

SC-4

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 4 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
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Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.
See the FAQs prior to contact via toll free number or email.

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

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

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

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

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

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

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

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

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

(4) NDB

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

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

CATEGORY	A		B	C	D
	DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH	D
S-ILS 27		1352/24		200 (200-½)	
S-LOC 27		1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	MDA	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, Copter Approach Direction, Height of MDA/DA Above Landing Area (HAL), No circling minimums are provided.

Notes: 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)

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

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

COLD TEMPERATURE RESTRICTED AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the **C** symbol on the circling line of minima.

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

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

RADAR MINIMA

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

(M) 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 .

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

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

MISCELLANEOUS

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

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

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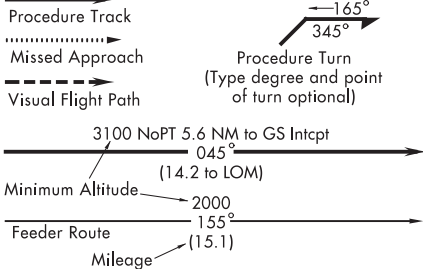
GENERAL INFO

LEGEND

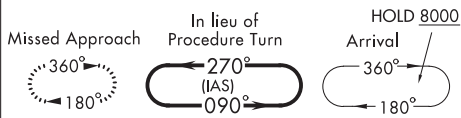
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

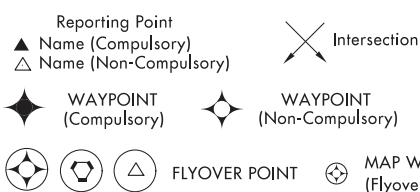


HOLDING PATTERNS

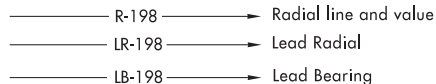


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from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

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

INDICATED AIRSPEED

175K	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.

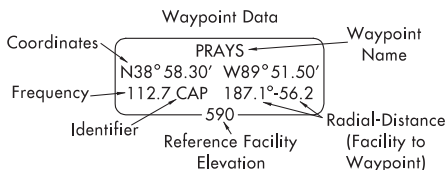
Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

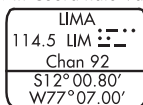
LOC/DME

LOC/LDA/SDF Transmitter

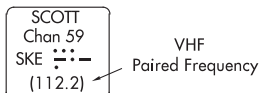
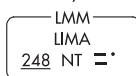
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



LEGEND

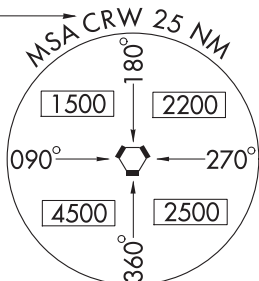
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INSTRUMENT APPROACH PROCEDURES (CHARTS)

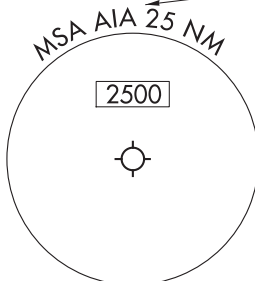
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

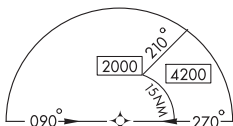


Airport Identifier

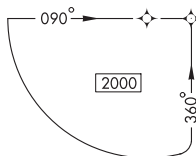


(arrows on distance circle identify sectors)

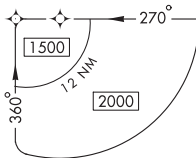
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

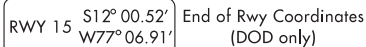


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

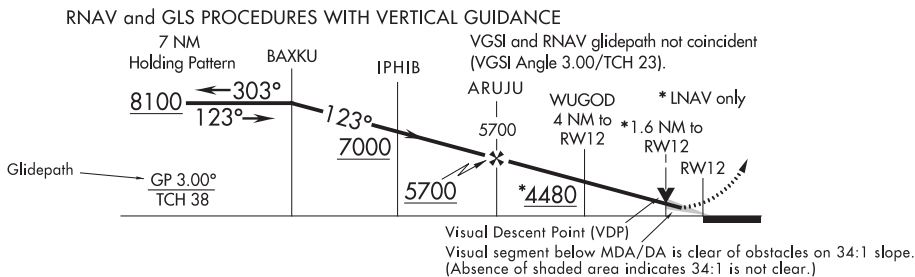
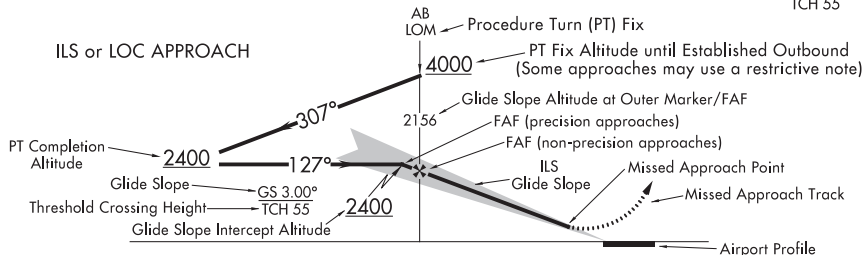
PROFILE VIEW

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

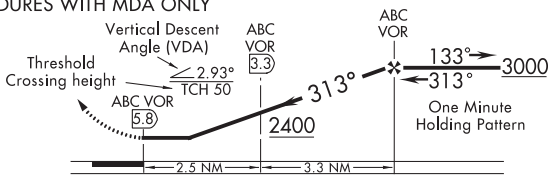
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$. TCH 55

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

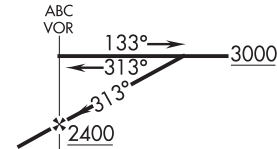
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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

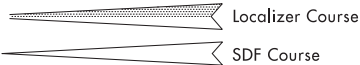
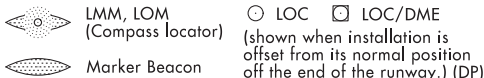
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

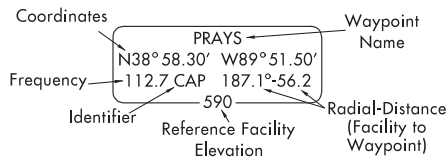
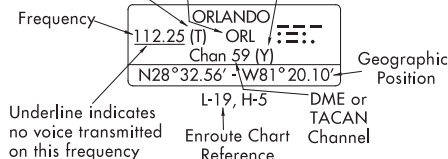
Compulsory:



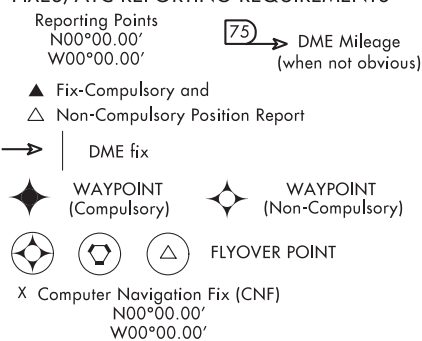
Non-Compulsory:



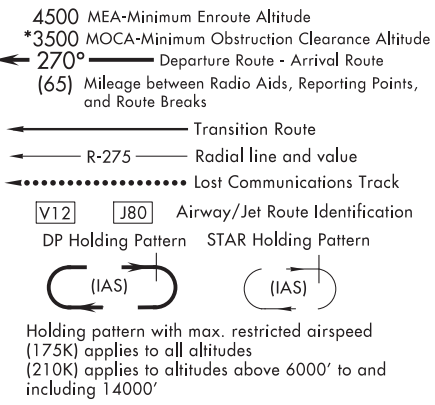
(T) indicates frequency protection range (STAR) (Y) TACAN must be placed in "Y" mode to receive distance information



FIXES/ATC REPORTING REQUIREMENTS



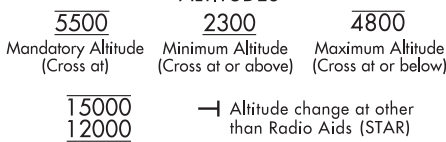
ROUTES



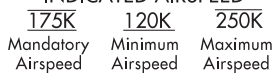
SPECIAL USE AIRSPACE



ALTITUDES



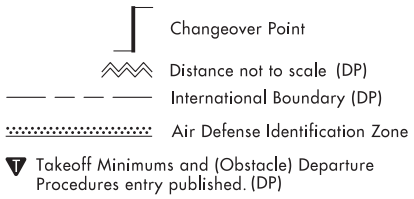
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



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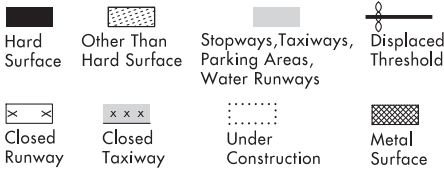
LEGEND

LEGEND

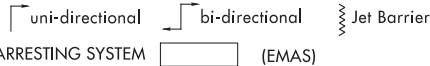
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

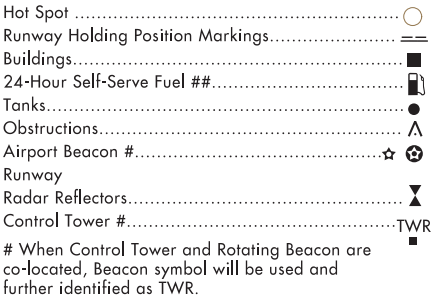
Runways



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.



REFERENCE FEATURES

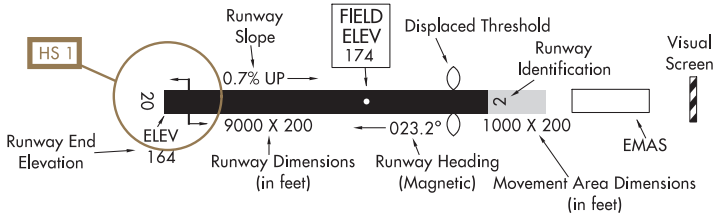


A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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 **D** 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 (H) (+) (H) (A) (+)
 Negative Symbols used to identify Copter Procedures landing point..... (H) (+) (H) (A) (+)

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 ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

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

LEGEND

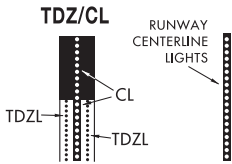
15344
LEGEND

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.

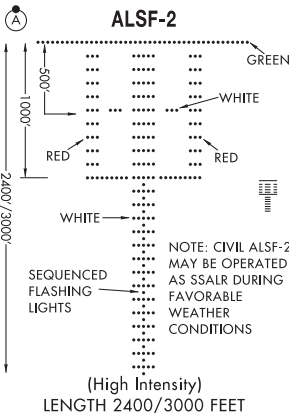
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

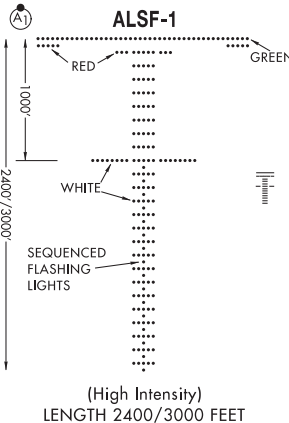


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

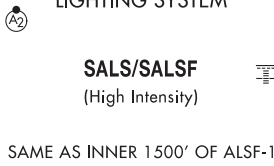
APPROACH LIGHTING SYSTEM



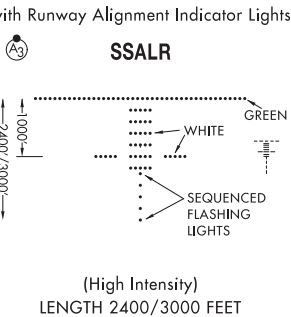
APPROACH LIGHTING SYSTEM



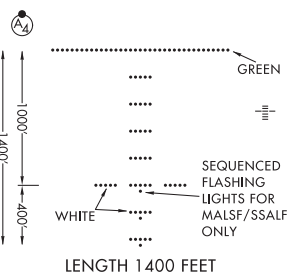
SHORT APPROACH LIGHTING SYSTEM



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



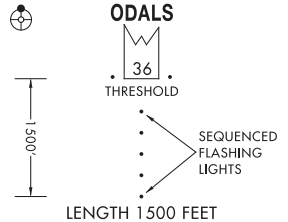
MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS



MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

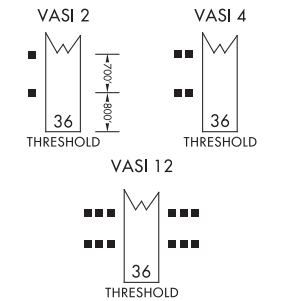


VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

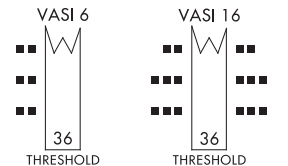
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW



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.



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LEGEND

04330
LEGEND

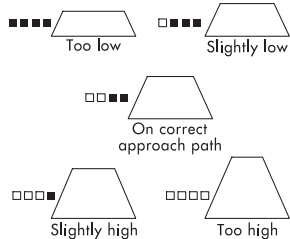
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

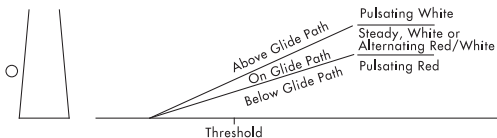
PAPI



Legend: □ White ■ Red

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

PVASI



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

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

"T"-VASI

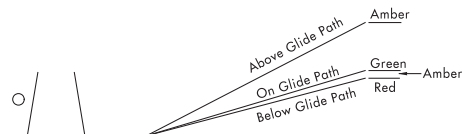


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

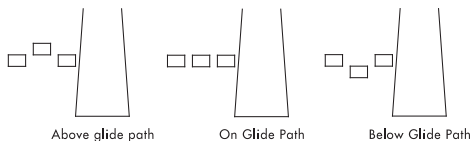
TRCV



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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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ABBEVILLE, LA			BATESVILLE, MS		
ABBEVILLE CHRIS CRUSTA MEMORIAL(IYA)			PANOLA COUNTY(PMU)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 01	30
IAPS	RNAV (GPS) RWY 16	1		RNAV (GPS) RWY 19	31
	RNAV (GPS) RWY 34	2		LOC/DME RWY 19	32
	LOC RWY 16	3			
	VOR/DME-B	4			
ABERDEEN/AMORY, MS			BATON ROUGE, LA		
MONROE COUNTY(M40)			BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	5	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	6	RADAR MINIMUMS		N
	VOR RWY 18	7	IAPS	ILS OR LOC RWY 13	33
				ILS OR LOC/DME RWY 22R	34
				ILS RWY 22R (SA CAT I - II)	35
				RNAV (GPS) RWY 04L	36
				RNAV (GPS) RWY 13	37
				RNAV (GPS) RWY 22R	38
				RNAV (GPS) RWY 31	39
				VOR RWY 04L	40
			AIRPORT DIAGRAM		41
ACADIANA RGNL			BAY ST. LOUIS, MS		
---SEE NEW IBERIA, LA			STENNIS INTL(HSA)		
ALEXANDRIA, LA			ALTERNATE MINIMUMS		
ALEXANDRIA INTL(AEX)					
TAKEOFF MINIMUMS		L	IAPS	ILS Y OR LOC Y RWY 18	42
RADAR MINIMUMS		N		ILS Z OR LOC Z RWY 18	43
IAPS	ILS OR LOC/DME RWY 14	8		RNAV (GPS) RWY 18	44
	RNAV (GPS) RWY 14	9		RNAV (GPS) RWY 36	45
	RNAV (GPS) RWY 18	10		VOR-A	46
	RNAV (GPS) RWY 32	11		NDB RWY 18	47
	RNAV (GPS) RWY 36	12	AIRPORT DIAGRAM		48
	VOR/DME RWY 14	13			
	VOR/DME RWY 32	14			
AIRPORT DIAGRAM		15	BEAUREGARD RGNL		
ESLER RGNL(ESF)			---SEE DE RIDDER, LA		
TAKEOFF MINIMUMS		L	BILOXI, MS		
ALTERNATE MINIMUMS		M	---SEE KEESLER AFB		
IAPS	ILS OR LOC/DME RWY 27	16	BOGALUSA, LA		
	RNAV (GPS) RWY 09	17	GEORGE R. CARR MEMORIAL AIR FIELD(BXA)		
	RNAV (GPS) RWY 27	18	TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 18	49
				RNAV (GPS) RWY 36	50
				LOC RWY 18	51
				VOR/DME-A	52
ALLEN PARISH			BOONEVILLE/BALDWYN, MS		
---SEE OAKDALE, LA			BOONEVILLE/BALDWYN(8M1)		
BARKSDALE AFB(KBAD)			TAKEOFF MINIMUMS		
BOSSIER CITY, LA					
RADAR MINIMUMS		N	IAPS	RNAV (GPS) RWY 15	53
IAPS	ILS OR LOC W RWY 33	19		RNAV (GPS) RWY 33	54
	ILS OR LOC Y RWY 15	20		VOR/DME-A	55
	ILS OR LOC Z RWY 15	21			
	VOR/DME Y RWY 33	22	BASTROP, LA		
	TACAN Y RWY 15	23	MOREHOUSE MEMORIAL(BQP)		
	TACAN Y RWY 33	24	TAKEOFF MINIMUMS		L
AIRPORT DIAGRAM		25	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 16	26
				RNAV (GPS) RWY 34	27
				VOR/DME-A	28
				NDB RWY 34	29

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BROOKHAVEN, MS			COLUMBUS AFB(KCBM)		
BROOKHAVEN-LINCOLN COUNTY(1R7)			COLUMBUS, MS		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 22	56	HOT SPOT		P
	VOR/DME-A	57	IAPS	ILS OR LOC RWY 13C	71
BRUCE CAMPBELL FIELD				ILS OR LOC RWY 31C	72
--SEE MADISON, MS				RNAV (GPS) RWY 13C	73
BUNKIE, LA				RNAV (GPS) RWY 31C	74
BUNKIE MUNI(2R6)				RNAV (GPS)-E	75
TAKEOFF MINIMUMS		L		RNAV (GPS)-F	76
IAPS	RNAV (GPS) RWY 18	58		VOR/DME RWY 31C	77
	RNAV (GPS) RWY 36	59		VOR/DME-A	78
	VOR/DME-A	60		VOR/DME-B	79
C E RUSTY WILLIAMS				VOR/DME OR TACAN RWY 13L	80
--SEE MANSFIELD, LA				VOR/DME OR TACAN RWY 31R	81
C. A. MOORE				TACAN-C	82
--SEE LEXINGTON, MS				AIRPORT DIAGRAM	83
CHENNAULT INTL				DPS	84
--SEE LAKE CHARLES, LA			COLUMBUS-WEST POINT-STARKVILLE, MS		
CLARKSDALE, MS			GOLDEN TRIANGLE RGNL(GTR)		
FLETCHER FIELD(CKM)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS		
IAPS	RNAV (GPS) RWY 18	61	ILS OR LOC RWY 18		
	RNAV (GPS) RWY 36	62	ILS OR LOC RWY 36		
CLEVELAND, MS			RNAV (GPS) RWY 18		
CLEVELAND MUNI(RNV)			RNAV (GPS) RWY 36		
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	VOR-A	65	ROSCOE TURNER(CRX)		
COLUMBIA, MS			TAKEOFF MINIMUMS		
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TAKEOFF MINIMUMS		L	IAPS		
IAPS	RNAV (GPS) RWY 05	66	ILS OR LOC RWY 18		
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COLUMBUS-LOWNDES COUNTY(UBS)			VOR/DME RWY 34		
TAKEOFF MINIMUMS		L	DAVID G. JOYCE		
IAPS	RNAV (GPS) RWY 18	68	--SEE WINNFIELD, LA		
	RNAV (GPS) RWY 36	69	DE QUINCY, LA		
	VOR-A	70	DE QUINCY INDUSTRIAL AIRPARK(5R8)		
COLUMBIA, MS			TAKEOFF MINIMUMS		
COLUMBUS-LOWNDES COUNTY(UBS)			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS		
IAPS	RNAV (GPS) RWY 18	68	RNAV (GPS) RWY 16		
	RNAV (GPS) RWY 36	69	RNAV (GPS) RWY 34		
	VOR-A	70	VOR/DME RWY 34		
COLUMBUS, MS			DE RIDDER, LA		
COLUMBUS-LOWNDES COUNTY(UBS)			BEAUREGARD RGNL(DRI)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		
IAPS	RNAV (GPS) RWY 18	96	IAPS		
	RNAV (GPS) RWY 36	97	RNAV (GPS) RWY 18		
	VOR-A	70	RNAV (GPS) RWY 36		
COLUMBUS, MS			LOC RWY 36		
COLUMBUS-LOWNDES COUNTY(UBS)			NDB RWY 36		
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ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	96			
	RNAV (GPS) RWY 36	97			
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IAPS	RNAV (GPS) RWY 18	100	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 36	101	IAPS	ILS OR LOC RWY 18L	112
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	RNAV (GPS) RWY 36	108	ALTERNATE MINIMUMS		M
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				ILS OR LOC RWY 32	130
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				RNAV (GPS) RWY 18	132
				RNAV (GPS) RWY 32	133
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---SEE COLUMBUS-WEST POINT-STARKVILLE, MS				RNAV (GPS) RWY 18	141
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HART					
---SEE MANY, LA					
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IAPS	ILS OR LOC/DME RWY 21	191	IAPS	RNAV (GPS) RWY 13	221
	RNAV (GPS) RWY 03	192		RNAV (GPS) RWY 31	222
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KOSCIUSKO-ATTALA COUNTY(OSX)			LEXINGTON, MS		
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IAPS	RNAV (GPS) RWY 14	199	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 32	200	IAPS	VOR/DME OR GPS-A	228
LAFAYETTE, LA			LOUIS ARMSTRONG NEW ORLEANS INTL		
LAFAYETTE RGNL/PAUL FOURNET FIELD(LFT)			---SEE NEW ORLEANS, LA		
TAKEOFF MINIMUMS		L	LOUISIANA RGNL		
ALTERNATE MINIMUMS		M	---SEE GONZALES, LA		
RADAR MINIMUMS		N	LOUISVILLE, MS		
HOT SPOT		P	LOUISVILLE-WINSTON COUNTY(LMS)		
IAPS	ILS OR LOC RWY 22L	201	TAKEOFF MINIMUMS		L
	ILS OR LOC/DME RWY 04R	202	IAPS	RNAV (GPS) RWY 17	229
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	RNAV (GPS) RWY 22L	204	MADISON, MS		
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CHENNAULT INTL(CWF)			MAGEE MUNI(17M)		
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ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	234
RADAR MINIMUMS		N		RNAV (GPS) RWY 36	235
IAPS	ILS OR LOC RWY 15	208	MANSFIELD, LA		
	RNAV (GPS) RWY 15	209	C E RUSTY WILLIAMS(3F3)		
	RNAV (GPS) RWY 33	210	TAKEOFF MINIMUMS		L
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				NDB RWY 18	237
LAKE CHARLES RGNL(LCH)			MANY, LA		
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ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
RADAR MINIMUMS		N	IAPS	RNAV (GPS) RWY 12	238
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MARKS, MS

SELFS(MMS)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 02240
 RNAV (GPS) RWY 20241

MARKSVILLE, LA

MARKSVILLE MUNI(MKV)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 04242
 VOR/DME-A243
 NDB RWY 04244

MC COMB, MS

MC COMB-PIKE CO.-JOHN E. LEWIS FIELD(MCB)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS ILS OR LOC RWY 15245
 RNAV (GPS) RWY 15246
 RNAV (GPS) RWY 33247
 VOR/DME-A248

MCCHAREN FIELD

---SEE WEST POINT, MS

MERIDIAN, MS

KEY FIELD(MEI)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 RADAR MINIMUMSN
 IAPS ILS OR LOC RWY 01249
 ILS OR LOC RWY 19250
 RNAV (GPS) RWY 01251
 RNAV (GPS) RWY 04252
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MERIDIAN NAS (MCCAIN FIELD)(KNMM)

MERIDIAN, MS
 TAKEOFF MINIMUMSL
 RADAR MINIMUMSN
 IAPS ILS OR LOC/DME RWY 19L257
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MINDEN, LA

MINDEN(MNE)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS RNAV (GPS) RWY 01261
 RNAV (GPS) RWY 19262
 VOR/DME-A263

MONROE, LA

MONROE RGNL(MLU)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 RADAR MINIMUMSN
 HOT SPOTP
 IAPS ILS OR LOC RWY 04264
 ILS OR LOC RWY 22265
 RNAV (GPS) RWY 04266
 RNAV (GPS) RWY 22267
 RNAV (GPS) RWY 32268
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MONTGOMERY COUNTY

---SEE WINONA, MS

MOREHOUSE MEMORIAL

---SEE BASTROP, LA

MOSCOW, MS

---SEE JOE WILLIAMS NOLF

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY(HEZ)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS ILS OR LOC RWY 13275
 RNAV (GPS) RWY 13276
 RNAV (GPS) RWY 18277
 RNAV (GPS) RWY 31278
 RNAV (GPS) RWY 36279
 VOR RWY 18280

NATCHITOCHE, LA

NATCHITOCHE RGNL(IER)
 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS RNAV (GPS) RWY 17281
 RNAV (GPS) RWY 35282
 LOC RWY 35283
 NDB RWY 35284

NEW ALBANY, MS

NEW ALBANY - UNION COUNTY(M72)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 18285
 RNAV (GPS) RWY 36286

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NEW ORLEANS, LA

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	OLEDD FOUR	Z2
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	RNAV (GPS) RWY 18R	294
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	OLEDD FOUR	Z2
	RYTHM FOUR	Z3
	SLIDD TWO	Z5
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	ILS OR LOC RWY 11	299
	ILS OR LOC RWY 29	300
	ILS RWY 11 (SA CAT I)	301
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NEW ORLEANS NAS JRB(ALVIN CALLENDER FIELD)(KNBG)

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NEW ROADS, LA

FALSE RIVER RGNL(HZR)		
TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 18	321
	RNAV (GPS) RWY 36	322
	LOC RWY 36	323
	NDB RWY 36	324

OAKDALE, LA

ALLEN PARISH(ACP)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 18	325
	RNAV (GPS) RWY 36	326
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OKOLONA, MS

OKOLONA MUNI RICHARD STOVALL FIELD(5A4)		
TAKEOFF MINIMUMS	L	
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OXFORD, MS

UNIVERSITY-OXFORD(UOX)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 09	338
	RNAV (GPS) RWY 27	339
	LOC Y RWY 09	340
	LOC Z RWY 09	341
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TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 17	343	IAPS	ILS OR LOC RWY 12	367
	RNAV (GPS) RWY 17	344		RNAV (GPS) RWY 12	368
	RNAV (GPS) RWY 35	345		RNAV (GPS) RWY 30	369
	VOR-A	346			
AIRPORT DIAGRAM		347			
PATTERSON, LA			RAYVILLE, LA		
HARRY P. WILLIAMS MEMORIAL(PTN)			JOHN H. HOOKS JR. MEMORIAL(M79)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	370
IAPS	ILS OR LOC/DME RWY 24	348		RNAV (GPS) RWY 36	371
	RNAV (GPS) RWY 06	349		VOR/DME-A	372
	RNAV (GPS) RWY 24	350			
PHILADELPHIA, MS			RESERVE, LA		
PHILADELPHIA MUNI(MPE)			ST JOHN THE BAPTIST PARISH(1L0)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	351	IAPS	RNAV (GPS) RWY 17	373
	RNAV (GPS) RWY 36	352		RNAV (GPS) RWY 35	374
				VOR RWY 35	375
PICAYUNE, MS			RIPLEY, MS		
PICAYUNE MUNI(MJD)			RIPLEY(25M)		
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
INSTRUMENT APPROACH PROCEDURE CHARTS

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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

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11237 (FAA)

NOTE: **Rwy 16**, trees and poles beginning 1' from DER, 36' left of centerline, up to 98' AGL/112' MSL. Trees and poles beginning 32' from DER, 14' right of centerline, up to 81' AGL/95' MSL. **Rwy 34**, trees beginning 121' from DER, 275' right of centerline, up to 15' AGL/29' MSL. Trees and pole beginning 1110' from DER, 625' left of centerline, up to 80' AGL/95' MSL. Transmission tower 4414' from DER, 724' left of centerline, 114' AGL/129' MSL.

ABERDEEN/AMORY, MS

MONROE COUNTY (M40)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07242 (FAA)

NOTE: **Rwy 18**, pole 460' from DER, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from DER, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from DER, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36**, trees beginning 241' from DER, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from DER, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from DER, 276' right of centerline, 81' AGL/301' MSL.

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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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ALEXANDRIA, LA**ALEXANDRIA INTL (AEX)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees and bush beginning 897' from DER, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from DER, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32**, multiple trees beginning 1537' from DER, 662' right of centerline, up to 80' AGL/162' MSL. **Rwy 36**, multiple trees beginning 1298' from DER, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from DER, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from DER, 793' left of centerline, 140' AGL/216' MSL.

ESLER RGNL (ESF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10098 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL. Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL. **Rwy 14**, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL. Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL. Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL. **Rwy 27**, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL. Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL. Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL. **Rwy 32**, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL. Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL. Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL. Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA**MOREHOUSE MEMORIAL (BQP)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 13318 (FAA)

NOTE: **Rwy 16**, trees beginning 1033' from DER, 591' right of centerline, up to 90' AGL/247' MSL. Trees beginning 152' from DER, 402' left of centerline, up to 90' AGL/256' MSL. **Rwy 34**, tree 394' right of DER, 53' AGL/218' MSL. Trees beginning 2627' from DER, 119' left of centerline, up to 123' AGL/248' MSL. Power lines 1700' from DER, 70' AGL/214' MSL.

BATESVILLE, MS**PANOLA COUNTY (PMU)**

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

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 011° to 800 before proceeding on course. **Rwy 19**, climb heading 191° to 1000 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 72' from DER, 157' left of centerline, up to 80' AGL/283' MSL. Trees beginning 129' from DER, 214' right of centerline, up to 100' AGL/305' MSL. **Rwy 19**, trees beginning 478' from DER, 19' left of centerline, up to 100' AGL/357' MSL. Trees beginning 945' from DER, 4' right of centerline, up to 100' AGL/367' MSL. Poles beginning 49' from DER, 378' left of centerline, up to 35' AGL/298' MSL. Pole 2102' from DER, 69' right of centerline, 34' AGL/286' MSL. Vehicle on road 220' from DER, 294' left of centerline, 15' AGL/237' MSL. Vehicle on road 2233' from DER, 493' right of centerline, 15' AGL/281' MSL. Terrain 17' from DER, 36' left of centerline, 259' MSL. Terrain 59' from DER, 210' right of centerline, 224' MSL. Navaid 267' from DER, 257' left of centerline, 23' AGL/241' MSL. Building 1995' from DER, 141' right of centerline, 15' AGL/279' 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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BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN
FIELD (BTR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1B 15260 (FAA)

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

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

NOTE: Rwy 4L, vehicles on roadway 210' from DER,
482' right of centerline, 15' AGL/79' MSL. Poles 631'
from DER, 469' left of centerline, 23' AGL/92' MSL.
Trees beginning 1180' from DER, 153' left of
centerline, up to 75' AGL/144' MSL. Trees beginning
1380' from DER, 7' right of centerline, up to 79'
AGL/148' MSL. Transmission tower 2516' from DER,
897' left of centerline, 80' AGL/149' MSL. **Rwy 4R**,
vehicles on roadway 5' from DER, 392' right of
centerline, up to 15' AGL/84' MSL. Trees beginning
207' from DER, 128' right of centerline, up to 85'
AGL/153' MSL. **Rwy 13**, pole 300' from DER, 549' left
of centerline, 22' AGL/91' MSL. Vehicles on roadway
342' from DER, left and right of centerline, up to 15'
AGL/84' MSL. Antenna on building 479' from DER, 247'
right of centerline, 22' AGL/91' MSL. Sign 968' from
DER, 741' right of centerline, 31' AGL/100' MSL. Trees
beginning 1395' from DER, 114' left of centerline, up to
97' AGL/166' MSL. Trees beginning 1807' from DER,
203' right of centerline, up to 95' AGL/164' MSL. Water
tank 1631' from DER, 903' left of centerline, 50'
AGL/117' MSL. **Rwy 22L**, trees beginning 2140' from
DER, 52' left of centerline, up to 90' AGL/156' MSL.
Tree 2371' from DER, 60' right of centerline, 69'
AGL/135' MSL. Sign 3507' from DER, 284' left of
centerline, 77' AGL/163' MSL. **Rwy 22R**, poles
beginning 431' from DER, 81' right of centerline, up to
55' AGL/120' MSL. Building 503' from DER, 481' right
of centerline, 14' AGL/79' MSL. Poles beginning 1063'
from DER, 77' left of centerline, up to 93' AGL/158'
MSL. Trees beginning 1210' from DER, 352' left of
centerline, up to 103' AGL/168' MSL. Trees beginning
444' from DER, 108' right of centerline, up to 89'
AGL/154' MSL. Stacks beginning 9852' from DER,
2390' left of centerline, up to 311' AGL/366' MSL.
Rwy 31, fence 191' from DER, 468' right of centerline,
7' AGL/73' MSL. Trees beginning 814' from DER, 120'
right of centerline, up to 37' AGL/103' MSL. Trees
beginning 1076' from DER, 310' left of centerline, up to
70' AGL/136' MSL. Poles 1353' from DER, 287' right of
centerline, up to 57' AGL/123' MSL. Tank 1862' from
DER, 868' right of centerline, 53' AGL/119' MSL. Poles
beginning 2507' from DER, 274' left of centerline, up to
76' AGL/142' MSL.

BOGALUSA, LA

GEORGE R CARR MEMORIAL AIR FIELD
(BXA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3A 15064 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 500-3 or std. w/min.
climb of 253' per NM to 800.

NOTE: Rwy 18, trees beginning 1273' from DER, 359'
right of centerline, up to 89' AGL/200' MSL. Trees
beginning 1463' from DER, 333' left of centerline, up to
92' AGL/203' MSL. Water tower 2734' from DER, 1047'
left of centerline, 151' AGL/262' MSL. Plant 1.6 NM
from DER, 2404' left of centerline, 247' AGL/357' MSL.
Stack 1.6 NM from DER, 2143' left of centerline, 247'
AGL/357' MSL. **Rwy 36**, building 12' from DER, 305'
right of centerline, 11' AGL/130' MSL. Trees beginning
486' from DER, 459' left of centerline, up to 98'
AGL/217' MSL.

BOONEVILLE/BALDWIN, MS

BOONEVILLE/BALDWIN (8M1)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07298 (FAA)

NOTE: Rwy 15, trees 1250' from DER, 100' right of
centerline, 100' AGL/465' MSL. Trees 3847' from DER,
127' left of centerline, 100' AGL/519' MSL. **Rwy 33**,
road and vehicle 8' from DER, 188' right of centerline,
15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY (1R7)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 80234 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 500-1.

DEPARTURE PROCEDURE: **Rwy 4**, climb runway
heading to 900 before turning.

BUNKIE, LA

BUNKIE MUNI (2R6)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09127 (FAA)

NOTE: Rwy 18, trees 1404' from DER, 506' right of
centerline, 50' AGL/109' MSL. Vehicle on road 481'
from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FIELD (CKM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: Rwy 18, building 476' from DER, 495' right of
centerline 168' AGL/215' MSL. Vehicle 995' from DER,
502' left of centerline, 165' AGL/190' MSL. Trees
beginning 5619' from DER, 630' left of centerline, 158'
AGL/273' MSL. **Rwy 36**, trees beginning 2258' from
DER, 220' left of centerline, 100' AGL/274' MSL.

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

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CLEVELAND, MS

CLEVELAND MUNI (RNV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14093 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 600 before turning eastbound.

NOTE: **Rwy 18**, trees and poles beginning 797' from DER, 29' left and right of centerline, up to 40' AGL/180' MSL. **Rwy 36**, poles beginning 1318' from DER, 66' left of centerline, up to 37' AGL/177' MSL. Tree 1418' from DER, 274' left of centerline, 39' AGL/179' MSL.

COLUMBIA, MS

COLUMBIA-MARION COUNTY (OR0)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07354 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31**, NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees beginning 175' from DER, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23**, vehicle on road beginning 133' from DER, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from DER, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from DER, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY (UBS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 11097 (FAA)

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

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 600 before turning.

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

COLUMBUS AFB (KCBM),

COLUMBUS, MS
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 14093

DEPARTURE PROCEDURE: **Rwy 13C**, Standard.

Rwy 31C, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1% or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

Rwy 13L, Standard. **Rwy 31L**, Standard with minimum climb of 210 ft/NM to 600 ft or 200-1% or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 1300 ft prior to departure end of runway. **Rwy 13R**, Standard. **Rwy 31R**, Standard with minimum climb of 240 ft/NM to 600 ft or 200-1% or with standard takeoff minimums and a standard 200 ft/NM climb gradient, takeoff must occur no later than 2100 ft prior to departure end of runway.

TAKEOFF OBSTACLES: **Rwy 13C**, Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R**, Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31C**, Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. **Rwy 31L**, Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline. **Rwy 31R**, Taxiing aircraft 197' MSL/14' AGL 80' from DER 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/ 157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline.

CORINTH, MS

ROSCOE TURNER (CRX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road 207' from DER, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from DER, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from DER, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36**, Trees 1099' from DER, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from DER, 751' left of centerline, up to 86' AGL/480' MSL.

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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

DE QUINCY, LA

DE QUINCY INDUSTRIAL AIRPARK
(5R8)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 15064 (FAA)

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

NOTE: **Rwy 16**, trees beginning 26' from DER, 362' right of centerline, up to 20' AGL/98' MSL. Trees beginning 1016' from DER, 679' right of centerline up to 70' AGL/145' MSL. Trees beginning 1833' from DER, 574' right of centerline, up to 81' AGL/150' MSL. Trees 2251' from DER, 206' right of centerline, up to 75' AGL/138' MSL. Trees beginning 2277' from DER, 280' left of centerline, up to 82' AGL/145' MSL. Trees 992' from DER, 590' left of centerline, up to 85' AGL/164' MSL. Pole 815' from DER 708' left of centerline 37' AGL/115' MSL. Trees 486' from DER, 538' left of centerline, up to 55' AGL/128' MSL.

Rwy 34, sign 15' from DER, 214' left of centerline, 8' AGL/81' MSL. NAVAIDs beginning 29' from DER, 110' left of centerline up to 5' AGL/75' MSL. Trees beginning 81' from DER, 341' right of centerline, up to 8' AGL/81' MSL. Pole 138' from DER, 483' right of centerline, 41' AGL/109' MSL. Trees beginning 256' from DER, 521' left of centerline up to 75' AGL/157' MSL. Telephone line 1377' from DER, 293' left of centerline, 40' AGL/119' MSL. Telephone line 1376' from DER, 294' right of centerline, 39' AGL/117' MSL. Trees beginning 1431' from DER, 491' right of centerline, up to 74' AGL/136' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 09127 (FAA)

NOTE: **Rwy 14**, trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18**, multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32**, multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36**, pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

DREW, MS

RULEVILLE-DREW (M37)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 10070 (FAA)

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

EUNICE, LA

EUNICE (4R7)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 03303 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34**, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16**, 133°/56.1 NM. **Rwy 34**, 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER
JR (GAO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1258' from DER, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from DER, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36**, tree 14' from DER, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from DER, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from DER, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL (L38)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 12264 (FAA)

NOTE: **Rwy 17**, trees beginning 47' from DER, 18' left of centerline, up to 70' AGL/84' MSL. Trees beginning 146' from DER, 224' right of centerline, up to 66' AGL/80' MSL. Trees beginning 1693' from DER 65' right of centerline, up to 102' AGL/116' MSL. **Rwy 35**, trees beginning 69' from DER, 379' left of centerline, up to 115' AGL/128' MSL. Trees beginning 98' from DER, 374' right of centerline, up to 88' AGL/101' MSL. Trees beginning 1302' from DER, 1' left of centerline, up to 106' AGL/119' MSL.

GREENVILLE, MS

GREENVILLE MID-DELTA (GLH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 13346 (FAA)

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, climb heading 177° to 800 before turning.

NOTE: **Rwy 18L**, tree 3995' from DER, 1065' left of centerline, 114' AGL/236' MSL. Tree 3503' from DER, 858 right of centerline, 110' AGL/219' MSL. **Rwy 18R**, tree 1207' from DER, 539' right of centerline, 91' AGL/206' MSL. Tree 3872' from DER, 501' right of centerline, 128' AGL/237' MSL. Tree 3503' from DER, 705' left of centerline, 110' AGL/219' 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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GREENWOOD, MS

GREENWOOD-LEFLORE (GWO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 13066 (FAA)

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

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

NOTE: **Rwy 5**, trees beginning 95' from DER, 6' left of centerline, up to 49' AGL/240' MSL. Trees beginning 765' from DER, 42' right of centerline, up to 84' AGL/180' MSL. Trees beginning 2812' from DER, left and right of centerline, up to 99' AGL/259' MSL. Trees beginning 1.2 NM from DER, 1608' right of centerline, up to 123' AGL/392' MSL. **Rwy 23**, bushes beginning 137' from DER, 219' left of centerline, up to 24' AGL/160' MSL. Bushes and trees beginning 233' from DER, 20' right of centerline, up to 82' AGL/251' MSL. Trees beginning 1031' from DER, 14' left of centerline, up to 112' AGL/252' MSL. **Rwy 36**, sign 25' from DER, 242' right of centerline, 3' AGL/148' MSL. Trees beginning 743' from DER, 91' left of centerline, up to 95' AGL/257' MSL. Trees beginning 1037' from DER, 662' right of centerline, up to 45' AGL/242' MSL.

GRENADA, MS

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

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

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 051° to 700 before turning left. **Rwy 22**, climb heading 231° to 700 before turning left.

NOTE: **Rwy 4**, trees beginning 320' from DER, 10' left of centerline, up to 100' AGL/299' MSL. Trees beginning 630' from DER, 650' left of centerline, up to 100' AGL/300' MSL. Road and vehicles beginning 45' from DER, from 292' left of centerline to 320' right of centerline, up to 15' AGL/215' MSL. **Rwy 13**, trees beginning 28' from DER, 60' right of centerline, up to 100' AGL/296' MSL. Trees beginning 1110' from DER, 11' left of centerline, up to 100' AGL/293' MSL. **Rwy 22**, trees beginning 940' from DER, 617' right of centerline, up to 100' AGL/290' MSL. Pole and trees 874' from DER, 382' left of centerline, 100' AGL/290' MSL. **Rwy 31**, vehicle on road 2' from DER, 188' right of centerline, 15' AGL/222' MSL. Pole 4749' from DER, 1284' left of centerline, 110' AGL/330' MSL. Trees beginning 192' from DER, 482' right of centerline, up to 100' AGL/359' MSL. Trees beginning 2442' from DER, 575' left of centerline, up to 100' AGL/361' MSL.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14**, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18**, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32**, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36**, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSORE RGNL (HDC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 312° to 700 before turning left.

NOTE: **Rwy 13**, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL. Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL. **Rwy 18**, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL. Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL. Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL. Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL. **Rwy 31**, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL. Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL. **Rwy 36**, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL. Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI
(HBG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 309° to 900 before turning west.

NOTE: **Rwy 13**, numerous trees beginning 1184' from DER, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229'. **Rwy 31**, numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

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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

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL (PIB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
DEPARTURE PROCEDURE: **Rwy 18, 36**, climb
runway heading to 1000 before turning east.
NOTE: **Rwy 36**, 86' AGL tree 2117' from DER, 911' left
of centerline.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY
(M41)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 14065 (FAA)

NOTE: **Rwy 18**, trees and vertical structure beginning 1' from DER, 249' right of centerline, up to 76' AGL/627' MSL. Trees beginning 182' from DER, 390' left of centerline, up to 85' AGL/636' MSL. Trees and vertical structure beginning 637' from DER, 20' right of centerline, up to 91' AGL/642' MSL. Trees beginning 701' from DER, 63' left of centerline, up to 96' AGL/647' MSL. **Rwy 36**, trees beginning 22' from DER, 283' left of centerline, up to 66' AGL/582' MSL. Pole and trees beginning 501' from DER, 376' right of centerline, up to 56' AGL/572' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb heading 304° to 600 before proceeding on course.
NOTE: **Rwy 12**, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18**, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30**, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36**, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

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

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1800 before turning East. **Rwy 36**, climb heading 360° to 800 before turning East.
NOTE: **Rwy 18**, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL. Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL. **Rwy 36**, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL. Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL. Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

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

JACKSON, MS

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

TAKEOFF MINIMUMS: **Rwy 11**, 300-1¼ or std. w/ min. climb of 230' per NM to 600. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800 prior to DER.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 115° to 900 before proceeding on course. **Rwy 16**, climb heading 159° to 1400 before turning right. **Rwy 29**, climb heading 295° to 1400 before turning left. **Rwy 34**, climb heading 339° to 900 before proceeding on course.

NOTE: **Rwy 11**, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL. Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL. Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL. **Rwy 16**, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL. Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL. **Rwy 29**, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL. Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL. Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL. Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL. **Rwy 34** terrain 50' from DER, 316' right of centerline, 345' MSL. Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13262 (FAA)

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

NOTE: **Rwy 16L**, trees beginning 1130' from DER, 722' left of centerline, up to 68' AGL/408' MSL. Trees, beginning 1231' from DER, 321' left of centerline, up to 81' AGL/421' MSL. Trees beginning 2323' from DER, 158' left of centerline, up to 123' AGL/459' MSL. Tree 3159' from DER, 169' right of centerline, 108' AGL/435' MSL. **Rwy 16R**, trees beginning 1411' from DER, 766' left of centerline, up to 65' AGL/405' MSL. Tree 3824' from DER, 1210' left of centerline, 86' AGL/426' MSL. Trees 5211' from DER, 1882' left of centerline, up to 85' AGL/482' MSL. Trees beginning 2648' from DER, 537' right of centerline, up to 95' AGL/425' MSL. **Rwy 34L**, trees beginning 2165' from DER, left and right of centerline, up to 120' AGL/402' MSL. **Rwy 34R**, trees beginning 3117' from DER, 953' left of centerline, up to 108' AGL/396' MSL. Trees beginning 2273' from DER, 1002' right of centerline, up to 93' AGL/374' MSL.

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

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JENNINGS, LA

JENNINGS (3R7)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 393' per NM to 300. **Rwys 17,35**, NA.
NOTE: **Rwy 8**, multiple poles 1080' from DER, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13**, trees beginning 690' from DER, 262' left of centerline, up to 116' AGL/141' MSL. Tank 3428' from DER, 1072' left of centerline, 156' AGL/181' MSL. Water tower, 3492' from DER, 1089' left of centerline, 172' AGL/197' MSL. Transmission line and trees beginning 766' from DER, 622' right of centerline, up to 96' AGL/119' MSL. **Rwy 26**, trees 1080' from DER, 45' AGL/55' MSL. **Rwy 31**, fence 140' from DER, 15' AGL/32' MSL.

JONESBORO, LA

JONESBORO (F88)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12152 (FAA)

NOTE: **Rwy 18**, trees beginning 211' from DER, 352' right of centerline, up to 100' AGL/349' MSL. Trees beginning 270' from DER, 462' left of centerline, up to 100' AGL/369' MSL. **Rwy 36**, trees beginning 200' from DER, 386' left of centerline, up to 100' AGL/339' MSL. Trees beginning 375' from DER, 502' right of centerline, up to 100' AGL/339' MSL.

KEESLER AFB (KBIX)

BILOXI, MS

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
13206

TAKE-OFF OBSTACLES: **Rwy 3**: Light pole 977' from DER, 764' right of centerline, 63' AGL/71' MSL. Trees 1625' from DER, 727' right of centerline, 51' AGL/62' MSL. Trees 1977' from DER, 728' right of centerline, 65' MSL/76' MSL. **Rwy 21**: Trees 1903' from DER, 669' right of centerline, 71' AGL/ 101' MSL. Trees 2704' from DER, 730' right of centerline, 70' AGL/96' MSL. Pylon-street light 1193' from DER, 444' right of centerline, 30' AGL/61' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/69' MSL. Tower 2631' from DER, 1034' left of centerline, 58' AGL/82' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 71' AGL/91' MSL.

KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY (OSX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 05132 (FAA)

NOTE: **Rwy 14**, trees 1054' from DER, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from DER, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from DER, 91' right of centerline, 473' MSL. Terrain 68' from DER, 485' right of centerline, 473' MSL. **Rwy 32**, trees 1676' from DER, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from DER, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from DER, 139' right of centerline, 502' MSL. Terrain 182' from DER, 532' right of centerline, 493' MSL. Terrain 352' from DER, 344' right of centerline, 496' MSL. Terrain 79' from DER, 254' left of centerline, 486' MSL. Terrain 525' from DER, 156' right of centerline, 496' MSL. Terrain 302' from DER, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 15204 (FAA)

NOTE: **Rwy 4L**, trees beginning 257' from DER, 268' left of centerline, up to 100' AGL/139' MSL. Fence 2506' from DER, 682' left of centerline, 121' AGL/163' MSL. Pole 2978' from DER, 1061' left of centerline, 121' AGL/163' MSL. Obstruction lights beginning 155' from DER, 251' right of centerline, up to 54' AGL/83' MSL. **Rwy 4R**, vehicle on road 76' from DER, 498' left of centerline, 15' AGL/44' MSL. Trees beginning 815' from DER, 110' left of centerline, up to 75' AGL/94' MSL. Light on pole 912' from DER, 738' left of centerline, 32' AGL/71' MSL. Vehicle on road 25' from DER, 272' right of centerline, 15' AGL/44' MSL. Trees beginning 31' from DER, 268' right of centerline, up to 100' AGL/103' MSL. **Rwy 11**, vehicle on road 37' from DER, 302' left of centerline, 15' AGL/48' MSL. Trees beginning 553' from DER, 128' left of centerline, up to 87' AGL/91' MSL. Vehicle on road 20' from DER, 34' right of centerline, 15' AGL/49' MSL. Trees beginning 522' from DER, 27' right of centerline, up to 83' AGL/87' MSL. **Rwy 22L**, poles beginning 1282' from DER, 62' left of centerline, up to 52' AGL/91' MSL. Trees beginning 1454' from DER, 97' left of centerline, up to 100' AGL/106' MSL. Terrain and trees beginning 95' from DER, 22' right of centerline, up to 100' AGL/129' MSL. Railroad 875' from DER, 629' right of centerline, 23' AGL/63' MSL. poles beginning 899' from DER, 248' right of centerline, up to 50' AGL/89' MSL. **Rwy 22R**, tower 2544' from DER, 25' left of centerline, 104' AGL/142' MSL. Trees, buildings, obstruction lights and antenna beginning 152' from DER, 268' right of centerline, up to 104' AGL/142' MSL. **Rwy 29**, trees, towers, poles beginning 925' from DER, 5' left of centerline, up to 110' AGL/150' MSL. Vehicle on road 12' from DER, 403' right of centerline, 15' AGL/48' MSL. Trees, towers and poles beginning 63' from DER, 68' right of centerline, up to 130' AGL/165' 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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LAKE CHARLES, LA

CHENNAULT INTL (CWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10154 (FAA)

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

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

LAKE CHARLES RGNL (LCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11125 (FAA)

NOTE: **Rwy 5**, antenna 38' from DER, 396' right of centerline, 8' AGL/23' MSL. Vehicle on road 457' from DER, 605' left of centerline, up to 15' AGL/34' MSL. Wire on pole 647' from DER, 530' left of centerline, 302' AGL/50' MSL. Transmission pole 707' from DER, 602' right of centerline, 42' AGL/57' MSL. Vehicle on road 710' from DER, 428' left of centerline, 15' AGL/33' MSL. Transmission pole 767' from DER, 531' left of centerline, 31' AGL/46' MSL. Transmission pole 825' from DER, 454' right of centerline, 32' AGL/47' MSL. Pole 862' from DER, 485' right of centerline, 18' AGL/38' MSL. Wire on pole 863' from DER, 485' right of centerline, 34' AGL/49' MSL. **Rwy 23**, multiple trees beginning 19' from DER, left and right of centerline, up to 73' AGL/87' MSL. Pole 1112' from DER, 130' left of centerline, 14' AGL/50' MSL. Poles beginning 631' from DER, 283' right of centerline, up to 22' AGL/44' MSL. **Rwy 33**, tree 1225' from DER, 622' left of centerline, 34' AGL/44' MSL.

LAUREL, MS

HESLER-NOBLE FIELD (LUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 82175 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 500 before turning.

LEESVILLE, LA

LEESVILLE (L39)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11293 (FAA)

NOTE: **Rwy 18**, tree 26' from DER, 78' left of centerline, 100' AGL/359' MSL. Trees beginning 12' from DER, 210' right of centerline, up to 100' AGL/389' MSL. **Rwy 36**, trees beginning 262' from DER, 396' left of centerline, 47' AGL/336' MSL. Trees beginning 180' from DER, 130' right of centerline, up to 58' AGL/347' MSL.

LXINGTON, MS

C. A. MOORE (19M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 83160 (FAA)

DEPARTURE PROCEDURE: **Rwy 19**, climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08325 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17**, tower 1.7 NM from DER, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10098 (FAA)

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

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

MAGEE, MS

MAGEE MUNI (17M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14149 (FAA)

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

MANSFIELD, LA

C E 'RUSTY' WILLIAMS (3F3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11013 (FAA)

NOTE: **Rwy 18**, trees beginning 1182' from DER, left and right of centerline, up to 100' AGL/459' MSL. **Rwy 36**, trees beginning 116' from DER, left and right of centerline, up to 100' AGL/439' 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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MANY, LA

HART (3R4)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 08185 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

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

MARKS, MS

SELFS (MMS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12264 (FAA)

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

MARKSVILLE, LA

MARKSVILLE MUNI (MKV)

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

NOTE: **Rwy 4**, light pole 61' from DER, 459' right of centerline, 5' AGL/84' MSL. Power pole 287' from DER, 315' right of centerline, 35' AGL/111' MSL. Water tower 3870' from DER, 1134' left of centerline, 148' AGL/217' MSL. Tree 1504' from DER, 374' left of centerline, 88' AGL/164' MSL. Trees beginning 465' from DER, 148' right of centerline, up to 110' AGL/183' MSL. **Rwy 22**, trees beginning 248' from DER, 373' left of centerline, up to 100' AGL/173' MSL. Trees beginning 2571' from DER, 1008' right of centerline, up to 100' AGL/166' MSL.

MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09183 (FAA)

NOTE: **Rwy 15**, trees beginning 89' from DER, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from DER, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33**, tree 1440' from DER, 49' left of centerline, 59' AGL/488' MSL.

MERIDIAN, MS

KEY FIELD (MEI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6 16007 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 300-1½ or std. w/ min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 046° to 1000 before turning right.

NOTE: **Rwy 1**, tree 323' from DER, 440' right of centerline, 28' AGL/308' MSL. Vehicles on road 1196' from DER, 421' left of centerline, 17' AGL/341' MSL. Trees beginning 1435' from DER, 413' left of centerline, up to 90' AGL/389' MSL. Trees, tank, and tower beginning 2201' from DER, left and right of centerline, up to 80' AGL/399' MSL. Trees beginning 3688' from DER, 334' left of centerline, up to 104' AGL/403' MSL.

Rwy 4, poles and trees beginning 70' from DER, 278' right of centerline, up to 39' AGL/335' MSL. Poles, trees, and building beginning 988' from DER, 256' right of centerline, up to 51' AGL/350' MSL. Tree 1817' from DER, 940' right of centerline, 59' AGL/358' MSL. Fence 34' from DER, 276' left of centerline, 8' AGL/305' MSL. Pole, light on pole, tank and railing on tank beginning 863' from DER, up to 32' AGL/330' MSL. Trees beginning 2493' from DER, 65' left of centerline, up to 80' AGL/379' MSL. **Rwy 19**, tower and antenna 481' from DER, 570' left of centerline, 32' AGL/312' MSL. Tree 1893' from DER, 934' right of centerline, 101' AGL/380' MSL. Tree 2660' from DER, 1162' left of centerline, 116' AGL/395' MSL. **Rwy 22**, trees beginning 1328' from DER, 540' right of centerline, up to 99' AGL/378' MSL. Trees beginning 1621' from DER, left and right of centerline, up to 108' AGL/387' MSL. Trees beginning 4365' from DER, 317' right of centerline, up to 62' AGL/441' MSL. Trees beginning 4519' from DER, left and right of centerline, up to 48' AGL/447' MSL. Trees beginning 5568 from DER, 1354 right of centerline, up to 55' AGL/454' MSL. Trees beginning 5650' from DER, 1273' right of centerline, up to 79' AGL/478' MSL. Trees beginning 5702' from DER, left and right of centerline, up to 69' AGL/488' MSL. Trees beginning 1.1 NM from DER, 1236' right of centerline, up to 60' AGL/499' MSL. Trees beginning 1.2 NM from DER, 1490' right of centerline, up to 66' AGL/505' MSL. Trees beginning 1.2 NM from DER, 712' right of centerline, up to 77' AGL/536' MSL.

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

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MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 16147

TAKEOFF MINIMUMS: **Rwy 1R**, 300-1½, or standard with minimum climb of 215 ft/NM to 800. **Rwy 19R**, 200-2, or standard with minimum climb of 219ft/NM to 800.

TAKEOFF OBSTACLES: **Rwy 1R**, terrain 2709' from DER, 1138' left of centerline, 0' AGL/399' MSL. Terrain 50' from DER, 500' right of centerline, 330' MSL. Terrain 63' from DER, 517' right of centerline, 330' MSL. Terrain 381' from DER, 600' left of centerline, 337' MSL. Terrain 403' from DER, 608' left of centerline, 338' MSL. Terrain 427' from DER, 614' left of centerline, 339' MSL. Terrain 614' from DER, 617' left of centerline, 344' MSL. Terrain 617' from DER, 665' left of centerline, 345' MSL. Terrain 644' from DER, 600' left of centerline, 344' MSL. Terrain 656' from DER, 676' left of centerline, 346' MSL. Terrain and tree 3148' from DER, 954' left of centerline, 0' AGL/399' MSL. Terrain and tree 1.1 NM from DER, 4388' left of centerline, 0' AGL/499' MSL. **Rwy 19R**, Terrain and tree 4388' from DER, 1107' left of centerline, 70' AGL/ 349' MSL. Terrain and tree 5309' from DER, 1235' left of centerline, 105' AGL/384' MSL. Terrain 63' from DER, 517' right of centerline, 256' MSL. Terrain 50' from DER, 500' right of centerline, 256' MSL. Terrain and tree 1.6 NM from DER, 1203' right of centerline, 100' AGL/471' MSL. Terrain and tree 1.2 NM from DER, 248' right of centerline, 85' AGL/424' MSL. **Rwy 10**, Terrain 63' from DER, 517' right of centerline, 306' MSL. Terrain 50' from DER, 500' right of centerline, 306' MSL. **Rwy 28**, antenna 1661' from DER, 90' left of centerline, 0' AGL/338' MSL.

MINDEN, LA

MINDEN (MNE)

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

NOTE: **Rwy 1**, trees beginning 2' from DER, 134' left of centerline, up to 116' AGL/383' MSL. Trees beginning 791' from DER, 68' right of centerline, up to 104' AGL/383' MSL. **Rwy 19**, trees beginning 232' from DER, 46' left of centerline, up to 103' AGL/352' MSL. Trees beginning 192' from DER, 12' right of centerline, up to 116' AGL/365' MSL. Poles beginning 1234' from DER, 226' right of centerline, up to 69' AGL/318' MSL.

MONROE, LA

MONROE RGNL (MLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5 05188 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb via heading 222° to 900 before turning west. **Rwy 32**, climb via heading 317° to 900 before turning west. **Rwy 36**, climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4**, tree 3535' from DER, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from DER, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from DER, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from DER, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14**, tree 1409' from DER, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18**, tree 1614' from DER, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from DER, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from DER, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from DER, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from DER, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22**, sign 99' from DER 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from DER, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32**, tree 2361' from DER, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from DER, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from DER, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from DER, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from DER, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36**, antenna 3728' from DER, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from DER, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from DER, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 07354 (FAA)

NOTE: **Rwy 13**, multiple trees beginning 1445' from DER, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from DER, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18**, multiple trees beginning 1060' from DER, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from DER, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31**, multiple trees beginning 1320' from DER, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from DER, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36**, multiple trees beginning 935' from DER, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from DER, 517' right of centerline, 79' AGL/338' MSL.

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

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NATCHITOCHE, LA

NATCHITOCHE RGNL (IER)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 7 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, 300-1½ or std. w/min. climb of 336' per NM to 600. **Rwy 35**, std. w/min. climb of 202' per NM to 800, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 342° to 700 before turning.

NOTE: **Rwy 17**, building, poles, beginning 90' from DER, 359' right of centerline, up to 32' AGL/142' MSL, tree 2573' from DER, 1022' right of centerline, 94' AGL/204' MSL. **Rwy 25**, tower 1.3 NM from DER, 632' right of centerline, 205' AGL/385' MSL. **Rwy 35**, light pole 1975' from DER, 418' right of centerline, 66' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY (M72)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER, or 800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, multiple trees beginning 146' from DER, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from DER, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36**, multiple trees beginning 467' from DER, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from DER, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL (ARA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 12292 (FAA)

NOTE: **Rwy 16**, trees 41' from DER, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT (NEW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 18R**, std. w/ min. climb of 204' per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 087° to 1400 before turning right. **Rwys 18L, 18R**, climb heading 177° to 1400 before turning left.

NOTE: **Rwy 9**, obstruction light on hangar 80' from DER, 419' right of centerline, 48' AGL/52' MSL. Obstruction lights on hangars, vehicles on road, and light poles beginning 288' from DER, 162' left of centerline, up to 68' AGL/72' MSL. Trees beginning 840' from DER, 222' right of centerline, up to 69' AGL/73' MSL. Light pole 2491' from DER, 254' left of centerline, 68' AGL/72' MSL. **Rwy 18L**, antenna 334' from DER, 418' left of centerline, 38' AGL/42' MSL. Rotating beacon 1451' from DER, 569' left of centerline, 94' AGL/98' MSL. Obstruction light on hangar 2035' from DER, 35' right of centerline, 58' AGL/62' MSL. **Rwy 18R**, obstruction light, pole, tree, vehicles on road, and train on tracks beginning 101' from DER, 175' left centerline, up to 38' AGL/45' MSL. Obstruction light 106' from DER, on centerline, 12' AGL/19' MSL. Vehicles on road 296' from DER, on centerline, 15' AGL/22' MSL. Train on tracks 474' from DER, on centerline, 23' AGL/35' MSL. Obstruction lights beginning 484' from DER, 504' right of centerline, up to 40' AGL/47' MSL. Tree 677' from DER, 115' right of centerline, 32' AGL/39' MSL. Poles beginning 709' from DER, 524' right of centerline, up to 44' AGL/51' MSL. Pole, elevator, obstruction light on silo, and building beginning 1427' from DER, 421' right of centerline, up to 87' AGL/92' MSL. Antenna 2817' from DER, 953' left of centerline, 105' AGL/101' MSL. Tower 2943' from DER, 727' left of centerline, 103' AGL/100' MSL. Multiple poles and towers beginning 3165' from DER, left and right of centerline, up to 106' AGL/111' MSL. Tower 2.3 NM from DER, 3397' left of centerline, 369' AGL/373' MSL. **Rwy 27**, boats 300' from DER, left to right of centerline, up to 50' MSL. Obstruction lights on seawall 279' from DER, left to right of centerline, up to 11' AGL/15' MSL. **Rwy 36L**, pier 63' from DER, 7' right of centerline, 6' AGL/10' MSL. **Rwy 36R**, boats 350' from DER, left to right of centerline, up to 50' MSL.

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NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL
(MSY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 15288 (FAA)

NOTE: **Rwy 2**, multiple vehicles on roads beginning 3' from DER, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from DER, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from DER, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from DER, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from DER, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from DER, 574' left of centerline, up to 45' AGL/47' MSL. Antenna 1888' from DER, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from DER, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from DER, 487' left of centerline, 81' AGL/83' MSL. **Rwy 11**, obstruction light 623' from DER, 620' right of centerline, 21' AGL/25' MSL. Pole 936' from DER, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from DER, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginning 1919' from DER, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 20**, vehicle on road 201' from DER, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from DER, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from DER, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from DER, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from DER, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from DER, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from DER, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from DER, on centerline, 152' AGL/153' MSL. **Rwy 29**, tree 1265' from DER, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from DER, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

16091

TAKEOFF MINIMUMS: **Rwy 14**, 300-1¼ with min climb of 250 ft/NM to 500.

DEPARTURE PROCEDURE: **Rwy 4**, Diverse departures authorized 064° CW 224°. Right turn to departure heading only. **Rwy 22**, Diverse departures authorized 045° CW 314°. **Rwy 32**, Diverse departures authorized 141° CW 300° left turn to departure heading only.

TAKEOFF OBSTACLES: **Rwy 4**, Building shelter 305' from DER, 569' right of centerline, 34' AGL/37' MSL. **Rwy 14**, Windscock 407' inward of DER, 307' left of centerline, 0' AGL/9' MSL. Tree NE app Rwy 32 1095' from DER, 1257' left of centerline, 78' AGL/74' MSL. Tank 3438' from DER, 1433' left of centerline, 98' AGL/116' MSL. Terrain 41' from DER, 500' left of centerline, 3' MSL. Terrain 46' from DER, 512' left of centerline, 3' MSL. Cruise Ship 1.0 NM from DER, 57' right of centerline, 213' MSL. **Rwy 32**, Interoceanic waterway shipping channel starting 5859' from DER, vessels up to 160' MSL. Terrain 9' from DER, 500' left of centerline, -1' MSL. Terrain 50' from DER, 500' right of centerline, 3' MSL. Terrain 63' from DER, 517' right of centerline, 3' MSL. Terrain 46' from DER, 512' left of centerline, -1' MSL.

16315

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

NEW ROADS, LA

FALSE RIVER RGNL (HZR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08157 (FAA)

NOTE: **Rwy 36**, fence 97' from DER, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from DER, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from DER, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from DER, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18**, road beginning 86' from DER, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from DER, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH (ACP)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 06327 (FAA)

NOTE: **Rwy 18**, trees 400' from DER, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36**, trees 1300' from DER, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL
FIELD (5A4)

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

NOTE: **Rwy 18**, tree 47' from DER, 456' left of centerline, 69' AGL/390' MSL. Tree 423' from DER, 602' right of centerline, 85' AGL/396' MSL. Transmission line towers and trees, beginning 962' from DER, left and right of centerline, up to 79' AGL/402' MSL. **Rwy 36**, trees beginning 288' from DER, 529' right of centerline, up to 70' AGL/371' MSL. Trees beginning 771' from DER, left and right of centerline, up to 85' AGL/376' MSL. Trees beginning 1585' from DER, 34' right of centerline, up to 81' AGL/402' MSL. Trees beginning 3010' from DER, 1173' right of centerline, up to 106' AGL/427' MSL..

OLIVE BRANCH, MS

OLIVE BRANCH (OLV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13346 (FAA)

NOTE: **Rwy 18**, ground beginning 164' from DER, 385' right of centerline, 401' MSL. Trees beginning 191' from DER, 395' left of centerline, up to 23' AGL/413' MSL. Trees beginning 1212' from DER, left and right of centerline, up to 100' AGL/480' MSL. Trees beginning 3028' from DER, 123' left of centerline, up to 93' AGL/483' MSL. Trees beginning 4193' from DER, left and right of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees beginning 1224' from DER, left and right of centerline, up to 100' AGL/509' MSL. Trees beginning 2763' from DER, left and right of centerline, up to 100' AGL/479' MSL.

SC-4, 10 NOV 2016 to 05 JAN 2017

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

16315

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD
(OPL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/min.
climb of 261' per NM to 400.

NOTE: **Rwy 6**, vehicles on road 499' from DER, on centerline, up to 15' AGL/89' MSL. Buildings 94' from DER, 367' left of centerline, 25' AGL/99' MSL. Trees beginning 241' from DER, 274' left of centerline, up to 100' AGL/179' MSL. Trees beginning 909' from DER, 341' right of centerline, up to 100' AGL/174' MSL. Buildings 977' from DER, 710' right of centerline, 25' AGL/104' MSL. Poles beginning 1219' from DER, 626' right of centerline, 50' AGL/124' MSL. **Rwy 18**, trees beginning 132' from DER, 271' right of centerline, up to 100' AGL/155' MSL. Trees beginning 383' from DER, 358' left of centerline, up to 100' AGL/169' MSL. Tower 6046' from DER, 895' left of centerline, 207' AGL/269' MSL. Buildings 1072' from DER, 503' left of centerline, 25' AGL/99' MSL. Pole 2581' from DER, 443' left of centerline, 78' AGL/147' MSL. Vehicles on road 396' from DER, right and left of centerline, 15' AGL/89' MSL. **Rwy 24**, vehicles on road 255' from DER, on centerline, 15' AGL/84' MSL. Trees beginning 151' from DER, 311' left of centerline, up to 100' AGL/169' MSL. Buildings 345' from DER, 551' left of centerline, 25' AGL/94' MSL. Poles beginning 505' from DER, 394' left of centerline, 50' AGL/119' MSL. Trees beginning 254' from DER, 220' right of centerline, 100' AGL/169' MSL. Buildings 385' from DER, 269' right of centerline, 25' AGL/94' MSL. Poles beginning 527' from DER, 299' right of centerline, 50' AGL/119' MSL. **Rwy 36**, trees beginning 823' from DER, right and left of centerline, up to 100' AGL/158' MSL. Pole 1116' from DER, 147' right of centerline, 35' AGL/104' MSL.

OXFORD, MS

UNIVERSITY-OXFORD (UOX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1½ or std. w/min.
climb of 472' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading
092° to 900 before proceeding on course.

NOTE: **Rwy 9**, trees beginning 58' from DER, 237' right of centerline, up to 79' AGL/622' MSL. Trees beginning 140' from DER, 404' left of centerline, up to 84' AGL/555' MSL. Trees, tower and obstruction light antenna beginning 3729' from DER, left and right of centerline, up to 147' AGL/672' MSL. **Rwy 27**, tree 39' from DER, 494' right of centerline, up to 74' AGL/434' MSL. Trees beginning 602' from DER, 572' right of centerline, up to 94' AGL/474' MSL.

PASCAGOULA, MS

TRENT LOTT INTL (PQL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11237 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1¼ or std. w/min.
climb of 226' per NM to 400, or alternatively, with
standard takeoff minimums and a normal 200' per NM
climb gradient, takeoff must occur no later than 1600'
prior to DER. **Rwy 35**, std. w/min. climb of 217' per NM to
1000 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 35**, for climb in visual
conditions: cross Trent Lott Intl Airport at or above 800'
MSL before proceeding on course.

NOTE: **Rwy 17**, trees beginning 1622' from DER, 46' left of centerline, up to 64' AGL/71' MSL. Tree 2298' from DER, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from DER, 1412' left of centerline, 112' AGL/121' MSL. Sign 5417' from DER, 1141' right of centerline, 159' AGL/170' MSL. **Rwy 35**, tree 2997' from DER, 1162' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL (PTN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 12292 (FAA)

NOTE: **Rwy 6**, fence 2' from DER, 443' left of centerline, 4' AGL/11' MSL. Fence 197' from DER, 252' right of centerline, 7' AGL/14' MSL. Obstruction light on DME 490' from DER, 255' right of centerline, 21' AGL/28' MSL. Trees and pole beginning 772' from DER, 256' right of centerline, up to 97' AGL/102' MSL. **Rwy 24**, fence 84' from DER, 303' left of centerline, 8' AGL/14' MSL. Trees beginning 1876' from DER, 935' left of centerline, up to 76' AGL/85' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 09295 (FAA)

NOTE: **Rwy 18**, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36**, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359°
to 800 before proceeding on course.

NOTE: **Rwy 18**, trees and bushes beginning 76' from DER, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from DER, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36**, pole, trees, and bushes beginning 969' from DER, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from DER, 74' right of centerline, up to 97' AGL/143' MSL.

16315

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

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

16315

POLK AAF (KPOE),

FORT POLK, LA

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 13178

TAKE-OFF OBSTACLES: **Rwy 16**, Trees beginning 2284' from DER, 1004' left of centerline, up to 364' MSL. Trees beginning 3223' from DER, 1193' right of centerline, up to 365' MSL. **Rwy 34**, Trees beginning 2305' from DER, 470' left of centerline, up to 80' AGL/402' MSL. Trees beginning 2866' from DER, 1193' right of centerline, up to 449' MSL.

POPLARVILLE, MS

POPLARVILLE-PEARL RIVER COUNTY

(M13)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 15344 (FAA)

TAKE-OFF OBSTACLES: **Rwy 34**, 400-1¼ or std. w/min. climb of 405' per NM to 900.

NOTE: **Rwy 16**, trees beginning 504' from DER, 530' left of centerline, up to 100' AGL/399' MSL. Trees beginning 745' from DER, crossing centerline, up to 100' AGL/389' MSL. Trees beginning 1239' from DER, 450' right of centerline, up to 100' AGL/419' MSL. **Rwy 34**, trees beginning 104' from DER, 469' right of centerline, up to 100' AGL/419' MSL. Trees beginning 436' from DER, 467' left of centerline, up to 100' AGL/409' MSL. Trees beginning 2720' from DER, 1166' right of centerline, up to 100' AGL/429' MSL. Tower 1.3 NM from DER, 2414' right of centerline, 335' AGL/665' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY

(M43)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 12**, poles and trees beginning 168' from DER, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from DER, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30**, vehicle on road and trees beginning 91' from DER, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from DER, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (JVW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 11237 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 124° to 2600 before proceeding on course. **Rwy 30**, climb via heading 304° to 1600 before proceeding on course.

NOTE: **Rwy 12**, trees beginning 1' from DER, 132' right of centerline, up to 100' AGL/379' MSL. Trees beginning 1753' from DER, 788' left of centerline, up to 100' AGL/359' MSL. **Rwy 30**, pole 1522' from DER, 533' right of centerline, 57' AGL/287' MSL. Trees beginning 593' from DER, 426' right of centerline, up to 100' AGL/339' MSL. Trees beginning 36' from DER, 163' left of centerline, up to 100' AGL/349' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09071 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-Environmental. NOTE: **Rwy 18**, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36**, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1¼ or std. w/min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 173° to 1400 before turning right.

NOTE: **Rwy 17**, bush 43' from DER, 362' right of centerline, 3' AGL/8' MSL. Tree 131' from DER, 497' left of centerline, 22' AGL/22' MSL. Poles beginning 1377' from DER, 109' right of centerline, up to 40' AGL/46' MSL. Poles beginning 1482' from DER, 135' right of centerline, up to 42' AGL/46' MSL. Transmission towers beginning 1706' from DER, 184' right of centerline, up to 118' AGL/124' MSL. Transmission towers beginning 2156' from DER, 151' left of centerline, up to 73' AGL/78' MSL. Transmission tower 3209' from DER, 214' right of centerline, 86' AGL/93' MSL. Transmission tower 3293' from DER, 364' left of centerline, 92' AGL/98' MSL. Elevator 1.44 NM from DER, 114' right of centerline, 250' AGL/266' MSL. **Rwy 35**, rising terrain 14' from DER, 432' right of centerline, 7' MSL. Rising terrain 14' from DER, 260' left of centerline, 7' MSL. Trees beginning 424' from DER, 540' left of centerline, up to 74' AGL/78' MSL. Trees beginning 811' from DER, 621' right of centerline, up to 82' AGL/86' MSL. Trees beginning 1091' from DER, 44' left of centerline, up to 87' AGL/91' MSL. Trees beginning 1142' from DER, 100' right of centerline, up to 44' AGL/48' MSL. Trees beginning 1438' from DER, 60' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1526' from DER, 9' right of centerline, up to 92' AGL/96' MSL. Trees beginning 2394' from DER, 40' right of centerline, up to 100' AGL/104' MSL. Trees beginning 2698' from DER, 13' left of centerline, up to 98' AGL/102' MSL.

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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

RIPLEY, MS**RIPLEY (25M)**

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07018 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1¼ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 774' from DER, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from DER, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from DER, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from DER, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from DER, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21**, multiple trees beginning 198' from DER, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from DER, 307' right of centerline, up to 100' AGL/519' MSL.

SHREVEPORT, LA**SHREVEPORT DOWNTOWN (DTN)**

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3B 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 300-1½ or std. w/min. climb of 215' per NM to 500. **Rwy 32**, std. w/min. climb of 215' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 234° to 800 before turning left.

NOTE: **Rwy 5**, trees 102' from DER, 137' right of centerline, up to 80' AGL/245' MSL. Trees 151' from DER, 247' left of centerline, up to 80' AGL/230' MSL. **Rwy 14**, building 24' from DER, 466' right of centerline, 12' AGL/191' MSL. Barge 1502' from DER, left and right of centerline, 60' AGL/238' MSL. Trees 1626' from DER, 25' right of centerline, up to 100' AGL/281' MSL. Trees 497' from DER, 73' left of centerline, up to 100' AGL/279' MSL. **Rwy 23**, rod on hanger 24' from DER, 304' left of centerline, 30' AGL/204' MSL. Vehicle on road 180' from DER, left and right of centerline, 15' AGL/188' MSL. Trees 734' from DER, 278' left of centerline, up to 80' AGL/229' MSL. Tower 1.2 NM from DER, 1698' right of centerline, 203' AGL/363' MSL. Tower 1.2 NM from DER, 901' right of centerline, 197' AGL/365' MSL. Pole 3891' from DER, 196' right of centerline, 125' AGL/295' MSL. **Rwy 32**, fence 12' from DER, 242' right of centerline, 10' AGL/180' MSL. Vehicles on road 71' from DER, left and right of centerline, up to 15' AGL/185' MSL. Tree 282' from DER, 556' right of centerline, 80' AGL/249' MSL. Trees beginning 373' from DER, 411' left of centerline, up to 90' AGL/262' MSL. Barge 1164' from DER, left and right of centerline, 60' AGL/238' MSL. Trees beginning 2029' from DER, 51' left of centerline, up to 110' AGL/267' MSL.

RUSTON, LA**RUSTON RGNL (RSN)**

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11181 (FAA)

NOTE: **Rwy 18**, rising terrain beginning 197' from DER, 259' right of centerline, up to 325' MSL. Trees beginning 123' from DER, 78' left of centerline, up to 100' AGL/411' MSL. Fences beginning 617' from DER, 234' left of centerline, up to 9' AGL/330' MSL. Vehicles on road beginning 652' from DER, 291' left of centerline, up to 18' AGL/339' MSL. Pole 1183' from DER, 516' right of centerline, 25' AGL/346' MSL. Trees beginning 1193' from DER, 23' right of centerline, up to 100' AGL/429' MSL. **Rwy 36**, rising terrain and trees beginning 69' from DER, 290' right of centerline, up to 100' AGL/349' MSL. Trees beginning 2308' from DER, 195' left of centerline, up to 100' AGL/389' 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

SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13234 (FAA)

NOTE: TAKEOFF MINIMUMS: **Rwy 6**, std. w/min. climb of 225' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions: cross Shreveport Rgnl Airport at or above 1000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 6**, trees beginning 1476' from DER, left and right of centerline, up to 100' AGL/302' MSL. Antenna on oil tank 1.37 NM from DER, 1983' left of centerline, 210' AGL/ 440' MSL. Towers beginning 2.58 NM from DER, left and right of centerline, up to 434' AGL/ 669' MSL. **Rwy 14**, terrain 40' from DER, 295' right of centerline, 227' MSL. Vehicles on road beginning 105' from DER, left and right of centerline, up to 15' AGL/244' MSL. Navaid 774' from DER, 451' left of centerline, 18' AGL/ 242' MSL. Poles beginning 864' from DER, left and right of centerline, up to 24' AGL/ 254' MSL. Trees beginning 986' from DER, left and right of centerline, up to 59' AGL/ 289' MSL. Light pole 993' from DER, 765' right of centerline, 21' AGL/ 254' MSL. Train on tracks beginning 1064' from DER, left and right of centerline, up to 23' AGL/254' MSL. Trees beginning 2894' from DER, left and right of centerline, up to 100' AGL/368' MSL. **Rwy 24**, terrain 109' from DER, 471' right of centerline, 240' MSL. Vehicles on road beginning 375' from DER, left and right of centerline, up to 15' AGL/264' MSL. Trees beginning 2050' from DER, left and right of centerline, up to 100' AGL/362' MSL. **Rwy 32**, terrain 30' from DER, 345' left of centerline, 259' MSL. Vehicles on road beginning 744' from DER, left and right of centerline, up to 15' AGL/294' MSL. Trees beginning 1035' from DER, left and right of centerline, up to 100' AGL/342' MSL. sign, 1945' from DER, 776' left of centerline, 50' AGL/ 310' MSL.

SLIDELL, LA

SLIDELL (ASD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11181 (FAA)

NOTE: **Rwy 18**, trees beginning 126' from DER, 103' left and right of centerline, up to 100' AGL/129' MSL. Bush 38' from DER, 422' left of centerline, 1' AGL/29' MSL. **Rwy 36**, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SPRINGHILL, LA

SPRINGHILL (SPH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 14317 (FAA)

NOTE: TAKEOFF MINIMUMS: **Rwy 36**, NA-Airport request.

NOTE: **Rwy 18**, trees beginning 184' from DER, 78' right of centerline, up to 117' AGL/333' MSL. Trees beginning 272' from DER, 372' left of centerline, up to 100' AGL/313' MSL.

STARKVILLE, MS

GEORGE M. BRYAN (STF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07186 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 52' from DER, 395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from DER, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from DER, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36**, windsock and trees beginning 24' from DER, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from DER, 323' left of centerline, 67' AGL/376' MSL.

OKITIBBEHA (M51)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 14093 (FAA)

NOTE: **Rwy 14**, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 19**, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 32**, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL. **Rwy 1**, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09071 (FAA)

NOTE: **Rwy 15**, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33**, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

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

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TALLULAH/VICKSBURG, MS, LA

VICKSBURG TALLULAH RGNL (TVR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13290 (FAA)

NOTE: **Rwy 18**, fence 200' from DER, 349' right of centerline, 6' AGL/91' MSL. Pole 1410' from DER, 512' right of centerline, 35' AGL/121' MSL. Trees beginning 1514' from DER, 881' left of centerline, up to 114' AGL/203' MSL. Trees 3258' from DER, 129' right of centerline, 94' AGL/179' MSL. **Rwy 36**, trees beginning 2382' from DER, 73' left of centerline, up to 89' AGL/177' MSL.

THIBODAUX, LA

THIBODAUX MUNI (L83)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13066 (FAA)

NOTE: **Rwy 8**, terrain 1' from DER, 335' left of centerline, 10' MSL. Vehicle on road 7' from DER, 187' left of centerline, up to 15' AGL/24' MSL. Vehicle on road 11' from DER, 200' right of centerline, up to 15' AGL/24' MSL. Trees 144' from DER, 412' right of centerline, up to 100' AGL/109' MSL. Trees beginning 685' from DER, 62' right of centerline, up to 100' AGL/109' MSL. Tower 4157' from DER, 1355' right of centerline, 122' AGL/139' MSL. **Rwy 26**, trees beginning at DER, 135' left of centerline, up to 100' AGL/104' MSL. Trees beginning at DER, 146' right of centerline, up to 100' AGL/104' MSL. Trees and power lines beginning 2445' from DER, left and right of centerline, up to 100' AGL/104' MSL.

TUNICA, MS

TUNICA MUNI (UTA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10322 (FAA)

NOTE: **Rwy 35**, tree 1211' from DER, 803' right of centerline, 70' AGL/258' MSL.

TUPELO, MS

TUPELO RGNL (TUP)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 15064 (FAA)

NOTE: **Rwy 18**, runway lights 5' from DER, 4' left and right of centerline, 1' AGL/347' MSL. Trees beginning 1202' from DER, 804' left of centerline up to 100' AGL/400' MSL.

VICKSBURG, MS

VICKSBURG MUNI (VKS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 600-2¼ or std. w/ min. climb of 354' per NM to 900. **Rwy 19**, 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

NOTE: **Rwy 1**, trees beginning 1032' from DER, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from DER, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from DER, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19**, tower 1.6 NM from DER, 2749' right of centerline, 108' AGL/366' MSL.

VIDALIA, LA

CONCORDIA PARISH (0R4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15344 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 144° to 1100 before turning left.

NOTE: **Rwy 14**, trees beginning 37' from DER, 244' right of centerline, up to 41' AGL/92' MSL. Trees, buildings, and T-L tower beginning 58' from DER, 275' left of centerline, up to 83' AGL/134' MSL. Trees beginning 1115' from DER, 236' left of centerline, up to 58' AGL/112' MSL. T-L tower 3484' from DER, 522' right of centerline, 87' AGL/145' MSL. **Rwy 32**, pole 6' from DER, 420' left of centerline, 29' AGL/81' MSL. Trees beginning 803' from DER, 299' left of centerline, up to 31' AGL/82' MSL. Trees beginning 844' from DER, 432' right of centerline, up to 79' AGL/130' MSL. Trees and T-L tower beginning 2181' from DER, crossing centerline, up to 99' AGL/157' MSL.

VIVIAN, LA

VIVIAN (3F4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 09099 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1900 before turning left. **Rwy 27**, climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27**, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

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WEST POINT, MS

MCCHAREN FIELD (M83)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1A 14065 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 400-1¼ or std. w/min. climb of 370' per NM to 800.

NOTE: **Rwy 18**, numerous trees beginning 1' from DER, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from DER, 22' left of centerline, up to 207' MSL. Fence 200' from DER, on centerline, up to 4' AGL/213' MSL. Terrain 151' from DER, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from DER, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from DER, on centerline, 10' AGL/219' MSL. **Rwy 36**, train on railroad track beginning 50' from DER, on centerline, 23' AGL/232' MSL. Terrain 243' from DER, 262' left of centerline, 214' MSL. Numerous trees beginning 1287' from DER, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from DER, 138' right of centerline, 100' AGL/319' MSL. Tower 1.5 NM from DER, 1399' right of centerline, 353' AGL/597' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09351 (FAA)

NOTE: **Rwy 9**, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27**, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (ONA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08045 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, 400-2¼ or std. w/min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE: **Rwy 3**, Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21**, Tower 2.1 NM from DER, 2789' right of centerline, 350' AGL/703' MSL.

YAZOO CITY, MS

YAZOO COUNTY (87I)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11349 (FAA)

NOTE: **Rwy 17**, trees beginning 684' from DER, 131' left of centerline, up to 100' AGL/202' MSL. Trees beginning 1016' from DER, 103' right of centerline, up to 100' AGL/200' MSL. **Rwy 35**, trees beginning 2616' from DER, 837' left of centerline, up to 100' AGL/200' MSL. Trees beginning 303' from DER, 1228' right of centerline, up to 100' AGL/200' MSL.

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



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

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

NAME ALTERNATE MINIMUMS

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA
MEMORIAL (IYA) RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

ALEXANDRIA, LA

ESLER RGNL (ESF) RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEMORIAL (BQP) RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN:
RYAN FIELD (BTR) ILS or LOC Rwy 13¹²⁴
ILS or LOC/DME Rwy 22R¹²⁴
RADAR-1²⁵
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Rwy 13⁴⁵
RNAV (GPS) Rwy 22R⁴⁵
RNAV (GPS) Rwy 31⁴⁵
VOR Rwy 4L³⁴

¹ILS, Category C, 800-2; Category D, 800-2½;
LOC, Category D, 800-2½.

²NA when control tower closed.

³Categories C, D, 800-2½.

⁴NA when local weather not available.

⁵Category D, 800-2½.

NAME ALTERNATE MINIMUMS

BAY ST LOUIS, MS

STENNIS
INTL (HSA) ILS Y or LOC Y Rwy 18¹²
ILS Z or LOC Z Rwy 18¹²
NDB Rwy 18²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 36²
VOR-A

NA when local weather not available.

¹NA when control tower closed.

²Category D, 800-2½; Category E, 800-2¾.

CLEVELAND, MS

CLEVELAND
MUNI (RNV) RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

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

COLUMBUS-WEST POINT-
STARKVILLE, MS

GOLDEN TRIANGLE
RGNL (GTR) ILS or LOC Rwy 18¹
ILS or LOC Rwy 36²⁴
RNAV (GPS) Rwy 18⁵
RNAV (GPS) Rwy 36³

NA when local weather not available.

¹ILS, Category E, 700-2½; LOC, Category E, 800-2½.

²ILS, LOC, Categories A, B, 900-2, Category C, 900-2½, Category D, 900-2¾, Category E, 900-3.

³Category E, 800-2½.

⁴NA when control tower closed.

⁵Category D, 800-2¼, Category E, 800-2½.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

CORINTH, MS
 ROSCOE
 TURNER (CRX) ILS or LOC Rwy 18
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

DE RIDDER, LA
 BEAUREGARD
 RGNL (DRI)..... RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

GALLIANO, LA
 SOUTH LAFOURCHE LEONARD
 MILLER JR (GAO)..... ILS or LOC/DME Rwy 36¹
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

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

GREENVILLE, MS
 GREENVILLE-MID
 DELTA (GLH)..... ILS or LOC Rwy 18L²
 NDB Rwy 36L¹
 NDB Rwy 36R¹
 RNAV (GPS) Rwy 18L²
 RNAV (GPS) Rwy 18R²
 RNAV (GPS) Rwy 36L²
 RNAV (GPS) Rwy 36R²
 VOR/DME Rwy 18R²

¹NA when control tower closed.
²NA when local weather not available.

GREENWOOD, MS
 GREENWOOD-
 LEFLORE (GWO)..... ILS or LOC Rwy 18¹
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR Rwy 5²

NA when local weather not available.
¹ILS, Categories A, B, C, D, 700-2.
²Category C, 900-2½; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

GULFPORT, MS
 GULFPORT-BILOXI
 INTL (GPT) ILS or LOC Rwy 14¹⁴
 ILS or LOC Rwy 32²⁴
 RADAR-1³⁴
 RNAV (GPS) Rwy 14⁵
 RNAV (GPS) Rwy 18⁵
 RNAV (GPS) Rwy 32⁵
 RNAV (GPS) Rwy 36⁵

VOR/DME or TACAN Rwy 14³
VOR/DME or TACAN Rwy 32³

¹ILS, Categories B, C, D, 700-2; Category E, 800-2¼. LOC, Category E, 800-2¼.
²ILS, Categories C, D, 700-2; Category E, 800-2¼. LOC, Category E, 800-2¼.
³Category E, 800-2¼.
⁴NA when control tower closed.
⁵NA when local weather not available.

HAMMOND, LA
 HAMMOND NORTHSHORE
 RGNL (HDC)..... RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36

NA when local weather not available.

HATTIESBURG, MS
 HATTIESBURG BOBBY L. CHAIN
 MUNI (HBG)..... RNAV (GPS) Y Rwy 13
 RNAV (GPS) Z Rwy 13

NA when local weather not available.

HATTIESBURG/LAUREL, MS
 HATTIESBURG-LAUREL
 RGNL (PIB)..... RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

HOUAMA, LA
 HOUMA-TERREBONNE
 (HUM) COPTER VOR/DME Rwy 12
 ILS or LOC Rwy 18²³
 RNAV (GPS) Rwy 12¹
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 30
 RNAV (GPS) Rwy 36
 VOR/DME Rwy 30

NA when local weather not available.
¹Category D, 800-2¼.
²NA when control tower closed.
³ILS, Category D, 700-2.

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ALTERNATE MINS

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M3



NAME ALTERNATE MINIMUMS

JACKSON, MS

HAWKINS FIELD (HKS)..... ILS or LOC Rwy 16¹²
RNAV (GPS) Rwy 16³
RNAV (GPS) Rwy 34³

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC, Category C, 800-2¼; Category D, 1000-3.

³Category C, 800-2¼; Category D, 1000-3.

JACKSON-MEDGAR WILEY EVERS

INTL (JAN)ILS or LOC Rwy 16L¹²³
ILS or LOC Rwy 34L¹³

RADAR-1⁴

RNAV (GPS) Rwy 16L³⁵

RNAV (GPS) Rwy 16R³⁵

RNAV (GPS) Rwy 34L³⁵

RNAV (GPS) Rwy 34R³⁵

VOR/DME or TACAN Rwy 16L³⁵

VOR/DME or TACAN Rwy 16R³⁵

VOR/DME or TACAN Rwy 34L³⁵

VOR/DME or TACAN Rwy 34R³⁵

¹NA when control tower closed.

²ILS, Category D, 700-2; Category E, 700-2½; LOC, Category E, 800-2½.

³NA when local weather not available.

⁴Category E, 800-2¼.

⁵Category E, 800-2½.

JENNINGS, LA

JENNINGS (3R7) RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET
FIELD (LFT)ILS or LOC/DME Rwy 4R¹²
ILS or LOC Rwy 22L¹²

RNAV (GPS) Rwy 4R

RNAV (GPS) Rwy 22L

RNAV (GPS) Rwy 29

VOR/DME Rwy 11

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed.

LAKE CHARLES, LA

CHENNAULT
INTL (CWF) ILS or LOC Rwy 15¹²
RNAV (GPS) Rwy 33³

¹NA when control tower closed.

²Category E, 900-3.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAKE CHARLES, LA (CON'T)

LAKE CHARLES
RGNL (LCH) ILS or LOC Rwy 15¹
LOC BC Rwy 33

NA when control tower closed.

¹ILS, Category D, 700-2.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS
FIELD (MCB) ILS or LOC Rwy 15
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

MERIDIAN, MS

KEY FIELD (MEI) ILS or LOC Rwy 1¹²³
ILS or LOC Rwy 19¹³⁶

RADAR¹⁵

RNAV (GPS) Rwy 1³⁷

RNAV (GPS) Rwy 4³⁴

RNAV (GPS) Rwy 19³⁵

RNAV (GPS) Rwy 22³⁴

VOR-A⁷

¹NA when control tower closed.

²ILS, Categories A, B, C, 700-2; Category D, 900-2¼; Category E, 900-3. LOC, Category D, 900-2¼; Category E, 900-3.

³NA when local weather not available.

⁴Category D, 900-2¼.

⁵Category D, 900-2¼; Category E, 900-3.

⁶ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 900-2¼; Category E, 900-3; LOC, Category C, 800-2¼; Category D, 900-2¼; Category E, 900-3.

⁷Category D, 900-2¼; Category E, 900-3.

MINDEN, LA

MINDEN (MNE) RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR/DME-A¹

NA when control tower closed.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

MONROE, LA

MONROE RGNL (MLU) ILS or LOC Rwy 4¹
ILS or LOC Rwy 22¹

VOR/DME Rwy 4²

VOR/DME Rwy 32²

¹NA when control tower closed.

²Category D, 1100-3.

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NAME ALTERNATE MINIMUMS
NATCHEZ, MS
 HARDY-ANDERS FIELD NATCHEZ-ADAMS
 COUNTY (HEZ)..... **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36
 VOR Rwy 18

NA when local weather not available.

NATCHITOCHE, LA
 NATCHITOCHE
 RGNL (IER)..... **RNAV (GPS) Rwy 17**
 RNAV (GPS) Rwy 35

NA when local weather not available.

NEW IBERIA, LA
 ACADIANA RGNL (ARA) **ILS or LOC Rwy 34¹**
 RNAV (GPS) Rwy 16²
 RNAV (GPS) Rwy 34²
 VOR or TACAN Rwy 16¹³
 VOR/DME Rwy 34¹

¹NA when control tower closed.

²NA when local weather not available.

³Category E, 900-3.

NEW ORLEANS, LA
 LAKEFRONT (NEW) **ILS or LOC Rwy 18R¹²**
 RNAV (GPS) Rwy 18R
 RNAV (GPS) Rwy 36L
 VOR/DME Rwy 36L

NA when local weather not available.

¹NA when control tower closed.

²ILS, Category D, 700-2.

LOUIS ARMSTRONG
 NEW ORLEANS INTL (MSY) **LOC Rwy 20**
 Category D, 800-2½.

OAKDALE, LA
 ALLEN PARISH (ACP) **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36

NA when local weather not available.

OLIVE BRANCH, MS
 OLIVE BRANCH (OLV) **ILS or LOC Rwy 18¹²**
 LOC/DME Rwy 36²³
 RNAV (GPS) Rwy 18³
 RNAV (GPS) Rwy 36³

NA when local weather not available.

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

²NA when control tower closed.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS
OXFORD, MS
 UNIVERSITY-
 OXFORD (UOX) **RNAV (GPS) Rwy 9**
 RNAV (GPS) Rwy 27
 VOR/DME-A

NA when local weather not available.
Category C, 1000-2¾; Category D, 1000-3.

PASCAGOULA, MS
 TRENT LOTT
 INTL (PQL)..... **ILS or LOC Rwy 17¹**
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR-A²

NA when local weather not available.

¹ILS, LOC, Category A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

²Category D, 800-2¾.

PATTERSON, LA
 HARRY P. WILLIAMS
 MEMORIAL (PTN) **RNAV (GPS) Rwy 6**
 RNAV (GPS) Rwy 24

NA when local weather not available.

PHILADELPHIA, MS
 PHILADELPHIA
 MUNI (MPE)..... **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36

NA when local weather not available.

PICAYUNE, MS
 PICAYUNE
 MUNI (MJD) **RNAV (GPS) Y Rwy 18**
 RNAV (GPS) Z Rwy 18¹
 RNAV (GPS) Rwy 36¹
 VOR-A

NA when local weather not available.

¹Category D, 1000-3.

POLK AAF (KPOE)
 FORT POLK, LA **NDB Rwy 16**
 Category C, 800-2¾; Category D, 800-2½.

RAYMOND, MS
 JOHN BELL
 WILLIAMS (JVW) **ILS or LOC Rwy 12¹**
 RNAV (GPS) Rwy 12²
 RNAV (GPS) Rwy 30²

NA when local weather not available

¹ILS, Category C, 800-2, Category D, 800-2½; LOC, Category D, 800-2½.

²Category D, 800-2¾.

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ALTERNATE MINS

16315

M4

SC-4





ALTERNATE MINS

16315

M5



NAME ALTERNATE MINIMUMS

RESERVE, LA

ST JOHN THE BAPTIST
PARISH (1L0)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35

NA when local weather not available.
Category C, 900-2½.

RUSTON, LA

RUSTON RGNL (RSN) **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

SHREVEPORT, LA

SHREVEPORT
DOWNTOWN (DTN) **LOC Rwy 14¹²**
RNAV (GPS) Rwy 14

Category C, 1000-2¾; Category D, 1000-3.

¹NA when control tower closed.

²NA when local weather not available.

SHREVEPORT

RGNL (SHV)..... **ILS or LOC Rwy 14¹**
ILS or LOC Rwy 32²
LOC Rwy 6³
RNAV (GPS) Rwy 6⁴
RNAV (GPS) Rwy 14⁴
RNAV (GPS) Rwy 24⁴
RNAV (GPS) Rwy 32⁴

¹ILS, Category C, 800-2; Category D, 900-2¾;
Category E, 900-3. LOC, Category D, 900-2¾;
Category E, 900-3.

²ILS, Category C, 800-2; Category D, 900-2¾.
LOC, Category D, 900-2¾.

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

⁴Category D, 900-2¾.

STARKVILLE, MS

GEORGE M
BRYAN (STF)..... **RNAV (GPS) Rwy 36**

NA when local weather not available.

Category D, 800-2¾.

SULPHUR, LA

SOUTHLAND FIELD (UXL)..... **LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH
RGNL (TVR)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

TUNICA, MS

TUNICA MUNI (UTA) **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A

NA when local weather not available.

TUPELO, MS

TUPELO RGNL (TUP) **COPTER VOR 023°**
ILS Y or LOC Y Rwy 36¹
ILS Z or LOC Z Rwy 36¹
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 36¹
VOR/DME Rwy 18¹

NA when local weather not available.

¹Category D, 800-2¾.

VICKSBURG, MS

VICKSBURG
MUNI (VKS) **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.

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ALTERNATE MINS

16315

M5

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RADAR MINS

16175

RADAR INSTRUMENT APPROACH MINIMUMS

ALEXANDRIA INTL (AEX), LA (Amdt 2, 14149 USAF)

ELEV 89

RADAR^{1,4} - (E) 119.675 239.0 ▽

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
PAR ²	14	3.0°/55/1040	ABCDE	284-½	200	(200-½)
ASR	14 ³		AB	600-½	516	(600-½)
			CDE	600-1	516	(600-1)
	32	AB	680-1	591	(600-1)	
		CDE	680-1¾	591	(600-1¾)	
CIR	14		AB	660-1	571	(600-1)
			C	720-1¾	631	(700-1¾)
			D	840-2½	751	(800-2½)
			E	840-2¾	751	(800-2¾)
	32	AB	680-1	591	(600-1)	
		C	720-1¾	631	(720-1¾)	
		D	840-2½	751	(800-2½)	
		E	840-2¾	751	(800-2¾)	

¹Military Use Only.²When ALS inop increase CAT ABCDE vis to ¾ mile.³When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.⁴GCA-Opr Tue-Fri 1300-2200Z++ or by NOTAM.

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF)

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
ASR ²	15		AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
	33	AB	640/24	479	(500-½)	
		CDE	640/50	479	(500-1)	
C CIR ³	ALL RWY		ABC	NOT AUTHORIZED		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

¹Opr 1200-0500Z++.²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.³Circling not authorized W of Rwy.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

BATON ROUGE, LA

Amdt 11, 20AUG15 (15232) (FAA)

ELEV 70

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

RADAR-1 120.3 278.3

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	31		ABCD	520-1	450	(500-1)				
	13		AB	560-¾	493	(500-¾)	CD	560-1	493	(500-1)
	22R		AB	620/40	550	(600-¾)	CD	620/60	550	(600-1¼)
	4L		AB	620-1¼	551	(600-1¼)	CD	620-1½	551	(600-1½)
	CIRCLING	ALL RWY	A	620-1¼	550	(600-1¼)	B	660-1¼	590	(600-1¼)
			C	780-2	710	(800-2)	D	840-2½	770	(800-2½)

When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1½ mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1½ mile.

GULFPORT, MS

Amdt 6B, 07APR11 (11293) (FAA)

ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	14		AB	440/24	413	(500-½)	C	440/40	413	(500-¾)
			DE	440/50	413	(500-1)				
	32		ABC	440/40	412	(500-¾)	DE	440/50	412	(500-1)
CIRCLING	ALL RWY		A	500-1	472	(500-1)	B	660-1	632	(700-1)
			C	660-1¾	632	(700-1¾)	D	660-2	632	(700-2)
			E	820-2¾	792	(800-2¾)				

Procedure not authorized when control tower closed.

For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.

For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

ASR Rwy 32 visibility reduction by helicopters NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt 12, 30APR15 (15120) (FAA)

ELEV 346

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 ∇ Δ

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HAA		MDA-VIS	HAA		
ASR	16L		AB	740/24	428	(400-½)	CDE	740/40	428	(400-¾)
	16R		AB	740-1	420	(400-1)	CDE	740-1½	420	(400-1½)
	34L		AB	820/40	491	(500-¾)	CDE	820/50	491	(500-1)
	34R		AB	840/55	494	(500-1¼)	CDE	840-1½	494	(500-1½)
CIRCLING	ALL RWY		AB	880-1	534	(600-1)	C	900-1½	554	(600-1½)
			D	960-2	614	(700-2)	E	1040-2½	694	(700-2½)

When control tower closed, procedure NA.

CAT E Circling not authorized southwest of runway 16R-34L.

Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.

Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1%.

Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (15036 USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
ASR ¹	32		CD	1500-3	961	(1000-3)
CIR ¹	ALL RWY		CD	1500-3	961	(1000-3)

¹Procedure NA at night.

LAFAYETTE, LA

Amdt 10A, 23JUL15 (15204) (FAA)

ELEV 42

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

RADAR-1 121.1 363.0 ∇

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HAA		MDA-VIS	HAA		
ASR	29		ABCD	400-1	365	(400-1)				
	4R		AB	500-1	461	(500-1)	CD	500-1½	461	(500-1½)
	11		AB	520-1	483	(500-1)	CD	520-1½	483	(500-1½)
CIRCLING	ALL RWY		A	540-1	498	(500-1)	B	580-1	538	(600-1)
			C	580-1½	538	(600-1½)	D	660-2	618	(700-2)

When control tower closed, ASR NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS



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RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA
CHENNAULT INTL (CWF)

Amdt 1B, 31MAY12 (14149) (FAA)

ELEV 17

RADAR-1 119.8 282.3   NA

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HAA		MDA-VIS	HAA		
ASR	33		AB	580-1	564	(600-1)	CDE	580-1 $\frac{1}{8}$	564	(600-1 $\frac{1}{8}$)
	15		AB	620- $\frac{3}{4}$	606	(700- $\frac{3}{4}$)	CDE	620-1 $\frac{1}{8}$	606	(700-1 $\frac{1}{8}$)
CIRCLING ALL RWY			AB	640-1	623	(700-1)	C	640-1 $\frac{1}{4}$	623	(700-1 $\frac{1}{4}$)
			D	640-2	623	(700-2)	E	880-3	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

For inoperative MALS, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1 $\frac{1}{4}$.


Rwy 15: visibility reduction by helicopters NA.

Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA
LAKE CHARLES RGNL (LCH)

Amdt 5C, 07APR11 (11097) (FAA)

ELEV 15

RADAR-1 119.35 353.75 



	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HAA		MDA-VIS	HAA		
ASR	33		ABC	380- $\frac{3}{4}$	369	(400- $\frac{3}{4}$)	D	380-1 $\frac{1}{4}$	369	(400-1 $\frac{1}{4}$)
	5		ABC	380-1	366	(400-1)	D	380-1 $\frac{1}{4}$	366	(400-1 $\frac{1}{4}$)
	15		AB	440/24	428	(500- $\frac{1}{2}$)	C	440/40	428	(500- $\frac{3}{4}$)
			D	440/50	428	(500-1)				
	23		AB	440-1	425	(500-1)	CD	440-1 $\frac{1}{4}$	425	(500-1 $\frac{1}{4}$)
CIRCLING ALL RWY			A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	480-1 $\frac{1}{2}$	465	(500-1 $\frac{1}{2}$)	D	580-2	565	(600-2)


When control tower closed, procedure NA.

MERIDIAN, MS
KEY FIELD (MEI)

Orig, 15OCT15 (15288) (FAA)

ELEV 298

RADAR-1 120.5 269.6  

	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HAA		MDA-VIS	HAA		
PAR	1	3.0°/55/1000	ABCDE	487/24	200	(200- $\frac{1}{2}$)				
ASR	1		AB	800/24	513	(600- $\frac{1}{2}$)	CDE	800/55	513	(600-1 $\frac{1}{4}$)
	19		AB	800/55	507	(600-1 $\frac{1}{4}$)	CDE	800-1 $\frac{1}{8}$	507	(600-1 $\frac{1}{8}$)
 CIRCLING ALL RWY			A	860-1	562	(600-1)	B	880-1	582	(600-1)
			C	960-1 $\frac{1}{4}$	662	(700-1 $\frac{1}{4}$)	D	1120-2 $\frac{3}{4}$	822	(900-2 $\frac{3}{4}$)
			E	1120-3	822	(900-3)				

Circling NA southeast of Rwy 1 and 22.

Circling to Rwy 22 NA at night.

ASR Rwy 01: For inoperative MALS, increase CAT C/D/E visibility to 1 $\frac{1}{4}$ miles.

ASR Rwy 19: Helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (USN, 23JUN16, 16175) ELEV 316
 RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	19L ²	3.0°/45/1055	ABCDE	416-¼	100	(100-¼)
	1L ³	3.0°/35/742	ABCDE	453-½	200	(200-½)
	1R	3.0°/40/874	ABCDE	470-¾	200	(200-¾)
	19R	3.0°/42/881	ABCDE	544-¾	250	(300-¾)
PAR W/O GS ¹	19R		ABCDE	640-1	346	(400-1)
	1R		ABCDE	620-1	350	(400-1)
	19L ⁴		AB	740-½	424	(500-½)
			CDE	740-¾	424	(500-¾)
	1L ⁵		AB	760-¾	507	(500-¾)
ASR	28		ABCDE	680-1	376	(400-1)
			AB	700-1	430	(400-1)
	19R		CDE	700-1¼	430	(400-1¼)
			AB	740-1	446	(500-1)
	1L ⁵		CDE	740-1¾	446	(500-1¾)
			AB	760-¾	527	(500-¾)
	19L ⁵		CDE	760-1	526	(500-1)
			AB	800-¾	484	(500-¾)
CIR	All Rwy		CDE	800-1	484	(500-1)
			AB	840-1	524	(600-1)
			C	840-1½	524	(600-1½)
			D	880-2	564	(600-2)
		E	1080-2¾	764	(800-2¾)	

¹No-NOTAM MP sked: PAR 1300-1700Z++Tue. PAR and PAR W/O GS apch not avbl dur this time.

²When ALS inop, increase vis CAT ABCDE to ½ mile.

³When ALS inop, increase vis CAT ABCDE to ¾ mile.

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

⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.

MONROE, LA Amdt 7, 15NOV12 (14205) (FAA) ELEV 79
MONROE RGNL (MLU)
 RADAR- 1 126.9 307.9

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	4		AB	560/40	484	(500-¾)	CD	560/50	484	(500-1)
	22		AB	560-¾	485	(500-¾)	CD	560-1	485	(500-1)
CIRCLING ALL RWY			AB	580-1¼	501	(600-1¼)	C	620-1½	541	(600-1½)
			D	640-2	561	(600-2)				

When control tower closed, ASR NA.

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RADAR INSTRUMENT APPROACH MINIMUMS

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (16091 USN)

RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65  ELEV 2

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4 ²	3.0°/52/973	ABCDE	98-¼	100	(100-¾)
	22 ³	3.0°/43/861	ABCDE	249-½	250	(300-½)
PAR W/O GS	4 ^{4 11}		ABCDE	380-¾	382	(400-¾)
	22 ^{5 12}		ABCDE	340-¾	341	(400-¾)
ASR	14 ¹⁰		AB	460-1	462	(500-1)
			CDE	460-1¾	462	(500-1¾)
	4 ^{6 10}		AB	520-½	522	(600-½)
			CDE	520-1	522	(600-1)
	22 ⁷		AB	580-½	581	(600-½)
			CDE	580-1¼	581	(600-1¼)
CIR ⁹	RWY 22		AB	520-¾	521	(600-¾)
			CDE	520-1¼	521	(600-1¼)
			A	580-1	578	(600-1)
			B	580-1¼	578	(600-1¼)
		C	600-1¾	598	(600-1¾)	
		D	640-2	638	(700-2)	
		E	640-2¼	638	(700-2¼)	

NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.

¹No-NOTAM preventive maint Mon 1300-1800Z++.²When ALS inop, increase vis CAT ABCDE to ½ mile.³When ALS inop, increase vis CAT ABCDE to ¾ mile.⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles.⁵When ALS inop, increase vis CAT ABCDE to 1½ miles.⁶When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.⁷When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.⁸When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.⁹CAT E circling not authorized NW of Rwy 4-22.

¹⁰ CIR	RWY 4, 14, 32	A	520-1	518	(600-1)
		B	520-1¼	518	(600-1¼)
		C	600-1½	598	(600-1½)
		D	640-2	638	(700-2)
		E	640-2¼	638	(700-2¼)
¹¹ CIR	PAR W/O GS RWY 4	AB	520-1¼	518	(600-1¼)
		C	600-1½	598	(600-1½)
		D	640-2	638	(700-2)
		E	640-2¼	638	(700-2¼)
¹² CIR	PAR W/O GS RWY 22	AB	580-1¼	578	(600-1¼)
		C	600-1½	598	(600-1½)
		D	640-2	638	(700-2)
		E	640-2¼	638	(700-2¼)

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS



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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

POLK AAF (KPOE), LA (FORT POLK) (RADAR 1 Amdt 4A, RADAR 2 Orig, 13150 USA)


RADAR - (E) 123.7 261.3   NA Opr 1400-0600Z++ exc hol. ELEV 329

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	34	3.0°/42/799	AB CD	579-½ 579-¾	256 256	(300-½) (300-¾)
ASR	34		AB CD	760-¾ 760-1	482 482	(500-¾) (500-1)
	16		AB CD	800-1 800-1½	472 472	(500-1) (500-1½)
CIR	ALL RWY		AB C D	820-1 820-1½ 880-2	491 491 551	(500-1) (500-1½) (600-2)

SHREVEPORT, LA
SHREVEPORT RGNL (SHV)

Amdt 5, 22AUG13 (14149) (FAA)

ELEV 258

RADAR- 1 119.9 335.55 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB CDE	720-¾ 720-1	500 500	(500-¾) (500-1)
	14		AB CDE	800/40 800/60	542 542	(600-¾) (600-1¼)
	6		AB CDE	840-1¼ 840-1¾	603 603	(600-1¼) (600-1¾)
CIRCLING	ALL RWY		AB C D E	840-1¼ 840-1½ 840-2 1100-3	582 582 582 842	(600-1¼) (600-1½) (600-2) (900-3)

For inoperative ALSF, increase S-14 CAT E visibility to 1%.
For inoperative MALSR, increase S-32 CAT C/D/E visibility to 1%.
Helicopter visibility reduction below ¾ SM not authorized.

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16175

15344

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR LOUISIANA AND MISSISSIPPI

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

15344

16315

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*
COLUMBUS, MS COLUMBUS AFB (CBM)	HS 1	Maintain vigilance numerous twys in area of Rwy 13R.
HOUMA, LA HOUMA-TERREBONNE (HUM)	HS 1	Twy H, Twy E, Twy B at Rwy 18-36 & Rwy 12-30.
LAFAYETTE, LA LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)	HS 1 HS 2 HS 3	Twy D, Twy C: Ramp congestion and short taxi to Rwy 11. Twy B, Twy J, Twy F: Confusing geometry with INT of Rwy 04L-22R and Rwy 11-29. Rwy 22L arriving large aircraft exiting on Twy H: Do not enter Twy F.
MONROE, LA MONROE RGNL (MLU)	HS 1	Rwy 14 and Rwy 18 hold lines in close proximity.
NEW ORLEANS, LA LAKEFRONT (NEW)	HS 1 HS 2 HS 3	Twy F south of Rwy 09-27. Twy F at Apch end Rwy 27. Twy B at Rwy 36L.
NEW ORLEANS, LA LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1 HS 2	High speed exit can be confused for Twy F crossing Rwy 11-29. Rwy 11 green painted overrun mistaken for Twy E.

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

16315

SC-4, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

FIGHTING TIGER TRANSITION (LSU.AWDAD9): From over LSU VORTAC on LSU R-135 to AWDAD INT.

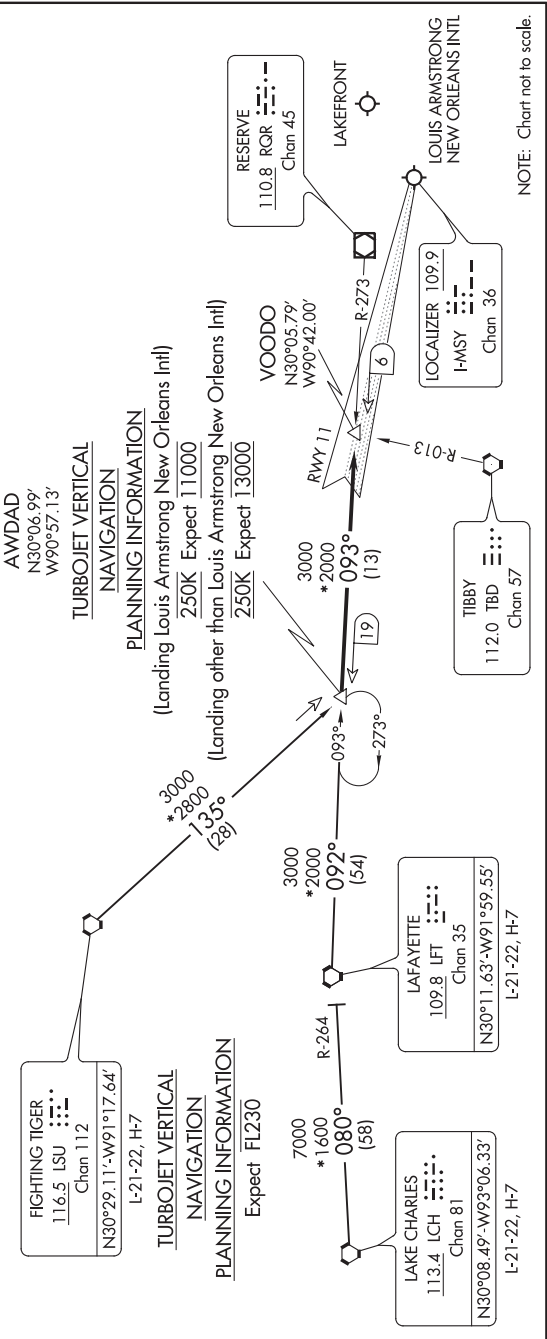
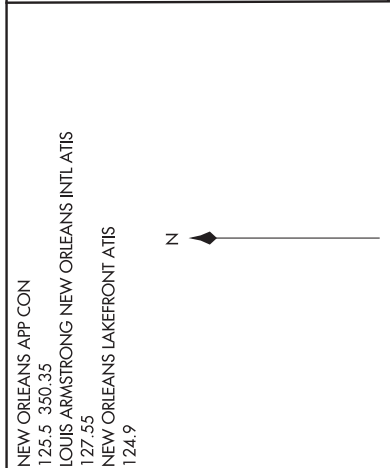
LAFAYETTE TRANSITION (LFT.AWDAD9): From over LFT VOTRAC on LFT R-092 and RQR R-273 to AWDAD INT.

LAKE CHARLES TRANSITION (LCH.AWDAD9): From over LCH VORTAC on LCH R-080 and LFT R-264 to LFT VORTAC then on LFT R-092 and RQR R-273 to AWDAD INT.

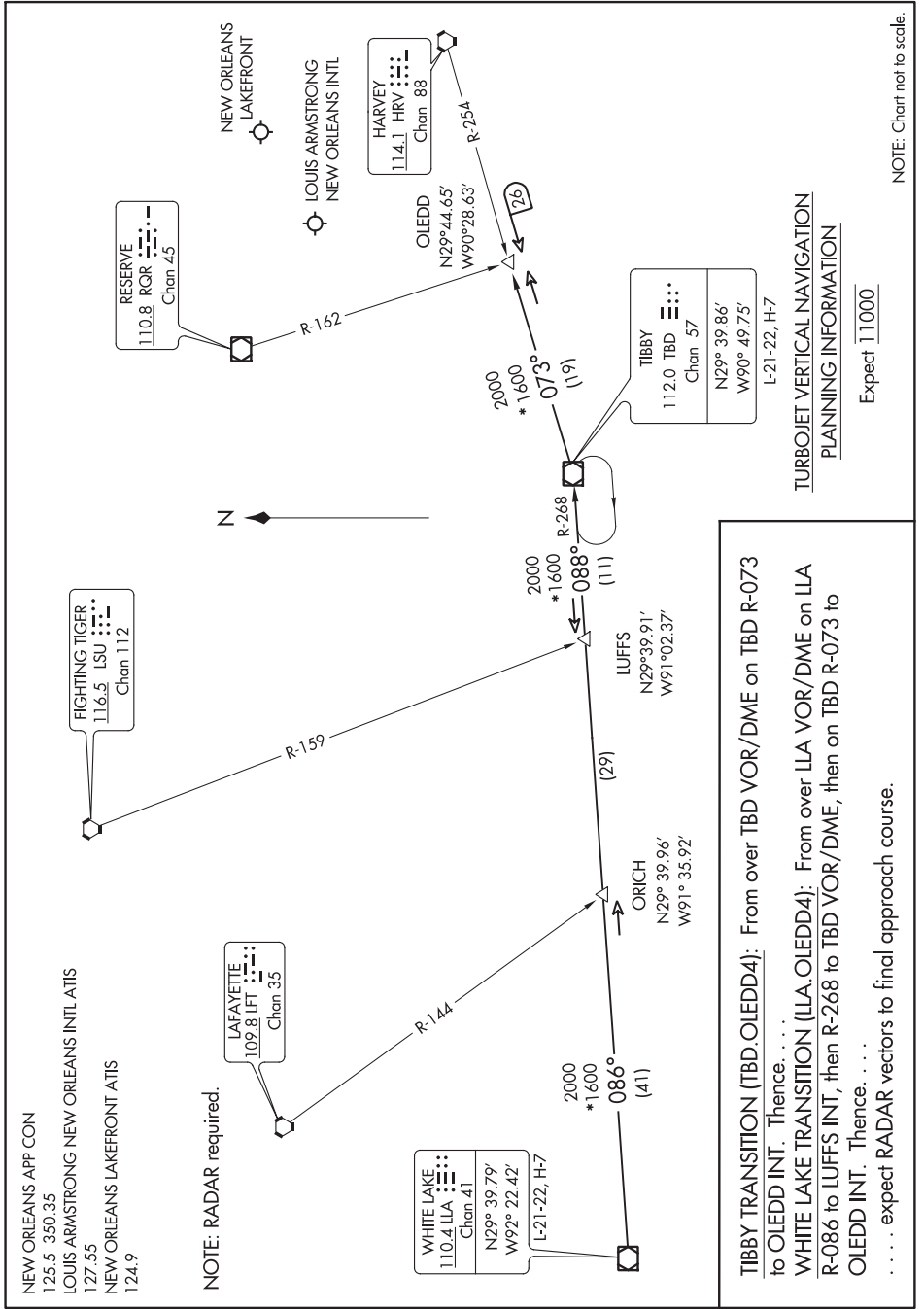
from over AWDAD INT on RQR R-273 to VOODO INT.

LANDING KMSY RUNWAY 11: Intercept I-MSY localizer and expect clearance for ILS RWY 11 approach.

LANDING OTHER: Expect vectors to final approach course.



SC-4, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

TIBBY TRANSITION (TBD.OLEDD4): From over TBD VOR/DME on TBD R-073 to OLEDD INT. Thence,

WHITE LAKE TRANSITION (LLA.OLEDD4): From over LLA VOR/DME on LLA R-086 to LUFFS INT, then R-268 to TBD VOR/DME, then on TBD R-073 to OLEDD INT. Thence,

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

SC-4, 10 NOV 2016 to 05 JAN 2017

RYTHM FOUR ARRIVAL

NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
133.15 290.3
125.5 350.35
LAKEFRONT ATIS
124.9
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

NATCHEZ
110.0 HEZ
Chan 37
N31°37.09'-W91°17.98'
L-22, H-6

MC COMB
116.7 MCB
Chan 114
N31°18.27'-W90°15.49'
L-21-22, H-6

BLEUZ
N31°40.14'
W89°29.35'

EATON
110.6 LBY
Chan 43
N31°25.12'
W89°20.26'
L-22, H-6

5000
*1900
125°
(70)

2000
17.3
(125)

5000
*1900
216°
(69)

ZYDCO
N30°53.26'
W90°13.65'

17.3
(121)

353°

FOILS
N30°41.26'
W90°12.77'

17.3
(91)

RYTHM
N30°32.41'-W90°12.13'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
250K Expect 11000

17.3
(49)

353°

17.3
(115)

R-302

R-282

R-262

R-253

OYSTY
N30°28.25'
W90°11.82'

PICAYUNE
112.2 PCU
Chan 59

NOTE: DME required.
NOTE: RADAR required.

RESERVE
110.8 RQR
Chan 45

R-068

RAYOP
N30°12.82'
W90°10.70'

LAKEFRONT

LOCALIZER 111.7
I-ONW
Chan 54

LOUIS ARMSTRONG
NEW ORLEANS INTL

RWY 20

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RYTHM FOUR ARRIVAL

(RYTHM.RYTHM4) 10OCT15

NEW ORLEANS, LOUISIANA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

EATON TRANSITION (LBY.RYTHM4): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence

MC COMB TRANSITION (MCB.RYTHM4): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence

MERIDIAN TRANSITION (MEI.RYTHM4): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence

NATCHEZ TRANSITION (HEZ.RYTHM4): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence

. . . . from over RYTHM INT via MCB R-173 to RAYOP INT. Thence

LANDING LOUIS ARMSTRONG RWY 20: Intercept I-ONW localizer course and expect clearance for LOC Rwy 20 approach.

LANDING OTHER RUNWAYS: Expect vectors to final approach course.

SC-4, 10 NOV 2016 to 05 JAN 2017

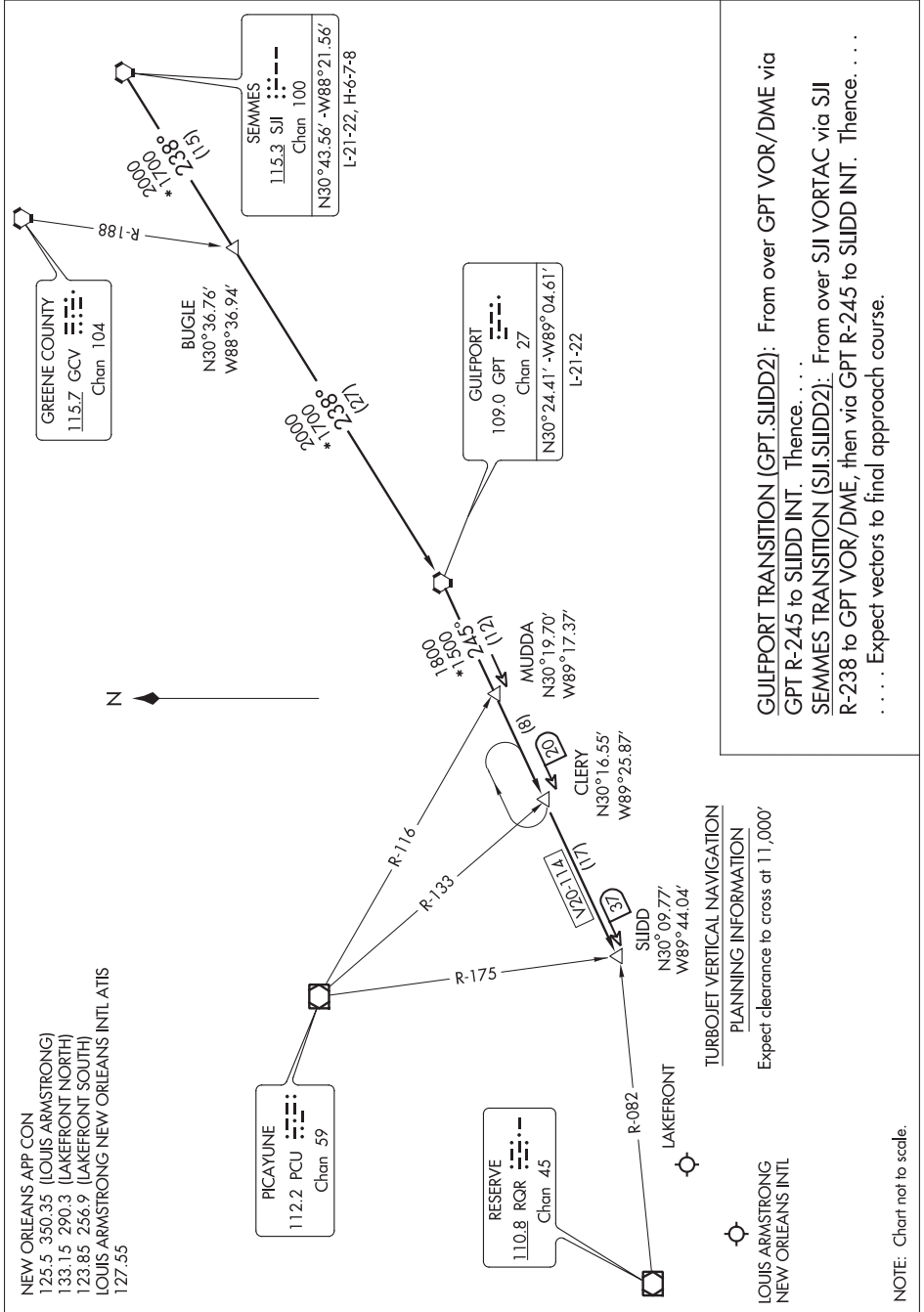
SC-4, 10 NOV 2016 to 05 JAN 2017

SLIDD TWO ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA

SC-4, 10 NOV 2016 to 05 JAN 2017



GUILFORD TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMEs TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . .

. . . . Expect vectors to final approach course.

SC-4, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY

LEFT

BLANK

WAAS CH 78023 W16A	APP CRS 157°	Rwy Idg TDZE 16 Apt Elev 16	5000
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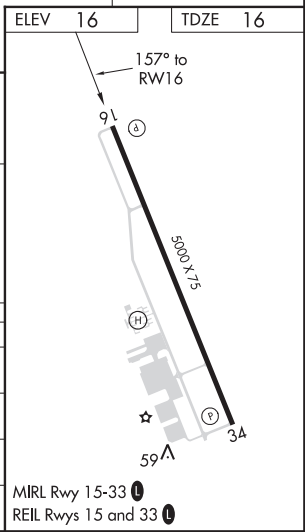
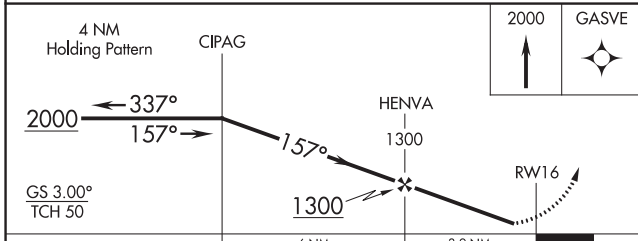
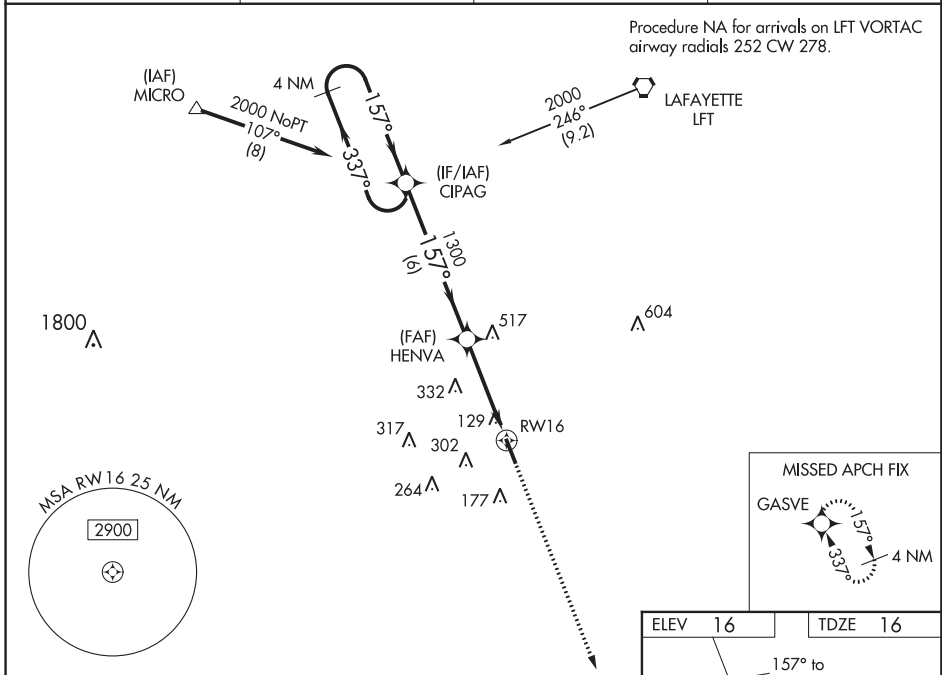
RNAV (GPS) RWY 16

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

⚠ Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 2000 direct GASVE and hold.

AWOS-3 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	266-1	250 (300-1)		NA
LNAV/VNAV DA	279-1	263 (300-1)		NA
LNAV MDA	380-1	364 (400-1)		NA
CIRCLING	440-1 424 (500-1)	540-1 524 (600-1)	620-1 3/4 604 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ABBEVILLE, LOUISIANA

AL-5541 (FAA)

14205

WAAS CH 45823 W34A	APP CRS 337°	Rwy Idg TDZE 15 Apt Elev 16	5000
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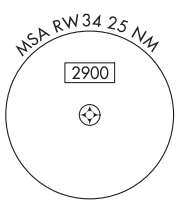
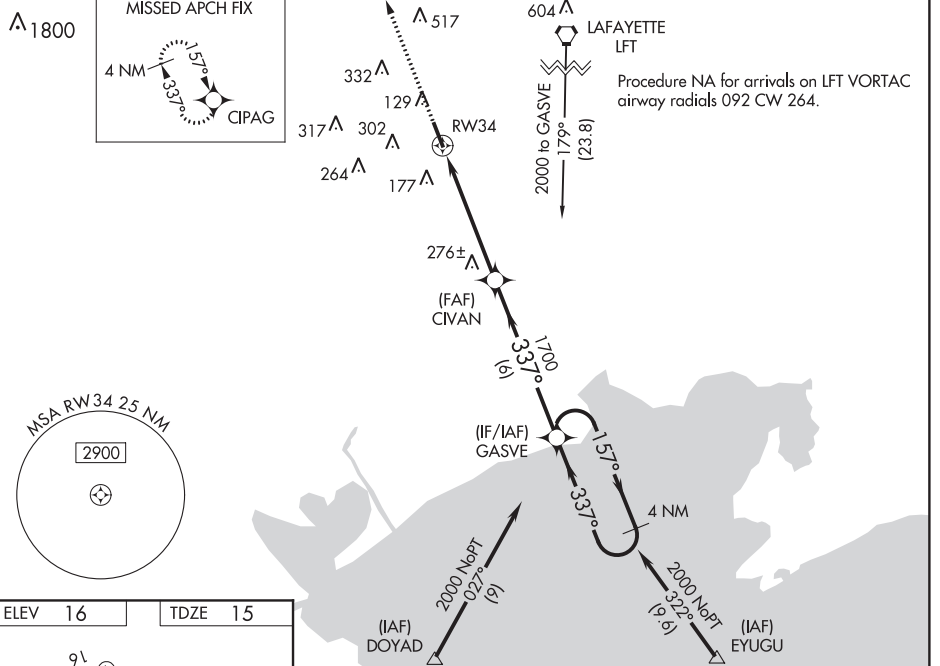
RNAV (GPS) RWY 34

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

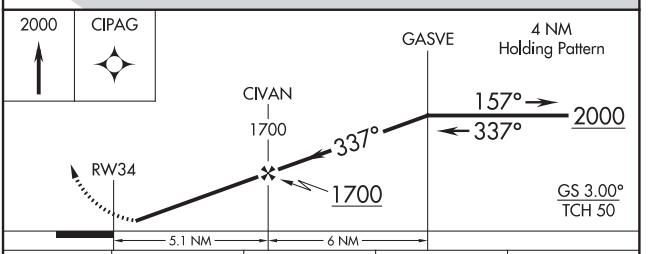
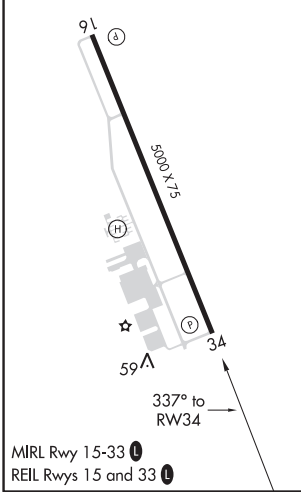
⚠ Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile.

MISSED APPROACH:
Climb to 2000 direct CIPAG and hold.

AWOS-3 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 16	TDZE 15
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CATEGORY	A	B	C	D
LPV DA		298-1	283 (300-1)	NA
LNAV/VNAV DA		320-1	305 (400-1)	NA
LNAV MDA	580-1	565 (600-1)	580-1 5/8 565 (600-1 5/8)	NA
CIRCLING	580-1	564 (600-1)	620-1 3/4 604 (700-1 3/4)	NA

ABBEVILLE, LOUISIANA
Amdt 1A 26JUN14

29°59'N-92°05'W

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

RNAV (GPS) RWY 34

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-YA 110.95	APP CRS 157°	Rwy Idg TDZE Apt Elev	5000 16 16
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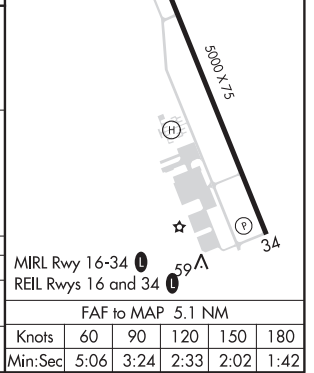
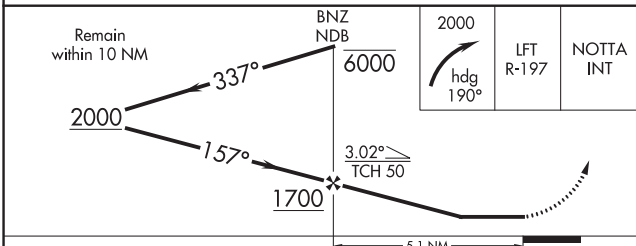
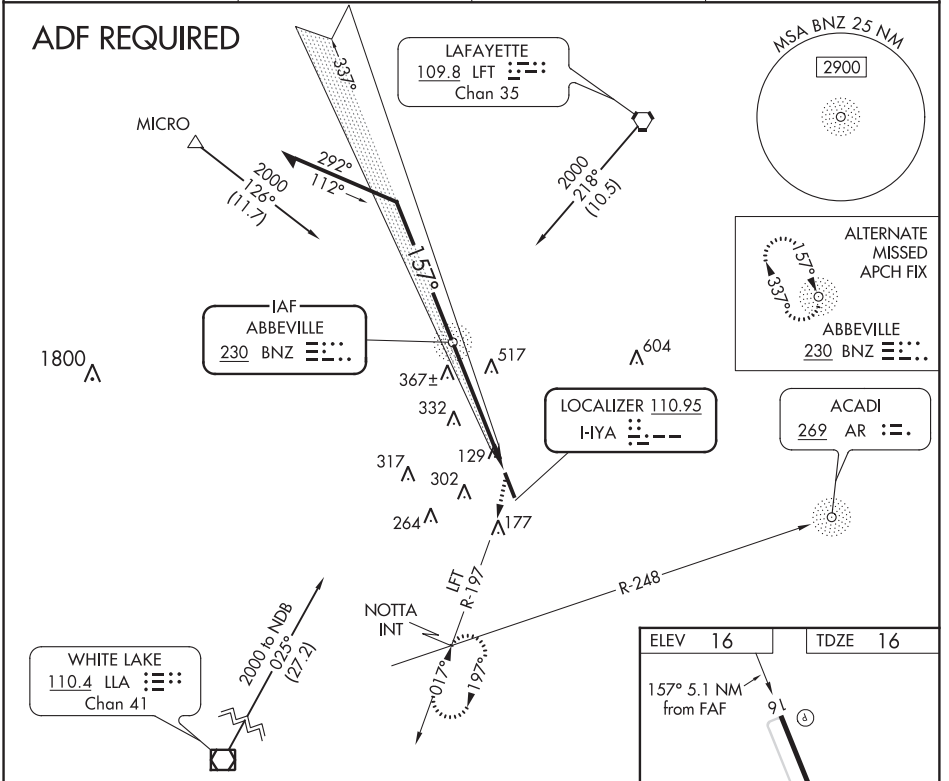
LOC RWY 16

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

ADF REQUIRED. Helicopter visibility reduction below ¼ SM NA.
NA When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet, and S-16 Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 2000 on heading 190° and on LFT VORTAC R-197 to NOTTA INT and hold.

AWOS-3 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-16	560-1	544 (600-1)	560-1½ 544 (600-1½)	NA
CIRCLING	560-1	544 (600-1)	620-1¾ 604 (700-1¾)	NA

LOC RWY 16

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ABBEVILLE, LOUISIANA

AL-5541 (FAA)

14205

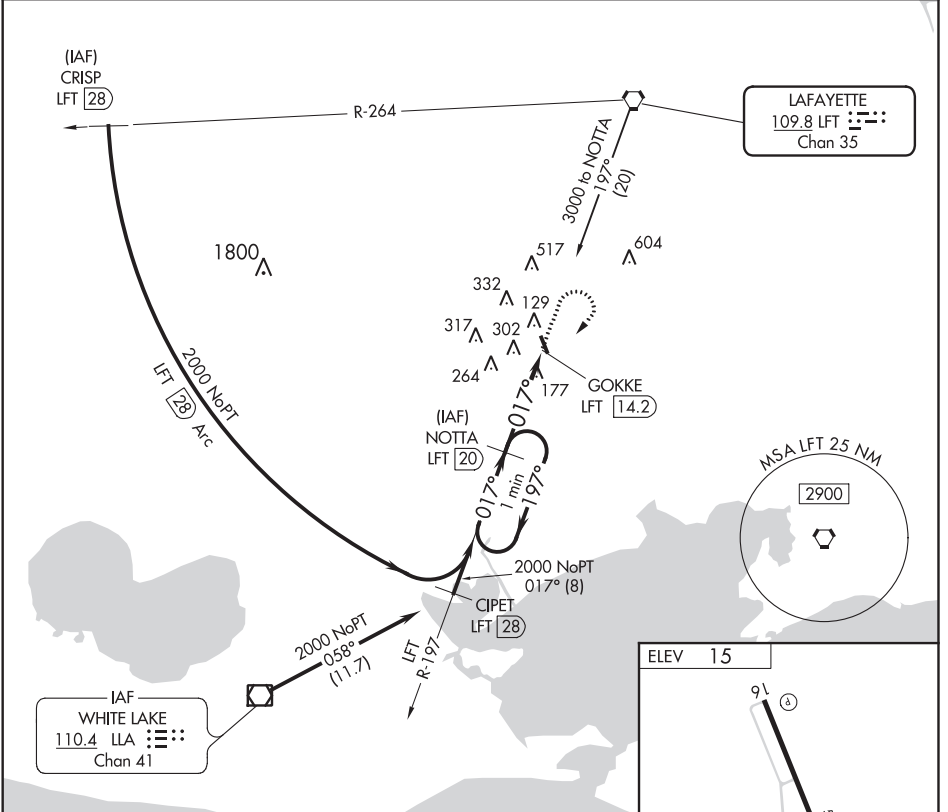
VORTAC LFT 109.8 Chan 35	APP CRS 017°	Rwy Idg TDZE Apt Elev N/A N/A 15
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VOR/DME-B

ABBEVILLE CHRIS CRUSTA MEMORIAL (1YA)

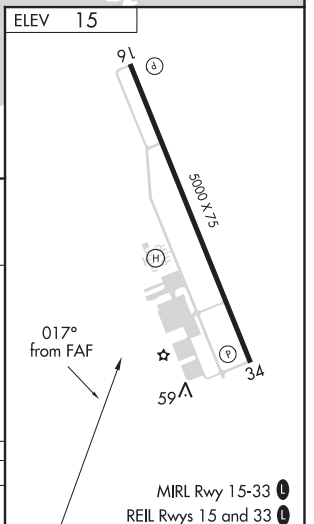
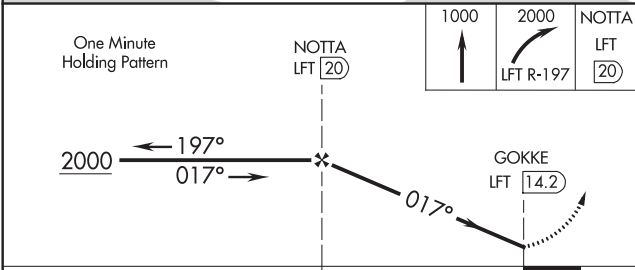
 NA	When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.
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AWOS-3 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GO 135.075	UNICOM 122.8 (CTAF) 0
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	600-1	584 (600-1)	620-1¾ 604 (700-1¾)	NA

ABBEVILLE, LOUISIANA
Amdt 3B 20JUN14

29°59'N-92°05'W

ABBEVILLE CHRIS CRUSTA MEMORIAL (1YA)

VOR/DME-B

MRL Rwy 15-33 **0**
REIL Rwys 15 and 33 **0**

RNAV (GPS) RWY 18

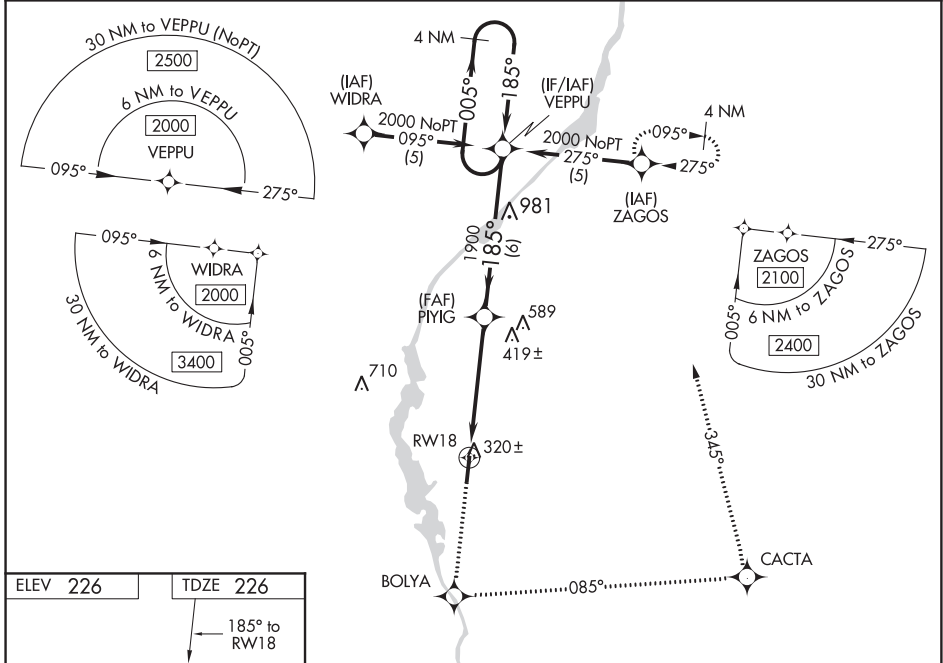
ABERDEEN/MONROE COUNTY (M40)

WAAS CH 56604 W18A	APP CRS 185°	Rwy Idg TDZE 226 Apt Elev 226	4999
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▽ Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
△ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

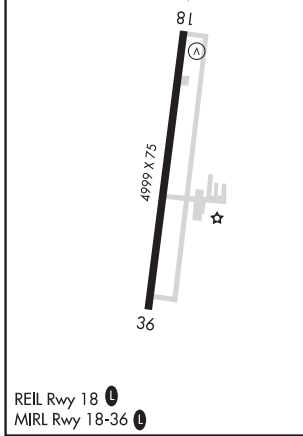
AWOS-3 118.475	COLUMBUS APP CON * 126.075 239.25	UNICOM 122.8 (CTAF) 0
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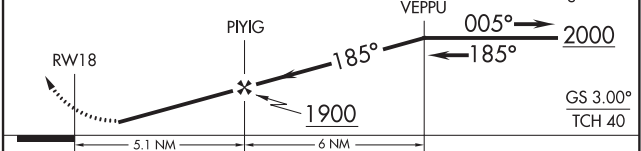
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 226	TDZE 226
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2100	BOLYA	CACTA	ZAGOS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26). 4 NM Holding Pattern
↑	✦ trk 085°	✦ trk 345°	✦	



CATEGORY	A	B	C	D
LPV DA		560-1¼	334 (400-1¼)	
LNAV/VNAV DA		590-1¼	364 (400-1¼)	
LNAV MDA	660-1	434 (500-1)	660-1¼ 434 (500-1¼)	660-1½ 434 (500-1½)
CIRCLING	720-1	494 (500-1)	720-1½ 494 (500-1½)	780-2 554 (600-2)

ABERDEEN/AMORY, MISSISSIPPI

AL-5655 (FAA)

WAAS CH 70414 W36A	APP CRS 005°	Rwy Idg TDZE 226 Apt Elev 226	4999
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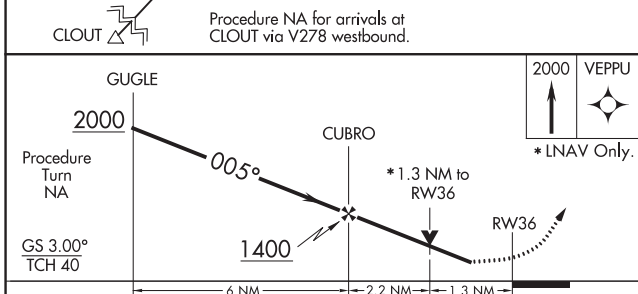
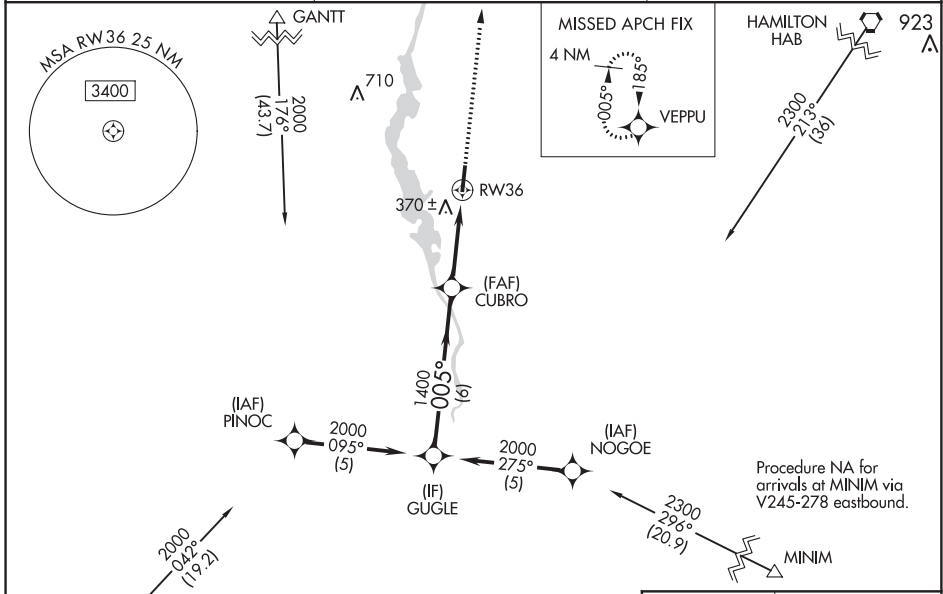
RNAV (GPS) RWY 36

ABERDEEN/MONROE COUNTY (M40)

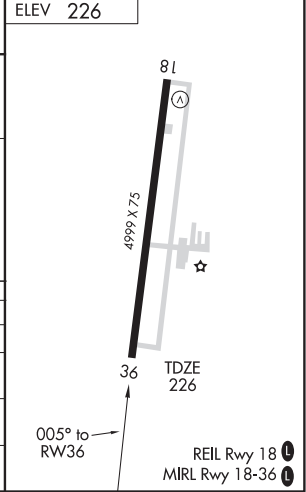
Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

MISSED APPROACH: Climb to 2000 direct VEPPO and hold.

AWOS-3 118.475	COLUMBUS APP CON * 126.075 239.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	559-1¼		333 (400-1¼)	
LNAV/VNAV DA	715-1¾		489 (500-1¾)	
LNAV MDA	680-1	454 (500-1)	680-1¼	680-1½
			454 (500-1¼)	454 (500-1½)
CIRCLING	720-1	494 (500-1)	720-1½	780-2
			494 (500-1½)	554 (600-2)



ABERDEEN/AMORY, MISSISSIPPI
Amdt 1 09239

33°52'N-88°29'W

RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR RWY 18

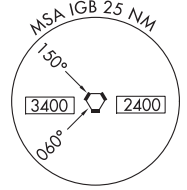
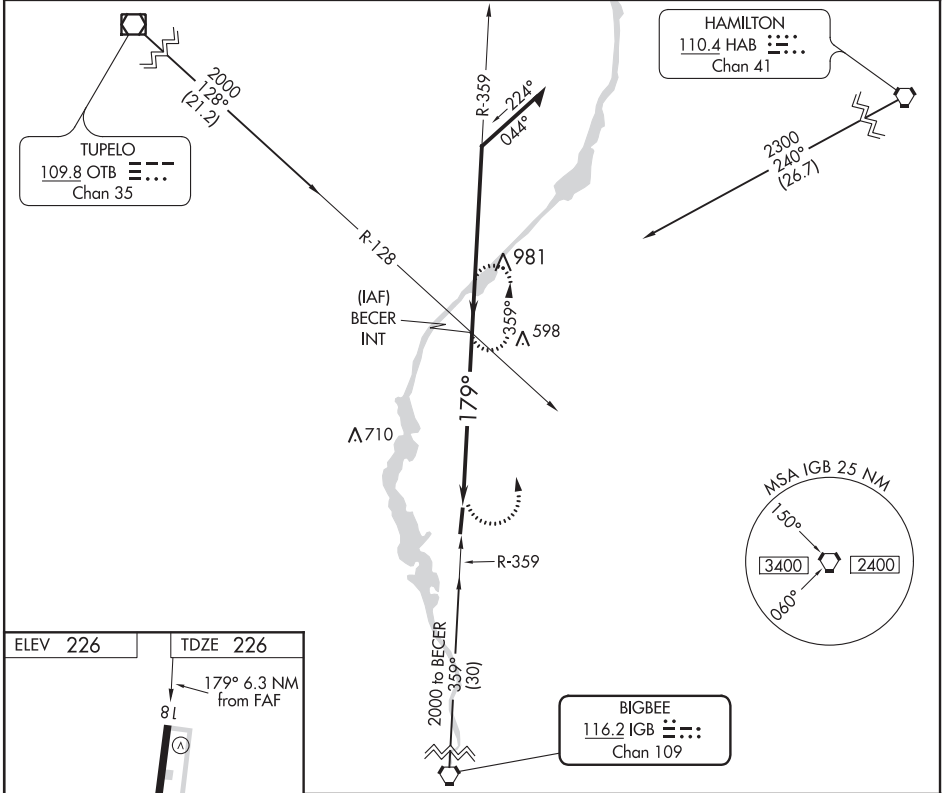
ABERDEEN/MONROE COUNTY (M40)

VORTAC IGB	APP CRS	Rwy Idg	4999
116.2	179°	TDZE	226
Chan 109		Apt Elev	226

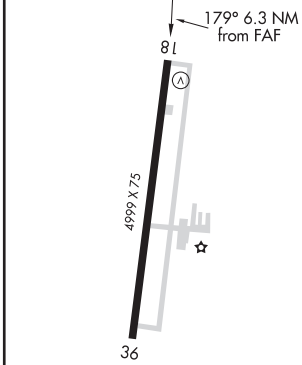
▼ Visibility reduction by helicopters NA.
 ▲ NA When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

AWOS-3 118.475	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) 0
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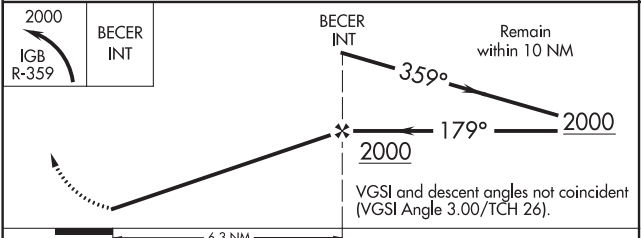
ELEV 226	TDZE 226
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REIL Rwy 18 0
 MIRL Rwy 18-36 0

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)
CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1¾ 654 (700-1¾)	880-2 654 (700-2)

VOR RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

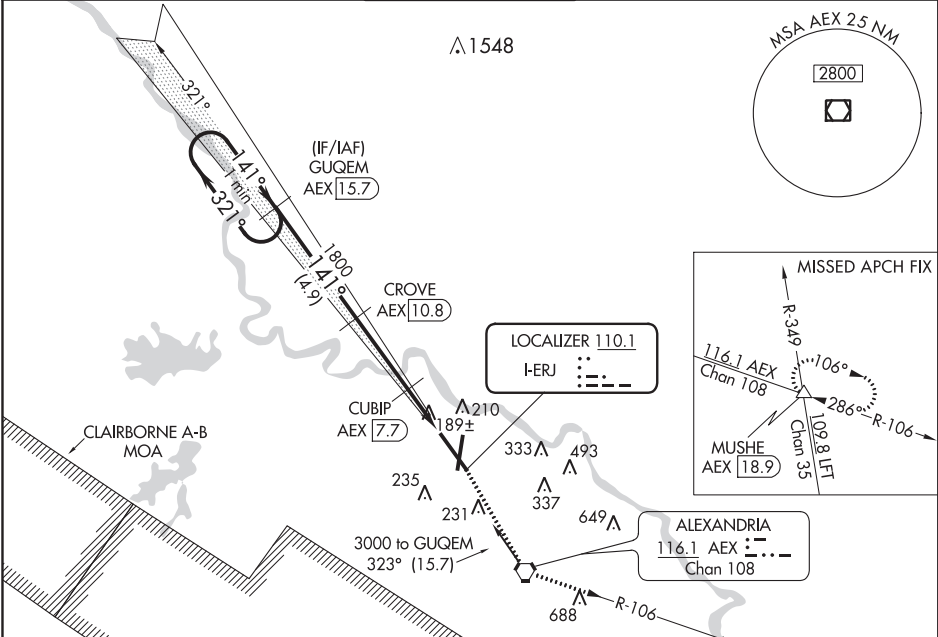
ILS or LOC/DME RWY 14

ALEXANDRIA INTL (AEX)

LOC I-ERJ 110.1	APP CRS 141°	Rwy Idg 9352 TDZE 85 Apt Elev 89
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<p>▼ DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, Radar and DME required.</p>	<p>SSALR</p>	<p>MISSED APPROACH: Climb to 4000 direct AEX VORTAC and via AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.</p>
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ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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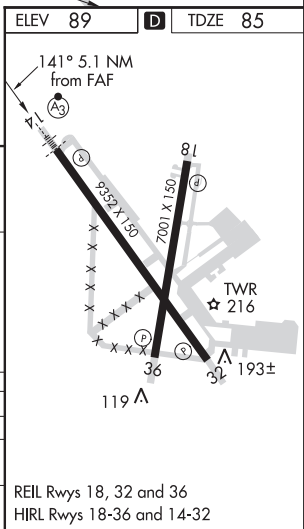


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED

One Minute Holding Pattern	GUGEM AEX 15.7	4000	AEX	AEX R-106	MUSHE
3000	← 321°	→ 141°	← 141°	→ 1800	*780
GS 3.00° TCH 56	*LOC only				
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	4.9 NM	3.1 NM	2 NM		
CATEGORY	A	B	C	D	
S-ILS 14	285/24		200 (200-½)		
S-LOC 14	460/24		375 (400-½)		460/40 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-½)	640-2 551 (600-2)	



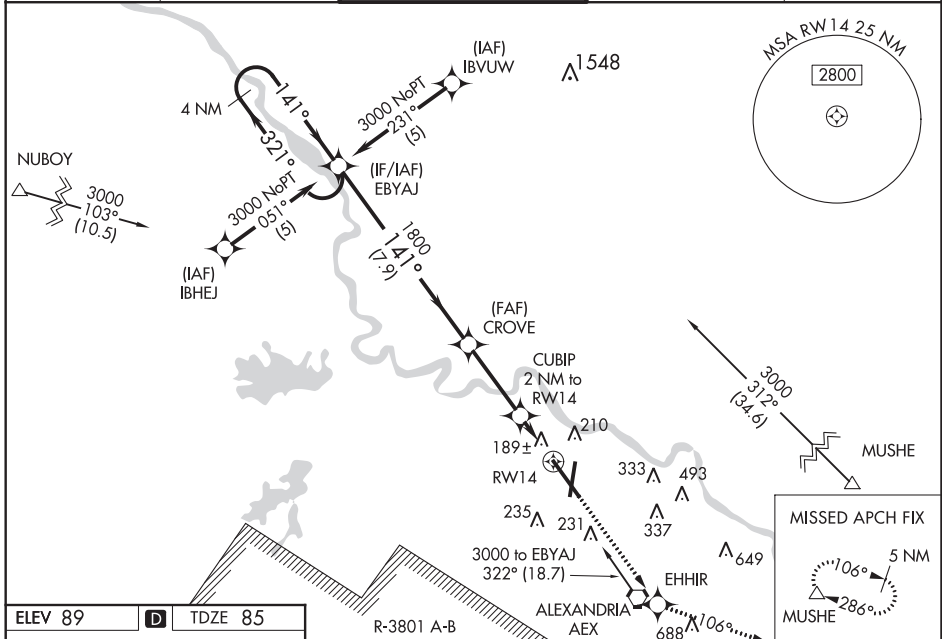
WAAS CH 56417 W14A	APP CRS 141°	Rwy Idg 9352 TDZE 85 Apt Elev 89
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RNAV (GPS) RWY 14

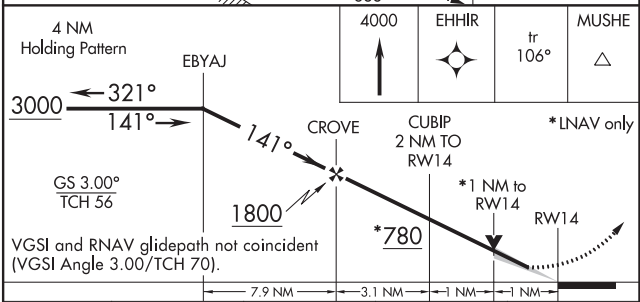
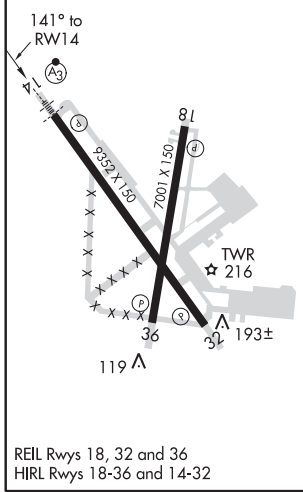
ALEXANDRIA INTL (AEX)

<p>▼ 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). For inoperative SSALR increase LNAV Cat D visibility to RVR 6000. Radar required when R-3801 A-B in use.</p>	<p>SSALR</p>	<p>MISSED APPROACH: Climb to 4000 direct EHHIR and via track 106° to MUSHE and hold.</p>
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ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ELEV 89	D	TDZE 85
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CATEGORY	A	B	C	D
LPV DA		285/24	200 (200-½)	
LNAV/VNAV DA		488/50	403 (400-1)	
LNAV MDA		480/24	395 (400-½)	480/50 395 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

14317

WAAS CH 61200 W18A	APP CRS 186°	Rwy Idg 7001 TDZE 84 Apt Elev 89
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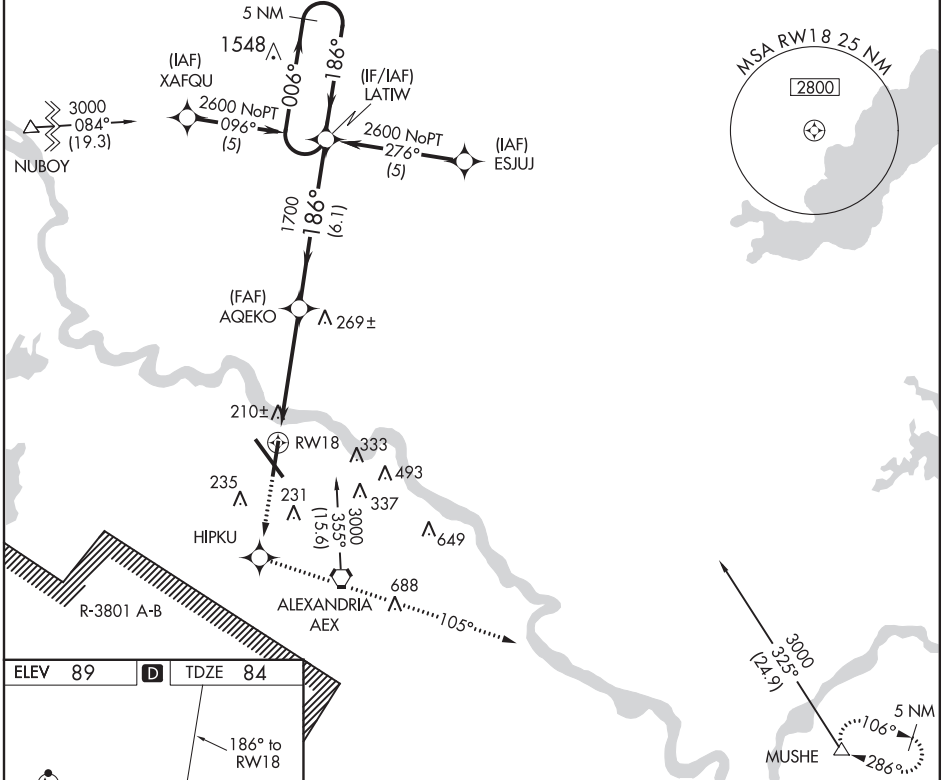
RNAV (GPS) RWY 18

ALEXANDRIA INTL (AEX)

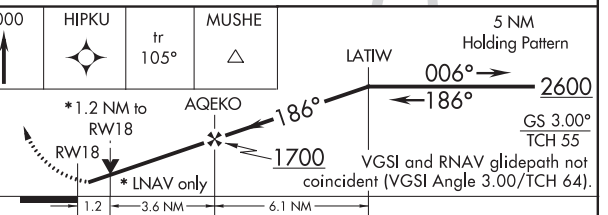
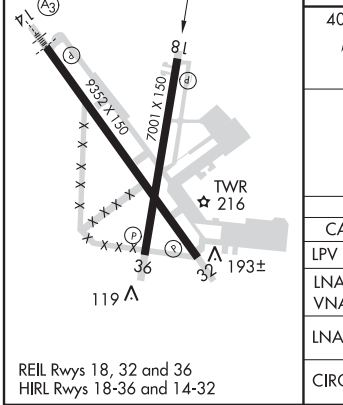
▼ DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ELEV 89	D	TDZE 84
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CATEGORY	A	B	C	D
LPV DA		395-1	311 (400-1)	
LNAV/VNAV DA		539-1½	455 (500-1½)	
LNAV MDA	520-1	436 (500-1)	520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1½ 451 (500-1½)	560-1½	471 (500-1½)	640-2 551 (600-2)

ALEXANDRIA, LOUISIANA
Amdt 1A 05JUN08

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)

RNAV (GPS) RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

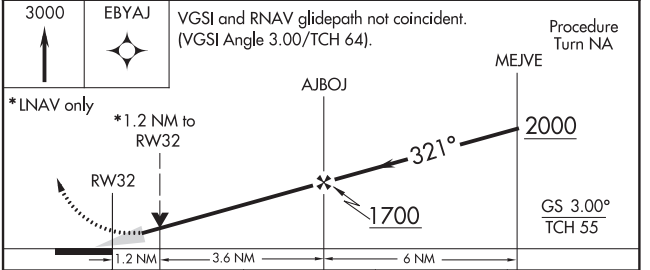
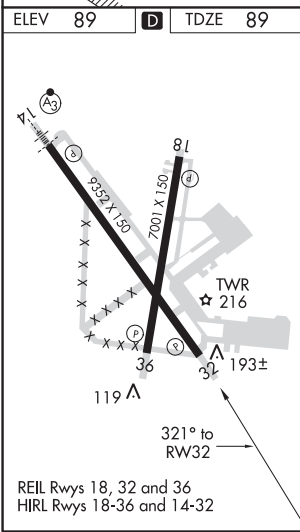
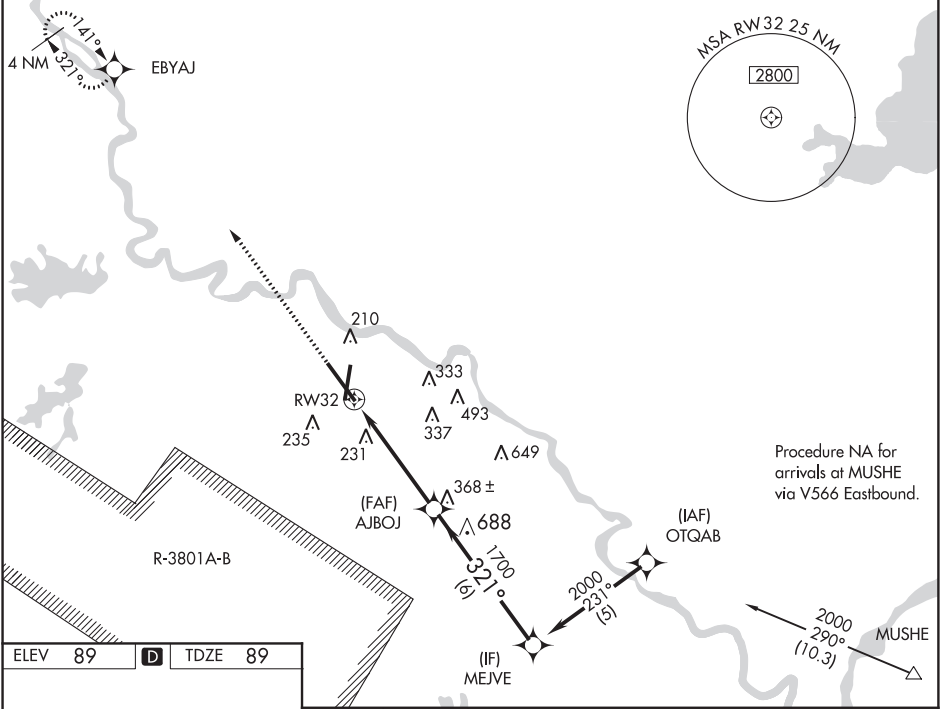
WAAS CH 50110 W32A	APP CRS 321°	Rwy Idg 9352 TDZE 89 Apt Elev 89
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RNAV (GPS) RWY 32

ALEXANDRIA INTL (AEX)

<p>▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.5°C (5°F) When R-3801A-B active, RADAR required.</p>	<p>MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.</p>
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ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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CATEGORY	A	B	C	D
LPV DA		340/50	251 (300-1)	
LNAV/VNAV DA		460/60	371 (400-1¼)	
LNAV MDA	520/50	431 (500-1)	520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58100 W36A	APP CRS 006°	Rwy Idg 7001 TDZE 87 Apt Elev 89
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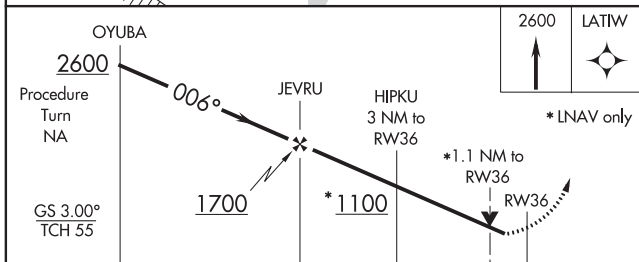
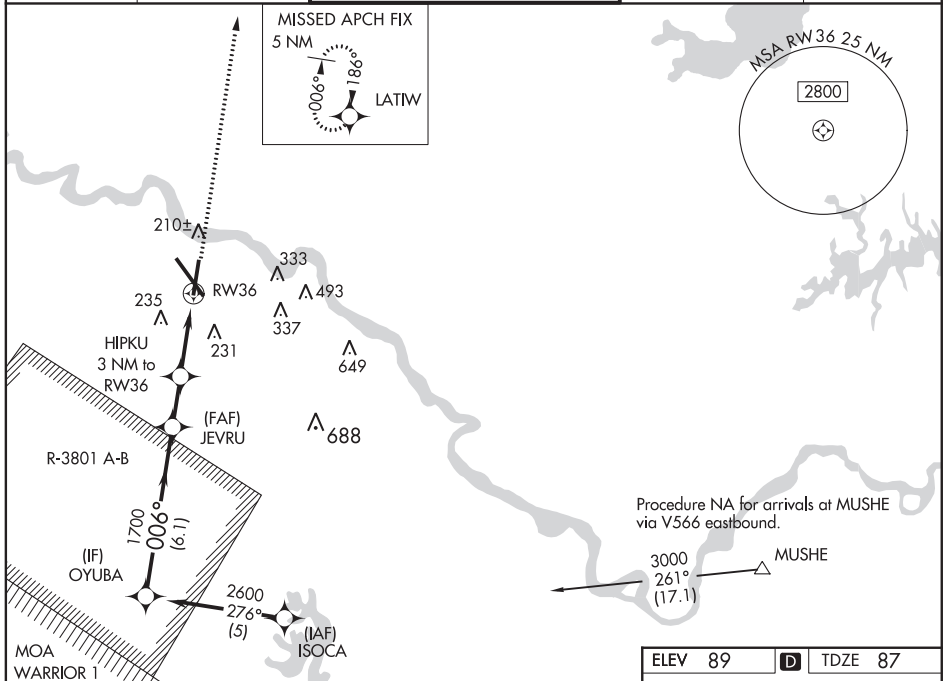
RNAV (GPS) RWY 36

ALEXANDRIA INTL (AEX)

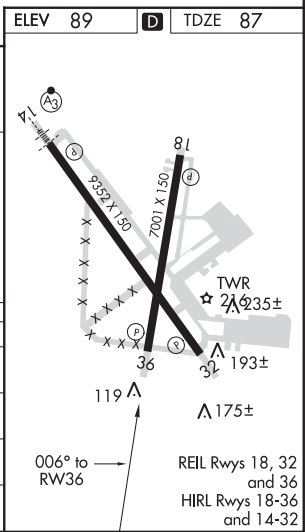
▼ DME/DME RNP-0.3 NA. When R-3801 A-B in use, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct LATW and hold.

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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CATEGORY	A	B	C	D
LPV DA	391-1 304 (400-1)			
LNAV/VNAV DA	425-1¼ 338 (400-1¼)			
LNAV MDA	500-1 413 (500-1)	500-1¼ 413 (500-1¼)		
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

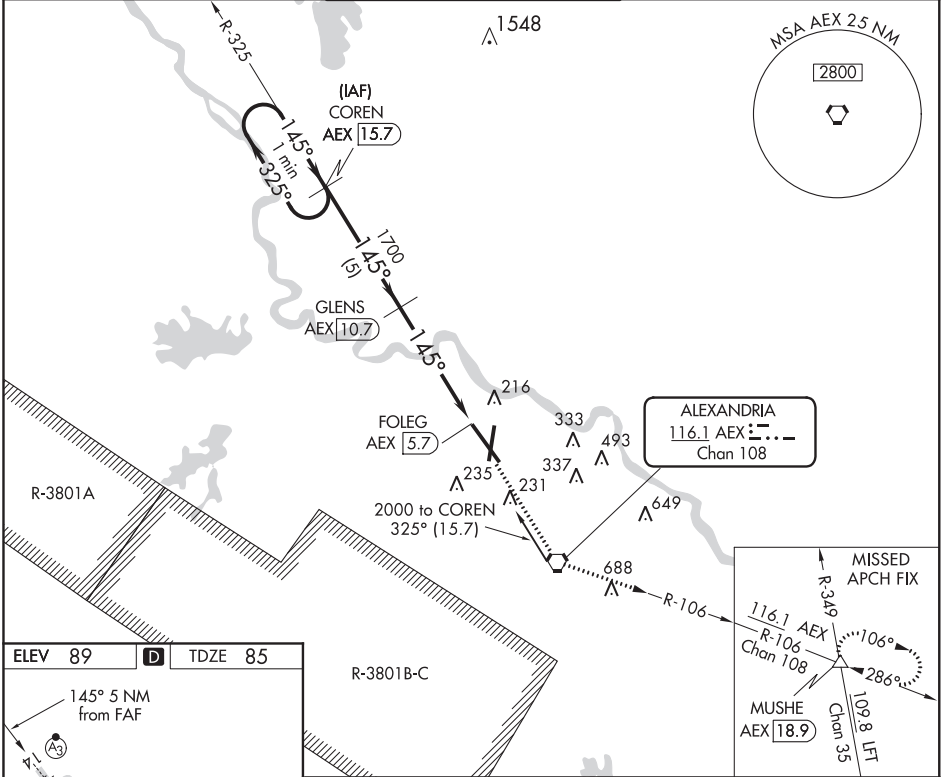
VORTAC AEX 116.1 Chan 108	APP CRS 145°	Rwy Idg TDZE 85 Apt Elev 89	9352
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VOR/DME RWY 14

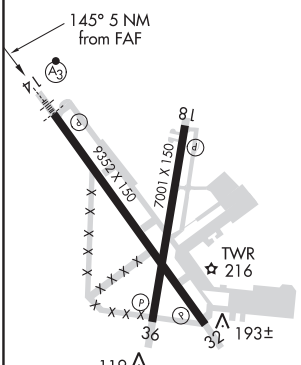
ALEXANDRIA INTL (AEX)

<p>When R-3801B active, Radar Required. For inoperative SSALR increase S-14 Cat D visibility to 1¼.</p>	<p>SSALR</p>	<p>MISSED APPROACH: Climb to 4000 direct AEX Vortac, then via AEX R-106 to MUSHE Int and hold.</p>
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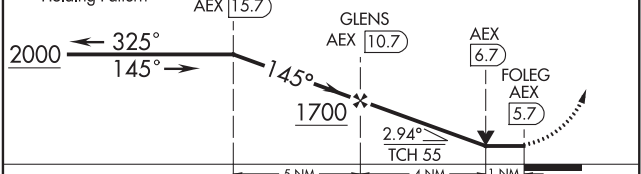
ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CLNC DEL 121.9
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ELEV 89	D	TDZE 85
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 70).	4000	AEX	AEX R-106	MUSHE
One Minute Holding Pattern				



CATEGORY	A	B	C	D
S-15	480-24	395 (400-½)	480-35 395 (400-¾)	480-55 395 (400-1¼)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

14317

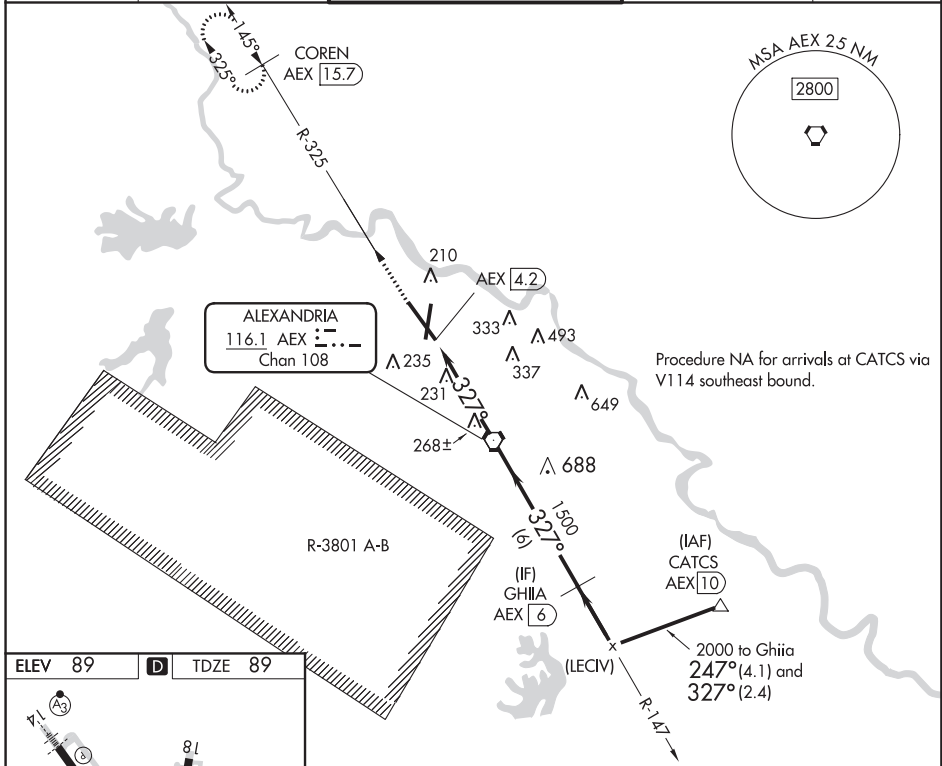
VORTAC AEX 116.1 Chan 108	APP CRS 327°	Rwy Idg TDZE 89 Apt Elev 89	9352
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VOR/DME RWY 32

ALEXANDRIA INTL (AEX)

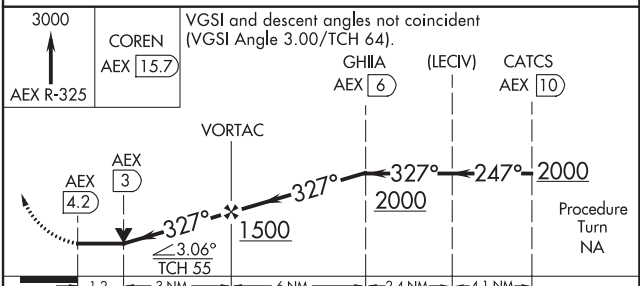
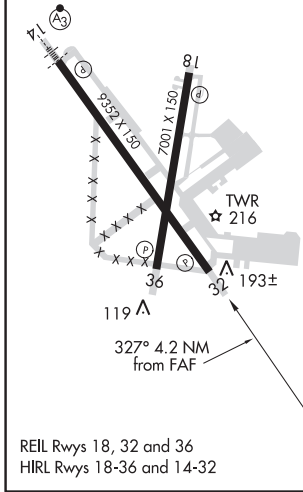
▼ Radar required when R-3801 A-B in use. MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

ASOS 123.975	POLK APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0	CINC DEL 121.9
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Procedure NA for arrivals at CATCS via V114 southeast bound.

ELEV 89	D TDZE 89
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CATEGORY	A	B	C	D
S-32	520/50 431 (500-1)		520/60 431 (500-1½)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

ALEXANDRIA, LOUISIANA
Amdt 1A 05JUN08

31°20'N-92°33'W

ALEXANDRIA INTL (AEX) VOR/DME RWY 32

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA

AL-13 (FAA)

ASOS
123.975
ALEXANDRIA TOWER
127.35 269.2
GND CON
121.9 372.0
CLNC DEL
121.9

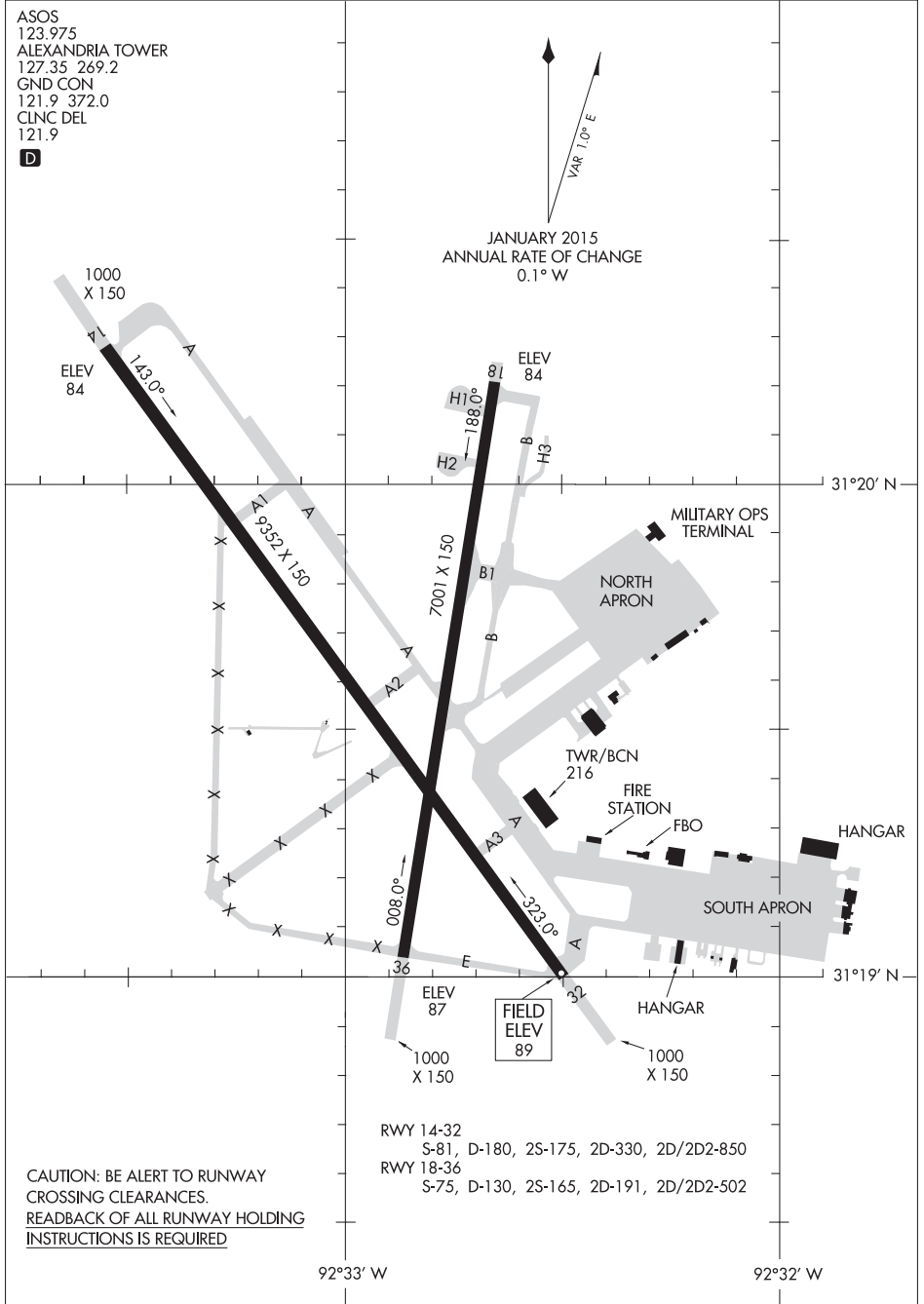


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

RWY 14-32
S-81, D-180, 2S-175, 2D-330, 2D/2D2-850
RWY 18-36
S-75, D-130, 2S-165, 2D-191, 2D/2D2-502

AIRPORT DIAGRAM

ALEXANDRIA, LOUISIANA
ALEXANDRIA INTL (AEX)

ALEXANDRIA, LOUISIANA

AL-5021 (FAA)

14317

LOC I-ESF 111.5 Chan 52	APP CRS 270°	Rwy Idg TDZE Apt Elev	5999 92 112
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ILS or LOC/DME RWY 27

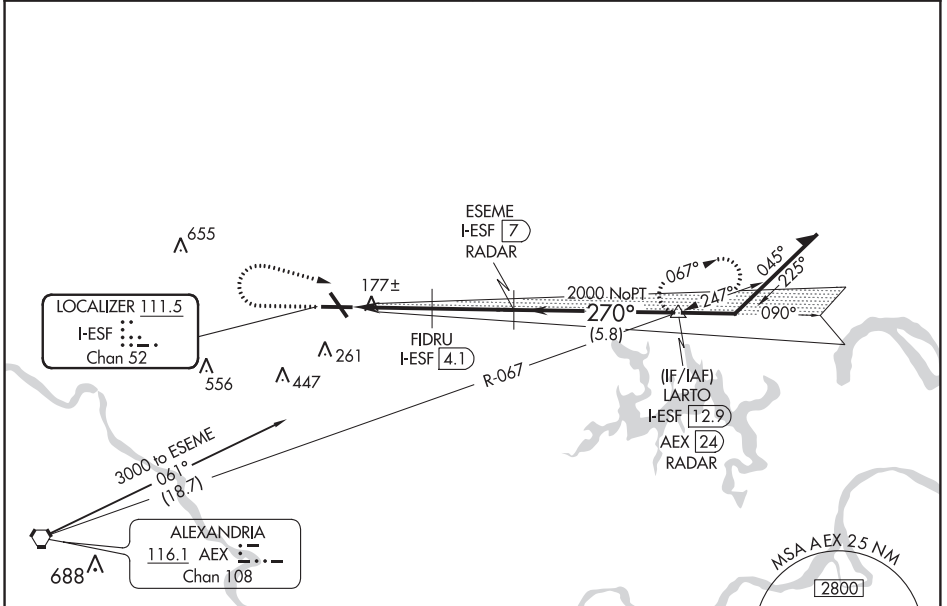
ESLER RGNL (ESF)

When VGSI inop, Circling Rwy 14-32 NA at night. DME or Radar required. VDP NA with Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 27 Cat C/D visibility to 1½ mile.

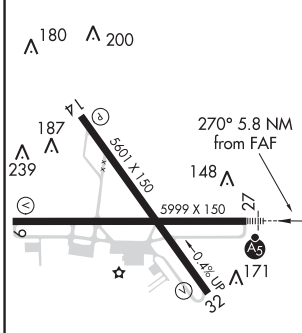
MALSR
AS

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 120° and on AEX VORTAC R-067 to LARTO/AEX 24.1 DME/RADAR and hold.

POLK APP CON 125.4 254.8	UNICOM 122.8 (CTAF)
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ELEV 112	D	TDZE 92
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1500	3000	AEX R-067	LARTO AEX 24.1 RADAR	ESEME I-ESF 7 RADAR	Remain within 10 NM
*LOC only.					
*I-ESF 1.2		*I-ESF 2.1	FIDRU I-ESF 4.1	2000	2500
-0.9		-2 NM		-2.9 NM	
GS 3.00° TCH 59					

CATEGORY	A	B	C	D
S-ILS 27	292-½ 200 (200-½)			
S-LOC 27	440-½ 348 (400-½)	440-⅝ 348 (400-⅝)		
CIRCLING	600-1 488 (500-1)	600-1½ 488 (500-1½)	740-2 628 (700-2)	

REIL Rws 9, 14 and 32
MIRL Rwy 14-32
HIRL Rwy 9-27

ALEXANDRIA, LOUISIANA
Amdt 16A 21AUG14

31°24'N-92°18'W

ILS or LOC/DME RWY 27

ESLER RGNL (ESF)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77617 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	5999 96 112
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RNAV (GPS) RWY 9

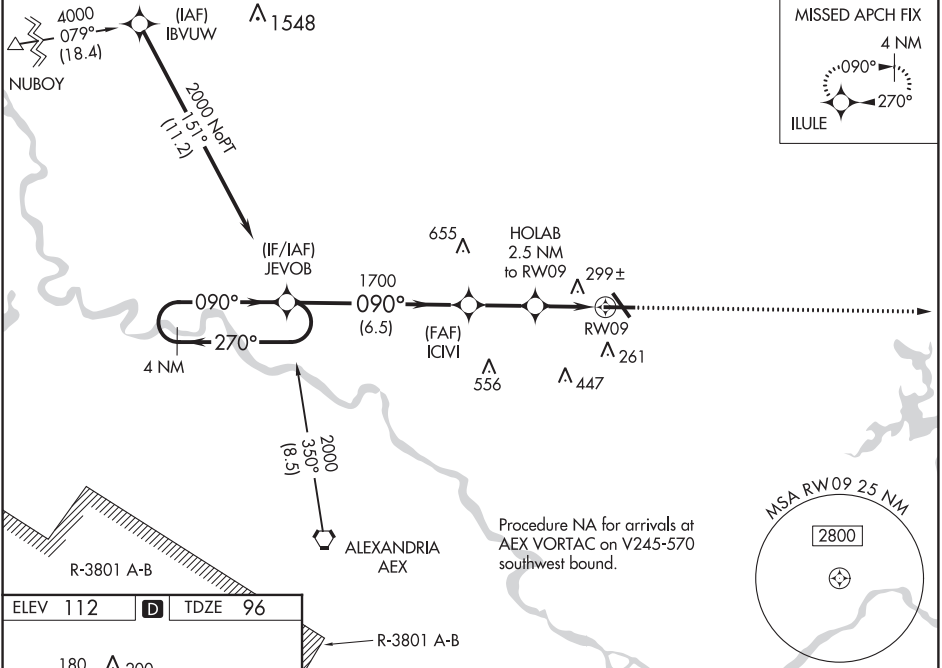
ESLER RGNL (ESF)

⚠ When VGSI inop, Circling Rwy 14/32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile.

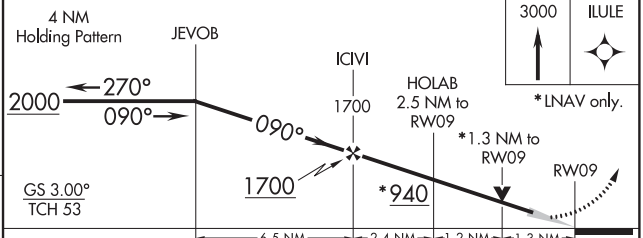
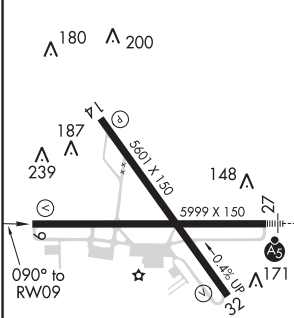
MISSED APPROACH: Climb to 3000 direct ILULE and hold.

POLK APP CON
125.4 254.8

UNICOM
122.8 (CTAF) **①**



ELEV 112 **D** TDZE 96



CATEGORY	A	B	C	D
LPV DA		296-3/4	200 (200-3/4)	
LNAV/VNAV DA		609-13/4	513 (500-13/4)	
LNAV MDA	560-1	464 (500-1)	560-13/8	464 (500-13/8)
CIRCLING	600-1	488 (500-1)	600-11/2	740-2 628 (700-2)

REIL Rws 9, 14 and 32 **Ⓛ**
MIRL Rwy 14-32 **Ⓛ**
HIRL Rwy 9-27 **Ⓛ**

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ALEXANDRIA, LOUISIANA

AL-5021 (FAA)

14317

WAAS CH 61103 W27A	APP CRS 270°	Rwy Idg TDZE Apt Elev	5999 92 112
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RNAV (GPS) RWY 27

ESLER RGNL (E5F)

▼ When VGSI inop, Circling Rwy 14-32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C/D visibility to 1 1/8. For inoperative MALSR, when using Alexandria Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/8 mile.

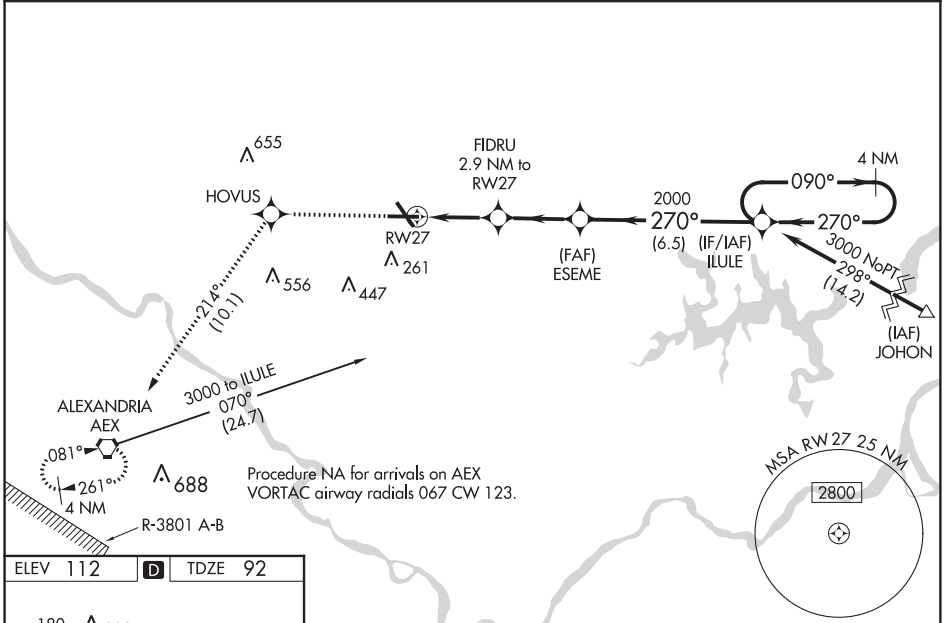
MALSR



MISSED APPROACH:
Climb to 3000 direct HOVUS and on track 214° to AEX VORTAC and hold.

POLK APP CON
125.4 254.8

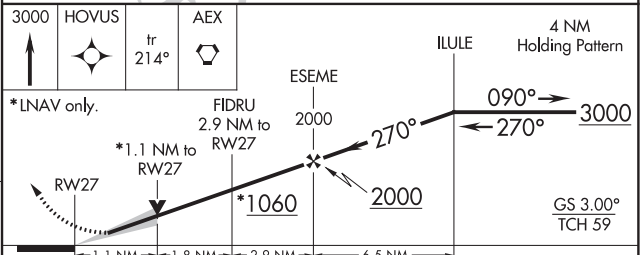
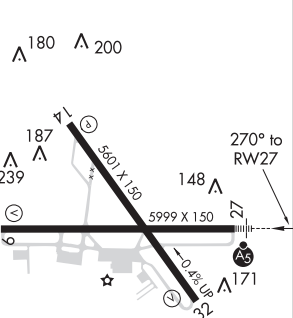
UNICOM
122.8 (CTAF)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 112	D	TDZE 92
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CATEGORY	A	B	C	D
LPV DA		292-1/2	200 (200-1/2)	
LNAV/VNAV DA		422-5/8	330 (400-3/8)	
LNAV MDA	500-1/2	408 (400-1/2)	500-3/4	408 (400-3/4)
CIRCLING	600-1	488 (500-1)	600-1 1/2 488 (500-1 1/2)	740-2 628 (700-2)

REIL Rwy 9, 14 and 32
MIRL Rwy 14-32
HIRL Rwy 9-27

ALEXANDRIA, LOUISIANA
Amdt 2A 21AUG14

31°24'N-92°18'W

RNAV (GPS) RWY 27

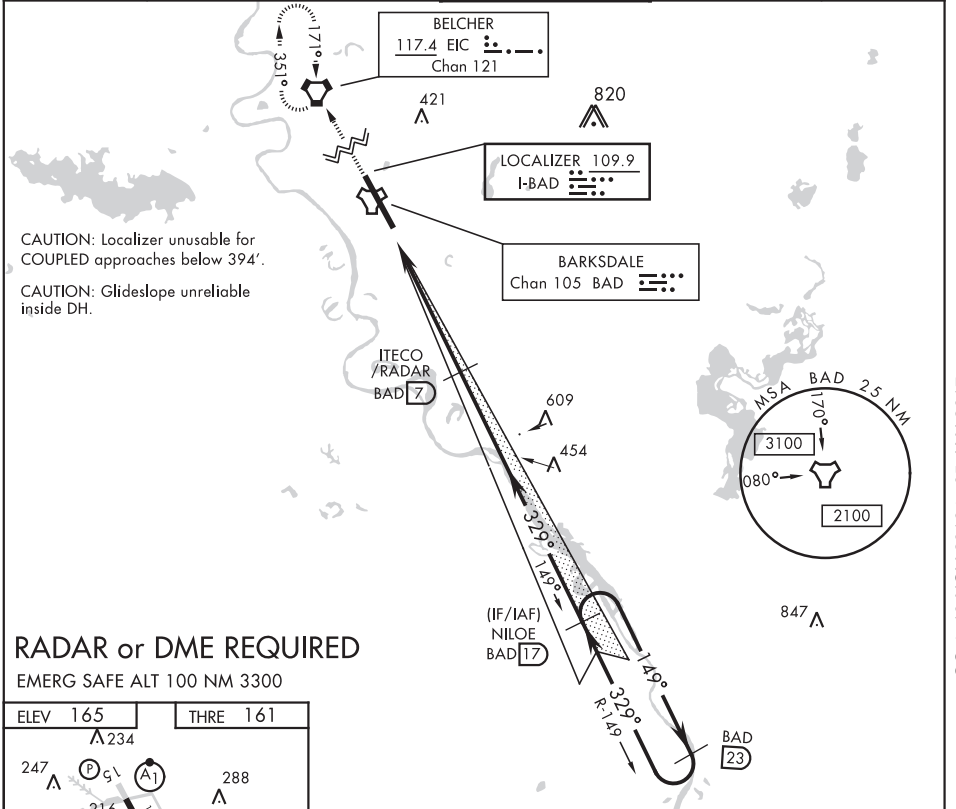
ESLER RGNL (E5F)

BOSSIER CITY, LOUISIANA

ILS or LOC W RWY 33

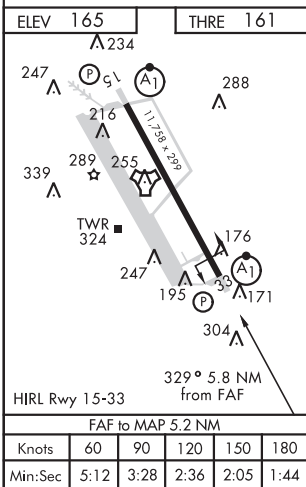
LOC I-BAD 109.9	APCH CRS 329°	Rwy Ldg THRE 11,758 Arprt Elev 161 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)
* When ALS inop, increase RVR to 40 and vis to ¼ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 ½ miles. *** Circling not authorized W of Rwy.			ALSF-1 	MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 253.5	ASR
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RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300



ELEV 165	THRE 161	3100		EIC	↑ LOC ONLY	NILOE
TACAN		JOGAB		ITECO /RADAR		NILOE
.6 NM		5.2 NM		149°		17
CATEGORY		A	B	C	D	E
S-ILS 33 *		361/24		200	(200-½)	
S-LOC 33 **		560/24	399 (400-½)	560/35	399	(400-¾)
Knots		60	90	120	150	180
Min:Sec		5:12	3:28	2:36	2:05	1:44
CIRCLING		NOT AUTHORIZED			760-2	780-2 ¼
					595 (600-2)	615 (700-2 ¼)

BOSSIER CITY, LOUISIANA

32° 30'N-93° 40'W

BARKSDALE AFB (KBAD)

Amtd 5 25JUN15

ILS or LOC W RWY 33

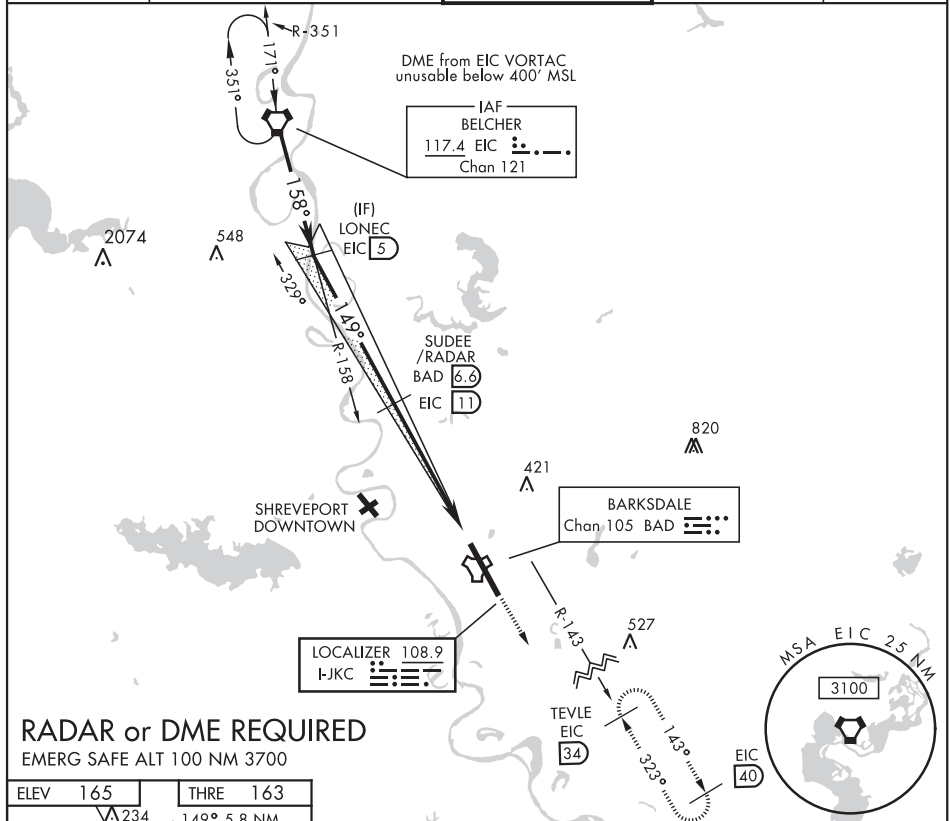
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BOSSIER CITY, LOUISIANA

ILS or LOC Y RWY 15

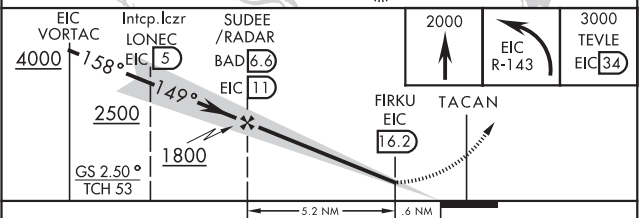
LOC I-JKC 108.9	APCH CRS 149°	Rwy ldg 11,758 THRE 163 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)	
* When ALS inop, increase RVR to 40 and vis to 3/4 mile. ** When ALS inop, increase CAT, AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. *** Circling not authorized W of Rwy.			ALSF-1 	MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.	
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 253.5	ASR	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 165	THRE 163
247	234
216	149° 5.8 NM from FAF
289	288
339	289
TWR 324	247
HIRL Rwy 15-33	33
FAF to MAP 5.2 NM	
Knots	60 90 120 150 180
Min:Sec	5:12 3:28 2:36 2:05 1:44



CATEGORY	A	B	D	E
S-ILS 15*	363/24		200 (200-1/2)	
S-LOC 15**	640/24	477 (500-1/2)	640/50	477 (500-1)
CIRCLING ***	NOT AUTHORIZED		760-2 595 (600-2)	780-2 1/4 615 (700-2 1/4)

BOSSIER CITY, LOUISIANA
Amdt 6 25JUN15

32°30'N-93°40'W

BARKSDALE AFB (KBAD)

ILS or LOC Y RWY 15

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BOSSIER CITY, LOUISIANA

ILS or LOC Z RWY 15

LOC I-JKC 108.9	APCH CRS 149°	Rwy Idg 11,758 THRE 163 Arpt Elev 165
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AL-391 [USAF]

BARKSDALE AFB (KBAD)

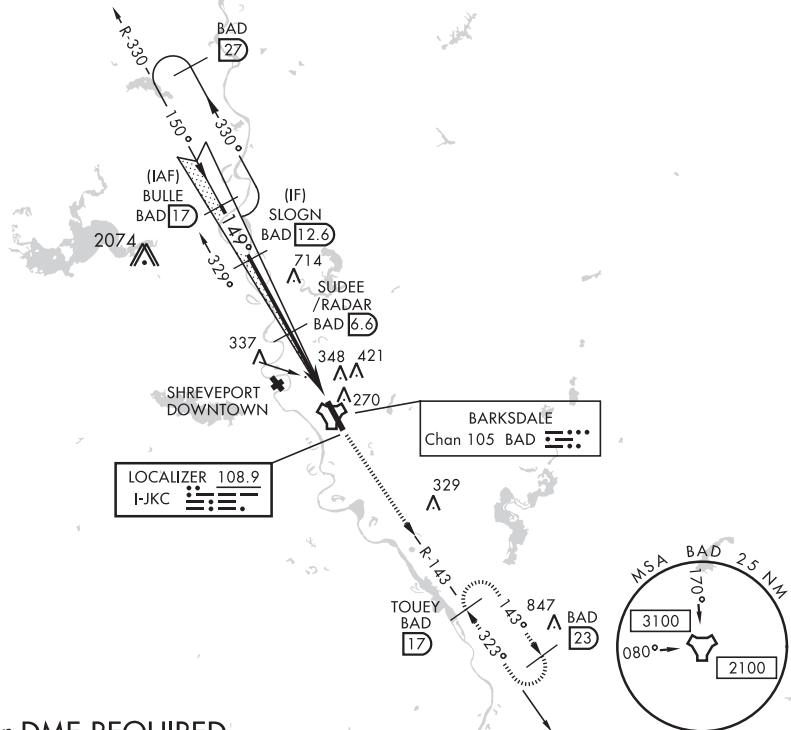
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 ½ miles.



MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUEY and hold.

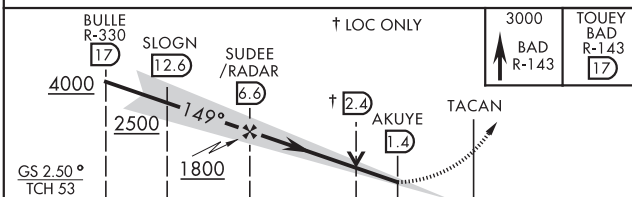
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 253.5	ASR
------------------------	--	--	-------------------------------	-----

*** Circling not authorized W of Rwy.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300



ELEV	165	THRE	163
		149° 5.8 NM from FAF 288	
HIRL Rwy 15-33			
FAF to MAP 5.2 NM			
Knots	60	90	120 150 180
Min:Sec	5:12	3:28	2:36 2:05 1:44

CATEGORY	A	B	C	D	E
S-ILS 15 *	363/24		200	(200-½)	
S-LOC 15 **	640/24	477 (500-½)	640/50	477 (500-1)	
*** CIRCLING	NOT AUTHORIZED			760-2 595 (600-2)	780-2 ¼ 615 (700-2 ¼)

BOSSIER CITY, LOUISIANA
Amdt 6 25JUN15

32° 30'N-93° 40'W

BARKSDALE AFB (KBAD)

ILS or LOC Z RWY 15

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BOSSIER CITY, LOUISIANA

VOR/DME Y RWY 33

VORTAC EMG 111.2 Chan 49	APCH CRS 323°	Rwy Idg 11,758 THRE 161 Arprt Elev 165
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AL-391 [USAF]

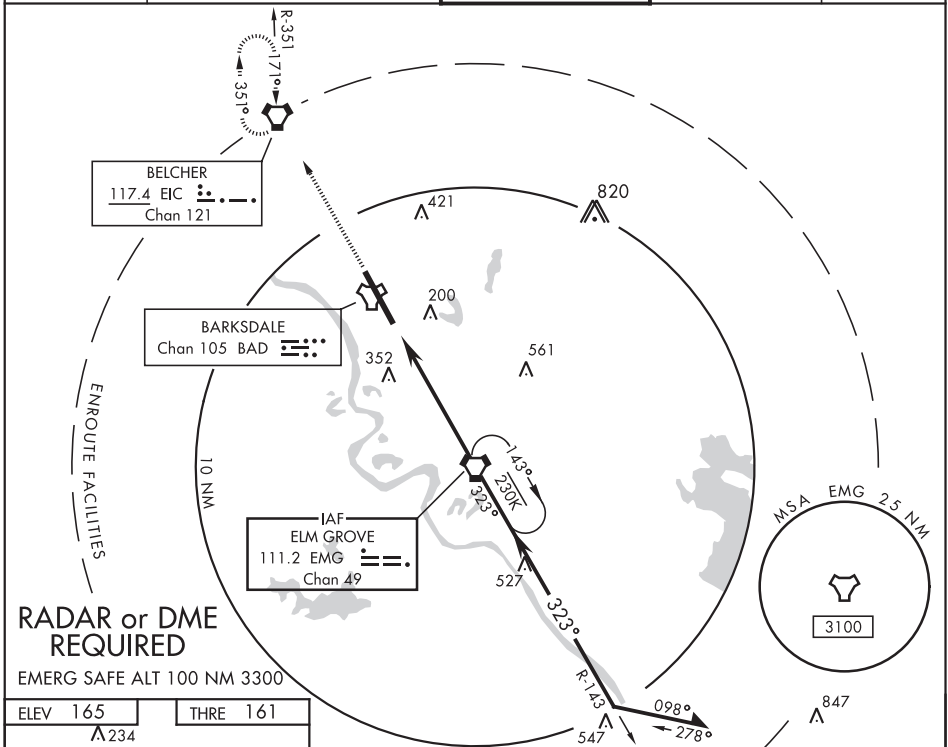
BARKSDALE AFB (KBAD)

* 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 W of Rwy.



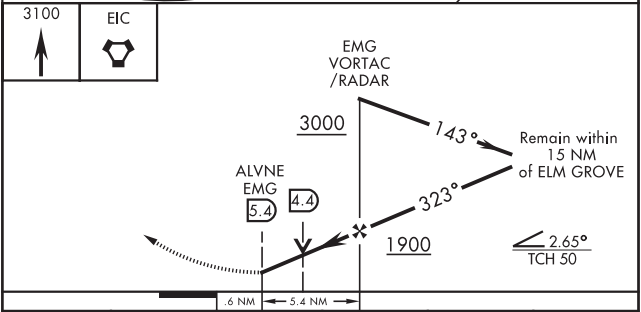
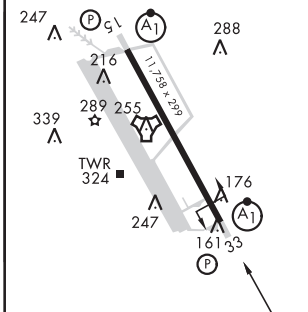
MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 253.5	ASR
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RADAR or DME REQUIRED

ELEV 165	THRE 161
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CATEGORY	A	B	C	D	E
S-VOR 33 *	640/24	479 (500-1/2)	640/50	479 (500-1)	
CIRCLING **	NOT AUTHORIZED			760-2 595 (600-2)	780-2 1/4 615 (700-2 1/4)

BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

BARKSDALE AFB (KBAD)

Amdt 5 25JUN15

VOR/DME Y RWY 33

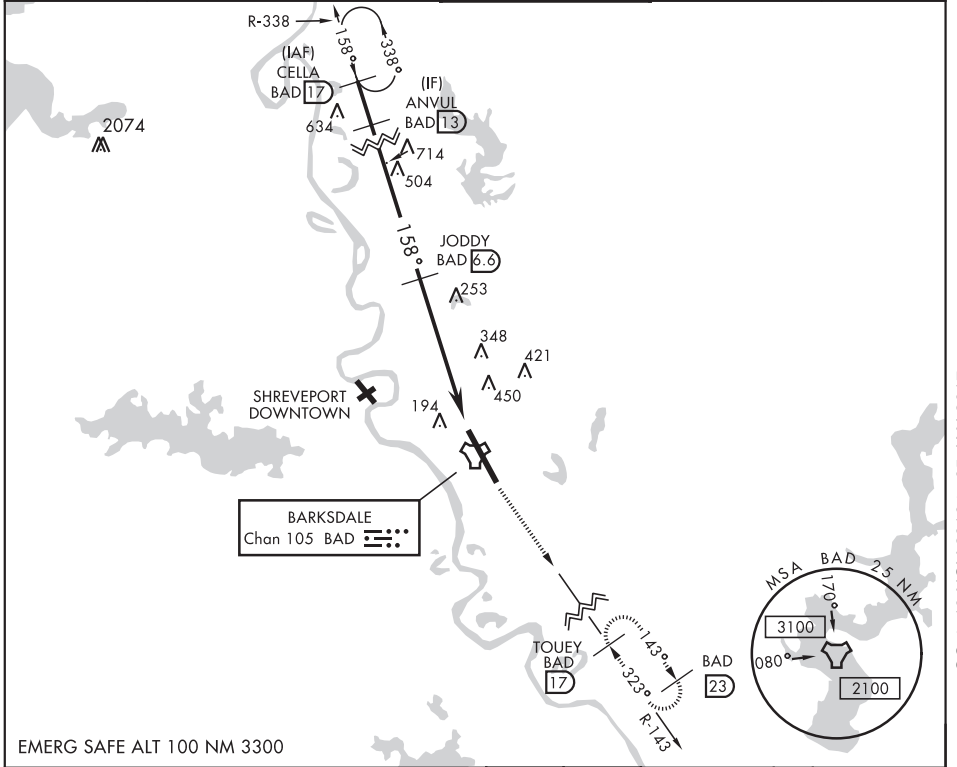
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

TACAN Y RWY 15

TACAN BAD Chan 105	APCH CRS 158°	Rwy ldg 11,758 THRE 163 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile CAT CDE vis to 1 1/4 miles.			ALSF-1 	MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUEY and hold.
** Circling not authorized W of Rwy.				

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 253.5	ASR
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EMERG SAFE ALT 100 NM 3300

CELLA R-338 17	ANVUL 13	JODDY 6.6	HAXOG 1.4	TACAN	ELEV 165	THRE 163
3000 BAD R-143				TOUEY BAD R-143 17	158° to TACAN	
CATEGORY	A	B	C	D	E	
S-15 *	800/24	637 (700-1/2)	800-1 3/8	637	(700-1 3/8)	
CIRCLING **	NOT AUTHORIZED				800-2 635 (700-2)	800-2 1/4 635 (700-2 1/4)
						HIRL Rwy 15-33

TACAN Y RWY 15

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BOSSIER CITY, LOUISIANA

TACAN Y RWY 33

TACAN BAD Chan 105	APCH CRS 323°	Rwy ldg THRE 11,758 161 Arprt Elev 165
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AL-391 [USAF]

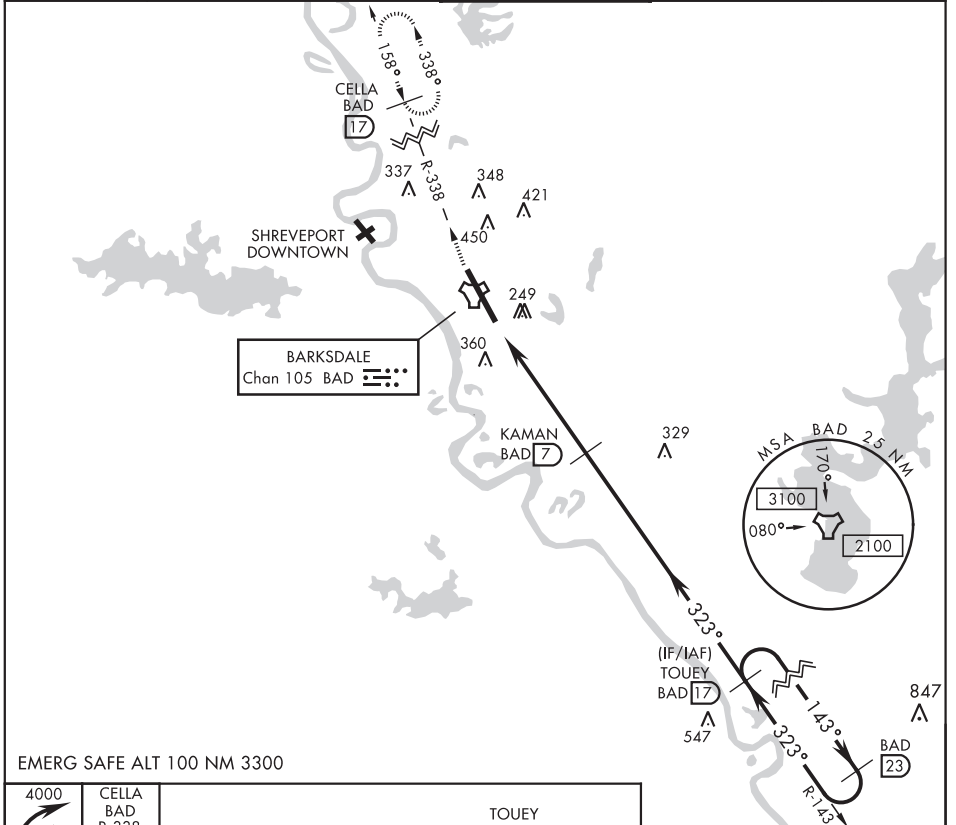
BARKSDALE AFB (KBAD)

* 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 W of Rwy.



MISSED APPROACH: Climb to 4000 via BAD R-338 direct CELLA and hold.

