

SE-1

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Southeast (SE) Vol 1 of 4

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 RVR	ABCD ABCD	To 2400 RVR* 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
	S-ILS 27	1352/24			200
S-LOC 27	1440/24		288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)	

Labels: DA (Differential A), Visibility (RVR 100's of feet), Aircraft Approach Category (HAT/HATH), D, MDA (Minimum Descent Altitude), HAA (Height Above Airports), Visibility in Statute Miles.

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

COPTER MINIMA ONLY

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

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

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

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

COLD TEMPERATURE RESTRICTED AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

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

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	7/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

RADAR MINIMA

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

Visibility in Statute Miles ↙

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

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1 1/2.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored

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

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

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

TERMS/LANDING MINIMA DATA

GENERAL INFO

GENERAL INFORMATION

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

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

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

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

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

RNAV 1 Procedure Characteristics and Operations

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

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

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

MISCELLANEOUS

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

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

GENERAL INFO

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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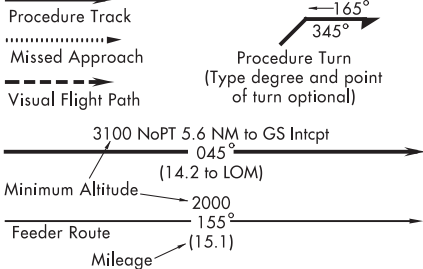
GENERAL INFO

LEGEND

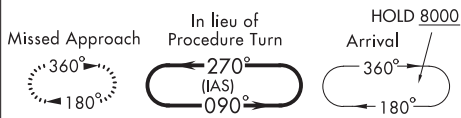
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES



HOLDING PATTERNS

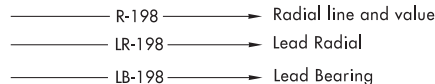
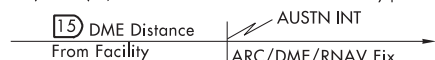


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the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

FIXES/ATC REPORTING REQUIREMENTS



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



ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



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

Marker Beacon

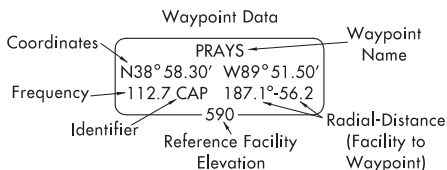
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

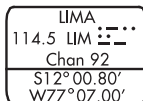
SDF Course

LOC/DME

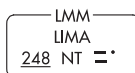
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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LEGEND

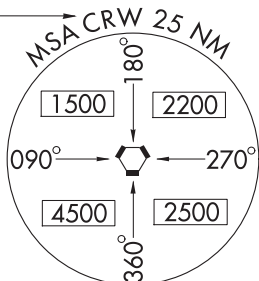
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

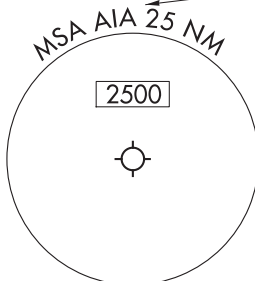
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

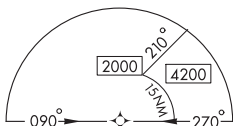


Airport Identifier

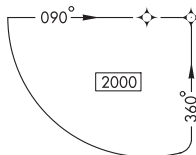


(arrows on distance circle identify sectors)

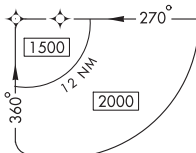
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

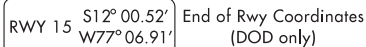


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

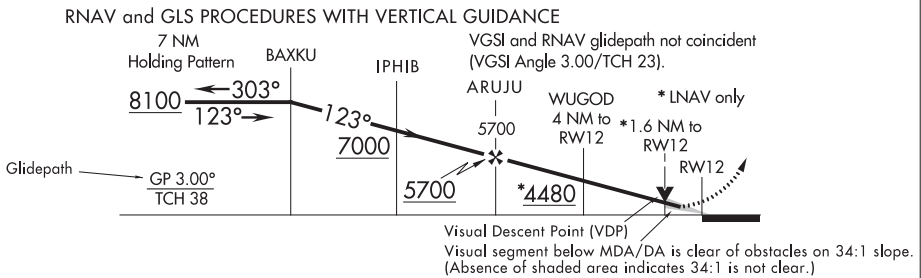
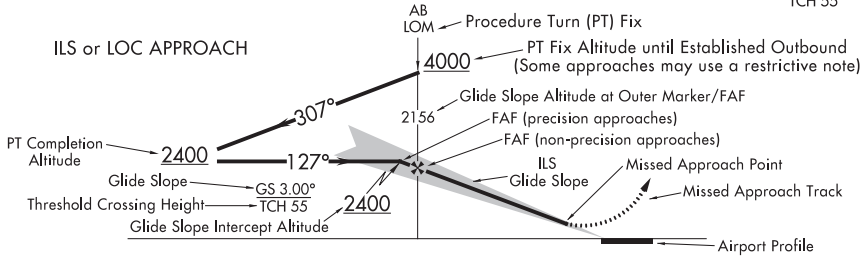
PROFILE VIEW

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

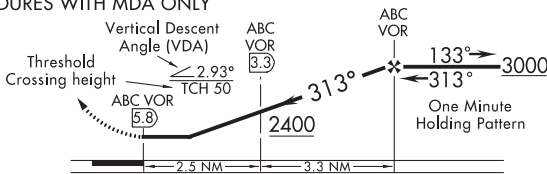
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$.
TCH 55

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

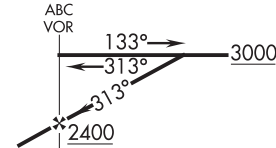
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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



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



DESCENT FROM HOLDING PATTERN



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

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

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LEGEND

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

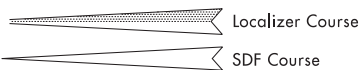
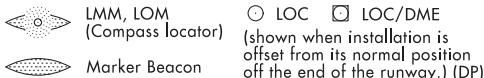
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

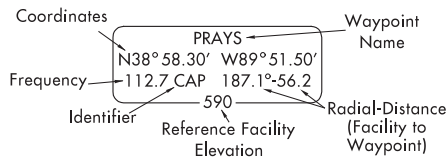
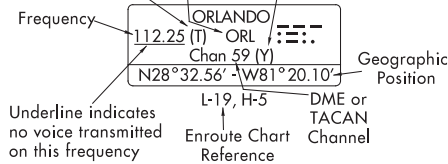
Compulsory:



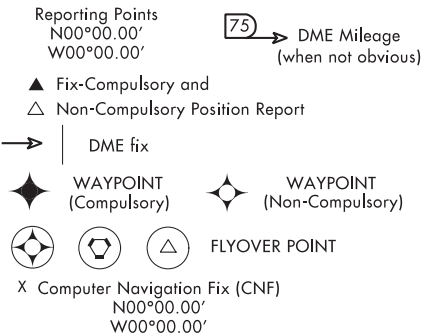
Non-Compulsory:



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

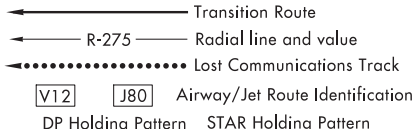


FIXES/ATC REPORTING REQUIREMENTS



ROUTES

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



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

SPECIAL USE AIRSPACE



ALTITUDES

5500 Mandatory Altitude (Cross at)
 2300 Minimum Altitude (Cross at or above)
 4800 Maximum Altitude (Cross at or below)

15000 Block Altitude
 12000 Altitude change at other than Radio Aids (STAR)

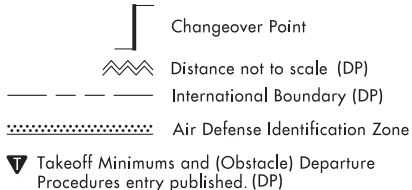
INDICATED AIRSPEED

175K Mandatory Airspeed
 120K Minimum Airspeed
 250K Maximum Airspeed

AIRPORTS



MISCELLANEOUS



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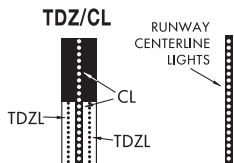
15344
LEGEND

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

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

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A3), (V) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

SHORT APPROACH LIGHTING SYSTEM

(A2)

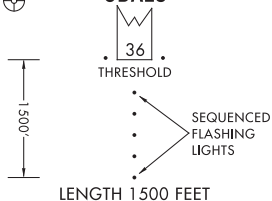
SALS/SALSF
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(V)

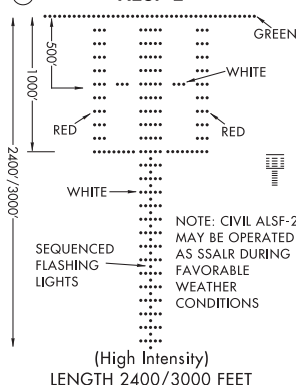
ODALS



APPROACH LIGHTING SYSTEM

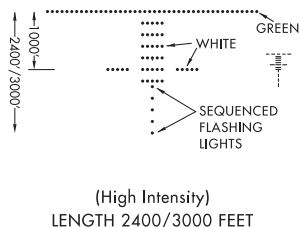
(A)

ALSF-2



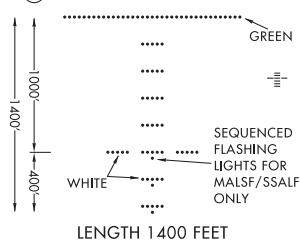
(A3)

SSALR



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

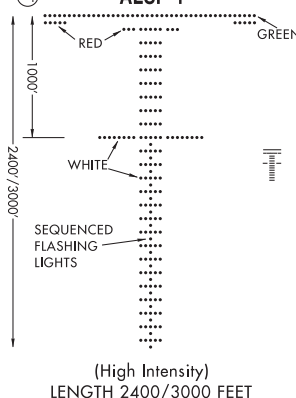
(A4)



APPROACH LIGHTING SYSTEM

(A1)

ALSF-1



MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A5)

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

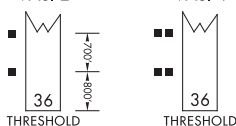
VISUAL APPROACH SLOPE INDICATOR

VASI

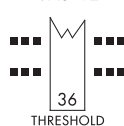
VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW

VASI 2

VASI 4



VASI 12



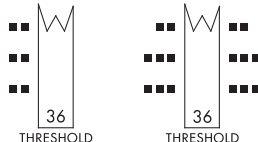
VISUAL APPROACH SLOPE INDICATOR

VASI

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

VASI 6

VASI 16



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04330
LEGEND

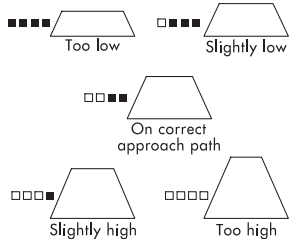
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

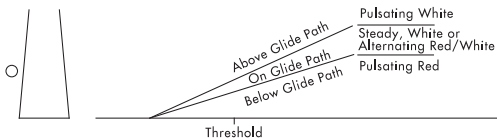
PAPI



Legend: □ White ■ Red

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

PVASI



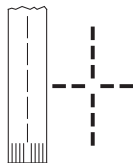
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

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

"T"-VASI

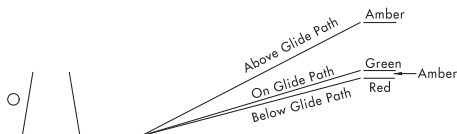


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

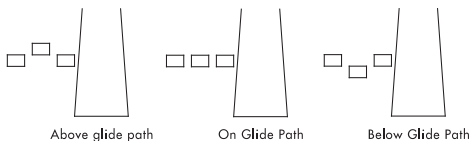
TRCV



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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FREQ PAIRING

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ADDINGTON FIELD			TAKEOFF MINIMUMSL		
---SEE ELIZABETHTOWN, KY			ALTERNATE MINIMUMSM		
ASHLAND, KY			IAPS ILS OR LOC RWY 0312		
ASHLAND RGNL(DWU)			RNAV (GPS) RWY 0313		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 2114		
ALTERNATE MINIMUMSM			VOR-A15		
IAPS RNAV (GPS) RWY 101			NDB RWY 0316		
RNAV (GPS) RWY 282			BOWMAN FIELD		
VOR/DME RWY 103			---SEE LOUISVILLE, KY		
ATHENS, TN			BRISTOL-JOHNSON-KINGSPORT, TN		
MCMINN COUNTY(MMI)			TRI-CITIES RGNL TN/VA(TRI)		
TAKEOFF MINIMUMSL			TAKEOFF MINIMUMSL		
IAPS RNAV (GPS) RWY 024			ALTERNATE MINIMUMSM		
RNAV (GPS) RWY 205			IAPS ILS OR LOC RWY 0517		
NDB RWY 026			ILS OR LOC RWY 2318		
BARDSTOWN, KY			ILS RWY 23 (CAT II)19		
SAMUELS FIELD(BRY)			RNAV (GPS) RWY 0520		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 0921		
IAPS RNAV (GPS) RWY 027			RNAV (GPS) RWY 2322		
RNAV (GPS) RWY 208			RNAV (GPS) RWY 2723		
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BEECH RIVER RGNL			BENTON COUNTY(0M4)		
---SEE LEXINGTON-PARSONS, TN			TAKEOFF MINIMUMSL		
BENTON COUNTY			IAPS RNAV (GPS) RWY 0426		
---SEE CAMDEN, TN			RNAV (GPS) RWY 2227		
BIG SANDY RGNL			VOR/DME RWY 0428		
---SEE PRESTONSBURG, KY			CAMPBELL AAF(KHOP)		
BLUE GRASS			FORT CAMPBELL, KY		
---SEE LEXINGTON, KY			TAKEOFF MINIMUMSL		
BOLIVAR, TN			RADAR MINIMUMSN		
WILLIAM L WHITEHURST FIELD(M08)			IAPS ILS OR LOC RWY 2329		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 1830		
IAPS RNAV (GPS) RWY 0110			RNAV (GPS) RWY 2331		
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TAKEOFF MINIMUMSL			TAYLOR COUNTY(AAS)		
ALTERNATE MINIMUMSM			TAKEOFF MINIMUMSL		
IAPS ILS OR LOC RWY 0312			IAPS RNAV (GPS) RWY 0534		
RNAV (GPS) RWY 0313			RNAV (GPS) RWY 2335		
RNAV (GPS) RWY 2114			VOR/DME-A36		
VOR-A15			CAPITAL CITY		
NDB RWY 0316			---SEE FRANKFORT, KY		
BOWMAN FIELD			CARROLL COUNTY		
---SEE LOUISVILLE, KY			---SEE HUNTINGDON, TN		
BRISTOL-JOHNSON-KINGSPORT, TN					
TRI-CITIES RGNL TN/VA(TRI)					
TAKEOFF MINIMUMSL					
ALTERNATE MINIMUMSM					
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ILS OR LOC RWY 2318					
ILS RWY 23 (CAT II)19					
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RNAV (GPS) RWY 0921					
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RNAV (GPS) RWY 2335					
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CARROLL COUNTY					
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IAPS	RNAV (GPS) RWY 02	37	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 20	38	HOT SPOT		P
CENTRAL KENTUCKY RGNL			STARS	BRUSH TWO	Z3
---SEE RICHMOND, KY				CEGRM FOUR (RNAV)	Z25
CHARLES W BAKER				CINCE SEVEN	Z9
---SEE MILLINGTON, TN				DEBAR FOUR	Z17
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	RNAV (GPS) RWY 02	42		ILS OR LOC RWY 18L	61
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CLEVELAND, TN				RNAV (GPS) Y RWY 18L	81
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			IAPS	RNAV (GPS) RWY 01	114

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 TAKEOFF MINIMUMSL
 ALTERNATE MINIMUMSM
 IAPS ILS Y OR LOC Y RWY 26115
 ILS Z OR LOC Z RWY 26116
 RNAV (GPS) RWY 26117
 VOR/DME-A118

CYNTHIANA, KY

CYNTHIANA-HARRISON COUNTY(018)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 11119
 RNAV (GPS) RWY 29120

DANVILLE, KY

STUART POWELL FIELD(DVK)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 12121
 RNAV (GPS) RWY 30122
 LOC/DME RWY 30123
 NDB-A124

DAYTON, TN

MARK ANTON(2A0)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 03125
 RNAV (GPS) RWY 21126
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DICKSON, TN

DICKSON MUNI(M02)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 17128
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DYERSBURG RGNL(DYR)
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 IAPS RNAV (GPS) RWY 04131
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ELIZABETHTON MUNI(0A9)
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 IAPS RNAV (GPS) RWY 06134

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 IAPS RNAV (GPS) RWY 05135
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 RNAV (GPS) RWY 20142
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FLEMINGSBURG, KY

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 IAPS RNAV (GPS) RWY 07144
 RNAV (GPS) RWY 25145
 LOC RWY 25146
 VOR/DME-A147

FORT CAMPBELL, KY

---SEE CAMPBELL AAF

FORT KNOX, KY

---SEE GODMAN AAF

FRANKFORT, KY

CAPITAL CITY(FFT)
 TAKEOFF MINIMUMSL
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 IAPS RNAV (GPS) RWY 07148
 RNAV (GPS) RWY 25149
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 VOR RWY 25151

GALLATIN, TN

SUMNER COUNTY RGNL(M33)
 TAKEOFF MINIMUMSL
 IAPS RNAV (GPS) RWY 17152
 RNAV (GPS) RWY 35153
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FORT KNOX, KY			HENDERSON CITY-COUNTY(EHR)		
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IAPS	RNAV (GPS) RWY 01	191	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 19	192	IAPS	RNAV (GPS) RWY 26	206
				LOC RWY 26	207
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CAMPBELL COUNTY(JAU)			TAKEOFF MINIMUMS		
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			HOT SPOT		
			IAPS		
			ILS OR LOC RWY 05L		
			ILS OR LOC RWY 23L		
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			ILS RWY 23R (SA CAT I)		
			ILS RWY 23R (CAT II)		
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TAKEOFF MINIMUMS		L	LAFAYETTE, TN		
IAPS	RNAV (GPS) RWY 01	194	LAFAYETTE MUNI(3M7)		
	VOR/DME RWY 01	195	TAKEOFF MINIMUMS		
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TAKEOFF MINIMUMS		L	LAWRENCEBURG, TN		
ALTERNATE MINIMUMS		M	LAWRENCEBURG-LAWRENCE COUNTY(2M2)		
IAPS	ILS OR LOC RWY 02	196	TAKEOFF MINIMUMS		
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			AIRPORT DIAGRAM		
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			TAKEOFF MINIMUMS		
			IAPS		
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IAPS	RNAV (GPS) RWY 17	201	IAPS		
	RNAV (GPS) RWY 35	202	RNAV (GPS) RWY 04		
			NDB RWY 04		
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TAKEOFF MINIMUMS		L	JOHN C. TUNE		
IAPS	VOR/DME OR GPS-A	203	---SEE NASHVILLE, TN		
JASPER, TN			JOHNSON COUNTY		
MARION CO.-BROWN FIELD(APT)			---SEE MOUNTAIN CITY, TN		
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IAPS	RNAV (GPS) RWY 04	204	---SEE JACKSON, KY		
	NDB RWY 04	205	LEBANON, TN		
			LEBANON MUNI(M54)		
			TAKEOFF MINIMUMS		
			IAPS		
			RNAV (GPS) RWY 01		
			RNAV (GPS) RWY 19		
			VOR/DME-A		
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JOHNSON COUNTY			TAKEOFF MINIMUMS		
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IAPS	RNAV (GPS) RWY 05	285	IAPS	RNAV (GPS) RWY 17	294
	RNAV (GPS) RWY 23	286		VOR RWY 17	295
MARION, KY			MEMPHIS, TN		
MARION-CRITTENDEN COUNTY(5M9)			MEMPHIS INTL(MEM)		
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ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 07	287	LAHSO		P
	RNAV (GPS) RWY 25	288	HOT SPOT		O
MARION CO.-BROWN FIELD			STARS	BLUZZ ONE (RNAV)	Z1
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	RNAV (GPS) Z RWY 01	291		ILS OR LOC RWY 27	300
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ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 03	377
IAPS	RNAV (GPS)-A	360		RNAV (GPS) RWY 21	378
				NDB RWY 03	379
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IAPS	RNAV (GPS) RWY 18	361		RNAV (GPS) RWY 24	382
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IAPS	ILS OR LOC RWY 22	364	MURFREESBORO MUNI(MBT)		
	RNAV (GPS) RWY 04	365	TAKEOFF MINIMUMS		L
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HEHAW SIXZ29
VOLLS NINEZ54
IAPS
ILS OR LOC/DME RWY 20389
RNAV (GPS) RWY 02390
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NASHVILLE INTL(BNA)

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ALTERNATE MINIMUMSM
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---SEE PIKEVILLE, KY

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD(PBX)

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ILS OR LOC/DME RWY 27466
RNAV (GPS) RWY 09467
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				RNAV (GPS) X RWY 23	491
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---SEE SELMER, TN			GATLINBURG-PIGEON FORGE(GKT)		
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			IAPS	RNAV (GPS) RWY 10	502
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IAPS	RNAV (GPS) RWY 11	530		RNAV (GPS) RWY 01	549
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RNAV (GPS) RWY 21552

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WILLIAM L WHITEHURST FIELD

---SEE BOLIVAR, TN

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WILLIAMSBURG-WHITLEY COUNTY(BYL)

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 02553
RNAV (GPS) RWY 20554
LOC/DME RWY 20555
VOR/DME RWY 20556

WILLIAMSBURG-WHITLEY COUNTY

---SEE WILLIAMSBURG, KY

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NDB RWY 18560

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

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
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ASHLAND, KY

ASHLAND RGNL (DWU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 600-2¼ or std. with a min. climb of 430' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1300 before proceeding on course. **Rwy 28**, climb heading 283° to 1300 before turning right.

NOTE: **Rwy 10**, trees beginning 274' from DER, 381' left of centerline, up to 100' AGL/939' MSL. Trees beginning 292' from DER, 184' right of centerline, up to 100' AGL/625' MSL. Buildings beginning 451' from DER, 508' right of centerline, up to 30' AGL/582' MSL. Poles beginning 642' from DER, 383' right of centerline, up to 40' AGL/586' MSL. Vehicles on roadway 474' from DER, 451' right of centerline, up to 15' AGL/569' MSL. Towers beginning 2.3 NM from DER, 162' right of centerline, up to 440' AGL/1038' MSL. **Rwy 28**, trees beginning 468' from DER, 367' left of centerline, up to 100' AGL/621' MSL. Trees beginning 775' from DER, 37' right of centerline, up to 100' AGL/595' MSL.

ATHENS, TN

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

TAKEOFF MINIMUMS: **Rwy 2**, 400–2¼ or std. w/ min. climb of 230' per NM to 1800 or 1700 - 3 for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before turning right or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course. **Rwy 20**, climb heading 202° to 1900 before turning left or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/1061' MSL. **Rwy 20**, trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' 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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BARDSTOWN, KY**SAMUELS FIELD (BRY)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 82357 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb runway
heading to 1100 before turning east.

BOLIVAR, TN**WILLIAM L. WHITEHURST FIELD (M08)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.**BOWLING GREEN, KY****BOWLING GREEN-WARREN COUNTY****RGNL (BWG)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 10322 (FAA)

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

NOTE: **Rwy 3**, rising terrain and trees beginning 130'
from DER, left and right of centerline, up to 100'
AGL/615' MSL. Antenna and pole 1579' from DER,
354' left of centerline, up to 35' AGL/565' MSL. Towers
beginning 1.3 NM from DER, 1429' left of centerline,
up to 265' AGL/765' MSL. **Rwy 12**, fence beginning
197' from DER, left and right of centerline, up to 8'
AGL/541' MSL. Vehicle on road beginning 243' from
DER, left and right of centerline, up to 15' AGL/548'
MSL. Trees beginning 279' from DER, 132' right of
centerline, up to 60' AGL/610' MSL. Tree 857' from
DER, 327' left of centerline, 100' AGL/649' MSL. **Rwy 21**,
tree 113' from DER, 499' left of centerline, 70'
AGL/630' MSL. Tower 1202' from DER, 401' left of
centerline, 47' AGL/581' MSL. Tree 2510' from DER,
911' right of centerline, 100' AGL/649' MSL.
Obstruction light on tank 4690' from DER, 1637' left of
centerline, 150' AGL/691' MSL. **Rwy 30**, vehicle on
road beginning 31' from DER, 209' left of centerline,
up to 15' AGL/564' MSL. Pole 916' from DER, 407' left
of centerline, 40' AGL/584' MSL. Building 1135' from
DER, 618' left of centerline, 33' AGL/584' MSL. Tree
1689' from DER, 357' right of centerline, 100'
AGL/649' MSL. Tree 1853' from DER, 271' left of
centerline, 40' AGL/582' MSL.

BRISTOL-JOHNSON-KINGSPORT, TN**TRI-CITIES RGNL, TN/VA (TRI)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 7 11013 (FAA)

DEPARTURE PROCEDURE: Use TRICITIES
DEPARTURE.

CAMDEN, TN**BENTON COUNTY (0M4)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037°
to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right
of centerline, up to 100' AGL/534' MSL. Trees beginning
1067' from DER, 57' left of centerline, up to 100'
AGL/549' MSL. Utility poles beginning 951' from DER,
325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees
beginning 1158' from DER, 597' left of centerline, up to
100' AGL/619' MSL. Trees beginning 1753' from DER,
925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),**FORT CAMPBELL, KY**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

08129

Rwy 5, 18, 23, 36 standard.

TAKEOFF OBSTACLES: **Rwy 18**, Touchdown
reflector 85' from DER, 109' left of centerline,
4' AGL/564' MSL. Touchdown reflector 104' from
DER, 109' right of centerline, 4' AGL/563' MSL.

Rwy 23, Tree line 1029' from DER, 541' left of
centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line
1199' from DER, 591' left of centerline, 60' AGL/
607' MSL.

CAMPBELLSVILLE, KY**TAYLOR COUNTY (AAS)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11237 (FAA)

NOTE: **Rwy 5**, trees and terrain beginning 30' from DER,
34' left and right of centerline, up to 100' AGL/1059' MSL.

Rwy 23, trees and terrain beginning 70' from DER, 174'
left and right of centerline, up to 100' AGL/999' MSL.

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



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CENTERVILLE, TN

CENTERVILLE MUNI (GHM)

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

NOTE: **Rwy 2**, vehicle on road 8' from DER, 156' left of centerline, 17' AGL/770' MSL, up sloping ground 131' from DER, 383' left of centerline, up to 785' MSL. Building 1375' from DER, 621' right of centerline, 25' AGL/815' MSL. Building 440' from DER, 528' left of centerline, 25' AGL/810' MSL. Trees beginning 47' from DER, 433' right of centerline, up to 60' AGL/821' MSL. Trees beginning 451' from DER, 346' right of centerline, up to 76' AGL/839' MSL. Trees beginning 716' from DER, 328' right of centerline, up to 81' AGL/860' MSL. Trees beginning 726' from DER, 540' right of centerline, up to 67' AGL/860' MSL. Trees beginning 745' from DER, 413' left of centerline, up to 62' AGL/862' MSL. Trees beginning 1174' from DER, 577' right of centerline, up to 85' AGL/875' MSL. Trees beginning 1438' from DER, 844' right of centerline, up to 87' AGL/887' MSL. Trees beginning 1955' from DER, 869' right of centerline, up to 93' AGL/893' MSL. Trees beginning 861' from DER, left and right of centerline, up to 43' AGL/856' MSL. Power poles beginning 1390' from DER, 61' right of centerline, 28' AGL/808' MSL. **Rwy 20**, power pole 37' from DER, 453' left of centerline, 35' AGL/793' MSL. Trees beginning 103' from DER, 508' left of centerline, up to 54' AGL/820' MSL. Vehicle on road 442' from DER, 56' right of centerline, 17' AGL/777' MSL. Vehicle on road 467' from DER, 127' left of centerline, 17' AGL/779' MSL. Power pole 436' from DER, 286' left of centerline, 50' AGL/811' MSL. Trees beginning 398' from DER, 402' left of centerline, up to 73' AGL/849' MSL. Trees beginning 524' from DER, 522' right of centerline, up to 70' AGL/833' MSL. Trees beginning 583' from DER, 321' right of centerline, up to 62' AGL/827' MSL. Trees beginning 608' from DER, 193' right of centerline, up to 57' AGL/818' MSL. Trees beginning 678' from DER, 567' right of centerline, up to 76' AGL/840' MSL. Tree beginning 694' from DER, 602' right of centerline, up to 86' AGL/850' MSL. Trees beginning 468' from DER, left and right of centerline, up to 44' AGL/839' MSL.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 11 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, 300-2¼ or std. with a min. climb of 360' per NM to 1100. **Rwy 33**, 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1400 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2**, train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15**, trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/946' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL. **Rwy 20**, Tree 641' from DER, 538' left of centerline, 50' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100' AGL/782' MSL. **Rwy 33**, trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100' AGL/972' 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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CLARKSVILLE, TN**OUTLAW FIELD (CKV)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 2 06271 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 5**, multiple trees beginning 29' from DER, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from DER, 225' left of centerline, up to 100' AGL/ 626' MSL. Road 41' from DER, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from DER, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from DER, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from DER, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from DER, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from DER, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from DER, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from DER, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from DER, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from DER, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN**CLEVELAND RGNL JETPORT (RZR)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 1 14149 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 034° to 2200 before turning right. **Rwy 21**, climb heading 214° to 2400 before proceeding on course.

NOTE: **Rwy 21**, trees beginning 2927' from DER, 114' left of centerline, up to 100' AGL/920' MSL. Trees beginning 1.12 NM from DER, 2087' left of centerline, up to 100' AGL/1021' MSL. Tower 1.16 NM from DER, 65' left of centerline, 196' AGL/1054' MSL. Tower 1.47 NM from DER, 880' right of centerline, 225' AGL/1075' MSL.

COLUMBIA-MT. PLEASANT, TN**MAURY COUNTY (MRC)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 3 13346 (FAA)

TAKEOFF MINIMUMS: **Rwys 17, 35**, NA - Environmental. **Rwy 6**, 300-1½, or std. w/min. climb of 293' per NM to 1100. **Rwy 24**, 400-2¼ or std. w/min. climb of 278' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 235° to 1200 before turning left.

NOTE: **Rwy 6**, trees beginning 1177' from DER, 591' left of centerline, up to 92' AGL/751' MSL. Trees beginning 1123' from DER, 732' right of centerline, up to 96' AGL/745' MSL. Poles 24' from DER, 356' left of centerline, 42' AGL/691' MSL. Trees beginning 2716' from DER, 921' left of centerline, up to 88' AGL/757' MSL. **Rwy 24**, trees beginning 1819' from DER, 190' right of centerline, up to 124' AGL/739' MSL. Trees beginning 1239' from DER, 700' left of centerline, up to 104' AGL/718' MSL. Trees beginning 1299' from DER, 217' left of centerline, up to 96' AGL/ 712' MSL. Pole 21' from DER, 487' right of centerline, 23' AGL/677' MSL. Trees beginning 1725' from DER, 10' left of centerline, up to 106' AGL/719' MSL. Trees beginning 2607' from DER, 324' left of centerline, up to 107' AGL/735' MSL.

COPPERHILL, TN**MARTIN CAMPBELL FIELD (1A3)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 11237 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, std. w/min. climb of 433' per NM to 3000, or 2400-3 for climb in visual conditions.

Rwy 20, std. w/min. climb of 402' per NM to 3900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 4000 before proceeding on course or for climb in visual conditions cross Martin Campbell Field at or above 4000 before proceeding on course. **Rwy 20**, climb heading 199° to 3900 before proceeding on course or for climb in visual conditions cross Martin Campbell Field at or above 4000 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 28' from DER, 133' left of centerline, up to 100' AGL/2186' MSL. Trees beginning 104' from DER, 144' right of centerline, up to 100' AGL/1860' MSL. **Rwy 20**, trees beginning 1' from DER, 163' left of centerline, up to 100' AGL/1827' MSL. Terrain 119' from DER, 2' left of centerline, 1775' MSL. Trees beginning 4' from DER, 156' right of centerline, up to 100' AGL/1827' 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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COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY
INTL (CVG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10098 (FAA)

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

COVINGTON, TN

COVINGTON MUNI (M04)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 14093 (FAA)

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

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON
FIELD (CSV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 03247 (FAA)

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

CYNTHIANA, KY

CYNTHIANA-HARRISON COUNTY (018)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 300-1½ or std. w/min. climb of 510' per NM to 1000. **Rwy 29**, 300-1¼ or std. w/min. climb of 240' per NM to 1000.

NOTE: **Rwy 11**, multiple trees beginning 25' from DER, 56' left of centerline, up to 108' AGL/819' MSL. Fence 942' from DER, 643' left of centerline, 17' AGL/767' MSL. Multiple trees beginning 1067' from DER, along and right of course, up to 125' AGL/908' MSL. Multiple trees beginning 1090' from DER, along and left of course, up to 114' AGL/900' MSL. Terrain beginning 1201' from DER, 1' left of centerline, up to 837' MSL. Multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL. Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.

Terrain beginning 1881' from DER, 4' right of centerline, up to 859' MSL. Multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL. Multiple fences beginning 2266' from DER, 22' right of centerline, up to 13' AGL/855' MSL. Multiple buildings beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL. Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL. Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL. Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL. **Rwy 29**, runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL. Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL. Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL. Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL. Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL. Multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/894' MSL. Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL. Flag pole 1409' from DER, 798' right of centerline, 51' AGL/781' MSL. Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL. Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

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

TAKEOFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 500-3 or std. w/min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 30**, Climb heading 305° to 1700 before turning left.

NOTE: **Rwy 12**, trees beginning 1938' from DER, 603' left of centerline, up to 100' AGL/1100' MSL. **Rwy 30**, trees and building beginning 8' from DER, 269' left of centerline, up to 100' AGL/1080' MSL. Trees and obstruction light DME, beginning 459' from DER, 114' right of centerline, up to 100' AGL/1105' 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

DAYTON, TN

MARK ANTON (2A0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11237 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 033° to 2100 before turning left. **Rwy 21**, climb heading 213° to 1500 before turning right.

NOTE: **Rwy 3**, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL. Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL. Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL. **Rwy 21**, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN

DICKSON MUNI (M02)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 12292 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 400-2 or std. w/min. climb of 362' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, trees 1230' from DER, 809' right of centerline, up to 100' AGL/1019' MSL. Tower 9464' from DER, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35**, trees beginning 85' from DER, left and right of centerline, up to 100' AGL/1039' MSL. Vehicle on road 203' from DER, 266' left of centerline, 15' AGL/920' MSL.

DYERSBURG, TN

DYERSBURG RGNL (DYR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11125 (FAA)

TAKEOFF MINIMUMS: **Rwys 16, 34**, NA - obstacles.

NOTE: **Rwy 4**, trees beginning 183' from DER, 411' left of centerline, up to 101' AGL/400' MSL. **Rwy 22**, trees beginning 1484' from DER, 771' left of centerline, up to 112' AGL/381' MSL. Trees beginning 1396' from DER, 420' right of centerline, up to 128' AGL/387' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI (0A9)

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

TAKEOFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600 -2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

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

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

ELIZABETHTOWN, KY

ADDINGTON FIELD (EKX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

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

FALMOUTH, KY

GENE SNYDER (K62)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07270 (FAA)

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

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

FAYETTEVILLE, TN

FAYETTEVILLE MUNI (FYM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13066 (FAA)

NOTE: **Rwy 2**, terrain 5' from DER, 495' right of centerline, 985' MSL. Vehicles on road beginning 534' from DER, left and right of centerline, up to 15' AGL/1004' MSL. Trees beginning 742' from DER, 26' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 987' from DER, 468' right of centerline, up to 100' AGL/1089' MSL. **Rwy 20**, trees beginning 82' from DER, 451' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 835' from DER, 420' left of centerline, up to 100' AGL/1059' MSL. Tree 1428' from DER, on centerline, 100' AGL/1014' MSL. Trees beginning 1719' from DER, 55' left of centerline, up to 100' AGL/1099' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

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

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

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

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FRANKFORT, KY

CAPITAL CITY (FFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13122 (FAA)

NOTE: **Rwy 7**, trees beginning 285' from DER, 76' right of centerline, up to 100' AGL/887' MSL. Pole 2549' from DER, 484' right of centerline, 34' AGL/855' MSL. Terrain beginning 25' from DER, left and right of centerline up to 837' MSL. Trees beginning 1638' from DER, 14' left of centerline, up to 100' AGL/903' MSL. Vehicle 946' from DER, 17' AGL/836' MSL. **Rwy 25**, trees beginning 199' from DER, 98' right of centerline, up to 100' AGL/892' MSL. Navaid and vehicle beginning 226' from DER, 256' right of centerline, up to 17' AGL/840' MSL. Terrain beginning 2' from DER, left and right of centerline, 850' MSL. Trees beginning 510' from DER, 69' left of centerline, up to 100' AGL/879' MSL. Poles beginning 198' from DER, 527' left of centerline, up to 38' AGL/852' MSL. Vehicle and building beginning 449' from DER, 434' left of centerline, up to 17' AGL/837' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL (M33)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15204 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, 300-1½ or std. w/min. climb of 305' per NM to 900.
DEPARTURE PROCEDURES: **Rwy 35**, climb heading 353° to 1800 before turning left.

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

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

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

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

GLASGOW, KY

GLASGOW MUNI (GLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12180 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 075° to 1300 before turning right.

NOTE: **Rwy 8**, tree 2118' from DER, 1048' left of centerline, up to 100' AGL/889' MSL. Tree 2336' from DER, 909' left of centerline, up to 100' AGL/869' MSL. Terrain beginning 49' from DER, 9' left of centerline, up to 785' MSL. Terrain beginning 183' from DER, 69' right of centerline, up to 728' MSL. **Rwy 26**, multiple trees beginning 2098' from DER, left and right of centerline, up to 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

DEPARTURE PROCEDURE: **Rwy 15**, 300-1. **Rwy 15, 18, 33, 36**, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 14205 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-2 w/min. climb of 250' per NM to 4100 or 2700-3 for climb in visual conditions. **Rwy 23**, 300- 1 w/min. climb of 285' per NM to 4400 or std. w/min. climb of 320' to 4400 or 2700- 3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 054° to 4100 before turning right or for climb in visual conditions, cross Greenville-Greene County Muni airport at or above 4200 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 23**, climb heading 234° to 4400 before turning left or for climb in visual conditions, cross Greenville Greene County Muni airport at or above 4200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 5**, rising terrain beginning 2' from DER, 16' right of centerline, up to 1637' MSL. Trees beginning 533' from DER, 430' right of centerline, up to 54' AGL/1885' MSL. Rising terrain and trees beginning 1347' from DER, 72' right of centerline, up to 146' AGL/1770' MSL. Trees beginning 3256' from DER, left and right of centerline, up to 150' AGL/1824' MSL. Trees beginning 7091' from DER, left and right of centerline, up to 128' AGL/1885' MSL. **Rwy 23**, trees beginning 110' from DER, 307' left of centerline, up to 83' AGL/1629' MSL. Trees beginning 353' from DER, 127' right of centerline, up to 30' AGL/1601' MSL. Trees beginning 2911' from DER, 1183' left of centerline, up to 129' AGL/1666' MSL. Trees beginning 4387' from DER, 1397' right of centerline, up to 111' AGL/1770' 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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GREENVILLE, KY

MUHLBURG COUNTY (M21)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1¾. **Rwy 24**, 400-3 or std. w/min. climb of 465' per NM to 1000.

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

HARLAN, KY

TUCKER-GUTHRIE MEMORIAL (I35)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, std. w/min. climb of 470' per NM to 4200 or 2800-3 for climb in visual conditions.

Rwy 26, 1000-3 w/min. climb of 430' per NM to 3000 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb on heading 080° to 4200 before proceeding on course. **Rwy 26**, climb on heading 250° to 4200 before proceeding on course.

VCOA: **Rwy 8, 26**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Tucker-Guthrie memorial at or above 4200' before proceeding on course.

NOTE: **Rwy 8**, trees beginning 350' from DER, 97' right of centerline, up to 100' AGL/1619' MSL. Trees beginning 359' from DER, 126' right of centerline, up to 100' AGL/1739' MSL. Trees beginning 1105' from DER, 308' right of centerline, up to 100' AGL/1779' MSL. Trees beginning 1471' from DER, 369' right of centerline, up to 100' AGL/1819' MSL. Trees beginning 3951' from DER, 826' right of centerline, up to 100' AGL/1859' MSL. Trees beginning 1.9 NM from DER, 3003' right of centerline, up to 100' AGL/2099' MSL. Trees beginning 2.2 NM from DER, 2674' right of centerline, up to 100' AGL/2299' MSL. Trees beginning 2.5 NM from DER, 1549' right of centerline, up to 100' AGL/2139' MSL. **Rwy 26**, trees beginning 113' from DER, 220' left of centerline, up to 100' AGL/1539' MSL. Trees beginning 187' from DER, 147' right of centerline, up to 100' AGL/1619' MSL. Trees beginning 2112' from DER, 677' right of centerline, up to 100' AGL/1739' MSL. Trees beginning 2913' from DER, 944' right of centerline, up to 100' AGL/1819' MSL. Tower 1.5 NM from DER, 1294' left of centerline, 343' AGL/1802' MSL. Trees beginning 1.7 NM from DER, 3222' right of centerline, up to 100' AGL/2139' MSL.

HARTFORD, KY

OHIO COUNTY (JQD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 13122 (FAA)

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

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

HAZARD, KY

WENDELL H. FORD (CPF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 12096 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 500-2¾. **Rwy 14**, 500-2¼ w/min. climb of 291' per NM to 2300 or 1000-3 for climb in visual conditions. **Rwy 24**, 500-2¾. **Rwy 32**, 300-2¼ or std. w/min. climb of 363' per NM to 1700.

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

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

HENDERSON, KY

HENDERSON CITY-COUNTY (EHR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11013 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 1500 before turning left.

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

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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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HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10070 (FAA)

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

NOTE: **Rwy 2**, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY
(HVC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 08353 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26**, 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from DER, 97' right of centerline, up to 100' AGL/669' MSL. Power lines 3454' from DER, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from DER, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from DER, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from DER, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from DER, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from DER, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI (M53)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 15344 (FAA)

NOTE: **Rwy 4**, airport light 11' from DER, 76' right of centerline, 2' AGL/422' MSL. Trees beginning 17' from DER, 218' right of centerline, up to 84' AGL/494' MSL. Trees beginning 66' from DER, 150' left of centerline, up to 57' AGL/476' MSL. Trees beginning 802' from DER, 323' left of centerline, up to 69' AGL/485' MSL. Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL. Trees beginning 1080' from DER, 26' right of centerline, up to 91' AGL/505' MSL. **Rwy 22**, transmission tower and trees beginning 61' from DER, 234' right of centerline, up to 91' AGL/483' MSL. Pole and vehicles on road beginning 80' from DER, 245' left of centerline, up to 38' AGL/437' MSL. Trees beginning 442' from DER, 366' right of centerline, up to 82' AGL/481' MSL. Transmission tower and trees beginning 493' from DER, 127' left of centerline, up to 72' AGL/481' MSL. Trees beginning 1396' from DER, 1' left of centerline, up to 85' AGL/474' MSL. Trees beginning 1809' from DER, 264' right of centerline, up to 85' AGL/474' MSL.

HUNTINGDON, TN

CARROLL COUNTY (HZD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11013 (FAA)

NOTE: **Rwy 1**, trees beginning 33' from DER, 4' right of centerline, up to 102' AGL/612' MSL. Trees beginning 567' from DER, 88' left of centerline, up to 99' AGL/589' MSL. **Rwy 19**, trees beginning 1647' from DER, 561' left of centerline to 215' right of centerline, up to 100' AGL/599' MSL.

JACKSBORO, TN

CAMPBELL COUNTY (JAU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

NOTE: **Rwy 5**, multiple trees beginning 369' from DER, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from DER, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY

JULIAN CARROLL (JKL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 03191 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of DER, on centerline, 100' AGL/1700' MSL.

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JACKSON, TN

MCKELLAR / SIPES RGNL (MKL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL.

Rwy 11, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Power lines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL.

Rwy 29, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY

RUSSELL COUNTY (K24)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08017 (FAA)

NOTE: **Rwy 17**, trees 2071' from DER, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from DER, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN

JAMESTOWN MUNI (2A1)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN

MARION COUNTY-BROWN FIELD (APT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 11321 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 4**, for climb in visual conditions: cross Marion County-Brown Field at or above 2500 before proceeding on course. **Rwy 22**, climb heading 230° to 2300 before turning on course.

NOTE: **Rwy 4**, trees and bushes beginning 163' from DER, 162' left of centerline, up to 104' AGL/764' MSL. Trees beginning 1199' from DER, 33' right of centerline, up to 108' AGL/718' MSL. Trees beginning 1217' from DER, 20' left of centerline, up to 120' AGL/744' MSL. **Rwy 22**, trees beginning 129' from DER, 3' left of centerline, up to 75' AGL/725' MSL. Trees and bush beginning 150' from DER, 19' right of centerline, up to 42' AGL/694' MSL. Power lines beginning 662' from DER, left and right of centerline, up to 48' AGL/683' MSL. Trees beginning 2010' from DER, 9' right of centerline, up to 123' AGL/755' MSL. Trees beginning 2061' from DER, 22' left of centerline, up to 116' AGL/758' MSL.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 5 10238 (FAA)

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

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

NOTE: **Rwy 8**, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL. Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL. **Rwy 26**, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL. Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL. Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL. Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MC GHEE TYSON (TYS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 8 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 5L/R**, Climb direct VXV VORTAC then on VXV VORTAC R-053 northeast bound to 4100 before proceeding on course. **Rwy 23L/R**, Climb on VXV VORTAC R-226 southwest bound to 4000 before proceeding on course.

