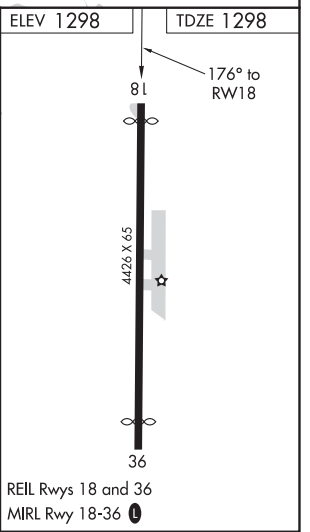
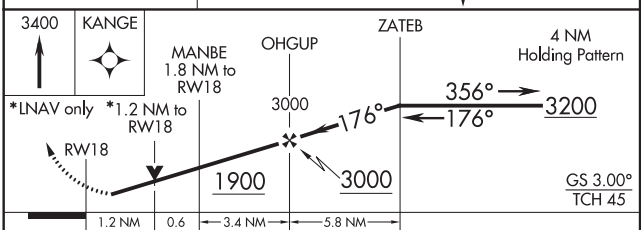
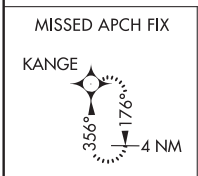
ⓘ MISSED APPROACH: Climb to 3400 direct KANGE and hold.

AWOS-3 134.975	RAZORBACK APP CON ★ 121.0 (WEST) 244.57	CLNC DEL 121.05 263.12	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1548-1 250 (300-1)			NA
LNAV/VNAV DA	1688-1¼ 390 (400-1¼)			NA
LNAV MDA	1700-1	402 (500-1)	1700-1⅛ 402 (500-1⅛)	NA
CIRCLING	1780-1	482 (500-1)	1780-1½ 482 (500-1½)	NA

RNAV (GPS) RWY 18

BENTONVILLE, ARKANSAS

AL-6126 (FAA)

14205

WAAS CH 53729 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	4081 1298 1298
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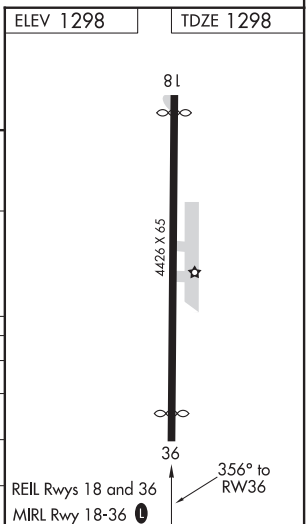
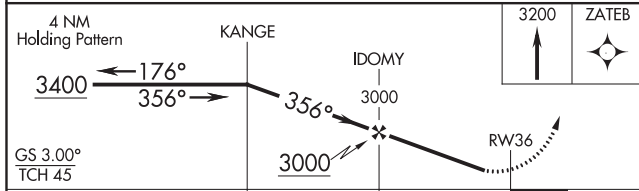
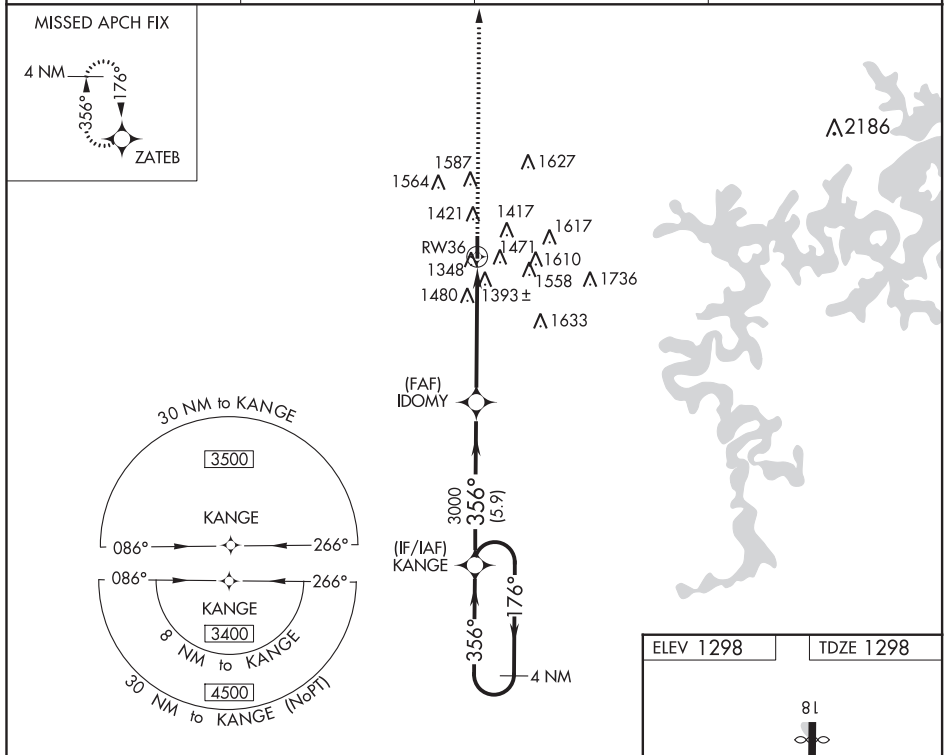
RNAV (GPS) RWY 36

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

⚠ Baro-VNAV NA when using Fayetteville/Springdale altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Fayetteville/Springdale altimeter setting and increase all DA 15 feet and all MDA 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct ZATEB and hold.

AWOS-3 134.975	RAZORBACK APP CON ★ 121.0 (WEST) 244.57	CLNC DEL 121.05 263.12	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1548-1	250 (300-1)		NA
LNAV/VNAV DA	1672-1¼	374 (400-1¼)		NA
LNAV MDA	1780-1	482 (500-1)	1780-1⅜ 482 (500-1⅜)	NA
CIRCLING	1780-1	482 (500-1)	1780-1½ 482 (500-1½)	NA

BENTONVILLE, ARKANSAS
Amdt 1A 29MAY14

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)
36°21'N-94°13'W
RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

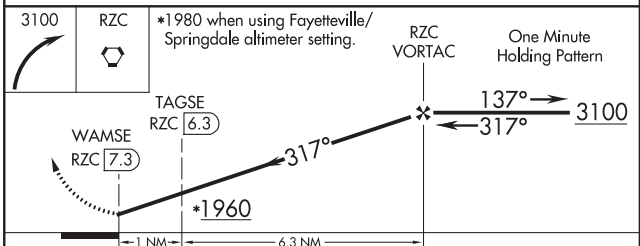
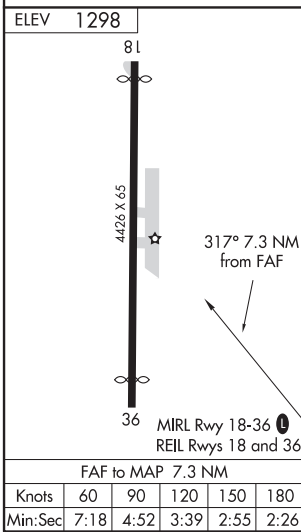
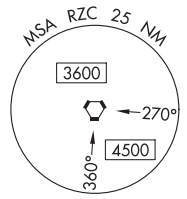
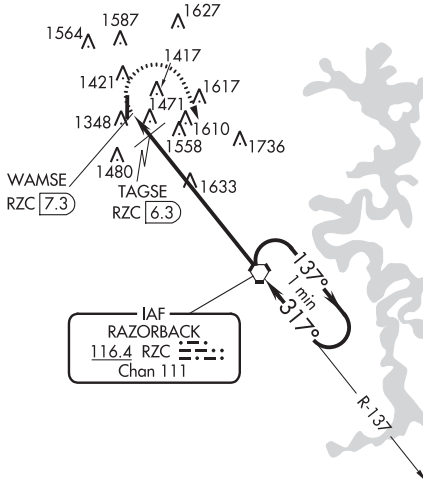
VORTAC RZC 116.4 Chan 111	APP CRS 317°	Rwy Idg TDZE Apt Elev 1298	N/A N/A 1298
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VOR-A

BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

⚠ When local altimeter setting not received, use Fayetteville/Springdale altimeter setting and increase all MDA 20 feet, increase Cat C visibility ¼ mile. **MISSED APPROACH:** Climbing right turn to 3100 direct RZC VORTAC and hold.

AWOS-3 134.975	RAZORBACK APP CON* 121.0 (WEST) 244.57	CLNC DEL 121.05 263.12	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1960-1	662 (700-1)	1960-1¾ 662 (700-1¾)	NA
TAGSE FIX MINIMUMS				
CIRCLING	1780-1	482 (500-1)	1780-1½ 482 (500-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BENTON FOUR DEPARTURE

SL-6126 (FAA)

BENTONVILLE, ARKANSAS


**TOP ALTITUDE:
3000**


CLNC DEL 121.05 263.12
RAZORBACK DEP CON ★
121.0 (WEST) 244.57
CTAF 122.8


TAKEOFF MINIMUMS


Rwy 18: Standard.


Rwy 36: 300-2¼ or standard with a minimum climb of 311 feet per NM to 1700.


SPRINGFIELD
116.9 SGF 
Chan 116
N37°21.36'-W93°20.04'
L-16, H-5


DOGWOOD
109.4 DGD 
Chan 31
N37°01.41'-W92°52.62'
L-16


BARTLESVILLE
117.9 BVO 
Chan 126
N36°50.06'-W96°01.11'
L-15, H-6


NEOSHO
117.3 EOS 
Chan 120
N36°50.55'-W94°26.14'
L-16, H-6


TULSA
114.4 TUL 
Chan 91
N36°11.78'-W95°47.29'
L-15, H-6


WILL ROGERS
114.1 IRW 
Chan 88
N35°21.52'-W97°36.55'
L-15, H-6


RAZORBACK
116.4 RZC 
Chan 111
N36°14.79'-W94°07.28'
L-16, H-6


HARRISON
112.5 HRO 
Chan 72
N36°19.10'-W93°12.80'
L-16

OKMULGEE
114.9 OKM 
Chan 96
N35°41.58'-W95°51.96'
L-15, H-6

FORT SMITH
110.4 FSM 
Chan 41
N35°23.31'-W94°16.29'
L-16, H-6

LITTLE ROCK
113.9 LIT 
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

McALESTER
112.0 MLC 
Chan 57
N34°50.97'-W95°46.94'
L-17, H-6

HOT SPRINGS
110.0 HOT 
Chan 37
N34°28.72'-W93°05.44'
L-17

TAKEOFF OBSTACLE NOTES:

Rwy 18: Buildings beginning 108' from DER, 458' left of centerline, up to 15' AGL/1305' MSL. Poles and buildings beginning 588' from DER, left and right of centerline, up to 52' AGL/1342' MSL.

Rwy 36: Trees and vehicles on road beginning 162' from DER, left and right of centerline, up to 83' AGL/1354' MSL. Transmission line towers beginning 2040' from DER, right and left of centerline, up to 90' AGL/1360' MSL. Tower 4040' from DER, 968' left of centerline, 144' AGL/1446' MSL. Building 4251' from DER, 934' right of centerline, 35' AGL/1415' MSL. Tower 1.9 NM from DER, 1603' left of centerline, 345' AGL/1595' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

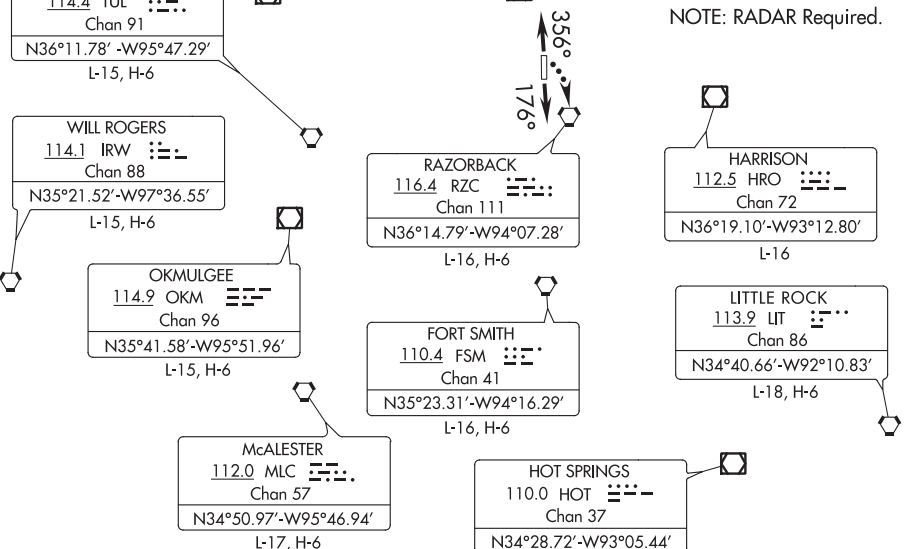
TAKEOFF RWY 18: Climb heading 176° thence . . .

TAKEOFF RWY 36: Climb heading 356° thence . . .

. . . Climb to 3000, expect RADAR vectors to filed/assigned route and filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within two minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

NOTE: RADAR Required.



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS **071°**
 Rwy Idg **3554**
 TDZE **1202**
 Apt Elev **1205**

RNAV (GPS) RWY 7

CARROLL COUNTY (4M1)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet.

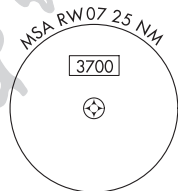
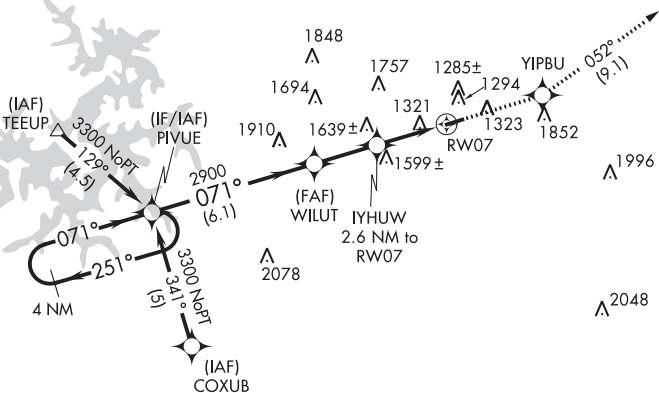
MISSED APPROACH: Climb to 3300 direct YIPBU and on track 052° to EYOWY and hold.

BRANSON AWOS-3
124.625

RAZORBACK APPROACH ★
126.6 305.2

CTAF
122.9

Procedure NA for arrivals at TEEUP via V72 southwest bound.

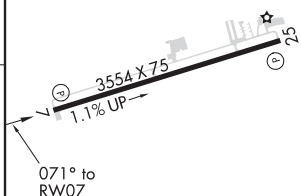
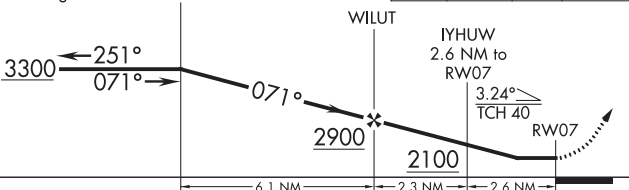


ELEV 1205 | TDZE 1202

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23)

4 NM Holding Pattern PIVUE

3300 YIPBU EYOWY
 ↑ tr 052°



CATEGORY	A	B	C	D
INAV MDA	1920-1	718 (800-1)		NA
CIRCLING	1920-1	715 (800-1)		NA

REIL Rwy 7 and 25
 MRL Rwy 7-25

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BERRYVILLE, ARKANSAS

AL-10189 (FAA)

16315

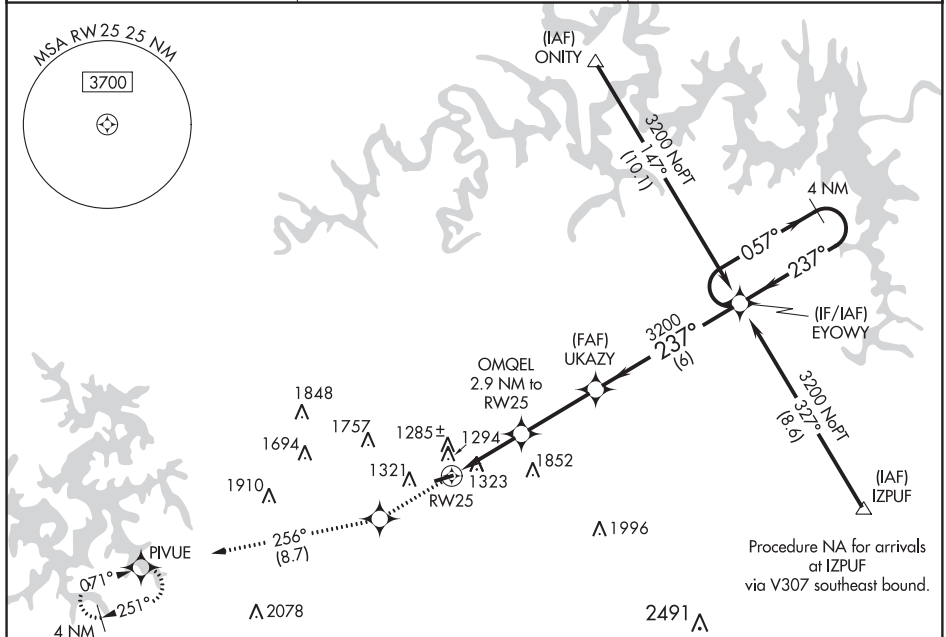
APP CRS	Rwy Idg	3554
237°	TDZE	1205
	Apt Elev	1205

RNAV (GPS) RWY 25

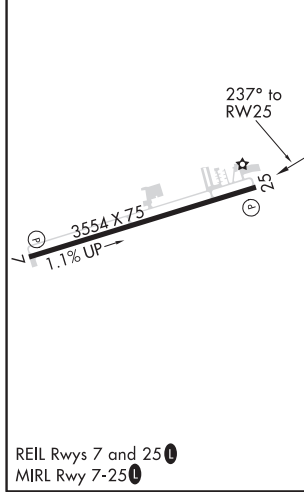
CARROLL COUNTY (4M1)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ NA Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet</p>	<p>MISSED APPROACH: Climb to 3300 direct IMURE and on track 256° to PIVUE and hold.</p>
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BRANSON AWOS-3 124.625	RAZORBACK APPROACH* 126.6 305.2	CTAF 122.9
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ELEV 1205	TDZE 1205
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	3300 IMURE	tr 256°	PIVUE	VGSIs and descent angles not coincident (VGSi Angle 4.00/TCH 30)		4 NM Holding Pattern
				UKAZY	EYOWY	
				OMQEL 2180	3200	3200
				2.9 NM	3.1 NM	6 NM
CATEGORY	A		B		C	D
LNAV MDA	1980-1 775 (800-1)		1980-1¼ 775 (800-1¼)		NA	
CIRCLING	1980-1 775 (800-1)		1980-1¼ 775 (800-1¼)		NA	

BERRYVILLE, ARKANSAS
 Orig 13JAN11

36°23'N-93°37'W

RNAV (GPS) RWY 25

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97519 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	3501 1030 1030
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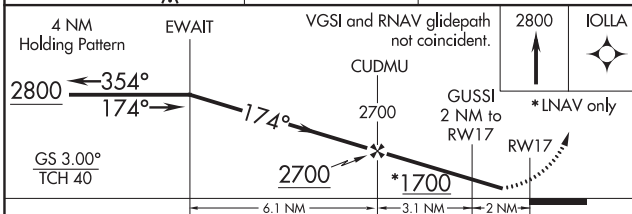
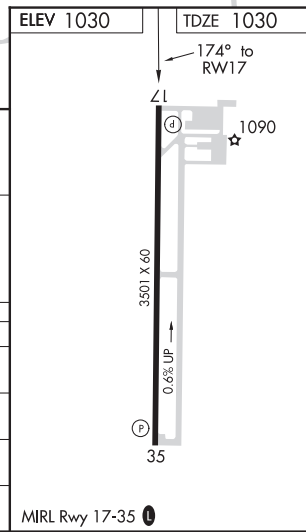
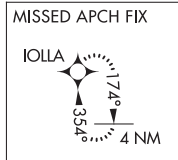
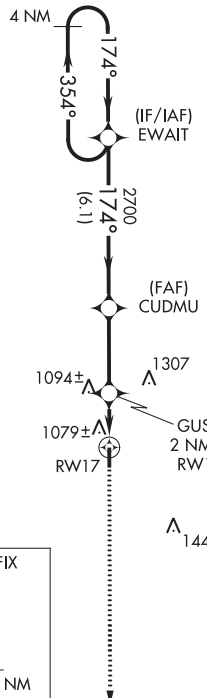
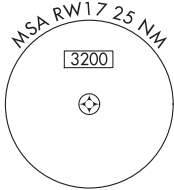
RNAV (GPS) RWY 17

BLACKWELL-TONKAWA MUNI (BKN)

⚠ 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 Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH:
Climb to 2800 direct IOLLA and hold.

AWOS-3 120.575	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1280-1	250 (300-1)		NA
LNAV/VNAV DA	1376-1¼	346 (400-1¼)		NA
LNAV MDA	1400-1	370 (400-1)		NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

MIRL Rwy 17-35 0

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BLACKWELL, OKLAHOMA

AL-6496 (FAA)

12320

WAAS CH 61119 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	3501 1026 1030
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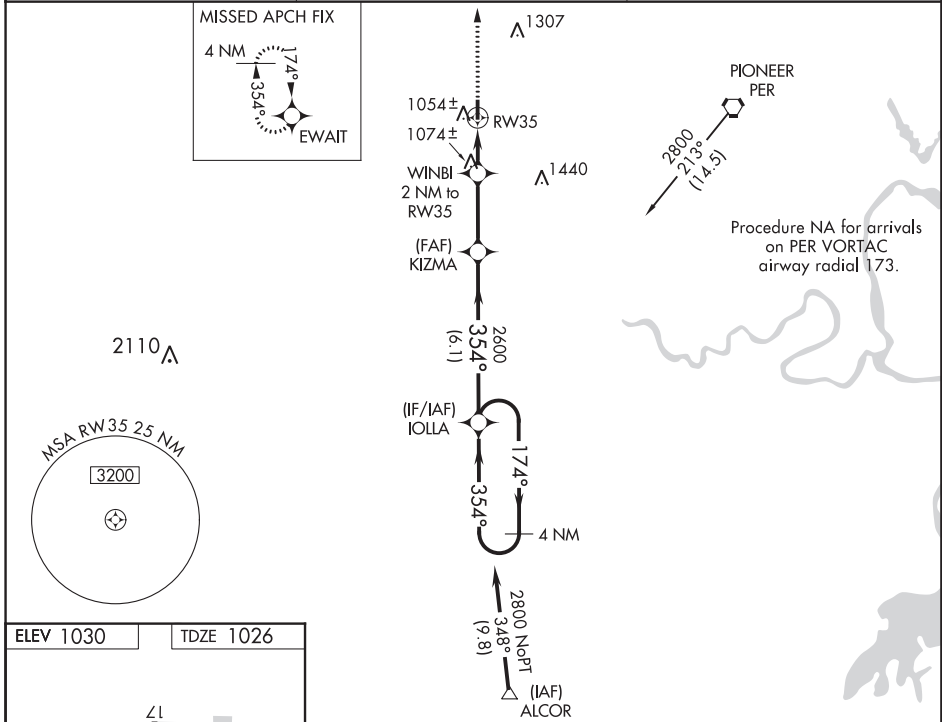
RNAV (GPS) RWY 35

BLACKWELL-TONKAWA MUNI (BKN)

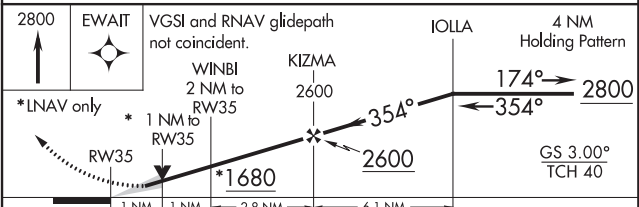
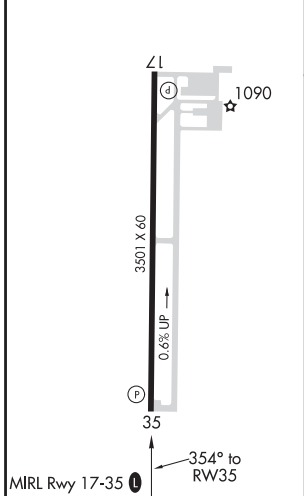
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.
 Baro-VNAV and VDP NA when using Ponca City altimeter setting.

MISSED APPROACH:
 Climb to 2800 direct
 EWAIT and hold.

AWOS-3 120.575	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) ①
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ELEV 1030	TDZE 1026
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CATEGORY	A	B	C	D
LPV DA	1276-1	250 (300-1)		NA
LNAV/VNAV DA	1324-1	298 (300-1)		NA
LNAV MDA	1340-1	314 (400-1)		NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

BLACKWELL, OKLAHOMA
 Orig 23SEP10

36°45'N-97°21'W

BLACKWELL-TONKAWA MUNI (BKN) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC PER 113.2 Chan 79	APP CRS 263°	Rwy Idg TDZE Apt Elev	N/A N/A 1030
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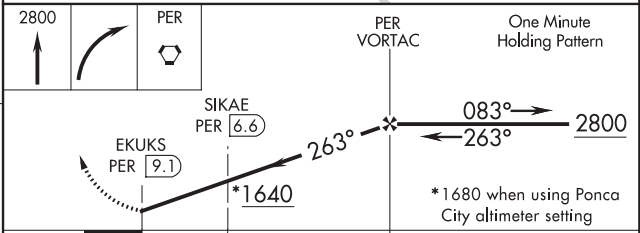
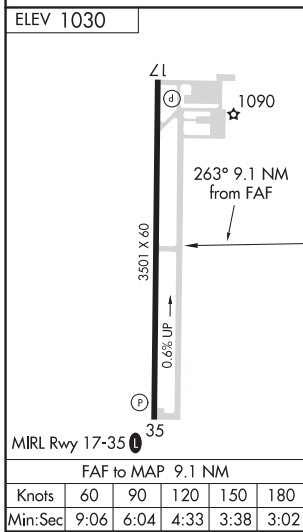
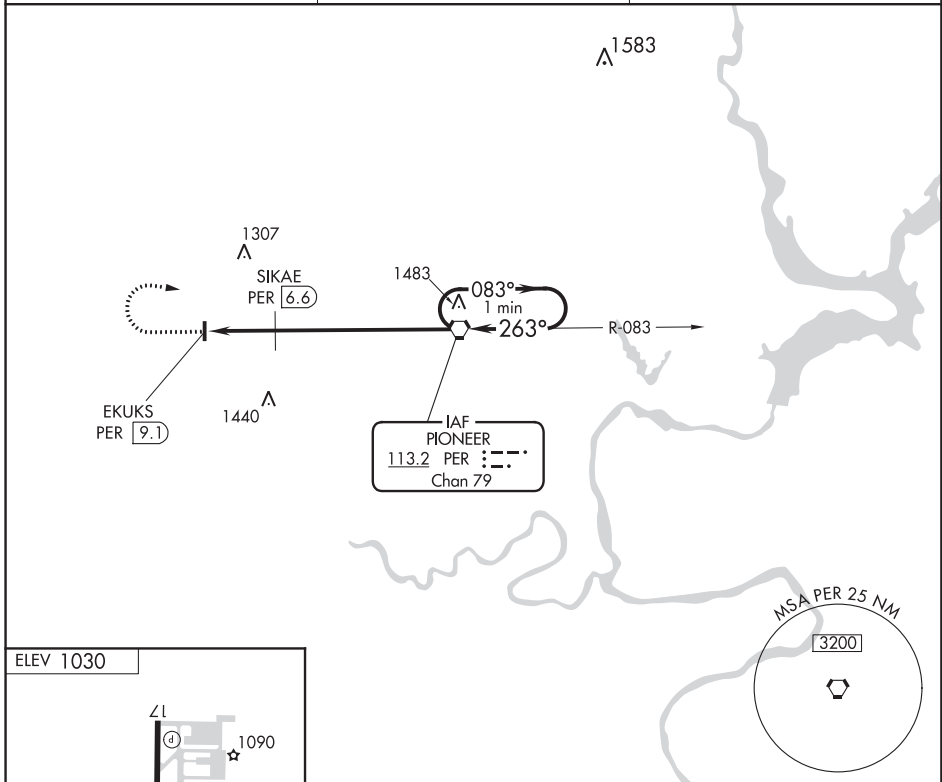
VOR-A

BLACKWELL-TONKAWA MUNI (BKN)

⚠ When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.

⚠ MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3 120.575	KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
CIRCLING	1640-1	610 (700-1)	1640-1 ³ / ₄ 610 (700-1 ³ / ₄)	NA
SIKAE FIX MINIMUMS				
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1 ¹ / ₂ 450 (500-1 ¹ / ₂)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

16091

LOC/DME I-BYH 110.3 Chan 40	APP CRS 181°	Rwy Idg 11602 TDZE 250 Apt Elev 254
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ILS or LOC/DME RWY 18

ARKANSAS INTL (BYH)

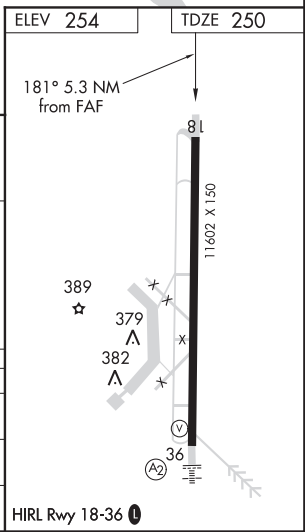
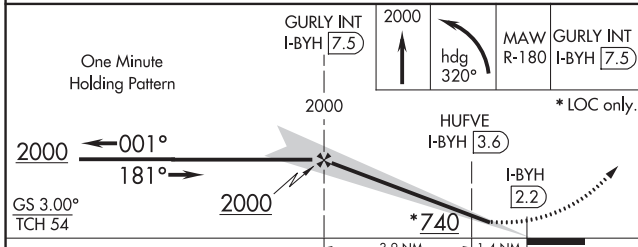
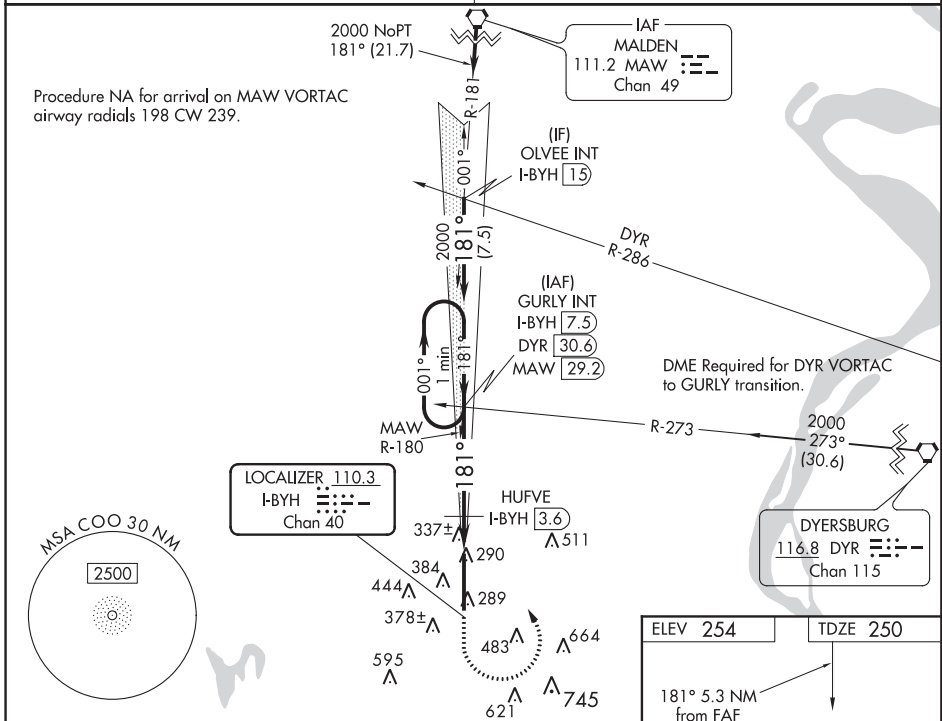
NA Inop table does not apply. Circling NA east of Rwy 18 and 36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet.

ALSF-1

MISSED APPROACH: Climb to 2000, then left turn on heading 320° to intercept MAW VORTAC R-180 to GURLY INT and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-ILS 18		450-3/4	200 (200-3/4)	
S-LOC 18		600-1	350 (400-1)	
CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1 1/2 546 (600-1/2)	820-2 566 (600-2)

BLYTHEVILLE, ARKANSAS
Amdt 2 11DECI14

35° 58' N-89° 57' W **ILS or LOC/DME RWY 18**

SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58306 W18A	APP CRS 181°	Rwy ldg 11602 TDZE 250 Apt Elev 254
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RNAV (GPS) RWY 18

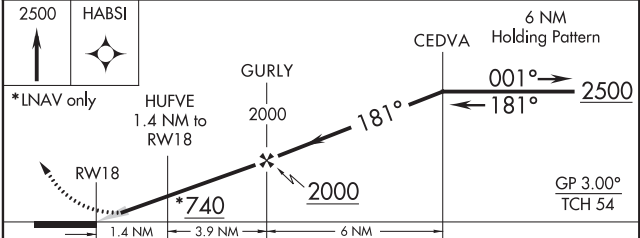
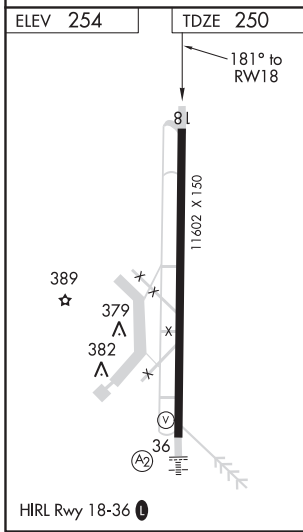
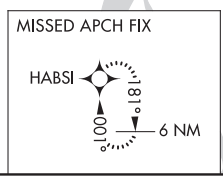
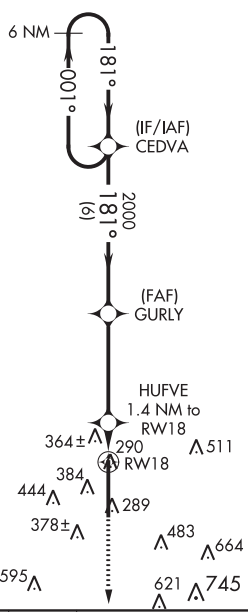
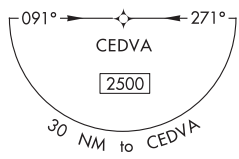
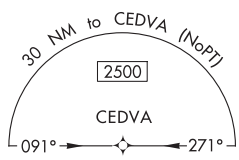
ARKANSAS INTL (BYH)


▽ Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile.

ALSF-1
 MISSED APPROACH: Climb to 2500 direct HABSI and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF) 



CATEGORY	A	B	C	D
LPV DA		450-3/4	200 (200-3/4)	
LNAV/VNAV DA		545-1	295 (300-1)	
LNAV MDA		620-1	370 (400-1)	
 CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1 1/2 546 (600-1 1/2)	820-2 566 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78318 W 36A	APP CRS 001°	Rwy ldg 11602 TDZE 254 Apt Elev 254
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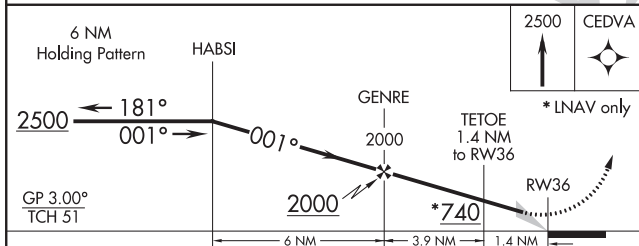
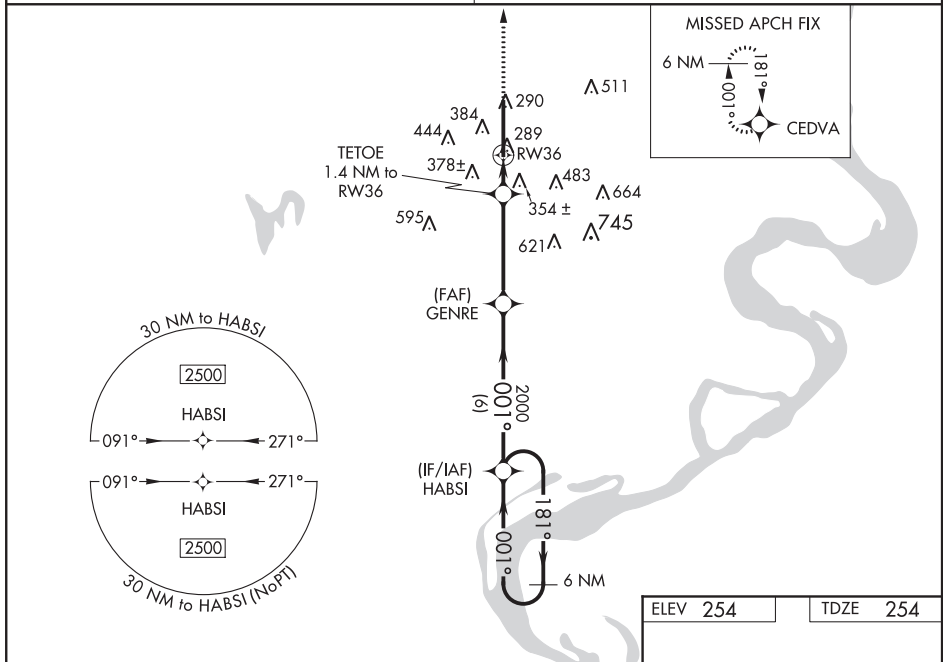
RNAV (GPS) RWY 36

ARKANSAS INTL (BYH)

NA Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile.

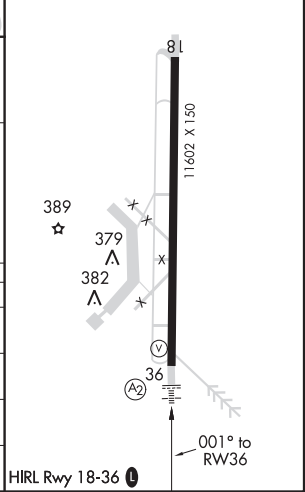
SALS
MISSED APPROACH:
Climb to 2500 direct CEDVA and hold.

MEMPHIS CENTER **134.65 316.15** UNICOM **122.7 (CTAF)**



ELEV 254	TDZE 254
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CATEGORY	A	B	C	D
LPV DA		454-3/4	200 (200-3/4)	
LNAV/VNAV DA		537-1	283 (300-1)	
LNAV MDA		620-1	366 (400-1)	
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS **178°**
 Rwy Idg **4999**
 TDZE **255**
 Apt Elev **255**

RNAV (GPS) RWY 18

BLYTHEVILLE MUNI (HKA)

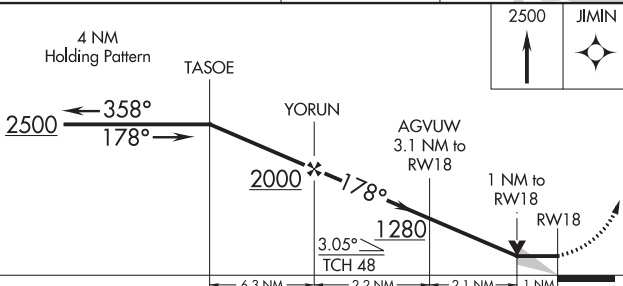
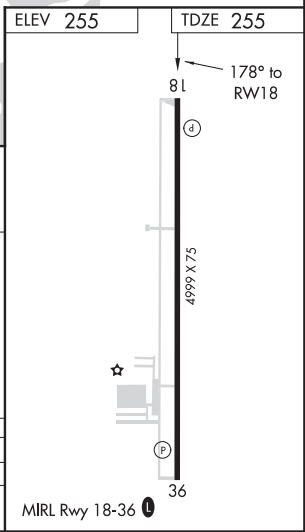
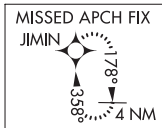
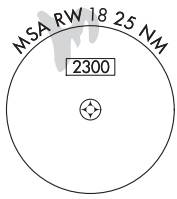
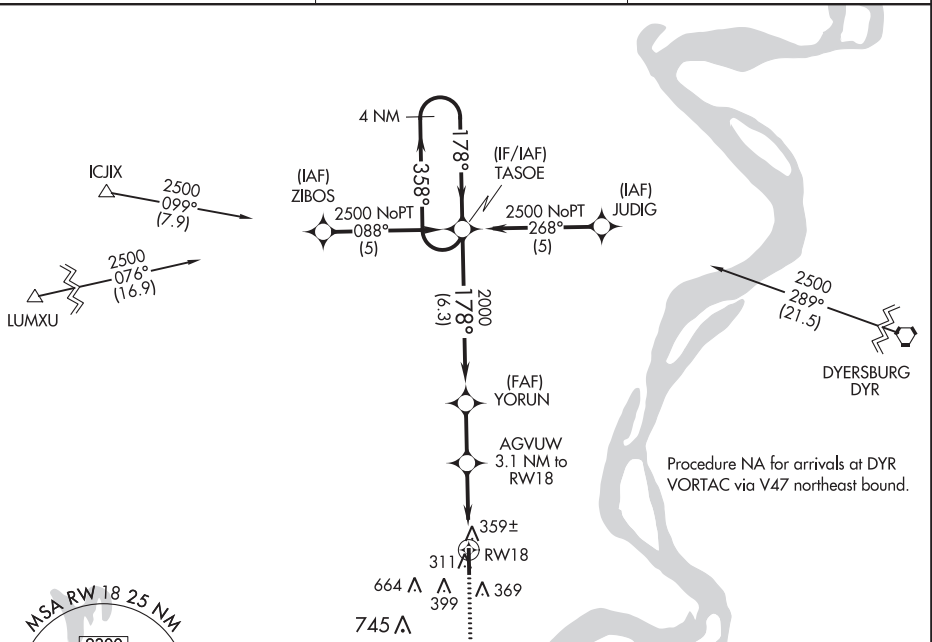
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

▲ MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

ASOS
135.025

MEMPHIS CENTER
134.65 316.15

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)		NA
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4999
358°	TDZE	255
	Apt Elev	255

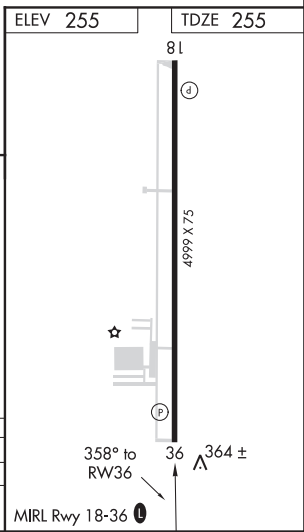
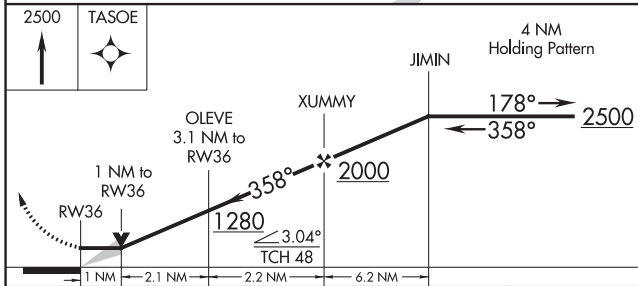
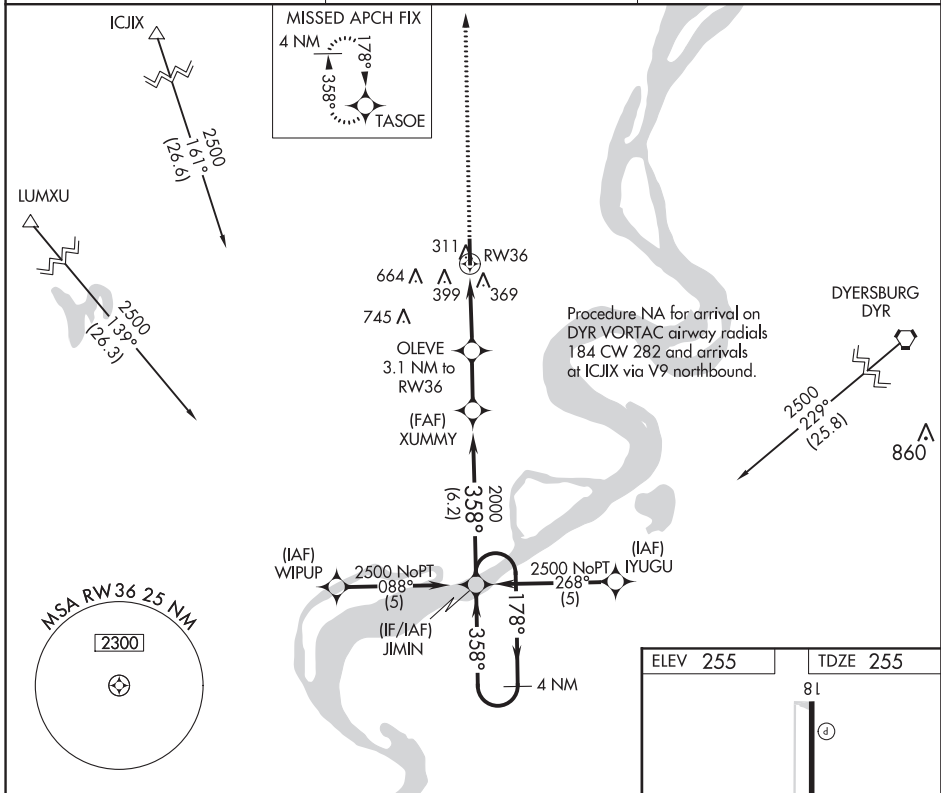
RNAV (GPS) RWY 36

BLYTHEVILLE MUNI (HKA)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

▲ MISSED APPROACH: Climb to 2500 direct TASOE and hold.

ASOS 135.025	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	620-1	365 (400-1)		NA
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 4

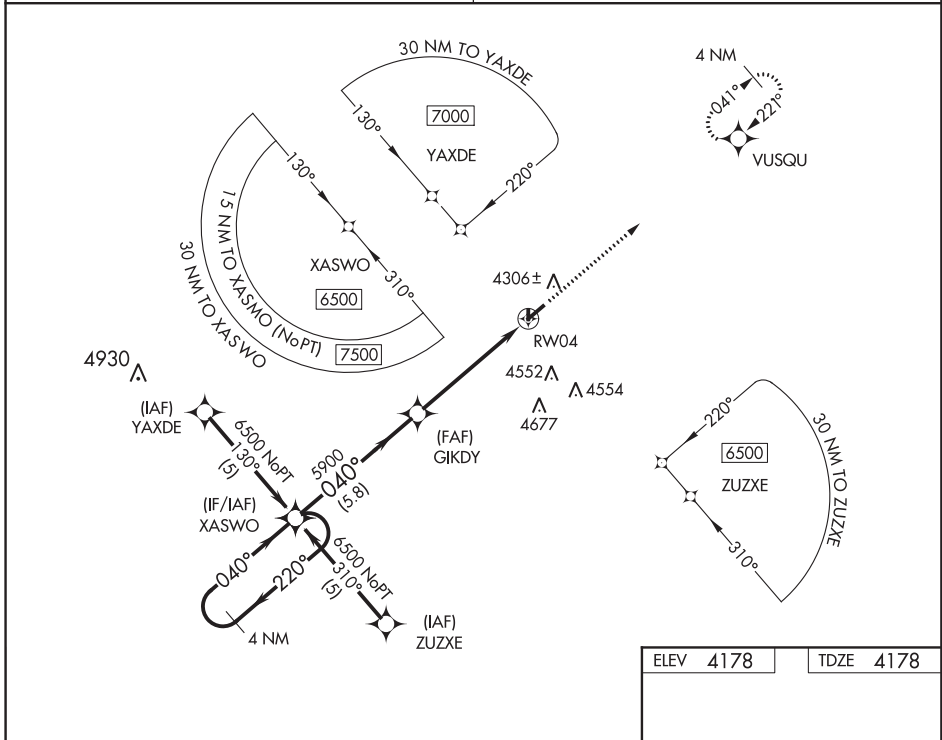
BOISE CITY (17K)

APP CRS	Rwy Idg	4211
040°	TDZE	4178
	Apt Elev	4178

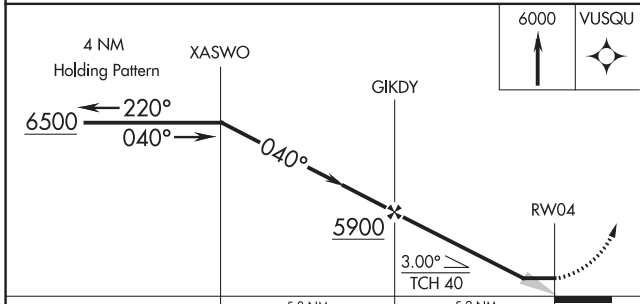
▽ Use Dalhart, TX altimeter setting; when not received, procedure not authorized.
△ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

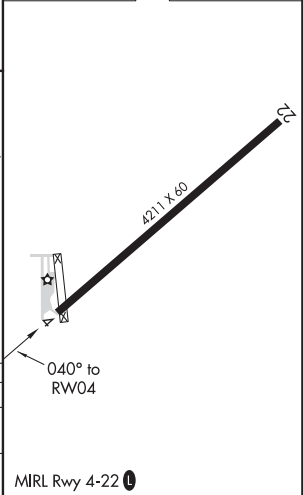
ALBUQUERQUE CENTER 127.85 285.475	CTAF 122.9 ①
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ELEV 4178	TDZE 4178
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CATEGORY	A	B	C	D
LNVA MDA	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1	562 (600-1)	4740-1½ 562 (600-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BRINKLEY, ARKANSAS

AL-6334 (FAA)

15176

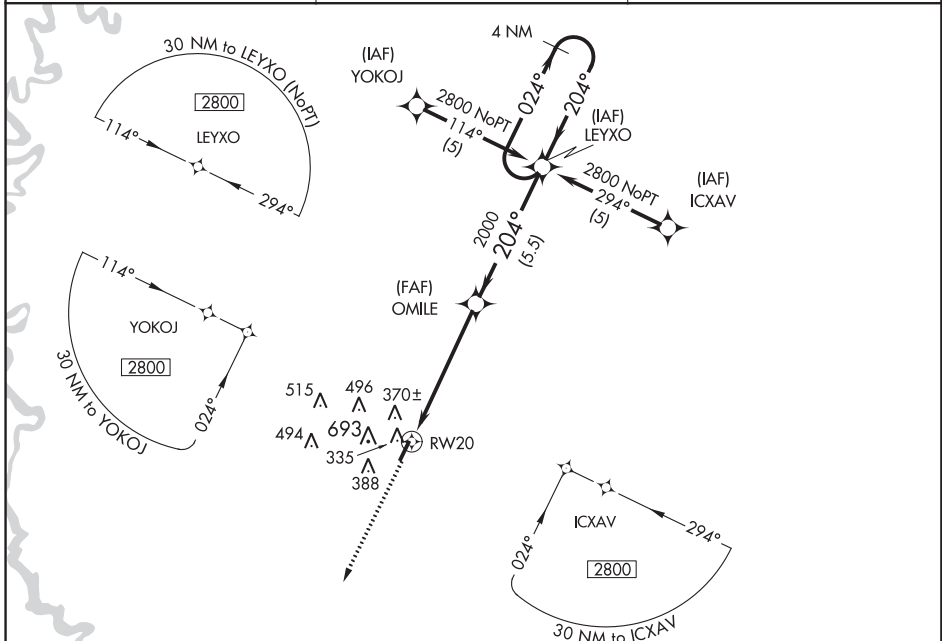
APP CRS 204°	Rwy Idg TDZE Apt Elev	3852 194 194
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RNAV (GPS) RWY 20

FRANK FEDERER MEMORIAL (M36)

<p>▼ Use Stuttgart Muni altimeter setting.</p> <p>▲ NA DME/DME RNP 0.3 NA.</p>	MISSED APPROACH: Climb to 2800 direct OZLUR and hold.
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STUTT GART AWOS-3 119.025	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

	ELEV 194	TDZE 194
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2800	OZLUR
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CATEGORY	A	B	C	D
LNVA MDA	1020-1 826 (900-1)	1020-1¼ 826 (900-1¼)	1020-2½ 826 (900-2½)	NA
CIRCLING	1120-1¼ 926 (1000-1¼)		1120-2¾ 926 (1000-2¾)	NA

MIRL Rwy 2-20

BRINKLEY, ARKANSAS
Orig-A 08JUN06

34°53'N-91°11'W

FRANK FEDERER MEMORIAL (M36)

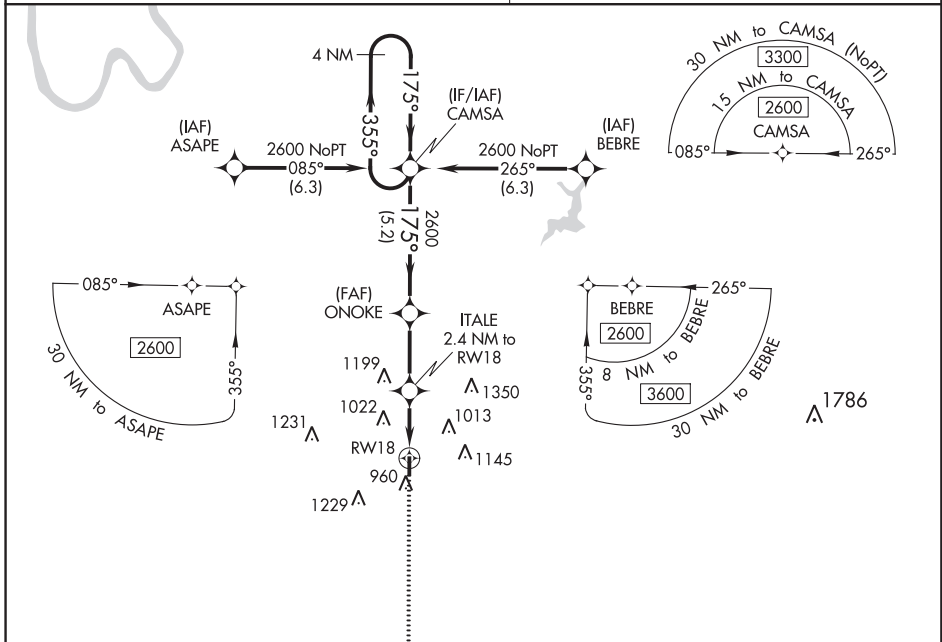
RNAV (GPS) RWY 20

APP CRS 175°	Rwy Idg 3379
	TDZE 849
	Apt Elev 852

RNAV (GPS) RWY 18

JONES MEMORIAL (3F7)

<p>▽ DME/DME RNP-0.3 NA. Use Tulsa International altimeter setting. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2600 direct DASTE and hold.</p>
<p>KANSAS CITY CENTER 128.8 354.1</p>	<p>CTAF 122.9</p>



ELEV 852	TDZE 849			
<p>175° to RWY 18</p>				
4 NM Holding Pattern	CAMSA	ONOKE	2600	DASTE
2600 ← 355°	175° → 2600	3.18° TCH 40°	2600	★
		ITALE 2.4 NM to RWY 18	1660	
		RWY 18		
	5.2 NM	2.8 NM	2.4 NM	
CATEGORY	A	B	C	D
LNVA MDA	1400-1	551 (600-1)	1400-1½ 551 (600-1½)	NA
C CIRCLING	1440-1 588 (600-1)	1560-1 708 (800-1)	1700-2½ 848 (900-2½)	NA
MIRL Rwy 18-36				

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BRISTOW, OKLAHOMA

AL-6871 (FAA)

15120

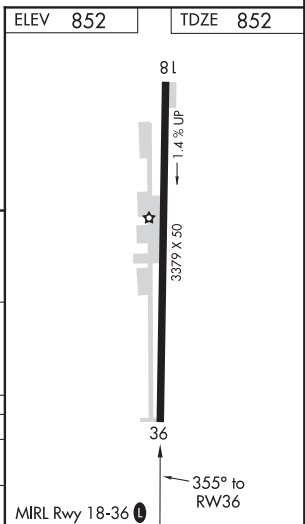
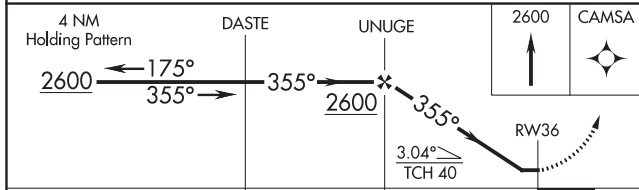
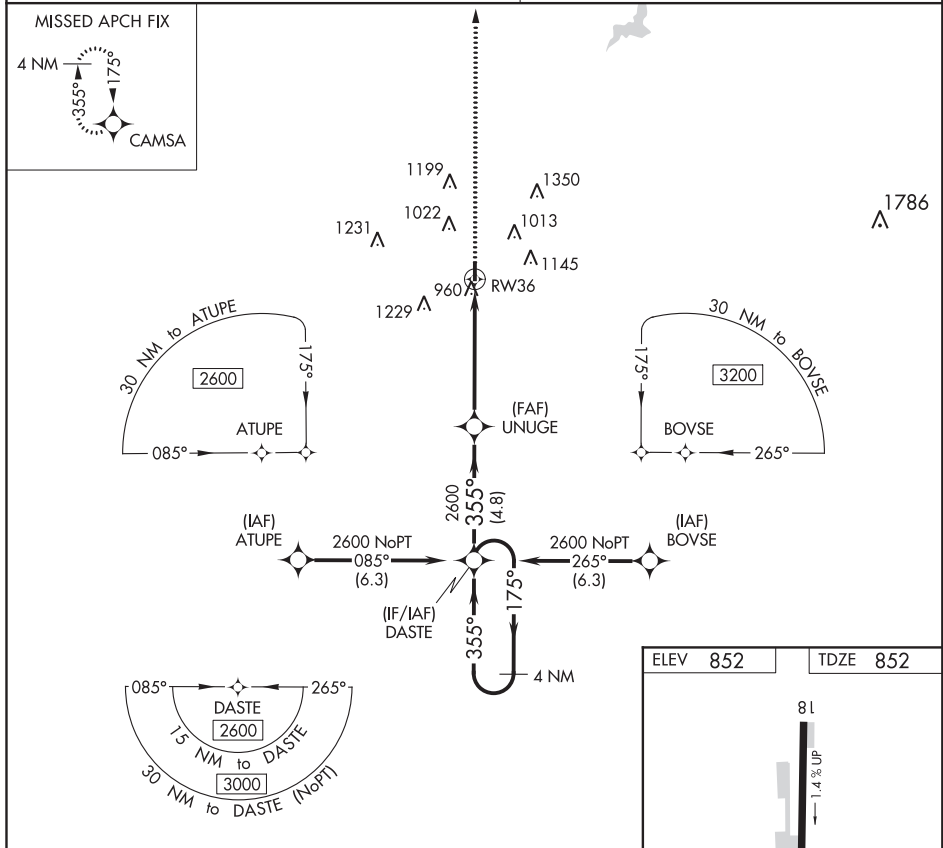
APP CRS	Rwy Idg	3379
355°	TDZE	852
	Apt Elev	852

RNAV (GPS) RWY 36

JONES MEMORIAL (3F7)

<p>▽ DME/DME RNP-0.3 NA. Use Tulsa International altimeter setting. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2600 direct CAMSA and hold.</p>
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<p>KANSAS CITY CENTER 128.8 354.1</p>	<p>CTAF 122.9 0</p>
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CATEGORY	A	B	C	D
LNVA MDA	1500-1	648 (700-1)	1500-1 $\frac{7}{8}$ 648 (700-1 $\frac{7}{8}$)	NA
C CIRCLING	1500-1 648 (700-1)	1560-1 708 (800-1)	1700-2 $\frac{1}{2}$ 848 (900-2 $\frac{1}{2}$)	NA

BRISTOW, OKLAHOMA
Amdt 1 30APR15

35°48'N-96°25'W

RNAV (GPS) RWY 36

JONES MEMORIAL (3F7)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 172°	Rwy Idg 4000 TDZE 1822 Apt Elev 1822
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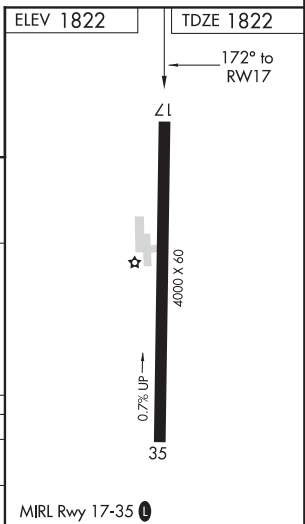
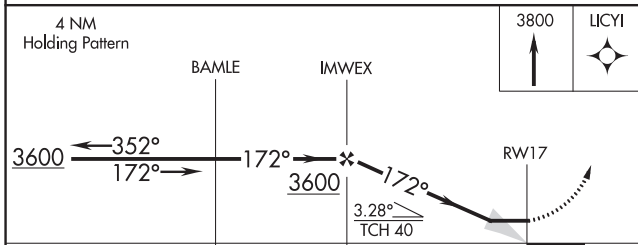
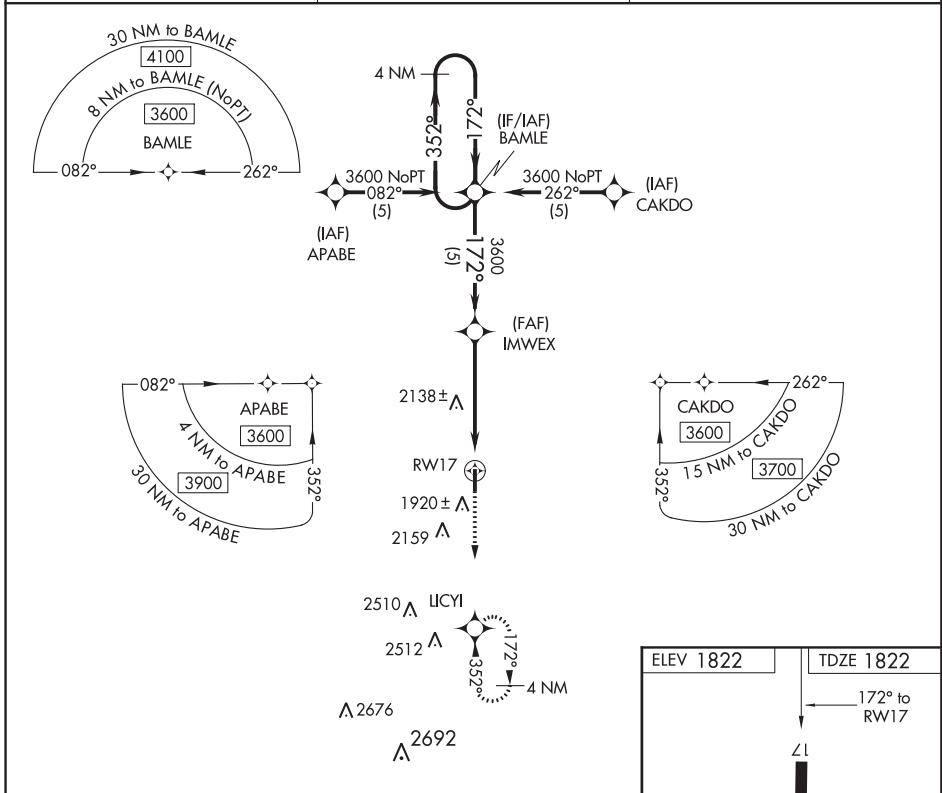
RNAV (GPS) RWY 17

BUFFALO MUNI (BFK)

▽ DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

▲ NA MISSED APPROACH: Climb to 3800 direct LICY1 and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNVA MDA	2500-1	678 (700-1)	2500-2 678 (700-2)	NA
CIRCLING	2500-1	678 (700-1)	2500-2 678 (700-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

BUFFALO, OKLAHOMA

AL-6384 (FAA)

16035

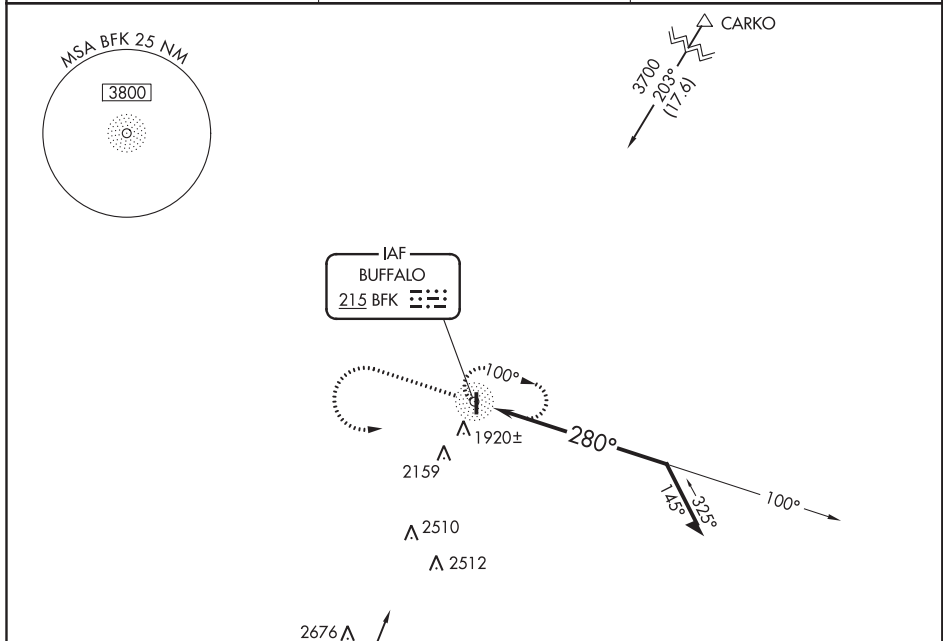
NDB BFK 215	APP CRS 280°	Rwy Idg TDZE Apt Elev	N/A N/A 1822
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NDB-A
BUFFALO MUNI (B'F'K)

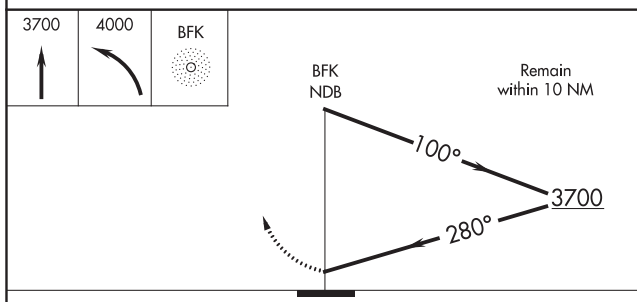
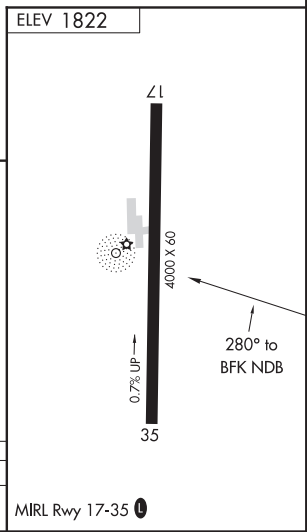
▽ Visibility reduction by helicopters NA.
△ NA Use Woodward/West Woodward altimeter setting; when not received, use Gage altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3700 then climbing left turn to 4000 direct BFK NDB and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	CTAF 122.9
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MITBEE
115.6 MMB
Chan 103



CATEGORY	A	B	C	D
CIRCLING	2580-1 758 (800-1)	2580-1¼ 758 (800-1¼)	2580-2¼ 758 (800-2¼)	NA

BUFFALO, OKLAHOMA
Amdt 3 03JUN10

36°52'N-99°37'W

BUFFALO MUNI (B'F'K)
NDB-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78227 W01A	APP CRS 007°	Rwy Idg TDZE Apt Elev	6502 124 130
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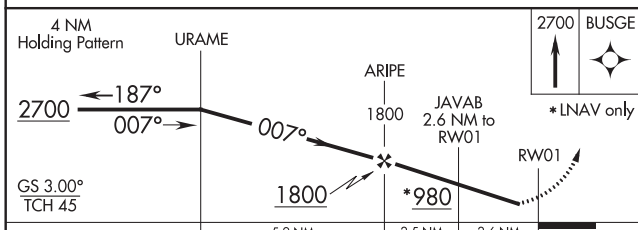
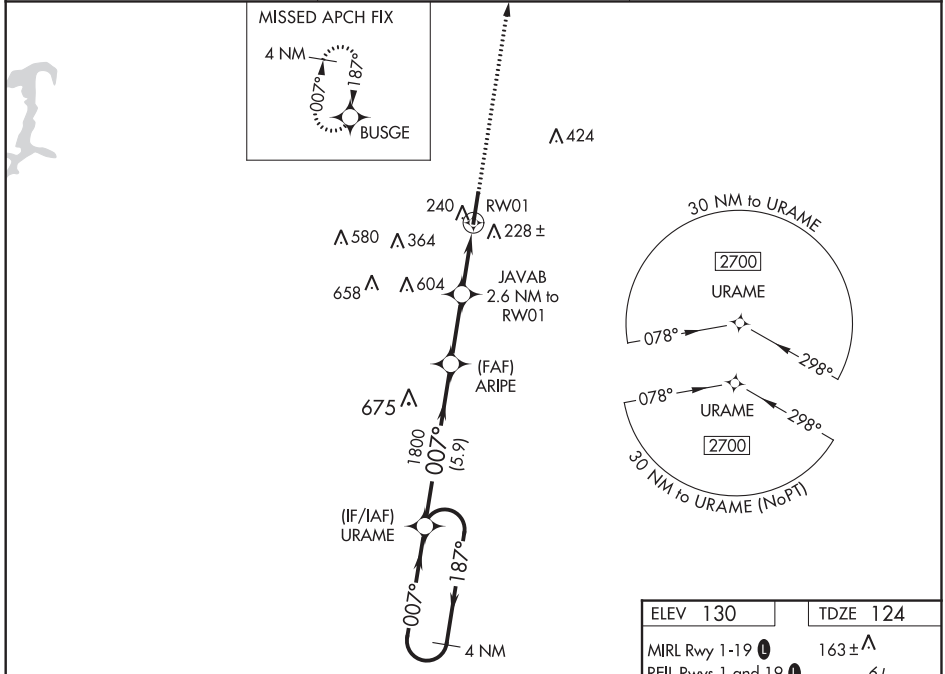
RNAV (GPS) RWY 1

HARRELL FIELD (CDH)

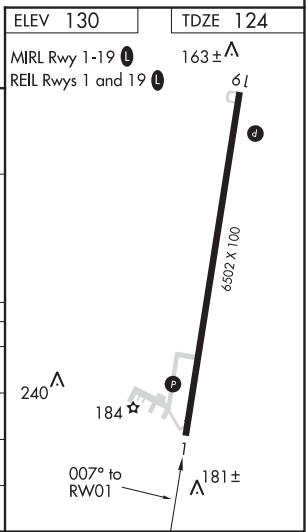
⚠ Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA. When local altimeter setting not received, use El Dorado altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D visibility ⅜ mile. When VGSi inop, Straight-in/Circling Rwy 1 procedure NA at night. When VGSi inop, Circling Rwy 19 NA at night.

MISSED APPROACH:
 Climb to 2700 direct BUSGE and hold.

AWOS-3 125.2	FORT WORTH CENTER 128.2 269.1	UNICOM 122.7 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LPV DA		430-1	306 (300-1)	
LNAV/VNAV DA		422-1	298 (300-1)	
LNAV MDA		500-1	376 (400-1)	
CIRCLING	560-1 430 (500-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CAMDEN, ARKANSAS

AL-5572 (FAA)

14345

WAAS CH 56627 W19A	APP CRS 187°	Rwy Idg TDZE Apt Elev	6502 130 130
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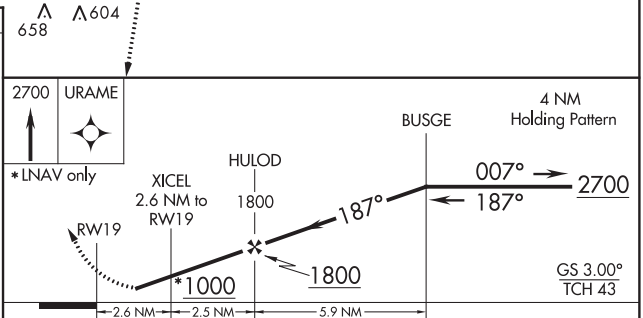
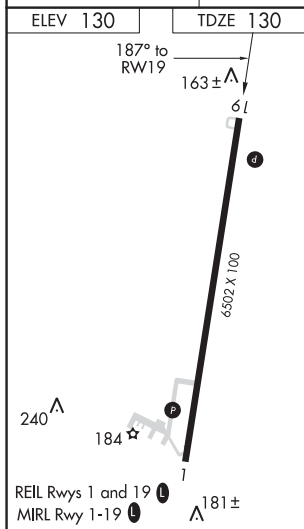
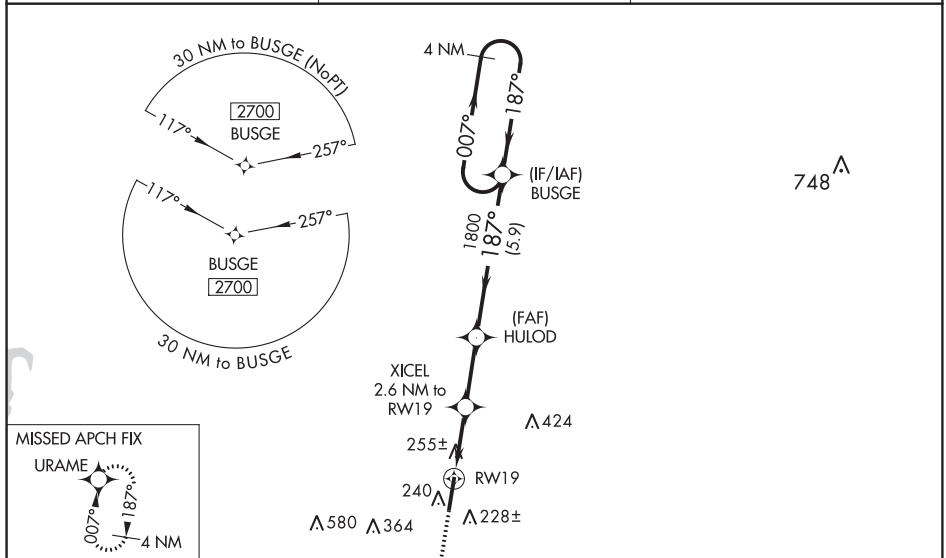
RNAV (GPS) RWY 19

HARRELL FIELD (CDH)

⚠ When VGSI inop, Circling Rwy 01 NA at night. Baro-VNAV NA when using El Dorado altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F).
 When VGSI inop, Straight-in/Circling Rwy 19 procedure NA at night. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA. Inop table does not apply to LPV and LNAV/VNAV all Cats.
 For inop ODALS, increase LNAV Cats C and D visibility 1/8 mile. For inop ODALS, when using El Dorado altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/8 mile.
 When local altimeter setting not received, use El Dorado altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 2700 direct URAM and hold.

AWOS-3 125.2	FORT WORTH CENTER 128.2 269.1	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		440-1	310 (400-1)	
LNAV/VNAV DA		426-1	296 (300-1)	
LNAV MDA		520-1	390 (400-1)	
CIRCLING	560-1 430 (500-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

CAMDEN, ARKANSAS
Amdt 1A 21AUG14

33°37'N-92°46' W

RNAV (GPS) RWY 19

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME ELD 115.5 Chan 102	APP CRS 351°	Rwy Idg 6502 TDZE 124 Apt Elev 130
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VOR/DME RWY 1

HARRELL FIELD (CDH)

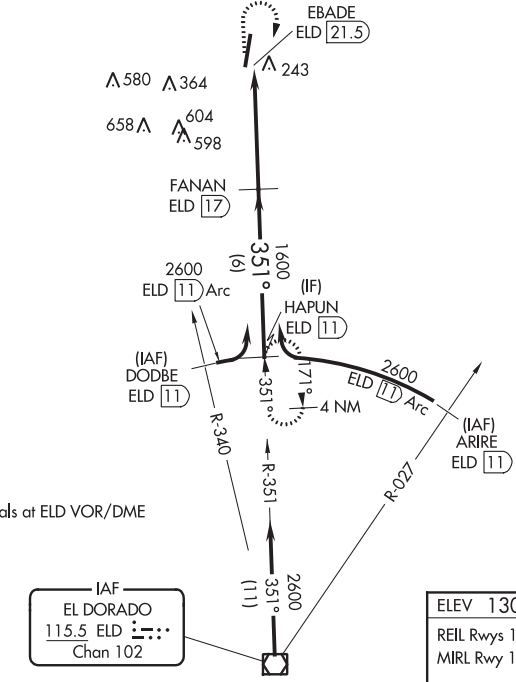
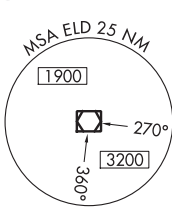
⚠ When VGSI inop, Circling Rwy 19 NA at night. When VGSI inop, Straight-In/Circling Rwy 1 procedure NA at night. When local altimeter setting not received, use El Dorado altimeter setting and increase all MDA 80 feet, increase S-1 Cats C and D and Circling Cat C visibility $\frac{3}{8}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 heading 210° and ELD VOR/DME R-351 to HAPUN/11.00 DME and hold.

AWOS-3
125.2

FORT WORTH CENTER
128.2 269.1

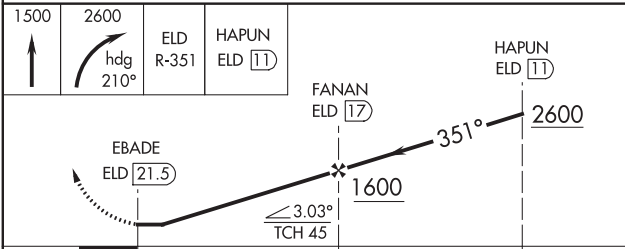
UNICOM
122.7 (CTAF) **📶**



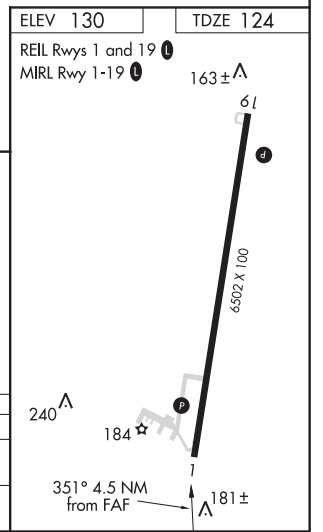
Procedure NA for arrivals at ELD VOR/DME on V305 southbound.

IAF
EL DORADO
115.5 ELD
Chan 102

△ 850



CATEGORY	A	B	C	D
S-1	720-1	596 (600-1)	720-1 $\frac{3}{4}$	596 (600-1 $\frac{3}{4}$)
CIRCLING	720-1 590 (600-1)	720-1 $\frac{1}{4}$ 590 (600-1 $\frac{1}{4}$)	720-1 $\frac{3}{4}$ 590 (600-1 $\frac{3}{4}$)	720-2 590 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 268°	Rwy Idg TDZE Apt Elev	4501 240 240
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RNAV (GPS) RWY 27

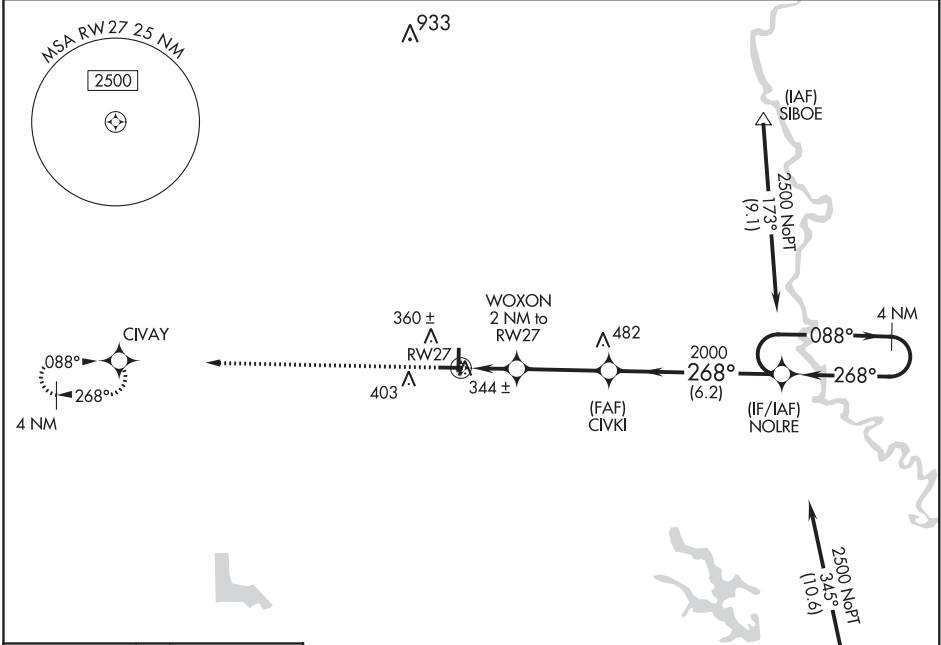
CARLISLE MUNI (4M3)

▽ Use Stuttgart altimeter setting when not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

△ NA

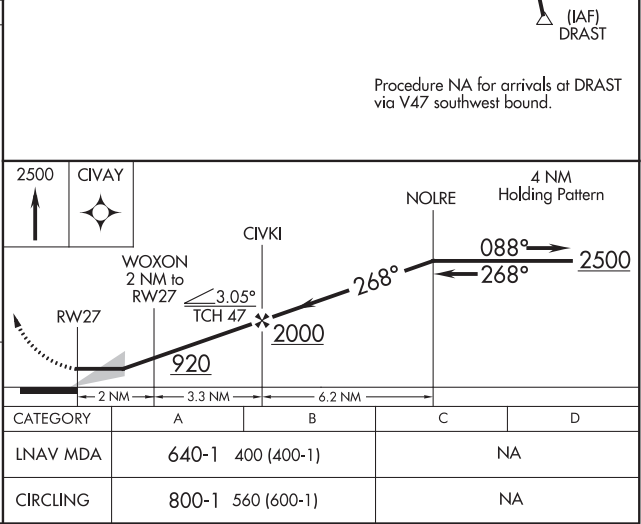
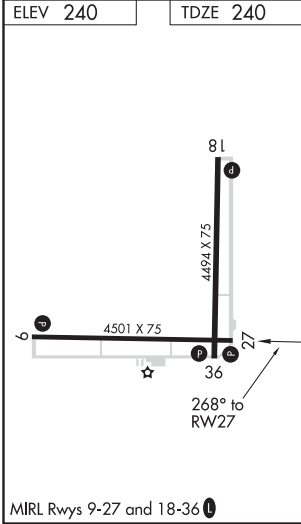
MISSED APPROACH: Climb to 2500 direct CIVAY and hold.

STUTTART AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 135.4	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CARLISLE, ARKANSAS

AL-6799 (FAA)

15288

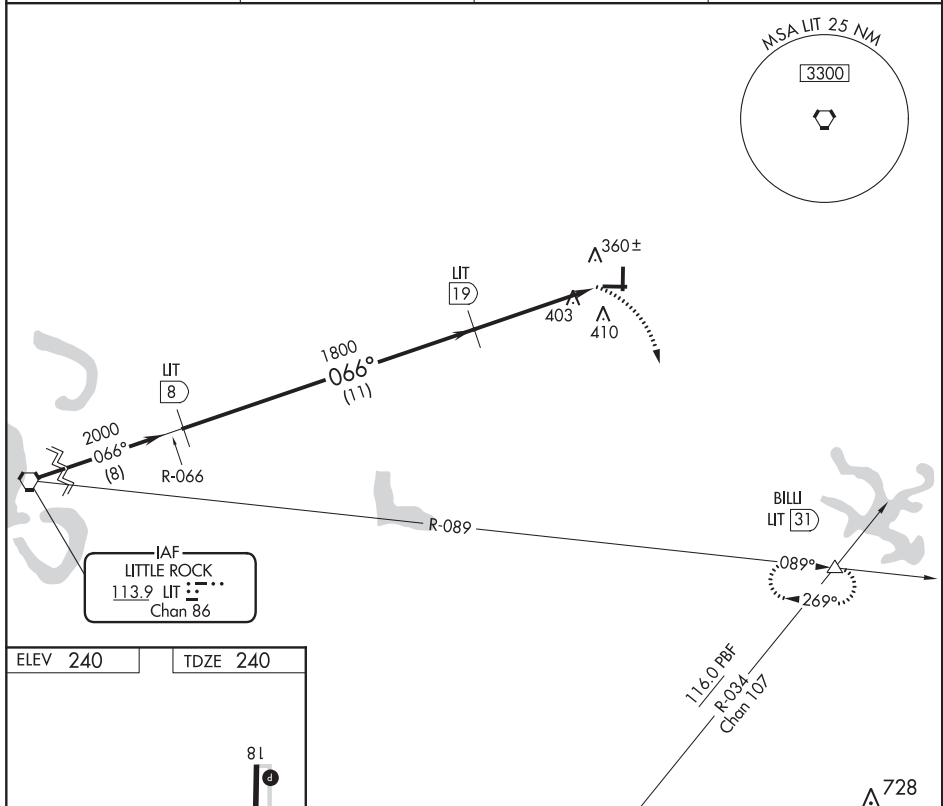
VORTAC LIT 113.9 Chan 86	APP CRS 066°	Rwy Idg TDZE 240 Apt Elev 240
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VOR/DME RWY 9

CARLISLE MUNI (4M3)

NA Use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. MISSED APPROACH: Climbing right turn to 4000 via heading 140° and LIT R-089 to BILLI Int and hold.

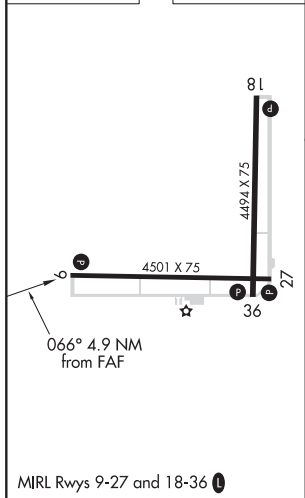
STUTTGART AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 135.4	UNICOM 122.8 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 240	TDZE 240
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MIRL Rwy 9-27 and 18-36

Procedure Turn NA	LIT 8	2000	066°	LIT 19	1800	2.90° TCH 47	LIT 23.9	4000	hdg 140°	BILLI LIT 31
	11 NM		4.9 NM							
CATEGORY	A	B	C	D						
S-9	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA							
CIRCLING	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA							

CARLISLE, ARKANSAS
Amdt 2C 08JUN06

34°48'N-91°43'W

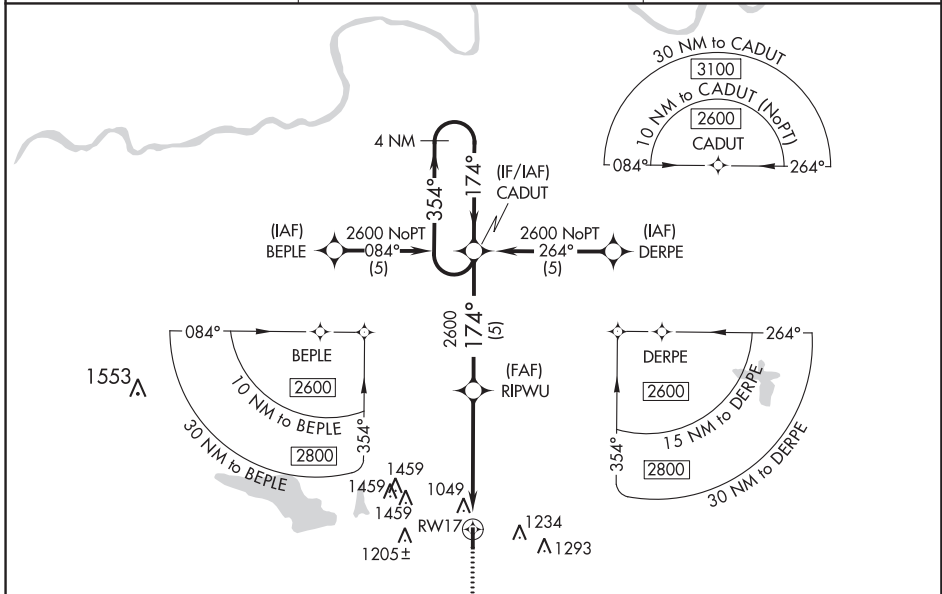
CARLISLE MUNI (4M3) VOR/DME RWY 9

APP CRS	Rwy Idg	4000
174°	TDZE	984
	Apt Elev	985

RNAV (GPS) RWY 17

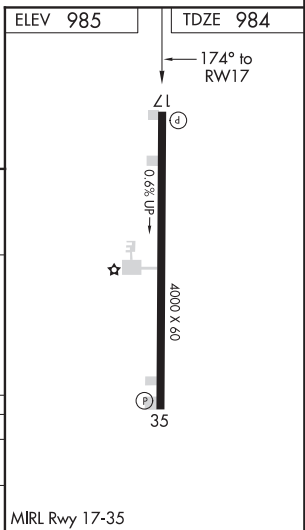
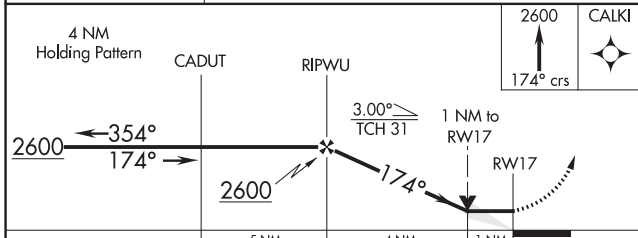
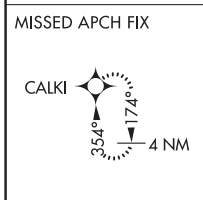
CHANDLER RGNL (CQB)

<p>⚠ When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.</p>	
<p>AWOS-3 119.275</p>	<p>KANSAS CITY CENTER 128.3 291.7</p>	<p>CTAF 122.9</p>



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1300-1	316 (400-1)		NA
CIRCLING	1380-1 395 (400-1)	1440-1 455 (500-1)	1600-1¼ 615 (700-1¼)	NA

CHANDLER, OKLAHOMA

AL-6657 (FAA)

16091

APP CRS 354°	Rwy Idg 3998
	TDZE 984
	Apt Elev 984

RNAV (GPS) RWY 35

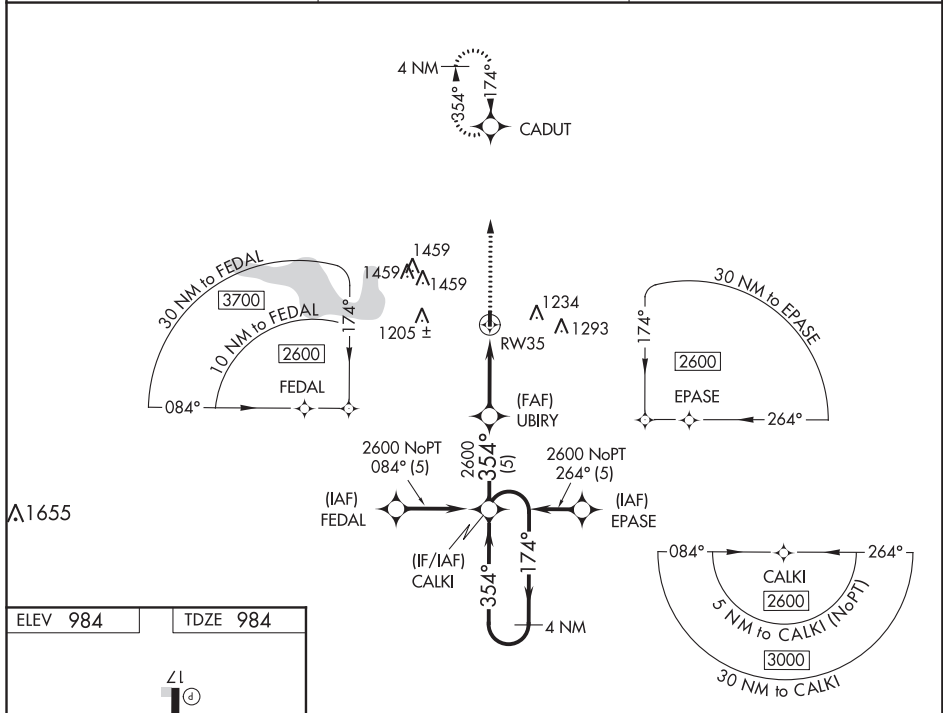
CHANDLER RGNL (CQB)

▽
▲ NA

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA
Baro-VNAV NA below -16°C (4°F). Baro VNAV and VDP NA with Shawnee Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

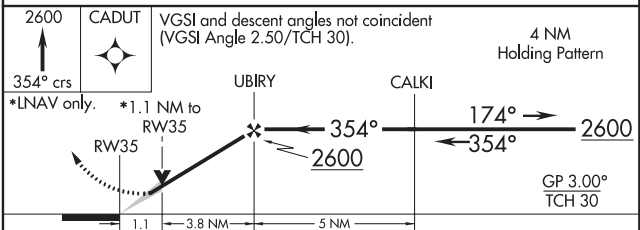
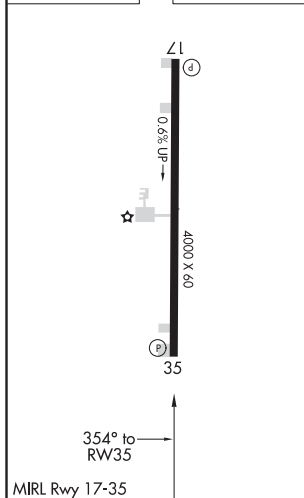
AWOS-3 119.275	KANSAS CITY CENTER 128.3 291.7	CTAF 122.9
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 984	TDZE 984
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¼	316 (400-1¼)		NA
LNAV MDA	1300-1	316 (400-1)		NA
CIRCLING	1380-1¼ 396 (400-1¼)	1440-1¼ 456 (500-1¼)	1540-1½ 556 (600-1½)	NA

CHANDLER, OKLAHOMA
Amdt 1 23JAN03

35°43'N-96°49'W

RNAV (GPS) RWY 35

CHANDLER RGNL (CQB)

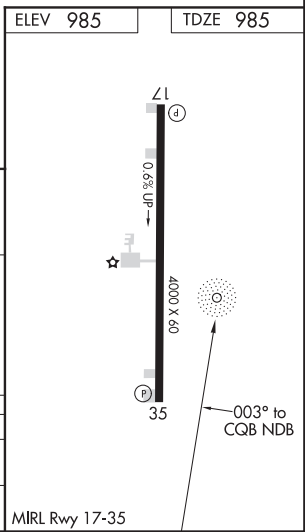
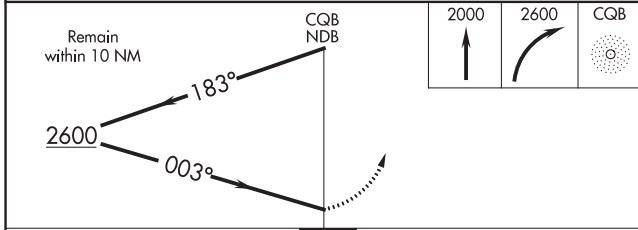
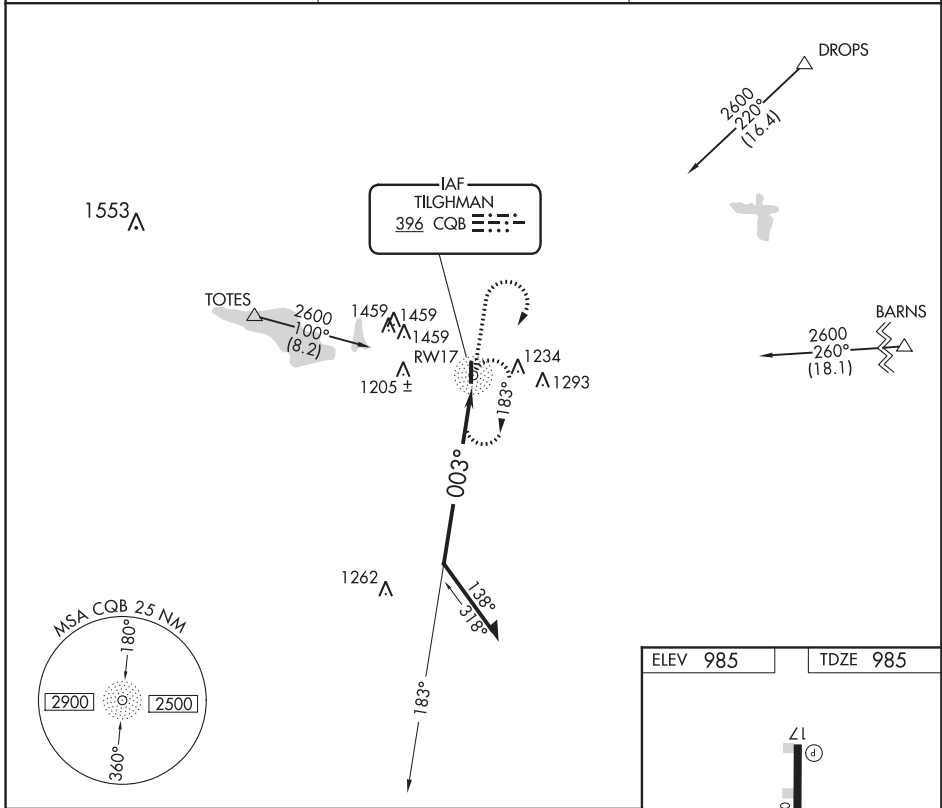
NDB CQB 396	APP CRS 003°	Rwy Idg 4000
		TDZE 985
		Apt Elev 985

NDB RWY 35

CHANDLER RGNL (CQB)

<p>▽ When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDA 80 feet; increase S-35 Cat C and Circling Cat C visibility ¼ mile.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.</p>
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AWOS-3 119.275	KANSAS CITY CENTER 128.3 291.7	CTAF 122.9
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CATEGORY	A	B	C	D
S-35	1620-1	635 (700-1)	1620-1¾ 635 (700-1¾)	NA
CIRCLING	1620-1	635 (700-1)	1620-1¾ 635 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CHICKASHA, OKLAHOMA

AL-6592 (FAA)

16035

WAAS CH 70430 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5101 1152 1152
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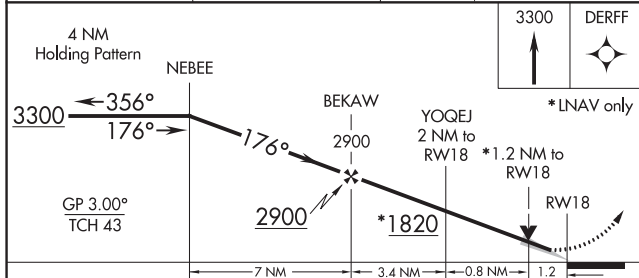
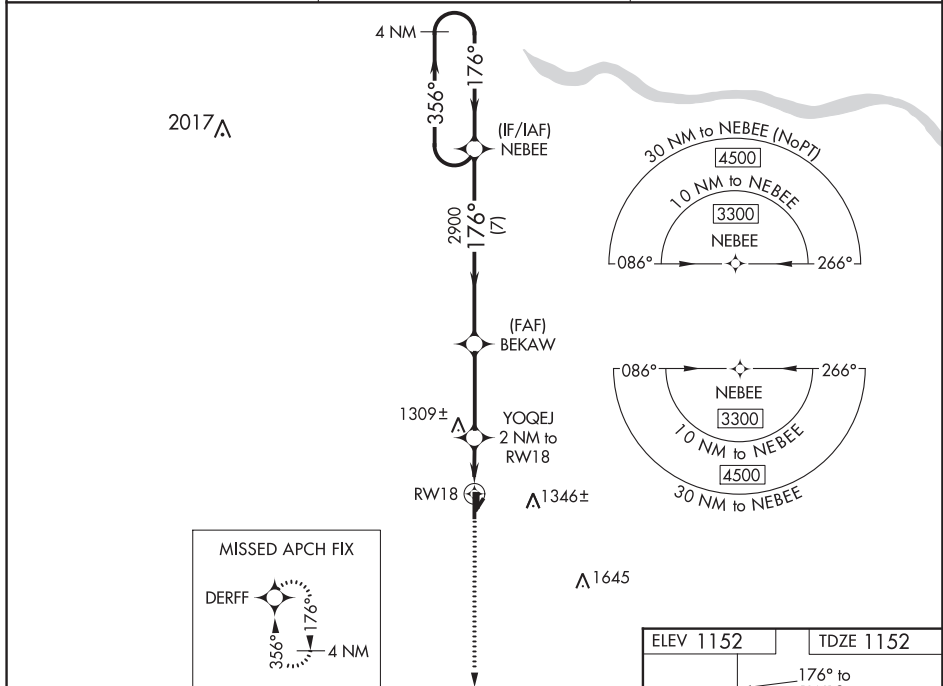
RNAV (GPS) RWY 18

CHICKASHA MUNI (CHK)

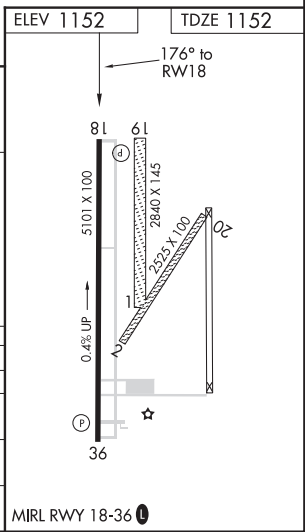
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1431 and all visibilities 1/8 mile; increase LNAV/VNAV DA to 1561 and all visibilities 1/4 mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Will Rogers World altimeter setting.

MISSED APPROACH: Climb to 3300 direct DERFF and hold.

AWOS-3 118.175	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1352-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1482-1 1/8	330 (400-1 1/8)		NA
LNAV MDA	1560-1	408 (500-1)	1560-1 1/8 408 (500-1 1/8)	NA
C CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1 1/2 548 (600-1 1/2)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CHICKASHA, OKLAHOMA
 Amdt 1A 04FEB16

35°06'N-97°58'W

CHICKASHA MUNI (CHK) RNAV (GPS) RWY 18

WAAS CH 48930 W36A	APP CRS 356°	Rwy Idg TDZE Apt Elev	5101 1140 1152
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RNAV (GPS) RWY 36

CHICKASHA MUNI (CHK)

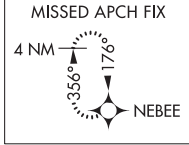
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1469 and all visibilities 3/8 mile, increase LNAV/VNAV DA to 1529 and all visibilities 1/4 mile, and all MDA 80 feet; increase LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Will Rogers World altimeter setting.

MISSED APPROACH:
Climb to 3300 direct NEBEE and hold.

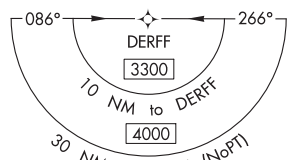
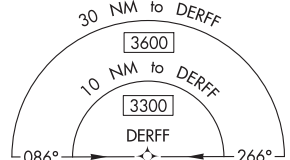
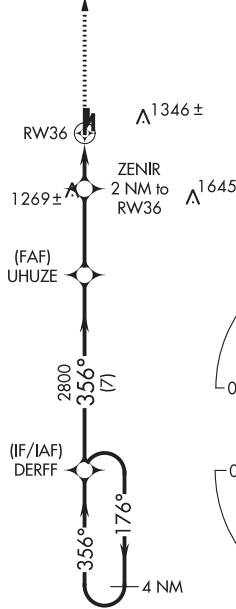
AWOS-3
118.175

OKE CITY APP CON
124.6 266.8

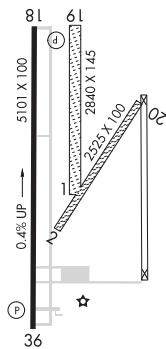
UNICOM
123.0 (CTAF) 0



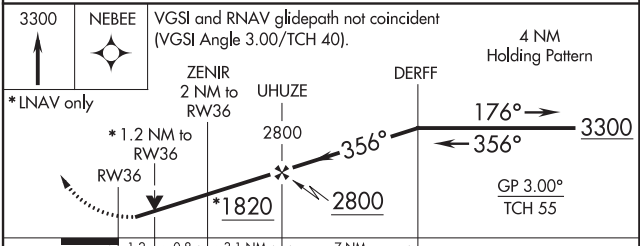
⚠ 1964



ELEV 1152 TDZE 1140



MIRL Rwy 18-36



CATEGORY	A	B	C	D
LPV DA	1390-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	1450-1	310 (300-1)		NA
LNAV MDA	1580-1	440 (500-1)	1580-1 1/4 440 (500-1 1/4)	NA
C CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1 1/2 548 (600-1 1/2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CHICKASHA, OKLAHOMA

AL-6592 (FAA)

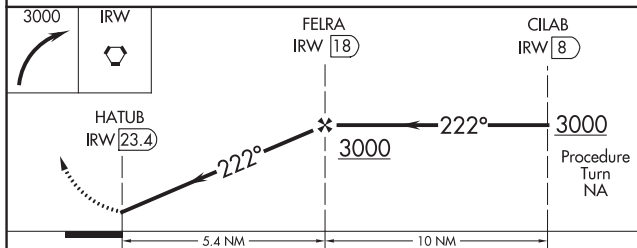
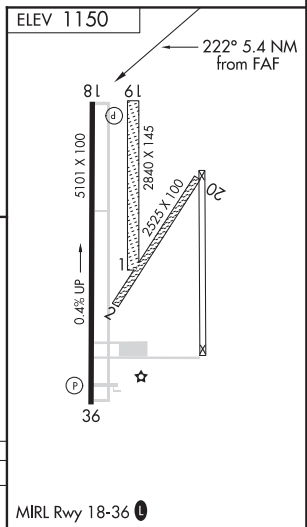
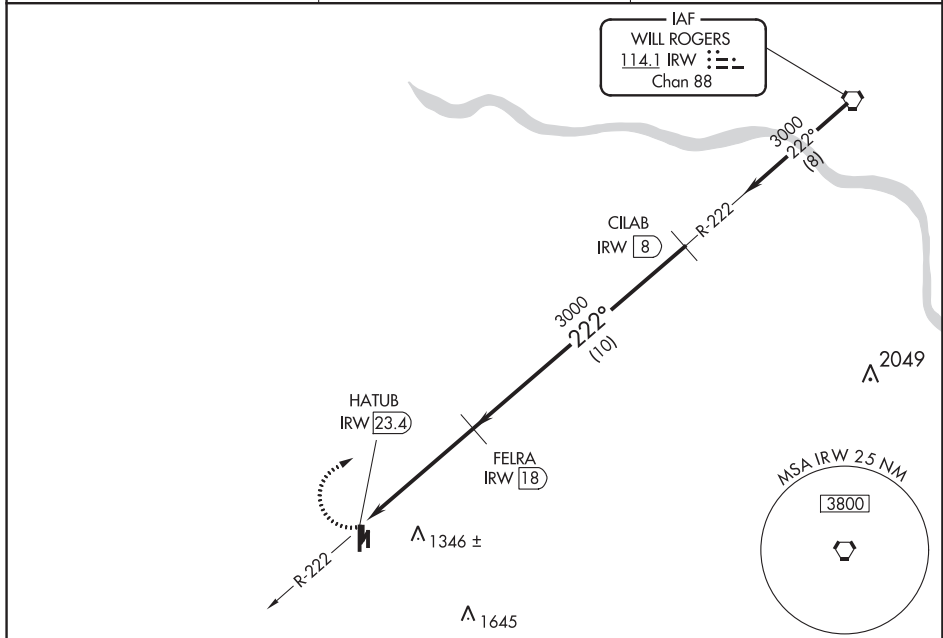
16315

VORTAC IRW 114.1 Chan 88	APP CRS 222°	Rwy Idg TDZE Apt Elev	N/A N/A 1150
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VOR/DME-A
CHICKASHA MUNI (CHK)

▽ If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet. Night landing: Rwy 1, 2, 19, 20 NA.
△ NA MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3 118.175	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA

CHICKASHA, OKLAHOMA
Amdt 1A 18AUG16

35°06'N-97°58'W

CHICKASHA MUNI (CHK)
VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63214 W17A	APP CRS 175°	Rwy Idg 5200 TDZE 718 Apt Elev 733
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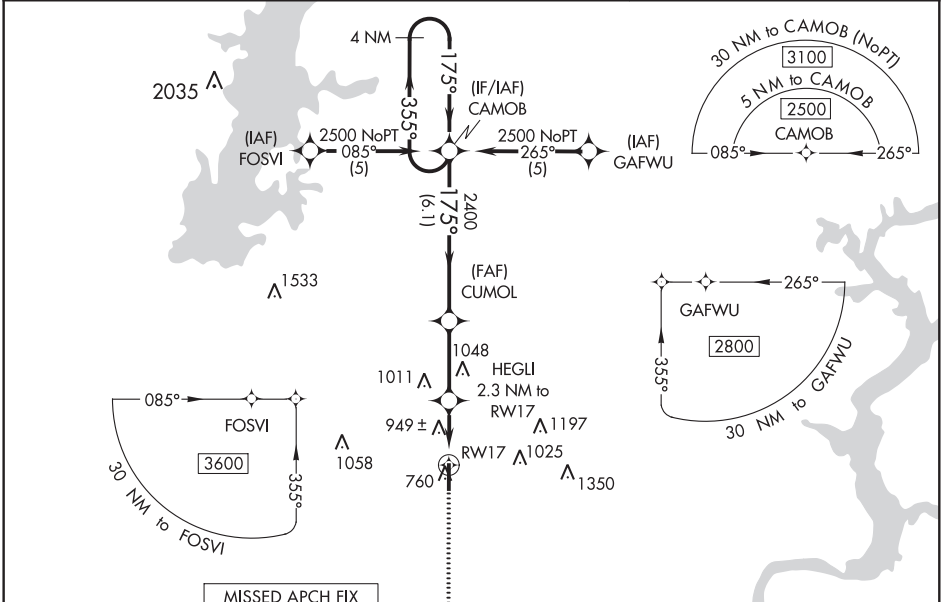
RNAV (GPS) RWY 17

CLAREMORE RGNL (GCM)

⚠ Baro-VNAV NA when using Tulsa 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

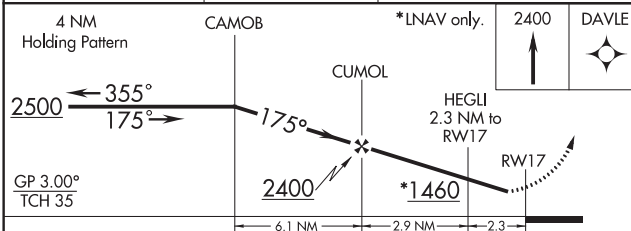
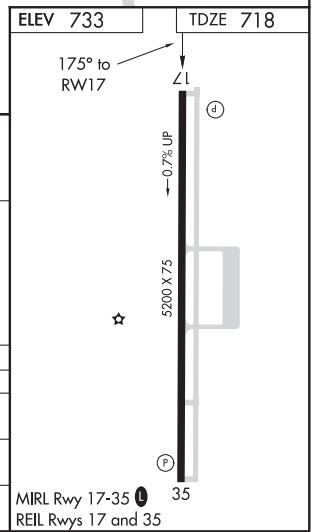
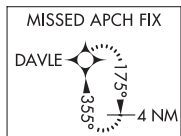
MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3 119.925	TULSA APP CON 119.1 351.8	UNICOM 122.7 (CTAF) ①
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		968-1	250 (300-1)	NA
LNAV/VNAV DA		1281-2	563 (600-2)	NA
LNAV MDA	1200-1	482 (500-1)	1200-1¼ 482 (500-1¼)	NA
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)	NA

CLAREMORE, OKLAHOMA

AL-9113 (FAA)

16315

WAAS CH 99714 W35A	APP CRS 355°	Rwy Idg 5200 TDZE 733 Apt Elev 733
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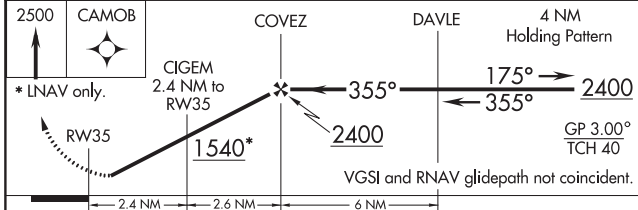
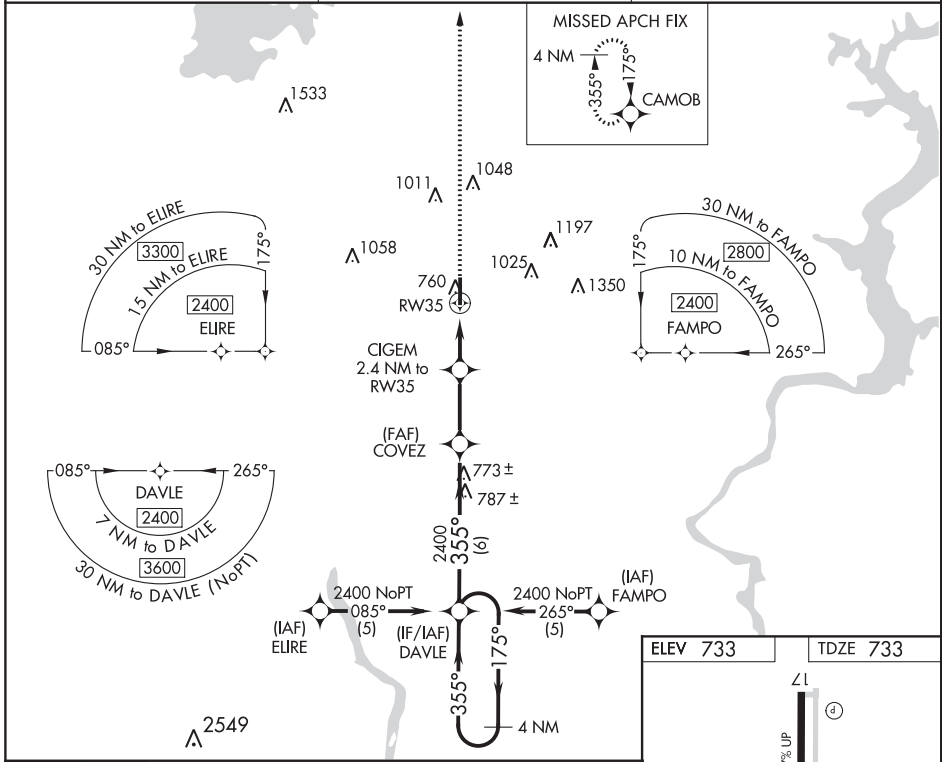
RNAV (GPS) RWY 35

CLAREMORE RGNL (GCM)

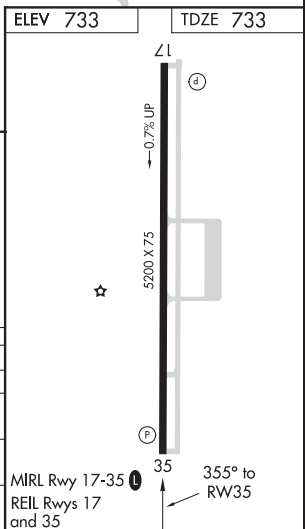
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ⚠ Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3 119.925	TULSA APP CON 119.1 351.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		983-1	250 (300-1)	NA
LNAV/VNAV DA		1052-1¼	319 (400-1¼)	NA
LNAV MDA	1200-1	467 (500-1)	1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CLAREMORE, OKLAHOMA
Amdt 2 27AUG09

36°18' N-95°29' W

CLAREMORE RGNL (GCM) RNP (GPS) RWY 35

VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy Idg TDZE Apt Elev N/A N/A 733
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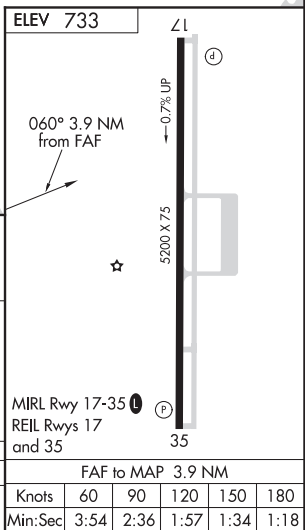
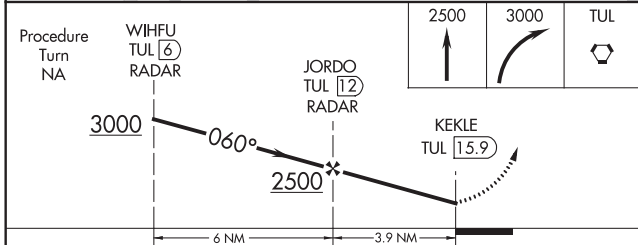
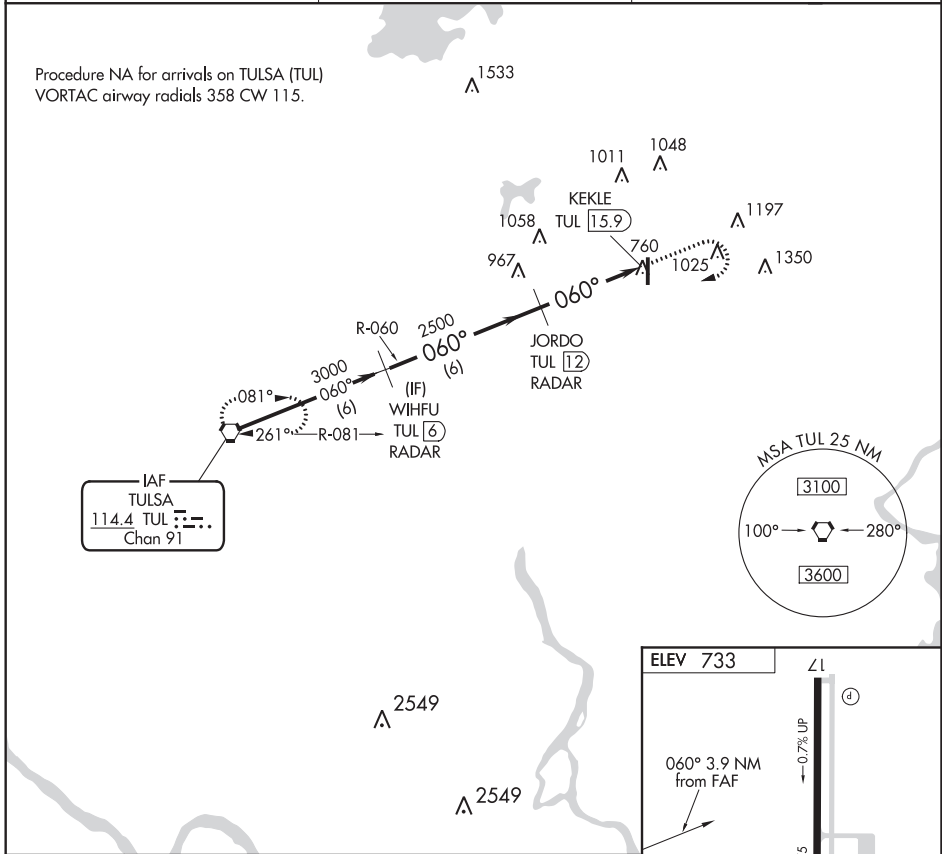
VOR/DME-B

CLAREMORE RGNL (GCM)

▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3 119.925	TULSA APP CON 119.1 351.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1260-1	527 (600-1)	1260-1½ 527 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

16035

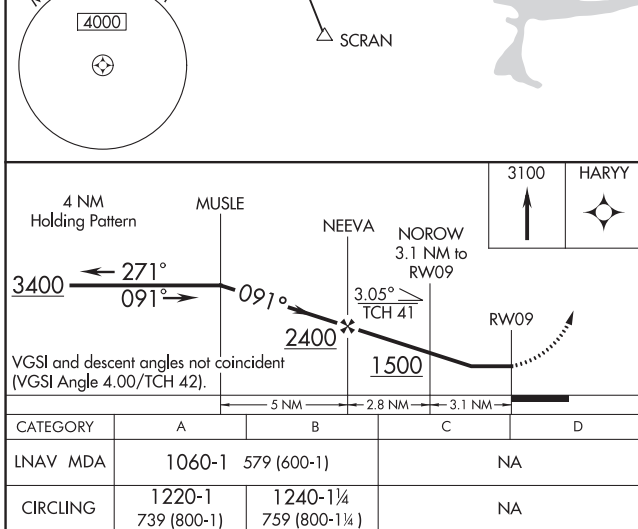
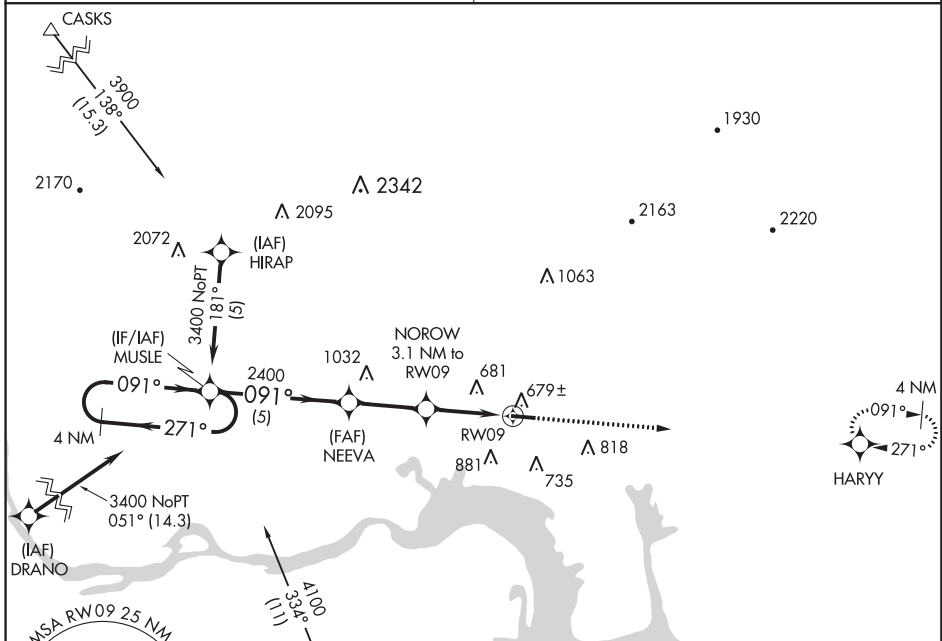
APP CRS 091°	Rwy Idg TDZE Apt Elev	4508 481 481
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RNAV (GPS) RWY 9
CLARKSVILLE MUNI (H35)

▼ Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60'. DME/DME RNP-0.3 NA.
▲ NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3100 direct HARRY WP and hold.

MEMPHIS CENTER 128.475 377.15	UNICOM 122.8 (CTAF)
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ELEV	481	TDZE	481
CATEGORY	A	B	C
LNNAV MDA	1060-1	579 (600-1)	NA
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA
MIRL Rwy 9-27			

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CLARKSVILLE, ARKANSAS
Orig-A 20JAN05

35°28'N-93°26'W

CLARKSVILLE MUNI (H35)
RNAV (GPS) RWY 9

APP CRS	Rwy Idg	4508
271°	TDZE	481
	Apt Elev	481

RNAV (GPS) RWY 27

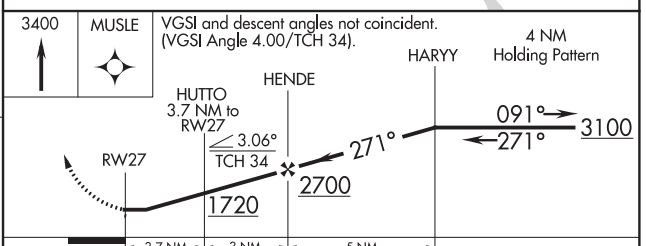
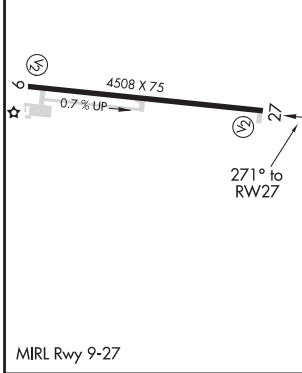
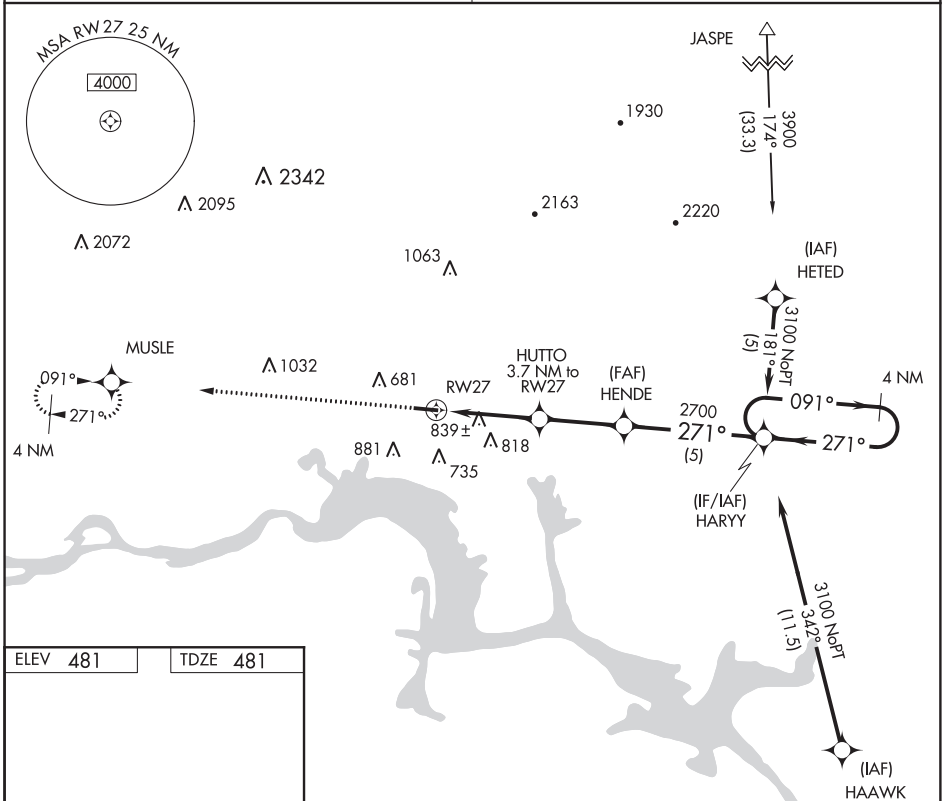
CLARKSVILLE MUNI (H35)

▼ Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure not authorised at night.

▲ NA

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

MEMPHIS CENTER 128.475 377.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	679 (700-1)	NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CLINTON, ARKANSAS

AL-10389 (FAA)

16203

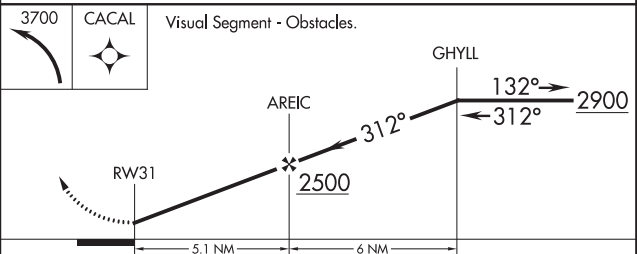
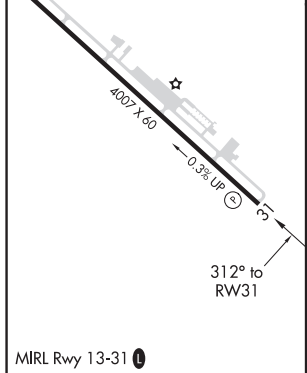
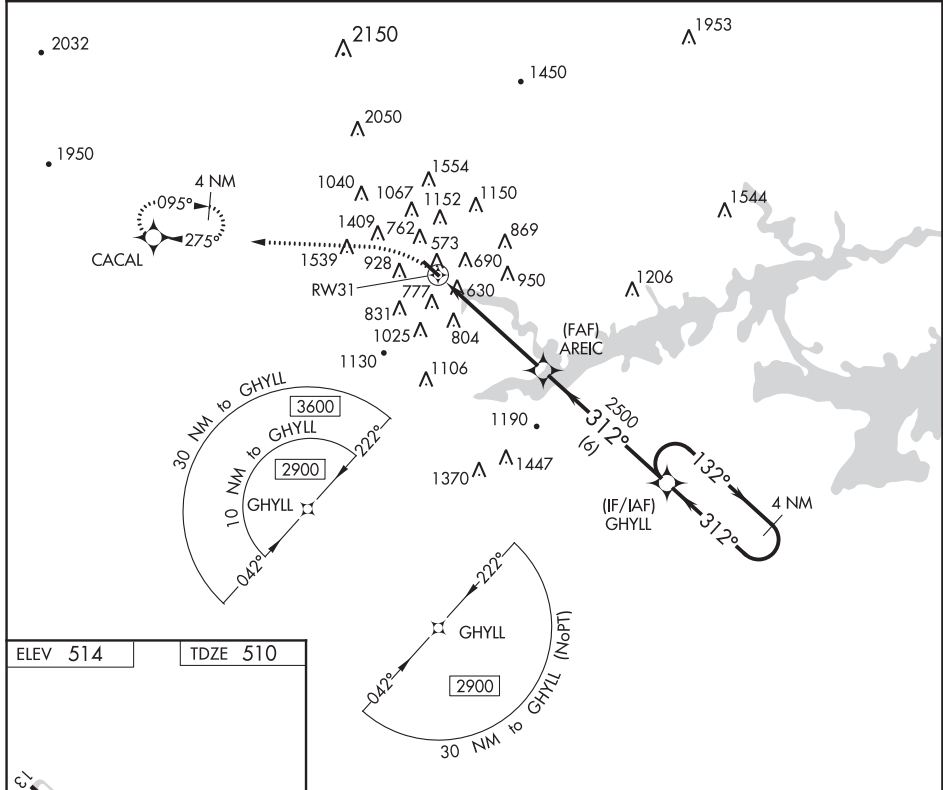
APP CRS 312°	Rwy Idg 4007
	TDZE 510
	Apt Elev 514

RNAV (GPS) RWY 31

CLINTON MUNI (CCA)

<p>▽ When local altimeter setting not received, procedure NA. △ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 3700 direct CACAL and hold.</p>
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AWOS-3 118.725	MEMPHIS CENTER 126.85 281.55	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1460-1¼	950 (1000-1¼)	1460-2½ 950 (1000-2½)	NA
C CIRCLING	1460-1¼ 946 (1000-1¼)	1620-1½ 1106 (1200-1½)	1880-3 1366 (1400-3)	NA

CLINTON, ARKANSAS
 Orig 21JUL16

35°36'N-92°27'W

RNAV (GPS) RWY 31

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 055°	Rwy Idg 4397
	TDZE 1268
	Apt Elev 1268

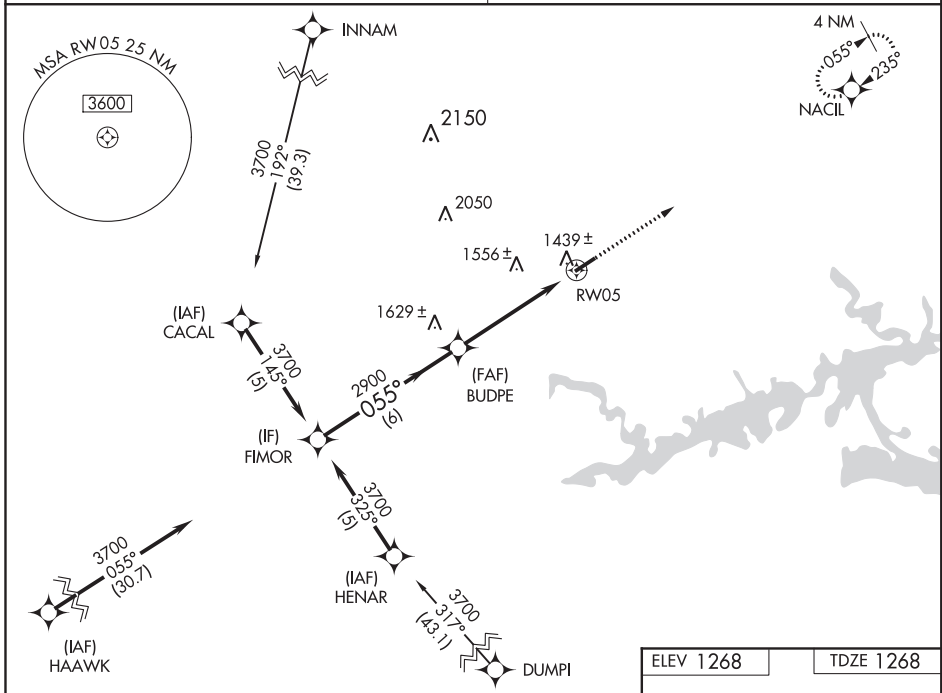
RNAV (GPS) RWY 5

HOLLEY MOUNTAIN AIRPARK (2A2)

NA Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct NACIL and hold.

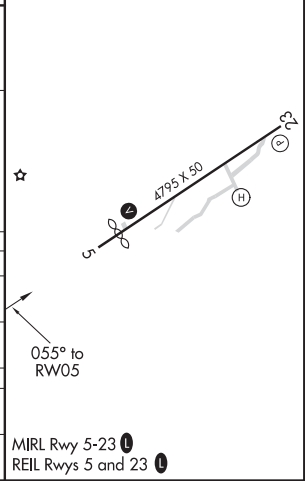
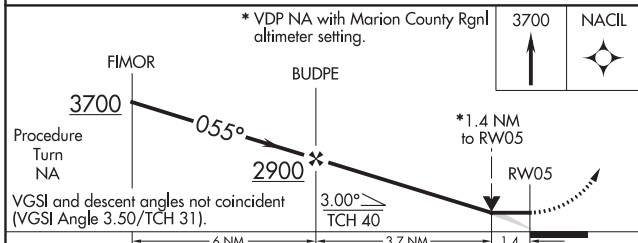
MEMPHIS CENTER 126.85 281.55	UNICOM 122.7 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1268	TDZE 1268
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CATEGORY	A	B	C	D
LNAV MDA	1760-1	492 (500-1)	1760-1¼ 492 (500-1¼)	NA
CIRCLING	1760-1	492 (500-1)	1780-1½ 512 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1	652 (700-1)	1920-1¾ 652 (700-1¾)	NA
CIRCLING	1940-1	672 (700-1)	1960-2 692 (700-2)	NA

APP CRS 235°	Rwy Idg 4795
	TDZE 1268
	Apt Elev 1268

RNAV (GPS) RWY 23

HOLLEY MOUNTAIN AIRPARK (2A2)

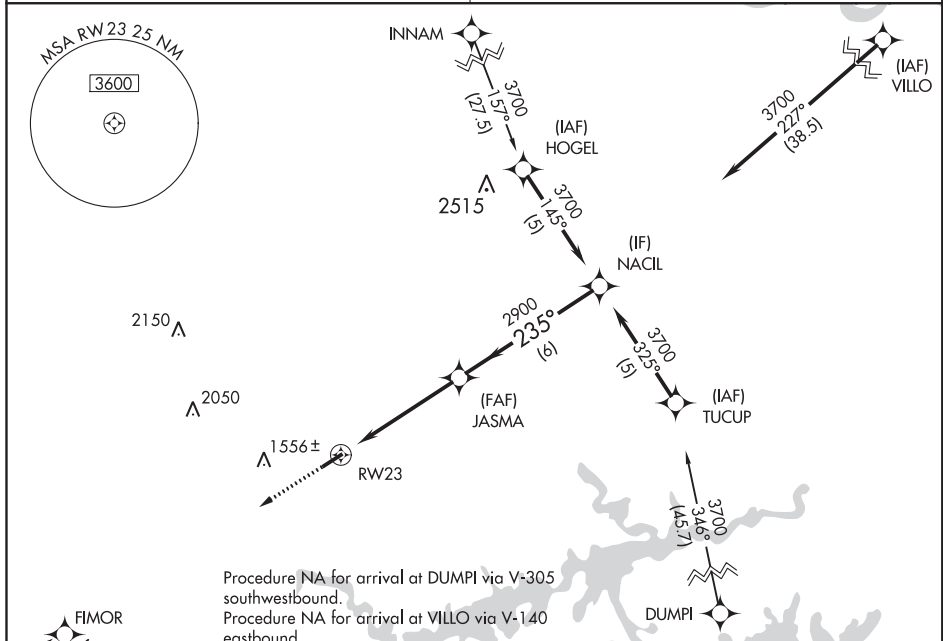
▼ Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. **DME/DME RNP-0.3 NA.**

▲ NA

MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

MEMPHIS CENTER **126.85 281.55**

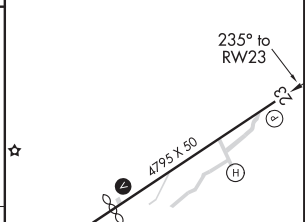
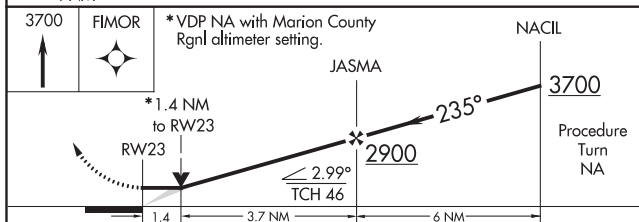
UNICOM **122.7 (CTAF) 0**



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1268	TDZE 1268
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CATEGORY	A	B	C	D
LNVA MDA	1740-1	472 (500-1)	1740-1¼ 472 (500-1¼)	NA
CIRCLING	1760-1	492 (500-1)	1800-1½ 532 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNVA MDA	1900-1	632 (700-1)	1900-1¾ 632 (700-1¾)	NA
CIRCLING	1940-1	672 (700-1)	1960-2 712 (800-2)	NA

MIRL Rwy 5-23 0

REIL Rws 5 and 23 0

WAAS CH 93922 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	4305 1616 1616
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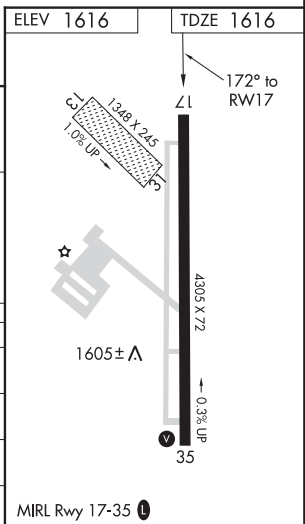
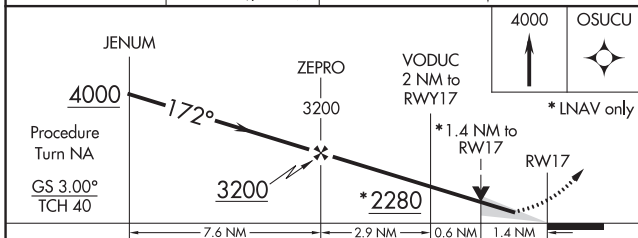
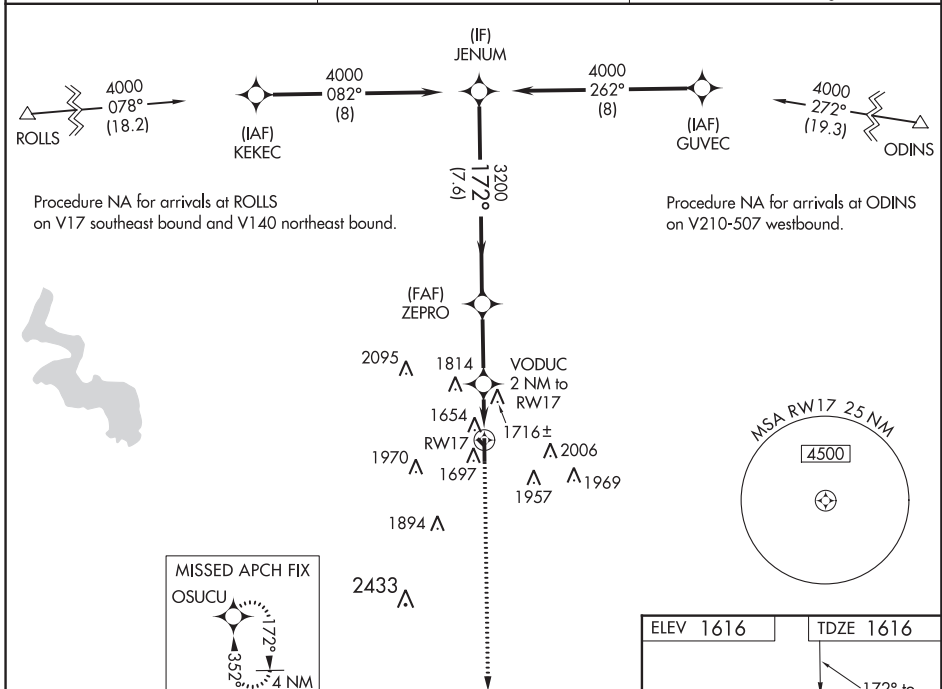
RNAV (GPS) RWY 17

CLINTON RGNL (CLK)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting. Circling to Rwy 13-31 NA.

MISSED APPROACH: Climb to 4000 direct OSUCU and hold.

AWOS-3 119.225	FORT WORTH CENTER 128.4 269.375	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1816-¾	200 (200-¾)		NA
LNAV/VNAV DA	1866-⅞	250 (300-⅞)		NA
LNAV MDA	2080-1	464 (500-1)	2080-1⅞ 464 (500-1⅞)	NA
CIRCLING	2140-1	524 (600-1)	2240-1¾ 624 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

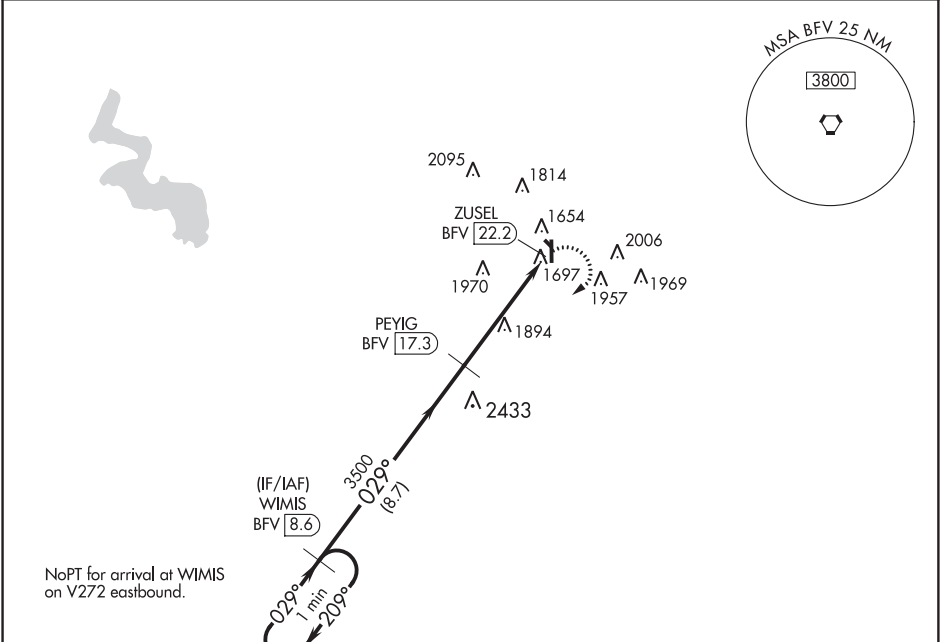
SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC BFV 110.0 Chan 37	APP CRS 029°	Rwy Idg TDZE Apt Elev N/A N/A 1615
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VOR/DME-A
CLINTON RGNL (CLK)

⚠ If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet. **MISSSED APPROACH:** Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3 119.225	FORT WORTH CENTER 128.4 269.375	UNICOM 122.8 (CTAF) 0
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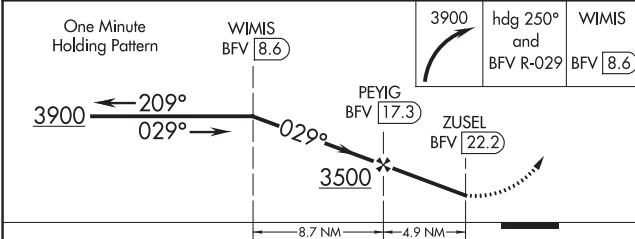


NoPT for arrival at WIMIS on V272 eastbound.

BURNS FLAT
110.0 BFV
Chan 37

ELEV 1615

Profile view diagram showing the approach path. The terrain elevation is 1605 ± ft. The glide slope is 1.0% UP. The vertical scale ranges from 35 to 4305 x 72. The approach path is shown as a dashed line with a 0.3% UP slope. A star symbol indicates the runway location. The diagram also shows the 029° 4.9 NM from FAF.



CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

MIRL Rwy 17-35 0

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC I-BZF 109.5	APP CRS 172°	Rwy Idg 13503
		TDZE 1922
		Apt Elev 1922

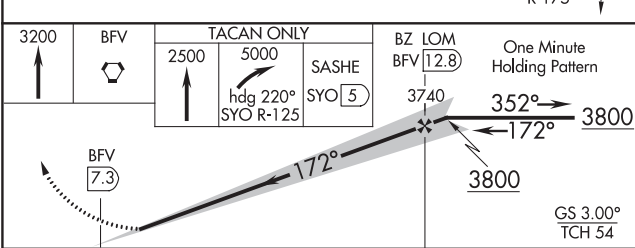
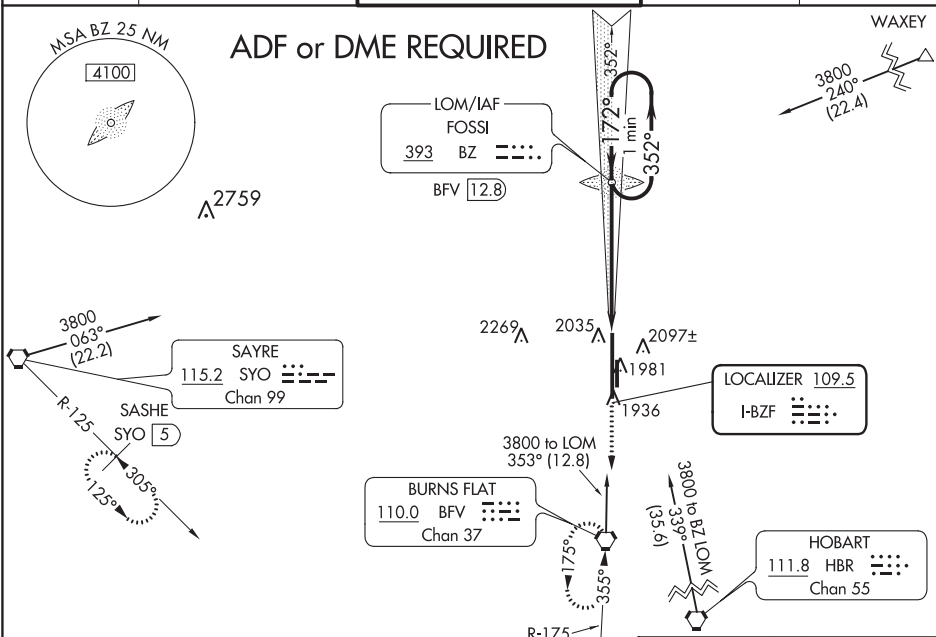
ILS or LOC RWY 17R

CLINTON-SHERMAN (CSM)

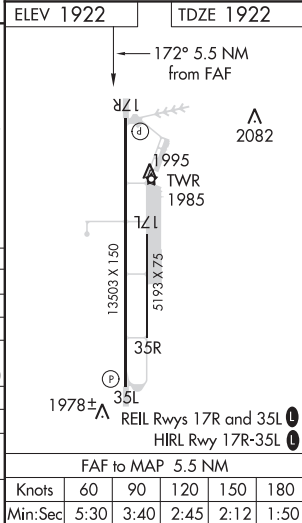
⚠ When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

⚠ MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER ★ 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 17R		21 22-¾	200 (200-¾)		
S-LOC 17R		2260-1	338 (400-1)		
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)
HOBART ALTIMETER SETTING MINIMUMS					
S-ILS 17R	2223-¾		301 (400-¾)		
S-LOC 17R	2360-1	438 (500-1)	2360-1¼ 438 (500-1¼)	2360-1¼ 438 (500-1¼)	
CIRCLING	2500-1	578 (600-1)	2500-1½ 578 (600-2)	2500-2	2740-3 818 (900-3)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86717 W17A	APP CRS 172°	Rwy Idg 13503 TDZE 1922 Apt Elev 1922
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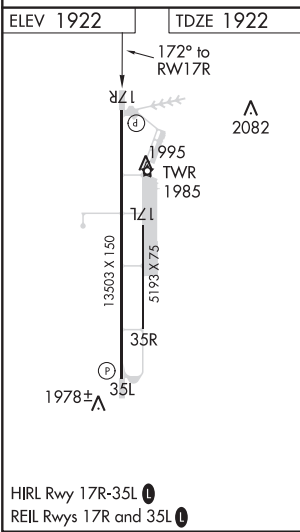
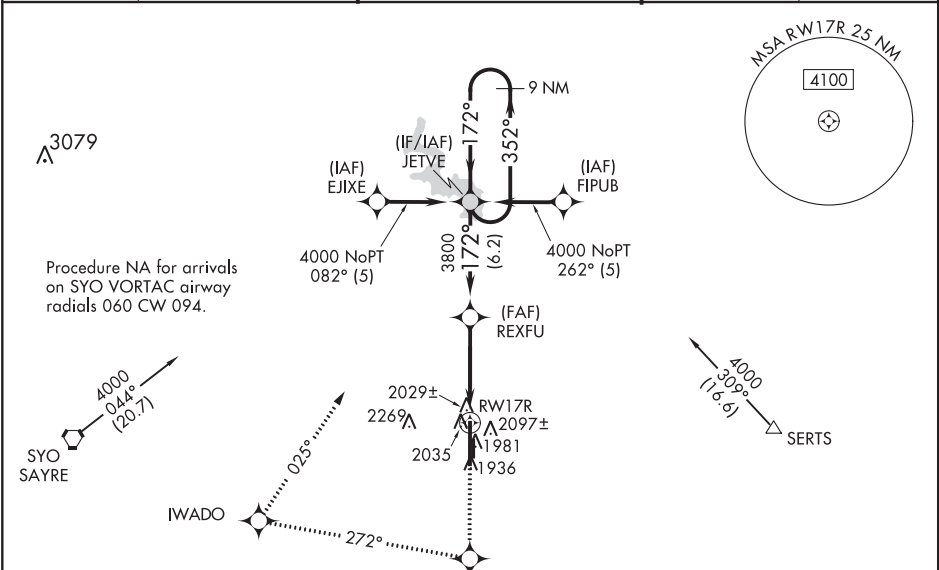
RNAV (GPS) RWY 17R

CLINTON-SHERMAN (CSM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Circling NA east of Rwy 17R and 35L. DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 102 feet and MDA 120 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D and E and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct HIMRY and right turn on track 272° to IWADO and right turn on track 025° to JETVE and hold.

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER * 119.6 (CTAF) 256.9	GND CON 121.7 239.0	UNICOM 122.95
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4000 HIMRY	tr 272° IWADO	tr 025° JETVE	9 NM Holding Pattern		
*LNAV only		REXFU 3800	352° → 4000		
RWY 17R		172°	← 172°		
1.1 NM		4.5 NM	6.2 NM		
CATEGORY	A	B	C	D	E
LPV DA	2122-¾		200 (200-¾)		
LNAV/VNAV DA	2328-1½		406 (500-1½)		
LNAV MDA	2340-1	418 (500-1)	2340-1¼	418 (500-1¼)	
CIRCLING	2340-1	2380-1	2380-1½	2480-2	2340-1½ 418 (500-1½)
	418 (500-1)	458 (500-1)	458 (500-1½)	558 (600-2)	2620-2½ 698 (700-2½)

GS 3.00° TCH 54

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CLINTON, OKLAHOMA

AL-778 (FAA)

16259

WAAS CH 40217 W35A	APP CRS 352°	Rwy Idg 13503 TDZE 1913 Apt Elev 1922
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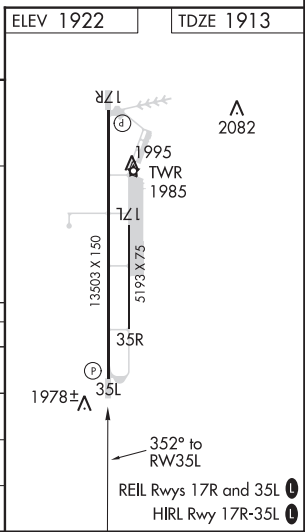
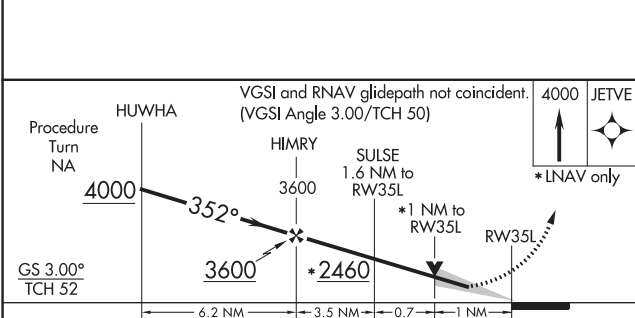
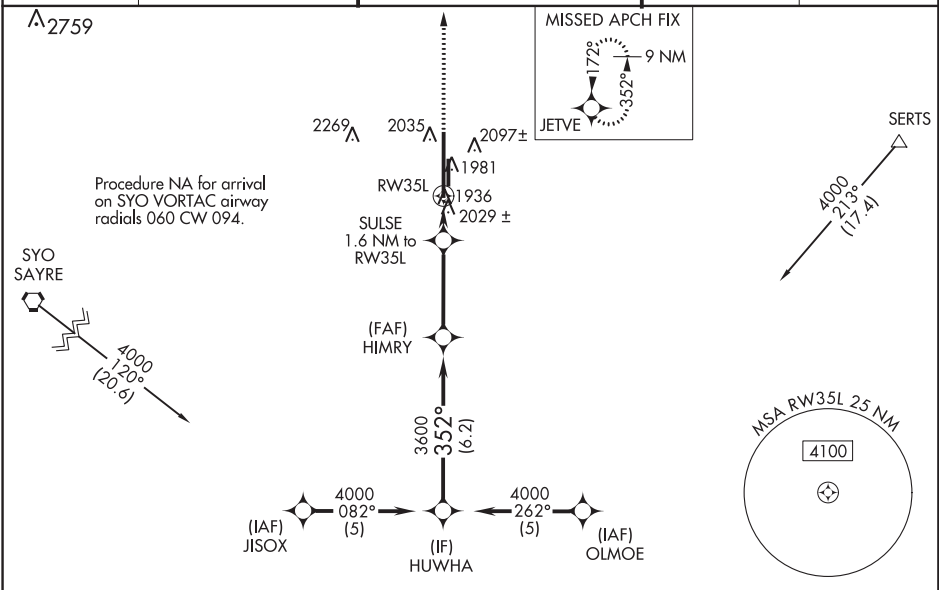
RNAV (GPS) RWY 35L

CLINTON-SHERMAN (CSM)

⚠ Circling NA east of Rwy 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Hobart Rgnl altimeter setting and increase all DA 102 feet and all MDA 120 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat D visibility ¼ mile. Increase LNAV and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

MISSED APPROACH:
Climb to 4000 direct JETVE and hold.

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER * 119.6 (CTAF) 256.9	GND CON 121.7 239.0	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	2113-¾		200 (200-¾)		
LNAV/VNAV DA	2318-1½		405 (400-1½)		
LNAV MDA	2280-1 367 (400-1)		2280-1¼ 367 (400-1¼)		
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

CLINTON, OKLAHOMA
Orig 08APR10

35°20'N-99°12'W

CLINTON-SHERMAN (CSM)

RNAV (GPS) RWY 35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

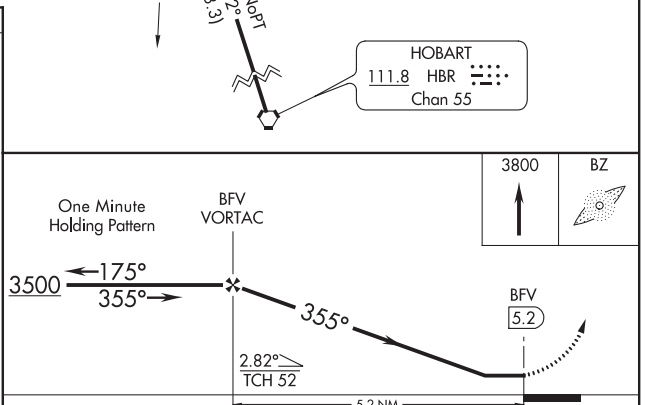
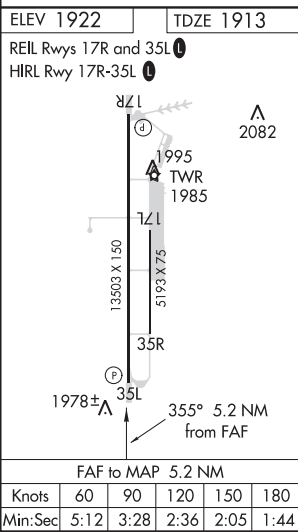
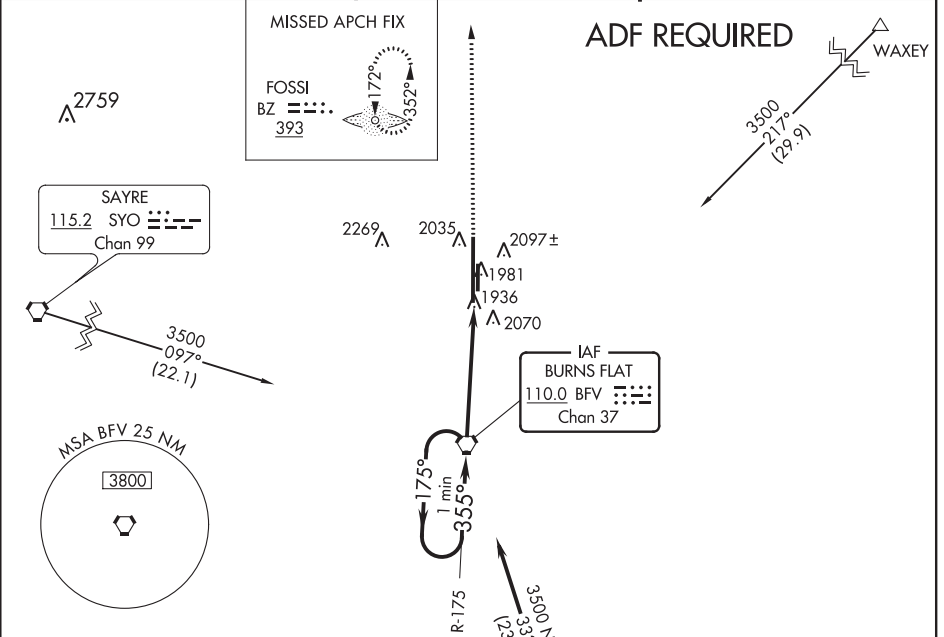
VORTAC BFV 110.0 Chan 37	APP CRS 355°	Rwy Idg TDZE Apt Elev	13503 1913 1922
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VOR RWY 35L

CLINTON-SHERMAN (CSM)

⚠ Circling not authorized east of runway 17R-35L. **MISSED APPROACH:** Climb to 3800 direct BZ LOM and hold.

ASOS 135.225	FORT WORTH CENTER 128.4 269.375	CLINTON-SHERMAN TOWER* 119.6 (CTAF) 0 256.9	GND CON 121.7 239.0	UNICOM 122.95
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	A	B	C	D	E
S-35L	2320-1	407 (400-1)	2320-1¼	407 (400-1½)	2320-1½ 407 (400-1½)
CIRCLING	2400-1	478 (500-1)	2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

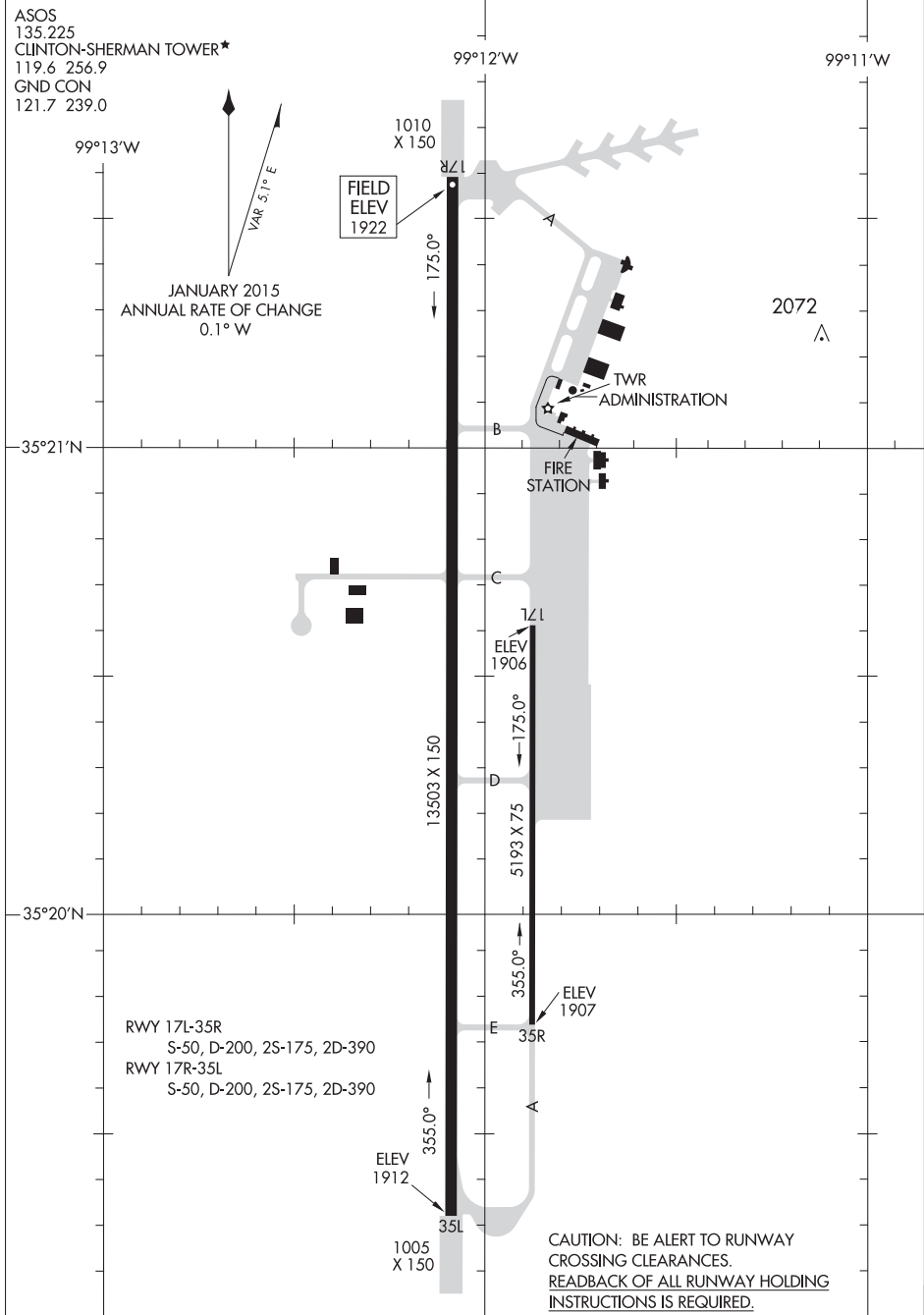
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA

AL-778 (FAA)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CLINTON, OKLAHOMA
CLINTON-SHERMAN (CSM)

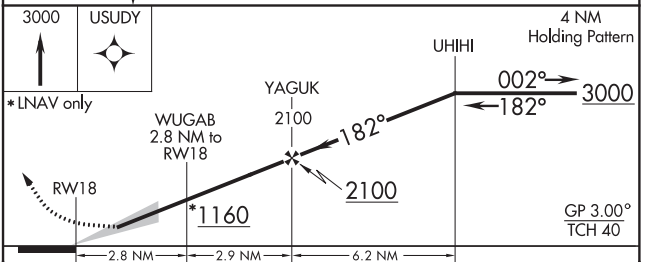
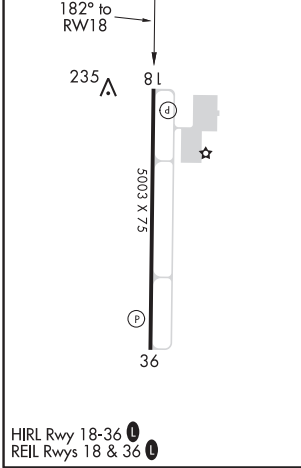
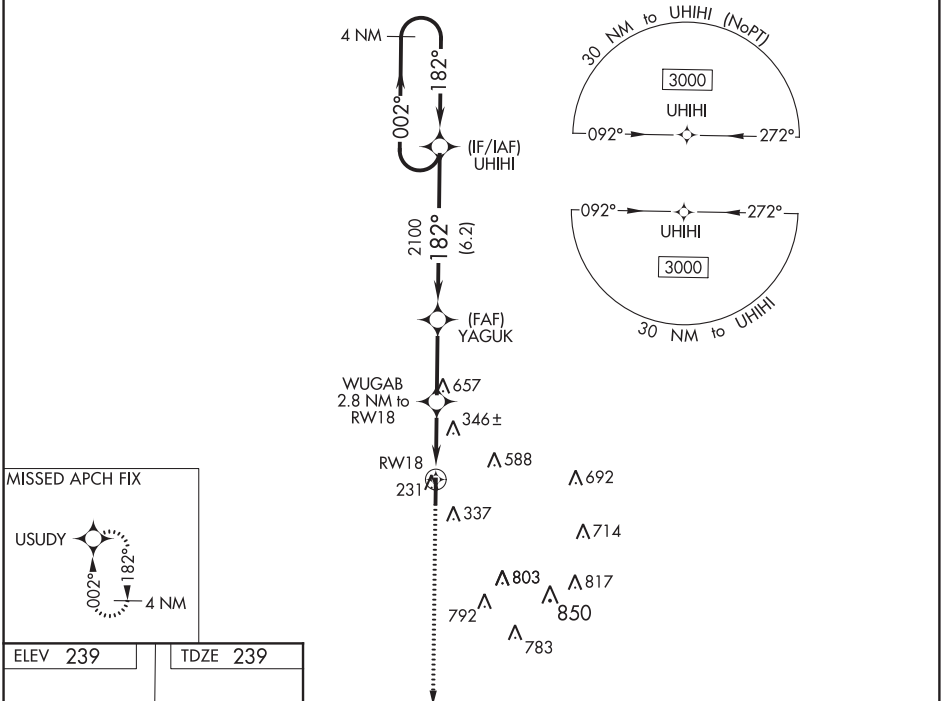
WAAS CH 65832 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	5003 239 239
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RNAV (GPS) RWY 18

DELTA RGNL (DRP)

▼ Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet. DME/DME RNP-0.3 NA.
▲ NA MISSED APPROACH: Climb to 3000 direct USUDY and hold.

WEST MEMPHIS ASOS 118.175	MEMPHIS CENTER 135.3 335.8	UNICOM 123.0
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CATEGORY	A	B	C	D
LPV DA	560-1 1/8	321 (400-1 1/8)		NA
LNAV/VNAV DA	560-1 1/8	321 (400-1 1/8)		NA
LNAV MDA	680-1	441 (500-1)		NA
C CIRCLING	840-1	601 (700-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

COLT, ARKANSAS

AL-10682 (FAA)

16175

WAAS CH 53532 W36A	APP CRS 002°	Rwy Idg 5003 TDZE 235 Apt Elev 239
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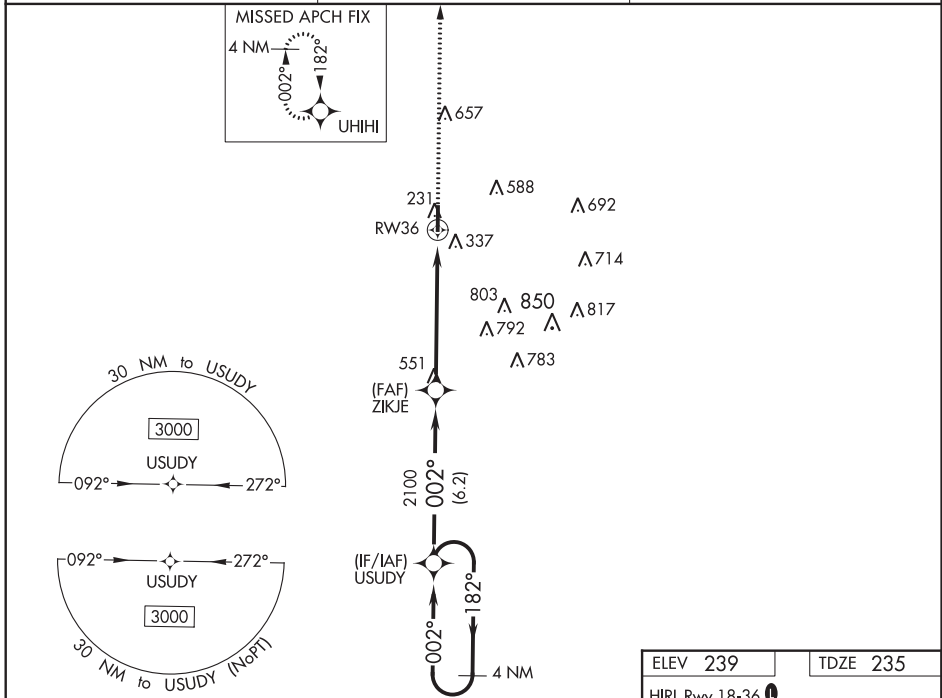
RNAV (GPS) RWY 36

DELTA RGNL (DRP)

▼ Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet, increase LNAV/VNAV visibility to **1 1/2** all Cats. DME/DME RNP-0,3 NA.

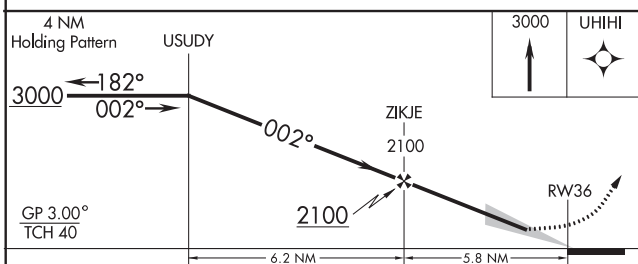
▲ NA MISSED APPROACH: Climb to 3000 direct UHIHI and hold.

WEST MEMPHIS ASOS 118,175	MEMPHIS CENTER 135.3 335.8	UNICOM 123.0
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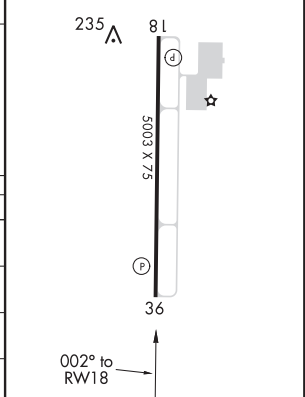
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 239	TDZE 235
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HIRL Rwy 18-36 **①**
REIL Rwy 18 & 36 **②**



CATEGORY	A	B	C	D
LPV DA	556-1 1/8	321 (400-1 1/8)		NA
LNAV/VNAV DA	748-1 3/4	513 (600-1 3/4)		NA
LNAV MDA	780-1	545 (600-1)		NA
③ CIRCLING	840-1	601 (700-1)		NA

COLT, ARKANSAS
Orig-A 23JUN16

35°07'N-90°49'W

RNAV (GPS) RWY 36

DELTA RGNL (DRP)

WAAS CH 97338 W04A	APP CRS 047°	Rwy Idg TDZE 276 Apt Elev 276
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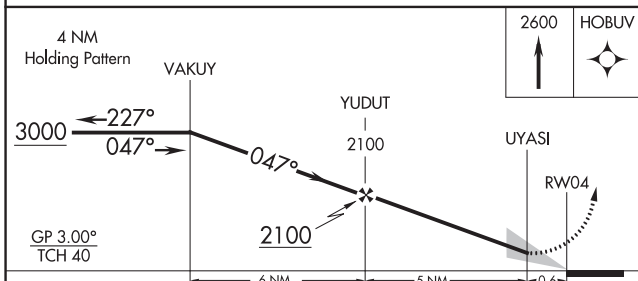
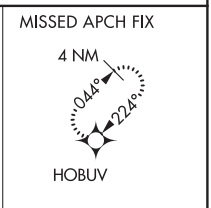
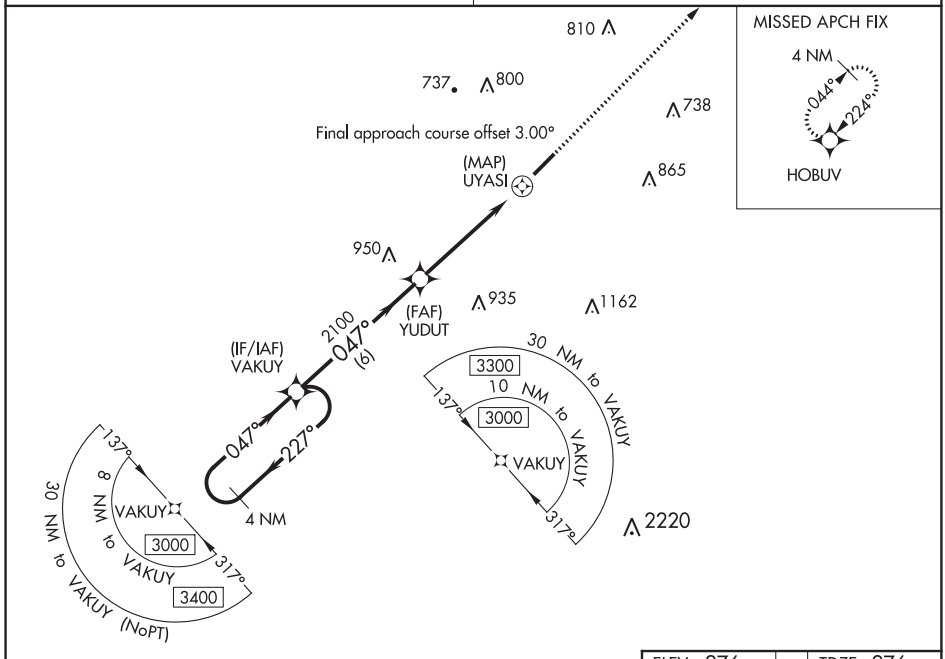
RNAV (GPS) RWY 4

CANTRELL FIELD (CXW)

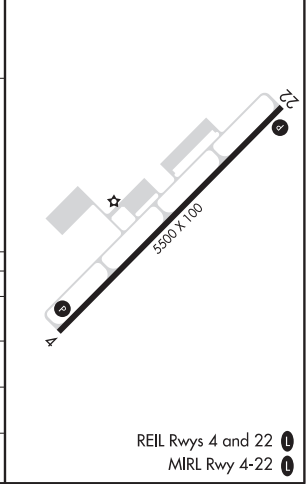
Baro-VNAV NA.
NA Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.
 DME/DME RNP-0.3 NA.

MISSED APPROACH:
 Climb to 2600 direct HOBUV and hold.

AWOS-2 **118.775** UNICOM **123.05 (CTAF)**



ELEV 276 TDZE 276



CATEGORY	A	B	C	D
LPV DA	583-1		307 (400-1)	
LNAV/VNAV DA	658-1¼		382 (400-1¼)	
LNAV MDA	1340-1¼ 1064 (1100-1¼)	1340-1½ 1064 (1100-1½)	1340-3	1064 (1100-3)
C CIRCLING	1340-1¼ 1064 (1100-1¼)	1340-1½ 1064 (1100-1½)	1340-3 1064 (1100-3)	1380-3 1104 (1200-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CONWAY, ARKANSAS

AL-10999 (FAA)

16147

WAAS CH 77538 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	5500 276 276
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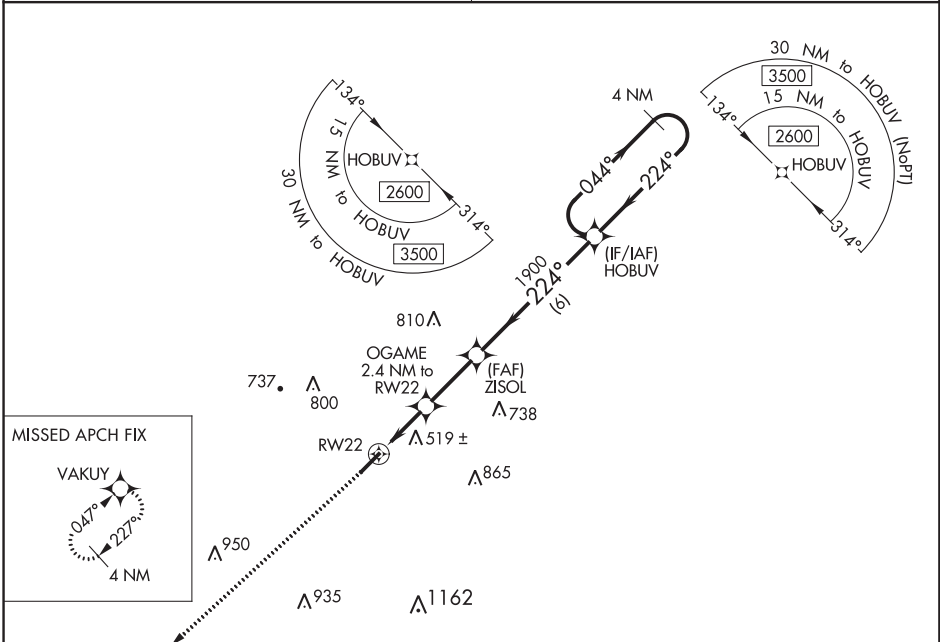
RNAV (GPS) RWY 22

CANTRELL FIELD (CXW)

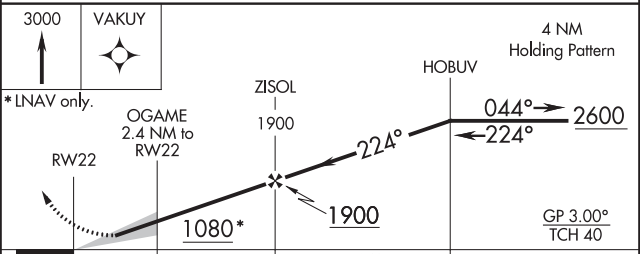
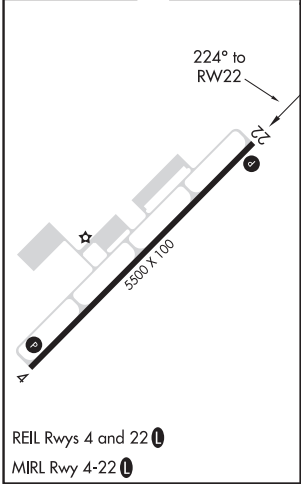
NA Baro-VNAV NA.
Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct VAKUY and hold.

AWOS-2 **118.775** UNICOM **123.05 (CTAF)**



ELEV 276 TDZE 276



CATEGORY	A	B	C	D
LPV DA		533-7/8	257 (300-7/8)	
LNAV/VNAV DA		853-2	577 (600-2)	
LNAV MDA	780-1	504 (600-1)	780-1 3/8	504 (600-1 3/8)
C CIRCLING	1000-1	724 (800-1)	1000-2 724 (800-2)	1380-3 1104 (1200-3)

CONWAY, ARKANSAS
Orig 13NOV14

35°01'N-092°33'W

RNAV (GPS) RWY 22

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4299
180°	TDZE	293
	Apt Elev	293

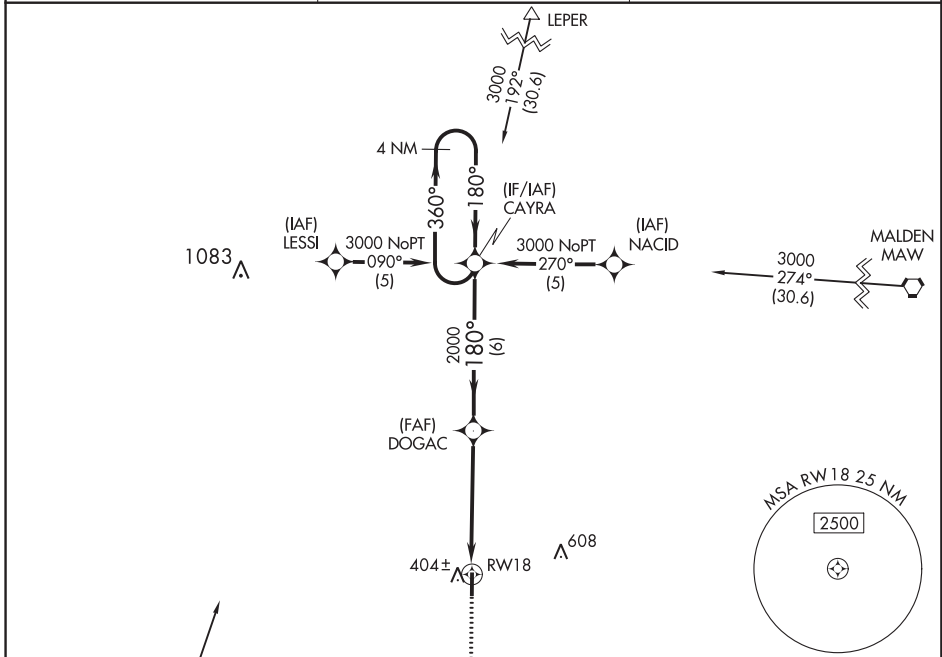
RNAV (GPS) RWY 18

CORNING MUNI (4M9)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

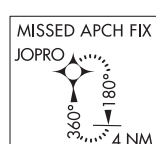
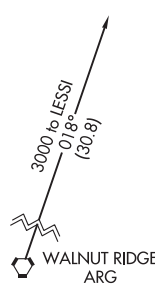
⚠ NA MISSED APPROACH: Climb to 3000 direct JOPRO WP and hold.

AWOS-3 118.325	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
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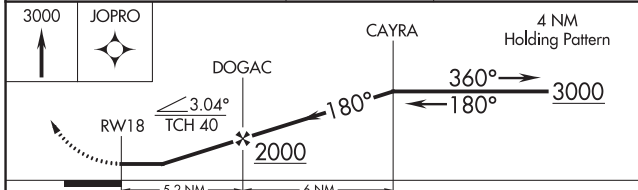
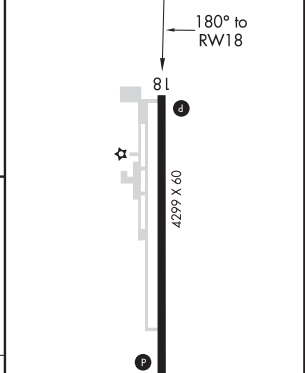


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 293	TDZE 293
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CATEGORY	A	B	C	D
LNVA MDA	720-1 427 (500-1)	720-1 427 (500-1 1/4)	720-1 1/4 427 (500-1 1/4)	NA
CIRCLING	760-1 467 (500-1)	760-1 1/2 467 (500-1 1/2)	760-1 1/2 467 (500-1 1/2)	NA

REIL Rwy 18 and 36
MIRL Rwy 18-36

CORNING, ARKANSAS

AL-6573 (FAA)

15092

APP CRS	Rwy Idg	4299
360°	TDZE	293
	Apt Elev	293

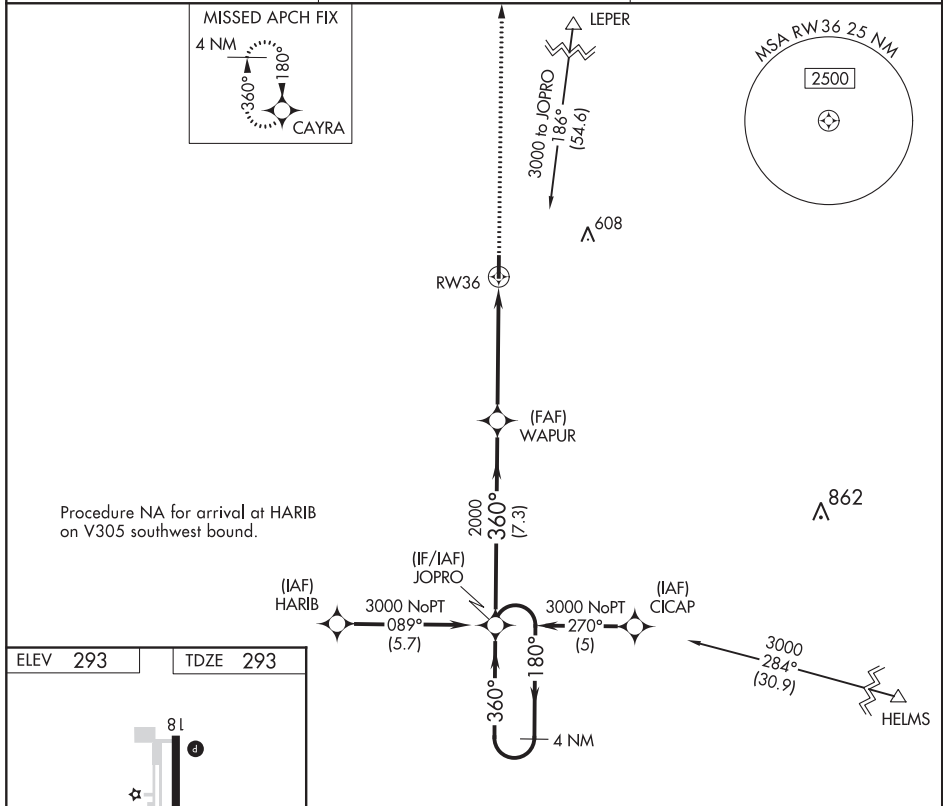
RNAV (GPS) RWY 36

CORNING MUNI (4M9)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting. Procedure NA at night.
⚠ NA Helicopter visibility reduction below 1 SM NA.

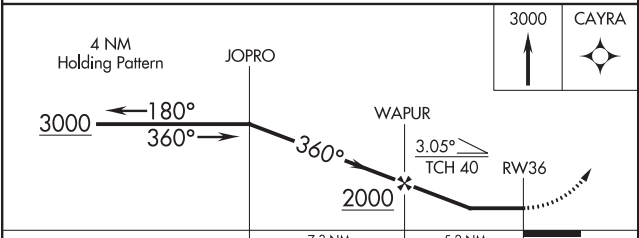
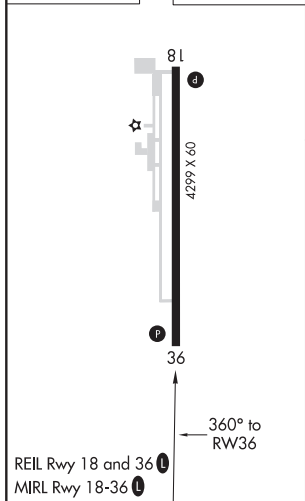
MISSED APPROACH: Climb to 3000 direct CAYRA WP and hold.

AWOS-3 118.325	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF)
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Procedure NA for arrival at HARIB on V305 southwest bound.

ELEV	293	TDZE	293
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CATEGORY	A	B	C	D
LNAV MDA	700-1	407 (500-1)	700-1¼ 407 (500-1¼)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA

CORNING, ARKANSAS
Orig-A 02APR15

36°24'N - 90°39'W

RNAV (GPS) RWY 36

CORNING MUNI (4M9)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

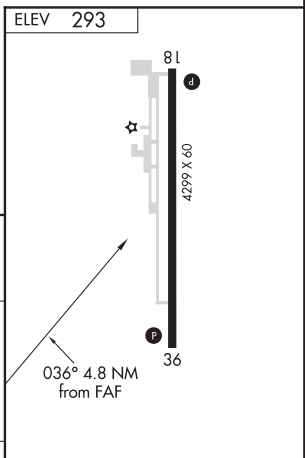
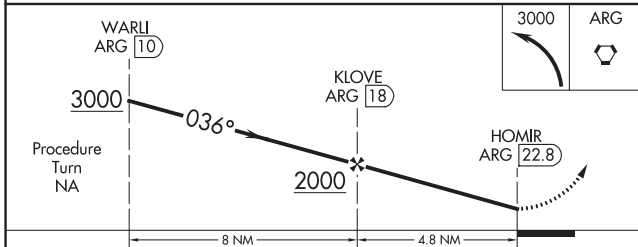
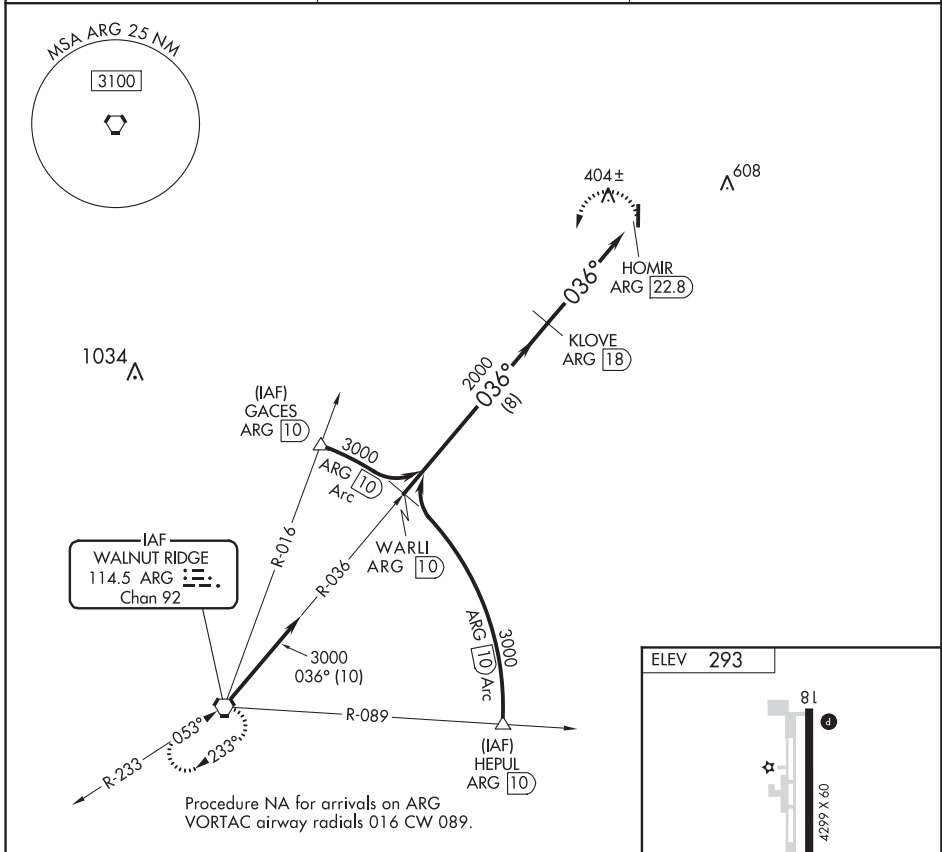
VORTAC ARG 114.5 Chan 92	APP CRS 036°	Rwy Idg TDZE Apt Elev	N/A N/A 293
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VOR/DME-A
CORNING MUNI (4M9)

▽ When local altimeter setting not received, use Walnut Ridge altimeter setting. Procedure NA at night.
△ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct ARG VORTAC and hold.

AWOS-3 118.325	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
CIRCLING	1100-1 807 (900-1)	1100-1¼ 807 (900-1¼)	1100-2¼ 807 (900-2¼)	NA

REIL Rwy 18 and 36 ①
MIRL Rwy 18-36 ①

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 23

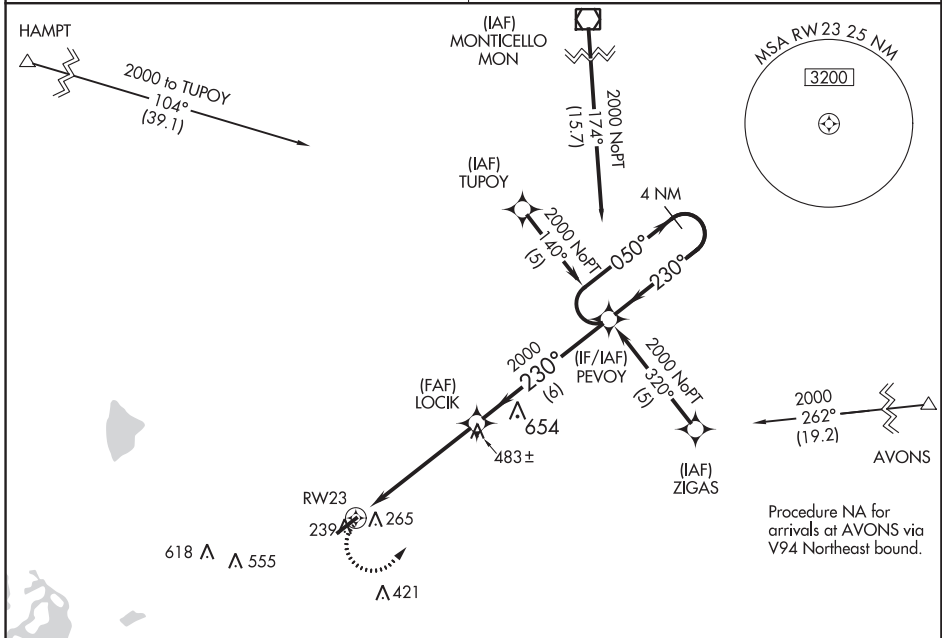
Z M JACK STELL FIELD (CRT)

APP CRS 230°	Rwy Idg 5010
	TDZE 184
	Apt Elev 184

NA DME/DME RNP-0.3 NA. Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

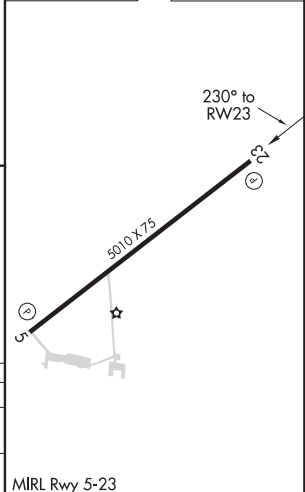
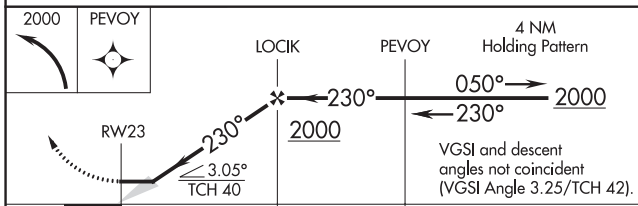
MISSED APPROACH: Climbing left turn to 2000 direct PEVOY and hold.

MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at AVONS via V94 Northeast bound.

ELEV 184	TDZE 184
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CATEGORY	A	B	C	D
RNAV MDA	760-1 576 (600-1)	760-1½ 576 (600-1½)	760-1½ 576 (600-1½)	NA
CIRCLING	760-1 576 (600-1)	760-1½ 576 (600-1½)	760-1½ 576 (600-1½)	NA

MIRL Rwy 5-23

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

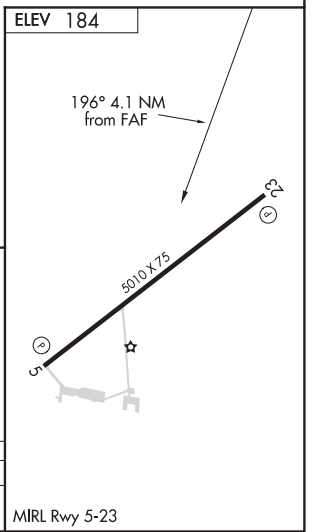
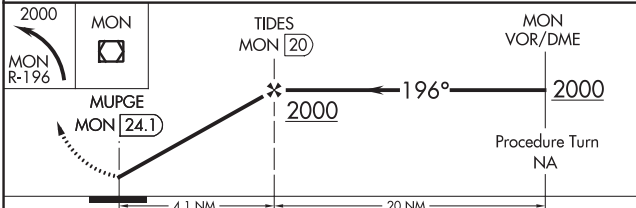
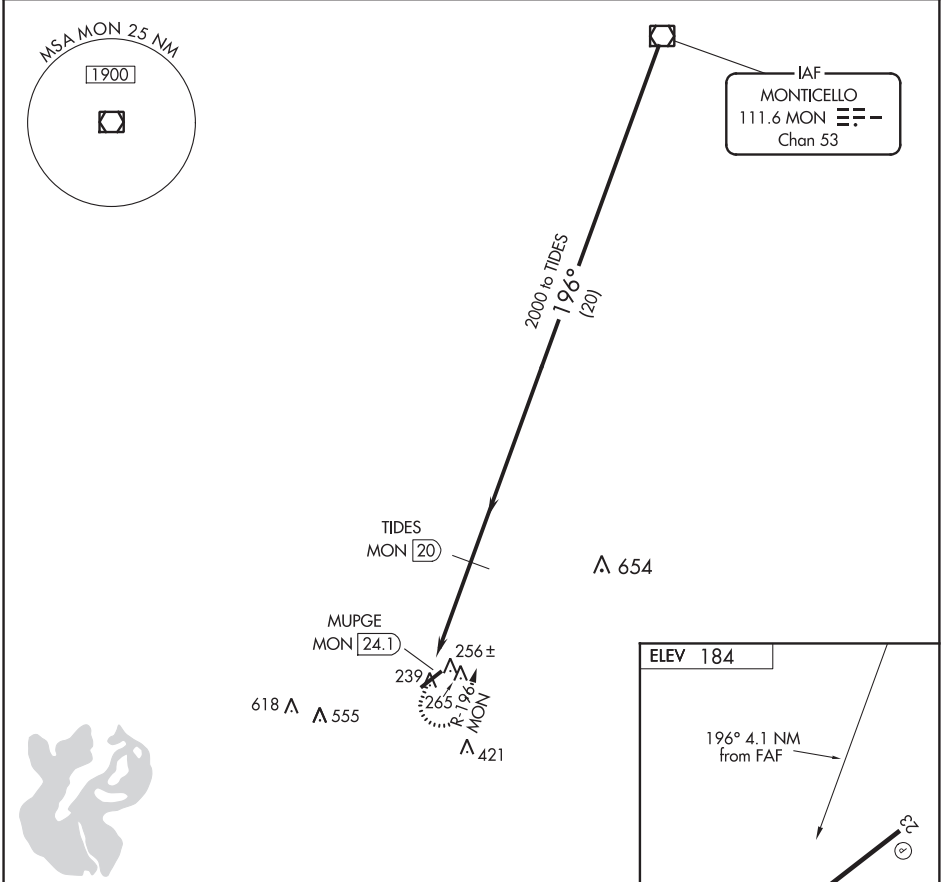
VOR/DME MON 111.6 Chan 53	APP CRS 196°	Rwy Idg TDZE Apt Elev	N/A N/A 184
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VOR/DME-A
Z M JACK STELL FIELD (CRT)

NA Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1020-1 837 (900-1)	1020-1¼ 837 (900-1¼)	1020-2½ 837 (900-2½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 355°	Rwy Idg 4986
	TDZE 903
	Apt Elev 916

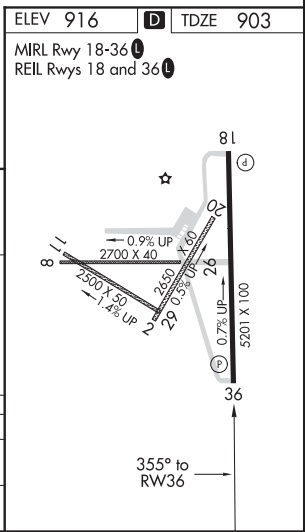
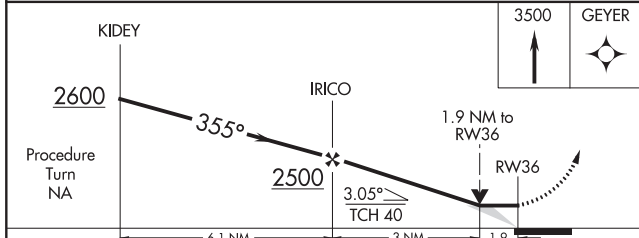
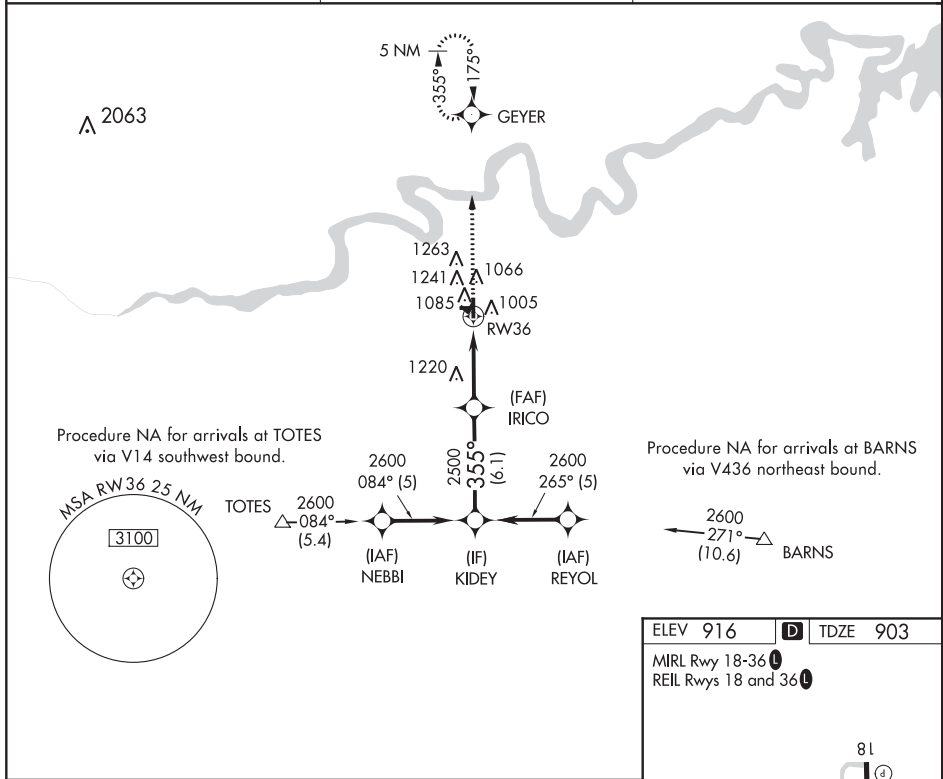
RNAV (GPS) RWY 36

CUSHING MUNI (CUH)

⚠ When local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility 1/8 mile and Circling Cat C 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Circling NA to Rwy's 2, 20, 8, 26, 11, 29. DME/DME RNP-0.3 NA. VDP NA with Chandler Rgnl altimeter setting.

MISSED APPROACH:
Climb to 3500 direct GEYER and hold.

AWOS-3 118.25	KANSAS CITY CENTER 128.3 291.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1520-1	617 (700-1)	1520-1 3/4 617 (700-1 3/4)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5324
105°	TDZE	380
	Apt Elev	393

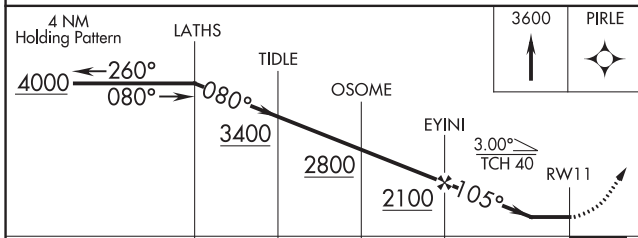
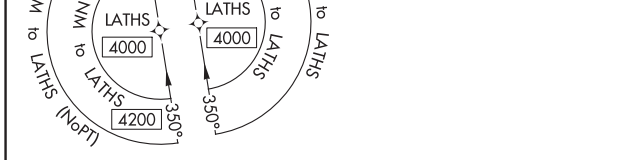
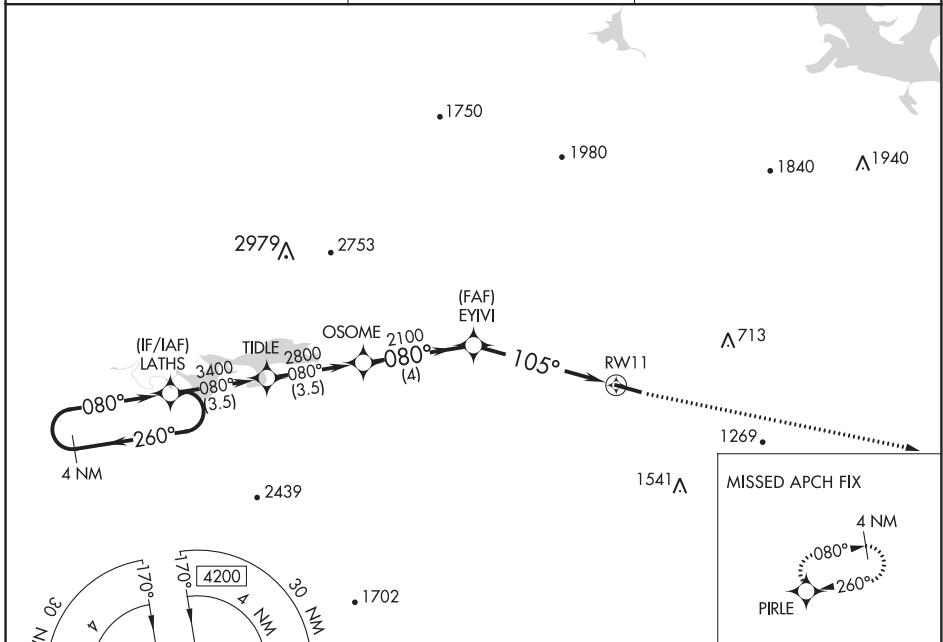
RNAV (GPS) RWY 11

DANVILLE MUNI (32A)

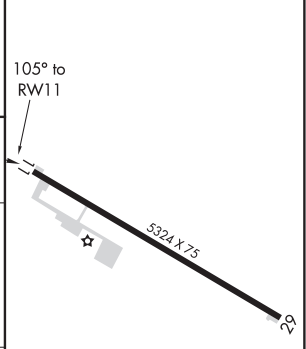
NA Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville Rgnl altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 3600 direct PIRLE and hold.

RUSSELLVILLE RGNL ASOS 132.475	MEMPHIS CENTER 128.475 377.15	CTAF 122.9
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ELEV 393	TDZE 380
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CATEGORY	A	B	C	D
LNVA MDA	940-1	560 (600-1)	940-1 $\frac{5}{8}$	560 (600-1 $\frac{5}{8}$)
C CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	1480-3 1087 (1100-3)

MIRL Rwy 11-29

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

DANVILLE, ARKANSAS

AL-10188 (FAA)

16315

APP CRS	Rwy Idg	5324
285°	TDZE	393
	Apt Elev	393

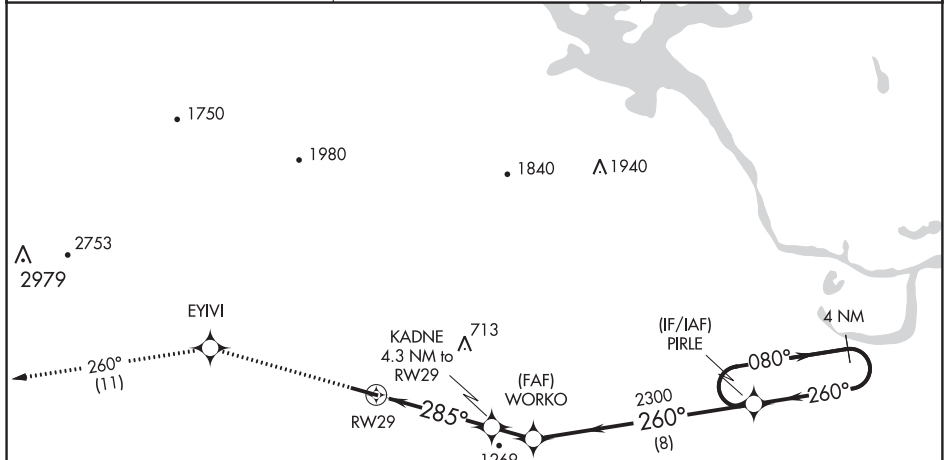
RNAV (GPS) RWY 29

DANVILLE MUNI (32A)

⚠ Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA.
⚠ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
 Use Russellville altimeter setting, when not received procedure NA.

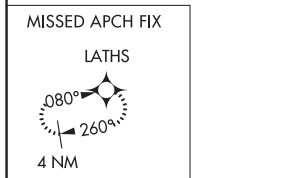
MISSED APPROACH: Climb to 4000 direct EYVI and on track 260° to LATHS and hold.

RUSSELLVILLE RGNL ASOS 132.475	MEMPHIS CENTER 128.475 377.15	CTAF 122.9
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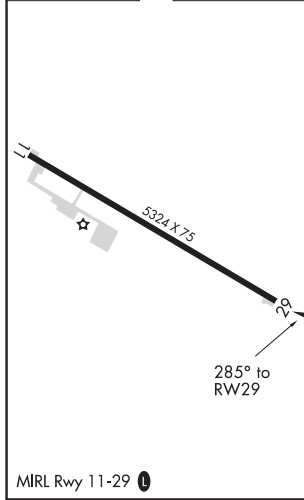


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 393	TDZE 393
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4000	EYVI	Ir 260°	LATHS	4 NM Holding Pattern
	KADNE	4.3 NM to RWY 29	WORKO	PIRLE
	3.00° TCH 45	285°	260°	080° → 3600
	1800	2300		
	4.3 NM	1.6 NM	8 NM	
CATEGORY	A	B	C	D
LNAV MDA	840-1	447 (500-1)	840-1 3/8	447 (500-1 3/8)
C CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1 3/4 667 (700-1 3/4)	1480-3 1087 (1100-3)

DANVILLE, ARKANSAS
Orig 10NOV16

35°05'N-93°26'W

DANVILLE MUNI (32A) RNAV (GPS) RWY 29

APP CRS **079°**
 Rwy Idg **5001**
 TDZE **355**
 Apt Elev **355**

RNAV (GPS) RWY 8
 J. LYNN HELMS SEVIER COUNTY (DEQ)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet. Visibility reduction for helicopters NA. When VGSI Inop., procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

ASOS
134.075

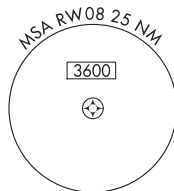
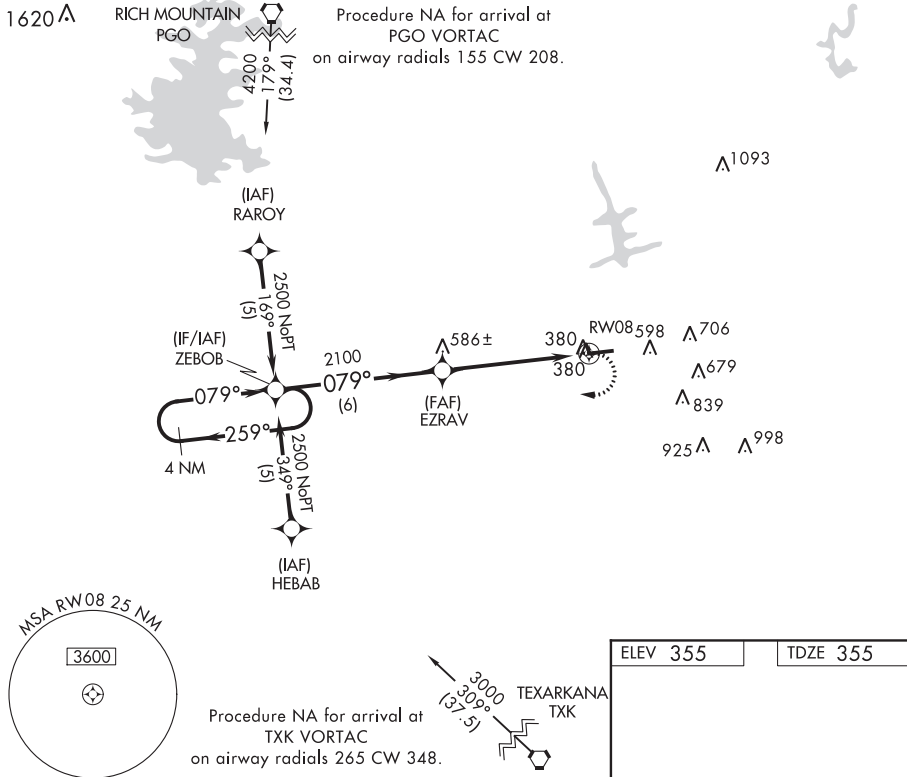
FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF)

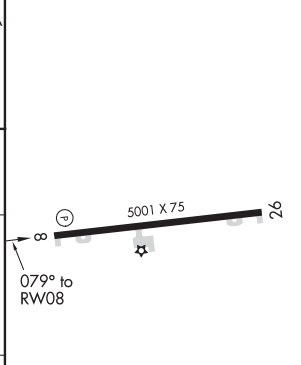
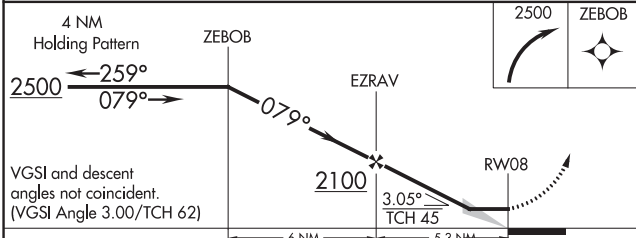
1620 **△**

RICH MOUNTAIN PGO

Procedure NA for arrival at PGO VORTAC on airway radials 155 CW 208.



ELEV 355	TDZE 355
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CATEGORY	A	B	C	D
LNVA MDA	780-1	425 (500-1)		NA
CIRCLING	900-1	545 (600-1)		NA

REIL Rwy 8 **Ⓢ**
 MIRL Rwy 8-26 **Ⓢ**

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 13

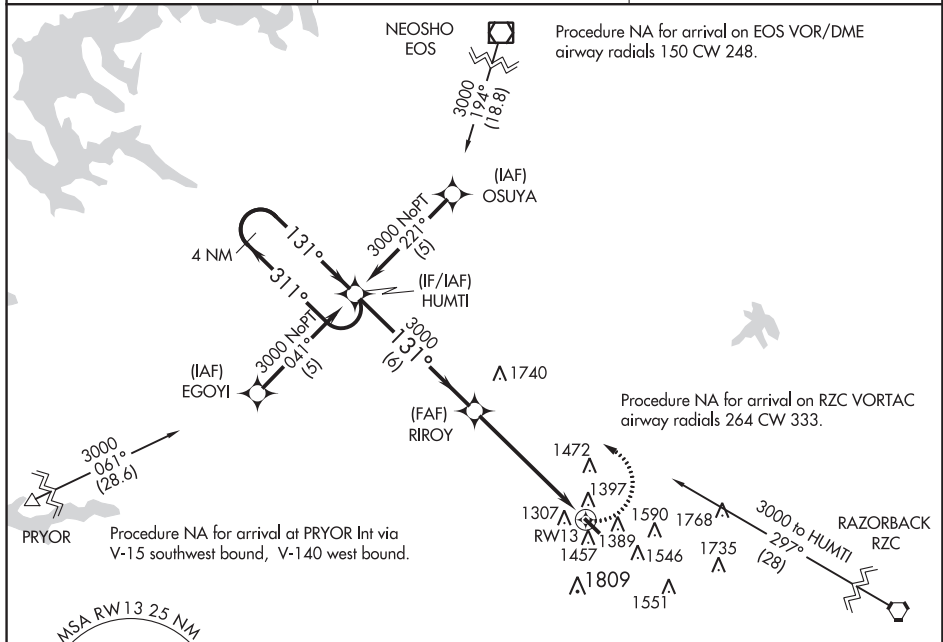
CRYSTAL LAKE (5M5)

APP CRS 131°	Rwy Idg 3863
	TDZE 1176
	Apt Elev 1180

NA DME/DME RNP-0.3 NA
 Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct HUMTI WP and hold.

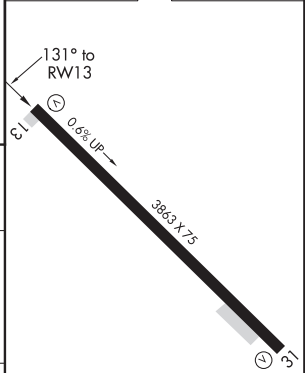
RAZORBACK APP CON * 121.0 244.57	CLNC DEL 121.725	UNICOM 122.8 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1180	TDZE 1176
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CATEGORY	A	B	C	D
LNVA MDA	1720-1	544 (600-1)	1720-1½ 544 (600-1½)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

LURL Rwy 13-31

VORTAC RZC 116.4 Chan 111	APP CRS 107°	Rwy Idg 3863 TDZE 1176 Apt Elev 1180
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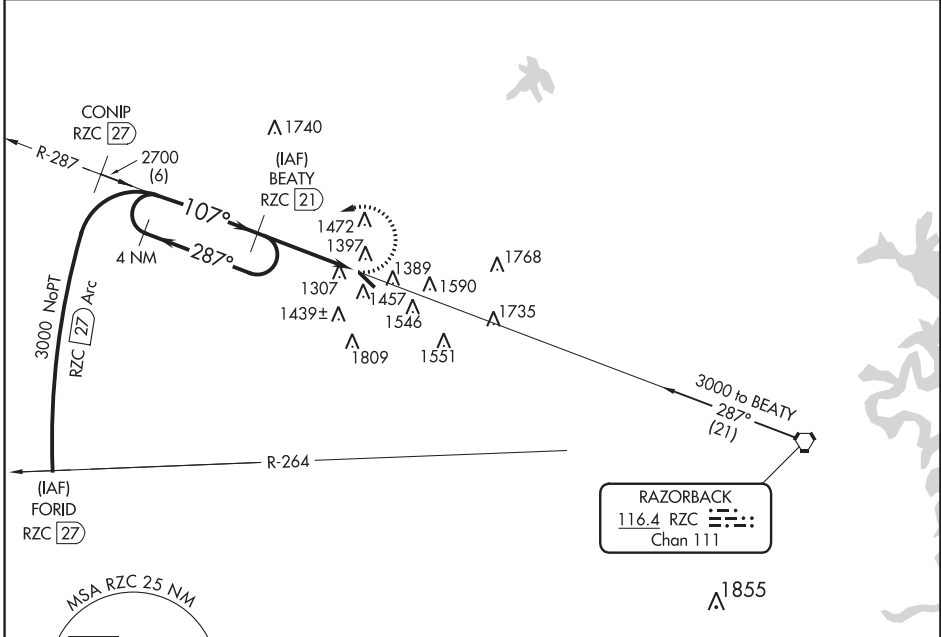
VOR/DME RWY 13

CRYSTAL LAKE (5M5)

Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

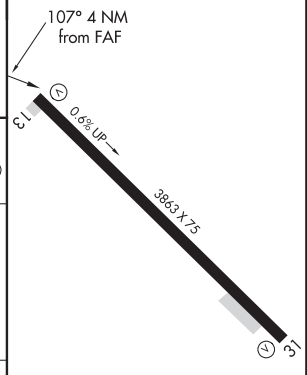
MISSED APPROACH: Climbing left turn to 3000 via RZC R-287 to BEATY/21 DME and hold.

RAZORBACK APP CON * 121.0 244.57	CLNC DEL 121.725	UNICOM 122.8 (CTAF)
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RAZORBACK
116.4 RZC
Chan 111

ELEV 1180	TDZE 1176
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4 NM Holding Pattern	BEATY RZC 21	3000	BEATY RZC 21
3000	2700	RZC R-287	RZC 17.1
VGSJ and descent angles not coincident (VGSJ Angle 3.50/TCH 53).		3.55°	TCH 45
		3.9 NM	0.1

CATEGORY	A	B	C	D
S-13	1780-1	604 (600-1)	1780-1 ³ / ₄ 604 (600-1 ³ / ₄)	NA
CIRCLING	1820-1	640 (700-1)	1860-2 680 (700-2)	NA

LURL Rwy 13-31

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

DUMAS, ARKANSAS

AL-6824 (FAA)

14149

WAAS CH 49133 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5003 164 164
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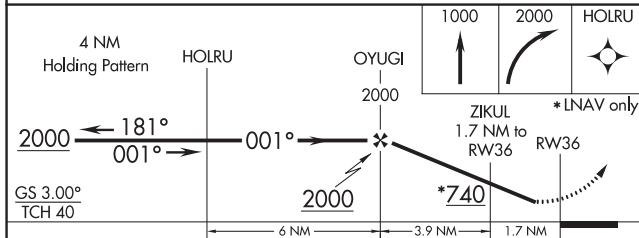
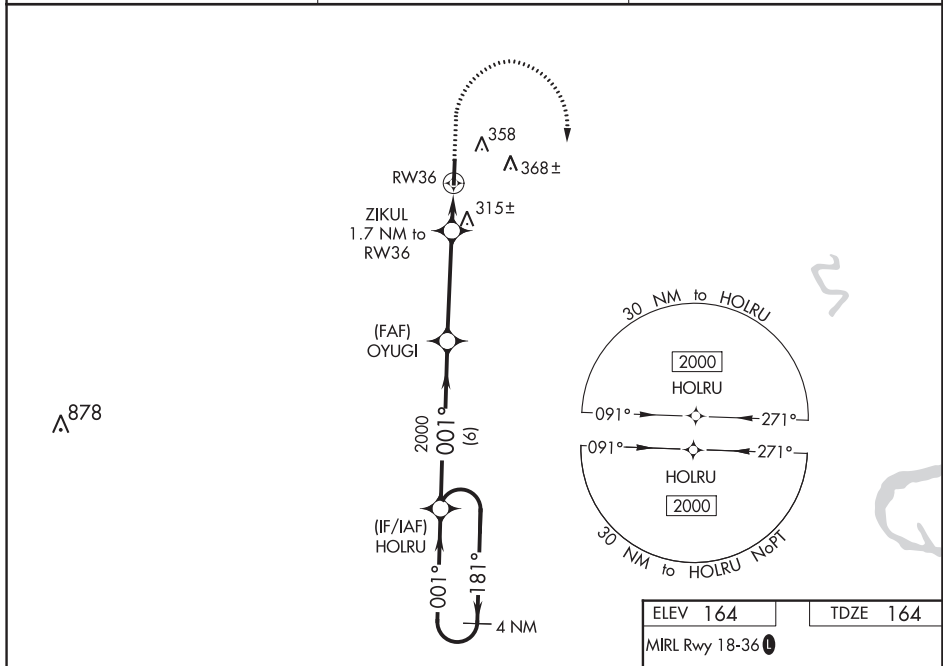
RNAV (GPS) RWY 36

BILLY FREE MUNI (ØMØ)

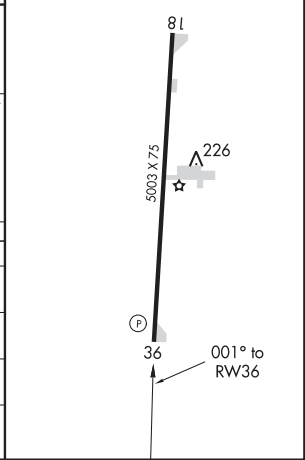
⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Pine Bluff altimeter setting, when not received use Greenville, MS altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

⚠ NA MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct HOLRU and hold.

PINE BLUFF ASOS 120.775	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) Ø
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ELEV 164	TDZE 164
MIRL Rwy 18-36 Ø	



CATEGORY	A	B	C	D
LPV DA	481-1		317 (400-1)	NA
LNAV/VNAV DA	492-1 1/8		328 (400-1 1/8)	NA
LNAV MDA	640-1	476 (500-1)	640-1 3/8 476 (500-1 3/8)	NA
C CIRCLING	780-1	616 (700-1)	800-1 3/4 636 (700-1 3/4)	NA

DUMAS, ARKANSAS
Amdt 1A 29MAY14

33°53'N-91°32'W

RNAV (GPS) RWY 36

BILLY FREE MUNI (ØMØ)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME MON 111.6 Chan 53	APP CRS 022°	Rwy Idg 5003 TDZE 164 Apt Elev 164
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VOR/DME RWY 36

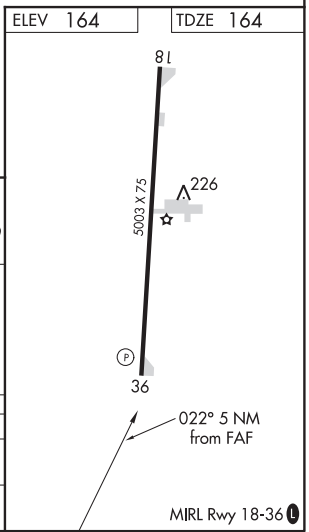
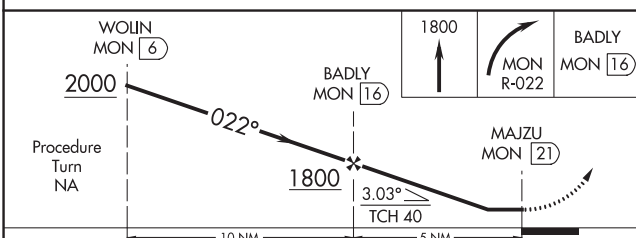
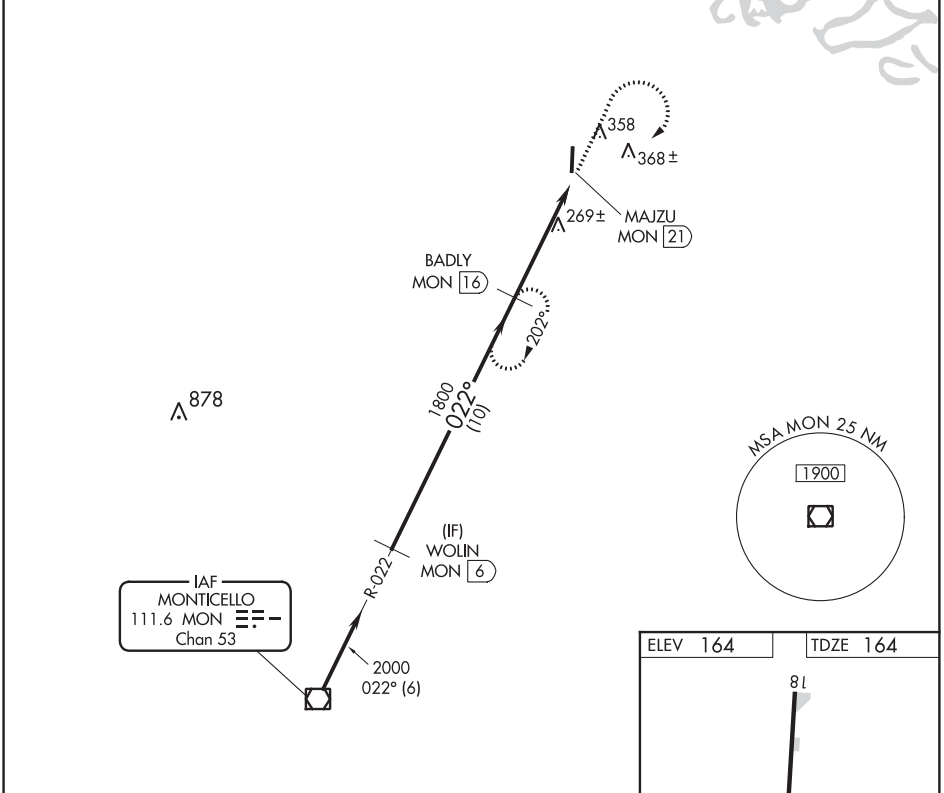
BILLY FREE MUNI (ØMØ)

▽ Use Pine Bluff altimeter setting; when not received, use Greenville, MS altimeter setting and increase all MDA 40 feet and increase S-36 Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

△ NA

MISSED APPROACH: Climb to 1800 then right turn via MON VOR/DME R-022 to BADLY/16 DME and hold.

PINE BLUFF ASOS 120.775	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) Ø
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CATEGORY	A	B	C	D
S-36	660-1 496 (500-1)	660-1¼ 496 (500-1¼)	660-1⅝ 496 (500-1⅝)	NA
Ø CIRCLING	780-1 616 (700-1)	780-1¼ 616 (700-1¼)	800-1¾ 636 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93619 W 17A	APP CRS 172°	Rwy Idg 6326 TDZE 1114 Apt Elev 1114
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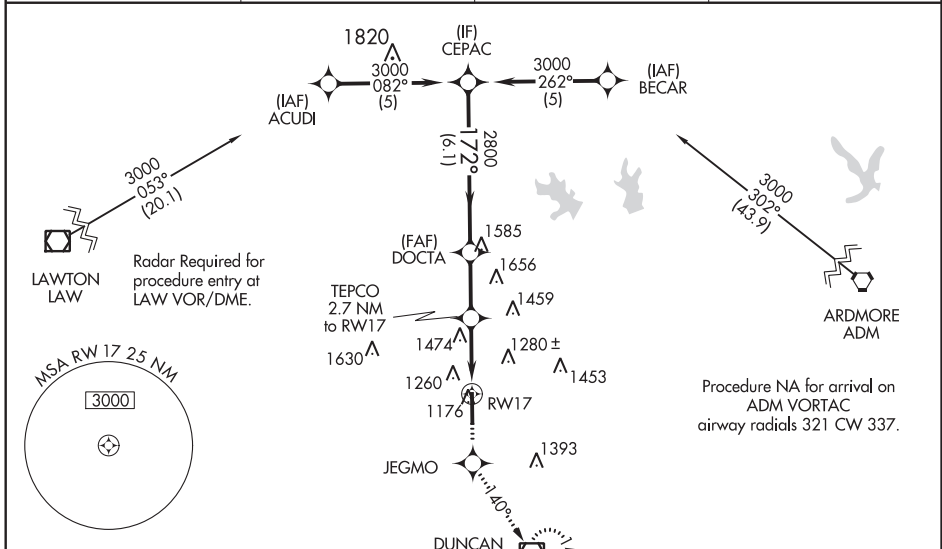
RNAV (GPS) RWY 17

HALLIBURTON FIELD (DUC)

Baro-VNAV NA when using Henry Post AAF, (Fort Sill) 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 Henry Post AAF, (Fort Sill) altimeter setting and increase all DA 67 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B and D visibility ¼ mile and Cat C visibility ½ mile. VDP NA with Henry Post AAF, (Fort Sill) altimeter setting.

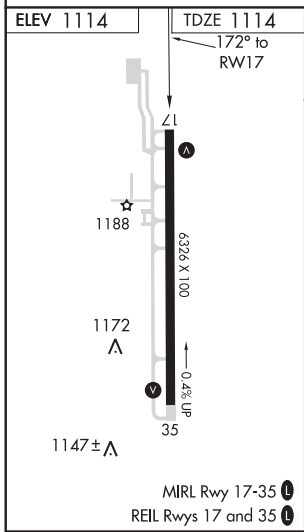
MISSED APPROACH:
Climb to 3000 direct JEGMO and on track 140° to DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 1114	TDZE 1114				
172° to RWY 17					
3000	JEGMO	tr 140°	DUC	Procedure Turn NA	
*LNAV only		TEPCO 2.7 NM to RWY 17	DOCTA 2800	CEPAC 3000	GP 3.00° TCH 53
RWY 17		*1.9 NM to RWY 17	*2020	2800	
		1.9	0.8	2.4 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	1390-1		276 (300-1)		
LNAV/VNAV DA	1903-2 ¾		789 (800-2 ¾)		
LNAV MDA	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1780-2 666 (700-2)	
CIRCLING	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1840-2 ¼ 726 (800-2 ¼)	

APP CRS 352°	Rwy Idg TDZE Apt Elev	6326 1094 1114
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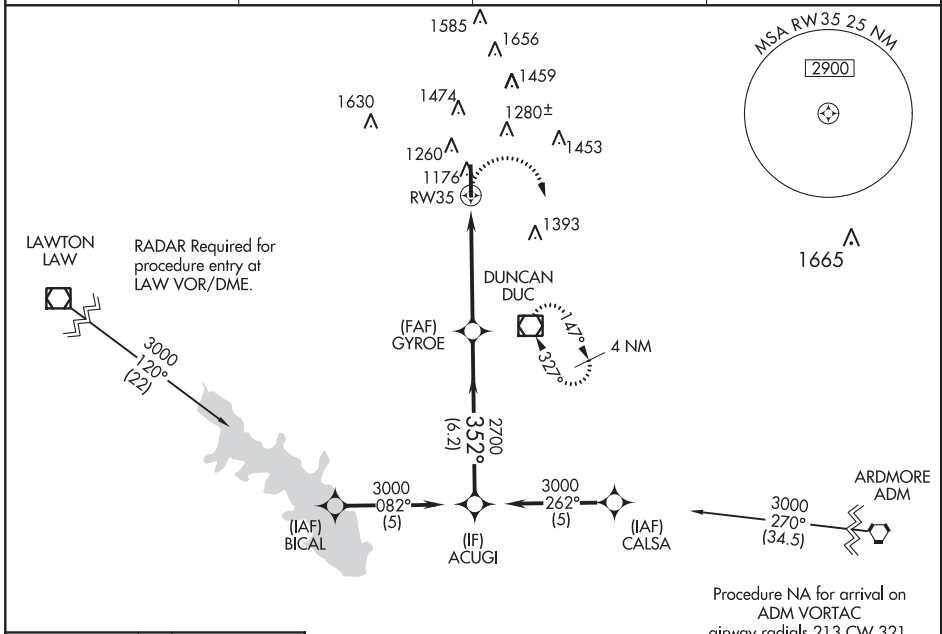
RNAV (GPS) RWY 35

HALLIBURTON FIELD (DUC)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile, and Circling Cat D visibility ¼ mile. VDP NA with Henry Post AAF (Fort Sill) altimeter setting.

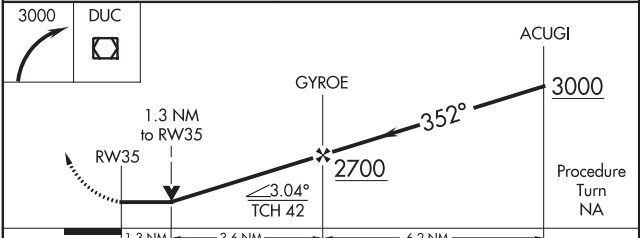
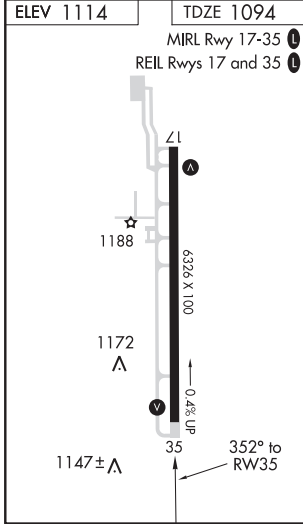
⚠ MISSED APPROACH: Climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1540-1	446 (500-1)	1540-1½ 446 (500-1½)	1540-1½ 446 (500-1½)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

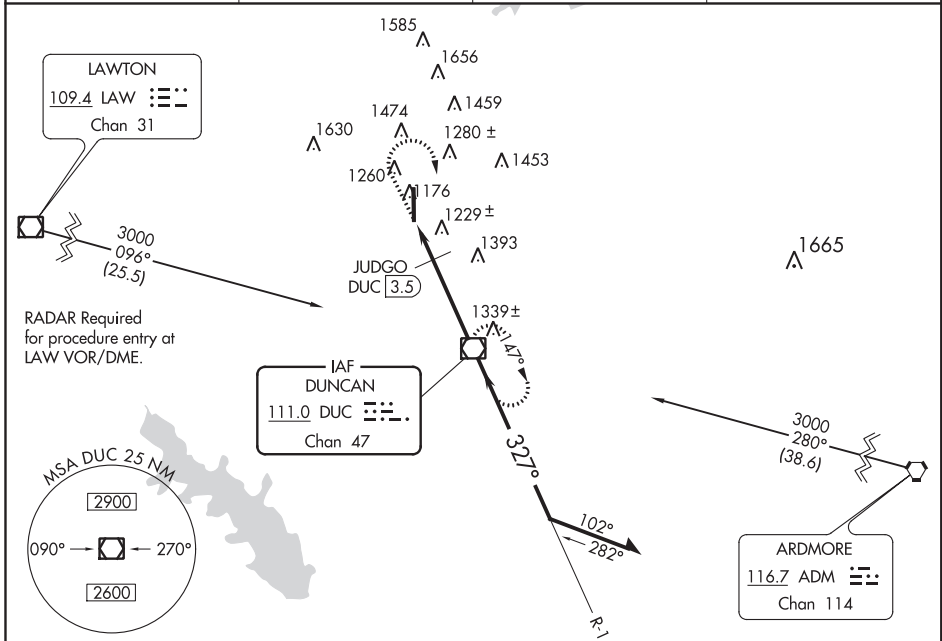
VOR/DME DUC 111.0 Chan 47	APP CRS 327°	Rwy Idg 6326 TDZE 1094 Apt Elev 1114
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VOR RWY 35
HALLIBURTON FIELD (DUC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D and Circling Cat D ¼ mile, JUDGO Fix minimums: increase S-35 Cat C/D and Circling Cat D ¼ mile.

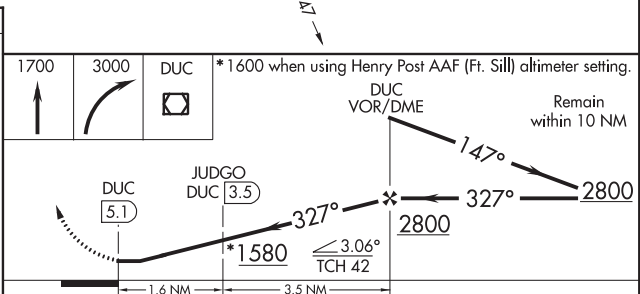
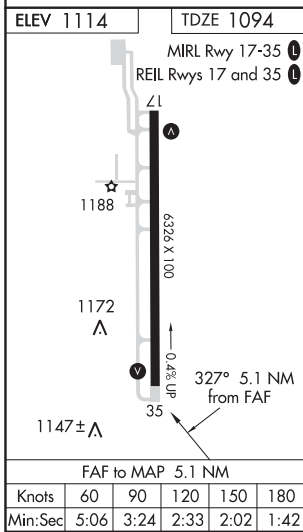
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-35	1580-1	486 (500-1)	1580-1¼ 486 (500-1¼)	1580-1½ 486 (500-1½)
CIRCLING	1580-1	466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)
JUDGO FIX MINIMUMS				
S-35	1480-1 386 (400-1)			1480-1¼ 386 (400-1¼)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

DURANT, OKLAHOMA

AL-6172 (FAA)

16091

WAAS CH 99518 W17A	APP CRS 175°	Rwy Idg TDZE Apt Elev	5001 699 699
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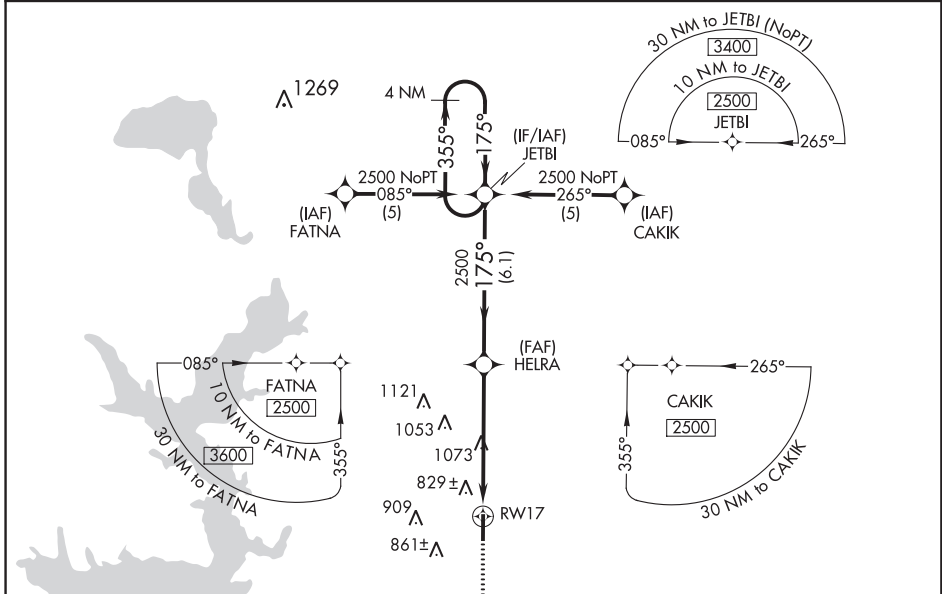
RNAV (GPS) RWY 17

DURANT RGNL - EAKER FIELD (DUA)

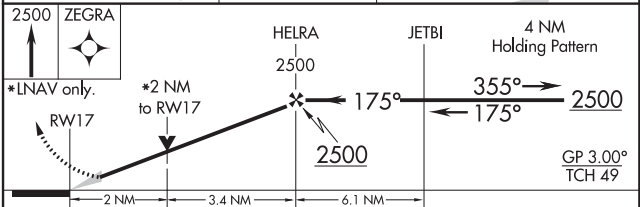
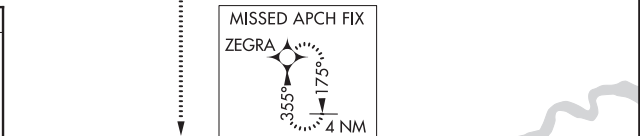
⚠ Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, LNAV/VNAV Cats A, B, C and LNAV and Circling Cats B, C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH:
Climb to 2500 direct ZEGRA and hold.

AWOS-3 124.175	FORT WORTH CENTER 124.75 323.0	UNICOM 122.8 (CTAF) 0
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ELEV 699	TDZE 699



CATEGORY	A	B	C	D
LPV DA	949-¾		250 (300-¾)	NA
LNAV/VNAV DA	1132-1½		433 (500-1½)	NA
LNAV MDA	1380-1 681 (700-1)		1380-2 681 (700-2)	NA
CIRCLING	1380-1 681 (700-1)		1380-2 681 (700-2)	NA

DURANT, OKLAHOMA
Amdt 1 29JUL10

33°57'N-96°24'W

DURANT RGNL - EAKER FIELD (DUA)

RNAV (GPS) RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48918 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	5001 690 699
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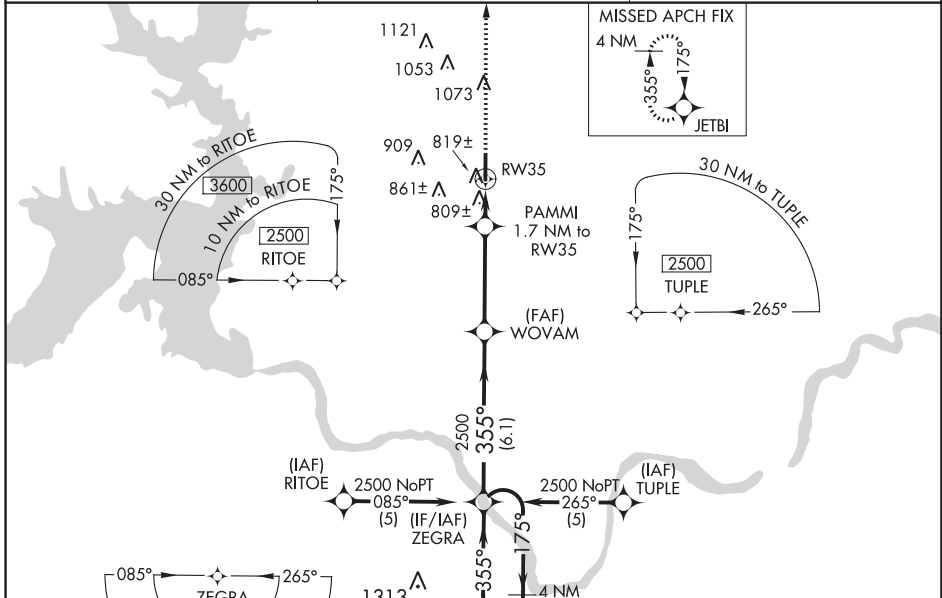
RNAV (GPS) RWY 35

DURANT RGNL - EAKER FIELD (DUA)

Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet, all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, increase LNAV/VNAV Cats A, B, C and LNAV and Circling Cat C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH:
Climb to 2500 direct
JETBI and hold.

AWOS-3 124.175	FORT WORTH CENTER 124.75 323.0	UNICOM 122.8 (CTAF) 0
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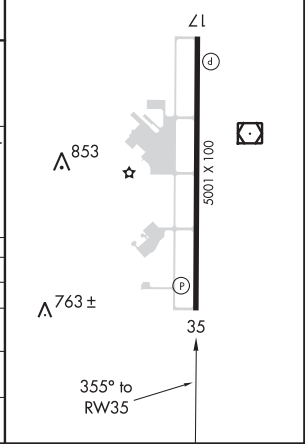
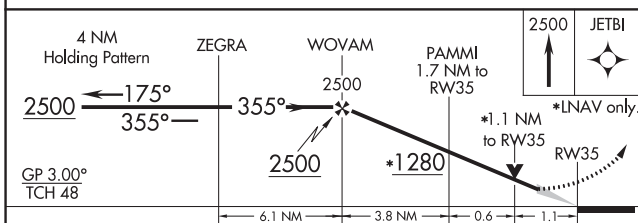


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 699	TDZE 690
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REIL Rwy 17 and 35
MIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	940-¾	250 (300-¾)		NA
LNAV/VNAV DA	1111-1½	421 (500-1½)		NA
LNAV MDA	1100-1 410 (500-1)		1100-1¼ 410 (500-1¼)	NA
CIRCLING	1220-1 521 (600-1)		1220-1½ 521 (600-1½)	NA

DURANT, OKLAHOMA

AL-6172 (FAA)

16091

VOR/DME URH 114.3 Chan 90	APP CRS 004°	Rwy Idg TDZE Apt Elev	5001 695 698
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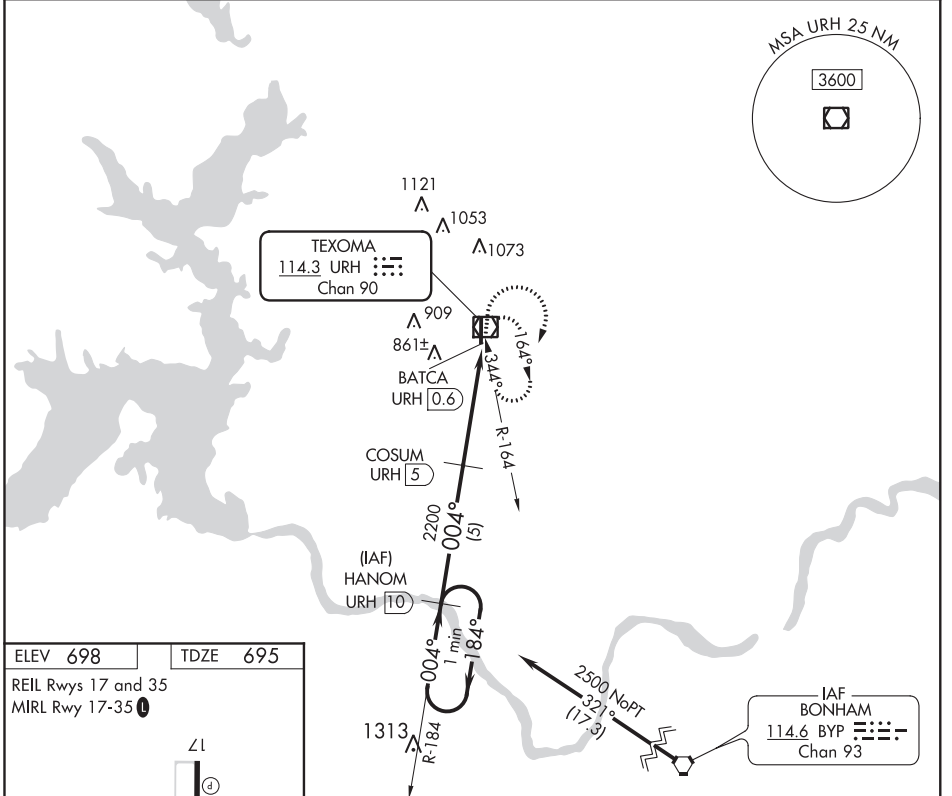
VOR/DME RWY 35

DURANT RGNL - EAKER FIELD (DUA)

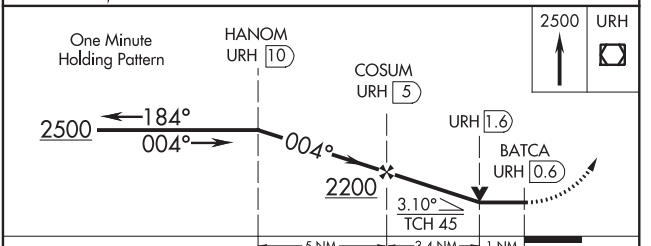
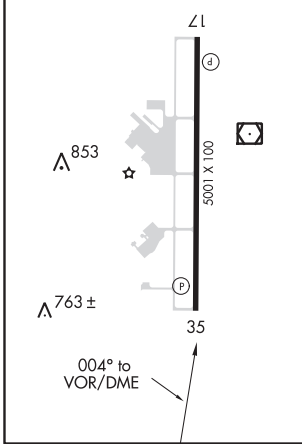
▲ If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet.
▲NA VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

AWOS-3 124.175	FORT WORTH CENTER 124.75 323.0	UNICOM 122.8 (CTAF) 0
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ELEV 698	TDZE 695
REIL Rws 17 and 35	MIRL Rwy 17-35 0



CATEGORY	A	B	C	D
S-35	1060-1	365 (400-1)		NA
CIRCLING	1160-1	462 (500-1)	1160-1½ 462 (500-1½)	NA

DURANT, OKLAHOMA
Amdt-1 10JUL03

33°57'N-96°24'W

DURANT RGNL - EAKER FIELD (DUA)

VOR/DME RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

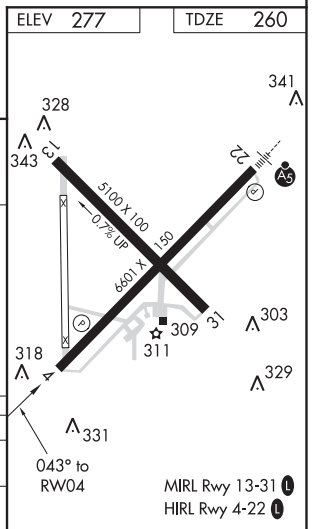
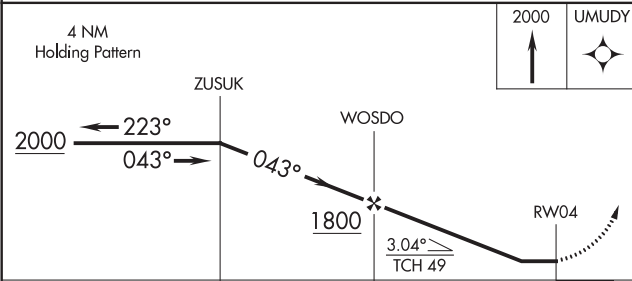
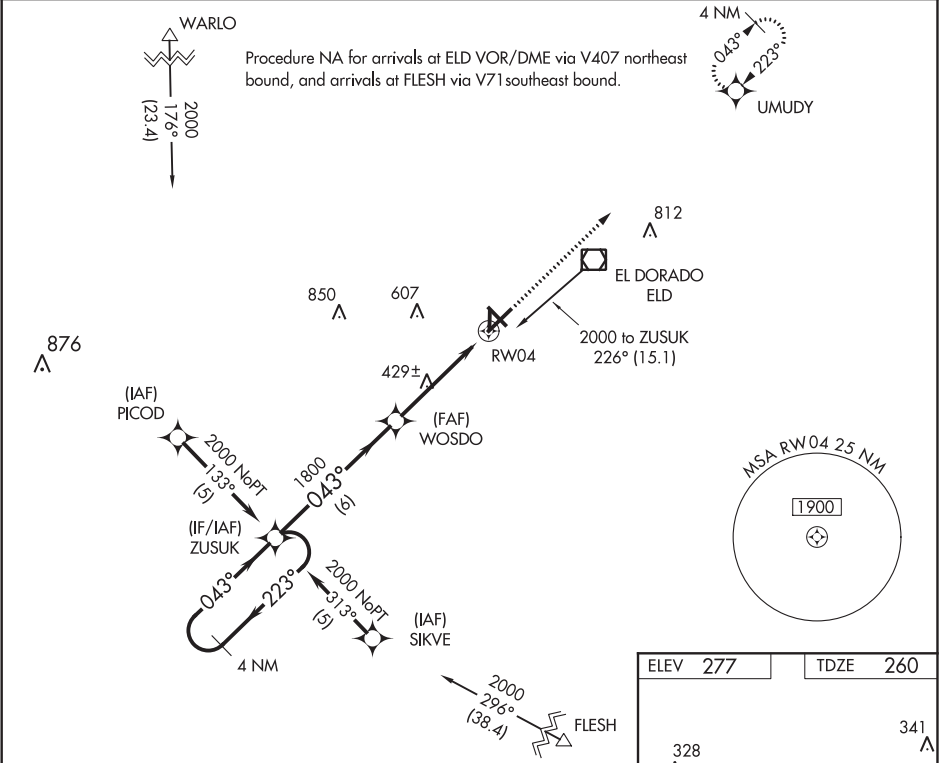
APP CRS 043°	Rwy Idg 6601
	TDZE 260
	Apt Elev 277

RNAV (GPS) RWY 4

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

<p>▼ DME/DME RNP-0.3 NA. Night landing: Rwy 4, 13, 17, 31, 35 NA. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct UMUDY and hold.</p>
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<p>ASOS 118.325</p>	<p>FORT WORTH CENTER 128.2 269.1</p>	<p>UNICOM 123.0 (CTAF) ①</p>
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CATEGORY	A	B	C	D
RNAV MDA	680-1	420 (500-1)	680-1¼	420 (500-1¼)
CIRCLING	740-1	463 (500-1)	740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

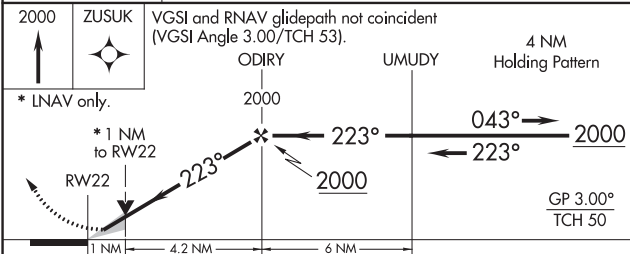
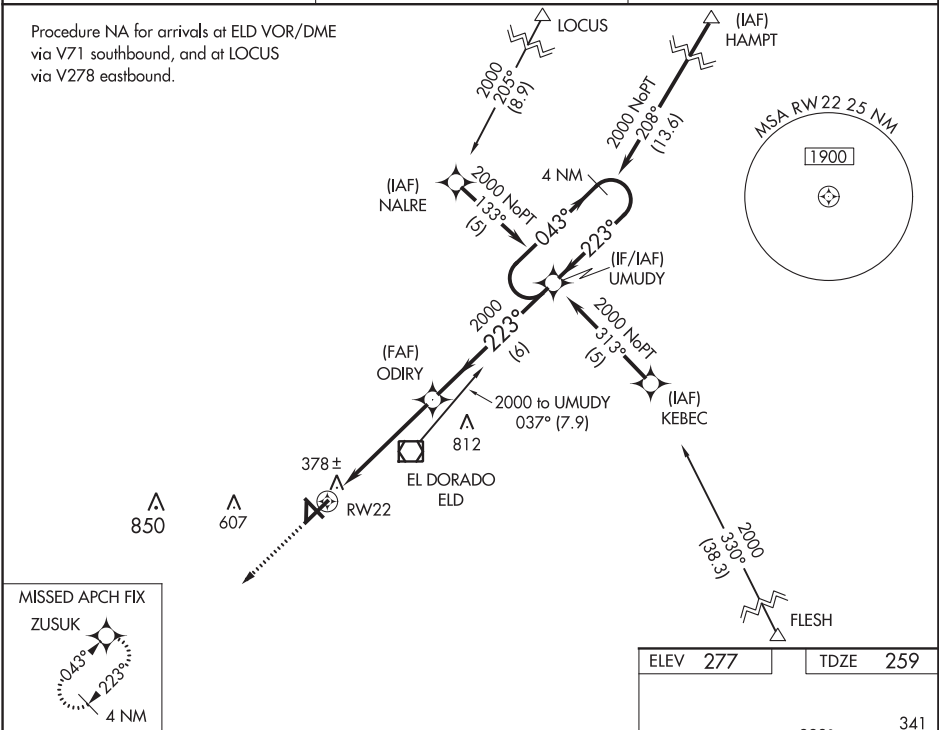
WAAS Ch 77521 W22A	APP CRS 223°	Rwy Idg 6601 TDZE 259 Apt Elev 277
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RNAV (GPS) RWY 22

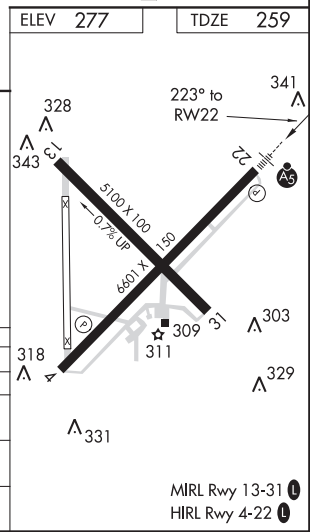
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (E.L.D)

<p>Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV all Cats visibility to 1½ SM, increase LNAV/VNAV all Cats visibility to 1¼ SM. Night landing: Rwy 4, 13, 17, 31, 35 NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000 direct ZUSUK and hold.</p>
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ASOS 118.325	FORT WORTH CENTER 128.2 269.1	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	602-5/8 343 (400-5%)			
LNAV/VNAV DA	650-7/8 391 (400-7%)			
LNAV MDA	640-1/2 381 (400-1/2)		640-5/8 381 (400-5/8)	
CIRCLING	740-1 463 (500-1)		740-1 1/2 463 (500-1 1/2)	840-2 563 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 13-31 1
HIRL Rwy 4-22 1

EL DORADO, ARKANSAS

AL-637 (FAA)

16315

VOR/DME ELD 115.5 Chan 102	APP CRS 049°	Rwy Idg 6601 TDZE 260 Apt Elev 277
--	------------------------	---

VOR/DME RWY 4

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

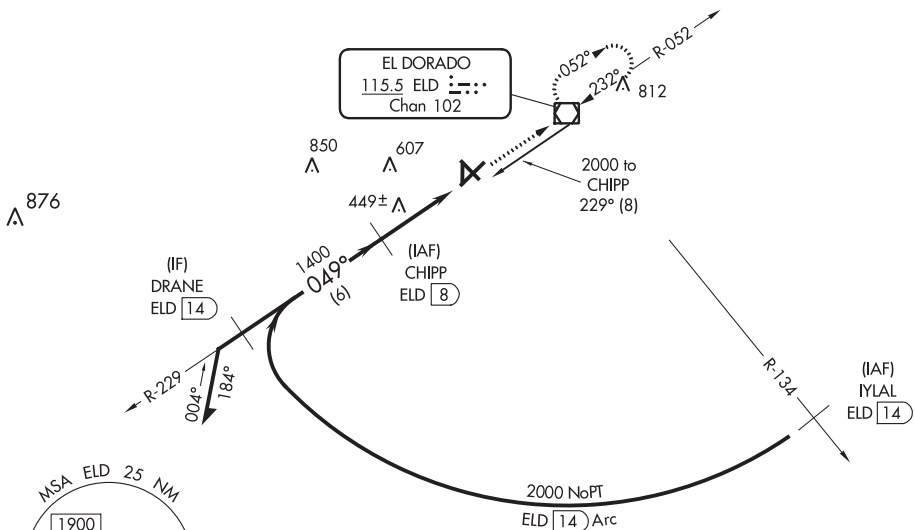
▼ Night landing: Rwy 4, 13, 17, 31, 35 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ELD VOR/DME and hold.

ASOS
118.325

FORT WORTH CENTER
128.2 269.1

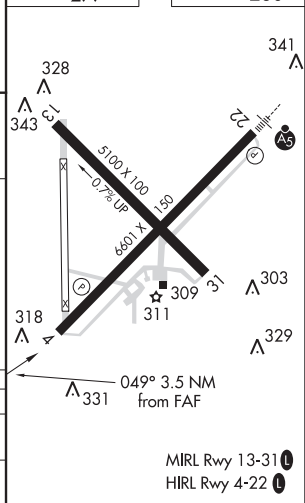
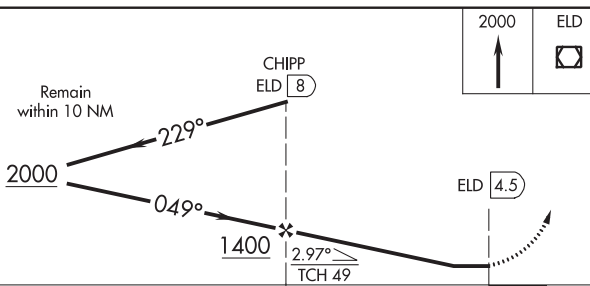
UNICOM
123.0 (CTAF) ①



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 277 | TDZE 260



CATEGORY	A	B	C	D
S-4	700-1	440 (500-1)	700-1½ 440 (500-1½)	700-1½ 440 (500-1½)
CIRCLING	740-1	463 (500-1)	740-1½ 463 (500-1½)	840-2 563 (600-2)

MIRL Rwy 13-31 ①
HIRL Rwy 4-22 ①

EL DORADO, ARKANSAS
Amdt 10B 10NOV16

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)
33°13'N-92°49'W

VOR/DME RWY 4

APP CRS	Rwy Idg	5600
173°	TDZE	1420
	Apt Elev	1420

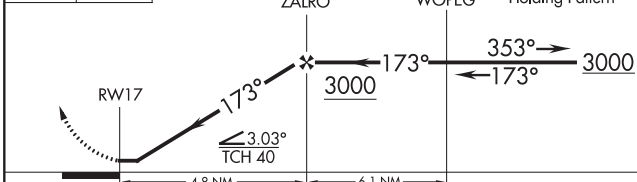
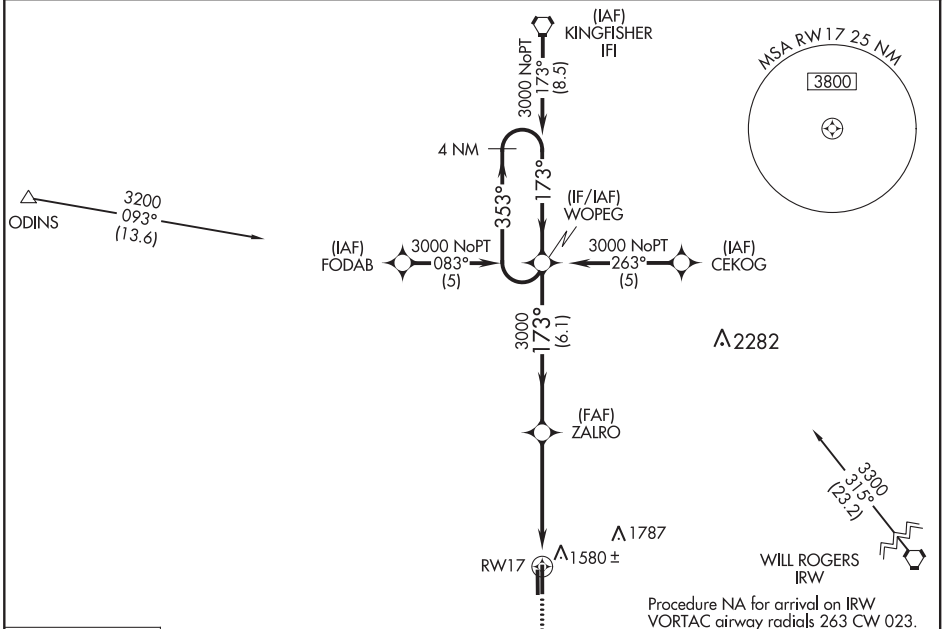
RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

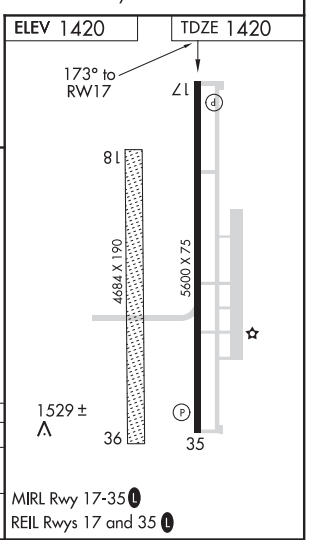
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

⚠ MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

AWOS-3 118.475	OKE CITY APP CON 124.6 266.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1880-1	460 (500-1)	1880-1¼ 460 (500-1¼)	NA
CIRCLING	1940-1	520 (600-1)	1940-1½ 520 (600-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

EL RENO, OKLAHOMA

AL-6801 (FAA)

16091

APP CRS	Rwy Idg	5600
353°	TDZE	1418
	Apt Elev	1418

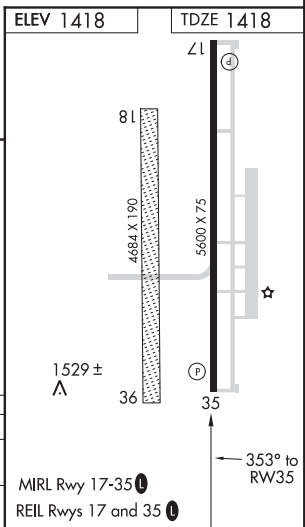
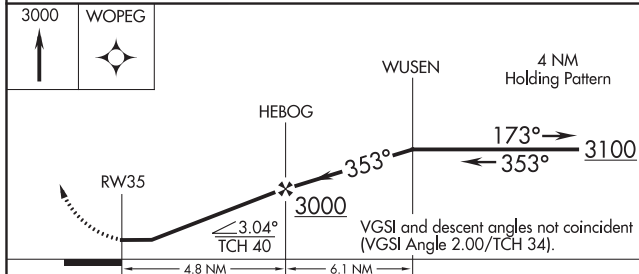
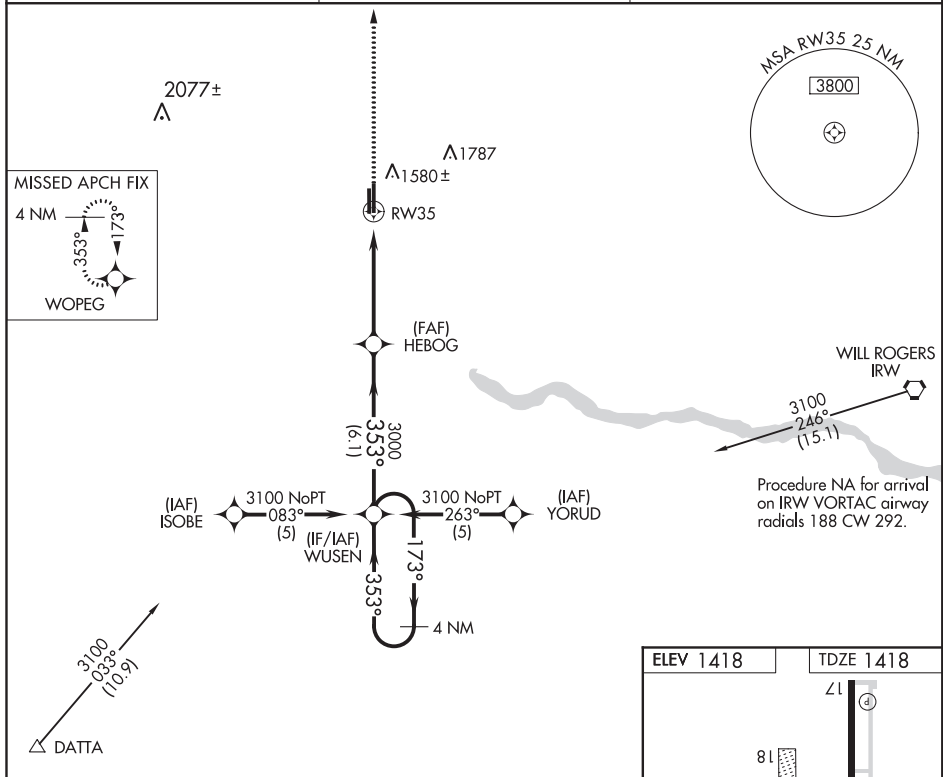
RNAV (GPS) RWY 35

EL RENO RGNL (R,QO)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

AWOS-3 118.475	OKE CITY APP CON 124.6 266.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

EL RENO, OKLAHOMA
 Orig 10APR08

35°28'N-98°00'W

RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC IFI 114.7 Chan 94	APP CRS 351°	Rwy Idg 5600 TDZE 1418 Apt Elev 1418
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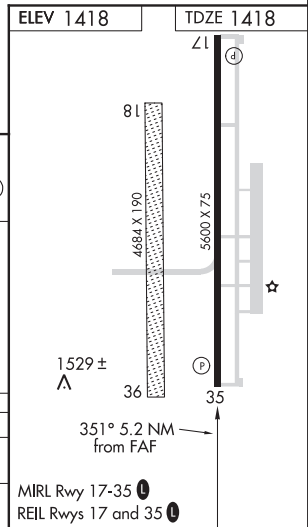
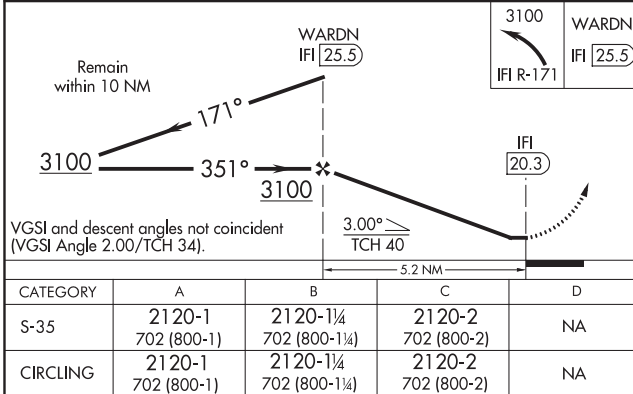
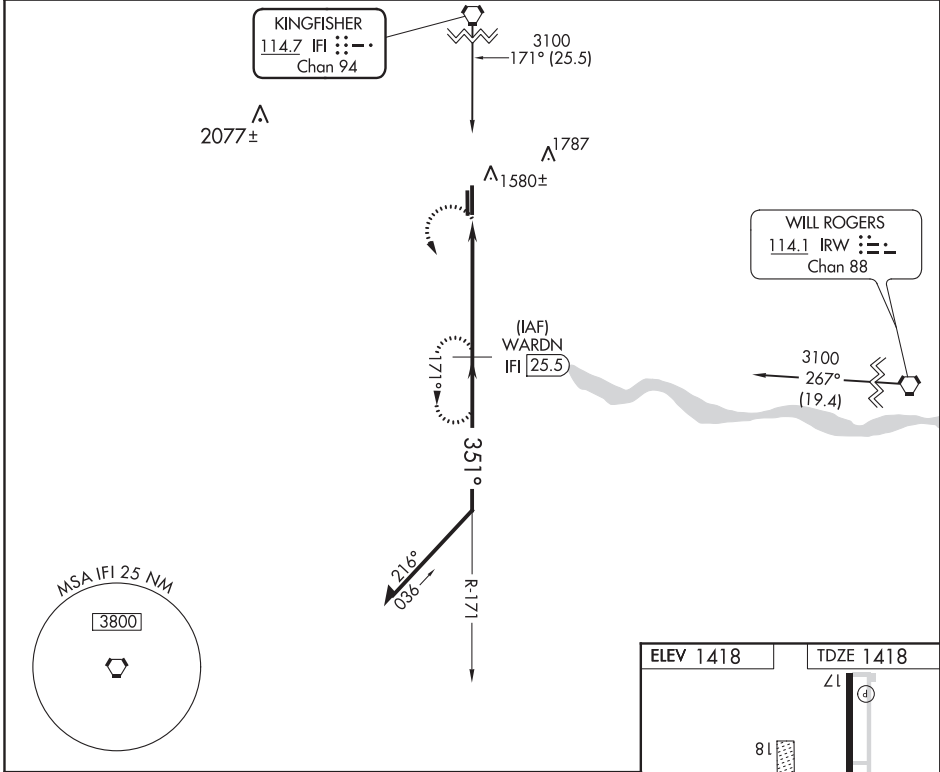
VOR/DME RWY 35

EL RENO RGNL (R,QO)

⚠ Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

AWOS-3 118.475	OKE CITY APP CON 124.6 266.8	UNICOM 122.8 (CTAF) ⓪
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELK CITY, OKLAHOMA

AL-6098 (FAA)

16091

WAAS CH 82408 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5399 2013 2013
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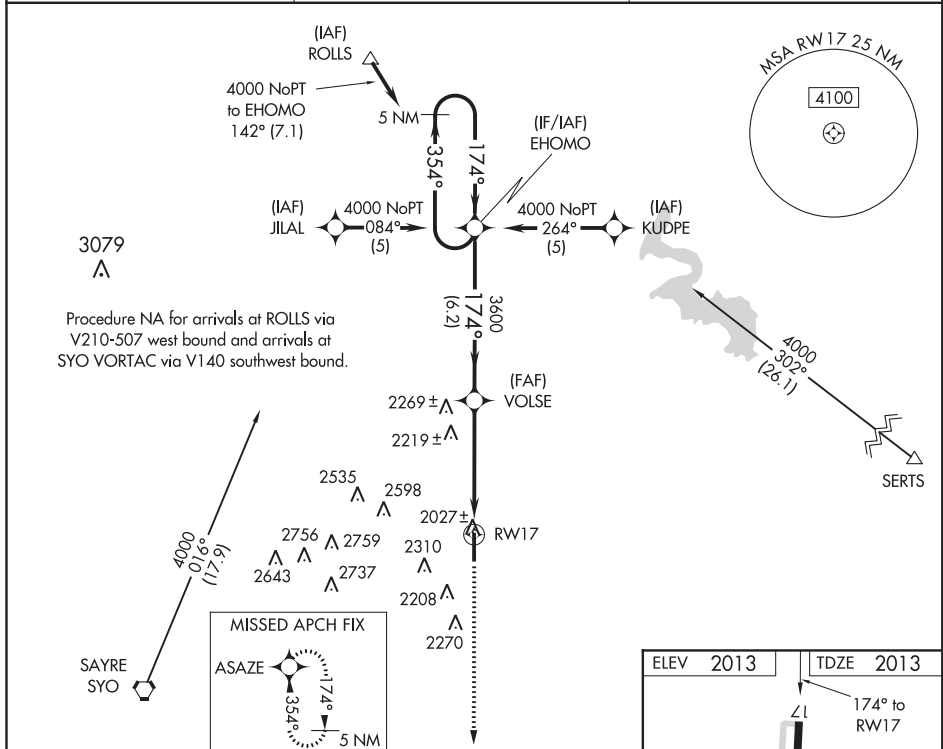
RNAV (GPS) RWY 17

ELK CITY RGNL BUSINESS (ELK)

NA Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°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 Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

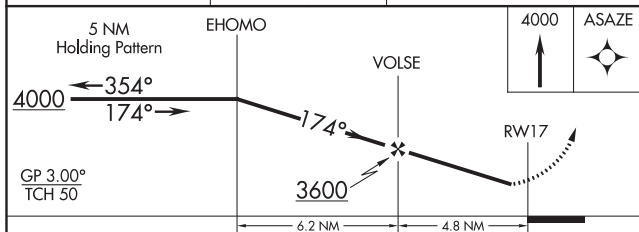
MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

AWOS-3 118.225	FORT WORTH CENTER 128.4 269.375	UNICOM 122.8 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	2263-1	250 (300-1)		NA
LNAV/VNAV LDA	2361-1¼	348 (400-1¼)		NA
LNAV MDA	2480-1	467 (500-1)	2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1	507 (600-1)	2520-1½ 507 (600-1½)	NA

ELK CITY, OKLAHOMA
Amdt 1 25SEP08

35°26'N-99°24' W

ELK CITY RGNL BUSINESS (ELK)

RNAV (GPS) RWY 17

WAAS CH 50213 W17A	APP CRS 175°	Rwy Idg 8002 TDZE 1165 Apt Elev 1167
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RNAV (GPS) RWY 17

ENID WOODRING RGNL (WDG)

▼ 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 Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2½ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

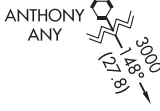
MISSED APPROACH:
Climb to 3600 direct KJACK and hold.

AWOS-3
120.625

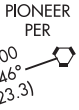
VANCE APP CON *
121.3 346.325

WOODRING TOWER *
118.9 (CTAF) 0 257.95

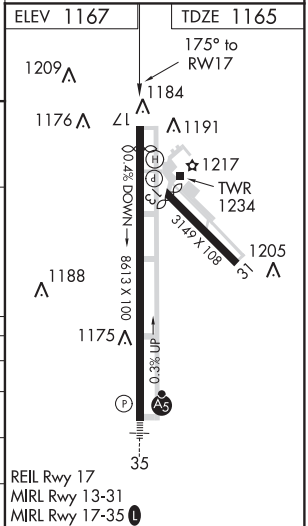
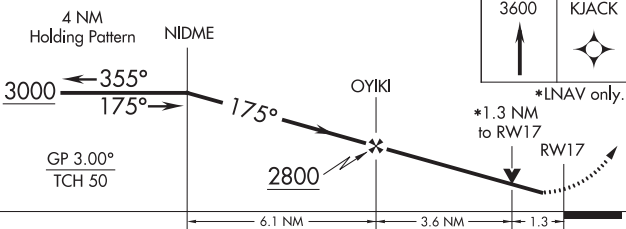
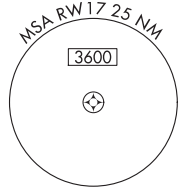
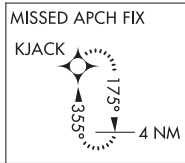
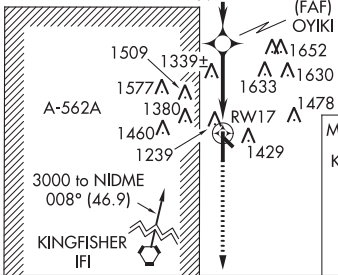
GND CON
121.925



Procedure NA for arrival at PER VORTAC on airway radials 195 CW 274.



Procedure NA for arrival at IFI VORTAC via V140 southwest bound.



CATEGORY	A	B	C	D
LPV DA		1415-¾	250 (300-¾)	
LNAV/VNAV DA		1594-1½	429 (500-1½)	
LNAV MDA	1640-1	475 (500-1)	1640-1¼ 475 (500-1¼)	1640-1½ 475 (500-1½)
CIRCLING	1740-1	573 (600-1)	1740-1½ 573 (600-1½)	1740-2 573 (600-2)

REIL Rwy 17
MRL Rwy 13-31
MRL Rwy 17-35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

AL-136 (FAA)

16315

WAAS CH 97413 W35A	APP CRS 355°	Rwy Idg 8613 TDZE 1147 Apt Elev 1167
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RNAV (GPS) RWY 35

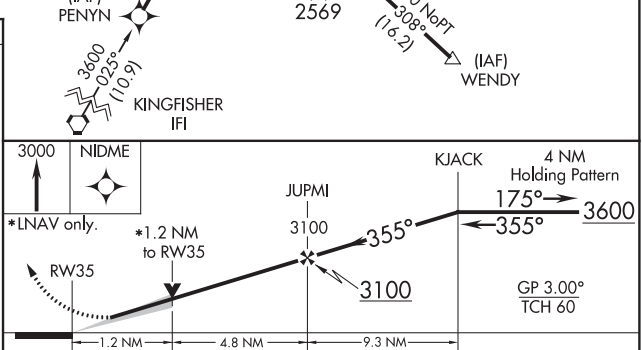
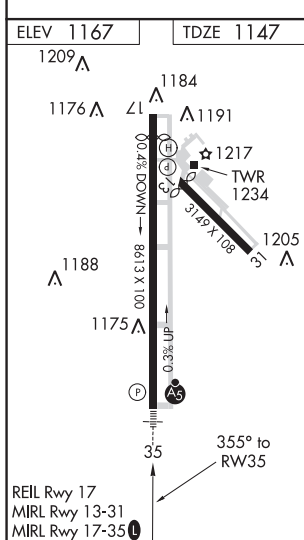
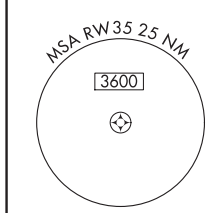
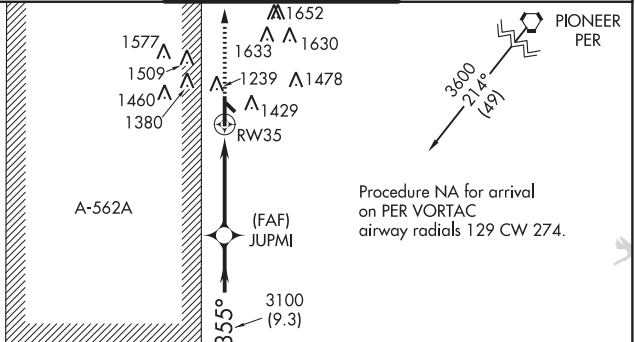
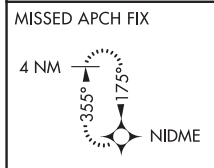
ENID WOODRING RGNL (WDG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase LPV DA 1445 feet, LNAV/VNAV DA to 1495 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ½ mile. For inop MALSAR, increase LNAV/VNAV all Cats visibility to ¾ mile. For inop MALSAR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Guthrie altimeter setting. Night landing: Rwy 13 NA.

MALSAR

MISSED APPROACH:
Climb to 3000 direct
NIDME and hold.

AWOS-3 120.625	VANCE APP CON * 121.3 346.325	WOODRING TOWER * 118.9 (CTAF) 0 257.95	GND CON 121.925
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CATEGORY	A	B	C	D
LPV DA		1347-½	200 (200-½)	
LNAV/VNAV DA		1397-½	250 (300-½)	
LNAV MDA	1580-½	433 (500-½)	1580-¾	433 (500-¾)
C CIRCLING	1760-1	593 (600-1)	1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)

ENID, OKLAHOMA
Amdt 1 10DEC15

36°23'N-97°47'W

ENID WOODRING RGNL (WDG) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME ODG 109.0 Chan 27	APP CRS 167°	Rwy Idg 8002 TDZE 1165 Apt Elev 1167
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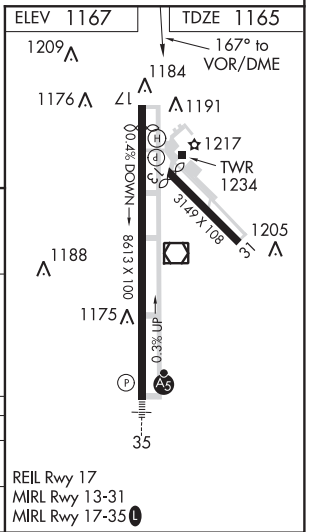
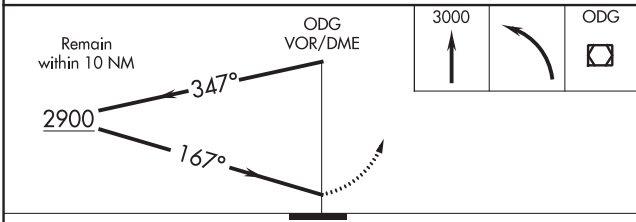
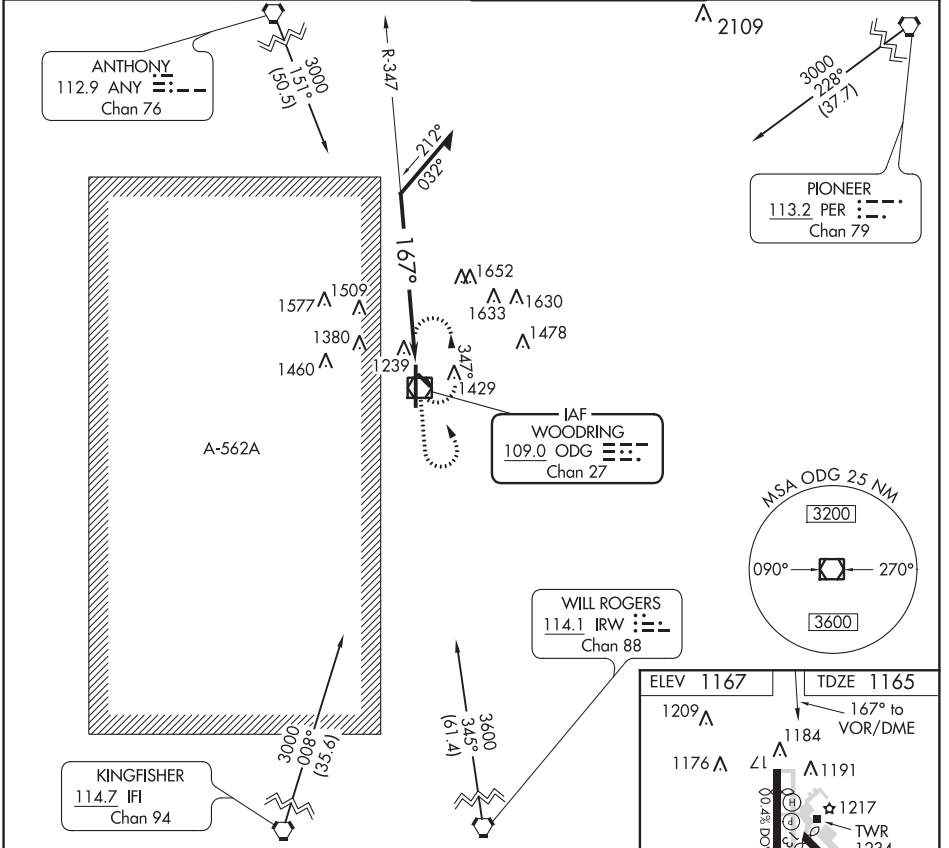
VOR RWY 17

ENID WOODRING RGNL (WDG)

⚠ When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility 1/2 mile. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3 120.625	VANCE APP CON ★ 121.3 346.325	WOODRING TOWER ★ 118.9 (CTAF) 257.95	GND CON 121.925
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CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1 3/4 635 (700-1 3/4)	1800-2 635 (700-2)
CIRCLING	1800-1	633 (700-1)	1800-1 3/4 633 (700-1 3/4)	1800-2 633 (700-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

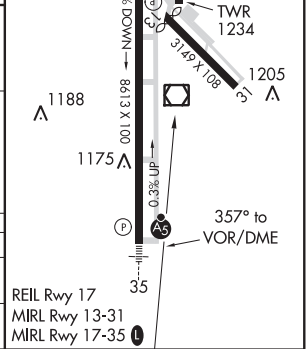
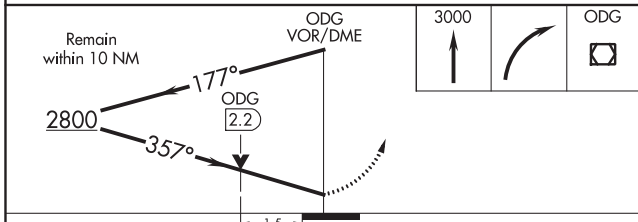
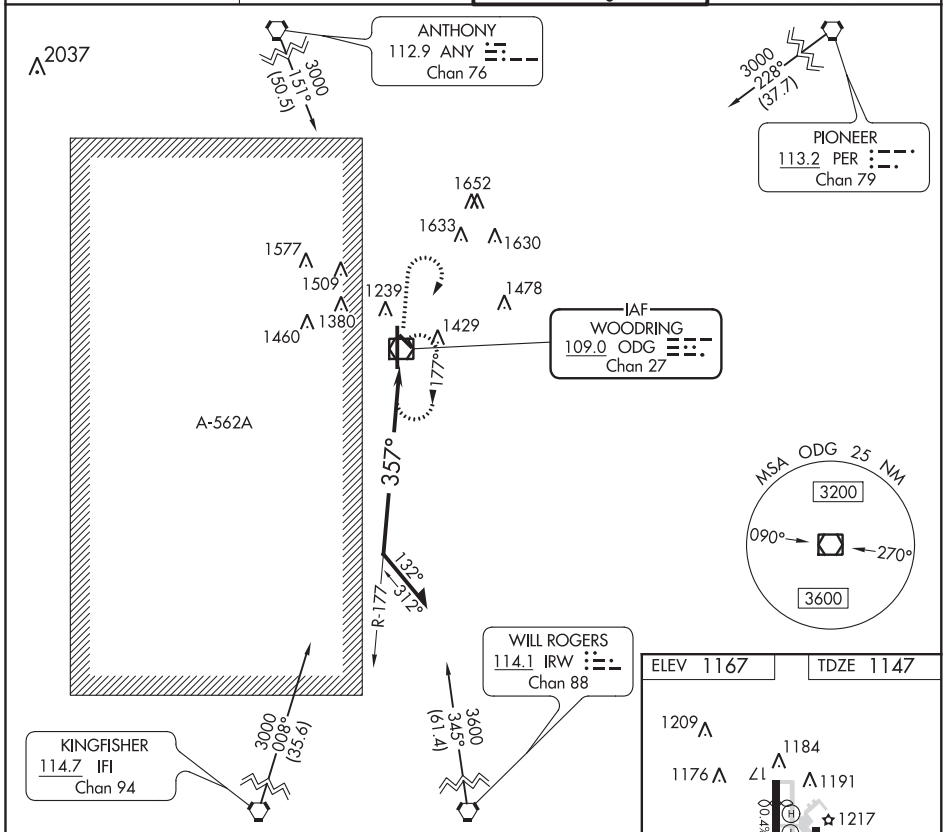
AL-136 (FAA)

16315

VOR/DME ODG 109.0 Chan 27	APP CRS 357°	Rwy Idg 8613 TDZE 1147 Apt Elev 1167
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VOR RWY 35
ENID WOODRING RGNL (WDG)

<p>⚠ When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, increase S-35 Cat C/D visibility 3/8 mile, and Circling Cat C/D visibility 1/2 mile. VDP NA when using Guthrie altimeter setting. Night Landing: Rwy 13 NA. For inop MALSRS when using Guthrie altimeter setting increase S-35 Cat C/D visibility to 1 3/4 miles.</p>	MALSRS	MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.	
AWOS-3 120.625	VANCE APP CON * 121.3 346.325	WOODRING TOWER * 118.9 (CTAF) 0 257.95	GND CON 121.925



CATEGORY	A	B	C	D
S-35	1680-1/2	533 (600-1/2)	1680-1	533 (600-1)
C CIRCLING	1760-1	593 (600-1)	1820-1 3/4 653 (700-1 3/4)	1880-2 1/4 713 (800-2 1/4)

ENID, OKLAHOMA
Amdt 15 10DEC15

36°23'N-97°47'W

ENID WOODRING RGNL (WDG)
VOR RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

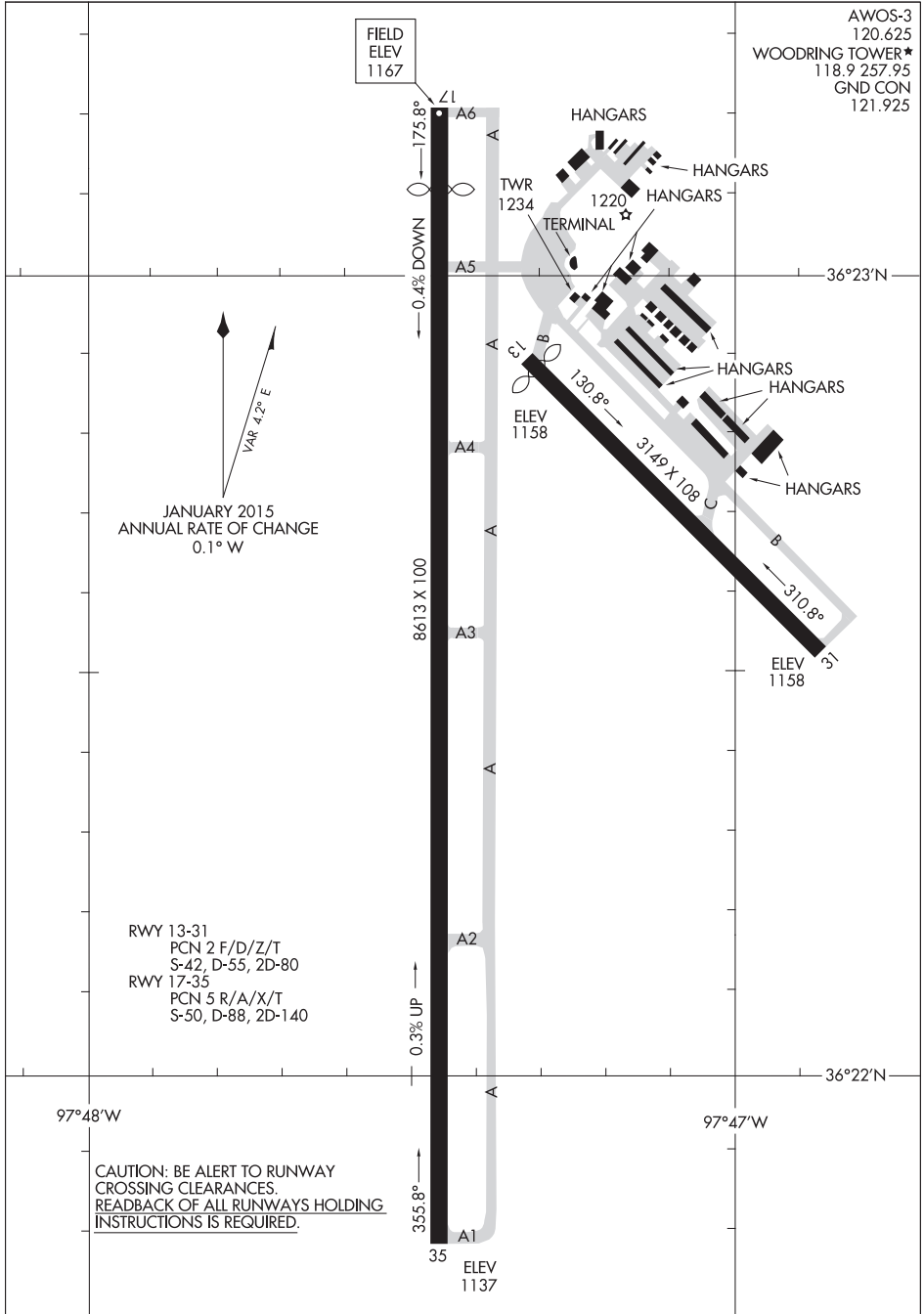
AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)
ENID, OKLAHOMA

AWOS-3
120.625
WOODRING TOWER*
118.9 257.95
GND CON
121.925

FIELD
ELEV
1167



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VAR 4.2° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

RWY 13-31
PCN 2 F/D/Z/T
S-42, D-55, 2D-80
RWY 17-35
PCN 5 R/A/X/T
S-50, D-88, 2D-140

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAYS HOLDING
INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ENID, OKLAHOMA
ENID WOODRING RGNL (WDG)

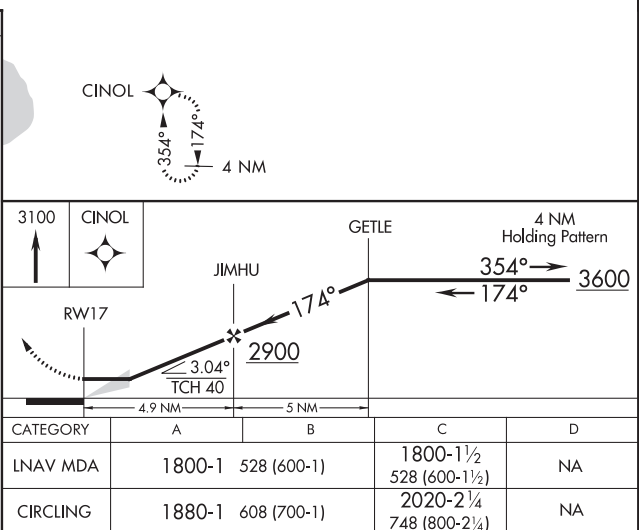
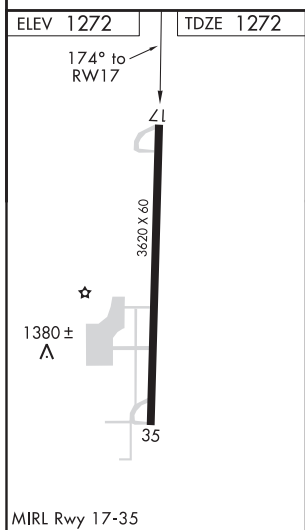
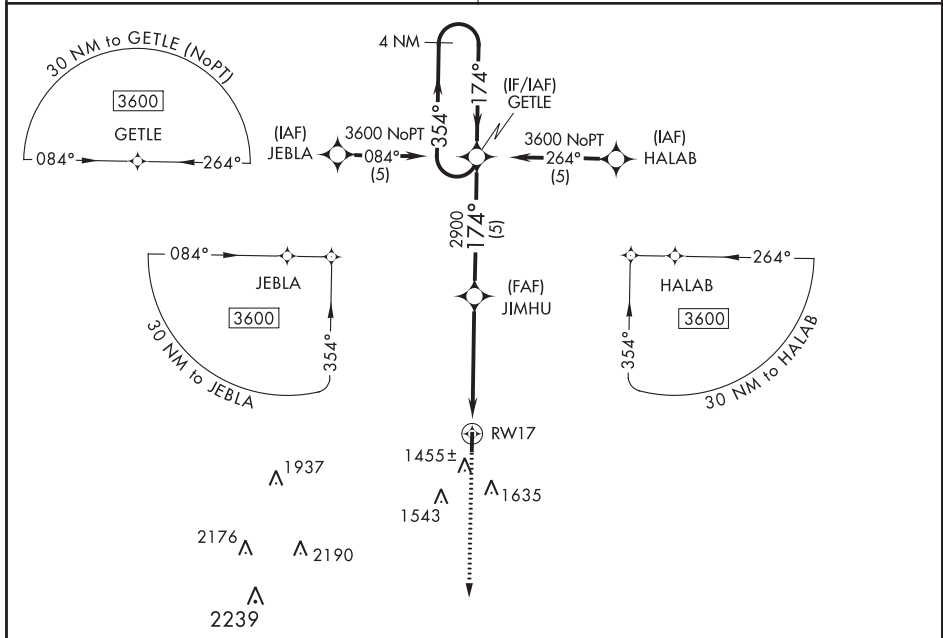
APP CRS 174°	Rwy Idg 3620
	TDZE 1272
	Apt Elev 1272

RNAV (GPS) RWY 17

FAIRVIEW MUNI (6K4)

<p>▽ Use Vance AFB altimeter setting. GPS or RNP-0.3 Required. △ NA DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3100 direct CINOL WP and hold.</p>
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<p>VANCE APP CON ★ 126.75 346.325</p>	<p>UNICOM 122.8 (CTAF)</p>
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SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42630 W16A	APP CRS 167°	Rwy Idg TDZE Apt Elev	6005 1252 1252
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RNAV (GPS) RWY 16

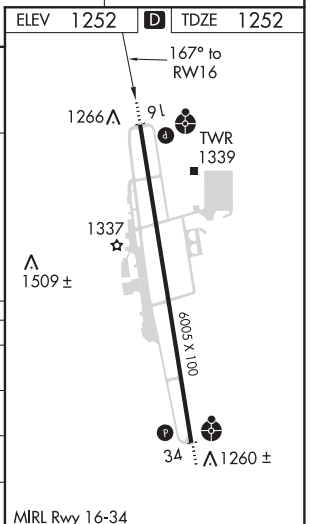
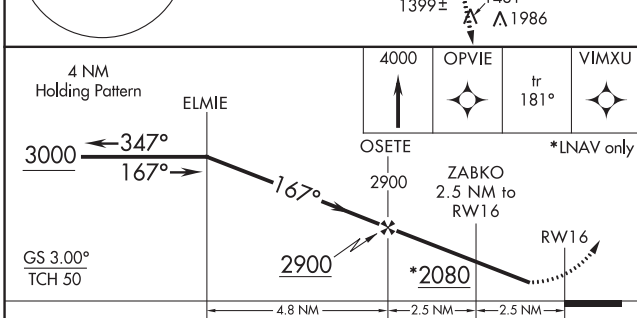
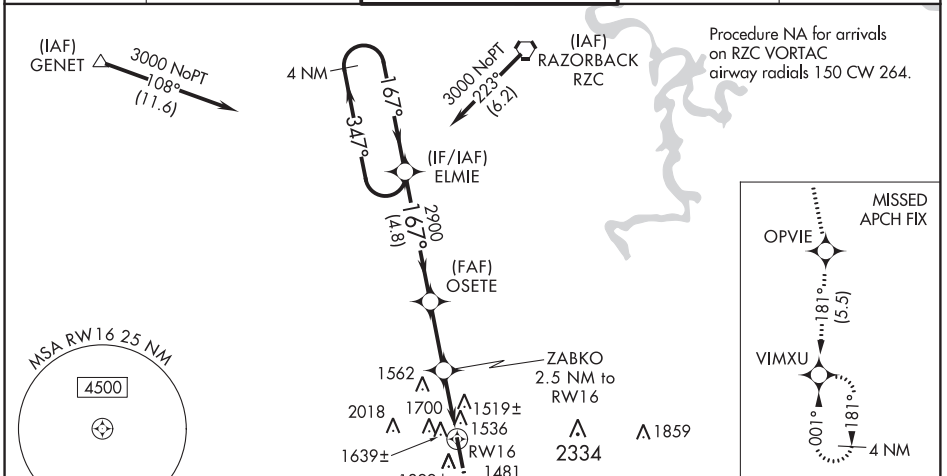
DRAKE FIELD (F'YV)

ASR **▼** Baro-VNAV NA when using Springdale altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA and MDA 40 feet. Increase LPV all Cats visibility and LNAV Cats C and D visibility 1/8 mile and LNAV/VNAV all Cats visibility 3/8 mile. For inop ODALS, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile and LNAV Cats C and D visibility 1/4 mile. For inop ODALS, when using Springdale altimeter setting, increase LPV all Cats visibility to 1 1/8 miles and LNAV Cats C and D visibility to 2 miles. Inop table does not apply when using Springdale altimeter setting to LNAV/VNAV all Cats and LNAV Cats A and B.

ODALS 

MISSED APPROACH:
Climb to 4000 direct OPVIE and on track 181° to VIMXU and hold.

ATIS 119.575	RAZORBACK APP CON* 121.0 244.57	DRAKE TOWER* 128.0 (CTAF) 371.9	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1714-1 3/8	462 (500-1 3/8)	
LNAV/VNAV DA		1856-1 7/8	604 (700-1 1/8)	
LNAV MDA	1900-1	648 (700-1)	1900-1 3/4	648 (700-1 3/4)
CIRCLING	2000-1	748 (800-1)	2000-2 1/4 748 (800-2 1/4)	2260-3 1008 (1100-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

15120

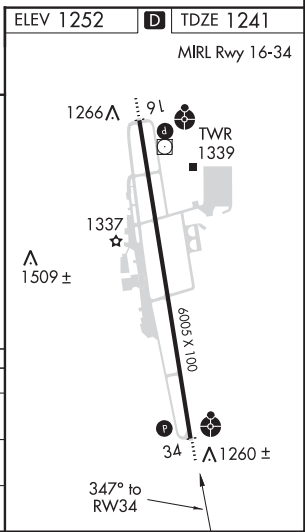
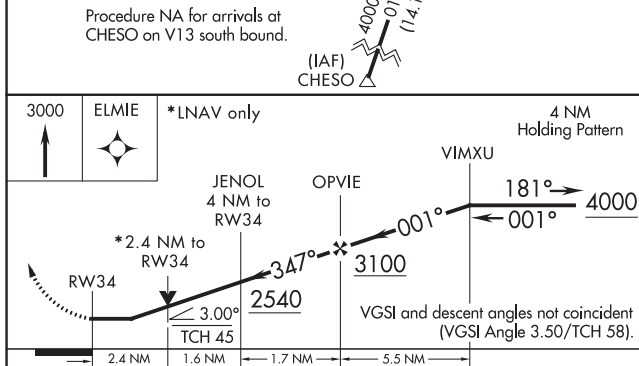
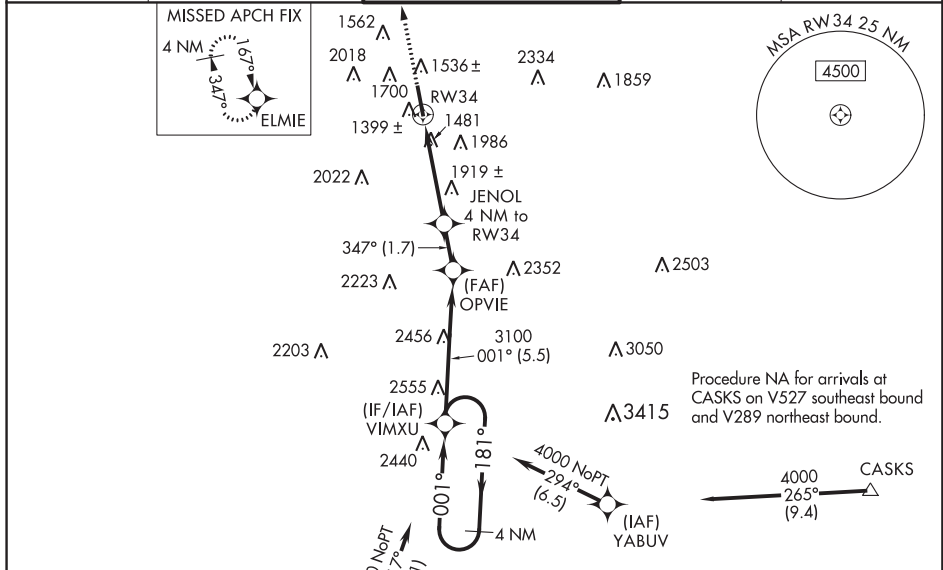
WAAS CH 50330 W34A	APP CRS 347°	Rwy Idg TDZE Apt Elev	6005 1241 1252
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RNAV (GPS) RWY 34

DRAKE FIELD (F'YV)

<p>Inop table does not apply to LP Cat A and and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility 1/4 mile.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 3000 direct ELMIE and hold.</p>
	<p>ASR</p>	

ATIS 119.575	RAZORBACK APP CON* 121.0 244.57	DRAKE TOWER* 128.0 (CTAF) 371.9	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	2120-1	879 (900-1)	2120-2½	879 (900-2½)
LNAV MDA	2180-1	939 (1000-1)	2180-2½	939 (1000-2½)
CIRCLING	2180-1¼	928 (1000-1¼)	2180-2¾ 928 (1000-2¾)	2260-3 1008 (1100-3)

FAYETTEVILLE, ARKANSAS
Amdt 1B 30APR15

36°00'N-94°10'W

RNAV (GPS) RWY 34

DRAKE FIELD (F'YV)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FYV 111.9 Chan 56	APP CRS 167°	Rwy Idg TDZE Apt Elev	N/A N/A 1252
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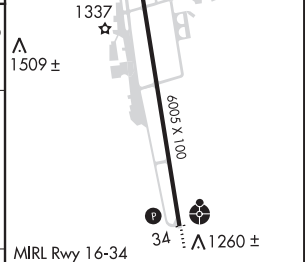
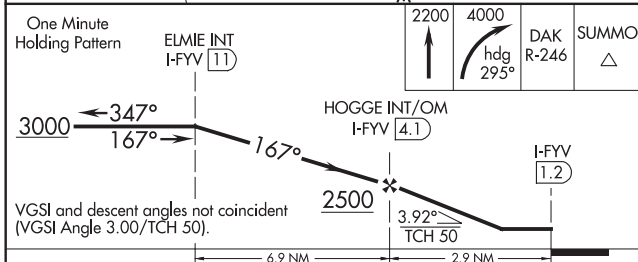
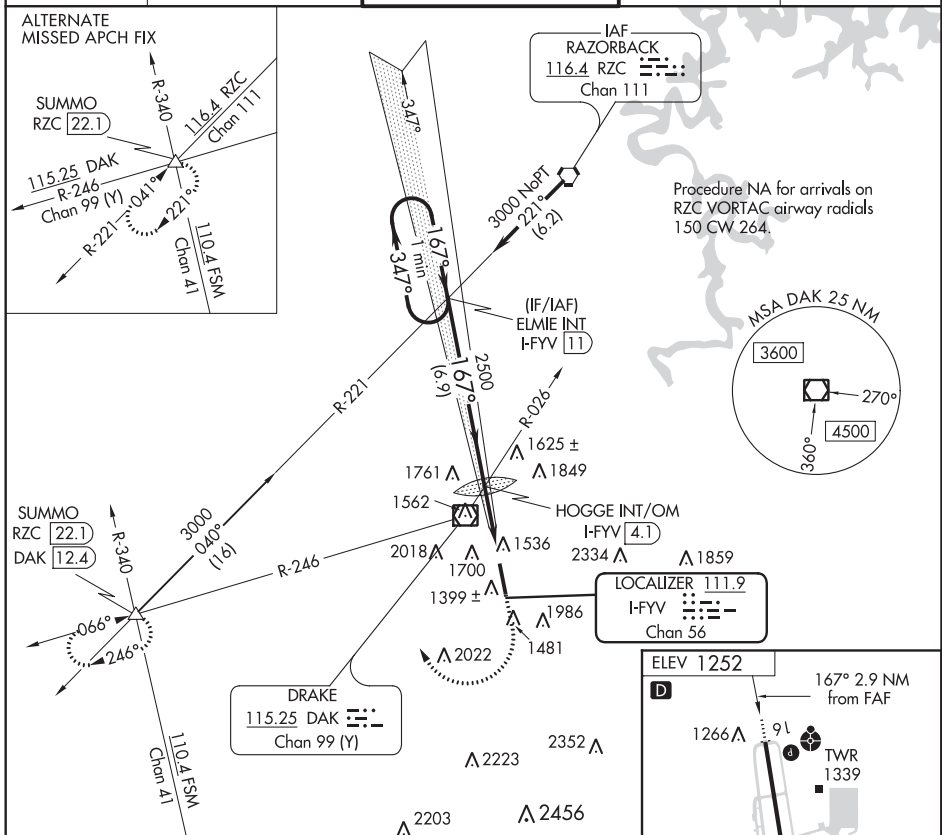
LOC-C

DRAKE FIELD (FYV)

ASR When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Circling NA east of Rwy 16-34. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 heading 295° and DAK VOR/DME R-246 to SUMMO INT/DAK 12.4 DME and hold.

ATIS 119.575	RAZORBACK APP CON* 121.0 244.57	DRAKE TOWER* 128.0 (CTAF) 371.9	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	2000-1	748 (800-1)	2000-2¼ 748 (800-2¼)	2260-3 1008 (1100-3)	Knots	60	90	120	150	180
					Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

15120

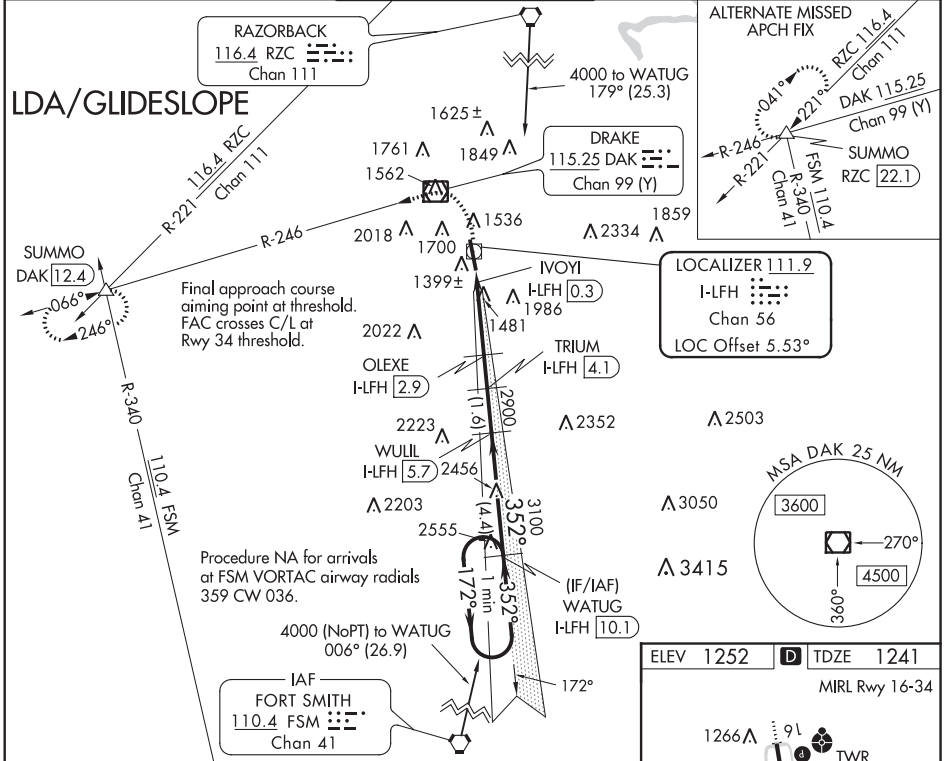
LOC/DME I-LFH 111.9 Chan 56	APP CRS 352°	Rwy Idg TDZE 6005 1241	Apt Elev 1252
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LDA/DME RWY 34

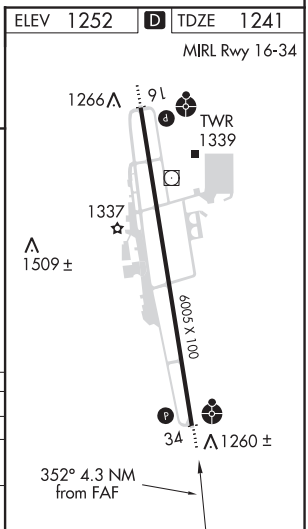
DRAKE FIELD (FYYV)

<p>⚠ Inoperative table does not apply. Circling NA E of Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all DA/MDA 40 feet. Helicopter visibility below 3/4 SM not authorized.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 heading 260° and DAK VOR/DME R-246 to SUMMO INT/DAK 12.4 DME and hold.</p>
	<p>ASR</p>	

<p>ATIS 119.575</p>	<p>RAZORBACK APP CON* 121.0 244.57</p>	<p>DRAKE TOWER* 128.0 (CTAF) 0 371.9</p>	<p>GND CON 121.8</p>	<p>UNICOM 122.95</p>
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<p>2200 ↑</p>	<p>4000 hdg 260°</p>	<p>DAK R-246</p>	<p>SUMMO △</p>	<p>WATUG I-LFH 10.1</p>
<p>*LDA only Use I-LFH DME when on localizer course.</p>				
<p>IVOYI I-LFH 0.3</p>				
<p>OLEXE I-LFH 2.9</p>				
<p>TRIUIM I-LFH 4.1</p>				
<p>2540</p>				
<p>2900</p>				
<p>3100</p>				
<p>352°</p>				
<p>172°</p>				
<p>4000</p>				
<p>GS 3.50°</p>				
<p>TCH 57</p>				
<p>0.5 2.6 NM 1.2 NM 1.6 NM 4.4 NM</p>				
CATEGORY	A	B	C	D
S-LDA/GS 34	1592-1¼ 351 (400-1¼)			NA
S-LDA 34	2020-1¼ 779 (800-1¼)	2020-1½ 779 (800-1½)	2020-2½ 779 (800-2½)	NA
CIRCLING	2020-1¼ 768 (800-1¼)	2020-1½ 768 (800-1½)	2020-2½ 768 (800-2½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE, ARKANSAS
Amdt 4A 11DEC14

36°00'N-94°10'W

DRAKE FIELD (FYYV)

LDA/DME RWY 34

15176

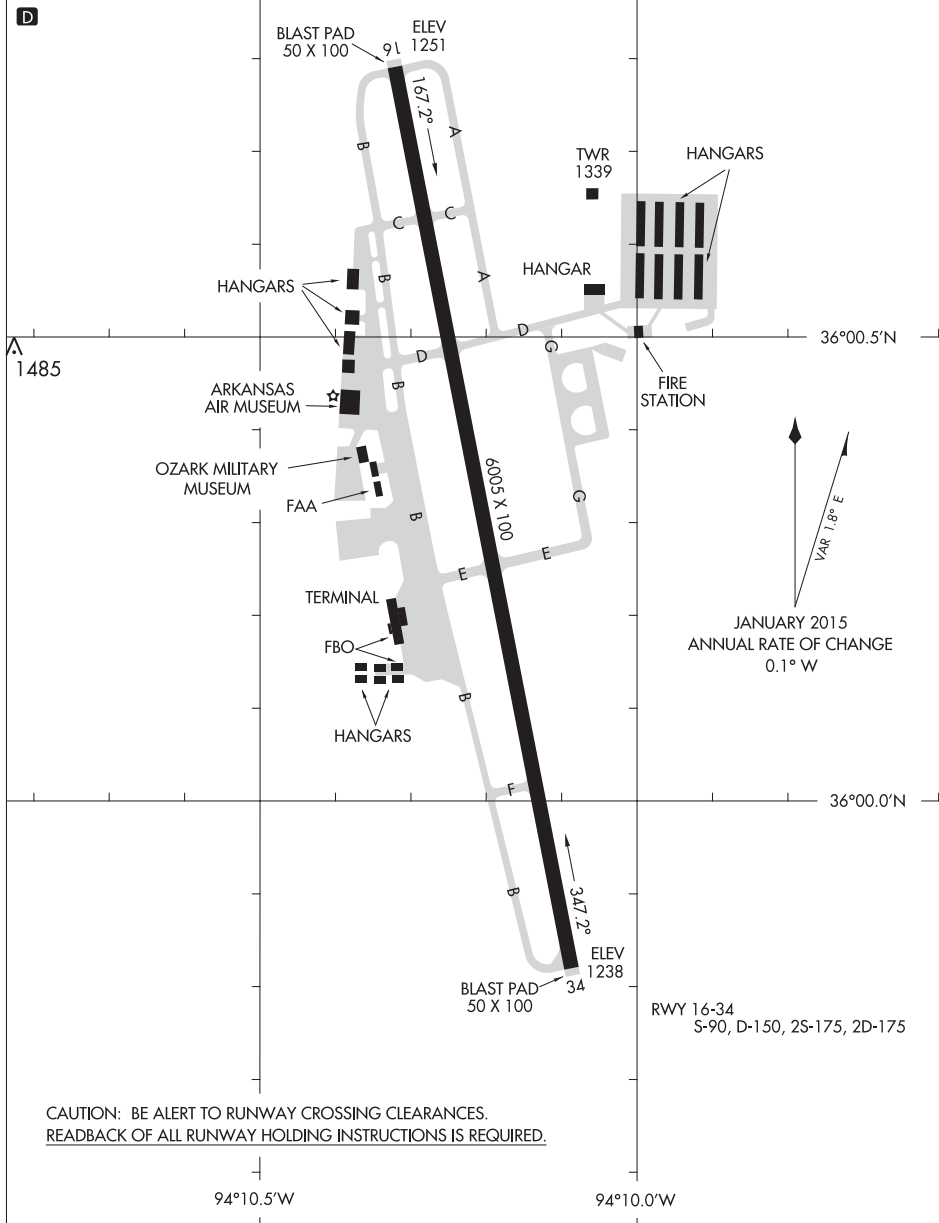
AIRPORT DIAGRAM

AL-728 (FAA)

DRAKE FIELD (F^YV)
FAYETTEVILLE, ARKANSAS

ATIS
119.575
DRAKE TOWER ★
128.0 371.9
GND CON
121.8

FIELD
ELEV
1252



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 16-34
S-90, D-150, 2S-175, 2D-175

AIRPORT DIAGRAM

15176

FAYETTEVILLE, ARKANSAS
DRAKE FIELD (F^YV)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ATIS 119.575
GND CON
121.8
DRAKE TOWER*
128.0 (CTAF) 371.9
RAZORBACK DEP CON*
121.0 244.57

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36'-W93°20.04'
L-16, H-5

DOGWOOD
109.4 DGD
Chan 31
N37°01.41'-W92°52.62'
L-16

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06'-W96°01.11'
L-15, H-6

NEOSHO
117.3 EOS
Chan 120
N36°50.55'-W94°26.14'
L-16, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78'-W95°47.29'
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79'-W94°07.28'
L-16, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52'-W97°36.55'
L-15, H-6

DRAKE
115.25 DAK
Chan 99Y
N36°02.57'-W94°11.85'
L-16

HARRISON
112.5 HRO
Chan 72
N36°19.10'-W93°12.80'
L-16

OKMULGEE
114.9 OKM
Chan 96
N35°41.58'-W95°51.96'
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.31'-W94°16.29'
L-16, H-6

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

McALESTER
112.0 MLC
Chan 57
N34°50.97'-W95°46.94'
L-17, H-6

HOT SPRINGS
110.0 HOT
Chan 37
N34°28.72'-W93°05.44'
L-17

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence

TAKE-OFF RUNWAY 34: Fly runway heading. Thence

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet; leaving 3,500 feet proceed direct DAK VOR/DME, then proceed on course.

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

AL-9274 (FAA)

16231

LOC/DME I-XNA 111.55 Chan 52 (Y)	APP CRS 156°	Rwy ldg TDZE 8800 1287	Apt Elev 1288
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ILS or LOC RWY 16

NORTHWEST ARKANSAS RGNL (XNA)

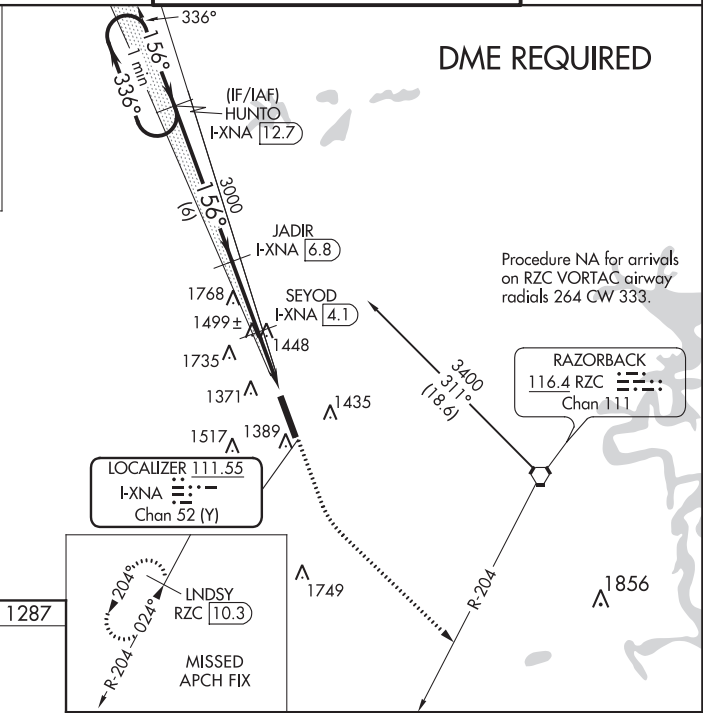
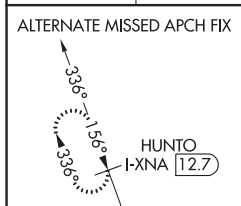
DME Required. VDP NA when using Bentonville altimeter setting. When local altimeter setting not received, use Bentonville altimeter setting and increase S-ILS 16 DA to 1502; increase all MDAs 20 feet and Circling Cat D visibility 1/4 mile. For inop MALSR increase S-LOC 16 Cat C/D visibility to RVR 6000.
****RVR 1800 authorized with use of FD or AP or HUD to DA.**

MALSR



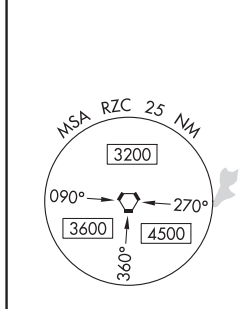
MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 on heading 130° and RZC VORTAC R-204 to LINDSY/RZC 10.3 DME and hold.

ATIS 119.425	RAZORBACK APP CON * 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER * 127.1 (CTAF) 0	GND CON 121.9
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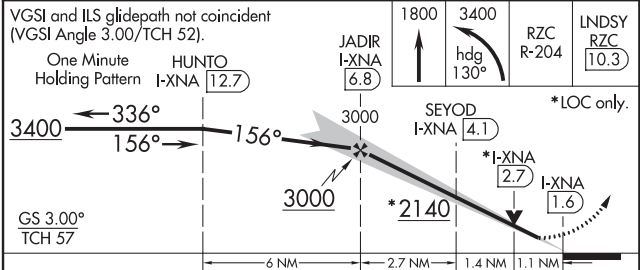
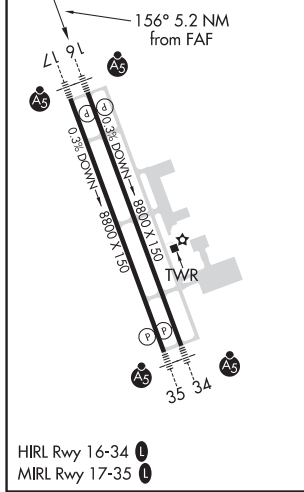


DME REQUIRED

Procedure NA for arrivals on RZC VORTAC airway radials 264 CW 333.



ELEV 1288	D	TDZE 1287
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CATEGORY	A	B	C	D
S-ILS 16**	1487/24 200 (200-1/2)			
S-LOC 16	1700/24	413 (500-1/2)	1700/40	413 (500-3/4)
CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2 1/4 752 (800-2 1/4)	2080-2 1/2 792 (800-2 1/2)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
 Amdt 3 21JUL16

36°17'N-94°18'W

NORTHWEST ARKANSAS RGNL (XNA)

ILS or LOC RWY 16

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-XGH 111.75 Chan 54 (Y)	APP CRS 336°	Rwy Idg 8800 TDZE 1273 Apt Elev 1288
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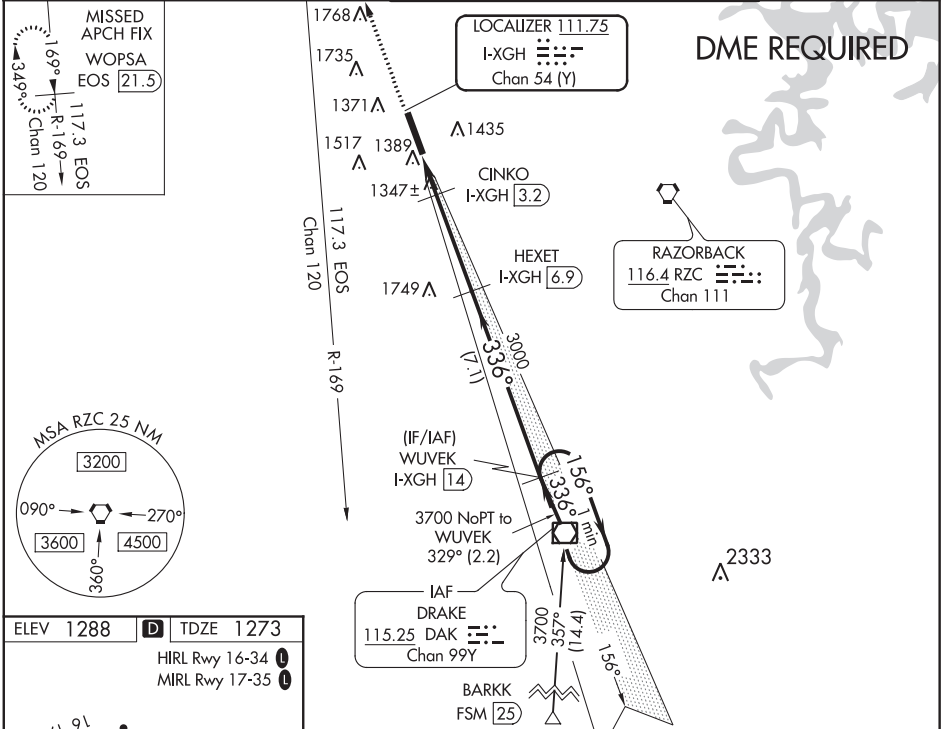
ILS or LOC/DME RWY 35

NORTHWEST ARKANSAS RGNL (X.N.A)

⚠ DME required. VDP NA with Bentonville altimeter setting. When local altimeter setting not received, use Bentonville altimeter setting and increase all DA 15 feet and MDA 20 feet. Increase S-Loc 35 Cat C and D visibility 1/8 mile. For inop MALS R when using Bentonville altimeter setting, increase S-LOC 35 Cat C/D visibility to 1 mile.

MALS R MISSED APPROACH: Climb to 3100 on heading 336° and on EOS VOR/DME R-169 to WOPSA/EOS 21.5 DME and hold.

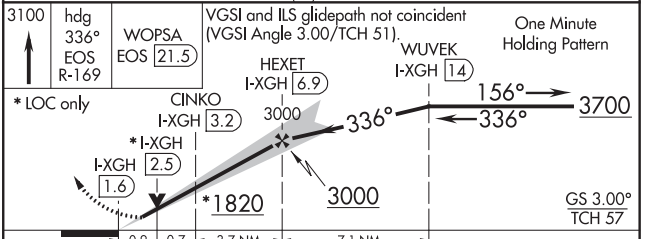
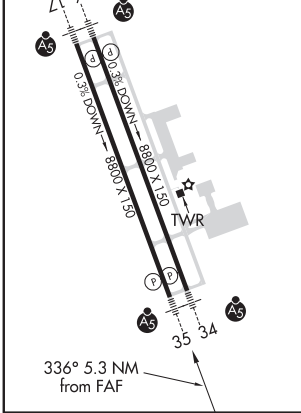
ATIS 119.425	RAZORBACK APP CON * 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER * 127.1 (CTAF) 0	GND CON 121.9
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1288	D TDZE 1273
HIRL Rwy 16-34 0	
MIRL Rwy 17-35 0	



CATEGORY	A	B	C	D
S-ILS 35	1473-1/2		200 (200-1/2)	
S-LOC 35	1600-1/2	327 (400-1/2)	1600-1/2	327 (400-1/2)
CIRCLING	1740-1	452 (500-1)	1740-1 1/2 452 (500-1 1/2)	1840-2 552 (600-2)

WAAS CH 72899 W16A	APP CRS 156°	Rwy Idg 8800 TDZE 1287 Apt Elev 1288
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RNAV (GPS) RWY 16

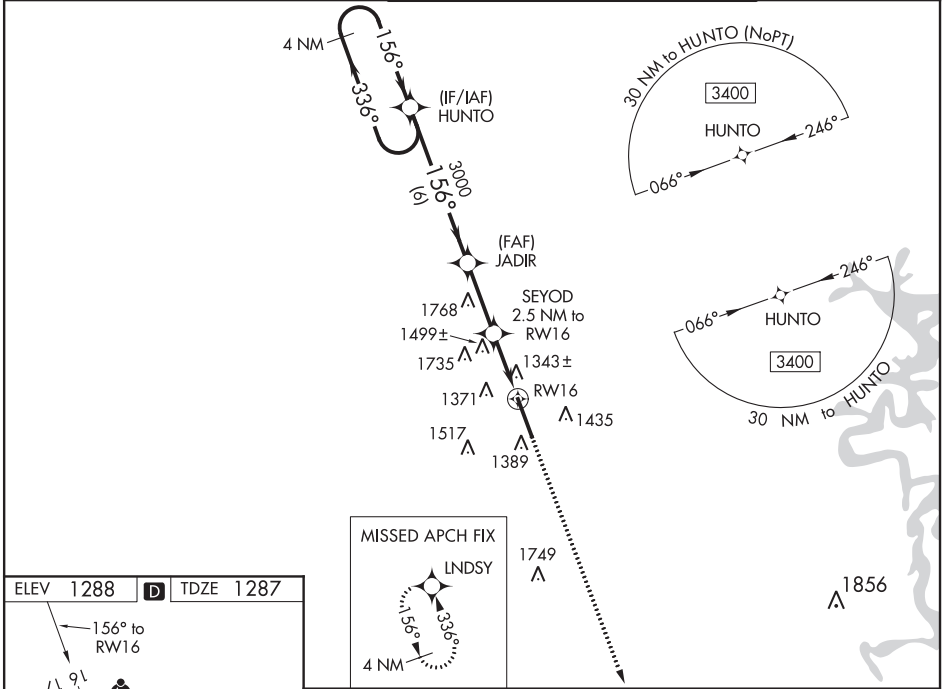
NORTHWEST ARKANSAS RGNL (XNA)

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 Bentonville altimeter setting. **▽** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bentonville altimeter setting and increase LPV DA to 1502 and LNAV/VNAV DA to 1737; increase all MDAs 20 feet and Circling Cat D visibility ¼ mile. For inop MALSRS increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1¾ mile. For inop MALSRS when using Bentonville altimeter setting, increase LNAV Cat C/D visibility to 1¾ mile.

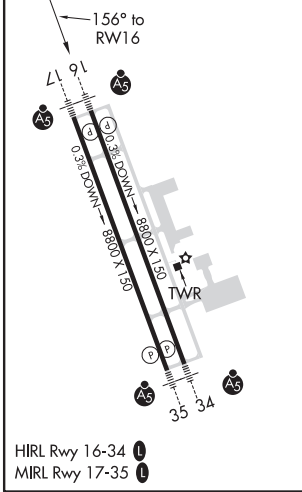


MISSED APPROACH:
Climb to 3400 direct LNSDY and hold.

ATIS 119.425	RAZORBACK APP CON * 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER * 127.1 (CTAF) 0	GND CON 121.9
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ELEV 1288	D	TDZE 1287
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4 NM Holding Pattern	HUNTO	JADIR	SEYOD	3400	LNSDY
3400	←336°	156°→	156°	↑	✧
GP 3.00° TCH 57		3000	*2140		*LNAV only.
		5.9 NM	2.7 NM	1.2	1.3
4 NM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).				
CATEGORY	A	B	C	D	
LPV DA		1487/24	200 (200-½)		
LNAV/VNAV DA		1722/50	435 (500-1)		
LNAV MDA	1760/24	473 (500-½)	1760/50	473 (500-1)	
C CIRCLING	1760-1	472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 17

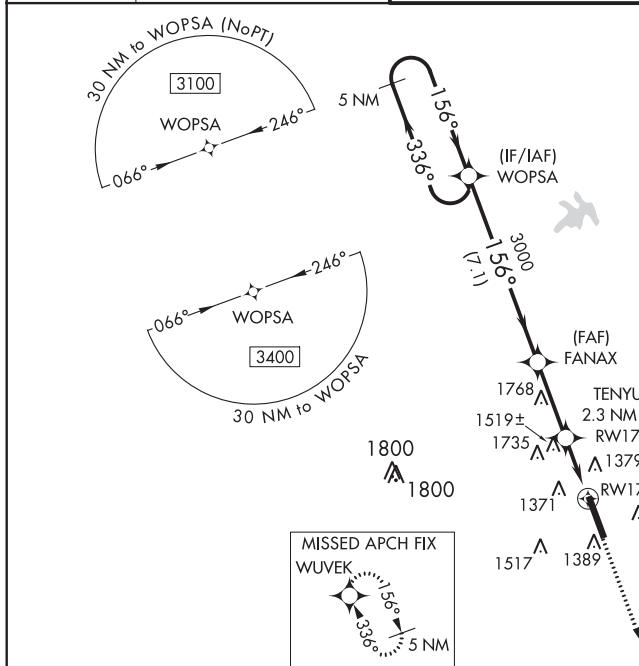
NORTHWEST ARKANSAS RGNL (XNA)

WAAS CH 49021 W17A	APP CRS 156°	Rwy Idg 8800 TDZE 1288 Apt Elev 1288
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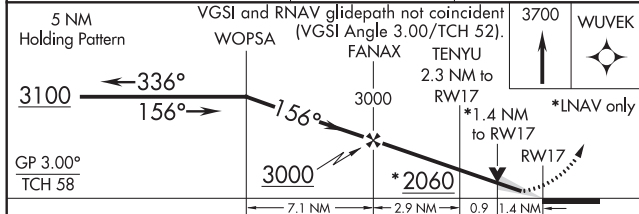
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bentonville altimeter setting and increase all DA 15 feet and all MDA 20 feet. Baro-VNAV and VDP NA when using Bentonville altimeter setting. For inop MALSR increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C/D to 1 ½ mile. For inop MALSR when using Bentonville altimeter setting, increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C/D to 1 ½ mile.

MALSR 	MISSED APPROACH: Climb to 3700 direct WUVEK and hold.
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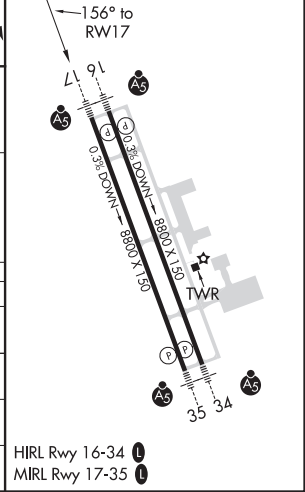
ATIS 119.425	RAZORBACK APP CON * 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER * 127.1 (CTAF) 0	GND CON 121.9
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ELEV 1288	D	TDZE 1288
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CATEGORY	A	B	C	D
LPV DA		1488-½	200 (200-½)	
LNAV/VNAV DA		1560-½	272 (300-½)	
LNAV MDA	1780-½	492 (500-½)	1780-1	492 (500-1)
CIRCLING	1780-1	492 (500-1)	1780-1½	1840-2
			492 (500-1½)	552 (600-2)



WAAS CH 78299 W34A	APP CRS 336°	Rwy Idg 8800 TDZE 1273 Apt Elev 1287
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RNAV (GPS) RWY 34

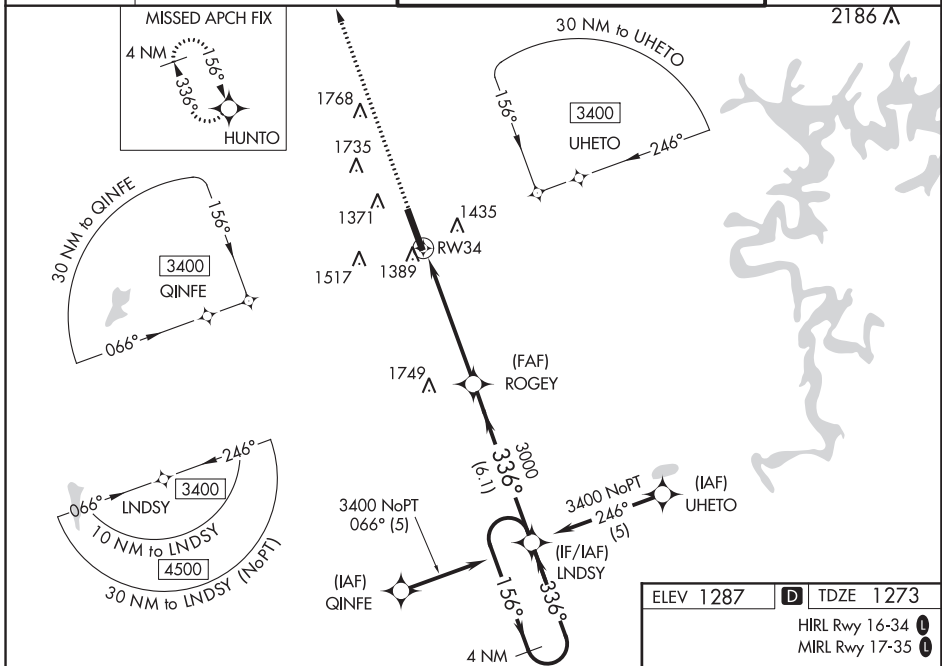
NORTHWEST ARKANSAS RGNL (X.N.A)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 46°C (115°F). For inop MALSR, increase LNAV Cat C/D visibility to RVR 5500. When local altimeter setting not received, use Bentonville altimeter setting and increase all DA 15 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility to RVR 4500. Baro-VNAV and VDP NA when using Bentonville altimeter setting. For inop MALSR when using Bentonville altimeter setting, increase LPV all Cats visibility to RVR 4500 and LNAV/VNAV all Cats to 1¼ mile.

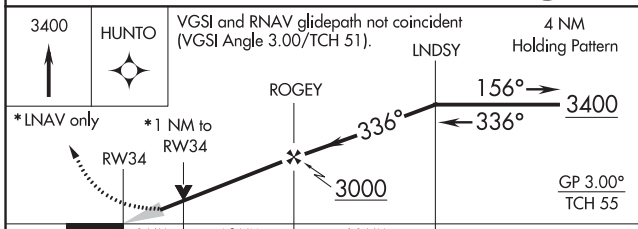


MALSR
MISSED APPROACH:
Climb to 3400 direct HUNTO and hold

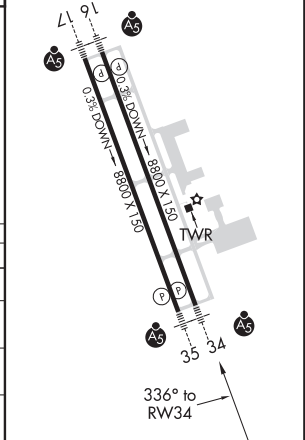
ATIS 119.425	RAZORBACK APP CON * 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER * 127.1 (CTAF) 0	GND CON 121.9
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ELEV 1287	D TDZE 1273
HIRL Rwy 16-34 1	
MIRL Rwy 17-35 1	



CATEGORY	A	B	C	D
LPV DA		1523/24	250 (300-1/2)	
LNAV/VNAV DA		1639/40	366 (400-3/4)	
LNAV MDA	1640/24	367 (400-1/2)	1640/35	367 (400-3/4)
CIRCLING	1740-1¼	453 (500-1¼)	1740-1½	1840-2 453 (500-1½) 553 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FAYETTEVILLE/SPRINGDALE/, ARKANSAS

AL-9274 (FAA)

15232

WAAS CH 69421 W35A	APP CRS 336°	Rwy Idg 8800 TDZE 1273 Apt Elev 1288
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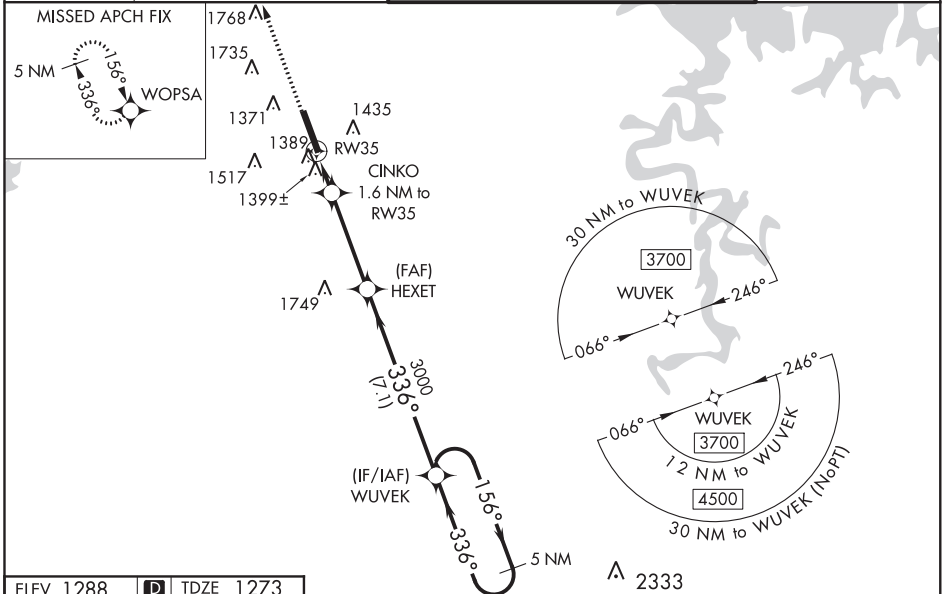
RNAV (GPS) RWY 35

NORTHWEST ARKANSAS RGNL (XNA)

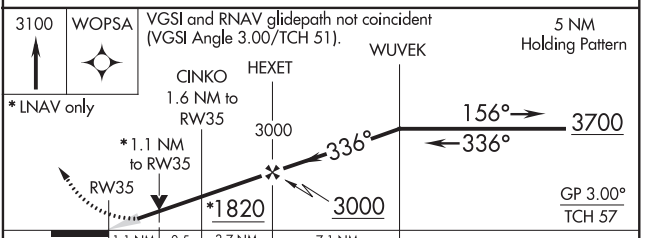
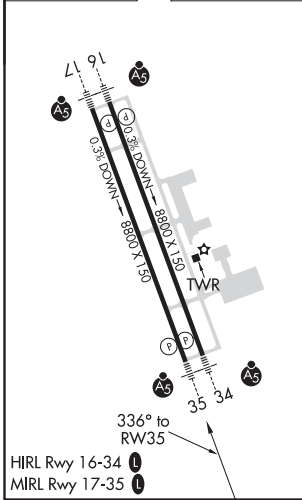
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bentonville altimeter setting and increase all DA 15 feet and all MDA 20 feet and increase LNAV Cat C/D visibility 1/8 mile. Baro-VNAV and VDP NA when using Bentonville altimeter setting. For inop MALSAR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSAR when using Bentonville altimeter setting, increase LNAV Cat C/D visibility to 1 1/8 mile.

MALSAR
 MISSED APPROACH:
Climb to 3100 direct
WOPSA and hold

ATIS 119.425	RAZORBACK APP CON * 121.0 244.57	NORTHWEST ARKANSAS RGNL TOWER * 127.1 (CTAF) 0	GND CON 121.9
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ELEV 1288	D	TDZE 1273
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CATEGORY	A	B	C	D
LPV DA	1473-1/2		200 (200-1/2)	
LNAV/VNAV DA	1588-5/8		315 (300-5/8)	
LNAV MDA	1660-1/2 387 (400-1/2)		1660-5/8 387 (400-5/8)	
CIRCLING	1740-1 452 (500-1)		1740-1 1/2 452 (500-1 1/2) 1840-2 552 (600-2)	

FAYETTEVILLE/SPRINGDALE/, ARKANSAS
Orig-C 20AUG15

36°17'N-94°18'W

NORTHWEST ARKANSAS RGNL (XNA)

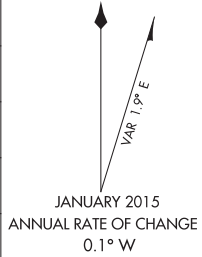
RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

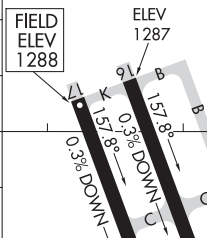
SC-1, 10 NOV 2016 to 05 JAN 2017

ATIS
 119.425
 NORTHWEST ARKANSAS
 RGNL TOWER*
 127.1
 GND CON
 121.9
D

36°18.0'N



36°17.5'N



36°17.0'N

RWY 16-34
 S-75, D-150, 2S-190, 2D-350
 RWY 17-35
 S-75, D-150, 2D-350

36°16.5'N

36°16.0'N

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

94°19.0'W 94°18.5'W 94°18.0'W 94°17.5'N

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

(HIFIL5.RZC) 16203

NORTHWEST ARKANSAS RGNL (X.N.A)

HIGHFILL FIVE DEPARTURE

SL-9274 (FAA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

RAZORBACK DEP CON*
121.0 244.57

**TOP ALTITUDE:
5000**

NEOSHO
117.3 EOS :---
Chan 120
N36°50.55'-W94°26.14'
L-16, H-6

SPRINGFIELD
116.9 SGF :---
Chan 116
N37°21.36'-W93°20.04'
L-16, H-5

HARRISON
112.5 HRO :---
Chan 72
N36°19.10'-W93°12.80'
L-16

DOGWOOD
109.4 DGD :---
Chan 31
N37°01.41'-W92°52.62'
L-16

BARTLESVILLE
117.9 BVO :---
Chan 126
N36°50.06'-W96°01.11'
L-15, H-6

TULSA
114.4 TUL :---
Chan 91
N36°11.78'-W95°47.29'
L-15, H-6

RAZORBACK
116.4 RZC :---
Chan 111
N36°14.79'-W94°07.28'
L-16, H-6

WILL ROGERS
114.1 IRW :---
Chan 88
N35°21.52'-W97°36.55'
L-15, H-6

LITTLE ROCK
113.9 LIT :---
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

OKMULGEE
114.9 OKM :---
Chan 96
N35°41.58'-W95°51.96'
L-15, H-6

MC ALESTER
112.0 MLC :---
Chan 57
N34°50.97'-W95°46.94'
L-17, H-6

HOT SPRINGS
110.0 HOT :---
Chan 37
N34°28.72'-W93°05.44'
L-17

FORT SMITH
110.4 FSM :---
Chan 41
N35°23.31'-W94°16.29'
L-16, H-6

TAKEOFF MINIMUMS:
Rwy 17, 35: Standard.

TAKEOFF OBSTACLE NOTES:
Rwy 35: Trees beginning 802' from DER, 694' left of centerline, up to 56' AGL/1356' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17: Climbing right turn heading 180°. Thence

TAKEOFF RWY 35: Climb heading 336°. Thence

. . . . Expect RADAR vectors to filed/assigned route. Climb and maintain 5000 feet or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION PROCEDURES: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

HIGHFILL FIVE DEPARTURE
(HIFIL5.RZC) 21JUL16

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
NORTHWEST ARKANSAS RGNL (X.N.A)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FLIPPIN, ARKANSAS

AL-5003 (FAA)

16035

APP CRS	Rwy Idg	5001
228°	TDZE	719
	Apt Elev	719

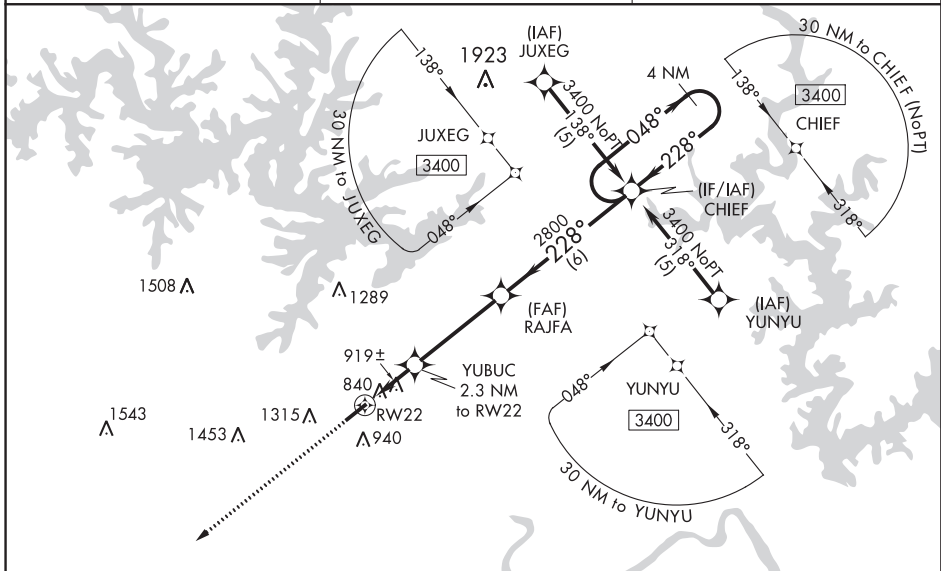
RNAV (GPS) RWY 22

MARION COUNTY RGNL (F'L P)

▽ DME/DME RNP -0.3 NA. Circling NA north of RWY 04-22.
▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDAs 60 feet, increase LNAV and circling Cat C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APPROACH: Climb to 3600 direct WEDUR and hold.

AWOS-3 132.075	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 719		TDZE 719	
3600	WEDUR	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH52).	
		4 NM Holding Pattern	
CATEGORY	A	B	C
LNAV MDA	1380-1	661 (700-1)	1380-1¾ 661 (700-1¾)
CIRCLING	1380-1	661 (700-1)	1380-1¾ 661 (700-1¾)
MIRL Rwy 4-22 0 REIL Rws 4 and 22 0			

FLIPPIN, ARKANSAS
 Orig 12MAR09

36°17'N-92°35'W

RNAV (GPS) RWY 22

FLIPPIN, ARKANSAS

AL-5003 (FAA)

16035

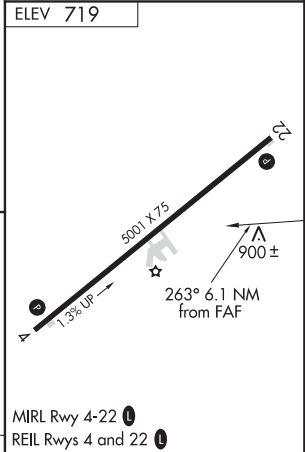
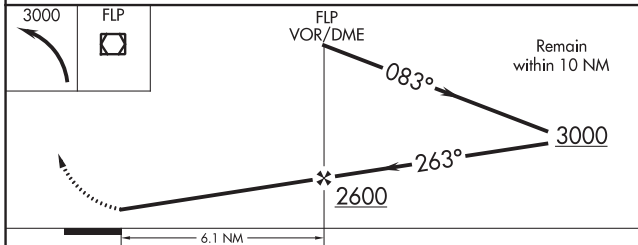
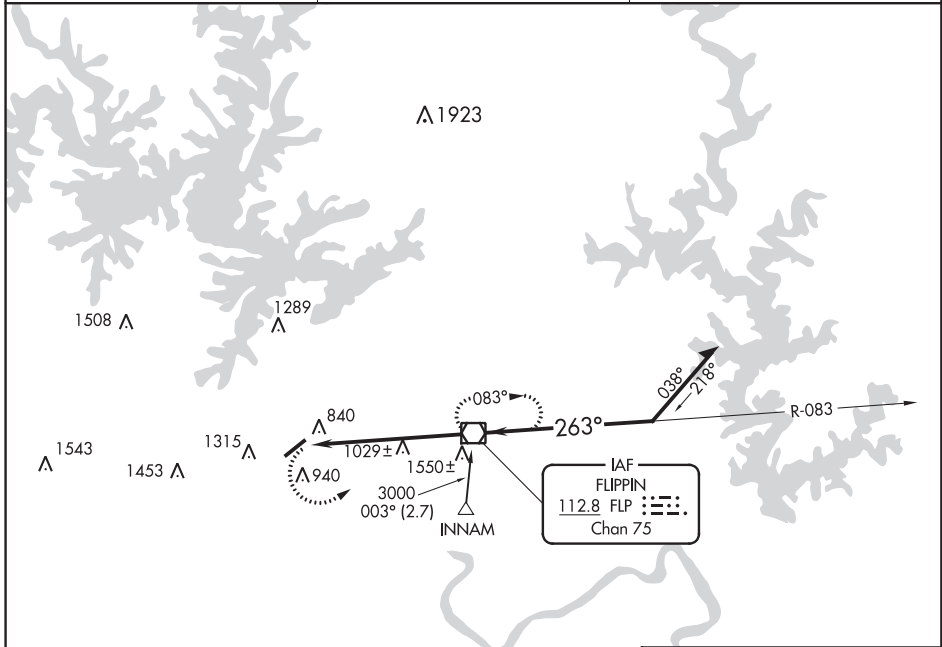
VOR/DME FLP 112.8 Chan 75	APP CRS 263°	Rwy Idg TDZE Apt Elev 719	N/A N/A 719
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VOR-A
MARION COUNTY RGNL (FLP)

⚠ Circling NA north of Rwy 4-22. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climbing left turn to 3000 direct FLP VOR/DME and hold.

AWOS-3 132.075	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) Ⓛ
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CATEGORY	A	B	C	D	FAF to MAP 6.1 NM					
CIRCLING	1300-1	581 (600-1)	1300-1½ 581(600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	6:06	4:04	3:03	2:26	2:02

FLIPPIN, ARKANSAS
Amdt 14 12MAR09

36°17'N-92°35'W
159

MARION COUNTY RGNL (FLP)
VOR-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

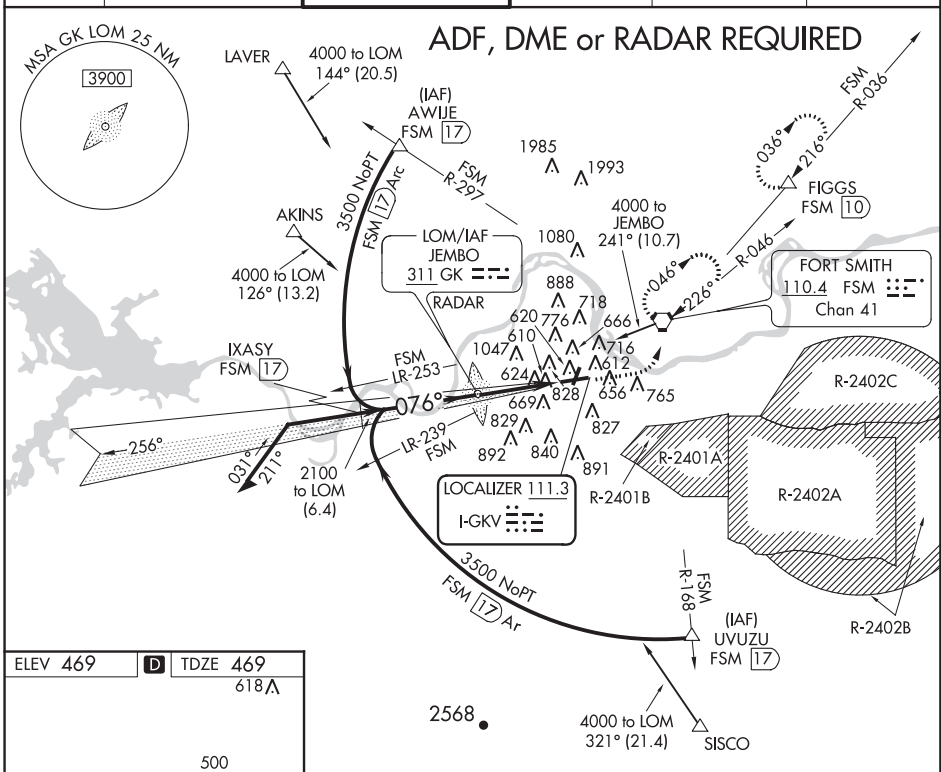
LOC I-GKV 111.3	APP CRS 076°	Rwy Idg TDZE Apt Elev	8000 469 469
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ILS or LOC RWY 7

FORT SMITH RGNL (FSM)

<p>ASR Circling NA NW of Rwy 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.</p>	<p>MALSR MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct FSM VORTAC and hold. (TACAN aircraft continue climb to 4000 via R-036 to FIGGS 10 DME and hold, NE, RT, 216° inbound.)</p>
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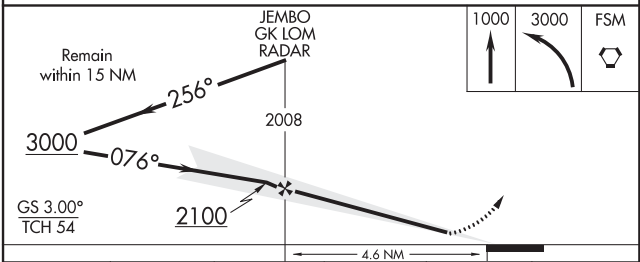
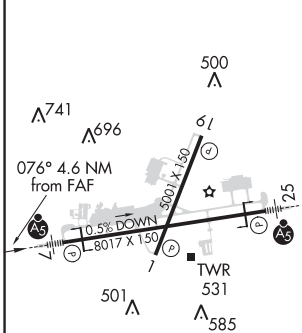
ATIS 126.3	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 469	D TDZE 469	618
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CATEGORY	A	B	C	D	E
S-ILS 7	669-1/2 200 (200-1/2)				
S-LOC 7	880-1/2	411 (500-1/2)	880-3/4	411 (500-3/4)	880-1 411 (500-1)
CIRCLING	1140-1	671 (700-1)	1140-2 671 (700-2)	1140-2 1/4 671 (700-2 1/4)	1200-2 1/2 731 (800-2 1/2)

FORT SMITH, ARKANSAS

AL-631 (FAA)

16091

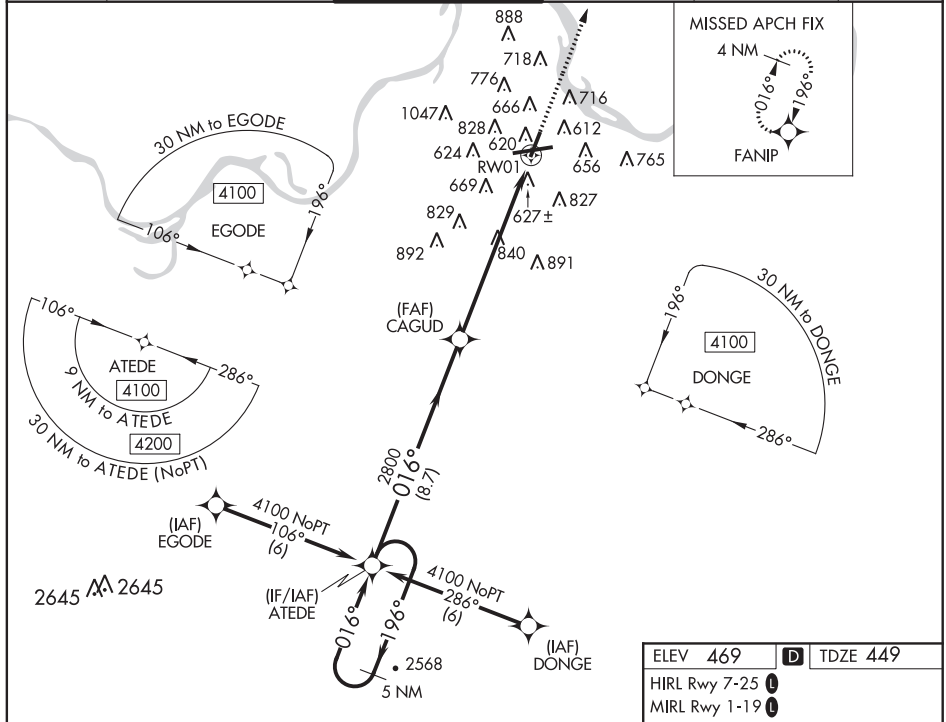
WAAS CH 58217 W01A	APP CRS 016°	Rwy Idg TDZE Apt Elev	5001 449 469
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RNAV (GPS) RWY 1

FORT SMITH RGNL (FSM)

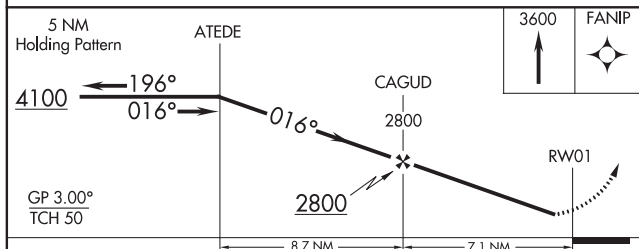
▼ Straight-in minimums NA at night. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
ASR MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS 126.3	RAZORBACK APP CON * 120.9 343.75	FORT SMITH TOWER * 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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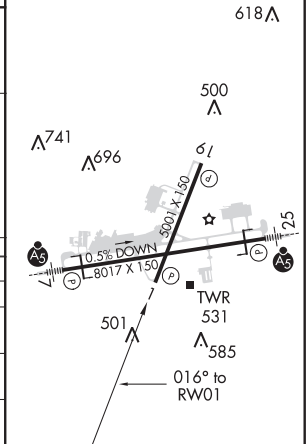
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 469	D TDZE 449
HIRL Rwy 7-25	
MIRL Rwy 1-19	

CATEGORY	A	B	C	D
LPV DA		705-1	256 (300-1)	
LNAV/VNAV DA		942-1¾	493 (500-1¾)	
LNAV MDA	1160-1 711 (700-1)		1160-2 711 (700-2)	1160-2¼ 711 (700-2¼)
CIRCLING	1160-1 691 (700-1)		1160-2 691 (700-2)	1160-2¼ 691 (700-2¼)



FORT SMITH, ARKANSAS
Amdt 2 03JUN10

35°20'N-94°22'W

FORT SMITH RGNL (FSM) RNAV (GPS) RWY 1

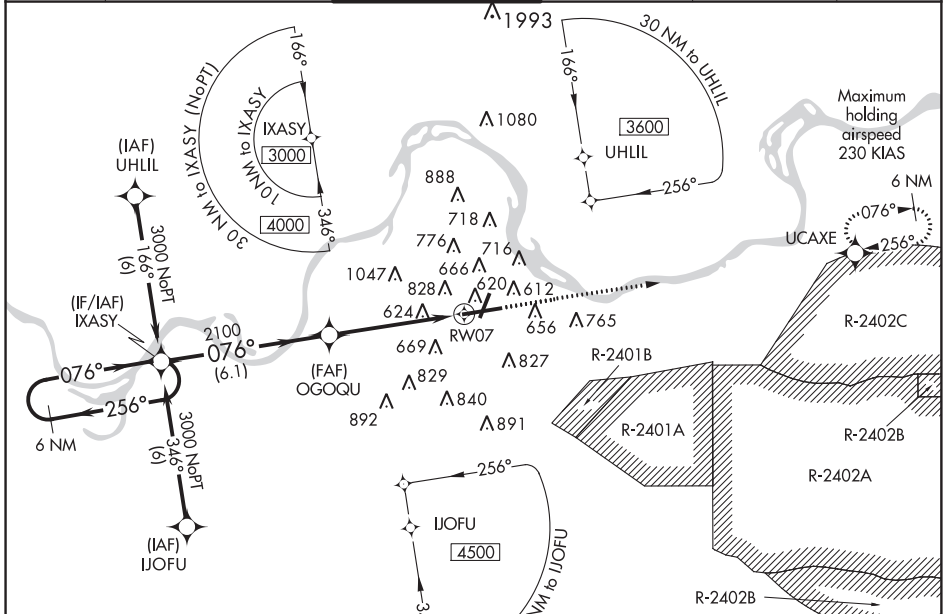
WAAS CH 77917 W07A	APP CRS 076°	Rwy Idg TDZE Apt Elev	8000 469 469
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RNAV (GPS) RWY 7

FORT SMITH RGNL (F'SM)

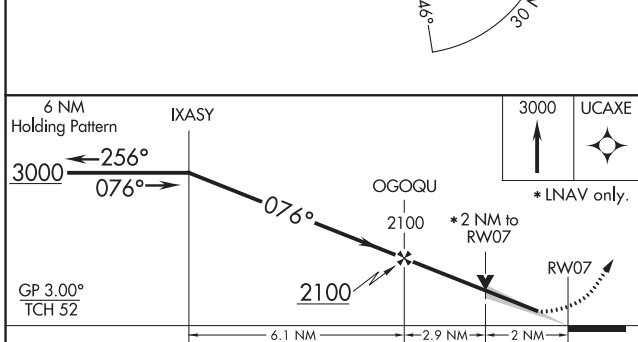
<p>ASR</p>	<p>Circling to Rwy 1 NA at night. For inoperative MALSR, increase LPV Cat E visibility to 3/4, LNAV/VNAV Cat E visibility to 2 1/4 and LNAV Cat E visibility to 2 1/2. Circling NA for Cat E NW of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Circling Cat E NA when R-2401B active.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct UCAXE and hold.</p>

ATIS 126.3	RAZORBACK APP CON * 120.9 343.75	FORT SMITH TOWER * 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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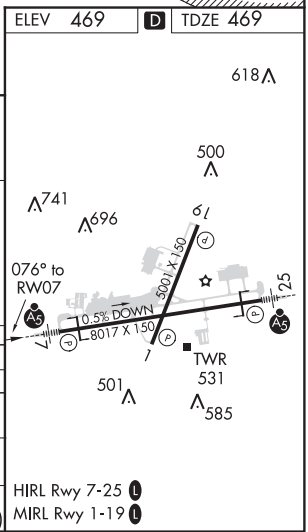


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA		669-1/2	200 (200-1/2)		
LNAV/VNAV DA		1085-1 3/4	616 (700-1 3/4)		
LNAV MDA	1140-1/2 671 (700-1/2)	1140-1 1/2 671 (700-1 1/2)	1140-1 3/4 671 (700-1 3/4)	1140-2 671 (700-2)	1140-2 671 (700-2)
CIRCLING	1140-1 671 (700-1)	1140-2 671 (700-2)	1140-2 1/4 671 (700-2 1/4)	1200-2 1/2 731 (800-2 1/2)	



FORT SMITH, ARKANSAS

AL-631 (FAA)

16091

WAAS CH 87117 W25A	APP CRS 256°	Rwy Idg TDZE Apt Elev	8000 453 469
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RNAV (GPS) RWY 25

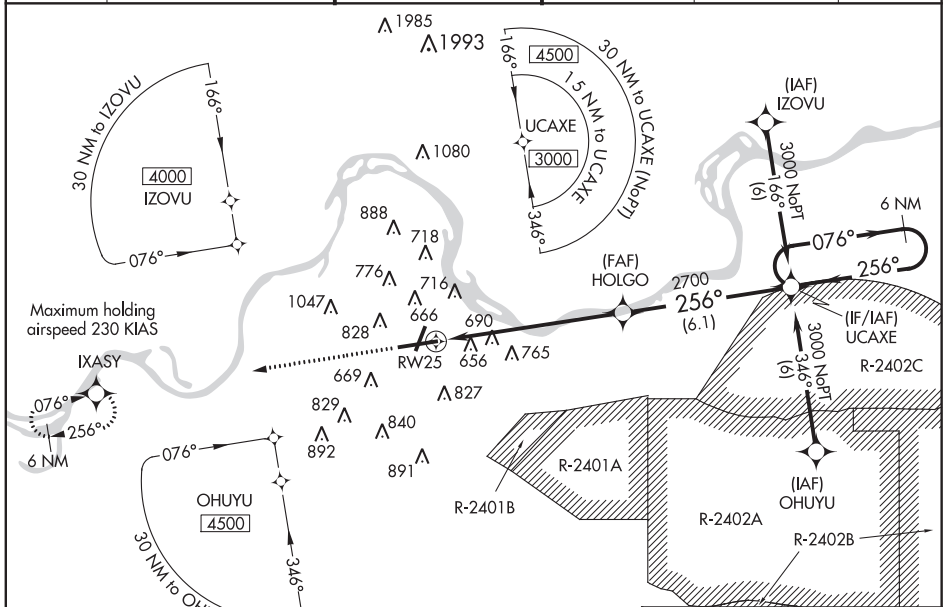
FORT SMITH RGNL (F'SM)

⚠ Circling to Rwy 1 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1 $\frac{1}{4}$. Circling NA for Cat E NW of Rwy 7 and 19. 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. Circling Cat E NA when R-2401B active.



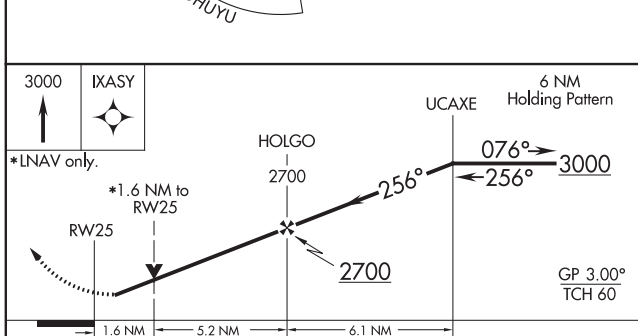
MISSED APPROACH:
Climb to 3000 direct IXASY and hold.

ATIS 126.3	RAZORBACK APP CON * 120.9 343.75	FORT SMITH TOWER * 118.3 (CTAF) 0 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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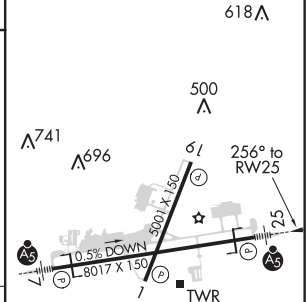


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 469	D	TDZE 453
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CATEGORY	A	B	C	D	E
LPV DA	653/40 200 (200- $\frac{3}{4}$)				
LNAV/VNAV DA	979/60 526 (600-1 $\frac{1}{4}$)				
LNAV MDA	980/40 527 (600- $\frac{3}{4}$)	980/50 527 (600-1)	980/60 527 (600-1 $\frac{1}{4}$)		
CIRCLING	1140-1 671 (700-1)	1140-2 671 (700-2)	1140-2 $\frac{1}{4}$ 671 (700-2 $\frac{1}{4}$)	1200-2 $\frac{1}{2}$ 731 (800-2 $\frac{1}{2}$)	

HIRL Rwy 7-25 **0**
MIRL Rwy 1-19 **0**

FORT SMITH, ARKANSAS
Amdt 1 03JUN10

35°20'N-94°22'W

RNAV (GPS) RWY 25

FORT SMITH RGNL (F'SM)

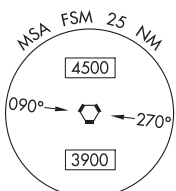
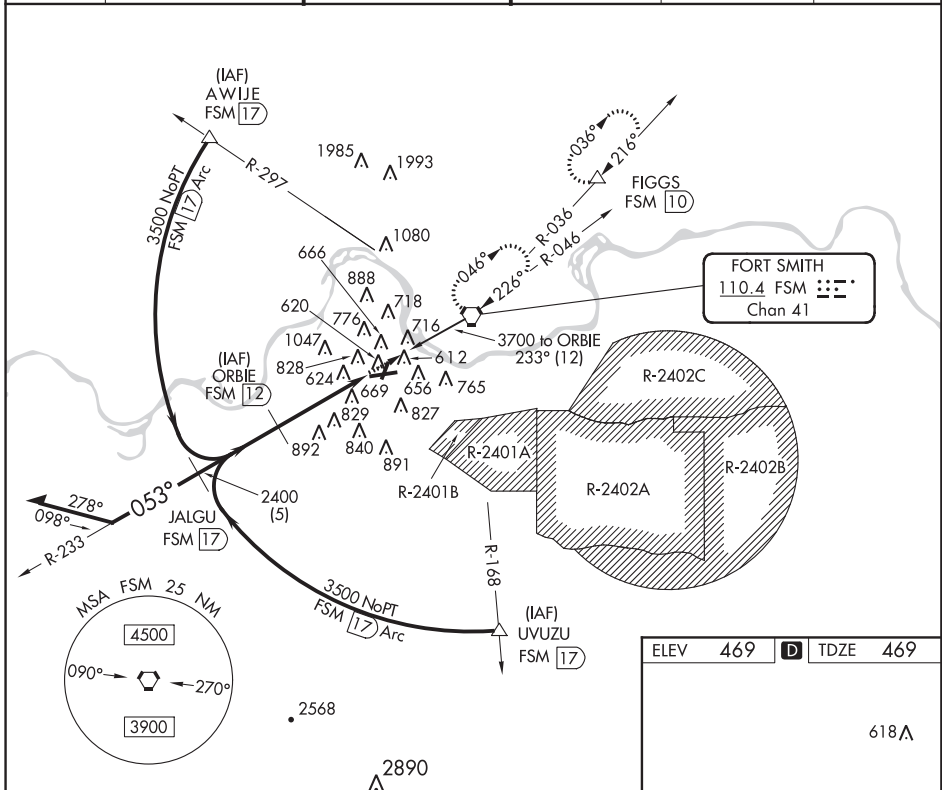
VORTAC FSM 110.4 Chan 41	APP CRS 053°	Rwy Idg TDZE 469 Apt Elev 469
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VOR/DME or TACAN RWY 7

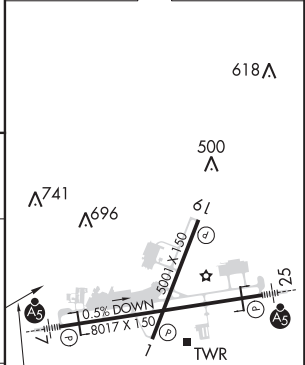
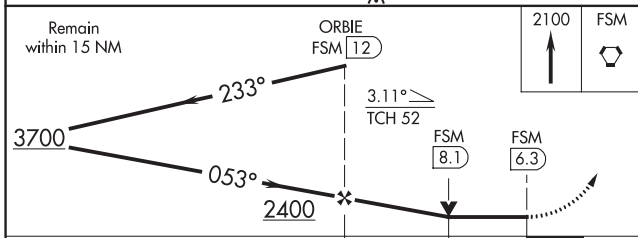
FORT SMITH RGNL (FSM)

Inoperative table does not apply. Circling not authorized NW of Rws 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.	MALS R	MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

ATIS 126.3	RAZORBACK APP CON * 120.9 343.75	FORT SMITH TOWER * 118.3(CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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ELEV	469	D	TDZE	469
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CATEGORY	A	B	C	D	E
S-7	1080-1 611 (700-1)		1080-1¼ 611 (700-1¼)	1080-2 611 (700-2)	1080-2¼ 611 (700-2¼)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25

MIRL Rwy 1-19

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FORT SMITH, ARKANSAS

AL-631 (FAA)

16091

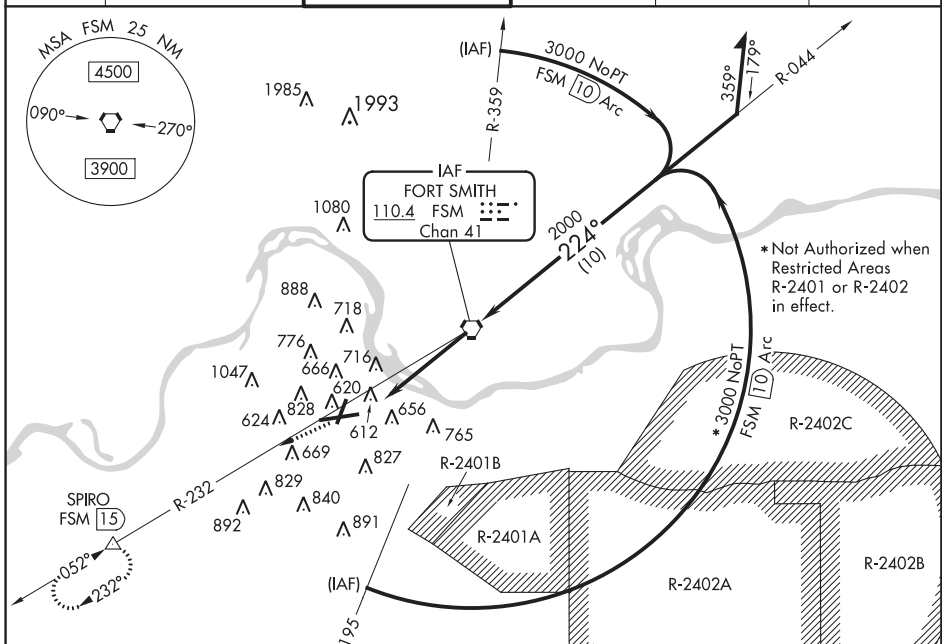
VORTAC FSM 110.4 Chan 41	APP CRS 224°	Rwy Idg 8000 TDZE 445 Apt Elev 469
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VOR or TACAN RWY 25

FORT SMITH RGNL (FSM)

⚠ Inoperative table does not apply. Circling NA NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.	MALSR 	MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.
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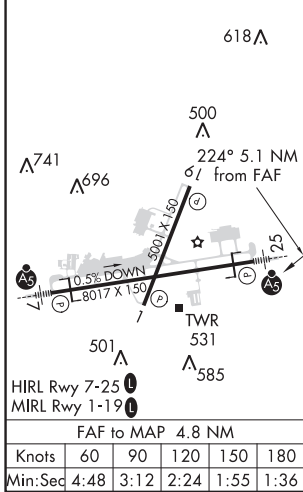
ATIS 126.3	RAZORBACK APP CON* 120.9 343.75	FORT SMITH TOWER* 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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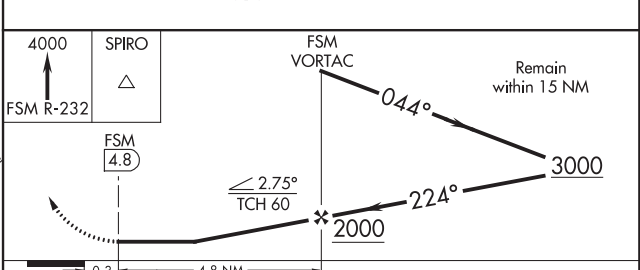
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 469	D	TDZE 445
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DME REQUIRED



CATEGORY	A	B	C	D	E
S-25	980-1	535 (600-1)	980-1½ 535 (600-1½)	980-1¾ 535 (600-1¾)	980-2 535 (600-2)
CIRCLING	1140-1	671 (700-1)	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

FORT SMITH, ARKANSAS
Amdt 20H 20NOV08

35°20'N-94°22'W

VOR or TACAN RWY 25

FORT SMITH RGNL (FSM)

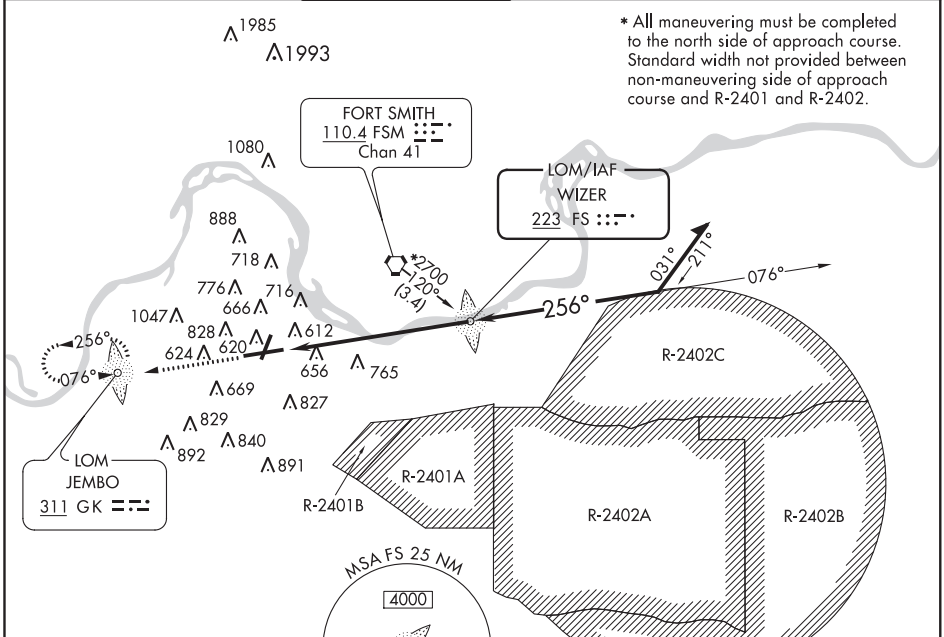
NDB RWY 25

FORT SMITH RGNL (FSM)

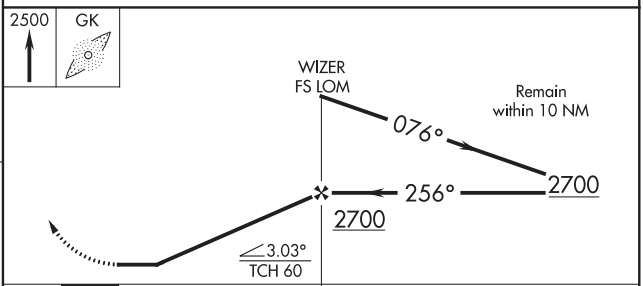
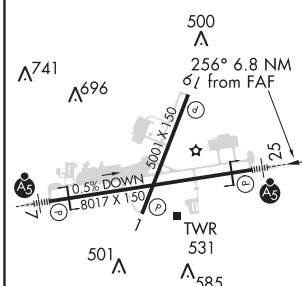
LOM FS 223	APP CRS 256°	Rwy Idg TDZE Apt Elev	8000 445 469
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ASR	Circling to Rwy 1 NA at night.	MALSR	MISSED APPROACH: Climb to 2500 direct GK LOM and hold.
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ATIS 126.3	RAZORBACK APP CON * 120.9 343.75	FORT SMITH TOWER * 118.3(CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	UNICOM 122.95
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ELEV 469	D	TDZE 445
618		



HIRL Rwy 7-25 MIRL Rwy 1-19	FAF to MAP 6.8 NM				
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16
CATEGORY	A	B	C	D	
S-25	1180/40	734 (800-3/4)	1180-1 1/2 734 (800-1 1/2)	1180-2 734 (800-2)	
CIRCLING	1180-1	711 (800-1)	1180-2 711 (800-2)	1180-2 1/4 711 (800-2 1/4)	

SC-1, 10 NOV 2016 to 05 JAN 2017

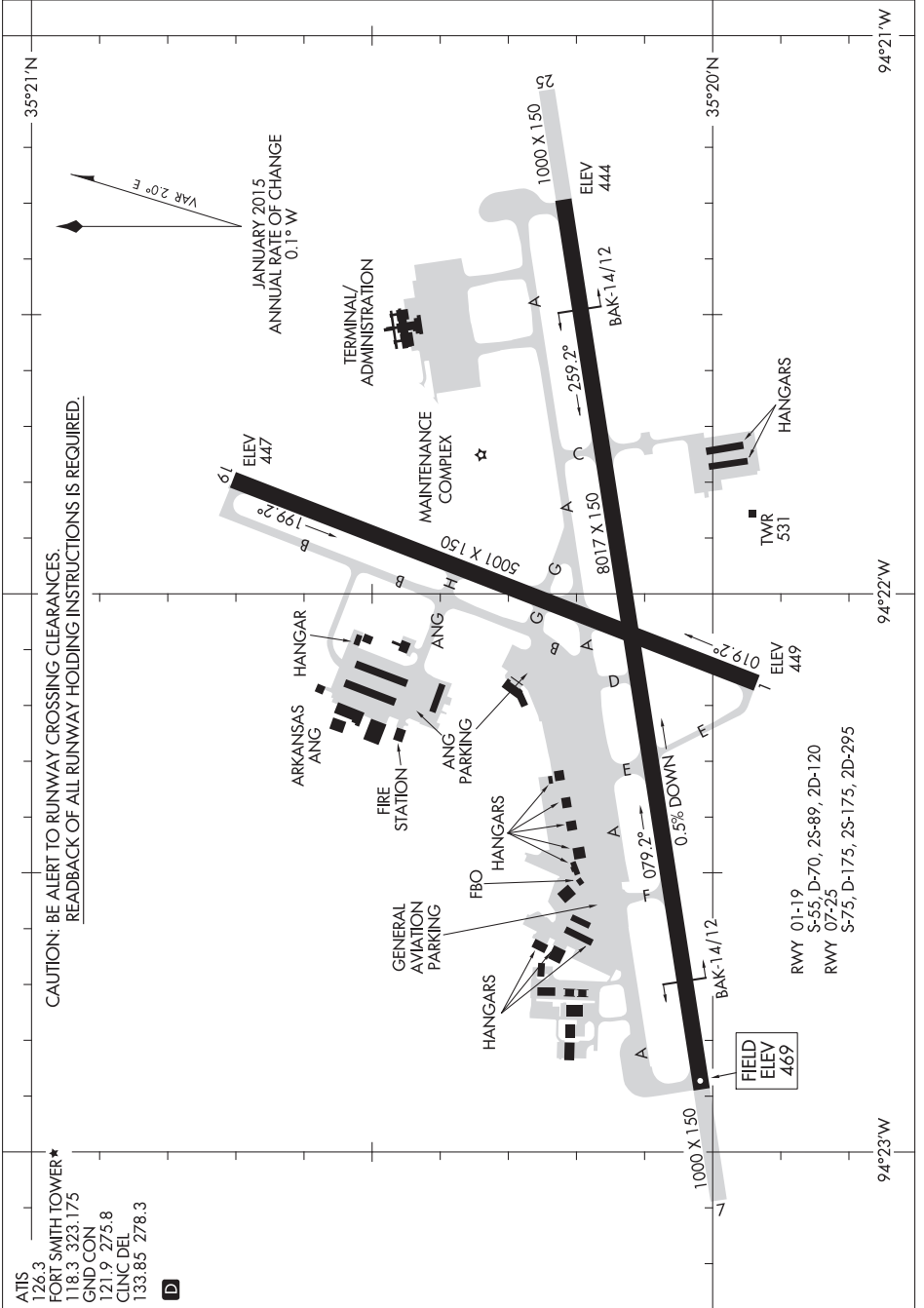
SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH RGNL (F'SM)
FORT SMITH, ARKANSAS

SC-1, 10 NOV 2016 to 05 JAN 2017



SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

15232

FORT SMITH, ARKANSAS
FORT SMITH RGNL (F'SM)

WAAS CH 56419 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	6099 1238 1258
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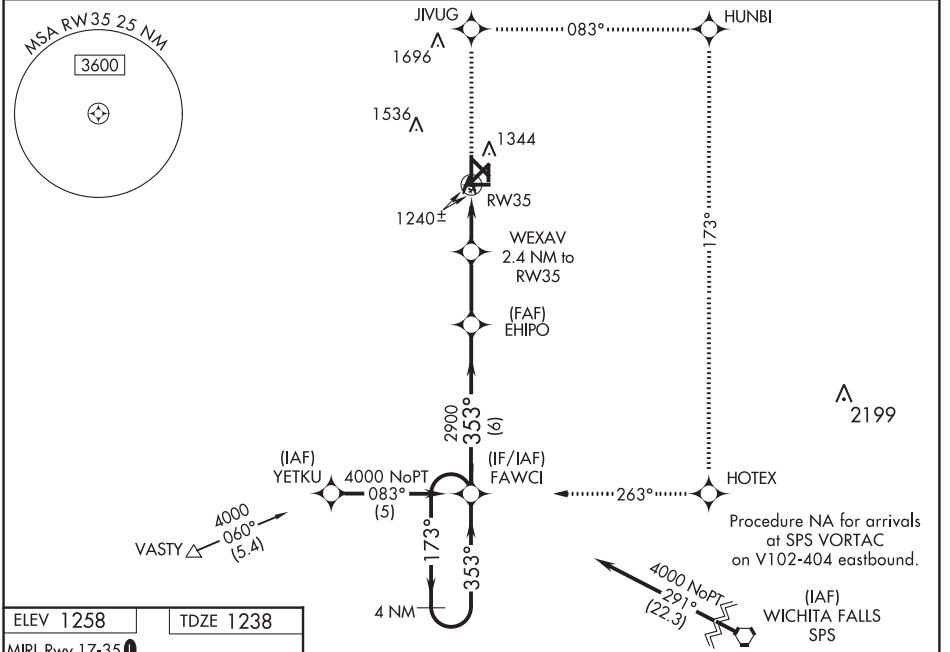
RNAV (GPS) RWY 35

FREDERICK RGNL (F'DR)

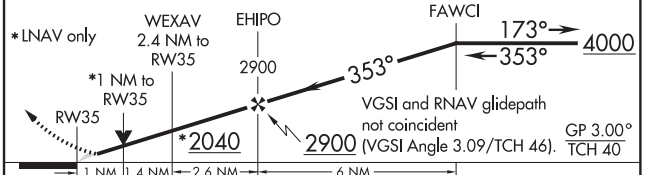
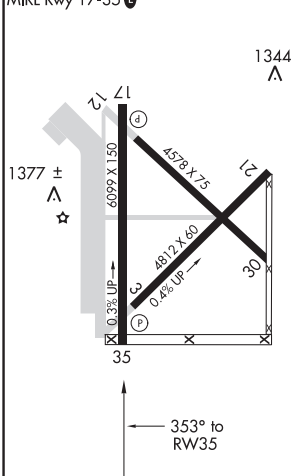
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile. Night landing: Rwy 3, 12, 17, 21, 30, NA.

MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

ASOS 132.675	ALTUS APP CON * 125.1 257.725	UNICOM 123.05 (CTAF) 0
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ELEV 1258	TDZE 1238
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CATEGORY	A	B	C	D
LPV DA		1438-¾	200 (200-¾)	
LNAV/VNAV DA		1500-1	262 (300-1)	
LNAV MDA	1600-1	362 (400-1)		1600-1¼ 362 (400-1¼)
CIRCLING	1700-1 442 (500-1)	1720-1 462 (500-1)	1780-1½ 522 (600-1½)	1880-2 622 (700-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

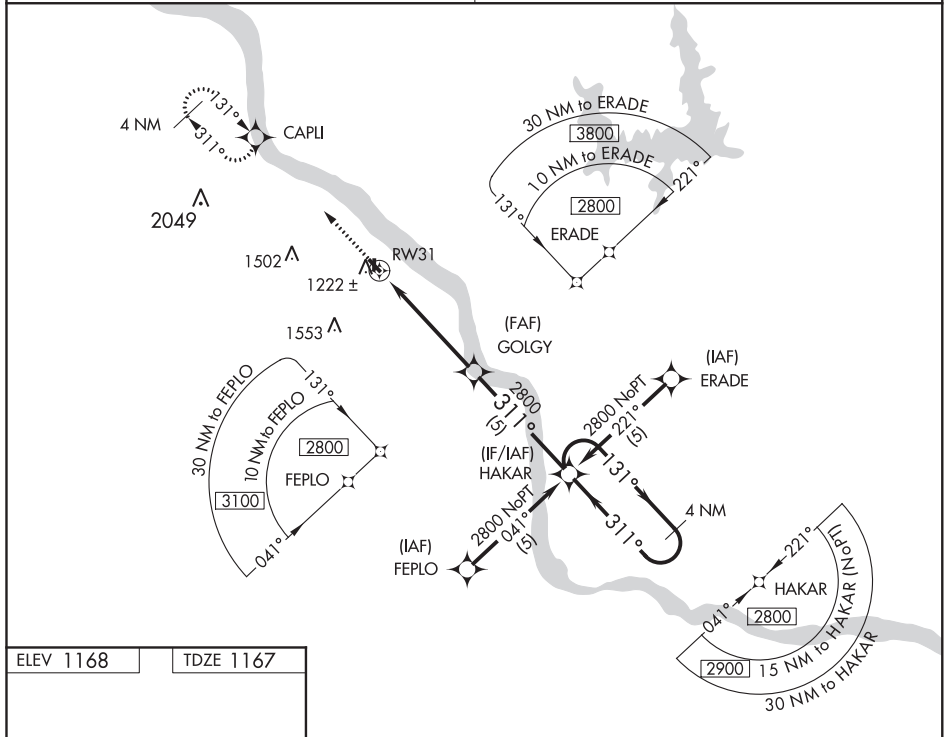
APP CRS 311°	Rwy Idg 3004
	TDZE 1167
	Apt Elev 1168

RNAV (GPS) RWY 31

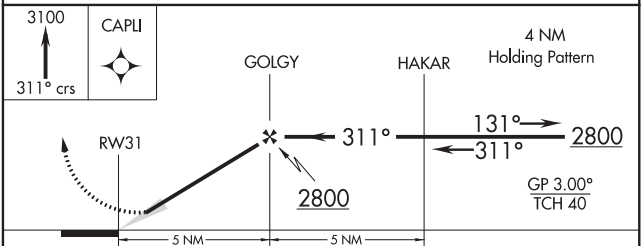
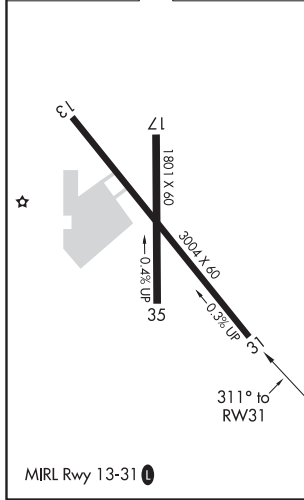
DAVID JAY PERRY (1K4)

<p>▽ Use Will Rogers World altimeter setting. ▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA.</p>	<p>MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.</p>
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<p>OKE CITY APP CON 120.45 288.325</p>	<p>UNICOM 122.7 (CTAF) 0</p>
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ELEV 1168	TDZE 1167
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

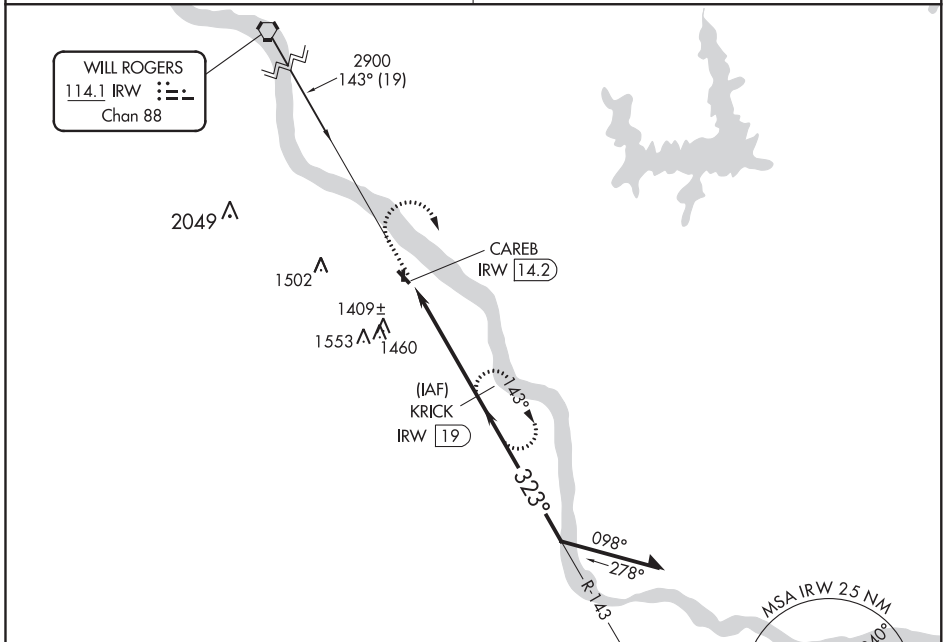
SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC IRW 114.1 Chan 88	APP CRS 323°	Rwy Idg 3004 TDZE 1167 Apt Elev 1168
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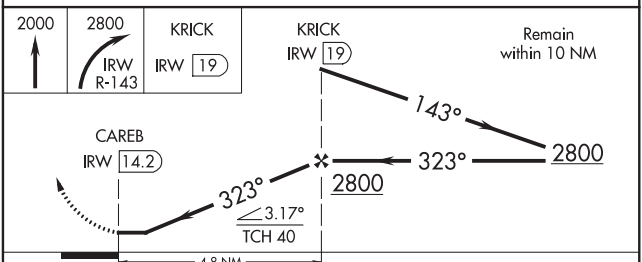
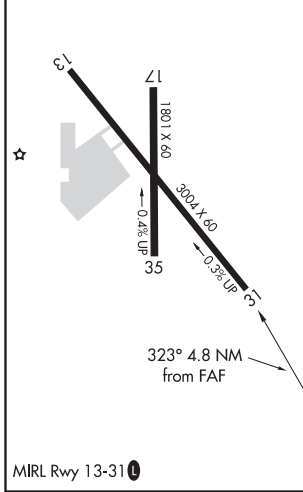
VOR/DME RWY 31

DAVID JAY PERRY (1K4)

<p>▼ Use Will Rogers World altimeter setting. ▲ NA</p>	<p>MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.</p>
<p>OKE CITY APP CON 120.45 288.325</p>	<p>UNICOM 122.7 (CTAF) 0</p>



ELEV 1168	TDZE 1167
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CATEGORY	A	B	C	D
S-31	1780-1	613 (700-1)	1780-1¾ 613 (700-1¾)	NA
CIRCLING	1780-1	612 (700-1)	1780-1¾ 612 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

GROVE, OKLAHOMA

AL-6721 (FAA)

16035

WAAS CH 58308 W18A	APP CRS 176°	Rwy ldg 5200 TDZE 826 Apt Elev 831
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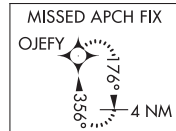
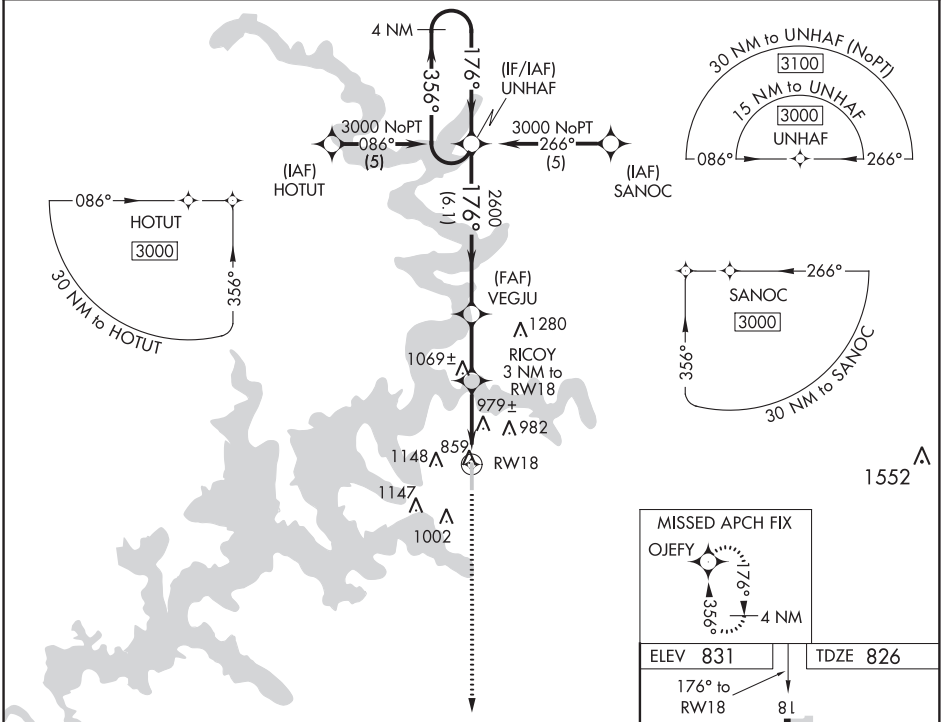
RNAV (GPS) RWY 18

GROVE MUNI (GMJ)

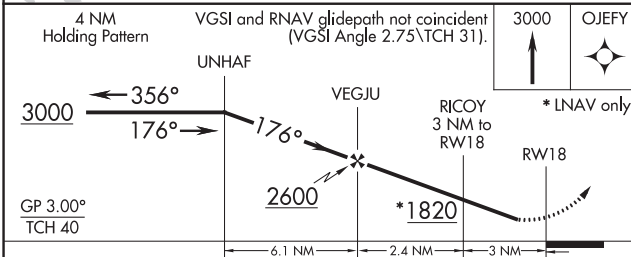
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

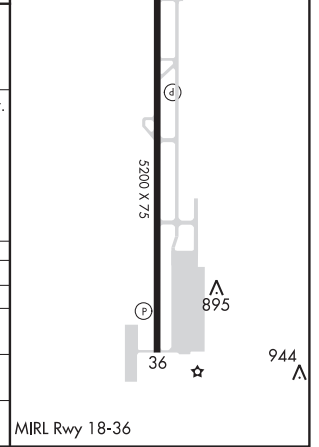
AWOS-3 119.025	KANSAS CITY CENTER 128.8 354.1	UNICOM 122.8 (CTAF)
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ELEV 831	TDZE 826
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CATEGORY	A	B	C	D
LPV DA	1153-1¼	327 (400-1¼)		NA
LNAV/VNAV DA	1346-2	520 (600-2)		NA
LNAV MDA	1240-1	414 (500-1)	1240-1¼ 414 (500-1¼)	NA
CIRCLING	1500-1	669 (700-1)	1500-1¾ 669 (700-1¾)	NA



GROVE, OKLAHOMA
Amdt 1 25SEP08

36°36'N-94°44'W

RNAV (GPS) RWY 18

GROVE MUNI (GMJ)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

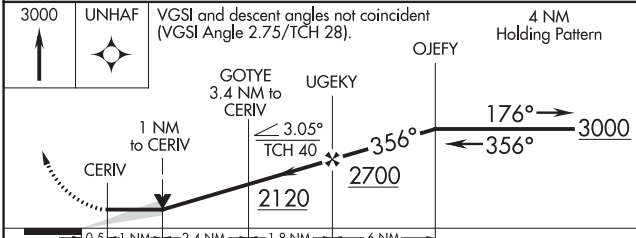
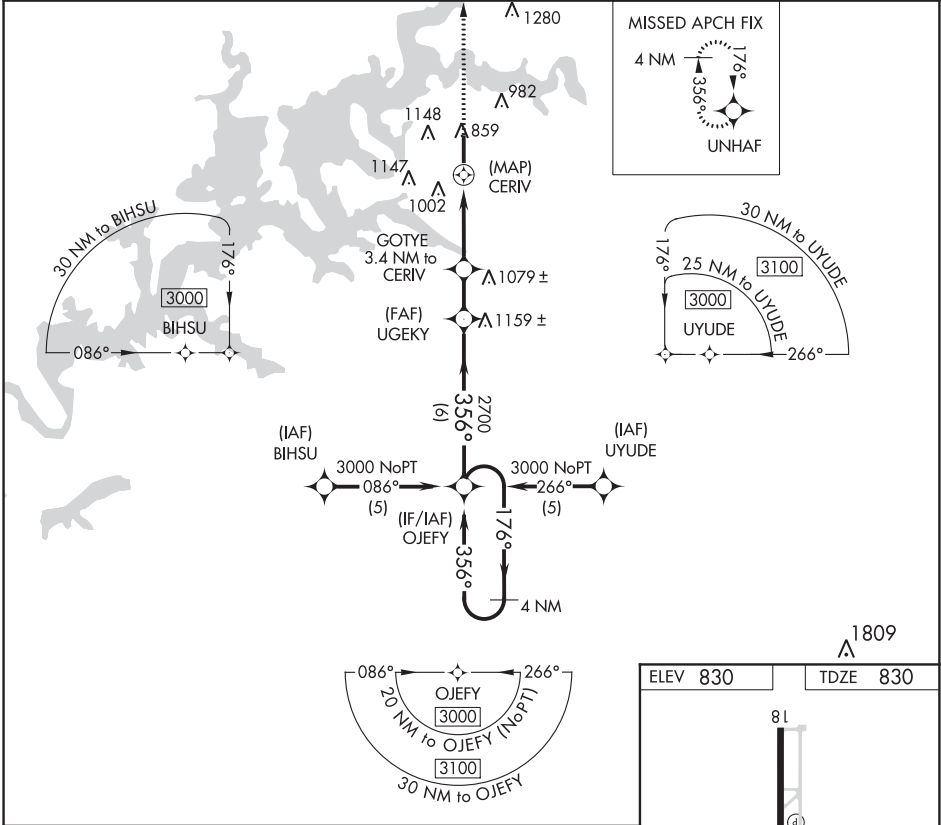
RNAV (GPS) RWY 36

GROVE MUNI (G.M.J)

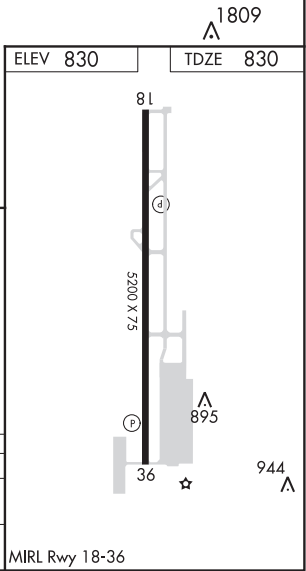
APP CRS 356°	Rwy Idg 5200
	TDZE 830
	Apt Elev 830

▼ DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

AWOS-3 119.025	KANSAS CITY CENTER 128.8 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	1280-1	450 (500-1)	1280-1¼ 450 (500-1¼)	NA
CIRCLING	1500-1	670 (700-1)	1500-1¾ 670 (700-1¾)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

GROVE, OKLAHOMA

AL-6721 (FAA)

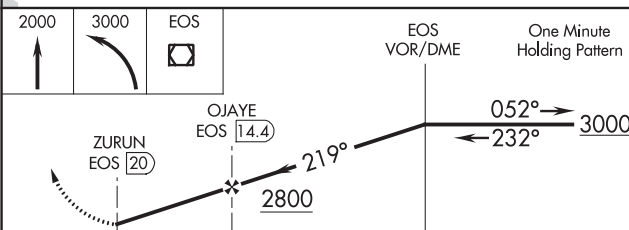
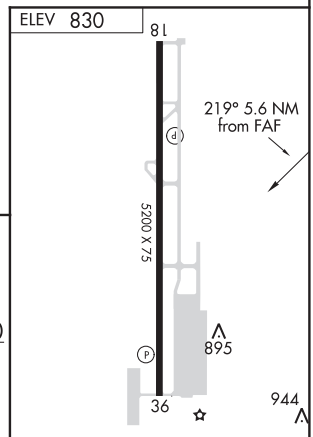
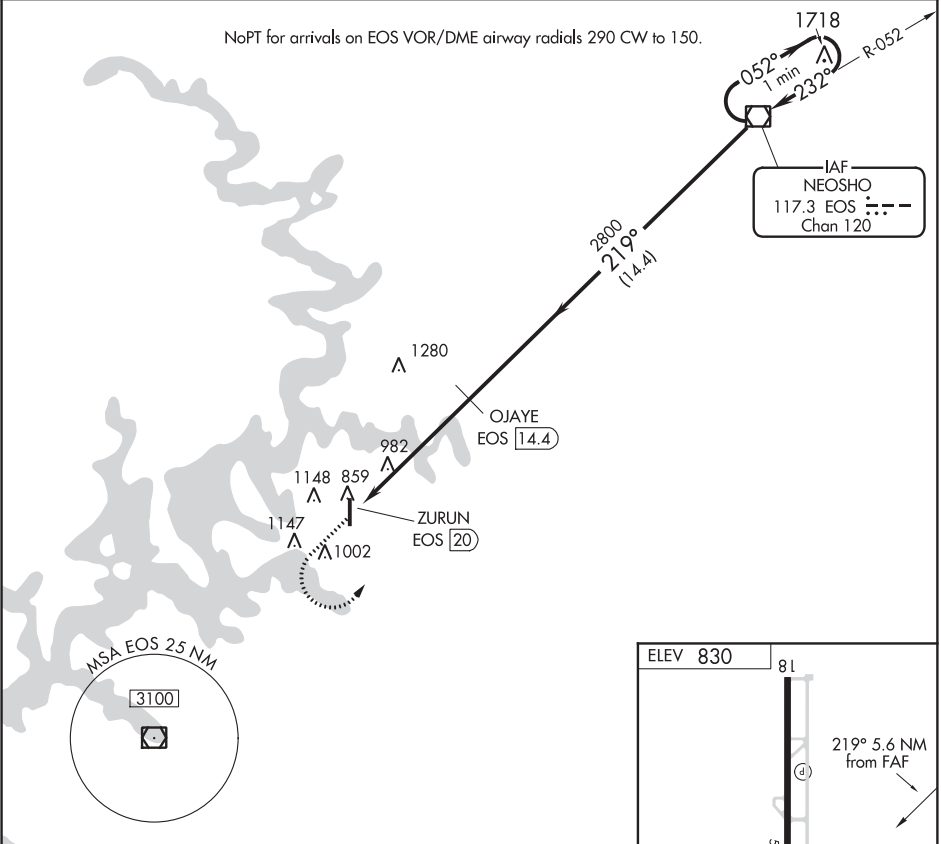
16035

VOR/DME EOS 117.3 Chan 120	APP CRS 219°	Rwy Idg TDZE Apt Elev	N/A N/A 830
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VOR/DME-A
GROVE MUNI (GMJ)

▼ MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3 119.025	KANSAS CITY CENTER 128.8 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA

MIRL Rwy 18-36

GROVE, OKLAHOMA
Amdt 1 12MAY05

36°36'N-94°44'W

GROVE MUNI (GMJ)
VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

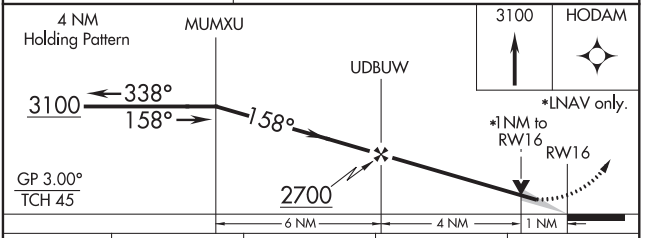
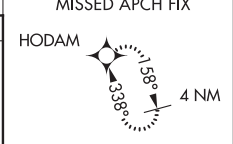
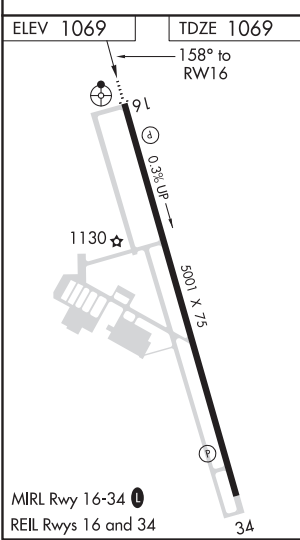
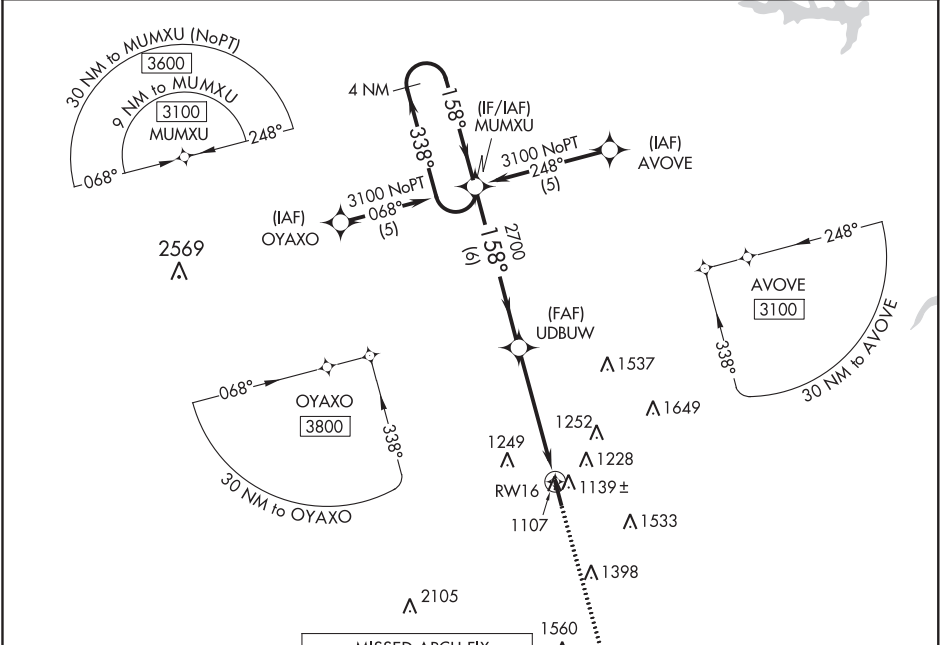
WAAS CH 56308 W16A	APP CRS 158°	Rwy Idg TDZE Apt Elev	5001 1069 1069
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RNAV (GPS) RWY 16

GUTHRIE-EDMOND RGNL (GOK)

⚠ DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.	ODALS ⚠	MISSED APPROACH: Climb to 3100 direct HODAM and hold.
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ASOS 133,975	OKE CITY APP CON 124.2 336.4	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	1319-1	250 (300-1)		NA
LNAV MDA	1420-1	351 (400-1)		NA
CIRCLING	1540-1	471 (500-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

GUTHRIE, OKLAHOMA

AL-5950 (FAA)

16259

WAAS CH 56607 W34A	APP CRS 338°	Rwy Idg TDZE Apt Elev	5001 1069 1069
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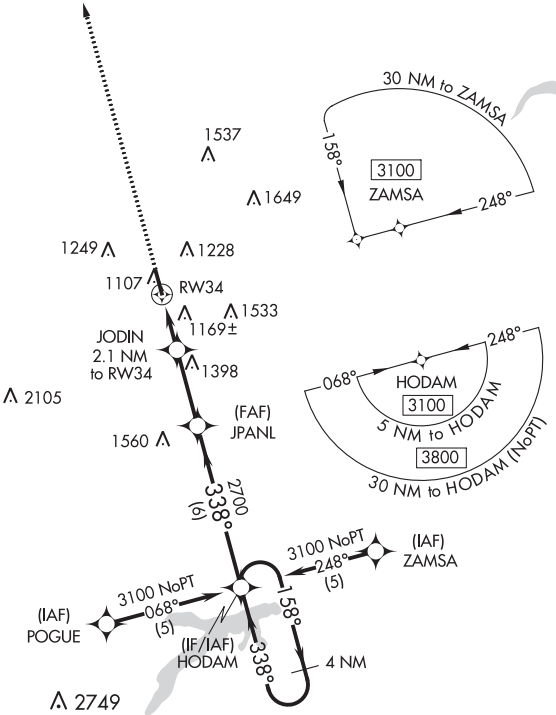
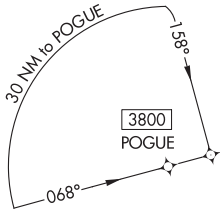
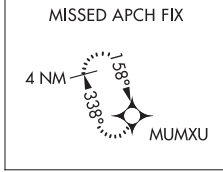
RNAV (GPS) RWY 34

GUTHRIE-EDMOND RGNL (GOK)

▽ DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.
▲ When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

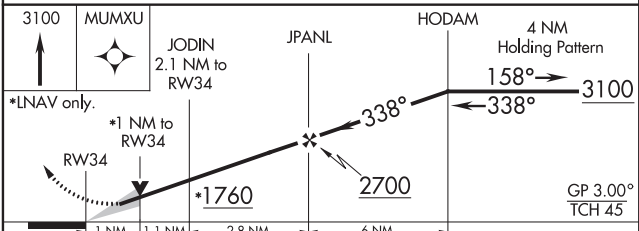
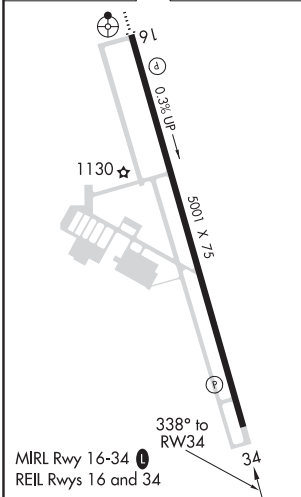
ASOS 133.975	OKE CITY APP CON 124.2 336.4	UNICOM 122.8 (CTAF) 1
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1069	TDZE 1069
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CATEGORY	A	B	C	D
LPV DA	1319-1	250 (300-1)		NA
LNAV MDA	1420-1	351 (400-1)		NA
CIRCLING	1540-1	471 (500-1)		NA

GUTHRIE, OKLAHOMA
Amdt 1 31JUL08

35°51'N-97°25'W

GUTHRIE-EDMOND RGNL (GOK)

RNAV (GPS) RWY 34

WAAS CH 82625 W18A	APP CRS 177°	Rwy Idg TDZE 3125 Apt Elev 3125
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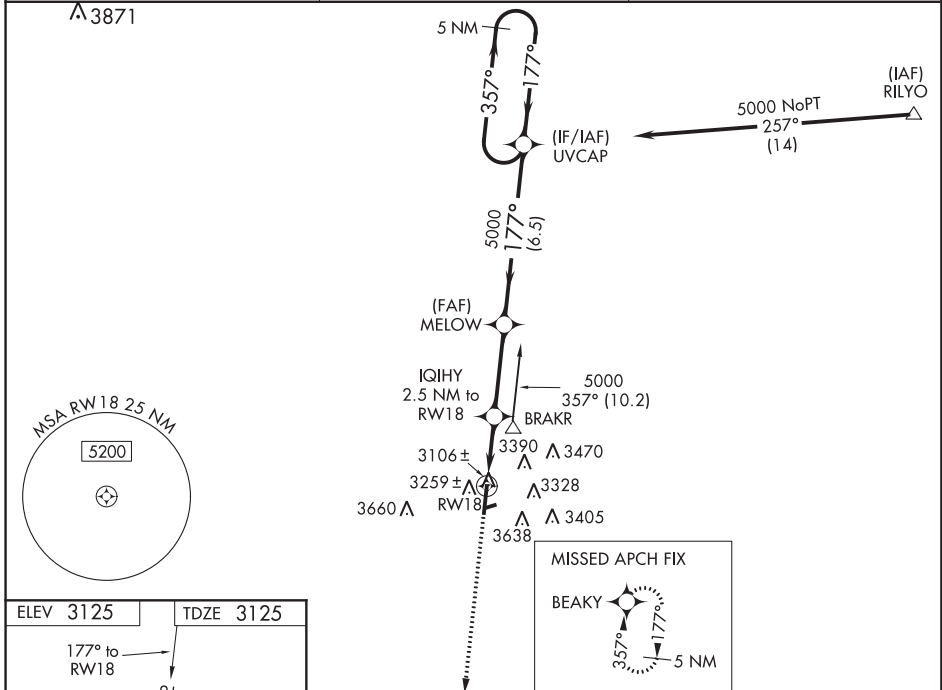
RNAV (GPS) RWY 18

GUYMON MUNI (GUY)

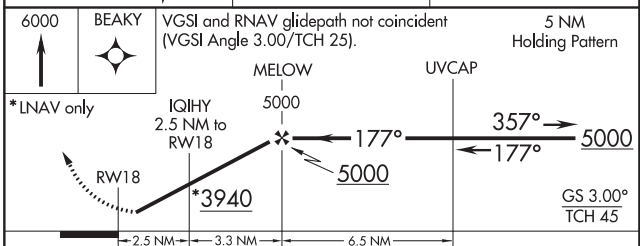
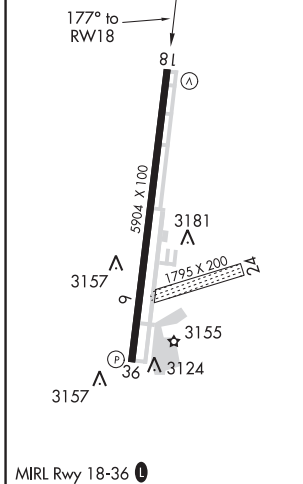
⚠ Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Liberal altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile. Circling NA to Rwy's 6 and 24.

MISSED APPROACH: Climb to 6000 direct BEAKY and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 257.865	UNICOM 122.7 (CTAF) ①
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ELEV 3125	TDZE 3125
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CATEGORY	A	B	C	D
LPV DA		3375-1	250 (300-1)	NA
LNAV/VNAV DA		3451-1	326 (400-1)	NA
LNAV MDA		3520-1	395 (400-1)	NA
CIRCLING	3580-1	455 (500-1)	3580-1½ 455 (500-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50525 W36A	APP CRS 357°	Rwy Idg 5904
		TDZE 3125
		Apt Elev 3125

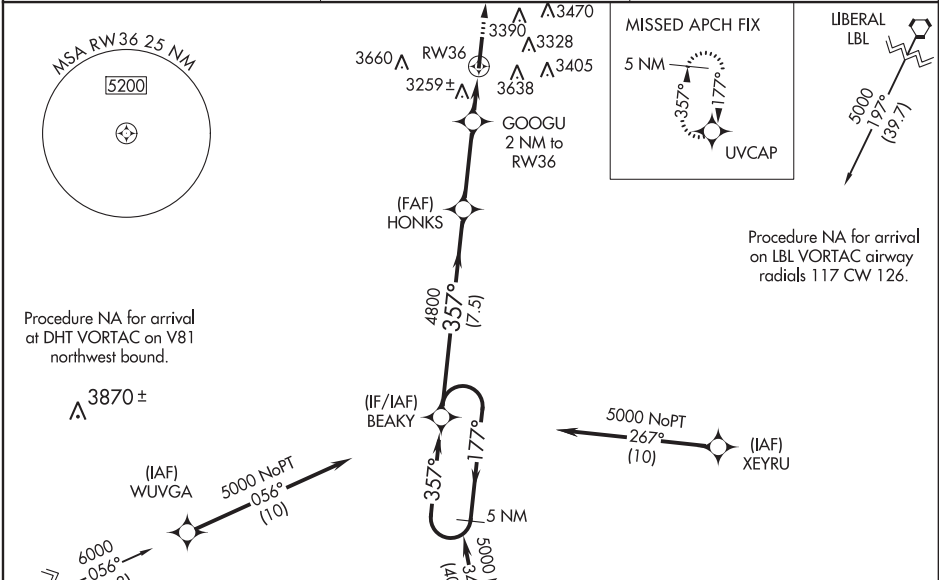
RNAV (GPS) RWY 36

GUYMON MUNI (GUY)

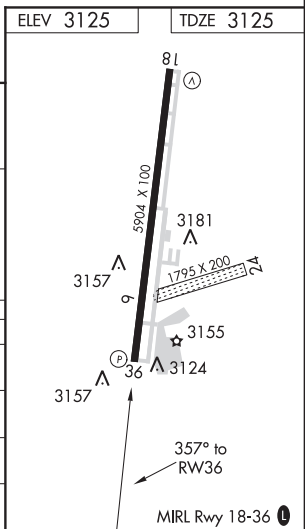
⚠ Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When VGSi inop, Straight-in/Circling Rwy 36 procedure NA at night. Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Liberal altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ⅓ mile. Circling NA to Rwy 6 and 24.

MISSED APPROACH:
Climb to 6000 direct UVCAP and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 257.865	UNICOM 122.7 (CTAF)
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5 NM Holding Pattern	BEAKY		* LNAV Only	6000	UVCAP
	5000 ← 177°	→ 357°	HONKS 4800	GOOGU 2 NM to RW36	RW36
GS 3.00° TCH 35°	→ 357°		* 3780		
	7.5 NM		3.2 NM	2 NM	
CATEGORY	A	B	C	D	
LPV DA	3375-1 250 (300-1)			NA	
LNAV/VNAV DA	3584-1 5/8 459 (500-1 5/8)			NA	
LNAV MDA	3520-1	395 (400-1)	3520-1 1/8 395 (400-1 1/8)	NA	
CIRCLING	3580-1	455 (500-1)	3580-1 1/2 455 (500-1 1/2)	NA	



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

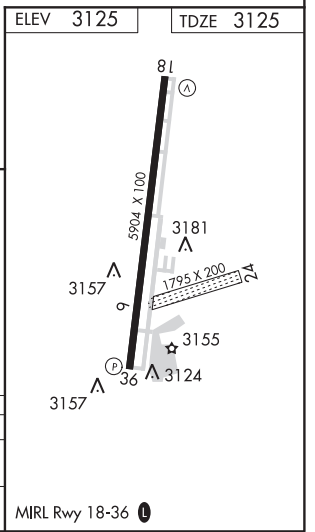
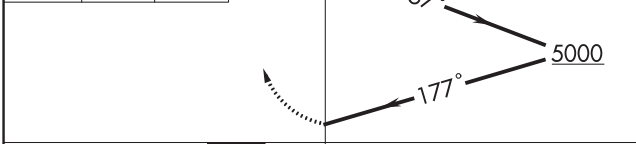
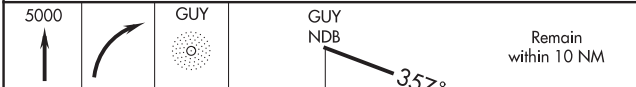
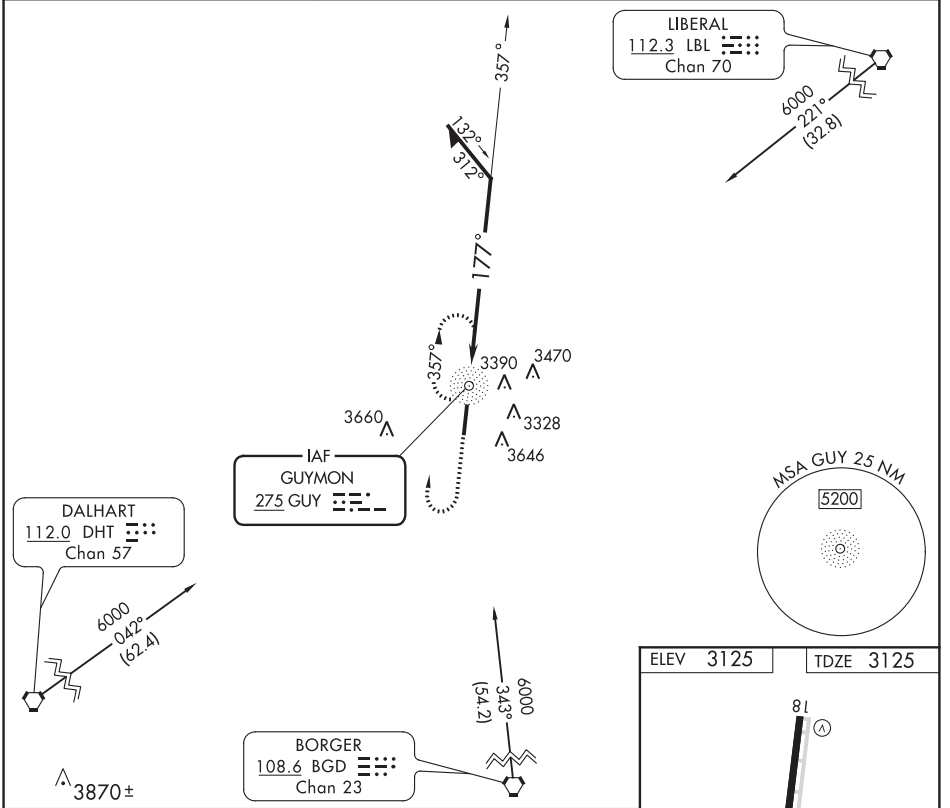
NDB GUY 275	APP CRS 177°	Rwy Idg 5904
		TDZE 3125
		Apt Elev 3125

NDB RWY 18

GUYMON MUNI (GUY)

⚠ NA Circling not authorized east of Rwy 18-36. MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

ASOS 119.925	KANSAS CITY CENTER 134.0 257.865	UNICOM 122.7 (CTAF)
------------------------	--	-------------------------------



CATEGORY	A	B	C	D
S-18	3900-1 775 (800-1)	3900-1¼ 775 (800-1¼)	3900-2¼ 775 (800-2¼)	NA
CIRCLING	3900-1 775 (800-1)	3900-1¼ 775 (800-1¼)	3900-2¼ 775 (800-2¼)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HARRISON, ARKANSAS

AL-5135 (FAA)

16035

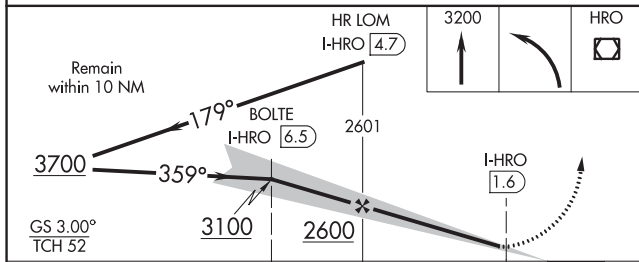
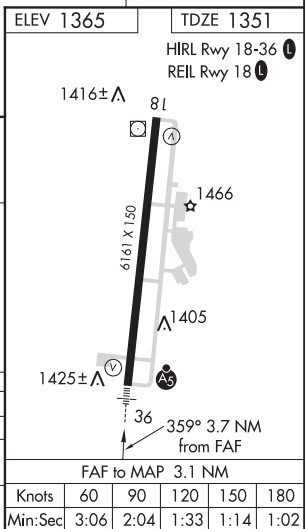
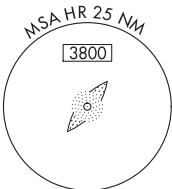
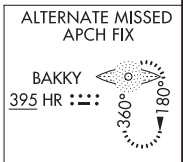
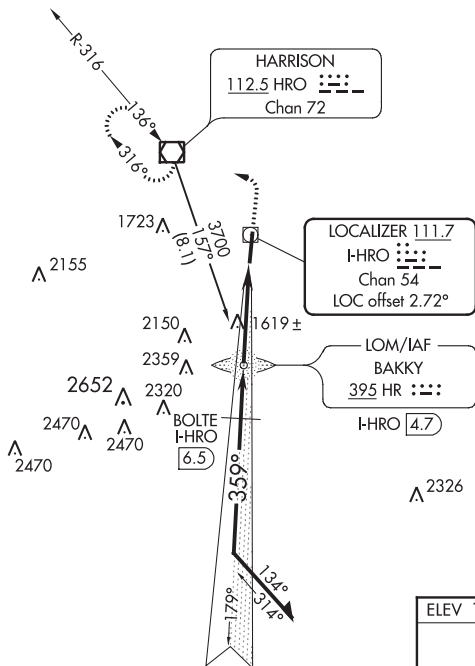
LOC/DME I-HRO 111.7 Chan 54	APP CRS 359°	Rwy ldg TDZE Apt Elev	6161 1351 1365
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ILS RWY 36
BOONE COUNTY (HRO)

NA	MALSR ALS	MISSED APPROACH: Climb to 3200 then left turn direct HRO VOR/DME and hold.
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ASOS 121.125	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF)
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ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 36		1601-½	250 (300-½)	
S-LOC 36	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

HARRISON, ARKANSAS
Orig-A 19FEB04

36°16'N-093°09'W

BOONE COUNTY (HRO)
ILS RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1365	TDZE 1351
HIRL Rwy 18-36	REIL Rwy 18
1416±	81
1466	1405
1425±	1425±
36	359° 3.7 NM from FAF
FAF to MAP 3.1 NM	
Knots	60 90 120 150 180
Min:Sec	3:06 2:04 1:33 1:14 1:02

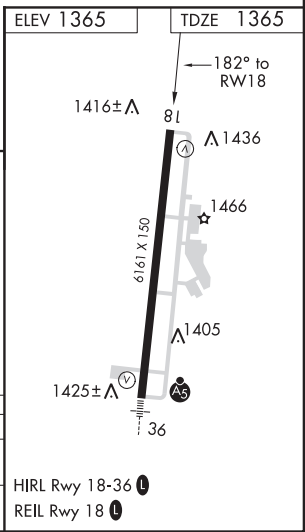
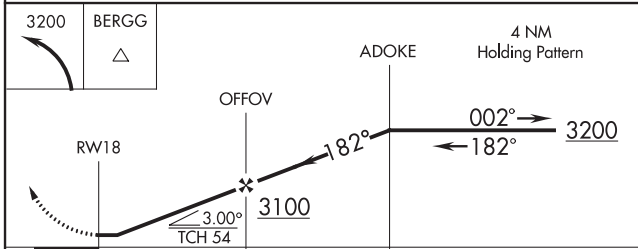
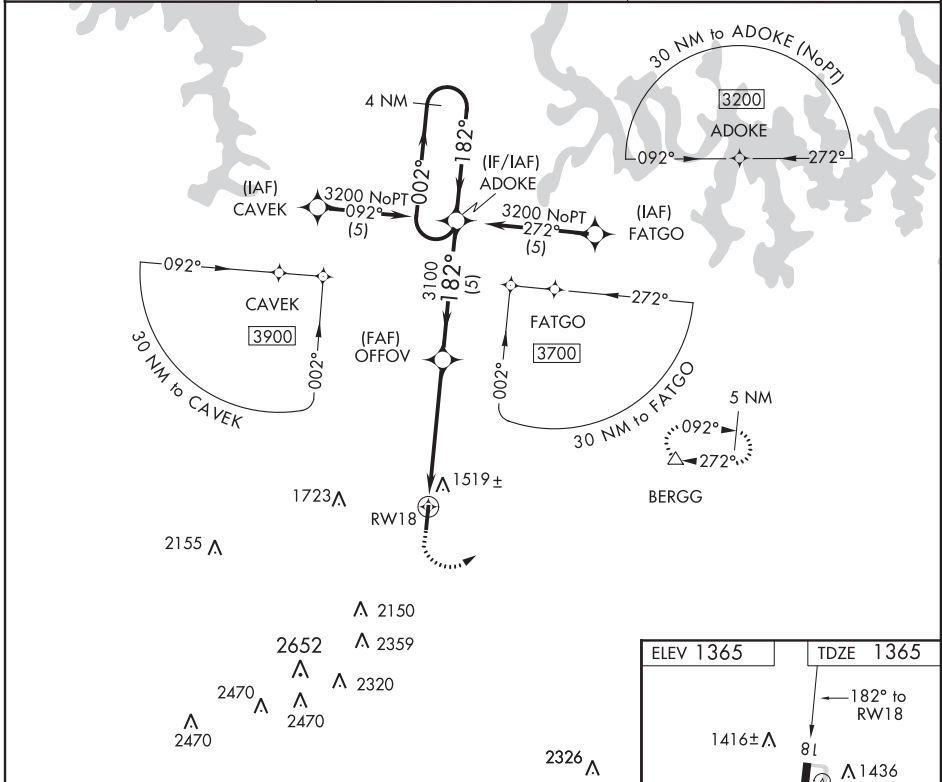
APP CRS	Rwy Idg	6161
182°	TDZE	1365
	Apt Elev	1365

RNAV (GPS) RWY 18

BOONE COUNTY (HRO)

<p>▽ GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3200 direct BERGG WP and hold.</p>
--	--

<p>ASOS</p> <p>121.125</p>	<p>MEMPHIS CENTER</p> <p>126.85 281.55</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
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CATEGORY	A	B	C	D
LNVA MDA	1720-1 355 (400-1)		1720-1¼ 355 (400-1¼)	
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

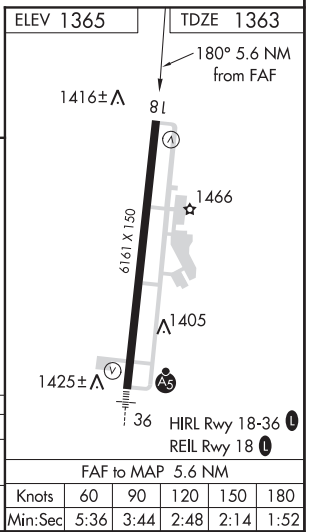
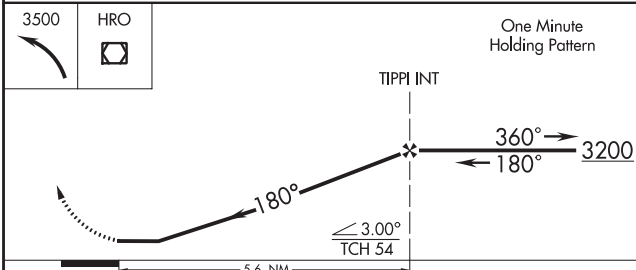
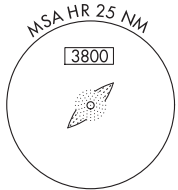
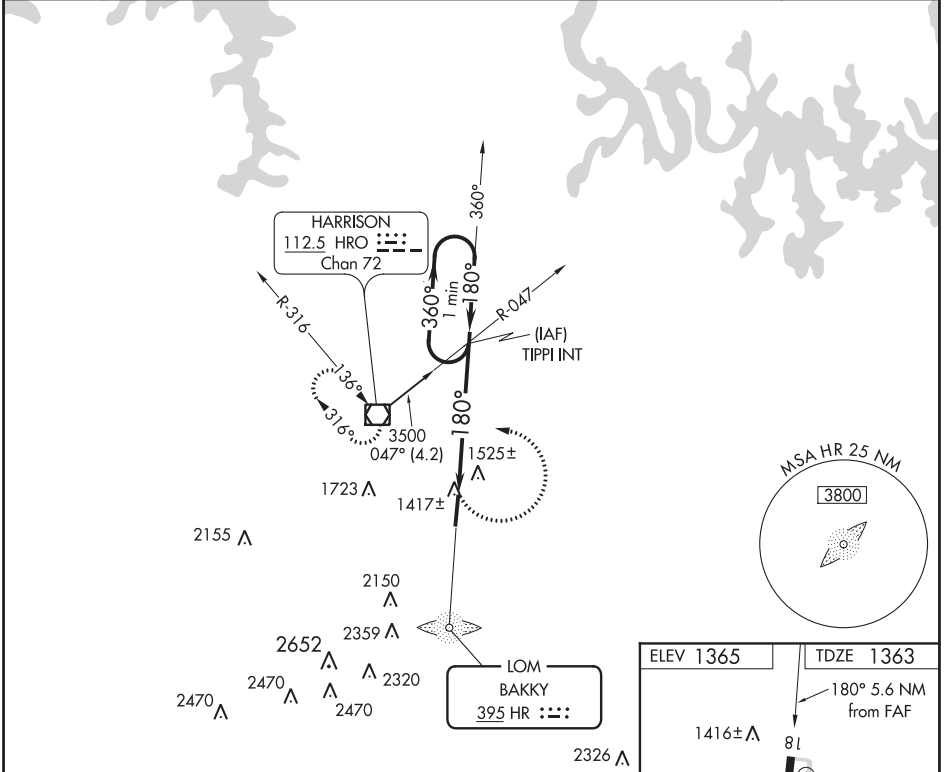
SC-1, 10 NOV 2016 to 05 JAN 2017

LOM HR 395	APP CRS 180°	Rwy Idg 6161
		TDZE 1363
		Apt Elev 1365

NDB RWY 18
BOONE COUNTY (HRO)

<p>▼</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3500 direct HRO VOR/DME and hold.</p>
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<p>ASOS 121.125</p>	<p>MEMPHIS CENTER 126.85 281.55</p>	<p>UNICOM 123.0 (CTAF) ①</p>
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CATEGORY	A	B	C	D
S-18	1740-1 375 (400-1)		1740-1¼ 375 (400-1¼)	
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HEBER SPRINGS, ARKANSAS

AL-5906 (FAA)

14261

APP CRS	Rwy Idg	4002
057°	TDZE	631
	Apt Elev	632

RNAV (GPS) RWY 5

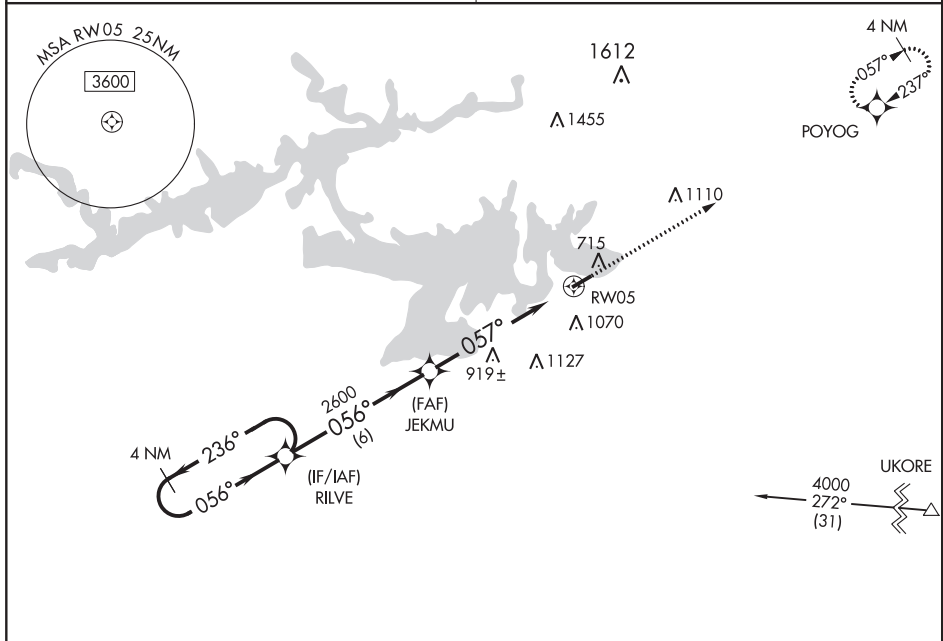
HEBER SPRINGS MUNI (HBZ)

NA DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct POYOG and hold.

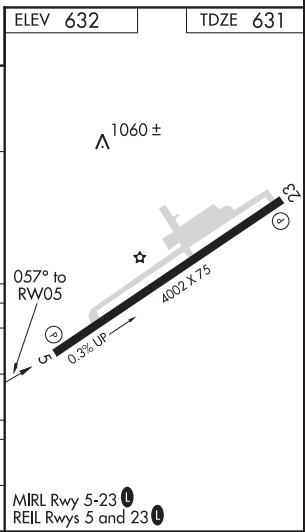
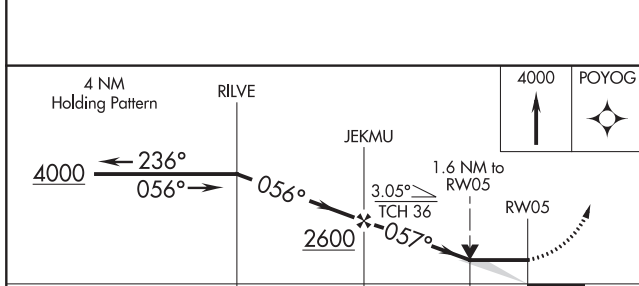
MEMPHIS CENTER
126.85 281.55

UNICOM
122.7 (CTAF)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	1180-1	549 (600-1)	1180-1½ 549 (600-1½)	NA
CIRCLING	1240-1 608 (700-1)	1280-1 648 (700-1)	1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNVA MDA	1260-1	629 (700-1)	1260-1¾ 629 (700-1¾)	NA
CIRCLING	1320-1 688 (700-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA

HEBER SPRINGS, ARKANSAS
Orig 27OCT05

35°31'N-92°01'W

HEBER SPRINGS MUNI (HBZ)
RNAV (GPS) RWY 5

MIRL Rwy 5-23
REIL Rwys 5 and 23

APP CRS	Rwy Idg	4002
237°	TDZE	632
	Apt Elev	632

RNAV (GPS) RWY 23

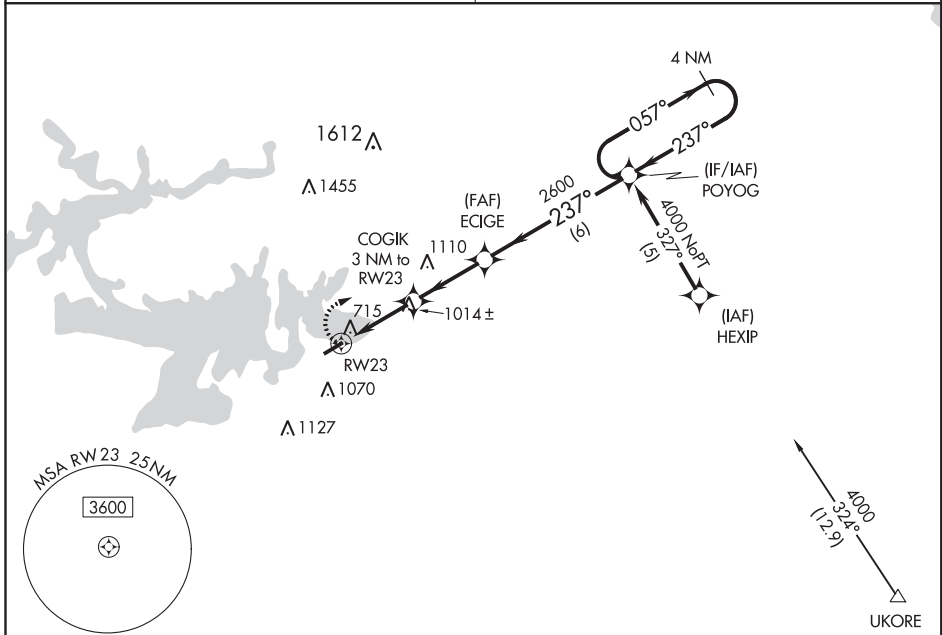
HEBER SPRINGS MUNI (HBZ)

⚠ DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

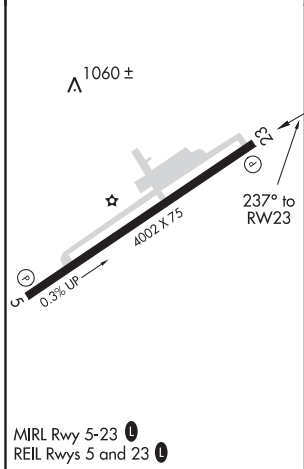
⚠ NA

MISSED APPROACH: Climbing right turn to 4000 direct POYOG and hold.

MEMPHIS CENTER 126.85 281.55	UNICOM 122.7 (CTAF) ①
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ELEV 632	TDZE 632
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CATEGORY	A	B	C	D
LNAV MDA	1280-1	648 (700-1)	1280-1¾ 648 (700-1¾)	NA
CIRCLING	1280-1	648 (700-1)	1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1	708 (800-1)	1340-2 708 (800-1)	NA
CIRCLING	1340-1 708 (800-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

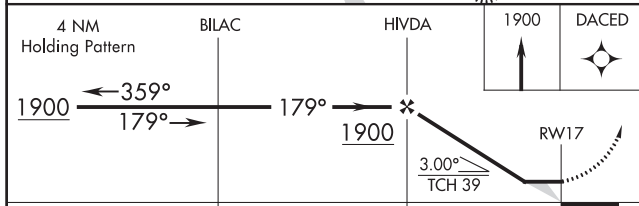
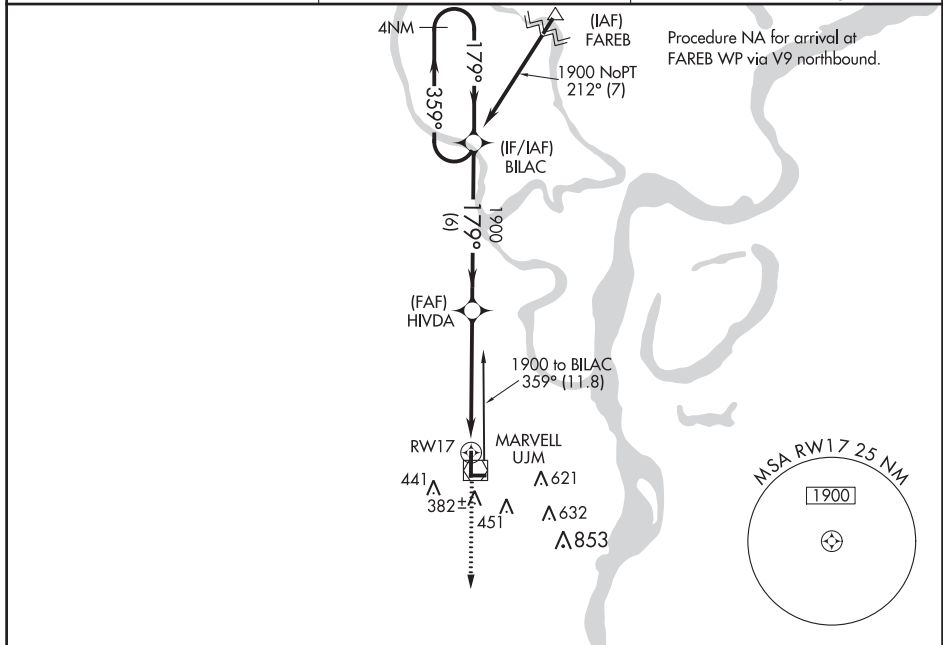
APP CRS	Rwy Idg	4996
179°	TDZE	240
	Apt Elev	242

RNAV (GPS) RWY 17

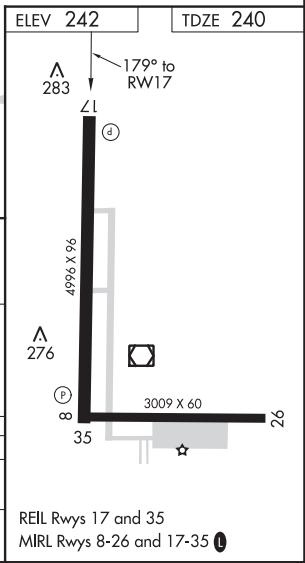
THOMPSON-ROBBINS (HEE)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting. MISSED APPROACH: Climb to 1900 direct DACED WP and hold.

CLARKSDALE, MS AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	820-1	580 (600-1)	820-1½ 580 (600-1½)	NA
CIRCLING	840-1	598 (600-1)	840-1½ 598 (600-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

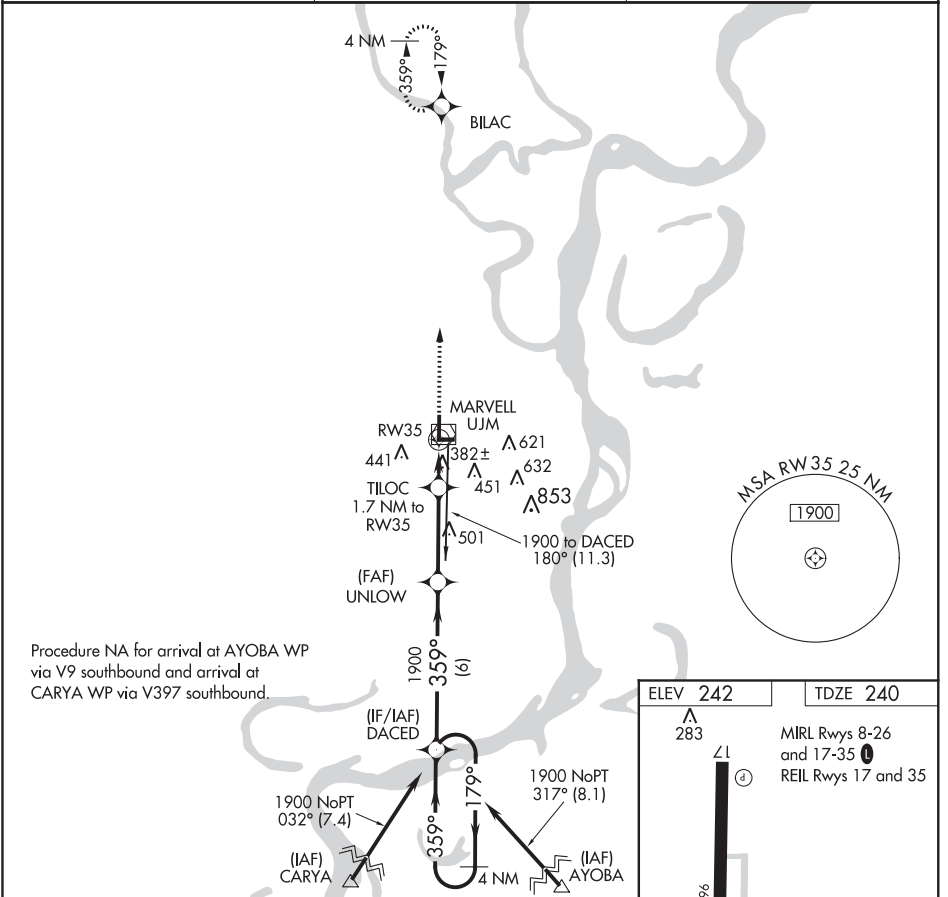
APP CRS 359°	Rwy Idg 4996 TDZE 240 Apt Elev 242
------------------------	---

RNAV (GPS) RWY 35

THOMPSON-ROBBINS (HEE)

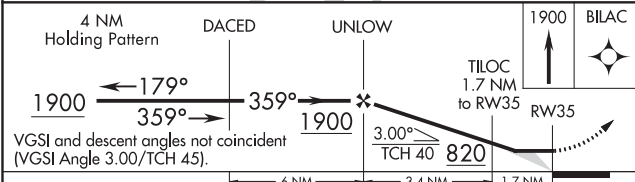
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 1900 direct BILAC WP and hold.

CLARKSDALE, MS AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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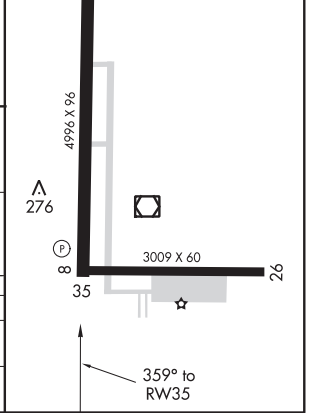


Procedure NA for arrival at AYOBIA WP via V9 southbound and arrival at CARYA WP via V397 southbound.

ELEV 242	TDZE 240
283	MIRL Rwy 8-26 and 17-35 0 REIL Rwy 17 and 35



CATEGORY	A	B	C	D
LNVA MDA	740-1	500 (500-1)	740-1 1/4 500 (500-1 1/4)	NA
CIRCLING	840-1	598 (600-1)	840-1 1/2 598 (600-1 1/2)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APCH CRS	Rwy Idg	5001
172°	TDZE	1189
	Arpt Elev	1189

AL-230 [USA]

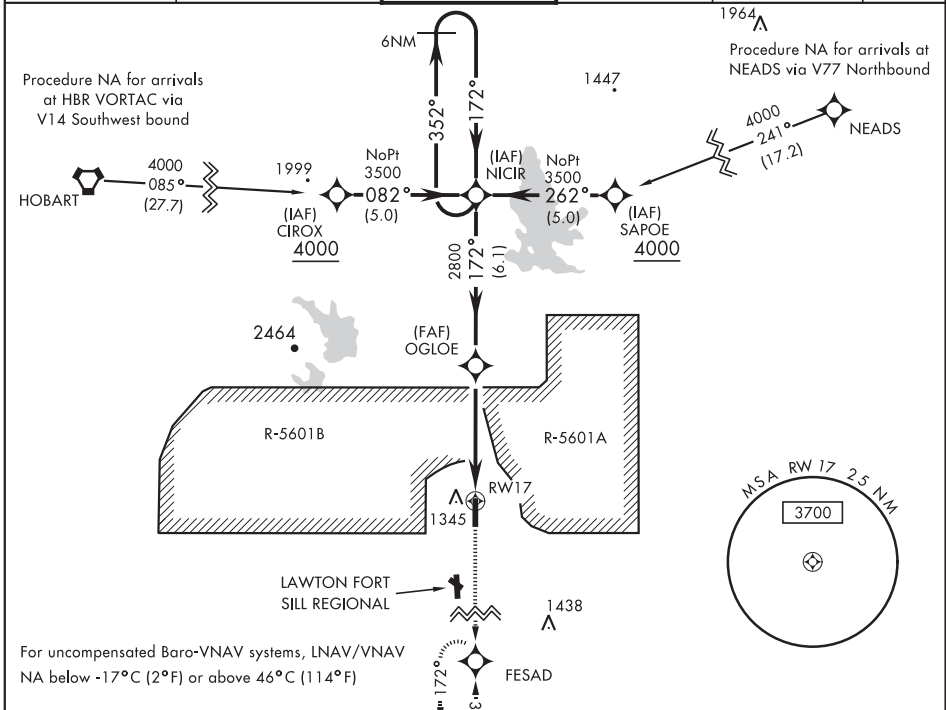
HENRY POST AAF (KFSI)



When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

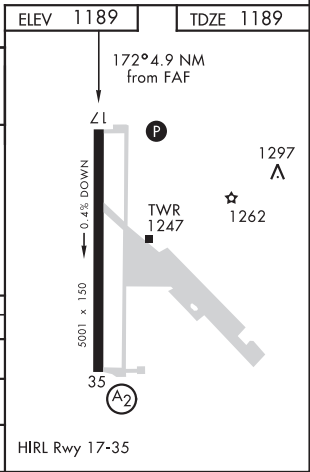
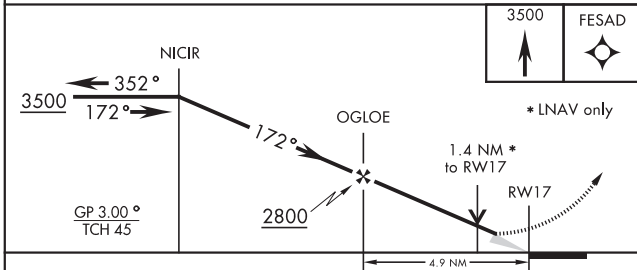
ATIS 135.425 354.025	FORT SILL APP CON 120.55 322.4	POST TOWER * 124.95 0 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV	1189	TDZE	1189
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2		553 (600-2)	
LNAV MDA	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1680-1½ 491 (500-1½)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FORT SILL, OKLAHOMA

RNAV (GPS) RWY 35

HENRY POST AAF (KFSI)

APCH CRS	Rwy Idg	5001
352°	TDZE	1187
	Arprt Elev	1189

AL-230 [USA]

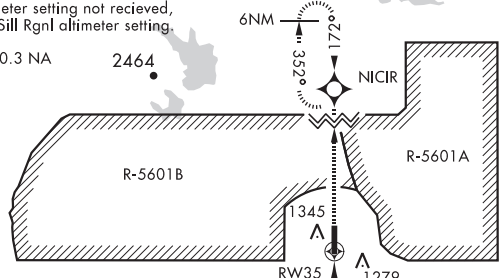
▼ * When ALS inop, increase CAT ABCD vis to 1¼ miles.
 ** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

SALS
 (A2)

MISSED APPROACH: Climb to 3500 direct NICIR and hold.

ATIS 135.425 354.025	FORT SILL APP CON 120.55 322.4	POST TOWER * 124.95 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
--------------------------------	--	-------------------------------------	---------------------------------	----------------------------------	---------

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter setting.
 DME/DME RNP-0.3 NA



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F)

LAWTON FORT SILL REGIONAL

(FAF) ITOVE

(6.1)

1425

1424

352°

271

6 NM

(IAF) FESAD

NoPt 3500

262°

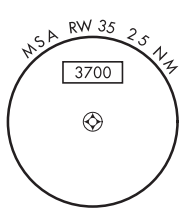
(5.6)

(IAF) TEYUV

3500

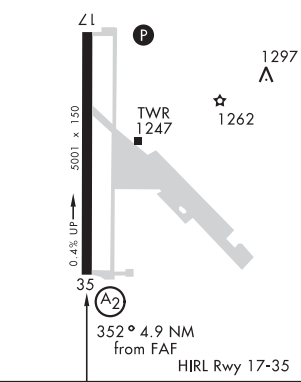
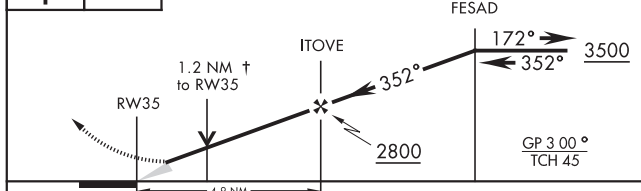
(IAF) WALTO

3500



3500	NICIR	† LNAV only
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ELEV 1189	TDZE 1187
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CATEGORY	A	B	C	D
LNAV/VNAV * DA	1512-1		325	(400-1)
LNAV MDA **	1640-¾	453 (500-¾)	1640-1 453 (500-1)	1640-1¼ 453 (500-1¼)
CIRCLING	1700-1	511 (600-1)	1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FORT SILL, OKLAHOMA
 Orig 16203

34° 39' N-98° 24' W

HENRY POST AAF (KFSI)

RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

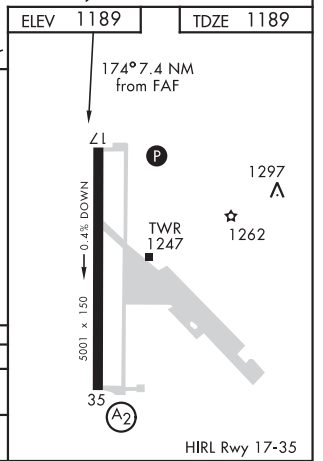
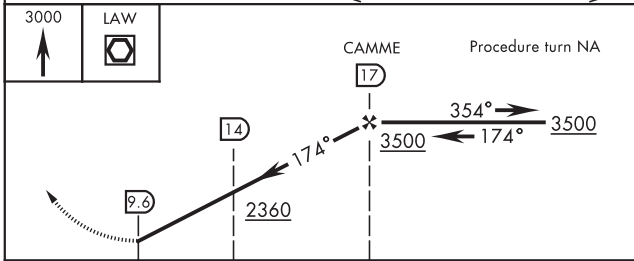
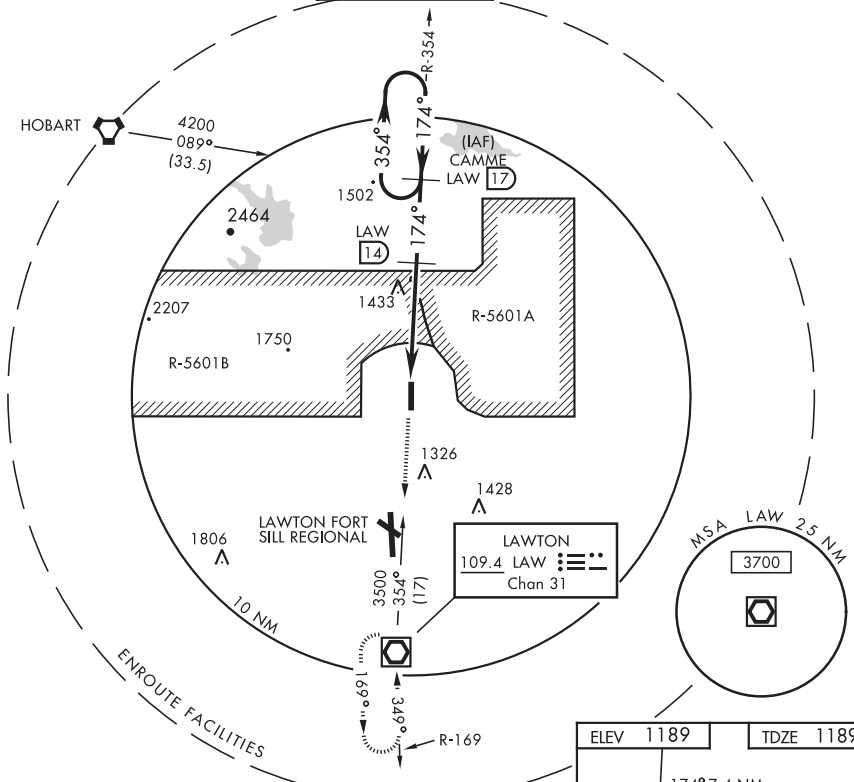
SC-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME LAW 109.4 Chan 31	APCH CRS 174°	Rwy ldg TDZE 5001 1189	Arpt Elev 1189
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AL-230 [USA]

HENRY POST AAF (KFSI)

<p>▼ Radar required for holding above 6000', or speeds greater than 175 KIAS.</p>		<p>MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.</p>			
ATIS 135.425 354.025	FORT SILL APP CON 120.55 322.4	POST TOWER ★ 124.95 0 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR



CATEGORY	A	B	C	D
S-17	1700-1 511 (600-1)	1700-1½ 511 (600-1½)	1700-1¾ 511 (600-1¾)	1700-2 511 (600-2)
CIRCLING	1700-1 511 (600-1)	1720-1½ 531 (600-1½)	1740-2 551 (600-2)	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FORT SILL, OKLAHOMA

VOR RWY 35

HENRY POST AAF (KFSI)

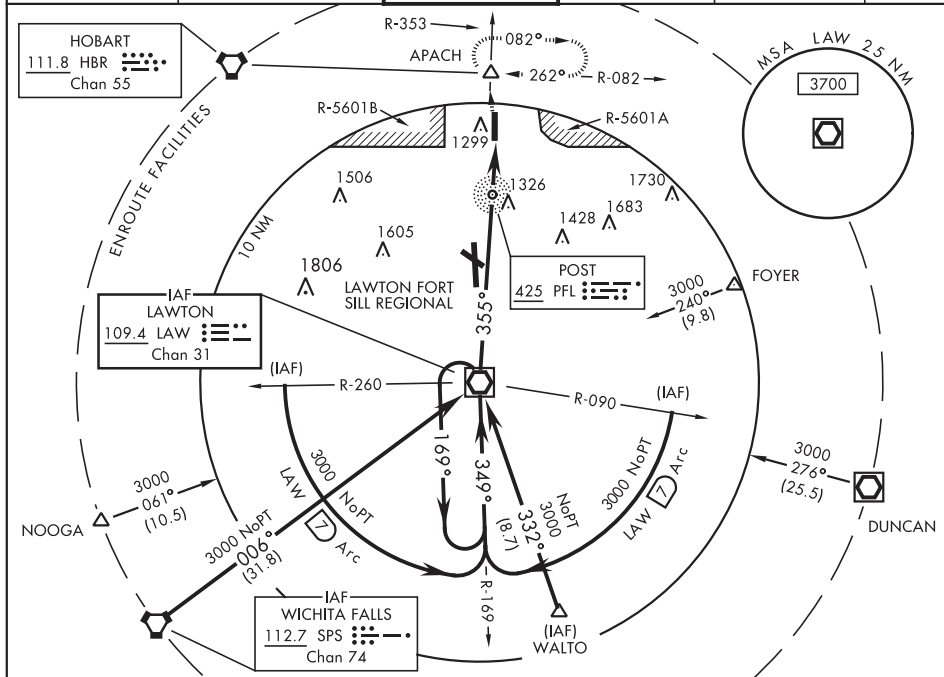
VOR/DME LAW 109.4 Chan 31	APCH CRS 355°	Rwy Idg TDZE Arprt Elev 5001 1187 1189
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AL-230 [USA]

SALS
A2

MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS 135.425 354.025	FORT SILL APP CON 120.55 322.4	POST TOWER ★ 124.95 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

Procedure turn NA	ELEV 1189	TDZE 1187																									
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-35</td> <td>1780/40 593 (600-¾)</td> <td>1780/60 593 (600-1¼)</td> <td>1780-1½ 593 (600-1½)</td> <td>1780-2 591 (600-2)</td> </tr> <tr> <td>CIRCLING</td> <td>1780-1 591 (600-1)</td> <td>1780-1½ 591 (600-1½)</td> <td>1780-2 591 (600-2)</td> <td></td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	S-35	1780/40 593 (600-¾)	1780/60 593 (600-1¼)	1780-1½ 593 (600-1½)	1780-2 591 (600-2)	CIRCLING	1780-1 591 (600-1)	1780-1½ 591 (600-1½)	1780-2 591 (600-2)		<table border="1"> <thead> <tr> <th colspan="3">DME/PFL NDB MINIMUMS</th> </tr> </thead> <tbody> <tr> <td>S-35</td> <td>1640/40 453 (500-¾)</td> <td>1640/50 453 (500-1)</td> <td>1640/60 453 (500-1½)</td> </tr> <tr> <td>CIRCLING</td> <td>1680-1 491 (500-1)</td> <td>1680-1½ 491 (500-1½)</td> <td>1740-2 551 (600-2)</td> </tr> </tbody> </table>	DME/PFL NDB MINIMUMS			S-35	1640/40 453 (500-¾)	1640/50 453 (500-1)	1640/60 453 (500-1½)	CIRCLING	1680-1 491 (500-1)	1680-1½ 491 (500-1½)	1740-2 551 (600-2)
CATEGORY	A	B	C	D																							
S-35	1780/40 593 (600-¾)	1780/60 593 (600-1¼)	1780-1½ 593 (600-1½)	1780-2 591 (600-2)																							
CIRCLING	1780-1 591 (600-1)	1780-1½ 591 (600-1½)	1780-2 591 (600-2)																								
DME/PFL NDB MINIMUMS																											
S-35	1640/40 453 (500-¾)	1640/50 453 (500-1)	1640/60 453 (500-1½)																								
CIRCLING	1680-1 491 (500-1)	1680-1½ 491 (500-1½)	1740-2 551 (600-2)																								
<table border="1"> <thead> <tr> <th colspan="5">FAF to MAP 8.8 NM</th> </tr> <tr> <th>Knots</th> <th>60</th> <th>90</th> <th>120</th> <th>150</th> <th>180</th> </tr> </thead> <tbody> <tr> <td>Min:Sec</td> <td>8:48</td> <td>5:52</td> <td>4:24</td> <td>3:31</td> <td>2:56</td> </tr> </tbody> </table>		FAF to MAP 8.8 NM					Knots	60	90	120	150	180	Min:Sec	8:48	5:52	4:24	3:31	2:56	<p>HIRL Rwy 17-35</p>								
FAF to MAP 8.8 NM																											
Knots	60	90	120	150	180																						
Min:Sec	8:48	5:52	4:24	3:31	2:56																						

FORT SILL, OKLAHOMA
Amdt 13A 16203

34° 39' N-98° 24' W

HENRY POST AAF (KFSI)

VOR RWY 35

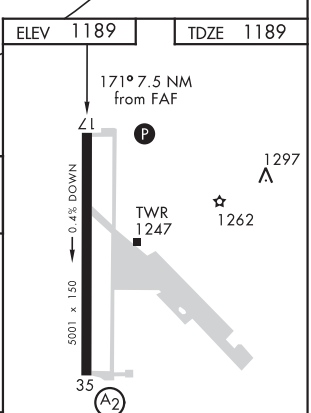
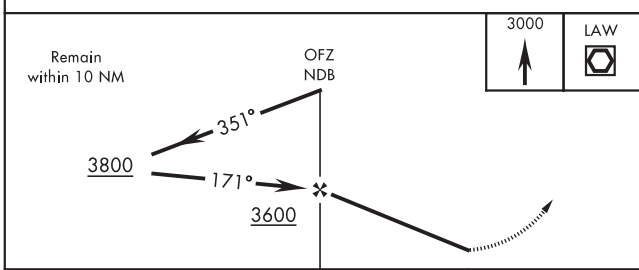
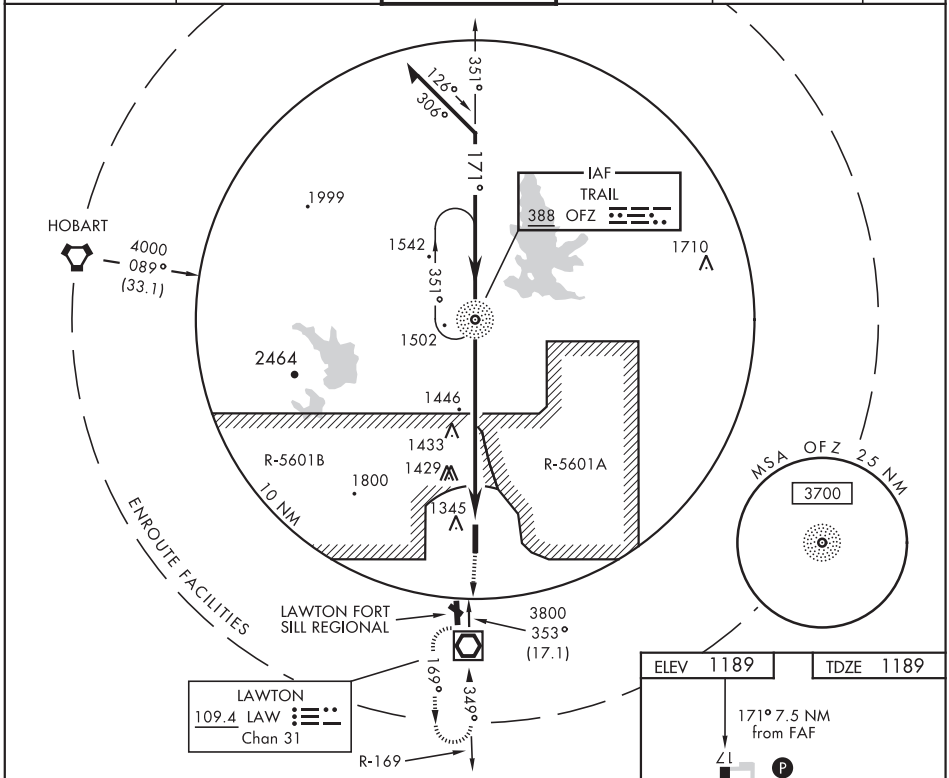
NDB OFZ 388	APCH CRS 171°	Rwy Idg TDZE Arpt Elev 5001 1189 1189
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AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter. MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS 135.425 354.025	FORT SILL APP CON 120.55 322.4	POST TOWER ★ 124.95 0 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
--------------------------------	--	---------------------------------------	---------------------------------	----------------------------------	---------



CATEGORY	A	B	C	D
S-17	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)

HIRL Rwy 17-35					
FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

FORT SILL, OKLAHOMA

NDB-A

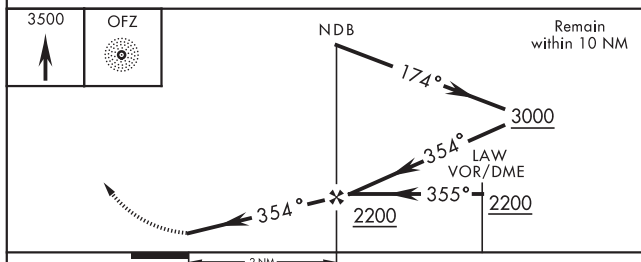
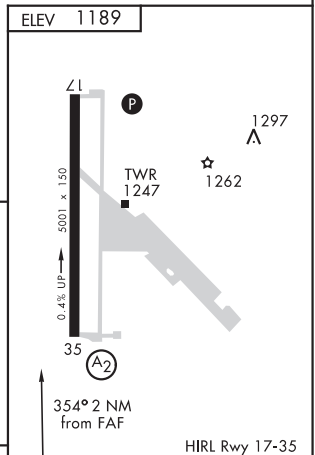
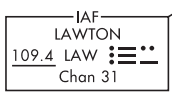
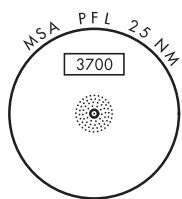
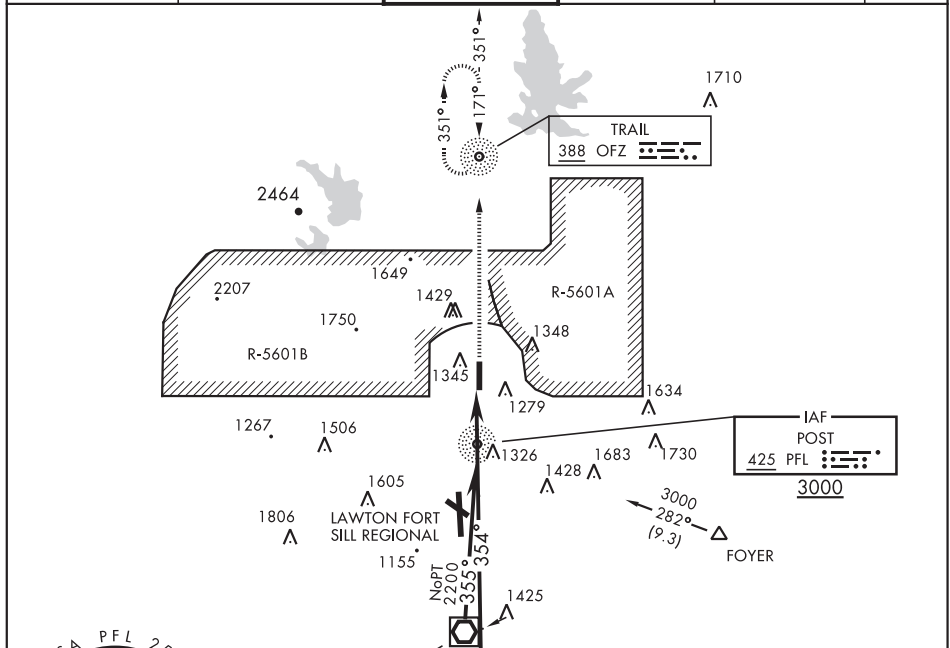
NDB PFL 425	APCH CRS 354°	Rwy Idg TDZE 5001 N/A	Arpt Elev 1189
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AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter. MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

ATIS 135.425 354.025	FORT SILL APP CON 120.55 322.4	POST TOWER ★ 124.95 0 229.4	GND CON 121.7 279.575	CLNC DEL 121.7 279.575	ASR/PAR
--------------------------------	--	---------------------------------------	---------------------------------	----------------------------------	---------



CATEGORY	A		B		C		D	
	1700-1 511 (600-1)		1720-1½ 531 (600-1½)		1740-2 551 (600-2)			
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)		1740-2 551 (600-2)			
	Knots 60 90 120 150 180		Min:Sec 2:00 1:20 1:00 0:48 0:40					

FORT SILL, OKLAHOMA
Orig 16203

34°39'N-98°24'W

HENRY POST AAF (KFSI)

NDB-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

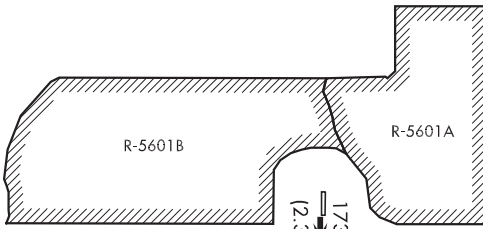
FOYER-TWO DEPARTURE (FOYER2•FOYER)

HENRY POST AAF (KFSI)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025
 CLNC DEL
 121.7 279.575
 GND CON
 121.7 279.575
 POST TOWER★
 124.95 229.4
 FT SILL DEP CON
 120.55 307.275



POST
 425 PFL

LAWTON
 109.4 LAW

Chan 31

WICHITA FALLS
 112.7 SPS

Chan 74

FOYER L-17

R-060

R-018

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

FOYER-TWO DEPARTURE (FOYER2•FOYER)

FORT SILL, OKLAHOMA

HENRY POST AAF (KFSI)

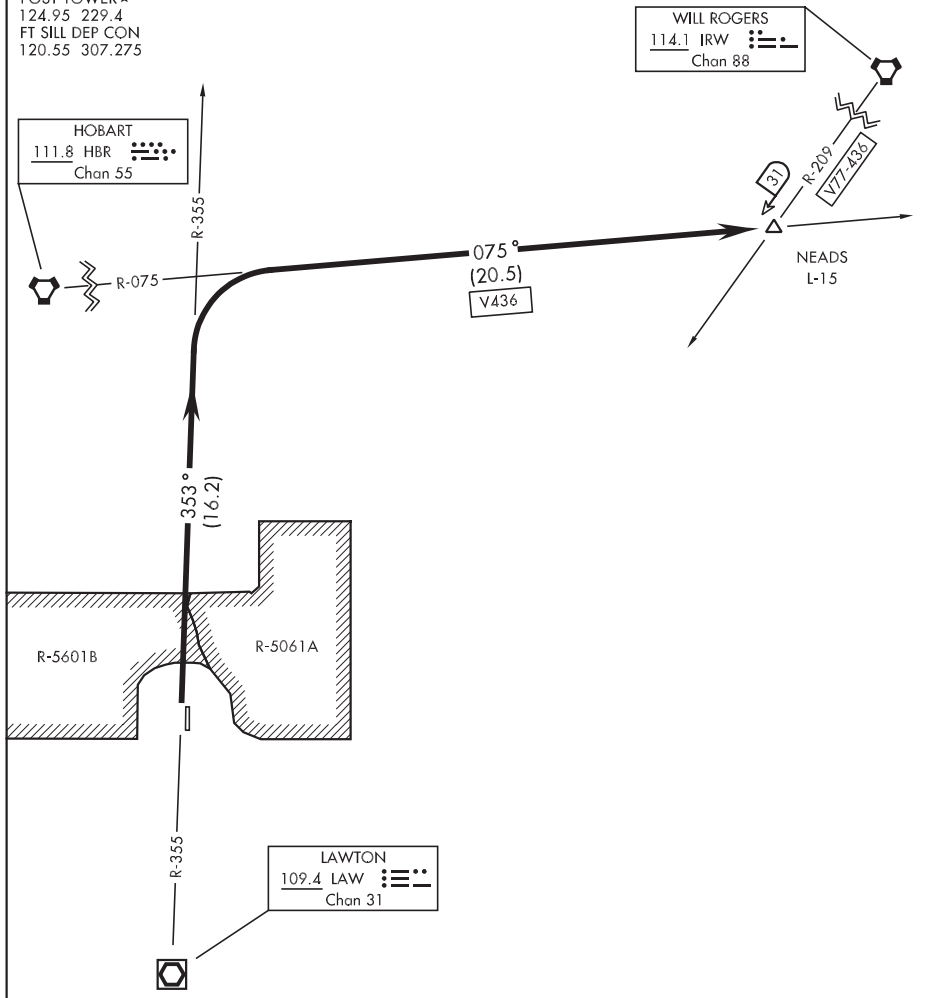
NEADS-ONE DEPARTURE (NEADS1 • NEADS)

HENRY POST AAF (KFSI)

FORT SILL, OKLAHOMA

ATIS 135.425 354.025
 CLNC DEL
 121.7 279.575
 GND CON
 121.7 279.575
 POST TOWER★
 124.95 229.4
 FT SILL DEP CON
 120.55 307.275

SL-230 [USA]



DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT,
 maintain (assigned altitude).

NEADS-ONE DEPARTURE (NEADS1 • NEADS)

FORT SILL, OKLAHOMA
 HENRY POST AAF (KFSI)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

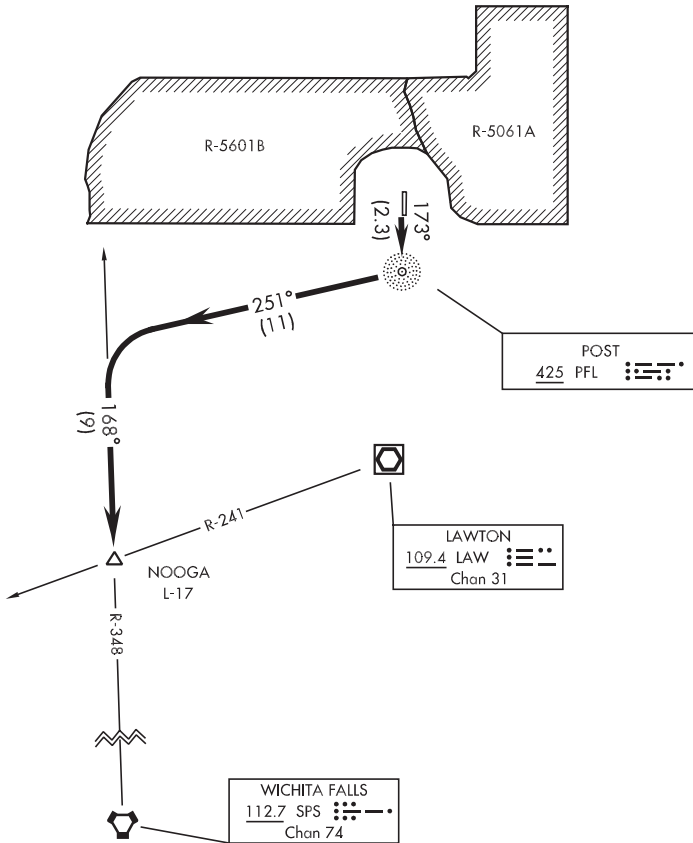
NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

HENRY POST AAF (KFSI)

FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025
 CLNC DEL
 121.7 279.575
 GND CON
 121.7 279.575
 POST TOWER★
 124.95 229.4
 FT SILL DEP CON
 120.55 307.275



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA

HENRY POST AAF (KFSI)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HENRYETTA, OKLAHOMA

AL-6082 (FAA)

16035

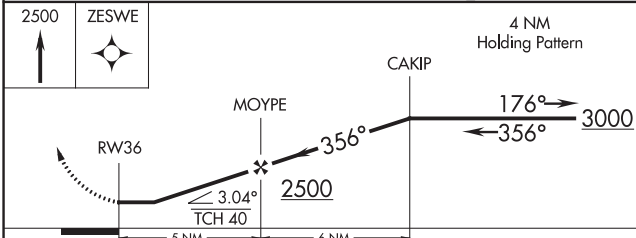
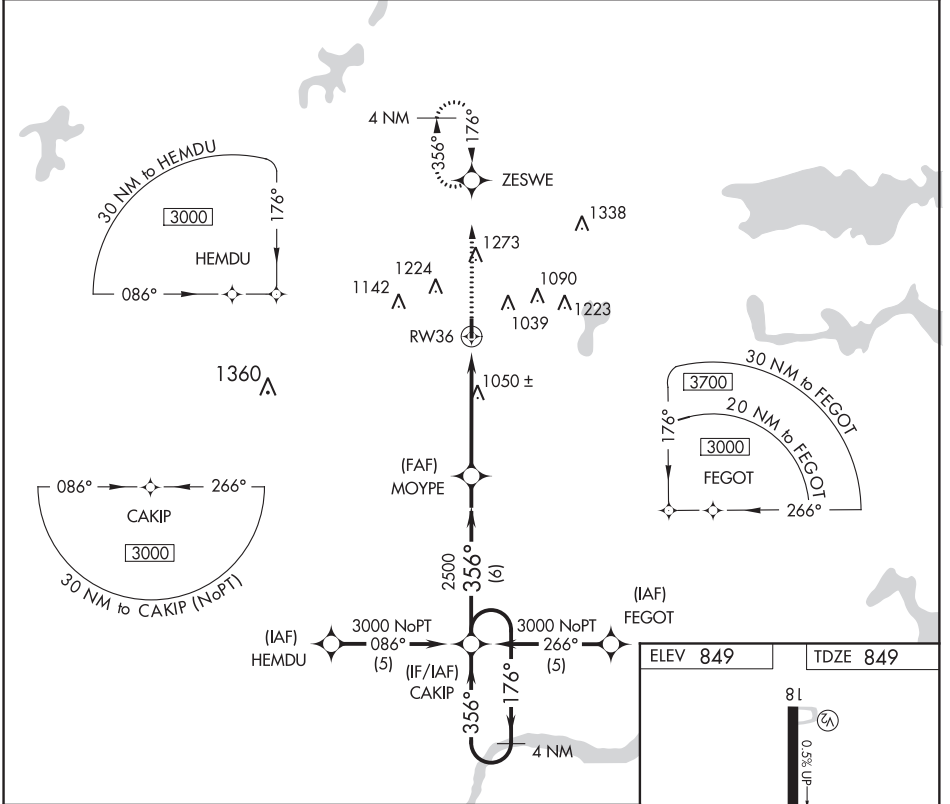
APP CRS 356°	Rwy Idg 3501
	TDZE 849
	Apt Elev 849

RNAV (GPS) RWY 36

HENRYETTA MUNI (F10)

<p>▼ Use McAlester Rgnl altimeter setting.</p> <p>▲ NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.</p>
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<p>FORT WORTH CENTER 132.2 338.35</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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ELEV 849	TDZE 849
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Vertical scale bar showing 81, 3501 X 50, and 36. Includes a 0.3% UP climb gradient indicator and a 356° to RWY 36 heading indicator.

CATEGORY	A	B	C	D
RNAV MDA	1440-1¼	591 (600-1¼)	1440-1½ 591 (600-1½)	NA
CIRCLING	1460-1¼	611 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

HENRYETTA, OKLAHOMA
Orig-B 08APR10

35° 24' N-96° 01' W

HENRYETTA MUNI (F10) RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

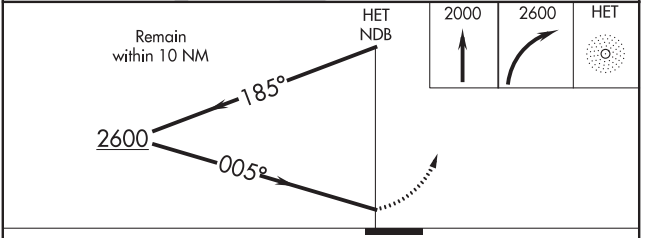
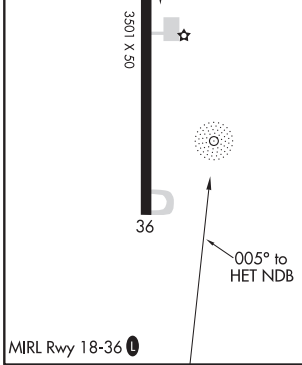
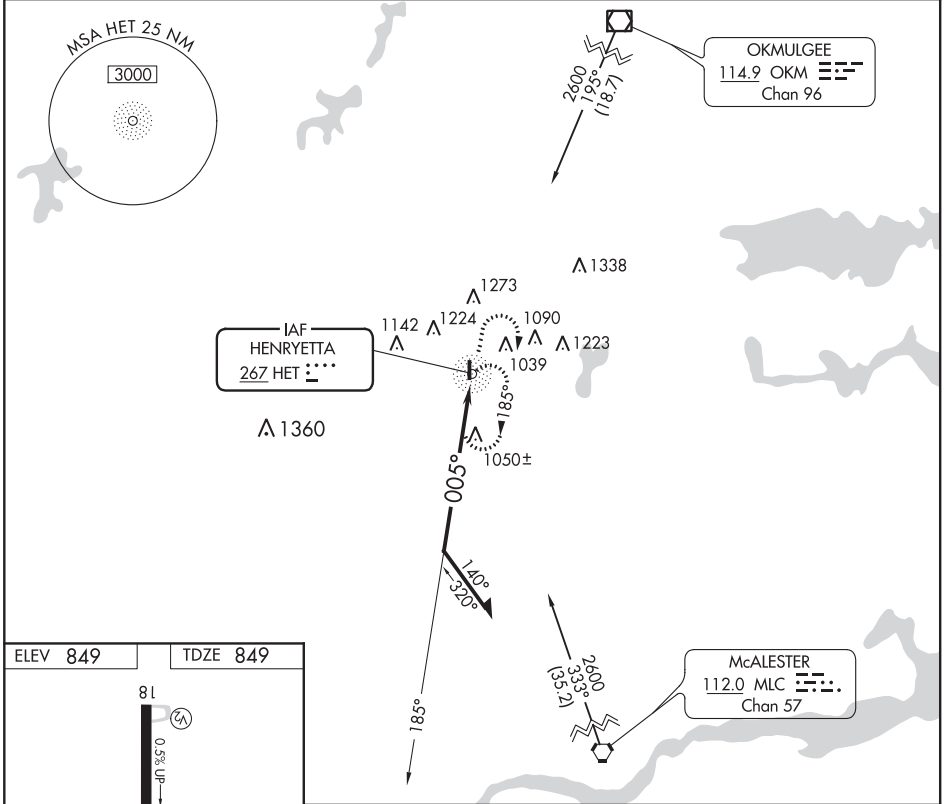
SC-1, 10 NOV 2016 to 05 JAN 2017

NDB HET 267	APP CRS 005°	Rwy Idg TDZE Apt Elev	3501 849 849
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NDB RWY 36

HENRYETTA MUNI (F10)

<p>Use McAlester Rgnl altimeter setting. NA</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.</p>
<p>FORT WORTH CENTER 132.2 338.35</p>	<p>UNICOM 122.8 (CTAF) 0</p>



CATEGORY	A	B	C	D
S-36	1540-1¼	691 (700-1¼)	1540-2 691 (700-2)	NA
CIRCLING	1540-1¼	691 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

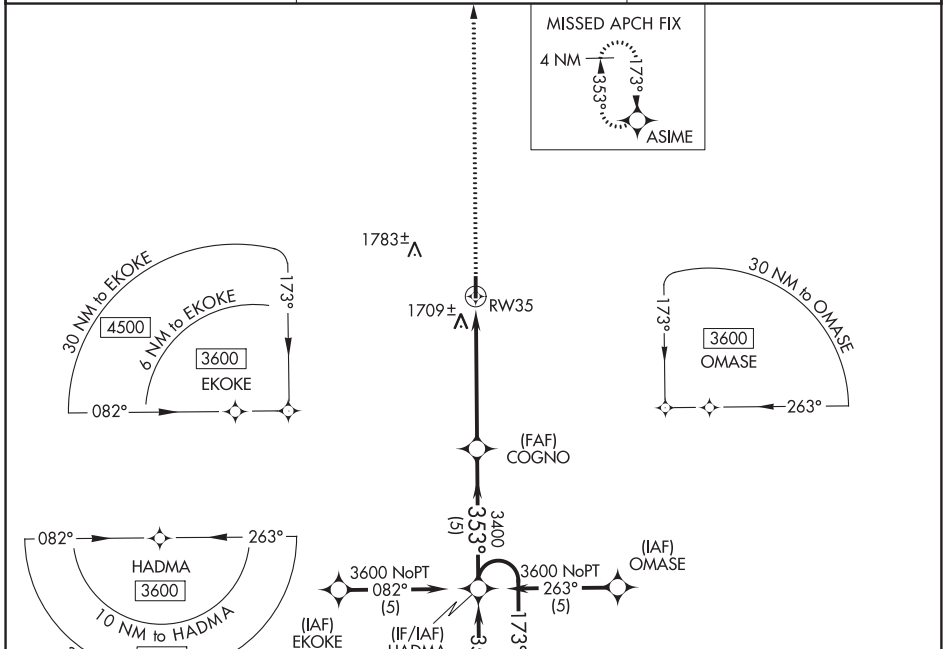
SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 353°	Rwy Idg 4001
	TDZE 1587
	Apt Elev 1587

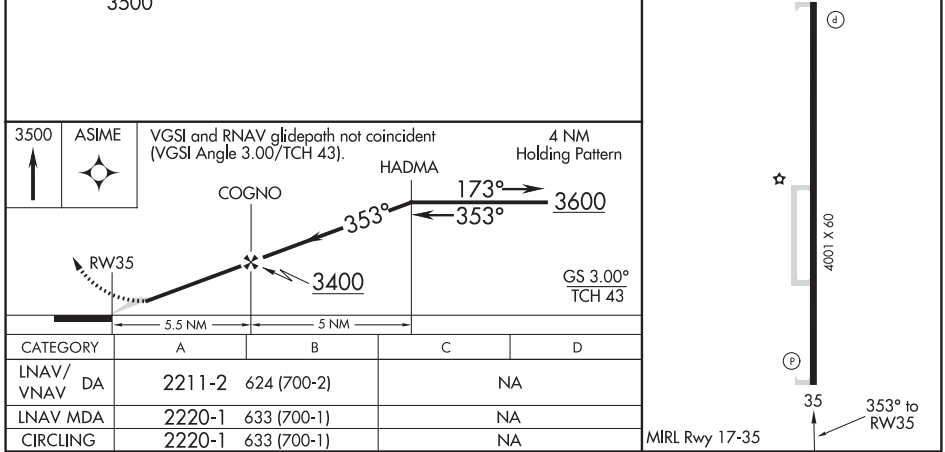
RNAV (GPS) RWY 35

HINTON MUNI (208)

▽ Baro-VNAV NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3500 direct ASIME and hold.	
▲ NA Use Weatherford altimeter setting; when not received procedure NA.		
WEATHERFORD AWOS-3 118.575	FORT WORTH CENTER 128.4 269.375	UNICOM 123.05 (CTAF)



ELEV 1587	TDZE 1587
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HINTON, OKLAHOMA	HINTON MUNI (208)
Amdt 1A 26AUG10	RNAV (GPS) RWY 35
35°30'N-98°21'W	
201	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99417 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	5507 1553 1563
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RNAV (GPS) RWY 17

HOBART RGNL (HBR)

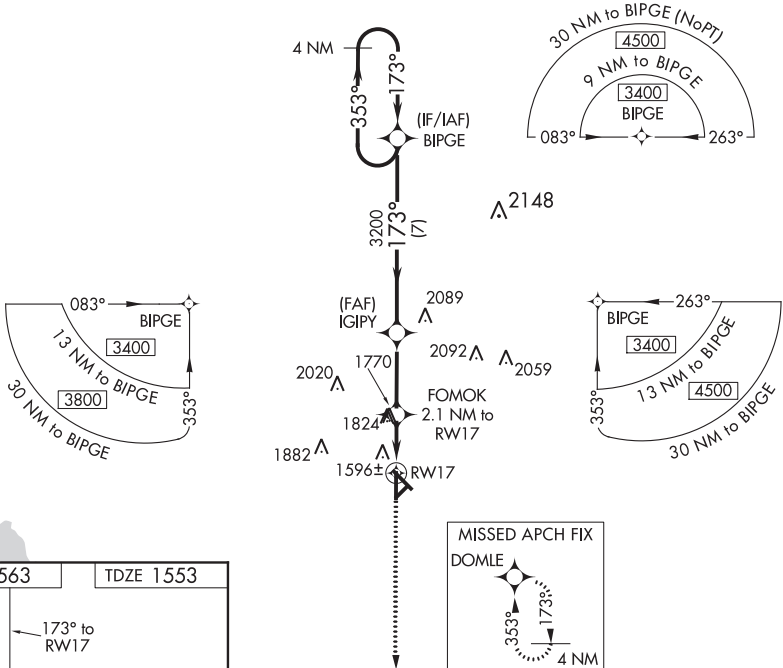
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

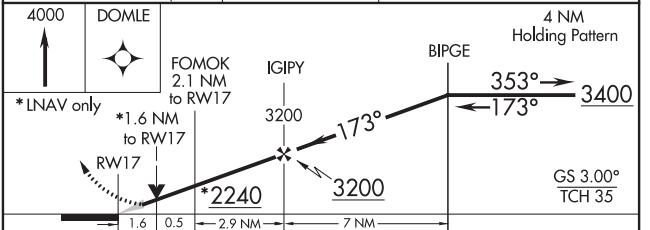
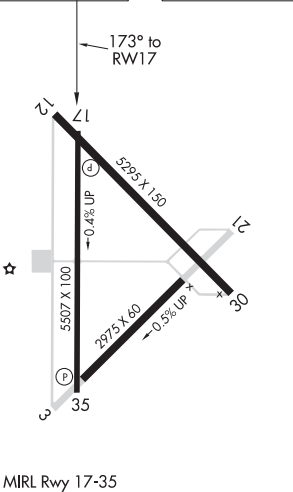
ASOS
133.325

ALTUS APP CON *
125.1 257.725

UNICOM
122.8 (CTAF)



ELEV 1563	TDZE 1553
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CATEGORY	A	B	C	D
LPV DA		1803-1	250 (300-1)	
LNAV/VNAV DA		1900-1½	347 (400-1¼)	
LNAV MDA	2080-1	527 (600-1)	2080-1½ 527 (600-1½)	2080-1¾ 527 (600-1¾)
CIRCLING	2080-1	517 (600-1)	2080-1½ 517 (600-1½)	2120-2 557 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53417 W35A	APP CRS 353°	Rwy Idg TDZE 1561 Apt Elev 1563	5507
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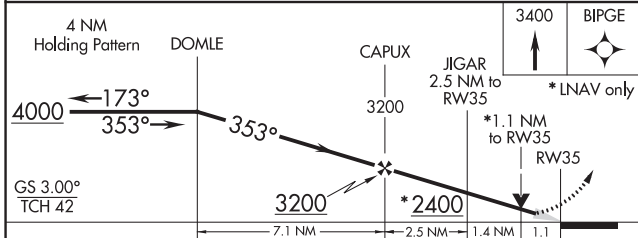
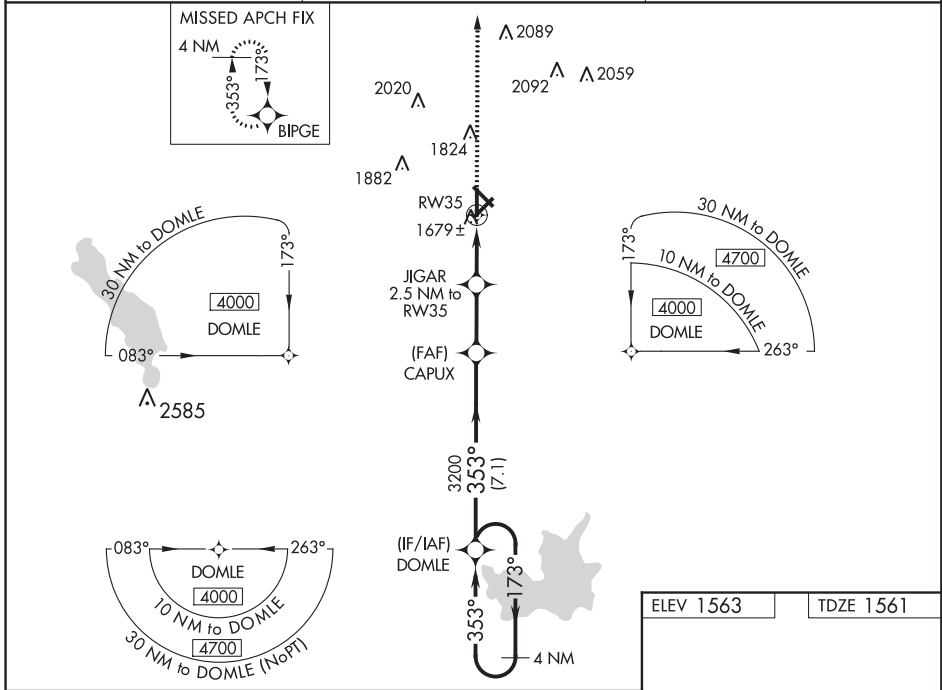
RNAV (GPS) RWY 35

HOBART RGNL (HBR)

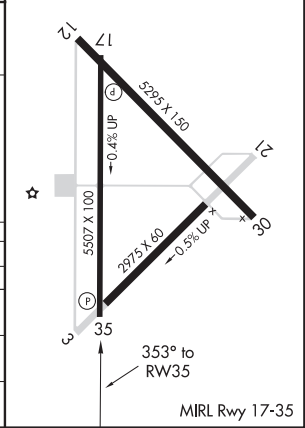
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

ASOS 133.325	ALTUS APP CON★ 125.1 257.725	UNICOM 122.8 (CTAF)
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ELEV 1563	TDZE 1561
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CATEGORY	A	B	C	D
LPV DA		1811-1	250 (300-1)	
LNAV/VNAV DA		1949-1¼	388 (400-1¼)	
LNAV MDA	1940-1	379 (400-1)	1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HOBART, OKLAHOMA

AL-912 (FAA)

15008

VORTAC HBR 111.8 Chan 55	APP CRS 354°	Rwy Idg 5507 TDZE 1561 Apt Elev 1564
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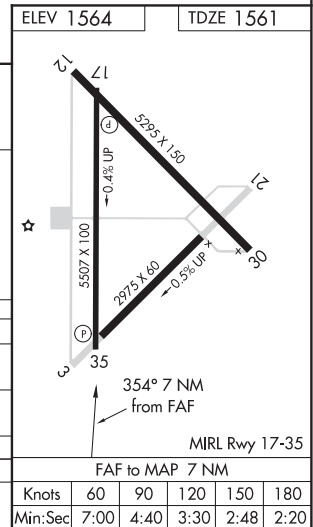
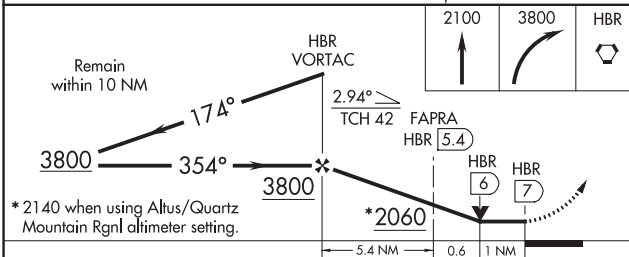
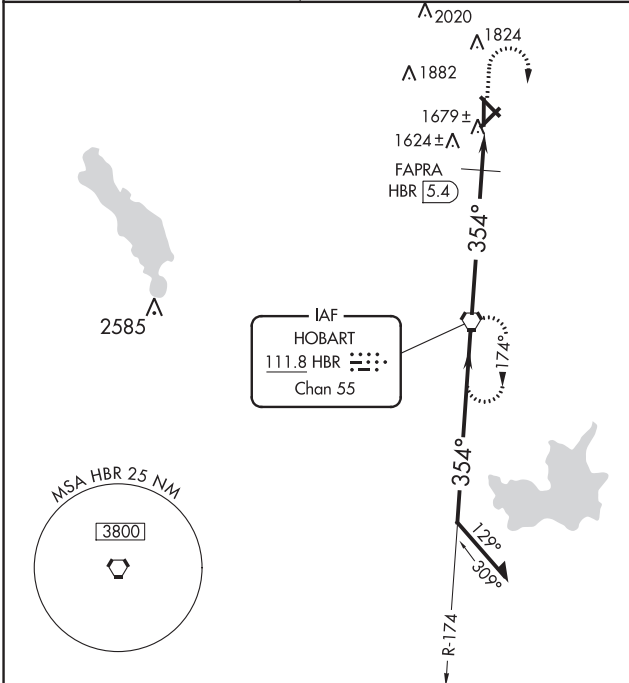
VOR RWY 35

HOBART RGNL (HBR)

⚠ When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS 133.325	ALTUS APP CON * 125.1 257.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-35	2060-1	499 (500-1)	2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1	496 (500-1)	2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1	419 (500-1)	1980-1¼	419 (500-1¼)
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)

HOBART, OKLAHOMA
Amdt 9 13MAR08

34°59'N-99°03'W

HOBART RGNL (HBR)

VOR RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

APP CRS 174°	Rwy Idg 3251
	TDZE 862
	Apt Elev 862

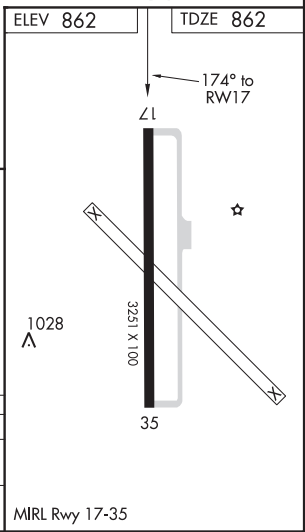
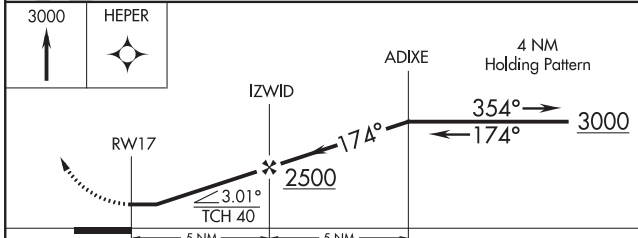
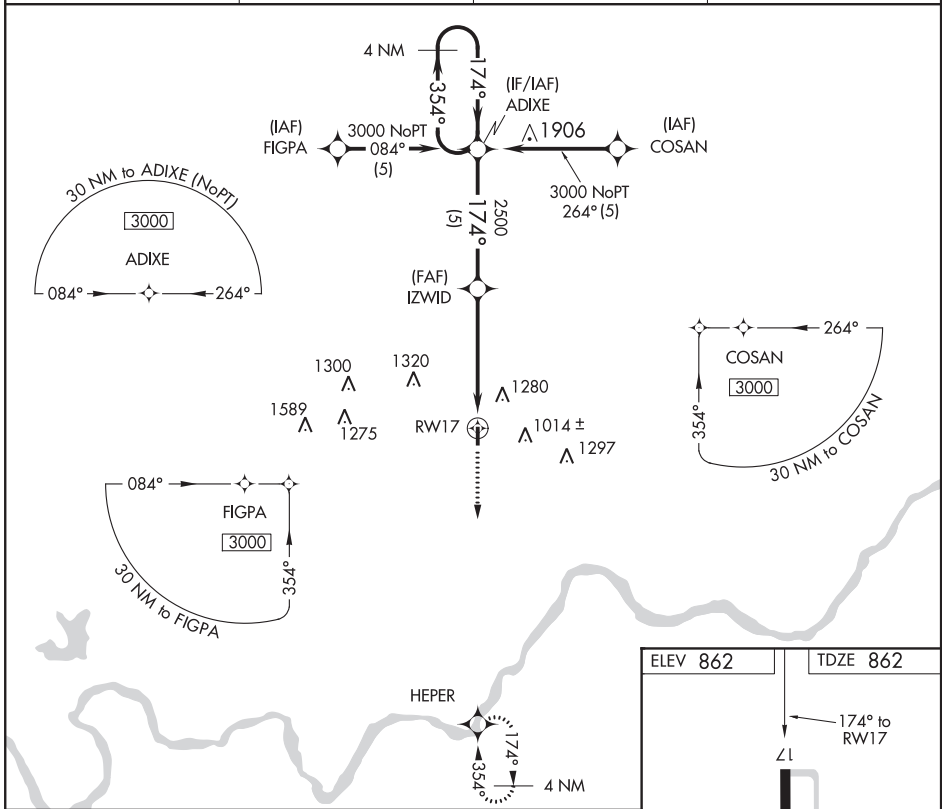
RNAV (GPS) RWY 17

HOLDENVILLE MUNI (F99)

NA Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3 118.725	McALESTER REGIONAL ASOS 135.125	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8
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CATEGORY	A	B	C	D
LNVA MDA	1520-1 658 (700-1)	658 (700-1)	1520-1¼ 658 (700-1¼)	NA
CIRCLING	1520-1 658 (700-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-2¼)	NA

MIRL Rwy 17-35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 354°	Rwy Idg 3251
	TDZE 857
	Apt Elev 862

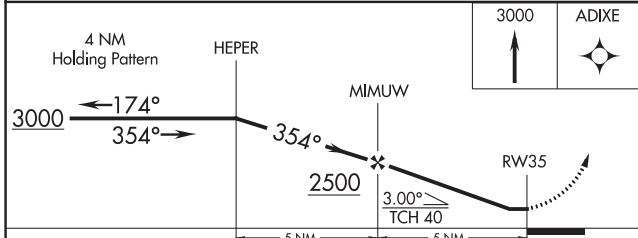
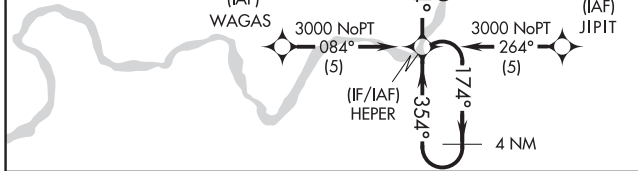
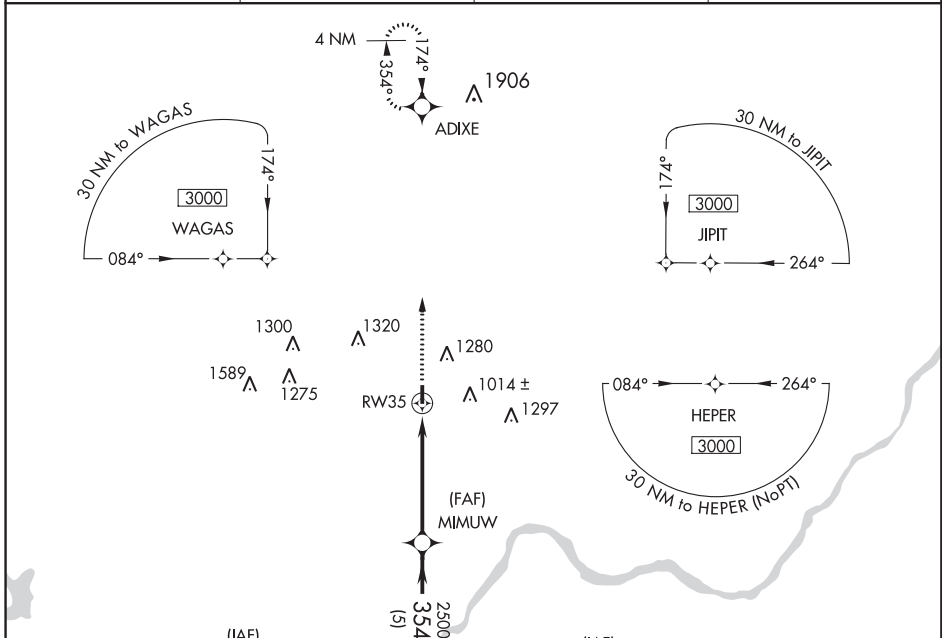
RNAV (GPS) RWY 35

HOLDENVILLE MUNI (F99)

NA Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3 118.725	McALESTER REGIONAL ASOS 135.125	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8
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ELEV 862	TDZE 857
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MIRL Rwy 17-35

CATEGORY	A	B	C	D
LNVA MDA	1420-1	563 (600-1)	1420-1½ 563 (600-1½)	NA
CIRCLING	1460-1 598 (600-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-1¼)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

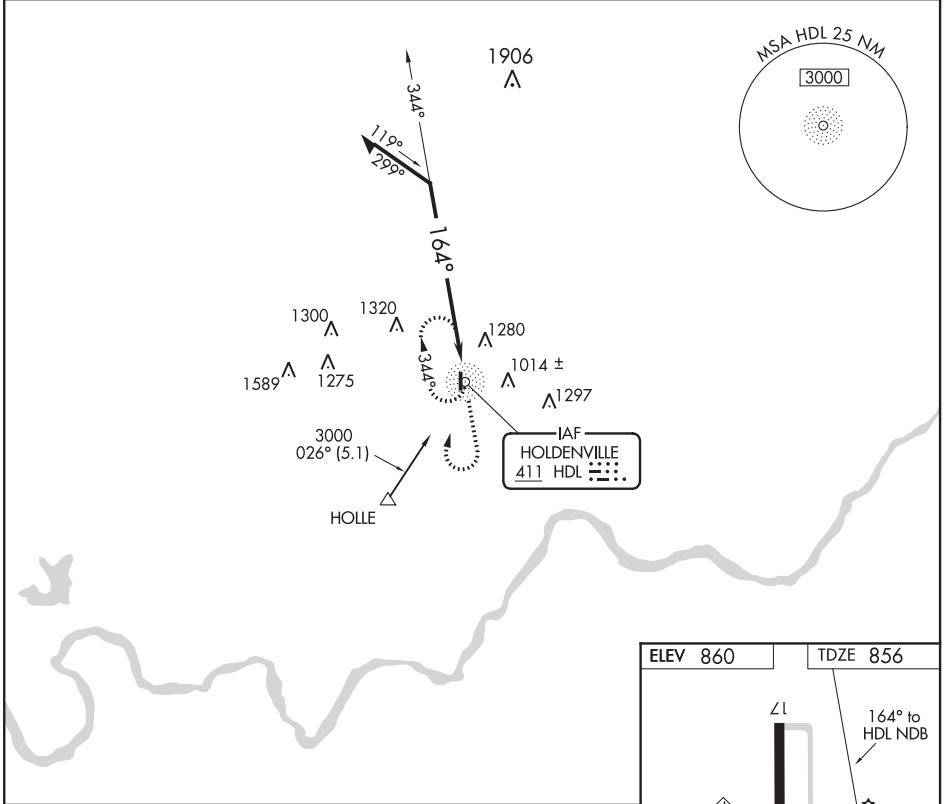
NDB HDL 411	APP CRS 164°	Rwy Idg TDZE Apt Elev	3251 856 860
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NDB RWY 17

HOLDENVILLE MUNI (F99)

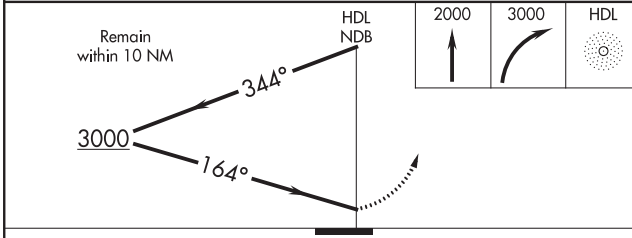
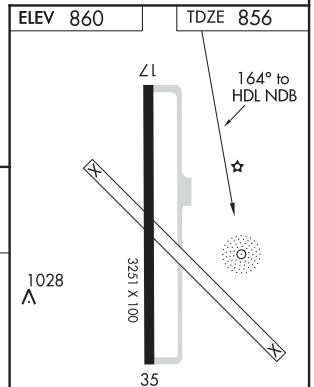
Use McAlester altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.		
	ADA MUNI AWOS-3 118.725	McALESTER REGIONAL ASOS 135.125	FORT WORTH CENTER 132.2 338.35

ADA MUNI AWOS-3 118.725	McALESTER REGIONAL ASOS 135.125	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-17	1780-1¼ 918 (1000-1¼)		1780-2¾ 918 (1000-2¾)	NA
CIRCLING	1780-1¼ 920 (1000-1¼)		1780-2¾ 920 (1000-2¾)	NA

MIRL Rwy 17-35

HOPE, ARKANSAS

AL-5530 (FAA)

16035

WAAS CH 72637 W04A	APP CRS 045°	Rwy Idg TDZE Apt Elev	4111 346 359
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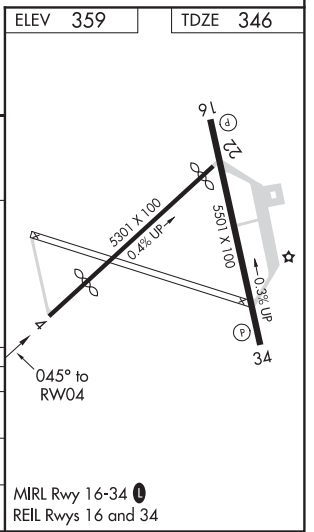
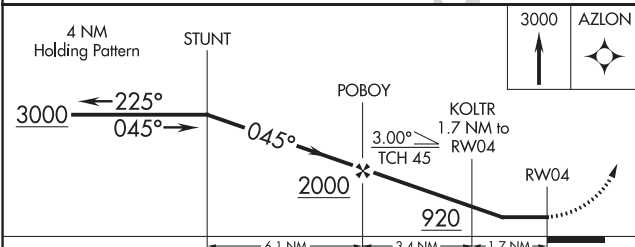
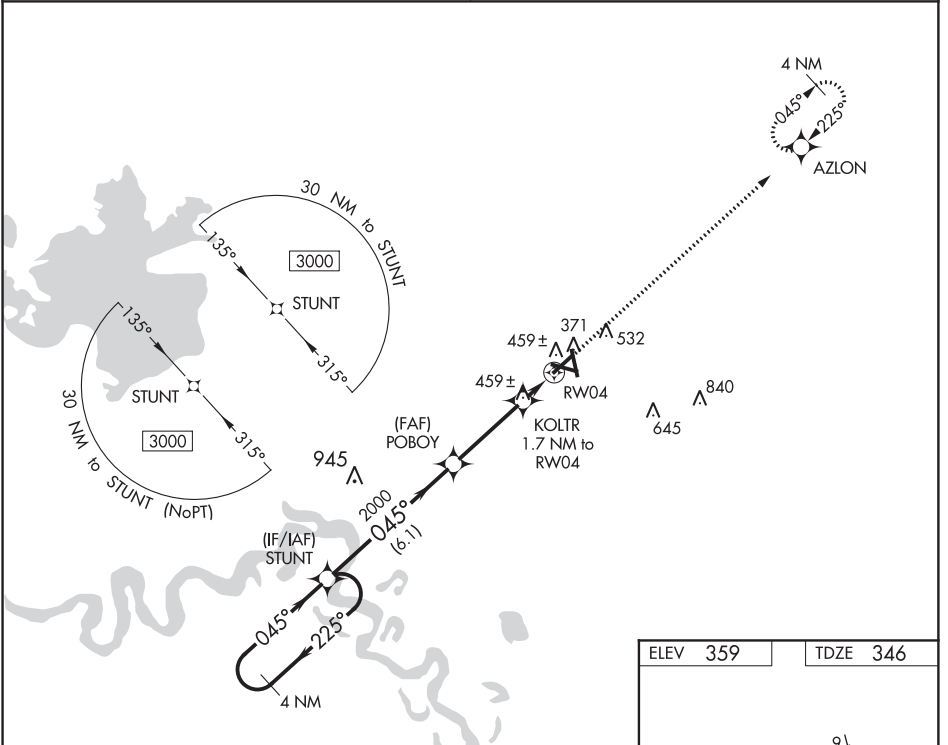
RNAV (GPS) RWY 4

HOPE MUNI (M18)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet. Increase all Cat C/D visibilities ¼ mile.

▲ NA MISSED APPROACH: Climb to 3000 direct AZLON and hold.

FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	760-1	414 (500-1)	760-1½	414 (500-1½)
LNAV MDA	780-1	434 (500-1)	780-1¼	434 (500-1¼)
☐ CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1060-2¼ 701 (800-2¼)

HOPE, ARKANSAS
Orig 08JAN15

33°43'N-93°40'W

RNAV (GPS) RWY 4

HOPE MUNI (M18)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

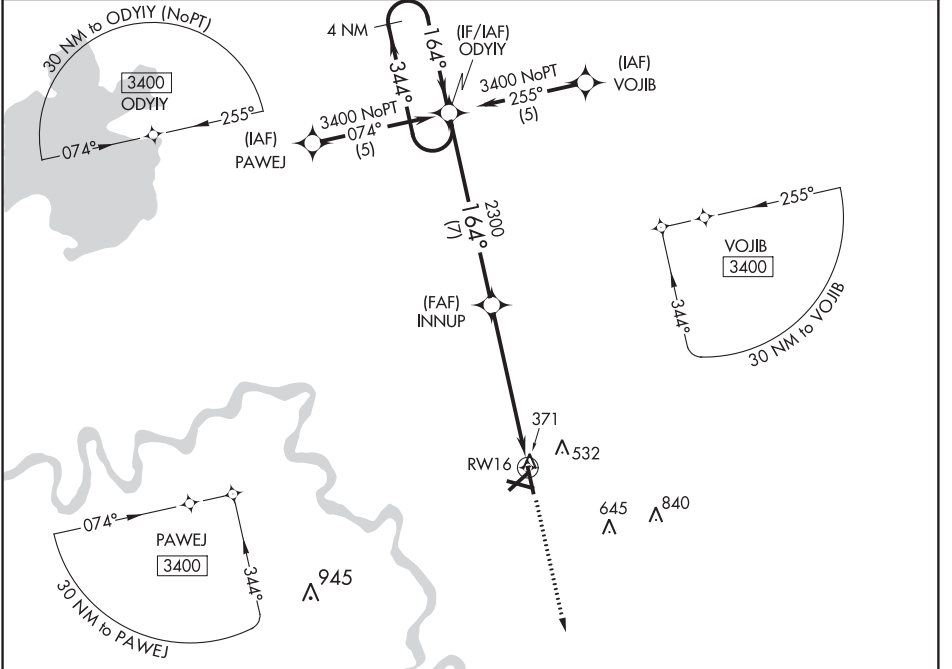
RNAV (GPS) RWY 16

HOPE MUNI (M18)

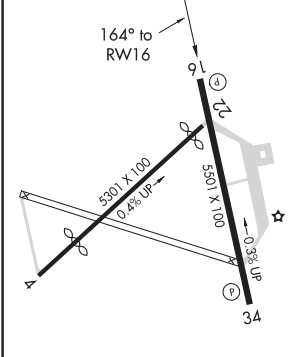
APP CRS 164°	Rwy Idg 5501
	TDZE 359
	Apt Elev 359

▼ Use Texarkana altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP -0.3 NA. **NA** MISSED APPROACH: Climb to 2000 direct AGEGE and hold.

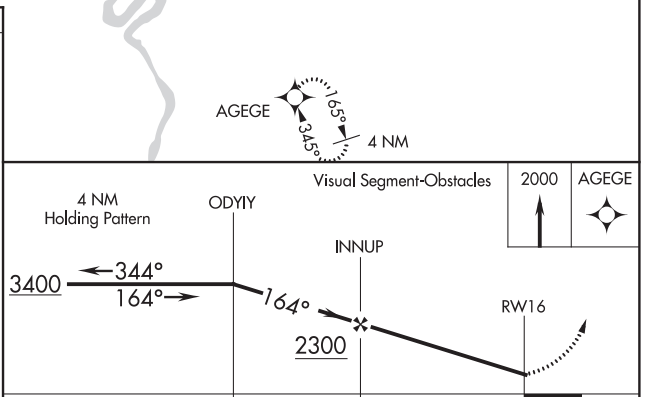
FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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ELEV 359	TDZE 359
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MIRL Rwy 16-34	
REIL Rwys 16 and 34	



CATEGORY	A	B	C	D
LNAV MDA	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-1¾ 561 (600-1¾)
CIRCLING	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HOPE, ARKANSAS

AL-5530 (FAA)

16035

WAAS CH 69237 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	4957 351 359
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RNAV (GPS) RWY 22

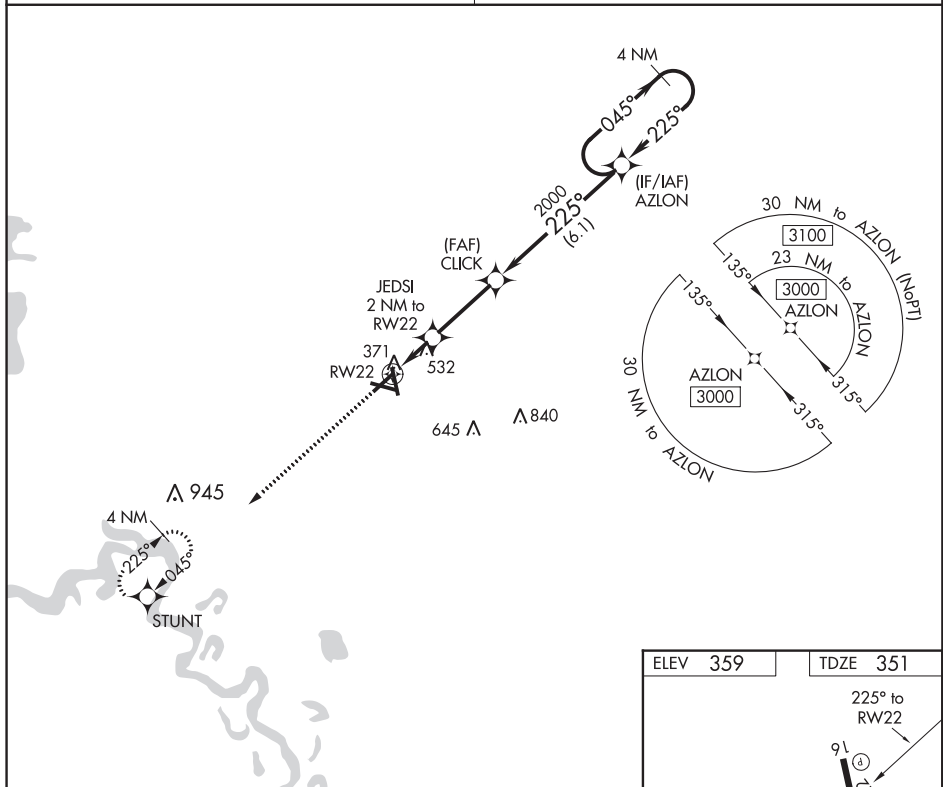
HOPE MUNI (M18)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct STUNT and hold.

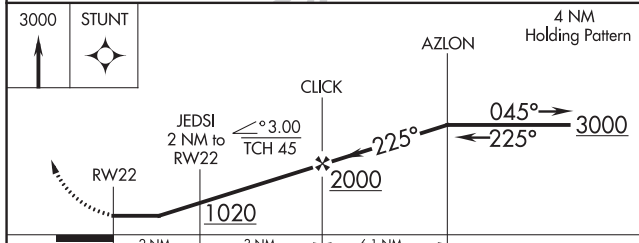
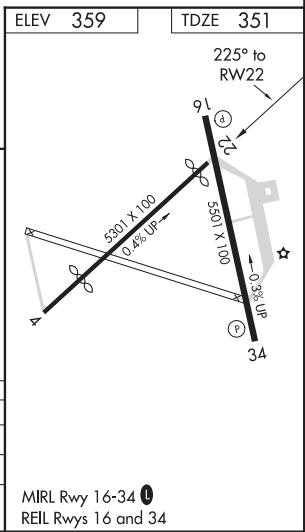
FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF) 0



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	820-1	469 (500-1)	820-1 $\frac{3}{8}$	469 (500-1 $\frac{3}{8}$)
LNAV MDA	900-1	549 (600-1)	900-1 $\frac{5}{8}$	549 (600-1 $\frac{5}{8}$)
C CIRCLING	900-1 541 (600-1)	940-1 581 (600-1)	940-1 $\frac{5}{8}$ 581 (600-1 $\frac{5}{8}$)	1060-2 $\frac{1}{4}$ 701 (800-2 $\frac{1}{4}$)

MIRL Rwy 16-34 **0**
REIL Rwy 16 and 34

HOPE, ARKANSAS
Orig 08JAN15

33°43'N-93°40'W

RNAV (GPS) RWY 22

HOPE MUNI (M18)

VORTAC TXK 116.3 Chan 110	APP CRS 052°	Rwy Idg TDZE Apt Elev	4111 346 359
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VOR/DME RWY 4

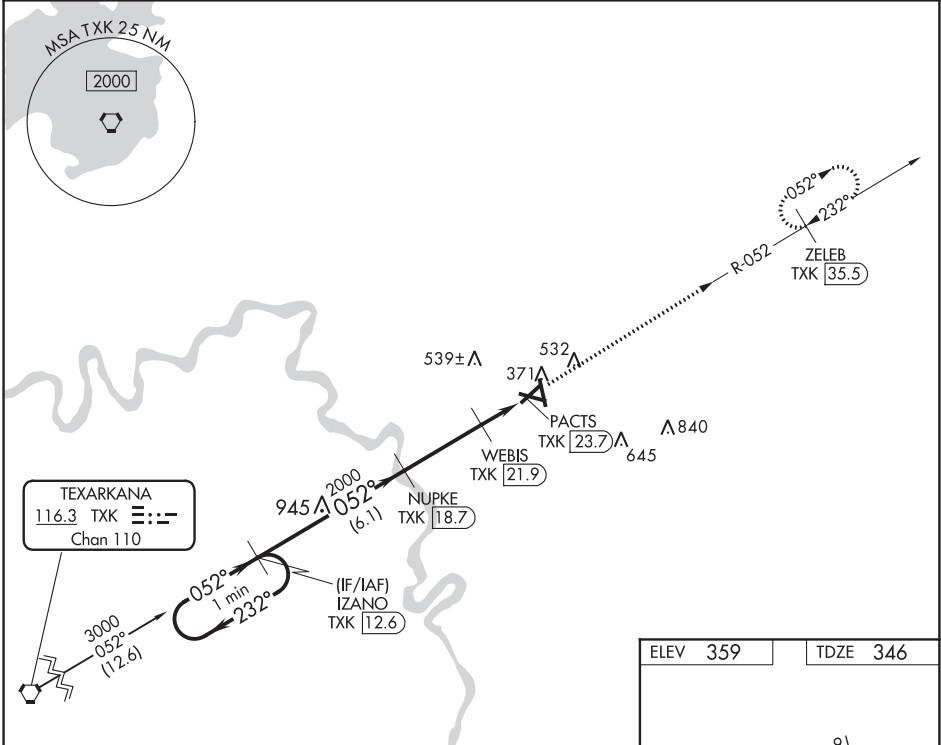
HOPE MUNI (M18)

NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

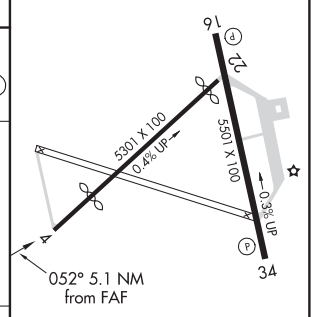
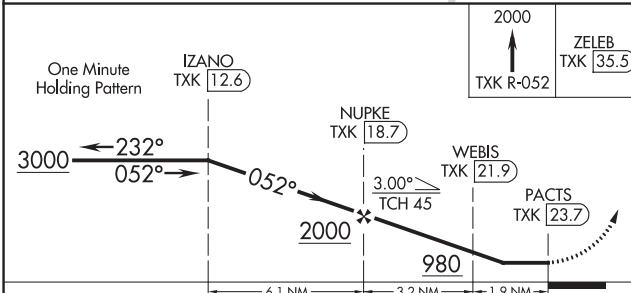
MISSED APPROACH: Climb to 2000 on TXK VORTAC R-052 to ZELEB/TXK 35.5 DME and hold.

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF) 0



ELEV 359	TDZE 346
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CATEGORY	A	B	C	D
S-4	860-1	514 (600-1)	860-1 3/8	514 (600-1 3/8)
CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1 1/2 581 (600-1 1/2)	1060-2 1/4 701 (800-2 1/4)

MIRL Rwy 16-34 **0**
REIL Rwy 16 and 34

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HOPE, ARKANSAS

AL-5530 (FAA)

16035

VORTAC TXK 116.3 Chan 110	APP CRS 232°	Rwy Idg TDZE Apt Elev	4957 351 359
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VOR/DME RWY 22

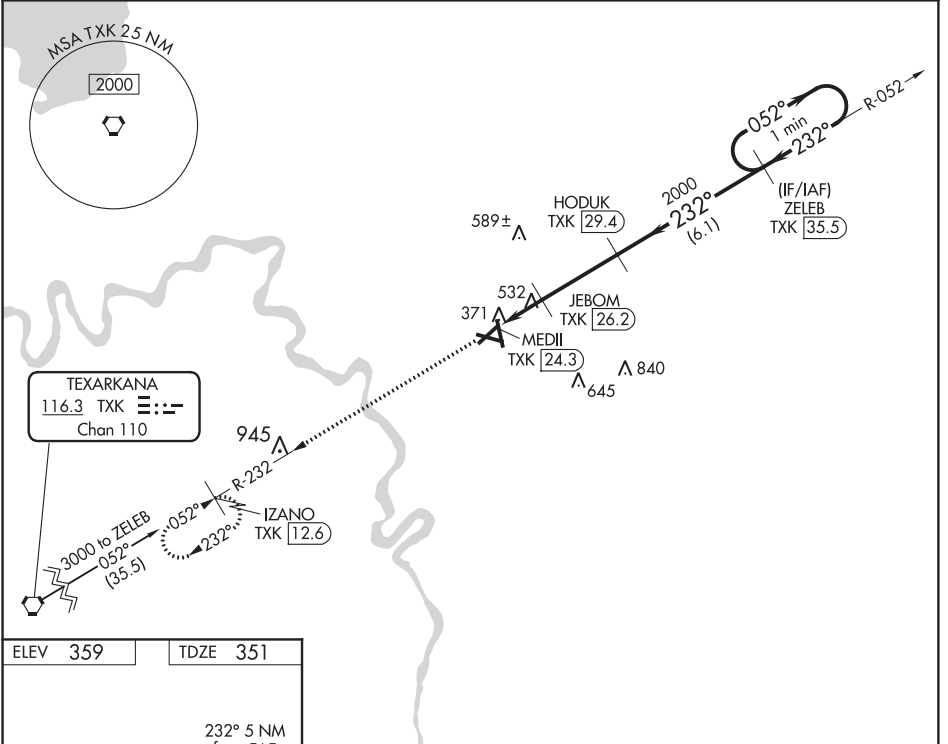
HOPE MUNI (M18)

▼ Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
▲ NA Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 on TXK VORTAC R-052 to IZANO/TXK 12.6 DME and hold.

FORT WORTH CENTER
123.925 269.475

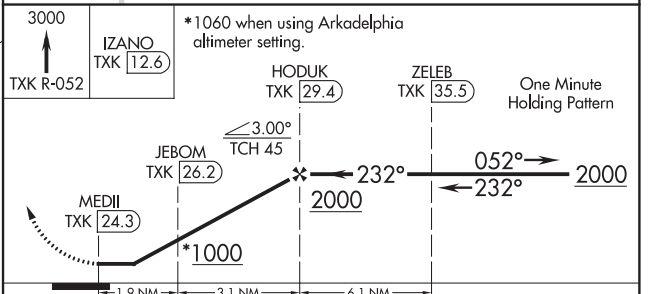
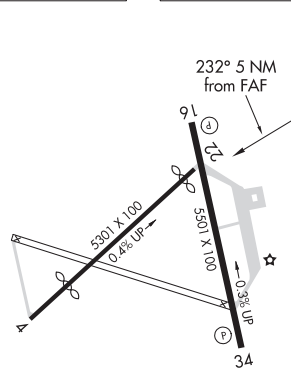
UNICOM
122.8 (CTAF) 0



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 359	TDZE 351
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CATEGORY	A	B	C	D
S-22	900-1	549 (600-1)	900-1½	549 (600-1½)
CIRCLING	900-1	940-1	940-1½	1060-2¼
	541 (600-1)	581 (600-1)	581 (600-1½)	701 (800-2¼)

HOPE, ARKANSAS
Orig 13NOV14

33°43'N-93°40'W

VOR/DME RWY 22

HOPE MUNI (M18)

NDB HPC 362	APP CRS 151°	Rwy Idg TDZE Apt Elev	5501 359 359
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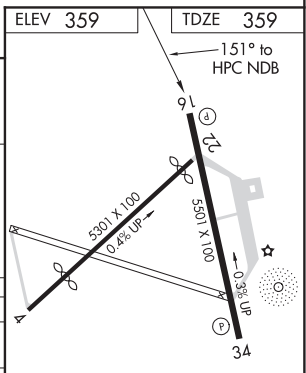
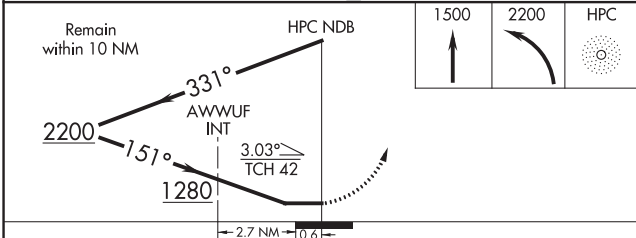
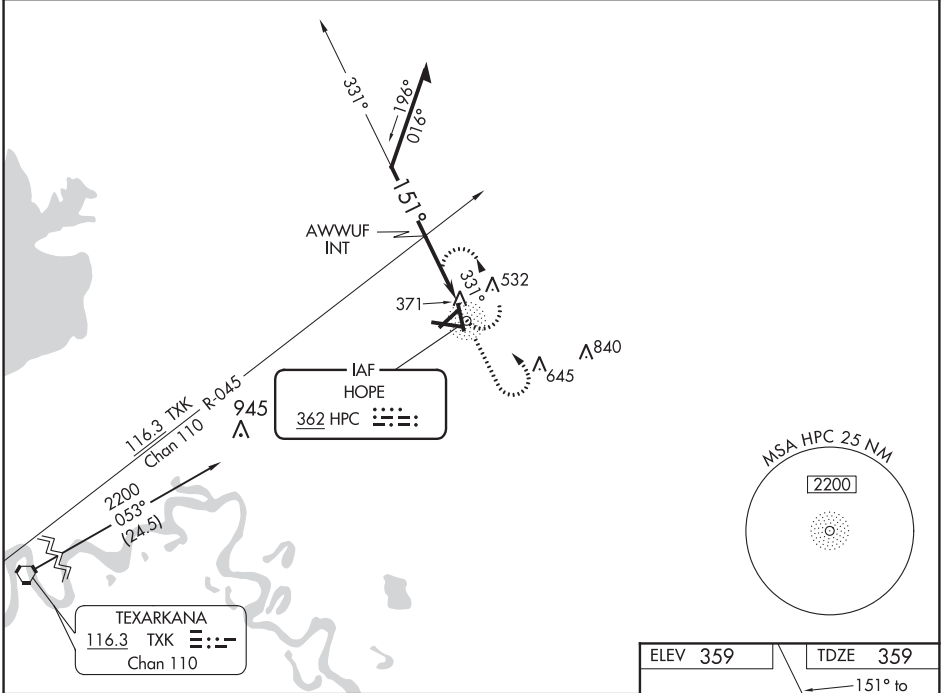
NDB RWY 16

HOPE MUNI (M18)

▼ When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night.
▲ NA Visibility reduction by helicopters NA. Use Texarkana altimeter setting; when not received use Arkadelphia altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct HPC NDB and hold.

FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
CIRCLING	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
AWWUF FIX MINIMUMS				
S-16	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)
CIRCLING	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)

MIRL Rwy 16-34 0
 REIL Rwy 16 and 34

SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017

LOC I-HOT 111.5 Chan 52	APP CRS 050°	Rwy Idg 6595 TDZE 516 Apt Elev 540
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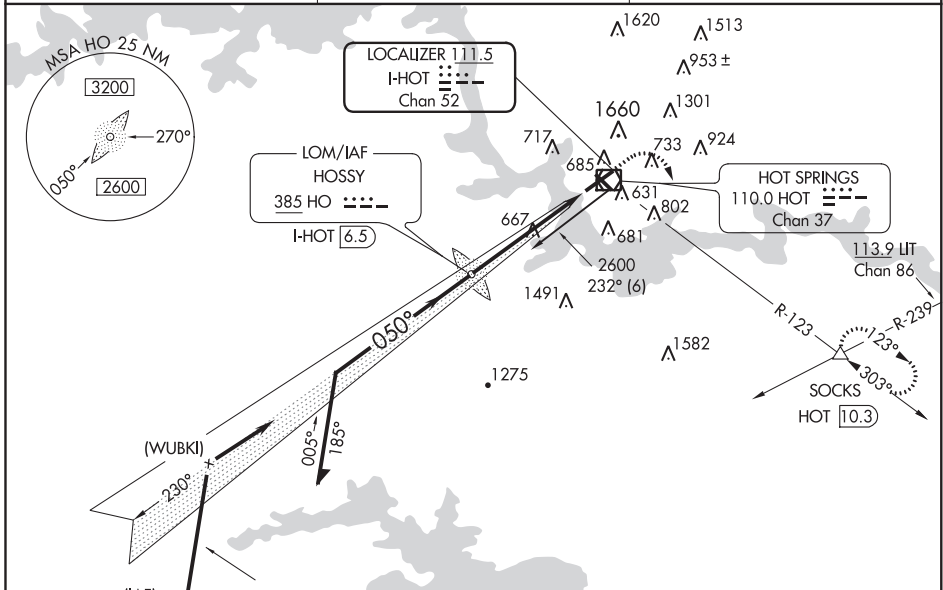
ILS or LOC RWY 5

MEMORIAL FIELD (HOT)

NA Circling not authorized northwest of Rwy 5-23. Use FHOT DME when on localizer course. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase DA 144 feet and all MDA 160 feet, increase S-ILS 5 all Cats visibility ¼ mile, S-LOC Cat C/D ¼ mile, and Circling Cat B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Circling to Rwy 31 NA at night.

MALSR  MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

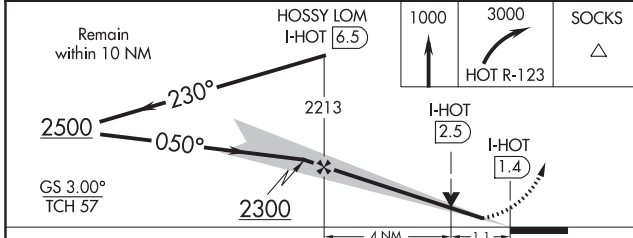
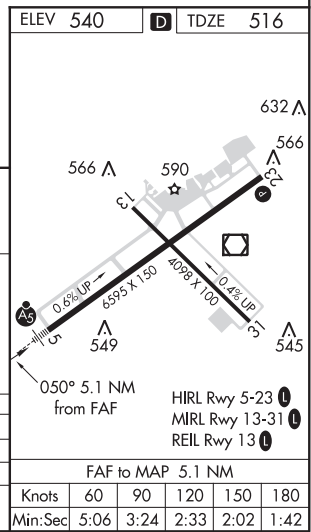
ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 123.0 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 540	D TDZE 516
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CATEGORY	A	B	C	D
S-ILS 5		716-½	200 (200-½)	
S-LOC 5	940-½	424 (400-½)	940-¾	424 (400-¾)
CIRCLING	1060-1 520 (600-1)	1140-1 600 (600-1)	1140-1½ 600 (600-1½)	1140-2 600 (600-2)


FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS	Rwy Idg	6595
050°	TDZE	516
	Apt Elev	540

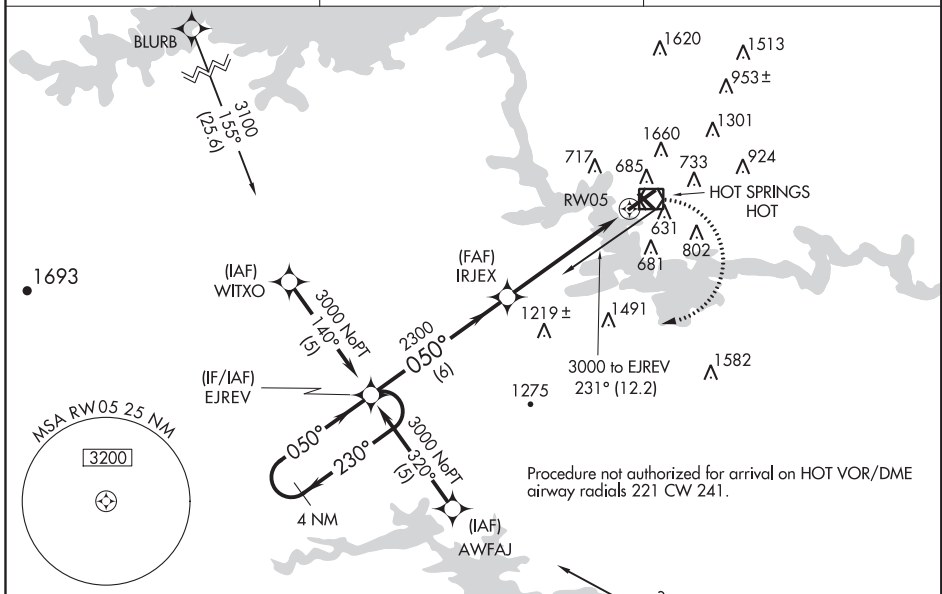
RNAV (GPS) RWY 5

MEMORIAL FIELD (HOT)

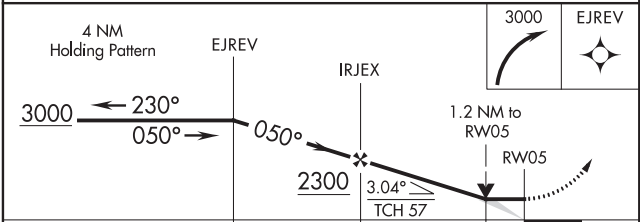
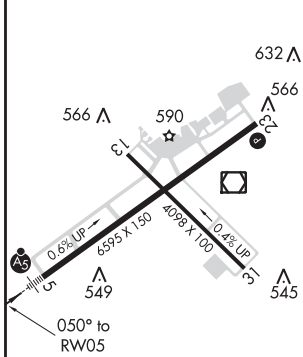
▼ DME/DME RNP-0.3 NA. Circling not authorized northwest of Rwy 5-23. For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4 mile. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D Visibility 1/4 mile and Circling Cat B visibility 1/4 mile, Cat C 3/4 mile and Cat D 1/2 mile. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Circling to Rwy 31 NA at night.

MALSR
 MISSED APPROACH:
 Climbing right turn to 3000 direct EJREV and hold.

ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 123.0 (CTAF) 
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ELEV 540	D	TDZE 516
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CATEGORY	A	B	C	D
LNAV MDA	940-1/2	424 (400-1/2)	940-3/4 424 (400-3/4)	940-1 424 (400-1)
CIRCLING	1060-1 520 (600-1)	1140-1 600 (600-1)	1140-1 1/2 600 (600-1 1/2)	1140-2 600 (600-2)

HIRL Rwy 5-23 
 MIRL Rwy 13-31 
 REIL Rwy 13 

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HOT SPRINGS, ARKANSAS

AL-902 (FAA)

16315

VOR/DME HOT 110.0 Chan 37	APP CRS 058°	Rwy Idg 6595 TDZE 516 Apt Elev 540
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VOR Z RWY 5

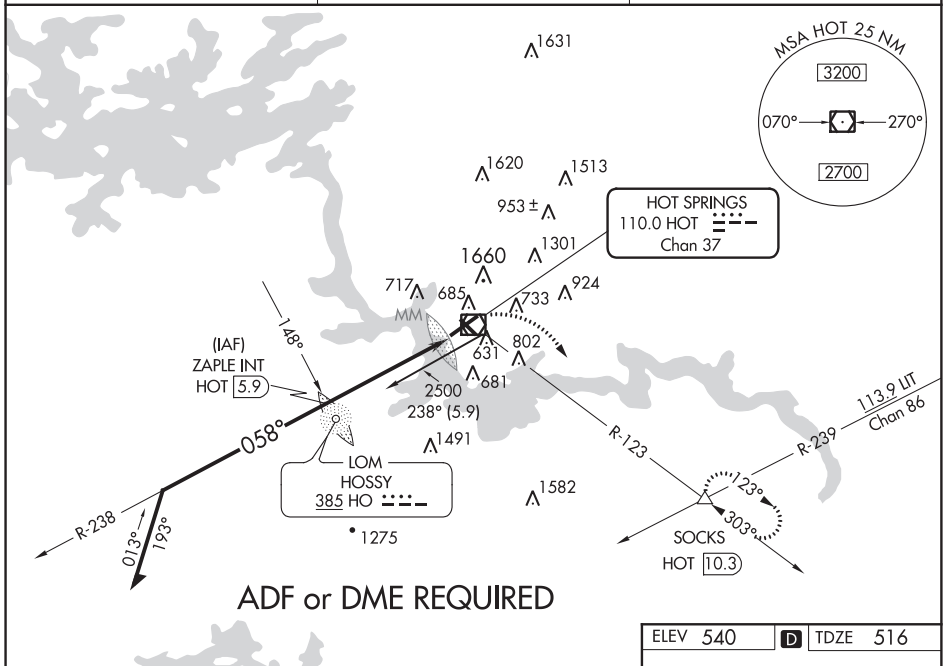
MEMORIAL FIELD (HOT)

⚠ Circling not authorized northwest of Rwy 5-23. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting. Memorial Field altimeter setting minimums: For inoperative MALS/R, increase Cat D visibility to 1½. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Circling to Rwy 31 NA at night.

MALS/R
AS

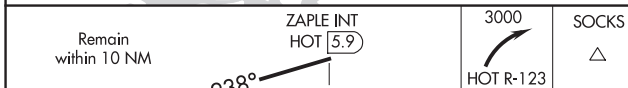
MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS INT/HOT 10.3 DME and hold.

ASOS 119.925	MEMPHIS CENTER 128.475 377.15	UNICOM 123.0 (CTAF) 0
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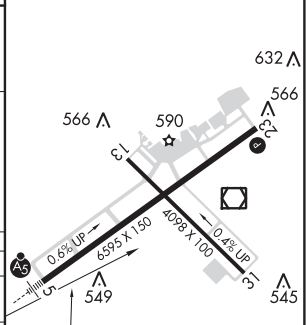
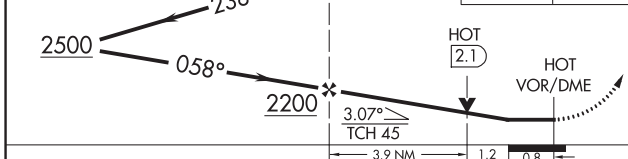


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 540	D	TDZE 516
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CATEGORY	A	B	C	D
S-5	940-½	424 (400-½)	940-¾	940-1
CIRCLING	1060-1	1140-1	1140-1½	1140-2
ADAMS FIELD ALTIMETER SETTING MINIMUMS				
S-5	1100-½	584 (600-½)	1100-1	1100-1¼
CIRCLING	1220-1	1300-1¼	1300-2¼	1300-2½

HIRL Rwy 5-23 **0**
MIRL Rwy 13-31 **0**
REIL Rwy 13 **0**

HOT SPRINGS, ARKANSAS
Amdt 4C 07APR11

34°29'N-93°06'W

MEMORIAL FIELD (HOT)

VOR Z RWY 5

WAAS CH 50437 W17A	APP CRS 178°	Rwy Idg 4007 TDZE 570 Apt Elev 572
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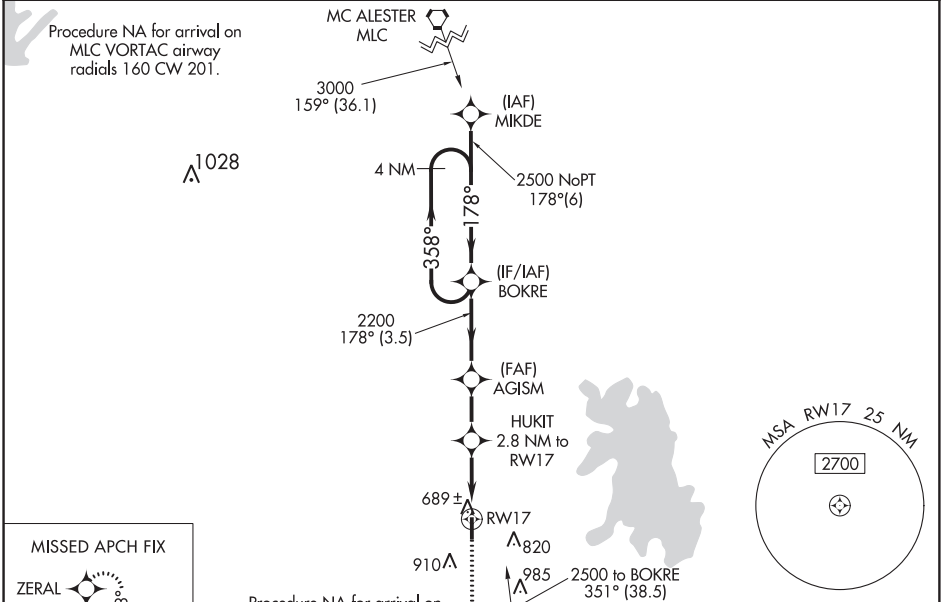
RNAV (GPS) RWY 17

STAN STAMPER MUNI (HHW)

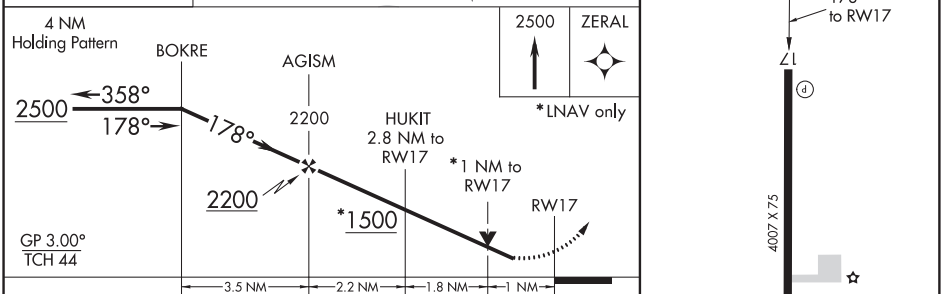
⚠ Circling to Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Paris altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Paris altimeter setting: increase LPV DA to 880 feet; increase LNAV/VNAV DA to 930 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility Cats C and D ½ SM.

MISSED APPROACH: Climb to 2500 direct ZERAL and hold.

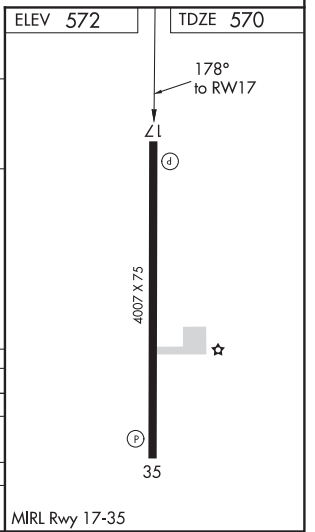
AWOS-3 119.025	FORT WORTH CENTER 124.875 307.2	UNICOM 122.8 (CTAF)
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ELEV 572	TDZE 570
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CATEGORY	A	B	C	D
LPV DA		820-1	250 (300-1)	
LNAV/VNAV DA		870-1	300 (300-1)	
LNAV MDA		940-1	370 (400-1)	
C CIRCLING	1220-1	648 (700-1)	1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HUGO, OKLAHOMA

AL-6979 (FAA)

16315

WAAS CH 86639 W35A	APP CRS 358°	Rwy Idg THRE 572 Apt Elev 572
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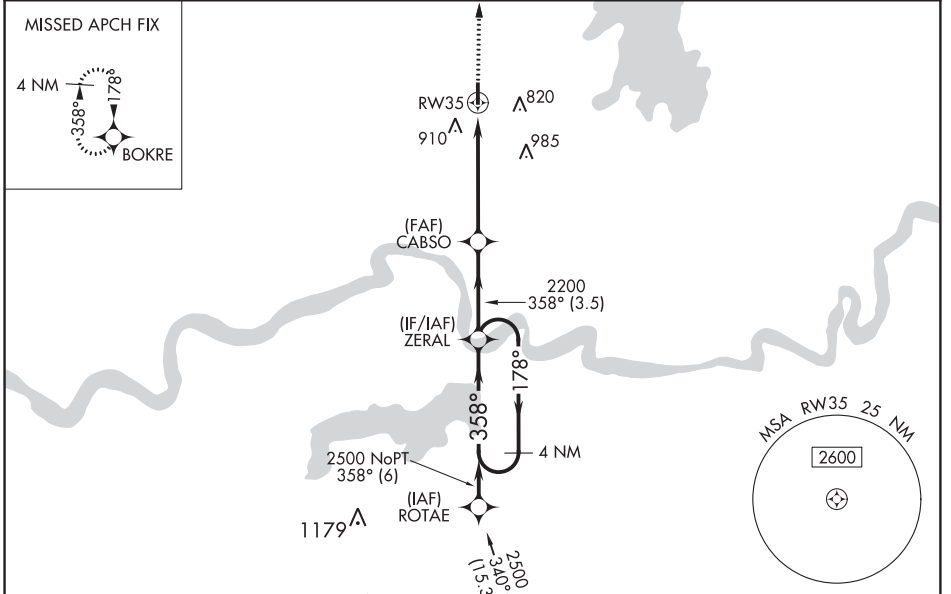
RNAV (GPS) RWY 35

STAN STAMPER MUNI (HHW)

⚠ Baro-VNAV NA when using Paris 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.
⚠ Straight-in Rwy 35 and Circling Rwy 35 NA at night. When local altimeter setting not received, use Paris altimeter setting; increase LPV DA to 882 feet; increase LNAV/VNAV DA to 1131 feet and all visibilities ½ SM; increase all MDAs 60 feet and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2500 direct BOKRE and hold.

AWOS-3 119.025	PARIS AWOS-3 119.675	FORT WORTH CENTER 124.875 307.2	UNICOM 122.8 (CTAF)
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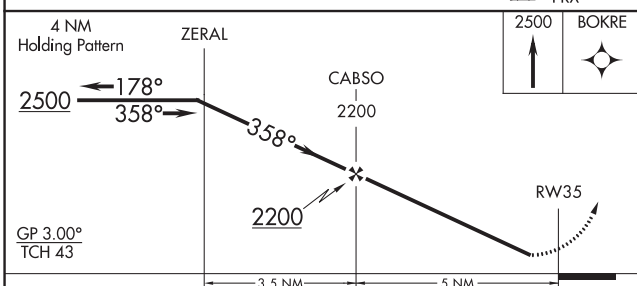


SC-1, 10 NOV 2016 to 05 JAN 2017

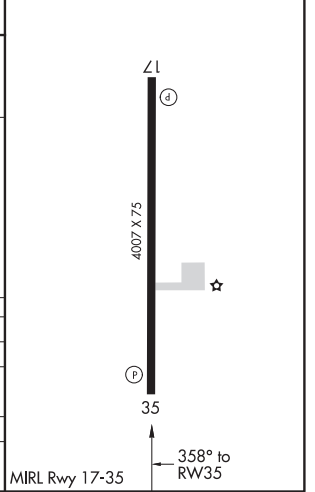
SC-1, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrival on PRX VOR/DME airway radials 263 CW 057.

ELEV 572	THRE 572
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CATEGORY	A	B	C	D
LPV DA		822-1	250 (300-1)	
LNAV/VNAV DA		1071-1¾	499 (500-1¾)	
LNAV MDA	1020-1	448 (500-1)	1020-1¾	448 (500-1¾)
C CIRCLING	1220-1	648 (700-1)	1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)



HUGO, OKLAHOMA
Orig 10NOV16

34°02'N-95°33'W

STAN STAMPER MUNI (HHW) RNAV (GPS) RWY 35

WAAS CH 69331 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	3601 1748 1748
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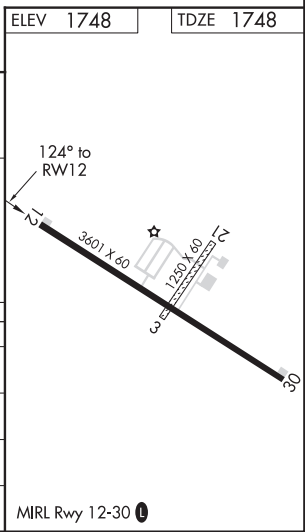
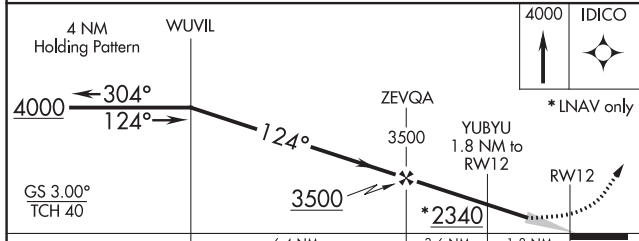
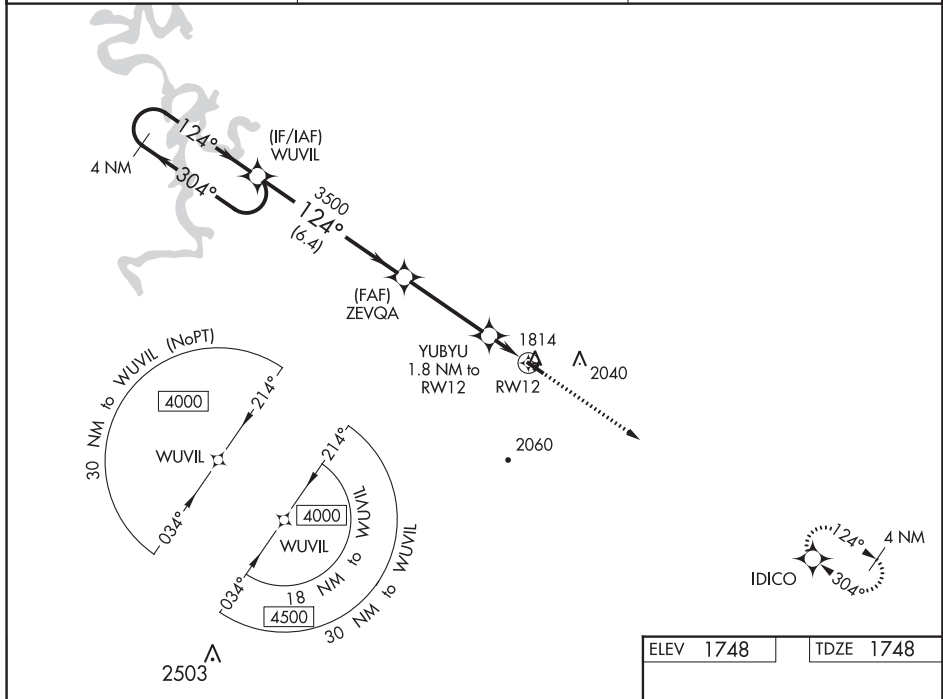
RNAV (GPS) RWY 12

HUNTSVILLE MUNI (H34)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Field altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities 1/8 mile.

MISSED APPROACH:
Climb to 4000 direct IDICO and hold.

SPRINGDALE AWOS-3 124.675	RAZORBACK APP CON * 126.6 305.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2097-1 1/8	349 (400-1 1/8)		NA
LNAV/VNAV DA	2097-1 1/8	349 (400-1 1/8)		NA
LNAV MDA	2180-1	432 (500-1)	2180-1 1/4 432 (500-1 1/4)	NA
C CIRCLING	2280-1 532 (600-1)	2520-1 772 (800-1)	2520-2 1/4 772 (800-2 1/4)	NA

VORTAC RZC 116.4 Chan 111	APP CRS 115°	Rwy Idg TDZE Apt Elev	3601 1748 1748
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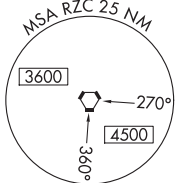
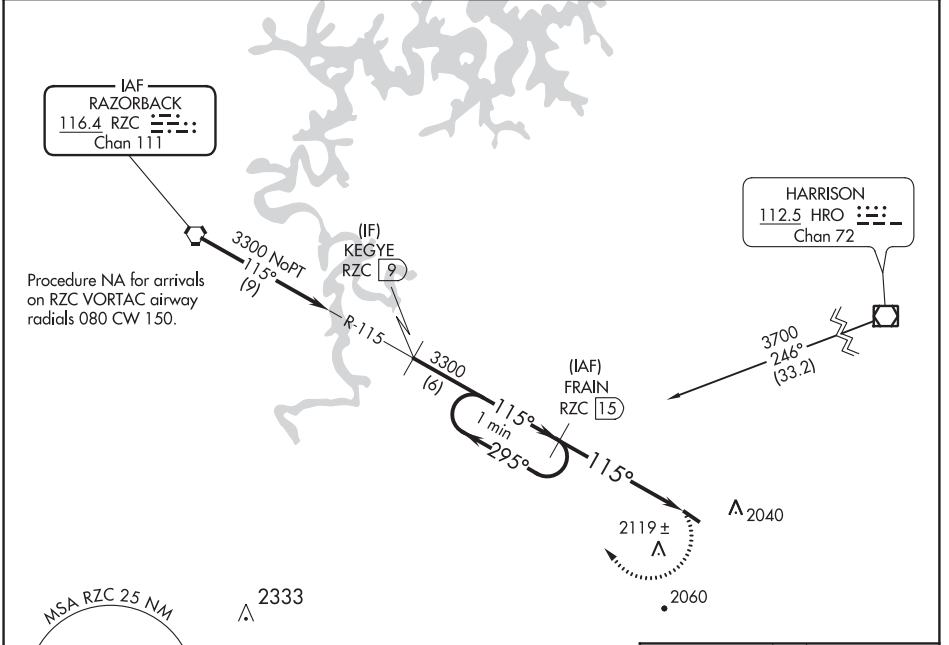
VOR/DME RWY 12

HUNTSVILLE MUNI (H34)

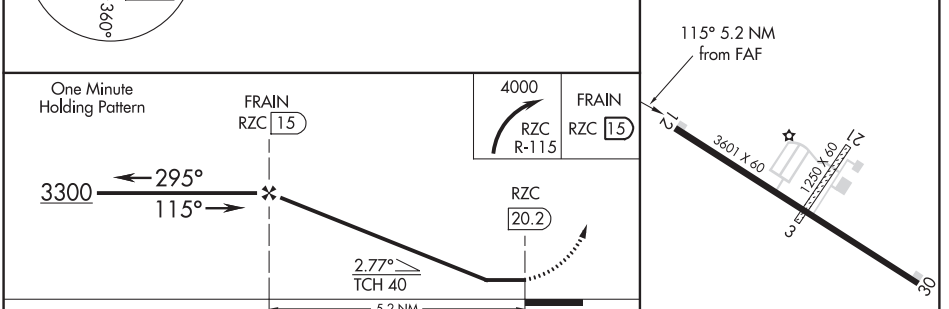
NA Use Springdale altimeter setting; when not received use Drake Field altimeter setting and increase all MDA 20 feet and increase S-12 Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 on RZC VORTAC R-115 to FRAIN/RZC 15 DME and hold.

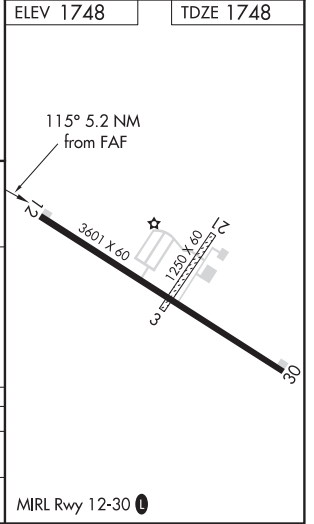
SPRINGDALE AWOS-3 124.675	RAZORBACK APP CON * 126.6 305.2	UNICOM 122.8 (CTAF) 0
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ELEV 1748	TDZE 1748
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CATEGORY	A	B	C	D
S-12	2500-1 752 (800-1)	2500-1 ¼ 752 (800-1 ¼)	2500-2 752 (800-2)	NA
C CIRCLING	2500-1 752 (800-1)	2520-1 ¼ 772 (800-1 ¼)	2520-2 ¼ 772 (800-2 ¼)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

IDABEL, OKLAHOMA

AL-9416 (FAA)

16287

APP CRS 020°	Rwy Idg 5002
	TDZE 472
	Apt Elev 472

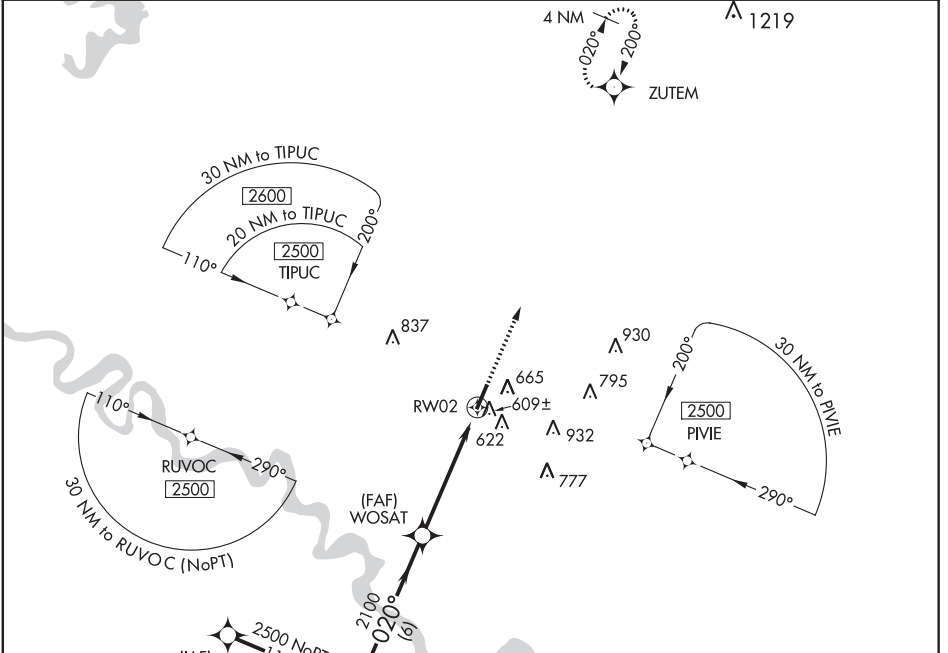
RNAV (GPS) RWY 2

MC CURTAIN COUNTY RGNL (404)

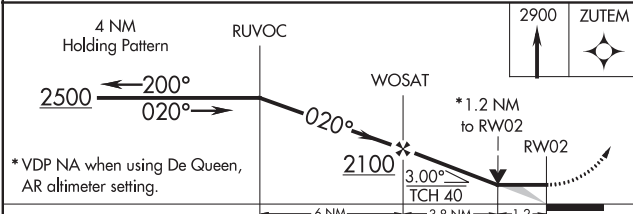
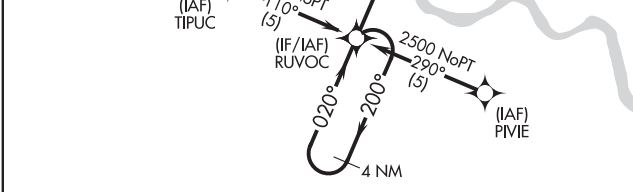
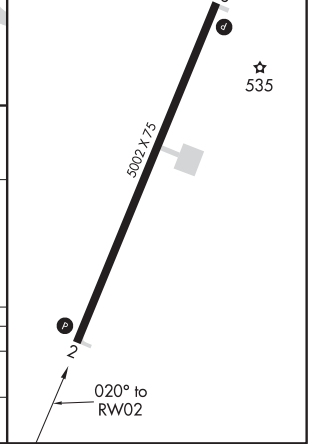
▽ If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
▲NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct ZUTEM and hold.

AWOS-3 120.0	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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ELEV 472	TDZE 472
REIL Rws 2 and 20	MIRL Rwy 2-20



CATEGORY	A	B	C	D
RNAV MDA	880-1	408 (500-1)	880-1¼ 408 (500-1¼)	NA
CIRCLING	1020-1	548 (600-1)	1020-1½ 548 (600-1½)	NA

IDABEL, OKLAHOMA
Orig 10JUN04

33°55'N - 94°52'W

MC CURTAIN COUNTY RGNL (404)

RNAV (GPS) RWY 2

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5002
200°	TDZE	464
	Apt Elev	472

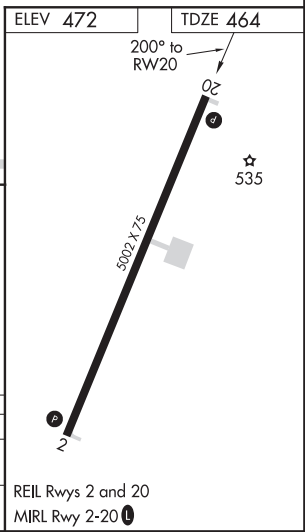
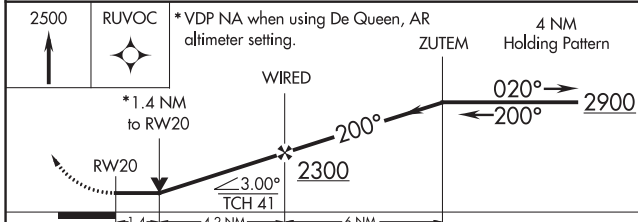
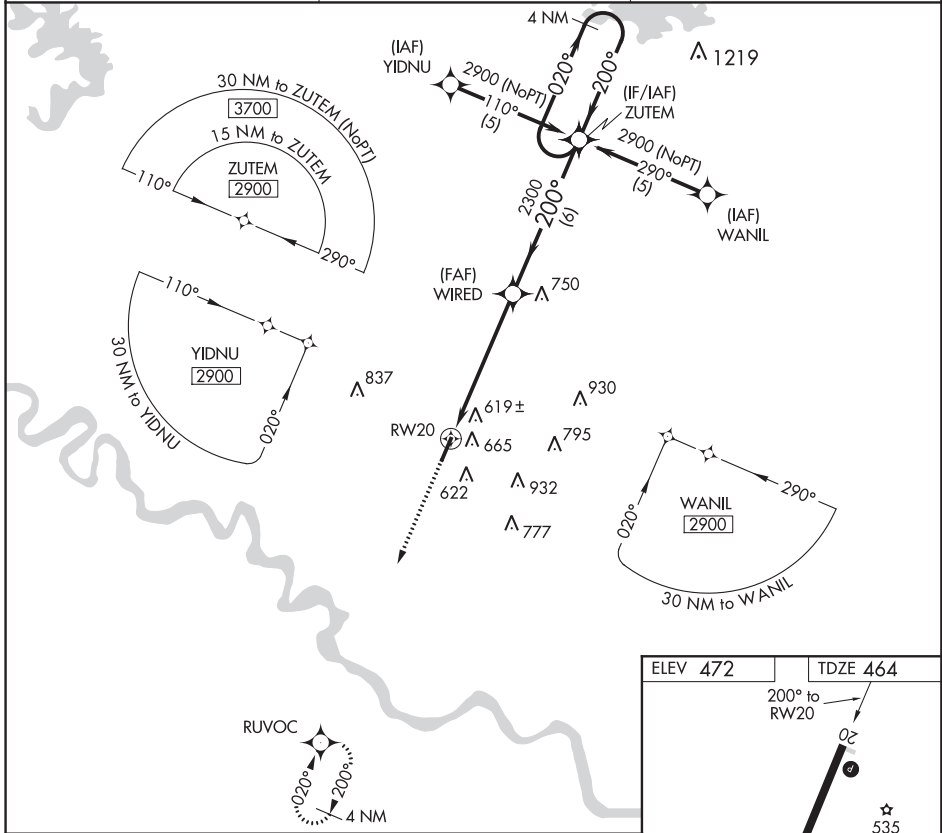
RNAV (GPS) RWY 20

MC CURTAIN COUNTY RGNL (404)

▽ If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

△NA MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3 120.0	FORT WORTH CENTER 123.925 269.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	960-1	496 (500-1)	960-1¼ 496 (500-1¼)	NA
CIRCLING	1020-1	548 (600-1)	1020-1½ 548 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ILS or LOC RWY 23

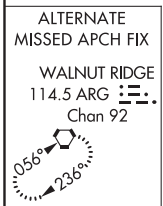
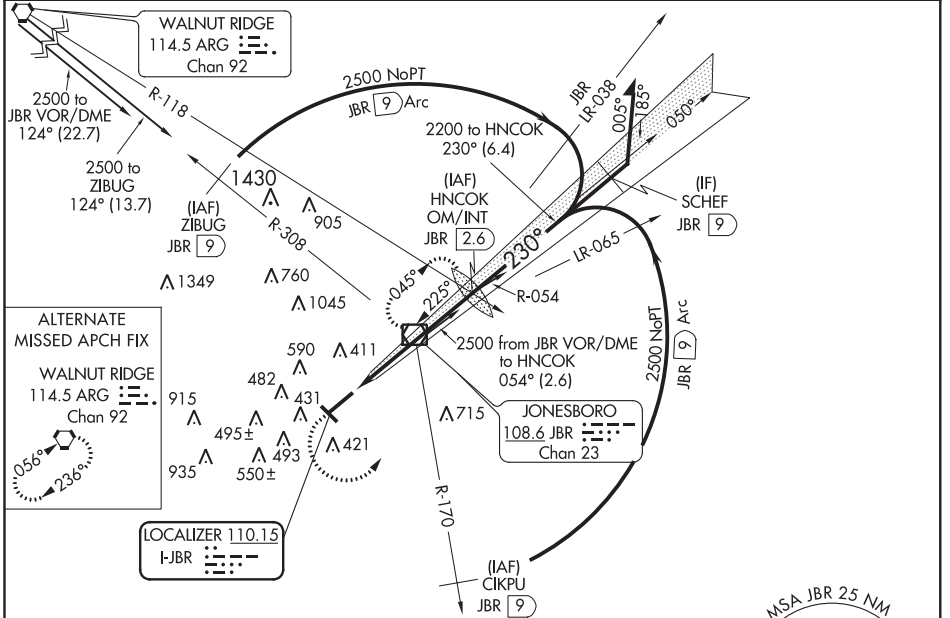
JONESBORO MUNI (JBR)

LOC I-JBR 110.15	APP CRS 230°	Rwy Idg TDZE Apt Elev	6200 262 262
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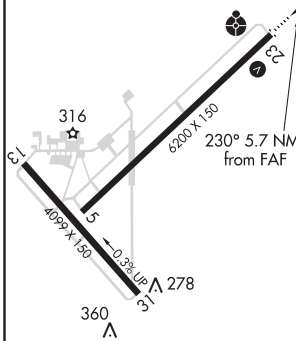
ODALS MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

⚠ Circling NA northwest of Rwy 5-23. Helicopter visibility below 3/4 SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase DA 54 feet; increase all MDA 60 feet and increase S-LOC 23 Cat C/D visibility to 1 3/8 mile. For inop ODALS, increase S-LOC 23 Cat D visibility to 1 3/8 mile. For inop ODALS, when using Walnut Ridge altimeter setting, increase S-LOC 23 Cat A/B visibility to 1 mile and Cat D visibility 1 1/2 mile. Circling to Rwy 13-31 NA at night.

ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM (CTAF) 123.0	GCO 121.725
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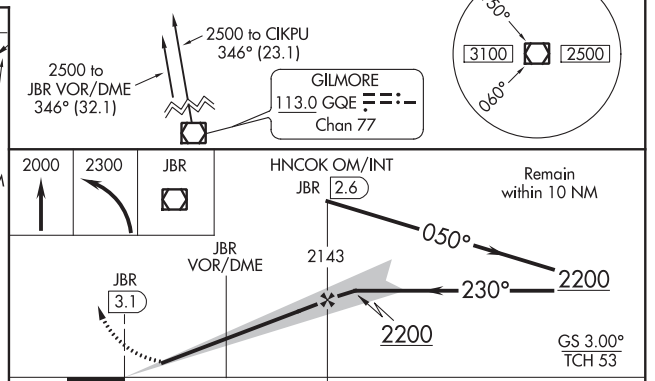


ELEV 262	TDZE 262
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FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 23	462-3/4 200 (200-3/4)			
S-LOC 23	720-3/4	458 (500-3/4)	720-1/4	458 (500-1/4)
CIRCLING	740-1 478 (500-1)		740-1/2 478 (500-1/2)	820-2 558 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65806 W23A	APP CRS 230°	Rwy Idg TDZE 262 Apt Elev 262	6200
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RNAV (GPS) RWY 23

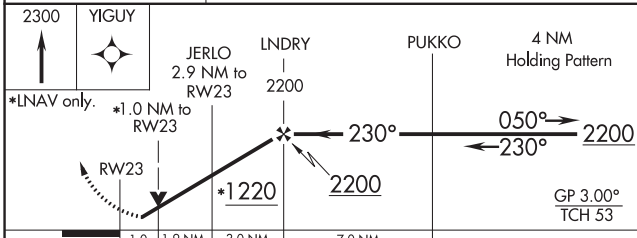
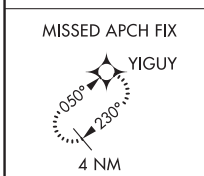
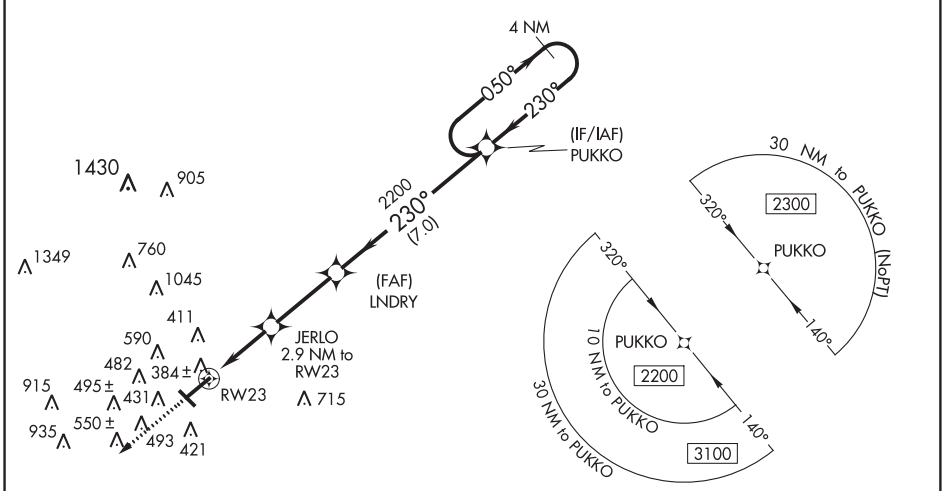
JONESBORO MUNI (JBR)

⚠ Circling to Rwy 13-31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 1 1/8 mile. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 1 1/8 mile. For inop ODALS, when using Walnut Ridge altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/8 mile and LNAV Cats C/D visibility to 1 3/8 mile.

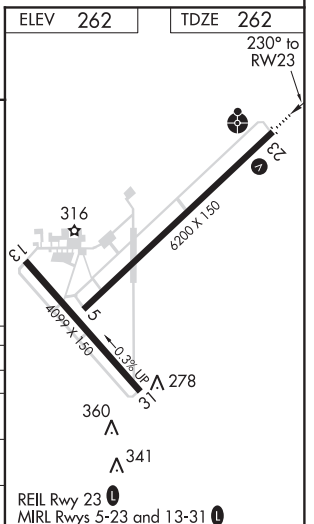


MISSED APPROACH:
Climb to 2300 direct YIGUY and hold.

ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0	GCO 121.725
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CATEGORY	A	B	C	D
LPV DA		462-3/4	200 (200-3/4)	
LNAV/VNAV DA		568-7/8	306 (400-7/8)	
LNAV MDA	640-3/4	378 (400-3/4)	640-1	378 (400-1)
CIRCLING	740-1	478 (500-1)	740-1 1/2 478 (500-1 1/2)	820-2 558 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50531 W31A	APP CRS 315°	Rwy Idg TDZE Apt Elev	4099 258 262
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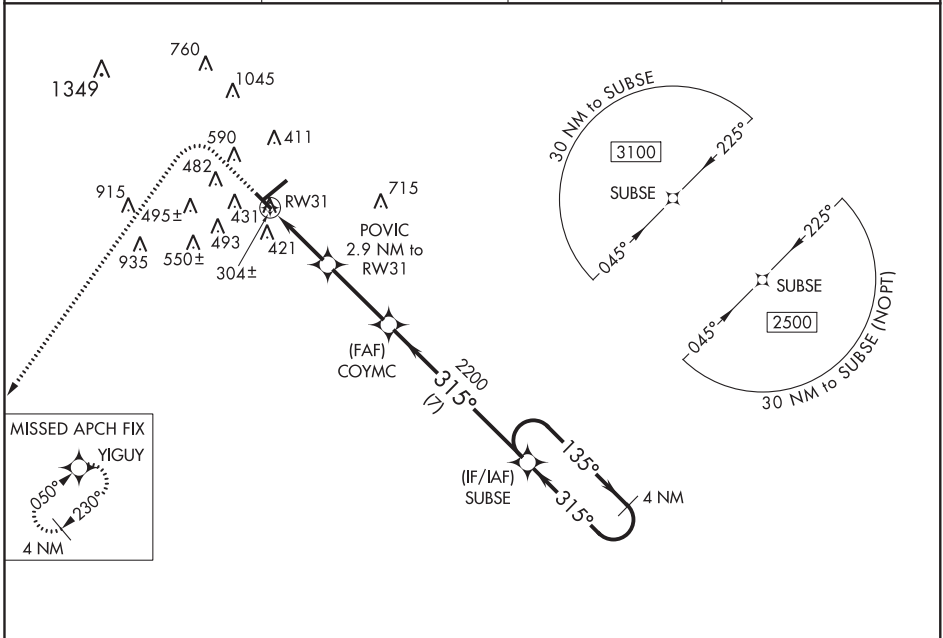
RNAV (GPS) RWY 31

JONESBORO MUNI (JBR)

⚠ Rwy 31 Straight-in and Circling and Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA northwest of Rwy 5-23. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDA 60 feet. Increase LNAV Cats C/D visibility 1½ mile.

⚠ MISSED APPROACH: Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

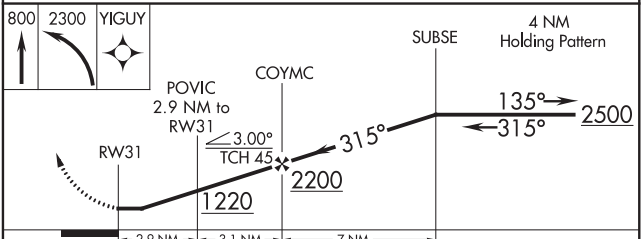
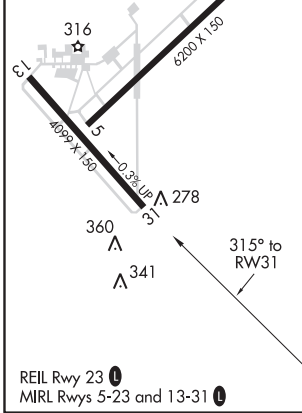
ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF)	GC0 121.725
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 262	TDZE 258
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CATEGORY	A	B	C	D
LP MDA	560-1 302 (300-1)			
LNAV MDA	640-1	382 (400-1)	640-1½	382 (400-1½)
CIRCLING	740-1	478 (500-1)	740-1½	820-2
			478 (500-1½)	558 (600-2)

VOR/DME JBR 108.6 Chan 23	APP CRS 227°	Rwy Idg TDZE Apt Elev	6200 262 262
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VOR RWY 23

JONESBORO MUNI (JBR)

⚠ Circling to Rwy 13-31 NA at night. Circling NA northwest of Rwy 5-23. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDA 60 feet. Increase S-23 Cats C/D visibility to 1 1/8 mile. For inop ODALS, increase S-23 Cats C/D visibility to 1 1/2 mile. For inop ODALS, when using Walnut Ridge altimeter setting, increase S-23 Cats C/D visibility to 1 1/2 mile.



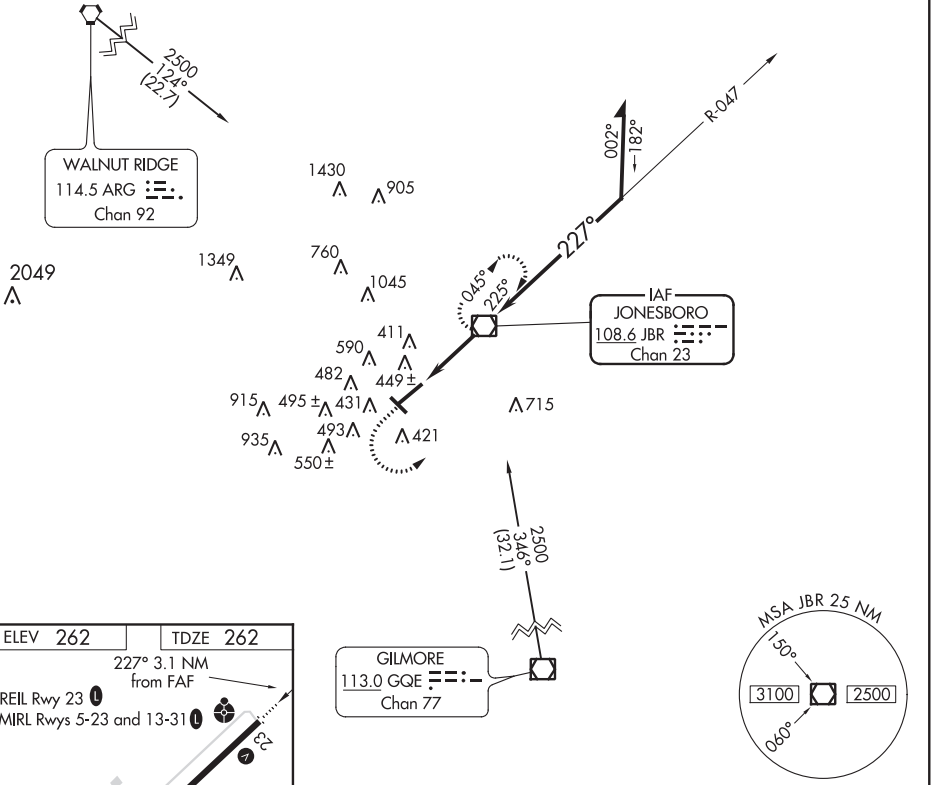
MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS
118.525

MEMPHIS CENTER
120.075 289.4

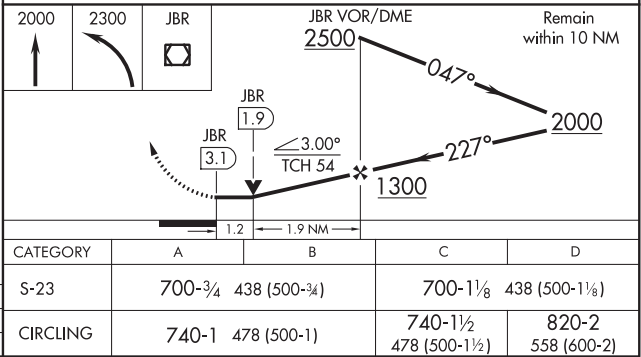
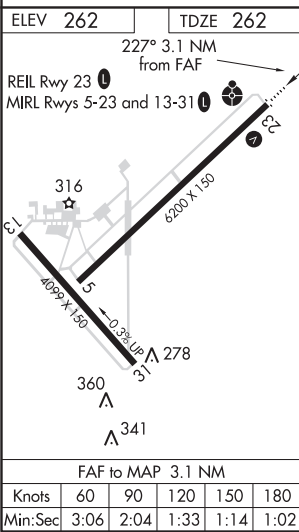
UNICOM
123.0 (CTAF)

GCO
121.725



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



WAAS CH 81840 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	4730 779 783
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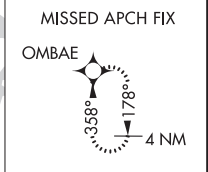
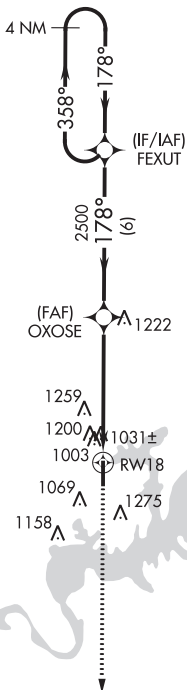
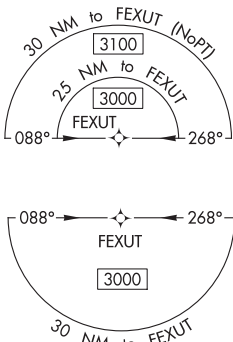
RNAV (GPS) RWY 18

SOUTH GRAND LAKE RGNL (1K8)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Grove altimeter setting; when not received, use Claremore altimeter setting; increase all MDA 40 feet, LP Cat C visibility 1/8 mile, LNAV Cat B visibility 1/4 mile and Cat C 1/2 mile.

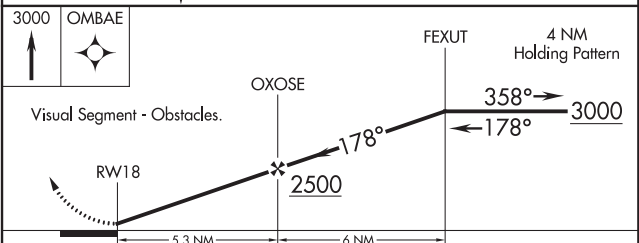
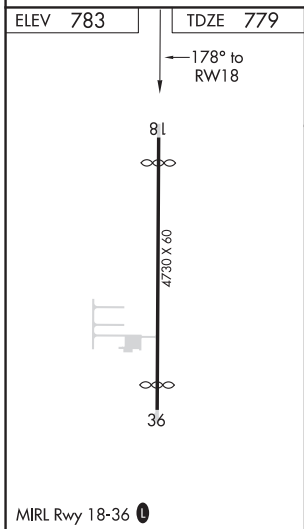
MISSED APPROACH: Climb to 3000 direct OMBAE and hold.

GROVE MUNI AWOS-3 119.025	KANSAS CITY CENTER 128.6 282.325	(CTAF) 122.9 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1320-1	541 (600-1)	1320-1 5/8 541 (600-1 5/8)	NA
LNAV MDA	1500-1	721 (800-1)	1500-2 721 (800-2)	NA
C CIRCLING	1540-1 757 (800-1)	1620-1 1/4 837 (900-1 1/4)	1620-2 1/2 837 (900-2 1/2)	NA

KETCHUM, OKLAHOMA

AL-10762 (FAA)

16259

WAAS CH 69239 W36A	APP CRS 358°	Rwy Idg TDZE 779 Apt Elev 783	4730
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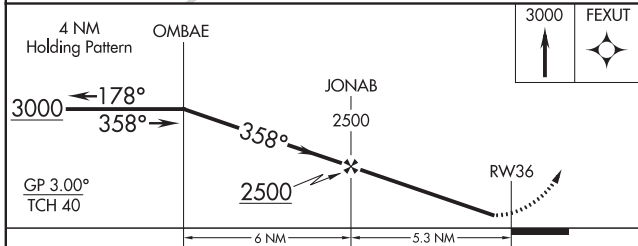
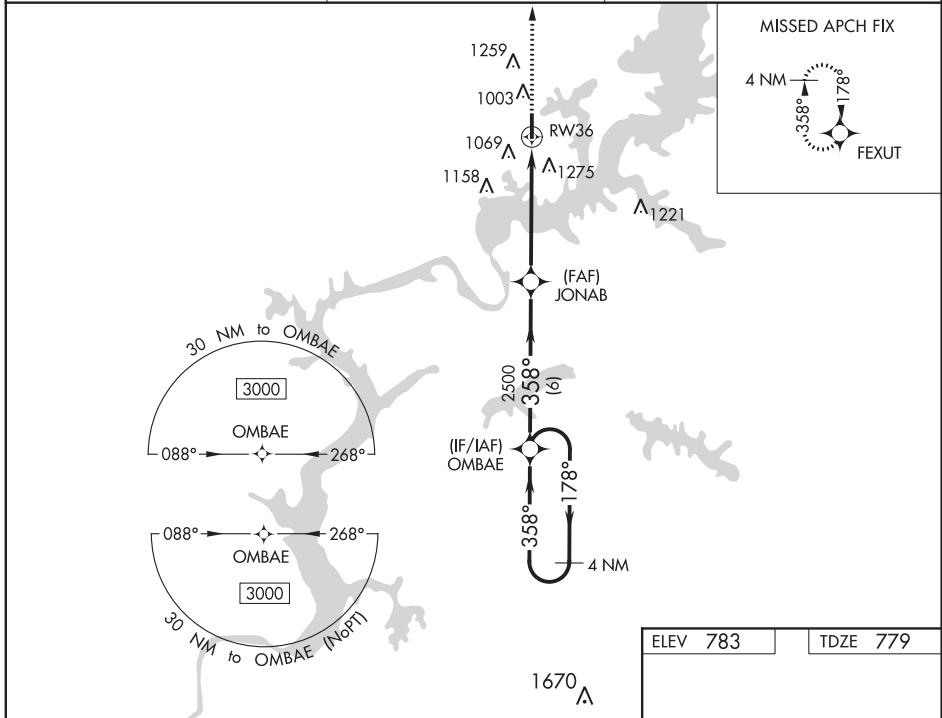
RNAV (GPS) RWY 36

SOUTH GRAND LAKE RGNL (1K8)

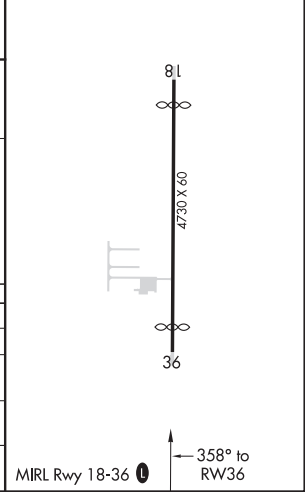
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Circling Rwy 18 NA at night. Use Grove altimeter setting; when not received, use Claremore altimeter setting; increase LPV DA to 1099 feet and all visibilities 1/2 mile, LNAV/VNAV DA to 1666 feet and all visibilities 1 mile; increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct FEXUT and hold.

GROVE MUNI AWOS-3 119.025	KANSAS CITY CENTER 128.6 282.325	(CTAF) 122.9 0
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ELEV 783	TDZE 779
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CATEGORY	A	B	C	D
LPV DA	1068-1	289 (300-1)		NA
LNAV/VNAV DA	1635-3	856 (900-3)		NA
LNAV MDA	1540-1 761 (800-1)	1540-1 1/4 761 (800-1 1/4)	1540-2 1/2 761 (800-2 1/2)	NA
CIRCLING	1540-1 757 (800-1)	1620-1 1/4 837 (900-1 1/4)	1620-2 1/2 837 (900-2 1/2)	NA

KETCHUM, OKLAHOMA
Orig 21JUL16

36°33'N-95°01'W

SOUTH GRAND LAKE RGNL (1K8)

RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4400
012°	TDZE	125
	Apt Elev	125

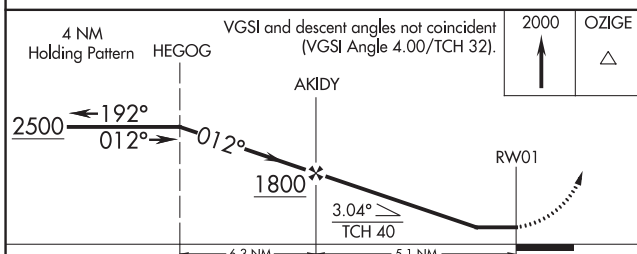
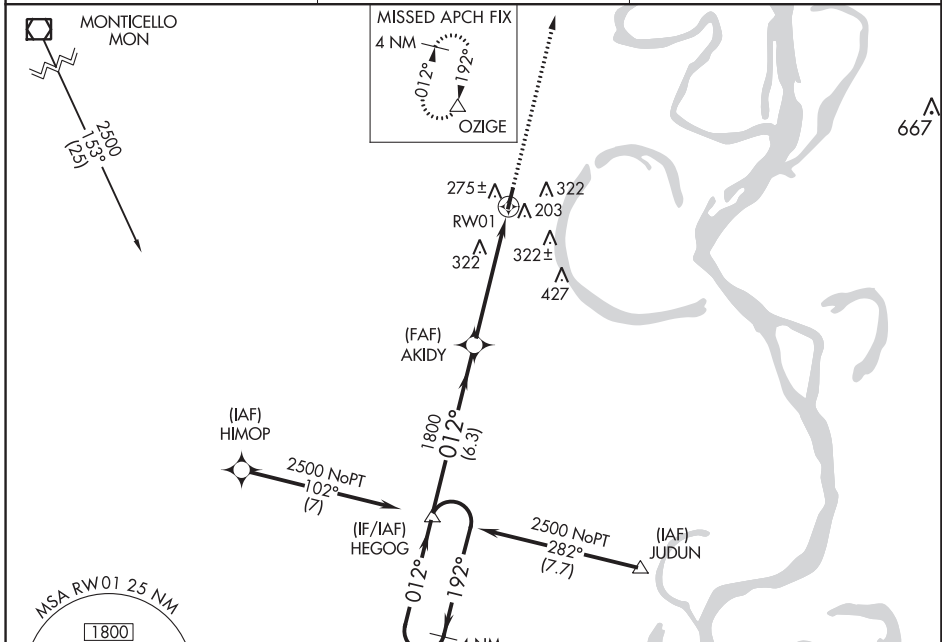
RNAV (GPS) RWY 1

LAKE VILLAGE MUNI (M32)

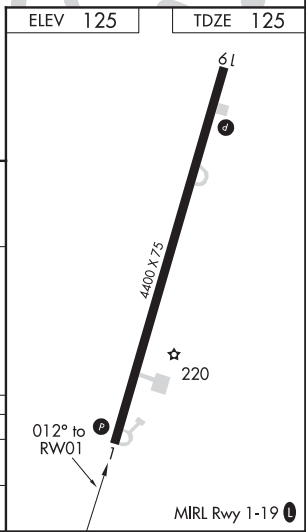
▽ Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

△ NA MISSED APPROACH: Climb to 2000 direct OZIGE and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.90
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CATEGORY	A	B	C	D
LNAV MDA	680-1	555 (600-1)	680-1½ 555 (600-1½)	680-1¾ 555 (600-1¾)
CIRCLING	680-1	555 (600-1)	680-1½ 555 (600-1½)	720-2 595 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LAKE VILLAGE, ARKANSAS

AL-6062 (FAA)

16315

APP CRS	Rwy Idg	4400
192°	TDZE	123
	Apt Elev	125

RNAV (GPS) RWY 19

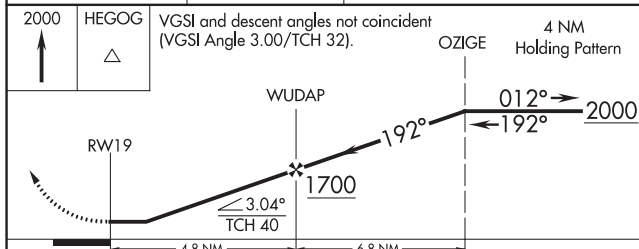
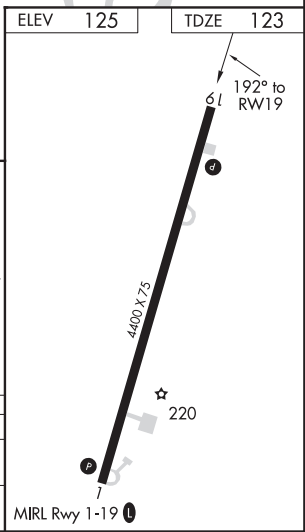
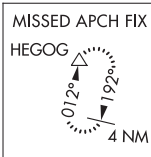
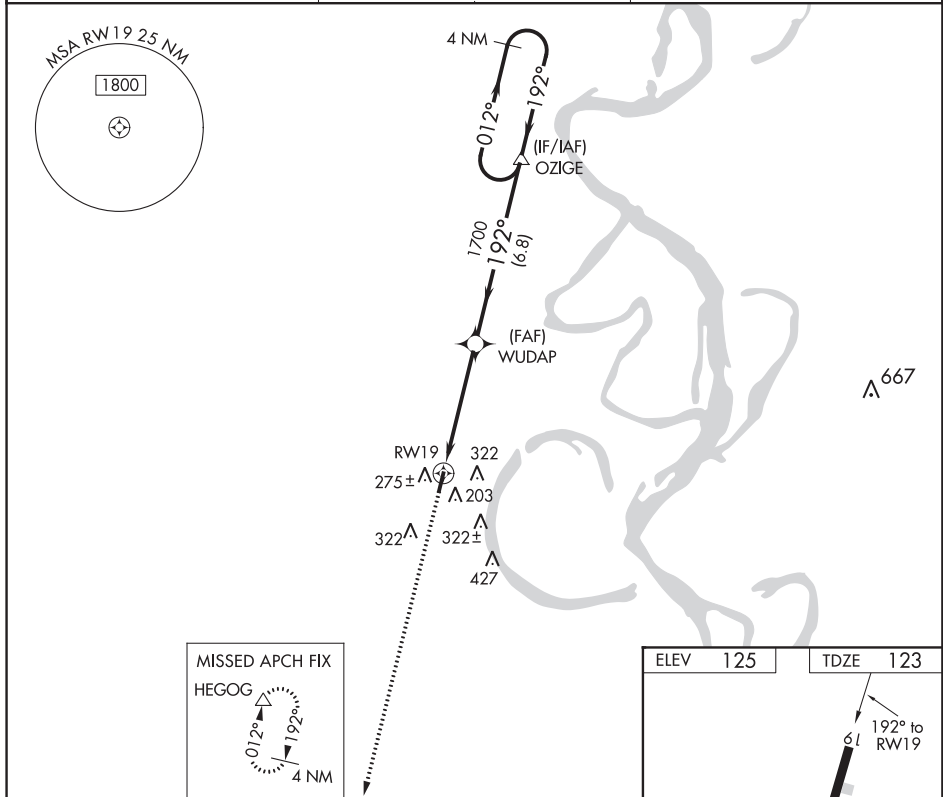
LAKE VILLAGE MUNI (M32)

▽ Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

▲ NA

MISSED APPROACH: Climb to 2000 direct HEGOG and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LNNAV MDA	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	720-2 595 (600-2)

LAKE VILLAGE, ARKANSAS
 Orig-B 17SEP15

33°21'N-91°19'W

LAKE VILLAGE MUNI (M32)

RNAV (GPS) RWY 19

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

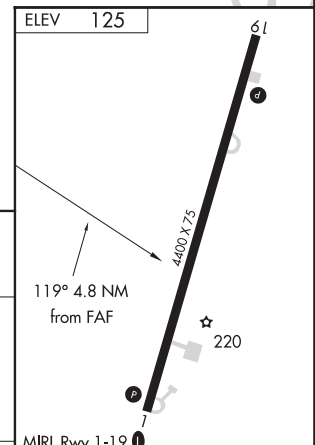
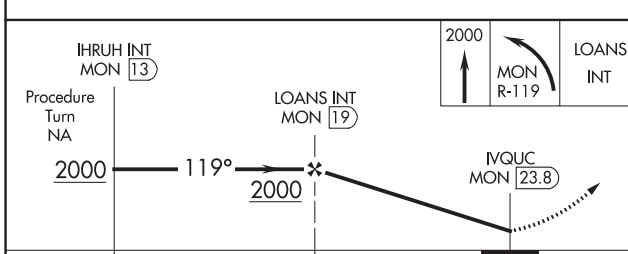
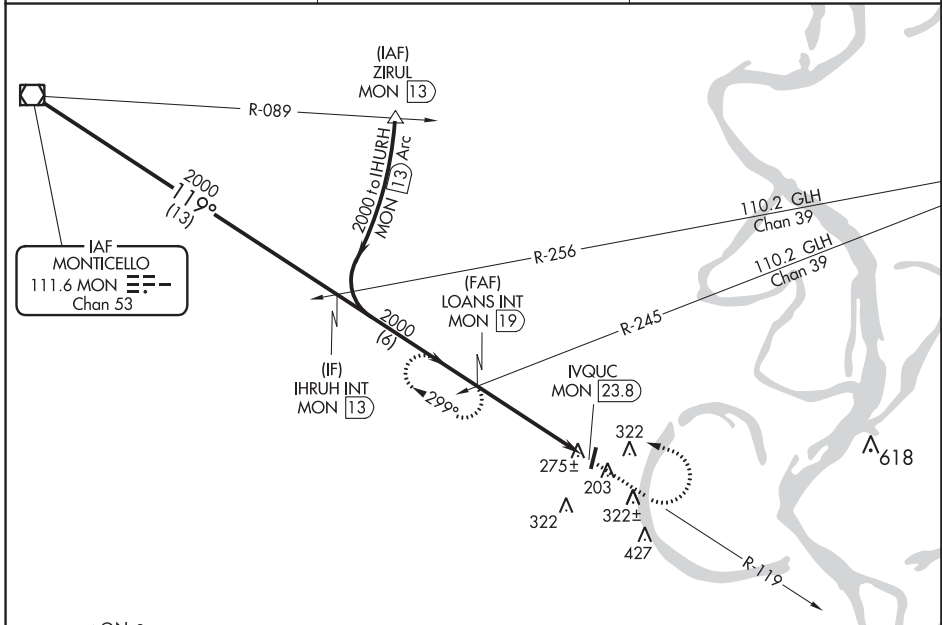
VOR/DME MON 111.6 Chan 53	APP CRS 119°	Rwy Idg TDZE Apt Elev	N/A N/A 125
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VOR-A
LAKE VILLAGE MUNI (M32)

▼ Circling NA east of runway 1-19. Use Greenville, MS altimeter setting; when not received use Monticello altimeter setting and increase all MDA 60 feet. Increase Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

▲ NA MISSED APPROACH: Climb to 2000 then left turn on MON VOR/DME R-119 to LOANS INT/19 DME and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.90
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CATEGORY	FAF to MAP 4.8 NM			
	A	B	C	D
CIRCLING	680-1 555 (600-1)	680-1¼ 555 (600-1¼)	680-1½ 555 (600-1½)	720-2 595 (600-2)
	Knots 60	90	120	150 180
	Min:Sec 4:48	3:12	2:24	1:55 1:36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LAWTON, OKLAHOMA

AL-924 (FAA)

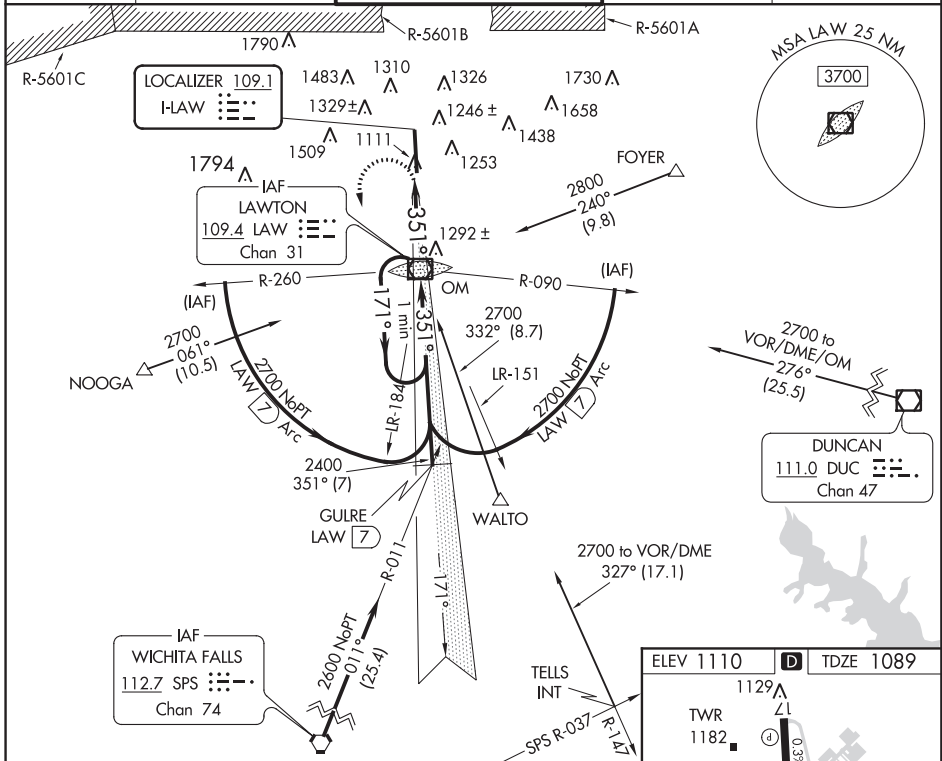
16315

LOC I-LAW 109.1	APP CRS 351°	Rwy Idg 8599	TDZE 1089	Apt Elev 1110
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ILS or LOC RWY 35

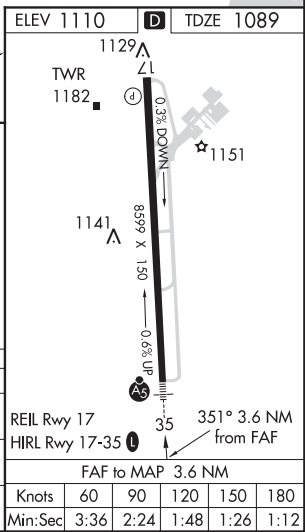
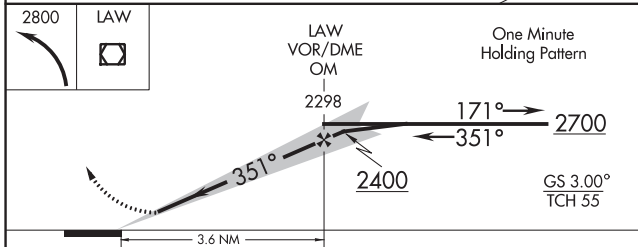
LAWTON-FORT SILL RGNL (LAW)

ASR Autopilot coupled approach NA below 2000.	MALS 	MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.		
ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER * 119.9(CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 35	1289-1/2		200 (200-1/2)	
S-LOC 35	1580-1/2	491 (500-1/2)	1580-3/4 491 (500-3/4)	1580-1 491 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1/2 510 (600-1/2)	1680-2 570 (600-2)

LAWTON, OKLAHOMA
Amdt 7F 27JUN13

34°34'N-98°25'W

LAWTON-FORT SILL RGNL (LAW)

ILS or LOC RWY 35

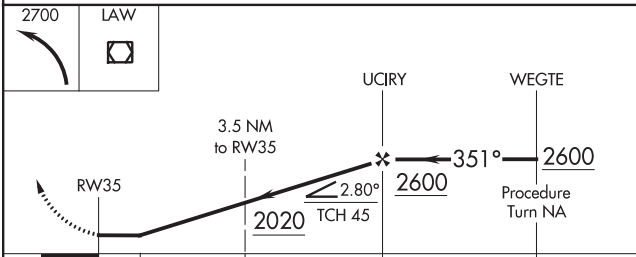
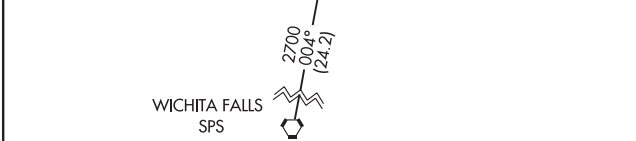
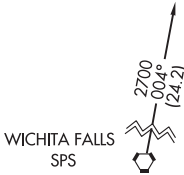
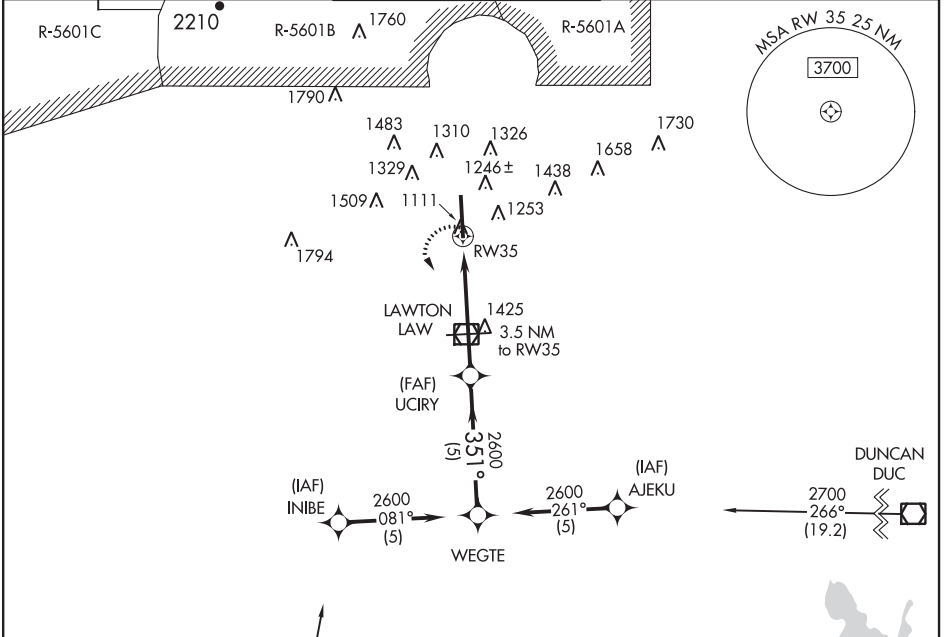
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

APP CRS 351°	Rwy Idg 8599
	TDZE 1089
	Apt Elev 1110

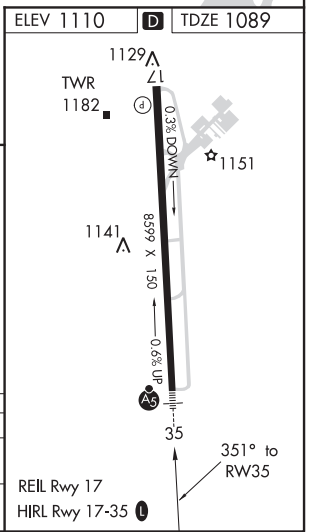
GPS RWY 35
LAWTON-FORT SILL RGNL (LAW)

NA ASR	MALSR	MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.		
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ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER ★ 119.9(CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-35	1560-½ 471 (500-½)		1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1 490 (500-1)		1620-1½ 510 (600-1½)	1680-2 570 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LAWTON, OKLAHOMA

AL-924 (FAA)

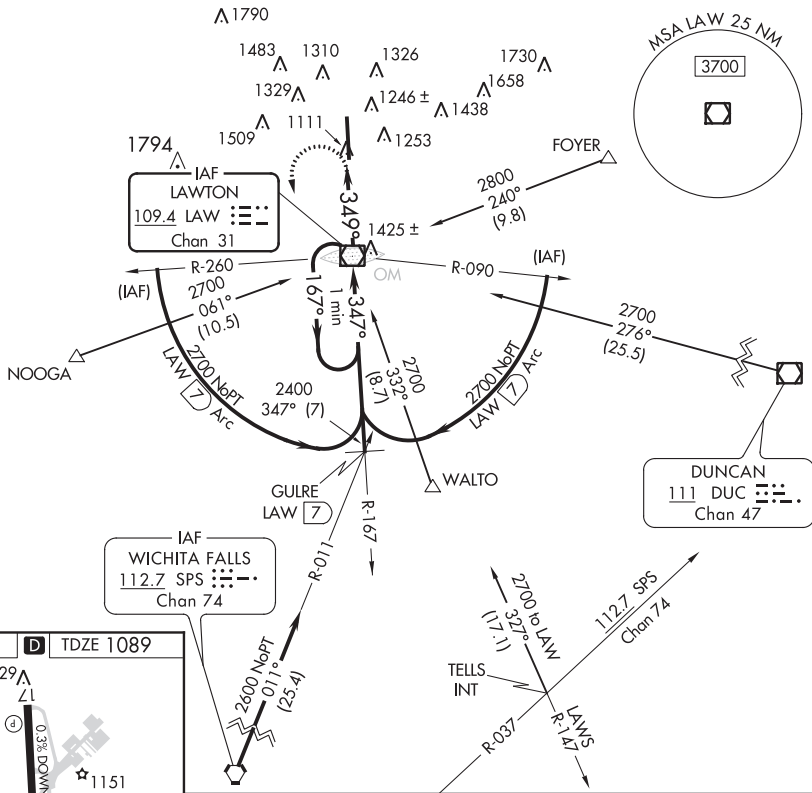
16315

VOR/DME LAW 109.4 Chan 31	APP CRS 349°	Rwy Idg TDZE Apt Elev	8599 1089 1110
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VOR RWY 35
LAWTON-FORT SILL RGNL (LAW)

ASR	MALSR	MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME and hold.		
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ATIS 120.75	FORT SILL APP CON 120.55 322.4	LAWTON TOWER * 119.9(CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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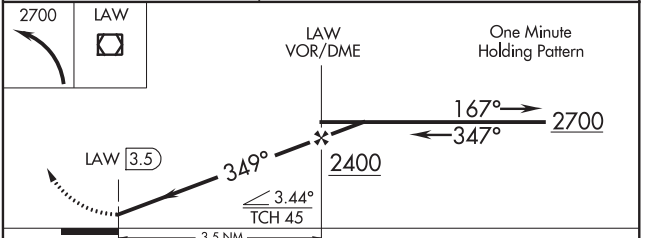


ELEV 1110 **D** **TDZE 1089**

Profile view showing vertical clearance and altitudes. Key altitudes include 1129, 1182, 1141, 1151, 8599, 150, 0.6% Up, 349° 3.5 NM from FAF, 35, 349° 3.5 NM from FAF.

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

REIL Rwy 17
HIRL Rwy 17-35
FAF to MAP 3.5 NM



	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

LAWTON, OKLAHOMA
Amdt 20B 05SEP02

34° 34' N-98° 25' W

LAWTON-FORT SILL RGNL (LAW)
VOR RWY 35

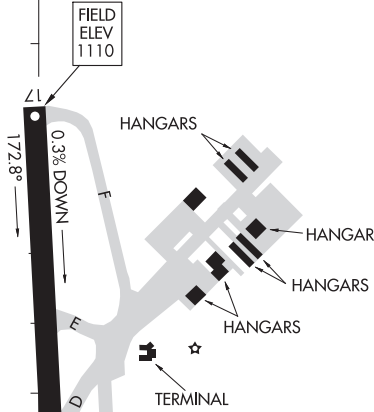
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ATIS
 120.75
 LAWTON TOWER ★
 119.9 257.8
 GND CON
 121.9

D

TWR
 1182



8599 X 150

VAR 4.1° E
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

RWY 17-35
 S-45, D-179, 2S-175, 2D-344

35 ELEV
 1070
 0.6% UP
 352.8°

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

98°25'W

98°24'W

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

14317

LOC/DME I-LIT 110.3 Chan 40	APP CRS 045°	Rwy Idg 7976 TDZE 258 Apt Elev 266
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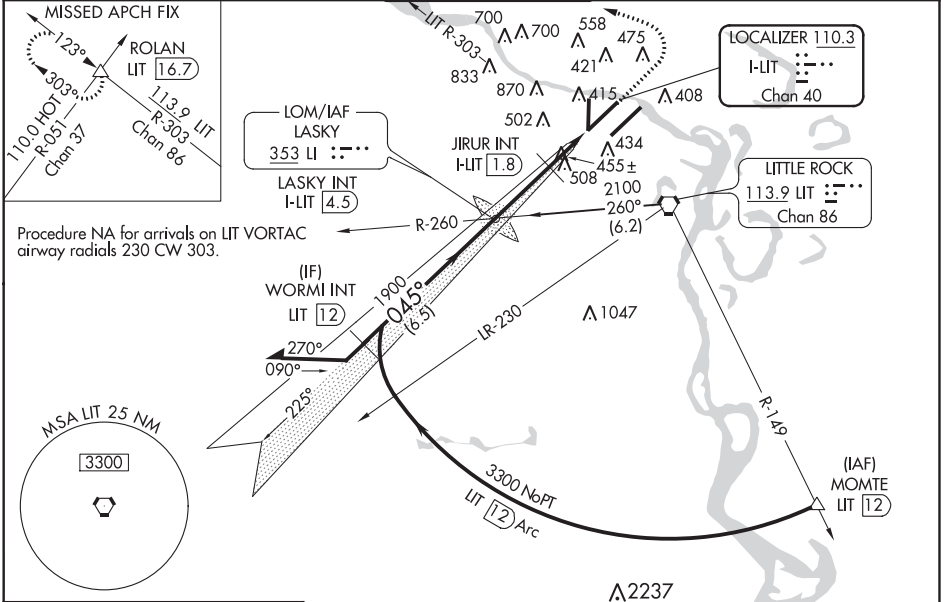
ILLS or LOC RWY 4L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

ASR Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach authorized with Rwy 4R. Helicopter visibility reduction below RVR 4000 NA. LOC minimums: For inop MALSR, increase S-LOC 4L Cats A/B visibility to 1 mile and Cats C/D visibility to 2 miles. JIRUR fix minimums: For inop MALSR, increase S-LOC 4L Cats A/B visibility to 1 mile and Cats C/D visibility to 1 1/2 mile.

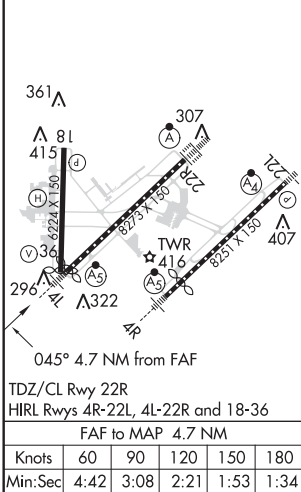
MALSRL

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on LIT VORTAC R-303 to ROLAN INT/LIT 16.7 DME and hold.

ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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ELEV 266	D	TDZE 258
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CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-¾)			
S-LOC 4L	960/40	702 (700-¾)	960-1½	702 (700-1½)
C CIRCLING	960-1 694 (700-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)
JIRUR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4L	720/40	462 (500-¾)	720/50	462 (500-1)
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

LITTLE ROCK, ARKANSAS
Amdt 26 18SEP14

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44'N-92°13'W
ILLS or LOC RWY 4L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

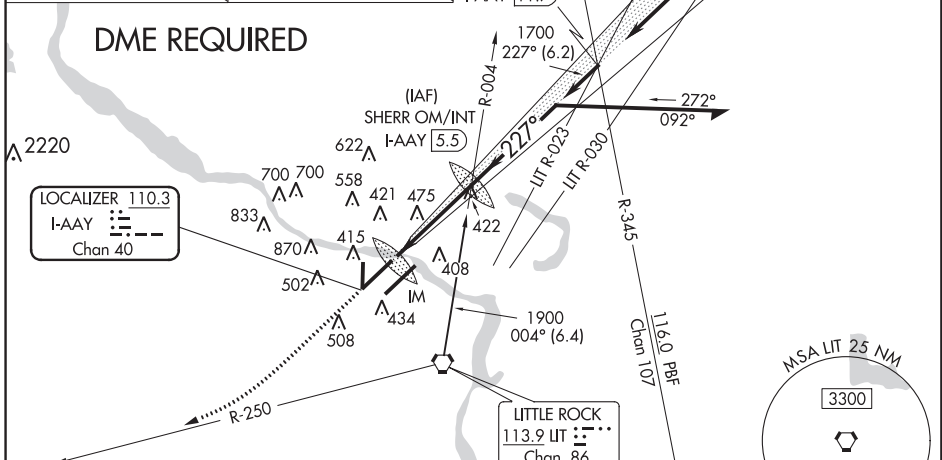
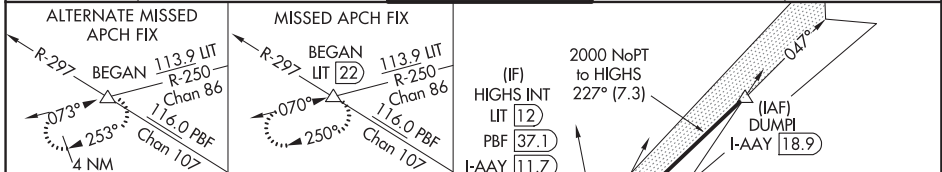
16315

LOC/DME I-AAY 110.3 Chan 40	APP CRS 227°	Rwy Idg 8273	TDZE 262	Apt Elev 266
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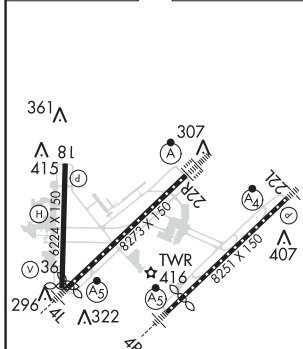
ILS RWY 22R (SA CAT I)
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

Simultaneous approach authorized with Rwy 22L. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DA.		MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.		

ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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ELEV 266	D	TDZE 262
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LITTLE ROCK, ARKANSAS

AL-233 (FAA)

16315

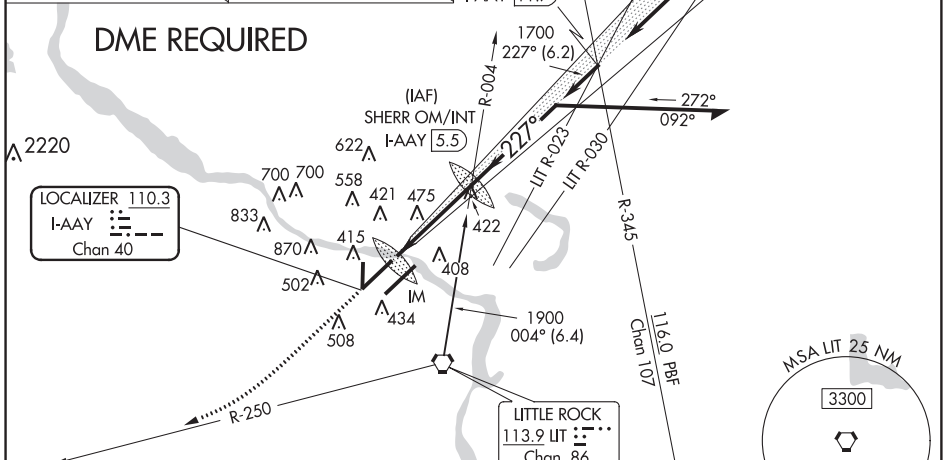
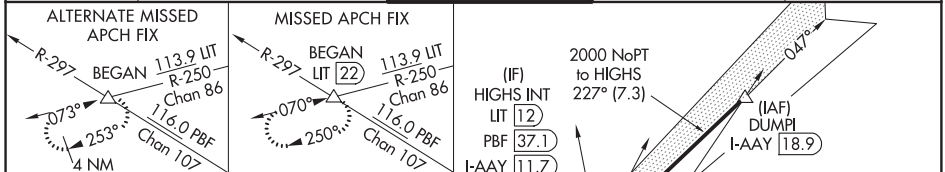
LOC/DME I-AAY 110.3 Chan 40	APP CRS 227°	Rwy Idg 8273
	TDZE 262	
	Apt Elev 266	

ILS RWY 22R (CAT II & III)

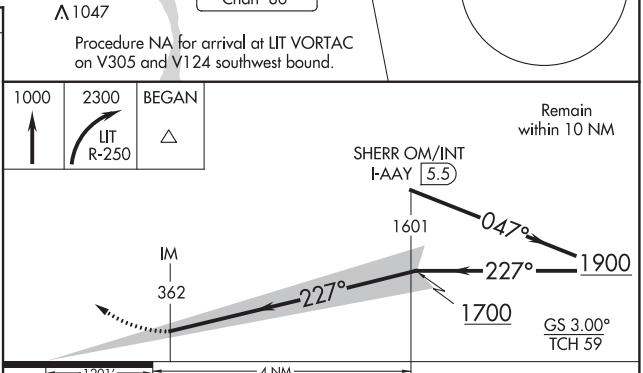
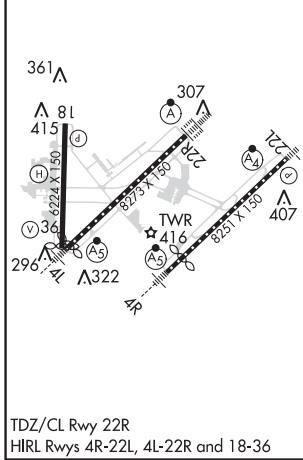
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

<p>Simultaneous approach authorized with Rwy 22L.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.</p>		
		<p>ASR</p>		

ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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ELEV 266	D	TDZE 262
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CATEGORY	A	B	C	D
S-ILS-22R	CAT II RA 128/12 100 DA 362			
S-ILS-22R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R
HIRL Rwy 4R-22L, 4L-22R and 18-36

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44'N-92°13'W
ILS RWY 22R (CAT II & III)
243

SC-1, 10 NOV 2016 to 05 JAN 2017

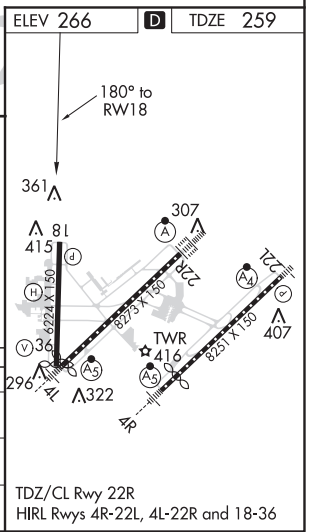
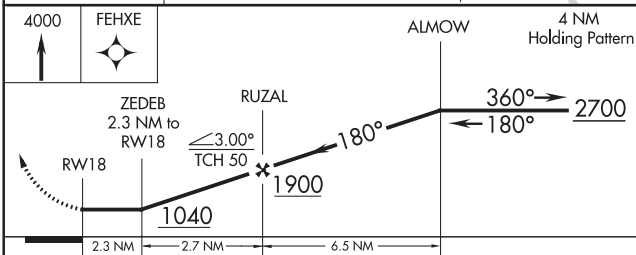
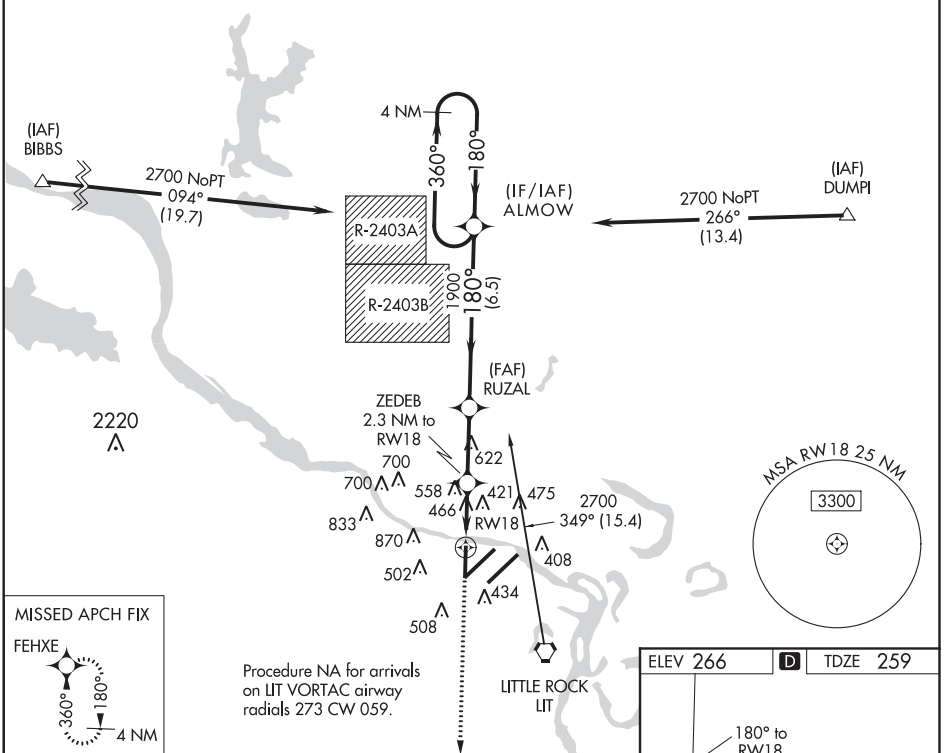
SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45624 W18A	APP CRS 180°	Rwy Idg 6224 TDZE 259 Apt Elev 266
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RNAV (GPS) RWY 18

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

DME/DME RNP -0.3 NA. Procedure NA when restricted areas R-2403 A/B in effect. Helicopter visibility reduction below 3/4 SM NA.		MISSED APPROACH: Climb to 4000 direct FEHXE and hold, continue climb-in-hold to 4000.		
ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95



CATEGORY	A	B	C	D
LP MDA	720-1	461 (500-1)	720-1 $\frac{3}{8}$	461 (500-1 $\frac{3}{8}$)
LNAV MDA	820-1	561 (600-1)	820-1 $\frac{5}{8}$	561 (600-1 $\frac{5}{8}$)
CIRCLING	820-1	554 (600-1)	940-2 674 (700-2)	1180-3 914 (1000-3)

SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42811 W22A	APP CRS 225°	Rwy Idg 7200 TDZE 259 Apt Elev 266
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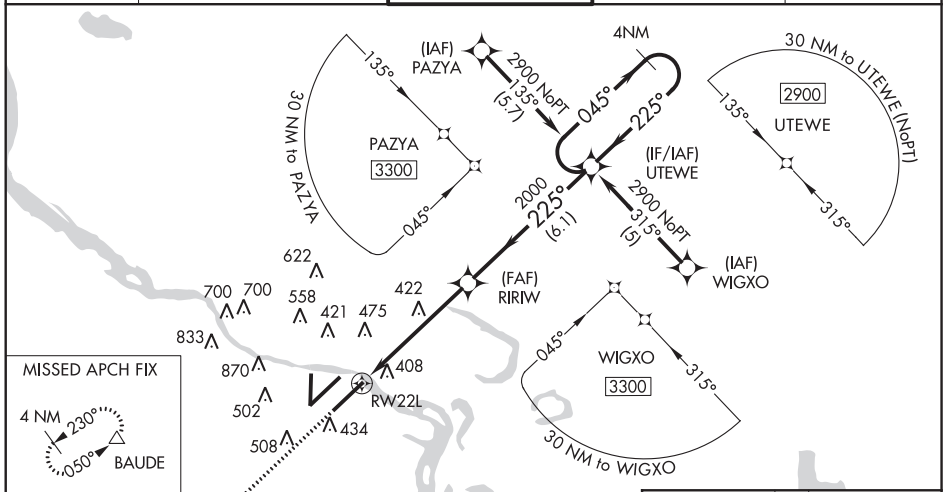
RNAV (GPS) RWY 22L

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSIF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSIF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized with ILS or LOC Rwy 22R, ILS Rwy 22R (Cat II), ILS Rwy 22R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSIF

MISSED APPROACH:
 Climb to 2900 direct MYNIE and on track 222° to BAUDE and hold.

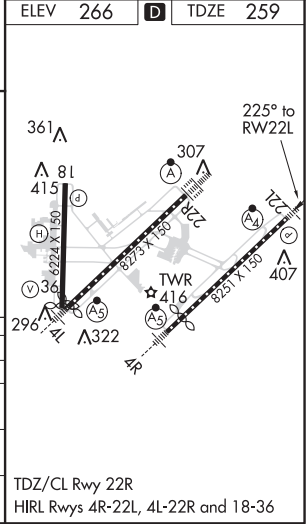
ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 266	D	TDZE 259
2900	MYNIE	BAUDE
↑	✦	tr 222°
*LNAV only		
RWY 22L → 1.2 NM → 4 NM → 6.1 NM		
CATEGORY	A	B
LPV DA	542/50	283 (300-1)
LNAV/VNAV DA	773-1¾	514 (600-1¾)
LNAV MDA	680/40 421 (500-¾)	680/60 421 (500-1¼)
CIRCLING	800-1 534 (600-1)	940-2 674 (700-2)
		1180-3 914 (1000-3)



LITTLE ROCK, ARKANSAS

AL-233 (FAA)


15064

WAAS CH 93811 W22B	APP CRS 225°	Rwy Idg 8273 TDZE 262 Apt Elev 266
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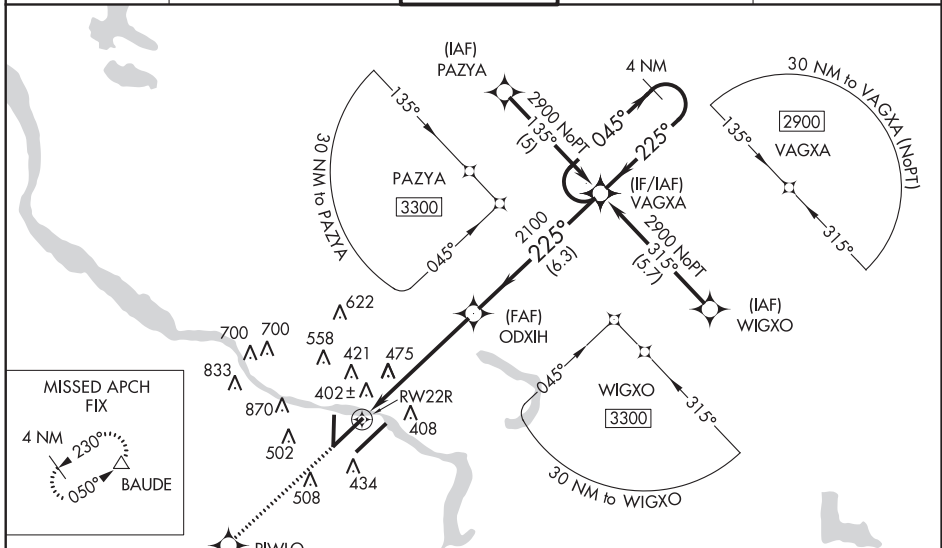
RNAV (GPS) RWY 22R

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

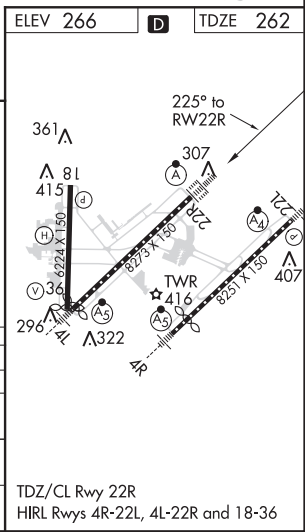
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative ALSF-2, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 5000.

ALSF  MISSED APPROACH: Climb to 2900 direct RIWLO and on track 219° to BAUDE and hold.

ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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2900 ↑	RIWLO ✧	tr 219°	BAUDE △	4 NM Holding Pattern
*LNAV only				
CATEGORY	A	B	C	D
LPV DA	462/24		200 (200-½)	
LNAV/VNAV DA	727/50		465 (500-1)	
LNAV MDA	740/24 478 (500-½)		740/50 478 (500-1)	
CIRCLING	800-1 534 (600-1)		940-2 1180-3 674 (700-2) 914 (1000-3)	



LITTLE ROCK, ARKANSAS
Amdt 1B 05MAR15

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44'N-92°13'W
RNAV (GPS) RWY 22R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6124
360°	TDZE	257
	Apl Elev	266

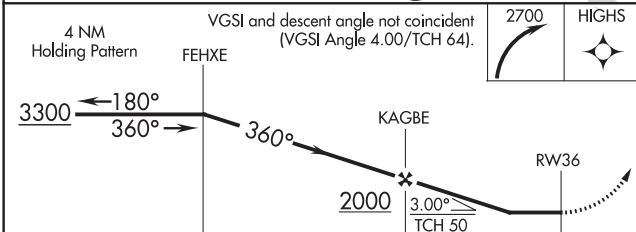
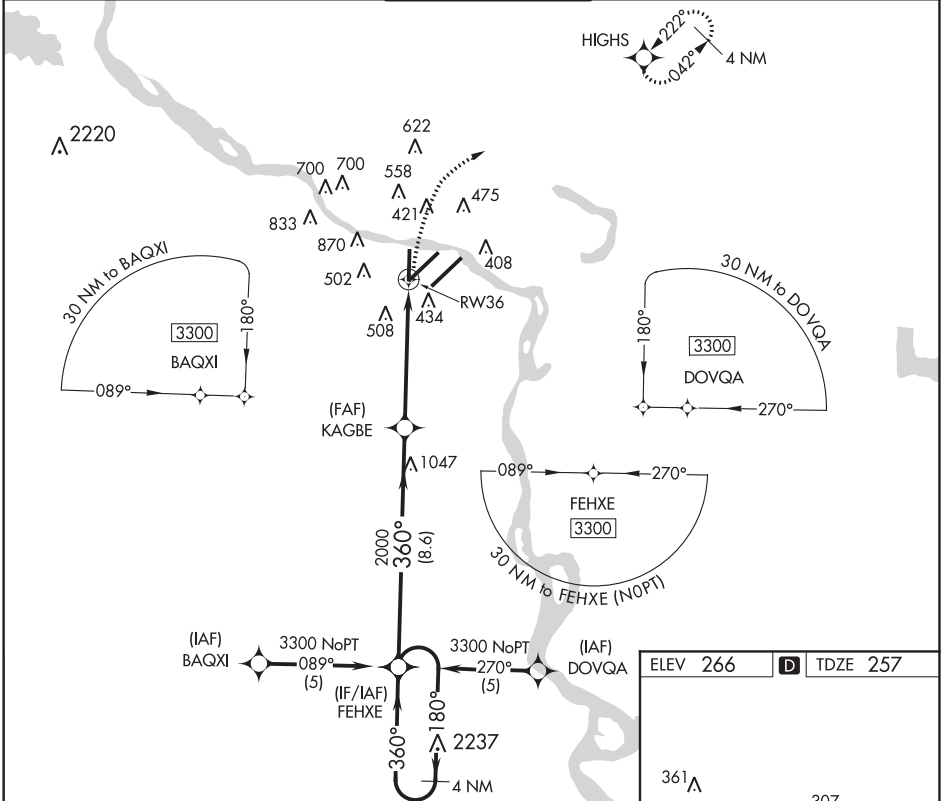
RNAV (GPS) RWY 36

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

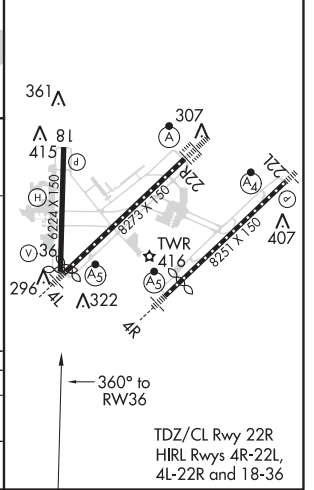
ASR DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all MDA 100 feet. Increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266	D TDZE 257
----------	-------------------



CATEGORY	A	B	C	D
LNAV MDA	760-1	503 (500-1)	760-1½	503 (500-1½)
CIRCLING	800-1	534 (600-1)	940-2 674 (700-1)	1180-3 914 (1000-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

16315

VORTAC LIT 113.9 Chan 86	APP CRS 319°	Rwy Idg TDZE Apt Elev 266	N/A N/A
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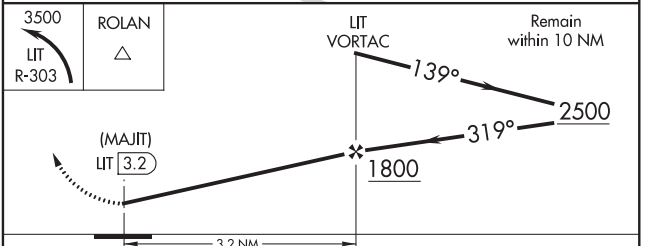
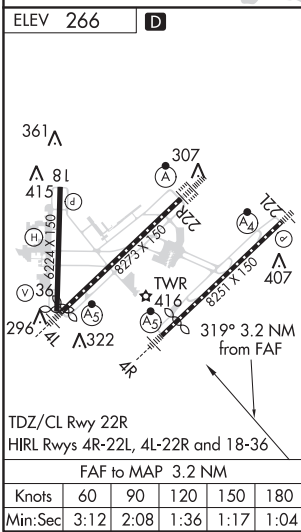
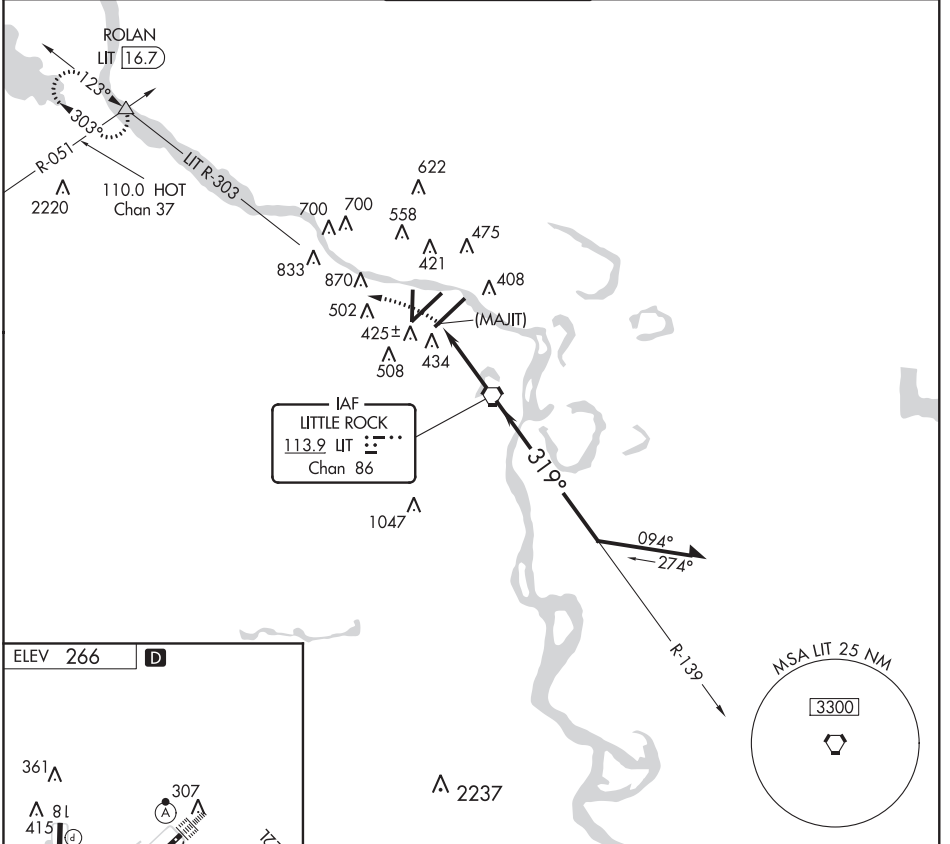
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

VOR-A

⚠ When local altimeter setting not received, use Stuttgart altimeter setting and increase all MDA 100 feet. Increase Circling Cat C visibility ¼ mile.
ASR

MISSED APPROACH: Climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

ATIS 125.65	LITTLE ROCK APP CON 135.4 291.775 353.6	ADAMS TOWER 118.7 257.8	GND CON 121.9 339.8	CLNC DEL 118.95
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	CATEGORY		A	B	C	D
	CIRCLING		800-1	534 (600-1)	940-2 674 (700-2)	1180-3 914 (1000-3)

LITTLE ROCK, ARKANSAS
Orig-C 10MAR11

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44'N-92°13'W

VOR-A

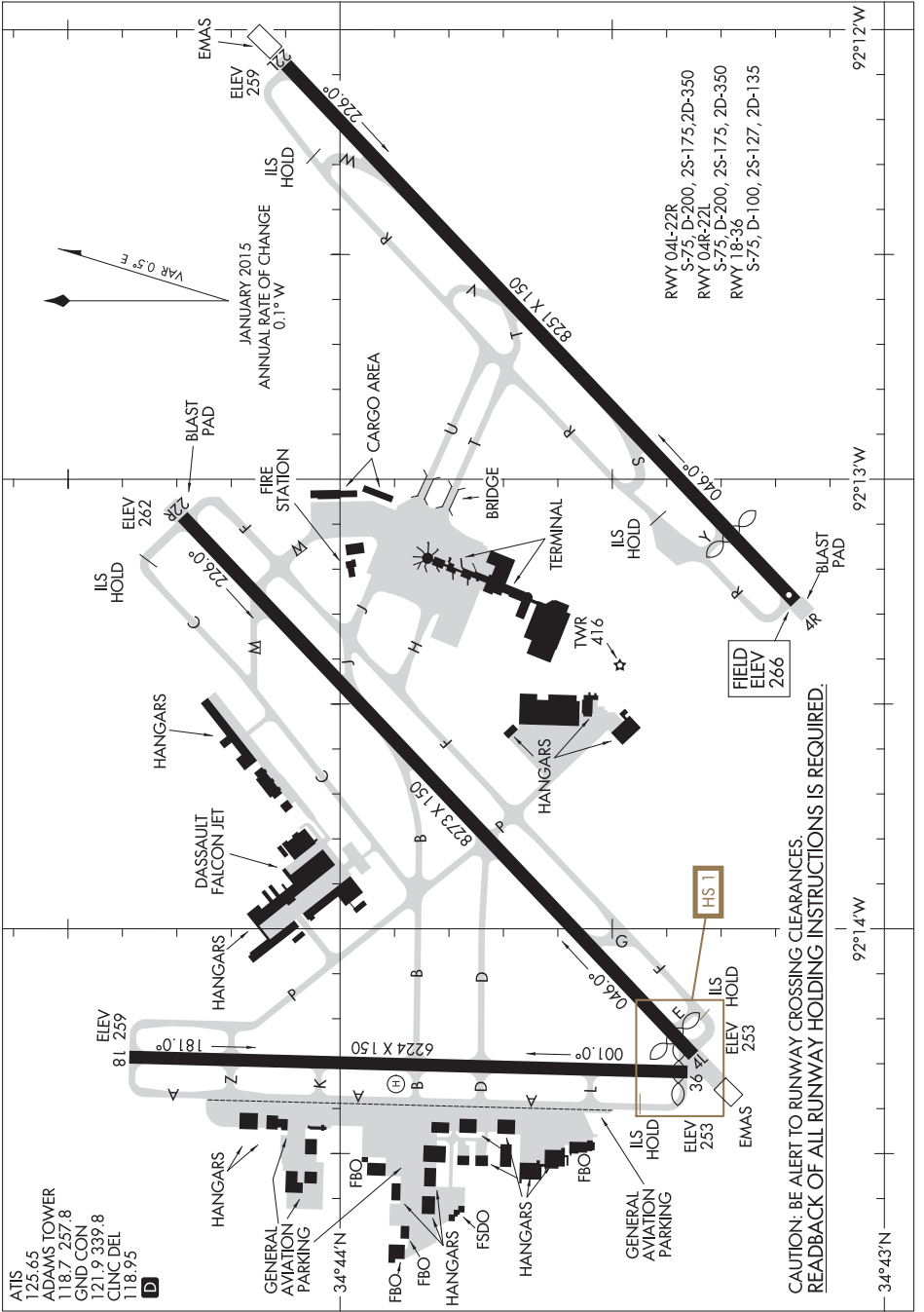
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

16147
AIRPORT DIAGRAM

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
 AL-233 (FAA) LITTLE ROCK, ARKANSAS

SC-1, 10 NOV 2016 to 05 JAN 2017



SC-1, 10 NOV 2016 to 05 JAN 2017

16147
AIRPORT DIAGRAM

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
 LITTLE ROCK, ARKANSAS

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

JACKSONVILLE, ARKANSAS

ILS or LOC RWY 25

LOC I-TYV 109.9	APCH CRS 250°	Rwy Ldg 12,000 THRE 288 Arpt Elev 310
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AL-738 [USAF]

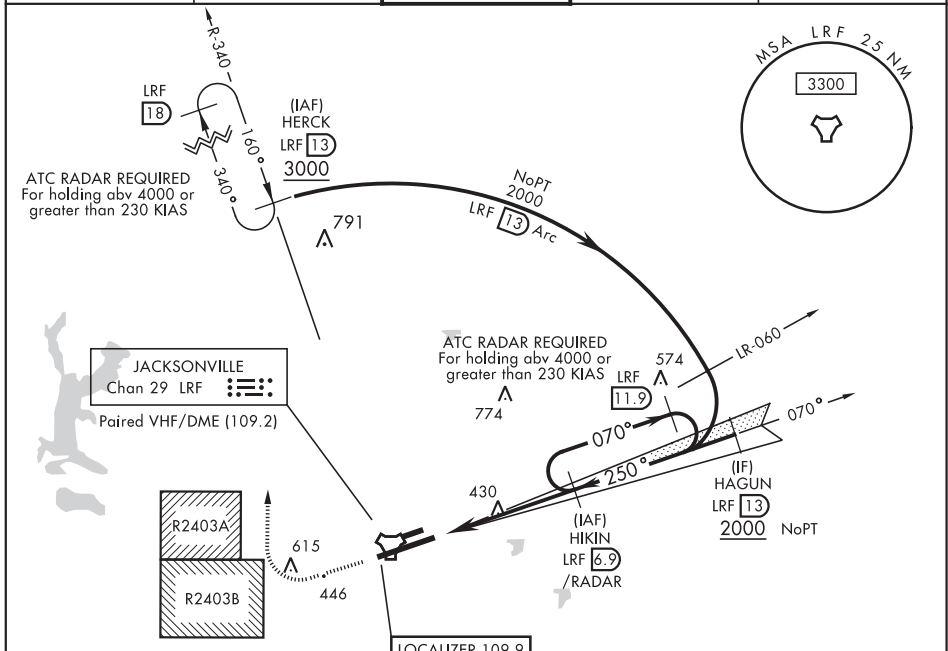
LITTLE ROCK AFB (KLRF)

▼ ** When ALS inop, increase RVR to 40 and vis to ¼ mile.
 *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile,
 CAT CDE vis to 1 ¼ miles.
 *** Circling not authorized south of airfield.



MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★ 119.175 251.1	LITTLE ROCK APP CON 119.5 306.2	LITTLE ROCK TOWER 120.6 269.075	GND CON 132.8 275.8	CLNC DEL 253.5
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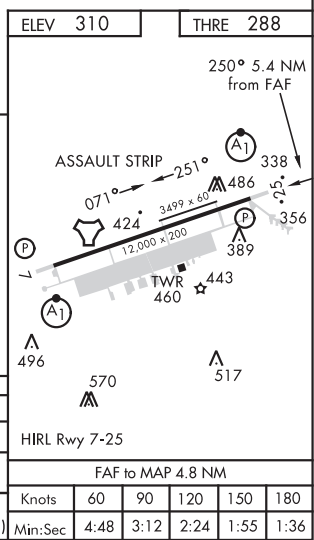
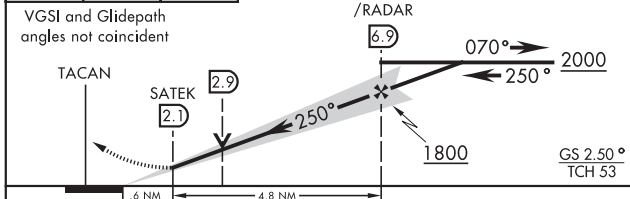
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RADAR or DME REQUIRED
 (RADAR required when R-2403A/R-2403B active)

EMERG SAFE ALT 100 NM 4100

1300	3000	HERCK
↑	↻ LRF R-340	LRF 13



CATEGORY	A	B	C	D	E
S-ILS 25 *	488/24		200	(200-½)	
S-LOC 25 **	720/24	432 (500-½)	720/40		432 (500-¾)
CIRCLING ***	780-1 470 (500-1)	860-1 550 (600-1)	880-1½ 570 (600-1½)	1040-2¼ 730 (800-2¼)	1040-2½ 730 (800-2½)

JACKSONVILLE, ARKANSAS
 Amdt 5 30APR15

34° 55'N-92° 09'W

LITTLE ROCK AFB (KLRF)

ILS or LOC RWY 25

JACKSONVILLE, ARKANSAS

TACAN RWY 7

LITTLE ROCK AFB (KLRF)

TACAN LRF Chan 29	APCH CRS 056°	Rwy ldg 12,000 THRE 285 Arpt Elev 310
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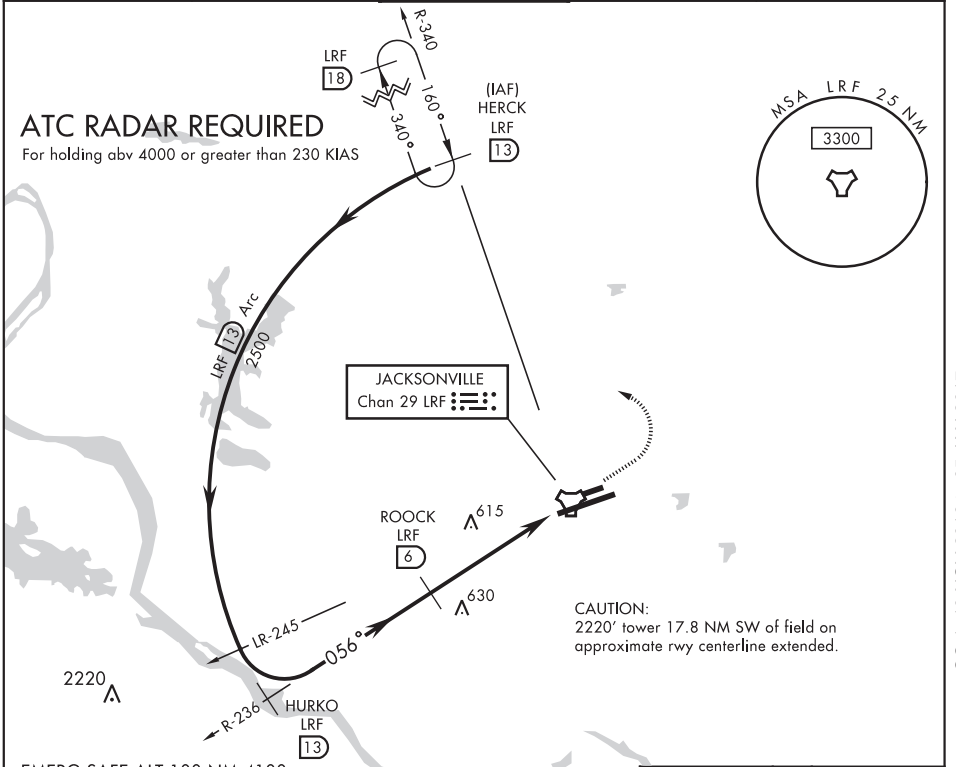
AL-738 [USAF]

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
 ** Circling not authorized south of airfield.

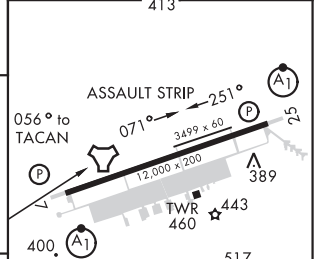
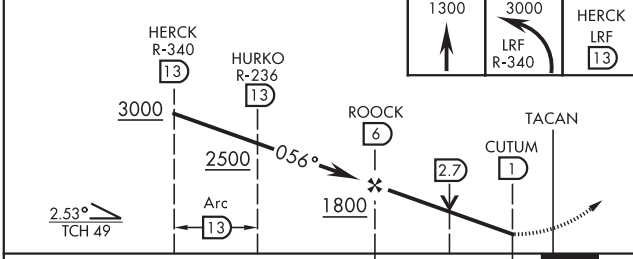
ALSF-1

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★ 119.175 251.1	LITTLE ROCK APP CON 119.5 306.2	LITTLE ROCK TOWER 120.6 269.075	GND CON 132.8 275.8	CLNC DEL 253.5
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ELEV 310	• 413	THRE 285
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CATEGORY	A	B	C	D	E
S-7 *	900/24	615 (600-½)	900-1¾	615 (600-1½)	
CIRCLING **	900-1	590 (600-1)	900-1¾ 590 (600-1¾)	1040-2¼ 730 (800-2¼)	1040-2½ 730 (800-2½)

HIRL Rwy 7-25

JACKSONVILLE, ARKANSAS
Amdt 3 18SEP14

34°55'N-92°09'W

LITTLE ROCK AFB (KLRF)

TACAN RWY 7

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, ARKANSAS

TACAN RWY 25

TACAN LRF Chan 29	APCH CRS 257°	Rwy Idg 12,000 THRE 288 Arpt Elev 310
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AL-738 [USAF]

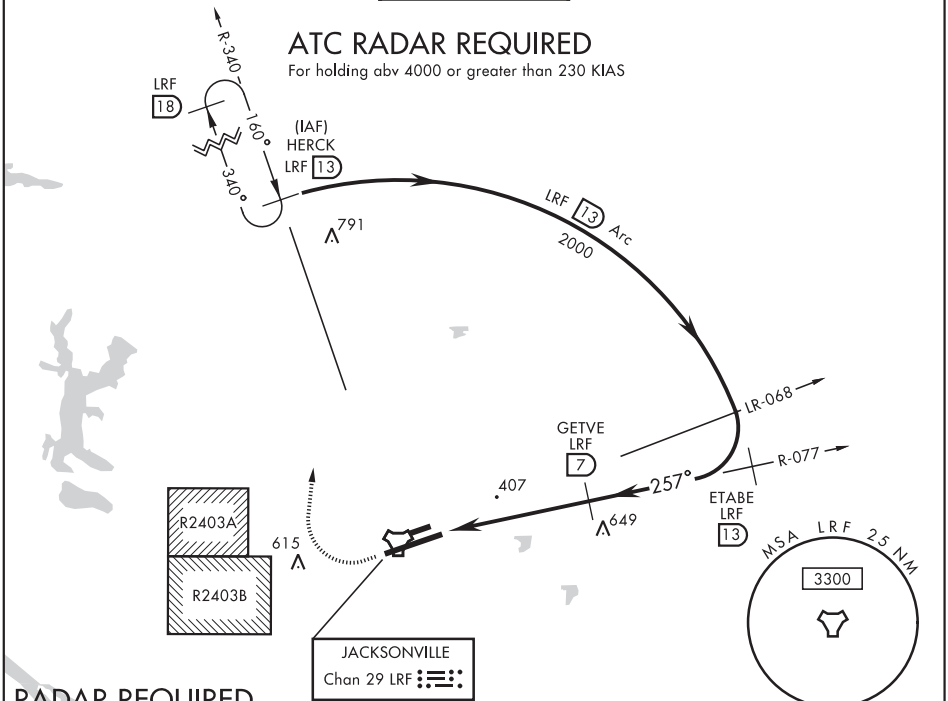
LITTLE ROCK AFB (KLRF)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
 ** Circling not authorized south of airfield.



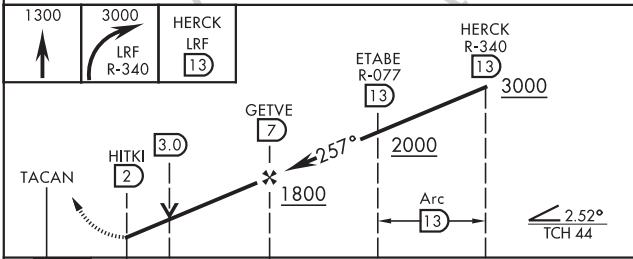
MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS ★ 119.175 251.1	LITTLE ROCK APP CON 119.5 306.2	LITTLE ROCK TOWER 120.6 269.075	GND CON 132.8 275.8	CLNC DEL 253.5
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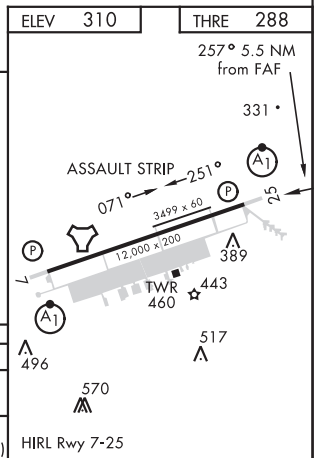


RADAR REQUIRED WHEN R-2403A / R2403B ACTIVE

EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D	E
S-25 *	740/24 452 (500-1/2)		740/45 452 (500-3/8)	740/45 452 (500-7/8)	
CIRCLING **	780-1 470 (500-1)	860-1 550 (600-1)	880-1 1/2 570(600-1 1/2)	1040-2 1/4 730(800-2 1/4)	1040-2 1/2 730 (800-2 1/2)



JACKSONVILLE, ARKANSAS
Amdt 3 18SEP14

34° 55' N-92° 09' W

LITTLE ROCK AFB (KLRF)

TACAN RWY 25

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

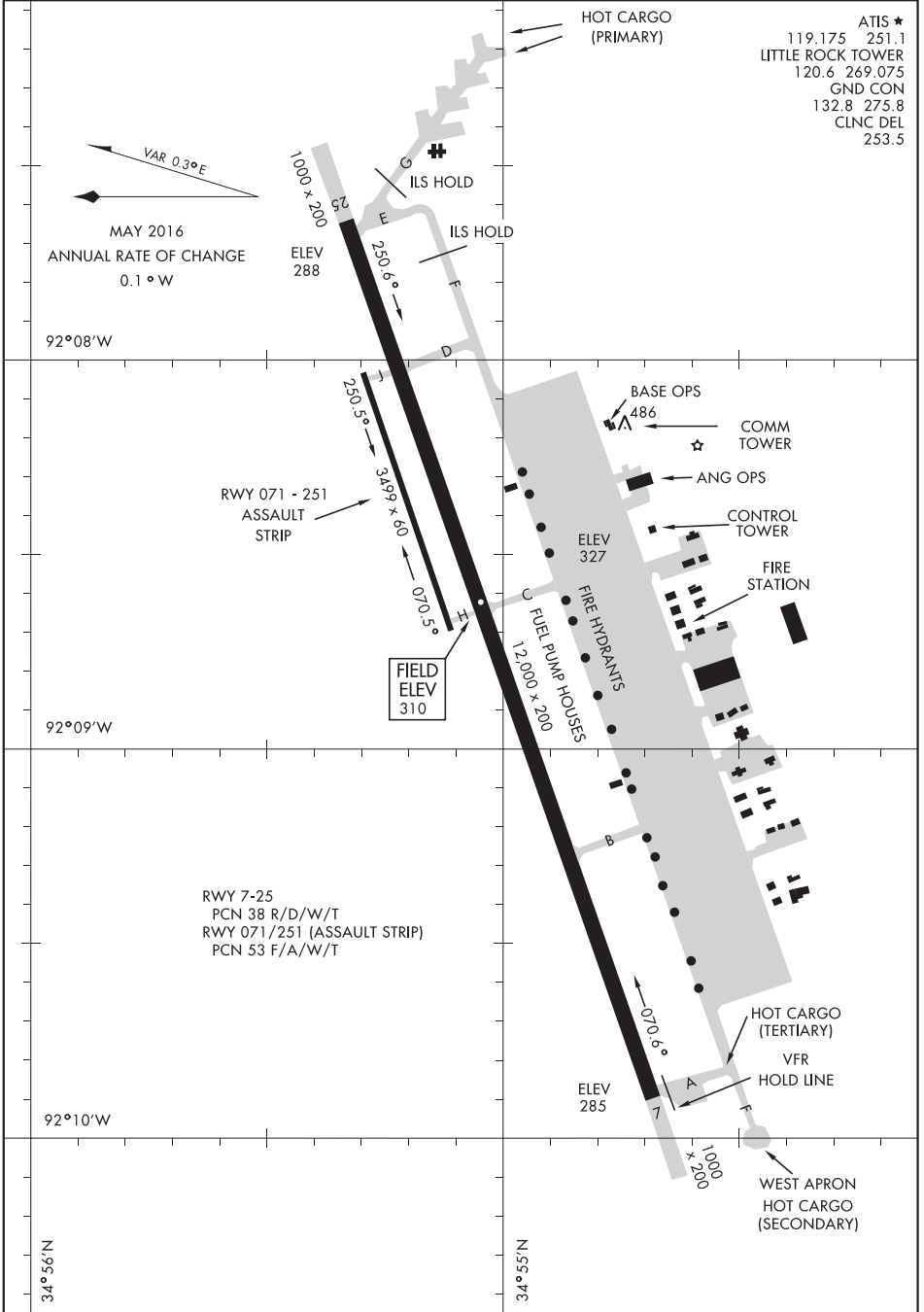
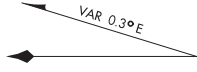
AIRPORT DIAGRAM

AFD-738 [USAF]

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, ARKANSAS

- ATIS ★ 119.175 251.1
- LITTLE ROCK TOWER 120.6 269.075
- GND CON 132.8 275.8
- CLNC DEL 253.5



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS

LITTLE ROCK AFB (KLRF)

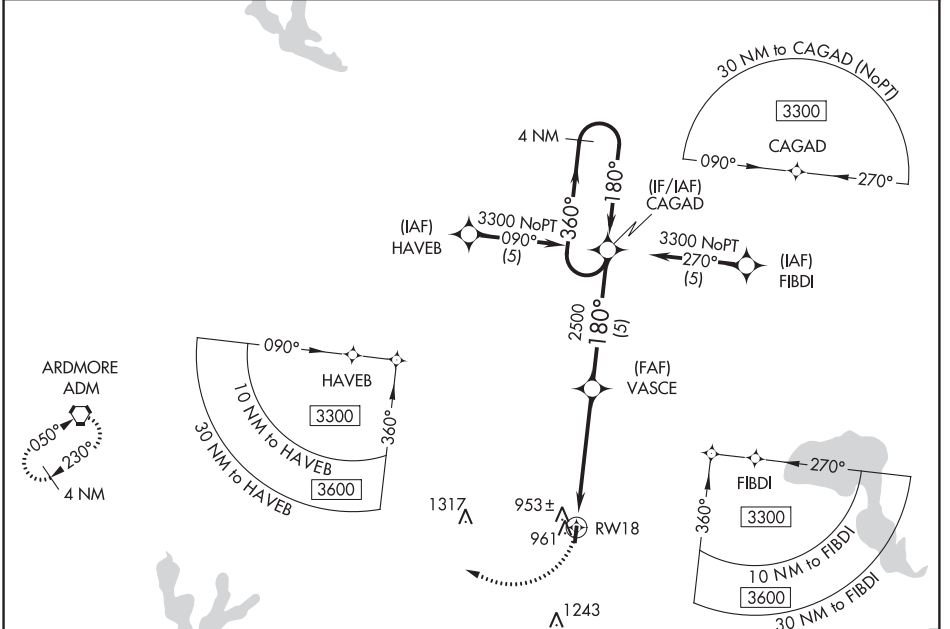
APP CRS	Rwy Idg	3005
180°	TDZE	890
	Apt Elev	890

RNAV (GPS) RWY 18

MADILL MUNI (1F4)

▼ Use Ardmore Downtown Executive altimeter setting.
▲ NA MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	CTAF 122.9 0
--	--	------------------------



ELEV 890	TDZE 890
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180° to RWY 18

81 (P)

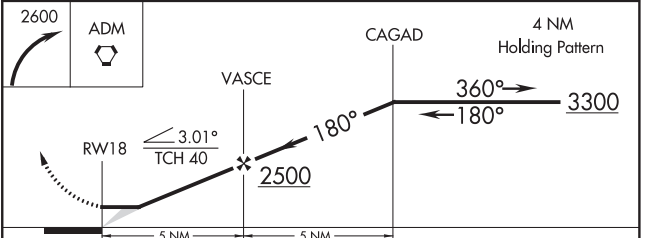
3005 X 60

0.6% UP

36

MIRL Rwy 18-36 (L)

REIL Rwy 18 and 36



CATEGORY	A	B	C	D
LNAV MDA	1260-1	370 (400-1)	NA	
CIRCLING	1360-1	470 (500-1)	NA	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MADILL, OKLAHOMA

AL-6462 (FAA)

16315

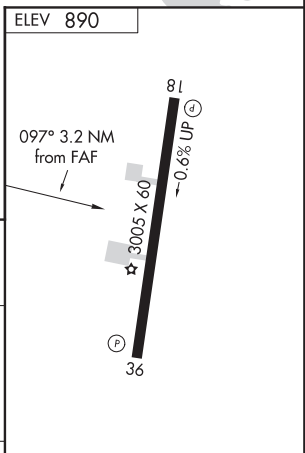
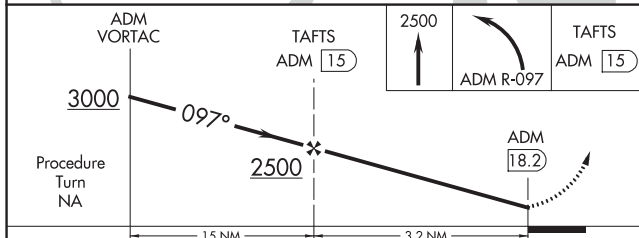
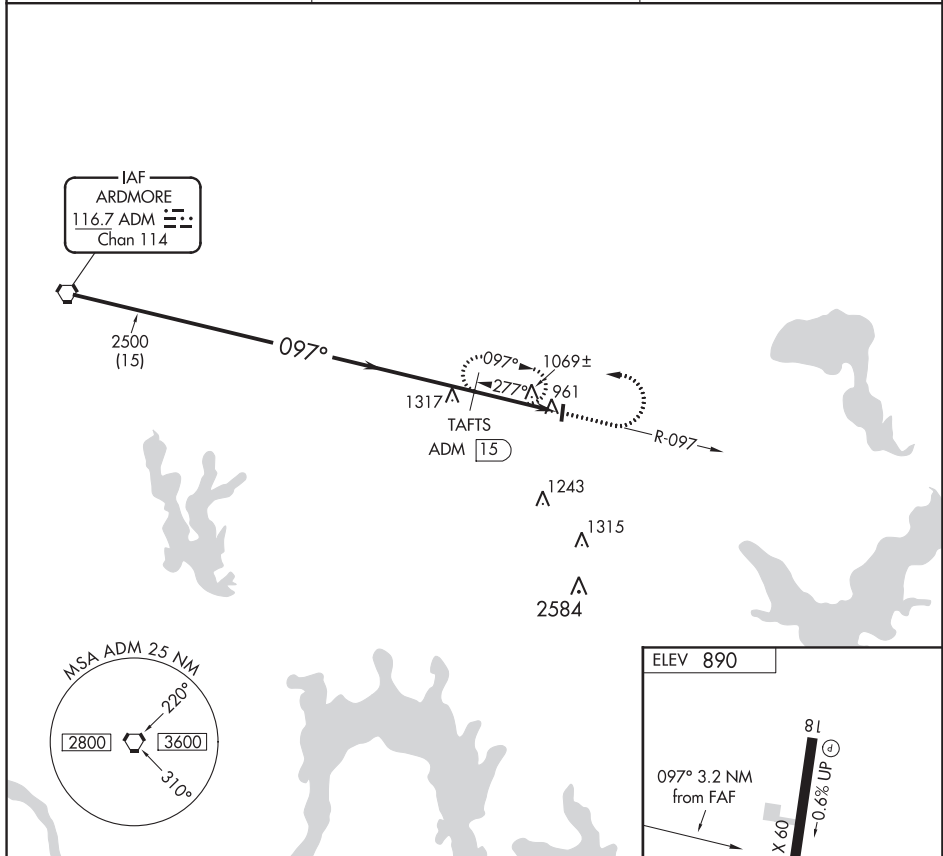
VORTAC ADM 116.7 Chan 114	APP CRS 097°	Rwy Idg TDZE Apt Elev	N/A N/A 890
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VOR/DME-A

MADILL MUNI (1F4)

▲ Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet. MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	CTAF 122.9 Ⓢ
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CATEGORY	A	B	C	D
CIRCLING	1420-1	530 (600-1)	NA	

MIRL Rwy 18-36 **Ⓢ**
REIL Rwy 18 and 36

MADILL, OKLAHOMA
Amdt 3 03MAR94

34°08N-96°49'W

MADILL MUNI (1F4)

VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

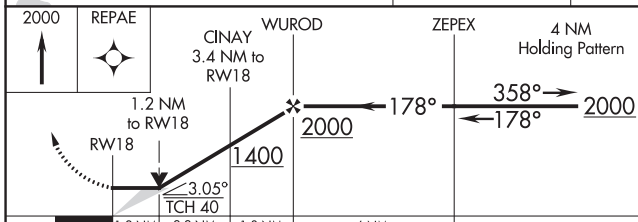
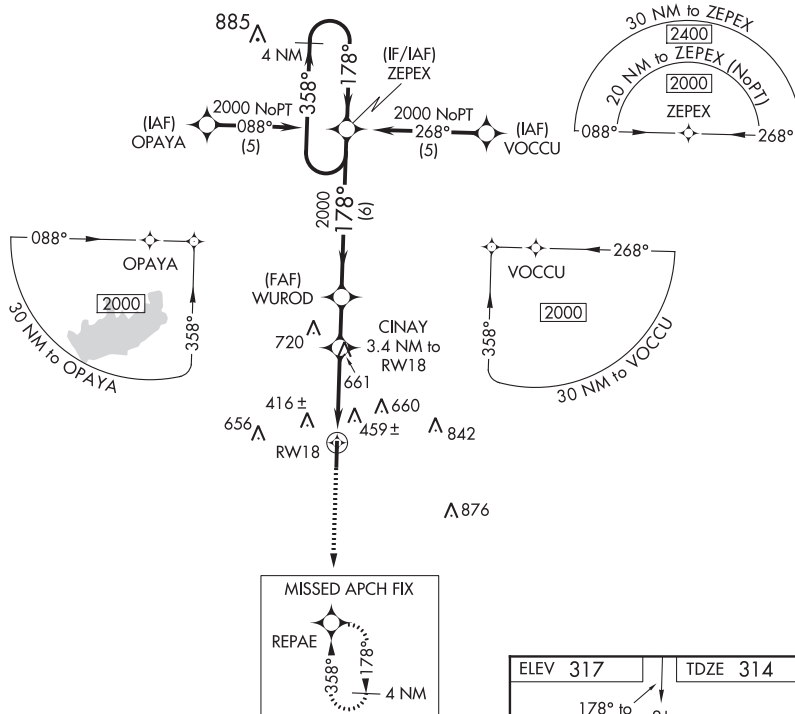
APP CRS 178°	Rwy Idg 5007
	TDZE 314
	Apt Elev 317

RNAV (GPS) RWY 18

MAGNOLIA MUNI (AGO)

▼ Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting. DME/DME RNP-0.3 NA. VDP NA
 ▲ NA MISSED APPROACH: Climb to 2000 direct REPAE WP and hold.

FORT WORTH CENTER **128.2 269.1** UNICOM **122.8 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	720-1	406 (500-1)	720-1¼ 406 (500-1¼)	NA
CIRCLING	760-1 443 (500-1)	780-1 463 (500-1)	780-1½ 463 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1	466 (500-1)	780-1¼ 466 (500-1¼)	NA
CIRCLING	820-1	503 (600-1)	820-1½ 503 (600-1½)	NA

ELEV 317	TDZE 314
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

MAGNOLIA MUNI (AGO)

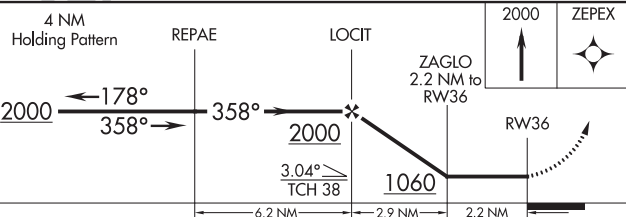
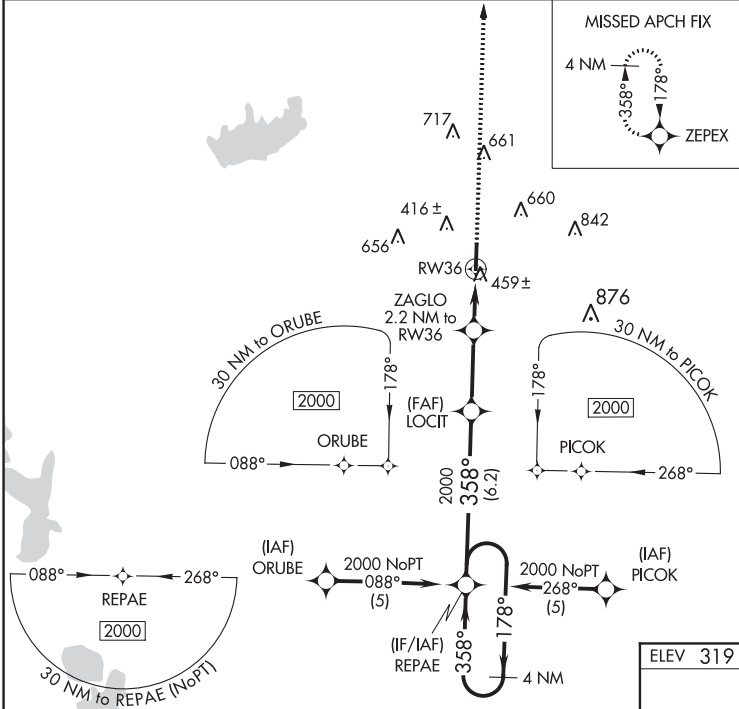
APP CRS 358°	Rwy Idg TDZE Apt Elev	5007 319 319
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▼ Obtain local altimeter setting on CTAF; when not received, use El Dorado altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

FORT WORTH CENTER
128.2 269.1

UNICOM
122.8 (CTAF)



ELEV 319	TDZE 319
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CATEGORY	A	B	C	D
LNAV MDA	720-1	401 (500-1)	720-1¼ 401 (500-1¼)	NA
CIRCLING	760-1 441 (500-1)	780-1 461 (500-1)	780-1½ 461 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1	461 (500-1)	780-1¼ 461 (500-1¼)	NA
CIRCLING	820-1	501 (600-1)	820-1½ 501 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 214°	Rwy Idg 2812
	TDZE 538
	Apt Elev 538

RNAV (GPS) RWY 22

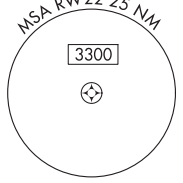
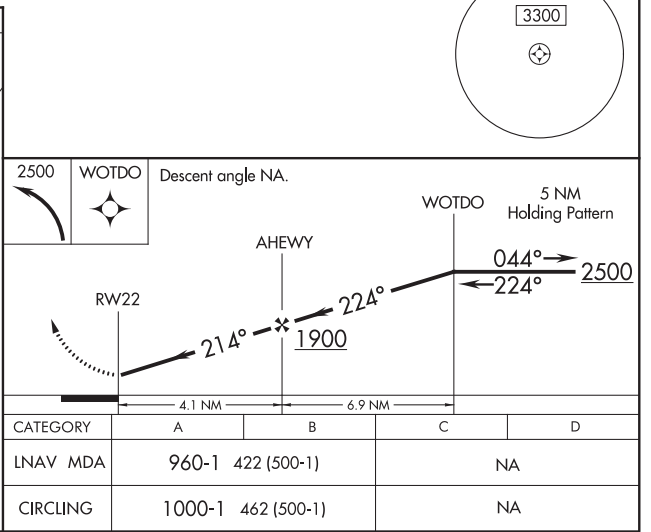
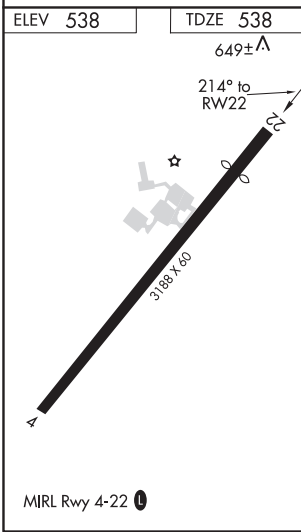
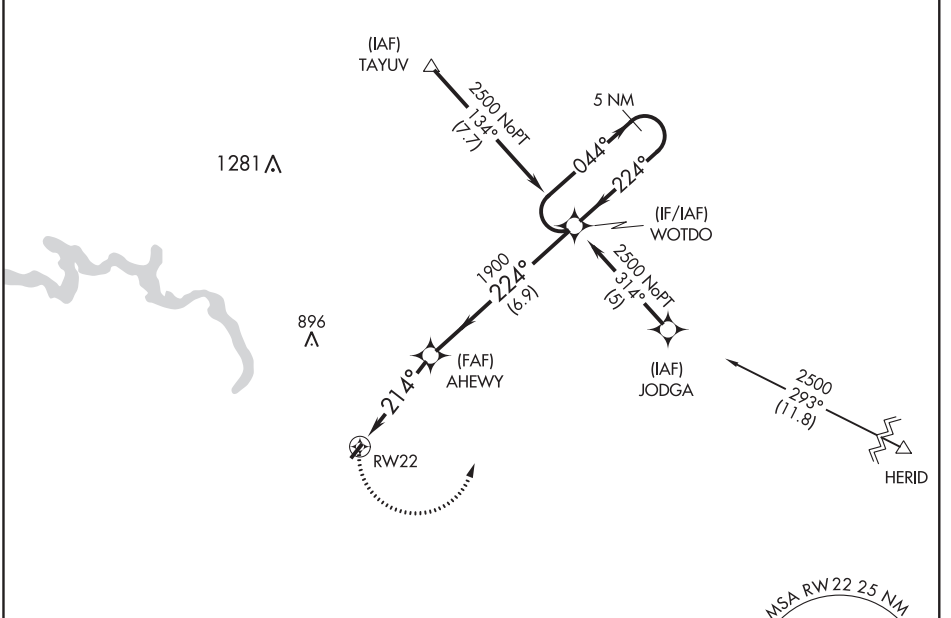
MALVERN MUNI (M78)

⚠ DME/DME RNP-0.3 NA. Use Hot Springs altimeter setting; when not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold.

MEMPHIS CENTER
128.475 377.15

UNICOM
122.8 (CTAF) 0



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MANGUM, OKLAHOMA

AL-9731 (FAA)

16315

APP CRS 172°	Rwy Idg 4199
	TDZE 1634
	Apt Elev 1644

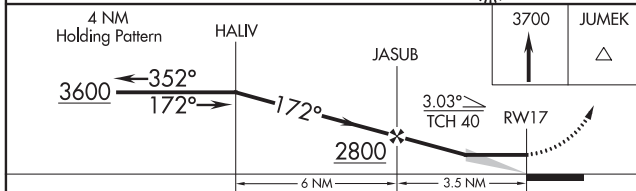
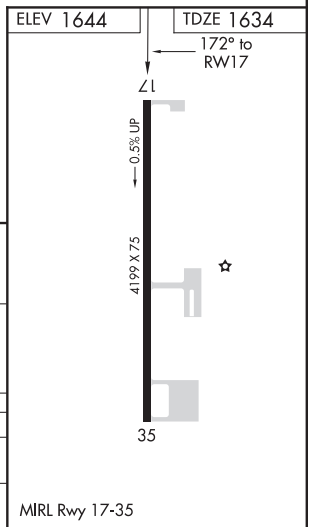
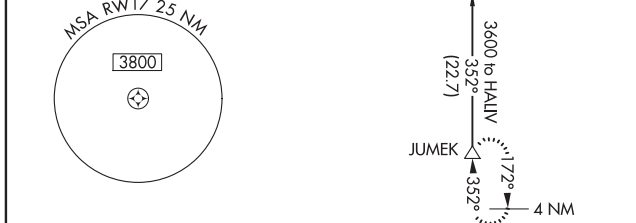
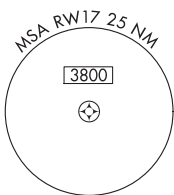
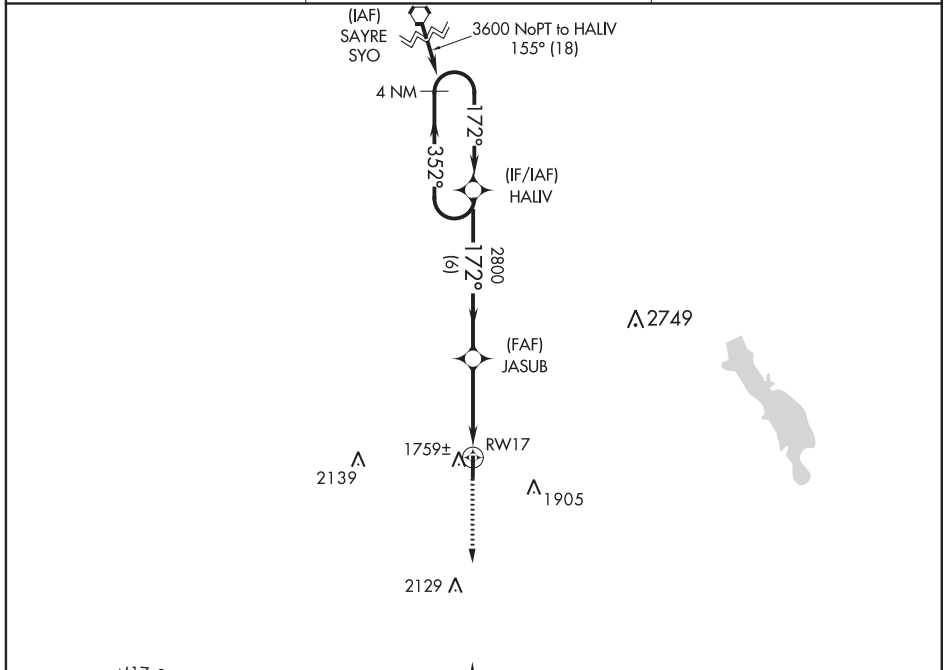
RNAV (GPS) RWY 17

SCOTT FIELD (2K4)

⚠ Use Hobart Rgnl alimeter setting; if not received, use Frederick Muni alimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
⚠ NA Night landing Rwy 35 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

HOBART ASOS 133.325	ALTUS APP CON* 125.1 257.725	CTAF 122.9
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CATEGORY	A	B	C	D
LNVA MDA	2160-1	526 (600-1)	2160-1½ 526 (600-1½)	NA
CIRCLING	2220-1	576 (600-1)	2220-1½ 576 (600-1½)	NA

MANGUM, OKLAHOMA
 Amdt 1A 15OCT15

34°54'N-99°32'W

SCOTT FIELD (2K4)

RNAV (GPS) RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 352°	Rwy Idg 4199
	TDZE 1643
	Apt Elev 1644

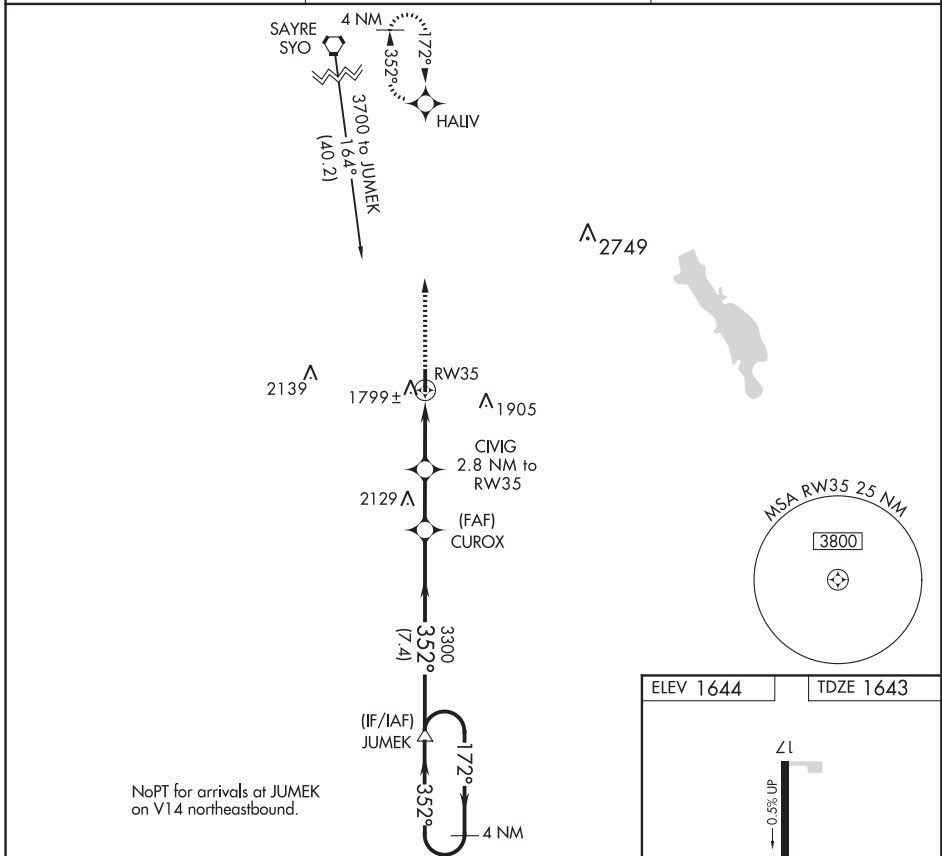
RNAV (GPS) RWY 35

SCOTT FIELD (2K4)

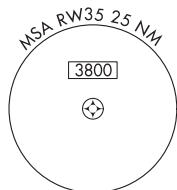
▼ Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Night landing Rwy 35 NA.
▲ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3600 direct HALIV and hold.

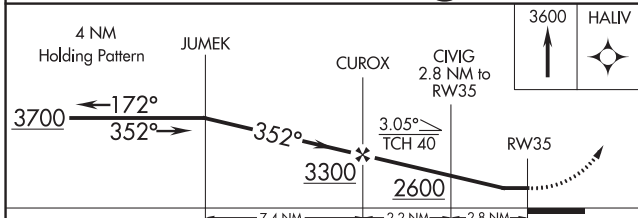
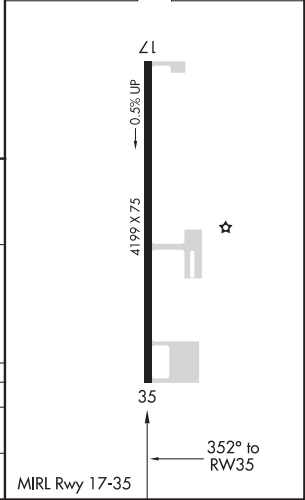
HOBART ASOS 133.325	ALTUS APP CON* 125.1 257.725	CTAF 122.9
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NoPT for arrivals at JUMEK on V14 northeastbound.



ELEV 1644	TDZE 1643
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CATEGORY	A	B	C	D
RNAV MDA	2160-1 517 (600-1)		2160-1½ 517 (600-1½)	NA
CIRCLING	2220-1 576 (600-1)		2220-1½ 576 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MANILA, ARKANSAS

AL-5456 (FAA)

15120

WAAS CH 78333 W18A	APP CRS 181°	Rwy Idg TDZE 242 Apt Elev 243
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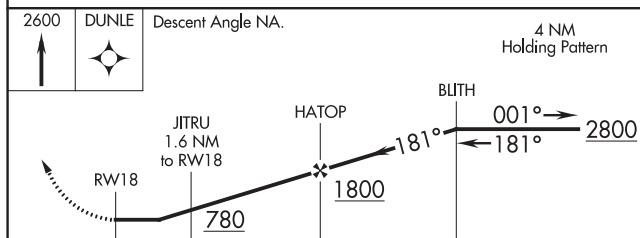
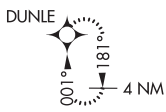
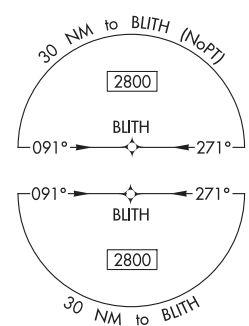
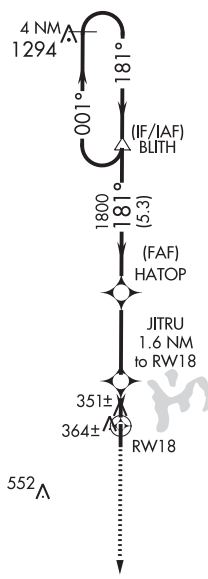
RNAV (GPS) RWY 18

MANILA MUNI (MXA)

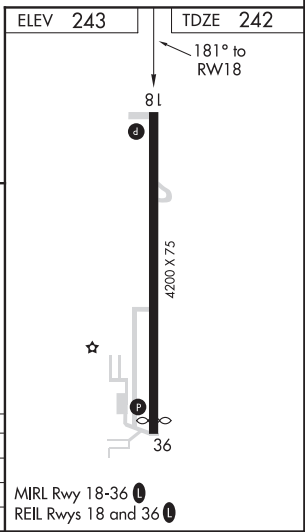
⚠ NA DME/DME RNP-0.3 NA. Rwy 18 Straight-in and Circling and Circling to Rwy 36 NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2600 direct DUNLE and hold.

BLYTHEVILLE MUNI ASOS 135.025	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LP MDA	640-1	398 (400-1)		NA
LNAV MDA	660-1	418 (500-1)		NA
CIRCLING	740-1	497 (500-1)		NA



MANILA, ARKANSAS
Amdt 1A 29MAY14

35°54'N-90°09'W

RNAV (GPS) RWY 18

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90533 W36A	APP CRS 001°	Rwy Idg 4140 TDZE 242 Apt Elev 243
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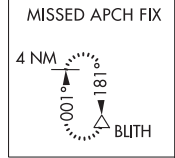
RNAV (GPS) RWY 36

MANILA MUNI (MXA)

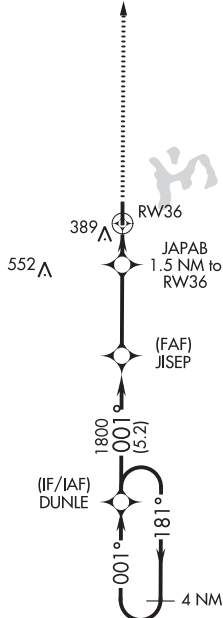
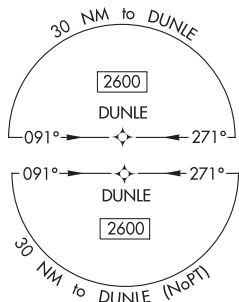
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting, when not received, use Jonesboro altimeter setting and increase all DA and MDA 20 feet, and LNAV/VNAV visibility all Cats 1/8 mile.

MISSED APPROACH:
Climb to 2800 direct BLITH and hold.

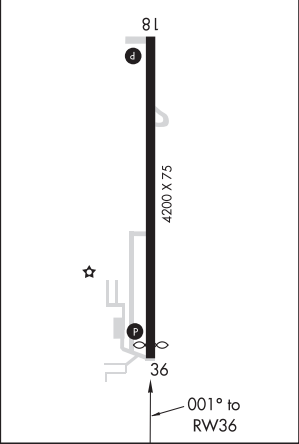
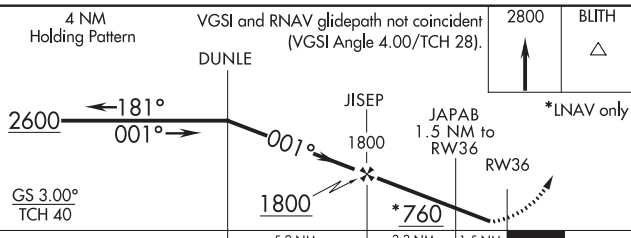
BLYTHEVILLE MUNI ASOS 135.025	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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745



ELEV 243	TDZE 242
MIRL Rwy 18-36 1	REIL Rwy 18 and 36 1



CATEGORY	A	B	C	D
LPV DA	531-1	289 (300-1)		NA
LNAV/VNAV DA	552-1	310 (400-1)		NA
LNAV MDA	660-1	418 (500-1)		NA
C CIRCLING	740-1	497 (500-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42733 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4021 219 219
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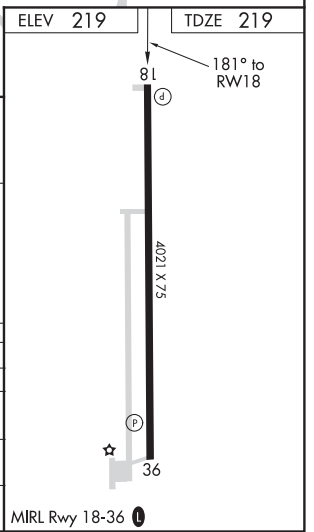
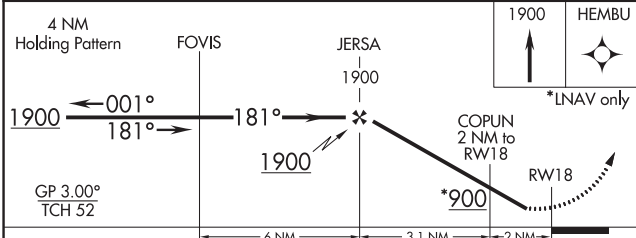
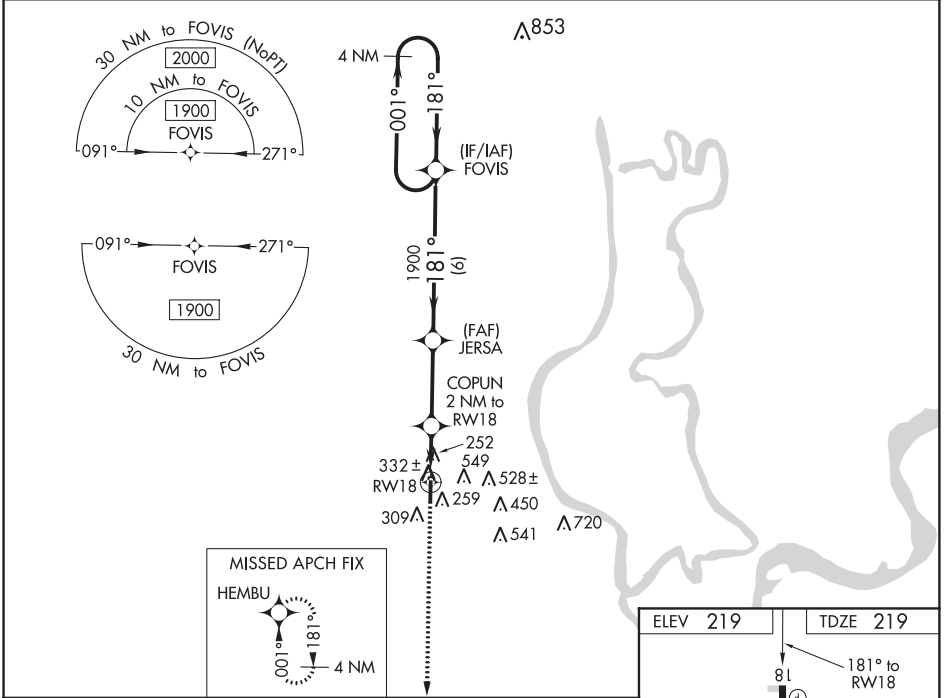
RNAV (GPS) RWY 18

MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD (6M7)

V Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
NA Rwy 18 Straight-in and Circling minimums NA at night. Use Tunica altimeter setting, when not available use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 1900 direct HEMBU and hold.

TUNICA AWOS-3 118.075	APP CON 135.3 335.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	538-1	319 (400-1)		NA
LNAV/VNAV DA	531-1	312 (400-1)		NA
LNAV MDA	660-1	441 (500-1)	660-1 3/8 441 (500-1 3/8)	NA
C CIRCLING	920-1	701 (800-1)	920-2 701 (800-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69433 W36A	APP CRS 001°	Rwy Idg 4021 TDZE 219 Apt Elev 219
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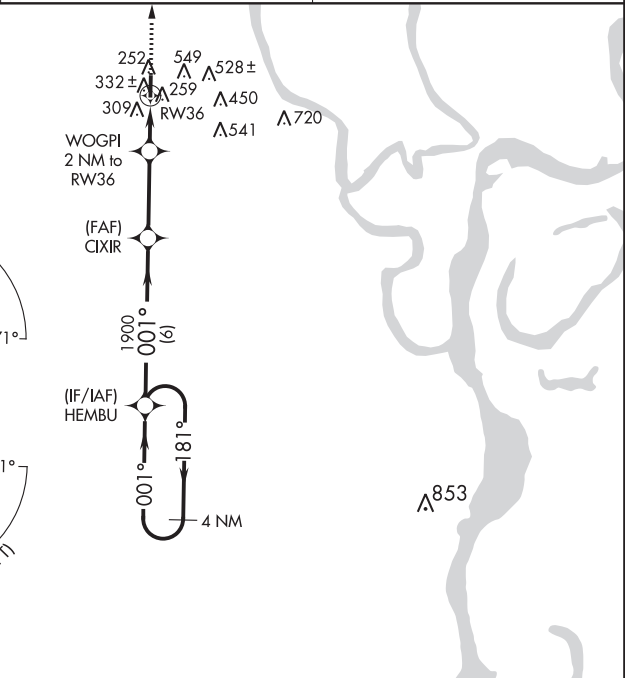
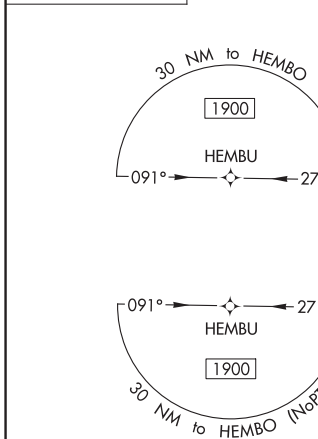
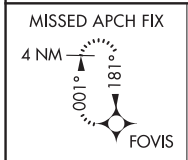
RNAV (GPS) RWY 36

MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD (6M7)

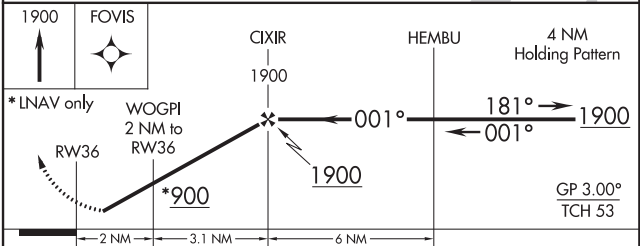
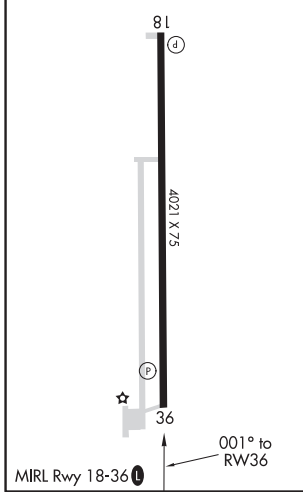
Baro-VNAV NA. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Helicopter visibility reduction below 1 SM NA. Use Tunica altimeter setting, when not received use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C visibility 1/8 mile and Circling Cat B/C visibility 1/4 mile.

MISSED APPROACH: Climb to 1900 direct FOVIS and hold.

TUNICA AWOS-3 118.075	APP CON 135.3 335.8	UNICOM 122.8 (CTAF)
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ELEV 219	TDZE 219
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CATEGORY	A	B	C	D
LPV DA	527-1 308 (400-1)			NA
LNAV/VNAV DA	638-1 3/8 419 (500-1 3/8)			NA
LNAV MDA	640-1	421 (500-1)	640-1 1/4 421 (500-1 1/4)	NA
CIRCLING	920-1	701 (800-1)	920-2 701 (800-2)	NA

RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62838 W05A	APP CRS 051°	Rwy Idg TDZE Apt Elev	4003 954 964
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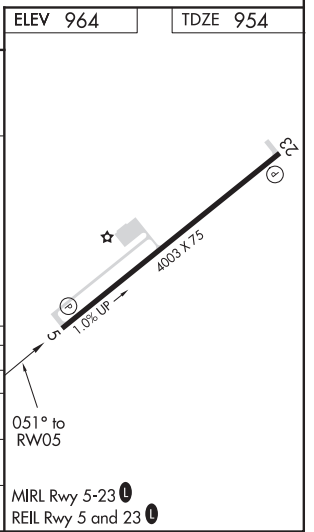
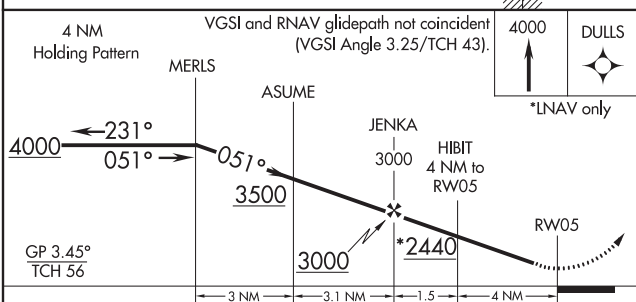
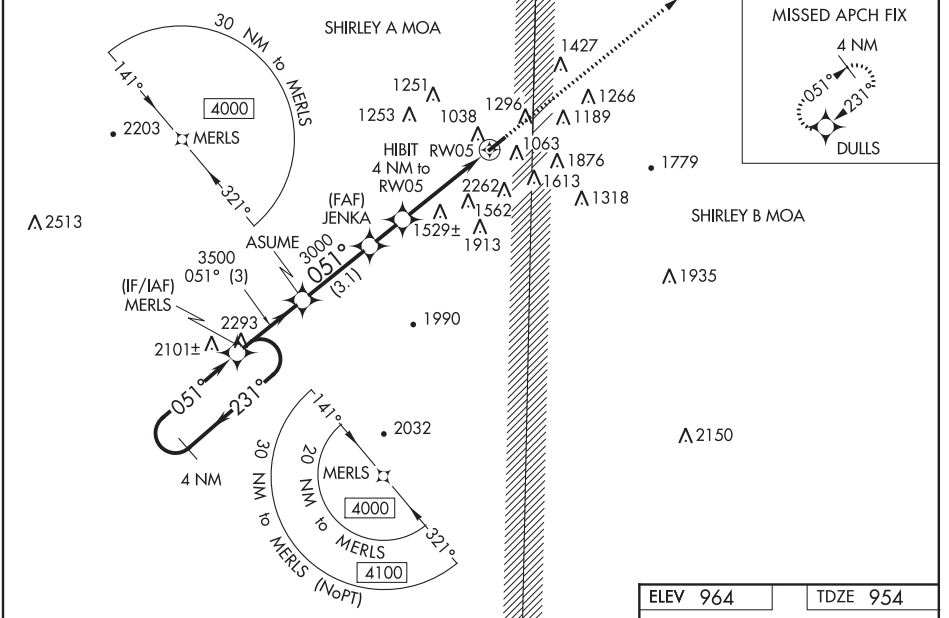
RNAV (GPS) RWY 5

SEARCY COUNTY (4A.5)

⚠ DME/DME RNP-0.3 NA. Circling NA SE of Rwy 5-23. Night Landing: Rwy 23 NA.
⚠ Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1396 and visibility 1/2 mile. LNAV/VNAV all Cats DA to 1981, and all MDA 60 feet. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4000 direct DULLS and hold.

FLIPPIN AWOS-3 132.075	MEMPHIS CENTER 126.85 281.55	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	1353-1 1/4	399 (400-1 1/4)		NA
LNAV/VNAV DA	1938-3	984 (1000-3)		NA
LNAV MDA	1920-1 1/4 966 (1000-1 1/4)	1920-1 1/2 966 (1000-1 1/2)	1920-3 966 (1000-3)	NA
CIRCLING	1920-1 1/4 956 (1000-1 1/4)	1920-1 1/2 956 (1000-1 1/2)	1920-3 956 (1000-3)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69238 W23A	APP CRS 231°	Rwy Idg TDZE Apt Elev	4003 964 964
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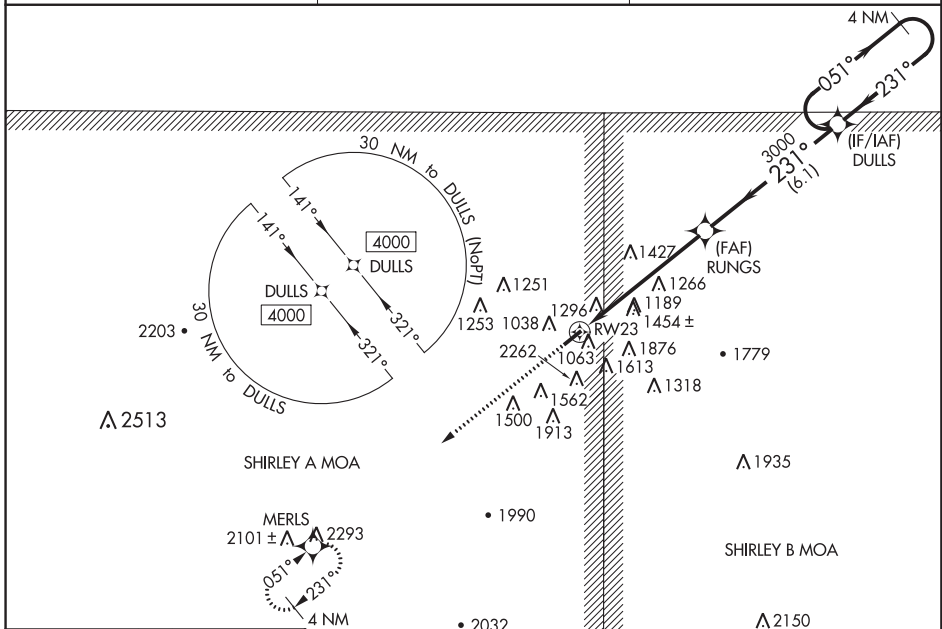
RNAV (GPS) RWY 23

SEARCY COUNTY (4A5)

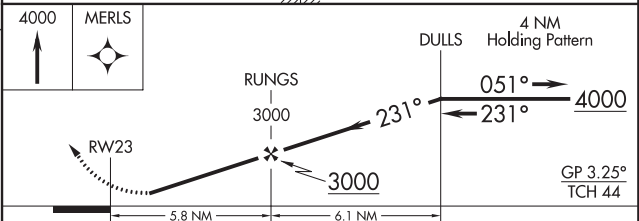
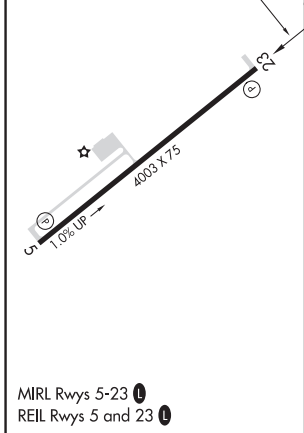
▽ DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA SE of Rwy 5-23. Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1555 and visibility 1/8 mile, LNAV/VNAV all Cats DA to 2016, and all MDA 60 feet, LNAV Cat B/C and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

△ NA MISSED APPROACH: Climb to 4000 direct MERLS and hold.

FLIPPIN AWOS-3 132,075	MEMPHIS CENTER 126.85 281,55	CTAF 122.9 0
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ELEV 964	TDZE 964
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CATEGORY	A	B	C	D
LPV DA	1512-1 1/4	548 (600-1 1/4)		NA
LNAV/VNAV DA	1973-4	1009 (1100-4)		NA
LNAV MDA	1760-1 796 (800-1)	1760-1 1/4 796 (800-1 1/4)	1760-2 1/2 796 (800-2 1/2)	NA
C CIRCLING	1760-1 796 (800-1)	1760-1 1/4 796 (800-1 1/4)	1760-2 1/2 796 (800-2 1/2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MC ALESTER, OKLAHOMA

AL-978 (FAA)

16035

WAAS CH 50201 W02A	APP CRS 014°	Rwy Ldg 5602 TDZE 755 Apt Elev 770
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RNAV (GPS) RWY 2

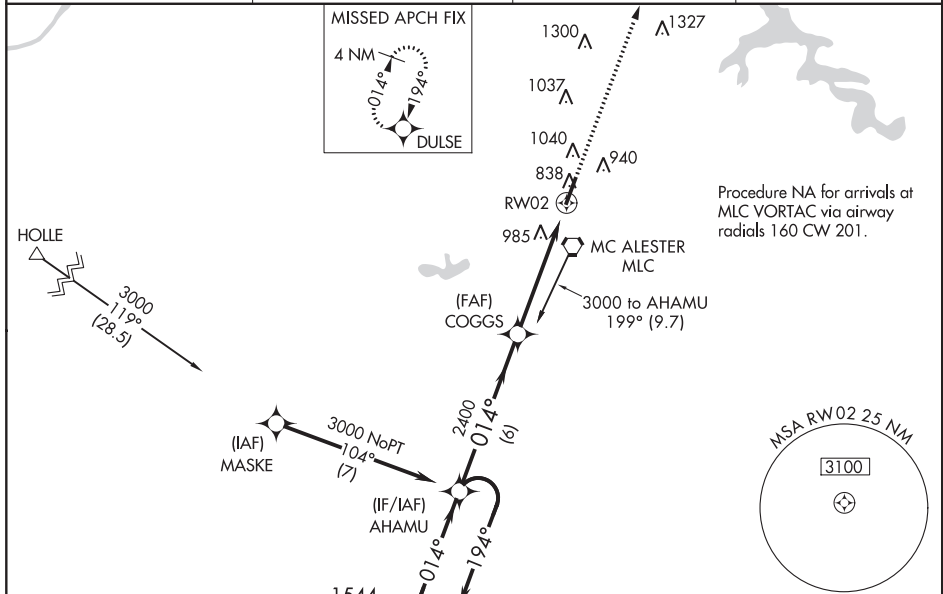
MC ALESTER RGNL (MLC)

⚠ Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

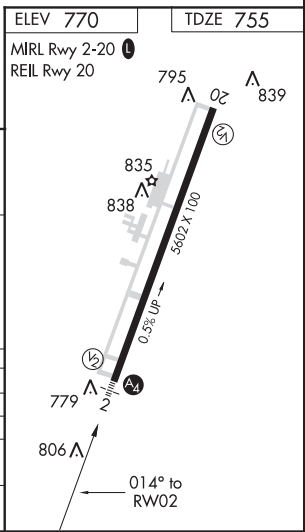
MALS
 =

MISSED APPROACH:
Climb to 3000 direct DULSE and hold.

ASOS 135.125	FORT WORTH CENTER 132.2 338.35	MC ALESTER RADIO 122.65	UNICOM 122.95 (CTAF)
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4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 54).		3000	DULSE
AHAMU		COGGS		RWY 2	
GP 3.00° TCH 39		* 1.4 NM to RWY 2		* LNAV only	
← 194°		→ 014°			
3000		2400			
6 NM		3.6 NM		1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	1200-1¾		445 (500-1½)		
LNAV/VNAV DA	1291-2		536 (600-2)		
LNAV MDA	1240-¾	485 (500-¾)	1240-1¼	1240-1½	
			485 (500-1½)	485 (500-1½)	
CIRCLING	1400-1	630 (700-1)	1400-1¾	1400-2	
			630 (700-¾)	630 (700-2)	



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MC ALESTER, OKLAHOMA
Orig-A 24SEP09

34°53'N-95°47'W

MC ALESTER RGNL (MLC) RNAV (GPS) RWY 2

APP CRS 194°	Rwy Idg 5602
	TDZE 770
	Apt Elev 770

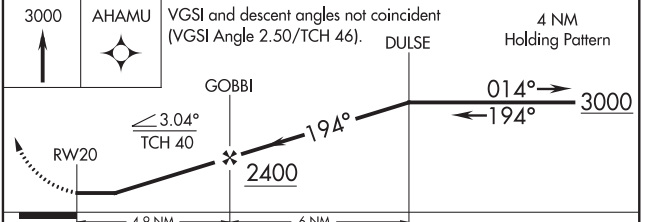
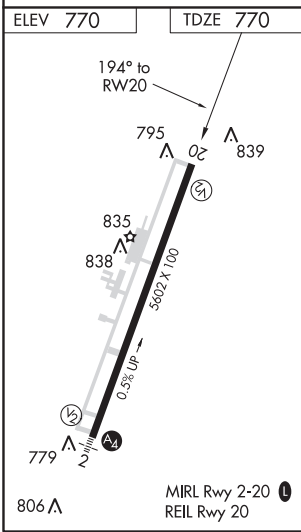
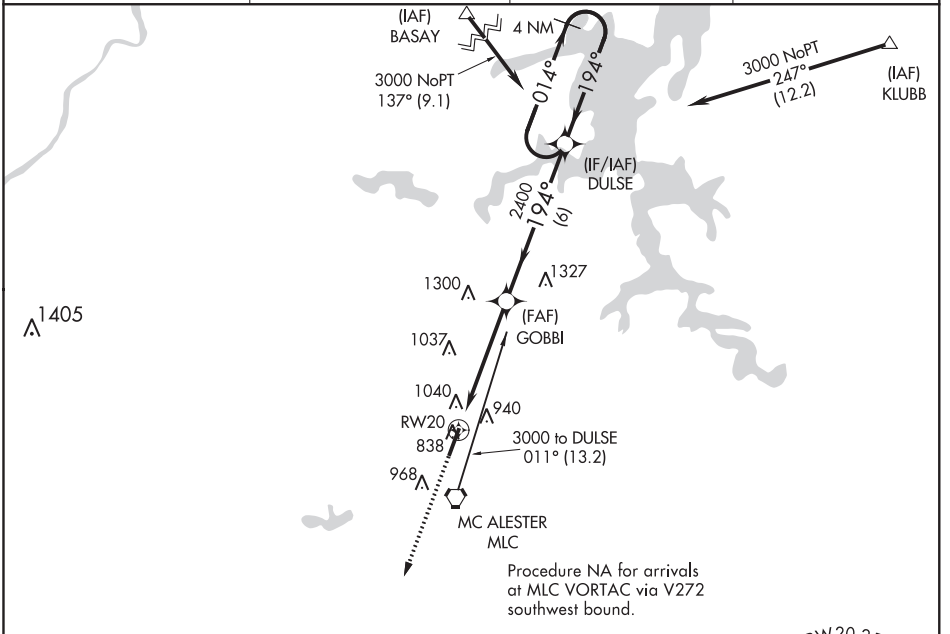
RNAV (GPS) RWY 20

MC ALESTER RGNL (MLC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

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

ASOS 135.125	FORT WORTH CENTER 132.2 338.35	MC ALESTER RADIO 122.65	UNICOM 122.95 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC RWY 2

MC ALESTER RGNL (MLC)

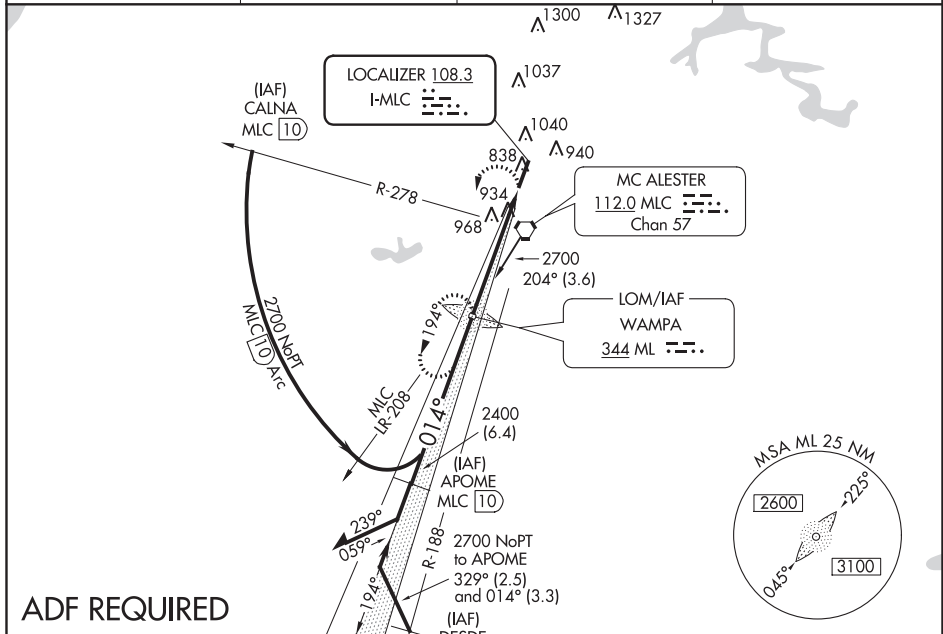
LOC I-MLC 108.3	APP CRS 014°	Rwy Idg 5602
		TDZE 755
		Apt Elev 770

⚠ Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

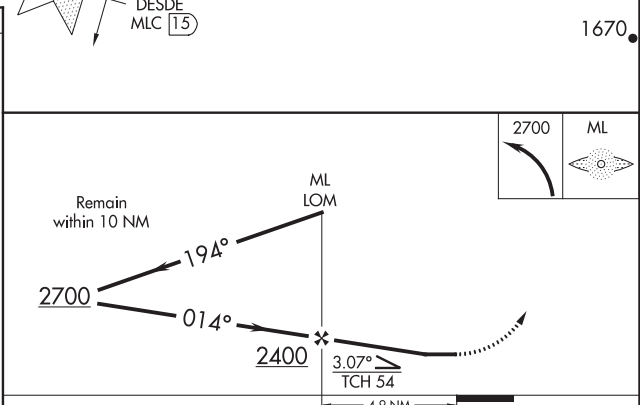
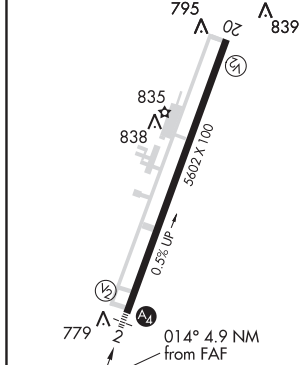


MISSED APPROACH:
Climbing left turn to 2700
direct ML LOM and hold.

ASOS 135.125	FORT WORTH CENTER 132.2 338.35	MC ALESTER RADIO 122.65	UNICOM 122.95 (CTAF) 0
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ELEV 770	TDZE 755
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	A	B	C	D
S-2	1200-¾ 445 (500-¾)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

MC ALESTER, OKLAHOMA
Amdt 4B 22OCT09

34°53'N-95°47'W

MC ALESTER RGNL (MLC)

LOC RWY 2

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC MLC 112.0 Chan 57	APP CRS 174°	Rwy Idg TDZE Apt Elev	5602 771 771
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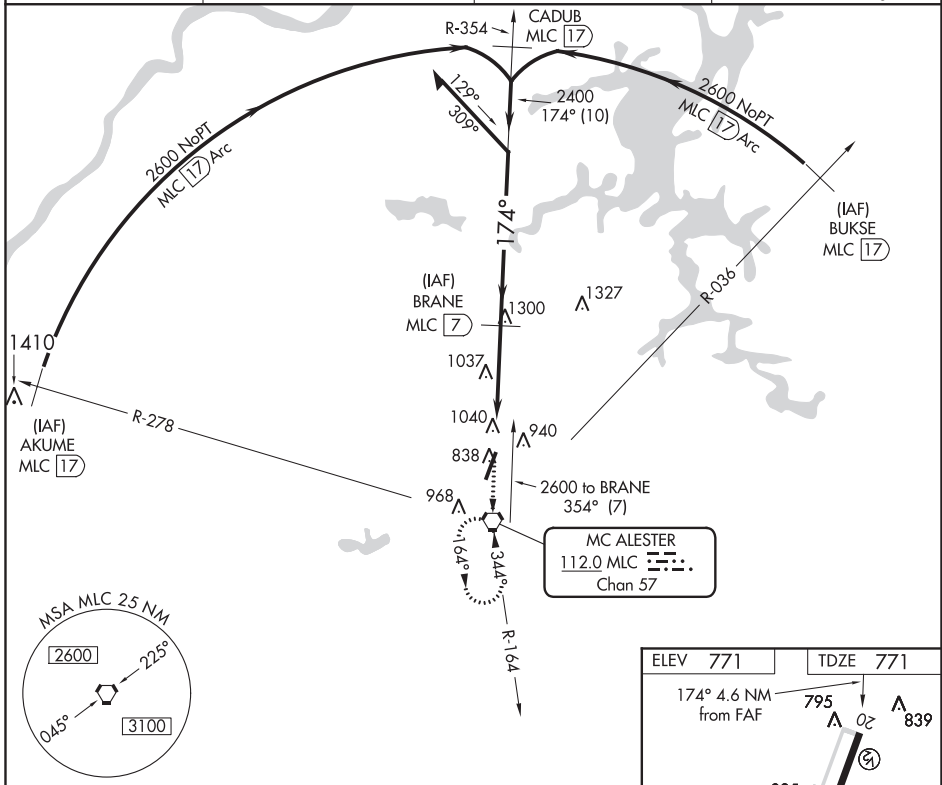
VOR/DME RWY 20

MC ALESTER RGNL (MLC)

When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile. Night Landing: Rwy 20 NA. Helicopter visibility reduction below 1 SM NA.

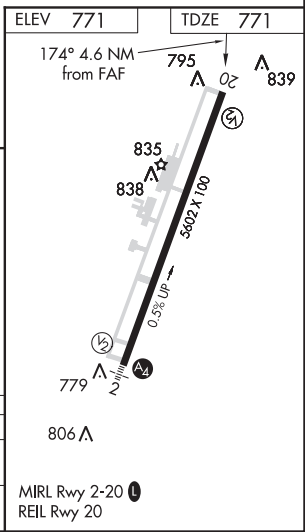
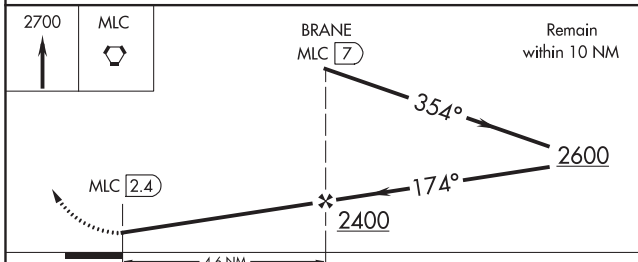
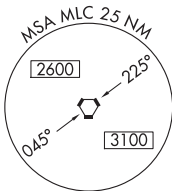
MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

ASOS 135.125	FORTH WORTH CENTER 132.2 338.35	MC ALESTER RADIO 122.65	UNICOM 122.95 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-20	1340-1 569 (600-1)		1340-1½ 569 (600-1½)	1340-1¾ 569 (600-1¾)
CIRCLING	1400-1 629 (700-1)		1400-1¾ 629 (700-1¾)	1400-2 629 (700-2)

MC GEHEE, ARKANSAS

AL-6378 (FAA)

14149

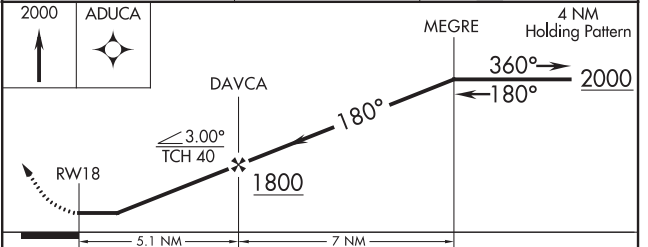
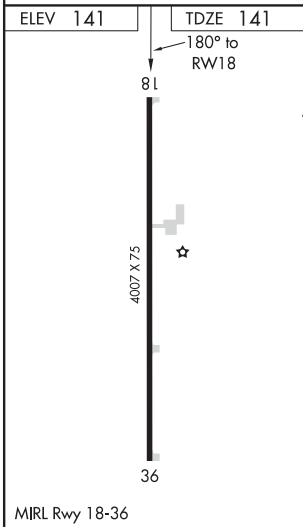
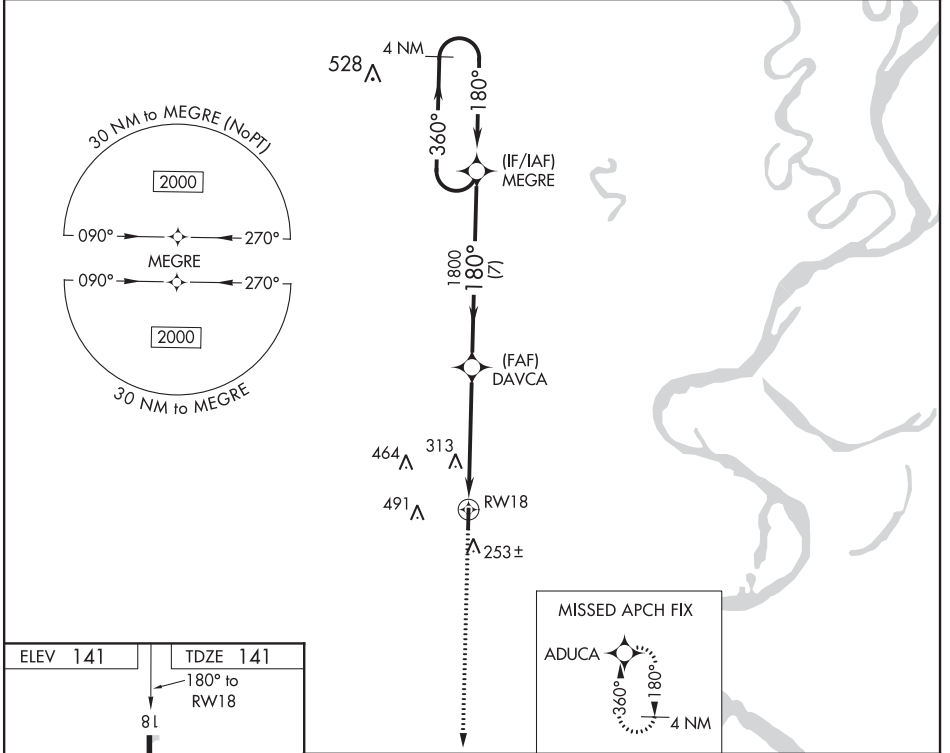
WAAS CH 86425 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	4007 141 141
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RNAV (GPS) RWY 18

MC GEHEE MUNI (7M1)

▽ Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.
▲ NA MISSED APPROACH: Climb to 2000 direct ADUCA and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LP MDA	680-1	539 (600-1)	680-1½ 539 (600-1½)	NA
LNAV MDA	680-1	539 (600-1)	680-1½ 539 (600-1½)	NA
CIRCLING	680-1	539 (600-1)	680-1½ 539 (600-1½)	NA

MC GEHEE, ARKANSAS
Orig-A 29MAY14

33°37'N-91°22'W

MC GEHEE MUNI (7M1)

RNAV (GPS) RWY 18

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61025 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	4007 141 141
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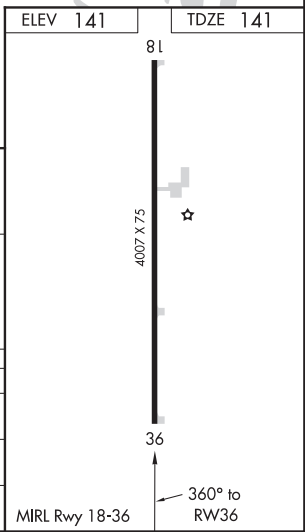
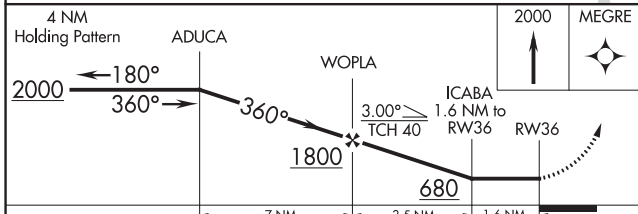
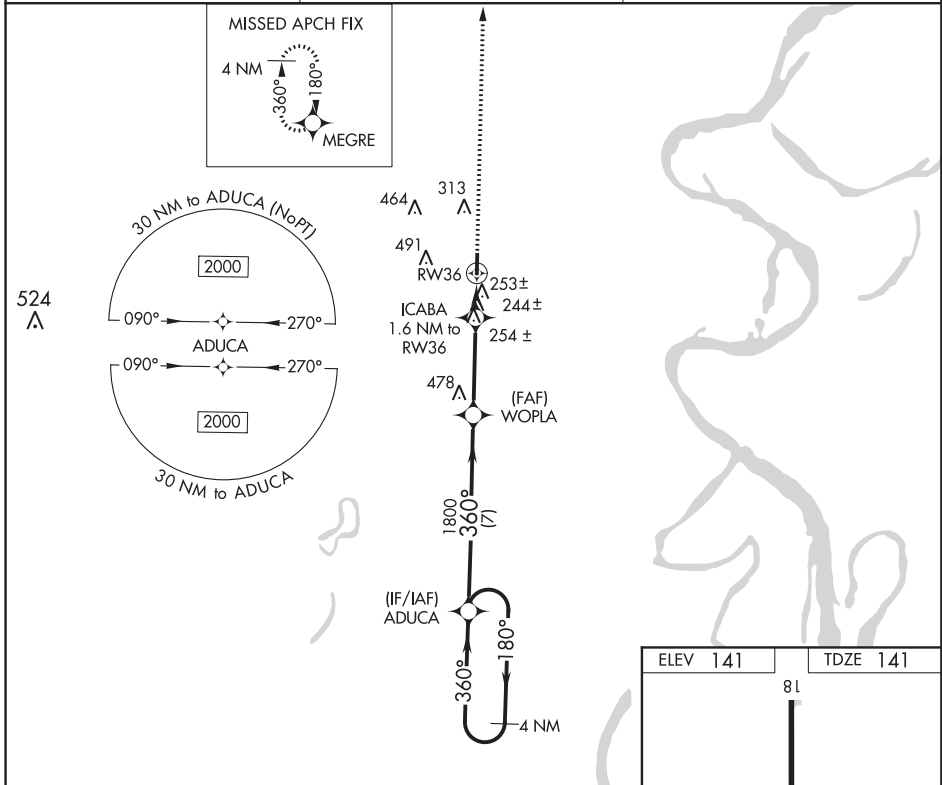
RNAV (GPS) RWY 36

MC GEHEE MUNI (7M1)

NA Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

MISSED APPROACH: Climb to 2000 direct MEGRE and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LP MDA	560-1	419 (500-1)	560-1 1/8 419 (500-1 1/8)	NA
LNAV MDA	560-1	419 (500-1)	560-1 1/8 419 (500-1 1/8)	NA
CIRCLING	660-1	519 (600-1)	660-1 3/4 519 (600-1 3/4)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MC GEHEE, ARKANSAS

AL-6378 (FAA)

11349

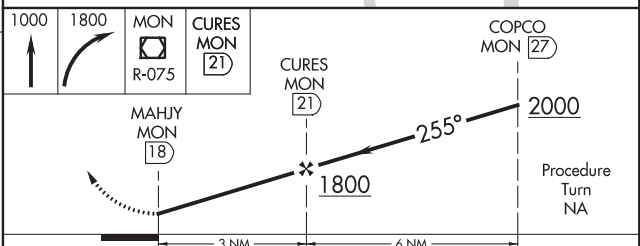
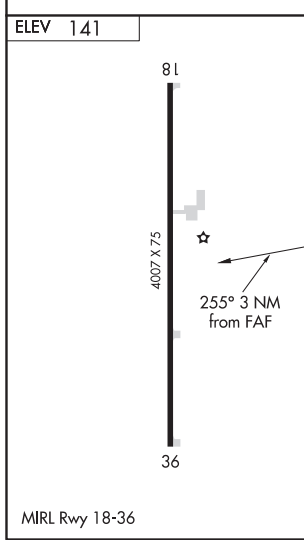
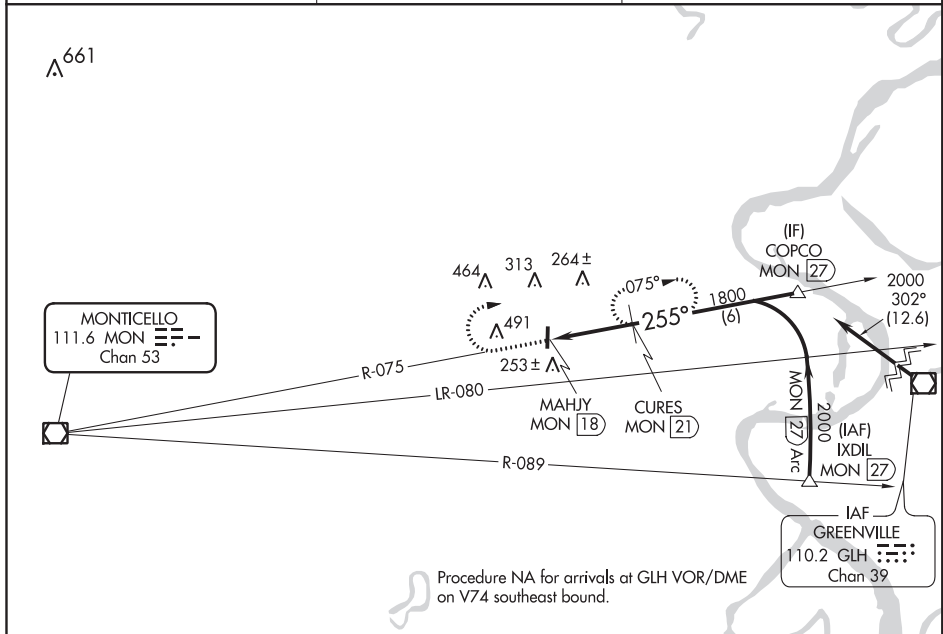
VOR/DME MON 111.6 Chan 53	APP CRS 255°	Rwy Idg TDZE Apt Elev 141	N/A N/A N/A
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VOR/DME-A
MC GEHEE MUNI (7M1)

Circling NA West of Rwy 18-36. Use Greenville, MS altimeter setting; when not received use Monticello altimeter setting and increase all MDA 20 feet and increase Cat C visibility ¼ mile. Procedure NA at night.

 MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 on MON VOR/DME R-075 to CURES/MON 21 DME and hold.

GREENVILLE ASOS 125,525	MEMPHIS CENTER 135,875 269,35	CTAF 122.9
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CATEGORY	A	B	C	D
CIRCLING	800-1	659 (700-1)	800-1¾ 659 (700-1¾)	NA

MC GEHEE, ARKANSAS
Amdt 3 15DEC11

33°37'N-91°22'W

MC GEHEE MUNI (7M1)
VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

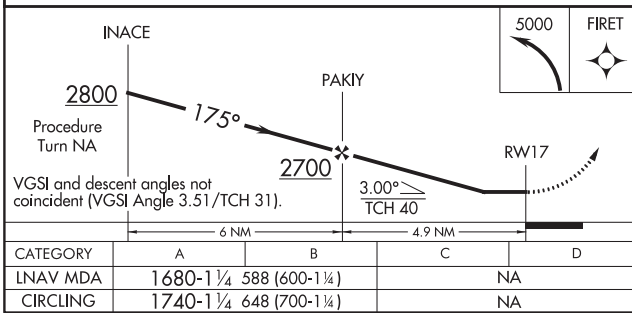
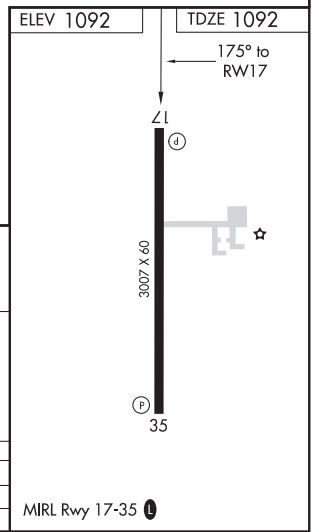
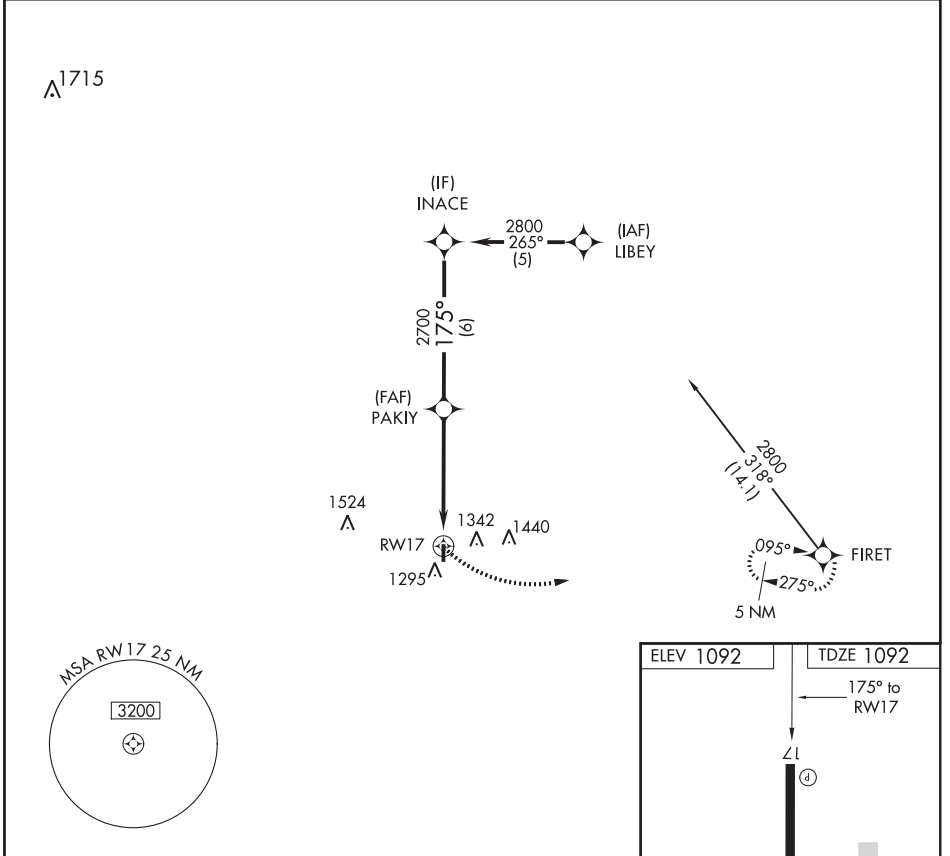
APP CRS 175°	Rwy Idg 3007
	TDZE 1092
	Apt Elev 1092

RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

▲ NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA. MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PONCA CITY ASOS 134.075	VANCE APP CON★ 118.075 273.475	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	1680-1 ¼	588 (600-1 ¼)		NA
CIRCLING	1740-1 ¼	648 (700-1 ¼)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MEDFORD, OKLAHOMA

AL-6731 (FAA)

13066

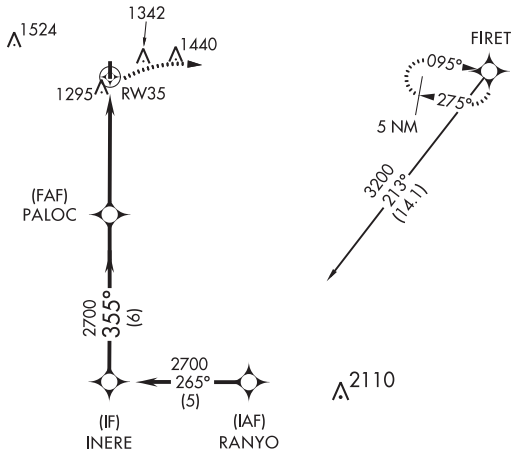
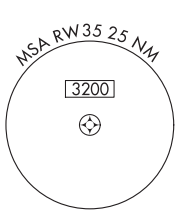
APP CRS 355°	Rwy Idg 3007
	TDZE 1085
	Apt Elev 1092

RNAV (GPS) RWY 35

MEDFORD MUNI (O53)

▲ NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.
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PONCA CITY ASOS 134.075	VANCE APP CON* 118.075 273.475	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1092	TDZE 1085
MRL Rwy 17-35	

35 3007 x 60
355°
★

5000	FIRET	PALOC	INERE	Procedure Turn NA
RW35		2700	2700	
4.9 NM		6 NM		
355°		355°		
≤ 3.00° TCH 40		VGSI and descent angles not coincident (VGSI Angle 3.51/TCH 33).		
CATEGORY	A	B	C	D
LNAV MDA	1680-1¼	595 (600-1¼)	NA	
CIRCLING	1740-1¼	648 (700-1¼)	NA	

MEDFORD, OKLAHOMA
Orig-B 03JUN10

36°47' N-97°45' W

RNAV (GPS) RWY 35

MEDFORD MUNI (O53)

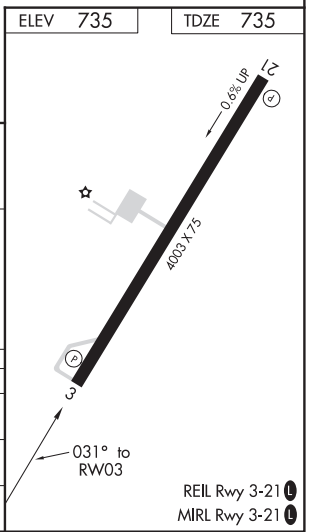
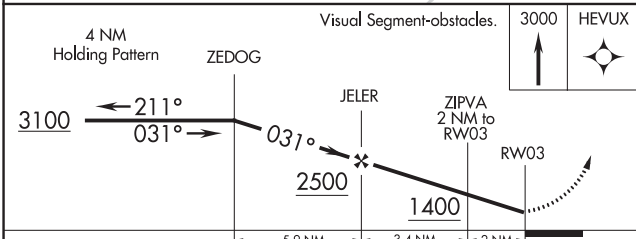
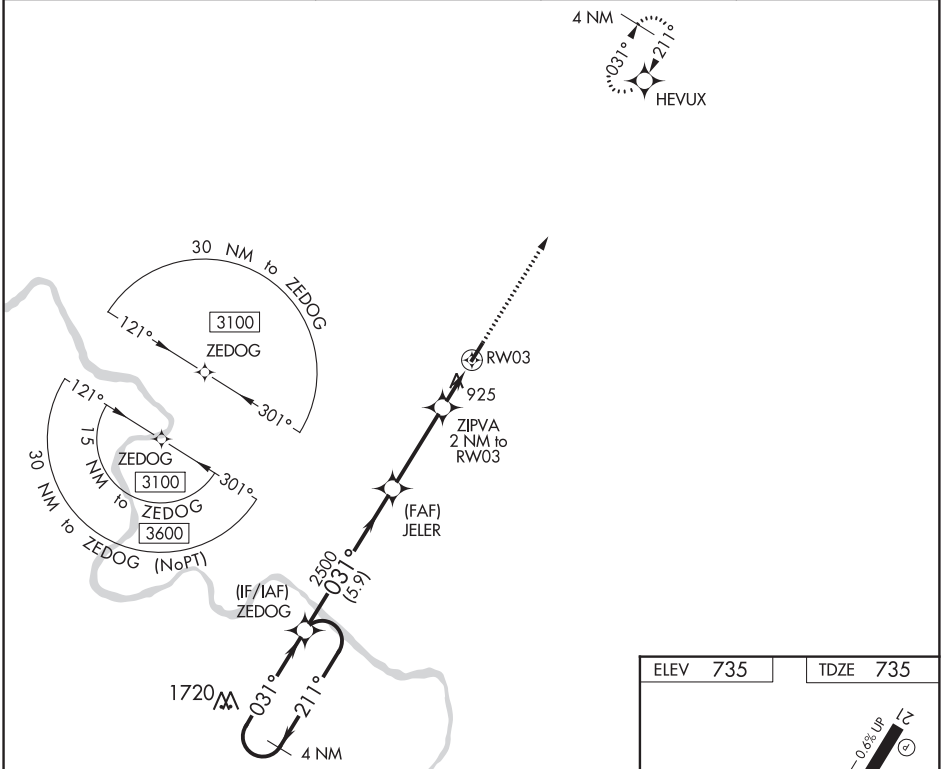
WAAS CH 86434 W03A	APP CRS 031°	Rwy Idg TDZE Apt Elev	4003 735 735
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RNAV (GPS) RWY 3

MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

NA DME/DME RNP-0.3 NA. Use Batesville altimeter setting, when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 3000 direct HEVUX and hold.
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BATESVILLE REGIONAL AWOS-3 126.375	MEMPHIS CENTER 126.85 281.55	CTAF 122.9	122.95 ①
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CATEGORY	A	B	C	D
LP MDA	1280-1	545 (600-1)		NA
LNAV MDA	1300-1	565 (600-1)		NA
C CIRCLING	1320-1	585 (600-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MELBOURNE, ARKANSAS

AL-10190 (FAA)

16287

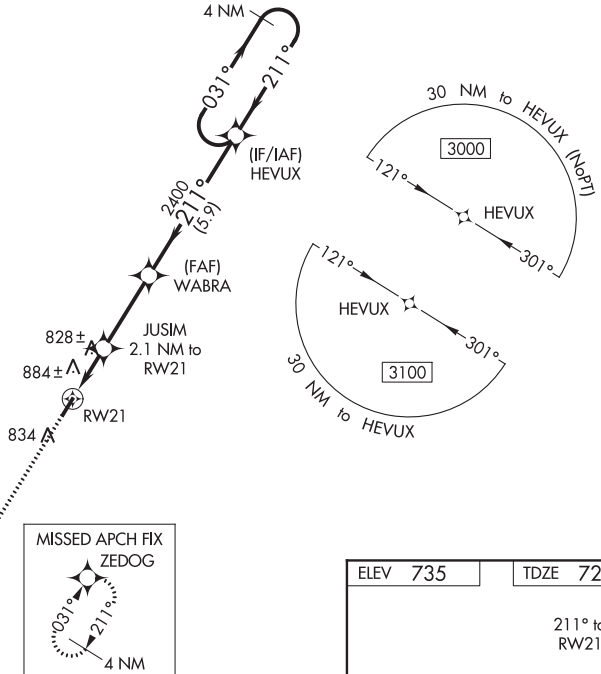
WAAS CH 82131 W21A	APP CRS 211°	Rwy Idg TDZE Apt Elev	4003 728 735
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RNAV (GPS) RWY 21

MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

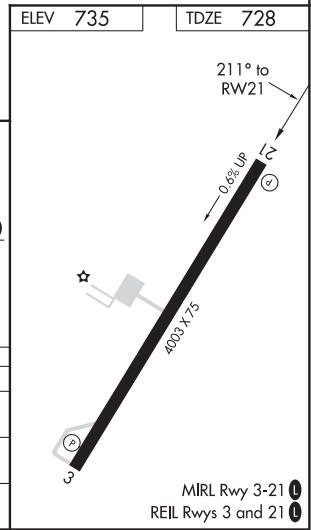
<p>NA DME/DME RNP-0.3 NA. Use Batesville altimeter setting; when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.</p>	
BATESVILLE REGIONAL AWOS-3 126.375	MEMPHIS CENTER 126.85 281.55	CTAF 122.9	122.950

△ 1399



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



3100	ZEDOG	4 NM Holding Pattern		
HEVUX	HEVUX	031° → 3000		
WABRA	WABRA	← 211°		
JUSIM 2.1 NM to RW21	JUSIM	211°		
3.00° TCH 40	2400			
RW21	1400			
2.1	3.1 NM	5.9 NM		
CATEGORY	A	B	C	D
LP MDA	1180-1	452 (500-1)		NA
LNAV MDA	1240-1	512 (600-1)		NA
CIRCLING	1320-1	585 (600-1)		NA

MELBOURNE, ARKANSAS
Amdt 2 13OCT16

MELBOURNE MUNI - JOHN E MILLER FIELD (42A)
36°04'N-91°50'W
RNAV (GPS) RWY 21

MIRL Rwy 3-21
REIL Rwy 3 and 21

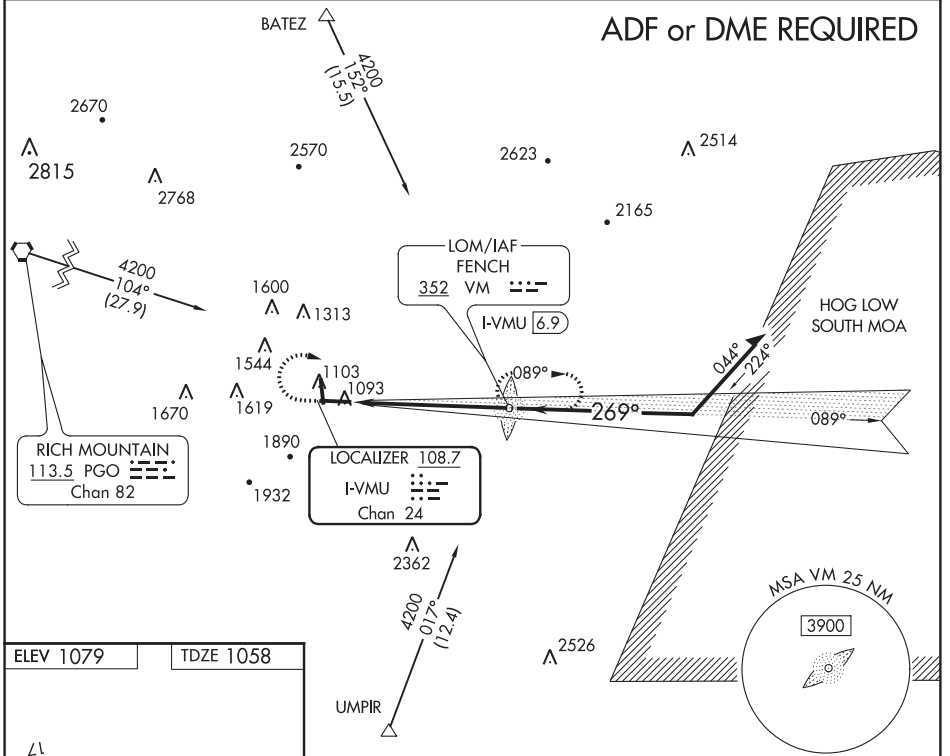
LOC/DME I-VMU 108.7 Chan 24	APP CRS 269°	Rwy Idg TDZE Apt Elev	6001 1058 1079
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ILS or LOC RWY 27
MENA INTERMOUNTAIN MUNI (MEZ)

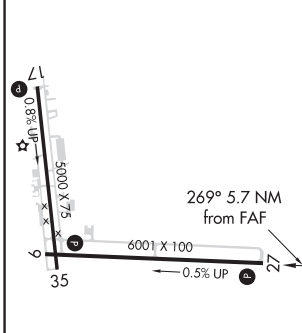
ADF Required. When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all DA 197 feet, all MDA 200 feet, increase S-ILS 27 visibilities ½ mile, S-LOC 27 Cat B visibility ¼ mile Cat C visibility ½ mile and Circling Cat A/B ¼ mile. VDP NA when using Fort Smith Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

AWOS-3 118.025	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF) 0
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ELEV 1079	TDZE 1058
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MIRL Rwy 9-27 and 17-35			
REIL Rwys 9, 27 and 35			
FAF to MAP 5.7 NM			
Knots	60	90	120 150 180
Min:Sec	5:42	3:48	2:51 2:17 1:54
CATEGORY	A	B	C D
S-ILS 27	1458-1½	400 (400-1½)	NA
S-LOC 27	1660-1	602 (600-1)	1660-1¾ 602 (600-1½) NA
CIRCLING	1880-1 801 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3) NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

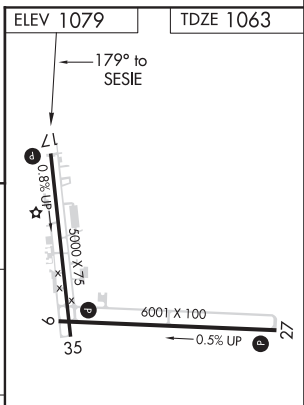
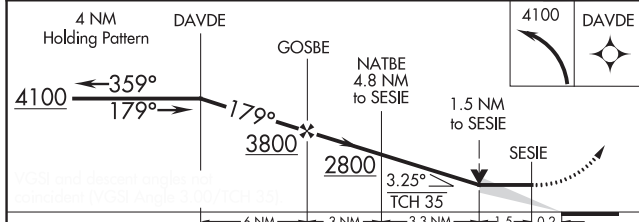
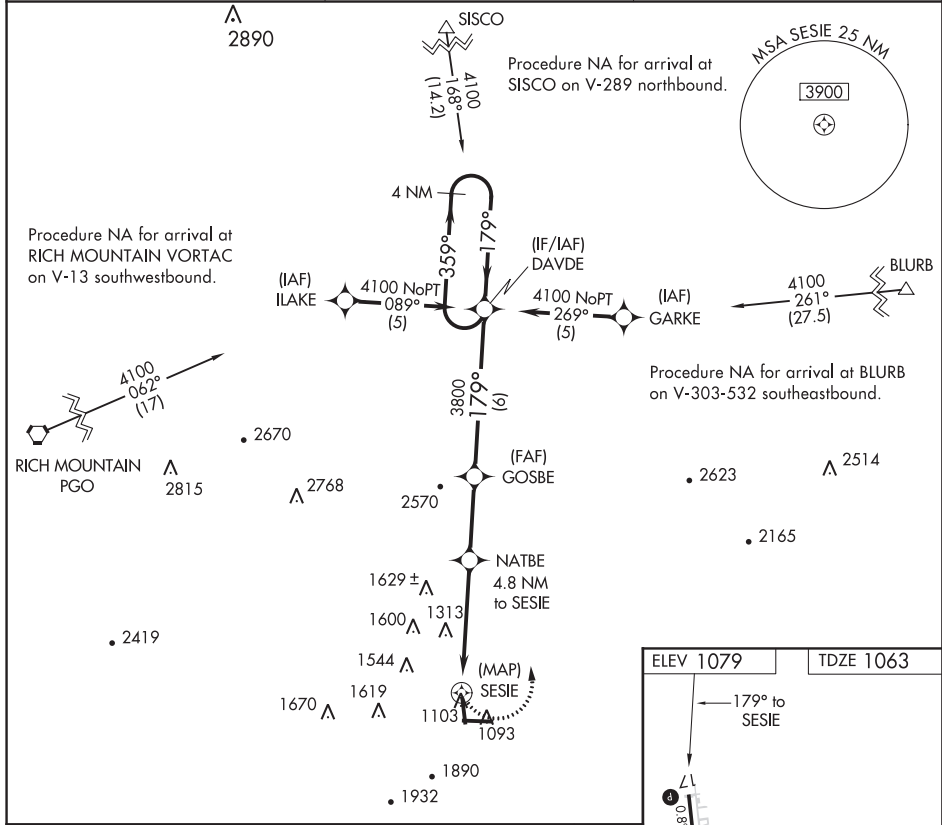
RNAV (GPS) RWY 17

MENA INTERMOUNTAIN MUNI (ME/Z)

APP CRS 179°	Rwy Idg 5000
	TDZE 1063
	Apt Elev 1079

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 4100 direct DAVDE WP and hold.	
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AWOS-3 118.025	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	1640-1	577 (600-1)	1640-1½ 577 (600-1½)	NA
CIRCLING	1840-1 761 (800-1)	1880-1¼ 801 (900-1¼)	2000-2¾ 921 (1000-2¾)	NA

MIRL Rwy 9-27 and 17-35

REIL Rwy 9, 27 and 35

RNAV (GPS) RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

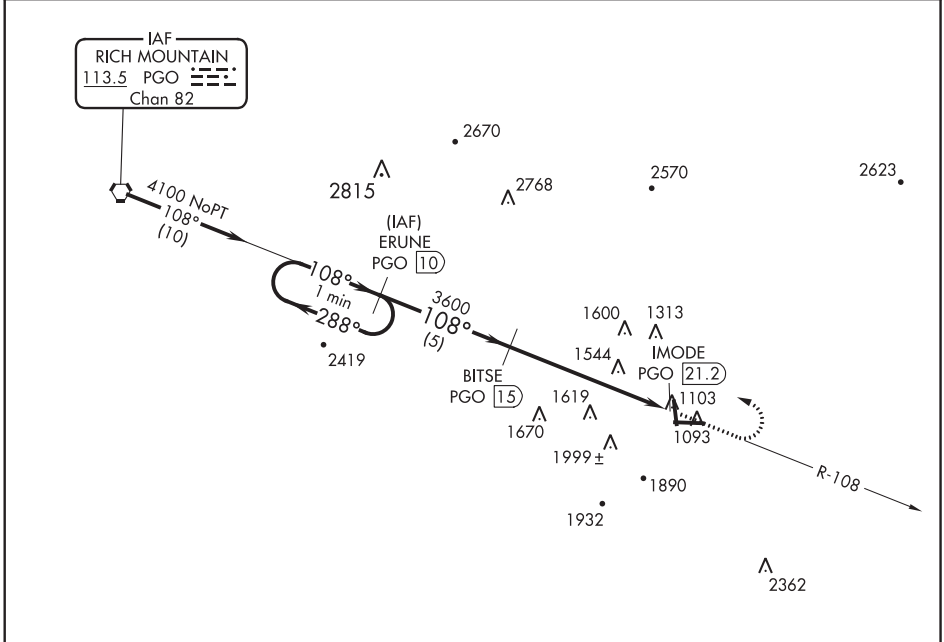
VORTAC PGO 113.5 Chan 82	APP CRS 108°	Rwy Idg TDZE Apt Elev N/A N/A 1079
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VOR/DME-A
MENA INTERMOUNTAIN MUNI (MEZ)

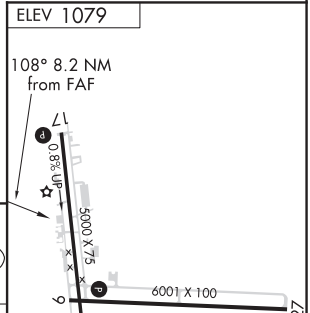
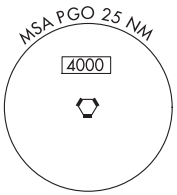
NA If local altimeter setting not received, use Fort Smith altimeter setting and increase all MDA's 200 ft.

MISSED APPROACH: Climb to 3000 via PGO R-108 then climbing left turn to 4100 via PGO R-108 to ERUNE and hold.