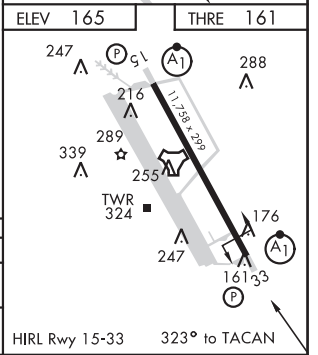
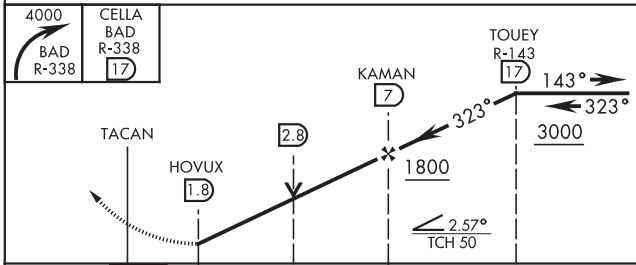
ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	BARKSDALE TOWER 128.25 278.3	GND CON 121.8 253.5	ASR
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3300



	ELEV 165	THRE 161			
CATEGORY	A	B	C	D	E
S-33 *	640/24	479 (500-1/2)	640/50	479 (500-1)	
CIRCLING **	NOT AUTHORIZED			760-2 595 (600-2)	780-2 1/4 615 (700-2 1/4)

BOSSIER CITY, LOUISIANA

32° 30' N-93° 40' W

BARKSDALE AFB (KBAD)

Amtd 6 25JUN15

TACAN Y RWY 33

AIRPORT DIAGRAM

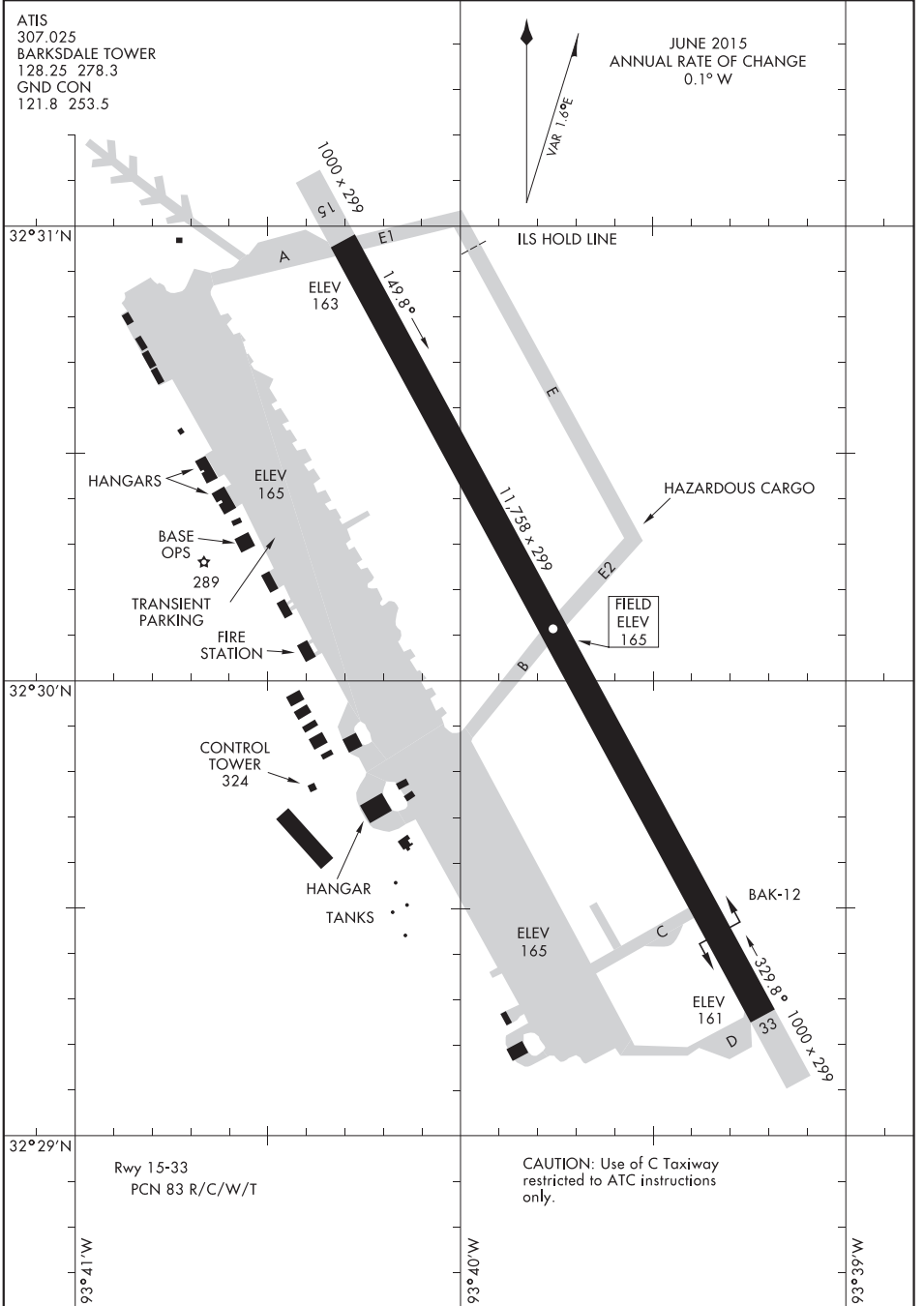
AFD-391 [USAF]

BARKSDALE AFB (KBAD)

BOSSIER CITY, LOUISIANA

ATIS
307.025
BARKSDALE TOWER
128.25 278.3
GND CON
121.8 253.5

JUNE 2015
ANNUAL RATE OF CHANGE
0.1° W



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

Rwy 15-33
PCN 83 R/C/W/T

CAUTION: Use of C Taxiway
restricted to ATC instructions
only.

AIRPORT DIAGRAM

BOSSIER CITY, LOUISIANA

BARKSDALE AFB (KBAD)

BASTROP, LOUISIANA

AL-5566 (FAA)

11237

WAAS CH 58307 W16A	APP CRS 161°	Rwy ldg 4002 TDZE 168 Apt Elev 168
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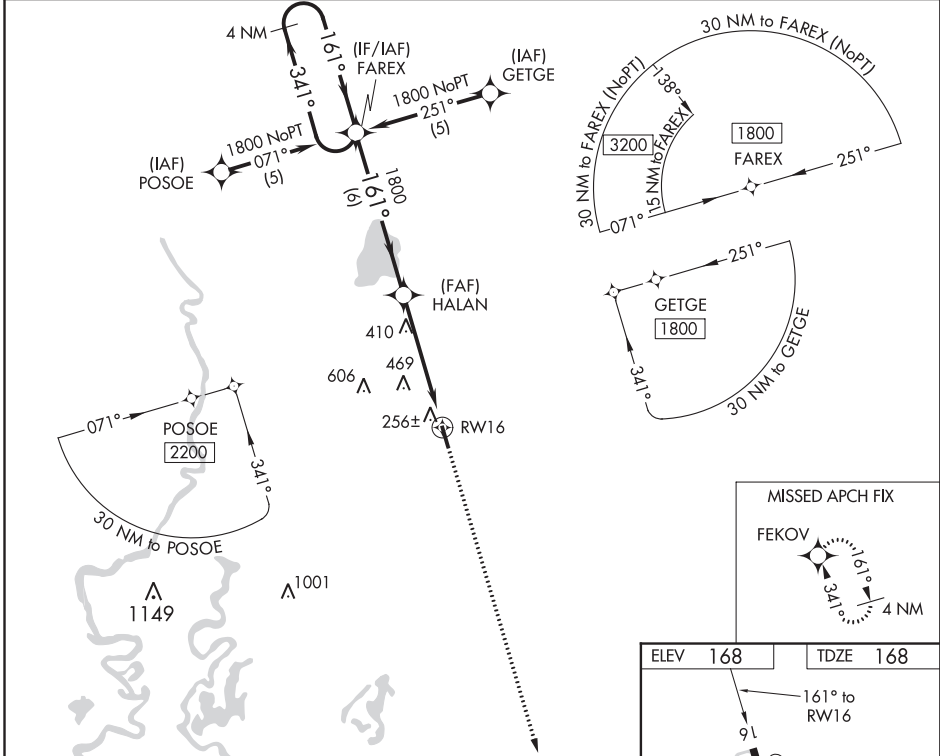
RNAV (GPS) RWY 16

BASTROP/ MOREHOUSE MEMORIAL (BQP)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

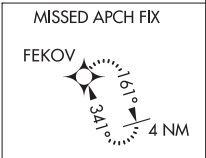
MISSED APPROACH:
Climb to 1800 direct FEKOV and hold.

AWOS-3PT 118.375	MONROE APP CON * 126.9 307.9	GCO 135.075	UNICOM 122.8 (CTAF) 0
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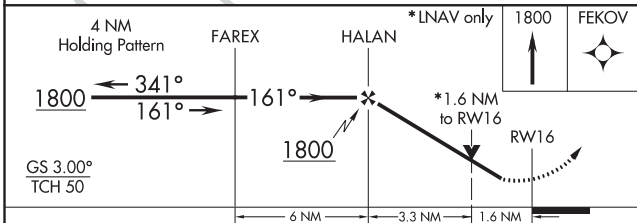
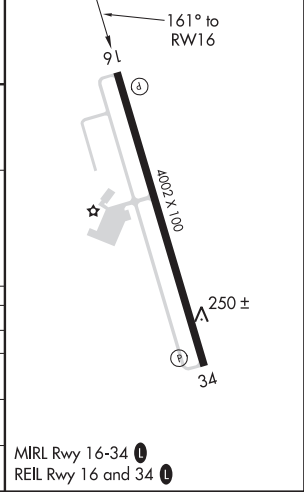


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 168	TDZE 168
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CATEGORY	A	B	C	D
LPV DA	499-1¼	331 (400-1¼)		NA
LNAV/VNAV DA	526-1¼	358 (400-1¼)		NA
LNAV MDA	720-1	552 (600-1)	720-1½ 552 (600-1½)	NA
CIRCLING	720-1	552 (600-1)	780-1¾ 612 (700-1¾)	NA

BASTROP, LOUISIANA
Amdt 1A 10FEB11

BASTROP/ MOREHOUSE MEMORIAL (BQP)

32°45'N-91°53'W

RNAV (GPS) RWY 16

WAAS CH 90308 W34A	APP CRS 341°	Rwy ldg 4002 TDZE 168 Apt Elev 168
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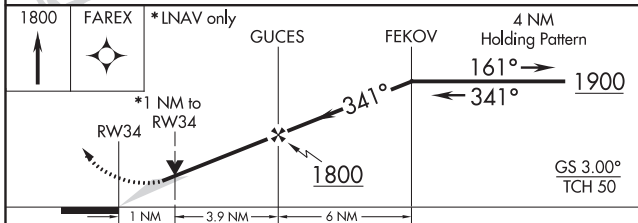
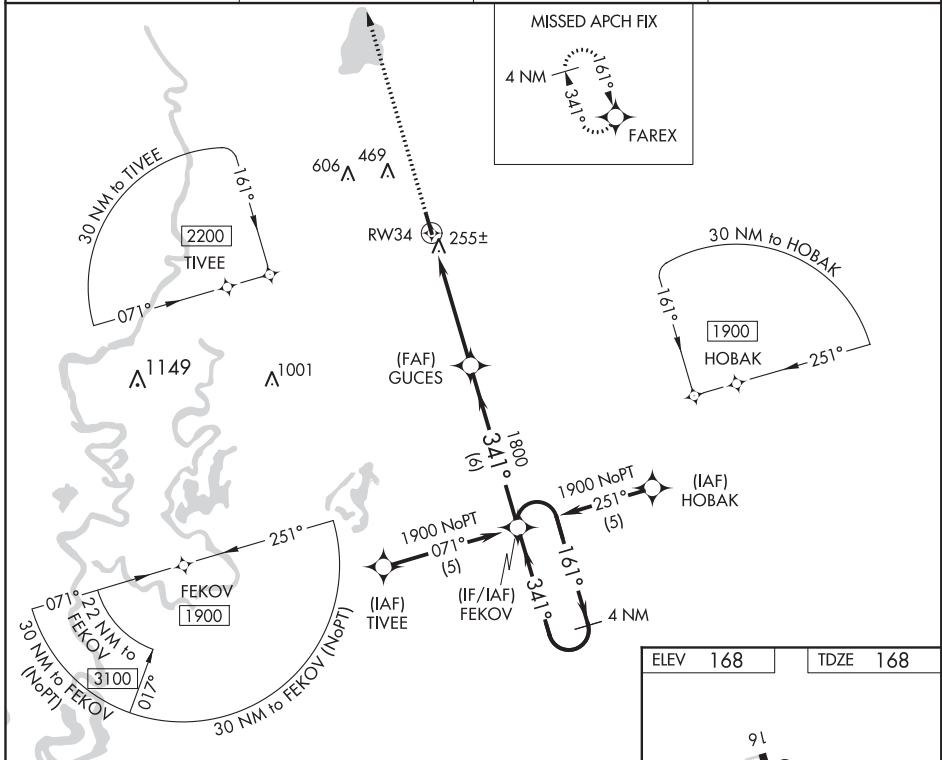
RNAV (GPS) RWY 34

BASTROP/ MOREHOUSE MEMORIAL (BQP)

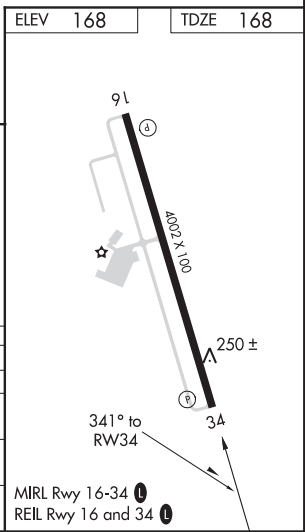
Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. **VDP NA** when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 direct FAREX and hold.

AWOS-3PT 118.375	MONROE APP CON* 126.9 307.9	GCO 135.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	508-1¼	340 (400-1¼)		NA
LNAV/VNAV DA	551-1¼	383 (400-1¼)		NA
LNAV MDA	520-1	352 (400-1)		NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	780-1¼ 612 (700-1¼)	NA



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BASTROP, LOUISIANA

AL-5566 (FAA)

11237

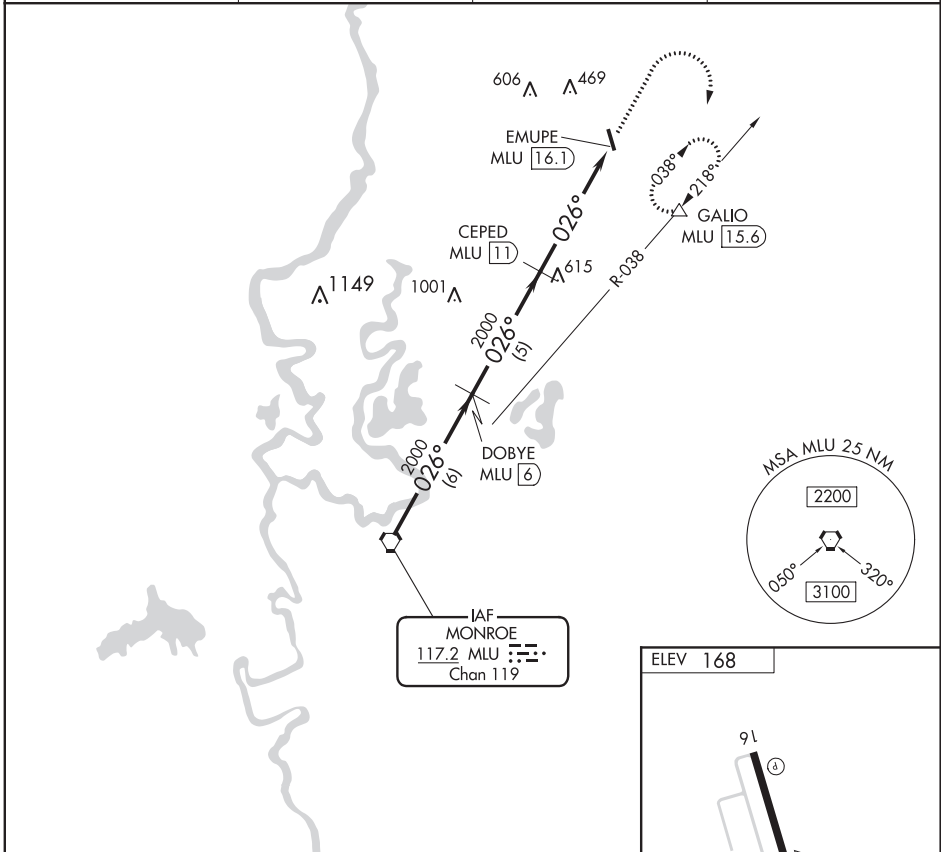
VORTAC MLU 117.2 Chan 119	APP CRS 026°	Rwy Idg TDZE Apt Elev N/A N/A 168
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VOR/DME-A

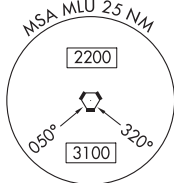
BASTROP/MOREHOUSE MEMORIAL (BQP)

<p>▽ When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.</p> <p>△ NA</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 and hold.</p>
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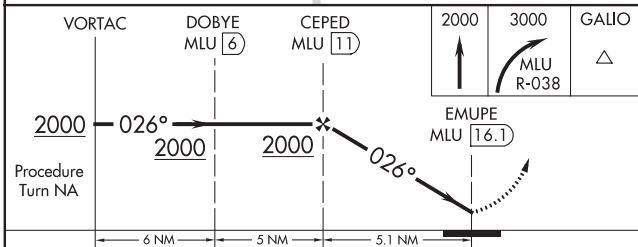
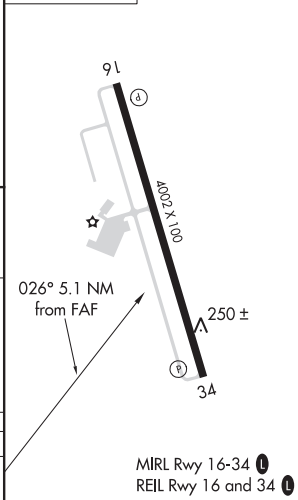
AWOS-3PT 118,375	MONROE APP CON* 126.9 307.9	GCO 135,075	UNICOM 122.8 (CTAF) 0
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IAF
MONROE
117.2 MLU
Chan 119



ELEV 168



CATEGORY	A	B	C	D
CIRCLING	720-1	552 (600-1)	780-1¼ 612 (700-1¼)	NA

BASTROP, LOUISIANA
Amdt 9B 10MAR11

BASTROP/MOREHOUSE MEMORIAL (BQP)

32°45'N-91°53'W

VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

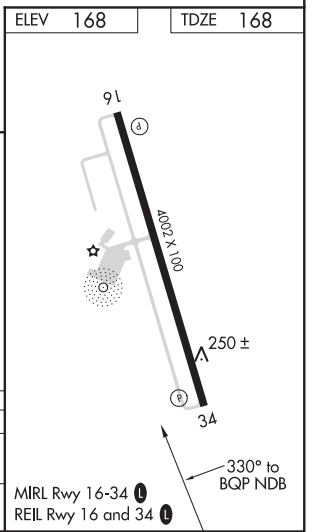
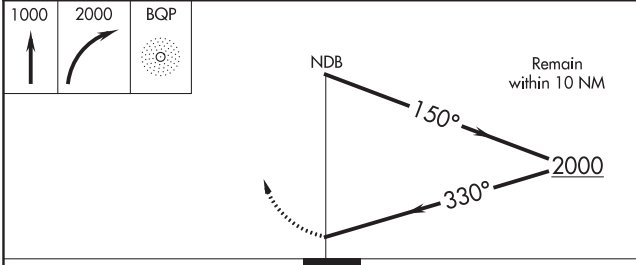
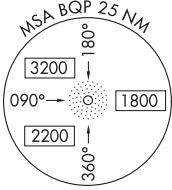
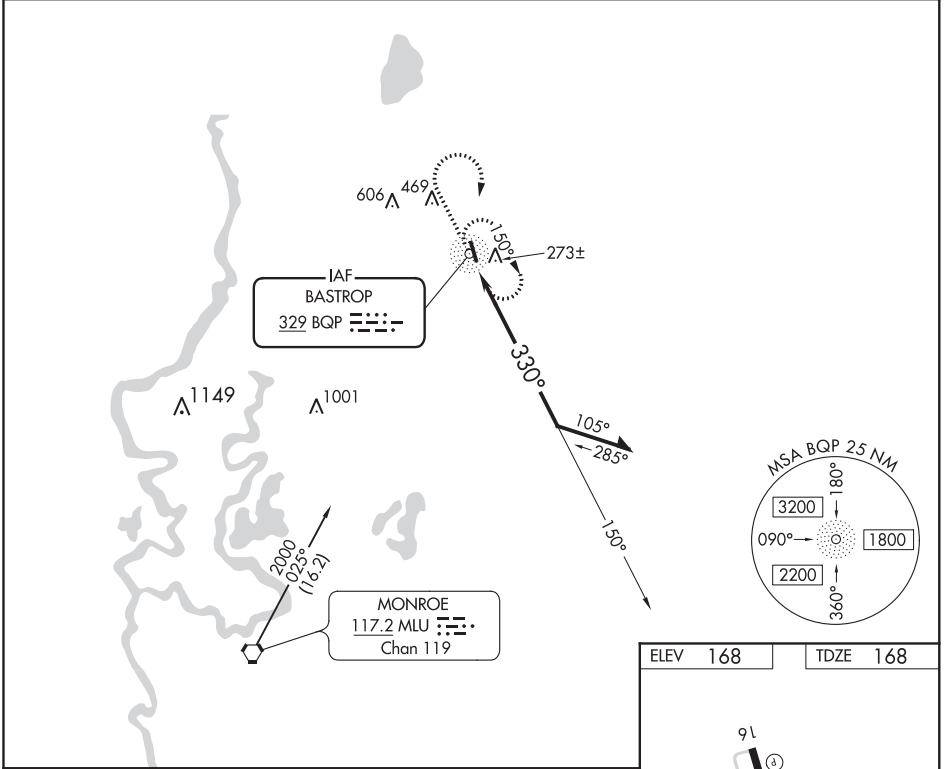
NDB BQP 329	APP CRS 330°	Rwy ldg TDZE Apt Elev	4002 168 168
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NDB RWY 34

BASTROP/ MOREHOUSE MEMORIAL (BQP)

▽ ▲ NA	When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.
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AWOS-3PT 118.375	MONROE APP CON ★ 126.9 307.9	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	820-1	652 (700-1)	820-1¼ 652 (700-1¼)	NA
CIRCLING	820-1	652 (700-1)	820-1¼ 652 (700-1¼)	NA

NDB RWY 34

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

16035

WAAS CH 58134 W01A	APP CRS 011°	Rwy Idg 4412 TDZE 221 Apt Elev 221
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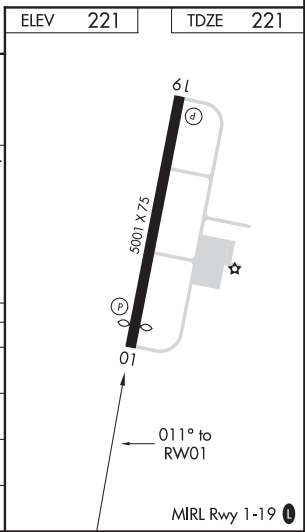
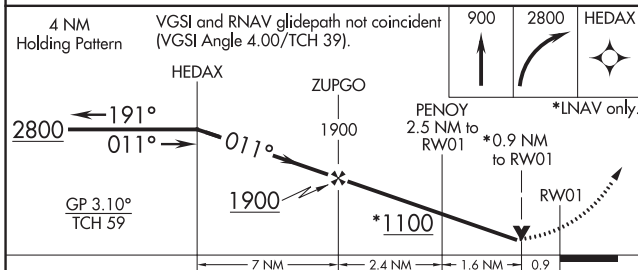
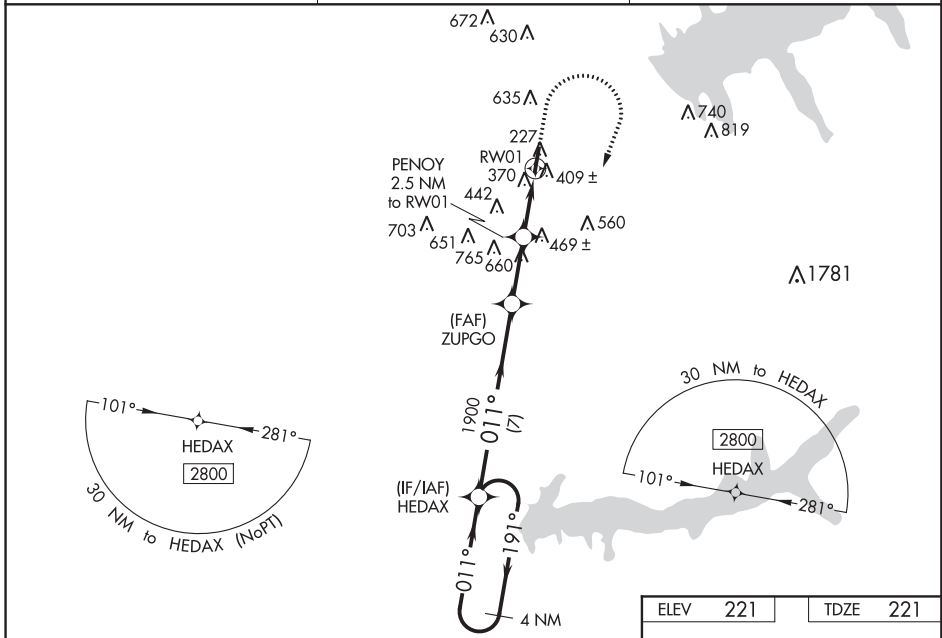
RNAV (GPS) RWY 1

PANOLA COUNTY (PMU)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using University-Oxford altimeter setting.
⚠ When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 688, LNAV/VNAV DA to 729 and MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile.
 Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
 Climb to 900 then climbing right turn to 2800 direct HEDAX and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 381.4	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		614-1¼	393 (400-1¼)	
LNAV/VNAV DA		661-1¾	440 (500-1¾)	
LNAV MDA	660-1	439 (500-1)	660-1¼	439 (500-1¼)
C CIRCLING	740-1 519 (600-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)

BATESVILLE, MISSISSIPPI
 Amdt 1A 04FEB16

34°22'N-89°54'W

PANOLA COUNTY (PMU) RNAV (GPS) RWY 1

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72834 W19A	APP CRS 191°	Rwy Idg THRE Apt Elev 221	5001 218 221
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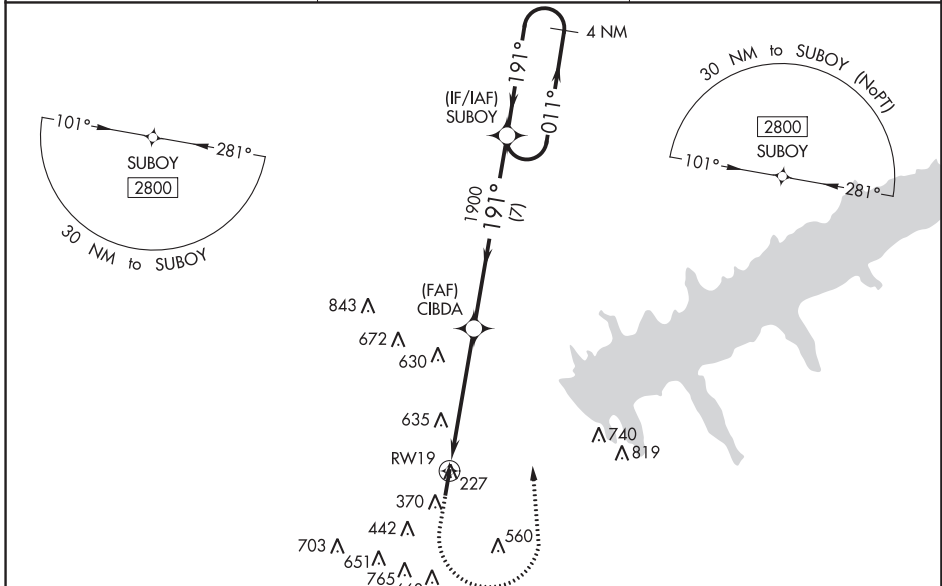
RNAV (GPS) RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

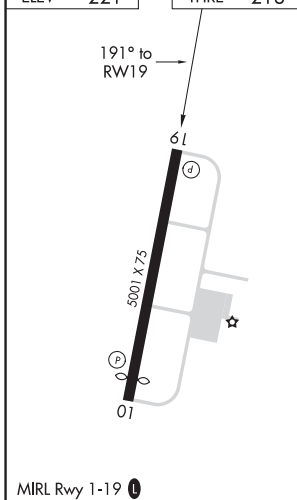
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.
 When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats visibility 1/2 mile, LNAV Cat B visibility 1/4 mile, LNAV Cats C, D visibility 1/2 mile, and Circling Cats B, C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct SUBOY and hold.

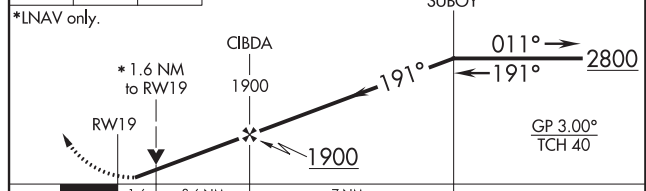
AWOS-3PT 118.225	MEMPHIS CENTER 128.5 381.4	UNICOM 122.8 (CTAF) 0
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ELEV 221	THRE 218
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1100 2800 SUBOY VGSi and RNAV glidepath not coincident (VGSi Angle 4.00°/TCH 39°).
 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA		497-7/8	279 (300-7/8)	
LNAV/VNAV DA		1042-3	824 (900-3)	
LNAV MDA	940-1	722 (800-2)	940-2	722 (800-2)
C CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2 1/4 779 (800-2 1/4)	1120-3 899 (900-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

15344

LOC/DME I-PMU 110.35 Chan 40(Y)	APP CRS 191°	Rwy Idg 5001 THRE 218 Apt Elev 221
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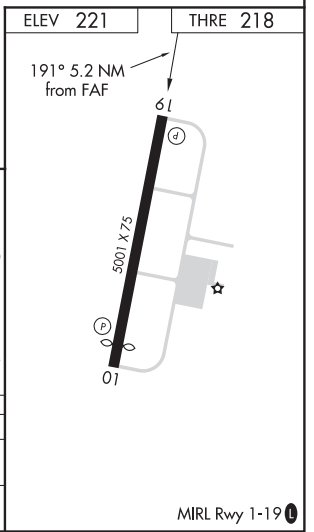
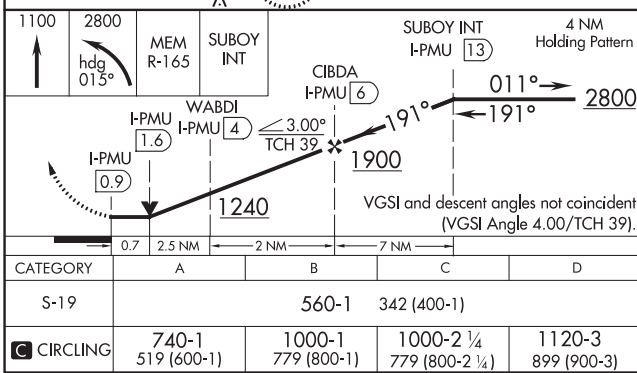
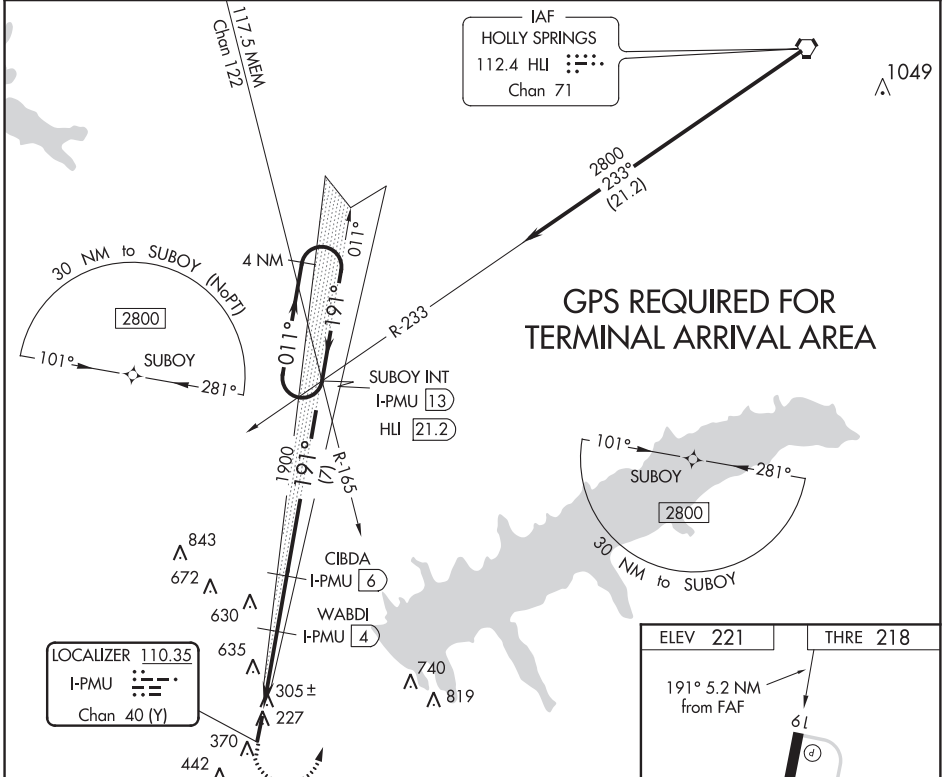
LOC/DME RWY 19

BATESVILLE/ PANOLA COUNTY (PMU)

NA When local altimeter setting not received, use Oxford altimeter setting and increase all MDA 80 feet, increase S-19 Cats C, D visibility and Circling Cats B, C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Oxford altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 on heading 015° and MEM VORTAC R-165 to SUBOY INT/13 DME and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 381.4	UNICOM 122.8 (CTAF)
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BATESVILLE, MISSISSIPPI
Amdt 1 22AUG13

LOC/DME RWY 19

34°22'N-89°54'W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BTR 110.3 Chan 40	APP CRS 133°	Rwy Idg 6408 TDZE 67 Apt Elev 70
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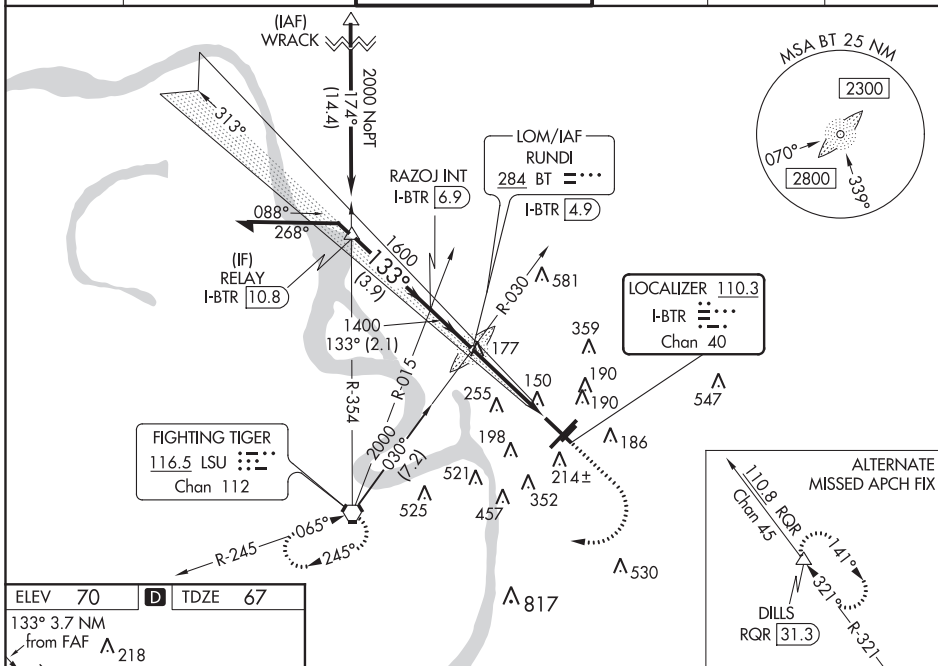
ILS or LOC RWY 13

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

ASR For inop MALSRL when using Hammond altimeter setting, increase S-ILS 13 all Cats visibility to 3/8 mile, and S-LOC 13 visibility to 1/8 mile. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 13 Cats C and D visibility 1/4 mile, increase Circling Cats C and D visibility 1/4 mile. For inop MALSRL, increase S-LOC 13 Cats C and D to 1/8 mile.

MALSRL
MISSED APPROACH: Climb to 700 then climbing right then to 2000 direct LSU VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON * 120.3 278.3	RYAN TOWER * 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70	D	TDZE 67
133° 3.7 NM from FAF Δ 218		
TDZ/CL Rwy 4L and 22R HIRL Rwy 13-31 and 4L-22R MIRL Rwy 4R-22L 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
	S-ILS 13		267-1/2 200 (200-1/2)	
S-LOC 13	480-1/2 413 (500-1/2)		480-3/4 413 (500-3/4)	
	560-1 490 (500-1)		660-1 590 (600-1)	
CIRCLING	780-2 710 (800-2)		840-2 770 (800-2 1/2)	
	560-1 490 (500-1)		660-1 590 (600-1)	

ILS or LOC RWY 13

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CLZ 108.7 Chan 24	APP CRS 223°	Rwy Idg 7500 TDZE 70 Apt Elev 70
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ILS or LOC/DME RWY 22R

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

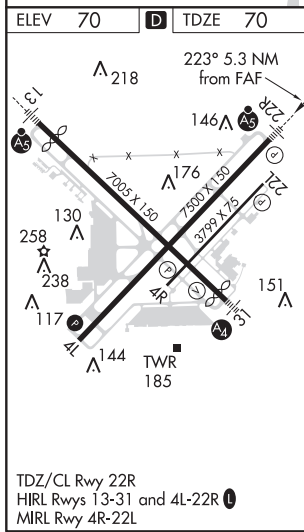
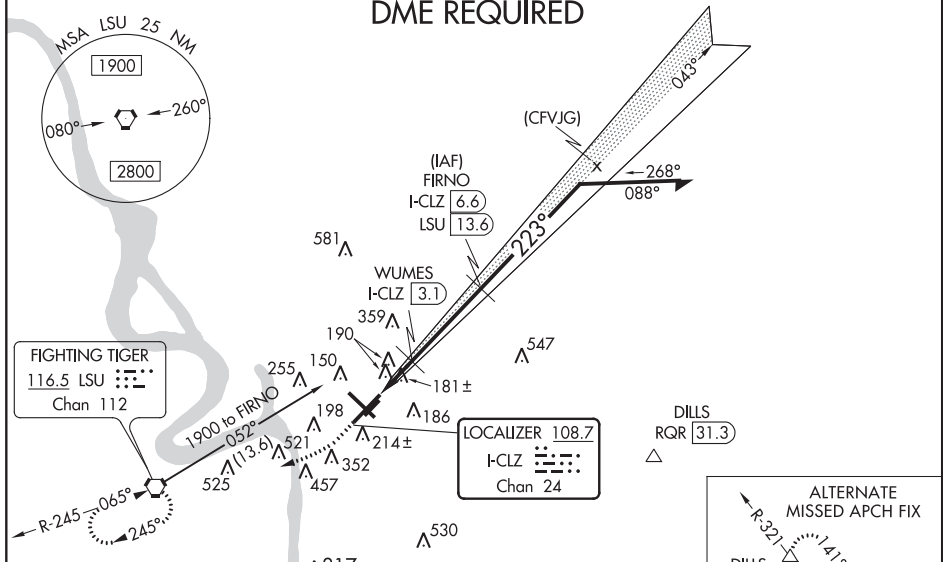
⚠ When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase S-ILS 22R all Cats visibility to RVR 2200; increase S-LOC 22R Cat C/D visibility to RVR 5000. For inop MALSAR when using Hammond altimeter setting, increase S-ILS 22R all Cats visibility to RVR 4500, and S-LOC 22R Cat C/D visibility to 1 3/8 mile. For inop MALSAR, increase S-LOC 22R Cat C/D visibility to RVR 5500. VDP NA with Hammond altimeter setting.

MALSAR
ASR

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON * 120.3 278.3	RYAN TOWER * 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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DME REQUIRED



ELEV 70	D	TDZE 70		
600	2000	LSU		
*LOC only				
I-CLZ 1.4	*I-CLZ 2.4	WUMES I-CLZ 3.1		
*660				
FIRNO I-CLZ 6.6				
Remain within 10 NM				
1800 043° 1900 223° 1800 GS 3.00° TCH 55				
-1 NM -0.7 NM 3.6 NM				
CATEGORY	A	B	C	D
S-ILS 22R	270/18 200 (200-1/2)			
S-LOC 22R	440/24	370 (400-1/2)	440/35	370 (400-3/4)
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CLZ 108.7 Chan 24	APP CRS 223°	Rwy Idg 7500 TDZE 70 Apt Elev 70
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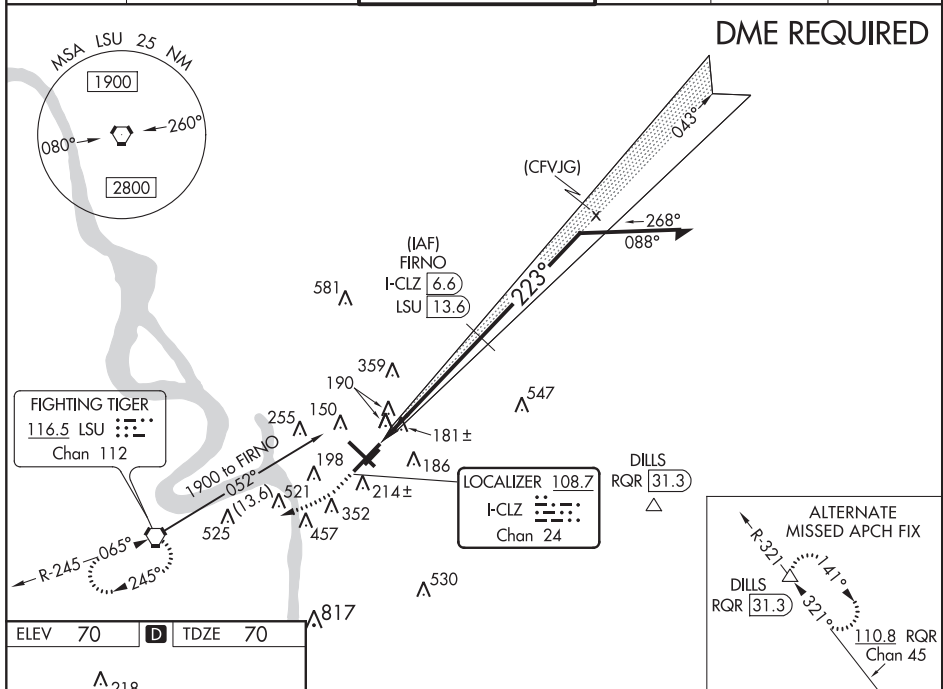
ILS RWY 22R (SA CAT I & II)

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

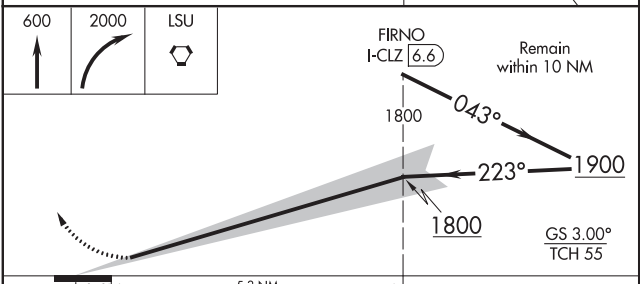
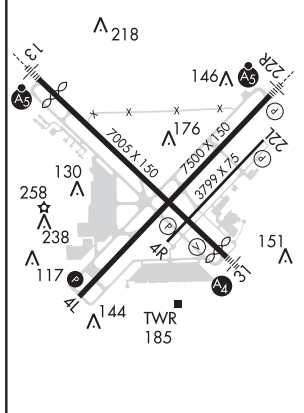
 SA CAT I: Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I/II: Procedure NA when tower closed.	 MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.	ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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DME REQUIRED



ELEV 70	D	TDZE 70
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CATEGORY	A	B	C	D
S-ILS 22R	SA CAT I	RA 163/14	150 DA 220	
S-ILS 22R	SA CAT II	RA 106/12	100 DA 170	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BATON ROUGE, LOUISIANA

AL-40 (FAA)

16259

WAAS CH 81825 W04A	APP CRS 043°	Rwy Idg 7500 TDZE 69 Apt Elev 70
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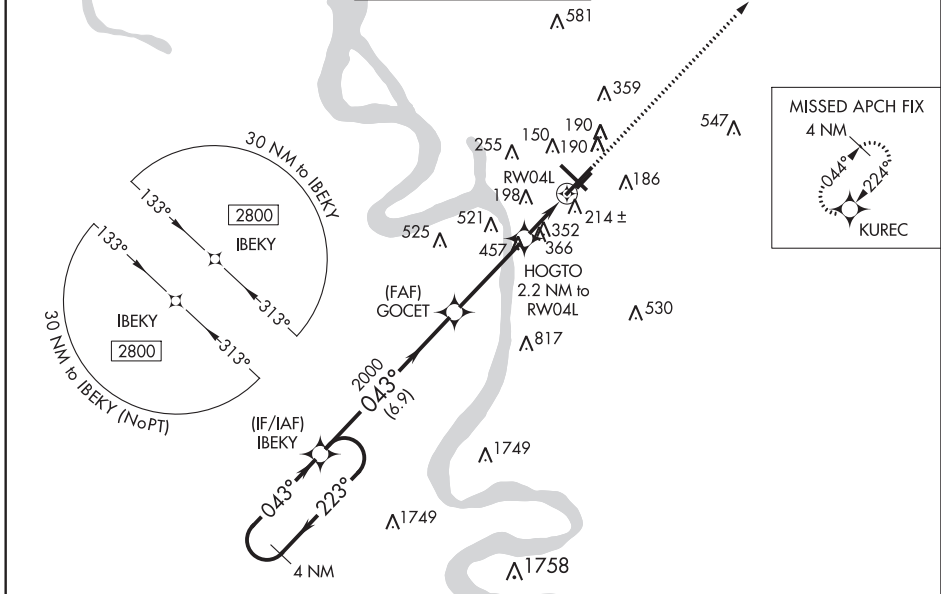
RNAV (GPS) RWY 4L

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all ASR MDA 100 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ½ SM NA.

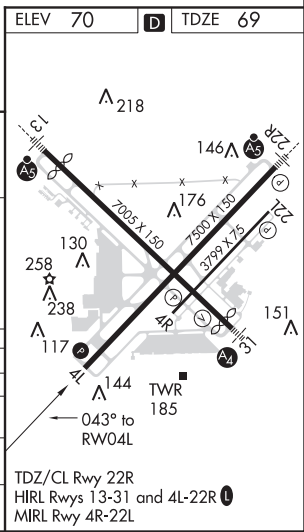
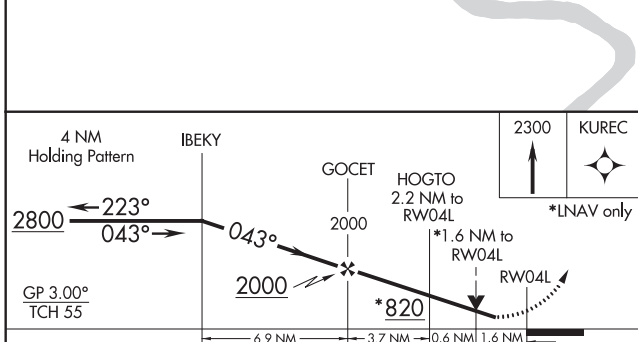
MISSED APPROACH:
Climb to 2300 direct KUREC and hold.

ATIS 125.2	BATON ROUGE APP CON* 120.3 278.3	RYAN TOWER* 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 70	TDZE 69																									
<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>LPV DA</td> <td colspan="2">345-7/8</td> <td colspan="2">276 (300-7/8)</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td colspan="2">656-2</td> <td colspan="2">587 (600-2)</td> </tr> <tr> <td>LNAV MDA</td> <td colspan="2">620-1 551 (600-1)</td> <td colspan="2">620-1 5/8 551 (600-1 5/8)</td> </tr> <tr> <td>C CIRCLING</td> <td>620-1 550 (600-1)</td> <td>660-1 590 (600-1)</td> <td>780-2 710 (800-2)</td> <td>840-2 1/2 770 (800-2 1/2)</td> </tr> </table>		CATEGORY	A	B	C	D	LPV DA	345-7/8		276 (300-7/8)		LNAV/VNAV DA	656-2		587 (600-2)		LNAV MDA	620-1 551 (600-1)		620-1 5/8 551 (600-1 5/8)		C CIRCLING	620-1 550 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)
CATEGORY	A	B	C	D																						
LPV DA	345-7/8		276 (300-7/8)																							
LNAV/VNAV DA	656-2		587 (600-2)																							
LNAV MDA	620-1 551 (600-1)		620-1 5/8 551 (600-1 5/8)																							
C CIRCLING	620-1 550 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)																						

BATON ROUGE, LOUISIANA
Amdt 3 20AUG15

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

30°32'N-91°09'W

RNAV (GPS) RWY 4L

TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R
MIRL Rwy 4R-22L

WAAS CH 72817 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	6408 67 70
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RNAV (GPS) RWY 13

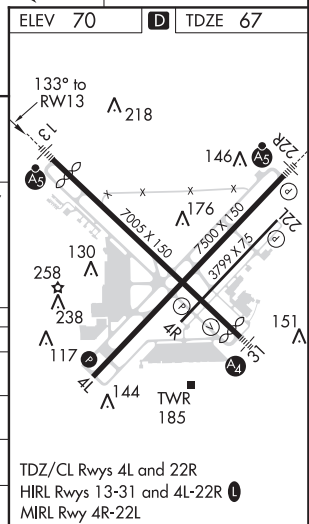
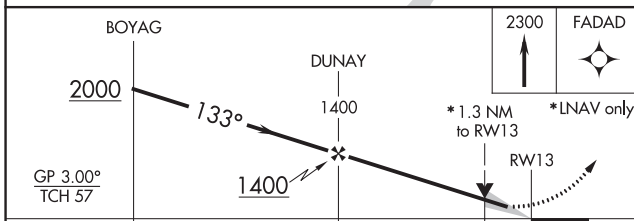
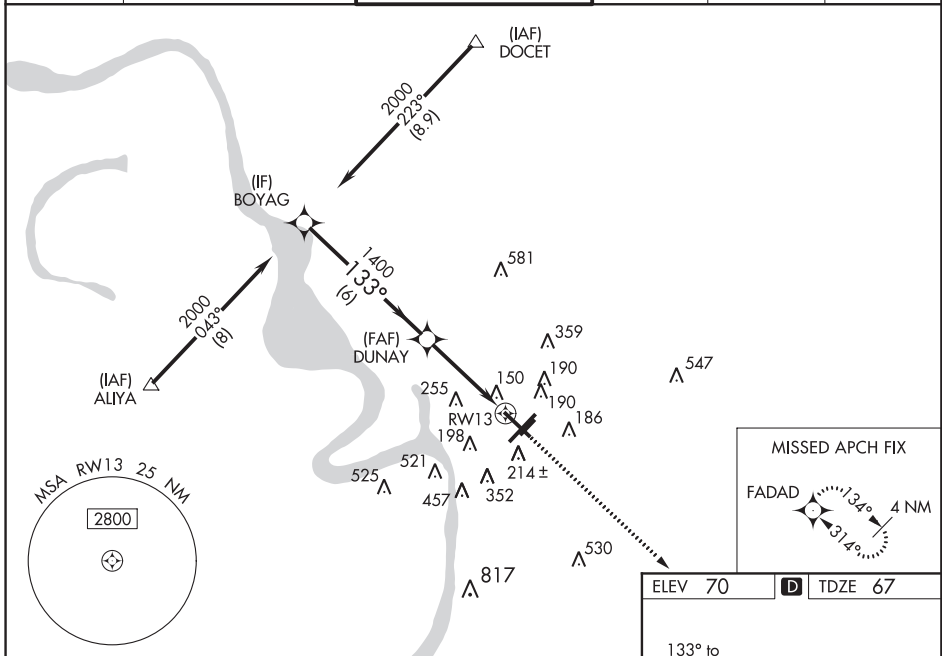
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cats C and D visibility ⅜ mile. For inop MALSRL when using Hammond altimeter setting, increase LPV all Cats visibility to ⅜ mile, LNAV Cat C and D visibility to 1⅝ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

MALSRL
ASR

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		267-½	200 (200-½)	
LNAV/VNAV DA		465-⅞	398 (400-⅞)	
LNAV MDA	540-½	473 (500-½)	540-1	473 (500-1)
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

TDZ/CL Rwy 4L and 22R
HIRL Rwy 13-31 and 4L-22R
MIRL Rwy 4R-22L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86225 W22A	APP CRS 224°	Rwy Idg 7500 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 22R

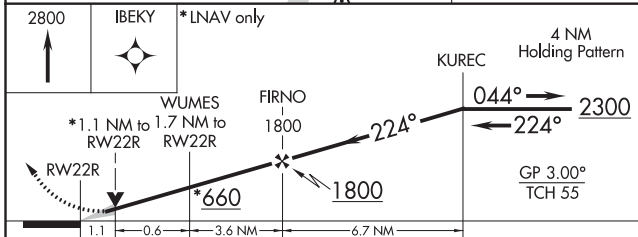
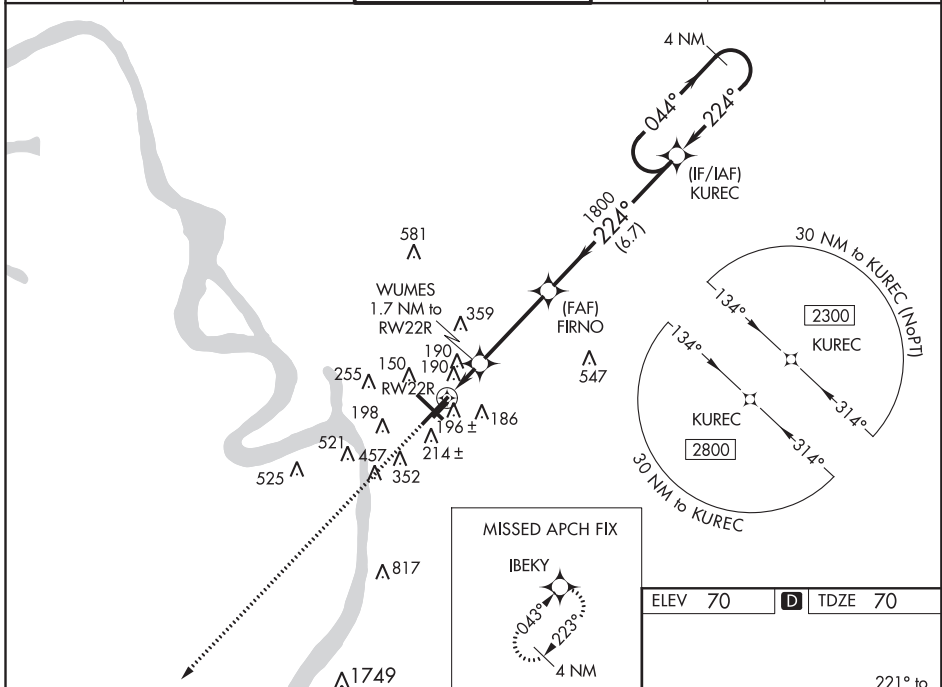
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

⚠ Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use ASR Hammond altimeter setting and increase all DA 91 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C/D visibility to RVR 5000, and Circling Cat C/D visibility 1/4 mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to RVR 4500, and LNAV C/D visibility to 1 3/8 mile.

MALSR
AS

MISSED APPROACH:
Climb to 2800 direct IBEKY and hold.

ATIS 125.2	BATON ROUGE APP CON* 120.3 278.3	RYAN TOWER* 118.45 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		270/24	200 (200-1/2)	
LNAV/VNAV DA		486/45	416 (500-7/8)	
LNAV MDA	460/24	390 (400-1/2)	460/35	390 (400-3/4)
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)

ELEV 70	D TDZE 70
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TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R
MIRL Rwy 4R-22L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

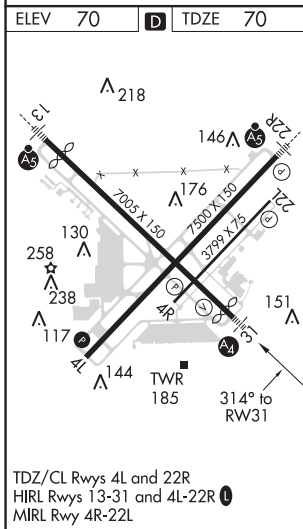
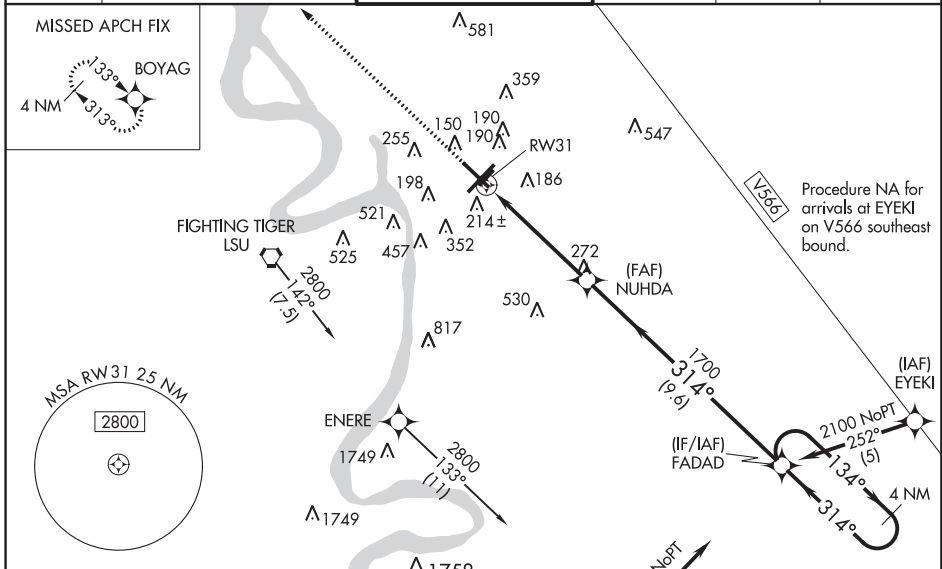
WAAS CH 90125 W31A	APP CRS 314°	Rwy Idg 6691 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 31

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop MALS, increase LNAV Cat C/D visibility to 1 3/8 mile. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cats C and D visibility 3/8 mile, and Circling Cat C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Hammond altimeter setting. Helicopter visibility reduction below 3/4 SM NA.</p>	MALS	MISSED APPROACH: Climb to 2000 direct BOYAG and hold.

ATIS 125.2	BATON ROUGE APP CON * 120.3 278.3	RYAN TOWER * 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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	2000	BOYAG	FADAD	4 NM Holding Pattern
	*INAV only *1.3 NM to RW31			
		NUHDA	1700	134°
		1700	314°	2100
		1700	314°	GP 3.00° TCH 52
	1.3	3.7 NM	9.6 NM	
CATEGORY	A	B	C	D
LPV DA		366-3/4	296 (300-3/4)	
LNAV/VNAV DA		386-3/4	316 (400-3/4)	
LNAV MDA	520-3/4	450 (500-3/4)	520-1	450 (500-1)
C CIRCLING	560-1	660-1	780-2	840-2 1/2
	490 (500-1)	590 (600-1)	710 (800-2)	770 (800-2 1/2)

RNAV (GPS) RWY 31

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC LSU 116.5 Chan 112	APP CRS 066°	Rwy Idg 7500 TDZE 69 Apt Elev 70
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VOR RWY 4L

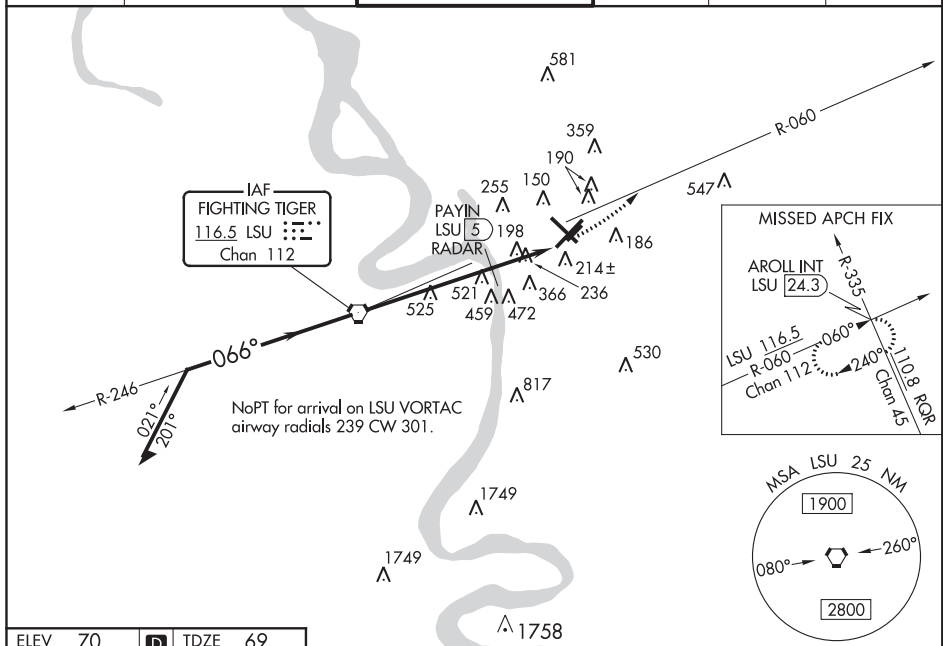
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility 1/4 mile and Circling Cat D visibility 1/2 mile, PAYIN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility 1/4 mile. VDP NA when using Hammond altimeter setting.

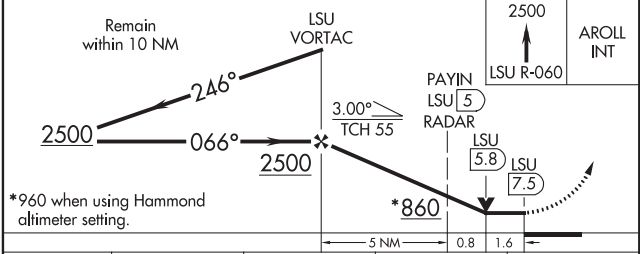
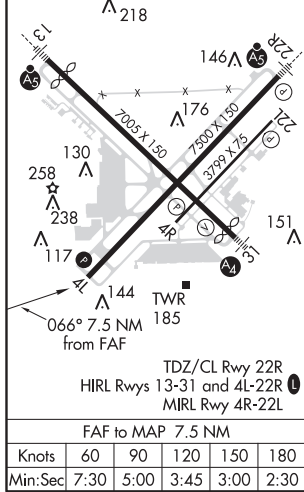
ASR

MISSED APPROACH: Climb to 2500 on LSU VORTAC R-060 to AROLL INT/LSU 24.3 DME and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 257.8	GND CON 121.9	CLNC DEL 119.4	UNICOM 122.95
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ELEV 70	D	TDZE 69
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CATEGORY	A	B	C	D
S-4L	860-1 791 (800-1)	860-1¼ 791 (800-1¼)	860-2½	791 (800-2½)
C CIRCLING	860-1 790 (800-1)	860-1¼ 790 (800-1¼)	860-2½	790 (800-2½)
PAYIN FIX MINIMUMS				
S-4L	640-1	571 (600-1)	640-1⅝	571 (600-1⅝)
C CIRCLING	640-1 570 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

VOR RWY 4L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
AL-40 (FAA) BATON ROUGE, LOUISIANA

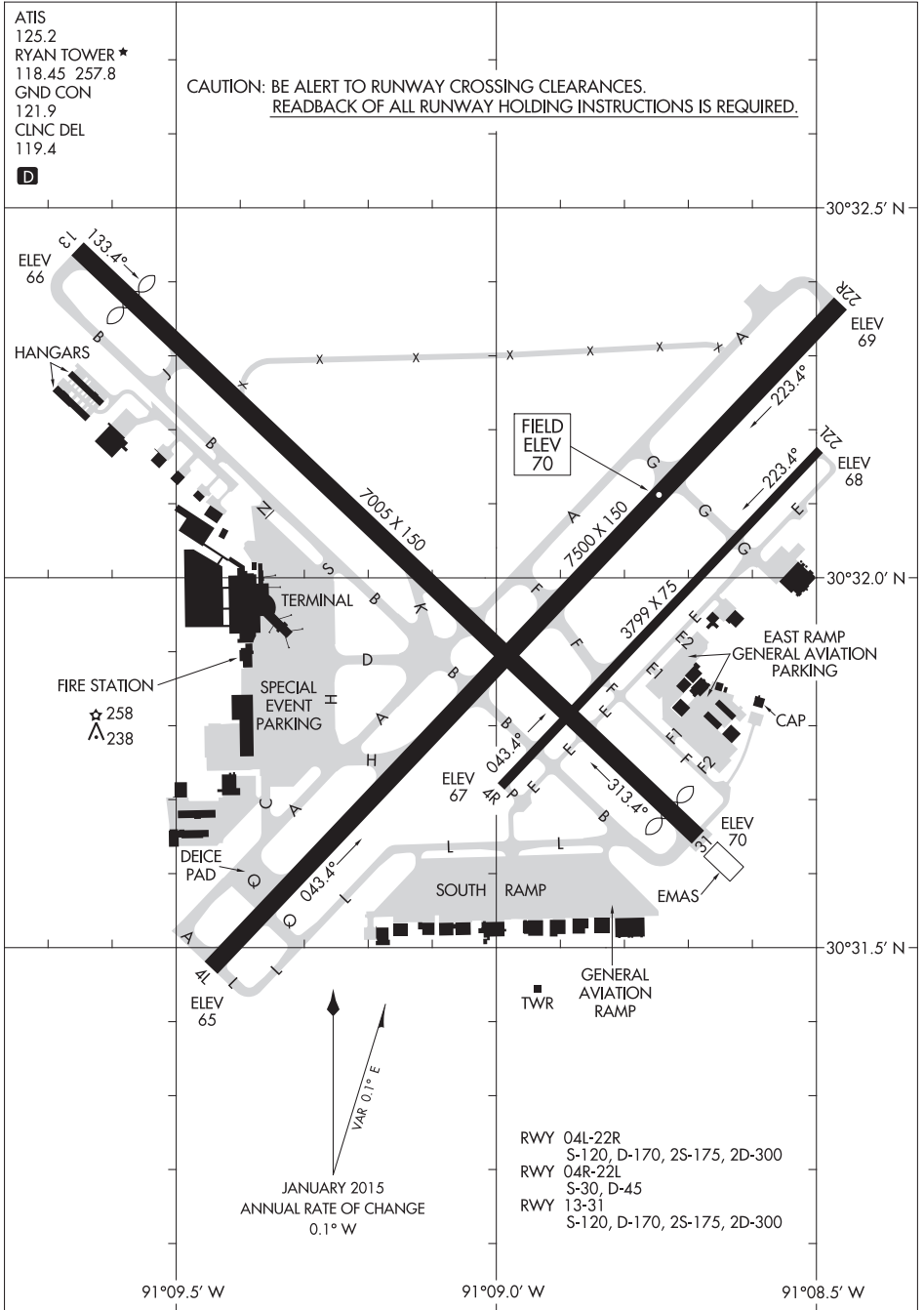
ATIS
125.2
RYAN TOWER ★
118.45 257.8
GND CON
121.9
CLNC DEL
119.4

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM


BATON ROUGE, LOUISIANA
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

LOC I-HSA	APP CRS	Rwy Idg	8497
110.35	182°	TDZE	23
		Apt Elev	23

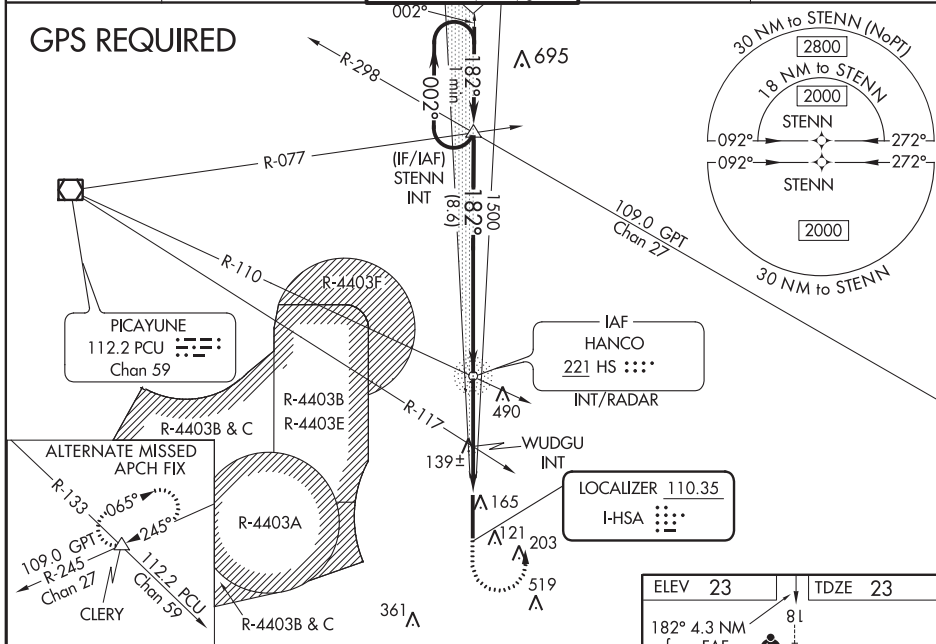
ILS Y or LOC Y RWY 18

STENNIS INTL (HSA)

⚠ Circling NA for Cat E west of Rwy 18-36. When local altimeter setting not received, use Gulfport altimeter setting: increase DA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility 1/8 mile, Circling Cat C visibility 1/8 mile and Cats D/E visibility 1/4 mile. WUDGU fix minimums: increase S-LOC 18 Cats C/D/E visibility 1/8 mile, and Circling Cats D/E visibility 1/4 mile. For inop MALS, increase S-ILS 18 Cat E visibility to 1/4 mile, and S-LOC 18 Cats C/D/E visibility to 1 1/8 mile. WUDGU fix minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALS when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to 1/4 mile and S-LOC 18 Cat E visibility to 1 1/8 mile. WUDGU fix minimums: increase S-LOC 18 Cat E visibility to 1 1/4 mile.

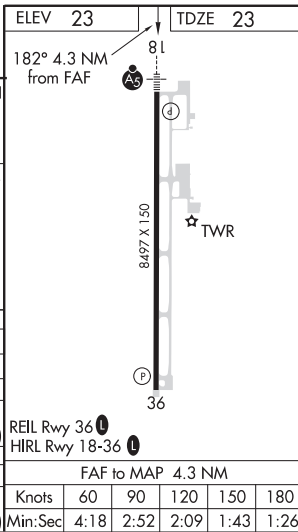
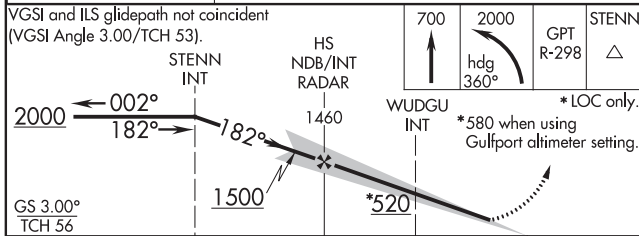
MALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 360° and on GPT VORTAC R-298 to STENN and hold.

AWOS-3	GULFPORT APP CON*	STENNIS TOWER*	GND CON	UNICOM
118.375	124.6 354.1	127.15 (CTAF)	121.725	122.95



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-ILS 18	223-1/2 200 (200-1/2)				
S-LOC 18	520-1/2	497 (500-1/2)	520-1 497 (500-1)		
CIRCLING	520-1	497 (500-1)	520-1 1/2	820-2 1/2	820-2 3/4
			497 (500-1 1/2)	797 (800-2 1/2)	797 (800-2 3/4)
WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 18	400-1/2	377 (400-1/2)	400-5/8 377 (400-5/8)		
CIRCLING	480-1	457 (500-1)	520-1 1/2	820-2 1/2	820-2 3/4
			497 (500-1 1/2)	797 (800-2 1/2)	797 (800-2 3/4)

LOC I-HSA 110.35	APP CRS 182°	Rwy Idg TDZE Apt Elev	8497 23 23
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ILS Z or LOC Z RWY 18

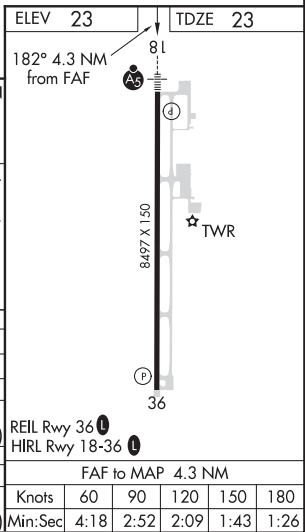
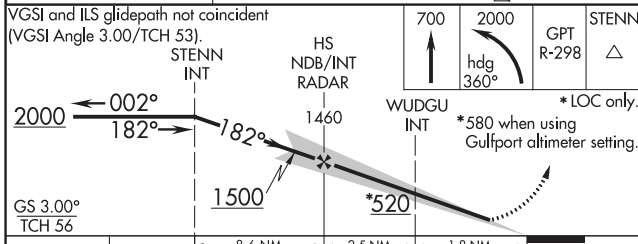
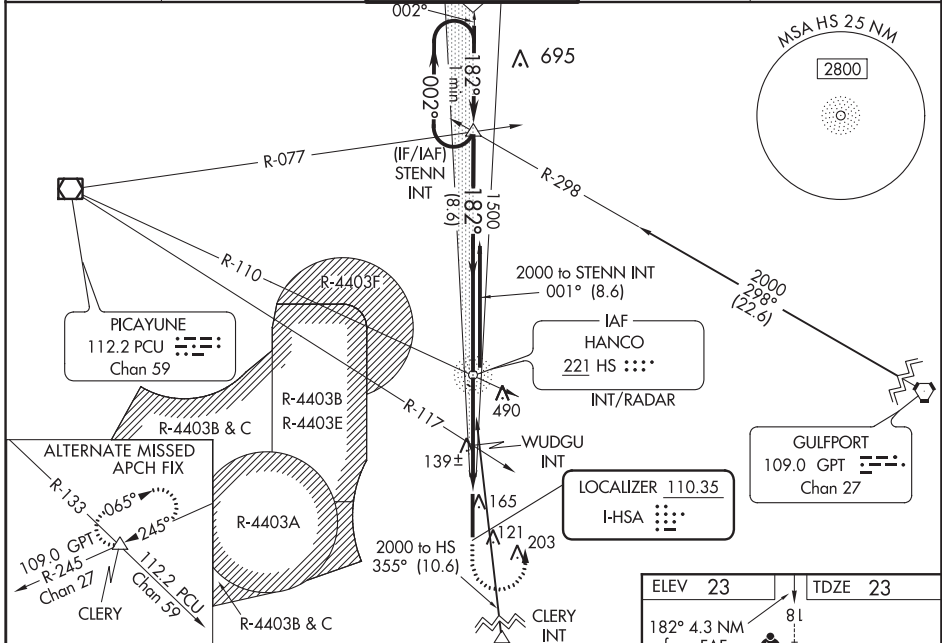
STENNIS INTL (HSA)

▲ Circling NA for Cat E west of Rwy 18-36. When local altimeter setting not received, use Gulfport altimeter setting: increase DA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility 1/8 mile, Circling Cat C visibility 1/8 mile and Cats D/E visibility 1/4 mile. WUDGU fix minimums: increase S-LOC 18 Cats C/D/E visibility 1/8 mile, and Circling Cats D/E visibility 1/4 mile. For inop MALS, increase S-ILS 18 Cat E visibility to 3/4 mile, and S-LOC 18 Cats C/D/E visibility to 1 1/8 mile. WUDGU fix minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALS when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to 3/4 mile and S-LOC 18 Cat E visibility to 1 1/8 mile. WUDGU fix minimums: increase S-LOC 18 Cat E visibility to 1 1/4 mile.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 360° and on GPT VORTAC R-298 to STENNIS INT and hold.



AWOS-3 118.375	GULFPORT APP CON* 124.6 354.1	STENNIS TOWER* 127.15 (CTAF)	GND CON 121.725	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 18	223-1/2 200 (200-1/2)				
S-LOC 18	520-1/2	497 (500-1/2)	520-1 497 (500-1)		
CIRCLING	520-1	497 (500-1)	520-1 1/2	820-2 1/2	820-2 3/4
			497 (500-1 1/2)	797 (800-2 1/2)	797 (800-2 3/4)
WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 18	400-1/2	377 (400-1/2)	400-5/8 377 (400-5/8)		
CIRCLING	480-1	457 (500-1)	520-1 1/2	820-2 1/2	820-2 3/4
			497 (500-1 1/2)	797 (800-2 1/2)	797 (800-2 3/4)

REIL Rwy 36	
HIRL Rwy 18-36	
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-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58224 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	8497 23 23
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RNAV (GPS) RWY 18

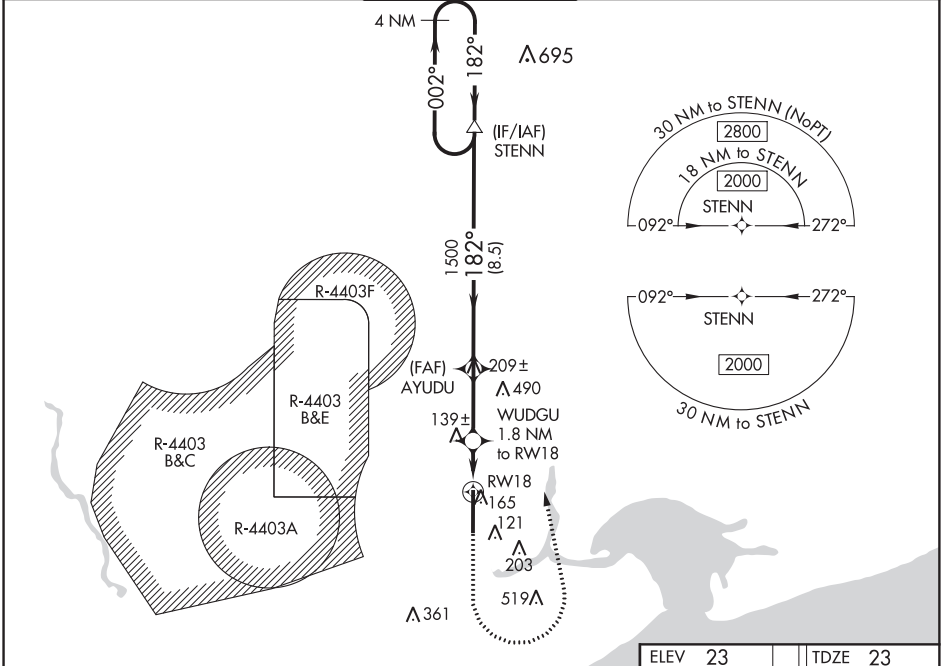
STENNIS INTL (HSA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA for Cat E west of Rwy 18-36. Baro-VNAV and VDP NA when using Gulfport altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gulfport altimeter setting: increase LPV DA to 247 feet; increase LNAV/VNAV DA to 373 feet; increase all MDA 60 feet and LNAV Cats C/D/E visibility 1/8 mile, and Circling Cats D/E visibility 1/4 mile. For inop MALSAR, increase LNAV Cats C/D/E visibility to 1 mile. For inop MALSAR when using Gulfport altimeter setting, increase LNAV Cat E visibility to 1 1/4 mile.



MISSED APPROACH:
Climb to 1400, then climbing left turn to 2000 direct STENN and hold.

AWOS-3 118.375	GULFPORT APP CON* 124.6 354.1	STENNIS TOWER* 127.15 (CTAF)	GND CON 121.725	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 23		TDZE 23	
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).	
2000 ← 002°		182° →	
GP 3.00° TCH 56		1500	
STENN		AYUDU	
182°		WUDGU 1.8 NM to RW18	
1500		* 640	
8.5 NM		2.7 NM	
B		C	
1 NM		D	
E		RW18	
* LNAV only.		1400	
2000		STENN	
182° to RW18		81	
MALSAR		TWR	
8.457 X 1.50		36	
REIL Rwy 36		HIRL Rwy 18-36	
CATEGORY	A	B	C
LPV DA		223-1/2	200 (200-1/2)
LNAV/VNAV DA		326-1/2	303 (400-1/2)
LNAV MDA	400-1/2	377 (400-1/2)	400-5/8 377 (400-5/8)
CIRCLING	480-1	457 (500-1)	520-1 1/2 820-2 1/2 820-2 3/4 497 (500-1 1/2) 797 (800-2 1/2) 797 (800-2 3/4)

WAAS CH 63109 W36A	APP CRS 002°	Rwy Idg 8497 TDZE 15 Apt Elev 23
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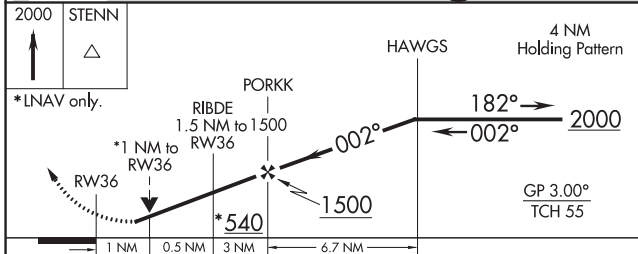
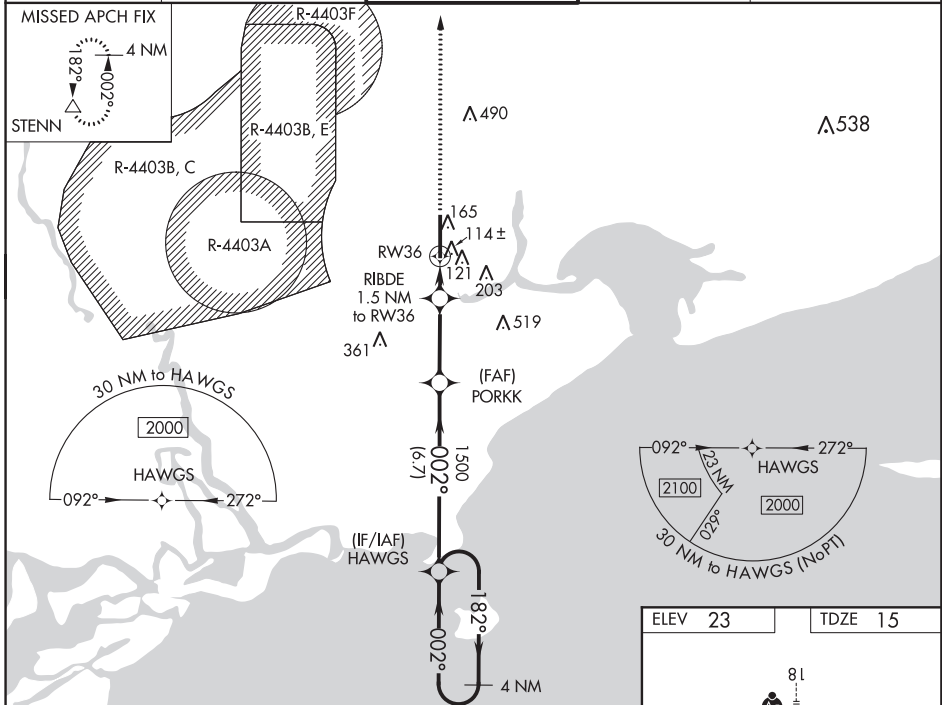
RNAV (GPS) RWY 36

STENNIS INTL (HISA)

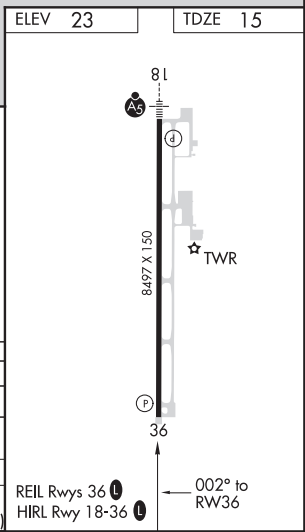
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E West of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 332 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D/E and Circling Cats D/E visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3 118.375	GULFPORT APP CON ★ 124.6 354.1	STENNIS TOWER ★ 127.15 (CTAF) 0	GND CON 121.725	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		285-7/8	270 (300-7/8)		
LNAV/VNAV DA		297-7/8	282 (300-7/8)		
LNAV MDA		380-1	365 (400-1)		
CIRCLING	480-1	457 (500-1)	520-1 1/2 497 (500-1 1/2)	820-2 1/2 797 (800-2 1/2)	820-2 3/4 797 (800-2 3/4)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

16259

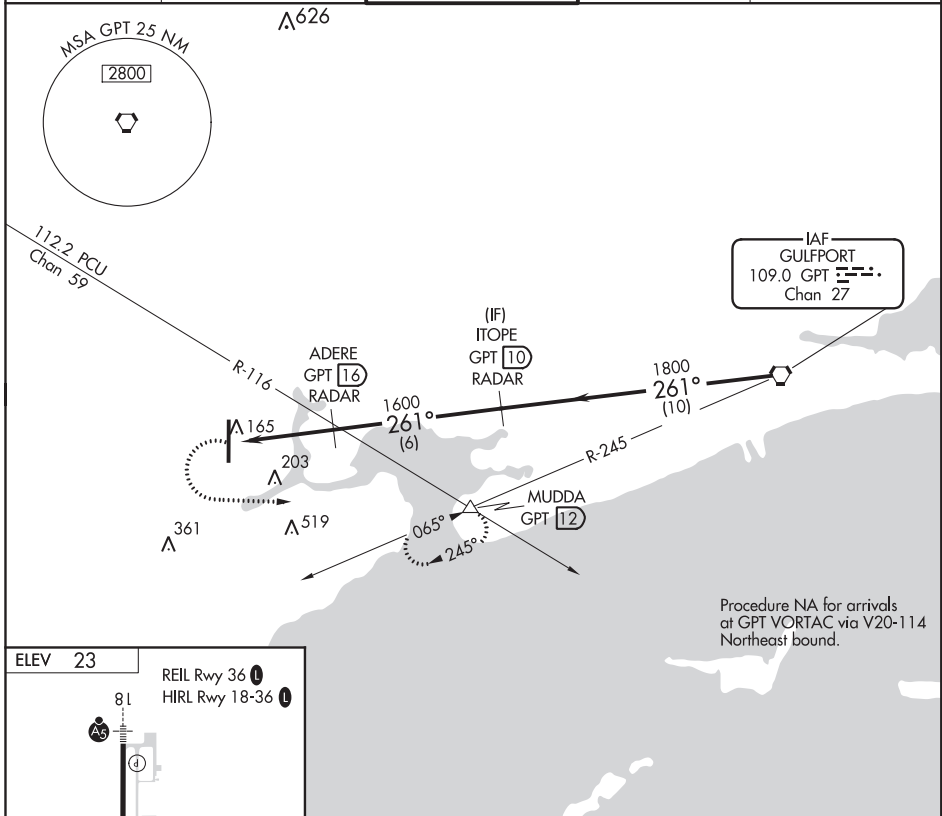
VORTAC GPT 109.0 Chan 27	APP CRS 261°	Rwy Idg TDZE Apt Elev N/A N/A 23
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VOR-A
STENNIS INTL (HSA)

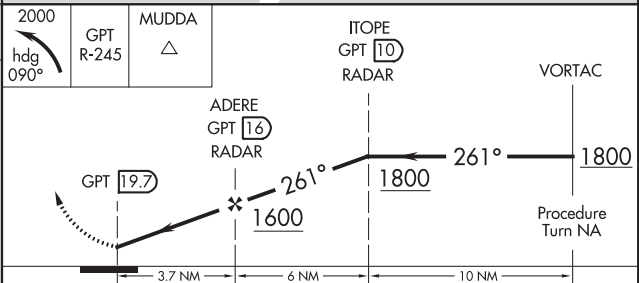
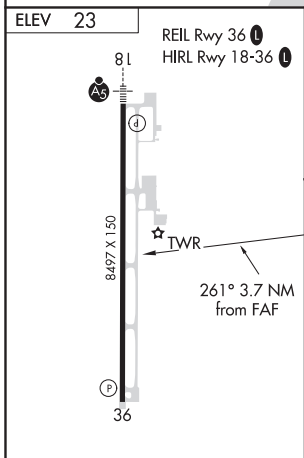
⚠ When local altimeter setting not received, use Gulfport altimeter setting and increase all MDA 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090° and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

AWOS-3 118.375	GULFPORT APP CON* 124.6 354.1	STENNIS TOWER* 127.15 (CTAF) 0	GND CON 121.725	UNICOM 122.95
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Procedure NA for arrivals at GPT VORTAC via V20-114 Northeast bound.



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	
CIRCLING	520-1		497 (500-1)		520-1½ 497 (500-1½)		580-2 557 (600-2)	

BAY ST. LOUIS, MISSISSIPPI
Amdt 7A 26AUG10

30° 22' N-89° 27' W

STENNIS INTL (HSA)
VOR-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NDB HS 221	APP CRS 181°	Rwy ldg TDZE Apt Elev	8497 23 23
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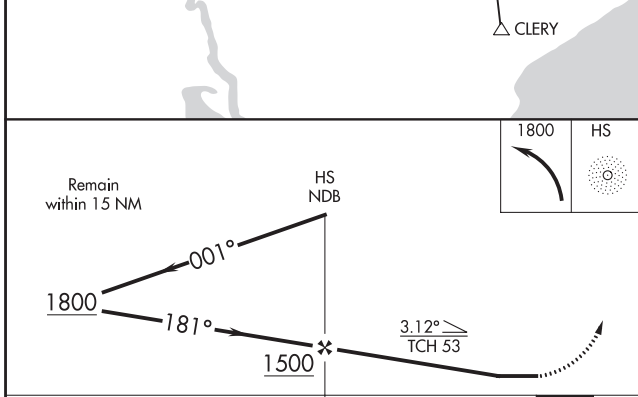
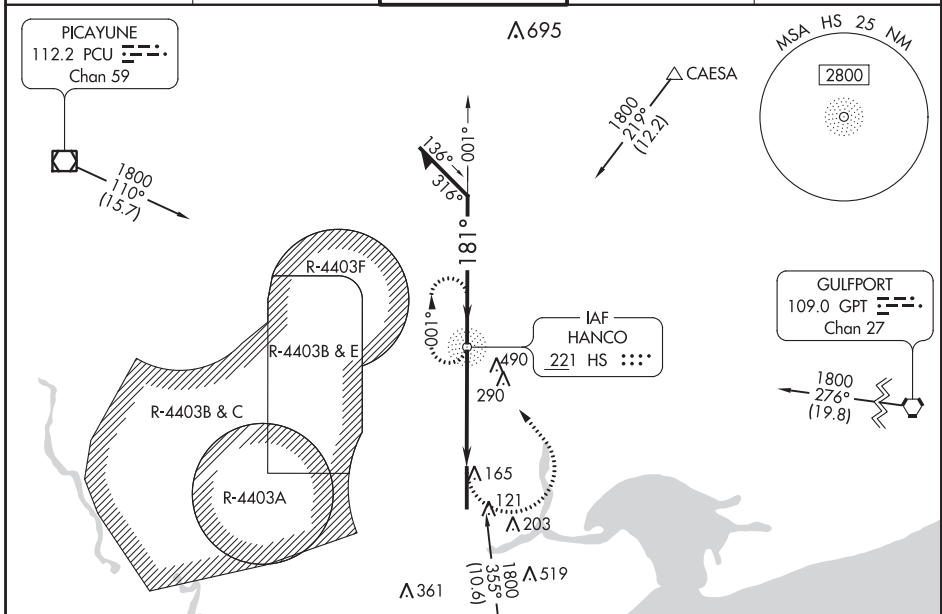
NDB RWY 18

STENNIS INTL (HSA)

⚠ Procedure NA when R4403B and R4403E are active. Circling NA for Cat E west of Rwy 18-36. When local altimeter setting not received use Gulfport altimeter setting and increase all MDAs 60 feet and increase S-18 Cat C/D/E and Circling Cat C visibility 1/8 mile and Circling Cat D/E visibility 1/4 mile. For inop MALS, increase Cat C/D/E visibility to 1 3/8 mile. For inop MALS when using Gulfport altimeter, increase Cat C/D/E visibility to 1 3/4 mile.

MALS MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3 118.375	GULFPORT APP CON * 124.6 354.1	STENNIS TOWER * 127.15 (CTAF) 0	GND CON 121.725	UNICOM 122.95
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ELEV 23	TDZE 23
181° 4.3 NM from FAF	
REIL Rwy 36	36
HIRL Rwy 18-36	36
FAF to MAP 4.3 NM	
Knots	60 90 120 150 180
Min:Sec	4:18 2:52 2:09 1:43 1:26

CATEGORY	A	B	C	D	E
S-18	600-3/4	577 (600-3/4)	600-1 1/4	577 (600-1 1/4)	
C CIRCLING	600-1	577 (600-1)	600-1 5/8	820-2 1/2	820-2 3/4
			577 (600-1 5/8)	797 (800-2 1/2)	797 (800-2 3/4)

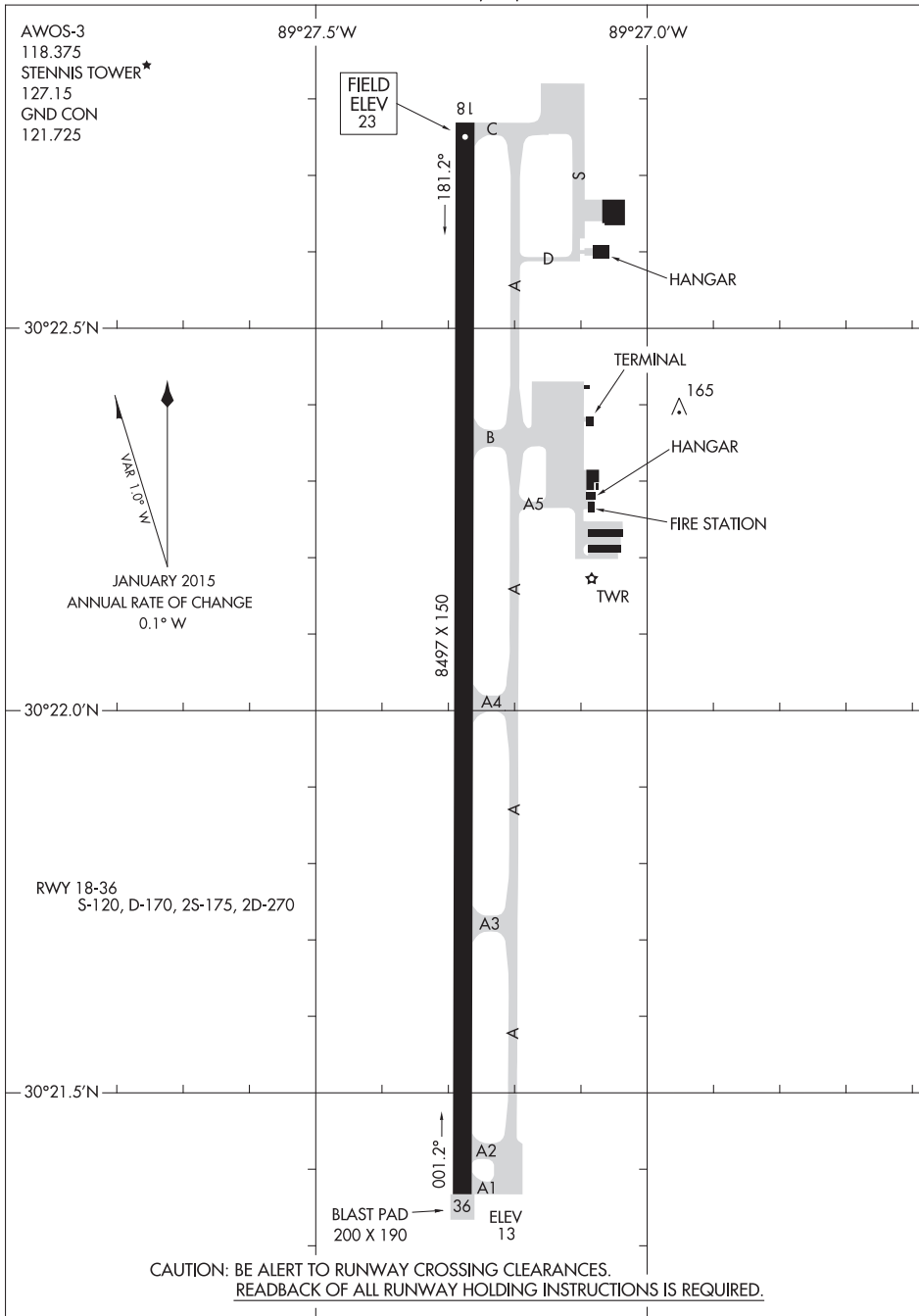
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5860 (FAA)

STENNIS INTL (HSA)
BAY ST LOUIS, MISSISSIPPI



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAAS CH 72613 W18A	APP CRS 183°	Rwy Idg 5002
		TDZE 119
		Apt Elev 119

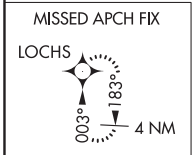
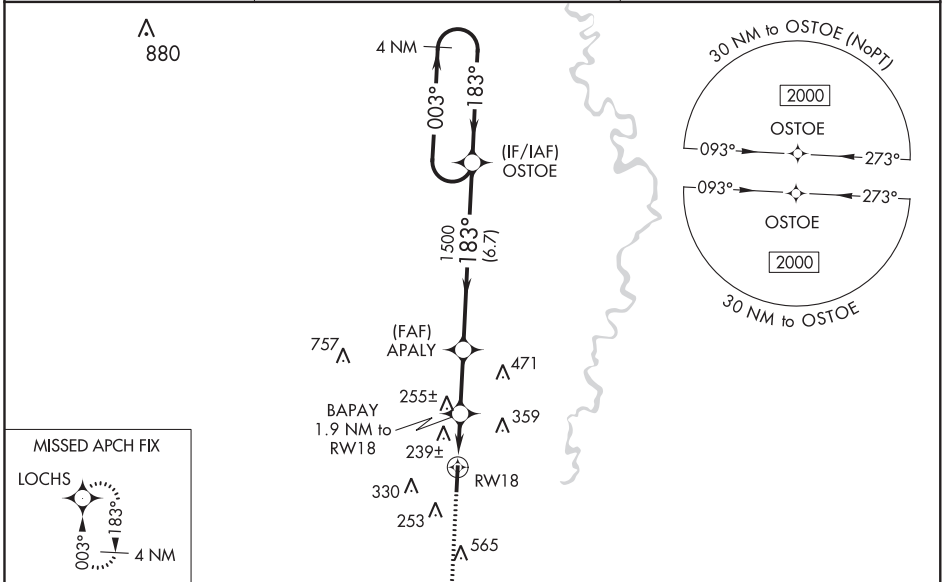
RNAV (GPS) RWY 18

GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

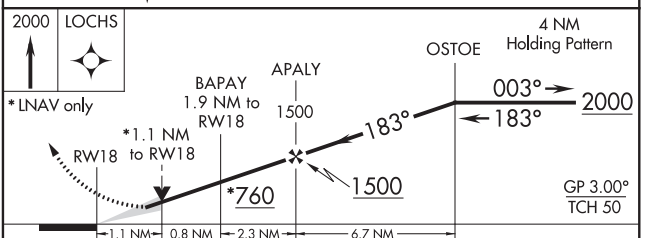
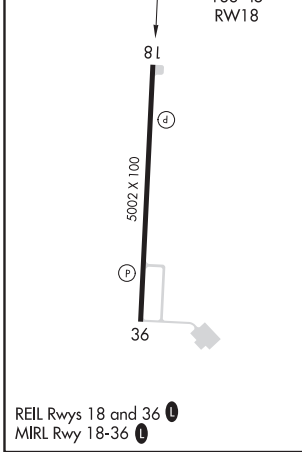
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lakefront altimeter setting; increase all DA 124 feet and all MDA 140 feet; increase LPV visibility all Cats 3/8 mile, increase LNAV/VNAV visibility all Cats 1/2 mile, increase LNAV visibility Cat C 3/8 mile, and increase Circling visibility Cat C 1/2 mile. VDP and Baro-VNAV NA when using Lakefront altimeter setting.

MISSED APPROACH:
Climb to 2000 direct
LOCHS and hold.

AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 119	TDZE 119
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CATEGORY	A	B	C	D
LPV DA	386-7/8	267 (300-7/8)		NA
LNAV/VNAV DA	541-13/8	422 (500-13/8)		NA
LNAV MDA	500-1 381 (400-1)		500-11/8 381 (400-11/8)	NA
CIRCLING	620-1 501 (600-1)		720-13/4 601 (700-13/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62913 W36A	APP CRS 003°	Rwy Idg 5002 TDZE 117 Apt Elev 119
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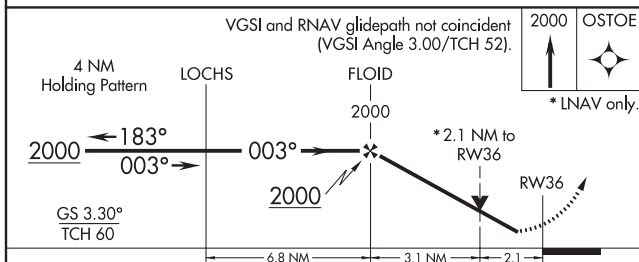
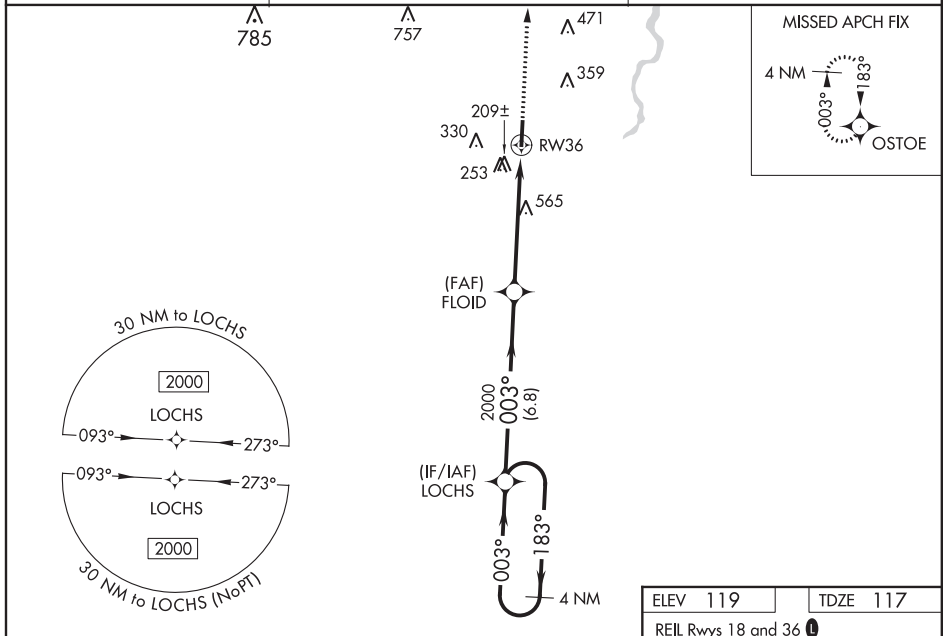
RNAV (GPS) RWY 36

GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

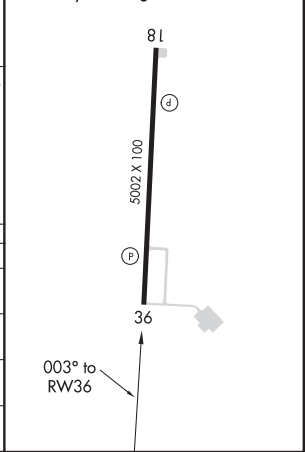
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lakefront altimeter setting; increase all DA 124 feet and all MDA 140 feet; increase LPV visibility all Cats 3/8 mile, increase LNAV/VNAV visibility all Cats 1/2 mile, increase LNAV visibility Cat B 1/4 mile and Cat C 1/2 mile, and increase Circling visibility Cats A and B 1/4 mile, and Cat C 1/2 mile. VDP and Baro-VNAV NA when using Lakefront altimeter setting.

MISSED APPROACH:
Climb to 2000 direct OSTOE and hold.

AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 119	TDZE 117
REIL Rwy 18 and 36 0	MIRL Rwy 18-36 0



CATEGORY	A	B	C	D
LPV DA	421-7/8	304 (300-7/8)		NA
LNAV/VNAV DA	512-1 1/8	395 (400-1 1/8)		NA
LNAV MDA	820-1 703 (800-1)		820-2 703 (800-2)	NA
CIRCLING	820-1 701 (800-1)		820-2 701 (800-2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

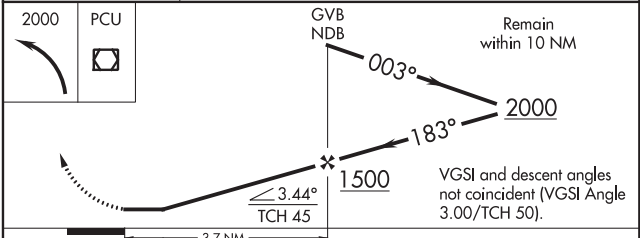
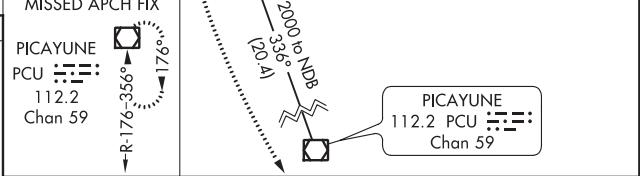
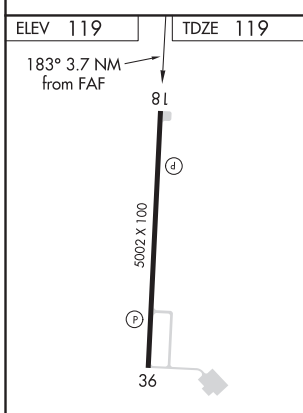
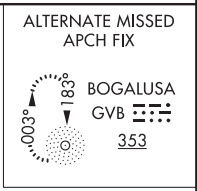
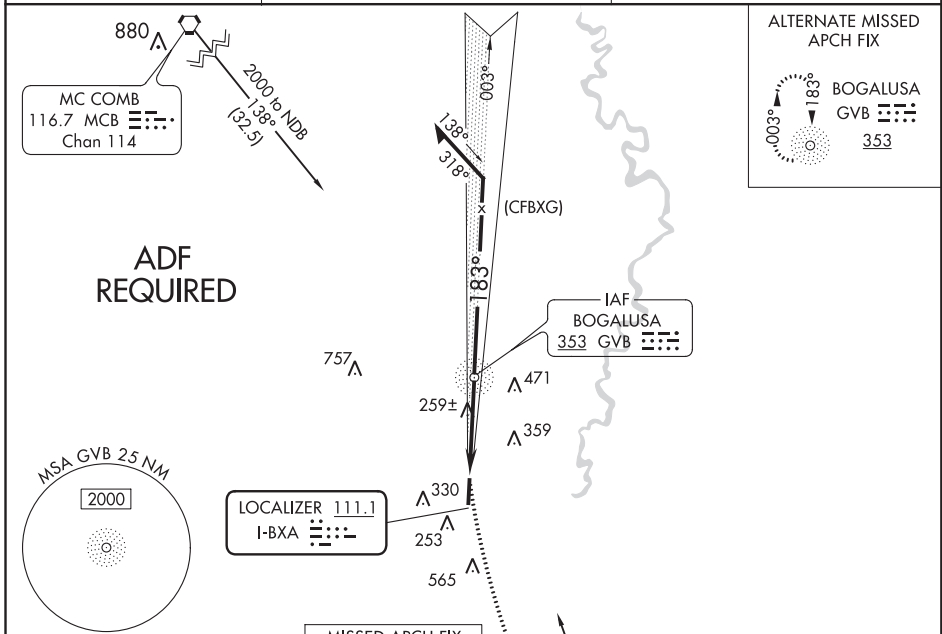
SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-BXA 111.1	APP CRS 183°	Rwy Idg 5002
		TDZE 119
		Apt Elev 119

LOC RWY 18

GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

<p>ADF required. When local altimeter setting not received, use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 and Circling Cat C visibility ½ mile.</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.</p>	
<p>AWOS-3PT 118,025</p>	<p>HOUSTON CENTER 126.8 327.8</p>	<p>UNICOM 122.8 (CTAF)</p>



REIL Rwy 18 and 36
MIRL Rwy 18-36

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
S-18	520-1	401 (500-1)	520-1 1/8 401 (500-1 1/8)	NA
CIRCLING	620-1	501 (600-1)	720-1 3/4 601 (700-1 3/4)	NA

LOC RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BOGALUSA, LOUISIANA

AL-6397 (FAA)

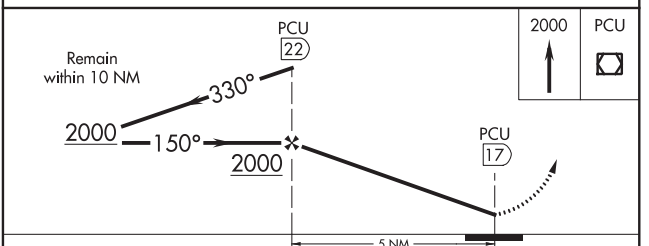
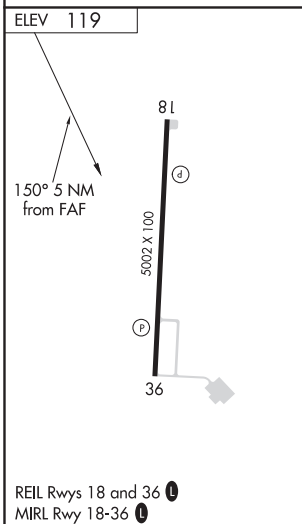
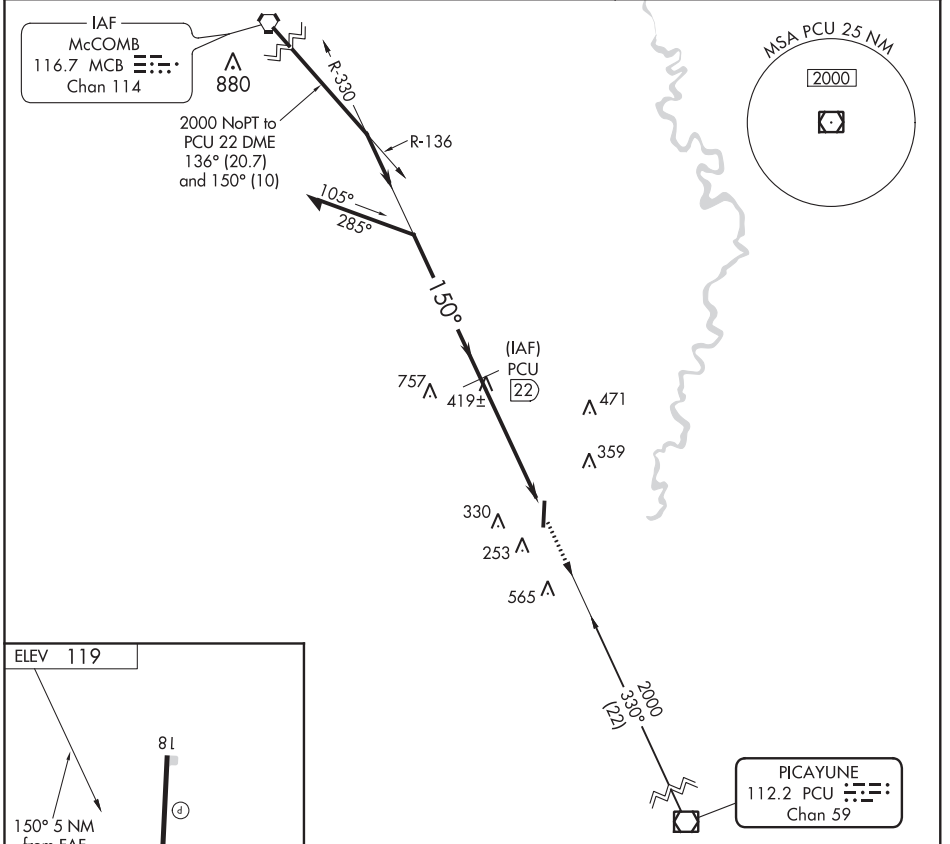
PCU VOR/DME 112.2 Chan 59	APP CRS 150°	Rwy Idg TDZE Apt Elev	N/A N/A 119
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VOR/DME-A

GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)

<p>NA If local altimeter setting not received; use New Orleans Lakefront altimeter setting and increase all MDAs 220 feet.</p>	<p>MISSED APPROACH: Climb to 2000 direct PCU VOR/DME.</p>
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<p>AWOS-3PT 118.025</p>	<p>HOUSTON CENTER 126.8 327.8</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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CATEGORY	A	B	C	D
CIRCLING	680-1	561 (600-1)	720-1¾ 601 (700-1¾)	NA

BOGALUSA, LOUISIANA
Amdt 4 14093

GEORGE R. CARR MEMORIAL AIR FIELD (B.X.A)
30°49'N-89°52'W

VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49234 W15A	APP CRS 147°	Rwy Idg TDZE Apt Elev	5003 392 392
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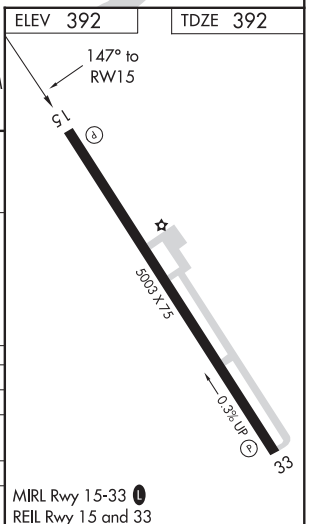
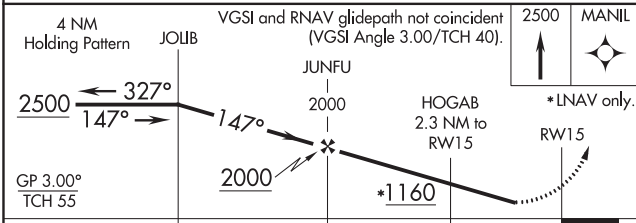
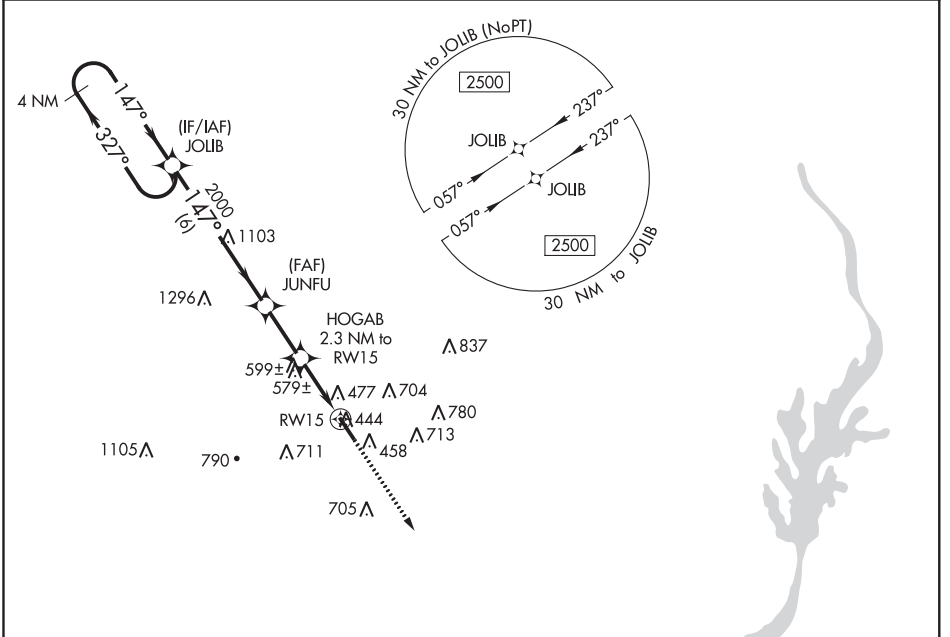
RNAV (GPS) RWY 15

BOONEVILLE/BALDWIN (8M1)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all DA 4 feet, and all MDA 20 feet. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 2500 direct MANIL and hold.

CORINTH AWOS-3 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	777-1¼ 385 (400-1¼)			
LNAV/VNAV DA	842-1½ 450 (500-1½)			
LNAV MDA	880-1	488 (500-1)	880-1¾	488 (500-1¾)
CIRCLING	940-1	548 (600-1)	1180-2¼	1340-3
			788 (800-2¼)	948 (1000-3)

BOONEVILLE/BALDWIN, MISSISSIPPI

AL-6948 (FAA)

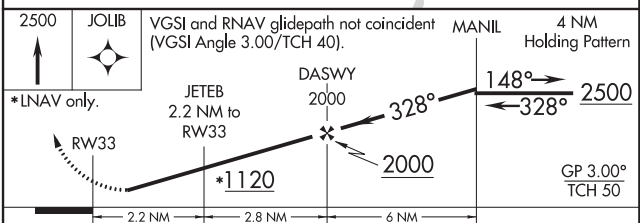
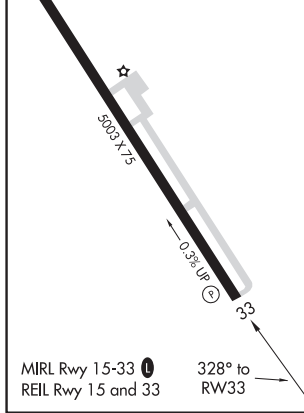
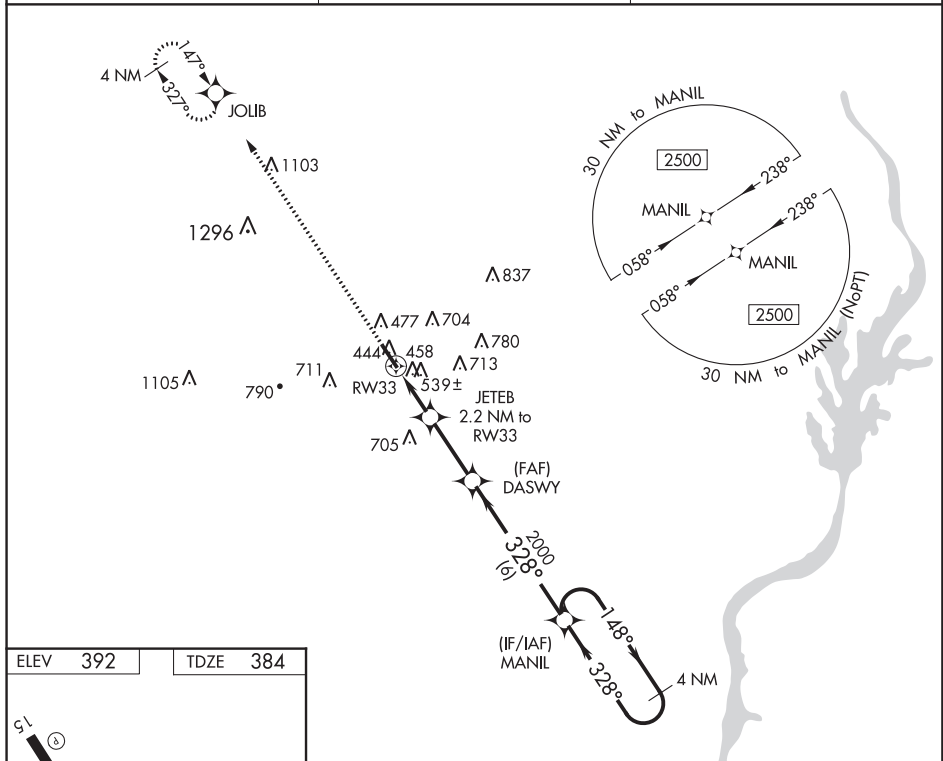
16035

WAAS CH 87134 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	5003 384 392
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RNAV (GPS) RWY 33

BOONEVILLE/BALDWIN (8M1)

<p>▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting. Helicopter visibility reduction below 3/4 SM NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2500 direct JOLIB and hold.</p>	
<p>CORINTH AWOS-3 118.675</p>	<p>MEMPHIS CENTER 135.9 273.55</p>	<p>UNICOM 122.8 (CTAF) 0</p>



CATEGORY	A	B	C	D
LPV DA		688-1	304 (300-1)	
LNAV/VNAV DA		783-1 3/8		399 (400-1 1/8)
LNAV MDA	860-1	476 (500-1)		860-1 3/8 476 (500-1 1/8)
CIRCLING	940-1	548 (600-1)	1180-2 1/4 788 (800-2 1/4)	1340-3 948 (1000-3)

BOONEVILLE/BALDWIN, MISSISSIPPI
Amdt 1A 24JUL14

34°36'N-88°39'W

BOONEVILLE/BALDWIN (8M1) RNAV (GPS) RWY 33

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

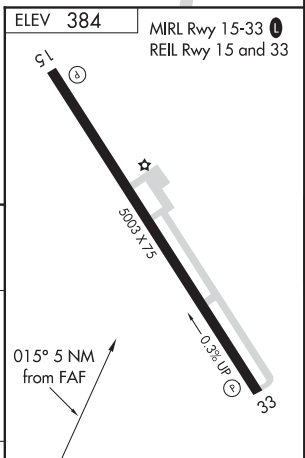
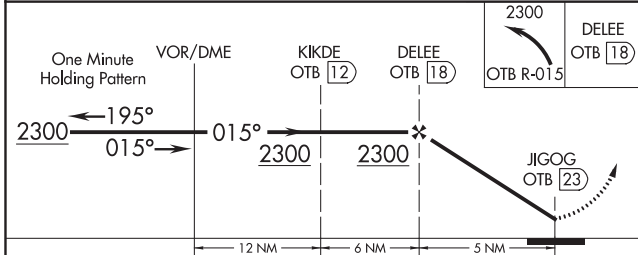
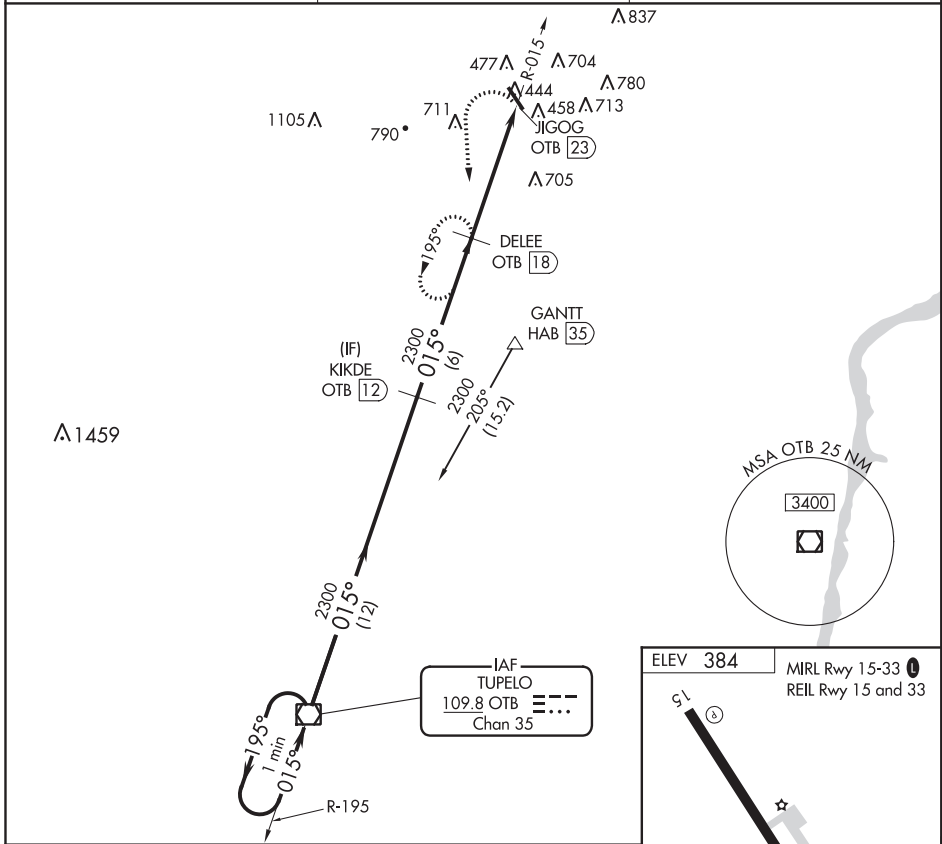
VOR/DME OTB 109.8 Chan 35	APP CRS 015°	Rwy Idg TDZE Apt Elev	N/A N/A 384
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VOR/DME-A
BOONEVILLE/BALDWIN (8M1)

NA Visibility reduction by helicopters NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Cats C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2300 via OTB VOR/DME R-015 to DELEE/OTB 18 DME and hold.

CORINTH AWOS-3 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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	FAF to MAP 5 NM					
CATEGORY	A	B	C	D		
CIRCLING	1120-1 736 (800-1)	1120-1¼ 736 (800-1¼)	1120-2 736 (800-2)	1120-2¼ 736 (800-2¼)		
	Knots	60	90	120	150	180
	Min:Sec	5:00	3:20	2:30	2:00	1:40

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BROOKHAVEN, MISSISSIPPI

AL-5802 (FAA)

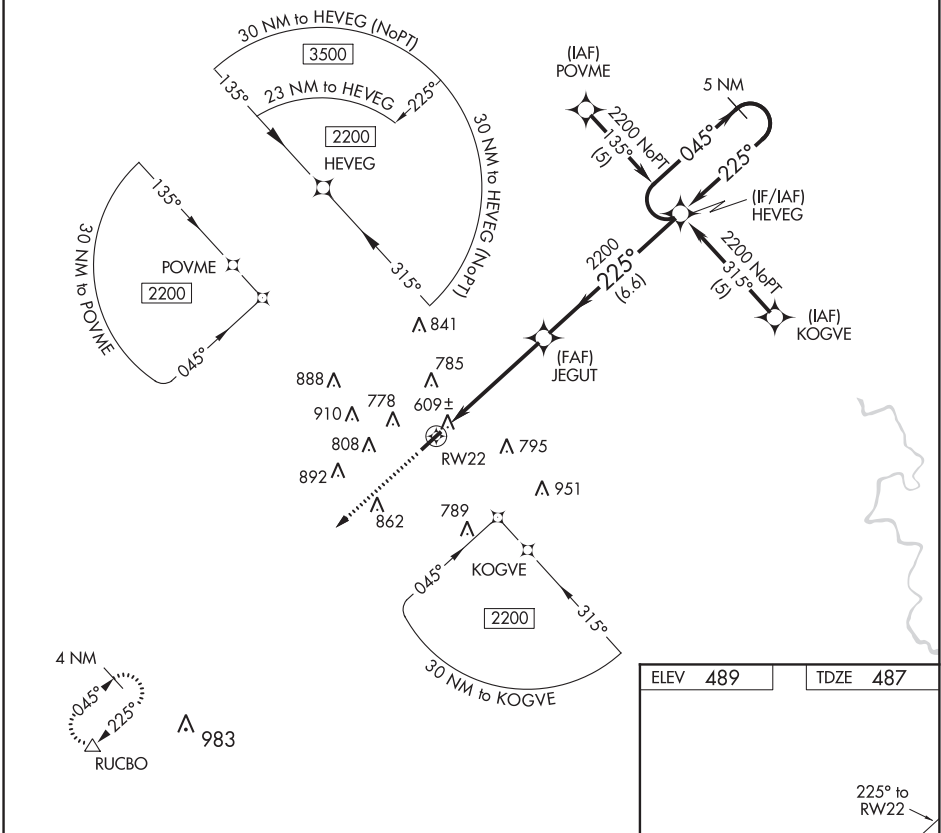
RNAV (GPS) RWY 22
BROOKHAVEN-LINCOLN COUNTY (1R7)

APP CRS	Rwy Idg	4006
225°	TDZE	487
	Apt Elev	489

⚠ DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

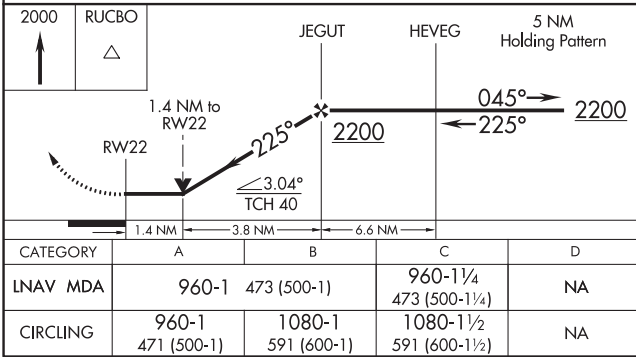
AWOS-3 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 📻
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV	489	TDZE	487
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CATEGORY	A	B	C	D
LNVA MDA	960-1	473 (500-1)	960-1¼ 473 (500-1¼)	NA
CIRCLING	960-1 471 (500-1)	1080-1 591 (600-1)	1080-1½ 591 (600-1½)	NA

MIRL Rwy 4-22 **📻**

BROOKHAVEN, MISSISSIPPI
Orig 14177

31°36'N-90°25'W

RNAV (GPS) RWY 22
BROOKHAVEN-LINCOLN COUNTY (1R7)

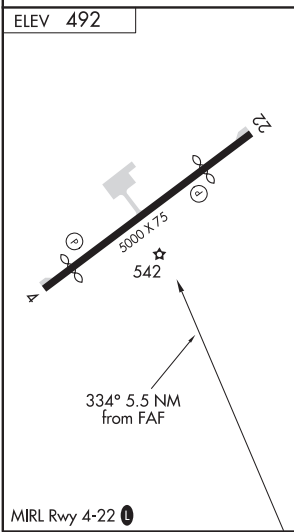
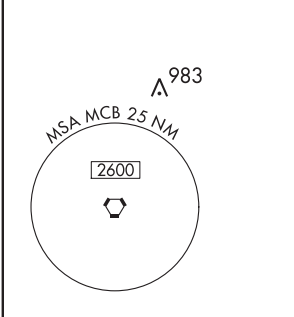
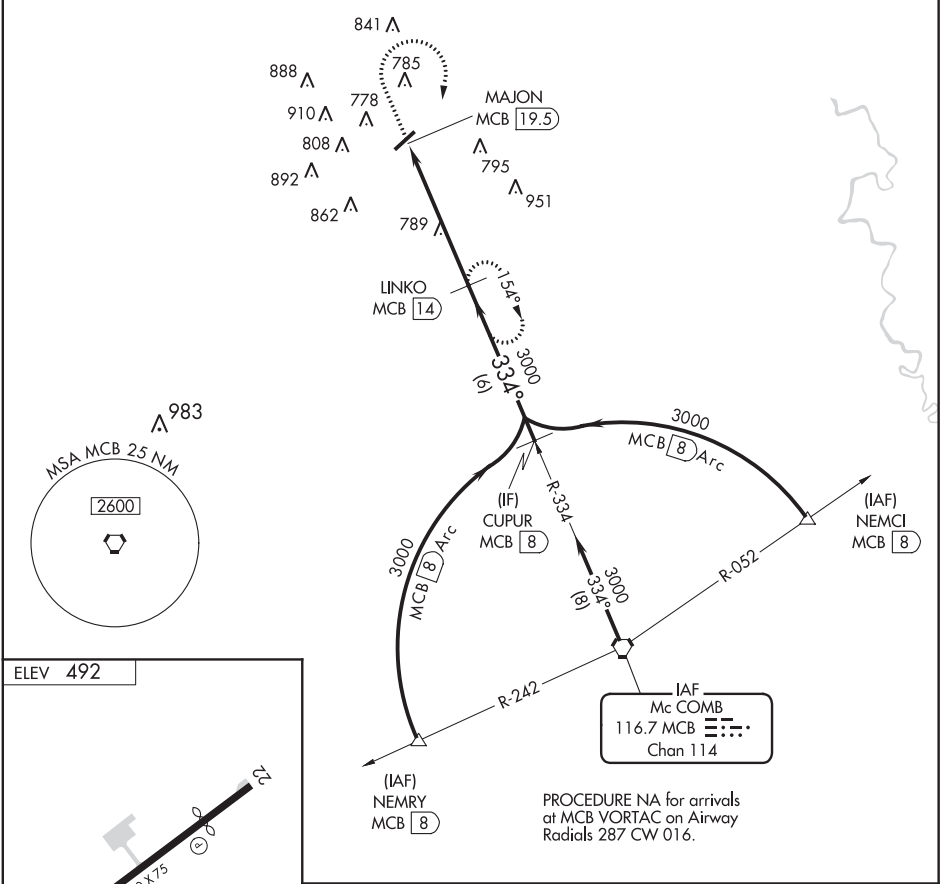
VORTAC MCB 116.7 Chan 114	APP CRS 334°	Rwy Idg TDZE Apt Elev	N/A N/A 492
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VOR/DME-A
BROOKHAVEN-LINCOLN COUNTY (1R7)

Procedure NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

AWOS-3 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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1500	3000	LINKO MCB 14	LINKO MCB 14	CUPUR MCB 8
↑	↻	MCB R-334	334°	3000
		MAJON MCB 19.5	334°	3000
			5.5 NM	6 NM
CATEGORY	A	B	C	D
CIRCLING	1040-1 548 (600-1)	1080-1 588 (600-1)	1080-1½ 588 (600-1½)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BUNKIE, LOUISIANA

AL-6010 (FAA)

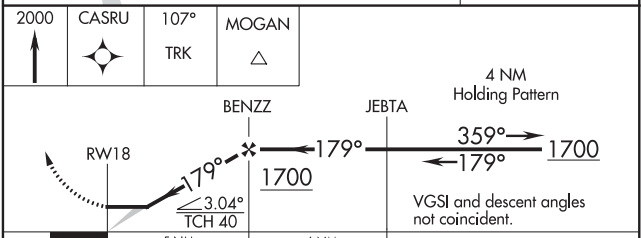
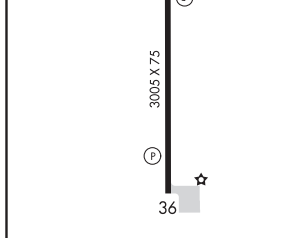
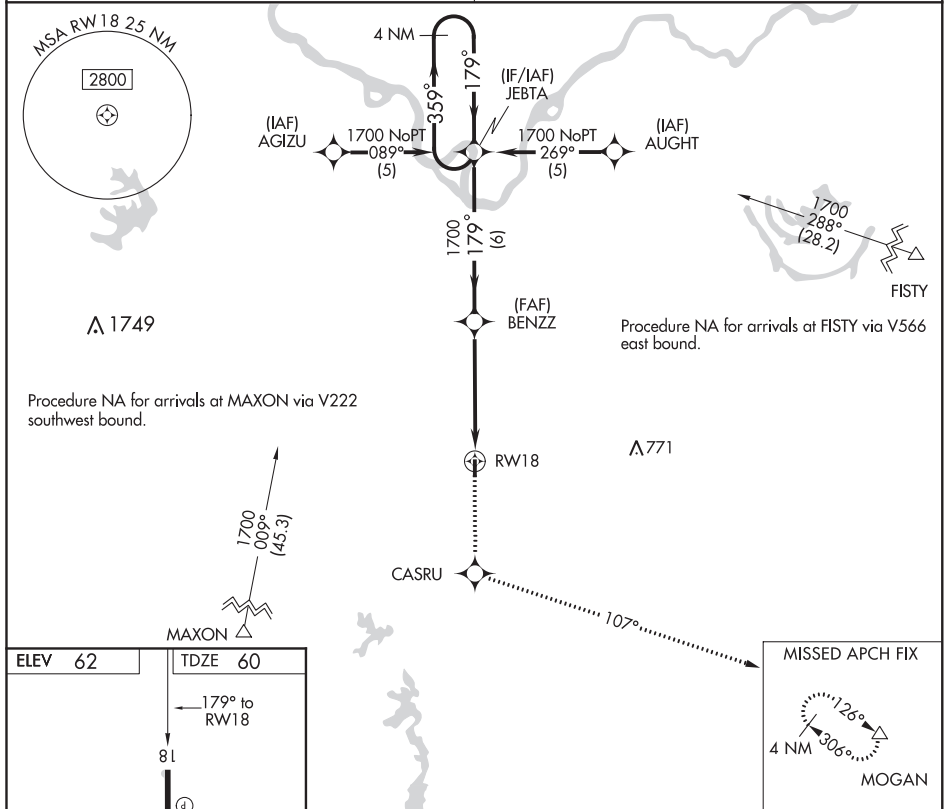
RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

APP CRS	Rwy Idg	3005
179°	TDZE	60
	Apt Elev	62

▽ DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.
▲ NA MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

POLK APP CON 125.4 302.2	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	600-1 540 (600-1)		NA	
CIRCLING	600-1 538 (600-1)		NA	

REIL Rwy 18 and 36
 MIRL Rwy 18-36

BUNKIE, LOUISIANA
 Orig 14093

30°57'N-92°14'W

RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

BUNKIE MUNI (2R6)

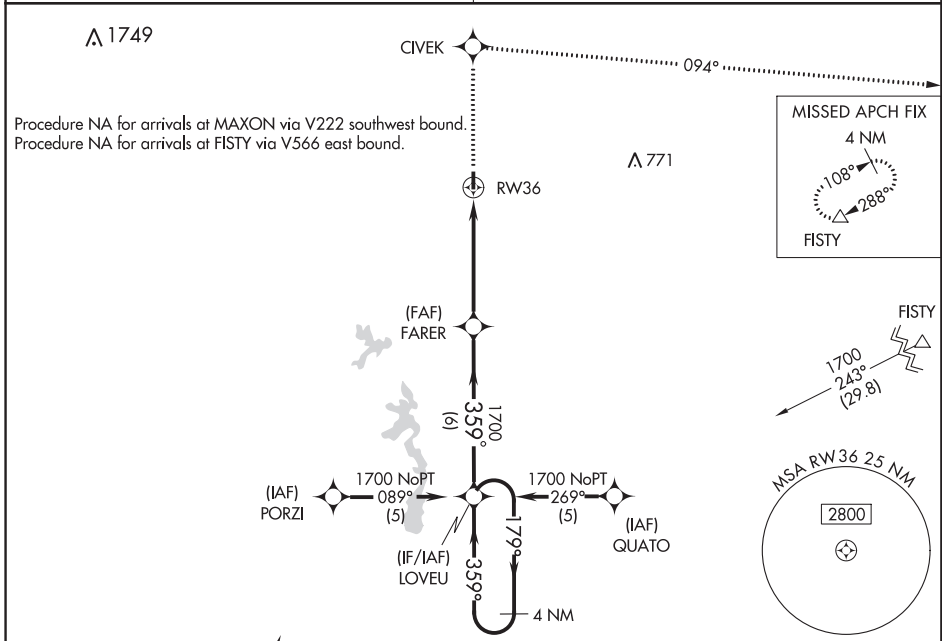
APP CRS	Rwy Idg	3005
359°	TDZE	60
	Apt Elev	62

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

POLK APP CON
125.4 302.2

CTAF
122.9

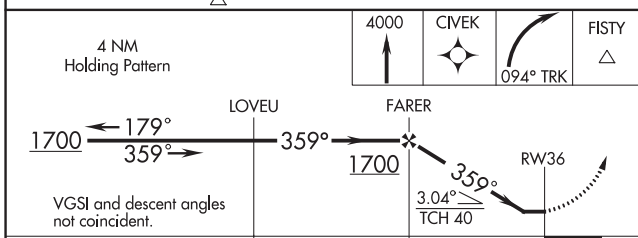
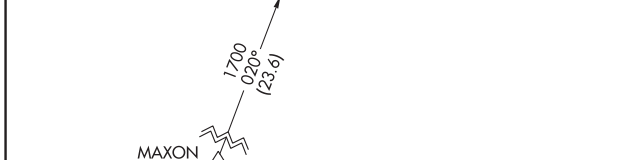


SC-4, 10 NOV 2016 to 05 JAN 2017

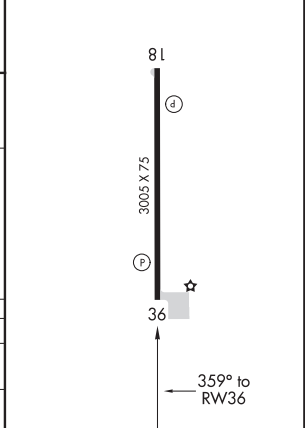
SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 62	TDZE 60
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REIL Rwy 18 and 36
 MIRL Rwy 18-36



CATEGORY	A	B	C	D
LNAV MDA	580-1	520 (600-1)	NA	
CIRCLING	580-1	518 (600-1)	NA	



BUNKIE, LOUISIANA

AL-6010 (FAA)

VOR/DME-A
BUNKIE MUNI (2R6)

VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy Idg TDZE Apt Elev N/A N/A 62
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▼ Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

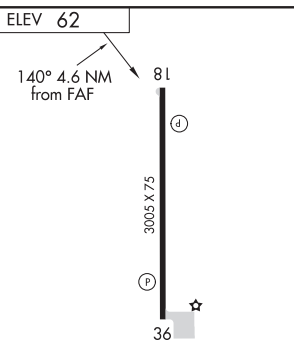
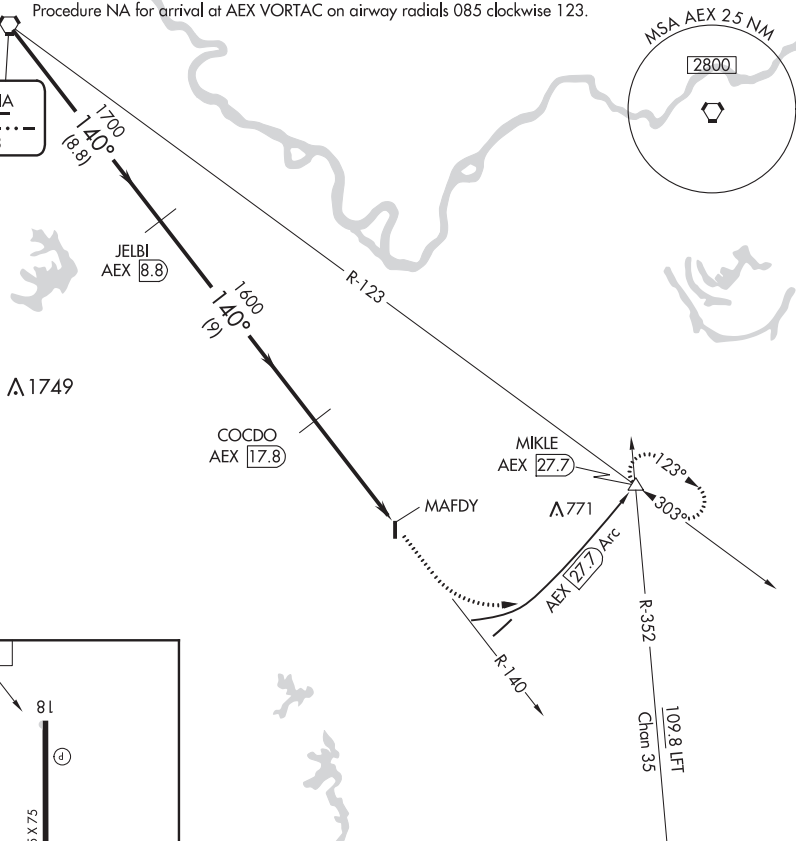
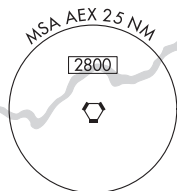
MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON
125.4 302.2

CTAF
122.9

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.

IAF
ALEXANDRIA
116.1 AEX
Chan 108



	VORTAC	JELBI AEX (8.8)	COCDO AEX (17.8)	MAFDY AEX (22.4)	MIKLE AEX (27.7)
	2000	1700	1600		3000
	Procedure Turn NA				AEX R-140
					AEX (27.7) Arc
					MIKLE AEX (27.7)
					△
CATEGORY	A	B	C	D	
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)		NA	

REIL Rwys 18 and 36
MIRL Rwy 18-36

BUNKIE, LOUISIANA
Amdt 6 14093

30°57'N-92°14'W

BUNKIE MUNI (2R6)
VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72619 W18A	APP CRS 183°	Rwy Idg THRE 172 Apt Elev 173	5404
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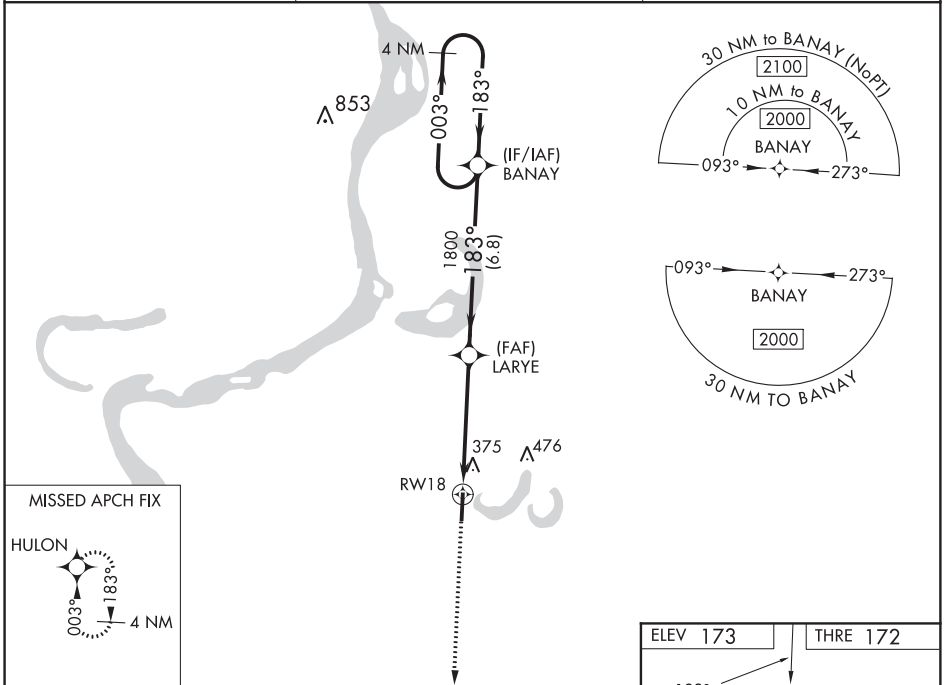
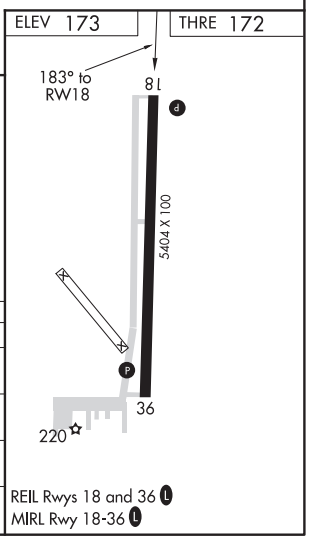
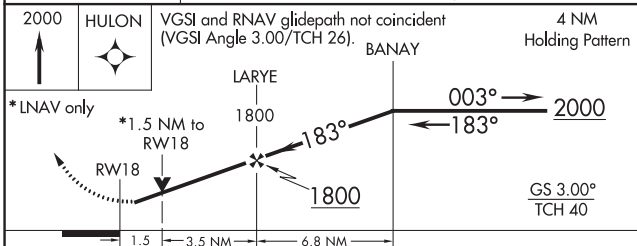
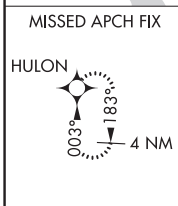
RNAV (GPS) RWY 18

CLARKSDALE/FLETCHER FIELD (CKM)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tunica altimeter setting and increase all DA/MDA 60 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA with Tunica altimeter setting. Circling to Rwy 36 NA at night.

△ NA MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		422-7/8	250 (300-7/8)	
LNAV/VNAV DA		586-1 3/8	414 (500-1 3/8)	
LNAV MDA	660-1	488 (500-1)	660-1 3/8	488 (500-1 3/8)
CIRCLING	740-1	567 (600-1)	740-1 1/2	740-2
			567 (600-1 1/2)	567 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

13066

WAAS CH 40120 W36A	APP CRS 003°	Rwy Idg 5404 TDZE 173 Apt Elev 173
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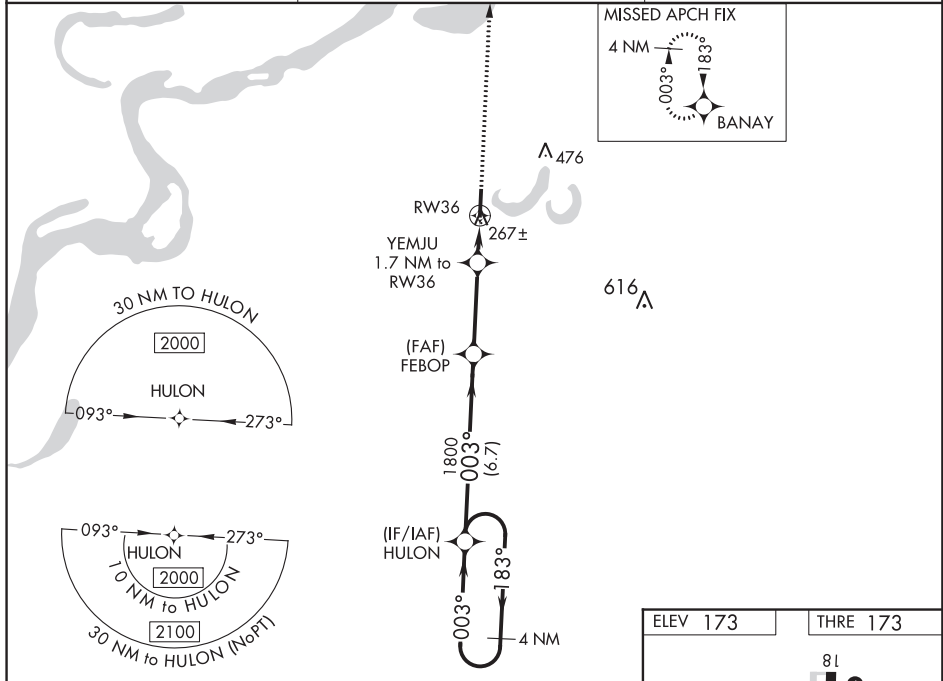
RNAV (GPS) RWY 36

CLARKSDALE/FLETCHER FIELD (CKM)

▽ 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tunica altimeter setting and increase all DA/MDA 60 feet; increase LPV all Cats and Circling Cat C visibility 1/4 mile, LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile. Baro-VNAV NA with Tunica altimeter setting. Straight-in/Circling to Rwy 36 procedure NA at night.

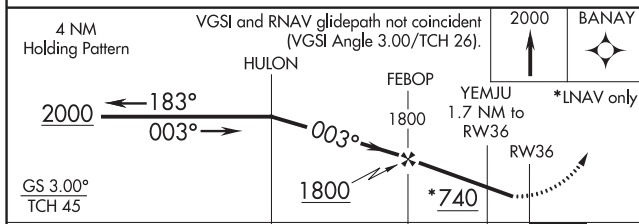
▲ NA MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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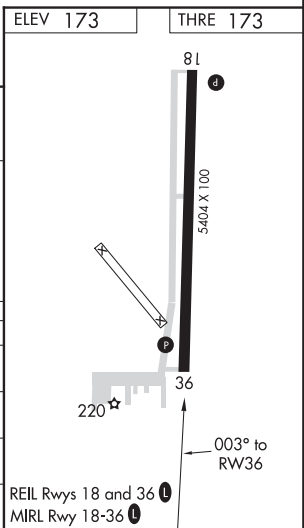


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		476-1	303 (400-1)	
LNAV/VNAV DA		448-1	275 (300-1)	
LNAV MDA		520-1	347 (400-1)	
CIRCLING	740-1	567 (600-1)	740-1½ 567 (600-1½)	740-2 567 (600-2)



CLARKSDALE, MISSISSIPPI
Amdt 1 05MAY11

34°18'N-90°31'W

CLARKSDALE/FLETCHER FIELD (CKM)

RNAV (GPS) RWY 36

WAAS CH 58322 W18A	APP CRS 178°	Rwy Idg THRE 140 Apt Elev 140	5005
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RNAV (GPS) RWY 18

CLEVELAND MUNI (RNV)

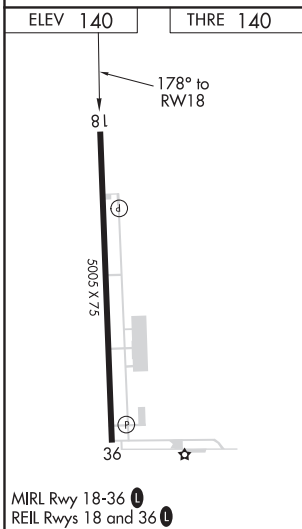
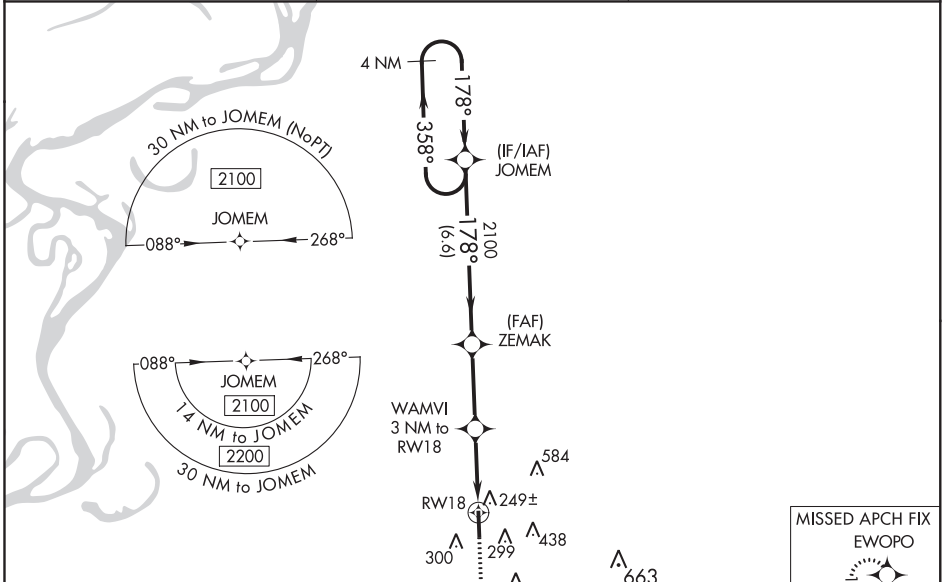
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 1/4 mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Helicopter visibility reduction below 3/4 SM not authorized.

MISSED APPROACH:
Climb to 2100 direct EWOPPO and hold.

AWOS-3
124.175

MEMPHIS CENTER
135.875 269.35

UNICOM
122.725 (CTAF) ①



ELEV 140	THRE 140
<p>4 NM Holding Pattern</p> <p>JOMEM ZEMAK WAMVI 3 NM to RWY18</p> <p>2100 ← 358° → 178° → 2100</p> <p>GS 3.00° TCH 42</p> <p>*1120</p> <p>*1 NM to RWY18</p> <p>6.6 NM 3 NM 2 NM 1 NM</p>	
2100	EWOPPO
* LNAV only	
CATEGORY	A B C D
LPV DA	390-7/8 250 (300-7/8)
LNAV/VNAV DA	549-13/8 409 (500-13/8)
LNAV MDA	500-1 360 (400-1)
C CIRCLING	600-1 460 (500-1) 900-2 1/4 900-2 1/2
	760 (800-2 1/4) 760 (800-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86823 W36A	APP CRS 358°	Rwy Idg THRE 140 Apt Elev 140	5005
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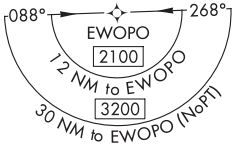
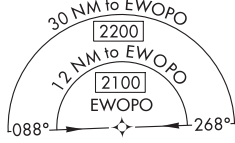
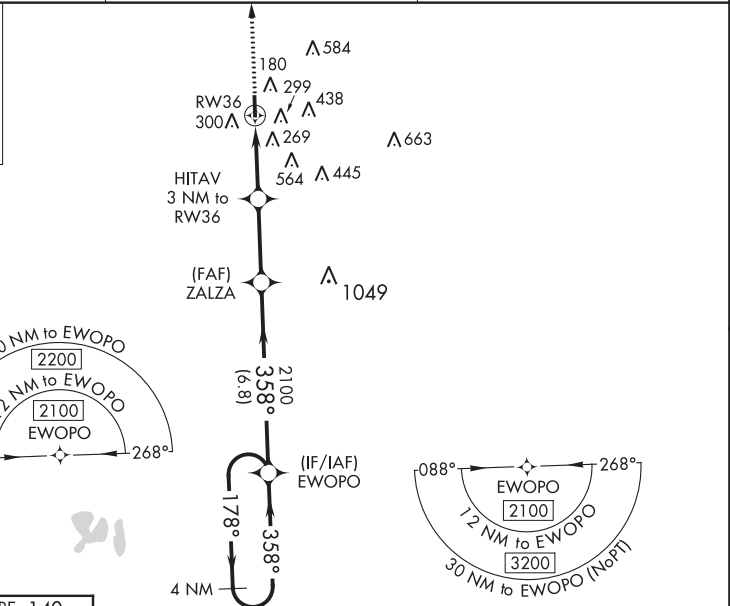
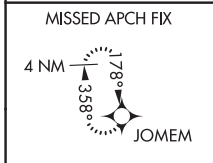
RNAV (GPS) RWY 36

CLEVELAND MUNI (RNV)

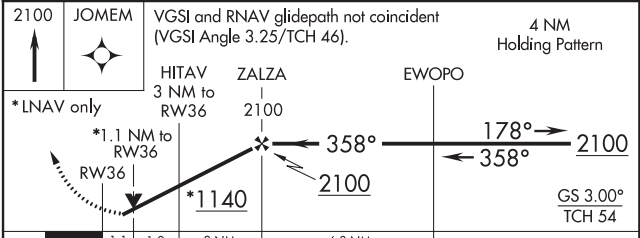
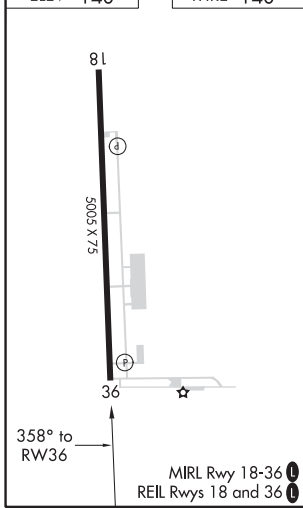
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/4 mile, and LNAV/VNAV all Cats visibility 1/8 mile.

MISSED APPROACH:
Climb to 2100 direct JOMEM and hold.

AWOS-3 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 📻
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ELEV 140	THRE 140
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CATEGORY	A	B	C	D
LPV DA		390-3/4	250 (300-1)	
LNAV/VNAV DA		549-13/8	409 (500-13/8)	
LNAV MDA		520-1	380 (400-1)	
C CIRCLING	600-1	460 (500-1)	900-2 1/4 760 (800-2 1/4)	900-2 1/2 760 (800-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

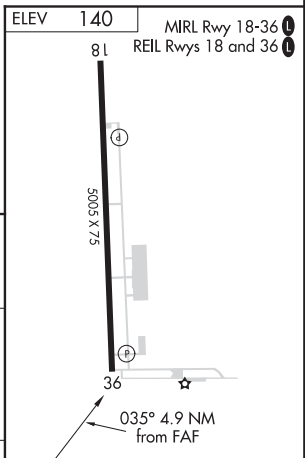
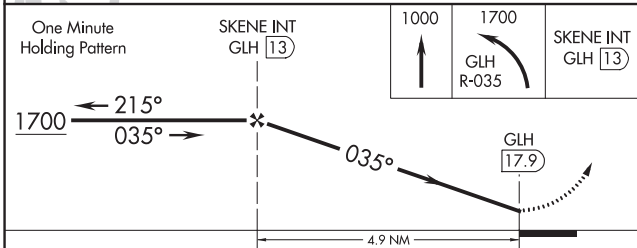
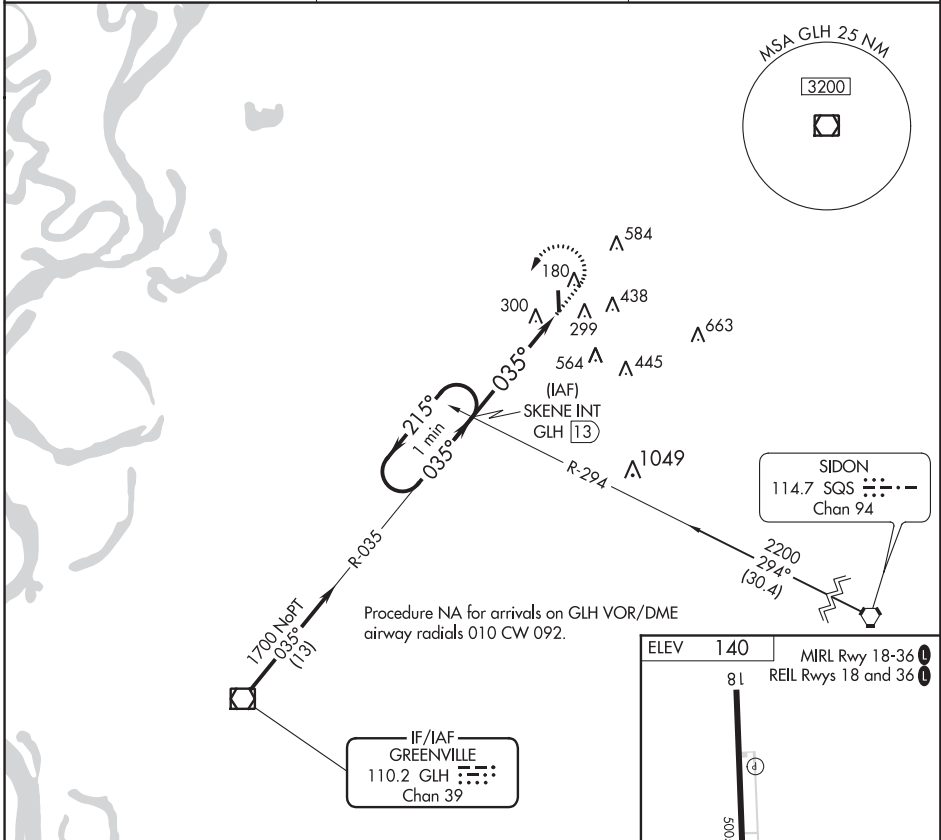
VOR/DME GLH 110.2 Chan 39	APP CRS 035°	Rwy Idg TDZE Apt Elev 140	N/A N/A 140
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VOR-A
CLEVELAND MUNI (RNV)

⚠ When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 on GLH VOR/DME R-035 to SKENE INT/GLH 13 DME and hold.

AWOS-3 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) Ⓛ
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CATEGORY	A	B	C	D	FAF to MAP 4.9 NM					
					Knots	60	90	120	150	180
C CIRCLING	880-1	740 (800-1)	900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)	Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBIA, MISSISSIPPI

AL-6418 (FAA)

15176

WAAS CH 81836 W05A	APP CRS 054°	Rwy Idg THRE Apt Elev	4460 244 265
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RNAV (GPS) RWY 5

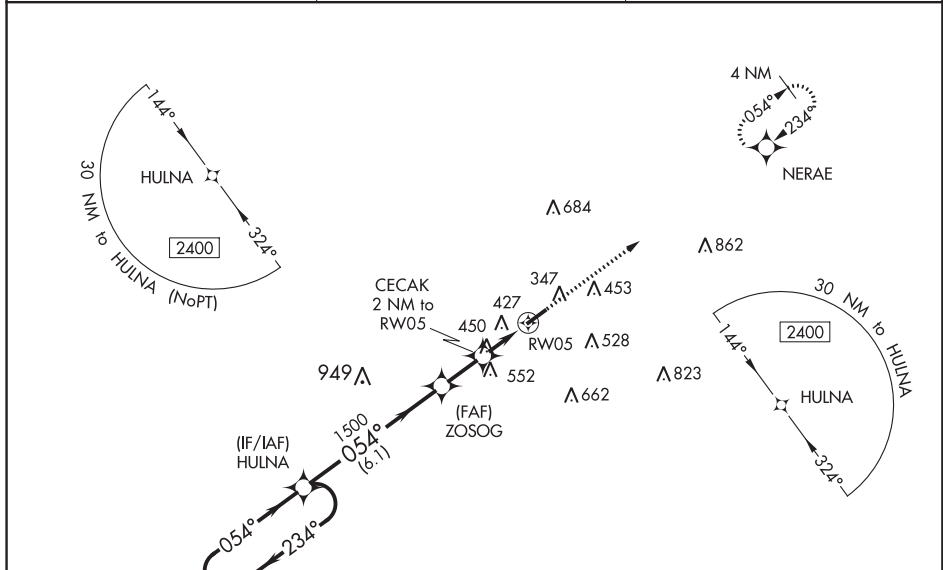
COLUMBIA-MARION COUNTY (ØRØ)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattisburgh-Laurel altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats and Circling Cat C visibilities 1/4 mile, increase Circling Cat D visibility 1/2 mile, increase LNAV Cat C and D visibility 3/8 mile. VDP and Baro-VNAV NA when using Hattisburgh-Laurel altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

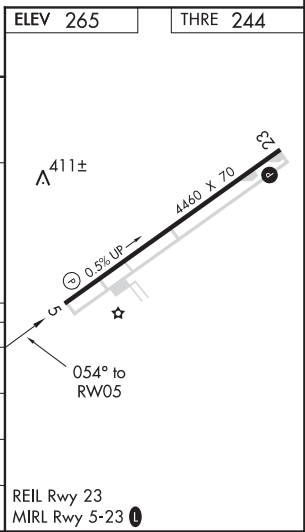
▲ NA

MISSED APPROACH:
Climb to 2400 direct NERAE and hold.

AWOS-3 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern		HULNA		ZOSOG		CECAK 2 NM to RW05		2400 NERAE	
← 234°		054° →		1500		*1.5 NM to RW05		*NNAV only.	
GP 3.00°		1500		*920		RW05		↑	
TCH 40		6.1 NM		1.8 NM		0.5 NM		1.5 NM	
CATEGORY	A	B	C	D					
LPV DA	494-7/8		250 (300-7/8)						
LNAV/VNAV DA	732-1 5/8		488 (500-1 5/8)						
LNAV MDA	760-1	516 (500-1)	760-1 3/8	516 (500-1 3/8)					
CIRCLING	760-1	820-1	920-1 3/4	1000-2 1/4					
	495 (500-1)	555 (600-1)	655 (700-1 3/4)	735 (800-2 1/4)					



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBIA, MISSISSIPPI
Orig 19SEP13

31°18'N-89°49'W

COLUMBIA-MARION COUNTY (ØRØ)
RNAV (GPS) RWY 5

WAAS CH 56236 W23A	APP CRS 234°	Rwy Idg THRE 265 Apt Elev 265	4460
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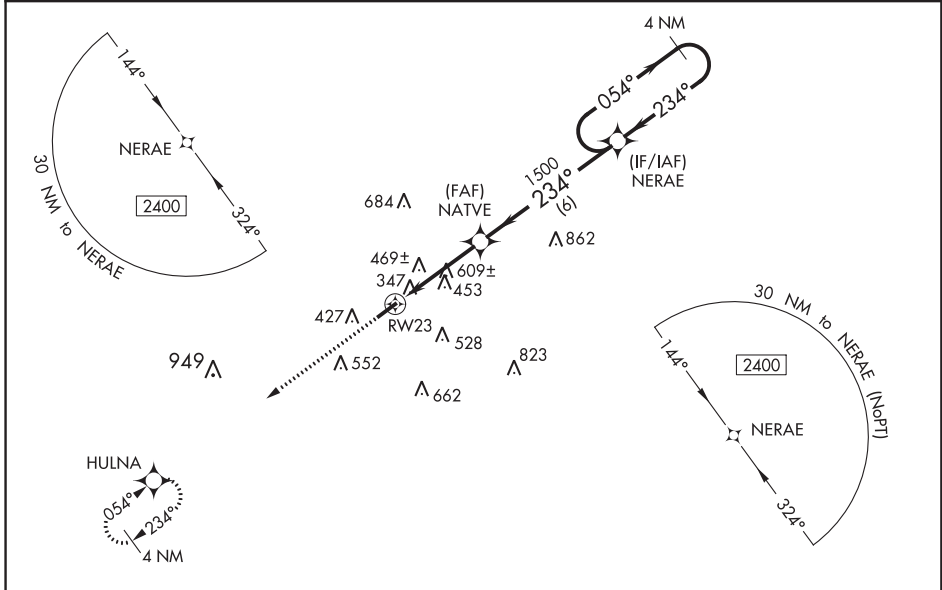
RNAV (GPS) RWY 23

COLUMBIA-MARION COUNTY (ØRØ)

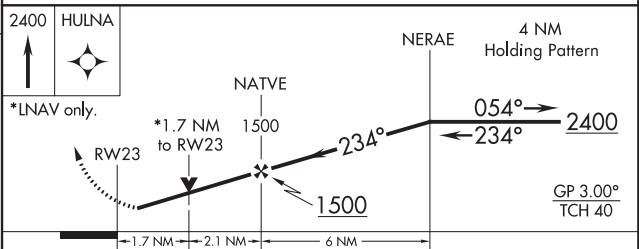
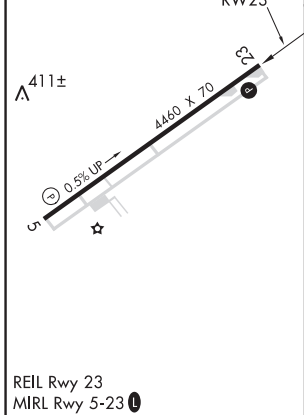
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat C visibilities ¼ mile, increase Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ⅓ mile. VDP and Baro-VNAV NA when using Hattiesburg-Laurel altimeter setting. Helicopter visibility reduction below ¾ SM NA.

▲ NA MISSED APPROACH: Climb to 2400 direct HULNA and hold.

AWOS-3 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) Ø
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ELEV 265	THRE 265
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CATEGORY	A	B	C	D
LPV DA		534-7/8	269 (300-7/8)	
LNAV/VNAV DA		766-1 3/4		501 (600-1 3/4)
LNAV MDA	860-1	595 (600-1)		860-1 3/4 595 (600-1 3/4)
☑ CIRCLING	860-1	595 (600-1)		920-1 3/4 1000-2 1/4 655 (700-1 3/4) 735 (800-2 1/4)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4503
178°	TDZE	188
	Apt Elev	188

RNAV (GPS) RWY 18

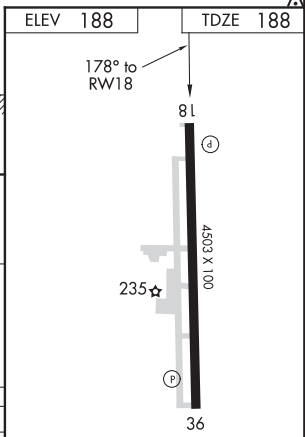
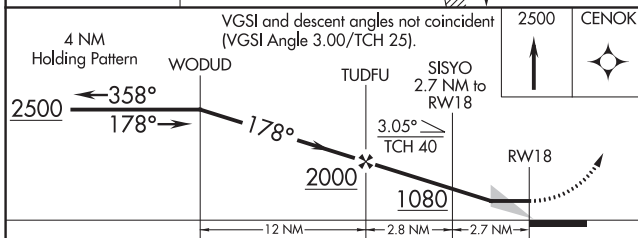
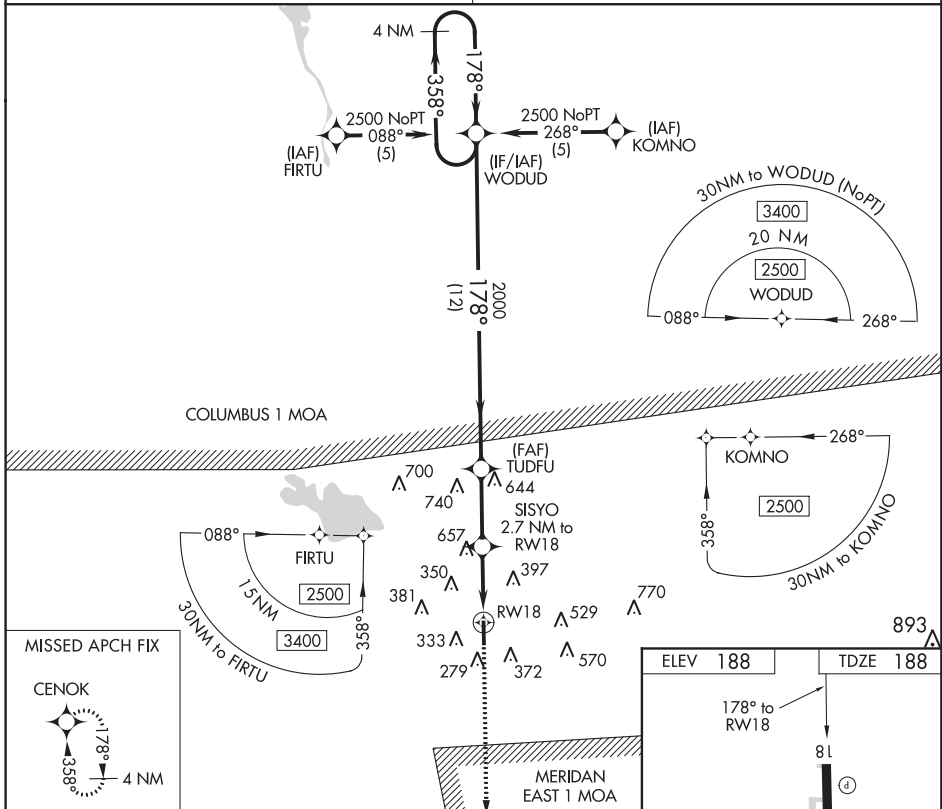
COLUMBUS-LOWNDES COUNTY (UBS)

⚠ DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet. Procedure NA at night.
⚠ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
 Climb to 2500 direct CENOK and hold.

COLUMBUS APP CON *
135.6 323.275

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNNAV MDA	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½ 812 (900-2½)	1000-2¾ 812 (900-2¾)
CIRCLING	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½ 812 (900-2½)	1000-2¾ 812 (900-2¾)

MIRL Rwy 18-36

SC-4, 10 NOV 2016 to 05 JAN 2017

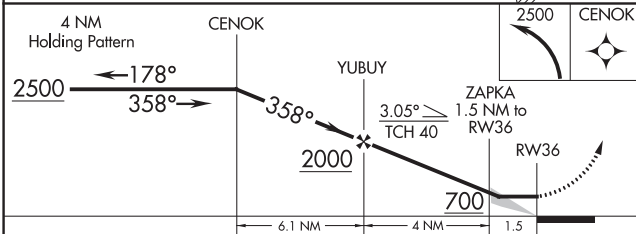
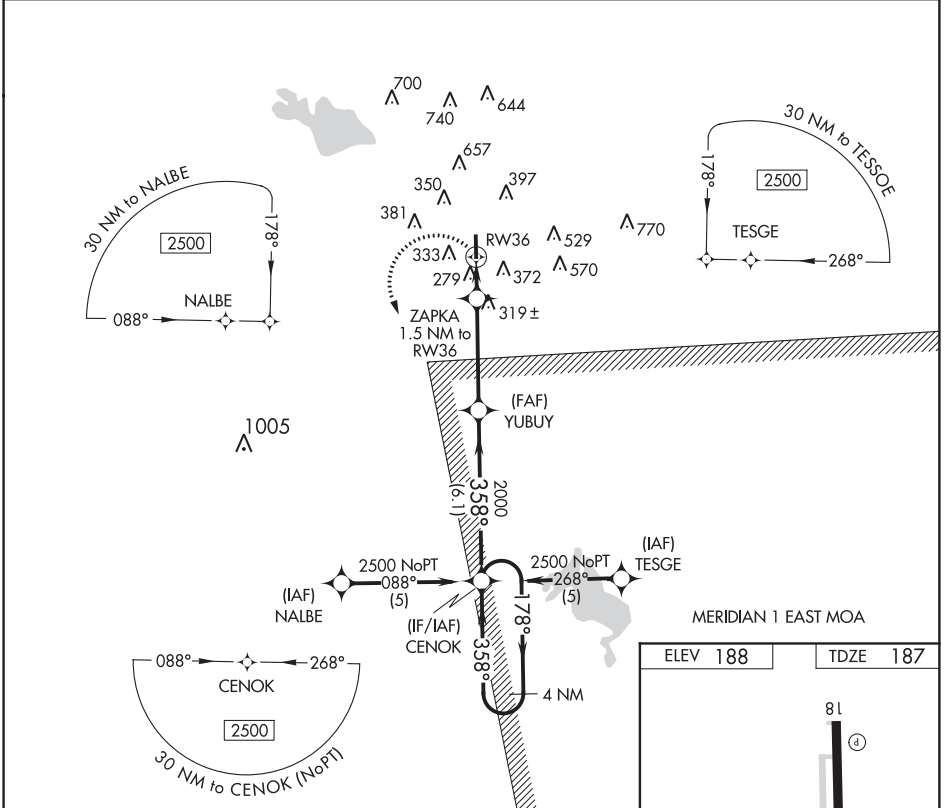
SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4503
358°	TDZE	187
	Apt Elev	188

RNAV (GPS) RWY 36
COLUMBUS-LOWNDES COUNTY (UBS)

▽ DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet, LNAV Cat D visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2500 direct CENOK and hold.
△ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	

COLUMBUS APP CON * 135.6 323.275	UNICOM 122.8 (CTAF)
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ELEV 188	TDZE 187
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MIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	600-1	413 (500-1)	600-1¼	413 (500-1¼)
CIRCLING	760-1	572 (600-1)	760-1½	760-2
			572 (600-1½)	572 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

AL-5006 (FAA)

14149

VORTAC IGB 116.2 Chan 109	APP CRS 097°	Rwy Idg TDZE Apt Elev	N/A N/A 188
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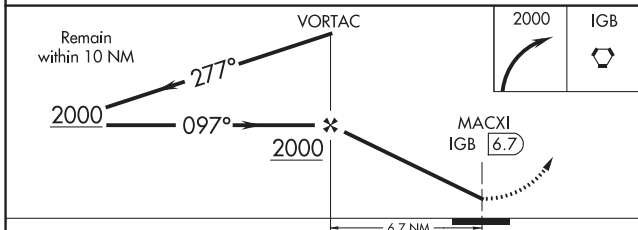
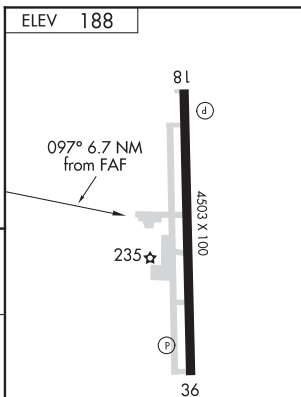
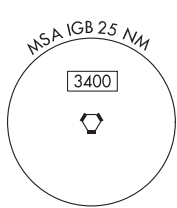
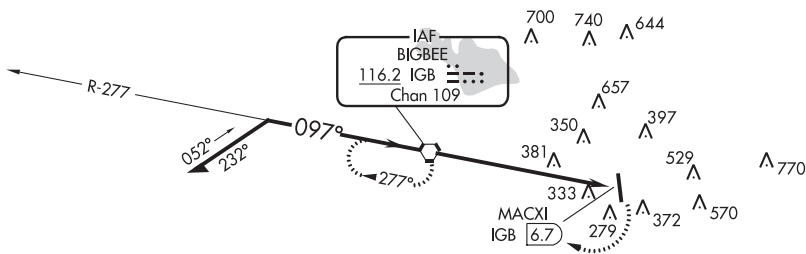
VOR-A

COLUMBUS-LOWNDES COUNTY (UBS)

<p>▼ Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet, Cat C visibility ¼ mile. Procedure NA at night.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.</p>
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COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	780-1	592 (600-1)	780-1½ 592 (600-1½)	780-2 592 (600-2)	Knots	60	90	120	150	180
					Min:Sec	6:42	4:28	3:21	2:41	2:14

COLUMBUS, MISSISSIPPI
Amdt 13A 27JUN13

33°28'N - 88°23'W

COLUMBUS-LOWNDES COUNTY (UBS)

VOR-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

ILS or LOC RWY 13C

LOC I-CBM 109.3	APCH CRS 135°	Rwy Idg THRE 12,004 Arpt Elev 218	13C 8001	13L 193 218
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AL-91 [USAF]

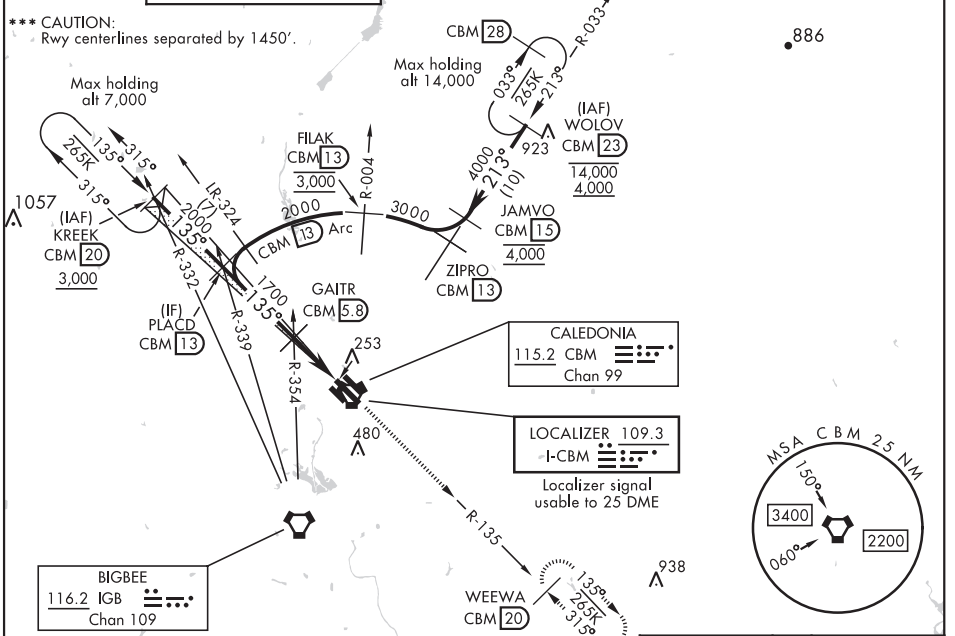
COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase all CAT RVR to 40, vis to ¾.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1, CAT CDE vis to 1¾.



MISSED APPROACH: Climb heading 135° to intercept the CBM TACAN R-135 outbound to WEEWA (CBM R-135/20) and hold. Maintain 4000

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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SC-4, 10 NOV 2016 to 05 JAN 2017

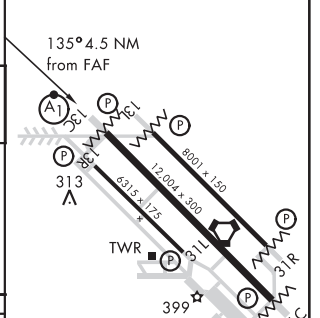
SC-4, 10 NOV 2016 to 05 JAN 2017



EMERG SAFE ALT 100 NM 3700 FROM CBM

PLACD 13	GAITR 5.8	4000	hdg 135°	CBM R-135	WEEWA R-135 20
2000	1700	↑ LOC Only	↑ 2.7	VORTAC	LOC MAP 1.3
GS 3.00° TCH 49					
4.5 NM					

ELEV 218	THRE 13C 192	THRE 13L 193
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CATEGORY	A	B	C	D	E
S-ILS 13C *	392/24		200	(200-½)	
S-LOC 13C **	680/40	488 (500-¾)	680/50	488 (500-1)	
SIDESTEP RWY 13L ***	700/55	507 (500-1)	700-1¾	507 (500-1¾)	
CIRCLING	780-1	562 (600-1)	800-1½	820-2	1240-3
			582 (600-1½)	602 (700-2)	1022 (1100-3)

MIRL Rwy 13R-31L HIRL Rwy 13L-31R and 13C-31C					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

COLUMBUS, MISSISSIPPI

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Orig 15SEP16

ILS or LOC RWY 13C

COLUMBUS, MISSISSIPPI

	31C	31R
Rwy Idg	12,004	8001
THRE	213	213
Arpt Elev	218	218

ILS or LOC RWY 31C

LOC I-TBB	108.7
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APCH CRS	315°
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AL-91 [USAF]

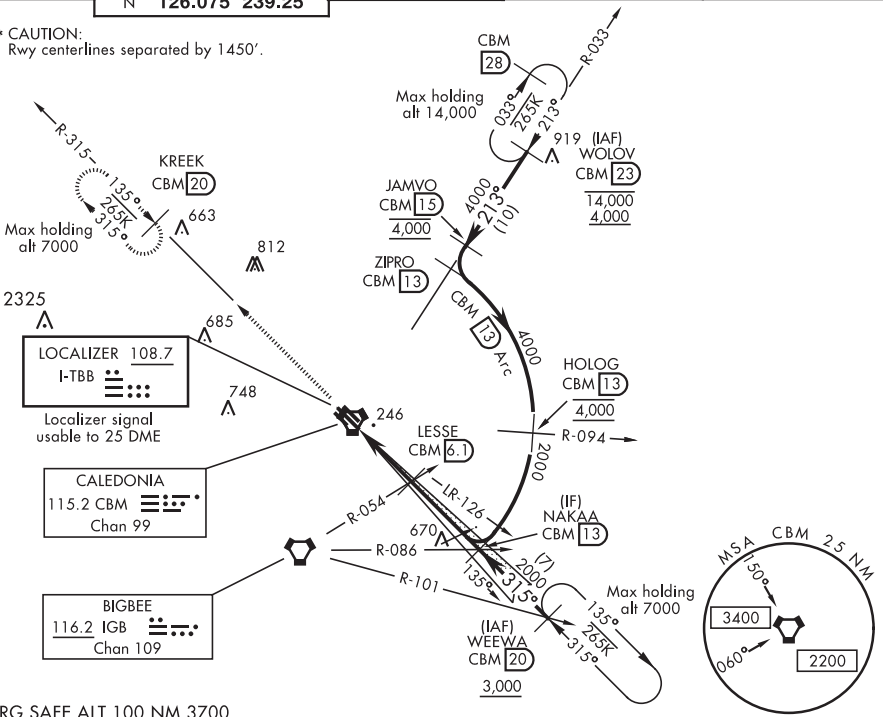
COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase CAT ABCDE RVR to 40, vis to 3/4 mile.
 ** When ALS inop, increase CAT ABCDE RVR to 55, vis to 1 mile.

ALS-F-1
 MISSED APPROACH: Climb heading 315° to intercept the VOR/TAC CBM R-315 outbound to KREEK (CBM R-315/20) and hold. Maintain 4000.

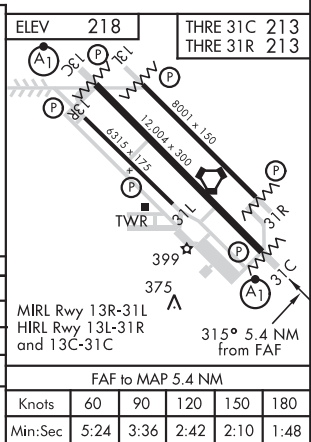
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

*** CAUTION:
 Rwy centerlines separated by 1450'.



EMERG SAFE ALT 100 NM 3700

4000	hdg 315°	CBM R-315	KREEK CBM 20	NAKAA 13	LESSE 6.1	2000	2000	GS 3.00°	TCH 48
<p>VORTAC LOC MAP 7 †LOC Only †1.8 †315° 5.4 NM</p>									
CATEGORY	A	B	C	D	E				
S-ILS 31C *	413/24		200 (200-1/2)						
S-LOC 31C **	580/24	367 (400-1/2)	580/35	367 (400-3/4)					
SIDESTEP RWY 31R ***	580/55		367 (400-1)						
CIRCLING	780-1	562 (600-1)	800-1 1/2 (600-1 1/2)	820-2 (700-2)	1240-3 (1100-3)				



COLUMBUS, MISSISSIPPI
 Orig 15SEP16

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

ILS or LOC RWY 31C

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13C

APCH CRS	Rwy Idg	12,004
135°	THRE	192
	Arpt Elev	218

AL-91 [USAF]

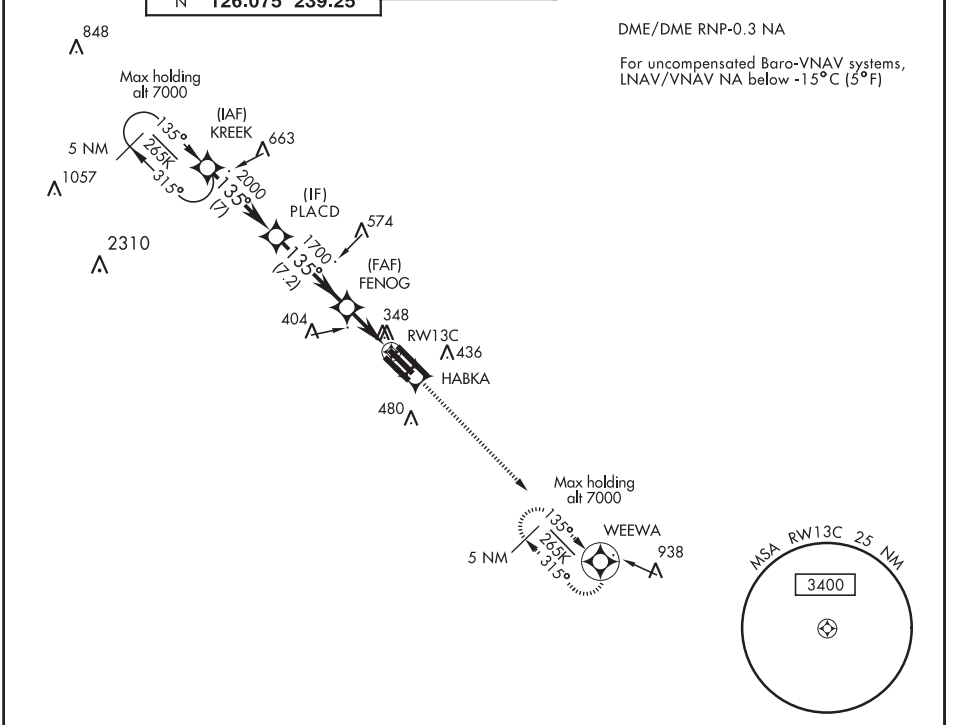
COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase CAT ABCDE vis to 1½ miles
****** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles

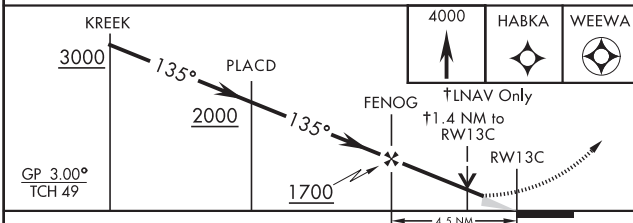


MISSED APPROACH: Climb to 4000 direct HABKA, direct track to WEEWA and hold as published.

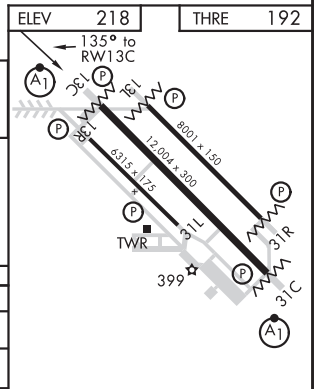
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV / VNAV DA*	689-1¼ 497 (500-1¼)				
LNAV MDA**	680/40 488 (500-¾)	680/50 488 (500-1)			
CIRCLING	780-1 562 (600-1)	800-1½ 582 (600-1½)	820-2 602 (700-2)	1240-3 1022 (1100-3)	



MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Orig 15SEP16

RNAV (GPS) RWY 13C

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31C

APCH CRS 315°	Rwy Idg 12,004
	THRE 213
	Arpt Elev 218

AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase CAT ABCDE vis to 1 $\frac{3}{8}$ miles
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 $\frac{1}{8}$ miles

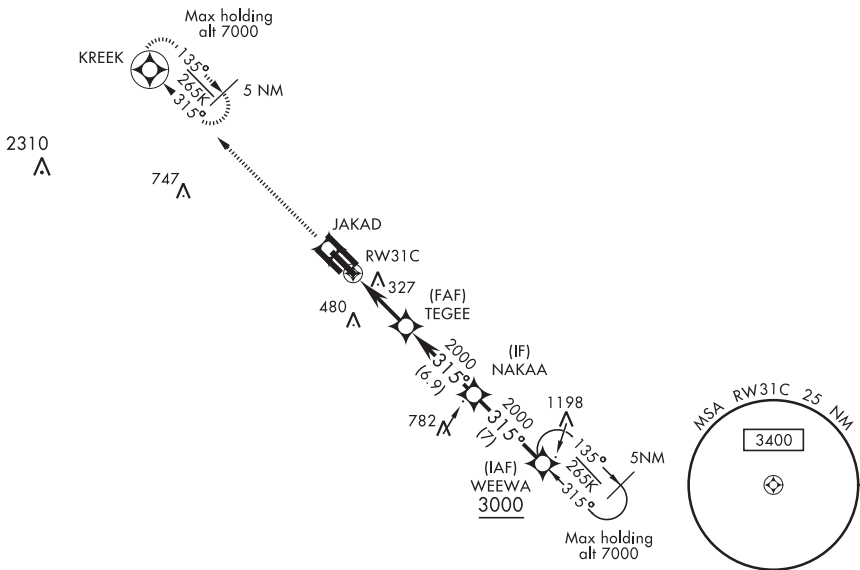


MISSED APPROACH: Climb to 4000 direct JAKAD, direct KREEK and hold.

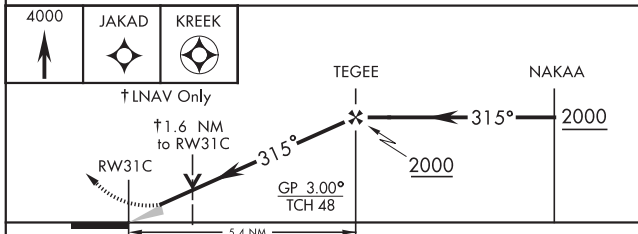
ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F)

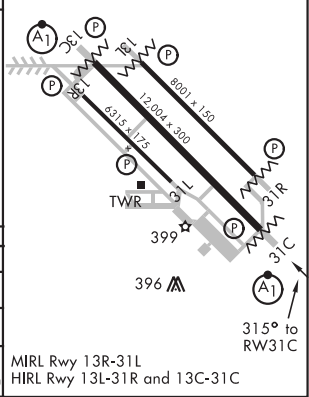


EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV / VNAV DA*	640/49 427 (500-1)				
LNAV MDA**	780/24 567 (600- $\frac{1}{2}$)	780-1 $\frac{1}{4}$ 567 (600-1 $\frac{1}{4}$)			
CIRCLING	780-1 562 (600-1)	800-1 $\frac{5}{8}$ 582 (600-1 $\frac{5}{8}$)	820-2 602 (700-2)	1240-3 1022 (1100-3)	

ELEV	218	THRE	213
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COLUMBUS, MISSISSIPPI

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Orig 15SEP16

RNAV (GPS) RWY 31C

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APCH CRS 090°	Rwy Idg THRE Arpt Elev	N/A N/A 218
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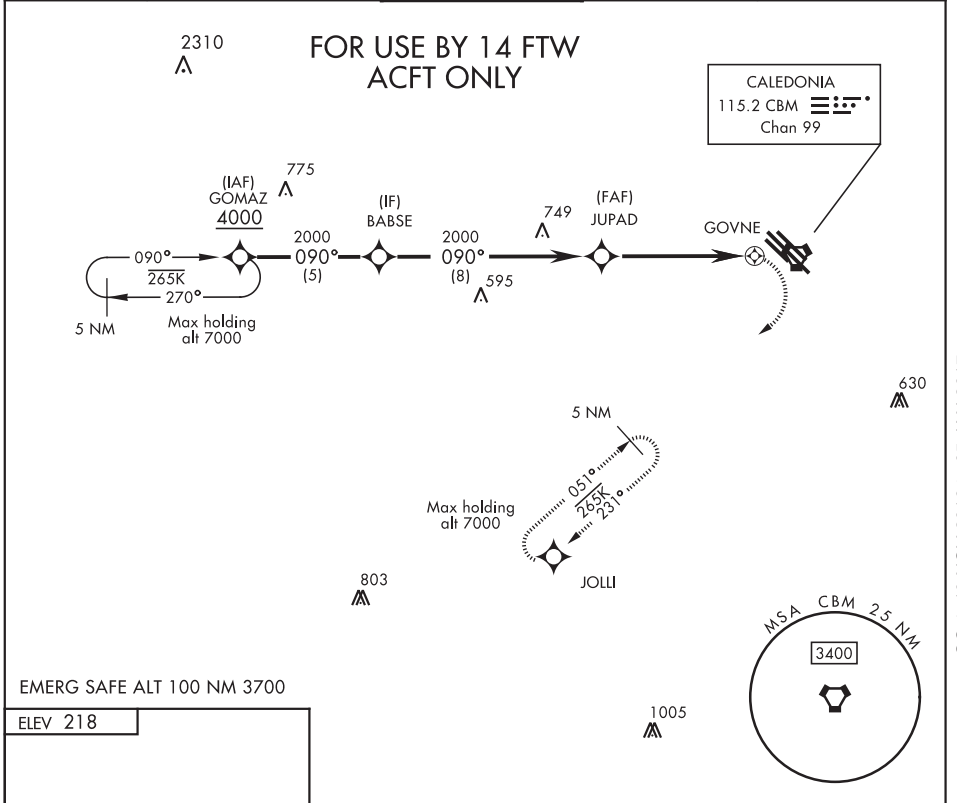
AL-91 [USAF]

COLUMBUS AFB (KCBM)

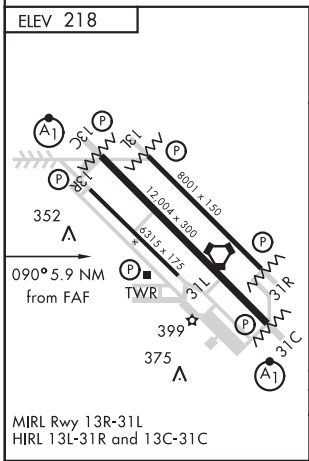
▼ * Circling authorized to Rwy 13R/Rwy 31L only.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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EMERG SAFE ALT 100 NM 3700



	GOMAZ 4000		BABSE 2000		JUPAD 2000		GOVNE	
	090°		2000		2000		5.5 NM	
							.4 NM	
CATEGORY	A		B		C			
CIRCLING*	780-1		562 (600-1)		780-1½ 562 (600-1½)			

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

RNAV (GPS) F

APCH CRS 359°	Rwy Idg THRE Arpt Elev 218	N/A N/A
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AL-91 [USAF]

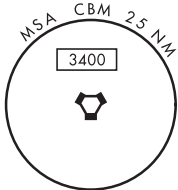
COLUMBUS AFB (KCBM)

▼ * Circling authorized to Rwy 13R/Rwy 31L only.
DME/DME RNP-0.3 NA.

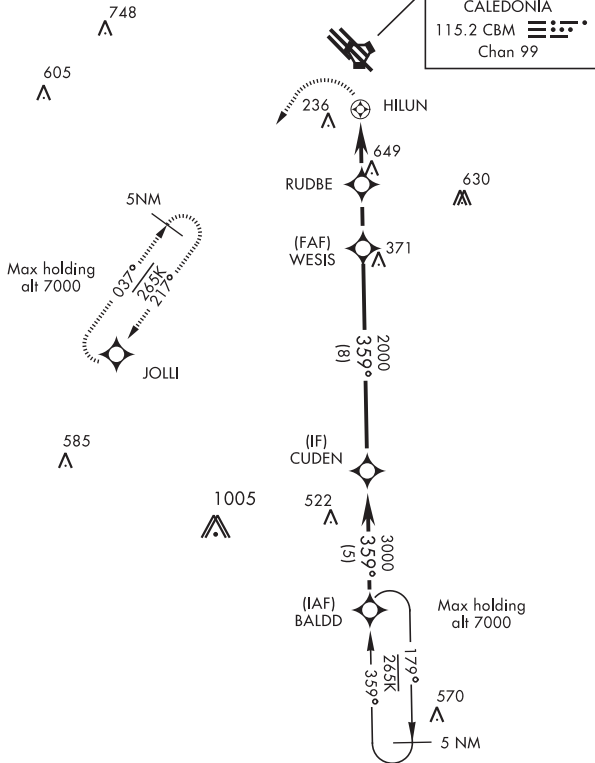
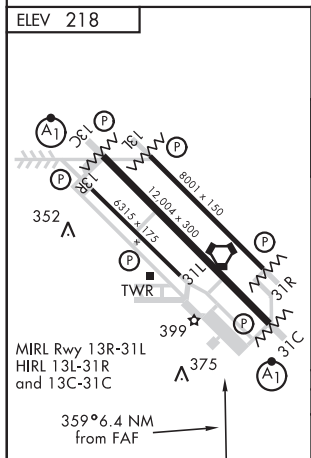
MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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**FOR USE BY 14 FTW
ACFT ONLY**



EMERG SAFE ALT 100 NM 3700



CALEDONIA
115.2 CBM
Chan 99

	JOLLI	BALDD
	3000	4000
	HILUN	CUDEN
	1500	3000
	WESIS	359°
	RUDBE	2000
	HILUN	1500
	0.8 NM	3.4 NM
	2.3 NM	
CATEGORY	A	B
CIRCLING*	780-1	562 (600-1)
		C
		780-1½
		562 (600-1½)

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

RNAV (GPS) F

SC-4, 10 NOV 2016 to 05 JAN 2017

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Amdt 3 24JUL14

COLUMBUS, MISSISSIPPI

VOR/DME RWY 31C

VORTAC CBM 115.2 Chan 99	APCH CRS 317°	Rwy Idg THRE 213 Arprt Elev 218
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AL-91 [USAF]

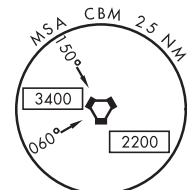
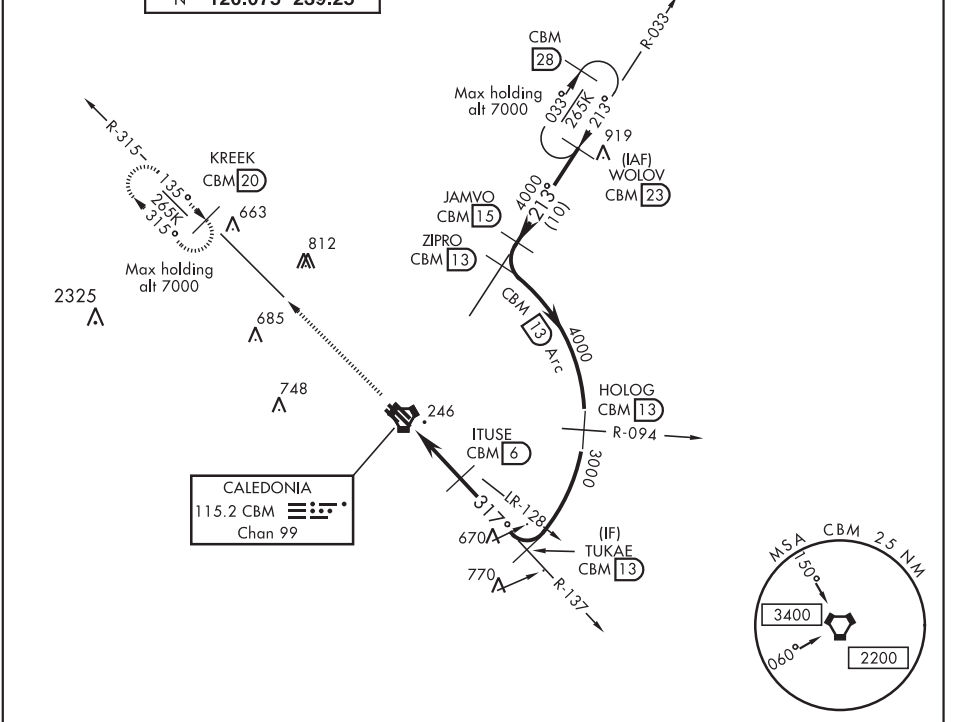
COLUMBUS AFB (KCBM)

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

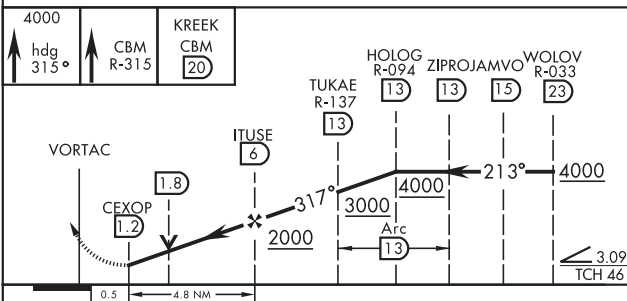


MISSED APPROACH: Climb heading 315° to intercept the VOR/TAC CBM R-315 outbound to KREEK (CBM R-315/20) and hold. Maintain 4000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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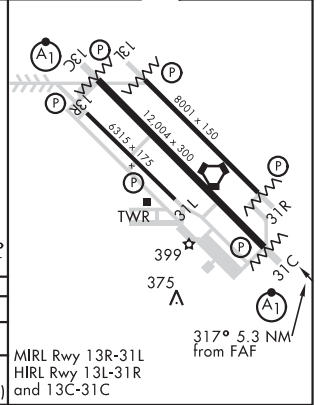


EMERG SAFE ALT 100 NM 3700



ELEV	218	THRE	213
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CATEGORY	A	B	C	D	E
S-31C *	600/24 387 (400-½)		600/35 387 (400-¾)		
CIRCLING	780-1 562 (600-1)		800-1½ 582 (600-1½)	820-2 602 (700-2)	1240-3 1022 (1100-3)



COLUMBUS, MISSISSIPPI
Amdt 1 15SEP16

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

VOR/DME RWY 31C

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

VOR/DME A

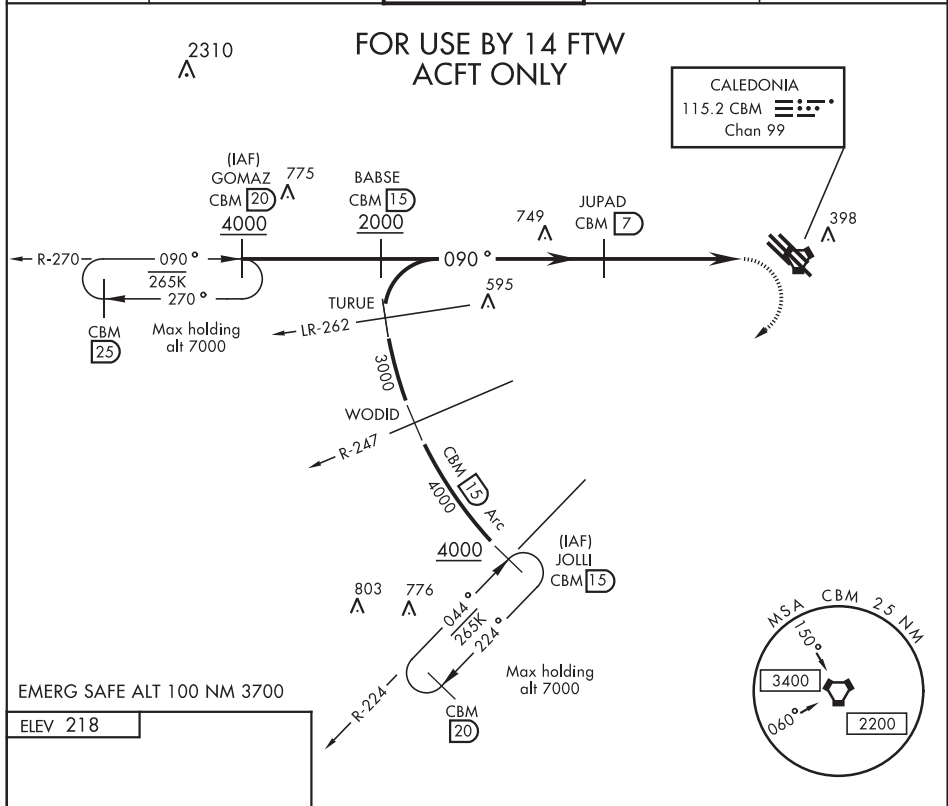
VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy Idg THRE Arpt Elev N/A N/A 218
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AL-91 [USAF]

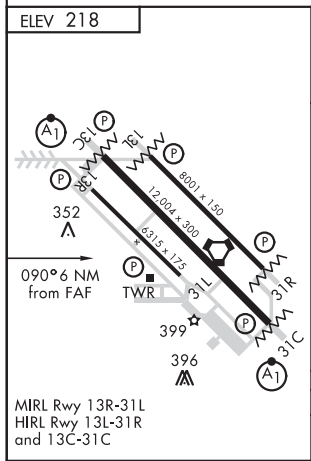
COLUMBUS AFB (KCBM)

▼ * Circling authorized to Rwy 13R/Rwy 31L only. MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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EMERG SAFE ALT 100 NM 3700



ELEV 218	JOLLI CBM R-224	JOLLI CBM 15	
Diagram showing altitudes: 4000, 3000, 2000, 1500	Diagram showing altitudes: 4000, 3000, 2000, 1500	Diagram showing altitudes: 4000, 3000, 2000, 1500	
CATEGORY	A	B	C
CIRCLING *	780-1	562 (600-1)	780-1½ 562 (600-1½)

COLUMBUS, MISSISSIPPI
Amdt 5 24JUL14

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

VOR/DME A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC CBM 115.2 Chan 99	APCH CRS 359°	Rwy Idg THRE Arpt Elev N/A N/A 218
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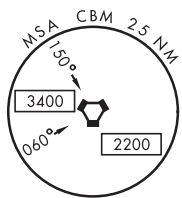
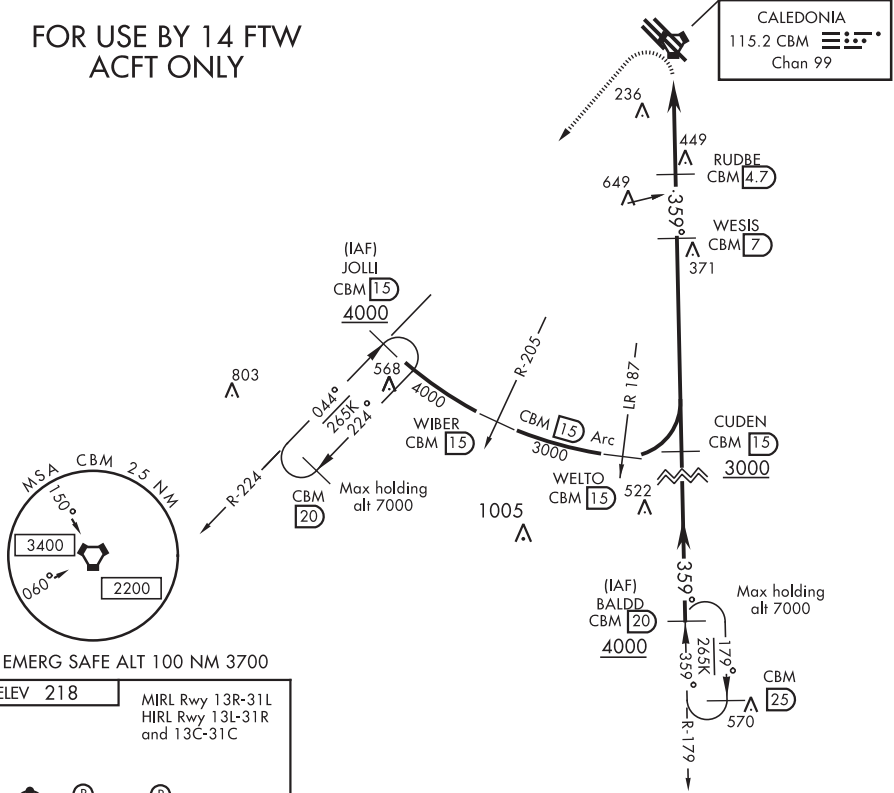
AL-91 [USAF]

COLUMBUS AFB (KCBM)

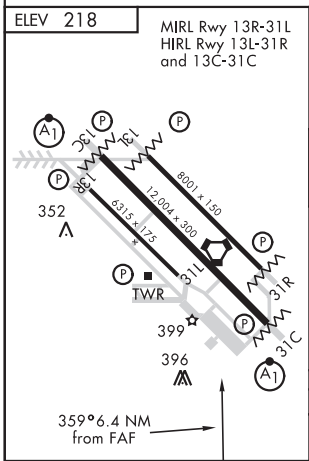
▼ * Circling authorized to Rwy 13R/Rwy 31L only. MISSED APPROACH: Climbing left turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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FOR USE BY 14 FTW ACFT ONLY



EMERG SAFE ALT 100 NM 3700



3000 CBM R-224	JOLLI CBM 15	WELTO CBM R-187	WIBER CBM R-205	JOLLI 15
VORTAC	HILUN 1.3	RUDBE 4.7	WESIS 7	CUDEN 15
0.7	1.500	2000	3000	3000
A		B		C
780-1		562 (600-1)		780-1½ 562 (600-1½)
CIRCLING*				

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

VOR/DME or TACAN RWY 13L

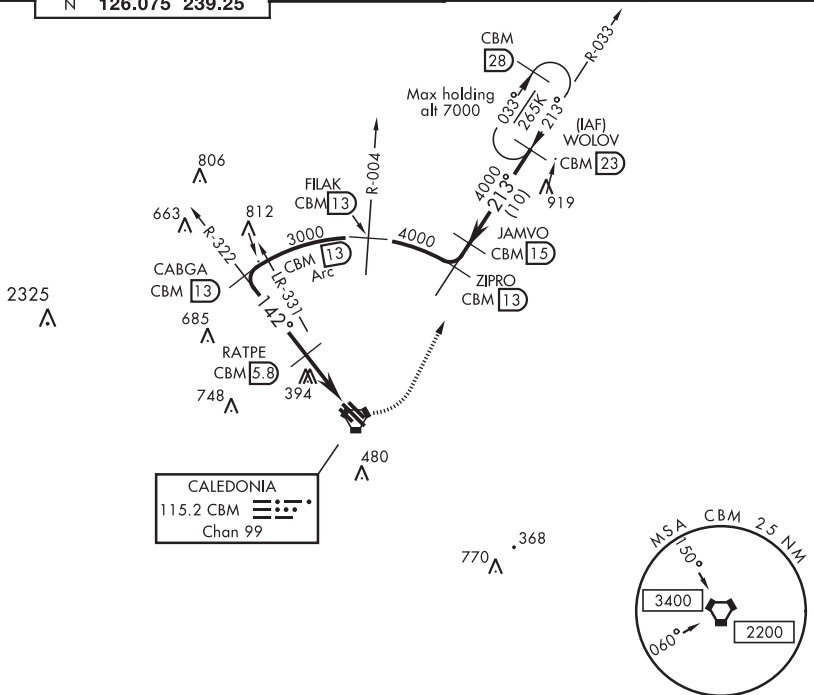
VORTAC CBM 115.2 Chan 99	APCH CRS 142°	Rwy Idg THRE 193 Arprt Elev 218	8001
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼ MISSED APPROACH: Climbing left turn to WOLOV and hold as published. Missed approach requires use of RNAV or ATC radar monitoring.

ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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EMERG SAFE ALT 100 NM 3700

	ELEV 218		THRE 193		
	3000		WOLOV R-033 23		
	142° 4.7 NM from FAF				
	2.92° TCH 39				
CATEGORY	A	B	C	D	E
S-13L	680/55	487 (500-1)	680-1 3/8	487 (500-1 1/2)	
C CIRCLING	780-1	562 (600-1)	800-1 1/2 582 (600-1 1/2)	820-2 602 (700-2)	1240-3 1022 (1100-3)
MIRL Rwy 13R-31L HIRL Rwy 13L-31R and 13C-31C					

COLUMBUS, MISSISSIPPI

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Orig 15SEP16

VOR/DME or TACAN RWY 13L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, MISSISSIPPI

VOR/DME or TACAN RWY 31R

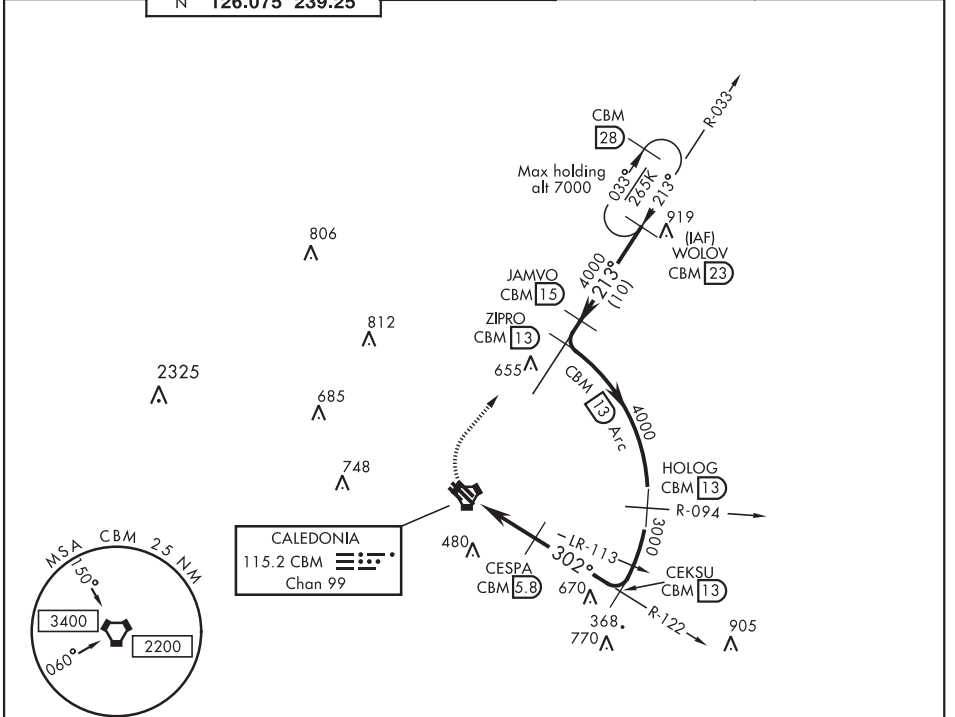
VORTAC CBM 115.2 Chan 99	APCH CRS 302°	Rwy Idg THRE 213 Arpt Elev 218
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AL-91 [USAF]

COLUMBUS AFB (KCBM)

▼ MISSED APPROACH: Climbing right turn to WOLOV and hold as published. Maintain 3000. Missed approach requires use of RNAV or ATC radar monitoring.