NOTE: **Rwy 5L**, poles beginning 1735' from DER, 925' left of centerline, up to 66' AGL/1045' MSL. **Rwy 5R**, terrain 52' from DER, 489' left of centerline, 967' MSL. Poles beginning 94' from DER, 438' right of centerline, up to 45' AGL/976' MSL. **Rwy 23L**, catenaries beginning 3690' from DER, 521' left of centerline, up to 144' AGL/1040' MSL. Transmission line tower 3884' from DER, 1003' left of centerline, 137' AGL/1049' MSL.

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LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09099 (FAA)

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09099 (FAA)

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, power lines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN

LEBANON MUNI (M54)

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

TAKEOFF MINIMUMS: **Rwys 4,22**, NA-Obstacles.

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

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

NOTE: **Rwy 1**, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL. Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL. Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL. Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL. **Rwy 19**, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL. Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL. Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEWISBURG, TN

ELLINGTON (LUG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14177 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 500-2¾ or std. w/min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 201° to 1300 before turning right.

NOTE: **Rwy 2**, trees and navaid beginning 5' from DER, 496' right of centerline, up to 55' AGL/765' MSL. Navaid 8' from DER, 112' left of centerline, 10' AGL/710' MSL. Vehicles on road beginning 353' from DER, 594' right of centerline, up to 15' AGL/727' MSL. Trees beginning 405' from DER, 569' left of centerline, up to 43' AGL/753' MSL. Trees beginning 2071' from DER, 321' left of centerline, up to 89' AGL/789' MSL. Trees and tower beginning 2182' from DER, 117' right of centerline, up to 117' AGL/798' MSL. **Rwy 20**, trees and poles beginning 38' from DER, 418' left of centerline, up to 80' AGL/790' MSL. Sign, trees, poles, vehicles on road, windsock and buildings beginning 56' from DER, 246' right of centerline, up to 76' AGL/786' MSL. Trees beginning 1988' from DER, 701' left of centerline, up to 76' AGL/806' MSL. Trees beginning 1857' from DER, 466' right of centerline, up to 86' AGL/806' MSL.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09351 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 10266 (FAA)

NOTE: **Rwy 4**, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL. Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL. Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL. Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL. **Rwy 9**, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL. Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL. **Rwy 22**, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL. Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL. Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL. **Rwy 27**, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL. Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

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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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LEXINGTON-PARSONS, TN

BEECH RIVER RGNL (PVE)

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

NOTE: **Rwy 1**, trees beginning 269' from DER, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from DER, 224' left of centerline, up to 100' AGL/599' MSL.

Rwy 19, trees beginning 157' from DER, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from DER, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

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

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3A 13122 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 500-2 or std. w/ min. climb of 449' per NM to 1900.

NOTE: **Rwy 6**, tree 53' from DER, 319' left of centerline, 40' AGL/1218' MSL. Pole 127' from DER, 467' left of centerline, 40' AGL/1203' MSL. Pole 130' from DER, 336' left of centerline, 40' AGL/1207' MSL. Trees beginning 251' from DER, 336' left of centerline, up to 60' AGL/1221' MSL. Trees beginning 577' from DER, 337' right of centerline, up to 60' AGL/1216' MSL. Trees beginning 608' from DER, 62' left of centerline, up to 100' AGL/1256' MSL. Tree 1300' from DER, 700' left of centerline, 100' AGL/1264' MSL. Tree 1418' from DER, 441' right of centerline, 80' AGL/1228' MSL. Trees beginning 1613' from DER, 224' right of centerline, up to 100' AGL/1247' MSL. Trees beginning 1.3 NM from DER, 444' left of centerline, up to 100' AGL/1419' MSL. Trees beginning 1.5 NM from DER, 716' left of centerline, up to 100' AGL/1616' MSL. Tower 1.5 NM from DER, 1371' left of centerline, 120' AGL/1659' MSL. Trees beginning 1.5 NM from DER, 2356' right of centerline, up to 100' AGL/1476' MSL. Trees beginning 1.6 NM from DER, 1505' right of centerline, up to 100' AGL/1644' MSL. **Rwy 24**, trees beginning 5' from DER, 312' left of centerline, up to 60' AGL/1258' MSL. Tree 153' from DER, 471' right of centerline, 60' AGL/1258' MSL. Power lines beginning 160' from DER, 384' left of centerline extending 263' from DER, 536' right of centerline, up to 40' AGL/1249' MSL. Trees beginning 351' from DER, 391' left of centerline, up to 60' AGL/1273' MSL. Trees beginning 581' from DER, 502' right of centerline, up to 100' AGL/1288' MSL. Trees beginning 1122' from DER, 532' left of centerline, up to 100' AGL/1279' MSL. Trees beginning 1155' from DER, 76' left of centerline, up to 100' AGL/1275' MSL. Trees beginning 1249' from DER, 75' right of centerline, up to 100' AGL/1263' MSL.

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LOUISVILLE, KY

BOWMAN FIELD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 10350 (FAA)

TAKEOFF MINIMUMS: **Rwy 33**, 300-1¼ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

NOTE: **Rwy 6**, trees beginning 361' from DER, 143' left of centerline, up to 96' AGL/625' MSL. Trees beginning 372' from DER, 32' right of centerline, up to 90' AGL/619' MSL. **Rwy 15**, trees beginning 880' from DER, 112' left of centerline, up to 69' AGL/588' MSL. Vehicles on road and trees beginning 153' from DER, 107' right of centerline, up to 85' AGL/594' MSL.

Rwy 24, trees beginning 137' from DER, 77' left of centerline, up to 94' AGL/643' MSL. Vehicles on road and trees beginning 189' from DER, 4' right of centerline, up to 84' AGL/643' MSL. Tower 4828' from DER, 1728' right of centerline, 140' AGL/690' MSL.

Rwy 33, trees beginning 198' from DER, 1' left of centerline, up to 53' AGL/602' MSL. Trees beginning 184' from DER, 264' right of centerline, up to 82' AGL/621' MSL. Antenna on stack 1.5 NM from DER, 1421' right of centerline, 221' AGL/770' MSL.

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 17L**, std. w/min. climb of 230' per NM to 1300. **Rwy 17R**, std. w/min. climb of 260' per NM to 1300.

NOTE: **Rwy 11**, tree 1561' from DER, 855' left of centerline, 76' AGL/556' MSL. Sign 928' from DER, 705' left of centerline, 25' AGL/505' MSL. Tree 1466' from DER, 848' right of centerline, 72' AGL/552' MSL. **Rwy 17L**, light tower 622' from DER, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from DER, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from DER, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from DER, 637' left of centerline, 26' AGL/497' MSL. **Rwy 17R**, pole 748' from DER, 664' right of centerline, 24' AGL/505' MSL. Pole 666' from DER, 336' left of centerline, 24' AGL/496' MSL. **Rwy 29**, tree 1257' from DER, 809' left of centerline, 69' AGL/550' MSL. Stack 1213' from DER, 329' left of centerline, 37' AGL/518' MSL. Poles beginning 873' from DER, 223' left of centerline, up to 29' AGL/509' MSL. Trees beginning 1033' from DER, 73' right of centerline, 73' AGL/571' MSL. Obstruction light on glideslope 474' from DER, 398' right of centerline, 49' AGL/526' MSL. Pole 1255' from DER, 760' right of centerline, 29' AGL/515' MSL. **Rwy 35L**, Poles beginning 686' from DER, 116' left of centerline, up to 38' AGL/541' MSL. Lighted tower 258' from DER, 261' left of centerline 44' AGL/500' MSL. Poles beginning 270' from DER, 230' right of centerline, up to 64' AGL/526' MSL. Trees beginning 1596' from DER, 260' right of centerline up to 86' AGL/560' MSL. **Rwy 35R**, Multiple trees and poles beginning 542' from DER, 303' right of centerline up to 88' AGL/580' MSL.

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

16315

MADISONVILLE, KY

MADISONVILLE RGNL (210)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from DER, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from DER, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from DER, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from DER, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY (MNV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 03359 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning. **Rwy 23**, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.
NOTE: **Rwy 5**, building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL. **Rwy 23**, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

MARION, KY

MARION-CRITTENDEN COUNTY (5M9)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, 300-1½ or std. w/ min. climb of 215' per NM to 900.
NOTE: **Rwy 7**, trees beginning 64' from DER, 281' left of centerline, up to 89' AGL/716' MSL. Fence post 93' from DER, 248' left of centerline, 6' AGL/632' MSL. Trees beginning 2656' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 25**, trees beginning 123' from DER, 314' right of centerline, up to 52' AGL/701' MSL. Trees beginning 291' from DER, 303' left of centerline, up to 62' AGL/711' MSL. Pole 1150' from DER, 331' left of centerline, 35' AGL/686' MSL. Trees beginning 2034' from DER, left and right of centerline, up to 100' AGL/819' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES
AMDT 3 13178 (FAA)

NOTE: **Rwy 1**, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL. Vehicles on roadway beginning 466' from DER, 454' right of centerline, up to 15' AGL/550' MSL. Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL. Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL. Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL. **Rwy 19**, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL. Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL. Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL. Vertical structure 630' from DER, 88' right of centerline, 22' AGL/543' MSL. Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL. Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL. Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL. Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL (RNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES
TAKEOFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN (M01)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES
AMDT 4 12068 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, std. w/min. climb of 280' per NM to 1000, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 17**, climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course. **Rwy 35**, climb heading 347° to 1000 before turning right.
NOTE: **Rwy 17**, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL. Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL. Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL. **Rwy 35**, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL. Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL. Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.

MEMPHIS INTL (MEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES
AMDT 4 13346 (FAA)
DEPARTURE PROCEDURE: **Rwy 36C**, climb heading 358° to 700 before turning left.
NOTE: **Rwy 9**, light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL. **Rwy 18R**, VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees beginning 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL. **Rwy 27**, trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL. **Rwy 36C**, light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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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

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions.

Rwy 28, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from DER, on centerline, 17' AGL/1166' MSL. Trees 52' from DER, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from DER, 100' AGL/1249' MSL. Tower 5066' from DER, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from DER, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from DER, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from DER, 3200' left and right of centerline, upslong on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from DER, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11237 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 185° to 1500 before turning left.

NOTE: **Rwy 18**, trees beginning 164' from DER, 423' right of centerline, up to 100' AGL/329' MSL. Trees beginning 1292' from DER, 496' left of centerline, up to 100' AGL/379' MSL. Power line and poles beginning 2114' from DER, left to right of centerline, up to 105' AGL/331' MSL. **Rwy 36**, trees beginning 173' from DER, 500' right of centerline, up to 100' AGL/368' MSL. Trees beginning 2377' from DER, 19' left of centerline, up to 100' AGL/352' MSL.

MONTICELLO, KY

WAYNE COUNTY (EKQ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 12124 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1¼. **Rwy 21**, std. w/ min. climb of 275' per NM to 1900 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 039° to 1700 before proceeding on course. **Rwy 21**, climb heading 219° to 2000 before proceeding on course or for climb in visual conditions, cross Wayne County airport at or above 2200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 3**, trees beginning 1292' from DER, 533' right of centerline, up to 100' AGL/1139' MSL. Trees beginning 1459' from DER, 16' left of centerline, up to 100' AGL/1179' MSL. Vehicles on roadway beginning 1402' from DER, 329' right of centerline, up to 17' AGL/1096' MSL. **Rwy 21**, vehicles on roadway beginning 570' from DER, 469' left of centerline, up to 17' AGL/996' MSL. Trees beginning 932' from DER, 285' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1254' from DER, 200' left of centerline, up to 100' AGL/1059' MSL.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A.

THOMAS RGNL (SYM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14261 (FAA)

NOTE: **Rwy 2**, trees 777' from DER, 494' left of centerline, up to 77' AGL/1096' MSL. Trees beginning 5041' from DER, 1228' right of centerline, 100' AGL/1139' MSL. **Rwy 20**, vehicles on roadway, beginning 7' from DER, left and right of centerline, up to 15' AGL/1054' MSL. Trees 432' from DER, 534' right of centerline, up to 75' AGL/1054' MSL. Trees 1595' from DER, 716' left of centerline, up to 71' AGL/1090' MSL. Trees beginning 3093' from DER, 954' right of centerline, up to 100' AGL/1159' MSL. Tree 5021' from DER, 1767' right of centerline, 100' AGL/1179' MSL.

MORRISTOWN, TN

MOORE-MURRELL (MOR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 5**, for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course. **Rwy 23**, climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

NOTE: **Rwy 5**, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL. Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL. Windssock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL. Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL. Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL. Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL. **Rwy 23**, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL. Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL. Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL. Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL. Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY

COUNTY (IOB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3**, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21**, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

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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

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09211 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 w/min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)

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

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 184° to 1400 before turning right.

NOTE: **Rwy 18**, trees beginning 194' from DER, 110' left of centerline to 133' right of centerline, up to 87' AGL/706' MSL. Building 655' from DER, 305' left of centerline, up to 18' AGL/637' MSL. **Rwy 36**, trees beginning 31' from DER, 97' left of centerline to 105' right of centerline, up to 100' AGL/709' MSL.

MURRAY, KY

KYLE-OAKLEY FIELD (CEY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 11349 (FAA)

NOTE: **Rwy 5**, trees and pole beginning 665' from DER, 473' right of centerline, up to 100' AGL/679' MSL. Trees beginning 951' from DER, 346' left of centerline, up to 110' AGL/679' MSL. **Rwy 23**, tree 16' from DER, 407' right of centerline, 69' AGL/660' MSL. Trees beginning 144' from DER, 417' left of centerline, up to 85' AGL/689' MSL.

NASHVILLE, TN

JOHN C TUNE (JWN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, std. w/min. climb of 207' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, departure must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2300 before turning right. **Rwy 20**, climb heading 198° to 2400 before proceeding on course.

VCOA: **Rwy 2**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to Cross John C Tune Airport at or above 2300 before proceeding on course.

NOTE: **Rwy 2**, rising terrain beginning 454' from DER, from 492' left of centerline to 233' right of centerline, up to 539' MSL. Trees beginning 838' from DER, from 633' right of centerline, up to 68' AGL/548' MSL. Trees beginning 1326' from DER, from 693' left of centerline, up to 56' AGL/556' MSL. Trees beginning 1607' from DER, from 627' left of centerline, up to 86' AGL/565' MSL. Trees beginning 1918' from DER, from 554' left of centerline, up to 86' AGL/574' MSL. **Rwy 20**, runway end lights beginning 10' from DER, 10' right of centerline and 11' left of centerline, 3' AGL/459' MSL. Trees beginning 1145' from DER, from 490' left of centerline, up to 62' AGL/502' MSL. Trees beginning 1655' from DER, left and right of centerline, up to 88' AGL/508' MSL. Transmission towers beginning 2983' from DER, from 746' left of centerline, up to 144' AGL/550' MSL.

NASHVILLE INTL (BNA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 8 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 201° to 1400 before turning right. **Rwys 20C, 20R** climb heading 201° to 1800 before turning right.

NOTE: **Rwy 2L**, trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 13**, blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20C**, trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL. **Rwy 20L**, trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL. **Rwy 20R**, flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

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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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ONEIDA, TN

SCOTT MUNI (SCX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 02276 (FAA)

NOTE: **Rwy 5**, tree 2800' from DER, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from DER, on centerline, 42' AGL/1575' MSL. Power line 2938' from DER, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVISS COUNTY (OWB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 400-2 or std. w/ min. climb of 330' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1000 before proceeding on course.

NOTE: **Rwy 6**, antenna, windsock, poles, and buildings beginning 289' from DER, 163' left of centerline, up to 40' AGL/444' MSL. Trees beginning 1489' from DER, 429' right of centerline, up to 65' AGL/471' MSL. Steeple, poles, and trees beginning 1835' from DER, 204' left of centerline, up to 85' AGL/491' MSL. **Rwy 18**, rising terrain beginning 223' from DER, 555' right of centerline, up to 0' AGL/403' MSL. **Rwy 24**, trees beginning 1379' from DER, 81' right of centerline, up to 80' AGL/482' MSL. Trees beginning 2589' from DER, 964' left of centerline, up to 86' AGL/485' MSL. **Rwy 36**, tanks, trees, and buildings beginning 395' from DER, 496' left of centerline, up to 29' AGL/443' MSL. Trees beginning 478' from DER, 500' right of centerline, up to 25' AGL/439' MSL. Towers beginning 1.5 NM from DER, 2940' right of centerline, up to 406' AGL/805' MSL.

PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 06271 (FAA)

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from DER, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from DER, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from DER, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from DER, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from DER, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from DER, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from DER, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from DER, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from DER, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from DER, 3' right of centerline, 0' AGL/ 420' MSL. Terrain 25' from DER, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from DER, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from DER, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 10070 (FAA)

NOTE: **Rwy 2**, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20**, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09127 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PINE KNOT, KY

MC CREARY COUNTY (18I)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 14317 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1900 before turning right. **Rwy 22**, climb heading 220° to 2000 before turning left.

NOTE: **Rwy 4**, trees beginning 73' from DER, 15' left of centerline, 218' right of centerline, up to 100' AGL/1439' MSL. **Rwy 22**, trees beginning 473' from DER, 189' left of centerline, 380' right of centerline, up to 100' AGL/1499' MSL.

PORTLAND, TN

PORTLAND MUNI (1M5)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07214 (FAA)

NOTE: **Rwy 1**, tree 501' from DER, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from DER, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from DER, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 13234 (FAA)

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from DER, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from DER, 35' left of centerline, up to 63' AGL/1283' 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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PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13206 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/min.
climb of 280' per NM to 900.

NOTE: **Rwy 5**, trees beginning 14' from DER, 434' right of centerline, up to 100' AGL/779' MSL. Trees beginning 314' from DER, 371' left of centerline, up to 58' AGL/577' MSL. **Rwy 23**, structures and terrain beginning 11' from DER, 198' right of centerline, up to 4' AGL/599' MSL. Structures and terrain beginning 40' from DER, 249' left of centerline, up to 4' AGL/593' MSL. Trees beginning 385' from DER, 48' right of centerline, up to 73' AGL/622' MSL. Trees beginning 421' from DER, 350' left of centerline, up to 68' AGL/647' MSL. Utility poles beginning 764' from DER, 176' right of centerline, up to 33' AGL/613' MSL.

PULASKI, TN

ABERNATHY FIELD (GZS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4A 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 300-2¼ or std. w/min.
climb of 288' per NM to 1100. **Rwy 34**, 500-3 or std.
w/min. climb of 461' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading
156° to 1200 before proceeding on course.

NOTE: **Rwy 16**, ground and trees beginning 60' from DER, 159' right of centerline, up to 80' AGL/708' MSL. Trees beginning 374' from DER, 173' left of centerline, up to 80' AGL/681' MSL. Poles and conveyor beginning 937' from DER, 141' right of centerline, up to 75' AGL/705' MSL. Trees beginning 1170' from DER, 587' left of centerline, up to 80' AGL/694' MSL. Trees beginning 5236' from DER, 308' right of centerline, up to 80' AGL/778' MSL. **Rwy 34**, terrain and trees beginning 1' from DER, 189' left of centerline, up to 80' AGL/756' MSL. Trees beginning 1031' from DER, right and left of centerline, up to 80' AGL/1029' MSL.

RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 16203 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading
180° to 1900 before turning left.

NOTE: **Rwy 18**, trees beginning 19' from DER, 296' right of centerline, up to 1018' MSL. Tree 579' from DER, 563' left of centerline, 1038' MSL. Trees beginning 600' from DER, 479' left of centerline, 1048' MSL. Trees, beginning 824' from DER, 579' right of centerline, 1055' MSL. Trees, beginning 1637' from DER, 558' right of centerline, up to 1065' MSL. Tree 2293' from DER, 374' left of centerline, 1068' MSL. Tree 2355' from DER, 256' left of centerline, 1069' MSL. Trees, beginning 2422' from DER, 36' left of centerline, up to 1073' MSL. Trees, beginning 2443' from DER, 78' left of centerline, up to 1081' MSL. Tree 2468' from DER, 109' right of centerline, 1070' MSL. Tree 2605' from DER, 112' right of centerline, 1072' MSL. **Rwy 36**, fence beginning 5' from DER, 402' right of centerline, up to 968' MSL. Tree 21' from DER, 330' left of centerline, 978' MSL.

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ROCKWOOD, TN

ROCKWOOD MUNI (RKW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11349 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044°
to 2500 before turning left. **Rwy 22**, climb heading 224°
to 2600 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 100' from DER, 234' right of centerline, up to 81' AGL/1646' MSL. Trees beginning 593' from DER, 557' left of centerline, up to 88' AGL/1649' MSL. **Rwy 22**, trees beginning 54' from DER, 101' left of centerline, up to 71' AGL/1676' MSL. Trees beginning 630' from DER, 136' right of centerline, up to 70' AGL/1691' MSL.

ROGERSVILLE, TN

HAWKINS COUNTY (RVN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 400-2¼ or std. w/min.
climb of 372' per NM to 1800. **Rwy 25**, 500-3 w/min.
climb of 262' per NM to 2000 or 1700-3 for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 068°
to 3100 before proceeding on course. **Rwy 25**, climb
heading 233° to 2800 before proceeding on course. For
climb in visual conditions: cross Hawkins County Airport
at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 7**, terrain, house, driveways, and trees
beginning 101' from DER, 26' left of centerline, up to 35'
AGL/1354' MSL. Trees beginning 245' from DER, 194'
right of centerline, up to 101' AGL/1340' MSL. Trees 1.1
NM from DER, 2338' left of centerline, up to 67'
AGL/1566' MSL. Tower 2.2 NM from DER, 3130' left of
centerline, 223' AGL/1589' MSL. **Rwy 25**, power line
pole and trees beginning 76' from DER, 3' left of
centerline, up to 87' AGL/1406' MSL. Terrain, fences,
buildings, power lines, power line poles, and trees
beginning 2' from DER, 133' right of centerline, up to 87'
AGL/1406' MSL. Trees 2440' from DER, 1102' right of
centerline, up to 99' AGL/1478' MSL. Trees 5831' from
DER, 1642' right of centerline, up to 81' AGL/1600' MSL.
Trees 2.5 NM from DER, 3446' right of centerline, up to
64' AGL/1713' MSL.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY (4M7)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 13262 (FAA)

NOTE: **Rwy 6**, trees beginning 17' from DER, 243' left of
centerline, up to 93' AGL/732' MSL. Trees beginning
1421' from DER, 13' right of centerline, up to 100'
AGL/758' MSL. Power line 2580' from DER, crossing left
to right, 90' AGL/744' MSL. **Rwy 24**, vehicles on
roadway, 1' from DER, 185' left and right of centerline, up
to 20' AGL/713' MSL. Trees beginning 177' from DER,
255' right of centerline, up to 51' AGL/739' MSL. Trees
beginning 1597' from DER, 797' left of centerline, up to
61' AGL/756' MSL.

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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SABRE AAF (FORT CAMPBELL) (EOD),

CLARKSVILLE, TN

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1A, 16175

Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL..

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 09211 (FAA)

TAKEOFF MINIMUMS: **Rwy 19**, 400-2¼ or std. w/min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from DER, 154' right of centerline, up to 644' MSL. Trees beginning 104' from DER, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from DER, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from DER, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from DER, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from DER, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE (GKT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4A 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, std. w/min. climb of 320' per NM to 2900 or 900-2½ for climb in visual conditions. **Rwy 28**, 400-2¼ or std. w/min. climb of 210' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur not later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10**, Climbing left turn on VXV VORTAC R-090 westbound to VXV VORTAC to 5000 before proceeding on course. For climb in visual conditions: cross Gatlinburg-Pigeon Forge airport westbound on VXV VORTAC R-102 at or above 1900 MSL to VXV VORTAC; continue climb to 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 28**, Climb on heading 282° and on VXV VORTAC R-102 to VXV VORTAC to 5000 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 194' from DER, 378' right of centerline, up to 80' AGL/1123' MSL. Trees beginning 300' from DER, 350' left of centerline, up to 80' AGL/1123' MSL. Trees beginning 716' from DER, 255' left of centerline, up to 85' AGL/1131' MSL. Power line 941' from DER, 602' right of centerline, 55' AGL/1079' MSL. **Rwy 28**, trees beginning 184' from DER, 259' left of centerline, up to 45' AGL/1071' MSL. Trees beginning 949' from DER, 376' right of centerline, up to 45' AGL/1116' MSL. Tower 1119' from DER, 624' right of centerline, 78' AGL/1079' MSL. Tower 2.2 NM from DER, 2629' right of centerline, 175' AGL/1359' MSL.

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

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from DER, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from DER, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from DER, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from DER, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from DER, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from DER, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from DER, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 6 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 19**, 300-2 or std. w/min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.
NOTE: **Rwy 1**, trees beginning 762' from DER, 79' right of centerline, up to 100' AGL/592' MSL. Trees beginning 1192' from DER, 194' left of centerline, up to 100' AGL/617' MSL. Vehicles on roadway 3918' from DER, 697' across centerline, up to 17' AGL/627' MSL. **Rwy 14**, trees beginning 1318' from DER, 808' left of centerline, up to 100' AGL/572' MSL. **Rwy 19**, vehicles on roadway 1493' from DER, crosses centerline, up to 17' AGL/566' MSL. Trees beginning 1547' from DER, 75' right of centerline, up to 100' AGL/608' MSL. Trees beginning 1647' from DER, 165' left of centerline, up to 100' AGL/659' MSL. Tower 1.7 NM from DER, 2316' right of centerline, 143' AGL/788' MSL. **Rwy 32**, trees beginning 69' from DER, 461' left of centerline, up to 100' AGL/635' MSL. Trees beginning 404' from DER, 64' right of centerline, up to 100' AGL/695' MSL.

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

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SOMERSET, KY

LAKE CUMBERLAND RGNL (SME)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 12096 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 500-2 or std. w/min.
climb of 435' per NM to 1600. **Rwy 23**, 300-1¼ or
std. w/min. climb of 375' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading
048° to 2000 before proceeding on course. **Rwy 23**,
climb heading 228° to 2000 before turning
southbound.

NOTE: **Rwy 5**, power lines beginning 2350' from
DER, on centerline, up to 100' AGL/1009' MSL.
Trees beginning 5685' from DER, left and right of
centerline, up to 100' AGL/1369' MSL. Tower 1.7
NM from DER, 500' right of centerline, 100'
AGL/1300' MSL. **Rwy 23**, poles beginning 178' from
DER, on centerline, up to 102' AGL/1111' MSL.
Trees beginning 281' from DER, left and right of
centerline, up to 81' AGL/1190' MSL. Buildings
beginning 412' from DER, 336' right of centerline, up
to 10' AGL/1089' MSL. Hills beginning 982' from
DER, 102' left of centerline, up to 927' MSL. Signs
beginning 1214' from DER, 45' right of centerline,
45' AGL/959' MSL. Antenna 2939' from DER, 54' left
of centerline, 56' AGL/1005' MSL.

SOMERVILLE, TN

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

NOTE: **Rwy 1**, multiple trees beginning 527' from
DER, 343' right of centerline, up to 100' AGL/529'
MSL. Multiple trees beginning 427' from DER, 8' left
of centerline, up to 100' AGL/529' MSL. **Rwy 19**,
multiple trees beginning 87' from DER, 306' right of
centerline, up to 100' AGL/539' MSL. Multiple trees
beginning 709' from DER, 455' left of centerline, up
to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via
heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from DER, 448' right of
centerline, 100' AGL/1049' MSL. Tree 484' from
DER, 574' right of centerline, 100' AGL/1056' MSL.
Rwy 22, tree 1646' from DER, 775' left of centerline,
100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON-SPRINGFIELD-GEORGE HOERTER
FIELD (6I2)

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

NOTE: **Rwy 11**, trees beginning 137' from DER, 506' right of
centerline, up to 75' AGL/956' MSL. Trees beginning 217'
from DER, 485' left of centerline, up to 90' AGL/897' MSL.
Trees beginning 330' from DER, 21' left of centerline, up to
26' AGL/885' MSL. Trees beginning 764' from DER, 68' left of
centerline, up to 80' AGL/891' MSL. **Rwy 29**, vehicle on road
2' from DER, 304' right of centerline, 14' AGL/824' MSL.
Trees and pole beginning 402' from DER, 457' right of
centerline, up to 43' AGL/860' MSL. Trees beginning 1283'
from DER, 639' left of centerline, up to 44' AGL/852' MSL.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY (M91)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12040 (FAA)

NOTE: **Rwy 4**, ground 129' from DER, 495' right of centerline,
715' MSL. Trees beginning 495' from DER, 209' right of
centerline, up to 100' AGL/800' MSL. Trees beginning 863'
from DER, 442' left of centerline, up to 100' AGL/784' MSL.
Transmission poles beginning 1410' from DER, 229' left of
centerline, up to 38' AGL/748' MSL.

Rwy 22, power lines beginning 530' from DER, 625' left of
centerline, up to 100' AGL/819' MSL. Trees beginning 630'
from DER, 520' left of centerline, up to 100' AGL/819' MSL.

STURGIS, KY

STURGIS MUNI (TWT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 14093 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of
280' per NM to 800.

NOTE: **Rwy 1**, trees beginning 2114' from DER, 514' left of
centerline, up to 100' AGL/689' MSL. **Rwy 19**, trees
beginning 1248' from DER, 19' left of centerline, up to 94'
AGL/454' MSL. Trees beginning 2144' from DER, 226' right
of centerline, up to 100' AGL/509' MSL.

TAZEWELL, TN

NEW TAZEWELL MUNI (3A2)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 14149 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, NA-Environmental and
obstacles. **Rwy 25**, 300-1 w/min. climb of 480' per NM to
2700, or 1800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 250° to
2500 before proceeding on course.

VCOA: **Rwy 25**, obtain ATC approval for climb in visual
conditions when requesting IFR clearance. Climb in visual
conditions to cross New Tazewell Muni airport at or above
2800 before proceeding on course.

NOTE: **Rwy 25**, multiple trees and bushes beginning 12' from
DER, 190' right and left of centerline, up to 100' AGL/1213'
MSL. Fence 77' from DER, 246' right of centerline, 4'
AGL/1185' MSL. Poles 302' from DER, 254' right of
centerline, 29' AGL/1253' MSL. Building 691' from DER, 482'
right of centerline, 16' AGL/1211' MSL. Multiple trees
beginning 5703' from DER, 406' right of centerline, up to 100'
AGL/1328' MSL.

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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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TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY
(TZV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading
218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of
centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole
10' from DER, 114' right of centerline, 2' AGL/1016'
MSL. Trees beginning at DER, left and right of
centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY (TGC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 87127 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway
heading to 1500 before turning east.

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN
FIELD (THA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11237 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27, NA** -
Environmental.

NOTE: **Rwy 6**, buildings beginning 36' from DER, 439'
right of centerline, up to 28' AGL/1098' MSL. Rising
terrain, beginning 41' from DER, 5' right of centerline,
up to 1090' MSL. Fence 83' from DER, 393' right of
centerline, up to 12' AGL/1082' MSL. Trees beginning
130' from DER, left and right of centerline, up to 100'
AGL/1199' MSL. Light poles beginning 674' from DER,
311' left of centerline, up to 36' AGL/1 096' MSL. **Rwy 18**,
trees beginning 146' from DER, left and right of
centerline, up to 100' AGL/1199' MSL. Buildings
beginning 299' from DER, 217' right of centerline, up to
32' AGL/1102' MSL. **Rwy 24**, trees beginning 454'
from DER, left and right of centerline, up to 100'
AGL/1219' MSL. **Rwy 36**, trees beginning 24' from
DER, left and right of centerline, up to 100' AGL/1229'
MSL. Light pole 260' from DER, 498' left of centerline,
18' AGL/1088' MSL.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11237 (FAA)

NOTE: **Rwy 1**, obstruction light 9' from DER, 124' right
of centerline, 2' AGL/310' MSL. Trees 1200' from DER,
734' left of centerline, up to 69' AGL/379' MSL. Tractor
112' from DER, 405' left of centerline, 12' AGL/321'
MSL. **Rwy 19**, trees 1050' from DER, 61' left of
centerline, up to 100' AGL/449' MSL. Trees 1452' from
DER, 865' right of centerline, up to 100' AGL/459' MSL.
Tractor 32' from DER, 81' left of centerline, 12'
AGL/351' MSL.

WAVERLY, TN

HUMPHREYS COUNTY (0M5)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 79221 (FAA)
TAKEOFF MINIMUMS: **Rwys 3, 21**, 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY (BYL)

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

TAKEOFF MINIMUMS: **Rwy 2**, 300-1¼ or std. w/ a min.
climb of 221' per NM to 1500. **Rwy 20**, std. w/ min. climb
of 337' per NM to 2800, or 1400-3 for climb in visual
conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023°
to 2000 before turning East. **Rwy 20**, for climb in visual
conditions cross Williamsburg-Whitley County Airport at
or above 2400 MSL before proceeding on course. When
executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 2**, trees beginning 3563' from DER, left of
centerline, up to 100' AGL/1353' MSL. Trees beginning
4285' from DER, right of centerline, up to 100' AGL/1355'
MSL. Tree 1.1 NM from DER, 52' right of centerline, up
to 76' AGL/1355' MSL. Tree 1.1 NM from DER, 195' left
of centerline, up to 89' AGL/1348' MSL. **Rwy 20**, trees
beginning 331' from DER, 331' left of centerline, up to
57' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI (BGF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, std. w/min. climb of 330'
per NM to 2400, or 1500-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 18**, climb heading 185°
to 2300 before turning left. **Rwy 36**, climb heading 005°
to 2000 before turning right.

VCOA: **Rwy 18**, obtain ATC approval for climb in visual
conditions when requesting IFR clearance. Climb in
visual conditions to cross Winchester Muni airport at or
above 2300 before proceeding on course.

NOTE: **Rwy 18**, trees beginning 174' from DER, 387' left
of centerline, up to 81' AGL/1062' MSL. Vehicles on
roadway beginning 388' from DER, left and right of
centerline, up to 17' AGL/1006' MSL. Tower 726' from
DER, 337' left of centerline, 31' AGL/1018' MSL. Trees
beginning 1237' from DER, 539' right of centerline, up to
126' AGL/1057' MSL. Rising terrain beginning 3.4 NM
from DER, left and right of centerline, up to 2119' MSL.
Rwy 36, rising terrain and trees beginning 97' from DER,
293' left of centerline, up to 109' AGL/1100' MSL.
Vehicles on roadway beginning 817' from DER, 659' left
of centerline, up to 17' AGL/996' MSL. Trees beginning
2654' from DER, 75' right of centerline, up to 60'
AGL/1052' MSL.

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



INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

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

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND
RGNL (DWU) RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 28¹
VOR/DME Rwy 10²

NA when local weather not available.
¹Category B, 900-2; Category C, 900-2½;
Category D, 900-2¾.
²Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

BOWLING GREEN, KY

BOWLING GREEN-WARREN
CITY RGNL (BWG) ILS or LOC Rwy 3¹
NDB Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR-A

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

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES
RGNL TN/VA (TRI) ILS or LOC Rwy 5¹²
ILS or LOC Rwy 23³, 1000-3
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

¹ILS, Categories A, B, C, D, 700-2.
²NA when local weather not available
³NA when control tower closed.

NAME ALTERNATE MINIMUMS

CHATTANOOGA, TN

LOVELL FIELD (CHA) ILS or LOC Rwy 2¹²
ILS or LOC Rwy 20¹²
RADAR-1³⁴
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 15¹⁶
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 33¹³
VOR Rwy 33¹³

¹NA when control tower closed or when local weather not available.
²ILS, Categories A, B, C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
³Category D, 800-2½.
⁴NA when control tower closed.
⁵NA when local weather not available.
⁶Category C, 800-2¾; Category D, 800-2½.

CLARKSVILLE, TN

OUTLAW FIELD (CKV) LOC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

SABRE AAF (FORT CAMPBELL) (EOD) RNAV (GPS) Rwy 5
RNAV (GPS) X Rwy 23
NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY (MRC) RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
Category D, 800-2¾.

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ALTERNATE MINS

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M2



NAME ALTERNATE MINIMUMS
COVINGTON, KY
 CINCINNATI/NORTHERN KENTUCKY
 INTL (CVG) ILS or LOC Rwy 9
 ILS or LOC Rwy 18C
 ILS or LOC Rwy 18L
 ILS or LOC Rwy 18R
 ILS or LOC Rwy 27
 ILS or LOC Rwy 36C
 ILS or LOC Rwy 36L
 ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN
 COVINGTON
 MUNI (M04)..... RNAV (GPS) Rwy 1
 NA when local weather not available.

CROSSVILLE, TN
 CROSSVILLE MEMORIAL-WHITSON
 FIELD (GSV) ILS Y or LOC Y Rwy 26
 ILS Z or LOC Z Rwy 26
 Category D, 700-2.

DYERSBURG, TN
 DYERSBURG
 RGNL (DYR) RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 VOR -A
 NA when local weather not available.

ELIZABETHTON, TN
 ELIZABETHTON
 MUNI (0A9) RNAV (GPS) Rwy 6
 NA when local weather not available.
 Categories A, B, 1700-2; Category C, 1700-3.

FLEMINGSBURG, KY
 FLEMING-
 MASON (FGX) RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

FRANKFORT, KY
 CAPITAL
 CITY (FFT) RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

GLASGOW, KY
 GLASGOW MUNI (GLW) RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 26
 NA when local weather not available.
 Category D, 900-2½.

NAME ALTERNATE MINIMUMS
HARLAN, KY
 TUCKER-GUTHRIE
 MEMORIAL (I35) RNAV (GPS)-A
 NA when local weather not available.
 Category A, 1300-2.

HARTFORD, KY
 OHIO COUNTY (JQD) RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 NA when local weather not available.

HENDERSON, KY
 HENDERSON
 CITY-COUNTY (EHR)..... RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 NA when local weather not available.

JACKSON, TN
 MC KELLAR-
 SIPES RGNL (MKL)..... ILS or LOC Rwy 2
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 VOR Rwy 2
 NA when local weather not available.

KNOXVILLE, TN
 KNOXVILLE DOWNTOWN
 ISLAND (DKX) LOC Rwy 26¹
 RNAV (GPS) Rwy 26²
 VOR/DME-B³
 NA when local weather not available.
¹Categories A, B, 1000-2; Category C, 1000-3.
²Category B, 1000-2; Category C, 1000-2¾.
³Category A, 900-2; Category B, 1000-2;
 Category C, 1000-2¾.

MC GHEE
 TYSON (TYS) ILS or LOC Rwy 5L¹
 ILS or LOC Rwy 23L⁵
 ILS or LOC Rwy 23R⁴
 RNAV (GPS) Rwy 5L²
 RNAV (GPS) Rwy 5R²
 RNAV (GPS) Rwy 23L²
 RNAV (GPS) Rwy 23R²
 RADAR-1³

¹ILS, Categories B, C, 700-2; Category D, 1000-3.

²Category D, 1000-3.

³Category E, 1000-3.

⁴ILS, Categories A, B, C, 700-2; Categories D, E, 1000-3; LOC, Categories D, E, 1000-3.

⁵ILS, Categories B, C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.

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ALTERNATE MINS

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M2

SE-1





ALTERNATE MINS

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M4



NAME ALTERNATE MINIMUMS
MURFREESBORO, TN
 MURFREESBORO MUNI (MBT) **NDB Rwy 18**
 NA when local weather not available.

MURRAY, KY
 KYLE-OAKLEY
 FIELD (CEY) **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
 NA when local weather not available.

NASHVILLE, TN
 NASHVILLE
 INTL (BNA)..... **ILS or LOC Rwy 2C¹**
ILS or LOC Rwy 2L³
ILS or LOC/DME Rwy 2R³
ILS or LOC/DME Rwy 20L³
ILS or LOC Rwy 20R³
RNAV (GPS) Rwy 20C²
RNAV (GPS) Y Rwy 2C²
RNAV (GPS) Y Rwy 2L²
RNAV (GPS) Y Rwy 2R²
RNAV (GPS) Y Rwy 20L²
RNAV (GPS) Y Rwy 20R²

¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

²Category D, 800-2½.

³ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.

OWENSBORO, KY
 OWENSBORO-DAVISS
 COUNTY (OWB) **ILS or LOC Rwy 36¹²**
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 24³
RNAV (GPS) Rwy 36³
VOR Rwy 6⁴
VOR Rwy 18³
VOR Rwy 36

NA when local weather not available.

¹NA when control tower closed.

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

³Category D, 800-2¼.

⁴Category C, D, 800-2½.

PADUCAH, KY
 BARKLEY RGNL (PAH) **ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
VOR Rwy 4
VOR/DME Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS
PORTLAND, TN
 PORTLAND MUNI (1M5) **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
 NA when local weather not available.

PRESTONSBURG, KY
 BIG SANDY
 RGNL (SJS) **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
 Category D, 900-2¾.
 NA when local weather not available.

RICHMOND, KY
 CENTRAL KENTUCKY
 RGNL (RGA) **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18
 NA when local weather not available.
 Category D, 800-2½.

ROCKWOOD, TN
 ROCKWOOD
 MUNI (RKW) **VOR/DME Rwy 22**
 NA when local weather not available.

SHELBYVILLE, TN
 BOMAR FIELD-SHELBYVILLE
 MUNI (SYI) **RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹
VOR Rwy 36

NA when local weather not available.
¹Category C, 800-2¼; Category D, 800-2½.

SMYRNA, TN
 SMYRNA (MQY) **ILS or LOC/DME Rwy 32¹²**
RNAV (GPS) Rwy 1¹³
RNAV (GPS) Rwy 14¹³
RNAV (GPS) Rwy 19¹³
RNAV (GPS) Rwy 32¹³
VOR/DME Rwy 14³
VOR/DME Rwy 32³

¹NA when local weather not available.

²ILS, Category B, 700-2; Category C, 800-2; Category D, 1000-2¾; LOC, Category D, 1000-2 ¾.

³Category D, 1000-3.

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ALTERNATE MINS

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M4

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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
SOMERSET, KY			
LAKE CUMBERLAND			
RGNL (SME)	ILS or LOC/DME Rwy 5¹		
	RNAV (GPS) Y Rwy 5²		
	RNAV (GPS) Z Rwy 5, 800-2¼		
	RNAV (GPS) Rwy 23²		

NA when local weather not available.
¹ILS, Category A, 700-2; Category B, 800-2;
 Category C, 800-2¼; Category D, 900-2¾.
 LOC, Category C, 800-2¼; Category D, 900-2¾.
²Category C, 800-2¼, Category D, 900-2¾.

SPRINGFIELD, KY			
LEBANON SPRINGFIELD-GEORGE HOERTER			
FIELD (6I2)	RNAV (GPS) Rwy 11		
	RNAV (GPS) Rwy 29		

NA when local weather not available.

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RADAR MINS

16175

RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Amdt 1A, 12068 USA) **ELEV 572**
RADAR - (E) 134.350x 237.5x 395.9x 258.3x 290.9x

RADAR-1	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HATH/	
ASR	5 ^{1 4 6 8}		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
			AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR ⁹	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR ¹⁰	5 ^{1 2 3 4}	3.0°/50/941	ABCDE	756-¾	200	(200-¾)
	23 ^{2 3 5}	3.0°/55/1143	ABCDE	772/40	200	(200-¾)

¹Apch not auth when R-3701, R-3702A in use.

²FAF 4.9 miles from threshold.

³Glideslope intercept altitude 2200.

⁴Final approach course 045.

⁵Final approach course 225.

⁶Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.

⁷Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260.

⁸FAF 5.0 miles from threshold, minimum altitude 2200.

⁹Circling NA SE of Rwy 5-23.

¹⁰PAR unavabl Sat-Sun 2300-0700Z++.

CHATTANOOGA, TN LOVELL FIELD (CHA)

Amdt 9, 27OCT05 (05300) (FAA)

ELEV 682

RADAR-1 125.1 379.1

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	DA/	HAT/	CEIL-VIS	
				MDA-VIS	HATH/		MDA-VIS	HATH/		
20			AB	1140/24	458	(500-½)	C	1140/40	458	(500-¾)
			D	1140/50	458	(500-1)				
			AB	1260/24	587	(600-½)	C	1260/50	587	(600-1)
			D	1260/60	587	(600-1¼)				
33			AB	1340-1	669	(700-1)	C	1340-1¼	669	(700-1¾)
			D	1340-2	669	(700-2)				
CIRCLING ALL RWY			AB	1340-1	658	(700-1)	C	1340-1¼	658	(700-1¾)
			D	1460-2½	778	(800-2½)				

When control tower closed, procedure not authorized.

SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16175

RADAR MINS



16175

RADAR INSTRUMENT APPROACH MINIMUMS

KNOXVILLE, TN
MC GHEE TYSON (TYS)

Amdt 22, 12MAY05 (15176) (FAA)

ELEV 981



RADAR-1 123.9 360.8  

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
5L			AB	1420/24	467	(500-½)	C	1420/40	467	(500-¾)
			D	1420/50	467	(500-1)	E	1420/60	467	(500-1¼)
5R			AB	1420-1	461	(500-1)	C	1420-1¼	461	(500-1¼)
			D	1420-1½	461	(500-1½)	E	1420-1¾	461	(500-1¾)
23R			AB	1520/40	539	(600-¾)	C	1520/50	539	(600-1)
			D	1520/60	539	(600-1¼)	E	1520-1½	539	(600-1½)
23L			AB	1520-1¼	555	(600-1¼)	C	1520-1½	555	(600-1½)
			D	1520-1¾	555	(600-1¾)	E	1520-2	555	(600-2)
CIRCLING ALL RWY			AB	1520-1¼	539	(600-1¼)	C	1540-1½	559	(600-1½)
			D	1620-2	639	(600-2)	E	1900-3	919	(1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

SABRE AAF (EOD), TN (Fort Campbell), (Amdt 3A, 16175 USA)

ELEV 593

RADAR - (E) 118.1 340.9   NA

ASR	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
23	5		COPTER	1060-½	473	(500-½)
			COPTER	1100-½	507	(600-½)

SE-1, 10 NOV 2016 to 05 JAN 2017

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SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16175

12264

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,400 feet
	32	01-19	3,950 feet

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12264

16147

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.