AWOS-3 118.025	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF)
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IAF
RICH MOUNTAIN
113.5 PGO
Chan 82



One Minute Holding Pattern	ERUNE PGO 10	BITSE PGO 15	IMODE PGO 21.2	
4100 ← 288°	→ 108°	→ 108°	→ 108°	
5 NM	6.2 NM			
CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 1181 (1200-1¼)	2260-1½ 1181 (1200-1½)	2260-3 1181 (1200-3)	NA

ELEV 1079

108° 8.2 NM from FAF

MIRL Rwy 9-27 and 17-35

REIL Rwy 9, 27 and 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MENA, ARKANSAS

AL-6002 (FAA)

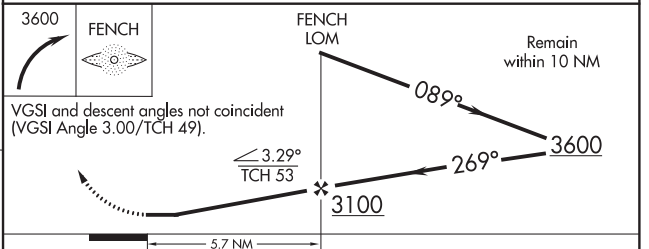
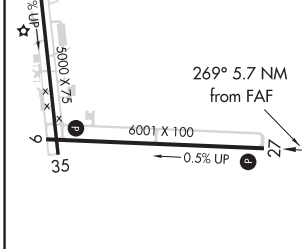
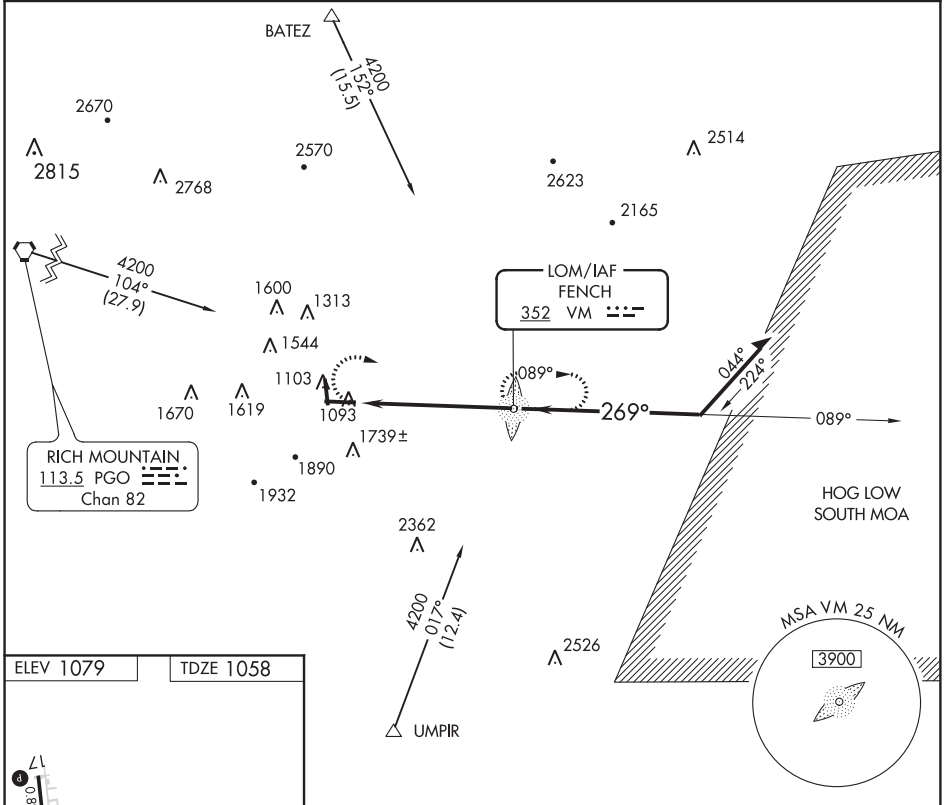
16035

LOM VM 352	APP CRS 269°	Rwy Idg 6001
		TDZE 1058
		Apt Elev 1079

NDB RWY 27

MENA INTERMOUNTAIN MUNI (MEZ)

<p>NA When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 200 feet, increase S-27 Cat A/B visibilities ¼ mile, S-27 Cat C visibility ½ mile, and Circling Cat A/B ¼ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 3600 direct FENCH LOM and hold.</p>	
<p>AWOS-3 118.025</p>	<p>MEMPHIS CENTER 126.1 269.0</p>	<p>UNICOM 122.8 (CTAF) 0</p>



MIRL Rwys 9-27 and 17-35 (I)
REIL Rwys 9, 27 and 35 (I)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-27	1920-1 862 (900-1)	1920-1¼ 862 (900-1¼)	1920-2½ 862 (900-2½)	NA
CIRCLING	1920-1 841 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

MENA, ARKANSAS
Amdt 1 05JUN08

34°33'N-94°12'W

MENA INTERMOUNTAIN MUNI (MEZ) NDB RWY 27

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

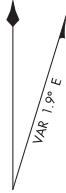
AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)

MENA, ARKANSAS

AWOS-3
118.025
CTAF/UNICOM
122.8

34°34'N

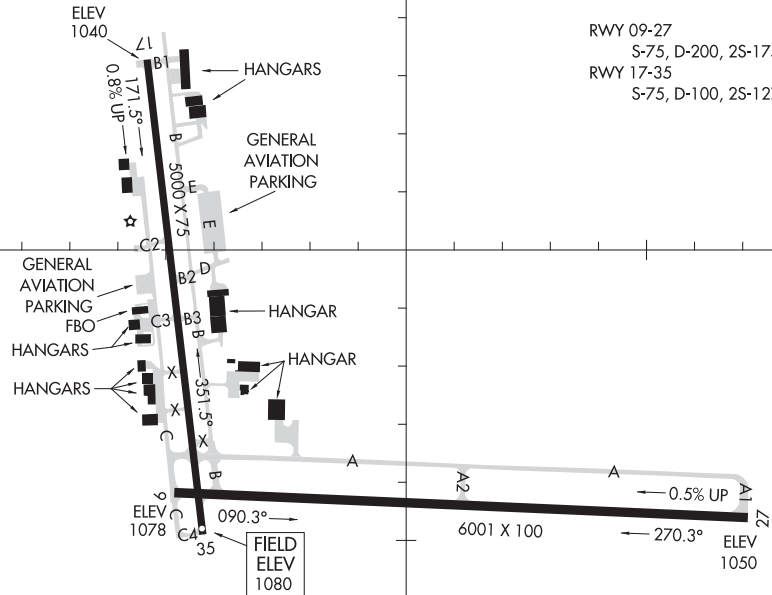


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

RWY 09-27
S-75, D-200, 2S-175, 2D-300
RWY 17-35
S-75, D-100, 2S-127, 2D-160

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



94°12'W

94°11'W

AIRPORT DIAGRAM

MENA, ARKANSAS

MENA INTERMOUNTAIN MUNI (MEZ)

MIAMI, OKLAHOMA

AL-6012 (FAA)

16203

APP CRS 175°	Rwy Idg 5020
	TDZE 808
	Apt Elev 808

RNAV (GPS) RWY 17

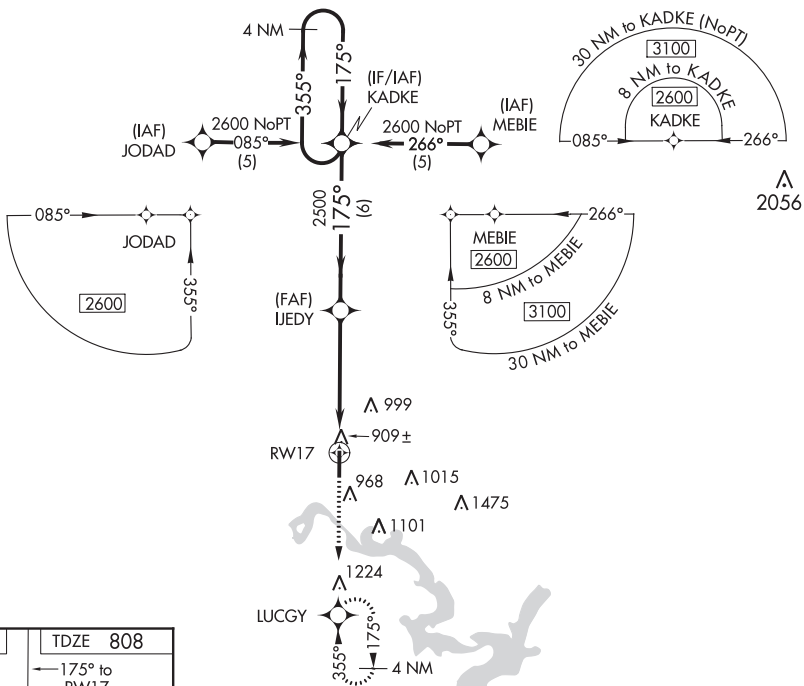
MIAMI RGNL (MIO)

▽ Use Joplin Regional altimeter setting.
▲ NA Baro VNAV NA. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

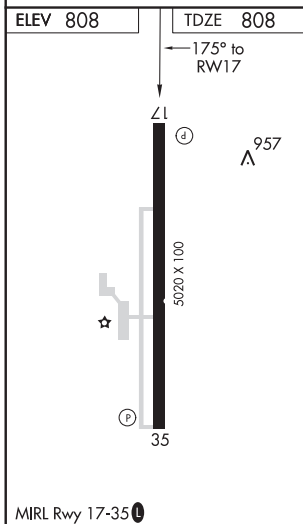
KANSAS CITY CENTER **128.6 282.325**

UNICOM **122.8 (CTAF) 1**



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



4 NM Holding Pattern	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 31).			2500	LUCGY
2600 ← 355°	→ 175°	175°	2500		
GP 3.00° TCH 41	6 NM	5.1 NM			
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1240-1½ 432 (500-1½)			NA	
LNAV MDA	1300-1 492 (500-1)	1300-1¼ 492 (500-1¼)		NA	
CIRCLING	1360-1 522 (600-1)	1360-1½ 522 (600-1½)		NA	

MIAMI, OKLAHOMA
 Orig-A 21JUL16

36°55'N-94°53'W

MIAMI RGNL (MIO)

RNAV (GPS) RWY 17

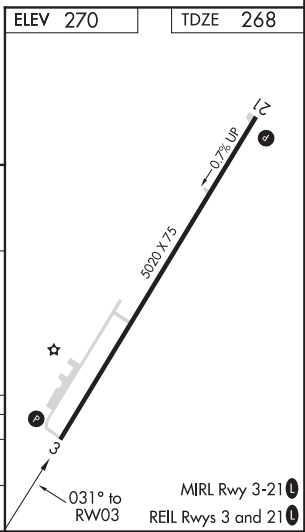
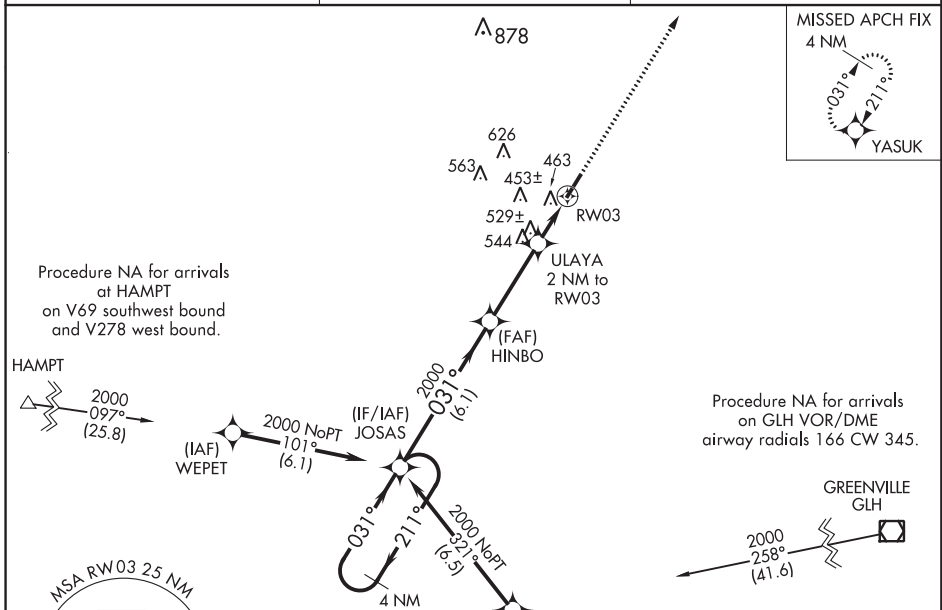
APP CRS **031°**
 Rwy Idg **5020**
 TDZE **268**
 Apt Elev **270**

RNAV (GPS) RWY 3
 MONTICELLO MUNI/ELLIS FIELD (L.L.Q)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and visibility, LNAV Cat C 3/8 mile, and Circling Cat C 1/4 mile. When VGSI inop, Straight-in/Circling Rwy 3 procedure NA at night. When VGSI inop, Circling Rwy 21 NA at night.

MISSED APPROACH:
 Climb to 2000 direct YASUK and hold.

ASOS **133.325** MEMPHIS CENTER **135.875 269.35** UNICOM **122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	820-1	552 (600-1)	820-1½ 552 (600-1½)	NA
CIRCLING	820-1	550 (600-1)	820-1½ 550 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS **211°**
 Rwy Idg **5020**
 TDZE **268**
 Apt Elev **270**

RNAV (GPS) RWY 21
 MONTICELLO MUNI/ELLIS FIELD (L.L.Q.)

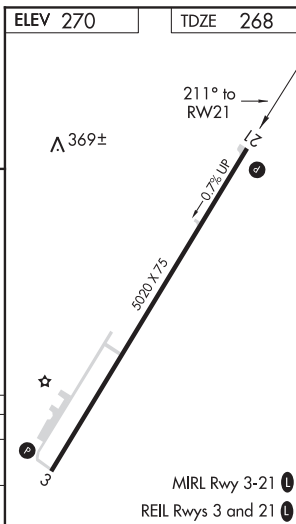
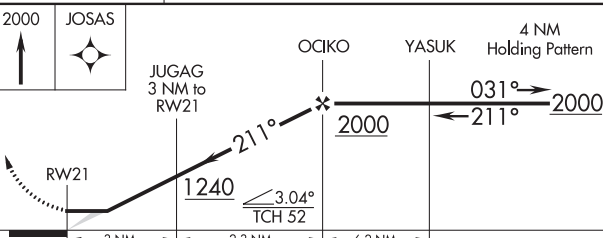
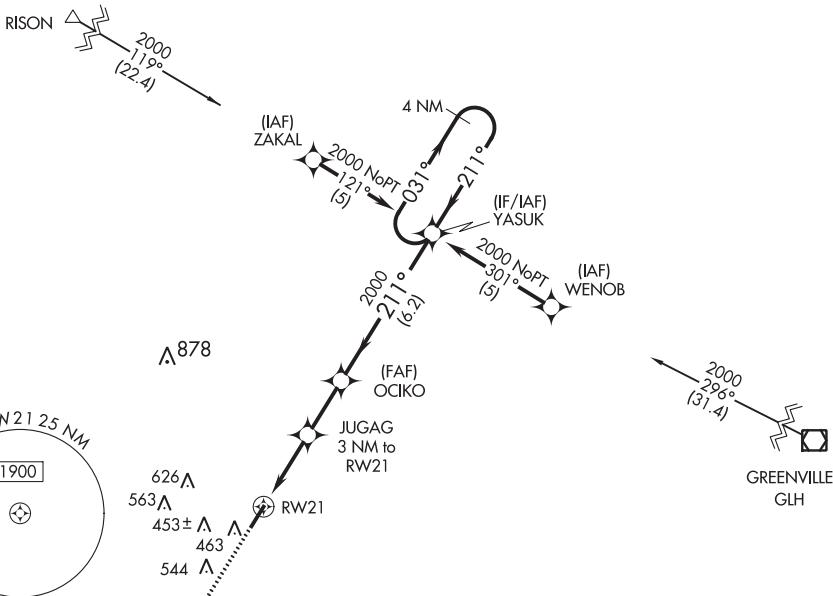
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile. When VGSi inop, ▲ Straight-in/Circling Rwy 21 NA at night. When VGSi inop, Circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH:
 Climb to 2000 direct
 JOSAS and hold.

ASOS
133.325

MEMPHIS CENTER
135.875 269.35

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
LNAV MDA	620-1 352 (400-1)			NA
CIRCLING	800-1	530 (600-1)	800-1½ 530 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MONTICELLO, ARKANSAS

AL-5695 (FAA)

12208

VOR/DME MON 111.6 Chan 53	APP CRS 335°	Rwy Idg TDZE Apt Elev	N/A N/A 270
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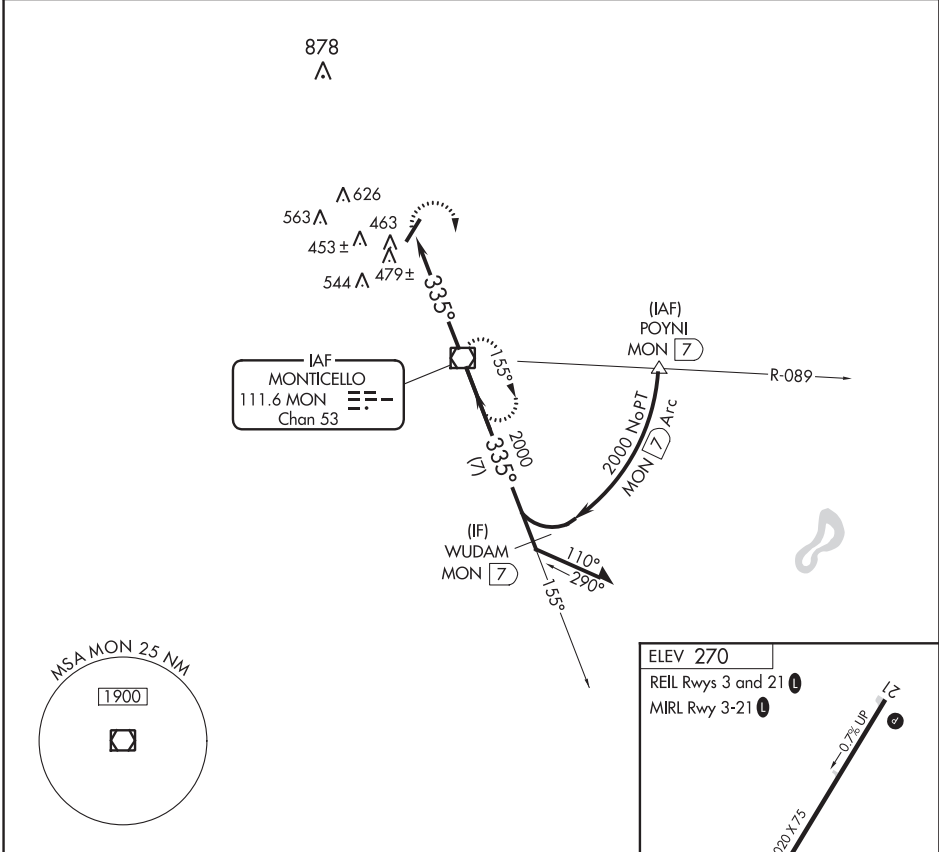
VOR-A

MONTICELLO MUNI/ELLIS FIELD (L,L,Q)

▼ When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and Cat C visibility 1/2 mile. When VGSI inop, **▲** Circling Rwy 3/21 NA at night. Visibility reduction by helicopters NA.

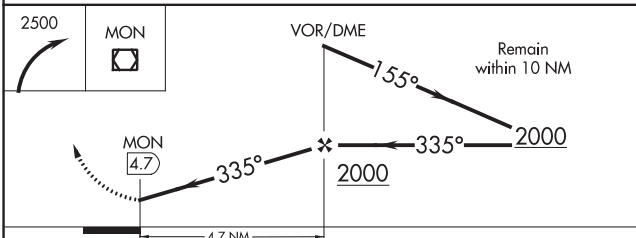
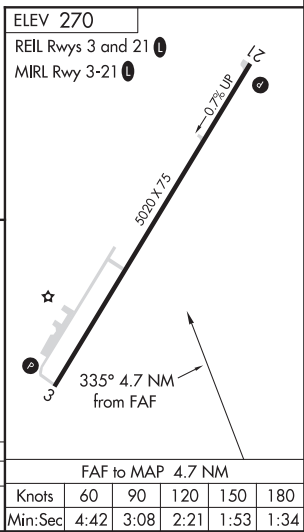
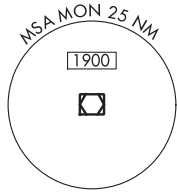
▲ MISSED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

ASOS 133.325	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) ①
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 4.7 NM					
CIRCLING	800-1	530 (600-1)	800-1½ 530 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:42	3:08	2:21	1:53	1:34

MONTICELLO, ARKANSAS
Amdt 6A 28JUN12

33° 38' N-91° 45' W

MONTICELLO MUNI/ELLIS FIELD (L,L,Q)

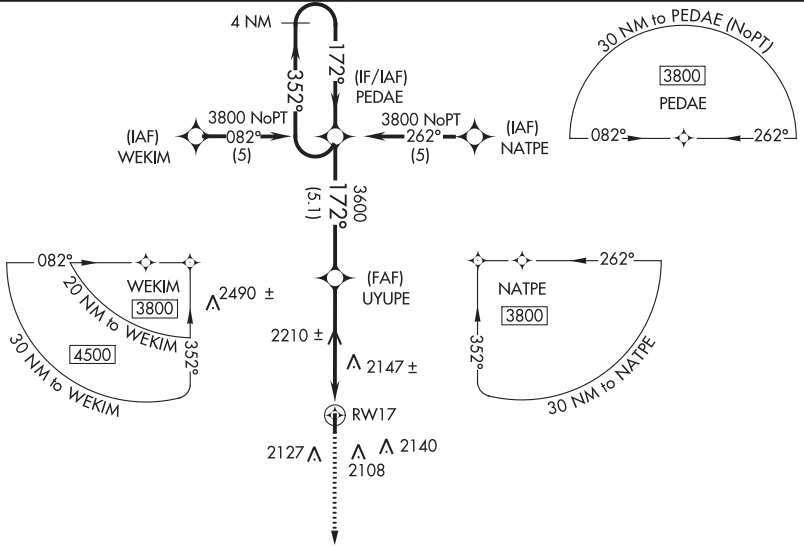
VOR-A

APP CRS	Rwy Idg	3500
172°	TDZE	1970
	Apt Elev	1970

RNAV (GPS) RWY 17

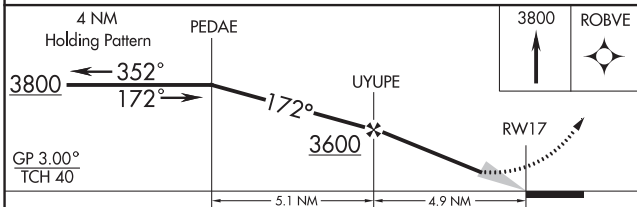
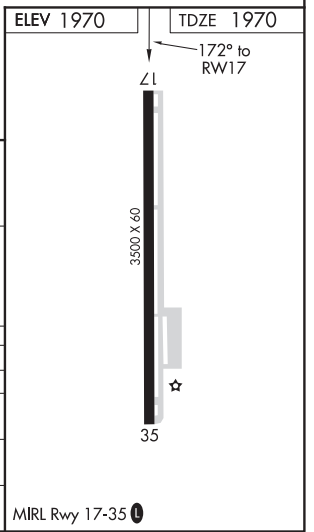
MOORELAND MUNI (MDF)

<p>NA Use Gage altimeter setting, if not received procedure NA. Baro-VNAV NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.</p>
	<p>KANSAS CITY CENTER 126.95 379.2</p>
<p>UNICOM 122.8 (CTAF) 0</p>	



SC-1, 10 NOV 2016 to 05 JAN 2017

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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV	2480-1 $\frac{3}{4}$ 510 (600-1 $\frac{3}{4}$)			NA
LNAV MDA	2620-1	650 (700-1)	2620-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)	NA
CIRCLING	2620-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$)			NA

MORRILTON, ARKANSAS

AL-6933 (FAA)

16091

APP CRS	Rwy Idg	4000
267°	TDZE	320
	Apt Elev	321

RNAV (GPS) RWY 27

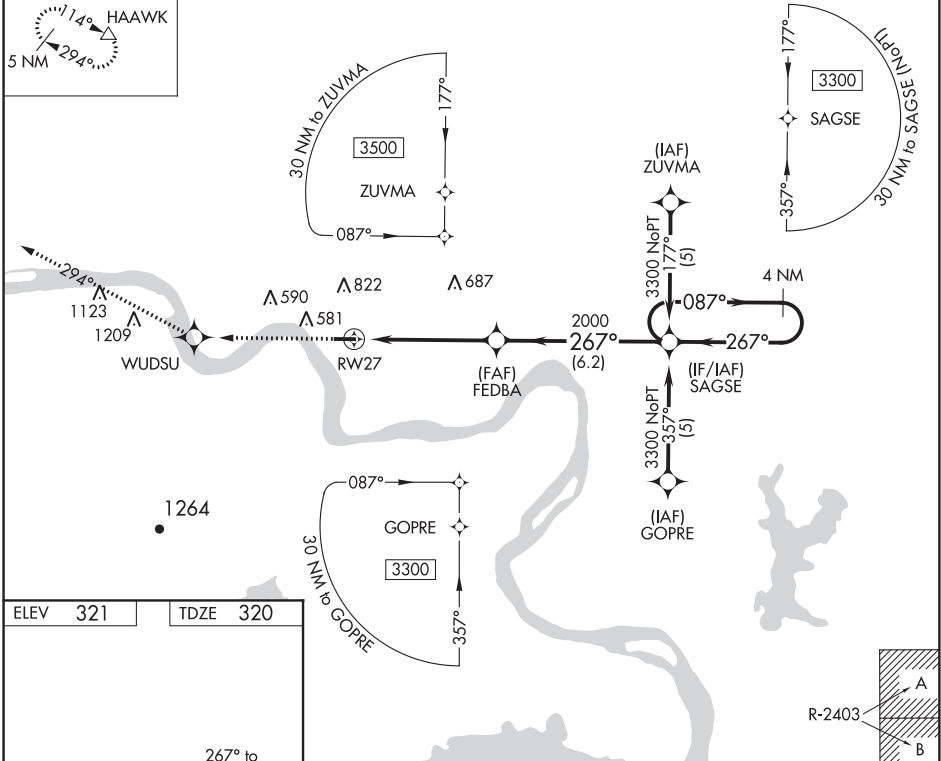
MORRILTON MUNI (BDQ)

V DME/DME RNP-0.3 NA. Use Russellville altimeter setting,
Δ NA when not received, use Little Rock altimeter setting.

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

RUSSELLVILLE AWOS 132.475	MEMPHIS CENTER 128.475 377.15	UNICOM 122.8 (CTAF)	122.9 0
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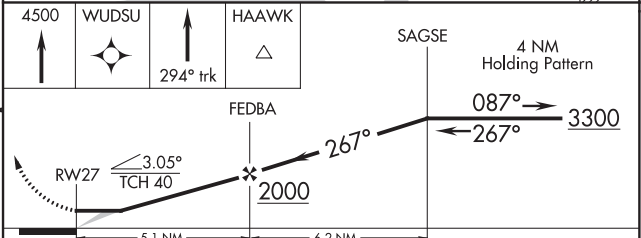
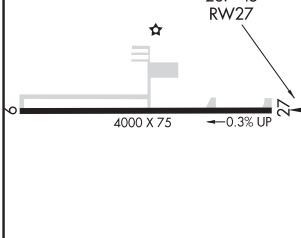
MISSED APCH FIX



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV	321	TDZE	320
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CATEGORY	A	B	C	D
LNAV MDA	1060-1	740 (800-1)	NA	
CIRCLING	1060-1 739 (800-1)	1200-1¼ 879 (900-1¼)	NA	

MORRILTON, ARKANSAS
 Orig 14FEB08

35°08'N-92°43'W

MORRILTON MUNI (BDQ) RNAV (GPS) RWY 27

RNAV (GPS) RWY 3

MORRILTON/PETIT JEAN PARK (MPJ)

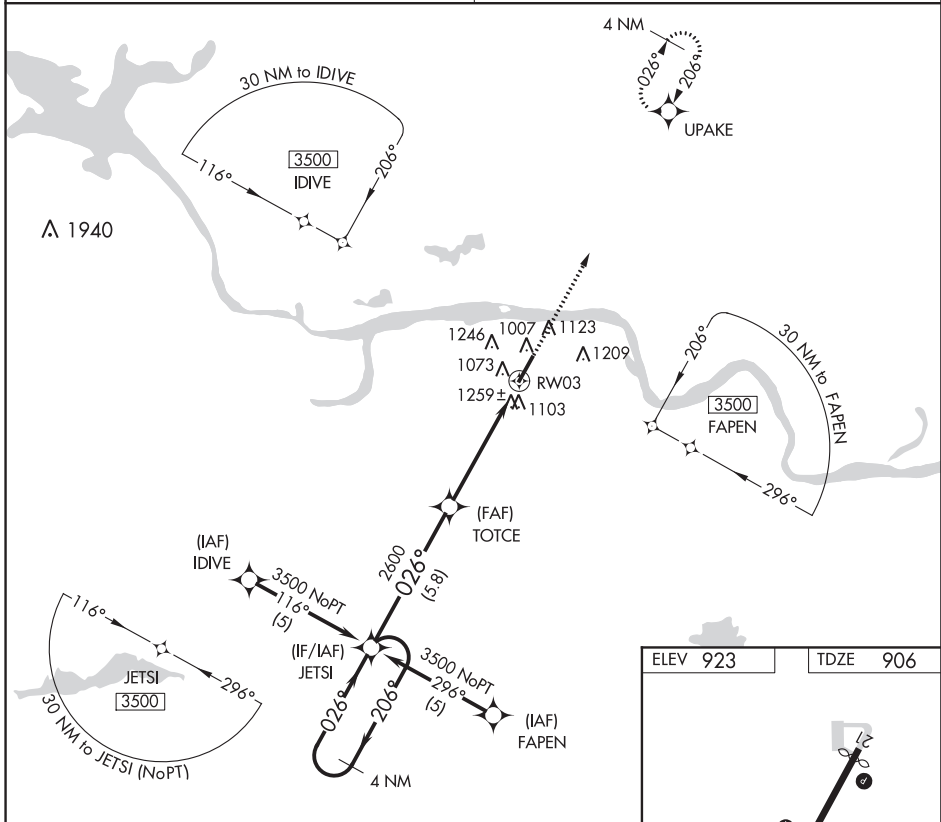
APP CRS 026°	Rwy Idg TDZE Apt Elev	5414 906 923
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▽ Use Russellville altimeter setting.
▲ NA Procedure NA at night.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

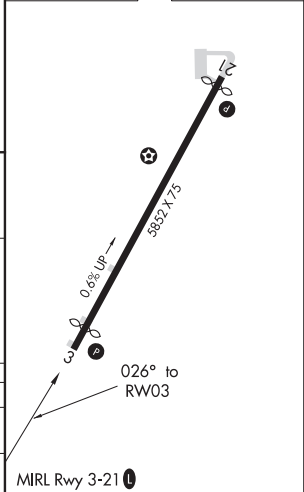
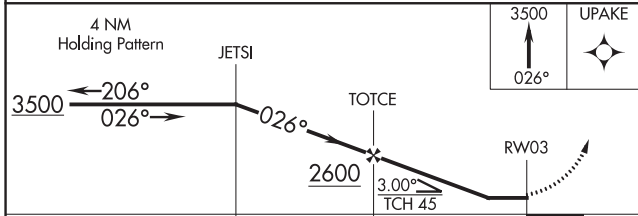
MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

MEMPHIS CENTER
128.475 377.15

CTAF
122.9



ELEV 923	TDZE 906
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CATEGORY	A	B	C	D
LNVA MDA	1620-1 714 (800-1)	1620-2 714 (800-2)	1620-2 714 (800-2)	NA
CIRCLING	1660-1 737 (800-1)	1720-1 ¼ 797 (800-1 ¼)	1720-2 ¼ 797 (800-2 ¼)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BPK 111.95 Chan 56 (Y)	APP CRS 049°	Rwy Idg 5001 TDZE 928 Apt Elev 928
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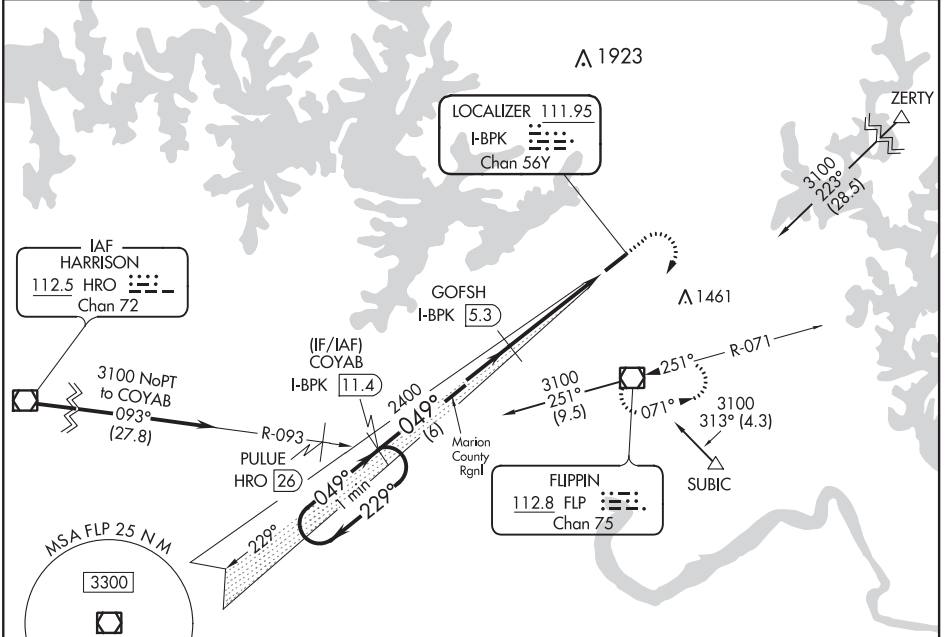
ILS or LOC/DME RWY 5

BAXTER COUNTY (BPK)

⚠ If local altimeter setting not received, use Flippin altimeter setting and increase DA to 1225 feet and all MDAs 60 feet. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 23 NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct FLP VOR/DME and hold.

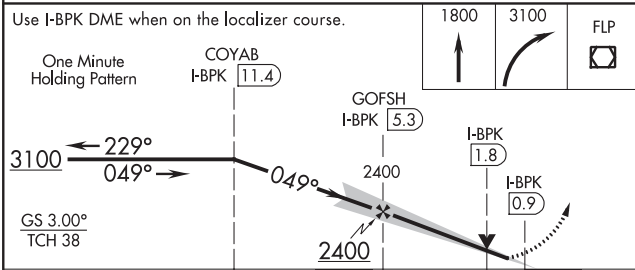
ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED



ELEV 928	TDZE 928																				
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>S-ILS 5</td> <td colspan="2">1178-3/4</td> <td>250 (300-3/4)</td> <td>NA</td> </tr> <tr> <td>S-LOC 5</td> <td colspan="2">1260-1</td> <td>332 (400-1)</td> <td>NA</td> </tr> <tr> <td>CIRCLING</td> <td>1400-1</td> <td>472 (500-1)</td> <td>1400-1 1/2 472 (500-1 1/2)</td> <td>NA</td> </tr> </table>		CATEGORY	A	B	C	D	S-ILS 5	1178-3/4		250 (300-3/4)	NA	S-LOC 5	1260-1		332 (400-1)	NA	CIRCLING	1400-1	472 (500-1)	1400-1 1/2 472 (500-1 1/2)	NA
CATEGORY	A	B	C	D																	
S-ILS 5	1178-3/4		250 (300-3/4)	NA																	
S-LOC 5	1260-1		332 (400-1)	NA																	
CIRCLING	1400-1	472 (500-1)	1400-1 1/2 472 (500-1 1/2)	NA																	
REIL Rwy 5 0 MIRL Rwy 5-23 0																					

WAAS CH 69300 W05A	APP CRS 049°	Rwy Idg 5001 TDZE 928 Apt Elev 928
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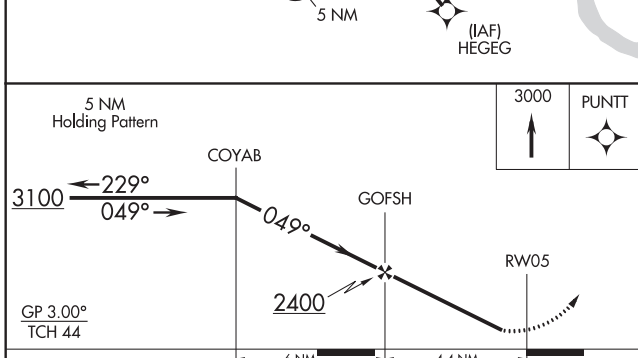
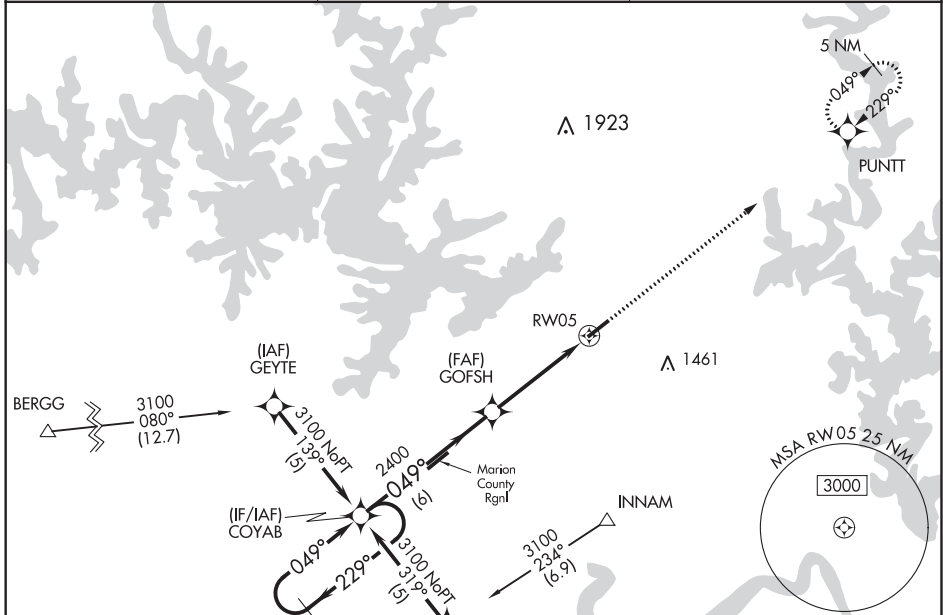
RNAV (GPS) RWY 5

BAXTER COUNTY (BPK)

⚠ 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). If local altimeter setting not received, use Flippin altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Flippin altimeter setting. Helicopter visibility reduction below ¼SM NA. Night Landing: Rwy 23 NA.

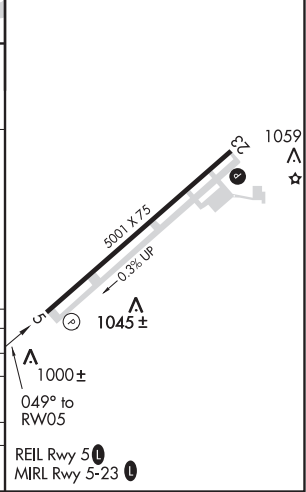
MISSED APPROACH: Climb to 3000 direct PUNTT and hold.

ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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ELEV 928	TDZE 928
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CATEGORY	A	B	C	D
LPV DA	1201-1	273 (300-1)		NA
LNAV/VNAV DA	1250-1¼	322 (400-1¼)		NA
LNAV MDA	1280-1	352 (400-1)		NA
CIRCLING	1400-1	472 (500-1)	1400-1½ 472 (500-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5001
229°	TDZE	919
	Apt Elev	928

RNAV (GPS) RWY 23

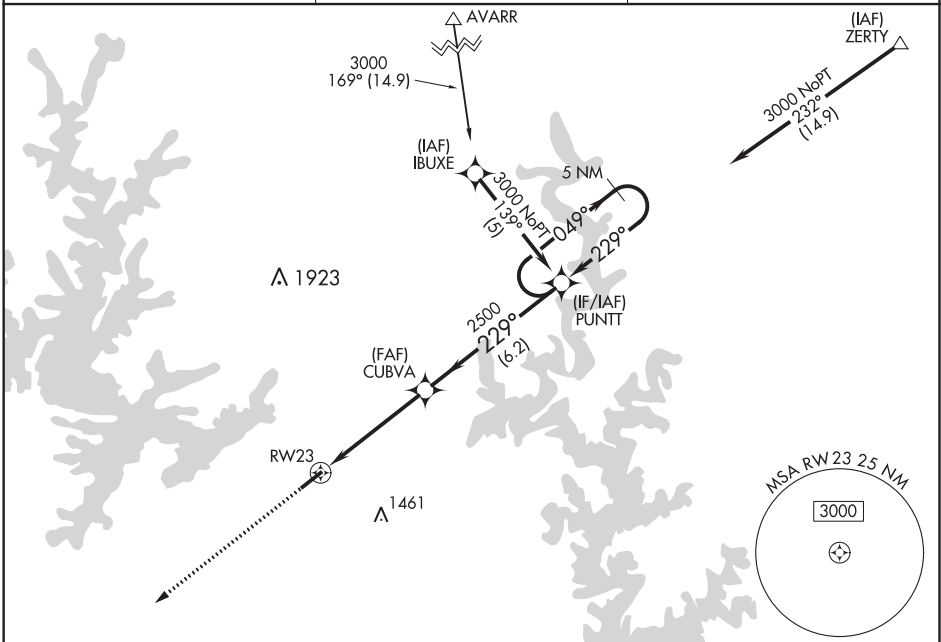
BAXTER COUNTY (BPK)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

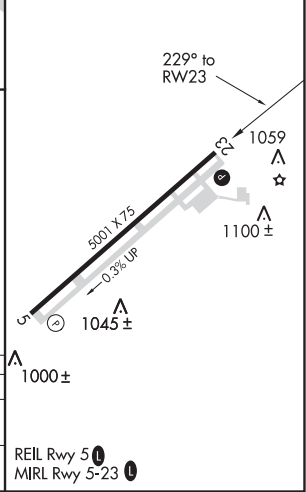
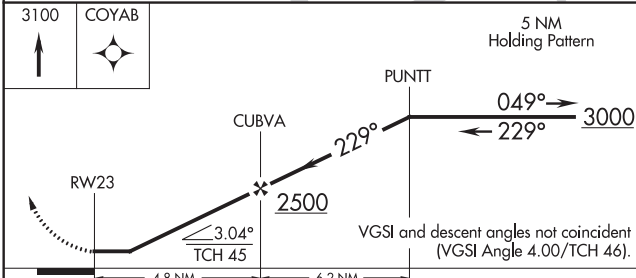
ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 928	TDZE 919
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CATEGORY	A	B	C	D
RNAV MDA	1360-1	441 (500-1)	1360-1½ 441 (500-1½)	NA
CIRCLING	1400-1	472 (500-1)	1400-1½ 472 (500-1½)	NA

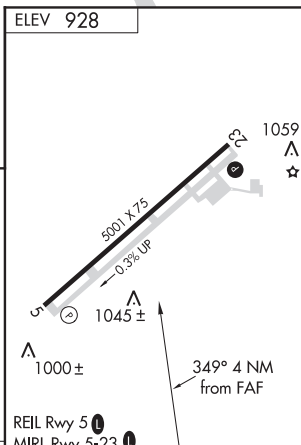
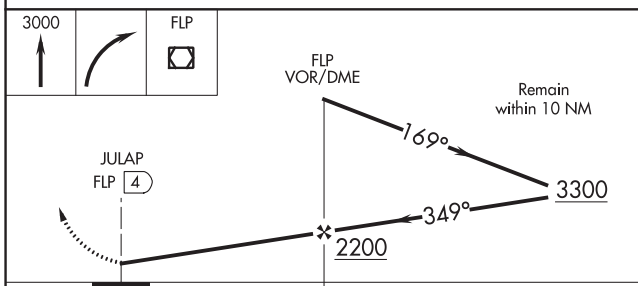
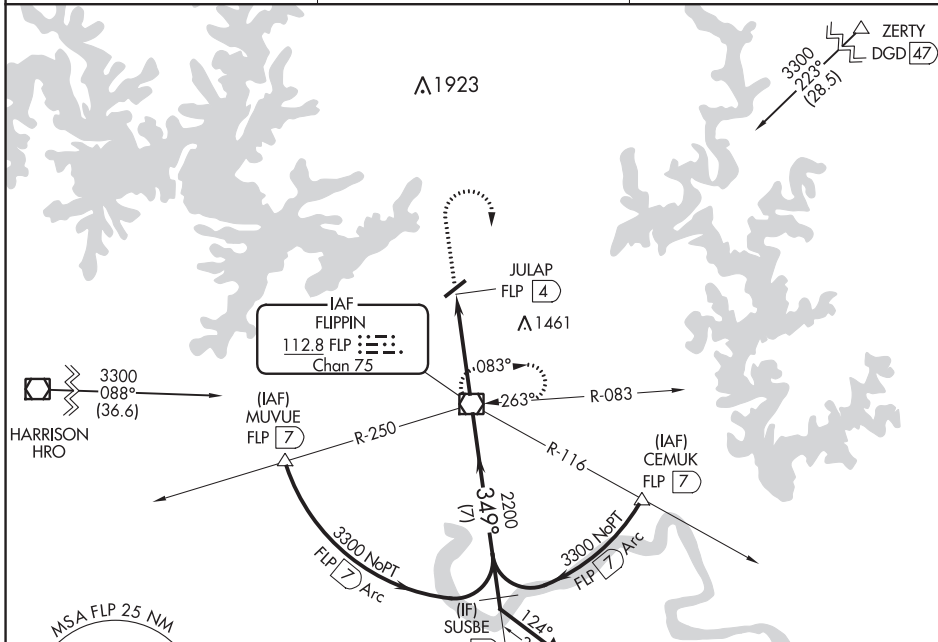
VOR/DME FLP 112.8 Chan 75	APP CRS 349°	Rwy Idg TDZE Apt Elev	N/A N/A 928
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VOR-A
BAXTER COUNTY (BPK)

⚠ When local altimeter setting not received, use Harrison altimeter setting and increase all MDA 140 feet and Cat C visibility 1/2 mile.
 ⚠ Night Landing: Rwy 23 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct FLP VOR/DME and hold.

ASOS 133.975	MEMPHIS CENTER 126.85 281.55	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4 NM					
CIRCLING	1460-1 532 (600-1)		1460-1½ 532 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

MOUNTAIN VIEW, ARKANSAS

AL-6849 (FAA)

RNAV (GPS) RWY 27

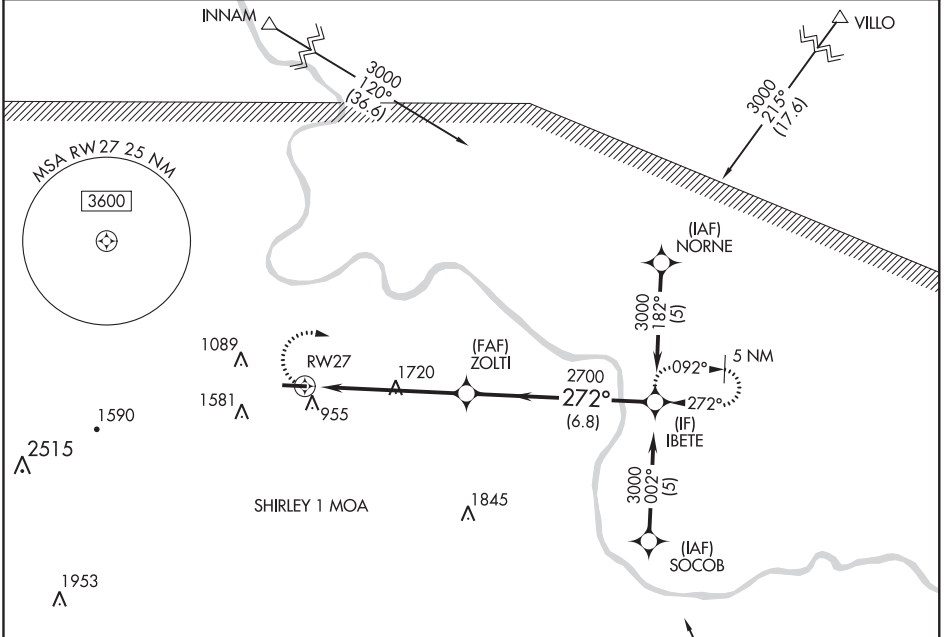
MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

APP CRS 272°	Rwy Idg TDZE Apt Elev	4502 796 805
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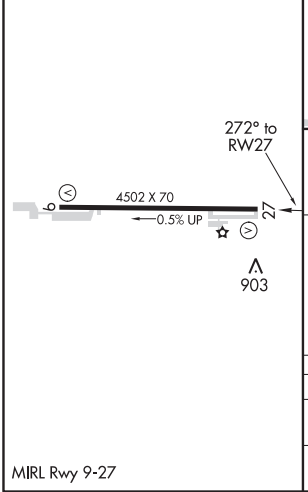
▼ Use Marion County Rgnl altimeter setting; if not received, use Batesville Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
▲ NA Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

MARION COUNTY AWOS-3 132.075	MEMPHIS CENTER 126.85 281.55	UNICOM 122.7 (CTAF)
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ELEV 805	TDZE 796
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Procedure NA for arrivals at UKORE via V305 southwest bound

Procedure NA

Turn NA

IBETE 3000

ZOLTI 2700

IBETE 3000

CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1324 (1400-1¼)	2120-1½ 1324 (1400-1½)	2120-3 1324 (1400-3)	NA
CIRCLING	2120-1¼ 1315 (1400-1¼)	2120-1½ 1315 (1400-1½)	2120-3 1315 (1400-3)	NA

MIRL Rwy 9-27

MOUNTAIN VIEW, ARKANSAS
Orig 11069

MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)
35°52'N-92°05'W
RNAV (GPS) RWY 27

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LEXINGTON, OKLAHOMA

COPTER RNAV (GPS) RWY 17

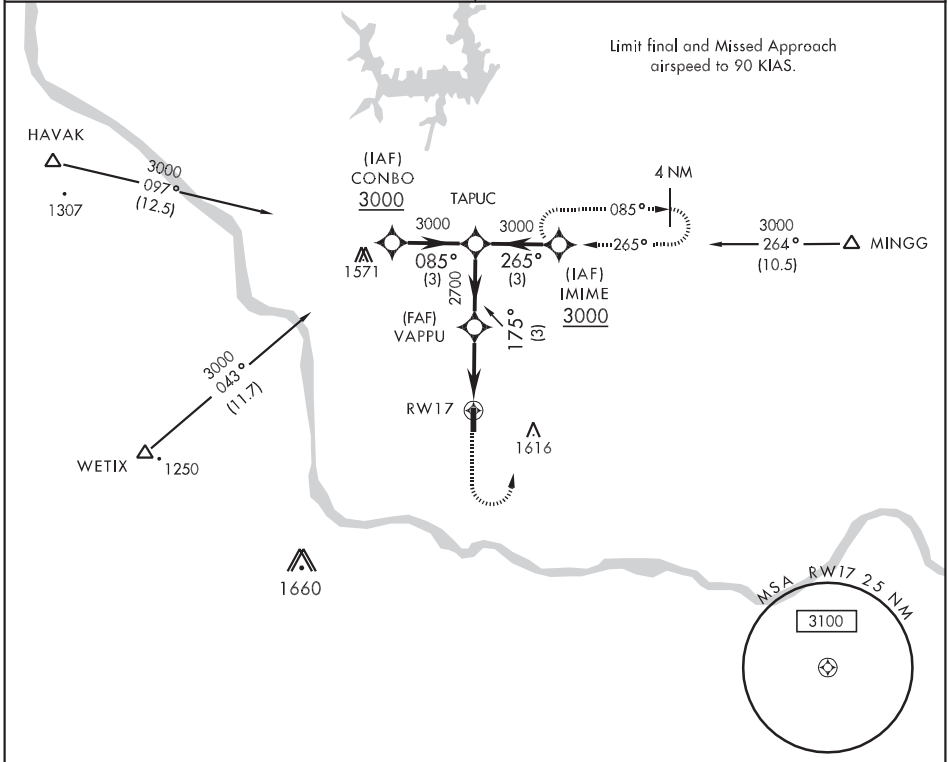
APCH CRS	Rwy Idg	2005
175°	TDZE	1091
	Arprt Elev	1091

AL-2497 [USA]

MULDROW AHP (KHMY)

<p>NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.</p>
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<p>OKE CITY APP CON 124.2 336.4</p>	<p>MULDROW OPS (Advsvy Svc only) 46.9 139.425 227.2 (CTAF)</p>
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		ELEV 1091	TDZE 1091
		<p>175° to RWY 17</p>	
CATEGORY	COPTER		
LNAV MDA	1540-1 449 (500-1)		
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS			
LNAV MDA	1600-1 509 (600-1)		
		LIRL Rwy 17-35 35	

LEXINGTON, OKLAHOMA
Orig 11349

35°02'N-97°14'W

MULDROW AHP (KHMY)

COPTER RNAV (GPS) RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LEXINGTON, OKLAHOMA

COPTER RNAV (GPS) RWY 35

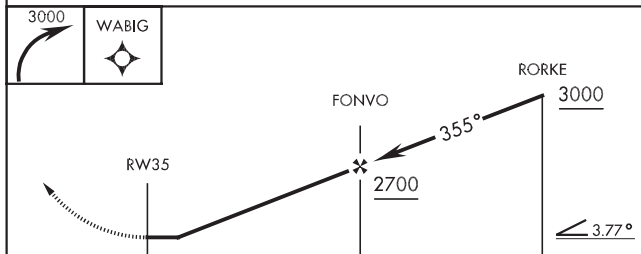
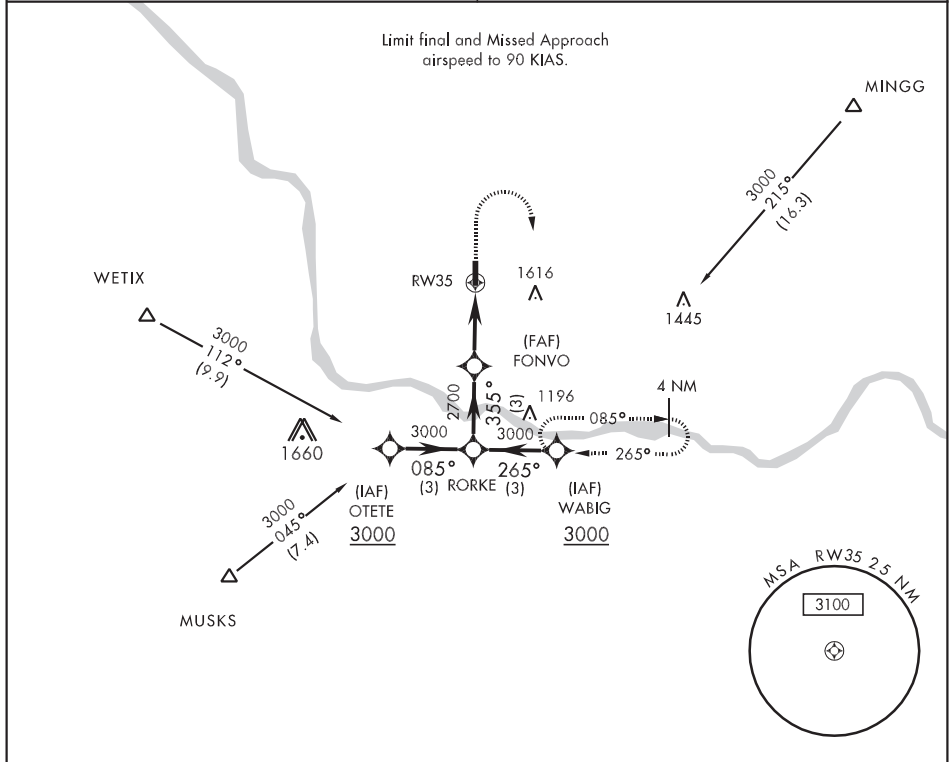
AL-2497 [USA]

MULDROW AHP (KHMV)

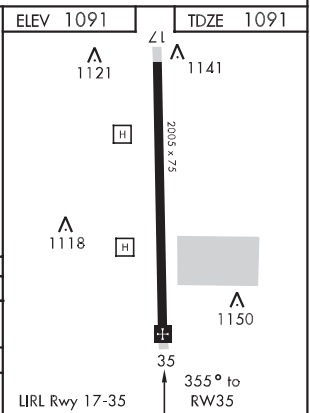
APCH CRS	Rwy Idg	2005
355°	TDZE	1091
	Arpt Elev	1091

<p>▲ NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.</p>
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<p>OKE CITY APP CON 124.2 336.4</p>	<p>MULDROW OPS (Advsvy Svc only) 46.9 139.425 227.2 (CTAF)</p>
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CATEGORY	COPTER	
LNAV MDA	1500-1	409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS		
LNAV MDA	1560-1	469 (500-1)



LEXINGTON, OKLAHOMA

35°02'N-97°14'W

MULDROW AHP (KHMV)

Orig 11349

COPTER RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

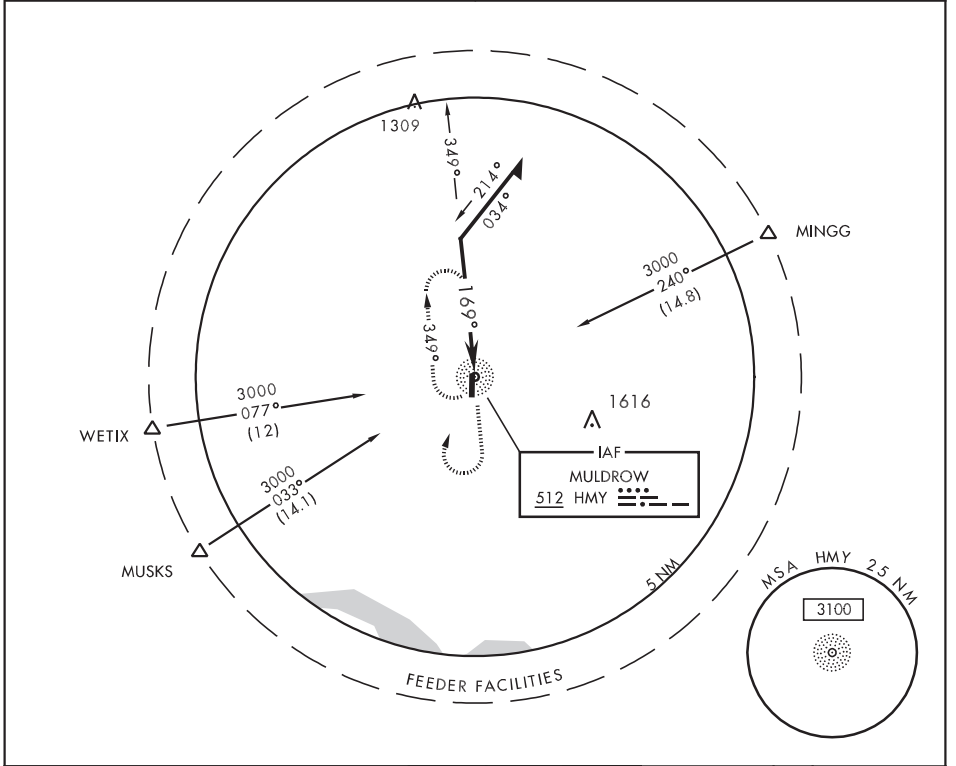
LEXINGTON, OKLAHOMA

COPTER NDB RWY 17

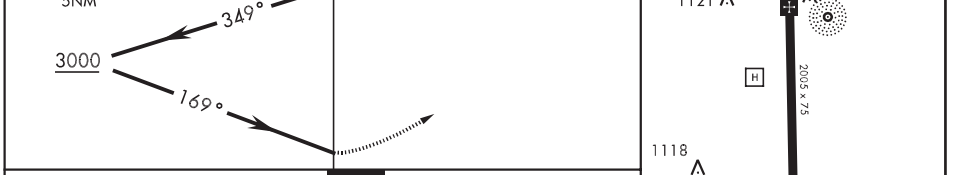
NDB HMY 512	APCH CRS 169°	Rwy Idg TDZE Arpt Elev 2005 1091 1091	AL-2497 [USA]	MULDROW AHP (KHMY)
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NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

OKE CITY APP CON 124.2 336.4	MULDROW OPS (Advsv Svc only) 46.9 139.425 227.2 (CTAF)
--	--



Remain within 5NM	2000	3000	HMY	ELEV 1091	TDZE 1091
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CATEGORY	COPTER	
H-17	1620-1	529 (600-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS		
H-17	1680-1	589 (600-1)

LIRL Rwy 17-35 35

LEXINGTON, OKLAHOMA 35°02'N-97°14'W MULDROW AHP (KHMY)

COPTER NDB RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

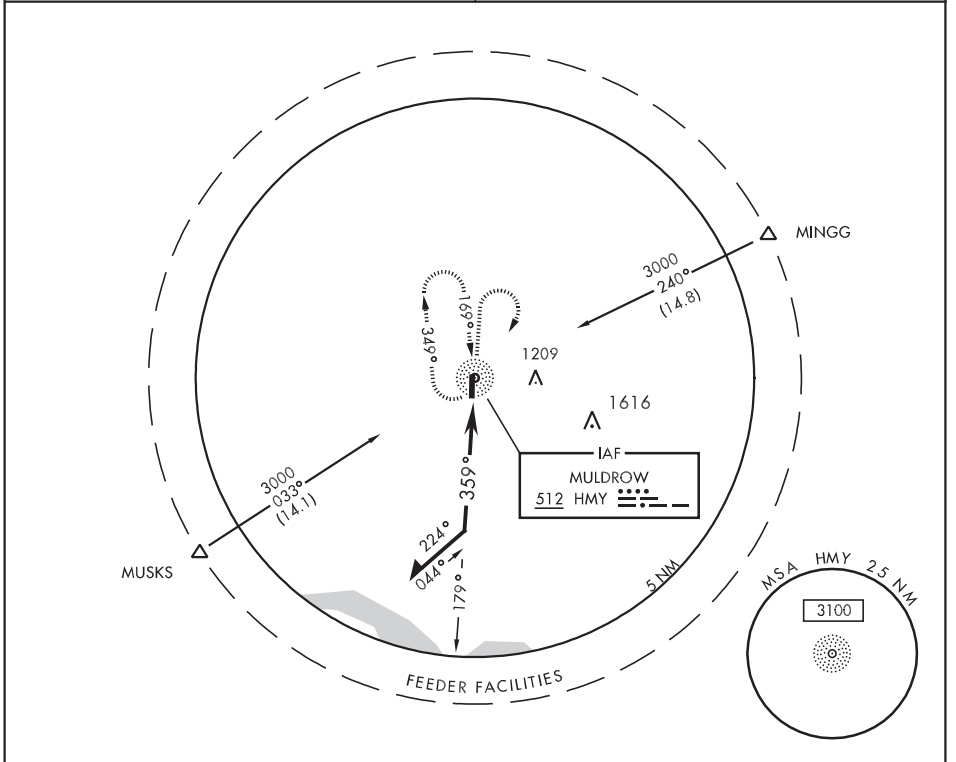
LEXINGTON, OKLAHOMA

COPTER NDB RWY 35

NDB HMY 512	APCH CRS 359°	Rwy Idg TDZE Arpt Elev 2005 1091 1091	AL-2497 [USA]	MULDROW AHP (KHMY)
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▲ NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

OKE CITY APP CON 124.2 336.4	MULDROW OPS (Advsv Svc only) 46.9 139.425 227.2 (CTAF)
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<table border="1"> <tr> <td>2000</td> <td>3000</td> <td>HMY</td> </tr> </table>	2000	3000	HMY		<p>ELEV 1091</p> <p>TDZE 1091</p> <p>▲ 1121</p> <p>▲ 1118</p> <p>▲ 1141</p> <p>▲ 1150</p> <p>35</p> <p>LIRL Rwy 17-35</p> <p>359° to NDB</p>
2000	3000	HMY			
		<p>Remain within 5 NM</p> <p>3000</p>			
CATEGORY	COPTER				
H-35	1520-1 429 (500-1)				
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS					
H-35	1580-1 489 (500-1)				

LEXINGTON, OKLAHOMA
Orig 11349

35°02'N-97°14'W

MULDROW AHP (KHMY)

COPTER NDB RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4498
039°	TDZE	612
	Apt Elev	612

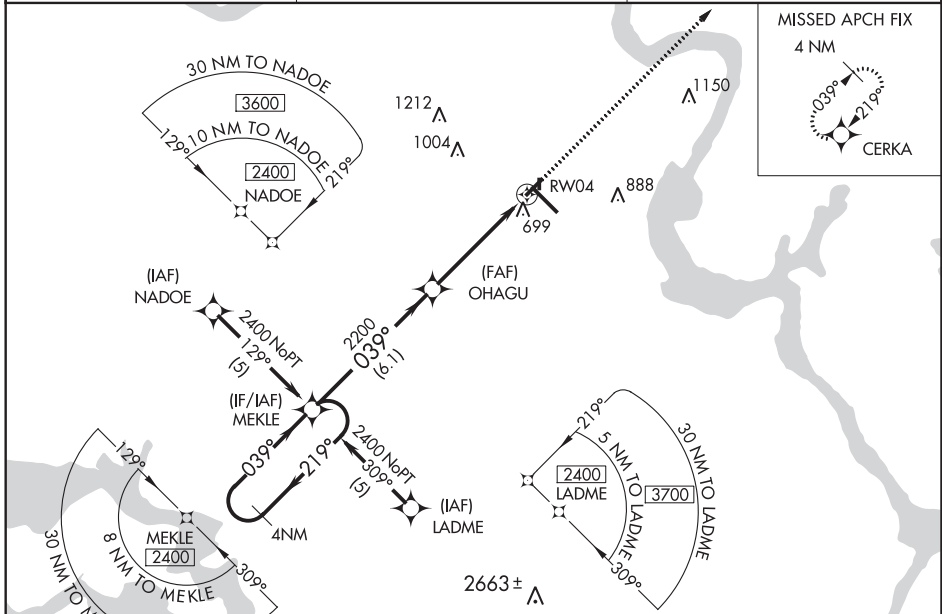
RNAV (GPS) RWY 4

DAVIS FIELD (MKO)

Straight-in minimums NA at night. 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. Baro-VNAV and VDP NA when using Tahequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile. Night landing: Rwy 18, 36 NA.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

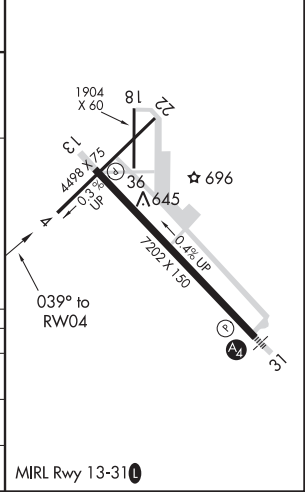
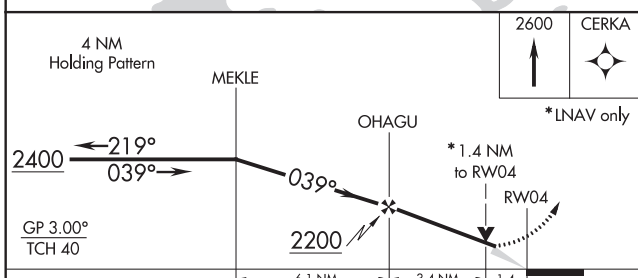
ASOS 135,025	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 612	TDZE 612
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1079-1¾ 467 (500-1¾)			
LNAV MDA	1080-1 508 (600-1)	468 (500-1)	1080-1¼ 468 (500-1¼)	1080-1½ 468 (500-1½)
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)

APP CRS	Rwy Idg	4498
219°	TDZE	607
	Apt Elev	612

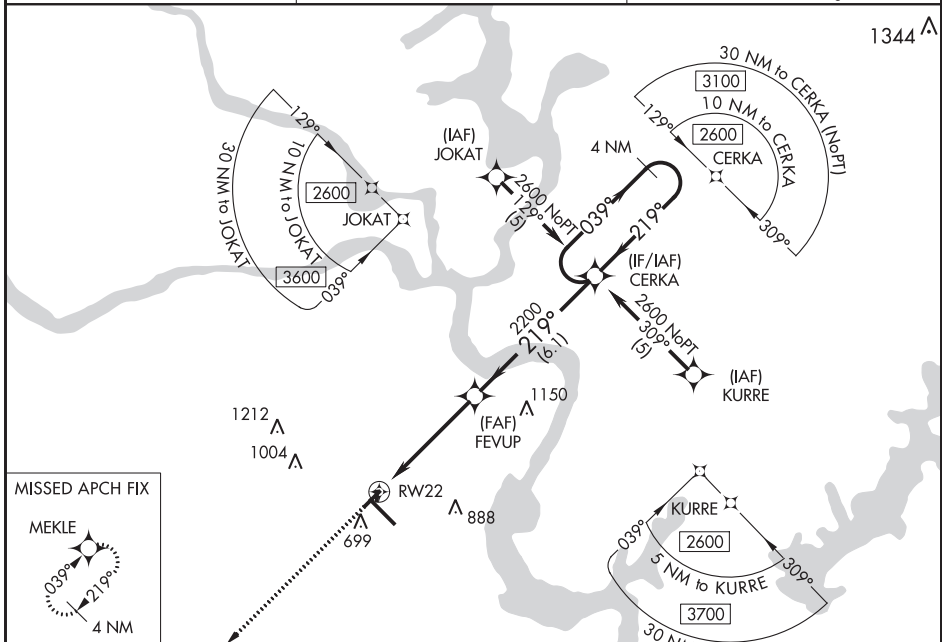
RNAV (GPS) RWY 22

DAVIS FIELD (MKO)

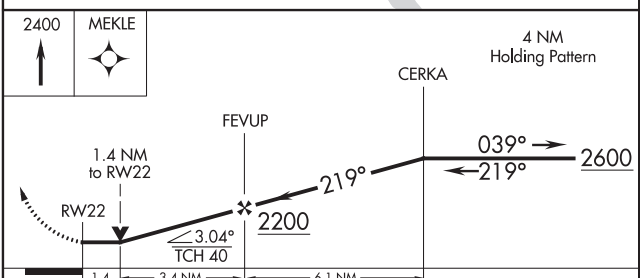
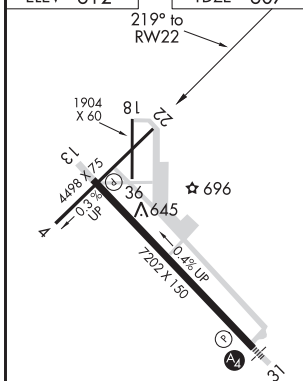
⚠ Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase Circling Cat C visibility ¼ mile. VDP NA when using Tahlequah Muni altimeter setting. Visibility reduction by helicopters NA. Night landing: Rwy 18, 36 NA.

⚠ MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS 135.025	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF) 1
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ELEV 612	TDZE 607
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CATEGORY	A	B	C	D
LNAV MDA	1100-1	493 (500-1)	1100-1½	493 (500-1½)
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42807 W31B	APP CRS 309°	Rwy Idg 7202 TDZE 593 Apt Elev 612
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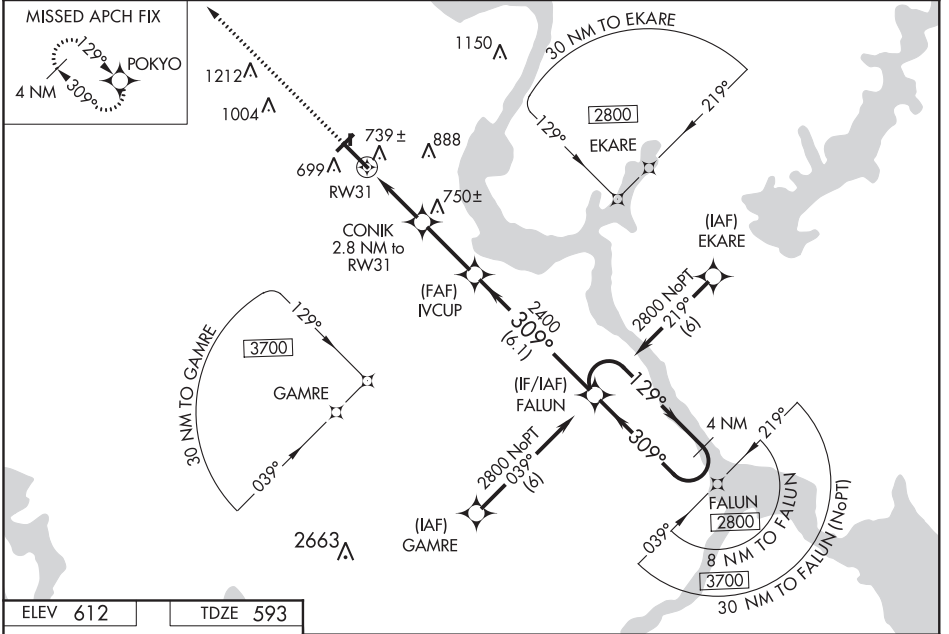
RNAV (GPS) RWY 31

DAVIS FIELD (MKO)

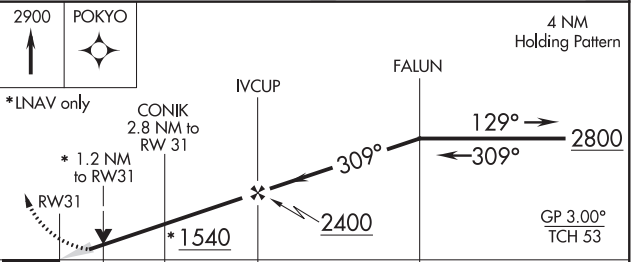
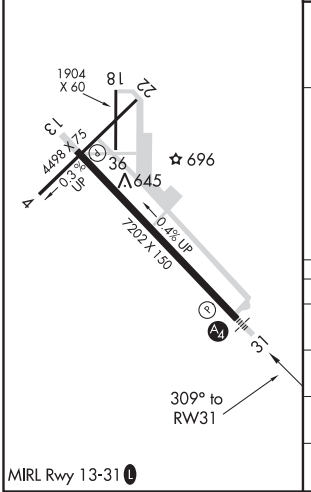
⚠ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C. Night landing: Rwy 18, 36 NA.

MALS MISSED APPROACH: Climb to 2900 direct POKYO and hold.

ASOS 135.025	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8 (CTAF)
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ELEV 612	TDZE 593
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CATEGORY	A	B	C	D	E
LPV DA	843-1		250 (300-1)		
LNAV/VNAV DA	1139-2		546 (600-2)		
LNAV MDA	1000-¾	407 (400-¾)	1000-¼	407 (400-¼)	1000-1½
CIRCLING	1120-1	1160-1	1180-1½	1200-2	1580-3
	508 (600-1)	548 (600-1)	568 (600-1½)	588 (600-2)	968 (1000-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78425 W01A	APP CRS 010°	Rwy Idg TDZE 550 Apt Elev 553	3994
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RNAV (GPS) RWY 1

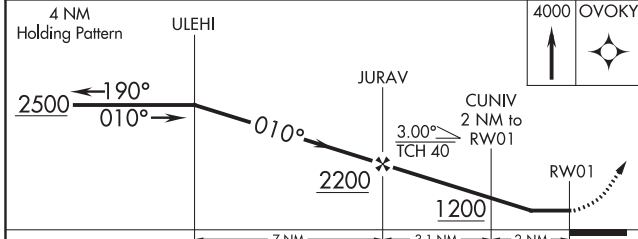
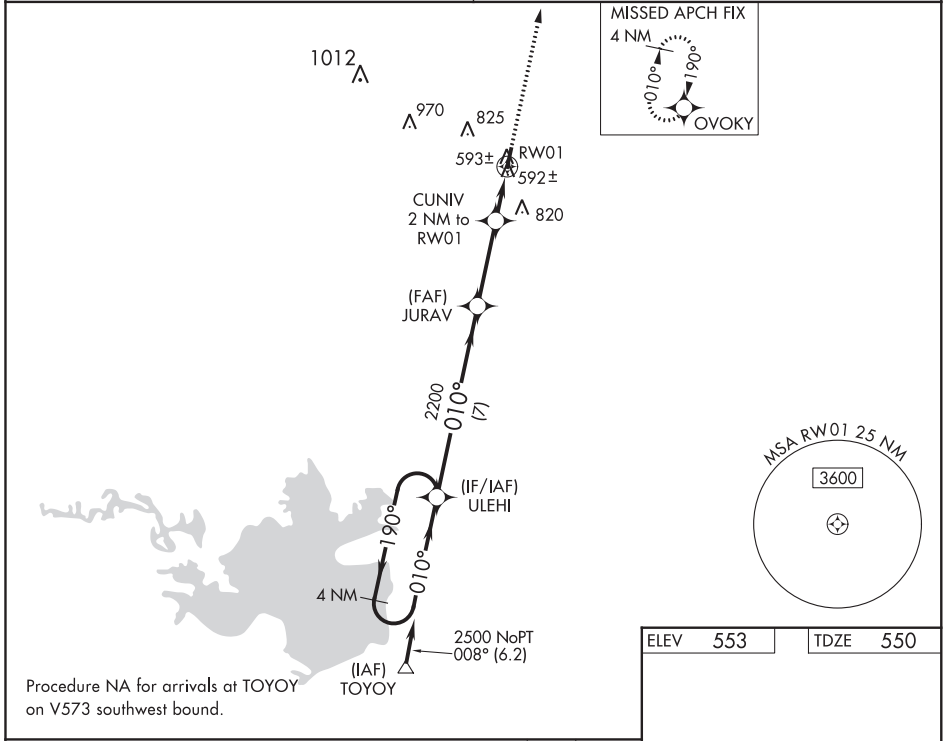
NASHVILLE/ HOWARD COUNTY (M77)

▽ When VGSI inop, Circling Rwy 19 NA at night. When VGSI inop, Straight-in/ Circling Rwy 1 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use De Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

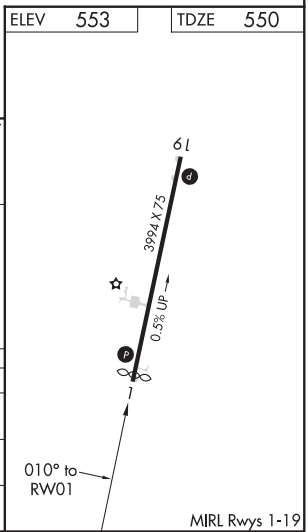
▲ NA

MISSED APPROACH: Climb to 4000 direct OVOKY and hold, continue climb-in-hold to 4000.

FORT WORTH CENTER 123,925 269,475	CTAF 122.9
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	7 NM		3.1 NM		2 NM	
CATEGORY	A	B	C	D		
LP MDA	940-1	390 (400-1)			NA	
LNVA MDA	940-1	390 (400-1)			NA	
CIRCLING	1100-1	547 (600-1)			NA	



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

NASHVILLE, ARKANSAS

AL-10200 (FAA)

14149

WAAS CH 65921 W19A	APP CRS 190°	Rwy Idg 3994 TDZE 553 Apt Elev 553
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RNAV (GPS) RWY 19

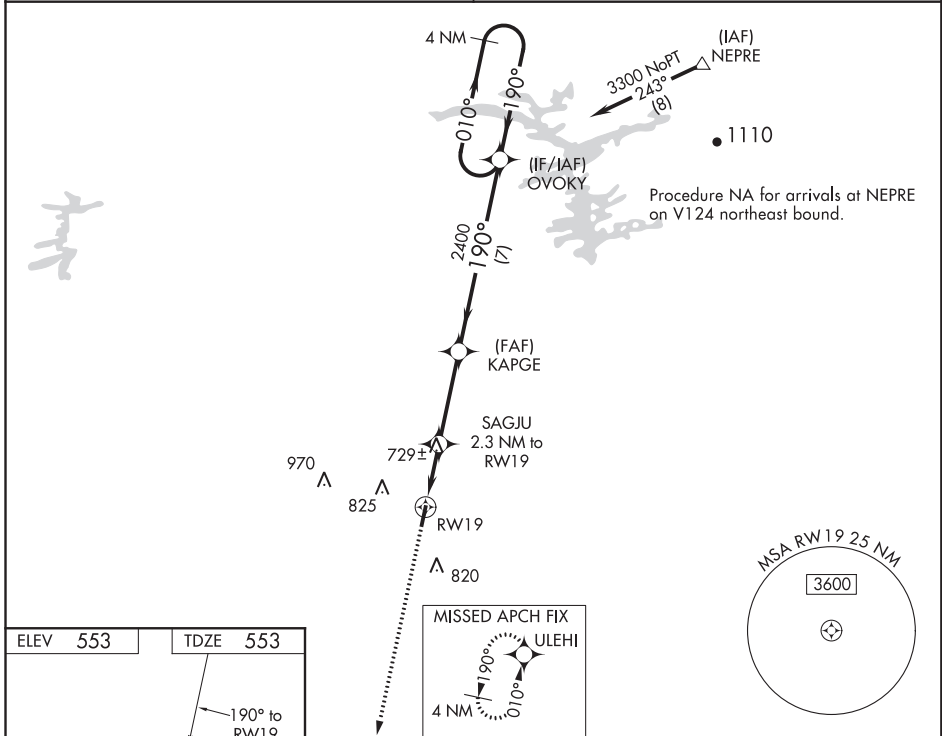
HOWARD COUNTY (M77)

▼ When VGSI inop, Circling Rwy 1 NA at night. When VGSI inop, Straight-In/Circling Rwy 19 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use DE Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

▲ NA

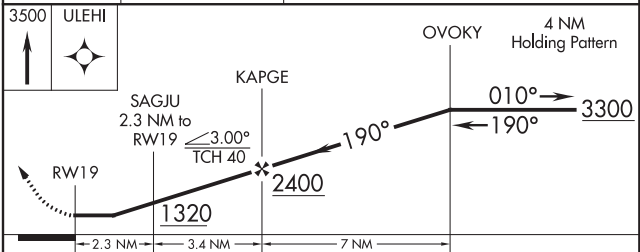
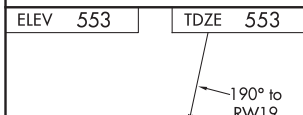
MISSED APPROACH: Climb to 3500 direct ULEHI and hold.

FORT WORTH CENTER 123.925 269.475	CTAF 122.9
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1080-1	527 (600-1)		NA
LNAV MDA	1080-1	527 (600-1)		NA
CIRCLING	1100-1	547 (600-1)		NA

NASHVILLE, ARKANSAS
Orig-A 29MAY14

34°00'N-093°50'W

HOWARD COUNTY (M77) RNAV (GPS) RWY 19

WAAS CH 66008 W18A	APP CRS 181°	Rwy Idg TDZE 239 Apt Elev 239	5002
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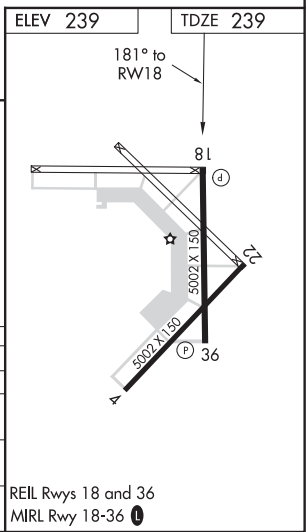
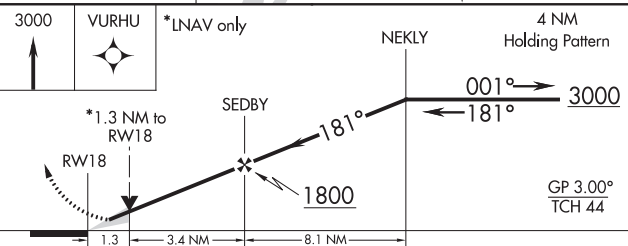
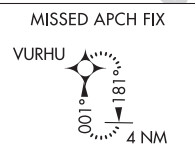
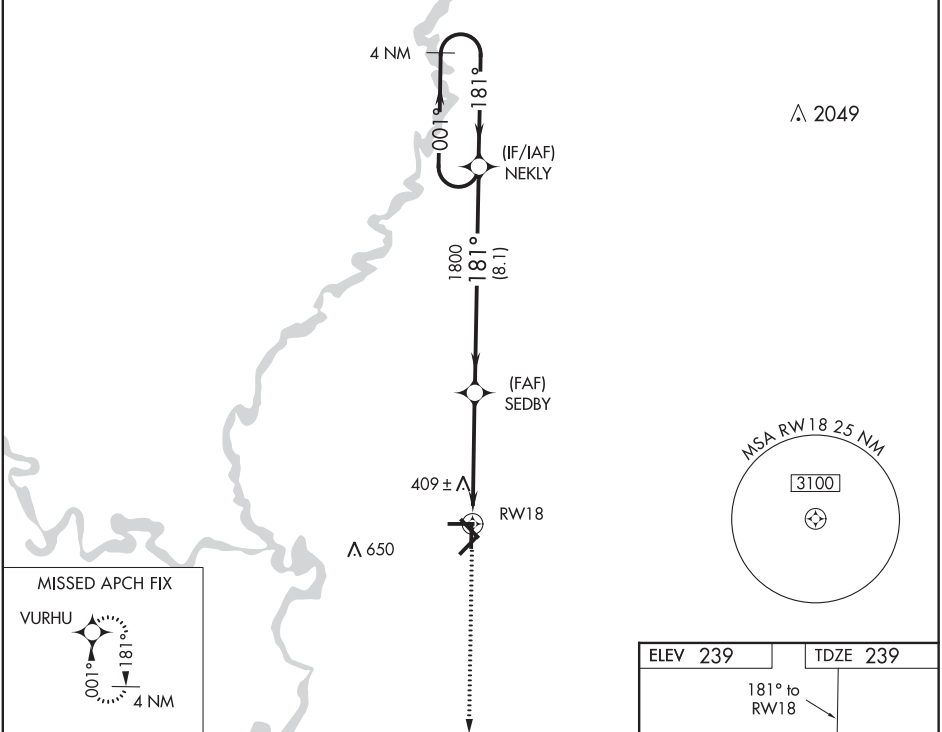
RNAV (GPS) RWY 18

NEWPORT MUNI (M19)

⚠ When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities ½ mile all Cats, LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibilities ¼ mile. YDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

AWOS-3PT 118.15	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	489-3/4 250 (300-3/4)			
LNAV/VNAV DA	759-13/4 520 (600-13/4)			
LNAV MDA	700-1	461 (500-1)	700-1 1/4 461 (500-1 1/4)	700-1 1/2 461 (500-1 1/2)
CIRCLING	760-1	521 (600-1)	760-1 1/2 521 (600-1 1/2)	800-2 561 (600-2)

REIL Rwy 18 and 36
MIRL Rwy 18-36 0

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

NEWPORT, ARKANSAS

AL-5843 (FAA)

16315

WAAS CH 70708 W36A	APP CRS 001°	Rwy Idg TDZE 239 Apt Elev 239	5002
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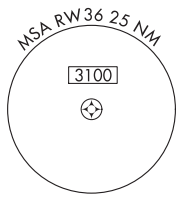
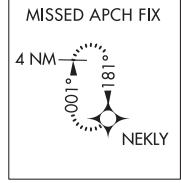
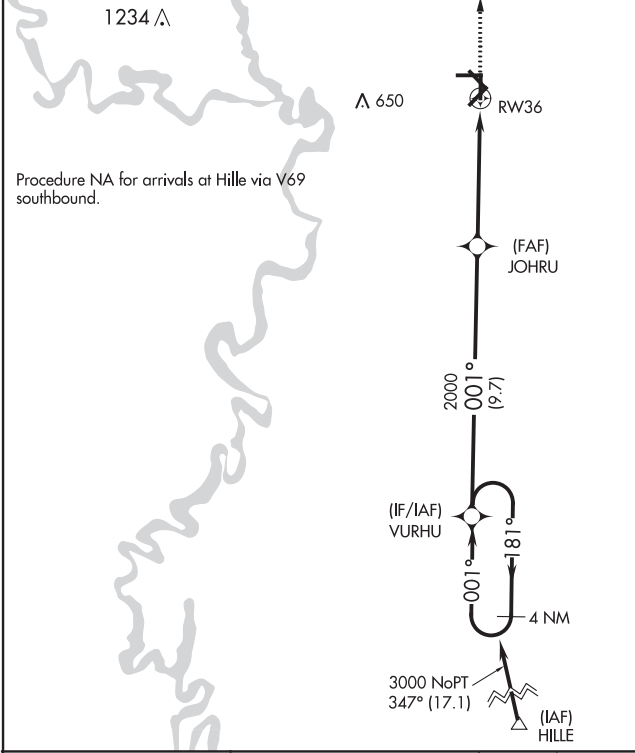
RNAV (GPS) RWY 36

NEWPORT MUNI (M19)

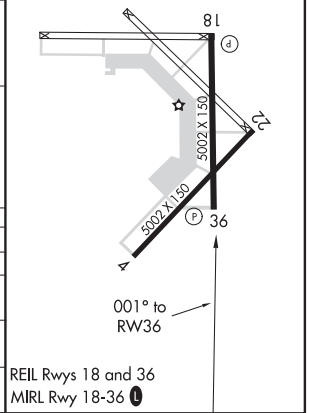
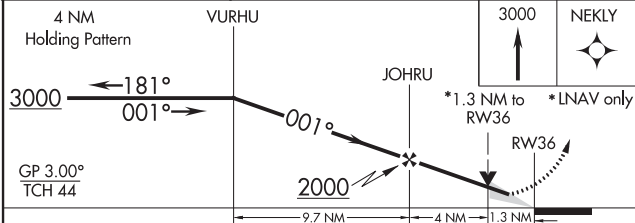
⚠ Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet. LPV and LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibility ¼ mile. VDP NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

AWOS-3PT 118.15	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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ELEV 239	TDZE 239
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CATEGORY	A	B	C	D
LPV DA	489-3/4 250 (300-3/4)			
LNAV/VNAV DA	614-1 1/4 375 (400-1 1/4)			
LNAV MDA	700-1	461 (500-1)	700-1 1/4 461 (500-1 1/4)	700-1 1/2 461 (500-1 1/2)
CIRCLING	760-1	521 (600-1)	760-1 1/2 521 (600-1 1/2)	800-2 561 (600-2)

REIL Rwys 18 and 36
MRL Rwy 18-36 0

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

NEWPORT, ARKANSAS
Orig 25SEP08

35° 38' N-91° 11' W

NEWPORT MUNI (M19) RNAV (GPS) RWY 36

VORTAC ARG 114.5 Chan 92	APP CRS 197°	Rwy Idg TDZE Apt Elev	5002 239 239
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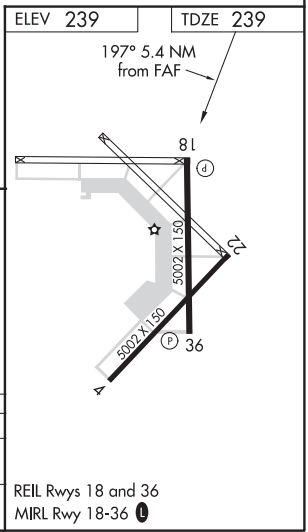
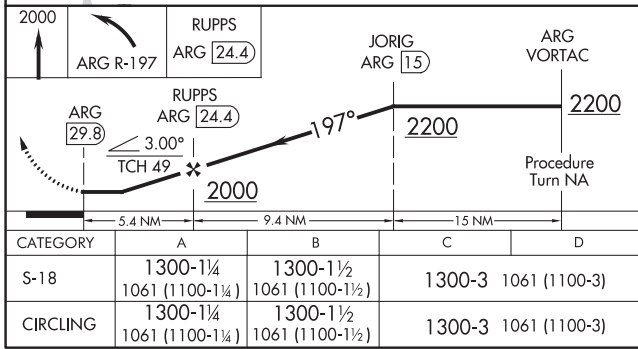
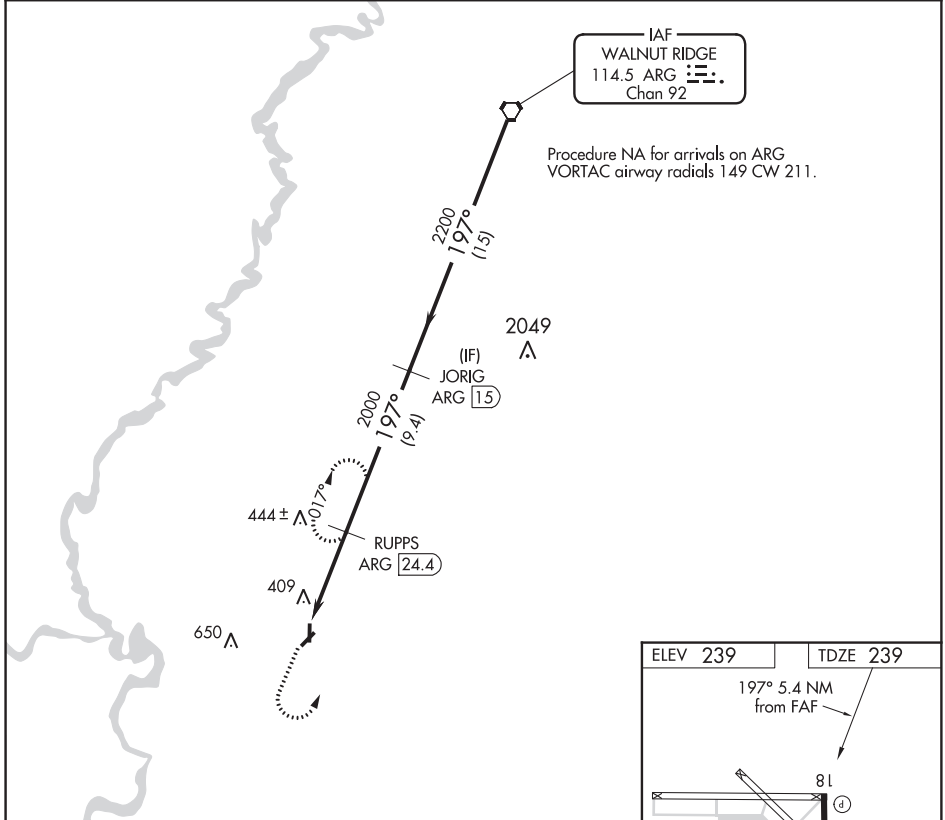
VOR/DME RWY 18

NEWPORT MUNI (M19)

⚠ When local altimeter setting not received, use
⚠ Batesville altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

AWOS-3PT 118.15	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) ①
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SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017


WAAS CH 77531 W03A	APP CRS 033°	Rwy Idg 4748 TDZE 1177 Apt Elev 1182
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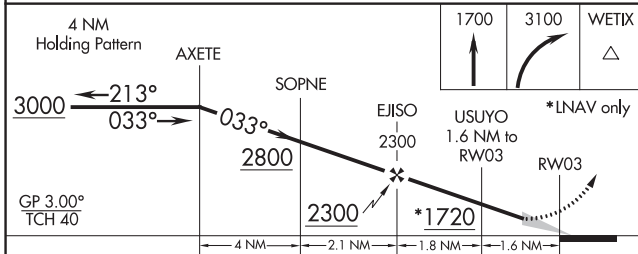
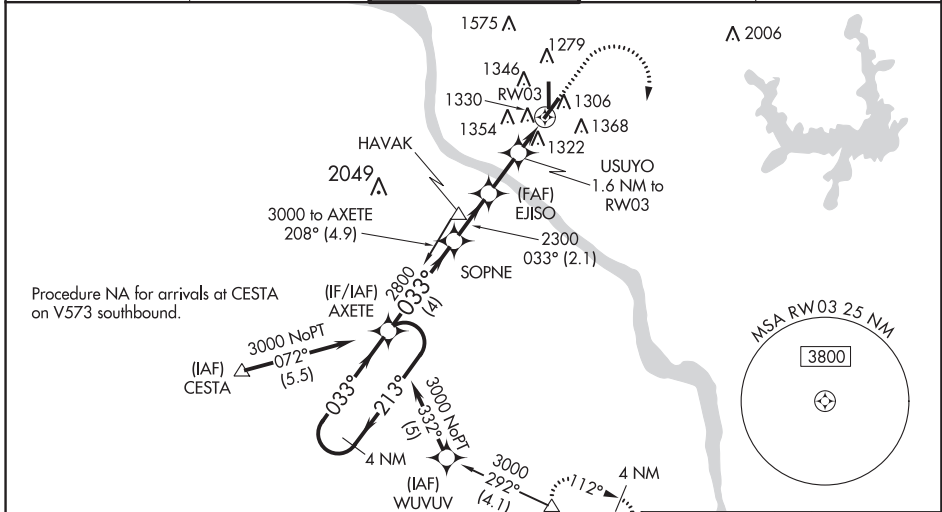
RNAV (GPS) RWY 3

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

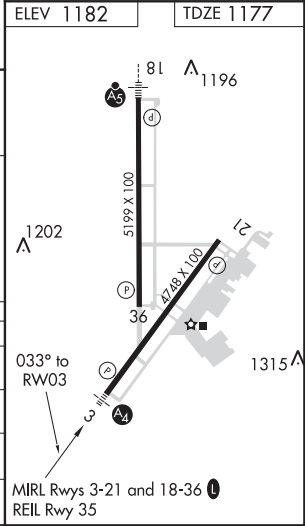
⚠ Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1501 feet, LNAV/VNAV DA to 1544 feet; increase all MDA 60 feet, increase LPV visibility to 7/8 mile all Cats, increase LNAV/VNAV visibility to 1 mile all Cats, and increase LNAV Cat C/D visibility to 1 1/8 mile. For inop MALS, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1 1/8 mile, LNAV Cat C/D visibility to 1 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase LPV all Cats visibility to 1 1/8 mile, LNAV/VNAV Cat D visibility to 1 1/4 mile, LNAV Cat D visibility to 1 3/8 mile. Circling NA southeast of Rwy 3 and 21.

MALS

MISSED APPROACH:
 Climb to 1700 then climbing right turn to 3100 direct WETIX and hold.

AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER* 118.0 (CTAF) 	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1460-3/4	283 (300-3/4)	
LNAV/VNAV DA		1503-7/8	326 (400-7/8)	
LNAV MDA	1580-3/4	403 (400-3/4)	1580-1	403 (400-1)
C CIRCLING	1660-1	478 (500-1)	1940-2 1/4 758 (800-2 1/4)	1940-2 1/2 758 (800-2 1/2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58302 W18A	APP CRS 177°	Rwy Idg 5199 TDZE 1182 Apt Elev 1182
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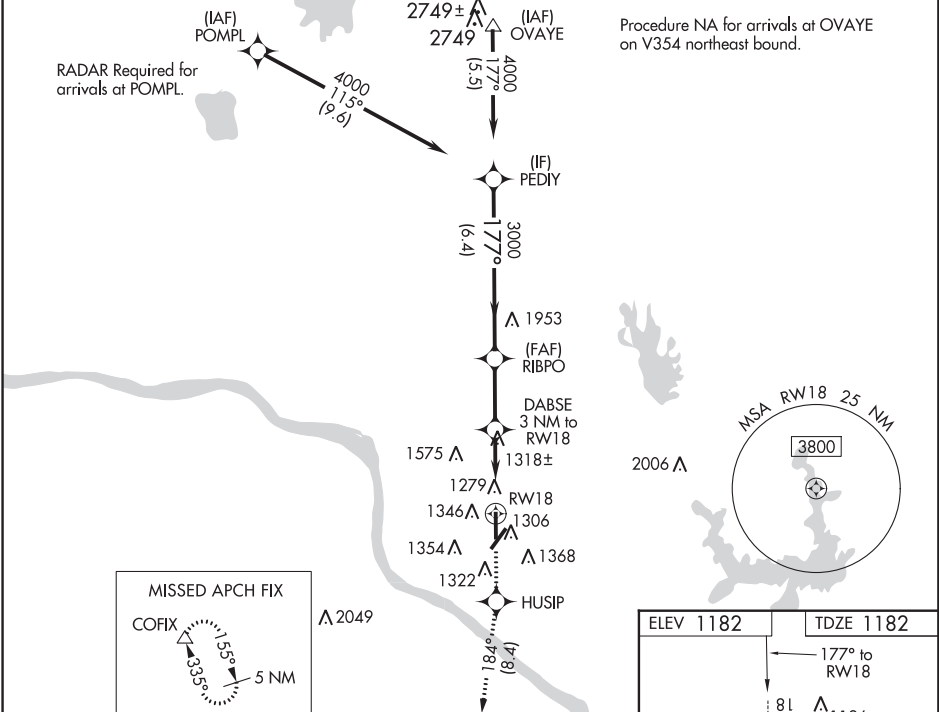
RNAV (GPS) RWY 18

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

⚠ 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 Will Rogers World altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1423 feet, LNAV/VNAV DA to 1494 feet; increase all MDA 60 feet; increase LNAV Cat C/D visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ½ mile; increase LNAV Cat C/D visibility to 1 ½ mile. Circling NA southeast of Rwy 3 and 21.

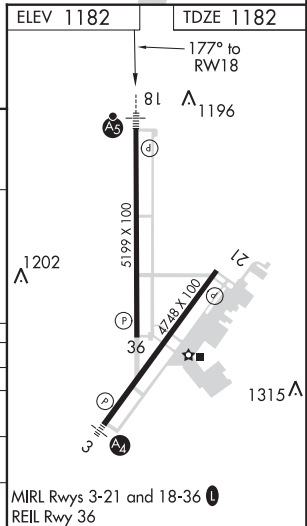
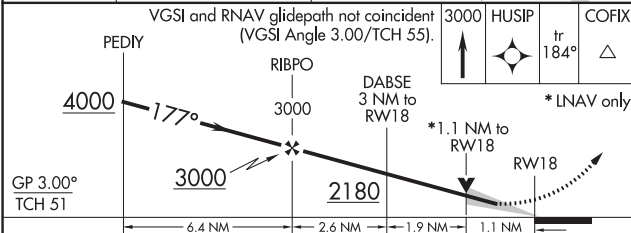
MALSR
 MISSED APPROACH: Climb to 3000 direct HUSIP and on track 184° to COFIX and hold.

AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER★ 118.0 (CTAF) 	GND CON 121.6	UNICOM 122.95
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1382-½		200 (200-½)	
LNAV/DA VNAV	1453-½		271 (300-½)	
LNAV MDA	1580-½ 398 (400-½)		1580-⅝ 398 (400-⅝)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼) 1940-2½ 758 (800-2½)	

MIRL Rwy 3-21 and 18-36 
REIL Rwy 36

WAAS CH 82729 W36A	APP CRS 357°	Rwy Idg TDZE 1182 Apt Elev 1182	5199
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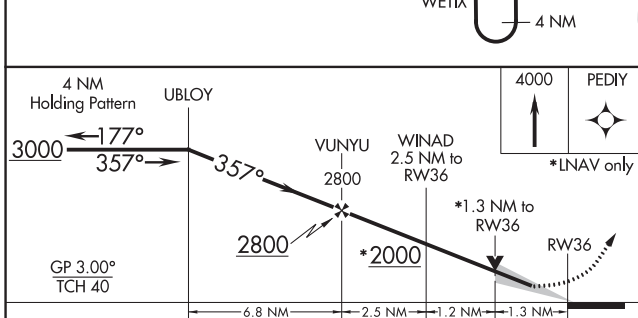
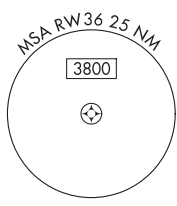
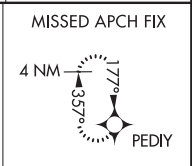
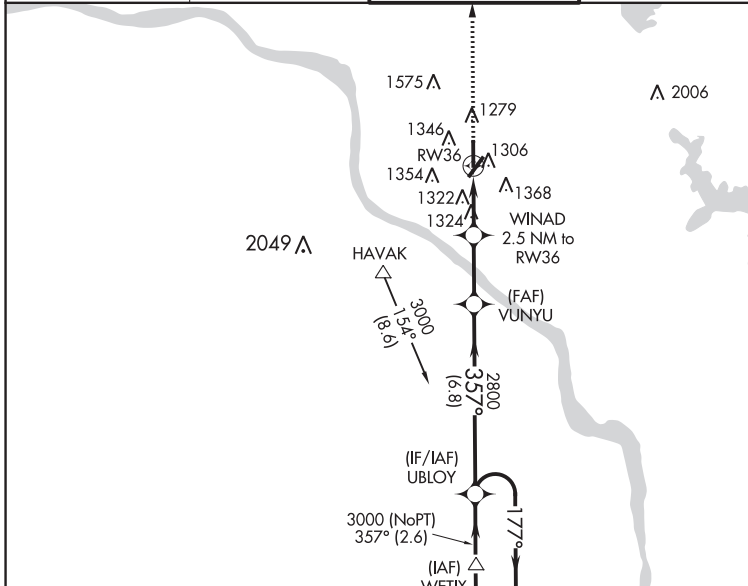
RNAV (GPS) RWY 36

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

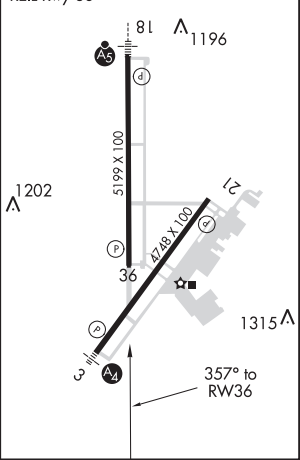
⚠ For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Will Rogers World altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1473 feet, LNAV/VNAV DA to 1541 feet; increase all MDA 60 feet, increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1 1/4 mile, and increase Circling Cat C/D visibility 1/4 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH:
Climb to 4000 direct PEDIY and hold.

AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER * 118.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 1182	TDZE 1182
MIRL Rwy 3-21 and 18-36	REIL Rwy 36



CATEGORY	A	B	C	D
LPV DA		1432-7/8	250 (300-7/8)	
LNAV/VNAV DA		1500-1 1/8	318 (400-1 1/8)	
LNAV MDA	1640-1	458 (500-1)	1640-1 3/8	458 (500-1 3/8)
C CIRCLING	1660-1	478 (500-1)	1940-2 1/4 758 (800-2 1/4)	1940-2 1/2 758 (800-2 1/2)


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SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PHY 111.1 Chan 48	APP CRS 033°	Rwy Idg TDZE 1177 Apt Elev 1182	4748
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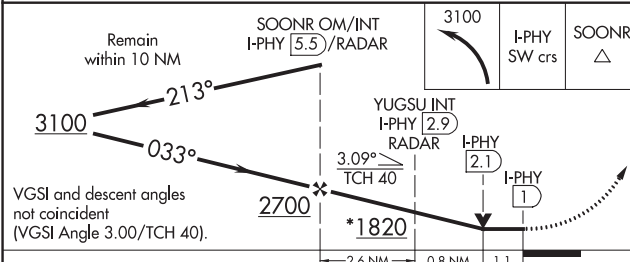
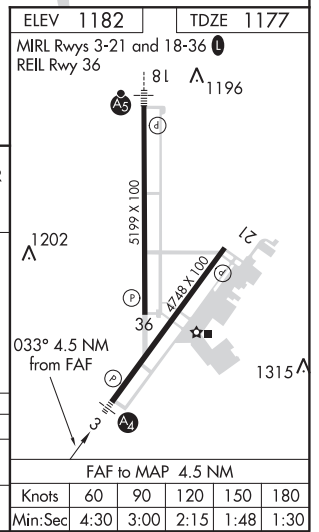
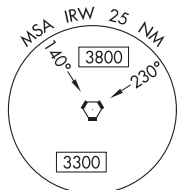
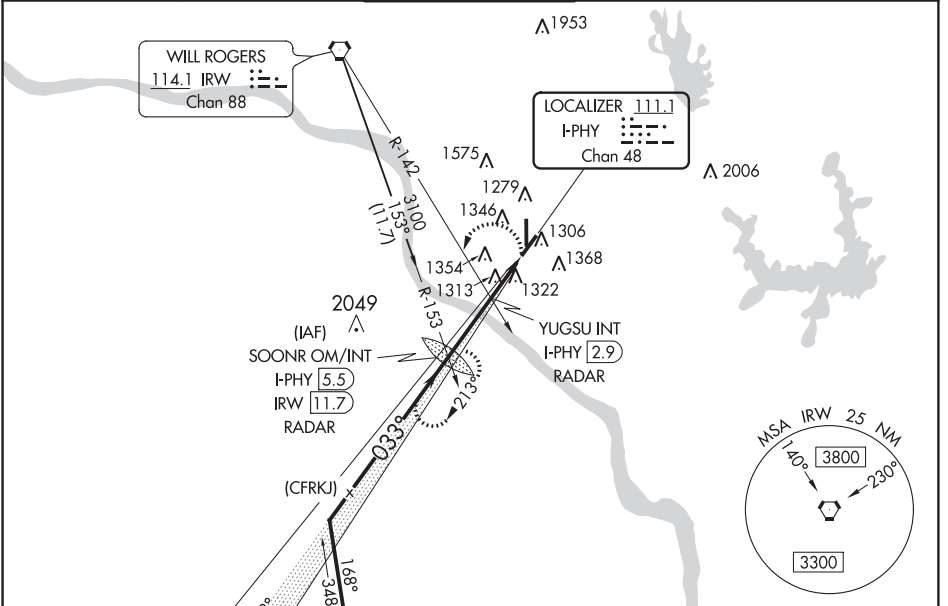
LOC RWY 3
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

⚠ When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility ¼ mile, Circling Cat C/D ¼ mile. For inop MALS increase S-3 Cat C/D visibility to 1½ mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1½ mile. Circling NA southeast of Rwy 3 and 21.

MALS 

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3 119.55	OKE CITY APP CON 120.45 288.325	WESTHEIMER TOWER* 118.0 (CTAF) 	GND CON 121.6	UNICOM 122.95
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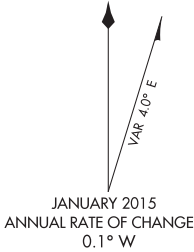
CATEGORY	A	B	C	D
S-3	1580-¾	403 (400-¾)	1580-1	403 (400-1)
C CIRCLING	1660-1	478 (500-1)	1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AWOS-3
119.55
WESTHEIMER TOWER *
118.0
GND CON
121.6



FIELD
ELEV
1182

5199 X 100

81

175.7°

35°15'N

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

HS 4

ELEV 1179

212.2°

HANGARS

ELEV 1177

36

HS 3

HS 2

HANGAR

RWY 03-21
S-30, D-50, 2D-100
RWY 18-36
S-30, D-50, 2D-100

4748 X 100

TERMINAL/
TWR/FBO

1315

ELEV 1175

032.2°

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

35°14'N

97°29'W

97°28'W

AIRPORT DIAGRAM

(FUNNL2.FUNNL) 16147

FUNNL TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA) NORMAN, OKLAHOMA

2.10Z JAN 91 9.10Z NOV 20 10. '1-OS

TAKEOFF MINIMUMS

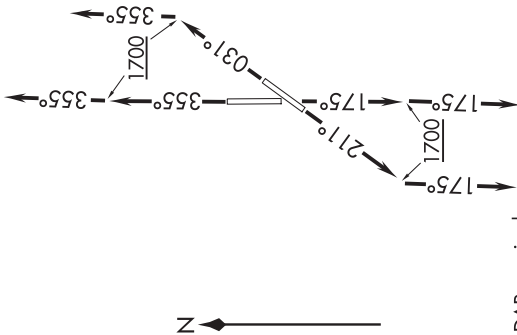
Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1 451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL.
- Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL.
- Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL.
- Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

TOP ALTITUDE: Assigned by ATC

- AWOS-3 119.55
- GND CON 121.6
- WESTHEIMER TOWER * 118.0
- OKE CITY DEP CON 120.45
- 288.325



NOTE: RADAR required.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
 TAKEOFF RWY 18: Climb heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
 TAKEOFF RWY 21: Climb heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to VOWED. Thence
 TAKEOFF RWY 36: Climb heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to VOWED. Thence

. on track 079° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL2.PHARA)

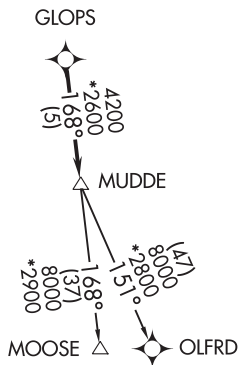
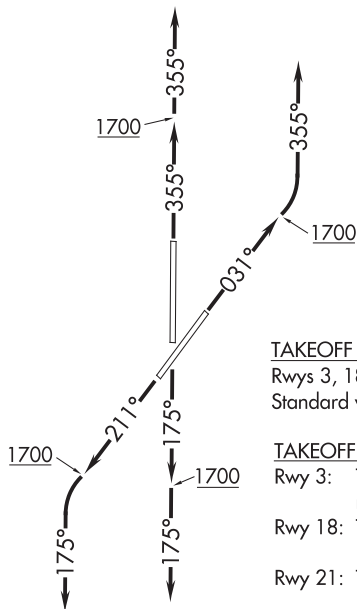
FUNNL TWO DEPARTURE (RNAV)

(FUNNL2.FUNNL) 26MAY16

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

SC-1, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
ASSIGNED BY ATC**



AWOS-3 119.55
 GND CON 121.6
 WESTHEIMER TOWER* 118.0
 OKE CITY DEP CON 120.45 288.325

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36:
Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTOR

TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to GLOPS, thence
TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to GLOPS, thence
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to GLOPS, thence
TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to GLOPS, thence

. . . . on track 168° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE2.MOOSE):
OLFRD TRANSITION (MUDDE2.OLFRD):

OLGUY TWO DEPARTURE (RNAV)

SL-5672 (FAA)

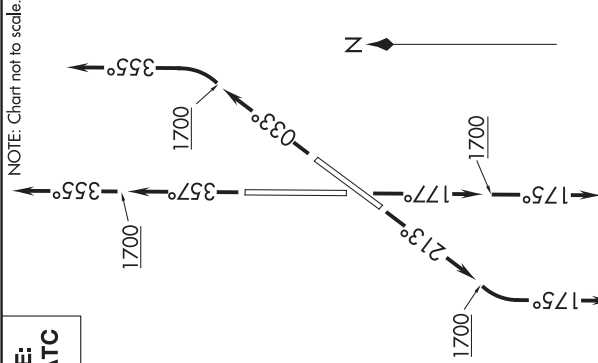
2.10Z NOV 2016 05 JAN 2017 10.11-C5

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500' per NM to 1700.

**TOP ALTITUDE:
ASSIGNED BY ATC**

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



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 033° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to BEEDI, thence

TAKEOFF RWY 18: Climb on heading 177° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to BEEDI, thence

TAKEOFF RWY 21: Climb on heading 213° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to BEEDI, thence

TAKEOFF RWY 36: Climb on heading 357° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to BEEDI, thence

. . . . on track 266° to OLGUY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION [OLGUY2.GRUVN]
YOUSE TRANSITION [OLGUY2.YOUSE]

TAKEOFF OBSTACLE NOTES

- Rwy 3:** Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 18:** Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 21:** Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

RDHWK TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

- AWOS-3 119.55
- GND CON 121.6
- WESTHEIMER TOWER ★ 118.0
- OKE CITY DEP CON 120.45 288.325

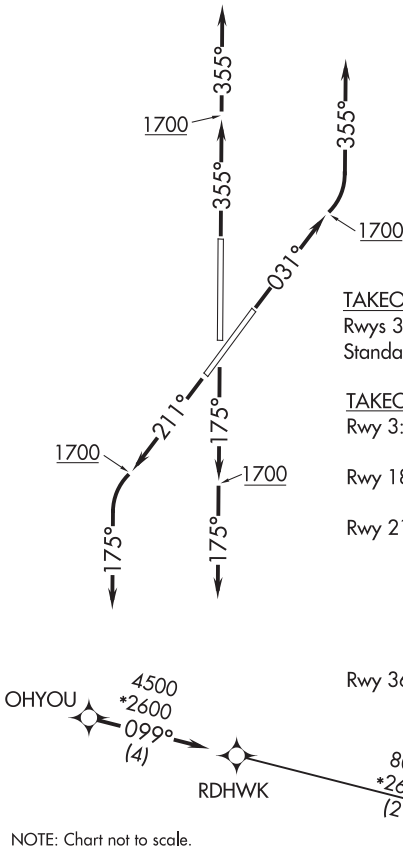
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36:
Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to OHYOU, thence
- TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence
- TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence
- TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to OHYOU, thence

. . . . on track 099° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK2.HOLLE)

SC-1, 10 NOV 2016 to 05 JAN 2017

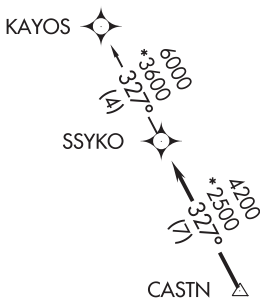
SC-1, 10 NOV 2016 to 05 JAN 2017

(SSYKO2.SSYKO) 16147

SSYKO TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA
SL-5672 (FAA)

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325



**TOP ALTITUDE:
ASSIGNED BY ATC**

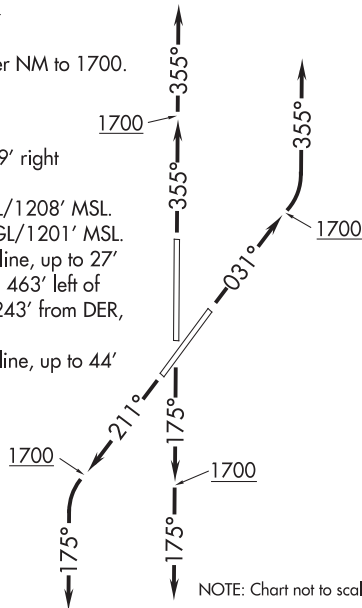
TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

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



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to CASTN, thence

TAKEOFF RUNWAY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to CASTN, thence

TAKEOFF RUNWAY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to CASTN, thence

TAKEOFF RUNWAY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to CASTN, thence

. . . . on track 327° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO2.KAYOS)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SSYKO TWO DEPARTURE (RNAV)

(SSYKO2.SSYKO) 26MAY16

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

(STPHN2.STPHN) 16147

STPHN TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
SL-5672 (FAA) NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

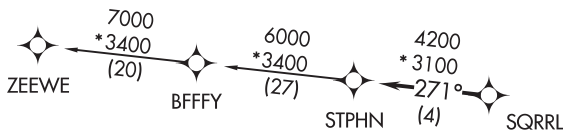
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

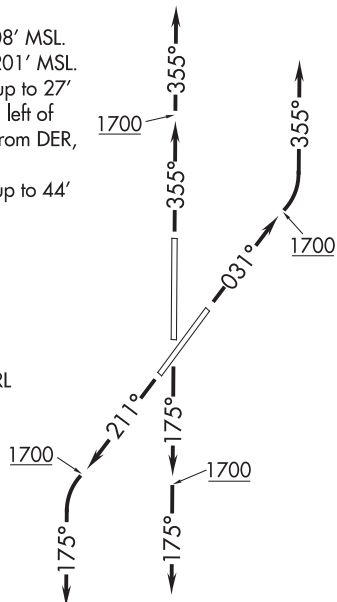
Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.



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



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

. . . on track 271° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

- BFFFY TRANSITION (STPHN2.BFFFY)
- ZEEWE TRANSITION (STPHN2.ZEEWE)

STPHN TWO DEPARTURE (RNAV)
(STPHN2.STPHN) 26MAY16

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
ASSIGNED BY ATC**

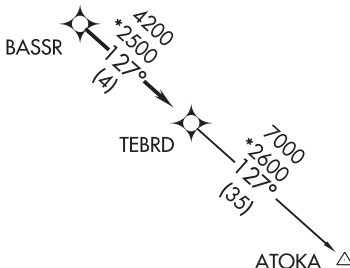
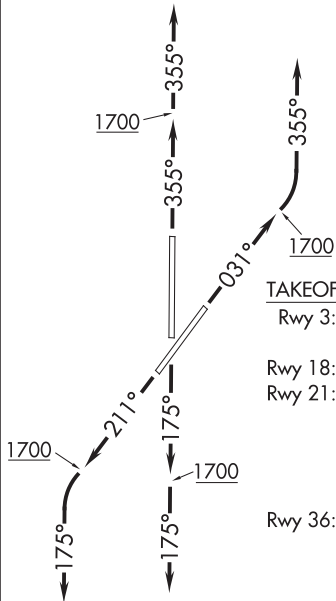
AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard
with minimum climb of 500'
per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3:** Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWY 18:** Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWY 21:** Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWY 36:** Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

. . . on track 127° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD2.ATOKA)

(THRPE2.THRPE) 16147

THRPE TWO DEPARTURE (RNAV) SL-5672 (FAA)

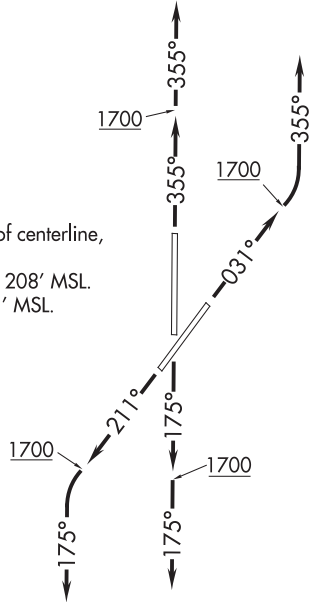
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

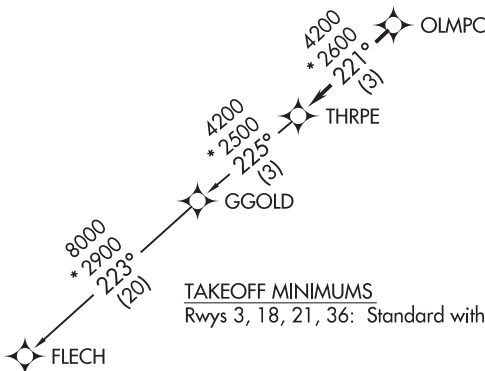
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, up to 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL.
Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL.
Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL.
Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.



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



TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3:** Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to OL MPC, thence . . .
 - TAKEOFF RWY 18:** Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to OL MPC, thence . . .
 - TAKEOFF RWY 21:** Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to OL MPC, thence . . .
 - TAKEOFF RWY 36:** Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to OL MPC, thence . . .
- . . . on track 221° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE2.FLECH)
GGOLD TRANSITION (THRPE2.GGOLD)

THRPE TWO DEPARTURE (RNAV)
(THRPE2.THRPE) 26MAY16

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

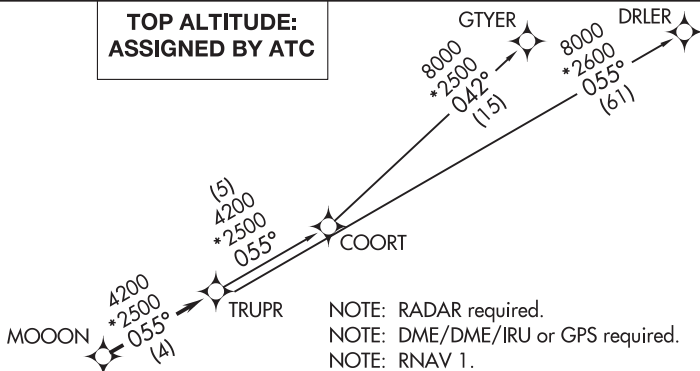
(TRUPR2.TRUPR) 16147

TRUPR TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA
SL-5672 (FAA)

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

**TOP ALTITUDE:
ASSIGNED BY ATC**

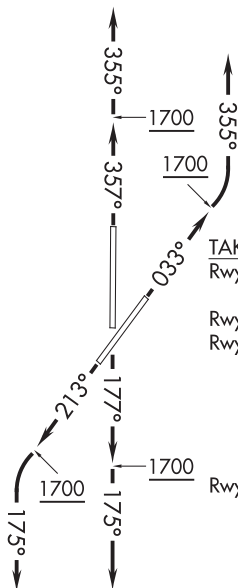


TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL.
- Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL.
- Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL.
- Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
- Rwy 36: Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 033° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .

TAKEOFF RWY 18: Climb on heading 177° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .

TAKEOFF RWY 21: Climb on heading 213° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .

TAKEOFF RWY 36: Climb on heading 357° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . .

. . . on track 055° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR2.COORT)

DRLER TRANSITION (TRUPR2.DRLER)

GTYER TRANSITION (TRUPR2.GTYER)

TRUPR TWO DEPARTURE (RNAV)

(TRUPR2.TRUPR) 26MAY16

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

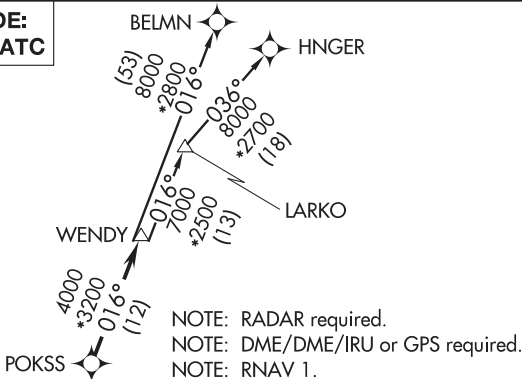
(WENDY2.WENDY) 16147

WENDY TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
SL-5672 (FAA) NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

**TOP ALTITUDE:
ASSIGNED BY ATC**



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

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
- Rwy 18: Tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
- Rwy 21: Tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL.
- Rwy 36: Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL. Poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RWY 18: Climb heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RWY 21: Climb heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RWY 36: Climb heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to POKSS, thence
 on track 016° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
BELMN TRANSITION (WENDY2.BELMN):
HNGER TRANSITION (WENDY2.HNGER):
LARKO TRANSITION (WENDY2.LARKO):

WENDY TWO DEPARTURE (RNAV)

(WENDY2.WENDY) 26MAY16

NORMAN, OKLAHOMA
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58106 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	5002 541 545
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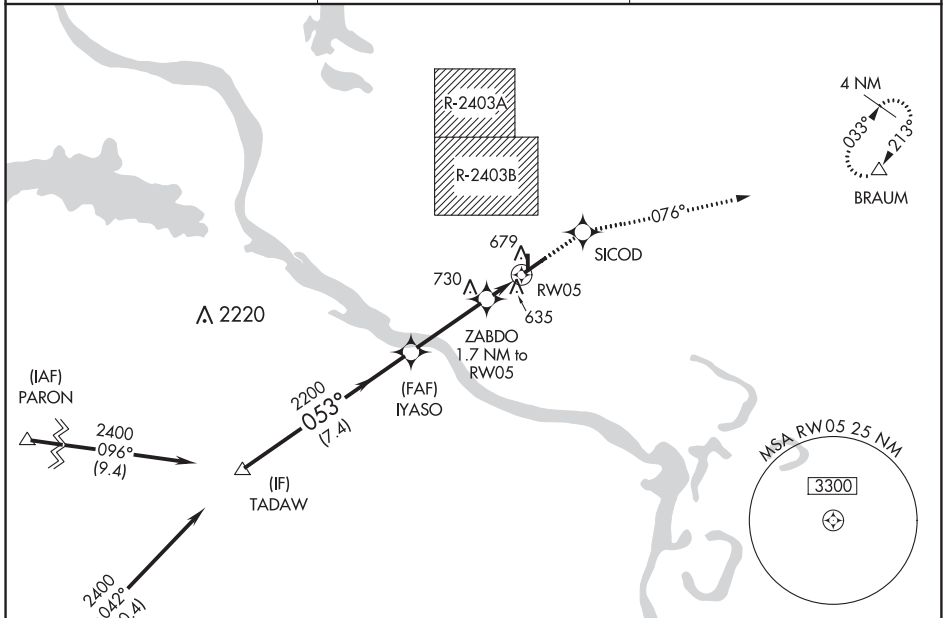
RNAV (GPS) RWY 5

NORTH LITTLE ROCK MUNI (OR.K)

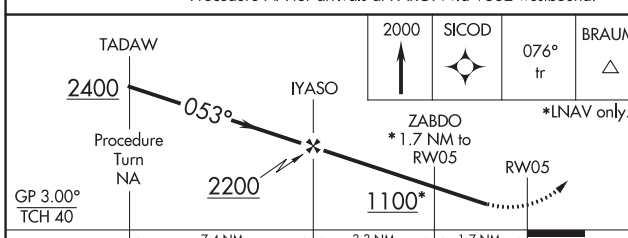
NA DME/DME RNP-0.3 NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. BARO-VNAV NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

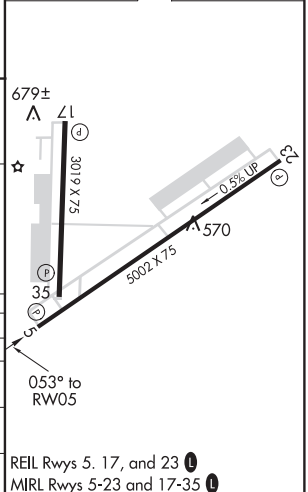
LITTLE ROCK APP CON 119.5 306.2	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 0
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Procedure NA for arrivals at BEGAN via V124-573 westbound.
Procedure NA for arrivals at PARON via V532 westbound.



ELEV 545	TDZE 541
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CATEGORY	A	B	C	D
LPV DA	854-1	313 (400-1)		NA
LNAV/VNAV DA	986-1½	445 (500-1½)		NA
LNAV MDA	1000-1	459 (500-1)	1000-1¼ 459 (500-1¼)	NA
CIRCLING	1060-1	515 (600-1)	1060-1½ 515 (600-1½)	NA

REIL Rws 5, 17, and 23 0
MRL Rws 5-23 and 17-35 0

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 358°	Rwy Idg 3019 TDZE 545 Apt Elev 545
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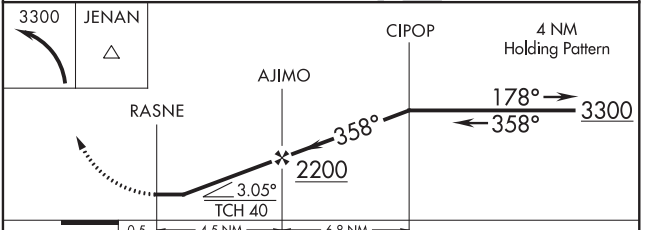
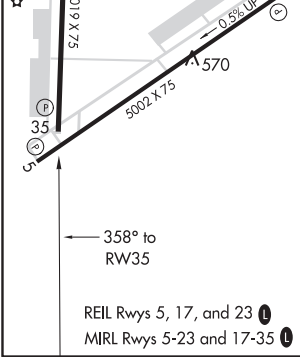
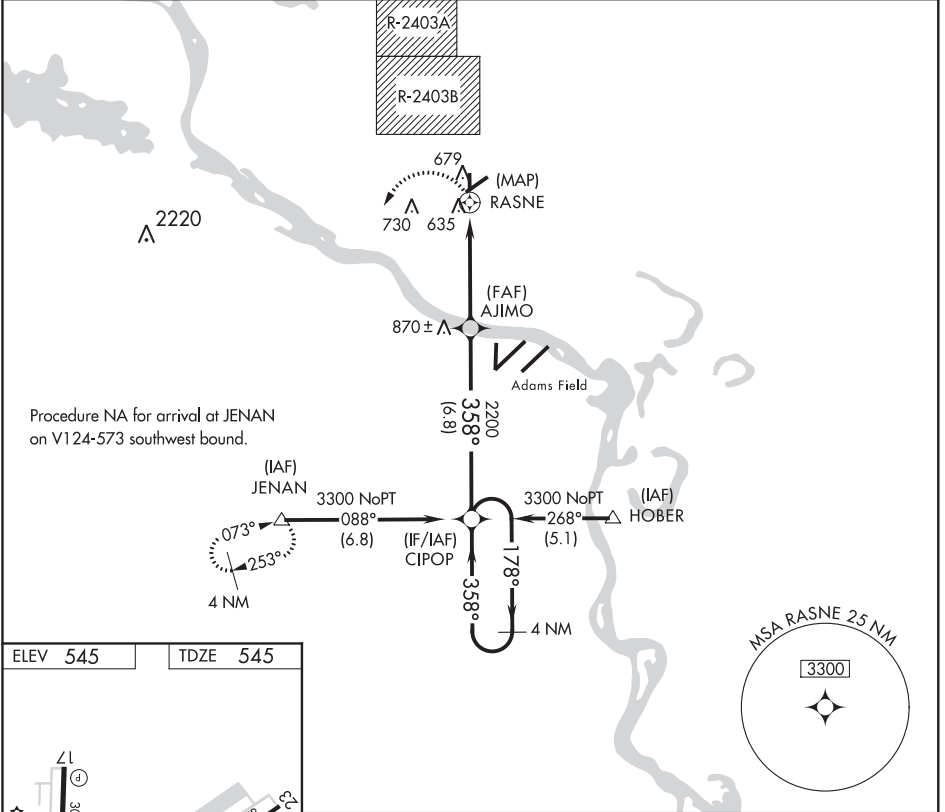
RNAV (GPS) RWY 35

NORTH LITTLE ROCK MUNI (OR.K)

▽ GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Circling Rwy 17 NA at night.
△ NA Procedure not authorized when restricted area R-2403B is in use. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting.

MISSED APPROACH:
 Climbing left turn to 3300
 direct JENAN WP and hold.

LITTLE ROCK APP CON 119.5 306.2	CLNC DEL 121.6	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	960-1	415 (500-1)	960-1¼ 415 (500-1¼)	NA
CIRCLING	1040-1	495 (500-1)	1040-1½ 495 (500-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ORK 111.9 Chan 56	APP CRS 053°	Rwy Idg 5002 TDZE 541 Apt Elev 545
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LOC/DME RWY 5

NORTH LITTLE ROCK MUNI (ORK)

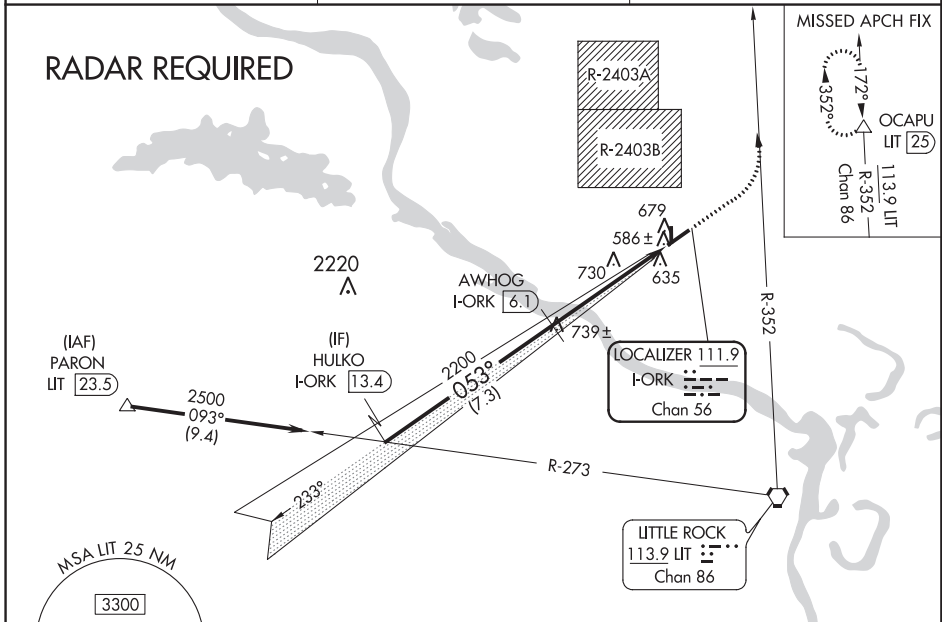
NA Use Bill and Hillary Clinton National/Adams Field altimeter setting, if not received use Searcy altimeter setting and increase all MDAs 60 feet.
Circling NA for Cat C north of Rwy 5-23 when R-2403B active. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

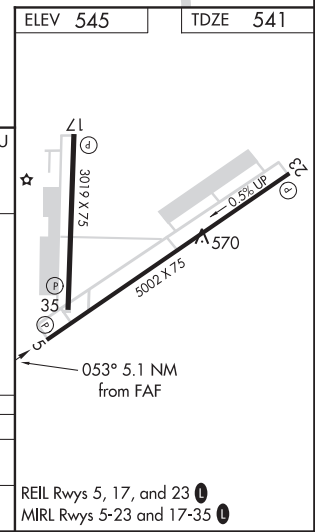
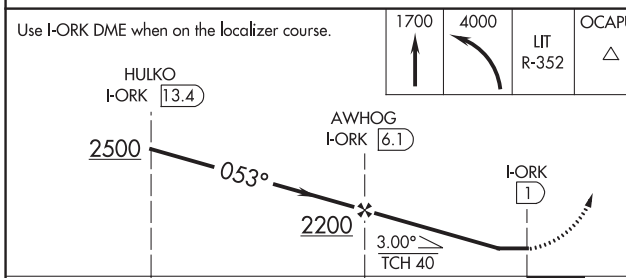
LITTLE ROCK APP CON
119.5 306.2

CLNC DEL
121.6

UNICOM
123.075 (CTAF) 0



ELEV 545	TDZE 541
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CATEGORY	A	B	C	D
S-LOC 5	980-1	439 (500-1)	980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1	495 (500-1)	1040-1½ 495 (500-1½)	NA

REIL Rws 5, 17, and 23 0
MRRL Rws 5-23 and 17-35 0

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

NORTH LITTLE ROCK, ARKANSAS

AL-5897 (FAA)

16091

VORTAC LIT 113.9 Chan 86	APP CRS 332°	Rwy Idg TDZE Apt Elev	3009 545 545
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VOR RWY 35

NORTH LITTLE ROCK MUNI (OR.K)

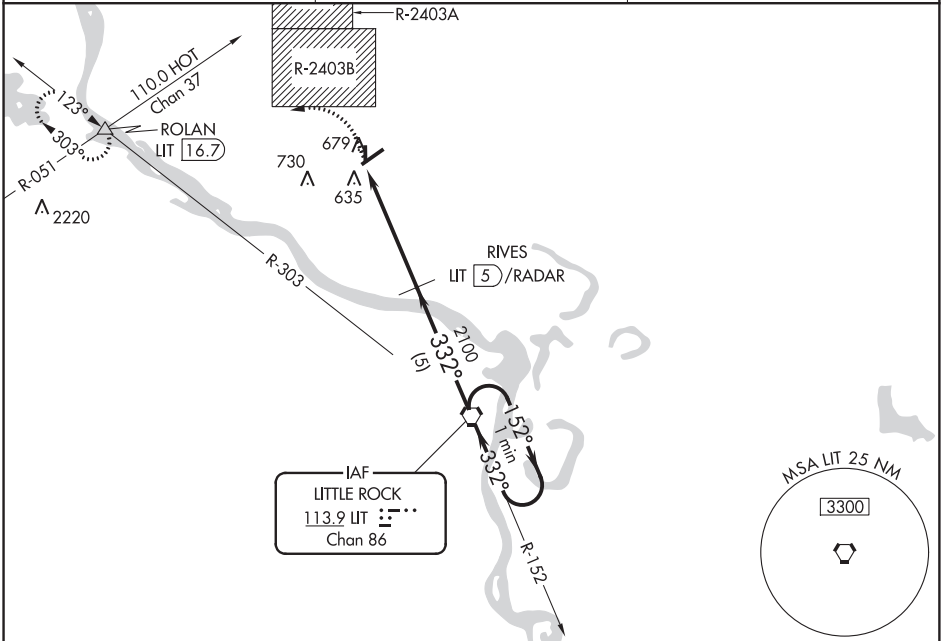
▼ Use Little Rock/Bill and Hillary Clinton National/
Adams Field altimeter setting. Procedure not
authorized when restricted area R-2403B in effect.
▲ NA

MISSED APPROACH: Climb to 1200 then climbing left turn to
3500 via LIT R-303 to ROLAN Int/LIT 16.7 DME and hold.

LITTLE ROCK APP CON
119.5 306.2

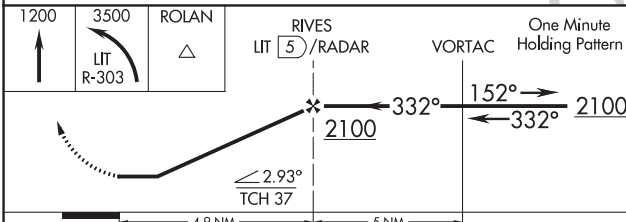
CLNC DEL
121.6

UNICOM
123.075 (CTAF) 0



NoPT for arrival on LIT VORTAC
airway radials R-089 CW R-230.

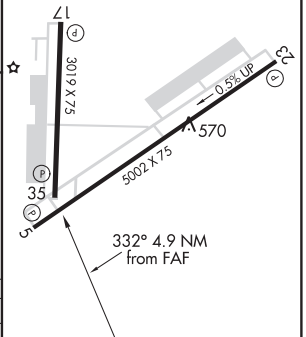
DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-35	940-1 395 (400-1)			NA
CIRCLING	1040-1	495 (500-1)	1040-1½ 495 (500-1½)	NA

ELEV 545	TDZE 545
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REIL Rwy 5, 17, and 23
MIRL Rwy 5-23 and 17-35



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NORTH LITTLE ROCK, ARKANSAS
Amdt 1 24FEB00

34°50'N-92°15'W

NORTH LITTLE ROCK MUNI (OR.K) VOR RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42701 W17A	APP CRS 173°	Rwy ldg 6014 TDZE 1351 Apt Elev 1354
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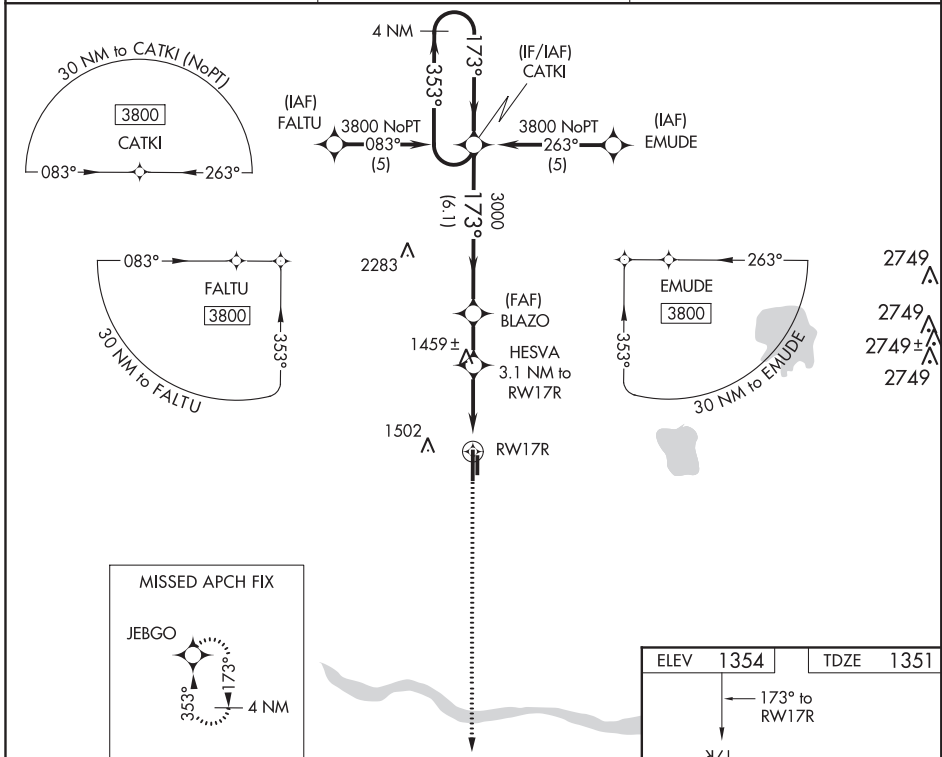
RNAV (GPS) RWY 17R

CLARENCE E. PAGE MUNI (R'CE)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

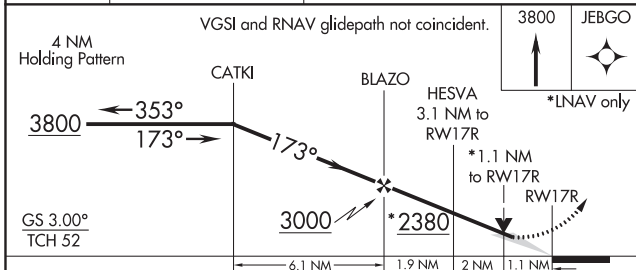
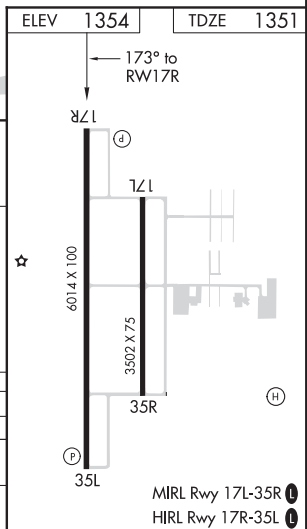
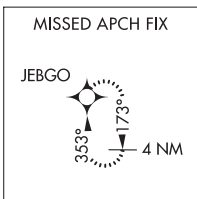
MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3 125.05	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) (1)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1601-¾ 250 (300-¾)			NA
LNAV MDA	1760-1	409 (500-1)	1760-1¼ 409 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA

OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)

15008

WAAS CH 86901 W35A	APP CRS 353°	Rwy ldg 6014 TDZE 1350 Apt Elev 1354
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RNAV (GPS) RWY 35L

CLARENCE E. PAGE MUNI (R'CE)

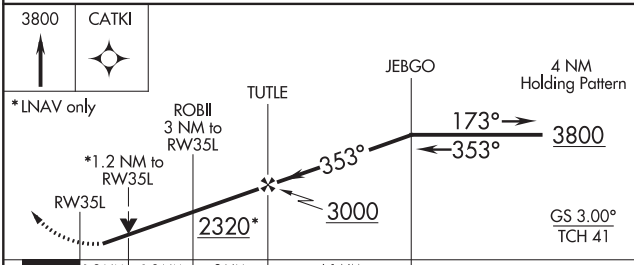
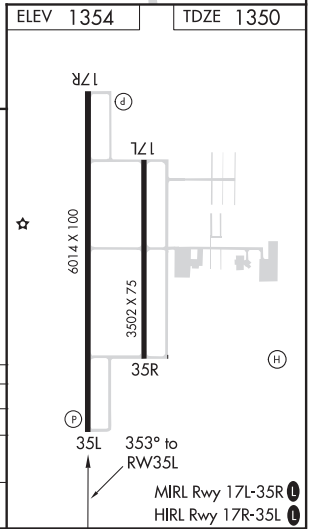
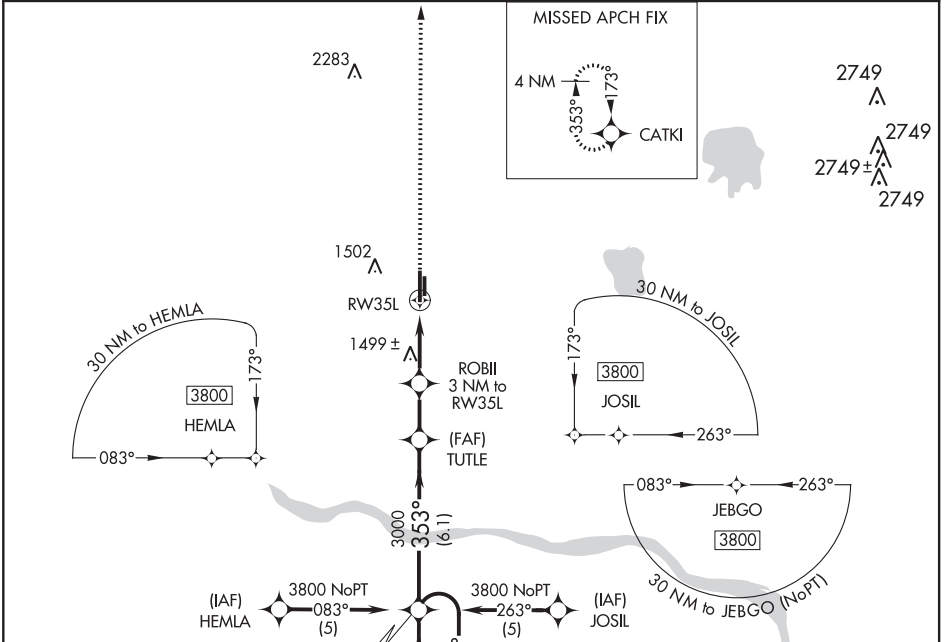
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility 1/2 mile.
⚠ VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3
125.05

OKE CITY APP CON
124.6 266.8

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1651-1 301 (300-1)			NA
RNAV MDA	1760-1	410 (500-1)	1760-1 1/4 410 (500-1 1/4)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1 1/2 466 (500-1 1/2)	NA

OKLAHOMA CITY, OKLAHOMA
Amdt 2A 08APR10

35°29'N - 97°49'W

RNAV (GPS) RWY 35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

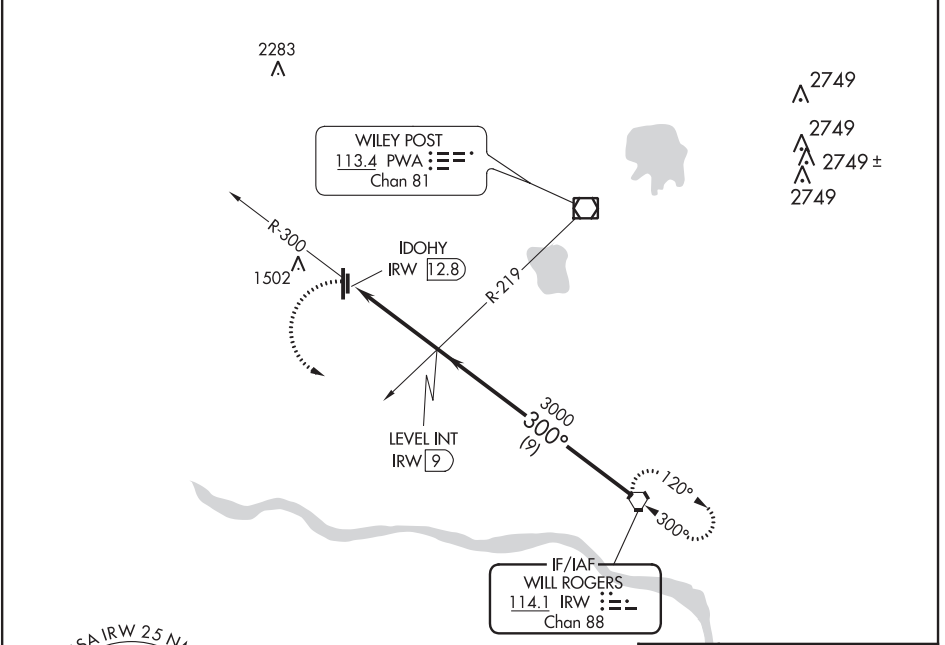
VORTAC IRW 114.1 Chan 88	APP CRS 300°	Rwy Idg TDZE Apt Elev N/A N/A 1354
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VOR-B

CLARENCE E. PAGE MUNI (R/C/E)

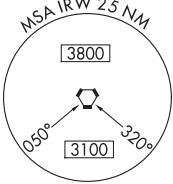
⚠ When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet. **MISSED APPROACH:** Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3 125.05	OKE CITY APP CON 124.6 266.8	UNICOM 123.0 (CTAF) ①
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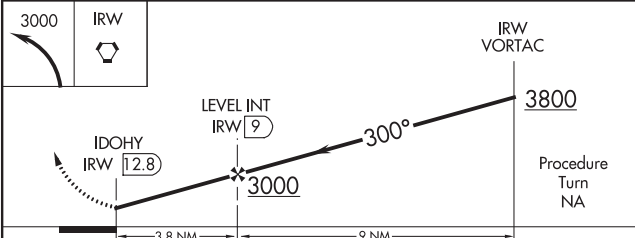
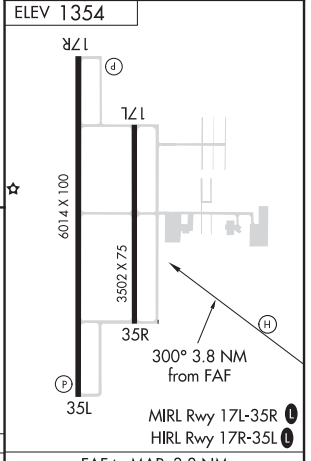


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.

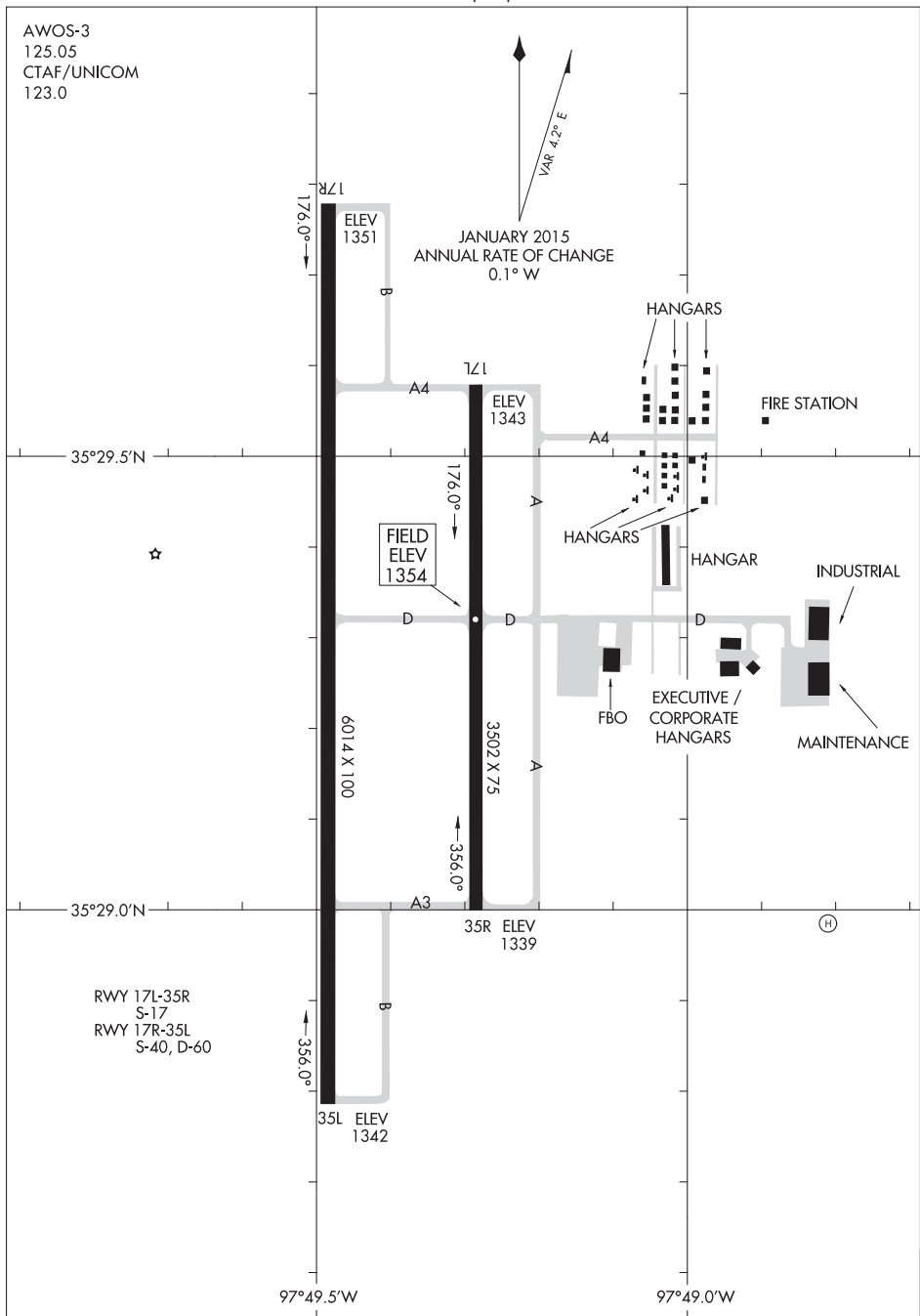


CATEGORY	A	B	C	D	FAF to MAP 3.8 NM					
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:48	2:32	1:54	1:31	1:16

AIRPORT DIAGRAM

CLARENCE E PAGE MUNI (RCE)
OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
CLARENCE E PAGE MUNI (RCE)

WAAS CH 81923 W17A	APP CRS 171°	Rwy Idg 5001 TDZE 1177 Apt Elev 1193
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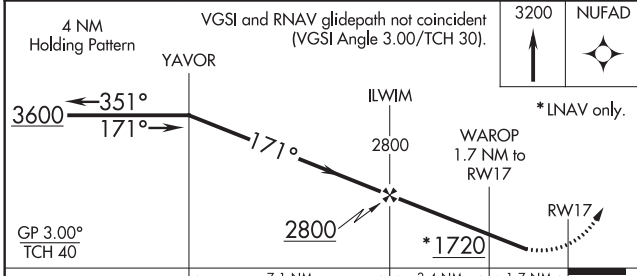
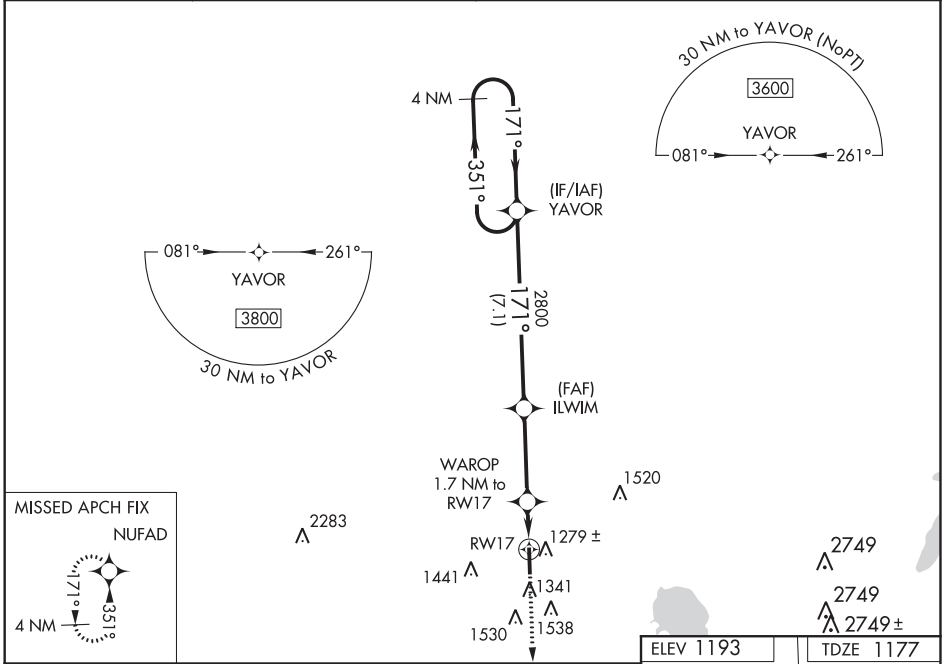
RNAV (GPS) RWY 17

SUNDANCE (HSD)

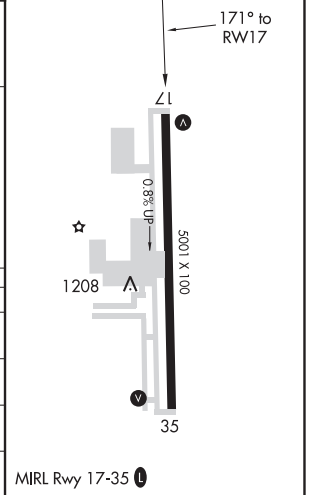
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA. Circling Rwy 35 NA at night.

MISSED APPROACH:
Climb to 3200 direct NUFAD and hold.

ASOS 120.975	OKE CITY APP CON 124.6 266.8	CLNC DEL 123.7	UNICOM 122.7 (CTAF) 0
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ELEV 1193	TDZE 1177
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CATEGORY	A	B	C	D
LPV DA	1427-1	250 (300-1)		NA
LNAV/VNAV DA	1473-1	296 (300-1)		NA
LNAV MDA	1540-1	363 (400-1)	1540-1 1/8 363 (400-1 1/8)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1 3/4 647 (700-1 3/4)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKLAHOMA CITY, OKLAHOMA

AL-6749 (FAA)

16259

WAAS CH 77823 W35A	APP CRS 351°	Rwy Idg TDZE 1193 Apt Elev 1193	5001
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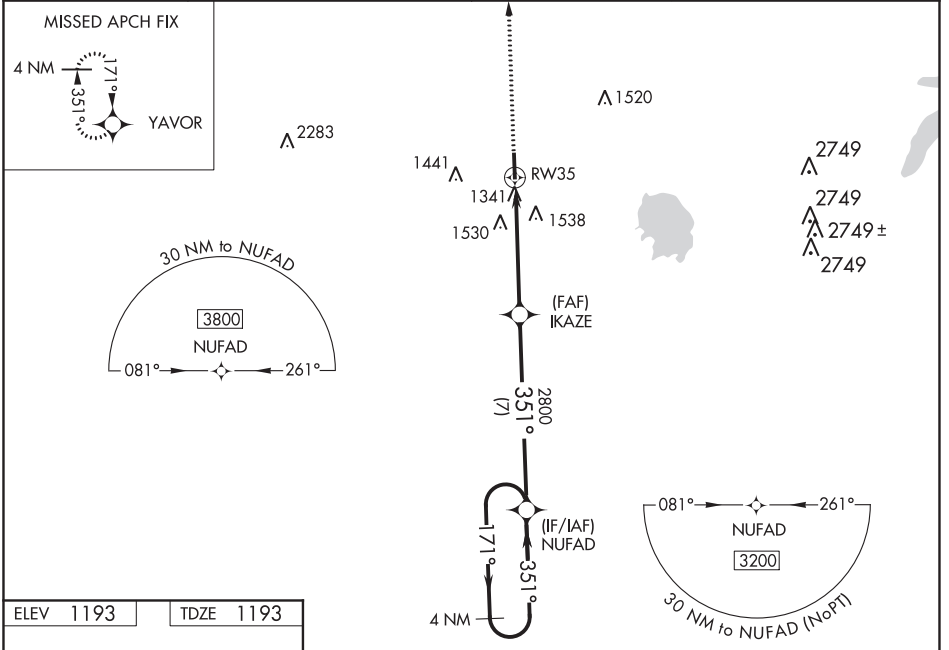
RNAV (GPS) RWY 35

SUNDANCE (HSD)

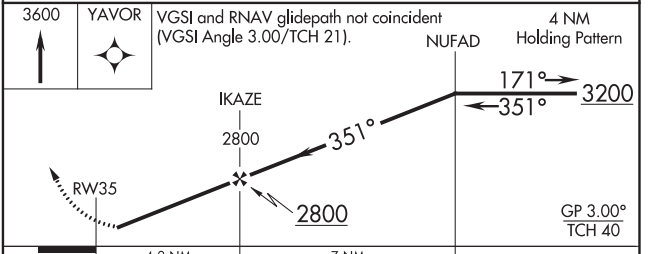
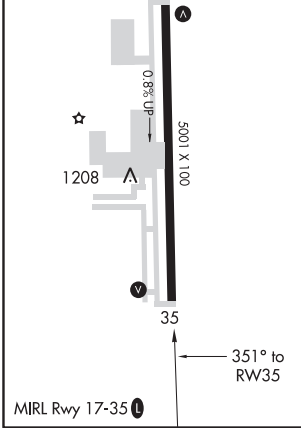
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 35 procedure NA at night.

MISSED APPROACH: Climb to 3600 direct YAVOR and hold.

ASOS 120.975	OKE CITY APP CON 124.6 266.8	CLNC DEL 123.7	UNICOM 122.7 (CTAF) 0
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ELEV 1193	TDZE 1193
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CATEGORY	A	B	C	D
LPV DA	1585-1 ³ / ₈	392 (400-1 ³ / ₈)		NA
LNAV/VNAV DA	1881-2 ¹ / ₂	688 (700-2 ¹ / ₂)		NA
LNAV MDA	1780-1	587 (600-1)	1780-1 ³ / ₄ 587 (600-1 ³ / ₄)	NA
CIRCLING	1780-1	587 (600-1)	1840-1 ³ / ₄ 647 (700-1 ³ / ₄)	NA

OKLAHOMA CITY, OKLAHOMA
Amdt 1B 15SEP16

35°36'N-97°42'W

SUNDANCE (HSD) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC IRW	Rwy Idg	5001
114.1	TDZE	1177
Chan 88	APP CRS	155°
	Apt Elev	1193

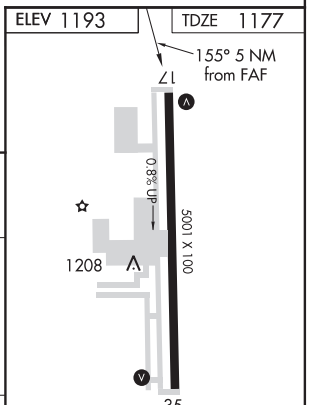
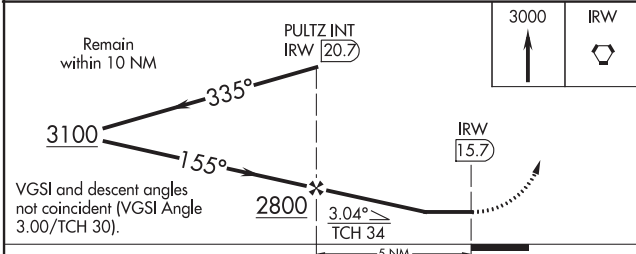
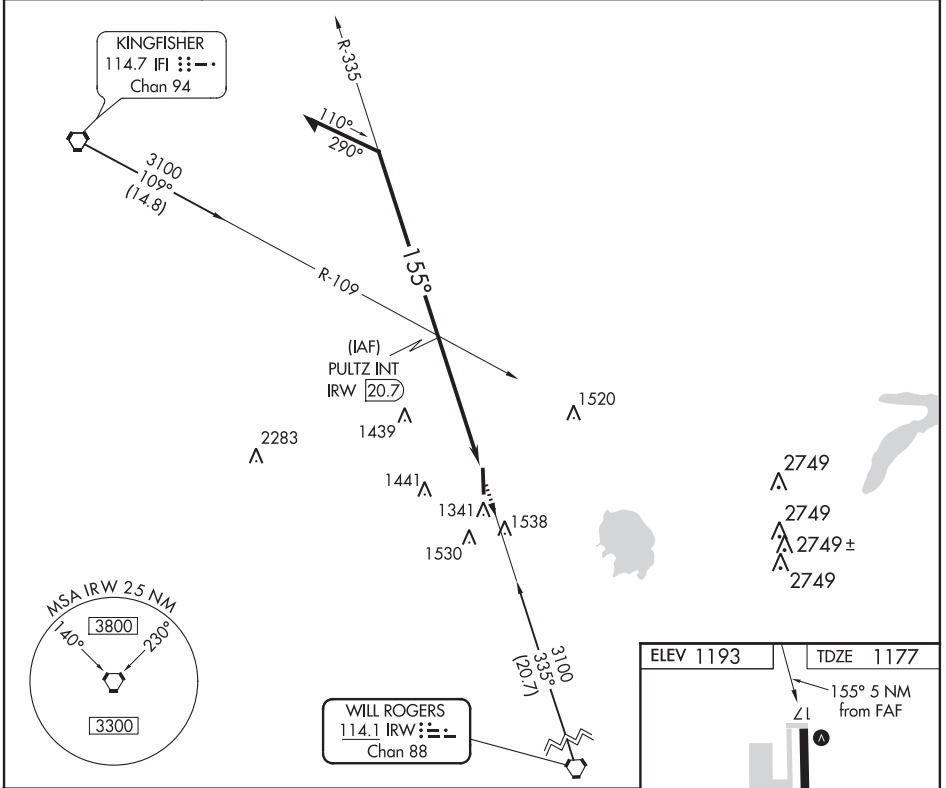
VOR RWY 17

SUNDANCE (HSD)

▼ Circling to Rwy 35 NA at night.
 Rwy 17 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ASOS 120.975	OKE CITY APP CON 124.6 266.8	CLNC DEL 123.7	UNICOM 122.7 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
S-17	1700-1	523 (600-1)	1700-1½ 523 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1¾ 647 (700-1¾)	NA

MIRL Rwy 17-35 Ⓛ

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC I-PWA 110.15	APP CRS 175°	Rwy Idg 6844
		TDZE 1291
		Apt Elev 1300

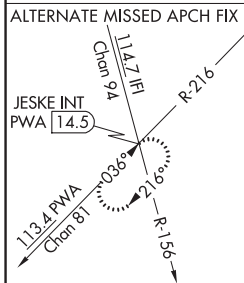
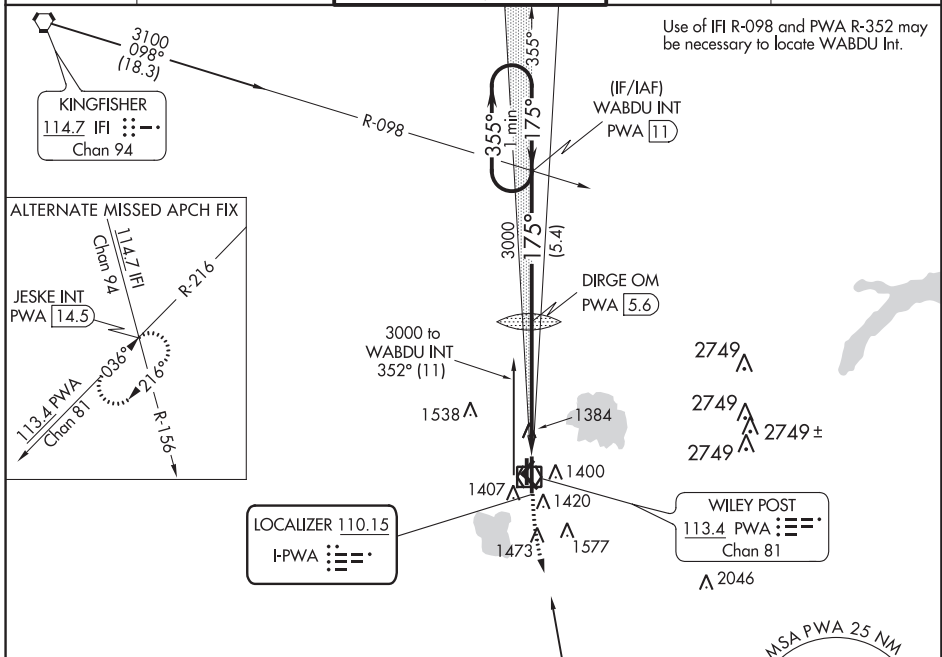
ILS or LOC RWY 17L

WILEY POST (PWA)

⚠ When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility $\frac{1}{4}$ mile.

MALSR MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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ELEV 1300	TDZE 1291
MRL Rwy 13-31 and 17R-35L HIRL Rwy 17L-35R FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

One Minute Holding Pattern	WABDU INT PWA 11	DIRGE OM PWA 5.6	1800	3000	IRW
GS 3.00° TCH 54 3000 ← 355° → 175° → 3000 3000 → 175° → 3000		(BAH)H	3000	2926	
5.4 NM 4.9 NM					
CATEGORY	A	B	C	D	
S-ILS 17L	1491- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)		
S-LOC 17L	1660- $\frac{1}{2}$		369 (400- $\frac{1}{2}$)		1660- $\frac{3}{4}$ 369 (400- $\frac{3}{4}$)
ⓐ CIRCLING	1780-1	480 (500-1)	1880-1 $\frac{1}{2}$	1880-2	580 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)


16147

WAAS CH 72737 W17A	APP CRS 175°	Rwy ldg TDZE Apt Elev	6844 1291 1300
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RNAV (GPS) RWY 17L

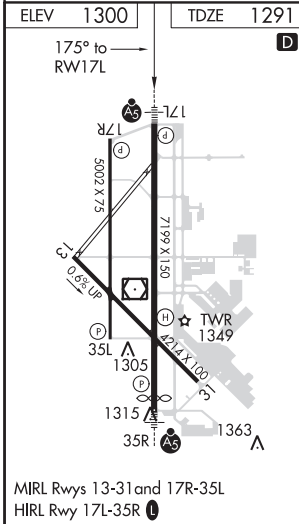
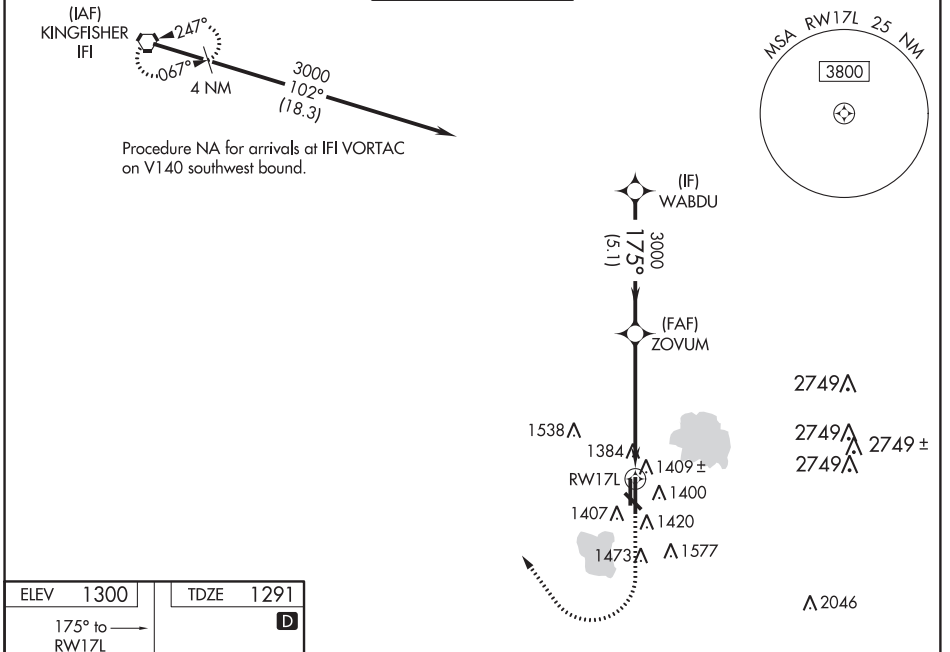
WILEY POST (PWA)

⚠ Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F).
⚠ When local altimeter setting not received, use Will Rogers World altimeter setting.
ASR Increase all DA 21 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C/D and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.

MALSR 

MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

WABDU	ZOVUM	IFI		
3000	3000	1700 3400		
GP 3.00°	3000	↑ ↘ ⬡		
TCH 54	3000	*LNAV only		
5.1 NM	4.2 NM	*1 NM to RWY17L		
1 NM		RWY17L		
CATEGORY	A	B	C	D
LPV DA		1491-1/2	200 (200-1/2)	
LNAV/VNAV DA		1590-1/2	299 (300-1/2)	
LNAV MDA	1660-1/2	369 (400-1/2)	1660-5/8	369 (400-5/8)
C CIRCLING	1780-1	480 (500-1)	1880-1 1/2	1880-2
			580 (600-1 1/2)	580 (600-2)

OKLAHOMA CITY, OKLAHOMA
Amdt 2A 30APR15

35°32'N-97°39'W

WILEY POST (PWA) RNAV (GPS) RWY 17L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5002
175°	TDZE	1283
	Apt Elev	1300

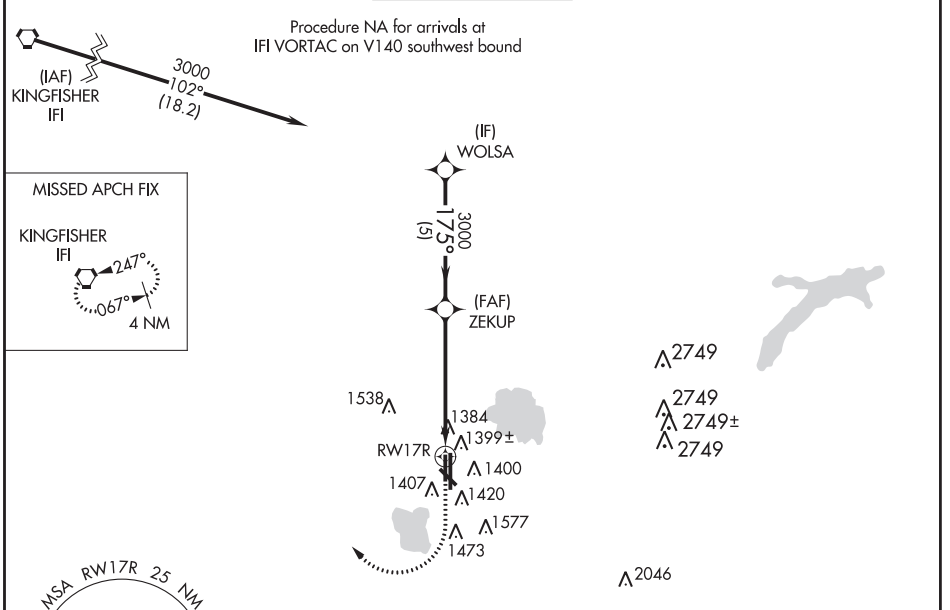
RNAV (GPS) RWY 17R

WILEY POST (PWA)

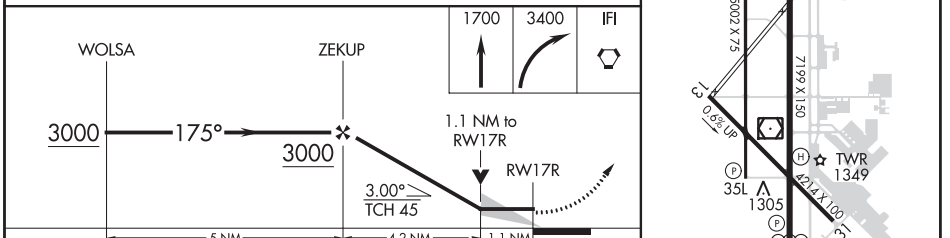
ASR DME/DME RNP-0.3 NA, VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet: increase LNAV Cat C/D visibility 1/8 mile, Circling Cat C 1/4 mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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ELEV	1300	D	TDZE	1283
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CATEGORY	A	B	C	D
LNAV MDA	1660-1 377 (400-1)			
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

MIRL Rwy 13-31 and 17R-35L
HIRL Rwy 17L-35R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

16147

WAAS CH 78437 W35B	APP CRS 355°	Rwy ldg TDZE Apt Elev	5001 1275 1300
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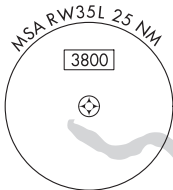
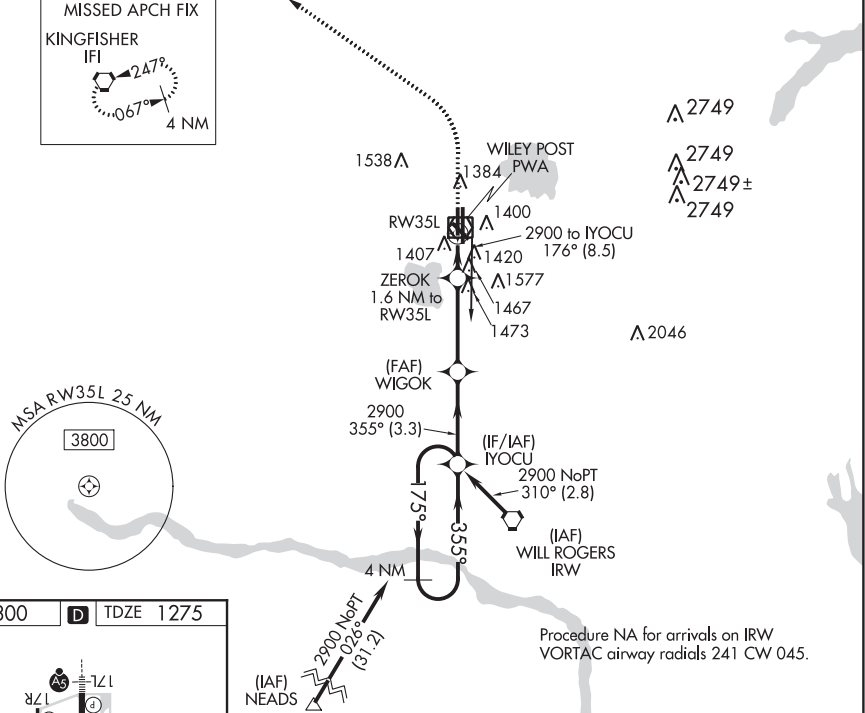
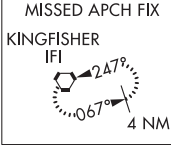
RNAV (GPS) RWY 35L

WILEY POST (PWA)

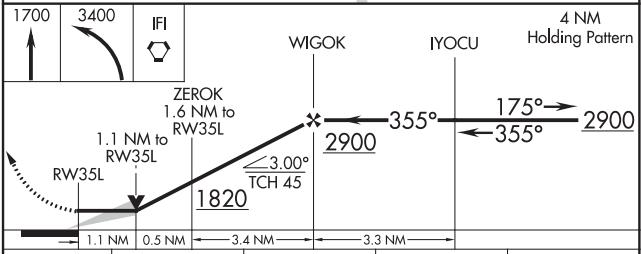
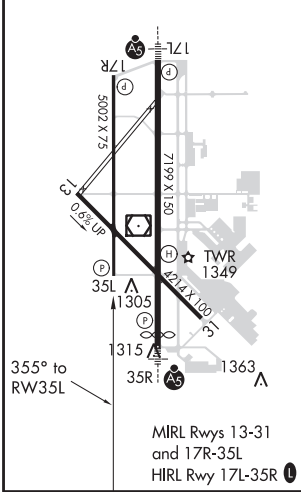
ASR DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility 1/8 mile and Circling Cat C 1/4 mile.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 direct IFI VORTAC and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9(CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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ELEV 1300	D	TDZE 1275
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CATEGORY	A	B	C	D
LP MDA	1660-1	385 (400-1)	1660-1 ¹ / ₈	385 (400-1 ¹ / ₈)
LNAV MDA	1720-1	445 (500-1)	1720-1 ³ / ₈	445 (500-1 ³ / ₈)
C CIRCLING	1780-1	480 (500-1)	1880-1 ¹ / ₂ 580 (600-1 ¹ / ₂)	1880-2 580 (600-2)

OKLAHOMA CITY, OKLAHOMA
Orig 15OCT15

35°32'N-97°39'W

RNAV (GPS) RWY 35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

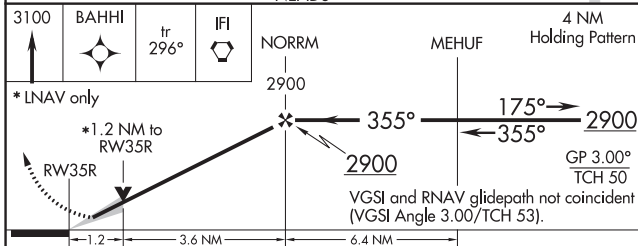
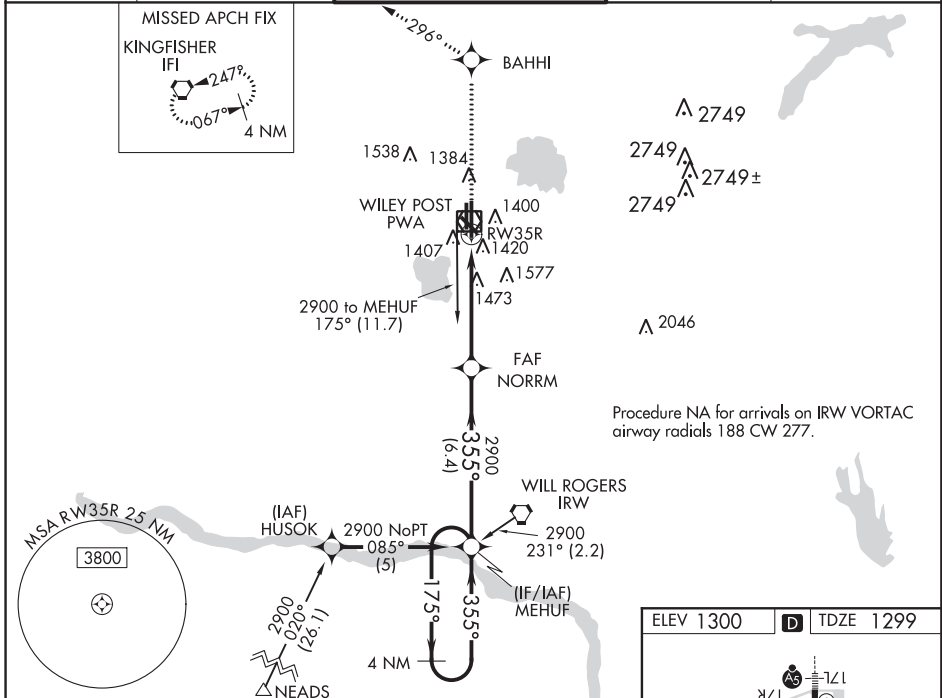
WAAS CH 42716 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	6844 1299 1300
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RNAV (GPS) RWY 35R

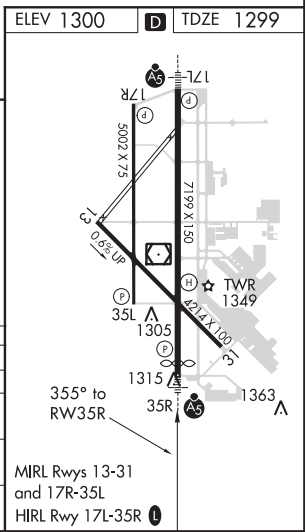
WILEY POST (PWA)

<p>Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (29°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.</p>
	<p>ASR</p>	<p>ASR</p>

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9(CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1499-1/2		200 (200-1/2)	
LNAV/VNAV DA	1769-1 1/4		470 (500-1 1/4)	
LNAV MDA	1740-1/2 441 (500-1/2)		1740-3/4 441 (500-3/4)	
CIRCLING	1780-1 480 (500-1)		1880-1 1/2 580 (600-1 1/2)	
			1740-1 441 (500-1)	
			1880-2 580 (600-2)	



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

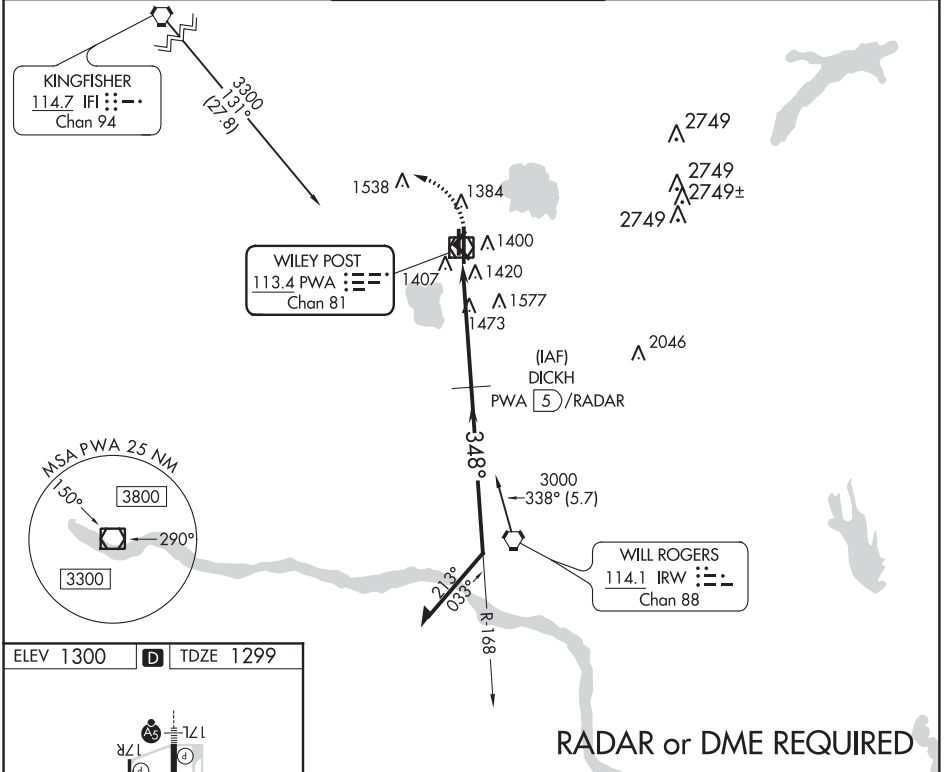
VOR/DME PWA 113.4 Chan 81	APP CRS 348°	Rwy Idg TDZE Apt Elev 6844 1299 1300
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VOR RWY 35R

WILEY POST (PWA)

<p>▼ Inop table does not apply.</p> <p>ASR</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.</p>
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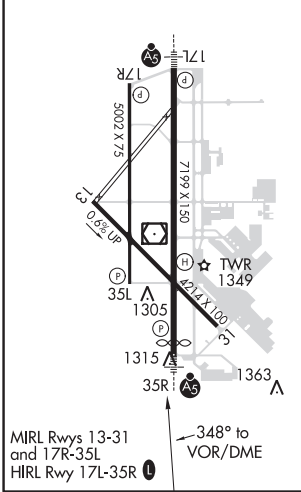
<p>ATIS 128.725</p>	<p>OKE CITY APP CON 124.6 266.8</p>	<p>WILEY POST TOWER ★ 126.9(CTAF) 306.9</p>	<p>GND CON 121.7</p>	<p>UNICOM 122.95</p>
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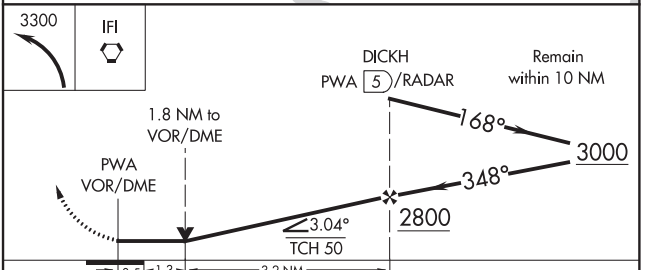
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1300	D	TDZE 1299
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RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-35R	1740-1	441 (500-1)	1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

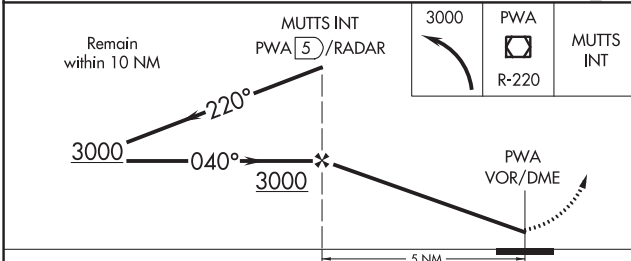
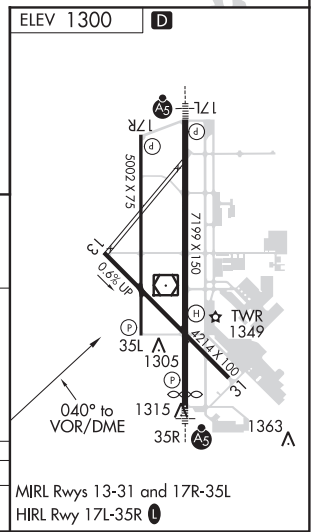
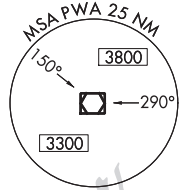
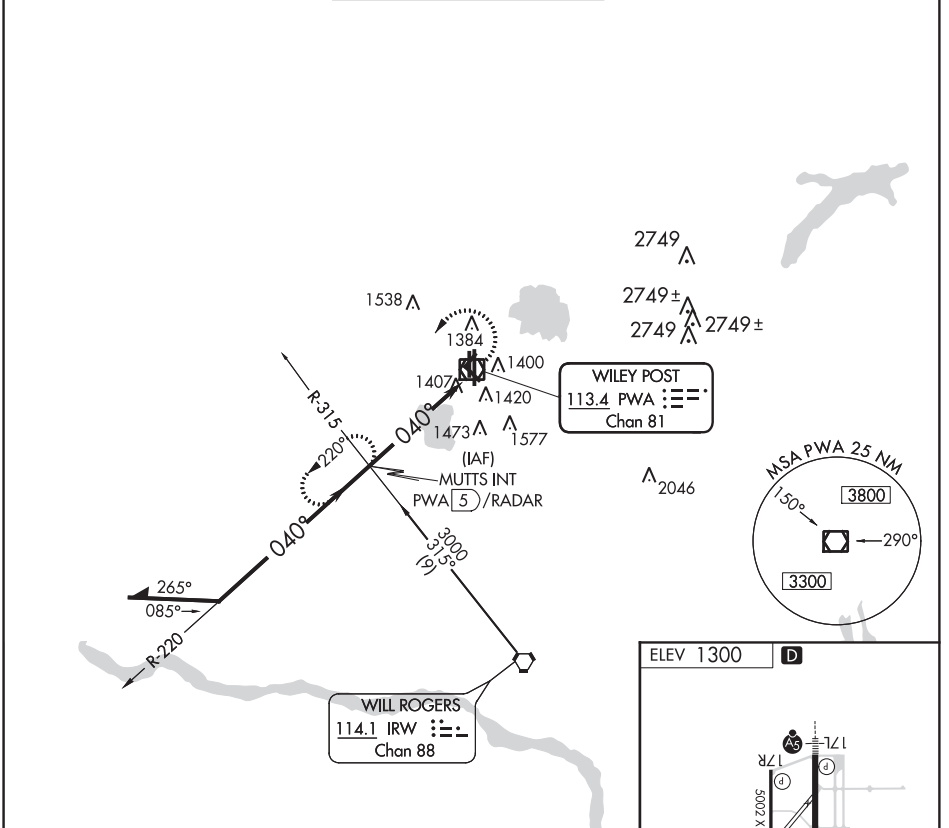
16147

VOR/DME PWA 113.4 Chan 81	APP CRS 040°	Rwy Idg TDZE Apt Elev N/A N/A 1300
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VOR-A
WILEY POST (PWA)

ASR MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS 128.725	OKE CITY APP CON 124.6 266.8	WILEY POST TOWER ★ 126.9 (CTAF) 306.9	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

OKLAHOMA CITY, OKLAHOMA
Amdt 2B 02APR15

35° 32' N-97° 39' W

WILEY POST (PWA)
VOR-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

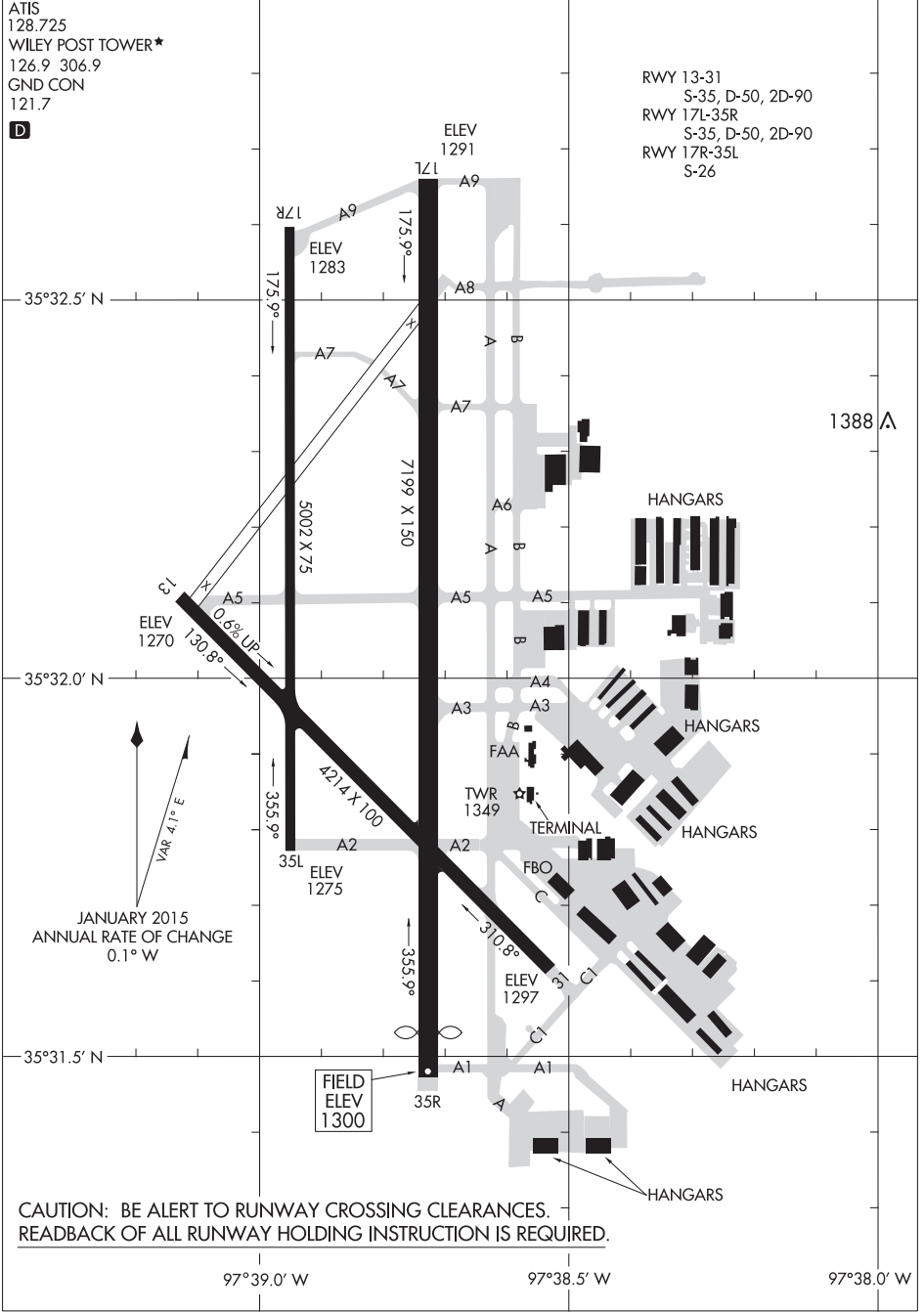
ATIS
128.725
WILEY POST TOWER*
126.9 306.9
GND CON
121.7

D

RWY 13-31
S-35, D-50, 2D-90
RWY 17L-35R
S-35, D-50, 2D-90
RWY 17R-35L
S-26

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



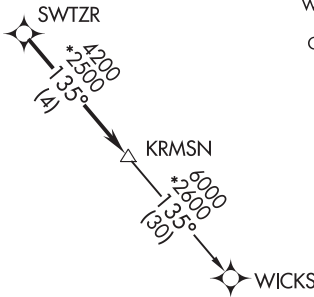
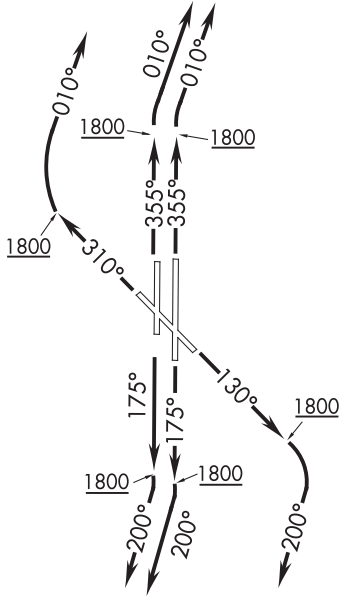
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBAC OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
128.725
GND CON
121.7
WILEY POST TOWER*
126.9 306.9
OKE CITY DEP CON
124.6 266.8



TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500' per NM to 2100.