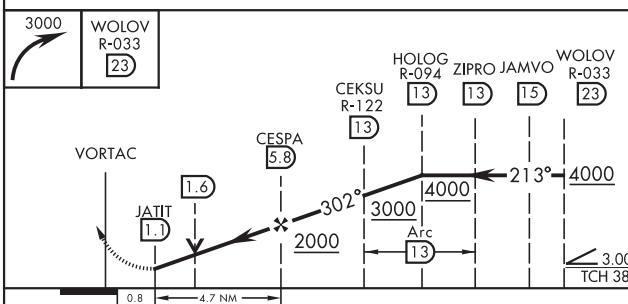
ATIS 115.2 273.5	COLUMBUS APP CON SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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SC-4, 10 NOV 2016 to 05 JAN 2017

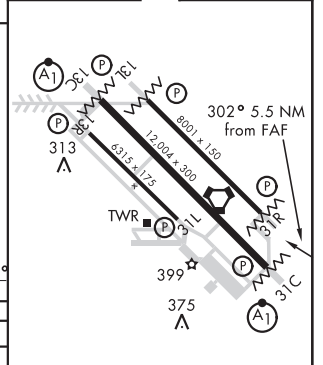
SC-4, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700



ELEV	218	THRE	213
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CATEGORY	A	B	C	D	E
S-31R	680/55	467 (500-1)	680-1 ³ / ₈	467 (500-1 ³ / ₈)	
C CIRCLING	780-1	562 (600-1)	800-1 ¹ / ₂ 582 (600-1 ¹ / ₂)	820-2 602 (700-2)	1240-3 1022 (1100-3)



COLUMBUS, MISSISSIPPI
Orig 15SEP16

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

VOR/DME or TACAN RWY 31R

COLUMBUS, MISSISSIPPI

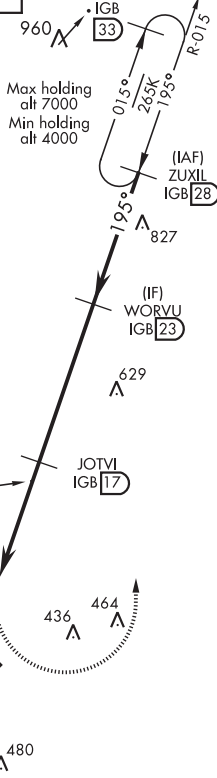
TACAN C

VORTAC IGB 116.2 Chan 109	APCH CRS 195°	Rwy Idg TDZE N/A Arprt Elev 218	AL-91 [USAF]	COLUMBUS AFB (KCBM)
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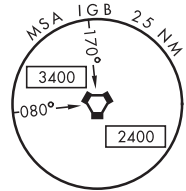
▼ MISSED APPROACH: Climbing left turn to ZUXIL IGB R-015/28 DME and hold. Maintain 3000.

ATIS 115.2 273.5	COLUMBUS APP CON SE 132.025 350.3 SW 135.6 323.275 N 126.075 239.25	COLUMBUS TOWER 126.65 379.925	GND CON 121.9 275.8	CLNC DEL 269.55
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FOR USE BY 14 FTW ACFT ONLY
ATC RADAR MONITORING REQUIRED



BIGBEE
116.2 IGB
Chan 109



EMERG SAFE ALT 100 NM 3700

ELEV 218	3000	ZUXIL IGB R-015 28	ZUXIL 4000		
	VORTAC	WIKUB 12.5	JOTVI 17		
MIRL Rwy 13R-31L HIRL Rwy 13L-31R and 13C-31C		4.5 NM			
CATEGORY	A	B	C	D	E
CIRCLING	820-2½		602 (700-2½)		1240-3 1022 (1100-3)

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 1 15SEP16

TACAN C

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS AFB (KCBM)

COLUMBUS, MISSISSIPPI

ATIS 115.2 273.5
 CLINC DEL 269.55
 GND CON 121.9 275.8
 COLUMBUS TOWER 126.65 379.925

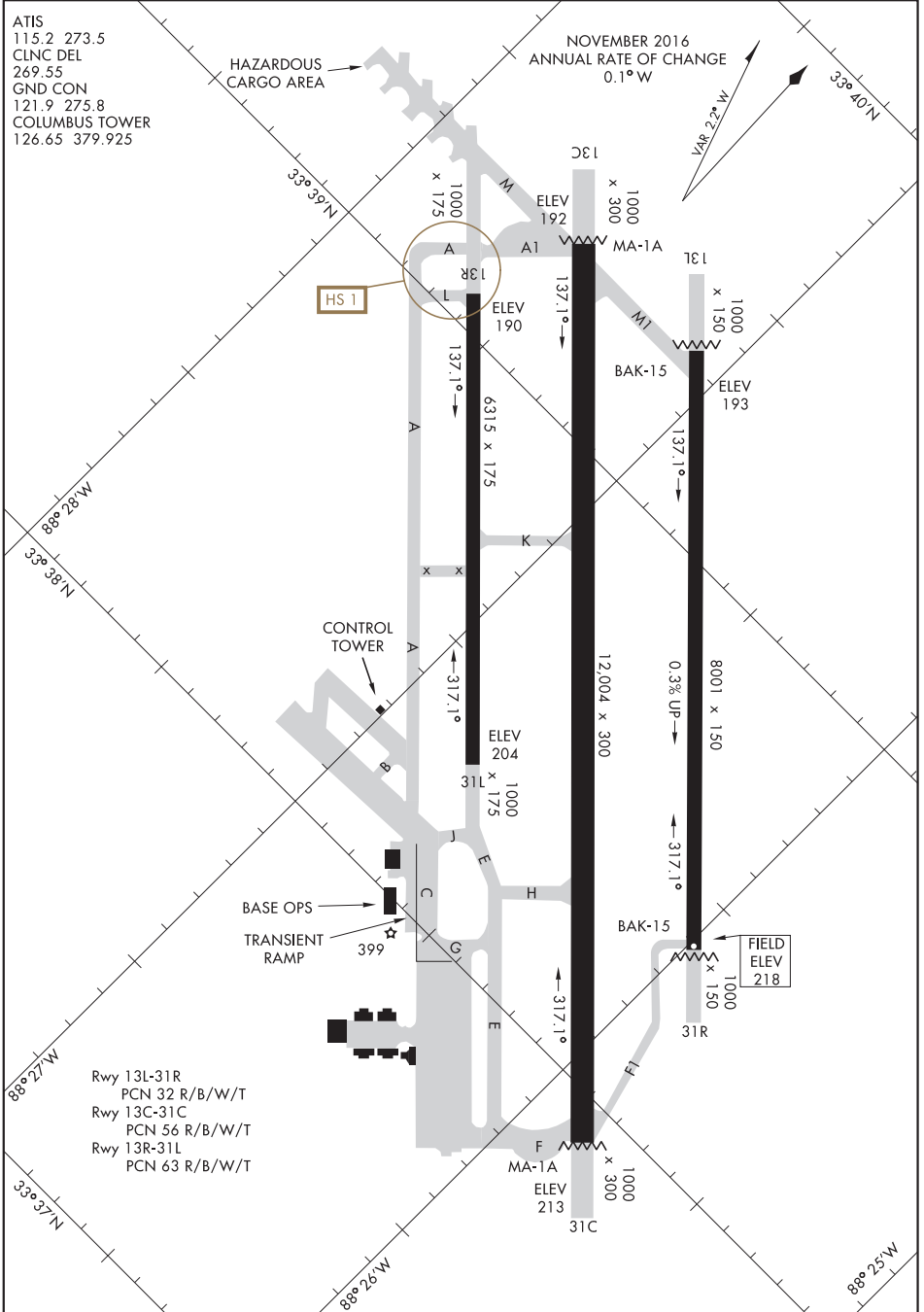
HAZARDOUS CARGO AREA

NOVEMBER 2016
 ANNUAL RATE OF CHANGE
 0.1° W



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



- Rwy 13L-31R
PCN 32 R/B/W/T
- Rwy 13C-31C
PCN 56 R/B/W/T
- Rwy 13R-31L
PCN 63 R/B/W/T

AIRPORT DIAGRAM

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

15176

COLUMBUS THREE DEPARTURE

SHL-91 [USAF]

COLUMBUS AFB (KCBM)

COLUMBUS, MISSISSIPPI

RADAR REQUIRED

ATIS 115.2 273.5
 CLNC DEL
 126.25 269.55
 GND CON
 121.9 275.8
 COLUMBUS TOWER
 126.65 379.925
 COLUMBUS DEP CON
 134.55 350.3

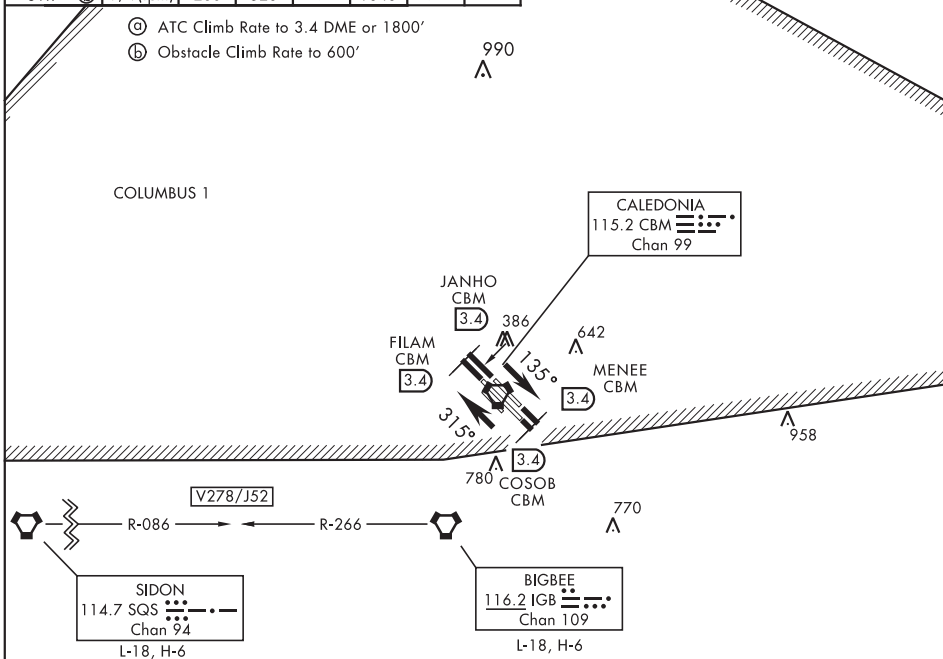
HOLLY SPRINGS
 112.4 HLI
 Chan 71

HAMILTON
 110.4 HAB
 Chan 41

Rwy	Knots	60	120	180	240	300	360
13C	(a) V/V(fpm)	590	1180	1770	2350	2940	3530
13L	(a) V/V(fpm)	510	1020	1530	2030	2540	3050
31C	(a) V/V(fpm)	770	1530	2290	3050	3810	4570
31R	(a) V/V(fpm)	690	1380	2070	2750	3440	4130
31C	(b) V/V(fpm)	240	480	720	960	1200	1440
31R	(b) V/V(fpm)	260	520	780	1040	1300	1560

(a) ATC Climb Rate to 3.4 DME or 1800'

(b) Obstacle Climb Rate to 600'



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110' into the overrun and 4' high.

TAKE-OFF RWY 13C: Climb on heading 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800', then via ATC instructions.

TAKE-OFF RWY 13L: Climb on heading 135° to intercept CBM R-132, direct MENE (CBM R-132/3.4 DME). Cross MENE at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31C: Climb on heading 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31R: Climb heading 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800', then via ATC instructions.

COLUMBUS THREE DEPARTURE

COLUMBUS, MISSISSIPPI

COLUMBUS AFB (KCBM)

LOC I-GTR	APP CRS	Rwy Idg	8003
110.7	182°	TDZE	264
		Apt Elev	264

ILS or LOC RWY 18

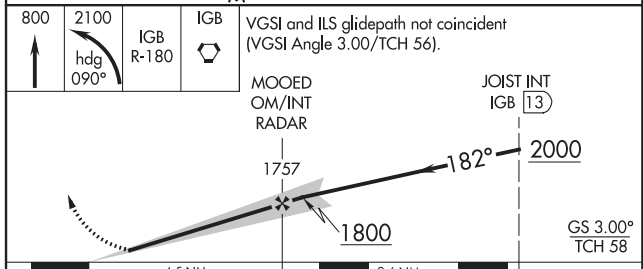
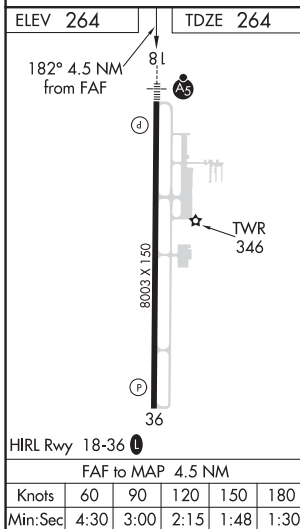
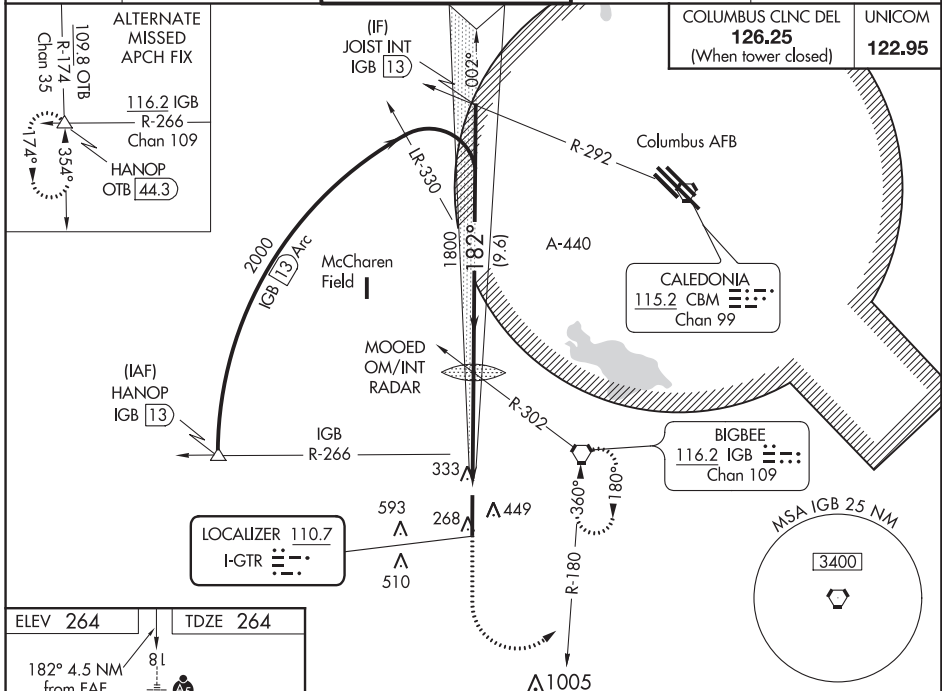
GOLDEN TRIANGLE RGNL (GTR)

⚠ For inop MALSRL, increase S-ILS 18 Cat E visibility to ¾ mile, S-LOC 18 Cat E visibility to 1½ mile. When local altimeter setting not received, use Columbus AFB altimeter setting and increase DA 39 feet and all MDA 40 feet; increase S-LOC 18 Cats C/D/E visibility to ¾ mile. For inop MALSRL when using Columbus AFB altimeter setting, increase S-ILS 18 Cat E visibility to ¾ mile, S-LOC 18 Cat E visibility to 1½ mile.



MISSED APPROACH: Climb to 800 then climbing left turn to 2100 on heading 090° and on IGB R-180 to IGB VORTAC and hold.

ATIS	COLUMBUS APP CON *	GOLDEN TRIANGLE TOWER *	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) 0 298.875	135.375 322.475	135.375 322.475



CATEGORY	A	B	C	D	E
S-ILS 18	464-½ 200 (200-½)				
S-LOC 18	660-½	396 (400-½)	660-⅝	396 (400-⅝)	
CIRCLING	760-1	496 (500-1)	760-1½	820-2	960-2½
			496 (500-1½)	556 (600-2)	696 (700-2½)

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SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RVT 111.15 Chan 48(Y)	APP CRS 002°	Rwy Idg 8003 TDZE 261 Apt Elev 264
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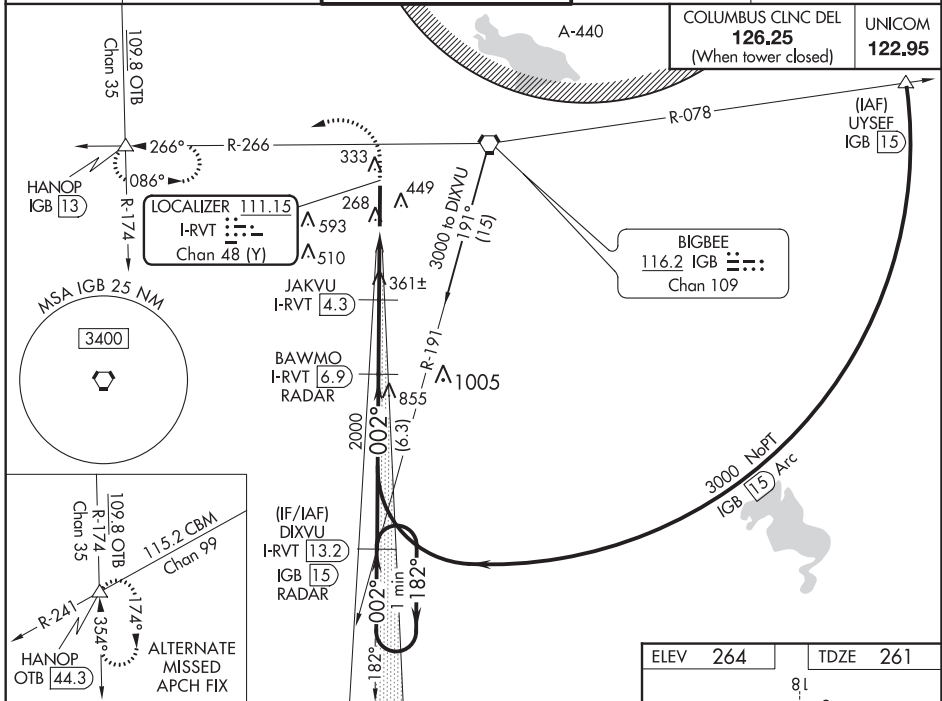
ILS or LOC RWY 36

GOLDEN TRIANGLE RGNL (GTR)

▲ DME or RADAR Required. VDP NA when using Columbus AFB altimeter setting. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase Circling Cats C/D ¼ mile, increase JAKVU Fix Minimums S-LOC 36 Cats C/D/E visibility ½ mile and Circling Cats C/D/E visibility ¼ mile.

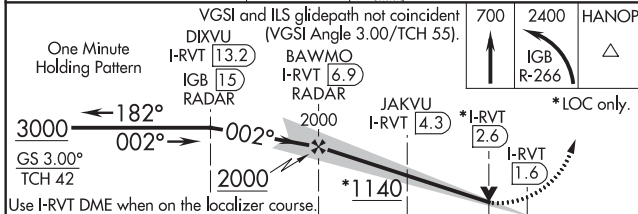
MISSED APPROACH: Climb to 700 then climbing left turn to 2400 on IGB VORTAC R-266 to HANOP INT/IGB 13 DME and hold.

ATIS 126.375	COLUMBUS APP CON ★ 135.6 323.275	GOLDEN TRIANGLE TOWER ★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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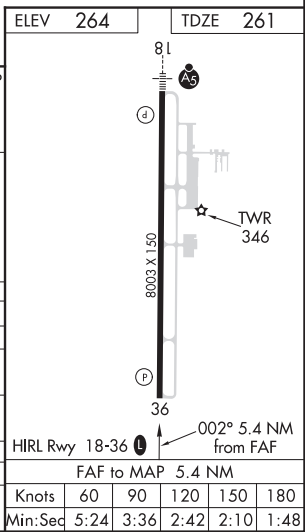


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).	700	2400	HANOP
One Minute Holding Pattern	I-RVT 13.2	BAWMO I-RVT 6.9	JAKVU I-RVT 4.3
	IGB 15	RADAR	RADAR
			*I-RVT 2.6
			I-RVT 1.6
Use I-RVT DME when on the localizer course.			*LOC only.
	6.3 NM	2.7 NM	1.7 NM
CATEGORY	A	C	D
S-ILS 36		461-¾	200 (200-¾)
S-LOC 36	1140-1¼	879 (900-1¼)	1140-2½
☑ CIRCLING	1140-1¼	876 (900-1¼)	876 (900-2½)
			876 (900-2¾)
			876 (900-3)
JAKVU FIX MINIMUMS			
S-LOC 36	620-1	359 (400-1)	
☑ CIRCLING	760-1	496 (500-1)	960-2
			960-2¼
			960-2½
			696 (700-2)
			696 (700-2¼)
			696 (700-2½)



Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS CH 63203 W18A	APP CRS 182°	Rwy Idg TDZE 264 Apt Elev 264	8003
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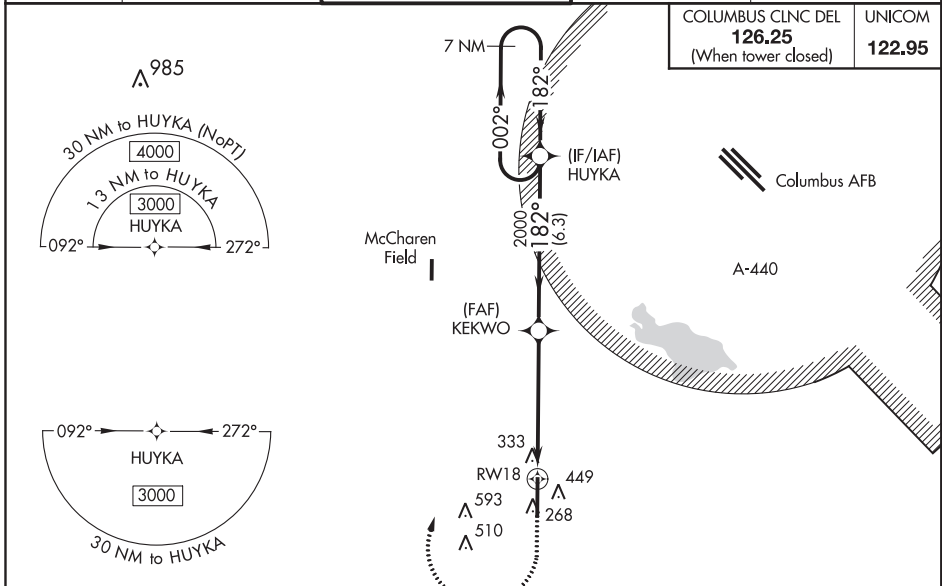
RNAV (GPS) RWY 18

GOLDEN TRIANGLE RGNL (GTR)

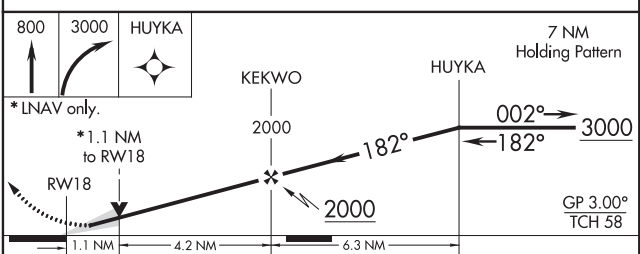
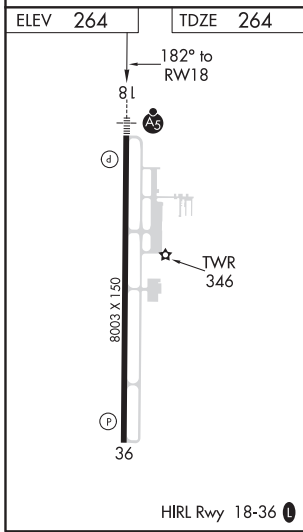
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALS, increase LPV Cat E visibility ½ mile, increase LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility ⅛ mile. For inop MALS when using Columbus AFB altimeter setting, increase LPV Cat E visibility ¼ mile, increase LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MALS
MISSED APPROACH:
Climb to 800 then climbing right turn to 3000 direct HUYKA and hold.

ATIS 126.375	COLUMBUS APP CON* 135.6 323.275	GOLDEN TRIANGLE TOWER* 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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COLUMBUS CLNC DEL 126.25 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		464-½	200 (200-½)		
LNAV/VNAV DA		670-⅞	406 (500-⅞)		
LNAV MDA	660-½	396 (400-½)	660-⅝	396 (400-⅝)	
CIRCLING	760-1	496 (500-1)	960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99600 W36A	APP CRS 002°	Rwy Idg THRE 253 Apt Elev 264	8003
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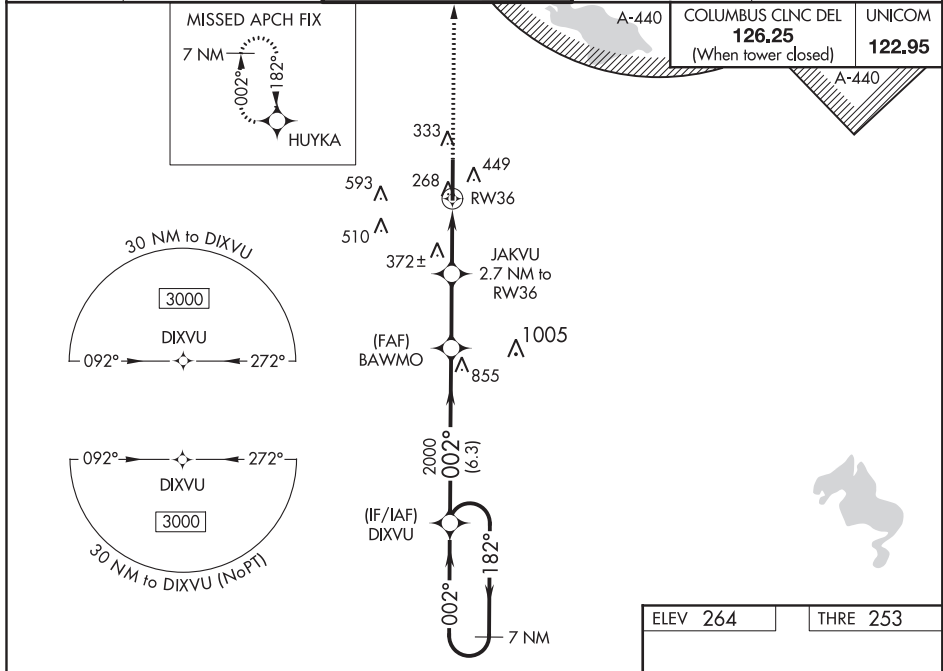
RNAV (GPS) RWY 36

GOLDEN TRIANGLE RGNL (GTR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D/E visibility 3/8 mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

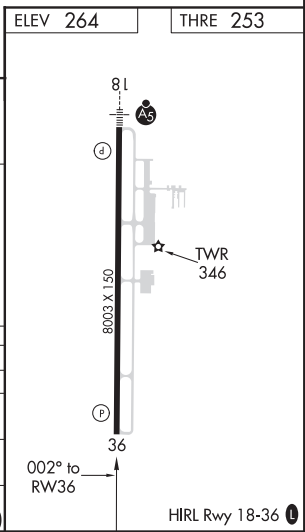
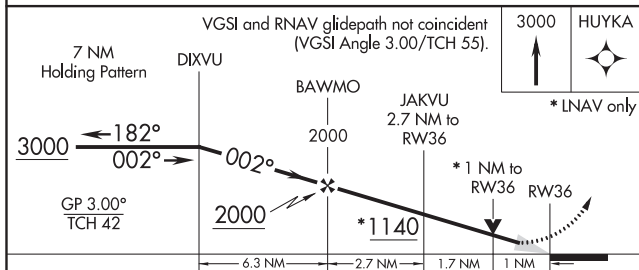
MISSED APPROACH:
Climb to 3000 direct HUYKA and hold.

ATIS 126.375	COLUMBUS APP CON* 135.6 323.275	GOLDEN TRIANGLE TOWER* 118.2 (CTAF) 298.875	GND CON 135.375 322.475	CLNC DEL 135.375 322.475
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SC-4, 10 NOV 2016 to 05 JAN 2017

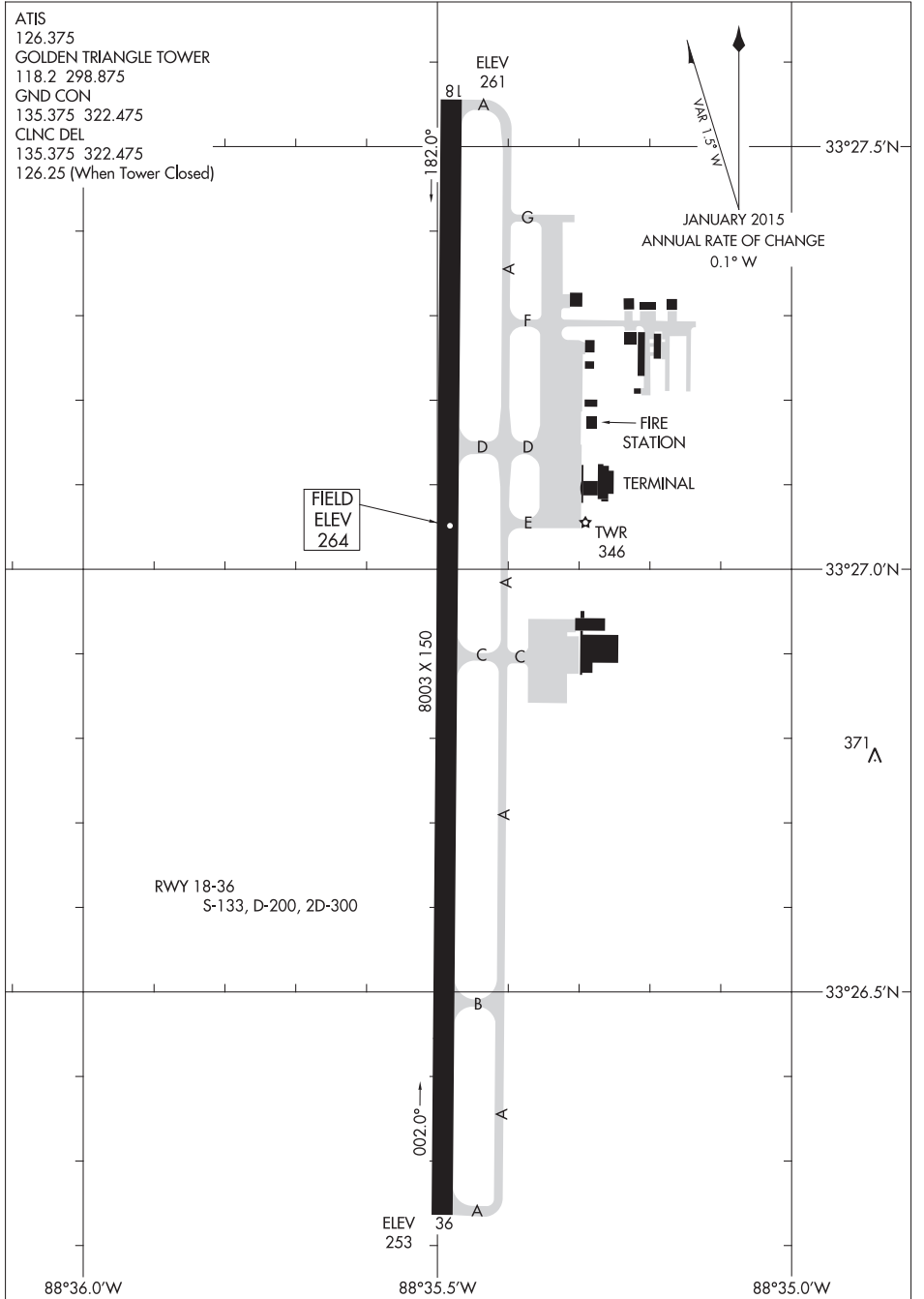
SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA	453-3/4		200 (200-3/4)		
LNAV/VNAV DA	520-7/8		267 (300-7/8)		
LNAV MDA	640-1	387 (400-1)		640-1 1/8	387 (400-1 1/8)
CIRCLING	760-1	496 (500-1)		760-1 1/2	820-2
				496 (500-1 1/2)	556 (600-2)
					960-2 1/2
					696 (700-2 1/2)

AIRPORT DIAGRAM

ATIS
 126.375
 GOLDEN TRIANGLE TOWER
 118.2 298.875
 GND CON
 135.375 322.475
 CLNC DEL
 135.375 322.475
 126.25 (When Tower Closed)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CORINTH, MISSISSIPPI

AL-5867 (FAA)

16203

LOC I-UUR 111.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	6500 414 425
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ILS or LOC RWY 18

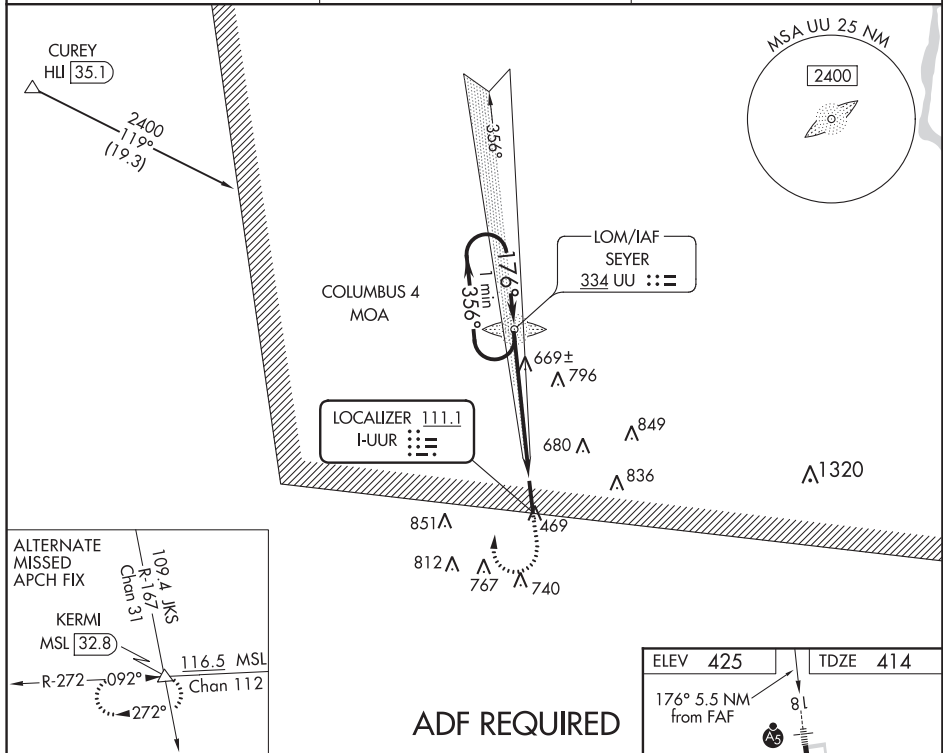
ROSCOE TURNER (CRX)

⚠ When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

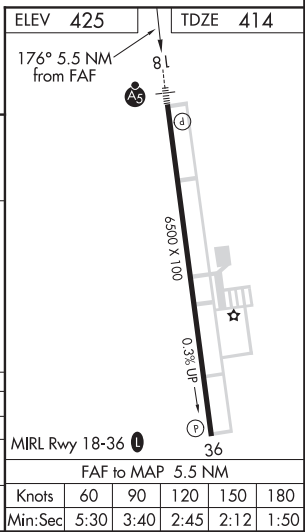
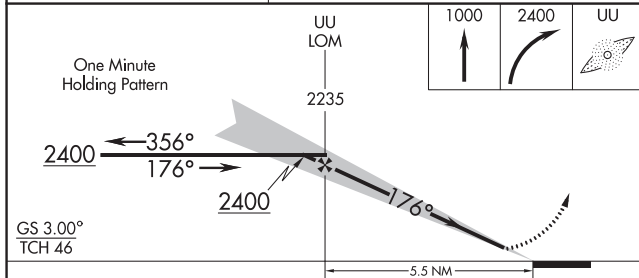


MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

AWOS-3 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 1
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 18	614-½		200 (200-½)	
S-LOC 18	920-½	506 (500-½)	920-1	506 (500-1)
CIRCLING	920-1	495 (500-1)	920-1½ 495 (500-1½)	980-2 555 (600-2)

CORINTH, MISSISSIPPI
Amdt 2 14FEB08

34°55'N-88°36'W

ILS or LOC RWY 18

ROSCOE TURNER (CRX)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72806 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	6500 414 425
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RNAV (GPS) RWY 18

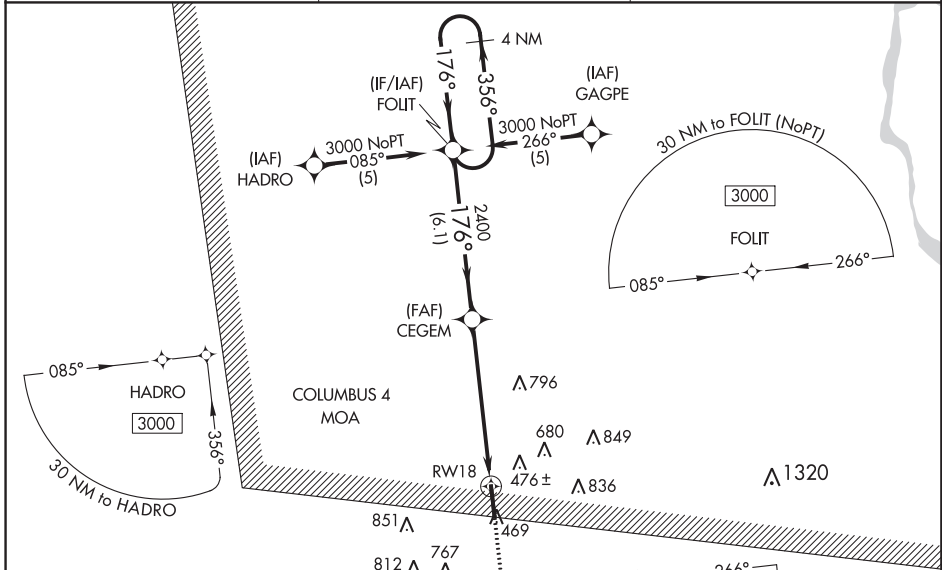
ROSCOE TURNER (CRX)

⚠ Baro-VNAV NA when using Selmer 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 when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.



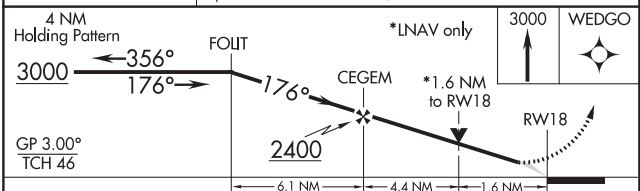
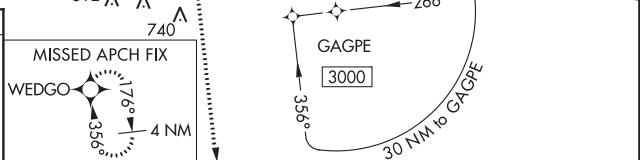
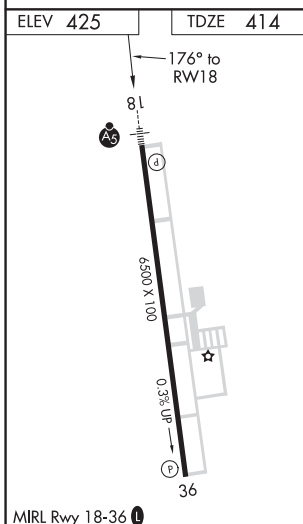
MISSED APPROACH:
Climb to 3000 direct WEDGO and hold.

AWOS-3 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) ①
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		614-½	200 (200-½)	
LNAV/DA VNAV		744-¾	330 (400-¾)	
LNAV MDA	940-½	526 (600-½)	940-1 526 (600-1)	940-1¼ 526 (600-1¼)
CIRCLING	940-1	515 (600-1)	940-1½ 515 (600-1½)	980-2 555 (600-2)

WAAS CH 48832 W36A	APP CRS 356°	Rwy Idg THRE 425 Apt Elev 425
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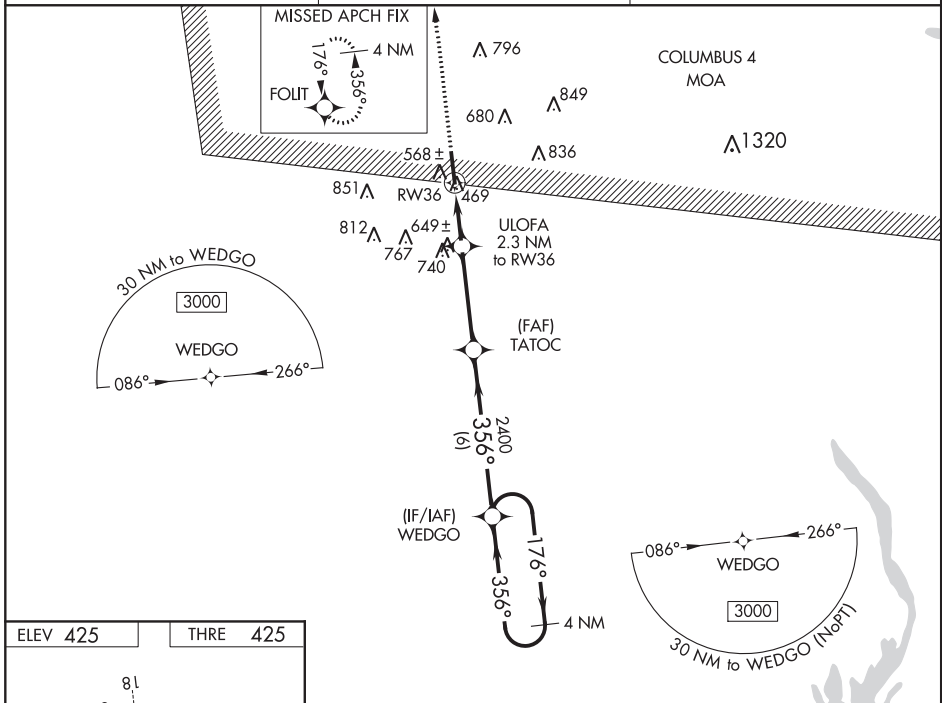
RNAV (GPS) RWY 36

ROSCOE TURNER (CRX)

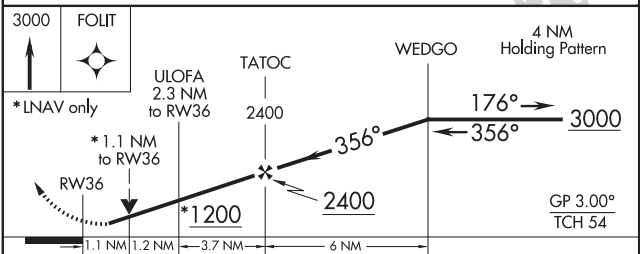
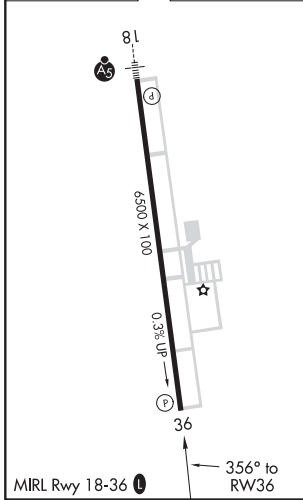
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tupelo altimeter setting and increase all DA 103 feet, and all MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility 3/8 mile, and LNAV Cats C/D and Circling Cat D visibility 1/4 mile. Baro-VNAV and VDP NA when using Tupelo altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct FOLIT and hold.

AWOS-3 118,675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF)
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ELEV 425	THRE 425
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CATEGORY	A	B	C	D
LPV DA		696-7/8	271 (300-7/8)	
LNAV/VNAV DA		729-1	304 (400-1)	
LNAV MDA	820-1	395 (400-1)	820-1 1/2	395 (400-1 1/2)
CIRCLING	900-1	475 (500-1)	900-1 1/2 475 (500-1 1/2)	980-2 555 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45737 W16A	APP CRS 155°	Rwy Idg 4997 TDZE 82 Apt Elev 83
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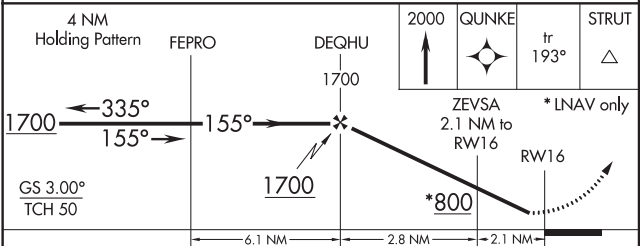
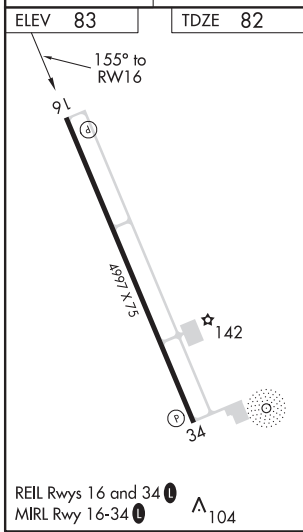
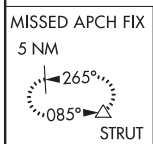
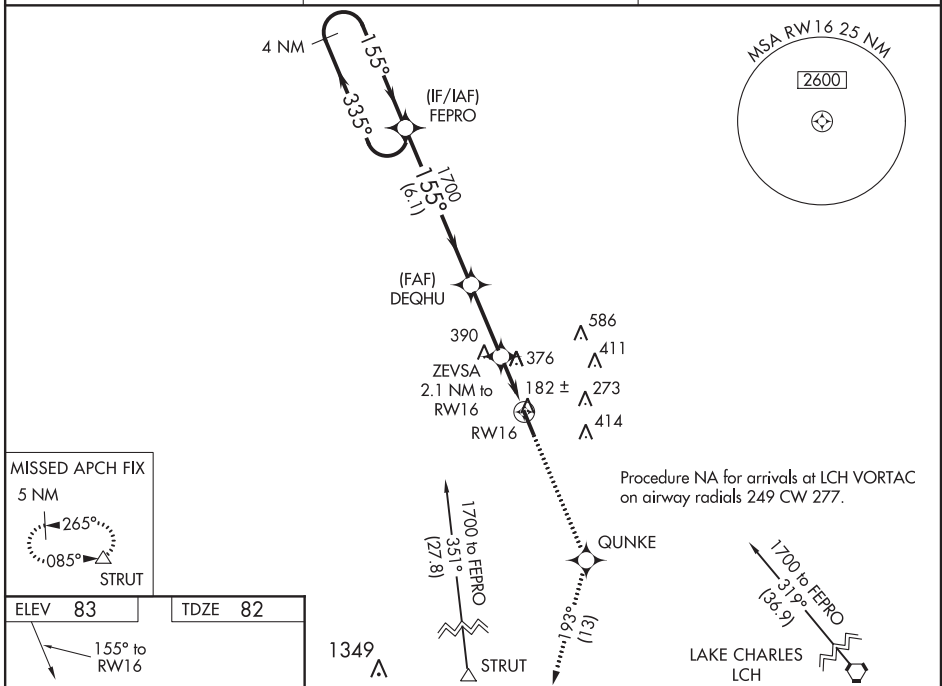
RNAV (GPS) RWY 16

DE QUINCY INDUSTRIAL AIRPARK (5R8)

▼ Baro-VNAV NA when using Sulphur altimeter setting. DME/DME RNP-0.3 NA.
▲ NA When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV visibility all Cats 1/8, LNAV/VNAV all Cats 1/4 and LNAV and Circling Cat C visibility 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.

MISSED APPROACH: Climb to 2000 direct QUNKE and on track 193° to STRUT and hold.

AWOS-3PT 121.2	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	365-1 283 (300-1)			NA
LNAV/VNAV DA	799-2 1/2 717 (800-2 1/2)			NA
LNAV MDA	700-1	618 (700-1)	700-1 3/4 618 (700-1 3/4)	NA
C CIRCLING	700-1 617 (700-1)	740-1 657 (700-1)	740-1 3/4 657 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

DE QUINCY, LOUISIANA

AL-5940 (FAA)

15064

WAAS CH 87036 W34A	APP CRS 335°	Rwy Idg TDZE Apt Elev	4997 83 83
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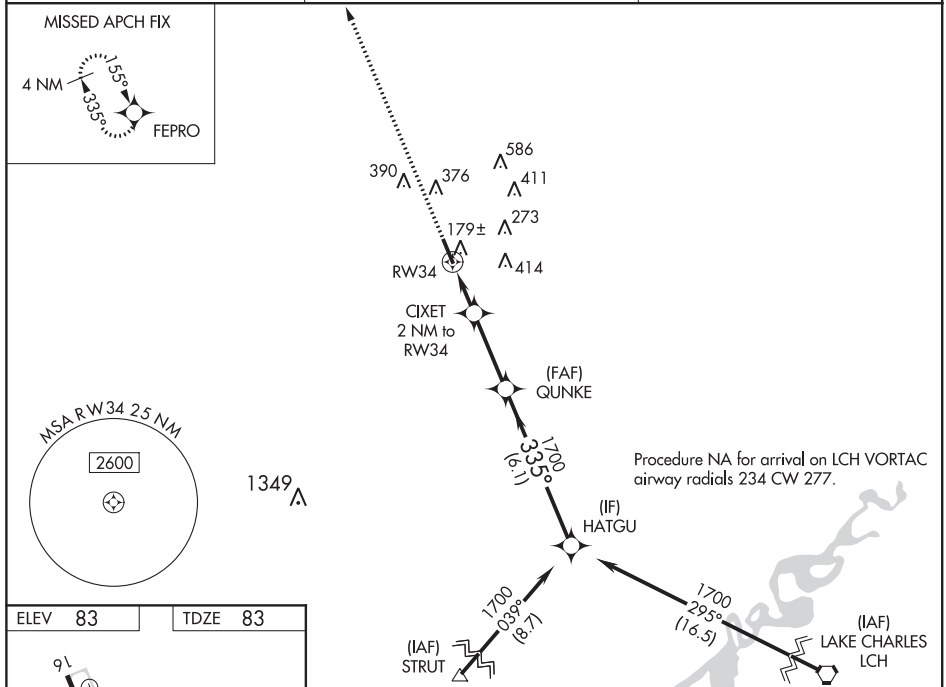
RNAV (GPS) RWY 34

DE QUINCY INDUSTRIAL AIRPARK (5R.8)

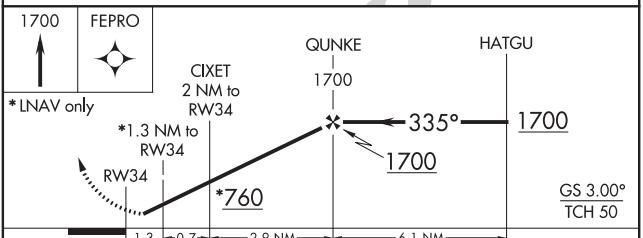
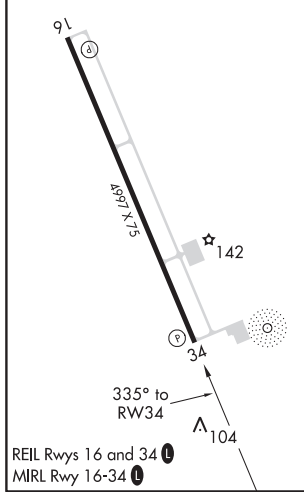
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats 1/4, LNAV and Circling Cat C visibility 3/8 mile. Baro-VNAV and VDP NA with Sulphur altimeter setting. Night landing Rwy 16 NA.

MISSED APPROACH: Climb to 1700 direct FEPRO and hold.

AWOS-3PT 121.2	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) ①
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ELEV 83	TDZE 83
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CATEGORY	A			B		C		D
	LPV	DA	MDA	LPV	DA	MDA	LPV	DA
LPV DA		339-3/4	256 (300-3/4)					NA
LNAV/VNAV DA		333-3/4	250 (300-3/4)					NA
LNAV MDA	540-1	457 (500-1)	540-1 3/8	457 (500-1 3/8)	540-1 3/8	457 (500-1 3/8)		NA
CIRCLING	540-1	457 (500-1)	740-1	657 (700-1)	740-1 3/4	657 (700-1 3/4)		NA

DE QUINCY, LOUISIANA
Amdt 2 05MAR15

30°26'N-93°28'W

DE QUINCY INDUSTRIAL AIRPARK (5R.8)
RNAV (GPS) RWY 34

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

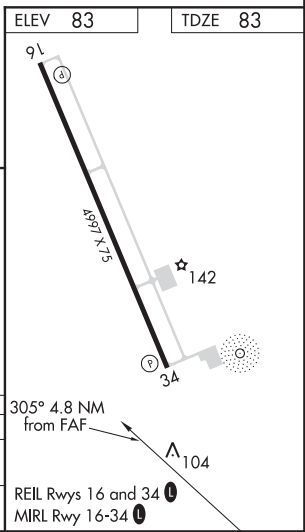
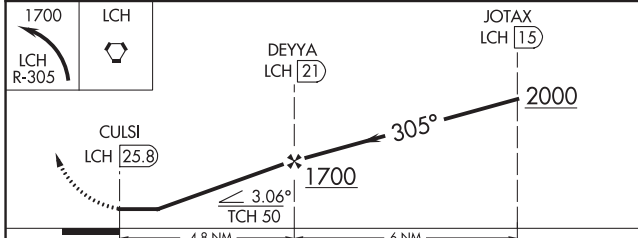
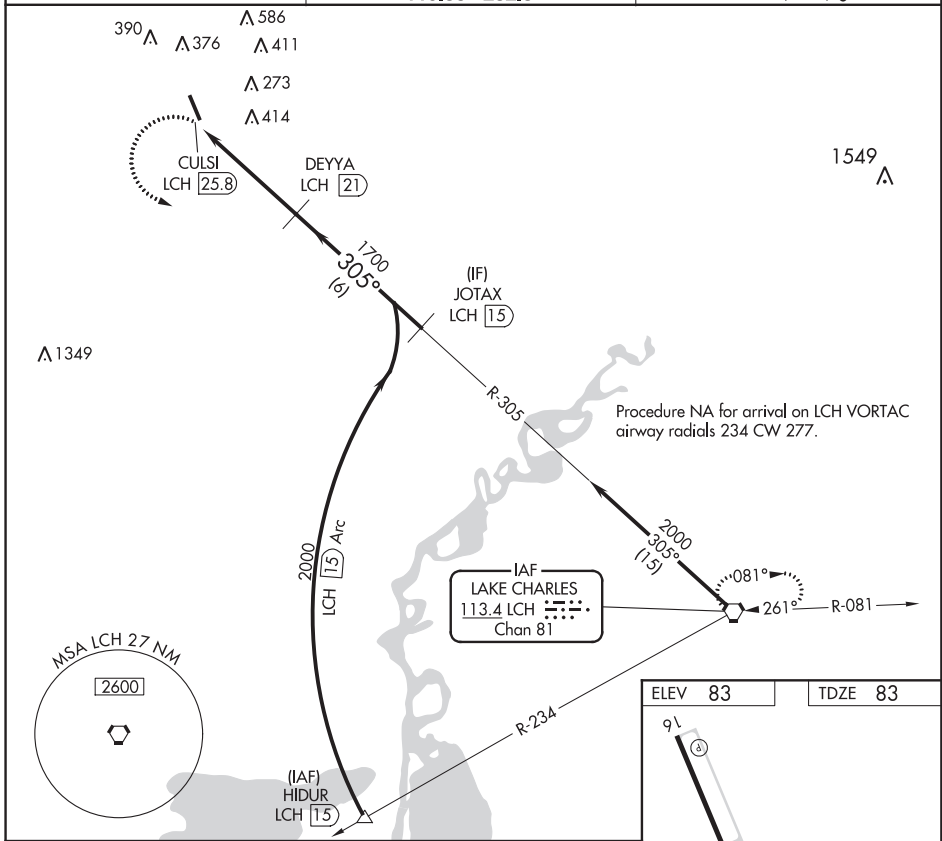
VORTAC LCH 113.4 Chan 81	APP CRS 305°	Rwy Idg TDZE Apt Elev	4997 83 83
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VOR/DME RWY 34
DE QUINCY INDUSTRIAL AIRPARK (5R8)

▼ Helicopter visibility reduction below 1 SM NA. Procedure NA at night.
▲ NA When local altimeter setting not received, use Sulphur altimeter setting and increase all MDA 60 feet and S-34 Cat C visibility 1/8 mile.

MISSED APPROACH: Climbing left turn to 1700 on LCH VORTAC R-305 to LCH VORTAC and hold.

AWOS-3PT 121.2	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	760-1	677 (700-1)	760-1 7/8 677 (700-1 7/8)	NA
C CIRCLING	760-1	677 (700-1)	760-2 677 (700-2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS 175°	Rwy Idg 5495
	TDZE 202
	Apt Elev 202

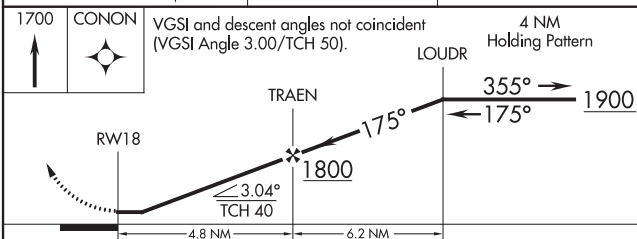
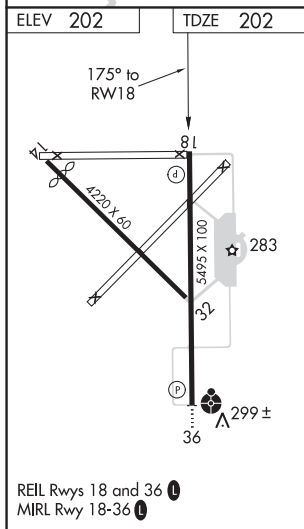
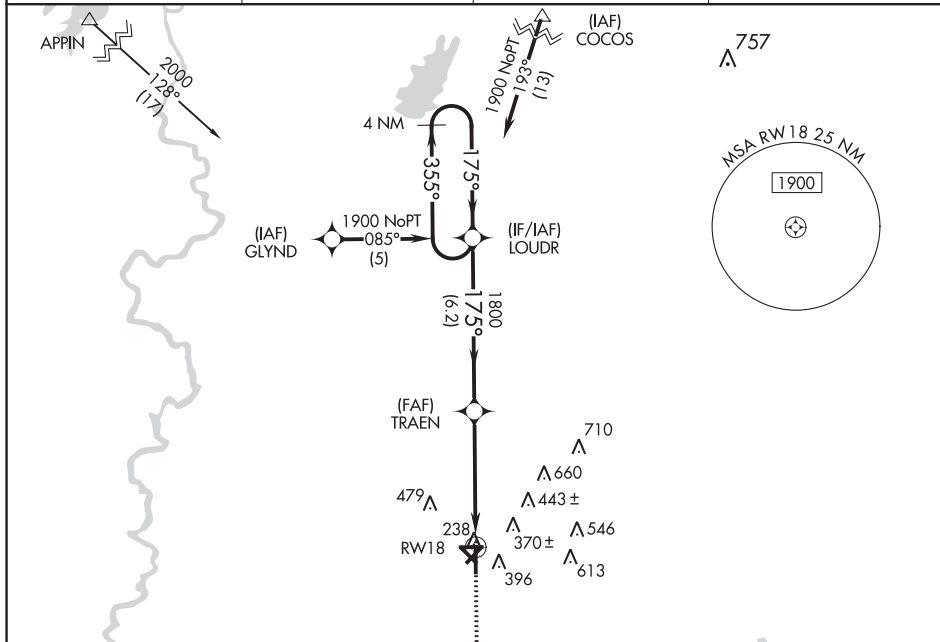
RNAV (GPS) RWY 18

BEAUREGARD RGNL (DRI)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D 1/4 mile.

⚠ MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	DE RIDDER RADIO 122.2	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	680-1	478 (500-1)	680-1 1/4 478 (500-1 1/4)	680-1 1/2 478 (500-1 1/2)
CIRCLING	720-1	518 (600-1)	720-1 1/2 518 (600-1 1/2)	780-2 578 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS 355°	Rwy Idg TDZE Apt Elev	5495 197 202
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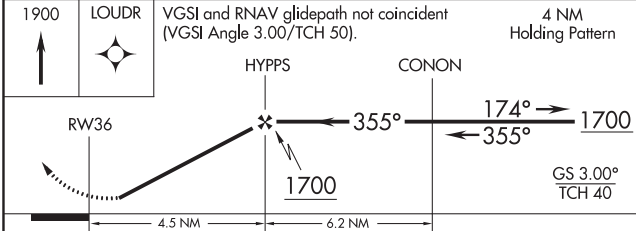
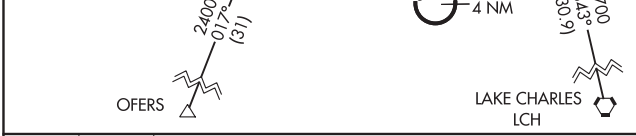
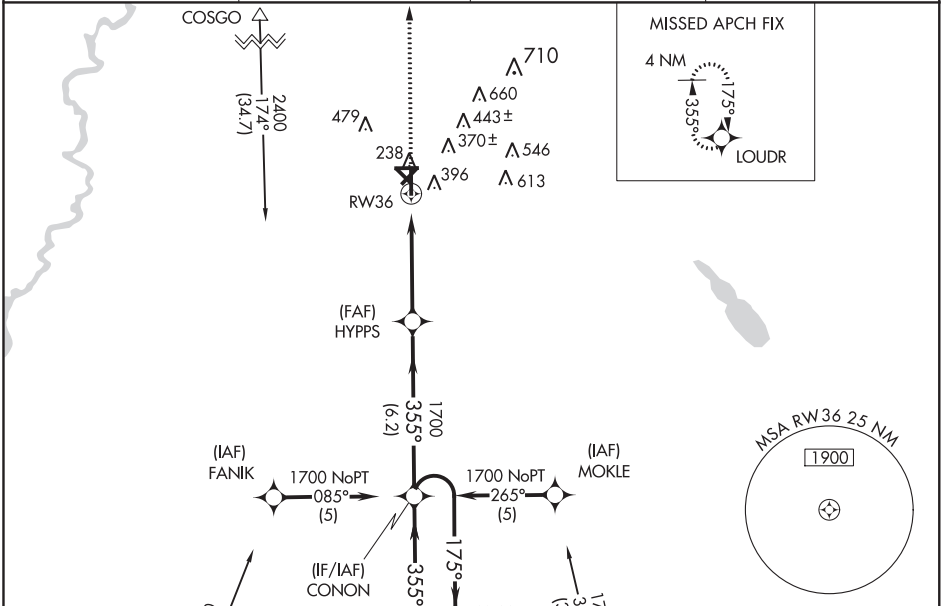
RNAV (GPS) RWY 36

BEAUREGARD RGNL (DRI)

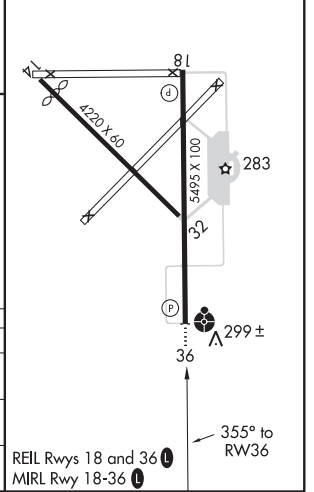
⚠ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

ODALS MISSED APPROACH: Climb to 1900 direct LOUDR and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	DE RIDDER RADIO 122.2	UNICOM 122.8 (CTAF)
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ELEV 202	TDZE 197
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CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼		372 (400-1¼)	
LNAV MDA	660-1	463 (500-1)	660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

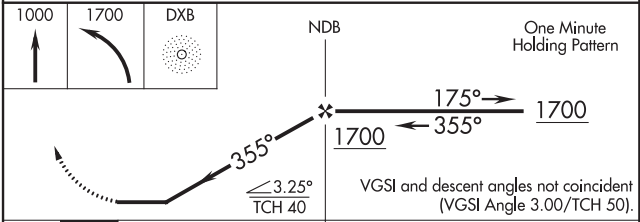
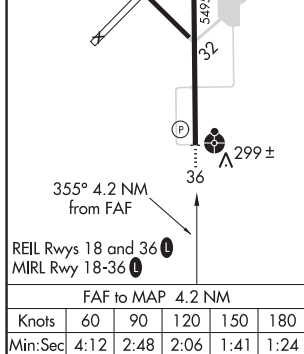
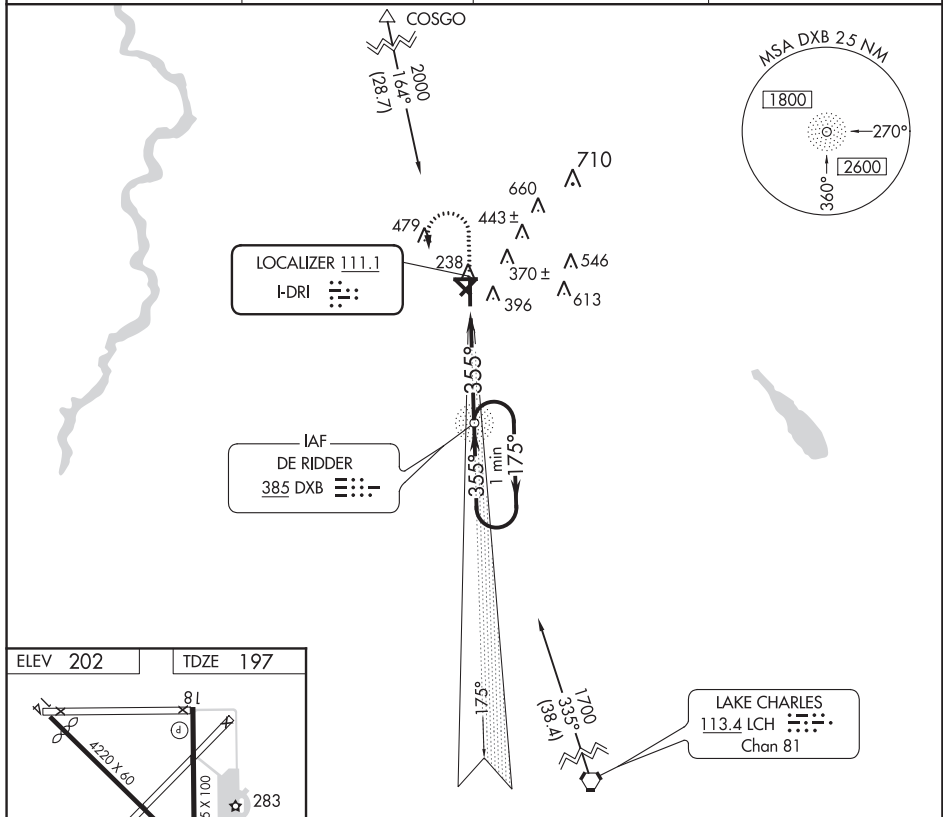
LOC I-DRI 111.1	APP CRS 355°	Rwy Idg 5495
		TDZE 197
		Apt Elev 202

LOC RWY 36
BEAUREGARD RGNL (DRI)

NA Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.

ODALS MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	DE RIDDER RADIO 122.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NDB DXB 385	APP CRS 354°	Rwy Idg TDZE Apt Elev	5495 197 202
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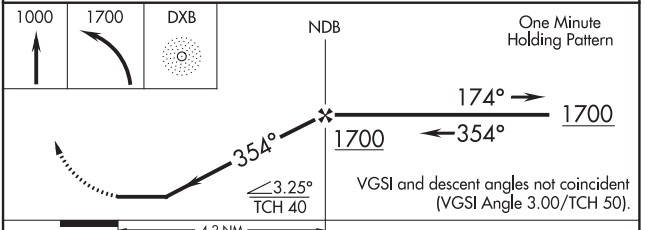
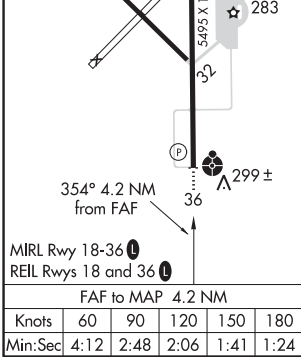
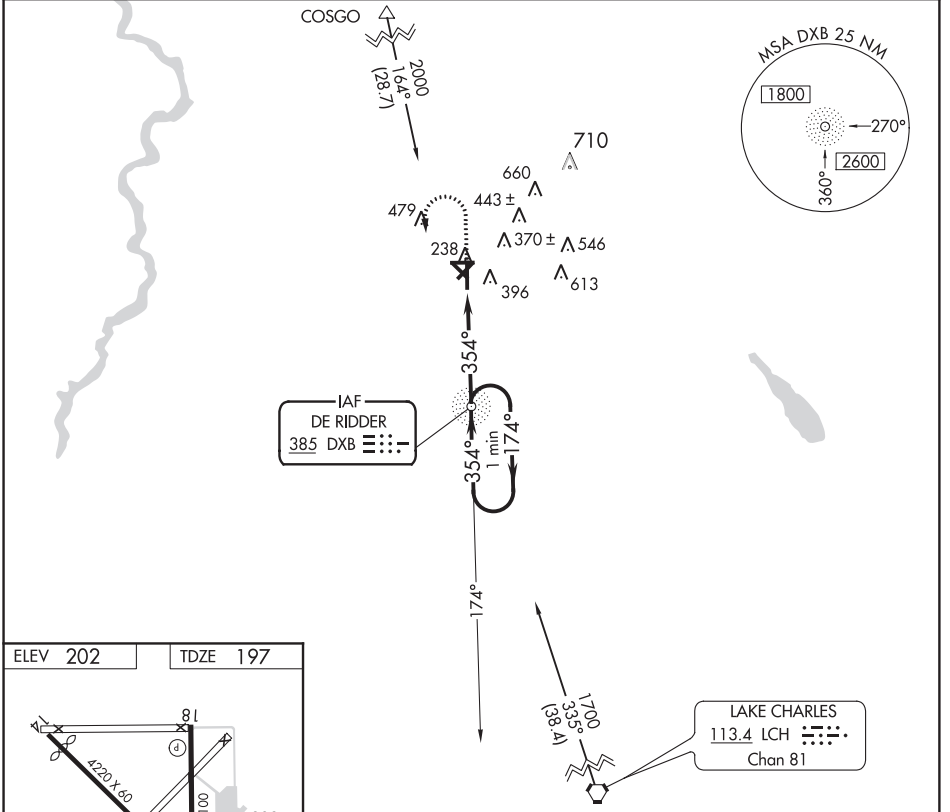
NDB RWY 36
BEAUREGARD RGNL (DRI)

NA Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D 1/2 mile.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT 118.225	POLK APP CON 123.7 261.3	DE RIDDER RADIO 122.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	700-1	503 (500-1)	700-1½	503 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½	780-2 518 (600-1½)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

DREW, MISSISSIPPI

AL-5859 (FAA)

16035

APP CRS	Rwy Idg	3000
180°	TDZE	137
	Apt Elev	137

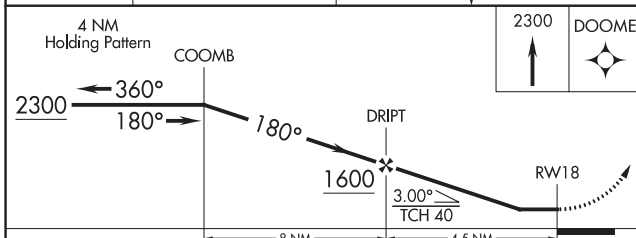
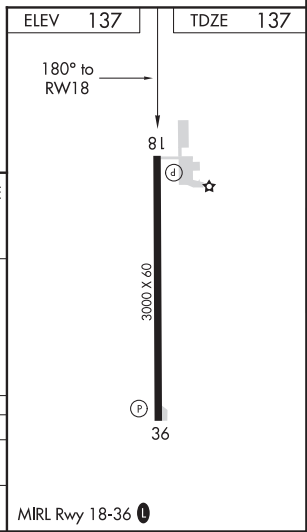
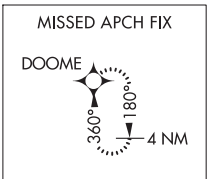
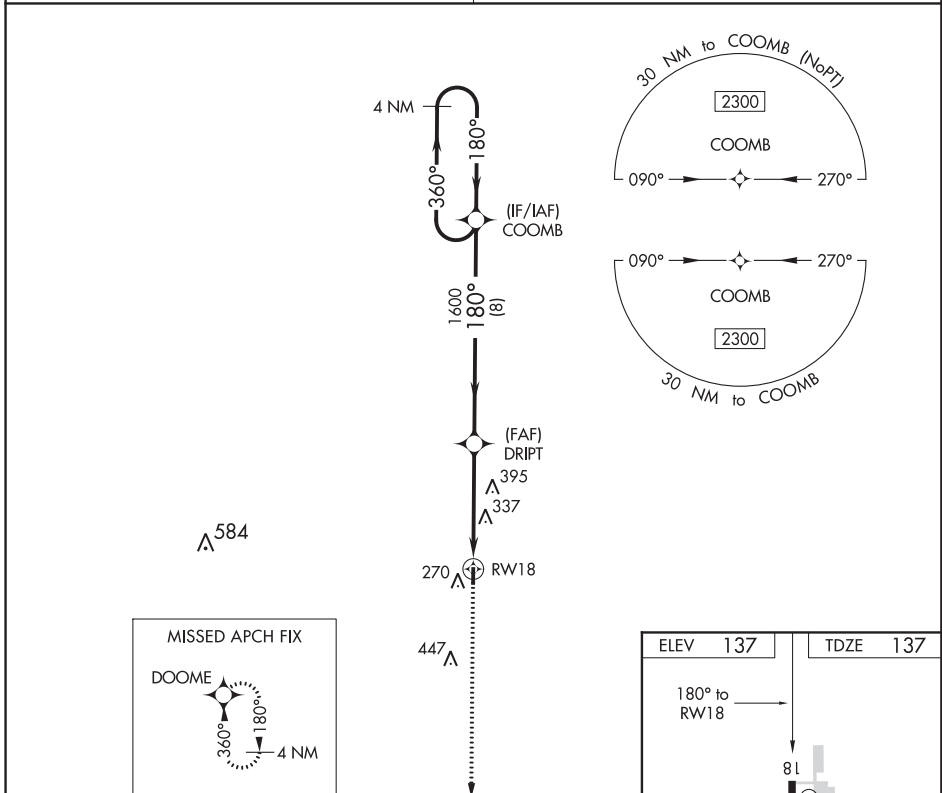
RNAV (GPS) RWY 18

RULEVILLE-DREW (M37)

▽ DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night.
△ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct DOOME and hold.

MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	680-1	543 (600-1)	680-1 3/8 543 (600-1 3/8)	NA
C CIRCLING	680-1 543 (600-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA

DREW, MISSISSIPPI
Orig 04FEB16

33°47'N-90°32'W

RULEVILLE-DREW (M37)

RNAV (GPS) RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3000
360°	TDZE	137
	Apt Elev	137

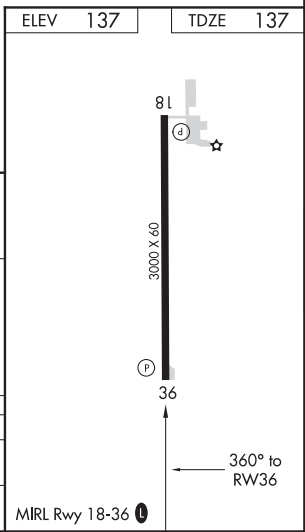
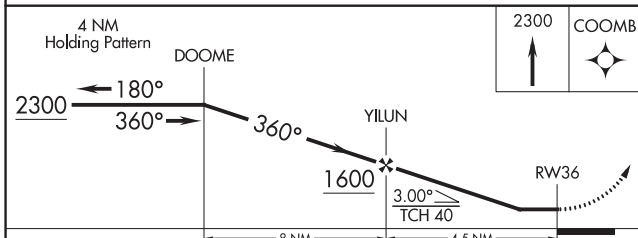
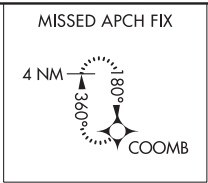
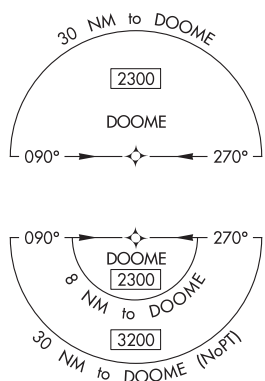
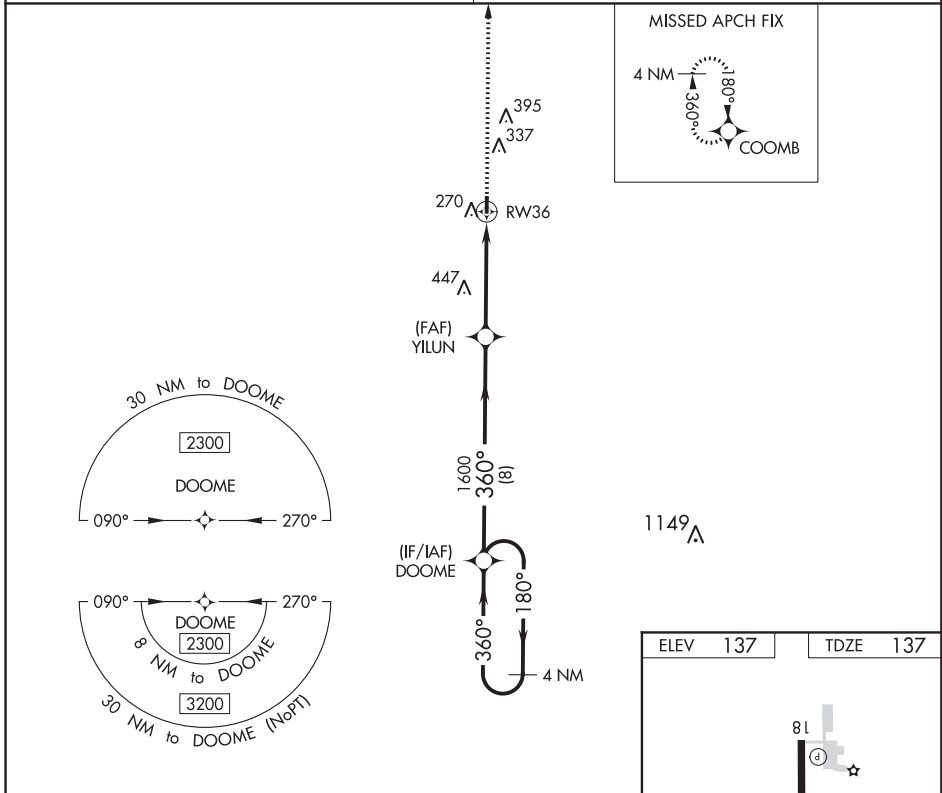
RNAV (GPS) RWY 36

RULEVILLE-DREW (M37)

NA DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct COOMB and hold.

MEMPHIS CENTER **135.875 269.35** CTAF **122.9**



CATEGORY	A	B	C	D
LNAV MDA	620-1	483 (500-1)	620-1 3/8 483 (500-1 3/8)	NA
C CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

DREW, MISSISSIPPI

AL-5859 (FAA)

16035

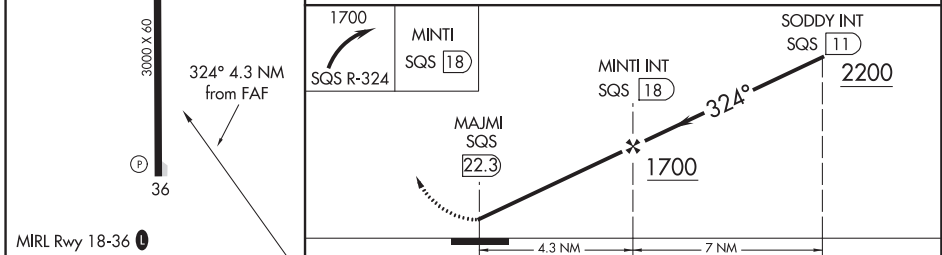
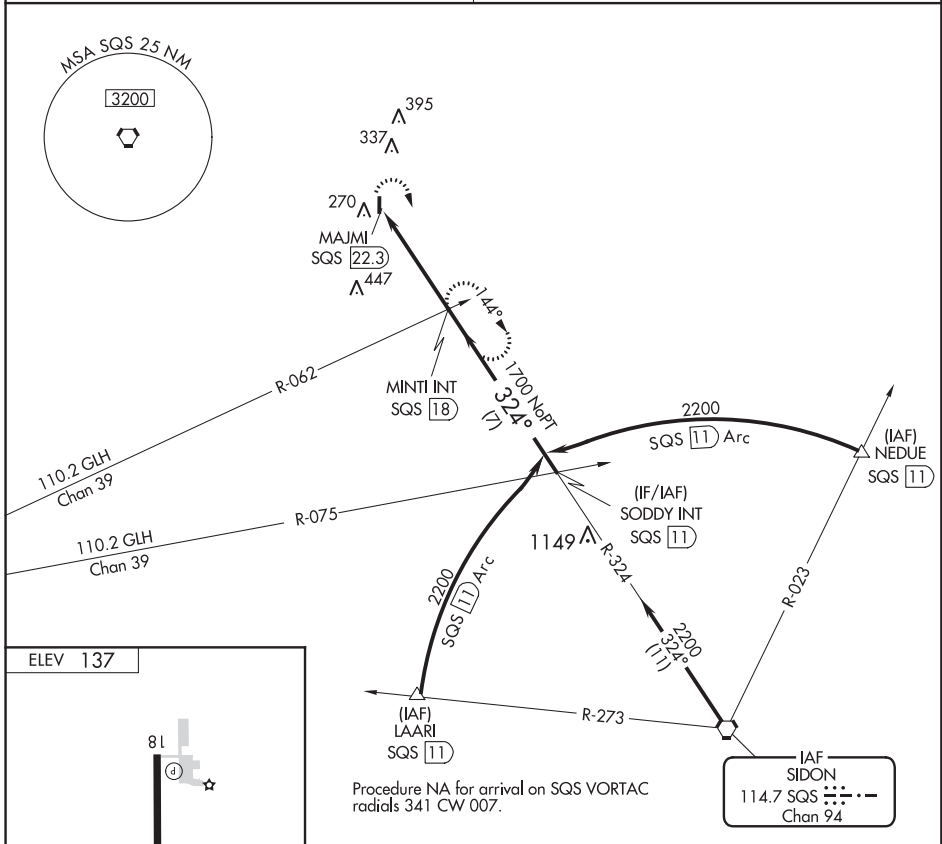
VORTAC SQS 114.7 Chan 94	APP CRS 324°	Rwy Idg TDZE Apt Elev	N/A N/A 137
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VOR-A
RULEVILLE-DREW (M37)

NA Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.

MEMPHIS CENTER 135.875 269.35	CTAF 122.9
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FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26
CIRCLING	A 620-1 483 (500-1)	B 720-1 583 (600-1)	C 780-134 643 (700-134)	D NA	

DREW, MISSISSIPPI
Amdt 5 04FEB16

33°47'N-90°32'W

RULEVILLE-DREW (M37)
VOR-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 16

EUNICE (4R7)

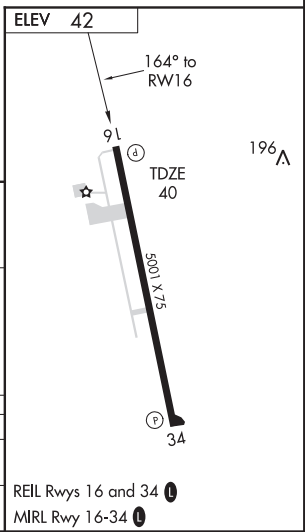
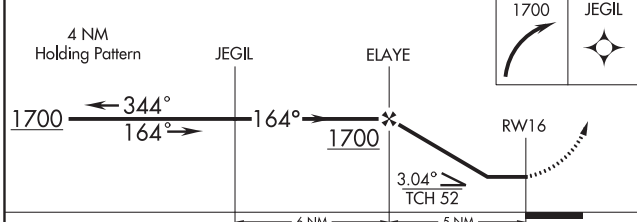
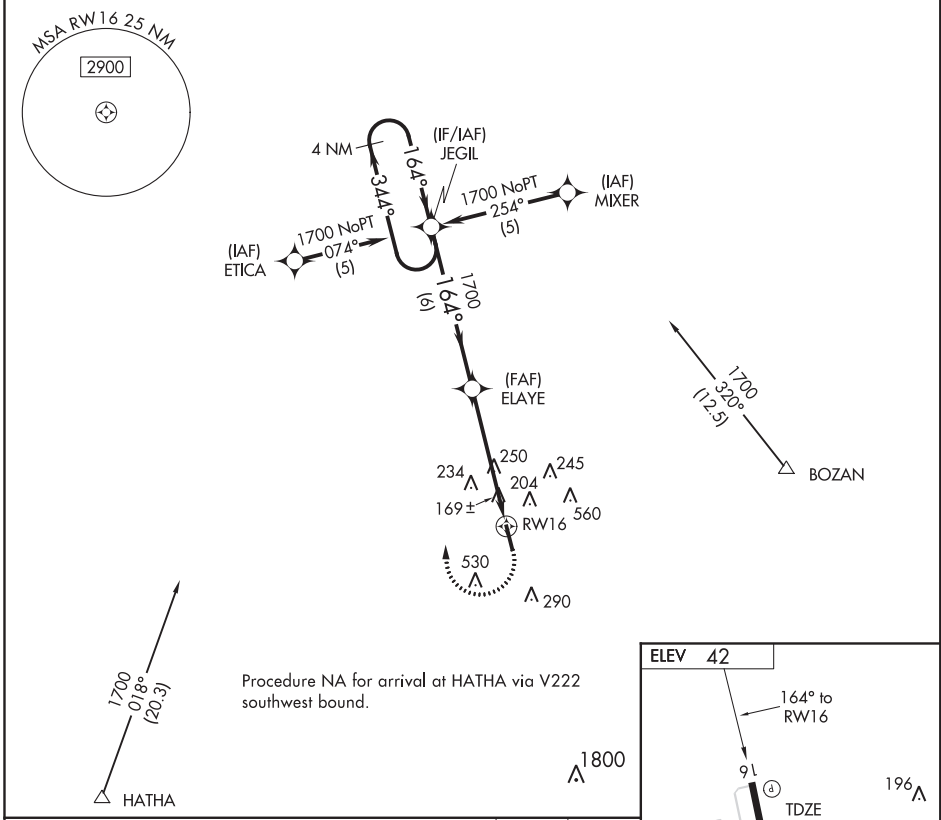
APP CRS 164°	Rwy Idg 5001
	TDZE 40
	Apt Elev 42

▼ Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

▲ NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

LAFAYETTE APP CON ★ 128.7 268.7	GC0 135.075	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNVA MDA	580-1	540 (600-1)	580-1½ 540 (600-1½)	NA
CIRCLING	620-1	578 (600-1)	620-1½ 578 (600-1½)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EUNICE, LOUISIANA

AL-5524 (FAA)

RNAV (GPS) RWY 34

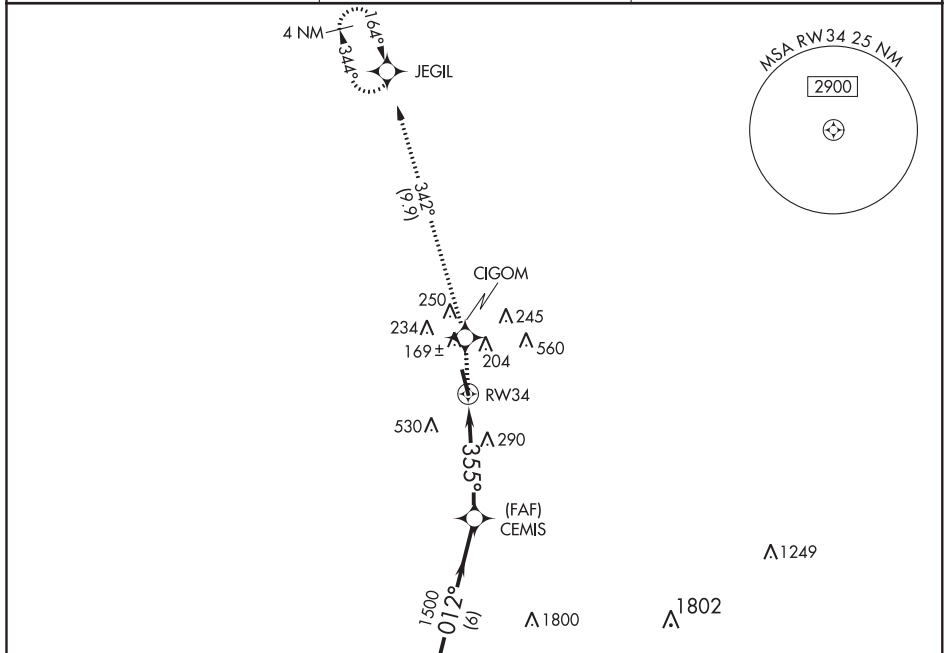
EUNICE (4R7)

APP CRS 355°	Rwy Idg 5001
	TDZE 42
	Apt Elev 42

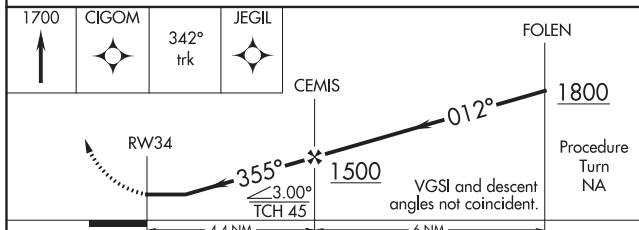
▽ Use Lafayette Rgnl altimeter setting.
△ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 When VGSI inoperative, circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

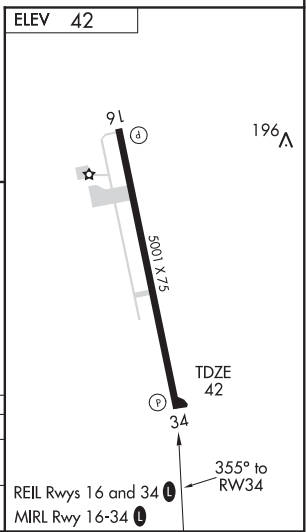
LAFAYETTE APP CON ★ 128.7 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrival at CRISP via V20-70 westbound. (IAF) CRISP



CATEGORY	A	B	C	D
LNVA MDA	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA
CIRCLING	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA



EUNICE, LOUISIANA
 Orig 09295

30°28'N-92°25'W

RNAV (GPS) RWY 34

EUNICE (4R7)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC LFT 109.8 Chan 35	APP CRS 303°	Rwy Idg TDZE Apt Elev	N/A N/A 42
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VOR/DME-A
EUNICE (4R7)

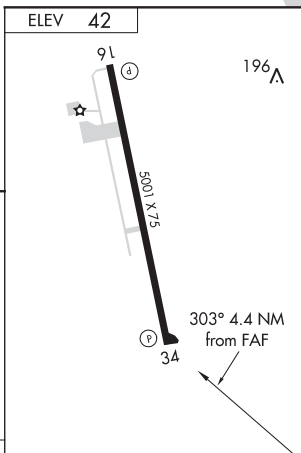
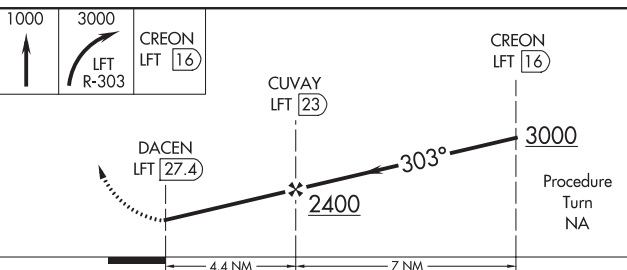
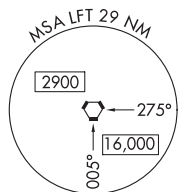
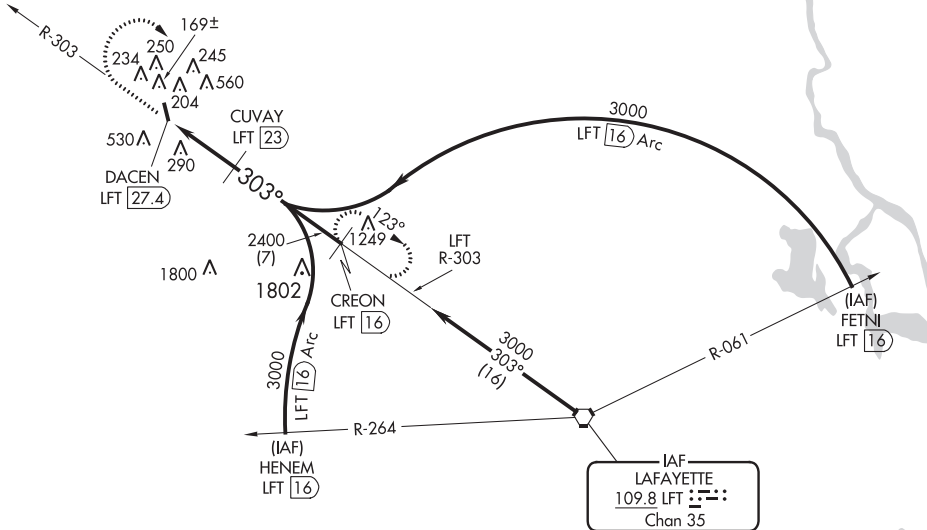
Use Lafayette Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

LAFAYETTE APP CON ★
128.7 268.7

GCO
135.075

UNICOM
122.8 (CTAF) ①



CATEGORY	A	B	C	D
CIRCLING	800-1 758 (800-1)	800-1¼ 758 (800-1¼)	800-2¼ 758 (800-2¼)	NA

REIL Rwy 16 and 34 ①
MIRL Rwy 16-34 ①

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EUNICE, LOUISIANA

AL-5524 (FAA)

16203

NDB EGY 263	APP CRS 165°	Rwy Idg TDZE Apt Elev	5001 40 42
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NDB RWY 16

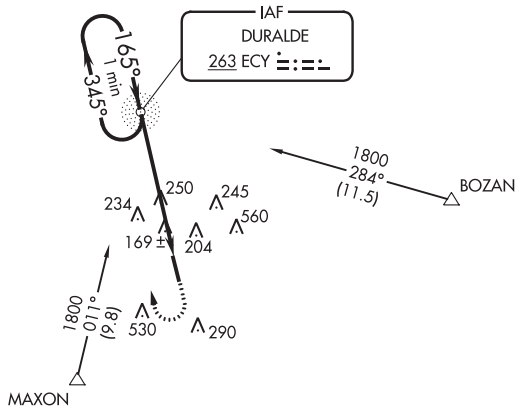
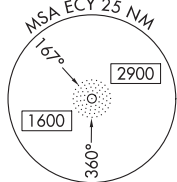
EUNICE (4R7)

NA Use Lafayette Rgnl alimeter setting. MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct EGY NDB and hold.

LAFAYETTE APP CON *	GCO	UNICOM
128.7 268.7	135.075	122.8 (CTAF) 0

SC-4, 10 NOV 2016 to 05 JAN 2017

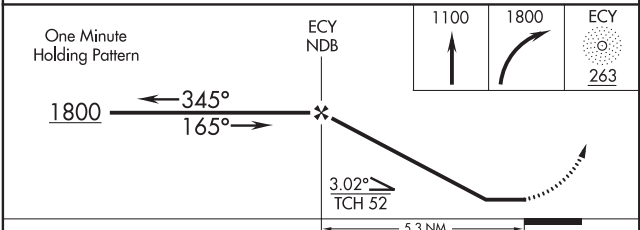
SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 42	TDZE 40
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MIRL Rwy 16-34 0 34
REIL Rwys 16 and 34 0
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-16	640-1	600 (600-1)	640-1½ 600 (600-1½)	NA
CIRCLING	640-1	598 (600-1)	640-1½ 598 (600-1½)	NA

EUNICE, LOUISIANA
Amdt 1 15APR04

30°28'N-92°25'W

EUNICE (4R7) NDB RWY 16

WAAS CH 61308 W18A	APP CRS 179°	Rwy Idg 6500 TDZE 0 Apt Elev 0
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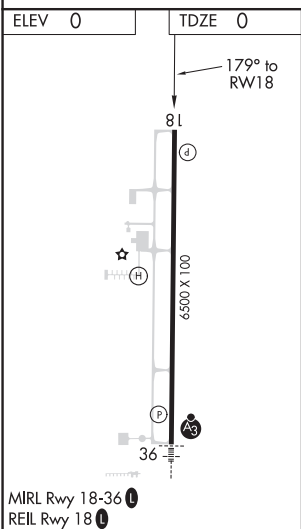
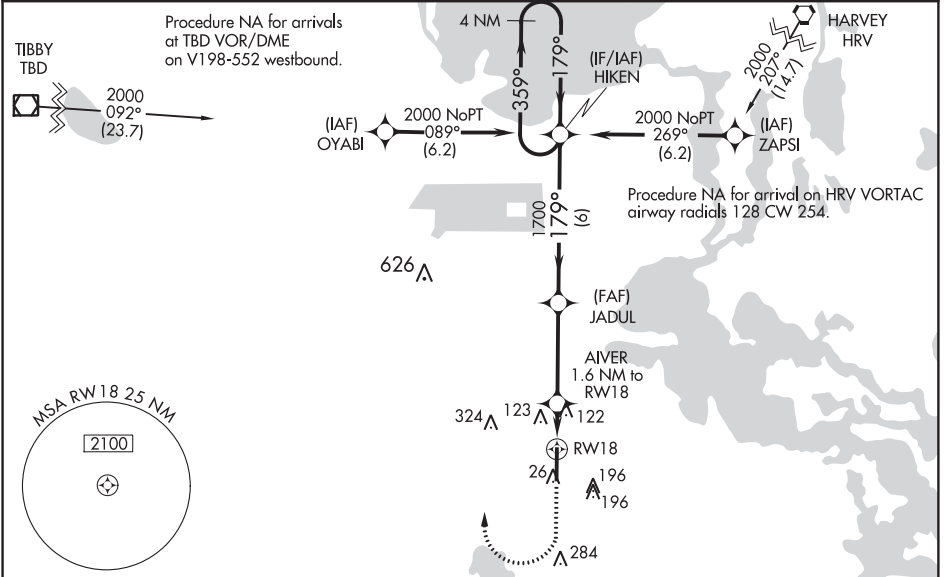
RNAV (GPS) RWY 18

SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cat A and B visibility ½ mile and Cat C and D visibility ⅜ mile, LNAV Cat C and D visibility ⅜ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. Night landing: Rwy 18 Cat C and D NA. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH:
Climb to 400 then Climbing right turn to 2000 direct HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 123.85 256.9	UNICOM 123.0 (CTAF) 0
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400	2000	HIKEN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).	
* LNAV only.		AIVER *1.6 NM to RWY 18	JADUL 1700	HIKEN 2000
RWY 18		*560	1700	359° → 2000
1.6		3.6 NM	6 NM	4 NM Holding Pattern
GP 3.00°	TCH 51			
CATEGORY	A	B	C	D
LPV DA	319-1 319 (400-1)			
LNAV/VNAV DA	284-7/8	284 (300-7/8)	284-1	284 (300-1)
LNAV MDA	380-1 380 (400-1)			
C CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1 3/4 640 (700-1 3/4)	640-2 640 (700-2)

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SC-4, 10 NOV 2016 to 05 JAN 2017

GALLIANO, LOUISIANA

AL-9049 (FAA)

16259

WAAS CH 69608 W36A	APP CRS 359°	Rwy Idg 6500 TDZE -2 Apt Elev 0
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RNAV (GPS) RWY 36

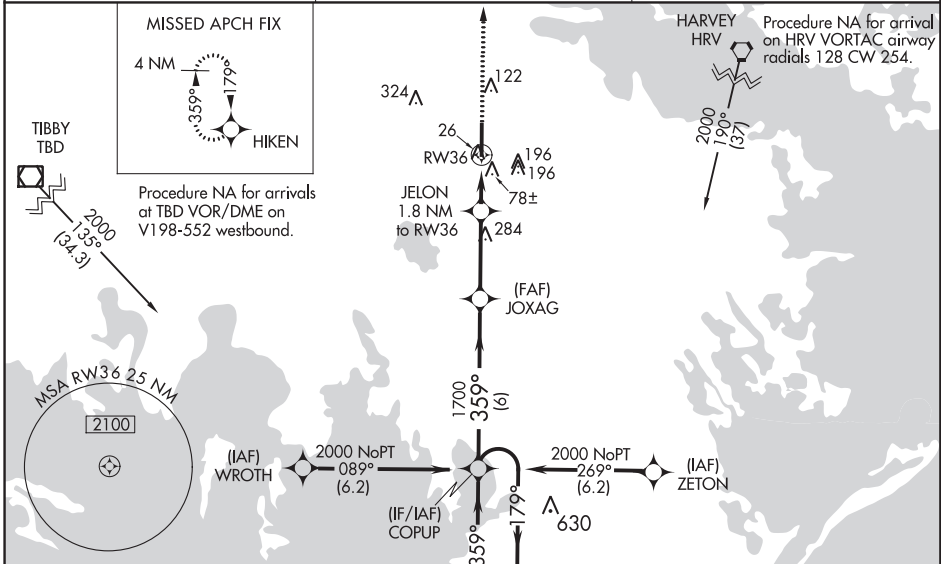
SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inop SSALR, increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C and D visibility to 1 mile. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. For inop SSALR, when using Louis Armstrong New Orleans Intl altimeter setting, increase LPV and LNAV/VNAV all Cats visibility ¾ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.



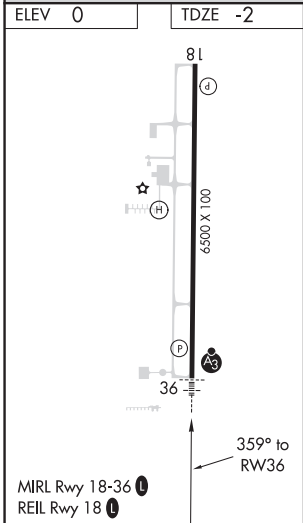
MISSED APPROACH:
Climb to 2000 direct
HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 123.85 256.9	UNICOM 123.0 (CTAF) 0
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 0	TDZE -2			
2000	HIKEN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).	4 NM Holding Pattern	
* LNAV only.	JELON 1.8 NM to RW36	JOXAG	COPUP	
* 1 NM to RW36	RW36	1700	179° → 2000	
1 NM 0.8 NM	3.4 NM	6 NM	← 359°	
			GP 3.00° TCH 51	
CATEGORY	A	B	C	D
LPV DA		198-½	200 (200-½)	
LNAV/VNAV DA		248-½	250 (300-½)	
LNAV MDA	340-½	342 (400-½)	340-⅝	342 (400-⅝)
C CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1¾ 640 (700-1¾)	640-2 640 (700-2)

GALLIANO, LOUISIANA
Amdt 1A 21JUL16

29°26'N-90°16'W

RNAV (GPS) RWY 36

LOC/DME I-GAO 109.1 Chan 28	APP CRS 359°	Rwy Idg TDZE Apt Elev	6500 -2 0
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ILS or LOC/DME RWY 36

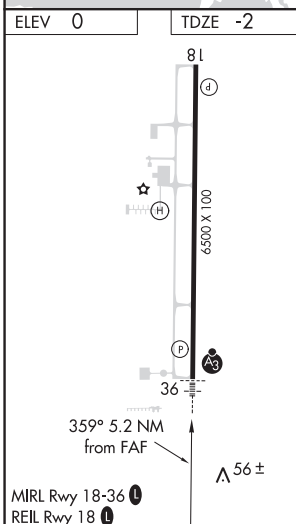
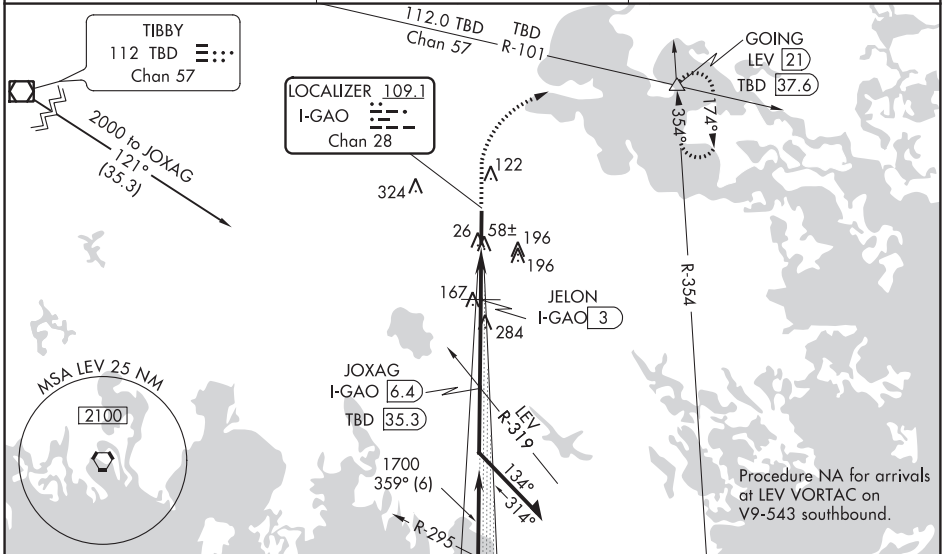
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase S-LOC Cat C and D and Circling Cat C and D visibility ¼ mile. For inop SSALR, when using Louis Armstrong New Orleans Intl altimeter setting, increase S-ILS all Cats and S-LOC Cat C and D visibility ¾ mile. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

SSALR

MISSED APPROACH: Climb to 2000, then climbing right turn to 2000 on heading 080° and TBD VOR/DME R-101 to GOING INT/LEV 21 DME and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 123.85 256.9	UNICOM 123.0 (CTAF) 0
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ELEV 0	TDZE -2				
1200	2000	hdg 080° TBD R-101	GOING △	JOXAG INT I-GAO 6.4	Remain within 10 NM
*LOC only.	I-GAO 2.1	JELON I-GAO 3	1700	179°	2000
I-GAO 1.2	*620	359°	1700	GS 3.00° TCH 51	
0.9 NM		0.9 NM		3.4 NM	
CATEGORY	A	B	C	D	
S-ILS 36	198-½		200 (200-½)		
S-LOC 36	320-½		322 (400-½)		
CIRCLING	440-1	560-1	640-1¾	640-2	
	440 (500-1)	560 (600-1)	640 (700-1¾)	640 (640-2)	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78429 W17A	APP CRS 169°	Rwy Idg TDZE 13 Apt Elev 14	5003
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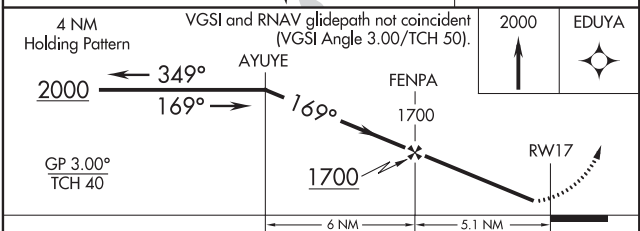
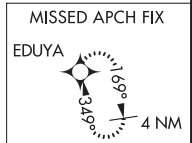
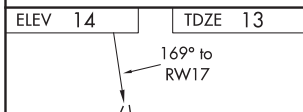
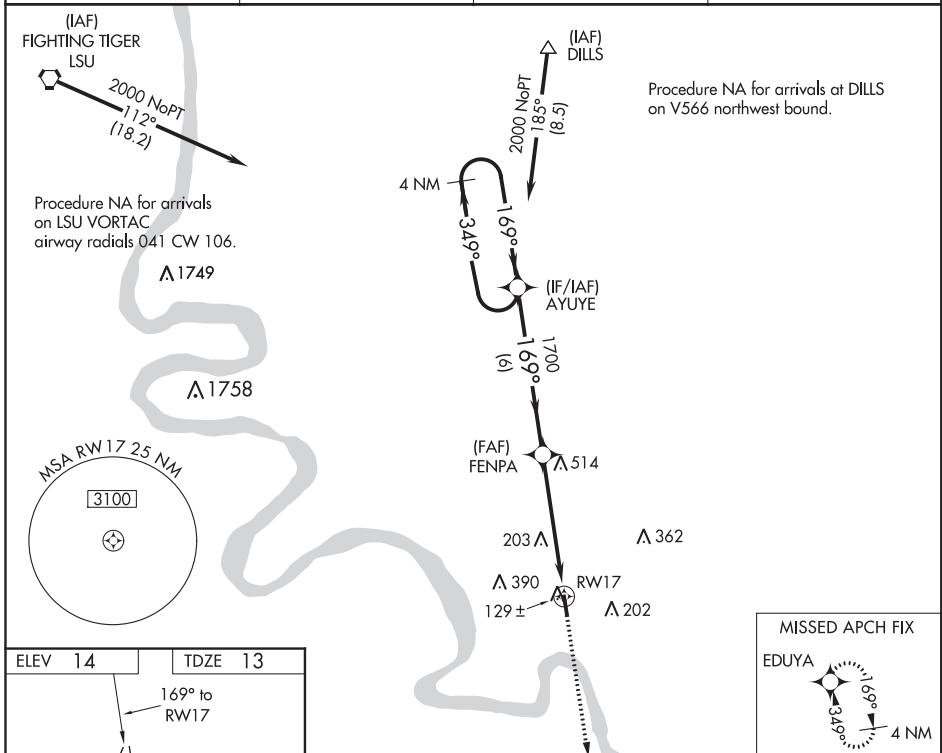
RNAV (GPS) RWY 17

LOUISIANA RGNL (L38)

Baro-VNAV NA. Use Baton Rouge altimeter setting; when not received, use Hammond altimeter setting and increase all DA/MDA 20 feet, increase LNAV Cat C/D visibility 1/8 mile. When VGSi inop, Straight-in/Circling Rwy 17 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct EDUYA and hold.

AWOS-3PT 121.175	BATON ROUGE APP CON ★ 126.5 278.3	GCO 135.075	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		366-1¼	353 (400-1¼)	
LNAV/VNAV DA		374-1¼	361 (400-1¼)	
LNAV MDA	540-1	527 (600-1)	540-1½	527 (600-1½)
CIRCLING	540-1	526 (600-1)	620-1¾ 606 (700-1¾)	640-2 626 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

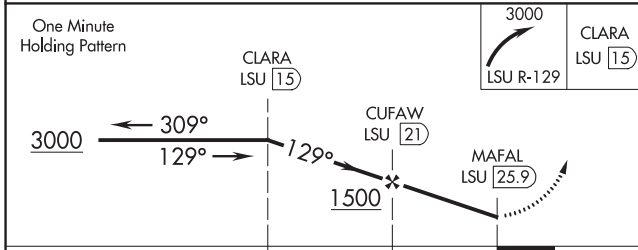
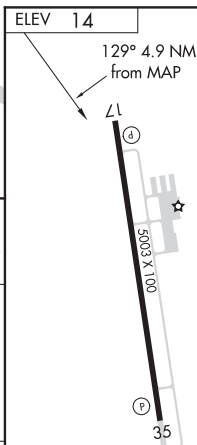
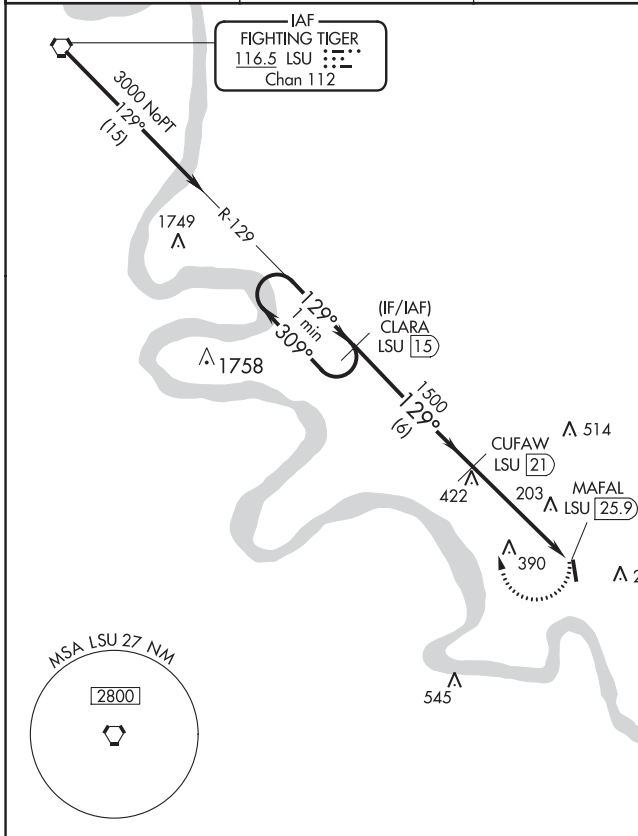
VORTAC LSU 116.5 Chan 112	APP CRS 129°	Rwy Idg TDZE Apt Elev	N/A N/A 14
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VOR/DME-A
LOUISIANA RGNL (L38)

NA Use Baton Rouge altimeter setting; when not received, use Hammond altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 3000 on LSU VORTAC R-129 to CLARA/15 DME and hold.

AWOS-3PT 121.175	BATON ROUGE APP CON ★ 126.5 278.3	GCO 135.075	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2¼ 786 (800-2¼)	800-2½ 786 (800-2½)

REIL Rwys 17 and 35 **0**

MIRL Rwy 17-35 **0**

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

16091

LOC I-GLH 109.1	APP CRS 177°	Rwy Idg TDZE Apt Elev	7981 129 131
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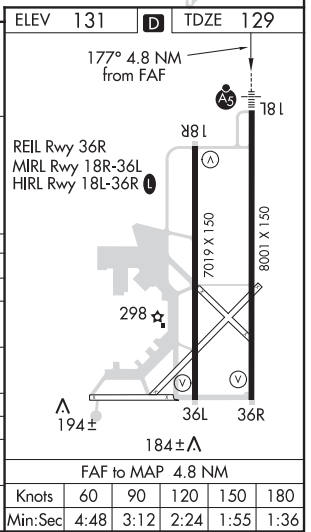
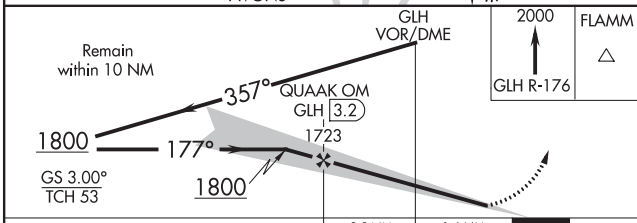
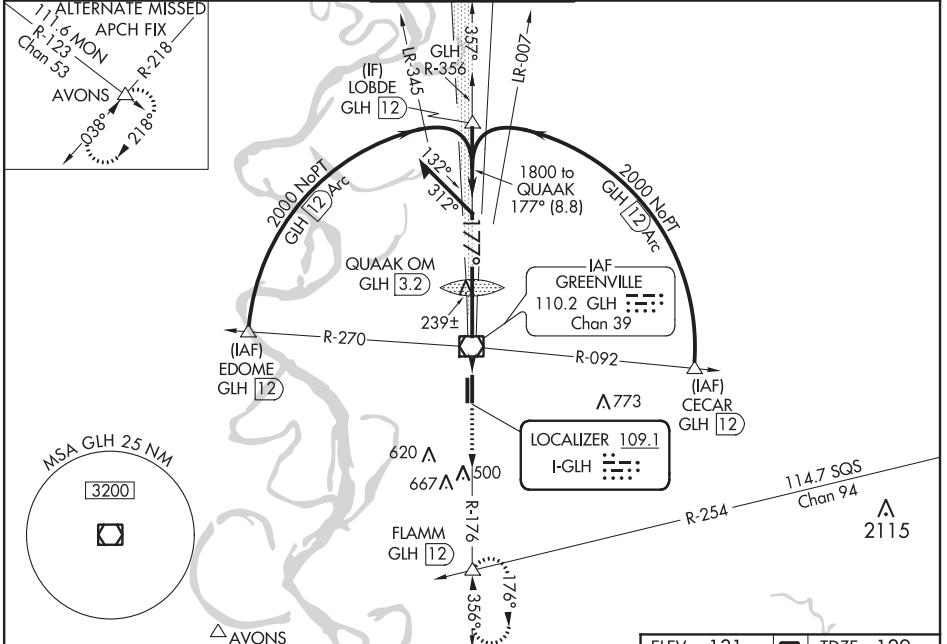
ILS or LOC RWY 18L

GREENVILLE MID-DELTA (GLH)

MALSR MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/12 DME and hold.

MA **AS**

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 256.9	GND CON 121.8 256.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18L	329/24		200 (200-½)	
S-LOC 18L	500/24		371 (400-½)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	
GREENWOOD ALTIMETER SETTING MINIMUMS				
S-ILS 18L	529/40		400 (400-¾)	
S-LOC 18L	700/40 571 (600-¾)		700/50 571 (600-1)	
CIRCLING	800-1¼ 669 (700-1¼)		800-2 669 (700-2)	

GREENVILLE, MISSISSIPPI
Amdt 9H 06FEB14

33°29'N-90°59'W

GREENVILLE MID-DELTA (GLH) ILS or LOC RWY 18L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97411 W18A	APP CRS 177°	Rwy Idg 7981 TDZE 129 Apt Elev 131
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RNAV (GPS) RWY 18L

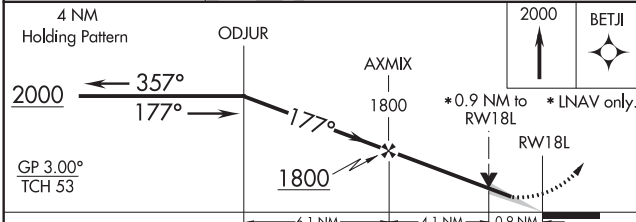
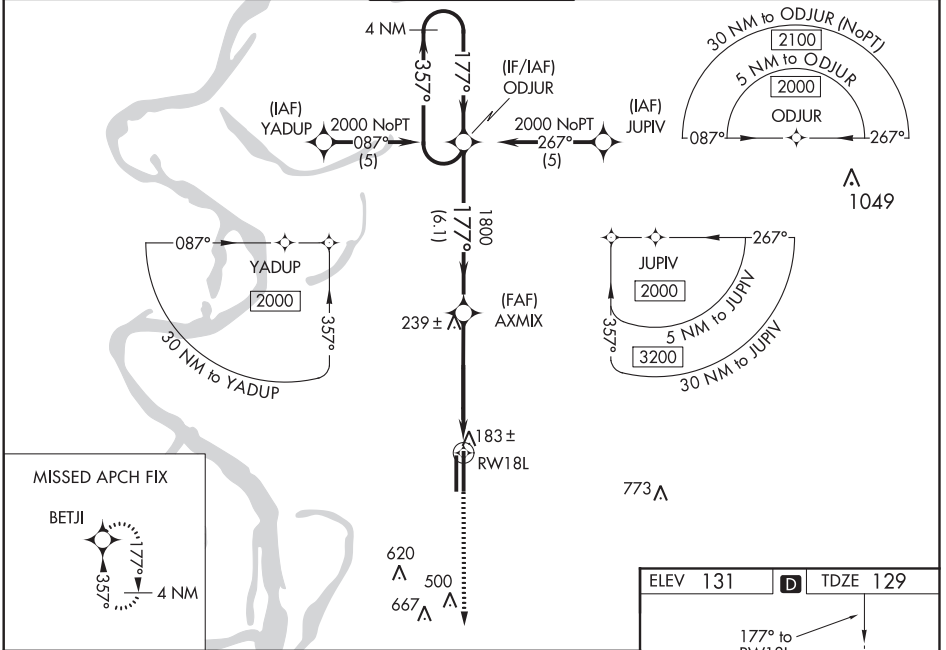
GREENVILLE MID-DELTA (GLH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Inop table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 437, LNAV/VNAV DA to 547, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inop MALS, increase LNAV/VNAV visibility all Cats to RVR 5000. For inop MALS when using Greenwood altimeter setting, increase LPV visibility all Cats to RVR 5000.

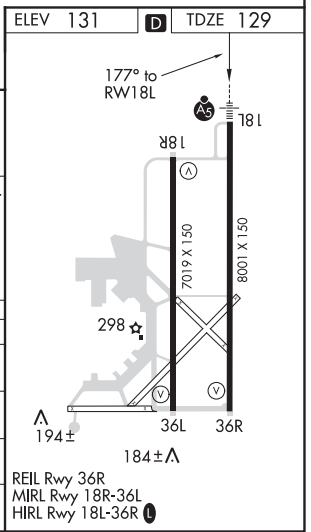


MISSED APPROACH:
Climb to 2000 direct BETJI and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER* 119.0 (CTAF) 256.9	GND CON 121.8 256.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	329/24 200 (200-½)			
LNAV/VNAV DA	439/24 310 (400-½)		439/40 310 (400-¾)	
LNAV MDA	460/24 331 (400-½)		460/50 331 (400-1)	
CIRCLING	600-1 469 (500-1)		600-1½ 569 (500-1½)	



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

16091

WAAS CH 70411 W18B	APP CRS 177°	Rwy Idg 7019 TDZE 128 Apt Elev 131
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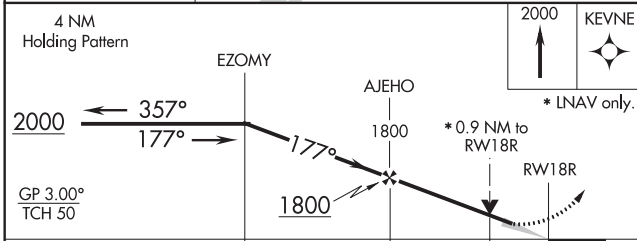
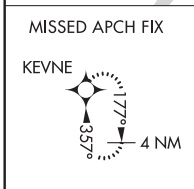
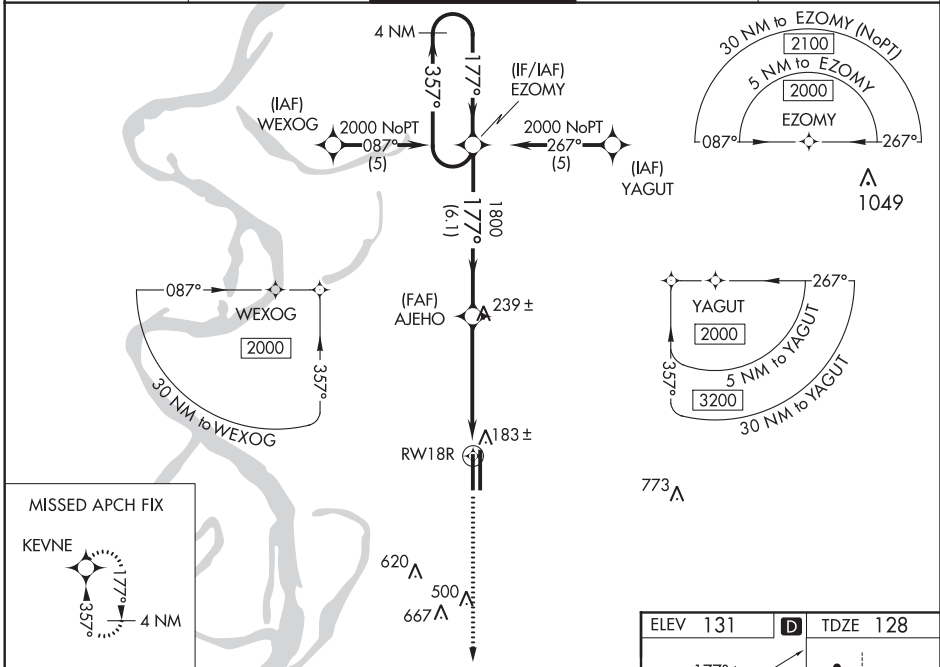
RNAV (GPS) RWY 18R

GREENVILLE MID-DELTA (G.L.H)

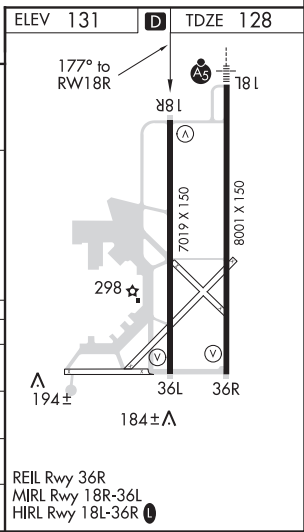
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 486, increase LNAV/VNAV DA to 554, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER* 119.0 (CTAF) 256.9	GND CON 121.8 256.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		378-1	250 (300-1)	
LNAV/VNAV DA		446-1	318 (400-1)	
LNAV MDA		480-1	352 (400-1)	480-1¼ 352 (400-1¼)
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	700-2 569 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, MISSISSIPPI
 Orig-A 12DEC13

33°29'N-90°59'W

GREENVILLE MID-DELTA (G.L.H) RNAV (GPS) RWY 18R

WAAS CH 77611 W36A	APP CRS 357°	Rwy Idg 7019 TDZE 130 Apt Elev 131
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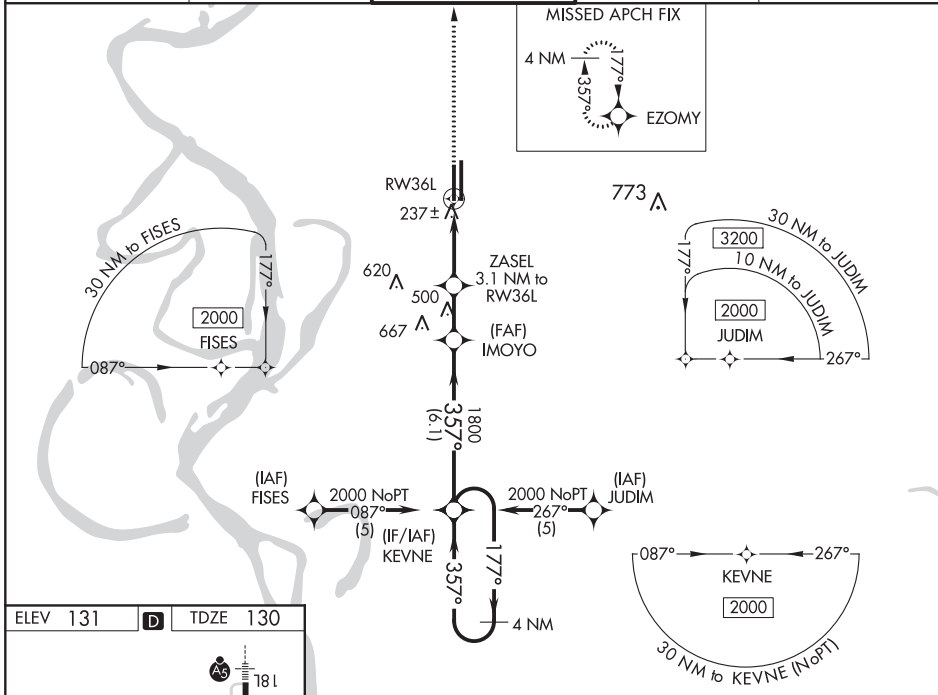
RNAV (GPS) RWY 36L

GREENVILLE MID-DELTA (G.L.H)

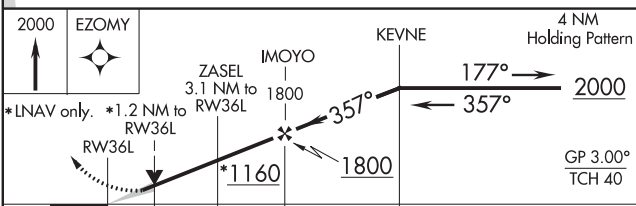
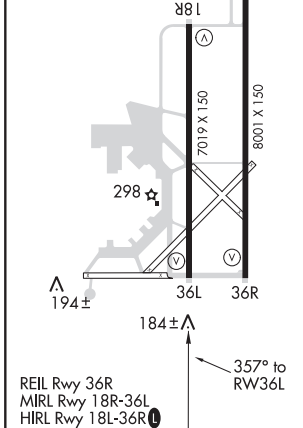
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 575, increase LNAV/VNAV DA to 620, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH:
Climb to 2000 direct EZOMY and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER * 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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ELEV 131	D	TDZE 130
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CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 700-2 469 (500-1½) 569 (600-2)	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

16091

WAAS CH 81911 W36B	APP CRS 357°	Rwy Idg 8001 TDZE 129 Apt Elev 131
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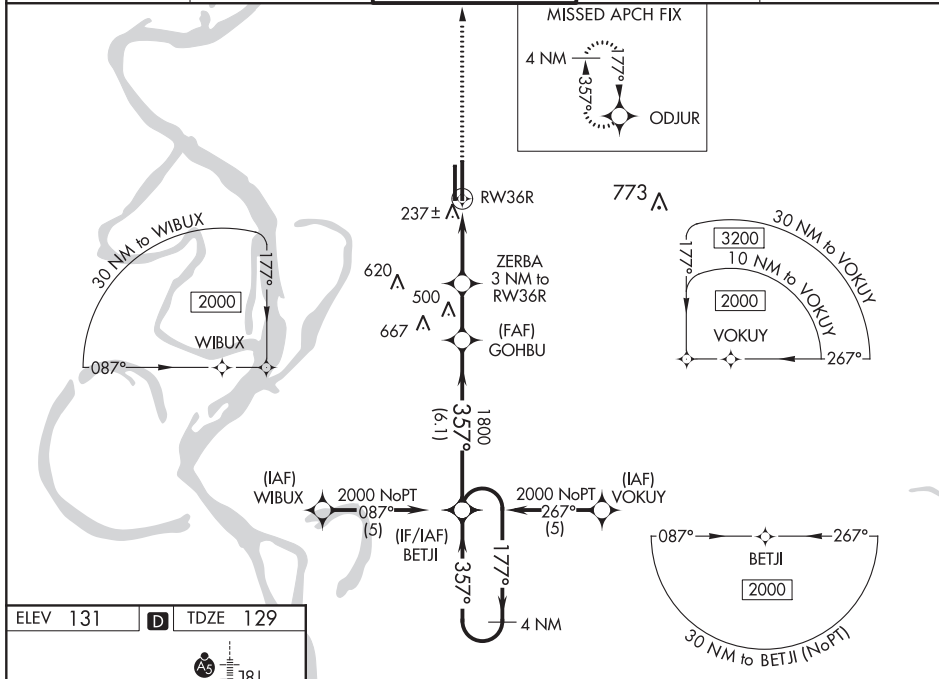
RNAV (GPS) RWY 36R

GREENVILLE MID-DELTA (G.L.H)

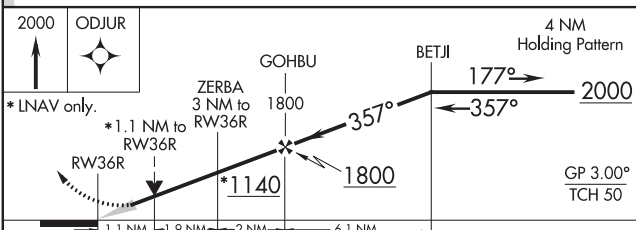
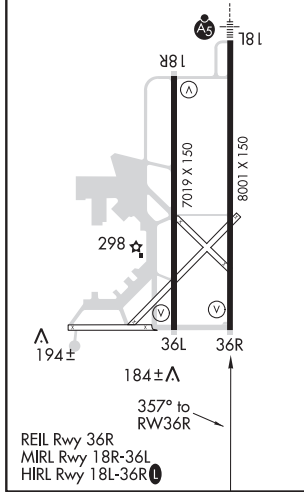
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 620, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH:
Climb to 2000 direct ODJUR and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER * 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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ELEV 131	D	TDZE 129
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CATEGORY	A	B	C	D
LPV DA		379-1	250 (300-1)	
LNAV/VNAV DA		512-1¼	383 (400-1¼)	
LNAV MDA	540-1	411 (500-1)	540-1¼	411 (500-1¼)
CIRCLING	600-1	469 (500-1)	600-1½	700-2 569 (600-2)

GREENVILLE, MISSISSIPPI
 Orig-A 12DEC13

33°29'N-90°59'W

GREENVILLE MID-DELTA (G.L.H) RNAV (GPS) RWY 36R

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR/DME GLH 110.2 Chan 39	APP CRS 183°	Rwy Idg 7019 TDZE 128 Apt Elev 131
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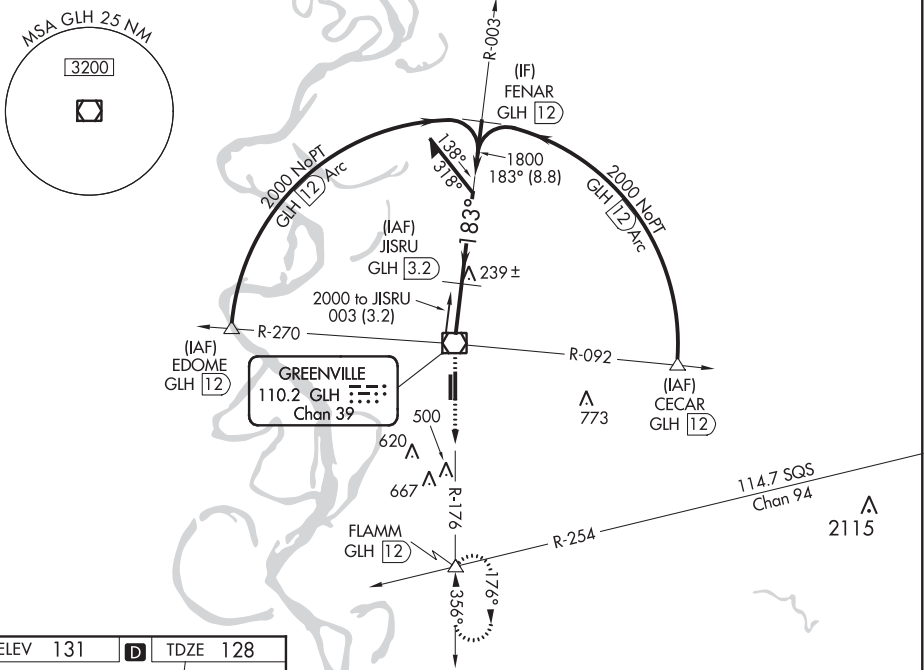
VOR/DME RWY 18R

GREENVILLE MID-DELTA (GLH)

⚠ When local altimeter setting not received, use Greenwood altimeter setting and increase all MDA 120 feet.

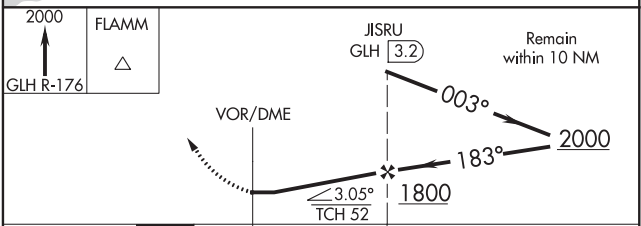
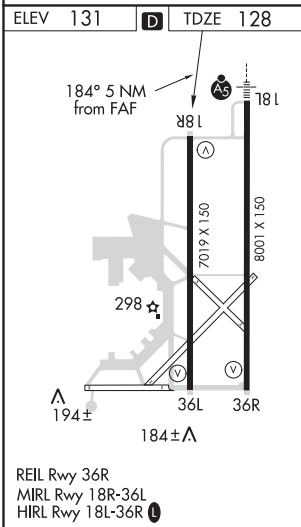
MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-18R	500-2¼ 372 (400-2¼)			
CIRCLING	600-2¼ 469 (500-2¼)			700-2¼ 569 (600-2¼)

AIRPORT DIAGRAM

16091

AL-572 (FAA)

GREENVILLE MID-DELTA (GLH)
GREENVILLE, MISSISSIPPI

ASOS
125.525
GREENVILLE TOWER ★
119.0 56.9
GND CON
121.8 256.9

RWY 18L-36R
S-75, D-112, 2S-142, 2D-182, 2D/2D2-540
RWY 18R-36L
S-29, D-47, 2D-78

D

VAR 0.2° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

33°30'N

18L
ELEV 129

ELEV 128

18R

180.2°

180.2°

PARKING
APRON

FIRE STATION

TERMINAL

298 ★

TWR

GENERAL
AVIATION

33°29'N

7019 X 150

8008 X 1008

36L

36R

ELEV 129

FIELD
ELEV 130

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

91°00'W

90°59'W

AIRPORT DIAGRAM

16091

GREENVILLE, MISSISSIPPI
GREENVILLE MID-DELTA (GLH)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-GWO 111.3	APP CRS 182°	Rwy Idg THRE Apt Elev	6501 145 155
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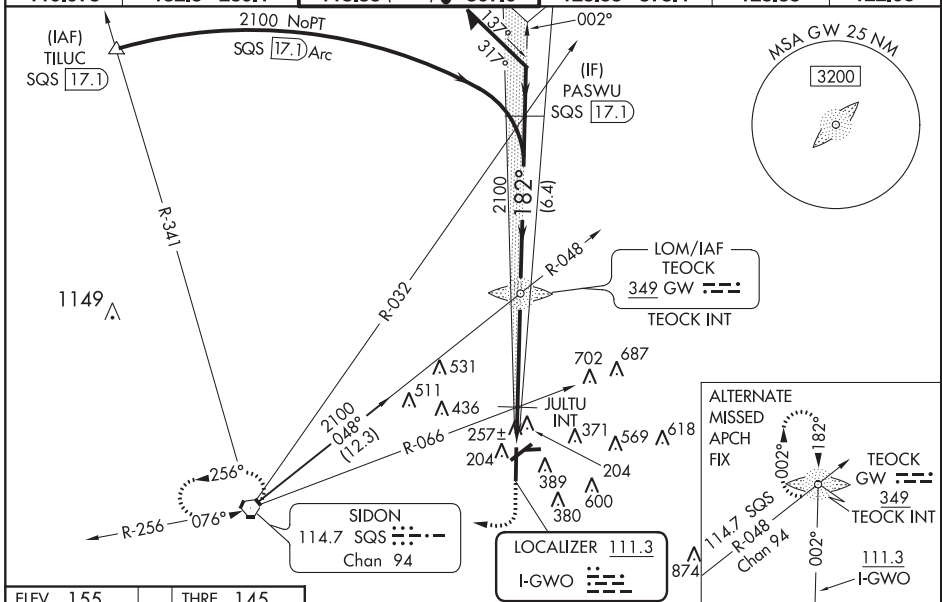
ILS or LOC RWY 18

GREENWOOD-LEFLORE (GWO)

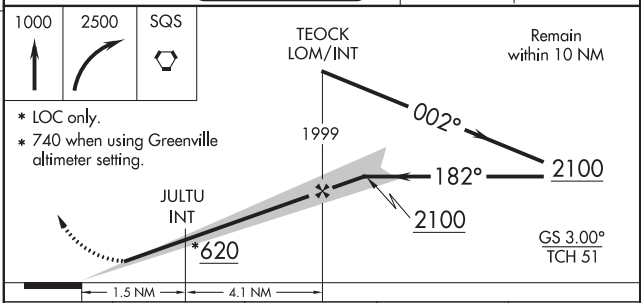
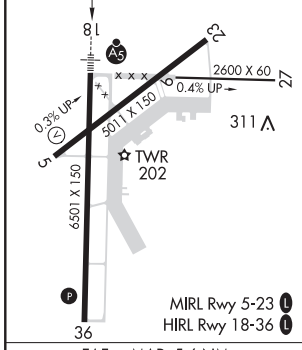
⚠ When local altimeter setting not received, use Greenville altimeter setting and increase DA to 579 feet and all visibilities ¼ mile; increase all MDA 120 feet and visibility Cat C and D ¼ mile, Circling visibility Cat C and D ½ mile. For inoperative MALSRS, increase S-LOC 18 Cat A and B visibility ¼ mile, S-LOC 18 Cat C and D visibility ¾ mile and JULTU fix minimums S-LOC 18 all Cats visibility ¼ mile. For inoperative MALSRS; when using Greenville altimeter setting, increase S-ILS 18 all Cats visibility ½ mile, S-LOC Cat A and B visibility ¼ mile and JULTU fix minimums Cat A and B visibility ¼ mile and Cat C and D visibility ¾ mile. Circling to Rwy 05/23/27 NA at night. Helicopter visibility reduction below ¾ SM not authorized.

MALSRS
⚠ MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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ELEV 155	THRE 145
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CATEGORY	A	B	C	D
S-ILS 18	471-¾ 326 (400-¾)			
S-LOC 18	620-¾	475 (500-¾)	620-1	475 (500-1)
CIRCLING	760-1	605 (700-1)	780-1¾ 625 (700-1¾)	780-2 625 (700-2)
JULTU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 18	520-¾ 375 (400-¾)			
CIRCLING	760-1	605 (700-1)	780-1¾ 625 (700-1¾)	780-2 625 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69526 W05A	APP CRS 053°	Rwy Idg THRE 140 Apt Elev 155	5011
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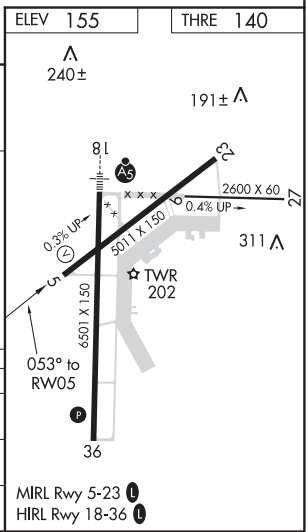
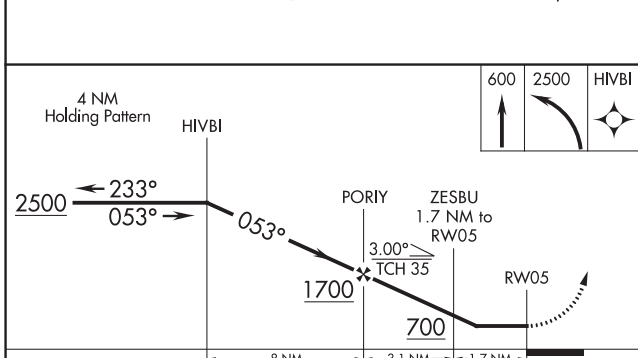
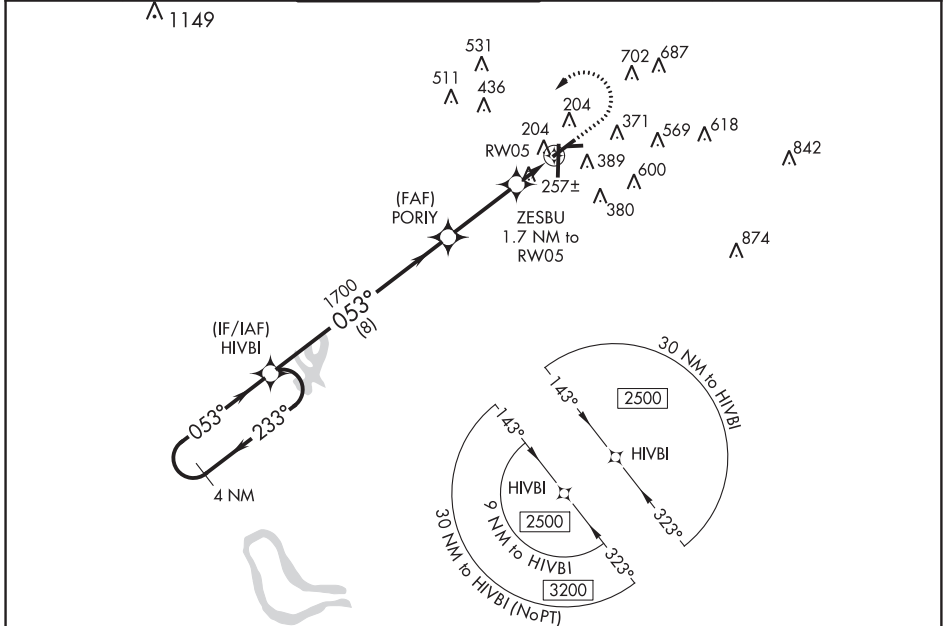
RNAV (GPS) RWY 5

GREENWOOD-LEFLORE (GWO)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 120 feet; increase LP Cats C and D visibility $\frac{3}{8}$ mile, LNAV Cat C and D visibility $\frac{1}{4}$ mile and Circling Cats C and D visibility $\frac{1}{2}$ mile. Rwy 5 Straight-in/Circling and Circling to Rwy 23/27 NA at night. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

▲ MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct HIVBI and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER * 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	520-1 380 (400-1)			
LNAV MDA	540-1	400 (400-1)	540-1 $\frac{1}{8}$	400 (400-1 $\frac{1}{8}$)
CIRCLING	760-1	605 (700-1)	780-1 $\frac{3}{4}$ 625 (700-1 $\frac{3}{4}$)	780-2 625 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 18

GREENWOOD-LEFLORE (GWO)

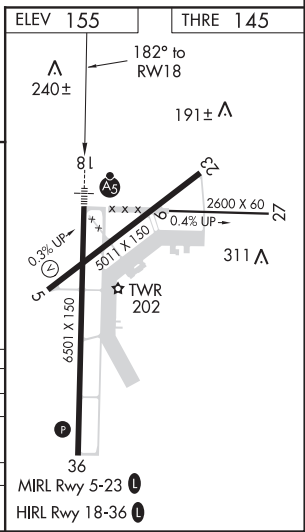
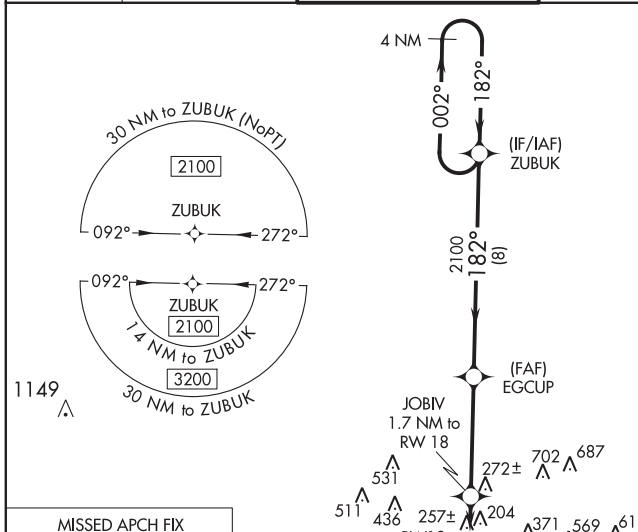
WAAS CH 50199 W18A	APP CRS 182°	Rwy ldg 6501 THRE 145 Apt Elev 155
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-8°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. For inop MALSR, when using Greenville altimeter setting, increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat A/B visibility 1/4 mile and LNAV Cat C/D visibility 3/8 mile. When local altimeter setting not received, use Greenville altimeter setting and increase all DA 108 ft and all MDA 120 ft and increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C/D visibility 1/4 mile and Circling Cat C/D visibility 1/2 mile. For inop MALSR, increase LNAV/VNAV and LNAV all Cats visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM not authorized. Circling to Rwy 05/23/27 NA at night.

MALSR

MISSED APPROACH:
Climb to 2100 direct YECUD and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER * 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	CLNC DEL 125.55	UNICOM 122.95
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2100	YECUD	*LNAV only.
JOBIV 1.7 NM to RW 18	EGCUP 2100	ZUBUK 2100
*1 NM to RW 18		4 NM Holding Pattern
RW18	*720	002° 182° 2100
1 NM	0.7 NM	4.3 NM
		8 NM
LPV DA	471-3/4	326 (400-3/4)
LNAV/VNAV DA	566-1	421 (500-1)
LNAV MDA	520-3/4	375 (400-3/4)
CIRCLING	760-1 605 (700-1)	780-1 3/4 625 (700-1 3/4)
		780-2 625 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69631 W36A	APP CRS 002°	Rwy Idg THRE 139 Apt Elev 155	6501
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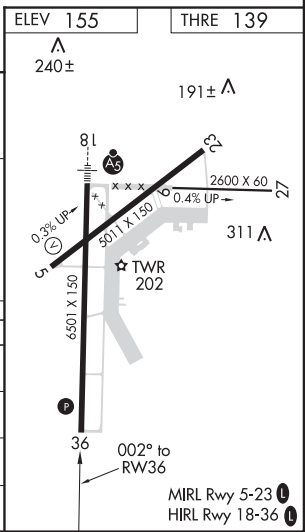
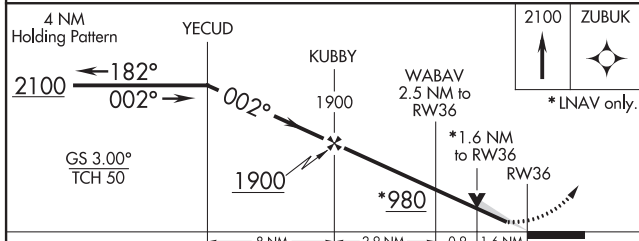
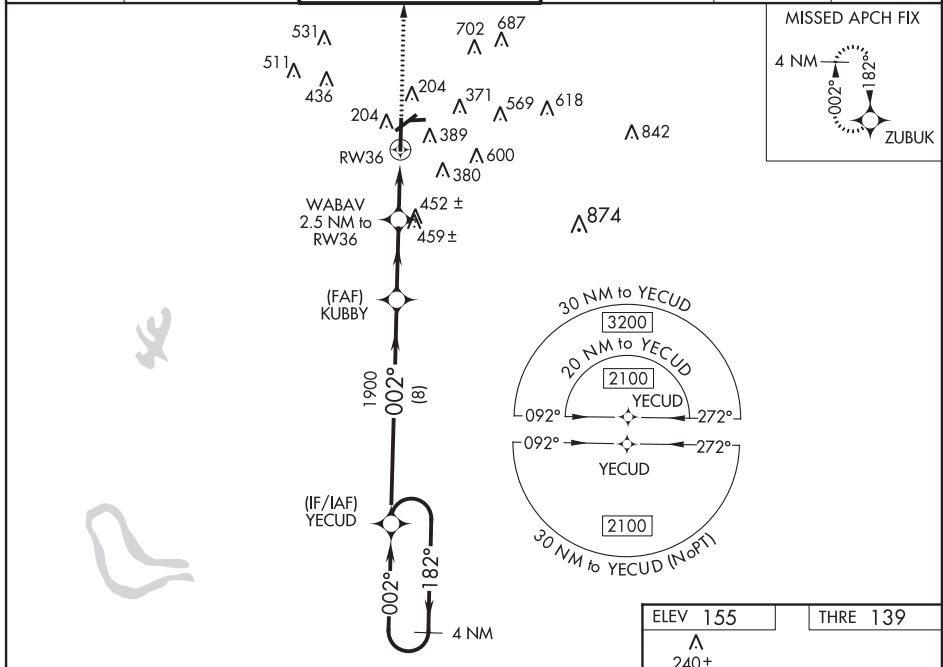
RNAV (GPS) RWY 36

GREENWOOD-LEFLORE (GWO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-8°F) or above 54°C (130°F).
 ▲ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Greenville altimeter setting. Circling Rwy 5/23/27 procedure NA at night. When local altimeter setting not received, use Greenville altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility 3/8 mile, and Circling Cat C/D visibility 1/2 mile.

MISSED APPROACH:
 Climb to 2100 direct ZUBUK and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER *	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) 0 367.6	125.55 373.4	125.55	122.95



CATEGORY	A	B	C	D
LPV DA	389-3/4		250 (300-3/4)	
LNAV/VNAV DA	555-1 3/8		416 (400-1 3/8)	
LNAV MDA	700-1	561 (600-1)	700-1 5/8	561 (600-1 5/8)
CIRCLING	760-1	605 (700-1)	780-1 3/4 625 (700-1 3/4)	780-2 625 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC SQS	APP CRS	Rwy Idg	5011
114.7	076°	TDZE	149
Chan 94		Apt Elev	155

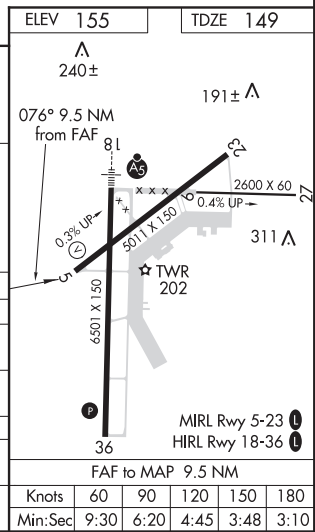
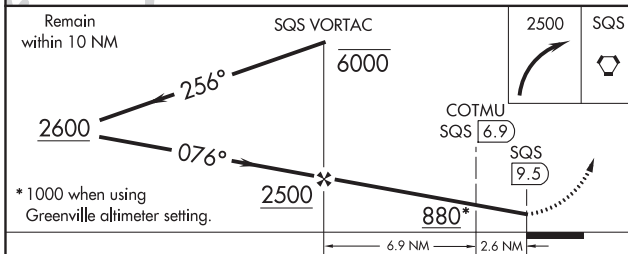
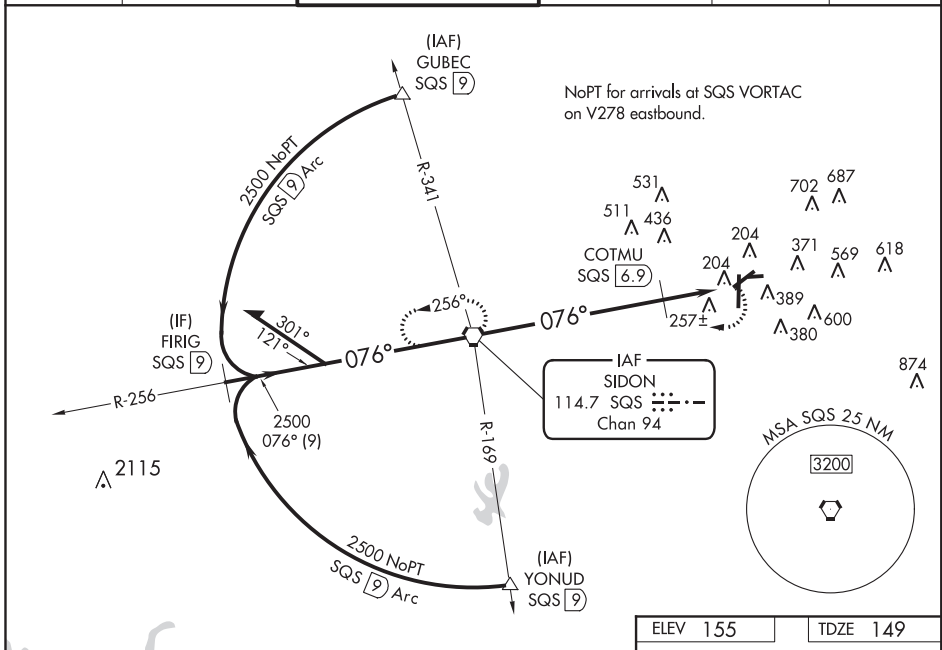
VOR RWY 5

GREENWOOD-LEFLORE (GWO)

- When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 120 feet and S-5 visibility Cat C/D and Circling Cat C 1/2 mile, increase COTMU Fix minimums S-5 Cat C/D visibility 1/4 mile and Circling Cat C visibility 1/2 mile.
- Rwy 5 Straight-in and Circling and Circling to Rwy 23/27 NA at night.
- Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER *	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) 367.6	125.55 373.4	125.55	122.95



CATEGORY	A	B	C	D
S-5	880-1	731 (800-1)	880-2	731 (800-2)
C CIRCLING	880-1	725 (800-1)	1000-2½ 845 (900-2½)	1120-3 965 (1000-3)
COTMU FIX MINIMUMS (DME REQUIRED)				
S-5	600-1	451 (500-1)	600-1¾	451 (500-1¾)
C CIRCLING	760-1	605 (700-1)	1000-2½ 845 (900-2½)	1120-3 965 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

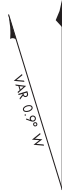
AIRPORT DIAGRAM

GREENWOOD-LEFLORE (GWO)
GREENWOOD, MISSISSIPPI

AL-181 (FAA)

ASOS
119.975
GREENWOOD TOWER *
118.35 367.6
GND CON
125.55 373.4
CLNC DEL
125.55

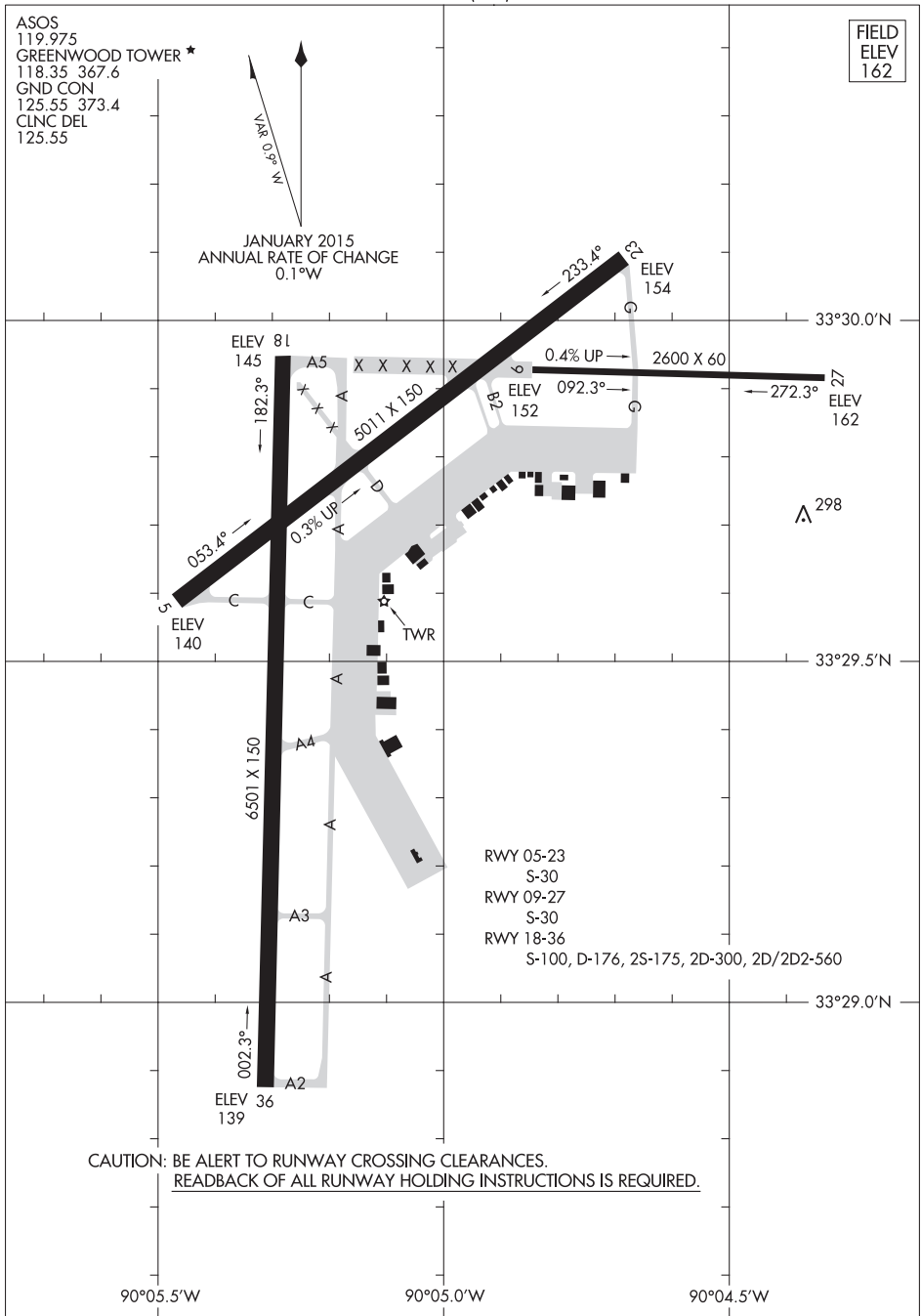
FIELD
ELEV
162



 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1°W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

GREENWOOD, MISSISSIPPI
GREENWOOD-LEFLORE (GWO)

APP CRS	Rwy Idg	4998
051°	TDZE	197
	Apt Elev	208

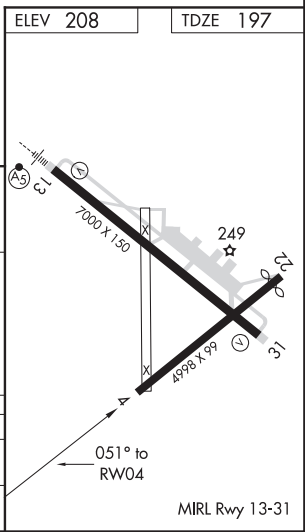
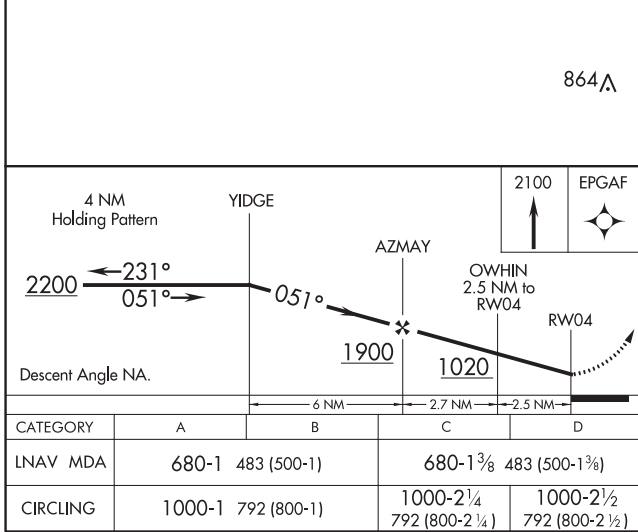
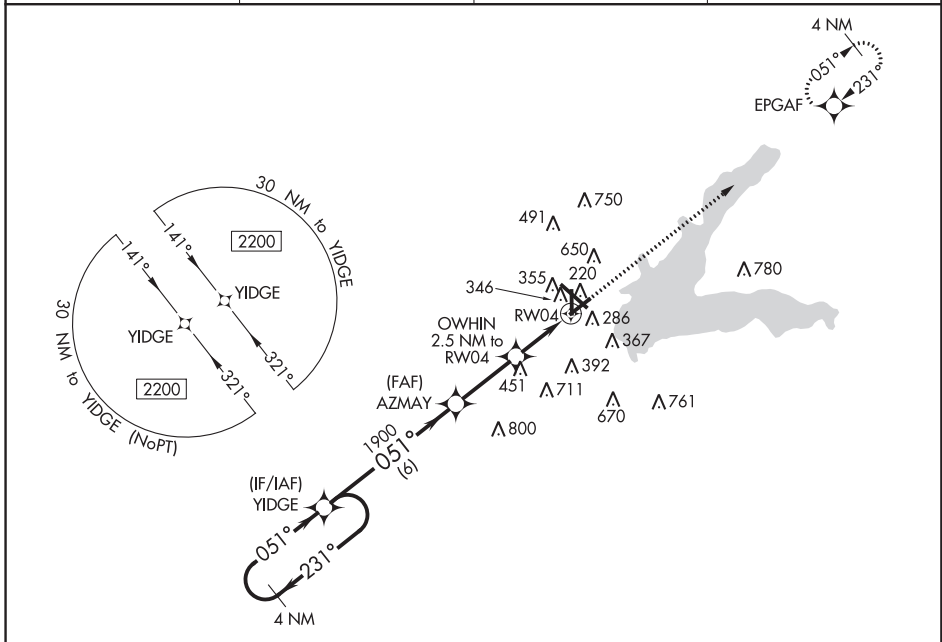
RNAV (GPS) RWY 4

GRENADA MUNI (GNF)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDA 80 feet, and increase LNAV visibility Cats C and D ¼ mile, increase Circling visibility all Cats ¼ mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 4, 22 NA.

⚠ MISSED APPROACH: Climb to 2100 direct EPGAF and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GRENADA, MISSISSIPPI

AL-6569 (FAA)

15260


WAAS CH 97328 W13A	APP CRS 131°	Rwy Idg 7000 TDZE 208 Apt Elev 208
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RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

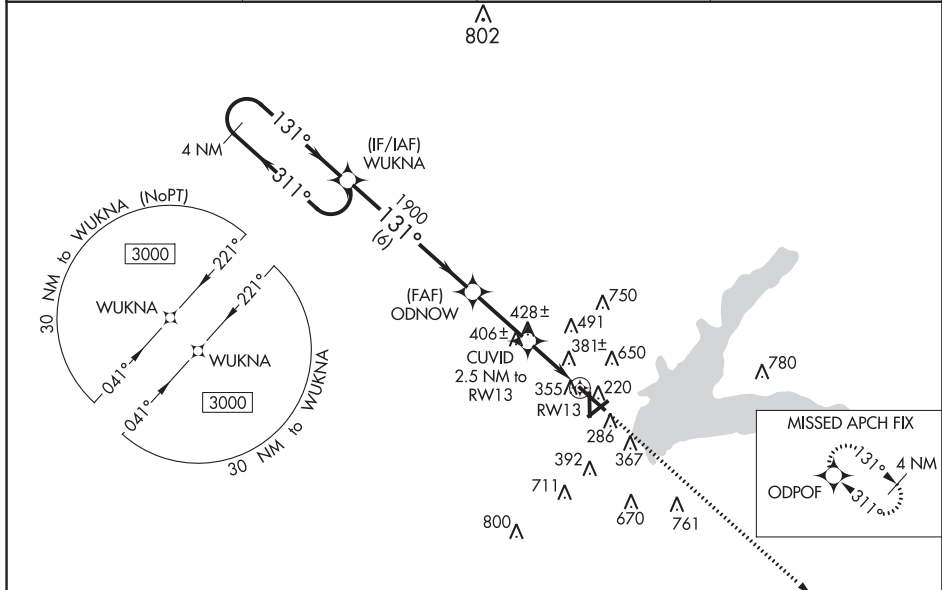
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (15°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night Landing: Rwy 4, 22 NA. Baro-VNAV and VDP NA when using Greenwood altimeter setting. For inoperative MALS, increase LNAV/VNAV all Cats visibility to 1½ miles, and LNAV Cat C/D visibility to 1¾ miles. When local altimeter setting not received, use Greenwood altimeter setting and increase all DA/MDA 80 feet, and all visibilities ¼ mile.

MALS



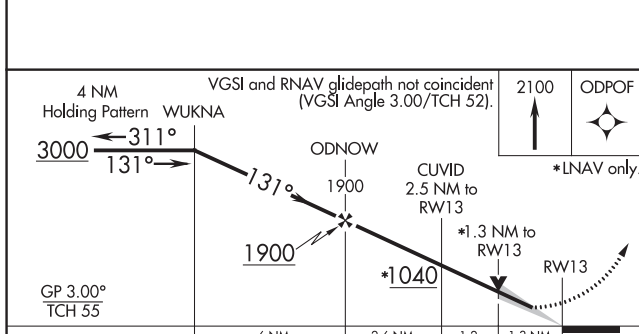
MISSED APPROACH:
Climb to 2100 direct ODPOF and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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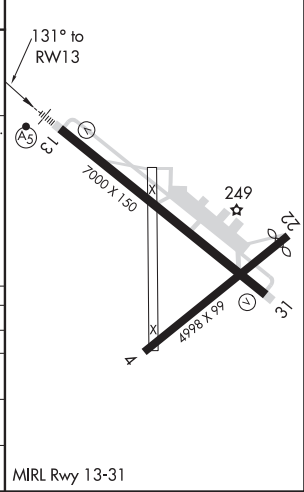
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 208	TDZE 208
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CATEGORY	A	B	C	D
LPV DA		453-½	245 (300-½)	
LNAV/VNAV DA		666-1⅛	458 (500-1⅛)	
LNAV MDA	680-½	472 (500-½)	680-1	472 (500-1)
CIRCLING	1000-1	792 (800-1)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)



GRENADA, MISSISSIPPI
Amdt 1A 17SEP15

33°50'N-89°48'W

GRENADA MUNI (GNF)

RNAV (GPS) RWY 13

APP CRS	Rwy Idg	4726
231°	TDZE	201
	Apt Elev	208

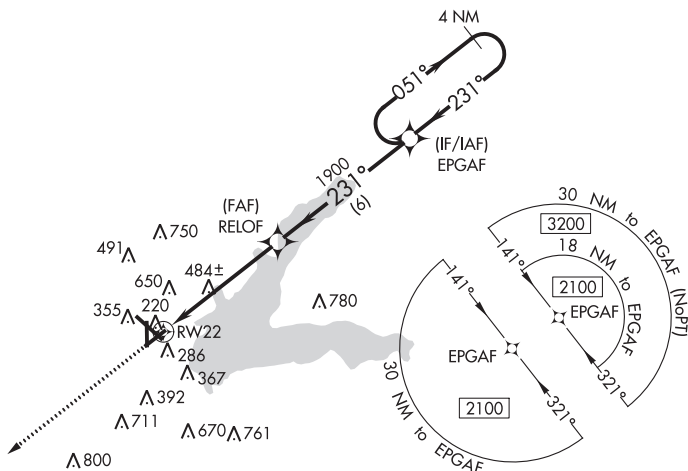
RNAV (GPS) RWY 22

GRENADA MUNI (GNF)

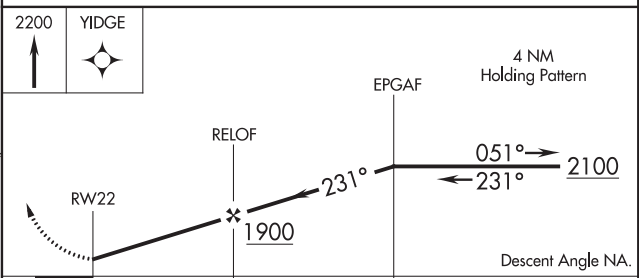
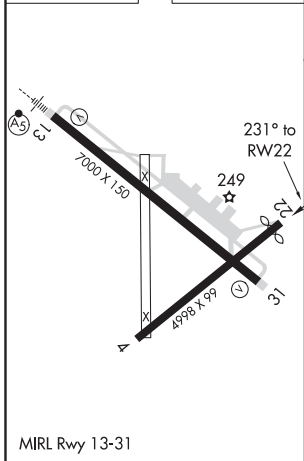
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ NA When local altimeter setting not received, use Greenwood altimeter setting and increase all MDA 80 feet, and all visibilities ¼ mile. Night Landing: Rwy 4, 22 NA.

MISSED APPROACH: Climb to 2200 direct YIDGE and hold.

AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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ELEV 208	TDZE 201
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CATEGORY	A	B	C	D
LNAV MDA	740-1	539 (600-1)	740-1½	539 (600-1½)
CIRCLING	1000-1	792 (800-1)	1000-2¼ 792 (800-2¼)	1000-2½ 792 (800-2½)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GRENADA, MISSISSIPPI

AL-6569 (FAA)

15260

WAAS CH 40029 W31A	APP CRS 311°	Rwy Idg 7000 TDZE 202 Apt Elev 208
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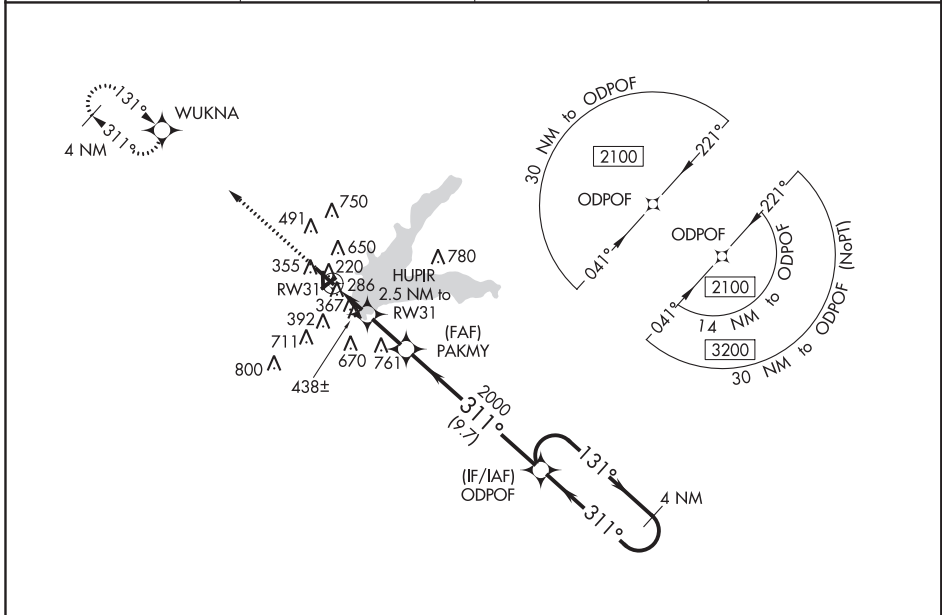
RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

▼ Baro-VNAV NA when using Greenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (15°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received use Greenwood altimeter setting: increase LPV DA to 574, LNAV/VNAV DA to 740 feet and all visibilities 1/4 mile; increase all MDA 80 feet and LNAV visibility Cats C and D 1/4 mile, Circling visibility all Cats 1/4 mile. Night Landing: Rwy 4, 22 NA.

▲NA MISSED APPROACH: Climb to 3000 direct WUKNA and hold.

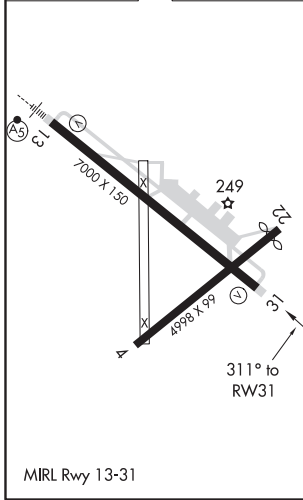
AWOS-3 118.025	MEMPHIS CENTER 128.5 381.4	GCO 121.72	UNICOM 122.8 (CTAF)
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 208	TDZE 202
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ELEV 208		TDZE 202	
▲1025			
3000	WUKNA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 56).	
↑	✦	PAKMY	4 NM Holding Pattern
*LNAV only.		HUPIR	2000
RW31		2.5 NM to RW31	ODPOF
*1080		2000	131° → 2100
← 311°		9.7 NM	← 311°
2.5 NM		2.8 NM	GP 3.10°
			TCH 59
CATEGORY	A	B	C
LPV DA	513-1		311 (400-1)
LNAV/VNAV DA	679-1½ 477 (500-1½)		
LNAV MDA	720-1	518 (600-1)	720-1¼ 518 (600-1¼)
CIRCLING	1000-1	792 (800-1)	1000-2½ 792 (800-2½)

GRENADA, MISSISSIPPI
Amdt 1A 17SEP15

33°50'N-89°48'W

GRENADA MUNI (GNF)

RNAV (GPS) RWY 31

LOC I-GPT 110.9	APP CRS 133°	Rwy Idg TDZE Apt Elev	9002 27 29
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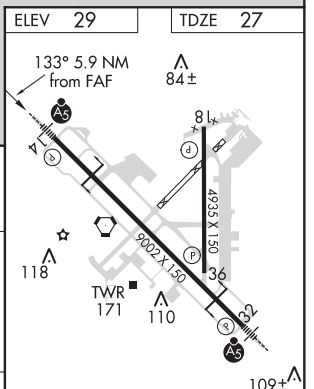
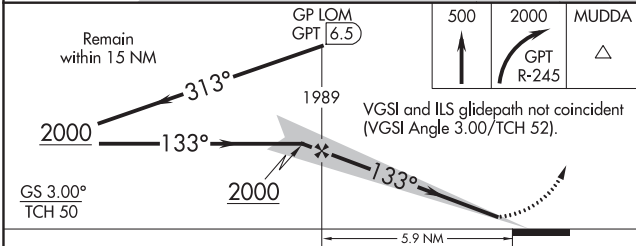
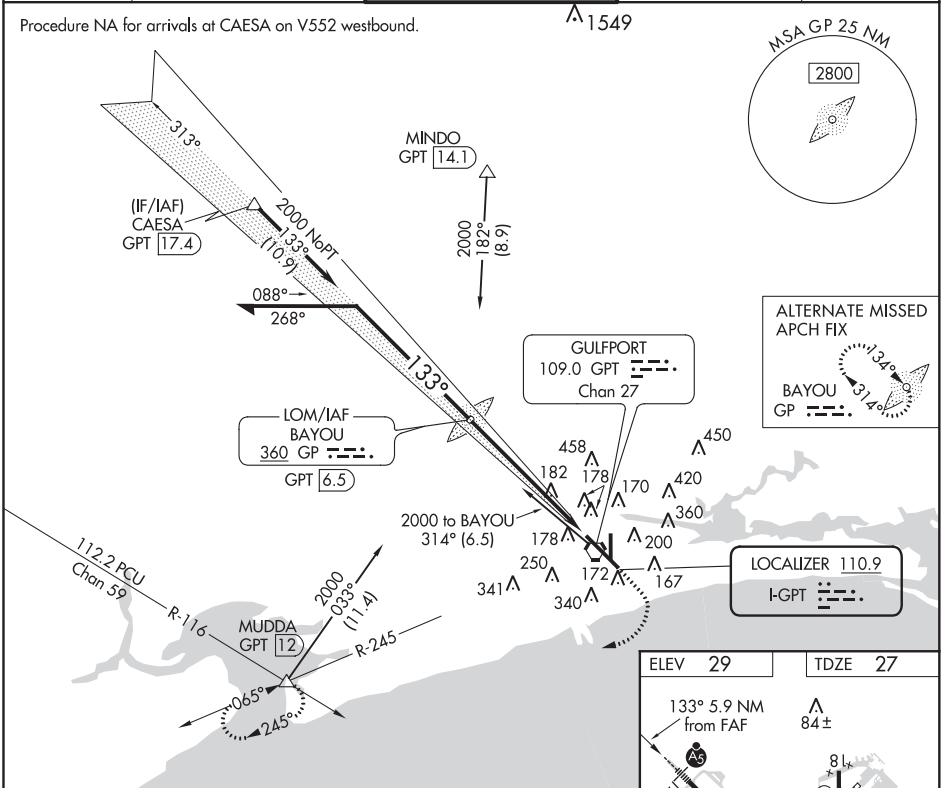
ILS or LOC RWY 14

GULFPORT-BILOXI INTL (GPT)

ASR For inop MALS increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1/2 mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALS R 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.
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ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA on V552 westbound.



CATEGORY	A	B	C	D	E
S-ILS 14	*227/24 200 (200-1/2)				
S-LOC 14	440/24	413 (500-1/2)	440/40 413 (500-3/4)	440/50 413 (500-1)	
CIRCLING	500-1 471 (500-1)	660-1 631 (700-1)	660-1 3/4 631 (700-1 3/4)	660-2 631 (700-2)	820-2 3/4 791 (800-2 3/4)

HIRL Rwy 14-32 and 18-36
FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GULFPORT, MISSISSIPPI

AL-576 (FAA)

15176

LOC I-UXI 108.3	APP CRS 313°	Rwy Idg TDZE Apt Elev	9002 28 28
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ILS or LOC RWY 32

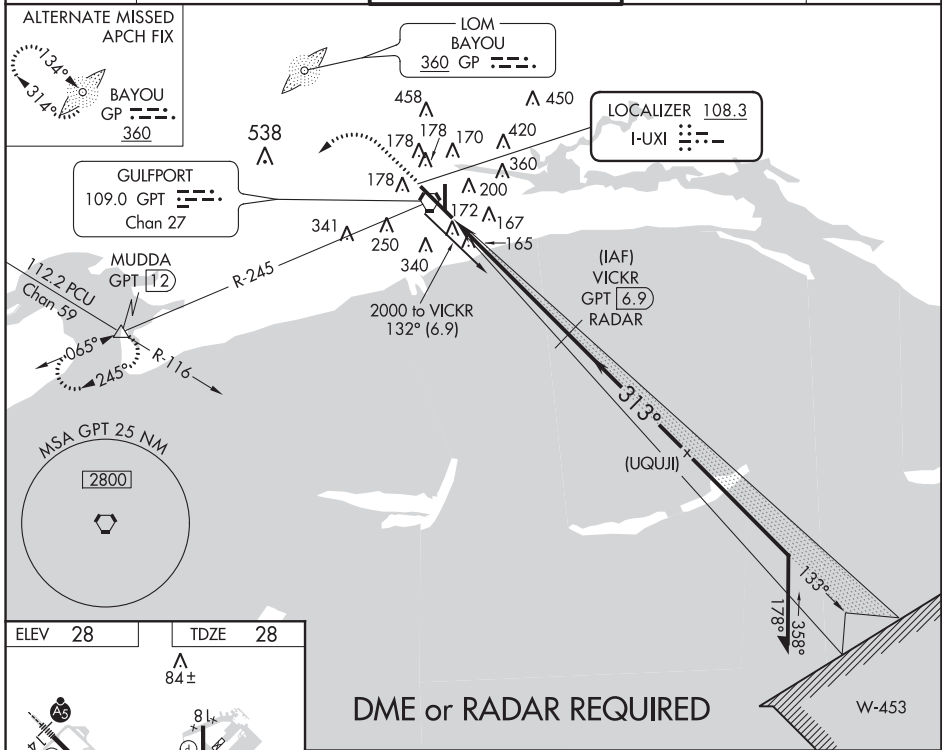
GULFPORT-BILOXI INTL (GPT)

⚠ DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required. For inop MALS, increase S-LOC 32 Cat A/B/C visibility to RVR 5000, and Cat E to RVR 6000. Visibility reduction by helicopters NA.
⚠ Inop table does not apply to S-ILS 32. DME or radar required, except DME required when control tower closed.



MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/GPT 12 DME and hold.

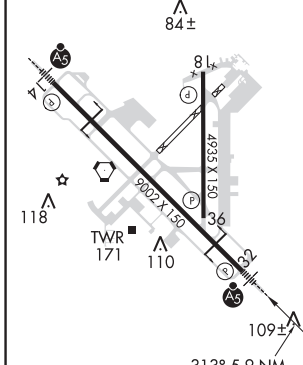
ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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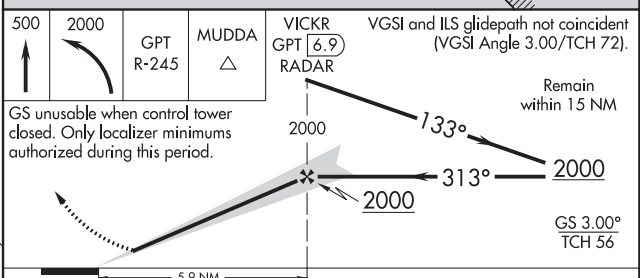
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 28	TDZE 28
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 32		228/40	200 (200-¾)		
S-LOC 32		380/40	352 (400-¾)		
CIRCLING	500-1	560-1	640-1¾	660-2	820-2¾
	472 (500-1)	532 (600-1)	612 (700-1¾)	632 (700-2)	792 (800-2¾)

GULFPORT, MISSISSIPPI
 Amdt 4C 17NOV11

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT) ILS or LOC RWY 32

WAAS CH 97301 W14A	APP CRS 133°	Rwy Idg TDZE Apt Elev	9002 27 28
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RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

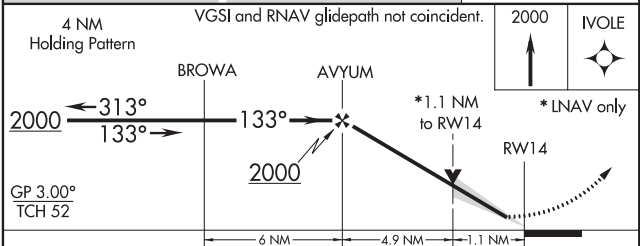
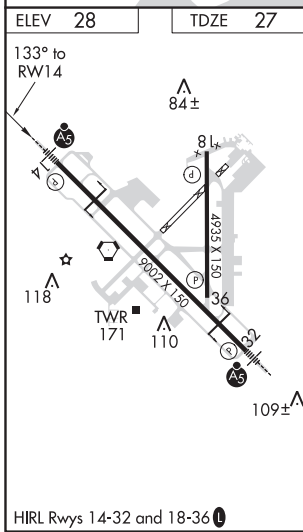
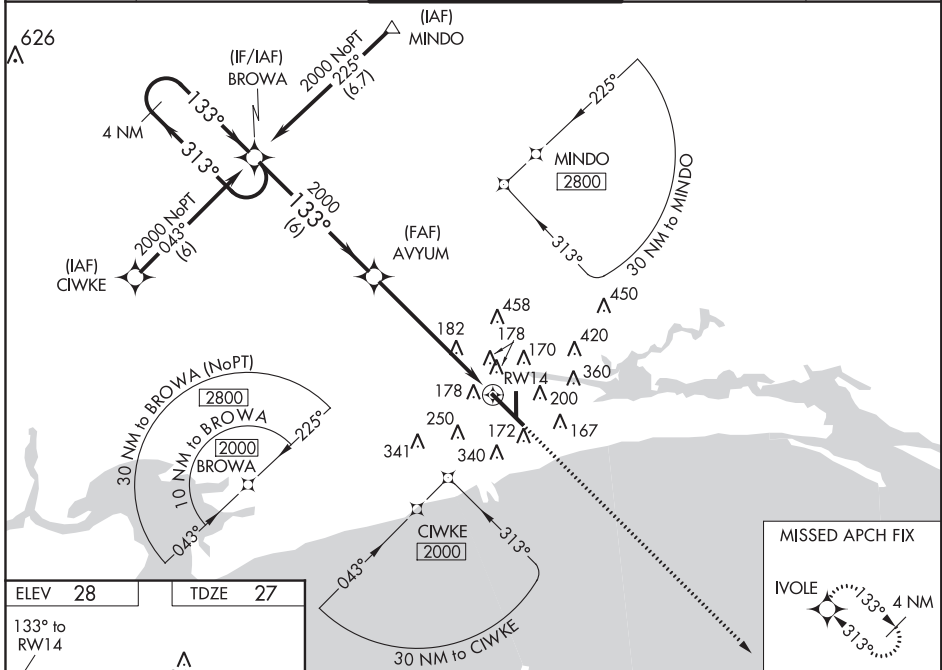
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase Circling Cat C and D visibility ¼ mile.

ASR For inoperative MALSRL increase LNAV Cat D visibility to RVR 6000. For inoperative MALSRL when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSRL

MISSED APPROACH:
Climb to 2000 direct IVOLE and hold.

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		227/24	200 (200-½)	
LNAV/VNAV DA		464/50	437 (500-1)	
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GULFPORT, MISSISSIPPI

AL-576 (FAA)

15176

WAAS CH 69512 W18A	APP CRS 178°	Rwy Idg 4935 TDZE 27 Apt Elev 28
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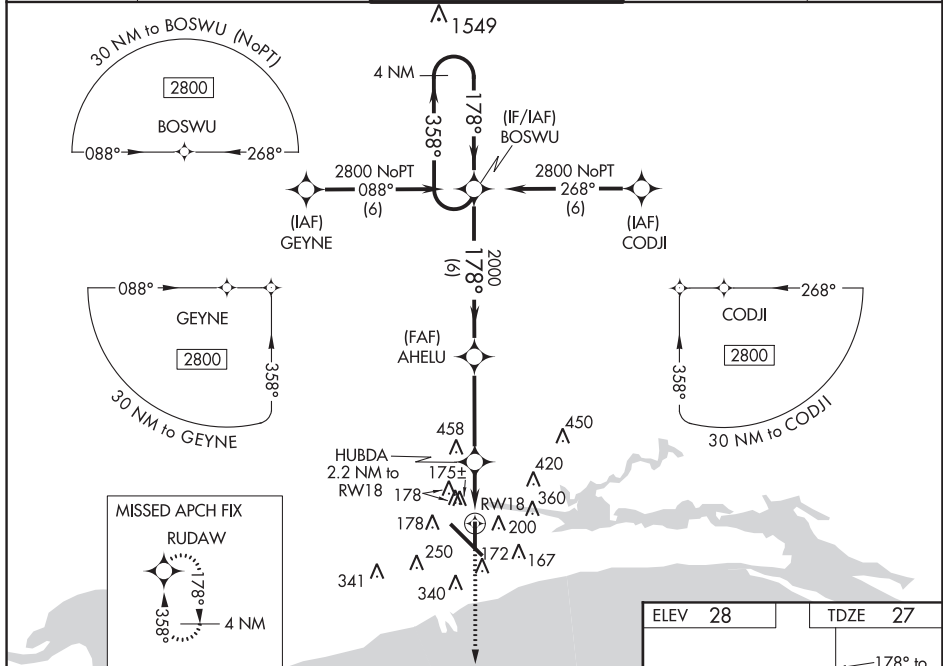
RNAV (GPS) RWY 18

GULFPORT-BILOXI INTL (GPT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

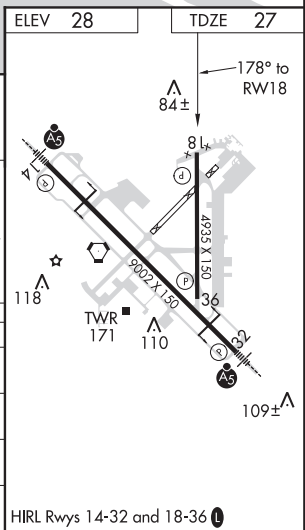
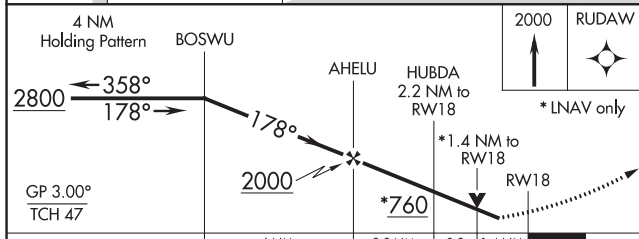
ASR MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	306-1 279 (300-1)			
LNAV/VNAV DA	464-1½ 437 (500-1½)			
LNAV MDA	500-1	473 (500-1)	500-1¼ 473 (500-1¼)	500-1½ 473 (500-1½)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

GULFPORT, MISSISSIPPI
Amdt 1A 24JUL14

30°24'N-89°04'W

RNAV (GPS) RWY 18

WAAS CH 56207 W32A	APP CRS 313°	Rwy Idg 9002 TDZE 28 Apt Elev 28
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RNAV (GPS) RWY 32

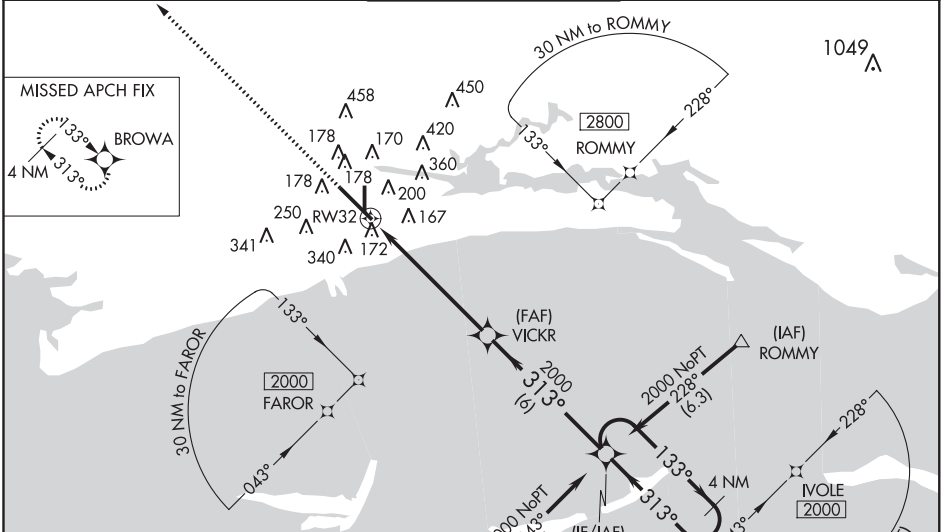
GULFPORT-BILOXI INTL (GPT)

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase Circling visibility Cat C to 2 and Cat D to 2½ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSRS, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSRS when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

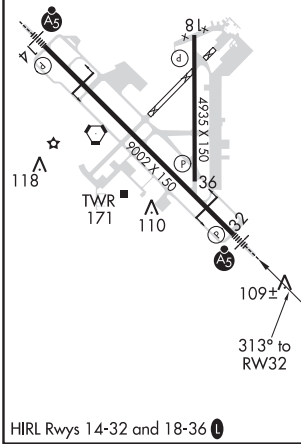
MALSRS

MISSED APPROACH:
Climb to 2000 direct BROWA and hold.

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28	TDZE 28
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2000 BROWA VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).

4 NM Holding Pattern

* RNAV only

* 1.2 NM to RW32

GP 3.00° TCH 56

CATEGORY	A	B	C	D
LPV DA		228/40	200 (200-¾)	
LNAV/VNAV DA		525/60	497 (500-1¼)	
LNAV MDA		460/40	432 (500-¾)	460/50 432 (500-1)
CIRCLING	500-1 472 (500-1)	560-1 532 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

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SC-4, 10 NOV 2016 to 05 JAN 2017

GULFPORT, MISSISSIPPI

AL-576 (FAA)

15176

WAAS CH 42812 W36A	APP CRS 358°	Rwy Idg 4935 TDZE 28 Apt Elev 28
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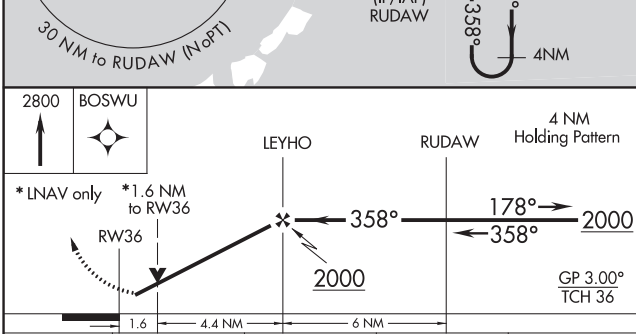
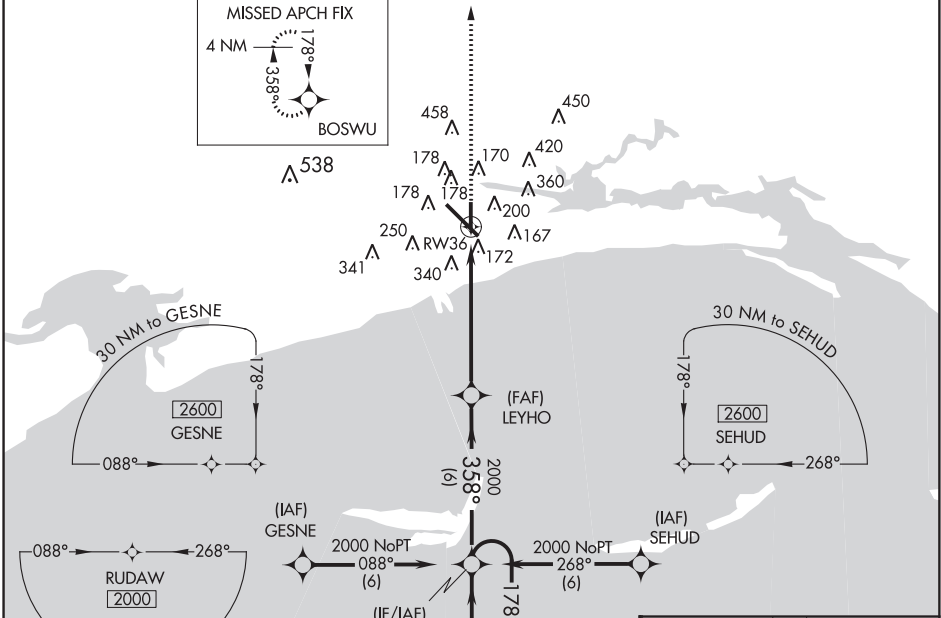
RNAV (GPS) RWY 36

GULFPORT-BILOXI INTL (GPT)

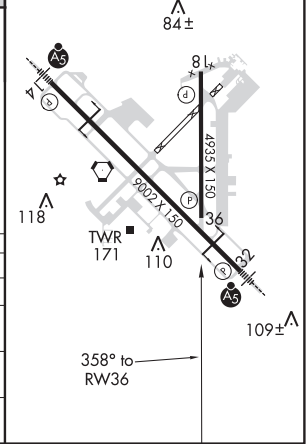
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH:
Climb to 2800 direct BOSWU and hold.

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28	TDZE 28
HIRL Rwy 14-32 and 18-36	



CATEGORY	A	B	C	D
LPV DA	328-1 300 (300-1)			
LNAV/VNAV DA	660-2¼ 632 (700-2¼)			
LNAV MDA	580-1	552 (600-1)	580-1½ 552 (600-1½)	580-1¾ 552 (600-1¾)
CIRCLING	580-1	552 (600-1)	640-1¾ 612 (700-1¾)	660-2 632 (700-2)

GULFPORT, MISSISSIPPI
Amdt 1 24JUL14

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT) RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

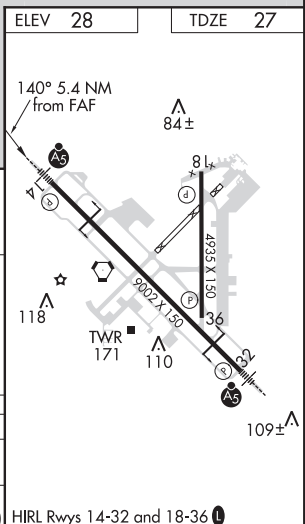
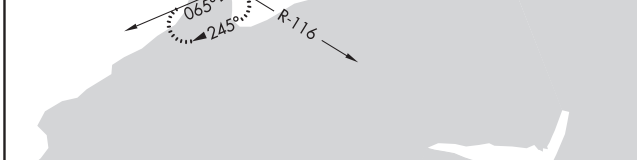
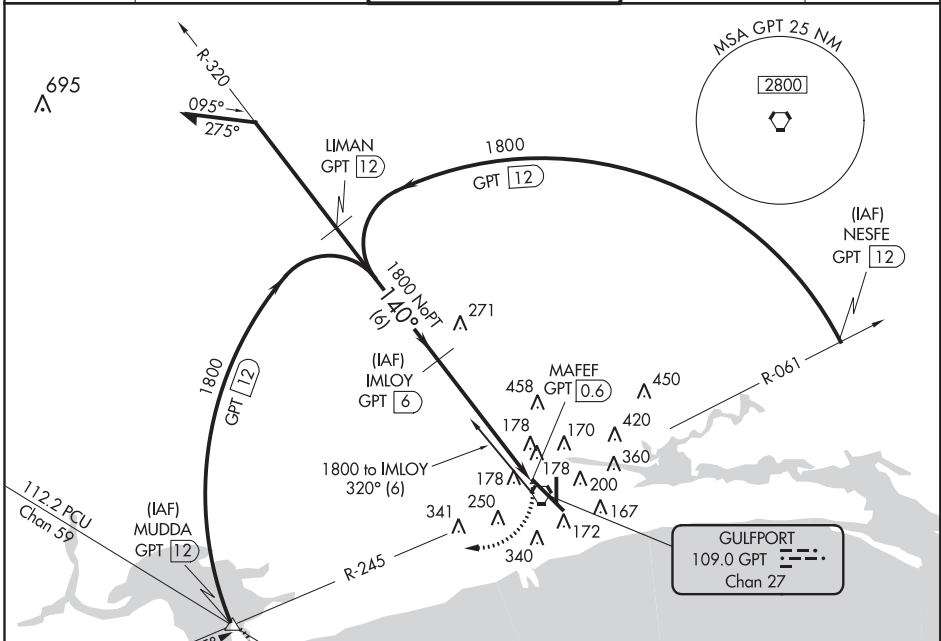
VORTAC GPT 109.0 Chan 27	APP CRS 140°	Rwy Idg TDZE 9002 27 Apt Elev 28
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VOR/DME or TACAN RWY 14

GULFPORT-BILOXI INTL (GPT)

<p>For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1/2 mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.</p>

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Remain within 15 NM	IMLOY GPT 6	2000	GPT R-245	MUDDA
1800	320°	140°	1800	140°
		2.99 NM TCH 52	GPT 1.7	MAFEF GPT 0.6
		4.2 NM	1.2 NM	

CATEGORY	A	B	C	D	E
S-14	440/24	413 (500-1/2)	440/40 413 (500-3/4)	440/50	413 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 3/4 632 (700-1 3/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GULFPORT, MISSISSIPPI

AL-576 (FAA)

15176

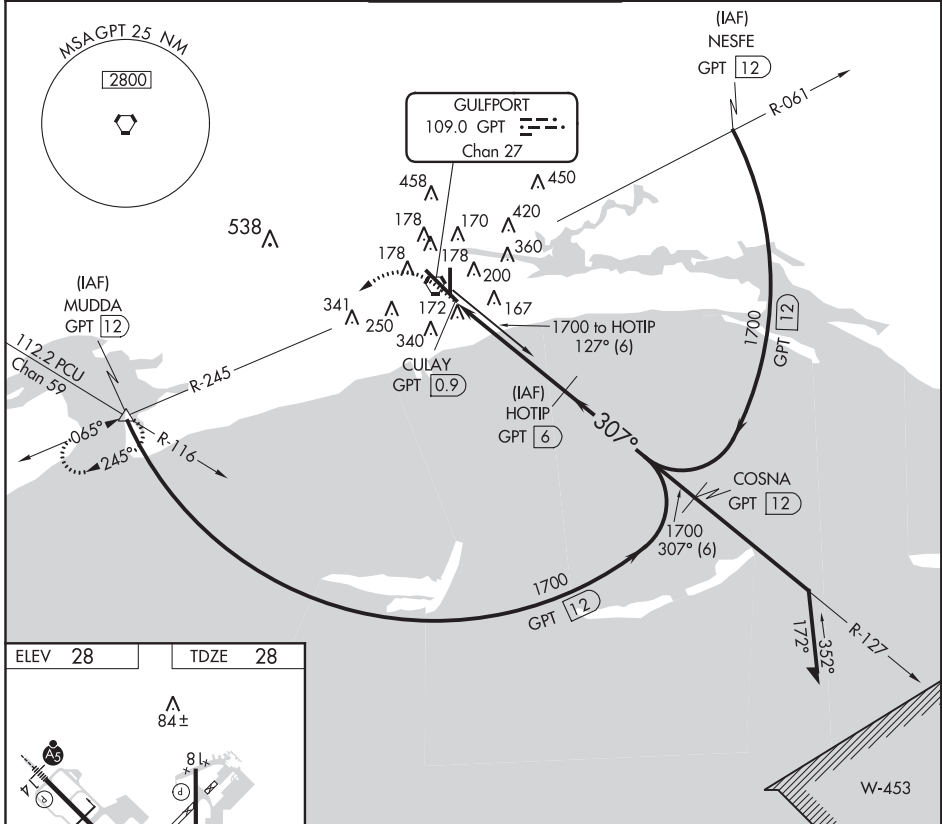
VORTAC GPT 109.0 Chan 27	APP CRS 307°	Rwy Idg TDZE Apt Elev	9002 28 28
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VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)

For inop MALS R increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1 1/2 miles. Visibility reduction by helicopters NA.	MALS R ASR	MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA INT/GPT 12 DME and hold.