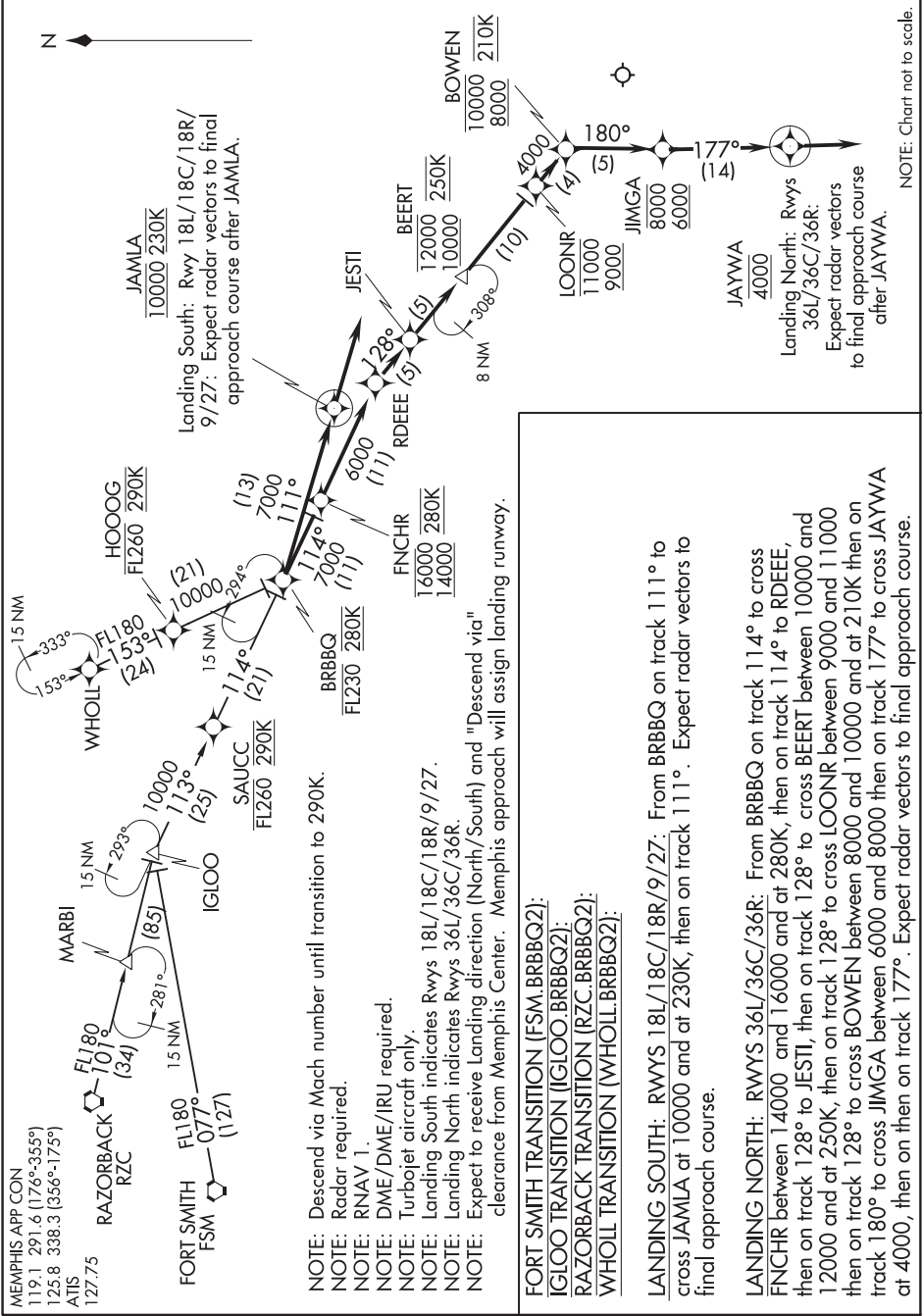
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
COVINGTON, KY CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.
KNOXVILLE, TN MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
	HS 3	Acft taxing on Twy B2 southeast bound sometimes fail to hold short of Rwy 23L.
LEXINGTON, KY BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
LOUISVILLE, KY LOUISVILLE INTL- STANDIFORD FIELD (SDF)	HS 1	Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D.
	HS 2	Rwy 35R Guard Lights on Twy D at Twy D1 are in a non-standard location.
	HS 3	Frequent crossings at Twy B and Twy C during Rwy 29 operations.
	HS 4	Twy B, Twy C, Twy G, Twy J, and Twy M- complex int.
MEMPHIS, TN MEMPHIS INTL (MEM)	HS 1	Rwy 18C APCH hold is East of Twy S.
	HS 2	Twy departure risk: Rwy 36L and Twy M.
NASHVILLE, TN NASHVILLE INTL (BNA)	HS 1	Short taxi risk from multiple twy locations to 2 rws.
	HS 2	Occasional holding for aircraft in the apch area of Rwy 20C.
	HS 3	Confusing twy intersections especially at night.
OWENSBORO, KY OWENSBORO-DAVIESS COUNTY (OWB)	HS 1	Northbound traffic on Twy C misses a required turn onto Twy E.
PADUCAH, KY BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.

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

16147

BRBBQ TWO ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



BRBBQ TWO ARRIVAL (RNAV)

(BRBBQ.BRBBQ2) 10NOV16

FORT SMITH TRANSITION (FSM.BRBBQ2):
IGLOO TRANSITION (IGLOO.BRBBQ2):
RAZORBACK TRANSITION (RZC.BRBBQ2):
WHOLL TRANSITION (WHOLL.BRBBQ2):

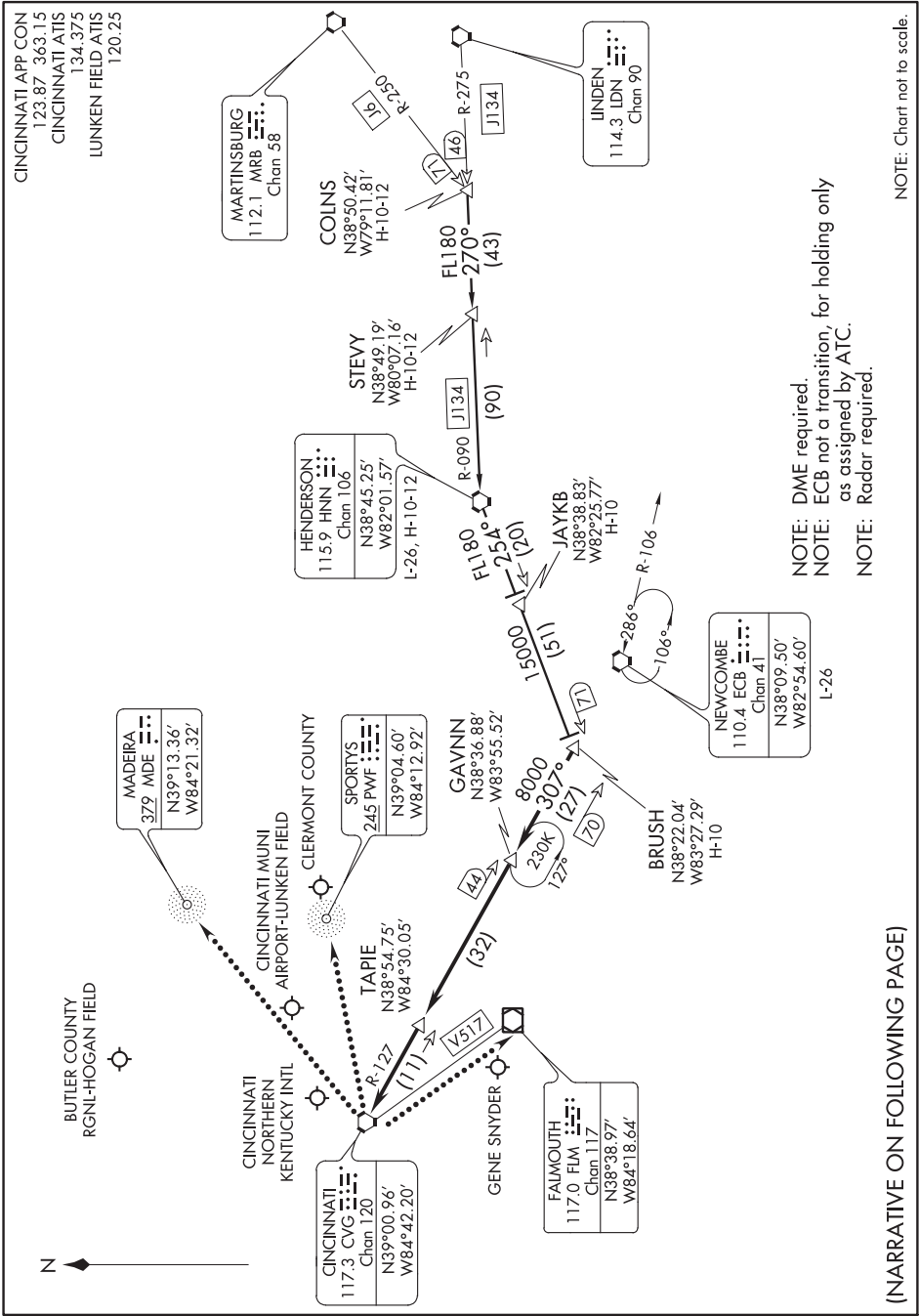
LANDING SOUTH: RWYS 18L/18C/18R/9/27: From BRBBQ on track 111° to cross JAYWA at 4000 and at 230K, then on track 177°. Expect radar vectors to final approach course.

LANDING NORTH: RWYS 36L/36C/36R: From BRBBQ on track 114° to cross FNCHR between 14000 and 16000 and at 280K, then on track 114° to cross RDEEE, then on track 128° to JESTI, then on track 128° to cross BEERT between 10000 and 12000 and at 250K, then on track 128° to cross LOONR between 9000 and 11000 then on track 128° to cross BOWEN between 8000 and 10000 and at 210K then on track 180° to cross JIMGA between 6000 and 8000 then on track 177° to cross JAYWA at 4000, then on then on track 177°. Expect radar vectors to final approach course.

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BRUSH TWO ARRIVAL

SE-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

NOTE: DME required.
NOTE: ECB not a transition, for holding only as assigned by ATC.
NOTE: Radar required.

SE-1, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

BRUSH TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH2): From over COLNS via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH2): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . . From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

In the event of lost communications:

For LUK: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For I69: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For K62: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 10 NOV 2016 to 05 JAN 2017

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(CEGRM.CEGRM4) 16315

CEGRM FOUR ARRIVAL (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
ST-655 (FAA) COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 254.25 (090°-269°)
123.875 363.15 (270°-089°)
ATIS 134.375

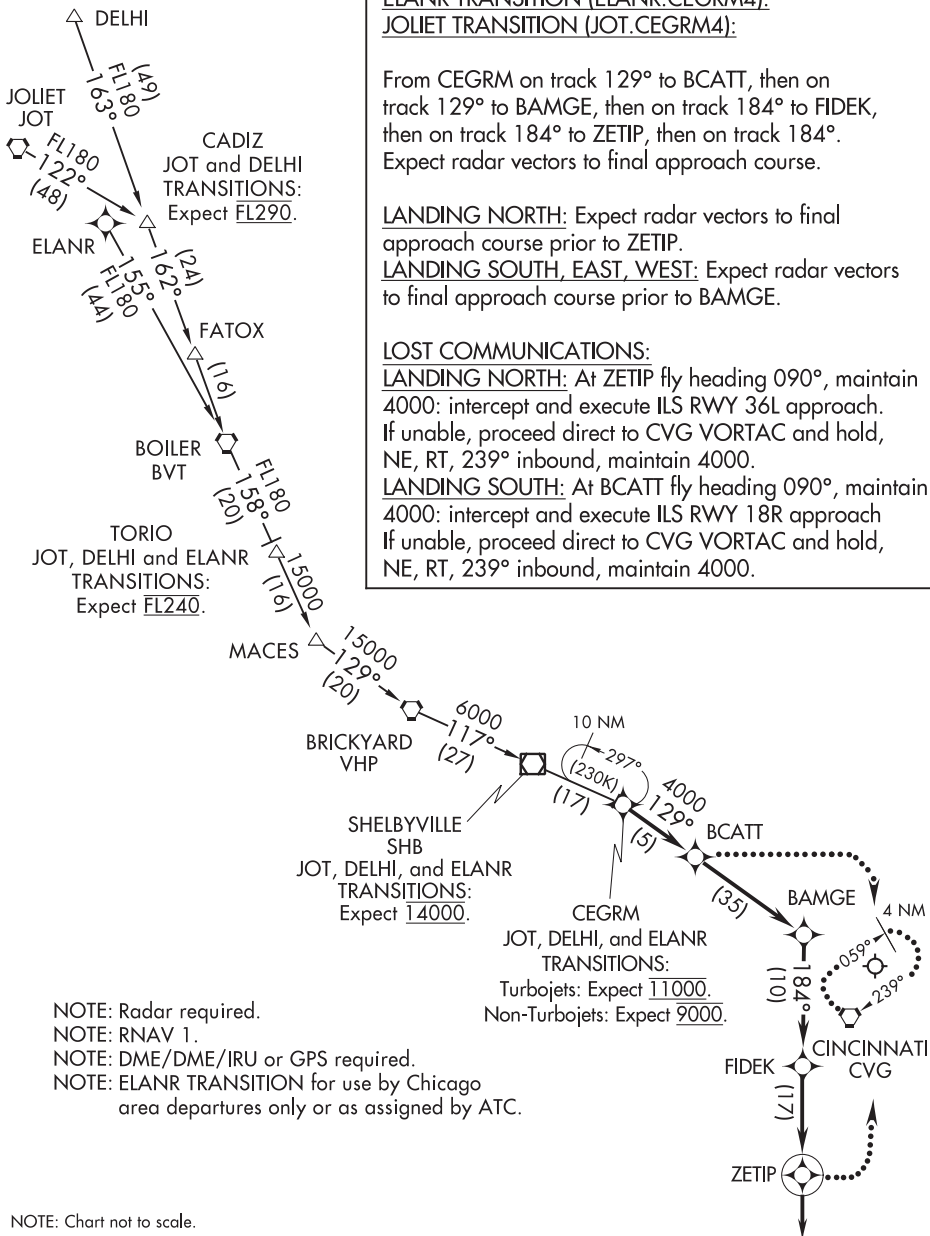
ARRIVAL ROUTE DESCRIPTION

DELHI TRANSITION (DELHI.CEGRM4):
ELANR TRANSITION (ELANR.CEGRM4):
JOLIET TRANSITION (JOT.CEGRM4):

From CEGRM on track 129° to BCATT, then on track 129° to BAMGE, then on track 184° to FIDEK, then on track 184° to ZETIP, then on track 184°.
Expect radar vectors to final approach course.

LANDING NORTH: Expect radar vectors to final approach course prior to ZETIP.
LANDING SOUTH, EAST, WEST: Expect radar vectors to final approach course prior to BAMGE.

LOST COMMUNICATIONS:
LANDING NORTH: At ZETIP fly heading 090°, maintain 4000: intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4000.
LANDING SOUTH: At BCATT fly heading 090°, maintain 4000: intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4000.



- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: ELANR TRANSITION for use by Chicago area departures only or as assigned by ATC.

NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

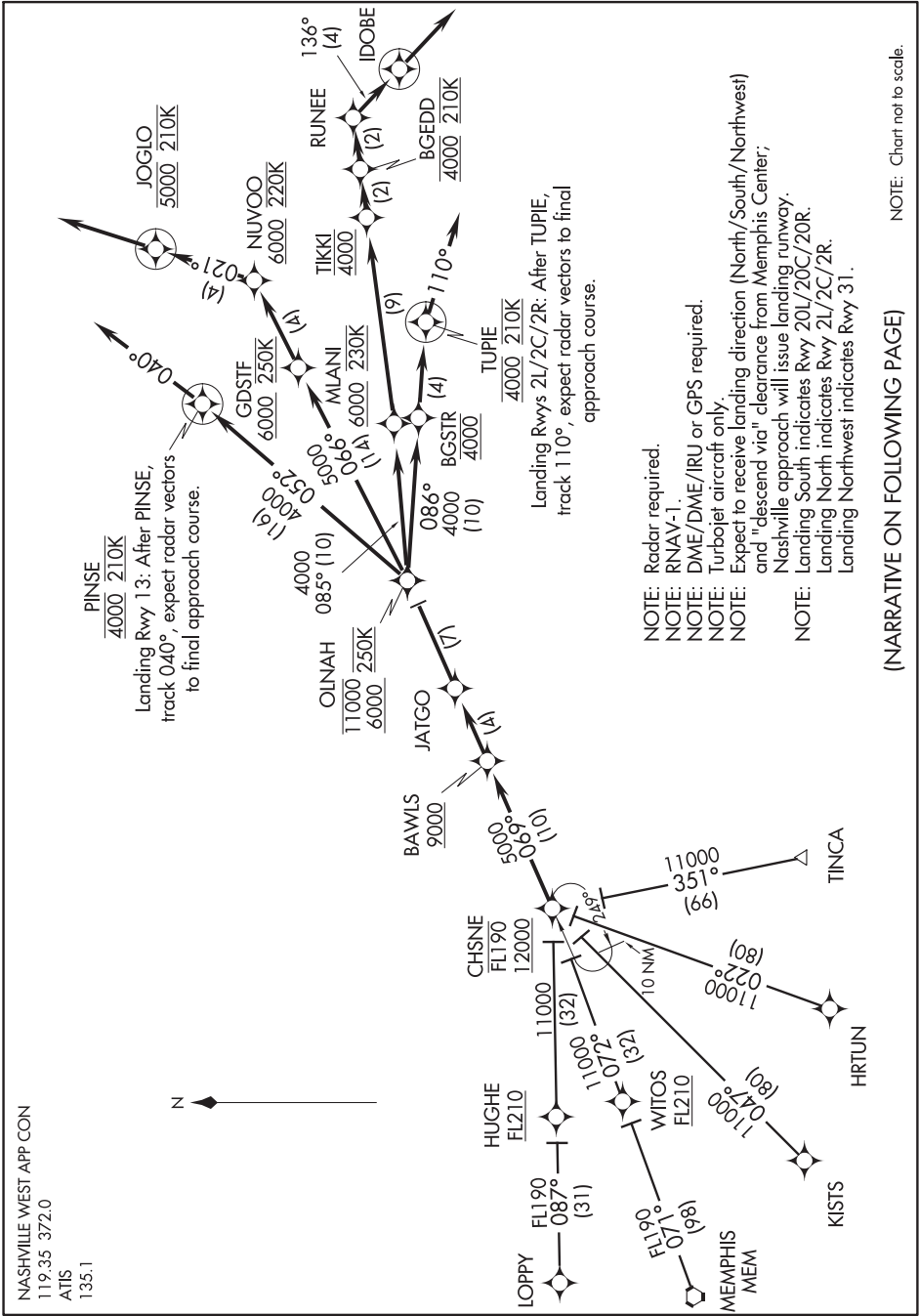
SE-1, 10 NOV 2016 to 05 JAN 2017

CEGRM FOUR ARRIVAL (RNAV)
(CEGRM.CEGRM4) 10NOV16

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CHSNE TWO ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 10 NOV 2016 to 05 JAN 2017

CHSNE TWO ARRIVAL (RNAV)

CHSNE TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

HRTUN TRANSITION (HRTUN.CHSNE2)

KISTS TRANSITION (KISTS.CHSNE2)

LOPPY TRANSITION (LOPPY.CHSNE2)

MEMPHIS TRANSITION (MEM.CHSNE2)

TINCA TRANSITION (TINCA.CHSNE2)

From over CHSNE on track 069° to cross BAWLS at/above 9000, then on track 069° to JATGO, then on track 069° to cross OLNAH at/above 6000 and at/below 11000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWY 2L/2C/2R): From over OLNAH on track 086° to cross BGSTR at 4000, then on track 086° to cross TUPIE at 4000 and at 210K, then on track 110°. Expect radar vectors to final approach course.

LANDING RWY 13: From over OLNAH on track 052° to cross PINSE at 4000 and at 210K, then on track 040°. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 20L/20C/20R): From over OLNAH on track 066° to cross GDSTF at/above 6000 and at 250K, then on track 066° to cross NUVOO at/above 6000 and at 220K, then on track 021° to cross JOGLO at 5000 and at 210K, then on track 021°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over OLNAH on track 085° to cross MLANI at/above 6000 and at 230K, then on track 085° to cross TIKKI at 4000, then on track 085° to cross BGEDD at 4000 and at 210K, then on track 085° to RUNEE, then on track 136° to IDOBE, then on track 136°. Expect radar vectors to final approach course.

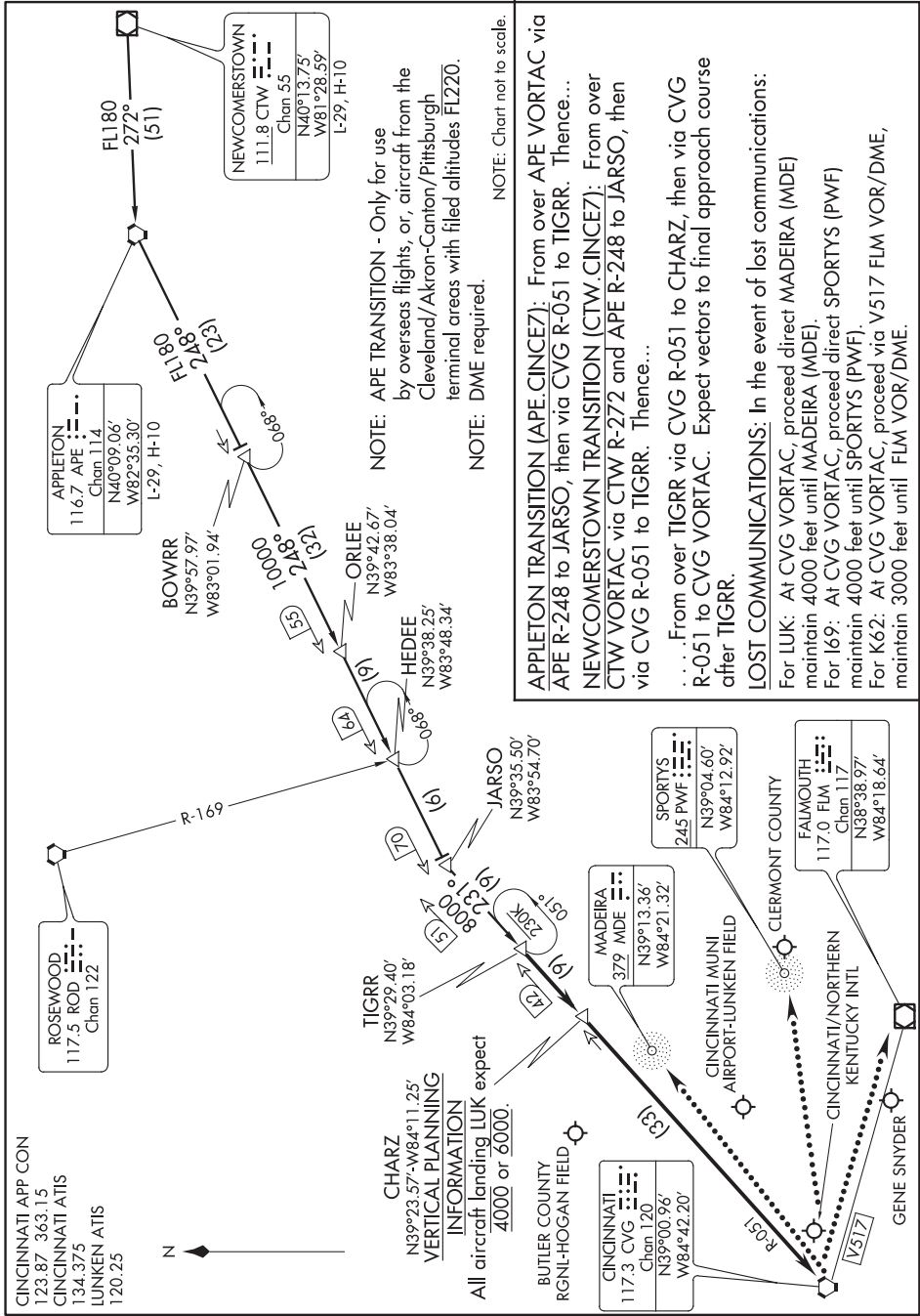
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CINCE SEVEN ARRIVAL

CINCINNATI, OHIO

SE-1, 10 NOV 2016 to 05 JAN 2017



SE-1, 10 NOV 2016 to 05 JAN 2017

CINCE SEVEN ARRIVAL

CINCINNATI, OHIO

CLEGG FOUR ARRIVAL

LEXINGTON APP CON
120.15 259.3
BLUE GRASS ATIS
126.3

CINCINNATI
117.3 CVG
Chan 120
N39° 00.96' - W84° 42.20'
L-26-27, H-10

WARSA
N38° 45.80' - W84° 56.89'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 14000.

NERVE
N38° 36.94' - W85° 05.42'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 12000.

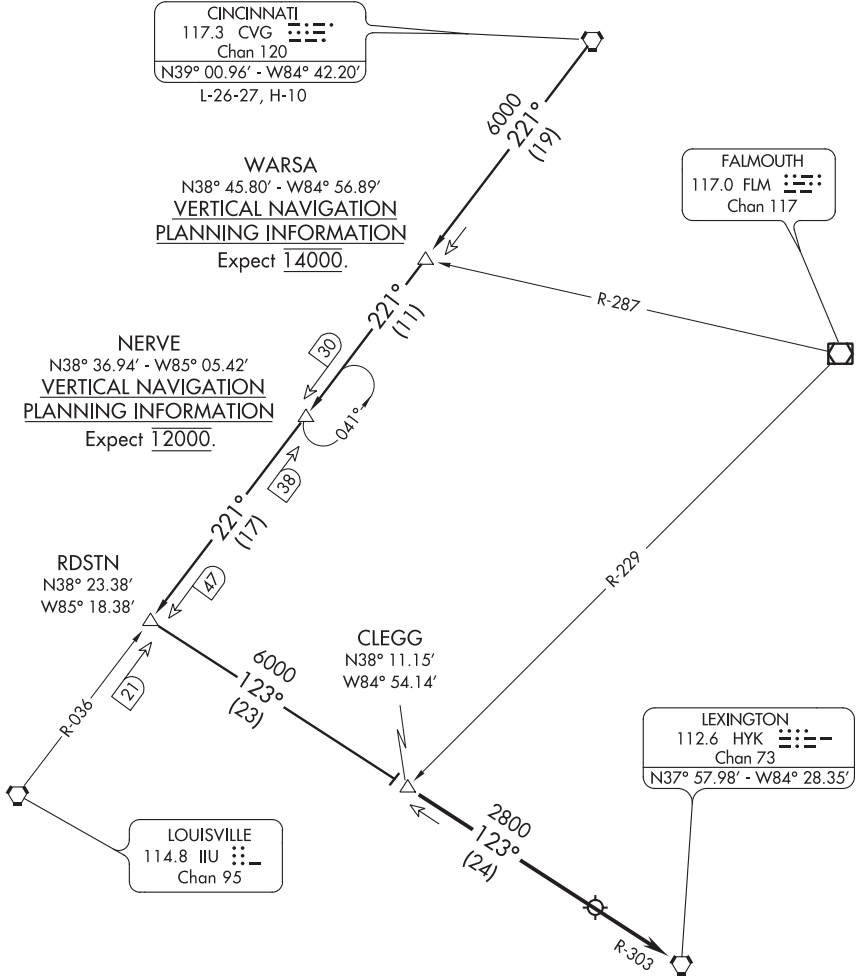
RDSTN
N38° 23.38'
W85° 18.38'

CLEGG
N38° 11.15'
W84° 54.14'

LOUISVILLE
114.8 IUU
Chan 95

FALMOUTH
117.0 FLM
Chan 117

LEXINGTON
112.6 HYK
Chan 73
N37° 57.98' - W84° 28.35'



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG4):

From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC. Expect radar vectors to final approach course after CLEGG INT.

NOTE: Radar Required.
NOTE: DME Required.

NOTE: Chart not to scale.

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CONDR TWO ARRIVAL (RNAV)

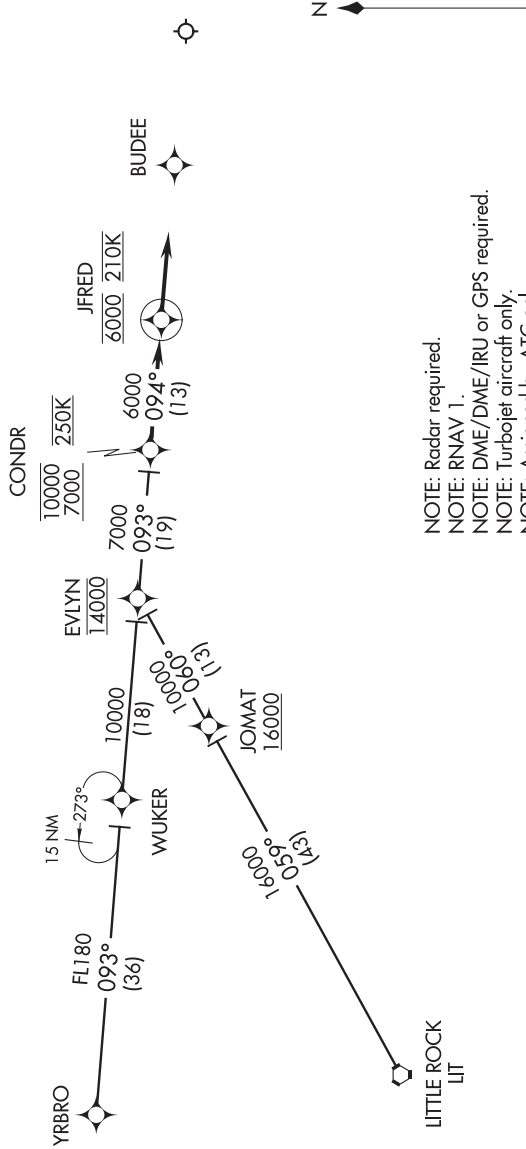
SE-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

- EVLYN TRANSITION (EVLYN.CONDR2):
- LITTLE ROCK TRANSITION (LIT.CONDR2):
- YRBRO TRANSITION (YRBRO.CONDR2):

From over CONDR on track 094° to JFRED, cross JFRED at 6000 at 210K, then on track 094°. Expect radar vectors to final approach course.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
ATIS
127.75



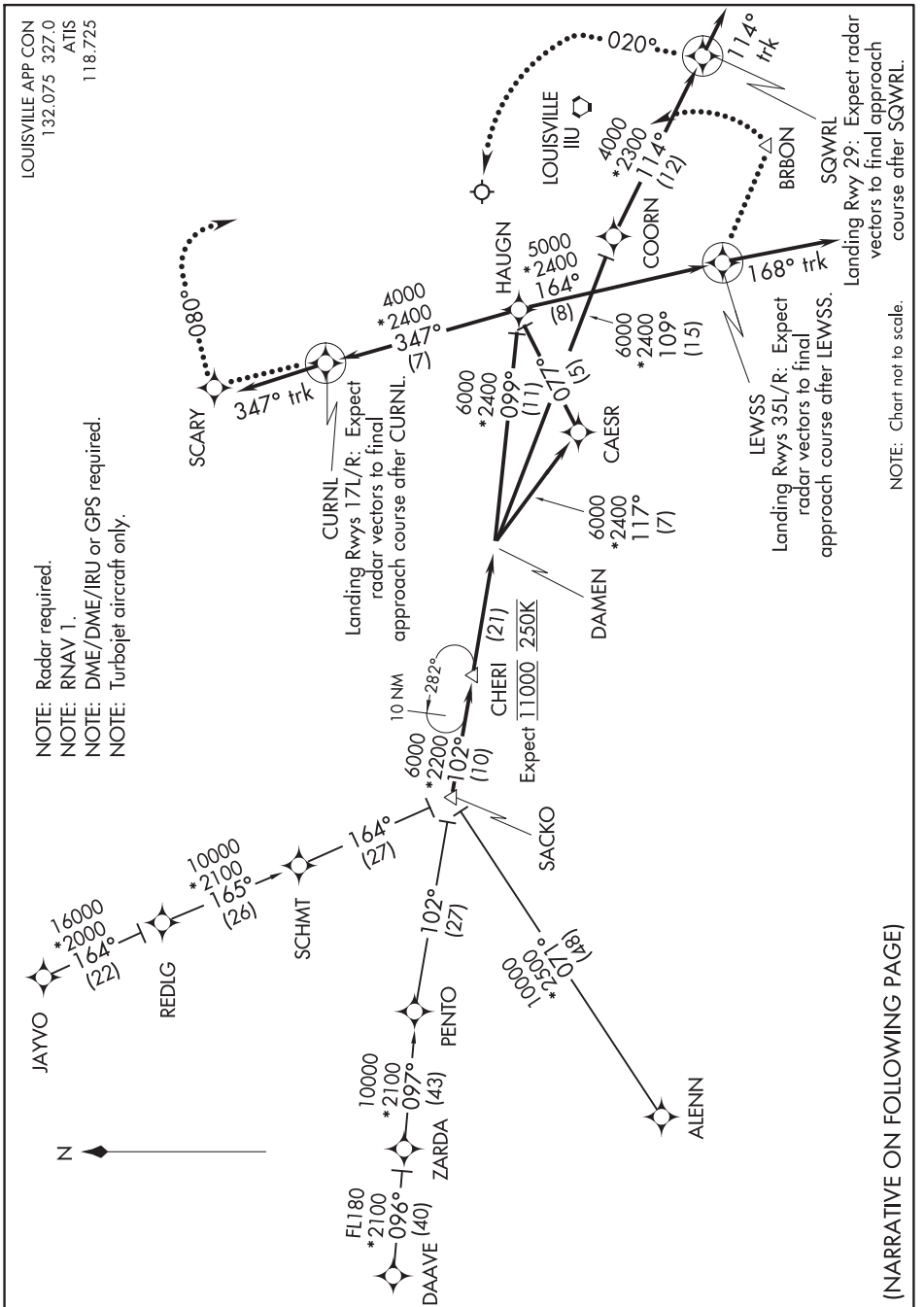
- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

CONDR TWO ARRIVAL (RNAV)

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DAMEN THREE ARRIVAL (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

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DAMEN THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

ALENN TRANSITION (ALENN.DAMEN3):
DAAVE TRANSITION (DAAVE.DAMEN3):
JAYVO TRANSITION (JAYVO.DAMEN3):

From SACKO on track 102° to CHERI, , then on track 102° to DAMEN, then on assigned runway transition

LANDING RWY 17L/R: From DAMEN on track 117° to CAESR, then on track 077° to HAUGN, then on track 347° to CURNRL, then on track 347°. Expect radar vectors to final approach course.

LANDING RWY 29: From DAMEN on track 109° to COORN, then on track 114° to SQWRL, then on track 114°. Expect radar vectors to final approach course.

LANDING RWY 35L/R: From DAMEN on track 099° to HAUGN, then on track 164° to LEWSS, then on track 168°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

Landing Rwy 17L/R: Track to CURNRL, cross CURNRL at 4000, then proceed direct SCARY, at SCARY fly heading 080°, maintain 4000: intercept and execute ILS or LOC Rwy 17R approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to SQWRL, cross SQWRL at 3000, at SQWRL fly heading 020°, maintain 3000. Intercept and execute LOC Rwy 29 approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

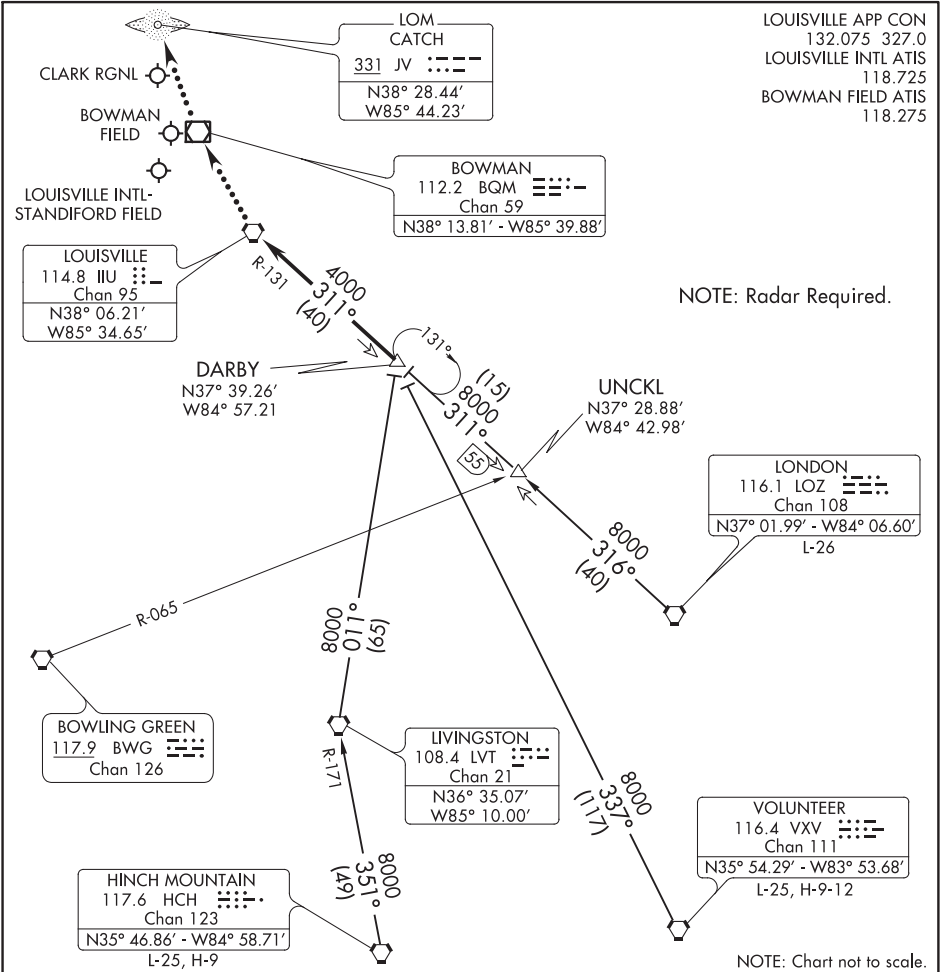
Landing Rwy 35L/R: Track to LEWSS, cross LEWSS at 5000, then proceed direct BRBON, maintain 5000, execute ILS or LOC Rwy 35L approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

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DARBY FIVE ARRIVAL

LOUISVILLE, KENTUCKY



SE-1, 10 NOV 2016 to 05 JAN 2017

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HINCH MOUNTAIN TRANSITION (HCH.DARBY5): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY5): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY5): From over UNCKL INT via IIIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY5): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . From DARBY INT on IIIU R-131 to IIIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:
For JVV - At IIIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000' until CATCH LOM.

DARBY FIVE ARRIVAL

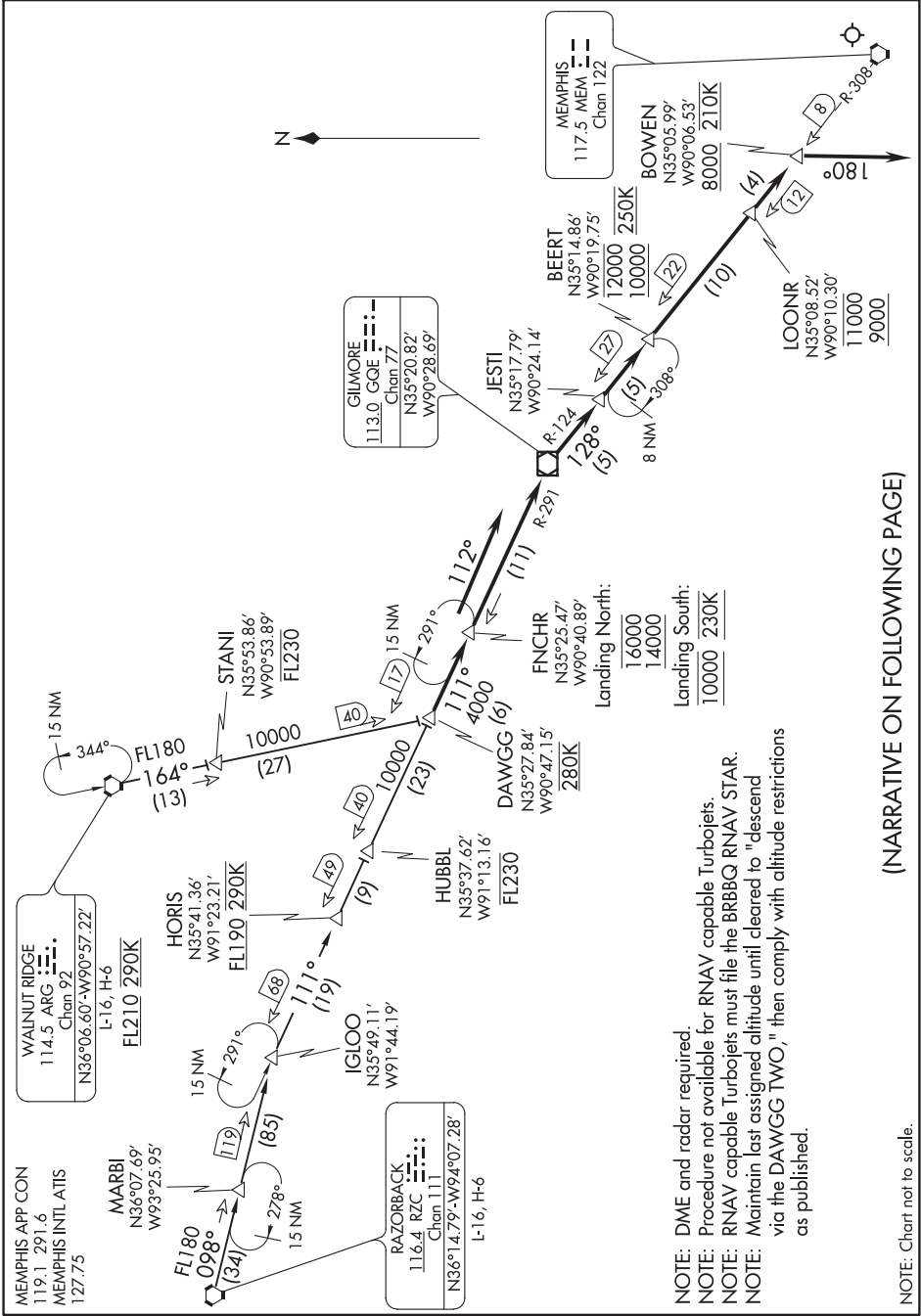
LOUISVILLE, KENTUCKY

(DAWGG.DAWGG2) 16259
DAWGG TWO ARRIVAL

Z15
 ST-253 (FAA)

MEMPHIS INTL (MEM)
 MEMPHIS, TENNESSEE

SE-1, 10 NOV 2016 to 05 JAN 2017



- NOTE: DME and radar required.
- NOTE: Procedure not available for RNAV capable Turbojets.
- NOTE: RNAV capable Turbojets must file the BRBQ RNAV STAR.
- NOTE: Maintain last assigned altitude until cleared to "descend via the DAWGG TWO," then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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DAWGG TWO ARRIVAL
 (DAWGG.DAWGG2) 29MAY14

MEMPHIS, TENNESSEE
 MEMPHIS INTL (MEM)

ARRIVAL ROUTE DESCRIPTION

RAZORBACK TRANSITION (RZC.DAWGG2): From over RZC VORTAC on RZC R-098 to IGLOO, then on GQE R-291 to DAWGG, thence. . . .

WALNUT RIDGE TRANSITION (ARG.DAWGG2): From over ARG VORTAC on R-164 to DAWGG, thence. . . .

LANDING NORTH: From over DAWG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at or above 14000 and at or below 16000, then on GQE R-291 to GQE VORTAC, then on GQE R-124 and MEM R-308 to JESTI/MEM 27 DME, then on MEM R-308 to cross BEERT/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-308 to cross LOONR/MEM 12 DME at or above 9000 and at or below 11000, then on MEM R-308 to cross BOWEN/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect radar vectors to final approach course.

LANDING SOUTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.

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(DEBAR.DEBAR4) 14093 DEBAR FOUR ARRIVAL

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
ST-655 (FAA) COVINGTON, KENTUCKY

CINCINNATI APP CON
123.87 363.15
ATIS ARR
134.375

FLAG CITY
108.2 FBC
Chan 19
N40°57.32'-W83°45.36'
L-28

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'-W85°11.28'
L-27, H-5,10

ZEKUS
N40°42.13'
W85°06.48'

NADIR
N40°36.35'
W84°33.87'

SHEAN
N40°24.22'
W85°01.34'

BOOKS
N40°30.27'
W84°47.68'

ROSEWOOD
117.5 ROD
Chan 122

MUNCIE
114.4 ME
Chan 91

DAYTON
114.5 DQN
Chan 92

DEBAR
N40°15.27'
W84°58.79'

ARBAS
N39°58.10'
W84°53.93'

RICHMOND
110.6 RID
Chan 43
N39°45.30'-W84°50.33'

MEEKR
N39°24.80'
W85°08.14'

DADKE
N39°36.17'
W84°58.29'

CINCINNATI
117.3 CVG
Chan 120
N39°00.96'-W84°42.20'

NOTE: DME required.