TAKEOFF OBSTACLE NOTES:

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SWTZR, thence
- TAKEOFF RWYS 17L/R:** Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SWTZR, thence
- TAKEOFF RWY 31:** Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence
- TAKEOFF RWY 35L:** Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence
- TAKEOFF RWY 35R:** Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence

. . . . on track 135° to KRMSN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN2.WICKS):

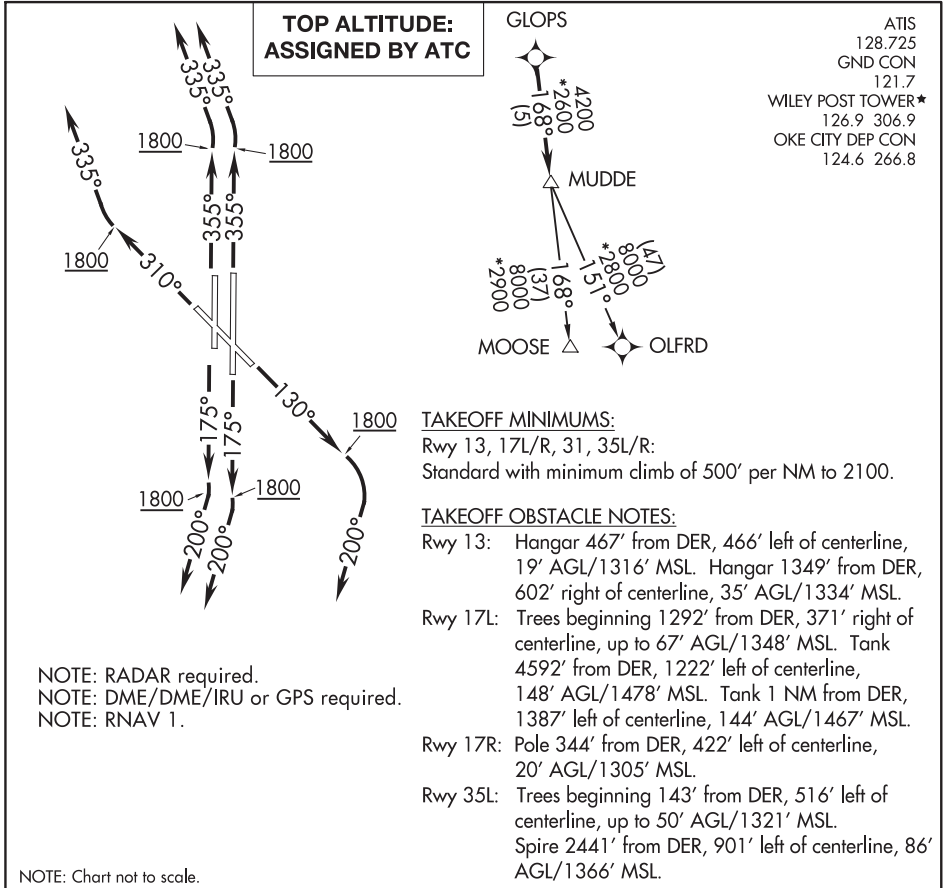
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

(MUDDE2.MUDDE) 16147

MUDDE TWO DEPARTURE (RNAV) SL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to GLOPS, thence
- TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to GLOPS, thence
- TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 335° or as assigned by ATC, expect RADAR vectors to GLOPS, thence
- TAKEOFF RWY 35L/R: Climb on heading 355° to 1800, then left turn heading 335° or as assigned by ATC, expect RADAR vectors to GLOPS, thence

. . . . on track 168° to MUDDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE2.MOOSE):
OLFRD TRANSITION (MUDDE2.OLFRD):

MUDDE TWO DEPARTURE (RNAV)
(MUDDE2.MUDDE) 26MAY16

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

OLGUY TWO DEPARTURE (RNAV)

2.10Z NOV 2016 to 05 JAN 2017 10.11-05

TAKEOFF OBSTACLE NOTES:

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL.
Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.

- ATIS 128.725
- GND CON 121.7
- WILEY POST TOWER * 126.9 306.9
- OKC CITY DEP CON 124.6 266.8

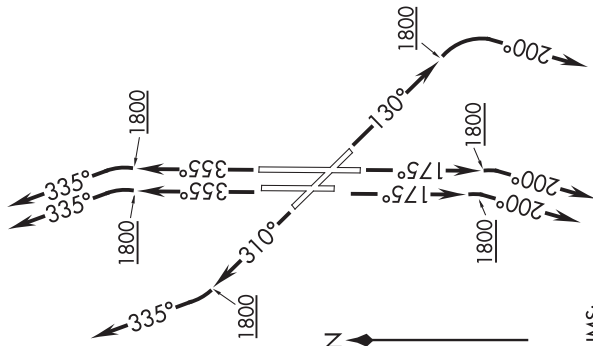


DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence
- TAKEOFF RWYS 17L/R:** Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence
- TAKEOFF RWY 31:** Climb on heading 310° to 1800, then right turn heading 335° or as assigned by ATC, expect RADAR vectors to BEEDI, thence
- TAKEOFF RWYS 35L/R:** Climb on heading 355° to 1800, then left turn heading 335° or as assigned by ATC, expect RADAR vectors to BEEDI, thence
- on track 266° to OLGUY then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY2.GRUVN):
 YOUSE TRANSITION (OLGUY2.YOUSE):

TOP ALTITUDE: Assigned by ATC



TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:
 Standard with minimum climb of 500' per NM to 2100.

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

NOTE: Chart not to scale.

(RDHWK2.RDHWK) 16203

RDHWK TWO DEPARTURE (RNAV) SL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS	128.725
GND CON	121.7
WILEY POST TOWER*	126.9 306.9
OKC CITY DEP CON	124.6 266.8 (South)
	124.2 336.4 (North)

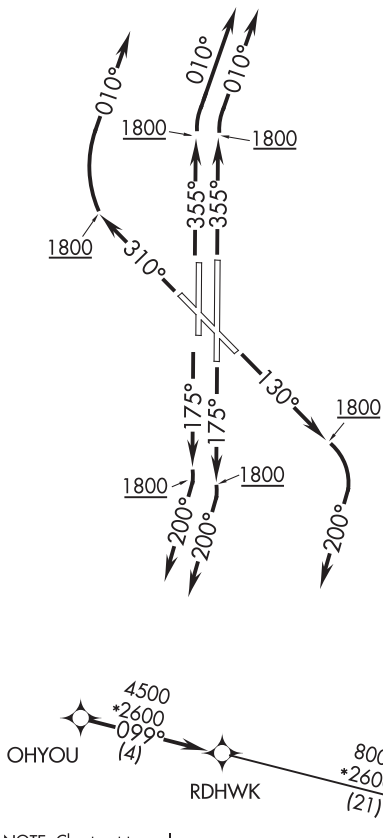
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500' per NM to 2100.

TAKEOFF OBSTACLE NOTES:

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWYS 17L/R:** Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 31:** Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 35L:** Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .
- TAKEOFF RWY 35R:** Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . .

. . . on track 099° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK2.HOLLE):

RDHWK TWO DEPARTURE (RNAV)
(RDHWK2.RDHWK) 26MAY16

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

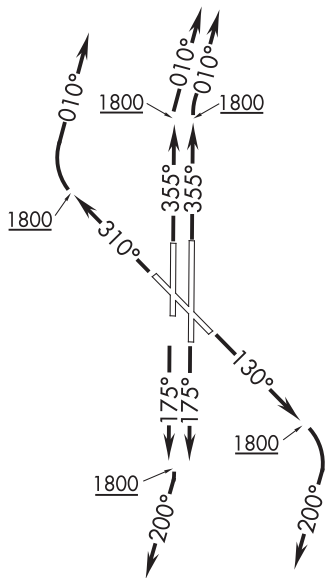
SSYKO TWO DEPARTURE (RNAV)

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb
of 500' per NM to 2100.



TAKEOFF OBSTACLE NOTES:

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWY 35L: Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWY 35R: Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

. . . on track 327° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO2.KAYOS):

SSYKO TWO DEPARTURE (RNAV)

STPHN TWO DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

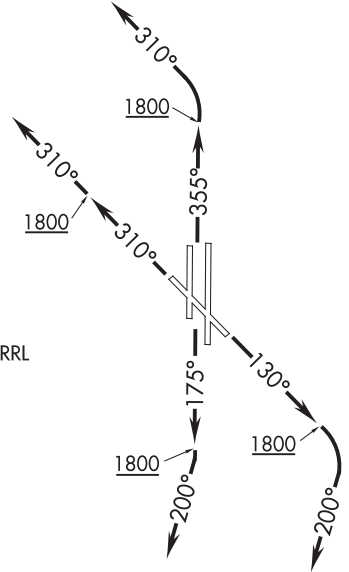
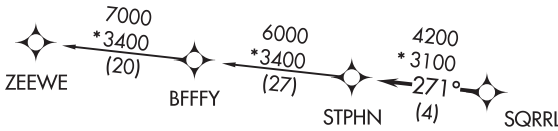
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb
of 500' per NM to 2100.

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TAKEOFF OBSTACLE NOTES

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWYS 17L/R:** Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 31:** Climb on heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWYS 35L/R:** Climb on heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

. . . on track 271° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN2.BFFFY):
ZEEWE TRANSITION (STPHN2.ZEEWE):

STPHN TWO DEPARTURE (RNAV)

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

SC-1, 10 NOV 2016 to 05 JAN 2017

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TEBRD TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
128.725
GND CON
121.7

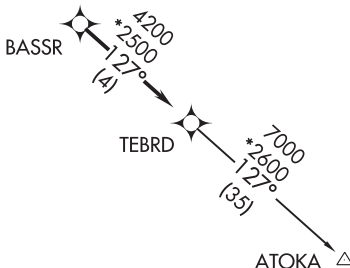
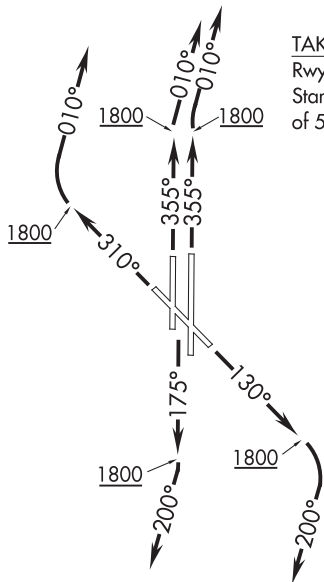
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb
of 500' per NM to 2100.

TAKEOFF OBSTACLE NOTES

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BASSR, thence
- TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BASSR, thence
- TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence
- TAKEOFF RWY 35L: Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence
- TAKEOFF RWY 35R: Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence

. . . . on track 127° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD2.ATOKA):

TEBRD TWO DEPARTURE (RNAV)

(THRPE2.THRPE) 16147

SL-739 (FAA)

THRPE TWO DEPARTURE (RNAV)

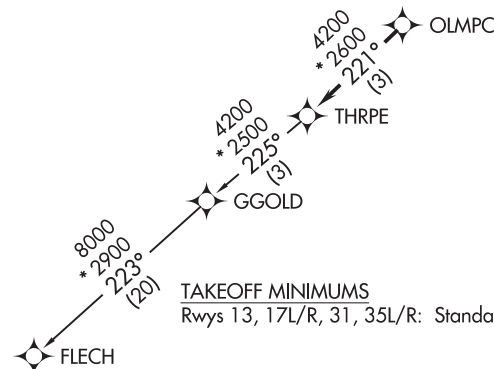
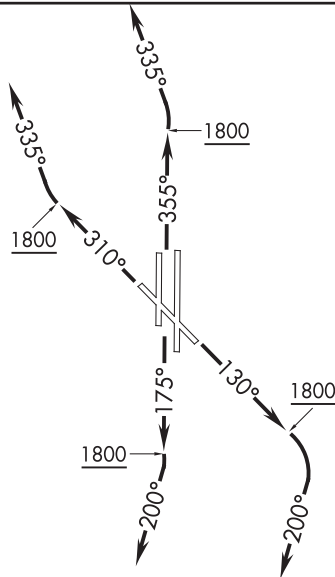
WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER *
126.9 306.9
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF OBSTACLE NOTES

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL.
Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline,
up to 67' AGL/1348' MSL.
Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL.
Tank 1.0 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline,
up to 50' AGL/1321' MSL.
Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.



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

TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500' per NM to 2100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPC, thence

TAKEOFF RWYS 17L/R: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPC, thence

TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 335° or as assigned by ATC, expect RADAR vectors to OLMPC, thence

TAKEOFF RWYS 35L/R: Climb heading 355° to 1800, then left turn heading 335° or as assigned by ATC, expect RADAR vectors to OLMPC, thence

. . . . on track 221° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE2.FLECH):

GGOLD TRANSITION (THRPE2.GGOLD):

THRPE TWO DEPARTURE (RNAV)

(THRPE2.THRPE) 26MAY16

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

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TRUPR TWO DEPARTURE (RNAV)

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

GTYER 8000 *2500 042° (15)
DRLER 8000 *2600 055° (61)

(5)
4200 *2500 055°
COORT

MOOON 4200 *2500 055° (4)
TRUPR

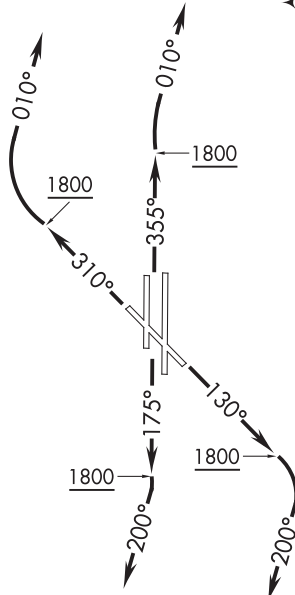
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500' per NM to 2100.

TAKEOFF OBSTACLE NOTES

- Rwy 13: Hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL.
Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL.
- Rwy 17L: Trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL.
Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL.
Tank 1.0 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL.
- Rwy 17R: Pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL.
- Rwy 35L: Trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL.
Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to MOOON, thence

TAKEOFF RWYS 17L/R: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to MOOON, thence

TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence

TAKEOFF RWYS 35L/R: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence

. . . . on track 055° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR2.COORT):

DRLER TRANSITION (TRUPR2.DRLER):

GTYER TRANSITION (TRUPR2.GTYER):

TRUPR TWO DEPARTURE (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017


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LOC/DME I-OKC	APP CRS	Rwy Idg	9801
110.7	175°	TDZE	1282
Chan 44		Apt Elev	1296

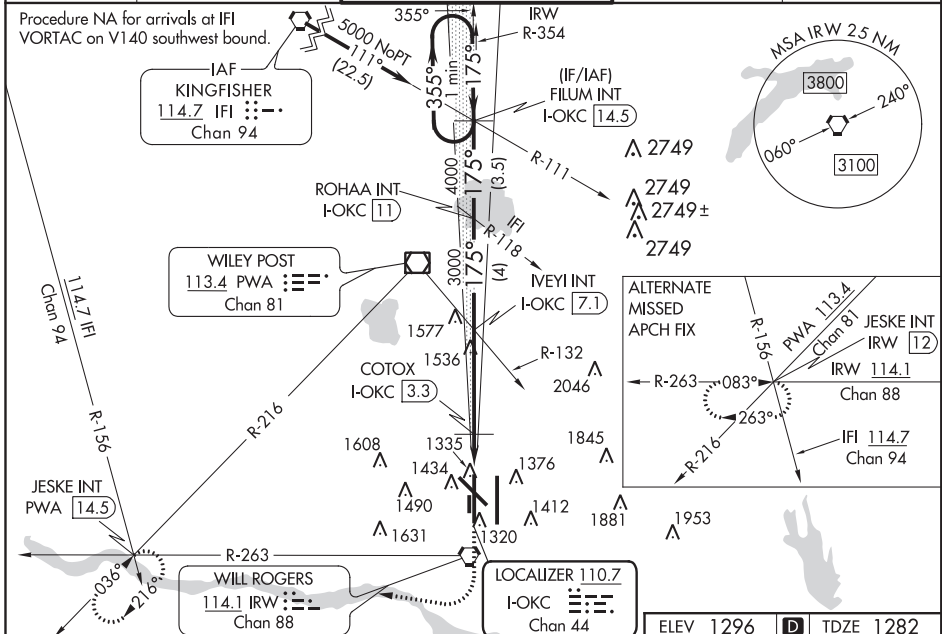
ILS or LOC RWY 17R

WILL ROGERS WORLD (OKC)

▼ # RVR 1800 authorized with use of FD or AP or HUD to DA.
▲ For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000 and S-LOC 17R Cats C/D/E visibility to 1 $\frac{1}{2}$; increase COTOX Fix Minimums S-LOC 17R all Cats visibility to RVR 5500. Simultaneous Approach authorized with Rwy 17L.

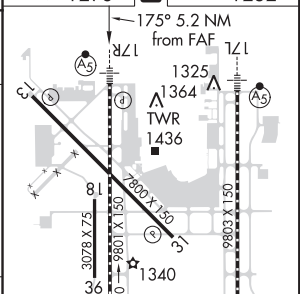
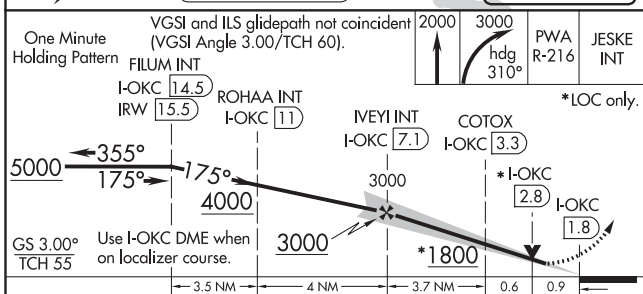
MALSR
 MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 310° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-ILS 17R	#1482/24 200 (200- $\frac{1}{2}$)				
S-LOC 17R	1800/24	518 (600- $\frac{1}{2}$)	1800/55	518 (600- $\frac{1}{4}$)	
CIRCLING	1800-1	504 (600-1)	1960- $1\frac{3}{4}$ 664 (700- $1\frac{3}{4}$)	2000- $2\frac{1}{4}$ 704 (800- $2\frac{1}{4}$)	2240-3 944 (1000-3)
	COTOX FIX MINIMUMS				
S-LOC 17R	1640/24	358 (400- $\frac{1}{2}$)	1640/30	358 (400- $\frac{3}{4}$)	
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960- $1\frac{3}{4}$ 664 (700- $1\frac{3}{4}$)	2000- $2\frac{1}{4}$ 704 (800- $2\frac{1}{4}$)	2240-3 944 (1000-3)

TDZ/CL Rwy 35R	1325
MRL Rwy 13-31	1340
HIRL Rwys 17L-35R and 17R-35L	35R
FAF to MAP 5.2 NM	
Knots	60 90 120 150 180
Min:Sec	5:12 3:28 2:36 2:05 1:44

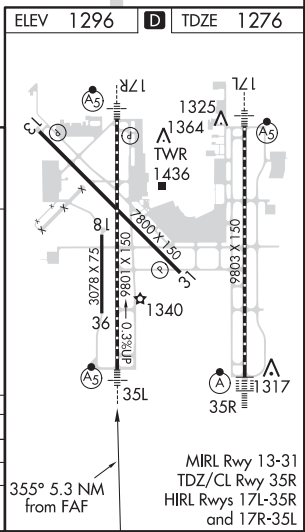
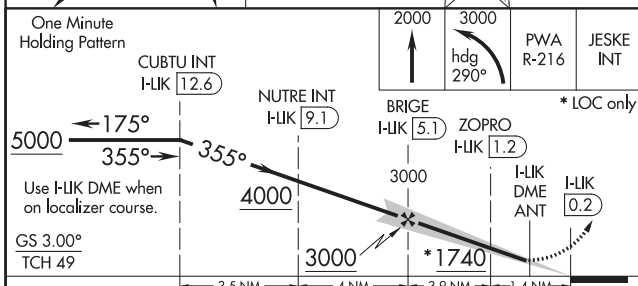
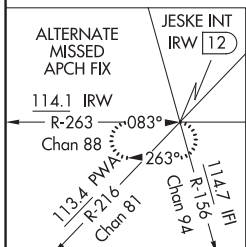
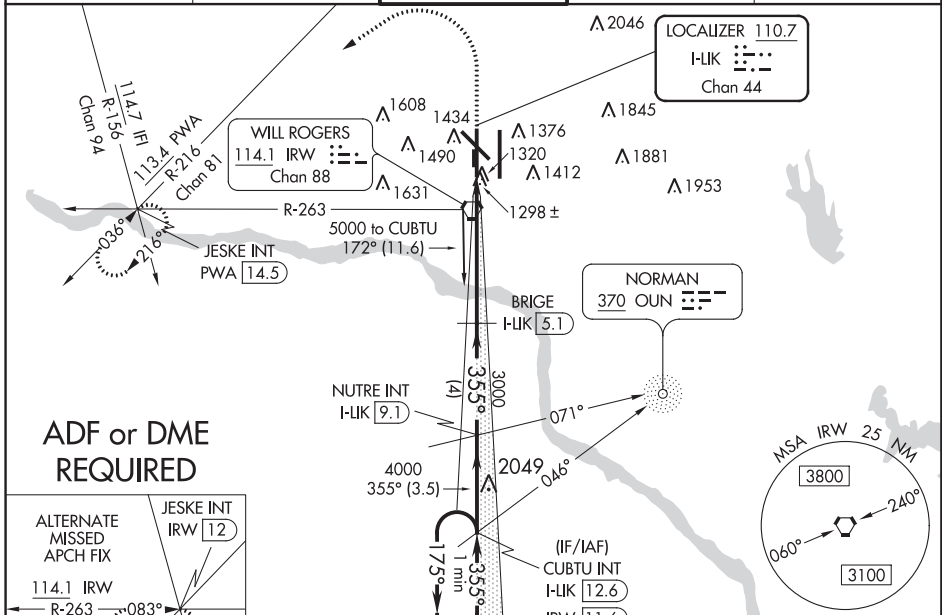
LOC/DME I-LIK 110.7 Chan 44	APP CRS 355°	Rwy Idg 9801
		TDZE 1276
		Apt Elev 1296

ILS or LOC/DME RWY 35L

WILL ROGERS WORLD (OKC)

For inop MALS/R, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC 35L all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 35R. ** RVR 1800 authorized with use of FD or AP or HUD to DA.	MALS/R 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 290° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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CATEGORY	A	B	C	D	E
S-ILS 35L**	1476/24 200 (200-½)				
S-LOC 35L	1640/35 364 (400-¾)				
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RGR 110.9 Chan 46	APP CRS 355°	Rwy Idg 9803 TDZE 1294 Apt Elev 1296
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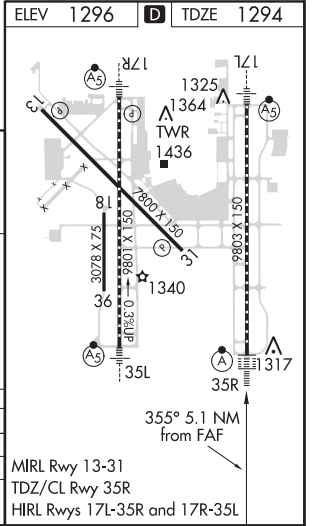
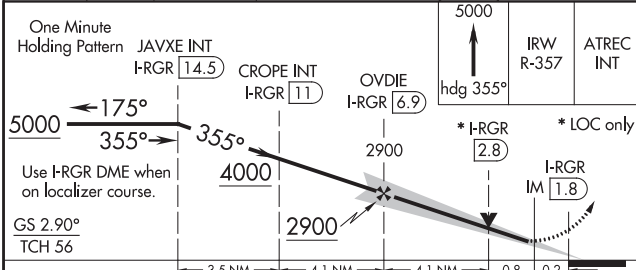
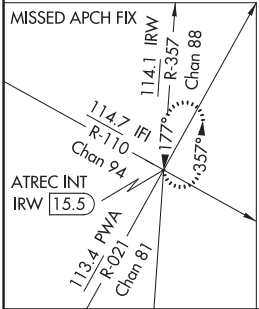
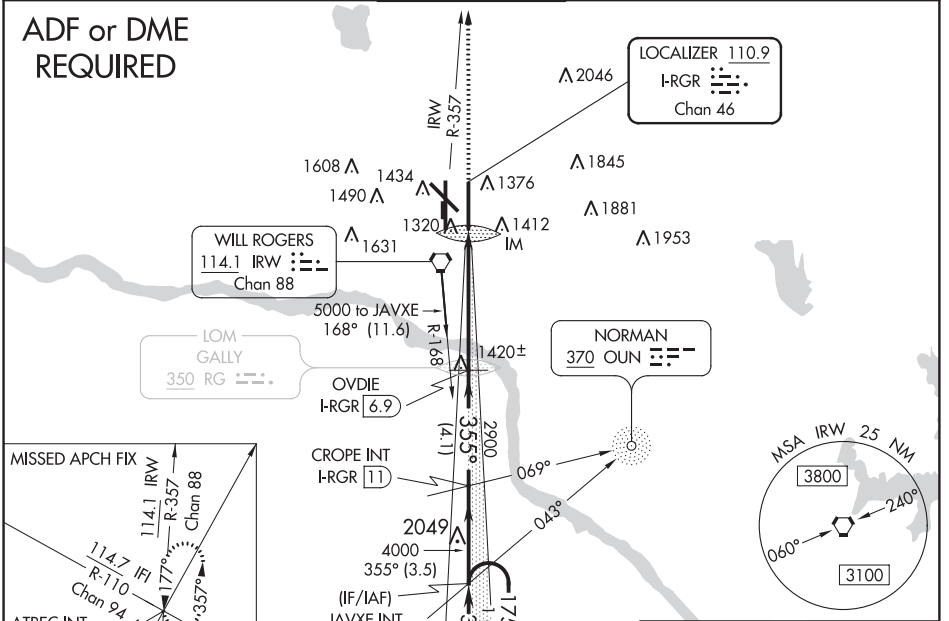
ILS or LOC/DME RWY 35R

WILL ROGERS WORLD (OKC)

<p>ALSIF-2</p>	<p>ASR</p>	<p>For inop ALSIF, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cats C/D/E visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L.</p>	<p>MISSED APPROACH: Climb to 5000 on heading 355° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.</p>	
		<p>ATIS 125.85</p>	<p>OKE CITY APP CON 124.6 266.8</p>	<p>ROGERS TOWER 119.35 269.45</p>

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				
S-LOC 35R	1640/24 346 (400-½) 1640/30 346 (400-¾)				
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

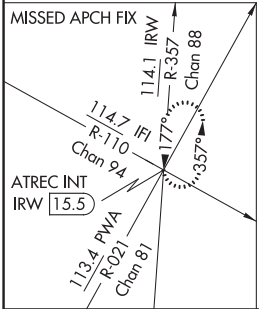
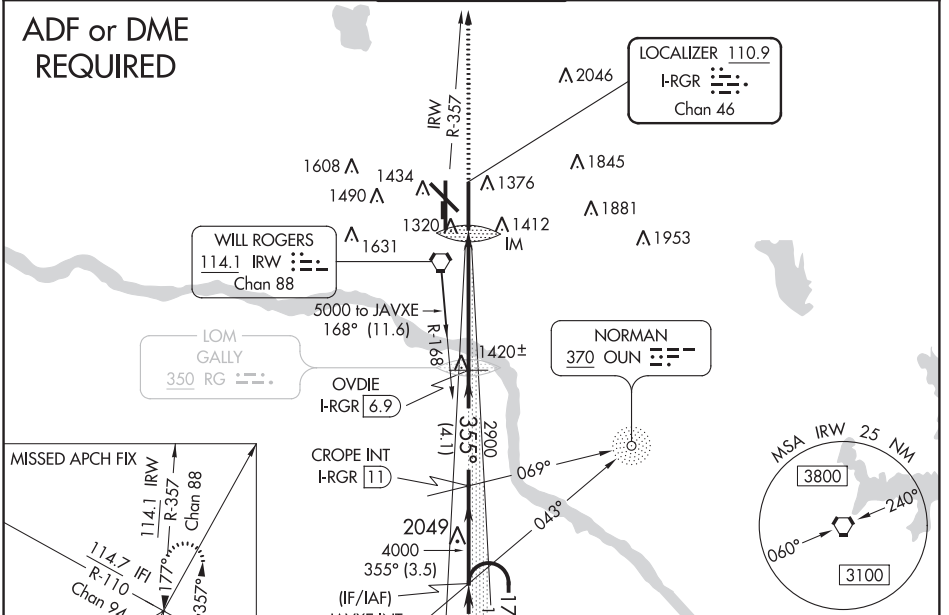
LOC/DME I-RGR 110.9 Chan 46	APP CRS 355°	Rwy Idg 9803 TDZE 1294 Apt Elev 1296
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ILS RWY 35R (CAT II)

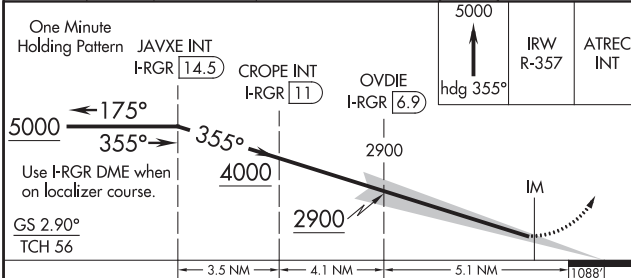
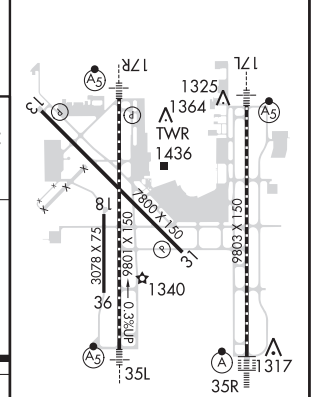
WILL ROGERS WORLD (OKC)

Simultaneous approach authorized with Rwy 35L.	ALSIF-2		MISSED APPROACH: Climb to 5000 on heading 350° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.	
	ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6

ADF or DME REQUIRED



ELEV 1296	D TDZE 1294
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CATEGORY	A	B	C	D	E
S-ILS 35R	RA 121/12 100 DA 1394				
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

MIRL Rwy 13-31
TDZ/CL Rwy 35R
HIRL Rwy 17L-35R and 17R-35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 17L

WILL ROGERS WORLD (OKC)

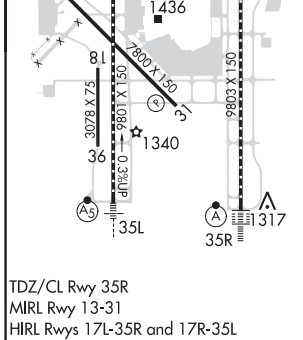
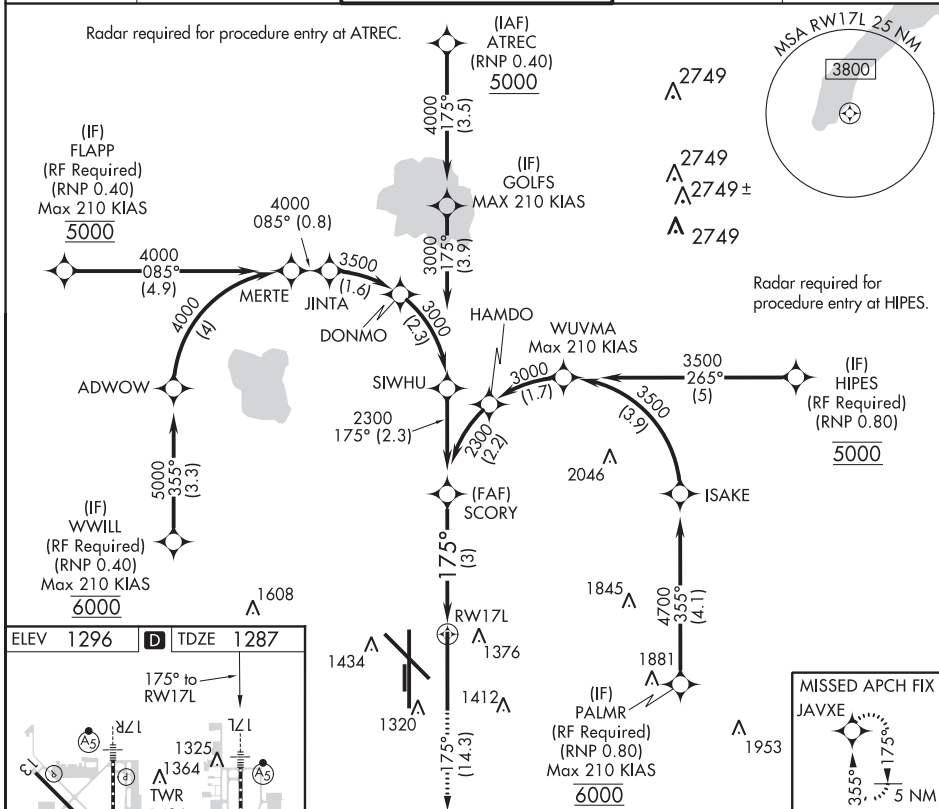
APP CRS 175°	Rwy Idg TDZE Apt Elev	9803 1287 1296
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▽ For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALS, increase RNP 0.11 all Cats visibility to RVR 4500, RNP 0.20 all Cats visibility to RVR 5700 and RNP 0.30 all Cats visibility to 1½ mile. GPS required. Simultaneous approach authorized with Rwy 17R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS

MISSED APPROACH:
Climb to 5000 on track 175° to JAVXE and hold, continue climb-in-hold to 5000.

ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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MISSED APCH FIX
JAVXE
3.65 NM
175°
5 NM

5000
↑
tr
175°

JAVXE

See planview for multiple IF locations.

SCORY
2300

RW17L

175°

2300

GP 3.00°
TCH 59'

CATEGORY	A	B	C	D
RNP 0.11 DA		1555/24	268 (300-½)	
RNP 0.20 DA		1643/34	356 (400-¾)	
RNP 0.30 DA		1724/49	437 (500-1)	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 17R

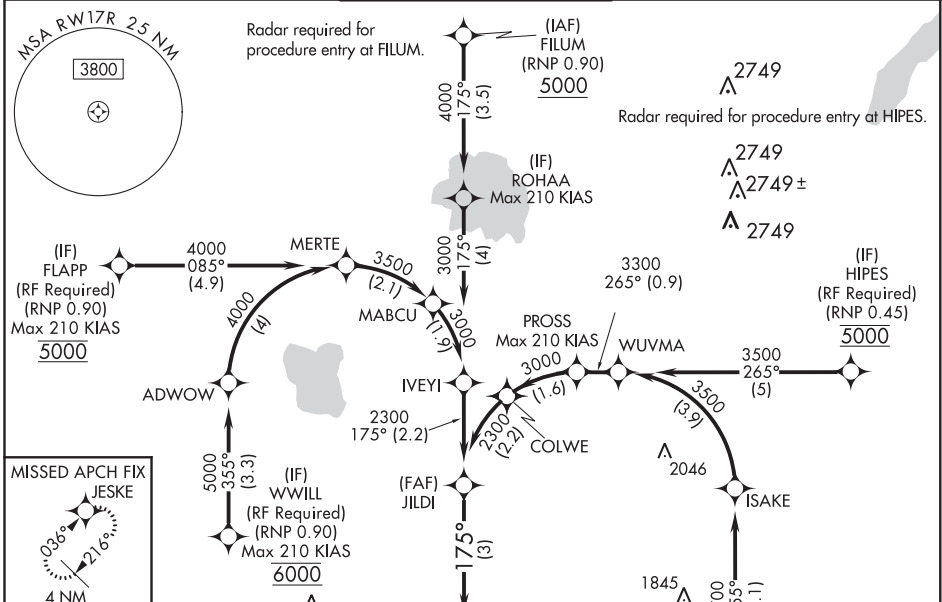
WILL ROGERS WORLD (OKC)

APP CRS	Rwy Idg	9801
175°	TDZE	1282
	Apt Elev	1296

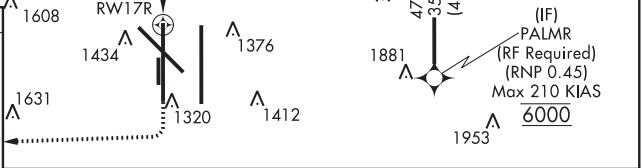
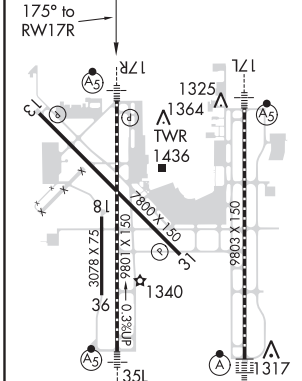
ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSRL, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1/4 mile. GPS required. Simultaneous approach authorized with Rwy 17L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSRL MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.

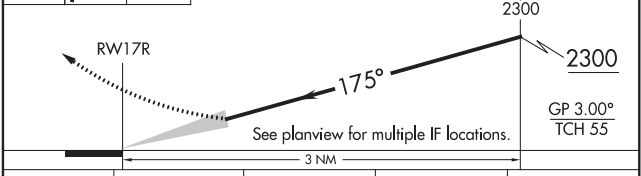
ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ELEV 1296	D	TDZE 1282
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2000 3000 JESKE VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).



CATEGORY	A	B	C	D
RNP 0.20 DA		1559/24	277 (300-1/2)	
RNP 0.30 DA		1675/41	393 (400-7/8)	

TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwy 17L-35R and 17R-35L

OKLAHOMA CITY, OKLAHOMA
Amdt 1B 15SEP16

35°24'N-97°36'W

WILL ROGERS WORLD (OKC)
RNAV (RNP) Z RWY 17R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 35R

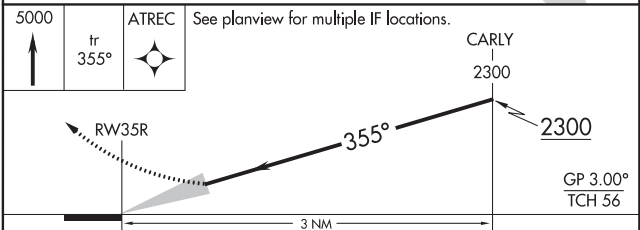
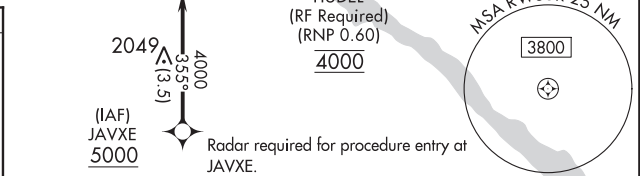
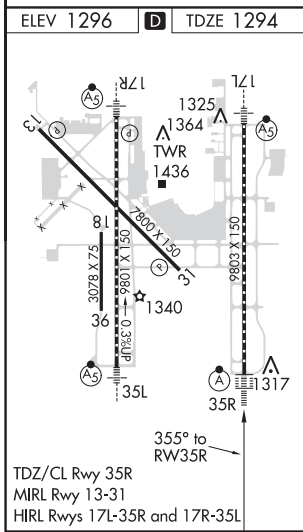
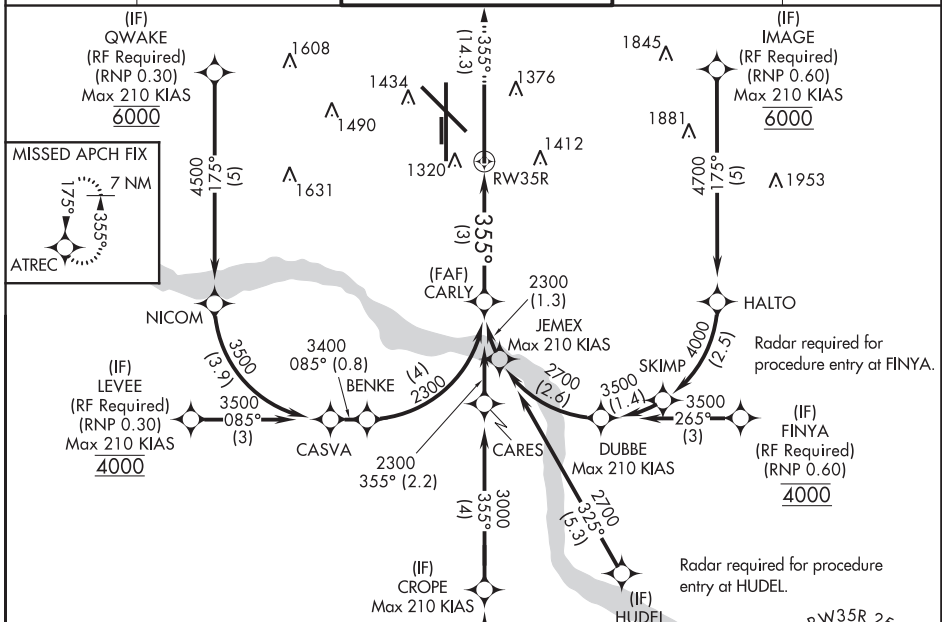
WILL ROGERS WORLD (OKC)

APP CRS 355°	Rwy Idg TDZE Apt Elev	9803 1294 1296
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ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop ALSF, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1¼ mile. GPS required. Simultaneous approach authorized with Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2 **MISSED APPROACH:** Climb to 5000 on track 355° to ATREC and hold, continue climb-in-hold to 5000.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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CATEGORY	A	B	C	D
RNP 0.16 DA		1570/24	276 (300-½)	
RNP 0.30 DA		1674/39	380 (400-¾)	

AUTHORIZATION REQUIRED

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

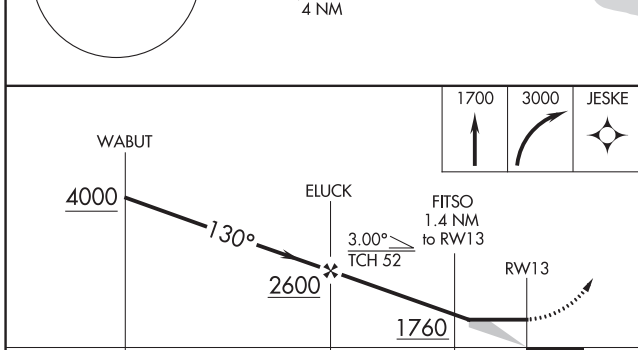
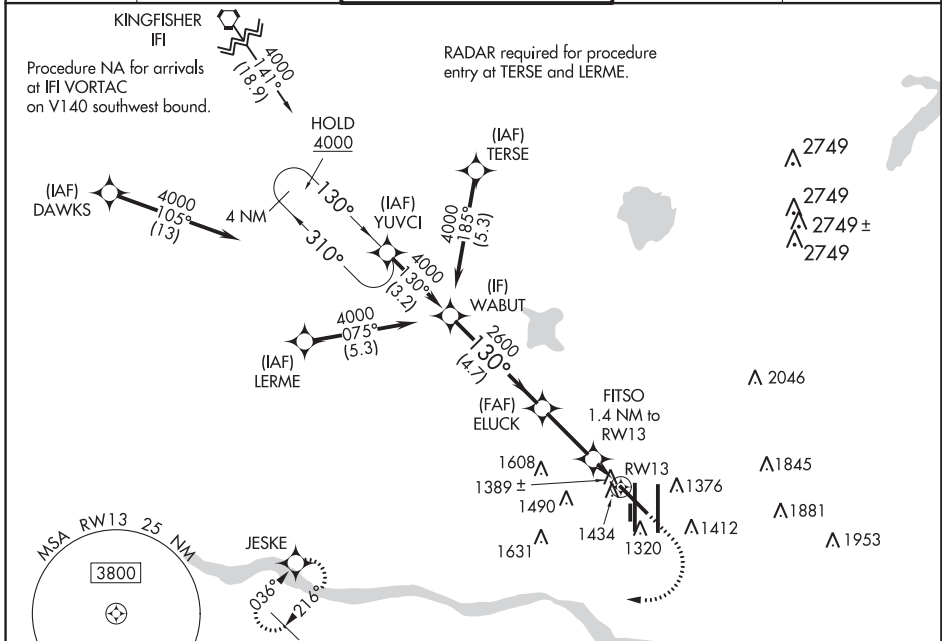
WAAS CH 45625 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	7800 1279 1296
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RNAV (GPS) RWY 13

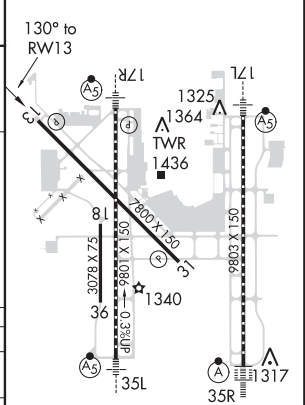
WILL ROGERS WORLD (OKC)

ASR	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.		
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ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ELEV 1296	D	TDZE 1279
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CATEGORY	A	B	C	D
LP MDA	1640-1		361 (400-1)	
LNAV MDA	1700-1	421 (500-1)	1700-1¼	421 (500-1¼)
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rws 17L-35R and 17R-35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

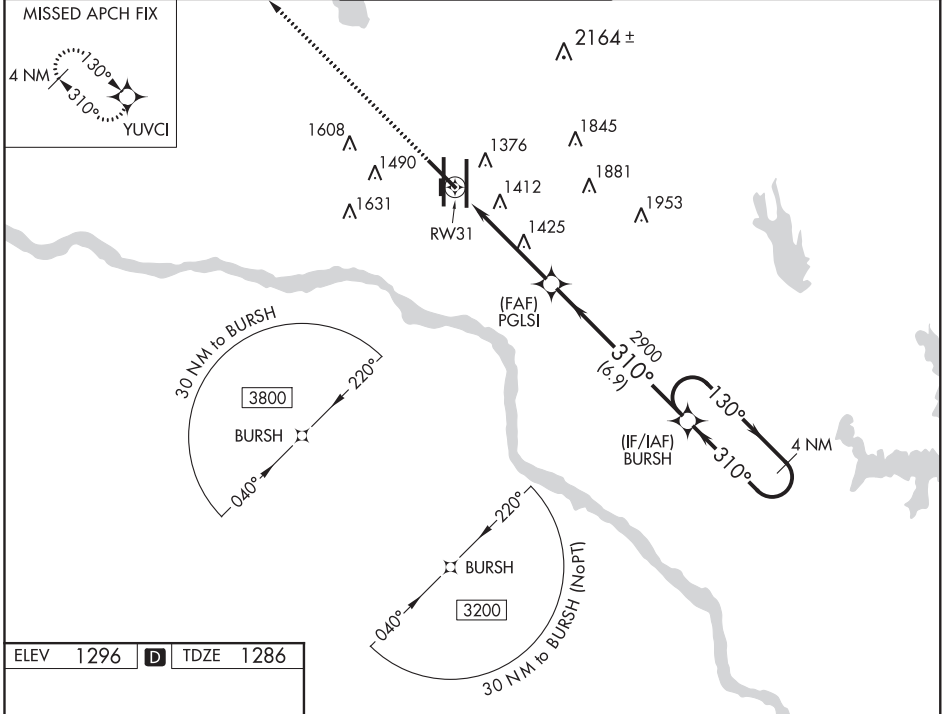
WAAS CH 50225 W31A	APP CRS 310°	Rwy Idg 7800 TDZE 1286 Apt Elev 1296
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RNAV (GPS) RWY 31

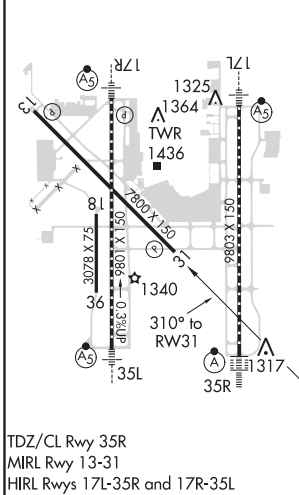
WILL ROGERS WORLD (OKC)

ASR	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3600 direct YUVCI and hold.		
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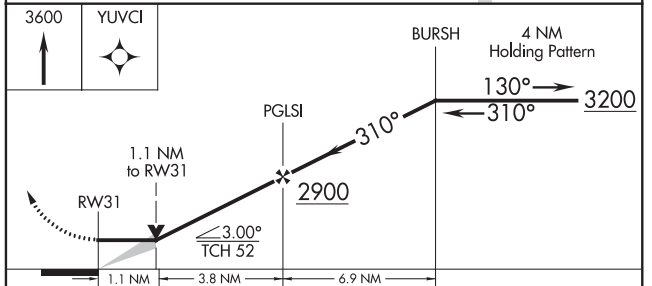
ATIS 125,85	OKE CITY APP CON 124,6 266,8	ROGERS TOWER 119,35 269,45	GND CON 121,9 348,6	CLNC DEL 124,35
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ELEV 1296	D	TDZE 1286
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TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwy 17L-35R and 17R-35L



CATEGORY		A	B	C	D
LP	MDA	1680-1	394 (400-1)	1680-1½	394 (400-1½)
	LNAV MDA	1700-1	414 (500-1)	1700-1½	414 (500-1½)
C	CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56503 W 17B	APP CRS 175°	Rwy Idg 9803 TDZE 1287 Apt Elev 1296
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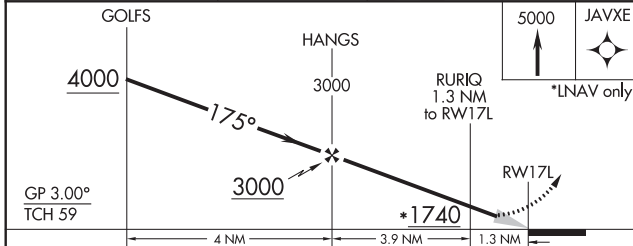
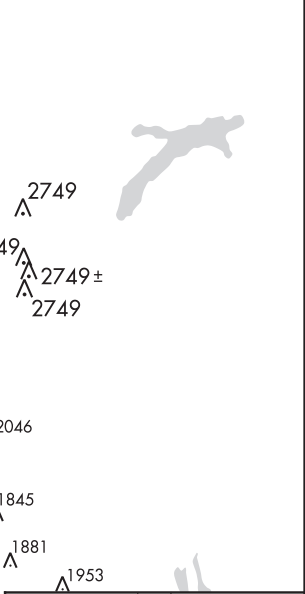
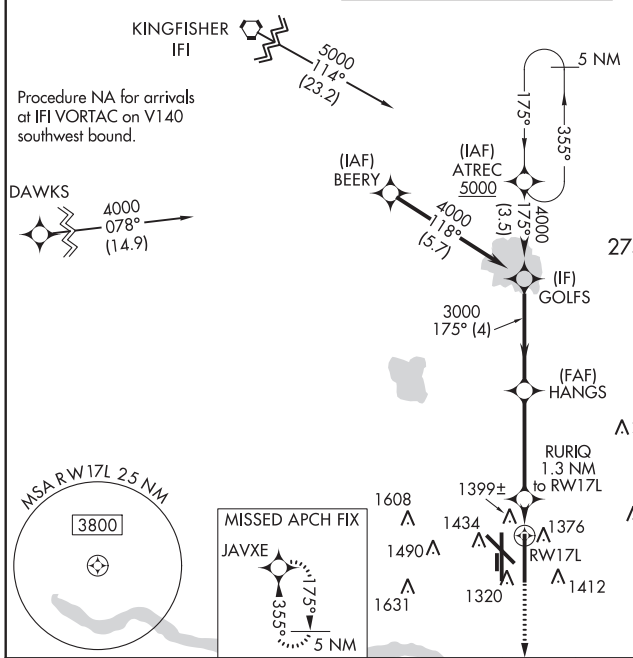
RNAV (GPS) Y RWY 17L

WILL ROGERS WORLD (OKC)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS MISSED APPROACH: Climb to 5000 direct JAVXE and hold, continue to climb-in-hold to 5000.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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CATEGORY	A	B	C	D	E
LPV DA	1487/24		200 (200-½)		
LNAV/VNAV DA	1590/24		303 (300-½)		
LNAV MDA	1660/24	373 (400-½)	1660/35		373 (400-¾)
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwy 17L-35R and 17R-35L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50102 W17A	APP CRS 175°	Rwy Idg TDZE Apt Elev	9801 1282 1296
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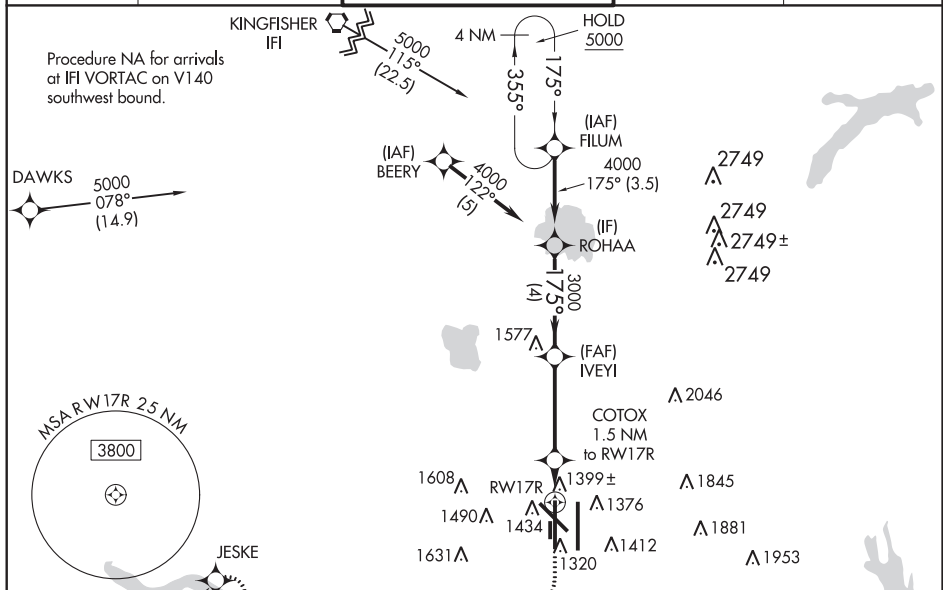
RNAV (GPS) Y RWY 17R

WILL ROGERS WORLD (OKC)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV Cat E visibility to RVR 4500. ASR Increase LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

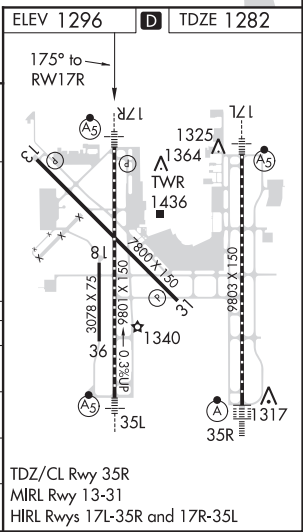
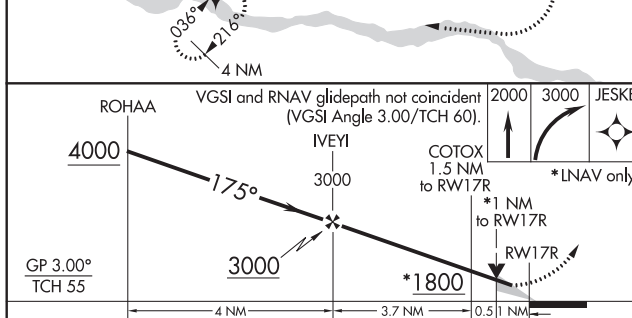
MALSR
 MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA	1482/24		200 (200-½)		
LNAV/VNAV DA	1598/26		316 (400-¾)		
LNAV MDA	1660/24 378 (400-½)		1660/35 378 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)


TDZ/CL Rwy 35R
MRL Rwy 13-31
HIRL Rws 17L-35R and 17R-35L

WAAS CH 56202 W35A	APP CRS 355°	Rwy Idg 9801 TDZE 1277 Apt Elev 1296
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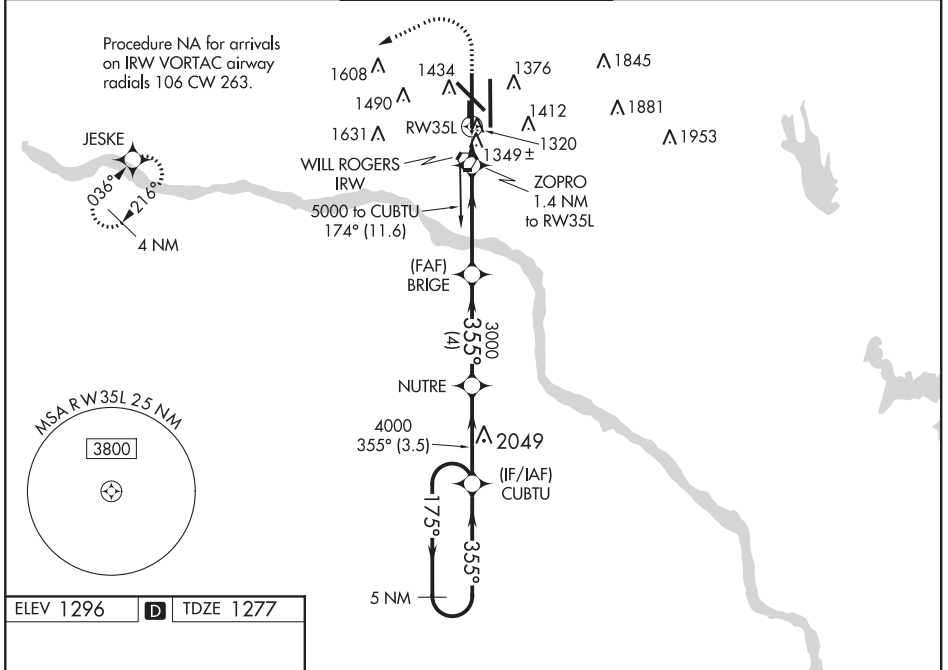
RNAV (GPS) Y RWY 35L

WILL ROGERS WORLD (OKC)

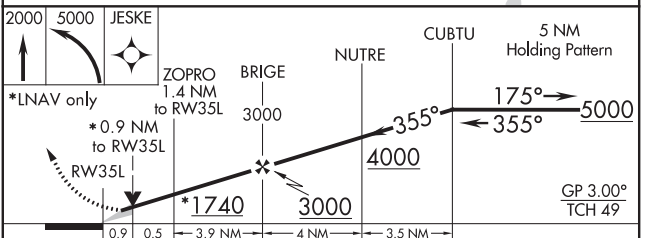
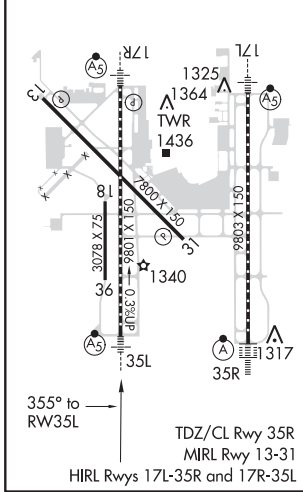
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS/R, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E to RVR 5000. Simultaneous approach authorized with Rwy 35R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS/R  MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct JESKE and hold.

ATIS 125.85	OKC CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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ELEV 1296	D	TDZE 1277
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CATEGORY	A	B	C	D	E
LPV DA		1477/24	200 (200-½)		
LNAV/VNAV DA		1544/24	267 (300-½)		
LNAV MDA	1600/24	323 (400-½)	1600/26	323 (400-¾)	
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

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SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61218 W35B	APP CRS 355°	Rwy Idg TDZE 1294 Apt Elev 1296	9803
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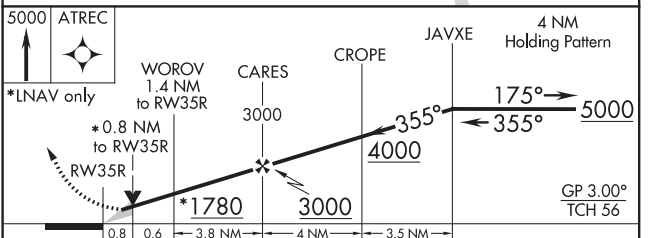
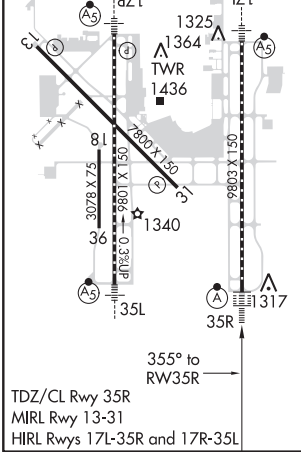
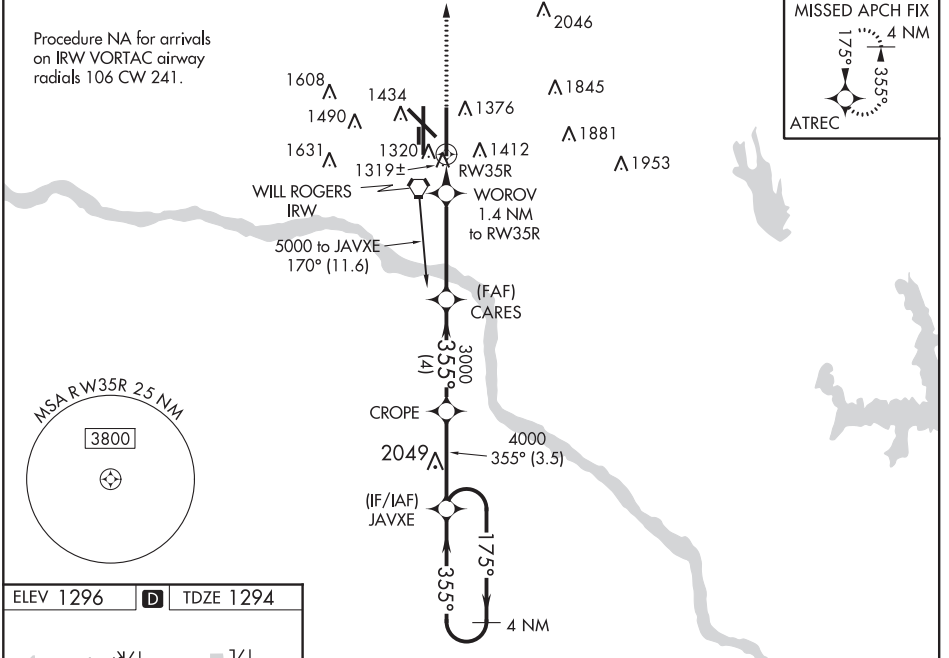
RNAV (GPS) Y RWY 35R

WILL ROGERS WORLD (OKC)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to RVR 4500. Simultaneous approach authorized with Rwy 35L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct ATREC and hold, continue climb-in-hold to 5000.

ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35
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CATEGORY	A	B	C	D	E
LPV DA		1494/24	200 (200-½)		
LNAV/VNAV DA		1544/24	250 (300-½)		
LNAV MDA		1580/24	286 (300-½)		
CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

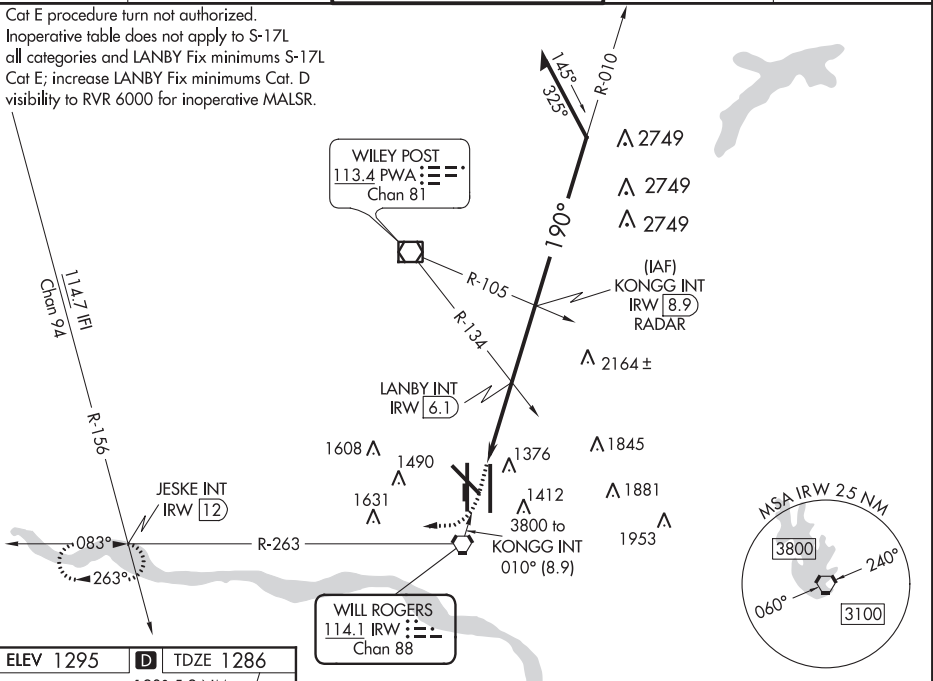
VOR IRW 114.1 Chan 88	APP CRS 190°	Rwy Idg TDZE Apt Elev	9803 1286 1295
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VOR RWY 17L

WILL ROGERS WORLD (OKC)

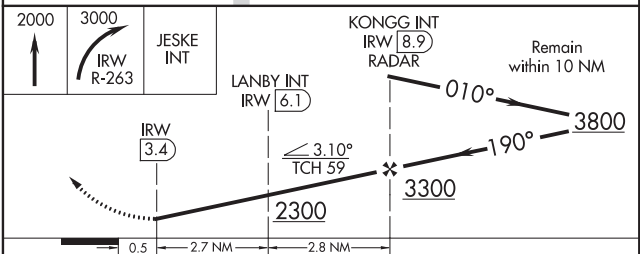
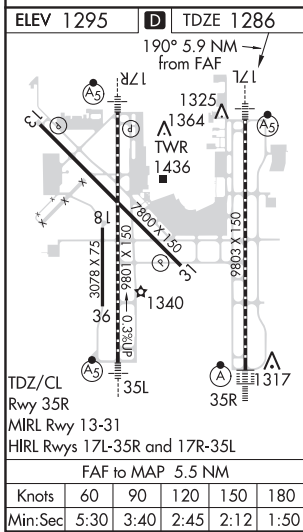
			MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.	
ATIS 125.85	OKE CITY APP CON 124.6 266.8	ROGERS TOWER 119.35 269.45	GND CON 121.9 348.6	CLNC DEL 124.35

Cat E procedure turn not authorized.
 Inoperative table does not apply to S-17L all categories and LANBY Fix minimums S-17L Cat E; increase LANBY Fix minimums Cat. D visibility to RVR 6000 for inoperative MALS.R.



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-17L	2300/60 1014(1100-1½)	2300-1½ 1014(1100-1½)		2300-3	1014 (1100-3)
CIRCLING	2300-1¼ 1005(1100-1¼)	2300-1½ 1005(1100-1½)		2300-3	1005 (1100-3)
LANBY FIX MINIMUMS					
S-17L	1680/24	394 (400-½)		1680/50 394 (400-1)	1680-1½ 394 (400-1½)
CIRCLING	1760-1	465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

FUNNL TWO DEPARTURE (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE: Assigned by ATC

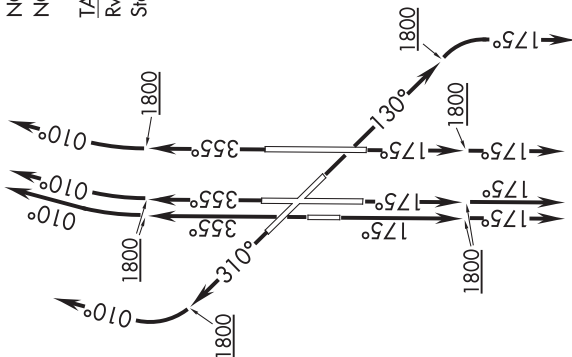
ATIS 125.85
 CINCDL 124.35
 GND CON 121.9 348.6
 ROGERS TOWER 119.35 269.45
 OKE CITY DEP CON 124.2 336.4



TAKEOFF OBSTACLE NOTES
 Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
 Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.

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

TAKEOFF MINIMUMS:
 Rwys 13, 17L/R, 18, 31, 35L/R, 36:
 Standard with minimum climb of 500' per NM to 1800.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to VOWED, thence
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to VOWED, thence
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to VOWED, thence
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to VOWED, thence

. . . . on track 079° to FUNNL, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL2.PHARA):

NOTE: Chart not to scale.

SC-1, 10 NOV 2016 to 05 JAN 2017

FUNNL TWO DEPARTURE (RNAV)

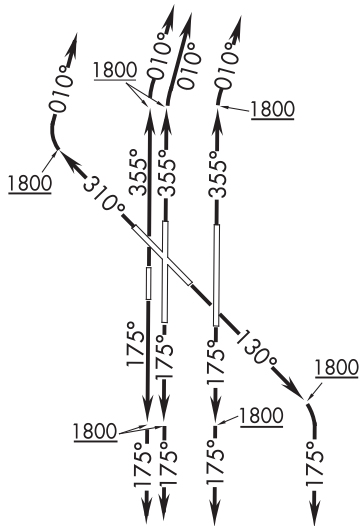
(KRMSN2.KRMSN) 16203

KRMSN TWO DEPARTURE(RNAV) SL-301 (FAA)

WILL ROGERS WORLD(OKC)
OKLAHOMA CITY, OKLAHOMA

**TOP ALTITUDE:
ASSIGNED BY ATC**

- ATIS 125.85
- CLNC DEL 124.35
- GND CON 121.9 348.6
- ROGERS TOWER 119.35 269.45
- OKE CITY DEP CON 124.2 336.4



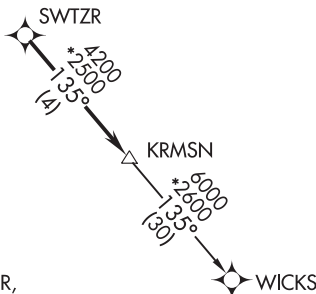
NOTE: RADAR required.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

TAKEOFF OBSTACLE NOTES:

- Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
- Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 31: Climb heading 310° to 1800, then right turn heading 010° or assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

... on track 135° to KRMSN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN2.WICKS):

KRMSN TWO DEPARTURE(RNAV)
(KRMSN2.KRMSN) 26MAY16

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD(OKC)

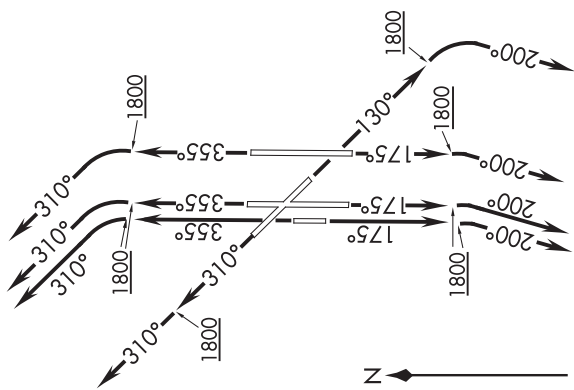
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OLGUY TWO DEPARTURE (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
Assigned by ATC**



TAKEOFF OBSTACLES NOTES:
 Rwy 35L: Post 48' from DER, 495' left of centerline
 8' AGL/1287' MSL.
 Rwy 36: Obstruction light on windsock 674' from
 DER, 152' left of centerline, 25' AGL/
 1295' MSL.
 NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
 Rwys 13, 17L/R, 18, 31, 35L/R, 36:
 Standard with minimum climb of 500' per NM to 1800.

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



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

. . . on track 266° to OLGUY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

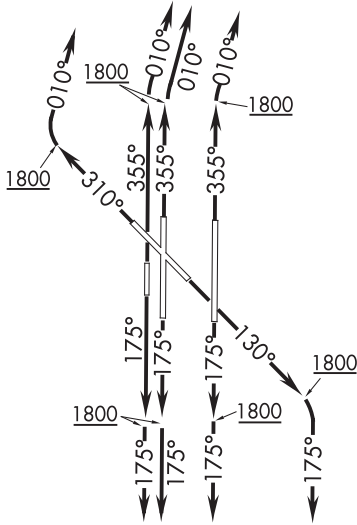
GRUVN TRANSITION (OLGUY2.GRUVN):
YOUSE TRANSITION (OLGUY2.YOUSE):

SC-1, 10 NOV 2016 to 05 JAN 2017

RDHWK TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4



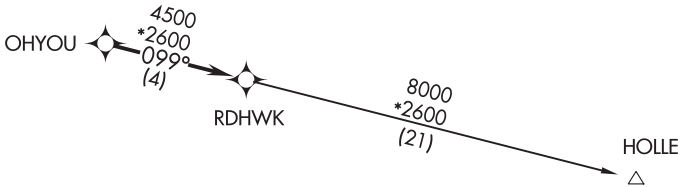
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF OBSTACLE NOTES:

Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.

TAKEOFF MINIMUMS:

Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500' per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
- TAKEOFF RWY 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
- TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
- TAKEOFF RWY 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

. . . on track 099° to RDHWK, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

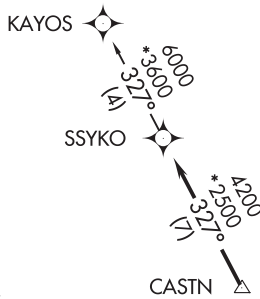
HOLLE TRANSITION (RDHWK2.HOLLE):

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SSYKO TWO DEPARTURE (RNAV)

ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

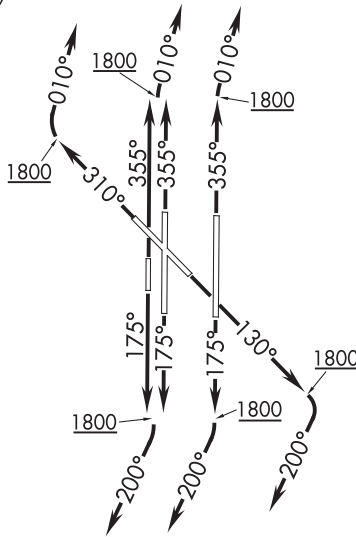


**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500'
per NM to 1800.

TAKEOFF OBSTACLE NOTES:

- Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
- Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWY 17L/R, 18:** Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWY 31:** Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .
- TAKEOFF RWY 35L/R, 36:** Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . .

. . . on track 327° to SSYKO, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO2.KAYOS):

SSYKO TWO DEPARTURE (RNAV)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

STPHN TWO DEPARTURE (RNAV)

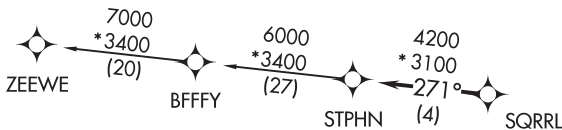
ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500'
per NM to 1800.

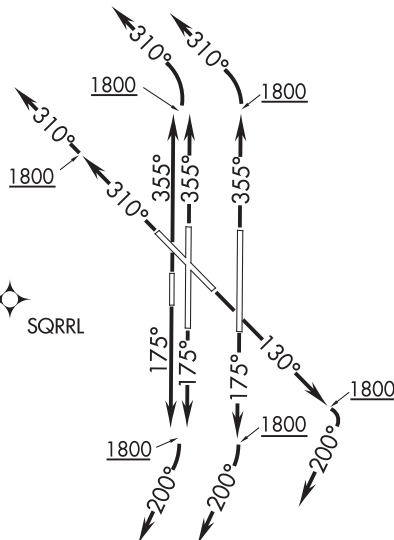
TAKEOFF OBSTACLE NOTES:

- Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
- Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.



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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .
- TAKEOFF RWY 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . .

. . . on track 271° to STPHN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

- BFFFY TRANSITION (STPHN2.BFFFY):
- ZEEWE TRANSITION (STPHN2.ZEEWE):

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TEBRD TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

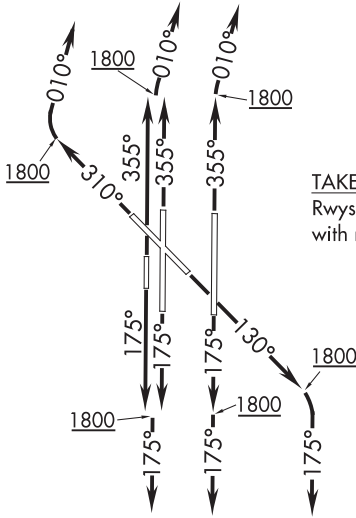
ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4

TAKEOFF MINIMUMS:

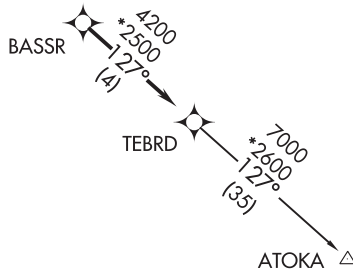
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

TAKEOFF OBSTACLE NOTES

Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.



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



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 13:** Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWYS 17L/R, 18:** Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWY 31:** Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .
- TAKEOFF RWYS 35L/R, 36:** Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . .

. . . on track 127° to TEBRD, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD2.ATOKA):

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

THRPE TWO DEPARTURE (RNAV)

ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

**TOP ALTITUDE:
ASSIGNED BY ATC**

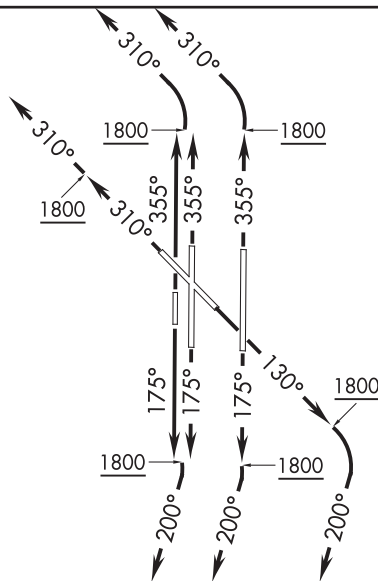
TAKEOFF MINIMUMS

Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

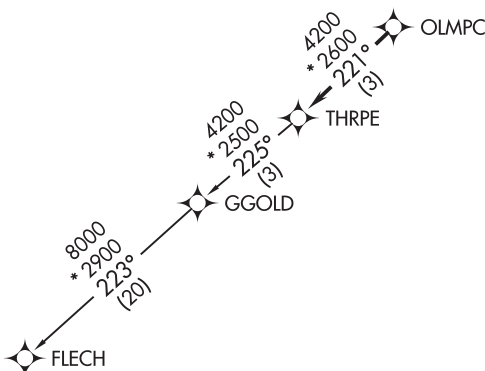
TAKEOFF OBSTACLE NOTES

Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.

Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.



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



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to OLMPG, thence . . .

. . . on track 221° to THRPE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE2.FLECH):

GGOLD TRANSITION (THRPE2.GGOLD):

THRPE TWO DEPARTURE (RNAV)

(THRPE2.THRPE) 26MAY16

TRUPR TWO DEPARTURE (RNAV)

ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

**TOP ALTITUDE:
ASSIGNED BY ATC**

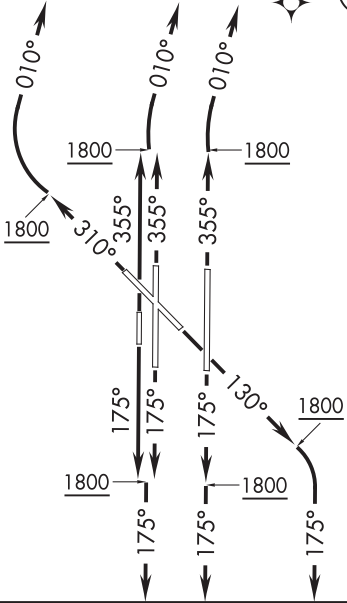
GYER 8000 *2500 042° (1.5)
DRLER 8000 *2600 055° (6.1)

(5)
4200 *2500 055°
COORT

4200 *2500 055° (4)
TRUPR

MOOON

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



TAKEOFF MINIMUMS

Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500' per NM to 1800.

TAKEOFF OBSTACLE NOTES

Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence
 on track 055° to TRUPR, then on (transition). Maintain 5000 or as assigned by ATC.
 Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR2.COORT):

DRLER TRANSITION (TRUPR2.DRLER):

GYER TRANSITION (TRUPR2.GYER):

TRUPR TWO DEPARTURE (RNAV)

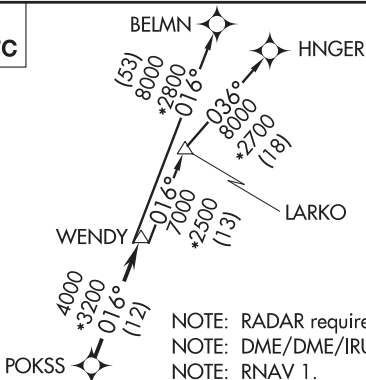
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WENDY TWO DEPARTURE (RNAV)

ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

**TOP ALTITUDE:
ASSIGNED BY ATC**



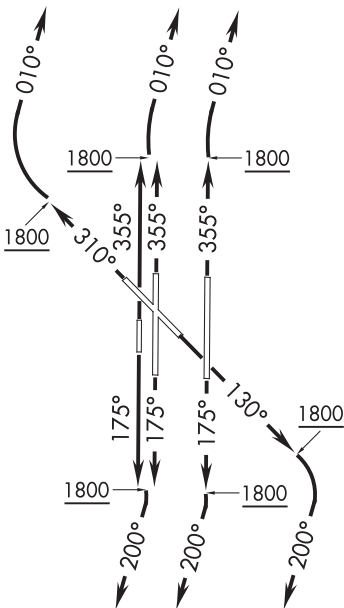
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

TAKEOFF OBSTACLE NOTES

Rwy 35L: Post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL.
Rwy 36: Obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to POKSS, thence
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to POKSS, thence
 on track 016° to WENDY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
BELMN TRANSITION (WENDY2.BELMN):
HNGER TRANSITION (WENDY2.HNGER):
LARKO TRANSITION (WENDY2.LARKO):

WENDY TWO DEPARTURE (RNAV)

(WENDY2.WENDY) 26MAY16

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SC-1, 10 NOV 2016 to 05 JAN 2017

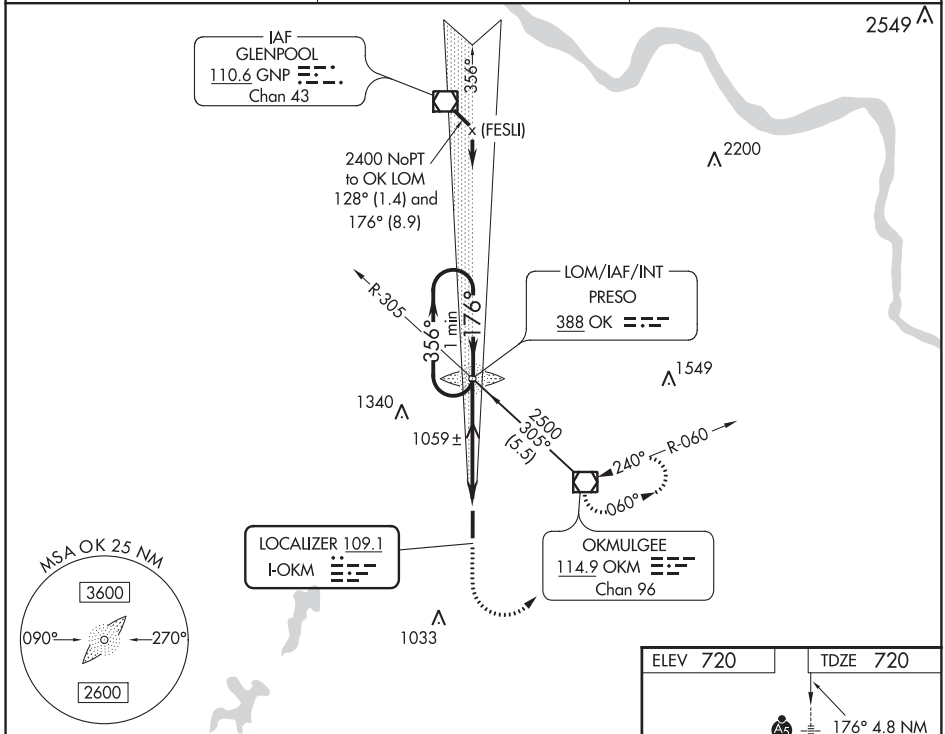
LOC I-OKM 109.1	APP CRS 176°	Rwy Idg 5150
		TDZE 720
		Apt Elev 720

ILS or LOC RWY 18

OKMULGEE RGNL (OKM)

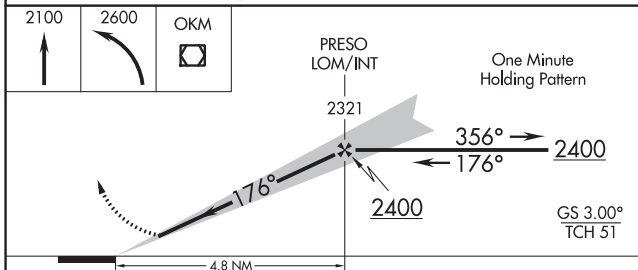
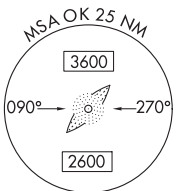
<p>▼ NA</p> <p>If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.</p>
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<p>AWOS-3</p> <p>118.225</p>	<p>TULSA APP CON</p> <p>119.85 338.3</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
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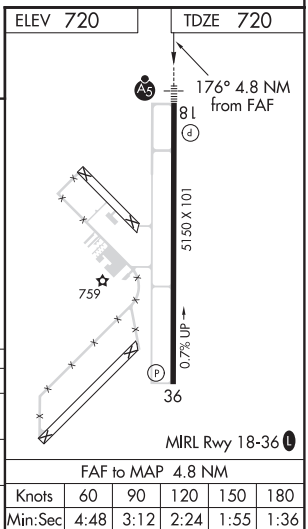


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½	600 (600-½)	1320-1 600 (600-1)	NA
CIRCLING	1320-1	600 (600-1)	1320-1½ 600 (600-1½)	NA



ELEV 720	TDZE 720
<p>176° 4.8 NM from FAF</p>	
<p>FAF to MAP 4.8 NM</p>	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

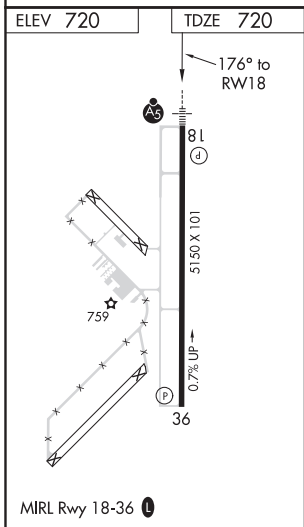
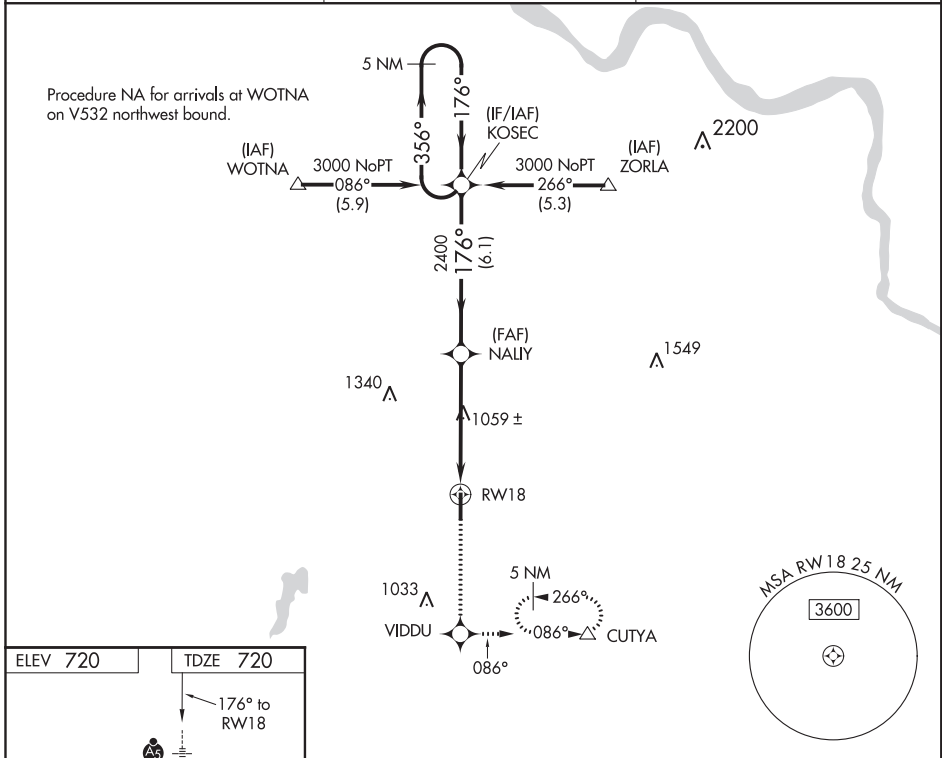
WAAS CH 82105 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	5150 720 720
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RNAV (GPS) RWY 18

OKMULGEE RGNL (OKM)

<p>▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.</p> <p>▲ DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.</p>
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AWOS-3 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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3000	VIDDU	086° tr	CUTYA	KOSEC	5 NM Holding Pattern
*LNAV Only	*1.7 NM to RWY 18	NALLY	176°	3000	GP 3.00° TCH 51
1.7 NM		3.3 NM		6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	970-1/2			250 (300-1/2)	
LNAV MDA	1320-1/2		600 (600-1/2)		1320-1
CIRCLING	1320-1		600 (700-1)		1320-1 1/2
					600 (700-1 1/2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKMULGEE, OKLAHOMA

AL-727 (FAA)

16035

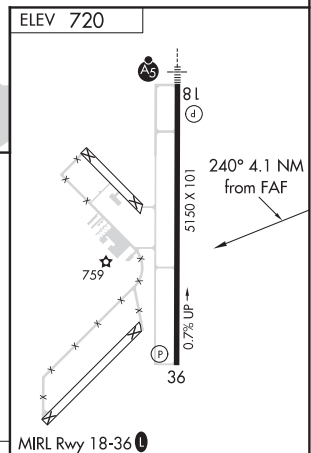
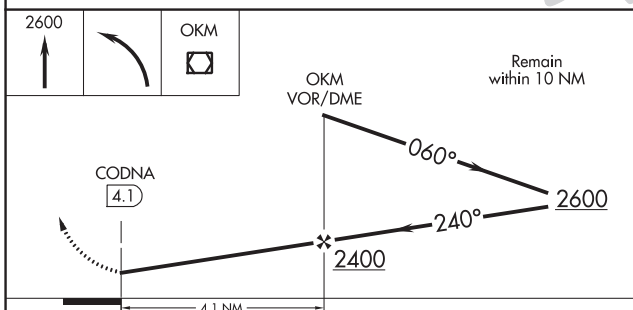
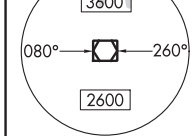
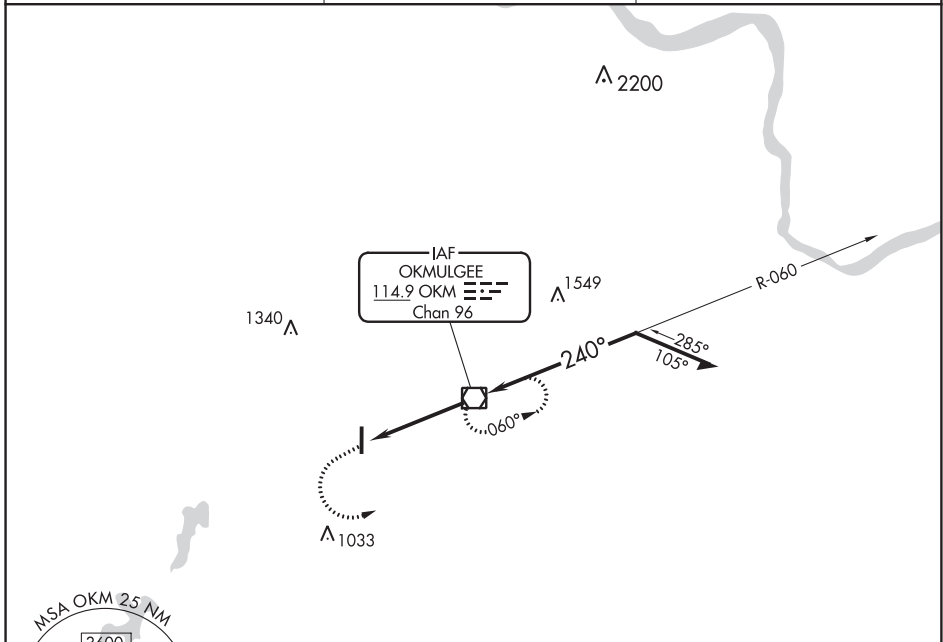
VOR/DME OKM 114.9 Chan 96	APP CRS 240°	Rwy Idg TDZE Apt Elev	N/A N/A 720
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VOR-A
OKMULGEE RGNL (OKM)

NA If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3 118.225	TULSA APP CON 119.85 338.3	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

OKMULGEE, OKLAHOMA
Amdt 1 07JUL05

35°40'N-95°57'W

OKMULGEE RGNL (OKM)
VOR-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3800
187°	TDZE	234
	Apt Elev	234

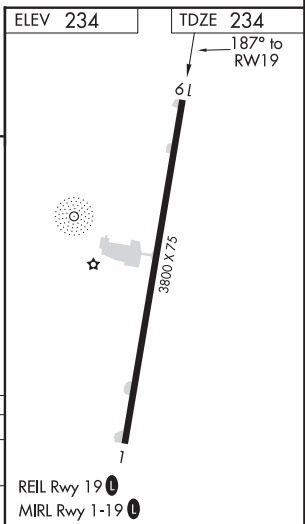
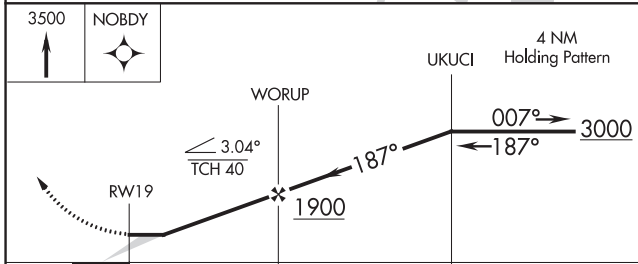
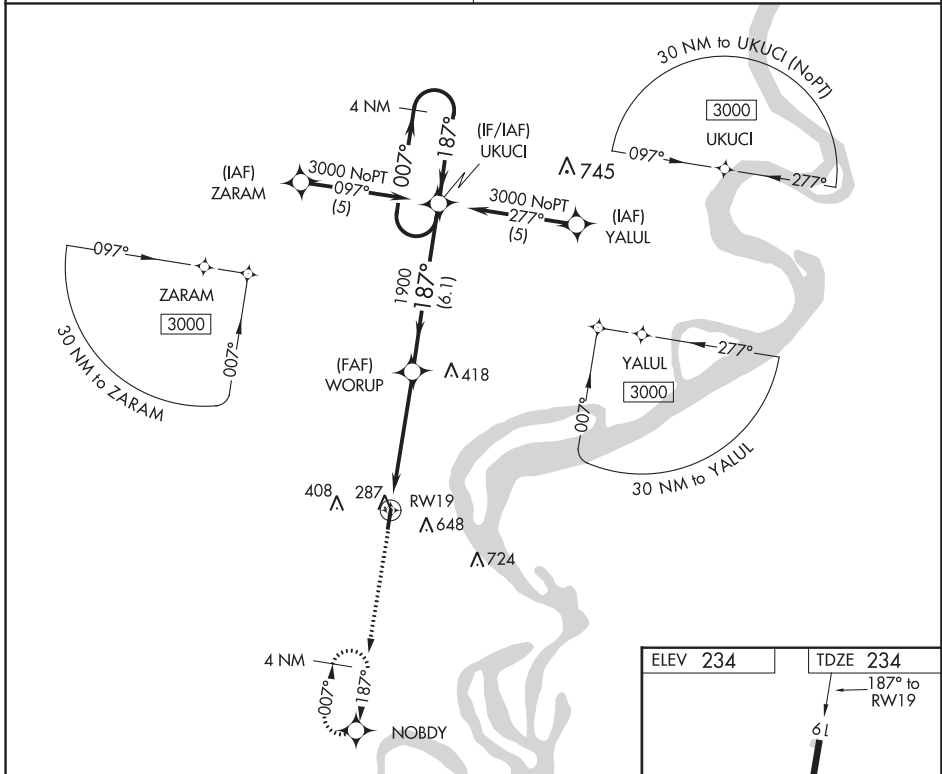
RNAV (GPS) RWY 19

OSCEOLA MUNI (7M4)

▼ DME/DME RNP-0.3 NA. Use Blytheville Muni altimeter setting; when not received use Covington Muni altimeter setting and increase all MDAs 20 feet.

▲ NA MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

MEMPHIS CENTER 119.1 291.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	620-1 386 (400-1)			NA
CIRCLING	700-1 466 (500-1)	1060-1¼ 826 (900-1¼)	1060-2½ 826 (900-2½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OZARK, ARKANSAS

AL-6237 (FAA)

16091

APP CRS	Rwy Idg	3302
043°	TDZE	648
	Apt Elev	648

RNAV (GPS) RWY 4

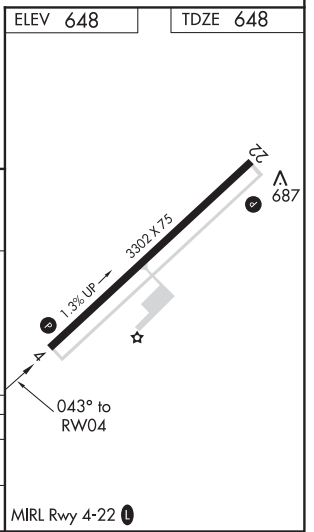
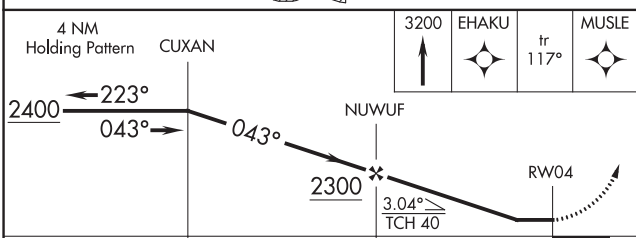
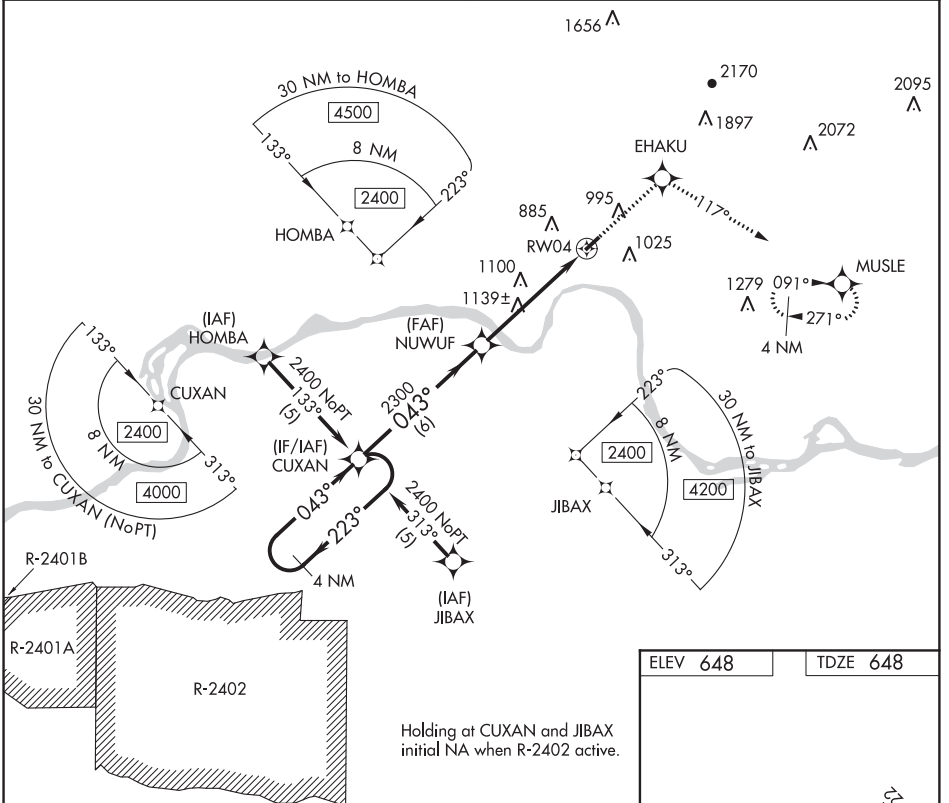
OZARK-FRANKLIN COUNTY (7M5)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cuts A and C visibility 1/4 mile.

⚠ NA MISSED APPROACH: Climb to 3200 direct EHAKU and on track 117° to MUSLE and hold.

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA

OZARK, ARKANSAS
Orig-A 07APR11

35°31' N-93°50' W

OZARK-FRANKLIN COUNTY (7M5)
RNAV (GPS) RWY 4

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC FSM 110.4 Chan 41	APP CRS 064°	Rwy Idg TDZE Apt Elev 648	N/A N/A 648
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VOR/DME-A
OZARK-FRANKLIN COUNTY (7M5)

▼ Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet and Cat A and C visibility ¼ mile.
▲ NA

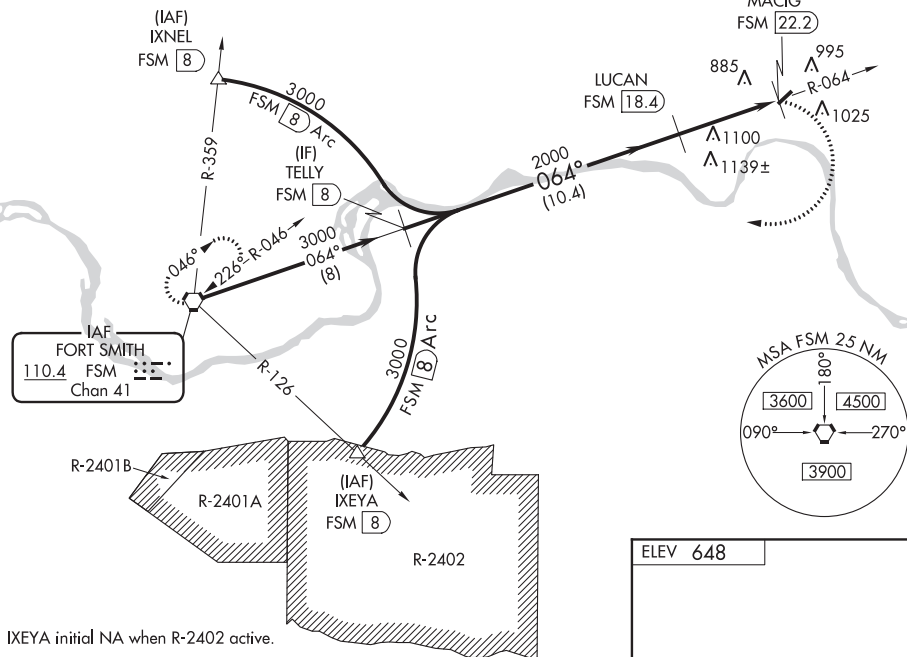
MISSED APPROACH: Climbing right turn to 3000 direct FSM VORTAC and hold.

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) 0

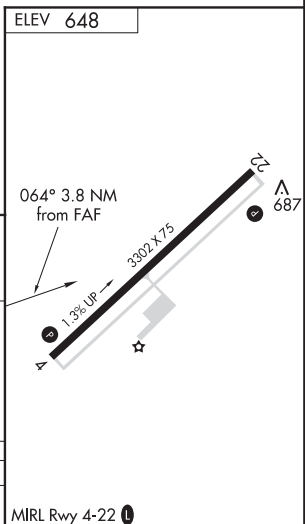
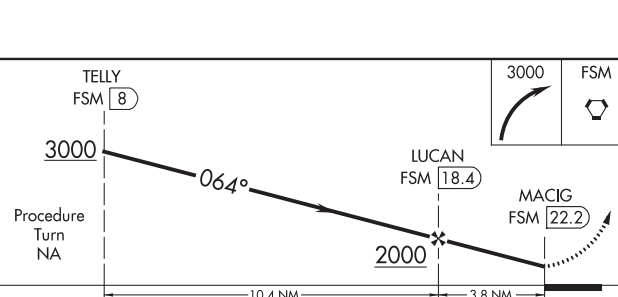
Procedure NA for arrivals on FSM VORTAC
airway radials 036 CW 105.

2170 ●
1897 ▲



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



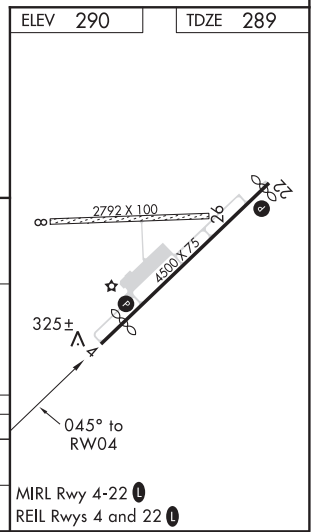
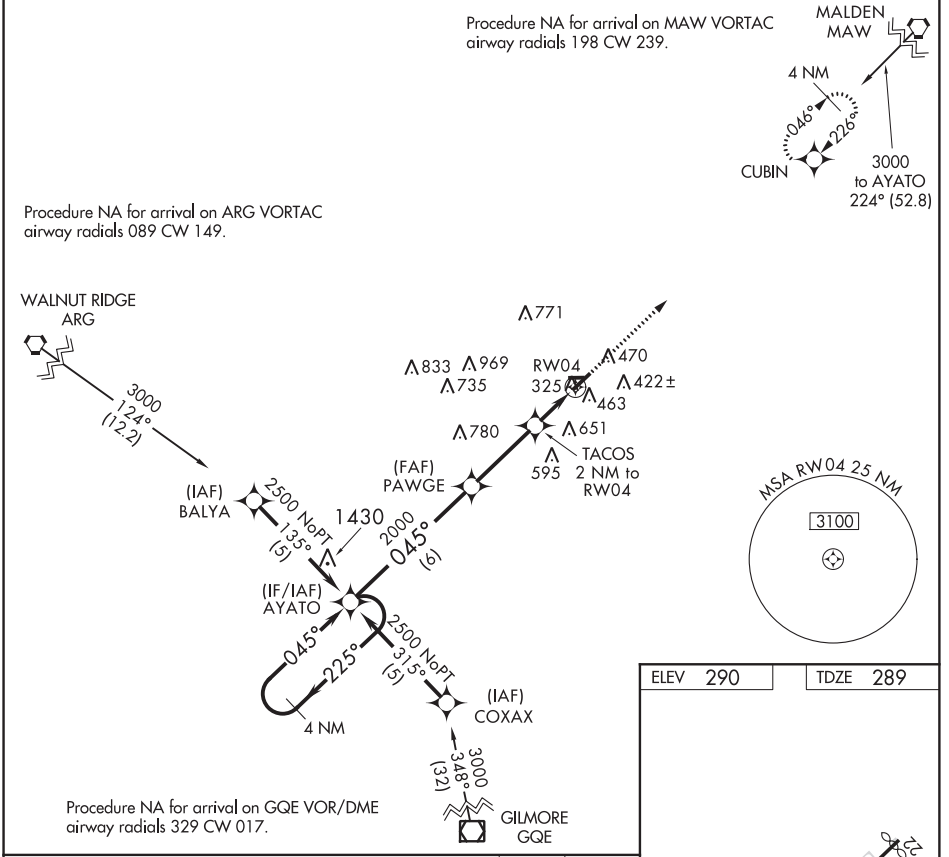
CATEGORY	A	B	C	D
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-1½)	NA

APP CRS	Rwy Idg	4011
045°	TDZE	289
	Apt Elev	290

RNAV (GPS) RWY 4

KIRK FIELD (PGR)

<p>▼ Use Jonesboro altimeter setting.</p> <p>▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct CUBIN WP and hold.</p>
<p>MEMPHIS CENTER</p> <p>120.075 289.4</p>	<p>UNICOM</p> <p>122.8 (CTAF) 0</p>



4 NM Holding Pattern	AYATO	PAWGE	TACOS 2 NM to RW04	3000	CUBIN
2500	← 225°	045° →	045°	3.06° TCH 40	RW04
VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 18).					
	6 NM	3.2 NM	2 NM		
CATEGORY	A	B	C	D	
RNAV MDA	800-1¼	511 (600-1¼)		NA	
CIRCLING	860-1¼	570 (600-1¼)		NA	

SC-1, 10 NOV 2016 to 05 JAN 2017

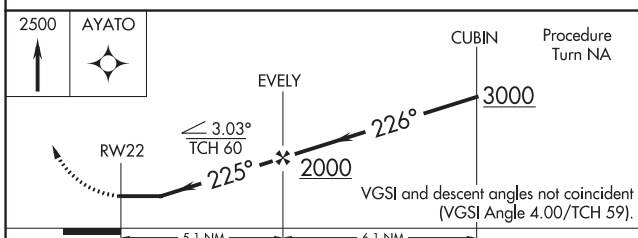
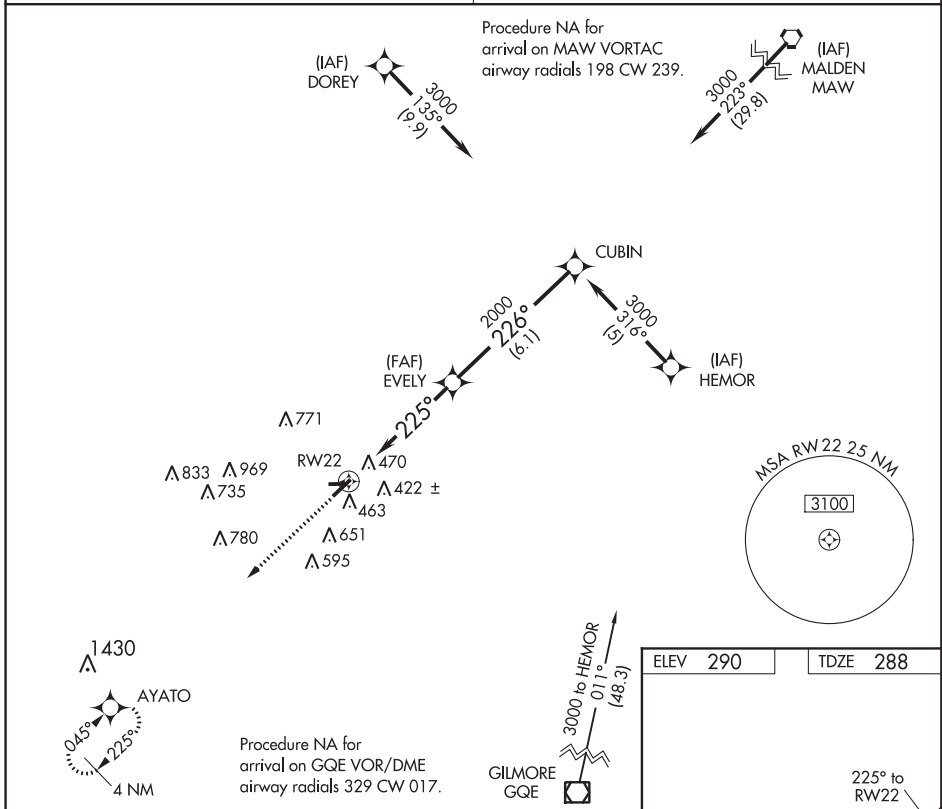
SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4352
225°	TDZE	288
	Apt Elev	290

RNAV (GPS) RWY 22

KIRK FIELD (PGR)

<p>▽ NA Use Jonesboro altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2500 direct AYATO WP and hold.</p>
<p>MEMPHIS CENTER 120.075 289.4</p>	<p>UNICOM 122.8 (CTAF)</p>



ELEV 290	TDZE 288
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225° to RW22

2792 X 100

4500 X 75

325±

MIRL Rwy 4-22

REIL Rlys 4 and 22

CATEGORY	A	B	C	D
LNVA MDA	820-1¼	532 (600-1¼)		NA
CIRCLING	860-1¼	570 (600-1¼)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

PARAGOULD, ARKANSAS

AL-5544 (FAA)

15064

VOR/DME JBR	APP CRS	Rwy Idg	4011
108.6	019°	TDZE	290
Chan 23		Apt Elev	290

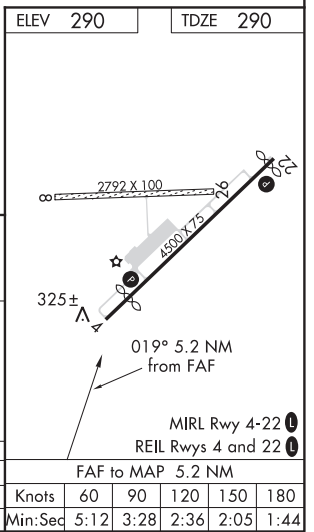
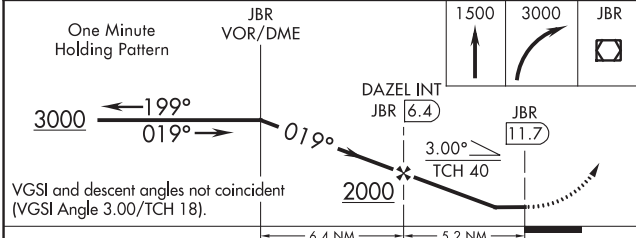
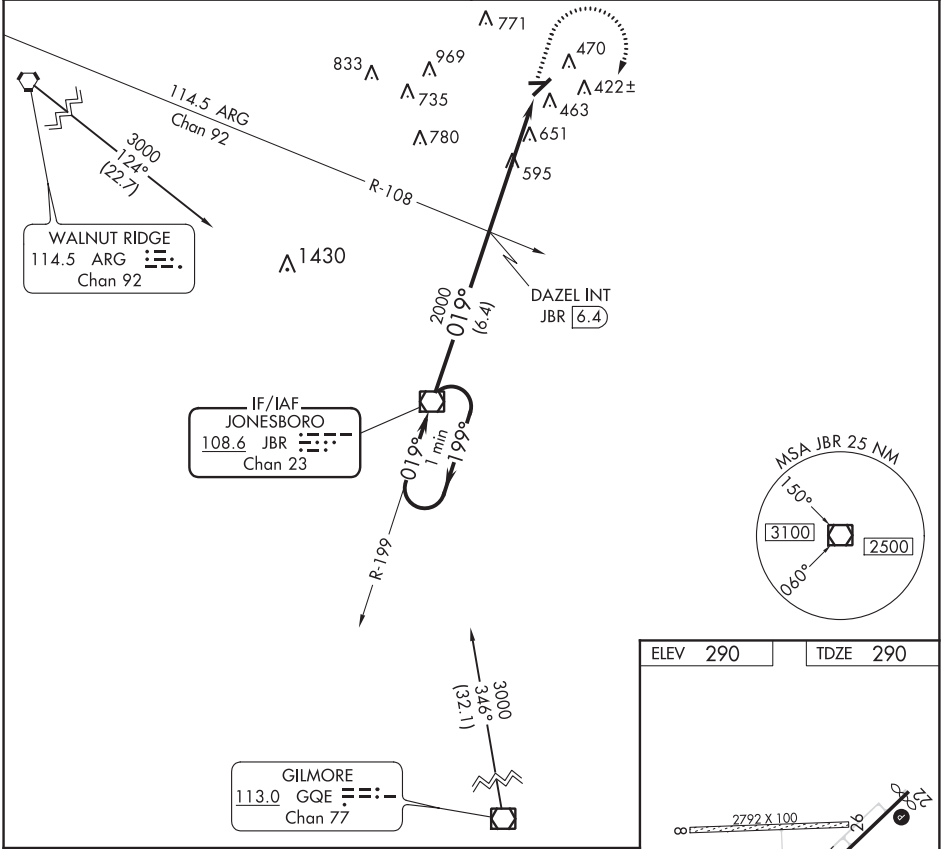
VOR RWY 4

KIRK FIELD (PGR)

▼ Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase cll MDA 20 feet.

▲ NA MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
S-4	980-1	690 (700-1)		NA	Knots	60	90	120	150	180
CIRCLING	980-1	690 (700-1)		NA	Min:Sec	5:12	3:28	2:36	2:05	1:44

PARAGOULD, ARKANSAS
Amdt 5A 05MAR15

36°04'N-90°31'W

KIRK FIELD (PGR)

VOR RWY 4

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45716 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5001 956 971
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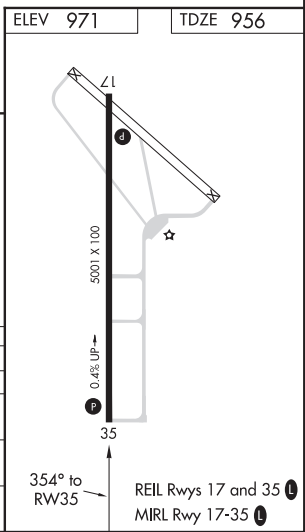
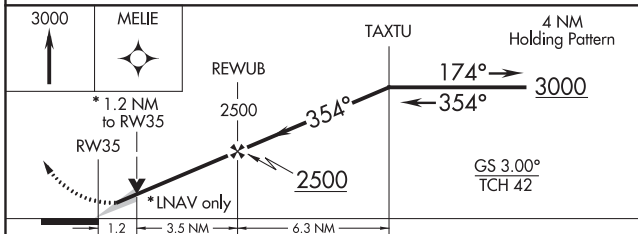
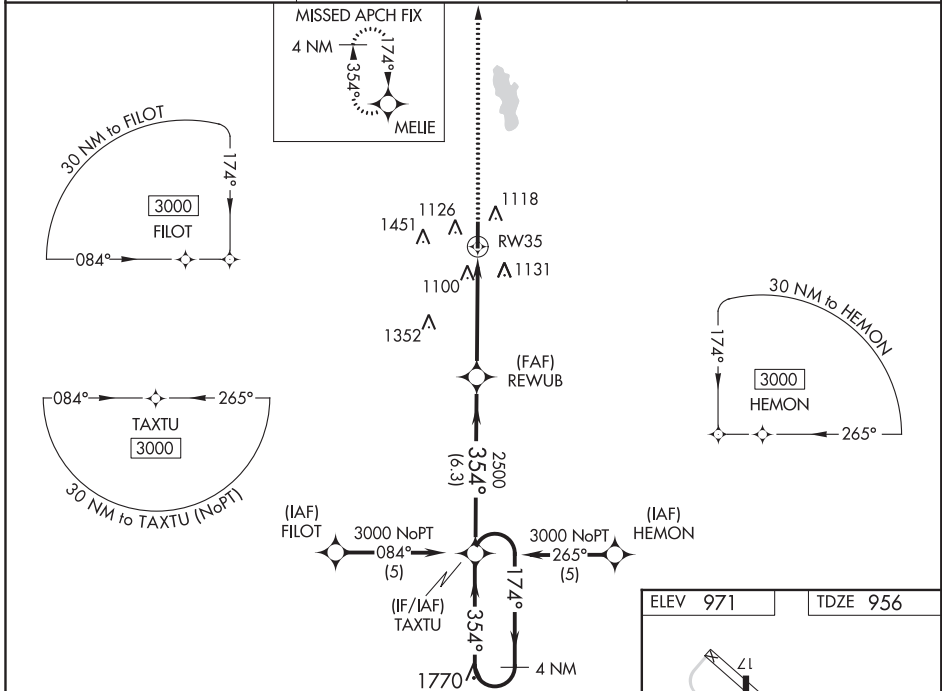
RNAV (GPS) RWY 35

PAULS VALLEY MUNI (PVJ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility and Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 3000 direct MELIE and hold.

AWOS-3 118.675	FORT WORTH CENTER 124.75 323.0	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1156-3/4	200 (200-3/4)	
LNAV/DA VNAV		1447-13/4	491 (500-13/4)	
LNAV MDA	1360-1	404 (400-1)	1360-1 1/4	404 (400-1 1/4)
CIRCLING	1440-1	469 (500-1)	1540-1 1/2 569 (600-1 1/2)	1760-2 1/2 789 (800-2 1/2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72921 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5103 994 1002
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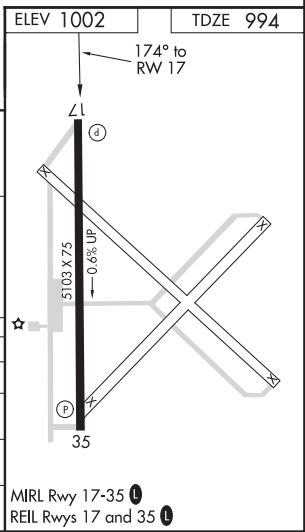
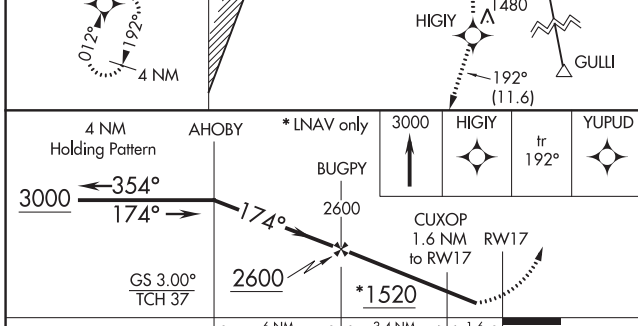
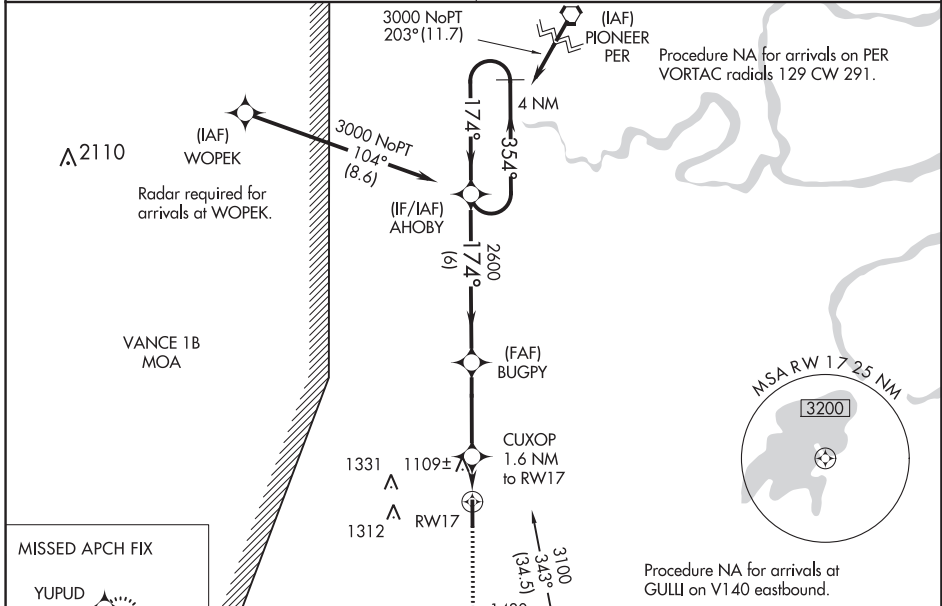
RNAV (GPS) RWY 17

PERRY MUNI (F22)

Baro-VNAV NA when using KPNC 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 17 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet, all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HIGY and on track 192° to YUPUD and hold.

KANSAS CITY CENTER 127.8 319.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1244-1 250 (300-1)			NA
LNAV/VNAV DA	1434-1½ 440 (500-1½)			NA
LNAV MDA	1360-1	366 (400-1)	1360-1⅛ 366 (400-1⅛)	NA
CIRCLING	1480-1	478 (500-1)	1480-1½ 478 (500-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

PERRY, OKLAHOMA

AL-6798 (FAA)

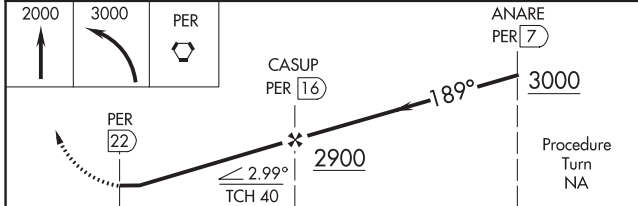
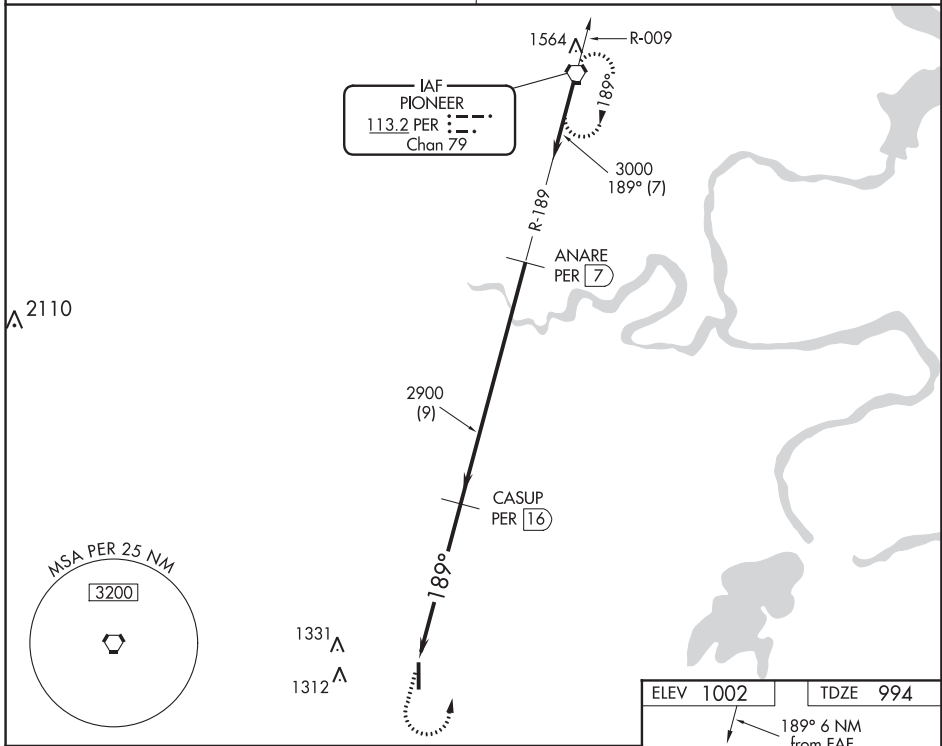
15120

VORTAC PER 113.2 Chan 79	APP CRS 189°	Rwy Idg TDZE 994 Apt Elev 1002
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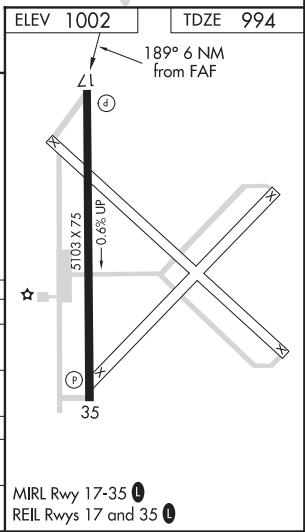
VOR/DME RWY 17

PERRY MUNI (F22)

<p>NA Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.</p>
<p>KANSAS CITY CENTER 127.8 319.1</p>	<p>UNICOM 122.8 (CTAF) 1</p>



CATEGORY	A	B	C	D
S-17	1420-1 426 (500-1)	1420-1¼ 426 (500-1¼)	1420-1½ 426 (500-1½)	NA
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1460-1 466 (500-1)	1460-1¼ 466 (500-1¼)	1460-1½ 466 (500-1½)	NA
CIRCLING	1520-1 518 (600-1)	1520-1¼ 518 (600-1¼)	1520-1½ 518 (600-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

PERRY, OKLAHOMA
Amdt 3B 05MAR15

36°23'N-97°17'W

VOR/DME RWY 17

PERRY MUNI (F22)

MIRL Rwy 17-35 1
REIL Rwy 17 and 35 1

WAAS CH 40420 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	5998 206 206
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RNAV (GPS) RWY 18

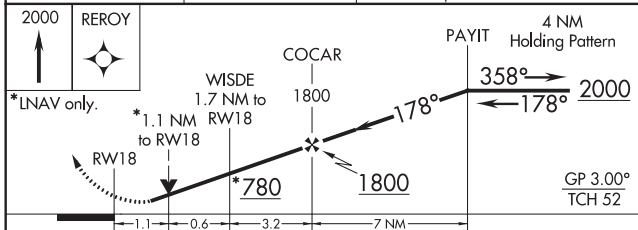
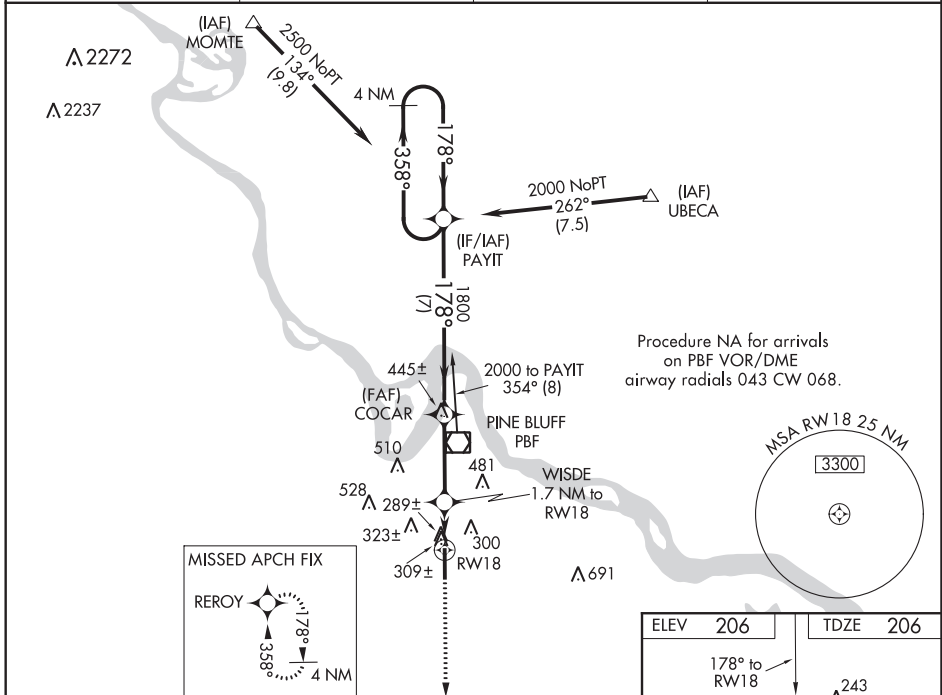
GRIDER FIELD (PBF)

⚠ Inoperative table does not apply to LPV. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/4 mile. For inop MALSAR increase LNAV Cats A/B visibility to 1 and Cats C/D visibility to 1 1/2. For inop MALSAR when using Stuttgart altimeter setting, increase LPV visibility all Cats 1/4 mile, increase LNAV visibility Cats A/B 1/4 mile and Cats C/D 3/8 mile.

MALSAR

MISSED APPROACH:
Climb to 2000 direct REROY and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) 📻
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ELEV 206	TDZE 206
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MIRL Rwy 18-36 **📻**

CATEGORY	A	B	C	D
LPV DA		459-3/4	253 (300-3/4)	
LNAV/VNAV DA		648-1	442 (500-1)	
LNAV MDA		600-3/4	394 (400-3/4)	
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	680-1 1/2 474 (500-1 1/2)	760-2 554 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86620 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	5998 202 206
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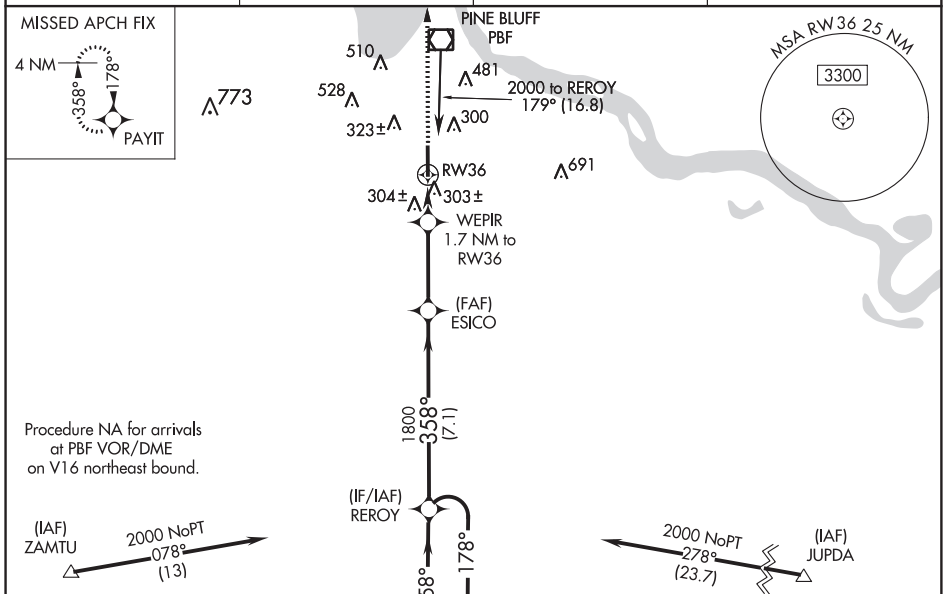
RNAV (GPS) RWY 36

GRIDER FIELD (PBF)

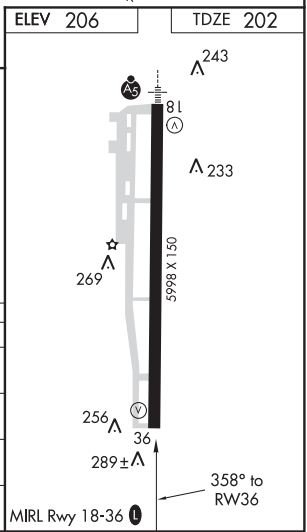
Baro-VNAV NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH:
Climb to 2000 direct PAYIT and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) 0
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2000	PAYIT	*LNAV only	REROY	4 NM Holding Pattern
↑	☀			
WEPIR 1.7 NM to RW36	ESICO 1800			
RW36				
1800	358°	1800	178°	2000
GP 3.00° TCH 52				
780				
1.7	3.2	7.1		
CATEGORY	A	B	C	D
LPV DA		459-1	250 (300-1)	
LNAV/VNAV DA		487-1	285 (300-1)	
LNAV MDA	600-1	398 (400-1)	600-1½	398 (400-1½)
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	680-1½ 474 (500-1½)	760-2 554 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

PINE BLUFF, ARKANSAS

AL-901 (FAA)

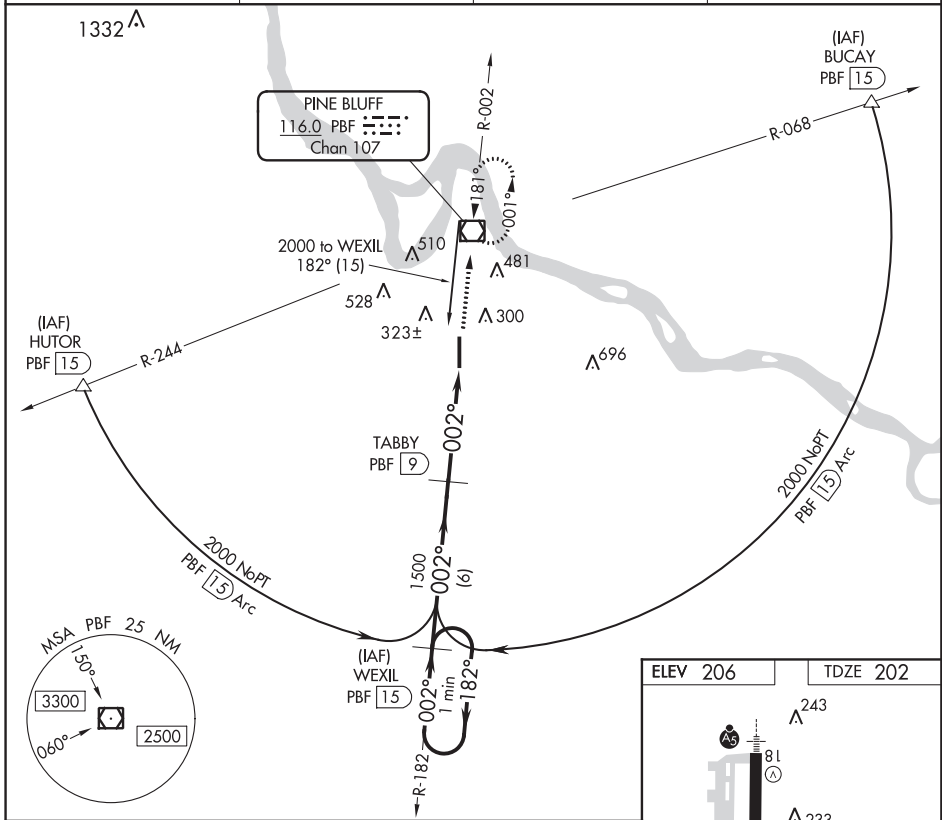
16035

VOR/DME PBF 116.0 Chan 107	APP CRS 002°	Rwy Idg TDZE Apt Elev	5998 202 206
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VOR/DME RWY 36

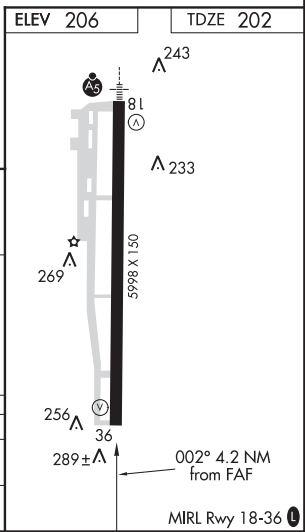
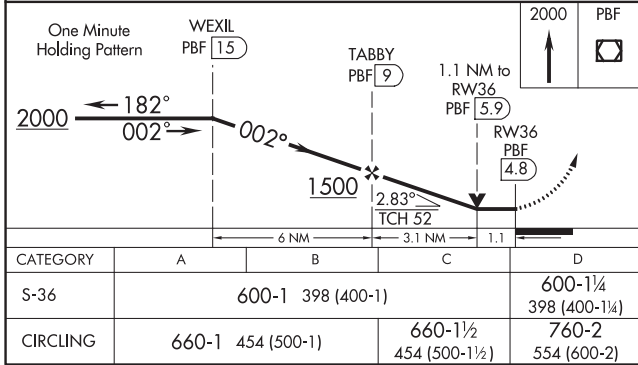
GRIDER FIELD (PBF)

<p>MISSED APPROACH: Climb to 2000 direct PBF VOR/DME and hold.</p>			
ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



PINE BLUFF, ARKANSAS
Amdt 12A 31JUL08

34°10'N-91°56'W

VOR/DME RWY 36

GRIDER FIELD (PBF)

VORTAC ARG 114.5 Chan 92	APP CRS 355°	Rwy Idg TDZE Apt Elev	4000 271 271
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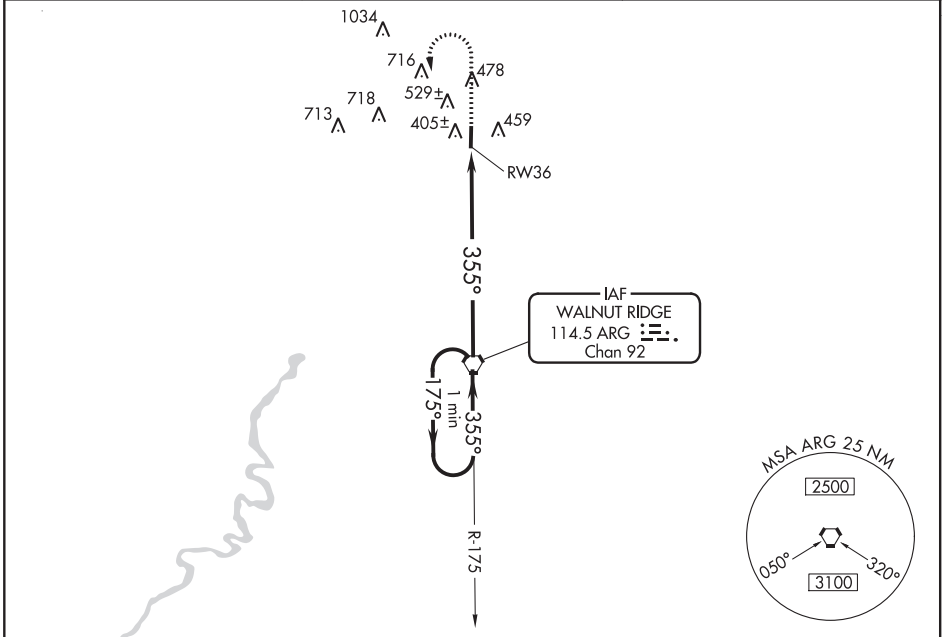
VOR or GPS RWY 36

POCAHONTAS MUNI (M7)

▽ Use Walnut Ridge altimeter setting; if not received
△ NA use Jonesboro altimeter setting; when neither received, procedure NA.

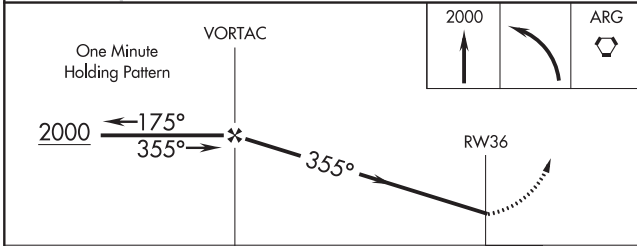
MISSED APPROACH: Climb to 2000, then left turn direct ARG VORTAC and hold.

WALNUT RIDGE AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.7 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-36	760-1	489 (500-1)		NA
CIRCLING	840-1	569 (600-1)		NA
JONESBORO ALTIMETER SETTING MINIMUMS				
S-36	940-1	669 (700-1)		NA
CIRCLING	960-1	689 (700-1)		NA

ELEV 271	TDZE 271
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A vertical scale diagram showing altitudes of 4000, 36, and 81 feet. A star symbol is at 4000 feet, and a circle with the number 81 is at the top. A distance of 5.7 X 000 is indicated between 4000 and 36. A distance of 355° 7.8 NM from FAF is indicated between 36 and 81.

REIL Rwy 18	MIRL Rwy 18-36
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FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

WAAS CH 50408 W17A	APP CRS 175°	Rwy Idg 7201 TDZE 1004 Apt Elev 1008
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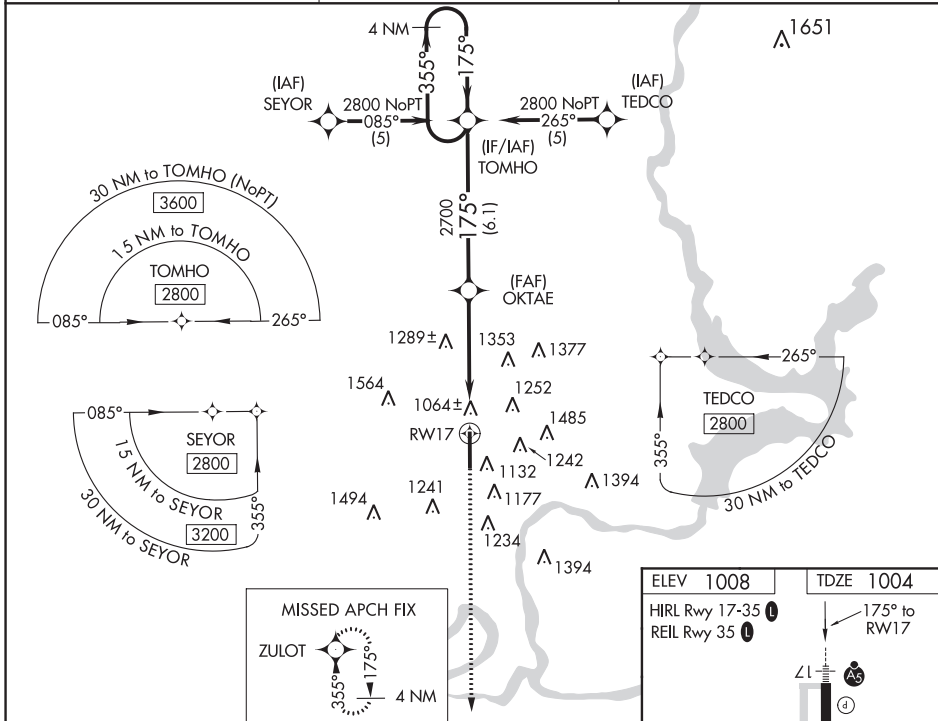
RNAV (GPS) RWY 17

PONCA CITY RGNL (PNC)

⚠ For inoperative MALS, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALS when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

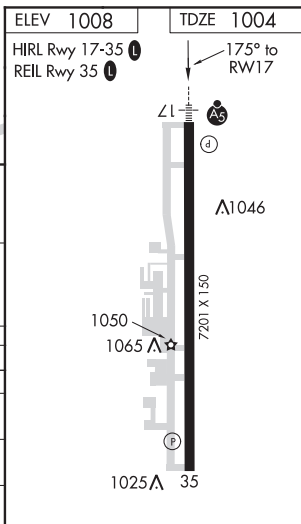
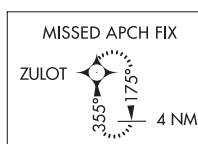
MALS
⚠ MISSED APPROACH:
Climb to 2700 direct
ZULOT and hold.

ASOS 134.075	KANSAS CITY CENTER 127.8 319.1	UNICOM 123.0 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



4 NM Holding Pattern GP 3.00° TCH 48	TOMHO 2800 ← 355° → 175° →		*LNAV only. OKTAE 2700 *1.6 NM to RW17		ZULOT
	6.1 NM		3.5 NM		1.6 NM
CATEGORY	A	B	C	D	
LPV DA	1279-½		275 (300-½)		
LNAV/VNAV DA	1330-¾		326 (400-¾)		
LNAV MDA	1540-½	536 (600-½)	1540-1 536 (600-1)	1540-1½ 536 (600-1¼)	
CIRCLING	1540-1	532 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)	

WAAS CH 93808 W35A	APP CRS 355°	Rwy Idg 7201 TDZE 1008 Apt Elev 1008
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RNAV (GPS) RWY 35

PONCA CITY RGNL (PNC)

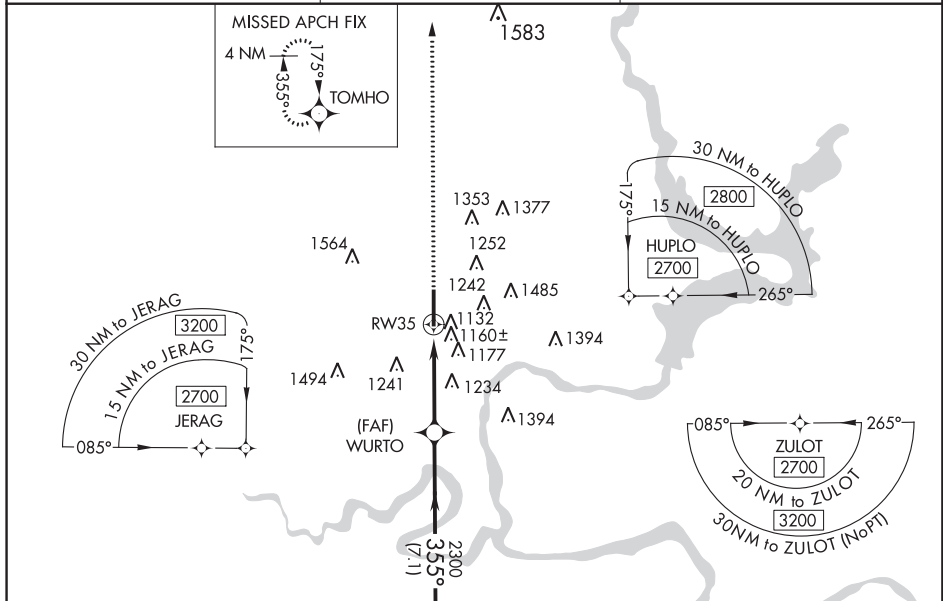
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ½ mile, LPV and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2800 direct TOMHO and hold.

ASOS
134.075

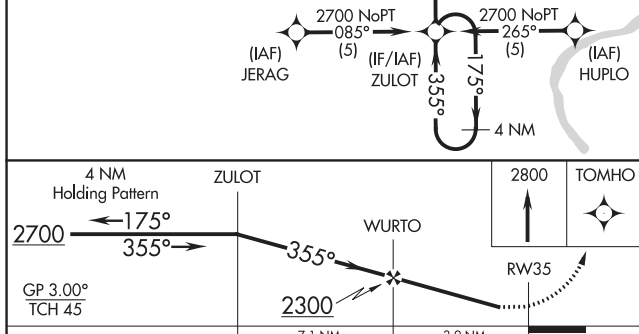
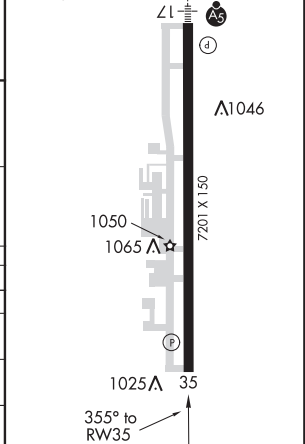
KANSAS CITY CENTER
127.8 319.1

UNICOM
123.0 (CTAF)



ELEV 1008 TDZE 1008

HIRL Rwy 17-35
REIL Rwy 35



CATEGORY	A	B	C	D
LPV DA	1295-1		287 (300-1)	
LNAV/VNAV DA	1478-1¾		470 (500-1¾)	
LNAV MDA	1540-1	532 (600-1)	1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1	532 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

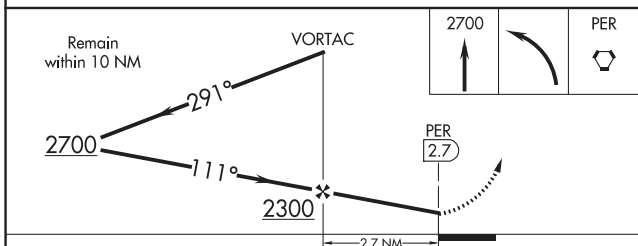
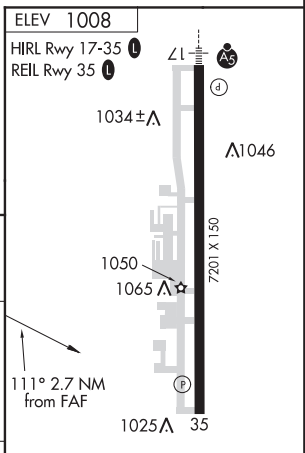
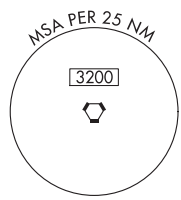
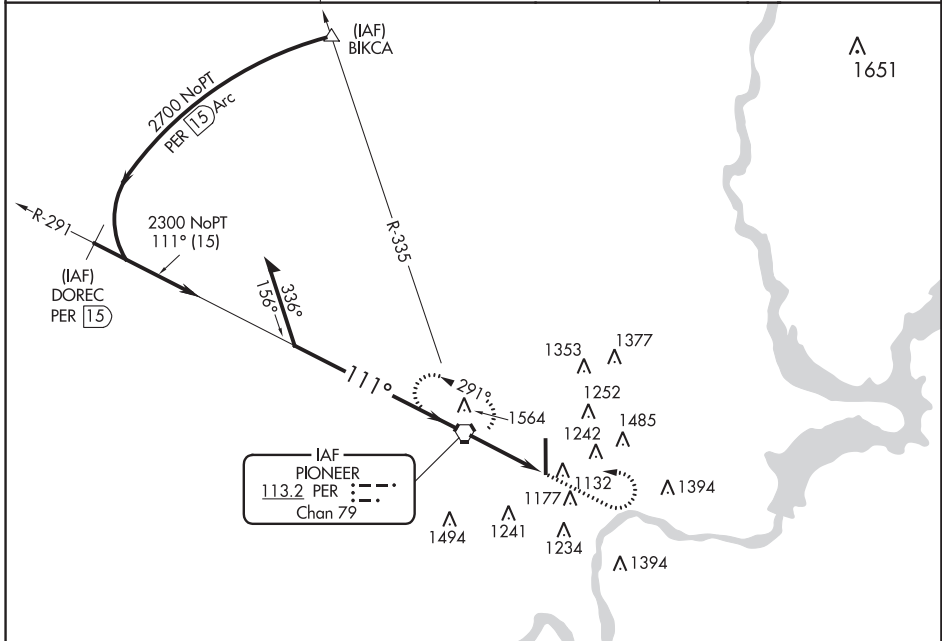
SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC PER 113.2 Chan 79	APP CRS 111°	Rwy Idg TDZE Apt Elev 1008	N/A N/A 1008
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VOR-A
PONCA CITY RGNL (PNC)

▽ MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS 134.075	KANSAS CITY CENTER 127.8 319.1	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 2.7 NM					
CIRCLING	1520-1	512 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 187°	Rwy Idg 4007
	TDZE 451
	Apt Elev 451

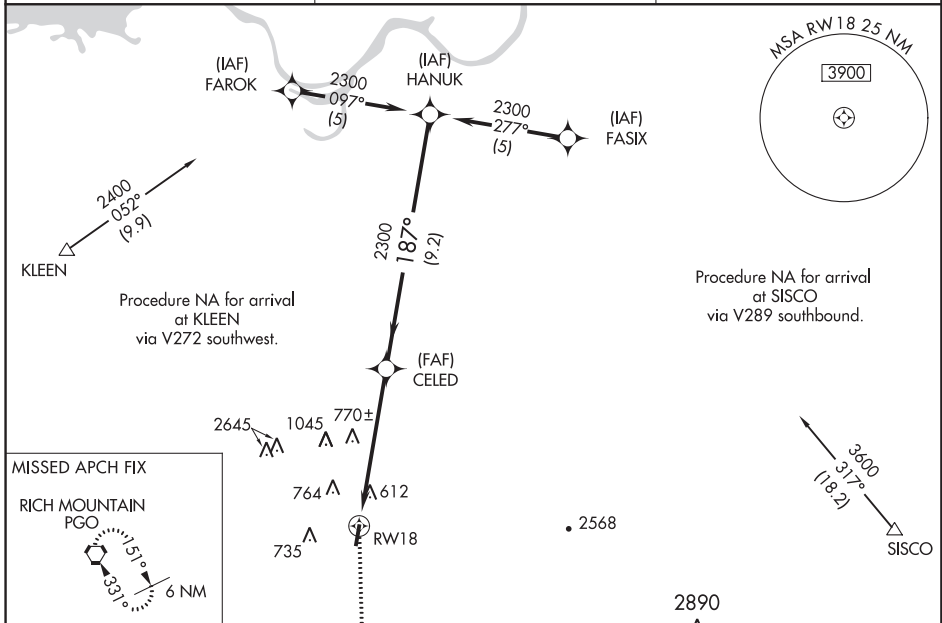
RNAV (GPS) RWY 18

POTEAU/ROBERT S. KERR (R.K.R.)

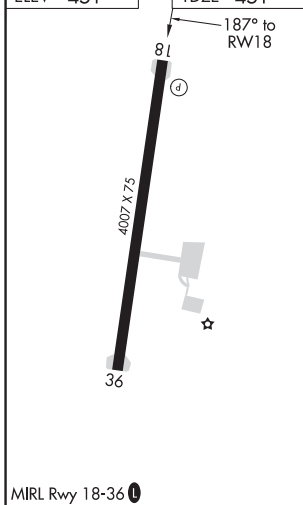
⚠ NA When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDA 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

AWOS-3 120.625	RAZORBACK APP CON * 120.9 343.75	UNICOM 122.8 (CTAF) 0
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ELEV 451	TDZE 451
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4200	PGO	VGSi and descent angles not coincident (VGSi Angle 2.75/TCH 38).		Procedure Turn NA
		CELED	HANUK	
		187°	2300	
		1.9	3.8 NM	9.2 NM
CATEGORY	A	B	C	D
LNAV MDA	1020-1	569 (600-1)	1020-1½ 569 (600-1½)	NA
CIRCLING	1020-1 569 (600-1)	1040-1 589 (600-1)	1080-1¾ 629 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4007
007°	TDZE	451
	Apt Elev	451

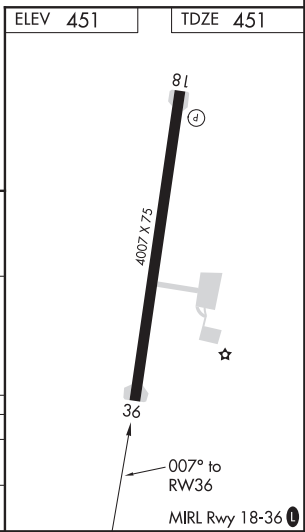
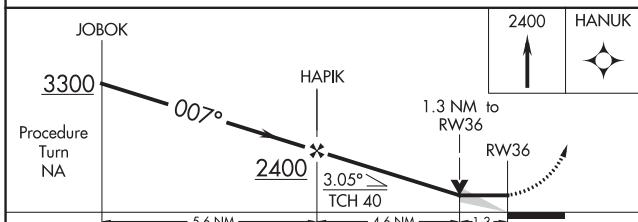
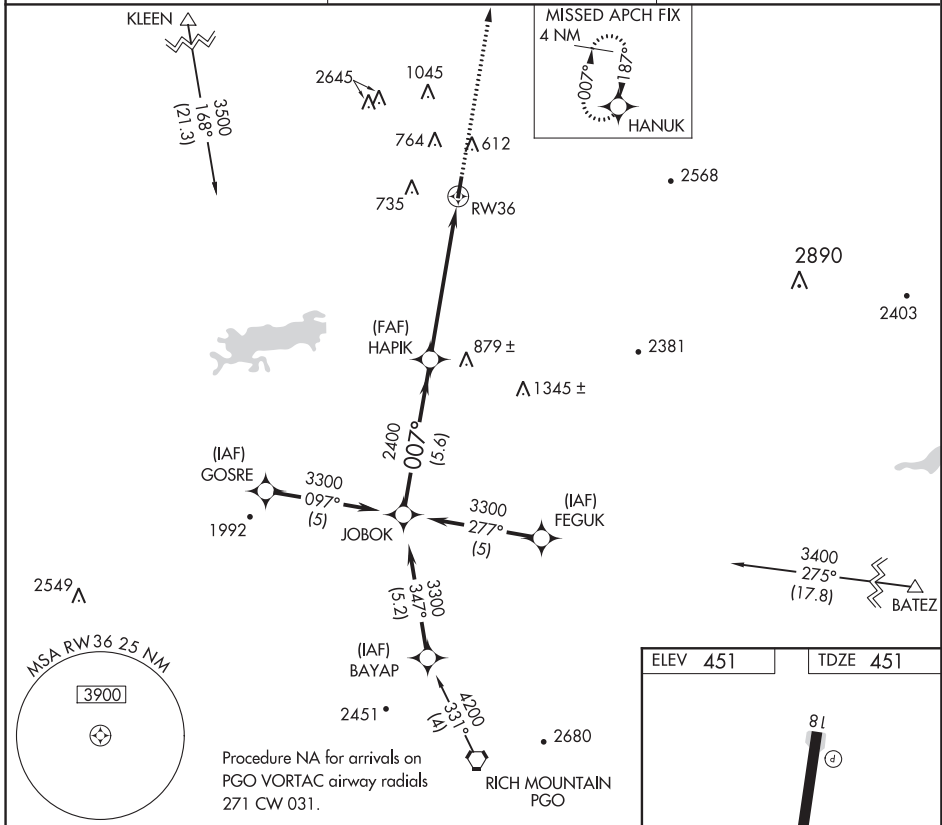
RNAV (GPS) RWY 36

POTEAU/ROBERT S. KERR (R.K.R.)

NA When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDA 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼SM NA.

MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

AWOS-3 120.625	RAZORBACK APP CON * 120.9 343.75	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	920-1 469 (500-1)		920-1¼ 469 (500-1¼)	NA
CIRCLING	1000-1 549 (600-1)	1040-1 589 (600-1)	1080-1¾ 629 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

POTEAU, OKLAHOMA

AL-6321 (FAA)

13122

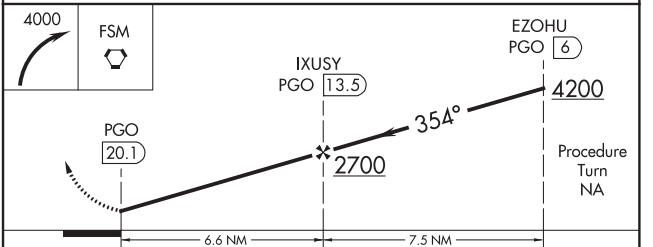
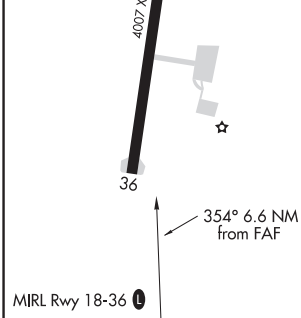
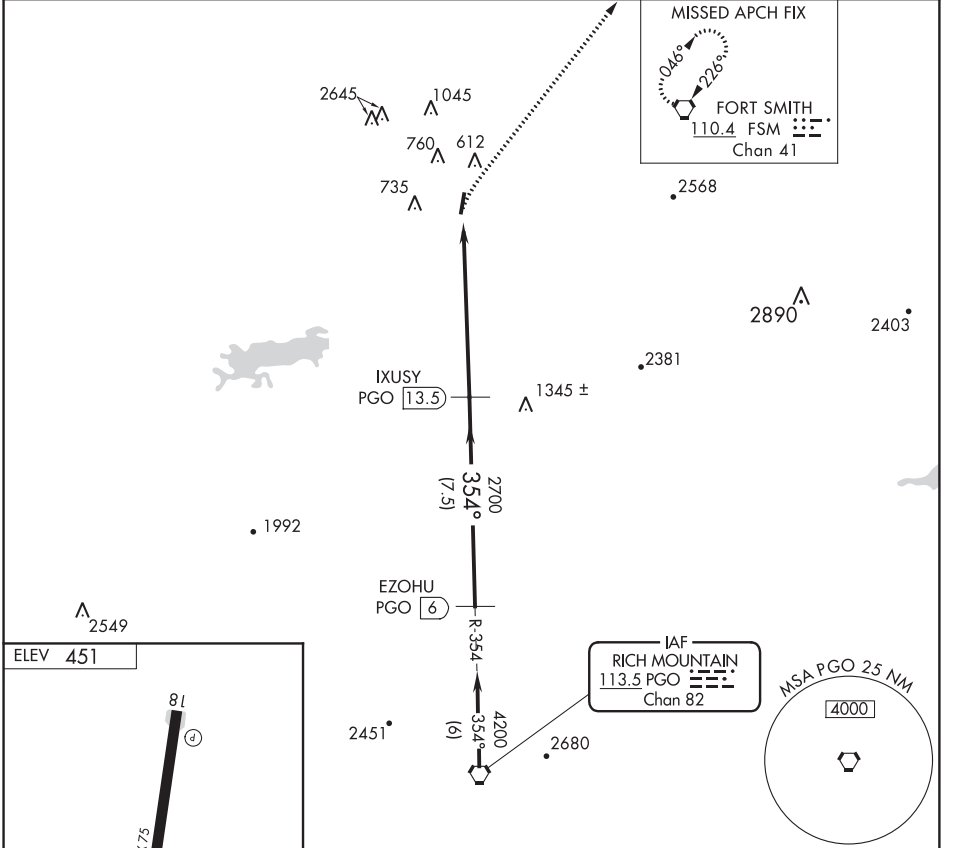
VORTAC PGO 113.5 Chan 82	APP CRS 354°	Rwy Idg TDZE Apt Elev	N/A N/A 451
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VOR/DME-A
POTEAU/ROBERT S. KERR (R.K.R.)

When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

AWOS-3 120.625	RAZORBACK APP CON ★ 120.9 343.75	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1080-1 629 (700-1)	1080-1¼ 629 (700-1¼)	1100-1¾ 649 (700-1¾)	NA

POTEAU, OKLAHOMA
Orig-A 02MAY13

35°01'N-94°37'W

POTEAU/ROBERT S. KERR (R.K.R.)
VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3490
177°	TDZE	1041
	Apt Elev	1041

RNAV (GPS) RWY 17

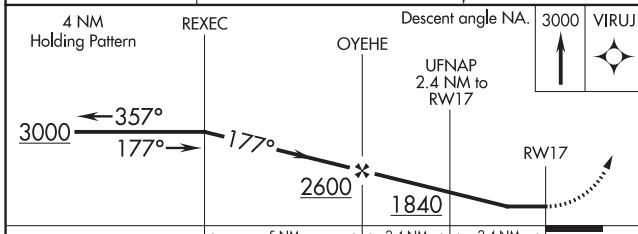
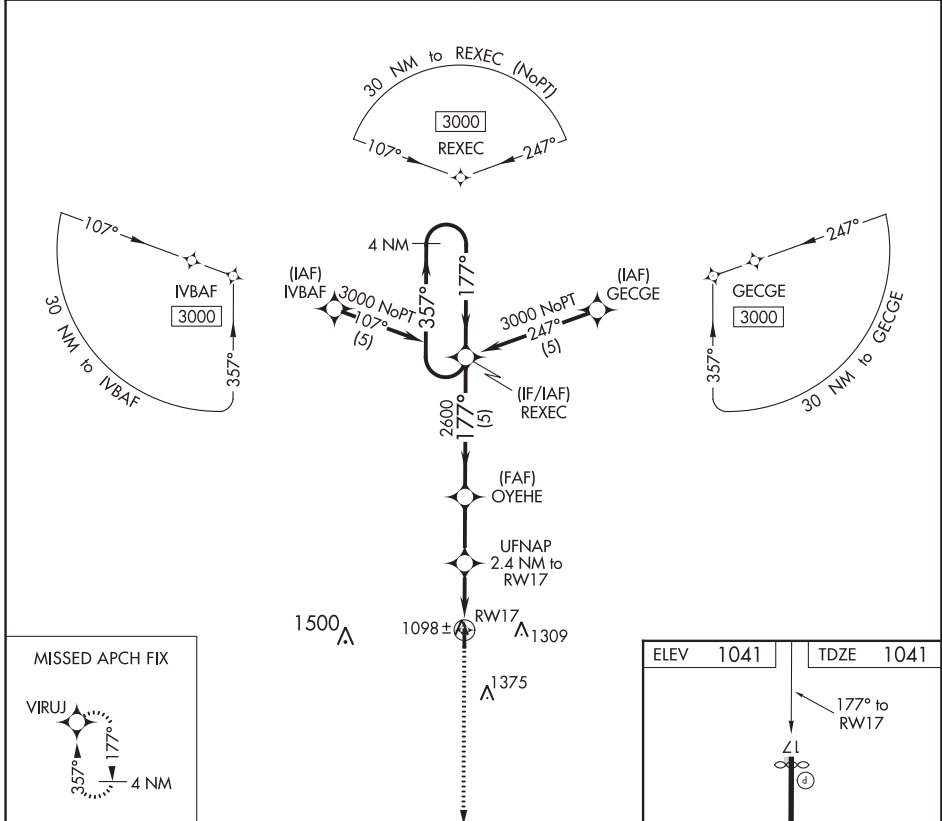
PRAGUE MUNI (O47)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.

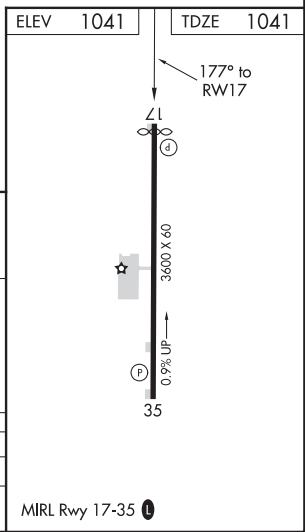
▲ NA

MISSED APPROACH: Climb to 3000 direct VIRUJ and hold.

FORT WORTH CENTER 132.2 338.35	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNVA MDA	1400-1	359 (400-1)		NA
C CIRCLING	1480-1	439 (500-1)	1720-2 679 (700-2)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

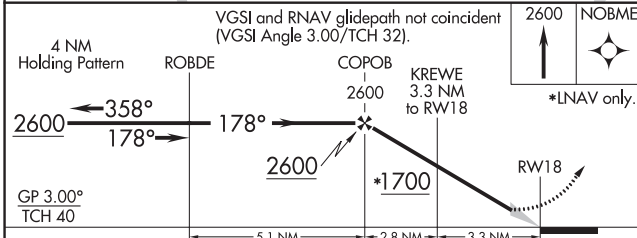
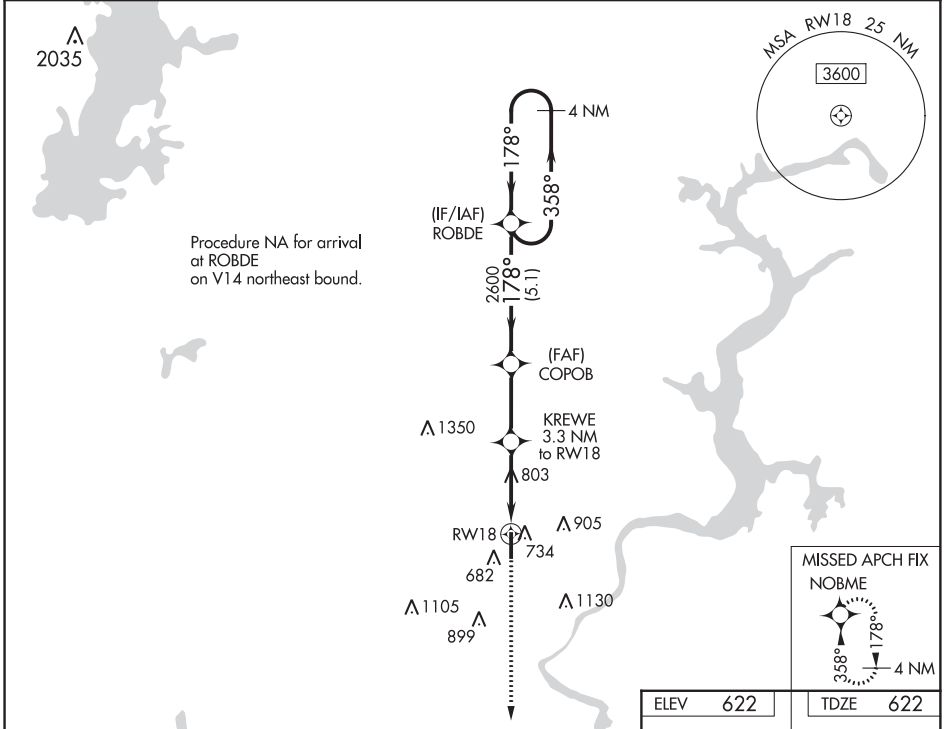
WAAS CH 93938 W18A	APP CRS 178°	Rwy ldg TDZE Apt Elev	4992 622 622
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RNAV (GPS) RWY 18

MID-AMERICA INDUSTRIAL (H71)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Night Landing: Rwy 36 NA. Use Tulsa Intl altimeter setting.
MISSED APPROACH: Climb to 2600 direct NOBME and hold.

TULSA INTL ATIS 124.9 377.2	TULSA APP CON 119.1 351.8	UNICOM 122.8 (CTAF)
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MISSED APCH FIX NOBME

ELEV **622** | TDZE **622**

81 | 4992 X 72 | 36

178° to RW18

358° | 178° | 4 NM

*LNAV only.

MIRL Rwy 18-36

CATEGORY	A	B	C	D
LPV DA	943-1 $\frac{1}{8}$	321 (400-1 $\frac{1}{8}$)		NA
LNAV/VNAV MDA	1108-1 $\frac{5}{8}$	486 (500-1 $\frac{5}{8}$)		NA
LNAV MDA	1140-1	518 (600-1)	1140-1 $\frac{3}{8}$ 518 (600-1 $\frac{3}{8}$)	NA
C CIRCLING	1200-1	578 (600-1)	1560-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

PRYOR, OKLAHOMA

AL-5550 (FAA)

16175

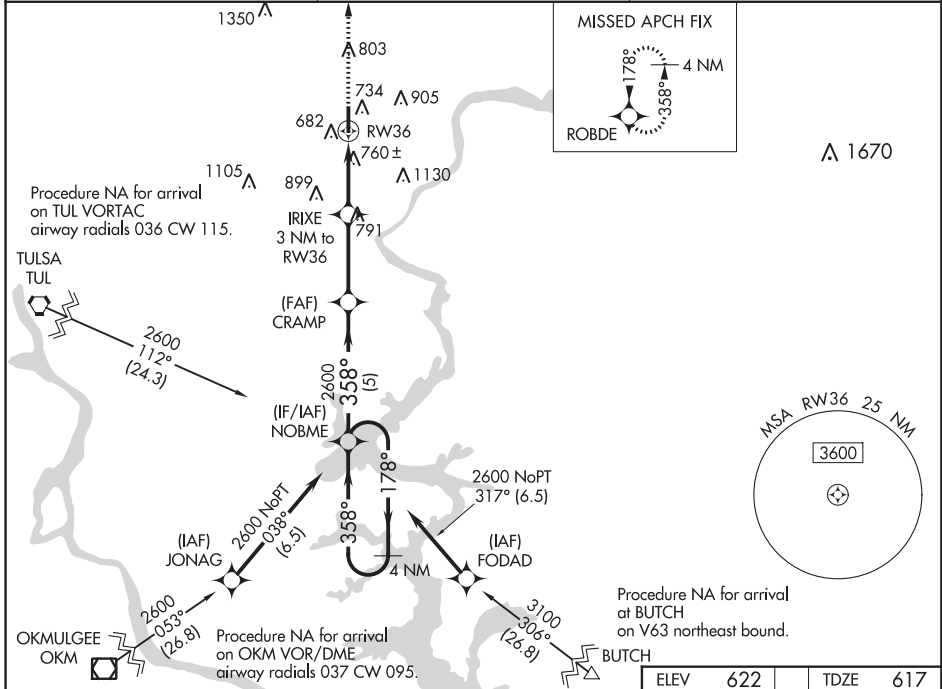
WAAS CH 70340 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	4992 617 622
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RNAV (GPS) RWY 36

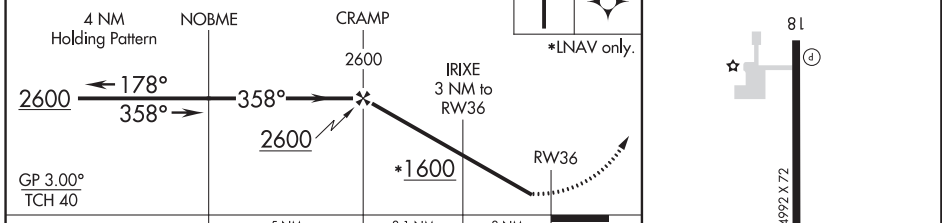
MID-AMERICA INDUSTRIAL (H71)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Tulsa Intl altimeter setting.
NA Night Landing: Rwy 36 NA.
MISSED APPROACH: Climb to 2600 direct ROBDE and hold.

TULSA INTL ATIS 124.9 377.2	TULSA APP CON 119.1 351.8	UNICOM 122.8 (CTAF)
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ELEV	622	TDZE	617
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CATEGORY	A	B	C	D
LPV DA	938-1 $\frac{1}{8}$ 321 (400-1 $\frac{1}{8}$)			NA
LNAV/VNAV DA	1131-1 $\frac{1}{8}$ 514 (600-1 $\frac{1}{8}$)			NA
LNAV MDA	1100-1	483 (500-1)	1100-1 $\frac{1}{8}$ 483 (500-1 $\frac{1}{8}$)	NA
C CIRCLING	1200-1	578 (600-1)	1560-2 $\frac{3}{4}$ 938 (1000-2 $\frac{3}{4}$)	NA

MIRL Rwy 18-36
 MID-AMERICA INDUSTRIAL (H71)
RNAV (GPS) RWY 36

PRYOR, OKLAHOMA
 Orig 23JUN16

36°14'N-95°20'W

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

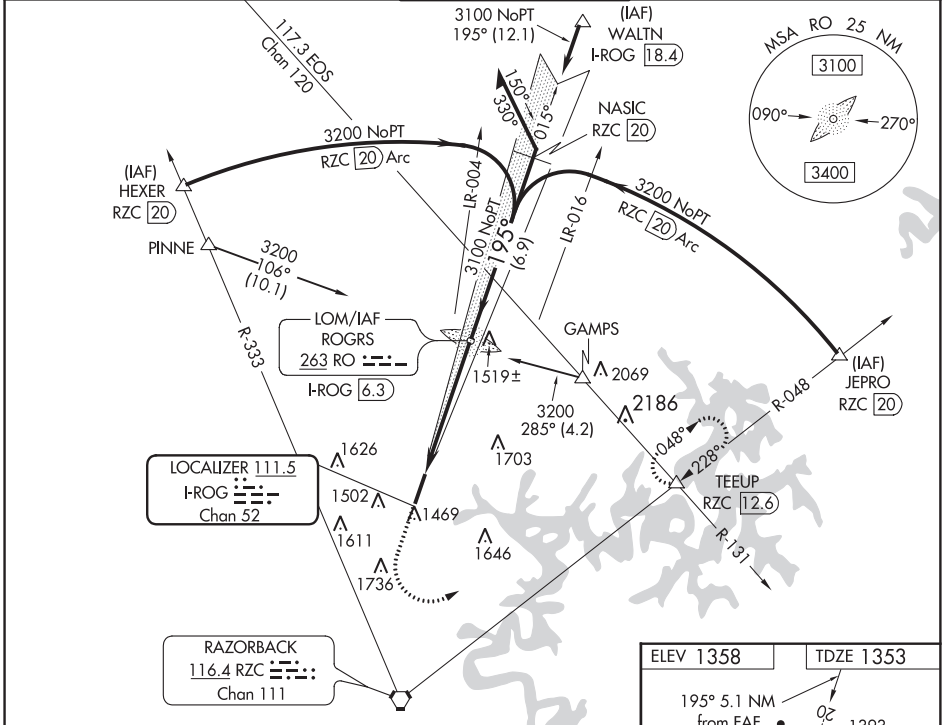
LOC/DME I-ROG 111.5 Chan 52	APP CRS 195°	Rwy Idg 6011 TDZE 1353 Apt Elev 1358
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ILS or LOC RWY 20

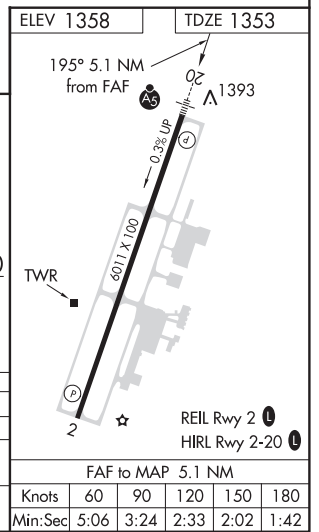
ROGERS EXECUTIVE-CARTER FIELD (ROG)

Autopilot coupled approach NA below 1632.	MALSR	MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP INT/ RZC 12.6 DME and hold.
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AWOS-3PT 134.375	RAZORBACK APP CON* 126.6 305.2	ROGERS TOWER* 119.375 (CTAF)	GND CON 118.0	CLNC DEL 121.75
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2100	4000	RZC R-048	TEEUP	RO LOM I-ROG (6.3)	Remain within 10 NM
Use I-ROG DME when on LOC course.					
CATEGORY	A	B	C	D	
S-ILS 20	1553-1/2 200 (200-1/2)				
S-LOC 20	1740-1/2 387 (400-1/2)				1740-3/4 387 (400-3/4)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1 1/2 462 (500-1 1/2)	1920-2 562 (600-2)	



SC-1, 10 NOV 2016 to 05 JAN 2017

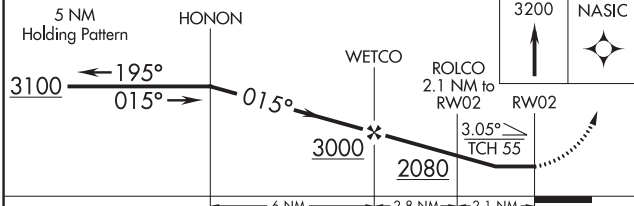
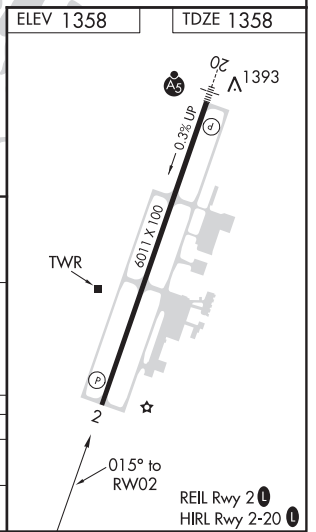
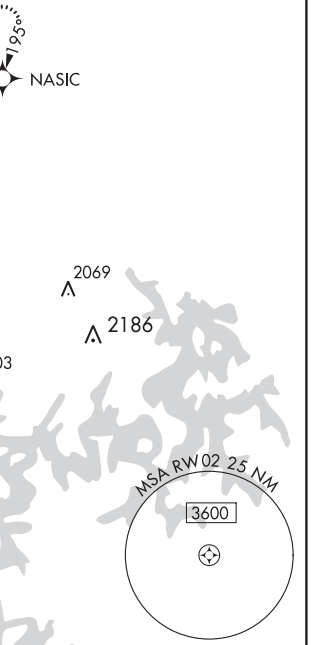
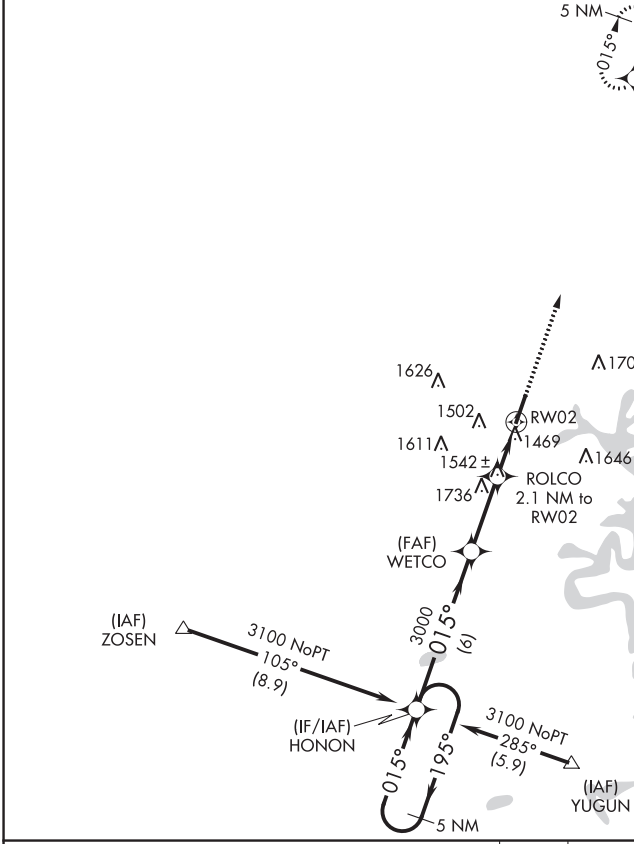
SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 015°	Rwy Idg 6011
	TDZE 1358
	Apt Elev 1358

RNAV (GPS) RWY 2

ROGERS EXECUTIVE-CARTER FIELD (ROG)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3200 direct NASIC and hold.	
AWOS-3PT 134.375	RAZORBACK APP CON* 126.6 305.2	ROGERS TOWER* 119.375 (CTAF)	GND CON 118.0
		CLNC DEL 121.75	



CATEGORY	A	B	C	D
LNVA MDA	1800-1	442 (500-1)	1800-1½ 442 (500-1½)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

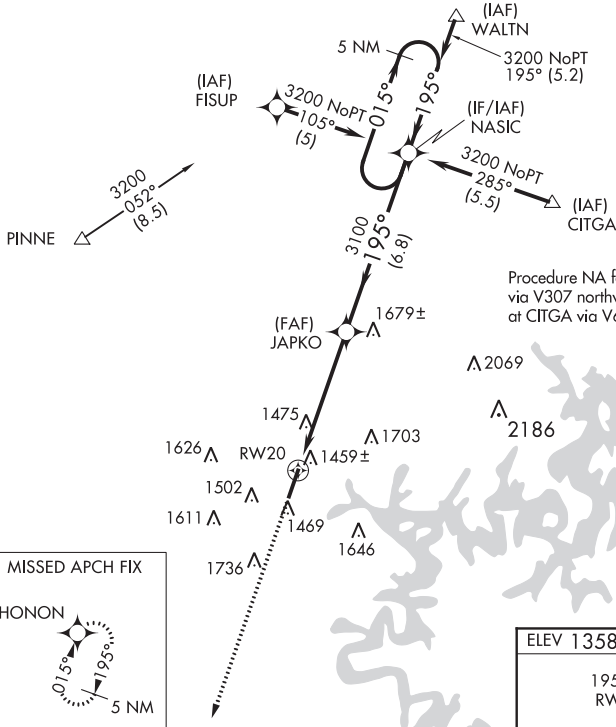
SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40003 W20A	APP CRS 195°	Rwy ldg 6011 TDZE 1353 Apt Elev 1358
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RNAV (GPS) RWY 20

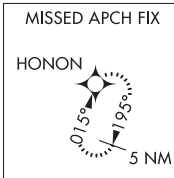
ROGERS EXECUTIVE-CARTER FIELD (ROG)

<p>▼ For inop MALS, increase LNAV Cat D to 1½. 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. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. Baro-VNAV and VDP NA when using Bentonville Muni altimeter setting.</p>		<p>MALS R</p>	<p>MISSED APPROACH: Climb to 3100 direct HONON and hold.</p>	
AWOS-3PT 134.375	RAZORBACK APP CON* 126.6 305.2	ROGERS TOWER* 119.375 (CTAF)	GND CON 118.0	CLNC DEL 121.75

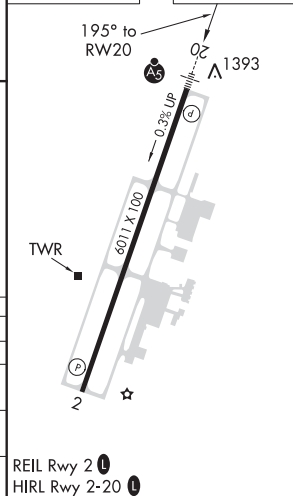


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



ELEV 1358	TDZE 1353
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3100	HONON	NASIC		5 NM Holding Pattern
*LNAV only	*1.1 NM to RW20	JAPKO	015° →	3200
			← 195°	
			3100	GP 3.00° TCH 58
CATEGORY	A	B	C	D
LPV DA	1603-½		250 (300-½)	
LNAV/VNAV DA	1729-¾		376 (400-¾)	
LNAV MDA	1740-½		387 (400-½)	
			1740-1	
			387 (400-1)	
CIRCLING	1780-1	1820-1	1820-1½	1920-2
	422 (500-1)	462 (500-1)	462 (500-1½)	562 (600-2)

ROGERS, ARKANSAS

AL-5002 (FAA)

16203

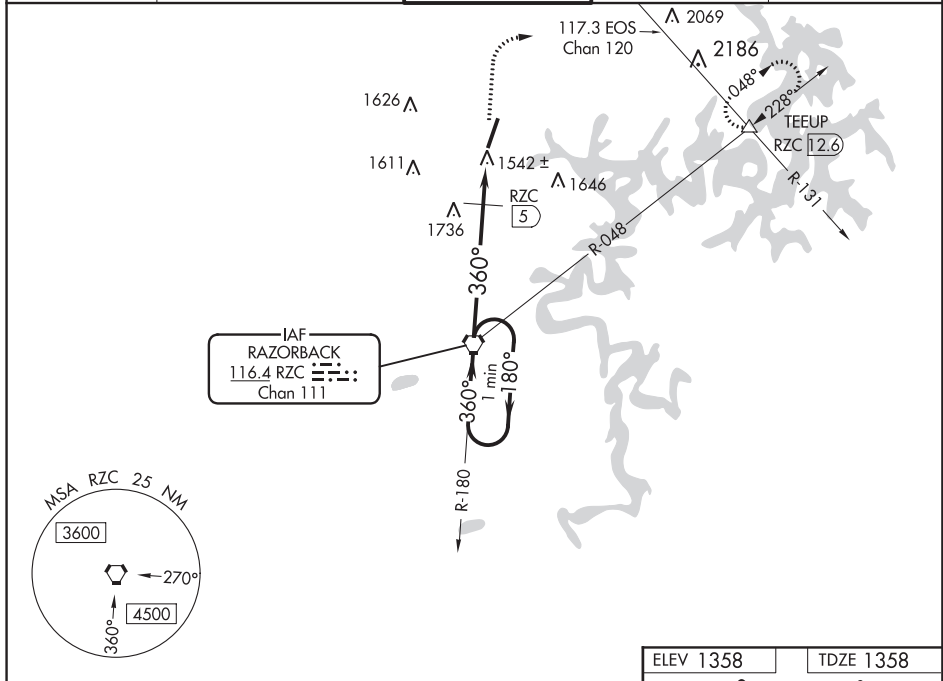
VORTAC RZC 116.4 Chan 111	APP CRS 360°	Rwy Idg TDZE Apt Elev 6011 1358 1358
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VOR RWY 2

ROGERS EXECUTIVE-CARTER FIELD (ROG)

AWOS-3PT 134.375	RAZORBACK APP CON* 126.6 305.2	ROGERS TOWER* 119.375 (CTAF)	GND CON 118.0	CLNC DEL 121.75
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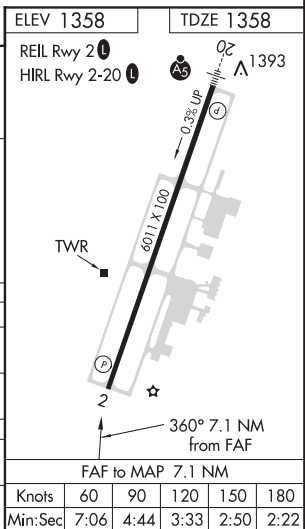
MISSED APPROACH: Climb to 2100, then dimbing right turn to 4000 via heading 050° and EOS R-131 to TEEUP INT and hold.



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

One Minute Holding Pattern	RZC VORTAC		2100	4000	EOS R-131	TEEUP
	3000	180°	360°	360°	3.08° TCH 55	
		5 NM		2.1		
CATEGORY	A	B	C	D		
S-2	2100-1 742 (800-1)	2100-1½ 742 (800-1½)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)		
CIRCLING	2100-1 742 (800-1)	2100-1½ 742 (800-1½)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)		
DME MINIMUMS						
S-2	1800-1	442 (500-1)	1800-1½ 442 (500-1½)	1800-1½ 442 (500-1½)		
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)		



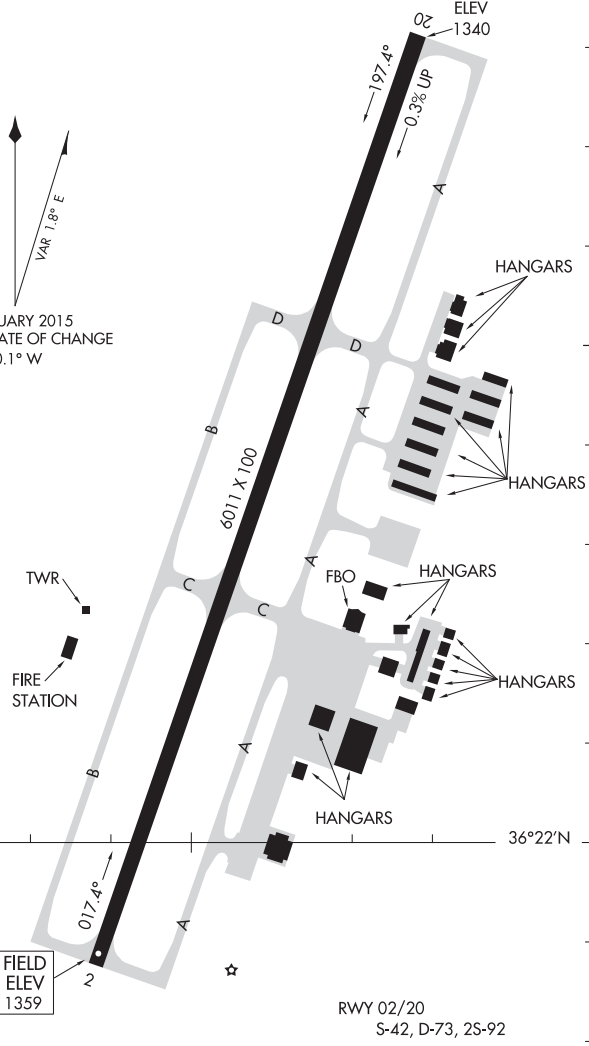
ROGERS, ARKANSAS
Amdt 13D 21JUL16

36°22'N-94°06'W

ROGERS EXECUTIVE-CARTER FIELD (ROG) VOR RWY 2

AWOS-3PT
134.375
ROGERS TOWER ★
119.375
GND CON
118.0

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



VAR 1.8° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

94°07'W 36°22'N 36°23'N 94°06'W

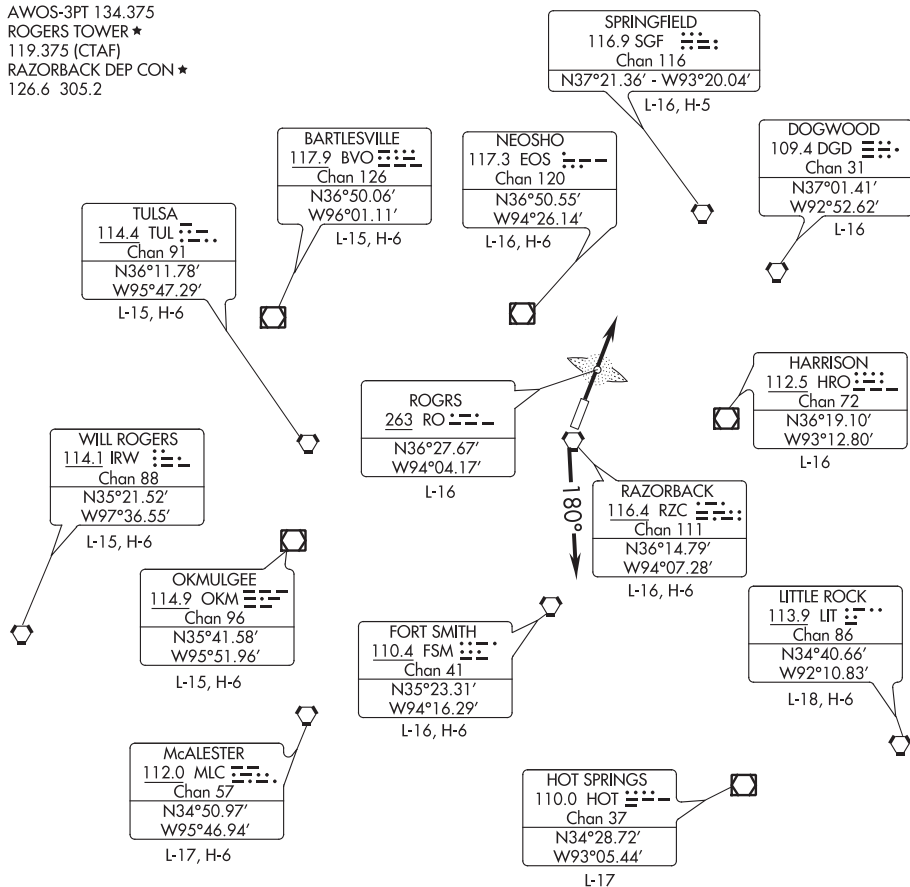
(ROG1.RZC) 16147
ROGERS ONE DEPARTURE

ROGERS EXECUTIVE-CARTER FIELD (ROG)

SL-5002 (FAA)

ROGERS, ARKANSAS

CLNC DEL 121.75
 GND CON 118.0
 AWOS-3PT 134.375
 ROGERS TOWER *
 119.375 (CTAF)
 RAZORBACK DEP CON *
 126.6 305.2



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

Note: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKEOFF RUNWAY 2: Fly runway heading. Thence. . . .