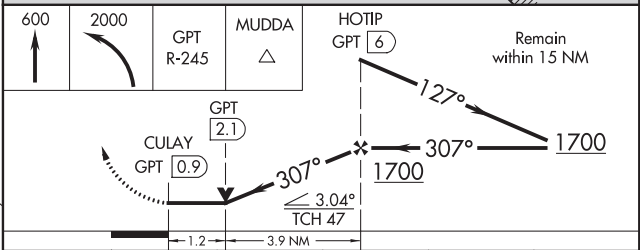
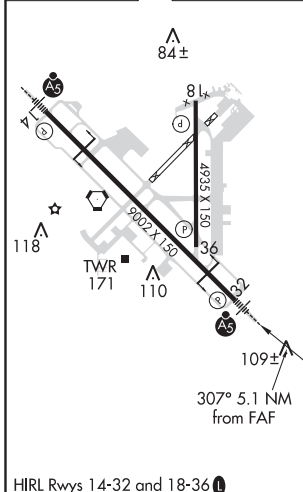
ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 28	TDZE 28
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CATEGORY	A	B	C	D	E
S-32	440/40	412 (500-3/4)		440/50	412 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1 3/4 632 (700-1 3/4)	660-2 632 (700-2)	820-2 3/4 792 (800-2 3/4)

GULFPORT, MISSISSIPPI
Amdt 4B 07APR11

30°24'N-89°04'W

VOR/DME or TACAN RWY 32

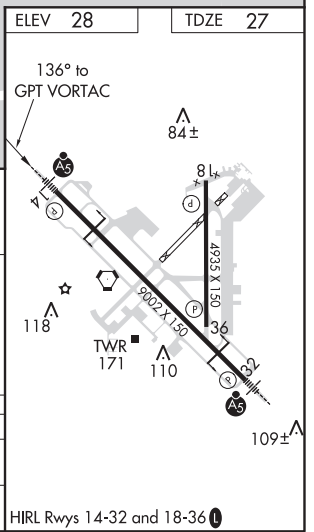
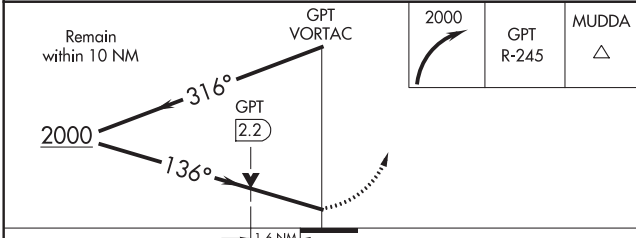
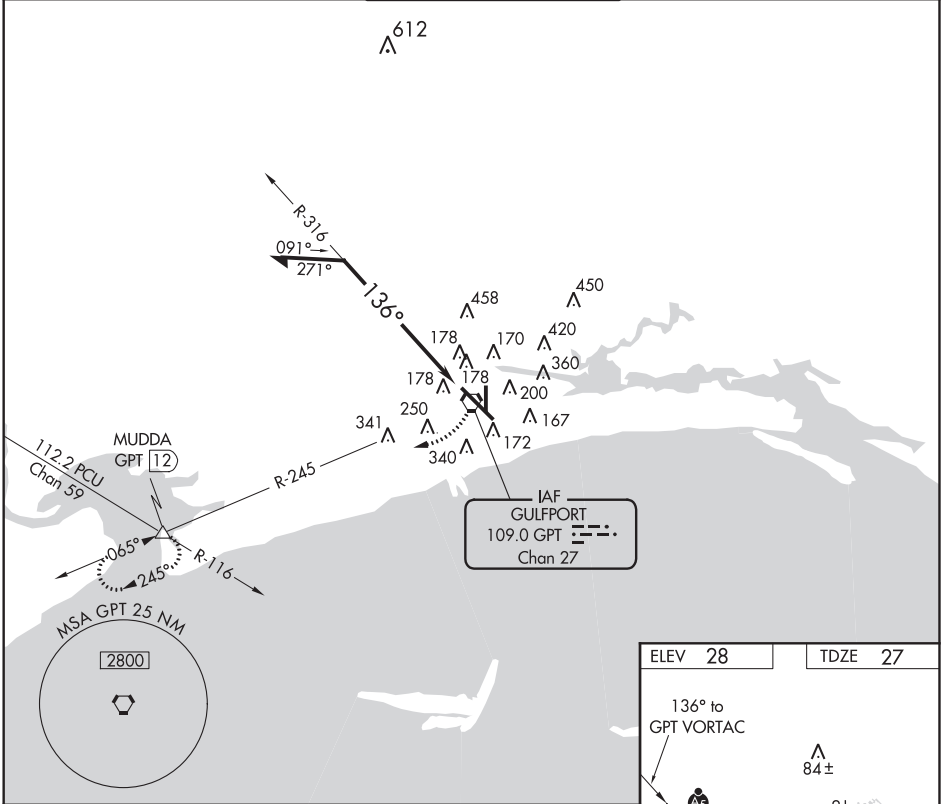
GULFPORT-BILOXI INTL (GPT)

VORTAC GPT 109.0 Chan 27	APP CRS 136°	Rwy Idg TDZE Apt Elev	9002 27 28
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VOR RWY 14
GULFPORT-BILOXI INTL (GPT)

ASR	MALSR 	MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.
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ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 339.8	GND CON 120.4 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-14	580/24 553 (600-½)		580/50 553 (600-1)	580/60 553 (600-1½)
CIRCLING	580-1 552 (600-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

GULFPORT, MISSISSIPPI

AL-576 (FAA)

15176

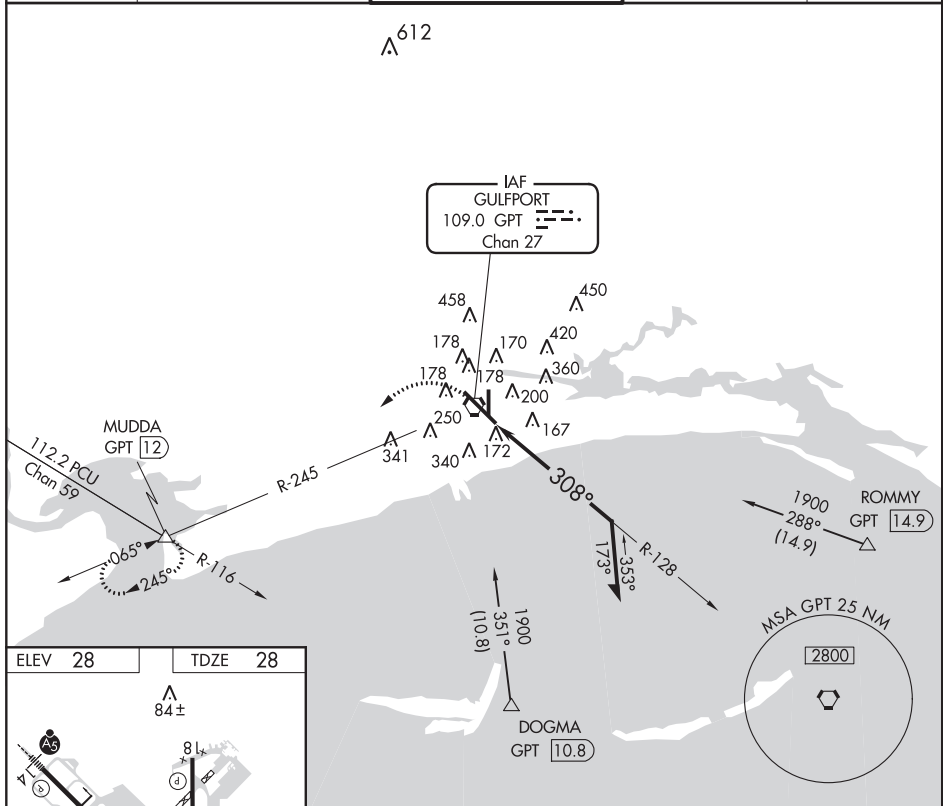
VORTAC GPT 109.0 Chan 27	APP CRS 308°	Rwy Idg TDZE 28 Apt Elev 28	9002
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VOR RWY 32

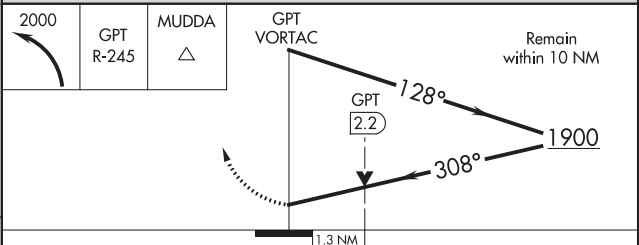
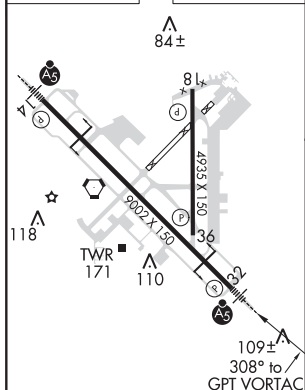
GULFPORT-BILOXI INTL (GPT)

<p>For inoperative MALS R increase S-32 Cats A and B visibility to RVR 5000. ASR Visibility reduction by helicopters NA.</p>		<p>MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA INT/12 DME and hold.</p>	

<p>ATIS 119.45</p>	<p>GULFPORT APP CON * 127.5 254.25</p>	<p>GULFPORT TOWER * 123.7 (CTAF) 339.8</p>	<p>GND CON 120.4 348.6</p>	<p>UNICOM 122.95</p>
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ELEV 28	TDZE 28
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CATEGORY	A	B	C	D
S-32	480/40	452 (500-¾)		480/50 452 (500-1)
CIRCLING	500-1 472 (500-1)	660-1 632 (700-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)

GULFPORT, MISSISSIPPI
Amdt 21B 07APR11

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT) VOR RWY 32

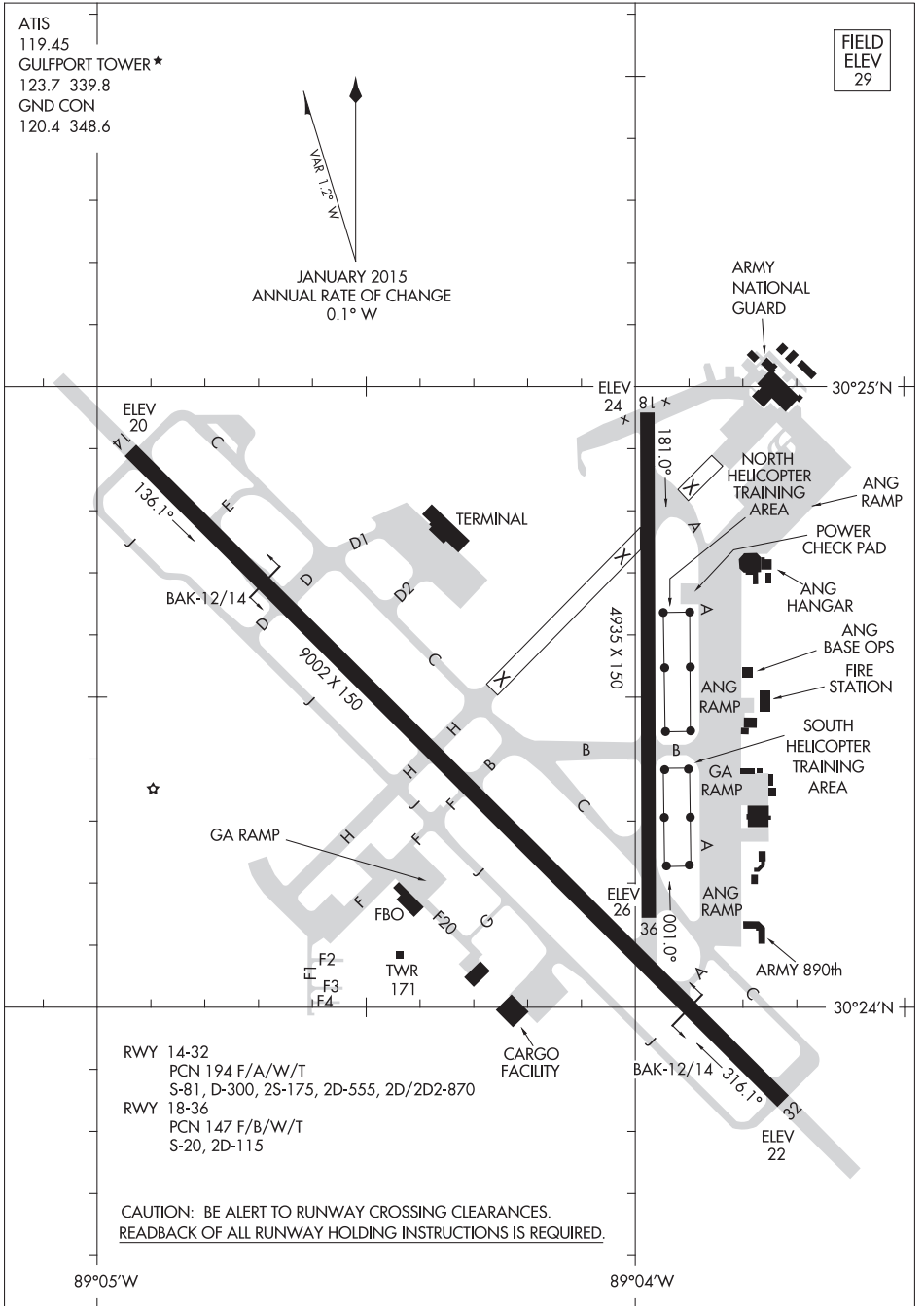
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

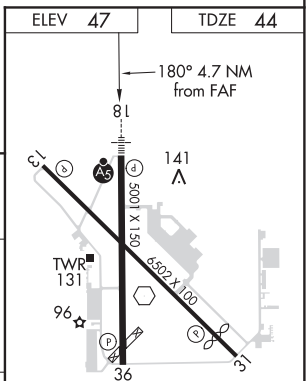
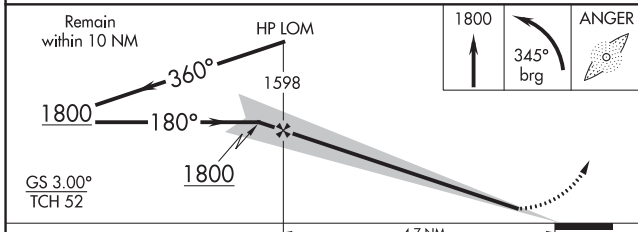
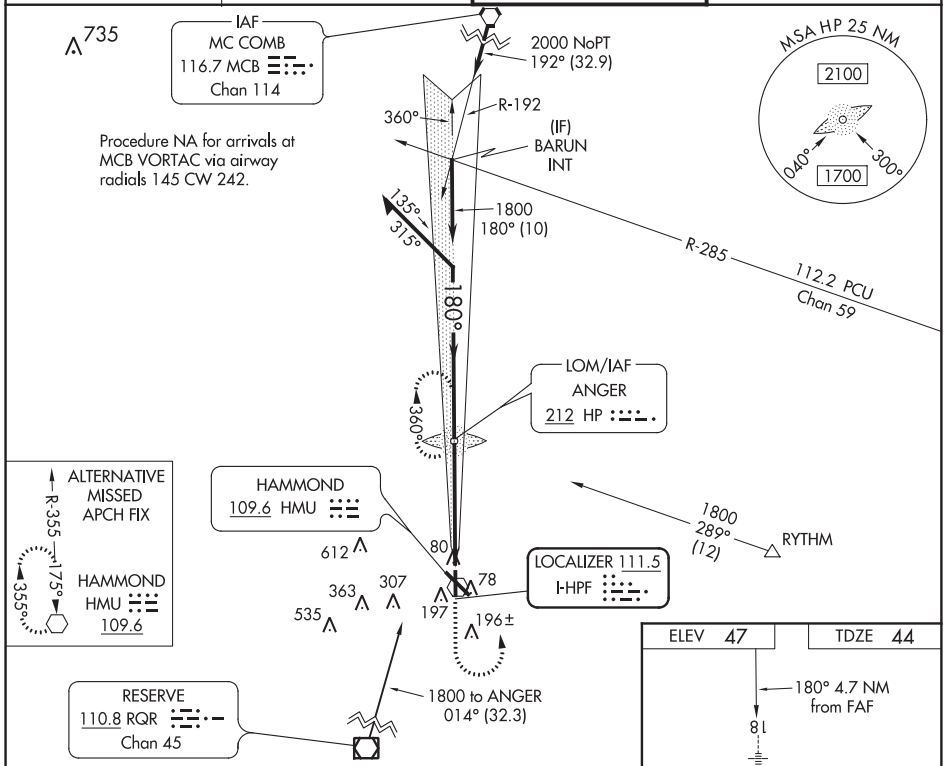
GULFPORT, MISSISSIPPI
GULFPORT-BILOXI INTL (GPT)

LOC I-HPF 111.5	APP CRS 180°	Rwy Idg 5001
		TDZE 44
		Apt Elev 47

ILS or LOC RWY 18
HAMMOND NORTHSORE RGNL (HDC)

<p>ADF Required. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet, and all MDA 100 feet, increase S-LOC 18 Cat C/D visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSRR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility to 1 mile.</p>		<p>MISSED APPROACH: Climb to 1800 then left turn via 345° bearing to ANGER LOM and hold.</p>

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER * 120.575 (CTAF)	GND CON 119.85
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CATEGORY	A	B	C	D
S-ILS 18		244-½ 200 (200-½)		
S-LOC 18		440-½ 396 (400-½)		440-¾ 396 (400-¾)
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

REIL Rwys 13, 31 and 36				
MIRL Rwys 13-31 and 18-36				
FAF to MAP 4.7 NM				
Knots	60	90	120	150 180
Min:Sec	4:42	3:08	2:21	1:53 1:34

SC-4, 10 NOV 2016 to 05 JAN 2017


SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45818 W18A	APP CRS 180°	Rwy Idg 5001 TDZE 44 Apt Elev 47
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RNAV (GPS) RWY 18

HAMMOND NORTHSHORE RGNL (HDC)

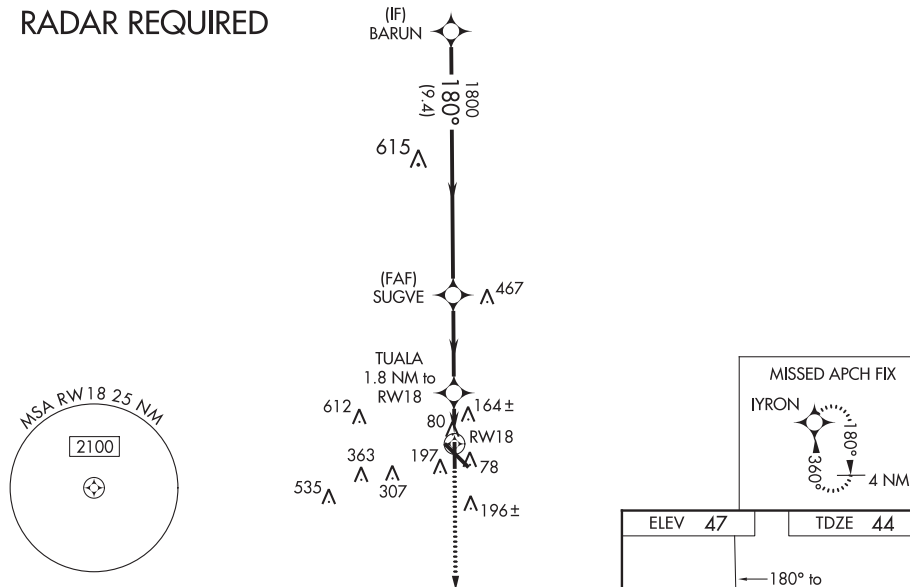
⚠ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility 1/4 mile. For inoperative MALSR increase LNAV Cat D visibility to 1/4 mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MALSR 

MISSED APPROACH:
Climb to 2200 direct IYRON and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER * 120.575 (CTAF) 	GND CON 119.85
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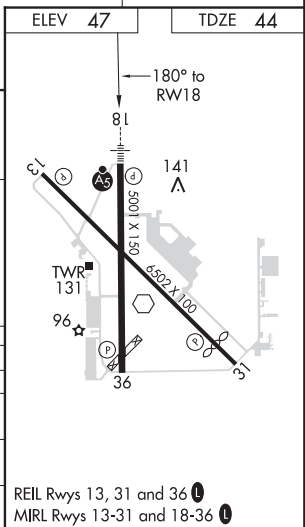
RADAR REQUIRED





SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

	BARUN		SUGVE		TUALA 1.8 NM to RW18		* 2200 IYRON	
	1800		1800		* 1.1 NM to RW18		* LNAV only	
	GS 3.00° TCH 52		* 660		RW18			
	9.4 NM		3.5 NM		0.7 NM		1.1 NM	
CATEGORY	A		B		C		D	
LPV DA	244-1/2		200 (200-1/2)					
LNAV/VNAV DA	466-1		422 (500-1)					
LNAV MDA	460-1/2 416 (500-1/2)		460-3/4 416 (500-3/4)		460-1 416 (500-1)			
CIRCLING	500-1 453 (500-1)		500-1 1/2 453 (500-1 1/2)		620-2 573 (600-2)			



REIL Rwy 13, 31 and 36 
MIRL Rwy 13-31 and 18-36 

APP CRS	Rwy Idg	5812
315°	TDZE	43
	Apt Elev	47

RNAV (GPS) RWY 31

HAMMOND NORTHSORE RGNL (HDC)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, and increase LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV Cat D visibility ½ mile.
 VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

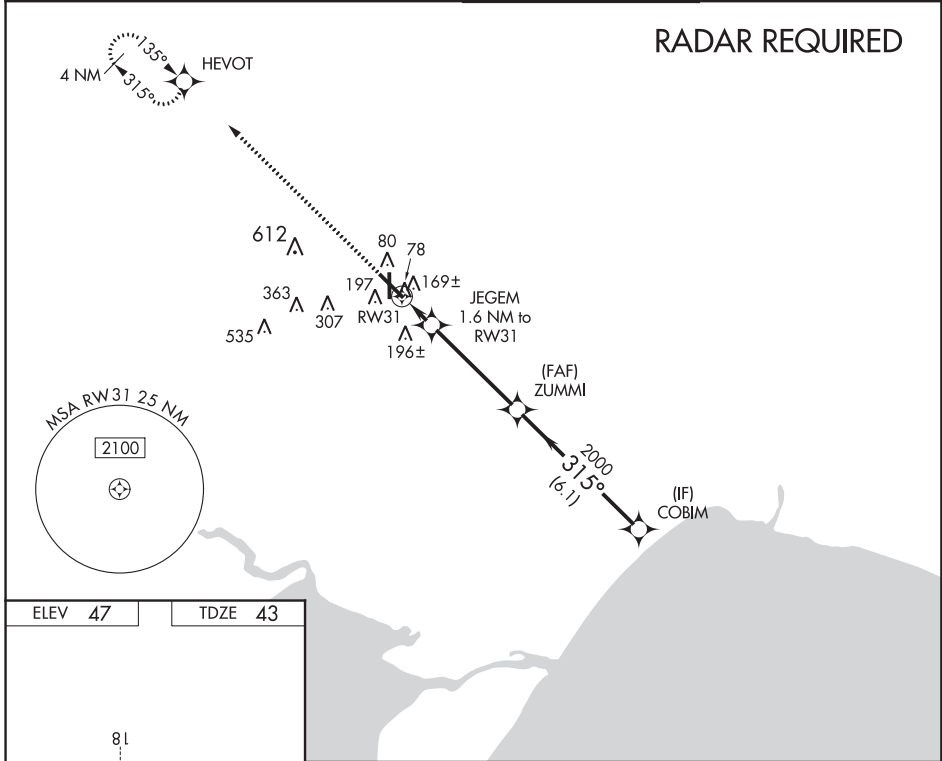
ATIS
118.325

NEW ORLEANS APP CON
119.3 350.35

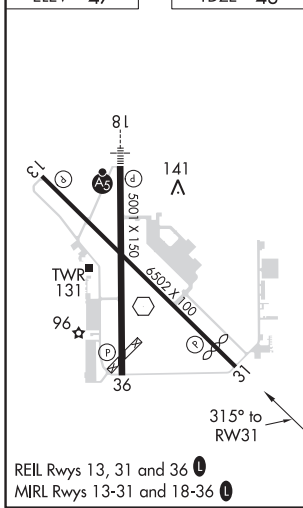
HAMMOND TOWER ★
120.575 (CTAF) **0**

GND CON
119.85

RADAR REQUIRED



ELEV **47** TDZE **43**



2000	HEVOT	ZUMMI		COBIM	
		JEGEM 1.6 NM to RW31			
		1.1 NM to RW31	2000	315°	2000
		RW31	$\le 3.05^\circ$ TCH 50	VGSi and descent angles not coincident (VGSi Angle 3.30/TCH 50).	
		1.1	0.5	4.3 NM	6.1 NM
CATEGORY		A	B	C	D
LNAV MDA		460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING		500-1	453 (500-1)	500-1½ 453 (500-1½)	620-2 573 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42718 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5001 43 47
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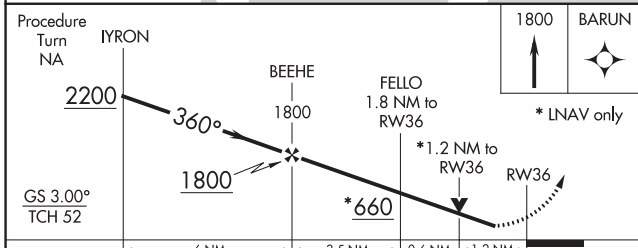
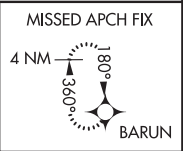
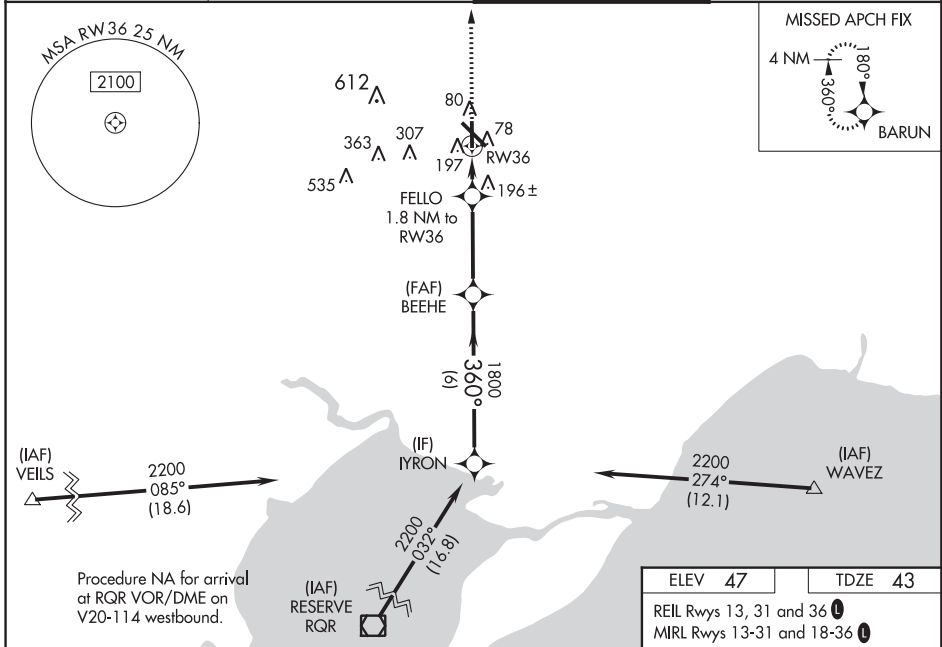
RNAV (GPS) RWY 36

HAMMOND NORTHSHORE RGNL (HDC)

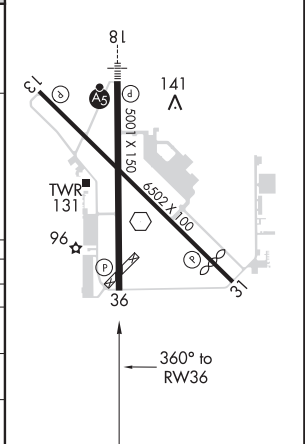
⚠ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C and Circling Cat D ¼ mile, and LNAV Cat D ½ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct BARUN and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) Ⓛ	GND CON 119.85
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ELEV 47	TDZE 43
REIL Rwy 13, 31 and 36 Ⓛ	
MRL Rwy 13-31 and 18-36 Ⓛ	



CATEGORY	A	B	C	D
LPV DA	293-¾		250 (300-¾)	
LNAV/VNAV DA	447-1½		404 (400-1½)	
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	500-1	453 (500-1)	500-1½ 453 (500-1½)	620-2 573 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

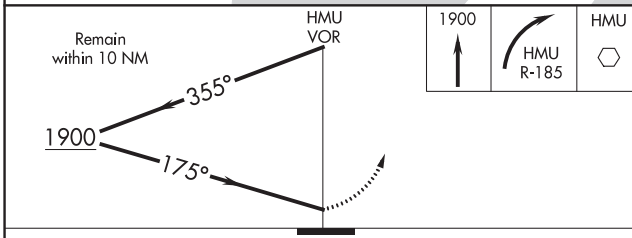
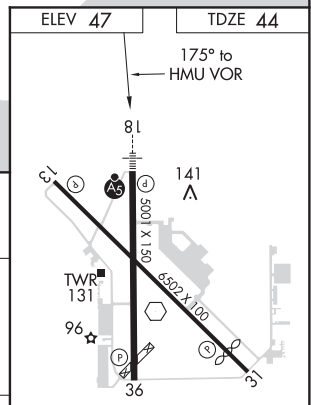
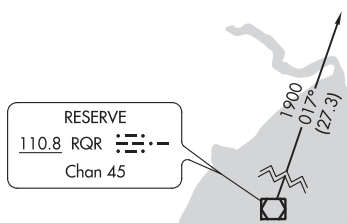
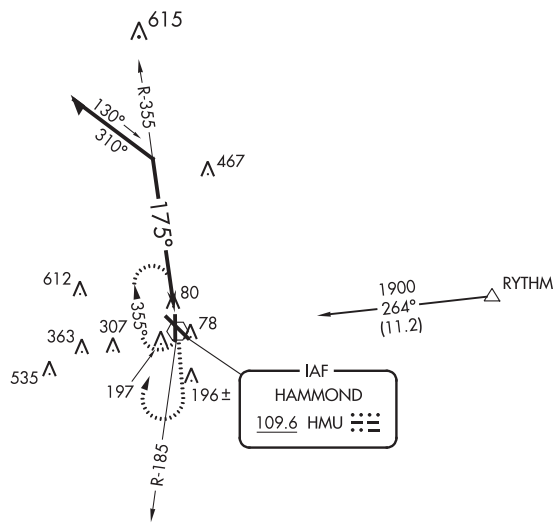
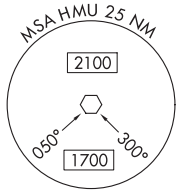
SC-4, 10 NOV 2016 to 05 JAN 2017

VOR HMU 109.6	APP CRS 175°	Rwy Idg 5001 TDZE 44 Apt Elev 47
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VOR RWY 18

HAMMOND NORTHSORE RGNL (HDC)

<p>NA</p> <p>When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, increase S-18 Cat A/C/D and Circling Cat C/D visibilities ¼ mile. For inoperative MALSRS when using Louis Armstrong New Orleans Intl altimeter setting increase Cat A visibility to 1 mile.</p>	<p>MALSRS</p>	<p>MISSED APPROACH: Climb to 1900 then right turn via HMU VOR R-185 to HMU VOR and hold.</p>	
			<p>ATIS 118.325</p>



CATEGORY	A	B	C	D
S-18	820-½ 776 (800-½)	820-¾ 776 (800-¾)	820-1¼ 776 (800-1¼)	820-2 776 (800-2)
CIRCLING	820-1 773 (800-1)	820-1¼ 773 (800-1¼)	820-2¼ 773 (800-2¼)	820-2½ 773 (800-2½)

REIL Rwy 13, 31 and 36

MIRL Rwy 13-31 and 18-36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR HMU 109.6	APP CRS 308°	Rwy Idg 5812
		TDZE 43
		Apt Elev 47

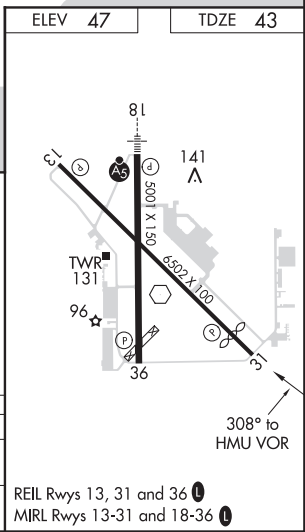
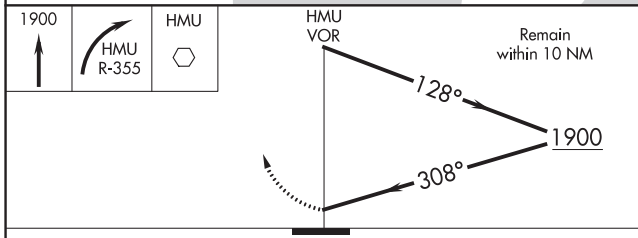
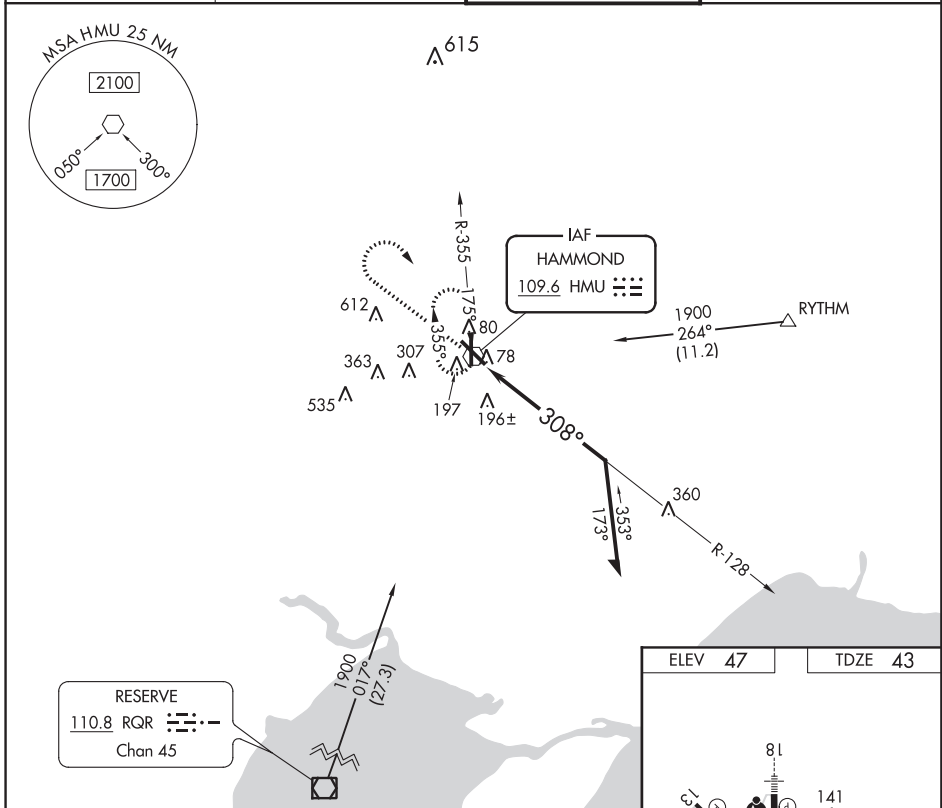
VOR RWY 31

HAMMOND NORTHSORE RGNL (HDC)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1900 then right turn via HMU VOR R-355 to HMU VOR and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF)	GND CON 119.85
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CATEGORY	A	B	C	D
S-31	1000-1¼ 957 (1000-1¼)	1000-1½ 957 (1000-1½)	1000-3	957 (1000-3)
CIRCLING	1000-1¼ 953 (1000-1¼)	1000-1½ 953 (1000-1½)	1000-3	953 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

HAMMOND NORTHSORE RGNL (HDC)
HAMMOND, LOUISIANA

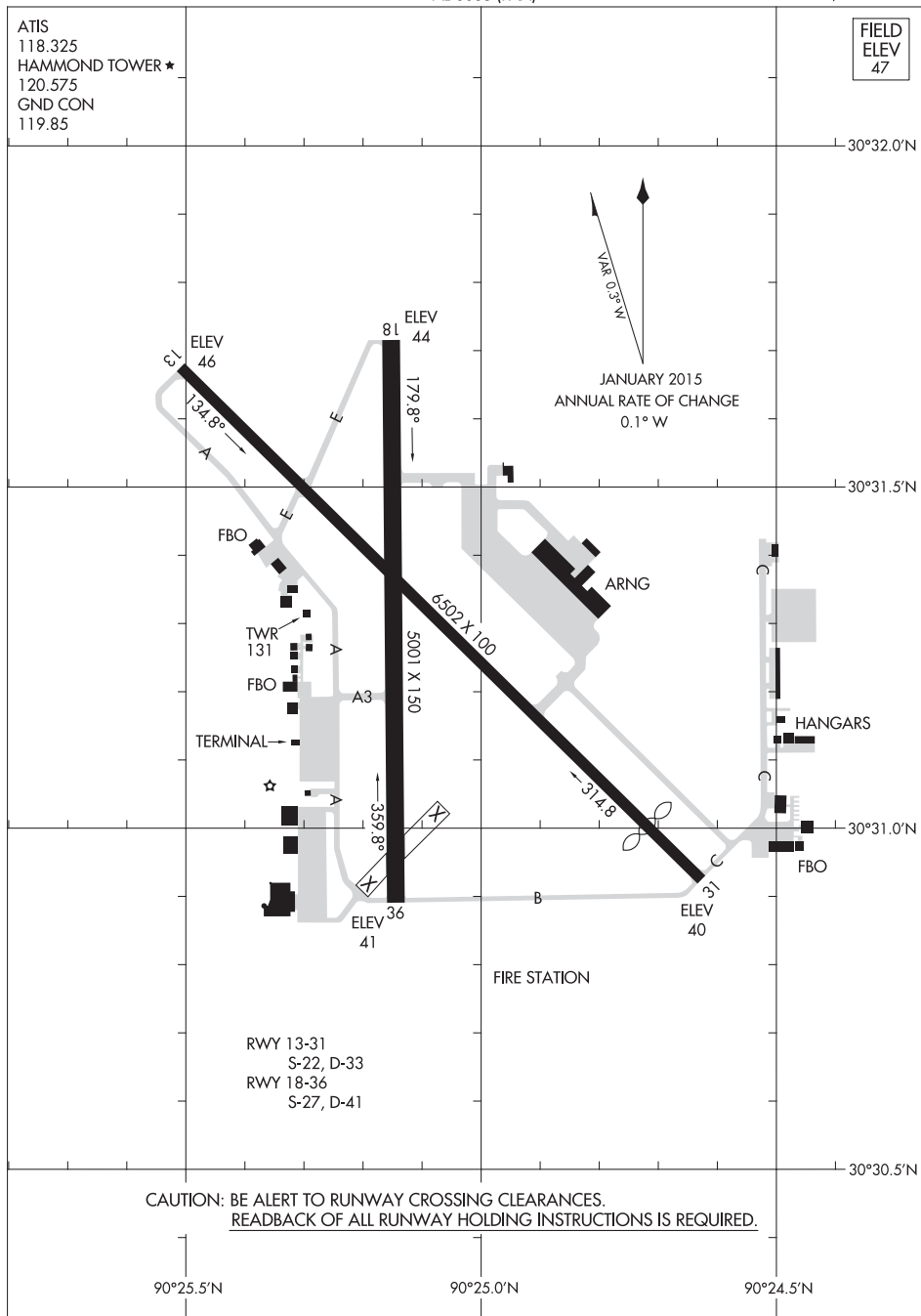
AL-6035 (FAA)

ATIS
118.325
HAMMOND TOWER ★
120.575
GND CON
119.85

FIELD
ELEV
47

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

HAMMOND, LOUISIANA
HAMMOND NORTHSORE RGNL (HDC)

WAAS CH 86720 W13B	APP CRS 132°	Rwy Idg TDZE 151 Apt Elev 151	5098
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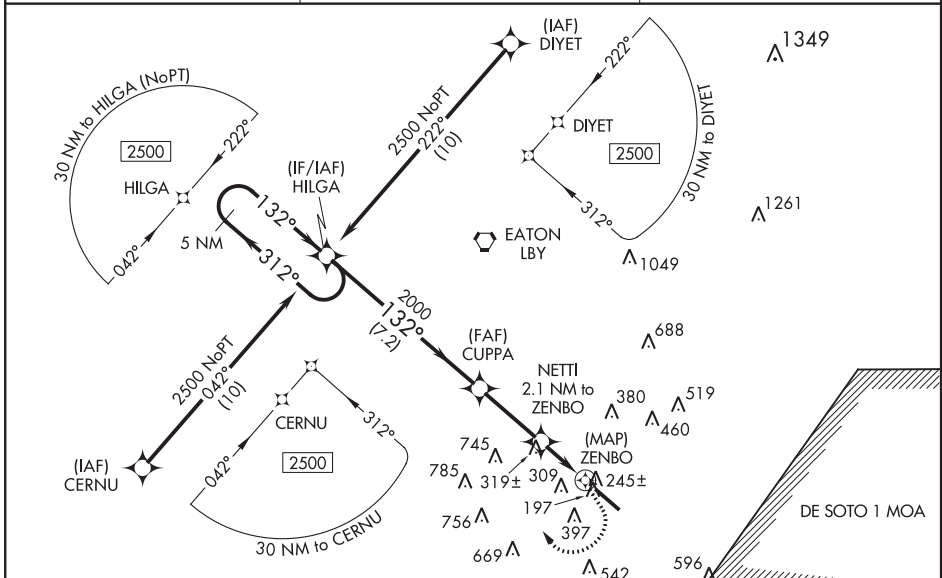
RNAV (GPS) Y RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

▼ 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. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 51 feet and all MDA 60 feet. Increase LPV all Cats and LNAV Cat C/D visibility ¼ mile and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

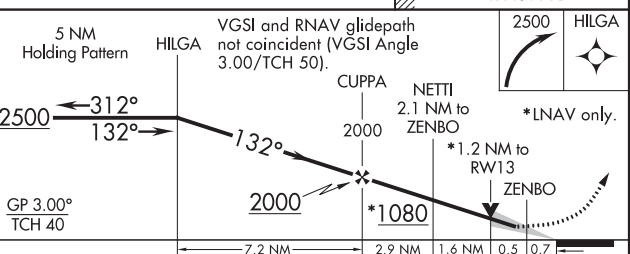
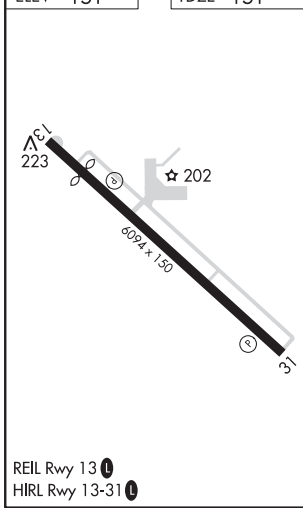
ASOS 135.425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF)
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ELEV 151	TDZE 151
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Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.

HAGLER AAF
SHELBY AUXILIARY 1 AIRFIELD
R4401 A-B



CATEGORY	A	B	C	D
LPV DA		442-1	291 (300-1)	
LNAV/VNAV DA		523-1¼	372 (400-1¼)	
LNAV MDA	580-1	429 (500-1)	580-1¼	429 (500-1¼)
CIRCLING	620-1 469 (500-1)	700-1 549 (600-1)	700-1½ 549 (600-1½)	720-2 569 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HATTIESBURG, MISSISSIPPI

AL-853 (FAA)

16175

WAAS CH 86403 W13A	APP CRS 132°	Rwy Idg TDZE 151 Apt Elev 151	5098
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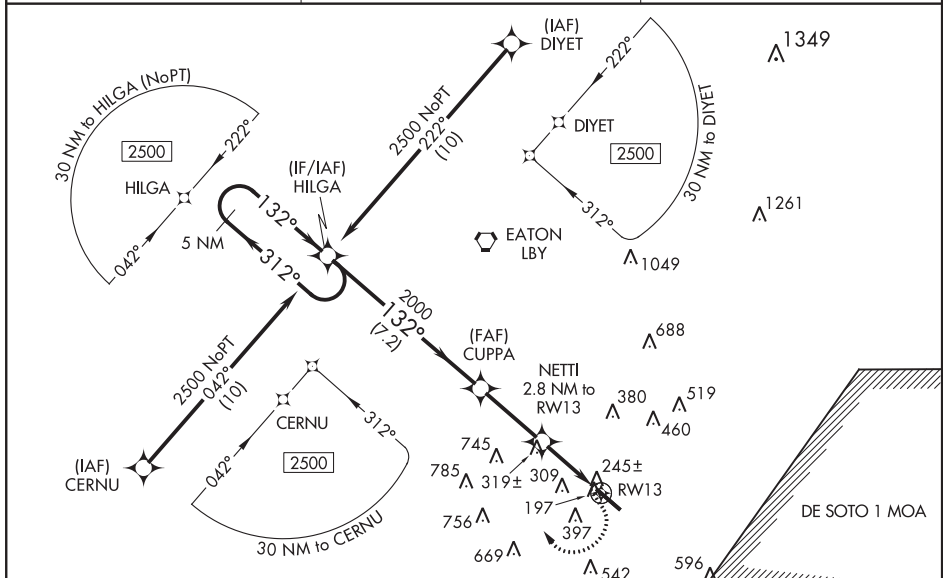
RNAV (GPS) Z RWY 13

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

⚠ 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. Cat D aircraft require ATC approval when R-4401 is active. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 51 feet and increase all MDA 60 feet. Increase LPV all Cats and LNAV Cat C/D visibility 1/8 mile, LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

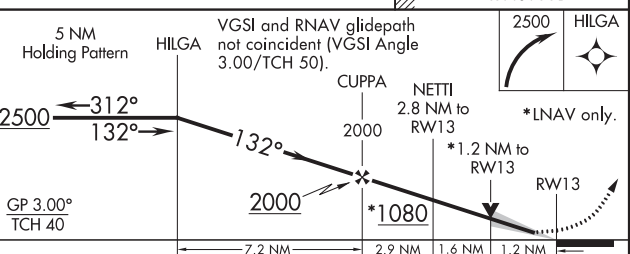
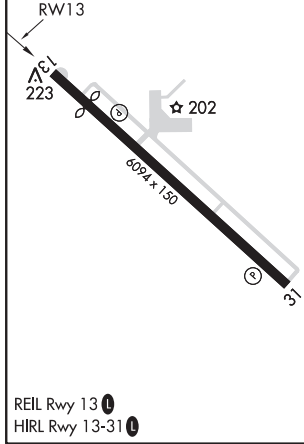
MISSED APPROACH:
Climbing right turn to 2500
direct HILGA and hold.

ASOS 135.425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 151	TDZE 151
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Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.



CATEGORY	A	B	C	D
LPV DA		351-3/4	200 (200-3/4)	
LNAV/VNAV DA		458-1	307 (400-1)	
LNAV MDA	580-1	429 (500-1)	580-1 1/4	429 (500-1 1/4)
CIRCLING	620-1 469 (500-1)	700-1 549 (600-1)	700-1 1/2 549 (600-1 1/2)	720-2 569 (600-2)

HATTIESBURG, MISSISSIPPI
Amdt 1A 23JUN16

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
31° 16' N-89° 15' W
RNAV (GPS) Z RWY 13

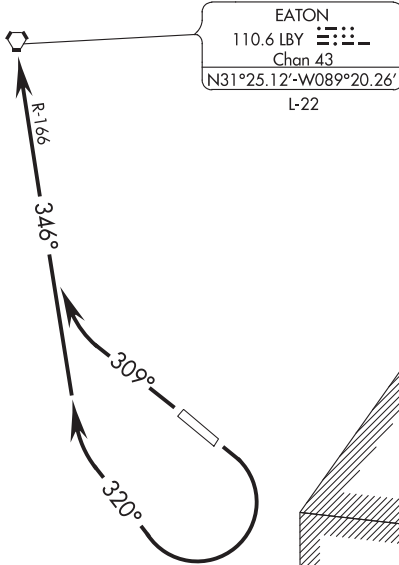
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EATON TWO DEPARTURE

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS:

- Rwy 13: ATC climb of 300' per NM to 600.
- Rwy 13: Do not exceed 230K until established on heading 320°.
- Rwy 31: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
- Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence

TAKEOFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

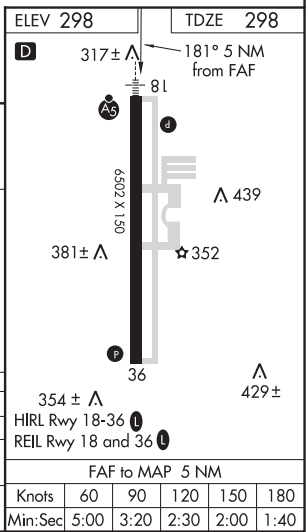
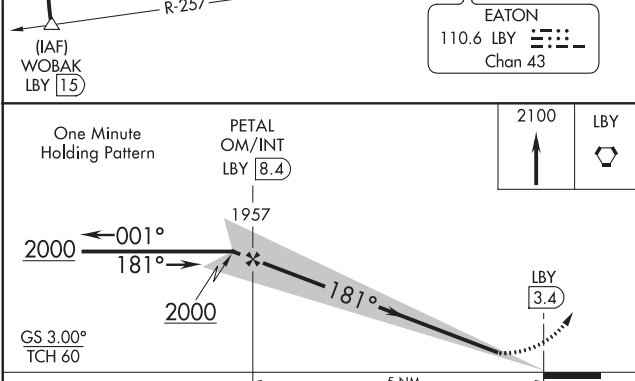
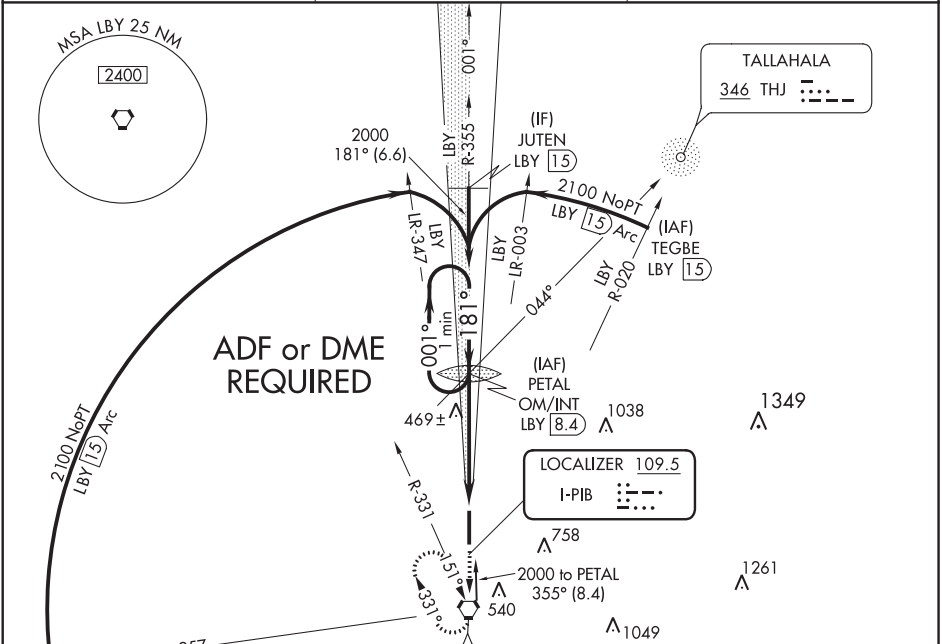
LOC I-PIB 109.5	APP CRS 181°	Rwy Idg 6502 TDZE 298 Apt Elev 298
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ILS or LOC RWY 18
HATTIESBURG-LAUREL RGNL (PIB)

NA When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase S-LOC 18 Cat D ¼ mile.

MALSR
MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 18		498-½	200 (200-½)	
S-LOC 18	720-½	422 (500-½)	720-¾	422 (500-¾)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-½)	860-2 562 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49201 W18A	APP CRS 181°	Rwy ldg 6502 TDZE 298 Apt Elev 298
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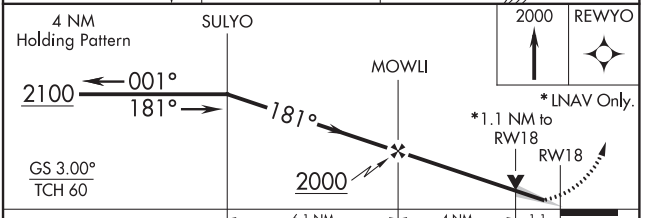
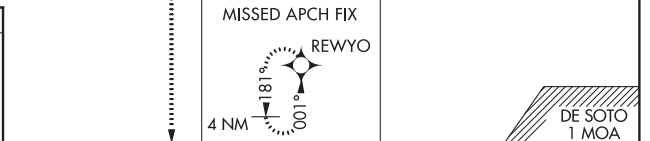
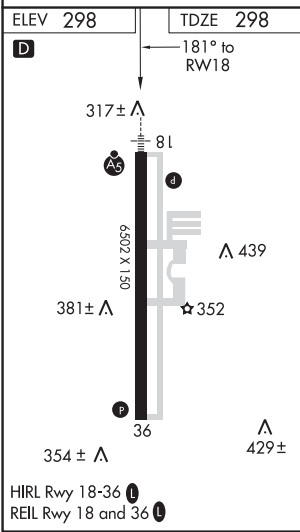
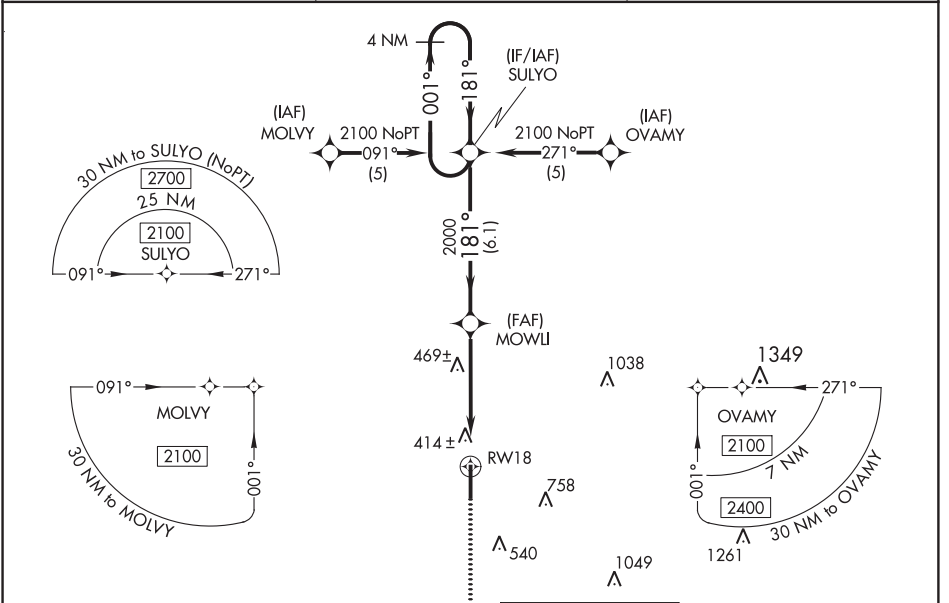
RNAV (GPS) RWY 18
HATTIESBURG-LAUREL RGNL (PIB)

⚠ For inoperative MALS/R, increase LNAV Cat D visibility to 1½ mile. Baro-VNAV NA when using Bobby L. Chain 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. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Bobby L. Chain Muni altimeter setting.

MALS/R

MISSED APPROACH:
Climb to 2000 direct
REWYO and hold.

AWOS-3 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		498-½	200 (200-½)	
LNAV/VNAV DA		691-¾	393 (400-¾)	
LNAV MDA	720-½	422 (500-½)	720-¾ 422 (500-¾)	720-1 422 (500-1)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

12264

WAAS CH 93901 W36A	APP CRS 001°	Rwy Idg 6502 TDZE 296 Apt Elev 298
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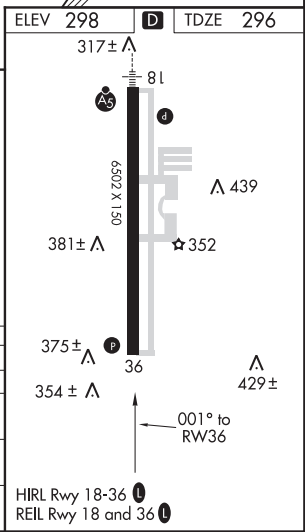
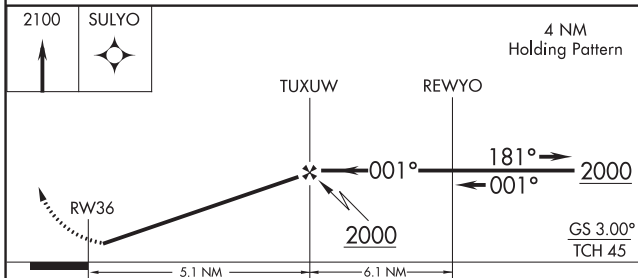
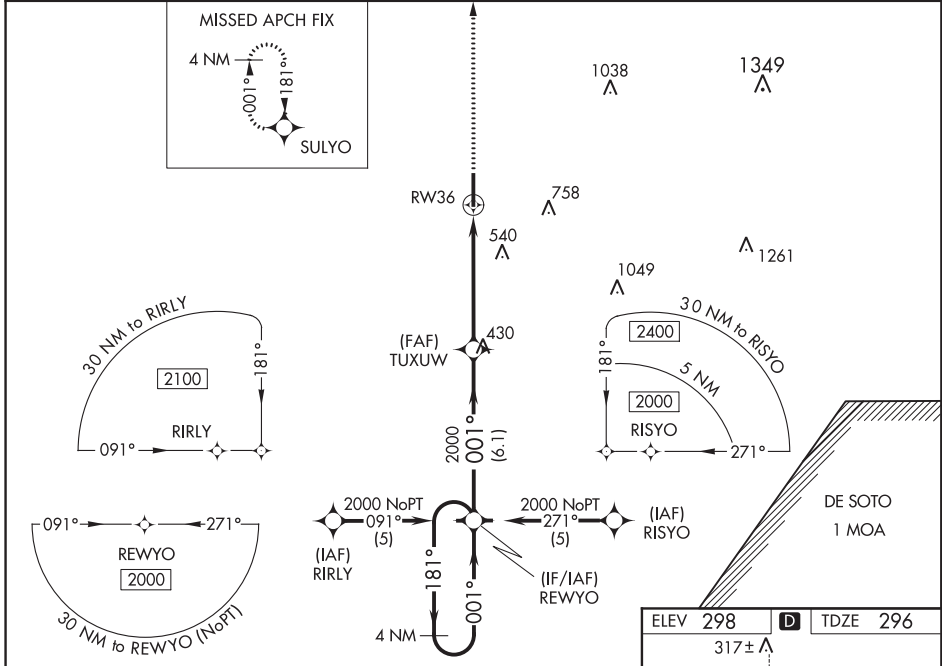
RNAV (GPS) RWY 36

HATTIESBURG-LAUREL RGNL (PIB)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility ¼ mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

MISSED APPROACH:
Climb to 2100 direct SULYO and hold.

AWOS-3 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	546-1 250 (300-1)			
LNAV/VNAV DA	625-1¼ 329 (400-1¼)			
LNAV MDA	680-1 384 (400-1)		680-1¼ 384 (400-1¼)	
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

HATTIESBURG/LAUREL, MISSISSIPPI
Amdt 1 11MAR10

31°28'N-89°20'W

HATTIESBURG-LAUREL RGNL (PIB)
RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

VOR-A
HATTIESBURG-LAUREL RGNL (PIB)

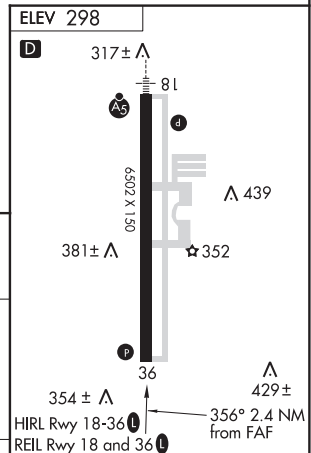
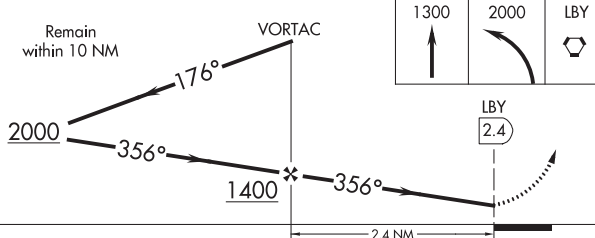
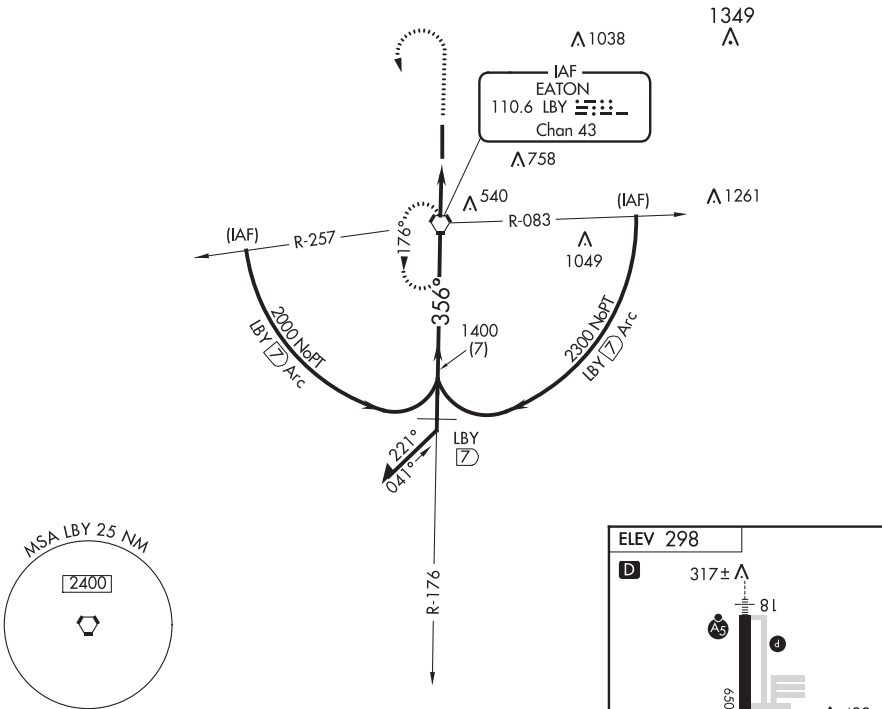
VORTAC LBY 110.6 Chan 43	APP CRS 356°	Rwy Idg TDZE Apt Elev	N/A N/A 298
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MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3
128.325

HOUSTON CENTER
126.8 327.8

UNICOM
123.0(CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 2.4 NM					
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:24	1:36	1:12	0:58	0:48

HATTIESBURG/LAUREL, MISSISSIPPI
Orig-A 12264

31°28'N-89°20'W

HATTIESBURG-LAUREL RGNL (PIB)

VOR-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HOLLY SPRINGS, MISSISSIPPI

AL-6093 (FAA)

16203

WAAS CH 58338 W18A	APP CRS 181°	Rwy Idg 3202 TDZE 548 Apt Elev 551
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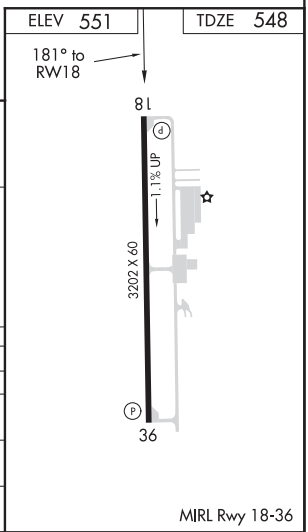
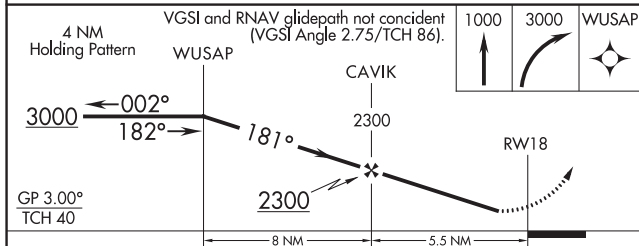
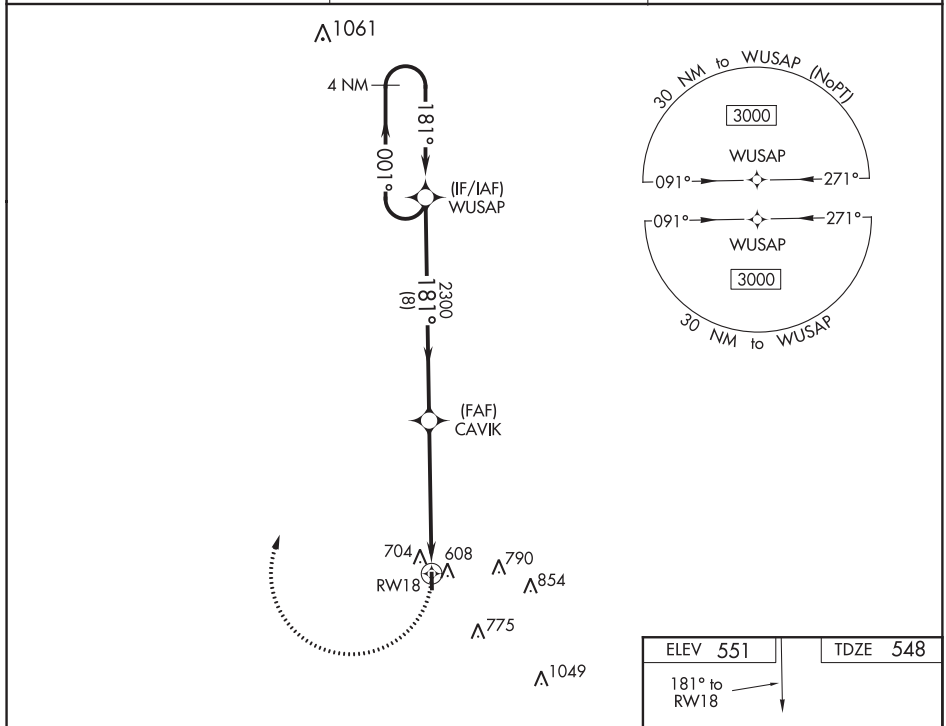
RNAV (GPS) RWY 18

HOLLY SPRINGS-MARSHALL COUNTY (M41)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA.
▲ NA Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase all LPV DA to 870, LNAV/VNAV DA to 957 and all MDA 20 feet; increase LPV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WUSAP and hold.

OLIVE BRANCH AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	858-1 1/8	310 (400-1 1/8)		NA
LNAV/VNAV DA	945-1 1/2	397 (400-1 1/2)		NA
LNAV MDA	1020-1	472 (500-1)	1020-1 3/8 472 (500-1 3/8)	NA
C CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1160-1 3/4 609 (700-1 3/4)	NA

HOLLY SPRINGS, MISSISSIPPI
Orig 21JUL16

34°48' N-89°31' W

HOLLY SPRINGS-MARSHALL COUNTY (M41)
RNAV (GPS) RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 18-36

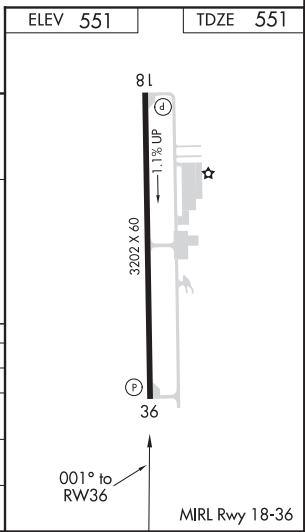
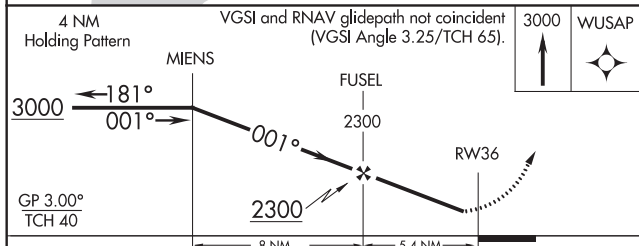
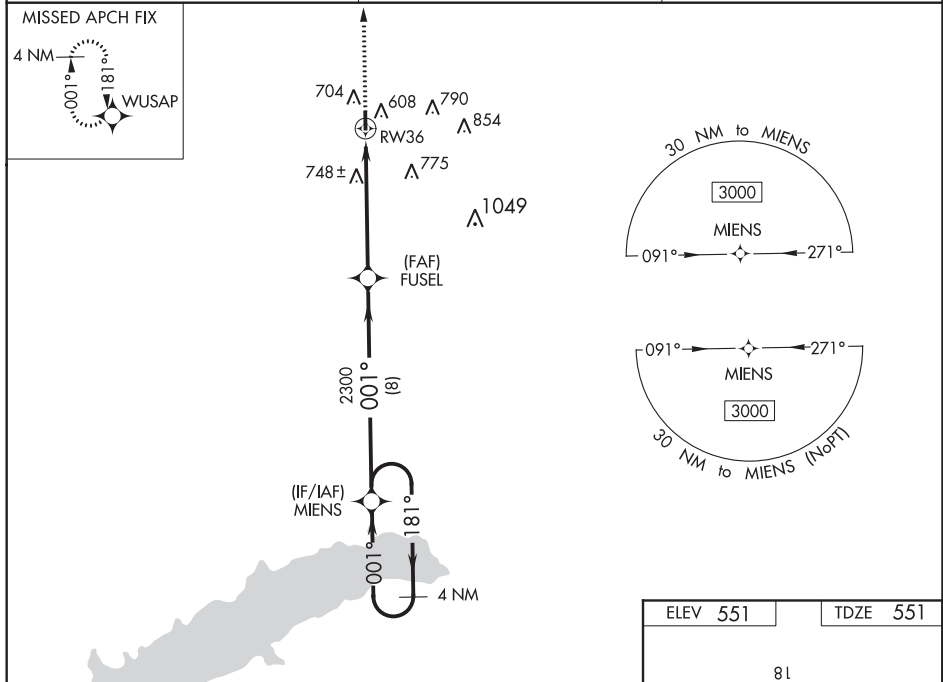
WAAS CH 63238 W36A	APP CRS 001°	Rwy Idg 3202 TDZE 551 Apt Elev 551
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RNAV (GPS) RWY 36
HOLLY SPRINGS-MARSHALL COUNTY (M41)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/8 SM NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 873, LNAV/VNAV DA to 883 and all MDA 20 feet; increase LPV all Cats and LNAV Cat C visibility 1/8 mile.

MISSED APPROACH: Climb to 3000 direct WUSAP and hold.

OLIVE BRANCH AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	861-1	310 (400-1)		NA
LNAV/VNAV DA	871-1 1/8	320 (400-1 1/8)		NA
LNAV MDA	1060-1	509 (600-1)	1060-1 3/8 509 (600-1 3/8)	NA
C CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1160-1 3/4 609 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HOLLY SPRINGS, MISSISSIPPI

AL-6093 (FAA)

16203

VORTAC HLI 112.4 Chan 71	APP CRS 152°	Rwy Idg 3202 TDZE 548 Apt Elev 551
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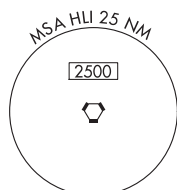
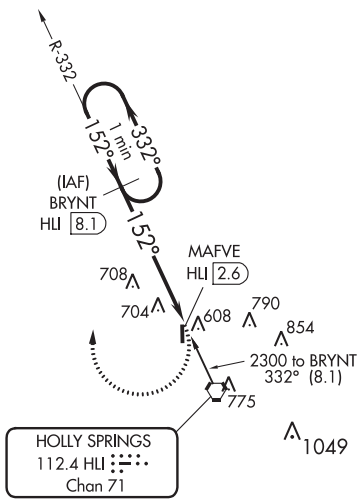
VOR RWY 18

HOLLY SPRINGS-MARSHALL COUNTY (M41)

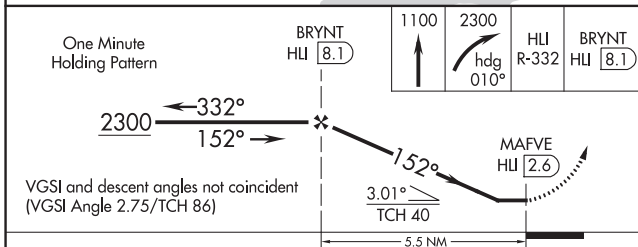
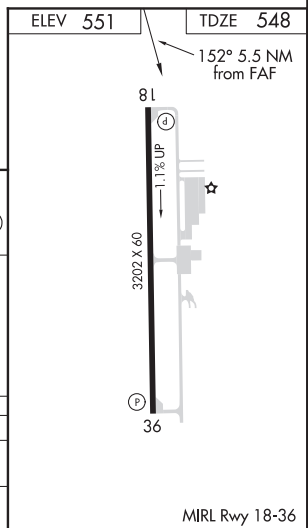
▼ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase all MDA 20 feet. DME required.

▲ NA MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 on heading 010° and on HLI VORTAC R-332 to BRYNT/HLI 8.1 DME and hold.

OLIVE BRANCH AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals on HLI VORTAC airway radials 303 CW 004.



CATEGORY	A	B	C	D
S-18	1020-1	472 (500-1)	1020-1 $\frac{3}{8}$ 472 (500-1 $\frac{3}{8}$)	NA
C CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1160-1 $\frac{3}{4}$ 609 (700-1 $\frac{3}{4}$)	NA

HOLLY SPRINGS, MISSISSIPPI
Amdt 7 21JUL16

34°48'N-89°31'W

HOLLY SPRINGS-MARSHALL COUNTY (M41)
VOR RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 18-36

LOC I-HUM 108.5	APP CRS 179°	Rwy Idg TDZE Apt Elev	6508 9 10
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ILS or LOC RWY 18

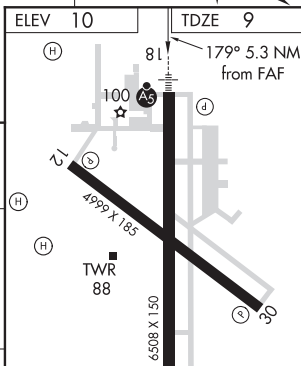
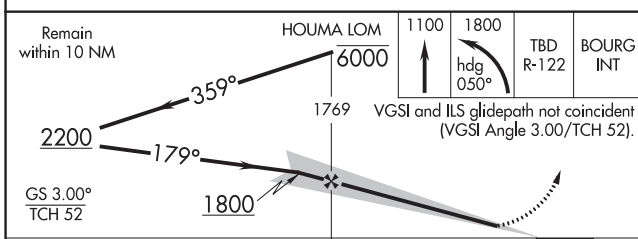
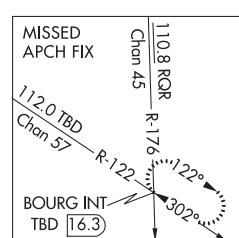
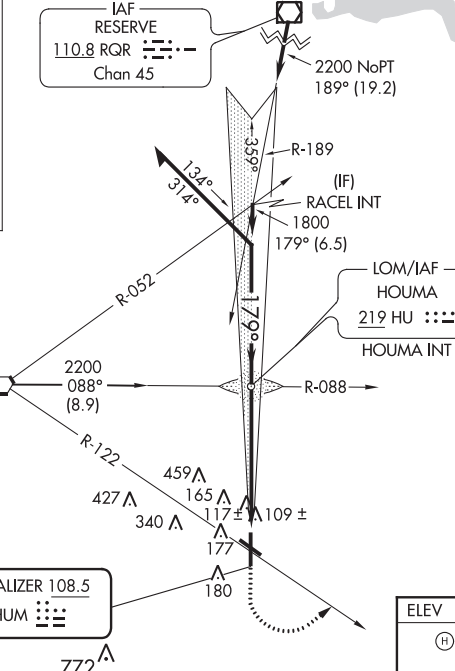
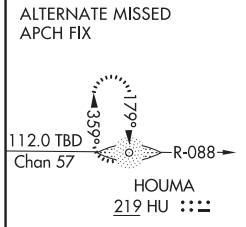
HOUMA-TERREBONNE (HUM)

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C/D visibility 1/8 mile and Circling Cat D visibility 1/4 mile.
 For inop MALSRS when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility 1/2 mile. For inop MALSRS, increase S-LOC 18 Cat C/D visibility to 1.



MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0 346.3	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18	209-1/2 200 (200-1/2)			
S-LOC 18	380-1/2	371 (400-1/2)	380-3/4	371 (400-3/4)
CIRCLING	480-1	470 (500-1)	480-1 1/2 470 (500-1 1/2)	620-2 610 (700-2)

REIL Rwy 12, 30, and 36

MIRL Rwy 12-30 and 18-36

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HOUMA, LOUISIANA

AL-5037 (FAA)

16315

WAAS CH 56313 W12A	APP CRS 124°	Rwy Idg TDZE 9 Apt Elev 10	4999
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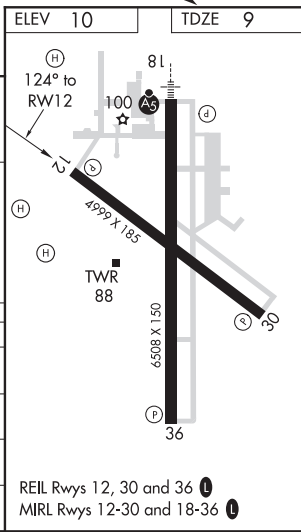
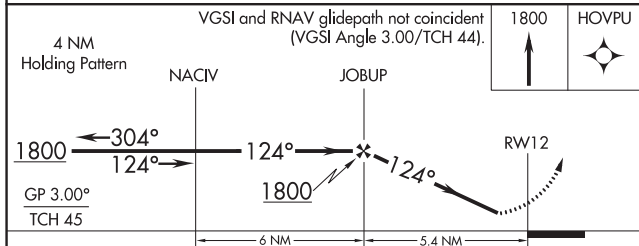
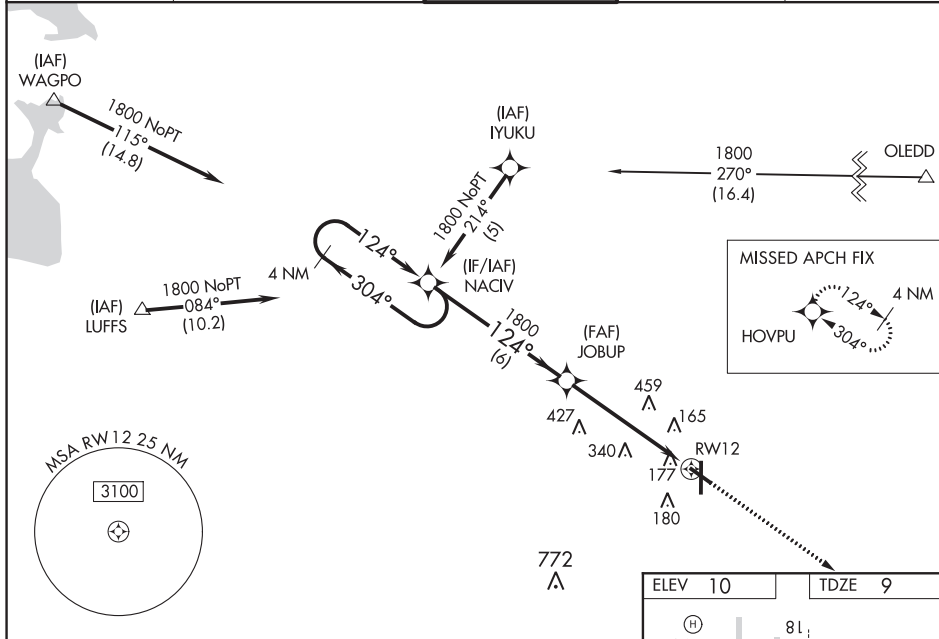
RNAV (GPS) RWY 12

HOUMA-TERREBONNE (HUM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0 346.3	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1 671 (700-1)	680-2 671 (700-2)		680-2¼ 671 (700-2¼)
CIRCLING	680-1 670 (700-1)	680-2 670 (700-2)		680-2¼ 670 (700-2¼)

HOUMA, LOUISIANA
 Orig 02JUL09

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

RNAV (GPS) RWY 12

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99413 W18A	APP CRS 179°	Rwy Idg 6508 TDZE 9 Apt Elev 10
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RNAV (GPS) RWY 18

HOUMA-TERREBONNE (HUM)

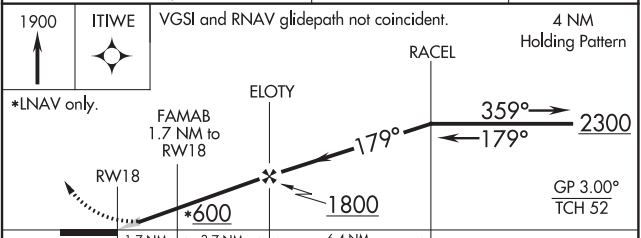
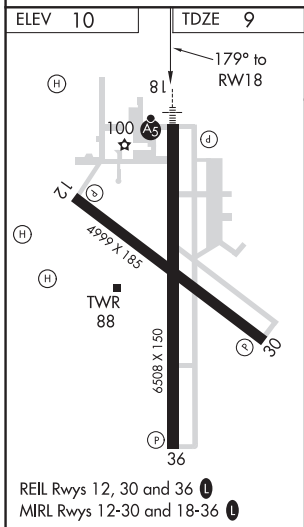
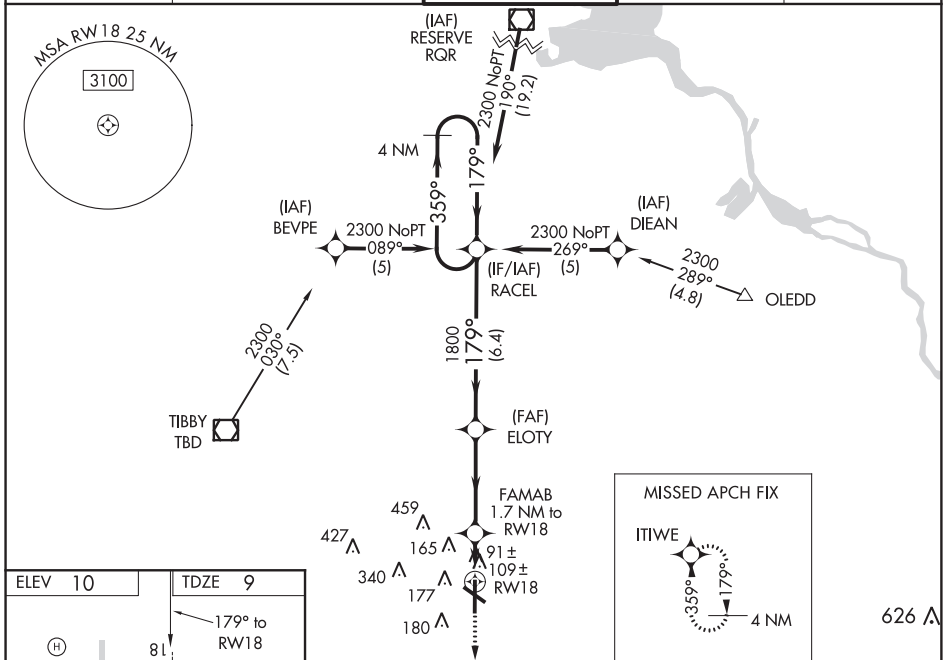
⚠ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		209-1/2	200 (200-1/2)	
LNAV/VNAV DA		450-1	441 (500-1)	
LNAV MDA	440-1/2	431 (500-1/2)	440-3/4 431 (500-3/4)	440-1 431 (500-1)
CIRCLING	480-1	470 (500-1)	480-1 1/2 470 (500-1 1/2)	620-2 610 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HOUMA, LOUISIANA

AI-5037 (FAA)

16315

WAAS CH 61013 W30A	APP CRS 304°	Rwy Idg TDZE Apt Elev	4999 10 10
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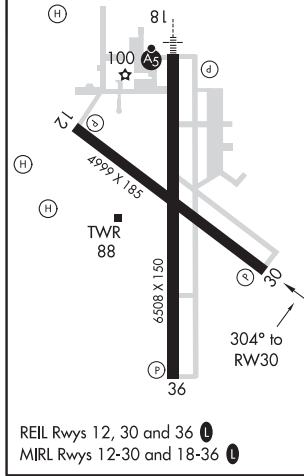
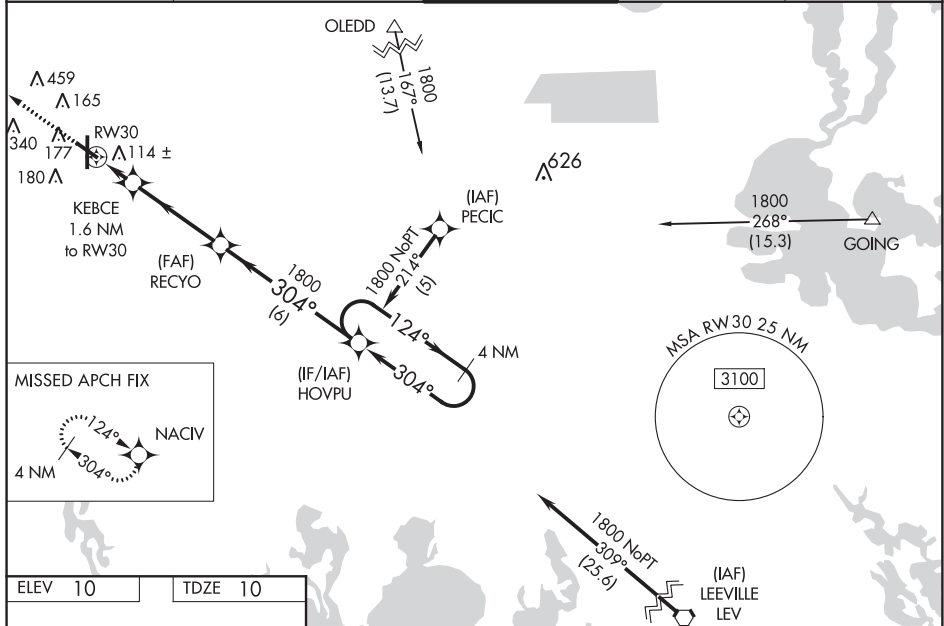
RNAV (GPS) RWY 30

HOUMA-TERREBONNE (HUM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0 346.3	GND CON 121.8	UNICOM 122.95
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ELEV 10	TDZE 10	1800 NACIV VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 39).				4 NM Holding Pattern
* LNAV only		KEBCE 1.6 NM to RW30	RECYO	HOVPU	1800	GP 3.00° TCH 45
RW30		560*	304°	304°	124°	
1.6 NM		3.8 NM	6 NM			
CATEGORY	A	B	C	D		
LPV DA	260-1		250 (300-1)			
LNAV/VNAV DA	413-1½		403 (500-1½)			
LNAV MDA	380-1		370 (400-1)		380-1¼ 370 (400-1¼)	
CIRCLING	480-1	470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)	

HOUMA, LOUISIANA
 Orig 02JUL09

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM) RNAV (GPS) RWY 30

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56413 W36A	APP CRS 359°	Rwy Idg 6508 TDZE 9 Apt Elev 10
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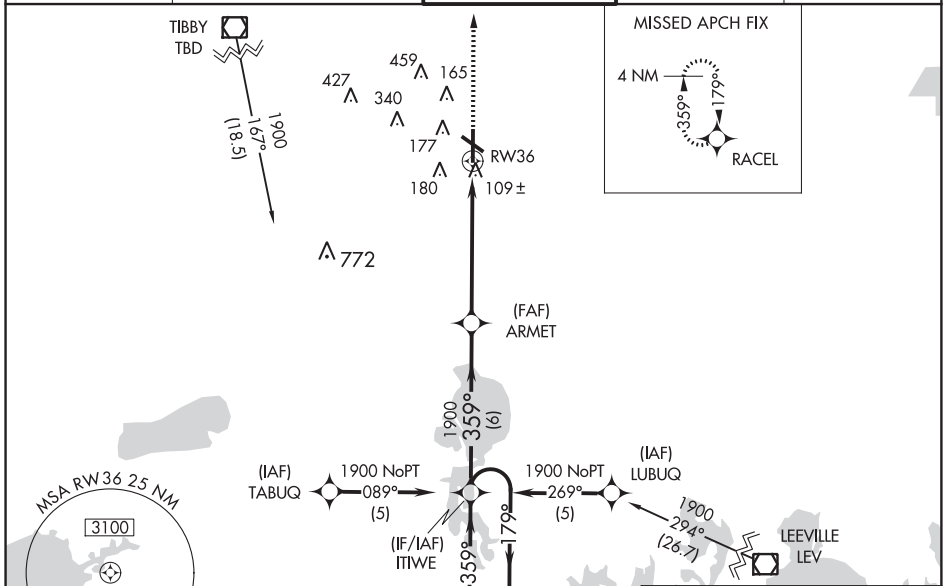
RNAV (GPS) RWY 36

HOUMA-TERREBONNE (HUM)

▼ Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

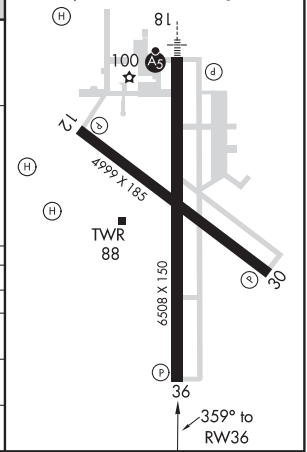
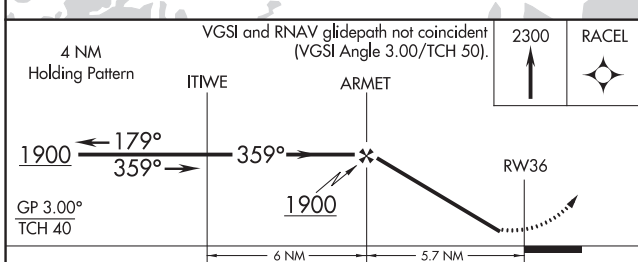
MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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ELEV 10	TDZE 9
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REIL Rwy 12, 30 and 36
 MIRL Rwy 12-30 and 18-36



CATEGORY	A	B	C	D
LPV DA		332-1¼	323 (400-1¼)	
LNAV/VNAV DA		442-1½	433 (500-1½)	
LNAV MDA	460-1	451 (500-1)	460-1¼ 451 (500-1¼)	460-1½ 451 (500-1½)
CIRCLING	480-1	470 (500-1)	480-1½ 470 (500-1½)	620-2 610 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

HOUMA, LOUISIANA

AL-5037 (FAA)

16315

VOR/DME TBD 112.0 Chan 57	APP CRS 302°	Rwy Idg TDZE Apt Elev	4999 10 10
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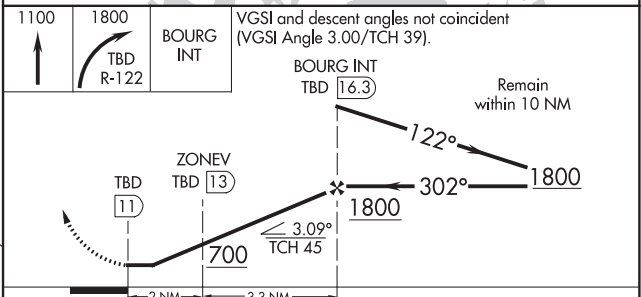
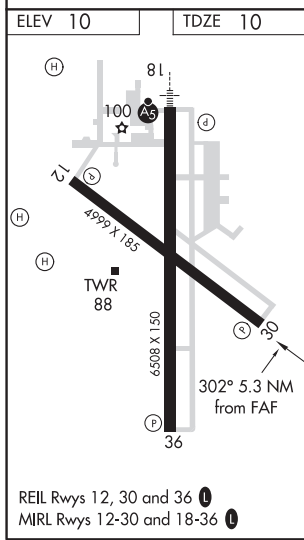
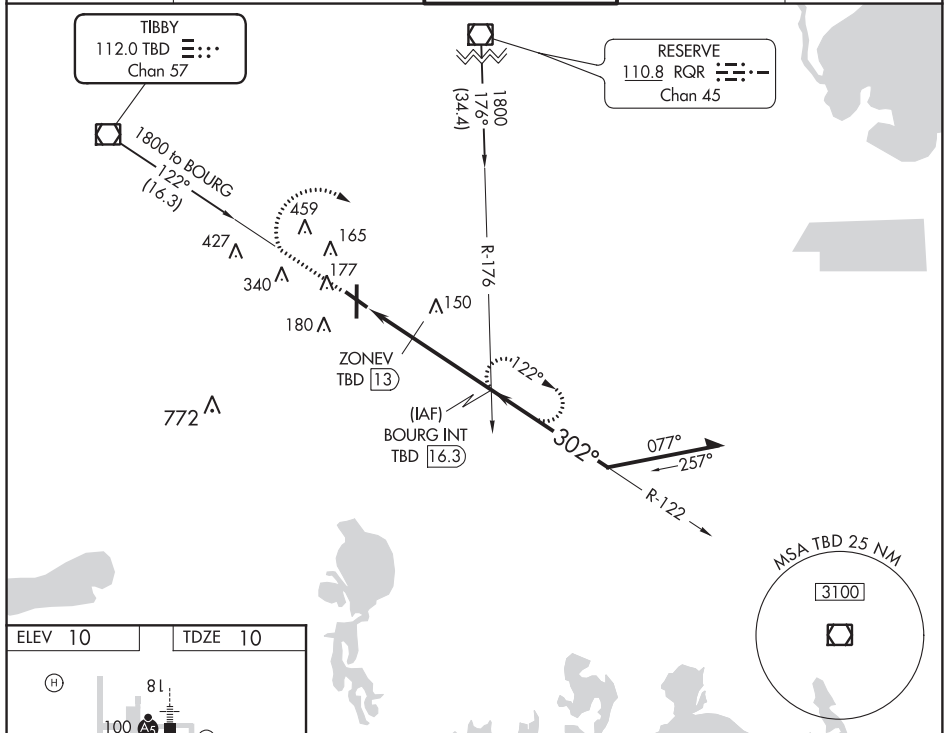
VOR/DME RWY 30

HOUMA-TERREBONNE (HUM)

⚠ Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-30	400-1	390 (400-1)		400-1¼ 390 (400-1¼)
CIRCLING	480-1	470 (500-1)	480-1½ 470 (500-1½)	620-2 610 (700-2)

HOUMA, LOUISIANA
Amdt 12A 21JUL16

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

VOR/DME RWY 30

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR/DME TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg 4999 TDZE 9 Apt Elev 10
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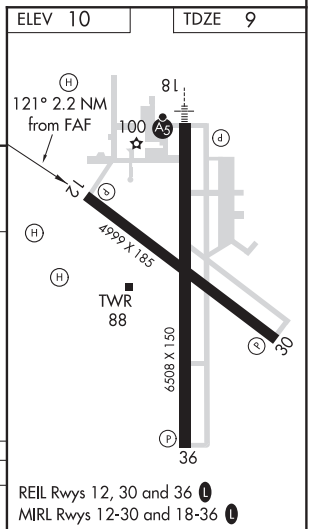
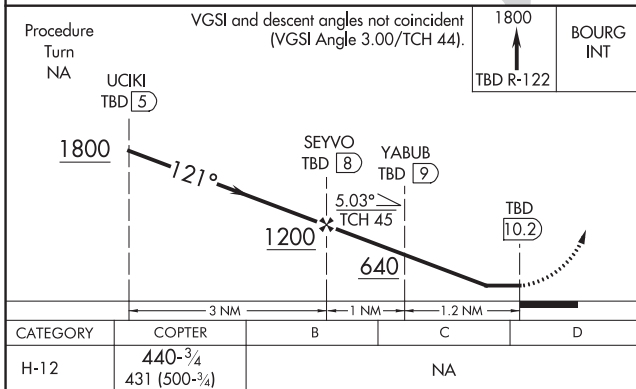
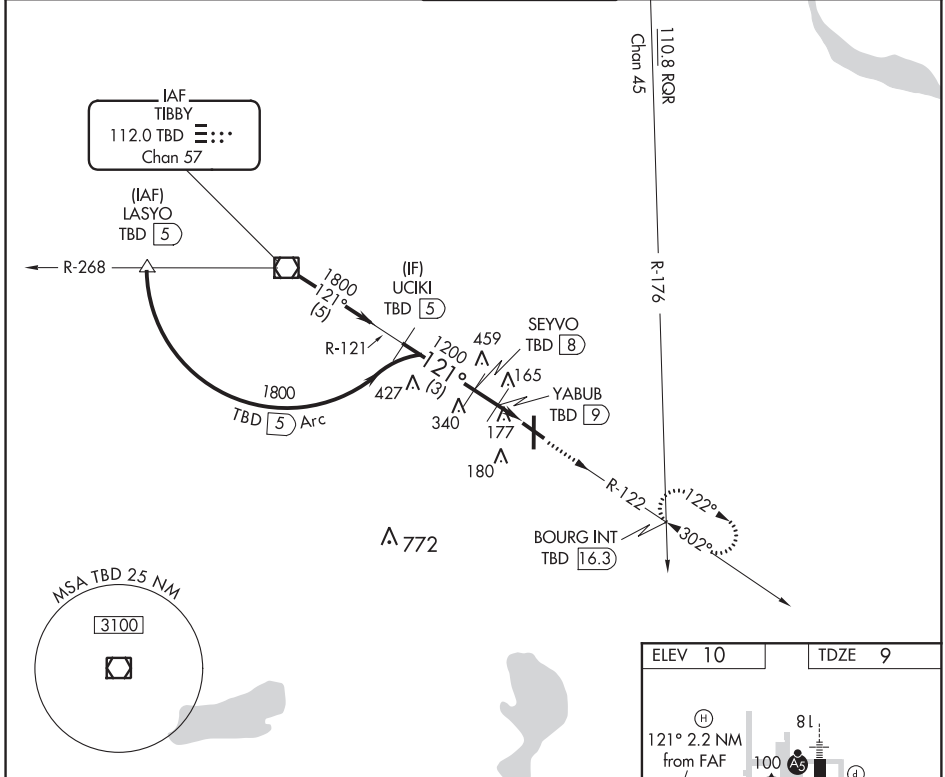
COPTER VOR/DME RWY 12

HOUMA-TERREBONNE (HUM)

A When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VOR/DME R-122 to BOURG INT/16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

15064

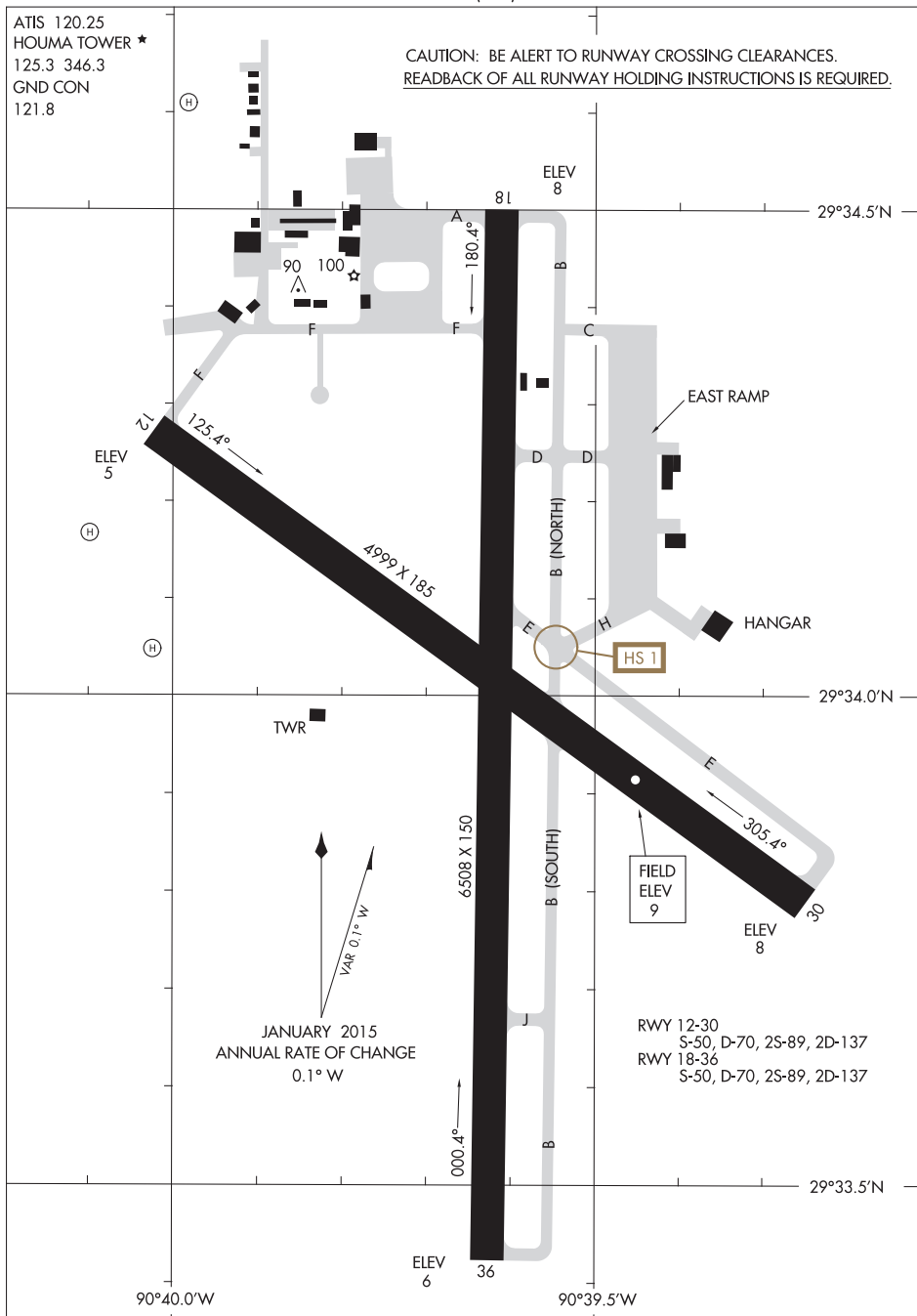
AIRPORT DIAGRAM

HOUMA-TERREBONNE (HUM) HOUMA, LOUISIANA

AL-5037 (FAA)

ATIS 120.25
HOUMA TOWER ★
125.3 346.3
GND CON
121.8

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VAR 0.1° W
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

RWY 12-30
 S-50, D-70, 2S-89, 2D-137
 RWY 18-36
 S-50, D-70, 2S-89, 2D-137

AIRPORT DIAGRAM

15064

HOUMA, LOUISIANA HOUMA-TERREBONNE (HUM)

APP CRS	Rwy Idg	7004
180°	THRE	126
	Apt Elev	126

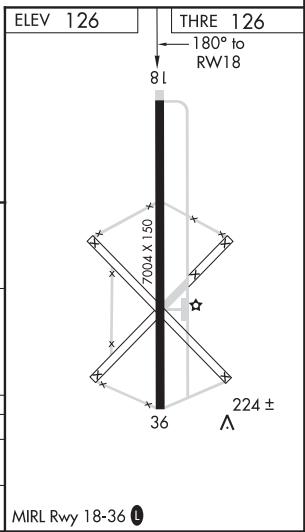
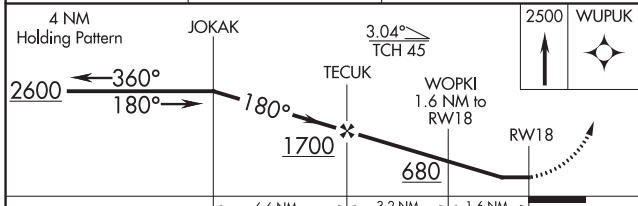
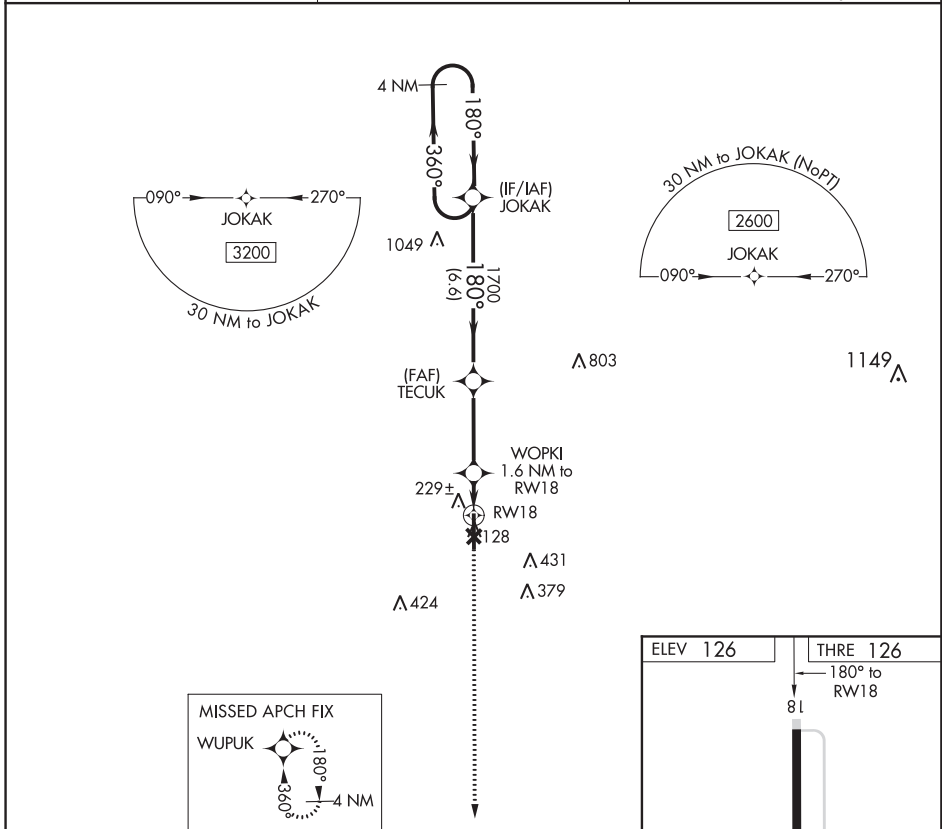
RNAV (GPS) RWY 18

INDIANOLA MUNI (IDL)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1SM not authorized. Straight-in/Circling to Rwy 18 NA at night. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase LNAV Cats C and D visibility 1/8 mile and Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	520-1	394 (400-1)	520-1 1/8	394 (400-1 1/8)
CIRCLING	580-1	454 (500-1)	600-1 1/2 474 (500-1 1/2)	780-2 654 (700-2)

MIRL Rwy 18-36 0

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INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

15344

WAAS CH 69319 W36A	APP CRS 360°	Rwy Idg 7004 TDZE 120 Apt Elev 126
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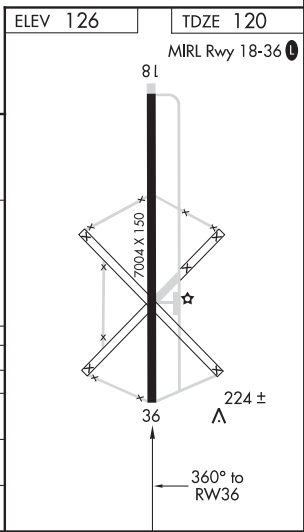
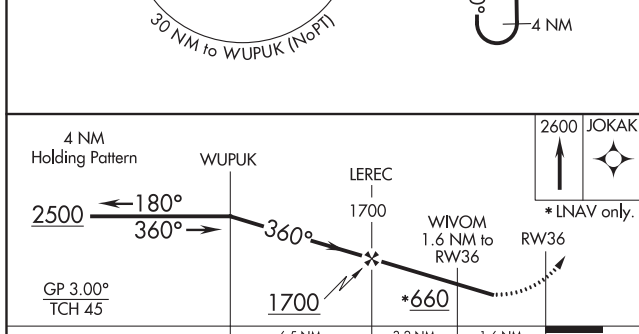
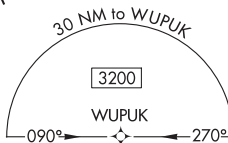
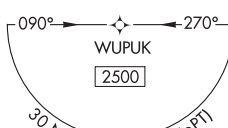
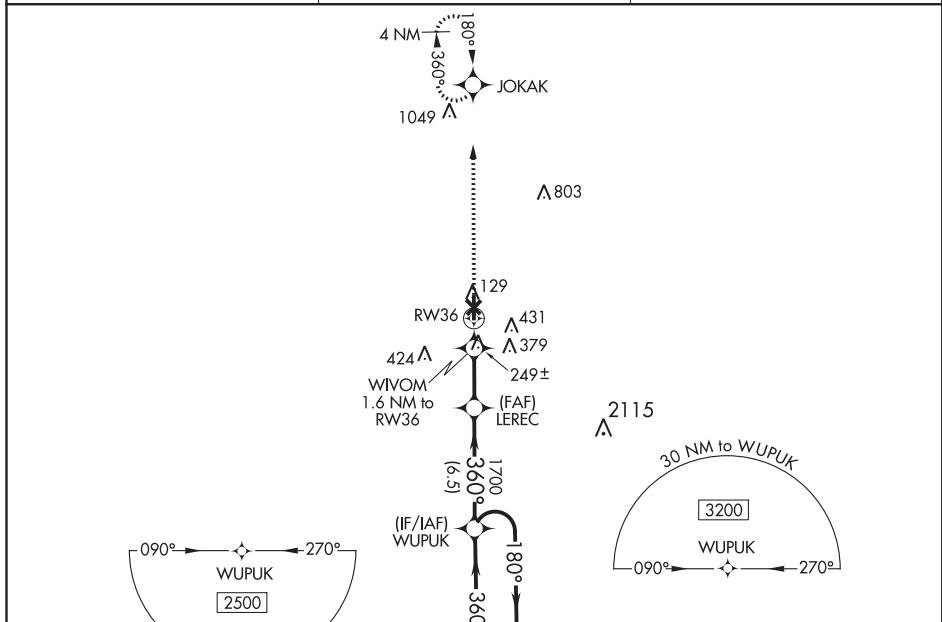
RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

NIGHT LANDING: Rwy 18 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM not authorized. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase LPV DA to 507 and increase all Cats visibility 1/8 mile, increase LNAV/VNAV DA to 465, increase all Cats visibility 1/8 mile, increase all MDA 40 feet, increase LNAV Cat C/D and Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	470-1 1/8		350 (400-1 1/8)	
LNAV/VNAV DA	428-1		308 (400-1)	
LNAV MDA	540-1	420 (500-1)	540-1 1/8	420 (500-1 1/8)
CIRCLING	580-1	454 (500-1)	600-1 1/2 474 (500-1 1/2)	780-2 654 (700-2)

INDIANOLA, MISSISSIPPI
Amdt 2A 10DEC15

33°29'N-90°40'W

INDIANOLA MUNI (IDL) RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

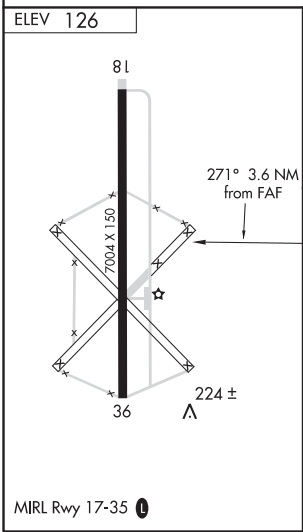
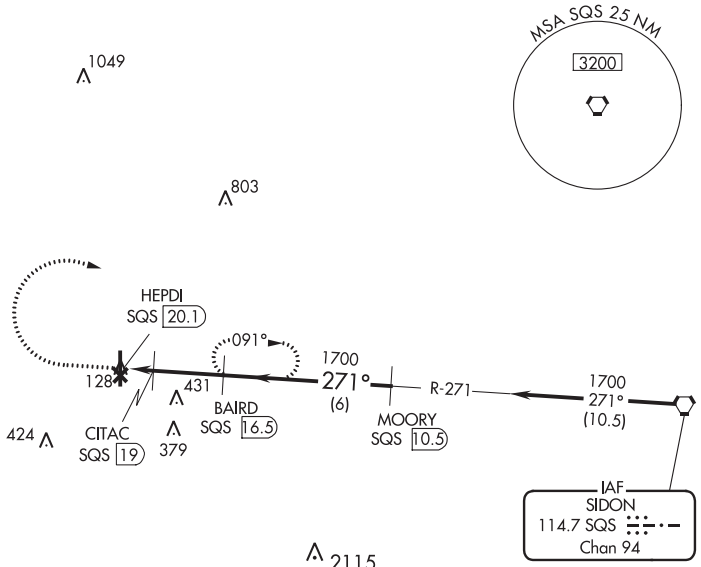
VORTAC SQS 114.7 Chan 94	APP CRS 271°	Rwy Idg TDZE Apt Elev	N/A N/A 126
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VOR/DME-A
INDIANOLA MUNI (IDL)

⚠ Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ NA MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
	580-1 454 (500-1)	580-1½ 454 (500-1½)	600-1½ 474 (500-1½)	780-2 654 (700-2)

Procedure Turn NA

SC-4, 10 NOV 2016 to 05 JAN 2017

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INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

13262

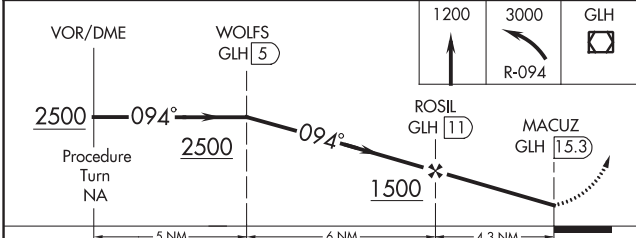
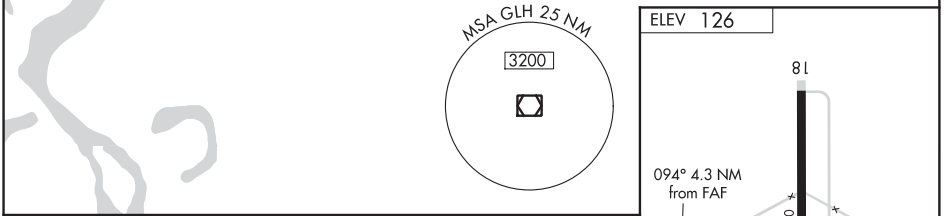
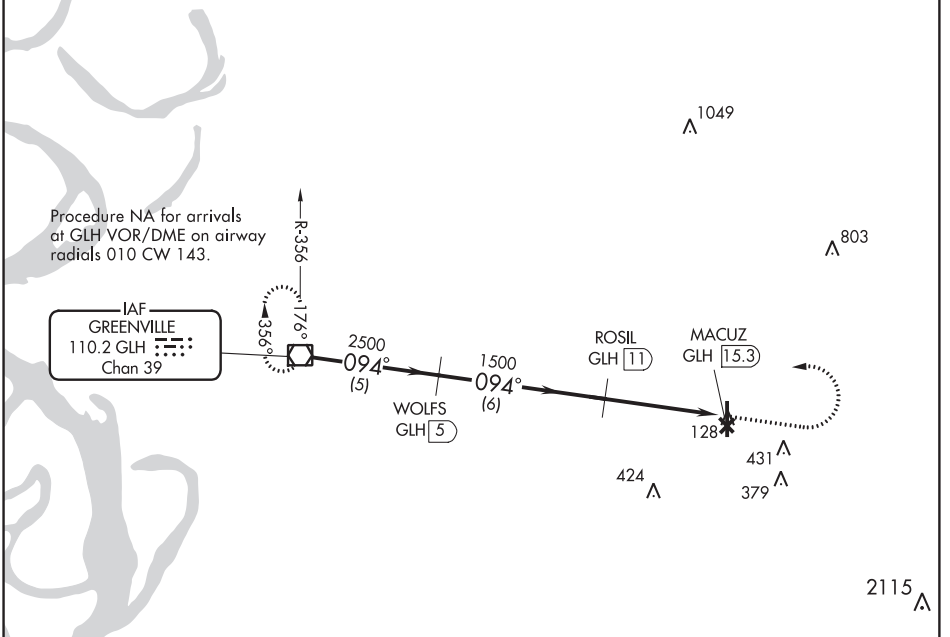
VOR/DME GLH 110.2 Chan 39	APP CRS 094°	Rwy Idg TDZE Apt Elev N/A N/A 126
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VOR/DME-B
INDIANOLA MUNI (IDL)

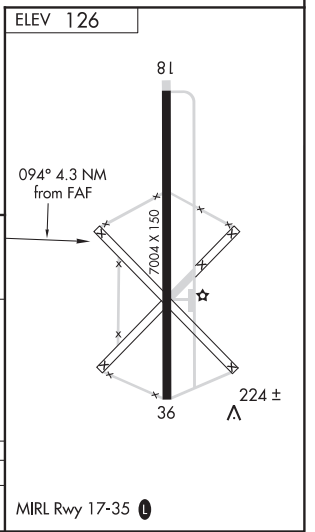
NA Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.

GREENVILLE ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	580-1	454 (500-1)	600-1½ 474 (500-1½)	780-2 654 (700-2)



INDIANOLA, MISSISSIPPI
Amdt 5C 19SEP13

33° 29' N-90° 40' W

INDIANOLA MUNI (IDL)
VOR/DME-B

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-JHF 111.7	APP CRS 159°	Rwy Idg 5387
		TDZE 341
		Apt Elev 341

ILS or LOC RWY 16

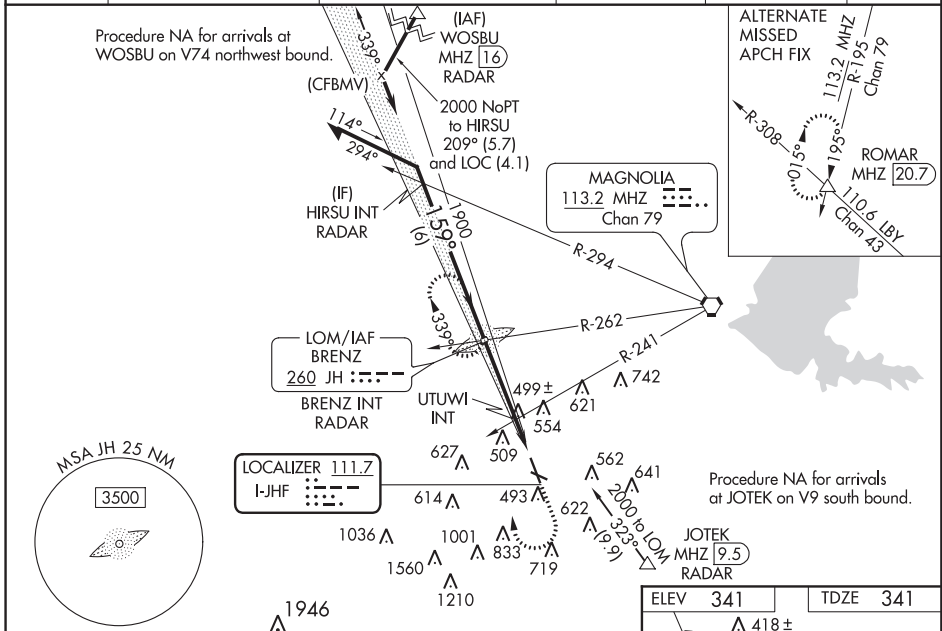
HAWKINS FIELD (HKS)

⚠ When local altimeter setting not received, use Jackson Medgar Wiley-Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet. Increase Circling Cat C visibility 1/4 mile and UTUWI fix Circling Cat C visibility 1/4 mile. For inop MALSRL, increase S-LOC 16 Cats C/D visibility 3/8. Increase UTUWI fix S-LOC 16 Cats C/D visibility 3/8. For inop MALSRL when using Jackson Medgar Wiley-Evers Intl altimeter setting increase S-LOC Cats C/D visibility 3/8 mile. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

MALSRL
AS 5

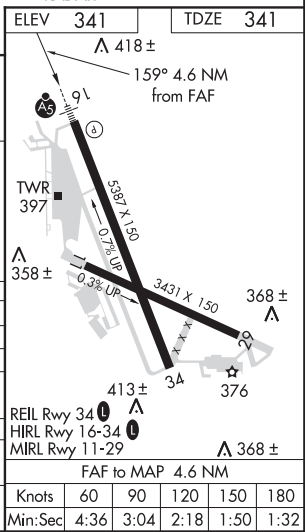
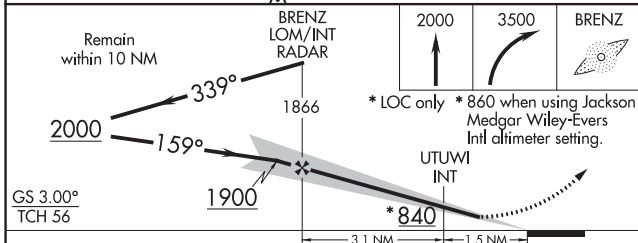
MISSED APPROACH:
Climb to 2000 then climbing right turn to 3500 direct BRENZ LOM and hold.

ASOS 120.625	JACKSON APP CON * 123.9 319.2	HAWKINS TOWER * 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 when tower closed	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 16		541-1/2	200 (200-1/2)	
S-LOC 16	840-1/2	499 (500-1/2)	840-1	499 (500-1)
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)
UTUWI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 16	760-1/2	419 (500-1/2)	760-3/4	419 (500-3/4)
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)


ELEV	341	TDZE	341
TWR	397		
REIL Rwy 34	34		
HIRL Rwy 16-34	34		
MIRL Rwy 11-29	29		
Knots	60	90	120 150 180
Min:Sec	4:36	3:04	2:18 1:50 1:32

WAAS CH 50316 W16A	APP CRS 159°	Rwy Idg TDZE 341 Apt Elev 341	5387
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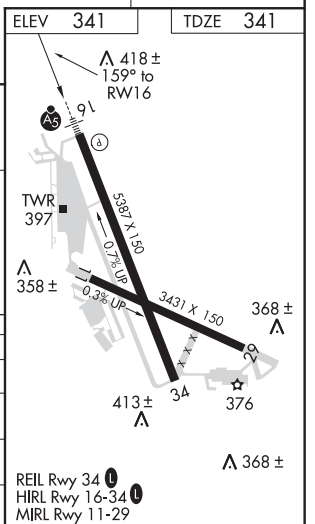
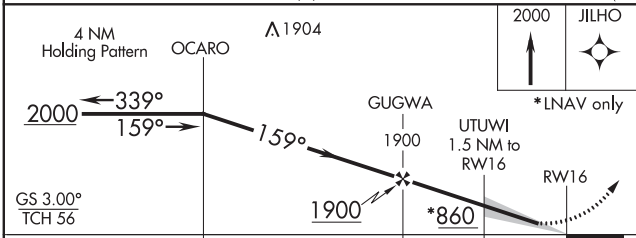
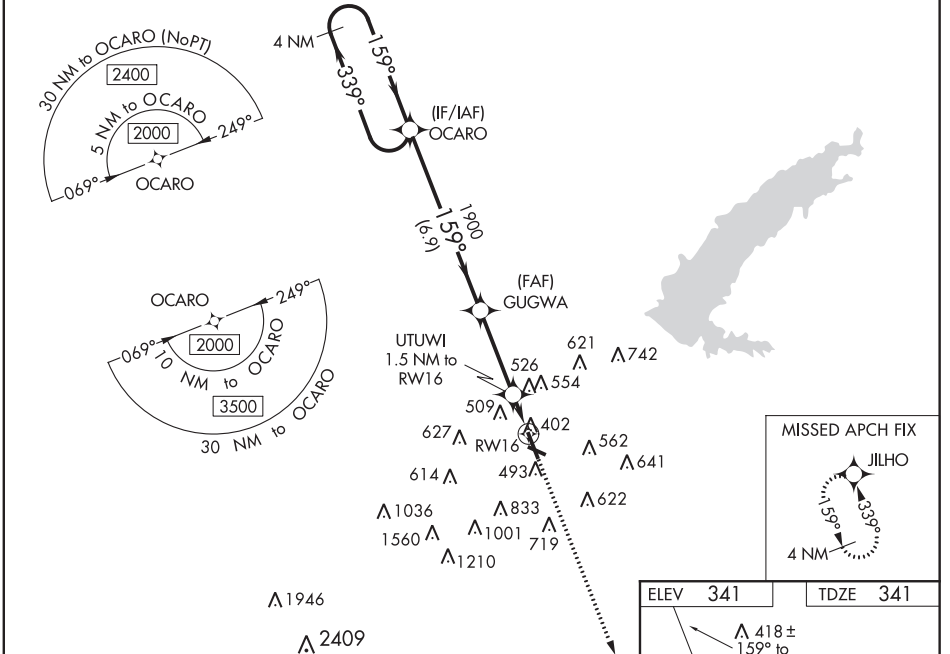
RNAV (GPS) RWY 16

HAWKINS FIELD (HKS)

⚠ Baro-VNAV NA when using Jackson Medgar Wiley-Evers Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson Medgar Wiley-Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities 1/8 mile and Circling Cat C 1/4 mile. For inop MALS R when using Jackson Medgar Wiley-Evers Intl altimeter setting increase LNAV/VNAV all Cats to 1 1/8.

MALS R

MISSED APPROACH:
 Climb to 2000 direct JILHO and hold.

ASOS 120.625	JACKSON APP CON * 123.9 319.2	HAWKINS TOWER * 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		542-1/2	201 (300-1/2)	
LNAV/VNAV DA		677-5/8	336 (400-5/8)	
LNAV MDA	780-1/2 439 (500-1/2)		780-3/4 439 (500-3/4)	
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56416 W34A	APP CRS 339°	Rwy Idg THRE 306 Apt Elev 341	5387
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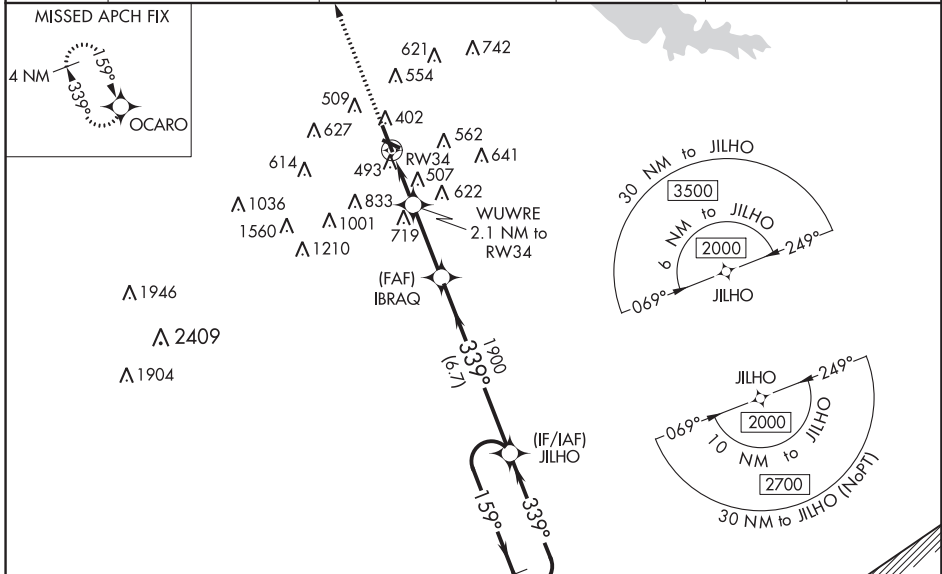
RNAV (GPS) RWY 34

HAWKINS FIELD (HKS)

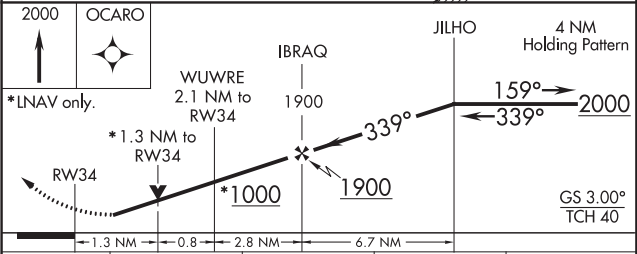
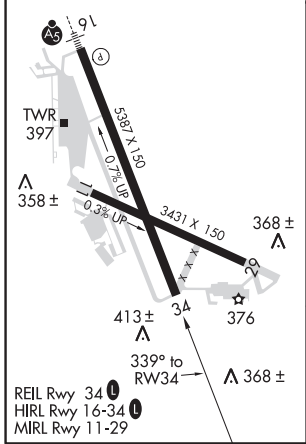
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2000 direct OCARO and hold.

ASOS 120.625	JACKSON APP CON * 123.9 319.2	HAWKINS TOWER * 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95
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ELEV 341	THRE 306
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CATEGORY	A	B	C	D
LPV DA		572-7/8	266 (300-7/8)	
LNAV/VNAV DA		654-1 1/8 348 (400-1 1/8)		
LNAV MDA	760-1	454 (500-1)	760-1 3/8	454 (500-1 3/8)
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

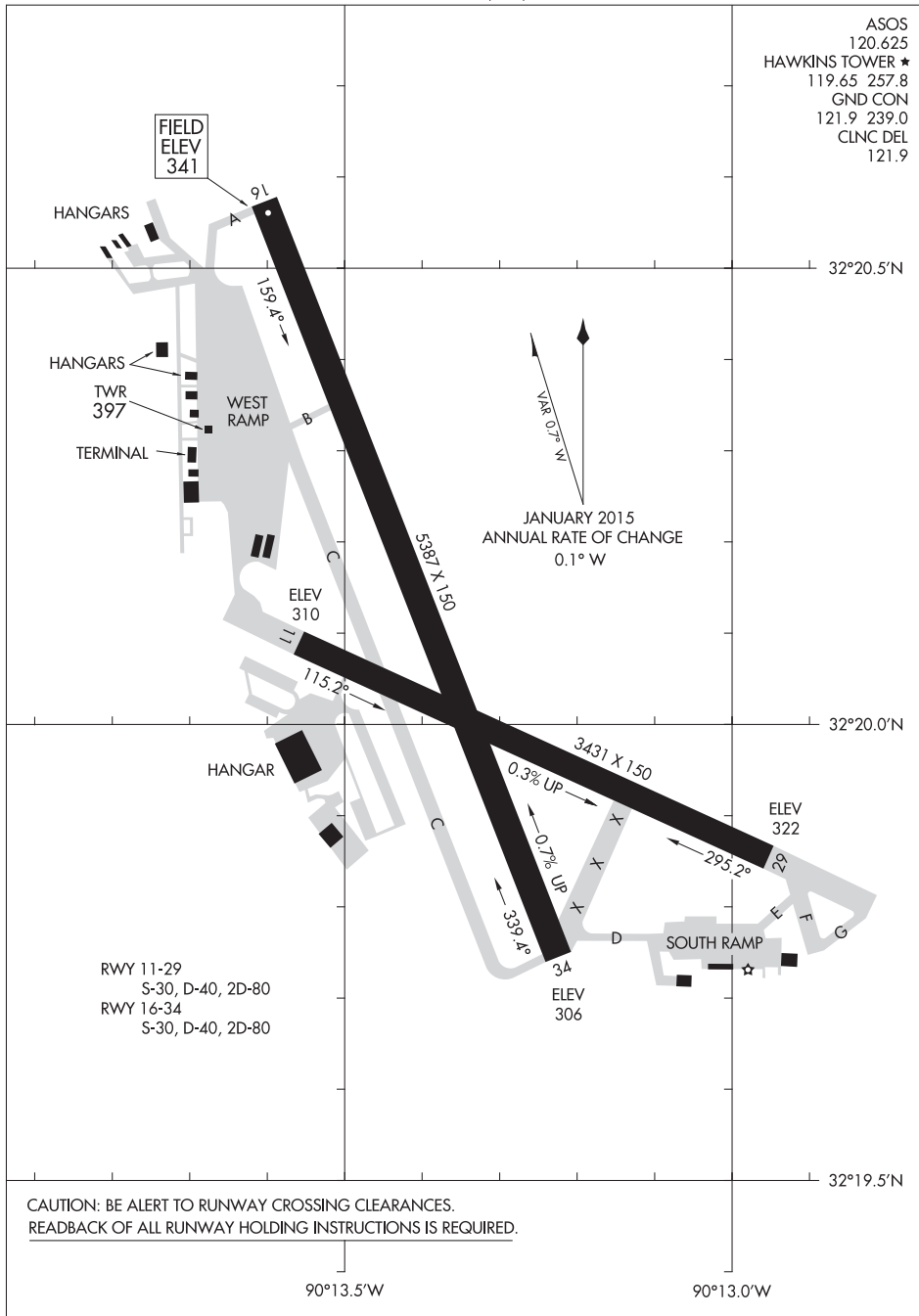
AL-206 (FAA)

HAWKINS FIELD (HKS)
JACKSON, MISSISSIPPI

ASOS
120.625
HAWKINS TOWER ★
119.65 257.8
GND CON
121.9 239.0
CLNC DEL
121.9

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

JACKSON, MISSISSIPPI
HAWKINS FIELD (HKS)

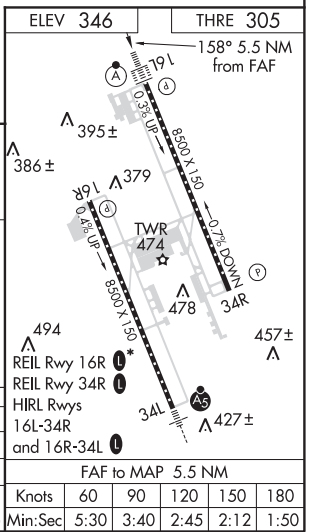
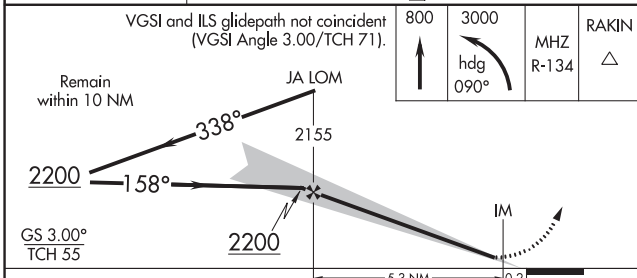
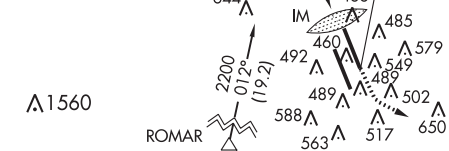
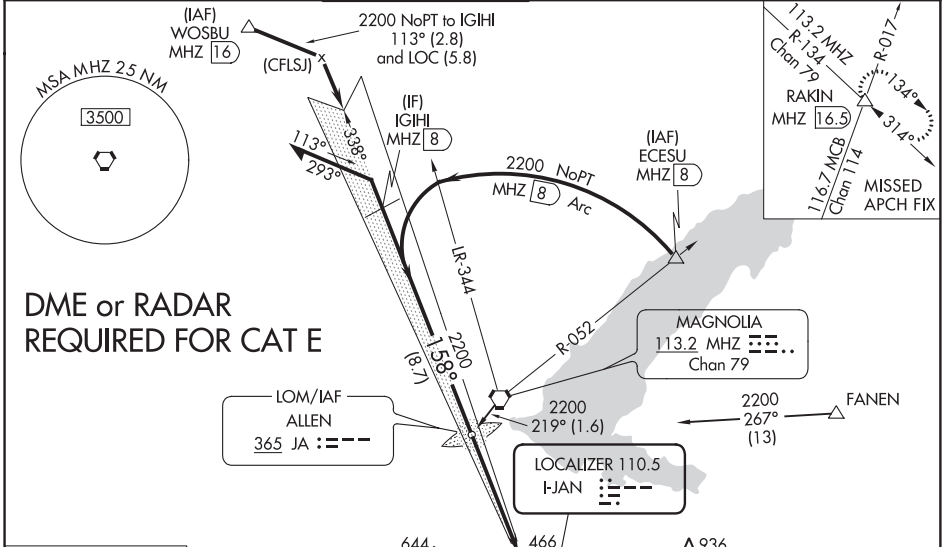
LOC I-JAN 110.5	APP CRS 158°	Rwy Idg THRE Apt Elev	8500 305 346
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ILS or LOC RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

▼ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. For inoperative ALSF-2, increase S-ILS 16L Cat E ASR visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to 1½. For inoperative ALSF-2 when using Hawkins Field altimeter setting, increase S-16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to 1½. Procedure turn NA for Cat E. Circling NA for Cat E southwest of Rwy 16R-34L.

ALSF-2
(A) MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 16L	505/18 200 (200-½)				
S-LOC 16L	820/24	515 (500-½)	820/55	515 (500-1½)	
CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JACKSON, MISSISSIPPI

AL-5132 (FAA)

15008

LOC I-FRL 109.3	APP CRS 338°	Rwy Idg THRE Apt Elev	8500 329 346
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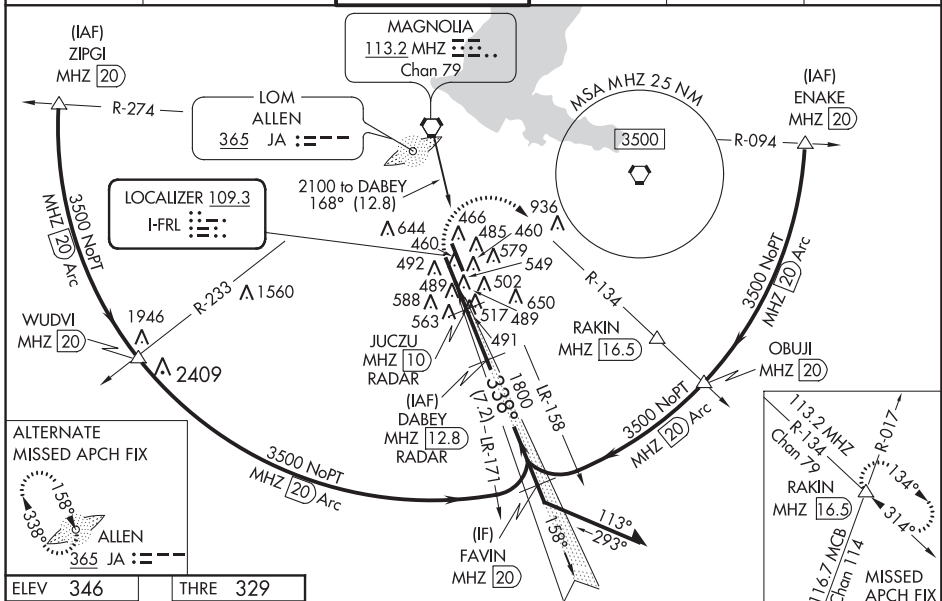
ILS or LOC RWY 34L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

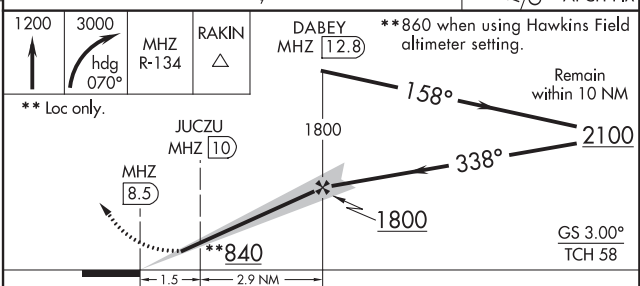
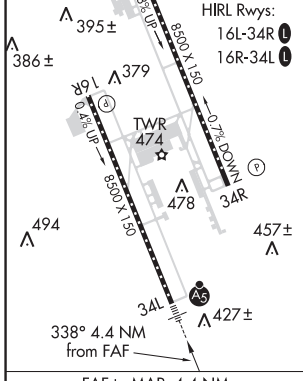
▼ DME or Radar required. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet; increase S-ILS 34L visibility to RVR 4000. For inop MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L all Cats visibility to 1/2. For inop MALSR when using Hawkins Field altimeter setting, increase S-LOC 34L Cat E visibility to 1/2. Inop table does not apply to S-ILS 34L when using Hawkins Field altimeter setting. Helicopter visibility reduction below RVR 4000 SM NA. Procedure turn NA for Cat E. Circling NA for Cat E southwest of Rwy 16R-34L. # DME from MHz VORTAC.

▲ MALSR
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 070° and MHz VORTAC R-134 to RAKIN INT/MHz 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
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ELEV 346	THRE 329
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CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-1/2)				
S-LOC 34L	840/40	511 (500-3/4)	840/55 511 (500-1 1/4)		
C CIRCLING	880-1	534 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)
JUCZU DME MINIMUMS #					
S-LOC 34L	760/40 431 (500-3/4)				
C CIRCLING	880-1	534 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)

JACKSON, MISSISSIPPI
Amdt 6A 17OCT13

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
32°19'N-90°05'W

ILS or LOC RWY 34L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

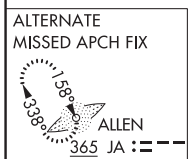
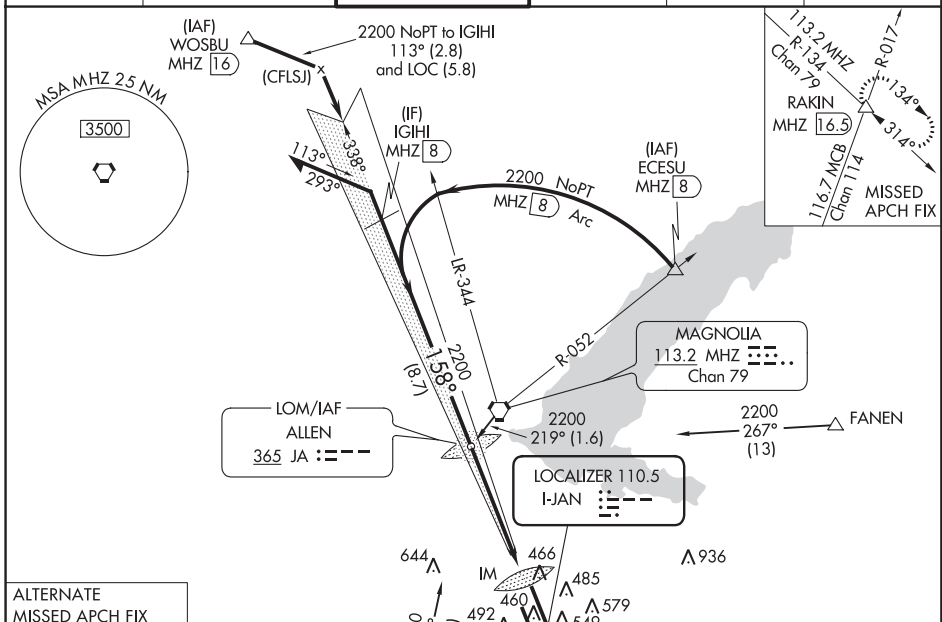
LOC I-JAN 110.5	APP CRS 158°	Rwy Idg 8500 THRE 305 Apt Elev 346
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ILS RWY 16L (SA CAT I)

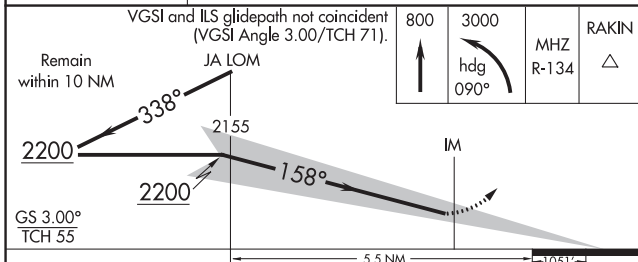
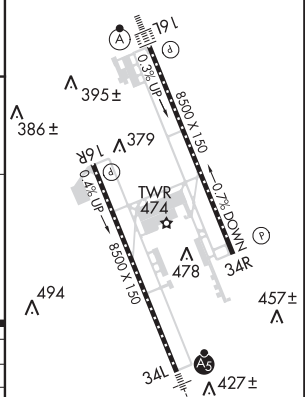
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

<p>⚠ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA. When control tower closed, procedure NA. When local altimeter setting not received, procedure NA.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 800 then dimbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.</p>
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ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0 *	UNICOM 122.95
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ELEV 346	THRE 305
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CATEGORY	A	B	C	D
S-ILS 16L	RA 169/14 150 DA 455			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 16R **L***
REIL Rwy 34R **L**
HIRL Rvys
16L-34R and 16R-34L **L**

SC-4, 10 NOV 2016 to 05 JAN 2017

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ILS RWY 16L (CAT II & III)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

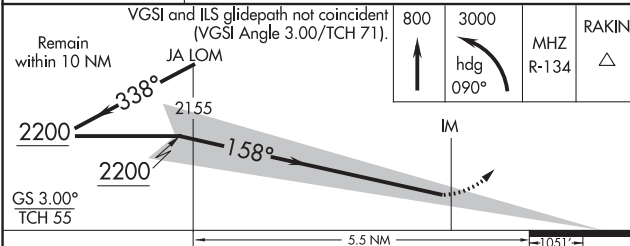
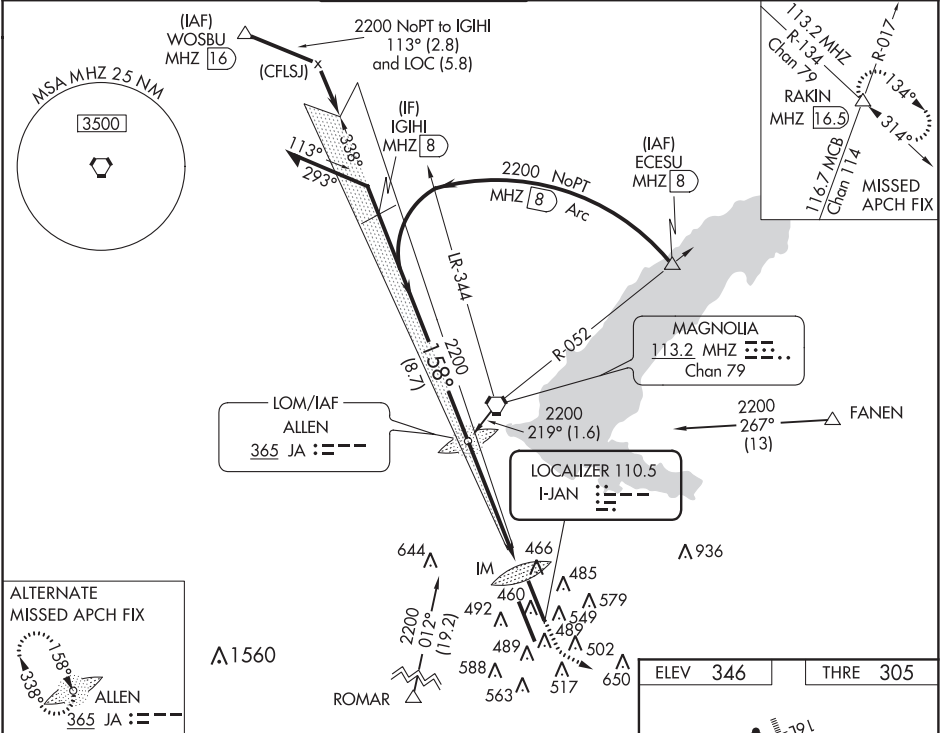
LOC I-JAN 110.5	APP CRS 158°	Rwy Idg THRE Apt Elev	8500 305 346
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▼ When control tower closed, procedure NA.
 ▲ When local altimeter setting not received, procedure NA.
 ASR

ALSF-2

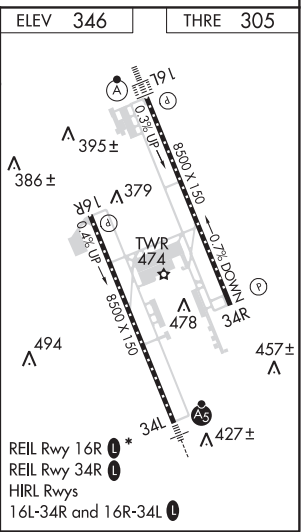
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16L		CAT II RA 119/12 100 DA 405		
S-ILS 16L		CAT IIIA RVR 07		
S-ILS 16L		CAT IIIB RVR 06		
S-ILS 16L		CAT IIIC NA		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72911 W16A	APP CRS 158°	Rwy Idg THRE 305 Apt Elev 346	8500
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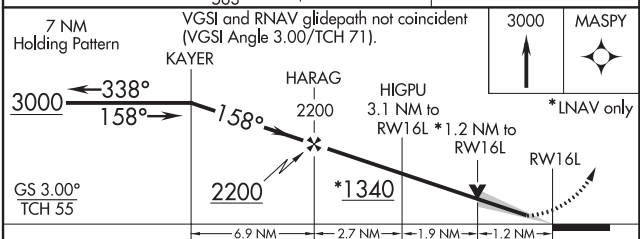
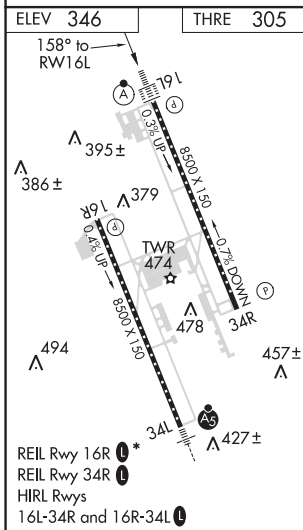
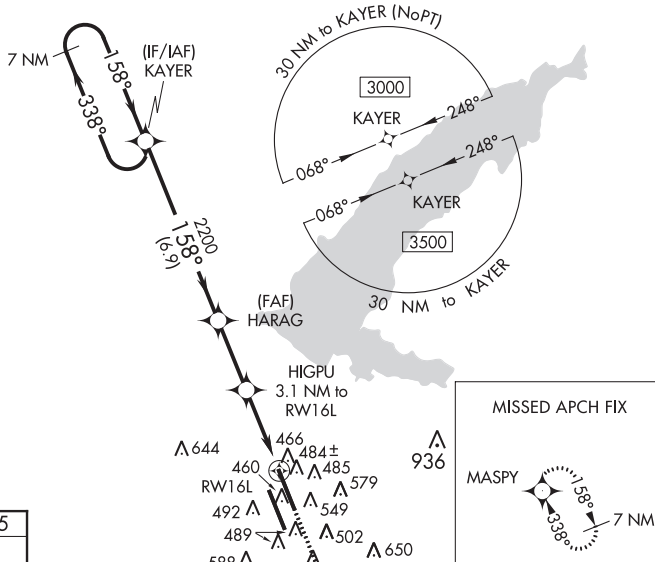
RNAV (GPS) RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

For uncorrected Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to RVR 3400 and LNAV Cats C/D/E visibility to RVR 5000. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to ASR 1 3/8. For inoperative ALSF when using Hawkins Field altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1 3/8. Circling NA for Cat E southwest of Rwy 16R-34L.

ALSF-2 	MISSED APPROACH: Climb to 3000 direct MASP and hold.
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ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA			505/24	200 (200-1/2)	
LNAV/VNAV DA			645/31	340 (300-5/8)	
LNAV MDA	760/24	455 (500-1/2)	760/45	455 (500-7/8)	
CIRCLING	880-1	534 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JACKSON, MISSISSIPPI

AL-5132 (FAA)

13290

WAAS CH 49211 W16B	APP CRS 158°	Rwy Idg THRE 305 Apt Elev 346	8500
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RNAV (GPS) RWY 16R

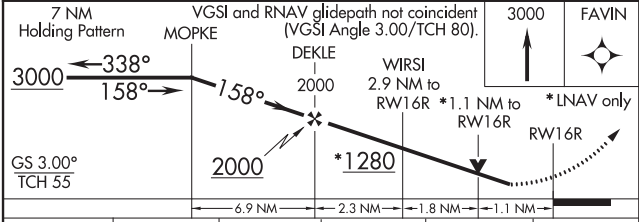
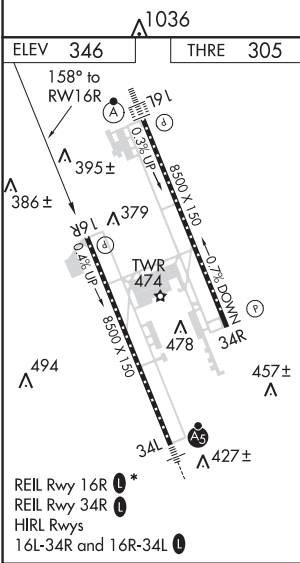
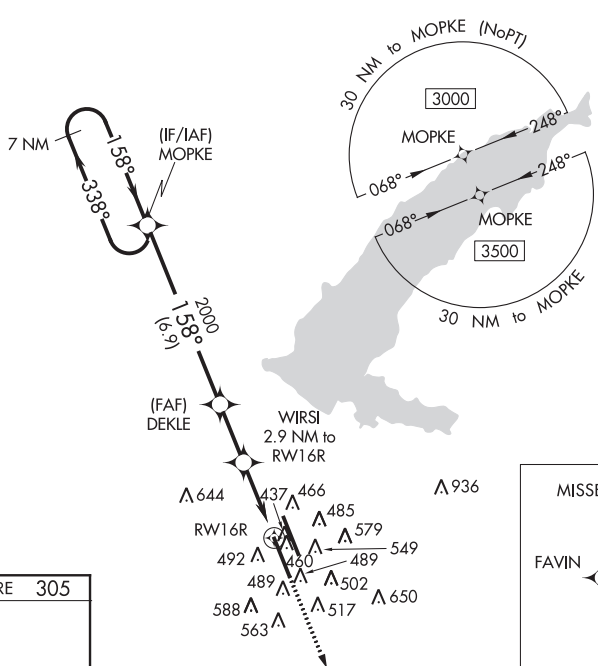
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. Circling NA for Cat E southwest of Rwy 16R-34L.

ASR

MISSED APPROACH:
Climb to 3000 direct FAVIN and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		606-1	301 (300-1)		
LNAV/VNAV DA		623-1	318 (300-1)		
LNAV MDA	720-1	415 (400-1)	720-1½	415 (400-1½)	
C CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Amdt 2 22AUG13

32°19' N-90°05' W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
RNAV (GPS) RWY 16R

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017


WAAS CH 61301 W34A	APP CRS 338°	Rwy Idg THRE 329 Apt Elev 346
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RNAV (GPS) RWY 34L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

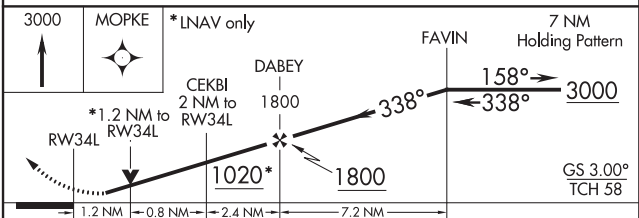
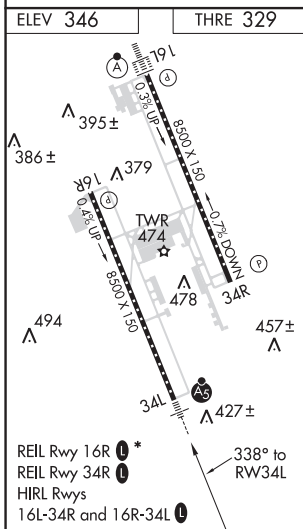
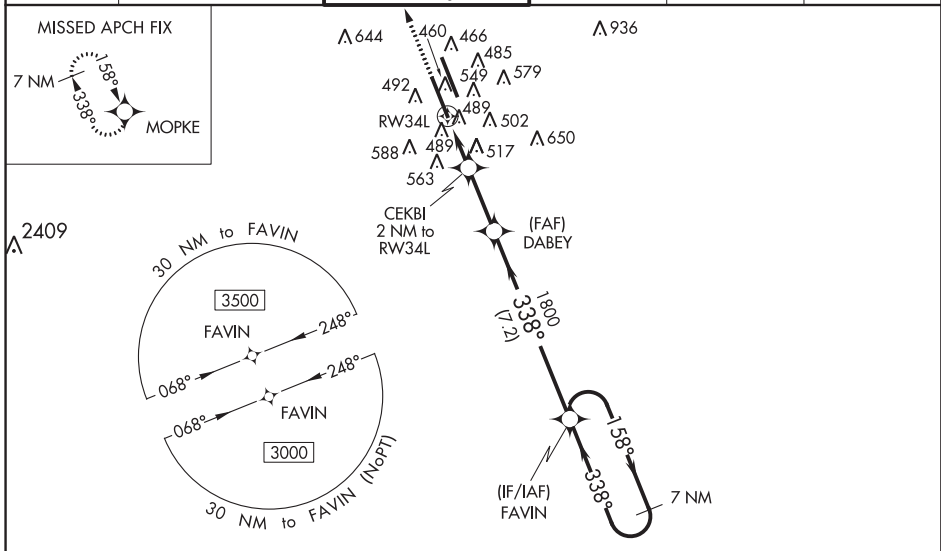
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D/E visibility to RVR 5000. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1% and LNAV Cat E visibility to 1%. For inoperative MALSR when using Hawkins Field altimeter setting, increase LPV Cat E visibility to RVR 4500, LNAV/VNAV Cat E visibility to 1%, and LNAV Cat E visibility to 1%. Inoperative table does not apply to LPV. Helicopter visibility reduction below RVR 4000 NA. Circling NA for Cat E southwest of Rwy 16R-34L.

MALSR



MISSED APPROACH:
Climb to 3000 direct MOPKE and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	579/40 250 (300-¾)				
LNAV/VNAV DA	875-1½ 546 (600-1¾)				
LNAV MDA	780/40 451 (500-¾)	780/45 451 (500-¾)			
C CIRCLING	880-1 534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JACKSON, MISSISSIPPI

AL-5132 (FAA)

14233

WAAS CH 45811 W 346	APP CRS 338°	Rwy Idg TDZE Apt Elev	8500 346 346
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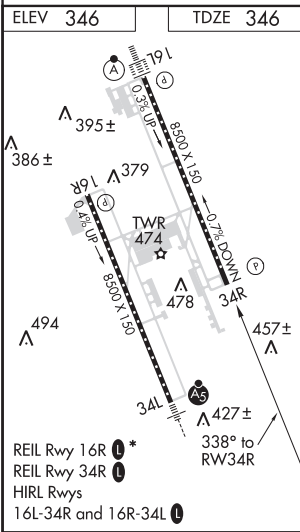
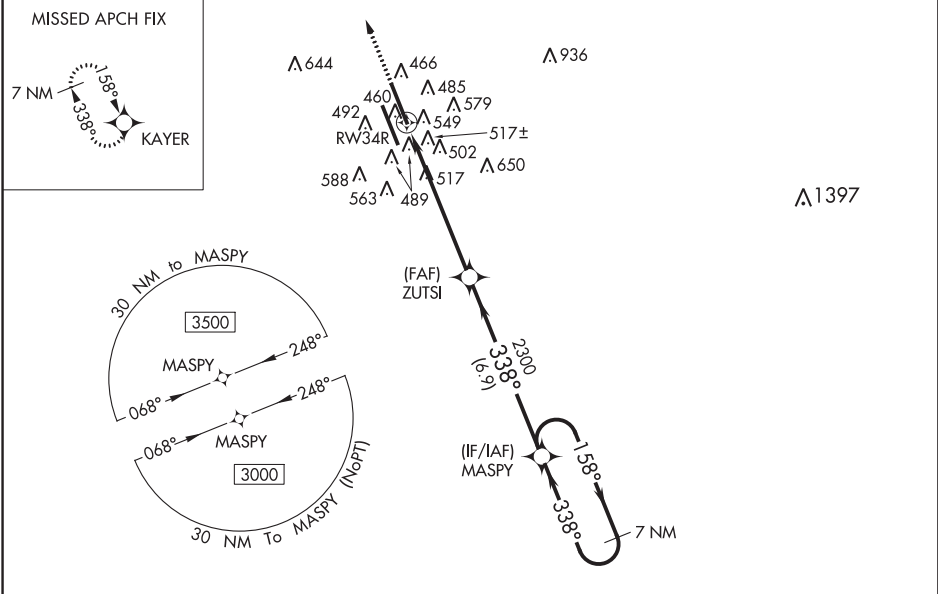
RNAV (GPS) RWY 34R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C/D/E visibility to ASR 1½. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. Helicopter visibility reduction below ¾ SM NA. Circling NA for Cat E southwest of RW 16R-34L.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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ELEV 346	TDZE 346	<p>3000 KAYER VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 66).</p> <p>ZUTSI MASPYP 7 NM Holding Pattern</p> <p>* LNAV only. * 1.4 NM to RWY34R</p> <p>1.4 4.6 NM 6.9 NM</p> <p>2300 2300 338° 158° 3000</p> <p>GS 3.00° TCH 55</p>				
CATEGORY	A	B	C	D	E	
LPV DA	646/47 300 (300-1)					
LNAV/VNAV DA	846-1½ 500 (500-1½)					
LNAV MDA	860/55	514 (600-1¼)	860-1¾	514 (600-1¾)		
C CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)	

JACKSON, MISSISSIPPI
Amdt 2A 21AUG14

32°19'N-90°05'W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNAV (GPS) RWY 34R


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

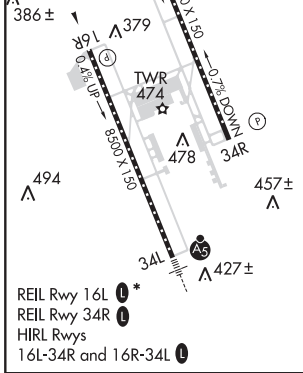
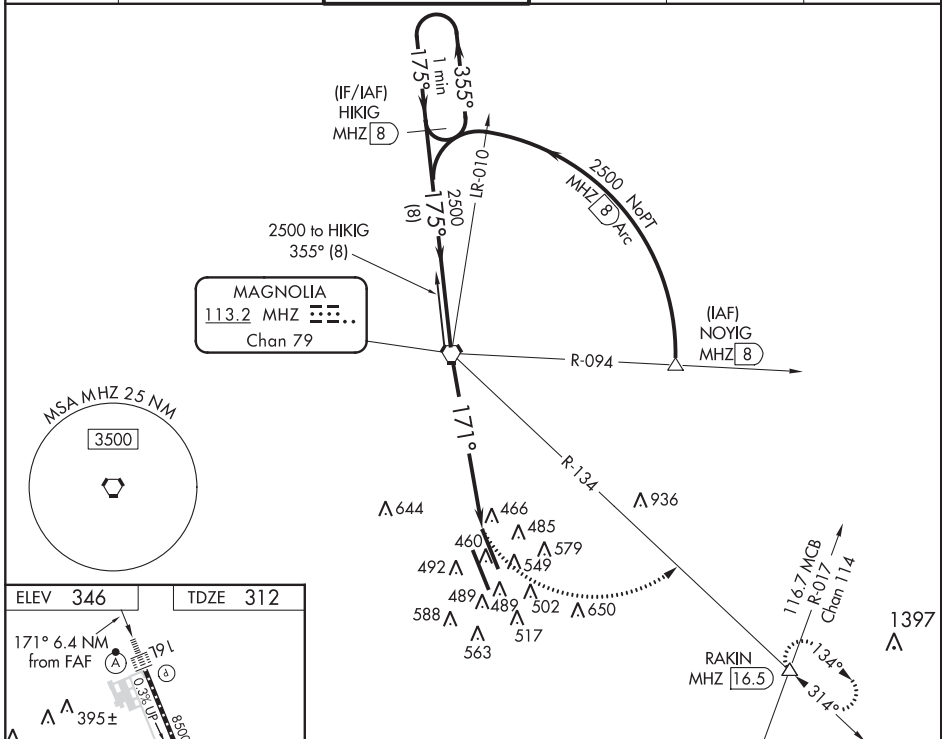
MHZ VORTAC 113.2 Chan 79	APP CRS 171°	Rwy Idg 8500 TDZE 312 Apt Elev 346
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VOR/DME or TACAN RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

<p>▼ VDP NA with Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-16L Cats C/D/E visibility to 1½ mile. For inop ALSF, increase S-16L Cats A/B visibility to 1 mile; Cat E to 1½. For inop ALSF when using Hawkins Field altimeter setting, increase S-16L Cats A/B visibility to 1 mile, and Cats C/D/E visibility to 1½. Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.</p>	ALSF-2 	MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.
	<p>ASR</p>	

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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One Minute Holding Pattern	HIKIG MHZ 8	MHZ VORTAC	3000 hdg 103°	MHZ R-134	RAKIN
2500 ← 355°	175° →	2500	171°	MHZ 4.9	MHZ 6.4
8 NM			4.9 NM	1.5	
CATEGORY	A	B	C	D	E
S-16L	860/40	548 (600-¾)	860/60	548 (600-1¼)	
CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JACKSON, MISSISSIPPI

AL-5132 (FAA)

15260

MHZ VORTAC 113.2 Chan 79	APP CRS 175°	Rwy Idg 8500 TDZE 320 Apt Elev 346
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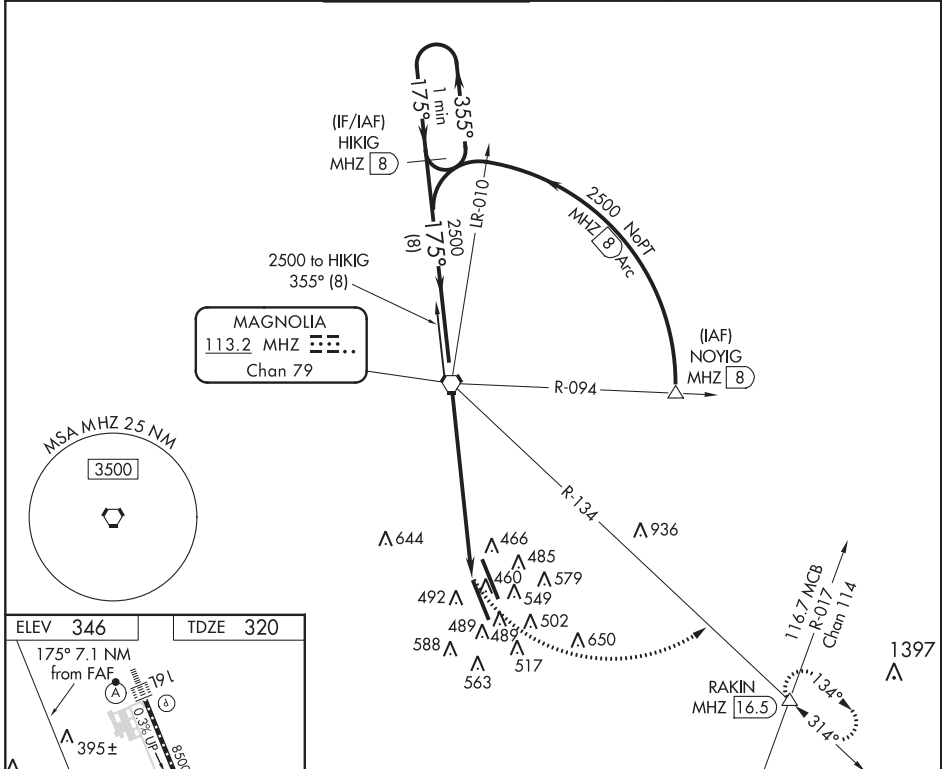
VOR/DME or TACAN RWY 16R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

⚠ VDP NA with Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-16R Cats C/D/E visibility 1/8 mile. Circling NA for Cat E SW of Rwy 16R-34L. Helicopter visibility reduction below 3/4 SM NA.

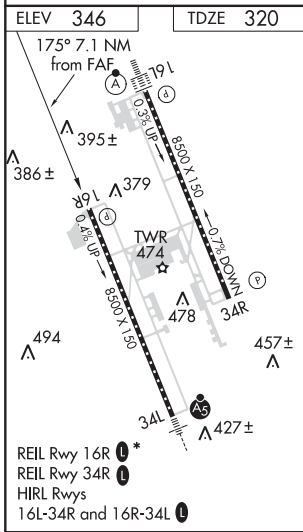
MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON * 123.9 317.7	JACKSON TOWER * 120.9 (CTAF) 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



One Minute Holding Pattern	VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 80).		3000	RAKIN	
	HIKIG MHZ [8]	VORTAC	hdg 103°	MHZ R-134	
2500 ← 355°		175° →	2500	MHZ [5.6]	
			2.83° TCH 55	MHZ [7.1]	
		8 NM	5.5 NM	1.6	
CATEGORY	A	B	C	D	E
S-16R	880-1	560 (600-1)	880-1 ⁵ / ₈	560 (600-1 ⁵ / ₈)	
C CIRCLING	880-1	534 (600-1)	900-1 ¹ / ₂ 554 (600-1 ¹ / ₂)	960-2 614 (700-2)	1040-2 ¹ / ₂ 694 (700-2 ¹ / ₂)

JACKSON, MISSISSIPPI
Orig-A 17SEP15

32°19'N-90°05'W JACKSON-MEDGAR WILEY EVERS INTL (JAN)
VOR/DME or TACAN RWY 16R

VORTAC MHZ 113.2 Chan 79	APP CRS 352°	Rwy Idg TDZE Apt Elev	8500 329 346
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VOR/DME or TACAN RWY 34L

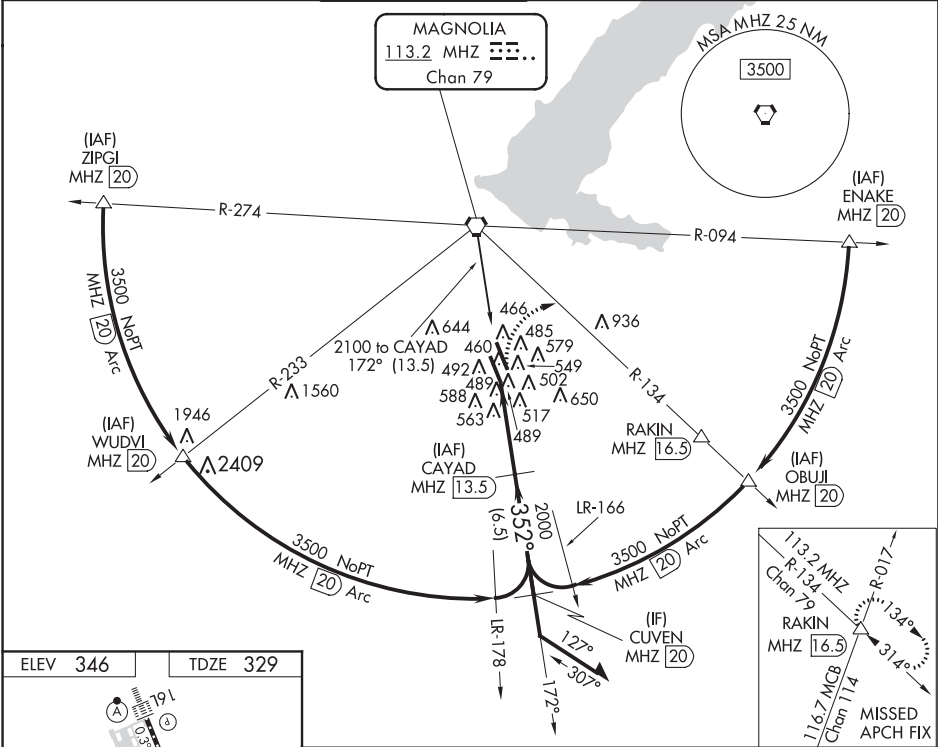
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

⚠ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-34L Cats C/D/E visibility 1/8 mile.
⚠ Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below 3/4 SM NA.

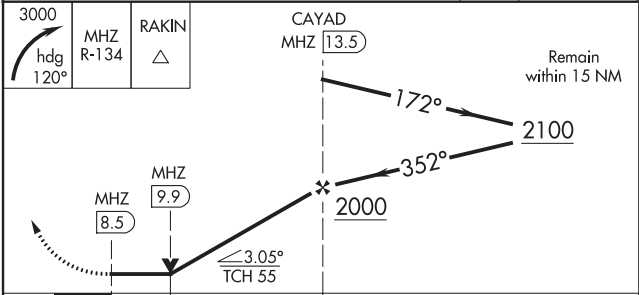
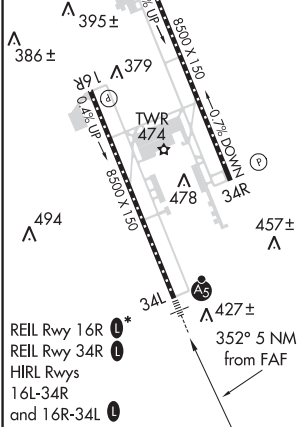


MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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ELEV 346	TDZE 329
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CATEGORY	A	B	C	D	E
S-34L	840/55	511 (500-1¼)	840-1¾ 511 (500-1¾)		
C CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JACKSON, MISSISSIPPI

AL-5132 (FAA)

15260

VORTAC MHZ 113.2 Chan 79	APP CRS 349°	Rwy Idg TDZE Apt Elev	8500 346 346
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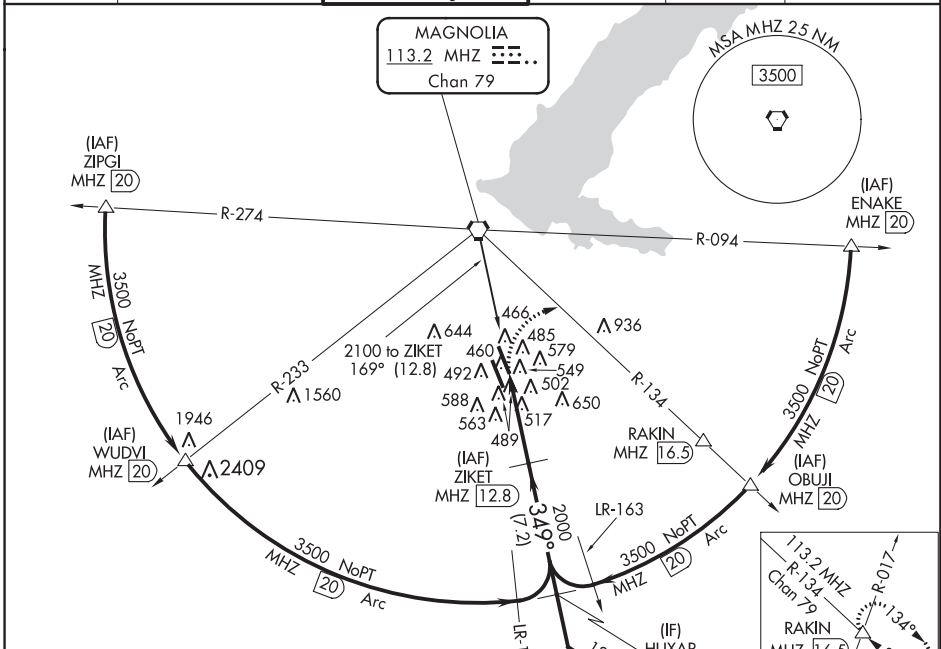
VOR/DME or TACAN RWY 34R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

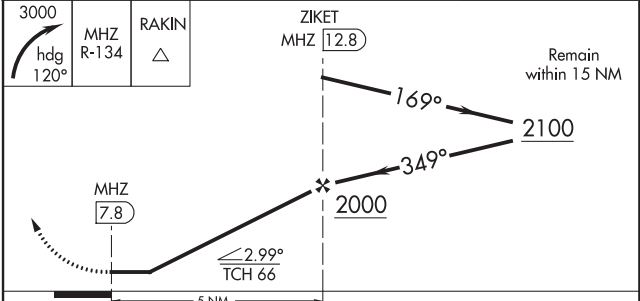
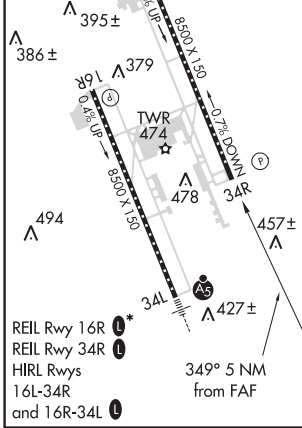
⚠ When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-34R Cats C/D/E visibility 1/8 mile.
⚠ Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON* 123.9 317.7	JACKSON TOWER* 120.9 (CTAF) 352.0	GND CON 121.7 348.6	120.7 0*	UNICOM 122.95
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ELEV 346	TDZE 346
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CATEGORY	A	B	C	D	E
S-34R	920/55	574 (600-1¼)	920-1½	574 (600-1%)	
C CIRCLING	920-1	574 (600-1)	920-1½ 574 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Orig-B 17SEP15

32°19'N-90°05'W

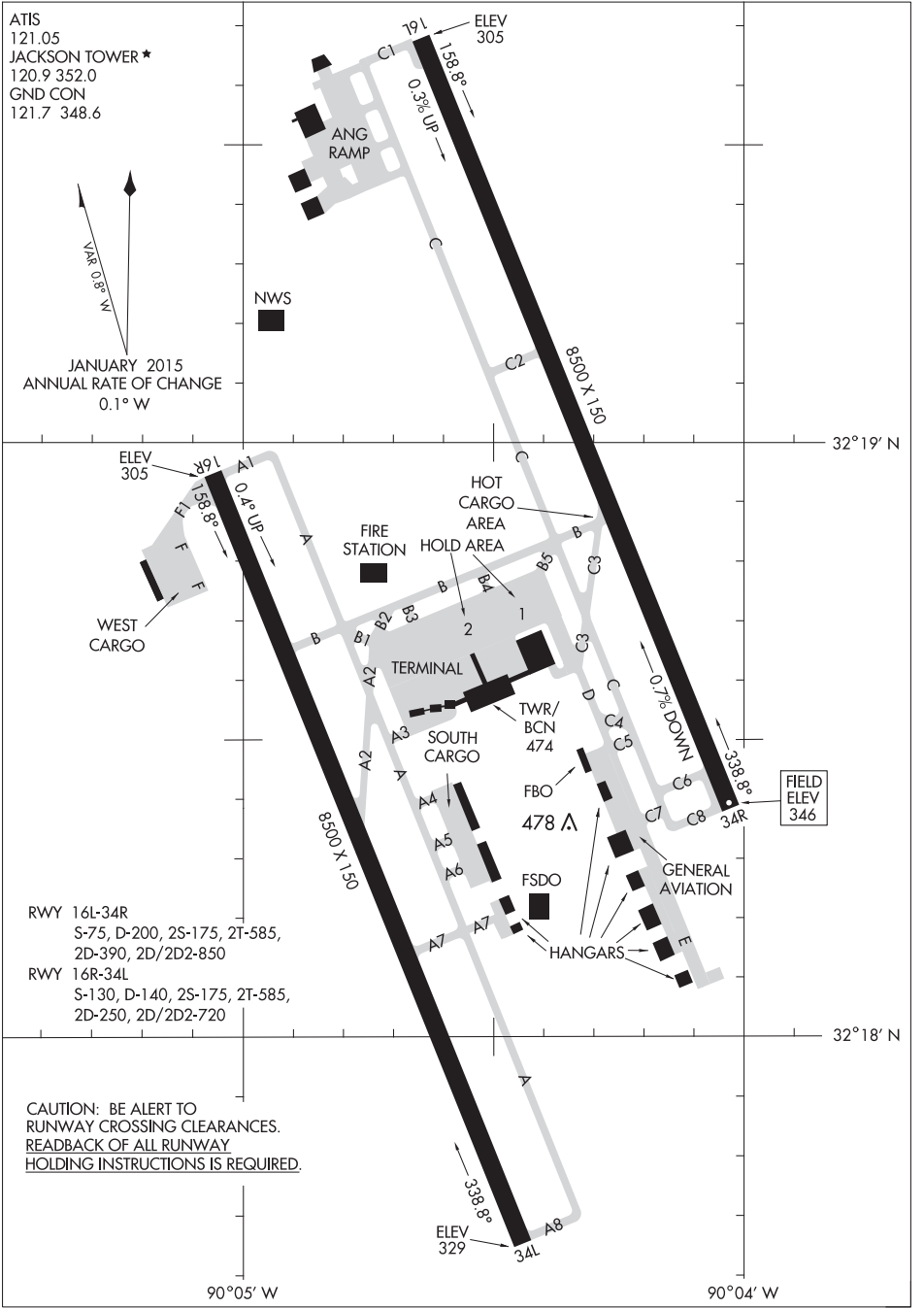
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

VOR/DME or TACAN RWY 34R

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

16091 **AIRPORT DIAGRAM** JACKSON-MEDGAR WILEY EVERS INTL (JAN)
 AL-5132 (FAA) JACKSON, MISSISSIPPI



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM JACKSON, MISSISSIPPI
 JACKSON-MEDGAR WILEY EVERS INTL (JAN)
 16091

JENNINGS, LOUISIANA

AL-5716 (FAA)

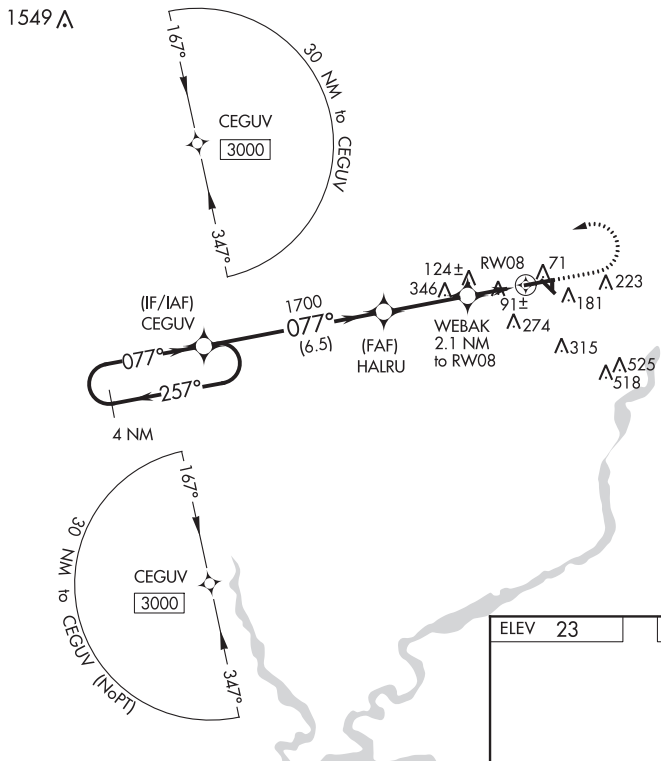
16175

WAAS CH 90436 W08A	APP CRS 077°	Rwy Idg 5002 TDZE 17 Apt Elev 23
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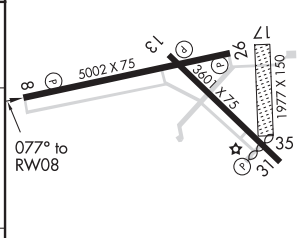
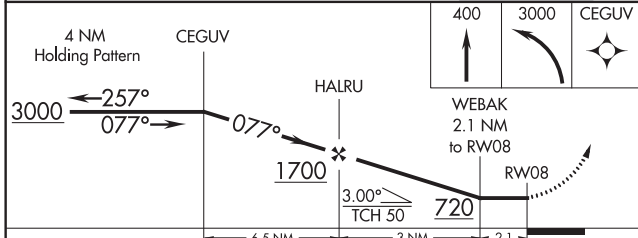
RNAV (GPS) RWY 8

JENNINGS (3R7)

<p>▼ DME/DME RNP-0.3 NA. Night landing; Rwy 08, 31 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all MDA 80 ft, LP Cat C visibility 1/4 mile, LNAV Cat C visibility 3/8 mile, and Circling Cat C visibility 1/4 mile.</p>		<p>▲ MISSED APPROACH: Climb to 400 then climbing left turn to 3000 direct CEGUV and hold.</p>	
AWOS-3PT 121.150	LAKE CHARLES APP CON * 119.8 282.3	GCO 135.075	UNICOM 122.8 (CTAF) 0



ELEV 23	TDZE 17
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CATEGORY	A	B	C	D
LP MDA		360-1 343 (400-1)		NA
LNAV MDA		380-1 363 (400-1)		NA
C CIRCLING	580-1 557 (600-1)		680-1 3/4 657 (700-1 3/4)	NA

REIL Rwy 8, 26, 13, and 31
MIRL Rwy 8-26 and 13-31 **0**

JENNINGS, LOUISIANA
Amdt 1A 23JUN16

30°15'N-92°40'W

RNAV (GPS) RWY 8

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90236 W26A	APP CRS 257°	Rwy Idg TDZE Apt Elev	5002 20 23
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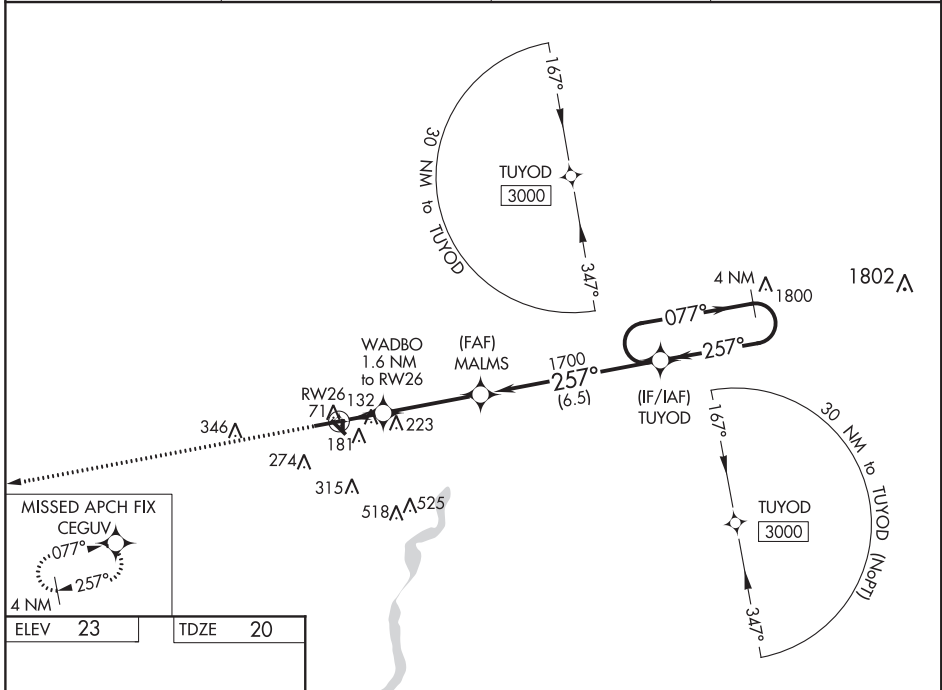
RNAV (GPS) RWY 26

JENNINGS (3R7)

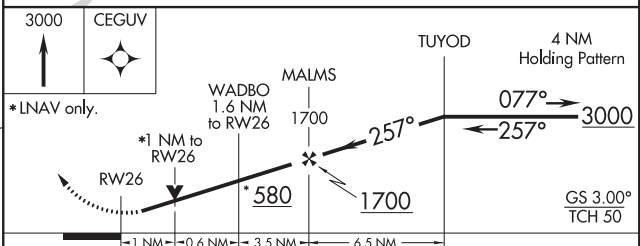
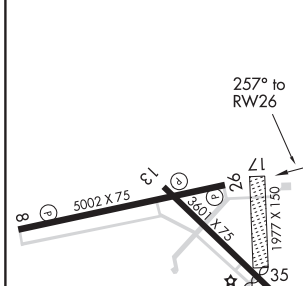
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
 ▲ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.
 ▲ Night landing: Rwy 8, 31 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cats visibility 1/4 mile, increase LNAV/Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
 Climb to 3000 direct
 CEGUV and hold.

AWOS-3PT 121.150	LAKE CHARLES APP CON * 119.8 282.3	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 23	TDZE 20
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CATEGORY	A	B	C	D
LPV DA	290-7/8	270 (300-7/8)		NA
LNAV/VNAV DA	300-7/8	280 (300-7/8)		NA
LNAV MDA	400-1	380 (400-1)		NA
C CIRCLING	580-1	557 (600-1)	680-13/4 657 (700-13/4)	NA

REIL Rwy 8, 26, 13, and 31
 MIRL Rwy 8-26 and 13-31

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JENNINGS, LOUISIANA

AL-5716 (FAA)

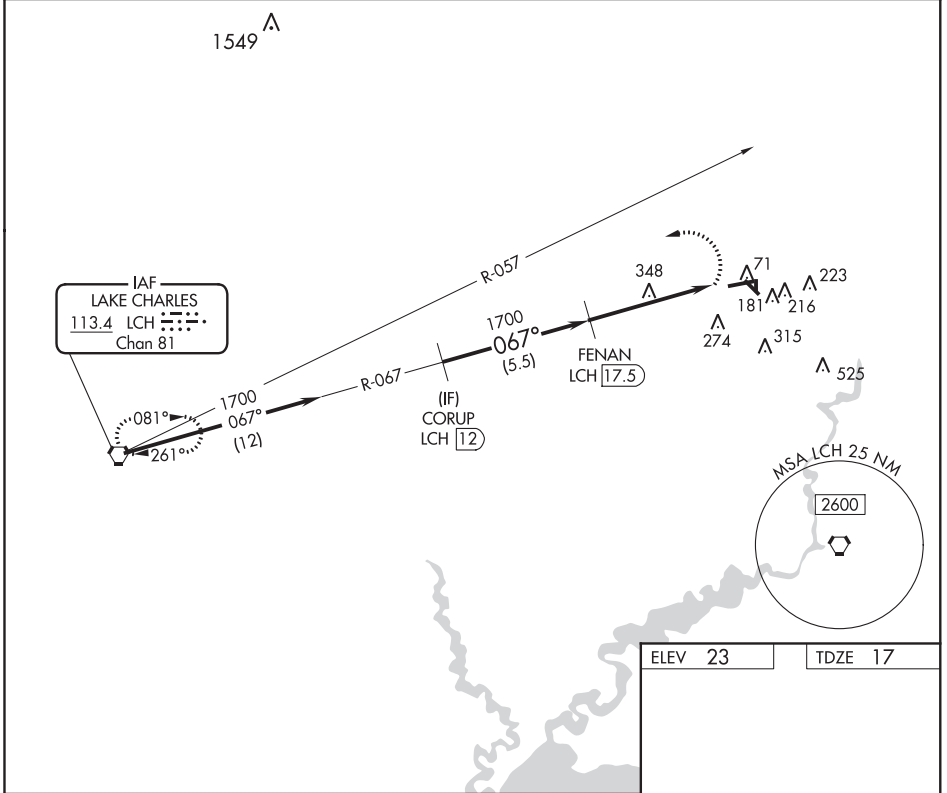
13122

VORTAC LCH 113.4 Chan 81	APP CRS 067°	Rwy Idg 5002 TDZE 17 Apt Elev 23
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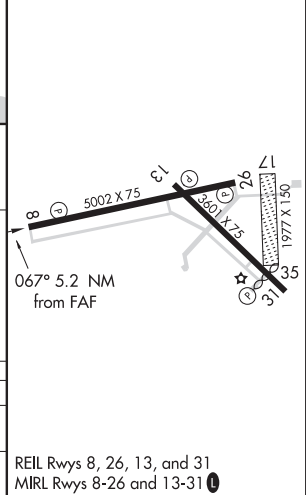
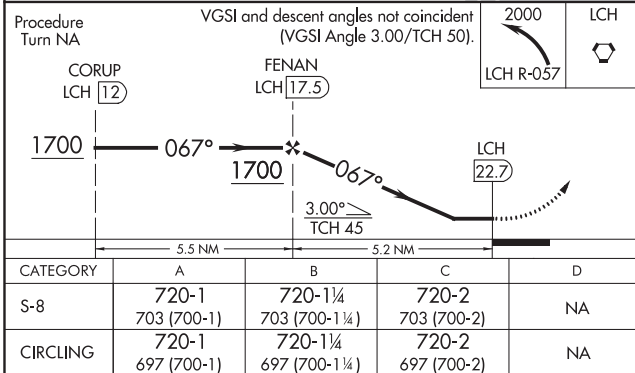
VOR/DME RWY 8

JENNINGS (3R7)

Use Lake Charles Rgnl altimeter setting. NA		MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.	
AWOS-3PT 121.150	LAKE CHARLES APP CON * 119.8 282.3	GCO 135.075	UNICOM 122.8 (CTAF)



ELEV 23	TDZE 17
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JENNINGS, LOUISIANA
Amdt 1A 08APR10

30°15'N - 92°40'W

VOR/DME RWY 8

JENNINGS (3R7)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86728 W18A	APP CRS 178°	Rwy Idg 3204 TDZE 255 Apt Elev 256
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RNAV (GPS) RWY 18

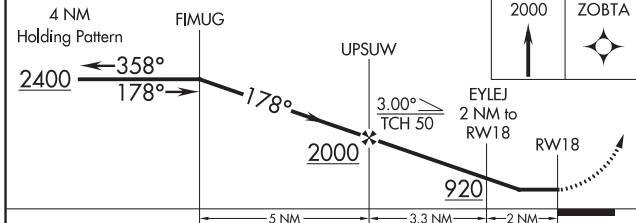
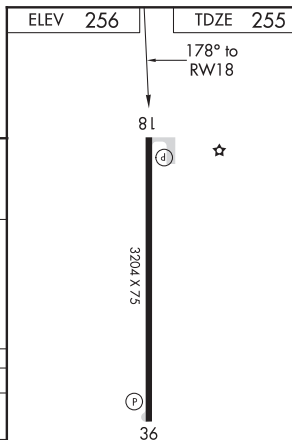
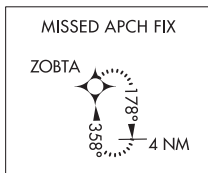
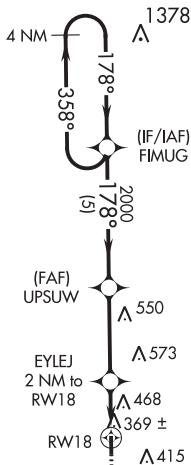
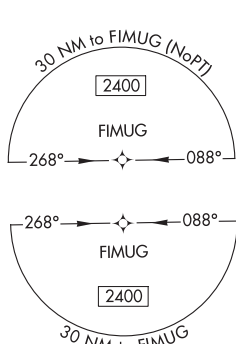
JONESBORO (F88)

NA 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 Ruston altimeter setting and increase all MDA 60 feet, and LP Cat C visibility ¼ mile and LNAV Cat C visibility ⅓ mile.

MISSED APPROACH: Climb to 2000 direct ZOBTA and hold.

MONROE APP CON ★
126.9 307.9

(CTAF)
122.9 **0**



CATEGORY	A	B	C	D
LP MDA	620-1	365 (400-1)		NA
LNAV MDA	720-1	465 (500-1)	720-1⅓ 465 (500-1⅓)	NA
CIRCLING	780-1	524 (600-1)	780-1½ 524 (600-1½)	NA

REIL Rwy 18 and 36 **0**
MIRL Rwy 18-36 **0**

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

JONESBORO, LOUISIANA

AL-6456 (FAA)

15092

WAAS CH 72628 W36A	APP CRS 358°	Rwy Idg 3204 TDZE 256 Apt Elev 256
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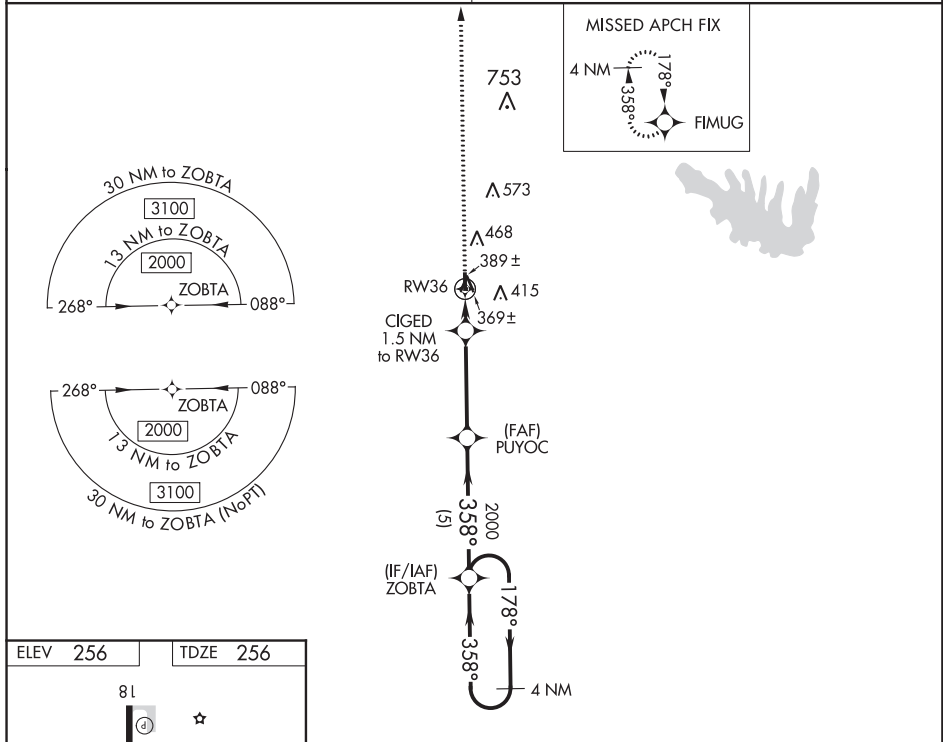
RNAV (GPS) RWY 36

JONESBORO (F88)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Rston altimeter setting and increase all MDA 60 feet, and increase LP and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct FIMUG and hold.

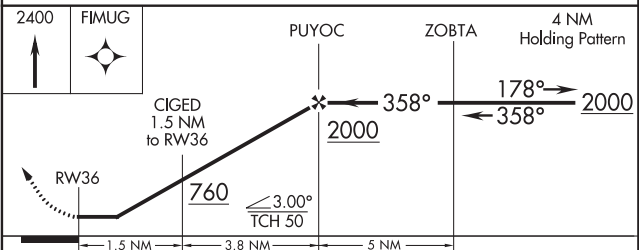
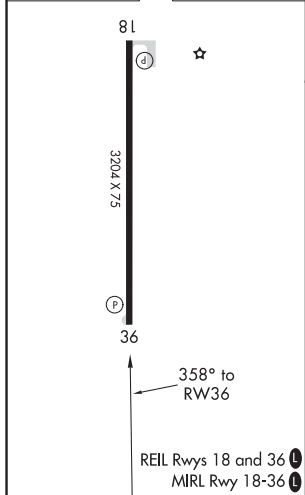
MONROE APP CON ★ **126.9 307.9** (CTAF) **122.9 0**



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV	256	TDZE	256
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CATEGORY	A	B	C	D
LP MDA	620-1 364 (400-1)			NA
LNAV MDA	640-1	384 (400-1)	640-1½ 384 (400-1½)	NA
CIRCLING	780-1	524 (600-1)	780-1½ 524 (600-1½)	NA

JONESBORO, LOUISIANA
Orig-B 02APR15

32°12'N-92°44'W

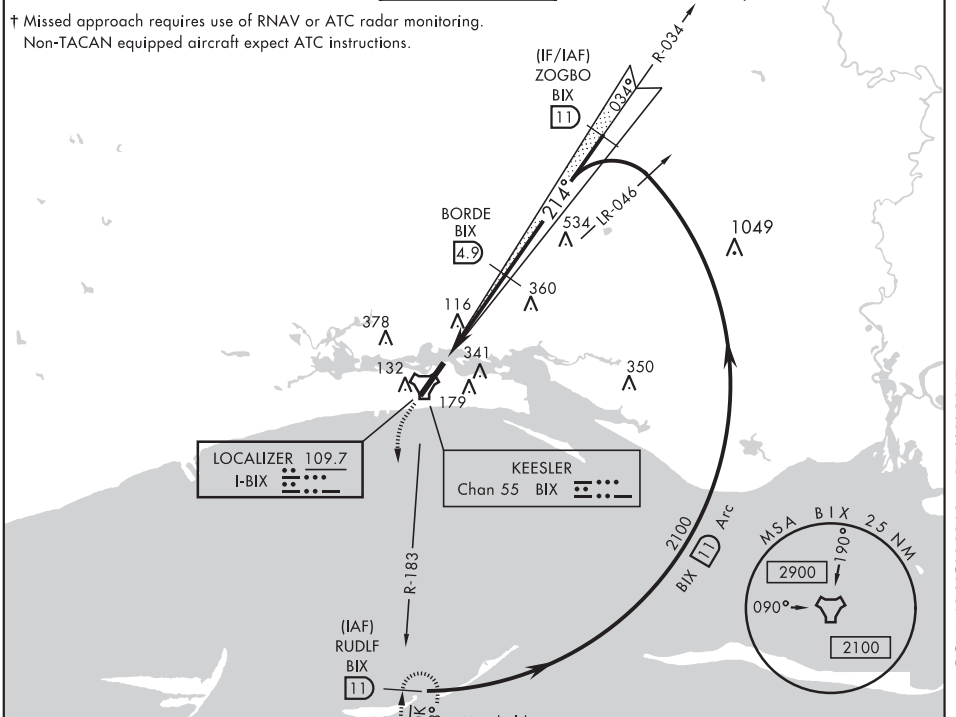
RNAV (GPS) RWY 36

BILOXI, MISSISSIPPI

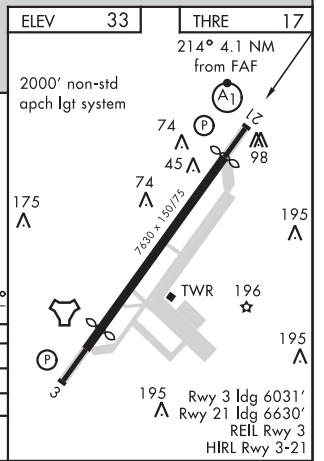
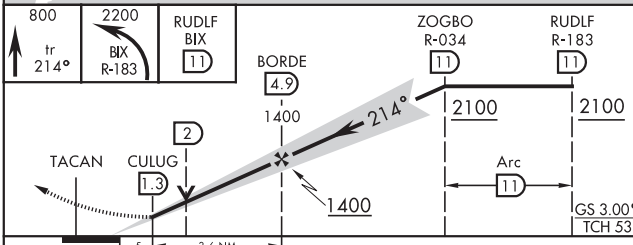
ILS or LOC/DME RWY 21

LOC I-BIX 109.7	APCH CRS 214°	Rwy Idg THRE 17 Arprt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)
* When ALS inop, incr CAT ABCD RVR to 40, vis to 3/4 mile. ** When ALS inop, incr CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles.		ALS-1	† MISSED APPROACH: Climb to 800 tracking 214°, upon reaching 800 turn left to intercept BIX TACAN R-183 climbing to 2200 to 11 DME (RUDLF) and hold.	
ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER * 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8

† Missed approach requires use of RNAV or ATC radar monitoring.
Non-TACAN equipped aircraft expect ATC instructions.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 21*	217/24		200	(200-1/2)
S-LOC 21**	460/24	443 (500-1/2)	460/45	443 (500-7/8)
CIRCLING	620-1	700-1	700-1 3/4	700-2
	587 (600-1)	667 (700-1)	667 (700-1 3/4)	667 (700-2)

BILOXI, MISSISSIPPI

30° 25' N-88° 55' W

KEESLER AFB (KBIX)

Amtd 5 25JUL13

ILS or LOC/DME RWY 21

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BILOXI, MISSISSIPPI

RNAV (GPS) RWY 3

APCH CRS 034°	Rwy Idg 6031
	THRE 23
	Arpt Elev 33

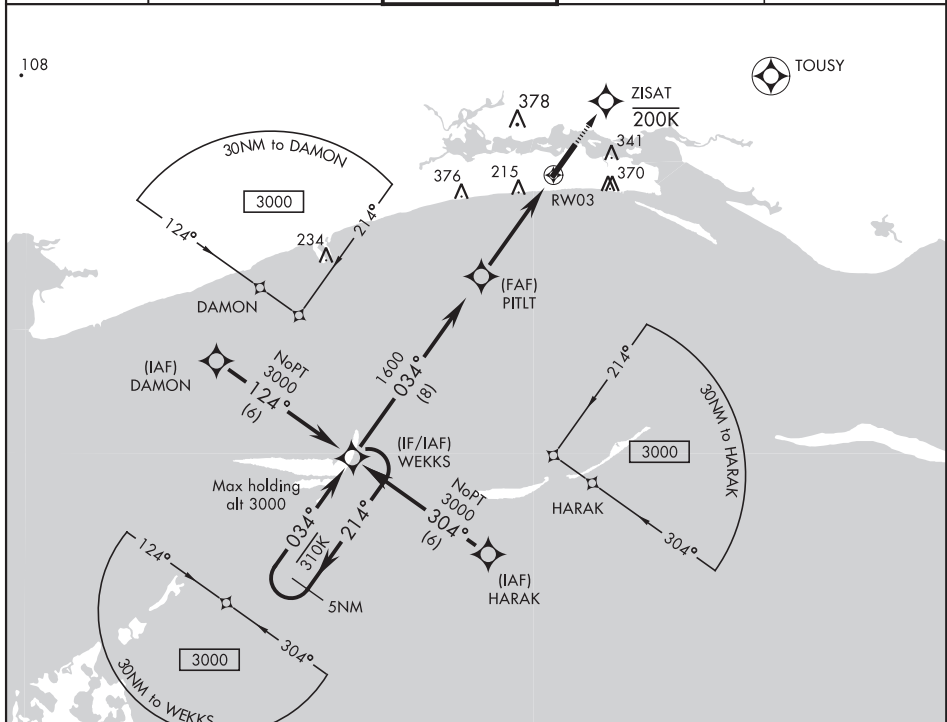
AL-49 [USAF]

KEESLER AFB (KBIX)

▼ DME/DME RNP -0.3 NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15 C (5 F)

MISSED APPROACH: Climb to 2100 track to ZISAT then direct TOUSY. Expect ATC instructions.

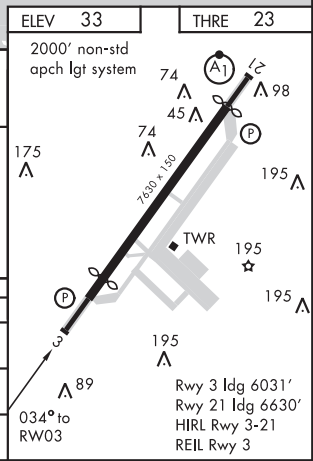
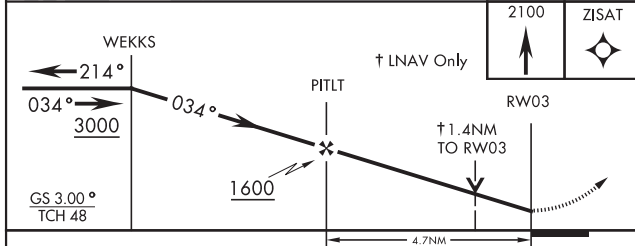
ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER * 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LNAV MDA	520/55	497 (500-1)	520-1 $\frac{3}{8}$	497 (500-1 $\frac{1}{2}$)
LNAV/VNAV DA	579-1 $\frac{7}{8}$		556 (600-1 $\frac{1}{8}$)	
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	700-2 667 (700-2)

BILOXI, MISSISSIPPI

30° 25' N-88° 55' W

KEESLER AFB (KBIX)

Orig 05MAR15

RNAV (GPS) RWY 3

BILOXI, MISSISSIPPI

RNAV (GPS) RWY 21

APCH CRS	Rwy Idg	6630
214°	THRE	17
	Arpt Elev	33

AL-49 [USAF]

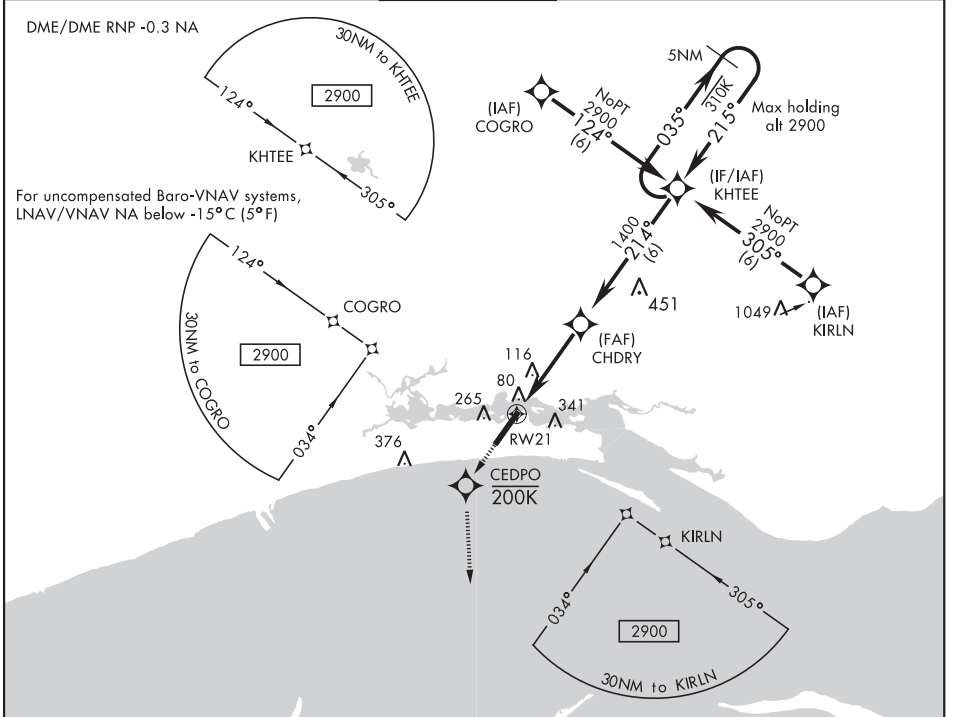
KEESLER AFB (KBIX)

▼ * When ALS inop increase CAT ABCD vis to 2½ miles.
 ** When ALS inop increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1¾ miles.

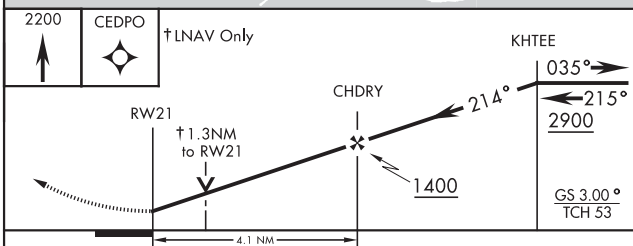


MISSED APPROACH: Climb to 2200 track to CEDPO, then left turn direct WAPGA. Expect ATC instructions.

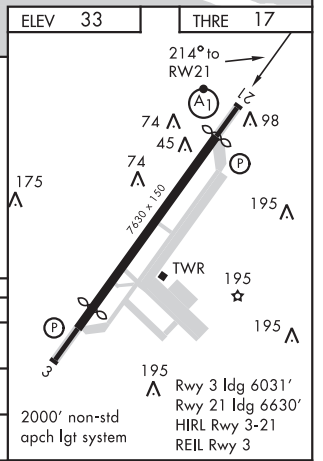
ATIS	GULFPORT APP CON	KEESLER TOWER *	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
RNAV MDA**	500/24	483 (500-½)	500/50	483 (500-1)
RNAV/VNAV DA*	700-1 7/8		683 (700-1 7/8)	
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1 3/4 667 (700-1 3/4)	700-2 667 (700-2)



BILOXI, MISSISSIPPI
Orig 05MAR15

30°25'N-88°55'W

KEESLER AFB (KBIX)

RNAV (GPS) RWY 21

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

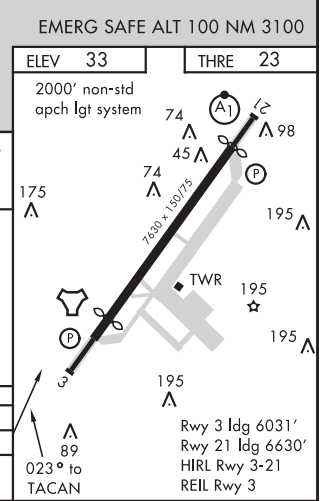
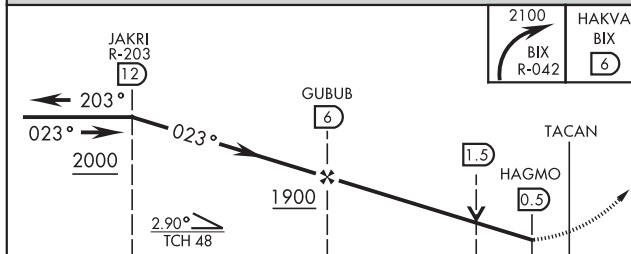
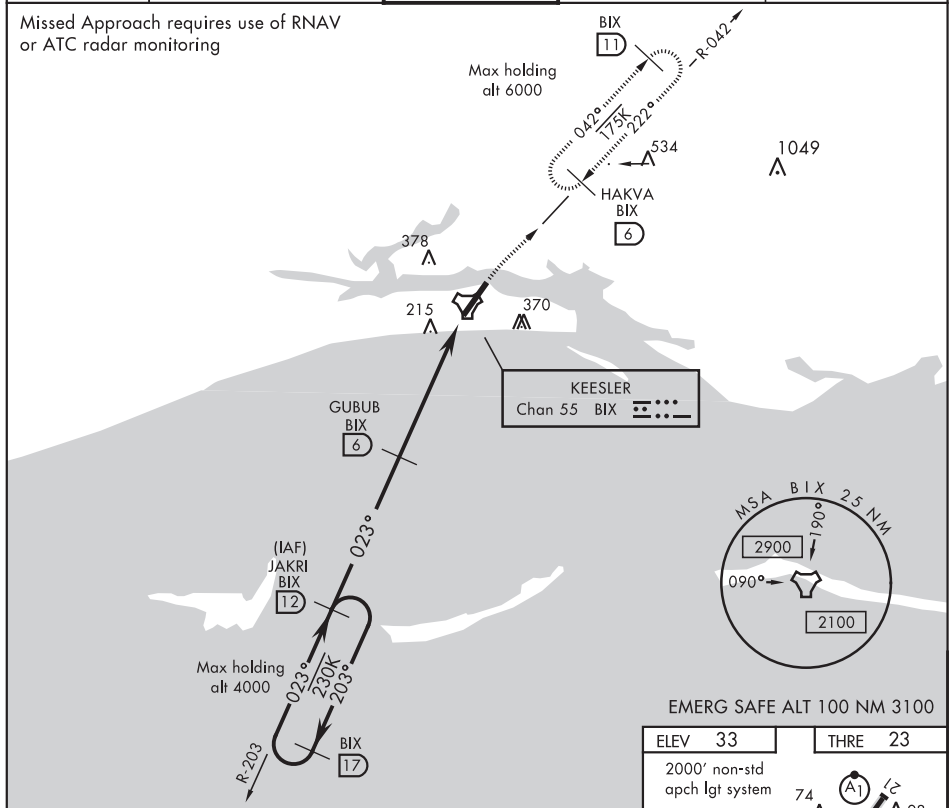
BILOXI, MISSISSIPPI

TACAN RWY 3

TACAN BIX Chan 55	APCH CRS 023°	Rwy ldg THRE 6031 Arpt Elev 23 33	AL-49 [USAF]	KEESLER AFB (KBIX)
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▽ MISSED APPROACH: Turn right climbing to 2100 to intercept BIX TACAN R-042 to 6 DME (HAKVA) and hold.

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	KEESLER TOWER * 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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CATEGORY	A	B	C	D
S-3	520/55 497 (500-1)	520-1 3/8 497 (500-1 3/8)	520-1 3/8 497 (500-1 3/8)	520-1 3/8 497 (500-1 3/8)
CIRCLING	620-1 587 (600-1)	700-1 667 (700-1)	700-1 3/4 667 (700-1 3/4)	700-2 667 (700-2)

BILOXI, MISSISSIPPI 30° 25' N-88° 55' W KEESLER AFB (KBIX)

TACAN RWY 3

SC-4, 10 NOV 2016 to 05 JAN 2017

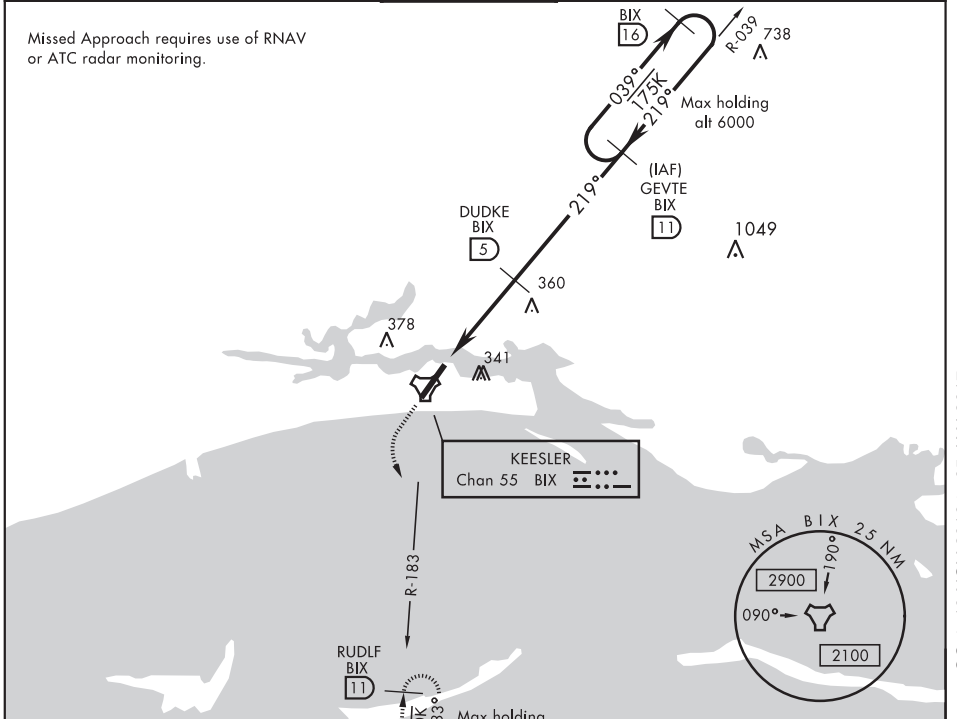
SC-4, 10 NOV 2016 to 05 JAN 2017

TACAN RWY 21

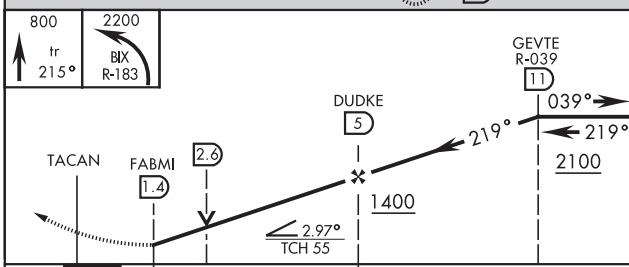
TACAN BIX Chan 55	APCH CRS 219°	Rwy ldg THRE 17 Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)
<p>▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1¼ miles.</p>				<p>MISSED APPROACH: Climb to 800 tracking 215°, then turn left to intercept BIX R-183 to 11 DME (RUDLF) climbing to 2200 and hold.</p>

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER * 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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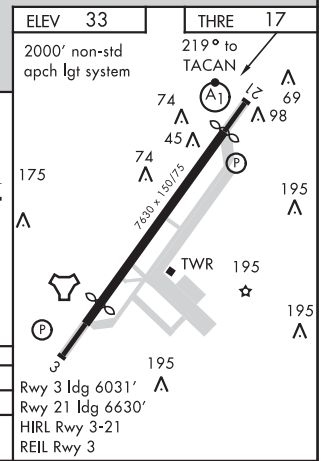
Missed Approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-21*	640/40 623 (700-¾)	640-1¾ 623 (700-1¾)	640-1¾ 623 (700-1¾)	640-1¾ 623 (700-1¾)
CIRCLING	640-1 607 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)



TACAN RWY 21

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

BILOXI, MISSISSIPPI

TACAN-A

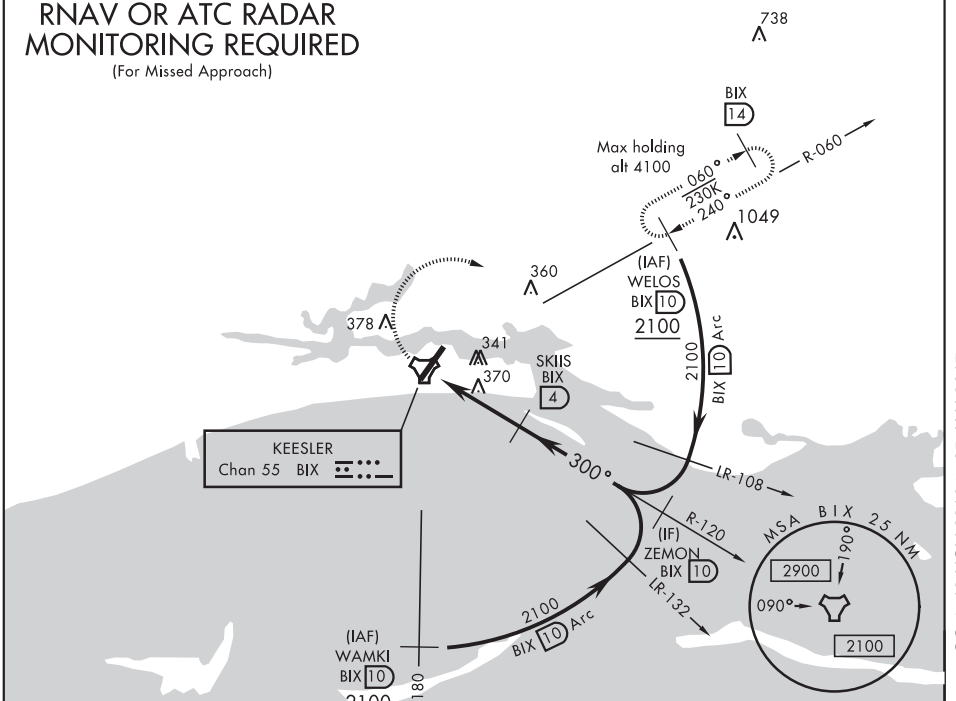
TACAN BIX Chan 55	APCH CRS 300°	Rwy ldg THRE Arpt Elev N/A N/A 33	AL-49 [USAF]	KEESLER AFB (KBIX)
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▽ MISSED APPROACH: Climb tracking 300° to BIX TACAN then right turn to intercept BIX R-060 climbing to 2100 to 10 DME (WELOS) and hold.

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER * 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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RNAV OR ATC RADAR MONITORING REQUIRED

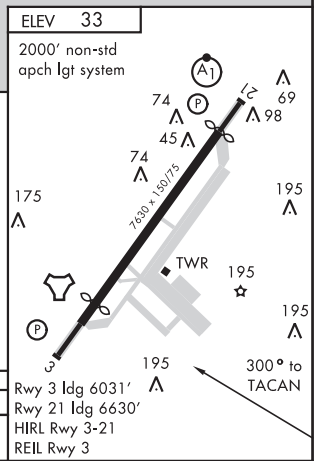
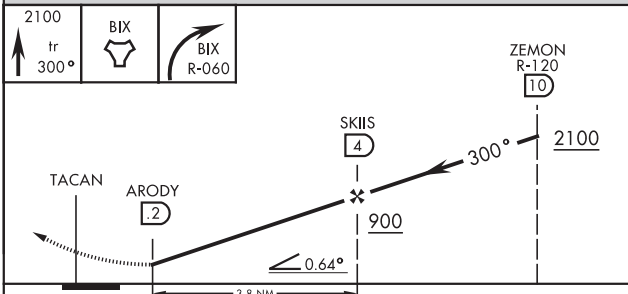
(For Missed Approach)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
CIRCLING	640-1 607 (700-1)	700-1 667 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

BILOXI, MISSISSIPPI 30°25'N-88°55'W KEESLER AFB (KBIX)

TACAN-A

Amdt 1 25JUL13

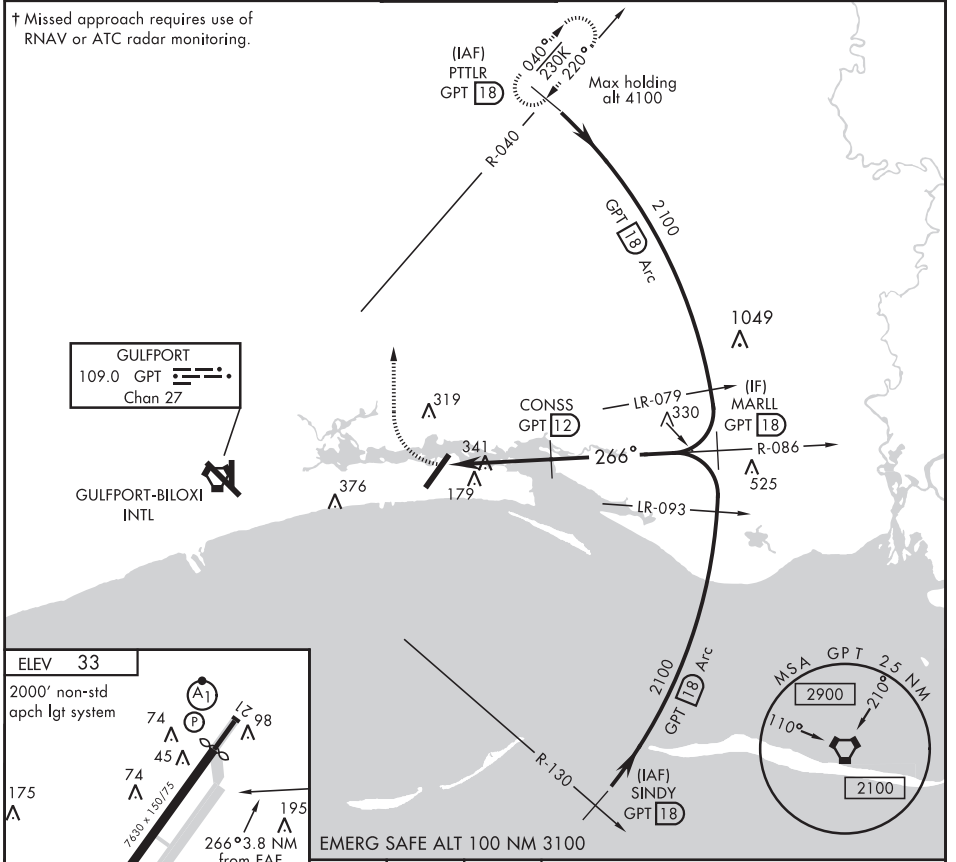
VORTAC GPT 109.0 Chan 27	APCH CRS 266°	Rwy ldg TDZE Arpt Elev N/A N/A 33
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AL-49 [USAF]

KEESLER AFB (KBIX)

▽ † MISSED APPROACH: Climbing right turn to 2300 intcp GPT VORTAC R-040 to PTLR (R-040/18 DME) and hold.

ATIS 281.55	GULFPORT APP CON 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	KEESLER TOWER * 120.75 269.075	GND CON 121.8 275.8	CLNC DEL 121.8 275.8
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GULFPORT
109.0 GPT
Chan 27

GULFPORT-BILOXI INTL

ELEV 33
2000' non-std
apch lgt system

Rwy 3 ldg 6031'
Rwy 21 ldg 6630'
HIRL Rwy 3-21
REIL Rwy 3

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

2300	intcp GPT R-040	PTLR GPT 18	CONSS GPT 12	MARLL GPT 18
VORTAC	AANDI GPT 8.2			
CATEGORY				
A		B		D
660-1		700-1		700-2
627 (700-1)		667 (700-1)		677 (700-2)
CIRCLING				
660-1		700-1		700-2
627 (700-1)		667 (700-1)		677 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

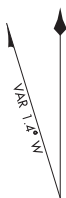
AIRPORT DIAGRAM

AFD-49 [USAF]

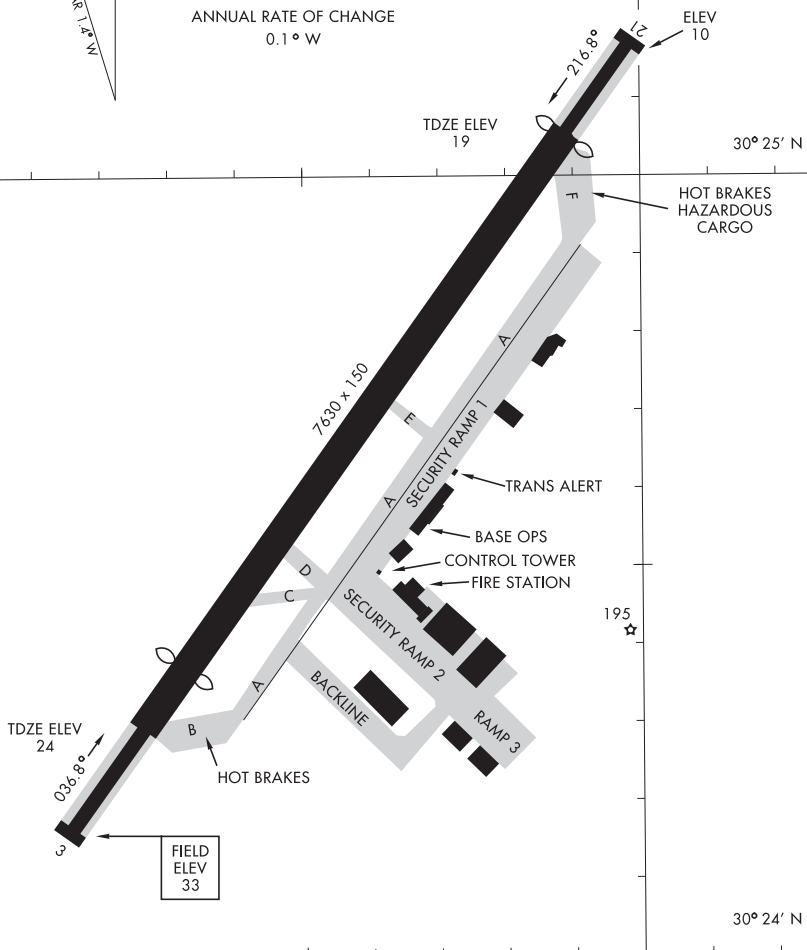
KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55
 KEESLER TOWER ★
 120.75 269.075
 GND CON
 121.8 275.8
 CLNC DEL
 121.8 275.8



NOVEMBER 2016
 ANNUAL RATE OF CHANGE
 0.1° W



Rwy 3 ldg 6031'
 Rwy 21 ldg 6630'
 Rwy 3-21
 PCN 37 R/C/W/T

W .9588

W .5588

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

BILOXI, MISSISSIPPI
KEESLER AFB (KBIX)

APP CRS	Rwy Idg	5009
137°	TDZE	494
	Apt Elev	494

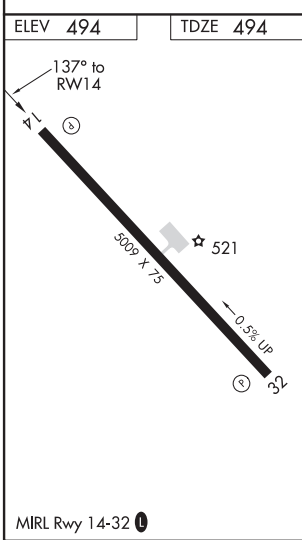
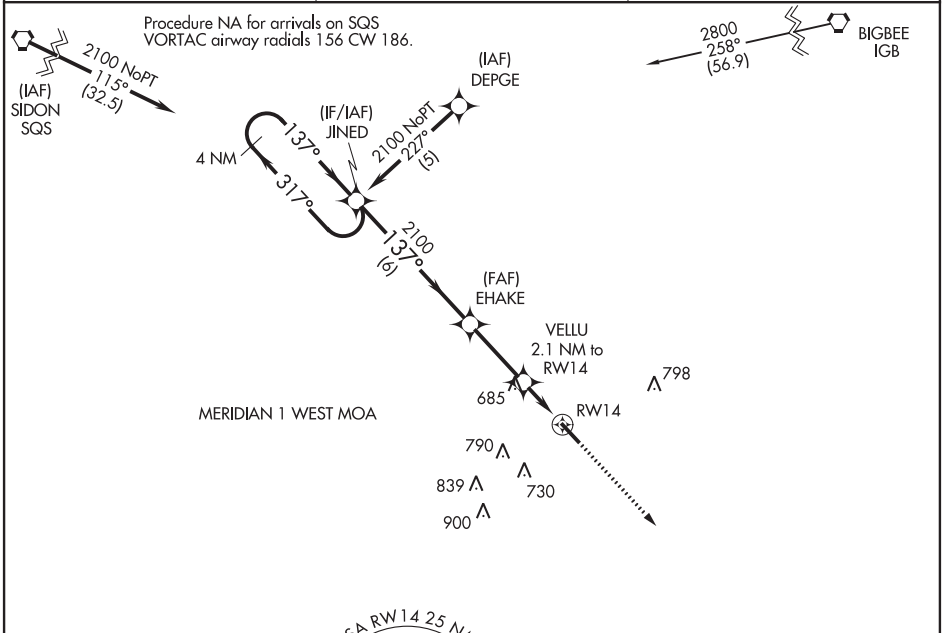
RNAV (GPS) RWY 14

KOSCIUSKO-ATTALA COUNTY (OSX)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 80 feet and LNAV Cat C and Circling Cat C visibility ¼ mile.