NOTE: Chart not to scale.

FLAG CITY TRANSITION (FBC.DEBAR4): From over FBC VORTAC via FBC R-243 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR4): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to ARBAS INT, then via RID R-351 to RID VORTAC, then via RID R-217 to DADKE, then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.

DEBAR FOUR ARRIVAL (DEBAR.DEBAR4) 14093

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

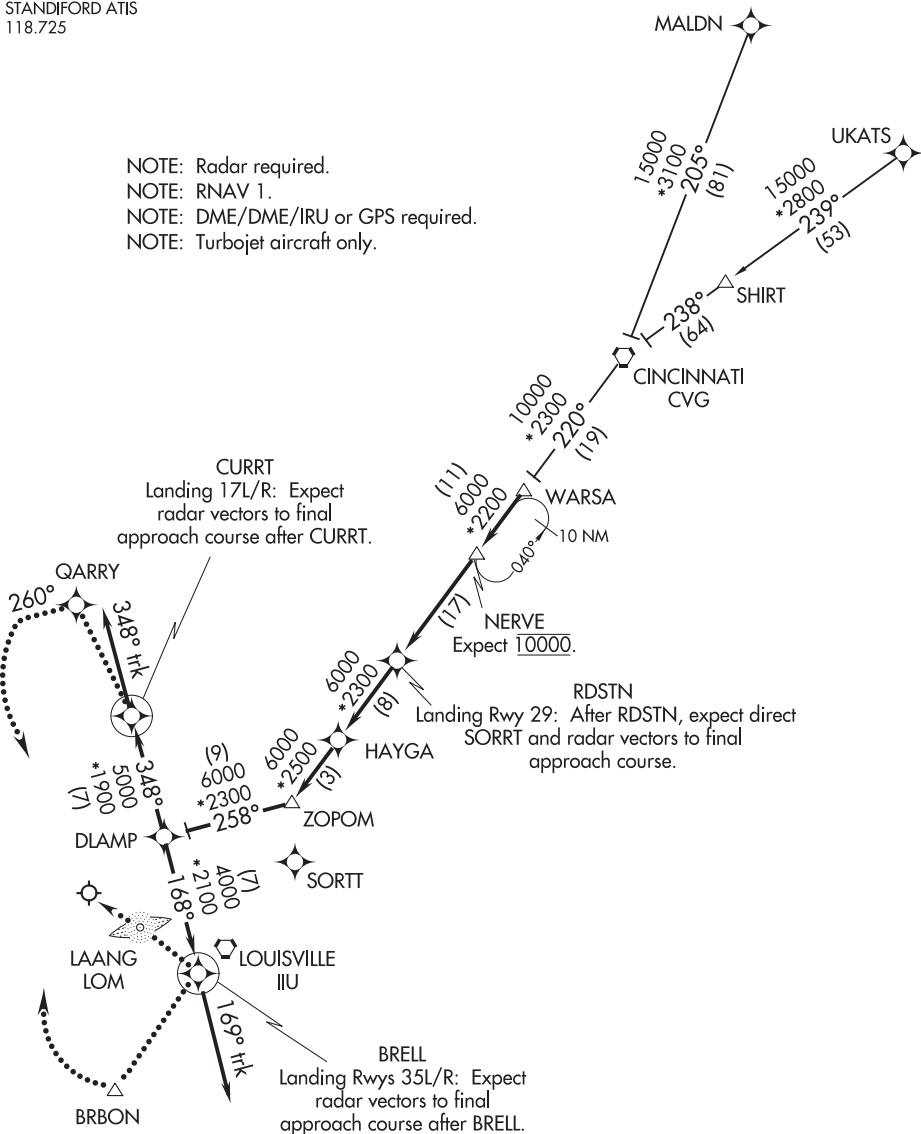
SE-1, 10 NOV 2016 to 05 JAN 2017

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DLAMP FOUR ARRIVAL (RNAV)

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725

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



CURRT
Landing 17L/R: Expect radar vectors to final approach course after CURRT.

NERVE
Expect 10000.

RDSTN
Landing Rwy 29: After RDSTN, expect direct SORRT and radar vectors to final approach course.

BRELL
Landing Rwy 35L/R: Expect radar vectors to final approach course after BRELL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DLAMP FOUR ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

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DLAMP FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.DLAMP4):

MALDN TRANSITION (MALDN.DLAMP4):

UKATS TRANSITION (UKATS.DLAMP4):

From WARSA on track 220° to NERVE, then on track 220° to RDSTN, then on track 220° to HAYGA, then on track 220° to ZOPOM, then on track 258° to DLAMP, then on assigned runway transition.

LANDING RWYS 17L/R: From DLAMP on track 348° to CURRT, then on track 348°. Expect radar vectors to final approach course.

LANDING RWY 29: From DLAMP on track 168° to BRELL, then on track 169°. Expect radar vectors to final approach course after RDSTN.

LANDING RWYS 35L/R: From DLAMP on track 168° to BRELL, then on track 169°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

Landing Rwy 17L/R: Track to CURRT, cross CURRT at 5000, then proceed direct QARRY, at QARRY fly heading 260°, maintain 5000, intercept and execute ILS or LOC Rwy 17L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to BRELL, cross BRELL at 4000, then proceed direct LAANG LOM, maintain 4000, execute LOC Rwy 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

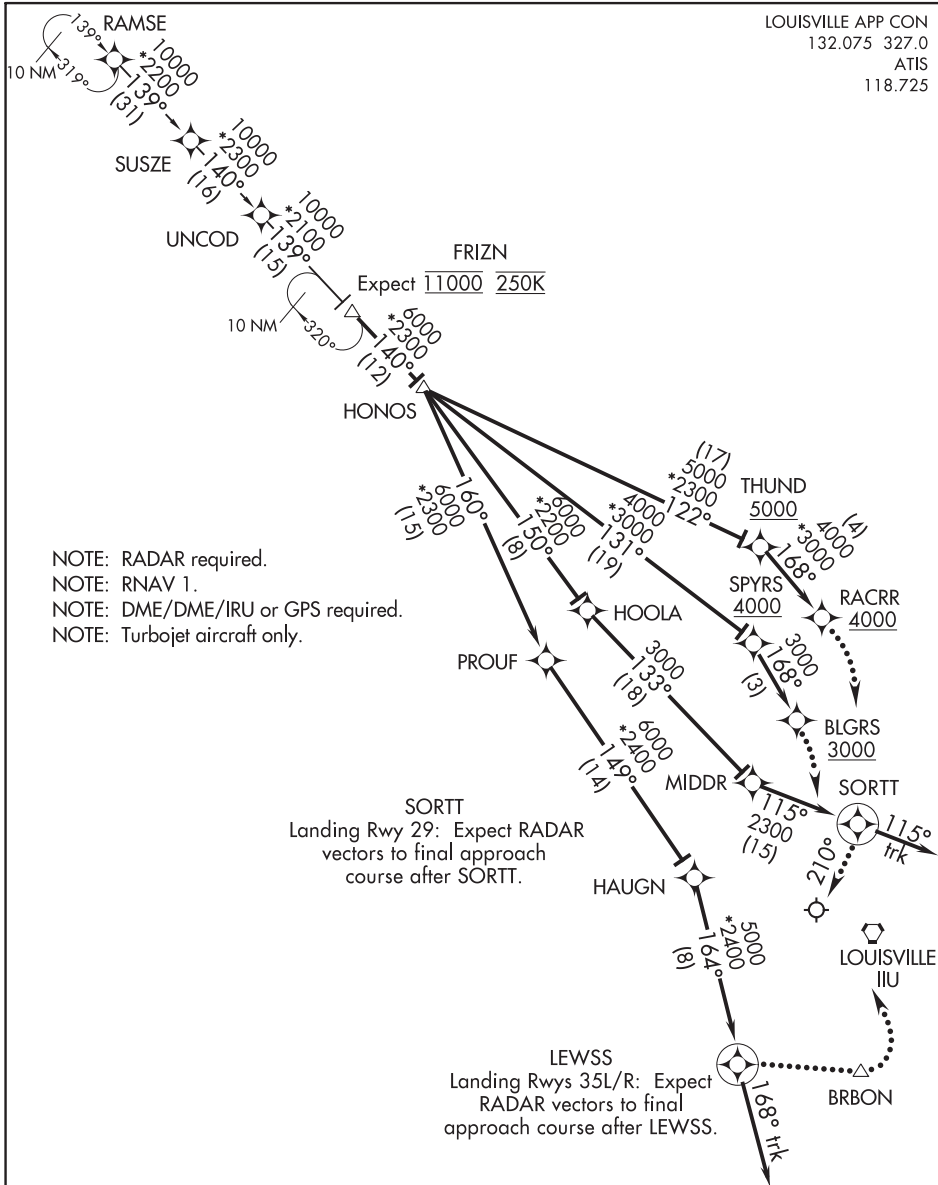
Landing Rwy 35L/R: Track to BRELL, cross BRELL at 4000, then proceed direct BRBON, maintain 4000. Execute ILS or LOC Rwy 35R approach. If unable proceed to IIU VORTAC and hold maintain 6000.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FRIZN THREE ARRIVAL (RNAV)

LOUISVILLE APP CON
132.075 327.0
ATIS
118.725



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SE-1, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FRIZN THREE ARRIVAL (RNAV)

(FRIZN.FRIZN3) 21JUL16

LOUISVILLE, KENTUCKY

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

FRIZN THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

RAMSE TRANSITION (RAMSE.FRIZN3)

From over FRIZN on track 140° to HONOS, then on assigned runway transition . . .

LANDING RWY 17L: From HONOS on track 122° to cross THUND at or above 5000, then on track 168° to cross RACRR at or above 4000. Expect ILS or LOC Rwy 17L.

LANDING RWY 17R: From HONOS on track 131° to cross SPYRS at or above 4000, then on track 168° to cross BLGRS at or above 3000. Expect ILS or LOC Rwy 17R.

LANDING RWY 29: From HONOS on track 150° to HOOLA, then on track 133° to MIDDR, then on track 115° to SORTT, then on track 115°. Expect RADAR vectors to final approach course.

LANDING RWYS 35L/R: From HONOS on track 160° to PROUF, then on track 149° to HAUGN, then on track 164° to LEWSS, then on track 168°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

Landing Rwy 17L: Track to RACRR, cross RACRR at or above 4000, intercept and execute ILS or LOC Rwy 17L approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 17R: Track to BLGRS, cross BLGRS at or above 3000, intercept and execute ILS or LOC Rwy 17R approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to SORTT, maintain 3000, at SORTT fly heading 210°, maintain 3000, intercept and execute LOC RWY 29 approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 35L/R: Track to LEWSS, cross LEWSS at 5000, then proceed direct BRBON, maintain 5000, execute ILS OR LOC RWY 35L approach. If unable proceed to IIIU VORTAC and hold, maintain 6000.

SE-1, 10 NOV 2016 to 05 JAN 2017

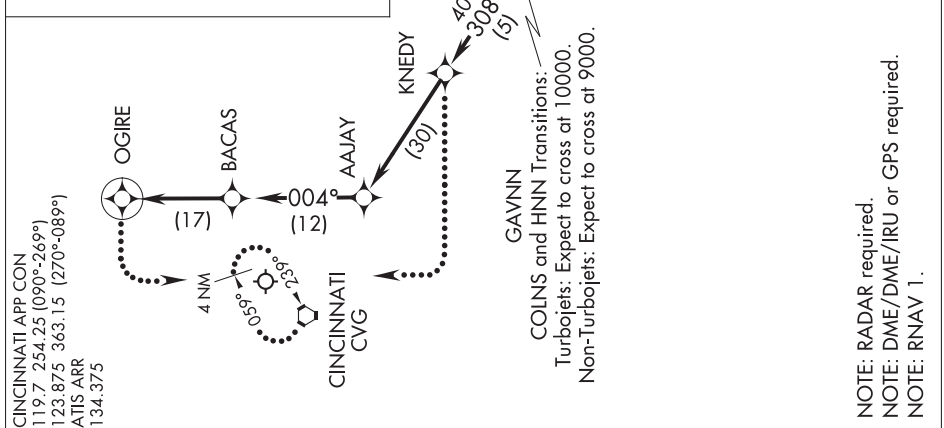
SE-1, 10 NOV 2016 to 05 JAN 2017

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COLNS TRANSITION (COLNS.GAVNN4):
HENDERSON TRANSITION (HNIN.GAVNN4):

From over GAVNN on track 308° to KNEDY, thence as depicted to OGIRE.
 Landing South: Expect radar vectors to final approach course prior to OGIRE.
 Landing North, East, West: Expect radar vectors to final approach course prior to AAJAY.

LOST COMMUNICATIONS:
 At OGIRE fly heading 270°, maintain 6000; intercept and execute ILS RWY 18L approach.
 If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6000.
 At KNEDY fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach.
 If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 6000.



SE-1, 10 NOV 2016 to 05 JAN 2017

GENUS ONE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON
119.7 363.15
LUNKEN FIELD ATIS
120.25
LUNKEN TOWER
118.7 257.8

BUTLER COUNTY
RGNL-HOGAN FIELD

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT COUNTY

CINCINNATI
117.3 CVG
Chan 120

GENE SNYDER

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

LOUISVILLE
114.8 IUU
Chan 95
N38°06.21' - W85°34.65'
L-26-27, H-5-10

MAA FL 180
10000
073°
(50)

GENUS
N38°19.85'
W84°33.11'

LEXINGTON
112.6 HYK
Chan 73

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

GENUS ONE ARRIVAL

CINCINNATI, OHIO

HARDU THREE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS
134.375
LUNKEN FIELD ATIS
120.25

BUTLER COUNTY
RGNL-HOGAN FIELD

CINCINNATI
117.3 CVG
Chan 120
N39°00.96'
W84°42.20'

CINCINNATI
NORTHERN
KENTUCKY INTL

MADEIRA
379 MDE
N39°13.36'
W84°21.32'

SPORTYS
245 PWF
N39°04.60'
W84°12.92'

CINCINNATI MUNI
AIRPORT-LUNKEN FIELD

CLERMONT COUNTY

ZETLA
N38°55.70'
W84°44.62'

R-204
N517

GENE SNYDER

4000
314°
(26)

FALMOUTH
117.0 FLM
Chan 117
N38°38.97'
W84°18.64'

R-154
R-028

JAKIE
N38°25.92'
W84°09.18'

NOTE: ECB not a transition,
for holding only as
assigned by ATC.

NEWCOMBE
110.4 ECB
Chan 41
N38°09.50'
W82°54.60'

LEXINGTON
112.6 HYK
Chan 73

R-107

HARDU
N37°46.69'
W83°41.15'

286°
106°
R-106

NOTE: DME required.

9000
334°
(45)

9000
154°
(80)

15000
334°
(10)

011°
(19)

TAYOS
N37°38.37'
W83°35.29'

CHEDA
N37°19.79'
W83°38.64'

PACKO
N36°47.10'
W82°42.70'

ARTUR
N36°31.97'
W83°47.12'

FL180
011°
(38)

HOLSTON MOUNTAIN
114.6 HMV
Chan 93
N36°26.22'-W82°07.78'

VOLUNTEER
116.4 VXV
Chan 111
N35°54.29'-W83°53.68'
L-25, H-9-12

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

L-25, H-9-12

HARDU THREE ARRIVAL

CINCINNATI, OHIO

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU3): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU3): From over VXV VORTAC via VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

In the event of lost communications:

For LUK: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For ISZ: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For HAO: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For I69: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

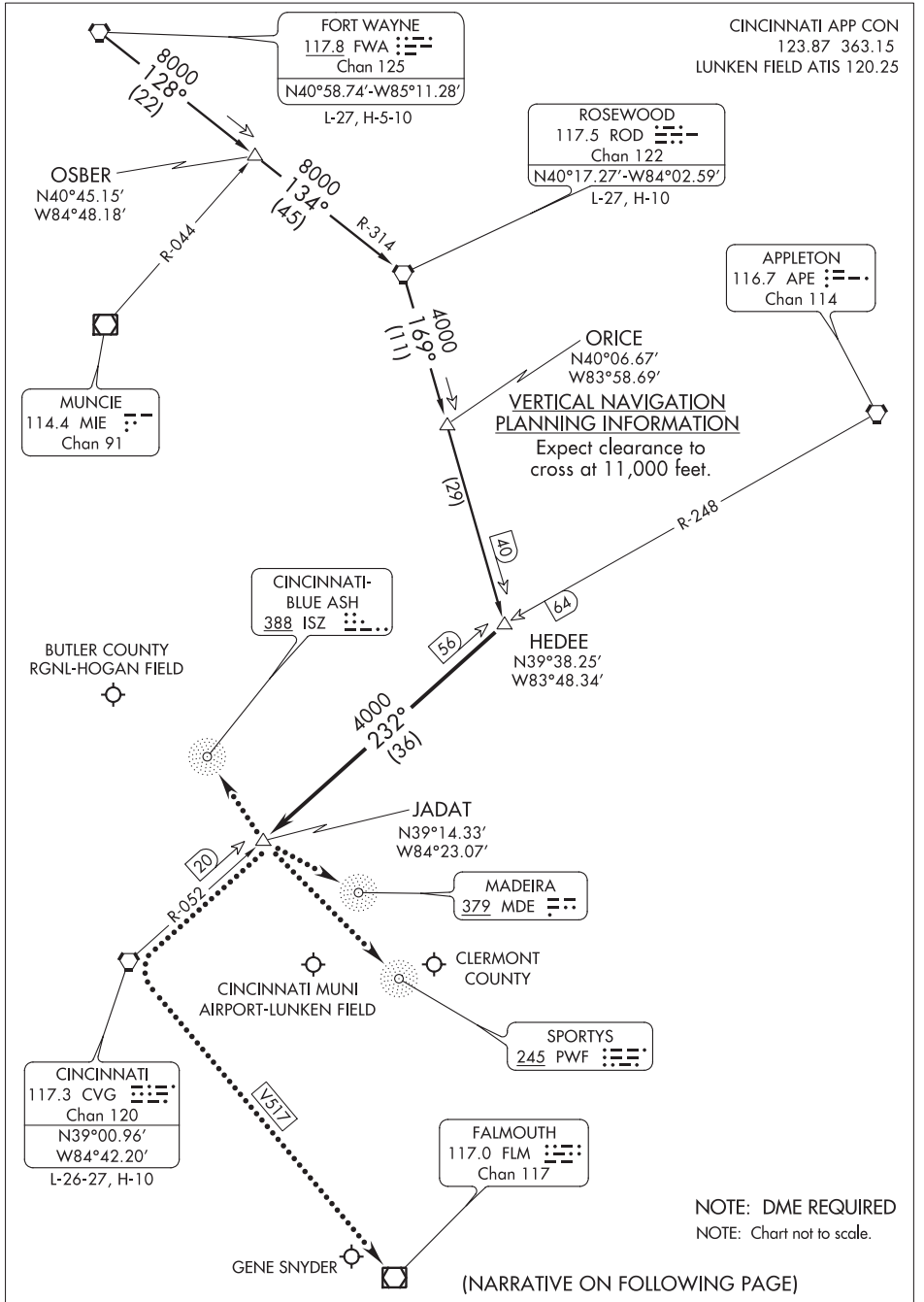
For K62: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

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SE-1, 10 NOV 2016 to 05 JAN 2017

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HEDEE TWO ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

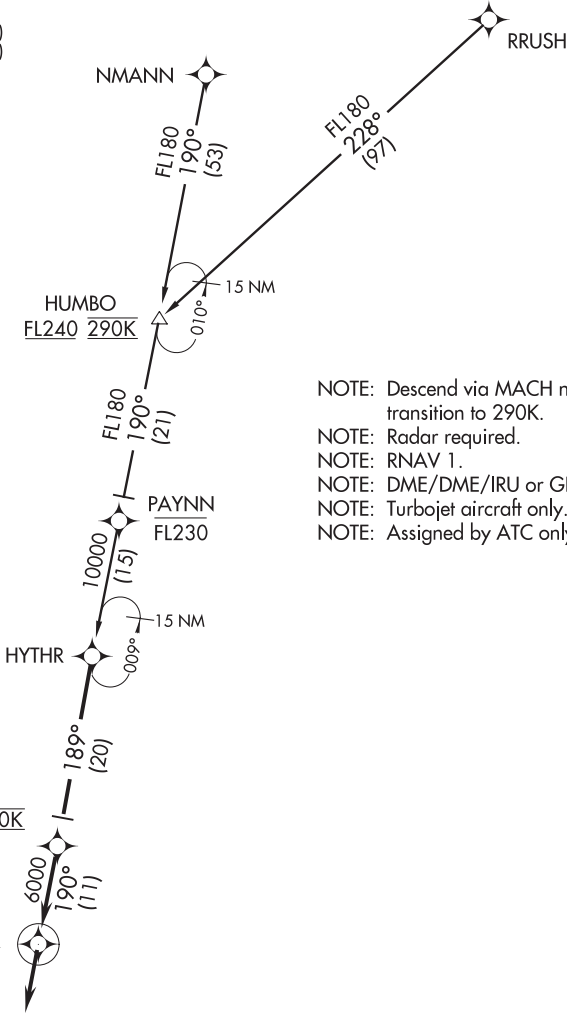
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HYTHR ONE ARRIVAL (RNAV)

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
ATIS
127.75



- NOTE: Descend via MACH number until transition to 290K.
- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HUMBO TRANSITION (HUMBO.HYTHR1):
NMANN TRANSITION (NMANN.HYTHR1):
RRUSH TRANSITION (RRUSH.HYTHR1):

From over HYTHR on track 189° to ROBYE, cross ROBYE at 10000 at 250K, then on track 190° to ASSUR, then on track 190°. Expect radar vectors to final approach course.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

JAKIE THREE ARRIVAL (RNAV)

CINCINNATI APP CON
119.7 254.25
ATIS
134.375

HOLSTON MOUNTAIN TRANSITION (HMV.JAKIE3): VOLUNTEER TRANSITION (VXV.JAKIE3):

From over JAKIE on track 334° to FLM VOR/DME, thence as depicted to AGEBE.

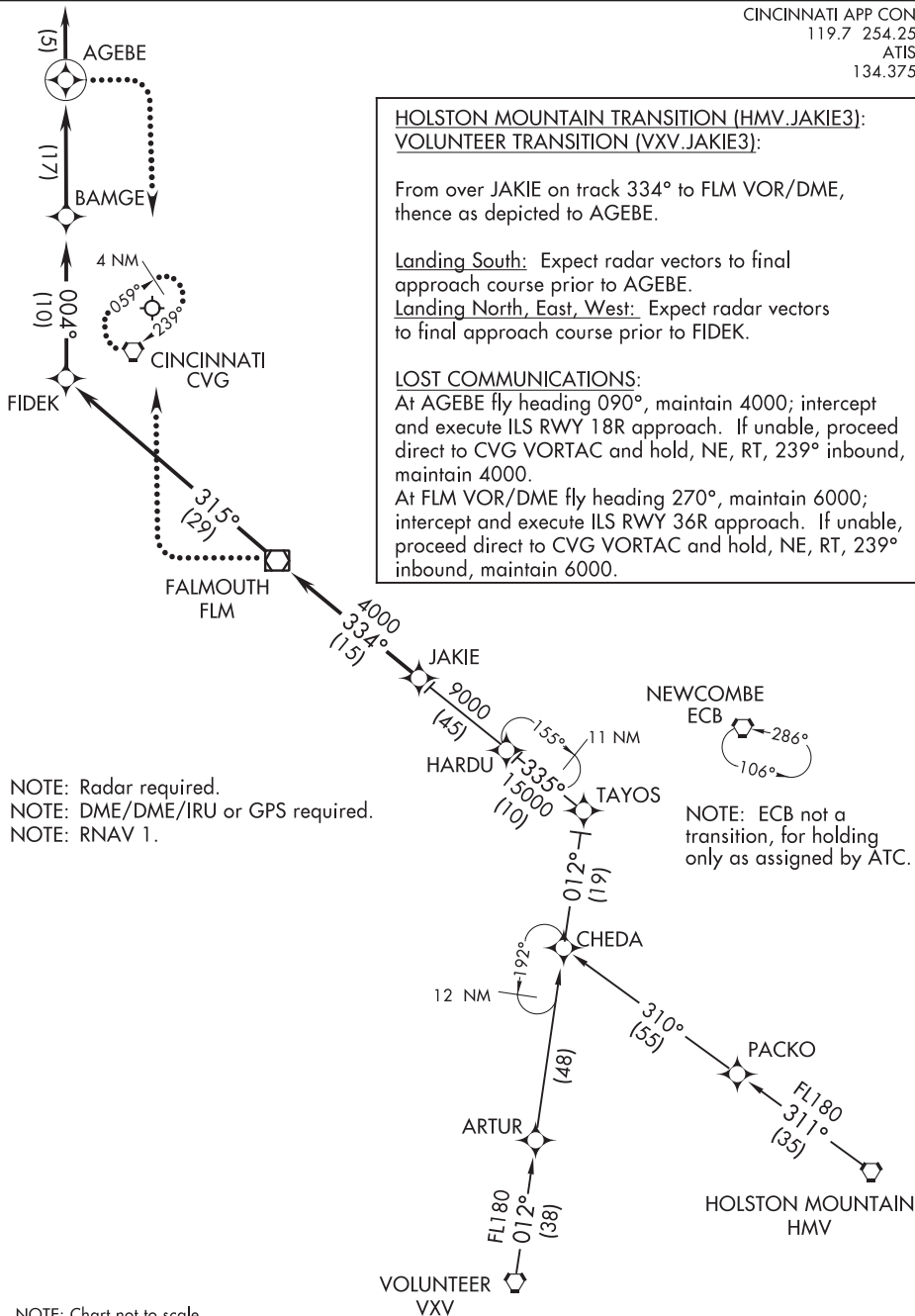
Landing South: Expect radar vectors to final approach course prior to AGEBE.

Landing North, East, West: Expect radar vectors to final approach course prior to FIDEK.

LOST COMMUNICATIONS:

At AGEBE fly heading 090°, maintain 4000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4000.

At FLM VOR/DME fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6000.



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

NOTE: ECB not a transition, for holding only as assigned by ATC.

NOTE: Chart not to scale.

JAKIE THREE ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

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LUGOH TWO ARRIVAL

SE-1, 10 NOV 2016 to 05 JAN 2017

MEMPHIS APP CON
125.8 338.3
MEMPHIS INTL ATIS
127.75

MEMPHIS
117.5 MEM
Chan 122



MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

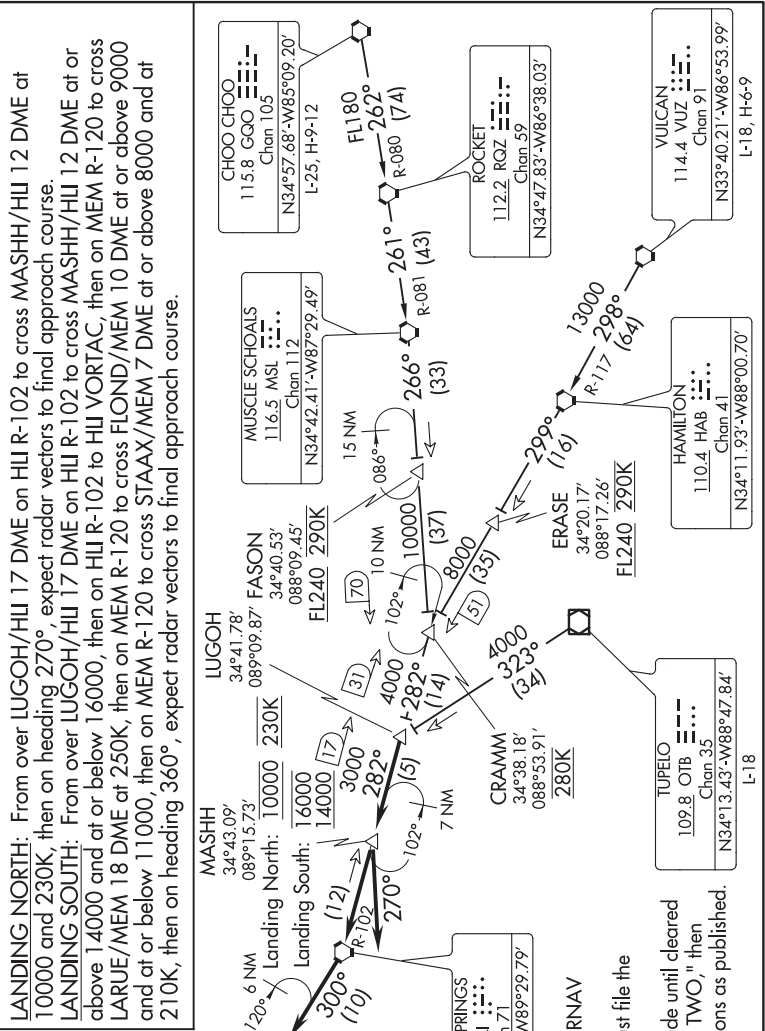
CHOO CHOO TRANSITION (GQO.LUGOH2): From over GQO VORTAC on GQO R-262 and RQZ R-080 to RQZ VORTAC, then on RQZ R-261 and MSL R-081 to MSL VORTAC, then on MSL R-266 to CRAMM, then on HJI R-102 to LUGOH, thence...

TUPELO TRANSITION (OTB.LUGOH2): From over OTB VOR/DME on OTB R-323 to LUGOH, thence...

VULCAN TRANSITION (VUZ.LUGOH2): From over VUZ VORTAC on VUZ R-298 and HAB R-117 to HAB VORTAC, then on HAB R-299 to CRAMM, then on HJI R-102 to LUGOH, thence...

LANDING NORTH: From over LUGOH/HJI 17 DME on HJI R-102 to cross MASHH/HJI 12 DME at 10000 and 230K, then on heading 270°, expect radar vectors to final approach course.

LANDING SOUTH: From over LUGOH/HJI 17 DME on HJI R-102 to cross MASHH/HJI 12 DME at or above 14000 and at or below 16000, then on HJI R-102 to HJI VORTAC, then on MEM R-120 to cross LARUE/MEM 18 DME at 250K, then on MEM R-120 to cross FLOND/MEM 10 DME at or above 9000 and at or below 11000, then on MEM R-120 to cross STAAX/MEM 7 DME at or above 8000 and at 210K, then on heading 360°, expect radar vectors to final approach course.



MARVELL SIX ARRIVAL

ST-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

SE-1, 10 NOV 2016 to 05 JAN 2017

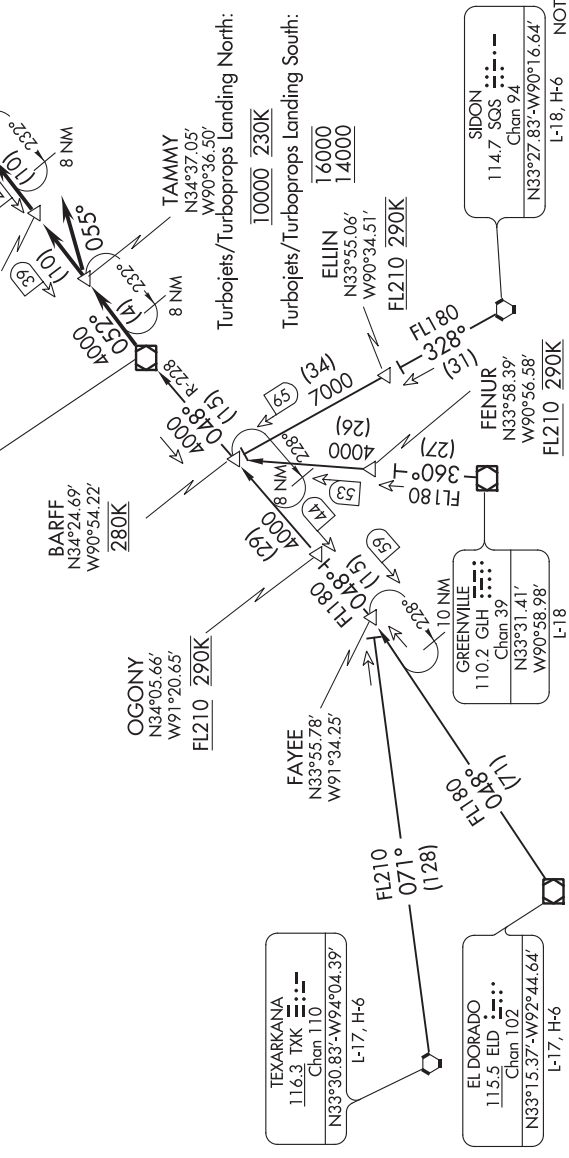
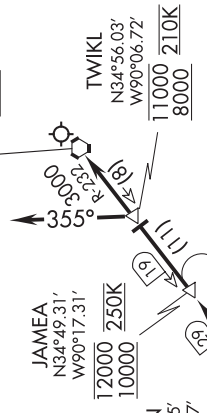
(NARRATIVE ON FOLLOWING PAGE)

MEMPHIS APP CON
 119.1 291.6 (176°-355°)
 125.8 338.3 (356°-175°)
 ATIS 127.75

- NOTE: DME and radar required.
- NOTE: Procedure not available for RNAV capable Turbojets.
- NOTE: RNAV capable Turbojets must file the HOBKR RNAV STAR.
- NOTE: Maintain last assigned altitude until cleared to "descend via the MARVELL SIX," then comply with altitude restrictions as published.

MARVELL
 109.6 UJM
 Chan 33
 N34°34.50'-W90°40.46'

MEMPHIS
 117.5 MEM
 Chan 122
 N35°00.91'
 W89°58.99'



NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

EL DORADO TRANSITION (ELD.UJM6): From over ELD VOR/DME on ELD R-048 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

GREENVILLE TRANSITION (GLH.UJM6): From over GLH VOR/DME on GLH R-360 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .

SIDON TRANSITION (SQS.UJM6): From over SQS VORTAC on SQS R-328 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .

TEXARKANA TRANSITION (TXK.UJM6): From over TXK VORTAC on TXK R-071 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME on MEM VORTAC R-232 to cross TAMMY/MEM 39 DME at or above 14000 and at or below 16000, then on MEM VORTAC R-232 to MADDN/MEM 29 DME, then on MEM VORTAC R-232 to JAMEA/MEM 19 DME at or above 10000 and at or below 12000 at 250K, then on MEM VORTAC R-232 to cross TWIKL/ MEM 8 DME at or above 8000 and at or below 11000 and at 210K, then on heading 355°, expect radar vectors to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME on MEM VORTAC R-232 to cross TAMMY/MEM 39 DME at 10000 and at 230K, then on heading 055, expect radar vectors to final approach course.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME on MEM VORTAC R-232 to cross MEM VORTAC at or above 3000, expect radar vectors to final approach course after passing TAMMY/MEM 39 DME.

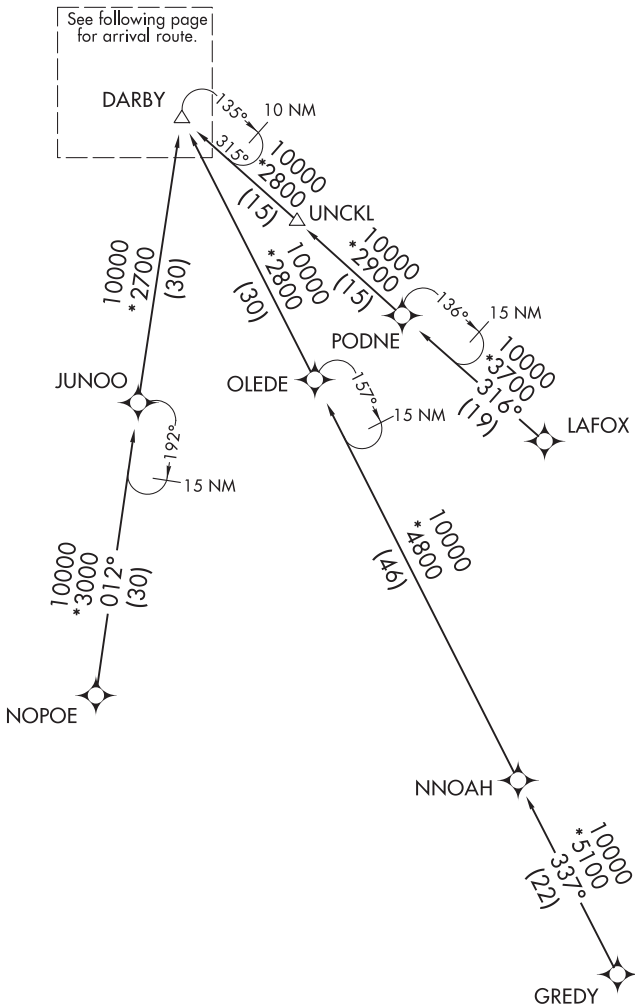
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MAUDD FOUR ARRIVAL (RNAV) Transition Routes

LOUISVILLE APP CON
132.075 327.0
ATIS
118.725

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



NOTE: Chart not to scale.

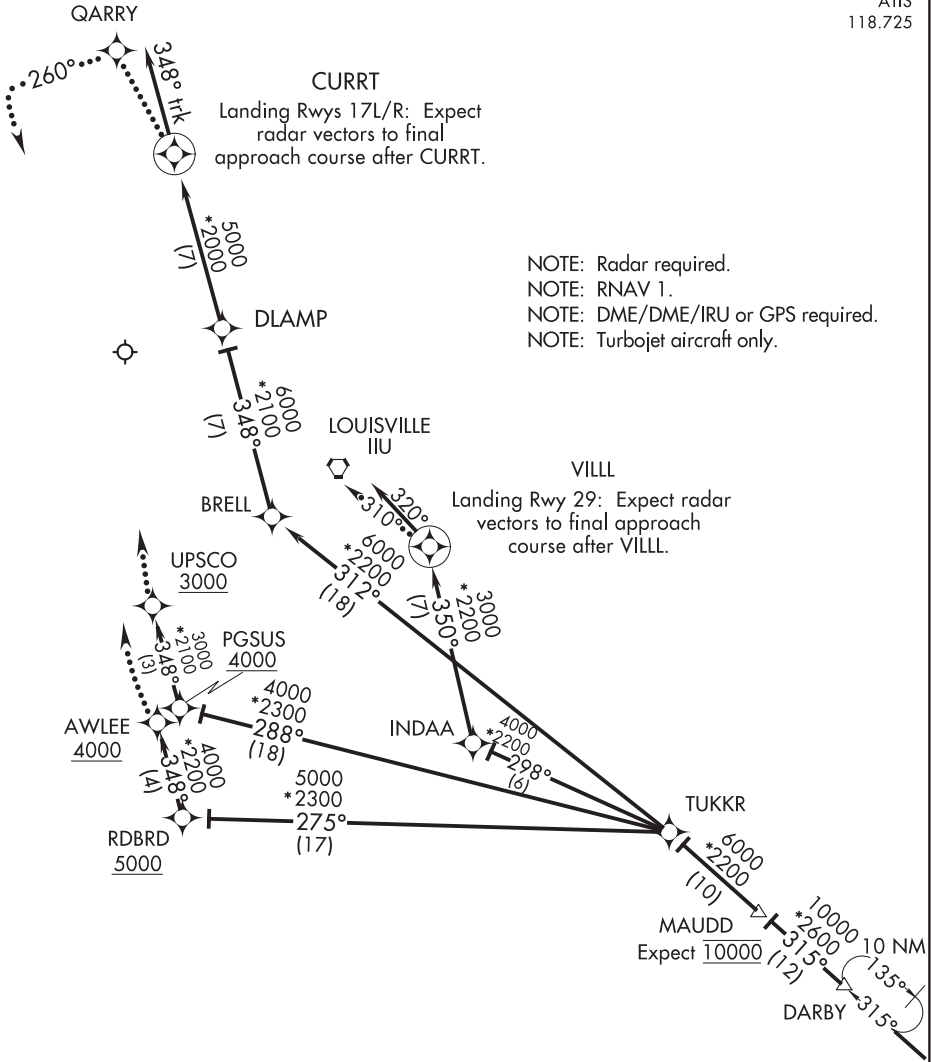
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SE-1, 10 NOV 2016 to 05 JAN 2017

MAUDD FOUR ARRIVAL (RNAV) Arrival Routes

LOUISVILLE APP CON
132.075 327.0
ATIS
118.725



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

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NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MAUDD FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

GREY TRANSITION (GREY.MAUDD4)

LAFOX TRANSITION (LAFOX.MAUDD4)

NOPOE TRANSITION (NOPOE.MAUDD4)

UNCKL TRANSITION (UNCKL.MAUDD4)

From DARBY on track 315° to MAUDD, then on track 315° to TUKKR. Then on assigned runway transition

LANDING RWYS 17L/R: From TUKKR on track 312° to BRELL, then on track 348° to DLAMP, then on track 348° to CURRT, then on track 348°. Expect radar vectors to final approach course.

LANDING RWY 29: From TUKKR on track 298° to INDAA, then on track 350° to VILL, then on heading 320°. Expect radar vectors to final approach course.

LANDING RWY 35L: From TUKKR on track 275° to cross RDBRD at or above 5000, then on track 348° to cross AWLEE at or above 4000. Expect ILS or LOC Rwy 35L.

LANDING RWY 35R: From TUKKR on track 288° to cross PGSUS at or above 4000, then on track 348° to cross UPSCO at or above 3000. Expect ILS or LOC Rwy 35R.

LOST COMMUNICATIONS:

Landing Rwy 17L/R: Track to CURRT, cross CURRT at 5000, then proceed direct QARRY, at QARRY fly heading 260°, maintain 5000, intercept and execute ILS or LOC RWY 17L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to VILL, cross VILL at 3000, at VILL fly heading 310°, intercept and execute LOC RWY 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 35L: Track to AWLEE, cross AWLEE at or above 4000, intercept and execute ILS or LOC Rwy 35L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 35R: Track to UPSCO, cross UPSCO at or above 3000, intercept and execute ILS or LOC Rwy 35R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

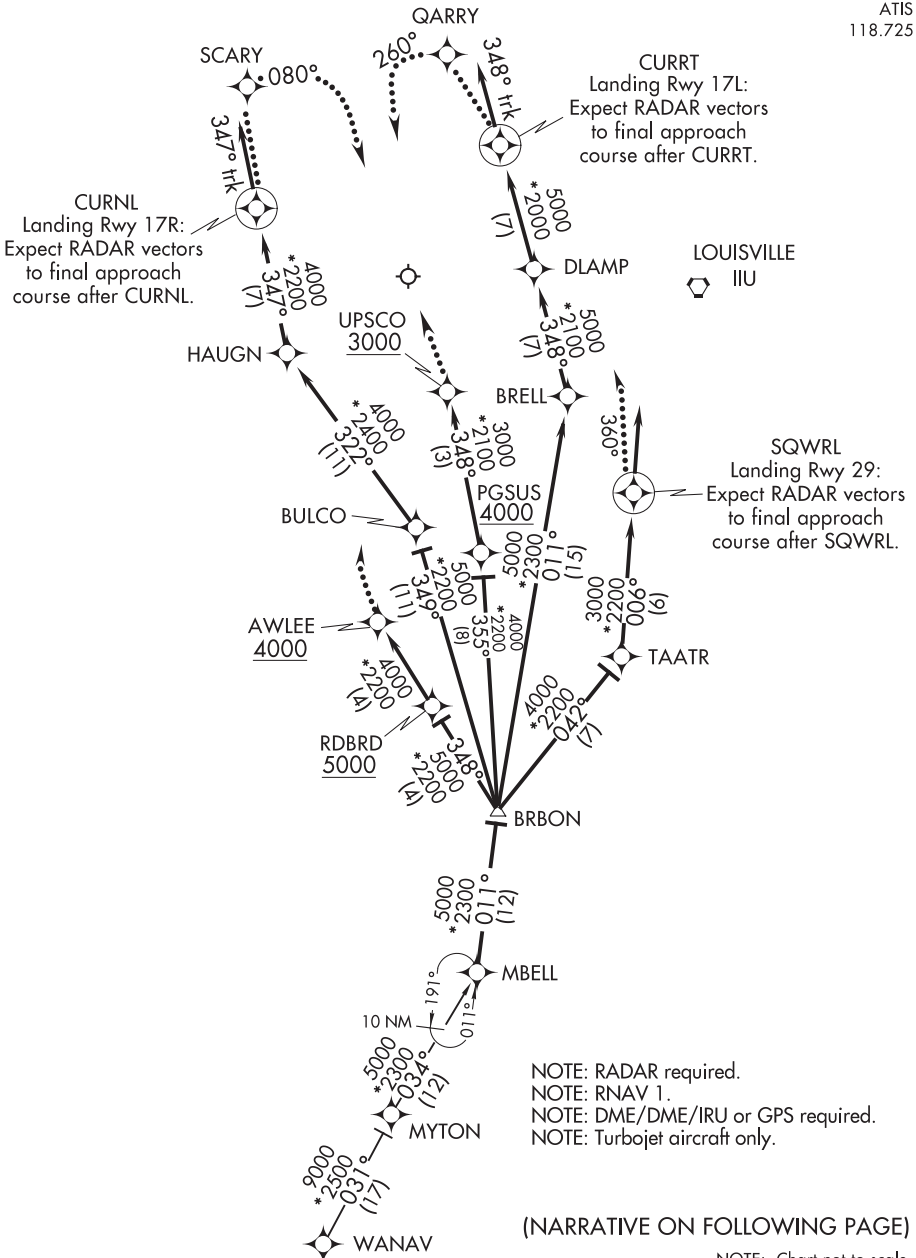
MAUDD FOUR ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MBELL TWO ARRIVAL (RNAV)

LOUISVILLE APP CON
132.075 327.0
ATIS
118.725



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MBELL TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

From MBELL on track 011° to BRBON, then on assigned runway transition.