TAKEOFF RUNWAY 20: Turn left heading 180°. Thence. . . .

. . . . Expect RADAR vectors to filed/assigned route. Climb and maintain 3000 feet.

Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

RUSSELLVILLE, ARKANSAS

AL-6231 (FAA)

16147

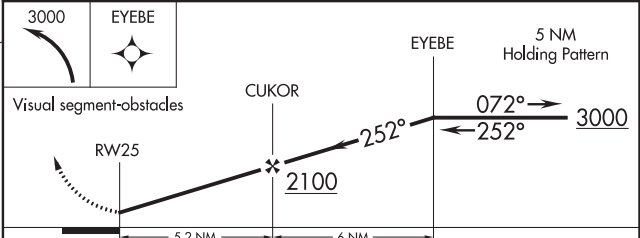
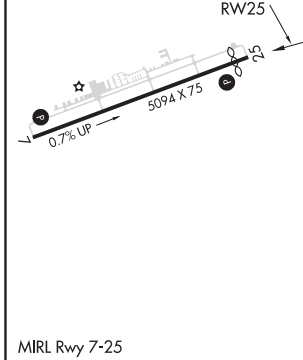
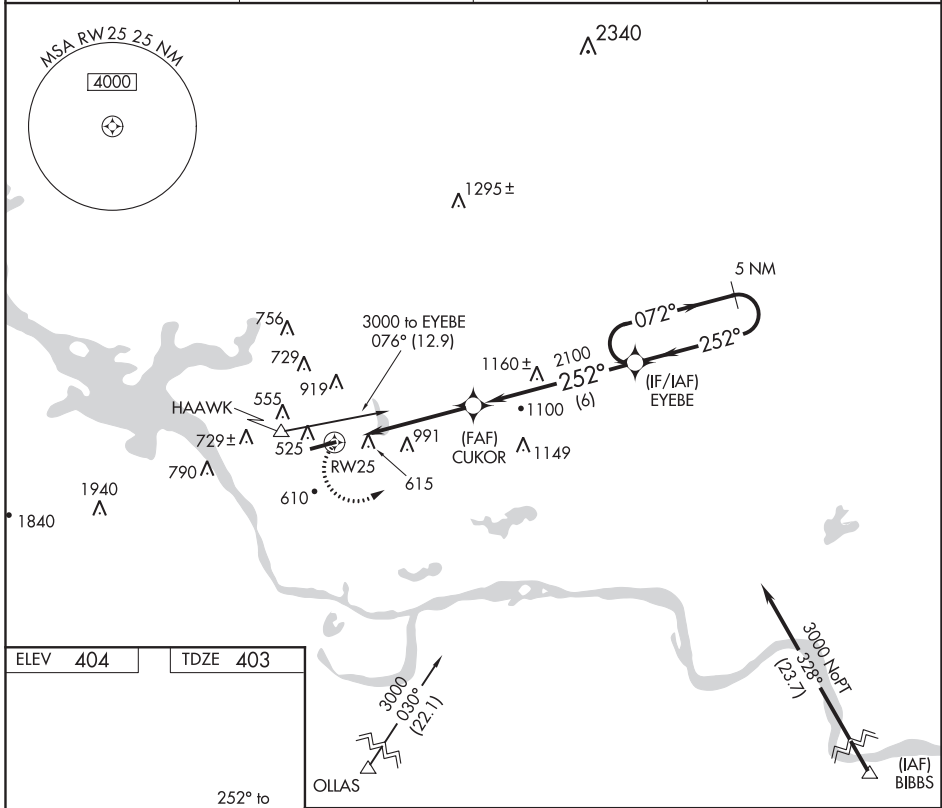
APP CRS 252°	Rwy Idg 4794
	TDZE 403
	Apt Elev 404

RNAV (GPS) RWY 25

RUSSELLVILLE RGNL (RUE)

<p>▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 25 NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.</p>
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ASOS 132.475	RAZORBACK APP CON 120.9 343.75	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)
CIRCLING	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)

RUSSELLVILLE, ARKANSAS
Orig-B 26MAY16

35°16'N-93°06'W

RUSSELLVILLE RGNL (RUE)

RNAV (GPS) RWY 25

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

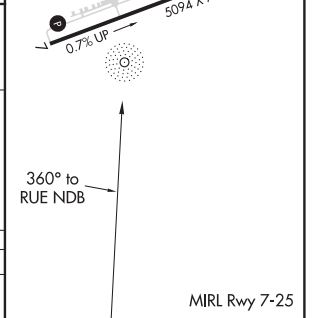
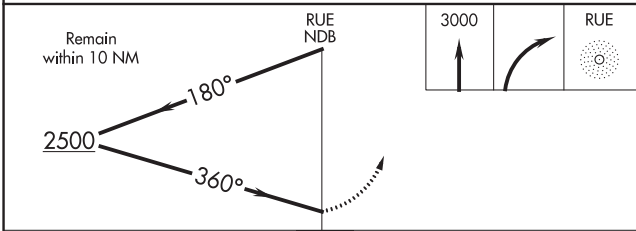
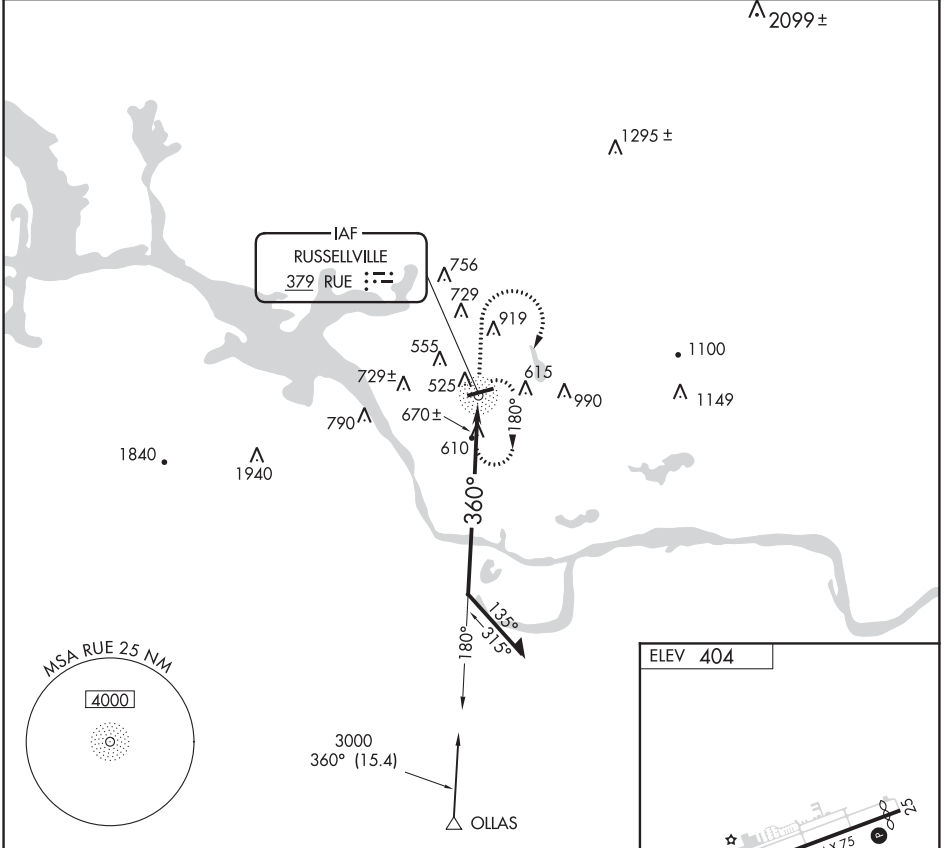
NDB RUE 379	APP CRS 360°	Rwy Idg TDZE Apt Elev	N/A N/A 404
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NDB-A

RUSSELLVILLE RGNL (RUE)

		MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.	
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ASOS 132.475	RAZORBACK APP CON 120.9 343.75	MEMPHIS CENTER 128.475 377.15	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1240-1 836 (900-1)	1240-1¼ 836 (900-1¼)	1240-2½ 836 (900-2½)	1240-2¾ 836 (900-2¾)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 354°	Rwy Idg 4006
	TDZE 527
	Apt Elev 527

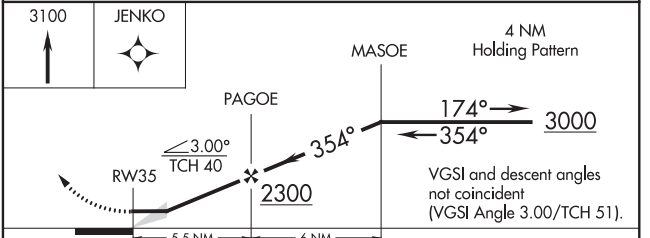
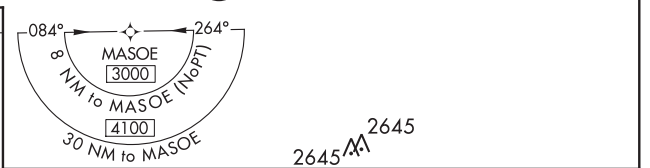
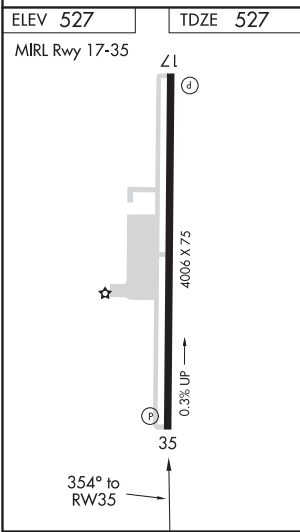
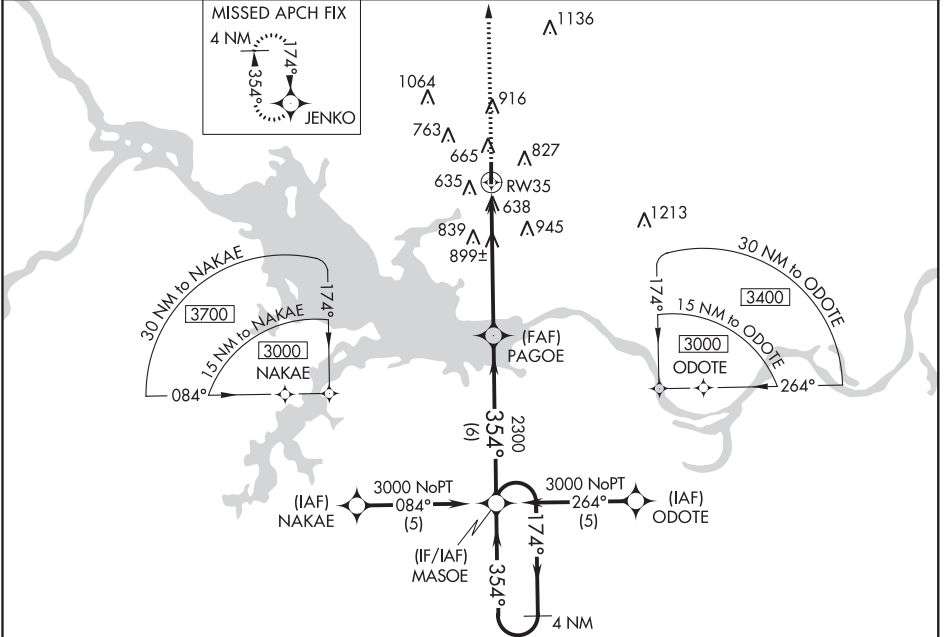
RNAV (GPS) RWY 35

SALLISAW MUNI (JSV)

NA DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3 118.475	RAZORBACK APP CON * 120.9 343.75	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA
CIRCLING	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 169°	Rwy Idg 5799
	TDZE 889
	Apt Elev 892

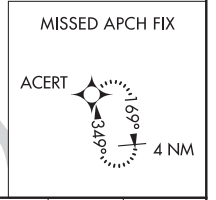
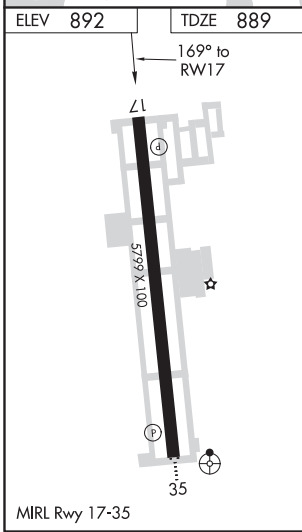
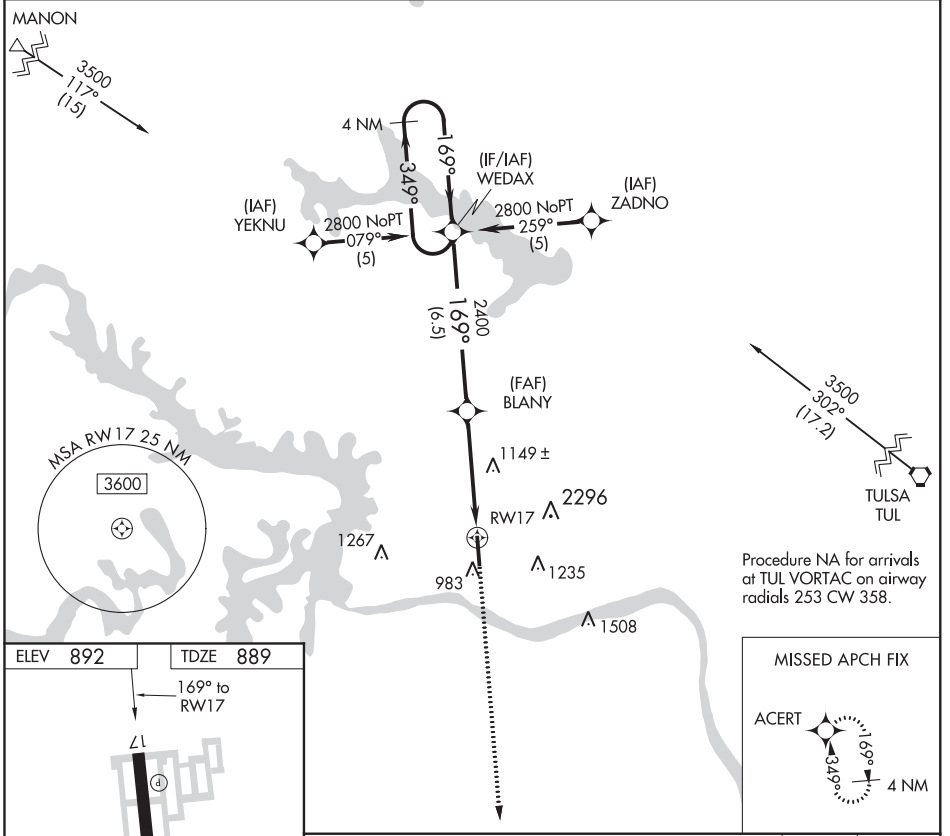
RNAV (GPS) RWY 17

WILLIAM R POGUE MUNI (OWP)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.
▲ NA Increase Cat C circling visibility 1/4 mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern WEDAX

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

2800 ACERT

2800 ← 349° 169° → 2400

BLANY

1.5 NM to RWY17

3.04° TCH 45

6.5 NM 3.1 NM 1.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1400-1	511 (600-1)	1400-1½ 511 (600-1½)	NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SAND SPRINGS, OKLAHOMA

AL-6472 (FAA)

16203

WAAS CH 57912 W35A	APP CRS 349°	Rwy Idg TDZE Apt Elev	5799 892 892
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RNAV (GPS) RWY 35

WILLIAM R POGUE MUNI (OWP)

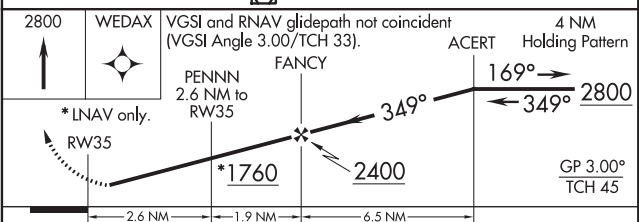
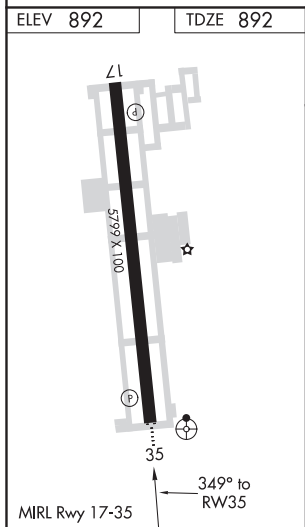
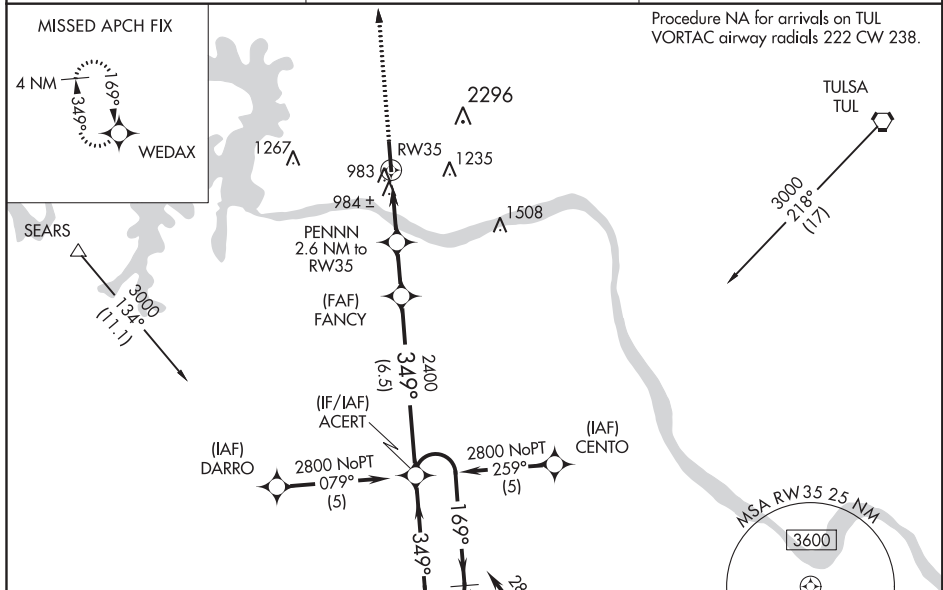
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

ODALS



MISSED APPROACH:
Climb to 2800 direct WEDAX and hold.

AWOS-3 118.325	TULSA APP CON 124.0 338.3	UNICOM (CTAF) 122.7
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CATEGORY	A	B	C	D
LPV DA	1202-1	310 (400-1)		NA
LNAV/VNAV DA	1317-1½	425 (500-1½)		NA
LNAV MDA	1240-1	348 (400-1)		NA
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SAND SPRINGS, OKLAHOMA
Orig 12MAR09

36°11'N-96°09'W

WILLIAM R POGUE MUNI (OWP) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

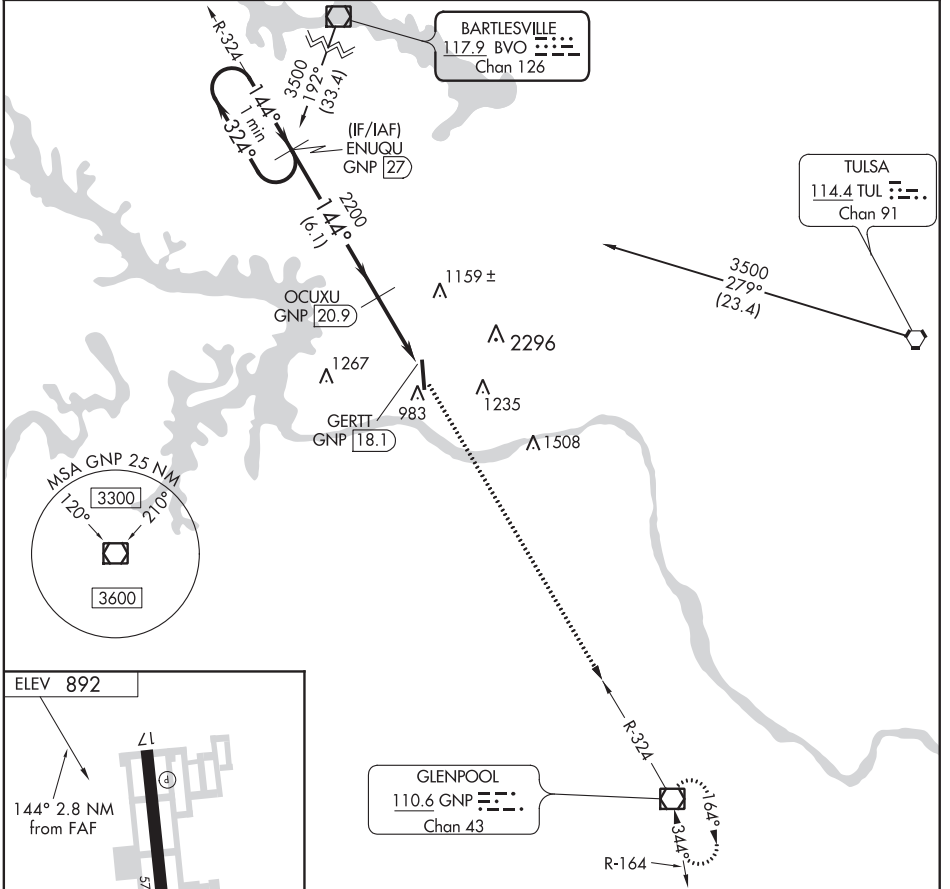
VOR/DME GNP 110.6 Chan 43	APP CRS 144°	Rwy Idg TDZE Apt Elev N/A N/A 892
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VOR/DME-A
WILLIAM R POGUE MUNI (OWP)

When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.

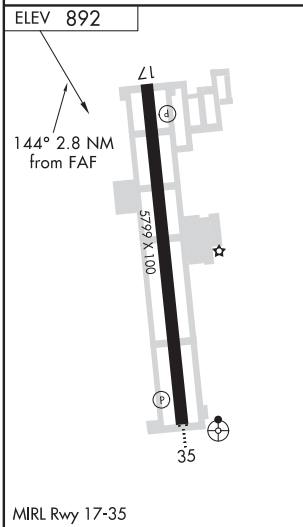
MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3 118.325	TULSA APP CON 124.0 338.3	UNICOM 122.7 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



One Minute Holding Pattern 2600 ← 324° 144° →	ENUQU GNP 27	OCUXU GNP 20.9	3000 ↑ GNP R-324	GNP □
	6.1 NM		2.8 NM	
GERTT GNP 18.1	2200			
CATEGORY	A	B	C	D
CIRCLING	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA

SAND SPRINGS, OKLAHOMA

AL-6472 (FAA)

16203

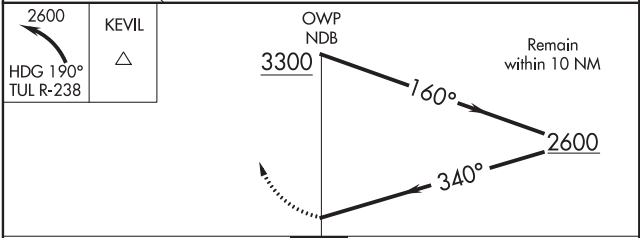
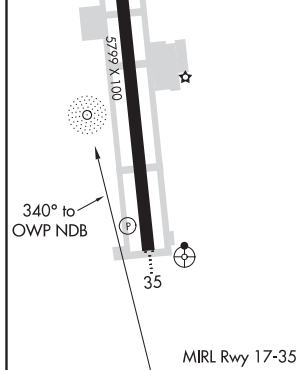
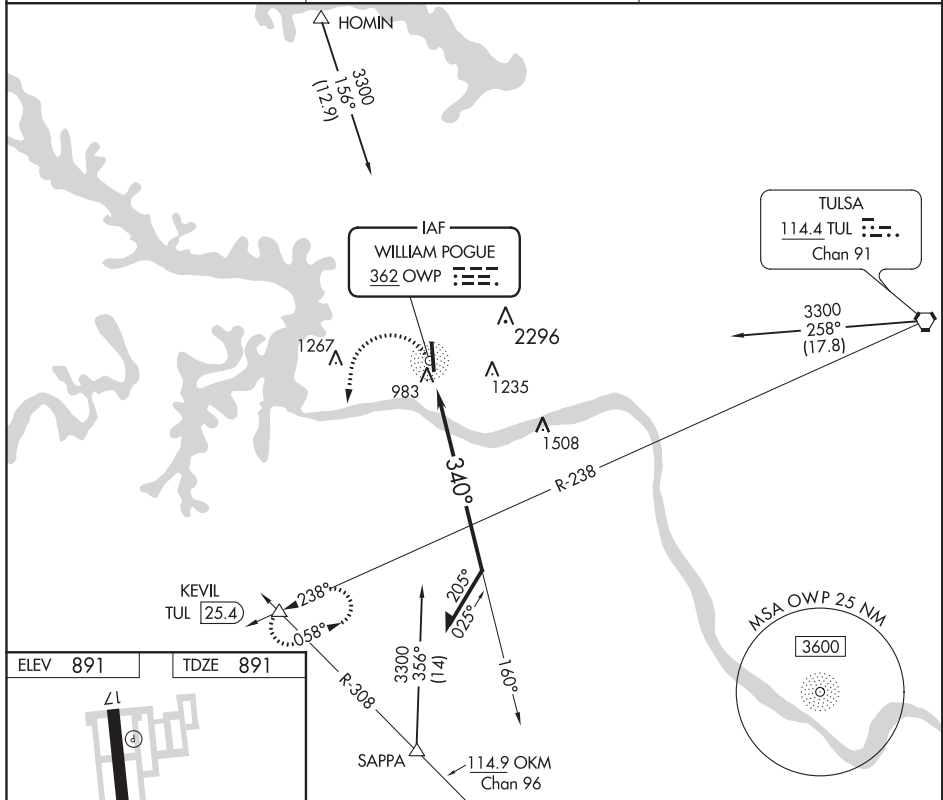
NDB OWP	APP CRS	Rwy Idg	5799
362	340°	TDZE	891
		Apt Elev	891

NDB RWY 35

WILLIAM R POGUE MUNI (OWP)

<p>▼</p> <p>▲ NA</p> <p>When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.</p>
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<p>AWOS-3</p> <p>118.325</p>	<p>TULSA APP CON</p> <p>124.0 338.3</p>	<p>UNICOM</p> <p>122.7 (CTAF)</p>
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CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA
CIRCLING	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA

SAND SPRINGS, OKLAHOMA
Amdt 2f 23SEP10

36°11'N-96°09'W

WILLIAM R POGUE MUNI (OWP)

NDB RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC I-DSY 110.1 Chan 38	APP CRS 011°	Rwy Idg TDZE 253 Apt Elev 264
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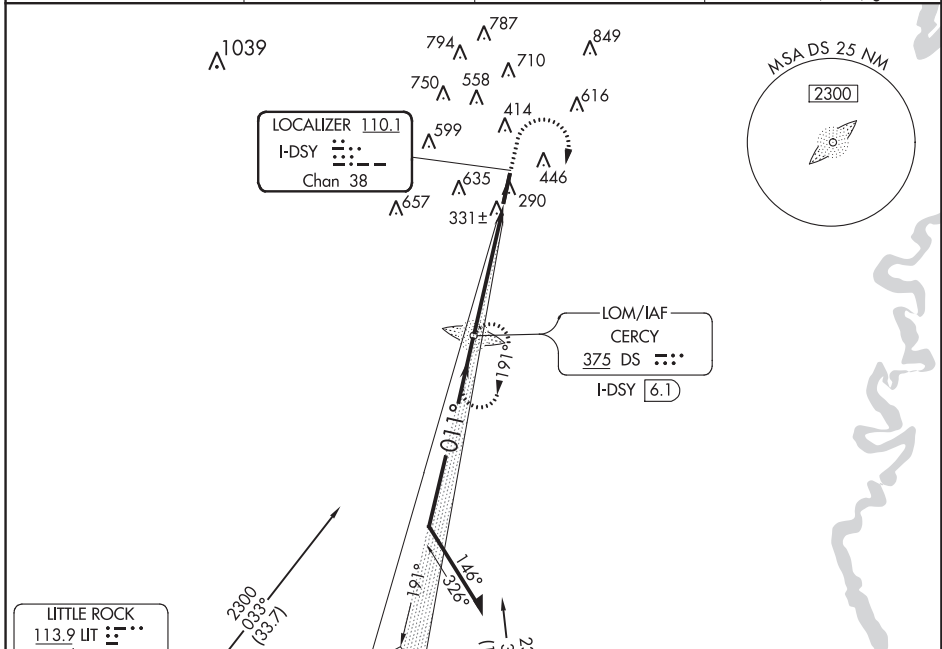
ILS or LOC RWY 1

SEARCY MUNI (SRC)

⚠ Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. ADF Required.

MALSR MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

AWOS-3PT 128.325	LITTLE ROCK APP CON 119.75 291.775	CLNC DEL 119.75	UNICOM 122.7 (CTAF)
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REIL Rwy 19 MIRL Rwy 1-19	ELEV 264	61	TDZE 253

CATEGORY	A	B	C	D
S-ILS 1	453-½	200 (200-½)		NA
S-LOC 1	600-½	347 (400-½)		NA
CIRCLING	760-1	496 (500-1)	760-1½ 496 (500-1½)	NA

FAF to MAP 4.9 NM from FAF	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81824 W01A	APP CRS 011°	Rwy Idg TDZE 253 Apt Elev 265	6008
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RNAV (GPS) RWY 1

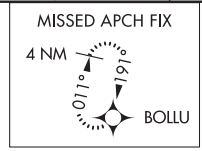
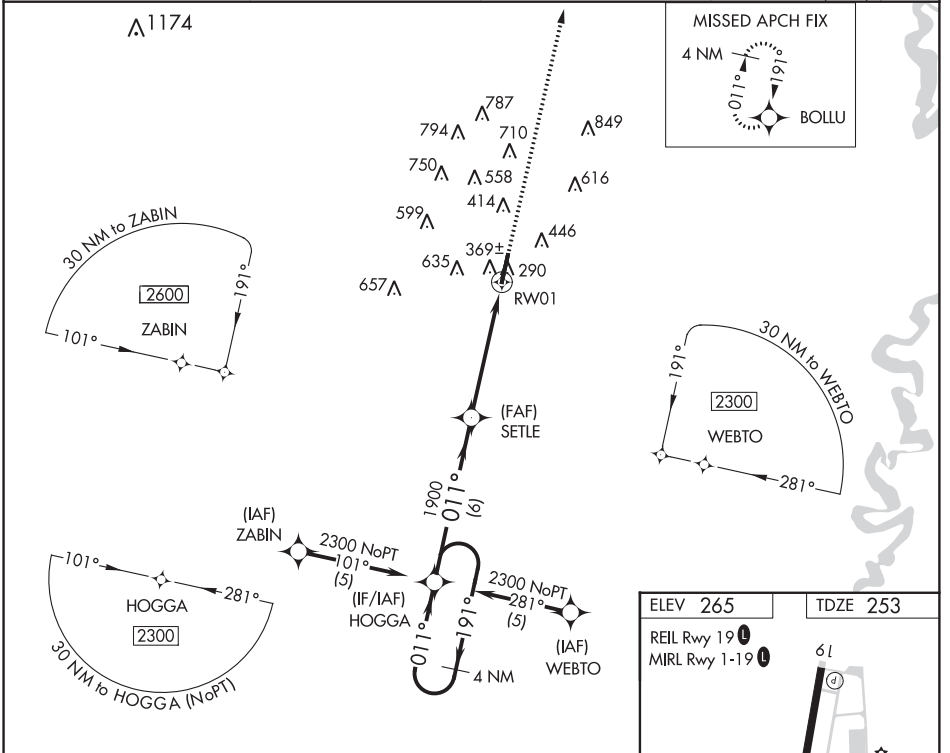
SEARCY MUNI (SRC)

▼ Circling NA for Cat C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. When local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA 87 feet and all MDA 100 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSRS, increase LPV all Cats visibility to 1 ¼ mile. For inoperative MALSRS, when using Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

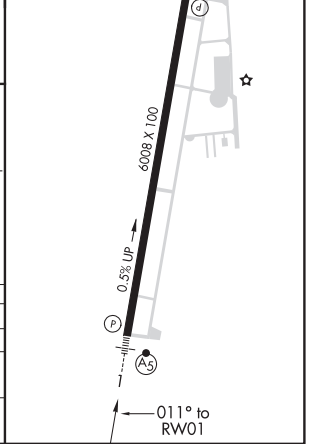
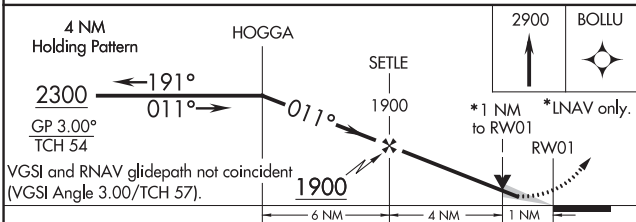
MALSRS
AS

MISSED APPROACH:
Climb to 2900 direct BOLLU and hold.

AWOS-3PT 128.325	LITTLE ROCK APP CON 119.75 291.775	CLNC DEL 119.75	UNICOM 122.7 (CTAF)
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ELEV 265	TDZE 253
REIL Rwy 19	MIRL Rwy 1-19



CATEGORY	A	B	C	D
LPV DA	573-¾	320 (400-¾)		NA
LNAV MDA	620-½	367 (400-½)		NA
CIRCLING	760-1	495 (500-1)	760-1½ 495 (500-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86224 W 19A	APP CRS 191°	Rwy Idg TDZE 264 Apt Elev 264	6008
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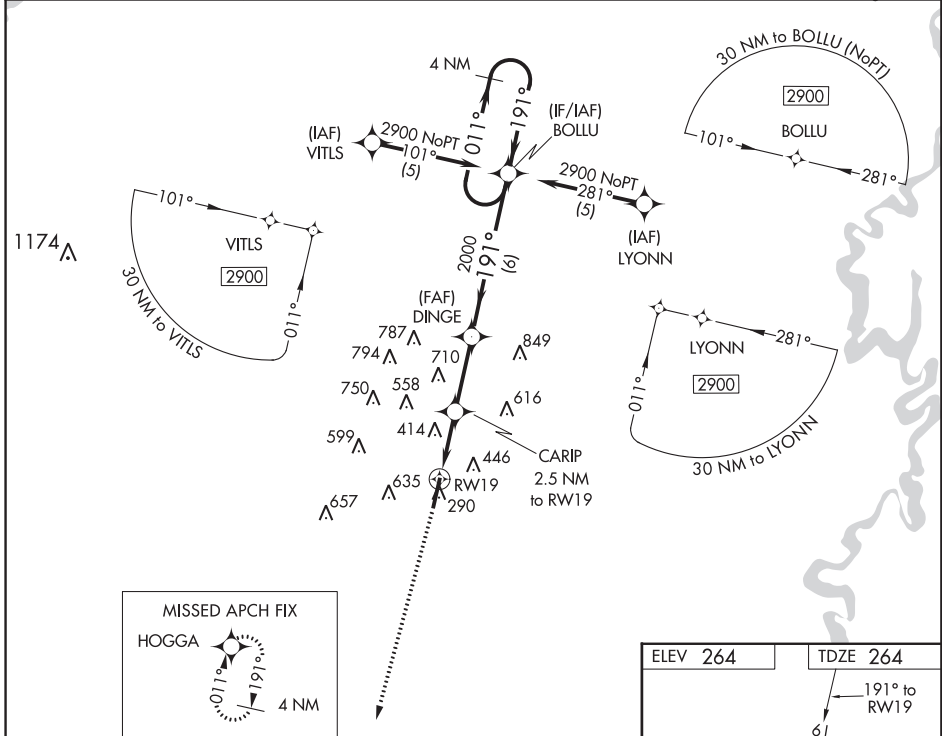
RNAV (GPS) RWY 19

SEARCY MUNI (SRC)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

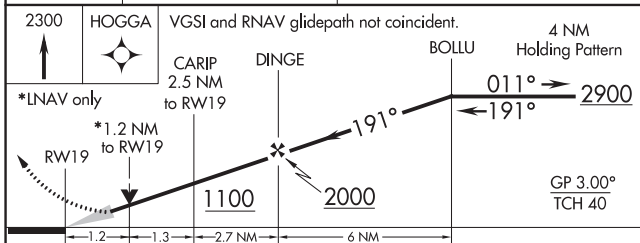
MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

AWOS-3PT 128.325	LITTLE ROCK APP CON 119.75 291.775	CLNC DEL 119.75	UNICOM 122.7 (CTAF) 0
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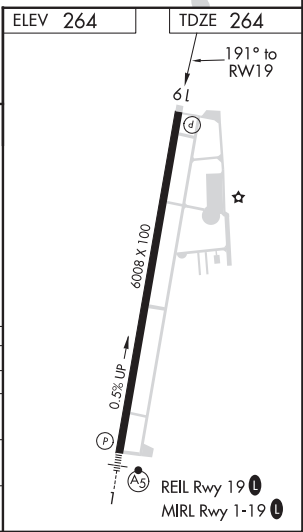


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	514-1	250 (300-1)		NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1	416 (500-1)	680-1¼ 416 (500-1¼)	NA
CIRCLING	760-1	496 (500-1)	760-1½ 496 (500-1½)	NA



SEMINOLE, OKLAHOMA

AL-6450 (FAA)

15344

APP CRS 160°	Rwy Idg 5004
	TDZE 1024
	Apt Elev 1024

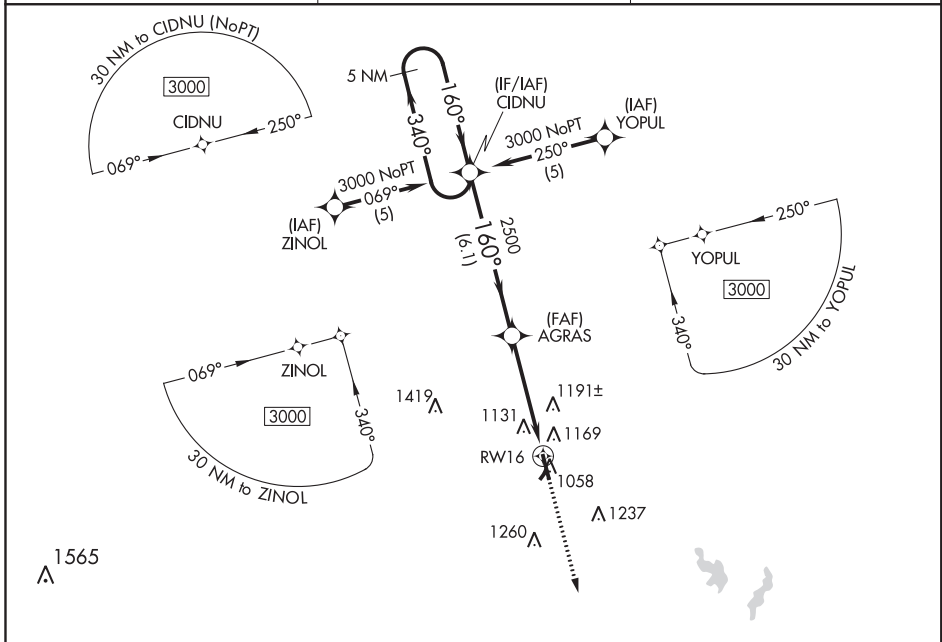
RNAV (GPS) RWY 16

SEMINOLE MUNI (SRE)

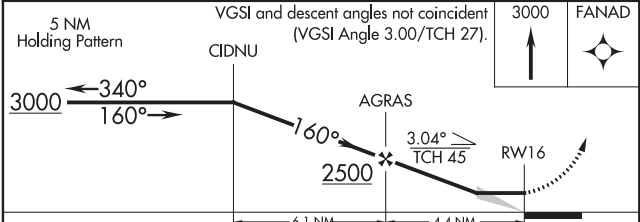
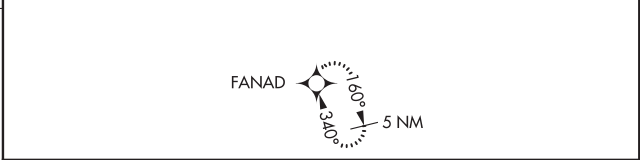
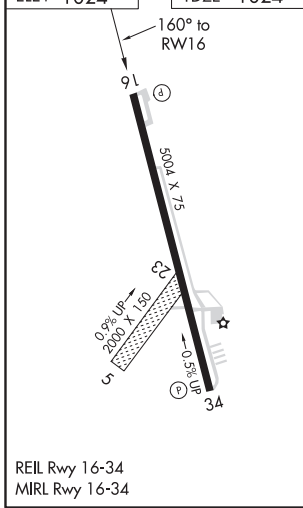
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

▲ MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3 118.625	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8
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ELEV 1024	TDZE 1024
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CATEGORY	A	B	C	D
LNAV MDA	1500-1	476 (500-1)	1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1	476 (500-1)	1560-1½ 536 (600-1½)	NA

SEMINOLE, OKLAHOMA
Amdt 1 15MAR07

35°16'N-96°41'W

SEMINOLE MUNI (SRE) RNAV (GPS) RWY 16

SC-1, 10 NOV 2016 to 05 JAN 2017

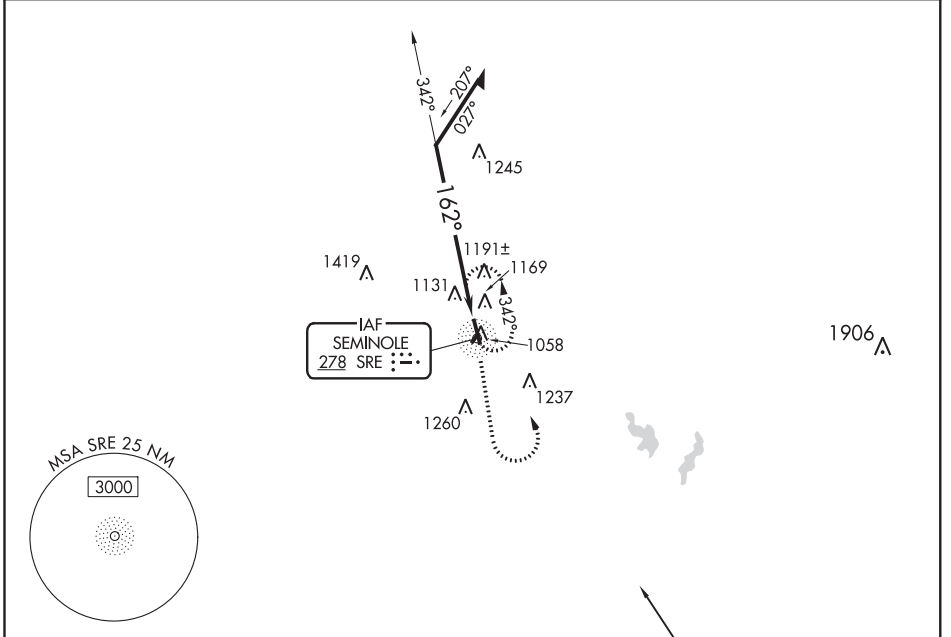
SC-1, 10 NOV 2016 to 05 JAN 2017

SRE NDB 278	APP CRS 162°	Rwy Idg TDZE Apt Elev	5004 1024 1024
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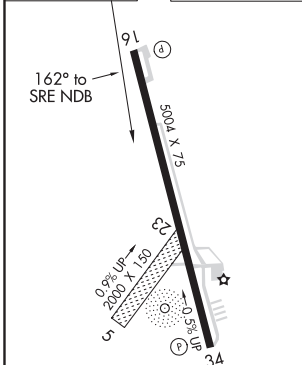
NDB RWY 16
SEMINOLE MUNI (SRE)

▽ If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet. **MISSED APPROACH:** Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

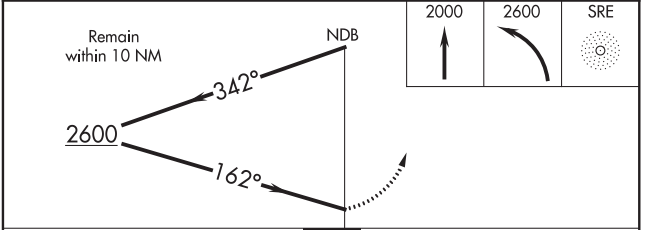
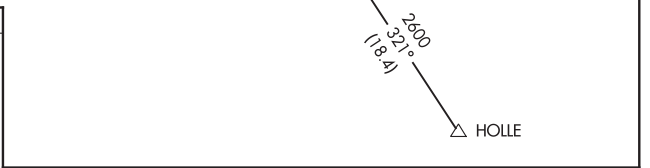
AWOS-3 118.625	FORT WORTH CENTER 132.2 338.35	UNICOM 122.8
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ELEV 1024	TDZE 1024
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REIL Rwy 16-34
MIRL Rwy 16-34



CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1 ³ / ₄ 636 (700-1 ³ / ₄)	NA
CIRCLING	1660-1	636 (700-1)	1660-1 ³ / ₄ 636 (700-1 ³ / ₄)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SHAWNEE, OKLAHOMA

AL-586 (FAA)

14205

LOC I-HNQ 108.75	APP CRS 174°	Rwy Idg TDZE Apt Elev	5997 1073 1073
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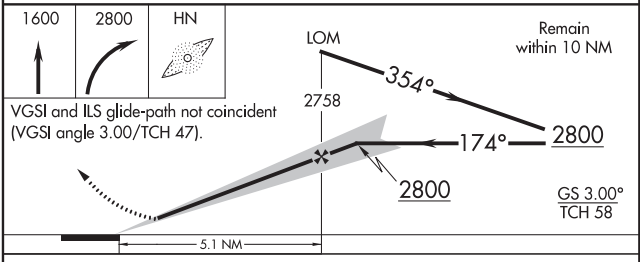
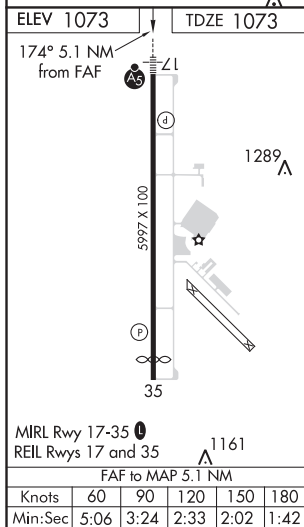
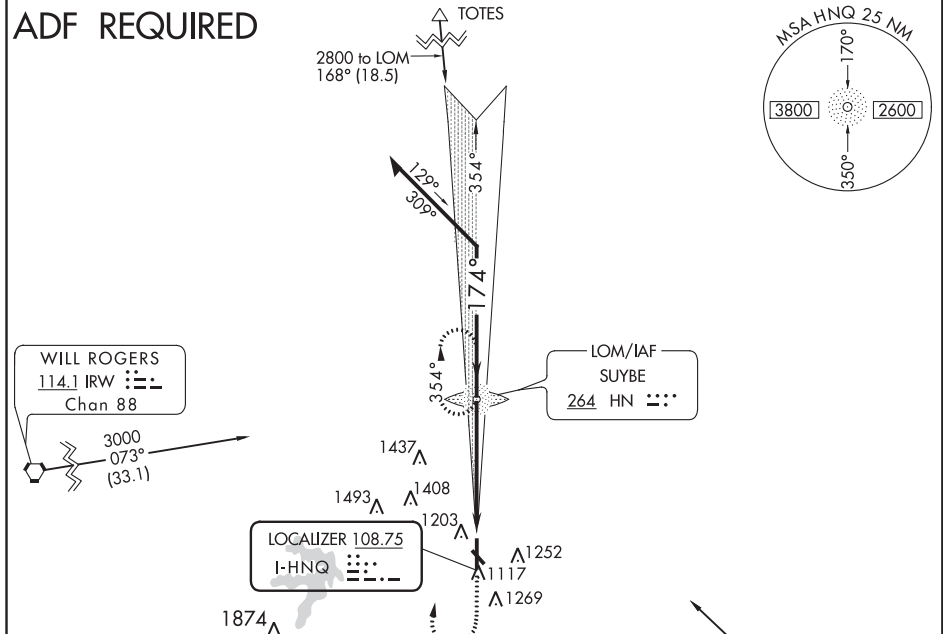
ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

<p>NA</p> <p>When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet; increase visibility S-LOC 17 Cat C ¼ mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 2800 direct SUYBE LOM and hold.</p>
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AWOS-3 118.275	OKE CITY APP CON 120.45 288.325	GCO 121.725	UNICOM 122.7 (CTAF)
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1540-½	467 (500-½)	1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1	527 (600-1)	1600-1½ 527 (600-1½)	NA

SHAWNEE, OKLAHOMA
Amdt 2 23SEP10

35° 21' N-96° 57' W

SHAWNEE RGNL (SNL)

ILS or LOC RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86919 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5997 1073 1073
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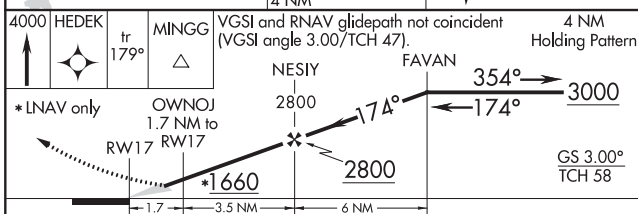
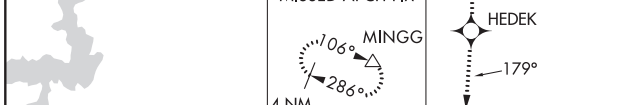
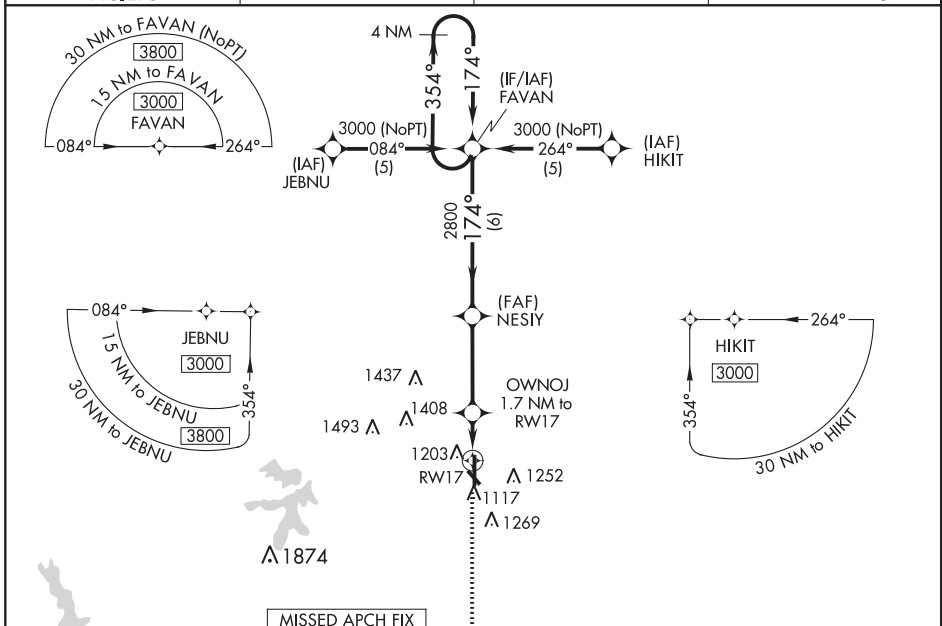
RNAV (GPS) RWY 17

SHAWNEE RGNL (SNL)

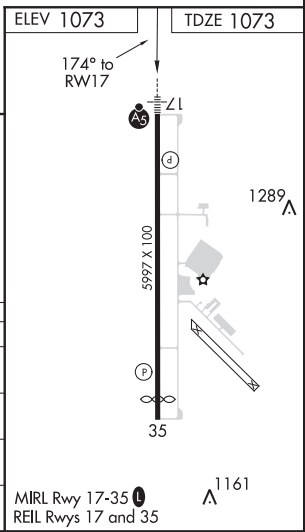
⚠ Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MALSR  MISSED APPROACH: Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3 118.275	OKE CITY APP CON 120.45 288.325	GCO 121.725	UNICOM 122.7 (CTAF) 
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CATEGORY	A	B	C	D
LPV DA	1273-½	200 (200-½)		NA
LNAV/VNAV DA	1447-¾	374 (400-¾)		NA
LNAV MDA	1540-½	467 (500-½)	1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1	527 (600-1)	1600-1½ 527 (600-1½)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72818 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5593 1067 1073
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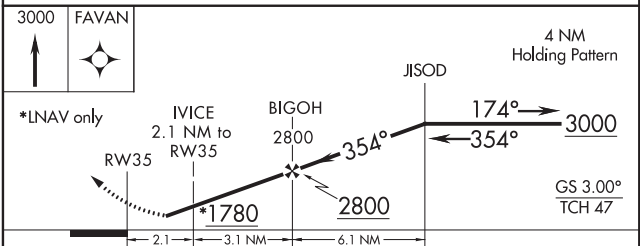
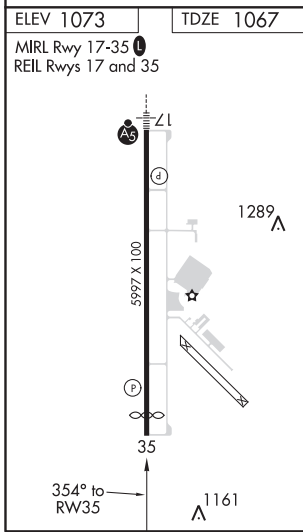
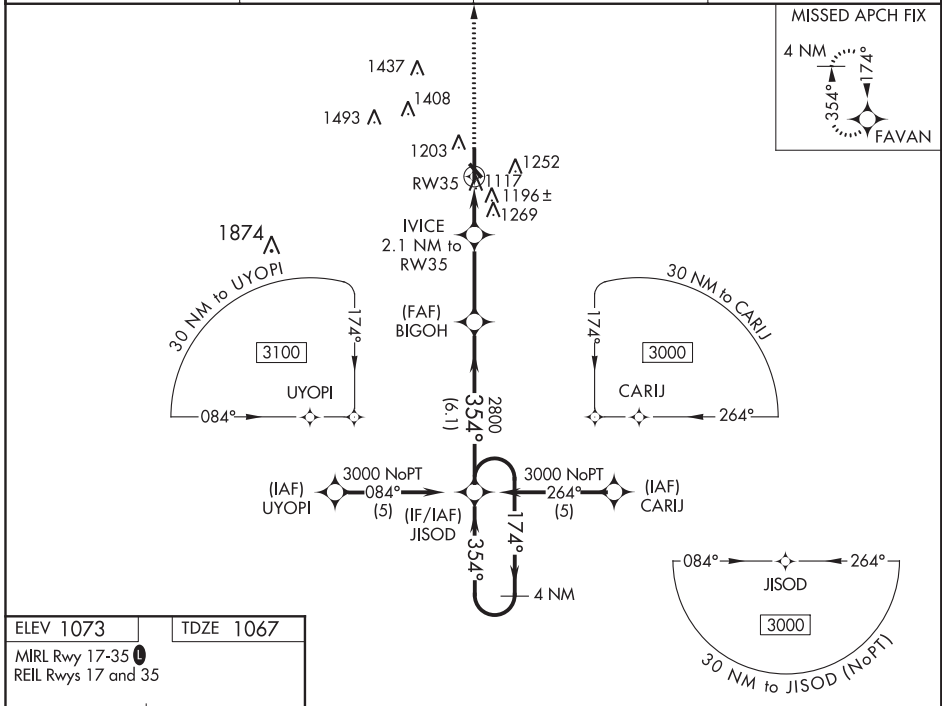
RNAV (GPS) RWY 35

SHAWNEE RGNL (SNL)

▼ Baro-VNAV NA when using Seminalle 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 Seminalle altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats visibility ¼ mile.

▲ MISSED APPROACH: Climb to 3000 direct FAVAN and hold.

AWOS-3 118.275	OKE CITY APP CON 120.45 288.325	GCO 121.725	UNICOM 122.7 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	1317-1	250 (300-1)		NA
LNAV/VNAV DA	1565-1¾	498 (500-1¾)		NA
LNAV MDA	1520-1	453 (500-1)	1520-1¼ 453 (500-1¼)	NA
CIRCLING	1600-1	527 (600-1)	1600-1½ 527 (600-1½)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69637 W01A	APP CRS 012°	Rwy Idg TDZE Apt Elev	3202 235 236
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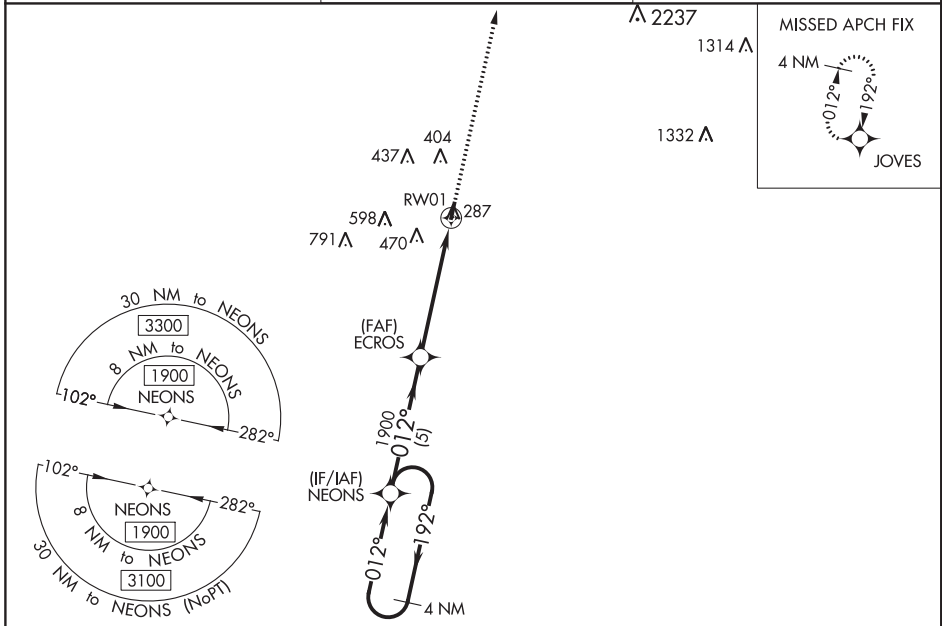
RNAV (GPS) RWY 1

SHERIDAN MUNI (9M8)

⚠ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
 Night Landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all MDA 20 feet: increase LP and LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2100 direct JOVES and hold.

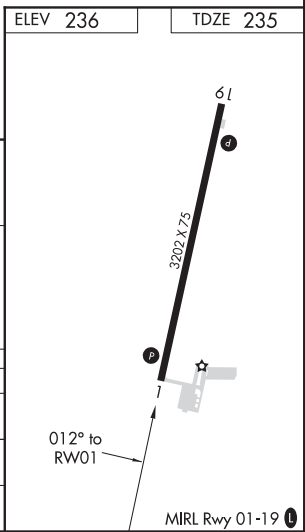
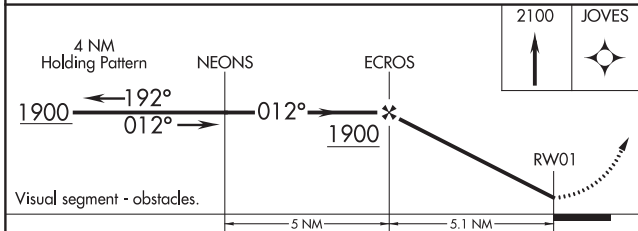
PINE BLUFF ASOS 120.775	LITTLE ROCK APP CON 135.4 353.6	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 236	TDZE 235
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CATEGORY	A	B	C	D
LP MDA	760-1	525 (600-1)	760-1½ 525 (600-1½)	NA
LNAV MDA	800-1	565 (600-1)	800-1⅝ 565 (600-1⅝)	NA
C CIRCLING	800-1 564 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA

SHERIDAN, ARKANSAS

AL-10197 (FAA)

15344

WAAS CH 63237 W19A	APP CRS 192°	Rwy Idg TDZE Apt Elev	3202 236 236
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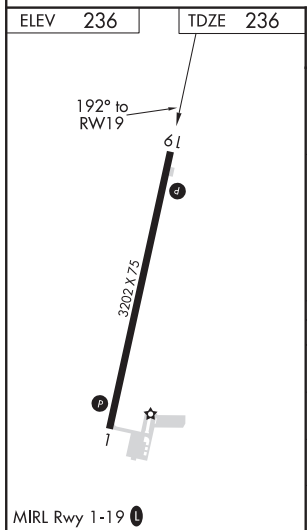
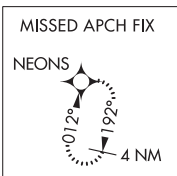
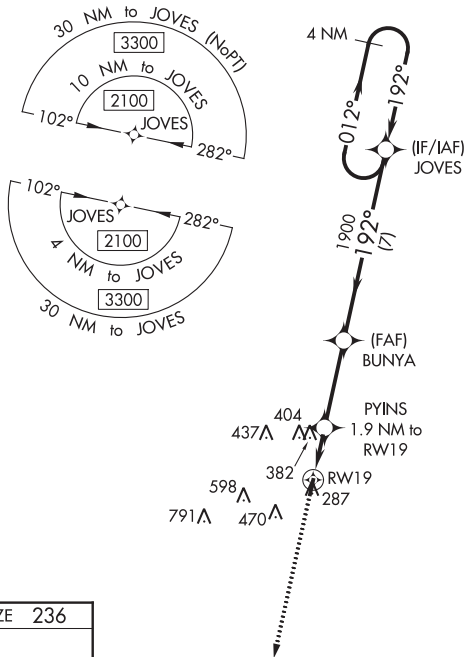
RNAV (GPS) RWY 19

SHERIDAN MUNI (9M8)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all DA 5 feet and all MDA 20 feet: increase Circling Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 1900 direct NEONS and hold.

PINE BLUFF ASOS 120.775	LITTLE ROCK APP CON 135.4 353.6	UNICOM 122.8 (CTAF)
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1900 NEONS VGSi and RNAV glidepath not coincident (VGSi Angle 3.25/TCH 43).

1900	NEONS	BUNYA	JOVES	4 NM Holding Pattern
*LNAV only		1900	2100	
	PYNS 1.9 NM to RWY 19			
		*880	1900	GP 3.00° TCH 40
	1.9 NM	3.2 NM	7 NM	

CATEGORY	A	B	C	D
LPV DA	590-1 1/4	354 (400-1 1/4)		NA
LNAV/VNAV DA	682-1 1/2	446 (500-1 1/2)		NA
LNAV MDA	700-1	464 (500-1)	700-1 3/8 464 (500-1 3/8)	NA
C CIRCLING	740-1 504 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SHERIDAN, ARKANSAS
Orig 10DEC15

34°20'N-92°21'W

RNAV (GPS) RWY 19

SHERIDAN MUNI (9M8)

SILOAM SPRINGS, ARKANSAS

AL-5565 (FAA)

RNAV (GPS) RWY 36

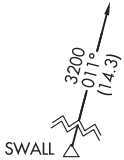
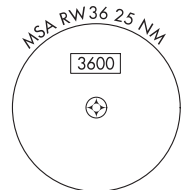
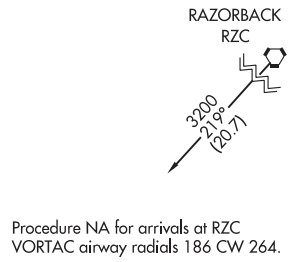
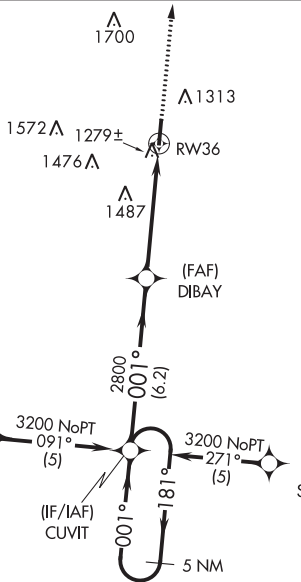
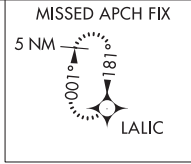
SILOAM SPRINGS/SMITH FIELD (SLG)

WAAS CH 63105 W36A	APP CRS 001°	Rwy Idg 4997 TDZE 1181 Apt Elev 1191
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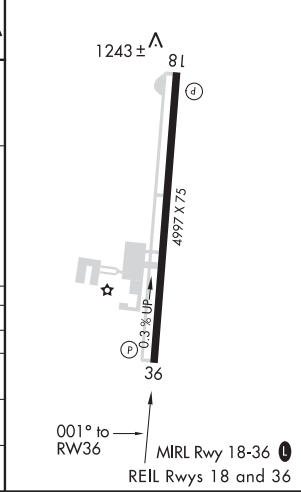
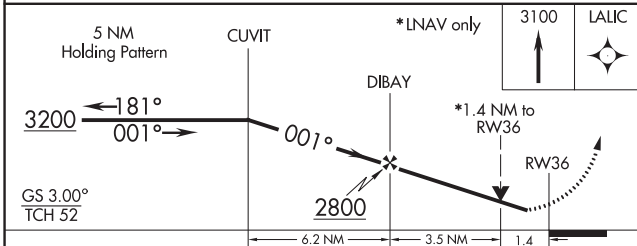
⚠ If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. BARO-VNAV and VDP NA when using Northwest Arkansas Rgnl altimeter setting.

MISSED APPROACH:
Climb to 3100 direct LALIC and hold.

AWOS-3 118.375	RAZORBACK APP CON * 121.0 244.57	UNICOM 122.8 (CTAF) ①
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ELEV 1191	TDZE 1181
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CATEGORY	A	B	C	D
LPV DA		1431-1	250 (300-1)	
LNAV/VNAV DA		1549-1¼	368 (400-1¼)	
LNAV MDA	1660-1	479 (500-1)	1660-1¼ 479 (500-1¼)	1660-1½ 479 (500-1½)
CIRCLING	1660-1 469 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SILOAM SPRINGS, ARKANSAS
Orig 12320

36°12'N-94°29'W

RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC RZC 116.4 Chan 111	APP CRS 255°	Rwy Idg TDZE Apt Elev 1191	N/A N/A N/A
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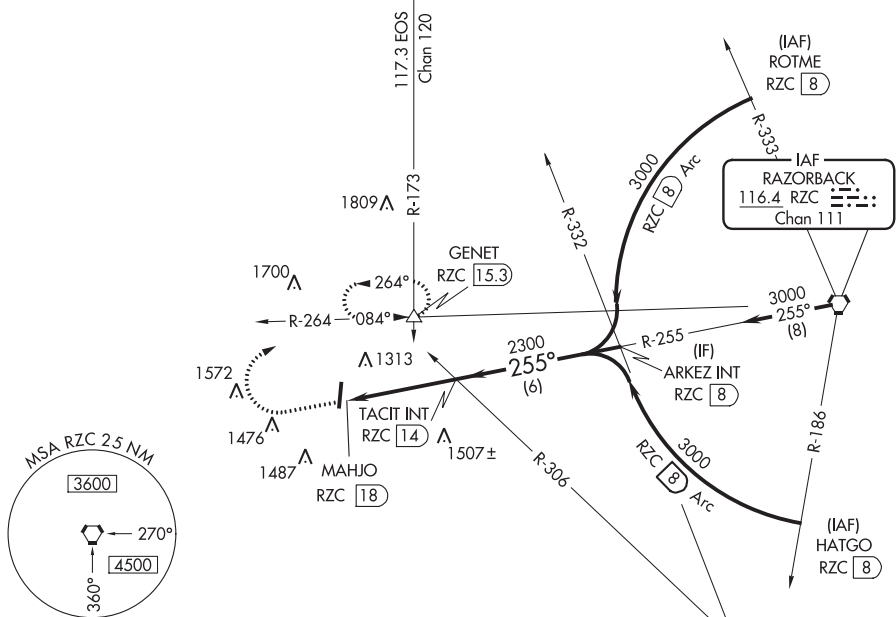
▼ If local altimeter setting not received, use Northwest Arkansas
▲ Rgnl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3400 then right turn via RZC R-264 to GENET INT/RZC 15.3 DME and hold.

AWOS-3
118.375

RAZORBACK APP CON *
121.0 244.57

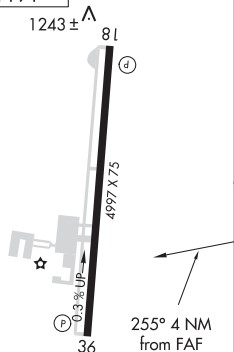
UNICOM
122.8 (CTAF) **U**



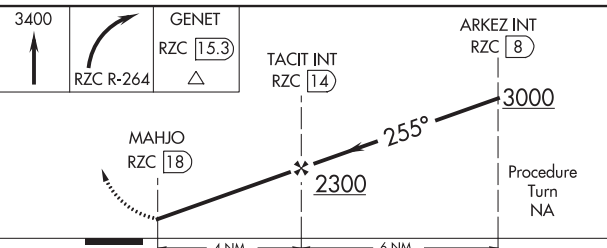
SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV **1191**



REIL Rwy 18 and 36
MIRL Rwy 18-36 **U**



FAF to MAP 4 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1640-1	1720-1	1720-1½	1760-2
Min:Sec	4:00	2:40	2:00	1:36	1:20	449 (500-1)	529 (600-1)	529 (600-1½)	569 (600-2)

WAAS Ch 70312 W18A	APP CRS 183°	Rwy Idg 4939 TDZE 1351 Apt Elev 1353
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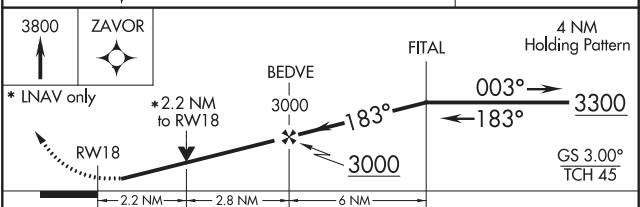
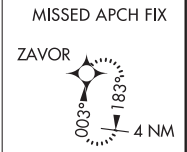
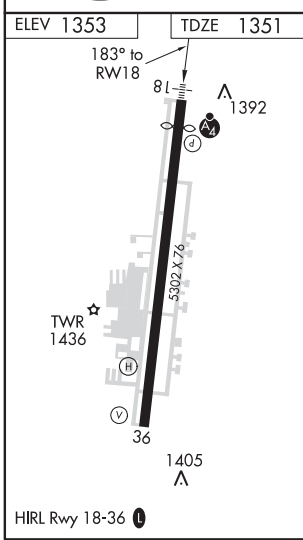
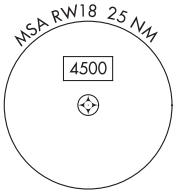
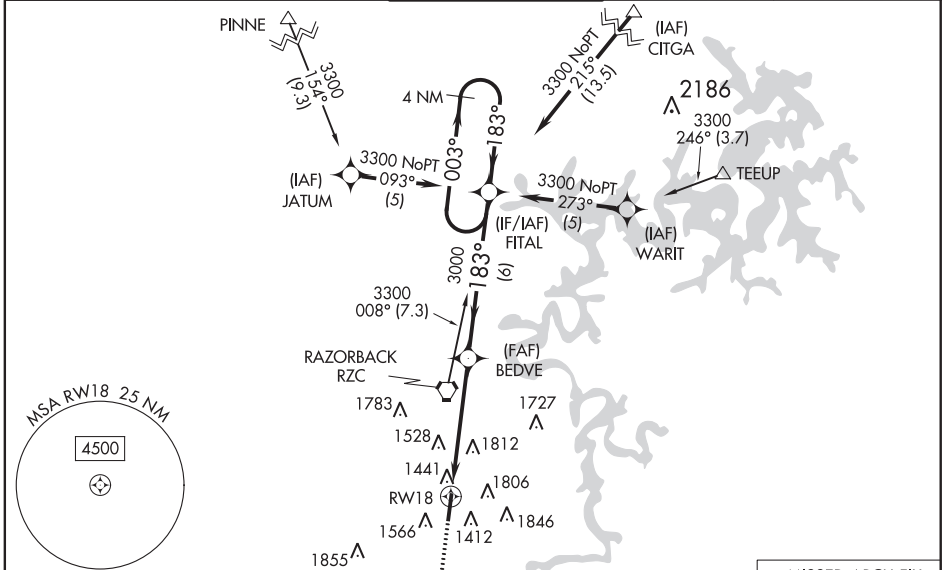
RNAV (GPS) RWY 18

SPRINGDALE MUNI (ASG)

NA DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C/D visibility 1/8 mile, Circling Cat C/D visibility 1/4 mile. For inoperative MALSf, increase LPV all Cats visibility to 1 mile, LNAV Cat C/D visibility to 2 miles. For inoperative MALSf when using Fayetteville/Drake Field altimeter setting, increase LPV all Cats visibility to 1 1/8 mile, LNAV Cat C visibility to 2 1/4 mile. VDP NA when using Fayetteville/Drake Field altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MALSf
MISSED APPROACH:
Climb to 3800 direct ZAVOR and hold.

AWOS-3 124.675	RAZORBACK APP CON * 126.6 305.2	SPRINGDALE TOWER * 118.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1642-3/4	291 (300-3/4)	
LNAV/VNAV DA	NA			
LNAV MDA	2080-3/4 729 (800-3/4)	2080-1 729 (800-1)	2080-17/8 729 (800-17/8)	2220-23/4 867 (900-23/4)
C CIRCLING	2080-1 727 (800-1)		2080-2 727 (800-2)	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

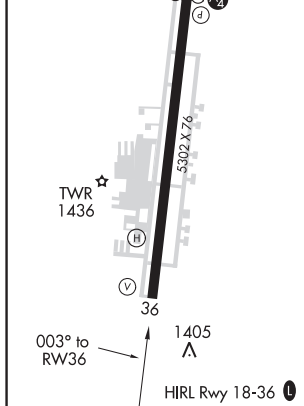
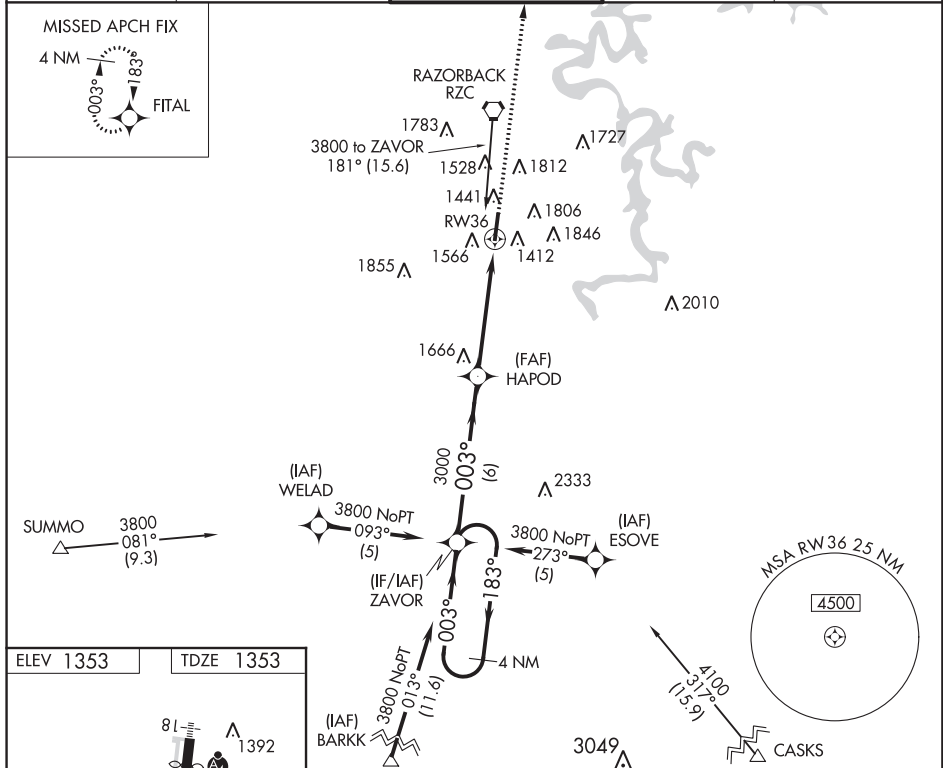
14177

WAAS Ch 77512 W36A	APP CRS 003°	Rwy Idg TDZE 1353 Apt Elev 1353
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RNAV (GPS) RWY 36

SPRINGDALE MUNI (ASG)

⚠ DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase visibility LNAV Cat C/D 1/8 mile and Circling Cat C/D 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 3300 direct FITAL and hold.			
AWOS-3 124,675	RAZORBACK APP CON ★ 126.6 305.2	SPRINGDALE TOWER ★ 118.2 (CTAF) 0	GND CON 121.6	UNICOM 122.95



4 NM Holding Pattern	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).			3300	FITAL
3800	← 183°	→ 003°	003°	3000	RWY36
GS 3.00°	TCH 45		3000	6 NM	5 NM
CATEGORY	A	B	C	D	
LPV DA	1603-1 250 (300-1)				
LNAV MDA	1960-1	607 (700-1)	1960-1¾	607 (700-1¾)	
C CIRCLING	1960-1	2000-1	2020-1¾	2220-2¾	867 (900-2¾)
	607 (700-1)	647 (700-1)	667 (700-1¾)		

SPRINGDALE, ARKANSAS
Amdt 1D 26JUN14

36°11'N-94°07'W

SPRINGDALE MUNI (ASG) RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC RZC 116.4 Chan 111	APP CRS 356°	Rwy Idg TDZE Apt Elev	5302 1353 1353
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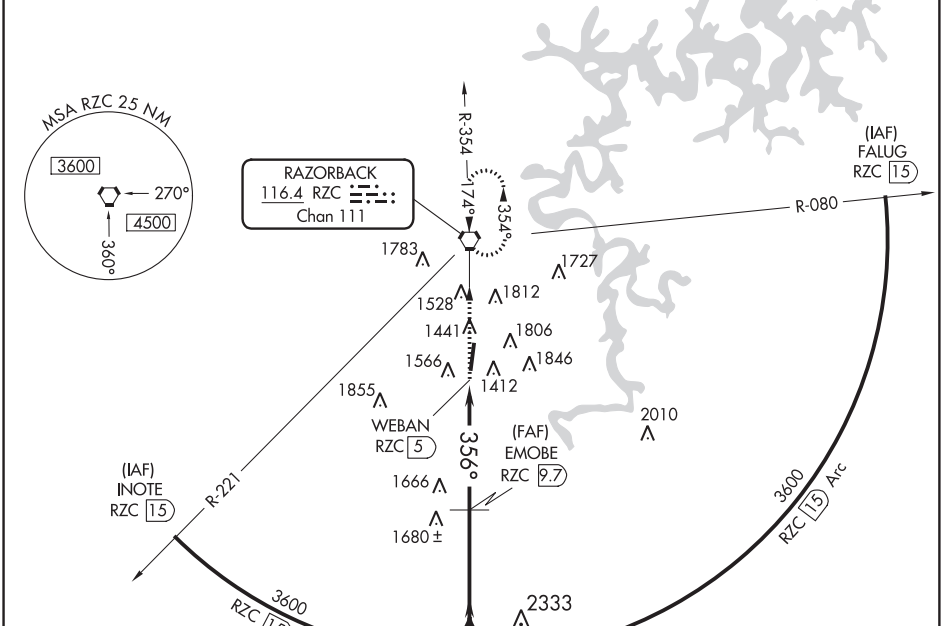
VOR/DME RWY 36

SPRINGDALE MUNI (ASG)

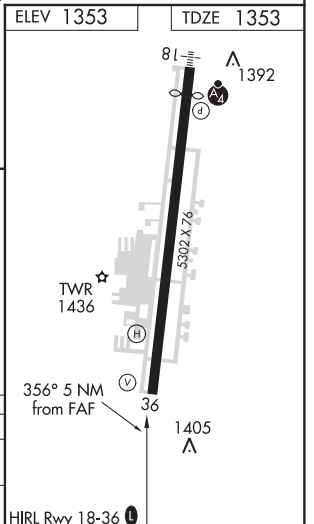
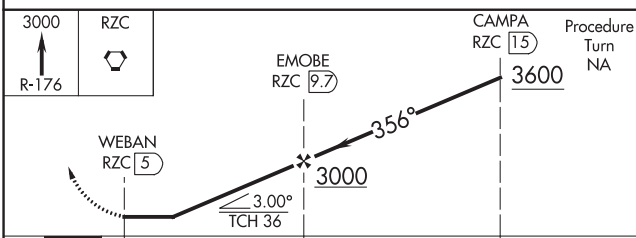
V Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all MDA 40 feet; increase visibility S-36 Cat C/D 1/4 mile and Circling Cat C/D 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 via R-176 to RZC VORTAC and hold.

AWOS-3 124.675	RAZORBACK APP CON* 126.6 305.2	SPRINGDALE TOWER* 118.2(CTAF) 0	GND CON 121.6	UNICOM 122.95
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ELEV 1353	TDZE 1353
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CATEGORY	A	B	C	D
S-36	1980-1	627 (700-1)	1980-1 3/4	627 (700-1 3/4)
C CIRCLING	1980-1 627 (700-1)	2000-1 647 (700-1)	2020-1 3/4 667 (700-1 3/4)	2220-2 3/4 867 (700-2 3/4)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

SPRING FOUR DEPARTURE

SL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS

GND CON 121.6
SPRINGDALE TOWER ★
118.2 (CTAF)
AWOS-3 124.675
RAZORBACK DEP CON ★
126.6 305.2
MEMPHIS CENTER
126.1 269.0
UNICOM 122.95

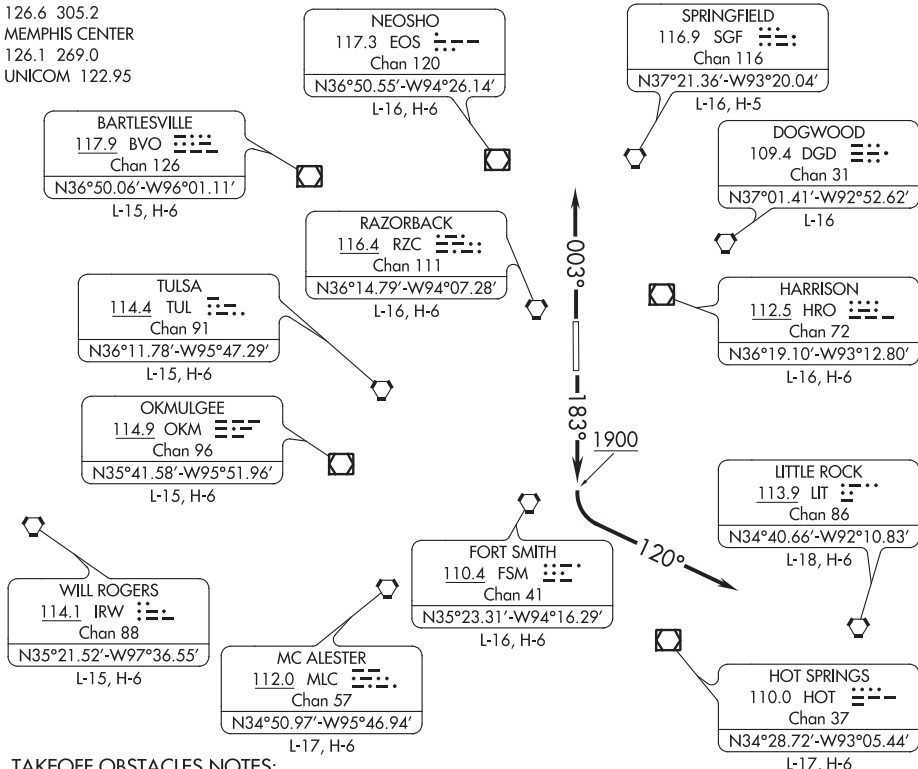
TAKEOFF MINIMUMS

Rwy 18: Standard.
Rwy 36: 400-2½ or standard with minimum
climb of 332' per NM to 1900.

NOTE: RADAR required.

**TOP ALTITUDE:
4000**

NOTE: Chart not to scale.



TAKEOFF OBSTACLES NOTES:

Rwy 18: Trees and poles beginning 166' from DER, 242' left of centerline, up to 56' AGL/1395' MSL. Trees beginning 42' from DER, 374' right of centerline, up to 69' AGL/1408' MSL.
Rwy 36: Trees, tower, fence, and road beginning 296' from DER, 191' left of centerline, up to 44' AGL/1404' MSL. Poles, trees, and building beginning 354' from DER, 324' right of centerline, up to 59' AGL/1418' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 183° to 1900, then turn left heading 120°, thence . . .

TAKEOFF RUNWAY 36: Climb heading 003°, thence . . .

. . . Expect radar vectors to filed/assigned route. Climb and maintain 4000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000' and proceed direct RZC VORTAC, then proceed on course.

SPRING FOUR DEPARTURE

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65822 W17A	APP CRS 177°	Rwy Idg 4200 TDZE 599 Apt Elev 600
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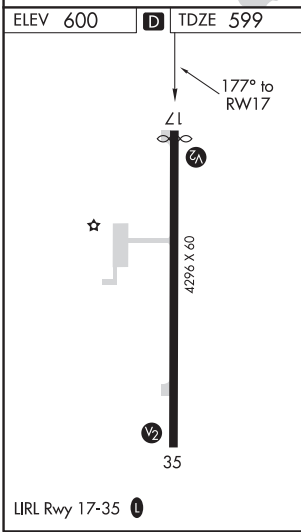
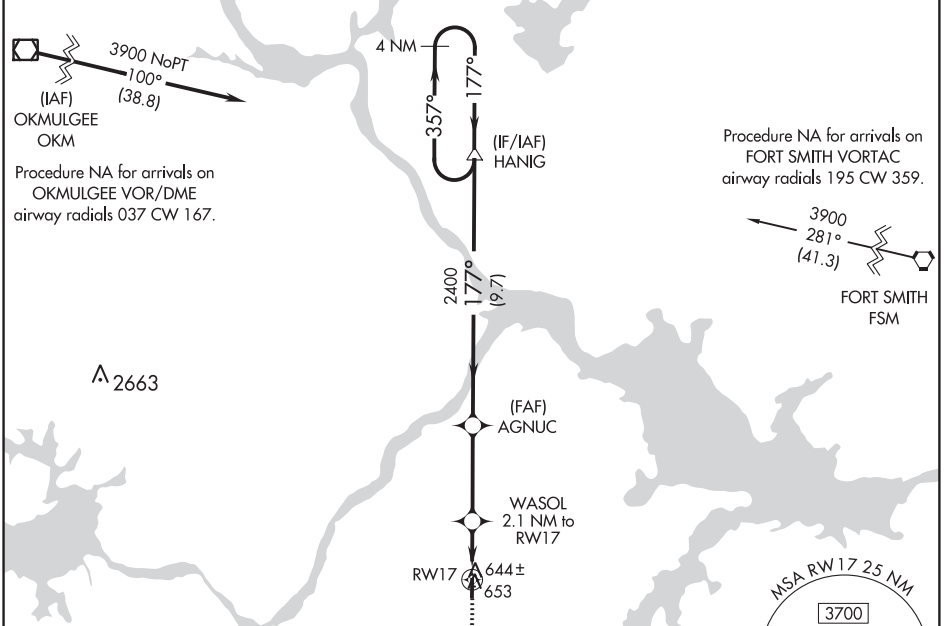
RNAV (GPS) RWY 17

STIGLER RGNL (GZL)

⚠ Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. VDP NA with Sallisaw altimeter setting. When local altimeter setting not received, use Sallisaw altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3/4 SM NA.

⚠ MISSED APPROACH: Climb to 3900 direct ELKVI and hold, continue climb-in-hold to 3900.

AWOS-3 118.575	FORT WORTH CENTER 132.2 338.35	CTAF 122.9 0
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944 Δ	913 Δ	1022 Δ	MISSED APCH FIX ELKVI	3900	ELKVI	AGNUC	HANIG	4 NM Holding Pattern
* LNAV only		WASOL 2.1 NM to RWY 17	AGNUC	3900	ELKVI	AGNUC	HANIG	4 NM Holding Pattern
* 0.8 NM to RWY 17		WASOL	AGNUC	3900	ELKVI	AGNUC	HANIG	4 NM Holding Pattern
RWY 17		WASOL	AGNUC	3900	ELKVI	AGNUC	HANIG	4 NM Holding Pattern
0.8		1.3	3.4 NM	9.7 NM				
CATEGORY	A	B	C	D				
LP MDA	900-1	301 (400-1)	NA					
LNAV MDA	1020-1	421 (500-1)	NA					
CIRCLING	1180-1	580 (600-1)	NA					

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82522 W35A	APP CRS 357°	Rwy Idg TDZE Apt Elev	4296 600 600
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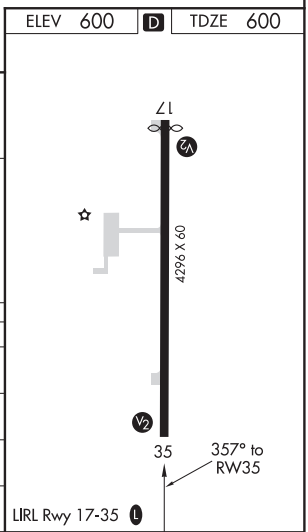
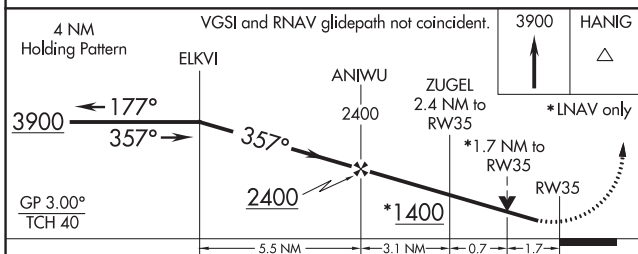
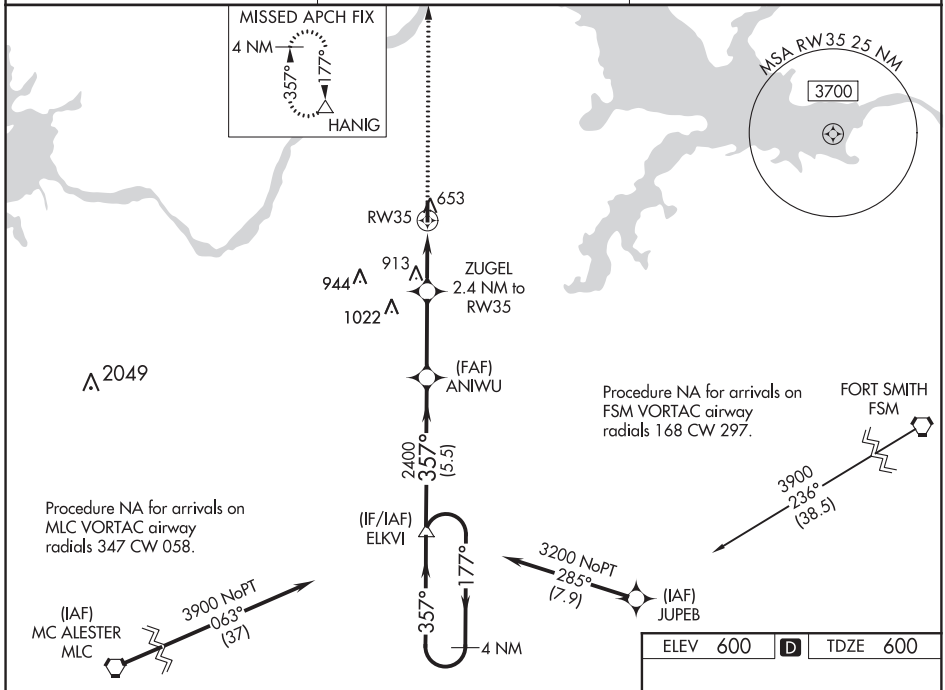
RNAV (GPS) RWY 35

STIGLER RGNL (GZL)

⚠ Baro-VNAV NA when using Sallisaw altimeter setting. 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 Sallisaw altimeter setting and increase all DA 49 feet, all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Helicopter visibility reduction below 1/4 NM NA. VDP NA when using Sallisaw altimeter setting. Circling Rwy 17 NA at night.

MISSED APPROACH:
Climb to 3900 direct HANIG and hold.

AWOS-3 118.575	FORT WORTH CENTER 132.2 338.35	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	850-1	250 (300-1)		NA
LNAV/VNAV DA	850-1	250 (300-1)		NA
LNAV MDA	1180-1	580 (600-1)		NA
CIRCLING	1180-1	580 (600-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

STILLWATER, OKLAHOMA

AL-5151 (FAA)

16259

LOC/DME I-SWO 109.15 Chan 28(Y)	APP CRS 174°	Rwy Idg TDZE Apt Elev	7401 1000 1000
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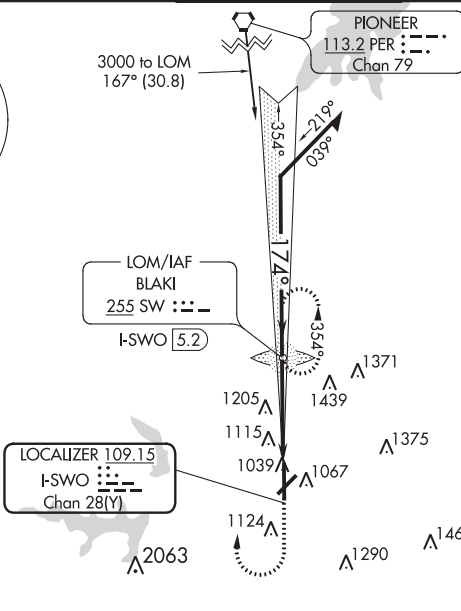
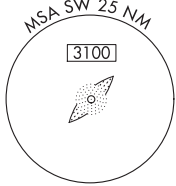
ILS or LOC RWY 17

STILLWATER RGNL (SWO)

⚠ When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDA 80 feet; increase S-LOC 17 Cats C/D visibility ¼ mile; increase Circling Cat D visibility ½ mile. For inoperative MALSRS when using Ponca City Rgnl altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile. VDP NA with Ponca City Rgnl altimeter setting.

MALSRS
MISSED APPROACH:
Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

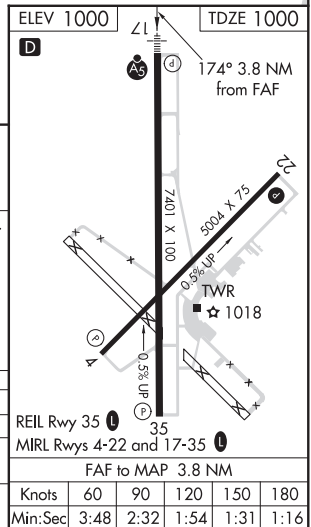
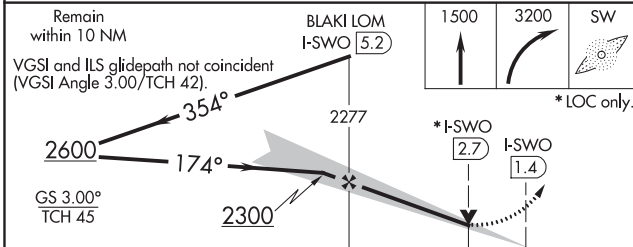
ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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ADF REQUIRED

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 17		1 200-½ 200 (200-½)		
S-LOC 17	1 460-½ 460 (500-½)		1 460-¾ 460 (500-¾)	1 460-1 460 (500-1)
C CIRCLING	1 460-1 460 (500-1)		1 520-1½ 520 (600-1½)	1 740-2¼ 740 (800-2¼)

STILLWATER, OKLAHOMA
Amdt 2B 17OCT13

36°10'N-97°05'W

STILLWATER RGNL (SWO)

ILS or LOC RWY 17

ELEV 1000	TDZE 1000
REIL Rwy 35	MRL Rwy 4-22 and 17-35
FAF to MAP 3.8 NM	
Knots	60 90 120 150 180
Min:Sec	3:48 2:32 1:54 1:31 1:16

WAAS CH 90108 W17A	APP CRS 174°	Rwy Idg 7401 TDZE 1000 Apt Elev 1000
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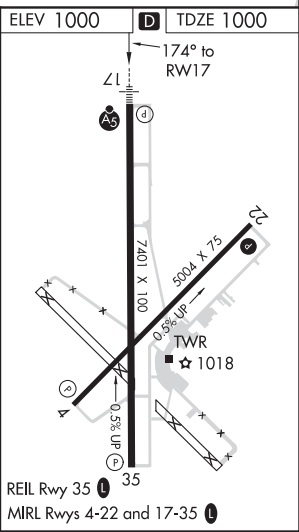
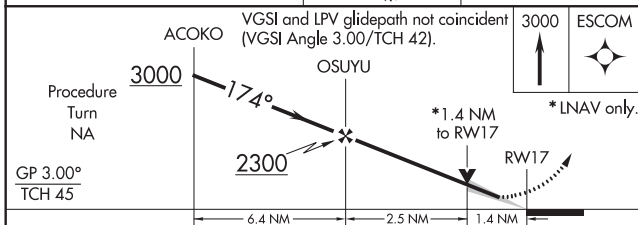
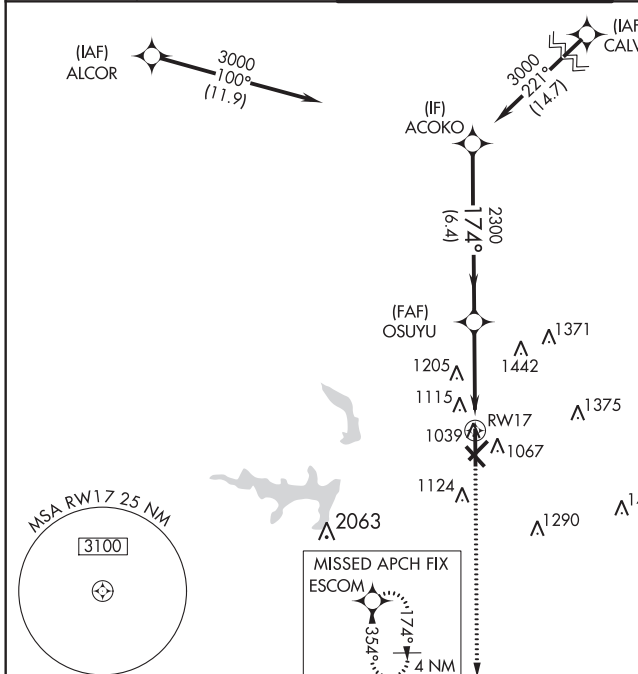
RNAV (GPS) RWY 17

STILLWATER RGNL (SWO)

▼ When local altimeter setting not received, use Ponca City Rgnl altimeter setting, increase all DA/MDA 80 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inop MALS, when using Ponca City Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile; LNAV/VNAV visibility all Cats to 1¼ mile.

MALS MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER * 125.35 (CTAF)	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1250-½ 250 (300-½)			
LNAV/VNAV DA	1420-1 420 (500-1)			
LNAV MDA	1480-½ 480 (500-½)	1480-¾ 480 (500-¾)	1480-1 480 (500-1)	1480-1 480 (500-1)
CIRCLING	1480-1 480 (500-1)	1520-2 520 (600-2)	1740-2¼ 740 (800-2¼)	

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

STILLWATER, OKLAHOMA

AL-5151 (FAA)

15176

WAAS CH 42633 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	7401 966 1000
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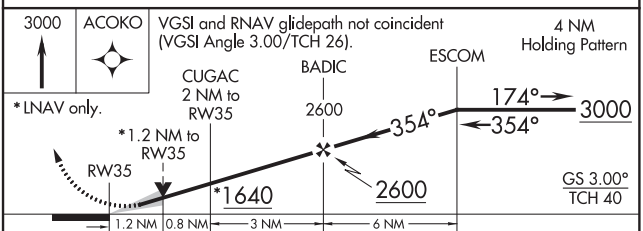
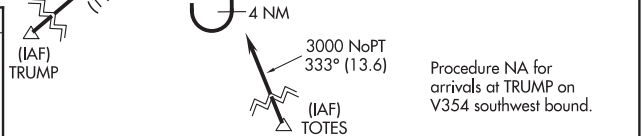
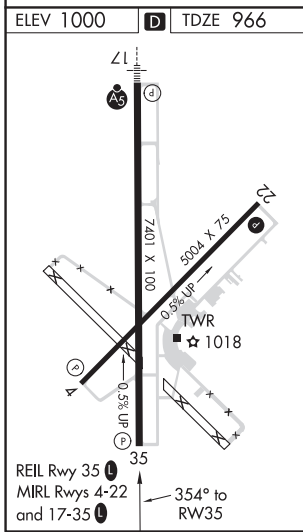
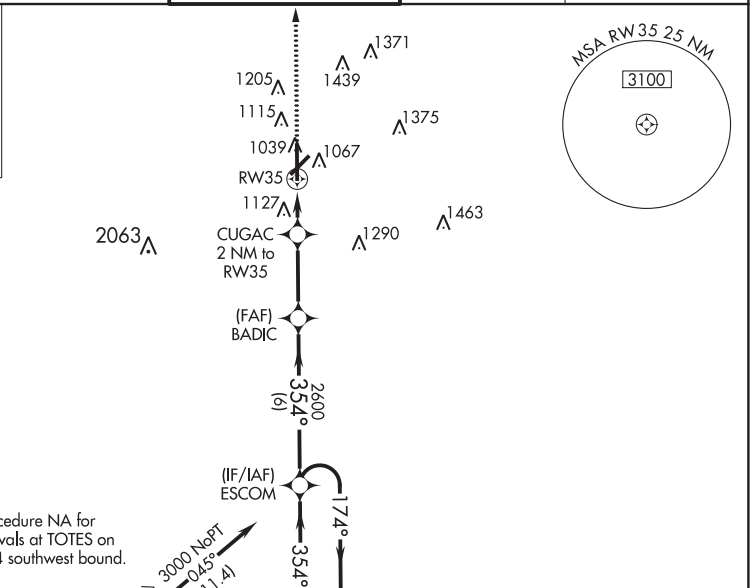
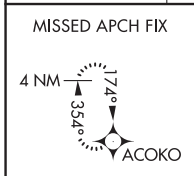
RNAV (GPS) RWY 35

STILLWATER RGNL (SWO)

▽ Baro-VNAV NA when using Ponca City 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. VDP NA with Ponca City Rgnl altimeter setting. When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDA 80 feet and increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cats C/D visibility 1/4 mile, Circling Cat D visibility 1/2 mile.

MISSED APPROACH:
Climb to 3000 direct ACOKO and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER ★ 125.35 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1166-3/4	200 (200-3/4)	
LNAV/VNAV DA		1216-7/8	250 (300-7/8)	
LNAV MDA	1380-1	414 (400-1)	1380-1 1/8	414 (400-1 1/8)
C CIRCLING	1420-1 420 (500-1)	1460-1 460 (500-1)	1520-1 1/2 520 (600-1 1/2)	1740-2 1/4 740 (800-2 1/4)

STILLWATER, OKLAHOMA
Amdt 1A 21AUG14

36°10'N-97°05'W

STILLWATER RGNL (SWO) RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

STILLWATER, OKLAHOMA

AL-5151 (FAA)

16259

VOR/DME SWO 108.4 Chan 21	APP CRS 178°	Rwy Idg TDZE Apt Elev 7401 1000 1000
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VOR RWY 17

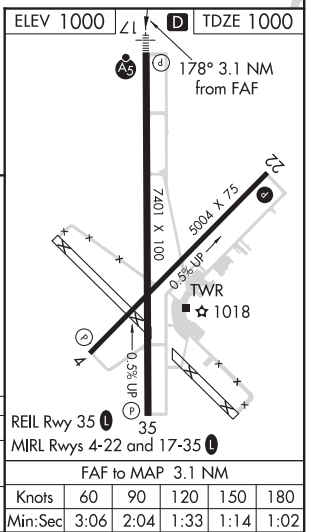
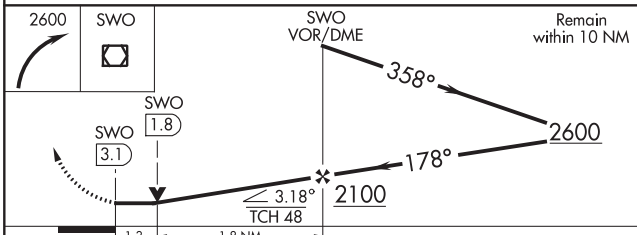
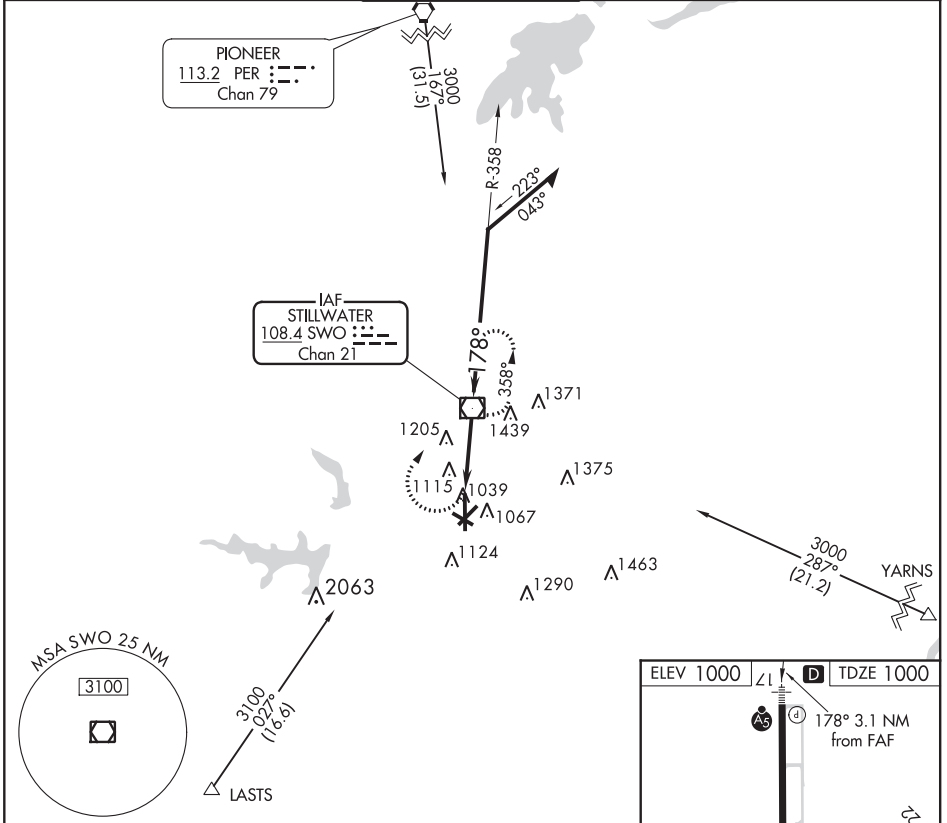
STILLWATER RGNL (SWO)

▼ When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ½ mile. VDP NA with Ponca City altimeter setting. For inop MALSRS increase S-17 Cats A/B visibility to 1 mile. Helicopter visibility reduction below ¾ SM NA.



MISSED APPROACH:
Climbing right turn to 2600
direct SWO VOR/DME
and hold.

ASOS 135.725	KANSAS CITY CENTER 128.3 291.7	STILLWATER TOWER ★ 125.35 (CTAF) ①	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-17	1460-¾	460 (500-¾)		1460-1 460 (500-1)
CIRCLING	1460-1	460 (500-1)	1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

STILLWATER, OKLAHOMA
Amdt 14A 17OCT13

36°10'N-97°05'W

STILLWATER RGNL (SWO)

VOR RWY 17

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

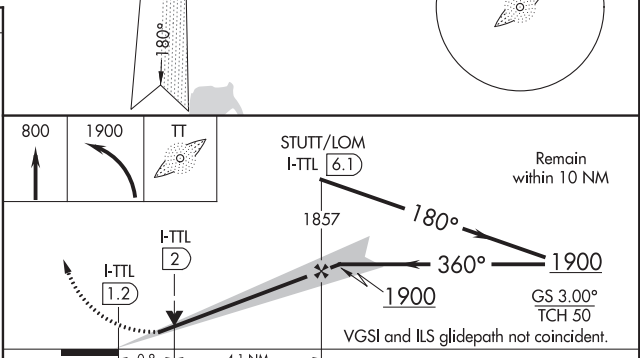
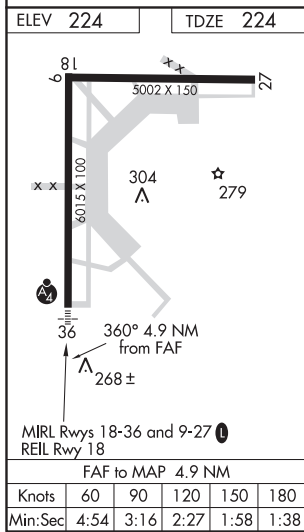
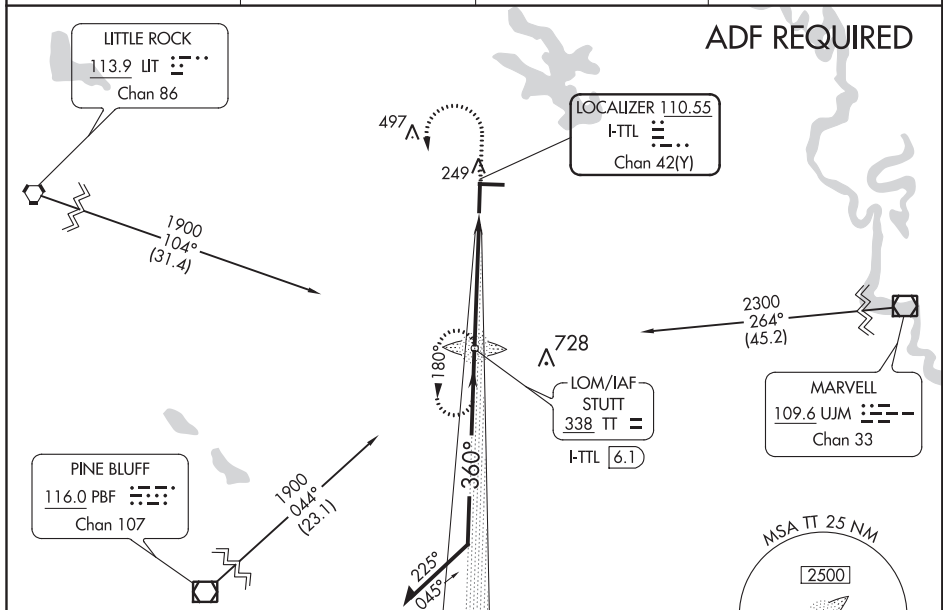
LOC/DME I-TTL 110.55 Chan 42(Y)	APP CRS 360°	Rwy Idg 6016 TDZE 224 Apt Elev 224
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ILS or LOC RWY 36

STUTTGART MUNI (SGT)

<p>▽ If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. For inop MALSF when using Bill and Hillary Clinton National/Adams Field altimeter setting, increase ILS all Cats visibility to 1 mile.</p> <p>▲ NA</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 800, then climbing left turn to 1900 direct STUTT LOM and hold.</p>
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AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 36	424-3/4		200 (200-3/4)	
S-LOC 36	520-3/4		296 (300-3/4)	
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1 1/2 456 (500-1 1/2)	780-2 556 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5002
090°	TDZE	222
	Apt Elev	224

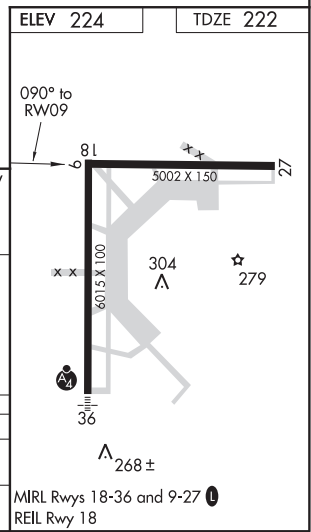
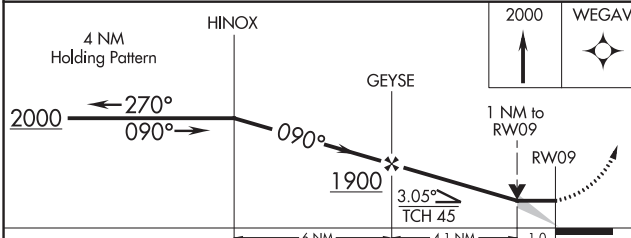
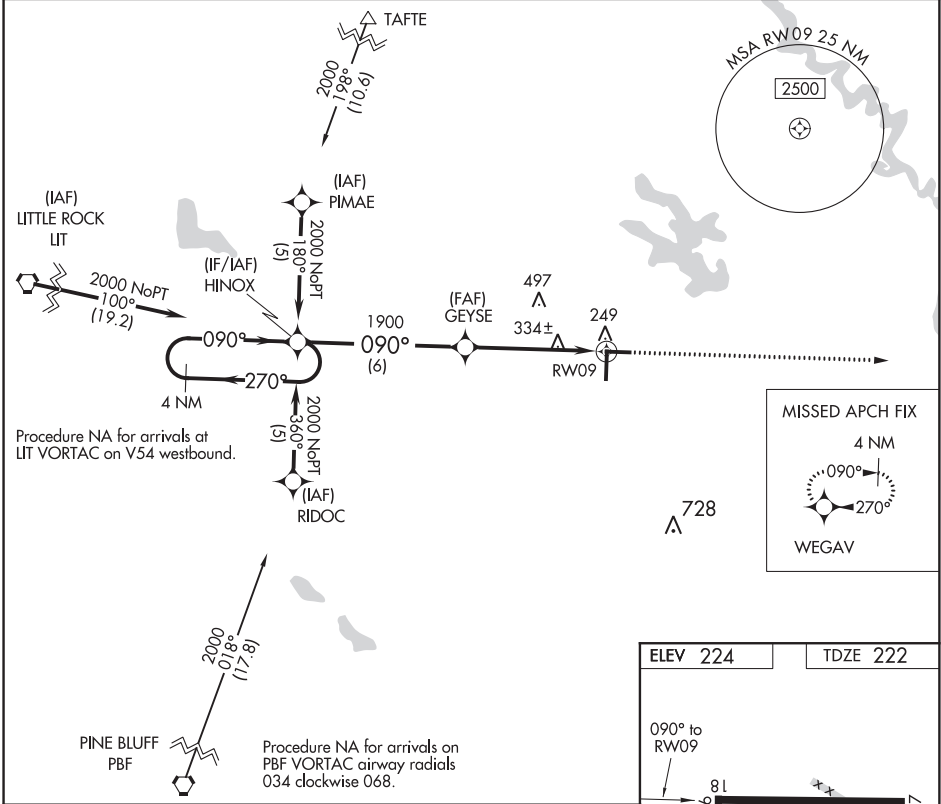
RNAV (GPS) RWY 9

STUTTGART MUNI (SGT)

▼ If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting: increase all MDAs 100 feet. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2000 direct WEGAV and hold.

AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA		600-1	378 (400-1)	600-1¼ 378 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

STUTTART, ARKANSAS

AL-408 (FAA)

16119

WAAS CH 58303 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	6015 224 224
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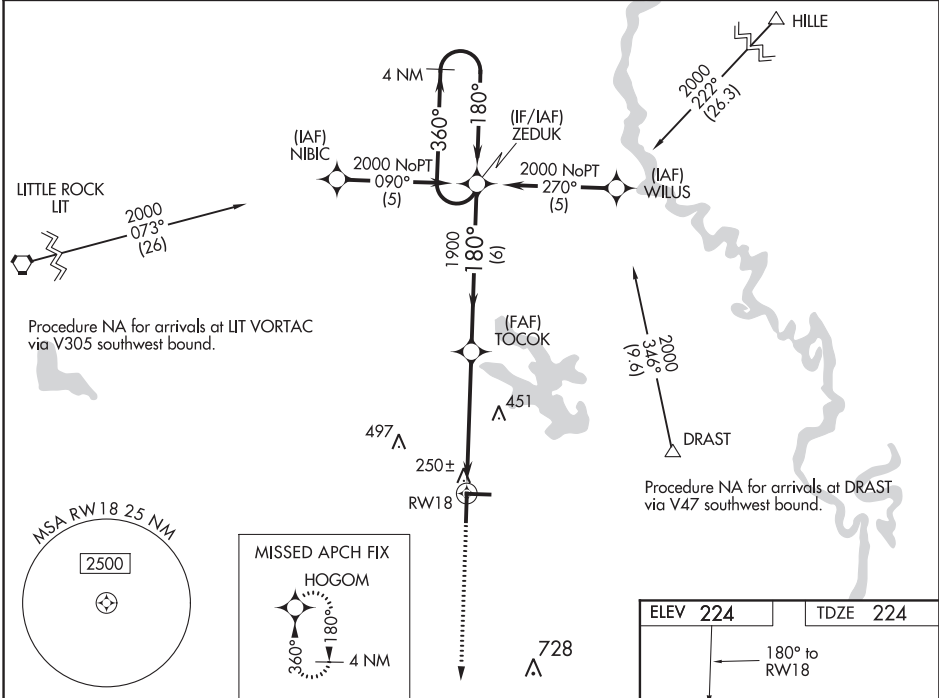
RNAV (GPS) RWY 18

STUTTART MUNI (SGT)

⚠ If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. Baro-VNAV NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

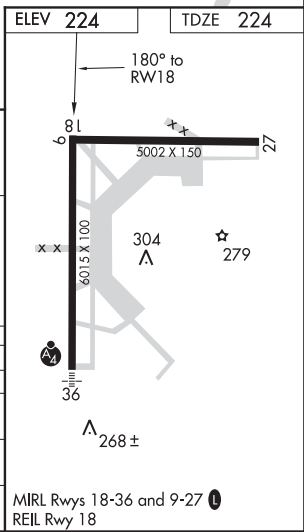
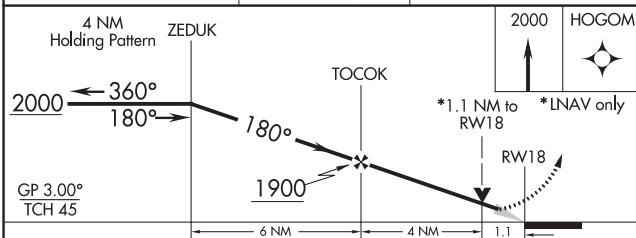
MISSED APPROACH:
Climb to 2000 direct HOGOM and hold.

AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 📻
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	474-1 250 (300-1)			
LNAV/VNAV DA	520-¾ 296 (300-¾)		520-1 296 (300-1)	
LNAV MDA	620-¾ 396 (400-¾)		620-1¼ 396 (400-1¼)	
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwy 18-36 and 9-27 **📻**
REIL Rwy 18

STUTTART, ARKANSAS
Amdt 1A 31JUL08

34°36'N-91°34'W

STUTTART MUNI (SGT) RNAV (GPS) RWY 18

APP CRS	Rwy Idg	5002
270°	TDZE	222
	Apt Elev	224

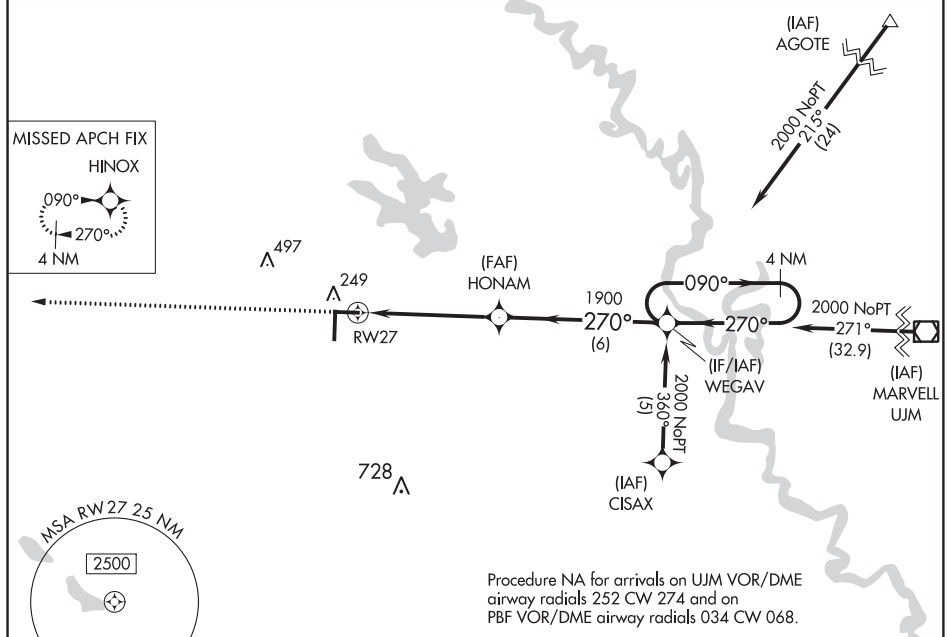
RNAV (GPS) RWY 27

STUTTGART MUNI (SGT)

⚠ If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

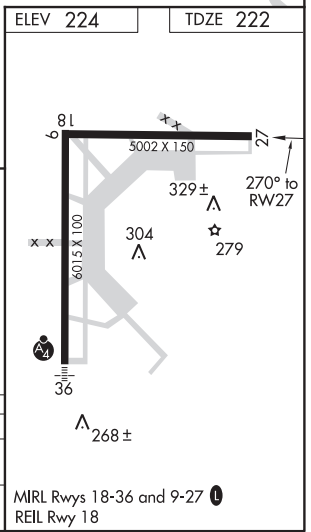
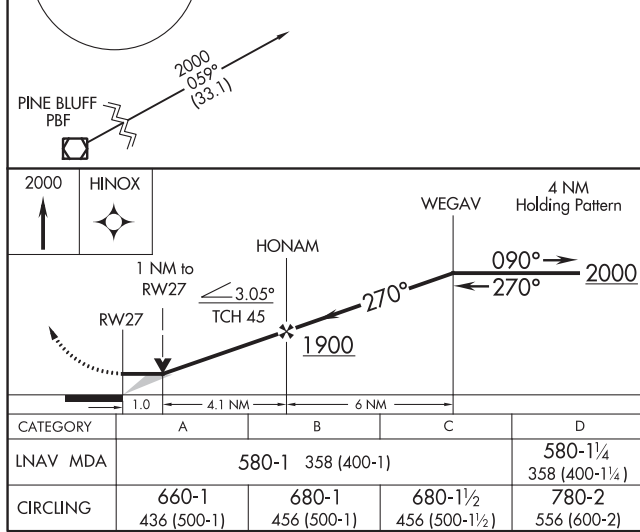
MISSED APPROACH: Climb to 2000 direct HINOX and hold.

AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF)
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



STUTTGART, ARKANSAS

AL-408 (FAA)

16119

WAAS CH 97311 W36A	APP CRS 360°	Rwy Idg TDZE 224 Apt Elev 224	6015
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RNAV (GPS) RWY 36

STUTTGART MUNI (SGT)

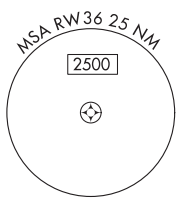
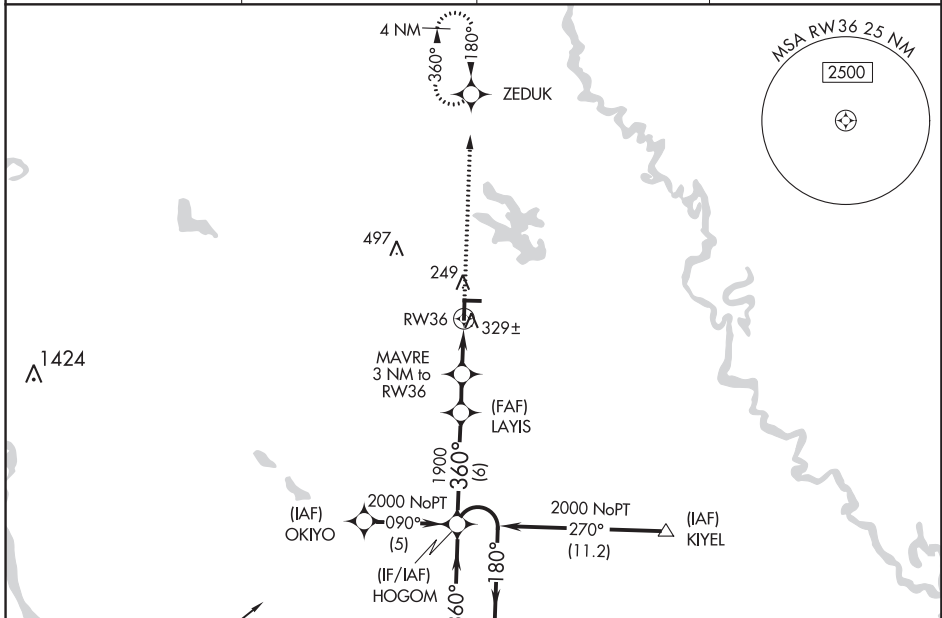
⚠ When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase LPV DA to 556 and all visibilities 1/2 mile, increase all MDA 100 feet. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. DME/DME RNP-0.3 NA. For inop MALSF when using Bill and Hillary Clinton National/Adams Field altimeter setting, increase LPV all Cats visibility to 1 1/2 mile.

MALSF



MISSED APPROACH:
Climb to 2000 direct ZEDUK and hold.

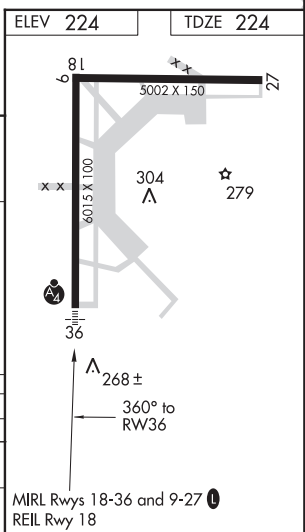
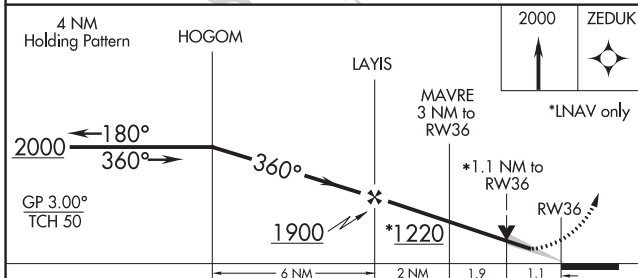
AWOS-3 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF) 0
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 224	TDZE 224
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CATEGORY	A	B	C	D
LPV DA		474-3/4	250 (300-3/4)	
LNVA MDA	620-3/4	396 (400-3/4)		620-1 1/4 396 (400-1 1/4)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1 1/2 456 (500-1 1/2)	780-2 556 (600-2)

STUTTGART, ARKANSAS
Amdt 1b 28APR16

34°36'N-91°34'W

STUTTGART MUNI (SGT)

RNAV (GPS) RWY 36

WAAS CH 90207 W35A	APP CRS 357°	Rwy ldg 5001 TDZE 874 Apt Elev 874
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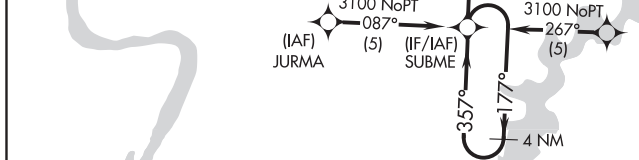
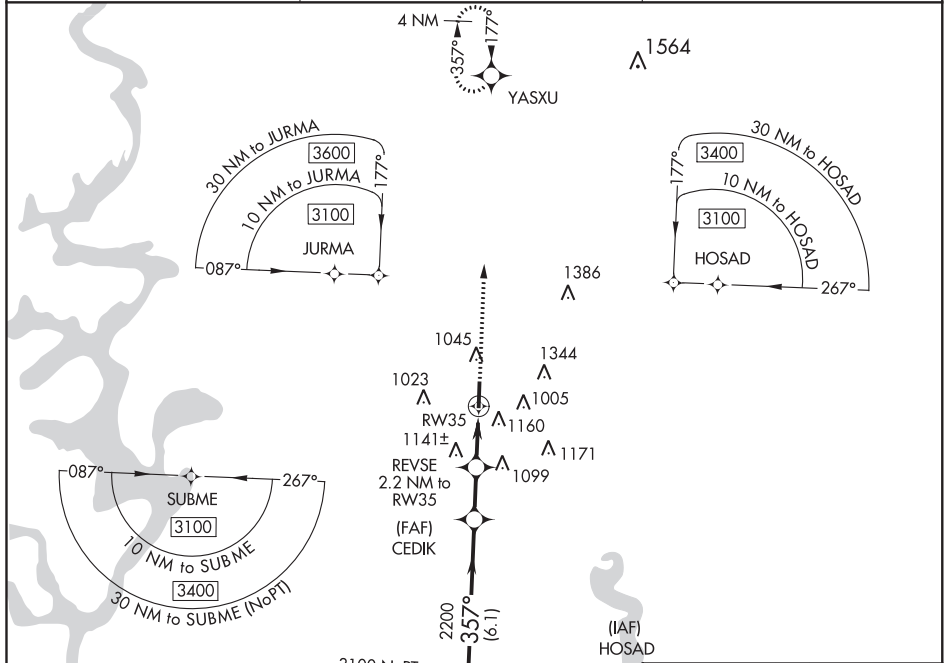
RNAV (GPS) RWY 35

TAHLEQUAH MUNI (TQH)

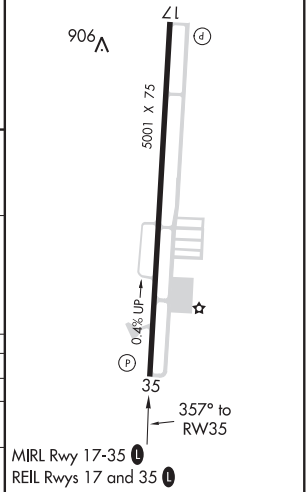
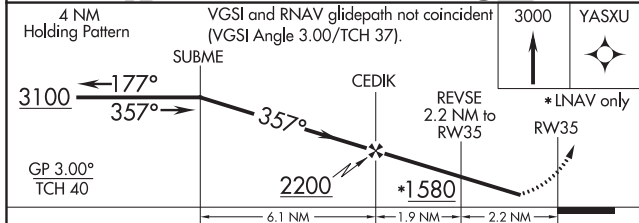
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, Circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3 118.425	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF) 0
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ELEV 874	TDZE 874
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CATEGORY	A	B	C	D
LPV DA	1124-1 250 (300-1)			NA
LNAV MDA	1400-1	526 (600-1)	1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1	646 (700-1)	1520-1¾ 646 (700-1¾)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

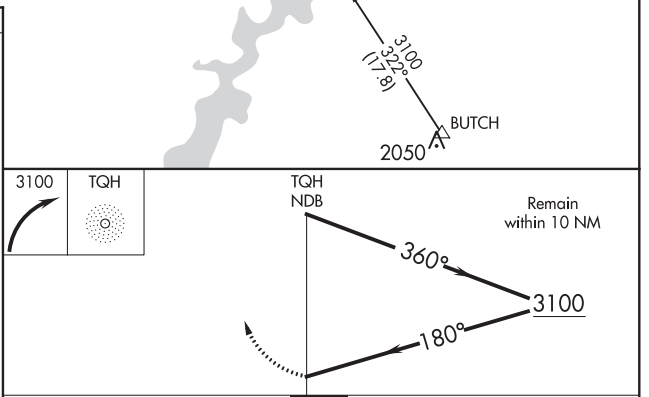
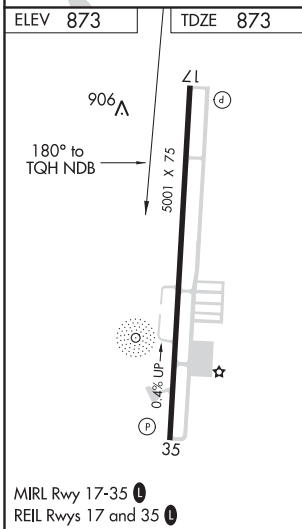
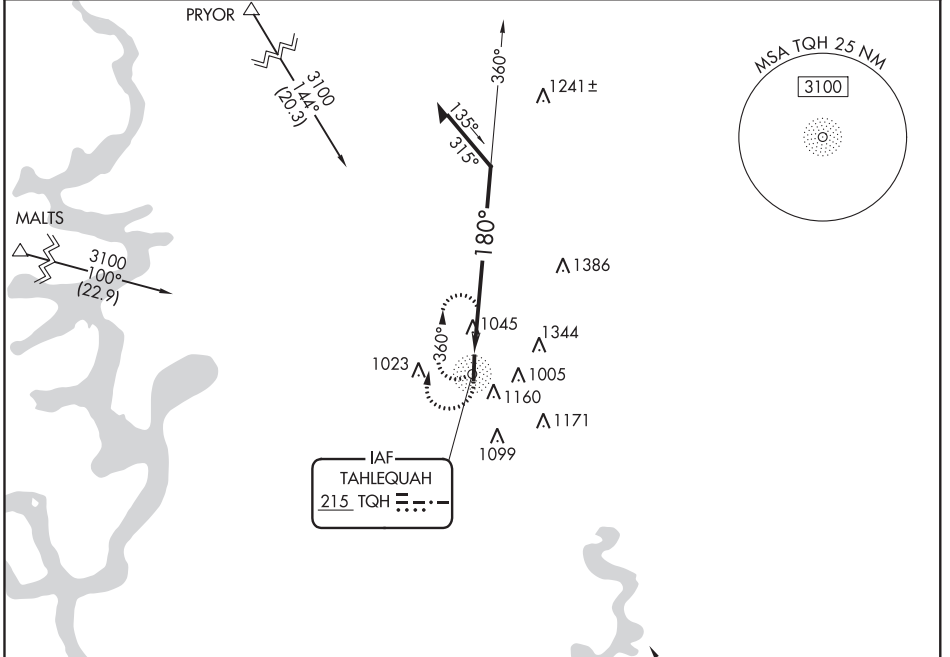
NDB TQH 215	APP CRS 180°	Rwy Idg TDZE Apt Elev	5001 873 873
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NDB RWY 17

TAHLEQUAH MUNI (TQH)

▽ **▲** NA MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

AWOS-3 118.425	MEMPHIS CENTER 126.1 269.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA
CIRCLING	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

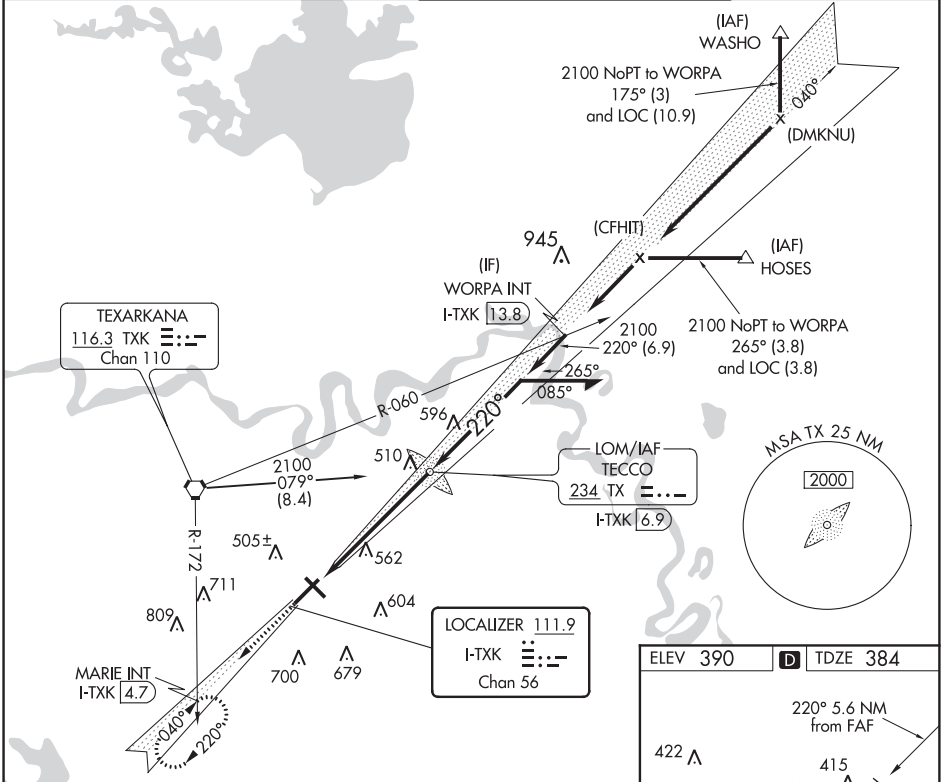
LOC/DME I-TXK 111.9 Chan 56	APP CRS 220°	Rwy Idg TDZE 384 Apt Elev 390
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ILS or LOC RWY 22
TEXARKANA RGNL-WEBB FIELD (TXK)

⚠ When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSRR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

MALSRR MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

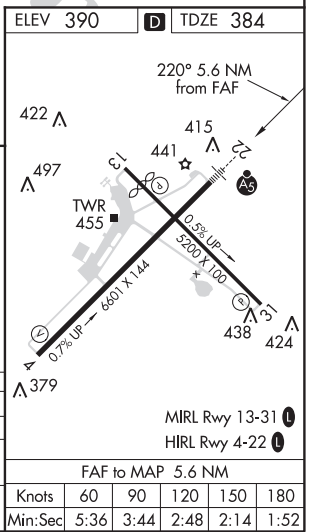
ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER* 123.875 (CTAF) 0 235.625	GND CON 119.225
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

2000 ↑ I-TXK SW crs	MARIE INT I-TXK 4.7	TECCO LOM I-TXK 6.9	Remain within 10 NM
	I-TXK 1.3	I-TXK 2.4	I-TXK 4.7
1 NM		4.6 NM	
CATEGORY	A	B	C
S-ILS 22	584-½		200 (200-½)
S-LOC 22	760-½	376 (400-½)	760-¾ 376 (400-¾)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)
			1000-2 610 (700-2)



ELEV 390	D TDZE 384
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52

WAAS Ch 93899 W04A	APP CRS 040°	Rwy Idg 6601 TDZE 360 Apt Elev 390
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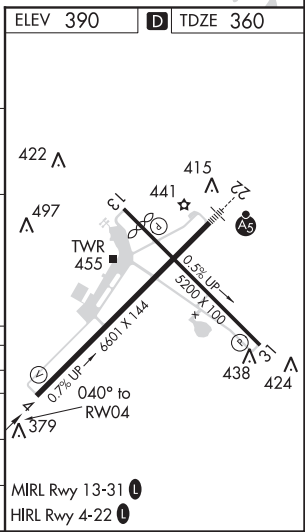
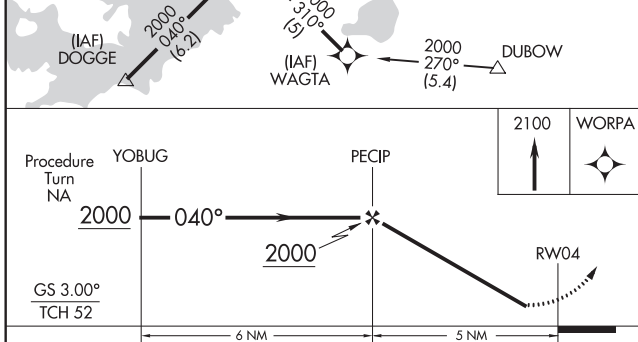
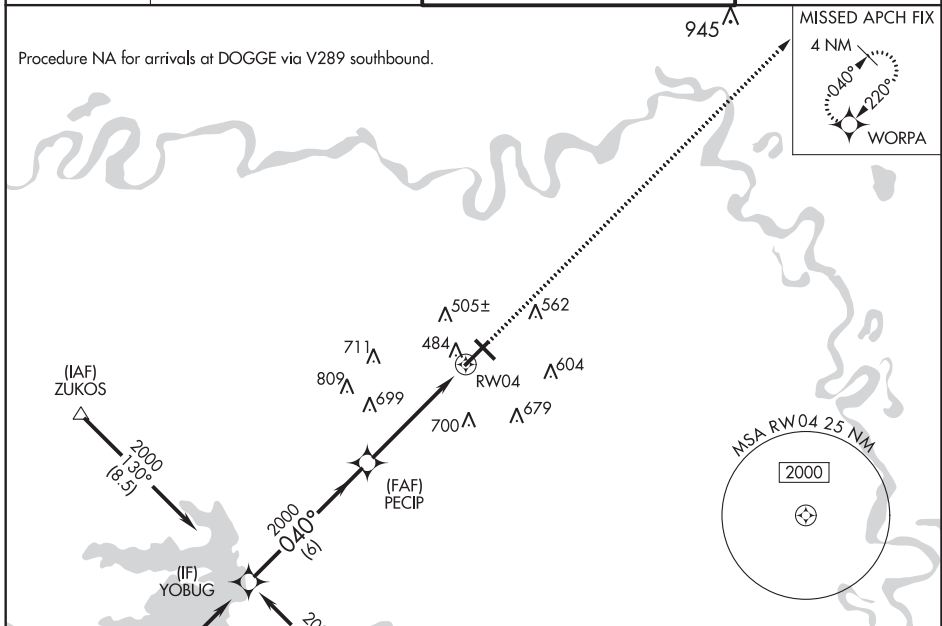
RNAV (GPS) RWY 4

TEXARKANA RGNL-WEBB FIELD (TXK)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

⚠ MISSED APPROACH: Climb to 2100 direct WORPA and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER ★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS Ch 87099 W13A	APP CRS 130°	Rwy Idg 4559 TDZE 387 Apt Elev 390
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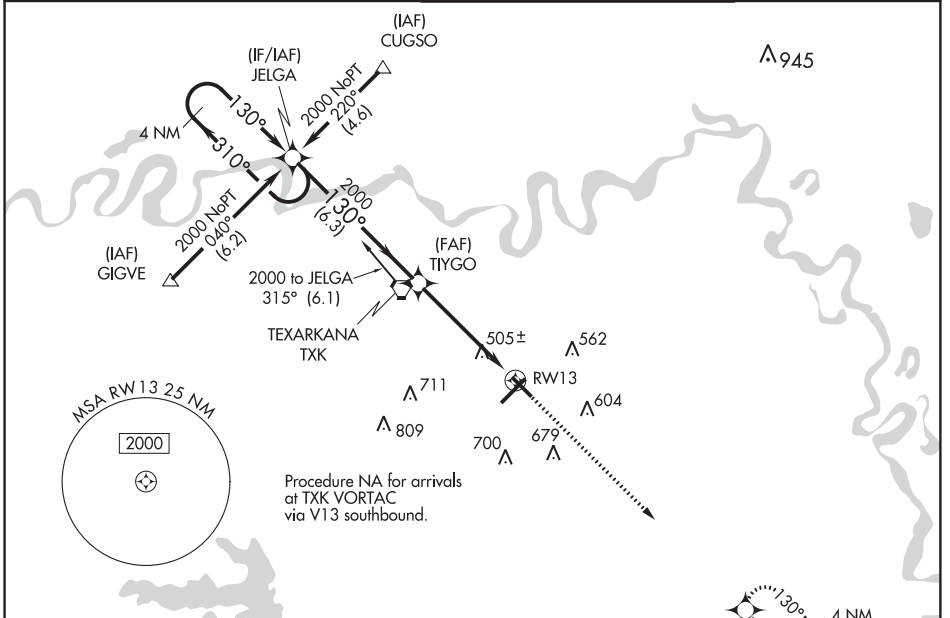
RNAV (GPS) RWY 13

TEXARKANA RGNL-WEBB FIELD (TXK)

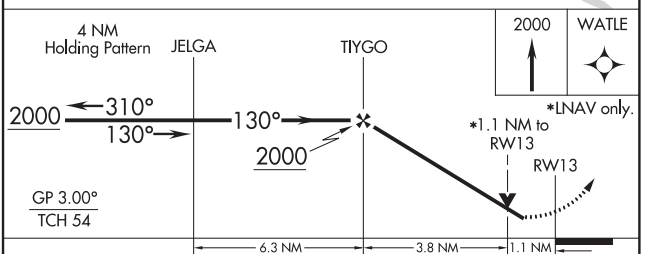
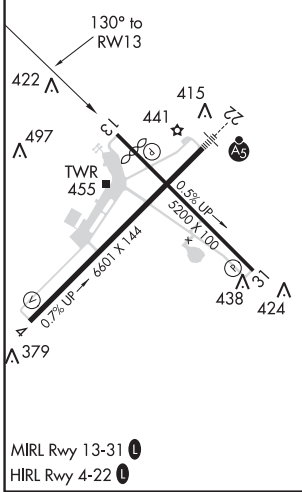
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ½ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

⚠ MISSED APPROACH: Climb to 2000 direct WATLE and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER * 123.875 (CTAF) 235.625	GND CON 119.225
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ELEV 390	D	TDZE 387
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CATEGORY	A	B	C	D
LPV DA	647-1 260 (300-1)			
LNAV/VNAV DA	767-1½ 380 (400-1½)			
LNAV MDA	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1½ 430 (500-1½)	860-1½ 470 (500-1½)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS Ch 53699 W22A	APP CRS 220°	Rwy Idg 6601 TDZE 384 Apt Elev 390
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RNAV (GPS) RWY 22

TEXARKANA RGNI-WEBB FIELD (TXK)

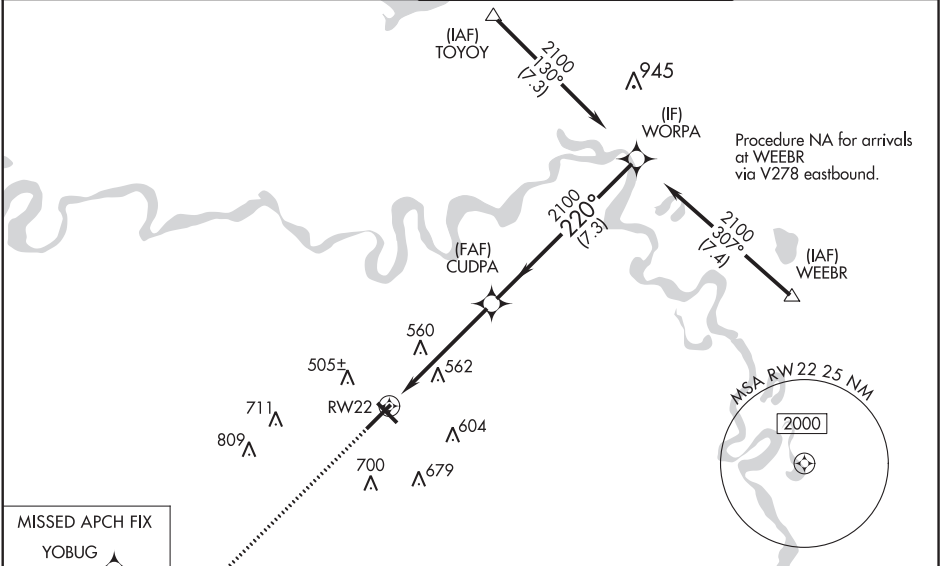
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 1/2 mile, LNAV and circling Cat C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALS R when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1/4.

MALS R



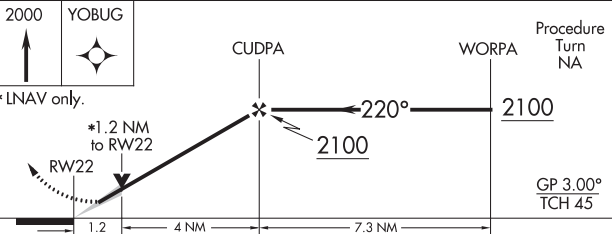
MISSED APPROACH:
Climb to 2000 direct YOBUG and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER ★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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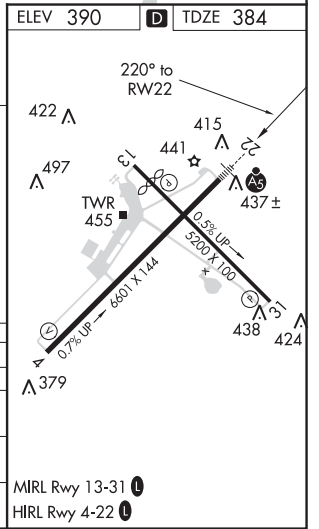


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	634-1/2		250 (300-1/2)	
LNAV/VNAV DA	687-1/2		303 (300-1/2)	687-3/4 303 (300-3/4)
LNAV MDA	820-1/2	436 (500-1/2)	820-3/4 436 (500-3/4)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1 1/2 510 (600-1/2)	1000-2 610 (700-2)



MIRL Rwy 13-31 **1**
HIRL Rwy 4-22 **0**

WAAS Ch 49199 W31A	APP CRS 310°	Rwy Idg 4559 TDZE 390 Apt Elev 390
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RNAV (GPS) RWY 31

TEXARKANA RGNL-WEBB FIELD (TXK)

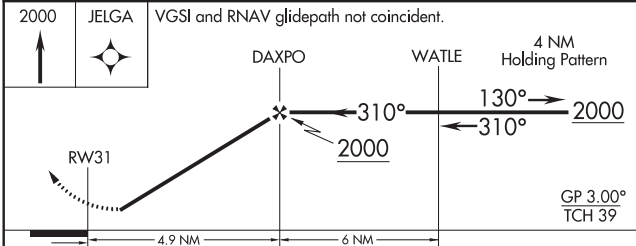
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting. When VGSI inoperative, procedure NA at night.

MISSED APPROACH:
Climb to 2000 direct JELGA and hold.

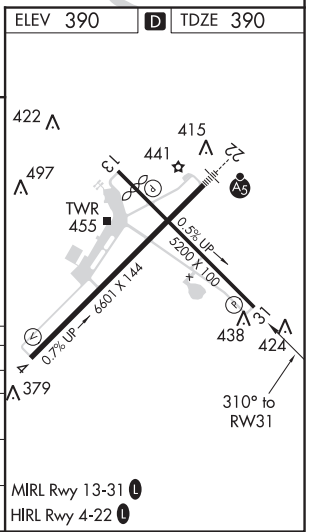
ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER ★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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ELEV 390	D TDZE 390
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CATEGORY	A	B	C	D
LPV DA	645-1 255 (300-1)			
LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
LNAV MDA	920-1 530 (600-1)	920-1½ 530 (600-1½)	920-1¾ 530 (600-1¾)	
CIRCLING	920-1 530 (600-1)	920-1½ 530 (600-1½)	1000-2 610 (700-2)	



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

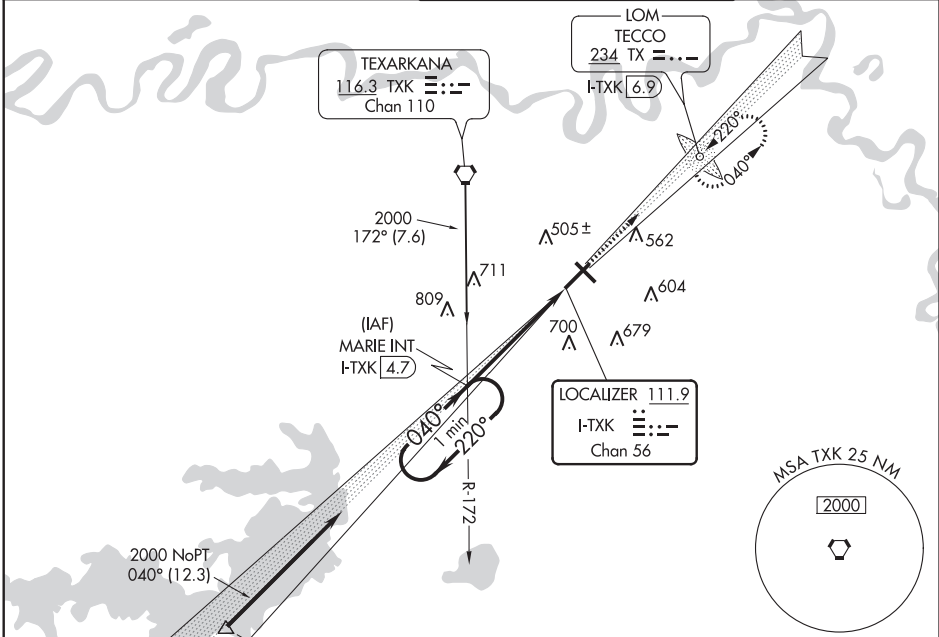
LOC/DME I-TXK 111.9 Chan 56	APP CRS 040°	Rwy Idg 6601 TDZE 360 Apt Elev 390
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LOC BC RWY 4
TEXARKANA RGNL-WEBB FIELD (TXK)

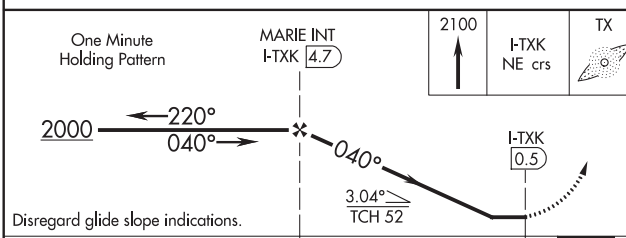
⚠ Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

ATIS 120.2	FORT WORTH CENTER 123.925 269.475	TEXARKANA TOWER ★ 123.875 (CTAF) 0 235.625	GND CON 119.225
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BACK COURSE



ELEV 390	D	TDZE 360
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Diagram details: Final descent path with altitudes 422, 497, 415, 441, 379, 438, 424. Distances: 1.3, 0.7% UP, 0.5% UP, 5300 X 100, 6601 X 1144. Navigation aids: TWR 455, MRL Rwy 13-31, HIRL Rwy 4-22. FAF to MAP 4.3 NM.

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS

AL-420 (FAA)

ATIS
120.2
TEXARKANA TOWER*
123.875 235.625
GND CON
119.225

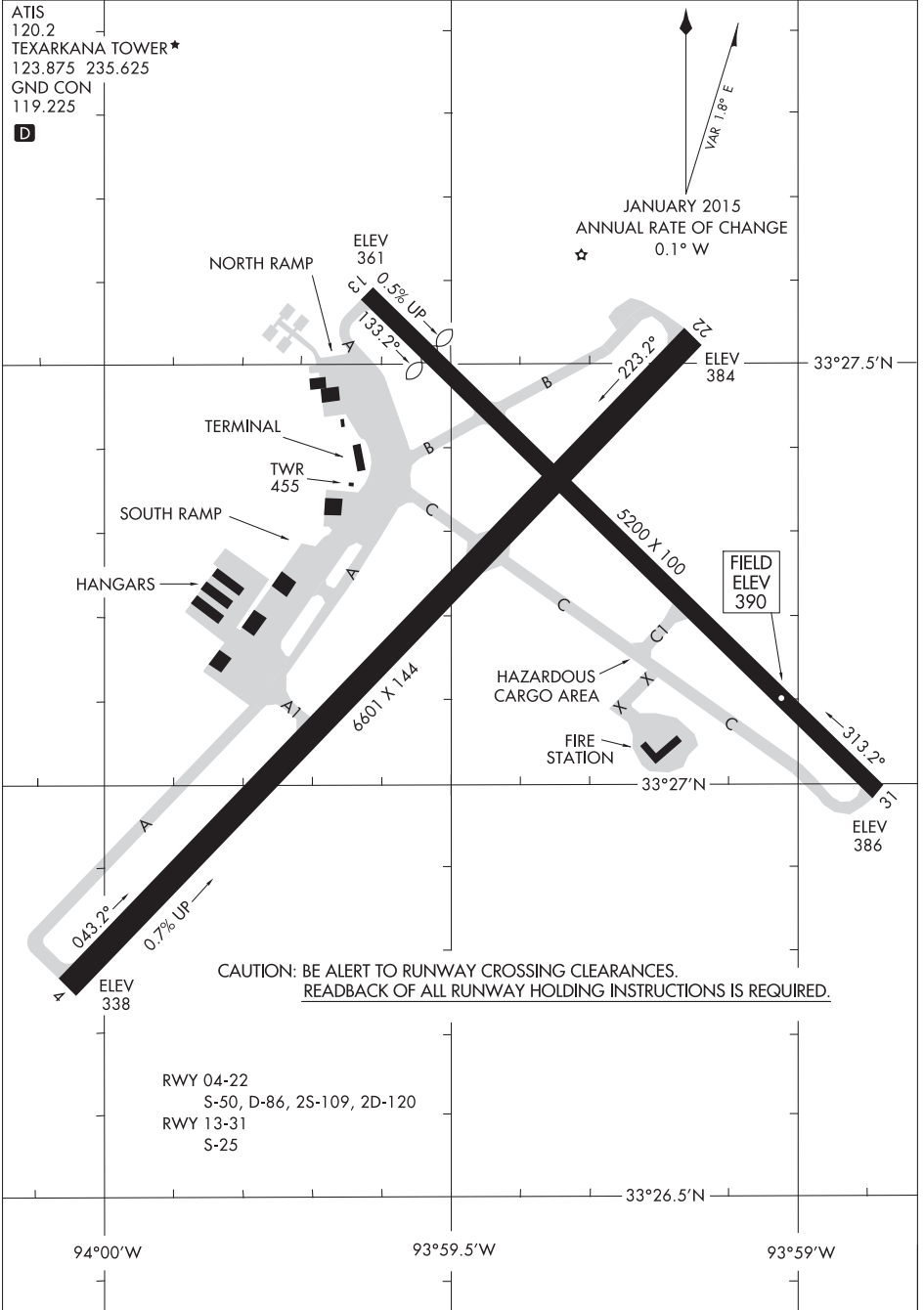
D



JANUARY 2015
ANNUAL RATE OF CHANGE
☆ 0.1° W

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 04-22
S-50, D-86, 2S-109, 2D-120
RWY 13-31
S-25

94°00'W

93°59.5'W

93°59'W

33°26.5'N

33°27.5'N

33°27'N

AIRPORT DIAGRAM

TEXARKANA, ARKANSAS
TEXARKANA RGNL-WEBB FIELD (TXK)

THOMAS, OKLAHOMA

AL-10545 (FAA)

15120

WAAS CH 61036 W17A	APP CRS 175°	Rwy Idg TDZE Apt Elev	3559 1731 1733
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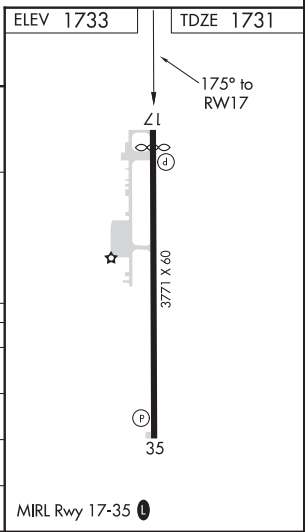
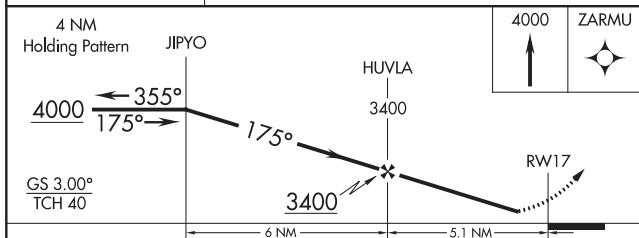
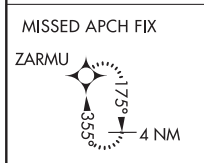
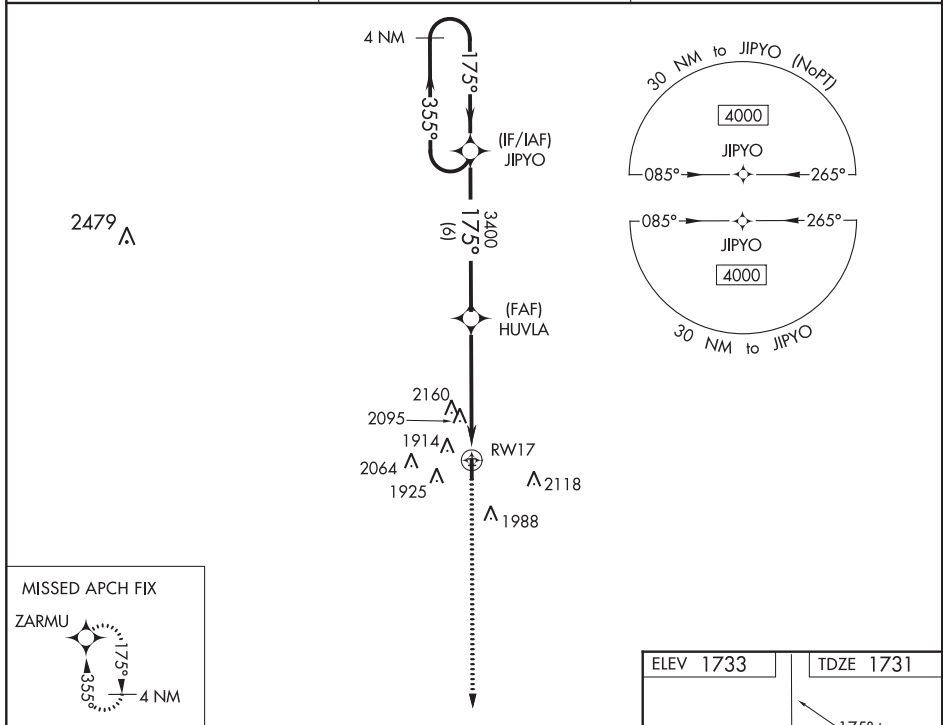
RNAV (GPS) RWY 17

THOMAS MUNI (104)

▽ Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climb to 4000 direct ZARMU and hold.

WEATHERFORD AWOS-3 118.575	FORT WORTH CENTER 128.4 269.375	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	2033-1	302 (300-1)		NA
LNAV/VNAV DA	2480-3	749 (800-3)		NA
LNAV MDA	2400-1	669 (700-1)		NA
☐ CIRCLING	2400-1 667 (700-1)	2460-1 727 (800-1)		NA

THOMAS, OKLAHOMA
Orig 30APR15

35°44'N-98°44'W

RNAV (GPS) RWY 17

THOMAS MUNI (104)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65736 W35A	APP CRS 355°	Rwy Idg 3771 TDZE 1733 Apt Elev 1733
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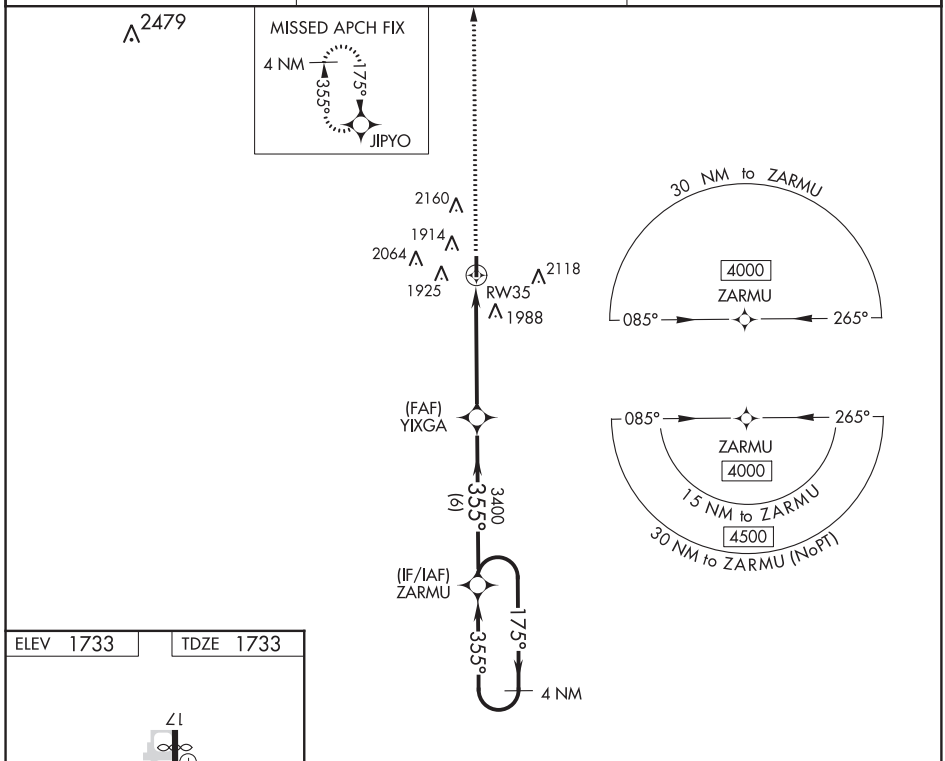
RNAV (GPS) RWY 35

THOMAS MUNI (104)

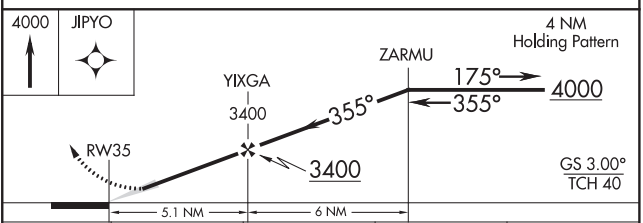
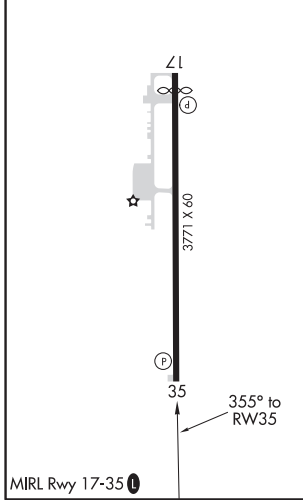
Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSi required, remain on or above VGSi glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct JIPYO and hold.

WEATHERFORD AWOS-3 118.575	FORT WORTH CENTER 128.4 269.375	CTAF 122.9
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ELEV 1733	TDZE 1733
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CATEGORY	A	B	C	D
LPV DA	2035-1	302 (400-1)		NA
LNAV/VNAV DA	2035-1	302 (400-1)		NA
LNAV MDA	2220-1	487 (500-1)		NA
C CIRCLING	2280-1 547 (600-1)	2460-1 727 (800-1)		NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ILS or LOC/DME Z RWY 36

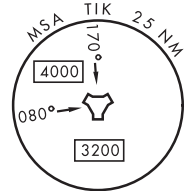
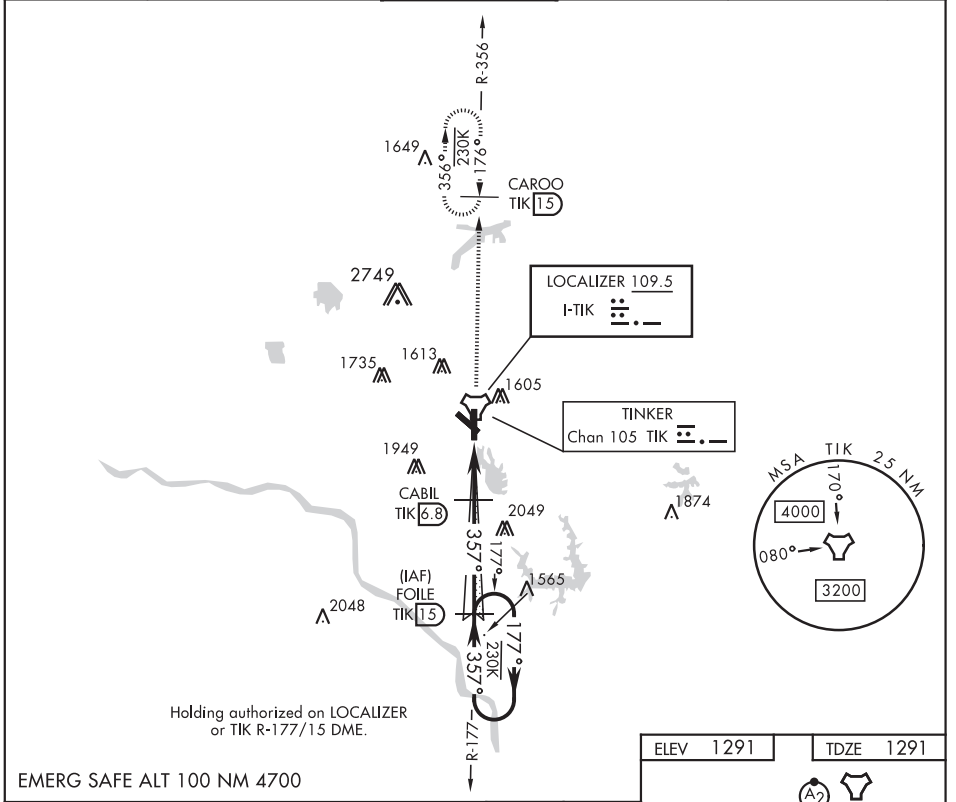
LOC I-TIK 109.5	APCH CRS 357°	Rwy Idg 11,100 TDZE 1291 Arpt Elev 1291
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AL-299 [USAF]

TINKER AFB (KTIK)

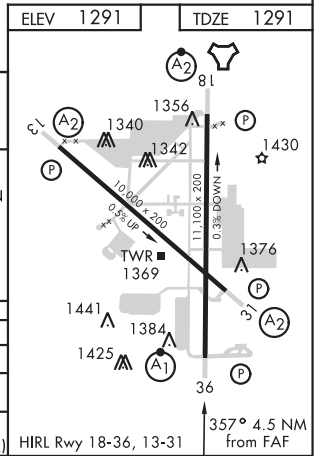
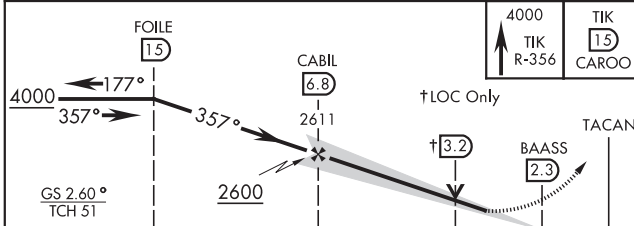
<p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile. ** CAT E Circling NA to Rwy 18 and in sector S of Rwy 13-31 and W of Rwy 18-36.</p>	<p>ALS-1 (A1)</p>	<p>MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.</p>
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ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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Holding authorized on LOCALIZER or TIK R-177/15 DME.

EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 36		1491/24	200	(200-½)	
S-LOC 36 *	1680/24	389 (400-½)	1680/35	389 (400-¾)	
CIRCLING **	1820-1 529 (600-1)	1840-1 549 (600-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

ILS or LOC/DME Z RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKLAHOMA CITY, OKLAHOMA

RNAV (GPS) RWY 18

APCH CRS 176°	Rwy Idg 11,100
	THRE 1260
	Arprt Elev 1291

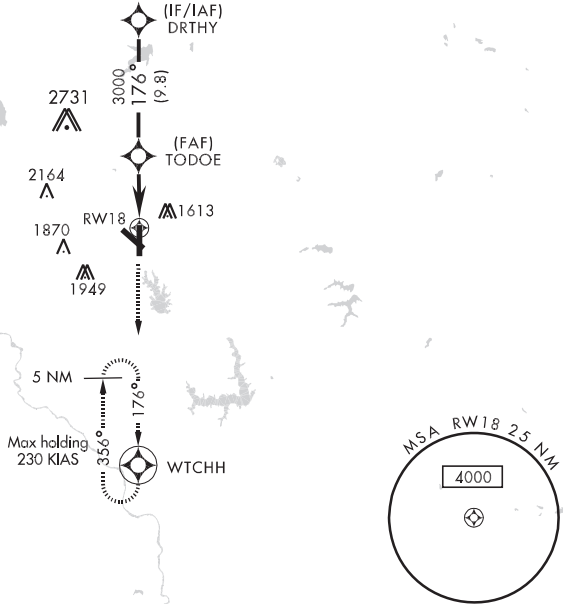
AL-299 [USAF]

TINKER AFB (KTIK)

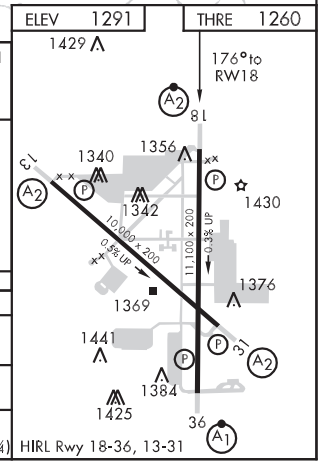
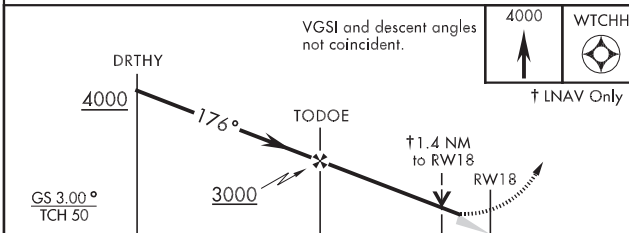
<p>▼ * Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36</p>	<p>SALSF A2</p>	<p>MISSED APPROACH: Climb to 4000 direct WTCHH waypoint and hold.</p>
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<p>ATIS ★ 270.1</p>	<p>OKE CITY APP CON 124.2 336.4</p>	<p>TINKER TOWER 124.45 251.05</p>	<p>GND CON 121.8 275.8</p>	<p>CLNC DEL 119.7 335.8</p>	<p>ASR</p>
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For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -17°C (2°F)
DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4700 FROM RW18



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1720-1¼		460	(500-1¼)	
LNAV MDA	1720/40	460 (500-¾)	1720/55 460 (500-1)		
CIRCLING*	1820-1	529 (600-1)	2000-2 709 (800-2)	2040-2½ 749 (800-2½)	2040-2¾ 749 (800-2¾)

OKLAHOMA CITY, OKLAHOMA
Orig 07MAR13

35° 25'N-97° 23'W

TINKER AFB (KTIK)

RNAV (GPS) RWY 18


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKLAHOMA CITY, OKLAHOMA

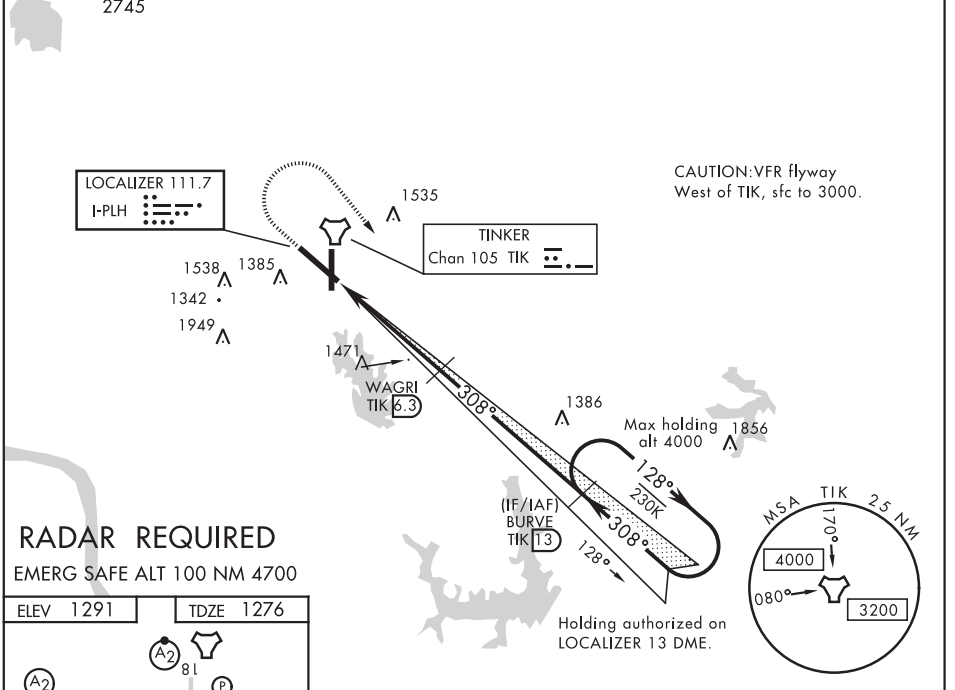
LOC/DME RWY 31

LOC I-PLH 111.7	APCH CRS 308°	Rwy Idg 10,000 TDZE 1276 Arprt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
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<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾.</p> <p>** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.</p>	<p>SALS</p> 	<p>† MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME (BURVE) and hold.</p>
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ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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When VGSI inop, procedure NA at night † Missed approach requires use of RNAV or ATC radar monitoring.

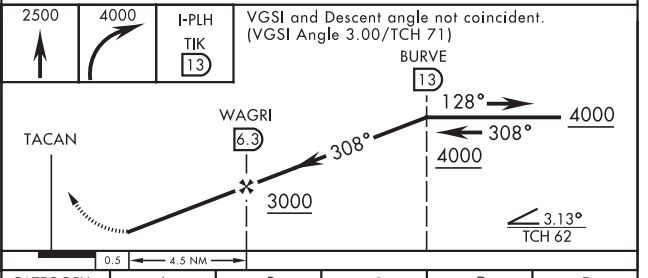
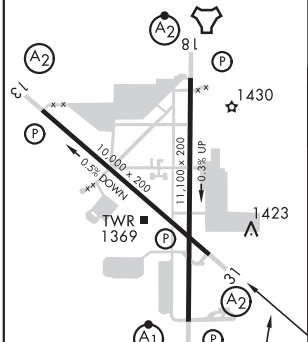


CAUTION: VFR flyway West of TIK, sfc to 3000.

RADAR REQUIRED

EMERG SAFE ALT 100 NM 4700

ELEV 1291	TDZE 1276
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CATEGORY	A	B	C	D	E
S-LOC 31*	1740/50 464 (500-1)		1740/60 464 (500-1½)		
CIRCLING**	1840-1 549 (600-1)		1960-1¾ 669 (700-1¾)	1980-2¼ 689 (700-2¼)	1960-2¼ 669 (700-2¼)

OKLAHOMA CITY, OKLAHOMA 35°25'N-97°23'W TINKER AFB (KTIK)
Amdt 1 13OCT16

LOC/DME RWY 31

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

LOC RWY 13

LOC I-EVG 111.7	APCH CRS 126°	Rwy Idg 10,000
		TDZE 1241
		Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

⚠ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

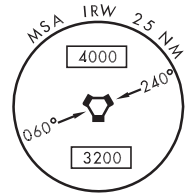
(A2) **SALS**

MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME (WEVAV) and hold at 3000.

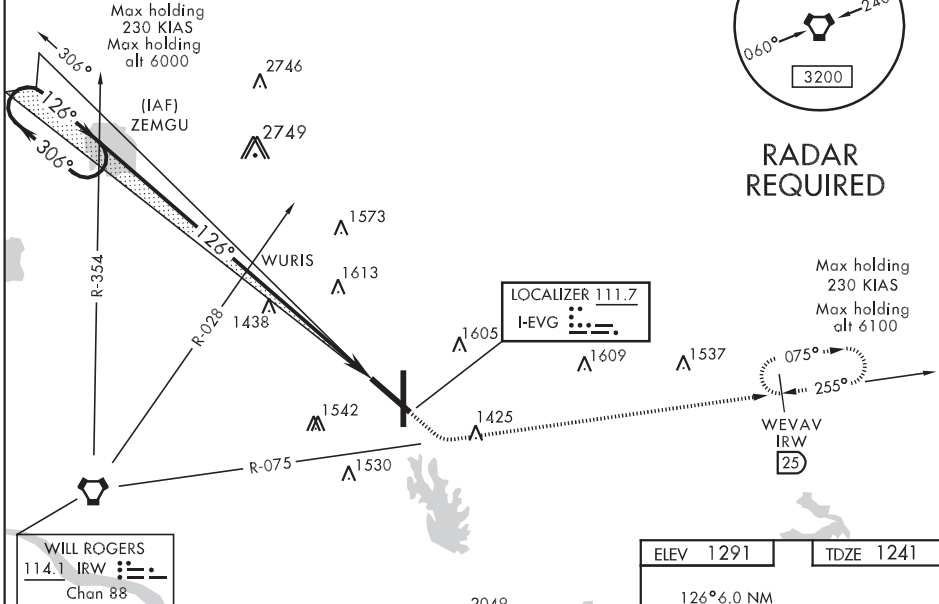
ATIS * 270.1	OKC CITY APP CON 124.2 336.4	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.

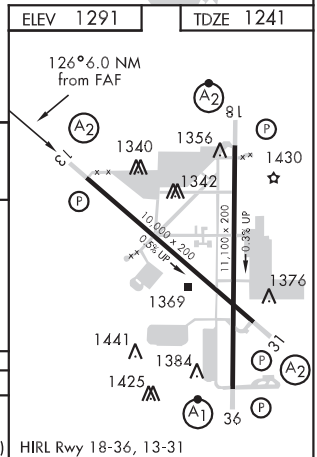
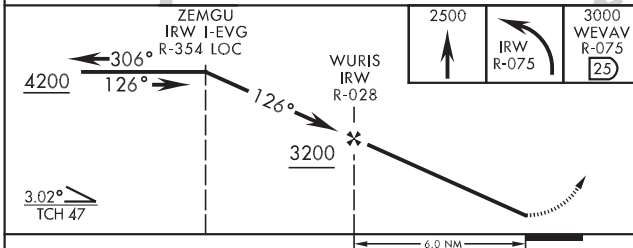


RADAR REQUIRED



WILL ROGERS
114.1 IRW
Chan 88

EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-13 *	1740/40 499 (500-¾)		1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 18-36, 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

LOC RWY 13

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

OKLAHOMA CITY, OKLAHOMA

TACAN Z RWY 36

TACAN TIK Chan 105	APCH CRS 359°	Rwy ldg 11,100 TDZE 1291 Arprt Elev 1291
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AL-299 [USAF]

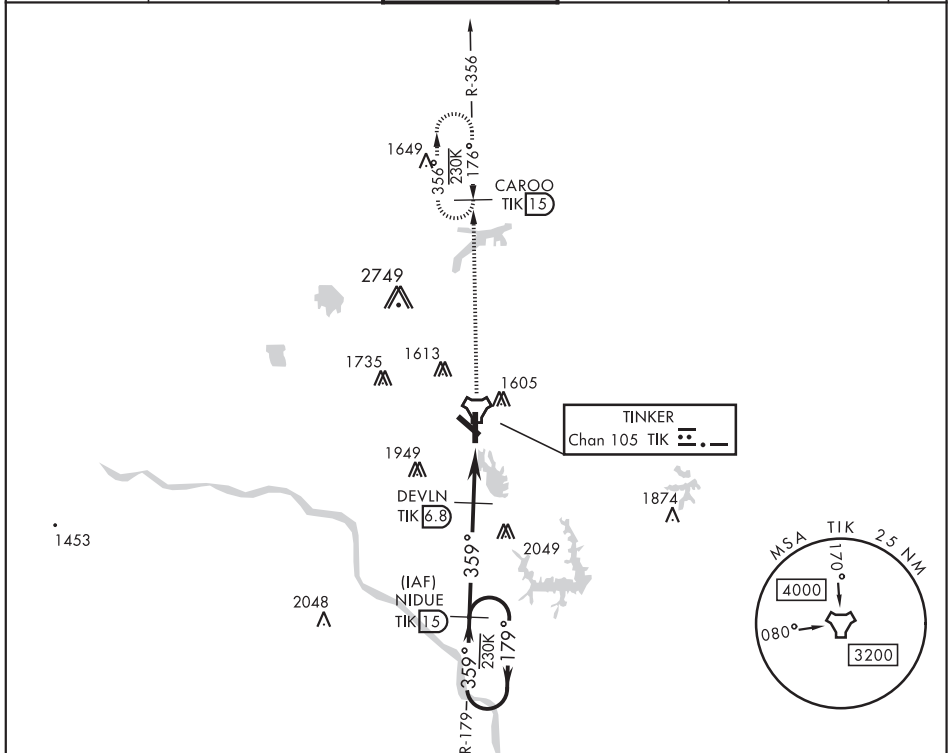
TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by 1/2 mile.
 ** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.



MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.

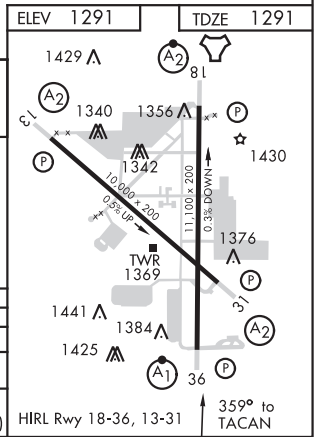
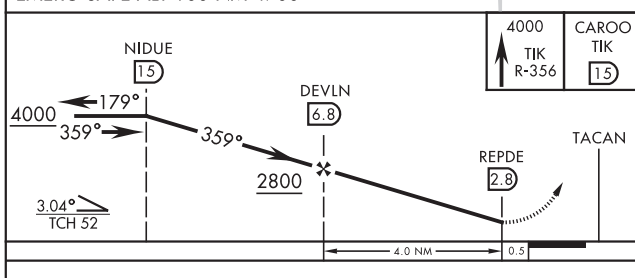
ATIS ★ 270.1	OKE CITY APP CON 120.45 288.325	TINKER TOWER 124.45 251.05	GND CON 121.8 275.8	CLNC DEL 119.7 335.8	ASR
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 4700



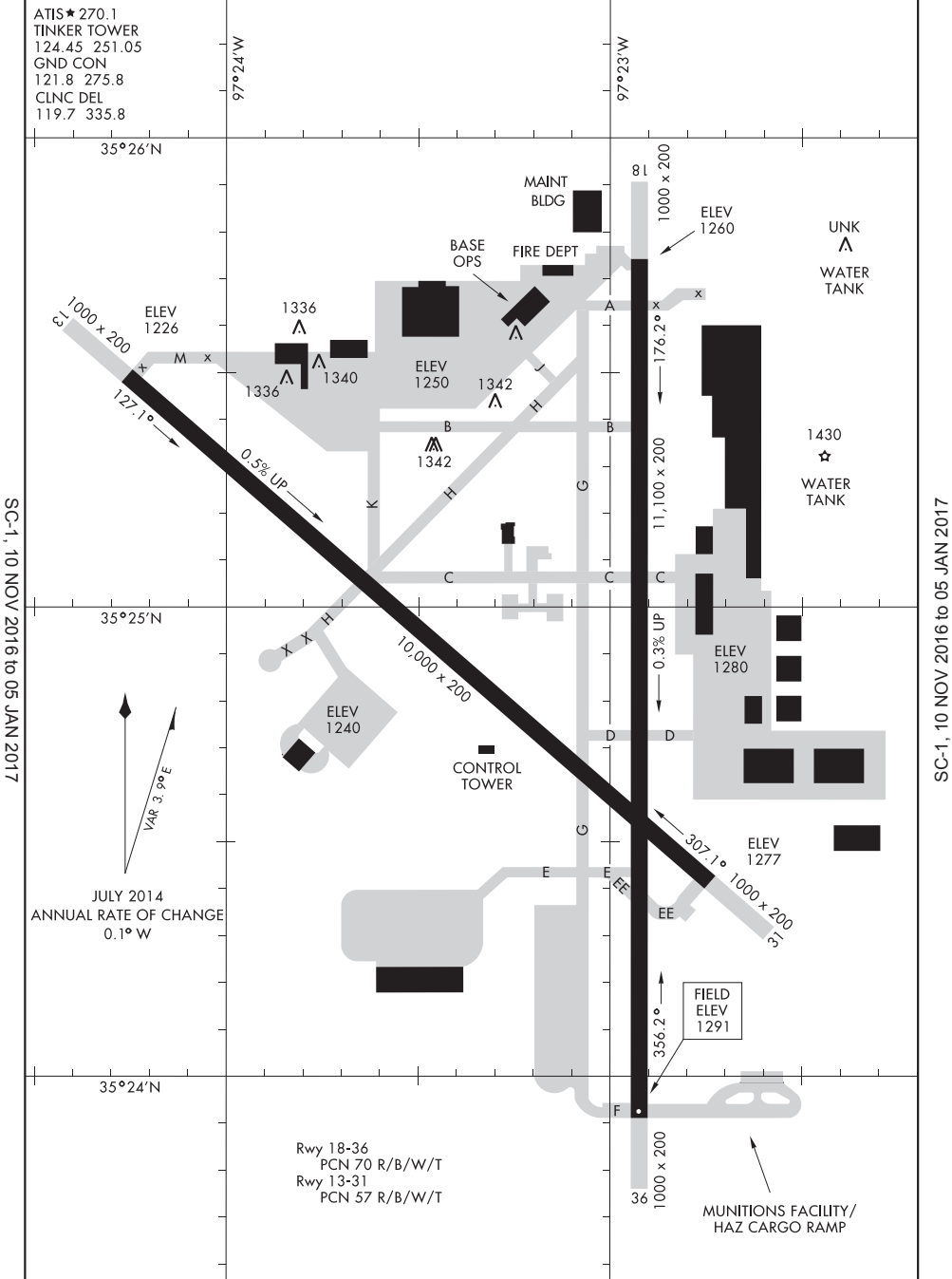
OKLAHOMA CITY, OKLAHOMA
Amdt 3 26MAY16

35°25'N-97°23'W

TINKER AFB (KTIK)

TACAN Z RWY 36

AIRPORT DIAGRAM



JULY 2014
 ANNUAL RATE OF CHANGE
 0.1° W

AIRPORT DIAGRAM

LOC I-RVS	APP CRS	Rwy Idg	1L	1R
109.95	007°	TDZE	5102	4208
		Apf Elev	626	624
			638	638

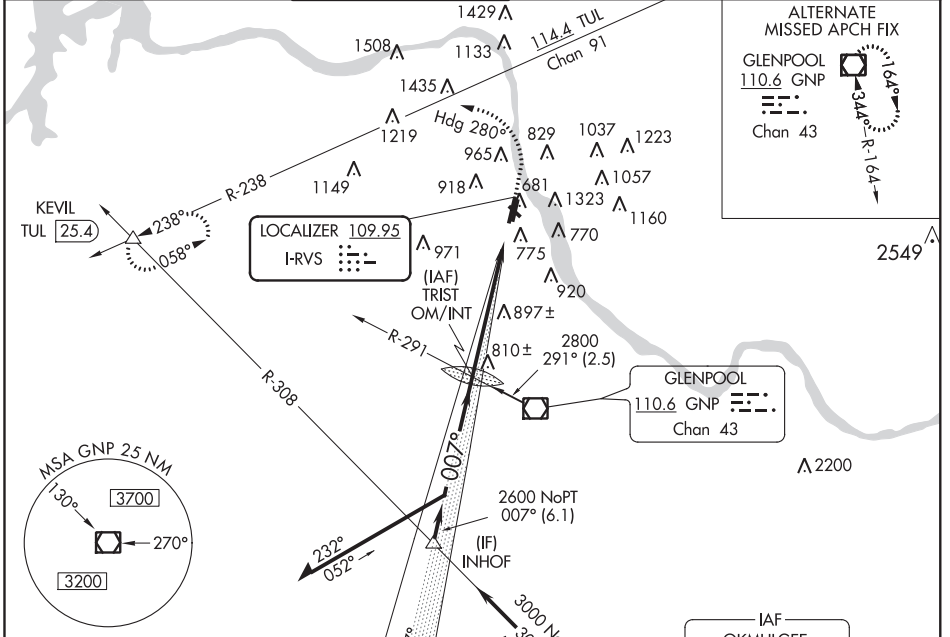
ILS or LOC RWY 1L

RICHARD LLOYD JONES JR. (RVS)

▼ Circling NA northeast of Rws 31 and 19L. If local altimeter setting not received, use Tulsa intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet. Night landing: Rwy 13 NA.