⚠ NA MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

PHILADELPHIA AWOS-3 118.725	MEMPHIS CENTER 132.75 350.25	CTAF 122.9
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4 NM Holding Pattern	JINED	EHAKE	2200 GUDRE	
2100 ← 317°	137° →	2100	VELLU 2.1 NM to RWY 14	
		137°	1180	
	6 NM	2.8 NM	2.1	
CATEGORY	A	B	C	D
LNAV MDA	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA
CIRCLING	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).
 3.01° TCH 45

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

14177

APP CRS 317°	Rwy Idg 5009
	TDZE 480
	Apt Elev 494

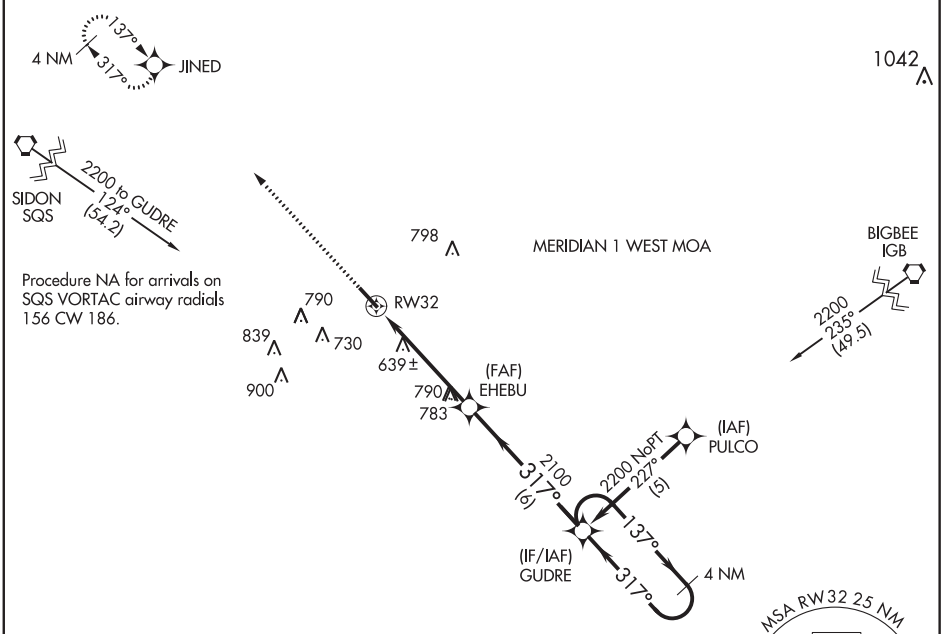
RNAV (GPS) RWY 32

KOSCIUSKO-ATTALA COUNTY (OSX)

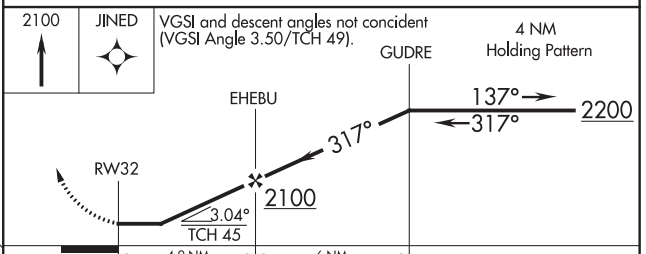
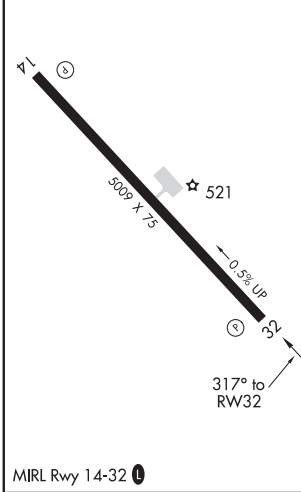
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility $\frac{3}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

PHILADELPHIA AWOS-3 118.725	MEMPHIS CENTER 132.75 350.25	CTAF 122.9
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ELEV 494	TDZE 480
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CATEGORY	A	B	C	D
LNAV MDA	960-1	480 (500-1)	960-1 $\frac{3}{8}$ 480 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1020-1	526 (600-1)	1020-1 $\frac{1}{2}$ 526 (600-1 $\frac{1}{2}$)	NA

KOSCIUSKO, MISSISSIPPI
 Orig-B 26JUN14

33°05'N-89°33'W

KOSCIUSKO-ATTALA COUNTY (OSX)
RNAV (GPS) RWY 32

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SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LFT 109.5 Chan 32	APP CRS 216°	Rwy Idg 7659 TDZE 38 Apt Elev 42
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
ILS or LOC RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

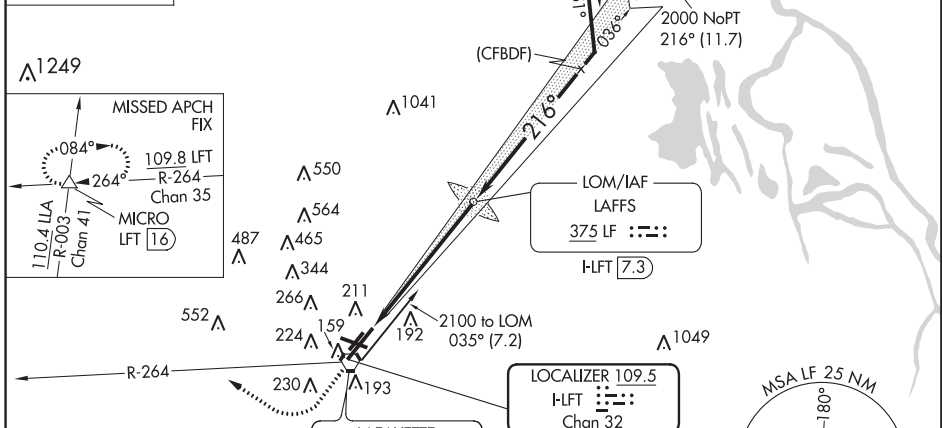
⚠ VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting; increase DA to 267 feet; increase all MDA 40 feet and S-LOC 22L Cat C/D visibility to RVR 5000.
****RVR 1800** authorized with the use of FD or AP or HUD to DA. For inop MALSR when using Acadiana Rgnl altimeter setting, increase S-LOC 22L Cat C and D visibility to 1½ mile.

MALSR  MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on LFT VORTAC R-264 to MICRO INT/ LFT 16 DME and hold.

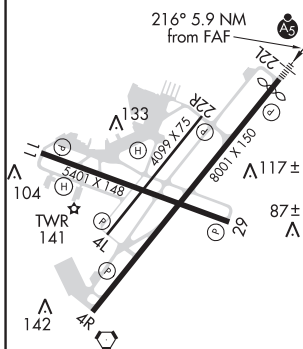
ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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ALTERNATE MISSED APCH FIX

 LAFFS
 375 LF


Procedure NA for arrivals at BEDDY on V559 eastbound.



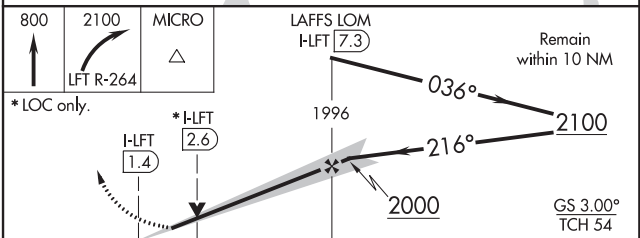
ELEV 42	D	TDZE 38
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REIL Rwy 4L, 4R, 11, 22R and 29
 MIRL Rwy 11-29 and 4L-22R
 HIRL Rwy 4R-22L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 22L		** 238/24	200 (200-½)	
S-LOC 22L	480/24	442 (500-½)	480/45	442 (500-¾)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1½ 538 (600-1½)	660-2 618 (700-2)

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LOC/DME I-TYN 110.9 Chan 46	APP CRS 036°	Rwy Idg 8001 TDZE 40 Apt Elev 42
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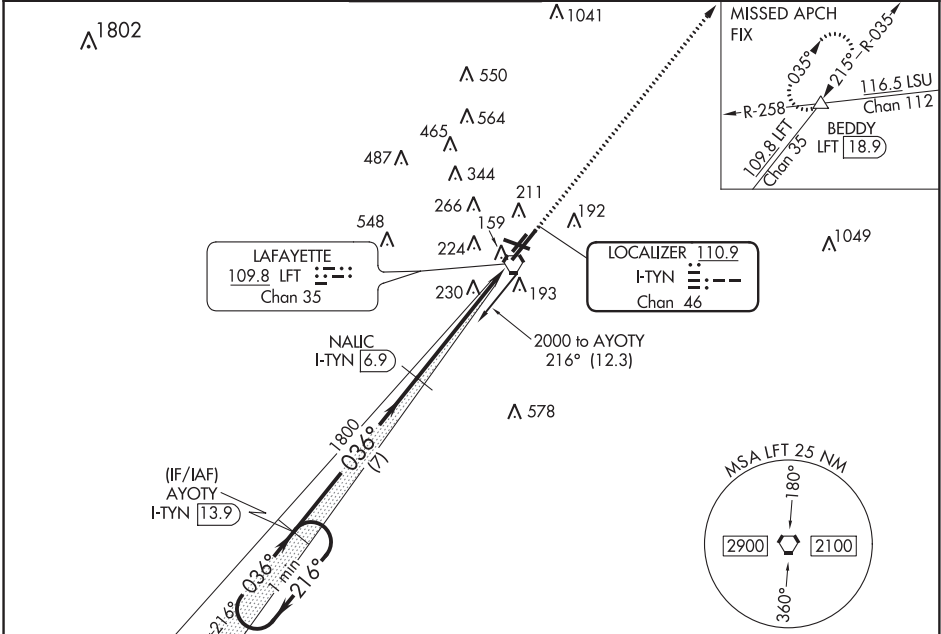
ILS or LOC/DME RWY 4R

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

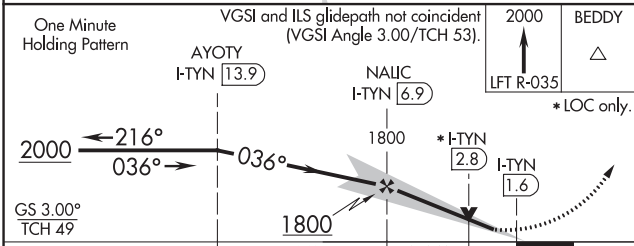
ASR Helicopter visibility reduction below $\frac{3}{8}$ SM NA. VDP NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting: increase DA to 319 feet and all visibilities $\frac{1}{8}$ mile; increase all MDA 40 feet. Increase S-ILS 4R all Cats visibility $\frac{1}{8}$ mile.

MISSED APPROACH: Climb to 2000 on LFT R-035 to BEDDY INT/LFT 18.9 DME and hold.

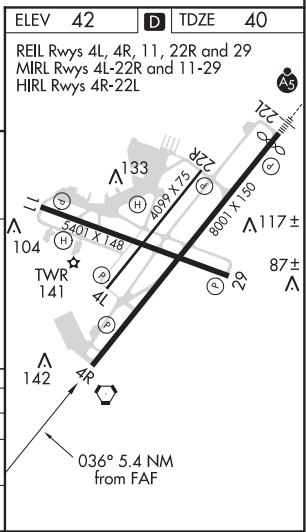
ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4R	290- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)	
S-LOC 4R	500-1	460 (500-1)	500- $\frac{1}{8}$	460 (500- $\frac{1}{8}$)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580- $\frac{1}{2}$ 538 (600- $\frac{1}{2}$)	660-2 618 (700-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

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WAAS CH 45903 W04A	APP CRS 036°	Rwy Idg 8001 TDZE 40 Apt Elev 42
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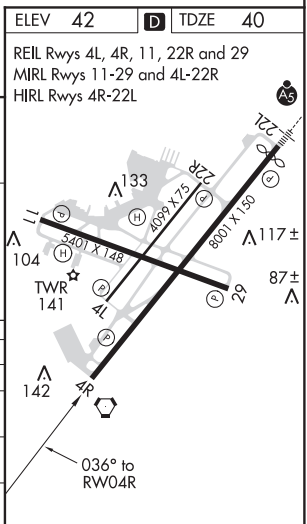
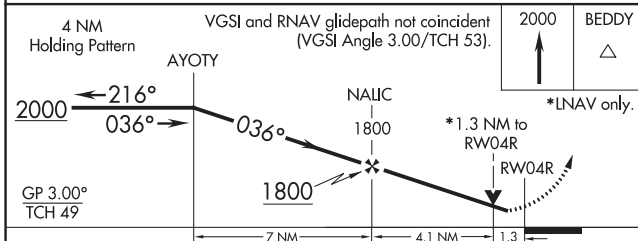
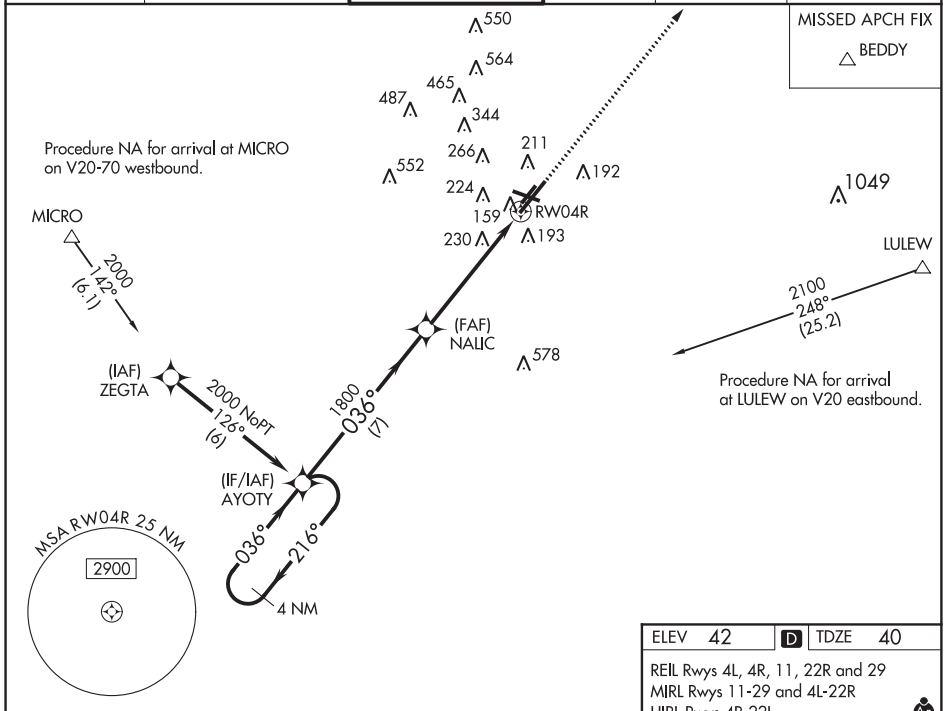
RNAV (GPS) RWY 4R

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/8 mile.

MISSED APPROACH:
Climb to 2000 direct BEDDY.

ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		290-3/4	250 (300-3/4)	
LNAV/VNAV DA		465-1 3/8	425 (500-1 3/8)	
LNAV MDA	500-1	460 (500-1)	500-1 3/8	460 (500-1 3/8)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1 1/2 538 (600-1/2)	660-2 618 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LAFAYETTE, LOUISIANA

AL-865 (FAA)

16315

WAAS CH 50503 W22A	APP CRS 216°	Rwy Idg TDZE 38 Apt Elev 42	7659
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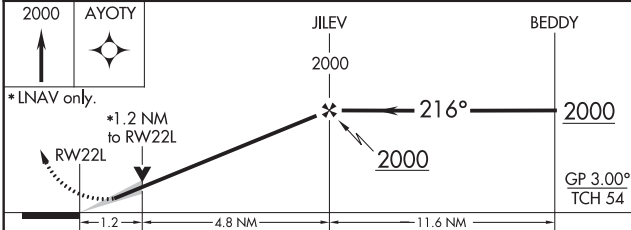
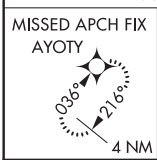
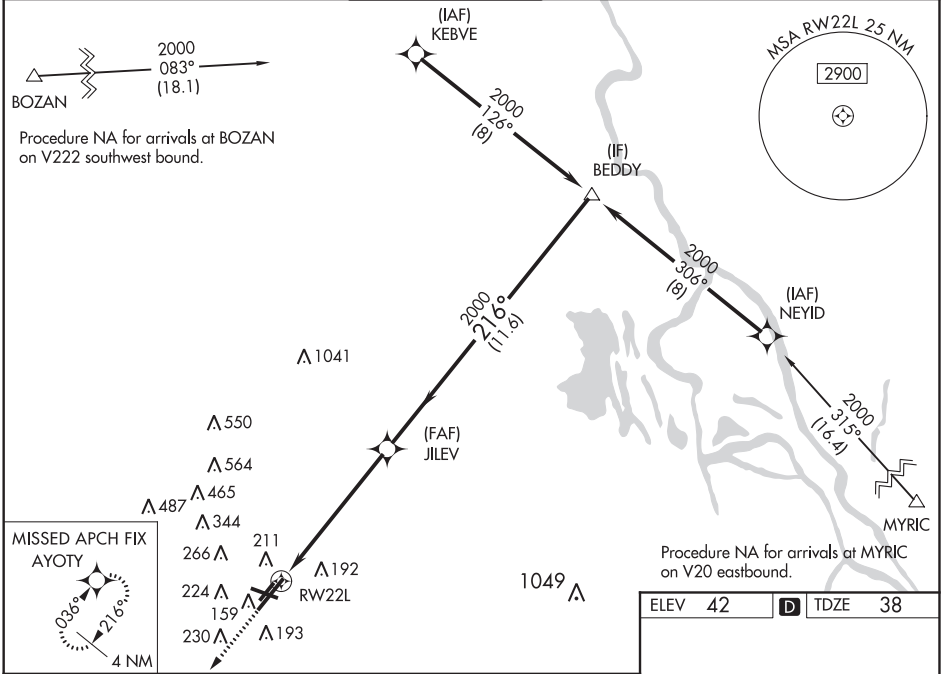
RNAV (GPS) RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

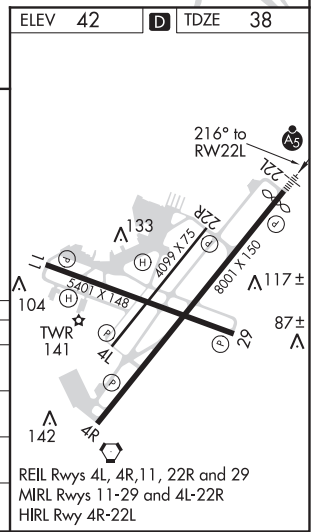
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility to RVR 3500. For inop MALSR, increase LNAV Cats C and D visibility 3/8 mile. For inop MALSR, when using Acadiana Rgnl altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 6000. Baro-VNAV NA when using Acadiana Rgnl altimeter setting.

ASR **MALSR** **MISSED APPROACH:** Climb to 2000 direct AYOTY and hold.

ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		238/24	200 (200-1/2)	
LNAV/VNAV DA		349/24	311 (400-1/2)	
LNAV MDA	480/24	442 (500-1/2)	480/45	442 (500-3/4)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1 1/2 538 (600-1 1/2)	660-2 618 (700-2)



LAFAYETTE, LOUISIANA
Amdt 1B 23JUL15

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)
30°12'N-91°59'W
RNAV (GPS) RWY 22L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

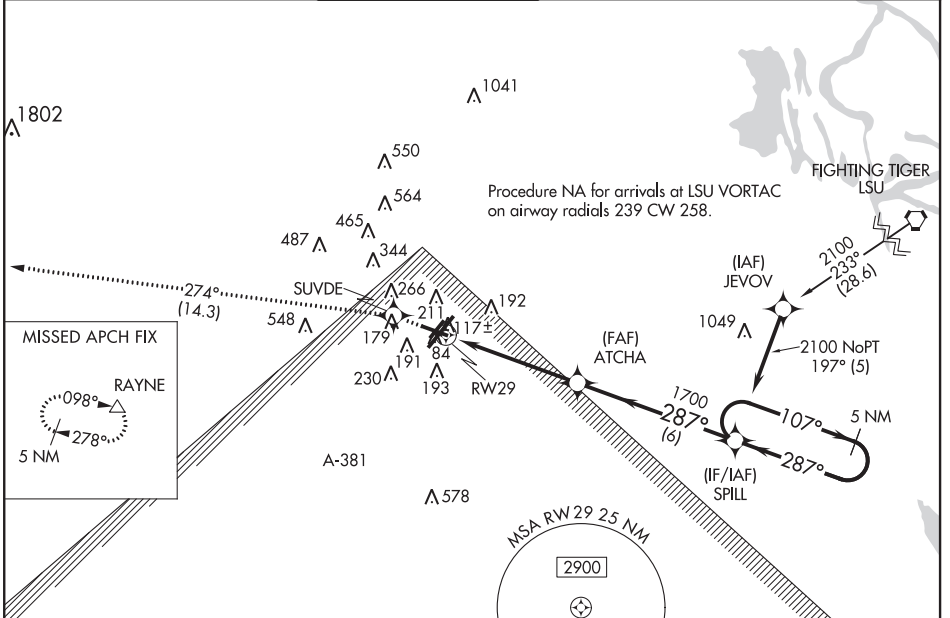
WAAS CH 45703 W29A	APP CRS 287°	Rwy ldg 5401 TDZE 42 Apt Elev 42
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RNAV (GPS) RWY 29

LAFAYETTE RGNL/PAUL FOURNET FIELD (L.F.T)

▽ Baro-VNAV NA when using Acadiana 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. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet/MDA 40 feet and LNAV Cats C and D and Circling Cat C visibilities 1/8 mile.
ASR MISSED APPROACH: Climb to 2800 direct SUVDE and on track 274° to RAYNE and hold.

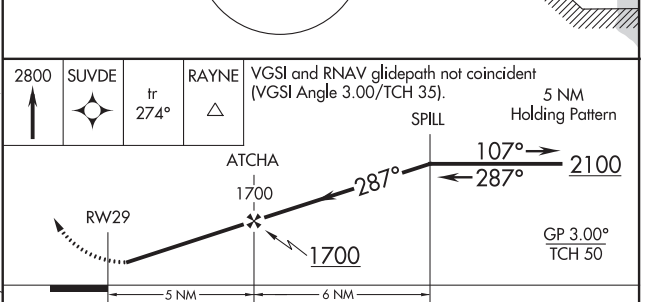
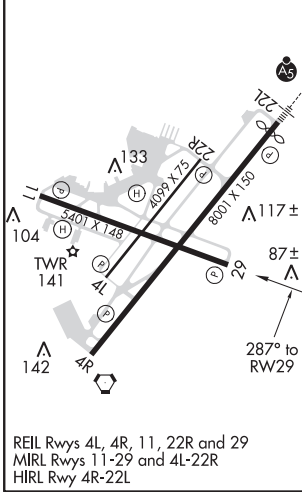
ATIS 134.05	LAFAYETTE APP CON * 121.1 363.0	LAFAYETTE TOWER * 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 42	D	TDZE 42
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CATEGORY	A	B	C	D
LPV DA		294-1	252 (300-1)	
LNAV/VNAV DA		462-1½	420 (500-1½)	
LNAV MDA		400-1	358 (400-1)	400-1¼ 358 (400-1¼)
CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	580-1½ 538 (600-1½)	660-2 618 (700-2)

LAFAYETTE, LOUISIANA

AL-865 (FAA)

16315

VORTAC LFT 109.8 Chan 35	APP CRS 137°	Rwy Idg TDZE 42 Apt Elev 42	5401
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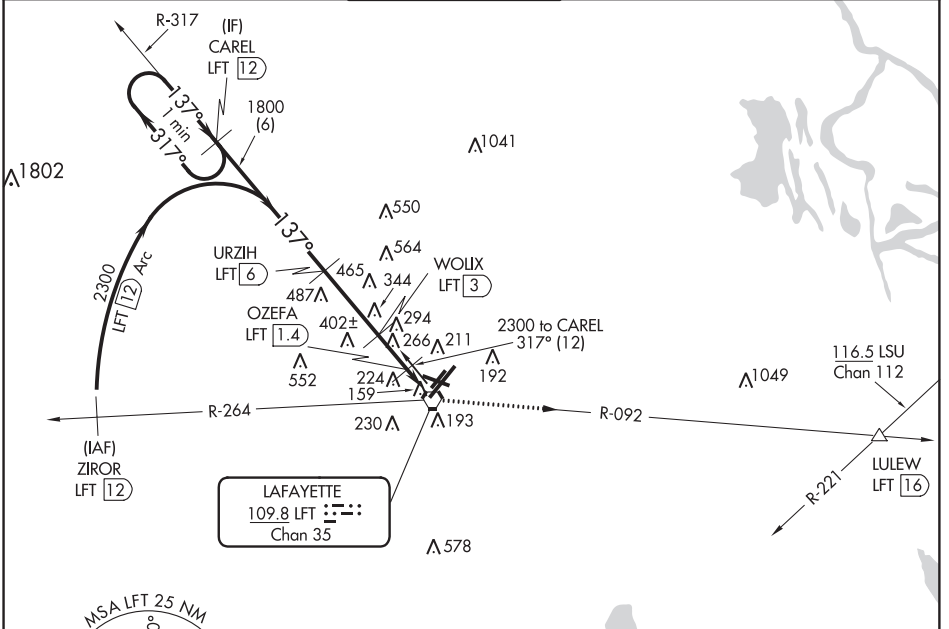
VOR/DME RWY 11

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

ASR Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all MDA 40 feet.

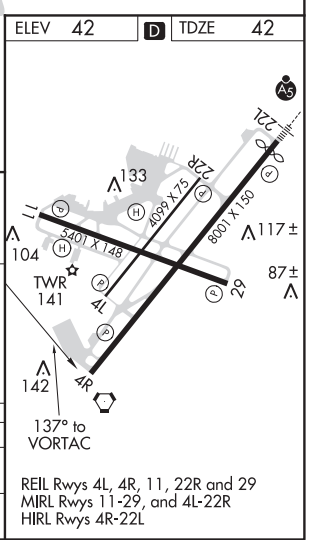
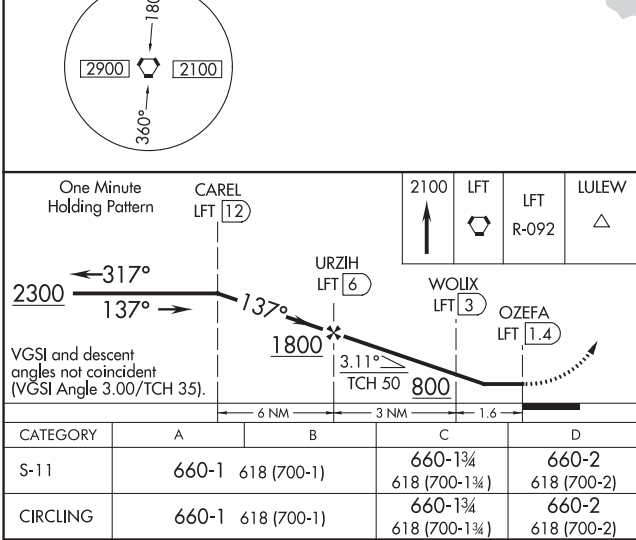
MISSED APPROACH: Climb to 2100 to LFT VORTAC and on LFT VORTAC R-092 to LULEW/LFT 16 DME.

ATIS 134.05	LAFAYETTE APP CON* 121.1 363.0	LAFAYETTE TOWER* 118.5 (CTAF) 0 257.8	GND CON 121.8	CLNC DEL 125.55	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



LAFAYETTE, LOUISIANA
Amdt 1F 23JUL15

30°12'N-91°59'W

VOR/DME RWY 11

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

REIL Rwy 4L, 4R, 11, 22R and 29
MIRL Rwy 11-29, and 4L-22R
HIRL Rwy 4R-22L

16315

AIRPORT DIAGRAM

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

AL-865 (FAA)

LAFAYETTE, LOUISIANA

ATIS
134.05
LAFAYETTE TOWER ★
118.5 257.8
GND CON
121.8
CLNC DEL
125.55

D



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

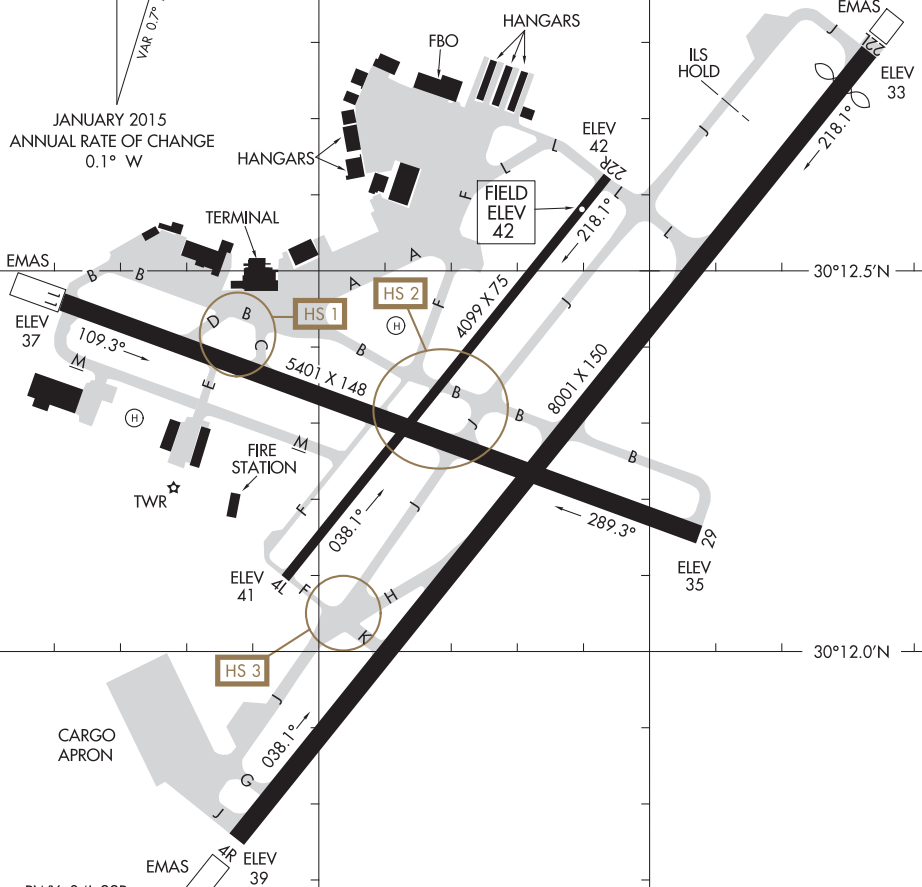
△ 163

30°13.0'N

30°12.5'N

30°12.0'N

30°11.5'N



RWY 04L-22R
S-25, D-32
RWY 04R-22L
S-140, D-170, 2S-175, 2D-290
RWY 11-29
S-85, D-110, 2S-140, 2D-175

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

91°59.5'W

91°59.0'W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16315

LAFAYETTE, LOUISIANA

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

LOC I-CWF 110.7	APP CRS 150°	Rwy Idg 10702 TDZE 16 Apt Elev 17
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ILS or LOC RWY 15

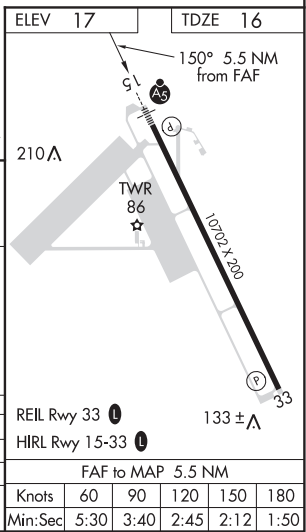
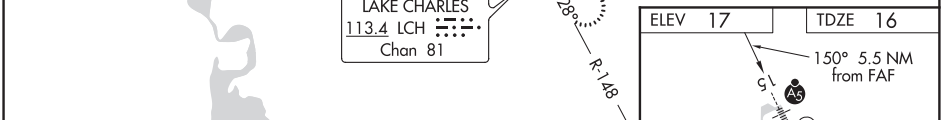
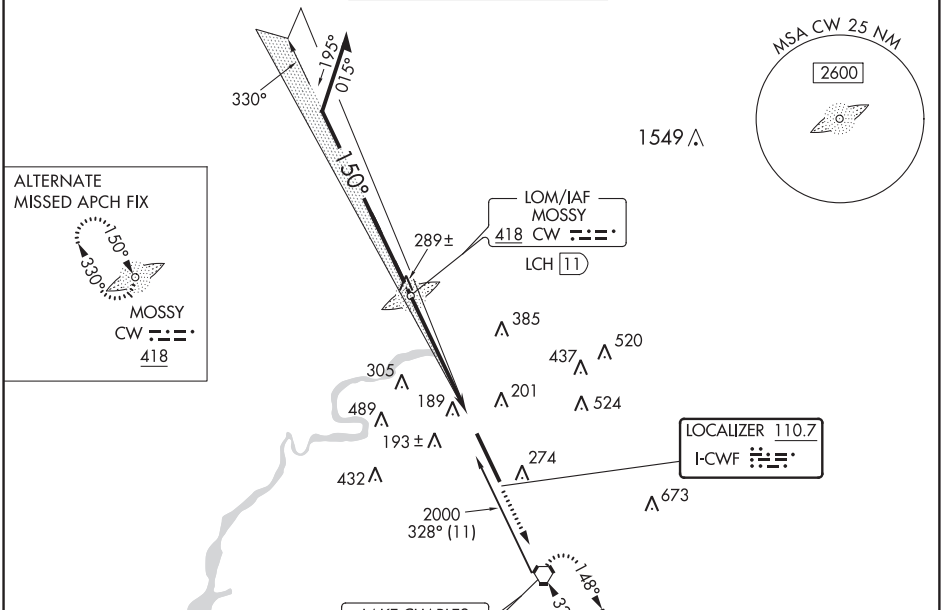
CHENNAULT INTL (CWF)

⚠ When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 37 feet and all MDA 40 feet. Increase S-LOC 15 Cat E visibility ¼ mile. Inoperative table does not apply to S-ILS 15. For inoperative MALSRS increase ASR S-LOC 15 Cat A/B visibility to 1 and Cat E visibility to 1¼. Visibility reduction by helicopters NA.

MALSRS

MISSED APPROACH:
 Climb to 2000 direct LCH VORTAC and hold.

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 290.4	GND CON 121.65 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 15		216-¾	200 (200-¾)		
S-LOC 15		400-¾	384 (400-¾)		
CIRCLING	580-1	563 (600-1)	580-1½	580-2	880-3
			563 (600-1½)	563 (600-2)	863 (900-3)

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SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45502 W1.5A	APP CRS 150°	Rwy Idg 10702 TDZE 16 Apt Elev 17
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RNAV (GPS) RWY 15

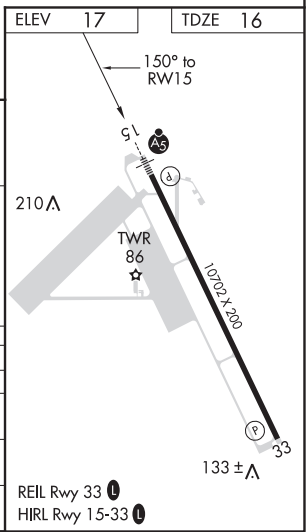
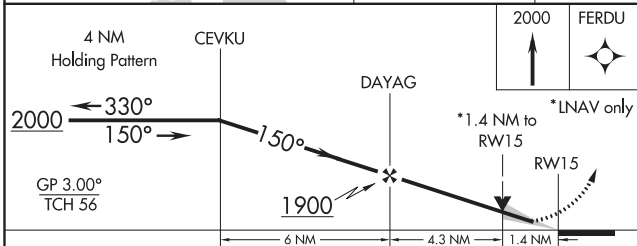
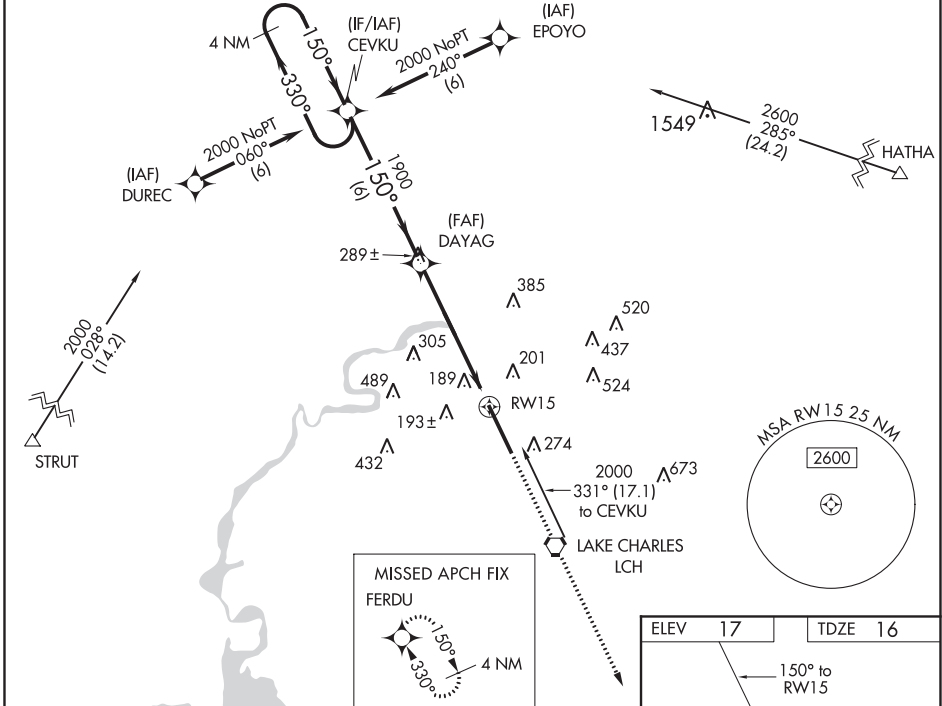
CHENNAULT INTL (CWF)

ASR Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDA 20 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSR increase LNAV Cat A/B visibility ¼ mile. Visibility reduction by helicopter NA.



MISSED APPROACH: Climb to 2000 direct FERDU and hold.

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		290-¾	274 (300-¾)	
LNAV/VNAV DA		540-1¼	524 (600-1¼)	
LNAV MDA		500-¾	484 (500-¾)	500-1 484 (500-1)
CIRCLING		580-1¾	563 (600-1¾)	580-2 563 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65817 W33A	APP CRS 330°	Rwy Idg 1070Z TDZE 17 Apt Elev 17
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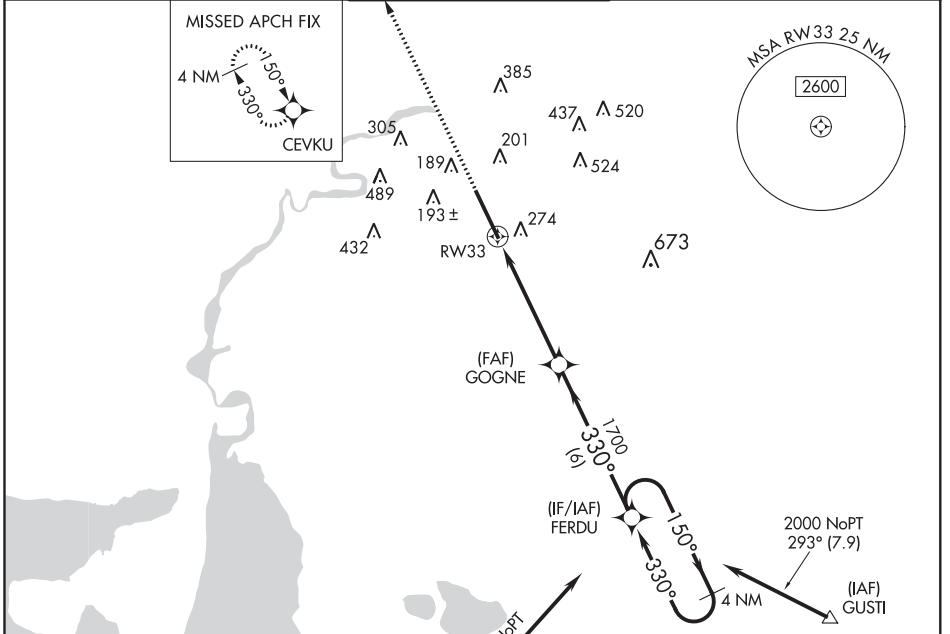
RNAV (GPS) RWY 33

CHENNAULT INTL (CWF)

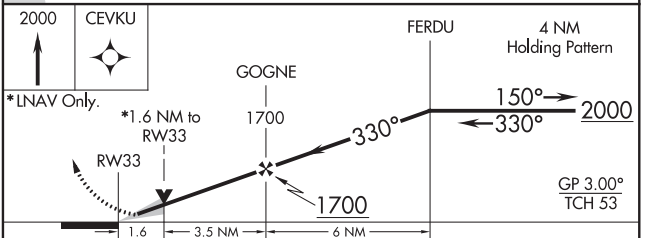
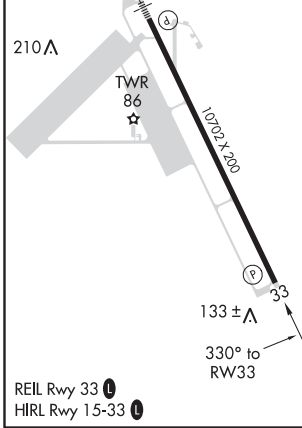
⚠ Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. VDP NA with Lake Charles Rgnl altimeter setting. When local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA 16 feet and all MDA 20 feet.

MISSED APPROACH:
Climb to 2000 direct CEVKU and hold.

ATIS 120.0	LAKE CHARLES APP CON * 119.8 282.3	CHENNAULT TOWER * 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95
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ELEV 17	TDZE 17
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CATEGORY	A	B	C	D
LPV DA		217-3/4	200 (200-3/4)	
LNAV/VNAV DA		494-13/4	477 (500-13/4)	
LNAV MDA	580-1	563 (600-1)	580-1 1/2 563 (600-1 1/2)	580-1 3/4 563 (600-1 3/4)
CIRCLING	640-1	623 (700-1)	640-1 3/4 623 (700-1 3/4)	640-2 623 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

15176

AIRPORT DIAGRAM

AL-5111 (FAA)

CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA

ATIS
120.0
CHENNAULT TOWER*
124.2 290.4
GND CON
121.65 275.8

D

FIELD
ELEV
17

VAR 1.4° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

A 210

ELEV
14

AIRPORT OPERATIONS
FBO
TWR ☆
HANGAR
FIRE STATION

10702-X-200

ELEV
16

RWY 15-33
S-75, D-200, 2S-175, 2D-320, 2D/2D2-750

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93°10'W

93°09'W

93°08'W

AIRPORT DIAGRAM

15176

LAKE CHARLES, LOUISIANA
CHENNAULT INTL (CWF)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

16259

LOC/DME I-LCH 109.1 Chan 28	APP CRS 152°	Rwy Idg 6500 TDZE 12 Apt Elev 15
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ILS or LOC RWY 15

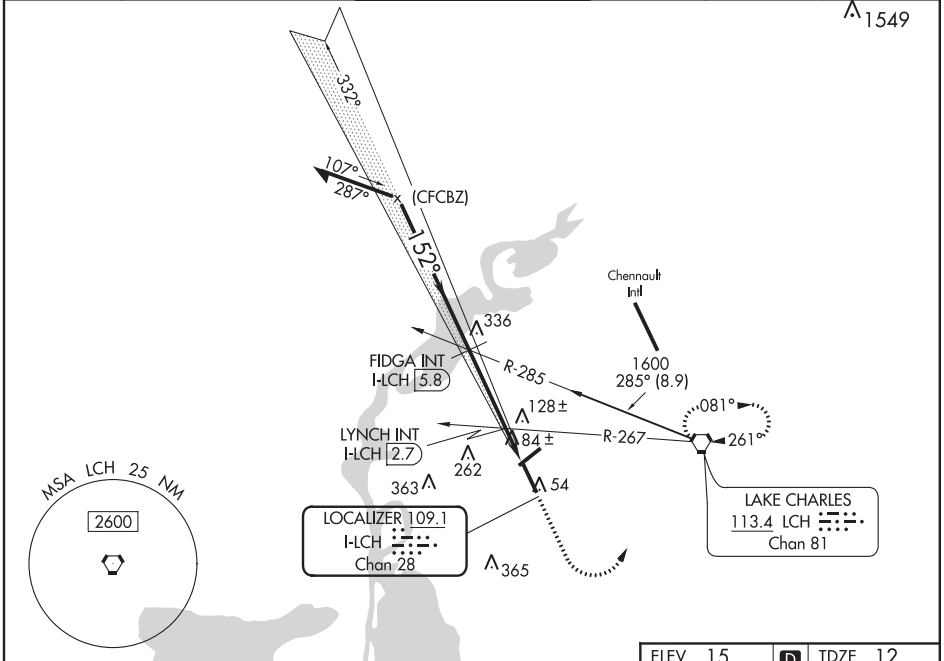
LAKE CHARLES RGNL (LCH)

ASR ** RVR 1800 authorized with use of FD or AP or HUD to DA.
For inop MALSR, increase S-LOC 15 Cats C and D visibility to 1 3/8 mile.



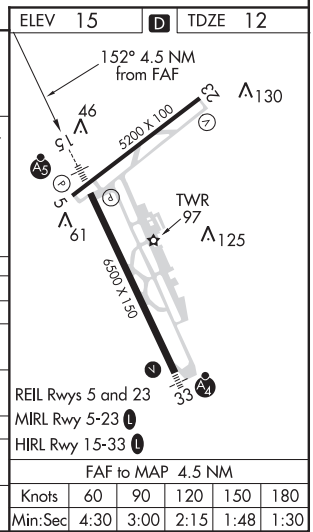
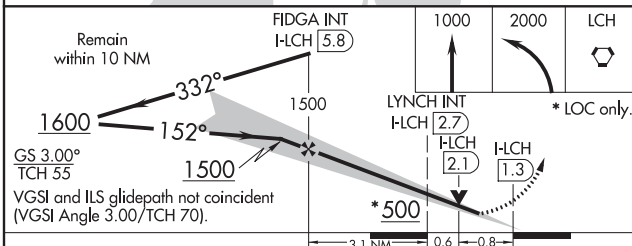
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold.

ATIS 118.75	LAKE CHARLES APP CON * 119.35 353.75	LAKE CHARLES TOWER * 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 15	** 212/24 200 (200-1/2)			
S-LOC 15	500/24	488 (500-1/2)	500/50	488 (500-1)
C CIRCLING	500-1	485 (500-1)	580-1 1/2 565 (600-1 1/2)	680-2 665 (700-2)
LYNCH FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 15	340/24	328 (400-1/2)	340/26	328 (400-5/8)
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1 1/2 565 (600-1 1/2)	680-2 665 (700-2)

LAKE CHARLES, LOUISIANA
Amdt 22 15SEP16

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

ILS or LOC RWY 15

REIL Rwys 5 and 23	MIRL Rwy 5-23	HIRL Rwy 15-33			
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

RNAV (GPS) RWY 5

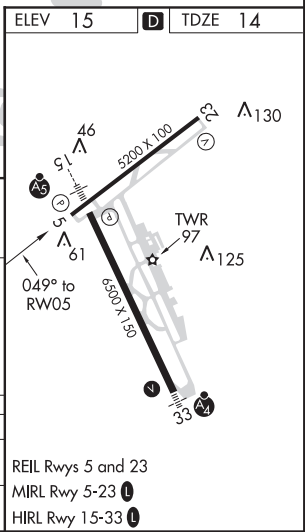
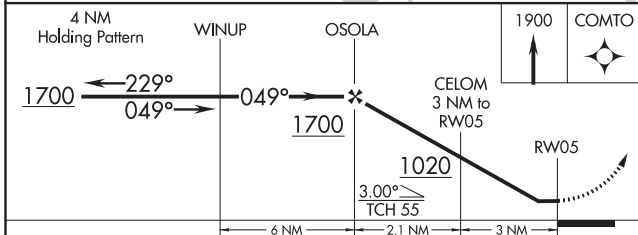
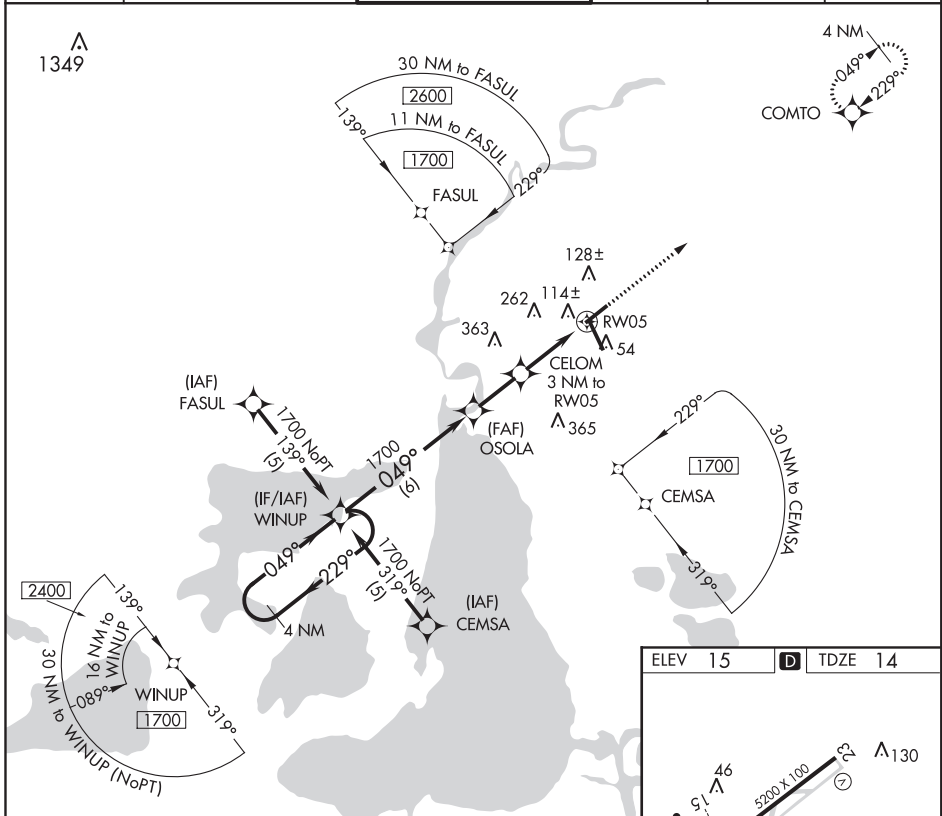
LAKE CHARLES RGNL (LCH)

APP CRS 049°	Rwy Idg 5200
	TDZE 14
	Apt Elev 15

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1900
direct COMTO WP and hold.

ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LNVA MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

16091

WAAS CH 65629 W15A	APP CRS 152°	Rwy Idg TDZE 12 Apt Elev 15	6500
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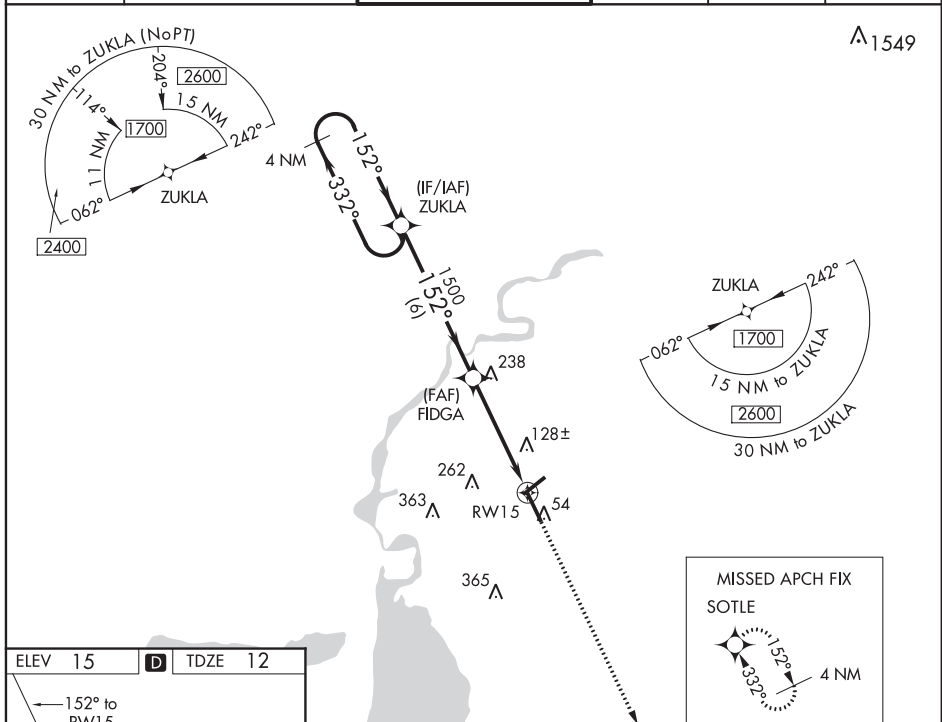
RNAV (GPS) RWY 15

LAKE CHARLES RGNL (LCH)

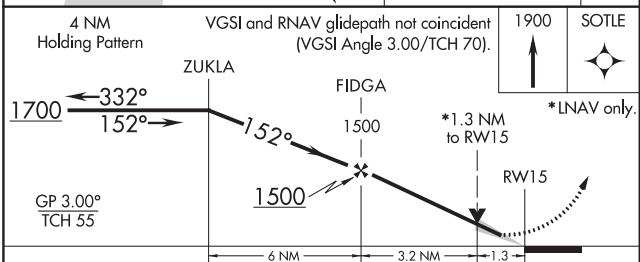
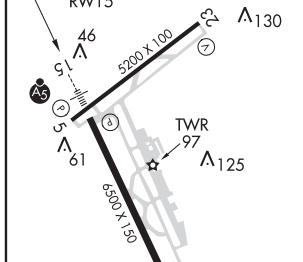
ASR When VGSI inop, Circling Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV below -3°C (27°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV-VNAV all Cats visibility to ¾ and LNAV Cats C and D to 1½ mile.

MALSR MISSED APPROACH: Climb to 1900 direct SOTLE and hold.

ATIS 118.75	LAKE CHARLES APP CON * 119.35 353.75	LAKE CHARLES TOWER * 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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ELEV 15	D	TDZE 12
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CATEGORY	A	B	C	D
LPV DA		212/24	200 (200-½)	
LNAV/VNAV DA		301/24	289 (300-½)	
LNAV MDA	500/24	488 (500-½)	500/50	488 (500-1)
CIRCLING	500-1	485 (500-1)	500-1½ 485 (500-1½)	580-2 565 (600-2)

REIL Rws 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33

LAKE CHARLES, LOUISIANA
Amdt 1A 02APR15

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

RNAV (GPS) RWY 15

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

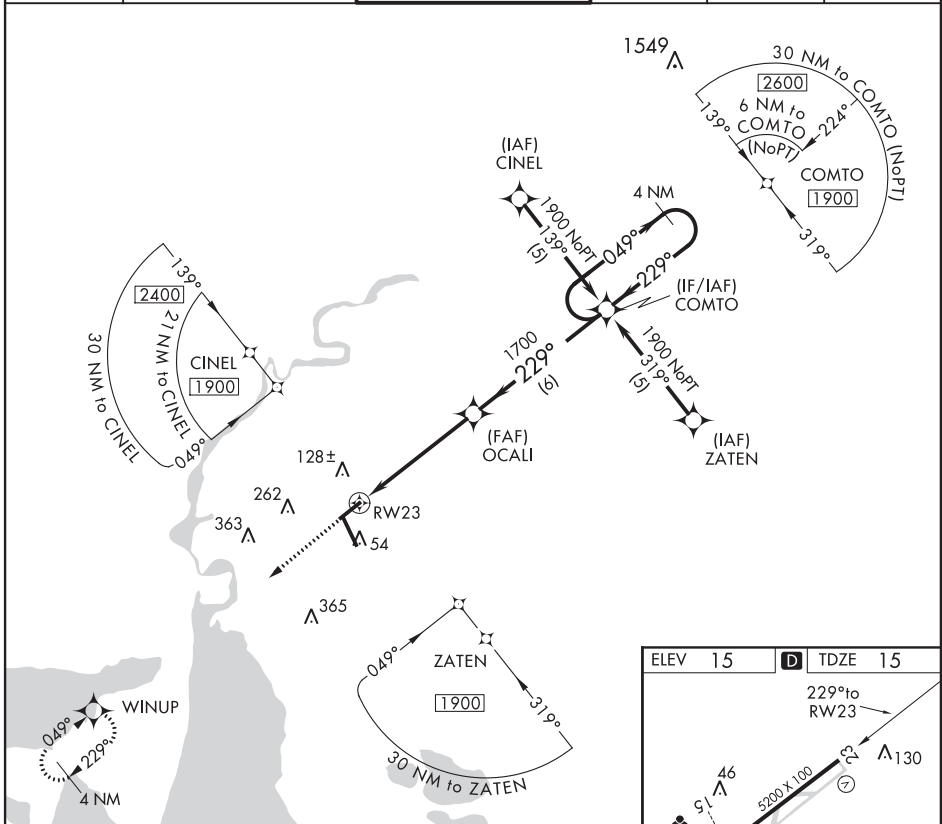
APP CRS	Rwy Idg	5200
229°	TDZE	15
	Apt Elev	15

RNAV (GPS) RWY 23

LAKE CHARLES RGNL (LCH)

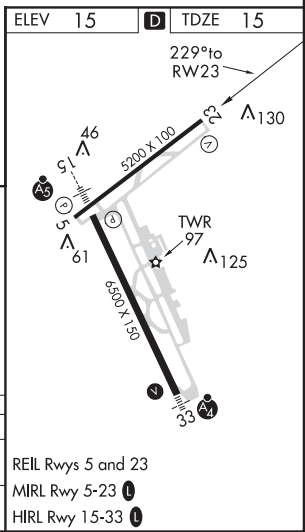
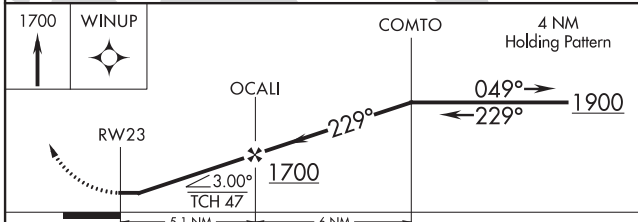
ASR	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.			
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ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	400-1 385 (400-1)		400-1¼ 385 (400-1¼)	
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

REIL Rwy 5 and 23
MRL Rwy 5-23
HIRL Rwy 15-33

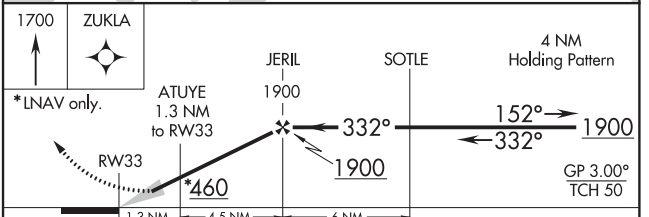
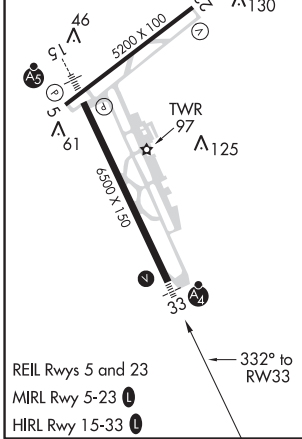
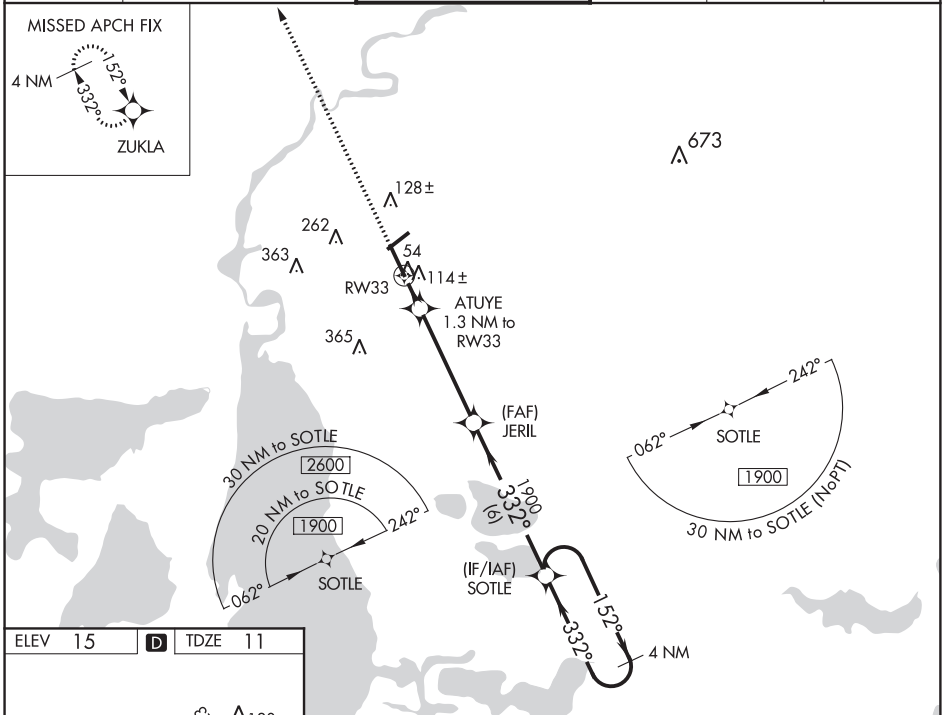
WAAS CH 56215 W33A	APP CRS 332°	Rwy Idg TDZE Apt Elev	6500 11 15
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RNAV (GPS) RWY 33

LAKE CHARLES RGNL (LCH)

ASR When VGSI inop, Circling Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop MALSF, increase LNAV/VNAV all Cats visibility to 7/4 and LNAV all Cats visibility to 1 mile.	MALSF 	MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.
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ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		211-¾	200 (200-¾)	
LNAV/VNAV DA		296-¾	285 (300-¾)	
LNAV MDA		380-¾	369 (400-¾)	
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

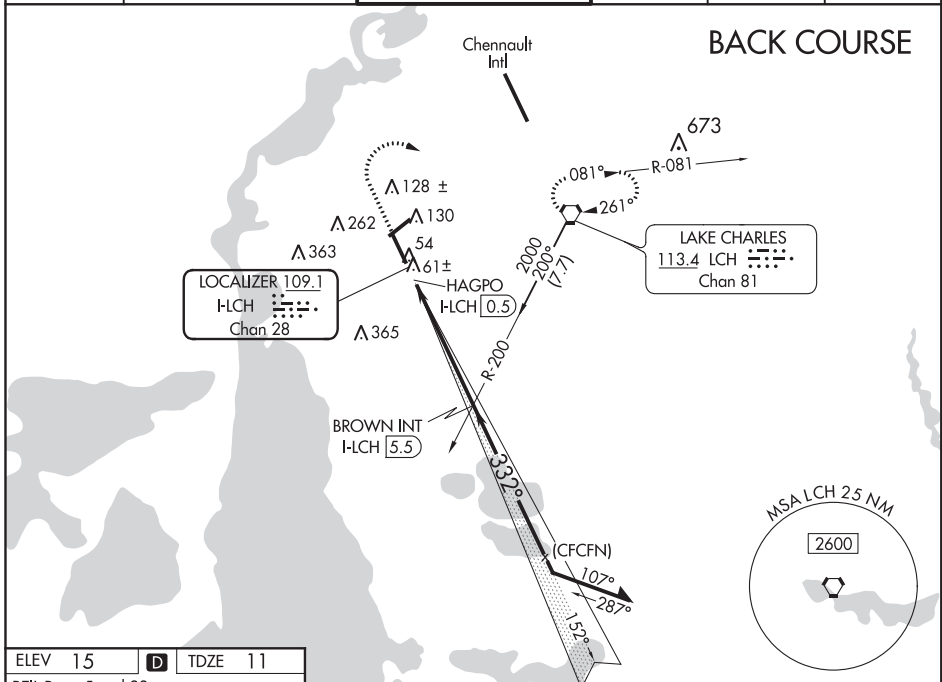
LOC I-LCH 109.1 Chan 28	APP CRS 332°	Rwy Idg 6500 TDZE 11 Apt Elev 15
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LOC BC RWY 33

LAKE CHARLES RGNL (LCH)

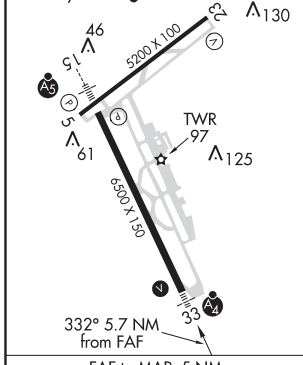
<p>▲ For inop MALSF, increase S-33 Cat D visibility to 1¼ mile. For inop MALSF, increase ZEGUP fix minimums S-33 Cats C and D visibility to ¾ mile.</p> <p>ASR</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC and hold.</p>
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ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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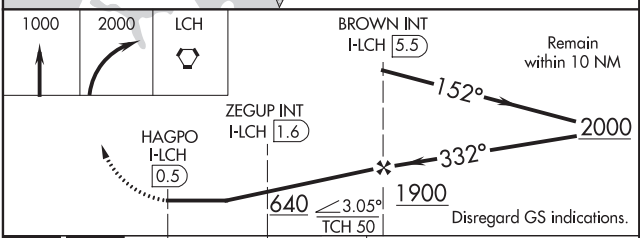


ELEV 15	D	TDZE 11
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REIL Rwy 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-33	640-¾	629 (700-¾)	640-1½	629 (700-1½)
C CIRCLING	640-1	625 (700-1)	640-1¾	680-2
			625 (700-1¾)	665 (700-2)
ZEGUP FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-33	320-¾ 309 (400-¾)			
C CIRCLING	440-1	480-1	580-1½	680-2
	425 (500-1)	465 (500-1)	565 (600-1½)	665 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

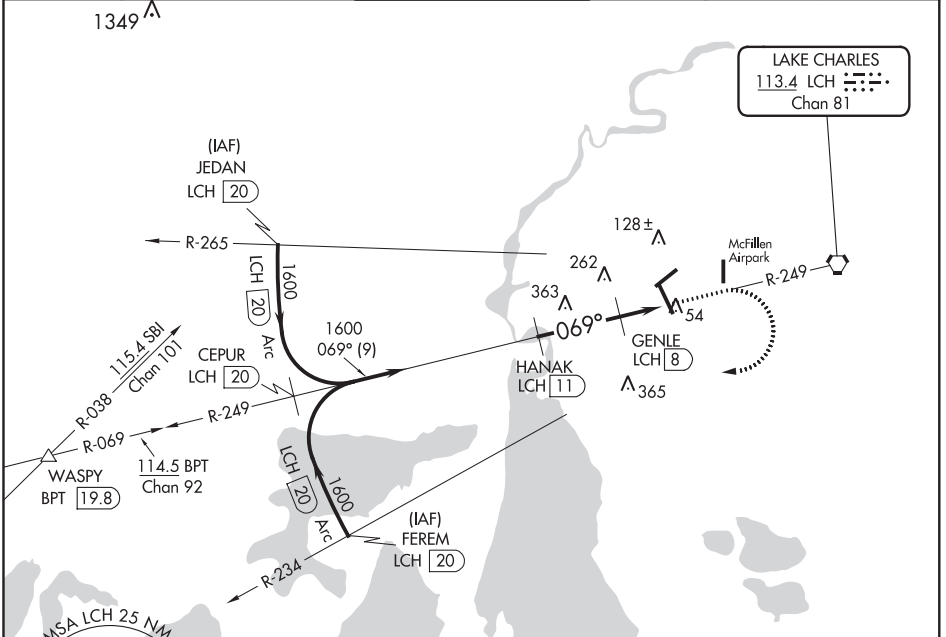
SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy Idg TDZE Apt Elev	N/A N/A 15
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VOR/DME-B
LAKE CHARLES RGNL (LCH)

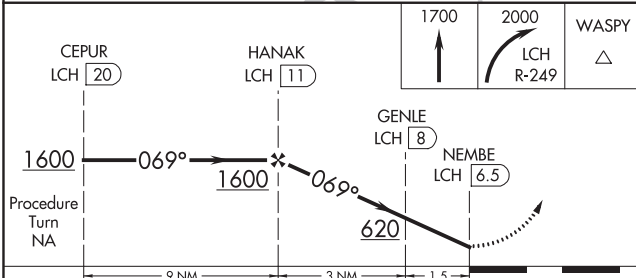
<p>NA ASR</p>	<p>MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY INT.</p>				
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ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	500-1	485 (500-1)	500-1½ 485 (500-1½)	580-2 565 (600-2)

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33

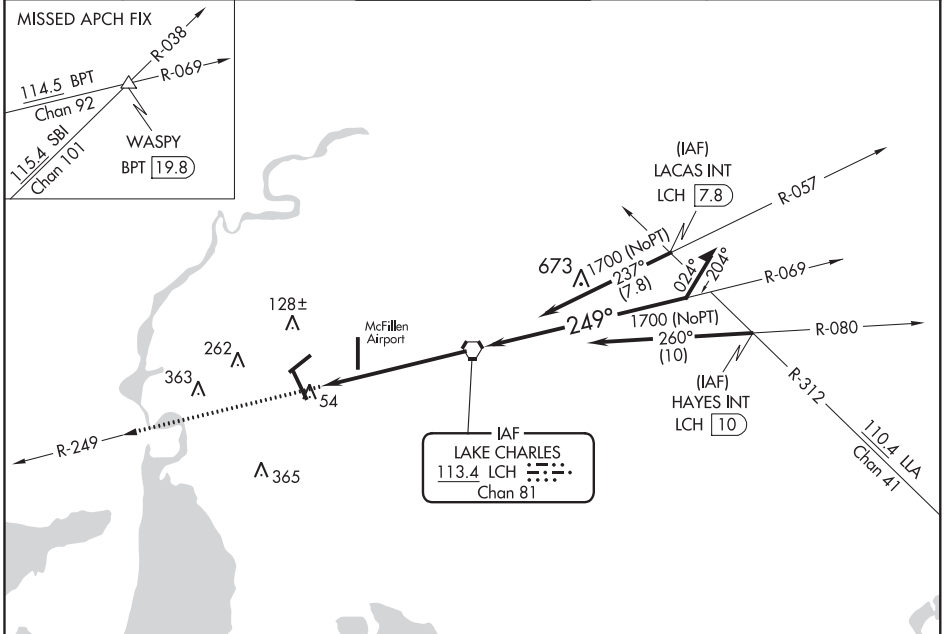
VORTAC LCH 113.4 Chan 81	APP CRS 249°	Rwy Idg TDZE Apt Elev	N/A N/A 15
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VOR-A

LAKE CHARLES RGNL (LCH)

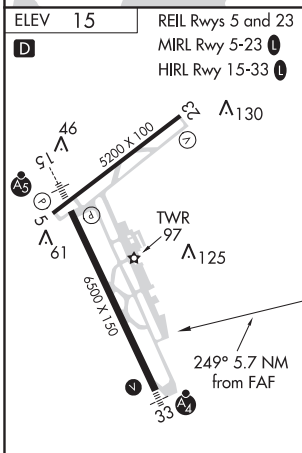
<p>NA ASR</p>		<p>MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.</p>			
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ATIS 118.75	LAKE CHARLES APP CON* 119.35 353.75	LAKE CHARLES TOWER* 120.7 (CTAF) 257.8	GND CON 121.8	CLNC DEL 126.25	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



	2000	WASPY	LCH VORTAC	Remain within 10 NM
	LCH R-249	△	069°	1700
			249°	1700
			LCH 5.7	
			249°	
			5.7 NM	

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
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	480-1½ 465 (500-1½)	580-2 565 (600-2)

AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA

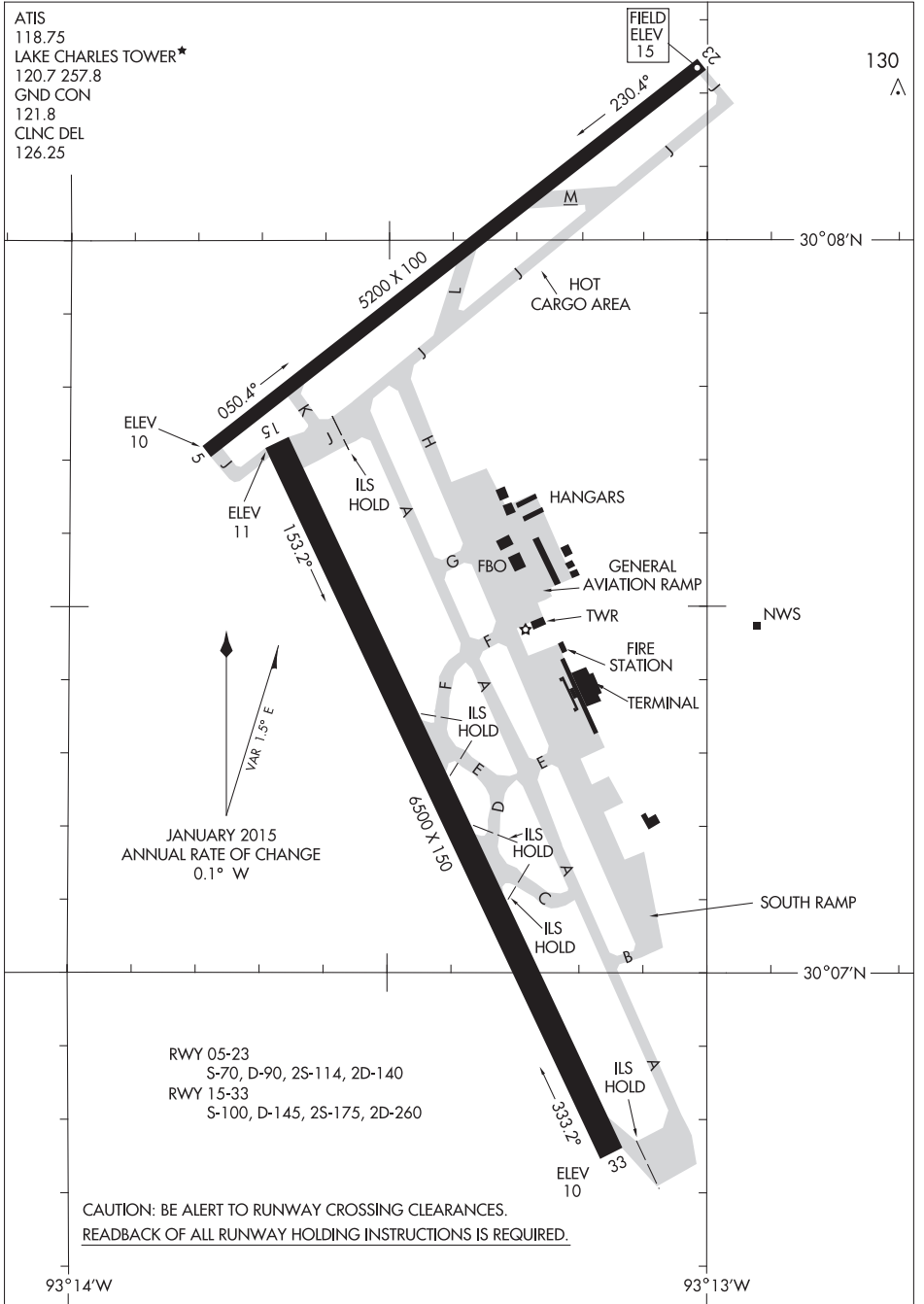
ATIS
118.75
LAKE CHARLES TOWER*
120.7 257.8
GND CON
121.8
CLNC DEL
126.25

FIELD
ELEV
15

130
△

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



RWY 05-23
S-70, D-90, 2S-114, 2D-140
RWY 15-33
S-100, D-145, 2S-175, 2D-260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

LAKE CHARLES, LOUISIANA
LAKE CHARLES RGNL (LCH)

WAAS CH 45704 W13A	APP CRS 135°	Rwy Idg 5513 THRE 229 Apt Elev 238
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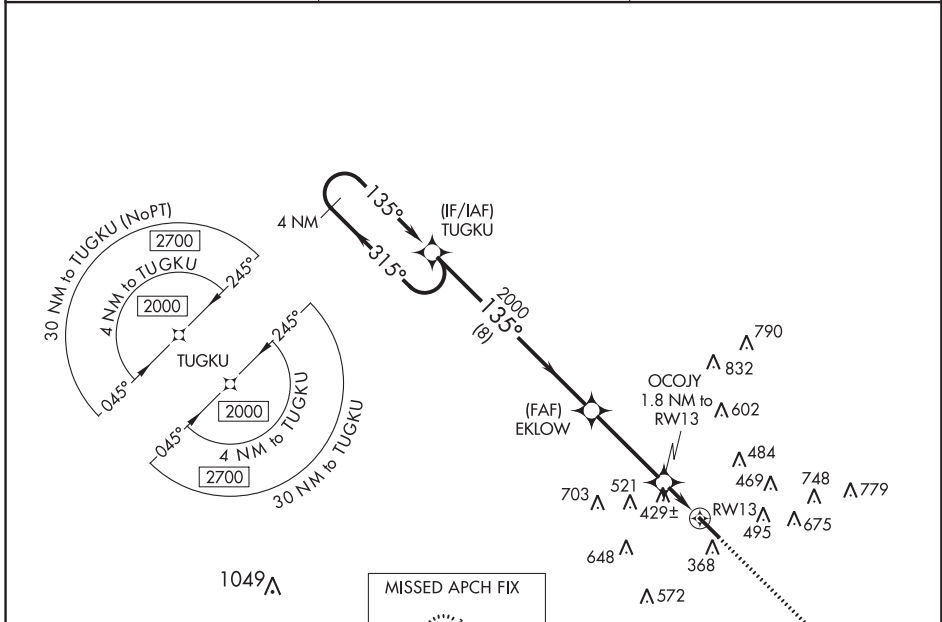
RNAV (GPS) RWY 13

HESLER-NOBEL FIELD (LUL)

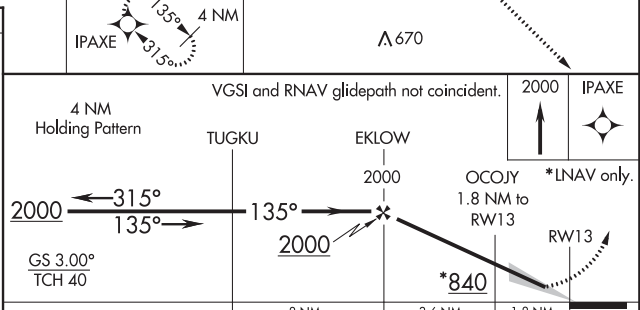
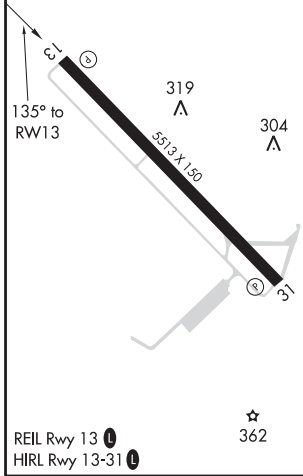
▼ Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-**▲** NA 0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 2000 direct IPAXE and hold.

AWOS-3 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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ELEV 238	THRE 229
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CATEGORY	A	B	C	D
LPV DA	479-1		250 (300-1)	
LNAV/VNAV DA	750-1¾		521 (600-1¾)	
LNAV MDA	680-1	451 (500-1)	680-1¾	451 (500-1¾)
CIRCLING	720-1 482 (500-1)	740-1 502 (600-1)	740-1½ 502 (600-1½)	800-2 562 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LAUREL, MISSISSIPPI

AL-5185 (FAA)

15064

WAAS CH 86404 W31A	APP CRS 315°	Rwy Idg THRE 234 Apt Elev 238	5513
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RNAV (GPS) RWY 31

HESLER-NOBEL FIELD (LUL)

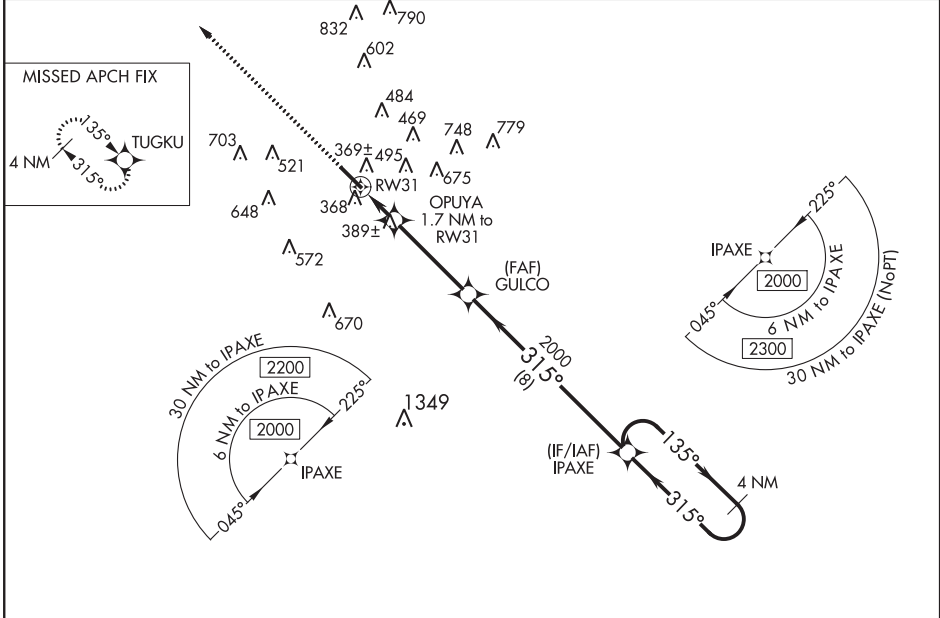
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 2000 direct TUGKU and hold.

AWOS-3
119.275

HOUSTON CENTER
126.8 327.8

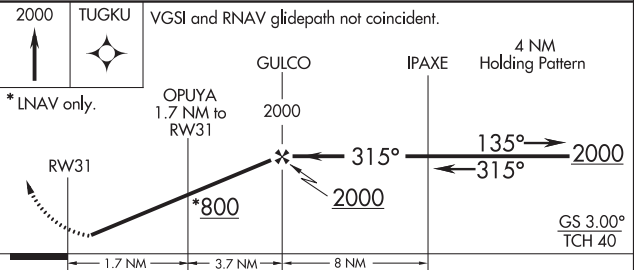
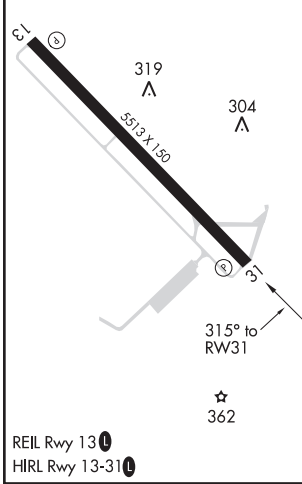
UNICOM
123.05 (CTAF) 0



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 238	THRE 234
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CATEGORY	A	B	C	D
LPV DA		520-1	286 (300-1)	
LNAV/VNAV DA		550-1	316 (400-1)	
LNAV MDA	640-1	406 (500-1)	640-1 1/8	406 (500-1 1/8)
CIRCLING	720-1 482 (500-1)	740-1 502 (600-1)	740-1 1/2 502 (600-1 1/2)	800-2 562 (600-2)

LAUREL, MISSISSIPPI
Amdt 1 10JAN13

31°40'N-89°10' W

HESLER-NOBEL FIELD (LUL)

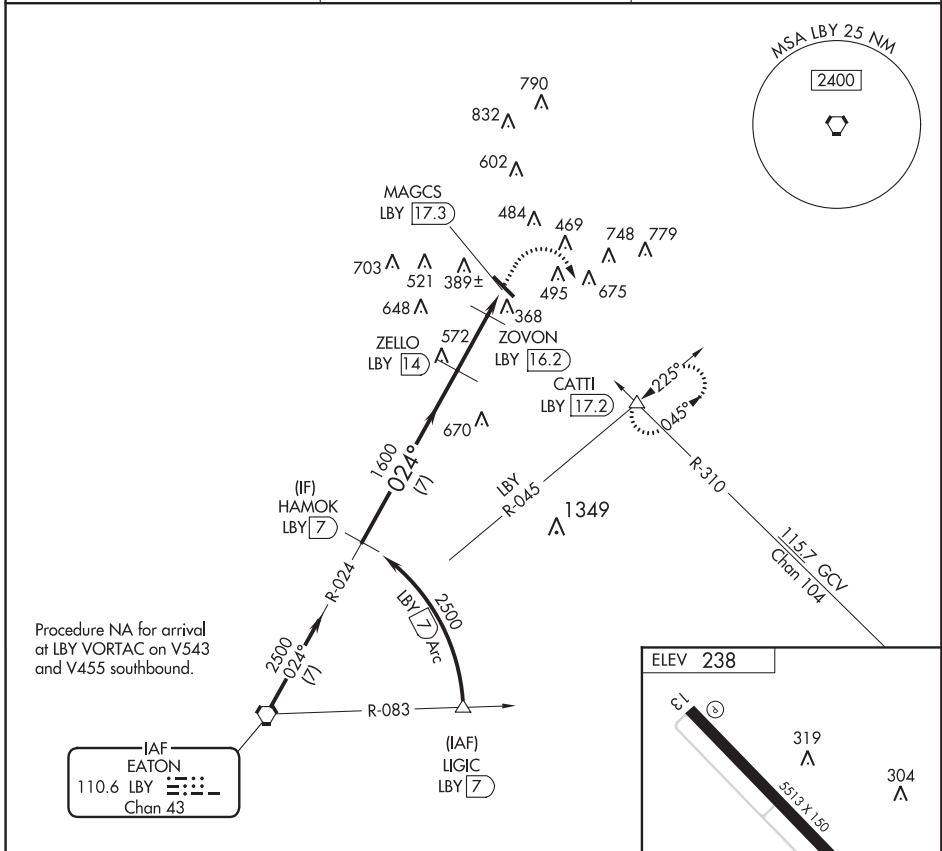
RNAV (GPS) RWY 31

VORTAC LBV 110.6 Chan 43	APP CRS 024°	Rwy Idg TDZE Apt Elev	N/A N/A 238
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VOR/DME-A
HESLER-NOBLE FIELD (LUL)

▼ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet.
 ▲ NA MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 165° and LBV VORTAC R-045 to CATTI INT/LBV 17.2 DME and hold, continue climb-in-hold to 3000.

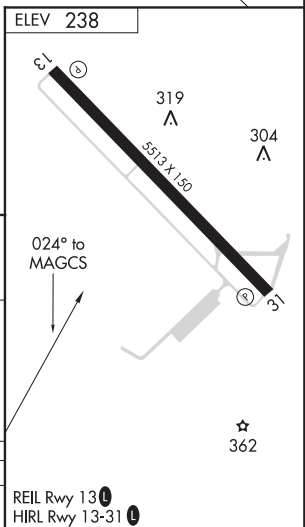
AWOS-3 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF)
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

	HAMOK LBV 7	ZELLO LBV 14	ZOVON LBV 16.2	MAGCS LBV 17.3	CATTI
	2500	1500	3000		
	024°	hdg 165°			
	7 NM	2.2 NM	1.1 NM		
CATEGORY	A	B	C	D	
CIRCLING	720-1 482 (500-1)	740-1 502 (600-1)	740-1½ 502 (600-1½)	800-2 562 (600-2)	



REIL Rwy 13
HIRL Rwy 13-31

LAUREL, MISSISSIPPI

AL-5185 (FAA)

15064

NDB THJ 346	APP CRS 135°	Rwy Idg THRE 229 Apt Elev 238
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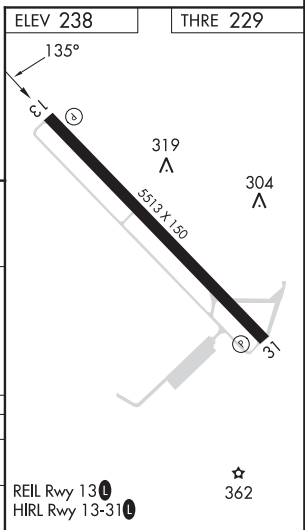
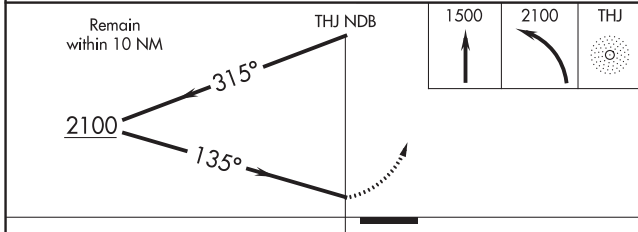
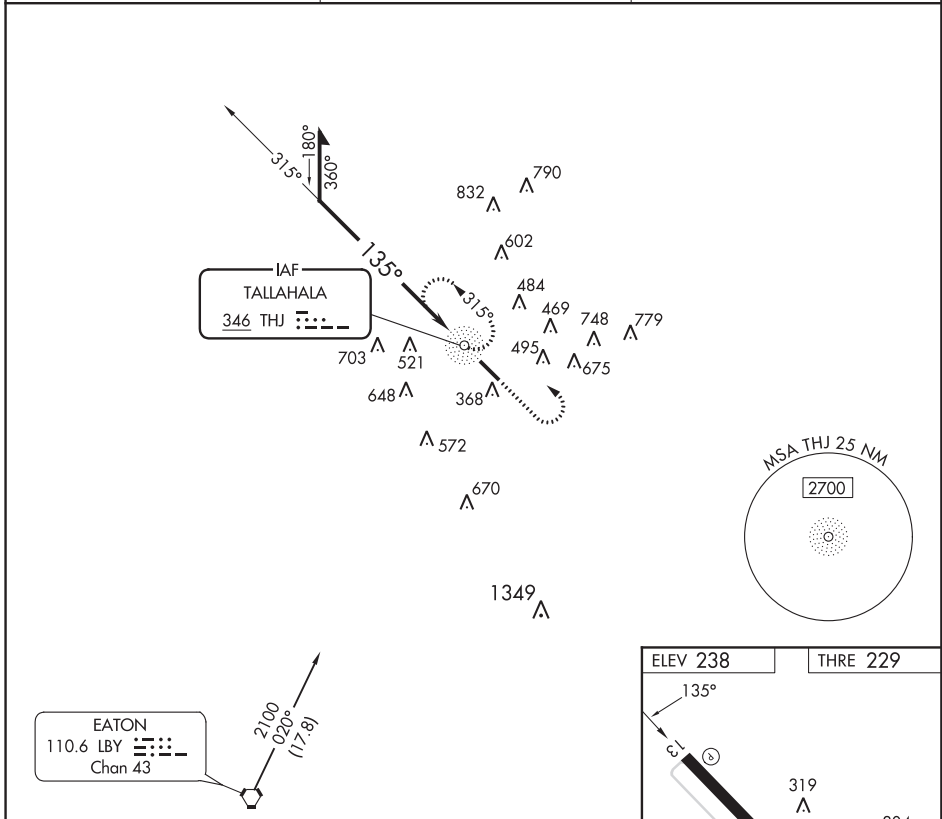
NDB RWY 13

HESLER-NOBLE FIELD (LUL)

▽ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet;
▲ NA increase Circling Cat A and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct THJ NDB and hold.

AWOS-3 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-13	1020-1 791 (800-1)	1020-1¼ 791 (800-1¼)	1020-2½	791 (800-2½)
CIRCLING	1020-1 782 (800-1)	1020-1¼ 782 (800-1¼)	1020-2½	782 (800-2½)

LAUREL, MISSISSIPPI
Admt 8 10JAN13

31°40'N-89°10'W

HESLER-NOBLE FIELD (LUL)

NDB RWY 13

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77725 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	3807 282 282
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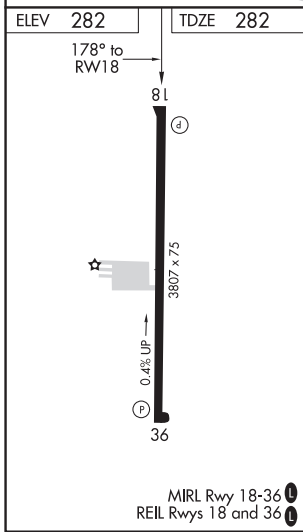
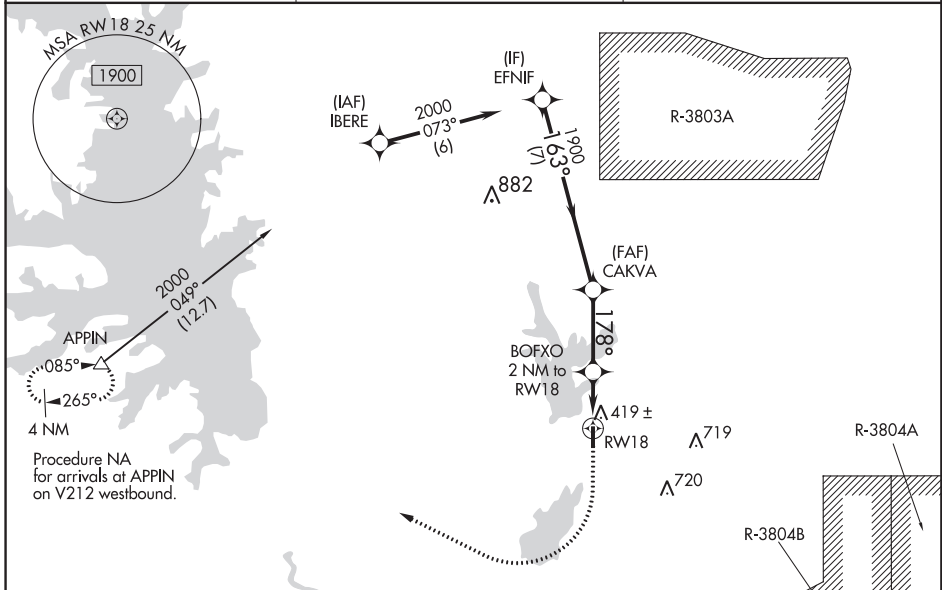
RNAV (GPS) RWY 18

LEESVILLE (L39)

NA When VGSI inop, Circling Rwy 36 NA at night. Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility to 1/4 mile and LNAV Cat C visibility to 1/8 mile.

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct APPIN and hold.

FORT POLK ATIS 134.85 282.2	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF)
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RADAR REQUIRED

ELEV 282	TDZE 282
178° to RWY 18	
81'	
3807 x 75	
0.4% UP	
36	
MIRL Rwy 18-36	
REIL Rwy 18 and 36	

800	4000	APPIN
*LNAV only.	BOFXO 2 NM to RWY 18	CAKVA
RWY 18	178°	1900
2 NM	2.9 NM	7 NM
EFNIF	2000	GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	564-1	282 (300-1)		NA
LNAV/VNAV DA	622-1 1/8	340 (400-1 1/8)		NA
LNAV MDA	720-1	438 (500-1)	720-1 1/4 438 (500-1 1/4)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	800-1 1/2 518 (600-1 1/2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

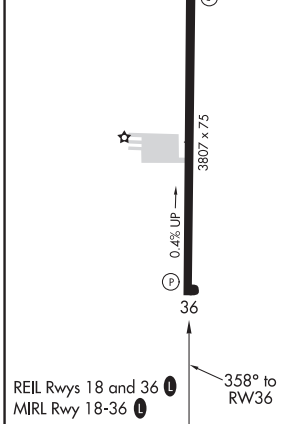
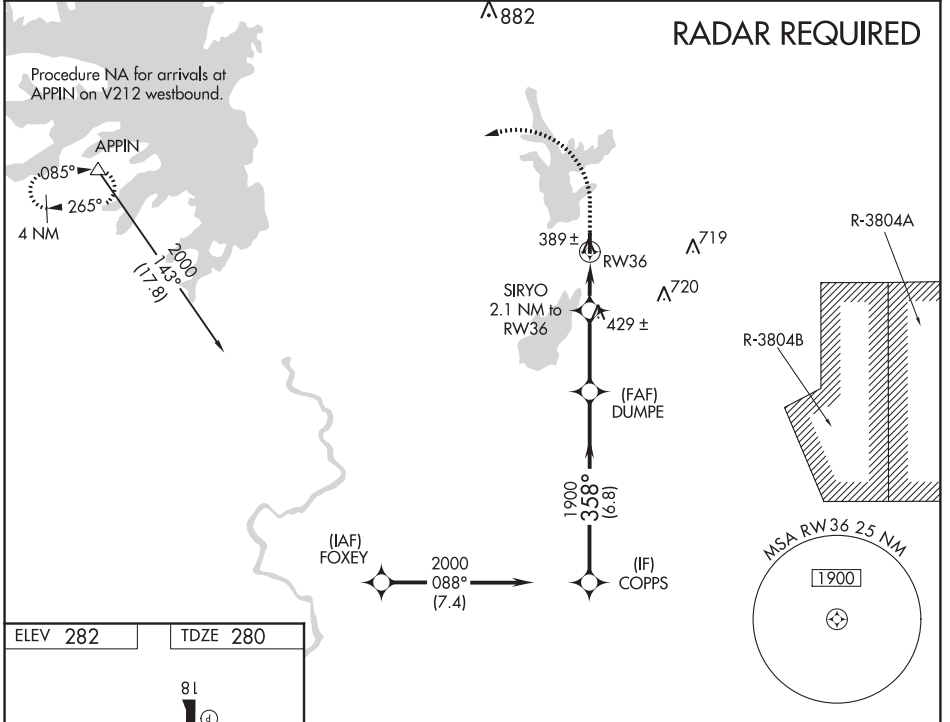
SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40325 W36A	APP CRS 358°	Rwy Idg 3807 TDZE 280 Apt Elev 282
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RNAV (GPS) RWY 36

LEESVILLE (L39)

<p>When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all MDA 40 feet and increase LP Cat C visibility to 1 3/8 mile.</p>	<p>MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct APPIN and hold.</p>	
	<p>FORT POLK ATIS 134.85 282.2</p>	<p>POLK APP CON 123.7 261.3</p>



800	4000	APPIN	
			COPPS
		DUMPE	
		SIRYO 2.1 NM to RW36	
		358°	2000
		980	1900
		3.00° TCH 50	
		2.1 NM	2.9 NM
			6.8 NM
CATEGORY	A	B	C
LP MDA	680-1	400 (400-1)	680-1 1/8 400 (400-1 1/8)
LNAV MDA	720-1	440 (500-1)	720-1 3/8 440 (500-1 3/8)
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	800-1 1/2 518 (600-1 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NDB VED	APP CRS	Rwy Idg	3807
247	358°	TDZE	280
		Apt Elev	282

NDB RWY 36

LEESVILLE (L39)

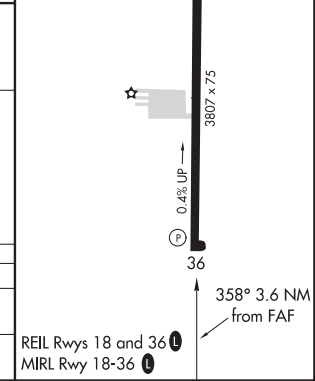
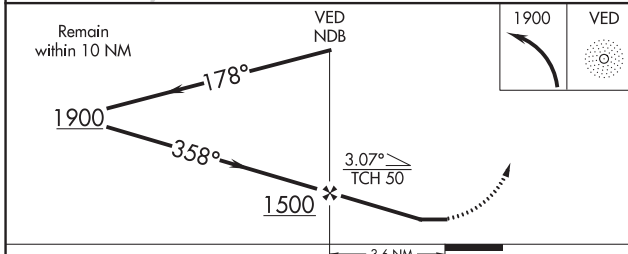
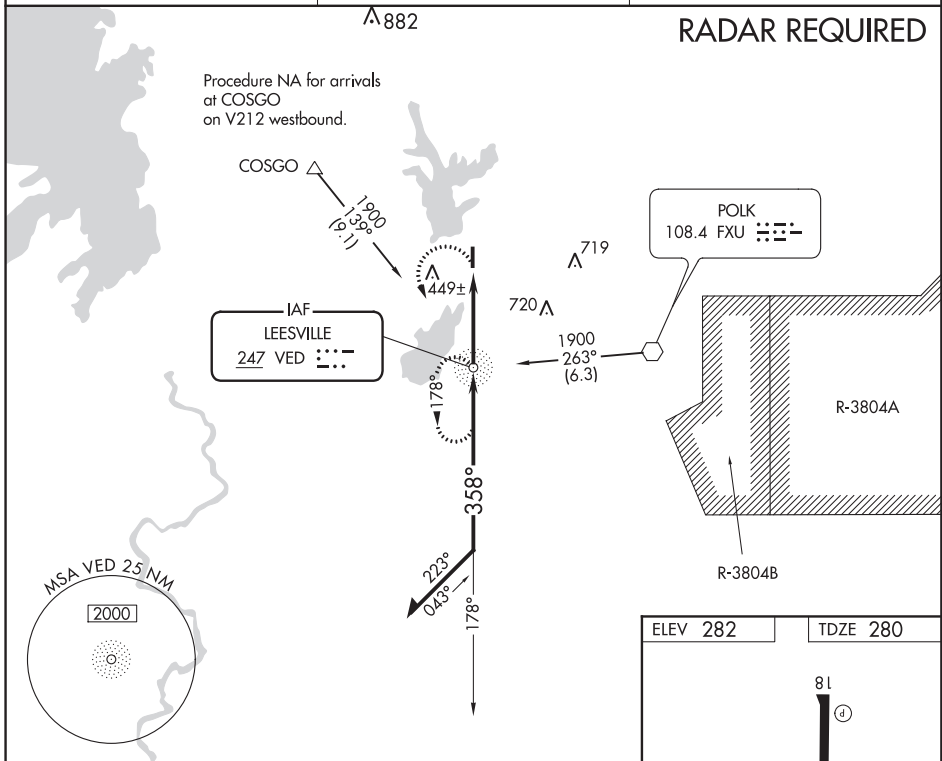
NA When VGSi inop, Straight-in/Circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all MDA 40 feet and increase S-36 and Circling Cat C visibility to 1 1/8 mile.

MISSED APPROACH: Climbing left turn to 1900 direct VED NDB and hold, continue climb-in-hold to 1900.

FORT POLK ATIS
134.85 282.2

POLK APP CON
123.7 261.3

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	800-1 520 (600-1)		800-1 1/2 520 (600-1 1/2)	NA
CIRCLING	800-1 518 (600-1)		800-1 1/2 518 (600-1 1/2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC SQS 114.7 Chan 94	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 340
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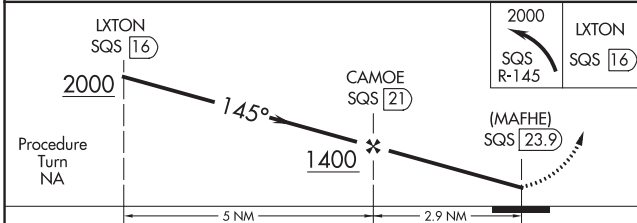
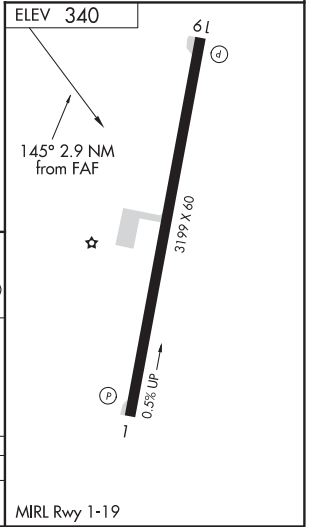
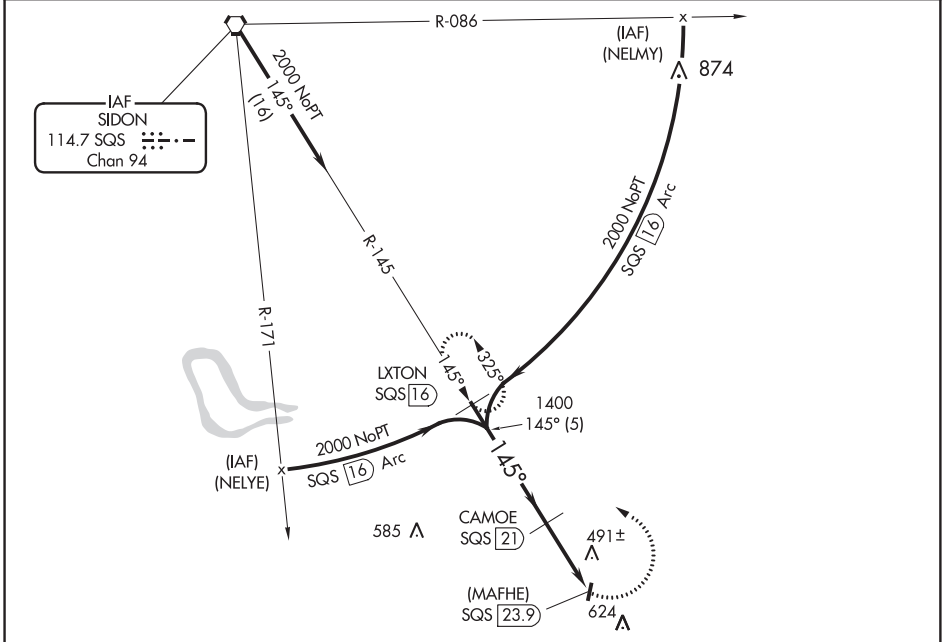
VOR/DME or GPS-A

C A MOORE (19M)

Use Greenwood altimeter setting.
 Procedure NA at night.
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.

GREENWOOD ASOS 119.975	MEMPHIS CENTER 132.5 259.1	CTAF 122.9
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CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 1-19

WAAS CH 70336 W17A	APP CRS 170°	Rwy Idg TDZE Apt Elev	4519 574 574
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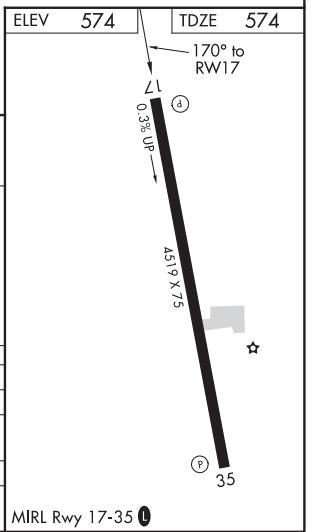
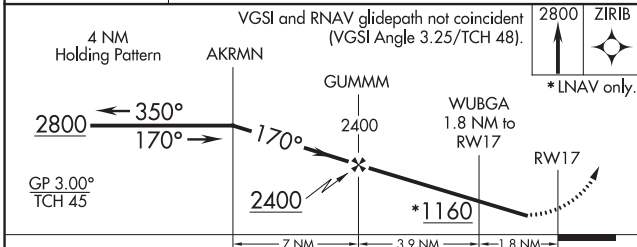
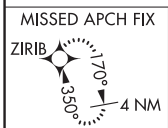
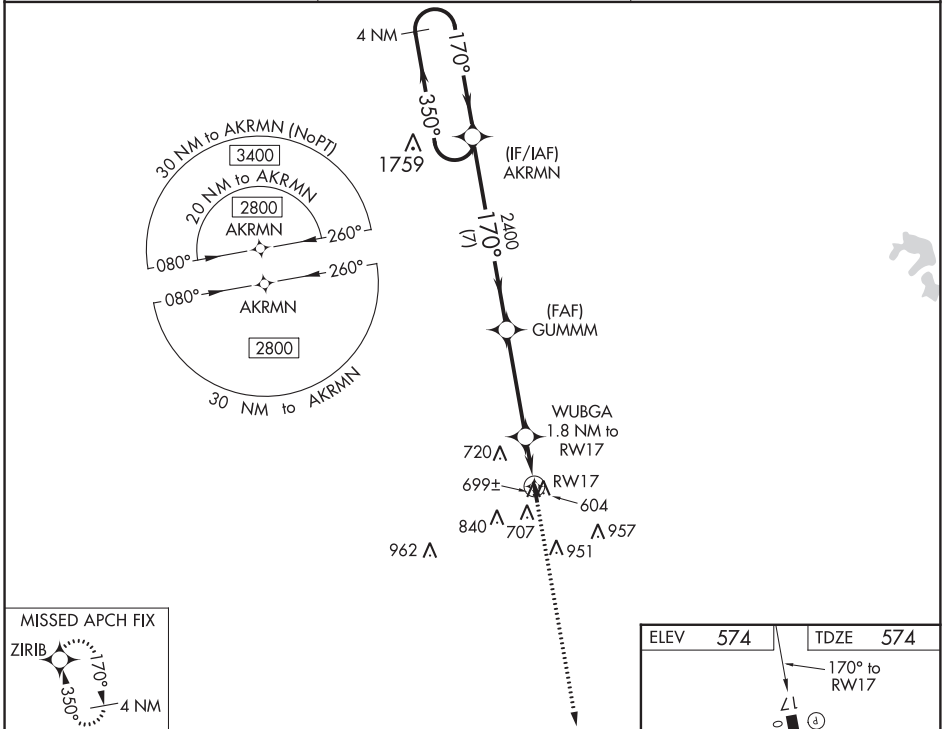
RNAV (GPS) RWY 17

LOUISVILLE WINSTON COUNTY (LMS)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Philadelphia Muni altimeter setting; when not received, use George M Bryan altimeter setting and increase LPV DA to 907 feet and all visibilities 1/8 mile; LNAV/VNAV DA to 986 feet all visibilities 1/8 mile; increase all MDA 20 feet and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2800 direct ZIRIB and hold.

PHILADELPHIA AWOS-3 118.725	MEMPHIS CENTER 132.75 350.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		891-1 1/8	317 (400-1 1/8)	
LNAV/VNAV DA		970-1 3/8	396 (400-1 3/8)	
LNAV MDA	1020-1	446 (500-1)	1020-1 3/8	446 (500-1 3/8)
CIRCLING	1080-1 506 (600-1)	1320-1 746 (800-1)	1380-2 1/4 806 (900-2 1/4)	1380-2 1/2 806 (900-2 1/2)

MIRL Rwy 17-35 0

SC-4, 10 NOV 2016 to 05 JAN 2017

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LOUISVILLE, MISSISSIPPI

AL-5868 (FAA)

16035

WAAS CH 53335 W35A	APP CRS 350°	Rwy Idg TDZE 574 Apt Elev 574	4519
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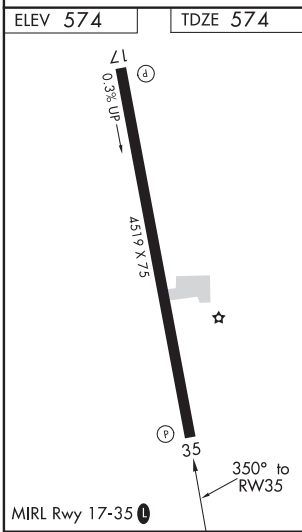
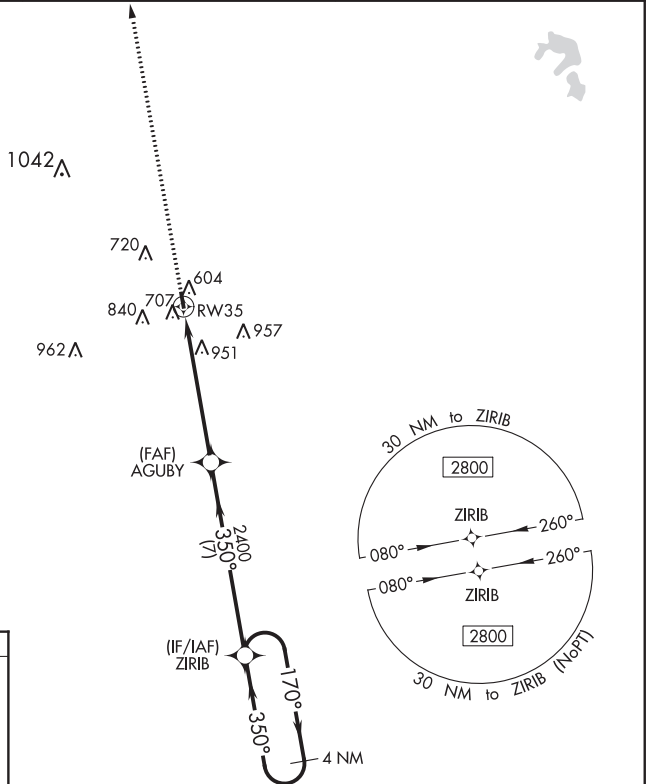
RNAV (GPS) RWY 35

LOUISVILLE WINSTON COUNTY (LMS)

⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Philadelphia Muni altimeter setting; when not received, use George M Bryan altimeter setting and increase all LPV DA to 905 feet and LNAV/VNAV DA to 1383 feet; increase all MDA 20 feet and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

⚠ NA MISSED APPROACH: Climb to 2800 direct AKRMN and hold.

PHILADELPHIA AWOS-3 118.725	MEMPHIS CENTER 132.75 350.25	UNICOM 122.7 (CTAF) 0
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2800 AKRMN	VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 52).		ZIRIB	4 NM Holding Pattern
RW35	2400	350°	170°	2800
	2400	350°	350°	2800
	5.7 NM	7 NM		GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	889-1 1/8		315 (400-1 1/8)	
LNAV/VNAV DA	1367-3		793 (800-1)	
LNAV MDA	1280-1	706 (800-1)	1280-2	706 (800-2)
C CIRCLING	1280-1 706 (800-1)	1320-1 746 (800-1)	1380-2 1/4 806 (900-2 1/4)	1380-2 1/2 806 (900-2 1/2)

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LOUISVILLE, MISSISSIPPI
Amdt 2 04FEB16

33°09'N-89°04'W

LOUISVILLE WINSTON COUNTY (LMS)
RNAV (GPS) RWY 35

WAAS CH 69231 W17A	APP CRS 174°	Rwy Idg 4444 TDZE 325 Apt Elev 325
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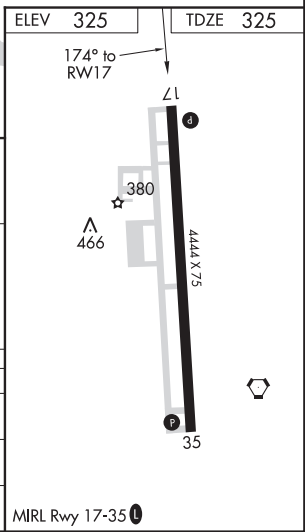
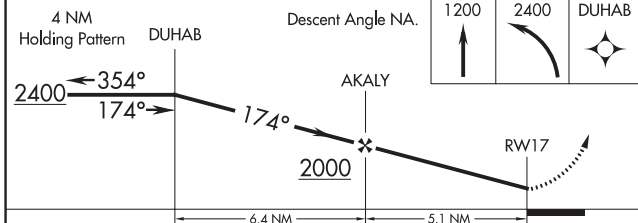
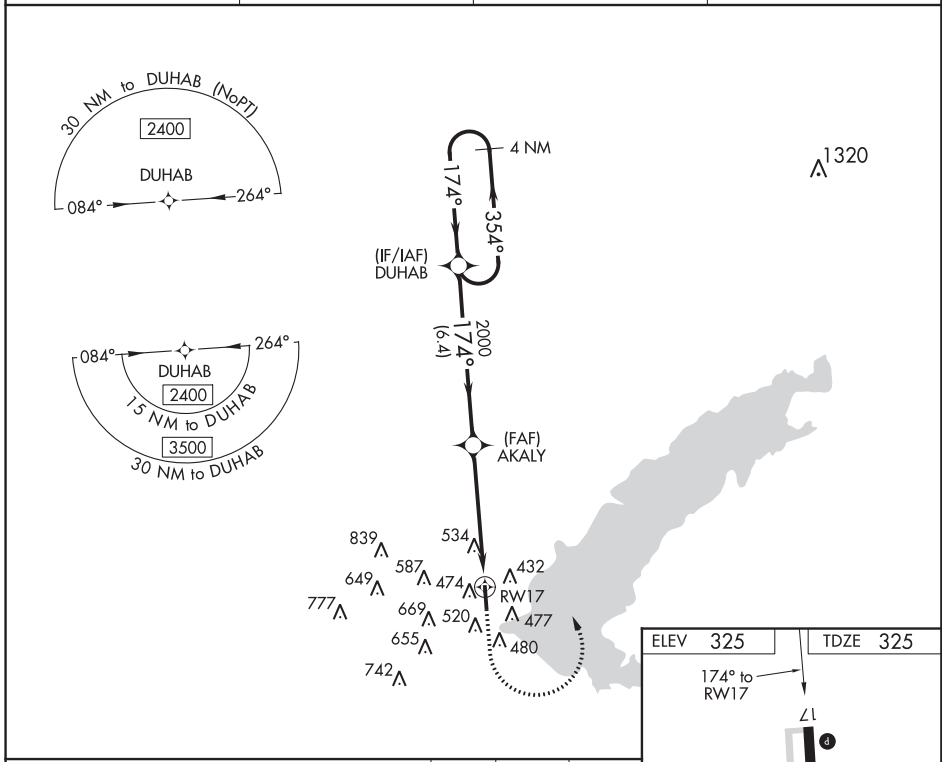
RNAV (GPS) RWY 17

BRUCE CAMPBELL FIELD (MBO)

NA When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet and increase Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct DUHAB and hold.

AWOS-3 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	780-1	455 (500-1)	780-1 ³ / ₈	455 (500-1 ³ / ₈)
LNNAV MDA	800-1	475 (500-1)	800-1 ³ / ₈	475 (500-1 ³ / ₈)
C CIRCLING	840-1 515 (600-1)	860-1 535 (600-1)	980-1 ³ / ₄ 655 (700-1 ³ / ₄)	980-2 655 (700-2)

MADISON, MISSISSIPPI

AL-5164 (FAA)

15232

WAAS CH 72631 W35A	APP CRS 354°	Rwy Idg 4444 TDZE 324 Apt Elev 325
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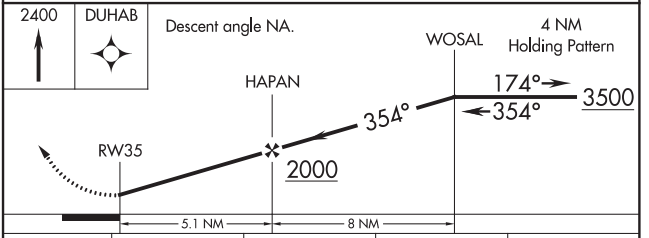
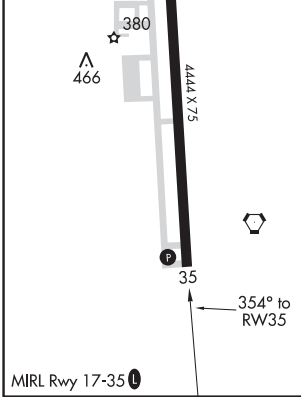
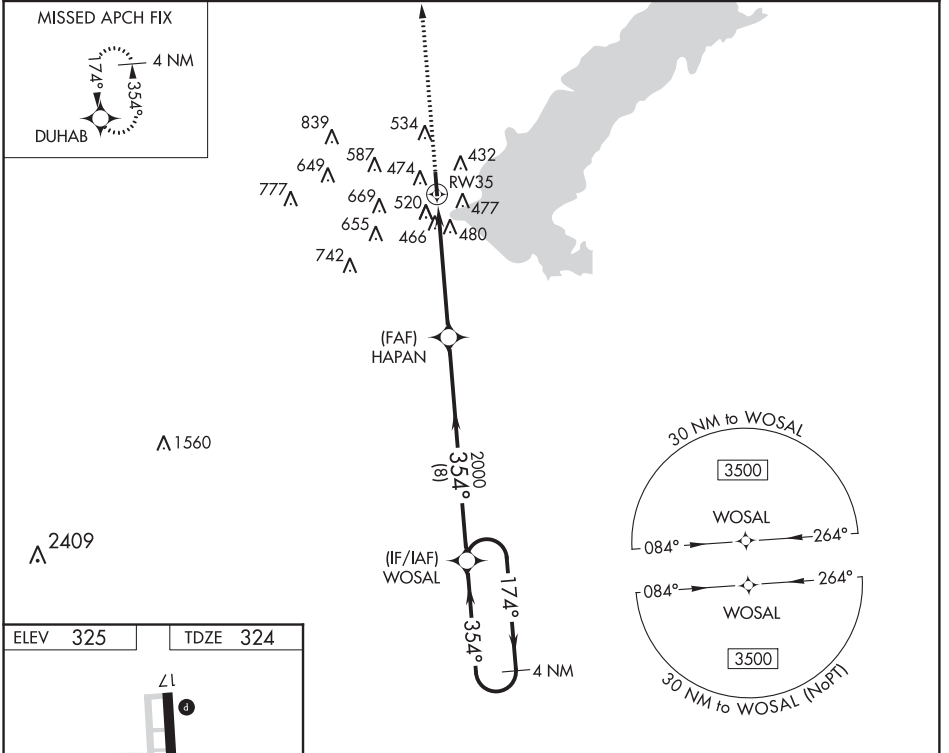
RNAV (GPS) RWY 35

BRUCE CAMPBELL FIELD (MBO)

⚠ NA When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet; increase LP Cats C/D visibility 1/8 mile and increase Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 direct DUHAB and hold.

AWOS-3 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	720-1	396 (400-1)	720-1 1/8	396 (400-1 1/8)
LNAV MDA	780-1	456 (500-1)	780-1 3/8	456 (500-1 3/8)
C CIRCLING	840-1 515 (600-1)	860-1 535 (600-1)	980-1 3/4 655 (700-1 3/4)	980-2 655 (700-2)

MADISON, MISSISSIPPI
Orig-B 20AUG15

32°26'N-90°06'W

BRUCE CAMPBELL FIELD (MBO)

RNAV (GPS) RWY 35

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC MHZ 113.2 Chan 79	APP CRS 167°	Rwy Idg TDZE Apt Elev	4444 325 325
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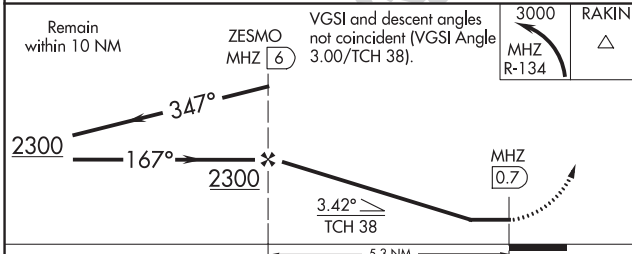
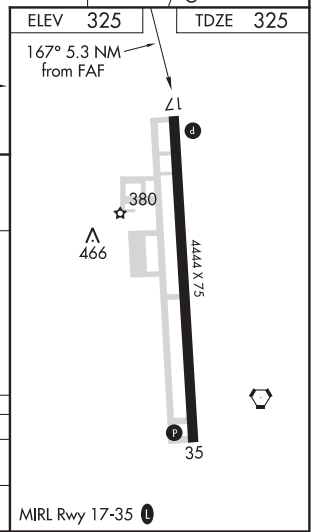
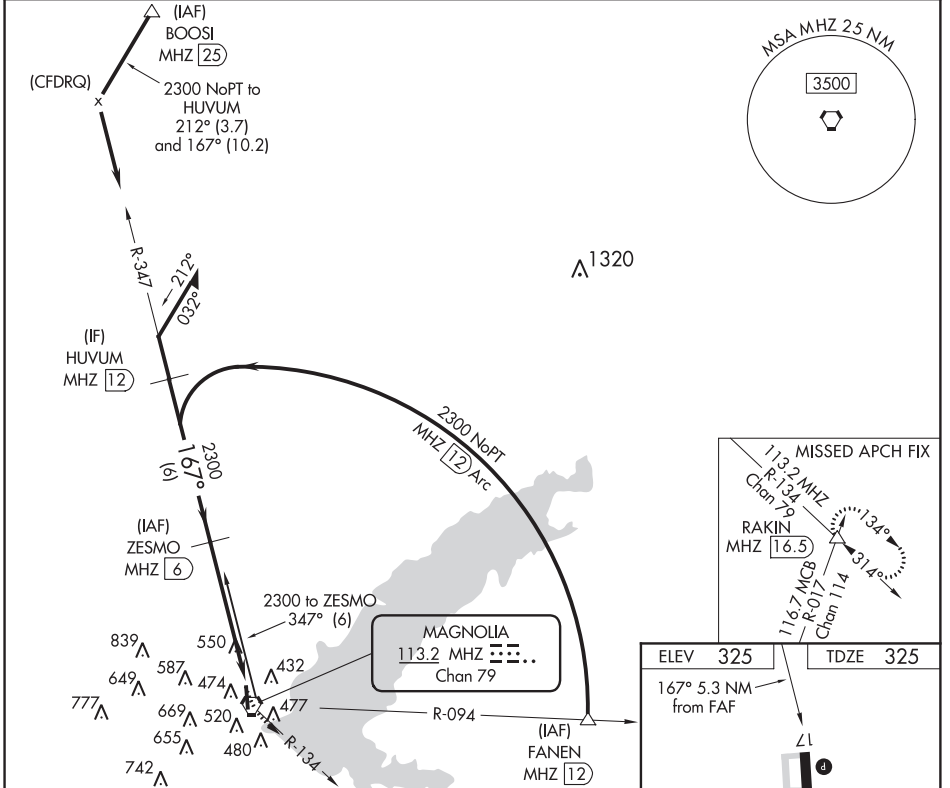
VOR/DME RWY 17

BRUCE CAMPBELL FIELD (MBO)

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDA 40 feet. Increase Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 on MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME.

AWOS-3 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	800-1	475 (500-1)	800-1 3/8	475 (500-1 3/8)
C CIRCLING	840-1 515 (600-1)	860-1 535 (600-1)	980-1 3/4 655 (700-1 3/4)	980-2 655 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MAGEE, MISSISSIPPI

AL-9829 (FAA)

14205

WAAS CH 62835 W18A	APP CRS 180°	Rwy Idg THRE 553 Apt Elev 555
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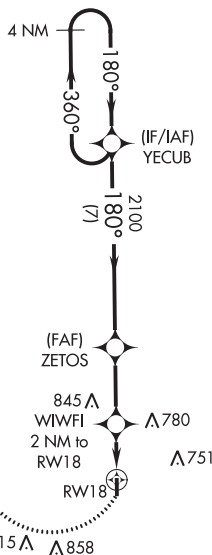
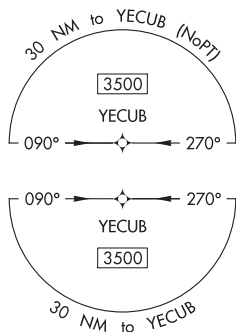
RNAV (GPS) RWY 18

MAGEE MUNI (17M)

▽ Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM NA.

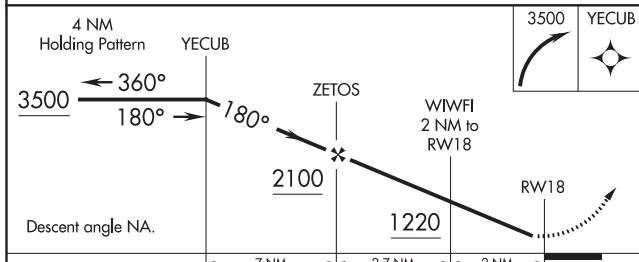
MISSED APPROACH: Climbing right turn 3500 direct YECUB and hold.

BROOKHAVEN-LINCOLN COUNTY AWOS-3 118.125	JACKSON-EVERS INTL ASOS 121.05	MEMPHIS CENTER 125.975 307.275	UNICOM 122.8 (CTAF) 0
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1677 **▲**

ELEV	555	THRE	553



CATEGORY	A	B	C	D
LP MDA	1060-1	507 (600-1)	1060-1 ³ / ₈ 507 (600-1 ³ / ₈)	NA
LNAV MDA	1080-1	527 (600-1)	1080-1 ¹ / ₂ 527 (600-1 ¹ / ₂)	NA
C CIRCLING	1080-1 525 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA

MAGEE, MISSISSIPPI
Orig 29MAY14

31°52'N-89°48'W

MAGEE MUNI (17M) RNAV (GPS) RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MAGEE, MISSISSIPPI

AL-9829 (FAA)

14205

WAAS CH 69235 W36A	APP CRS 360°	Rwy Idg THRE 546 Apt Elev 555
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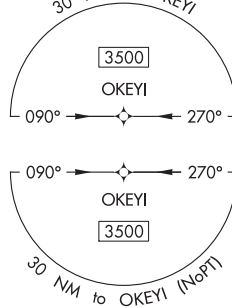
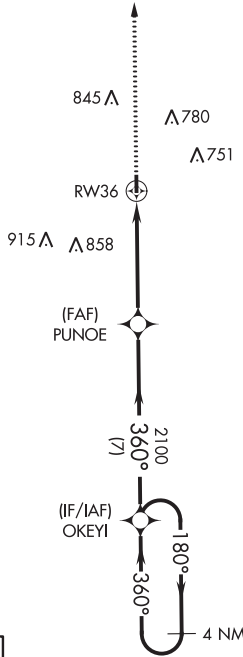
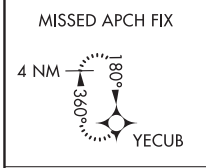
RNAV (GPS) RWY 36

MAGEE MUNI (17M)

▽ Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Helicopter visibility reduction below 1 SM NA.

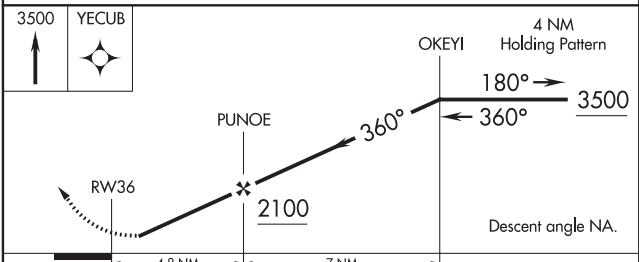
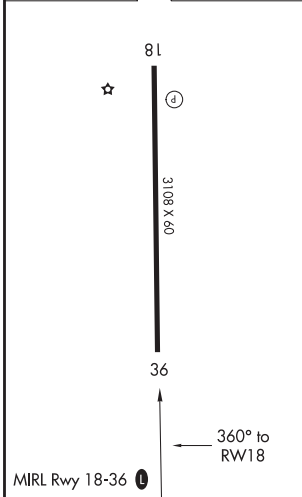
MISSED APPROACH: Climb to 3500 direct YECUB and hold.

BROOKHAVEN-LINCOLN COUNTY AWOS-3 118.125	JACKSON-EVERS INTL ASOS 121.05	MEMPHIS CENTER 125.975 307.275	UNICOM 122.8 (CTAF) 0
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1049 A

ELEV 555	THRE 546
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CATEGORY	A	B	C	D
LP MDA	1100-1	554 (600-1)	1100-1½ 554 (600-1½)	NA
LNAV MDA	1120-1	574 (600-1)	1120-1½ 574 (600-1½)	NA
C CIRCLING	1120-1 565 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA

MAGEE, MISSISSIPPI
Orig 29MAY14

31°52'N-89°48'W
235

MAGEE MUNI (17M) RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 18

C E 'RUSTY' WILLIAMS (3F3)

APP CRS 182°	Rwy Idg TDZE Apt Elev	5005 320 324
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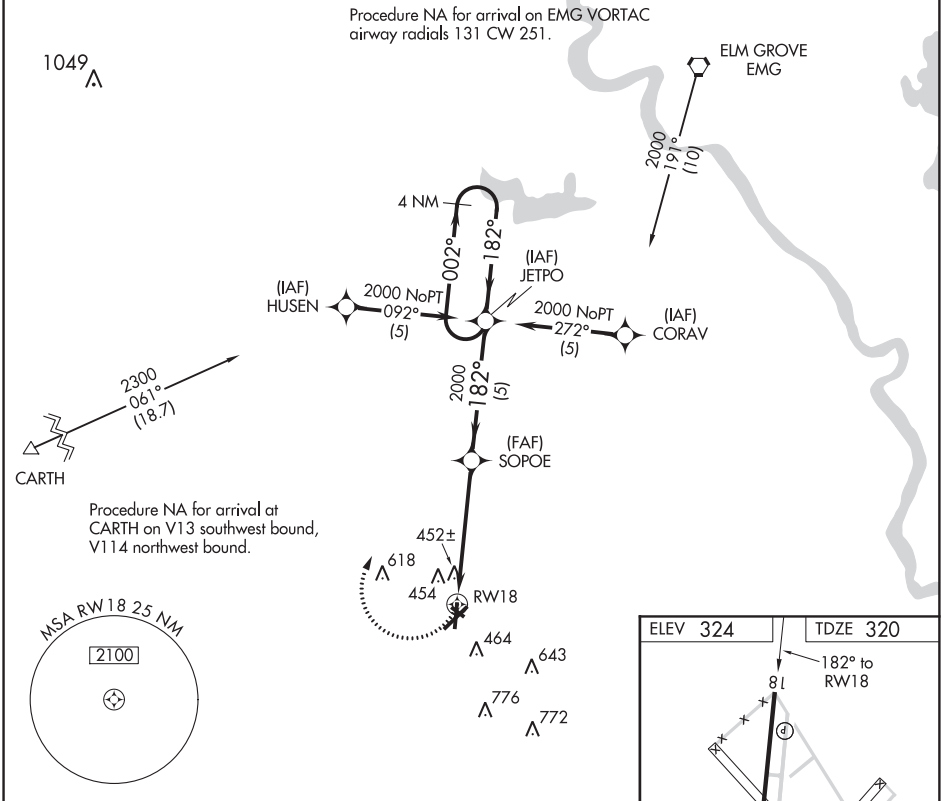
▲ Use Shreveport Rgnl altimeter setting.
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct JETPO WP and hold.

AWOS-3PT
119.125

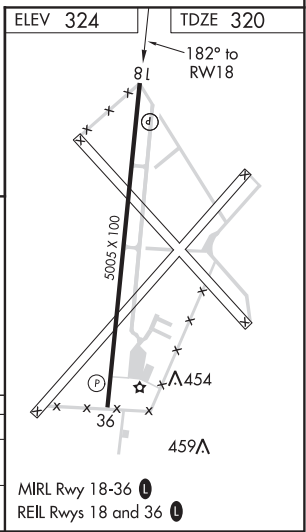
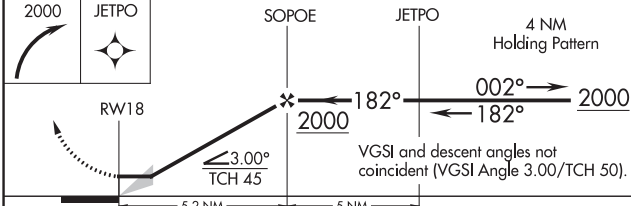
SHREVEPORT APP CON ★
119.9 335.55

UNICOM
122.8 (CTAF) 0



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



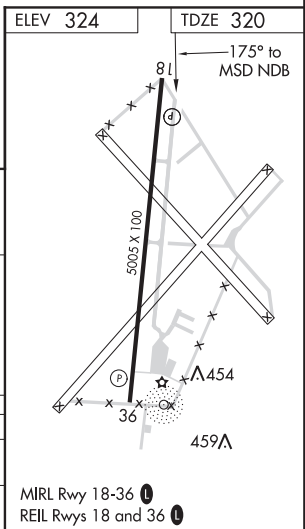
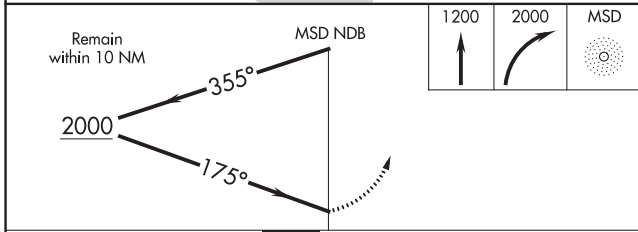
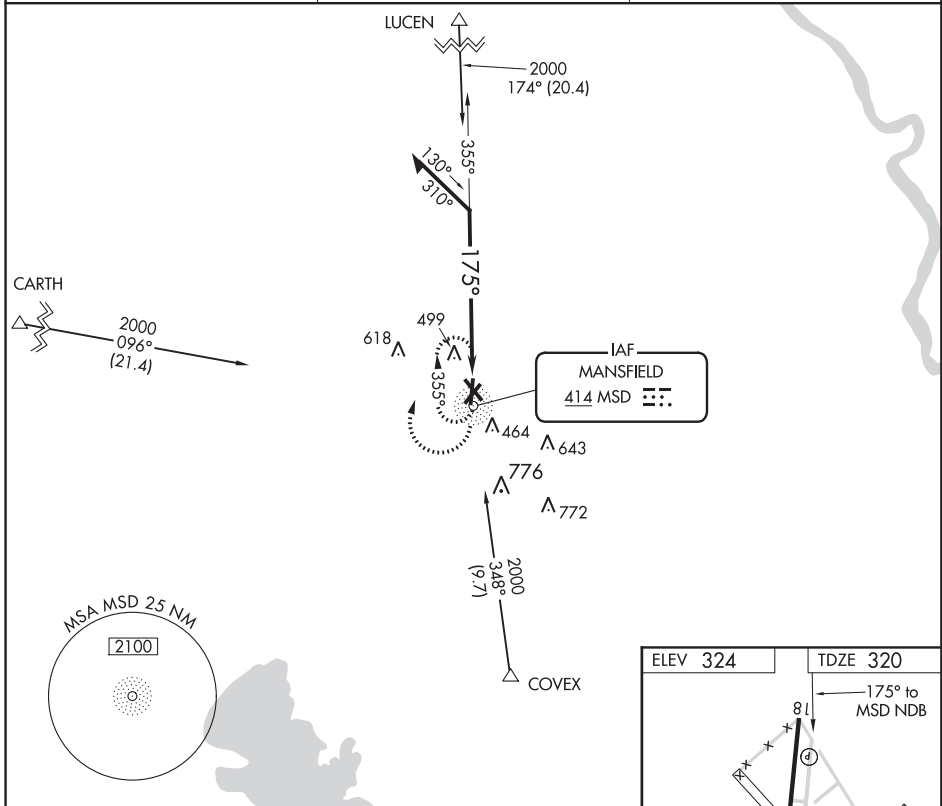
CATEGORY	A	B	C	D
RNAV MDA	780-1	460 (500-1)	780-1¼ 460 (500-1¼)	NA
CIRCLING	880-1	556 (600-1)	880-1½ 556 (600-1½)	NA

NDB MSD 414	APP CRS 175°	Rwy Idg TDZE Apt Elev	5005 320 324
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NDB RWY 18
C E 'RUSTY' WILLIAMS (3F3)

<p>Use Shreveport Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.</p>
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AWOS-3PT 119.125	SHREVEPORT APP CON ★ 119.9 335.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	980-1 660 (700-1)		980-1 ³ / ₄ 660 (700-1 ³ / ₄)	NA
CIRCLING	980-1 656 (700-1)		980-1 ³ / ₄ 656 (700-1 ³ / ₄)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MANY, LOUISIANA

WAAS CH 78015 W12A	APP CRS 117°	Rwy Idg 4402 TDZE 319 Apt Elev 319
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AL-6220 (FAA)

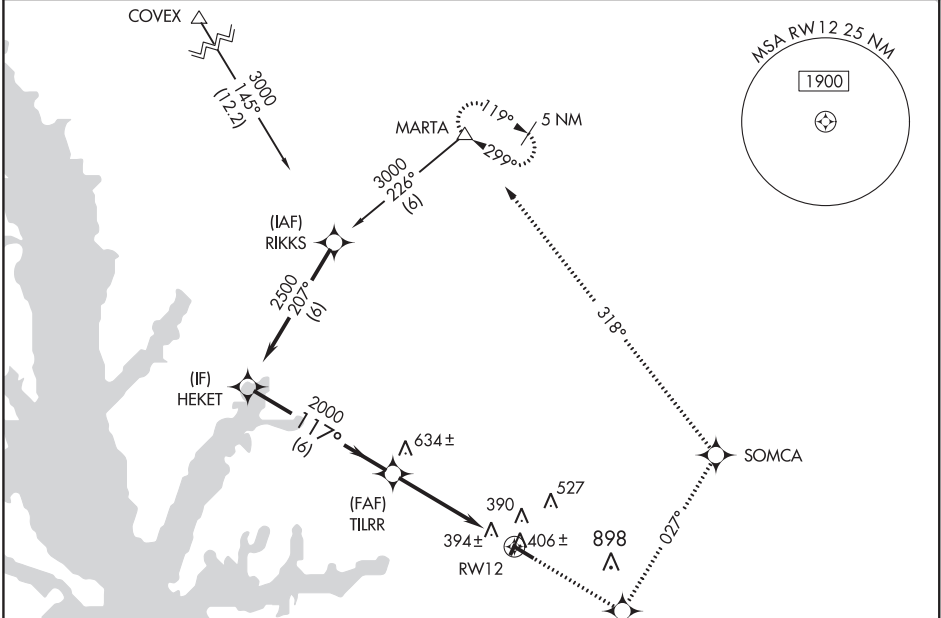
RNAV (GPS) RWY 12

MANY/ HART (3R4)

⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Fort Palk altimeter setting; when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.

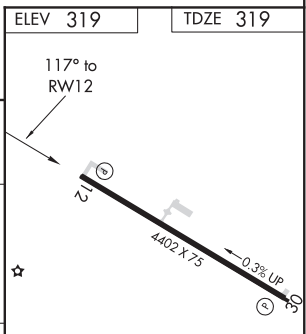
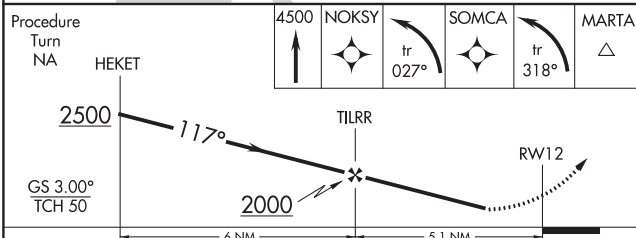
POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 0
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 319	TDZE 319
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CATEGORY	A	B	C	D
LPV DA	713-1¼ 394 (400-1¼)			NA
LNAV/VNAV DA	765-1½ 446 (500-1½)			NA
LNAV MDA	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwy 12 and 30 **0**
MIRL Rwy 12-30 **0**

MANY, LOUISIANA
Orig 12320

31°33'N - 93°29'W

RNAV (GPS) RWY 12

MANY/ HART (3R4)

MANY, LOUISIANA

APP CRS	Rwy Idg 4402
282°	TDZE 311
	Apt Elev 319

AL-6220 (FAA)

RNAV (GPS) RWY 30

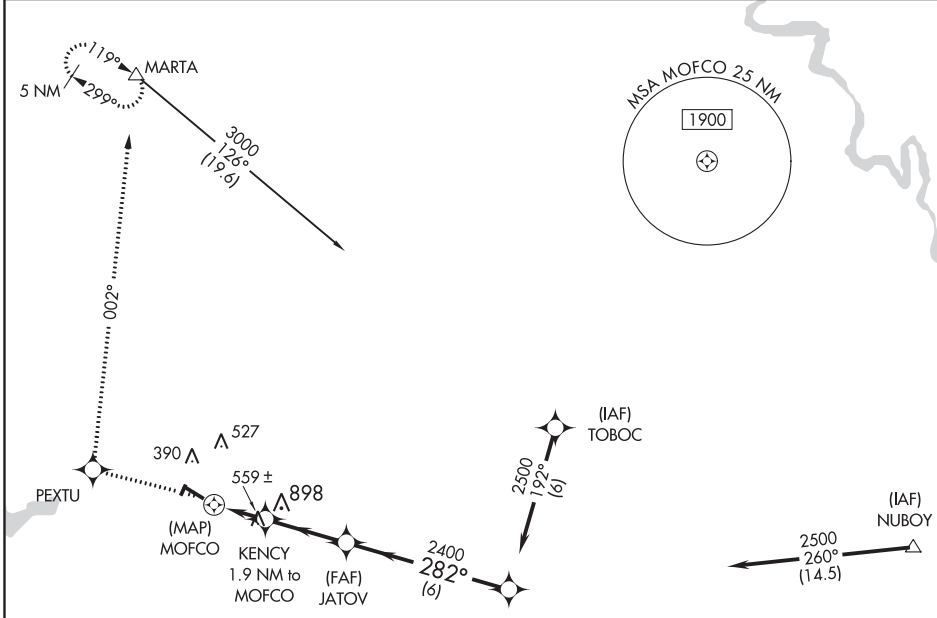
MANY/HART (3R4)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.
▲ NA Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON
123.7 261.3

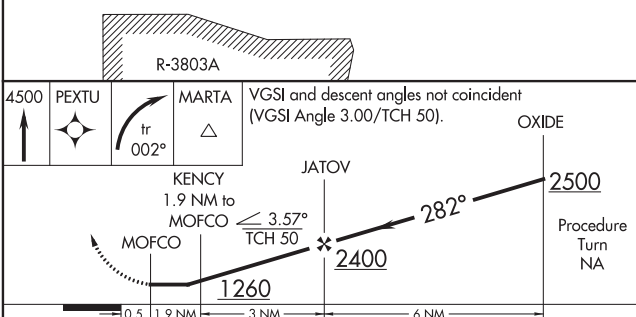
UNICOM
122.8 (CTAF) 0



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 319	TDZE 311
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CATEGORY	A	B	C	D
LNAV MDA	900-1 589 (600-1)		900-1½ 589 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

MANY, LOUISIANA
Orig 12320

31°33'N - 93°29'W
239

RNAV (GPS) RWY 30

MANY/HART (3R4)

WAAS CH 99734 W02A	APP CRS 016°	Rwy Idg 3346 TDZE 162 Apt Elev 162
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RNAV (GPS) RWY 2

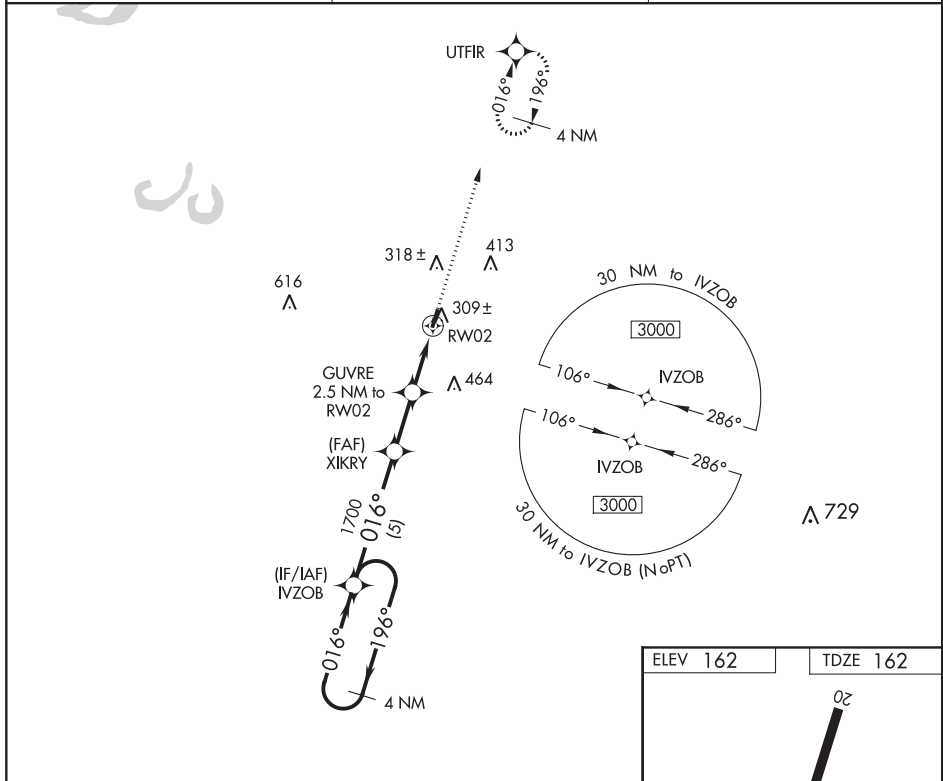
SELFS (MMS)

▼ Circling to Rwy 20 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Clarksdale altimeter setting; when not received, use Tunica altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility to 1 1/2 mile and LNAV/VNAV all Cats visibility to 1 3/8 mile.

▲ NA

MISSED APPROACH: Climb to 3000 direct UTRIF and hold, continue climb-in-hold to 3000.

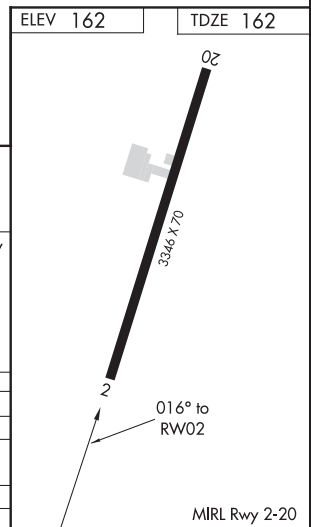
FLETCHER FIELD AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		3000	UTRIF
IVZOB		1700	*LNAV only
←196°		XIKRY	
016° →		GUVRE	
GS 3.00°		RW02	
TCH 40			
1700			
*980			
5 NM		2.2 NM	2.5 NM
CATEGORY	A	B	C
LPV DA	441-1	279 (300-1)	NA
LNAV/VNAV DA	608-1 1/2	446 (500-1 1/2)	NA
LNAV MDA	600-1	438 (500-1)	NA
C CIRCLING	680-1	518 (600-1)	NA



WAAS CH 69634 W20A	APP CRS 196°	Rwy Idg 3346 TDZE 162 Apt Elev 162
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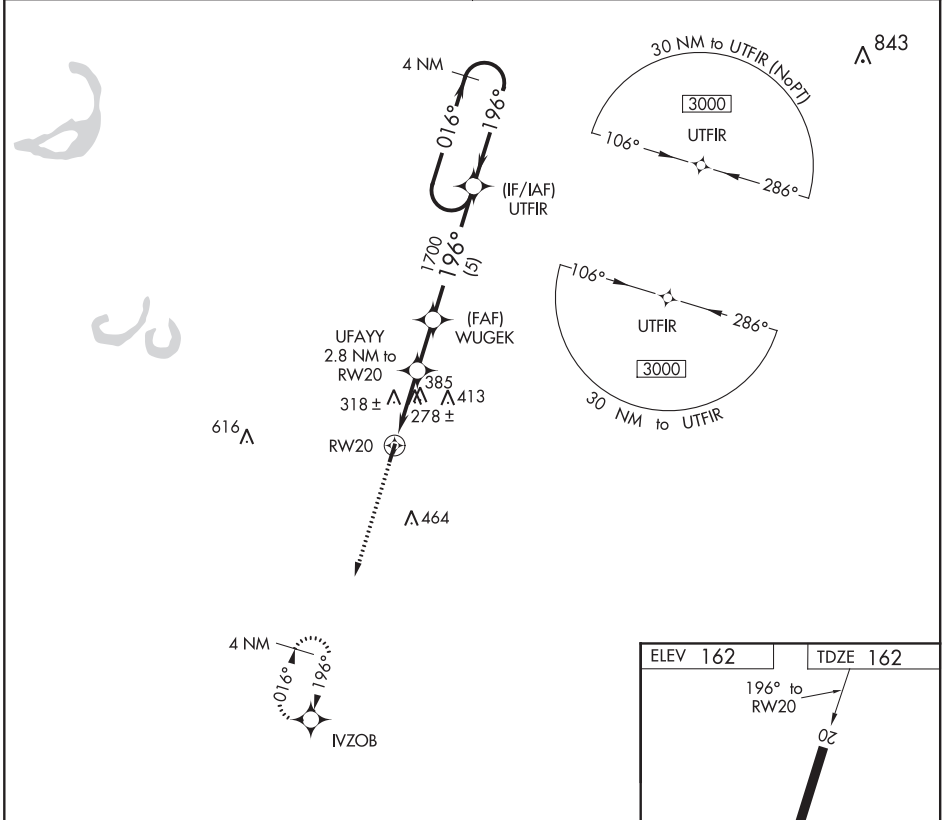
RNAV (GPS) RWY 20

SELFS (MMS)

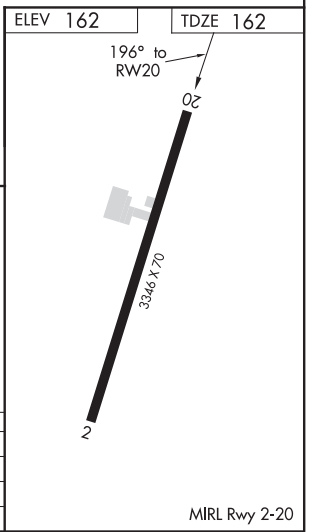
▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Clarksdale altimeter setting, when not received, use Tunica altimeter setting and increase all MDA 40 feet. Rwy 20 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 3000 direct IVZOB and hold, continue climb-in-hold to 3000.

FLETCHER FIELD AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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3000	IVZOB	Descent angle NA.			
		RW20	UFAYY 2.8 NM to RW20	WUGEK	UTFIR
		1080	1700	3000	3000
		2.8 NM	1.9 NM	5 NM	4 NM Holding Pattern
CATEGORY	A	B	C	D	
LP MDA	600-1	438 (500-1)			NA
LNAV MDA	680-1	518 (600-1)			NA
C CIRCLING	680-1	518 (600-1)			NA



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MARKSVILLE, LOUISIANA

AL-6259 (FAA)

RNAV (GPS) RWY 4

MARKSVILLE MUNI (MKV)

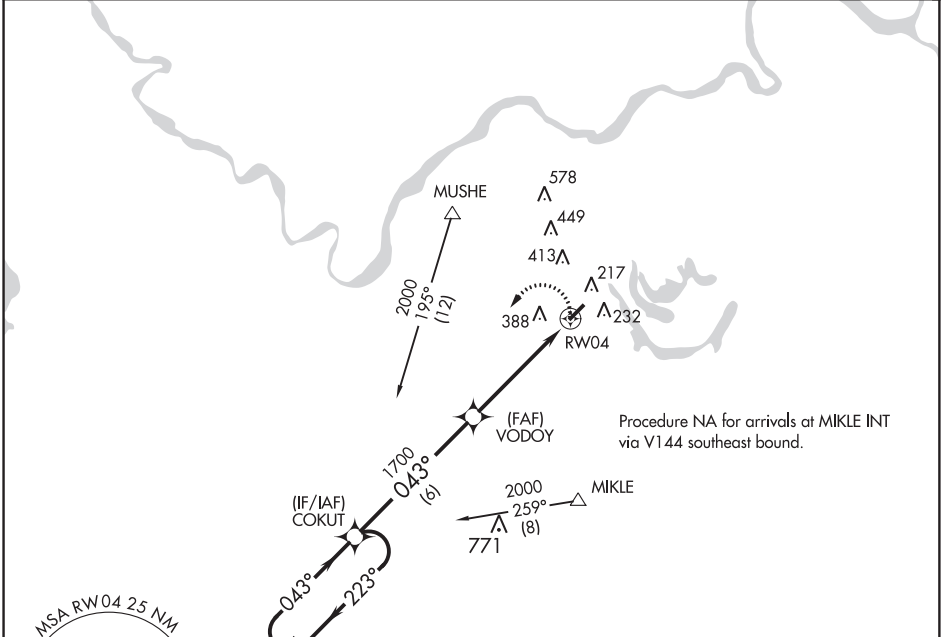
APP CRS	Rwy Idg 3799
043°	TDZE 77
	Apt Elev 79

NA DME/DME RNP-0.3 NA. Use Ester Rgnl altimeter setting. If not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.

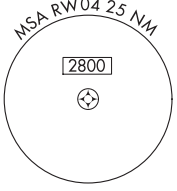
POLK APP CON
125.4 302.2

CTAF
122.9

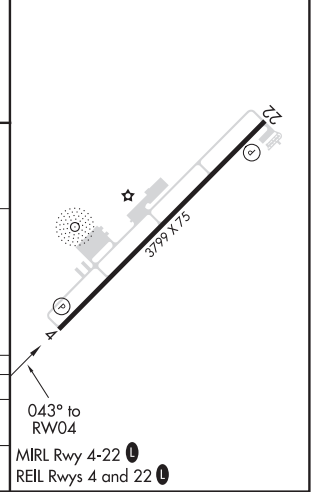
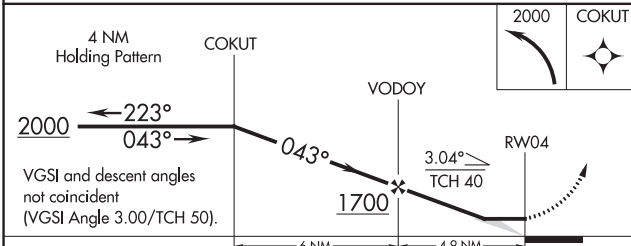


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 79	TDZE 77
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CATEGORY	A	B	C	D
LNVA MDA	680-1	603 (700-1)		NA
CIRCLING	760-1	681 (700-1)		NA

MARKSVILLE, LOUISIANA
Orig-A 14289

31°06'N-92°04'W

MARKSVILLE MUNI (MKV)
RNAV (GPS) RWY 4

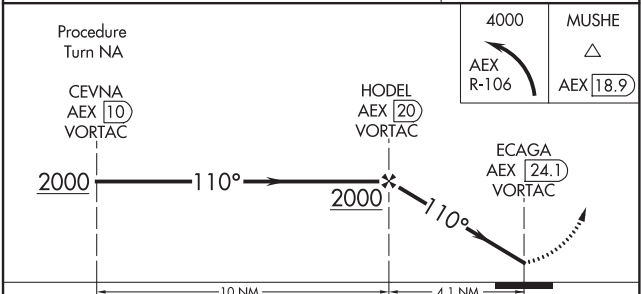
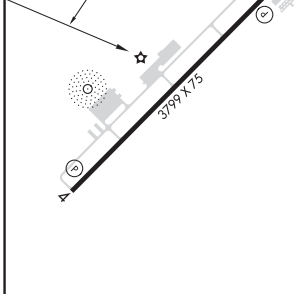
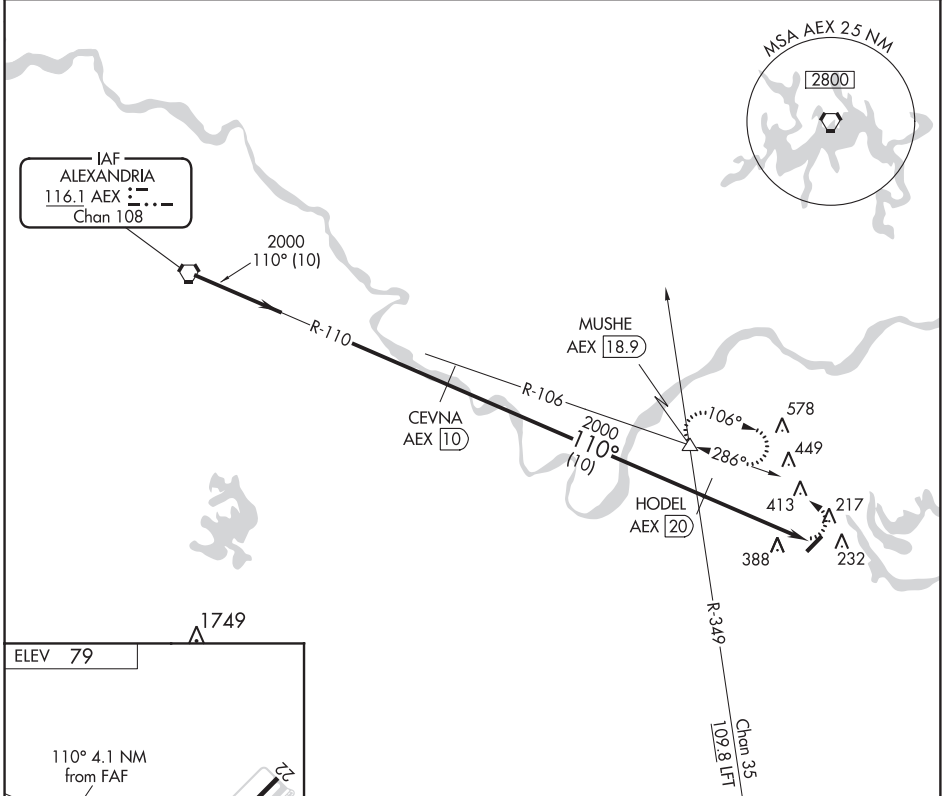
VOR/DME-A
MARKSVILLE MUNI (MKV)

VORTAC 116.1 Chan 108	APP CRS 110°	Rwy Idg TDZE Apt Elev 79	N/A N/A
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NA Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

POLK APP CON 125.4 302.2	CTAF 122.9
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MIRL Rwy 4-22	REIL Rwy 4 and 22
Procedure Turn NA	MUSHE AEX 18.9
CEVNA AEX 10 VORTAC	HODEL AEX 20 VORTAC
2000	2000
110°	110°
10 NM	4.1 NM
CATEGORY	A B C D
CIRCLING	760-1 681 (700-1) 760-1¼ 681 (700-1¼) NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MARKSVILLE, LOUISIANA

AL-6259 (FAA)

NDB RWY 4

MARKSVILLE MUNI (MKV)

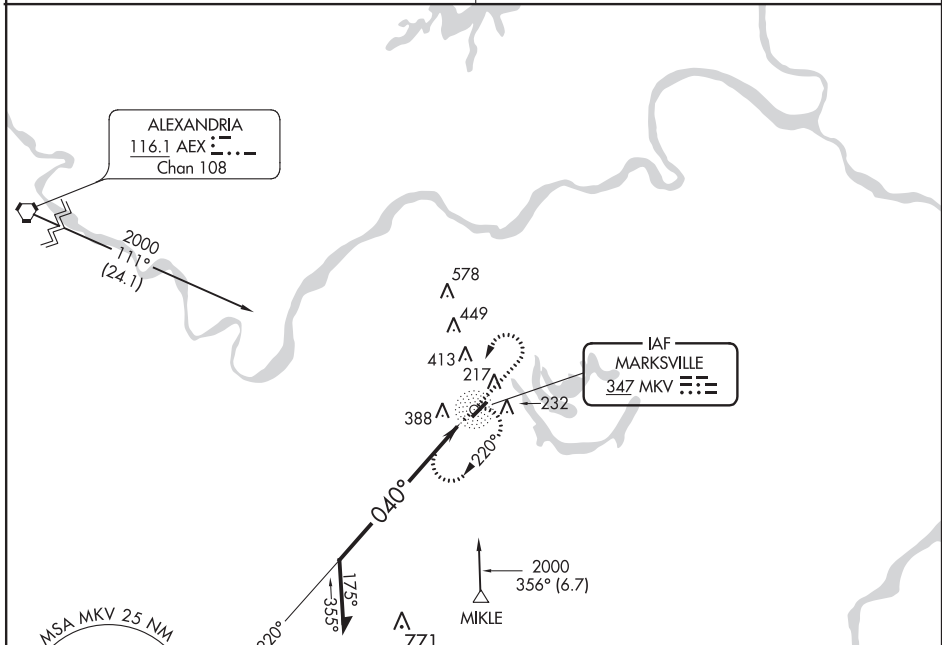
NDB MKV 347	APP CRS 040°	Rwy Idg TDZE Apt Elev	3799 77 79
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NA Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

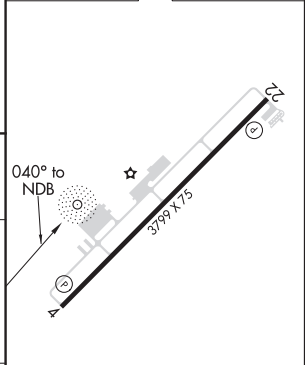
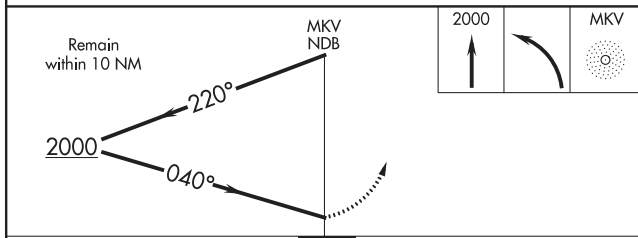
MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

POLK APP CON
125.4 302.2

CTAF
122.9



ELEV 79	TDZE 77
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CATEGORY	A	B	C	D
S-4	1020-1¼	943 (1000-1¼)		NA
CIRCLING	1020-1¼	941 (1000-1¼)		NA

MIRL Rwy 4-22
REIL Rws 4 and 22

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MARKSVILLE, LOUISIANA
Amdt 2 14289

31°06'N-92°04'W

MARKSVILLE MUNI (MKV)
NDB RWY 4

LOC I-MCB 109.1	APP CRS 156°	Rwy Idg 5000
		TDZE 413
		Apt Elev 413

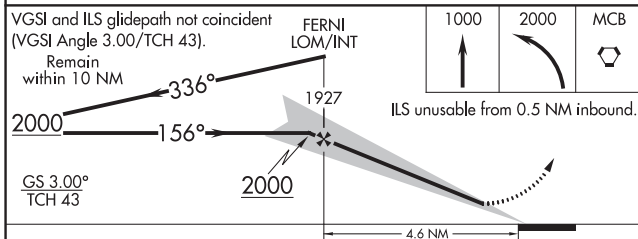
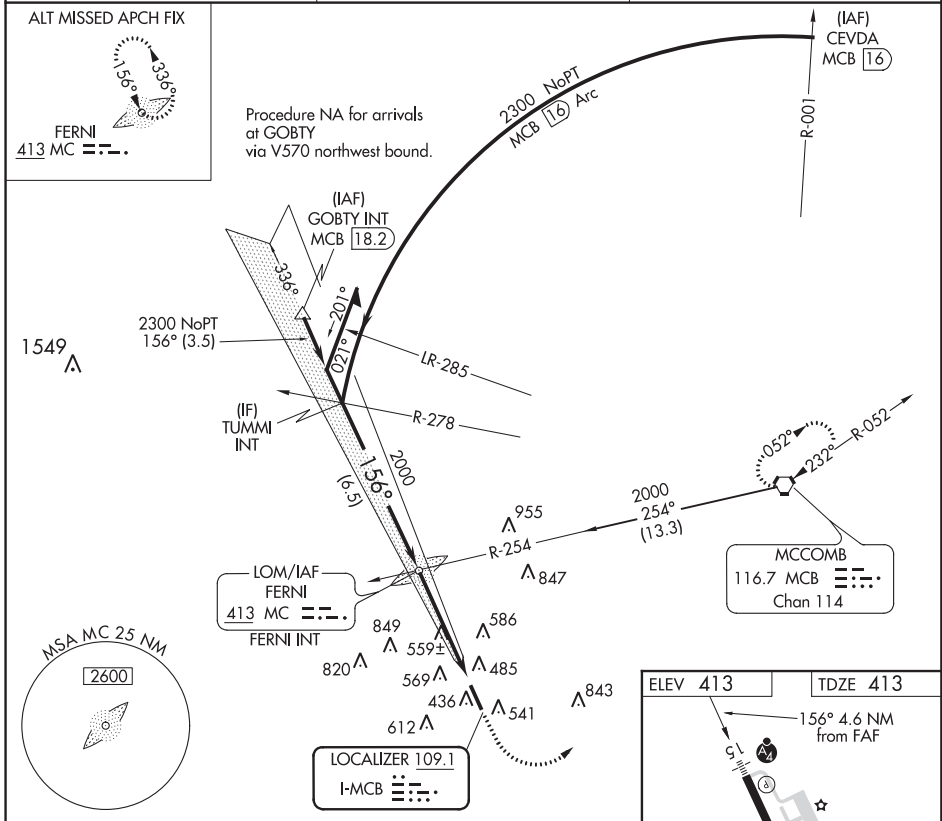
ILS or LOC RWY 15

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

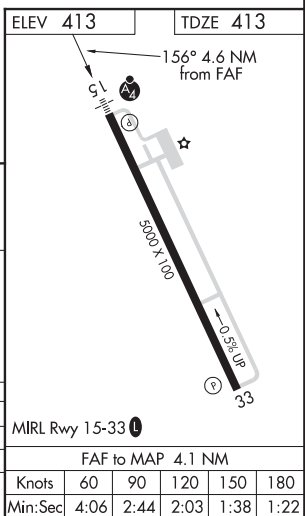
⚠ Inop table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MALSF MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 15	613-¾ 200 (200-¾)			
S-LOC 15	820-¾ 407 (500-¾)	820-1¼ 407 (500-1¼)		
CIRCLING	880-1 467 (500-1)	880-1½ 467 (500-1½)		980-2 567 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72824 W15A	APP CRS 153°	Rwy Idg TDZE Apt Elev	5000 413 413
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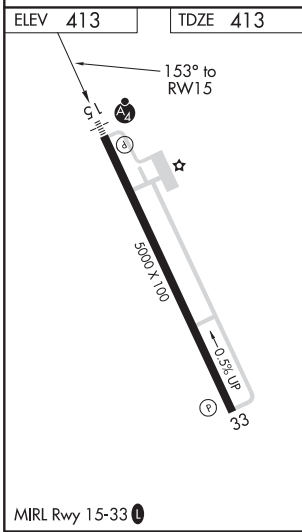
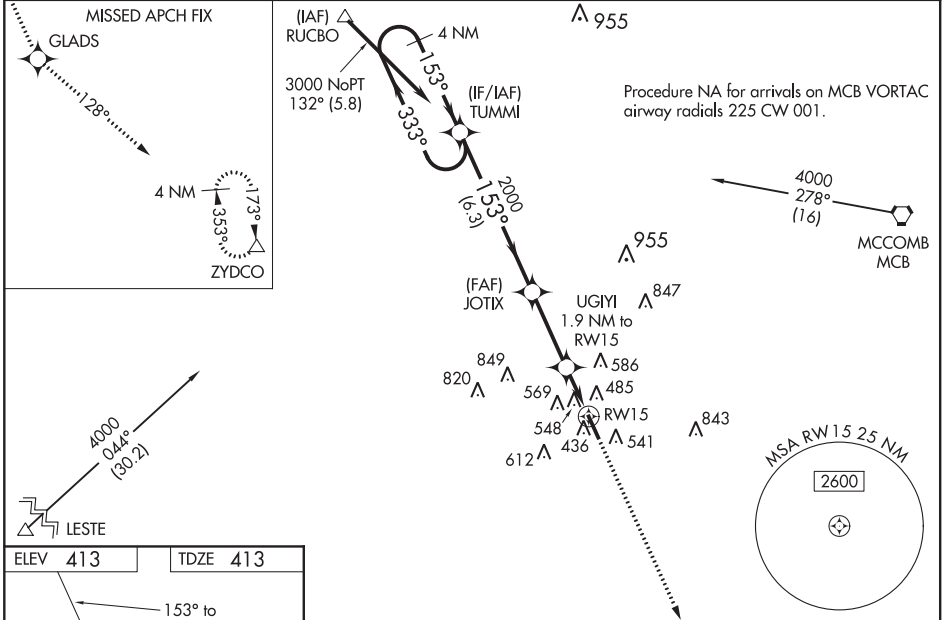
RNAV (GPS) RWY 15

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inop table does not apply to LPV all Cats. For inop MALSF, increase LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 mile, and increase LNAV Cats C and D visibility to 1½ mile. When local altimeter setting not received, use Natchez altimeter setting and increase LPV DA to 750, LNAV/VNAV DA to 844, and all MDA 140 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¾ mile, and Circling Cats C and D visibility ¼ mile. For inop MALSF when using Natchez altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats A and B visibility to 1 mile, and LNAV Cats C and D visibility to 1½ mile. VDP and Baro-VNAV NA when using Natchez altimeter setting.

MALSIF
⚠ MALSF
MISSED APPROACH:
Climb to 3000 direct
GLADS and on track
128° to ZYDCO and
hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 43).				3000	GLADS	tr 128°	ZYDCO
4 NM Holding Pattern TUMMI				↑	⬠		△
3000 ← 333° → 153° → 1753°				*LNAV only.			
GP 3.00° TCH 42				JOTIX 2000 UGIYI 1.9 NM to RW15 *1.1 NM to RW15 RW15			
				*1060			
				6.3 NM 3 NM 0.8 1.1			
CATEGORY	A	B	C	D			
LPV DA		615-¾	202 (300-¾)				
LNAV/VNAV DA		709-¾	296 (300-¾)				
LNAV MDA	800-¾	387 (400-¾)	800-7/8	387 (400-7/8)			
CIRCLING	880-1	467 (500-1)	880-1½	467 (500-1½)		980-2 567 (600-2)	

RNAV (GPS) RWY 15

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77808 W33A	APP CRS 333°	Rwy Idg 5000 TDZE 407 Apt Elev 413
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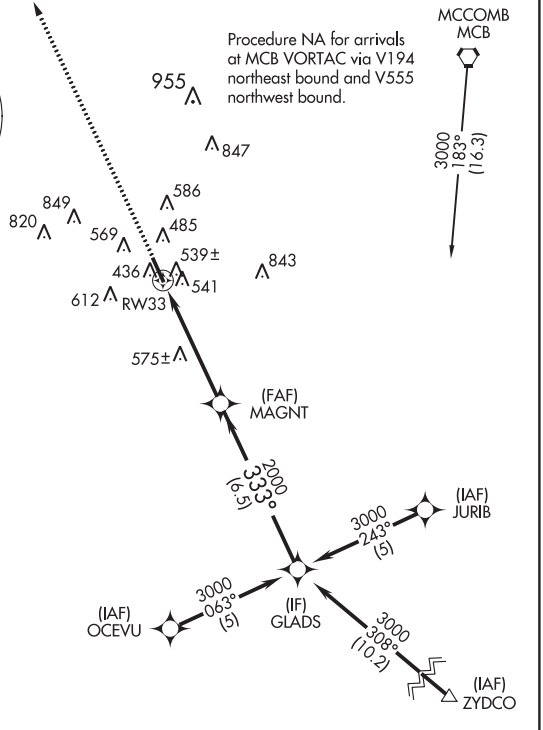
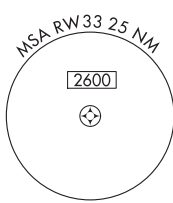
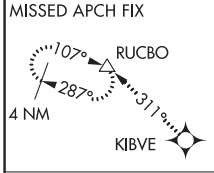
RNAV (GPS) RWY 33

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

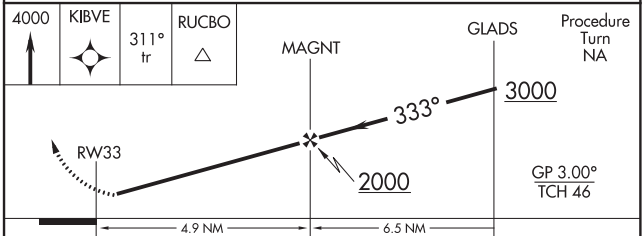
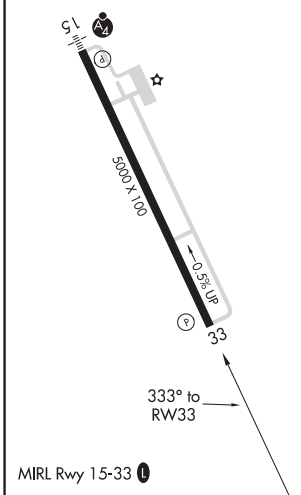
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF)
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ELEV 413	TDZE 407
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CATEGORY	A	B	C	D
LPV DA		765-1¼	358 (400-1¼)	
LNAV/VNAV DA		809-1½	402 (400-1½)	
LNAV MDA	840-1	433 (500-1)	840-1¼ 433 (500-1¼)	840-1½ 433 (500-1½)
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MCCOMB, MISSISSIPPI

AL-5753 (FAA)

16203

VORTAC MCB 116.7 Chan 114	APP CRS 233°	Rwy Idg TDZE Apt Elev	N/A N/A 413
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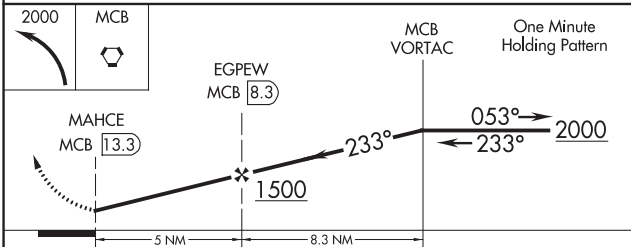
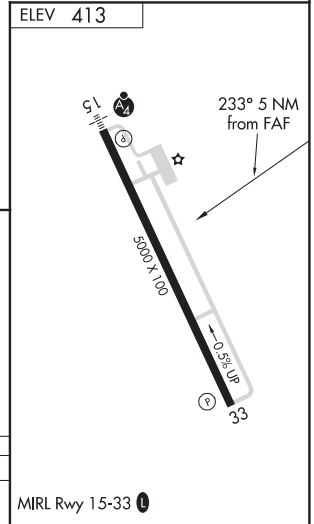
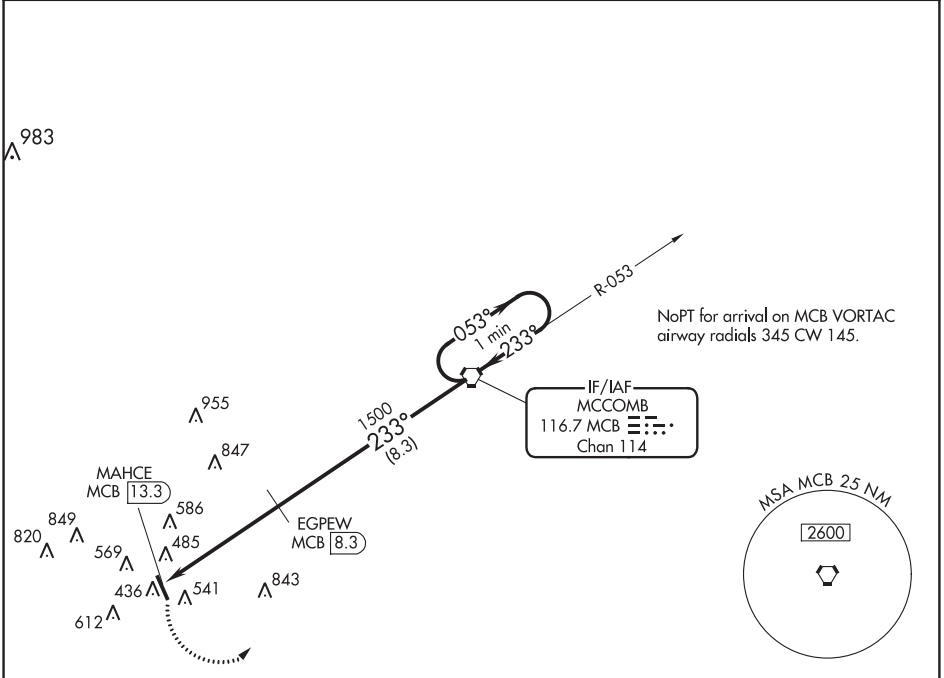
VOR/DME-A

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

⚠ When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	920-1	507 (600-1)	920-1½ 507 (600-1½)	980-2 567 (600-2)

MCCOMB, MISSISSIPPI
Amdt 8 31JUL08

MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

31°11'N - 90°28'W

VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-MEI 110.1	APP CRS 011°	Rwy Idg 9013
		TDZE 289
		Apt Elev 298

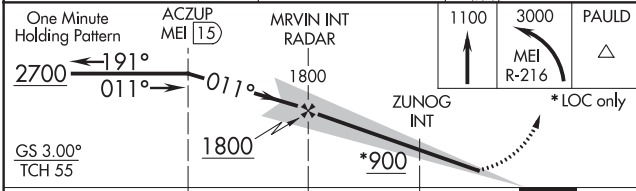
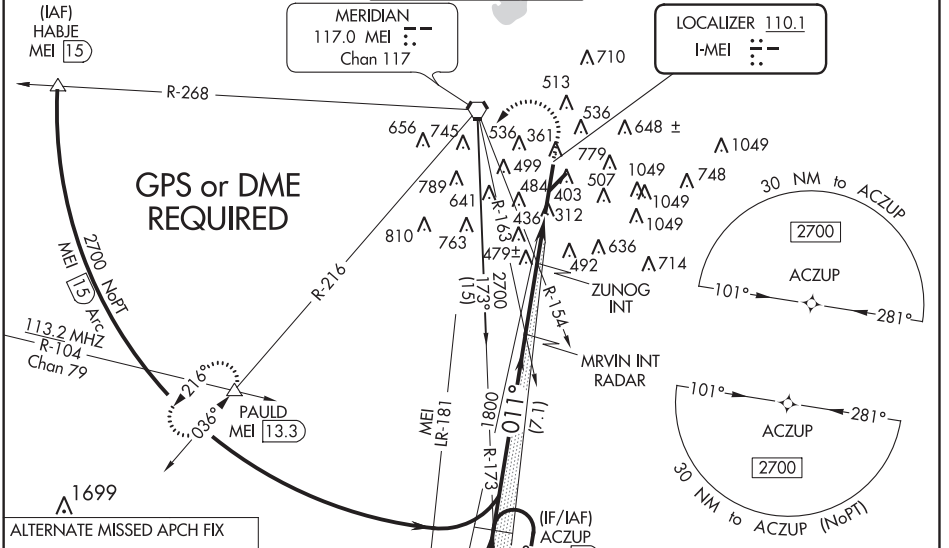
ILS or LOC RWY 1

KEY FIELD (MEI)

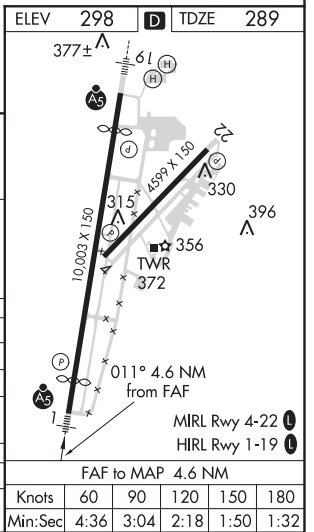
⚠ Circling NA southeast of Rwy 1 and 22. When local altimeter not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 3500, S-LOC 1 Cat B visibility to RVR 4000, Cat C, D, and E visibility $\frac{3}{8}$ mile, and Circling Cats B and D visibility $\frac{1}{4}$ mile, Cat C visibility $\frac{1}{2}$ mile; increase ZUNOG Fix minimums S-LOC 1 Cats C, D, and E to RVR 6000, and Circling Cat C visibility $\frac{1}{2}$ mile, Cat D and E visibility $\frac{1}{4}$ mile. For inop MALSRR when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000 and S-LOC 1 Cat E visibility to $\frac{1}{2}$ mile; increase ZUNOG Fix minimums S-LOC 1 Cat E visibility to 2 miles. Night landing: Rwy 22 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRR
Climb to 1100 then climbing left turn to 3000 on MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

ATIS 126.475 291.675	MERIDIAN APP CON* 120.5 269.6	KEY TOWER* 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 1		** 489/24	200 (200- $\frac{1}{2}$)		
S-LOC 1	900/24	611 (700- $\frac{1}{2}$)	900-1 $\frac{3}{4}$	611 (700-1 $\frac{3}{8}$)	
C CIRCLING	900-1	602 (700-1)	662 (700-1 $\frac{3}{4}$)	822 (900-2 $\frac{3}{4}$)	822 (900-3)
ZUNOG FIX MINIMUMS					
S-LOC 1	700/24	411 (500- $\frac{1}{2}$)	700/40	411 (500- $\frac{3}{4}$)	
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)	1120-2 $\frac{3}{4}$ 822 (900-2 $\frac{3}{4}$)	1120-3 822 (900-3)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017


LOC/DME I-KQ	APP CRS	Rwy Idg	9013
111.35	191°	TDZE	293
Chan 50 (Y)		Apt Elev	298

ILS or LOC RWY 19

KEY FIELD (MEI)

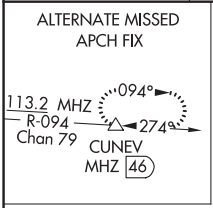
When local altimeter not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS 19 all Cats visibility to RVR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility 1/4 mile and Cat C visibility 1/2 mile; increase HOLON Fix minimums S-LOC Cats C, D and E to 1 1/2 mile, and Circling Cat C visibility 1/2 mile, and Cat D visibility 1/4 mile. For inop MALSRL, increase S-ILS 19 all Cats visibility to RVR 6000, and S-LOC 19 Cat E to 2 miles; increase HOLON fix minimums S-LOC 19 Cat E visibility to 1 1/2 mile. For inop MALSRL when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1 1/2 mile, and S-LOC 19 Cat E to 2 1/2 miles; increase HOLON Fix minimums S-LOC 19 Cat E visibility to 1 3/4 mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 22 NA. Circling NA southeast of Rwy 1 and 22. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MALSRL

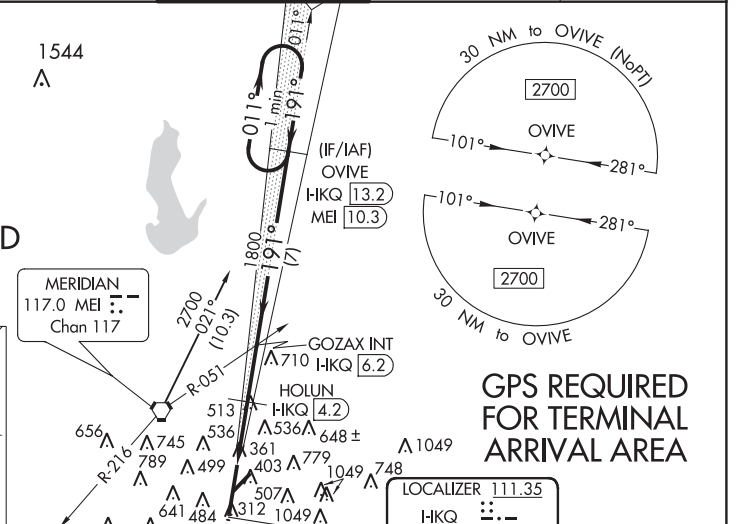
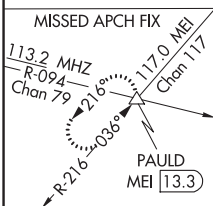


MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 on heading 250° and MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

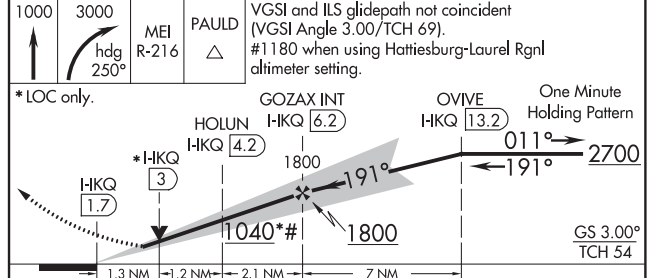
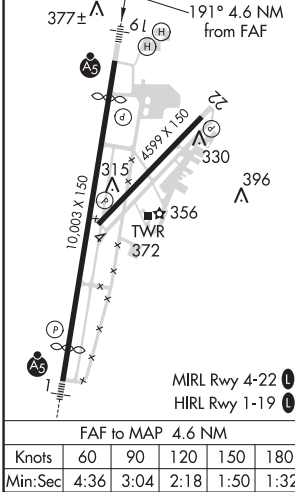
ATIS	MERIDIAN APP CON*	KEY TOWER*	GND CON	UNICOM
126.475 291.675	120.5 269.6	133.975 (CTAF) 0 257.8	121.9 348.6	122.95



DME REQUIRED



ELEV 298	TDZE 293
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CATEGORY	A	B	C	D	E
S-ILS 19	633/40 340 (400-3/4)				
S-LOC 19	1040/40	747 (800-3/4)	1040-1 3/4	747 (800-1 3/4)	
CIRCLING	1040-1	1040-1 1/4	1040-2 1/4	1120-2 3/4	1120-3
	742 (800-1)	742 (800-1 1/4)	742 (800-2 1/4)	822 (900-2 3/4)	822 (900-3)
HOLON FIX MINIMUMS					
S-LOC 19	780/40	487 (500-3/4)	780/50	487 (500-1)	
CIRCLING	860-1	880-1	960-1 3/4	1120-2 3/4	1120-3
	562 (600-1)	582 (600-1)	662 (700-1 1/4)	822 (900-2 3/4)	822 (900-3)

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SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86500 W01A	APP CRS 011°	Rwy Idg 9013 TDZE 289 Apt Elev 298
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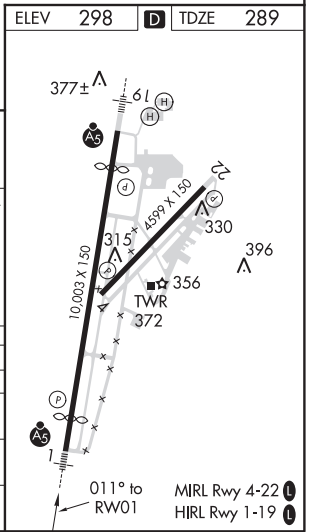
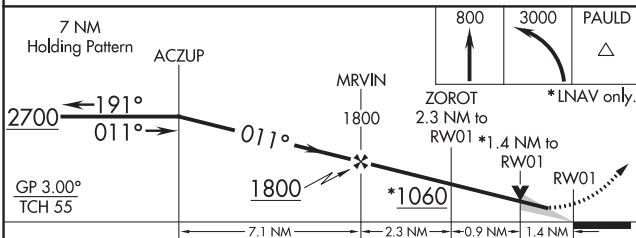
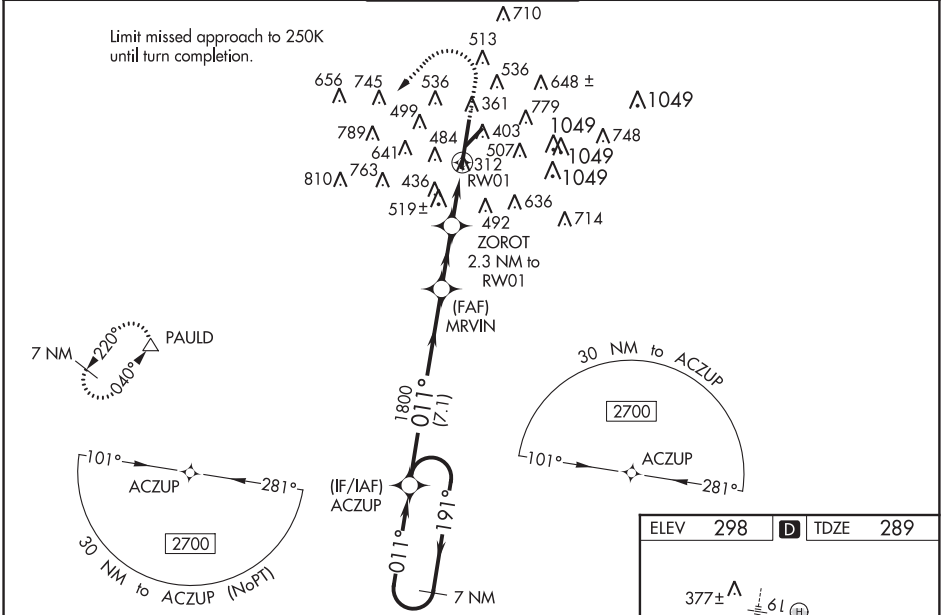
RNAV (GPS) RWY 1

KEY FIELD (MEI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 3100, LNAV/VNAV all Cats and LNAV Cats C, D, and E visibilities to 1½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSRL increase LPV Cat E to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1½ mile. For inop MALSRL when using Hattiesburg-Laurel Rgnl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. VDP and Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MALSRL
MISSED APPROACH:
Climb to 800 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON * 120.5 269.6	KEY TOWER * 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA		489/24	200 (200-½)		
LNAV/VNAV DA		709/47	420 (500-1)		
LNAV MDA	780/24	491 (500-½)	780/50	491 (500-1)	
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

16119

WAAS CH 42533 W04A	APP CRS 046°	Rwy Idg TDZE 295 Apt Elev 298	4599
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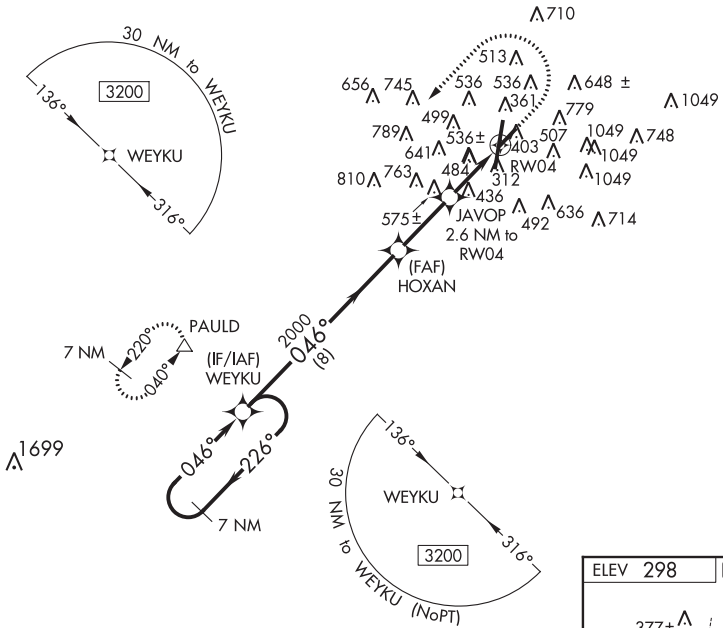
RNAV (GPS) RWY 4

KEY FIELD (MEI)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg-Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

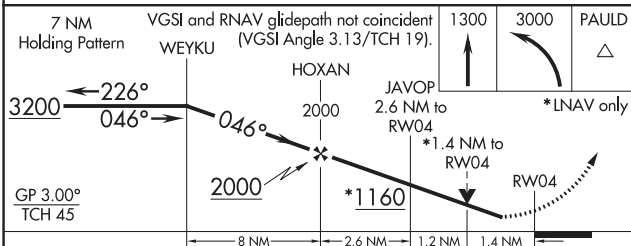
MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON * 120.5 269.6	KEY TOWER * 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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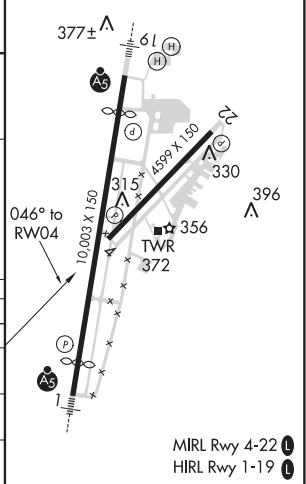


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 298	D TDZE 295
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CATEGORY	A	B	C	D
LPV DA	576-7/8		281 (300-7/8)	
LNAV/VNAV DA	849-17/8		554 (600-17/8)	
LNAV MDA	800-1 505 (600-1)		800-13/8 505 (600-13/8)	
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-13/4 662 (700-13/4)	1120-23/4 822 (900-23/4)

MIRL Rwy 4-22
HIRL Rwy 1-19

MERIDIAN, MISSISSIPPI
Amdt 1A 28APR16

32°20'N-088°45'W

KEY FIELD (MEI)

RNAV (GPS) RWY 4

WAAS CH 61003 W19A	APP CRS 191°	Rwy Idg TDZE Apt Elev	9013 293 298
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RNAV (GPS) RWY 19

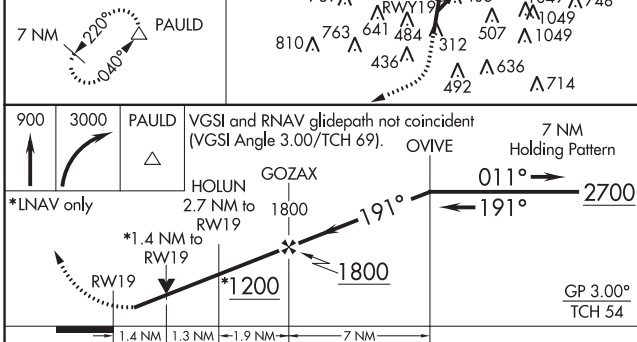
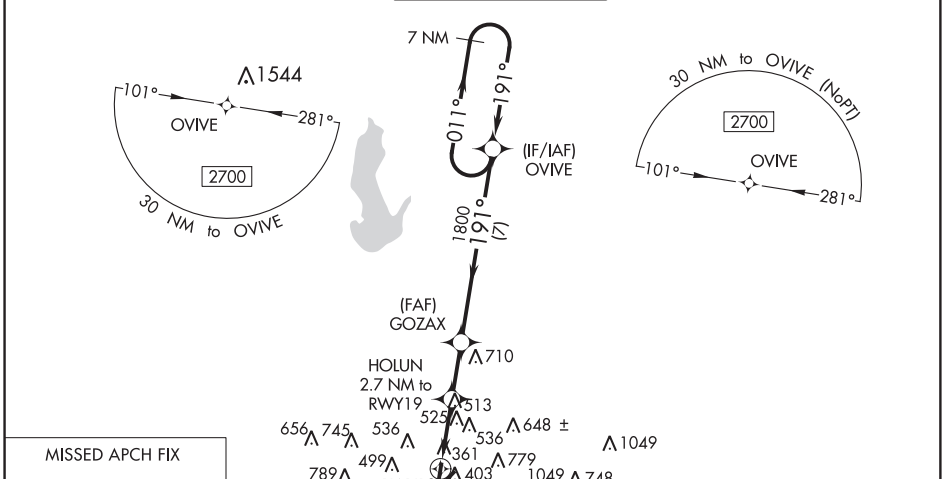
KEY FIELD (MEI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSRS increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. For inop MALSRS when using Hattiesburg-Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

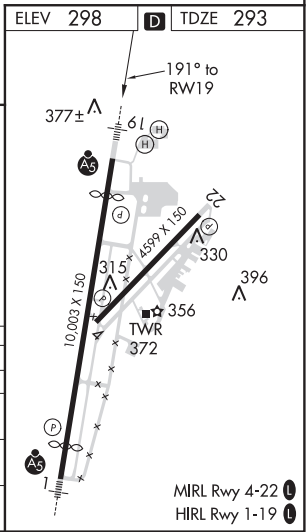
MALSRS

MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON * 120.5 269.6	KEY TOWER * 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	651/40		358 (400-¾)		
LNAV/VNAV DA	745/53		452 (500-1¼)		
LNAV MDA	780/40	487 (500-¾)		780/50 487 (500-1)	
CIRCLING	860-1	880-1	960-1¾	1120-2¾	1120-3
	562 (600-1)	582 (600-1)	662 (700-1¾)	822 (900-2¾)	822 (900-3)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48833 W22A	APP CRS 226°	Rwy Idg 4599 TDZE 298 Apt Elev 298
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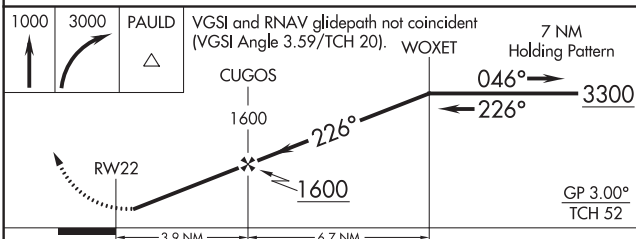
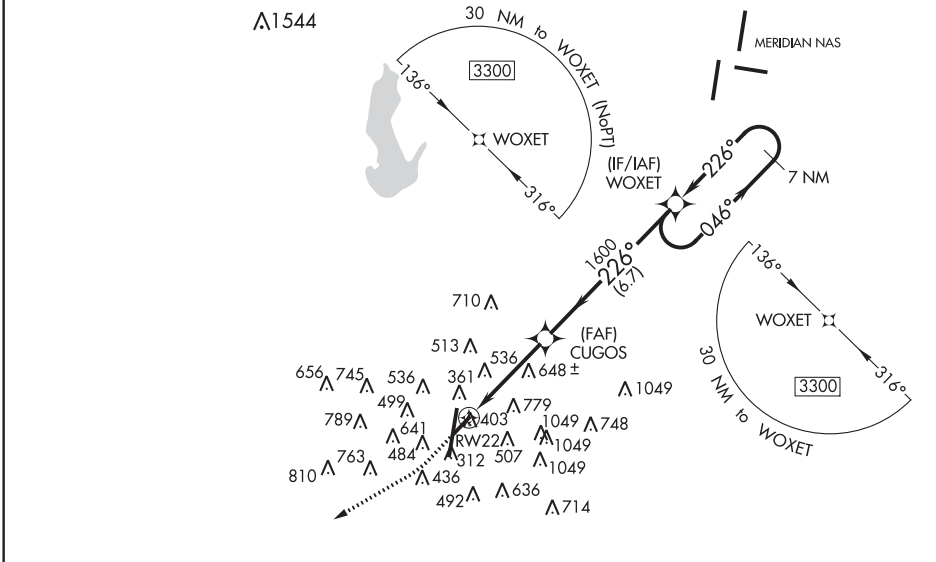
RNAV (GPS) RWY 22

KEY FIELD (MEI)

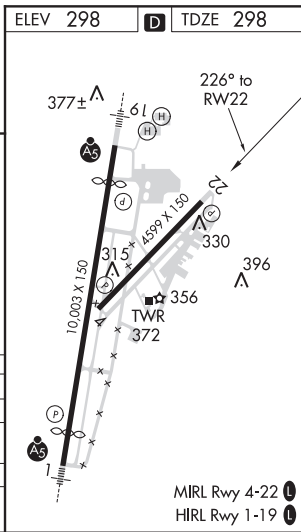
⚠ Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats visibility 3/4 mile, LNAV Cat B 1/4 mile, Cat C and D visibility 5/8 mile, and Circling Cat C visibility 1/2 mile and Cat B and D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 22 NA at night.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON ★ 120.5 269.6	KEY TOWER ★ 133.975 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	562-1 264 (300-1)			
LNAV/VNAV DA	822-1 524 (600-1 3/4)			
LNAV MDA	940-1	642 (700-1)	940-1 7/8	642 (700-1 7/8)
CIRCLING	940-1	642 (700-1)	960-2	1120-2 3/4
			662 (700-2)	822 (900-2 3/4)



SC-4, 10 NOV 2016 to 05 JAN 2017

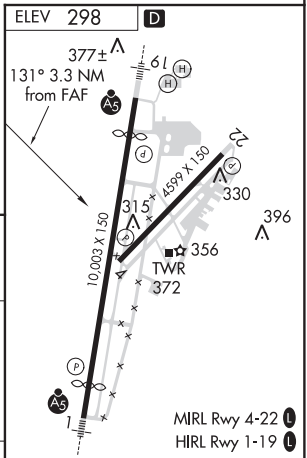
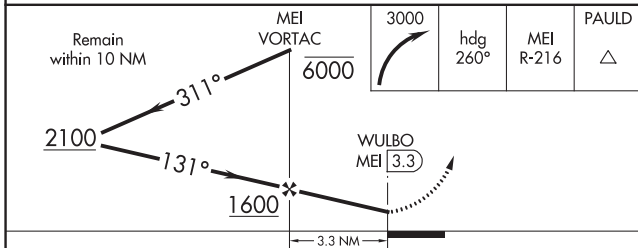
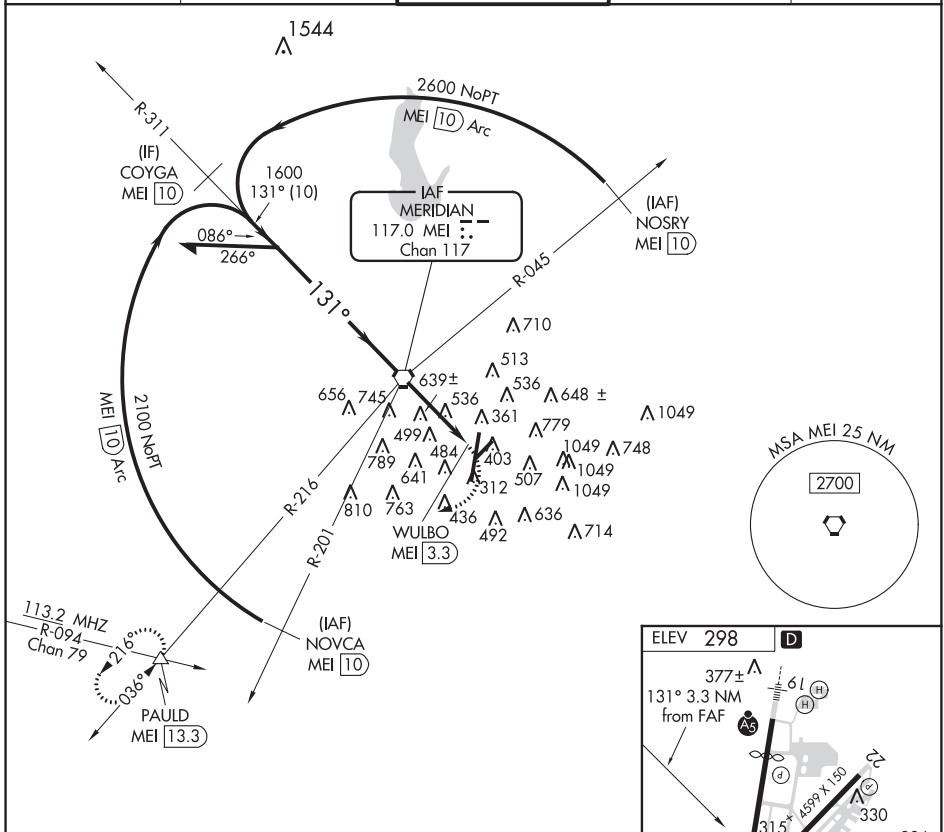
SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC MEI 117.0 Chan 117	APP CRS 131°	Rwy Idg TDZE Apt Elev	N/A N/A 298
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VOR-A
KEY FIELD (MEI)

<p>▽ Circling to Rwy 22 NA at night. Circling NA southeast of Rws 1 and 22. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile. Procedure turn NA for Cat E.</p> <p>△ ASR/PAR</p>	<p>MISSED APPROACH: Climbing right turn to 3000 on heading 260° and MEI R-216 to PAULD INT/MEI 13.3 DME and hold.</p>
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ATIS 126.475 291.675	MERIDIAN APP CON * 120.5 269.6	KEY TOWER * 133.975 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E	FAF to MAP 3.3 NM					
C CIRCLING	900-1	602 (700-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)	Knots	60	90	120	150	180
						Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

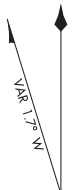
AIRPORT DIAGRAM

AL-254 (FAA)

KEY FIELD (MEI)
MERIDIAN, MISSISSIPPI

ATIS 126.475 291.675
KEY TOWER ★ 133.975 257.8
GND CON 121.9 348.6

D



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
298

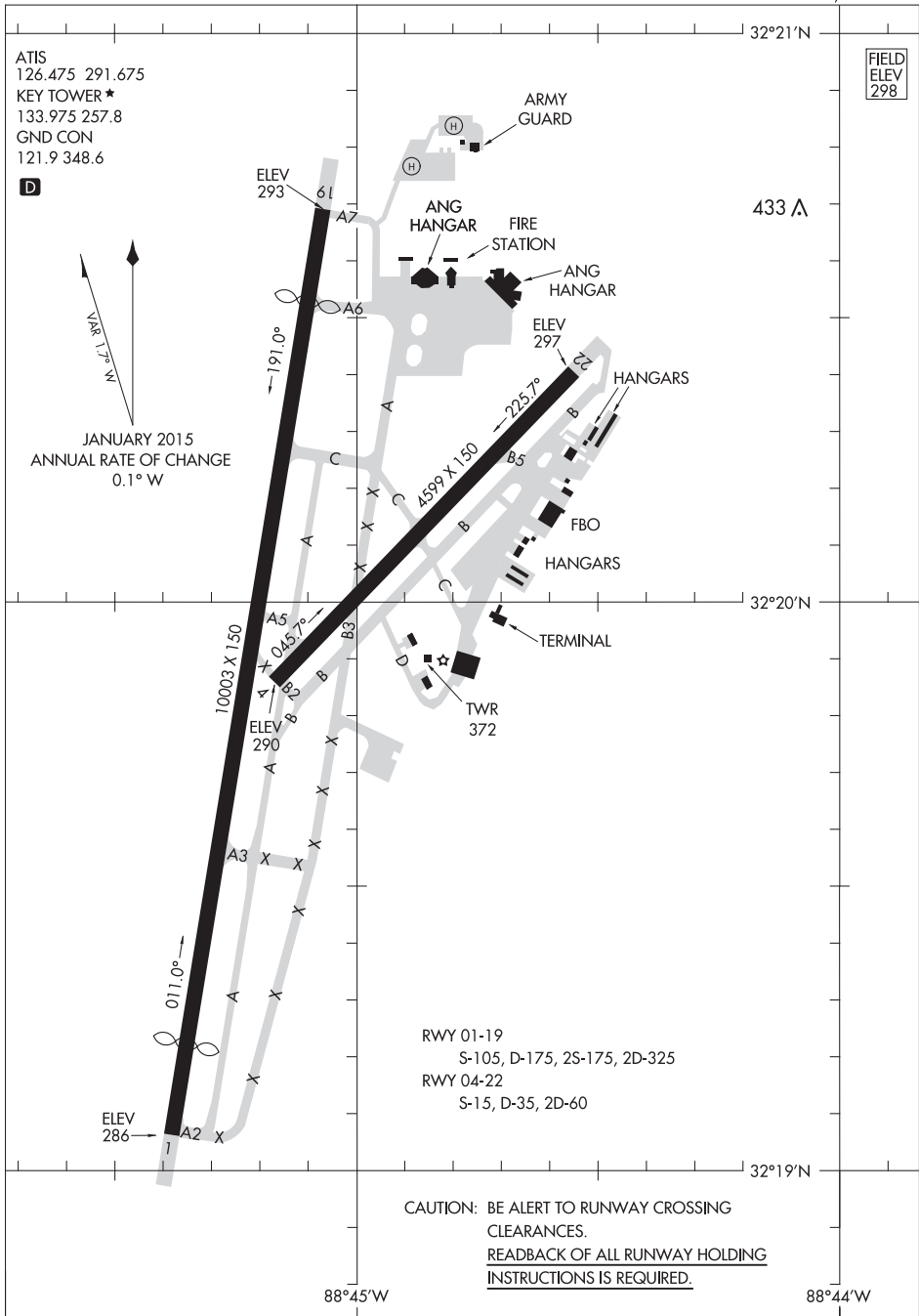
433 A

32°20'N

32°19'N

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



RWY 01-19
S-105, D-175, 2S-175, 2D-325
RWY 04-22
S-15, D-35, 2D-60

CAUTION: BE ALERT TO RUNWAY CROSSING
CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

88°45'W

88°44'W

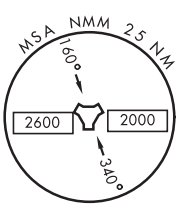
AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

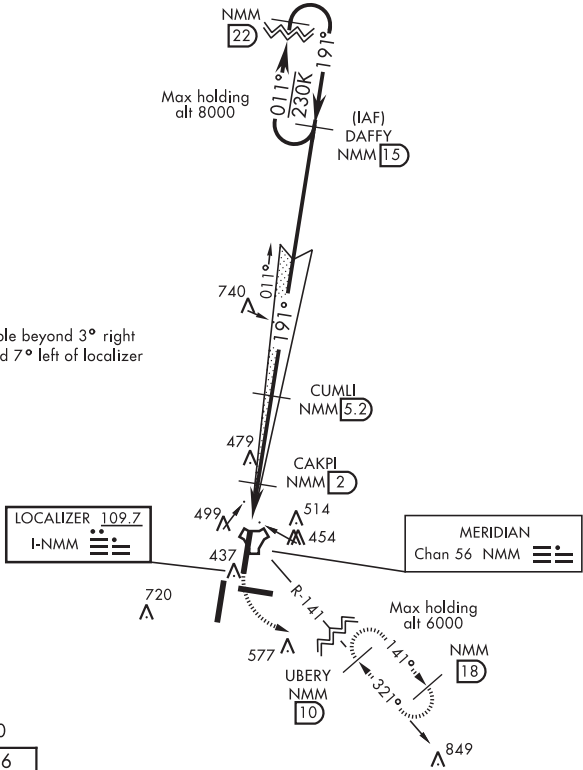
ILS or LOC/DME RWY 19L

LOC I-NMM 109.7	APCH CRS 191°	Rwy Idg THRE Arpt Elev 8000 316 316	AL-5079 [USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)	
* When ALS inop, increase All CAT vis to ¾ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.		MALSR 	MISSED APPROACH: Climb to 800, then climbing left turn to 2000 to intercept NMM R-141 to UBERY and hold.		

ATIS ★ 290.525	MERIDIAN APP CON 120.95 276.4	NAVY MC CAIN TOWER ★ 126.2 340.2	GND CON 336.4	CLNC DEL 301.0	ASR/PAR
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CAUTION: GS unusable beyond 3° right of localizer course and 7° left of localizer course.



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 316	THRE 316	800	2000	UBERY NMM 10	DAFFY 15	22																									
442 A TWR 436 1R 1L 6402 x 200 28 310 A 1L TDZL/CL Rwy 1L-19R, 1R-19L HRL all Rwy		<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>S-ILS 19L *</td> <td colspan="2">516-½</td> <td colspan="2">200 (200-½)</td> </tr> <tr> <td>S-LOC 19L **</td> <td>700-½</td> <td>384 (400-½)</td> <td>700-¾</td> <td>384 (400-¾)</td> </tr> <tr> <td>CIRCLING</td> <td>840-1</td> <td>524 (600-1)</td> <td>840-1 ½</td> <td>880-2</td> </tr> <tr> <td></td> <td></td> <td></td> <td>524 (600-1 ½)</td> <td>564 (600-2)</td> </tr> </table>					CATEGORY	A	B	C	D	S-ILS 19L *	516-½		200 (200-½)		S-LOC 19L **	700-½	384 (400-½)	700-¾	384 (400-¾)	CIRCLING	840-1	524 (600-1)	840-1 ½	880-2				524 (600-1 ½)	564 (600-2)
CATEGORY	A	B	C	D																											
S-ILS 19L *	516-½		200 (200-½)																												
S-LOC 19L **	700-½	384 (400-½)	700-¾	384 (400-¾)																											
CIRCLING	840-1	524 (600-1)	840-1 ½	880-2																											
			524 (600-1 ½)	564 (600-2)																											

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amtd 1 26MAY16

ILS or LOC/DME RWY 19L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MERIDIAN, MISSISSIPPI

RNAV (GPS) RWY 1L

APCH CRS 011°	Rwy Idg THRE Arpt Elev	8003 253 316
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AL-5079 [USN]

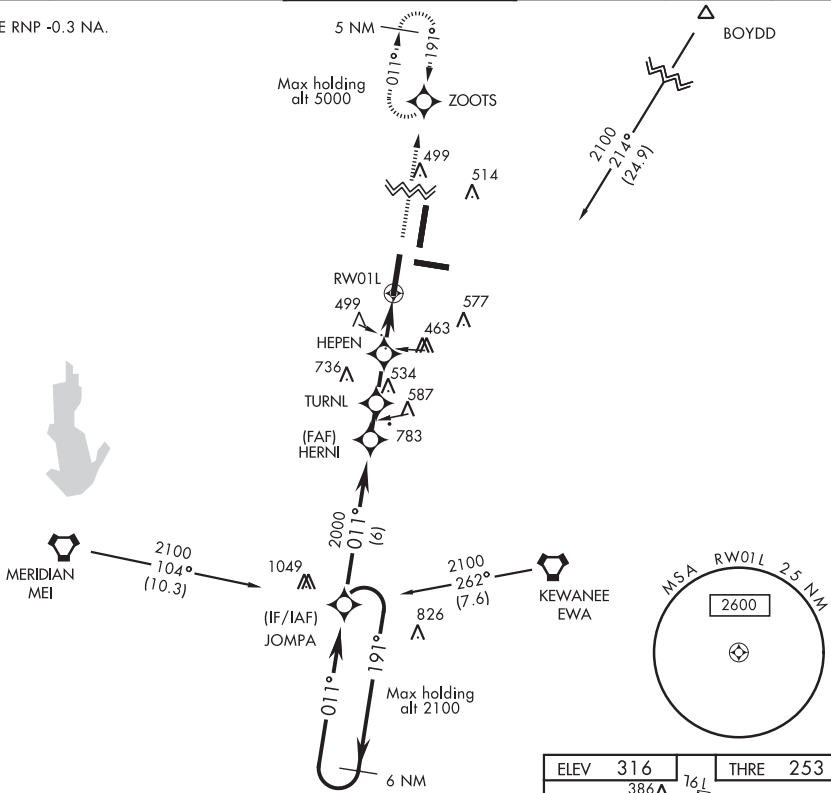
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

<p>▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.</p>
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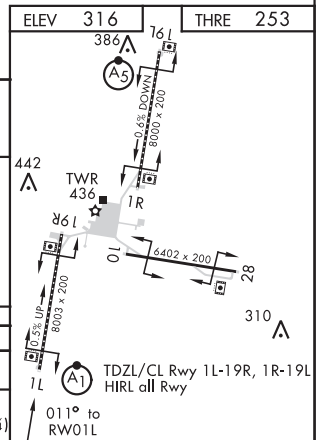
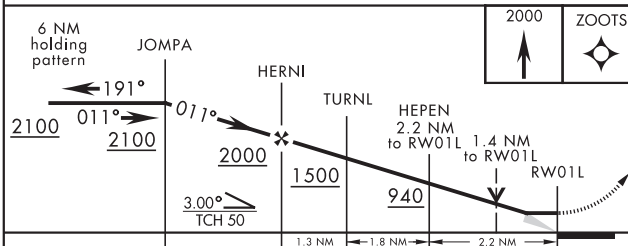
<p>ATIS ★ 290.525</p>	<p>MERIDIAN APP CON 120.95 276.4</p>	<p>NAVY MC CAIN TOWER ★ 126.2 340.2</p>	<p>GND CON 336.4</p>	<p>CLNC DEL 301.0</p>	<p>ASR/PAR</p>
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DME/DME RNP -0.3 NA.

1536
A



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA*	760-¾ 507 (500-¾)	760-1 507 (500-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)
CIRCLING	840-1 524 (600-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)	

MERIDIAN, MISSISSIPPI

32° 33' N - 88° 33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 1 26MAY16

RNAV (GPS) RWY 1L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MERIDIAN, MISSISSIPPI

RNAV (GPS) RWY 19L

APCH CRS	Rwy ldg	8000
191°	THRE	316
	Arprt Elev	316

AL-5079 [USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT AB vis to 1 mile, increase CAT CDE to 1 3/8 miles.
 ** When ALS inop, increase All CAT vis to 1 3/8 miles.

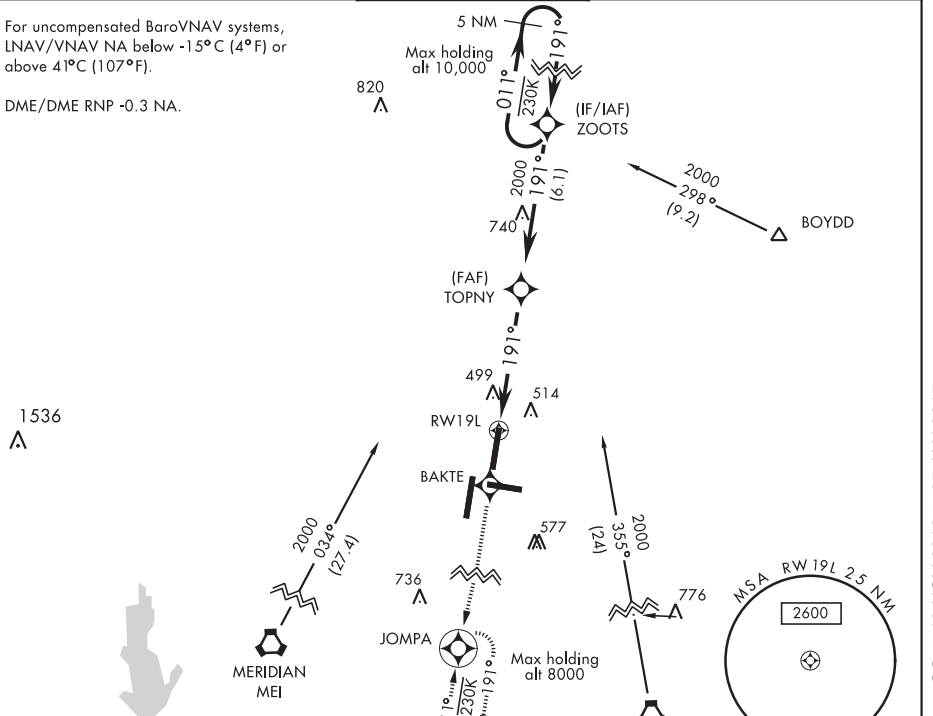


MISSED APPROACH: Climb to 1000 direct BAKTE, then climbing right turn to 2100 direct JOMPA and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (107°F).