Landing Rwy 17L: From BRBON on track 011° to BRELL, then on track 348° to DLAMP, then on track 348° to CURRT, then on track 348°. Expect RADAR vectors to final approach course.

Landing Rwy 17R: From BRBON on track 349° to BULCO, then on track 322° to HAUGN, then on track 347° to CURNL, then on track 347°. Expect RADAR vectors to final approach course.

Landing Rwy 29: From BRBON on track 042° to TAATR, then on track 006° to SQWRL, then on track 006°. Expect RADAR vectors to final approach course.

Landing Rwy 35L: From BRBON on track 348° to cross RDBRD at or above 5000, then on track 348° to cross AWLEE at or above 4000. Expect ILS or LOC Rwy 35L.

Landing Rwy 35R: From BRBON on track 355° to cross PGSUS at or above 4000, then on track 348° to cross UPSCO at or above 3000. Expect ILS or LOC Rwy 35R.

LOST COMMUNICATIONS:

Landing Rwy 35L: Track to AWLEE, cross AWLEE at or above 4000, intercept and execute ILS or LOC Rwy 35L approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 35R: Track to UPSCO, cross UPSCO at or above 3000, intercept and execute ILS or LOC Rwy 35R approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 17L: Track to CURRT, cross CURTT at 5000, then proceed direct QARRY, at QARRY fly heading 260°, maintain 5000, intercept and execute ILS or LOC Rwy 17L approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 17R: Track to CURNL, cross CURNL at 4000, then proceed direct SCARY, at SCARY fly heading 080°, maintain 4000, intercept and execute ILS or LOC Rwy 17R approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to SQWRL, cross SQWRL at 3000, at SQWRL fly heading 360°, intercept and execute LOC Rwy 29 approach. If unable, proceed to IIIU VORTAC and hold, maintain 6000.

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SE-1, 10 NOV 2016 to 05 JAN 2017

MONAA TWO ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

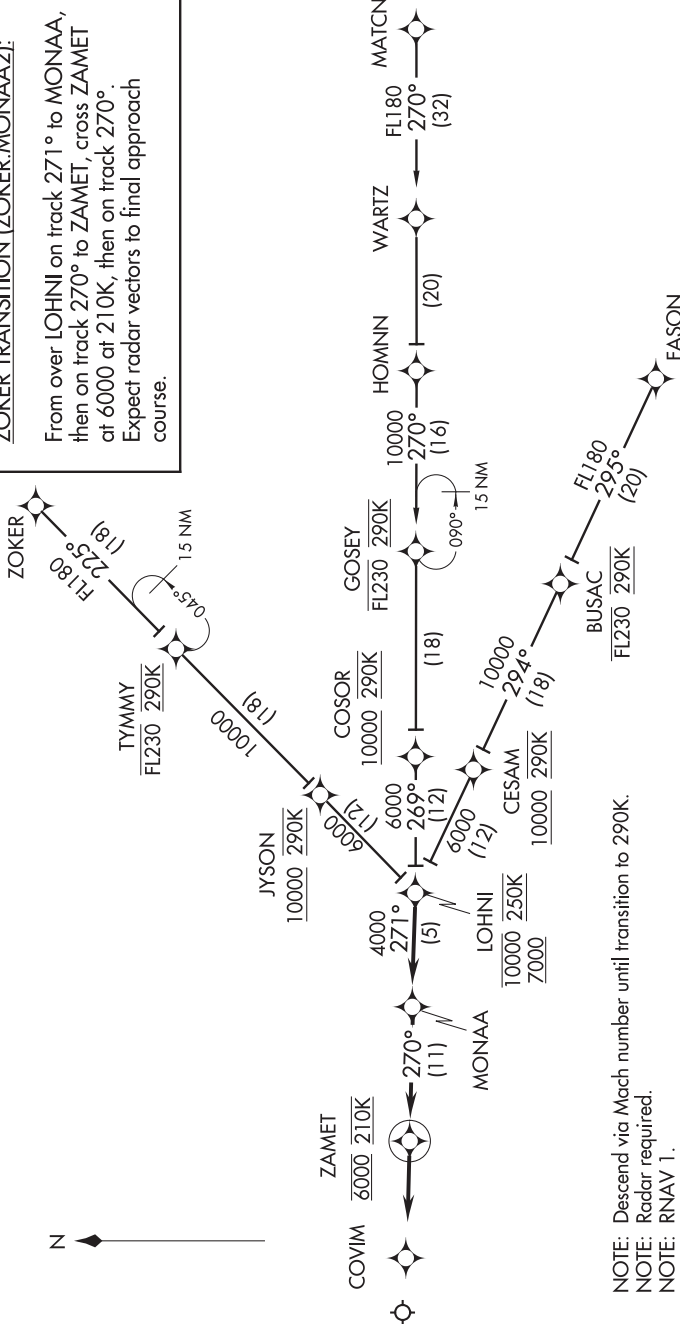
MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
AHS
127.75



ARRIVAL ROUTE DESCRIPTION

FASON TRANSITION (FASON.MONAA2):
HOMNN TRANSITION (HOMNN.MONAA2):
MATCHN TRANSITION (MATCHN.MONAA2):
ZOKER TRANSITION (ZOKER.MONAA2):

From over LOHNI on track 271° to MONAA,
then on track 270° to ZAMET, cross ZAMET
at 6000 at 210K, then on track 270°.
Expect radar vectors to final approach
course.



- NOTE: Descend via Mach number until transition to 290K.
- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

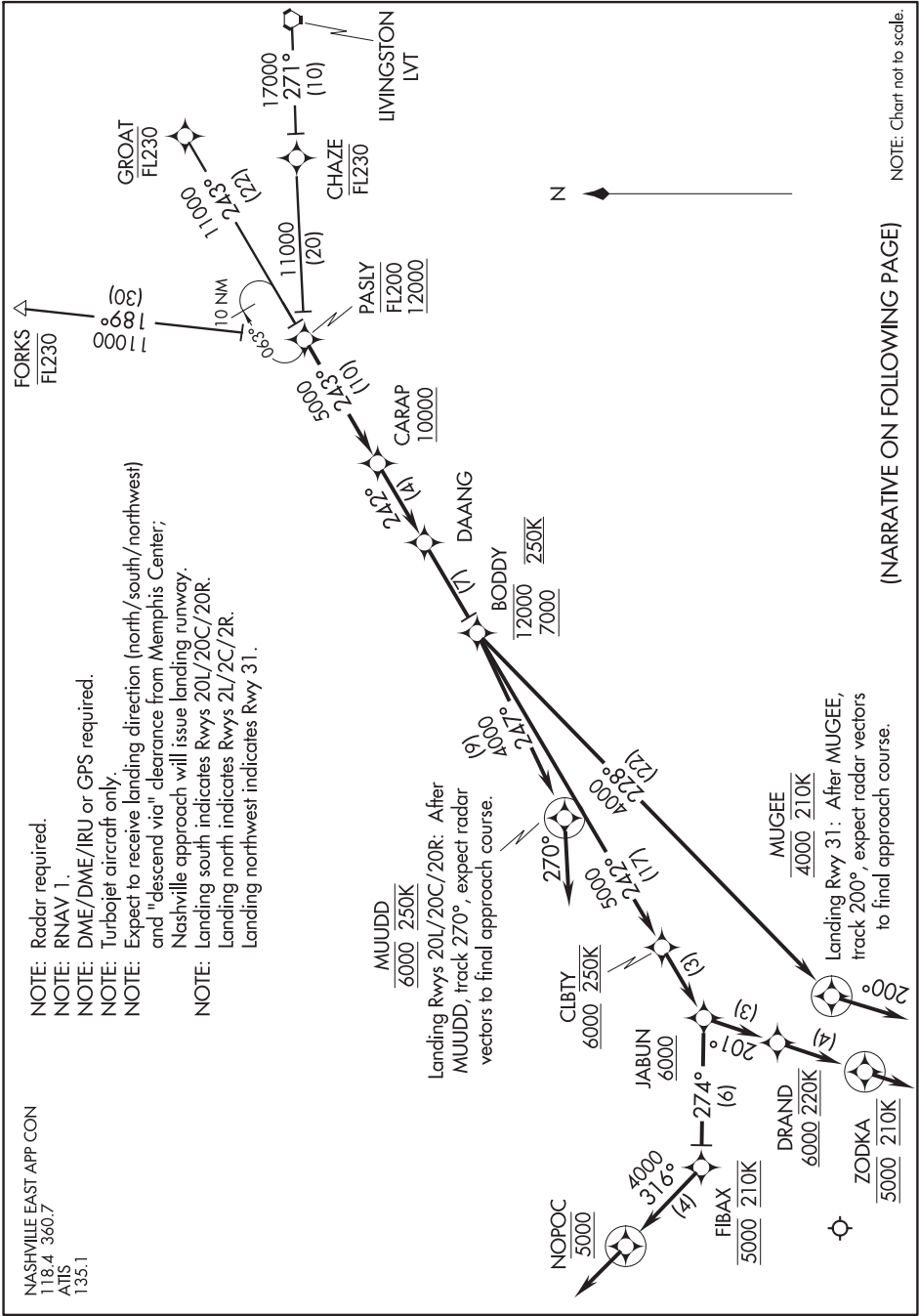
SE-1, 10 NOV 2016 to 05 JAN 2017

MONAA TWO ARRIVAL (RNAV)

(MONAA.MONAA2) 14037

PASLY THREE ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



PASLY THREE ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

PASLY THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

- FORKS TRANSITION (FORKS.PASLY3)
- GROAT TRANSITION (GROAT.PASLY3)
- LIVINGSTON TRANSITION (LVT.PASLY3)

From over PASLY on track 243° to cross CARAP at/above 10000, then on track 242° to DAANG, then on track 242° to cross BODDY at/above 7000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH RWYS 2L/2C/2R: From over BODDY on track 242° to cross CLBTY at/above 6000 and at 250K, then on track 242° to cross JABUN at/above 6000, then on track 201° to cross DRAND at/above 6000 and at 220K, then on track 201° to cross ZODKA at 5000 and at 210K, then on track 201°. Expect radar vectors to final approach course.

LANDING SOUTH RWYS 20L/20C/20R: From over BODDY on track 247° to cross MUDD at 6000 and at 250K, then on track 270°. Expect radar vectors to final approach course.

LANDING NORTHWEST RWY 31: From over BODDY on track 228° to cross MUGEE at 4000 and at 210K, then on track 200°. Expect radar vectors to final approach course.

LANDING RWY 13: From over BODDY on track 242° to cross CLBTY at/above 6000 and at 250K, then on track 242° to cross JABUN at/above 6000, then on track 274° to cross FIBAX at 5000 and at 210K, then on track 316° to cross NOPOC at 5000, then on track 316°. Expect radar vectors to final approach course.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

REDSTONE FIVE ARRIVAL

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
 134.152 288.325
 LOUISVILLE INTL ATIS
 118.725
 BOWMAN FIELD ATIS
 118.275

ROSEWOOD
 117.5 ROD
 Chan 122
 N40°17.27'-W084°02.59'
 L-27, H-10

CINCINNATI
 117.3 CVG
 Chan 120
 N39°00.96'-W084°42.20'
 L-26-27

SHIRT
 N39°37.80'
 W83°34.89'
 10000 207° (82)
 10000 242° (55)

APPLETON
 116.7 APE
 Chan 114
 N40°09.06'-W082°35.30'
 L-29, H-10

NOTE: Radar required.
 NOTE: DME required.

WARSA
 N38°45.80'
 W84°56.89'

NERVE
 N38°36.94'
 W85°05.42'

RDSTN
 N38°23.38'
 W85°18.38'

ZOPOM
 N38°14.23'
 W85°27.06'

LOM
 CATCH
 331 JV
 N38°28.44'
 W85°44.23'

CLARK
 RGNL

BOWMAN
 FIELD

LOUISVILLE INTL
 STANDIFORD
 FIELD

BOWMAN
 112.2 BQM
 Chan 59
 N38°13.81'-W085°39.88'

LOUISVILLE
 114.8 IUU
 Chan 95
 N38°06.21'-W085°34.65'

FALMOUTH
 117.0 FLM
 Chan 117

LEXINGTON
 112.6 HYK
 Chan 73

NOTE: Chart not to scale.

APPLETON TRANSITION (APE.RDSTN5): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....

CINCINNATI TRANSITION (CVG.RDSTN5): From over CVG VORTAC via CVG R-221 to RDSTN. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN5): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....

....From over RDSTN on IIIU R-036 to ZOPOM/IIIU 10 DME, then via IIIU R-036 to IIIU VORTAC. Expect radar vectors to final approach after ZOPOM/IIIU 10 DME.

LOST COMMUNICATIONS: For JYV-at IIIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000' until CATCH LOM. NOTE: GPS or ADF required.

REDSTONE FIVE ARRIVAL

LOUISVILLE, KENTUCKY

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(RYYMN.RYYMN2)

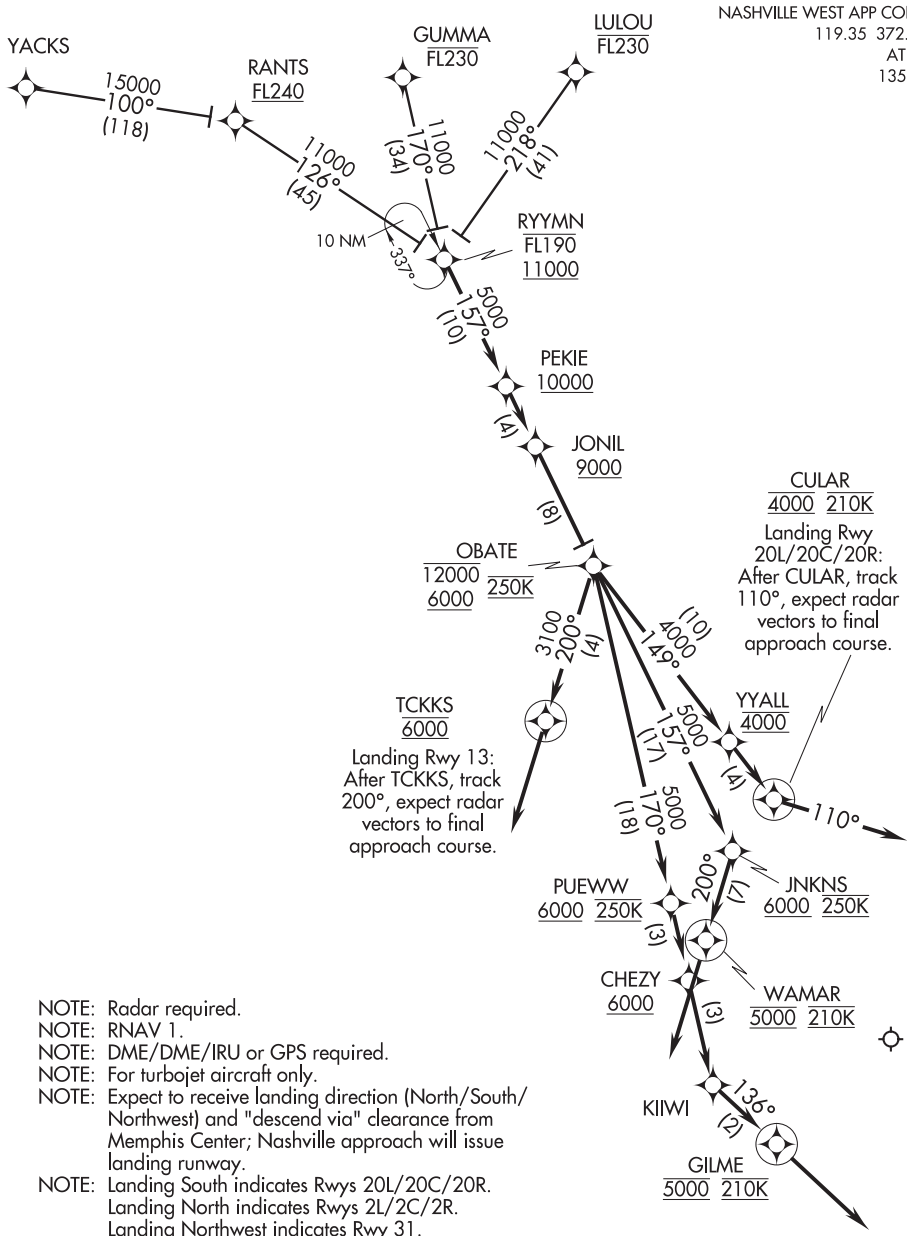
14205

Z45
ST-282 (FAA)

RYYMN TWO ARRIVAL (RNAV)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

NASHVILLE WEST APP CON
119.35 372.0
ATIS
135.1



- NOTE: Radar required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: Expect to receive landing direction (North/South/Northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
- NOTE: Landing South indicates Rwy 20L/20C/20R.
- NOTE: Landing North indicates Rwy 2L/2C/2R.
- NOTE: Landing Northwest indicates Rwy 31.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

RYYMN TWO ARRIVAL (RNAV)

(RYYMN.RYYMN2)

14205

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RYYMN TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

GUMMA TRANSITION (GUMMA.RYYMN2)

LULOU TRANSITION (LULOU.RYYMN2)

RANTS TRANSITION (RANTS.RYYMN2)

YACKS TRANSITION (YACKS.RYYMN2)

From over RYYMN on track 157° to PEKIE at/above 10000, then on track 157° to cross JONIL at/above 9000, then on track 157° to cross OBATE at/above 6000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWY 2L/2C/2R): From over OBATE on track 157° to cross JNKNS at/above 6000 and at 250K, then on track 200° to cross WAMAR at 5000 and 210K, then on track 200°. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 20L/20C/20R): From over OBATE on track 149° to cross YYALL at 4000, then on track 149° to cross CULAR at 4000 and at 210K, then on track 110°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over OBATE on track 170° to cross PEUWW at/above 6000 and at 250K, then on track 170° to cross CHEZY at/above 6000, then on track 170° to KIIWI, then on track 136° to cross GILME at 5000 and at 210K, then on track 136°, expect radar vectors to final approach course.

LANDING RWY 13: From over OBATE on track 200° to cross TCKKS at 6000, then on track 200. Expect radar vectors to final approach course.

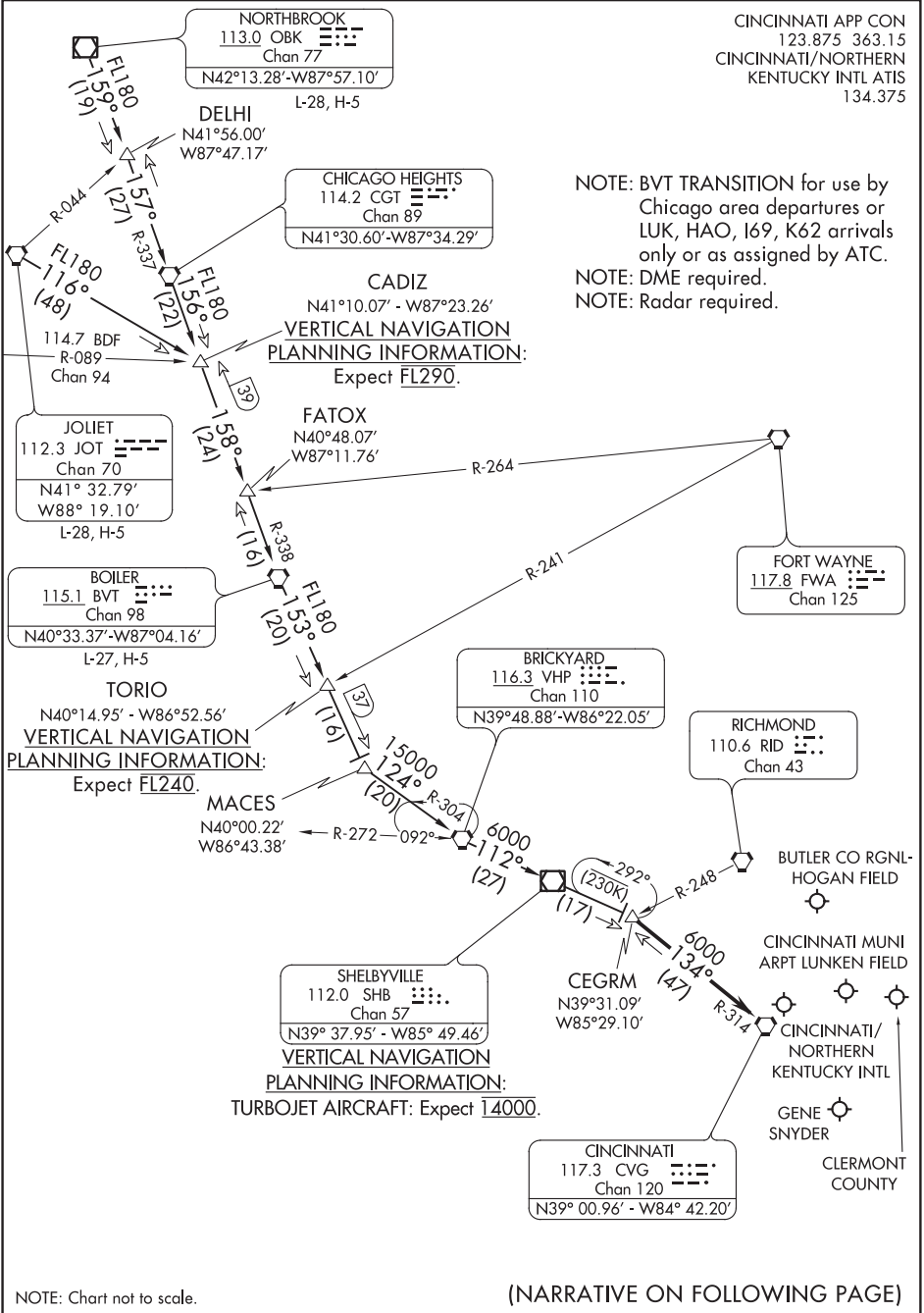
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SHELBYVILLE FOUR ARRIVAL

ST-655 (FAA)

COVINGTON, KENTUCKY



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SHELBYVILLE FOUR ARRIVAL

COVINGTON, KENTUCKY

ARRIVAL ROUTE DESCRIPTION

BOILER TRANSITION (BVT.SHB4): From over BVT VORTAC on R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM INT, thence....

JOLIET TRANSITION (JOT.SHB4): From over JOT VORTAC on JOT R-116 to CADIZ INT, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES INT, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM INT, thence....

NORTHBROOK TRANSITION (OBK.SHB4): From over OBK VOR/DME on OBK R-159 to DELHI INT, then on CGT R-337 to CGT VORTAC, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES INT, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM INT, thence....

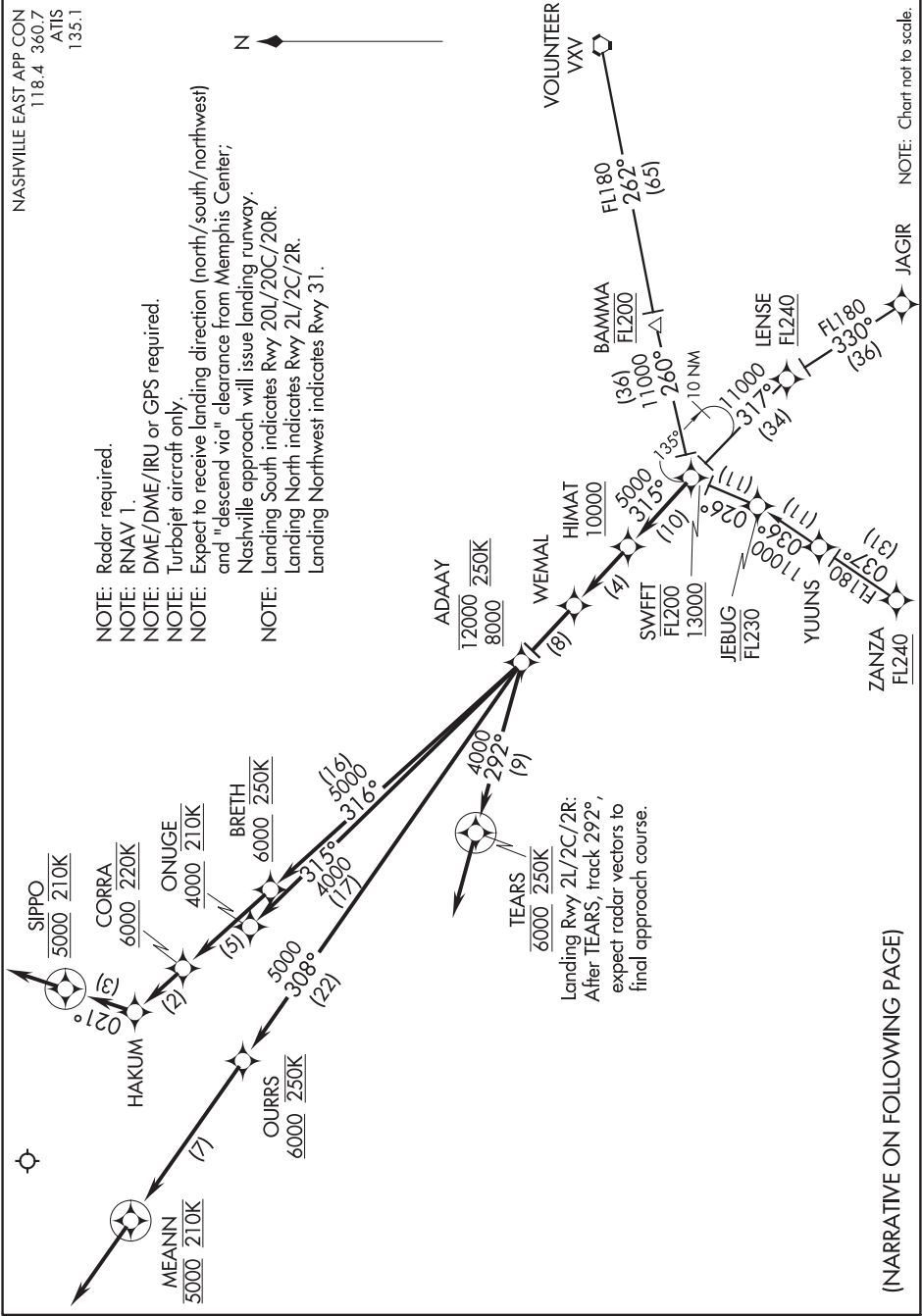
....from over CEGRM INT on CVG R-314 to CVG VORTAC. Expect radar vectors to final approach course after CEGRM INT.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SWFFT TWO ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Expect to receive landing direction (north/south/northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.

NOTE: Landing North indicates Rwy 20L/20C/20R.

NOTE: Landing South indicates Rwy 2L/2C/2R.

NOTE: Landing Northwest indicates Rwy 31.

Landing Rwy 2L/2C/2R:
After TEARS, track 292°,
expect radar vectors to
final approach course.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

SWFFT TWO ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

JAGIR TRANSITION (JAGIR.SWFFT2)VOLUNTEER TRANSITION (VXV.SWFFT2)ZANZA TRANSITION (ZANZA.SWFFT2)

From over SWFFT on track 315° to cross HIMAT at/above 10000, then on track 315° to WEMAL, then on track 315° to cross ADAAY at/above 8000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWYS 2L/2C/2R): From over ADAAY on track 292° to cross TEARS at 6000 and 250K, then on track 292°. Expect radar vectors to final approach course.

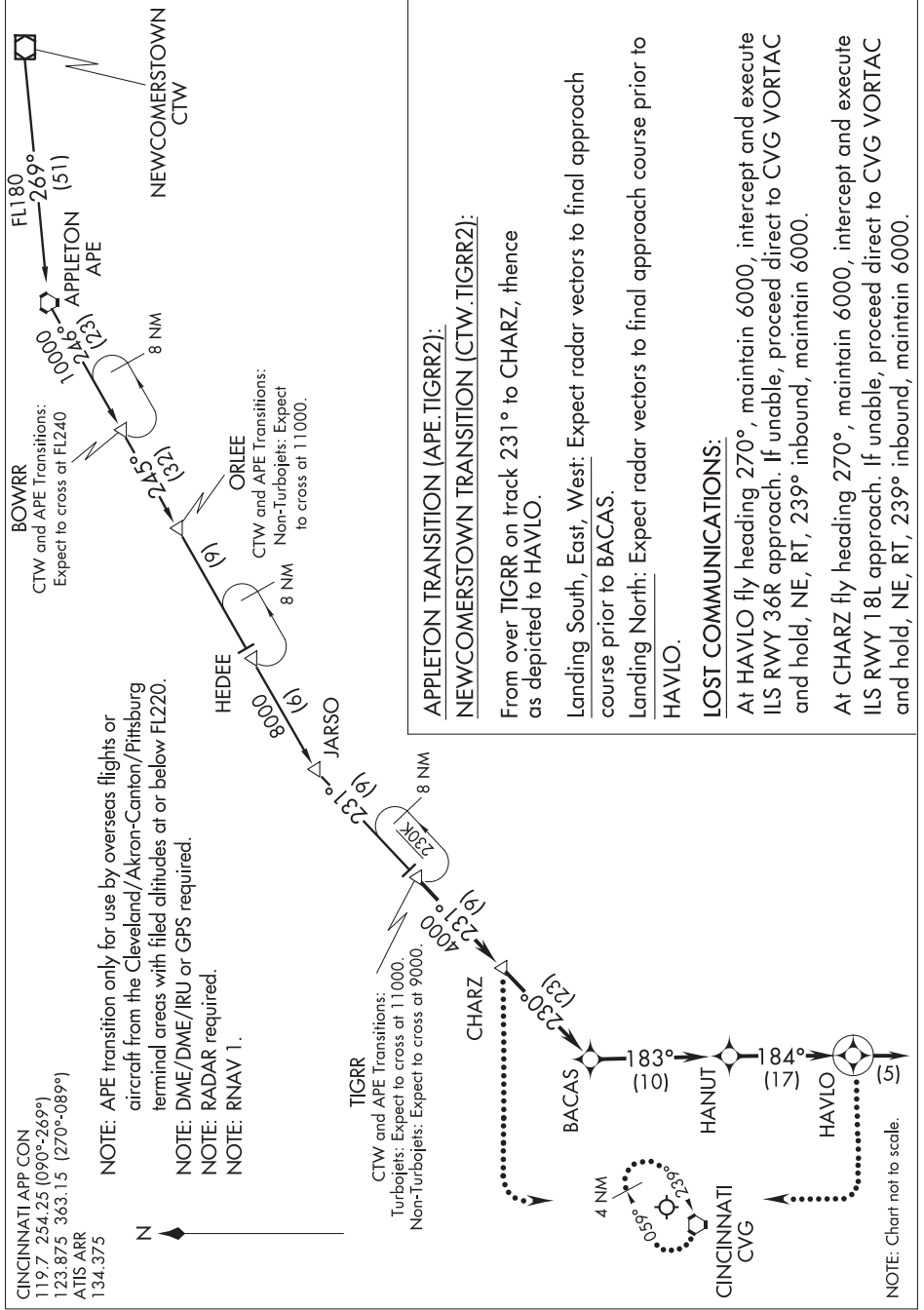
LANDING SOUTH (RWYS 20L/20C/20R): From over ADAAY on track 316° to cross BRETH at/above 6000 and at 250K, then on track 316° to cross CORRA at/above 6000 and at 220K, then on track 316° to HAKUM, then on track 021° to cross SIPPO at 5000 and at 210K, then on track 021°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over ADAAY on track 315° to cross ONUGE at/above 4000 and at 210K. Expect ILS or LOC RWY 31 approach.

LANDING RWY 13: From over ADAAY on track 308° to cross OURRS at/above 6000 and at 250K, then on track 308° to cross MEANN at 5000 and at 210K, then on track 308°. Expect radar vectors to final approach course.

TIGRR TWO ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



SE-1, 10 NOV 2016 to 05 JAN 2017

VANZE ONE ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

GRAMM TRANSITION (GRAMM.VANZE1):
TALLO TRANSITION (TALLO.VANZE1):
WASER TRANSITION (WASER.VANZE1):

LANDING SOUTH: RWYS 18L/18C/18R: From over VANZE on track 285° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 284° to HLI VORTAC, then on track 301° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 300° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 300° to SUUZE, then on track 358° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 358° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 358° to HEXIN, cross HEXIN at 3000, then on track 358°. Expect radar vectors to final approach course.

LANDING NORTH: RWYS 36L/36C/36R/9/27: From over VANZE on track 282° to FASOP, cross FASOP at 10000 at 230K, then on track 282°. Expect radar vectors to final approach course.

NOTE: Descend via Mach number until transition to 290K.

NOTE: Radar required.

NOTE: RNAV 1.

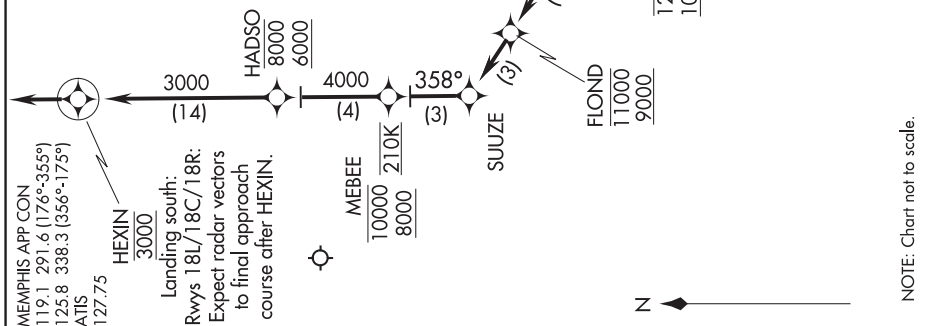
NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Landing south indicates Rwys 18L/18C/18R.

Landing north indicates Rwys 36L/36C/36R/9/27.

NOTE: Expect to receive landing direction (north/south) and "descend via" clearance from Memphis center. Memphis approach will assign landing runway.



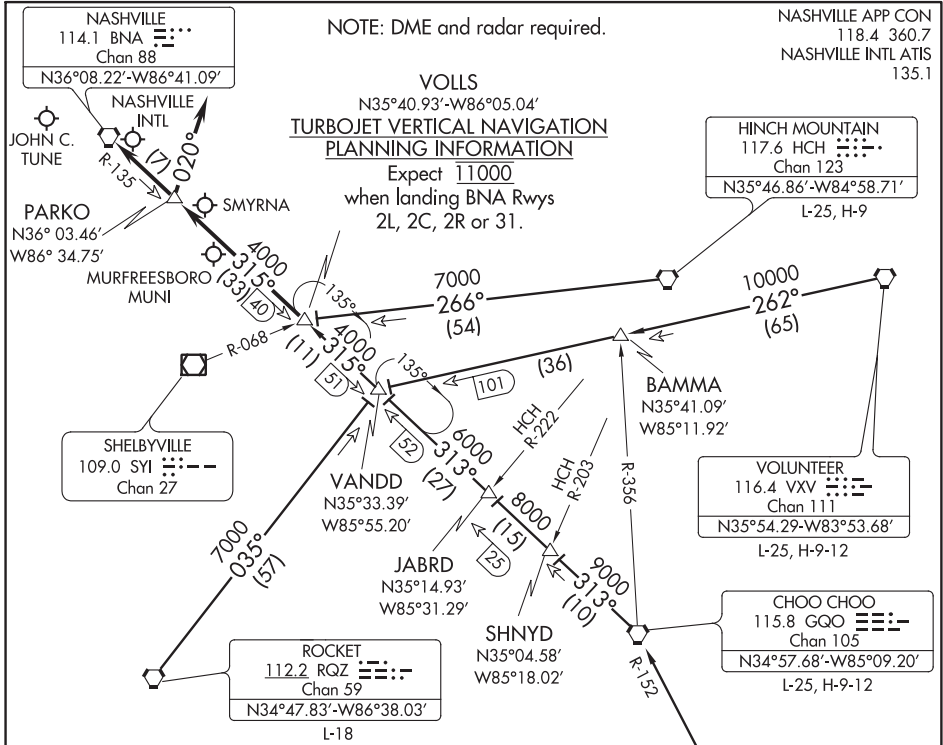
NOTE: Chart not to scale.

VANZE ONE ARRIVAL (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

VOLLS NINE ARRIVAL

NASHVILLE, TENNESSEE



ARRIVAL ROUTE DESCRIPTION

- ATLANTA TRANSITION (ATL.VOLLS9):** From over ATL VORTAC via ATL R-352 and GGO R-152 to GGO VORTAC, then via GGO R-313 to VANDD, then via BNA R-135 to VOLLS INT. Thence....
- CHOO CHOO TRANSITION (GGO.VOLLS9):** From over GGO VORTAC via GGO R-313 to VANDD, then via BNA R-135 to VOLLS INT. Thence...
- HINCH MOUNTAIN TRANSITION (HCH.VOLLS9):** From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .
- ROCKET TRANSITION (RQZ.VOLLS9):** From over RQZ VORTAC via RQZ R-035 to VANDD, then via BNA R-135 to VOLLS INT. Thence....
- VOLUNTEER TRANSITION (VXV.VOLLS9):** From over VXV VORTAC via VXV R-262 to VANDD, then via BNA R-135 to VOLLS INT. Thence....

- TURBOJETS/TURBOPROPS LANDING NASHVILLE INTL:**
 -Landing North: From over VOLLS INT on BNA R-135 to BNA VORTAC, expect vectors to final approach course passing VOLLS INT.
 -Landing South: From over VOLLS INT on BNA R-135 to PARKO/BNA 7 DME, then on heading 020° for vectors to final approach course.
- NON-TURBINE LANDING NASHVILLE INTL:**
 -All Runways: From over VOLLS INT on BNA R-135 to BNA VORTAC, expect vectors to final approach course passing VOLLS INT.
- LANDING JOHN C. TUNE, SMYRNA, MURFREESBORO MUNI:**
 -From over VOLLS INT on BNA R-135 to BNA VORTAC, expect vectors to final approach course passing VOLLS INT.

NOTE: Chart not to scale.

VOLLS NINE ARRIVAL

NASHVILLE, TENNESSEE

SE-1, 10 NOV 2016 to 05 JAN 2017

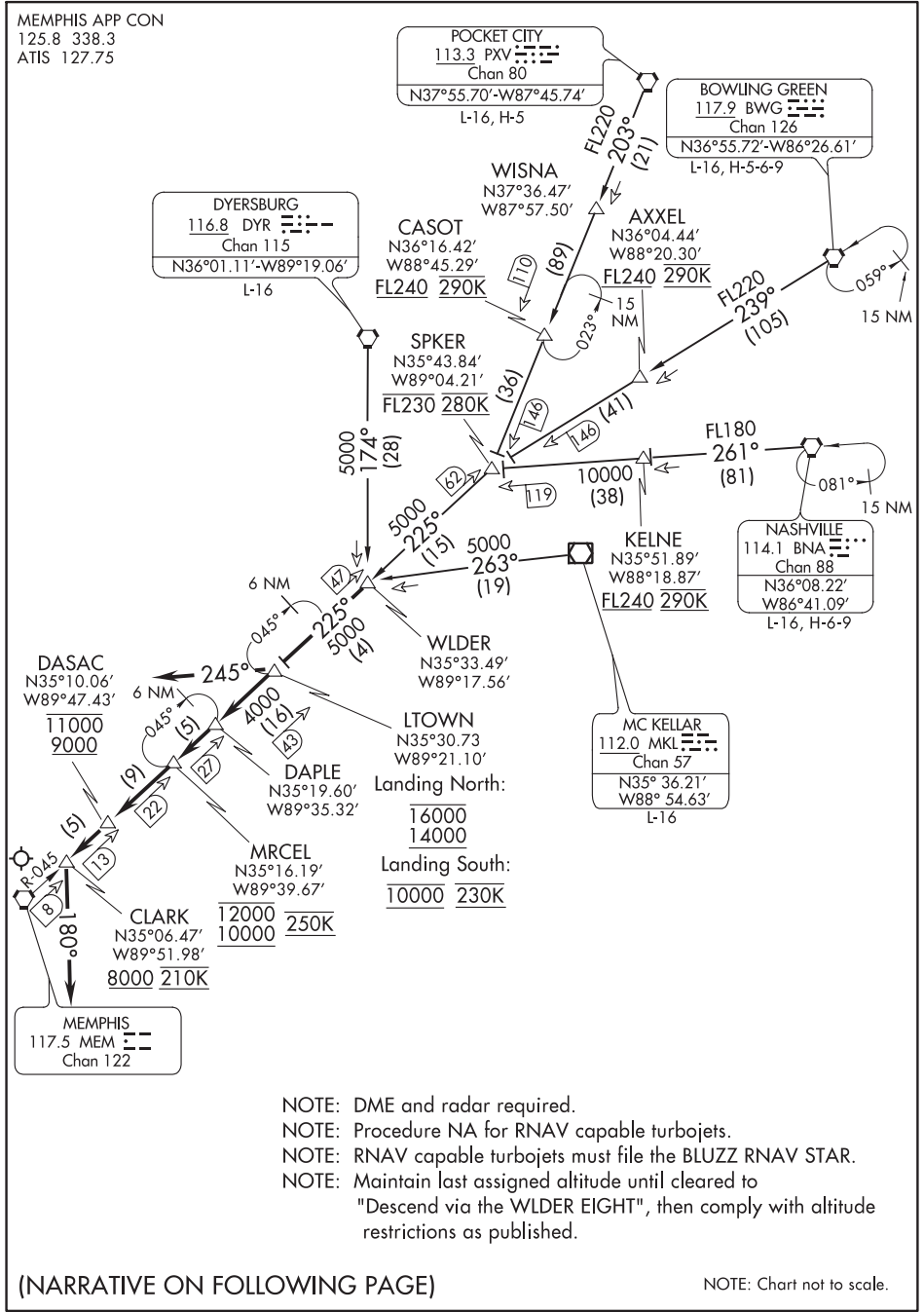
SE-1, 10 NOV 2016 to 05 JAN 2017

WLDER EIGHT ARRIVAL

ST-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

MEMPHIS APP CON
125.8 338.3
ATIS 127.75



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WLDER EIGHT ARRIVAL

(WLDER.WLDER8) 29MAY14

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

ARRIVAL ROUTE DESCRIPTION

BOWLING GREEN TRANSITION (BWG.WLDER8): From over BWG VORTAC on BWG R-239 to SPKER, then on MEM R-045 to WLDER. Thence. . . .

DYERSBURG TRANSITION (DYR.WLDER8): From over DYR VORTAC on DYR R-174 to WLDER. Thence. . . .

MC KELLAR TRANSITION (MKL.WLDER8): From over MKL VOR/DME on MKL R-263 to WLDER. Thence. . . .

NASHVILLE TRANSITION (BNA.WLDER8): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER. Thence. . . .

POCKET CITY TRANSITION (PXV.WLDER8): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER. Thence. . . .

LANDING NORTH: From over WLDER/MEM 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at or above 14000 and at or below 16000, then on MEM R-045 to cross DAPLE/MEM 27 DME, then on MEM R-045 to MRCEL/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-045 to cross DASAC/MEM 13 DME at or above 9000 and at or below 11000, then on on MEM R-045 to cross CLARK/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect radar vectors to final approach course.

LANDING SOUTH: From over WLDER/MEM 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect radar vectors to final approach course.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72723 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev	5602 546 546
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RNAV (GPS) RWY 10

ASHLAND RGNL (DWU)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet; increase LNAV Cat B, and Circling all Cats visibility ¼ mile; increase LNAV and LP Cats C and D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

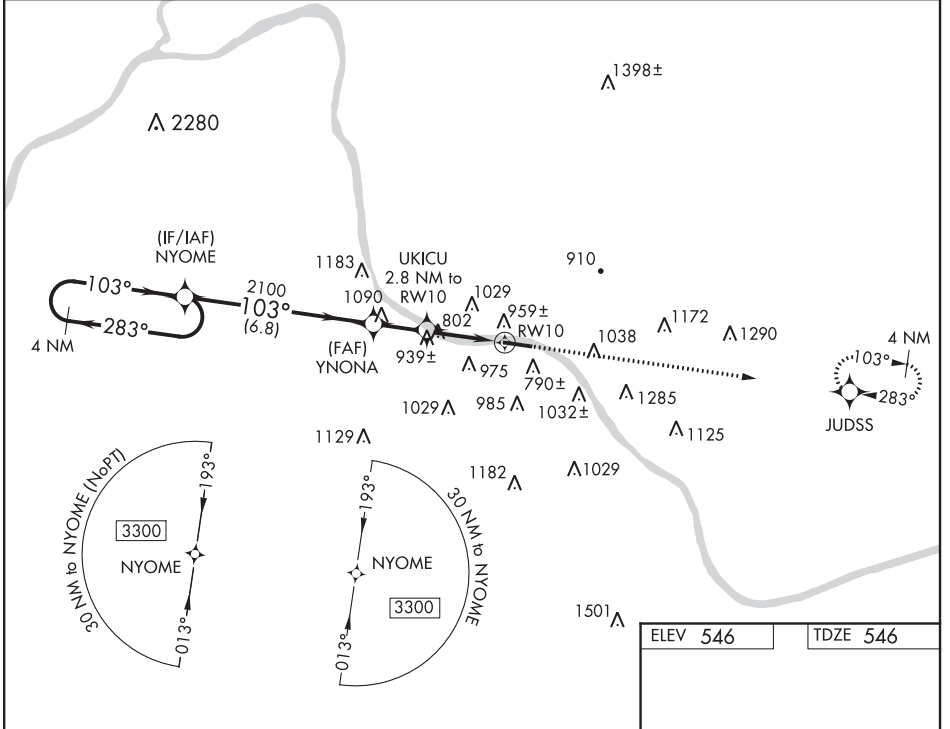
MISSED APPROACH: Climb to 3300 direct JUDSS and hold.