▲ MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

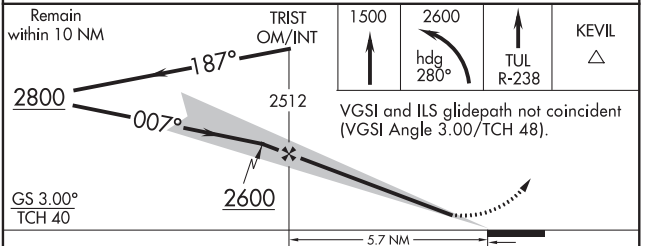
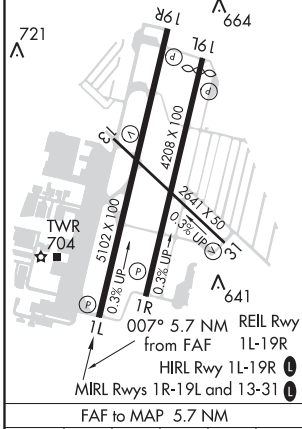
ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) 0	121.7	124.5	122.95



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 638	D	TDZE 1L 626
		TDZE 1R 624



CATEGORY	A	B	C	D
S-ILS 1L	826- ³ / ₄		200 (200- ³ / ₄)	
S-LOC 1L	1120-1	494 (500-1)	1120-1 ¹ / ₄ 494 (500-1 ¹ / ₄)	1120-1 ¹ / ₂ 494 (500-1 ¹ / ₂)
SIDESTEP RWY 1R	1200-1	576 (600-1)	1200-1 ¹ / ₂ 576 (600-1 ¹ / ₂)	1200-2 576 (600-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 ³ / ₄ 642 (700-1 ³ / ₄)	1280-2 642 (700-2)

TULSA, OKLAHOMA
Amdt 1B 26MAY16

36°02'N-95°59'W

ILS or LOC RWY 1L

RICHARD LLOYD JONES JR. (RVS)

WAAS CH 97321 W01A	APP CRS 007°	Rwy Idg 5102 TDZE 626 Apt Elev 638
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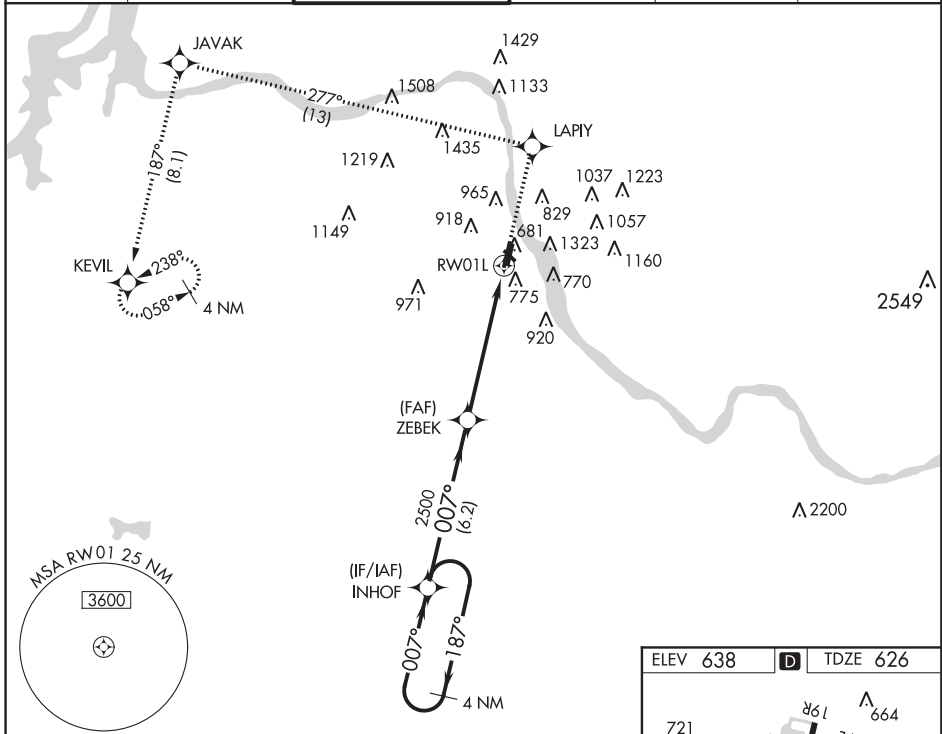
RNAV (GPS) RWY 1L

RICHARD LLOYD JONES JR. (RVS)

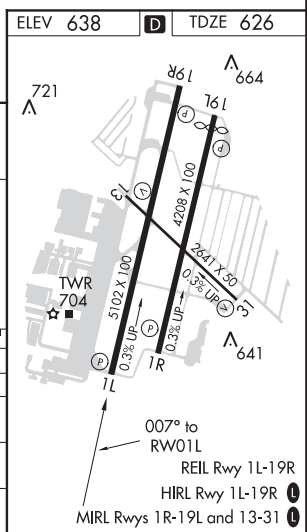
⚠ DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet. Circling NA northeast of runways 31 and 19L. Circling Rwy 13 NA at night.

⚠ MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS 126.5	TULSA APP CON 134.7	RIVERSIDE TOWER ★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
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4 NM Holding Pattern	2600	LAPIY	JAVAK	KEVIL
	↑	↖ 277°	↖ 187°	
INHOFF	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48). * LNAV only			
2800 ← 187°	007° →	007° ↘	↘	RW01L
GP 3.00° TCH 40		2500	* 1.8 NM to RW01L	
	6.2 NM	3.9 NM	1.8 NM	
CATEGORY	A	B	C	D
LPV DA	930-1 304 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1220-1	594 (600-1)	1220-1½ 594 (600-1½)	1220-1¾ 594 (600-1¾)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

TULSA, OKLAHOMA

AL-5427 (FAA)

16203

WAAS CH 81939 W19A	APP CRS 187°	Rwy Idg TDZE 638 Apt Elev 638	5102 638 638
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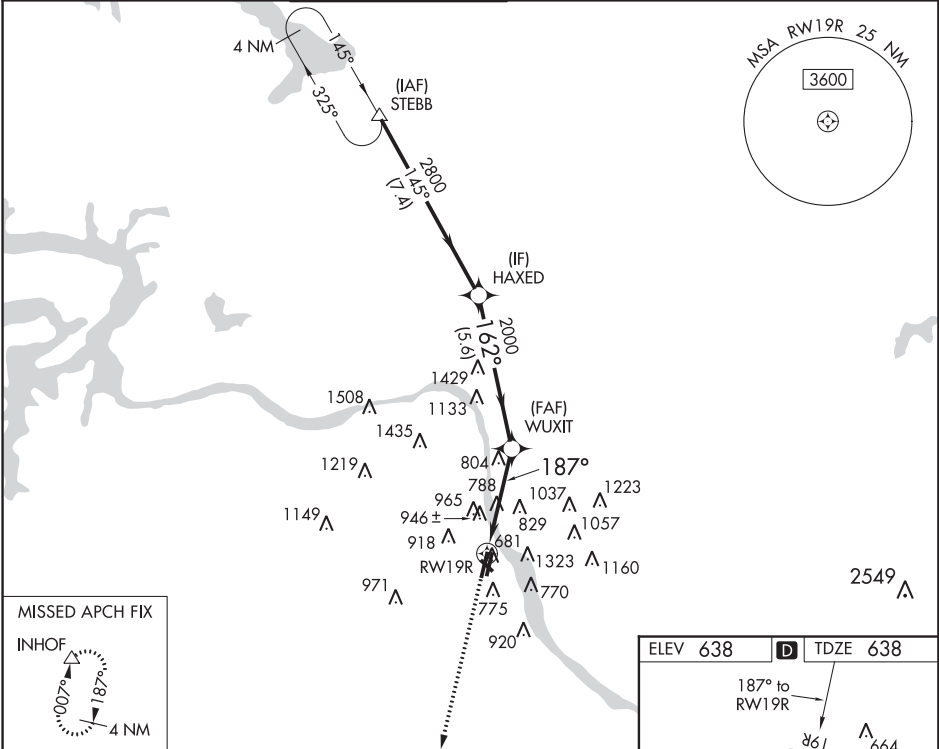
RNAV (GPS) RWY 19R

RICHARD LLOYD JONES JR (RVS)

▼ Night landing: Rwy 13 NA. Circling NA NE of Rws 31 and 19L. DME/DME RNP-0.3 NA. VDP NA when using Tulsa altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 40 feet; increase LNAV Cat C and D visibility 1/8 mile and LP visibility Cat C and D 1/4 mile and Circling Cat C visibility 1/4 mile.

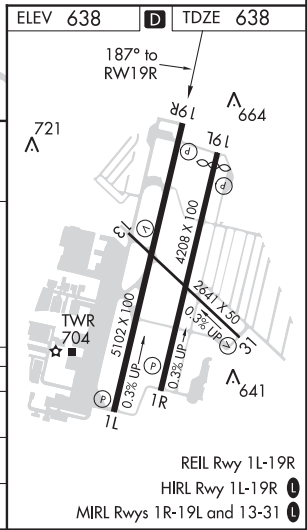
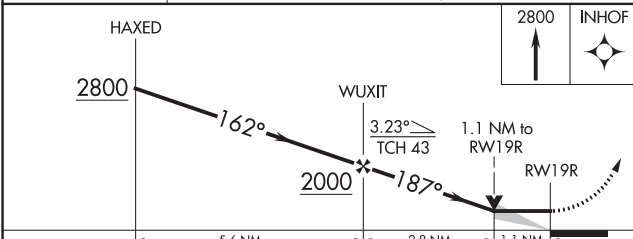
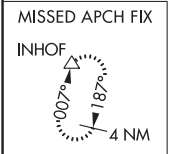
MISSED APPROACH:
Climb to 2800 direct INHOF and hold.

ATIS 126.5	TULSA APP CON 134.7	RIVERSIDE TOWER ★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1040-1	402 (500-1)	1040-1 1/8	402 (500-1 1/8)
LNAV MDA	1200-1	562 (600-1)	1200-1 5/8	562 (600-1 5/8)
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 3/4 642 (700-1 3/4)	1380-2 1/2 742 (800-2 1/2)

REIL Rwy 1L-19R
HIRL Rwy 1L-19R **0**
MIRL Rws 1R-19L and 13-31 **0**

TULSA, OKLAHOMA
Orig-A 21JUL16

36°02'N-95°59'W

RICHARD LLOYD JONES JR (RVS) RNAV (GPS) RWY 19R

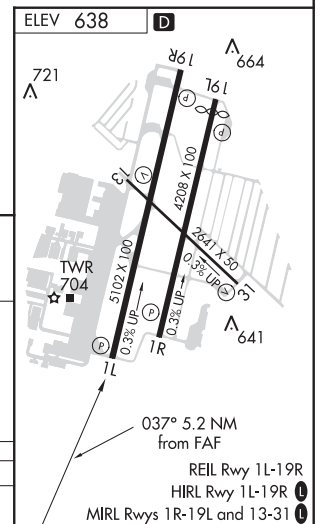
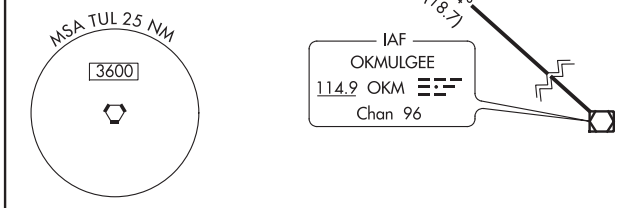
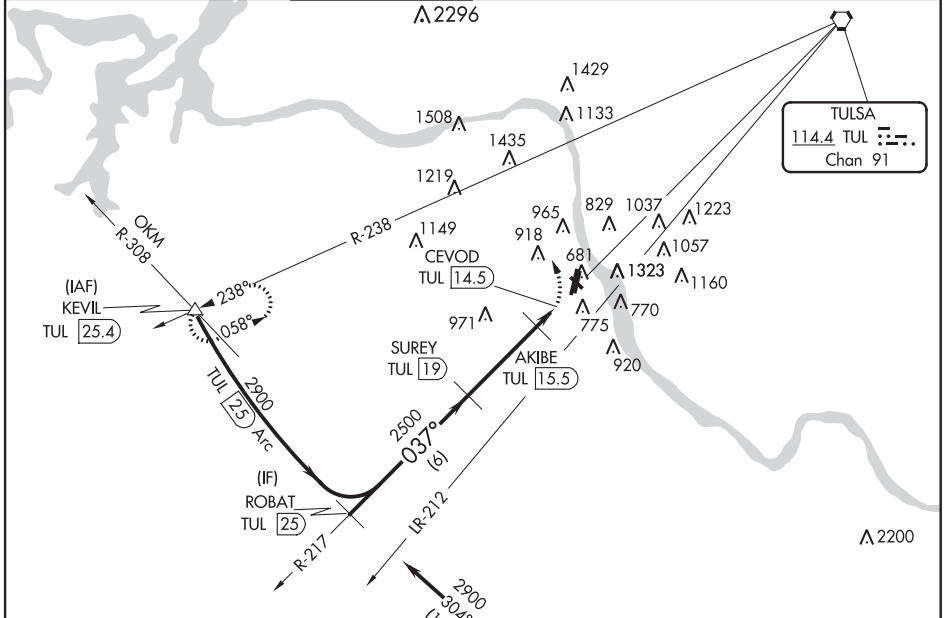
VORTAC TUL 114.4 Chan 91	APP CRS 037°	Rwy Idg TDZE Apt Elev N/A N/A 638
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VOR/DME-A
RICHARD LLOYD JONES JR. (RVS)

⚠ When local altimeter setting not received, use Tulsa Int'l altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwy 31 and 19L. Circling Rwy 13 NA at night. Rwy 13 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS 126.5	TULSA APP CON 134.7	RIVERSIDE TOWER★ 120.3 (CTAF) 0	GND CON 121.7	CLNC DEL 124.5	UNICOM 122.95
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Procedure Turn NA	ROBAT TUL 25	2900	037°	SUREY TUL 19	2500	037°	AKIBE TUL 15.5	1400	CEVOD TUL 14.5
	2900	hdg 280°	TUL R-238	KEVIL Δ	6 NM	3.5 NM	1 NM	0.7	
CATEGORY	A	B	C	D					
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1 ¾ 642 (700-1 ¾)	1280-2 642 (700-2)					

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

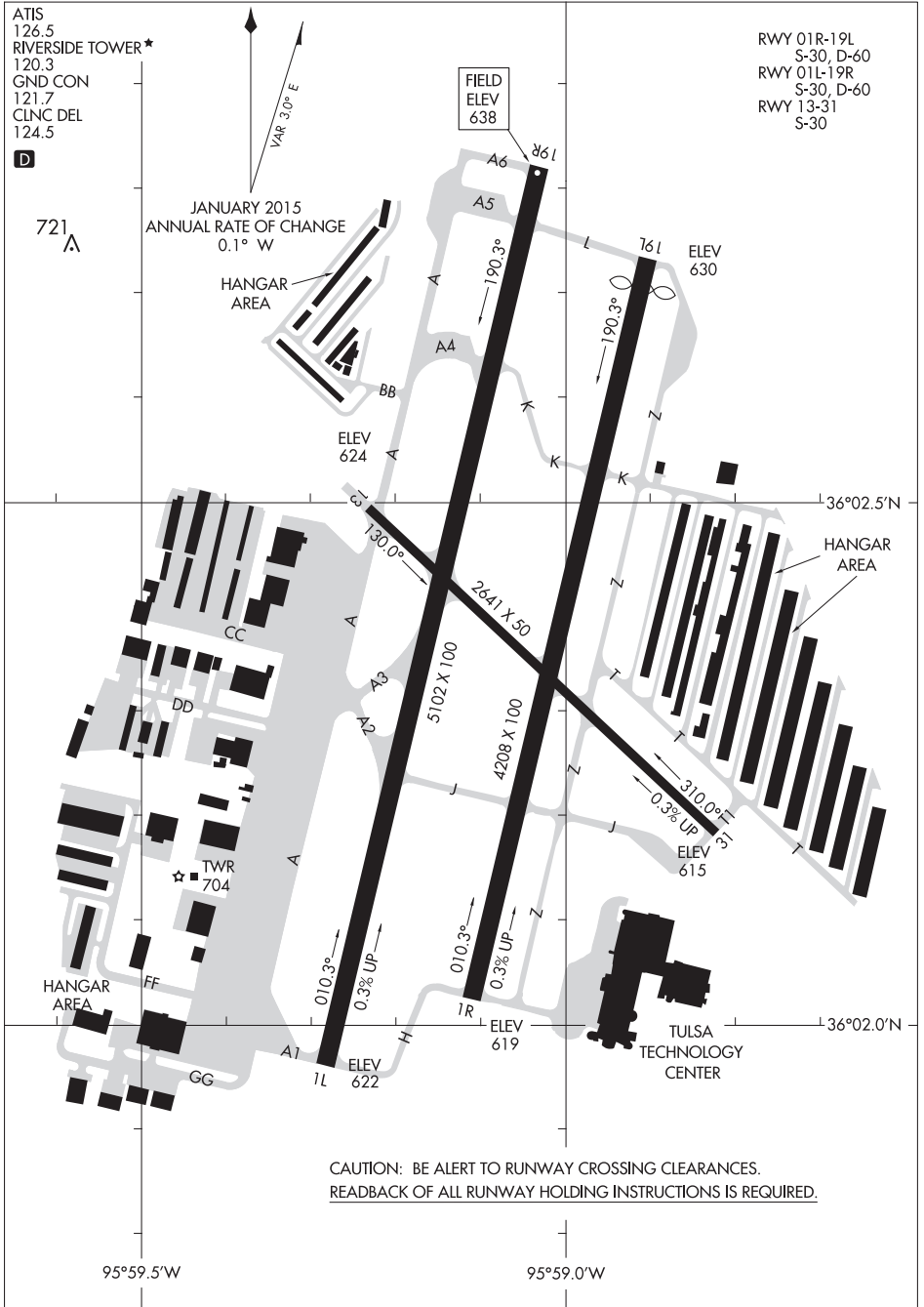
AIRPORT DIAGRAM

AL-5427 (FAA)

RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA

ATIS 126.5
 RIVERSIDE TOWER* 120.3
 GND CON 121.7
 CLNC DEL 124.5
D

RWY 01R-19L S-30, D-60
 RWY 01L-19R S-30, D-60
 RWY 13-31 S-30



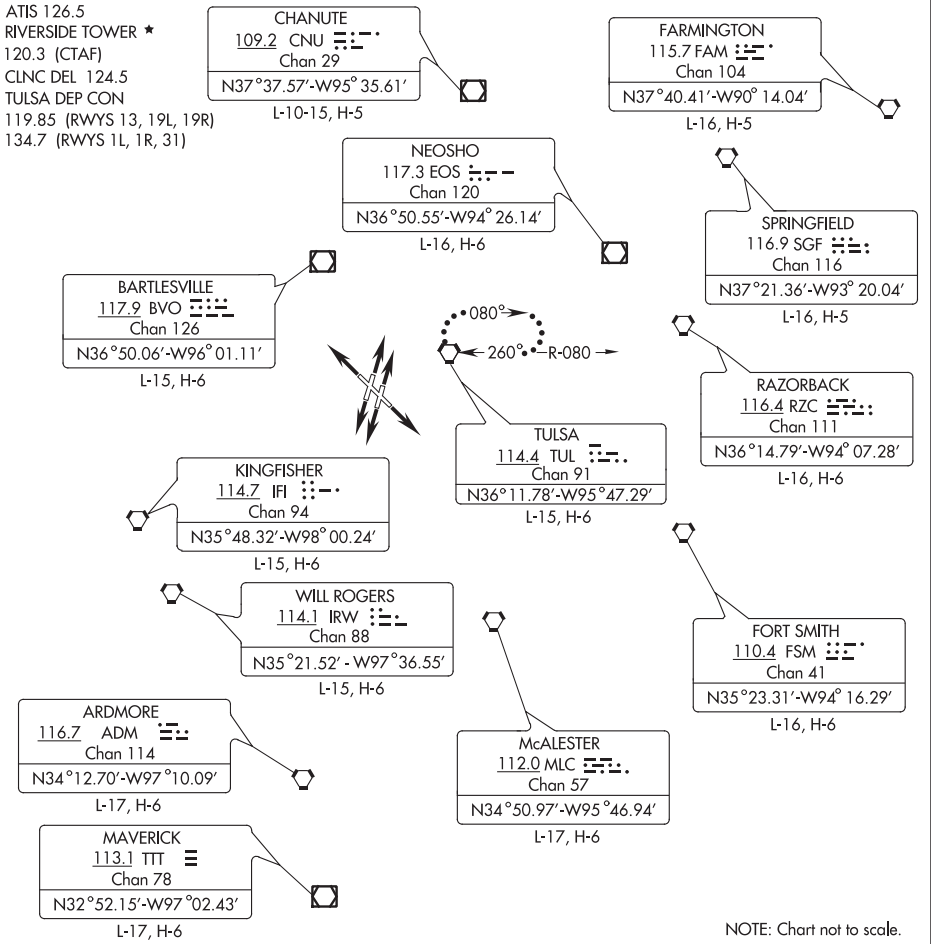
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

TULSA FIVE DEPARTURE



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

LOC/DME I-DWE 109.7 Chan 34	APP CRS 180°	Rwy Idg 9999 TDZE 641 Apt Elev 678
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ILS or LOC RWY 18L

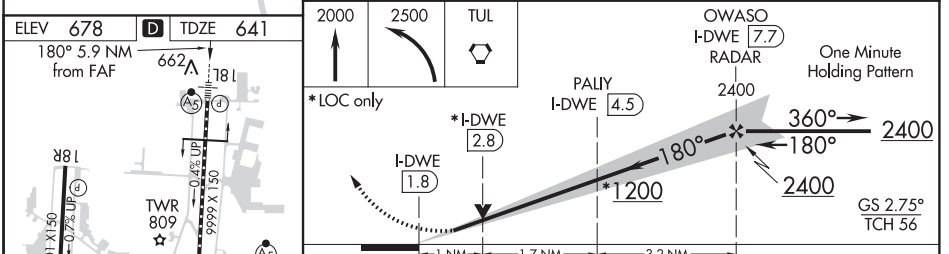
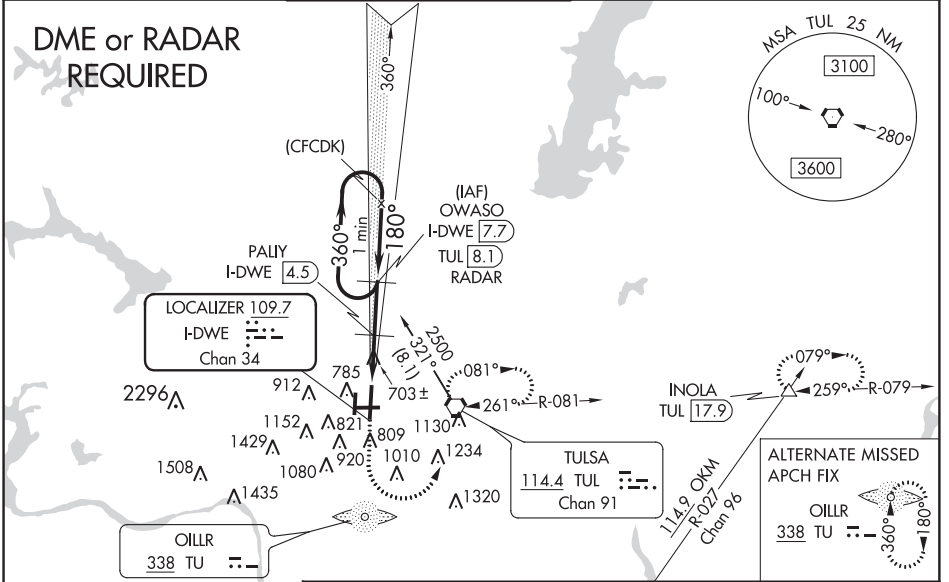
TULSA INTL (TUL)

⚠ Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. For inop MALSR, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 1/8 mile, and PALLY fix minimums S-LOC 18L Cat C/D/E visibility to RVR 4500.
RVR 1800 authorized with use of FD or AP or HUD to DA.

⚠ **ASR** MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500 (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D	E
#S-ILS 18L	841/24 200 (200-1/2)				
S-LOC 18L	1200/24	559 (600-1/2)	1200/60	559 (600-1/4)	
C CIRCLING	1200-1	522 (600-1)	1520-2 1/2	1520-2 3/4	1520-3
			842 (900-2 1/2)	842 (900-2 3/4)	842 (900-3)
PALLY FIX MINIMUMS (DME REQUIRED)					
S-LOC 18L	960/24	319 (300-1/2)	960/40	319 (300-3/4)	
C CIRCLING	1120-1	1160-1	1520-2 1/2	1520-2 3/4	1520-3
	442 (500-1)	482 (500-1)	842 (900-2 1/2)	842 (900-2 3/4)	842 (900-3)

TULSA, OKLAHOMA
Amdt 16 31MAR16

TULSA INTL (TUL)
ILS or LOC RWY 18L

36°12'N-95°53'W

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

TULSA, OKLAHOMA

AL-432 (FAA)

16203

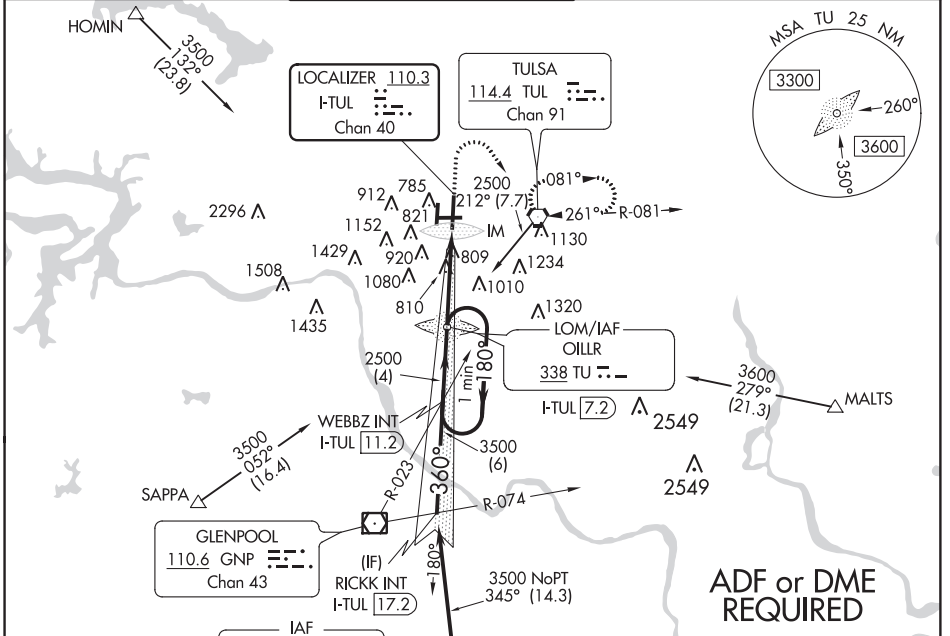
LOC/DME I-TUL 110.3 Chan 40	APP CRS 360°	Rwy Idg TDZE Apt Elev	9999 650 678
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ILS RWY 36R (CAT II)

TULSA INTL (TUL)

Simultaneous approach authorized with Rwy 36L.	ALSF-2	MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).
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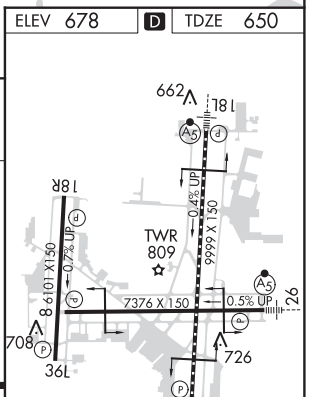
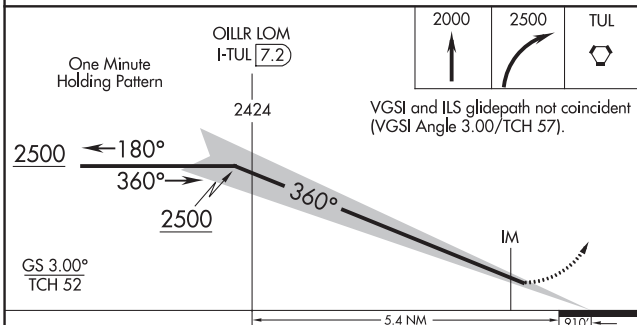
ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 678	D	TDZE 650
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CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

TULSA, OKLAHOMA
Amdt 29F 21JUL16

36°12'N-95°53'W

TULSA INTL (TUL)
ILS RWY 36R (CAT II)

WAAS CH 63131 W08A	APP CRS 086°	Rwy Idg TDZE Apt Elev	7376 671 678
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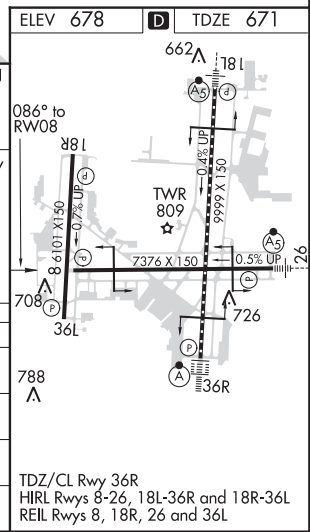
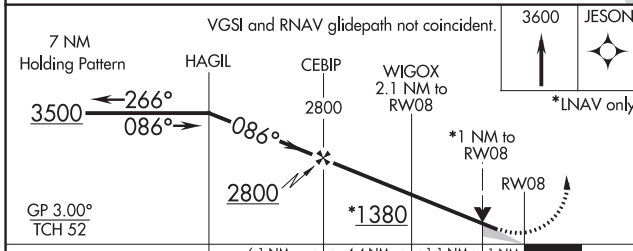
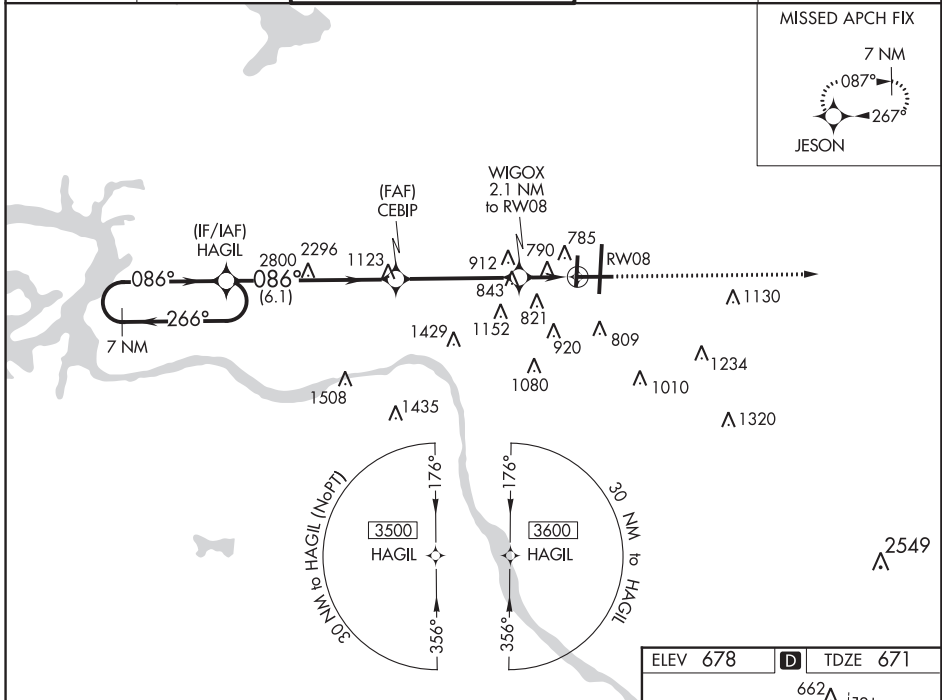
RNAV (GPS) RWY 8

TULSA INTL (TUL)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat E south of Rwy 8-26.

▲ MISSED APPROACH: Climb to 3600 direct JESON and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D	E
LPV DA		921-3/4	250 (300-3/4)		
LNAV/VNAV DA		985-1	314 (400-1)		
LNAV MDA		1040-1	369 (400-1)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)

SC-1, 10 NOV 2016 to 05 JAN 2017


SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93504 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	9999 641 678
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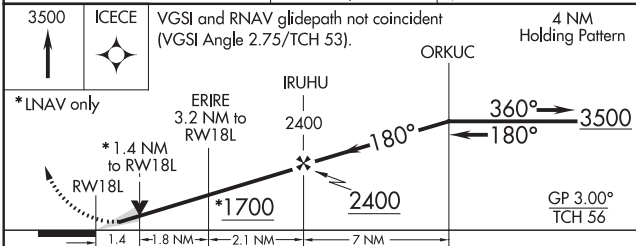
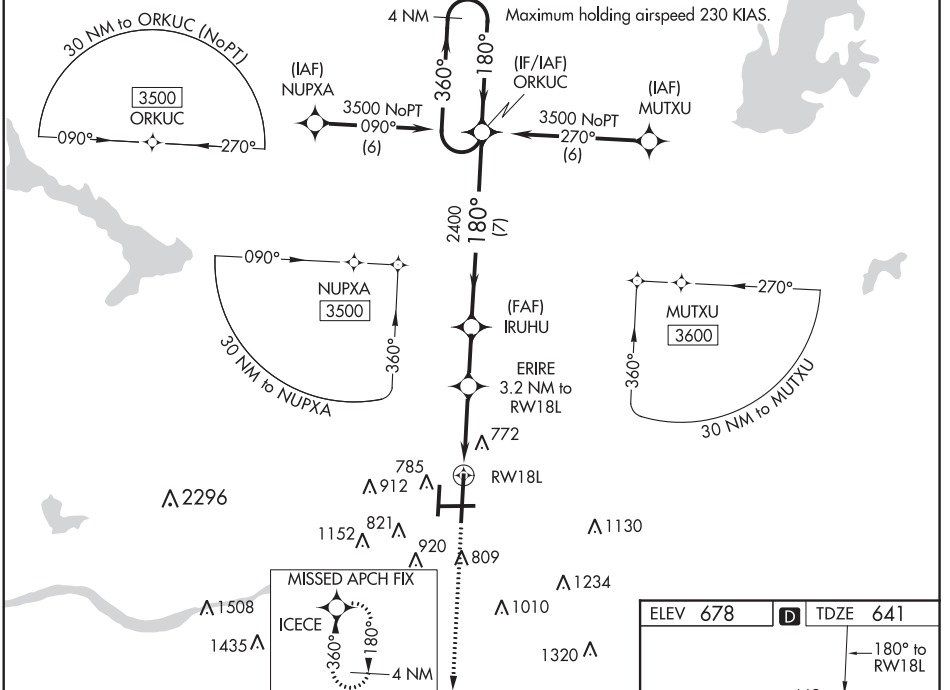
RNAV (GPS) RWY 18L

TULSA INTL (TUL)

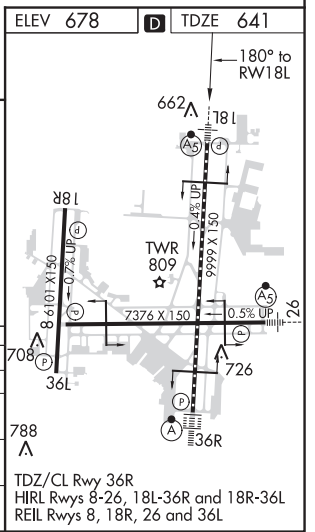
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.
⚠ For inop MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat E visibility to 1¼ mile. Simultaneous approach authorized with ILS or LOC Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH:
 Climb to 3500 direct ICECE and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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CATEGORY	A	B	C	D	E
LPV DA	908/24		267 (300-½)		
LNAV/VNAV DA	1128-1¼		487 (500-1¼)		
LNAV MDA	1080/24	439 (500-½)		1080/40 439 (500-¾)	
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



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SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69614 W18B	APP CRS 180°	Rwy ldg 6101 TDZE 668 Apt Elev 678
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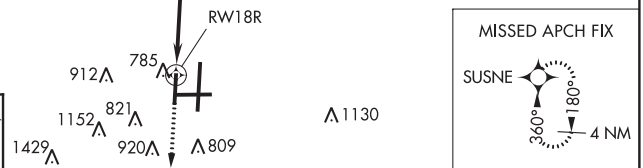
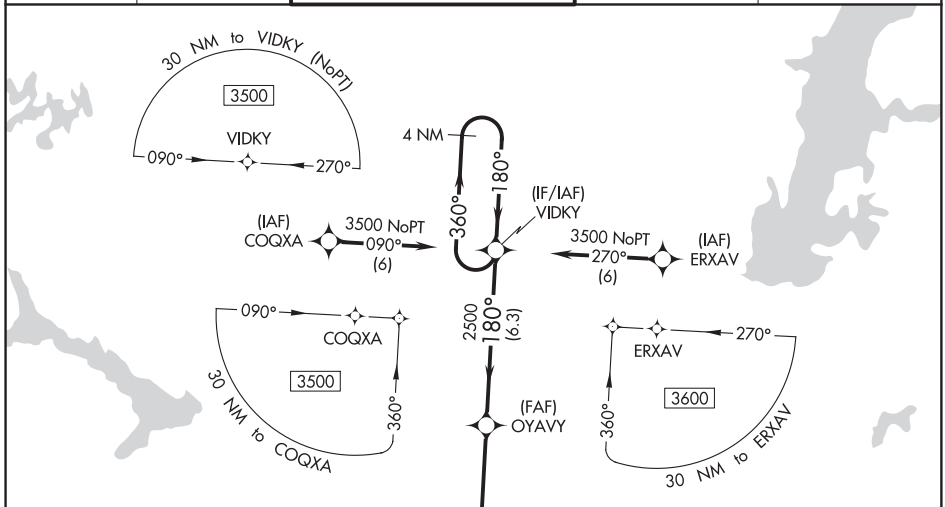
RNAV (GPS) RWY 18R

TULSA INTL (TUL)

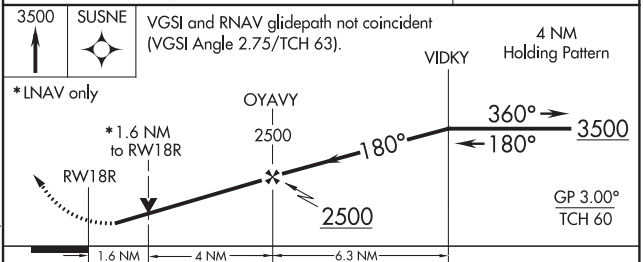
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with ILS or LOC Rwy 18L.
ASR LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH:
Climb to 3500 direct SUSNE and hold.

ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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ELEV 678	D TDZE 668
180° to RWY 18R 662' 181' 781' 130' 7376 X 150' 726' 36L 726' 36R 788' 36R TDZ/CL Rwy 36R HIRL Rwys 8-26, 18L-36R and 18R-36L REIL Rwys 8, 18R, 26 and 36L	



CATEGORY	A	B	C	D	E
LPV DA	918-7/8		250 (300-7/8)		
LNAV/VNAV DA	979-1 1/8		311 (400-1 1/8)		
LNAV MDA	1160-1	492 (500-1)	1160-1 3/8 492 (500-1 3/8)		
C CIRCLING	1160-1	482 (500-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 360°	Rwy Idg TDZE Apt Elev	6101 678 678
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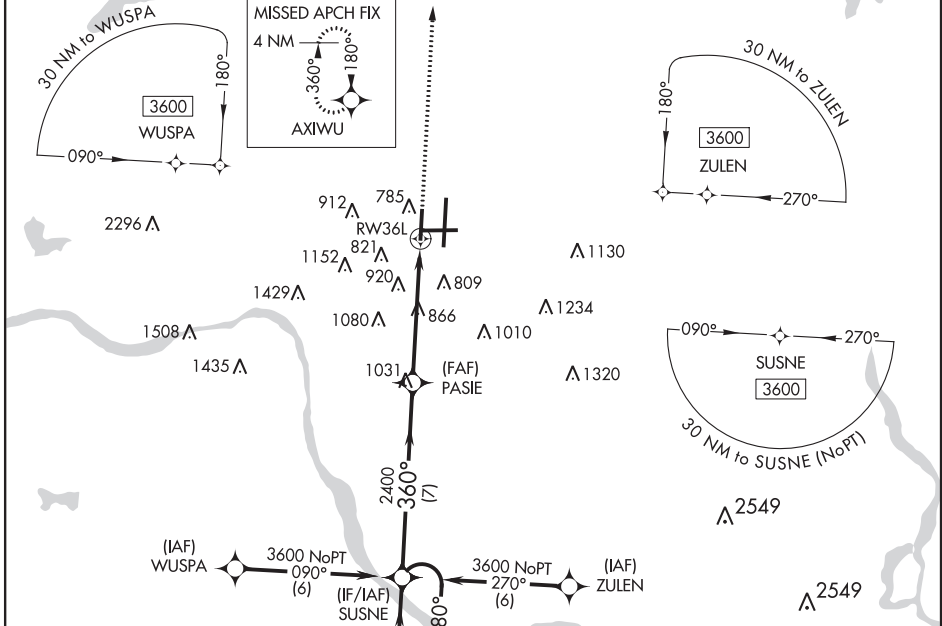
RNAV (GPS) RWY 36L

TULSA INTL (TUL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 36R and ILS Rwy 36R (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP ASR providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH:
Climb to 3500 direct AXIWU and hold.

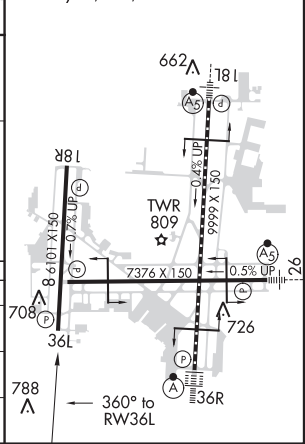
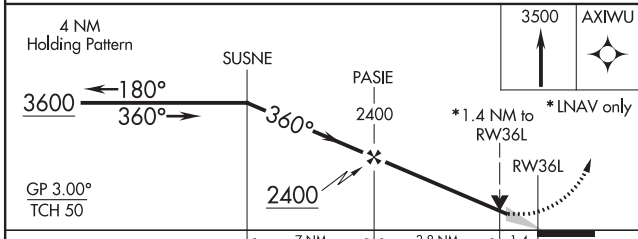
ATIS 124.9 377.2	TULSA APP CON 124.0 338.3	TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	GND CON 121.9 348.6	CLNC DEL 134.05 284.7
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ELEV 678	D	TDZE 678
TDZ/CL Rwy 36R		
HIRL Rwys 8-26, 18L-36R and 18R-36L		
REIL Rwys 8, 18R, 26 and 36L		



CATEGORY	A	B	C	D
LNAV/VNAV DA	1105-1 ³ / ₈ 427 (500-1 ³ / ₈)			
LNAV MDA	1180-1 502 (600-1)		1180-1 ³ / ₈ 502 (600-1 ³ / ₈)	
C CIRCLING	1180-1 502 (600-1)		1520-2 ¹ / ₂ 842 (900-2 ¹ / ₂)	1520-2 ³ / ₄ 842 (900-2 ³ / ₄)

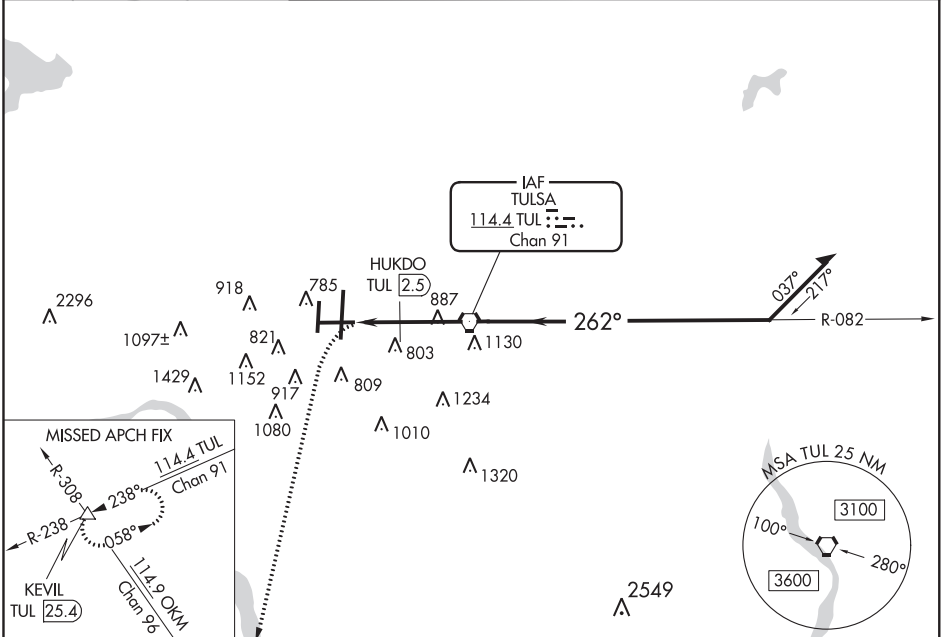
VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy Idg TDZE Apt Elev	7376 652 678
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VOR or TACAN RWY 26

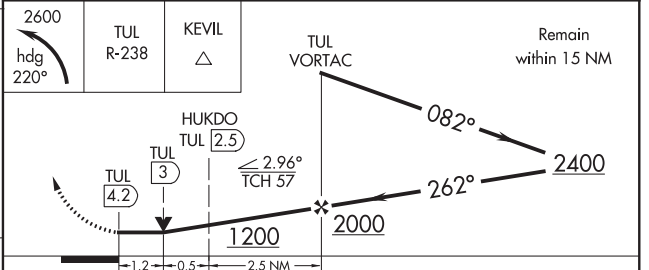
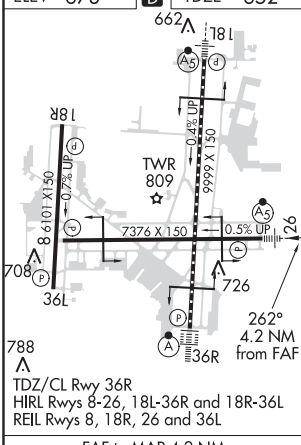
TULSA INTL (TUL)

<p>⚠ Circling NA for Cat E south of Rwy 8-26. For inoperative MALSRL, increase all S-26 Cats A/B visibility 1/4 mile and Cat E 1/2 mile.</p> <p>ASR</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.</p>
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<p>ATIS 124.9 377.2</p>	<p>TULSA APP CON 124.0 338.3</p>	<p>TULSA TOWER 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 134.05 284.7</p>
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ELEV 678	D	TDZE 652
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	A	B	C	D	E
S-26	1200-3/4	548 (600-3/4)	1200-1 1/4	548 (600-1 1/4)	
C CIRCLING	1200-1	522 (600-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)
HUKDO FIX MINIMUMS					
S-26	1060-3/4	408 (400-3/4)	1060-3/4	408 (400-3/4)	1060-3/4 408 (400-3/4)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2 1/2 842 (900-2 1/2)	1520-2 3/4 842 (900-2 3/4)	1520-3 842 (900-3)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

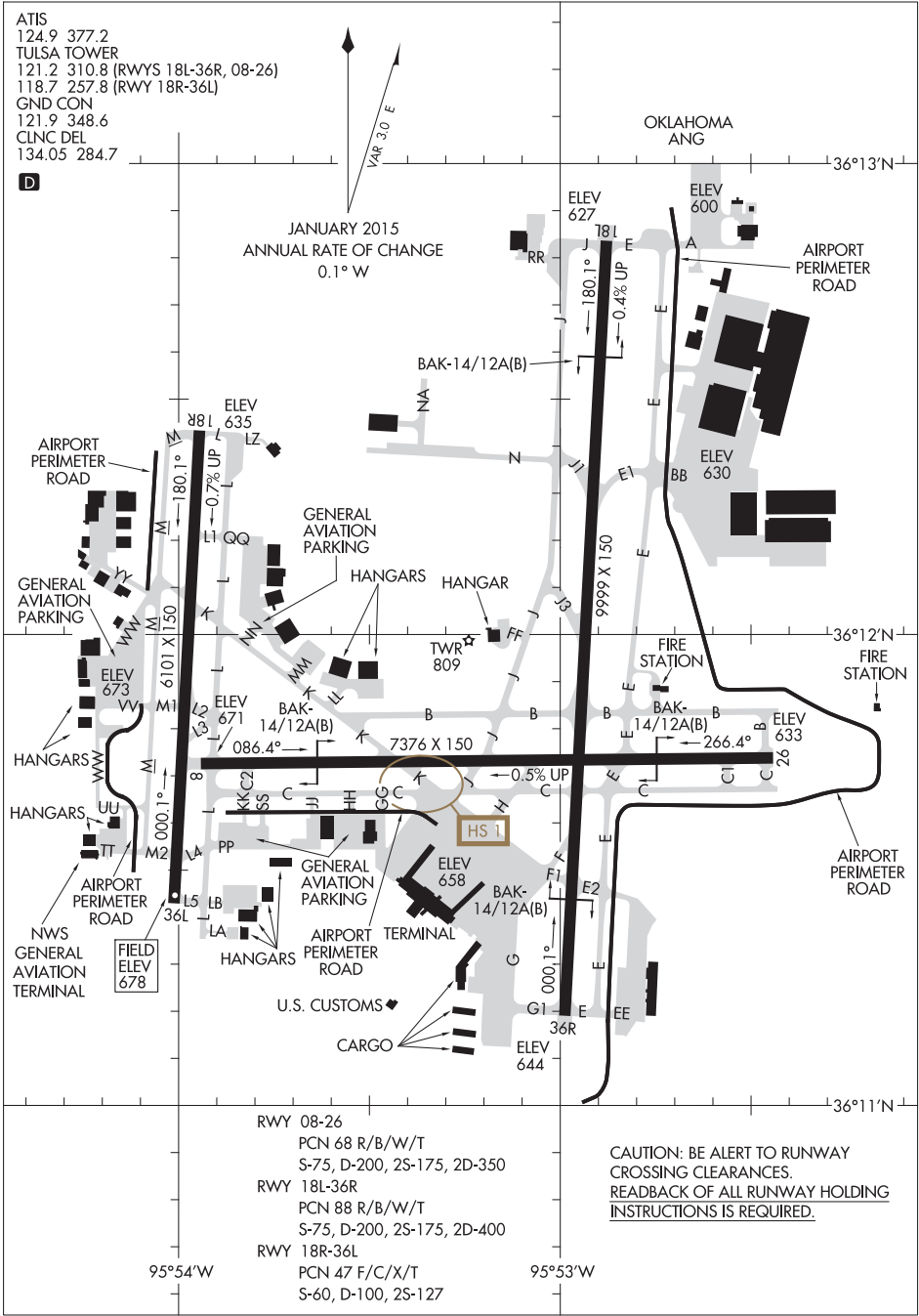
AL-432(FAA)

TULSA INTL (TUL)
TULSA, OKLAHOMA

ATIS
124.9 377.2
TULSA TOWER
121.2 310.8 (RWYS 18L-36R, 08-26)
118.7 257.8 (RWY 18R-36L)
GND CON
121.9 348.6
CLNC DEL
134.05 284.7

D

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA INTL (TUL)

(TUL5.TUL) 12208

TULSA FIVE DEPARTURE

SL-432 (FAA)

TULSA, INTL (TUL)
TULSA, OKLAHOMA

ATIS 124.9 377.2
CLNC DEL
134.05 284.7
TULSA TOWER
118.7 257.8 RWY 18R-36L
121.2 310.8 RWYS 18L-36R, 8-26

CHANUTE
109.2 CNU Chan 29
N37°37.57'-W95°35.61'
L-10-15, H-5

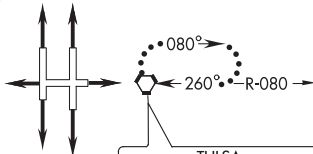
FARMINGTON
115.7 FAM Chan 104
N37°40.41'-W90°14.04'
L-16, H-5

WESTBOUND
DEPARTURE FREQ
124.0 338.3

NEOSHO
117.3 EOS Chan 120
N36°50.55'-W94°26.14'
L-16, H-6

SPRINGFIELD
116.9 SGF Chan 116
N37°21.36'-W93°20.04'
L-16, H-5

BARTLESVILLE
117.9 BVO Chan 126
N36°50.06'-W96°01.11'
L-15, H-6



TULSA
114.4 TUL Chan 91
N36°11.78'-W95°47.29'
L-15, H-6

RAZORBACK
116.4 RZC Chan 111
N36°14.79'-W94°07.28'
L-16, H-6

KINGFISHER
114.7 KFI Chan 94
N35°48.32'-W98°00.24'
L-15, H-6

WILL ROGERS
114.1 IRW Chan 88
N35°21.52'-W97°36.55'
L-15, H-6

FORT SMITH
110.4 FSM Chan 41
N35°23.31'-W94°16.29'
L-16, H-6

ARDMORE
116.7 ADM Chan 114
N34°12.70'-W97°10.09'
L-17, H-6

McALESTER
112.0 MLC Chan 57
N34°50.97'-W95°46.94'
L-17, H-6

MAVERICK
113.1 TTT Chan 78
N32°52.15'-W97°02.43'
L-17, H-6

EASTBOUND
DEPARTURE FREQ
119.1 351.8

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

TULSA FIVE DEPARTURE
(TUL5.TUL) 12208

TULSA, OKLAHOMA
TULSA INTL (TUL)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

ILS or LOC Y RWY 17C

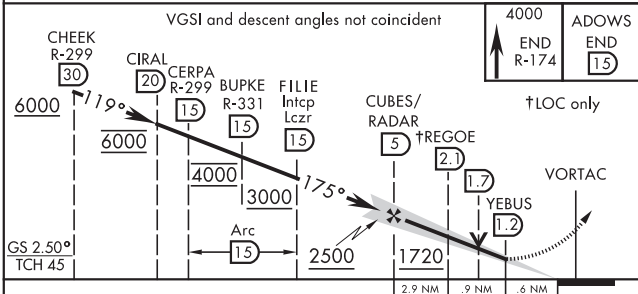
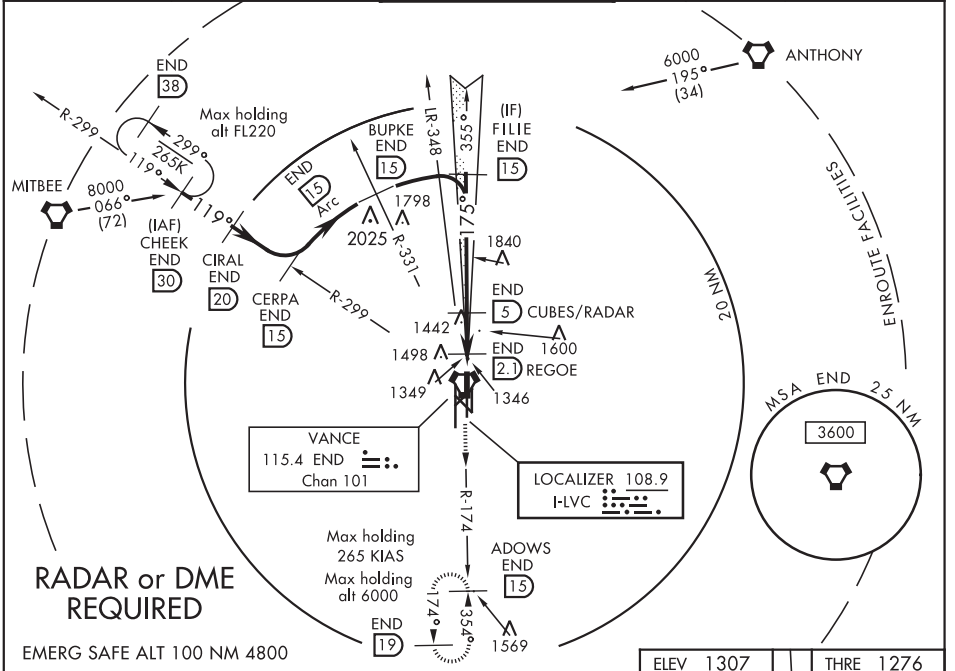
LOC I-LVC 108.9	APCH CRS 175°	Rwy Idg THRE 1276 Arpt Elev 1307	AL-135 [USAF]	VANCE AFB (KEND)
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* When ALS inop, increase all CATs RVR to 55 and vis to 1 mile.
 ** Circling not authorized at night to Rwy 35R.
 *** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/8 miles.

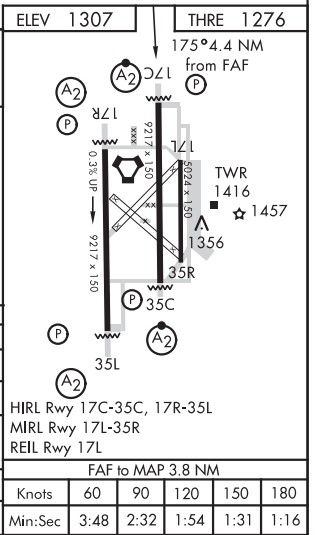
SALSF **A2**

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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CATEGORY	A	B	C	D	E
S-ILS 17C		1476/40	200 (200-3/4)		
S-LOC 17C*		1620/40	344 (400-3/4)		
C CIRCLING**	1760-1 453 (500-1)	1820-1 1/2 513 (600-1 1/2)	1920-2 613 (700-2)	2300-3 993 (1000-3)	
WITHOUT DME MINIMUMS					
S-LOC 17C***	1720/40 444 (500-3/4)		1720/55 444 (500-1)		



ENID, OKLAHOMA
Amdt 4 29MAY14

36° 20'N-97° 55'W

VANCE AFB (KEND)

ILS or LOC Y RWY 17C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

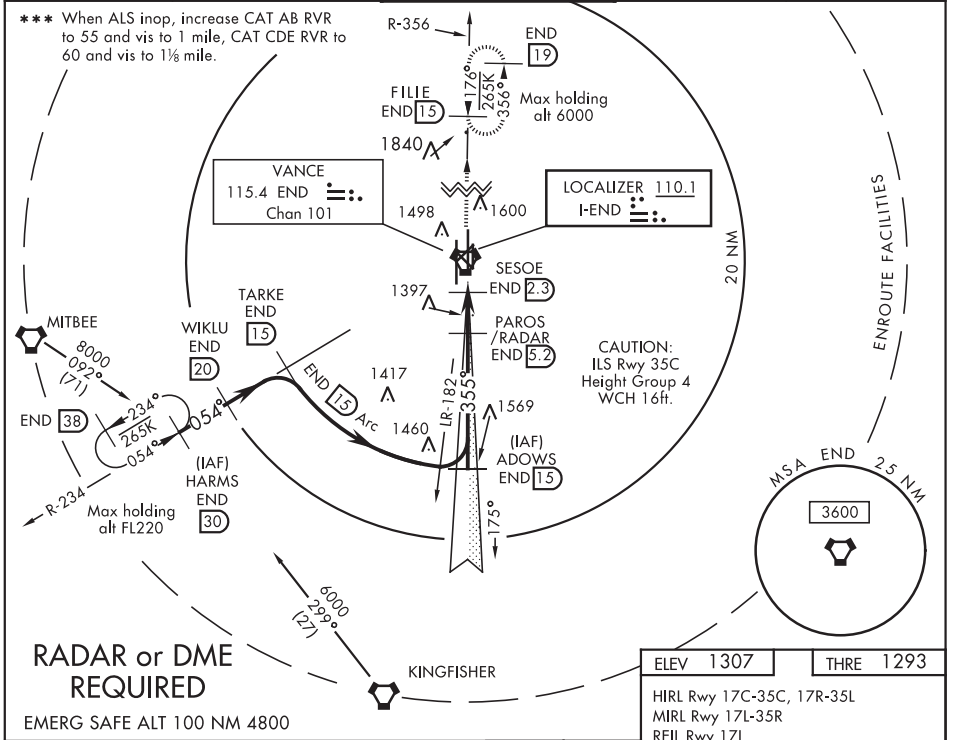
ILS or LOC Y RWY 35C

LOC I-END 110.1	APCH CRS 355°	Rwy Idg THRE 1293 Arpt Elev 1307	AL-135 [USAF]	VANCE AFB (KEND)
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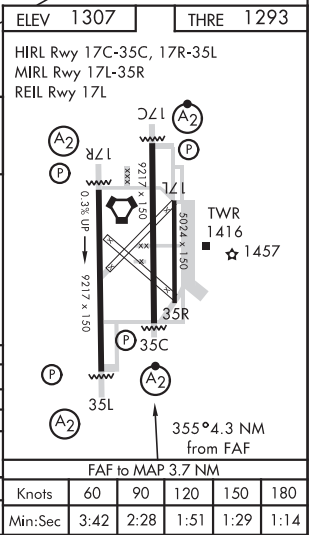
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 50 and vis to 1 mile.
 ** Circling not authorized at night to Rwy 35R.

A2 MISSED APPROACH: Climb to 4000 intercept END VORTAC R-356 to FILIE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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HARMS R-234 (30)	WIKLU (20)	TARKE R-234 (15)	LINLE LR-182 (15)	ADOWS Intcp Lczr (15)	PAROS /RADAR (5.2)	± SESOE (2.3)	FILIE END (15)
6000	6000	4000	3000	2500	1680	4000	4000
GS 2.50° TCH 42		Arc 15		Arc 15		Arc 15	
2.9 NM		8 NM		.6 NM		↑ LOC only	
CATEGORY	A	B	C	D	E		
S-ILS 35C		1493/40	200	(200-¾)			
S-LOC 35C*		1620/40	327	(400-¾)			
CIRCLING**	1760-1 453 (500-1)	1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)			
WITHOUT DME MINIMUMS							
S-LOC 35C***	1680/40	387 (400-¾)	1680/45	387 (400-¾)			



ENID, OKLAHOMA
Amdt 4 29MAY14

36° 20' N-97° 55' W

VANCE AFB (KEND)

ILS or LOC Y RWY 35C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

ILS or LOC Z RWY 17C

VANCE AFB (KEND)

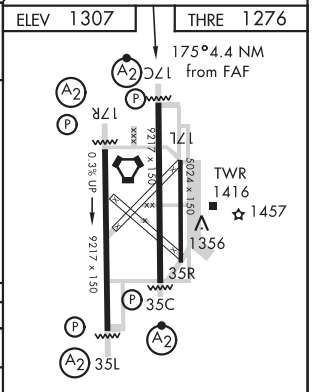
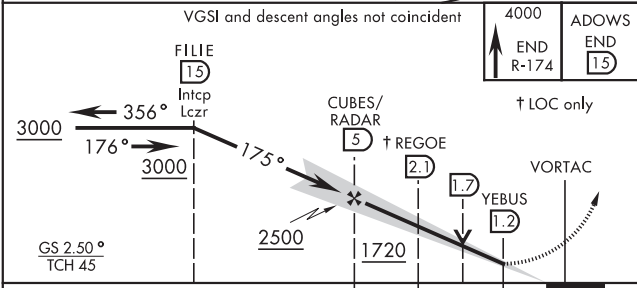
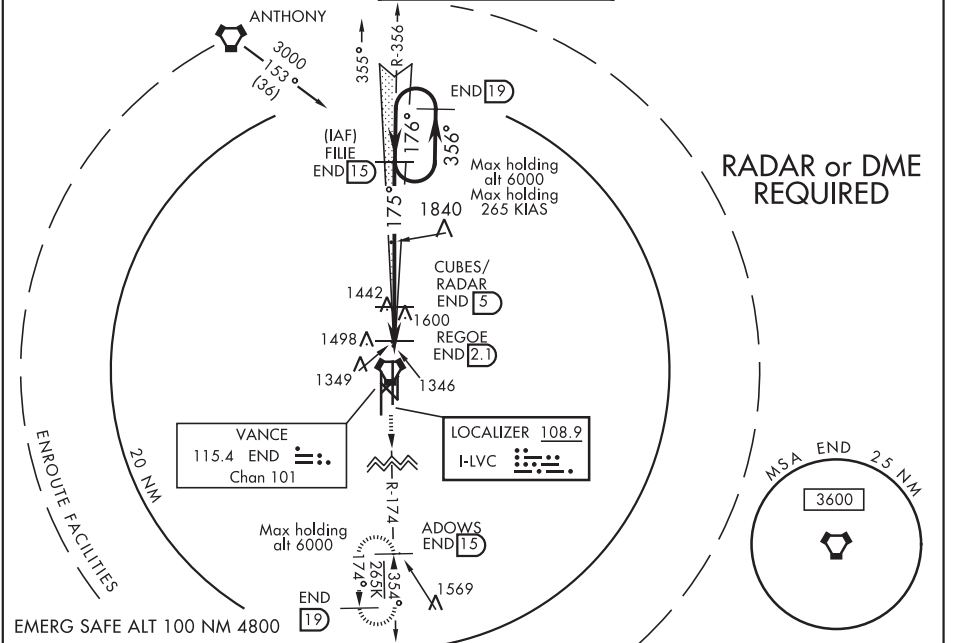
LOC I-LVC 108.9	APCH CRS 175°	Rwy Idg THRE 1276 Arpt Elev 1307
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AL-135 [USAF]

▼ * When ALS inop, increase all CATs RVR to 55 and vis to 1 mile.
 ** Circling not authorized at night to Rwy 35R.
 *** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

SALSF  MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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CATEGORY	A	B	C	D	E
S-ILS 17C		1476/40	200 (200-3/4)		
S-LOC 17C*		1620/40	344 (400-3/4)		
 CIRCLING**	1760-1 453 (500-1)	1820-1 1/2 513 (600-1 1/2)	1920-2 613 (700-2)	2300-3 993 (1000-3)	
WITHOUT DME MINIMUMS					
S-LOC 17C***	1720/40 444 (500-3/4)		1720/55 444 (500-1)		

HIRL Rwy 17C-35C, 17R-35L
 MRL Rwy 17L-35R
 REL Rwy 17L

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

ENID, OKLAHOMA
 Amtd 4 29MAY14

36°20'N-97°55'W

VANCE AFB (KEND)

ILS or LOC Z RWY 17C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

ILS or LOC Z RWY 35C

VANCE AFB (KEND)

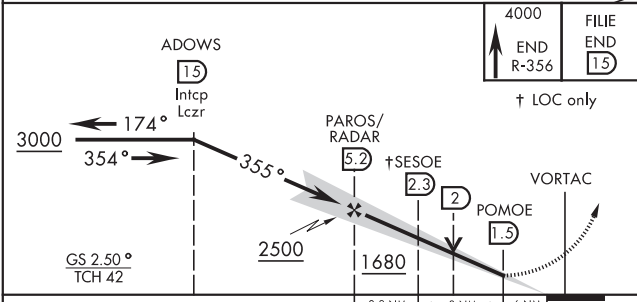
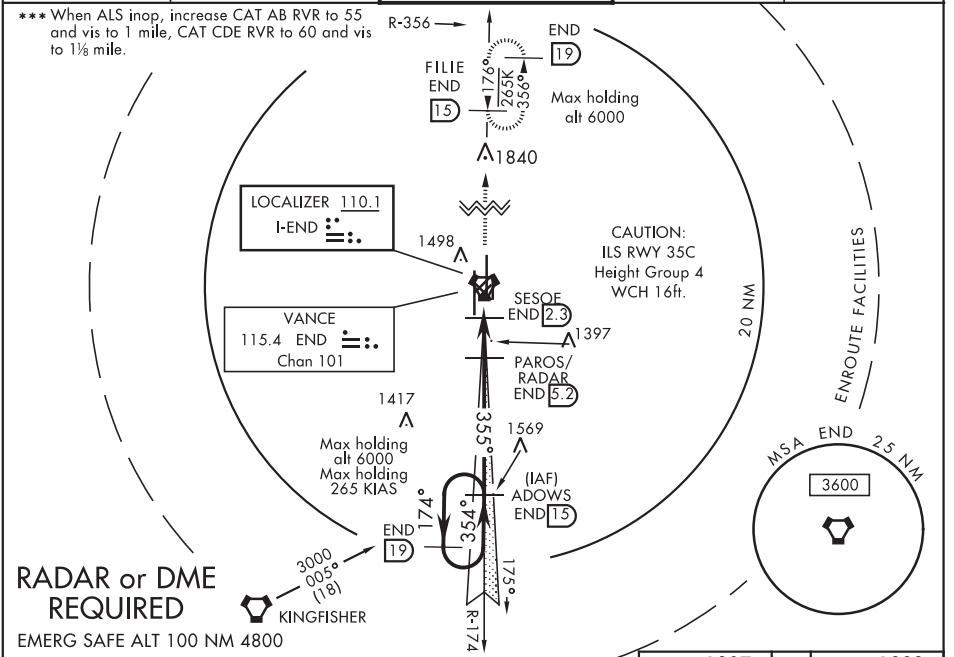
LOC I-END 110.1	APCH CRS 355°	Rwy Idg THRE 1293 Arpt Elev 1307
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AL-135 [USAF]

*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 50 and vis to 1 mile.
 **Circling not authorized at night to Rwy 35R.

 MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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ELEV 1307	THRE 1293
HIRL Rwy 17C-35C, 17R-35L MIRL Rwy 17L-35R REIL Rwy 17L	
TWR 1416 1457 35L 355° 4.3 NM from FAF	
FAF to MAP 3.7 NM	
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 35C		1493/40	200 (200-3/4)		
S-LOC 35C*		1620/40	327 (400-3/4)		
CIRCLING**	1760-1	453 (500-1)	1820-1 1/2 513 (600-1 1/2)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT DME MINIMUMS					
S-LOC 35C***	1680/40	387 (400-3/4)	1680/45	387 (400-7/8)	

ENID, OKLAHOMA
Amdt 4 29MAY14

36°20'N-97°55'W

VANCE AFB (KEND)

ILS or LOC Z RWY 35C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 17C

APCH CRS 175°	Rwy Idg 9217
	THRE 1276
	Arpt Elev 1307

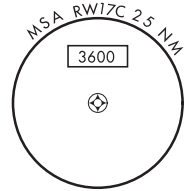
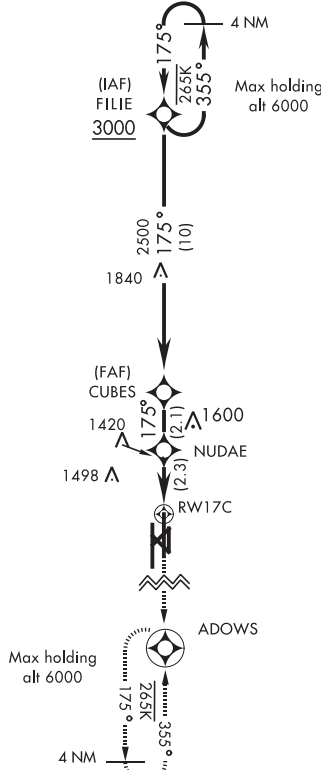
AL-135 [USAF]

VANCE AFB (KEND)

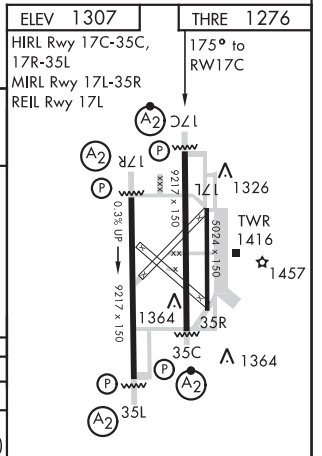
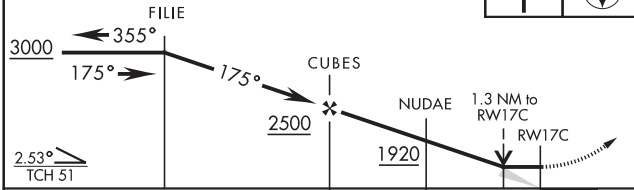
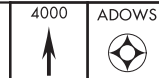
<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles. ** Circling not authorized at night to RWY 35R.</p>	<p>SALSF A2</p>	<p>MISSED APPROACH: Climb to 4000 direct ADOWS and hold.</p>
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<p>ATIS ★ 115.4 263.15</p>	<p>VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST</p>	<p>VANCE TOWER ★ 124.05 259.1</p>	<p>GND CON 121.8 289.4</p>	<p>CLNC DEL 225.4</p>
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DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800



ENID, OKLAHOMA
Amdt 7 12DEC13

36°20'N-97°55'W

VANCE AFB (KEND)

RNAV (GPS) RWY 17C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 17L

APCH CRS 175°	Rwy Idg THRE Arpt Elev	5024 1273 1307
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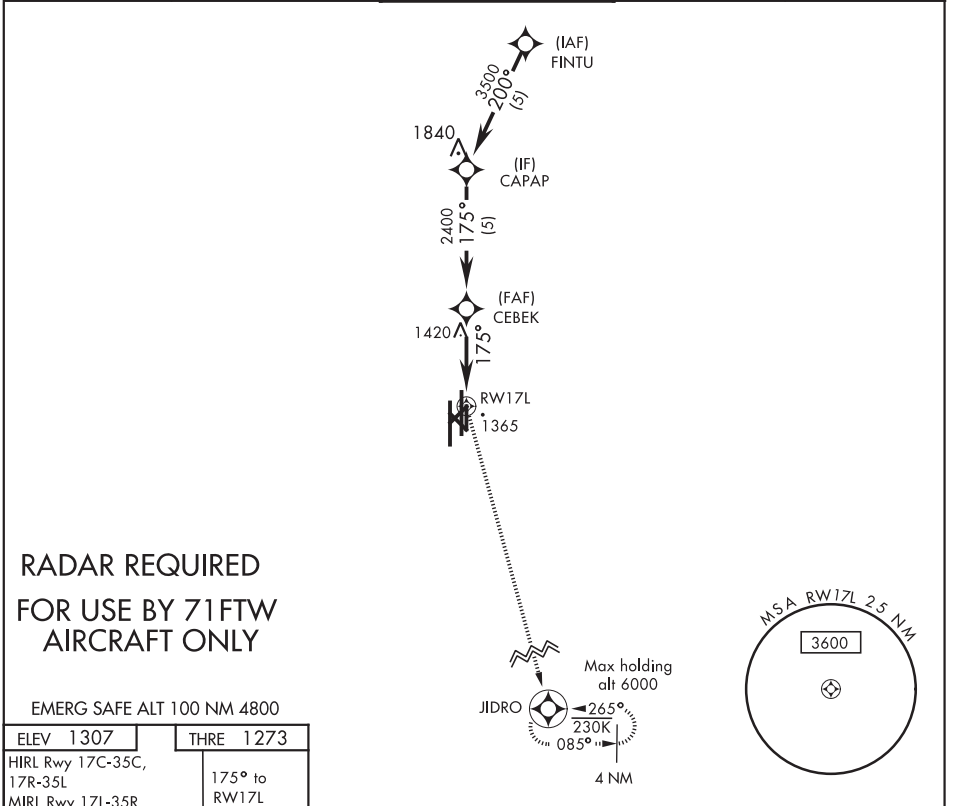
AL-135 [USAF]

VANCE AFB (KEND)

▼ * Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

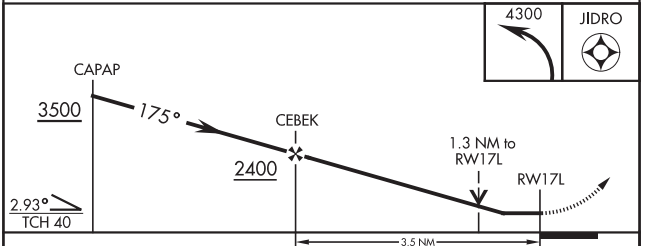
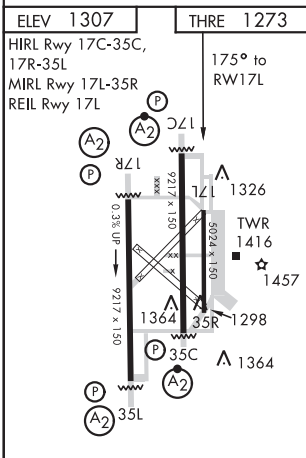
MISSED APPROACH: Climbing left turn to 4300 direct JIDRO and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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**RADAR REQUIRED
FOR USE BY 71FTW
AIRCRAFT ONLY**

EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
LNAV MDA	1720-1	447 (500-1)	NOT AUTHORIZED		
C CIRCLING *	1760-1	453 (500-1)	NOT AUTHORIZED		

ENID, OKLAHOMA
Amdt 3 12DEC13

36°20'N-97°55'W

VANCE AFB (KEND)

RNAV (GPS) RWY 17L

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 17R

APCH CRS 163°	Rwy Idg 9217
	THRE 1275
	Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

▼ *When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
 **Circling not authorized at night to RWY 35R.

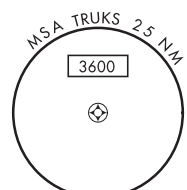
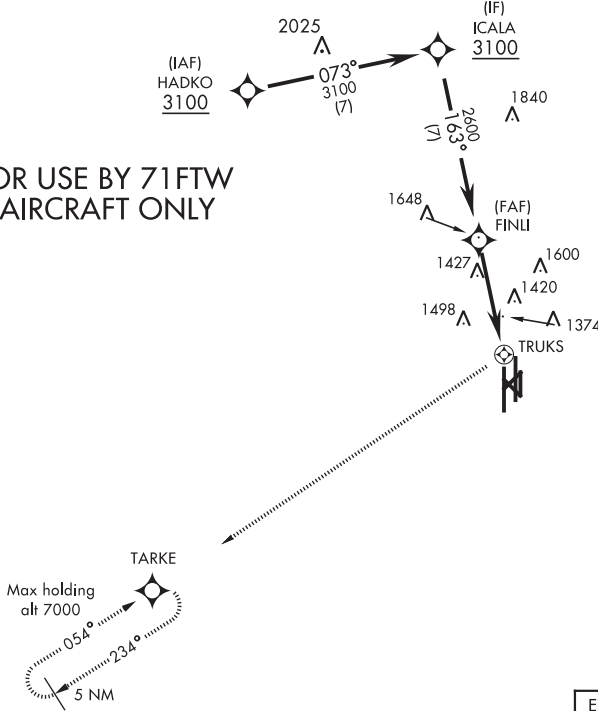


MISSED APPROACH: Climbing right turn to 4300 direct TARKE and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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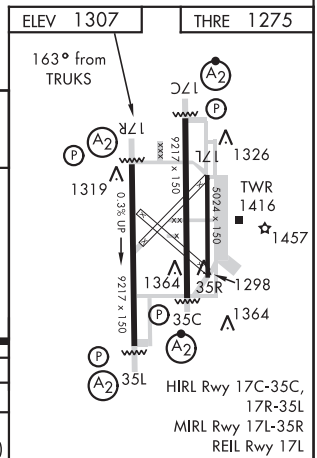
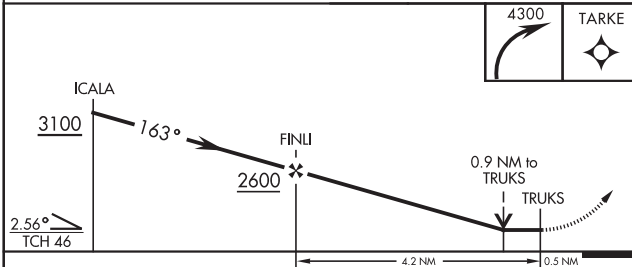
DME/DME RNP-0.3 NA.

FOR USE BY 71FTW AIRCRAFT ONLY



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4800 FROM TRUKS



CATEGORY	A	B	C	D	E
LNAV MDA*	1680-¾	405 (400-¾)	1680-1 405 (400-1)		
** CIRCLING	1760-1	453 (500-1)	1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA
Amdt 4 20AUG15

36°20'N-97°55'W

VANCE AFB (KEND)

RNAV (GPS) RWY 17R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 35C

APCH CRS 355°	Rwy Idg 9217
	THRE 1293
	Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

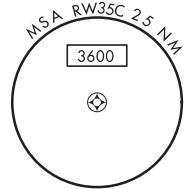
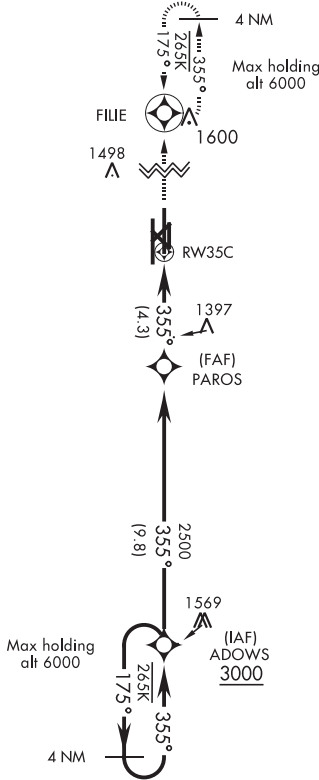
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
** Circling not authorized at night to RWY 35R.



MISSED APPROACH: Climb to 4000 direct FILE and hold.

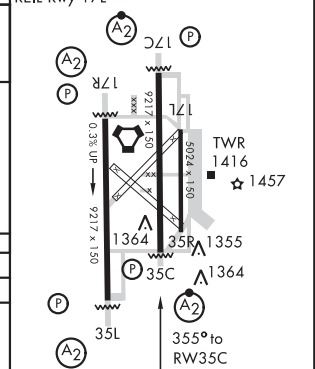
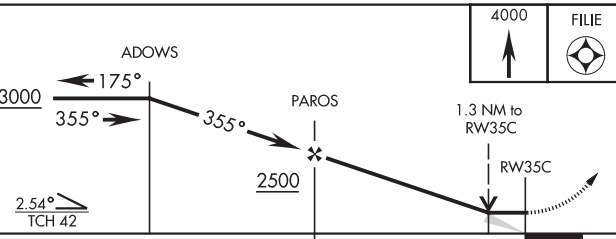
ATIS * 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER * 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800

ELEV 1307	THRE 1293
HIRL Rwy 17C-35C, 17R-35L	
MIRL Rwy 17L-35R	
REIL Rwy 17L	



CATEGORY	A	B	C	D	E
LNVA MDA *	1680/40	387 (400-¾)	1680/45	387 (400-¾)	
** CIRCLING	1760-1	453 (500-1)	1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA
Amdt 6 12DEC13

36°20'N-97°55'W

VANCE AFB (KEND)

RNAV (GPS) RWY 35C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 35L

APCH CRS 003°	Rwy ldg 9217
	THRE 1307
	Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
 ** Circling not authorized at night to RWY 35R.

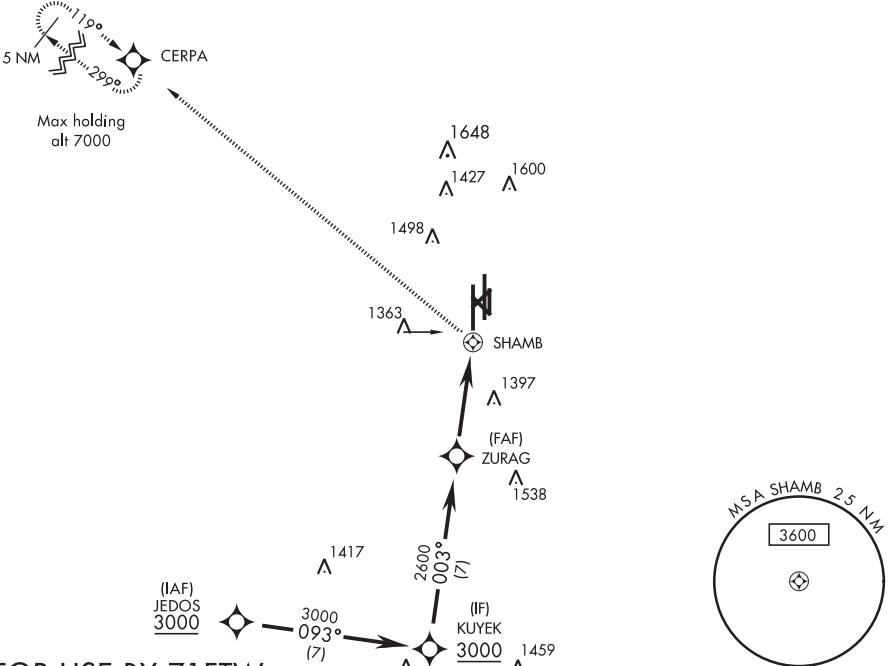
SALS



MISSED APPROACH: Climbing left turn to 4300 direct CERPA and hold.

ATIS * 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER * 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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DME/DME RNP-0.3 NA.

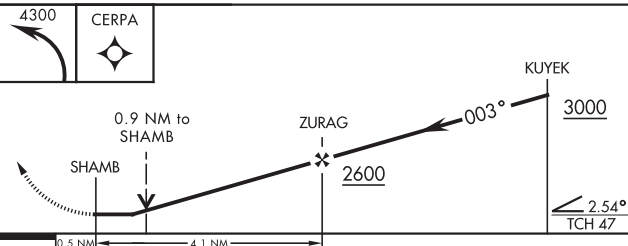


SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

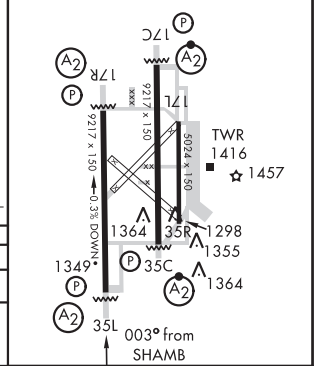
FOR USE BY 71FTW AIRCRAFT ONLY
RADAR REQUIRED

EMERG SAFE ALT 100 NM 4800 FROM SHAMB



CATEGORY	A	B	C	D	E
RNAV MDA *	1720-¾ 413 (500-¾)		1720-1 413 (500-1)		
CIRCLING **	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ELEV 1307	THRE 1307
HIRL Rwy 17C-35C, 17R-35L	
MIRL Rwy 17L-35R	
REIL Rwy 17L	



ENID, OKLAHOMA

36°20'N-97°55'W

VANCE AFB (KEND)

Amdt 4 30APR15

RNAV (GPS) RWY 35L

ENID, OKLAHOMA

RNAV (GPS) RWY 35R

APCH CRS 355°	Rwy Idg THRE Arpt Elev	5024 1284 1307
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AL-135 [USAF]

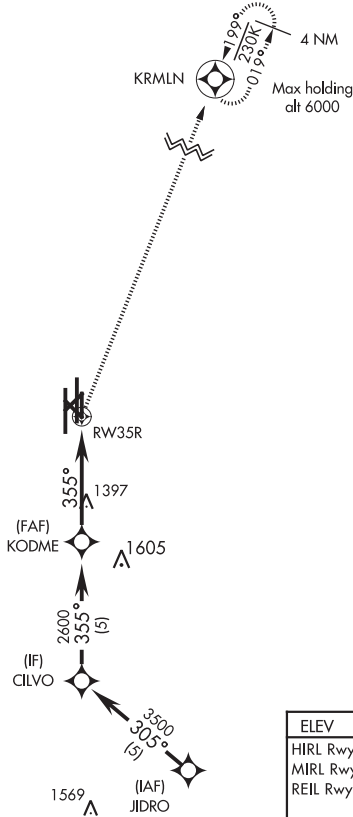
VANCE AFB (KEND)

<p>Procedure not authorized at night. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4300 direct KRMLN and hold.</p>
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<p>ATIS ★ 115.4 263.15</p>	<p>VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST</p>	<p>VANCE TOWER ★ 124.05 259.1</p>	<p>GND CON 121.8 289.4</p>	<p>CLNC DEL 225.4</p>
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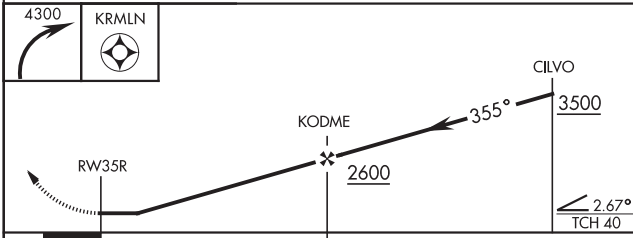
USAF Only:
Straight-in Rwy 35R authorized at night with MAJCOM A3 approval.

FOR USE BY 71FTW AIRCRAFT ONLY



RADAR REQUIRED

EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
RNAV MDA	1700-1	416 (400-1)	NOT AUTHORIZED		
CIRCLING	1760-1	453 (500-1)	NOT AUTHORIZED		

ELEV 1307	THRE 1284
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HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

ENID, OKLAHOMA 36°20'N-97°55'W VANCE AFB (KEND)

Amdt 2 12DEC13

RNAV (GPS) RWY 35R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

APCH CRS 314°	Rwy Idg TDZE Arpt Elev	N/A N/A 1307
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AL-135 [USAF]

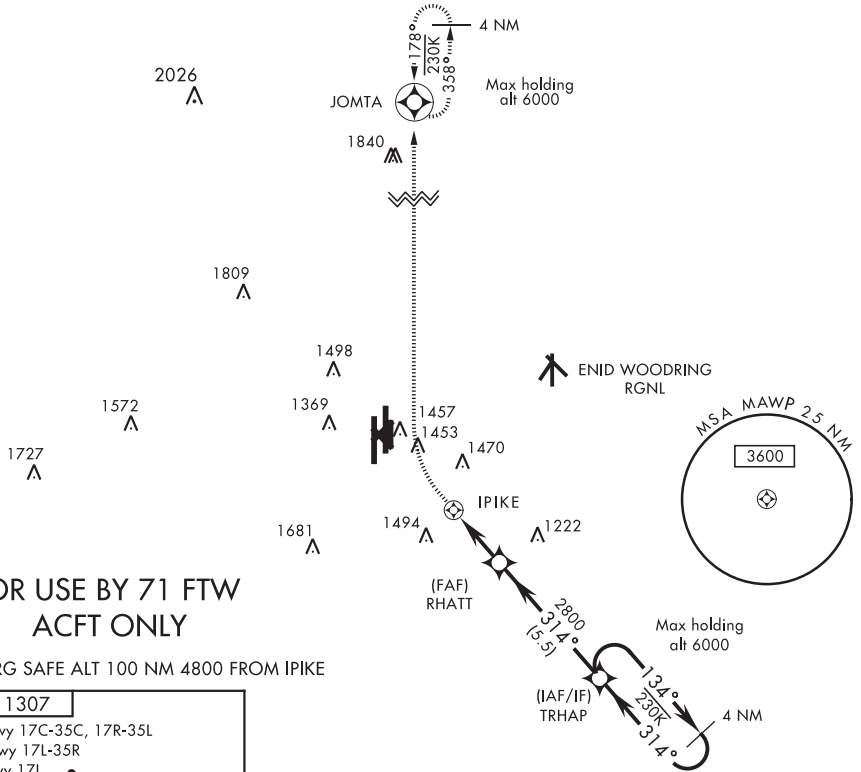
VANCE AFB (KEND)

▼ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climbing right turn to 4000 direct to JOMTA and hold.

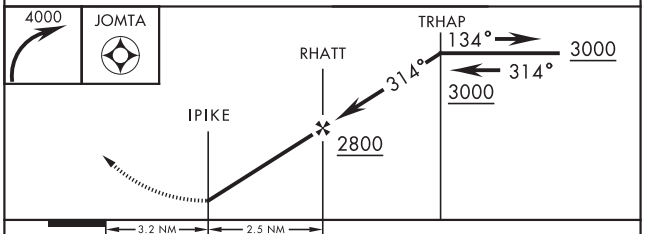
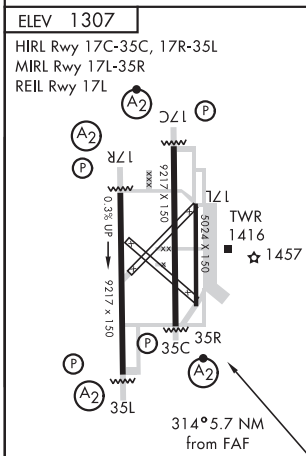
ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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DME/DME RNP-0.3 NA.



FOR USE BY 71 FTW ACFT ONLY

EMERG SAFE ALT 100 NM 4800 FROM IPIKE



CATEGORY	A	B	C	D	E
☑ CIRCLING *	1760-4	453 (500-4)	NOT AUTHORIZED		

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

RNAV (GPS)-B

APCH CRS 199°	Rwy Idg TDZE Arpt Elev	N/A N/A 1307
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AL-135 [USAF]

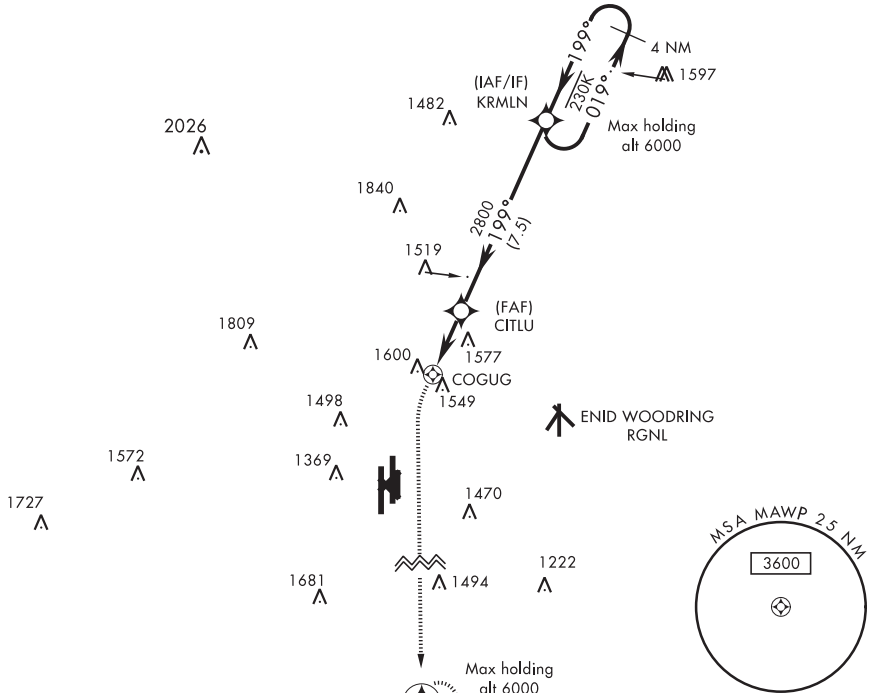
VANCE AFB (KEND)

▽ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climbing left turn to 4000 direct to RAMPE and hold.

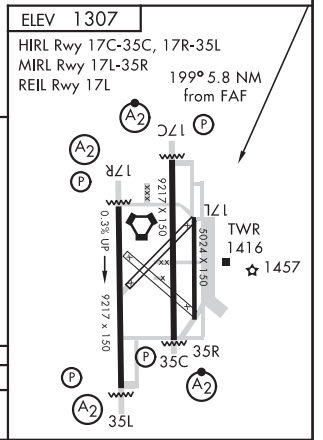
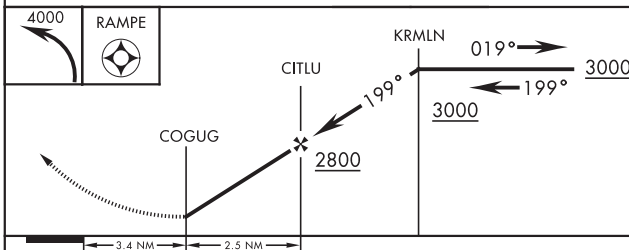
ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 121.3 291.1 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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DME/DME RNP-0.3 NA.



**FOR USE BY 71 FTW
ACFT ONLY**

EMERG SAFE ALT 100 NM 4800 FROM COGUG



CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

ENID, OKLAHOMA
Amdt 4 12DEC13

36° 20'N-97° 55'W

VANCE AFB (KEND)

RNAV (GPS)-B

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

VOR/DME-A

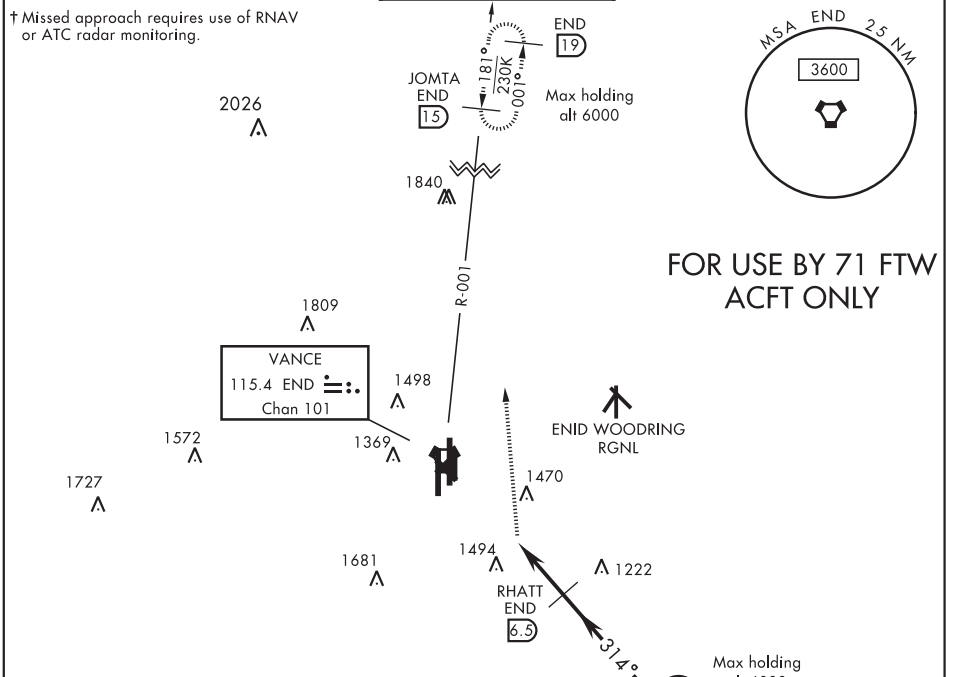
VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy ldg TDZE N/A Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

▼ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R. † MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

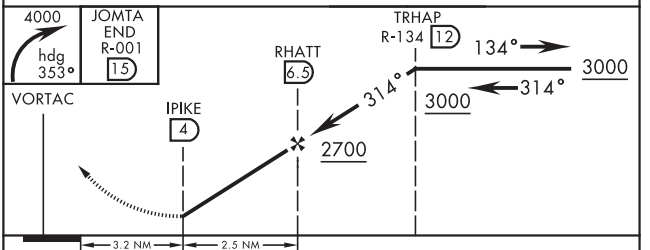
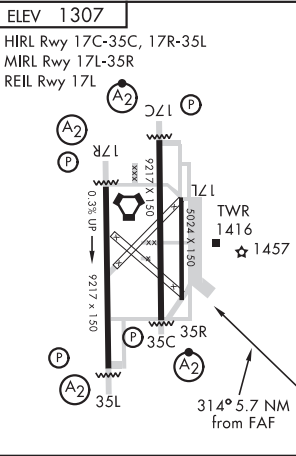
ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
ⓐ CIRCLING *	1780-4	473 (500-4)	NOT AUTHORIZED		

ENID, OKLAHOMA
Amdt 4 06FEB14

36°20'N-97°55'W

VANCE AFB (KEND)

VOR/DME-A

ENID, OKLAHOMA

VOR/DME-B

VORTAC END 115.4 Chan 101	APCH CRS 199°	Rwy Idg TDZE Arpt Elev N/A N/A 1307
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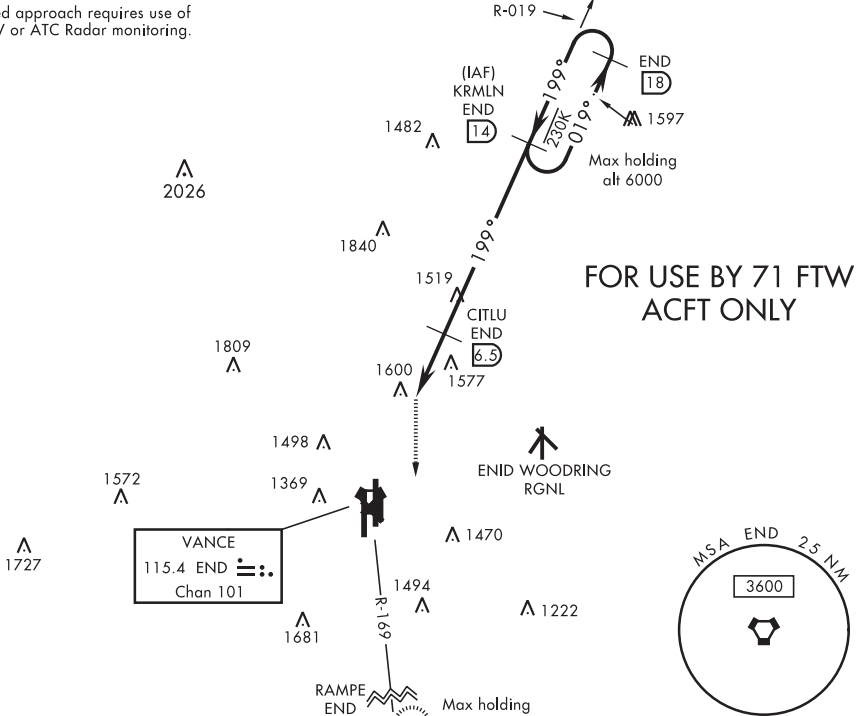
AL-135 [USAF]

VANCE AFB (KEND)

▼ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R. † MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

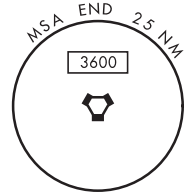
ATIS * 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER * 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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† Missed approach requires use of RNAV or ATC Radar monitoring.

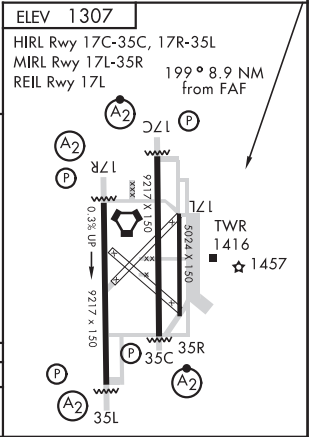
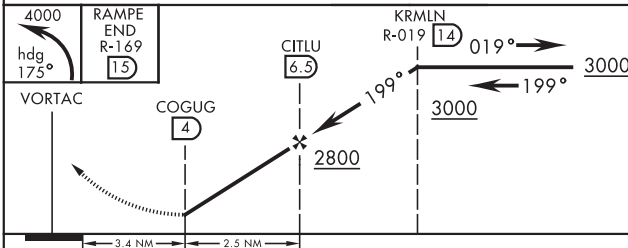


FOR USE BY 71 FTW ACFT ONLY

VANCE
115.4 END
Chan 101



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
CIRCLING *	1880-4	573 (600-4)	NOT AUTHORIZED		

ENID, OKLAHOMA
Amdt 4 06FEB14

36°20'N-97°55'W

VANCE AFB (KEND)

VOR/DME-B

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

VOR/DME or TACAN RWY 17C

VORTAC END 115.4 Chan 101	APCH CRS 182°	Rwy ldg THRE 1276 Arpt Elev 1307
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AL-135 [USAF]

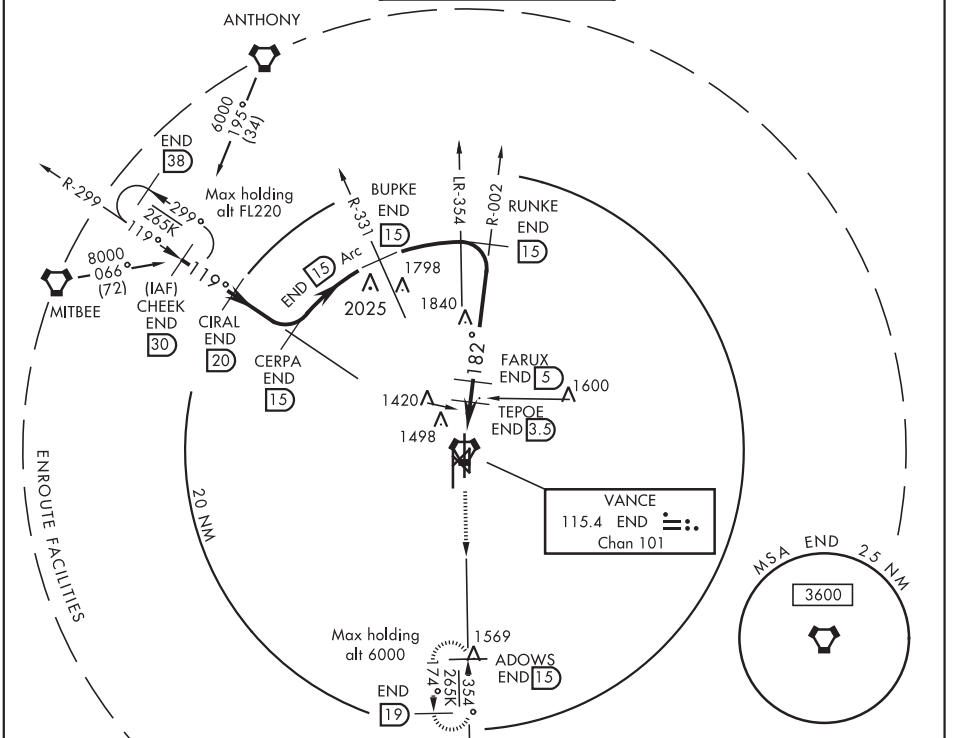
VANCE AFB (KEND)

* 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 at night to Rwy 35R.

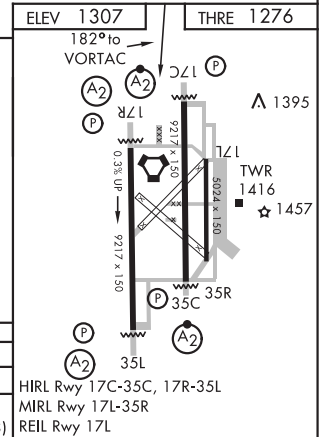
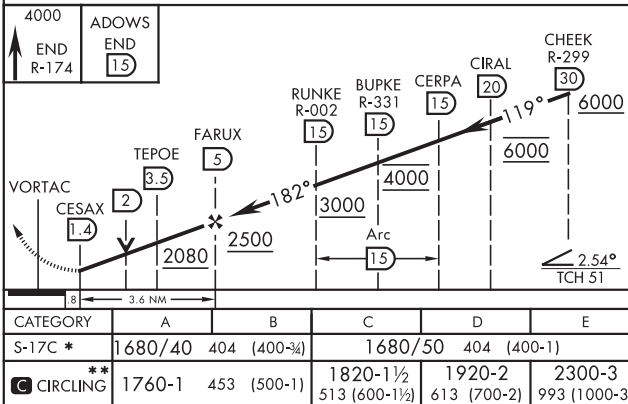


MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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EMERG SAFE ALT 100 NM 4800



ENID, OKLAHOMA
Amdt 3 12DEC13

36° 20' N-97° 55' W

VANCE AFB (KEND)

VOR/DME or TACAN RWY 17C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

VOR/DME or TACAN RWY 17R

VORTAC END 115.4 Chan 101	APCH CRS 162°	Rwy Idg THRE 1275 Arpt Elev 1307
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AL-135 [USAF]

VANCE AFB (KEND)

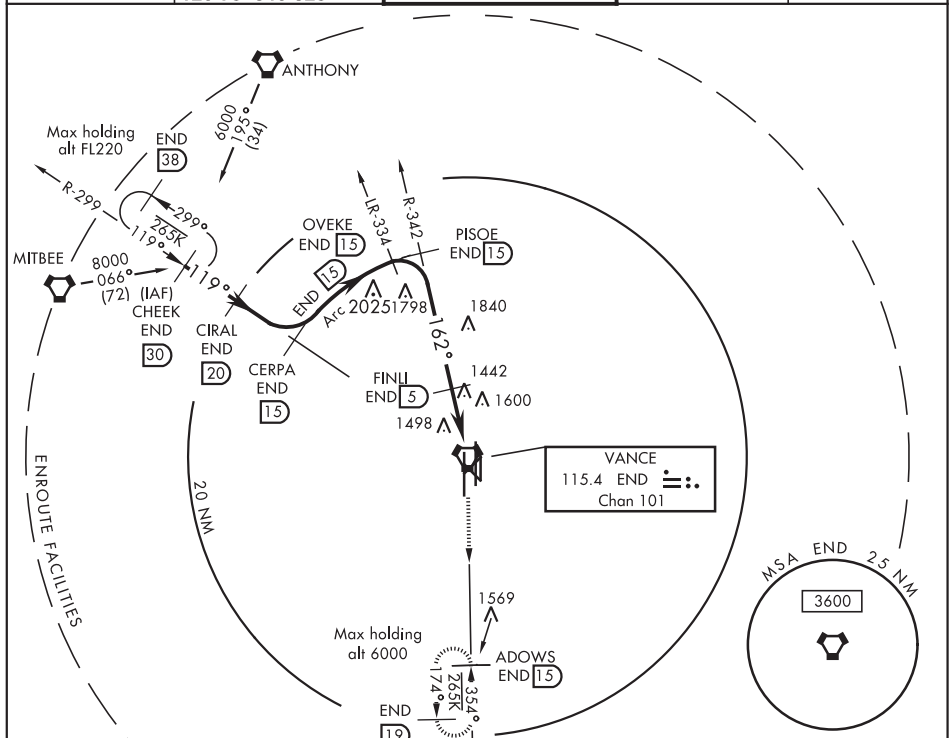
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

SALS

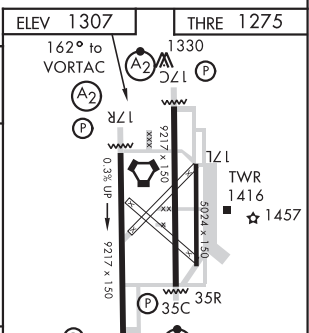
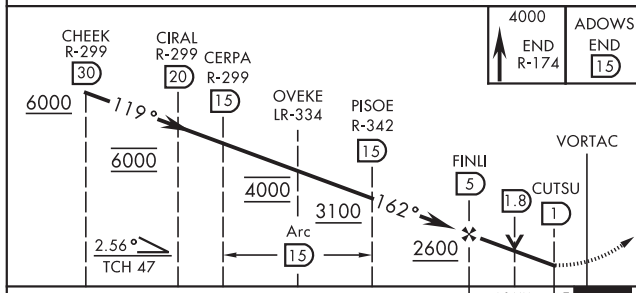


MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★ 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER ★ 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-17R *	1720-¾	445 (500-¾)	1720-1 445 (500-1)		
** CIRCLING	1760-1	453 (500-1)	1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

ENID, OKLAHOMA
Amdt 3 12DEC13

36° 20' N - 97° 55' W

VANCE AFB (KEND)

VOR/DME or TACAN RWY 17R

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35C

VORTAC END 115.4 Chan 101	APCH CRS 349°	Rwy Idg THRE 1293 Arpt Elev 1307
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AL-135 [USAF]

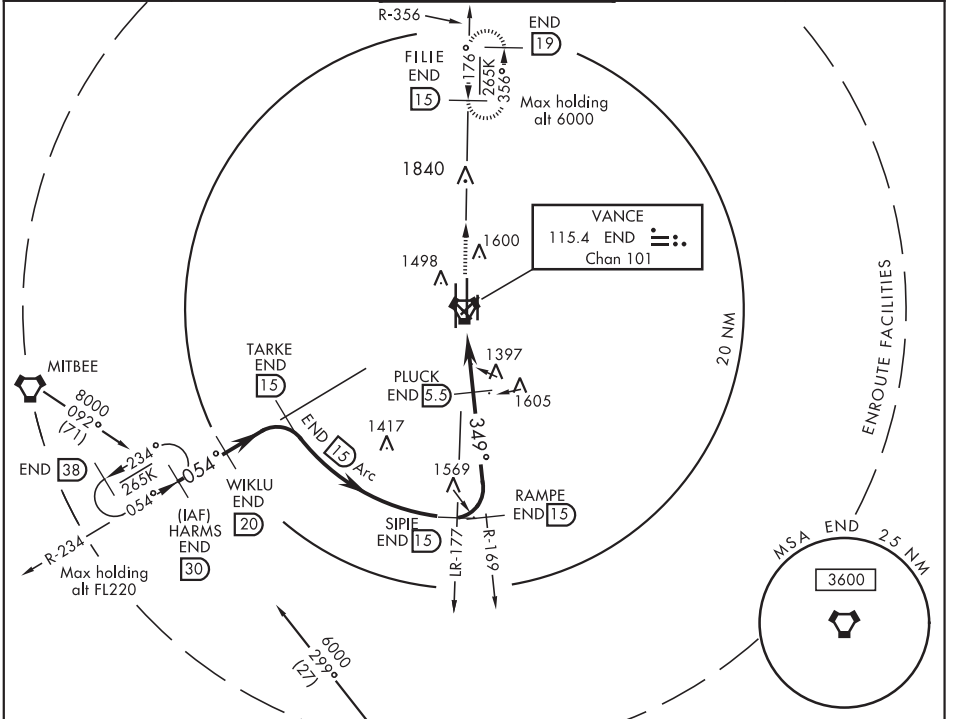
VANCE AFB (KEND)

▼ * 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 at night to Rwy 35R.

SALSF
A2

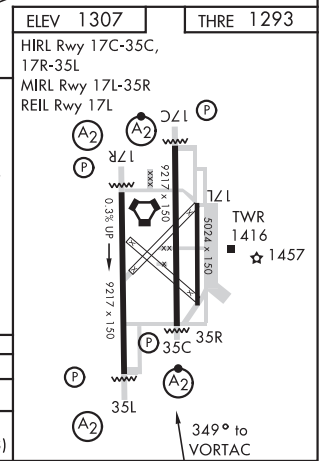
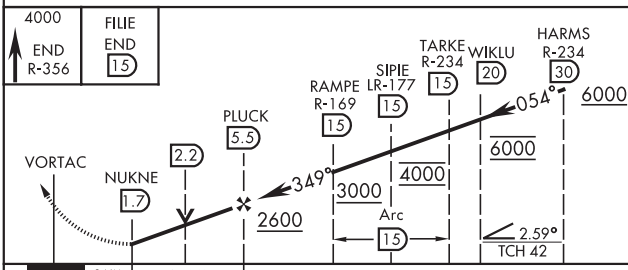
MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILE and hold.

ATIS * 115.4 263.15	VANCE APP CON 125.45 388.2 EAST 126.75 346.325 WEST	VANCE TOWER * 124.05 259.1	GND CON 121.8 289.4	CLNC DEL 225.4
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EMERG SAFE ALT 100 NM 4800

KINGFISHER



ENID, OKLAHOMA
Amdt 3 12DEC13

36° 20' N - 97° 55' W

VANCE AFB (KEND)

VOR/DME or TACAN RWY 35C

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017


AIRPORT DIAGRAM

AFD-135 [USAF]

VANCE AFB (KEND)

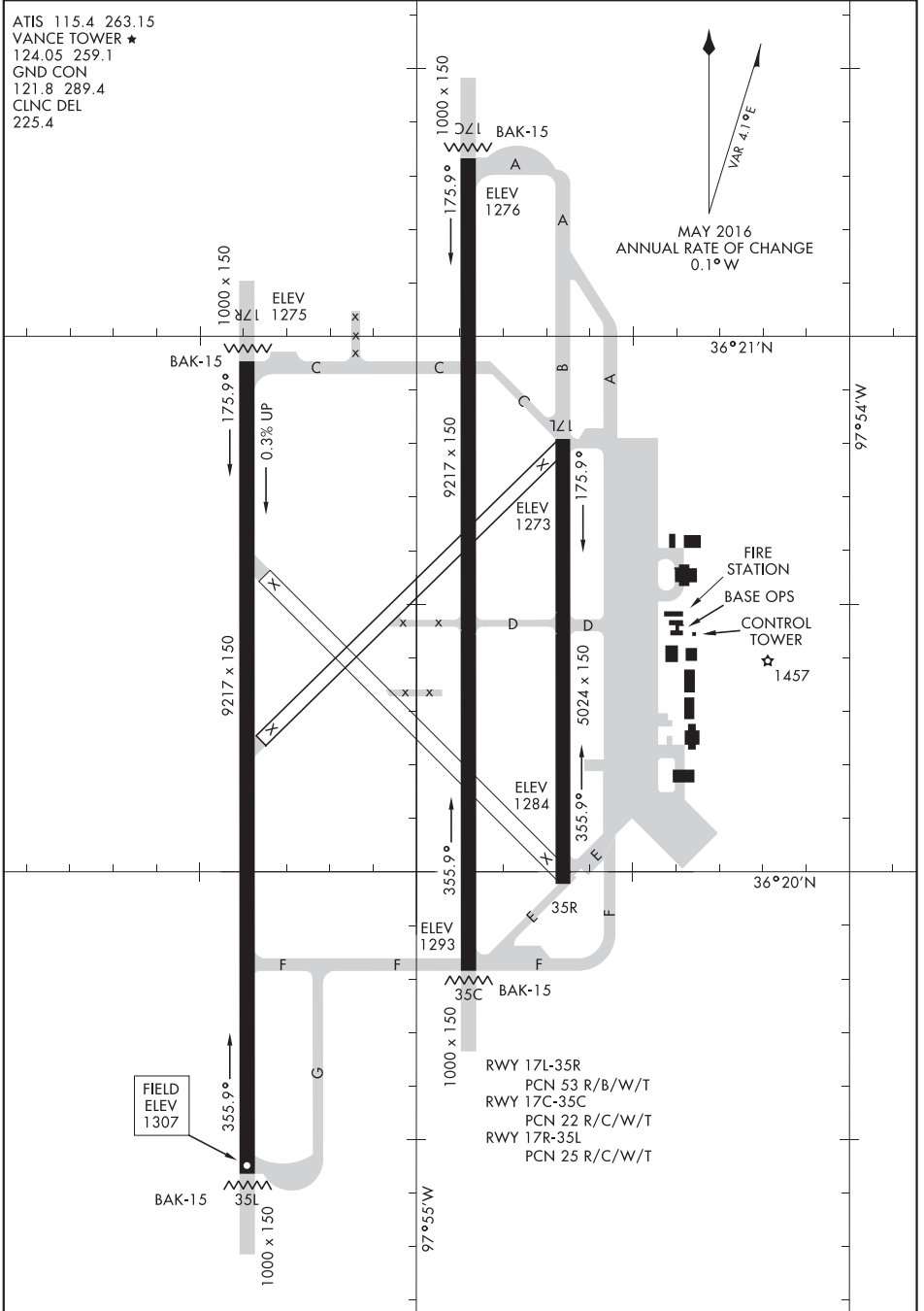
ENID, OKLAHOMA

ATIS 115.4 263.15
 VANCE TOWER ★
 124.05 259.1
 GND CON
 121.8 289.4
 CLNC DEL
 225.4


 MAY 2016
 ANNUAL RATE OF CHANGE
 0.1° W

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

ENID, OKLAHOMA
VANCE AFB (KEND)

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

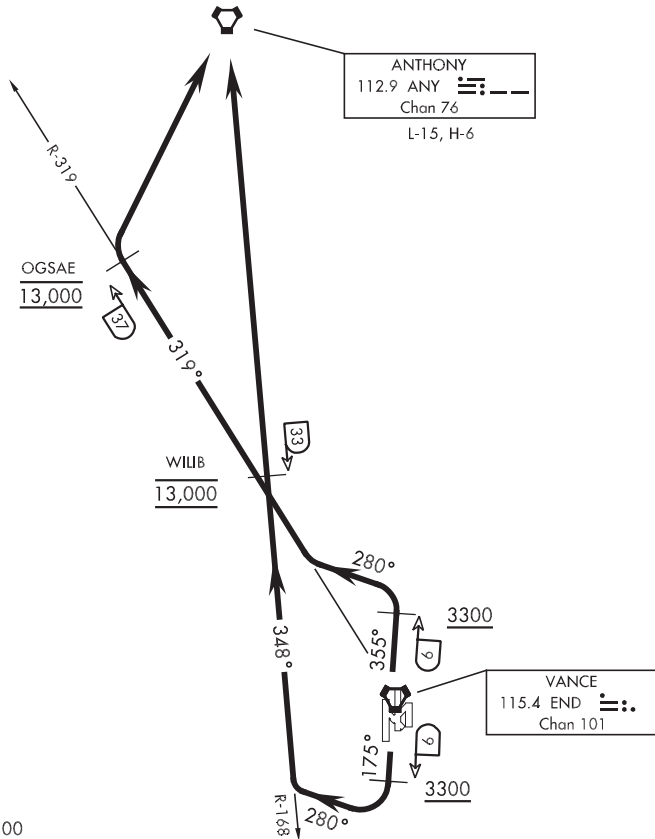
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
 CLNC DEL
 225.4
 GND CON
 121.8 289.4
 VANCE TOWER★
 124.05 259.1
 VANCE DEP CON
 120.525 306.3
 KANSAS CITY CENTER
 127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



DME REQUIRED

EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

ENID, OKLAHOMA
 VANCE AFB (KEND)

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

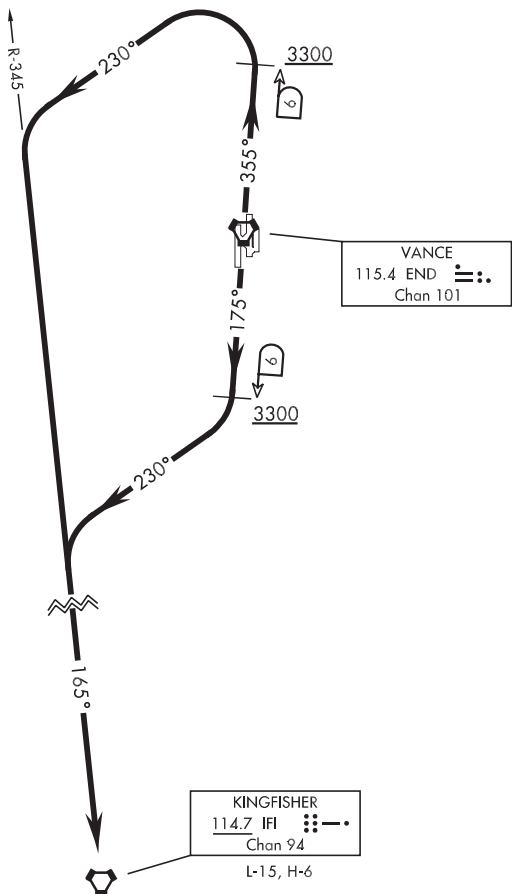
VANCE AFB (KEND)

ENID, OKLAHOMA

ATIS ★ 115.4 263.15
 CLNC DEL
 225.4
 GND CON
 121.8 289.4
 VANCE TOWER ★
 124.05 259.1
 VANCE DEP CON
 120.525 306.3
 FORT WORTH CENTER
 128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300



DME REQUIRED

EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA
VANCE AFB (KEND)

SC-1, 10 NOV 2016 to 05 JAN 2017

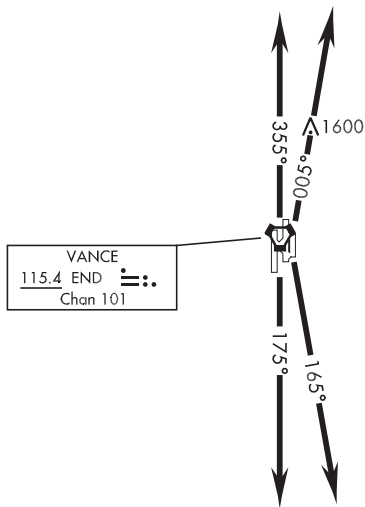
SC-1, 10 NOV 2016 to 05 JAN 2017

VANCE ONE DEPARTURE

SL-135 [USAF]

ENID, OKLAHOMA

ATIS★ 115.4 263.15
 CLNC DEL
 225.4
 GND CON
 121.8 289.4
 VANCE TOWER★
 124.05 259.1
 VANCE DEP CON
 120.525 306.3



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

VANCE ONE DEPARTURE

APP CRS 176°	Rwy Idg 3401
	TDZE 594
	Apt Elev 598

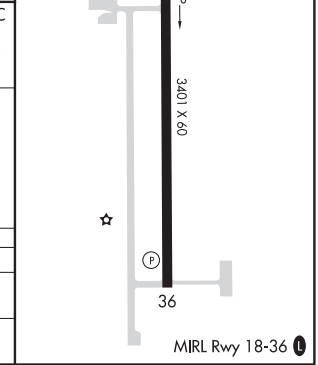
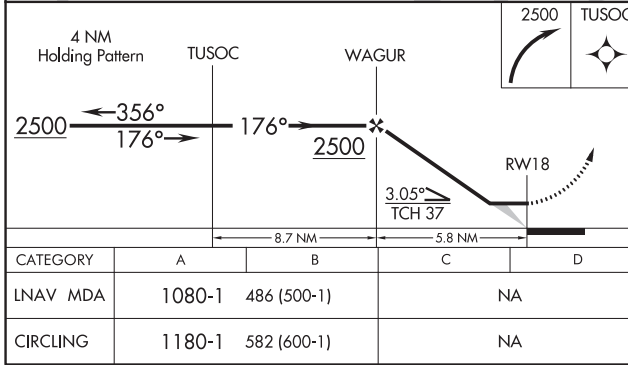
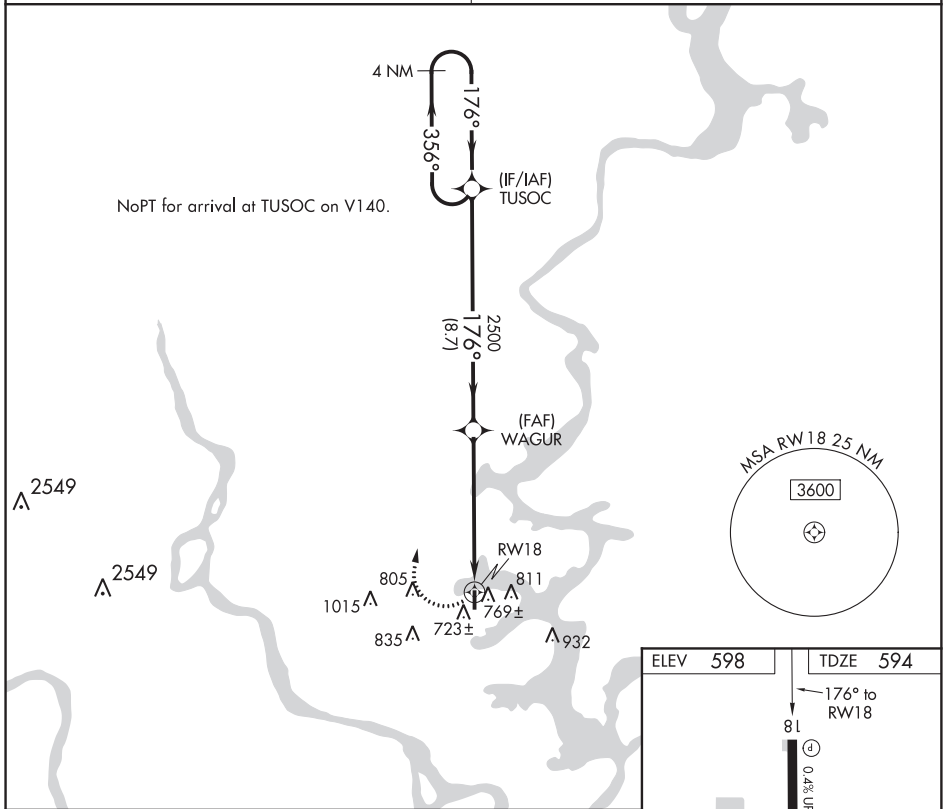
RNAV (GPS) RWY 18

HEFNER-EASLEY (H68)

▽ Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night.
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON 119.1 351.8	CTAF 122.9
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAGONER, OKLAHOMA

AL-10271 (FAA)

15232

APP CRS 356°	Rwy Idg TDZE Apt Elev	3401 599 599
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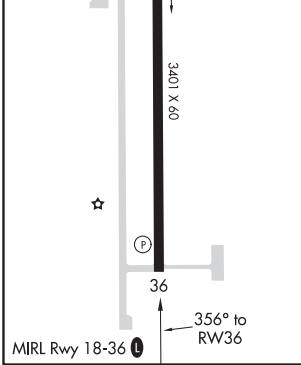
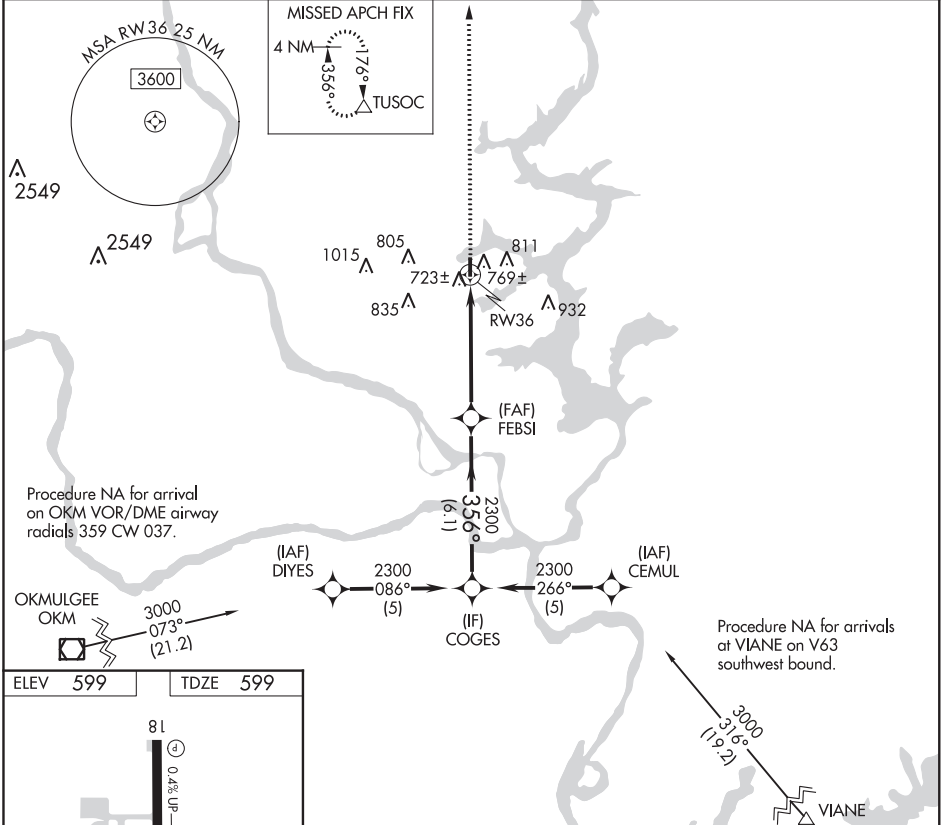
RNAV (GPS) RWY 36

HEFNER-EASLEY (H68)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

AWOS-3 135.025	TULSA APP CON 119.1 351.8	CTAF 122.9
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2500	TUSOC	FEBSI	COGES	Descent Angle NA
↑	✦	✦	✦	
		← 356° →	← 2300 →	
		← 2300 →		
		← 5.1 NM →	← 6.1 NM →	
CATEGORY	A	B	C	D
LNAV MDA	1100-1	501 (600-1)		NA
CIRCLING	1180-1	582 (600-1)		NA

WAGONER, OKLAHOMA
Amdt 1A 20AUG15

35°58'N-95°21'W

HEFNER-EASLEY (H68)

RNAV (GPS) RWY 36

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77825 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	6001 279 279
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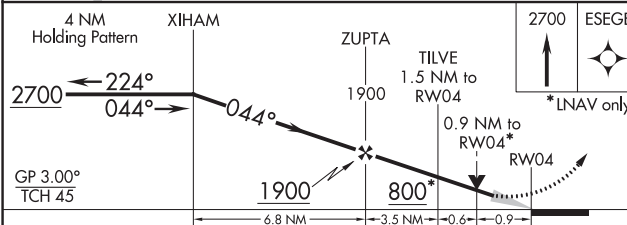
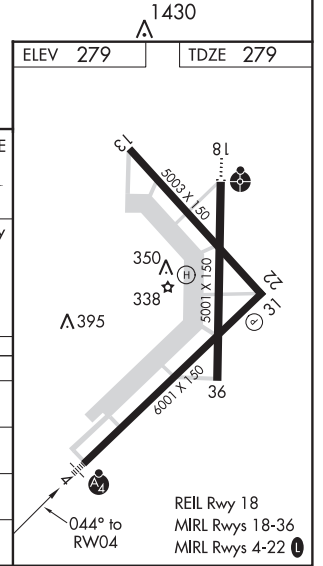
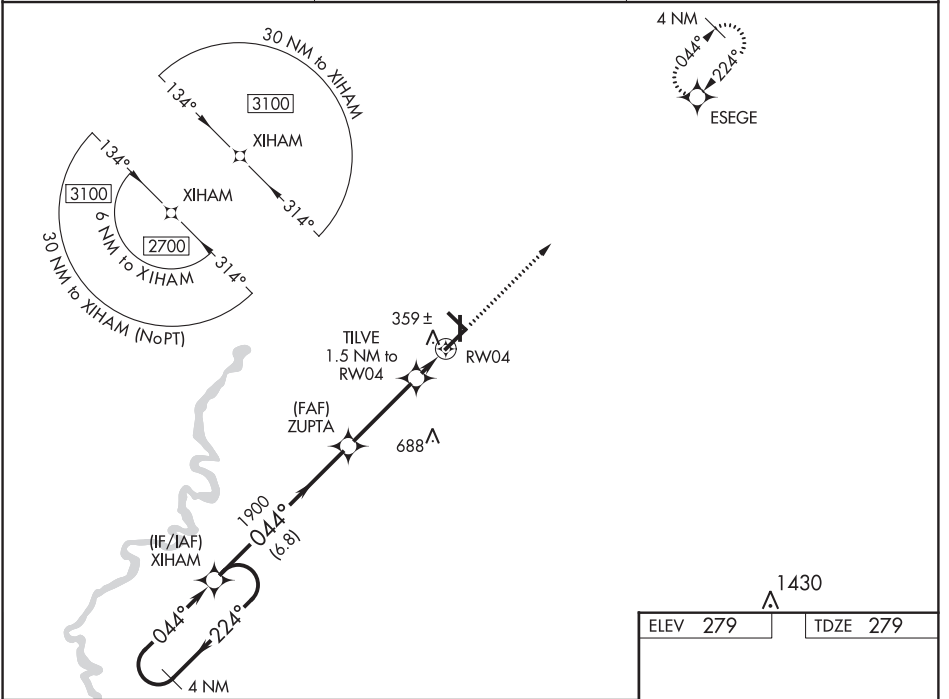
RNAV (GPS) RWY 4

WALNUT RIDGE RGNL (A.R.G)

⚠ Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ½ mile.

MALSF
 MISSED APPROACH: Climb to 2700 direct ESEGE and hold.

AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		529-¾	250 (300-¾)	
LNAV/VNAV DA		529-¾	250 (300-¾)	
LNAV MDA		620-1	341 (400-1)	
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65925 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5001 275 279
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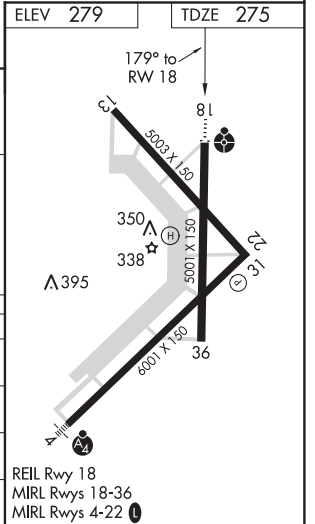
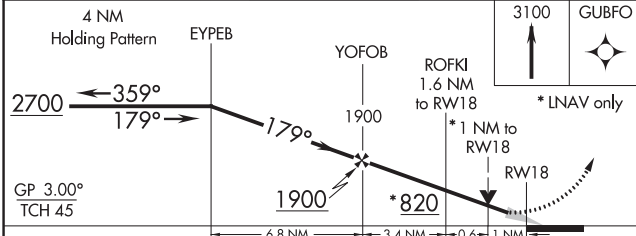
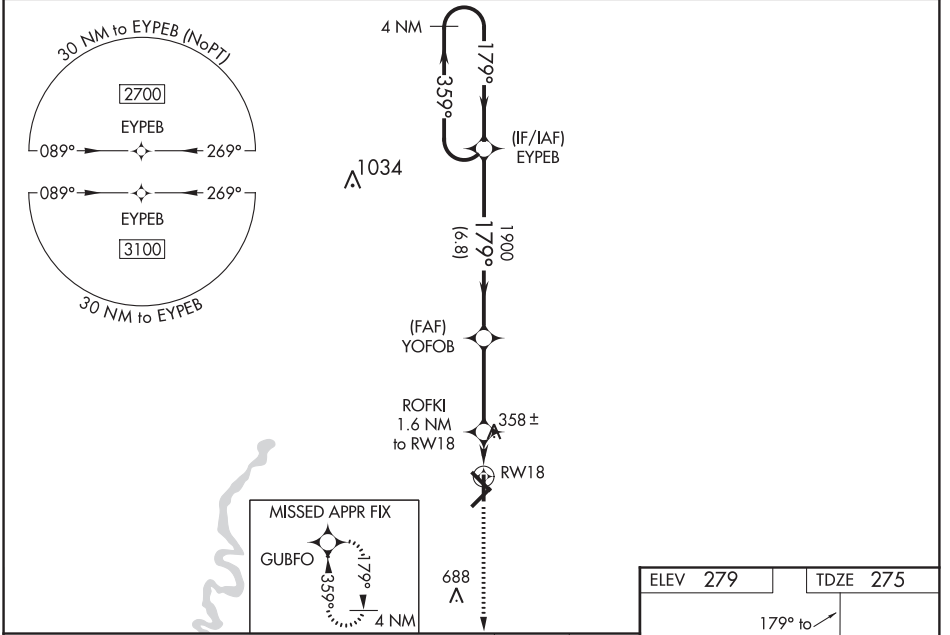
RNAV (GPS) RWY 18

WALNUT RIDGE RGNL (A.R.G)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅓ mile. For inoperative ODALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C and D visibility to 1 mile. When using Jonesboro altimeter setting; for inoperative ODALS, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C and D visibility to 1 ⅓ mile. Baro-VNAV and VDP NA with Jonesboro altimeter setting.

ODALS
 MISSED APPROACH:
 Climb to 3100 direct
 GUBFO and hold.

AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		475-¾	200 (200-¾)	
LNAV/VNAV DA		525-¾	250 (300-¾)	
LNAV MDA	620-¾	345 (400-¾)	620-⅞	345 (400-⅞)
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82125 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	6001 274 279
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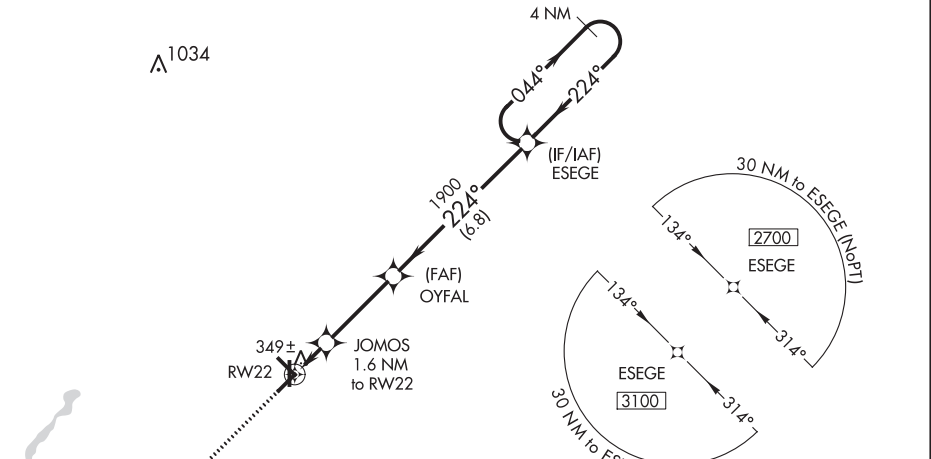
RNAV (GPS) RWY 22

WALNUT RIDGE RGNL (A.R.G)

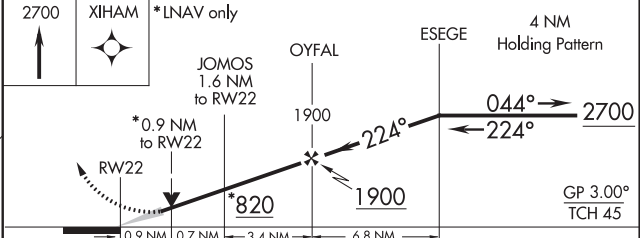
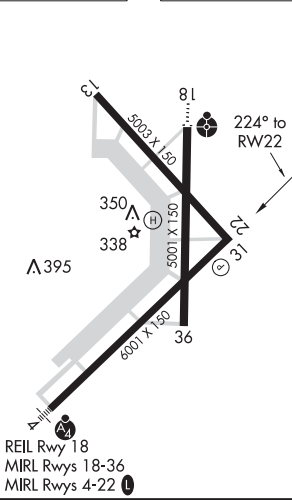
⚠ Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA.
⚠ VDP NA with Jonesboro altimeter setting. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅓ mile.

MISSED APPROACH:
Climb to 2700 direct XIHAM and hold.

AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF)
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ELEV 279	TDZE 274
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CATEGORY	A	B	C	D
LPV DA		524-1	250 (300-1)	
LNAV/VNAV DA		524-1	250 (300-1)	
LNAV MDA		600-1	326 (400-1)	
CIRCLING	760-1	481 (500-1)	760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

12033

WAAS CH 45825 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5001 274 279
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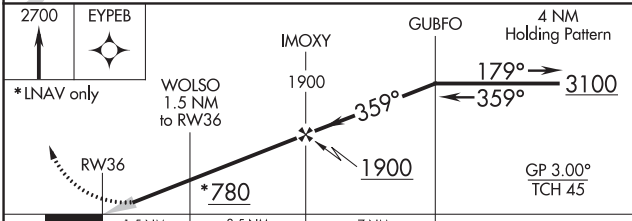
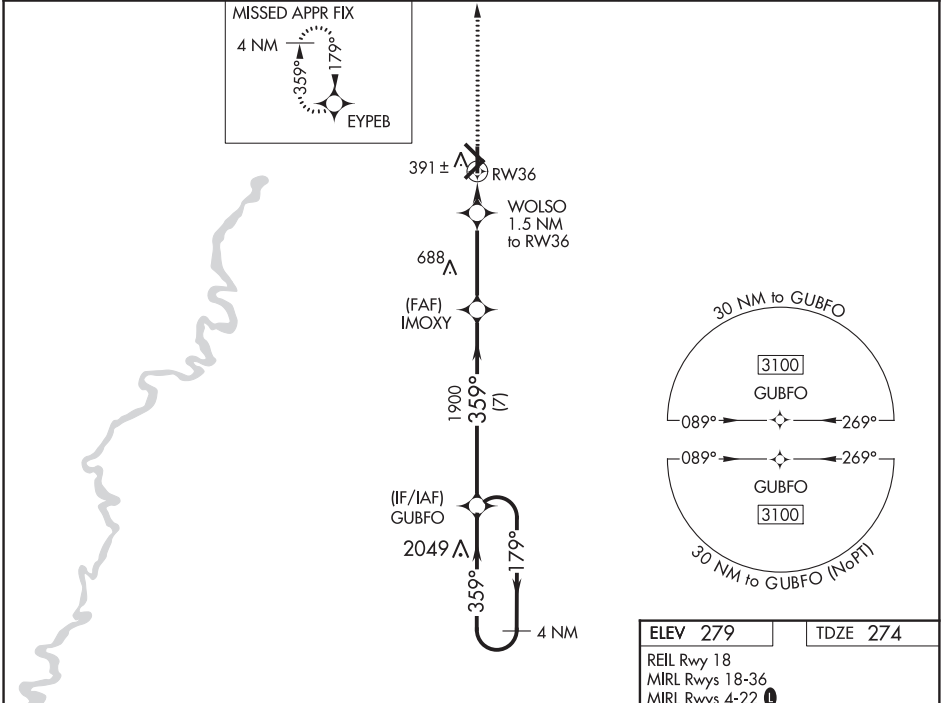
RNAV (GPS) RWY 36

WALNUT RIDGE RGNL (A.R.G)

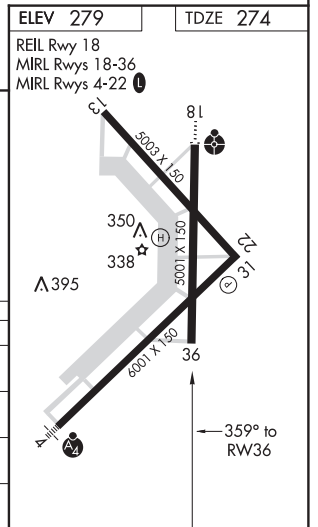
⚠ Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 2700 direct EYPEB and hold.

AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		474-1	200 (200-1)	
LNAV/VNAV DA		574-1	300 (300-1)	
LNAV MDA	660-1	386 (400-1)	660-1 1/8	386 (400-1 1/8)
CIRCLING	760-1	481 (500-1)	760-1 1/2	840-2 561 (600-2)



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WALNUT RIDGE, ARKANSAS
Amdt 1A 02APR15

36°07'N-90°56'W

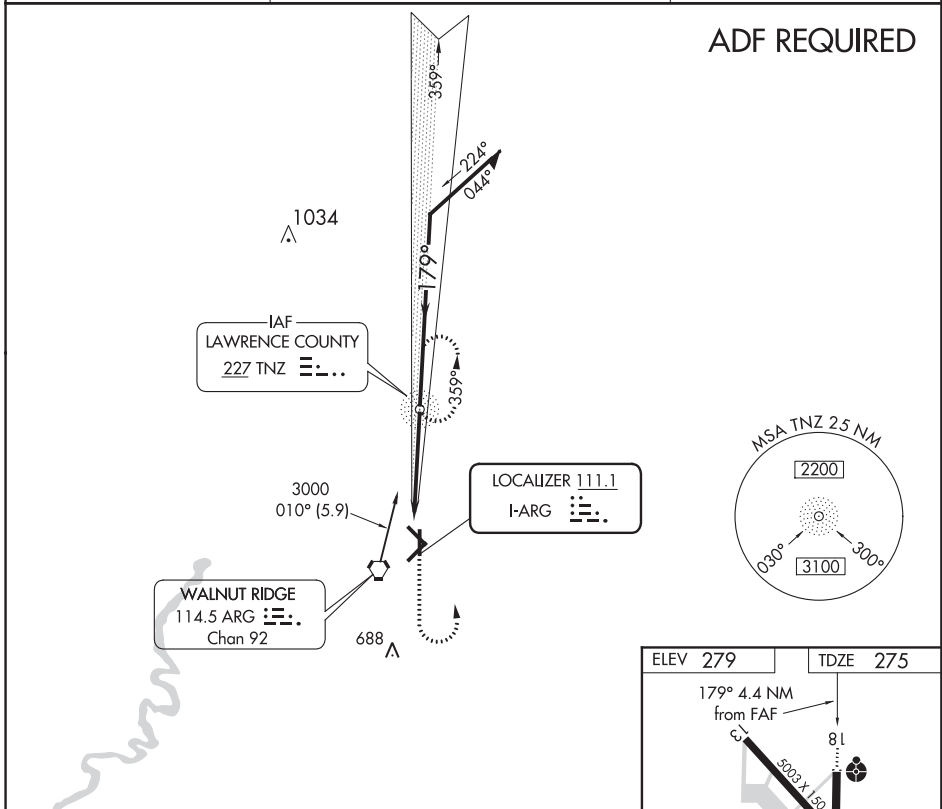
WALNUT RIDGE RGNL (A.R.G) RNAV (GPS) RWY 36

LOC I-ARG 111.1	APP CRS 179°	Rwy Idg TDZE Apt Elev	5001 275 279
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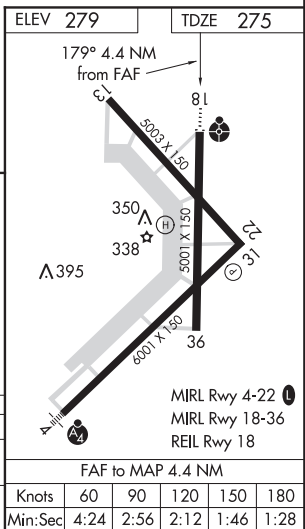
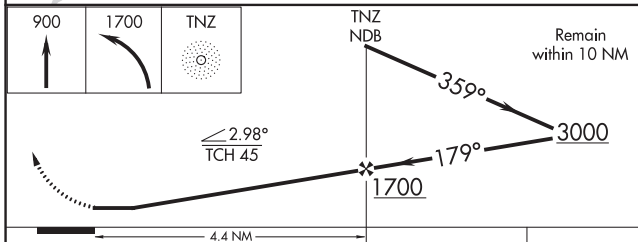
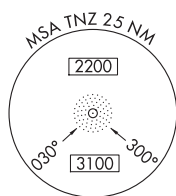
LOC RWY 18
WALNUT RIDGE RGNL (ARG)

NA	ODALS 	MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.
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AWOS-3 135.925	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED



CATEGORY	A	B	C	D
S-18	620-3/4	345 (400-3/4)		620-1 1/4 345 (400-1 1/4)
CIRCLING	760-1	481 (500-1)	760-1 1/2 481 (500-1 1/2)	840-2 561 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WARREN, ARKANSAS

AL-5700 (FAA)

14261

APP CRS	Rwy Idg	3829
030°	TDZE	235
	Apt Elev	235

RNAV (GPS) RWY 3

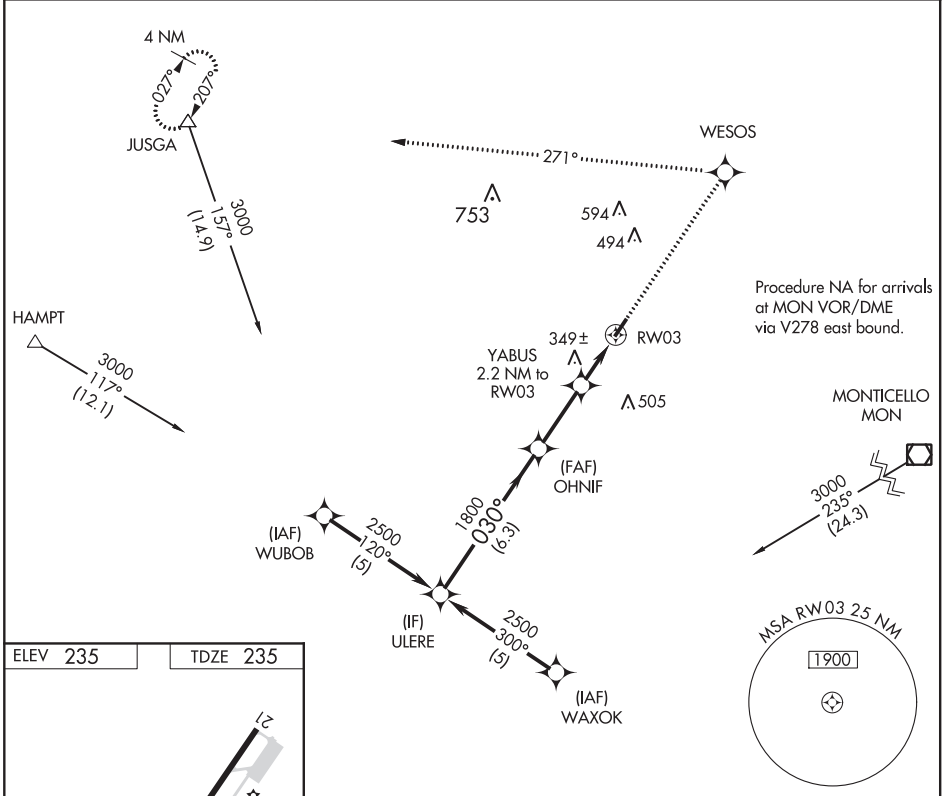
WARREN MUNI (3M9)

▽ DME/DME RNP-0.3 NA. Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 60 feet.

△ NA

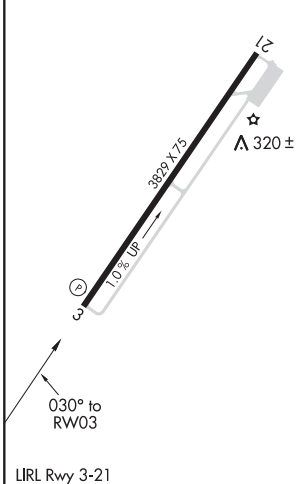
MISSED APPROACH: Climb to 3000 direct WESOS and left turn via 271° track to JUSGA and hold.

MONTICELLO ASOS 133.325	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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Procedure NA for arrivals at MON VOR/DME via V278 east bound.

ELEV 235	TDZE 235
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Procedure Turn NA	ULERE	OHNIF	YABUS 2.2 NM to RW03	RW03
	2500	1800	920	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).				
6.3 NM 2.7 NM 2.2 NM				
CATEGORY	A	B	C	D
LNAV MDA	660-1	425 (500-1)	660-1¼ 425 (500-1¼)	NA
CIRCLING	740-1	505 (600-1)	740-1½ 505 (600-1½)	NA

WARREN, ARKANSAS
Orig-A 07MAY09

33°34'N-92°05'W

WARREN MUNI (3M9) RNAV (GPS) RWY 3

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

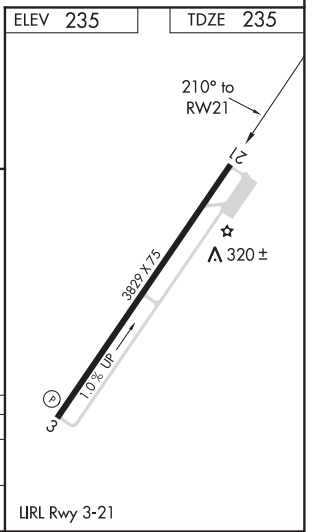
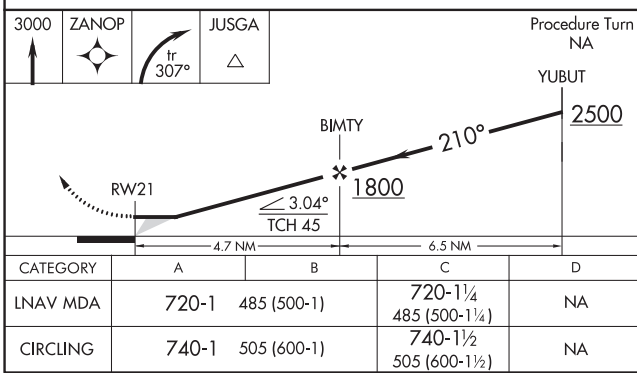
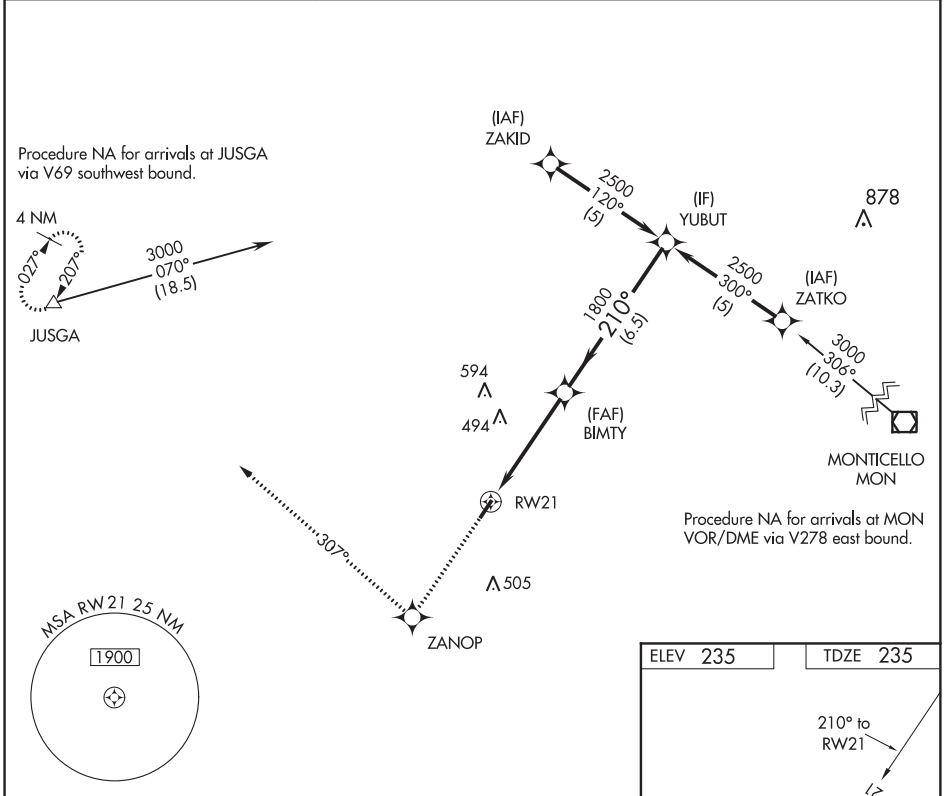
APP CRS 210°	Rwy Idg 3829 TDZE 235 Apt Elev 235
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RNAV (GPS) RWY 21

WARREN MUNI (3M9)

▼ DME/DME RNP-0.3 NA. Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼.
▲ NA MISSED APPROACH: Climb to 3000 direct ZANOP and right turn via 307° track to JUSGA and hold.

MONTICELLO ASOS 133.325	MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WARREN, ARKANSAS

AL-5700 (FAA)

14261

VOR/DME MON 111.6 Chan 53	APP CRS 266°	Rwy Idg TDZE Apt Elev N/A N/A 235
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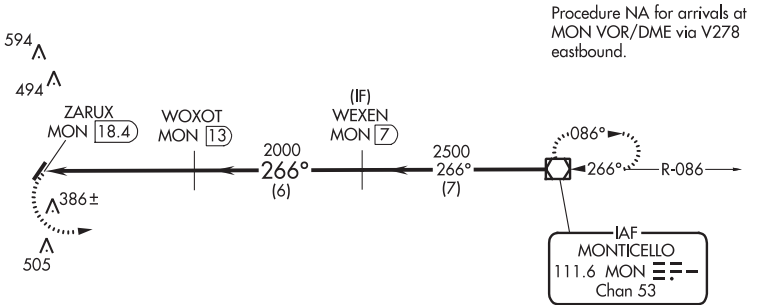
VOR/DME-A
WARREN MUNI (3M9)

⚠ Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility 1/4 mile.

⚠ NA MISSED APPROACH: Climbing left turn to 2500 direct MON VOR/DME and hold.

MONTICELLO ASOS 133,325	MEMPHIS CENTER 135,875 269,35	CTAF 122.9
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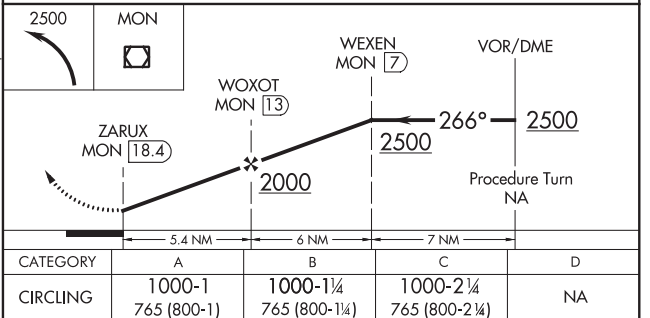
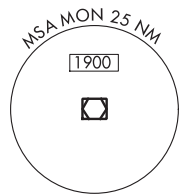
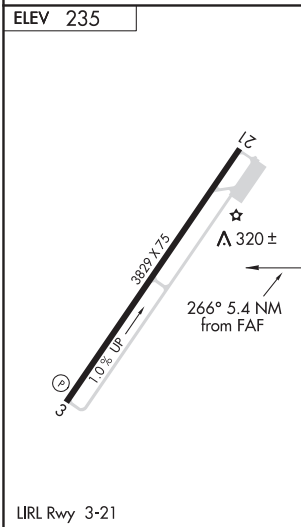
△ 878



IAF
MONTICELLO
111.6 MON ---
Chan 53

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017



WARREN, ARKANSAS
Amdt 5 12MAR09

33°34'N-92°05'W

WARREN MUNI (3M9)
VOR/DME-A

APP CRS	Rwy Idg	4001
173°	TDZE	1551
	Apt Elev	1551

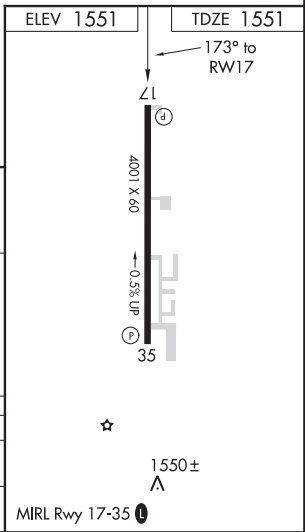
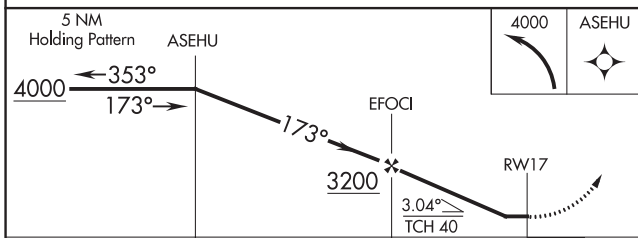
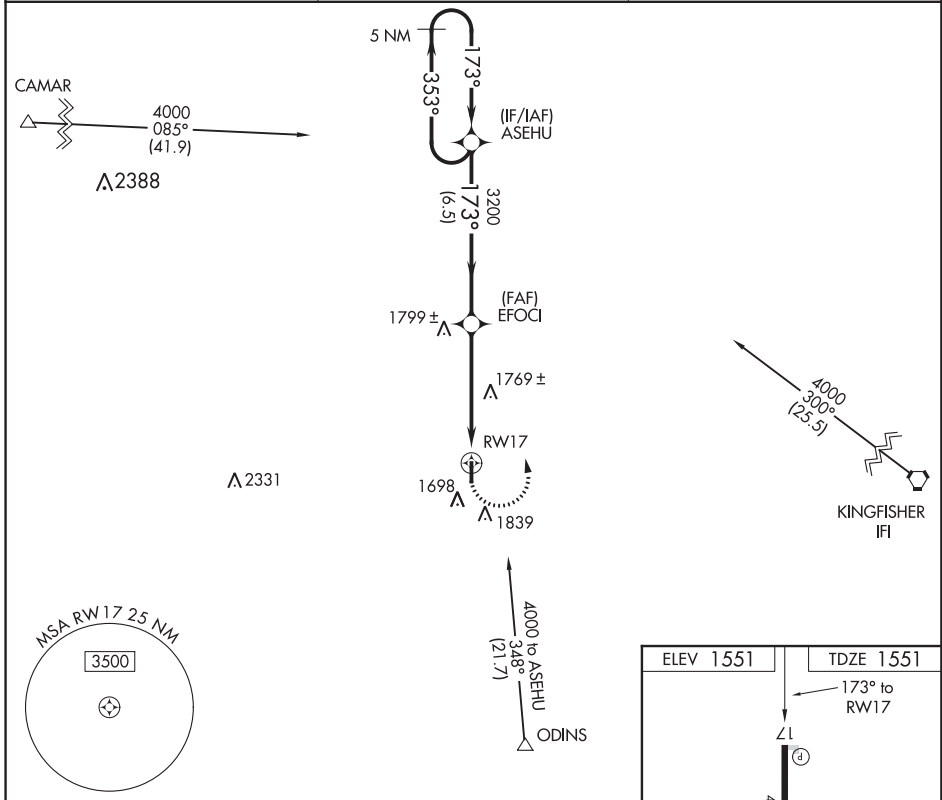
RNAV (GPS) RWY 17

WATONGA RGNL (JWG)

NA When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase all Cat C visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3 134.175	VANCE APP CON ★ 126.75 346.325	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	2060-1	509 (600-1)	2060-1½ 509 (600-1½)	NA
CIRCLING	2060-1 509 (600-1)	2240-1 689 (700-1)	2240-2 689 (700-2)	NA

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WATONGA, OKLAHOMA

AI-6530 (FAA)

16203

VORTAC IFI 114.7 Chan 94	APP CRS 271°	Rwy Idg TDZE Apt Elev 1551	N/A N/A 1551
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VOR/DME-A
WATONGA RGNL (JWG)

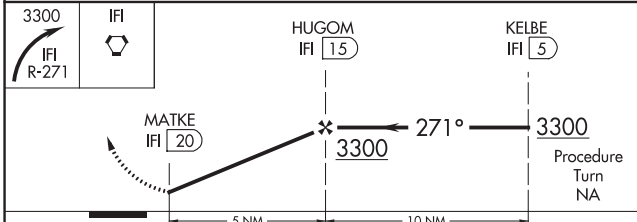
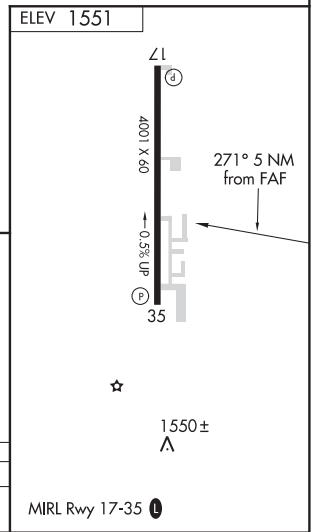
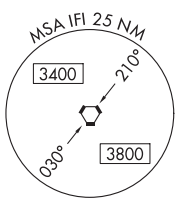
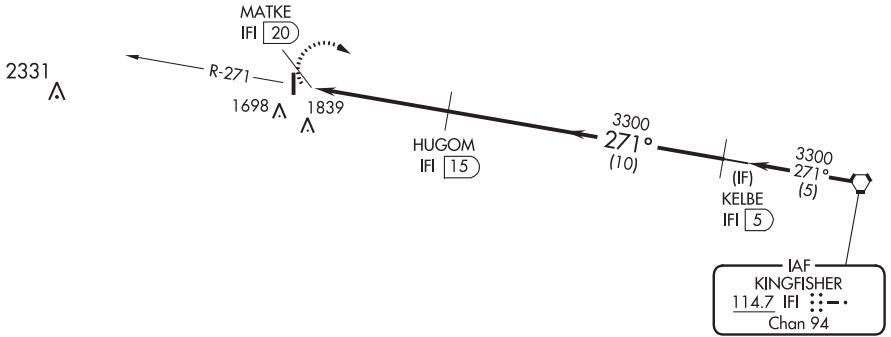
⚠ When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

⚠ NA MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3
134.175

VANCE APP CON ★
126.75 346.325

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	2180-1 629 (700-1)	2240-1½ 689 (700-1½)	2240-2 689 (700-2)	NA

WATONGA, OKLAHOMA
Amdt 3A 21JUL16

35°52'N-98°25'W

WATONGA RGNL (JWG)
VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82032 W17A	APP CRS 174°	Rwy Idg 5100
		TDZE 1605
		Apt Elev 1605

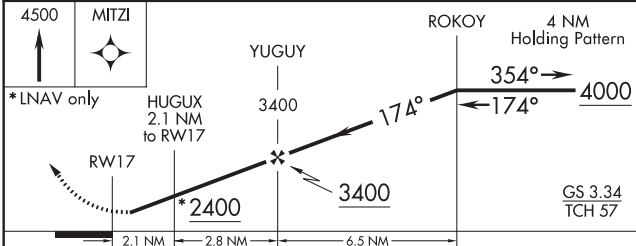
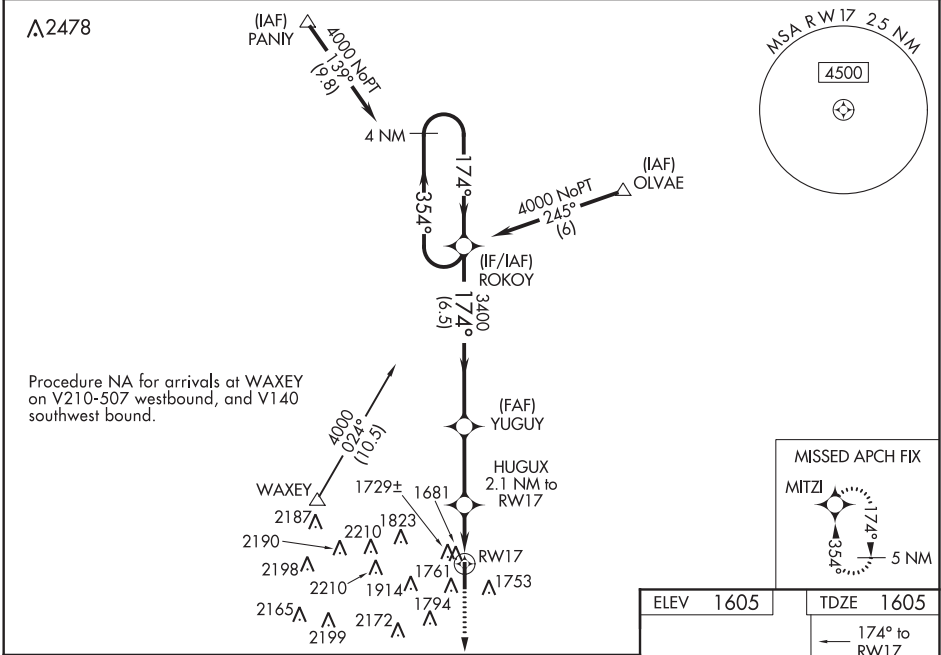
RNAV (GPS) RWY 17

THOMAS P. STAFFORD (OJA)

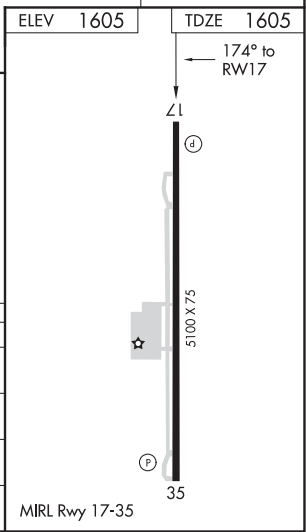
⚠ Baro-VNAV NA when using Clinton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 17, 35 operational VGSJ required, remain on or above VGSJ glidepath until threshold. When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet. Increase LNAV Cat C visibility to 1½ mile, and Circling Cat C visibility to 2½ mile.

MISSED APPROACH:
Climb to 4500 direct MITZI and hold.

AWOS-3 118.575	FORT WORTH CENTER 128.4 269.375	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1875-1	270 (300-1)		NA
LNAV/VNAV DA	1904-1	299 (300-1)		NA
LNAV MDA	1980-1	375 (400-1)		NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2¼ 775 (800-2¼)	NA



SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WEATHERFORD, OKLAHOMA

AL-6768 (FAA)

14233

WAAS CH 97534 W35A	APP CRS 354°	Rwy Idg 5100 TDZE 1605 Apt Elev 1605
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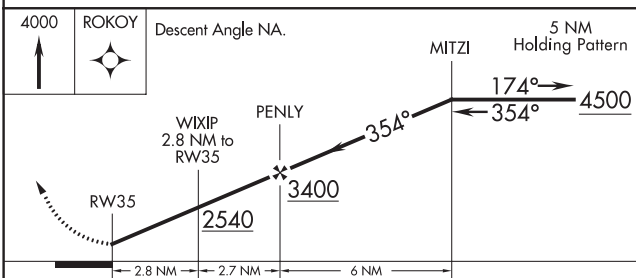
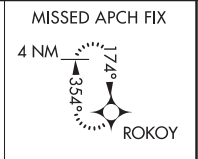
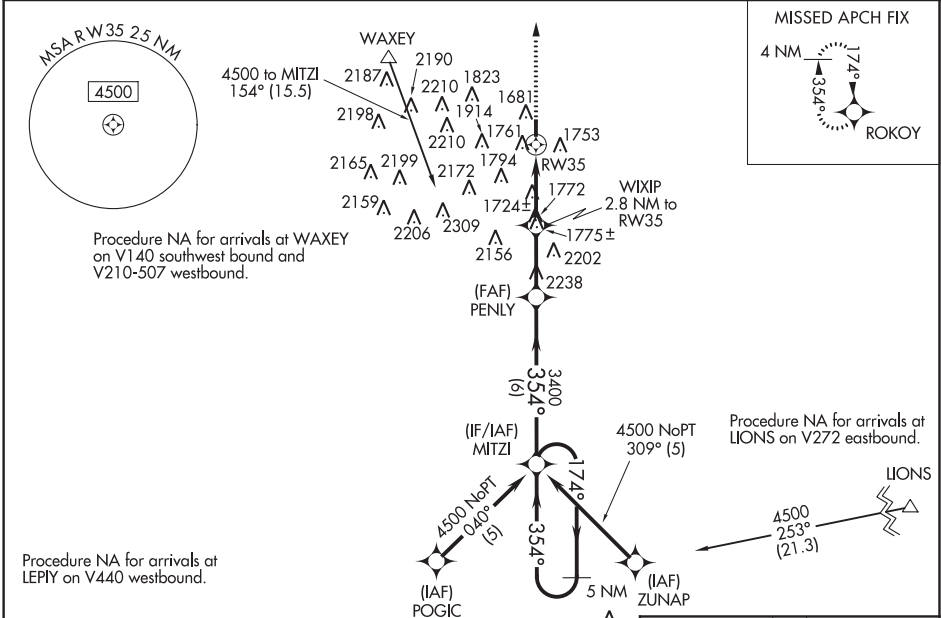
RNAV (GPS) RWY 35

THOMAS P. STAFFORD (OJA)

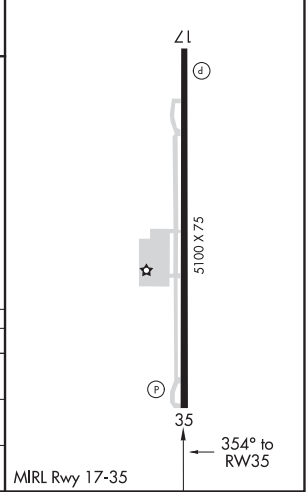
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Night Landing: Rwy 17, 35 operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 40 feet. Increase LP Cat C visibility to 1¼ mile and LNAV Cat C visibility to 1½ mile, and Circling Cat C visibility to 2½ mile.

MISSED APPROACH:
Climb to 4000 direct ROKOY and hold.

AWOS-3 118.575	FORT WORTH CENTER 128.4 269.375	UNICOM 122.8 (CTAF)
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ELEV 1605	TDZE 1605
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CATEGORY	A	B	C	D
LP MDA	1980-1	375 (400-1)	1980-1½ 375 (400-1½)	NA
LNAV MDA	2020-1	415 (500-1)	2020-1¼ 415 (500-1¼)	NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2¼ 775 (800-2¼)	NA

MIRL Rwy 17-35

WEATHERFORD, OKLAHOMA
Amdt 2 21AUG14

35°33'N-98°40'W

THOMAS P. STAFFORD (OJA)

RNAV (GPS) RWY 35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 35

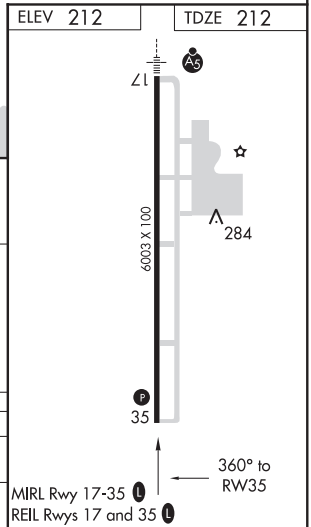
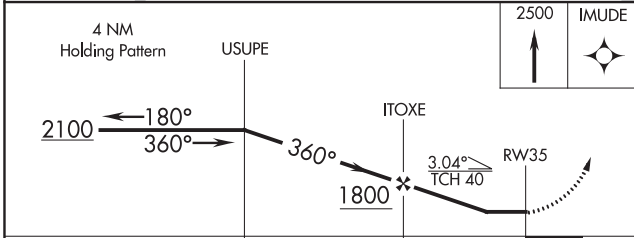
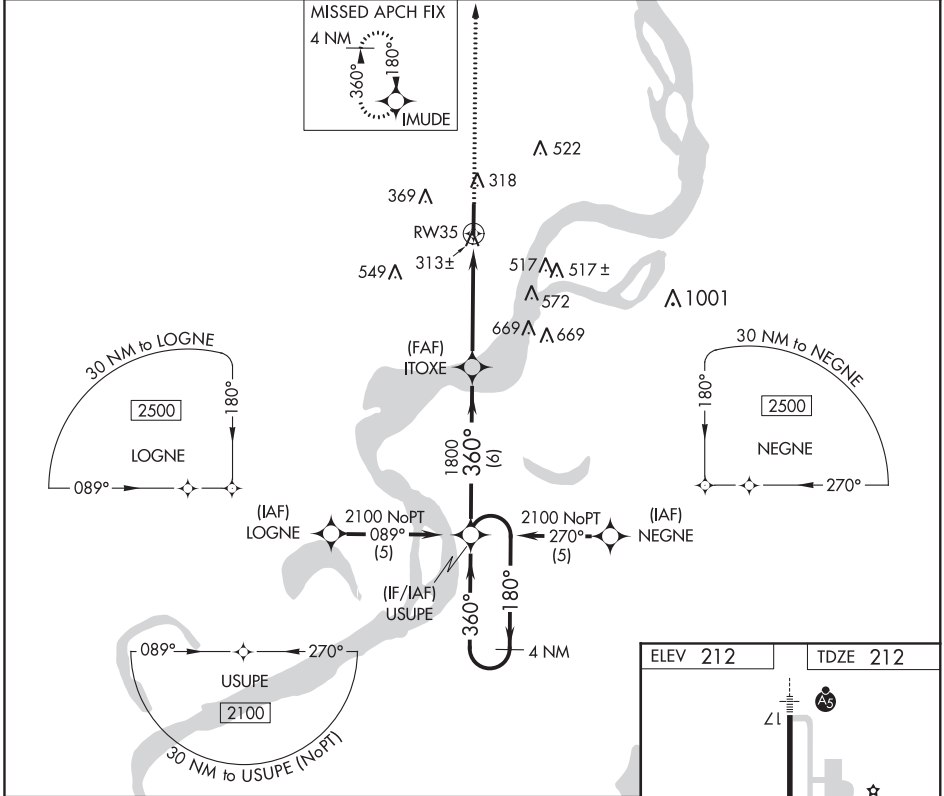
WEST MEMPHIS MUNI (A W M)

APP CRS 360°	Rwy Idg 6003
	TDZE 212
	Apt Elev 212

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 60 feet increase LNAV Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct IMUDE and hold.

ASOS 118.175	MEMPHIS APP CON 119.1 291.6	CLNC DEL 121.7	UNICOM 123.05 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	580-1	368 (400-1)		580-1¼ 368 (400-1¼)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WEST MEMPHIS, ARKANSAS

AL-5386 (FAA)

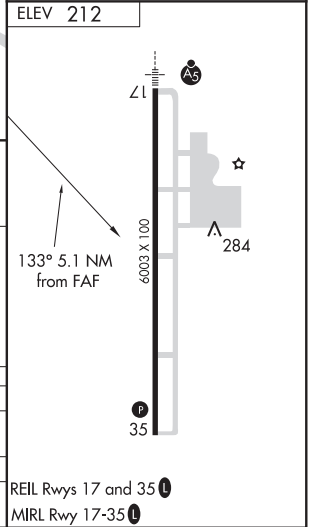
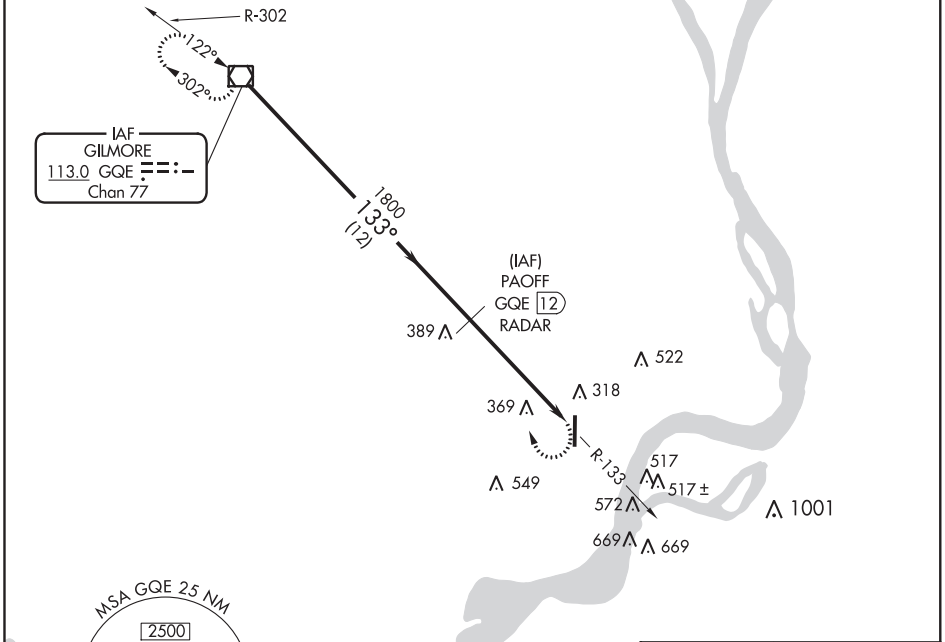
16035

VOR/DME GQE 113.0 Chan 77	APP CRS 133°	Rwy Idg TDZE Apt Elev N/A N/A 212
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VOR/DME-A
WEST MEMPHIS MUNI (A WM)

▼ Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting.
 ▲ NA MISSED APPROACH: Climbing right turn to 2000 via R-133 to GQE VOR/DME and hold.

ASOS 118.175	MEMPHIS APP CON 119.1 291.6	CLNC DEL 121.7	UNICOM 123.05 (CTAF) L
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CATEGORY	A		B		C		D	
	680-1		468 (500-1)		680-1½ 468 (500-1½)		780-2 568 (600-2)	
MEMPHIS INTL ALTIMETER SETTING MINIMUMS								
CIRCLING	740-1		528 (600-1)		740-1½ 528 (600-1½)		780-2 568 (600-2)	

REIL Rwy 17 and 35 **L**
MIRL Rwy 17-35 **L**

WEST MEMPHIS, ARKANSAS
Amdt 6 23APR98

35°08'N - 90°14'W

WEST MEMPHIS MUNI (A WM)
VOR/DME-A

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70614 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	5502 2176 2189
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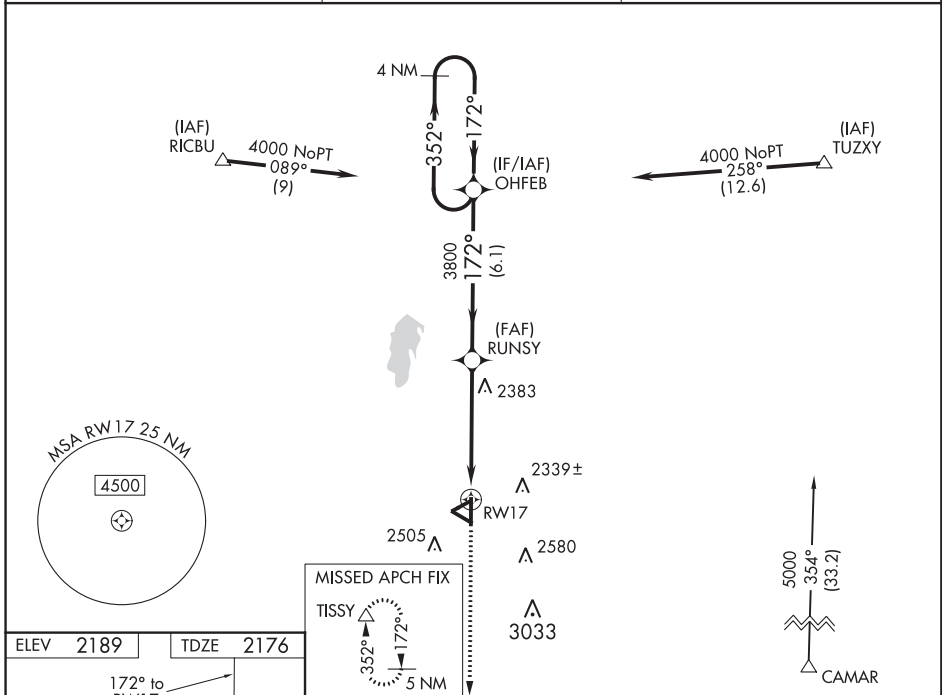
RNAV (GPS) RWY 17

WEST WOODWARD (WWR)

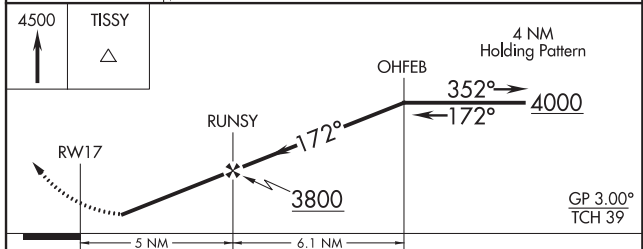
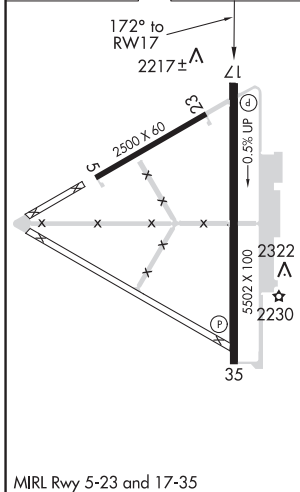
⚠ Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

MISSED APPROACH:
Climb to 4500 direct TISSY and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF)
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ELEV 2189	TDZE 2176
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CATEGORY	A	B	C	D
LPV DA	2426-1		250 (300-1)	
LNAV/VNAV DA	2572-1½		396 (400-1½)	
LNAV MDA	2700-1	524 (600-1)	2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)
CIRCLING	2700-1	511 (600-1)	2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40314 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	5502 2189 2189
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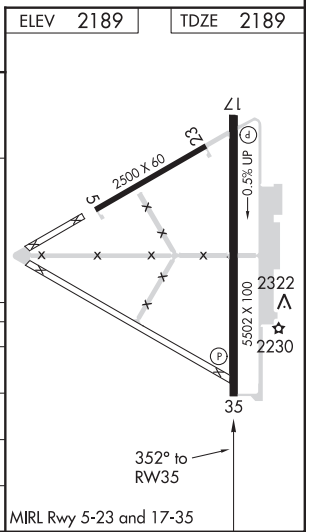
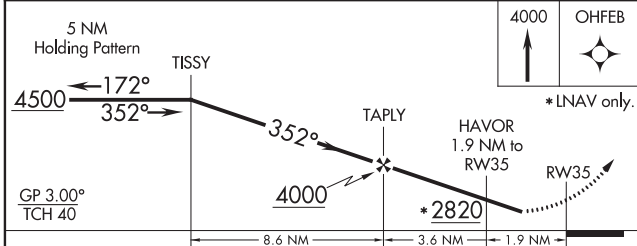
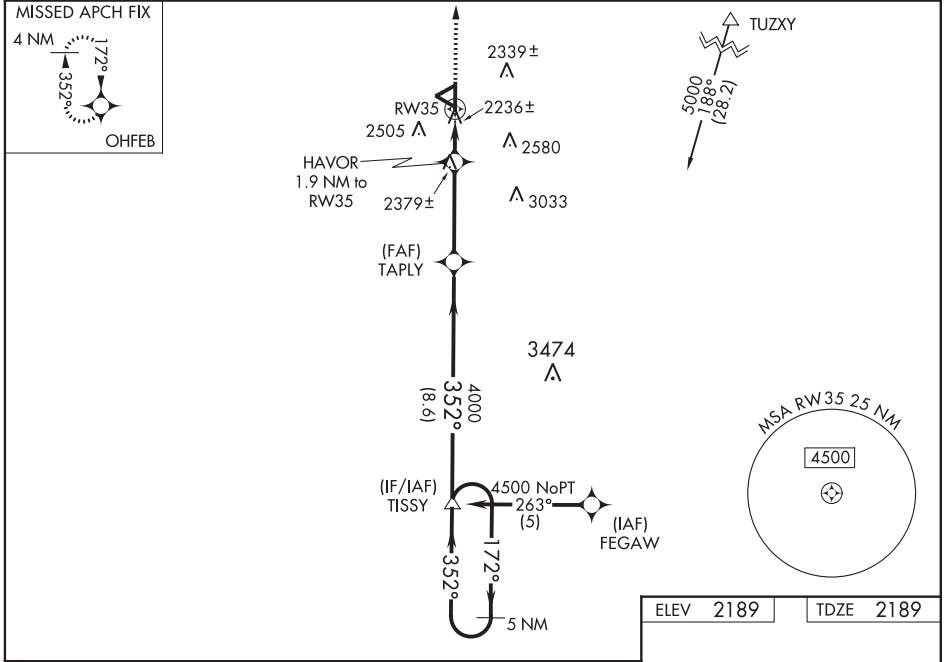
RNAV (GPS) RWY 35

WEST WOODWARD (WWR)

⚠ Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ½ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2470-1		281 (300-1)	
LNAV/VNAV DA	2506-1¼		317 (400-1¼)	
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 2860-2¼ 671 (700-2) 671 (700-2¼)	

SC-1, 10 NOV 2016 to 05 JAN 2017

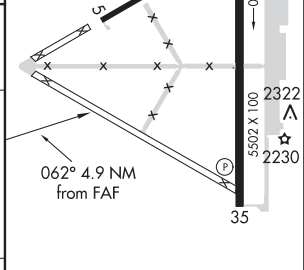
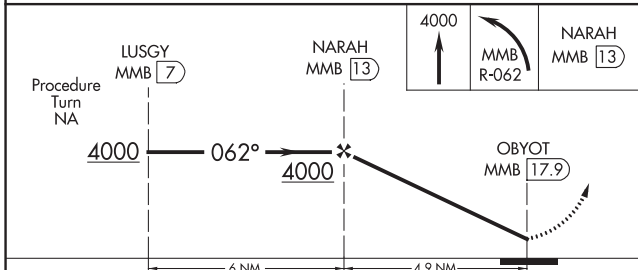
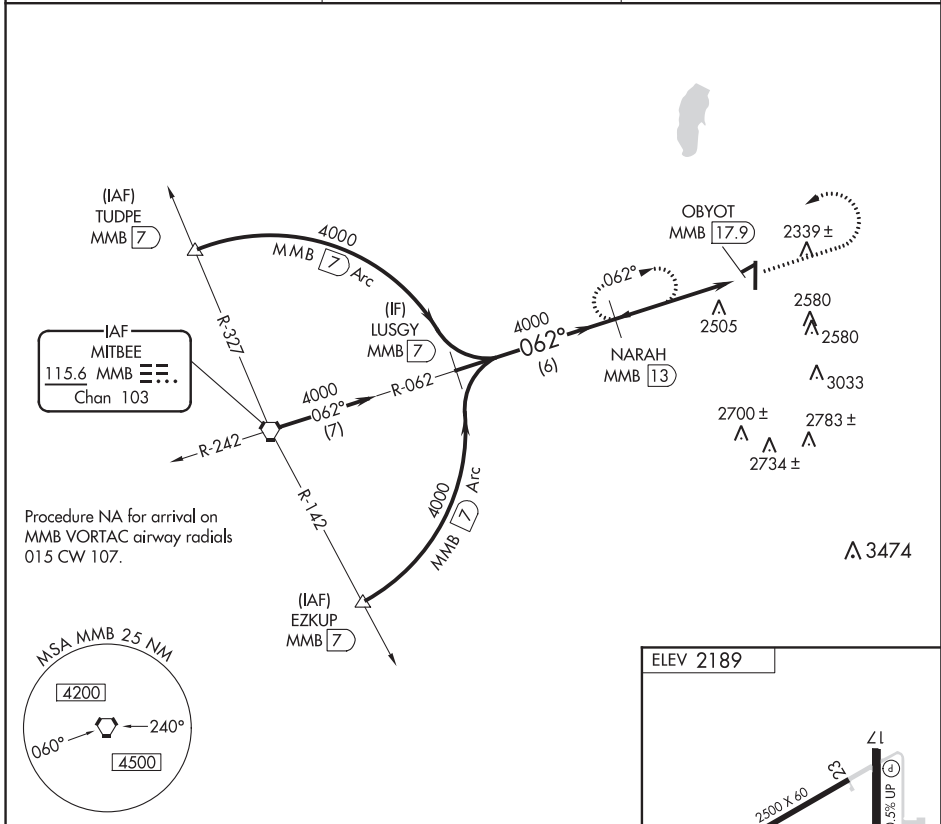
SC-1, 10 NOV 2016 to 05 JAN 2017

VORTAC MMB 115.6 Chan 103	APP CRS 062°	Rwy Idg TDZE Apt Elev N/A N/A 2189
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VOR/DME-A
WEST WOODWARD (WWR)

⚠ When local altimeter setting not received, use Gage altimeter setting and increase all MDA 40 feet. **MISSED APPROACH:** Climb to 4000, then left turn via MMB VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

AWOS-3 118.425	KANSAS CITY CENTER 126.95 379.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	2820-1	631 (700-1)	2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

MIRL Rwy 5-23 and 17-35

SC-1, 10 NOV 2016 to 05 JAN 2017

SC-1, 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

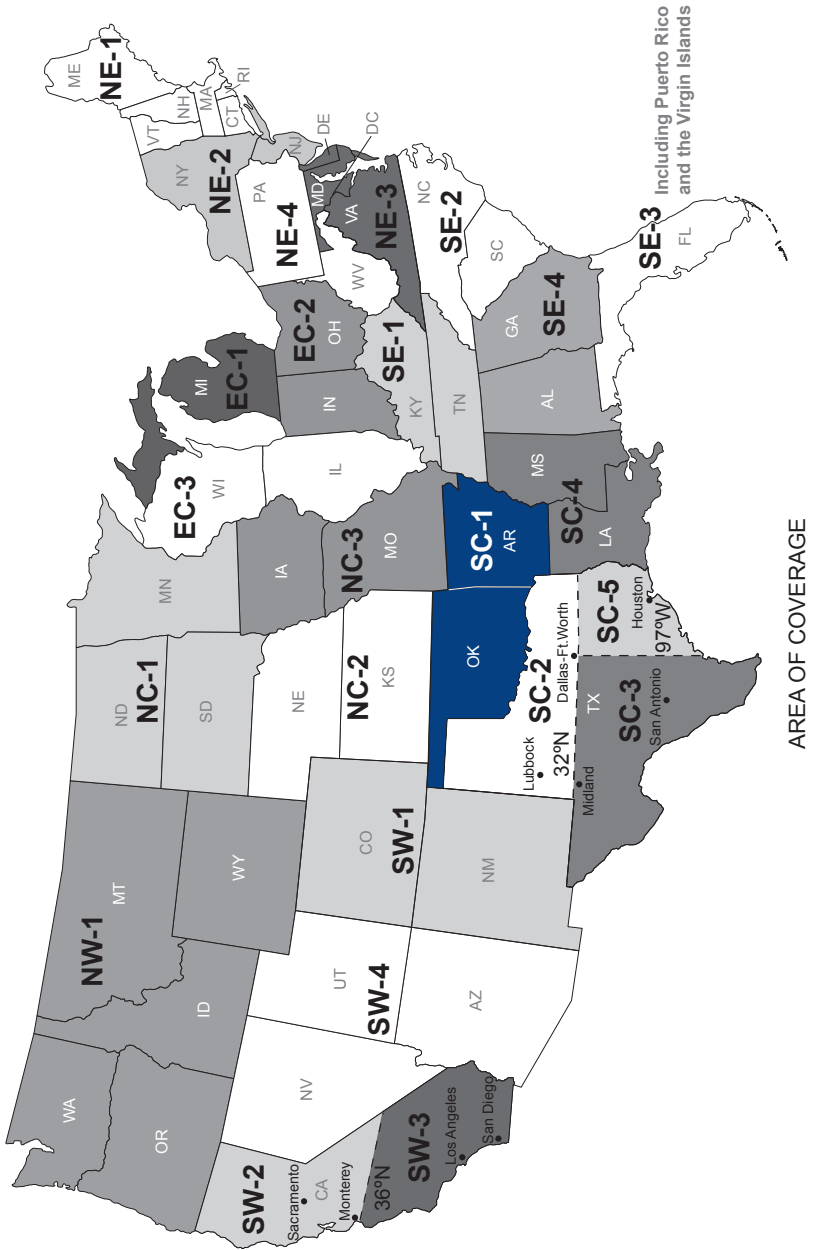
(ft. per min)

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



FAA Product ID: BTPPSC1



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