DME/DME RNP -0.3 NA.



EMERG SAFE ALT 100 NM 3700

ELEV	316	THRE	316					
		1000	BAKTE	2100	JOMPA	5 NM holding pattern		
CATEGORY	A	B	C	D	E			
LNAV MDA *	800-1/2	484 (500-1/2)	800-1		484	(500-1)		
LNAV/VNAV DA **	816-1 1/4		500	(500-1 1/4)				
CIRCLING	840-1	524 (600-1)	840-1 1/2	880-2	1080-2 3/4	524 (600-1 1/2) 564 (600-2) 764 (800-2 3/4)		

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 1 26MAY16

RNAV (GPS) RWY 19L

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

AFD-5079 [USN]

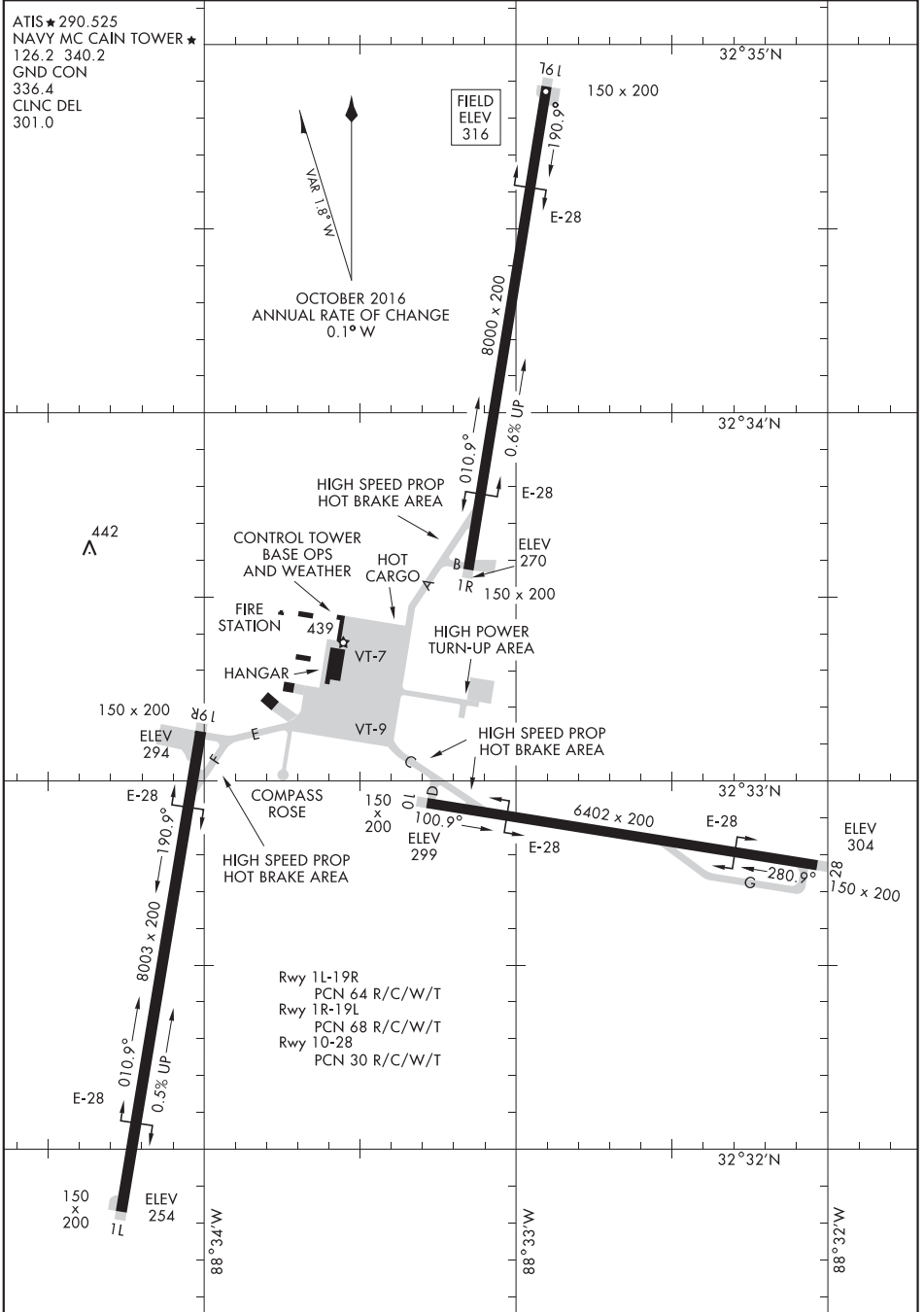
MERIDIAN, MISSISSIPPI

ATIS ★ 290.525
 NAVY MC CAIN TOWER ★
 126.2 340.2
 GND CON
 336.4
 CLNC DEL
 301.0

OCTOBER 2016
 ANNUAL RATE OF CHANGE
 0.1° W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

APP CRS 012°	Rwy Idg 5004
	TDZE 278
	Apt Elev 278

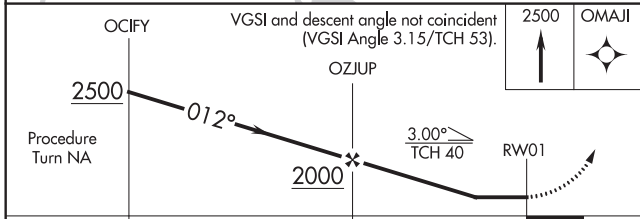
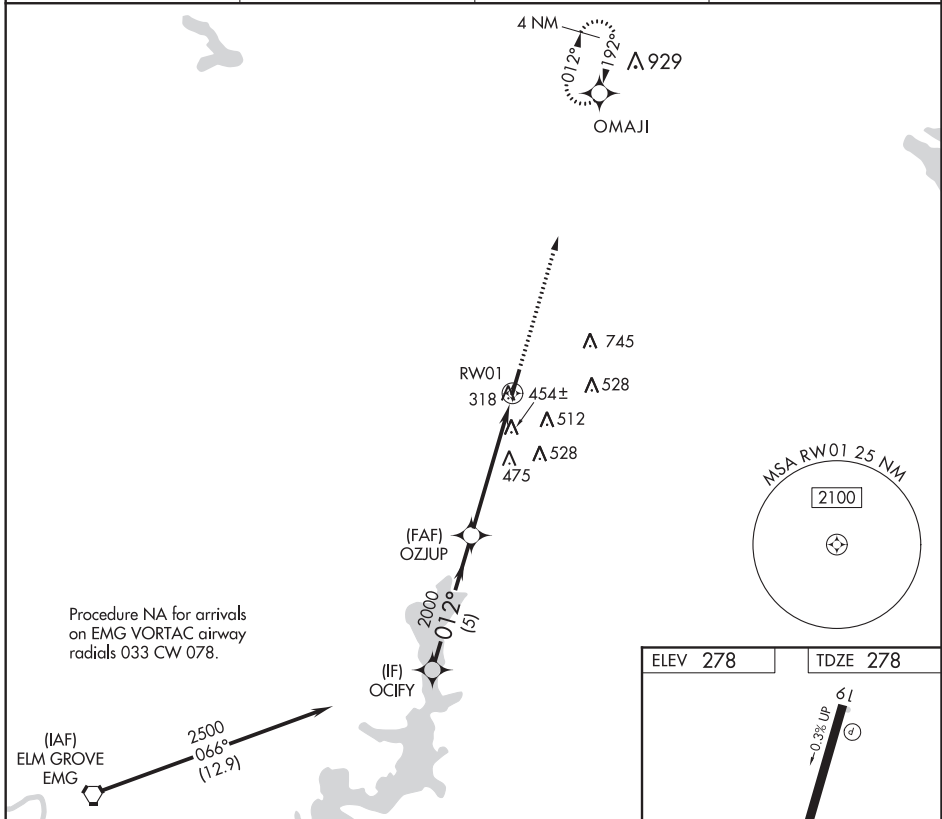
RNAV (GPS) RWY 1

MINDEN (MNE)

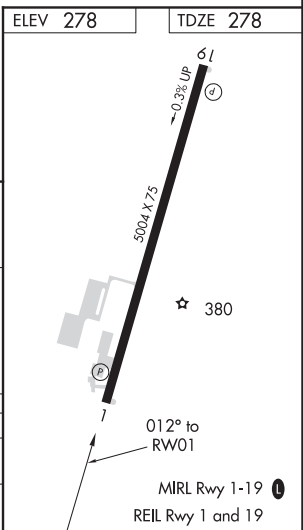
⚠ When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting and increase all MDA 80 feet: visibility LNAV Cat C and D and Circling Cat C to 1¼.

⚠ MISSED APPROACH: Climb to 2500 direct OMAJI and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 118.6 350.2	GCO 135.075	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	780-1	502 (600-1)	780-1¾	502 (600-1¾)
CIRCLING	780-1 502 (600-1)	820-1 542 (600-1)	820-1½ 542 (600-1½)	840-2 562 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MINDEN, LOUISIANA

AL-6064 (FAA)

16259

APP CRS	Rwy Idg	5004
192°	TDZE	269
	Apt Elev	278

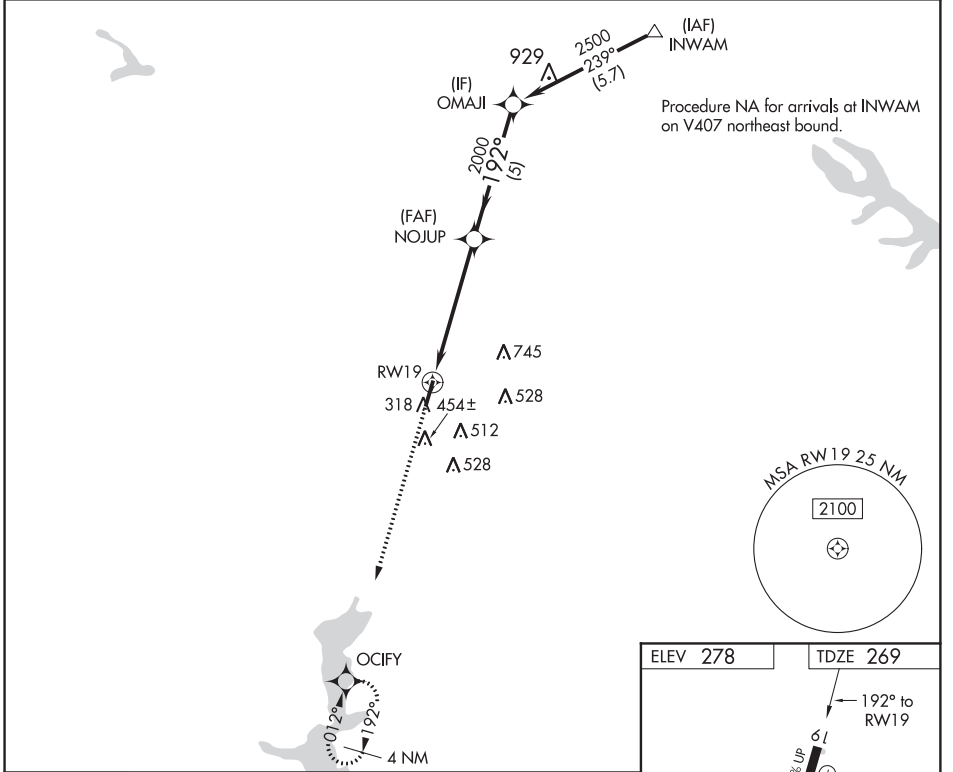
RNAV (GPS) RWY 19

MINDEN (MNE)

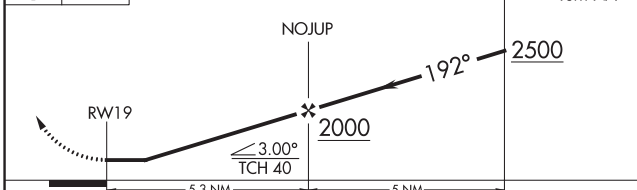
⚠ When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting and increase all MDA 80 feet: increase visibility LNAV Cats C and D and Circling Cat C to 1¼.

⚠ MISSED APPROACH: Climb to 2500 feet OCFY and hold.

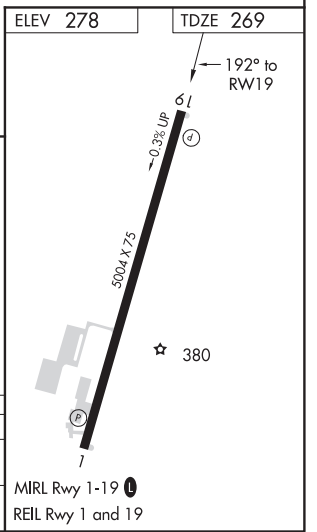
AWOS-3PT 119.325	SHREVEPORT APP CON 118.6 350.2	GCO 135.075	UNICOM 122.8 (CTAF) 📻
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2500 **OCFY** VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 64).



CATEGORY	A	B	C	D
LNAV MDA	820-1	551 (600-1)	820-1½	551 (600-1½)
CIRCLING	820-1	542 (600-1)	820-1½	840-2 562 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MINDEN, LOUISIANA
Orig-A 26JUN14

32°39'N-93°18' W

RNAV (GPS) RWY 19

MINDEN (MNE)

VORTAC EIC 117.4 Chan 121	APP CRS 099°	Rwy Idg TDZE Apt Elev N/A N/A 278
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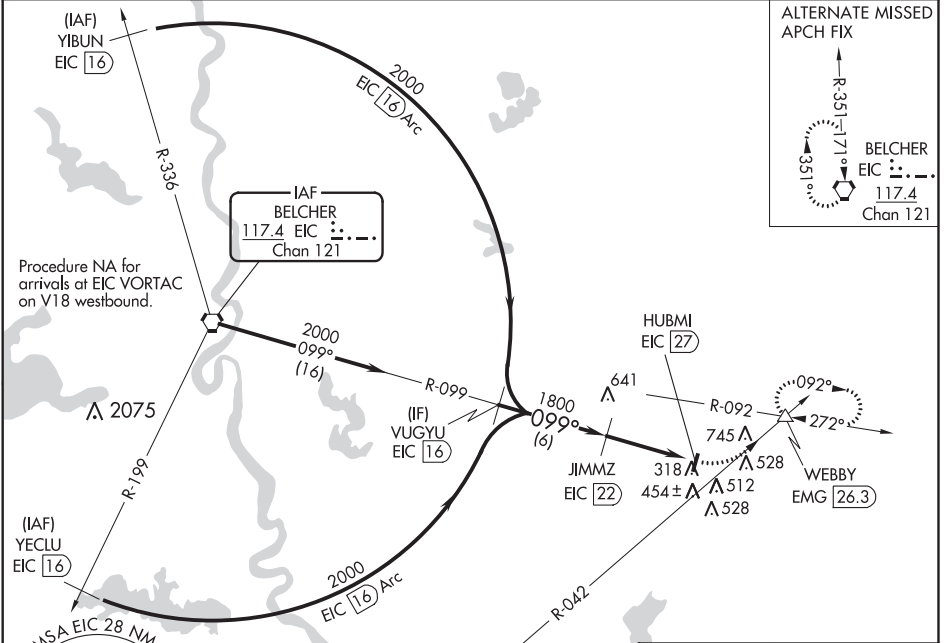
VOR/DME-A

MINDEN (MNE)

⚠ When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Barksdale AFB altimeter setting. Visibility reduction by helicopters NA.

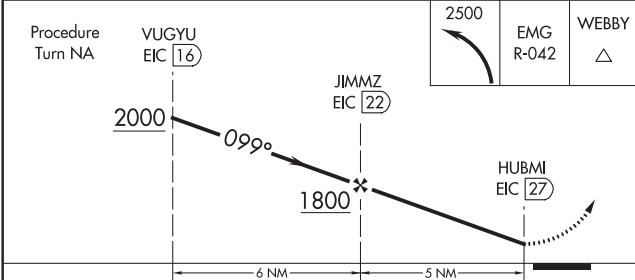
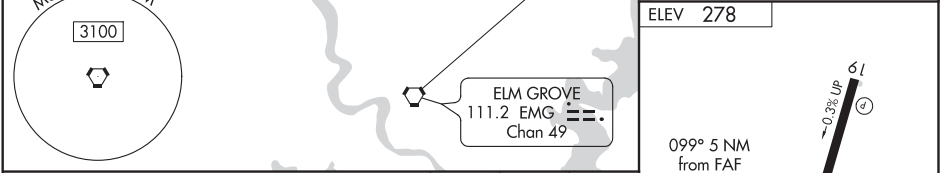
⚠ MISSED APPROACH: Climbing left turn to 2500 and EMG VORTAC R-042 to WEBBY INT/EMG 26.3 DME and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 118.6 350.2	GCO 135.075	UNICOM 122.8 (CTAF) Ⓛ
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3	1262 (1300-3)

MIRL Rwy 1-19 **Ⓛ**
REIL Rwy 1 and 19

LOC I-MLU 109.5	APP CRS 042°	Rwy Idg 7505
		TDZE 78
		Apt Elev 79

ILS or LOC RWY 4

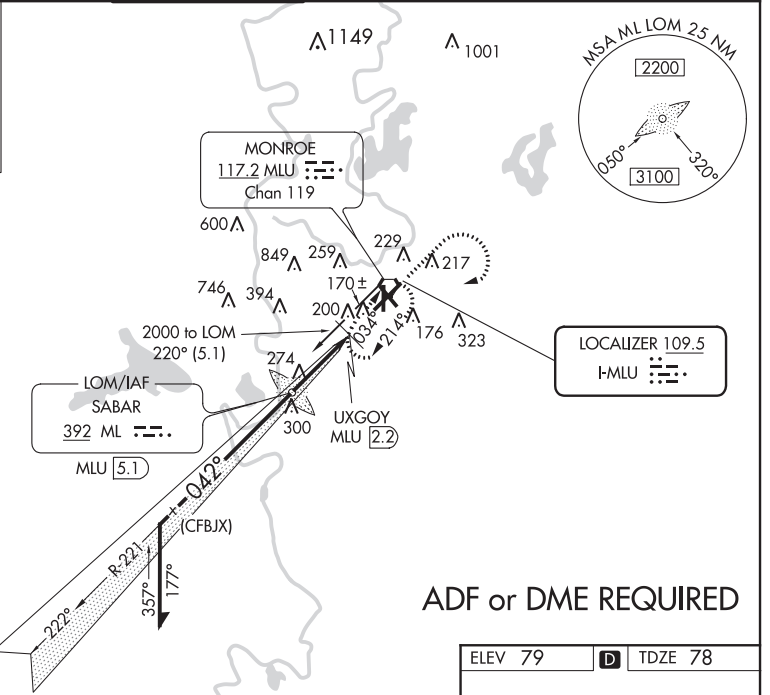
MONROE RGNL (MLU)

ASR	** RVR 1800 authorized with the use of FD or AP or HUD to DA. # DME from MLU VORTAC.	MALSR 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.
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ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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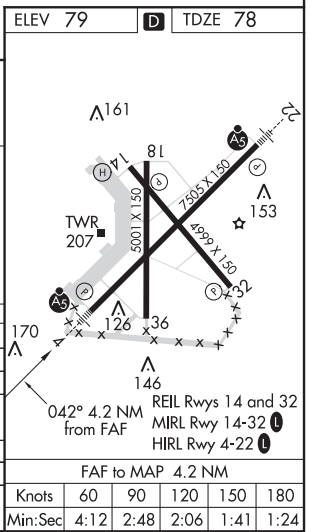
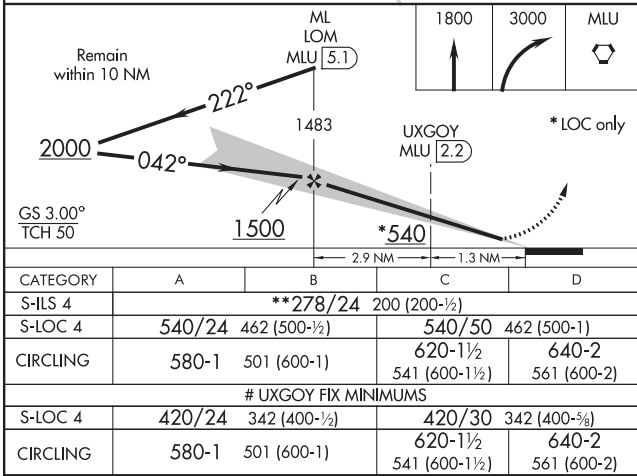
ALTERNATE MISSED APCH FIX

SABAR
MLU **5.1**
ML **392**



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 4	**278/24 200 (200-½)			
S-LOC 4	540/24	462 (500-½)	540/50	462 (500-1)
CIRCLING	580-1	501 (600-1)	541 (600-1½)	561 (600-2)
# UXGOY FIX MINIMUMS				
S-LOC 4	420/24	342 (400-½)	420/30	342 (400-¾)
CIRCLING	580-1	501 (600-1)	541 (600-1½)	561 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

LOC I-MZR 109.5	APP CRS 222°	Rwy Idg TDZE 78 Apt Elev 79
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ILS or LOC RWY 22

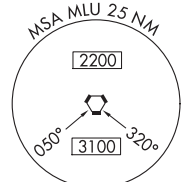
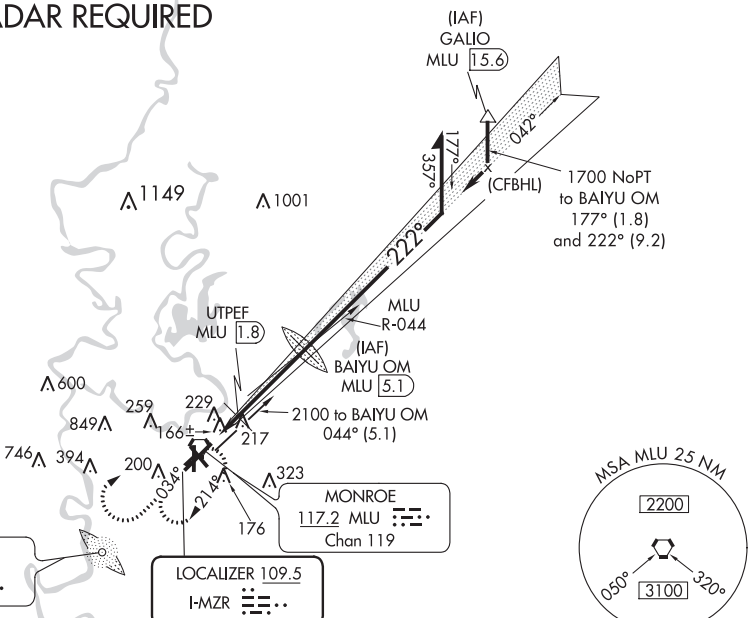
MONROE RGNL (MLU)

# DME from MLU VORTAC.		MALS R	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.		
ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95

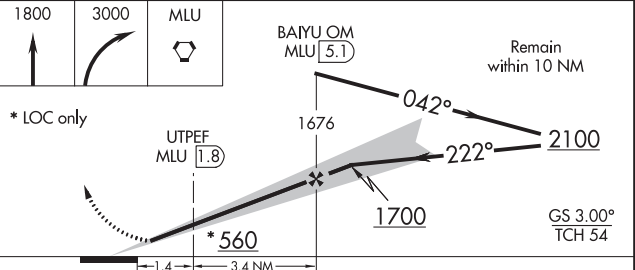
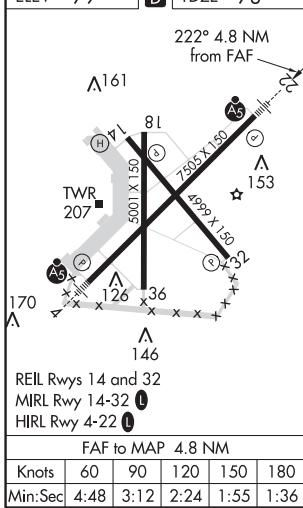
DME or RADAR REQUIRED

ALTERNATE MISSED APCH FIX

SABAR
392 ML



ELEV 79	D	TDZE 78
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CATEGORY	A	B	C	D
S-ILS 22	278-1/2 200 (200-1/2)			
S-LOC 22	560-1/2	482 (500-1/2)	560-1	482 (500-1)
CIRCLING	580-1	501 (600-1)	620-1 1/2 541 (600-1 1/2)	640-2 561 (600-2)
# UTPEF FIX MINIMUMS				
S-LOC 22	420-1/2	342 (400-1/2)	420-5/8	342 (400-5/8)
CIRCLING	580-1	501 (600-1)	620-1 1/2 541 (600-1 1/2)	640-2 561 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MONROE, LOUISIANA

AL-270 (FAA)

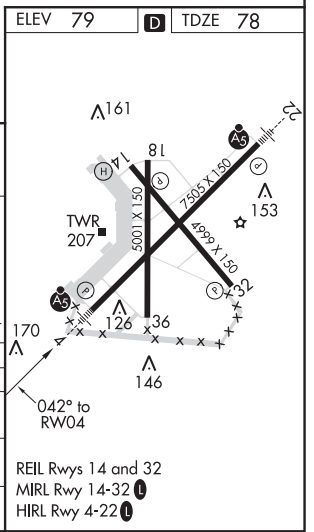
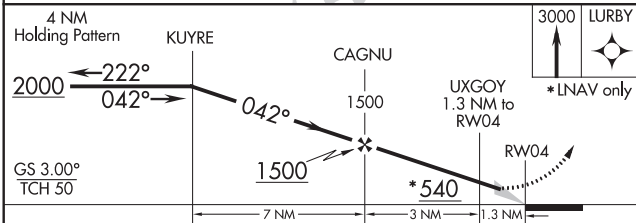
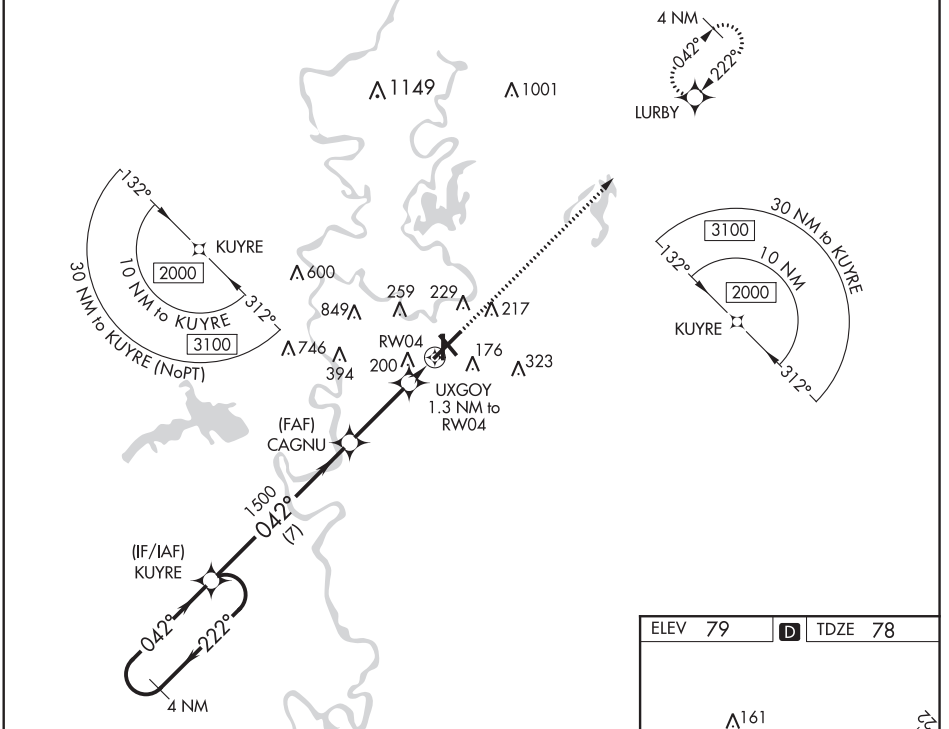
15036

WAAS CH 56410 W04A	APP CRS 042°	Rwy Idg 7505 TDZE 78 Apt Elev 79
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RNAV (GPS) RWY 4

MONROE RGNL (MLU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.				MISSED APPROACH: Climb to 3000 direct LURBY and hold.	
ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA		278/24	200 (200-½)	
LNAV/VNAV DA		383/24	305 (400-½)	
LNAV MDA	460/24	382 (400-½)	460/35	382 (400-¾)
CIRCLING	580-1	501 (600-1)	620-1½ 541 (600-1½)	640-2 561 (600-2)

MONROE, LOUISIANA
Amdt 1A 16OCT14

32°31' N-92°02' W

MONROE RGNL (MLU)

RNAV (GPS) RWY 4

SC-4, 10 NOV 2016 to 05 JAN 2017

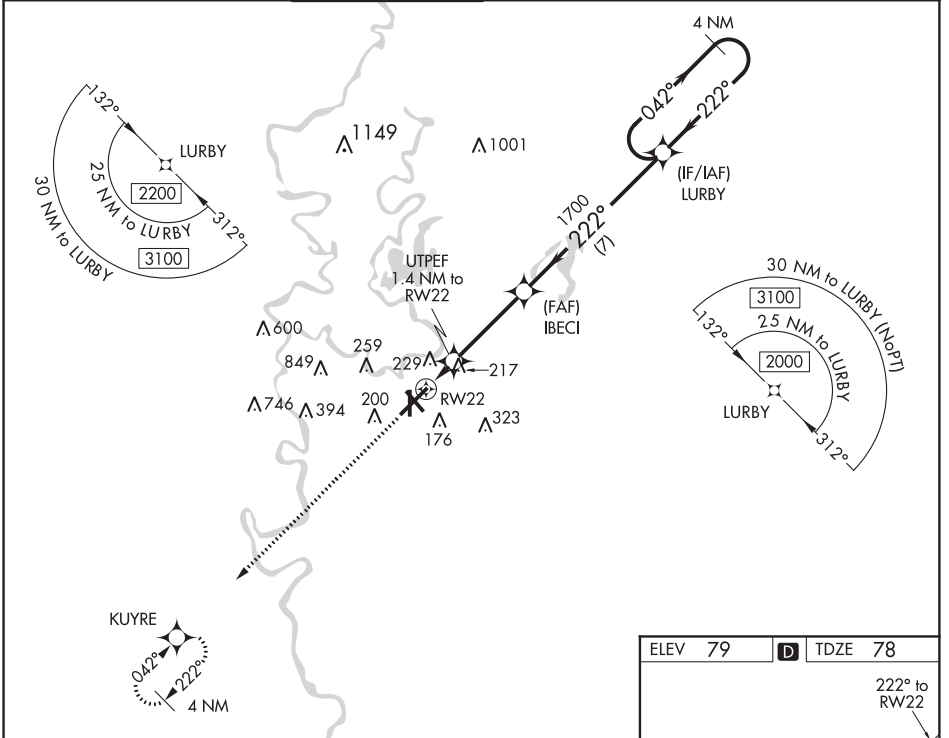
SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70510 W22A	APP CRS 222°	Rwy Idg TDZE Apt Elev	7505 78 79
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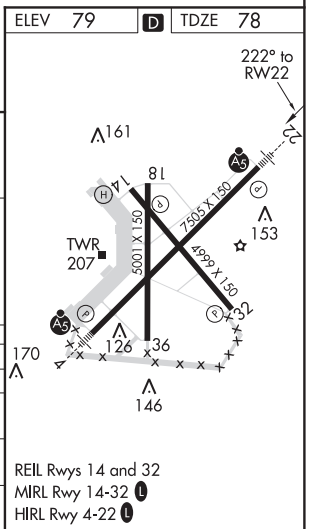
RNAV (GPS) RWY 22

MONROE RGNL (MLU)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 3000 direct KUYRE and hold.	
	ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.65



4 NM Holding Pattern LURBY 2000 ← 042° / → 222° GS 3.00° / TCH 54		*LNAV only. 3000 KUYRE	
222° → 1700 7 NM		1700 IBCI 3.5 NM *560 RW22 1.4 NM	
CATEGORY	A	B	D
LPV DA		278-1/2	200 (200-1/2)
LNAV/VNAV DA		393-1/2	315 (400-1/2)
LNAV MDA	480-1/2	402 (500-1/2)	480-3/4 402 (500-3/4)
CIRCLING	580-1	501 (600-1)	620-1 1/2 541 (600-1 1/2) 640-2 561 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MONROE, LOUISIANA

AL-270 (FAA)

15036

WAAS CH 56428 W32A	APP CRS 317°	Rwy Idg 4999 TDZE 78 Apt Elev 79
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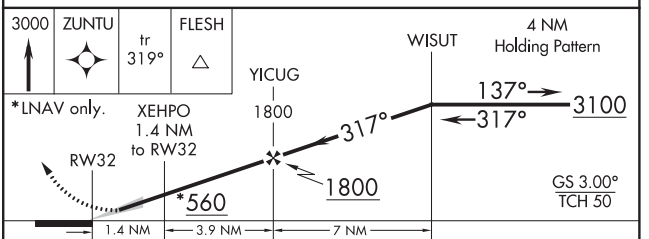
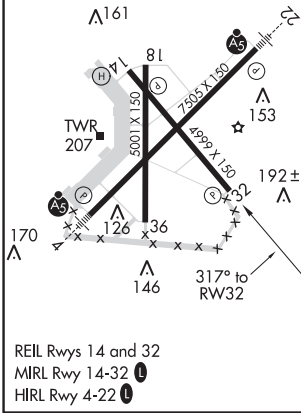
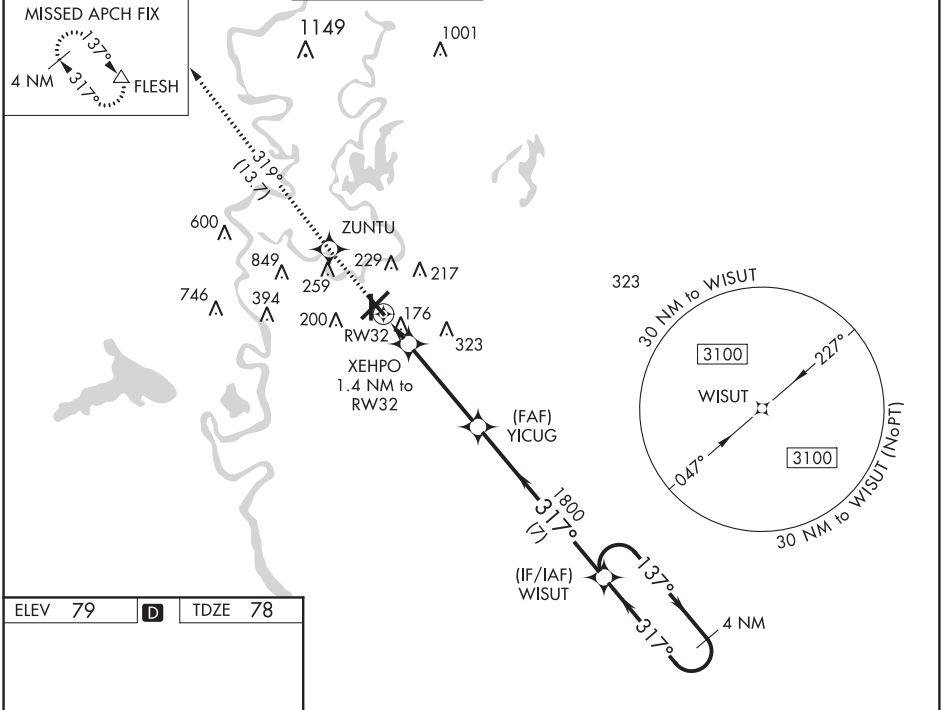
RNAV (GPS) RWY 32

MONROE RGNL (MLU)

ASR 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.

MISSED APPROACH: Climb to 3000 direct ZUNTU on track 319° to FLESH and hold.

ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		328-1	250 (300-1)	
LNAV/VNAV DA		356-1	278 (300-1)	
LNAV MDA	460-1	382 (400-1)	460-1½ 382 (400-1½)	
CIRCLING	580-1	501 (600-1)	541 (600-1½)	640-2 561 (600-2)

MONROE, LOUISIANA
Orig-B 16OCT14

32°31' N-92°02' W

RNAV (GPS) RWY 32

SC-4, 10 NOV 2016 to 05 JAN 2017

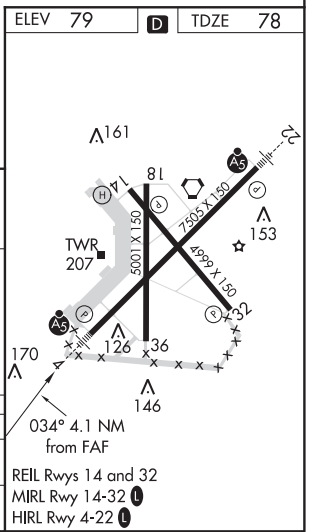
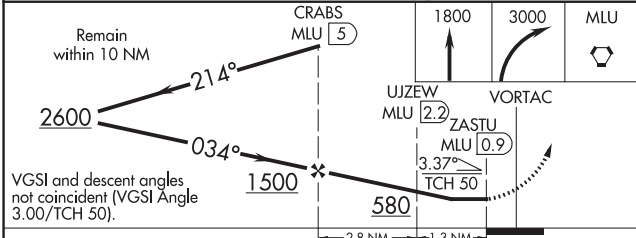
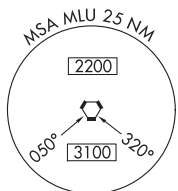
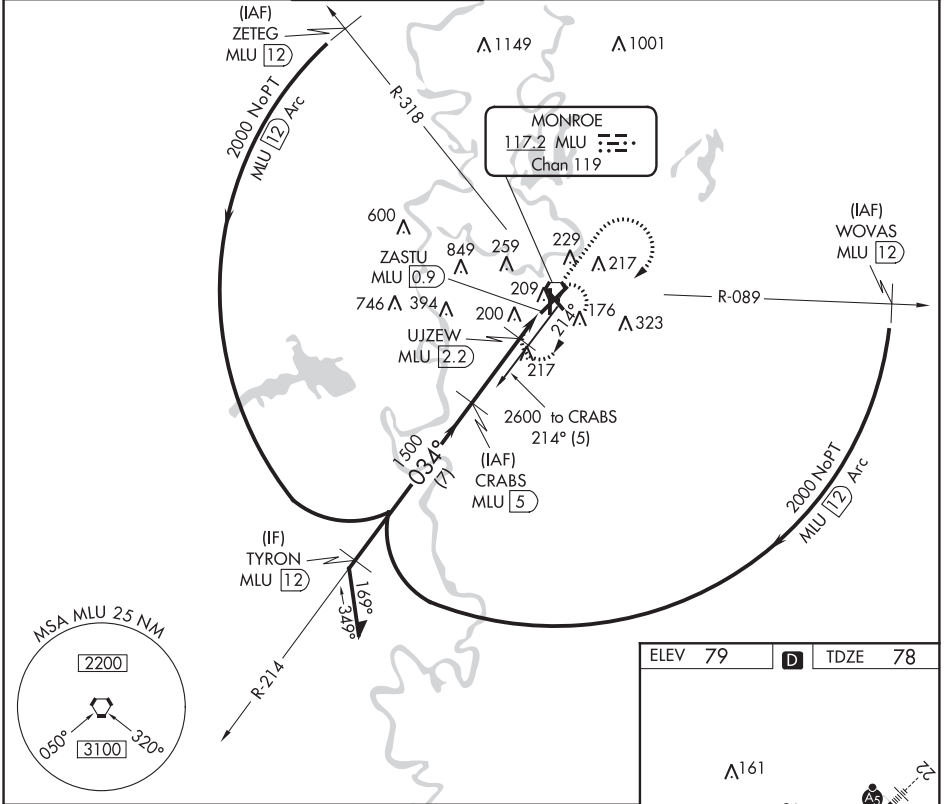
SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy Idg TDZE Apt Elev 7505 78 79
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VOR/DME RWY 4

MONROE RGNL (MLU)

Circling to Rwy 14 NA at night. MALS R	MISSED APPROACH: Climb to 1800 climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.					
	<table border="1"> <tr> <td>ATIS 125.05</td> <td>MONROE APP CON * 126.9 307.9</td> <td>MONROE TOWER * 118.9 (CTAF) 257.8</td> <td>GND CON 121.9</td> <td>CLNC DEL 121.65</td> <td>UNICOM 122.95</td> </tr> </table>	ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65
ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95	



ELEV 79	D	TDZE 78
REIL Rws 14 and 32	MIRL Rwy 14-32	HIRL Rwy 4-22

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MONROE, LOUISIANA

AL-270 (FAA)

15036

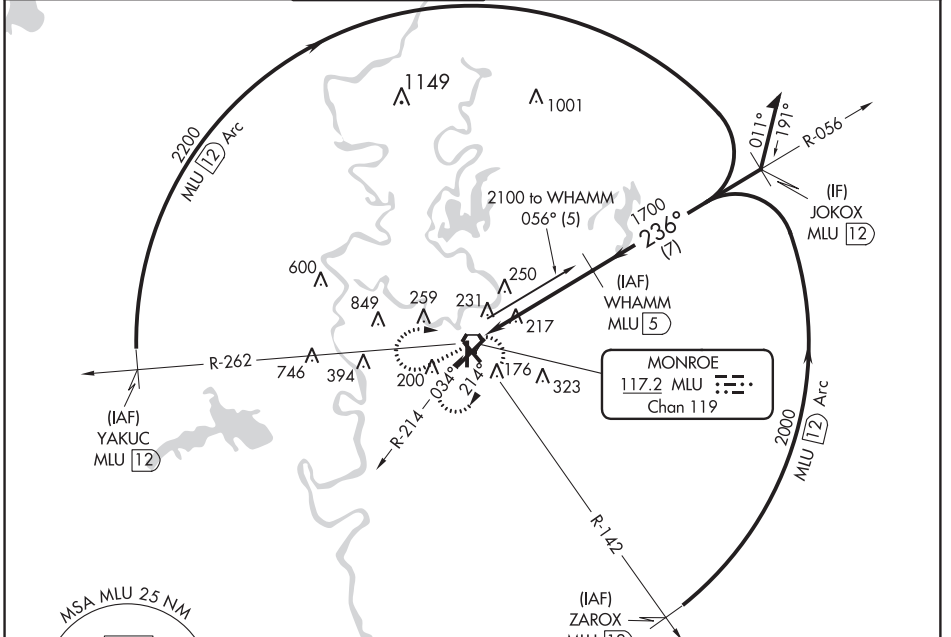
VORTAC MLU 117.2 Chan 119	APP CRS 236°	Rwy Idg TDZE Apt Elev 7505 78 79
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VOR/DME RWY 22

MONROE RGNL (MLU)

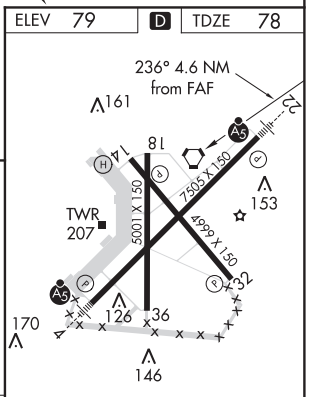
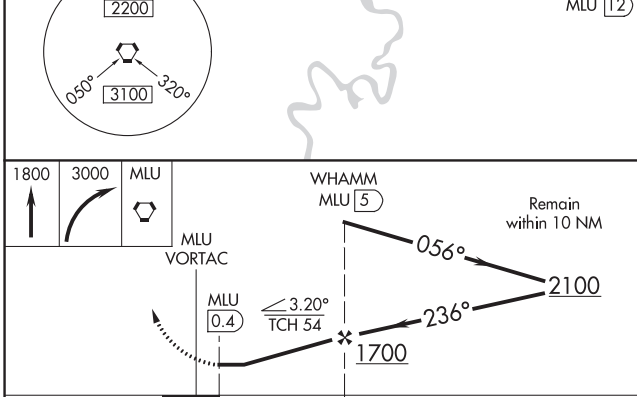
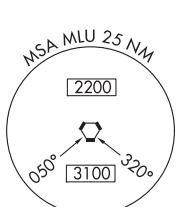
<p>ASR For inop MALS, increase S-22 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.</p>
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ATIS 125.05	MONROE APP CON* 126.9 307.9	MONROE TOWER* 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-22	560-3/4 482 (500-3/4)		560-1 482 (500-1)	
CIRCLING	580-1 501 (600-1)		620-1 1/2 541 (600-1 1/2)	640-2 561 (600-2)

REIL Rwy 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

MONROE, LOUISIANA
Amdt 9A 16OCT14

32°31' N-92°02' W

MONROE RGNL (MLU)

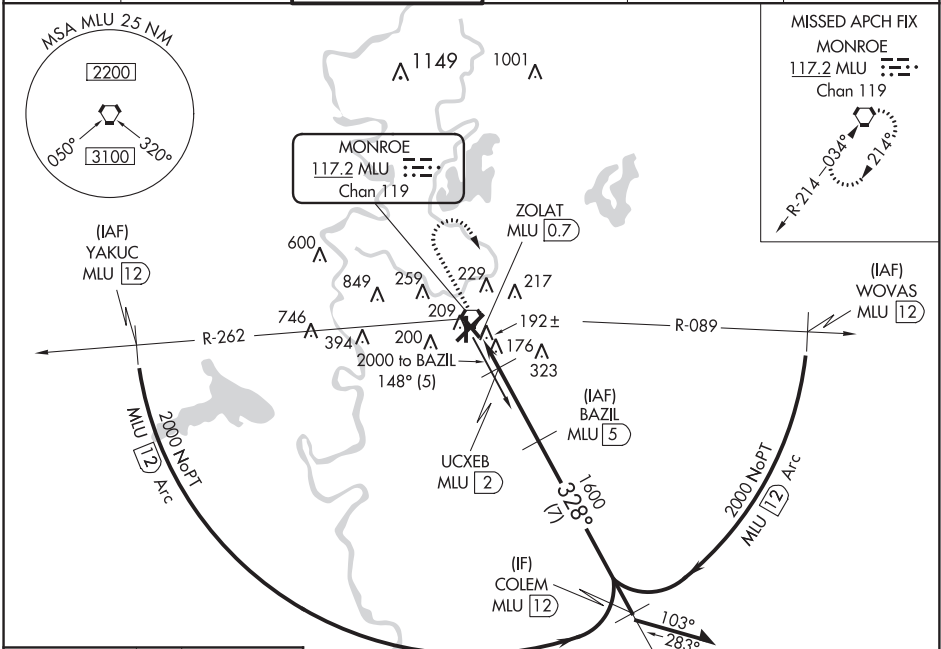
VOR/DME RWY 22

VORTAC MLU 117.2 Chan 119	APP CRS 328°	Rwy Idg TDZE Apt Elev 4999 78 79
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VOR/DME RWY 32
MONROE RGNL (MLU)

ASR Circling to Rwy 14 NA at night. MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

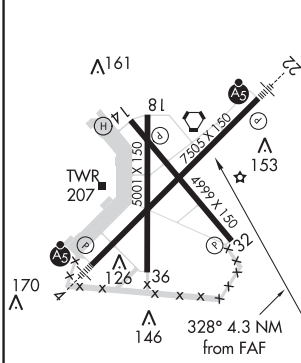
ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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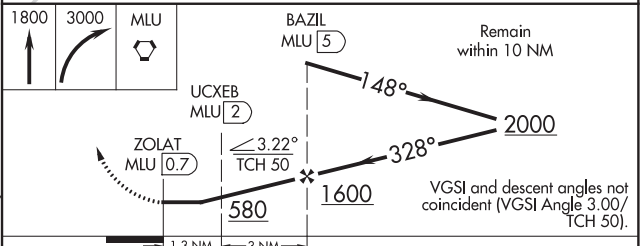
SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 79	D	TDZE 78
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REIL Rws 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22



CATEGORY	A	B	C	D
S-32	460-1	382 (400-1)	460-1 1/8	382 (400-1 1/8)
C CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1 3/4 661 (700-1 3/4)	1160-3 1081 (1100-3)

MONROE, LOUISIANA

AL-270 (FAA)

15036

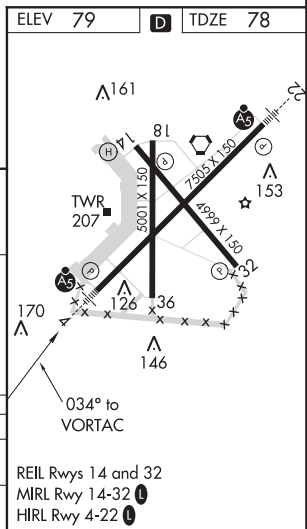
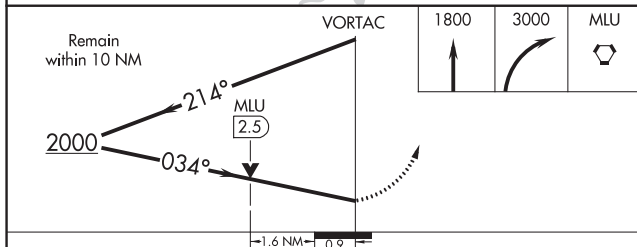
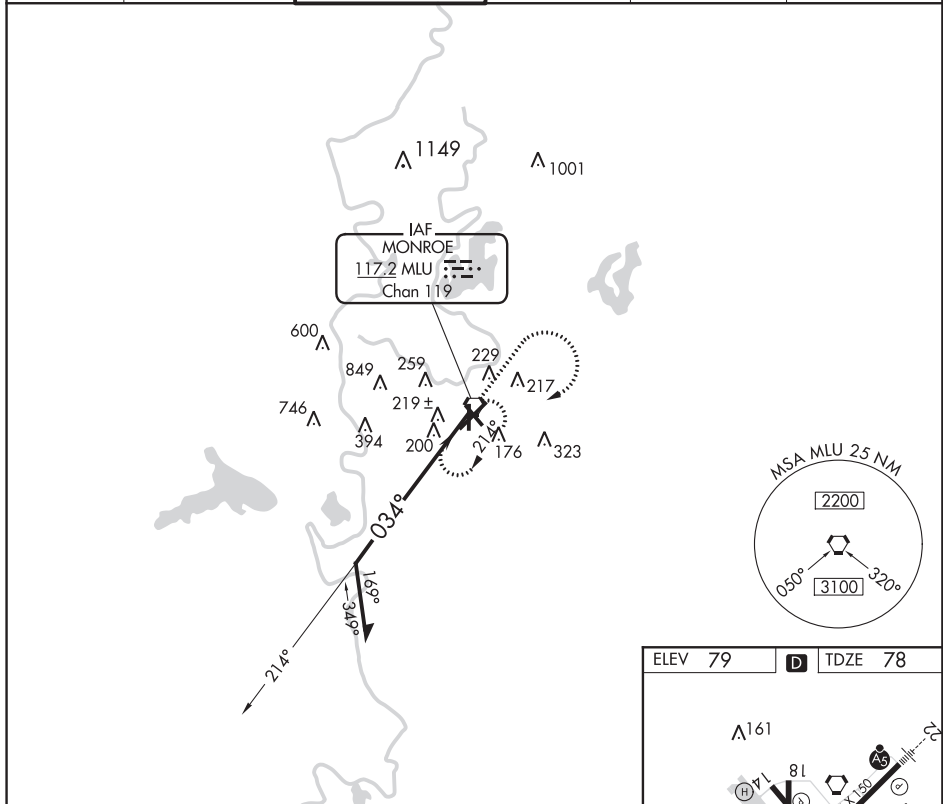
VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy Idg TDZE Apt Elev 7505 78 79
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VOR RWY 4

MONROE RGNL (MLU)

ASR	MALSR	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.
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ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MONROE, LOUISIANA
Amdt 18A 16OCT14

32°31' N-92°02' W

MONROE RGNL (MLU)
VOR RWY 4

MONROE, LOUISIANA

AL-270 (FAA)

15036

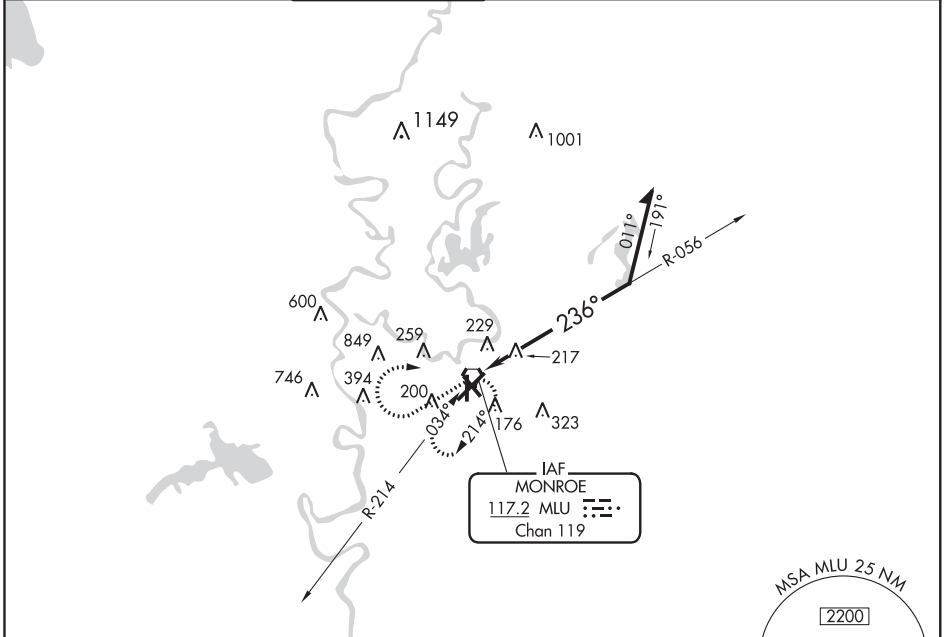
VORTAC MLU 117.2 Chan 119	APP CRS 236°	Rwy Idg TDZE Apt Elev	7505 78 79
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VOR RWY 22

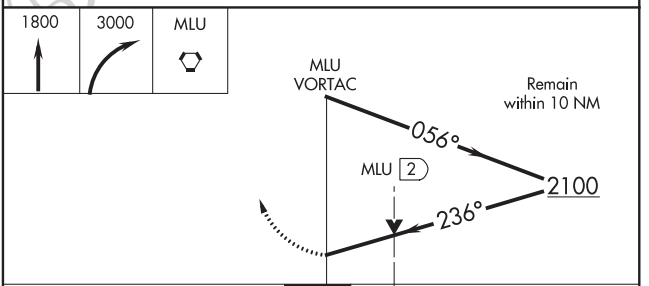
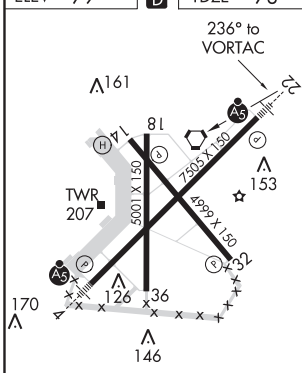
MONROE RGNL (MLU)

	For inop MALS, increase S-22 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.		MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS 125.05	MONROE APP CON * 126.9 307.9	MONROE TOWER * 118.9 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.65	UNICOM 122.95
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ELEV 79	D	TDZE 78
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REIL Rwy 14 and 32 MIRL Rwy 14-32 HIRL Rwy 4-22	<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>S-22</td> <td>640-³/₄ 562 (600-³/₄)</td> <td></td> <td>640-1¹/₄ 562 (600-1¹/₄)</td> <td></td> </tr> <tr> <td>CIRCLING</td> <td>640-1 561 (600-1)</td> <td></td> <td>640-1⁵/₈ 561 (600-1⁵/₈)</td> <td>640-2 561 (600-2)</td> </tr> </table>	CATEGORY	A	B	C	D	S-22	640- ³ / ₄ 562 (600- ³ / ₄)		640-1 ¹ / ₄ 562 (600-1 ¹ / ₄)		CIRCLING	640-1 561 (600-1)		640-1 ⁵ / ₈ 561 (600-1 ⁵ / ₈)	640-2 561 (600-2)
CATEGORY	A	B	C	D												
S-22	640- ³ / ₄ 562 (600- ³ / ₄)		640-1 ¹ / ₄ 562 (600-1 ¹ / ₄)													
CIRCLING	640-1 561 (600-1)		640-1 ⁵ / ₈ 561 (600-1 ⁵ / ₈)	640-2 561 (600-2)												

MONROE, LOUISIANA
Amdt 5A 16OCT14

32°31' N-92°02' W
273

MONROE RGNL (MLU) VOR RWY 22

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA

ATIS
125.05
MONROE TOWER ★
118.9 257.8
GND CON
121.9
CLNC DEL
121.65

RWY 04-22
S-75, D-170, 2S-175, 2D-290
RWY 14-32
S-75, D-170, 2S-175, 2D-290
RWY 18-36
S-60, D-75, 2S-95, 2D-130

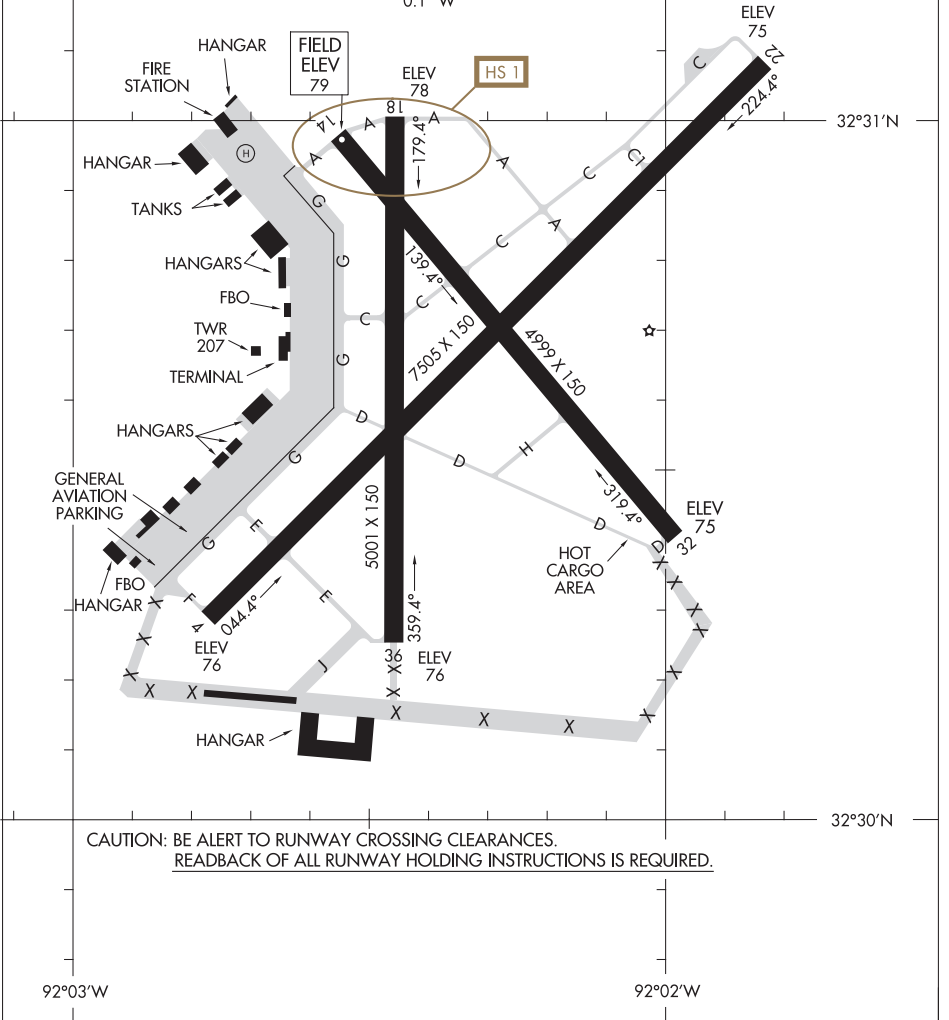
D



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

LOC I-HEZ 111.35	APP CRS 136°	Rwy Idg TDZE Apt Elev	6500 266 272
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ILS or LOC RWY 13

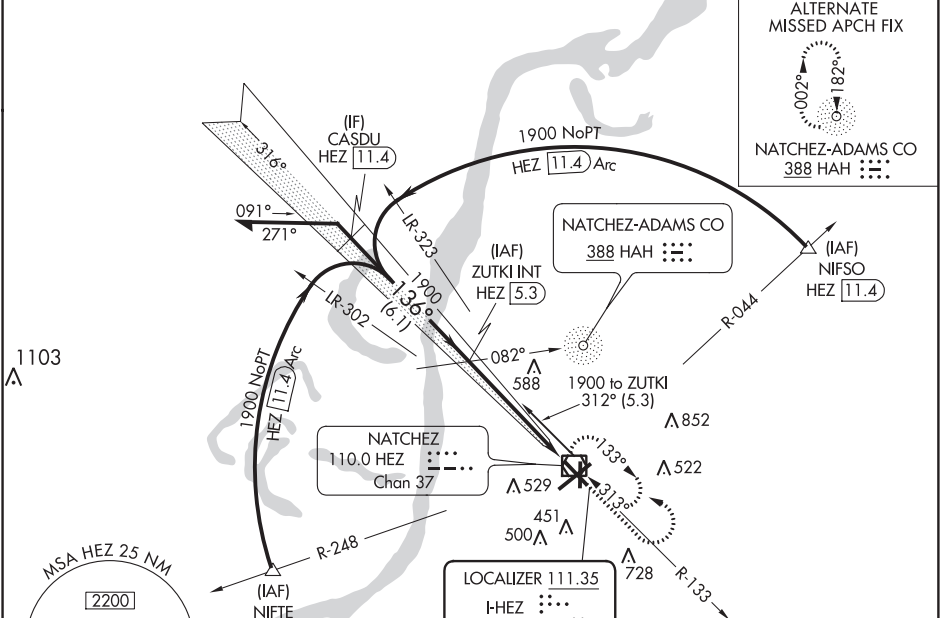
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)


NA When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting; increase DA to 599 feet and all visibilities 1/8 mile; increase all MDA 140 feet and S-LOC 13 Cat C and D visibility 1/2 mile, Circling Cat C/D visibility 1/4 mile. For inop MALSR, when using Vicksburg Tallulah Rgnl altimeter setting, increase S-ILS 13 visibility all Cats to 1 1/8 miles.

MALSR

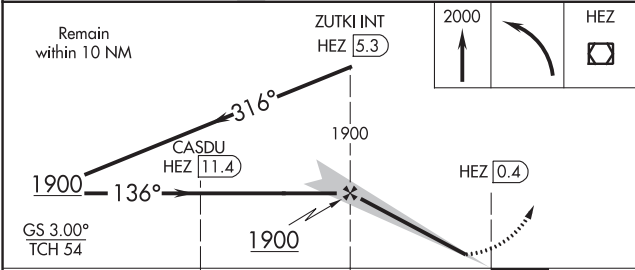
MISSED APPROACH:
 Climb to 2000 then left turn direct HEZ VOR/DME and hold.

AWOS-3 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF)
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ALTERNATE MISSED APCH FIX

 NATCHEZ-ADAMS CO
 388 HAH

ADF or DME REQUIRED



ELEV 272	TDZE 266
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HIRL Rwy 13-31
 MIRL Rwy 18-36

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 13	466-1/2		200 (200-1/2)	
S-LOC 13	700-1/2	434 (500-1/2)	700-3/4	434 (500-3/4)
CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	800-1 1/2 528 (600-1 1/2)	840-2 568 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

16175

WAAS CH 50505 W13A	APP CRS 136°	Rwy ldg 6500 TDZE 266 Apt Elev 272
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RNAV (GPS) RWY 13

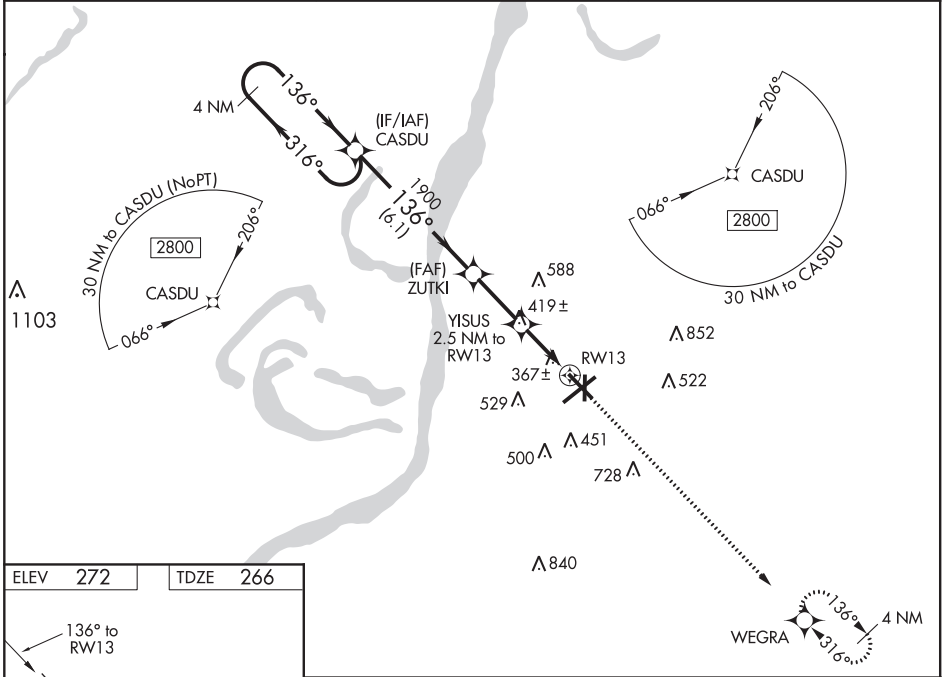
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DA 133 feet, all MDA 140 feet, increase LPV visibilities all Cats 1/8 mile, LNAV/VNAV all Cats and LNAV Cats C/D visibilities 3/8 mile and Circling Cats C/D 1/4 mile. For inop MALSRS, increase LNAV/VNAV all Cats visibility to 7/8 and LNAV Cats C and D visibility to 1 1/8. For inop MALSRS, when using Vicksburg Tallulah Rgnl altimeter setting, increase LPV all Cats visibility to 1 1/8 and LNAV/VNAV all Cats visibility to 1/4.

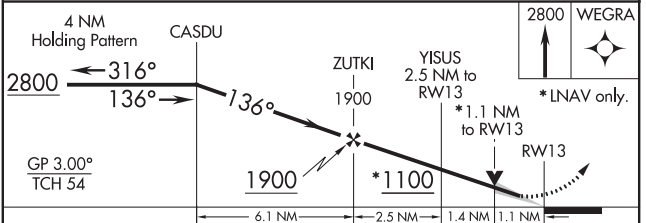
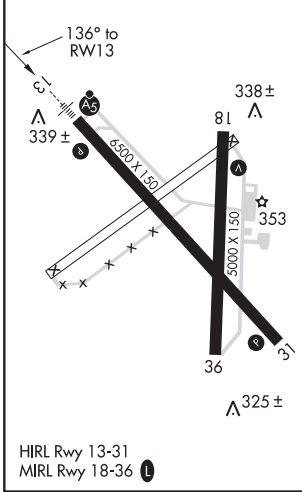
MALSRS

MISSED APPROACH:
Climb to 2800 direct WEGRA and hold.

AWOS-3 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF)
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ELEV 272	TDZE 266
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CATEGORY	A	B	C	D
LPV DA		466-1/2	200 (200-1/2)	
LNAV/VNAV DA		534-1/2	268 (300-1/2)	
LNAV MDA	680-1/2	414 (500-1/2)	680-3/4	414 (500-3/4)
CIRCLING	740-1	800-1	800-1 1/2	840-2
	468 (500-1)	528 (600-1)	528 (600-1 1/2)	568 (600-2)

NATCHEZ, MISSISSIPPI
Amdt 1A 23JUN16

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)
31°37'N-91°18'W
RNAV (GPS) RWY 13

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45734 W18A	APP CRS 181°	Rwy ldg 5000 TDZE 272 Apt Elev 272
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RNAV (GPS) RWY 18

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)

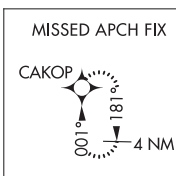
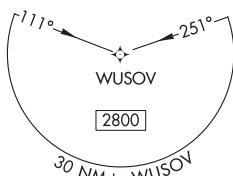
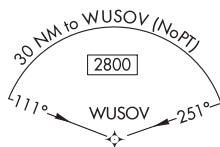
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C and D visibility 3/8 mile and Circling Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 18 NA.

MISSED APPROACH: Climb to 2800 direct CAKOP and hold.

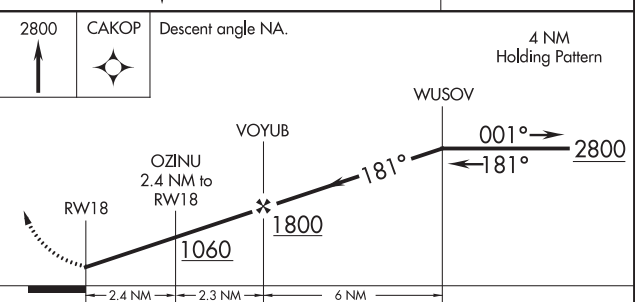
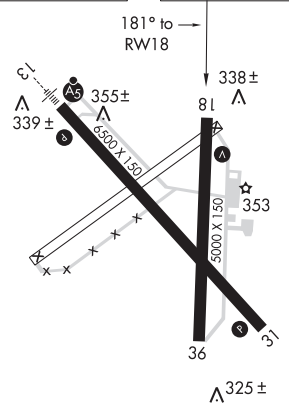
AWOS-3
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) ①



ELEV 272	TDZE 272
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CATEGORY	A	B	C	D
LP MDA	620-1 348 (400-1)			
LNAV MDA	660-1 388 (400-1)			
CIRCLING	740-1	800-1	800-1½	840-2
	468 (500-1)	528 (600-1)	528 (600-1½)	568 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

16175

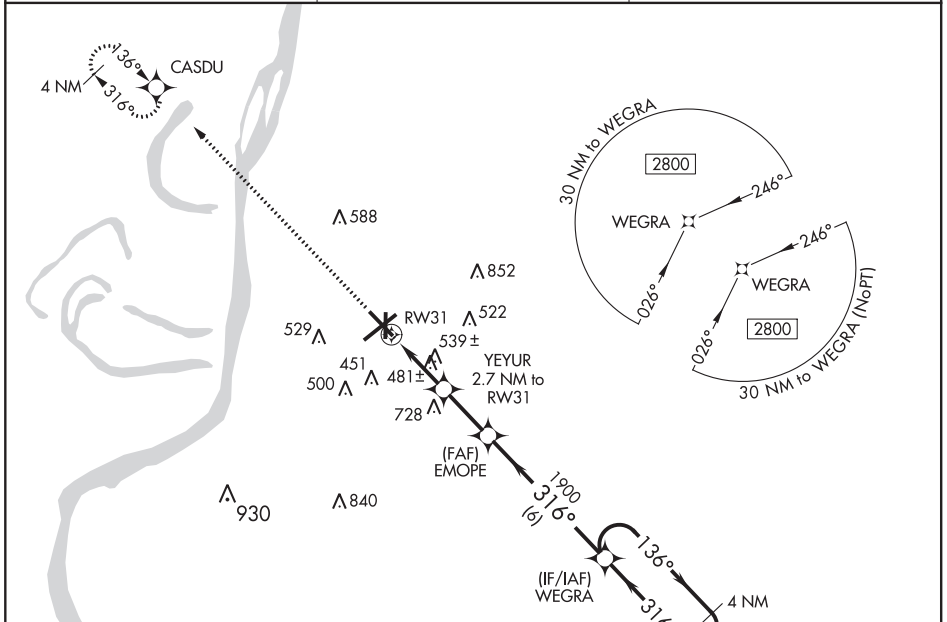
WAAS CH 90334 W31A	APP CRS 316°	Rwy ldg 6500 TDZE 272 Apt Elev 272
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RNAV (GPS) RWY 31
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (H/E/Z)

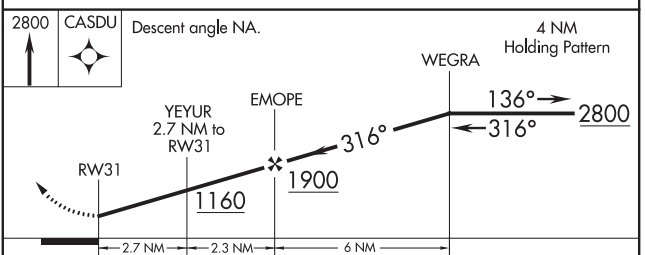
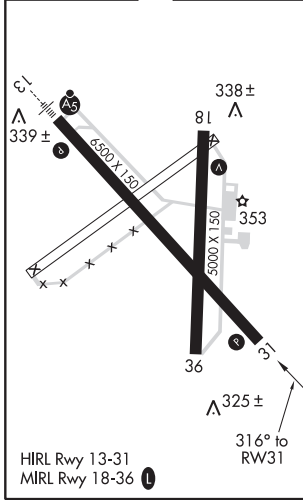
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet: increase LP Cats C and D visibility 1/2 mile, LNAV Cats C and D visibility 3/8 mile, Circling Cat C visibility 1/2 mile, and Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 2800 direct CASDU and hold.

AWOS-3 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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ELEV 272	TDZE 272
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CATEGORY	A	B	C	D
LP MDA	740-1	468 (500-1)	740-1 3/8	468 (500-1 3/8)
LNAV MDA	800-1	528 (600-1)	800-1 1/2	528 (600-1 1/2)
CIRCLING	800-1	528 (600-1)	800-1 1/2 528 (600-1 1/2)	840-2 568 (600-2)

NATCHEZ, MISSISSIPPI
Amdt 1A 23JUN16

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (H/E/Z)
31°37'N- 91°18'W
RNAV (GPS) RWY 31

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77734 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5000 272 272
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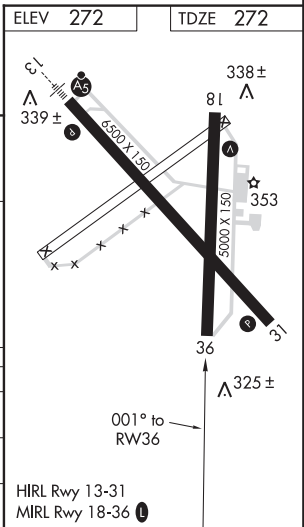
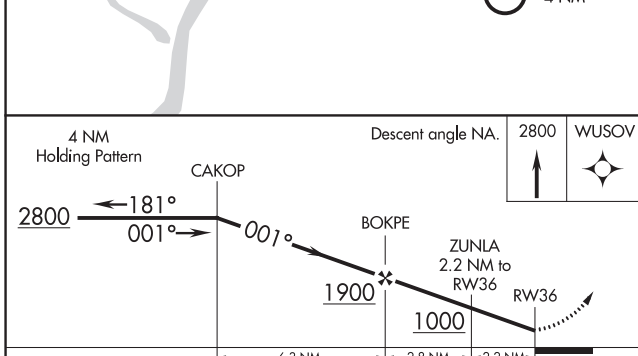
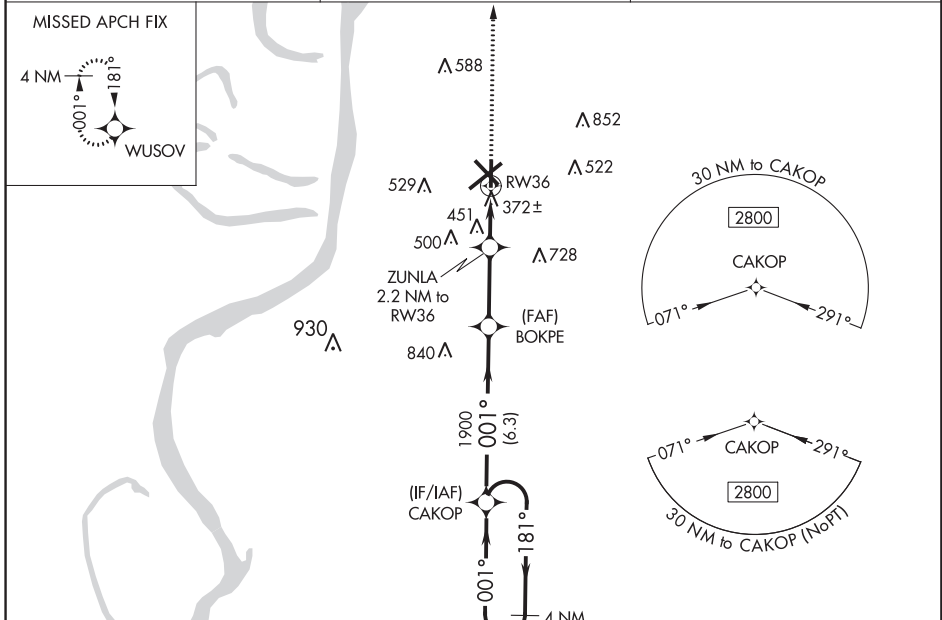
RNAV (GPS) RWY 36

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C and D visibility $\frac{3}{8}$ mile and Circling Cats C and D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 36 NA.

▲ MISSED APPROACH: Climb to 2800 direct WUSOV and hold.

AWOS-3 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	660-1 388 (400-1)			
LNAV MDA	720-1	488 (500-1)	720-1 $\frac{3}{8}$	488 (500-1 $\frac{3}{8}$)
CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	800-1 $\frac{1}{2}$ 528 (600-1 $\frac{1}{2}$)	840-2 568 (600-2)

HIRL Rwy 13-31
 MIRL Rwy 18-36 0

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

16175

VOR/DME HEZ 110.0 Chan 37	APP CRS 197°	Rwy Idg TDZE Apt Elev	5000 272 272
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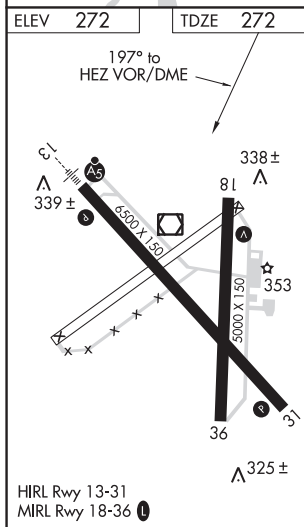
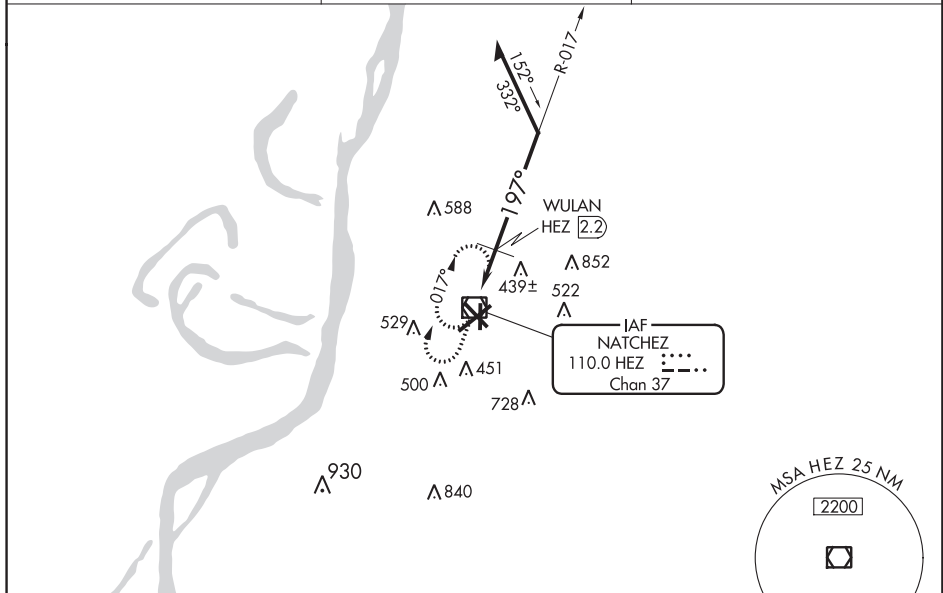
VOR RWY 18

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDA 140 feet; increase S-18 Cats B/C/D visibility ¼ mile and Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¾ mile. WULAN FIX MINIMUMS: when using Vicksburg Tallulah Rgnl altimeter setting, increase S-18 Cats C and D visibility ⅓ mile and Circling Cats C and D visibility ¼ mile. Night Landing: Rwy 18 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 in HEZ VOR/DME holding pattern, continue climb-in-hold to 2000.

AWOS-3 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) ①
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ELEV 272	TDZE 272
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1000 2000 HEZ

HEZ VOR/DME

Remain within 10 NM

Increase WULAN FIX altitude to 1020 when using Vicksburg Tallulah Rgnl altimeter setting.

WULAN HEZ 2.2

017°

197°

2000

880

2.2 NM

CATEGORY	A	B	C	D
S-18	880-1	608 (700-1)	880-1¾	608 (700-1¾)
CIRCLING	880-1	608 (700-1)	880-1¾ 608 (700-1¾)	880-2 608 (700-2)
WULAN FIX MINIMUMS				
S-18	700-1	430 (500-1)	700-1¼	430 (500-1¼)
CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	800-1½ 528 (600-1½)	840-2 568 (600-2)

NATCHEZ, MISSISSIPPI
Amdt 10E 23JUN16

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HE/Z)
31°37'N-91°18'W

VOR RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77810 W17A	APP CRS 162°	Rwy ldg 5003 TDZE 117 Apt Elev 121
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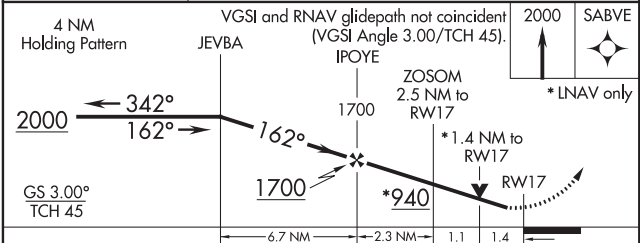
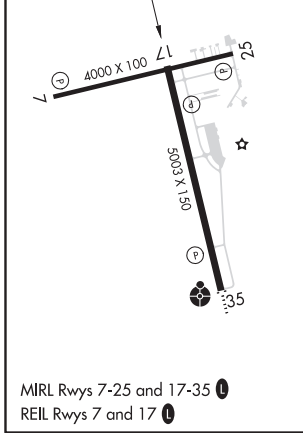
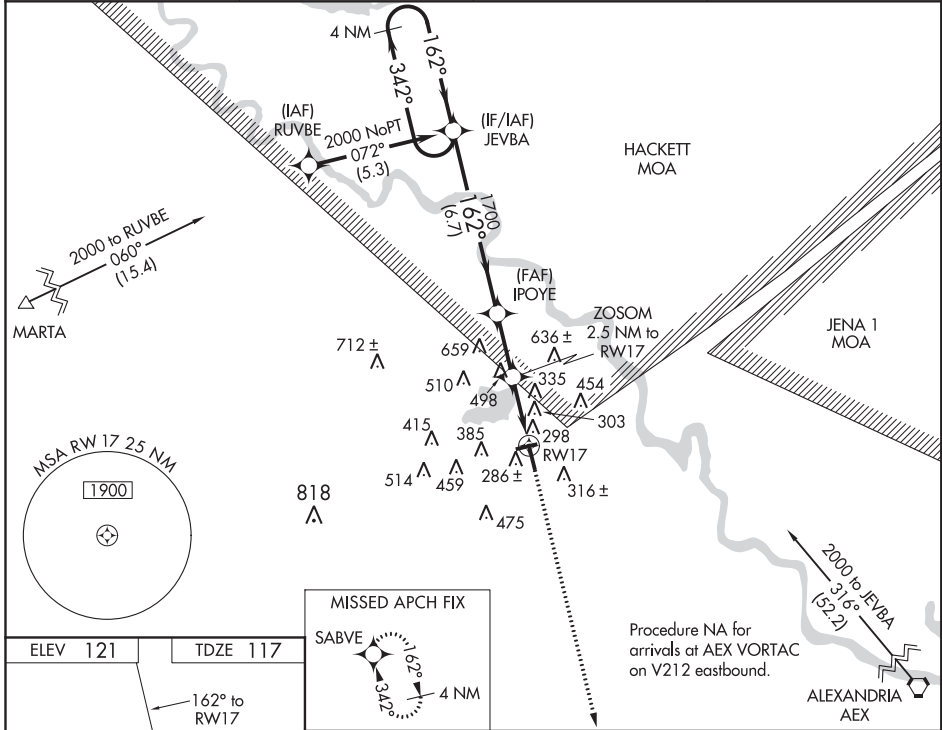
RNAV (GPS) RWY 17

NATCHITOCHES RGNL (IER)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility 3/8 mile all Cats, LNAV Cat C 3/8 mile and Circling Cat C 1/4 mile. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct SABVE and hold.

AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	367-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	658-1 7/8	541 (600-1 7/8)		NA
LNAV MDA	620-1	503 (500-1)	620-1 3/8 503 (500-1 3/8)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1 3/4 619 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017


SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86510 W35A	APP CRS 342°	Rwy ldg 5003 TDZE 121 Apt Elev 121
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RNAV (GPS) RWY 35

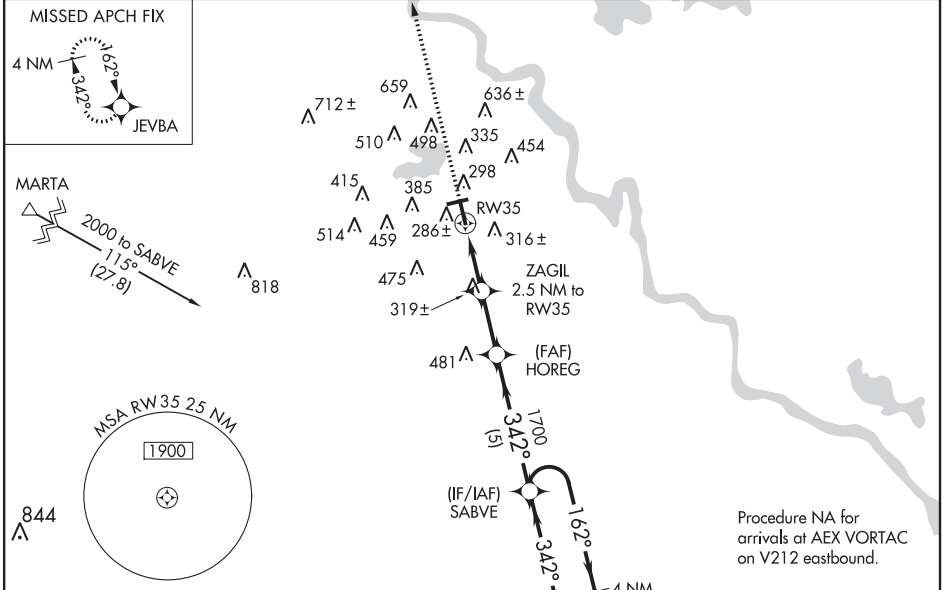
NATCHITOCHES RGNL (IER)

⚠ Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. For inoperative ODALS, increase LNAV/VNAV all Cats visibility 1/8 mile.

ODALS 

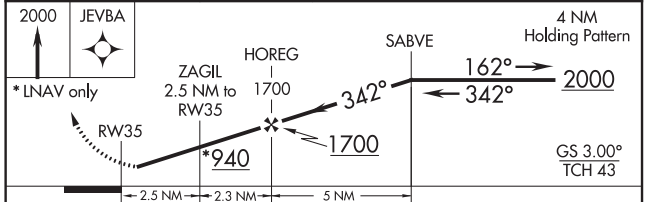
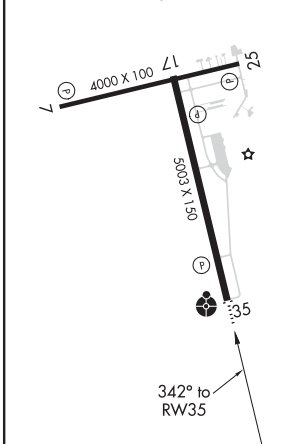
MISSED APPROACH: Climb to 2000 direct JEVBA and hold.

AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF) 
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ELEV 121	TDZE 121
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MIRL Rwy 7-25 and 17-35 
REIL Rwy 7 and 17 



CATEGORY	A	B	C	D
LPV DA		371-1	250 (300-1)	NA
LNAV/VNAV DA		486-1 1/8	365 (400-1 1/8)	NA
LNAV MDA	580-1	459 (500-1)	580-1 1/8 459 (500-1 1/8)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1 3/4 619 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-HER 110.5	APP CRS 342°	Rwy Idg TDZE Apt Elev	5003 121 121
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LOC RWY 35
NATCHITOCHE RGNL (IER)

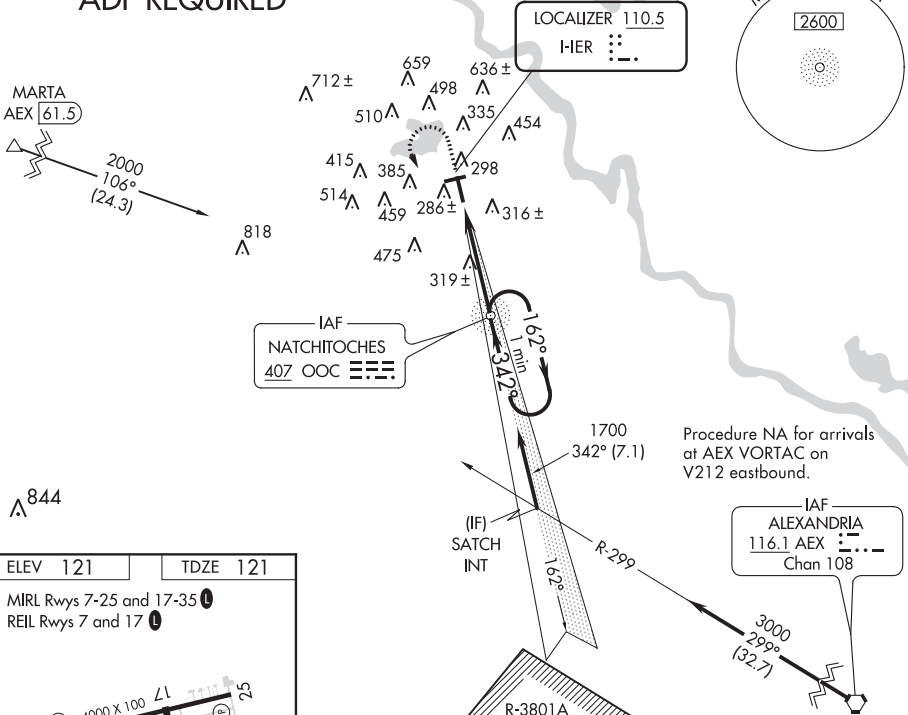
▽ Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and all Cat C visibilities ¼ mile. For inoperative ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility ½ mile. Inoperative table does not apply to S-35 Cat A/B. ADF Required.

△ NA

ODALS MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

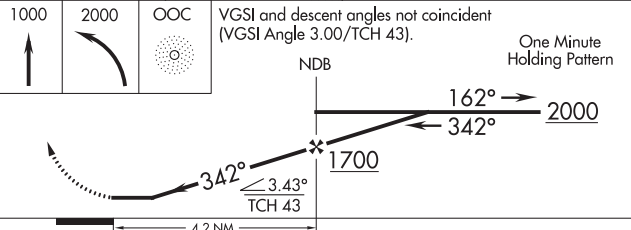
AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8(CTAF)
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ADF REQUIRED



Procedure NA for arrivals at AEX VORTAC on V212 eastbound.

ELEV 121	TDZE 121
MIRL Rwy 7-25 and 17-35	REL Rwy 7 and 17
342° 4.2 NM from FAF	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24



CATEGORY	A	B	C	D
S-35	580-1	459 (500-1)	580-1½ 459 (500-1½)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

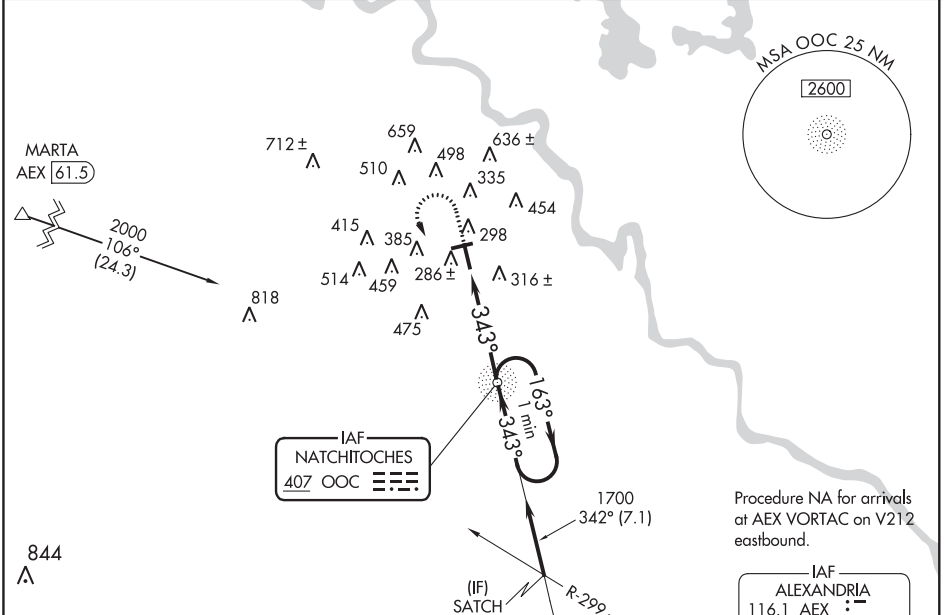
NDB OOC 407	APP CRS 343°	Rwy Idg 5003
		TDZE 121
		Apt Elev 121

NDB RWY 35
NATCHITOCHES RGNL (I.E.R.)

NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35 Cat C visibility 1/8 mile, Circling Cat C visibility 1/4 mile. For inoperative ODALS increase S-35 Cat C visibility 1/8 mile. Inoperative table does not apply to S-35 Cat A/B.

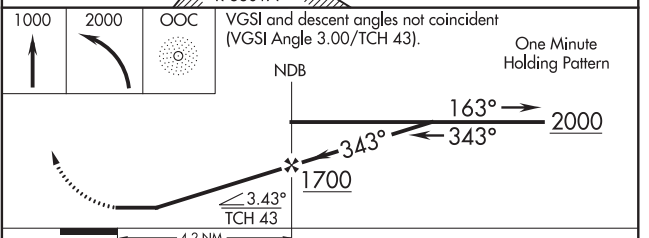
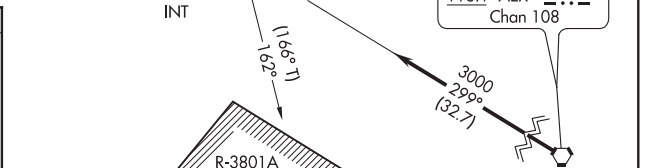
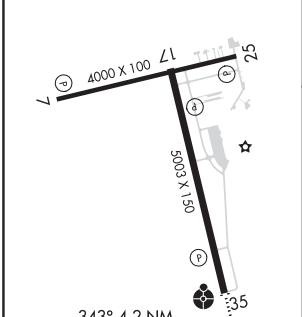
ODALS MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3 119.025	POLK APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 121	TDZE 121
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MIRL Rwy 7-25 and 17-35
REIL Rwy 7 and 17



CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1 1/2 599 (600-1 1/8)	NA
CIRCLING	720-1 599 (600-1)	740-1 619 (700-1)	740-1 3/4 619 (700-1 3/4)	NA

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 18

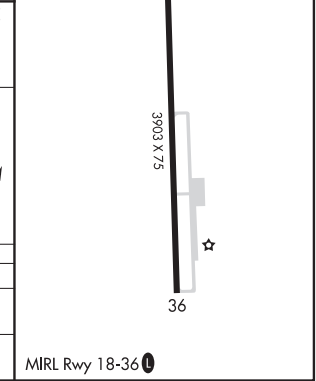
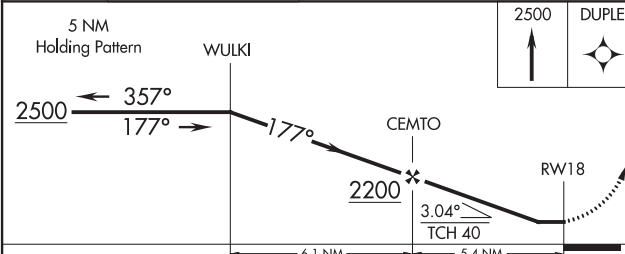
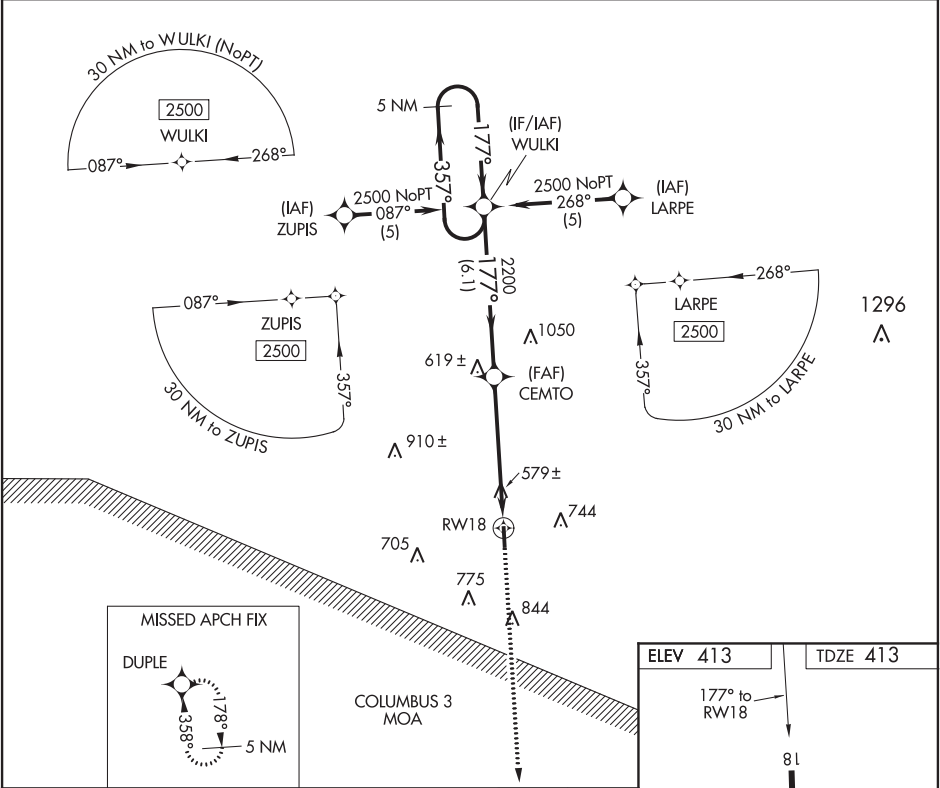
NEW ALBANY-UNION CO (M72)

APP CRS	Rwy Idg	3903
177°	TDZE	413
	Apt Elev	413

▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

TUPELO ASOS 133.525	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	900-1	487 (500-1)	900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1	527 (600-1)	940-1½ 527 (600-1½)	NA

MIRL Rwy 18-36 0
NEW ALBANY-UNION CO (M72)
RNAV (GPS) RWY 18

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SC-4, 10 NOV 2016 to 05 JAN 2017

NEW ALBANY, MISSISSIPPI

AL-10266 (FAA)

RNAV (GPS) RWY 36

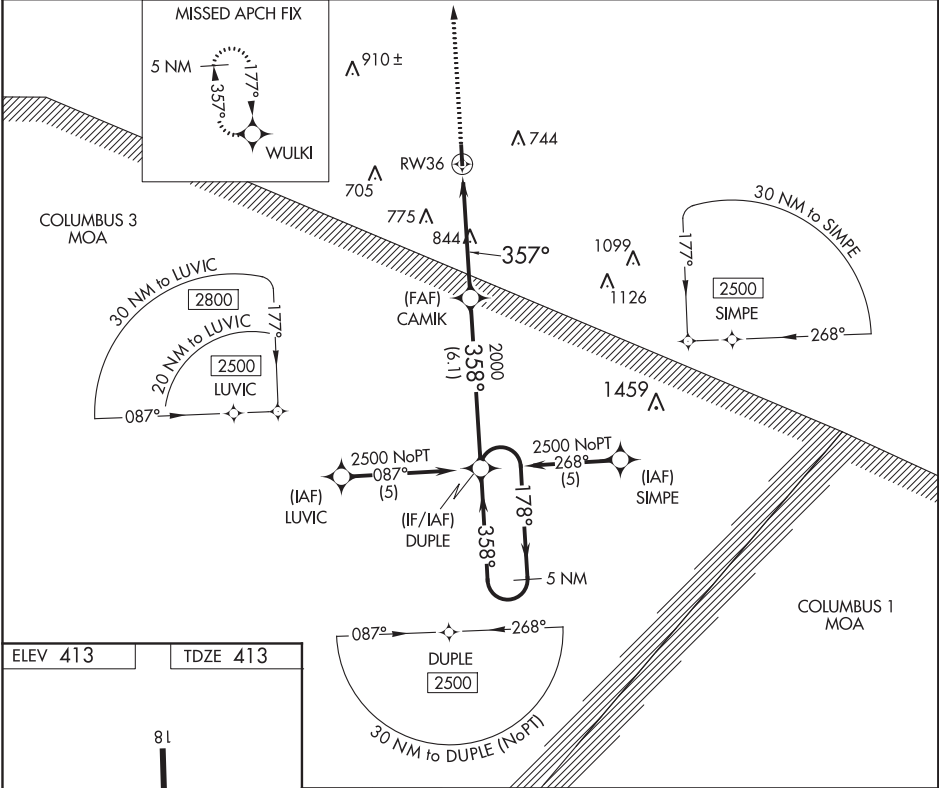
NEW ALBANY-UNION CO (M72)

APP CRS **357°**
 Rwy Idg **3903**
 TDZE **413**
 Apt Elev **413**

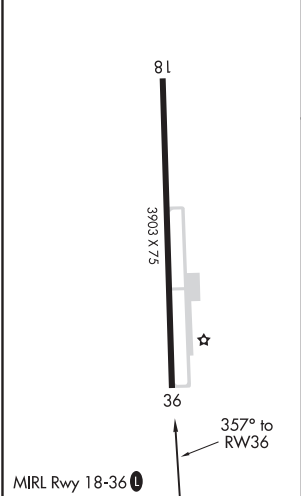
▼ Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULK1 and hold.

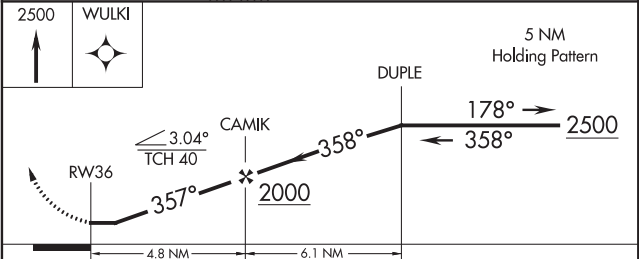
TUPELO ASOS **133.525** MEMPHIS CENTER **135.9 273.55** UNICOM **122.8 (CTAF) 1**



ELEV 413 TDZE 413



MIRL Rwy 18-36 **1**
 NEW ALBANY, MISSISSIPPI
 Orig 13122



CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

34° 33' N - 89° 01' W

RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017


SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-ARA 108.9	APP CRS 345°	Rwy Idg TDZE Apt Elev	8002 21 24
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ILS or LOC RWY 34

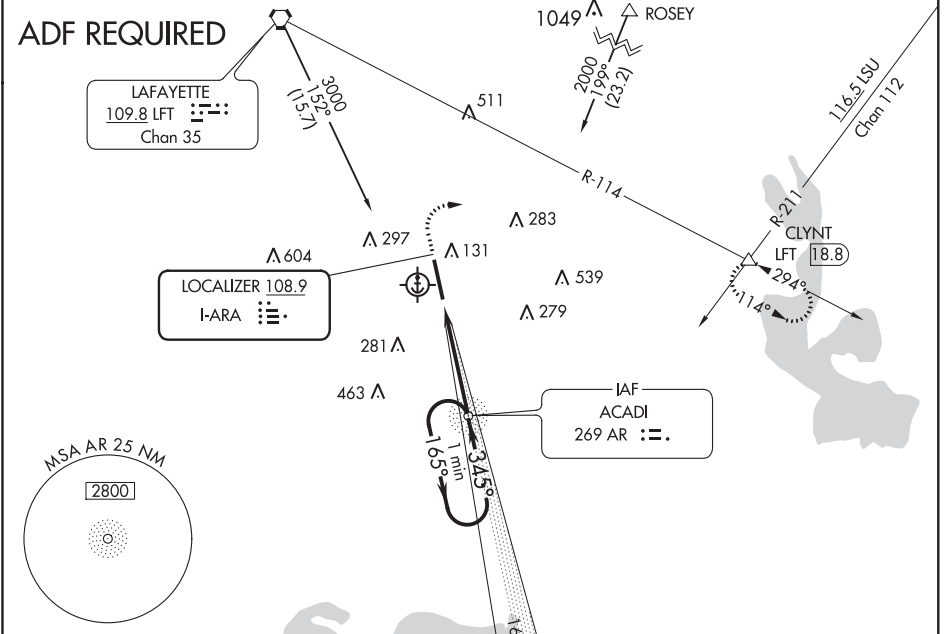
ACADIANA RGNL (A.R.A.)

When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR 

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

ASOS 133.325	LAFAYETTE APP CON* 121.1 268.7	ACADIANA TOWER* 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7 118.05 (when twr closed)	UNICOM 122.95	0* 122.7
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ELEV 24	D	TDZE 21
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HIRL Rwy 16-34 **L**

MIRL Rwy 16W-34W **L***

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

800	2000	CLYNT LFT 18.8	AR NDB 1468	One Minute Holding Pattern
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CATEGORY	A	B	C	D
S-ILS 34	221-1/2 200 (200-1/2)			
S-LOC 34	380-1/2	359 (400-1/2)	380-3/4 359 (400-3/4)	
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1 1/2 456 (500-1 1/2)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-ILS 34	250-1/2 229 (300-1/2)			
S-LOC 34	400-1/2	379 (400-1/2)	400-3/4 379 (400-3/4)	
CIRCLING	460-1 436 (500-1)	520-1 496 (500-1)	520-1 1/2 496 (500-1 1/2)	620-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

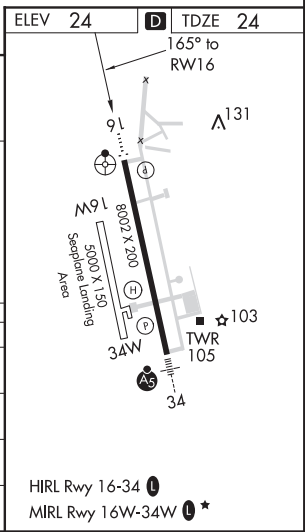
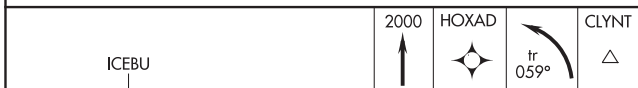
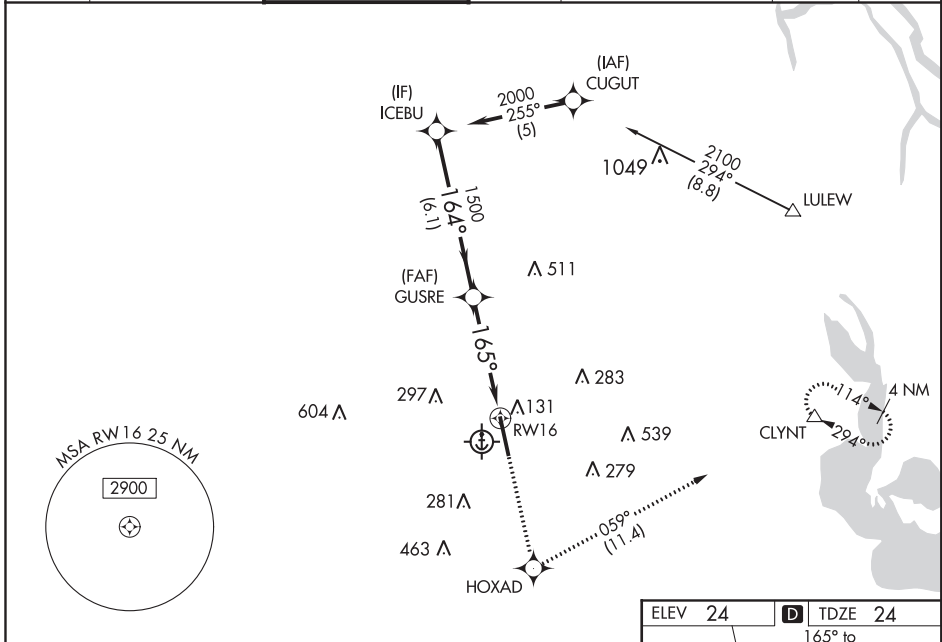
WAAS CH 82501 W16A	APP CRS 165°	Rwy Idg 8002	TDZE 24
		Apt Elev 24	

RNAV (GPS) RWY 16

ACADIANA RGNL (A.R.A.)

<p>∇ Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.</p> <p>⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet, and increase visibility LNAV Cat D ¼ mile. Baro-VNAV NA when using Lafayette altimeter setting.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 2000 direct HOXAD and left turn on track 059° to CLYNT and hold.</p>
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ASOS 133.325	LAFAYETTE APP CON* 121.1 268.7	ACADIANA TOWER* 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7 118.05 (when twr closed)	UNICOM 122.95	0* 122.7
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CATEGORY	A	B	C	D
LPV DA		358-1¼	334 (400-1¼)	
LNAV/VNAV DA		355-1¼	331 (400-1¼)	
LNAV MDA		440-1 416 (500-1)		440-1¼ 416 (500-1¼)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

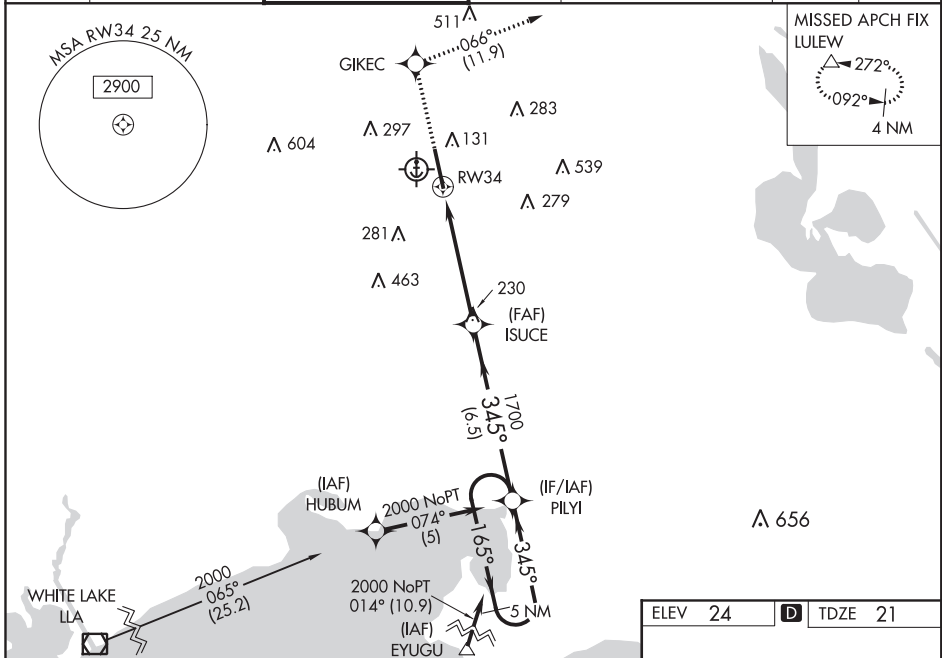
WAAS CH 40301 W34A	APP CRS 345°	Rwy Idg 8002 TDZE 21 Apt Elev 24
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RNAV (GPS) RWY 34

ACADIANA RGNL (A.R.A)

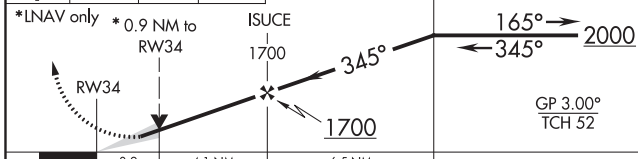
<p>⚠ Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR when using Lafayette altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Lafayette altimeter setting. When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat D visibility to 1/4 mile.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 2000 direct GIKEC and on track 066° to LULEW and hold.</p>
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ASOS 133.325	LAFAYETTE APP CON* 121.1 268.7	ACADIANA TOWER* 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7 118.05 (when twr closed)	UNICOM 122.95	0* 122.7
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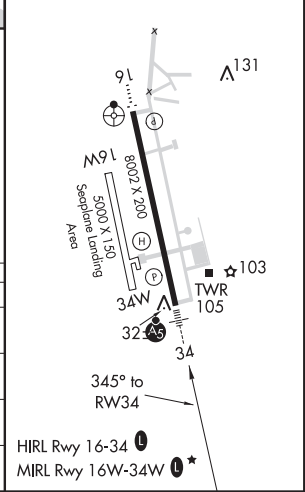


MISSED APCH FIX LULEW

2000	GIKEC	tr 066°	LULEW
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ELEV 24	D	TDZE 21
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SC-4, 10 NOV 2016 to 05 JAN 2017

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VORTAC LFT 109.8	APP CRS 328°	Rwy Idg 8002	TDZE 21
Chan 35		Apt Elev 24	

VOR/DME RWY 34

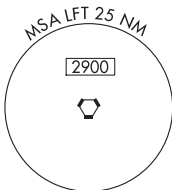
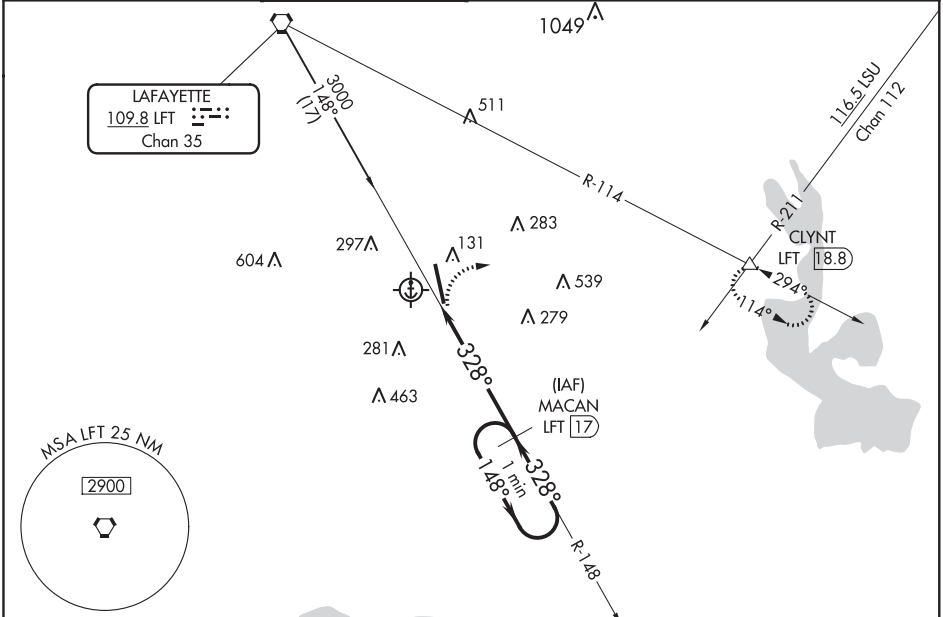
ACADIANA RGNL (A.R.A)

When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

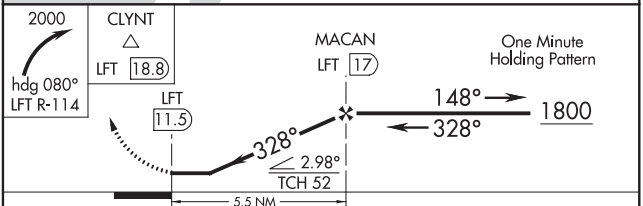
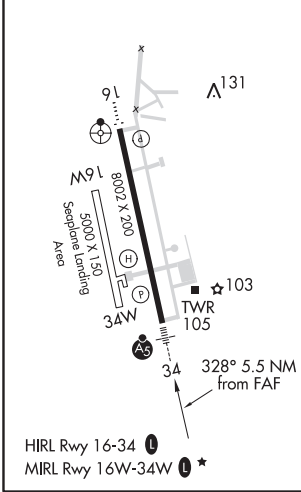


MISSED APPROACH: Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

ASOS 133.325	LAFAYETTE APP CON* 121.1 268.7	ACADIANA TOWER* 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7 118.05 (when twr closed)	UNICOM 122.95	0*
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ELEV 24	D	TDZE 21
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CATEGORY	A	B	C	D
S-34	500-½	479 (500-½)	500-¾ 479 (500-¾)	500-1½ 479 (500-1½)
CIRCLING	500-1	476 (500-1)	500-1½ 476 (500-1½)	580-2 556 (600-2)
LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS				
S-34	520-¾ 499 (500-¾)		520-1½ 499 (500-1½)	
CIRCLING	520-1	496 (500-1)	520-1½ 496 (500-1½)	620-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

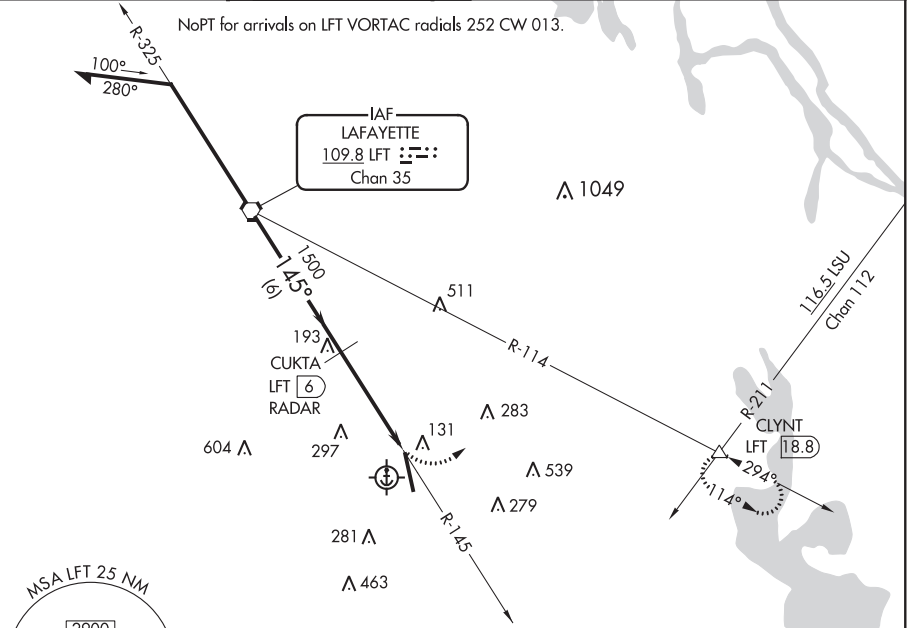
VORTAC LFT 109.8 Chan 35	APP CRS 145°	Rwy Idg 8002 TDZE 24 Apt Elev 24
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VOR or TACAN RWY 16

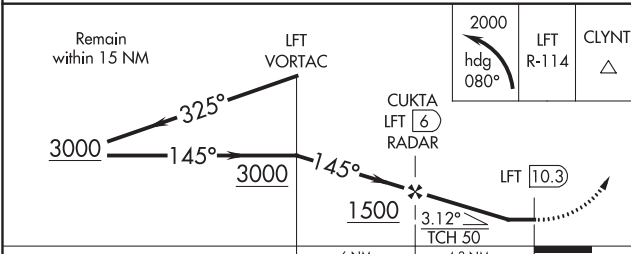
ACADIANA RGNL (A.R.A.)

<p>⚠ Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ¼ mile. Inoperative table does not apply.</p>		<p>ODALS </p>	<p>MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.</p>			
ASOS 133,325	LAFAYETTE APP CON * 121.1 268.7	ACADIANA TOWER * 125.0 (CTAF) 239.3	GND CON 121.7	CLNC DEL 121.7 118.05 (when twr closed)	UNICOM 122.95	0 * 122.7

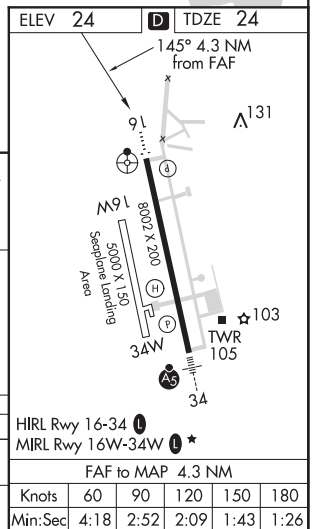
NoPT for arrivals on LFT VORTAC radials 252 CW 013.



DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-16	440-1 416 (500-1)	416 (500-1)	440-1¼ 416 (500-1¼)	440-1½ 416 (500-1½)	416 (500-1½)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)	840-3 816 (900-3)



VOR or TACAN RWY 16

15344

AIRPORT DIAGRAM

AL-5040 (FAA)

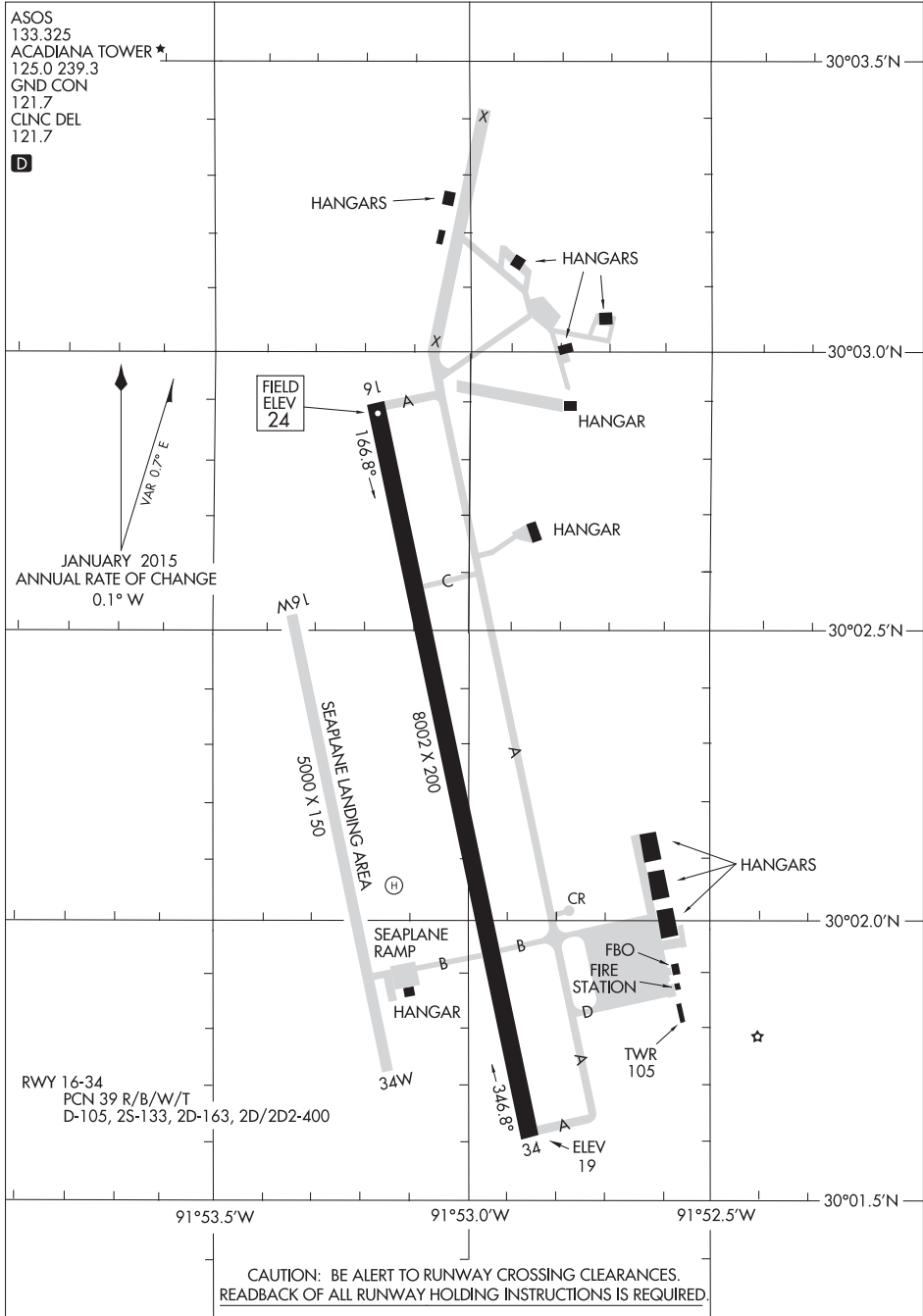
ACADIANA RGNL (A.R.A)
NEW IBERIA, LOUISIANA

ASOS
133.325
ACADIANA TOWER *
125.0 239.3
GND CON
121.7
CLNC DEL
121.7

D

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
24

RWY 16-34
PCN 39 R/B/W/T
D-105, 25-133, 2D-163, 2D/2D2-400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

15344


NEW IBERIA, LOUISIANA
ACADIANA RGNL (A.R.A)

LOC/DME I-NEW 111.3 Chan 50	APP CRS 177°	Rwy Idg 5510 TDZE 8 Apt Elev 8
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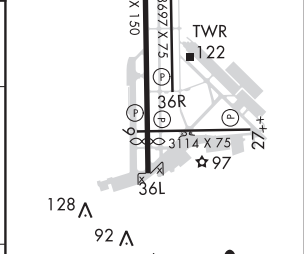
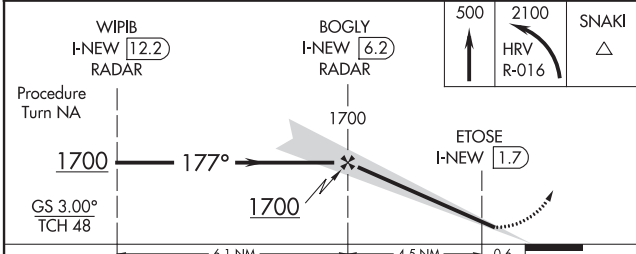
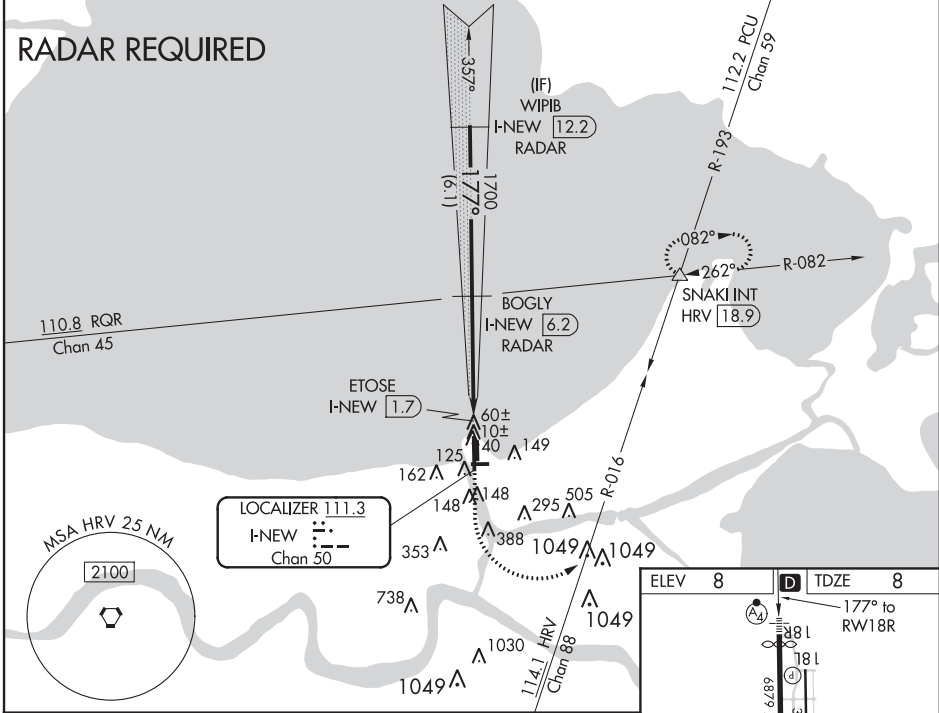
ILS or LOC RWY 18R

LAKEFRONT (NEW)

⚠ Inoperative table does not apply to S-ILS 18R. For inoperative MALS when using Louis Armstrong New Orleans Intl altimeter setting, increase S-LOC 18R Cats A-C visibility to 1 mile. For inoperative MALS, increase S-LOC 18R all Cats visibility to 1 mile. DME or Radar required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase Circling Cat D visibility ¼ mile.

MALS  MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on HRV VORTAC R-016 to SNAKI INT and hold.

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER ★ 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4
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CATEGORY	A	B	C	D
S-ILS 18R		258-3/4	250 (300-3/4)	
S-LOC 18R		320-3/4	312 (400-3/4)	
CIRCLING	460-1	452 (500-1)	520-1 1/2 512 (600-1 1/2)	660-2 652 (700-2)

MIRL Rwy 9-27 and 18R-36L	
MIRL Rwy 18L-36R	
REIL Rwy 9, 18L, 36L and 36R	
FAF to MAP 4.5 NM	
Knots	60 90 120 150 180
Min:Sec	4:30 3:00 2:15 1:48 1:30



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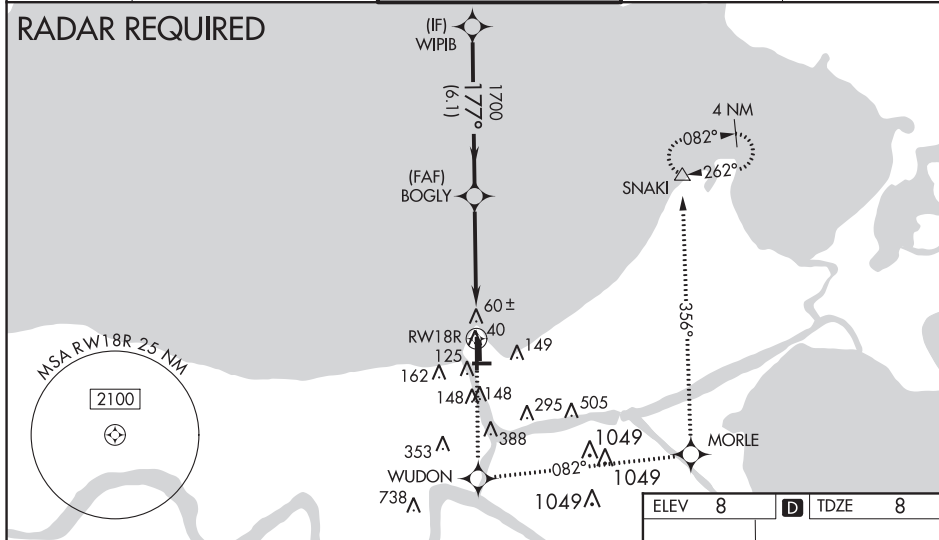
WAAS CH 61302 W18A	APP CRS 177°	Rwy Idg 5510 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 18R

LAKEFRONT (NEW)

<p>⚠ Inoperative table does not apply to LPV all Cats. For inoperative MALS, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ½ mile. VPD NA with Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALS when using Louis Armstrong New Orleans Intl altimeter setting, increase LNAV Cat A and B visibility to 1 mile.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climb to 2100 direct WUDON and left turn on track 082° to MORLE and on track 356° to SNAKI and hold.</p>
	<p>MALS</p> 	

ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4
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SC-4, 10 NOV 2016 to 05 JAN 2017

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<p>Procedure Turn NA</p>	2100	WUDON	MORLE	tr 356°	SNAKI
	↑	⊙	↪	⊙	△
<p>WIPFB</p> <p>1700</p> <p>GP 3.00° TCH 48</p> <p>6.1 NM</p>	<p>BOGLY</p> <p>1700</p> <p>1700</p> <p>3.3 NM</p>	<p>*1.8 NM to RWY 18R</p> <p>RWY 18R</p> <p>1.8 NM</p>	*LNAV only		
CATEGORY	A	B	C	D	
LPV DA		258-¾	250 (300-¾)		
LNAV/ VNAV DA		521-1¼	513 (600-1¼)		
LNAV MDA	640-¾	632 (700-¾)	640-1¼ 632 (700-1¼)	640-1½ 632 (700-1½)	
CIRCLING	640-1	632 (700-1)	640-1¾ 632 (700-1¾)	660-2 652 (700-2)	

ELEV 8 TDZE 8

MIRL Rwy 9-27 and 18R-36L
MIRL Rwy 18L-36R
REIL Rwy 9, 18L, 36L and 36R

WAAS CH 86913 W36A	APP CRS 357°	Rwy Idg 5135 TDZE 8 Apt Elev 8
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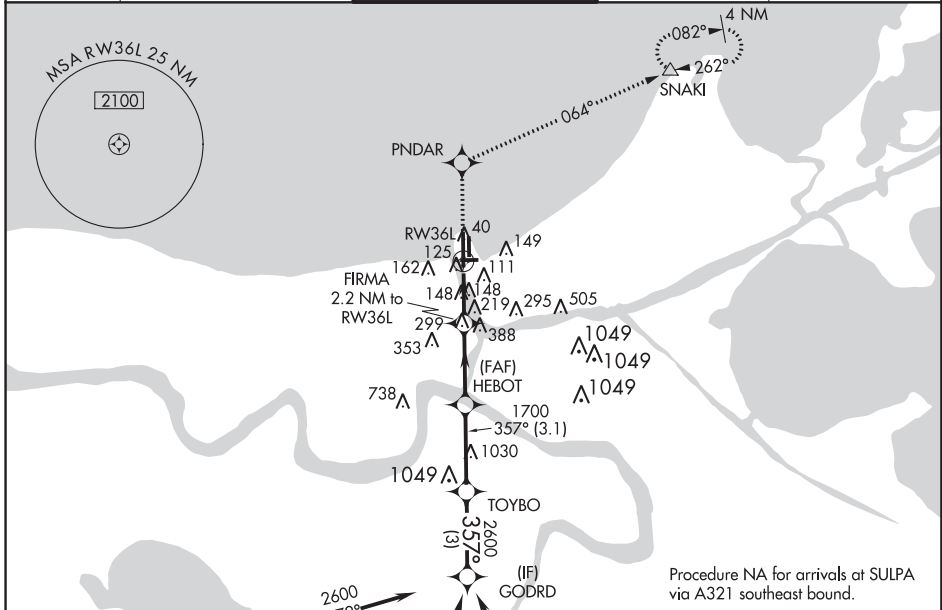
RNAV (GPS) RWY 36L

LAKEFRONT (NEW)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°F (5°F) or above 49°F (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 369 feet, LNAV/VNAV DA to 460 feet and all visibilities 1/8 mile; increase all MDA 40 feet and Circling Cat D visibility 1/8 mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

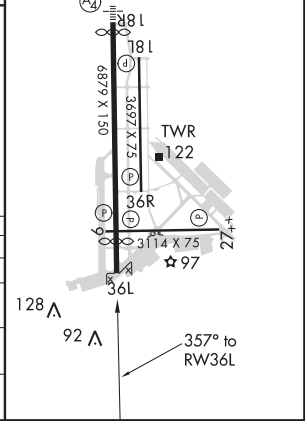
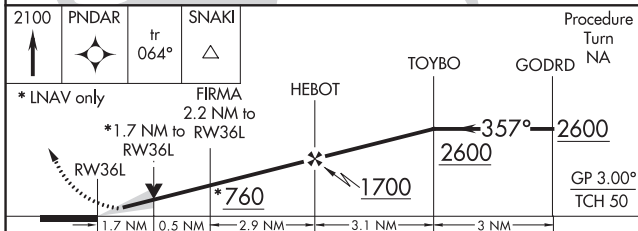
ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4
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Procedure NA for arrivals at SULPA via A321 southeast bound.

Procedure NA for arrivals at SAFES via V198-552 westbound.

ELEV 8	D TDZE 8
MIRL Rwy 9-27 and 18R-36L	
MIRL Rwy 18L-36R	
REIL Rwy 9, 18L, 36L and 36R	



CATEGORY	A	B	C	D
LPV DA		340-1 1/8	332 (400-1 1/8)	
LNAV/VNAV DA		431-1 3/8	423 (500-1 3/8)	
LNAV MDA	600-1	592 (600-1)	600-1 3/4	592 (600-1 3/4)
CIRCLING	600-1	592 (600-1)	600-1 1/4	660-2 652 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

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VORTAC HRV 114.1 Chan 88	APP CRS 351°	Rwy Idg 5135 TDZE 8 Apt Elev 8
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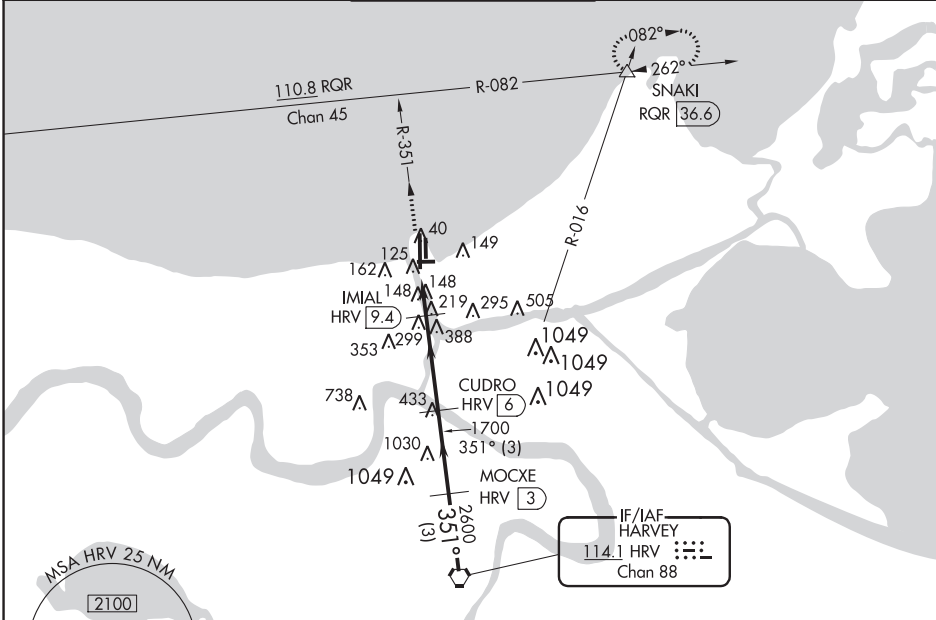
VOR/DME RWY 36L

LAKEFRONT (NEW)

▽ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

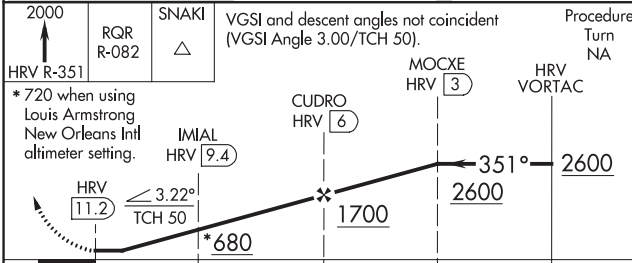
ATIS 124.9	NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9	LAKEFRONT TOWER * 119.9 (CTAF)	GND CON 121.7	CLNC DEL 127.4
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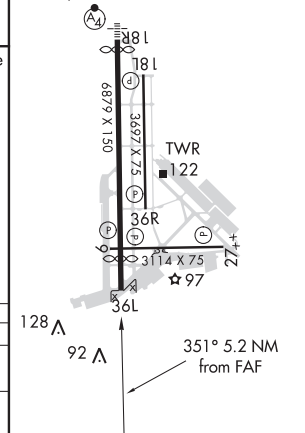
Procedure NA for arrivals at HRV VORTAC via V552 southbound and A321 northwest bound.

ELEV 8	D TDZE 8
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MIRL Rwy 9-27 and 18R-36L
 MIRL Rwy 18L-36R
 REIL Rwy 9, 18L, 36L and 36R



CATEGORY	A	B	C	D
S-36L	480-1 472 (500-1)		480-1½ 472 (500-1½)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

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AIRPORT DIAGRAM

AL-288 (FAA)

LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

ATIS
124.9
LAKEFRONT TOWER★
119.9
GND CON
121.7
CLNC DEL
127.4

RWY 09-27
S-50, D-80, 2S-102, 2D-100
RWY 18L-36R
S-35, D-55, 2D-80
RWY 18R-36L
S-60, D-175, 2S-175, 2D-200, 2D/2D2-350

FIELD
ELEV
7

D

30°03'N

30°02'N

30°01'N

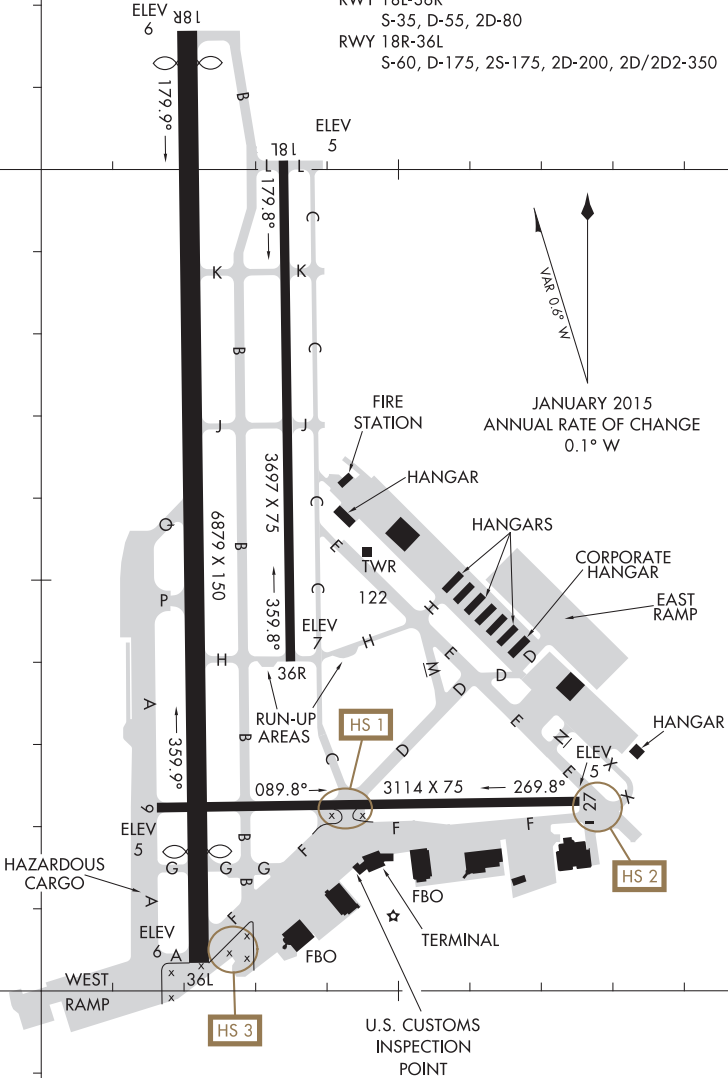
90°02'W

90°01'W

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
LAKEFRONT (NEW)

LOC/DME I-JFI 111.7 Chan 54	APP CRS 016°	Rwy Idg 7001 TDZE 2 Apt Elev 4
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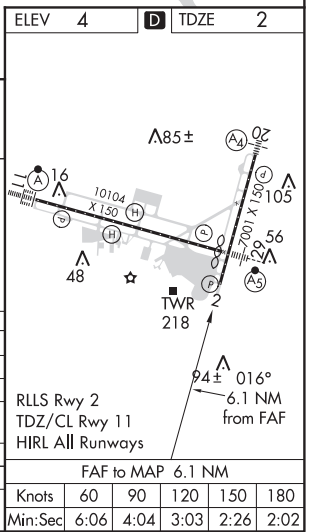
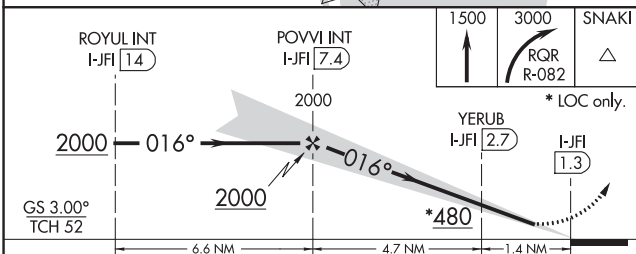
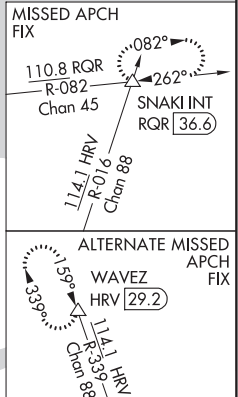
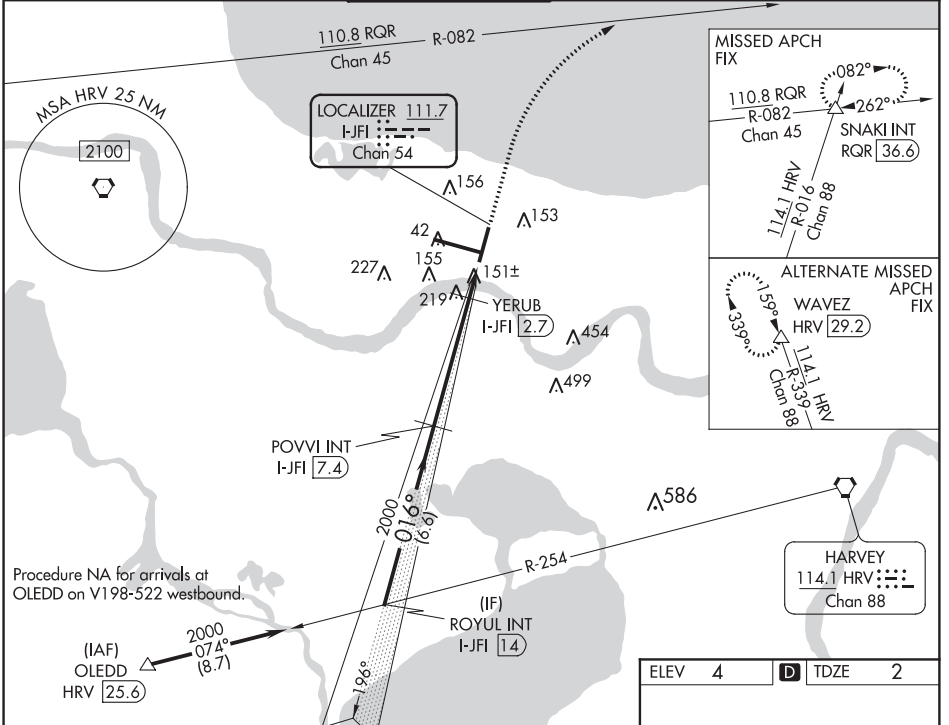
ILS or LOC RWY 2

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

Autopilot coupled approach NA below 636.
Helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on RQR VOR/DME R-082 to SNAKI INT/RQR 36.6 DME and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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CATEGORY	A	B	C	D
S-ILS 2		392-1¼	390 (400-1¼)	
S-LOC 2	480/55	478 (500-1¼)	480-1¾	478 (500-1¾)
CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)
YERUB FIX MINIMUMS				
S-LOC 2	420/55	418 (500-1¼)	420/60	418 (500-1¼)
CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Idg 10104 TDZE 4 Apt Elev 4
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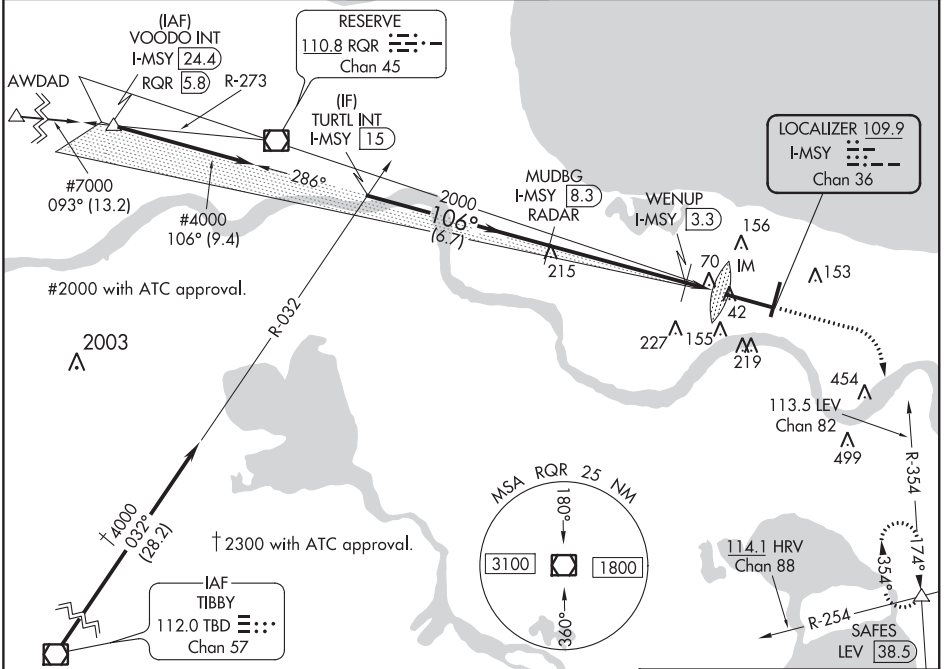
ILS or LOC RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

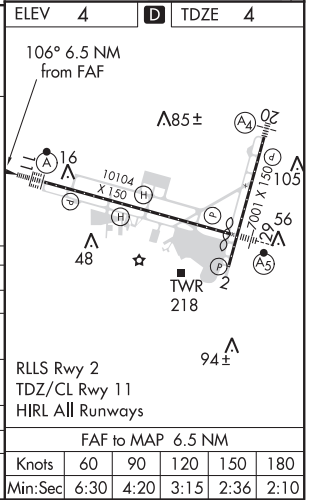
NA For inop ALSF-2, increase S-LOC 11 Cat C/D visibility to 1 1/2 mile and increase WENUP FIX minimums S-LOC 11 Cat C/D visibility to RVR 4500. RADAR or DME required.

ALSF-2 MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 161° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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TURT INT I-MSY (15)	MUDBG I-MSY (8.3) RADAR	WENUP I-MSY (3.3)	I-MSY (2.7)	I-MSY (1.8)	IM
4000	2000	2000	500		
GS 2.80° TCH 56	106°	106°	161°		
6.7 NM	5 NM	0.6	0.8	0.1	
CATEGORY	A	B	C	D	
S-ILS 11	204/18		200 (200-1/2)		
S-LOC 11	500/24	496 (500-1/2)	500/50	496 (500-1)	
CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	600-2 596 (600-2)	
WENUP FIX MINIMUMS					
S-LOC 11	320/24		316 (400-1/2)		
CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	600-2 596 (600-2)	



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SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HOX 109.9 Chan 36	APP CRS 286°	Rwy Idg TDZE Apt Elev	9800 2 4
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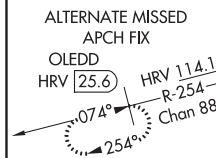
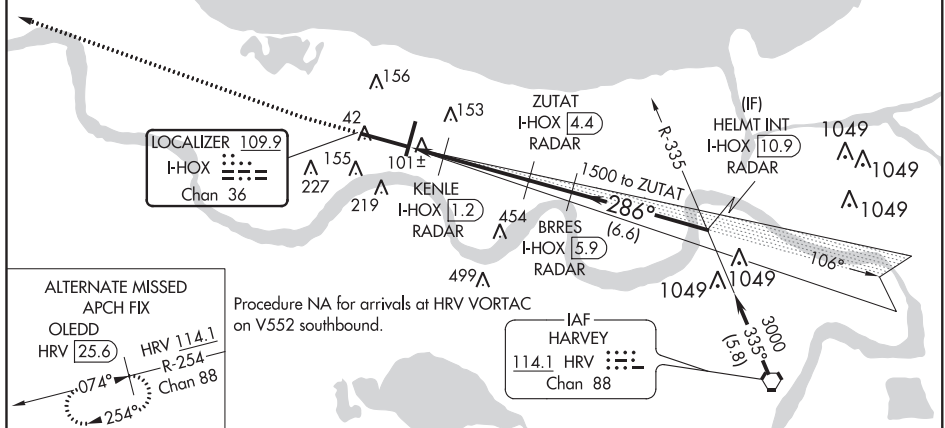
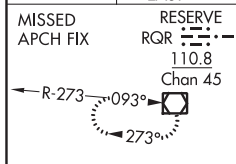
ILS or LOC RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

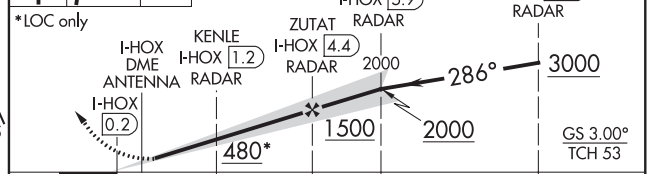
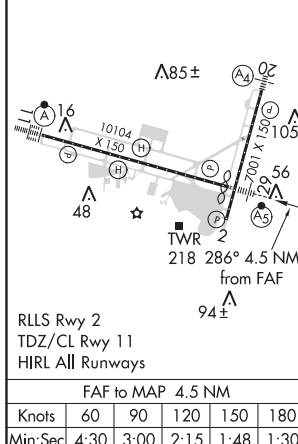
▼ DME or RADAR required. For inop MALS/R, increase S-LOC 29 Cat C/D visibility to 1 1/2 mile and increase KENLE fix minimums S-LOC 29 Cat C/D visibility to RVR 5500.

MALS/R MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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ELEV 4	D	TDZE 2	600	3000	RQR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
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CATEGORY	A	B	C	D
S-ILS 29	202/24 200 (200-1/2)			
S-LOC 29	480/24	478 (500-1/2)	480/50	478 (500-1)
C CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	600-2 596 (600-2)
KENLE FIX MINIMUMS				
S-LOC 29	360/24	358 (400-1/2)	360/30	358 (400-5/8)
C CIRCLING	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	600-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

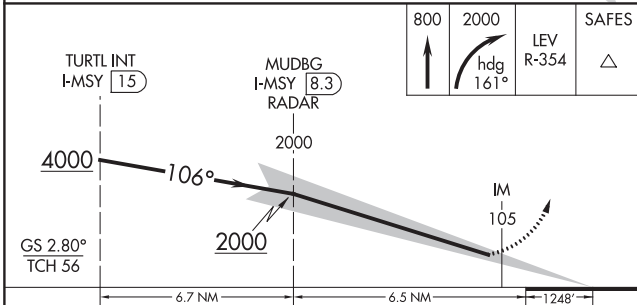
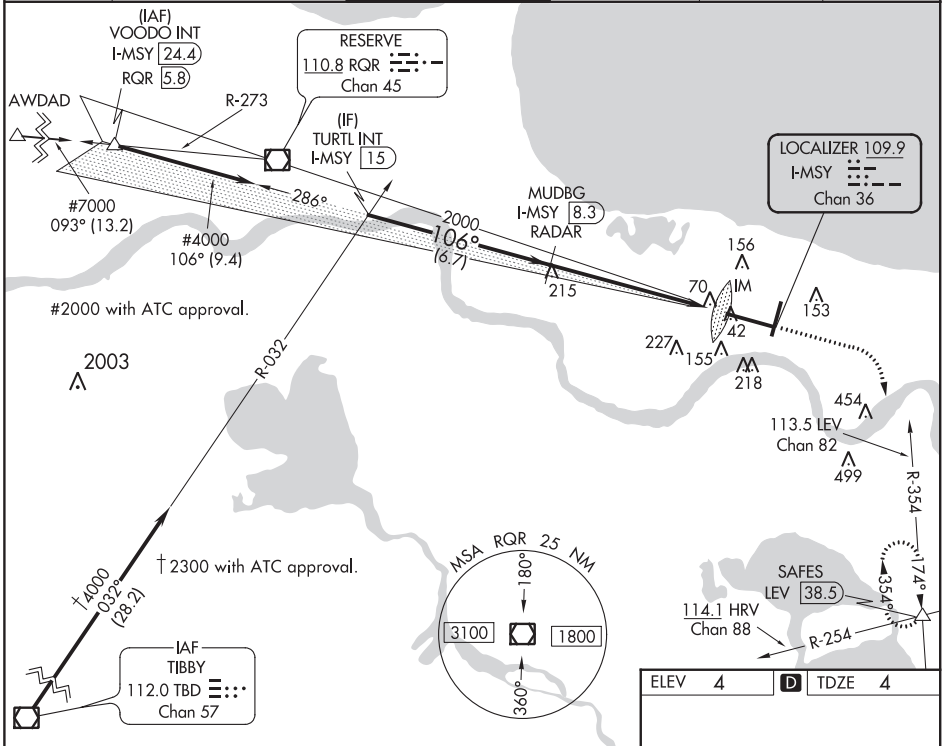
LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Idg 10104 TDZE 4 Apt Elev 4
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ILS RWY 11 (SA CAT I)

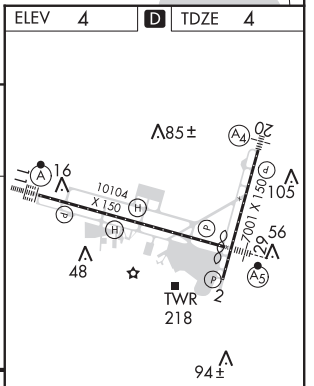
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

NA RADAR or DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALS-F-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 161° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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CATEGORY	A	B	C	D
S-ILS 11	RA 150/14		150	DA 154



ELEV 4	TDZE 4
RLS Rwy 2 TDZ/CL Rwy 11 HIRL All Runways	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 10 NOV 2016 to 05 JAN 2017

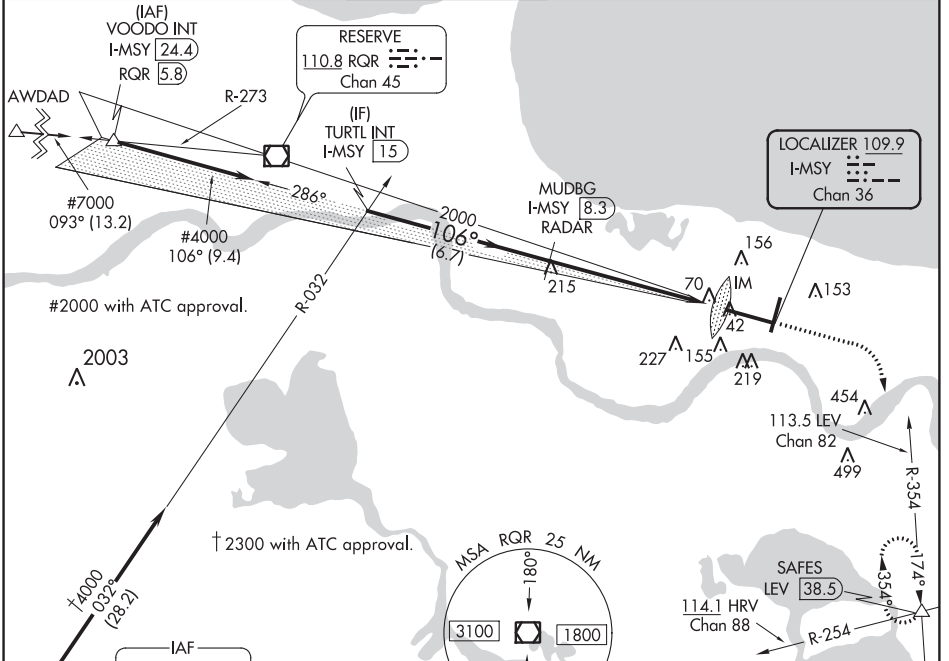
SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Idg 10104 TDZE 4 Apt Elev 4
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ILS RWY 11 (CAT II & III)
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

NA RADAR or DME required.	ALSF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 161° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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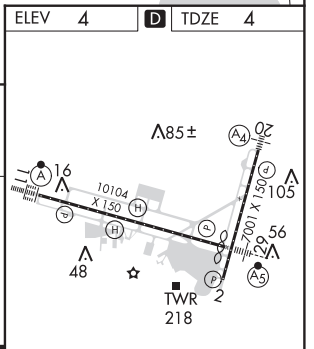
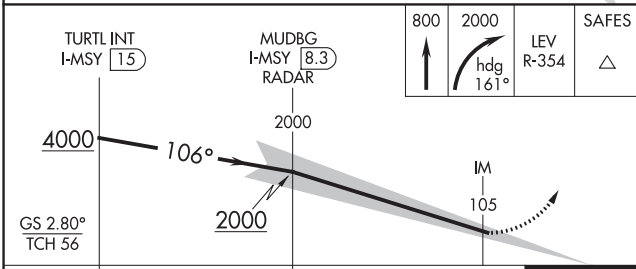
ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 4		TDZE 4
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CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 100/12 100 DA 104			
S-ILS 11	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

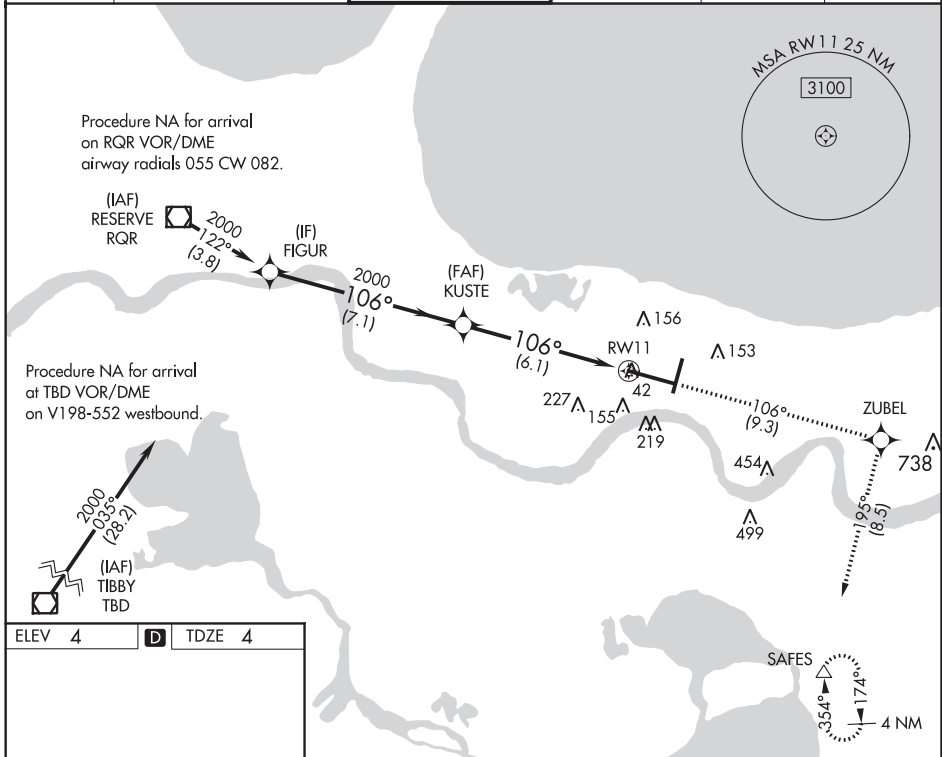
RLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

APP CRS	Rwy Idg	10104
106°	TDZE	4
	Apt Elev	4

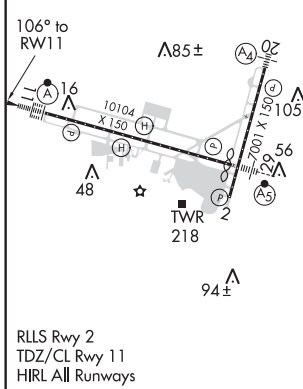
RNAV (RNP) Z RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required. For inop ALSF-2, increase RNP 0.30 all Cats visibility to RVR 6000.</p>	<p>ALSF-2</p>		<p>MISSED APPROACH: Climb to 2000 on track 106° to ZUBEL and on track 195° to SAFES and hold.</p>		
	<p>ATIS</p> <p>127.55</p>	<p>NEW ORLEANS APP CON</p> <p>WEST 125.5 350.35</p> <p>EAST 133.15 290.3</p>	<p>NEW ORLEANS TOWER</p> <p>119.5 254.3</p>	<p>GND CON</p> <p>121.9 273.525</p>	<p>CLNC DEL</p> <p>127.2</p>



ELEV 4	D	TDZE 4
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	2000	tr 106°	ZUBEL	tr 195°	SAFES
	2000	106°			
	2000				RW11
	7.1 NM		6.1 NM		
GP 3.00°					
TCH 55					
CATEGORY	A	B	C	D	
RNP 0.14 DA		304/24	300 (300-½)		
RNP 0.30 DA		367/40	363 (400-¾)		
AUTHORIZATION REQUIRED					

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SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS 197°	Rwy Idg 7001
	TDZE -1
	Apt Elev 4

RNAV (RNP) Z RWY 20

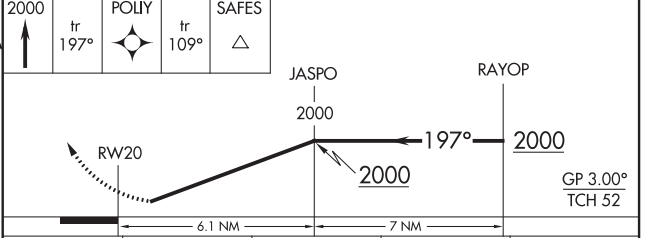
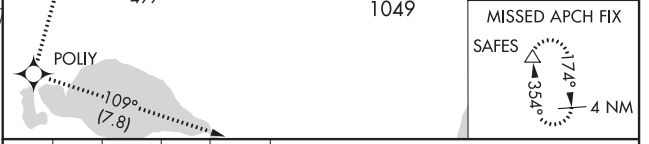
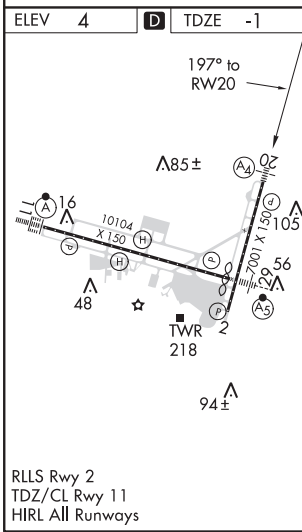
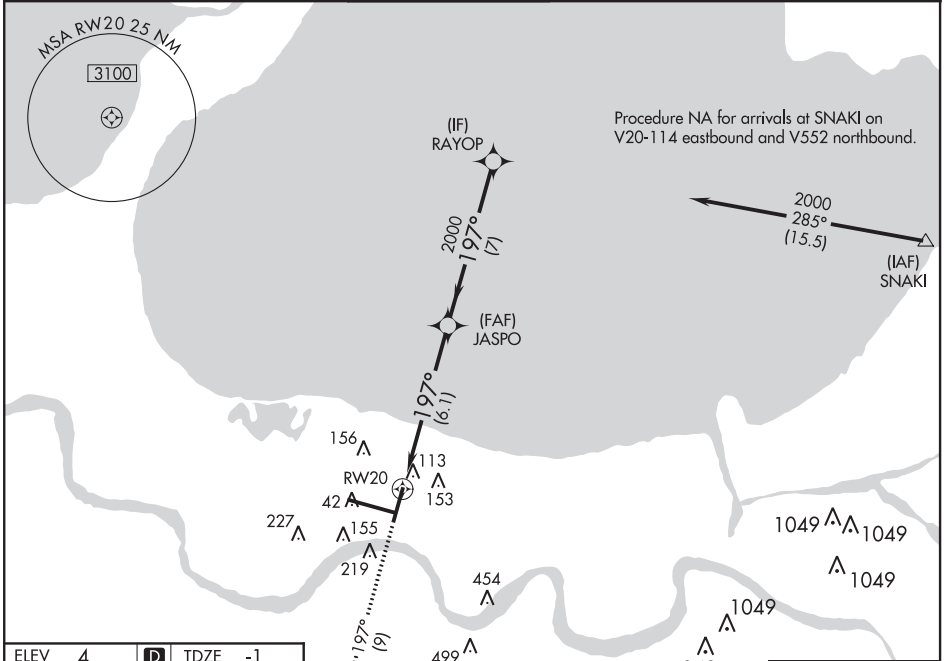
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

▽ For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required. For inop MALS, increase RNP 0.11 all Cats visibility to 1¼ mile, increase RNP 0.30 Cat D visibility to 1½ mile.



MISSED APPROACH: Climb to 2000 on track 197° to POLY and track 109° to SAFES and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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CATEGORY	A	B	C	D
RNP 0.11 DA		363/45	364 (400-¾%)	
RNP 0.30 DA		414/60	415 (500-1¼%)	

AUTHORIZATION REQUIRED

SC-4, 10 NOV 2016 to 05 JAN 2017

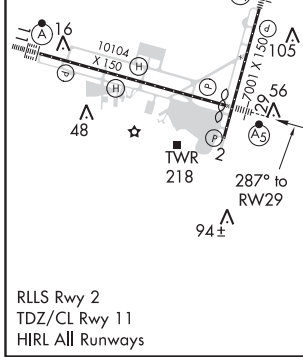
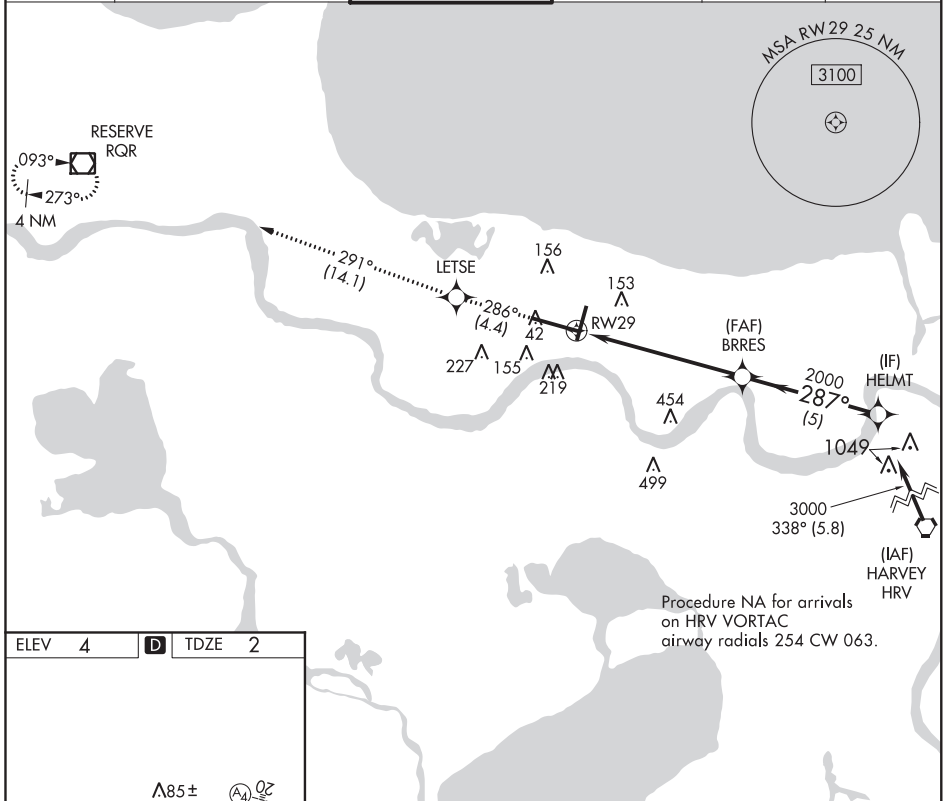
SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	9800
287°	TDZE	2
	Apt Elev	4

RNAV (RNP) Z RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

<p>▽ For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.</p>		<p>MALS R</p>	<p>MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.</p>		
<p>ATIS</p> <p>127.55</p>	<p>NEW ORLEANS APP CON</p> <p>WEST 125.5 350.35</p> <p>EAST 133.15 290.3</p>	<p>NEW ORLEANS TOWER</p> <p>119.5 254.3</p>	<p>GND CON</p> <p>121.9 273.525</p>	<p>CLNC DEL</p> <p>127.2</p>	<p>CPDLC</p>



<p>ELEV 4</p>	<p>D</p>	<p>TDZE 2</p>	<p>3000</p> <p>↑</p>	<p>tr 286°</p>	<p>LETSE</p>	<p>tr 291°</p>	<p>RQR</p>	<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).</p>
			<p>HELMT 3000</p>		<p>BRRES 2000</p>		<p>RWY 29</p>	
			<p>287°</p>		<p>2000</p>		<p>GP 3.00° TCH 53</p>	
			<p>6.1 NM</p>		<p>5 NM</p>			
<p>CATEGORY</p>			A	B	C	D		
<p>RNP 0.30 DA</p>			<p>382/40</p>		<p>380 (400-¾)</p>			
<p>AUTHORIZATION REQUIRED</p>								

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49220 W02A	APP CRS 016°	Rwy Idg 7001 TDZE 2 Apt Elev 4
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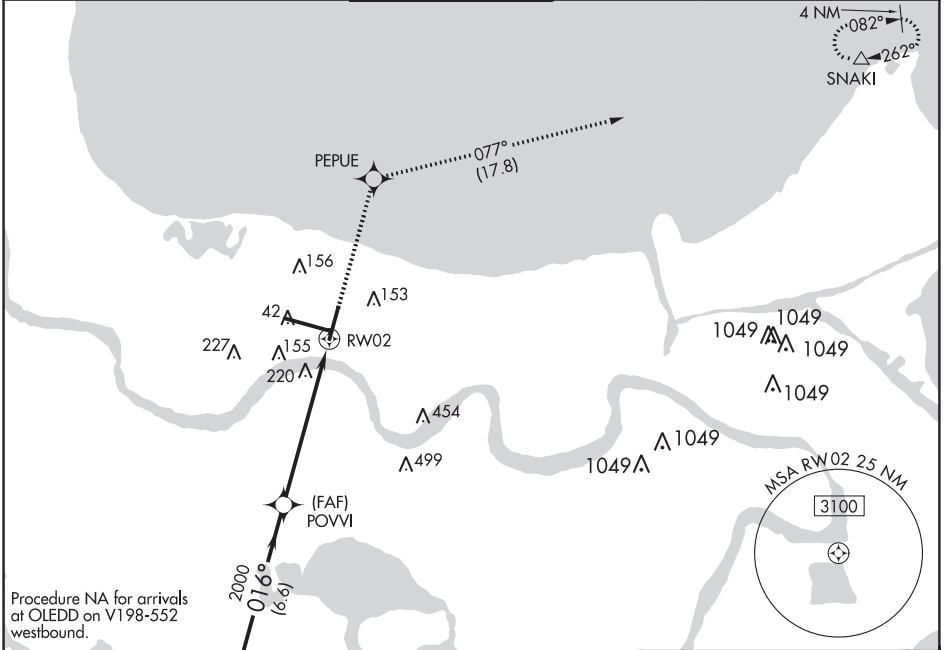
RNAV (GPS) RWY 2

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 3000 direct PEPUE and on track 077° to SNAKI and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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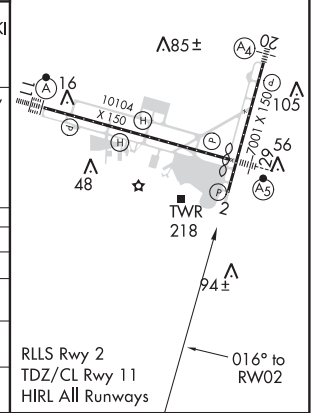


Procedure NA for arrivals at OLEDD on V198-552 westbound.



ELEV 4	D TDZE 2
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ROYUL	POVVI	PEPUE	tr 077°	SNAKI
2000	2000	3000		
GP 3.00°				
TCH 52				
	6.6 NM	4.8 NM	1.3 NM	
CATEGORY	A	B	C	D
LPV DA		398-1¼	396 (400-1¼)	
LNAV/VNAV DA		379-1¼	377 (400-1¼)	
LNAV MDA	480/55	478 (500-1¼)	480-1⅝ 478 (500-1⅝)	
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-½)	600-2 596 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

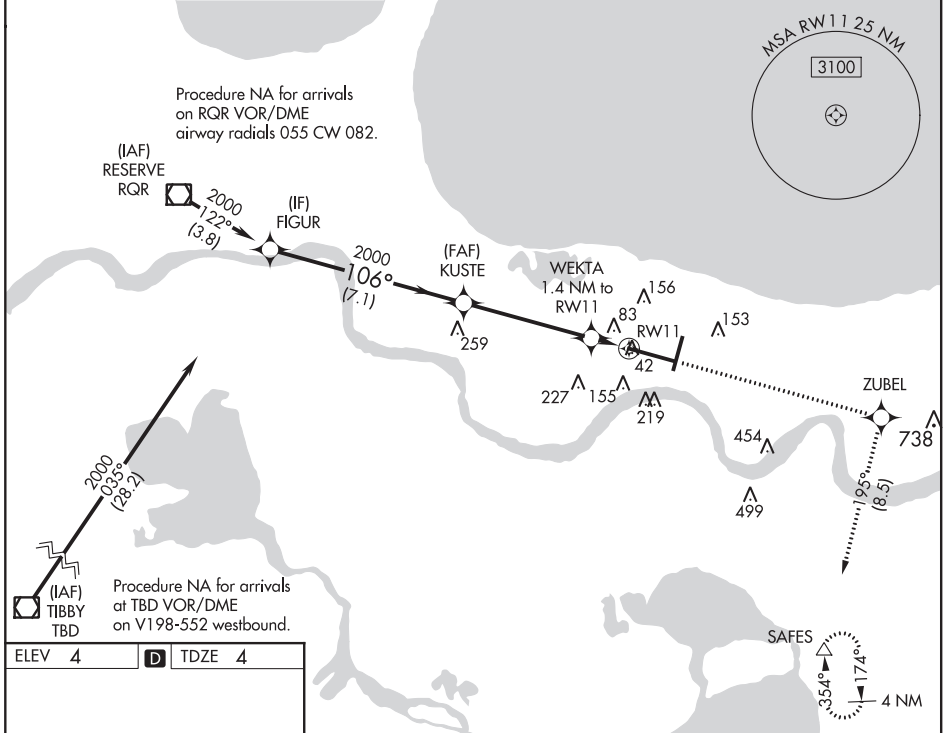
WAAS CH 61319 W11A	APP CRS 106°	Rwy Idg 10104 TDZE 4 Apt Elev 4
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RNAV (GPS) Y RWY 11

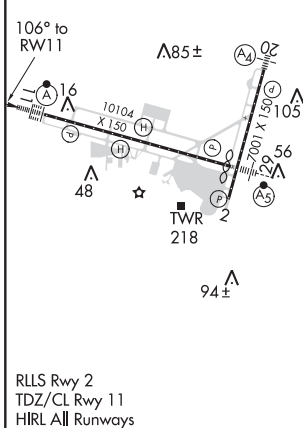
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSIF-2, increase LNAV/VNAV all Cats visibility to RVR 4000.	MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 195° to SAFES and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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ELEV 4	D	TDZE 4
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FIGUR	KUSTE	ZUBEL	SAFES
2000	2000	tr 195°	△
2000 — 106° — 2000		*LNNAV only.	
WEKTA 1.4 NM to RW11		RW11	
GP 3.00° TCH 55		*500	
7.1 NM		4.7 NM	
1.4 NM		1.4 NM	
CATEGORY	A	B	C
LPV DA		204/24	200 (200-½)
LNAV/VNAV DA		254/24	250 (300-½)
LNAV MDA	340/24	336 (400-½)	340/26 336 (400-⅝)
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½) 600-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40007 W20A	APP CRS 197°	Rwy Idg 7001 TDZE -1 Apt Elev 4
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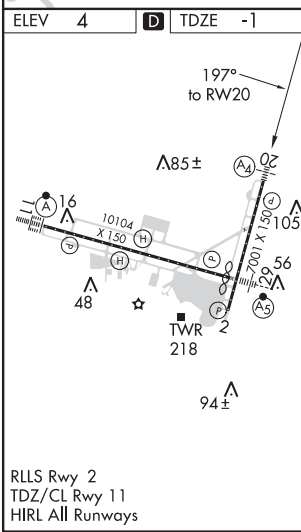
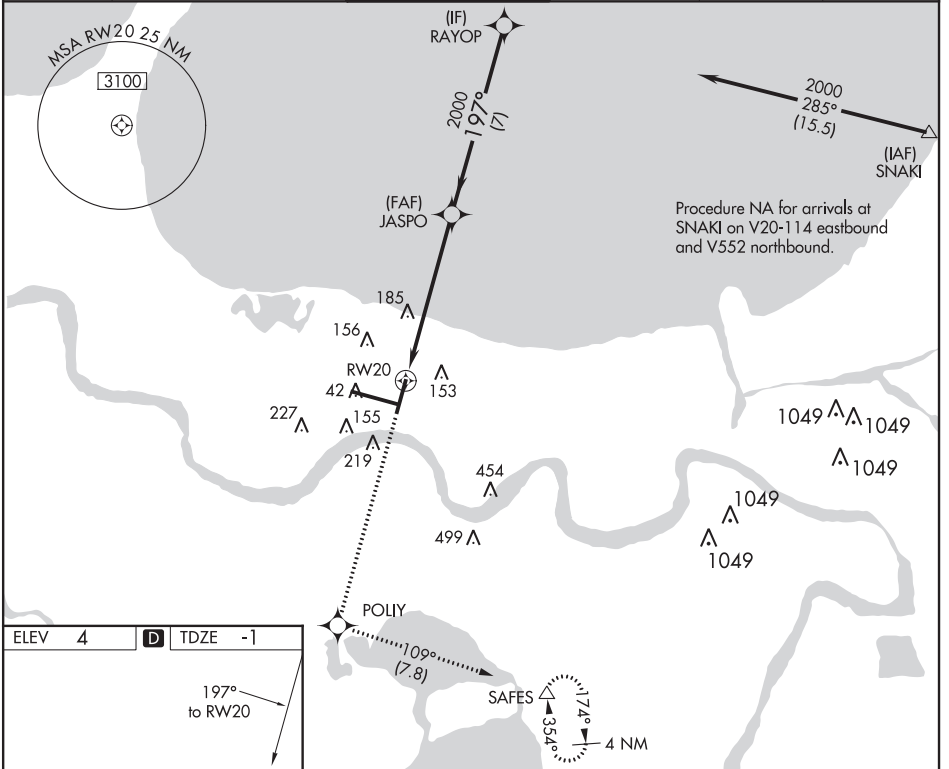
RNAV (GPS) Y RWY 20

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. For inop MALS, increase LNAV/VNAV Cat D visibility to RVR 5000; increase LNAV Cat C/D visibility to 1½ mile.

MALS 	MISSED APPROACH: Climb to 2000 direct POLY and on track 109° to SAFES and hold.
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ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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2000	POLY	tr 109°	SAFES	JASPO	RAYOP
*LNAV only		*1.3 NM to RW20		2000	2000
1.3 NM		4.8 NM		7 NM	
2000	197°		GP 3.00° TCH 52		
CATEGORY	A	B	C	D	
LPV DA	249/40		250 (300-¾)		
LNAV/VNAV DA	325/40		326 (400-¾)		
LNAV MDA	460/40	461 (500-¾)	460/55	461 (500-1¼)	
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

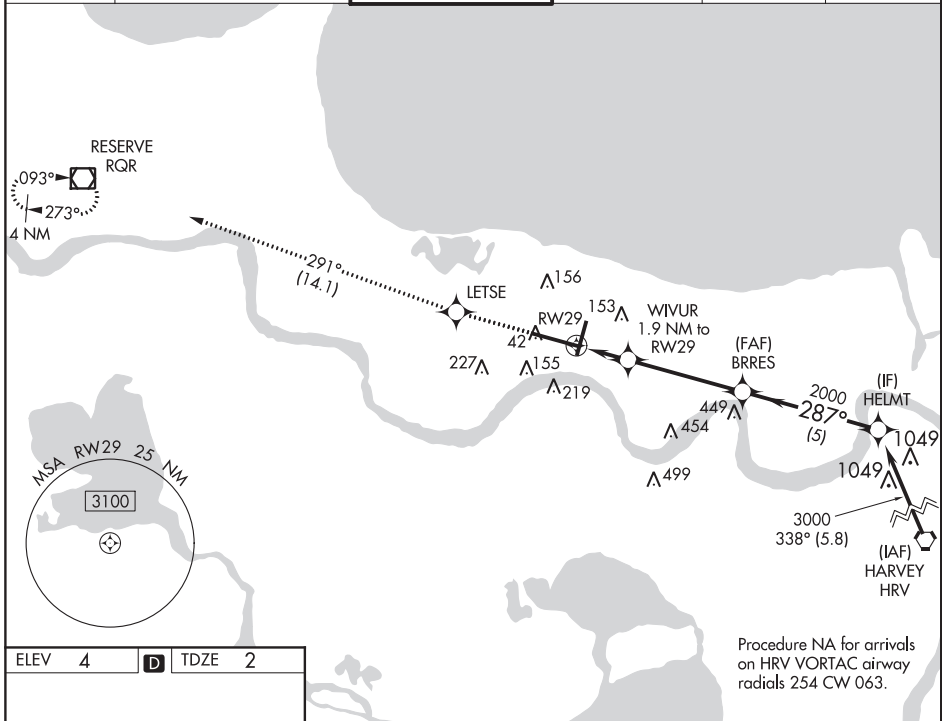
WAAS CH 49006 W29A	APP CRS 287°	Rwy Idg TDZE Apt Elev	9800 2 4
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RNAV (GPS) Y RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

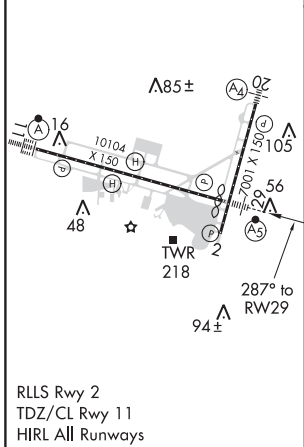
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase Cat C/D visibility to 1½ mile.	MALSR 	MISSED APPROACH: Climb to 3000 direct LETSE and on track 291° to RQR VOR/DME and hold.
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ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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Procedure NA for arrivals on HRV VORTAC airway radials 254 CW 063.

ELEV 4	D	TDZE 2
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RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

3000	LETSE	tr 291°	RQR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).
* LNAV only				
HELMT	BRRES	WIVUR	RWY 29	3000
	2000	1.9 NM to RWY 29		GP 3.00° TCH 53
		*1.3 NM to RWY 29		
		*640		
CATEGORY	A	B	C	D
LPV DA		202/24	200 (200-½)	
LNAV/VNAV DA		380/40	378 (400-¾)	
LNAV MDA	480/24	478 (500-½)	480/50	478 (500-1)
C CIRCLING	520-1	516 (600-1)	580-1½ 576 (600-1½)	600-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ONW 111.7 Chan 54	APP CRS 196°	Rwy Idg 7001 TDZE -1 Apt Elev 4
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LOC RWY 20

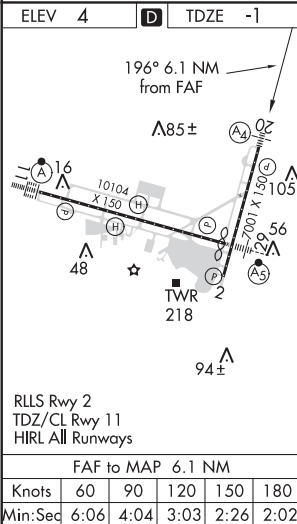
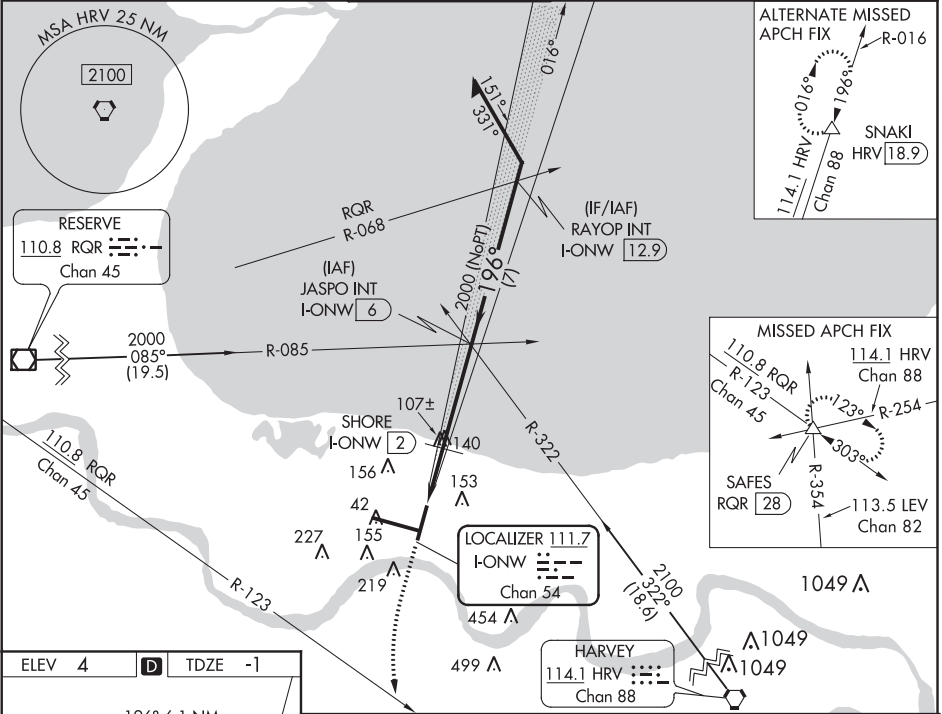
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

⚠ For inop MALS when using SHORE fix minimums, increase S-20 Cat D visibility to RVR 5500. Helicopter visibility reduction below RVR 4000 NA. For inop MALS, increase S-20 Cat D visibility to 2 miles.

MALS (A4)

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 on heading 180° and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2	CPDLC
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1300	2000	hdg 180°	RQR R-123	SAFES Δ	JASPO INT I-ONW 6	Remain within 10 NM
I-ONW DME ANTENNA		SHORE I-ONW 2	016°			
I-ONW 0.2	I-ONW 0.8	700	196°	2000	196°	2000
1 NM		1.2 NM		4 NM		
CATEGORY	A	B	C	D		
S-20	700/40	701 (700-¾)	700-1¾	701 (700-1¾)		
CIRCLING	700-1	696 (700-1)	700-2	696 (700-2)		
SHORE FIX MINIMUMS						
S-20	360/40		361 (400-¾)			
CIRCLING	520-1	516 (600-1)	580-1½	600-2		
			576 (600-1½)	596 (600-2)		

SC-4, 10 NOV 2016 to 05 JAN 2017

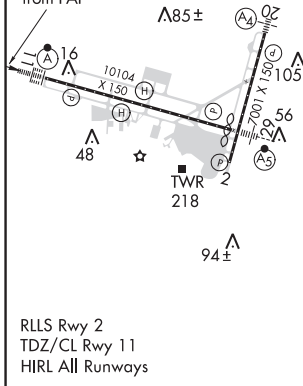
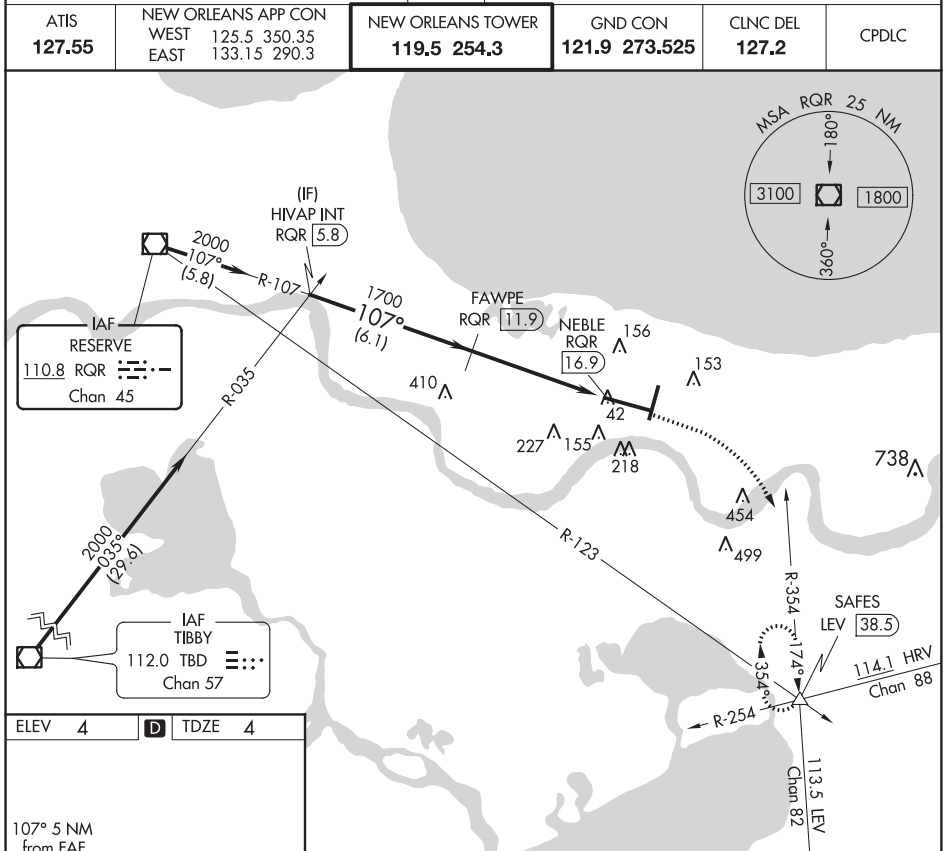
SC-4, 10 NOV 2016 to 05 JAN 2017

VOR/DME RQR 110.8 Chan 45	APP CRS 107°	Rwy Idg 10104 TDZE 4 Apt Elev 4
--	------------------------	--

VOR/DME RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.				
	ATIS 127.55	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525	CLNC DEL 127.2



VGSIs and descent angles not coincident (VGSi Angle 2.80/TCH 55). HIVAP INT RQR 5.8	800	2000	LEV R-354	SAFES
	↑	hdg 130°	△	
2000 FAWPE RQR 11.9 RQR 15.5 NEBLE RQR 16.9 1700 3.09° TCH 55	6.1 NM	3.7 NM	1.3 NM	
CATEGORY S-11 CIRCLING	A	B	C	D
		460/24	456 (500-1/2)	
	520-1	516 (600-1)	580-1 1/2 576 (600-1 1/2)	600-2 596 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

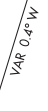
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA) NEW ORLEANS, LOUISIANA

ATIS
127.55
NEW ORLEANS TOWER
119.5 254.3
GND CON
121.9 273.525
CLNC DEL
127.2
CPDLC



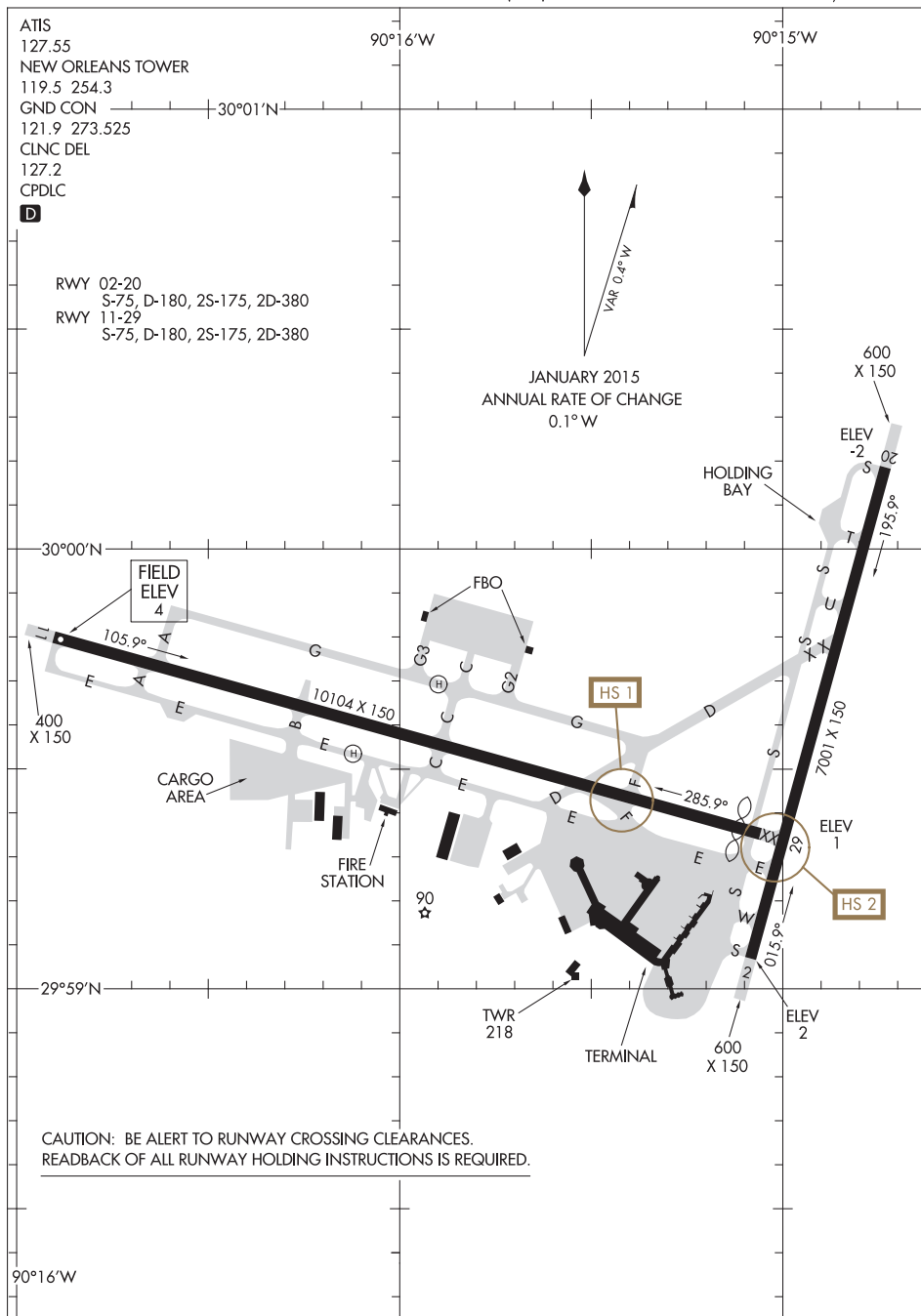
RWY 02-20
S-75, D-180, 2S-175, 2D-380
RWY 11-29
S-75, D-180, 2S-175, 2D-380

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1°W



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

16091

NEW ORLEANS, LOUISIANA
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

NEW ORLEANS, LOUISIANA

ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

LOC I-NBG 109.5	APCH CRS 044°	Rwy Idg THRE 10,001 Arpt Elev -2
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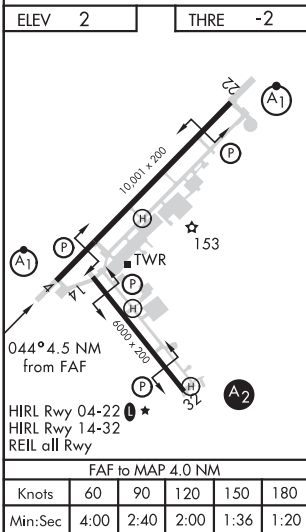
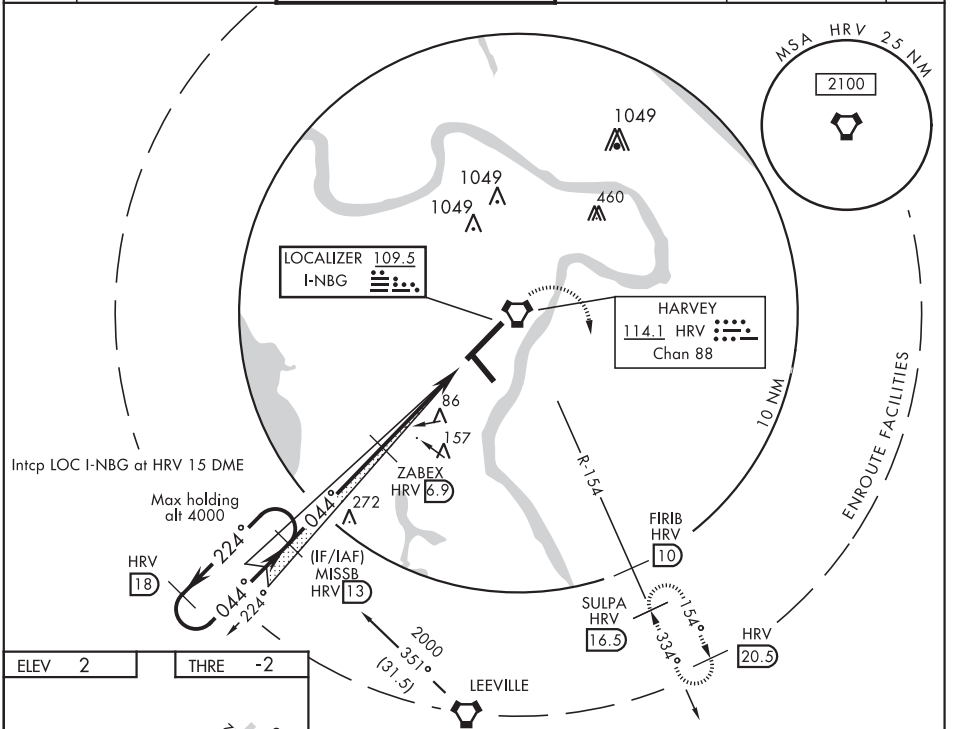
AL-630 [UN]

▼ * When ALS inop, increase vis CAT ABCDE to ½ mile.
** When ALS inop, increase vis CAT AB to 1 mile;
CAT CDE to 1½ miles.
*** CAT E circling not authorized NW of Rwy 4-22.

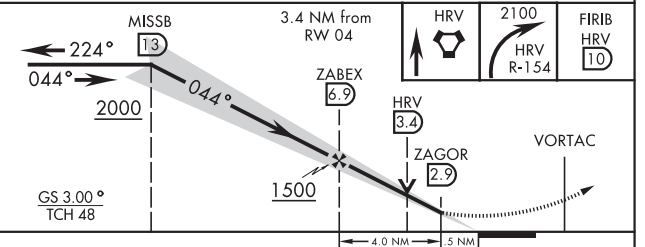


MISSED APPROACH: Climb to 2100 direct HRV VORTAC then climbing right turn intercept HRV R-154 to SULPA and hold. Cross FIRIB at 2000.

ATIS ★ 279.55	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0123.8 0284.6 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D	E
S-ILS 4 *		198-½	200	(200-½)	
S-LOC 4 **	380-½ 382 (400-½)		380-⅝ 382 (400-⅝)		
*** CIRCLING	520-1	518 (600-1)	600-1½ 598 (600-1½)	640-2 638 (700-2)	640-2½ 638 (700-2½)

NEW ORLEANS, LOUISIANA
Amdt 1 31MAR16

29°50'N-90°02'W

NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

ILS or LOC/DME RWY 4

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

APCH CRS	Rwy Idg	10,001
044°	THRE	-2
	Arpt Elev	2

AL-630 [USN]

▼ * When ALS inop, increase vis CAT ABCD to 1 1/8 mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/4 miles.

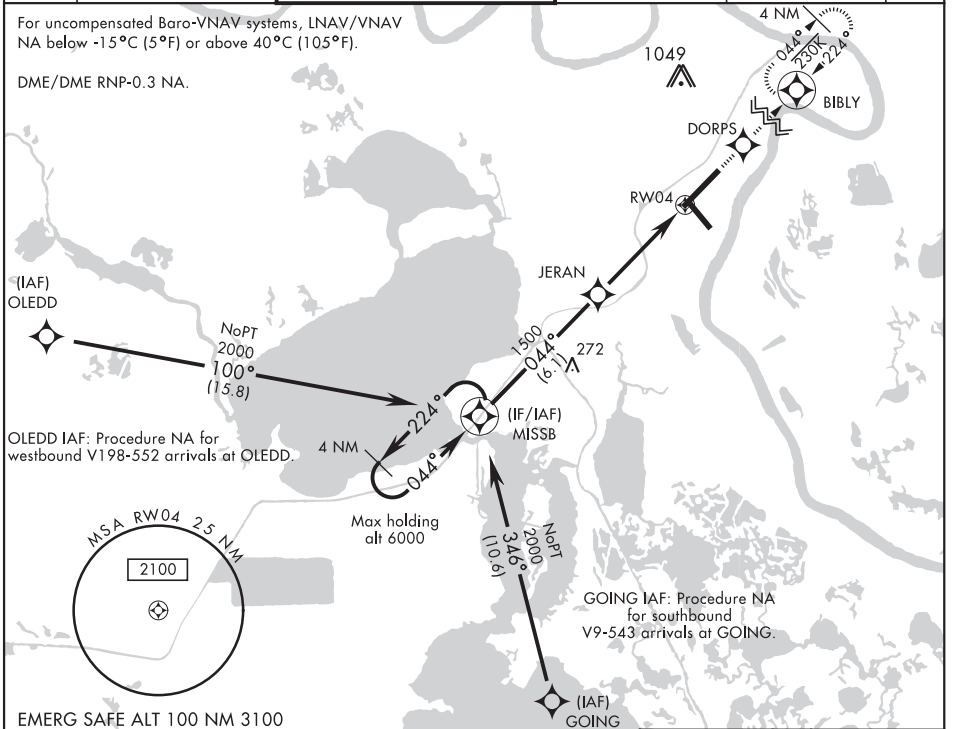


MISSED APPROACH: Climb to 2100 direct DORPS direct BIBLY and hold.

ATIS *	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER *	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	0123.8 0284.6 340.2 (CTAF)	121.6 270.35	128.35 263.0	

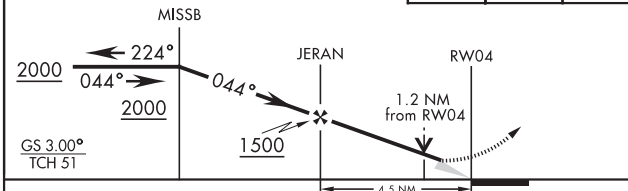
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (105°F).

DME/DME RNP-0.3 NA.

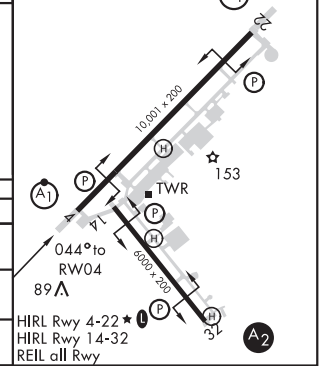


2100	DORPS	BIBLY
↑	◆	⊙

ELEV 2	THRE -2
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CATEGORY	A	B	C	D
LNAV/VNAV DA *	480-1 1/8 482 (500-1 1/8)			
LNAV MDA **	420-1/2 422 (500-1/2)	420-3/4 422 (500-3/4)		
CIRCLING	520-1 518 (600-1)	600-1 1/2 598 (600-1 1/2)		640-2 638 (700-2)



NEW ORLEANS, LOUISIANA
Amdt 3 31MAR16

29° 50'N-90° 02'W

NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

RNAV (GPS) RWY 4

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 14

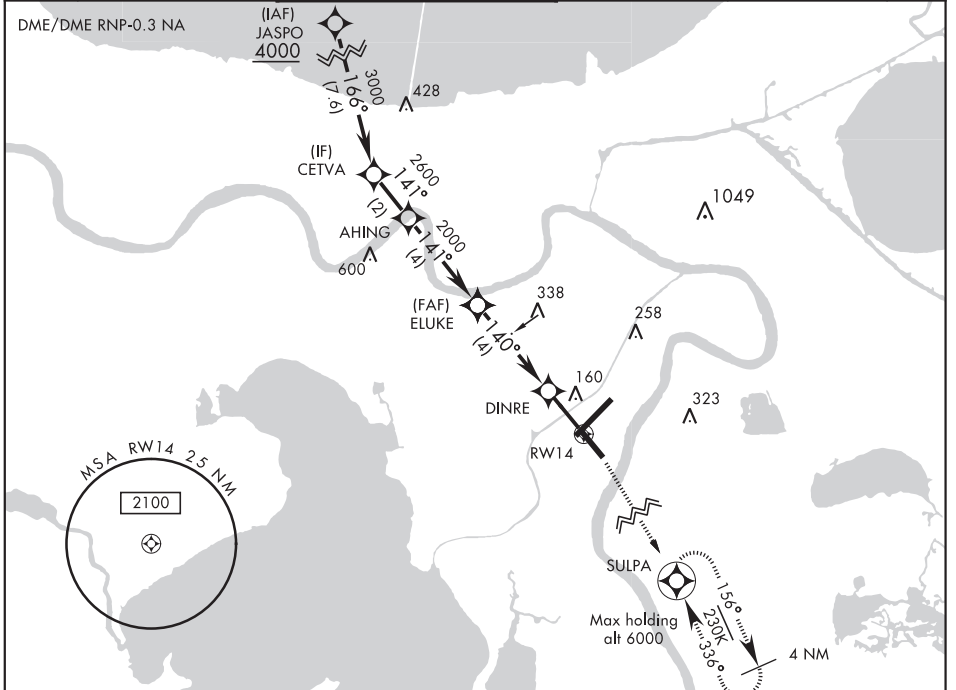
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

AL-630 [USN]

APCH CRS 140°	Rwy Idg 6000
	THRE -2
	Arpt Elev 2

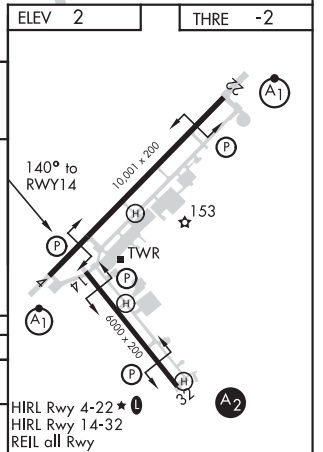
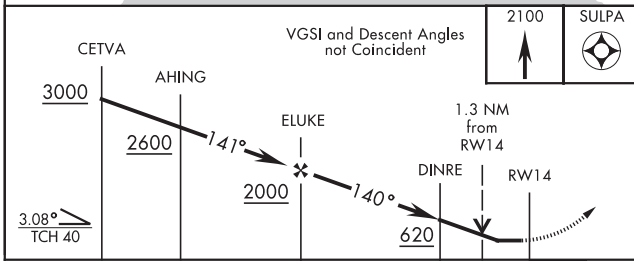
MISSED APPROACH: Climb to 2100 direct SULPA and hold.

ATIS ★ 279.55	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0123.8 0284.6 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LNAV MDA	460-1 462 (500-1)		460-1½ 462 (500-1½)	
CIRCLING	520-1 518 (600-1)		600-1½ 598 (600-1½)	640-2 638 (700-2)

RNAV (GPS) RWY 14

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

WAAS Chan 60141 W22A	APCH CRS 224°	Rwy Idg 10,001 THRE -1 Arprt Elev 2
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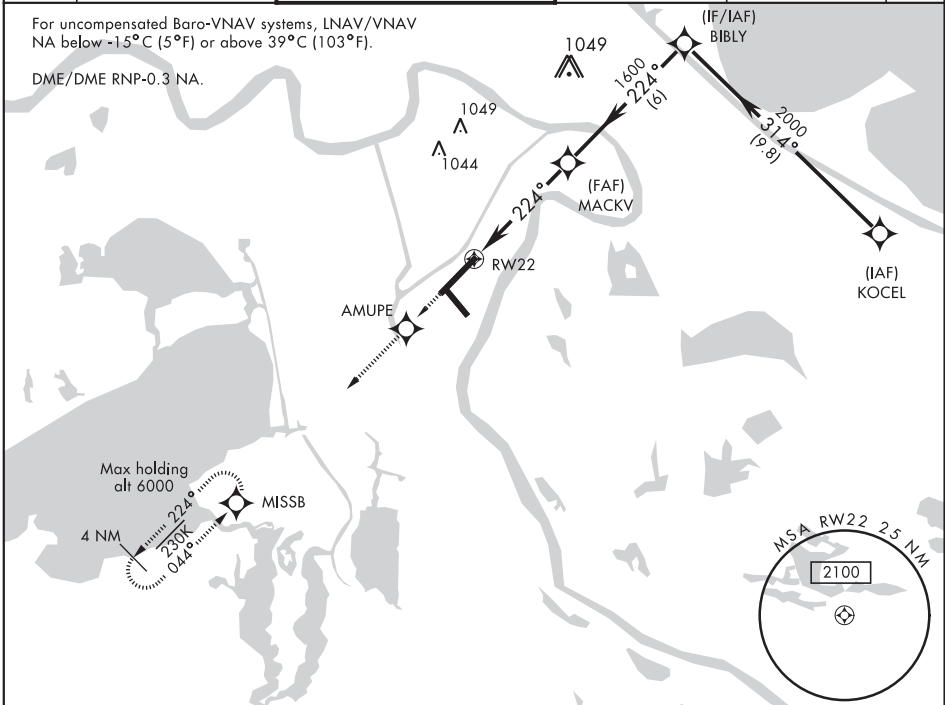
AL-630 [USN]

▼ * When ALS inop, increase vis CAT ABCD to ¾ mile.
 ** When ALS inop, increase vis CAT ABCD to 1¾ miles.
 *** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.

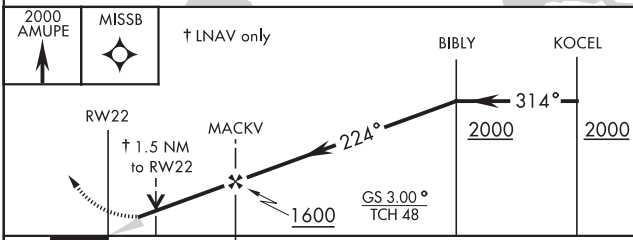


MISSED APPROACH: Climb to 2000 direct AMUPE direct MISSB and hold.

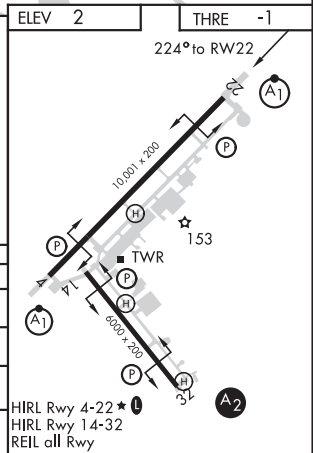
ATIS ★ 279.55	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0123.8 0284.6 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
LPV DA *	199-½		200	(200-½)
LNAV/** VNA DA	520-1¾		521	(600-1¾)
LNAV MDA ***	520-½	521 (600-½)	520-1	521 (600-1)
CIRCLING	520-1	518 (600-1)	600-1½ 598 (600-½)	640-2 638 (700-2)



NEW ORLEANS, LOUISIANA

29° 50' N-90° 02' W

NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

RNAV (GPS) RWY 22

Amtd 1 31MAR16

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 32

APCH CRS 321°	Rwy Idg THRE Arpt Elev	6000 -1 2
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[USN] AL-630

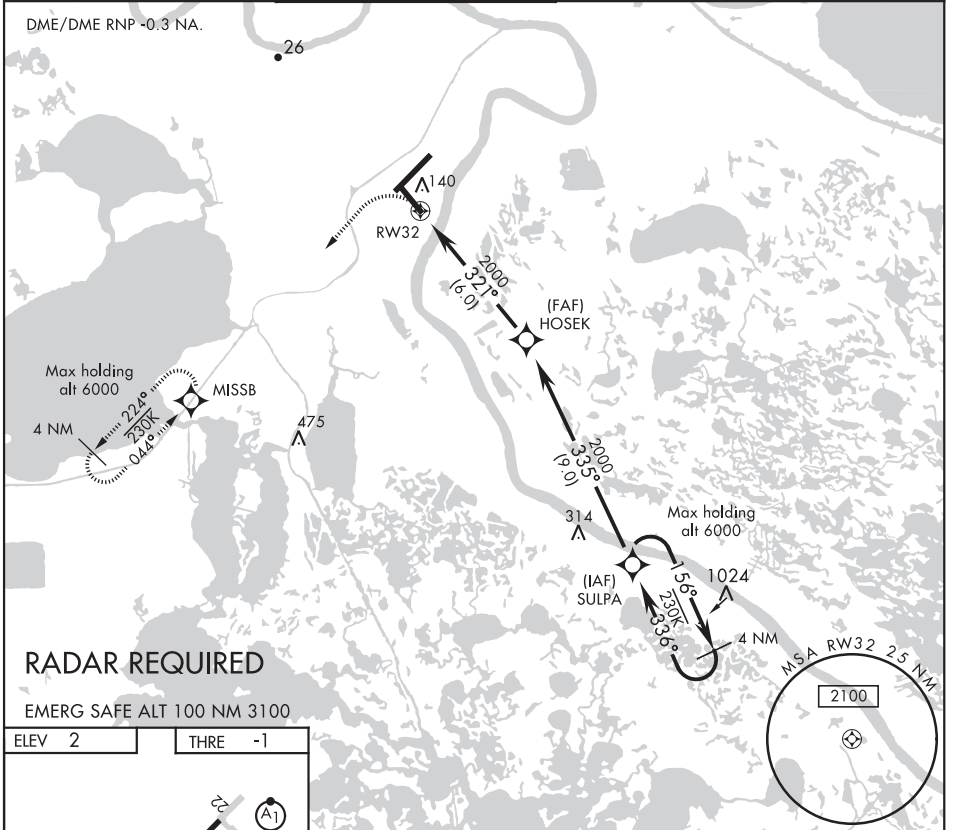
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.

SALS


MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold.