AWOS-3
132.425

HUNTINGTON APP CON
128.4 270.1

CLNC DEL
121.7

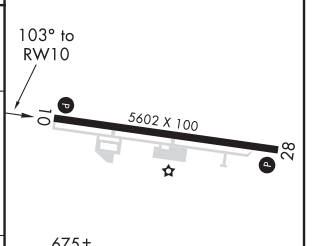
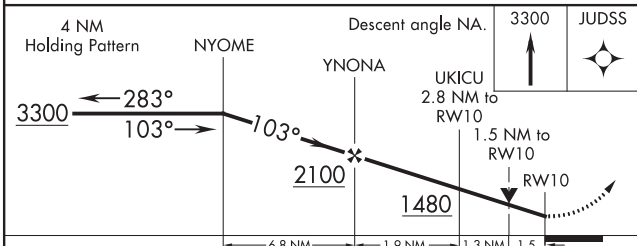
UNICOM
122.8 (CTAF) **⓪**



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 546	TDZE 546
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CATEGORY	A	B	C	D
LP MDA	1200-1	654 (700-1)	1200-1 $\frac{7}{8}$	654 (700-1 $\frac{7}{8}$)
LNAV MDA	1220-1	674 (700-1)	1220-1 $\frac{7}{8}$	674 (700-1 $\frac{7}{8}$)
C CIRCLING	1320-1 774 (800-1)	1380-1 $\frac{1}{4}$ 834 (900-1 $\frac{1}{4}$)	1400-2 $\frac{1}{2}$ 854 (900-2 $\frac{1}{2}$)	1420-2 $\frac{3}{4}$ 874 (900-2 $\frac{3}{4}$)

MIRL Rwy 10-28 **⓪**
REIL Rwy 10 and 28 **⓪**

ASHLAND, KENTUCKY

AL-5099 (FAA)

16091

WAAS CH 62923 W28A	APP CRS 283°	Rwy Idg TDZE Apt Elev	5602 546 546
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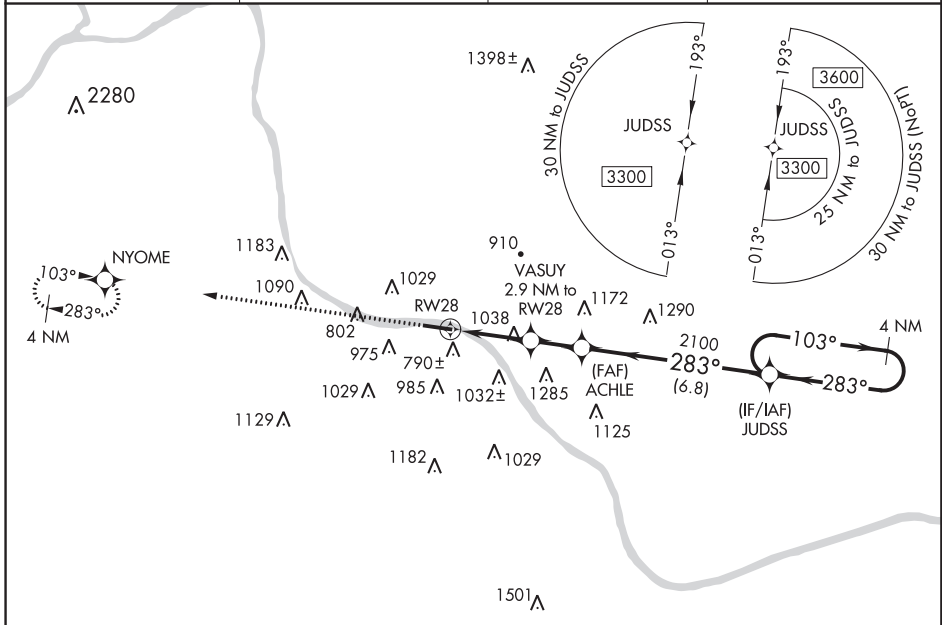
RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received; use Huntington altimeter setting, increase all MDA 80 feet and all Circling visibilities ¼ mile. VDP NA when using Huntington altimeter setting.

⚠ MISSED APPROACH: Climb to 3300 direct NYOME and hold.

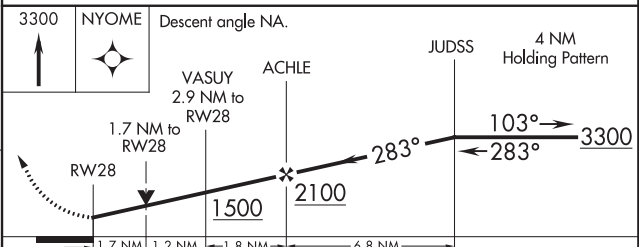
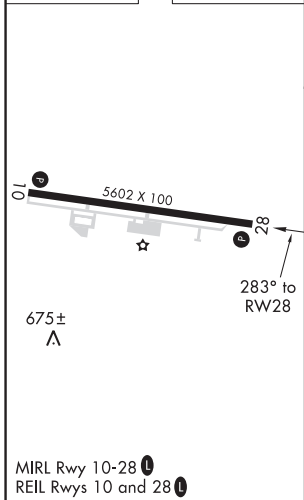
AWOS-3 132.425	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 546	TDZE 546
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CATEGORY	A	B	C	D
LP MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2½ 794 (800-2½)	794 (800-2½)
LNAV MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2½ 794 (800-2½)	794 (800-2½)
C CIRCLING	1340-1 794 (800-1)	1380-1¼ 834 (900-1¼)	1400-2½ 854 (900-2½)	1420-2¾ 874 (900-2¾)

ASHLAND, KENTUCKY
Amdt 1C 31MAR16

38°33'N-82°44'W

RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

VORTAC YRK 112.8 Chan 75	APP CRS 121°	Rwy Idg TDZE Apt Elev	5602 546 546
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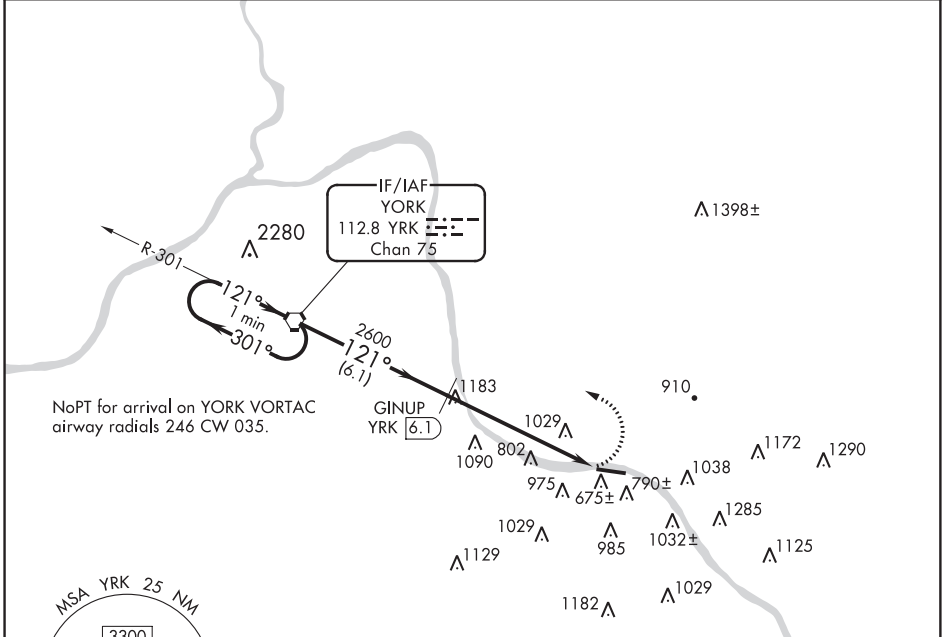
VOR/DME RWY 10

ASHLAND RGNL (DWU)

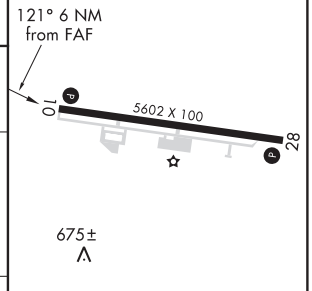
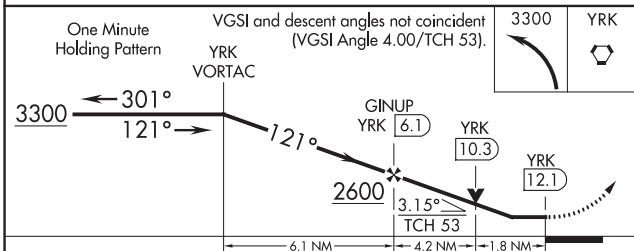
- ▼ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet and
- ▲ Circling Cat C/D visibility 1/4 mile. VDP NA when using Huntington altimeter setting.

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

AWOS-3 132.425	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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ELEV 546	TDZE 546
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CATEGORY	A	B	C	D
S-10	1360-1 814 (900-1)	1360-1 1/4 814 (900-1 1/4)	1360-2 1/2	814 (900-2 1/2)
CIRCLING	1360-1 1/4 814 (900-1 1/4)	1380-1 1/4 834 (900-1 1/4)	1400-2 1/2 854 (900-2 1/2)	1420-2 3/4 874 (900-2 3/4)

MIRL Rwy 10-28 0
REIL Rws 10 and 28 0

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ATHENS, TENNESSEE

AL-5791 (FAA)

16091

APP CRS	Rwy Idg	5501
022°	TDZE	846
	Apt Elev	874

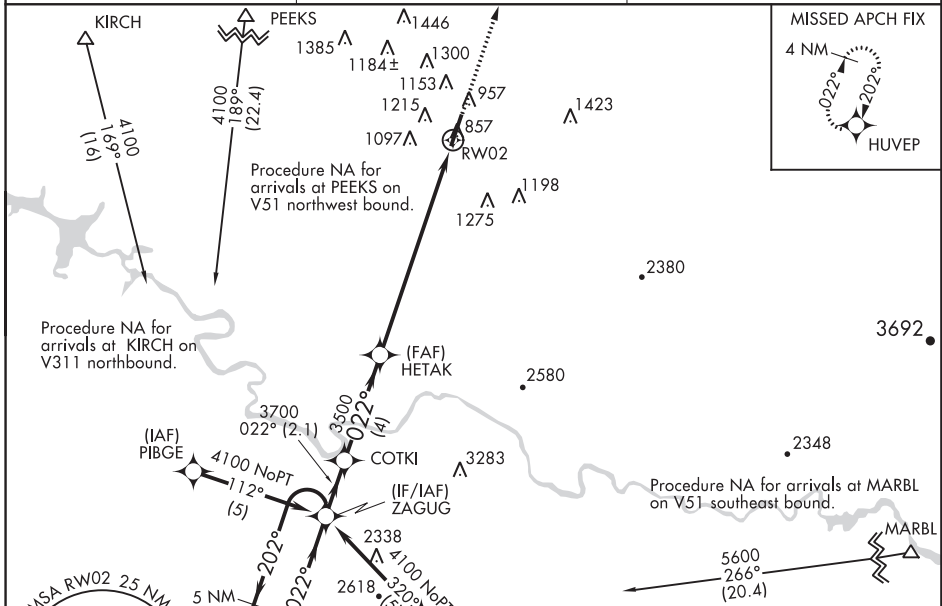
RNAV (GPS) RWY 2

MCMINN COUNTY (MMI)

NA DME/DME RNP-0.3 NA. Night Landing: Rwy 2 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 120 feet, and increase LNAV and Circling Cats C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3100 direct HUVEP and hold.

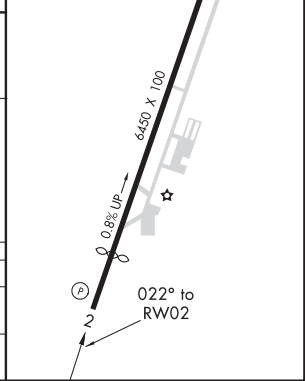
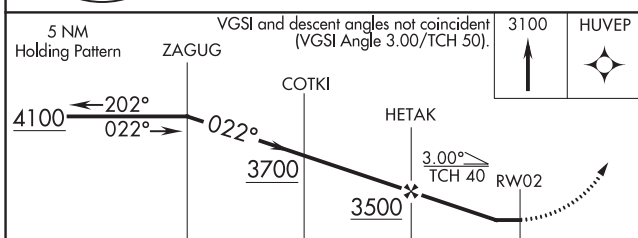
AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 874	TDZE 846
REIL Rwy 2 and 20 MIRL Rwy 2-20	



CATEGORY	A	B	C	D
LNAV MDA	1600-1 754 (800-1)	1600-1¼ 754 (800-1¼)	1600-2¼ 754 (800-2¼)	1600-2½ 754 (800-2½)
CIRCLING	1600-1 726 (800-1)	1600-1¼ 726 (800-1¼)	1600-2¼ 726 (800-2¼)	1600-2½ 726 (800-2½)

ATHENS, TENNESSEE
Orig-B 31MAR16

35°24'N-84°34'W

MCMINN COUNTY (MMI) RNAV (GPS) RWY 2

ATHENS, TENNESSEE

AL-5791 (FAA)

16091

NDB MMI	APP CRS	Rwy Idg	5500
242	033°	TDZE	846
		Apt Elev	874

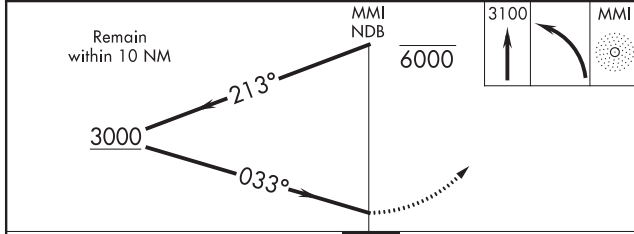
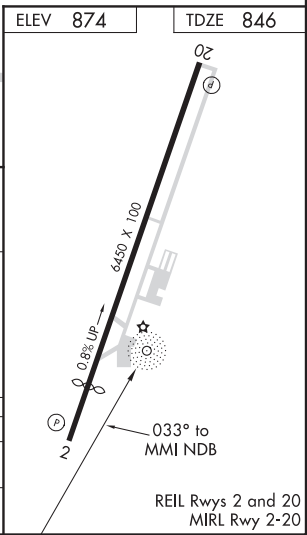
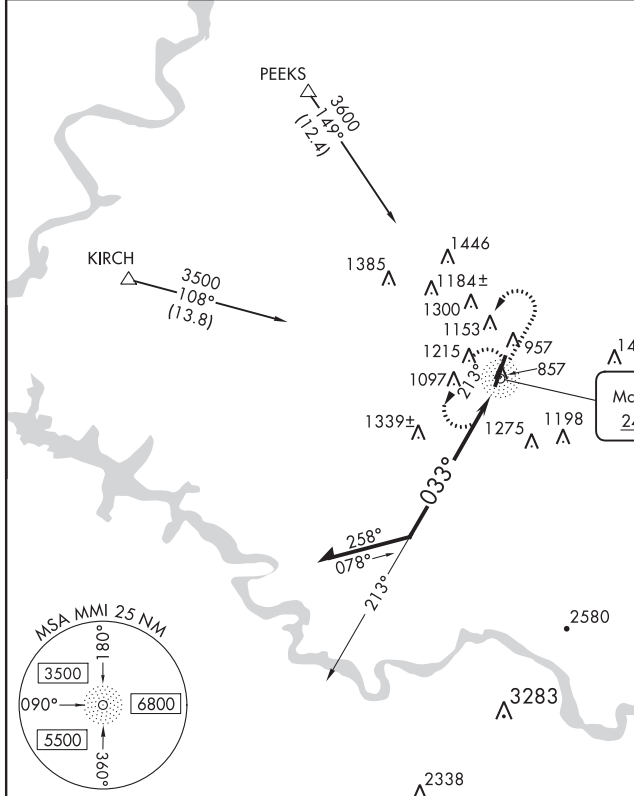
NDB RWY 2

MCMINN COUNTY (MMI)

▼ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 120 feet, all Cat A, B and D visibility ¼ mile and all Cat C visibility ½ mile. Night Landing: Rwy 2 NA.

MISSED APPROACH: Climb to 3100 then left turn direct MMI NDB and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-2	1700-1 854 (900-1)	1700-1¼ 854 (900-1¼)	1700-2½ 854 (900-2½)	1700-2¾ 854 (900-2¾)
CIRCLING	1700-1 826 (900-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	1700-2¾ 826 (900-2¾)

ATHENS, TENNESSEE
Amdt 6B 31MAR16

35°24'N-84°34'W

MCMINN COUNTY (MMI)
NDB RWY 2

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5003
025°	TDZE	654
	Apt Elev	669

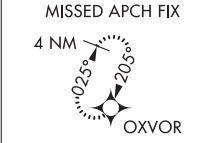
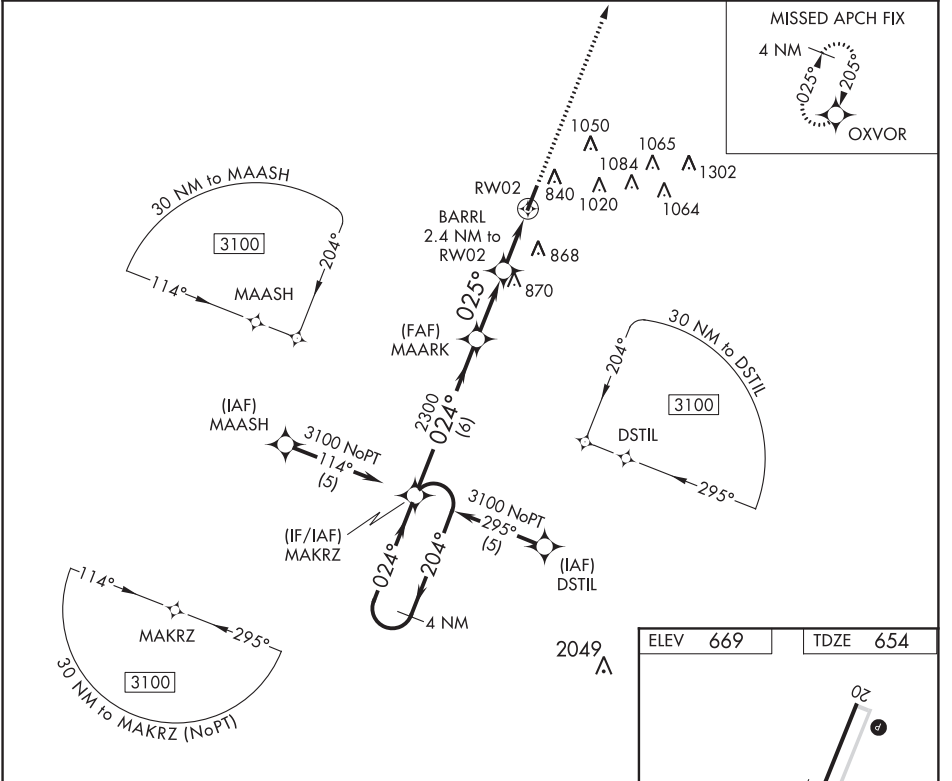
RNAV (GPS) RWY 2

SAMUELS FIELD (BRY)

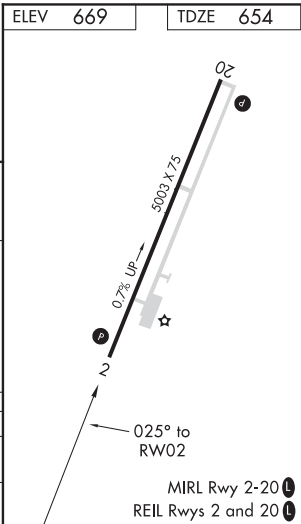
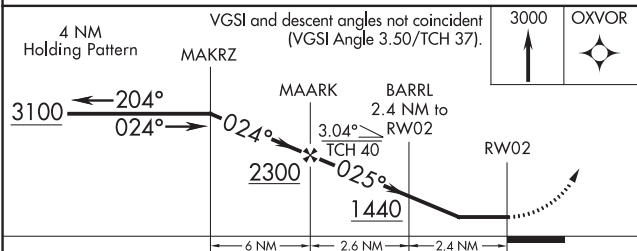
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all MDA 80 feet, increase LNAV Cats C/D visibility ¼ mile increase Circling Cats C/D visibility ¼ mile. Night landing: Rwy 2 NA.

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

AWOS-3 119.925	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF)
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ELEV	669	TDZE	654
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CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1½ 591 (600-1½)	1380-2¼ 711 (800-2¼)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77816 W20A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5003 669 669
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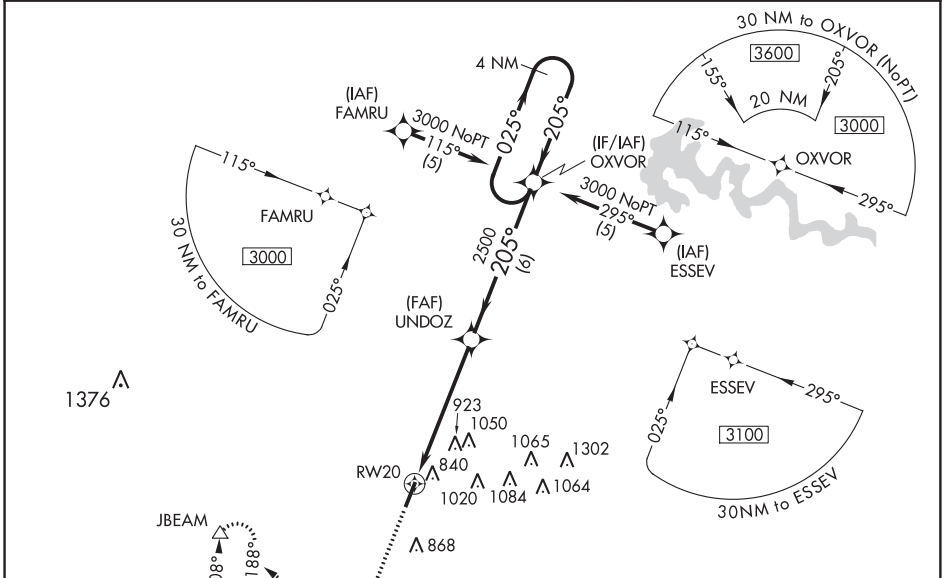
RNAV (GPS) RWY 20

SAMUELS FIELD (BRY)

NA Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase LPV DA 80 feet, LNAV/VNAV DA 183 feet and all MDA 80 feet and increase LPV all Cats visibilities, LNAV Cat D visibility, and Circling Cat D visibility 1/4 mile, LNAV/VNAV all Cats visibilities 3/4 mile and Circling Cat C visibility 1/2 mile. Night landing: Rwy 2 NA.

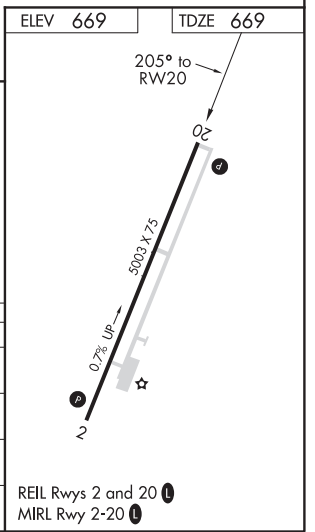
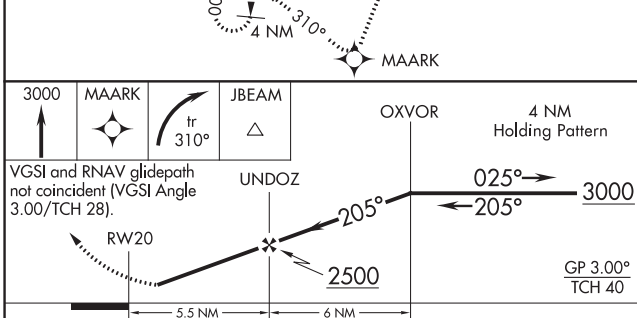
MISSED APPROACH: Climb to 3000 direct MAARK and right turn via track 310° to JBEAM and hold, continue climb-in-hold to 3000.

AWOS-3 119.925	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1005-1 1/4		336 (400-1 1/4)	
LNAV/VNAV DA	1250-2		581 (600-2)	
LNAV MDA	1180-1	511 (600-1)	1180-1 1/2	511 (600-1 1/2)
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1 1/2 591 (600-1 1/2)	1380-2 1/4 711 (800-2 1/4)

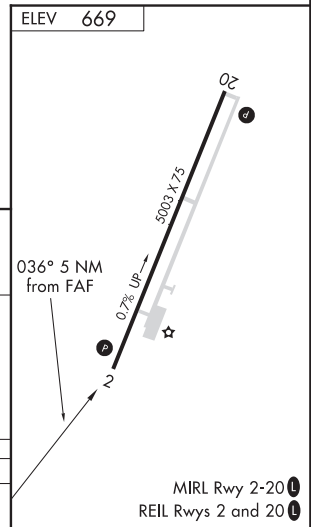
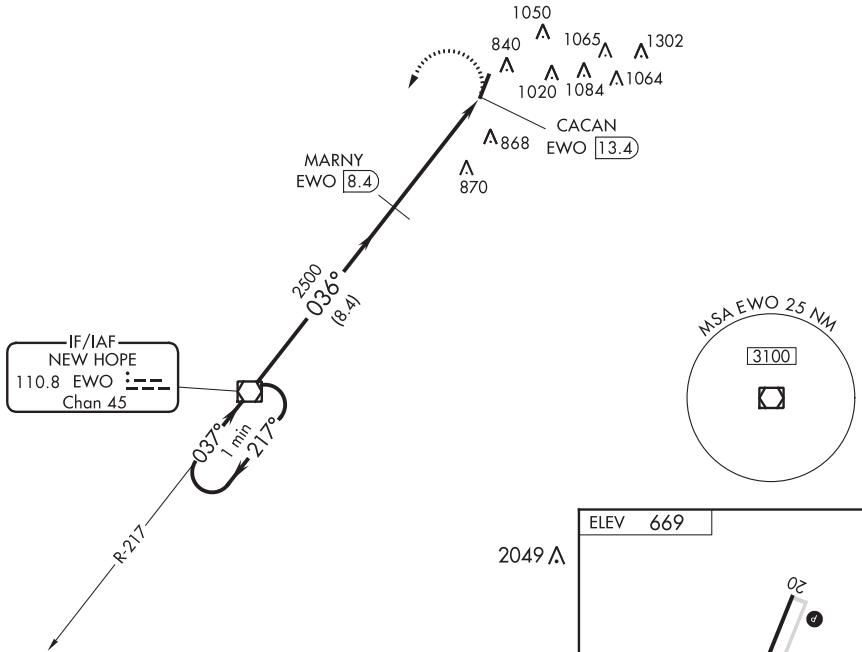
VOR/DME EWO 110.8 Chan 45	APP CRS 036°	Rwy Idg TDZE Apt Elev	N/A N/A 669
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VOR/DME-A
SAMUELS FIELD (BRY)

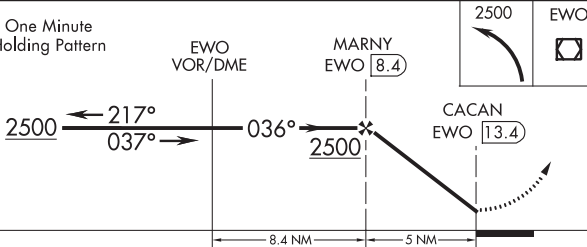
When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 80 feet, increase Cat C visibility 1/2 mile and Cat D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

AWOS-3 119.925	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern



CATEGORY	A	B	C	D
CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1260-1/2 591 (600-1/2)	1380-2 1/4 711 (800-2 1/4)

BOLIVAR, TENNESSEE

AL-6392 (FAA)

15064

WAAS CH 86935 W01A	APP CRS 009°	Rwy Idg THRE 499 Apt Elev 499	5007
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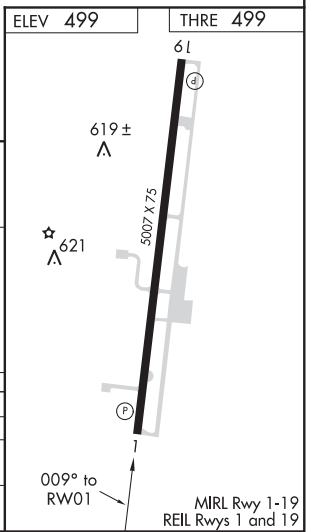
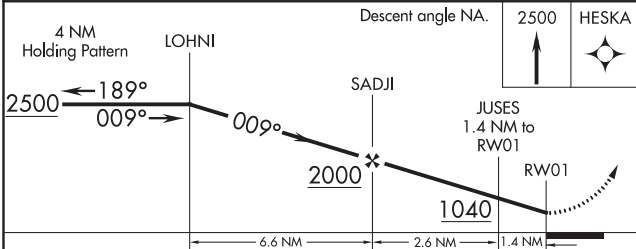
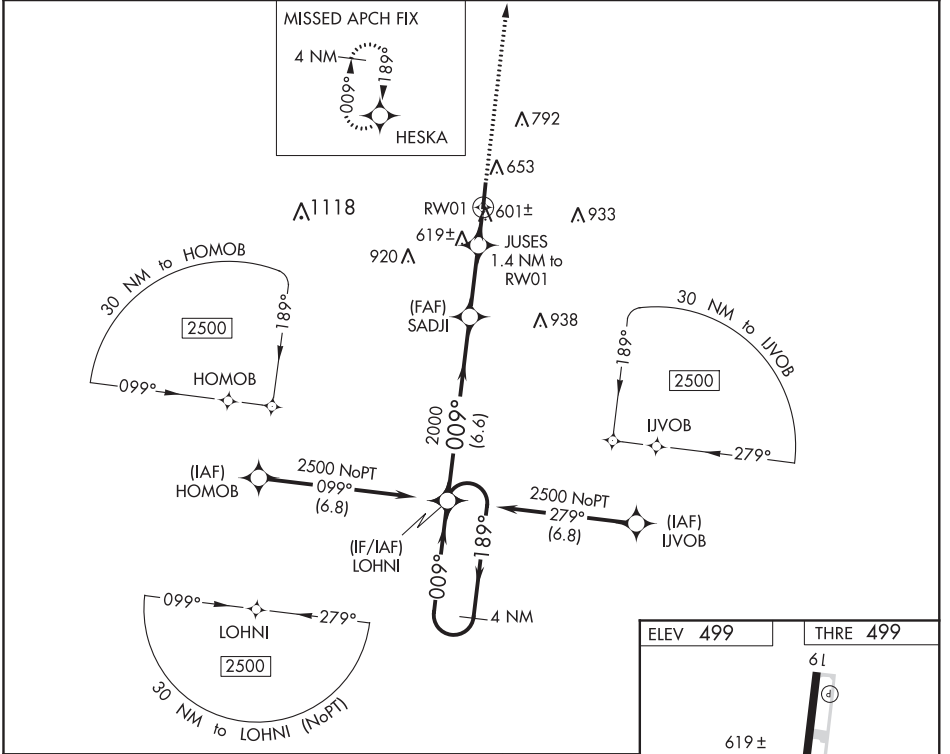
RNAV (GPS) RWY 1

WILLIAM L WHITEHURST FIELD (M08)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities $\frac{3}{8}$ mile, and LNAV Cats C/D and Circling Cats C/D visibilities $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3 121.125	MEMPHIS CENTER 124.35 239.3	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	860-1		361 (400-1)	
LNAV MDA	880-1	381 (400-1)	880-1 $\frac{1}{8}$	381 (400-1 $\frac{1}{8}$)
C CIRCLING	980-1	481 (500-1)	1100-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	1360-2 $\frac{3}{4}$ 861 (900-2 $\frac{3}{4}$)

BOLIVAR, TENNESSEE
Amdt 1 08JAN15

35°13'N - 89°03'W

RNAV (GPS) RWY 1

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63035 W19A	APP CRS 189°	Rwy Idg THRE 493 Apt Elev 499	5007
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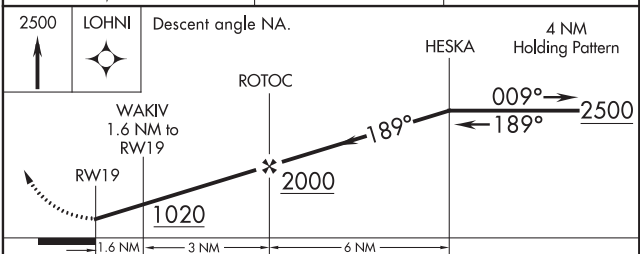
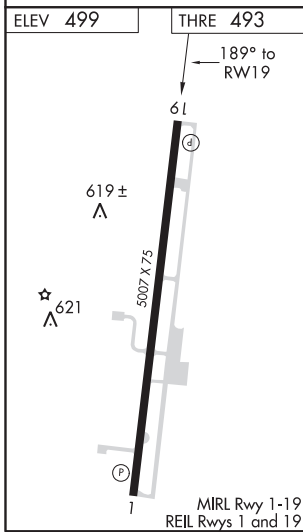
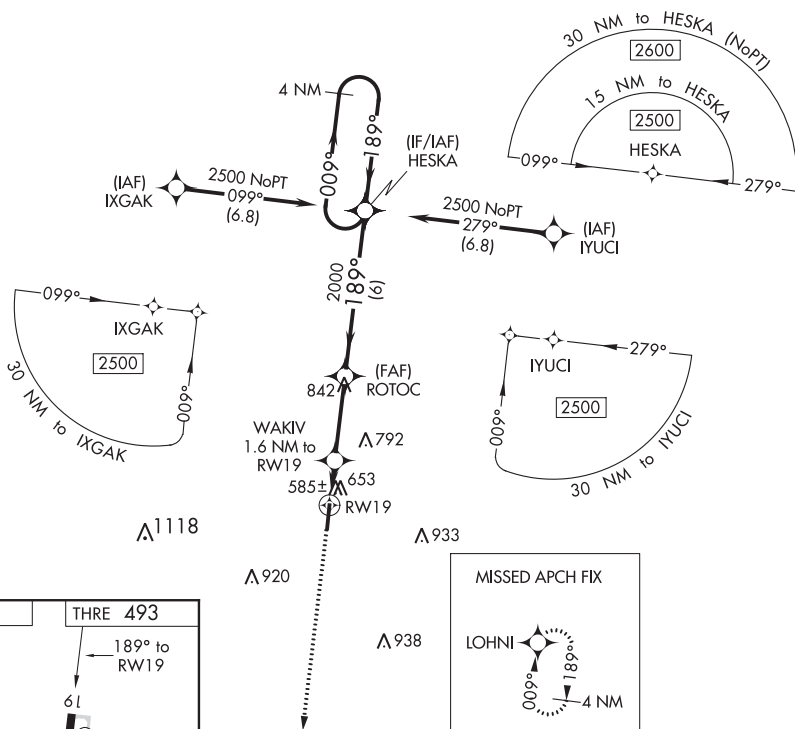
RNAV (GPS) RWY 19

WILLIAM L WHITEHURST FIELD (M08)

⚠ NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities ¼ mile, increase LNAV Cats C/D visibilities ½ mile and Circling Cats C/D visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3 121.125	MEMPHIS CENTER 124.35 239.3	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	840-1 347 (400-1)			
LNAV MDA	920-1	427 (500-1)	920-1¼	427 (500-1¼)
C CIRCLING	980-1	481 (500-1)	1100-1¾ 601 (700-1¾)	1360-2¾ 861 (900-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-BWG	APP CRS	Rwy Idg	6499
108.75	034°	TDZE	547
		Apt Elev	547

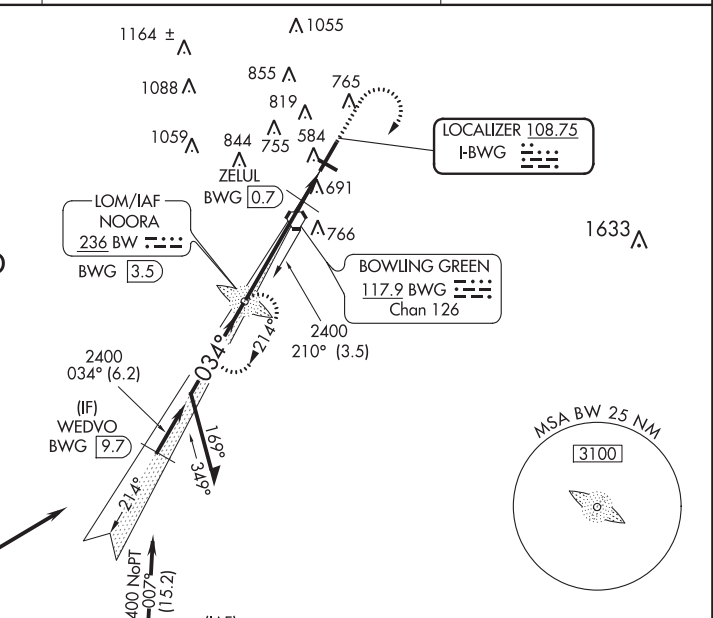
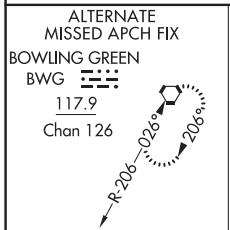
ILS or LOC RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

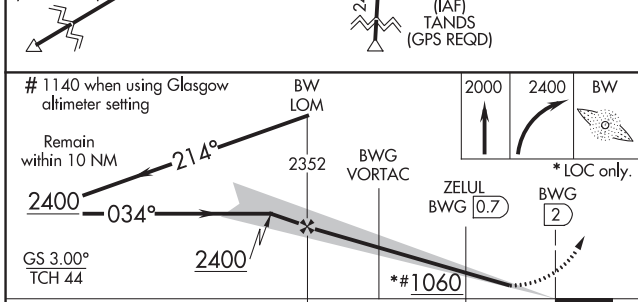
⚠ Night landing: Rwy 30 NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA/MDA 80 feet and increase S-ILS 3 all Cats visibility 1/8 mile, S-LOC 3 Cats C/D 3/8 mile, and Circling Cat C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. S-LOC 3 ZELUX Fix minimums NA when using Glasgow altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 317.6	UNICOM 123.0 CTAF 0
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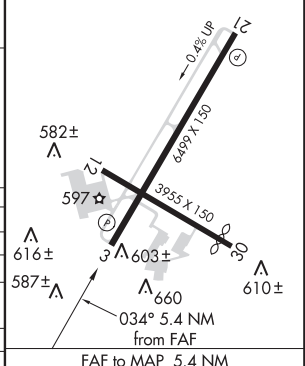


ADF REQUIRED



ELEV 547	TDZE 547
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REIL Rwy 3 and 21 **0** 597± **▲**
 MIRL Rwy 12-30
 HIRL Rwy 3-21 **0**



CATEGORY	A	B	C	D
S-ILS 3	747-3/4		200 (200-3/4)	
S-LOC 3	1060-1	513 (600-1)	1060-1 3/8	513 (600-1 3/8)
CIRCLING	1060-1	1120-1	1160-1 3/4	1200-2
	513 (600-1)	573 (600-1)	613 (700-1 3/4)	653 (700-2)
ZELUX FIX MINIMUMS (DME REQUIRED)				
S-LOC 3	880-1		333 (400-1)	
CIRCLING	1000-1	1120-1	1160-1 3/4	1200-2
	453 (500-1)	573 (600-1)	613 (700-1 3/4)	653 (700-2)

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

ILS or LOC RWY 3

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69510 W03A	APP CRS 034°	Rwy Idg TDZE Apt Elev	6499 547 547
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RNAV (GPS) RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

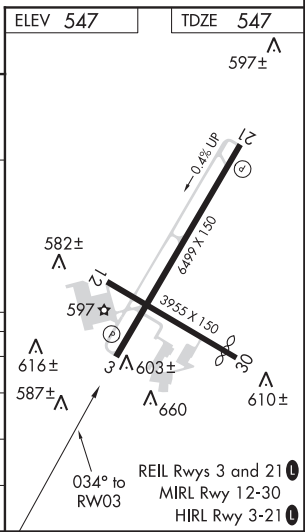
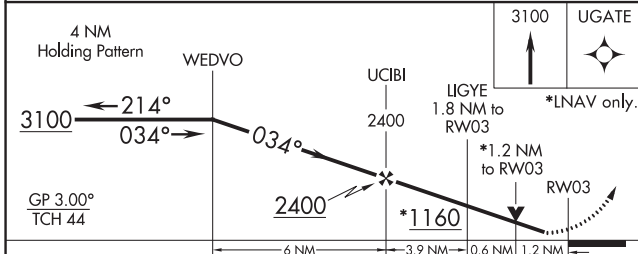
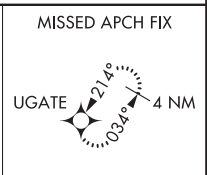
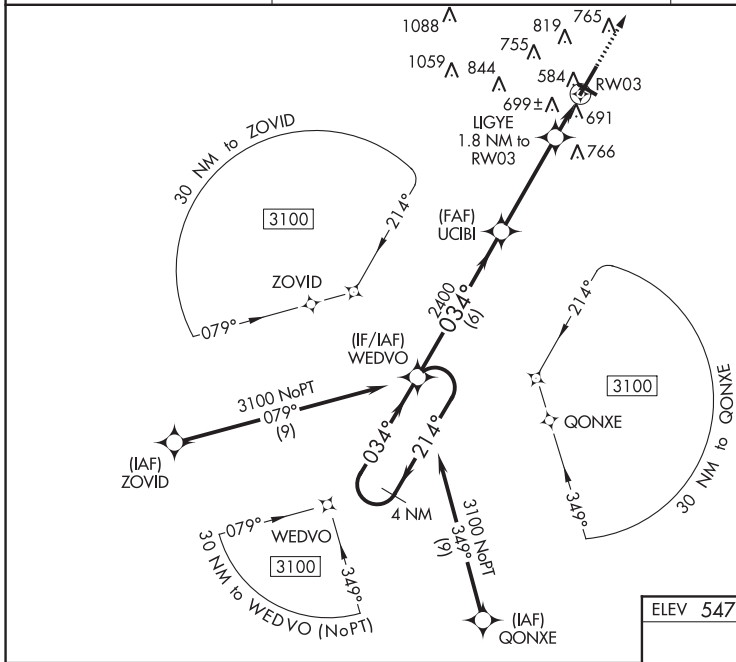
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA. When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats 1/8 mile and LNAV Cat C and D and Circling Cat C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

MISSED APPROACH:
Climb to 3100 direct UGATE and hold.

ASOS
127.825

MEMPHIS CENTER
133.85 317.6

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		747-3/4	200 (200-3/4)	
LNAV/VNAV DA		1009-1 1/8	462 (500-1 1/8)	
LNAV MDA	960-1	413 (500-1)	960-1 1/8	413 (500-1 1/8)
C CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1160-1 3/4 613 (700-1 3/4)	1200-2 653 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57907 W21A	APP CRS 214°	Rwy Idg TDZE Apt Elev	6499 522 547
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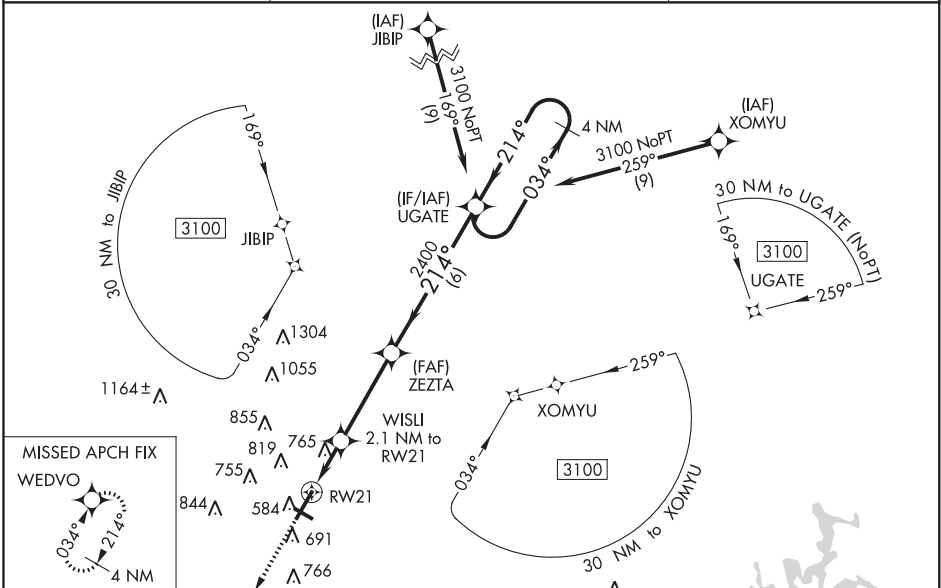
RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

▼ Baro-VNAV NA when using Glasgow Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received use Glasgow Muni altimeter setting and increase all DA 77 feet all MDA 80 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats 3/8 mile and LNAV and Circling Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 30 NA.