ATIS ★ 279.55	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0123.8 0284.6 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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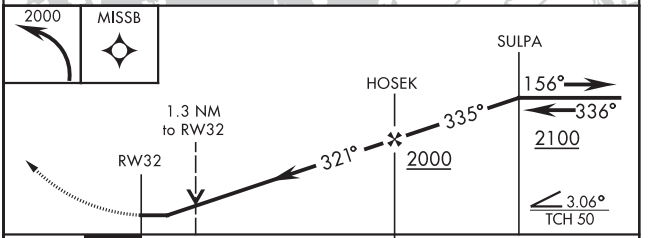
RADAR REQUIRED


EMERG SAFE ALT 100 NM 3100

ELEV 2	THRE -1
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HIRL Rwy 4-22 ★
 HIRL Rwy 14-32
 REIL all Rwy

321° to RW32



CATEGORY	A	B	C	D
LNAV MDA ★	480-¾	481 (500-¾)	480-1½	481 (500-1½)
 CIRCLING	520-1	518 (600-1)	600-1½ 598 (600-1½)	640-2 638 (700-2)

NEW ORLEANS, LOUISIANA
Orig 31MAR16

29° 50'N - 90° 02'W

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNAV (GPS) RWY 32

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV 114.1 Chan 88	APCH CRS 046°	Rwy ldg THRE Arpt Elev 10,001 -2 2
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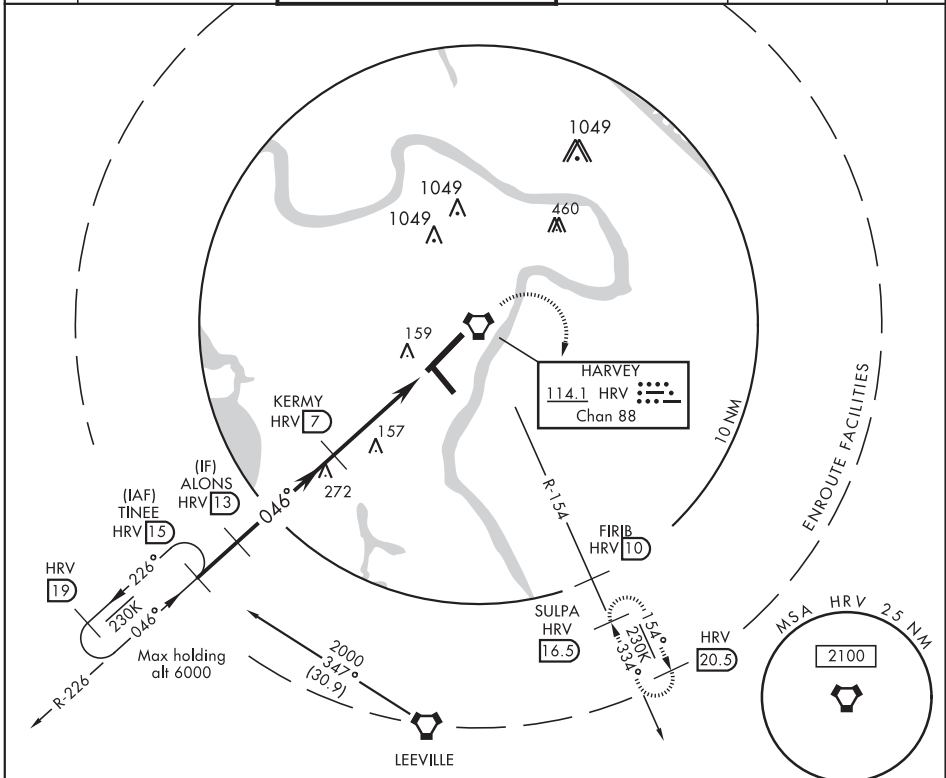
AL-630 [USN]

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.



MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2100, intercept HRV R-154 to SULPA and hold. Cross FIRB (HRV R-154/10) at 2000.

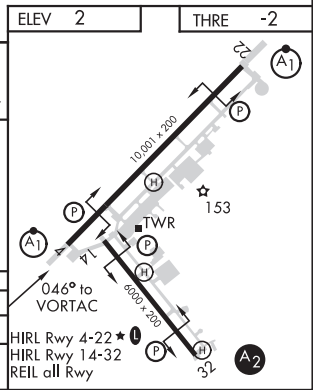
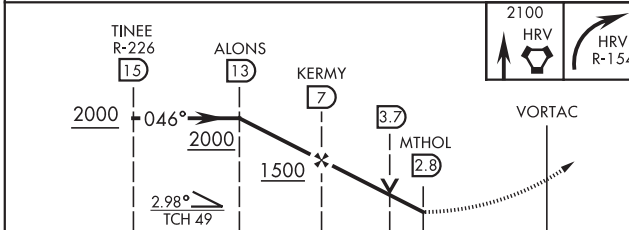
ATIS ★ 279.55	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0123.8 0284.6 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/ PAR
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-4 *	460-½	462 (500-½)	460-1	462 (500-1)
CIRCLING	520-1	518 (600-1)	600-1½ 598 (600-1½)	640-2 638 (700-2)

NEW ORLEANS, LOUISIANA
Amdt 1 31MAR16

29° 50'N-90° 02'W

NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

VOR/DME or TACAN RWY 4

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN RWY 22

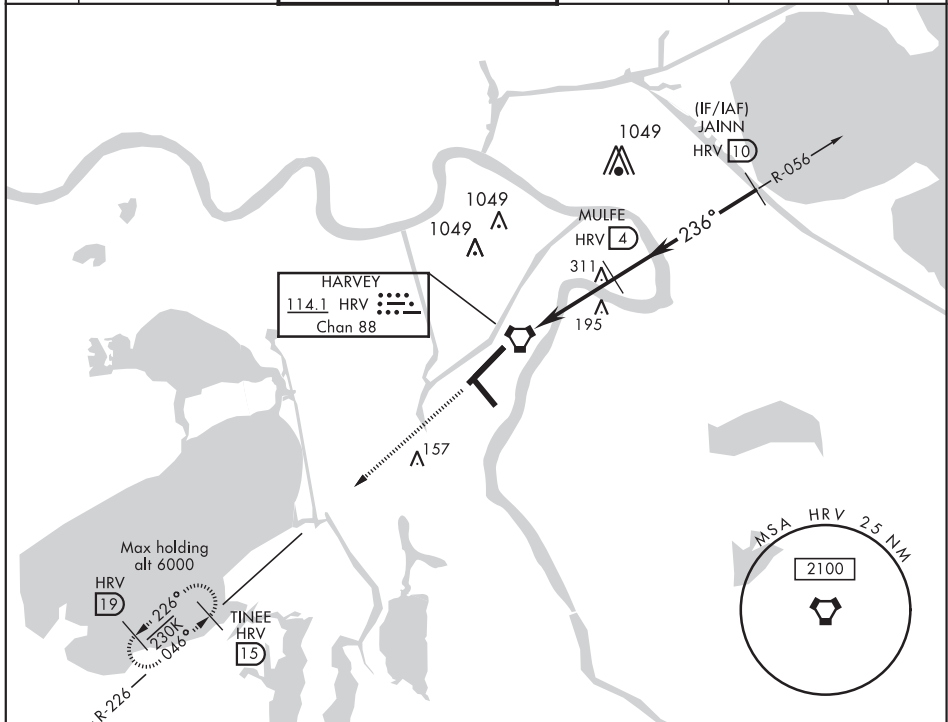
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV 114.1 Chan 88	APCH CRS 236°	Rwy Idg 10,001 THRE -1 Arprt Elev 2
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AL-630 [USN]

<p>▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles.</p>	ALSF-1 A1	MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

ATIS ★ 279.55	NEW ORLEANS APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER ★ 0123.8 0284.6 340.2 (CTAF)	GND CON 121.6 270.35	CLNC DEL 128.35 263.0	ASR/PAR
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RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100

<p>2000 ↑ HRV R-226</p>	TINEE HRV 15	JAINN R-056 10			
CATEGORY	A	B	C	D	<p>HIRL Rwy 4-22 ★ 1</p> <p>HIRL Rwy 14-32</p> <p>REIL all Rwy</p>
S-22 *	480-½	481 (500-½)	480-1	481 (500-1)	
C CIRCLING	520-1	518 (600-1)	600-1½ 598 (600-1½)	640-2 638 (700-2)	

NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amtd 1 31MAR16

VOR/DME or TACAN RWY 22

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

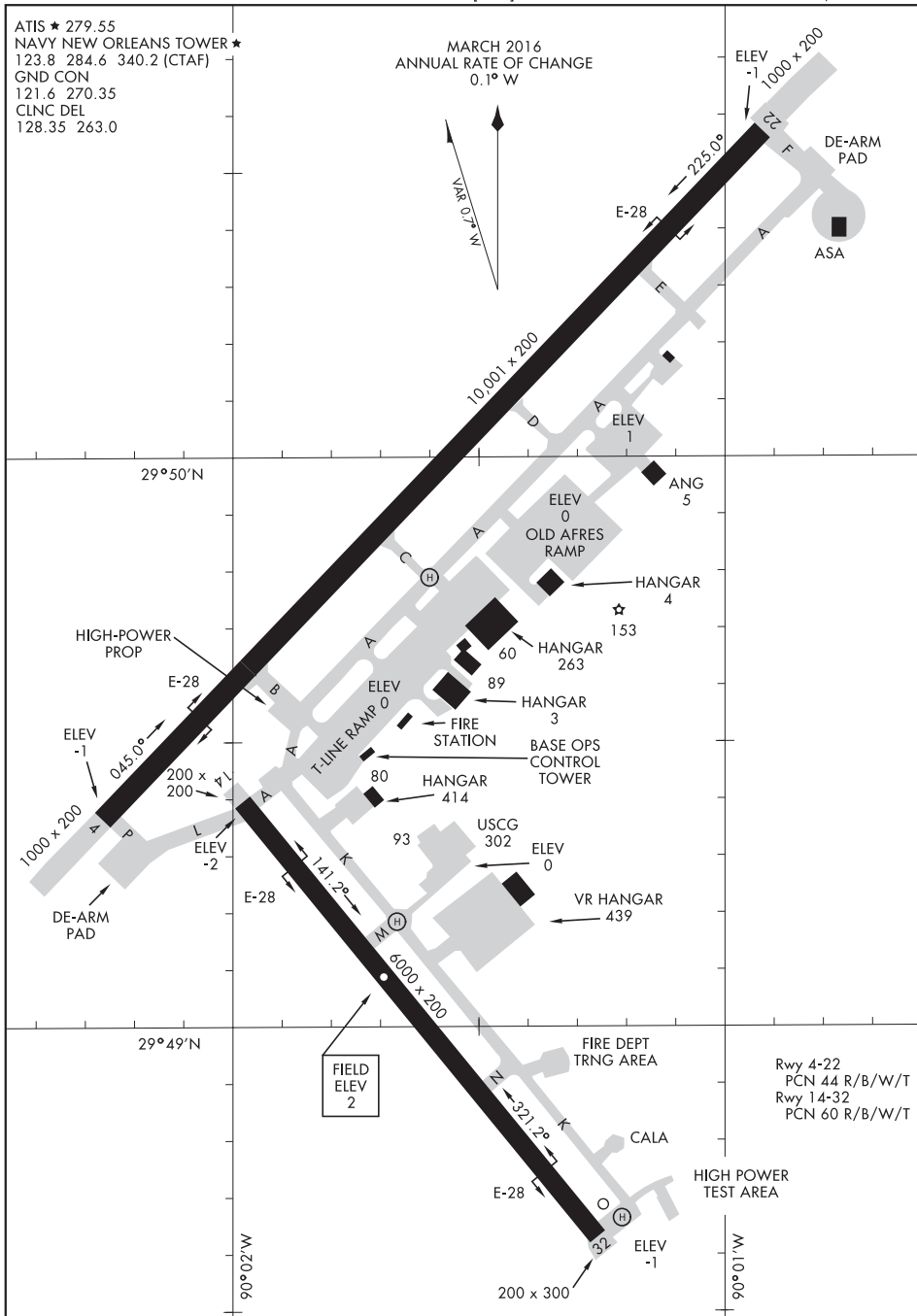
16091

AIRPORT DIAGRAM

AFD-630 [USN]

ATIS ★ 279.55
 NAVY NEW ORLEANS TOWER ★
 123.8 284.6 340.2 (CTAF)
 GND CON
 121.6 270.35
 CLNC DEL
 128.35 263.0

MARCH 2016
 ANNUAL RATE OF CHANGE
 0.1° W



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

Rwy 4-22
 PCN 44 R/B/W/T
 Rwy 14-32
 PCN 60 R/B/W/T

APP CRS	Rwy Idg	5003
180°	TDZE	40
	Apt Elev	40

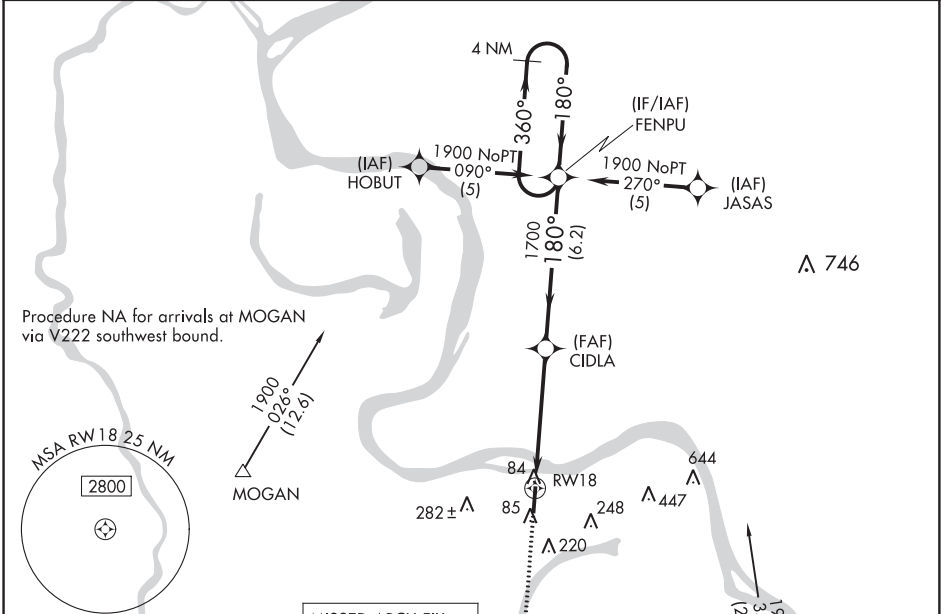
RNAV (GPS) RWY 18

FALSE RIVER RGNL (HZR)

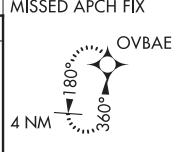
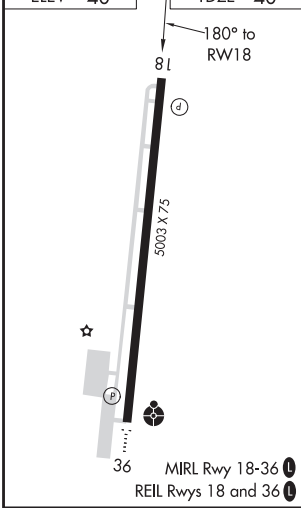
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and Circling Cat C visibility 1/4 mile.

▲ NA MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

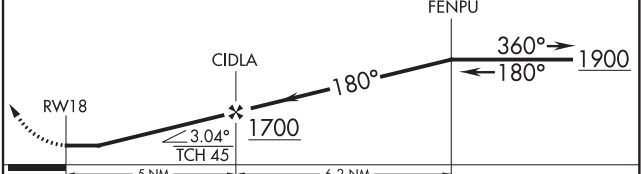
AWOS-3PT 121.250	BATON ROUGE ASOS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	GCO 135.075	UNICOM 122.8 (CTAF) ①
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ELEV 40	TDZE 40
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2000 OVBAE
 VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 50).
 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	560-1	520 (600-1)	560-1 1/2 520 (600-1 1/2)	560-1 3/4 520 (600-1 3/4)
CIRCLING	560-1	520 (600-1)	600-1 1/2 560 (600-1 1/2)	600-2 560 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42607 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5003 37 40
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RNAV (GPS) RWY 36

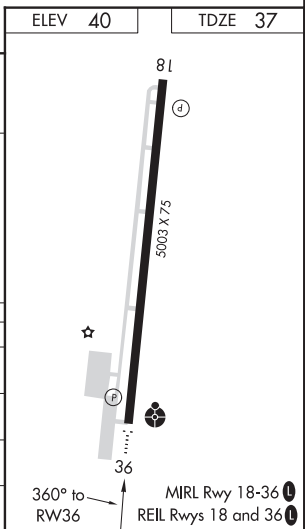
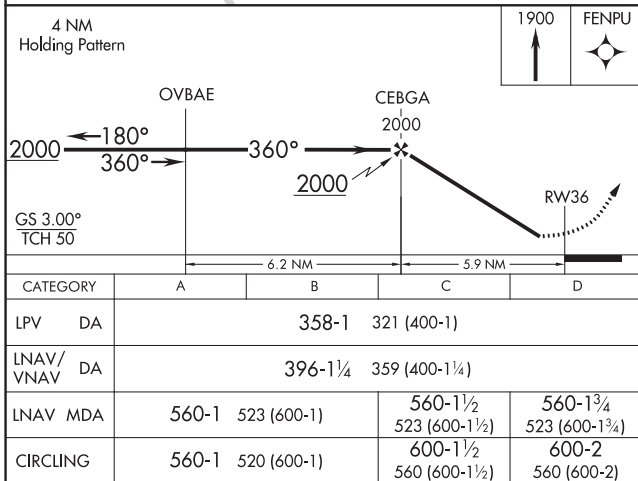
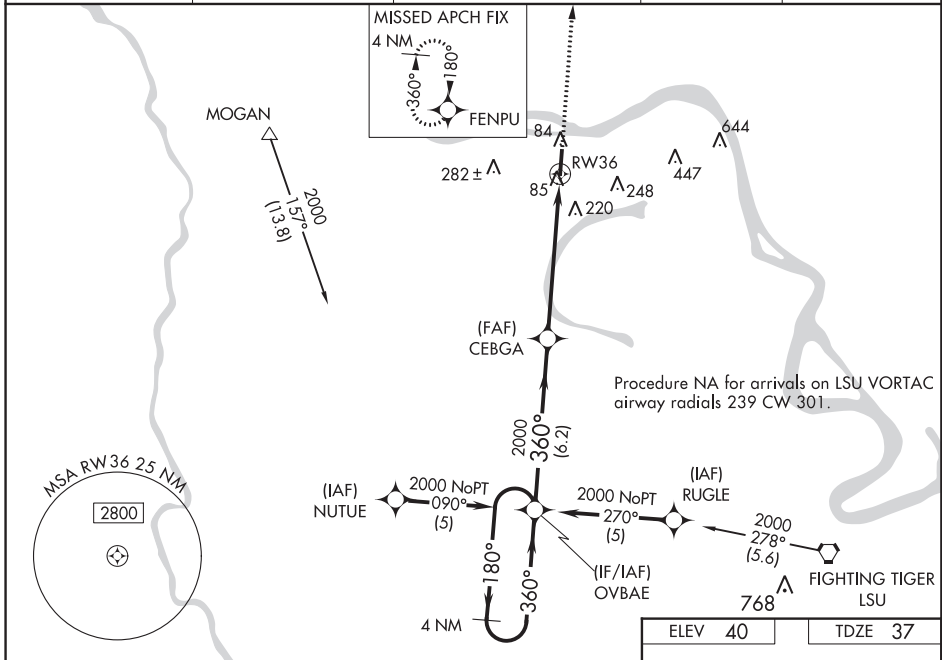
FALSE RIVER RGNL (HZR)

▼ Inoperative table does not apply. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Baton Rouge altimeter setting; when not received use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 1900 direct FENPU and hold.

AWOS-3PT 121.250	BATON ROUGE ASOS 125.2	BATON ROUGE APP CON* 120.3 278.3	GCO 135.075	UNICOM 122.8 (CTAF)
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SC-4, 10 NOV 2016 to 05 JAN 2017

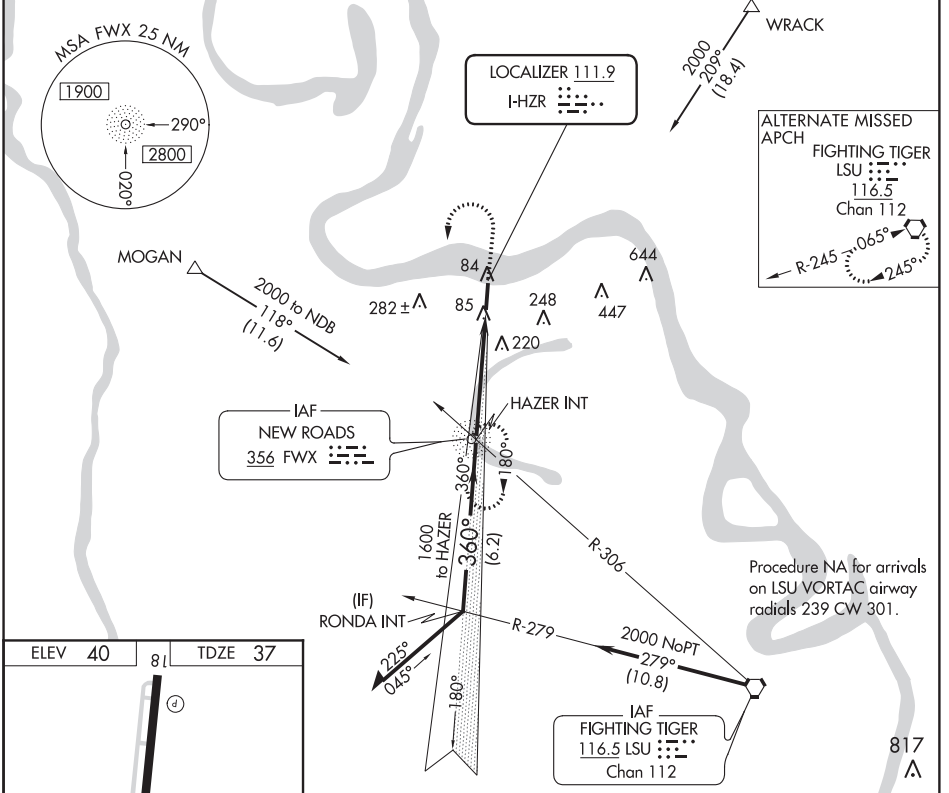
SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-HZR 111.9	APP CRS 360°	Rwy Idg TDZE Apt Elev	5003 37 40
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LOC RWY 36
FALSE RIVER RGNL (HZR)

<p>NA Inoperative table does not apply. ADF required. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.</p>
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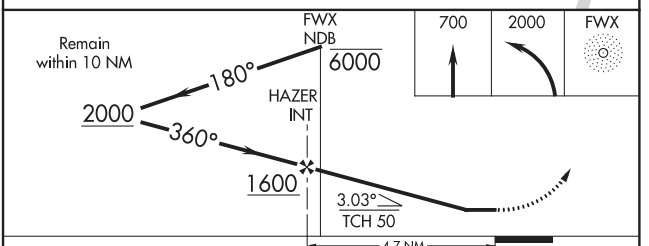
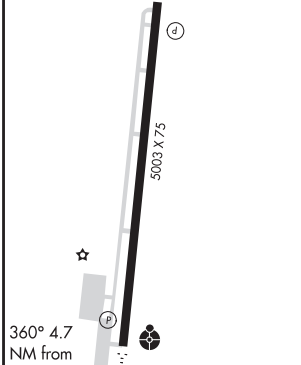
AWOS-3PT 121.250	BATON ROUGE ASOS 125.2	BATON ROUGE APP CON* 120.3 278.3	GCO 135.075	UNICOM 122.8 (CTAF)
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ALTERNATE MISSED APCH
FIGHTING TIGER
 LSU
 116.5
 Chan 112
 R-245 065° 245°

Procedure NA for arrivals on LSU VORTAC airway radials 239 CW 301.

ELEV 40	81	TDZE 37
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CATEGORY	A	B	C	D
S-36	540-1	503 (500-1)	540-1½	503 (500-1½)
CIRCLING	540-1	500 (500-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NEW ROADS, LOUISIANA
Amdt 1A 30APR15

30°43'N-91°29'W
323

FALSE RIVER RGNL (HZR)
LOC RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

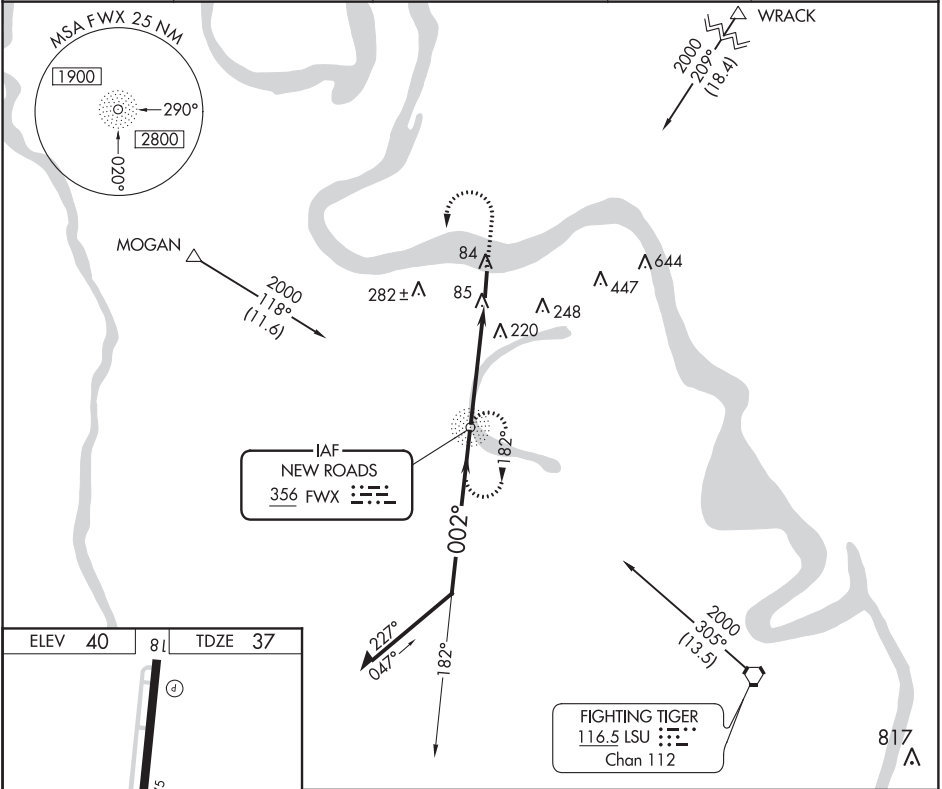
NDB FWX 356	APP CRS 002°	Rwy Idg 5003
		TDZE 37
		Apt Elev 40

NDB RWY 36
FALSE RIVER RGNL (HZR)

∇ Inoperative table does not apply. Helicopter visibility reduction below 1 SM NA.
▲ NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and Circling Cat C visibility ¼ mile.

ODALS
 MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

AWOS-3PT 121.250	BATON ROUGE ASOS 125.2	BATON ROUGE APP CON* 120.3 278.3	GCO 135.075	UNICOM 122.8 (CTAF)
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ELEV 40	81	TDZE 37
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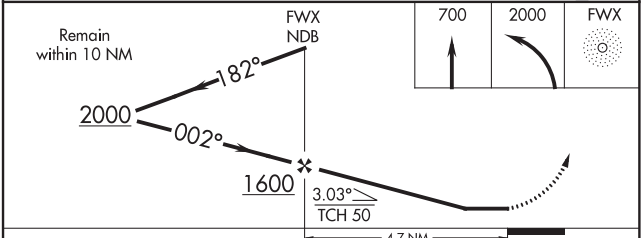
002° 4.7 NM from FAF

MIRL Rwy 18-36

REIL Rwys 18 and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-36	600-1	563 (600-1)	600-1½ 563 (600-1½)	600-1¾ 563 (600-1¾)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77914 W18A	APP CRS 177°	Rwy Idg TDZE 104 Apt Elev 107	5000
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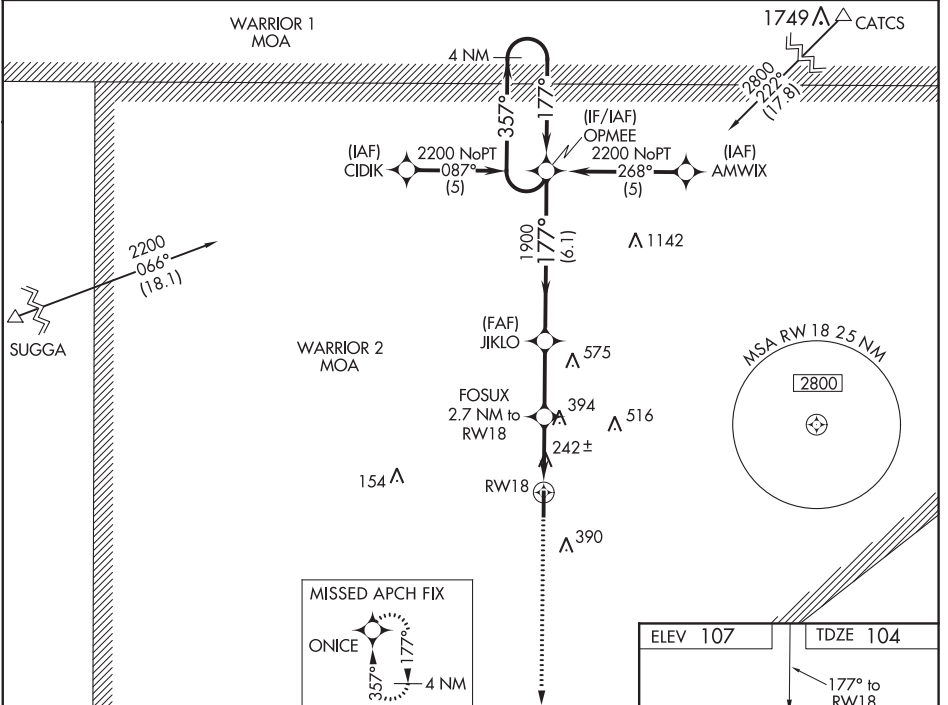
RNAV (GPS) RWY 18

ALLEN PARISH (ACP)

Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

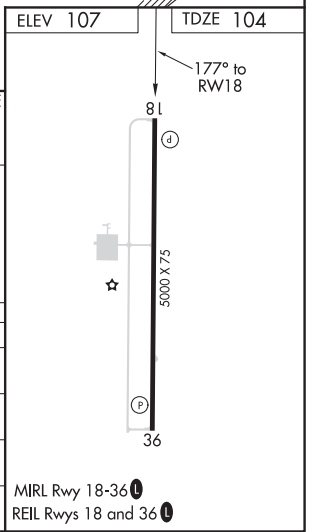
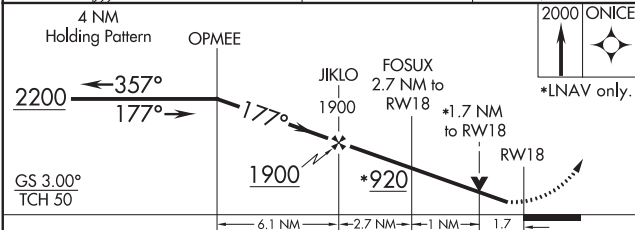
MISSED APPROACH:
Climb to 2000 direct ONICE and hold.

AWOS-3PT 118.275	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 0
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	515-1½	411 (500-1½)		NA
LNAV/ VNAV DA	549-1½	445 (500-1½)		NA
LNAV MDA	700-1	596 (600-1)	700-1½ 596 (600-1½)	NA
CIRCLING	700-1 593 (600-1)	740-1 633 (700-1)	740-1¾ 633 (700-1¾)	NA

OAKDALE, LOUISIANA

AL-9133 (FAA)

16259

WAAS CH 49214 W36A	APP CRS 357°	Rwy Idg 5000 TDZE 107 Apt Elev 107
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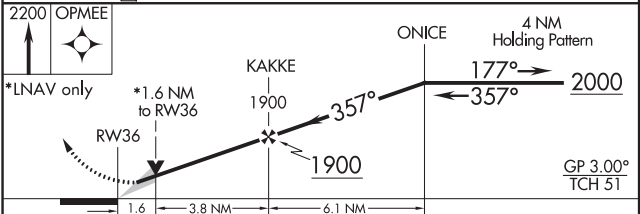
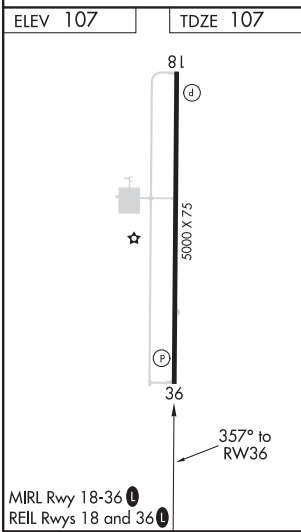
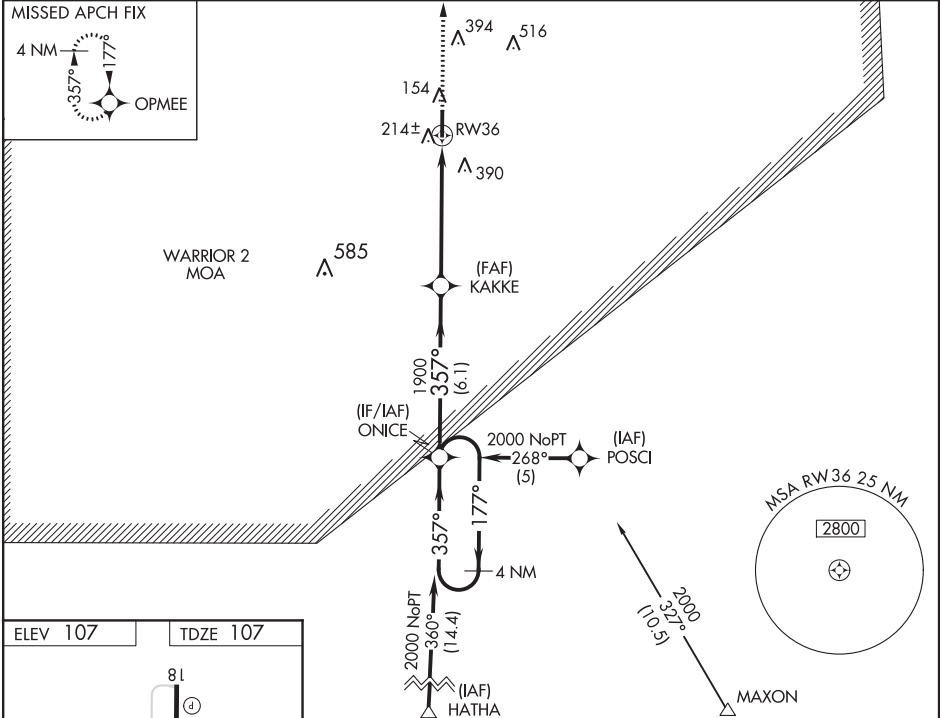
RNAV (GPS) RWY 36

ALLEN PARISH (ACP)

⚠ Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH:
Climb to 2200 direct OPMEE and hold.

AWOS-3PT 118.275	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		413-1	306 (400-1)	NA
LNAV/VNAV DA		702-2	595 (600-2)	NA
LNAV MDA	660-1	553 (600-1)	660-1½ 553 (600-1½)	NA
CIRCLING	660-1 553 (600-1)	740-1 633 (700-1)	740-1½ 633 (700-1½)	NA

OAKDALE, LOUISIANA
Amdt 2 27AUG09

30°45'N-92°41'W

ALLEN PARISH (ACP) RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NDB LRR 379	APP CRS 357°	Rwy Idg 5000
		TDZE 107
		Apt Elev 107

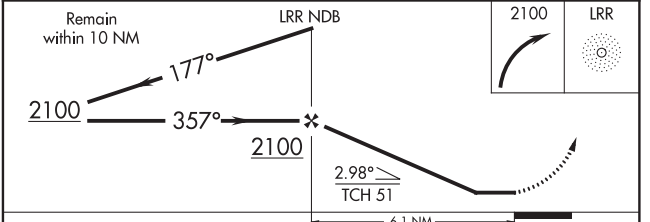
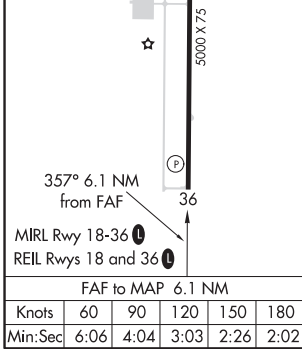
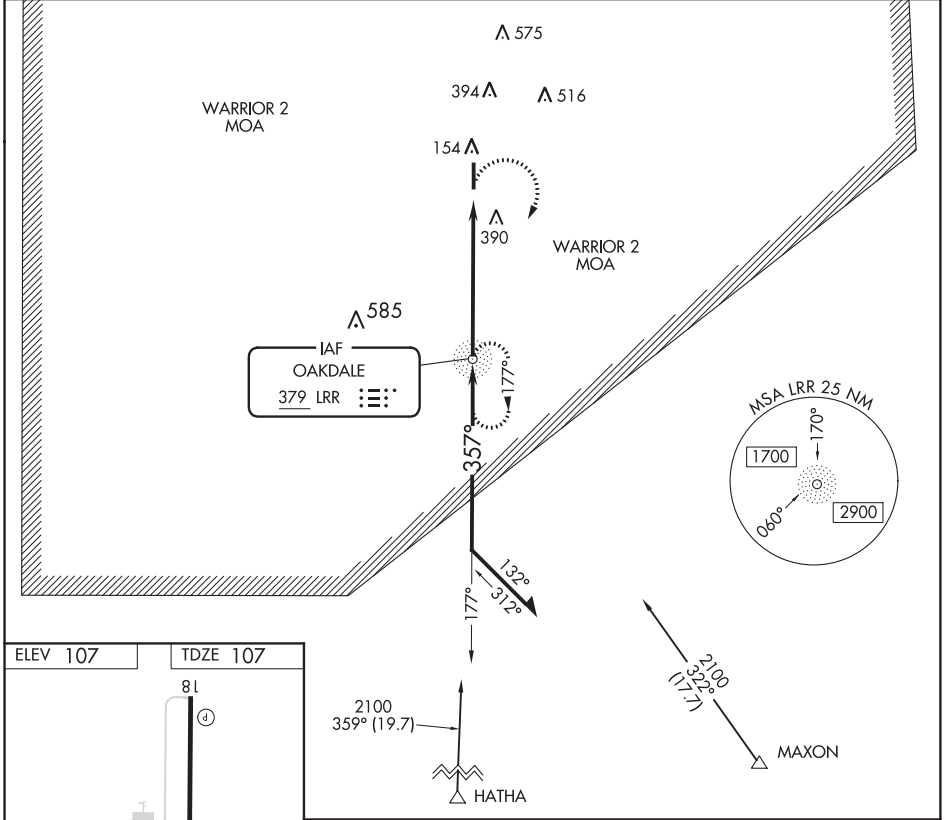
NDB RWY 36

ALLEN PARISH (ACP)

NA If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct LRR NDB and hold.

AWOS-3PT 118.275	POLK APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 0
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	6.1 NM			
CATEGORY	A	B	C	D
S-36	760-1	653 (700-1)	760-1 ³ / ₄ 653 (700-1 ³ / ₄)	NA
CIRCLING	760-1	653 (700-1)	760-1 ³ / ₄ 653 (700-1 ³ / ₄)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

OKOLONA, MISSISSIPPI

AL-6780 (FAA)

16259

WAAS CH 53535 W18A	APP CRS 182°	Rwy Idg 3197 TDZE 337 Apt Elev 337
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RNAV (GPS) RWY 18

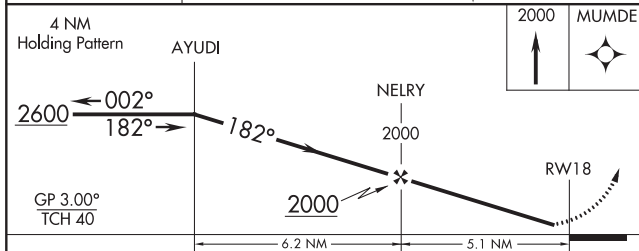
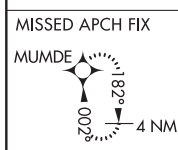
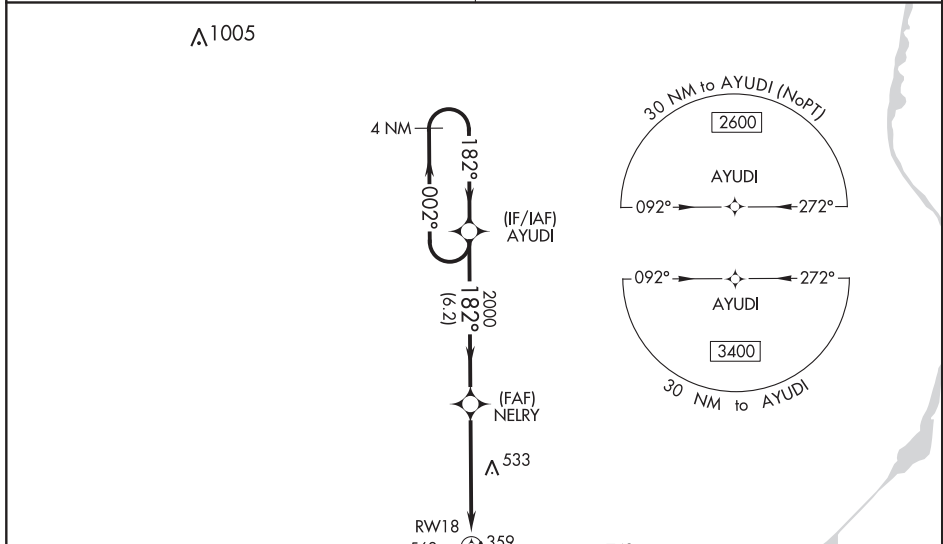
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

⚠ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C visibility 1/2 mile. Rwy 18 Helicopter visibility reduction below 3/4 SM NA.

⚠ NA

MISSED APPROACH:
Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON ★ 126.075 229.15	CTAF 122.9 0
---	------------------------



ELEV 337	TDZE 337
182° to RWY 18	
81	
60 X 9616	
36	
MIRL Rwy 18-36 0	

CATEGORY	A	B	C	D
LPV DA	624-1 287 (300-1)			NA
LNAV/VNAV DA	669-1 332 (400-1 1/8)			NA
LNAV MDA	820-1 483 (500-1)	820-1 483 (500-1 3/8)		NA
C CIRCLING	920-1 583 (600-1)	1080-2 743 (800-2 1/4)		NA

OKOLONA, MISSISSIPPI
Amdt 1A 15SEP16

34°-01'N - 88°44'W

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4) RNAV (GPS) RWY 18

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99535 W36A	APP CRS 002°	Rwy Idg 3197 TDZE 337 Apt Elev 337
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RNAV (GPS) RWY 36

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

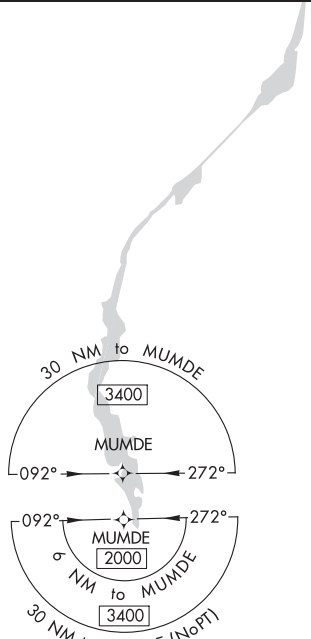
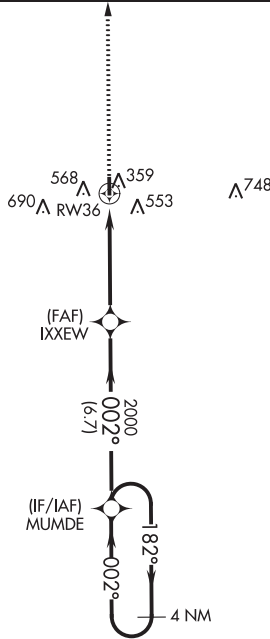
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C visibility 1/4 mile.
NA Rwy 36 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2600 direct AYUDI and hold.

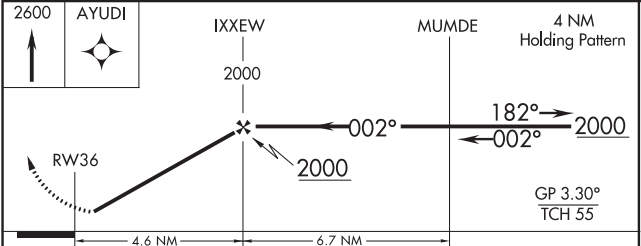
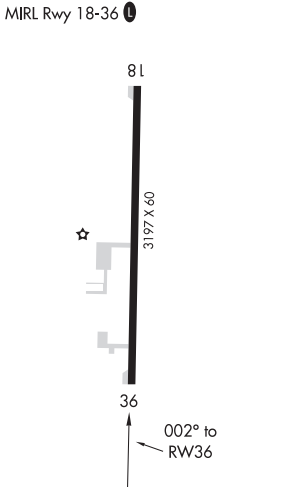
COLUMBUS APP CON ★
126.075 229.15

CTAF
122.9

MISSED APCH FIX



ELEV 337	TDZE 337
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CATEGORY	A	B	C	D
LPV DA	624-1 287 (300-1)			NA
LNAV/VNAV DA	732-1 1/8 395 (400-1 1/8)			NA
LNAV MDA	860-1	523 (600-1)	860-1 1/2 523 (600-1 1/2)	NA
C CIRCLING	920-1	583 (600-1)	1080-2 1/4 743 (800-2 1/4)	NA


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

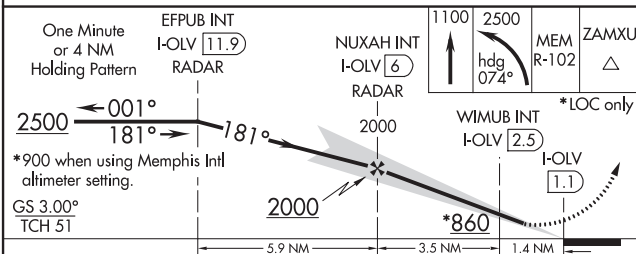
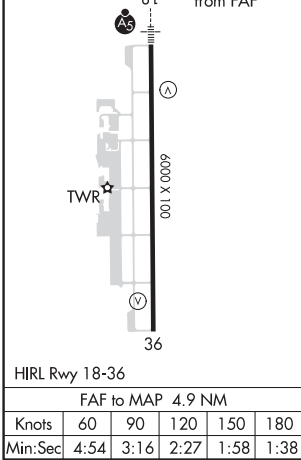
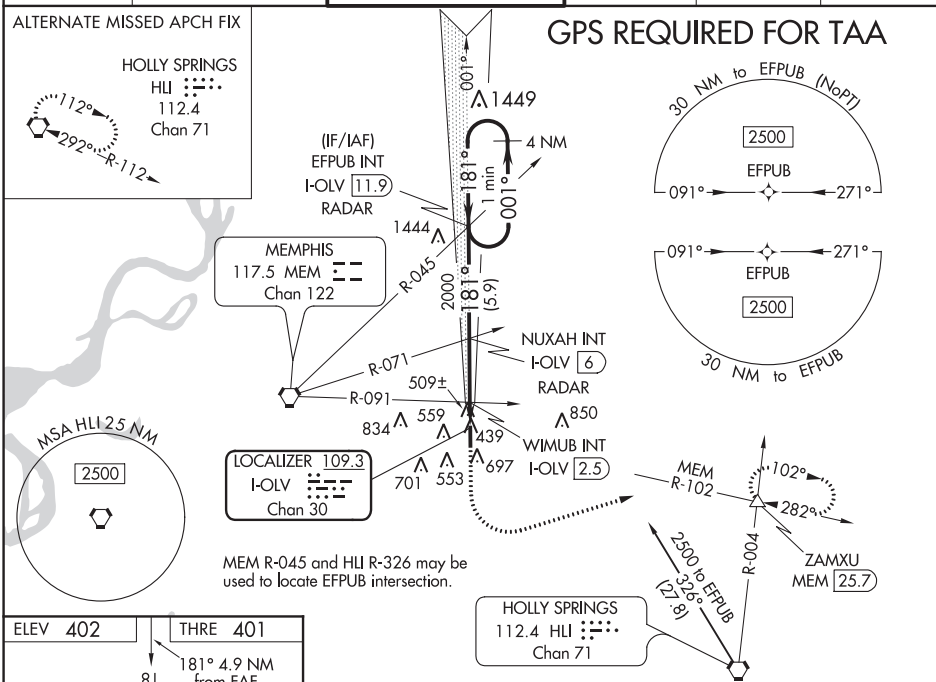
LOC/DME I-OLV 109.3 Chan 30	APP CRS 181°	Rwy Idg THRE Apt Elev	6000 401 402
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ILS or LOC RWY 18
OLIVE BRANCH (OLV)

⚠ When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase S-LOC 18 Cats C and D visibility 1/8 mile and Circling Cats C and D visibility 1/4 mile; increase WIMUB fix minimums Circling Cats C and D visibility 1/4 mile.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 on heading 074° and on MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER * 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18	601-1/2 200 (200-1/2)			
S-LOC 18	860-1/2	459 (500-1/2)	860-7/8	459 (500-7/8)
C CIRCLING	1060-1	658 (700-1)	1060-1 3/4	1200-2 1/2
			658 (700-1 3/4)	798 (800-2 1/2)
WIMUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 18	760-1/2	359 (400-1/2)	760-5/8	359 (400-5/8)
C CIRCLING	1060-1	658 (700-1)	1060-1 3/4	1200-2 1/2
			658 (700-1 3/4)	798 (800-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61199 W18A	APP CRS 181°	Rwy Idg THRE 401 Apt Elev 402
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RNAV (GPS) RWY 18

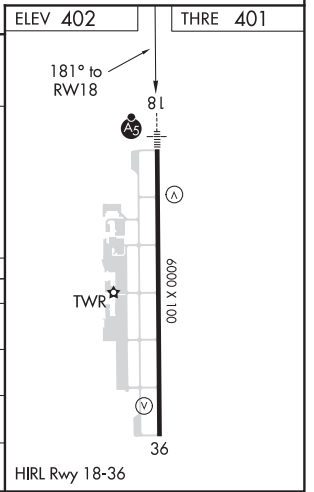
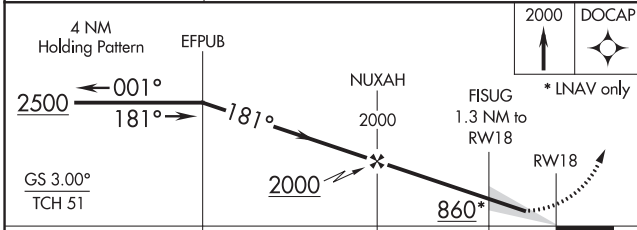
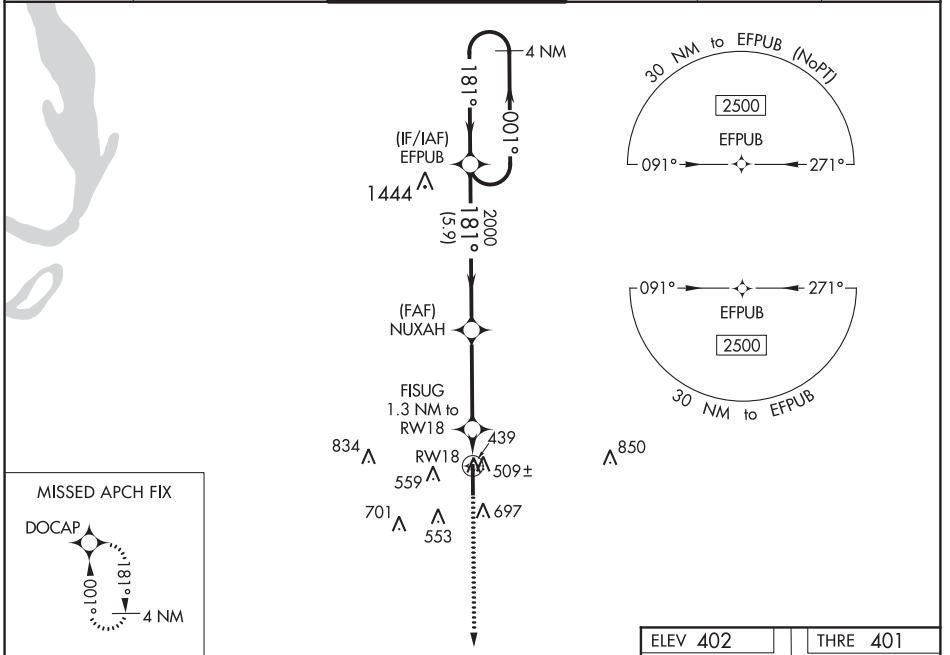
OLIVE BRANCH (OLV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and Circling Cats C and D visibility 1/4 mile.

MALSR
A5

MISSED APPROACH:
Climb to 2000 direct
DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER * 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		601-1/2	200 (200-1/2)	
LNAV/VNAV DA		690-1/2	289 (300-1/2)	
LNAV MDA	760-1/2	359 (400-1/2)	760-5/8	359 (400-5/8)
CIRCLING	1060-1	658 (700-1)	1060-1 3/4 658 (700-1 3/4)	1200-2 1/2 798 (800-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86735 W36A	APP CRS 001°	Rwy Idg THRE 394 Apt Elev 402
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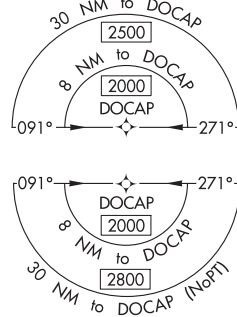
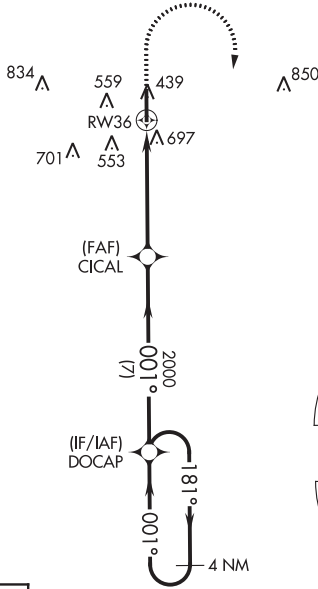
RNAV (GPS) RWY 36

OLIVE BRANCH (OLV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Memphis Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

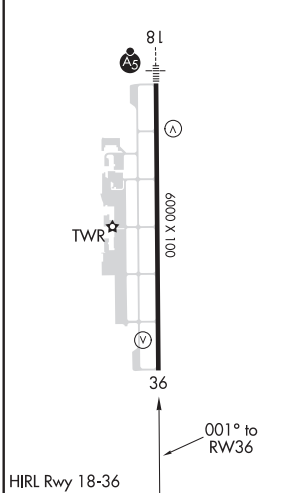
⚠ MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.95
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1049
Λ

ELEV 402	THRE 394
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1500	2000	DOCAP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).	
*LNAV only		*1.8 NM to RW36	CICAL	DOCAP
RW36		1.8 NM	3.1 NM	7 NM
181°		001°	001°	2000
4 NM Holding Pattern		GS 3.00° TCH 45		
CATEGORY	A	B	C	D
LPV DA		702-1	308 (300-1)	
LNAV/VNAV DA		908-1¾	514 (600-1¾)	
LNAV MDA	1000-1	606 (600-1)	1000-1¾	606 (600-1¾)
C CIRCLING	1060-1	658 (700-1)	1060-1¾	1200-2½
			658 (700-1¾)	798 (800-2½)

SC-4, 10 NOV 2016 to 05 JAN 2017

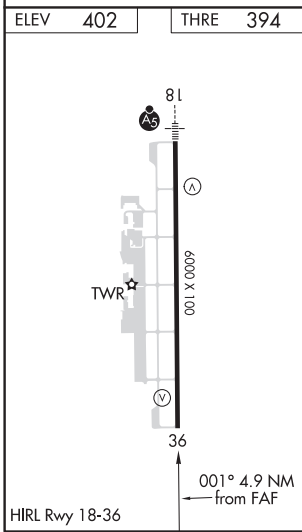
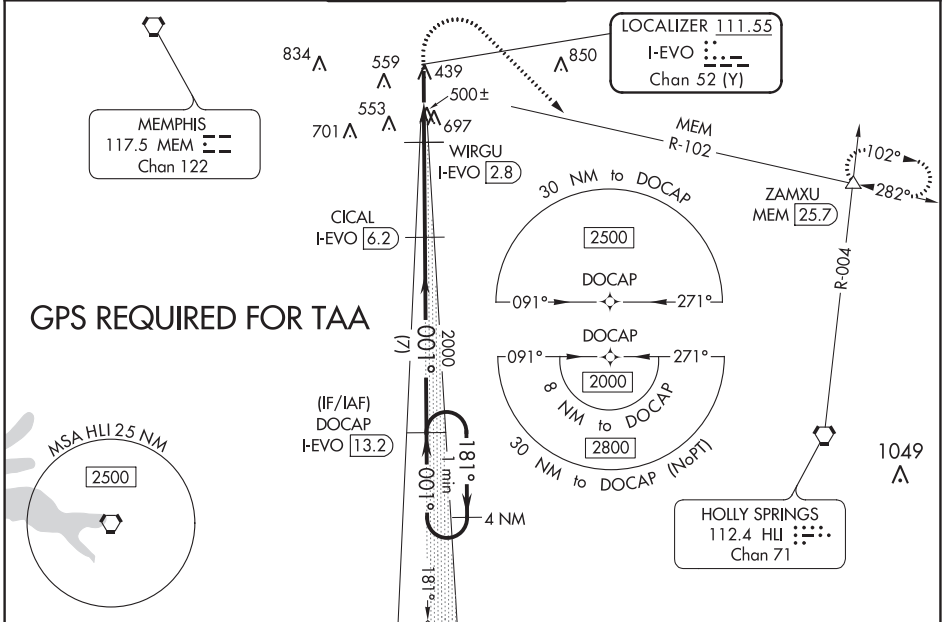
SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EVO 111.55 Chan 52 (Y)	APP CRS 001°	Rwy Idg 6000 THRE 394 Apt Elev 402
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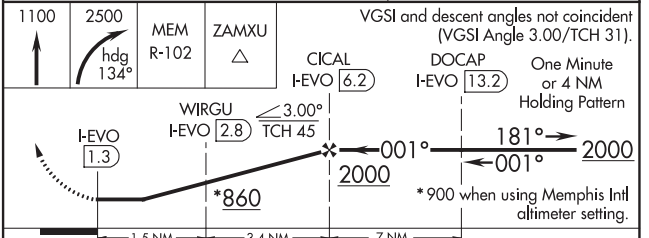
LOC/DME RWY 36

OLIVE BRANCH (OLV)

<p>▼ When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 40 feet; increase S-LOC 36 Cats C and D visibility 1/8 mile and Circling Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 3/8 SM NA.</p>		<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on heading 134° and MEM VORTAC R-102 to ZAMXU/MEM 25.7 DME and hold.</p>			
ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	CLNC DEL 121.2	UNICOM 122.95



ALTERNATE MISSED APCH FIX	HOLLY SPRINGS HLI 112.4 Chan 71
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CATEGORY	A	B	C	D
S-36	760-1 366 (400-1)			
C CIRCLING	1060-1	658 (700-1)	1060-1 ^{3/4} 658 (700-1 ^{3/4})	1200-2 ^{1/2} 798 (800-2 ^{1/2})

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5883 (FAA)

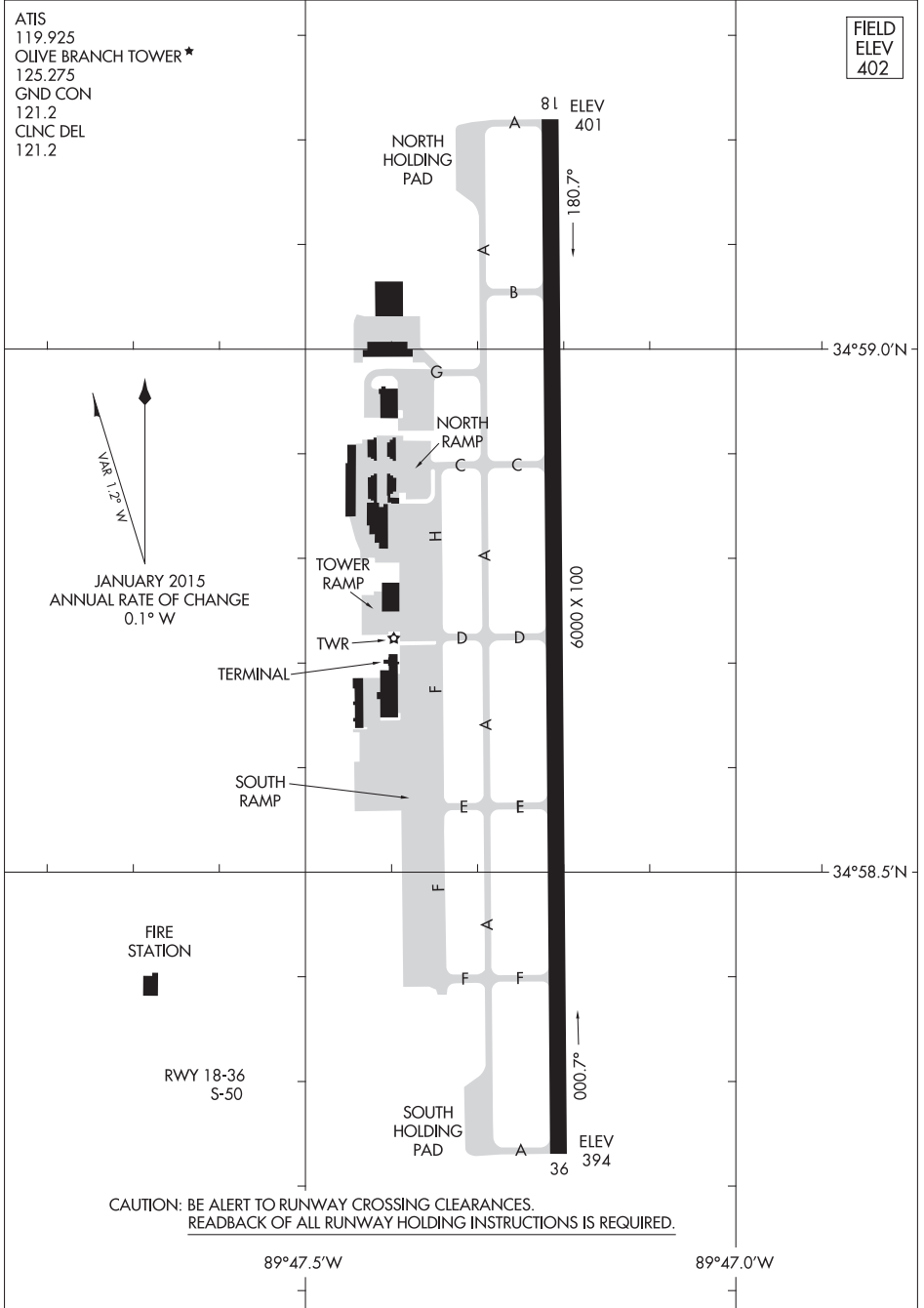
OLIVE BRANCH (OLV)
OLIVE BRANCH, MISSISSIPPI

ATIS
 119.925
 OLIVE BRANCH TOWER ★
 125.275
 GND CON
 121.2
 CLNC DEL
 121.2

FIELD
 ELEV
 402

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

OLIVE BRANCH, MISSISSIPPI
OLIVE BRANCH (OLV)

WAAS CH 86229 W18A	APP CRS 179°	Rwy Idg 5849 TDZE 71 Apt Elev 75
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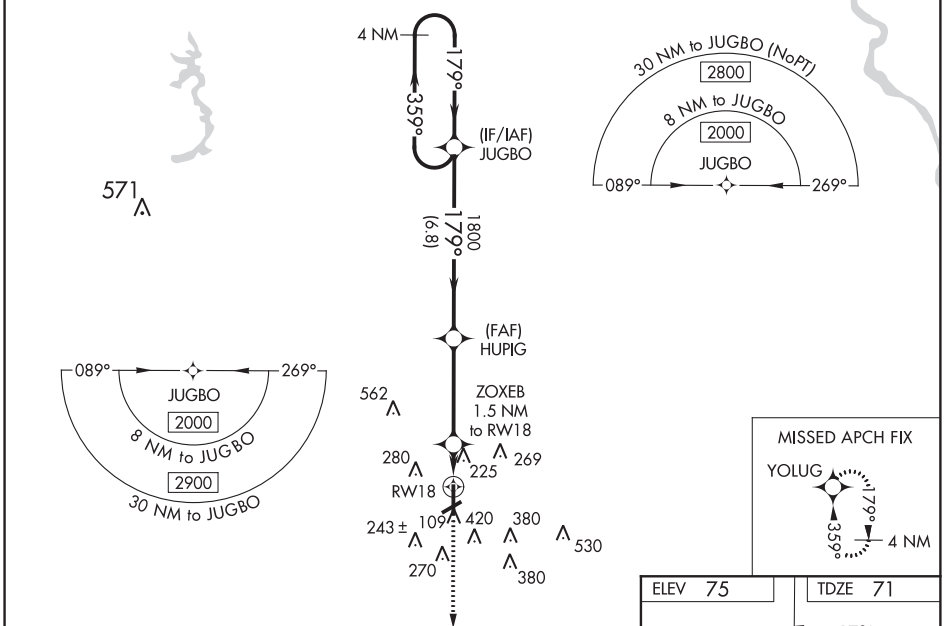
RNAV (GPS) RWY 18

ST. LANDRY PARISH-AHART FIELD (OPL)

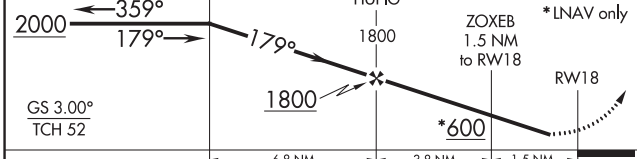
NA Baro-VNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility and LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

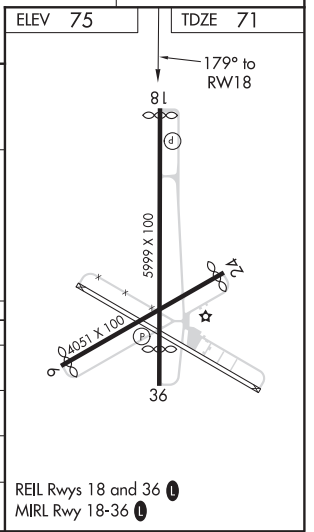
AWOS-3PT 118.775	LAFAYETTE APP CON * 128.7 268.7	GCO 135.075	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 58).
2300 YOLUG



CATEGORY	A	B	C	D
LPV DA		321-1	250 (300-1)	
LNAV/VNAV DA		386-1	315 (400-1)	
LNAV MDA	480-1	409 (500-1)	480-1 1/8	409 (500-1 1/8)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2 1/4 705 (800-2 1/4)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 73027 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5210 74 75
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RNAV (GPS) RWY 36
ST. LANDRY PARISH-AHART FIELD (OPL)

NA Baro-VNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cat C and D visibility 1/8 mile and LNAV/VNAV all Cats and Circling Cat C and D visibility 1/4 mile.

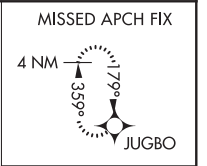
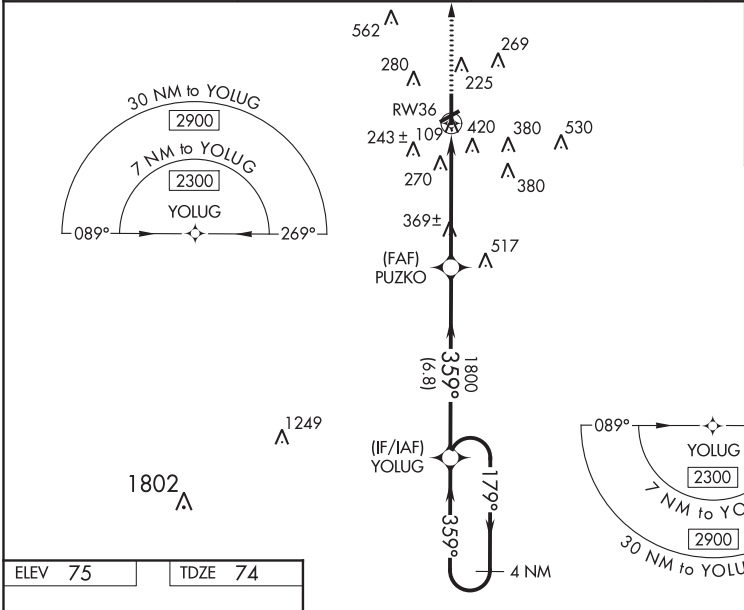
MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

AWOS-3PT
118.775

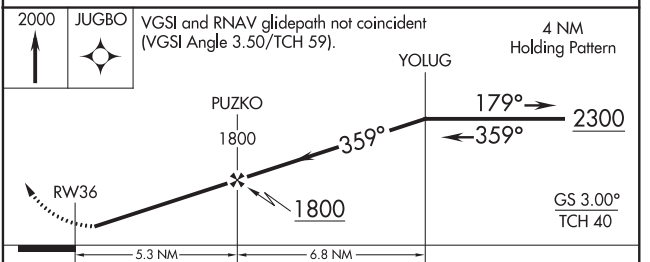
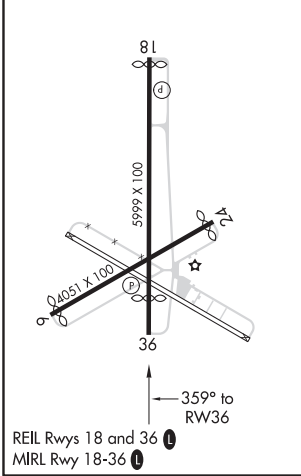
LAFAYETTE APP CON*
128.7 268.7

GCO
135.075

UNICOM
123.0 (CTAF) 0



ELEV 75	TDZE 74
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CATEGORY	A	B	C	D
LPV DA		351-1	277 (300-1)	
LNAV/VNAV DA		693-2 1/4	619 (700-2 1/4)	
LNAV MDA	620-1	546 (600-1)	620-1 5/8	546 (600-1 5/8)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	780-2 1/4 705 (800-2 1/4)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC LFT 109.8 Chan 35	APP CRS 343°	Rwy Idg TDZE Apt Elev	5210 74 75
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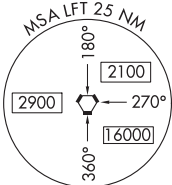
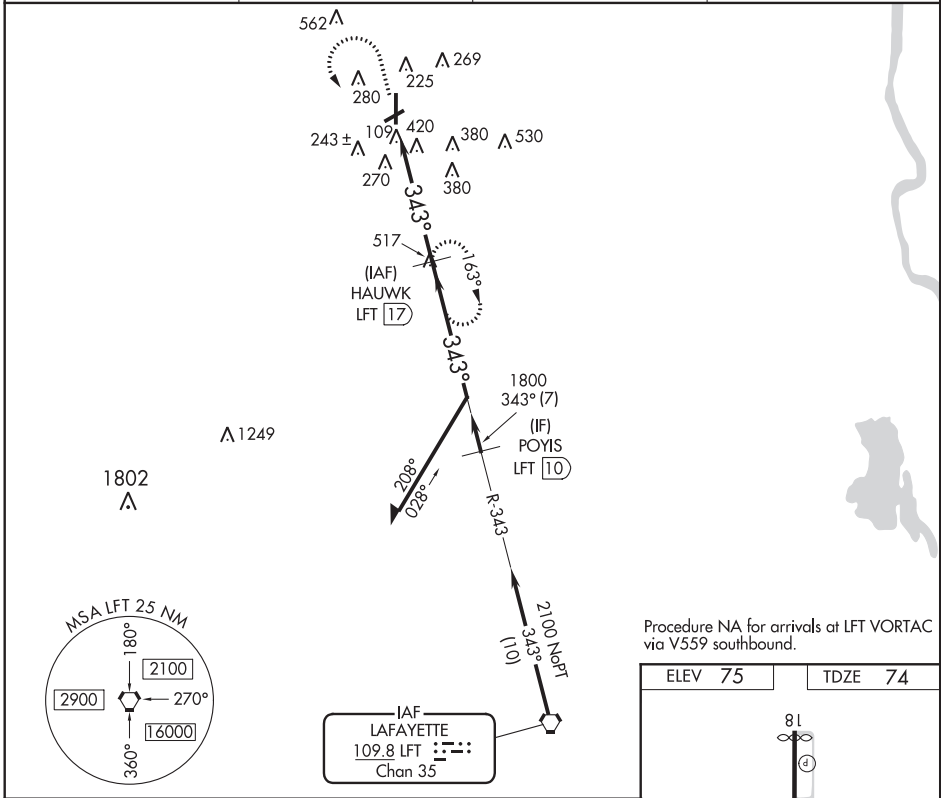
VOR/DME RWY 36

ST. LANDRY PARISH-AHART FIELD (OPL)

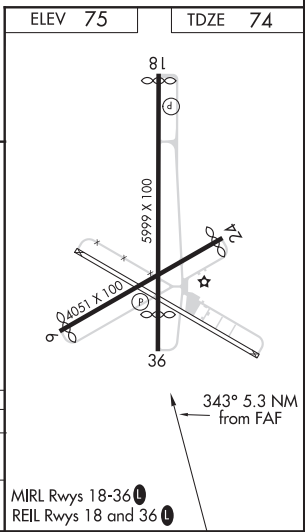
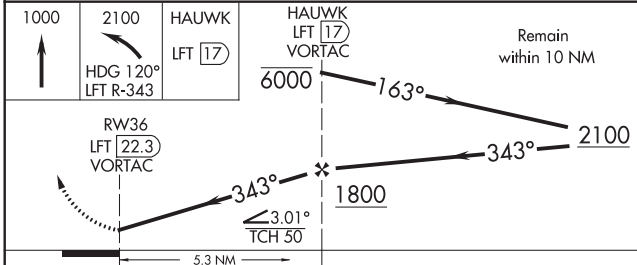
NA If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing left turn to 2100 via heading 120° and LFT R-343 to HAUWK 17 DME and hold.

AWOS-3PT 118.775	LAFAYETTE APP CON* 128.7 268.7	GCO 135.075	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at LFT VORTAC via V559 southbound.



CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1¾ 646 (700-1¾)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

OXFORD, MISSISSIPPI

AL-5327 (FAA)

14317

WAAS CH 77800 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	5600 418 452
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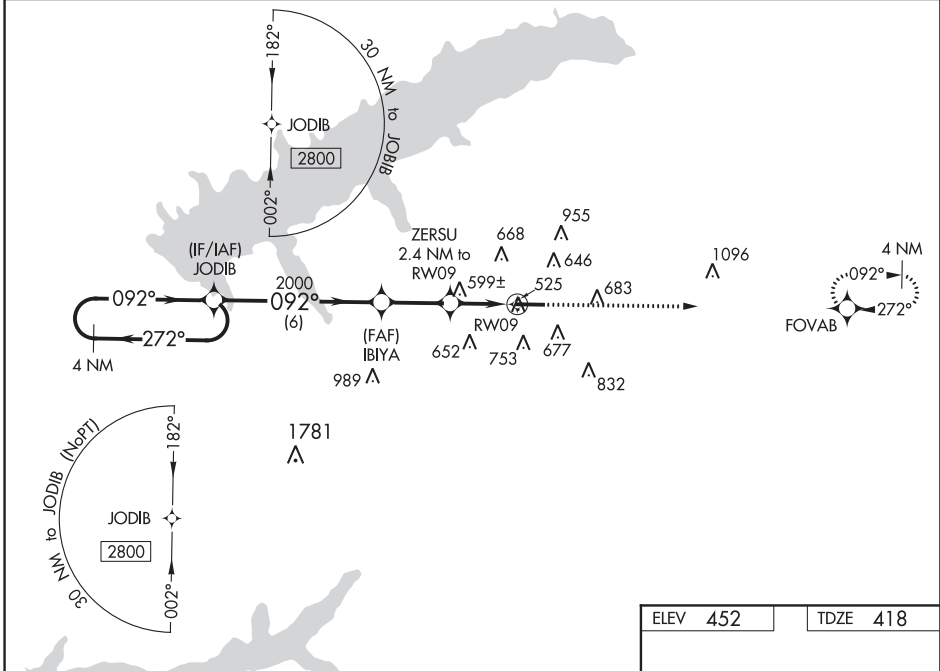
RNAV (GPS) RWY 9

UNIVERSITY-OXFORD (UOX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olive Branch altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, LNAV Cats C, D and Circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Olive Branch altimeter setting.

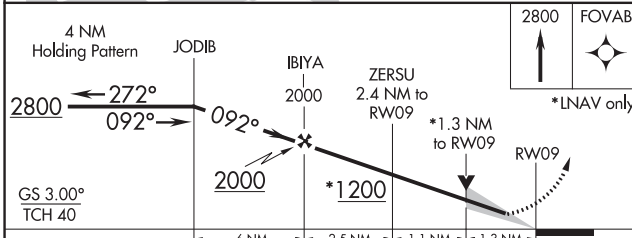
MISSED APPROACH:
Climb to 2800 direct FOVAB and hold.

AWOS-3 132.725	MEMPHIS CENTER 128.5 381.4	GCO 135.075	UNICOM 123.0 (CTAF) 0
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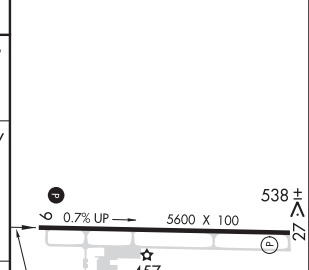


SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



ELEV 452	TDZE 418
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CATEGORY	A	B	C	D
LPV DA		668-¾	250 (300-¾)	
LNAV/VNAV DA		872-1½	454 (500-1½)	
LNAV MDA	860-1	442 (500-1)	860-1¾	442 (500-1¾)
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

MIRL Rwy 9-27 **0**
REIL Rwy 27

OXFORD, MISSISSIPPI
Amdt 1 13NOV14

34°23'N-89°32'W

UNIVERSITY-OXFORD (UOX)

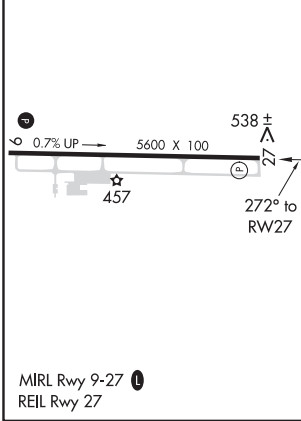
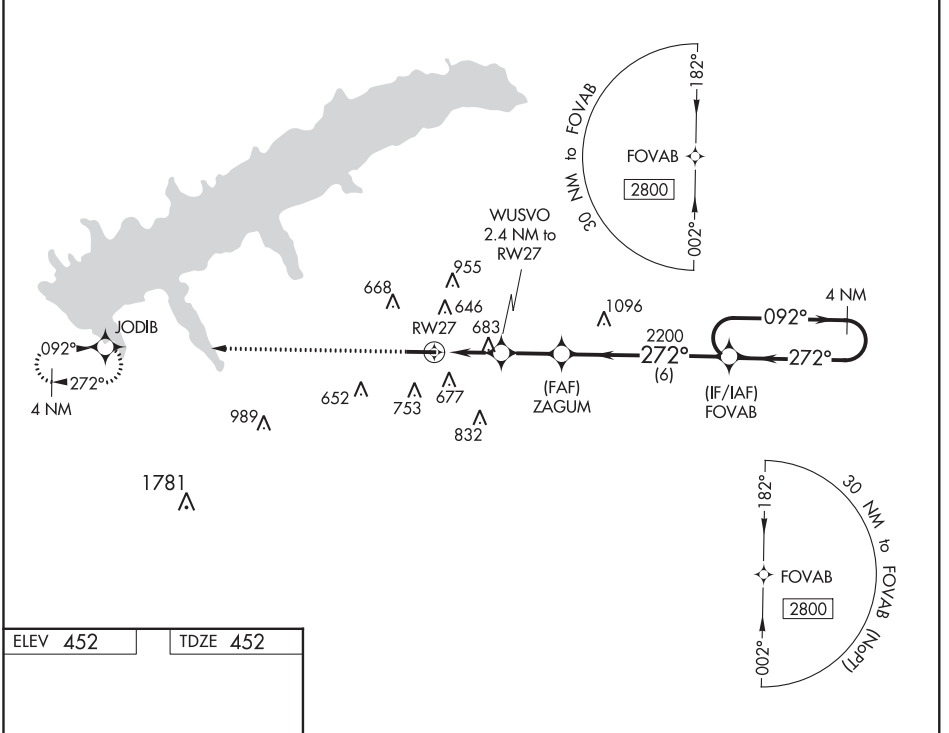
RNAV (GPS) RWY 9

WAAS CH 63235 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	5600 452 452
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RNAV (GPS) RWY 27

UNIVERSITY-OXFORD (UOX)

<p>▽ DME/DME RNP-0.3 NA. VDP NA with Olive Branch altimeter setting. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase LNAV and LP Cats C, D visibilities 3/8 mile, and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MISSED APPROACH: Climb to 2800 direct JODIB and hold.</p>	
AWOS-3 132.725	MEMPHIS CENTER 128.5 381.4	GCO 135.075	UNICOM 123.0 (CTAF) ①



	2800	JODIB							
			WUSVO 2.4 NM to RW27	ZAGUM	FOVAB		4 NM Holding Pattern		
			1.1 NM to RW27	3.43° TCH 53	2200		092° →	2800	
			1.1	1.3 NM	2.2 NM	6 NM	← 272°		
CATEGORY	A		B		C		D		
LP MDA	940-1		488 (500-1)		940-1 3/8		488 (500-1 3/8)		
LNAV MDA	960-1		508 (600-1)		960-1 3/8		508 (600-1 3/8)		
C CIRCLING	980-1 528 (600-1)		1060-1 608 (700-1)		1380-2 3/4 928 (1000-2 3/4)		1380-3 928 (1000-3)		

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

OXFORD, MISSISSIPPI

AL-5327 (FAA)

14317

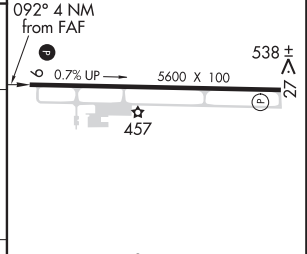
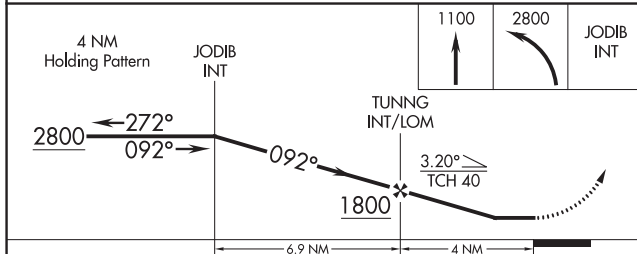
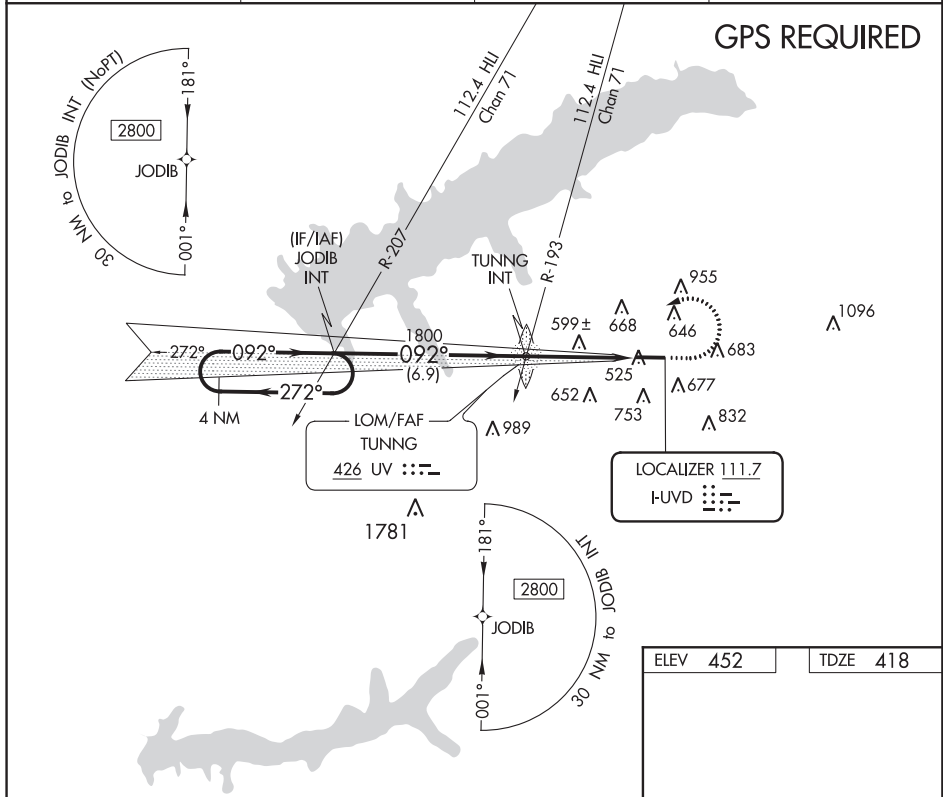
LOC I-UV D 111.7	APP CRS 092°	Rwy Idg 5600
		TDZE 418
		Apt Elev 452

LOC Y RWY 9
UNIVERSITY-OXFORD (UOX)

NA GPS required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility 3/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct JODIB INT and hold.

AWOS-3 132.725	MEMPHIS CENTER 128.5 381.4	GCO 135.075	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-LOC 9	920-1	502 (500-1)	920-1 3/8	502 (500-1 3/8)
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2 3/4 928 (1000-2 3/4)	1380-3 928 (1000-3)

MIRL Rwy 9-27 **U**
REIL Rwy 27

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

OXFORD, MISSISSIPPI
Orig 13NOV14

34°23'N-89°32'W

UNIVERSITY-OXFORD (UOX)
LOC Y RWY 9

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-UV D 111.7	APP CRS 092°	Rwy Idg 5600
		TDZE 418
		Apt Elev 452

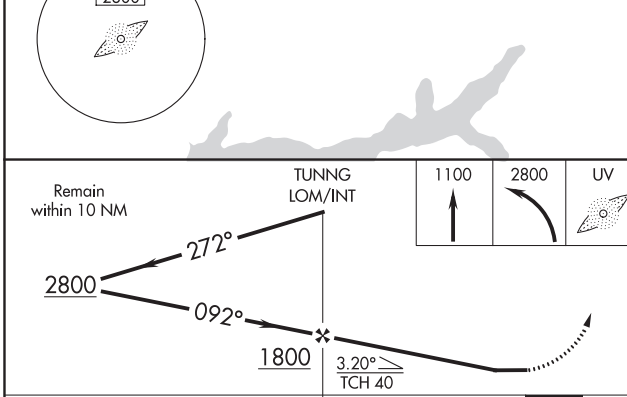
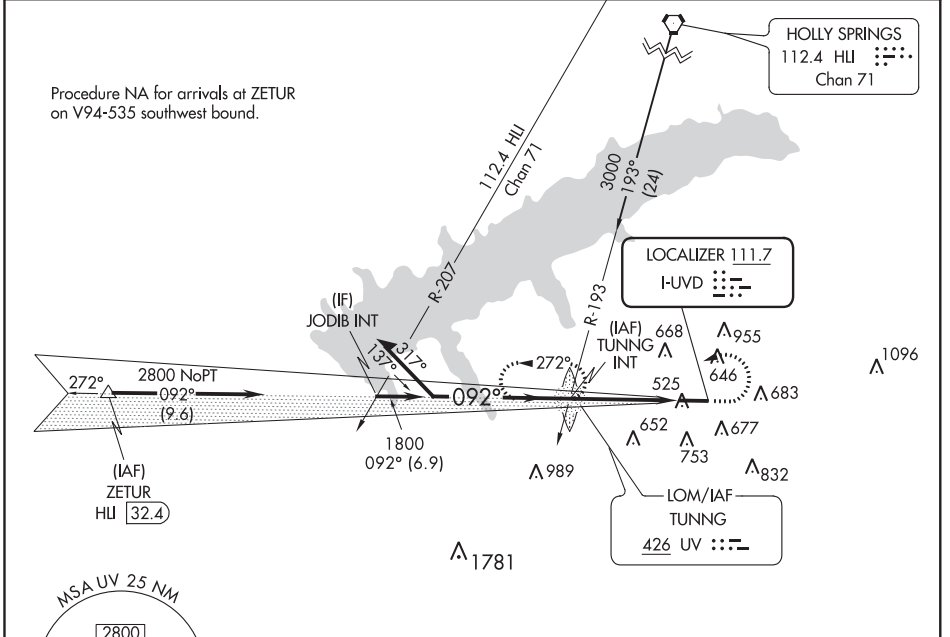
LOC Z RWY 9

UNIVERSITY-OXFORD (UOX)

NA ADF required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility $\frac{3}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct TUNNG LOM/INT and hold, continue climb-in-hold to 2800.

AWOS-3 132.725	MEMPHIS CENTER 128.5 381.4	GCO 135.075	UNICOM 123.0 (CTAF)
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ELEV 452	TDZE 418
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MIRL Rwy 9-27
REIL Rwy 27

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-LOC 9	920-1	502 (500-1)	920-1 $\frac{3}{8}$	502 (500-1 $\frac{3}{8}$)
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2 $\frac{3}{4}$ 928 (1000-2 $\frac{3}{4}$)	1380-3 928 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

OXFORD, MISSISSIPPI

AL-5327 (FAA)

15008

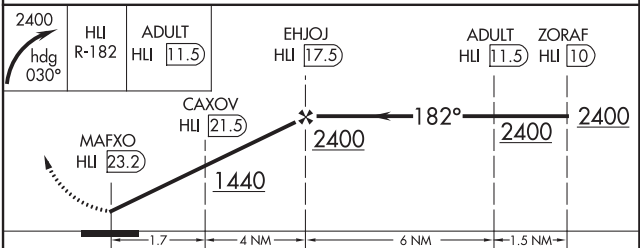
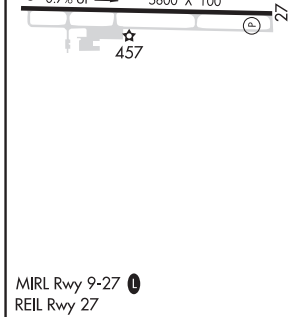
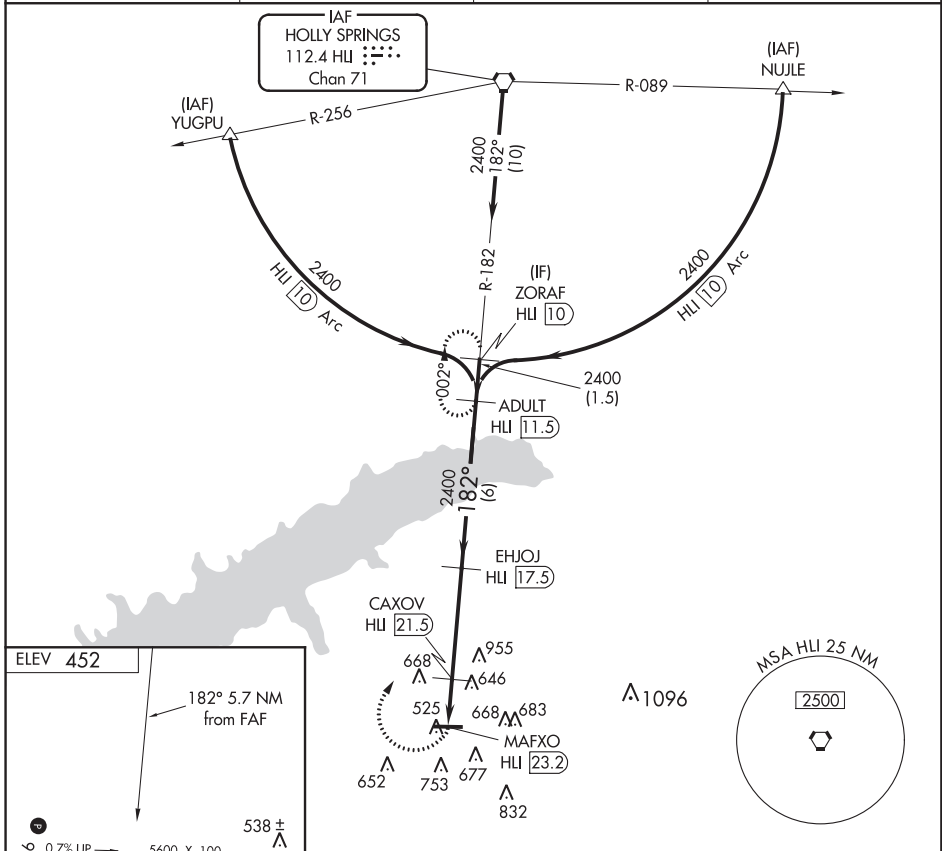
VORTAC HLI 112.4 Chan 71	APP CRS 182°	Rwy Idg TDZE Apt Elev	N/A N/A 452
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VOR/DME-A
UNIVERSITY-OXFORD (UOX)

⚠ When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet, increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 on heading 030° and on HLI R-182 to ADULT/HLI 11.5 DME and hold.

AWOS-3 132.725	MEMPHIS CENTER 128.5 381.4	GCO 135.075	UNICOM 123.0 (CTAF) 📻
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CATEGORY	A	B	C	D
📻 CIRCLING	980-1 528 (600-1)	1060-1¼ 608 (700-1¼)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

OXFORD, MISSISSIPPI
Amdt 5A 08JAN15

34°23'N-89°32'W

UNIVERSITY-OXFORD (UOX)
VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017


SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-PQL 110.1 Chan 38	APP CRS 168°	Rwy Idg TDZE Apt Elev	6500 17 17
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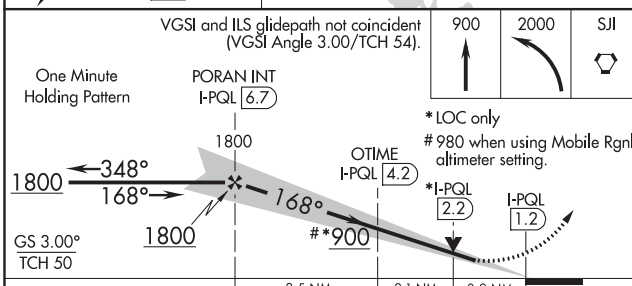
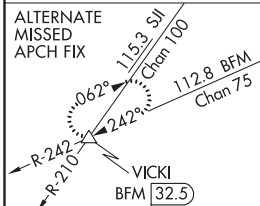
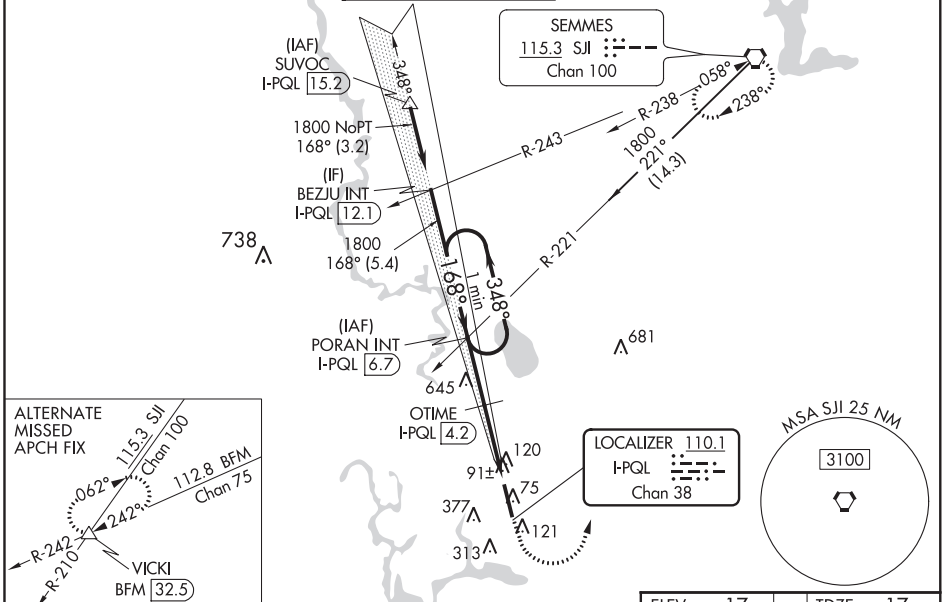
ILS or LOC RWY 17

TRENT LOTT INTL (PQL)

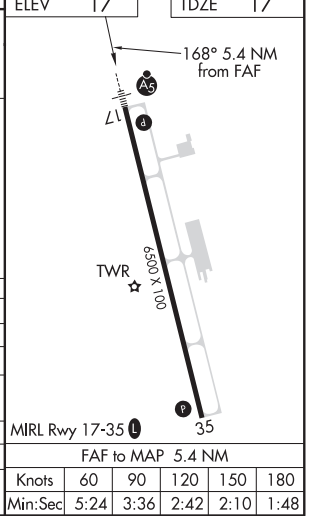
⚠ When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase DA to 292 feet; increase all MDA 80 feet and S-LOC 17 visibility Cat B ¼ mile, and Cats C and D ½ mile, increase Circling visibility Cats B and C ¼ mile. OTIME fix minimums, increase S-LOC 17 visibility Cats C and D ½ mile and Circling Cats C and D ½ mile. For inop MALSRs when using Mobile Rgnl altimeter setting increase S-ILS all Cats visibility to ¾ mile.

MALSR
 MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJJ VORTAC and hold.

ATIS 135.175	MOBILE APP CON★ 121.0 307.1	TRENT LOTT TOWER★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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CATEGORY	A	B	C	D
S-ILS 17	217-½ 200 (200-½)			
S-LOC 17	900-¾ 883 (900-¾)		900-2 883 (900-2)	
C CIRCLING	900-1¼ 883 (900-1¼)		900-2¾ 883 (900-2¾)	900-3 883 (900-3)
OTIME FIX MINIMUMS				
S-LOC 17	360-½ 343 (400-½)		360-¾ 343 (400-¾)	
C CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72904 W35A	APP CRS 348°	Rwy Idg TDZE 17 Apt Elev 17	6500
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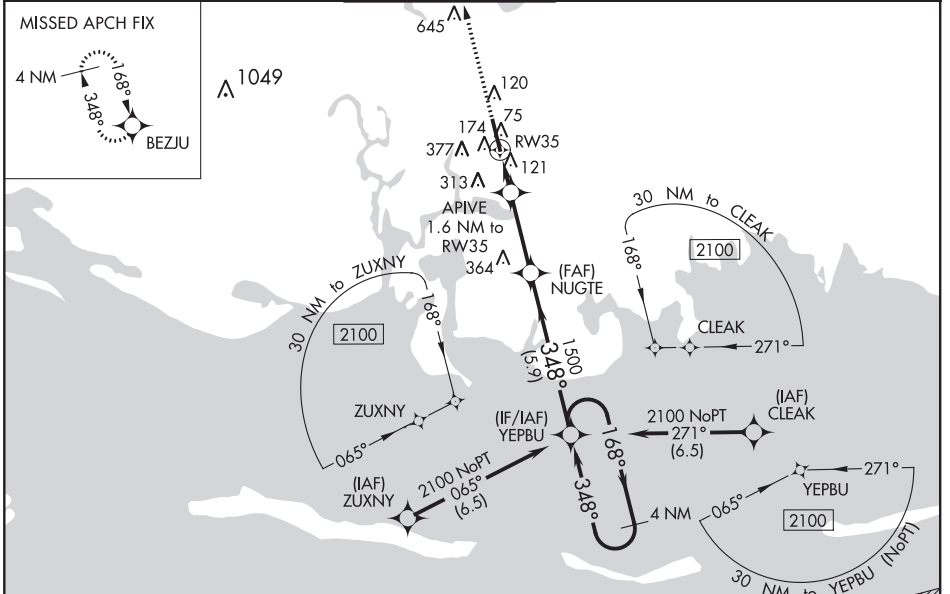
RNAV (GPS) RWY 35

TRENT LOTT INTL (PQL)

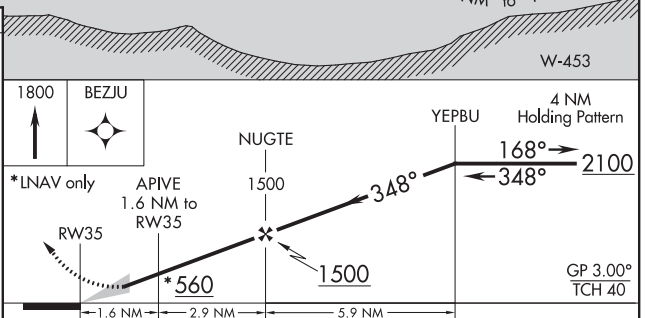
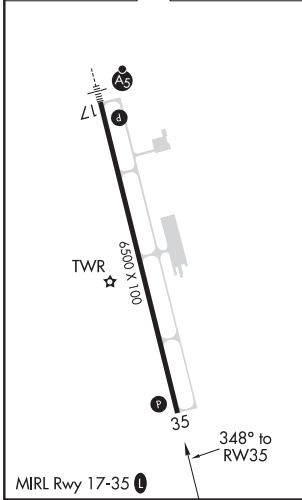
⚠ Baro-VNAV NA when using Mobile Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase LPV DA to 342 feet, LNAV/VNAV DA to 422 feet, and all MDA 80 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cats C/D ½ mile and Circling visibility Cats C/D ½ mile.

MISSED APPROACH: Climb to 1800 direct BEZJU and hold.

ATIS 135.175	MOBILE APP CON ★ 121.0 307.1	TRENT LOTT TOWER ★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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ELEV 17	TDZE 17
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CATEGORY	A	B	C	D
LPV DA		267-7/8	250 (300-7/8)	
LNAV/VNAV DA		347-1 1/8	330 (400-1 1/8)	
LNAV MDA	440-1	423 (500-1)	440-1 1/4	423 (500-1 1/4)
C CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1 3/4 663 (700-1 3/4)	680-2 663 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

PASCAGOULA, MISSISSIPPI

AL-5404 (FAA)

16063

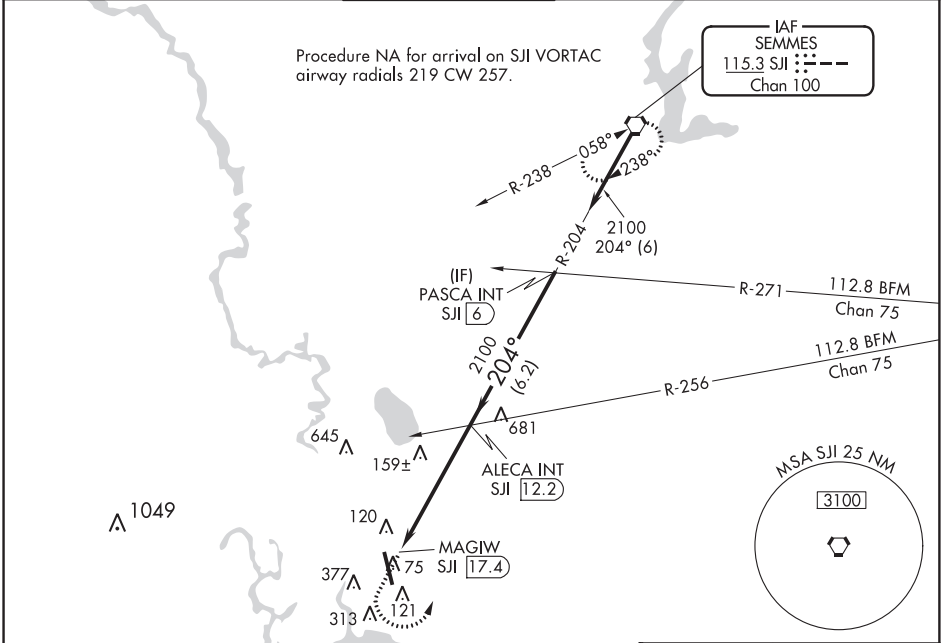
VORTAC SJI 115.3 Chan 100	APP CRS 204°	Rwy Idg TDZE Apt Elev	N/A N/A 17
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VOR-A
TRENT LOTT INTL (PQL)

⚠ When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 80 feet and visibility Cats C and D ¼ mile.

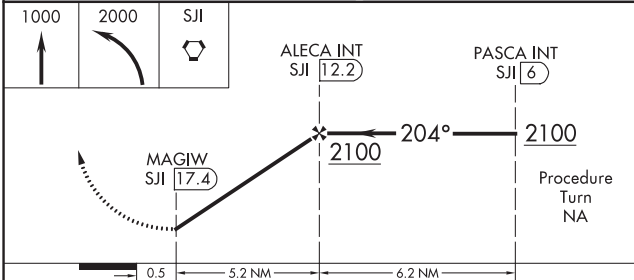
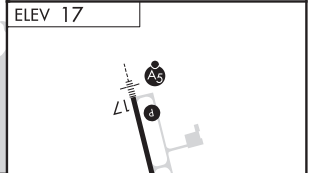
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS 135.175	MOBILE APP CON ★ 121.0 307.1	TRENT LOTT TOWER ★ 118.575 (CTAF) 0	GND CON 121.725	CLNC DEL 121.725	UNICOM 122.8
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY		A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING		700-1	683 (700-1)	700-2	700-2¼	Knots	60	90	120	150	180
				683 (700-2)	683 (700-2¼)	Min:Sec	5:12	3:28	2:36	2:05	1:44

PASCAGOULA, MISSISSIPPI
Amdt 1B 03MAR16

30°28'N-88°32'W

TRENT LOTT INTL (PQL)
VOR-A

PATTERSON, LOUISIANA

AL-5717 (FAA)

16315

LOC/DME I-PTN	APP CRS	Rwy Idg	5399
108.3	238°	TDZE	9
Chan 20		Apt Elev	9

ILS or LOC/DME RWY 24

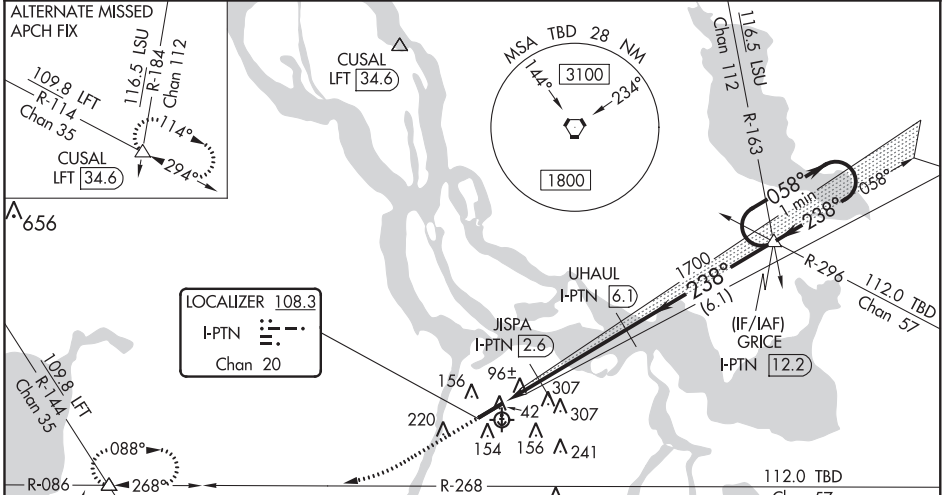
HARRY P. WILLIAMS MEMORIAL (PT'N)

NA When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase S-LOC 24 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. For inop MALSRS when using New Iberia altimeter setting; increase S-ILS 24 all Cats visibility to ¾ mile and S-LOC 24 Cat C visibility to 1¾ mile. VDP NA when using New Iberia altimeter setting. When VGSI inop, Circling Rwy 6 NA at night.

MALSRS

MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/ TBD 40.2 DME and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	UNICOM 122.8 (CTAF) 0
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	A	B	C	D
S-ILS 24	209-½ 200 (200-½)			NA
S-LOC 24	360-½	351 (400-½)	360-5/8 351 (400-5/8)	NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	660-1¾ 651 (700-1¾)	NA

PATTERSON, LOUISIANA
Amdt 2E 21JUL16

HARRY P. WILLIAMS MEMORIAL (PT'N)
29°43'N-91°20'W
ILS or LOC/DME RWY 24

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

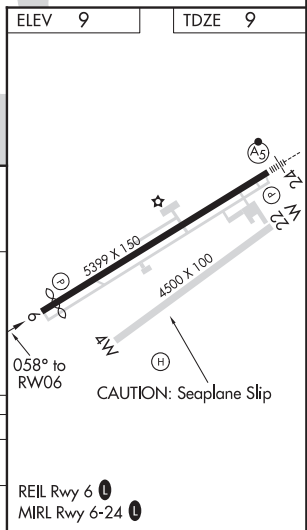
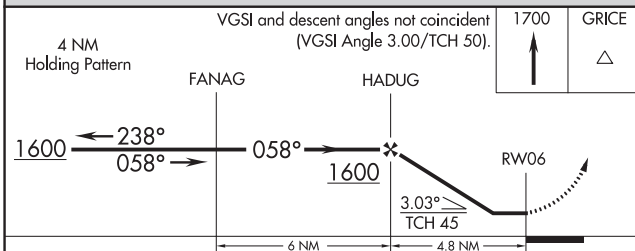
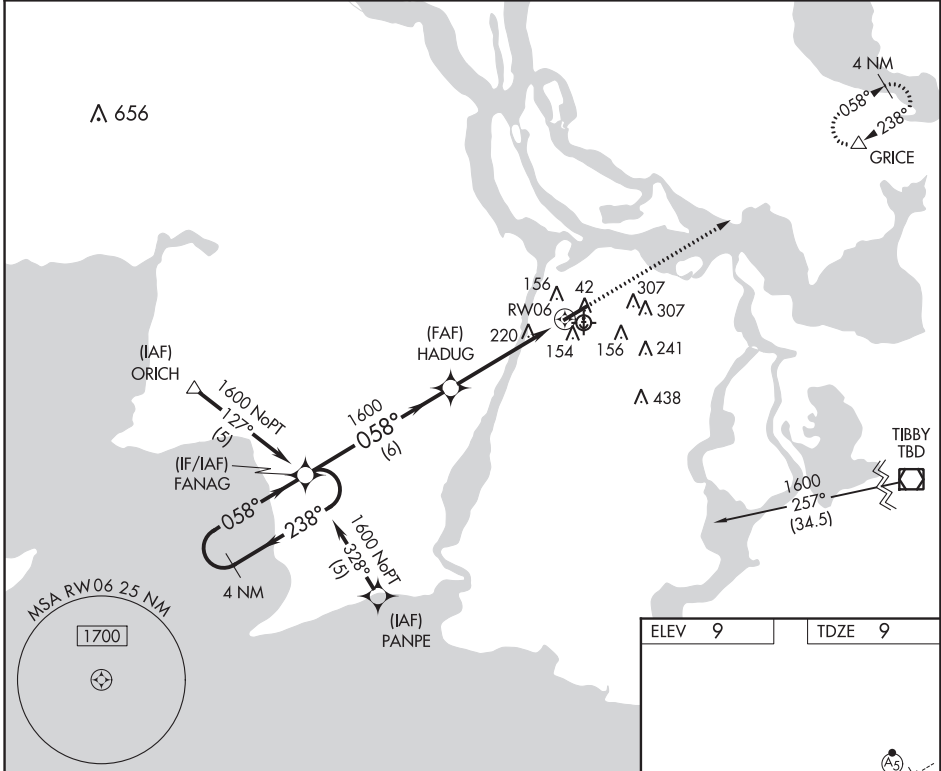
APP CRS 058°	Rwy Idg TDZE Apt Elev	5005 9 9
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RNAV (GPS) RWY 6
HARRY P. WILLIAMS MEMORIAL (PTN)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.
 When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night.

MISSED APPROACH:
Climb to 1700 direct GRICE and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	540-1	531 (600-1)	540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	580-1 571 (600-1)	660-1¾ 651 (700-1¾)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017


WAAS CH 40320 W24A	APP CRS 238°	Rwy Idg 5399 TDZE 9 Apt Elev 9
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RNAV (GPS) RWY 24

HARRY P. WILLIAMS MEMORIAL (PTN)

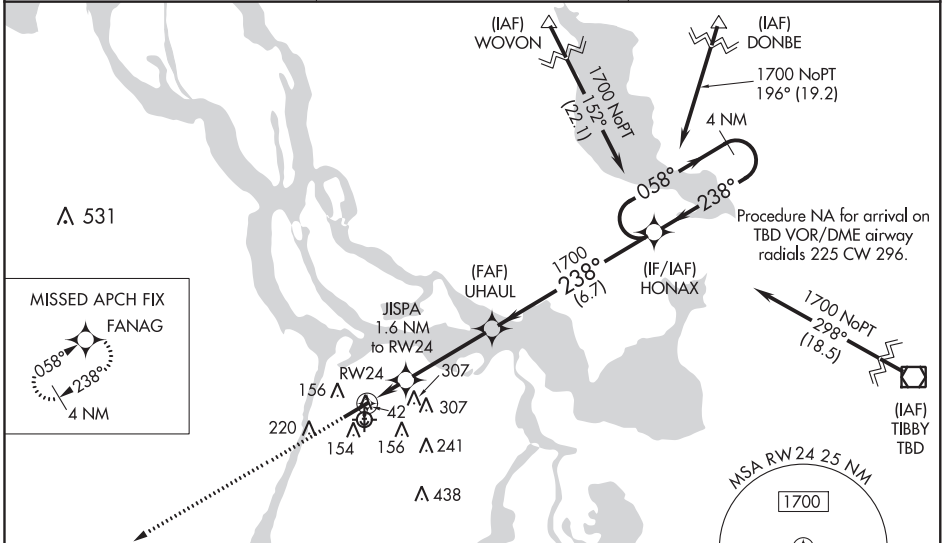
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C visibility 1/4 mile and Circling Cat C visibility 1/2 mile. For inop MALS, increase LNAV Cat C visibility to 1 mile. For inop MALS, when using New Iberia altimeter setting, increase LPV all Cats visibility to 1/2 mile, LNAV/VNAV all Cats visibility to 1 1/8 mile, and LNAV Cat C visibility to 1 1/8 mile. When VGSI inop, Circling Rwy 6 NA at night.

MALS

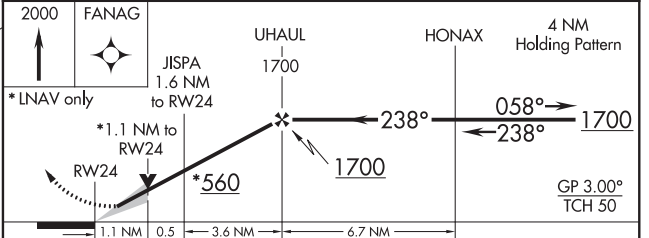
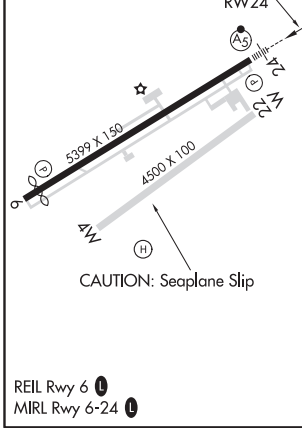


MISSED APPROACH:
Climb to 2000 direct FANAG and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON WEST 125.5 350.35 EAST 133.15 290.3	UNICOM 122.8 (CTAF) ①
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ELEV 9	TDZE 9
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CATEGORY	A	B	C	D
LPV DA	209-1/2	200 (200-1/2)		NA
LNAV/VNAV DA	259-1/2	250 (300-1/2)		NA
LNAV MDA	400-1/2	391 (400-1/2)	400-5/8 391 (400-5/8)	NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	660-1 3/4 651 (700-1 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78115 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5001 454 458
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RNAV (GPS) RWY 18

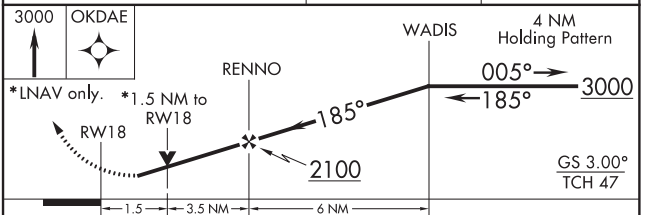
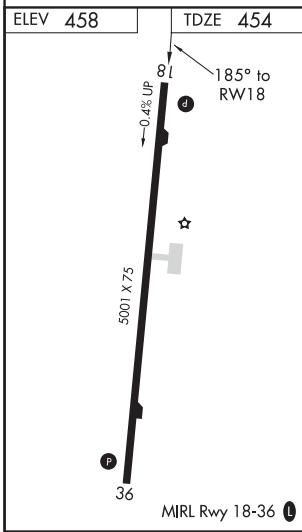
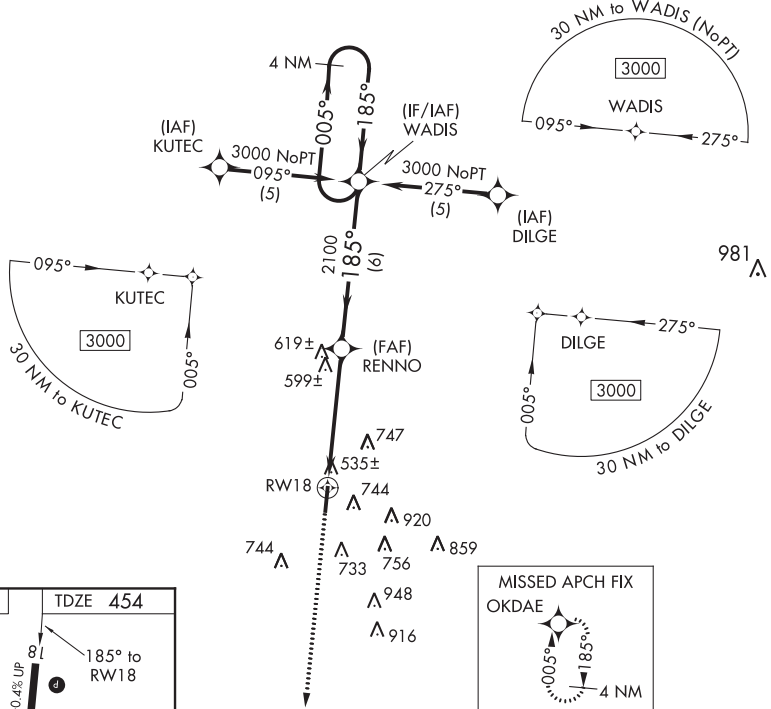
PHILADELPHIA MUNI (MPE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH:
Climb to 3000 direct OKDAE and hold.

ASOS 118.725	MEMPHIS CENTER 132.75 350.25	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		774-1¼	320 (400-1¼)	
LNAV/VNAV DA		850-1½	396 (400-1½)	
LNAV MDA	960-1	506 (600-1)	960-1½	506 (600-1½)
CIRCLING	1060-1	602 (700-1)	1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

PHILADELPHIA, MISSISSIPPI

AL-6960 (FAA)

12320

WAAS CH 48915 W36A	APP CRS 005°	Rwy Idg TDZE 458 Apt Elev 458
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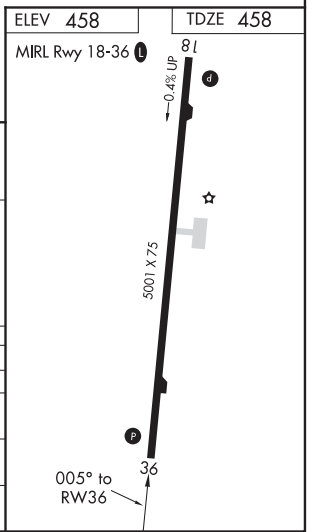
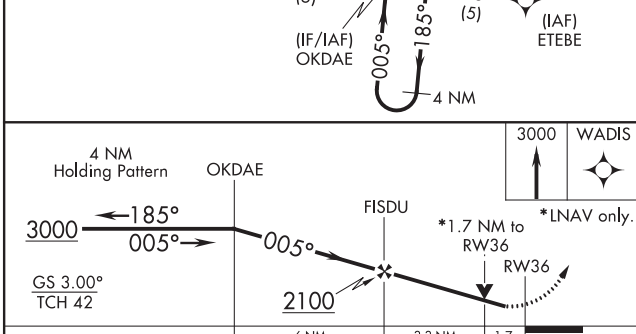
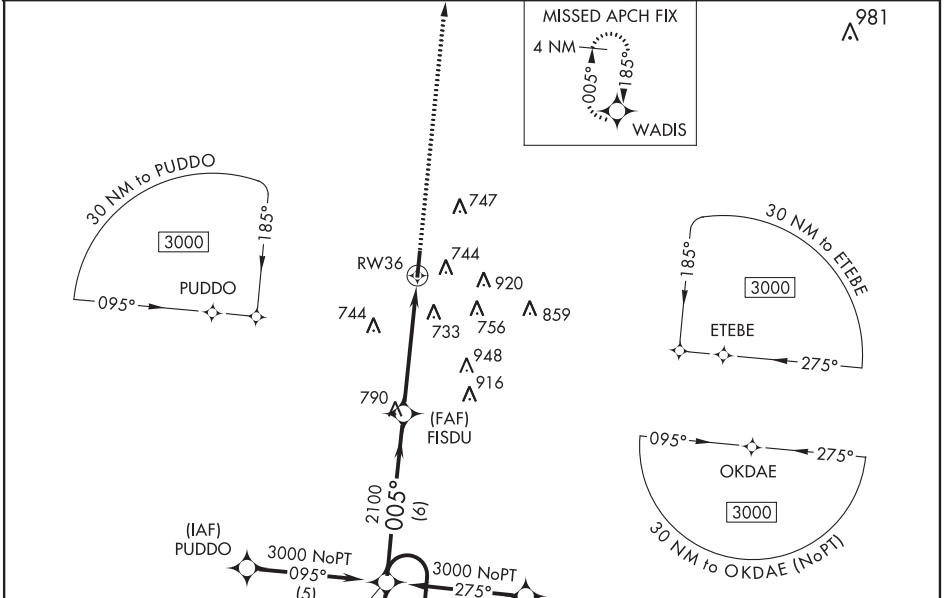
RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH:
Climb to 3000 direct WADIS and hold.

ASOS 118.725	MEMPHIS CENTER 132.75 350.25	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		838-1¼	380 (400-1¼)	
LNAV/VNAV DA		1107-2¼	649 (700-2¼)	
LNAV MDA	1040-1	582 (600-1)	1040-1½	1040-1¾
			582 (600-1½)	582 (600-1¾)
CIRCLING	1060-1	602 (700-1)	1060-1¾	1060-2
			602 (700-1¾)	602 (700-2)

PHILADELPHIA, MISSISSIPPI
Amdt 1 22OCT09

32° 48' N-89° 08' W

PHILADELPHIA MUNI (MPE) RNAV (GPS) RWY 36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42909 W36A	APP CRS 359°	Rwy Idg TDZE 54 Apt Elev 55	5000
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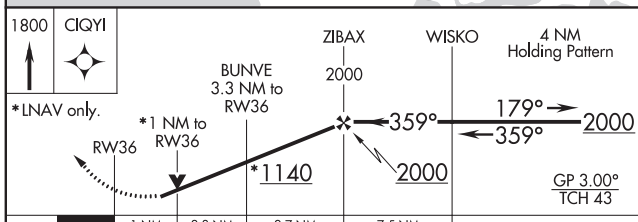
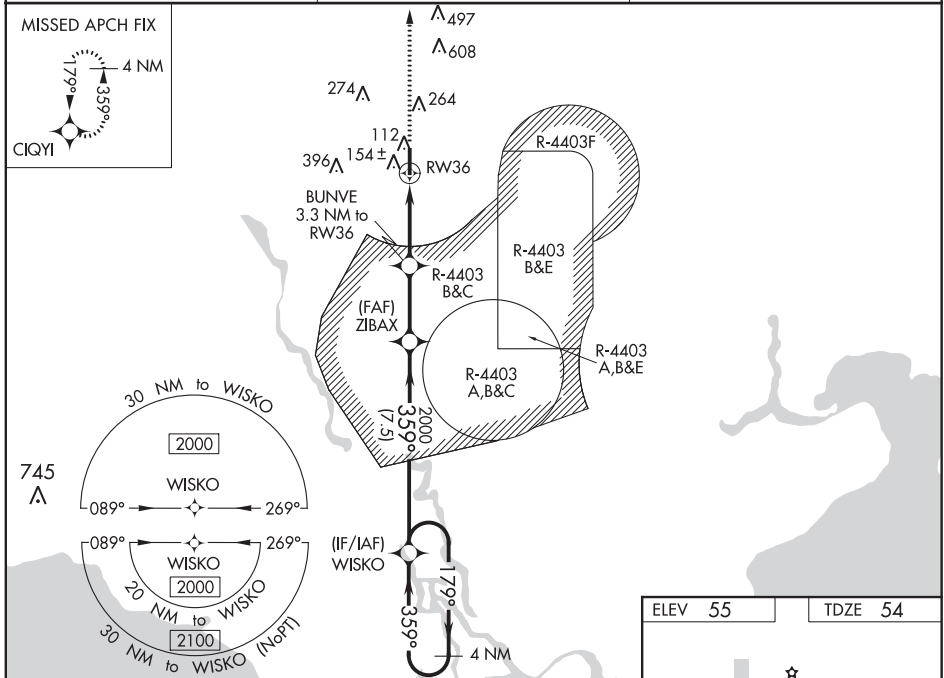
RNAV (GPS) RWY 36

PICAYUNE MUNI (MJD)

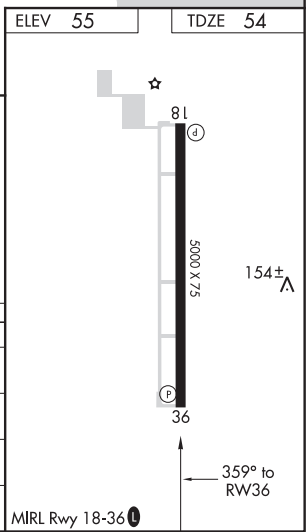
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Procedure NA when R-4403 A, B, C, or E is active. When local altimeter setting not received, use Stennis Intl altimeter setting; increase LPV DA to 338 and all Cats visibility 1/8 mile; increase LNAV/VNAV DA to 374 and all Cats visibility 1/8 mile; increase all MDA 40 feet and LNAV Cats C and D visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 1800 direct CIQY and hold.

AWOS-3 119.075	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA		304-7/8	250 (300-7/8)	
LNAV/VNAV DA		340-1	286 (300-1)	
LNAV MDA		420-1	366 (400-1)	
C CIRCLING	480-1 425 (500-1)	580-1 525 (600-1)	700-1 3/4 645 (700-1 3/4)	960-3 905 (1000-3)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42938 W18A	APP CRS 179°	Rwy Idg 5000 TDZE 55 Apt Elev 55
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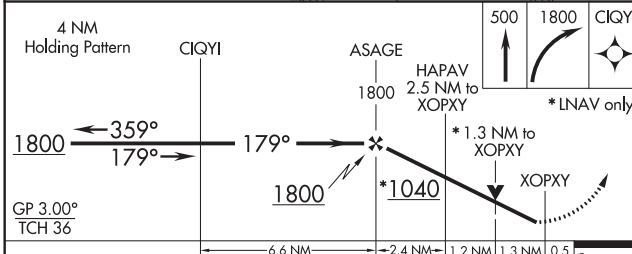
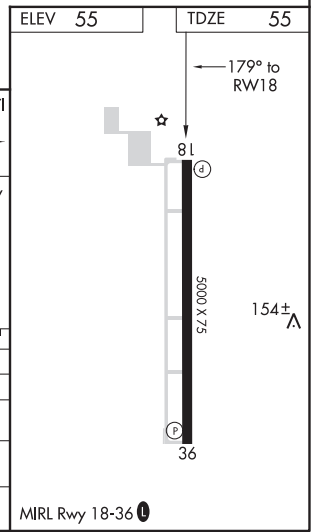
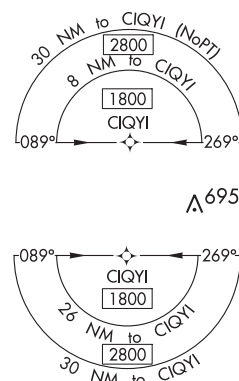
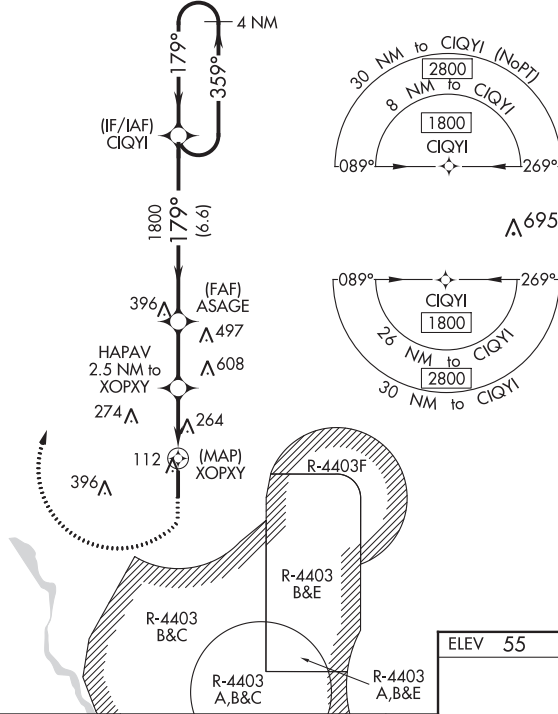
RNAV (GPS) Y RWY 18

PICAYUNE MUNI (MJD)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cats ½ mile; increase LNAV/VNAV DA to 621 and visibility all Cats ½ mile; increase all MDA 40 feet.

MISSED APPROACH: (Do not exceed 185 KIAS) Climb to 500, then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3 119.075	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		343-1	288 (300-1)	
LNAV/VNAV DA		587-1 7/8	532 (600-1 1/2)	
LNAV MDA	520-1	465 (500-1)	520-1 3/8	465 (500-1 3/8)
CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	NA	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99310 W18B	APP CRS 179°	Rwy Ldg TDZE Apt Elev	5000 55 55
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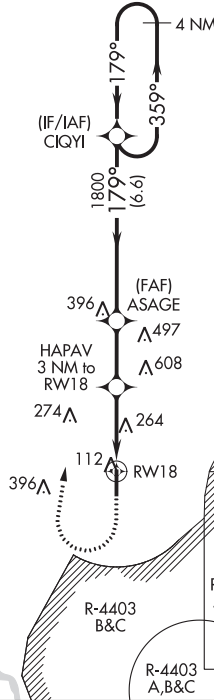
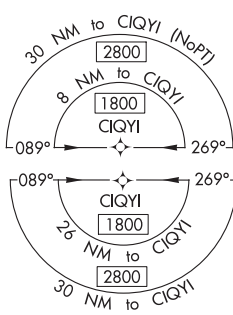
RNAV (GPS) Z RWY 18

PICAYUNE MUNI (MJD)

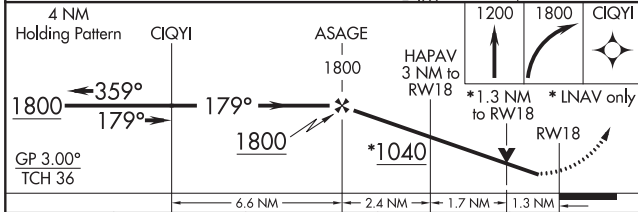
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 1/2 SM NA. Procedure NA when R-4403 B, C, or E is active.
 When local altimeter setting not received, used Stennis Intl altimeter setting; increase LPV DA to 377 and visibility all Cats 1/8 mile; increase LNAV/VNAV DA to 621 and visibility all Cats 1/8 mile; increase all MDA 40 feet and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1200, then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3 119.075	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 0
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△695



ELEV 55	TDZE 55
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154± △

MIRL Rwy 18-36 0

CATEGORY	A	B	C	D
LPV DA		343-1	288 (300-1)	
LNAV/VNAV DA		587-1 7/8	532 (600-1 7/8)	
LNAV MDA	520-1	465 (500-1)	520-1 3/8	465 (500-1 3/8)
C CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	700-1 3/4 645 (700-1 3/4)	960-3 905 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

PICAYUNE, MISSISSIPPI

AL-9504 (FAA)

16175

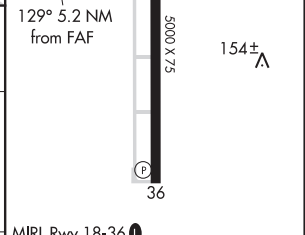
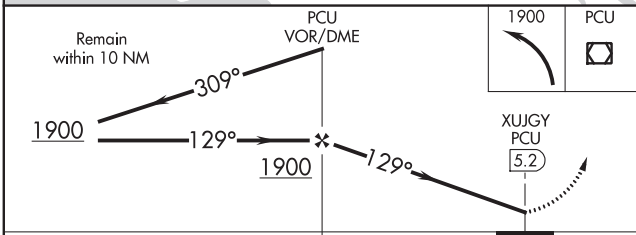
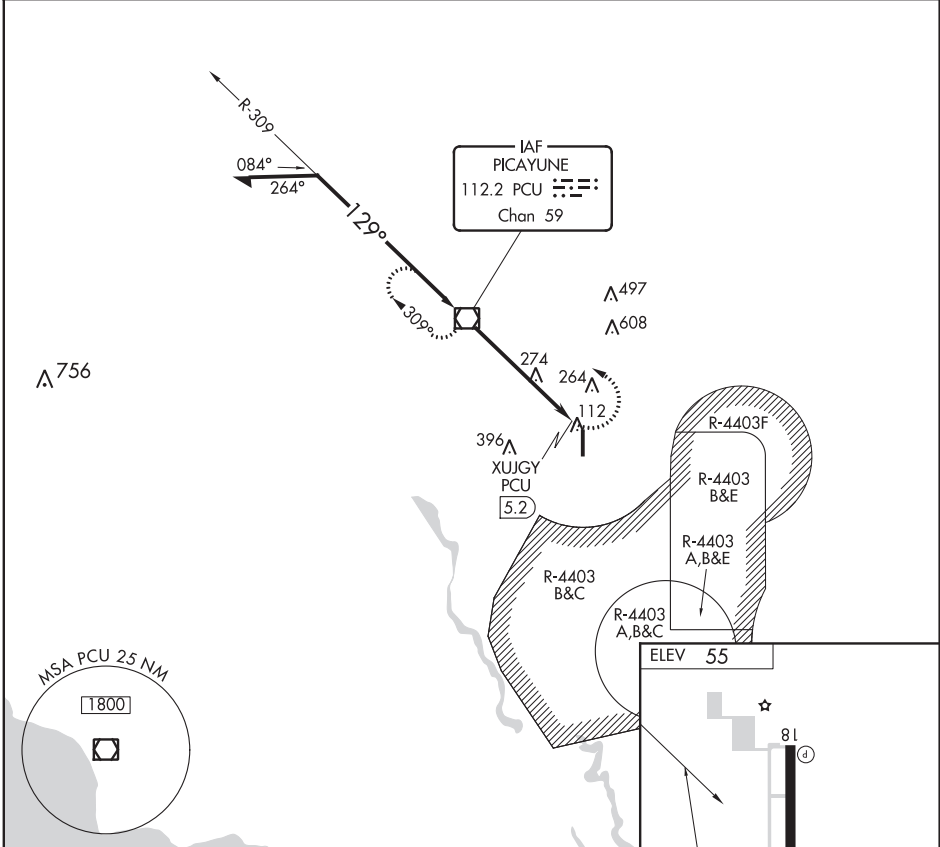
VOR/DME PCU 112.2 Chan 59	APP CRS 129°	Rwy Idg 5000 TDZE N/A Apt Elev 55
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VOR-A
PICAYUNE MUNI (MJD)

⚠ When local altimeter setting not received, used Stennis Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3 119.075	GULFPORT APP CON 124.6 354.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 5.2 NM						
CIRCLING	540-1	580-1	NA			Knots	60	90	120	150	180
	485 (500-1)	525 (600-1)				Min:Sec	5:12	3:28	2:36	2:05	1:44

PICAYUNE, MISSISSIPPI
Amdt 1 23JUN16

30°29'N-89°39'W

PICAYUNE MUNI (MJD)
VOR-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

FORT POLK, LOUISIANA

RNAV (GPS) RWY 16

APCH CRS 158°	Rwy Idg 3915
	THRE 328
	Arprt Elev 329

AL-5096 [USA]

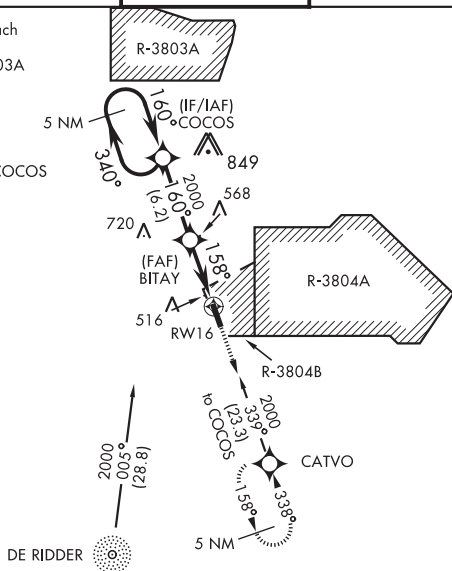
POLK AAF (KPOE)

▼ Helicopter visibility reduction below 3/4 miles NA.	MISSED APPROACH: Climb to 2000 direct CATVO and hold.
▲ DME/DME RNP-0.3 NA	

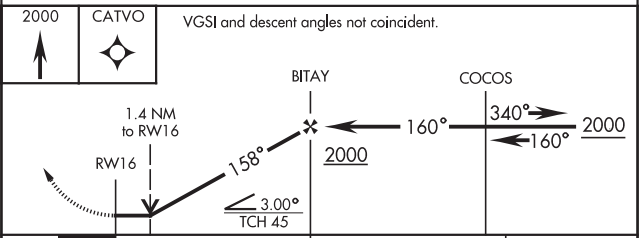
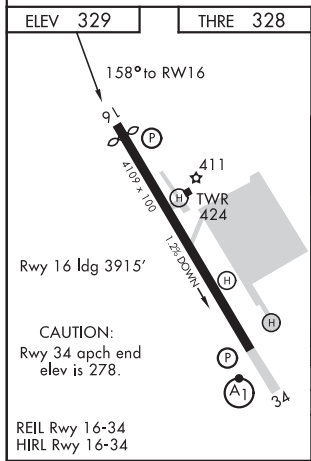
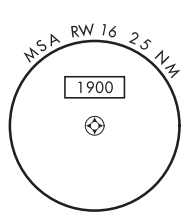
ATIS 134.85 282.2	POLK APP CON 123.7 261.3	POLK TOWER 119.0 257.75	GND CON 121.8 239.25	ASR/PAR
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CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6 NM North of COCOS.

NoPT for arrival at COCOS on V212 eastbound.



Radar required for arrivals at DXB NDB and CATVO.



CATEGORY	A	B	C	D
LNAV MDA	800-1 472 (500-1)	800-1 3/8 472 (500-1 3/8)		
CIRCLING	820-1 491 (500-1)	820-1 1/2 491 (500-1 1/2)	880-2 551 (600-2)	

FORT POLK, LOUISIANA
Amdt 1 30MAY13

31° 03' N-93° 11' W

POLK AAF (KPOE)

RNAV (GPS) RWY 16

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

FORT POLK, LOUISIANA

RNAV (GPS) RWY 34

APCH CRS 338°	Rwy Idg THRE 278 Arpt Elev 329
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AL-5096 [USA]

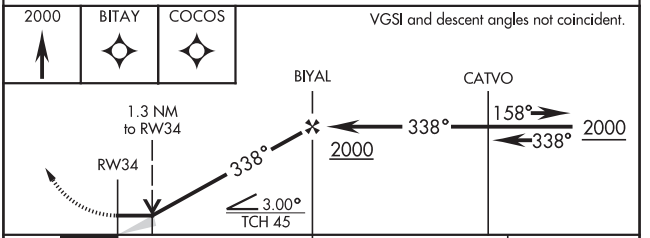
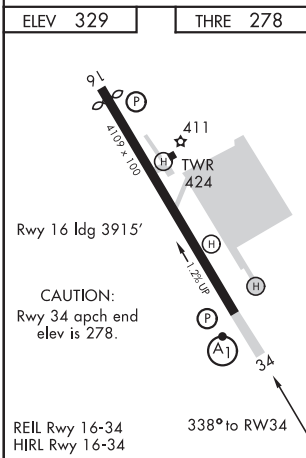
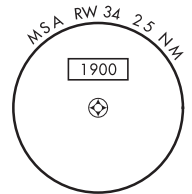
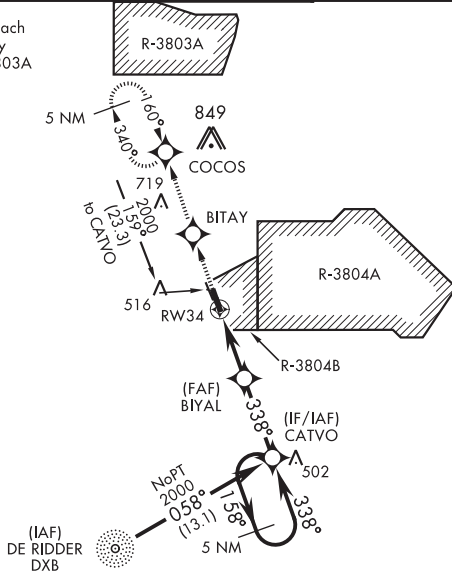
POLK AAF (KPOE)

<p>▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ mile.</p> <p>▲ DME/DME RNP-0.3 NA</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 2000 direct BITAY and on track 340° to COCOS and hold.</p>
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<p>ATIS 134.85 282.2</p>	<p>POLK APP CON 123.7 261.3</p>	<p>POLK TOWER 119.0 257.75</p>	<p>GND CON 121.8 239.25</p>	<p>ASR/PAR</p>
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CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6 NM North of COCOS.

Radar required for arrivals at DXB NDB and CATVO.



CATEGORY	A	B	C	D
LNAV MDA*	760-¾ 482	(500-¾)	760-1 482	(500-1)
CIRCLING	820-1 491	(500-1)	820-1½ 491 (500-1½)	880-2 551 (600-2)

FORT POLK, LOUISIANA
Amdt 1 30MAY13

31° 03'N-93° 11'W

POLK AAF (KPOE)

RNAV (GPS) RWY 34

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR RWY 16

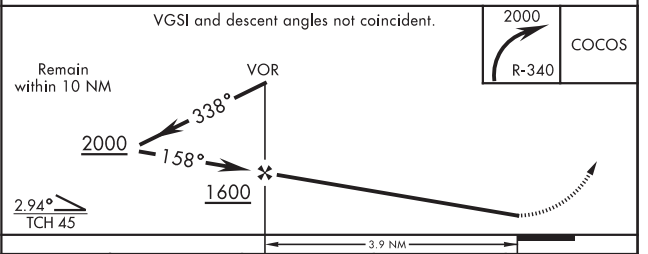
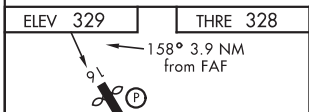
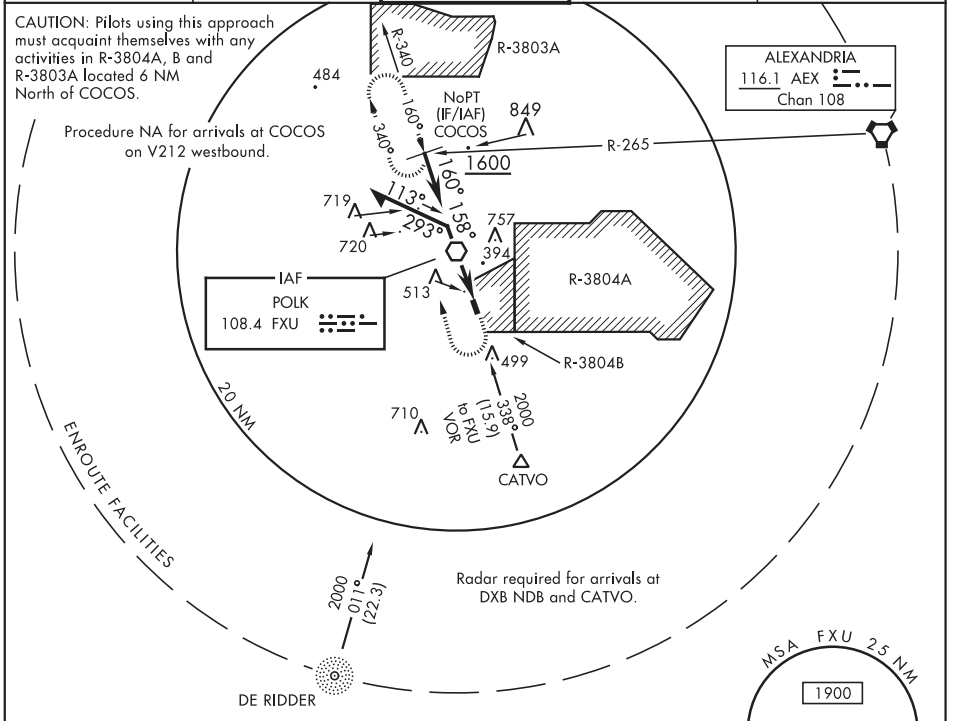
POLK AAF (KPOE)

VOR FXU 108.4	APCH CRS 158°	Rwy ldg THRE Arpt Elev 3915 328 329
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AL-5096 [USA]

<p>▼ Helicopter visibility reduction below 3/4 miles NA.</p> <p>▲</p>	<p>MISSED APPROACH: Climbing right turn to 2000 on FXU VOR R-340 to COCOS int and hold.</p>
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<p>ATIS 134.85 282.2</p>	<p>POLK APP CON 123.7 261.3</p>	<p>POLK TOWER 119.0 257.75</p>	<p>GND CON 121.8 239.25</p>	<p>ASR/PAR</p>
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FAF to MAP 3.9 NM						
	Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18	

CATEGORY	A	B	C	D
S-16	780-1	452 (500-1)	780-1 3/8	452 (500-1 3/8)
CIRCLING	820-1	491 (500-1)	820-1 1/2	880-2
			491 (500-1 1/2)	551 (600-2)

VOR RWY 16

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

FORT POLK, LOUISIANA

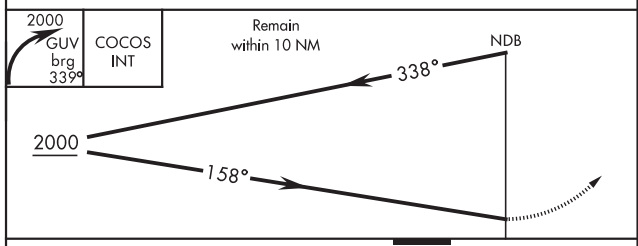
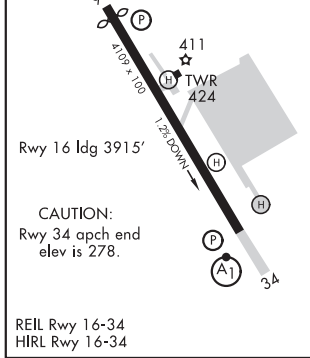
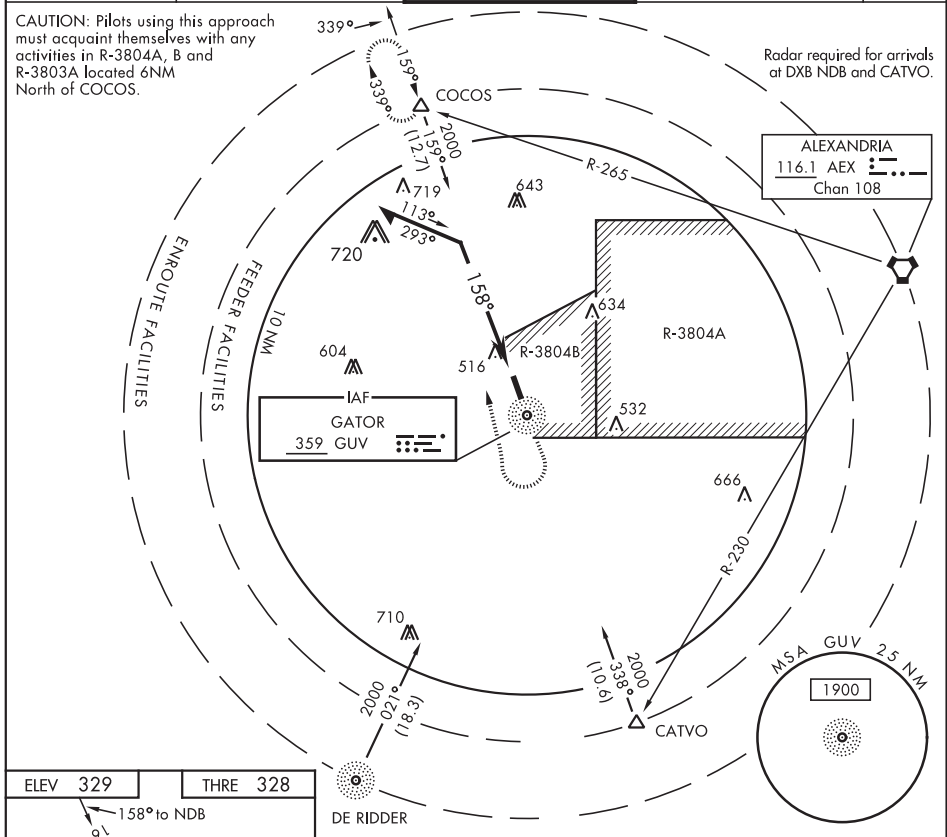
NDB RWY 16

POLK AAF (KPOE)

NDB GUV 359	APCH CRS 158°	Rwy ldg THRE Arpt Elev 3915 328 329
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AL-5096 [USA]

<p>▼ Helicopter visibility reduction below $\frac{3}{4}$ miles NA.</p> <p>▲ MISSED APPROACH: Climbing right turn to 2000 on GUV NDB brg 339° to COCOS INT and hold.</p>		<p>ATIS 134.85 282.2</p>		<p>POLK APP CON 123.7 261.3</p>		<p>POLK TOWER 119.0 257.75</p>		<p>GND CON 121.8 239.25</p>		<p>ASR/PAR</p>	
--	--	-------------------------------------	--	--	--	---	--	--	--	----------------	--



CATEGORY	A	B	C	D
S-16	1080-1 752 (800-1)	1080-1¼ 752 (800-1¼)	1080-2 752 (800-2)	1080-2½ 751 (800-2½)
CIRCLING	1080-1 751 (800-1)	1080-1¼ 751 (800-1¼)	1080-2¼ 751 (800-2¼)	1080-2½ 751 (800-2½)

FORT POLK, LOUISIANA
Amdt 11 30MAY13

31°03'N-93°11'W

POLK AAF (KPOE)

NDB RWY 16

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

FORT POLK, LOUISIANA

NDB RWY 34

POLK AAF (KPOE)

NDB GUV 359	APCH CRS 339°	Rwy ldg THRE Arpt Elev 4109 278 329
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AL-5096 [USA]

▽ * When ALS inop, increase CAT AB vis to 1 mile.
▲

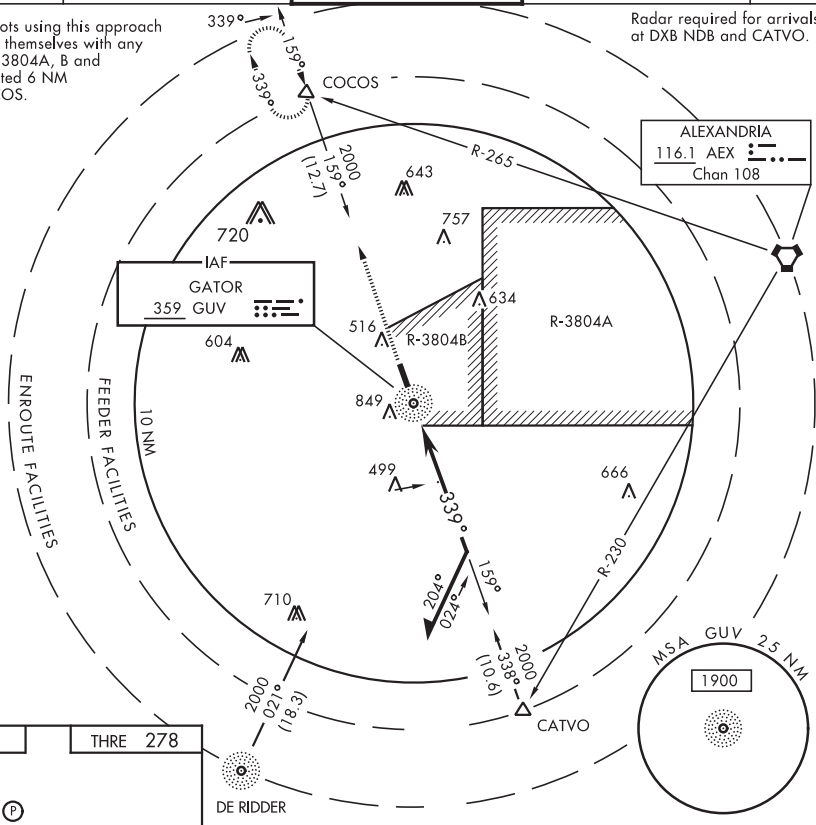


MISSED APPROACH: Climb to 2000 on GUV NDB
brg 339° to COCOS INT and hold.

ATIS 134.85 282.2	POLK APP CON 123.7 261.3	POLK TOWER 119.0 257.75	GND CON 121.8 239.25	ASR/PAR
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CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6 NM North of COCOS.

Radar required for arrivals at DXB NDB and CATVO.

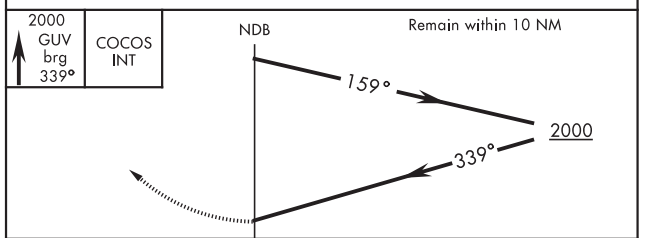
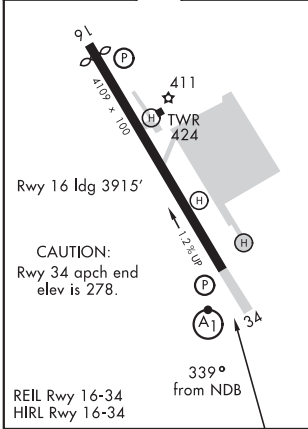


ALEXANDRIA
116.1 AEX
Chan 108

IAF
GATOR
359 GUV

MSA GUV 2.5 NM
1900

ELEV 329	THRE 278
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CATEGORY	A	B	C	D
S-34 *	800- $\frac{3}{4}$	522 (400- $\frac{3}{4}$)	800-1	522 (400-1)
CIRCLING	820-1	491 (500-1)	820-1 $\frac{1}{2}$ 491(500-1 $\frac{1}{2}$)	880-2 551(600-2)

FORT POLK, LOUISIANA
Amdt 10 30MAY13

31° 03'N-93° 11'W

POLK AAF (KPOE)

NDB RWY 34

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-5096 [USA]

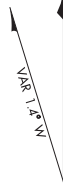
POLK AAF (KPOE)

FORT POLK, LOUISIANA

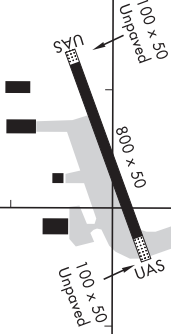
ATIS
 134.85 282.2
 POLK TOWER
 119.0 257.75
 GND CON
 121.8 239.25

93°11' 45"W

93°11' 15"W



SEPTEMBER 2014
 ANNUAL RATE OF CHANGE
 0.1° W

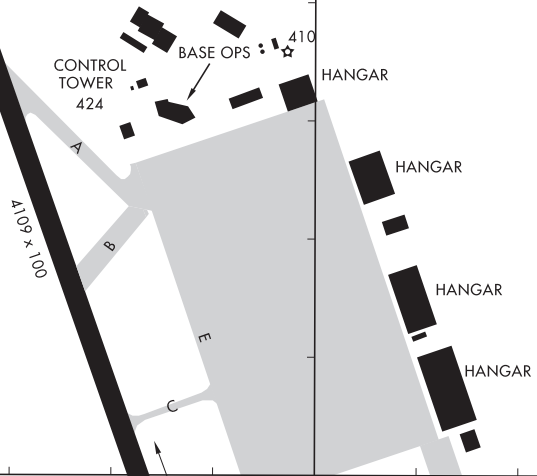


FIELD ELEV 329

31°03' 00"N

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



4109 x 100

31°02' 30"N

RWY 16-34
 PCN 36 F/A/W/T

Rwy 16 ldg 3915'

ELEV 278

200 x 100 Unpaved

AIRPORT DIAGRAM

FORT POLK, LOUISIANA

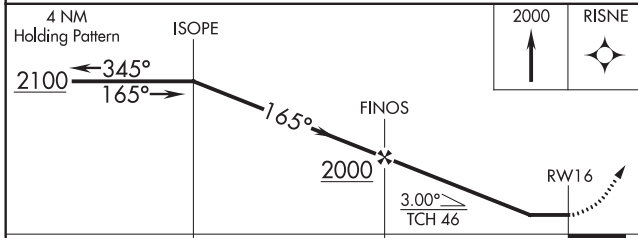
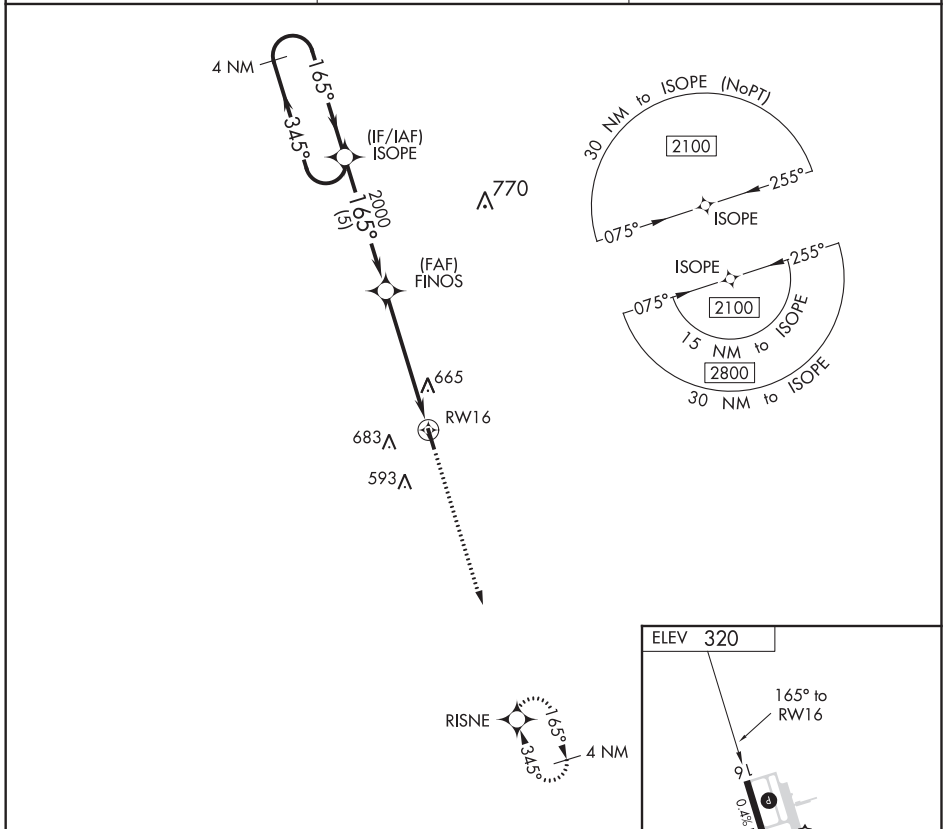
POLK AAF (KPOE)

APP CRS	Rwy Idg	N/A
165°	TDZE	N/A
	Apt Elev	320

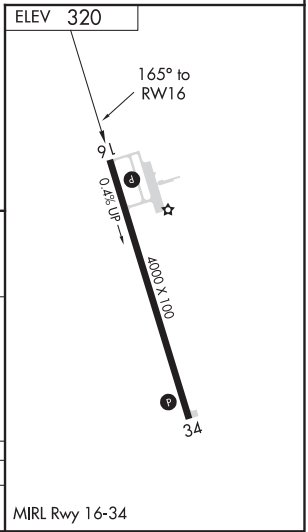
RNAV (GPS)-A
POPLARVILLE-PEARL RIVER COUNTY (M13)

<p>▽ DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.</p>	<p>△ NA MISSED APPROACH: Climb to 2000 direct RISNE and hold.</p>
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BOGALUSA AWOS-3PT 118.025	GULFPORT APP CON 124.6 354.1	CTAF 122.9
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CATEGORY	A	B	C	D
C CIRCLING	1040-1 720 (800-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

POPLARVILLE, MISSISSIPPI

AL-11024 (FAA)

15344

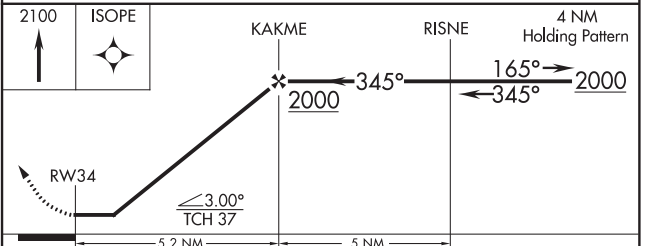
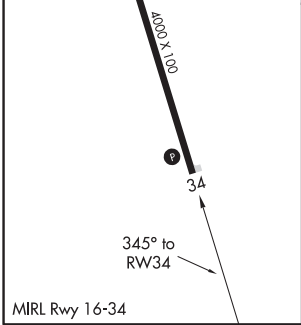
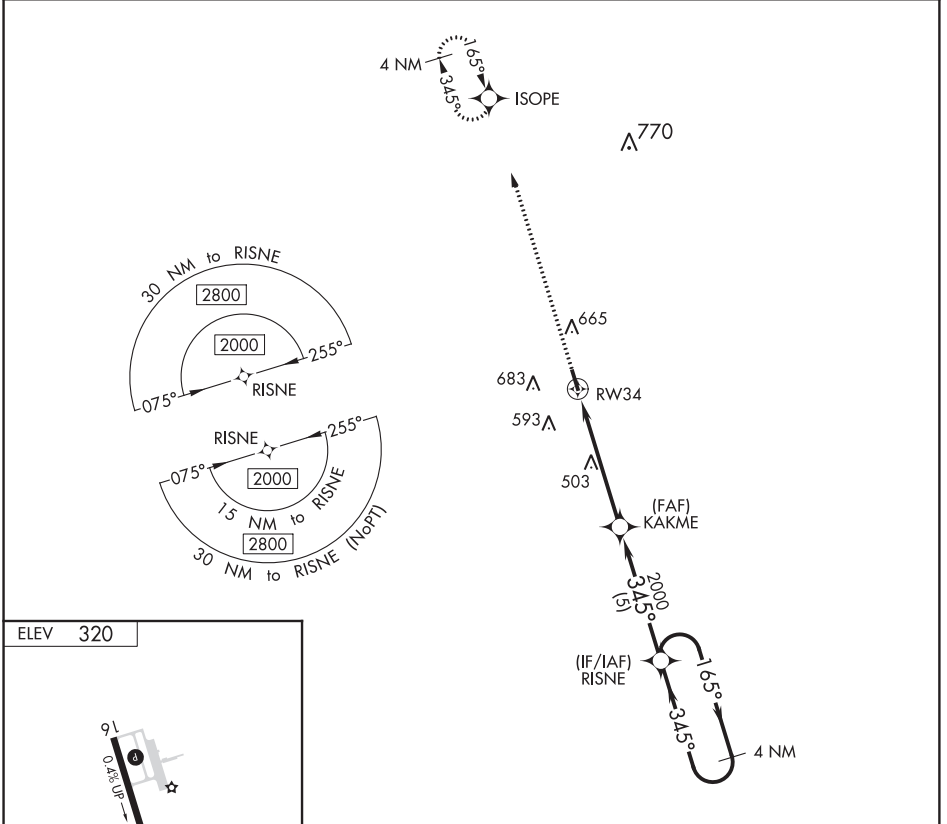
RNAV (GPS)-B
POPLARVILLE-PEARL RIVER COUNTY (M13)

APP CRS	Rwy Idg	N/A
345°	TDZE	N/A
	Apt Elev	320

▽ DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase all MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

△ NA MISSED APPROACH: Climb to 2100 direct ISOPE and hold.

BOGALUSA AWOS-3PT 118.025	GULFPORT APP CON 124.6 354.1	CTAF 122.9
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CATEGORY	A	B	C	D
C CIRCLING	880-1 560 (600-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)

POPLARVILLE, MISSISSIPPI
Orig 10DEC15

POPLARVILLE-PEARL RIVER COUNTY (M13)
RNAV (GPS)-B

30°47'N-89°30'W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90408 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	3197 455 455
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RNAV (GPS) RWY 12

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg-Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

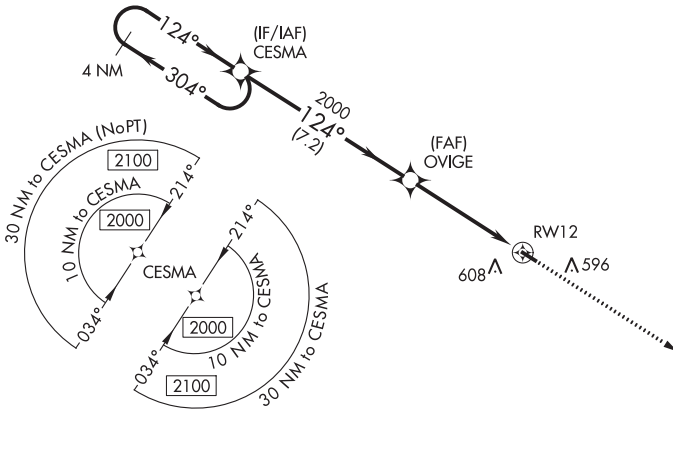
MISSED APPROACH:
Climb to 2000 direct DADCA and hold.

BROOKHAVEN AWOS-3
118.125

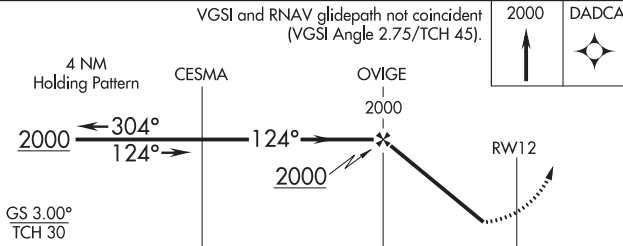
HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) **①**

△ 964



ELEV 455 TDZE 455



CATEGORY	A	B	C	D
LPV DA	770-1 1/8	315 (400-1 1/8)		NA
LNAV/VNAV DA	959-1 3/4	504 (600-1 3/4)		NA
LNAV MDA	1020-1	565 (600-1)		NA
C CIRCLING	1020-1	565 (600-1)		NA

MIRL Rwy 12-30 **①**

RNAV (GPS) RWY 12

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61208 W30A	APP CRS 304°	Rwy Idg 3197 TDZE 455 Apt Elev 455
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RNAV (GPS) RWY 30

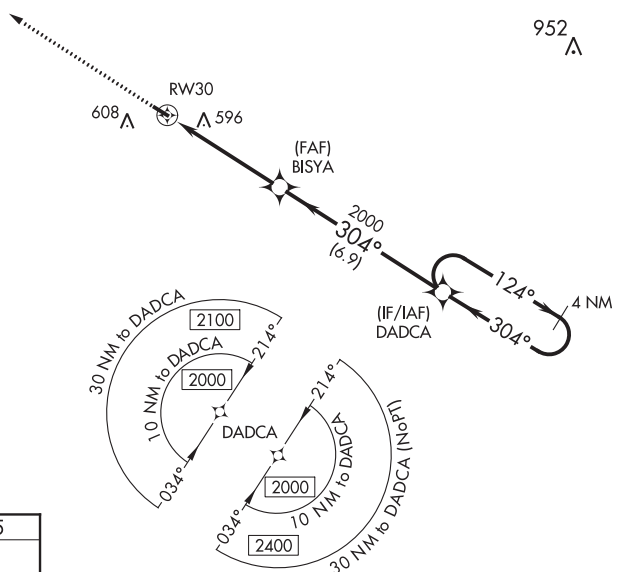
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

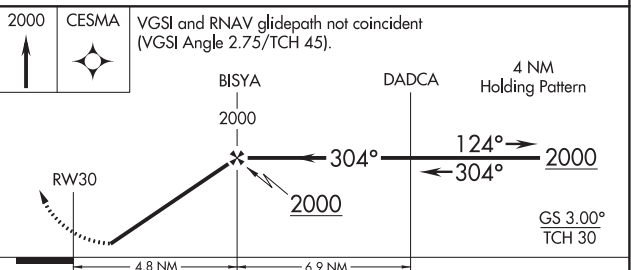
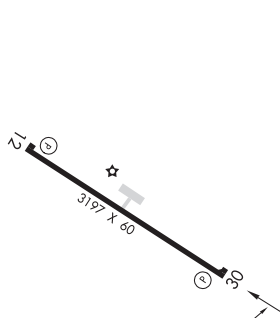
▲ NA

MISSED APPROACH:
Climb to 2000 direct
CESMA and hold.

BROOKHAVEN AWOS-3 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 455	TDZE 455
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CATEGORY	A	B	C	D
LPV DA	770-1 $\frac{1}{8}$	315 (400-1 $\frac{1}{8}$)		NA
LNNAV/VNAV DA	797-1 $\frac{1}{4}$	342 (400-1 $\frac{1}{4}$)		NA
LNNAV MDA	980-1	525 (600-1)		NA
C CIRCLING	1020-1 565 (600-1)	1080-1 625 (700-1)		NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JVW 108.55 Chan 22(Y)	APP CRS 124°	Rwy Idg 5499 TDZE 241 Apt Elev 247
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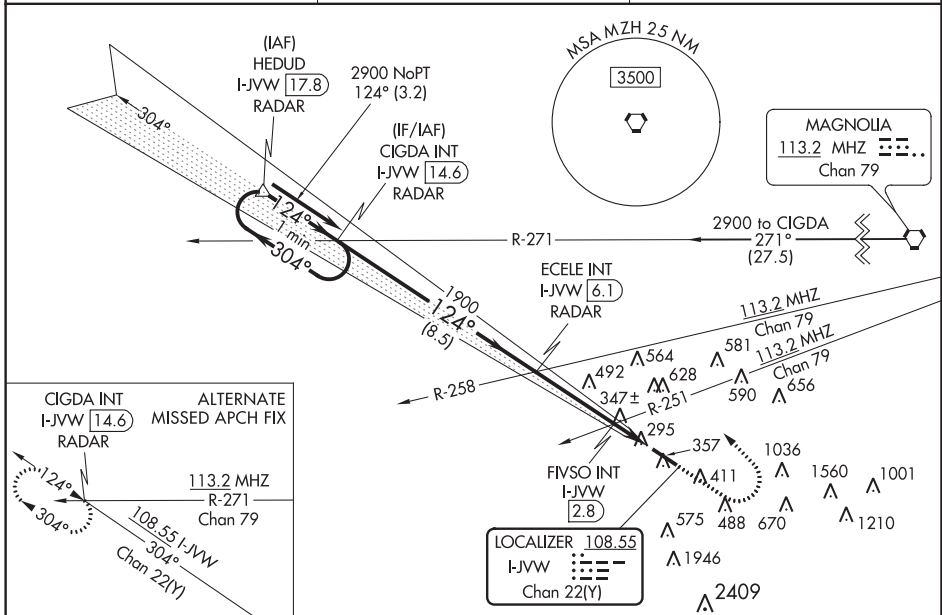
ILS or LOC RWY 12

JOHN BELL WILLIAMS (JVW)

⚠ VDP NA with Hawkins Field altimeter setting. Circling NA for Cat D southwest of Rwy 12-30. When local altimeter setting not received, use Hawkins Field altimeter setting: increase all DA 36 feet, all MDA 40 feet, S-LOC 12 Cat C and D visibilities ¼ mile, and Circling Cat C and D visibilities ¼ mile, increase FIVSO fix minimums S-LOC 12 Cat C and D visibilities ¼ mile and Circling Cat C and D visibilities ¼ mile.

⚠ MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHz VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

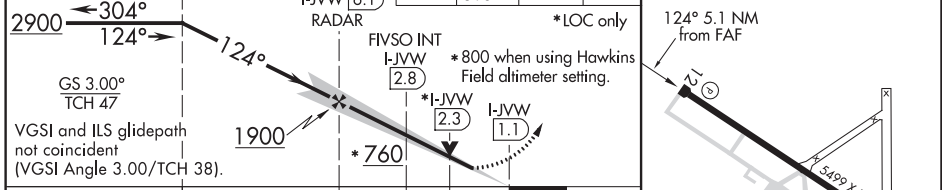
AWOS-3 118.675	JACKSON APP CON ★ 125.25 319.2	UNICOM 123.0 (CTAF) ①
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

One Minute Holding Pattern CIGDA INT I-JVW 14.6 RADAR	ECELE INT I-JVW 6.1	800	2900	hdg 316°	MHZ R-271	CIGDA INT	ELEV 247	TDZE 241
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CATEGORY	A	B	C	D
S-ILS 12	441- ³ / ₄ 200 (200- ³ / ₄)			
S-LOC 12	760-1	519 (600-1)	760- ¹ / ₈	519 (600- ¹ / ₈)
C CIRCLING	800-1	553 (600-1)	733 (800-2)	733 (800-2 ¼)
FIVSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 12	660-1	419 (500-1)	660- ¹ / ₈	419 (500- ¹ / ₈)
C CIRCLING	800-1	553 (600-1)	980-2	733 (800-2 ¼)

MIRL Rwy 12-30 ①	REIL Rwy 12 and 30 ①				
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

WAAS CH 50205 W12A	APP CRS 123°	Rwy Idg 5499 TDZE 241 Apt Elev 247
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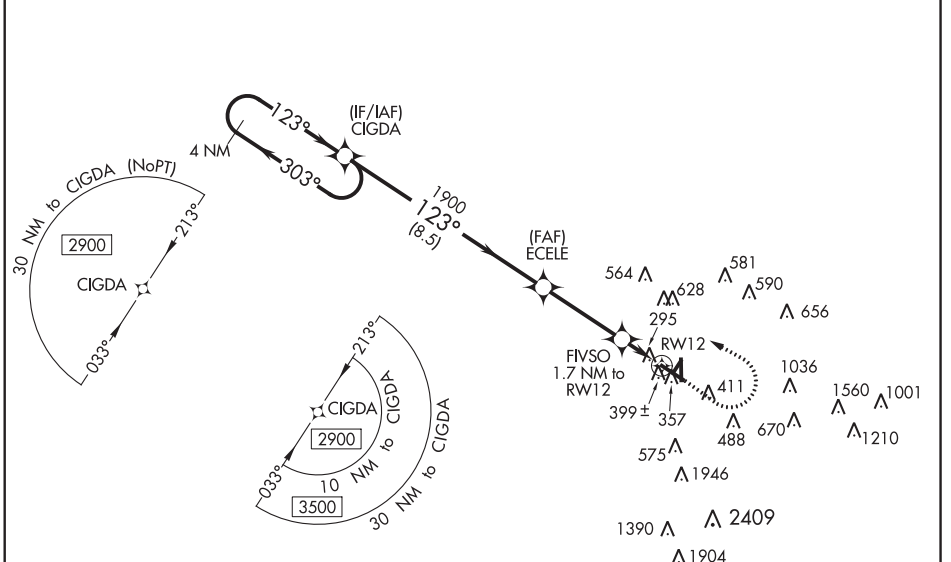
RNAV (GPS) RWY 12

JOHN BELL WILLIAMS (JVW)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Hawkins Field altimeter setting. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Hawkins Field altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ½ mile, LNAV Cat C and D visibilities ¼ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

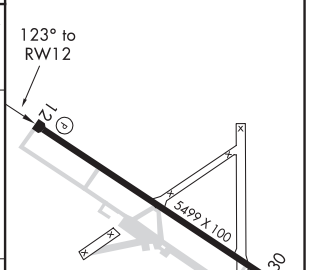
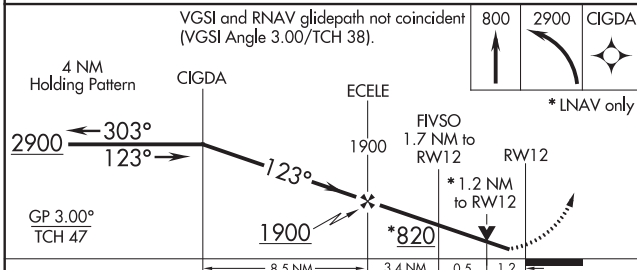
AWOS-3 118.675	JACKSON APP CON* 125.25 319.2	UNICOM 123.0 (CTAF) 0
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 247	TDZE 241
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CATEGORY	A	B	C	D
LPV DA		441-¾	200 (200-¾)	
LNAV/VNAV DA		662-1⅜	421 (500-1⅜)	
LNAV MDA	660-1	419 (500-1)	660-1⅛	419 (500-1⅛)
C CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

MIRL Rwy 12-30 0
REIL Rwy 12 and 30 0

WAAS CH 78034 W30A	APP CRS 304°	Rwy Idg 5499 TDZE 247 Apt Elev 247
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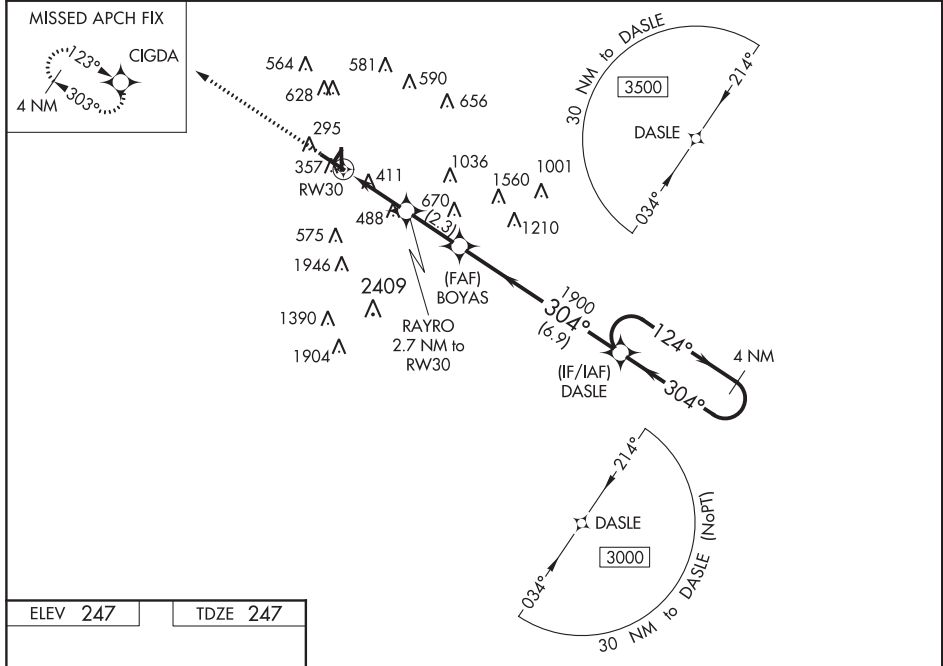
RNAV (GPS) RWY 30

JOHN BELL WILLIAMS (JVW)

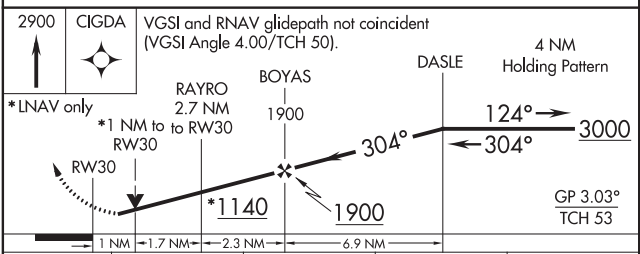
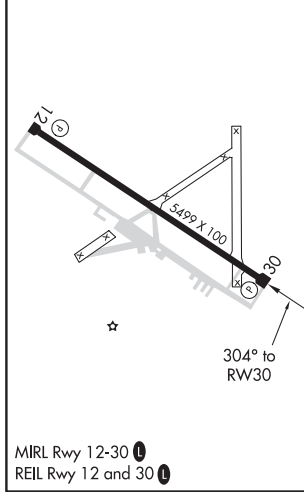
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Hawkins Field altimeter setting increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ½ mile, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hawkins Field altimeter setting.

MISSED APPROACH:
Climb to 2900 direct
CIGDA and hold.

AWOS-3 118,675	JACKSON APP CON★ 125,25 319,2	UNICOM 123,0 (CTAF) 0
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ELEV 247	TDZE 247
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CATEGORY	A	B	C	D
LPV DA		513-7/8	266 (300-7/8)	
LNAV/VNAV DA		699-1½	452 (500-1½)	
LNAV MDA	740-1	493 (500-1)	740-1¾	493 (500-1¾)
C CIRCLING	740-1 493 (500-1)	760-1 513 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RAYVILLE, LOUISIANA

AL-6352 (FAA)

14205

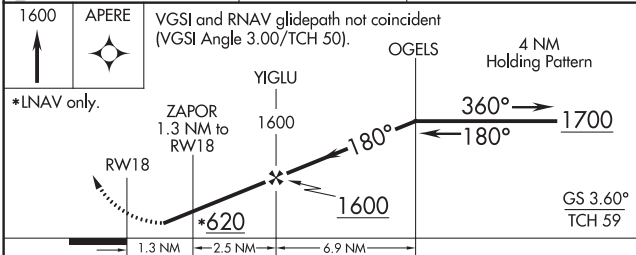
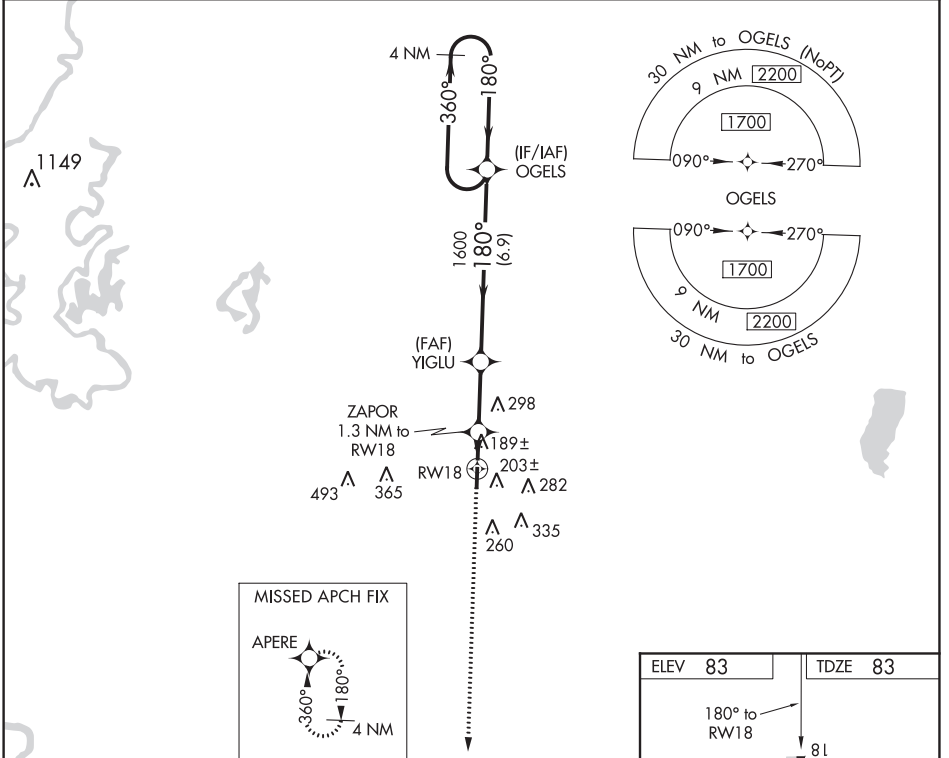
WAAS CH 58011 W18A	APP CRS 180°	Rwy ldg 3998 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 18

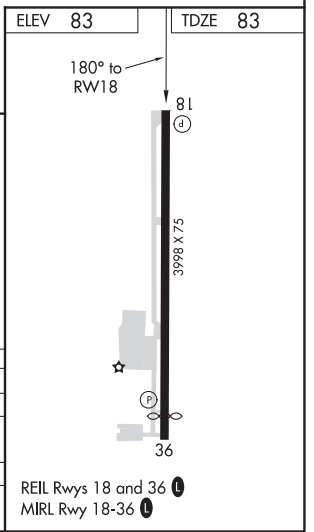
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

<p>▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-In and Circling minimums NA at night.</p>	<p>MISSED APPROACH: Climb to 1600 direct APERE and hold.</p>
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MONROE ASOS 125.05	MONROE APP CON * 126.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	415-1	332 (400-1)		NA
RNAV/VNAV DA	559-1 $\frac{3}{8}$	476 (500-1 $\frac{3}{8}$)		NA
RNAV MDA	480-1	397 (400-1)		NA
CIRCLING	600-1	517 (600-1)		NA



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RAYVILLE, LOUISIANA
Amdt 1A 24JUL14

RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)
32°29'N-91°46'W

RNAV (GPS) RWY 18

WAAS CH 78111 W36A	APP CRS 360°	Rwy ldg 3707 TDZE 83 Apt Elev 83
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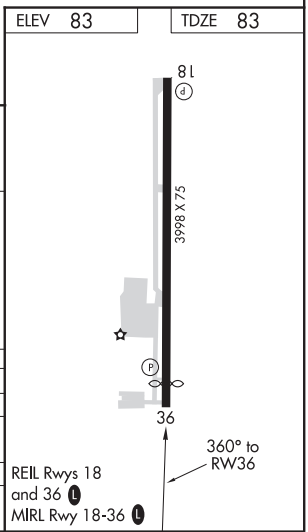
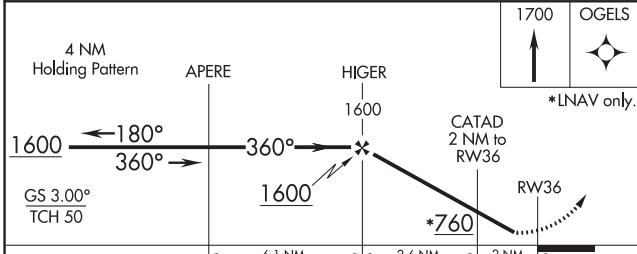
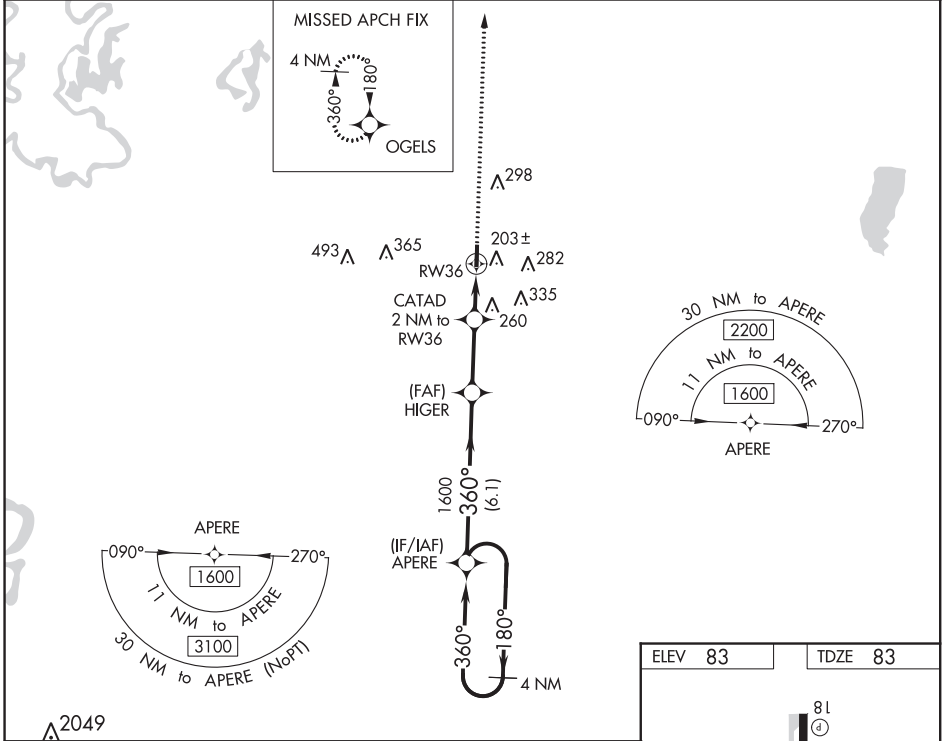
RNAV (GPS) RWY 36

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

⚠ NA Circling to Rwy 18 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all DA/MDA 20 feet and increase LPV all Cats visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1700 direct OGELS and hold.

MONROE ASOS 125.05	MONROE APP CON ★ 126.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	392-1	309 (400-1)		NA
LNNAV/VNAV DA	516-1½	433 (500-1½)		NA
LNNAV MDA	540-1	457 (500-1)		NA
C CIRCLING	600-1	517 (600-1)		NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RAYVILLE, LOUISIANA

AL-6352 (FAA)

13346

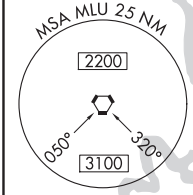
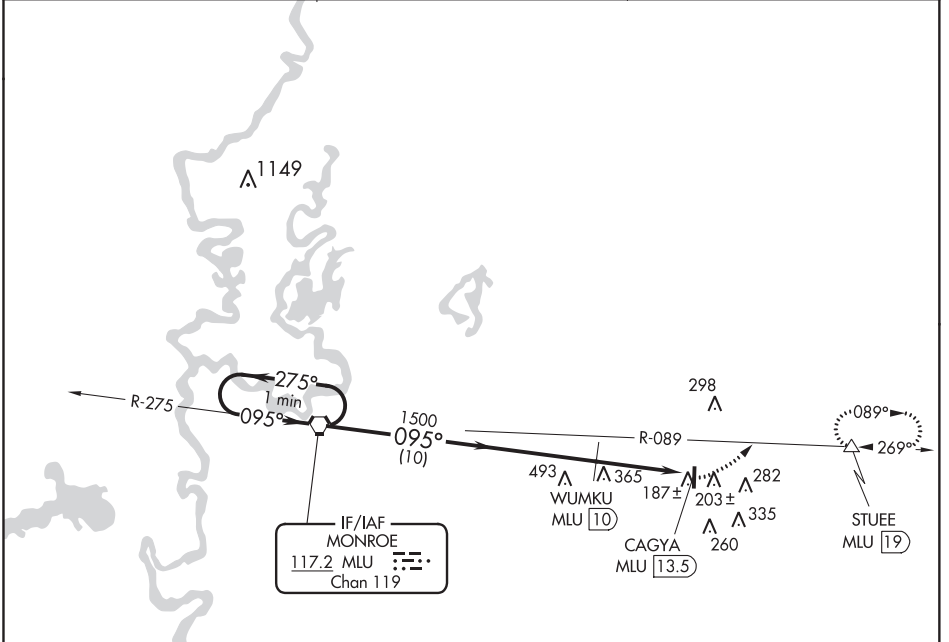
VORTAC MLU 117.2 Chan 119	APP CRS 095°	Rwy Idg TDZE Apt Elev N/A N/A 83
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VOR/DME-A

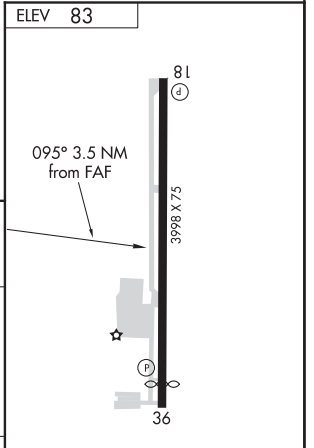
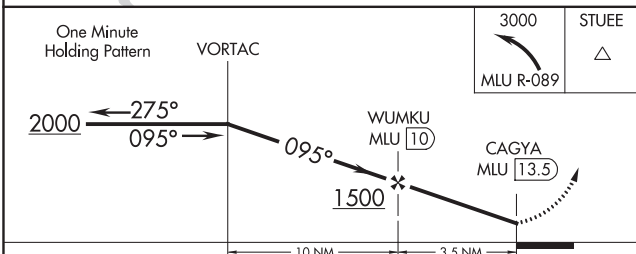
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

<p>NA Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 on MLU VORTAC R-089 to STUEE/MLU 19 DME and hold, continue climb-in-hold to 3000.</p>
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<p>MONROE ASOS 125.05</p>	<p>MONROE APP CON ★ 126.9</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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NoPT for arrival on MLU VORTAC airway radials 157 CW 318.



CATEGORY	A	B	C	D
C CIRCLING	600-1	517 (600-1)		NA

ELEV 83
REIL Rwy 18 and 36 0
MIRL Rwy 18-36 0

RAYVILLE, LOUISIANA
Amdt 3 12DEC13

RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)
32°29'N-91°46'W
VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4405
173°	TDZE	6
	Apt Elev	7

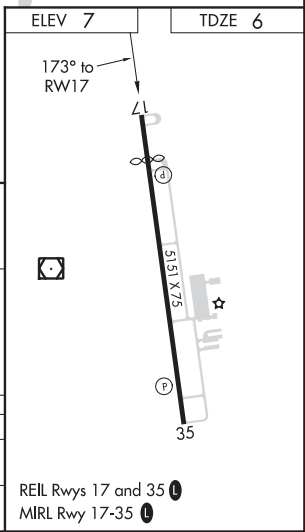
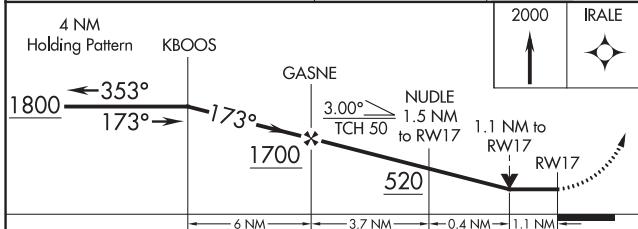
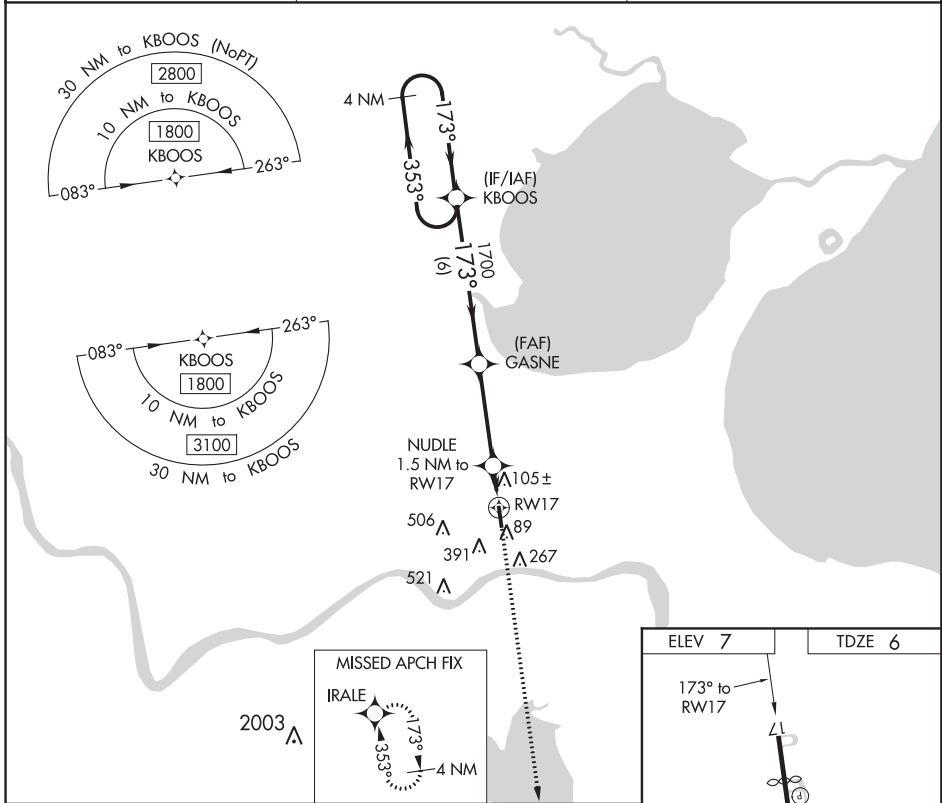
RNAV (GPS) RWY 17

ST JOHN THE BAPTIST PARISH (1L)(P)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility 1/4 mile. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) (P)
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CATEGORY	A	B	C	D
LNAV MDA	400-1	394 (400-1)	400-1 1/8 394 (400-1 1/8)	NA
C CIRCLING	700-1	693 (700-1)	820-2 1/2 813 (900-2 1/2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RESERVE, LOUISIANA

AL-9134 (FAA)

15344

WAAS CH 87111 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	5151 7 7
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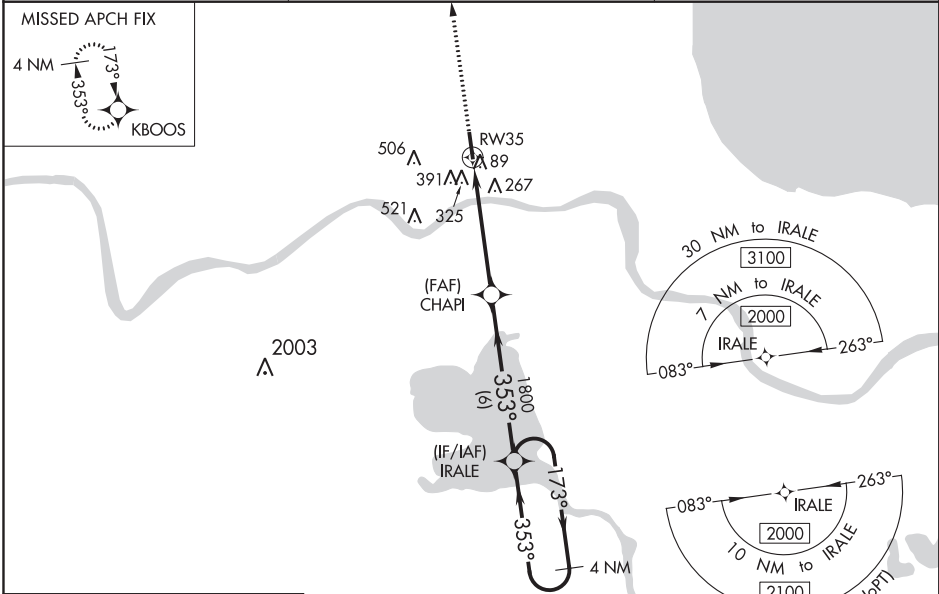
RNAV (GPS) RWY 35

ST JOHN THE BAPTIST PARISH (1L/ϕ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
 ⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 318 feet, LNAV/VNAV DA to 618 feet, and all MDA to 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile. Baro-VNAV and VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH:
Climb to 1800 direct
KBOOS and hold.

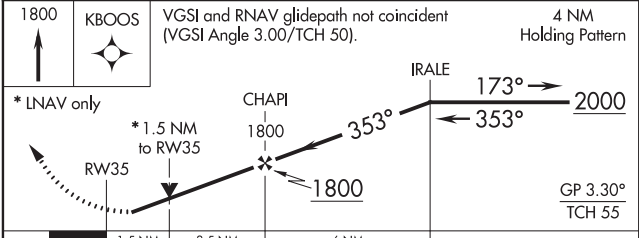
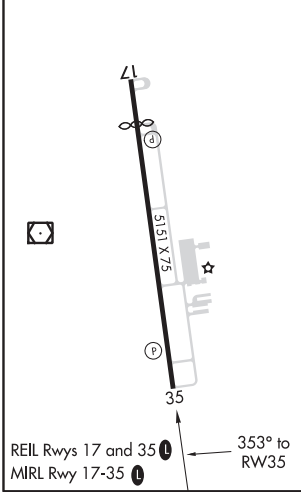
AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 1
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 7	TDZE 7
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CATEGORY	A	B	C	D
LPV DA	276-7/8		269 (300-7/8)	NA
LNAV/VNAV DA	576-1 3/4		569 (600-1 3/4)	NA
LNAV MDA	580-1	573 (600-1)	580-1 5/8 573 (600-1 5/8)	NA
CIRCLING	700-1	693 (700-1)	820-2 1/2 813 (900-2 1/2)	NA

RESERVE, LOUISIANA

Amtd 1 15OCT15

30°05'N-90°35'W

ST JOHN THE BAPTIST PARISH (1L/ϕ)

RNAV (GPS) RWY 35

RESERVE, LOUISIANA

AL-9134 (FAA)

15344

VOR/DME RQR 110.8 Chan 45	APP CRS 335°	Rwy Idg 5151 TDZE 7 Apt Elev 7
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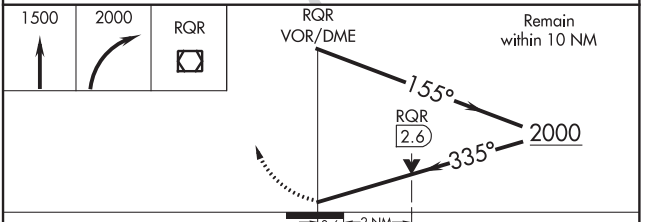
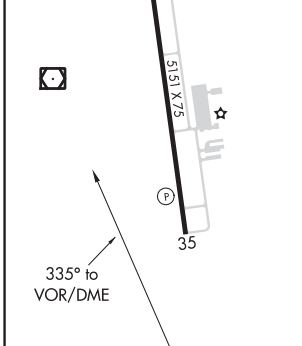
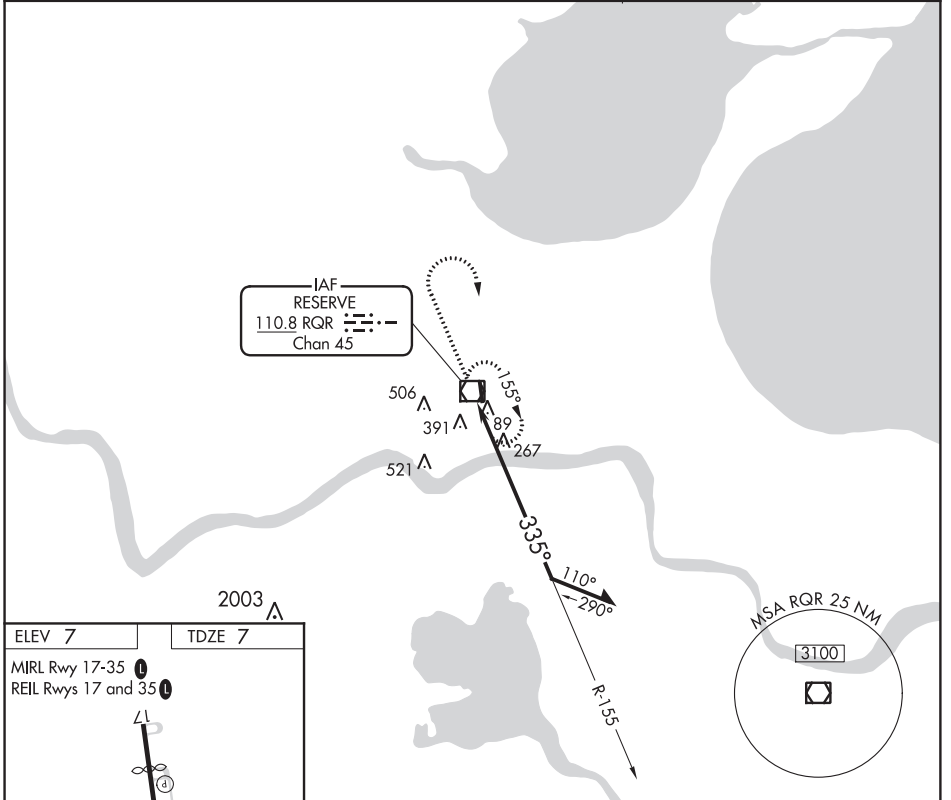
VOR RWY 35

ST JOHN THE BAPTIST PARISH (1L/0)

⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 60 feet, increase S-35 and Circling Cat B visibility 1/4 mile. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RQR VOR/DME and hold.

AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	700-1	693 (700-1)	700-2 693 (700-2)	NA
C CIRCLING	700-1	693 (700-1)	820-2 1/2 813 (900-2 1/2)	NA

RESERVE, LOUISIANA

Amdt 1 15OCT15

ST JOHN THE BAPTIST PARISH (1L/0)

VOR RWY 35

30°05'N-90°35'W

375

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RIPLEY, MISSISSIPPI

AL-6339 (FAA)

13234

APP CRS 033°	Rwy Idg 4400
	TDZE 458
	Apt Elev 467

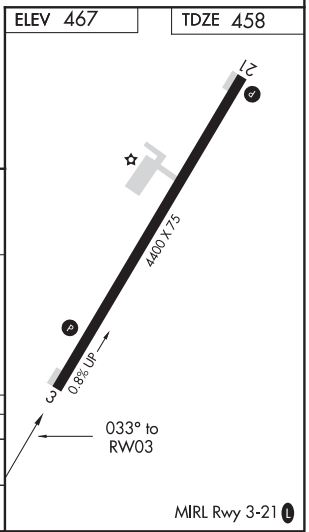
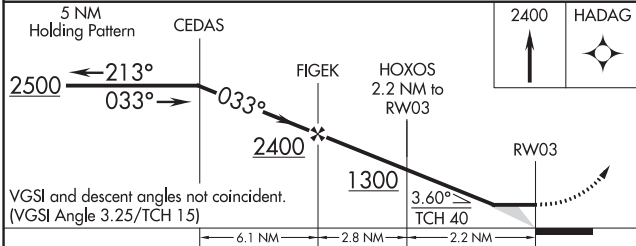
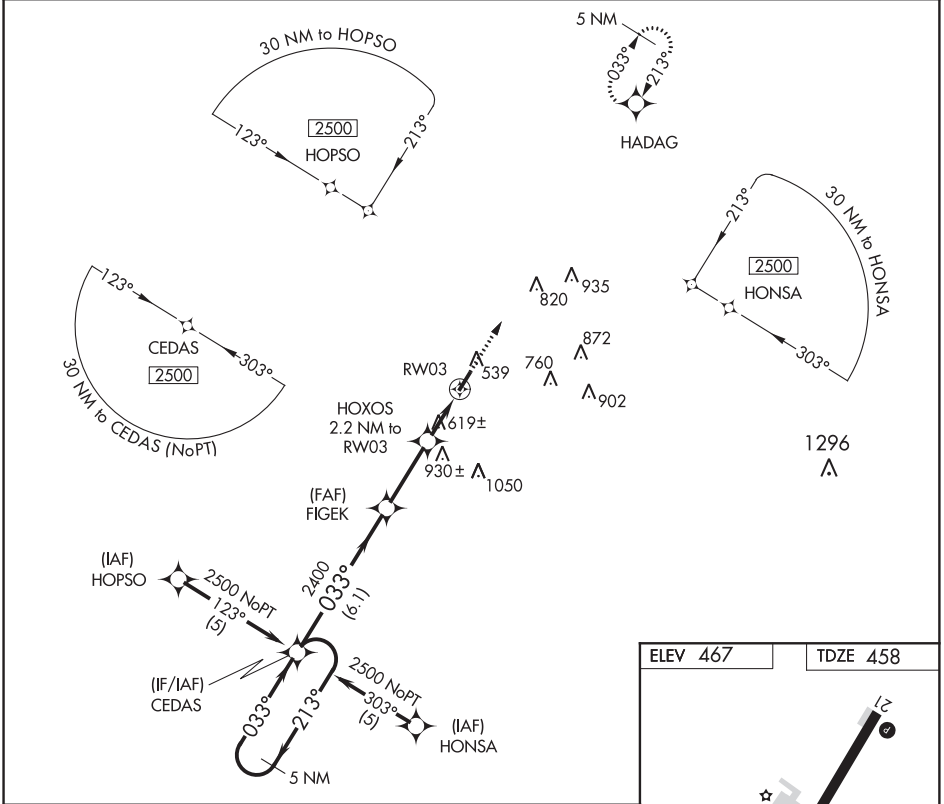
RNAV (GPS) RWY 3

RIPLEY (25M)

▼ DME/DME RNP:0.3 NA. Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climb to 2400 direct HADAG and hold.

CORINTH AWOS-3 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	940-1	482 (500-1)	940-1¼ 482 (500-1¼)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA

RIPLEY, MISSISSIPPI
Amdt 1A 22AUG13

34°43' N-89°01' W

RNAV (GPS) RWY 3

RIPLEY (25M)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 3-21

APP CRS **213°**
 Rwy Idg **4400**
 TDZE **467**
 Apt Elev **467**

RNAV (GPS) RWY 21

RIPLEY (25M)

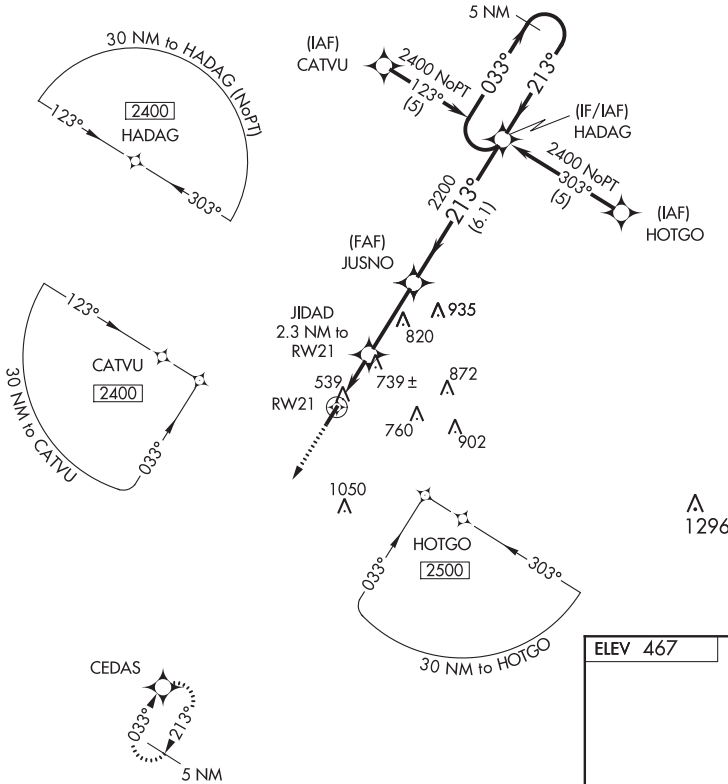
▼ DME/DME RNP-0.3 NA. Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

▲ NA MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

CORINTH AWOS-3
118.675

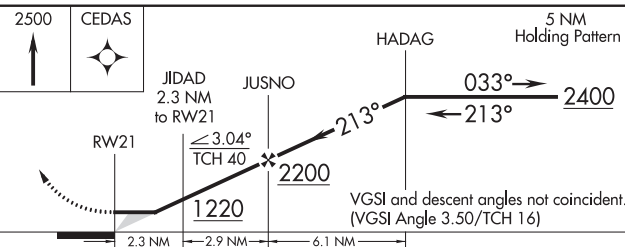
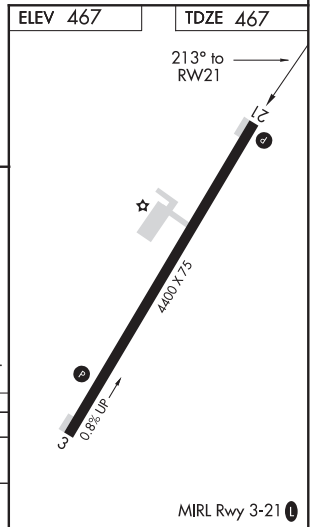
MEMPHIS CENTER
135.9 260.6

UNICOM
122.8 (CTAF) 0



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1060-1	593 (600-1)	1080-1¾ 613 (700-1¾)	NA

RIPLEY, MISSISSIPPI

AL-6339 (FAA)

13234

VORTAC HLI 112.4 Chan 71	APP CRS 094°	Rwy Idg TDZE Apt Elev 467	N/A N/A 467
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VOR/DME-A
RIPLEY (25M)

▼ Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase Cat D visibility ¼ mile.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

CORINTH AWOS-3 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0
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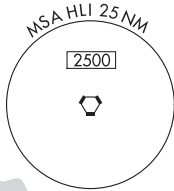
Procedure NA for arrivals on HLI VORTAC
airway radials 045 CW 112.

IAF
HOLLY SPRINGS
112.4 HLI
Chan 71

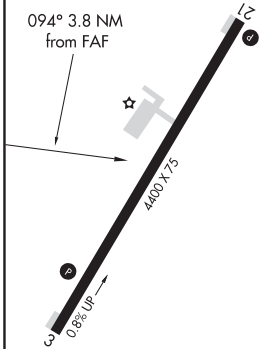
(IF)
TIRED
HLI **10**

NUTTE
HLI **20**

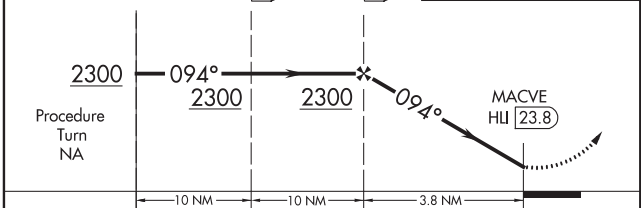
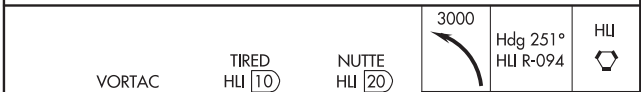
MACVE
HLI **23.8**



ELEV 467



MIRL Rwy 3-21 **0**



CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1060-1¼ 593 (600-1¼)	1080-1¾ 613 (700-1¾)	1100-2 633 (700-2)

RIPLEY, MISSISSIPPI
Amdt 2A 22AUG13

34°43' N-89°01' W

RIPLEY (25M)
VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 87121 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5000 297 311
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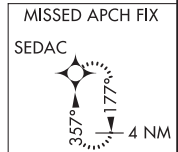
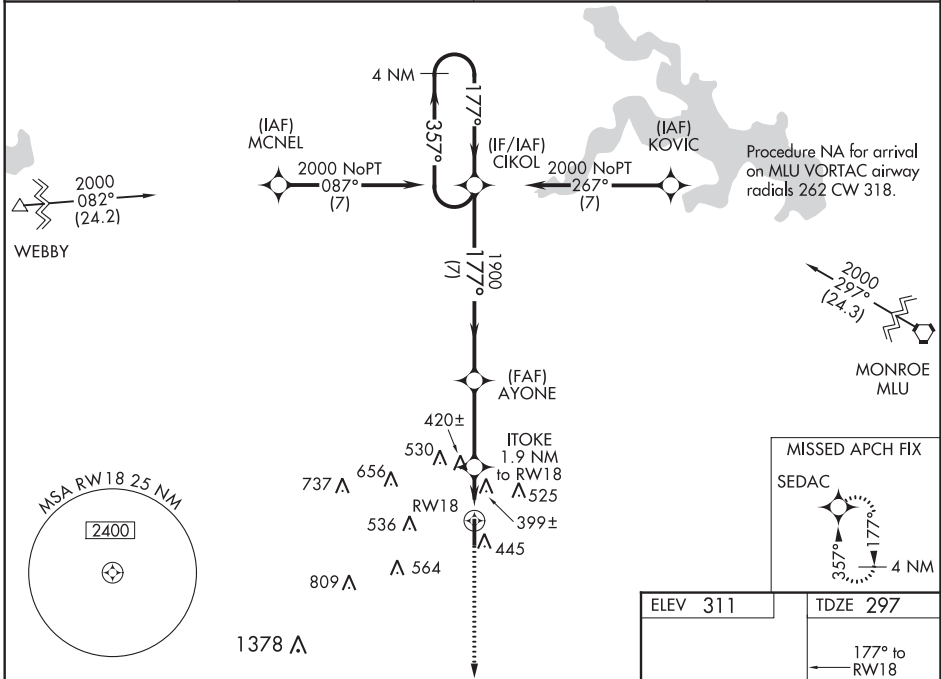
RNAV (GPS) RWY 18

RUSTON RGNL (RSN)

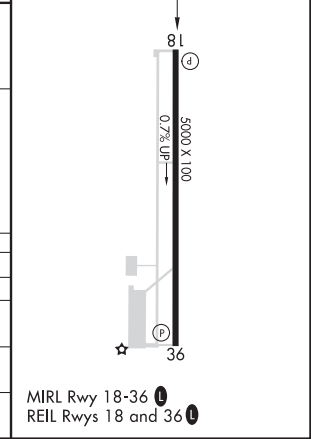
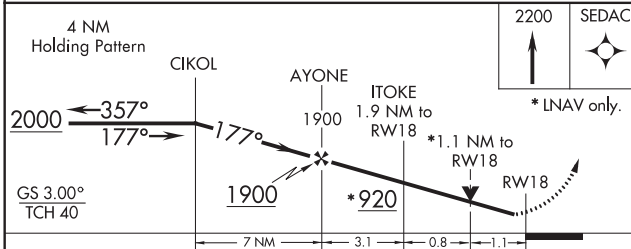
⚠ When VGSI inoperative, Circling Rwy 36 NA at night. Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2200 direct SEDAC and hold.

AWOS-3PT 119.525	MONROE APP CON* 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) 0
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ELEV 311	TDZE 297
177° to RWY 18	



CATEGORY	A	B	C	D
LPV DA		547-7/8	250 (300-7/8)	
LNAV/VNAV DA		723-1 1/2	426 (500-1 1/2)	
LNAV MDA	680-1	383 (400-1)	680-1 1/8	383 (400-1 1/8)
CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	780-1 1/2 469 (500-1 1/2)	880-2 569 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RUSTON, LOUISIANA

AL-9201 (FAA)

14177

WAAS CH 86722 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	5000 311 311
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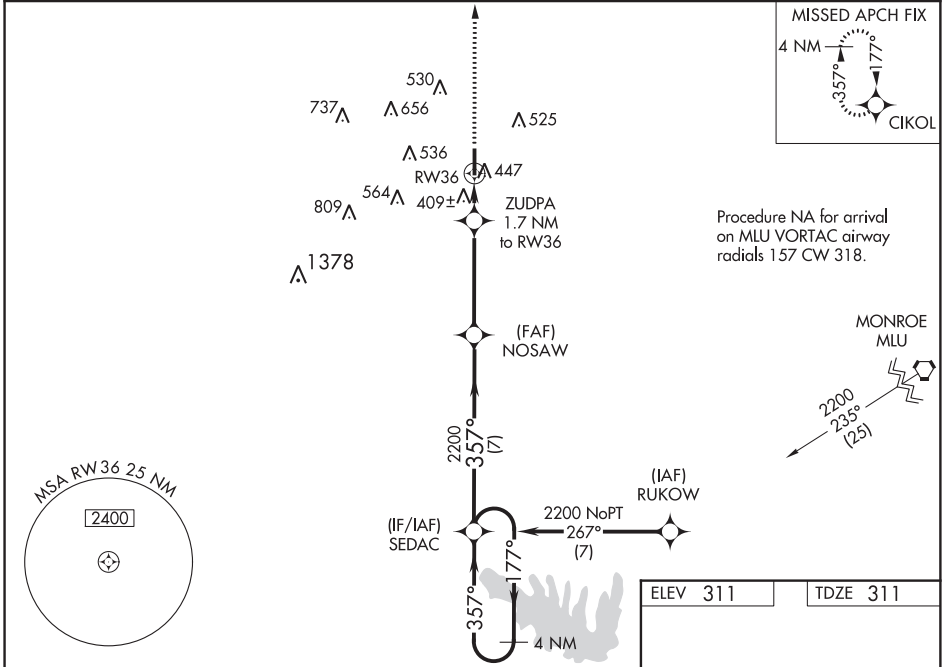
RNAV (GPS) RWY 36

RUSTON RGNL (RSN)

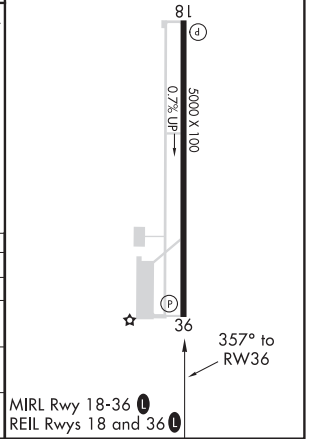
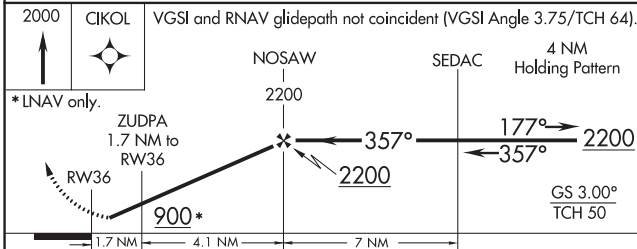
⚠ Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, Straight-in and Circling to Rwy 36 NA at night. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 3/8 mile and LNAV Cat C and D and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 2000 direct CIKOL and hold.