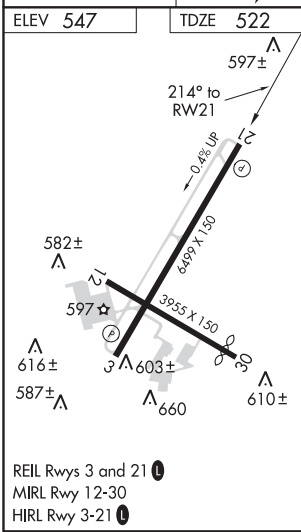
MISSED APPROACH:
Climb to 3100 direct WEDVO and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 317.6	UNICOM 123.0 (CTAF) ①
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 547	TDZE 522	
		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).
		4 NM Holding Pattern
*LNAV only.		GP 3.00° TCH 55
CATEGORY	A	B
LPV DA	807-1	285 (300-1)
LNAV/VNAV DA	1073-1 7/8	551 (600-1 7/8)
LNAV MDA	1020-1 498 (500-1)	1020-1 3/8 498 (500-1 3/8)
C CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)
	1160-1 3/4 613 (700-1 3/4)	1200-2 653 (700-2)

VORTAC BWG 117.9 Chan 126	APP CRS 024°	Rwy Idg TDZE Apt Elev N/A N/A 547
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VOR-A

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

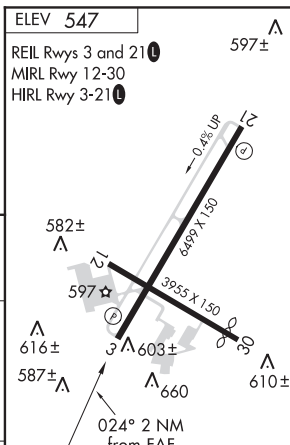
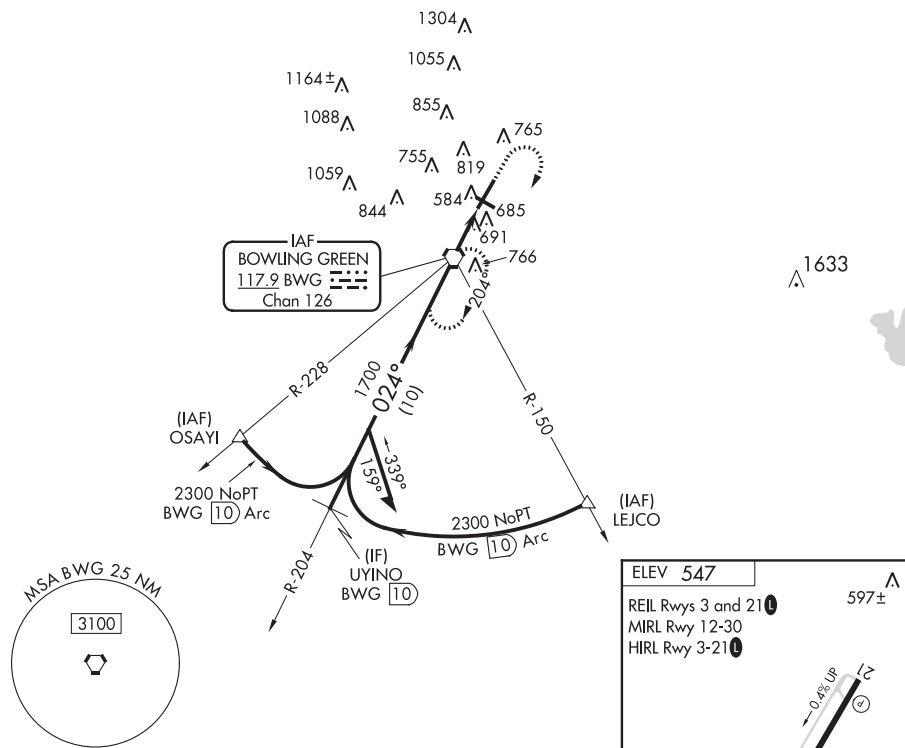
⚠ When local altimeter setting not received use Glasgow altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile.
⚠ Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 30 NA.

MISSED APPROACH: Climb to 2400 then right turn direct BWG VORTAC and hold.

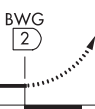
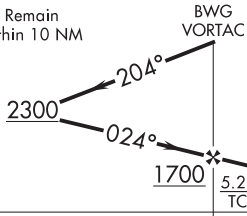
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0



Remain within 10 NM



CATEGORY	A	B	C	D
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1120-1½ 573 (600-1½)	1120-2 573 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

VOR-A

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

15148

LOM BW	APP CRS	Rwy Idg	6499
236	034°	TDZE	547
		Apt Elev	547

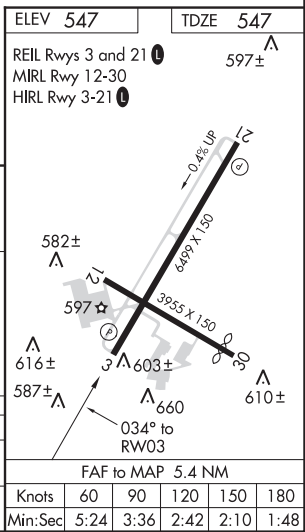
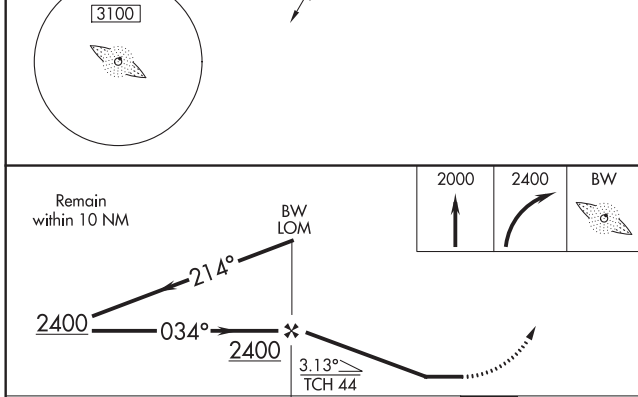
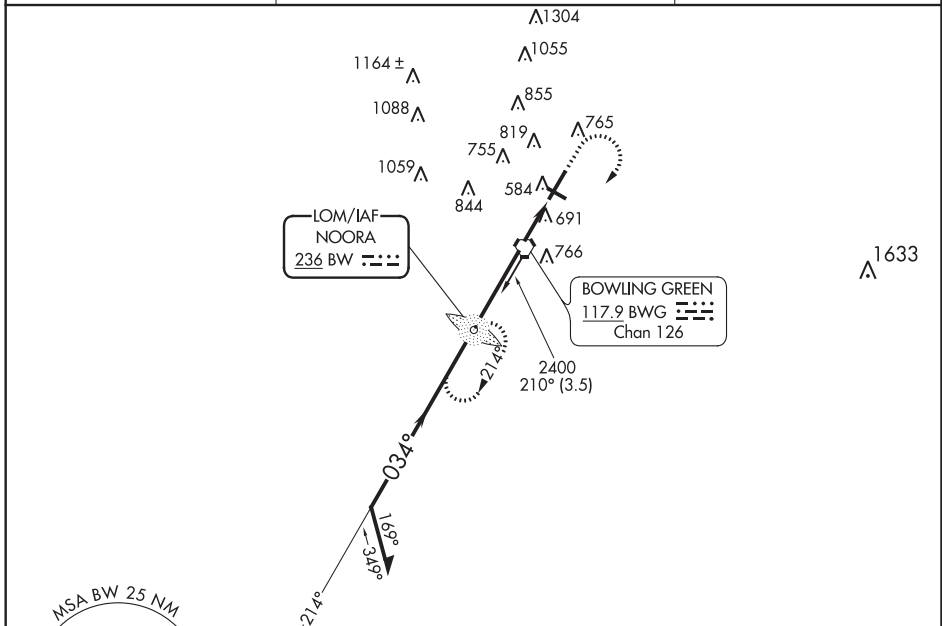
NDB RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

⚠ Night landing: Rwy 30 NA. When local altimeter setting not received, use Glasgow Muni altimeter setting and increase all MDA 80 feet and increase S-3 and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 317.6	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
	1120-1	573 (600-1)	1120-1½	573 (600-1½)
S-3	1120-1	573 (600-1)	1160-1¾	1200-2
① CIRCLING	1120-1	573 (600-1)	613 (700-1¾)	653 (700-2)

ELEV 547	TDZE 547				
REIL Rwy 3 and 21 ①	597±				
MIRL Rwy 12-30					
HIRL Rwy 3-21 ①					
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

BOWLING GREEN, KENTUCKY
Amdt 2A 28MAY15

BOWLING GREEN-WARREN COUNTY RGNL (BWG)
NDB RWY 3

36°58'N-86°25'W

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-BON 111.5	APP CRS 048°	Rwy Idg TDZE Apt Elev	8000 1498 1519
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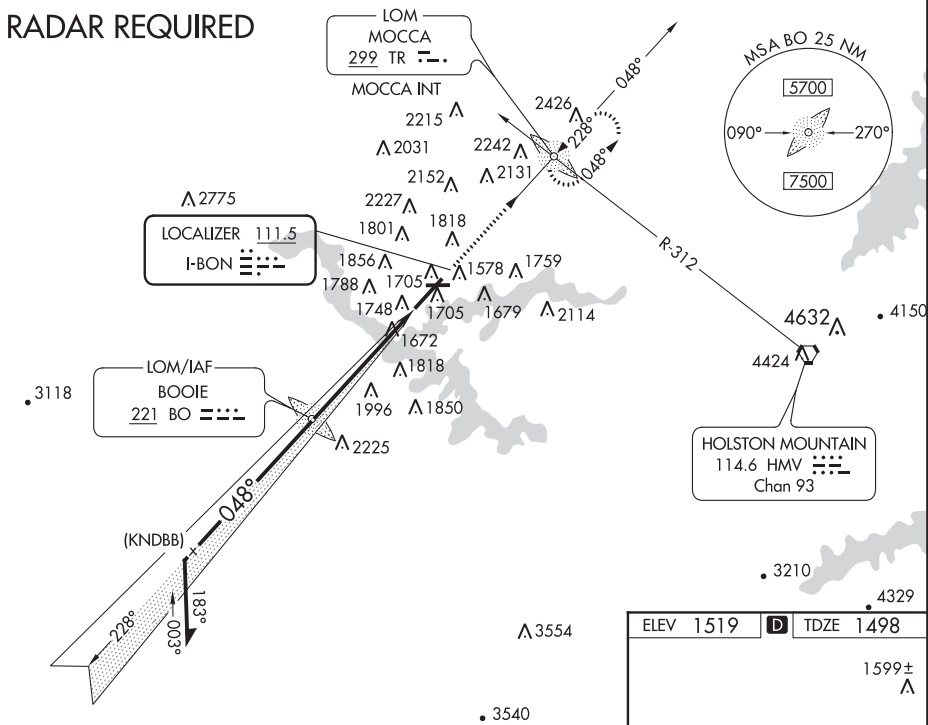
ILS or LOC RWY 5
TRI-CITIES RGNL TN/VA (TRI)

⚠ Night Landing: Rwy 9, 27 NA at night. Circling NA NW of Rwy 9-23. ADF Required.
⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Elizabethton altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase S-LOC 5 Cat C-D and Circling Cat C visibility 1/2 mile. Procedure NA when Control Tower closed.

MISSED APPROACH: Climb to 2000 then climb to 4800 direct MOCCA LOM INT and hold, continue climb-in-hold to 4800.

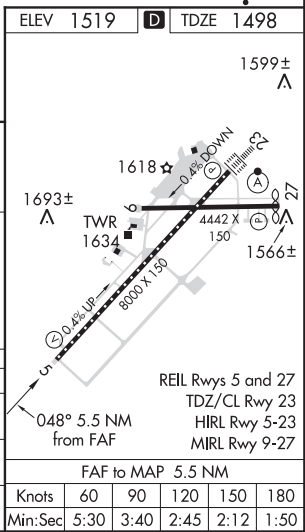
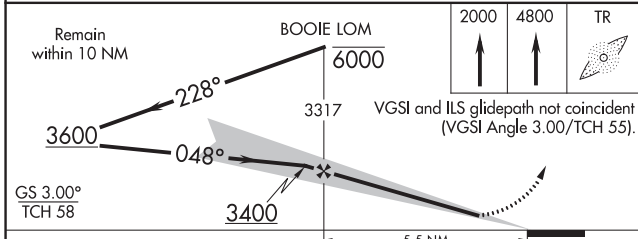
ATIS 118.25	TRI-CITY APP CON * 134,425 349.0	TRI-CITY TOWER * 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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RADAR REQUIRED



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5		1698/40	200 (200-3/4)	
S-LOC 5	2100/55	602 (600-1 1/4)	2100-1 3/4	602 (600-1 3/4)
CIRCLING	2120-1	601 (700-1)	2180-1 3/4	2180-2
			661 (700-1 3/4)	661 (700-2)

LOC I-TRI 109.9	APP CRS 230°	Rwy Idg 8000	TDZE 1518
		Apt Elev 1519	

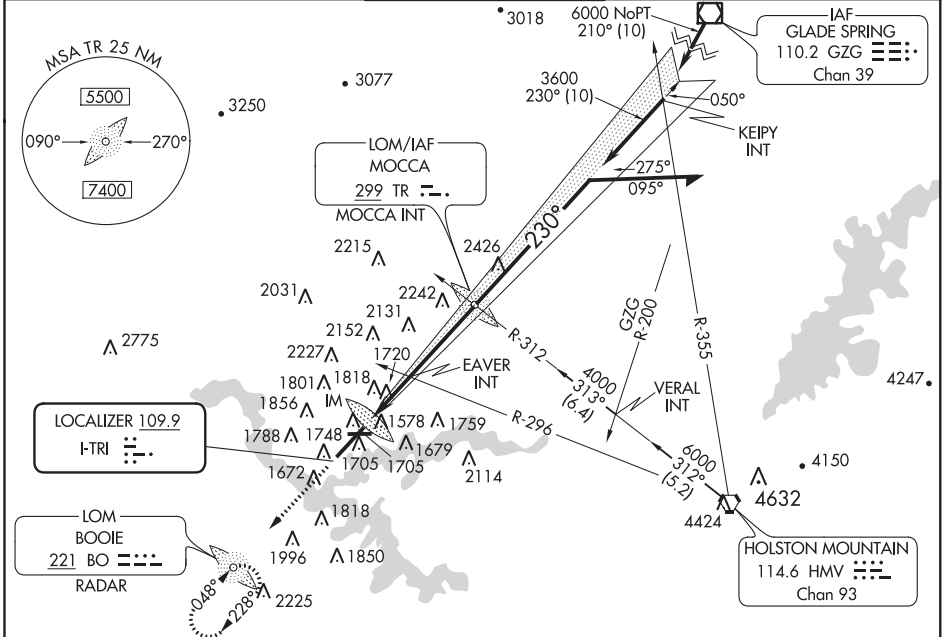
ILS or LOC RWY 23

TRI-CITIES RGNL TN/VA (TRI)

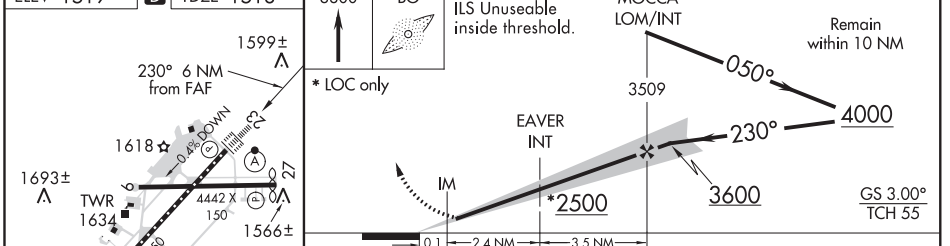
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 3571 feet from runway threshold. Circling not authorized NW of Rwy 9 and 23. When control tower closed: S-ILS-23 increase visibilities to RVR 4000 all Cats, and S-LOC-23 increase visibilities ½ mile all Cats. ADF or Radar required.

ALSF-2 MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	D TDZE 1518	3800 BO	ILS Unuseable inside threshold.	MOCCA LOM/INT	Remain within 10 NM
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CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½	982 (1000-2½)
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVR INT MINIMUMS				
S-LOC 23	2020/24	502 (500-½)	2020/50	502 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

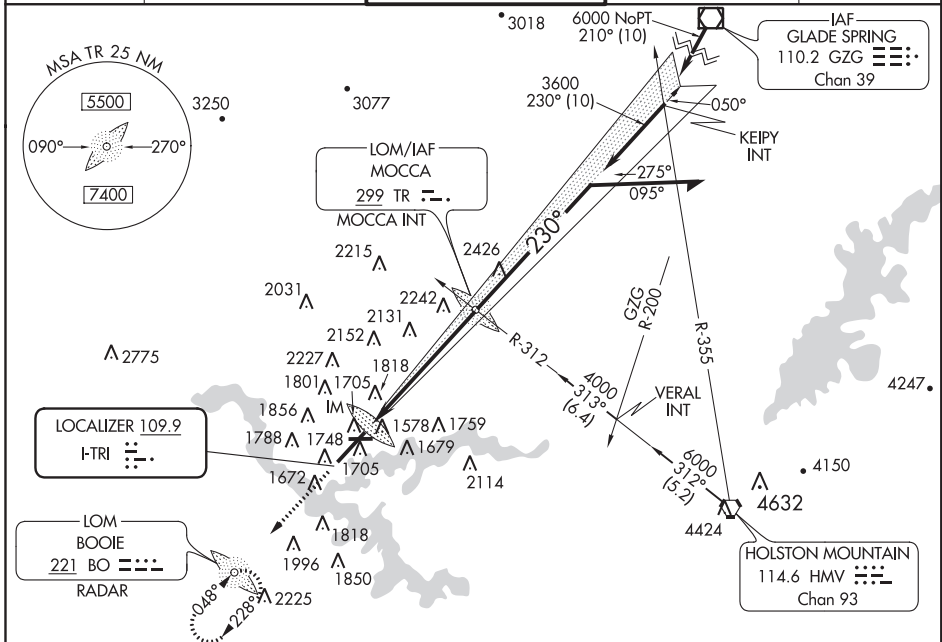
SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-TRI 109.9	APP CRS 230°	Rwy ldg 8000
		TDZE 1518
		Apt Elev 1519

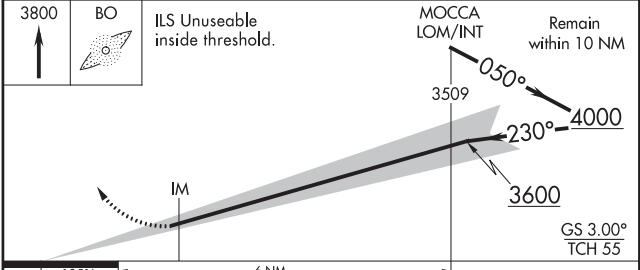
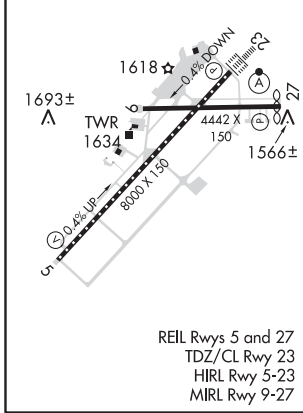
ILS RWY 23 (CAT II)
TRI-CITIES RGNL TN/VA (TRI)

<p>CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. When control tower closed, Cat II NA. ADF or Radar required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.</p>
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ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	D	TDZE 1518
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CATEGORY	A	B	C	D
S-ILS 23		RA 192/16	150 DA 1668	
S-ILS 23		RA 139/12	100 DA 1618	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65726 W05A	APP CRS 048°	Rwy Idg TDZE 1498 Apt Elev 1519
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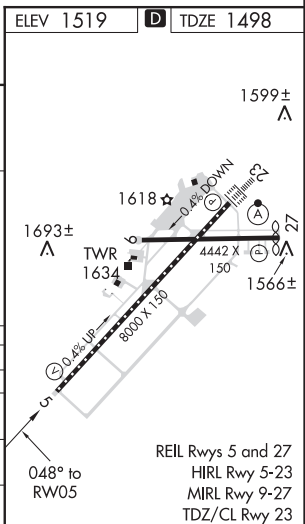
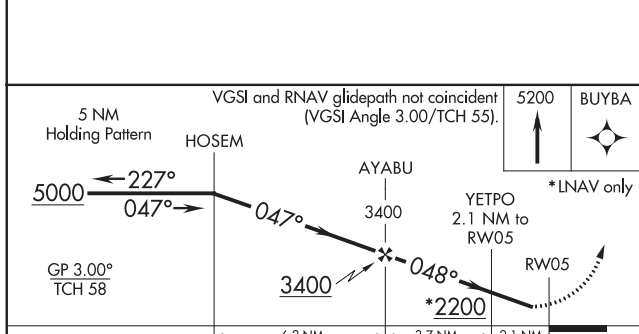
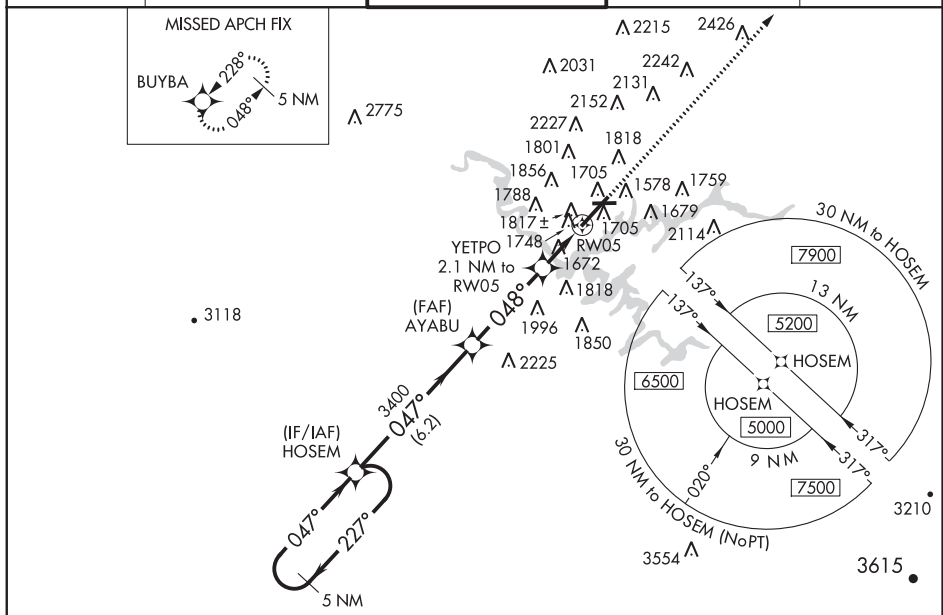
RNAV (GPS) RWY 5

TRI-CITIES RGNL TN/VA (TRI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Elizabethon altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C-D visibility 1/8 mile. Night Landing: Rwy 9, 27 NA at night. Baro-VNAV NA when using Elizabethon altimeter setting. Circling NA NW of Rwy 09-23.

MISSED APPROACH:
Climb to 5200 direct BUYBA and hold.

ATIS 118.25	TRI-CITY APP CON * 134.425 349.0	TRI-CITY TOWER * 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1698/40	200 (200-3/4)	
LNAV/VNAV DA		2008-1 3/4	510 (500-1 3/4)	
LNAV MDA	2080/55	582 (600-1 1/4)	2080-1 3/4	582 (600-1 3/4)
CIRCLING	2120-1	601 (700-1)	2180-1 3/4	2180-2
			661 (700-1 3/4)	661 (700-2)


SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4320
094°	TDZE	1519
	Apt Elev	1519

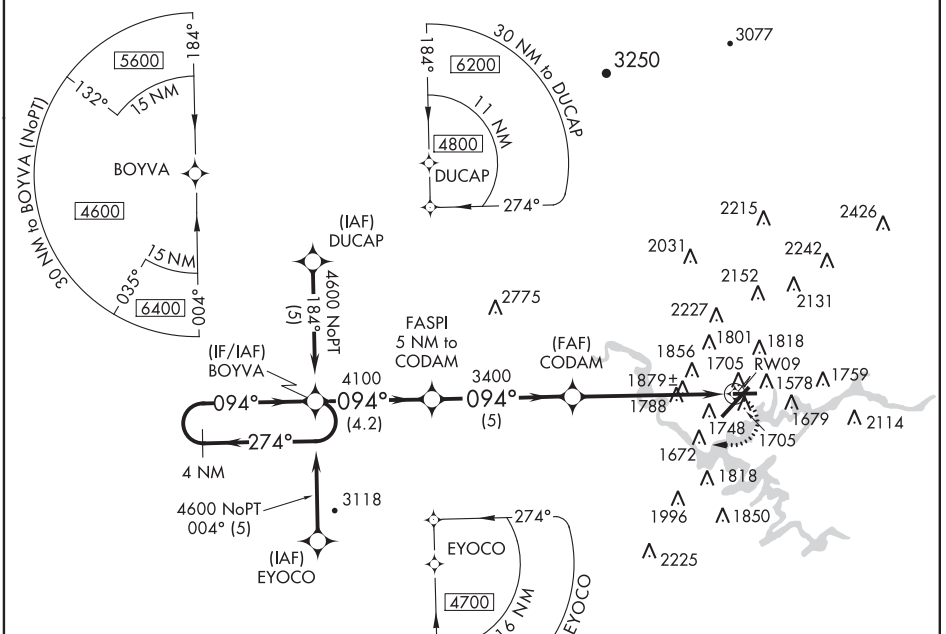
RNAV (GPS) RWY 9

TRI-CITIES RGNL TN/VA (TRI)

 Straight-In minimums NA at night. Circling to Rwy 9 NA at night. Circling NA NW of Rwy 9 and 23. When VGSi inoperative, Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA.


 MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

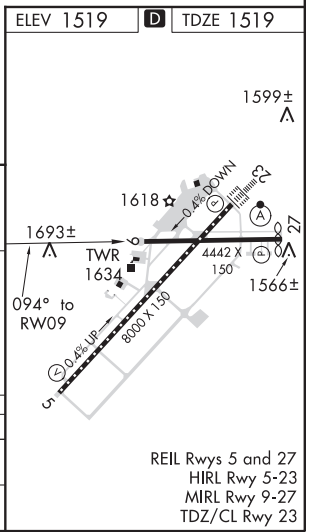
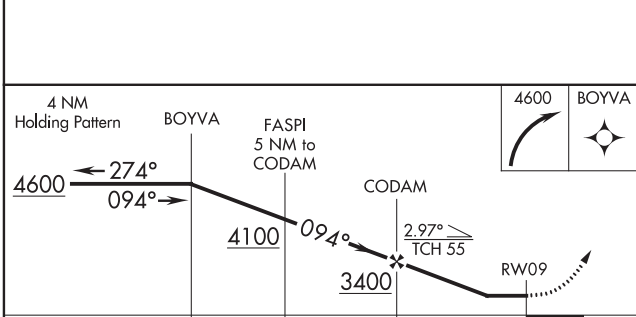
ATIS 118.25	TRI-CITY APP CON ★ 134,425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1519		TDZE 1519
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CATEGORY	A	B	C	D
LNNAV MDA	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-2 661 (700-2)
CIRCLING	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-1 661 (700-1)	2180-2 661 (700-2)

WAAS CH 77626 W23A	APP CRS 228°	Rwy Idg TDZE 1518 Apt Elev 1519	8000
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RNAV (GPS) RWY 23

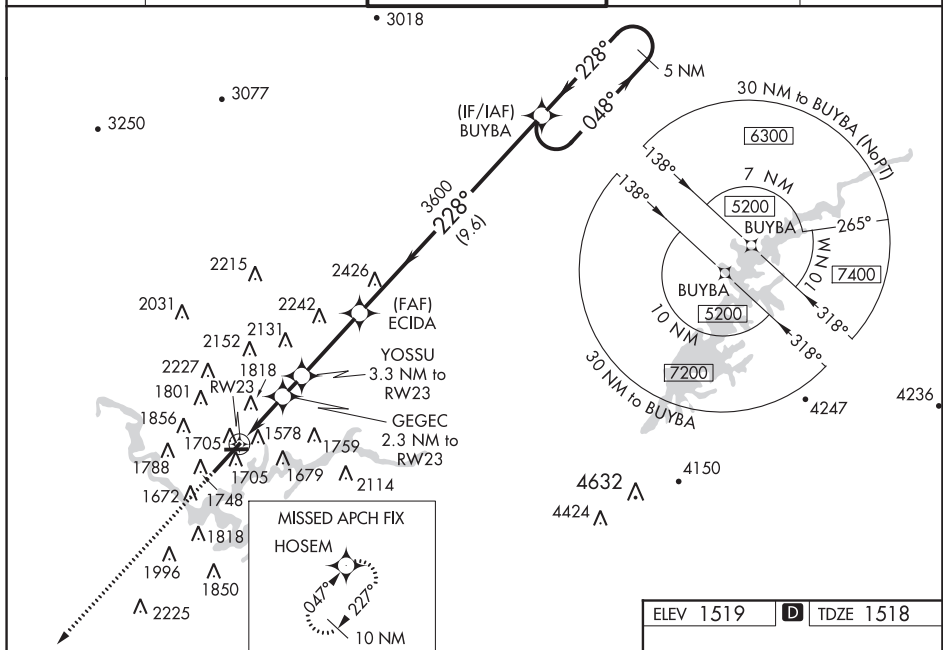
TRI-CITIES RGNL TN/VA (TRI)

⚠ Night Landing: Rwy 9, 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Rwy 9-23.
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Elizabethton altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C-D visibility ½ mile. VDP and Baro-VNAV NA when using Elizabethton altimeter setting.

ALSF-2

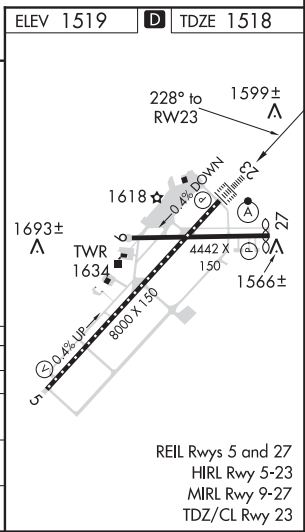
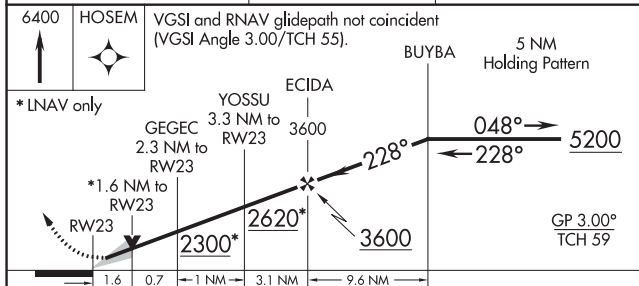
MISSED APPROACH:
 Climb to 6400 direct HOSEM and hold, continue climb-in-hold to 6400.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1718/24	200 (200-½)	
LNAV/VNAV DA		2160-1¾	642 (700-1¾)	
LNAV MDA	2080/24	562 (600-½)	2080-1¼	562 (600-1¼)
CIRCLING	2120-1	601 (700-1)	2180-1¾ 661 (700-1¾)	2180-2 661 (700-2)

REIL Rlys 5 and 27
 HIRL Rwy 5-23
 MRL Rwy 9-27
 TDZ/CL Rwy 23

AIRPORT DIAGRAM

TRI-CITIES RGNL TN/VA (TRI)
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

ATIS 118.25
TRI-CITY TOWER ★ 119.5 257.8
GND CON 121.7 348.6

D

1743±

JANUARY 2015 ANNUAL RATE OF CHANGE 0.1° W

NORTH GA RAMP

FIRE STATION
TERMINAL

FIELD ELEV 1519

SOUTH GA RAMP

095.7°

8000 X 150

4442 X 150

0.4% DOWN

229.3°

ELEV 1518

ELEV 1509

CORPORATE HANGARS

275.8°

CARGO RAMP

CARGO TERMINAL

RWY 05-23
PCN 44 F/A/X/T
S-112, D-185, 2S-175, 2D-336
RWY 09-27
PCN 6 F/B/X/T
S-21.5

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

82°25'W

82°24'W

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
TRI-CITIES RGNL TN/VA (TRI)

TRICITIES ONE DEPARTURE (OBSTACLE)

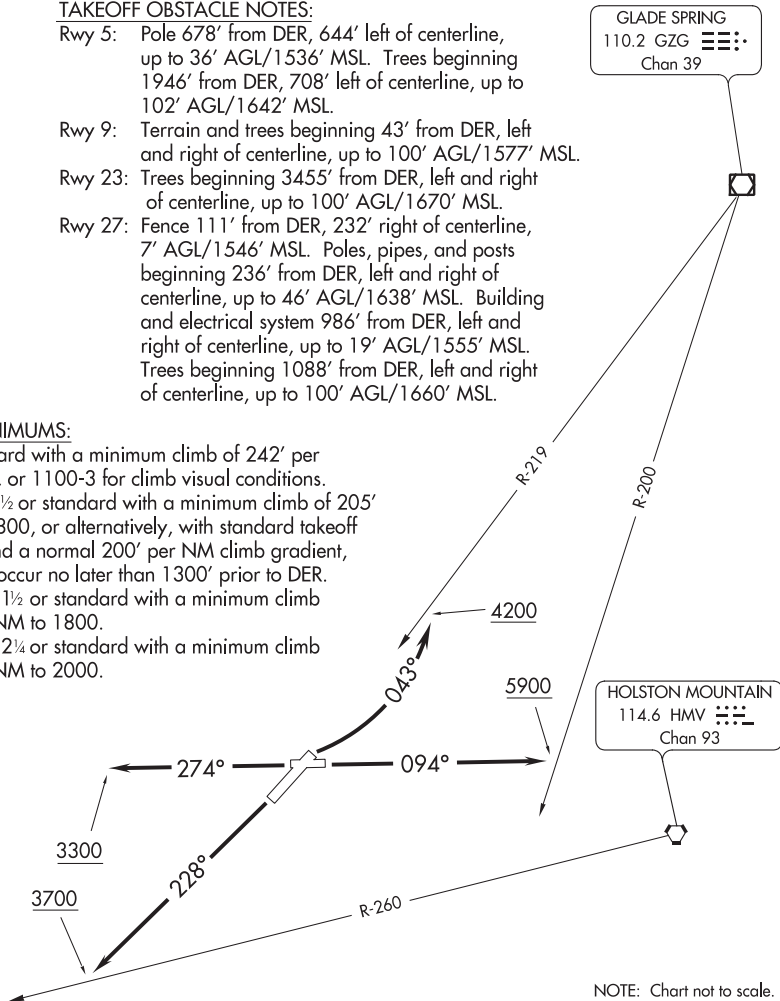
ATIS
118.25
APP CON ★
134.425 349.0
TOWER ★
119.5 257.8
GND CON
121.7 348.6
UNICOM
122.95

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Pole 678' from DER, 644' left of centerline, up to 36' AGL/1536' MSL. Trees beginning 1946' from DER, 708' left of centerline, up to 102' AGL/1642' MSL.
- Rwy 9: Terrain and trees beginning 43' from DER, left and right of centerline, up to 100' AGL/1577' MSL.
- Rwy 23: Trees beginning 3455' from DER, left and right of centerline, up to 100' AGL/1670' MSL.
- Rwy 27: Fence 111' from DER, 232' right of centerline, 7' AGL/1546' MSL. Poles, pipes, and posts beginning 236' from DER, left and right of centerline, up to 46' AGL/1638' MSL. Building and electrical system 986' from DER, left and right of centerline, up to 19' AGL/1555' MSL. Trees beginning 1088' from DER, left and right of centerline, up to 100' AGL/1660' MSL.

TAKEOFF MINIMUMS:

- Rwy 5: Standard with a minimum climb of 242' per NM to 2400, or 1100-3 for climb visual conditions.
- Rwy 9: 300-1½ or standard with a minimum climb of 205' per NM to 1800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
- Rwy 23: 300-1½ or standard with a minimum climb of 363' per NM to 1800.
- Rwy 27: 400-2¼ or standard with a minimum climb of 525' per NM to 2000.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 5: Climbing left turn heading 043° to intercept GZG VOR/DME R-219 northeast bound to 4200 before proceeding on course, or for climb in visual conditions: cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climb to 3600 via GZG VOR/DME R-219 northeast bound before proceeding on course.
- TAKEOFF RWY 9: Climb heading 094° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.
- TAKEOFF RWY 23: Climb heading 228° to intercept HMV VORTAC R-260 westbound to 3700 before proceeding on course.
- TAKEOFF RWY 27: Climb heading 274° to 3300 before proceeding on course.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

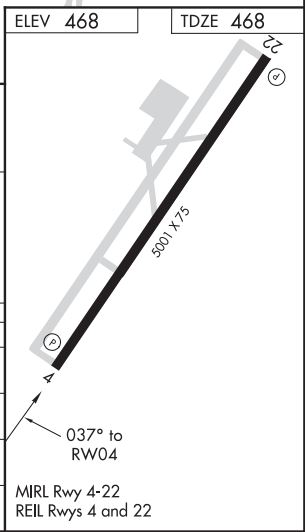
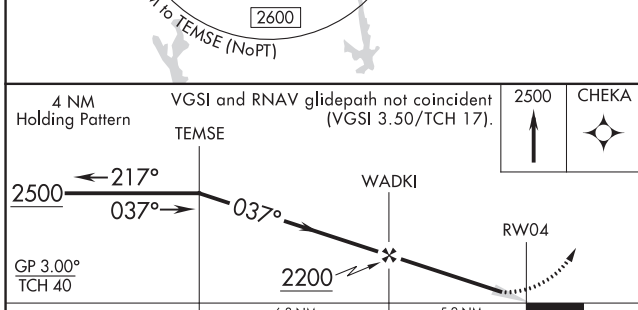
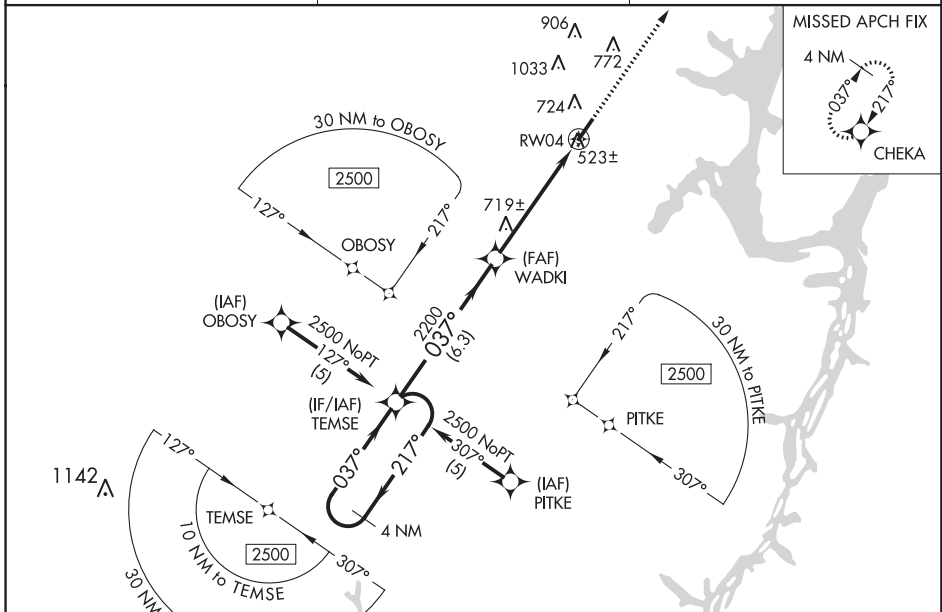
WAAS CH 77814 W04A	APP CRS 037°	Rwy Idg TDZE 468 Apt Elev 468	5001 468 468
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RNAV (GPS) RWY 4
BENTON COUNTY (ØM4)

NA Baro-VNAV NA. DME/DME RNP-0.3NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 2500 direct
CHEKA and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	771-1	303 (400-1)		NA
LNAV/VNAV DA	944-1¾	476 (500-1¾)		NA
LNAV MDA	1040-1	572 (600-1)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1	672 (700-1)	1140-2 672 (700-2)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82714 W22A	APP CRS 217°	Rwy Idg TDZE Apt Elev	5001 465 468
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AL-6386 (FAA)

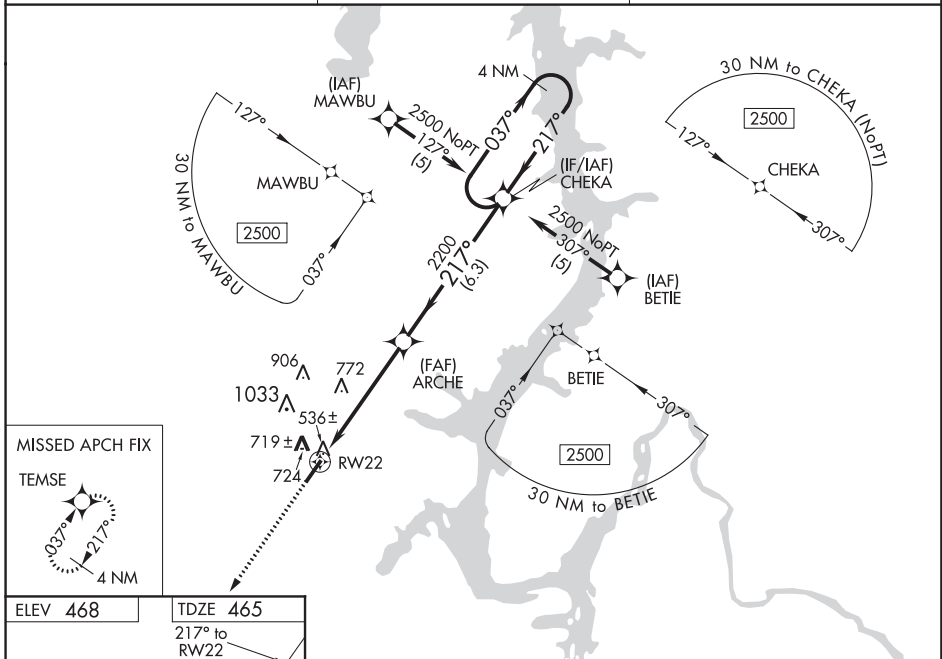
RNAV (GPS) RWY 22

BENTON COUNTY (ØM4)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile. Night landing: Rwy 22 NA.

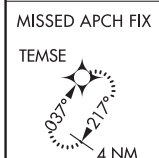
MISSED APPROACH:
Climb to 2500 direct TEMSE and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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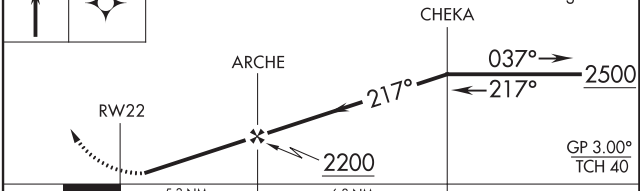
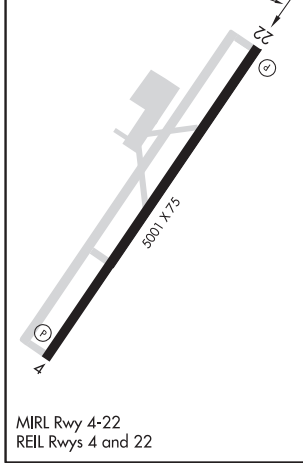
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 468	TDZE 465
	217° to RW22

2500 TEMSE VGSI and RNAV glidepath not coincident (VGSI Angle 3.35/TCH 17). 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	833-1¼	368 (400-1¼)		NA
LNAV/VNAV DA	980-1¾	515 (600-1¾)		NA
LNAV MDA	1080-1	615 (700-1)	1080-1¾ 615 (700-1¾)	NA
CIRCLING	1140-1	672 (700-1)	1140-2 672 (700-2)	NA

CAMDEN, TENNESSEE

AL-6386 (FAA)

15120

VOR/DME JKS 109.4 Chan 31	APP CRS 023°	Rwy Idg TDZE 468 Apt Elev 468	5001
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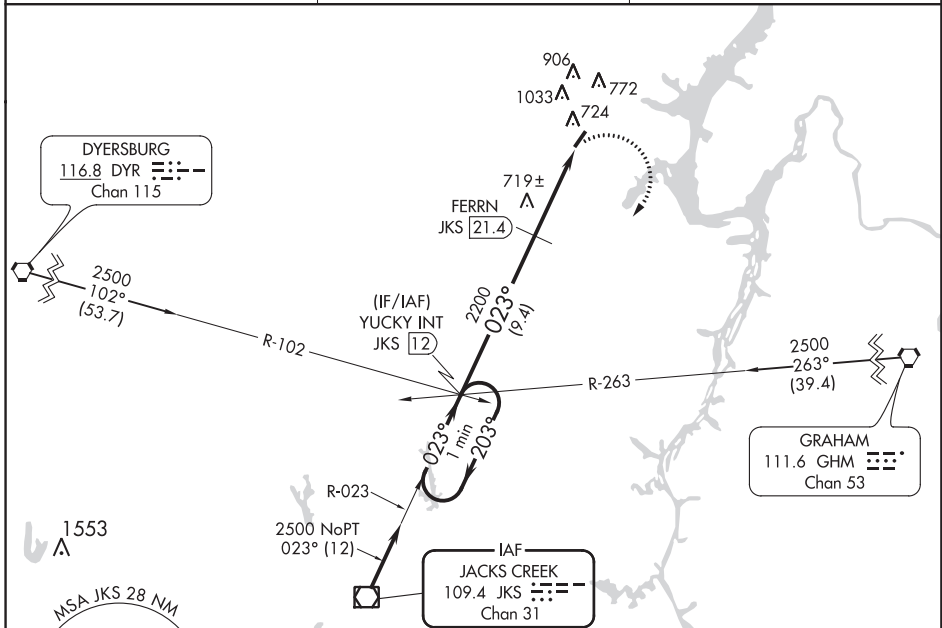
VOR/DME RWY 4

BENTON COUNTY (ØM4)

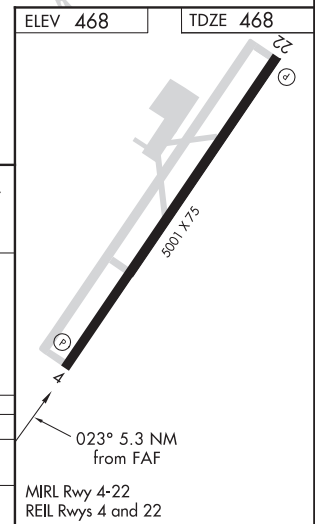
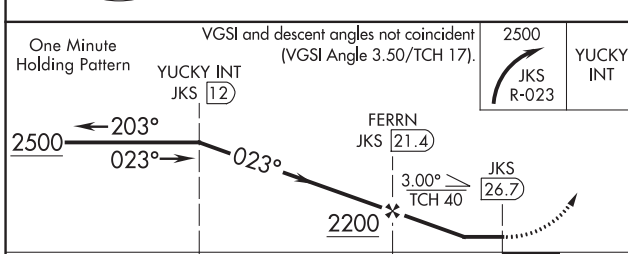
⚠ NA Helicopter visibility reduction below 1 SM NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile. Rwy 4 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at Jacks Creek VOR/DME via V94 southwest bound.