AWOS-3PT 119.525	MONROE APP CON* 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) 📻
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ELEV 311	TDZE 311
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CATEGORY	A	B	C	D
LPV DA		625-1	314 (400-1)	
LNAV/VNAV DA		706-1 1/4	395 (400-1 1/4)	
LNAV MDA	700-1	389 (400-1)	700-1 1/8	389 (400-1 1/8)
CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	780-1 1/2 469 (500-1 1/2)	880-2 569 (600-2)

MIRL Rwy 18-36 **📻**
REIL Rwys 18 and 36 **📻**

RUSTON, LOUISIANA
Orig-A 26JUN14

32°31'N - 92°35'W

RNAV (GPS) RWY 36

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SC-4, 10 NOV 2016 to 05 JAN 2017

RUSTON, LOUISIANA

AL-9201 (FAA)

VOR/DME-A
RUSTON RGNL (RSN)

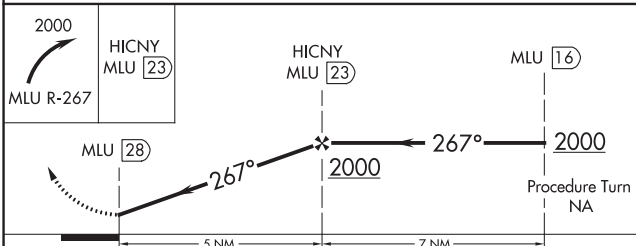
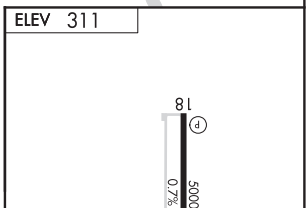
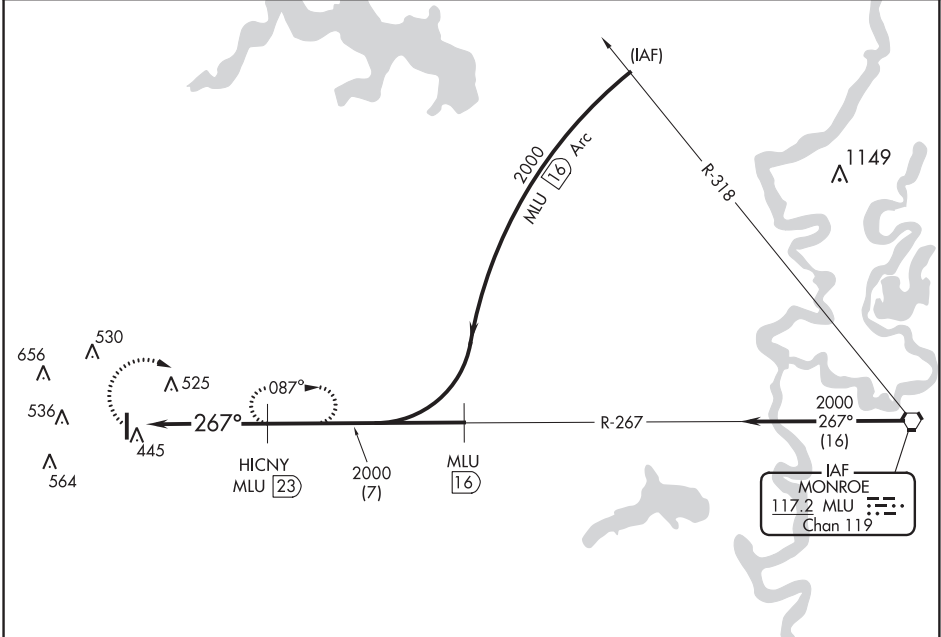
VORTAC MLU 117.2 Chan 119	APP CRS 267°	Rwy Idg TDZE Apt Elev N/A N/A 311
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⚠ If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

⚠ NA

MISSED APPROACH: Climbing right turn to 2000 via MLU 267 to HICNY/23 DME and hold.

AWOS-3PT 119.525	MONROE APP CON ★ 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1½ 609 (700-1½)	920-2 609 (700-2)

ELEV 311

MIRL Rwy 18-36 0

REIL Rws 18 and 36 0

RUSTON, LOUISIANA
Orig-B 14037

32°31'N - 92°35'W
381

RUSTON RGNL (RSN)
VOR/DME-A

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SC-4, 10 NOV 2016 to 05 JAN 2017

RUSTON, LOUISIANA

AL-9201 (FAA)

NDB RWY 18

RUSTON RGNL (RSN)

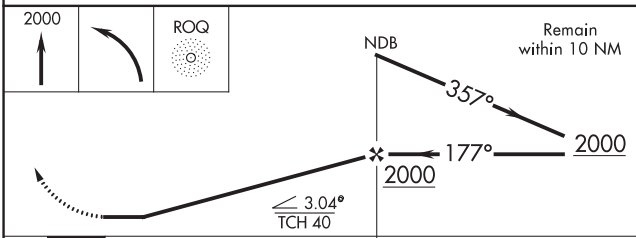
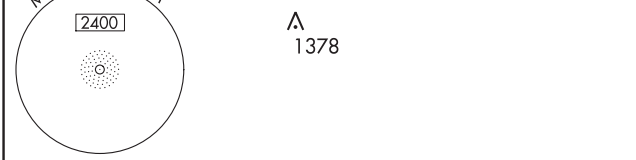
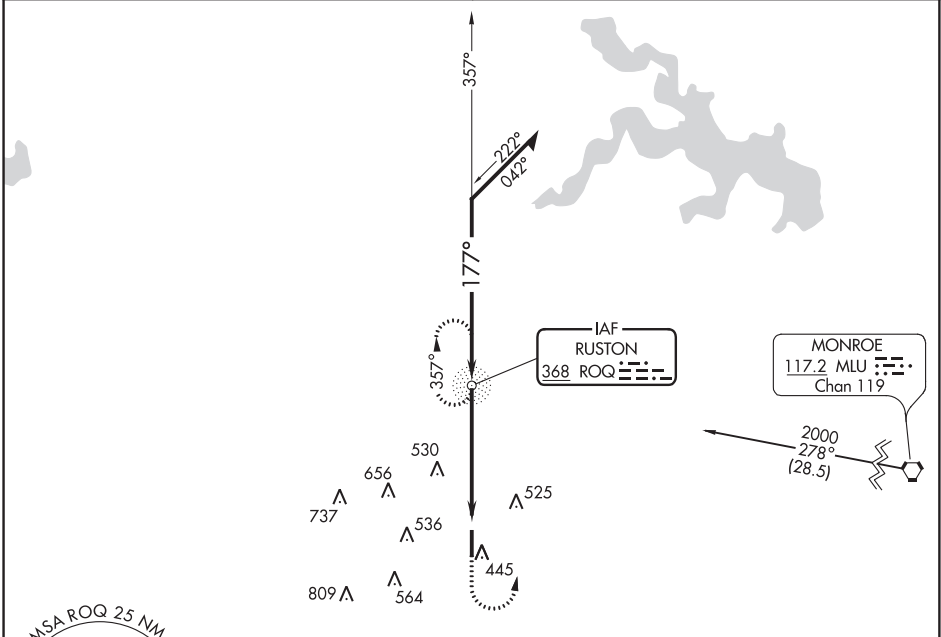
NDB ROQ 368	APP CRS 177°	Rwy Idg 5000
		TDZE 297
		Apt Elev 311

⚠ If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

⚠ NA

MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3PT 119.525	MONROE APP CON* 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) 0
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ELEV 311	TDZE 297
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MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A		B		C		D	
S-18	900-1	603 (600-1)	900-1¼	603 (600-1¼)	900-2	603 (600-2)	900-2	603 (600-2)
CIRCLING	900-1	589 (600-1)	900-1¼	589 (600-1¼)	900-2	589 (600-2)	900-2	589 (600-2)

RUSTON, LOUISIANA
Orig-D 14037

32°31'N - 92°35'W

RUSTON RGNL (RSN) NDB RWY 18

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SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97399 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev	5018 179 179
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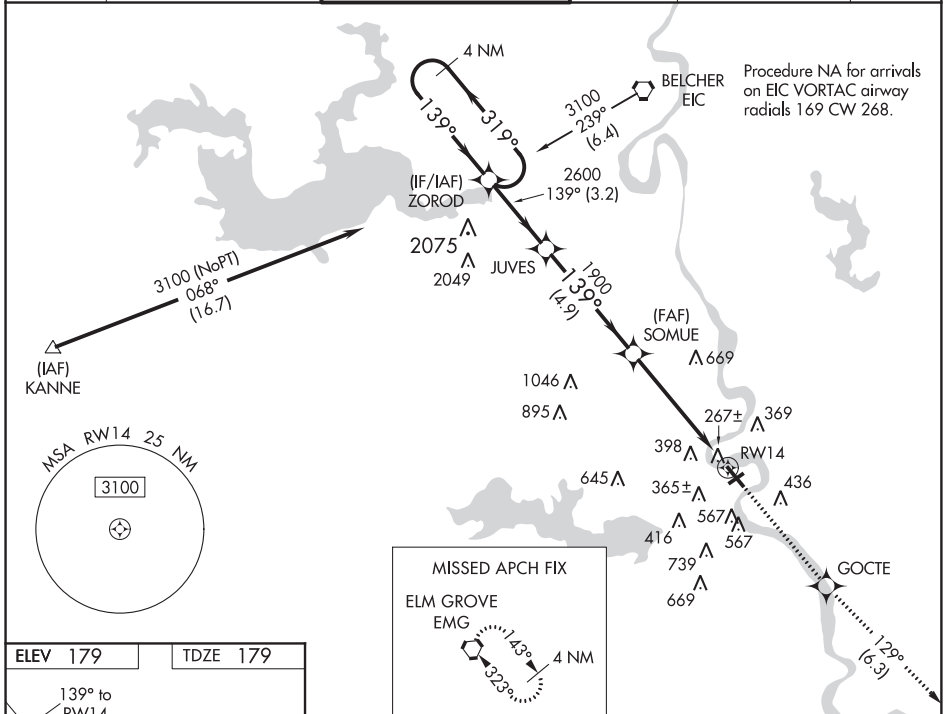
RNAV (GPS) RWY 14

SHREVEPORT DOWNTOWN (DTN)

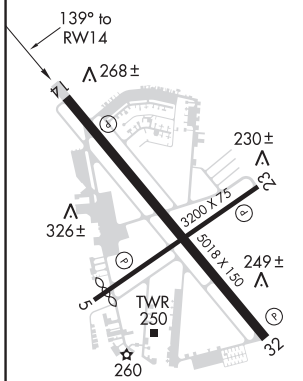
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°C) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3000 direct GOCTE and on track 129° to EMG VORTAC and hold.

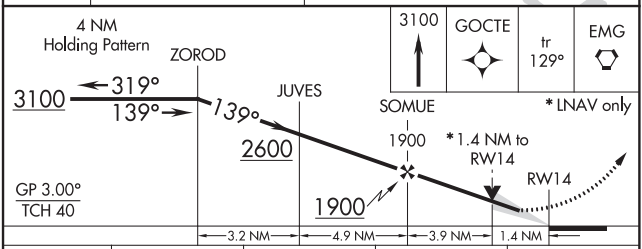
ASOS 118.525	SHREVEPORT APP CON 119.9 335.55	DOWNTOWN TOWER * 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 122.6 (When tower closed)	UNICOM 122.95
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ELEV 179	TDZE 179
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MIRL Rwy 5-23
 HIRL Rwy 14-32
 REL Rwy 5, 14, 23, and 32



CATEGORY	A	B	C	D
LPV DA		429-7/8	250 (300-7/8)	
LNAV/VNAV DA		464-1	285 (300-1)	
LNAV MDA	680-1	501 (600-1)	680-1 3/8	501 (600-1 3/8)
C CIRCLING	800-1 621 (700-1)	880-1 701 (800-1)	1100-2 3/4 921 (1000-2 3/4)	1100-3 921 (1000-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

SHREVEPORT, LOUISIANA

AL-392 (FAA)

16035

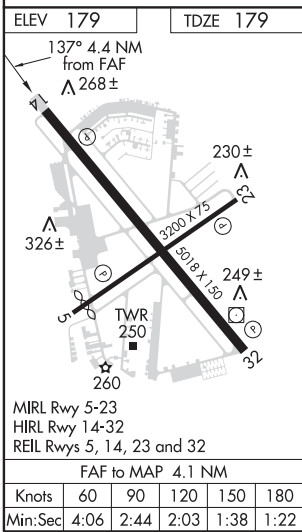
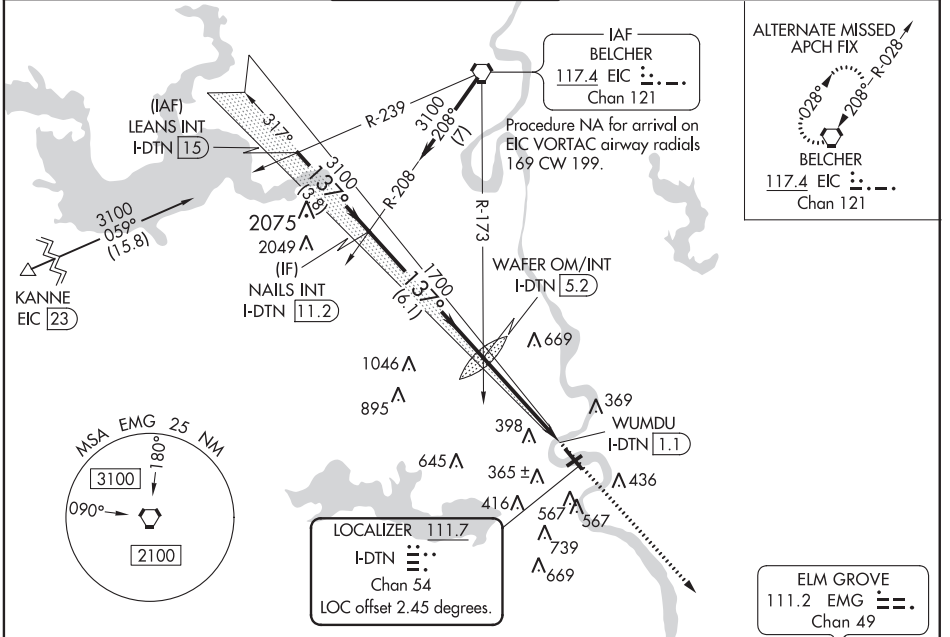
LOC/DME I-DTN 111.7 Chan 54	APP CRS 137°	Rwy ldg TDZE Apt Elev	5018 179 179
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LOC RWY 14

SHREVEPORT DOWNTOWN (DTN)

Night landing: Rwy 5, 23, 32 NA. MISSED APPROACH: Climb to 2000 direct EMG VORTAC and hold.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	CLNC DEL 122.6 (When tower closed)	UNICOM 122.95
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	LEANS INT I-DTN 15	NAILS INT I-DTN 11.2	WAVER OM/INT I-DTN 5.2	I-DTN 2.2	WUMDU I-DTN 1.1	
	3100	3100	1700			
	137°	137°	3.12° TCH 55			
	3.8 NM	6.1 NM	3 NM	1.1 NM	0.3 NM	
CATEGORY	A		B		C	
S-LOC 14	680-1 501 (600-1)		680-1 $\frac{3}{8}$ 501 (600-1 $\frac{3}{8}$)			
CIRCLING	800-1 621 (700-1)	880-1 701 (800-1)	1100-2 $\frac{3}{4}$ 921 (1000-2 $\frac{3}{4}$)	1100-3 921 (1000-3)		

SHREVEPORT, LOUISIANA
Amdt 5 04FEB16

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN)
LOC RWY 14

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

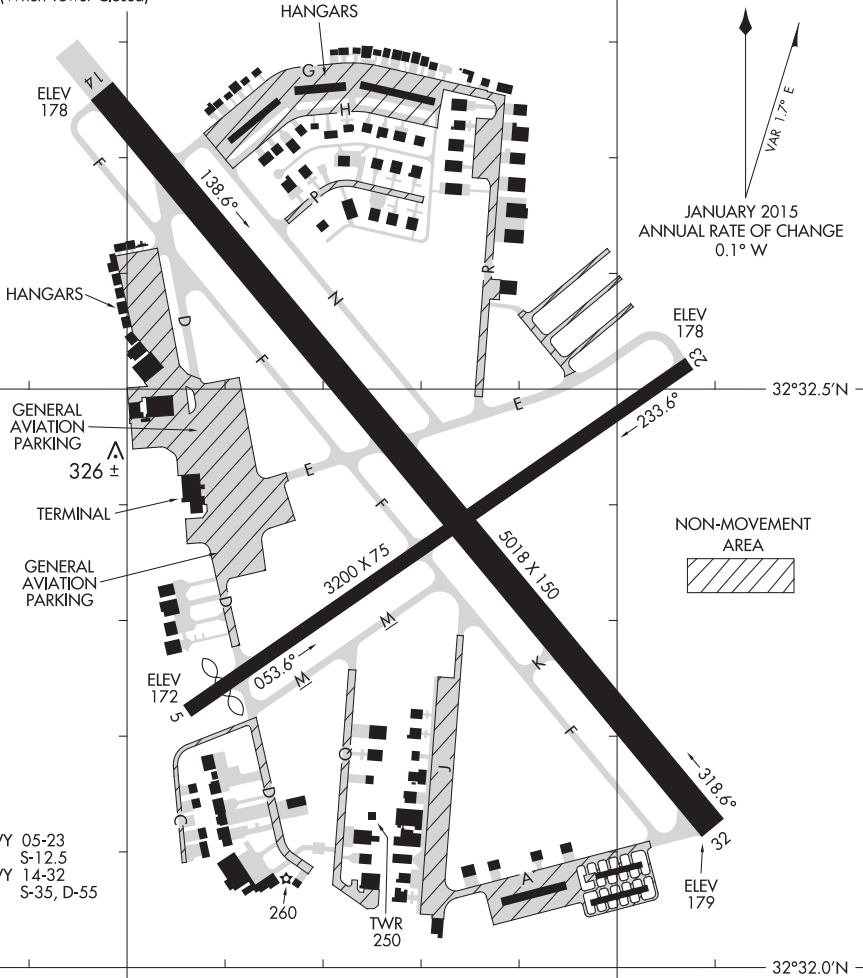
AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA

ASOS
118.525
DOWNTOWN TOWER ★
120.225 284.6
GND CON
121.65
CLNC DEL
122.6 (When Tower Closed)

FIELD
ELEV
179



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

NON-MOVEMENT
AREA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93°45.0'W

93°44.5'W

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SHREVEPORT, LOUISIANA
SHREVEPORT DOWNTOWN (DTN)

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Idg TDZE Apt Elev	7976 258 258
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ILS or LOC RWY 14

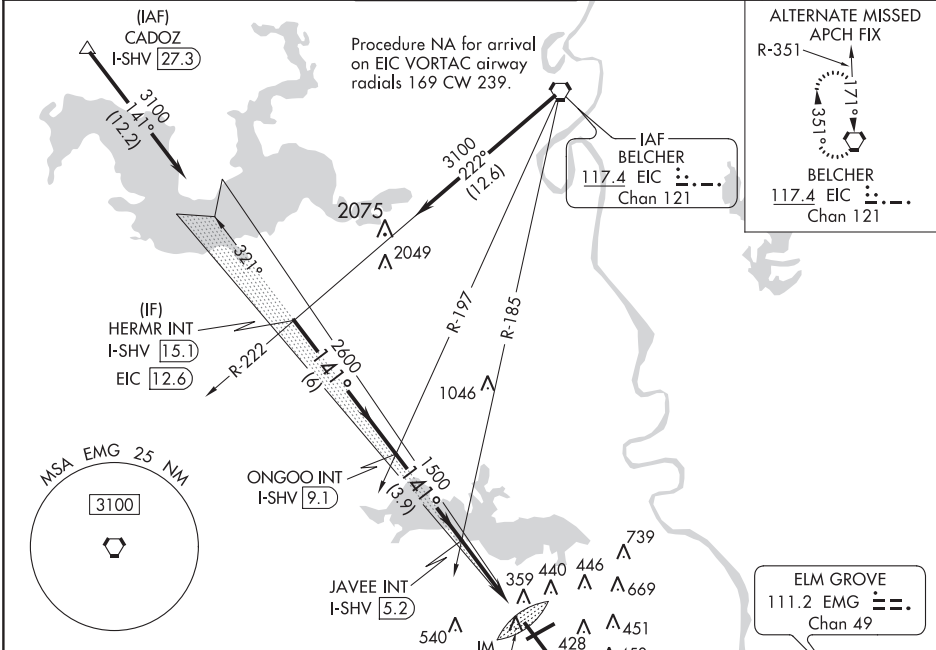
SHREVEPORT RGNL (SHV)

ASR For inop ALSF-2, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1/2 mile.

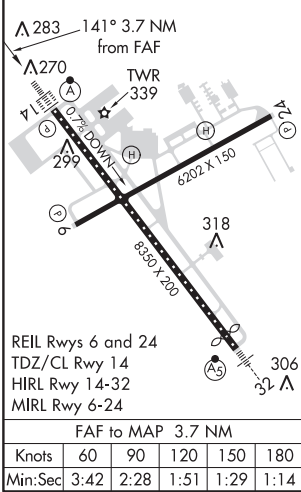
ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

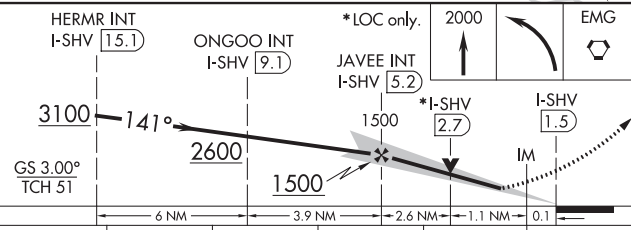
ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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ELEV 258	D TDZE 258
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LOCALIZER 110.7 I-SHV Chan 44



CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-1/2)				
S-LOC 14	680/24	422 (500-1/2)	680/40	422 (500-3/4)	
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2 3/4 842 (900-2 3/4)	1100-3 842 (900-3)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-FOG 110.3	APP CRS 321°	Rwy Idg TDZE Apt Elev	7976 222 258
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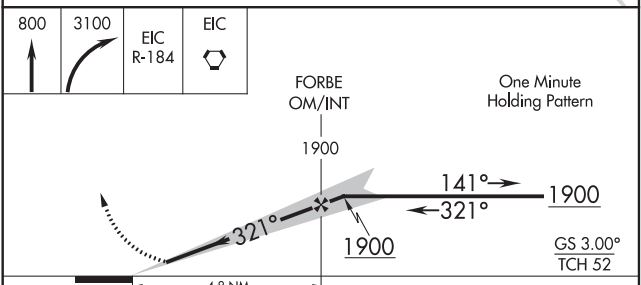
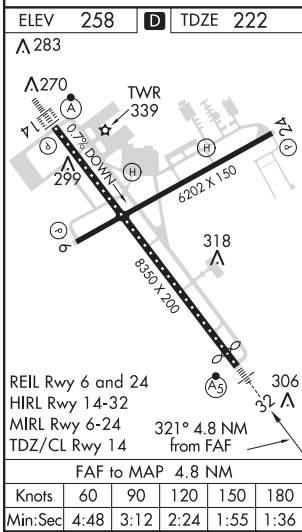
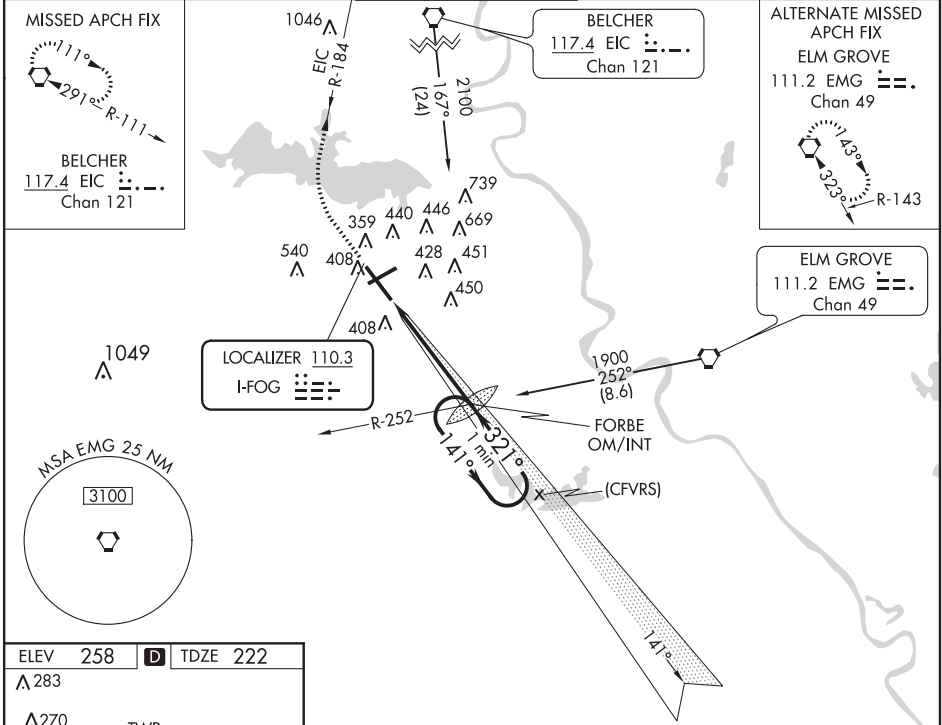
ILS or LOC RWY 32

SHREVEPORT RGNL (SHV)

⚠ Inop table does not apply to S-ILS 32 all Cats.
⚠ For inop MALSR, increase S-LOC 32 Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1 $\frac{1}{8}$ mile.
ASR Helicopter visibility reduction below RVR 4000 NA.

MALSR
 MISSED APPROACH: Climb to 800 then climbing right turn to 3100 on EIC VORTAC R-184 to EIC VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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CATEGORY	A	B	C	D
S-ILS 32	422/40 200 (200- $\frac{3}{4}$)			
S-LOC 32	720/40	498 (500- $\frac{3}{4}$)	720/50	498 (500-1)
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Idg TDZE Apt Elev 7976 258 258
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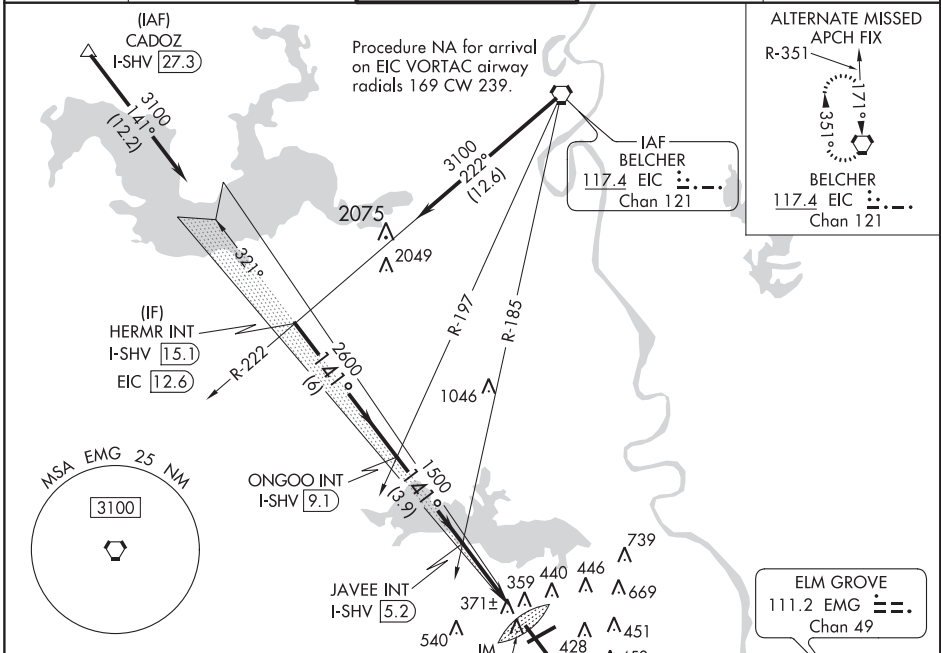
ILS RWY 14 (CAT II)

SHREVEPORT RGNL (SHV)

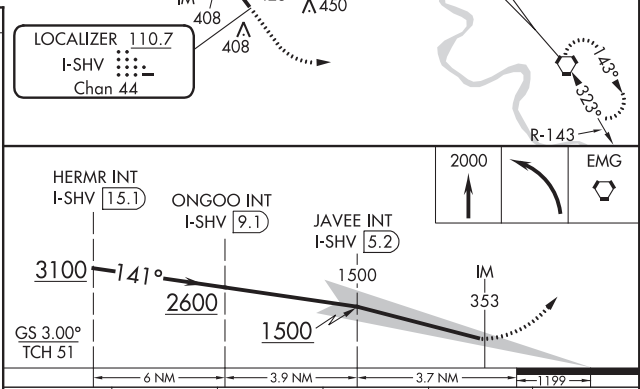
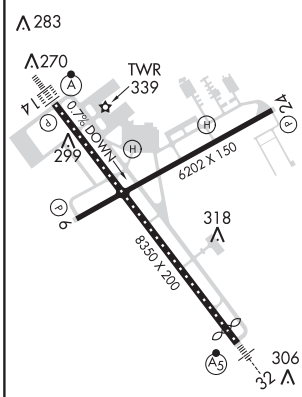


MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 258
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CATEGORY	A	B	C	D	E
S-ILS 14	RA 93/12 100 DA 358				

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49213 W06A	APP CRS 059°	Rwy Idg TDZE 237 Apt Elev 258	6202
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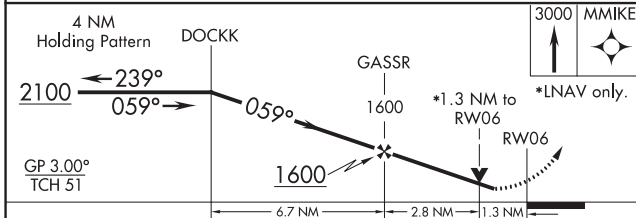
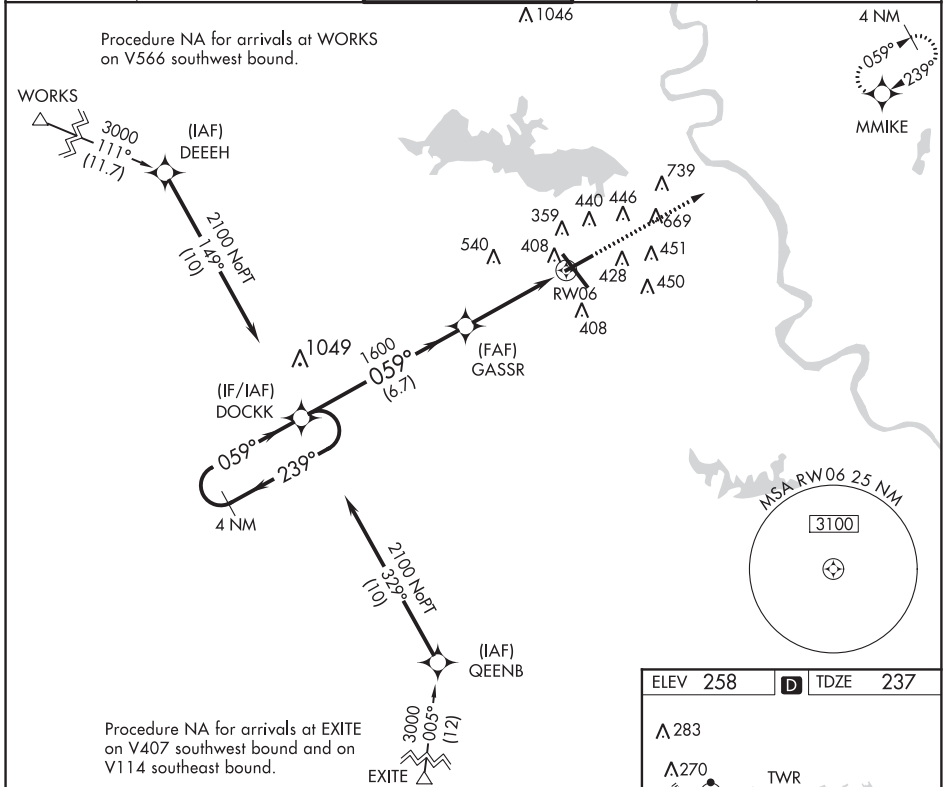
RNAV (GPS) RWY 6

SHREVEPORT RGNL (SHV)

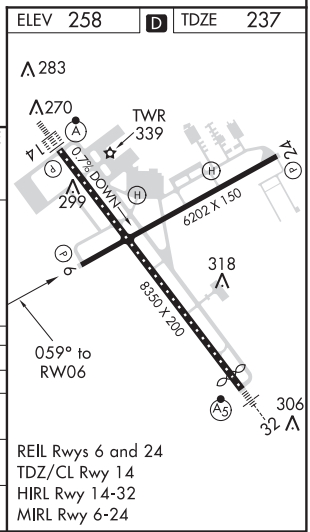
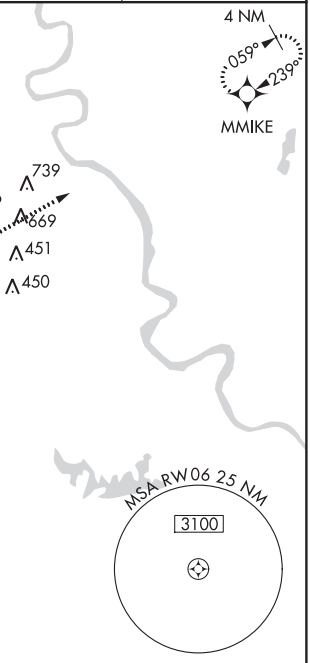
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct MMIKE and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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CATEGORY	A	B	C	D
LPV DA		586-1 ¹ / ₈	349 (400-1 ¹ / ₈)	
LNAV/VNAV DA		629-1 ¹ / ₄	392 (400-1 ¹ / ₄)	
LNAV MDA	740-1	463 (500-1)	700-1 ³ / ₈	463 (500-1 ³ / ₈)
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2 ³ / ₄ 842 (900-2 ³ / ₄)



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SC-4, 10 NOV 2016 to 05 JAN 2017

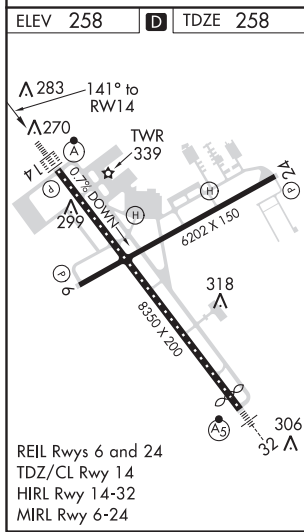
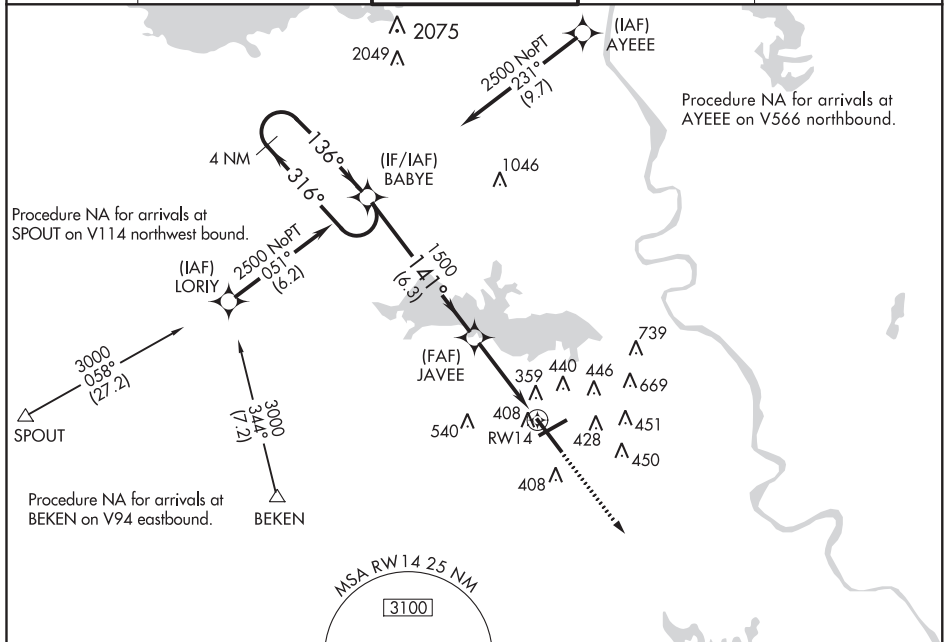
WAAS CH 45913 W14A	APP CRS 141°	Rwy Idg TDZE Apt Elev	7976 258 258
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RNAV (GPS) RWY 14

SHREVEPORT RGNL (SHV)

⚠ DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV Cat C and D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -6°C (22°F) or above 54°C (130°F).	ALSF-2 	MISSED APPROACH: Climb to 3000 direct COBAV and hold.
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ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 258		
<p>4 NM Holding Pattern BABYE</p> <p>2500 ← 136° → 141° → 1500 → 141° → 1500 → RWY 14</p> <p>GP 3.00° TCH 51</p> <p>6.3 NM 2.6 NM 1.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA		458/24	200 (200-½)	
LNAV/VNAV DA		640/40	382 (400-¾)	
LNAV MDA	660/24	402 (500-½)	660/40	402 (500-¾)
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97638 W24A	APP CRS 239°	Rwy Idg 6202 TDZE 237 Apt Elev 258
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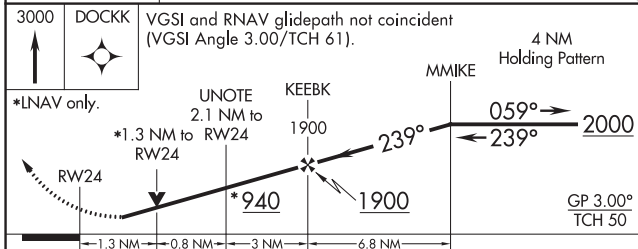
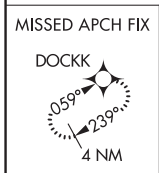
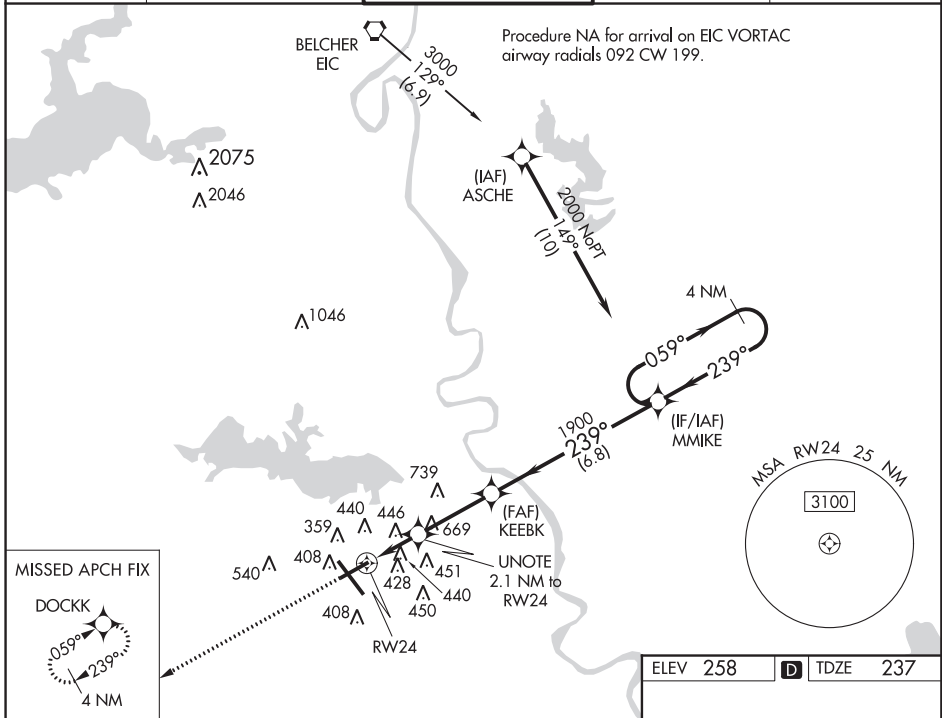
RNAV (GPS) RWY 24

SHREVEPORT RGNL (SHV)

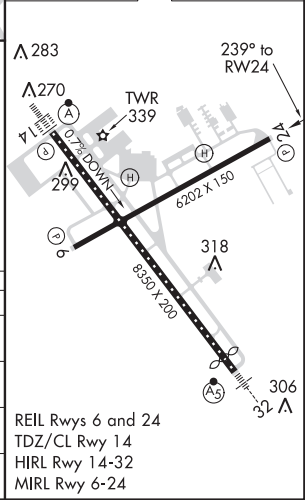
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F).
ASR

MISSED APPROACH: Climb to 3000 direct DOCKK and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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ELEV 258	D TDZE 237
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CATEGORY	A	B	C	D
LPV DA		487-7/8	250 (300-7/8)	
LNAV/VNAV DA		749-1 3/4	512 (500-1 3/4)	
LNAV MDA	740-1	463 (500-1)	700-1 3/8	463 (500-1 3/8)
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2 3/4 842 (900-2 3/4)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

SHREVEPORT, LOUISIANA

AL-884 (FAA)

16259

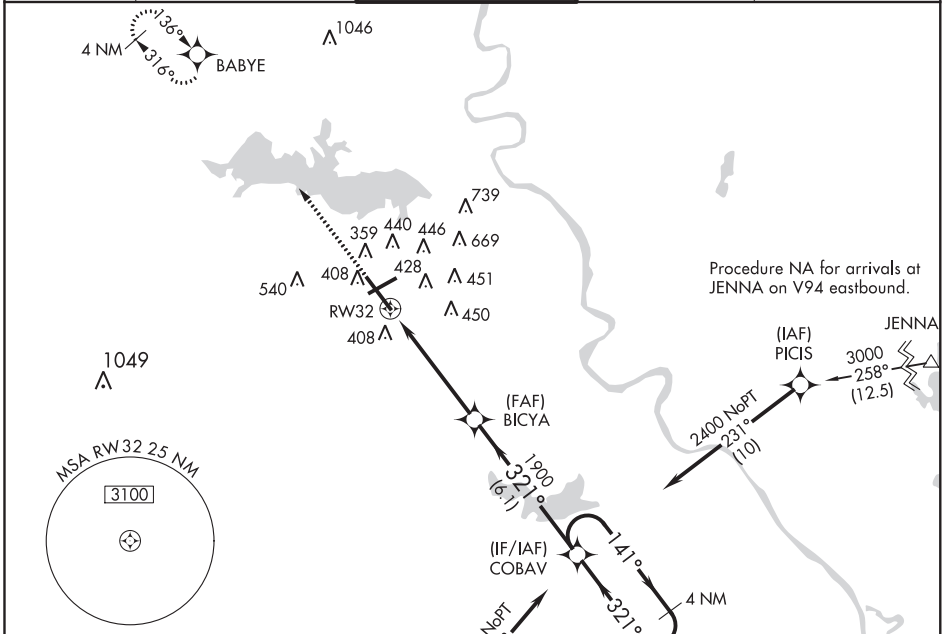
WAAS CH 77913 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	7976 222 258
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RNAV (GPS) RWY 32

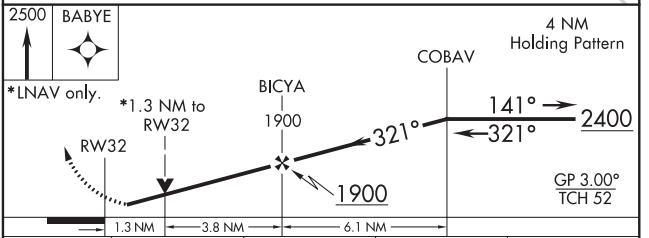
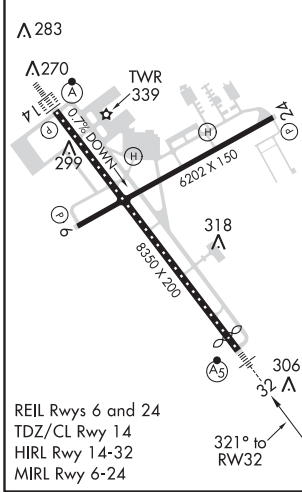
SHREVEPORT RGNL (SHV)

<p>DME/DMA RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV Cat A and B visibility to RVR 5500.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2500 direct BABYE and hold.</p>
	<p>ASR</p>	

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 222
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CATEGORY	A	B	C	D
LPV DA		422/40	200 (200-¾)	
LNAV/VNAV DA		623/45	401 (400-7/8)	
LNAV MDA	680/40	458 (500-¾)	680/45	458 (500-7/8)
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

SHREVEPORT, LOUISIANA
Amdt 2 04FEB16

32°27'N-93°50'W

SHREVEPORT RGNL (SHV) RNAV (GPS) RWY 32

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MWP 109.1 Chan 28	APP CRS 059°	Rwy Idg TDZE Apt Elev	6202 237 258
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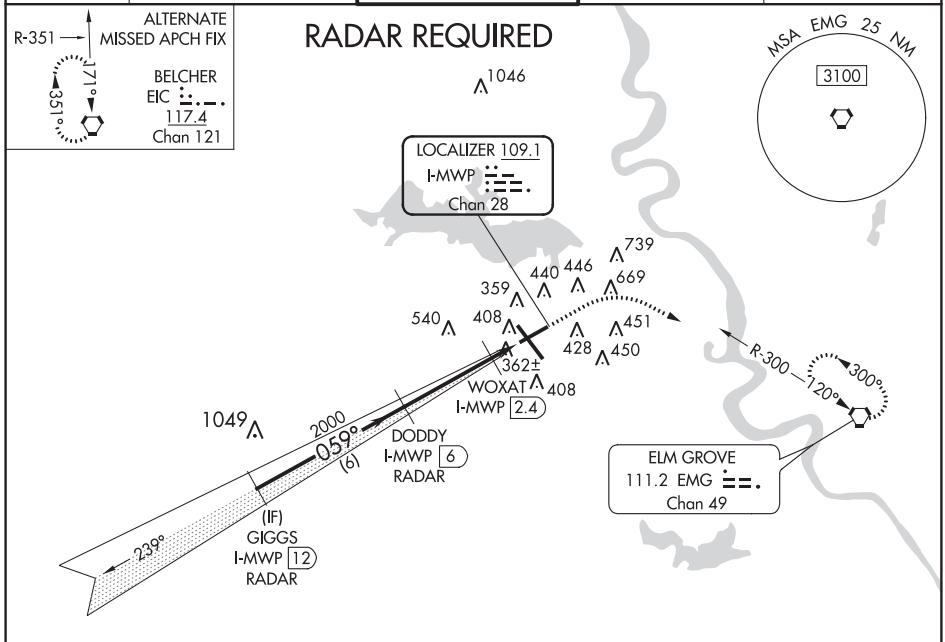
LOC RWY 6

SHREVEPORT RGNL (SHV)

ASR Helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME or RADAR required.

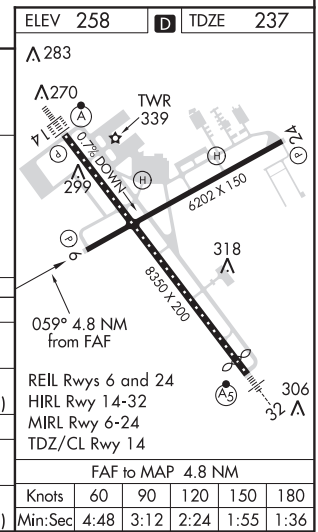
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.9 236.775	CLNC DEL 124.65
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 51).

	2000	2000	700	EMG	
	059°		3.38° TCH 51		
	6 NM		3.6 NM	1.2	
CATEGORY	A	B	C	D	E
S-LOC 6	700-1	463 (500-1)	700-1 $\frac{3}{8}$	463 (500-1 $\frac{3}{8}$)	
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1100-3 842 (900-3)
WOXAT FIX MINIMUMS					
S-LOC 6	620-1	383 (400-1)	620-1 $\frac{1}{8}$	383 (400-1 $\frac{1}{8}$)	
C CIRCLING	740-1 482 (500-1)	760-1 502 (600-1)	980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1100-3 842 (900-3)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

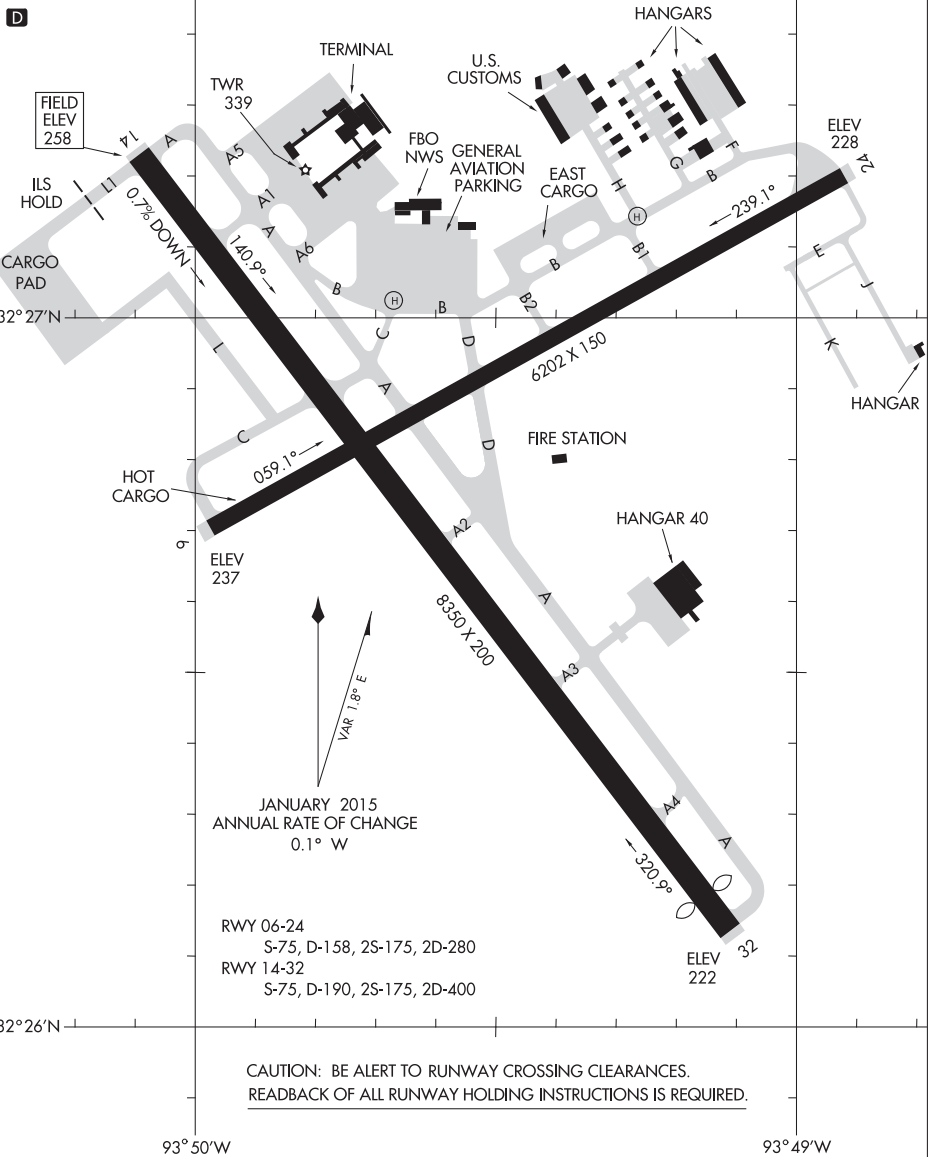
AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)
SHREVEPORT, LOUISIANA

ATIS
 128.45
 SHREVEPORT TOWER
 121.4 236.775
 GND CON
 121.9 236.775
 CLNC DEL
 124.65

D



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

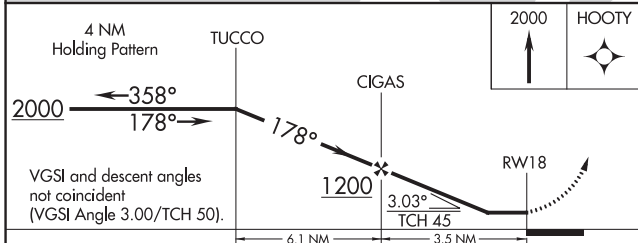
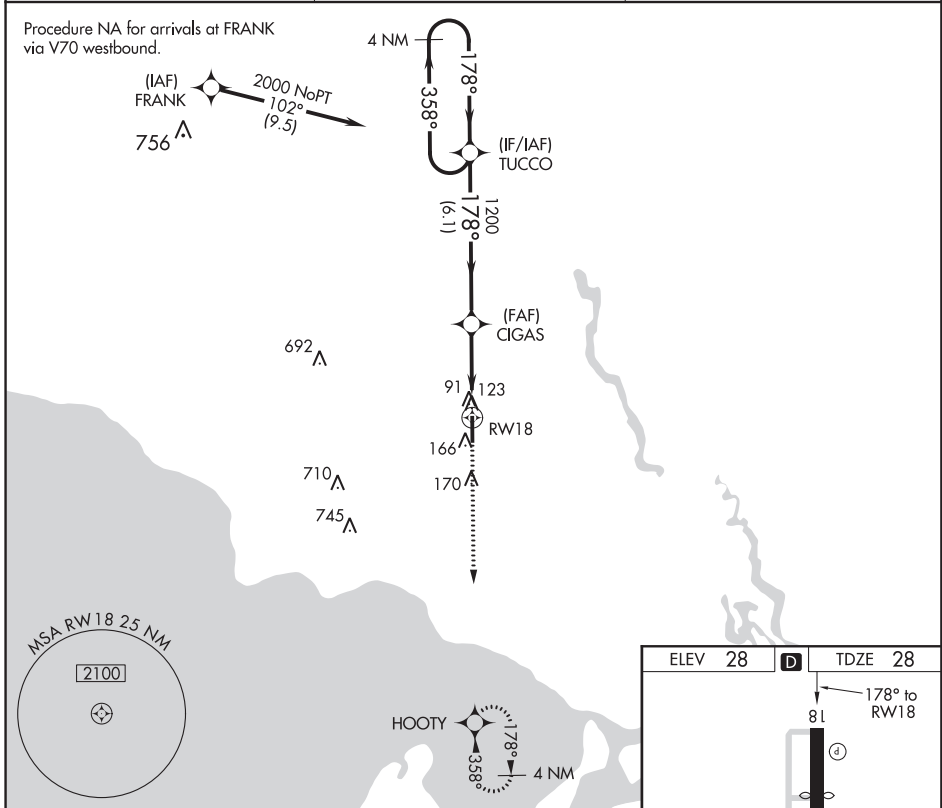
APP CRS	Rwy Idg	4058
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18

SLIDELL (ASD)

▽	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 direct HOOTY and hold.
△ NA	Helicopter visibility reduction below 1 SM NA.	

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNVA MDA	400-1 372 (400-1)			NA
CIRCLING	480-1	452 (500-1)	480-1½ 452 (500-1½)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

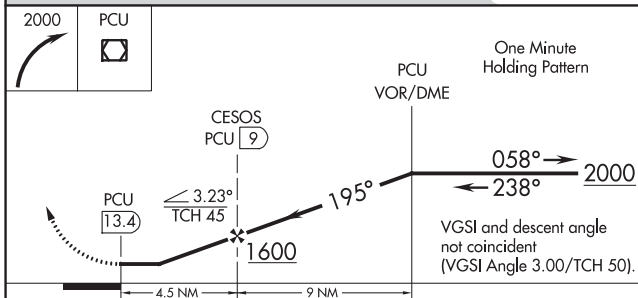
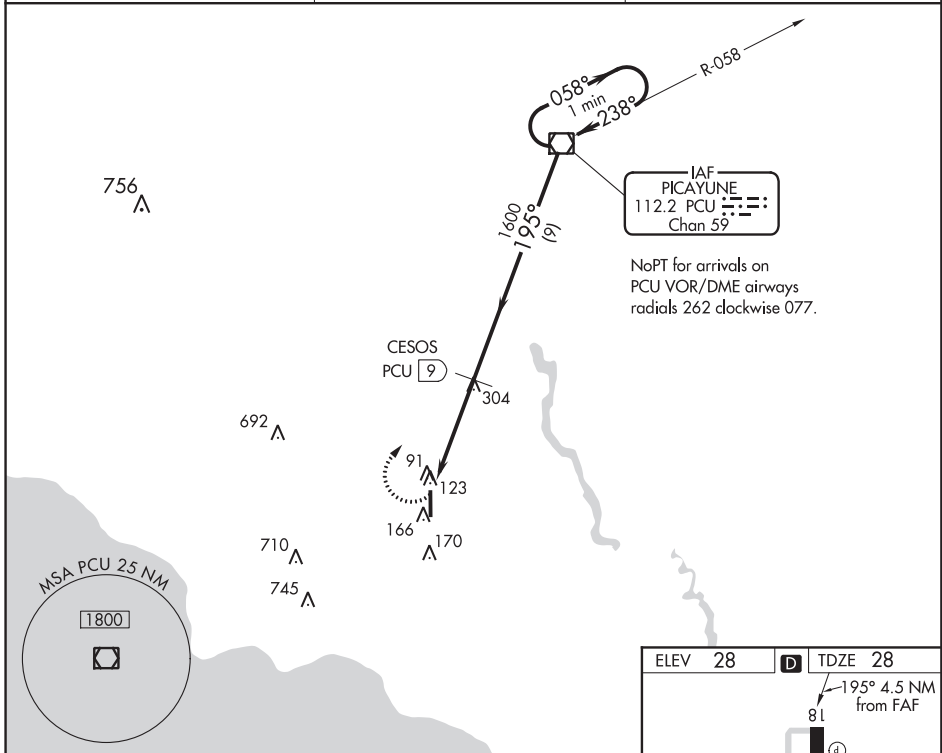
VOR/DME PCU 112.2 Chan 59	APP CRS 195°	Rwy Idg 4058 TDZE 28 Apt Elev 28
---	------------------------	---

VOR/DME RWY 18

SLIDELL (ASD)

<p>▼ Night landing Rwy 18 NA. ▲ NA Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.</p>
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<p>ASOS 132.475</p>	<p>NEW ORLEANS APP CON 133.15 290.3</p>	<p>UNICOM 122.8 (CTAF) ①</p>
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CATEGORY	A	B	C	D
S-18	460-1	432 (500-1)	460-1½ 432 (500-1½)	NA
CIRCLING	480-1	452 (500-1)	480-1½ 452 (500-1½)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61024 W36A	APP CRS 358°	Rwy Idg 4202 TDZE 218 Apt Elev 218
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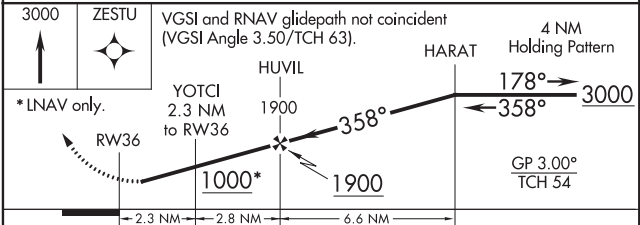
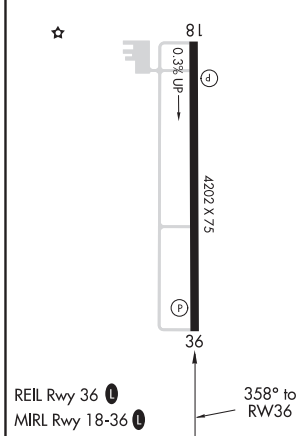
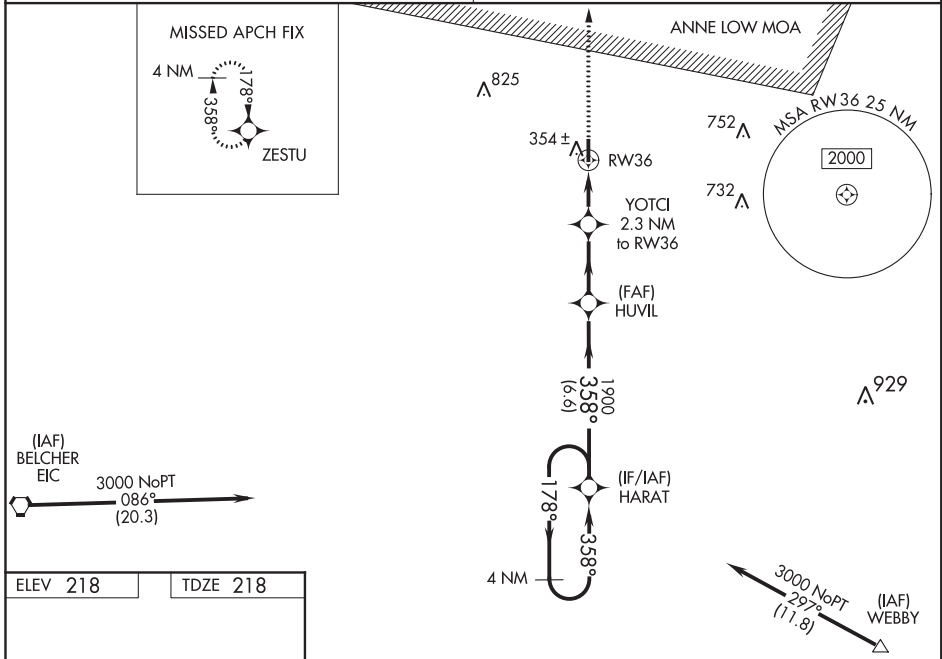
RNAV (GPS) RWY 36

SPRINGHILL (SPH)

NA Baro-VNAV NA when using Shreveport Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase LPV DA to 652 feet, LNAV/VNAV DA to 618 feet, and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZESTU and hold.

SHREVEPORT APP CON 118.6 350.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	558-1 1/8	340 (400-1 1/8)		NA
LNAV/VNAV DA	524-1	306 (400-1)		NA
LNAV MDA	620-1	402 (500-1)	620-1 1/8 402 (500-1 1/8)	NA
CIRCLING	700-1	482 (500-1)	700-1 1/2 482 (500-1 1/2)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50419 W18A	APP CRS 180°	Rwy Idg 4171 TDZE 333 Apt Elev 333
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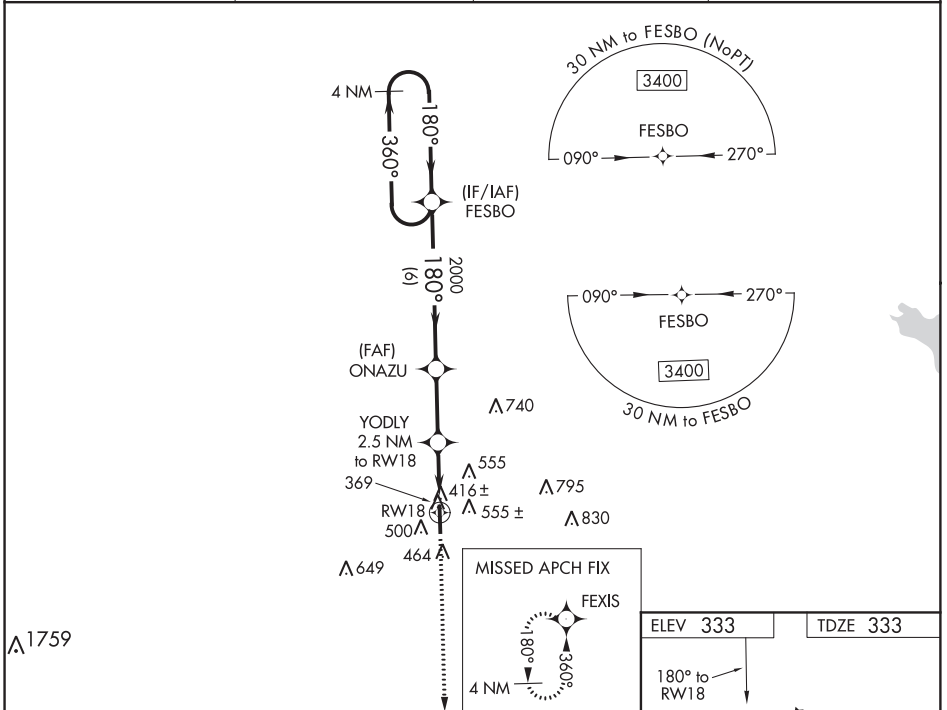
RNAV (GPS) RWY 18

GEORGE M. BRYAN (STF)

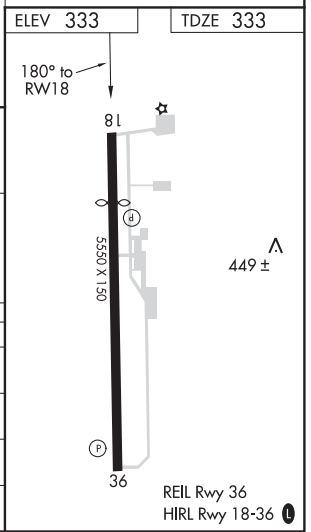
▽ Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA.
△ NA Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LPV all Cats and LNAV Cats C/D visibility ½ mile, increase Circling Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct FEXIS and hold.

AWOS-3 118.975	COLUMBUS APP CON * 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		FESBO	* LNAV only.	3000	FEXIS
← 360° / 180° →		ONAZU 2000	YODLY 2.5 NM to RWY 18	↑	✦
GP 3.00° TCH 36		* 1160	* 1 NM to RWY 18	↓	✦
		← 6 NM →	← 2.6 NM →	← 1.5 NM →	← 1 NM →
CATEGORY	A	B	C	D	
LPV DA		633-1	300 (300-1)		
LNAV/VNAV DA		602-1	269 (300-1)		
LNAV MDA		680-1	347 (400-1)		
CIRCLING	920-1	587 (600-1)	920-1½ 587 (600-1½)	920-2 587 (600-2)	



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

15176

WAAS CH 53604 W36A	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333
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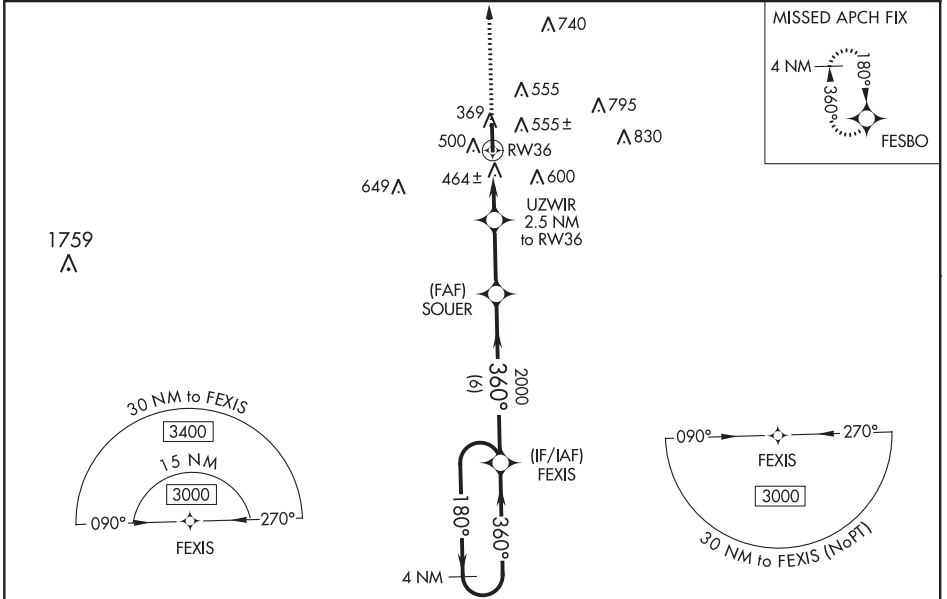
RNAV (GPS) RWY 36

GEORGE M. BRYAN (STF)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/4 mile. Increase Circling Cat C visibility 1/2 mile. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting.

▲ NA MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

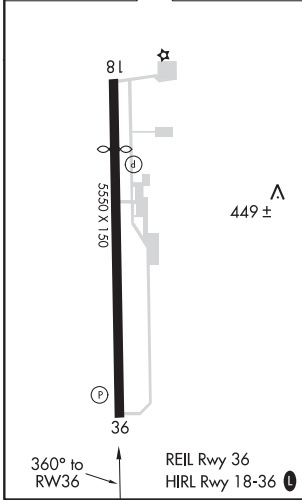
AWOS-3 118.975	COLUMBUS APP CON* 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) ①
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 333	TDZE 326
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3400	FESBO	4 NM Holding Pattern
*LNAV only.	UZWIR 2.5 NM to RW36	SOUER 2000
*1.1 NM to RW36	*1.140	FEFIX 3000
1.1 NM	1.4 NM	2.7 NM
6 NM		
GP 3.00°	TCH 40	
360° to RW36	REIL Rwy 36	HIRL Rwy 18-36
CIRCLING	920-1 587 (600-1)	920-1 1/2 587 (600-1 1/2)
		1020-2 1/4 687 (700-2 1/4)

STARKVILLE, MISSISSIPPI
Amdt 3B 25JUN15

33°26'N-88°51'W

RNAV (GPS) RWY 36

GEORGE M. BRYAN (STF)

LOC/DME I-STF 109.9 Chan 36	APP CRS 360°	Rwy Idg 5550 TDZE 326 Apt Elev 333
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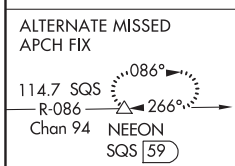
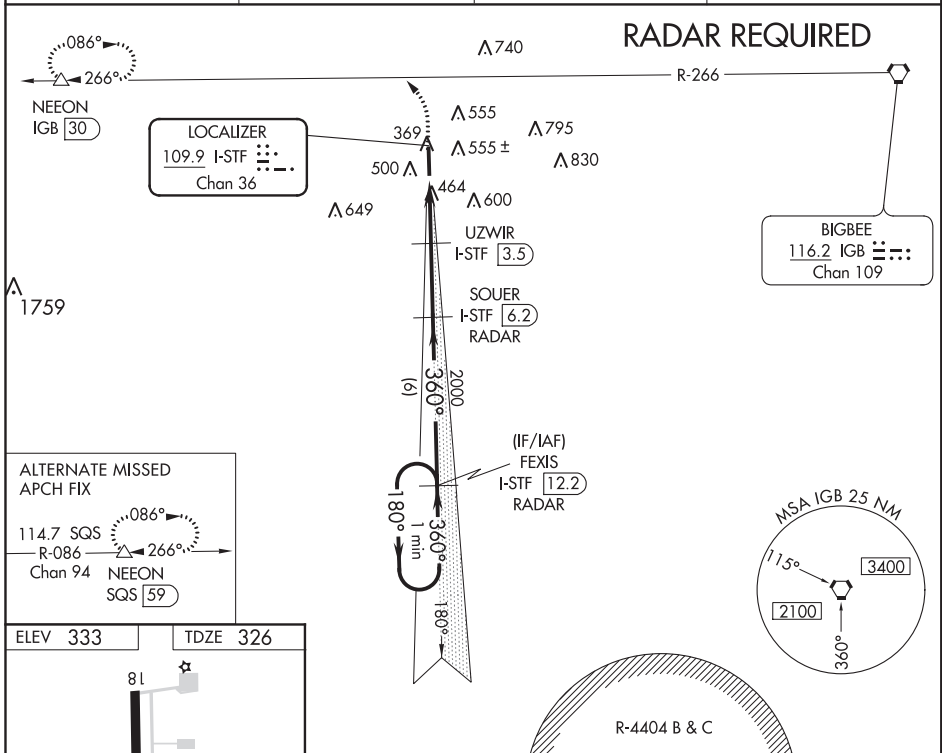
LOC/DME RWY 36

GEORGE M. BRYAN (STF)

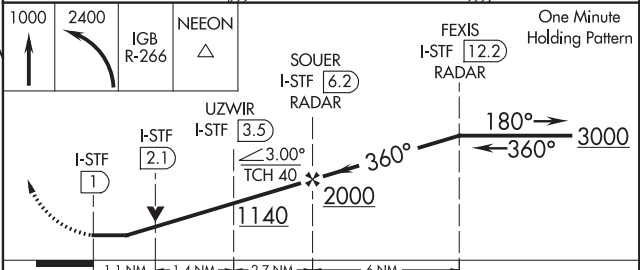
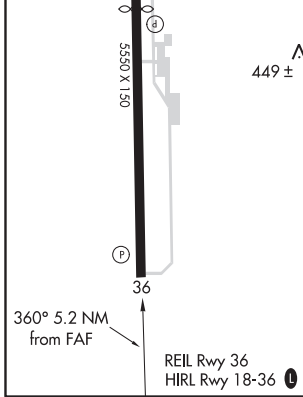
NA DME Required. When local altimeter setting not received, use Golden Triangle altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility $\frac{1}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Golden Triangle altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB 30 DME and hold.

AWOS-3 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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ELEV 333	TDZE 326
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CATEGORY	A	B	C	D
S-36	720-1	395 (400-1)	720-1 $\frac{1}{8}$	395 (400-1 $\frac{1}{8}$)
CIRCLING	920-1	587 (600-1)	920-1 $\frac{1}{2}$ 587 (600-1 $\frac{1}{2}$)	920-2 587 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

STARKVILLE, MISSISSIPPI

AL-5330 (FAA)

15036

RNAV (GPS)-A

OKTIBBEHA (M51)

APP CRS	Rwy Idg	N/A
140°	TDZE	N/A
	Apt Elev	250

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Use Golden Triangle Rgnl altimeter setting; when not received, use George M Bryan altimeter setting and increase all MDA 20 feet.

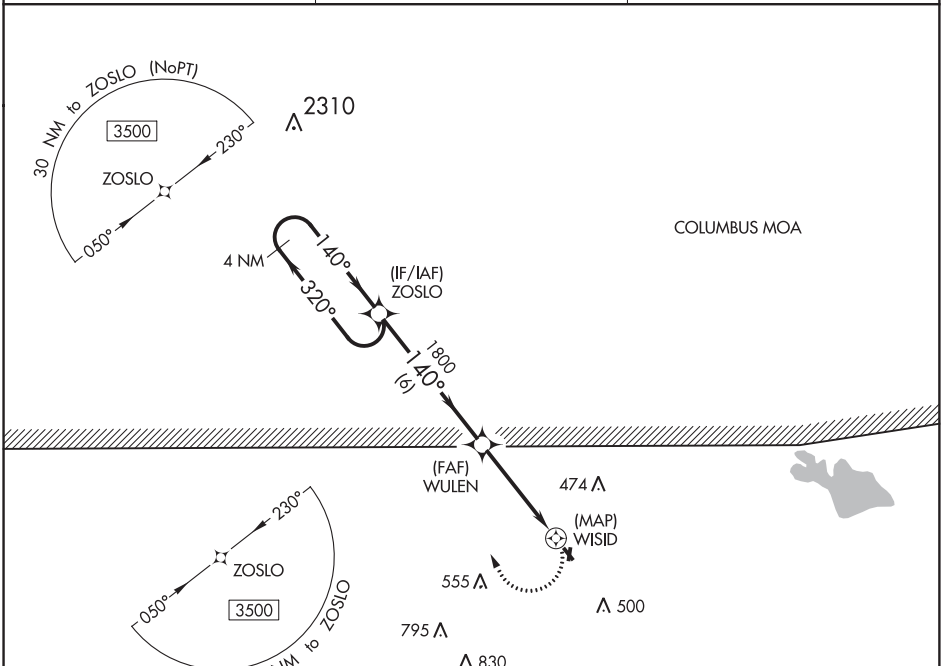
△ NA

MISSED APPROACH: Climbing right turn 3500 direct ZOSLO and hold.

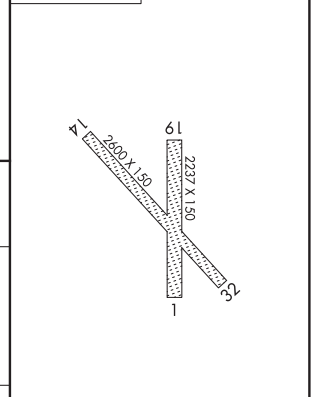
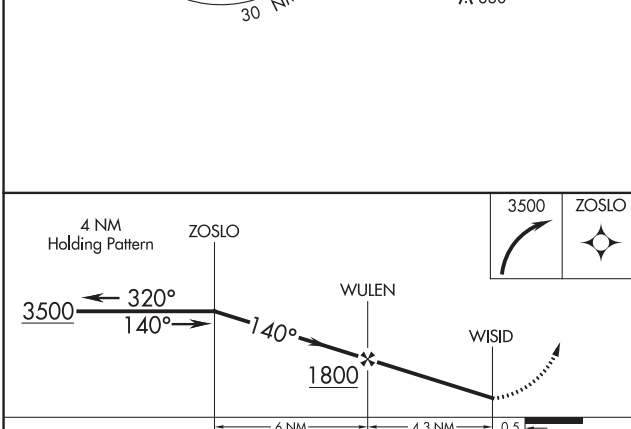
GOLDEN TRIANGLE AWOS-3
126.375

COLUMBUS APP CON ★
135.6 323.275

UNICOM
122.8 (CTAF)



ELEV 250



CATEGORY	A	B	C	NA	D
C CIRCLING	760-1 510 (600-1)	840-1 590 (600-1)			NA

STARKVILLE, MISSISSIPPI

Orig 11DEC14

33°30' N-88°41' W

OKTIBBEHA (M51)

RNAV (GPS)-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 15

SULPHUR/SOUTHLAND FIELD (U.X.L.)

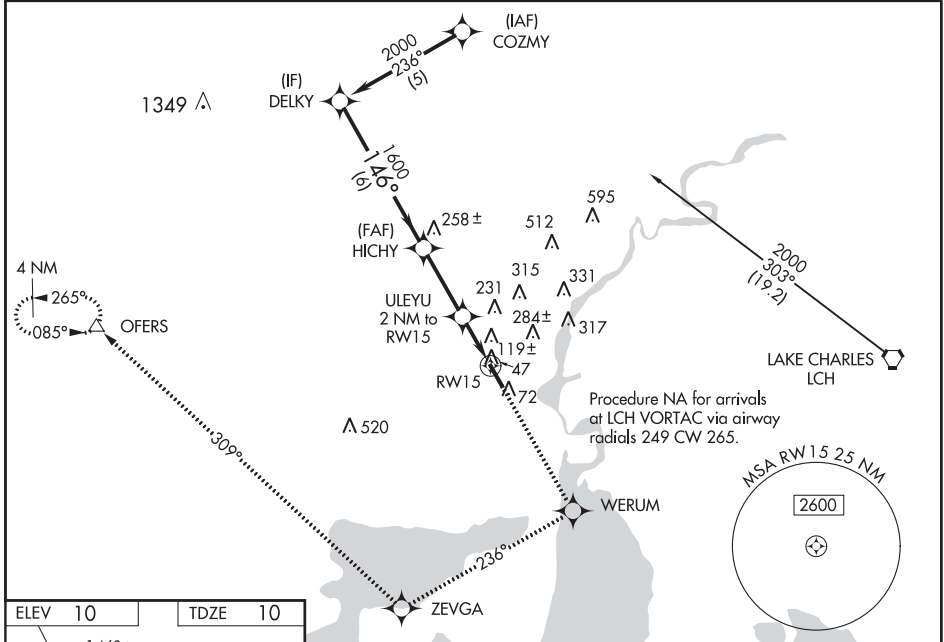
WAAS CH 86711	APP CRS 146°	Rwy Idg TDZE Apt Elev	5001 10 10
W15A			

⚠ Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (3°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 Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

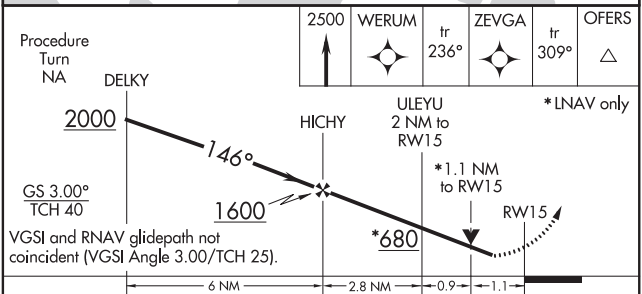
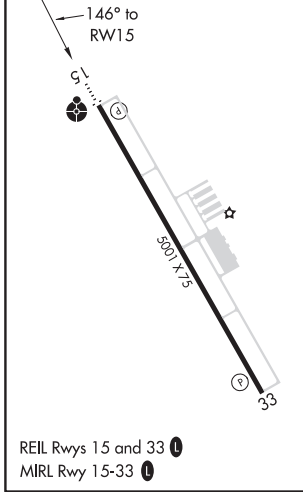
ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119,35 282.3	UNICOM 122.8 (CTAF)
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ELEV 10	TDZE 10
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CATEGORY	A	B	C	D
LPV DA		309-1	299 (300-1)	
LNAV/VNAV DA		419-1½	409 (500-1½)	
LNAV MDA		380-¾ 370 (400-¾)		380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

SULPHUR, LOUISIANA

AL-6934 (FAA)

RNAV (GPS) RWY 33

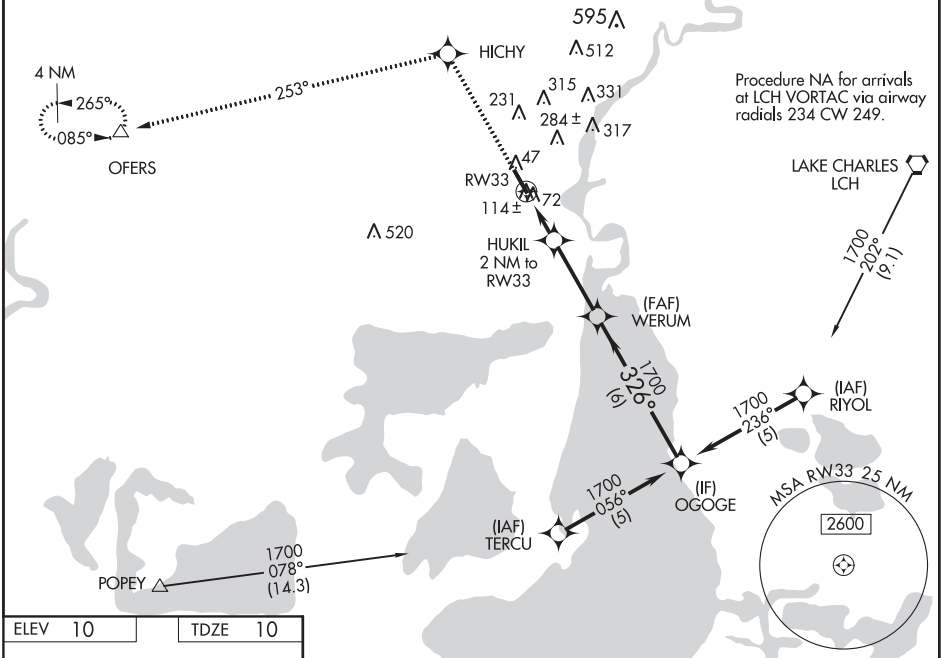
SULPHUR/SOUTHLAND FIELD (U.X.L.)

WAAS CH 99610 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	5001 10 10
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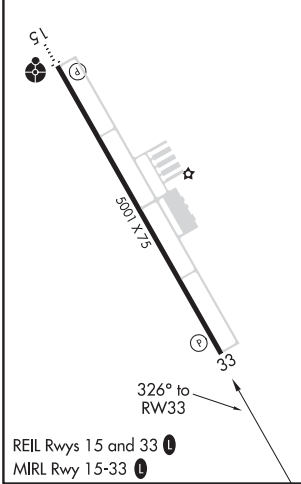
⚠ Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 10	TDZE 10
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2500	HICHY	tr 253°	OFERS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).
*LNAV only				Procedure Turn NA
HUKIL 2 NM to RW33		WERUM	OGOGE	
RW33		326°	1700	GS 3.00° TCH 40
2 NM		3.1 NM	6 NM	

CATEGORY	A	B	C	D
LPV DA		348-1¼	338 (400-1¼)	
LNAV/VNAV DA		384-1¼	374 (400-1¼)	
LNAV MDA		380-1 370 (400-1)		380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

SULPHUR, LOUISIANA
Orig 14093

30°08'N-93°23'W

RNAV (GPS) RWY 33

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

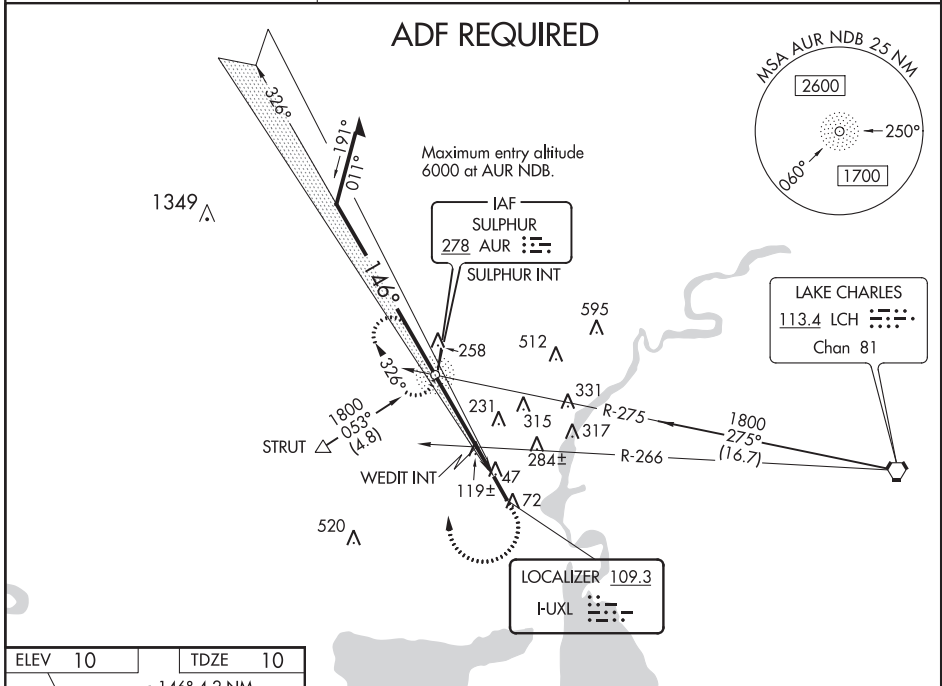
LOC I-UXL 109.3	APP CRS 146°	Rwy Idg 5001 TDZE 10 Apt Elev 10
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LOC RWY 15
SULPHUR/SOUTHLAND FIELD (UXL)

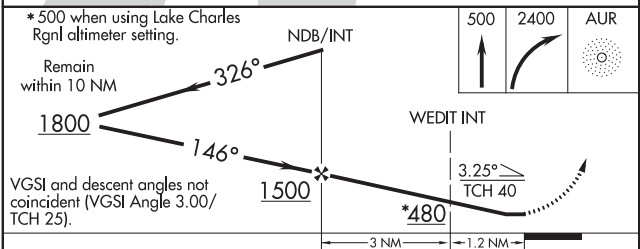
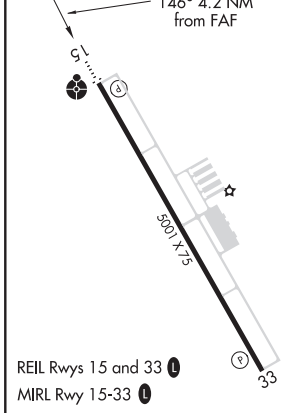
⚠ Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

ODALS MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) 0
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ELEV 10	TDZE 10
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CATEGORY	A	B	C	D
S-15	480- ³ / ₄	470 (500- ³ / ₄)	480-1 ¹ / ₄ 470 (500-1 ¹ / ₄)	480-1 ¹ / ₂ 470 (500-1 ¹ / ₂)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	520-1 ¹ / ₂ 510 (600-1 ¹ / ₂)	640-2 630 (700-2)
WEDIT FIX MINIMUMS				
S-15	380- ³ / ₄ 370 (400- ³ / ₄)			380-1 ¹ / ₄ 370 (400-1 ¹ / ₄)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1 ¹ / ₂ 510 (600-1 ¹ / ₂)	640-2 630 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

SULPHUR, LOUISIANA

AL-6934 (FAA)

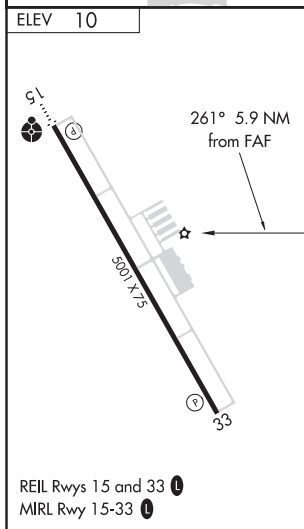
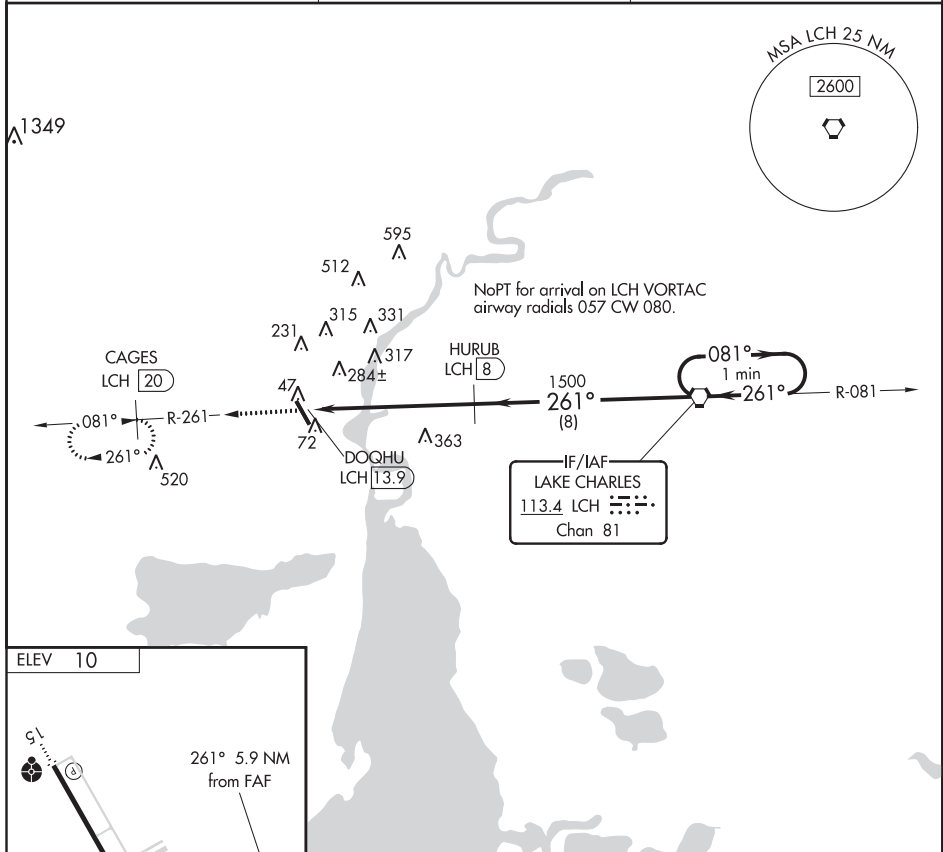
VORTAC LCH 113.4 Chan 81	APP CRS 261°	Rwy Idg TDZE Apt Elev	N/A N/A 10
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VOR/DME-A
SULPHUR/ SOUTHLAND FIELD (U.X.L)

⚠ When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility 1/4 mile.

⚠ MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON * 119.35 282.3	UNICOM 122.8 (CTAF) 0
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1600	CAGES LCH 20	HURUB LCH 8 VORTAC	VORTAC	One Minute Holding Pattern
LCH R-261	DOQHU LCH 13.9 VORTAC	1500	261°	081° → 1700
			← 261°	
	5.9 NM	8 NM		
CATEGORY	A	B	C	D
CIRCLING	680-1	670 (700-1)	680-1¾ 670 (700-1¾)	680-2 670 (700-2)

SULPHUR, LOUISIANA
Amdt 2 14093

30° 08' N-93° 23' W

SULPHUR/ SOUTHLAND FIELD (U.X.L)
VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

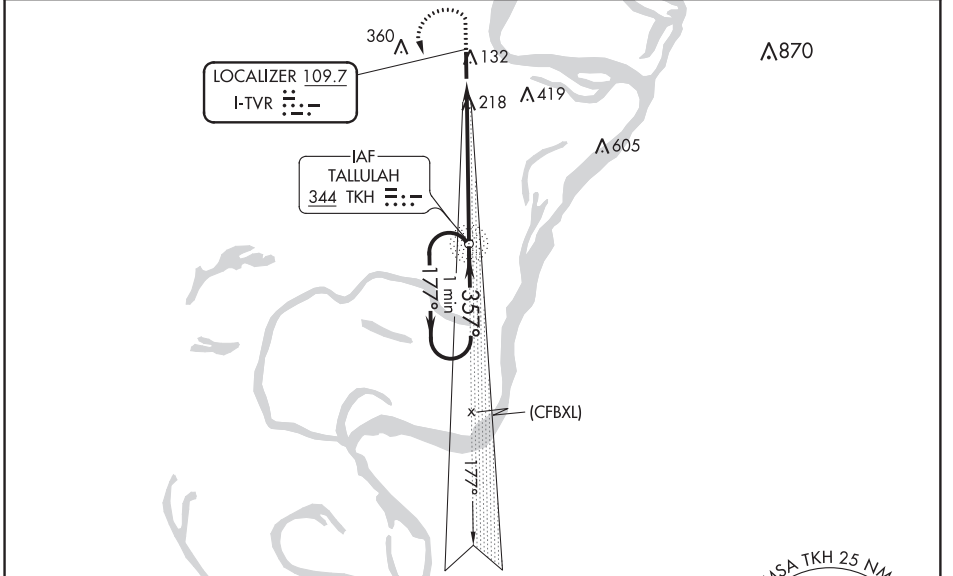
SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-TV 109.7	APP CRS 357°	Rwy Idg 5002 TDZE 86 Apt Elev 86
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ILS or LOC RWY 36
VICKSBURG TALLULAH RGNL (TVR)

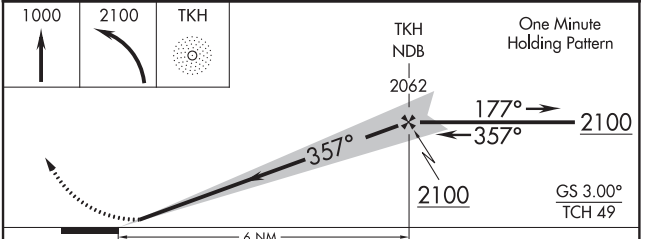
NA ADF required. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase S-ILS 36 DA to 309 feet; increase all MDA 40 feet and visibility Cats C and D ¼ mile.	SSALR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct TKH NDB and hold.
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ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF)
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ADF REQUIRED

ELEV 86	D	TDZE 86			
REIL Rwy 18	MIRL Rwy 18-36	FAF to MAP 6 NM			
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 36	286-½		200 (200-½)	
S-LOC 36	540-½	454 (500-½)	540-⅞	454 (500-⅞)
C CIRCLING	540-1	454 (500-1)	720-1¾ 634 (700-1¾)	720-2 634 (700-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

TALLULAH, LOUISIANA

AL-9196 (FAA)

16259

APP CRS	Rwy Idg	5002
177°	TDZE	85
	Apt Elev	86

RNAV (GPS) RWY 18

VICKSBURG TALLULAH RGNL (TVR)

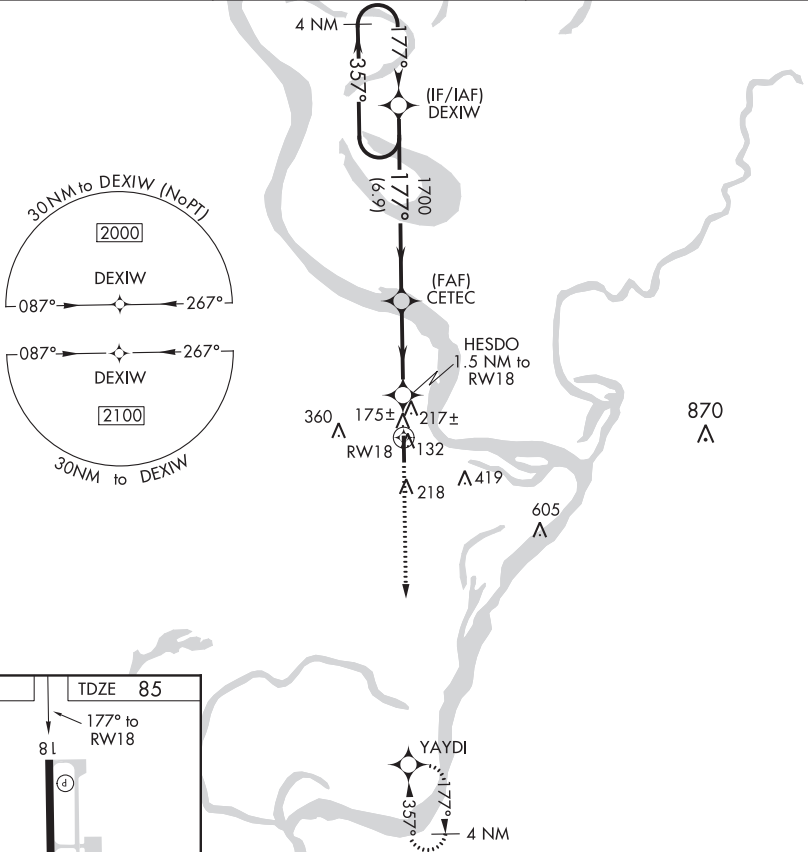
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase all MDA 40 feet and visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS
118.525

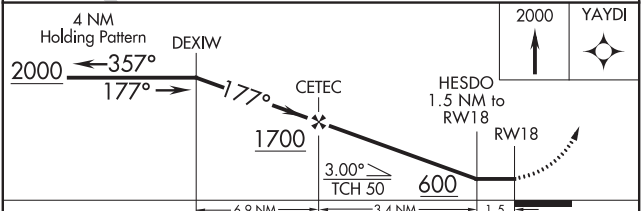
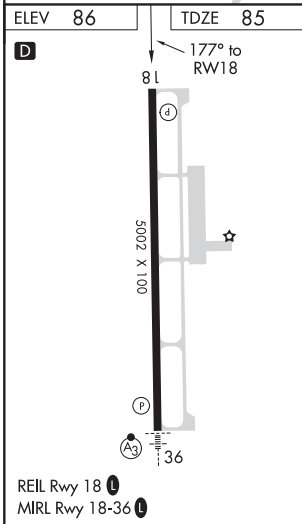
MEMPHIS CENTER
132.5 259.1

UNICOM
123.0 (CTAF) 0



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	480-1	395 (400-1)	480-1½	395 (400-1½)
C CIRCLING	540-1	454 (500-1)	720-1¾ 634 (700-1¾)	720-2 634 (700-2)

TALLULAH, LOUISIANA
Amdt 3 15SEP16

32°21'N-91°02'W

VICKSBURG TALLULAH RGNL (TVR)
RNAV (GPS) RWY 18

WAAS Chan 99700 W36A	APP CRS 357°	Rwy ldg 5002 TDZE 86 Apr Elev 86
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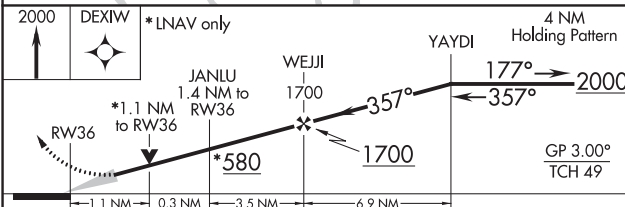
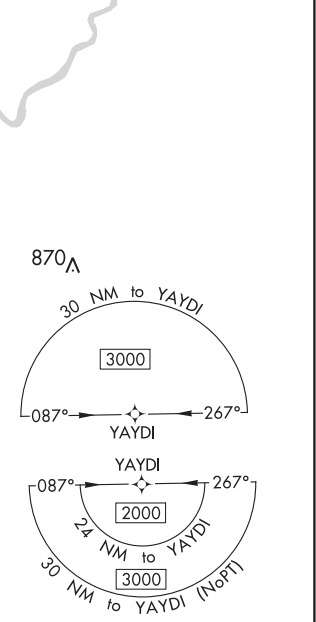
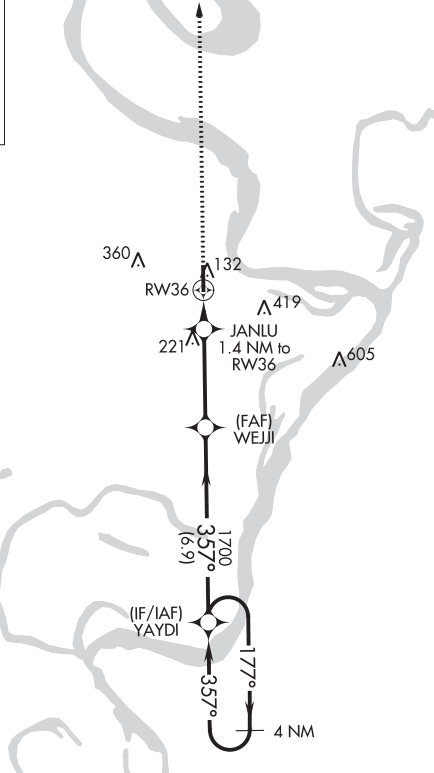
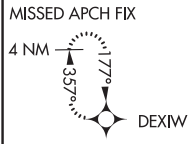
RNAV (GPS) RWY 36

VICKSBURG TALLULAH RGNL (TVR)

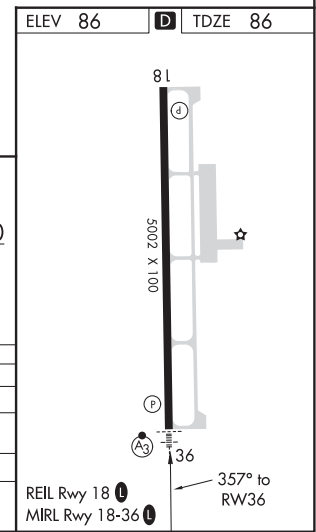
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase LPV DA to 309 feet, LNAV/VNAV DA to 516 feet all visibilities 1/8 mile; increase all MDA 40 feet and visibility Cats C/D 1/4 mile. Baro-VNAV and VDP NA with Vicksburg Muni, MS altimeter setting.

SSALR **AS3**
MISSED APPROACH:
Climb to 2000 direct DEXIW and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		286-1/2	200 (200-1/2)	
LNAV/VNAV DA		493-7/8	407 (500-7/8)	
LNAV MDA	480-1/2	394 (400-1/2)	480-5/8	394 (400-5/8)
C CIRCLING	540-1	454 (500-1)	720-1 3/4 634 (700-1 3/4)	720-2 634 (700-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

THIBODAUX, LOUISIANA

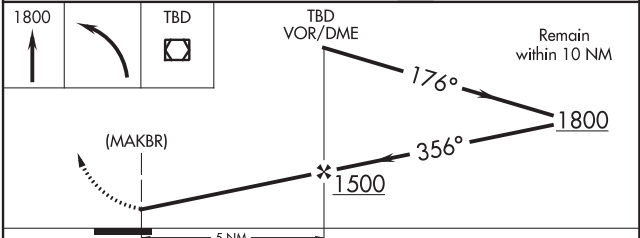
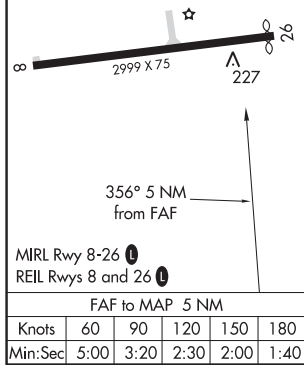
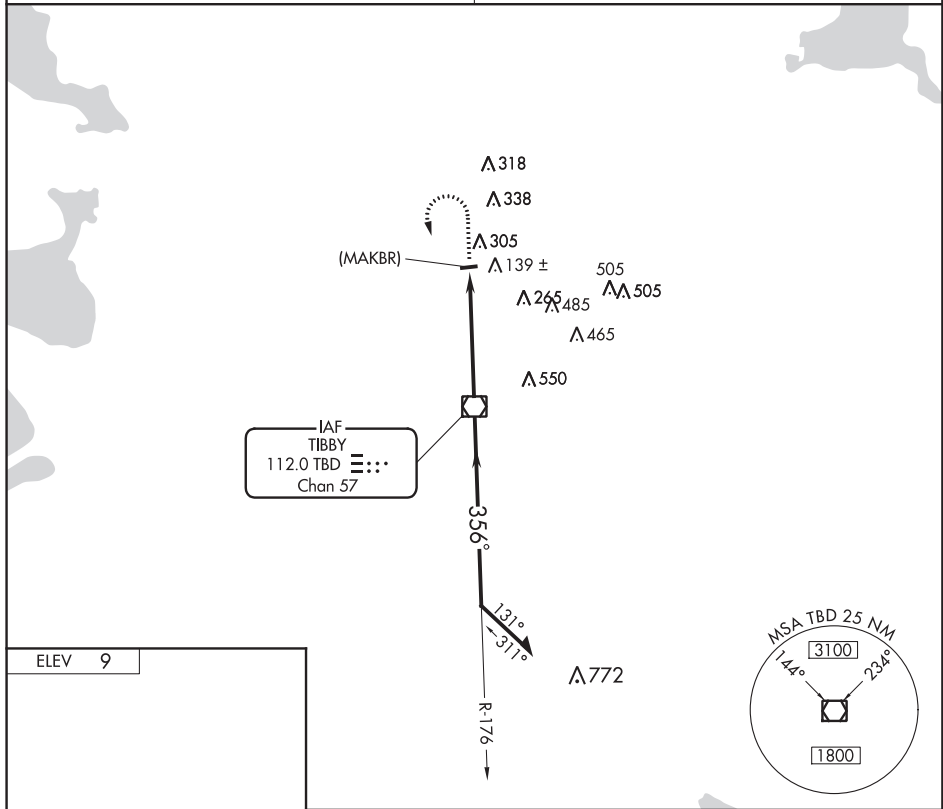
AL-6136 (FAA)

16203

VOR/DME TBD 112.0 Chan 57	APP CRS 356°	Rwy Idg TDZE Apt Elev	N/A N/A 9
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VOR or GPS-A
THIBODAUX MUNI (L83)

<p>▼ Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1800 then left turn direct TBD VOR/DME.</p>
<p>NEW ORLEANS APP CON 118.9 256.9</p>	<p>UNICOM 122.8 (CTAF) 0</p>



CATEGORY	A	B	C	D
CIRCLING	620-1	611 (700-1)	NA	
NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1	760-1½	NA	
	751 (800-1)	751 (800-1½)		

THIBODAUX, LOUISIANA
Amdt 1B 21JUL16

29°45'N-90°50'W

THIBODAUX MUNI (L83)
VOR or GPS-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC I-UTA 110.95 Chan 46 (Y)	APP CRS 347°	Rwy Idg TDZE 194 Apt Elev 194
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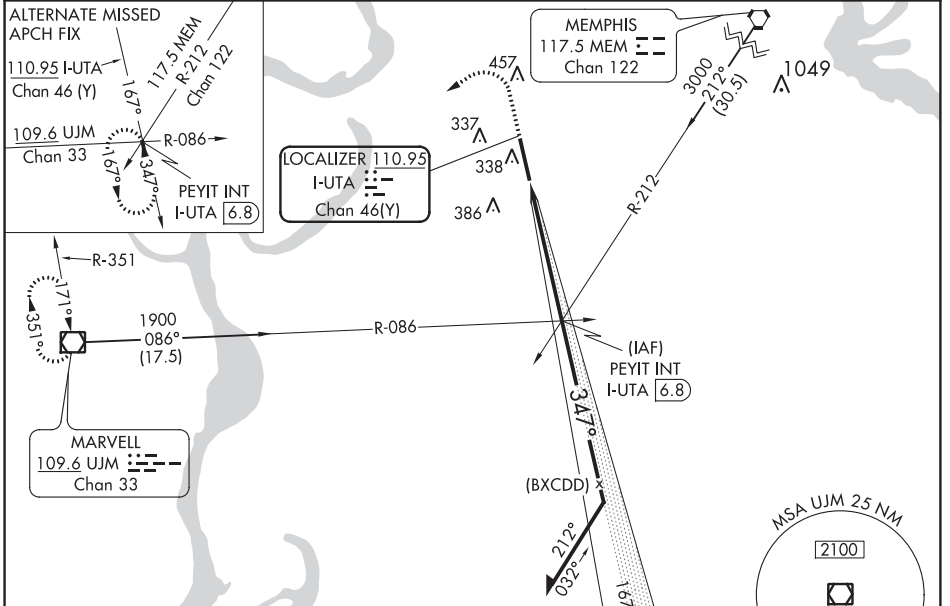
ILS or LOC RWY 35

TUNICA MUNI (UTA)

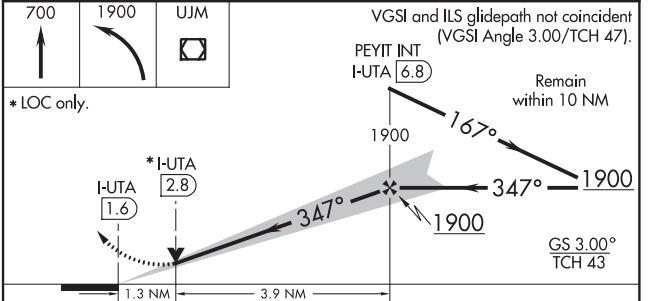
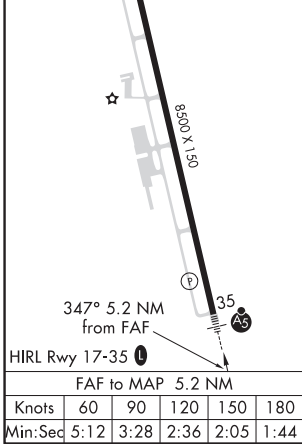
▼ VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Memphis altimeter setting increase S-ILS 35 all Cats visibility to 1 mile.

MALSR
 MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	UNICOM 123.0 (CTAF)
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ELEV 194	TDZE 194
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CATEGORY	A	B	C	D
S-ILS 35	394-½ 200 (200-½)			
S-LOC 35	640-½ 446 (500-½)	640-7/8 446 (500-7/8)		
CIRCLING	680-1 486 (500-1)	700-1½ 506 (600-1½)		760-2 566 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

TUNICA, MISSISSIPPI

16035

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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AL-9521 (FAA)

RNAV (GPS) RWY 17

TUNICA MUNI (U7A)

▼ 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. For inoperative ODALS, increase LPV all Cats visibility to 3/4 mile, LNAV/VNAV all Cats to 7/8 mile, and LNAV Cat D visibility to 1 3/8 mile. Baro VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C and D and Circling Cat C visibility 1/4 mile. For inoperative MALS/R when using Memphis altimeter setting, increase LPV all cats visibility to 7/8 mile, LNAV/VNAV all Cats visibility to 1 1/4 mile, LNAV Cat D visibility to 2 mile.

ODALS

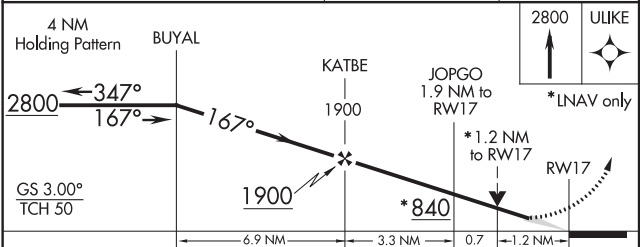
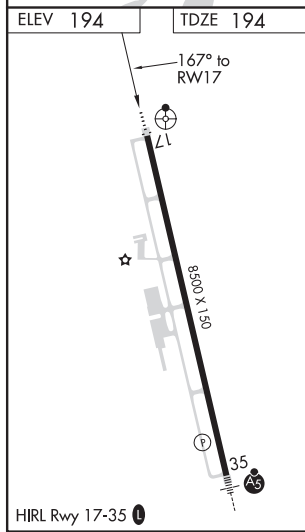
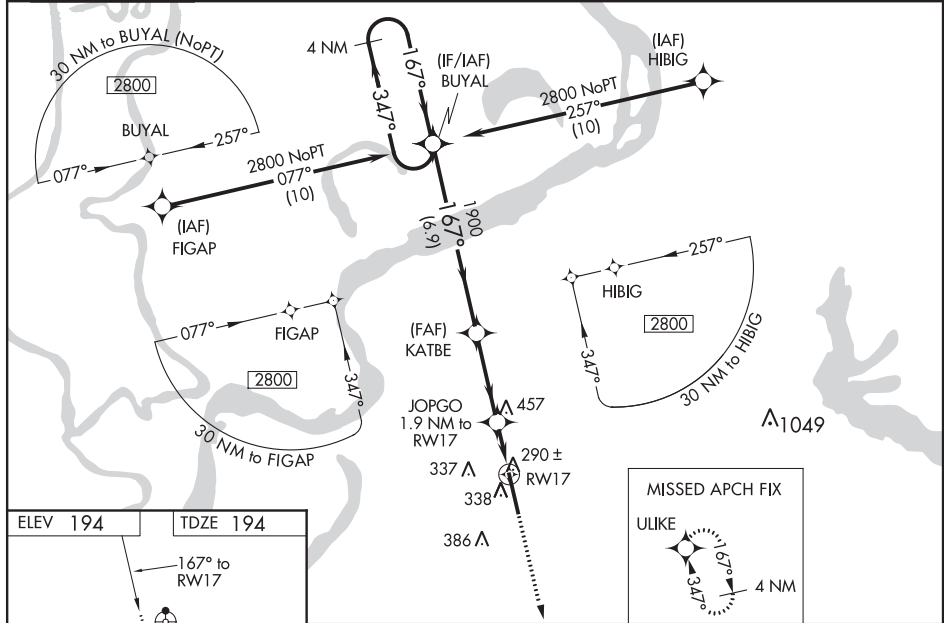


MISSED APPROACH:
Climb to 2800 direct
ULIKE and hold.

AWOS-3
118.075

MEMPHIS APP CON
119.1 291.6

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		394-3/8	200 (200-3/8)	
LNAV/VNAV DA		471-3/4	277 (300-3/4)	
LNAV MDA		640-3/4	446 (500-3/4)	
CIRCLING	680-1	486 (500-1)	700-1 1/2 506 (600-1 1/2)	760-2 566 (600-2)

TUNICA, MISSISSIPPI
Amdt 3 05MAY11

34°41' N-90°21' W

TUNICA MUNI (U7A) RNAV (GPS) RWY 17

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 60912 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	8500 194 194
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RNAV (GPS) RWY 35

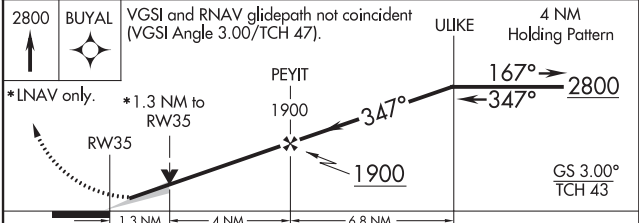
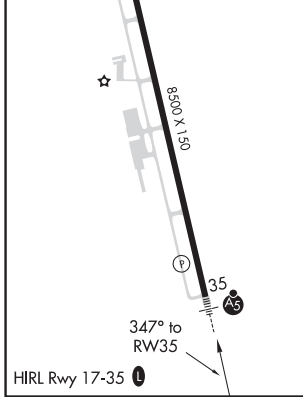
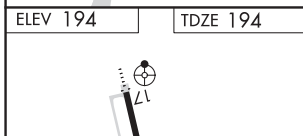
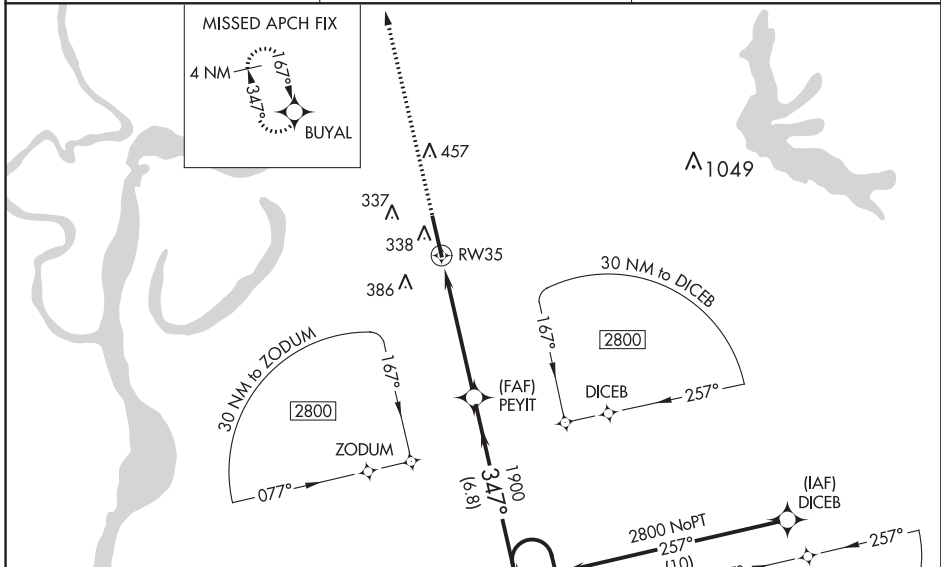
TUNICA MUNI (UTA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. **▲** DME/RNP-0.3 NA. Baro-VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 530, and all MDA 100 feet; increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C, D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Memphis altimeter setting, increase LPV all Cats visibility to ¾ mile.



MISSED APPROACH:
Climb to 2800 direct BUYAL and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	394-½ 200 (200-½)			
LNAV/VNAV DA	444-½ 250 (300-½)			
LNAV MDA	640-½ 446 (500-½)		640-7/8 446 (500-7/8)	
CIRCLING	680-1 486 (500-1)		700-1½ 760-2 506 (600-1½) 566 (600-2)	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

TUNICA, MISSISSIPPI

AL-9521 (FAA)

13094

VOR/DME MEM 117.5 Chan 122	APP CRS 223°	Rwy Idg TDZE Apt Elev 194	N/A N/A 194
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VOR/DME-A
TUNICA MUNI (UTA)

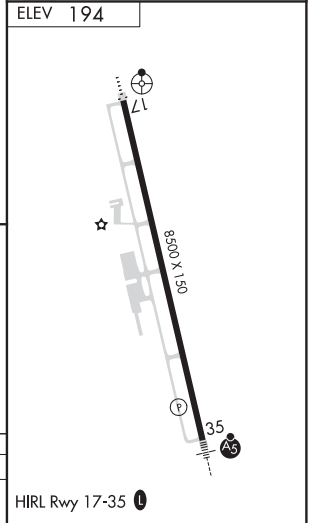
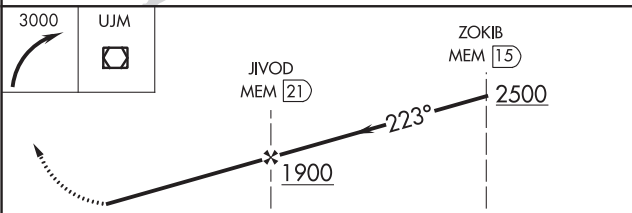
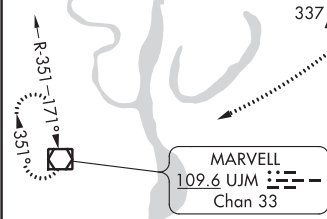
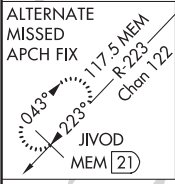
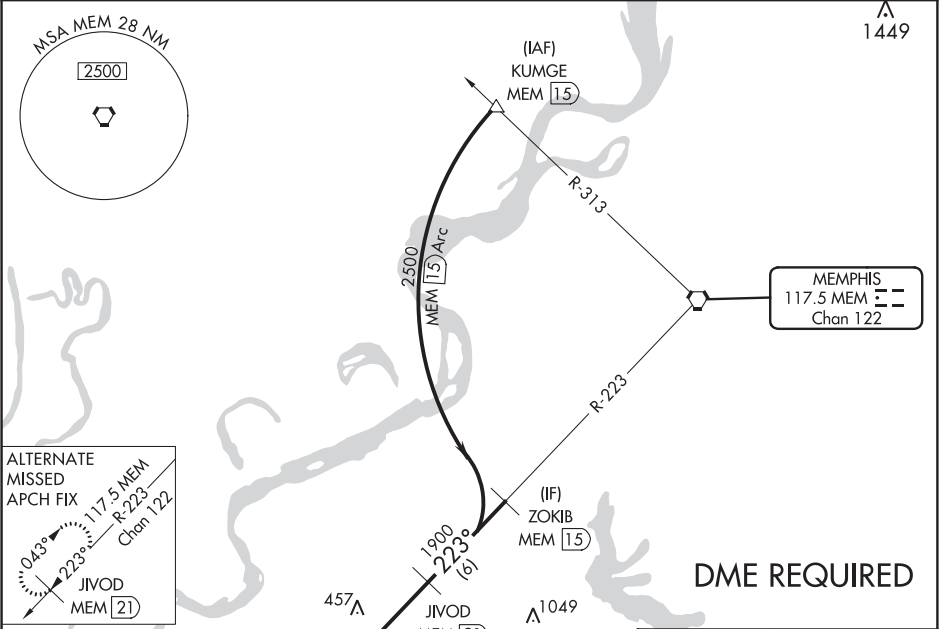
▼ When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet, and **▲** Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct UJM VOR/DME and hold.

AWOS-3
118.075

MEMPHIS APP CON
119.1 291.6

UNICOM
123.0 (CTAF) **①**



CATEGORY	A	B	C	D
CIRCLING	800-1 606 (700-1)	800-1¼ 606 (700-1¼)	800-1¾ 606 (700-1¾)	800-2 606 (700-2)

TUNICA, MISSISSIPPI
Orig 05MAY11

34°41'N-90°21'W

TUNICA MUNI (UTA)
VOR/DME-A

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TUP 108.5 Chan 22	APP CRS 002°	Rwy Idg TDZE Apt Elev	7150 346 346
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ILS Y or LOC Y RWY 36

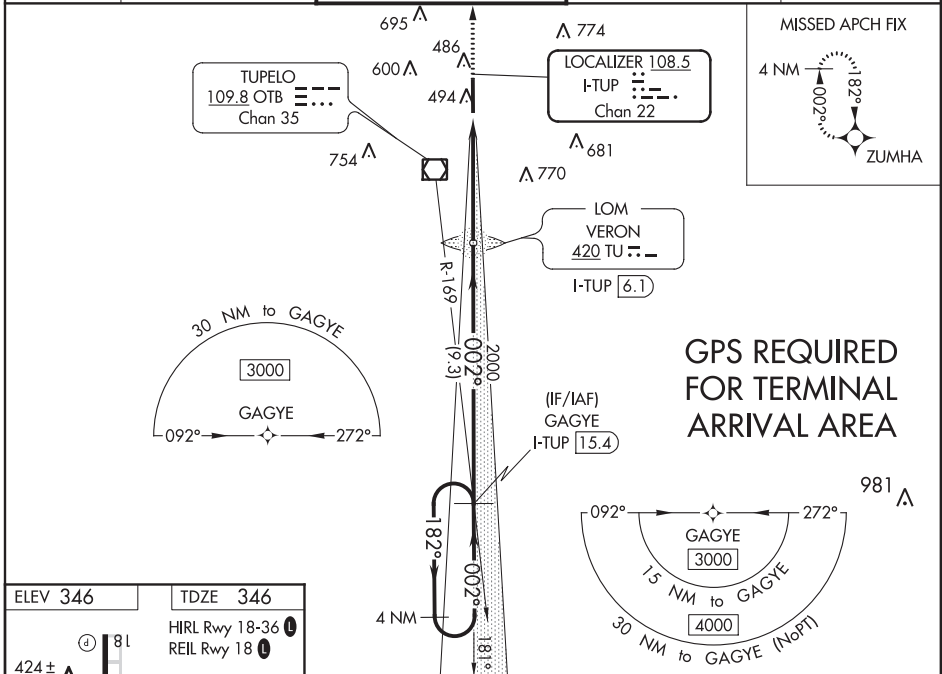
TUPELO RGNL (TUP)

⚠ When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet, increase all MDA 120 feet and increase S-LOC 36 Cats C and D visibility $\frac{3}{8}$ mile. Increase Circling Cats C and D visibility $\frac{1}{2}$ mile. For inop MALSRR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility $\frac{1}{2}$ mile. GPS and ADF or DME required. VDP NA when using Columbus AFB altimeter setting.

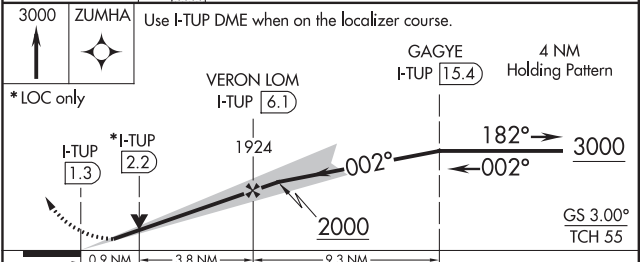
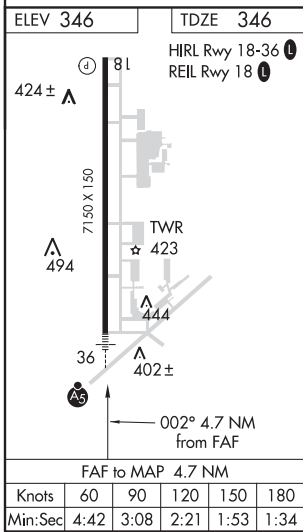
MALSRR

MISSED APPROACH:
Climb to 3000 direct ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 254.275	GND CON 121.825 254.275	UNICOM 128.85
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GPS REQUIRED FOR TERMINAL ARRIVAL AREA



CATEGORY	A	B	C	D
S-ILS 36	546- $\frac{1}{2}$		200 (200- $\frac{1}{2}$)	
S-LOC 36	700- $\frac{1}{2}$	354 (400- $\frac{1}{2}$)	700- $\frac{5}{8}$	354 (400- $\frac{5}{8}$)
C CIRCLING	800-1	454 (500-1)	900-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	1140-2 $\frac{1}{2}$ 794 (800-2 $\frac{1}{2}$)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

TUPELO, MISSISSIPPI

AL-854 (FAA)

15064

LOC/DME I-TUP 108.5 Chan 22	APP CRS 002°	Rwy Idg TDZE Apt Elev	7150 346 346
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ILS Z or LOC Z RWY 36

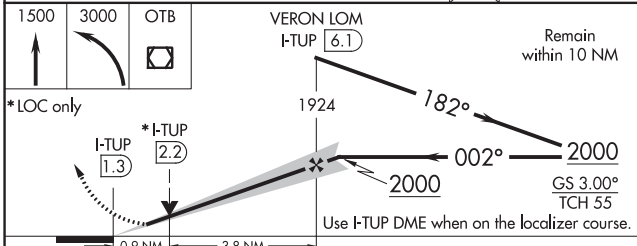
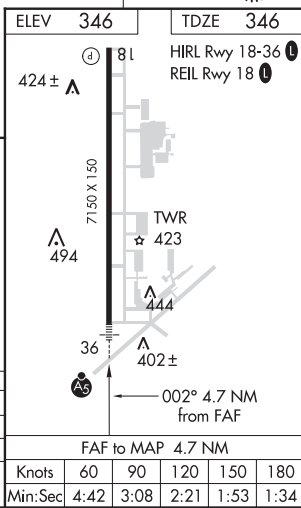
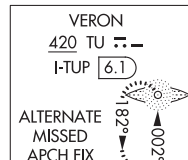
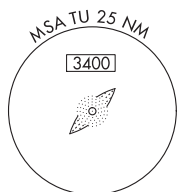
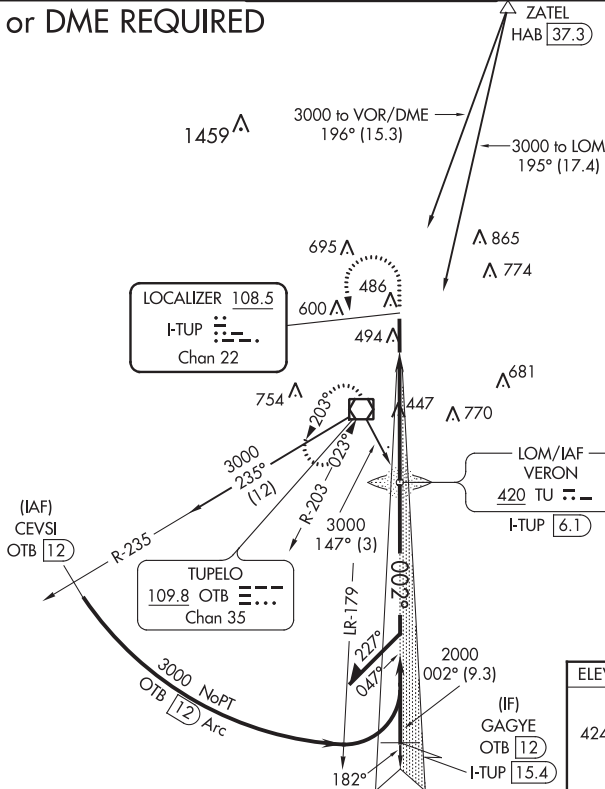
TUPELO RGNL (TUP)

▼ When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet, increase all MDA 120 feet and increase S-LOC 36 Cats C and D visibility 3/8 mile. Increase Circling Cats C and D visibility 1/2 mile. For inop MALSRS when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility 1/2 mile. VDP NA when using Columbus AFB altimeter setting. ADF or DME required.

MALSRS MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OTB VOR/DME and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 254.275	GND CON 121.825 254.275	UNICOM 128.85
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ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 36	546-1/2		200 (200-1/2)	
S-LOC 36	700-1/2	354 (400-1/2)	700-5/8	354 (400-5/8)
CIRCLING	800-1	454 (500-1)	900-1/2 554 (600-1/2)	1140-2 1/2 794 (800-2 1/2)

TUPELO, MISSISSIPPI
Amdt 10 05MAR15

34°16'N-88°46'W

ILS Z or LOC Z RWY 36

TUPELO RGNL (TUP)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV	346	TDZE	346		
HIRL Rwy 18-36		REIL Rwy 18			
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

WAAS CH 77712 W18A	APP CRS 182°	Rwy Idg 7150 TDZE 344 Apt Elev 346
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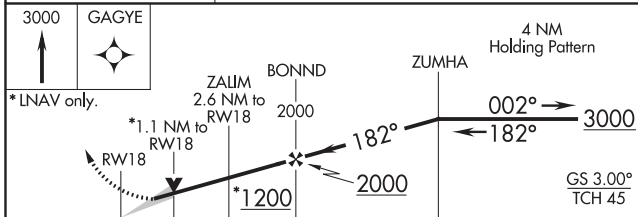
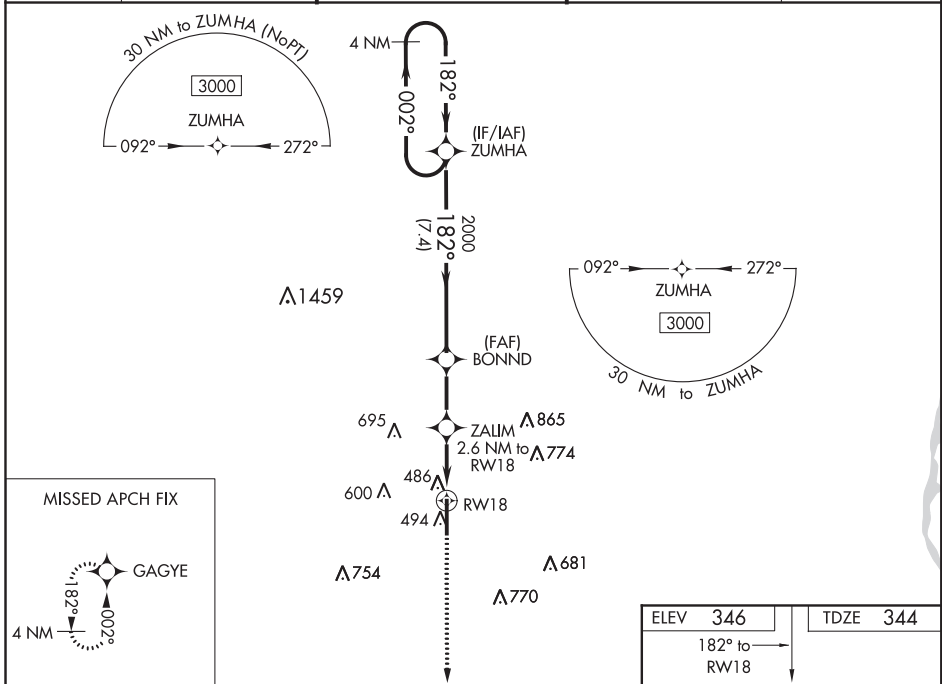
RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

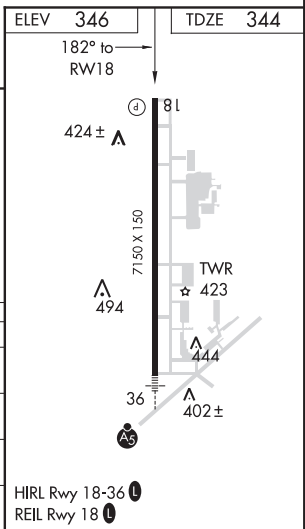
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ¼ mile and Circling Cats C and D ½ mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. DME/DME RNP 0.3 NA.

MISSED APPROACH:
Climb to 3000 direct GAGYE and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 254.275	GND CON 121.825 254.275	UNICOM 128.85
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CATEGORY	A	B	C	D
LPV DA	544-3/4		200 (200-3/4)	
LNAV/VNAV DA	659-1		315 (400-1)	
LNAV MDA	740-1 396 (400-1)		740-1 396 (400-1 1/8)	
C CIRCLING	800-1 454 (500-1)		900-1 554 (600-1 1/2) 1140-2 794 (800-2 1/2)	



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017


WAAS CH 93712 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	7150 346 346
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RNAV (GPS) RWY 36

TUPELO RGNL (TUP)

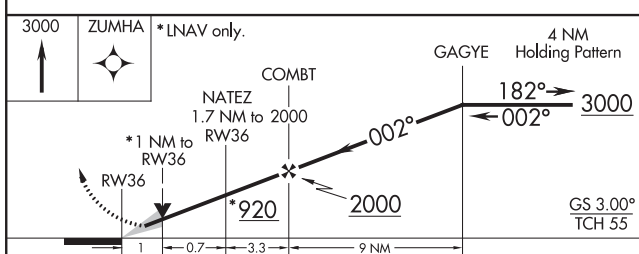
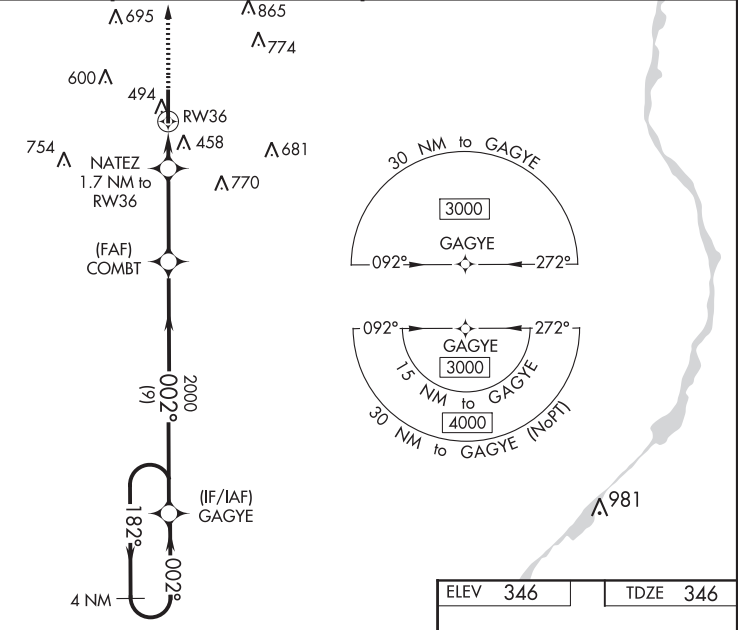
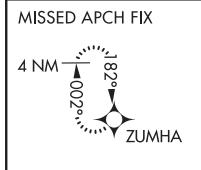
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ⅜ mile and Circling Cats C and D ½ mile. For inop MALSAR when using Columbus AFB altimeter setting, increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.

MALSAR

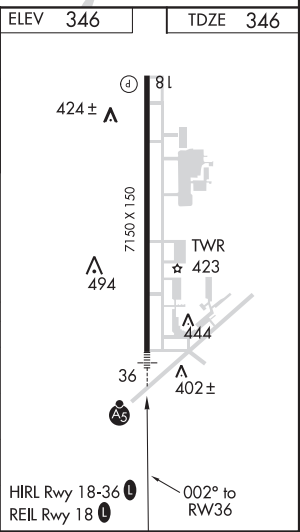


MISSED APPROACH:
Climb to 3000 direct ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 254.275	GND CON 121.825 254.275	UNICOM 128.85
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CATEGORY	A	B	C	D
LPV DA		546-½	200 (200-½)	
LNAV/VNAV DA		730-¾	384 (400-¾)	
LNAV MDA	720-½	374 (400-½)	720-⅝	374 (400-⅝)
CIRCLING	800-1	454 (500-1)	900-1½ 554 (600-1½)	1140-2½ 794 (800-2½)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR/DME OTB 109.8 Chan 35	APP CRS 196°	Rwy Idg 7150 TDZE 344 Apt Elev 346
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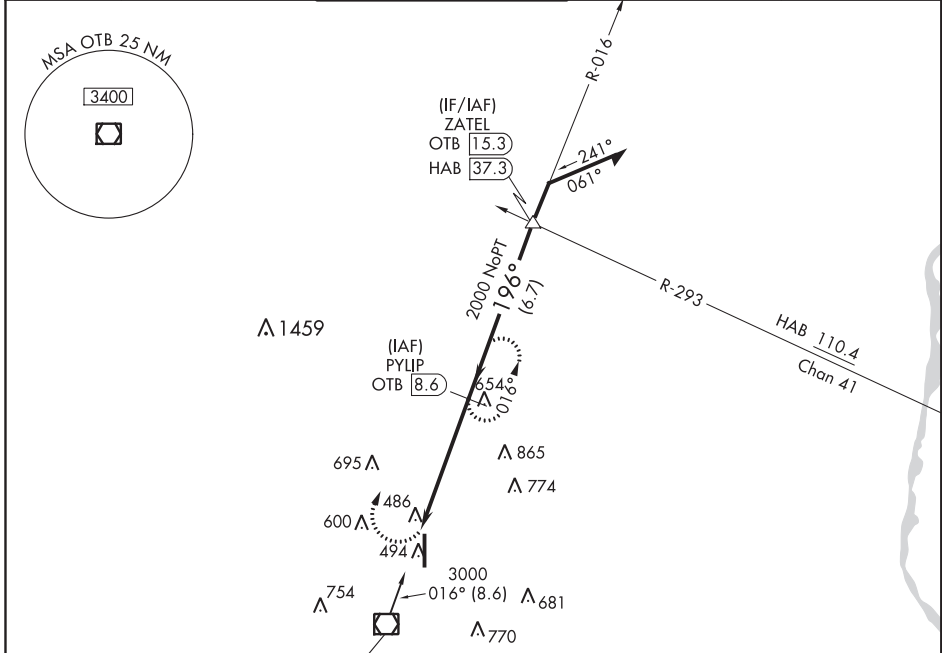
VOR/DME RWY 18

TUPELO RGNL (TUP)

▼ When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet. Increase S-18 Cats C and D visibility 1/4 mile; Circling Cats C and D visibility 1/2 mile. VDP NA when using Columbus AFB altimeter setting.

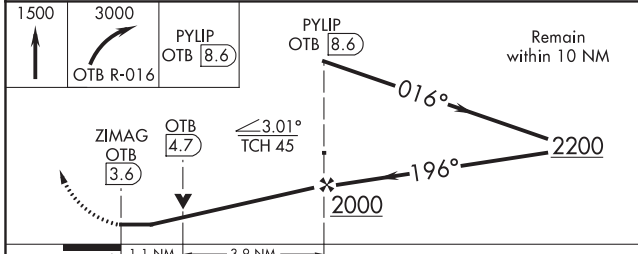
▲ MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on OTB VOR/DME R-016 to PYLIP/OTB 8.6 DME and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275	UNICOM 128.85
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-18	740-1 396 (400-1)		740-1½ 396 (400-1½)	
CIRCLING	800-1 454 (500-1)		900-1½ 554 (600-1½)	1140-2½ 794 (800-2½)

TUPELO, MISSISSIPPI

AL-854 (FAA)

15120

LOM TU 420	APP CRS 001°	Rwy Idg 7150
		TDZE 346
		Apt Elev 346

NDB RWY 36

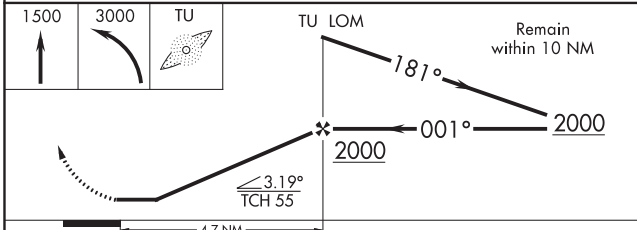
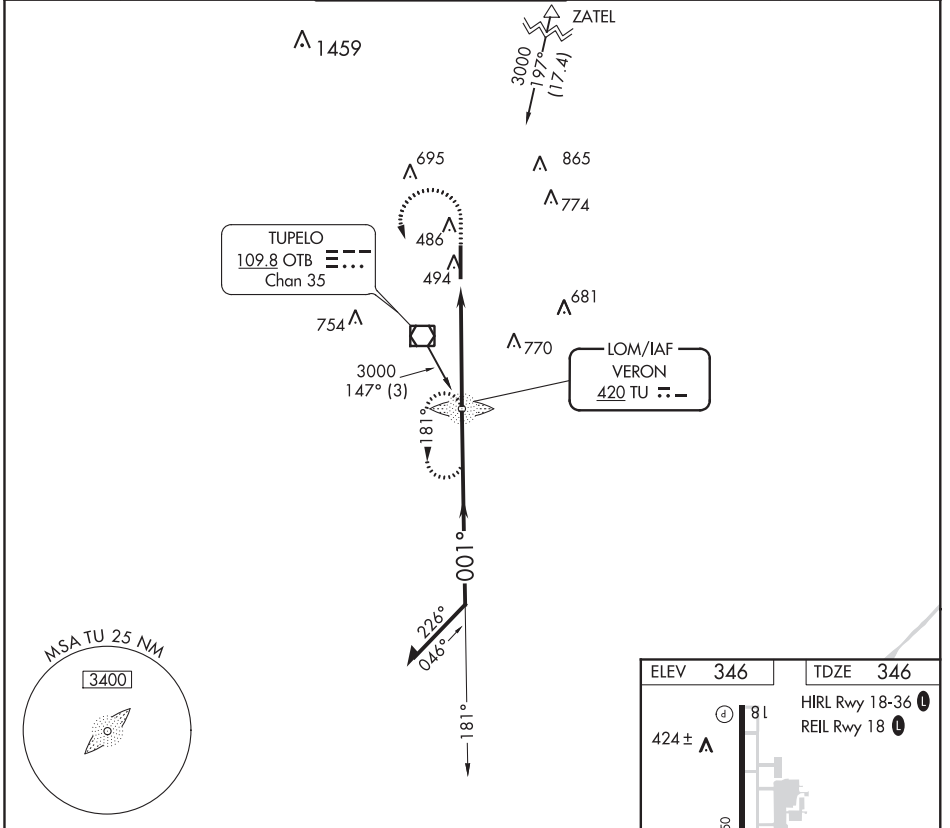
TUPELO RGNL (TUP)

▼ When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet, increase S-36 Cat C/D visibility 3/4 mile and Circling Cat C/D visibility 1/2 mile. For inop MALSRL, increase Cat C and D visibility to 1 3/4. For inop MALSRL when using Columbus AFB altimeter setting, increase S-36 Cat C and D visibility to 1 3/4.

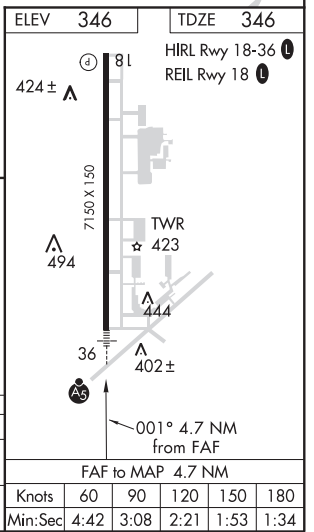
▲ NA

MALSRL  MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 TU LOM and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 254.275	GND CON 121.825 254.275	UNICOM 128.85
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CATEGORY	A	B	C	D
S-36	840-3/4 494 (500-3/4)		840-1 494 (500-1)	
CIRCLING	840-1 494 (500-1)		900-1 1/2 554 (600-1 1/2)	1140-2 1/2 794 (800-2 1/2)



TUPELO, MISSISSIPPI
Amdt 5A 30APR15

34°16'N-88°46'W

TUPELO RGNL (TUP) NDB RWY 36

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VOR/DME OTB 109.8 Chan 35	APP CRS 023°	Rwy Idg TDZE Apt Elev	NA NA 346
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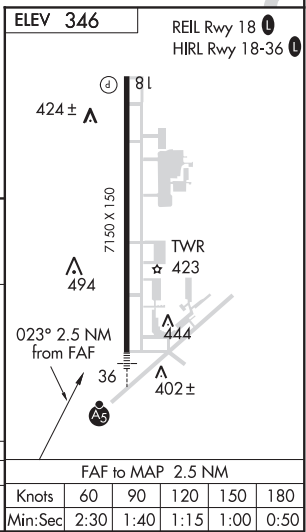
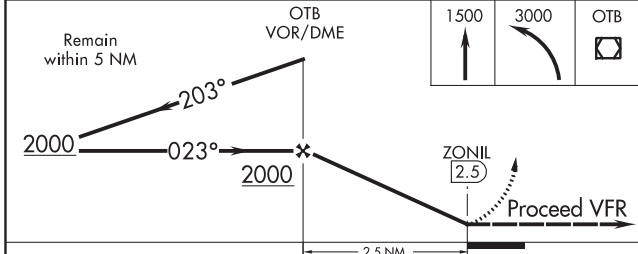
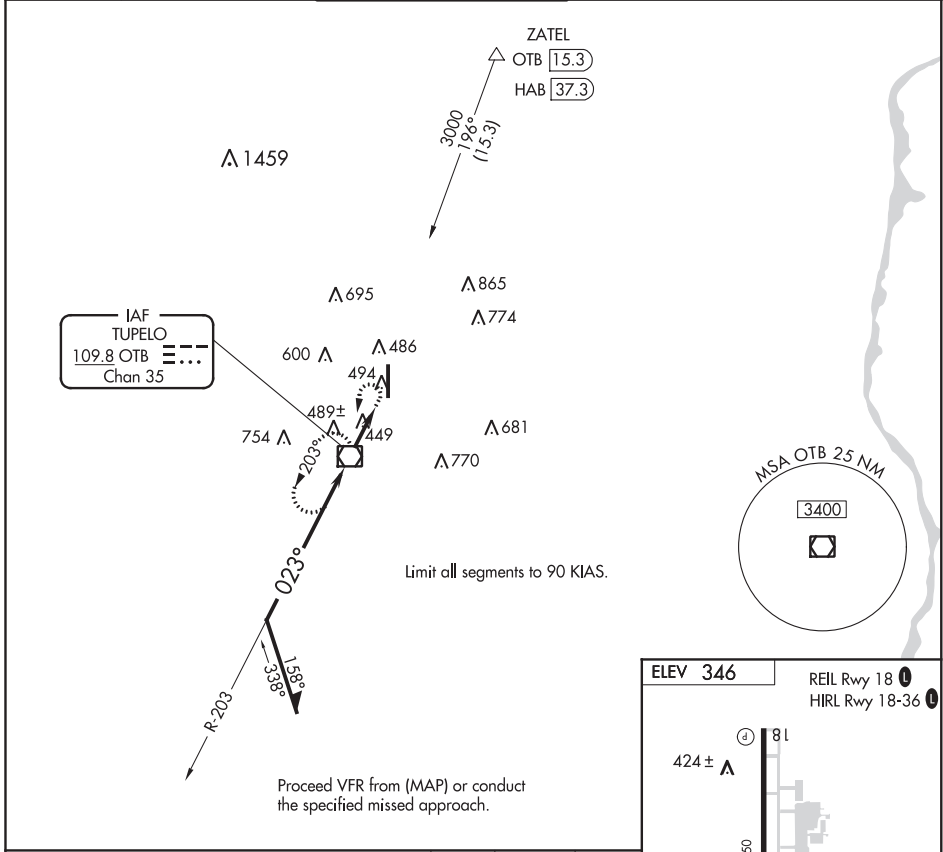
COPTER VOR 023°

TUPELO RGNL (TUP)

⚠ When local altimeter setting not received, use Columbus AFB altimeter setting and increase MDA 120 feet.

⚠ MISSED APPROACH: Climb to 1500 then climbing left turn 3000 direct OTB VOR/DME and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275	UNICOM 128.85
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CATEGORY	COPTER		FAF to MAP 2.5 NM	
H-023	700-1	354 (400-1)	Knots	60 90 120 150 180
			Min:Sec	2:30 1:40 1:15 1:00 0:50

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI

AL-854 (FAA)

ASOS
133.525
TUPELO TOWER ★
118.775 254.275
GND CON
121.825 254.275

ELEV 343

81

181.8°

7150 X 150

001.8°

FIELD
ELEV
347

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

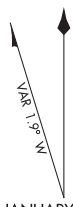
88°46.5'W

88°46.0'W

34°16.5'N

34°16.0'N

34°15.5'N



△ 494

RWY 18-36
S-90, D-135, 2D-150

TWR 423
★
FIRE STATION

444
△

AIRPORT DIAGRAM

TUPELO, MISSISSIPPI
TUPELO RGNL (TUP)

WAAS CH 66030 W01A	APP CRS 008°	Rwy Idg TDZE 4702 104 Apt Elev 107
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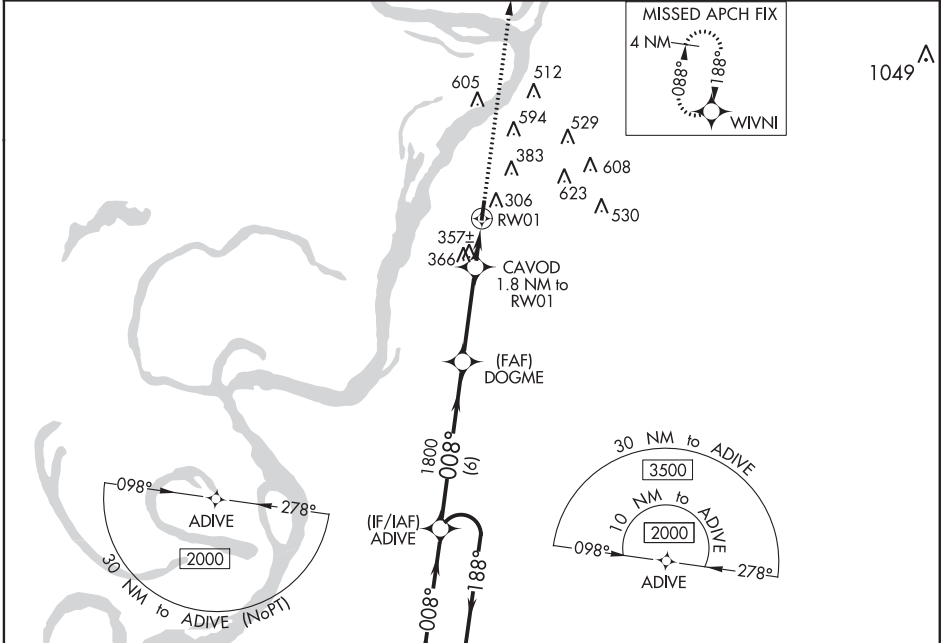
RNAV (GPS) RWY 1

VICKSBURG MUNI (VKS)

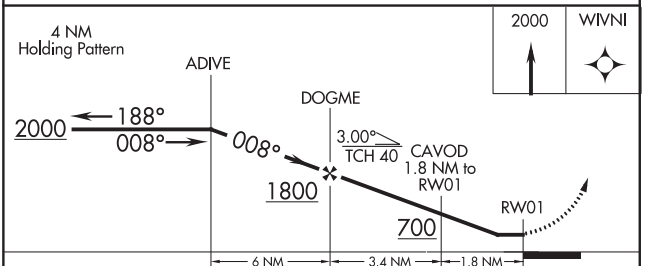
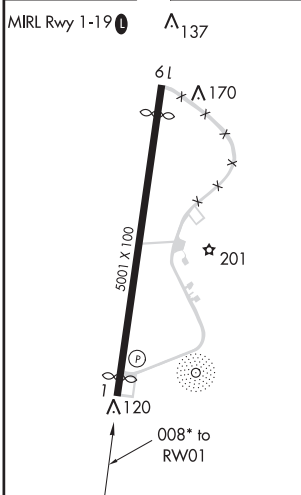
⚠ Circling NA for Cat D west of Rwy 1-19. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDA 40 feet, increase LP Cats C/D visibility ¼ mile, LNAV Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1SM not authorized. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 2000 direct WIVNI and hold.

AWOS-3 118.85	MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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ELEV 107	TDZE 104
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CATEGORY	A	B	C	D
LP MDA	620-1	516 (600-1)	620-1 3/8	516 (600-1 3/8)
LNAV MDA	640-1	536 (500-1)	640-1 1/2	536 (500-1 1/2)
CIRCLING	700-1	593 (600-1)	700-1 1/2 593 (600-1 1/2)	860-2 1/2 753 (800-2 1/2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VICKSBURG, MISSISSIPPI

AL-879 (FAA)

16007

WAAS CH 60932 W19A	APP CRS 188°	Rwy Idg TDZE 106 Apt Elev 107	4529
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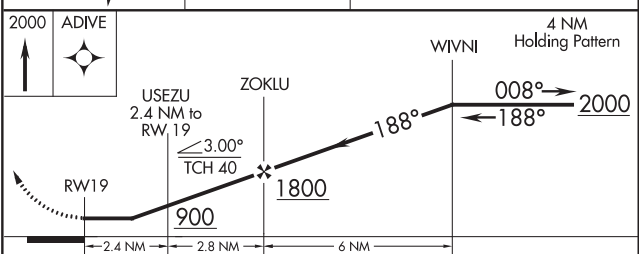
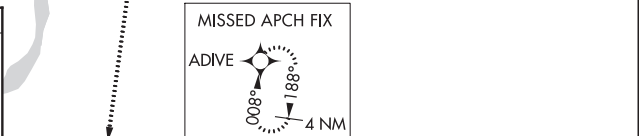
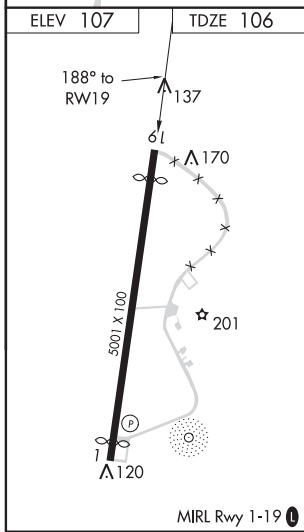
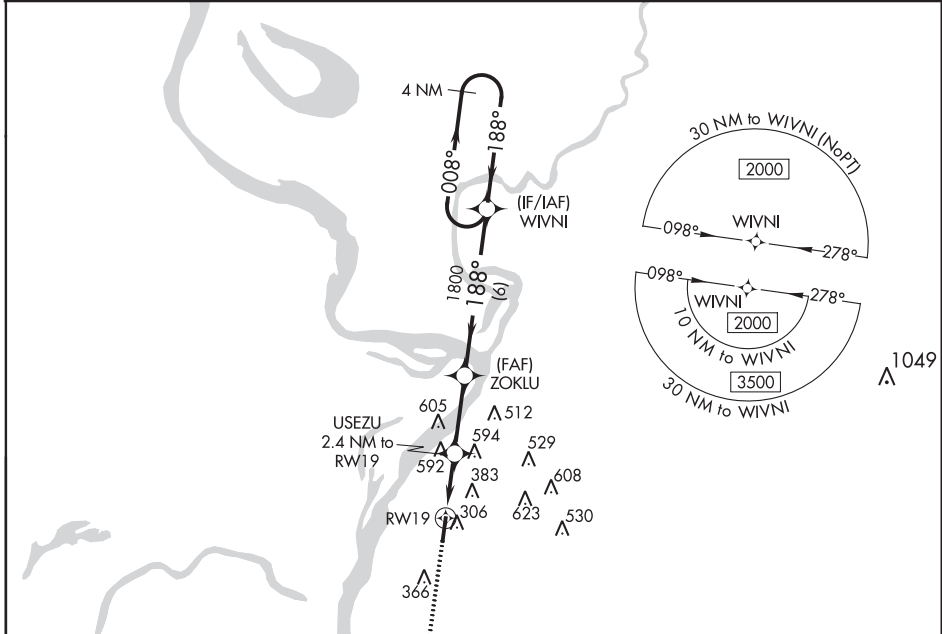
RNAV (GPS) RWY 19

VICKSBURG MUNI (VKS)

⚠ Circling NA for Cat D west of Rwy 1-19. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDA 40 feet, increase LP Cat C/D visibility 1/8 mile and LNAV Cat C/D 1/2 mile and Circling Cat C 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH:
Climb to 2000 direct ADIVE and hold.

AWOS-3 118.85	MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LP MDA	660-1	554 (600-1)	660-1 ³ / ₈	554 (600-1 ³ / ₈)
LNAV MDA	860-1 754 (800-1)	860-1 ¹ / ₄ 754 (800-1 ¹ / ₄)	860-2	754 (800-2)
CIRCLING	860-1 753 (800-1)	860-1 ¹ / ₄ 753 (800-1 ¹ / ₄)	860-2 ¹ / ₄ 753 (800-2 ¹ / ₄)	860-2 ¹ / ₂ 753 (800-2 ¹ / ₂)

VICKSBURG, MISSISSIPPI
Orig-A 21AUG14

32°14'N-90°56'W

RNAV (GPS) RWY 19

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78337 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	3701 55 55
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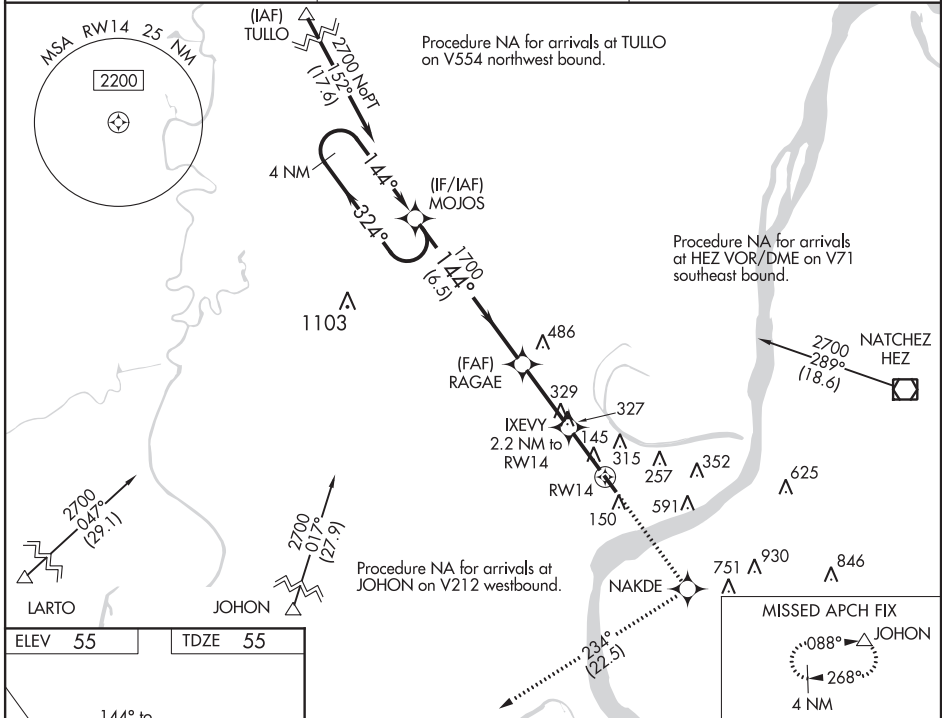
RNAV (GPS) RWY 14

CONCORDIA PARISH (ØR4)

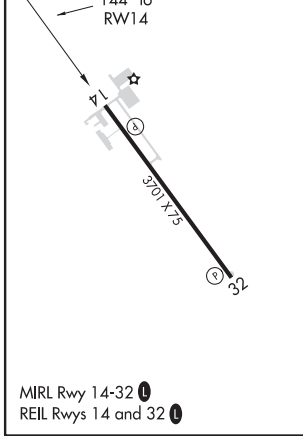
⚠ DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Baro-VNAV NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct NAKDE and on track 234° to JOHON and hold.

AWOS-3 118.2	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 55	TDZE 55
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4 NM Holding Pattern MOJOS	3000	NAKDE	JOHON	
2700 ← 324°	↑	✦	△	
144° →		tr 234°		
GP 3.00°				
TCH 50				
	6.5 NM	2.8 NM	2.2 NM	
CATEGORY	A	B	C	D
LPV DA	409-1½	354 (400-1½)		NA
LNAV/VNAV DA	541-1½	486 (500-1½)		NA
LNAV MDA	640-1	585 (600-1)	640-1¾ 585 (600-1¾)	NA
C CIRCLING	680-1	625 (700-1)	960-2¾ 905 (1000-2¾)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VIDALIA, LOUISIANA

AL-10383 (FAA)

16147

APP CRS	Rwy Idg	3701
339°	TDZE	55
	Apt Elev	55

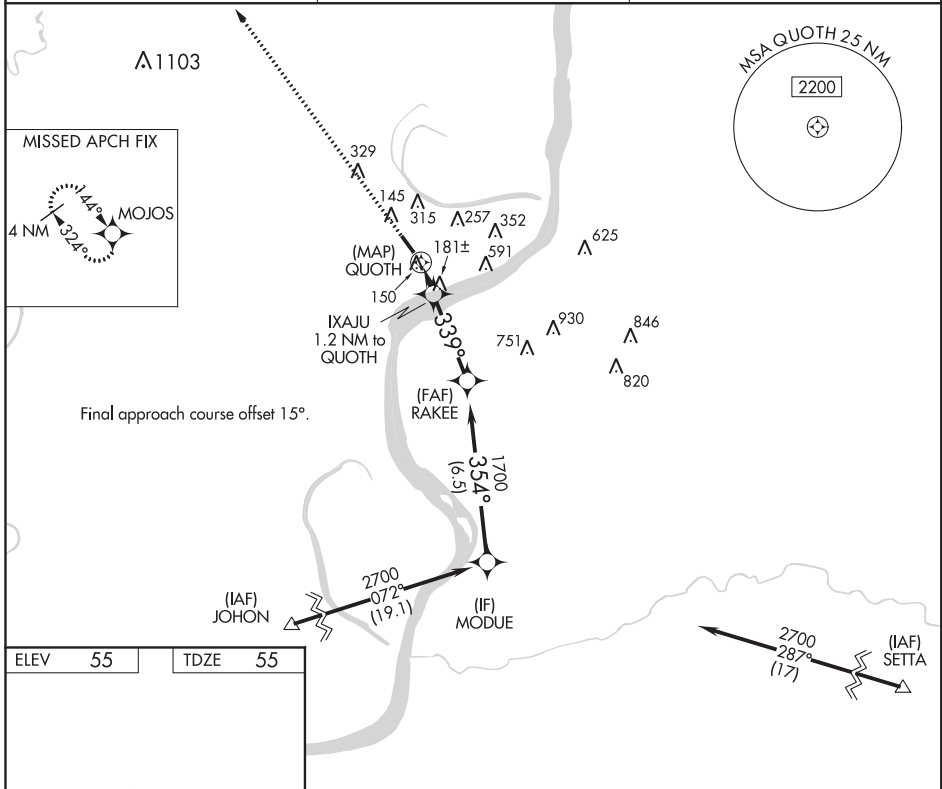
RNAV (GPS) RWY 32

CONCORDIA PARISH (ØR4)

NA DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct MOJOS and hold.

AWOS-3 118.2	GCO 135.075	UNICOM 122.8 (CTAF) Ø
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ELEV	55	TDZE	55
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REIL Rwy 14 and 32 **Ø**
MIRL Rwy 14-32 **Ø**

2700	MOJOS			
		QUOTH	RAKEE	MODUE
		IXAJU 1.2 NM to QUOTH	1700	2700
		640	339°	354°
		0.5	1.2 NM	3.3 NM
			3.00° TCH 50	6.5 NM
CATEGORY	A	B	C	D
LNAV MDA	500-1	445 (500-1)	500-1 3/8 445 (500-1 3/8)	NA
C CIRCLING	680-1	625 (700-1)	960-2 3/4 905 (1000-2 3/4)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VIDALIA, LOUISIANA
Orig 10DEC15

31°34'N-91°30'W

CONCORDIA PARISH (ØR4)

RNAV (GPS) RWY 32

APP CRS 088°	Rwy ldg 2998
	TDZE 260
	Apt Elev 260

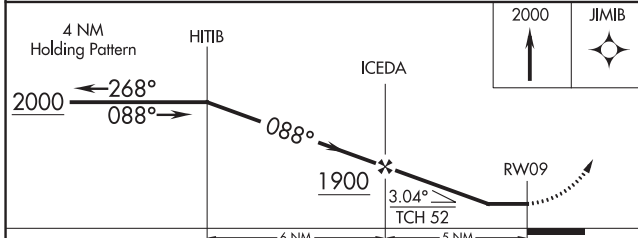
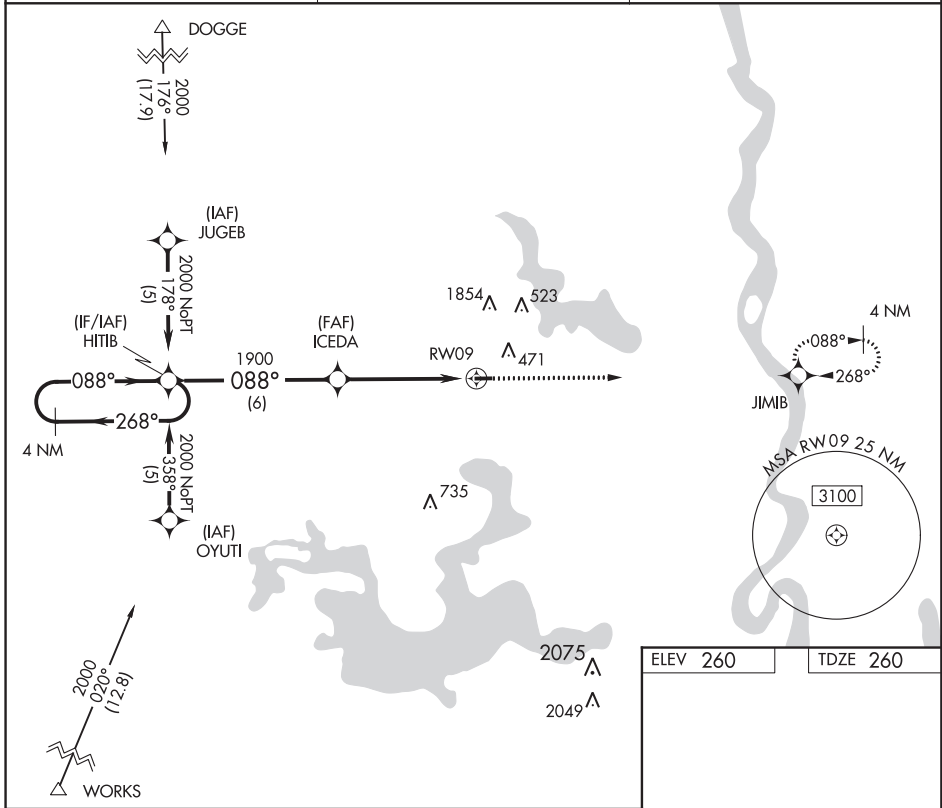
RNAV (GPS) RWY 9

VIVIAN (3F4)

NA Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct JIMB and hold.

SHREVEPORT APP CON 119.9 335.55	UNICOM 122.8 (CTAF) 1	GCO 135.075
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ELEV 260	TDZE 260
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CATEGORY	A	B	C	D
LNVA MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

2998 X 75

0.4% UP

088° to RWY 09

JIMB

27

IIRL Rwy 9-27 **1**

REIL Rwy 9 **1**

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS 268°	Rwy Idg 2998
TDZE 260	Apt Elev 260

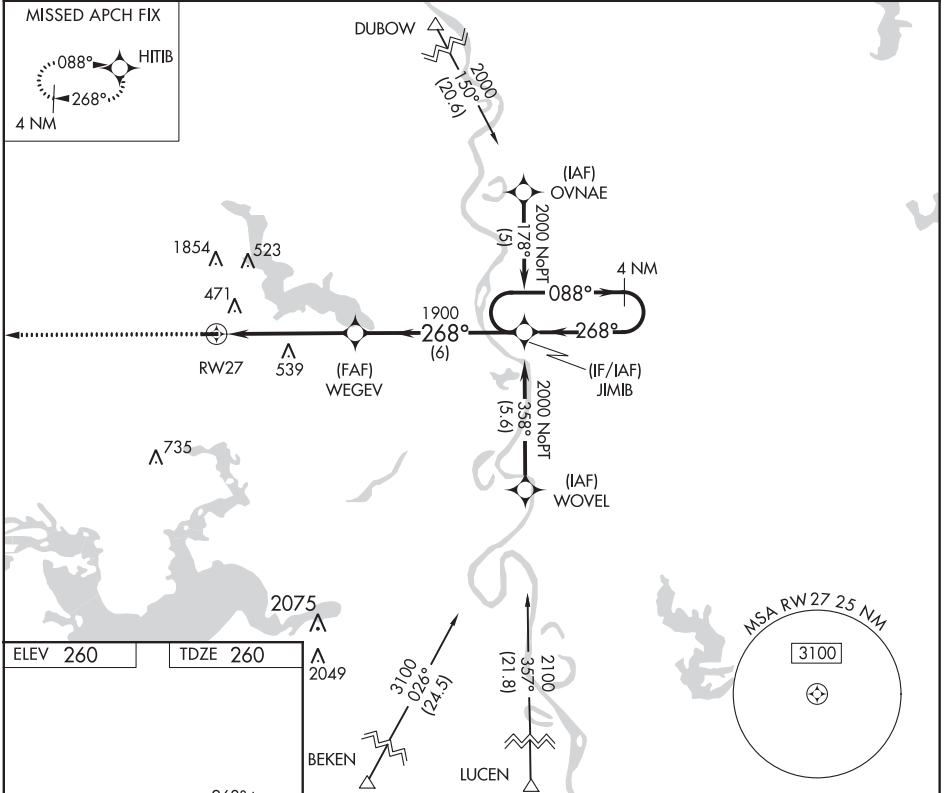
RNAV (GPS) RWY 27

VIVIAN (3F4)

NA Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

SHREVEPORT APP CON 119.9 335.55	UNICOM 122.8 (CTAF)	GCO 135.075
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ELEV 260 TDZE 260

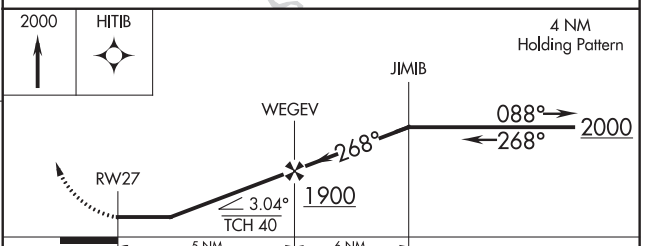
0.4% UP

2998 X 75

268° to RW27

LIRL Rwy 9-27

REIL Rwy 9



CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1½ 600 (600-1½)	NA
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

VORTAC EIC 117.4 Chan 121	APP CRS 291°	Rwy Idg TDZE Apt Elev	N/A N/A 260
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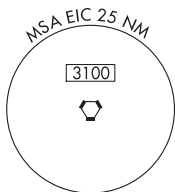
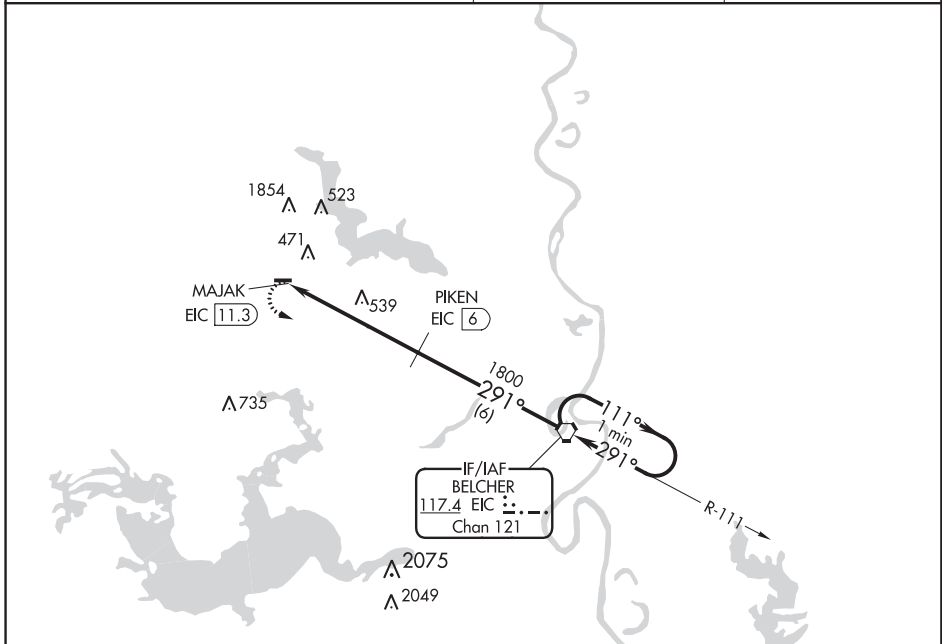
VOR/DME-A

VIVIAN (3F4)

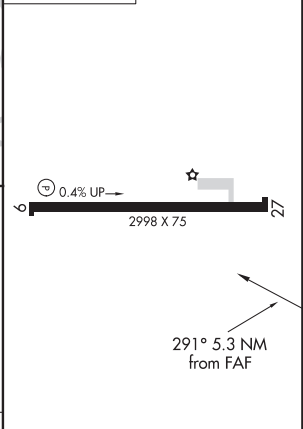
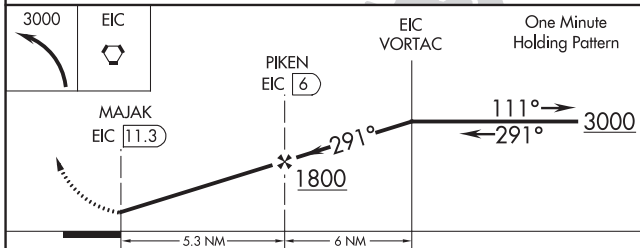
⚠ Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at **⚠** NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON 119.9 335.55	UNICOM 122.8 (CTAF) 0	GCO 135.075
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ELEV 260



CATEGORY	A	B	C	D
CIRCLING	860-1	600 (600-1)	880-1 3/4 620 (700-1 3/4)	NA

LIRL Rwy 9-27 **0**
REIL Rwy 9 **0**

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

NDB VIV 284	APP CRS 090°	Rwy Idg 2998
		TDZE 260
		Apt Elev 260

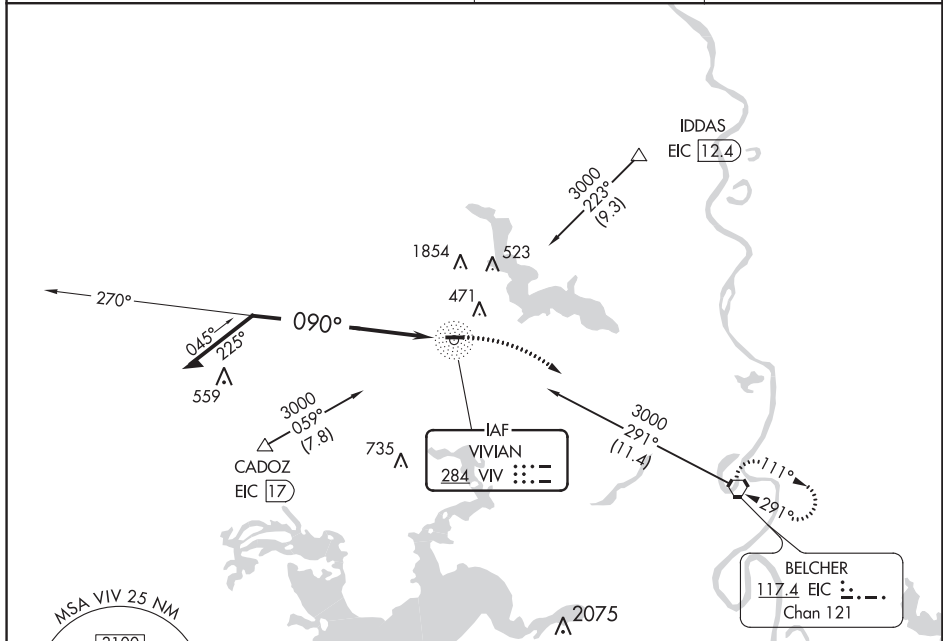
NDB RWY 9

VIVIAN (3F4)

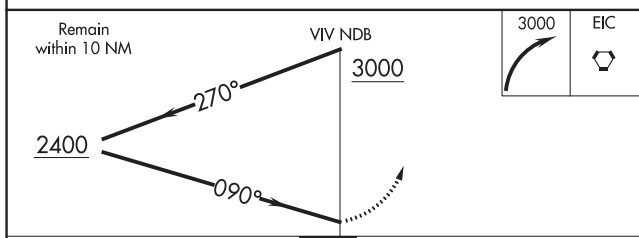
⚠ Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.
⚠ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct EIC VORTAC and hold.

SHREVEPORT APP CON 119.9 335.55	UNICOM 122.8 (CTAF) 0	GCO 135.075
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ELEV 260	TDZE 260
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CATEGORY	A	B	C	D
S-9	980-1	720 (800-1)	980-2 720 (800-2)	NA
CIRCLING	980-1	720 (800-1)	980-2 720 (800-2)	NA

090° to VIV NDB

LIRL Rwy 9-27 **1**
REIL Rwy 9 **0**

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

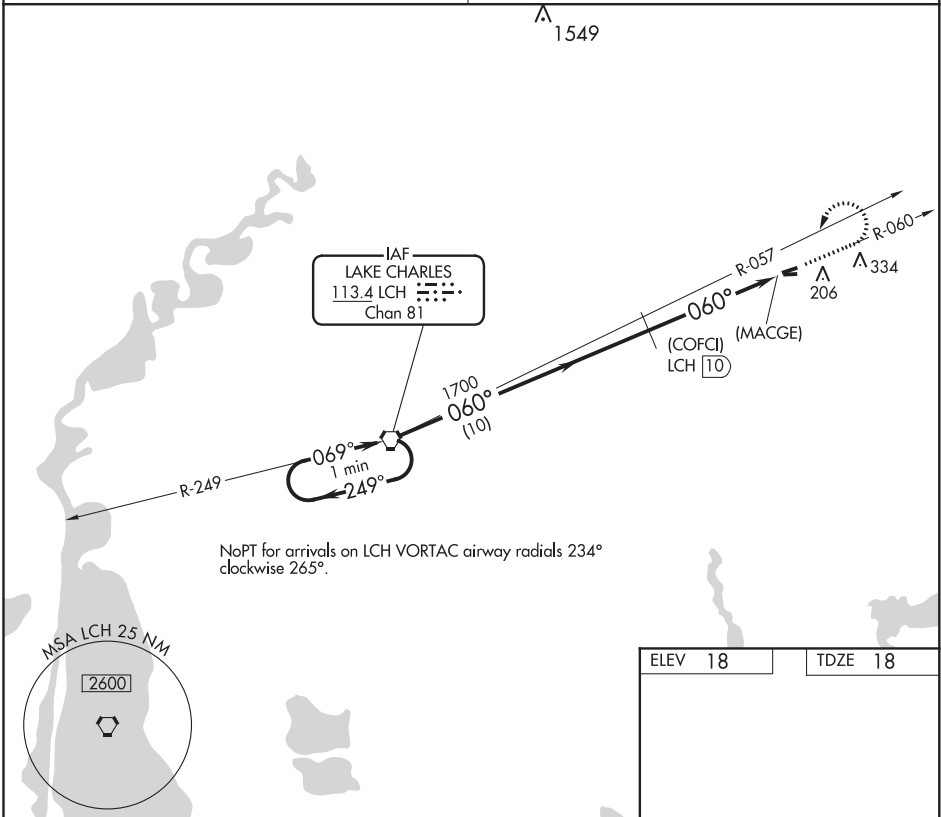
VOR/DME or GPS RWY 7

WELSH (6R1)

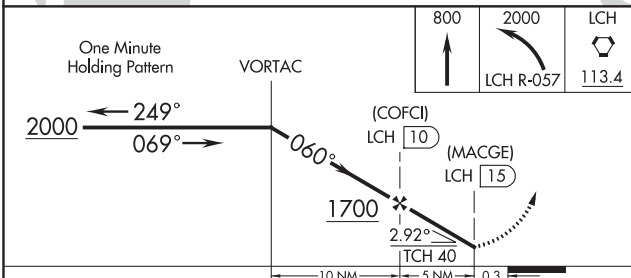
VORTAC LCH 113.4 Chan 81	APP CRS 060°	Rwy Idg 2700 TDZE 18 Apt Elev 18
--	------------------------	---

▲ NA Use Lake Charles altimeter setting. MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.

LAKE CHARLES APP CON ★ **119.8 282.3** UNICOM **122.8** (CTAF)



ELEV 18	TDZE 18
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CATEGORY	A	B	C	D
S-7	440-1	422 (500-1)		NA
CIRCLING	600-1	582 (600-1)		NA

MIRL Rwy 7-25

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3460
180°	TDZE	205
	Apt Elev	205

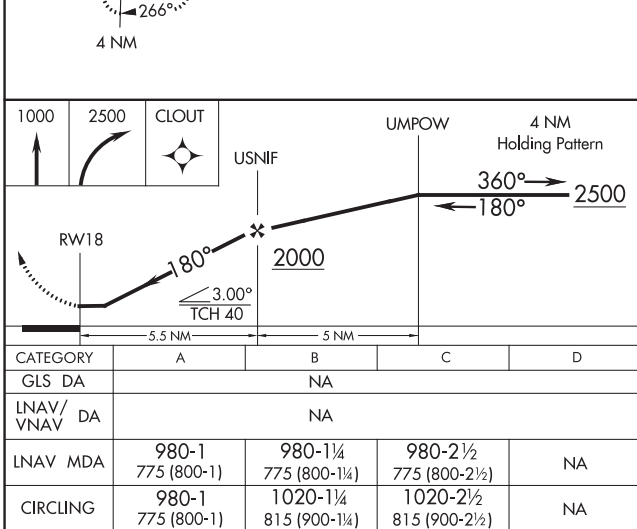
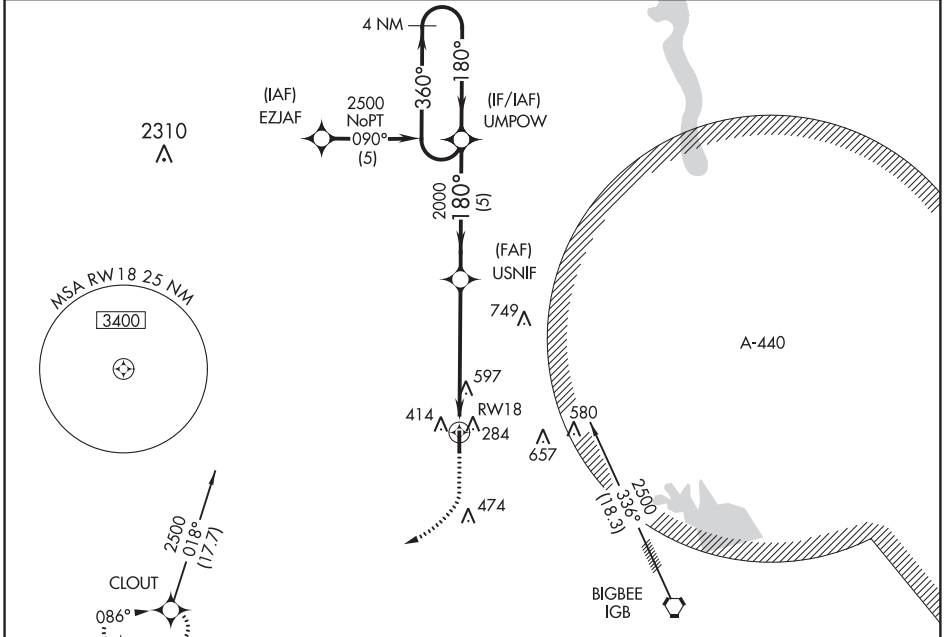
RNAV (GPS) RWY 18

MCCHAREN FIELD (M83)

▼ Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

▲ NA MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON*	CTAF
135.6 323.275	122.9



ELEV 205	TDZE 205
180° to RWY 18	
81	36
3850 X 75	
MIRL Rwy 18-36	

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3850
360°	TDZE	203
	Apt Elev	205

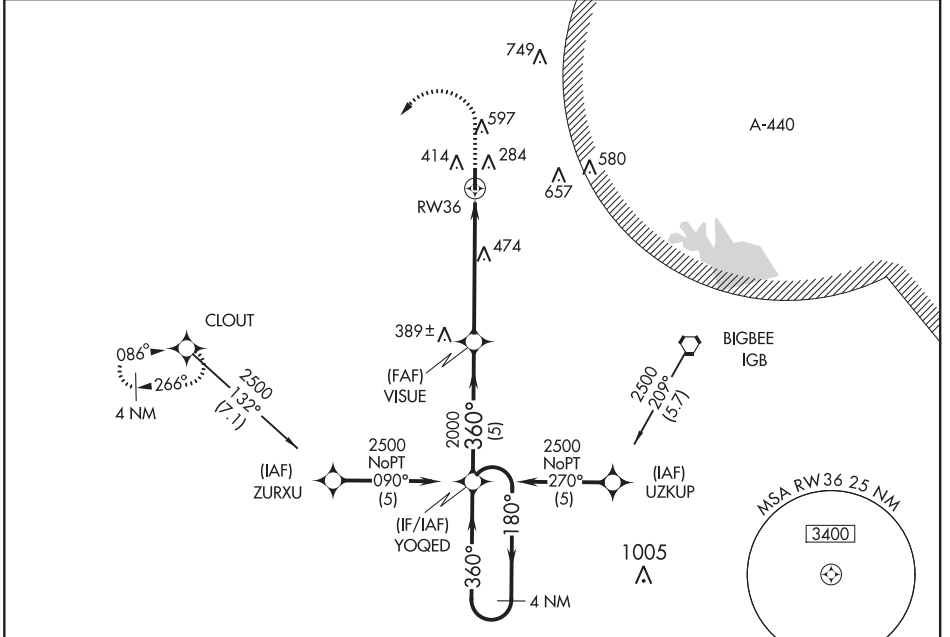
RNAV (GPS) RWY 36

MCCHAREN FIELD (M83)

▽ Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

△NA MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

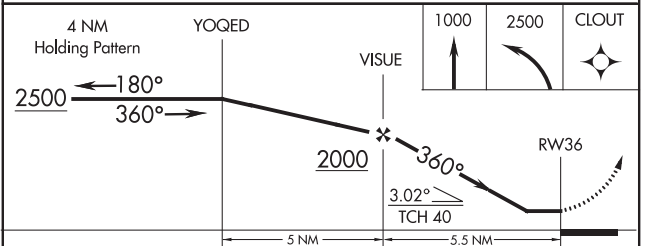
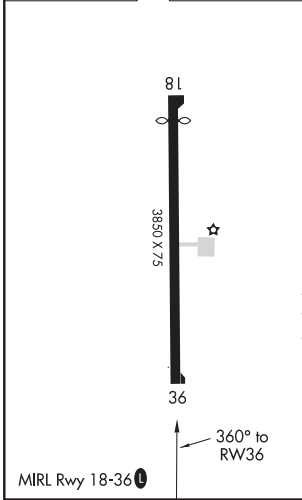
COLUMBUS APP CON *	CTAF
135.6 323.275	122.9



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

ELEV 205	TDZE 203
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CATEGORY	A	B	C	D
GLS DA		NA		
LNAV/VNAV DA		NA		
LNAV MDA	760-1	557 (600-1)	760-1½ 557 (600-1½)	NA
CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

VORTAC IGB 116.2 Chan 109	APP CRS 124°	Rwy Idg TDZE Apt Elev N/A N/A 205
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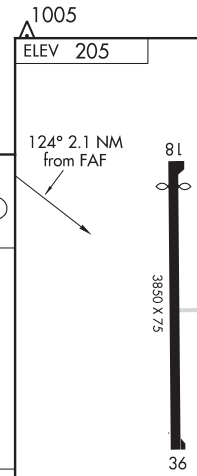
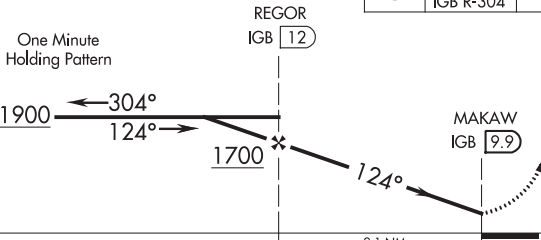
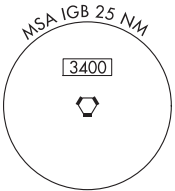
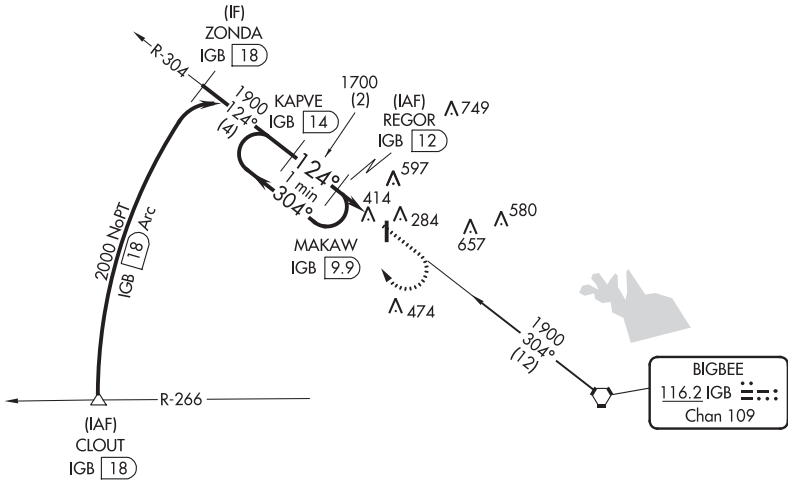
VOR/DME-B
MCCHAREN FIELD (M83)

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

COLUMBUS APP CON *
135.6 323.275

CTAF
122.9



CATEGORY	A	B	C	D
CIRCLING	920-1 715 (800-1)	940-1 735 (800-1)	940-2 735 (800-2)	NA

MIRL Rwy 18-36

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3002
087°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 9

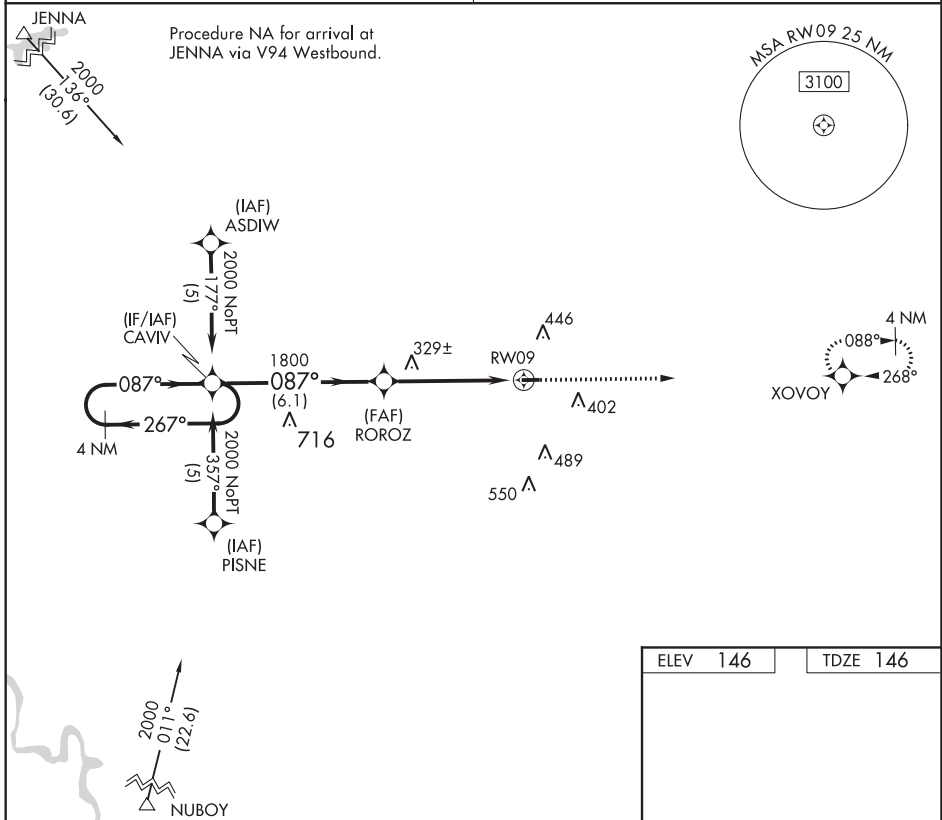
DAVID G. JOYCE (ØR5)

▽ DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

△ NA

MISSED APPROACH: Climb to 2000 direct XOVVOY and hold.

POLK APP CON 125.4 302.2	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		CAVIV		2000		XOVVOY	
2000 ← 267°		→ 087°		1800		3002 X 100	
		ROROZ		3.04°		0.9% UP	
		TCH 45		RW09		087° to RW09	
		6.1 NM		5 NM			

ELEV	146	TDZE	146
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CATEGORY	A	B	C	D
LNAV MDA	680-1	534 (600-1)	NA	
CIRCLING	700-1	554 (600-1)	NA	

MIRL Rwy 9-27 0
REIL Rws 9 and 27 0

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WINNFIELD, LOUISIANA

AL-6264 (FAA)

15176

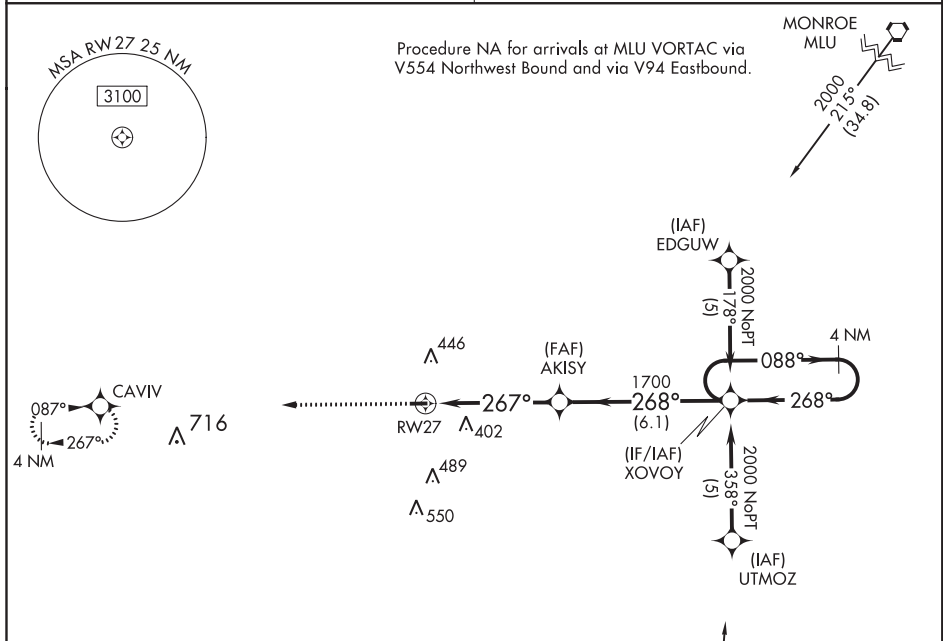
APP CRS 267°	Rwy Idg 3002
	TDZE 146
	Apt Elev 146

RNAV (GPS) RWY 27

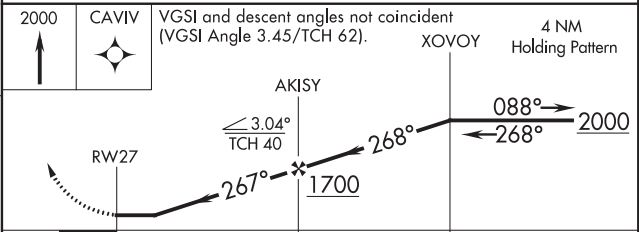
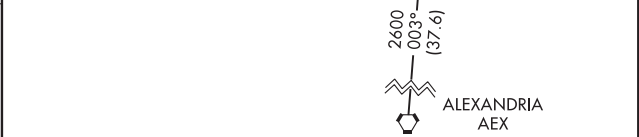
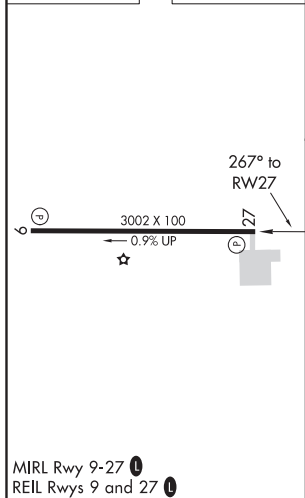
DAVID G. JOYCE (ØR5)

<p>▽ DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000 direct CAVIV and hold.</p>
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<p>POLK APP CON 125.4 302.2</p>	<p>UNICOM 122.7 (CTAF) 0</p>
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ELEV 146	TDZE 146
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CATEGORY	A	B	C	D
LNAV MDA	740-1	594 (600-1)		NA
CIRCLING	740-1	594 (600-1)		NA

WINNFIELD, LOUISIANA
Orig-A 25JUN15

31°58'N-92°40'W

RNAV (GPS) RWY 27

DAVID G. JOYCE (ØR5)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4000
030°	THRE	348
	Apt Elev	364

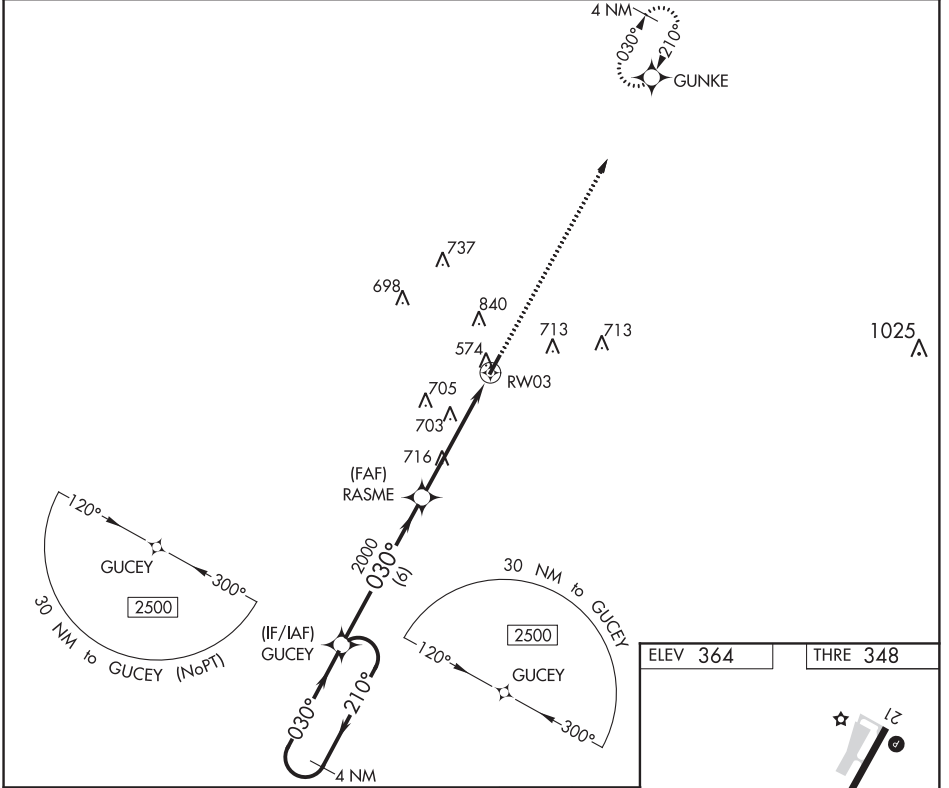
RNAV (GPS) RWY 3

WINONA-MONTGOMERY COUNTY (5A6)

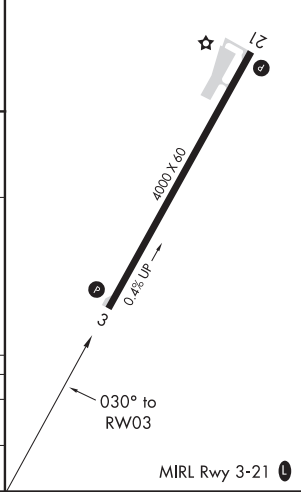
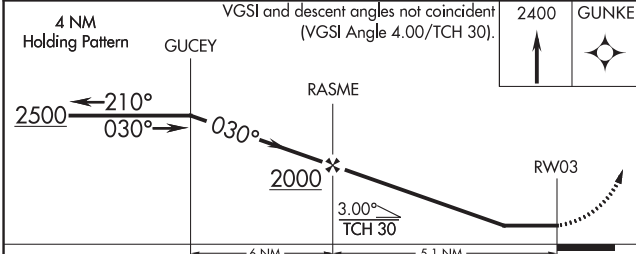
▽ Use Grenada altimeter setting, when not received, use Greenwood altimeter setting.
▲ NA Circling NA NW of Rwy 3-21. Procedure NA at night. DME/DME RNP-0.3 NA.
▲ NA Helicopter visibility reduction below 1SM not authorized.

MISSED APPROACH: Climb to 2400 direct GUNKE and hold.

AWOS-3 120.175	GRENADA AWOS 118.025	MEMPHIS CENTER 128.5 279.55	CTAF 122.9 ①
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ELEV 364	THRE 348
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CATEGORY	A	B	C	D
LNAV MDA	1040-1	692 (700-1)	1040-2 692 (700-2)	NA
CIRCLING	1040-1	676 (700-1)	1040-2 676 (700-2)	NA

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SC-4, 10 NOV 2016 to 05 JAN 2017

WINONA, MISSISSIPPI

AL-9742 (FAA)

15064

WAAS CH 53431 W21A	APP CRS 210°	Rwy Idg THRE 364 Apt Elev 364	4000
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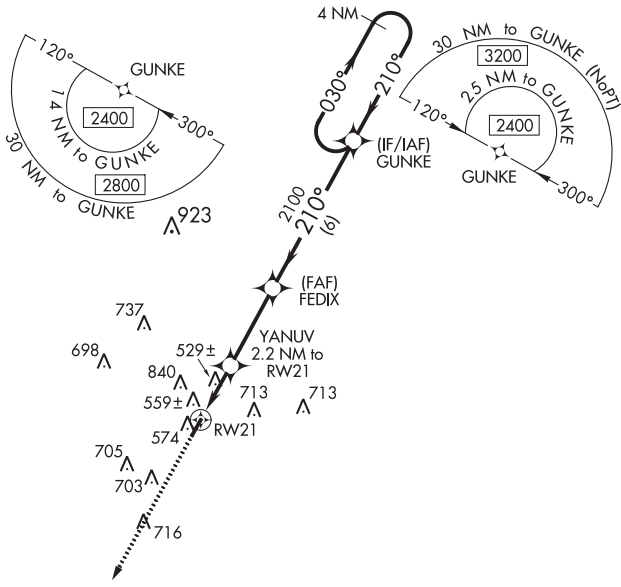
RNAV (GPS) RWY 21

WINONA-MONTGOMERY COUNTY (5A6)

▽ Use Grenada altimeter setting; when not received, use Greenwood altimeter setting. Circling NA NW of Rwy 3-21. DME/DME RNP-0.3 NA.
▲ NA Helicopter visibility reduction below 1SM not authorized.

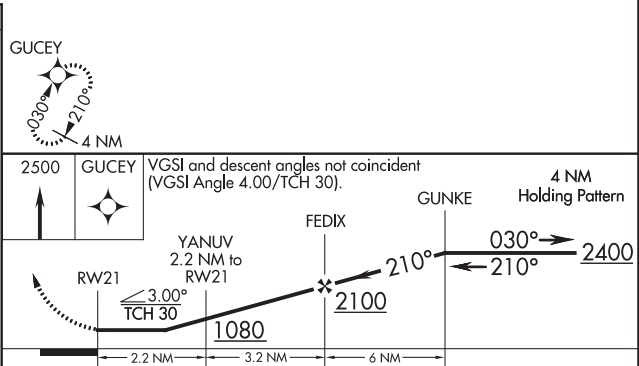
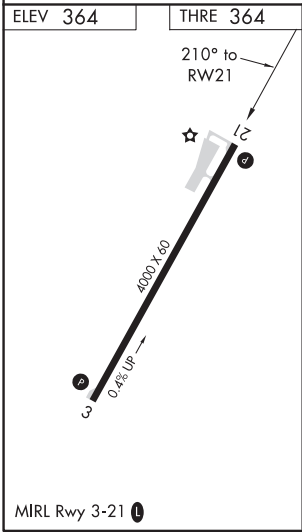
MISSED APPROACH: Climb to 2500 direct GUCEY and hold.

AWOS-3 120.175	GRENADA AWOS 118.025	MEMPHIS CENTER 128.5 279.55	CTAF 122.9 ①
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SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	860-1	496 (500-1)	860-1 ³ / ₈ 496 (500-1 ³ / ₈)	NA
LNAV MDA	900-1	536 (600-1)	900-1 ¹ / ₂ 536 (600-1 ¹ / ₂)	NA
CIRCLING	960-1	596 (600-1)	980-1 ³ / ₄ 616 (700-1 ³ / ₄)	NA

WINONA, MISSISSIPPI
Amdt 1 10JAN13

WINONA-MONTGOMERY COUNTY (5A6)
33°27'N-89°43'W
RNAV (GPS) RWY 21

WAAS CH 48931 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5001 105 105
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RNAV (GPS) RWY 17

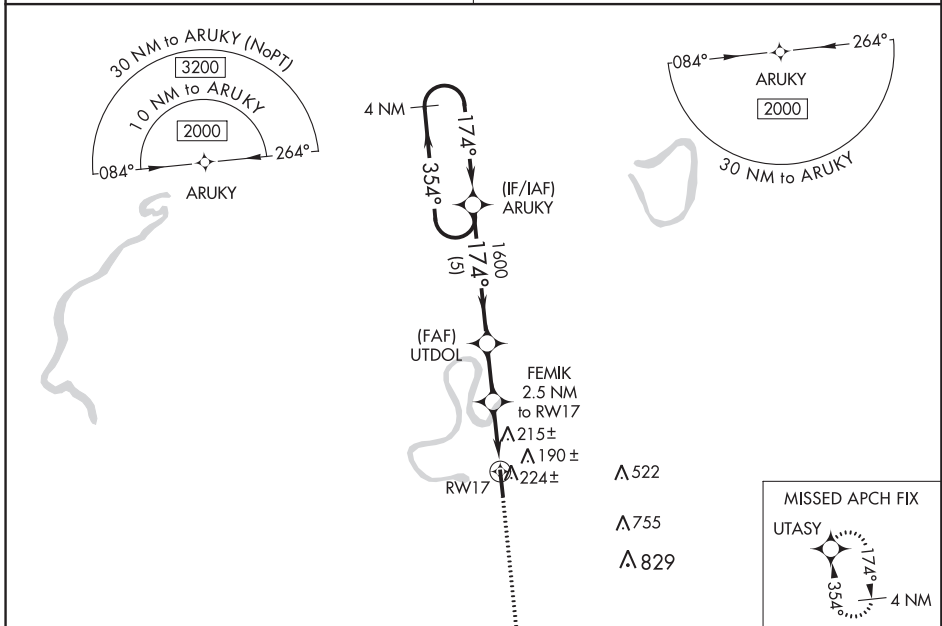
YAZOO COUNTY (87I)

NA Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet; increase LNAV/VNAV visibility all Cats 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct UTASY and hold.

MEMPHIS CENTER **132.5 259.1**

UNICOM **122.8 (CTAF)**



ELEV 105 TDZE 105

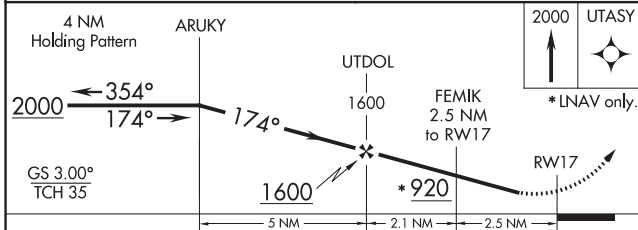
174° to RW17

4 NM

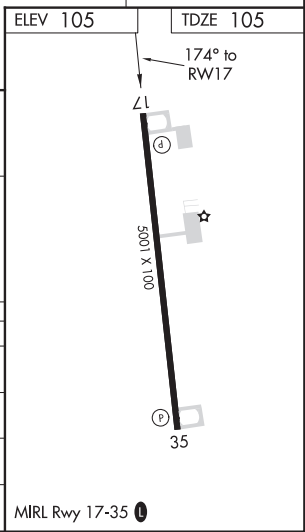
UTASY

174°

354°



CATEGORY	A	B	C	D
LPV DA		461-1¼	356 (400-1¼)	
LNAV/VNAV DA		622-1¾	517 (600-1¾)	
LNAV MDA	580-1	475 (500-1)	580-1¾	475 (500-1¾)
CIRCLING	640-1	535 (600-1)	640-1½	660-2 555 (600-2)



SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99431 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5001 105 105
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RNAV (GPS) RWY 35

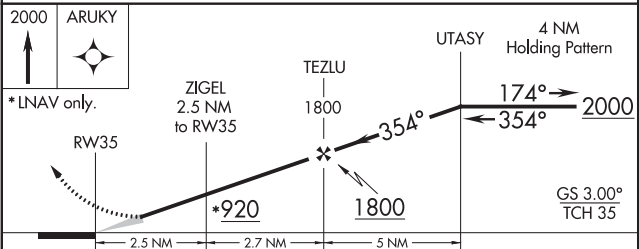
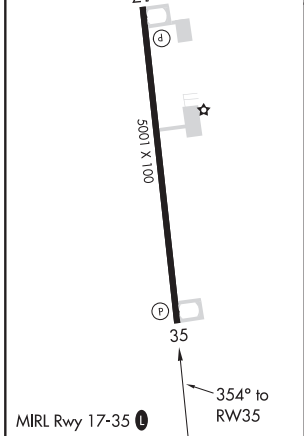
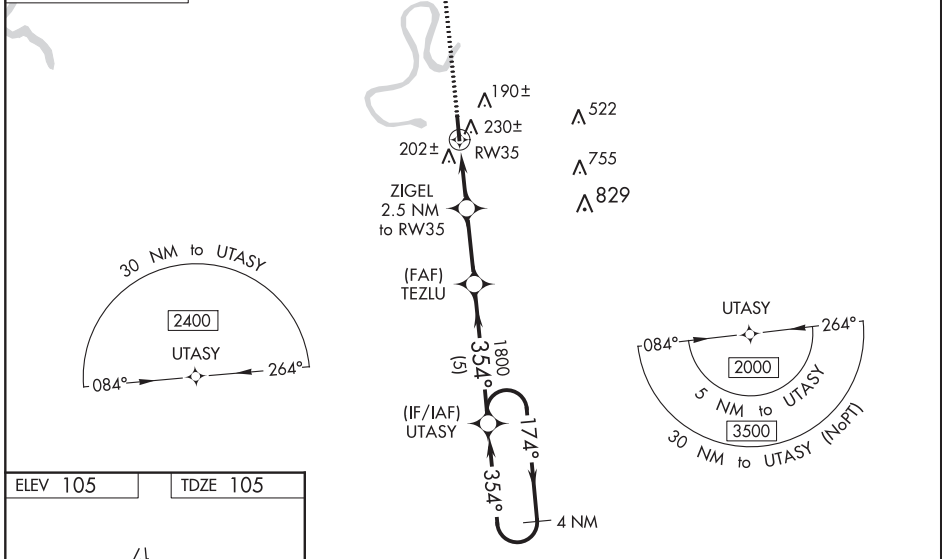
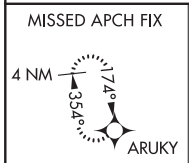
YAZOO COUNTY (87I)

NA Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ARUKY and hold.

MEMPHIS CENTER **132.5 259.1**

UNICOM **122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LPV DA		461-1¼	356 (400-1¼)	
LNAV/VNAV DA		606-1¾	501 (500-1¾)	
LNAV MDA	600-1	495 (500-1)	600-1¾	495 (500-1¾)
CIRCLING	640-1	535 (600-1)	640-1½	660-2
			535 (600-1½)	555 (600-2)

SC-4, 10 NOV 2016 to 05 JAN 2017

SC-4, 10 NOV 2016 to 05 JAN 2017

CLIMB/DESCENT TABLE ¹⁰⁰⁴²

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

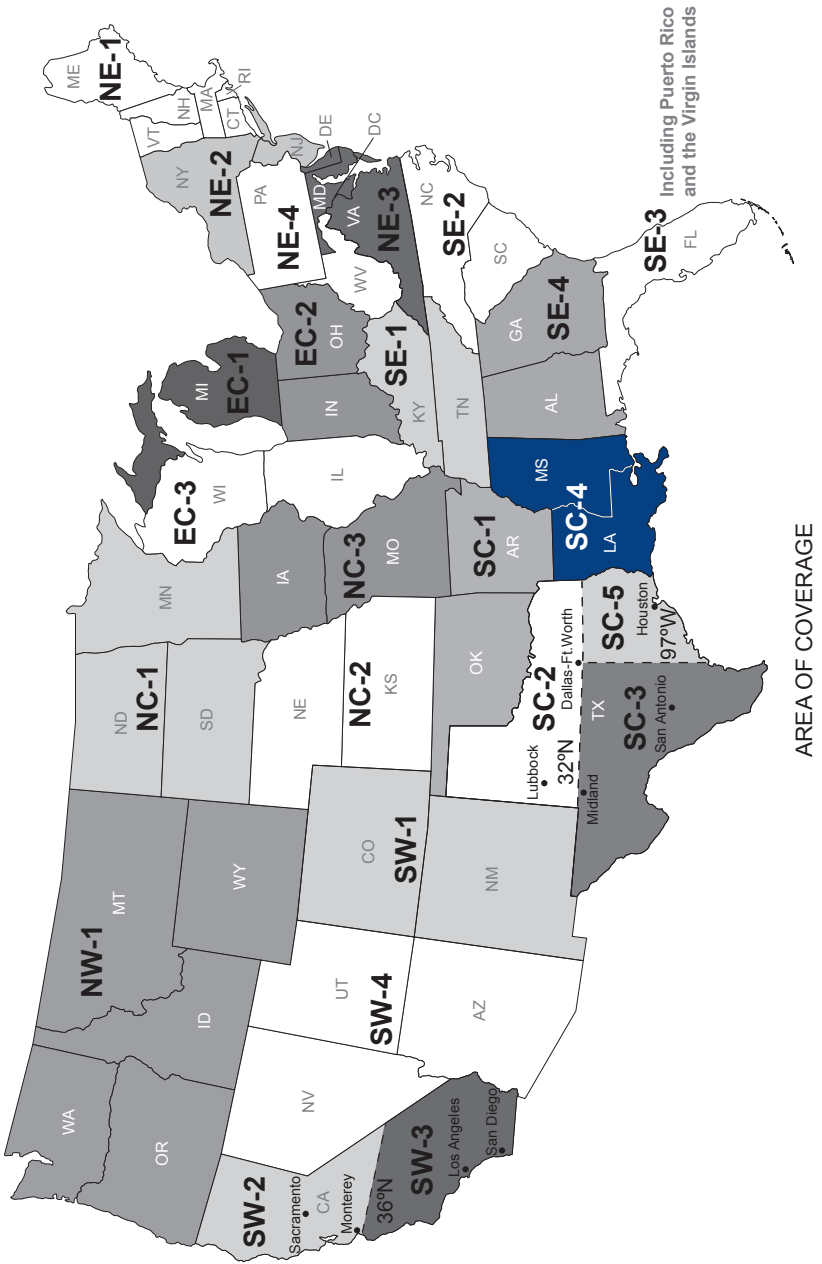
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DESCENT TABLE ¹⁰⁰⁴²

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSC4



NSN 7641015059589

NGA REF. NO. OK-10-2859 TERMXFAABTTPPSC4



EFF. DATE 16315