CATEGORY	A	B	C	D
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA

CAMDEN, TENNESSEE
Amdt 4A 06FEB14

36°01'N-88°07'W

BENTON COUNTY (ØM4)

VOR/DME RWY 4

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FORT CAMPBELL, KENTUCKY

ILS or LOC RWY 23

LOC I-FKP 111.9 Chan 56	APCH CRS 225°	Rwy ldg 11,822 TDZE 572 Arpt Elev 572
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AL-679 [USA]

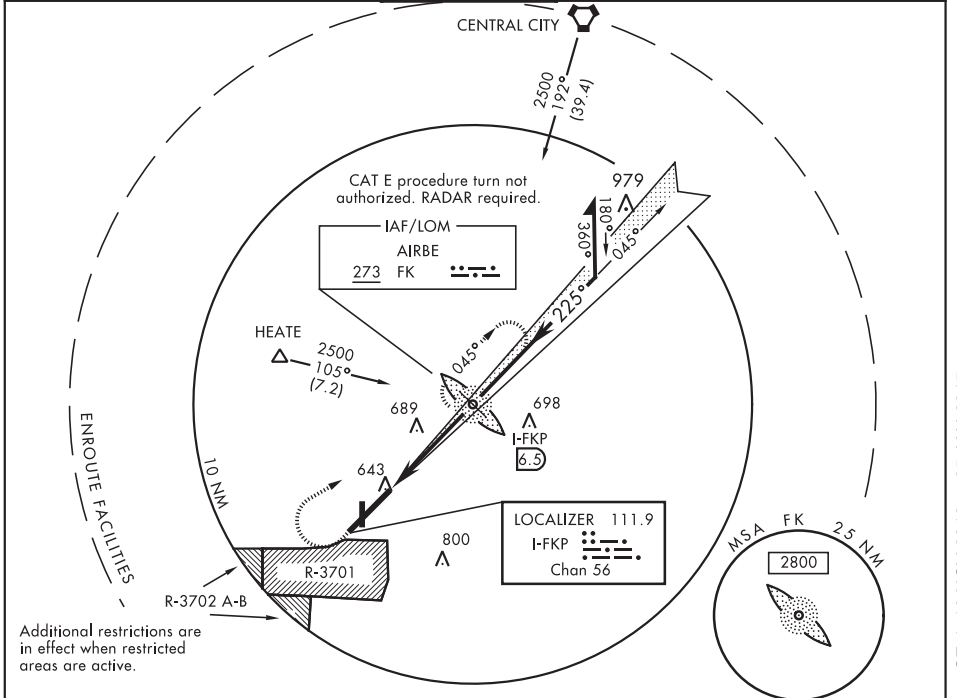
CAMPBELL AAF (KHOP)

▼ *When ALS inop, increase CAT E RVR to 60 and vis to 1½ miles.
** Circling not authorized SE Rwy 5-23.

SALS 

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

ATIS 125.175 308.4	CAMPBELL APP CON 118.1 269.525	CAMPBELL TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
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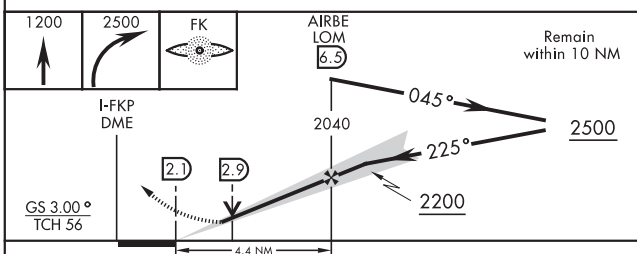


Additional restrictions are in effect when restricted areas are active.

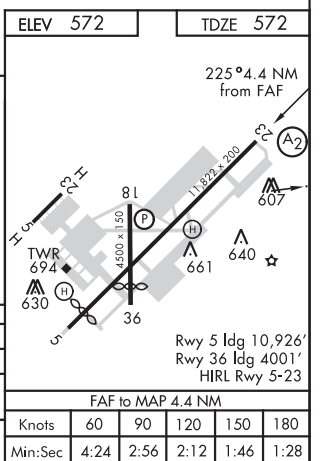
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 23	772/24	200 (200-½)	772/40	200 (200-¾)	
S-LOC 23 *	900/40	328	(400-¾)	900/50	328 (400-1)
CIRCLING **	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2	568 (600-2)



FORT CAMPBELL, KENTUCKY

36°40'N-87°30'W

CAMPBELL AAF (KHOP)

Andt 11 15064

ILS or LOC RWY 23

FORT CAMPBELL, KENTUCKY

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	4500
180°	TDZE	562
	Arpt Elev	572

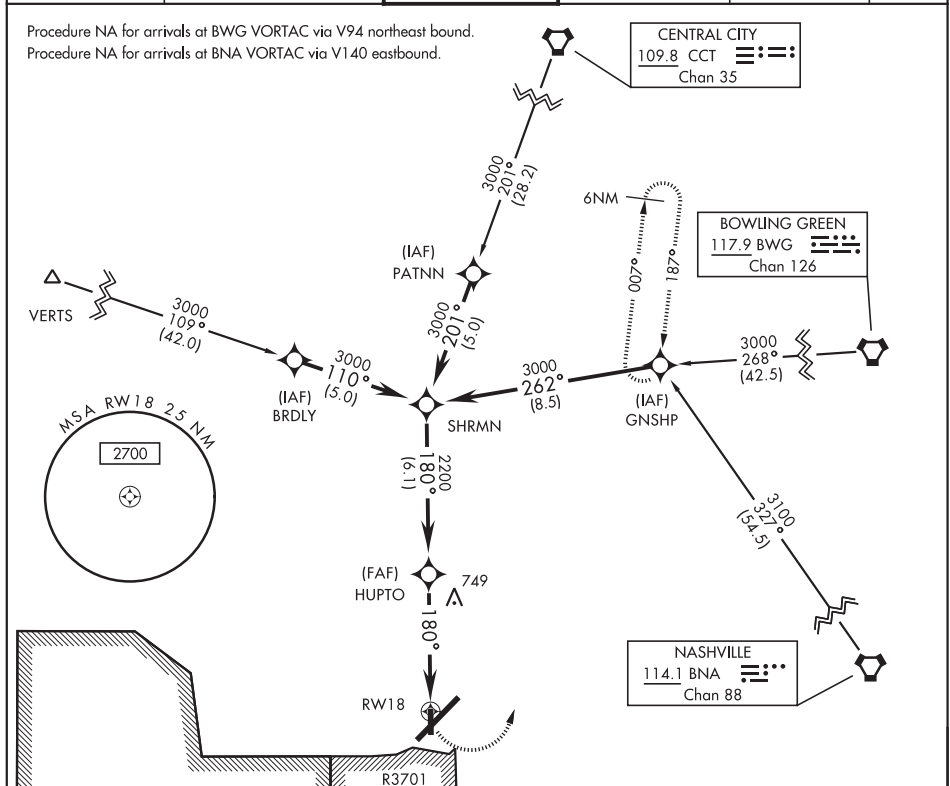
AL-679 [USA]

CAMPBELL AAF (KHOP)

▼ * Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

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

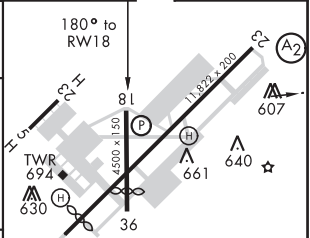
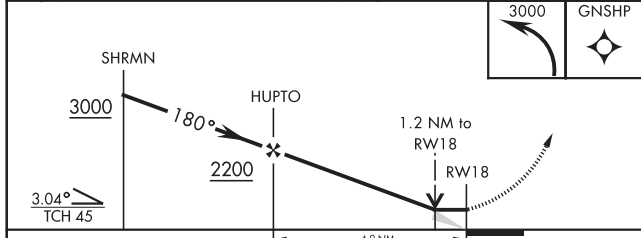
ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	572	TDZE	562
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CATEGORY	A	B	C	D
LNVA MDA	1000-1	438 (500-1)	1000-1½ 438 (500-1½)	NA
CIRCLING*	1020-1	448 (500-1)	1040-1½ 468 (500-1½)	NA

FORT CAMPBELL, KENTUCKY

36° 40' N-87° 30' W

CAMPBELL AAF (KHOP)

Orig 15064

RNAV (GPS) RWY 18

WAAS Chan 56203 W23A	APCH CRS 225°	Rwy ldg 11,822 TDZE 572 Arpt Elev 572
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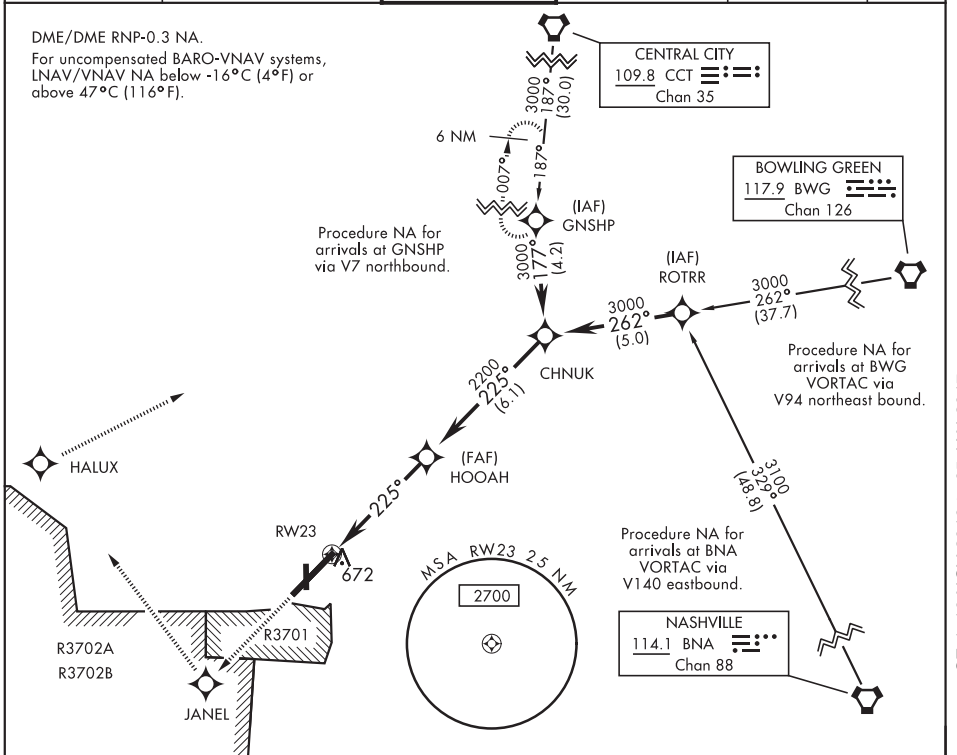
AL-679 [USA]

CAMPBELL AAF (KHOP)

▼ * When ALS inop, increase CAT DE RVR to 60 and vis to 1¼ miles.
 ** When ALS inop, increase RVR to 60 and vis to 1¼ miles.
 *** Circling NA SE of Rwy 5-23.

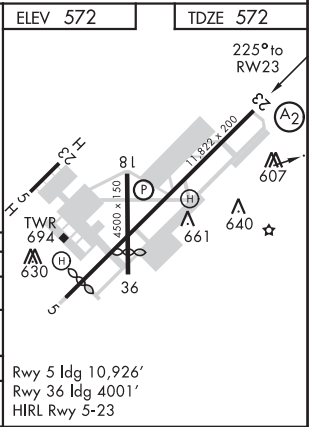
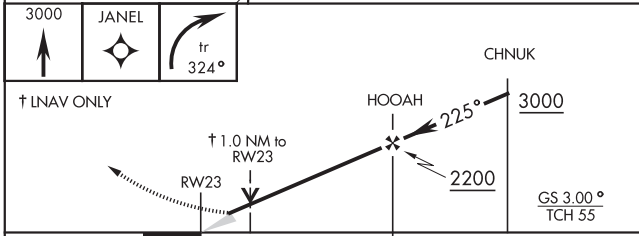
MISSED APPROACH: Climb to 3000 direct JANEL and right turn via 324° track to HALUX and right turn via 065° track to GNSHP and hold.

ATIS 125.175 308.4	CAMPBELL APP CON 118.1 269.525	CAMPBELL TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LPV DA	822/40		250	(300-¾)	
LNAV/DA**	922/50		350	(400-1)	
LNAV MDA*	940/40		368 (400-¾)	940/50	368 (400-1)
CIRCLING***	1020-1 448 (500-1)	1040-1 468 (500-1)	1040-1½ 468 (500-1½)	1140-2	568 (600-2)

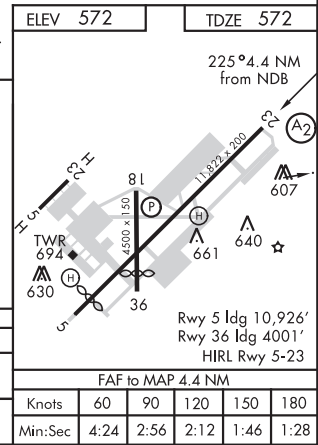
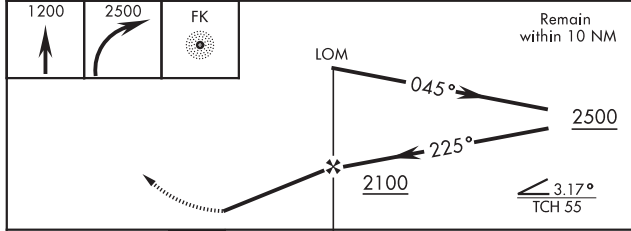
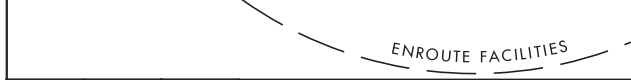
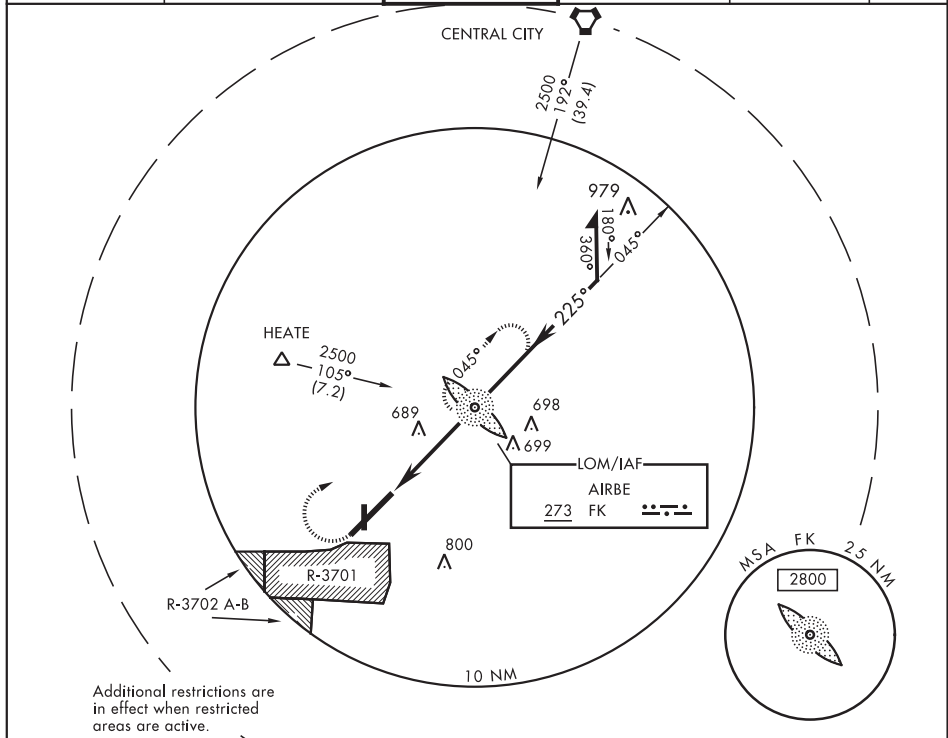
Rwy 5 ldg 10,926'
 Rwy 36 ldg 4001'
 HIRL Rwy 5-23

FORT CAMPBELL, KENTUCKY

NDB RWY 23

NDB FK 273	APCH CRS 225°	Rwy ldg 11,822 TDZE 572 Arprt Elev 572	AL-679 [USA]	CAMPBELL AAF (KHOP)
* Circling not authorized SE Rwy 5-23.			SALS 	MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

ATIS 125.175 308.4	CAMPBELL APP CON 118.1 269.525	CAMPBELL TOWER 120.9 278.8	GND CON 121.8 266.8	CLNC DEL 138.8	ASR/PAR
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CATEGORY	A	B	C	D
S-23	1000/40	428 (500-¾)	1000/50	1000/60
			428 (500-1)	428(500-1¼)
CIRCLING *	1020-1	1040-1	1040-1½	1140-2
	448 (500-1)	468(500-1)	468(500-1½)	568 (600-2)

FORT CAMPBELL, KENTUCKY 36°40'N-87°30'W CAMPBELL AAF (KHOP)

Amdt 11 15064

NDB RWY 23

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-679 [USA]

CAMPBELL AAF (KHOP)

FORT CAMPBELL, KENTUCKY

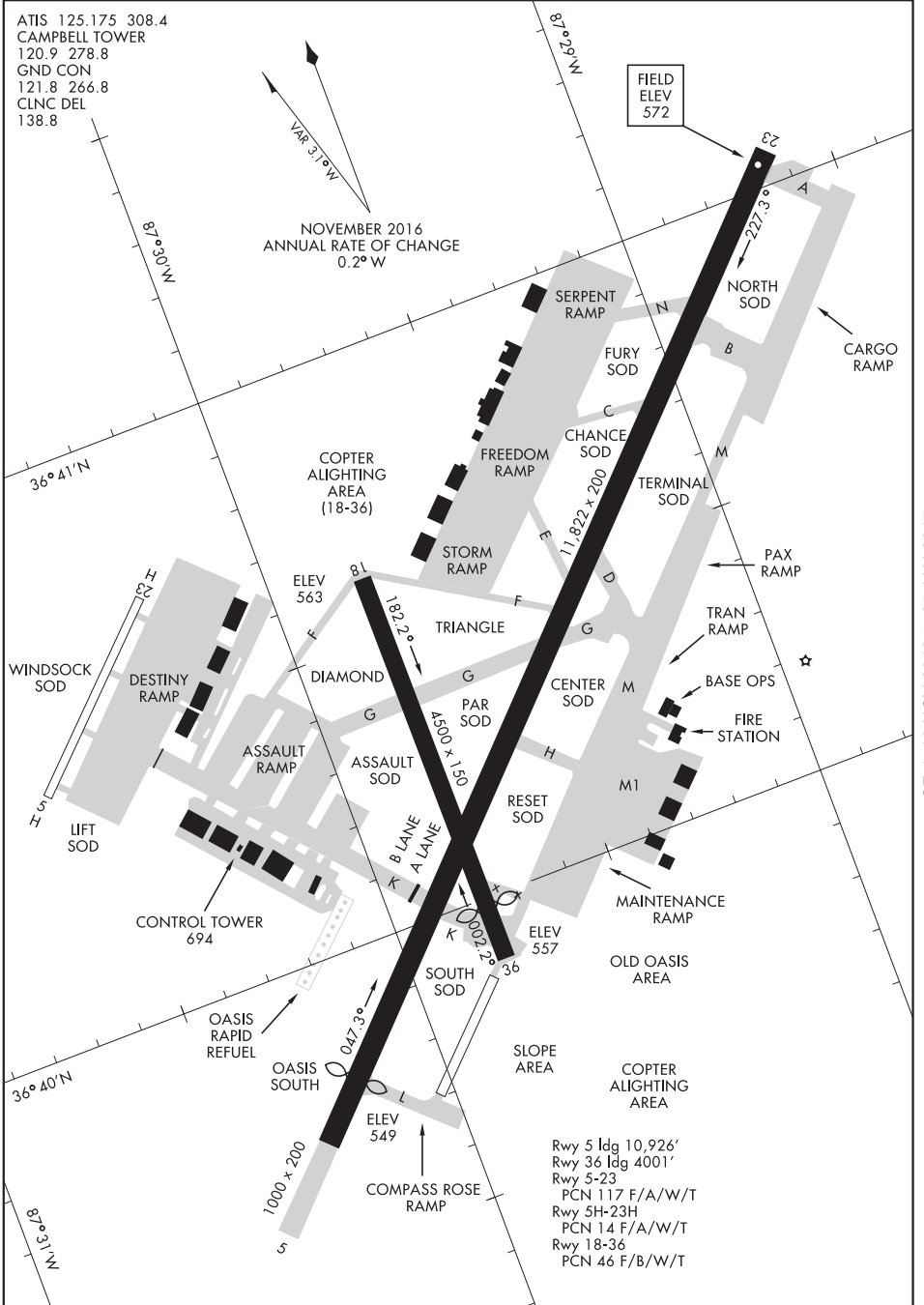
ATIS 125.175 308.4
 CAMPBELL TOWER
 120.9 278.8
 GND CON
 121.8 266.8
 CLNC DEL
 138.8

NOVEMBER 2016
 ANNUAL RATE OF CHANGE
 0.2° W

FIELD ELEV 572

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

FORT CAMPBELL, KENTUCKY

CAMPBELL AAF (KHOP)

CAMPBELLSVILLE, KENTUCKY

AL-5210 (FAA)

14317

WAAS CH 90223 W05A	APP CRS 055°	Rwy Idg TDZE Apt Elev	5003 904 921
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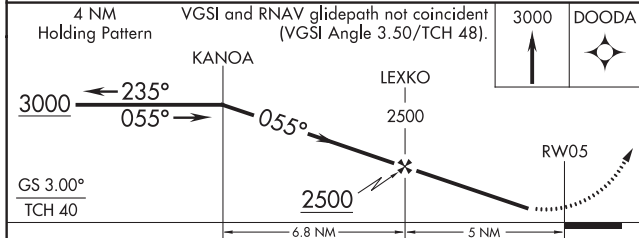
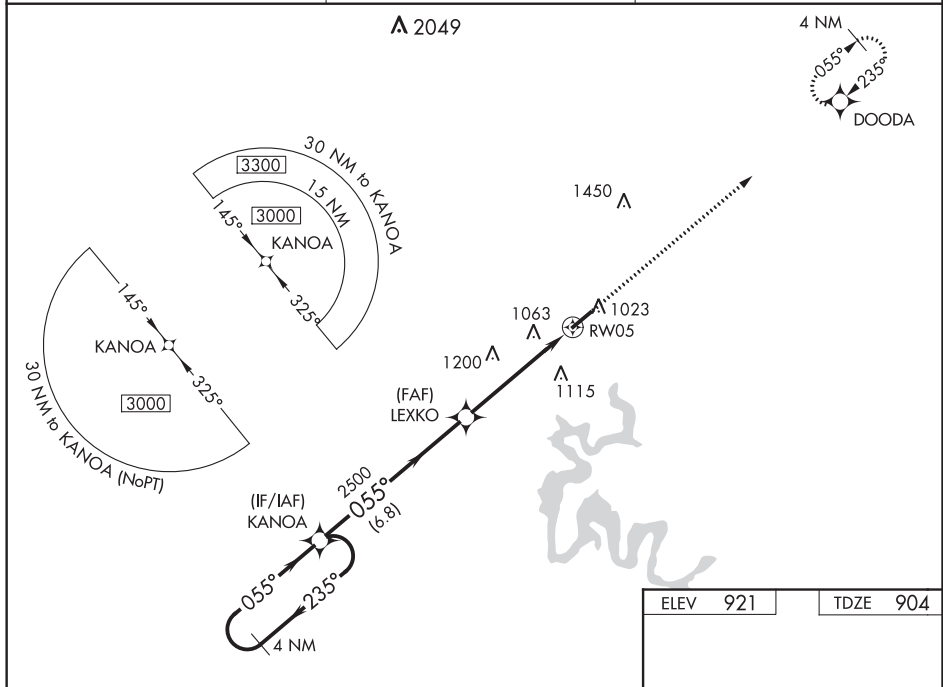
RNAV (GPS) RWY 5

TAYLOR COUNTY (AAS)

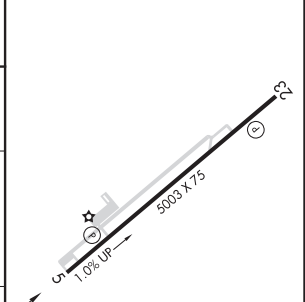
Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility 1/4 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C and D visibility 1/4 mile, and increase Circling Cat C visibility 1/4 mile and Cat D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

MISSED APPROACH: Climb to 3000 direct DOODA and hold.

AWOS-3 121.125	INDIANAPOLIS CENTER 121.175 353.65	UNICOM 122.7 (CTAF)
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ELEV	921	TDZE	904
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CATEGORY	A	B	C	D
LPV DA		1154-1	250 (300-1)	
LNAV/VNAV DA		1389-1 3/4	485 (500-1 1/4)	
LNAV MDA	1340-1	436 (500-1)	1340-1 1/4	436 (500-1 1/4)
C CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1 1/2 559 (600-1 1/2)	1660-2 1/4 739 (800-2 1/4)

MIRL Rwy 5-23
REIL Rws 5 and 23

CAMPBELLSVILLE, KENTUCKY
Amdt 1 13NOV14

37°21'N-85°19'W

TAYLOR COUNTY (AAS) RNAV (GPS) RWY 5

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50223 W23A	APP CRS 235°	Rwy Idg 5003 TDZE 921 Apt Elev 921
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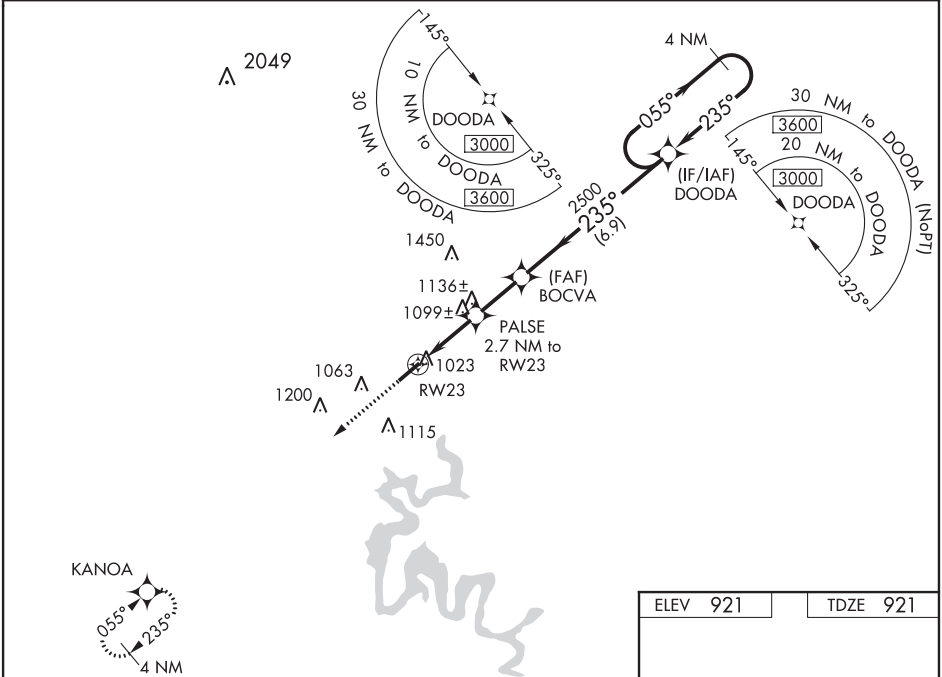
RNAV (GPS) RWY 23

TAYLOR COUNTY (AAS)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅓ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¼ SM NA.

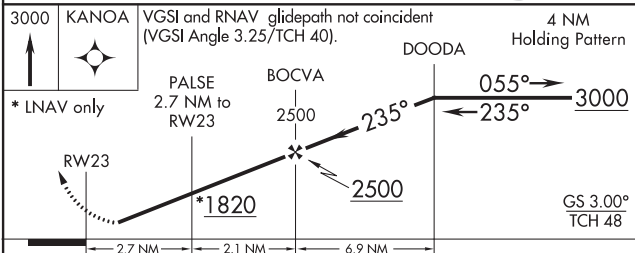
MISSED APPROACH:
Climb to 3000 direct KANOA and hold.

AWOS-3 121.125	INDIANAPOLIS CENTER 121.175 353.65	UNICOM 122.7 (CTAF) 0
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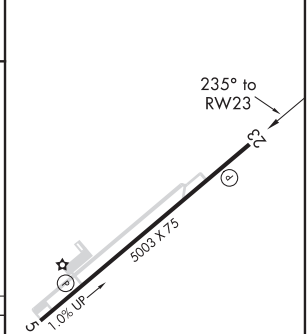


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 921	TDZE 921
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CATEGORY	A	B	C	D
LPV DA		1177-¾	256 (300-¾)	
LNAV/VNAV DA		1366 - 1½	445 (500-1½)	
LNAV MDA	1360-1	439 (500-1)	1360 - 1¼	439 (500-1¼)
CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)

MIRL Rwy 5-23 0
REIL Rwy 5 and 23 0

CAMPBELLSVILLE, KENTUCKY

AL-5210 (FAA)

14317

VOR/DME EWO 110.8 Chan 45	APP CRS 132°	Rwy Idg TDZE Apt Elev N/A N/A 921
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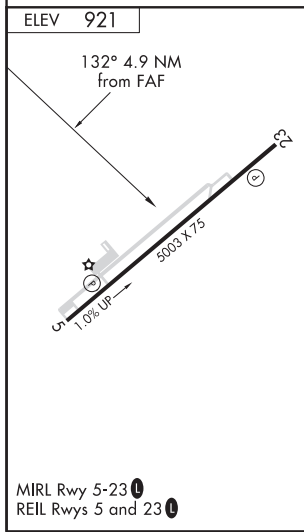
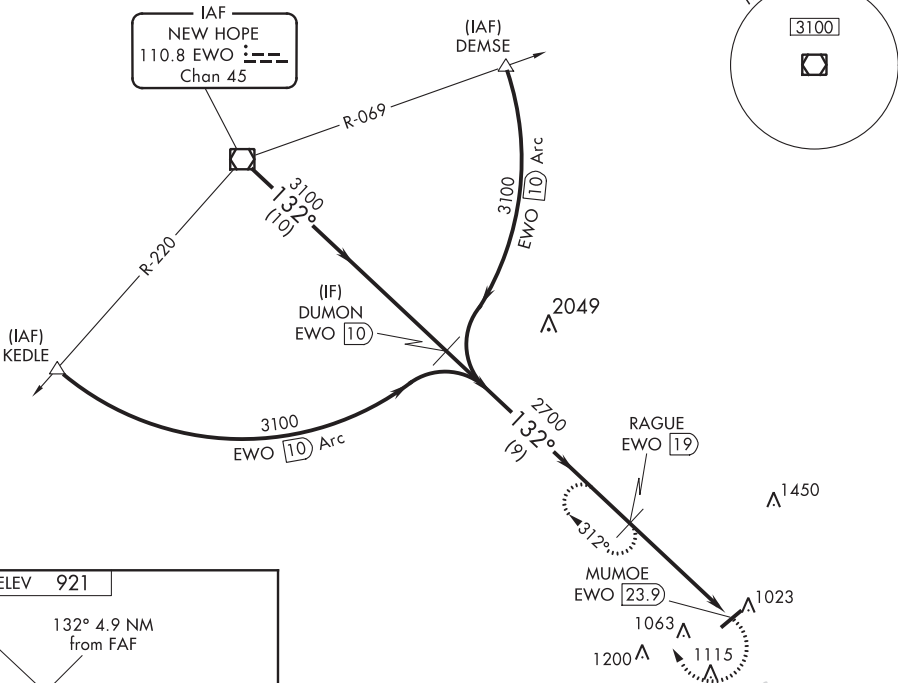
VOR/DME-A
TAYLOR COUNTY (A.A.S)

NA When local altimeter setting not received, use Somerset altimeter setting: increase all MDA 100 feet; increase Cat C visibility 1/4 mile and Cat D visibility 1/2 mile.

MISSED APPROACH: Climbing right turn to 3100 on heading 360° and on EWO R-132 to RAGUE/19 DME and hold.

AWOS-3 121.125	INDIANAPOLIS CENTER 121.175 353.65	UNICOM 122.7 (CTAF) 0
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DME REQUIRED



	EWO VOR/DME 3100	DUMON EWO 10	RAGUE EWO 19	MUMOE EWO 23.9
	10 NM		9 NM	4.9 NM
CATEGORY	A	B	C	D
C CIRCLING	1540-1	619 (700-1)	1540-1 3/4 619 (700-1 3/4)	1660-2 1/4 739 (800-2 1/4)

CAMPBELLSVILLE, KENTUCKY
Amdt 7 13NOV14

37°21'N-85°19'W

TAYLOR COUNTY (A.A.S)
VOR/DME-A

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4002
021°	TDZE	765
	Apt Elev	765

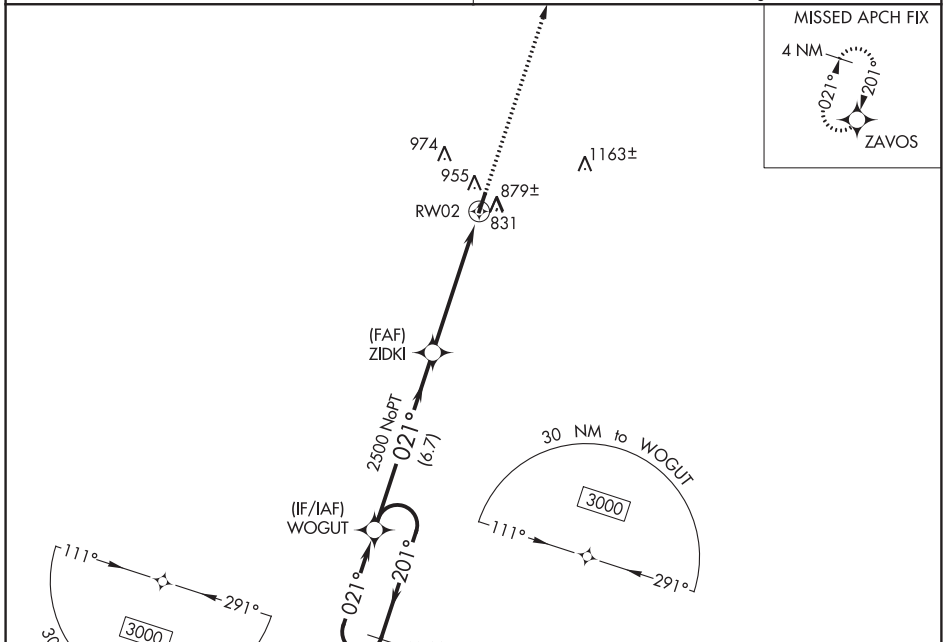
RNAV (GPS) RWY 2

CENTERVILLE MUNI (GHM)

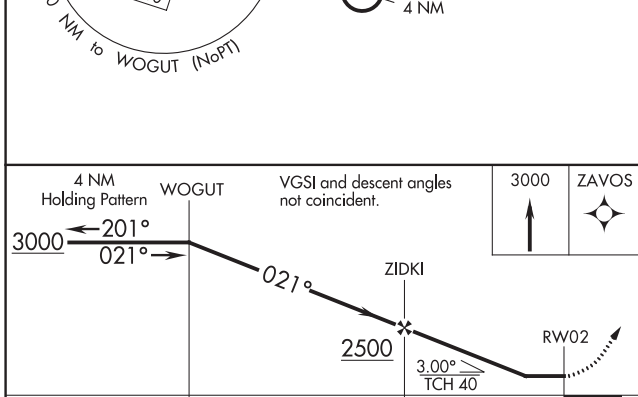
⚠ Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility $\frac{3}{8}$ mile and Circling Cat D $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZAVOS and hold.

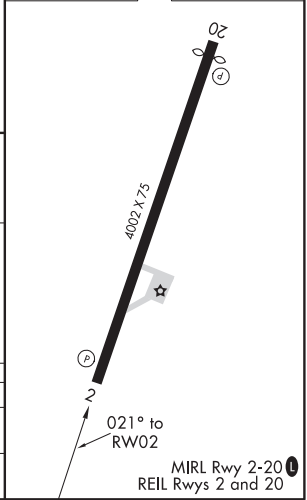
MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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ELEV 765	TDZE 765
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CATEGORY	A	B	C	D
LNAV MDA	1140-1 375 (400-1)			
C CIRCLING	1260-1	495 (500-1)	1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CENTERVILLE, TENNESSEE

AL-5660 (FAA)

15344

WAAS CH 48838 W20A	APP CRS 201°	Rwy Idg 3752 TDZE 765 Apt Elev 765
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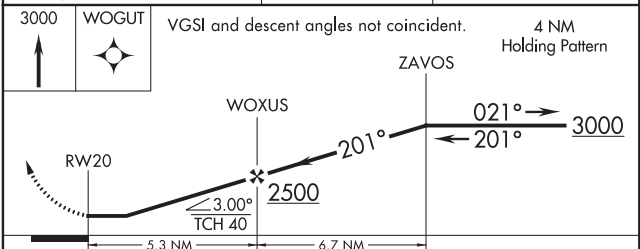
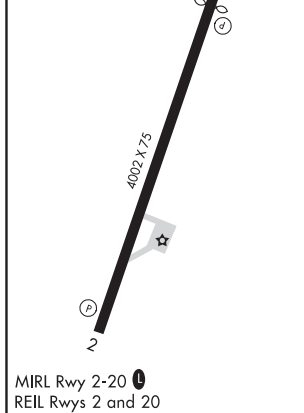
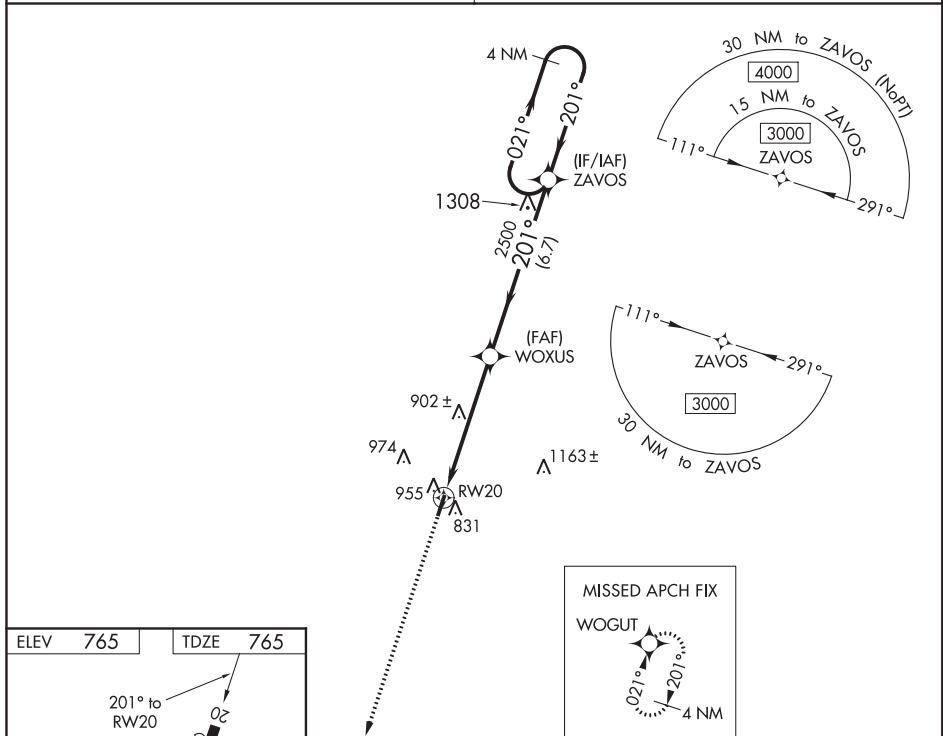
RNAV (GPS) RWY 20

CENTERVILLE MUNI (GHM)

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ½ mile. Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct WOGUT and hold.

MEMPHIS CENTER 125.85 379.25	UNICOM 122.8(CTAF) 1
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CATEGORY	A	B	C	D
LP MDA	1160-1	395 (400-1)	1160-1½	395 (400-1½)
LNAV MDA	1220-1	455 (500-1)	1220-1¾	455 (500-1¾)
CIRCLING	1260-1	495 (500-1)	1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

CENTERVILLE, TENNESSEE
Orig 10DEC15

35°50'N-87°27'W

RNAV (GPS) RWY 20

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-CGW 108.3	APP CRS 019°	Rwy Idg TDZE Apt Elev	7200 682 682
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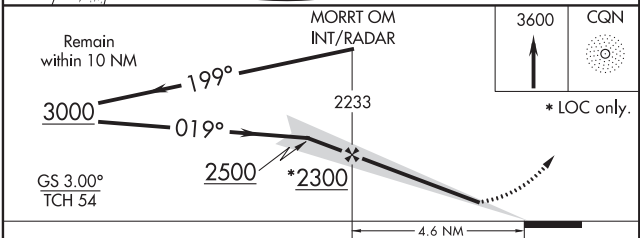
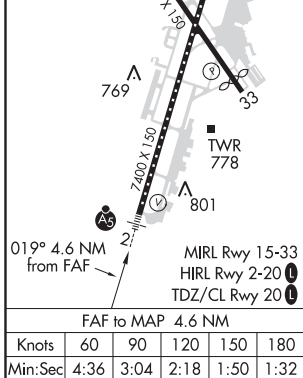
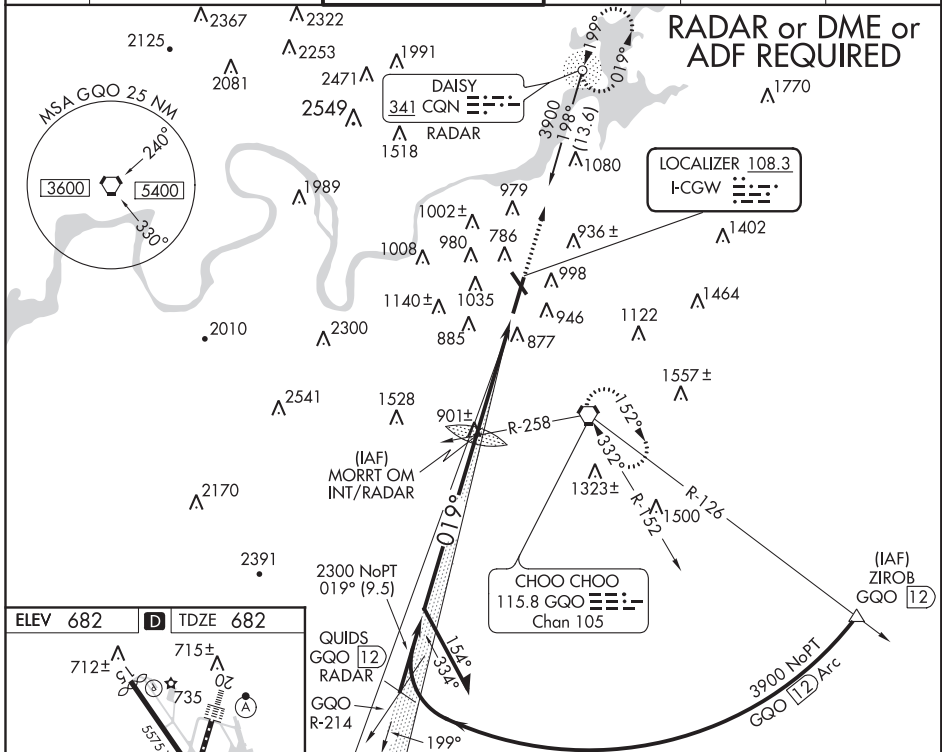
ILS or LOC RWY 2

LOVELL FIELD (CHA)

ASR When local altimeter setting not received, use Dalton altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase Circling Cat C/D visibility ¼ mile. For inoperative MALS/R when using Dalton altimeter setting, increase S-ILS 2 visibility to 1 mile all Cats. Glideslope unusable beyond 4° left of course. Autopilot coupled approaches not authorized below 945 feet MSL. ADF Required. Circling to Rwy 15/33 NA when control tower closed.

MALS/R MISSED APPROACH: Climb to 3600 direct CGN NDB and hold, continue climb-in-hold to 3600.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 2	882/24		200 (200-½)	
S-LOC 2	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2 ½ 778 (800-2 ½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

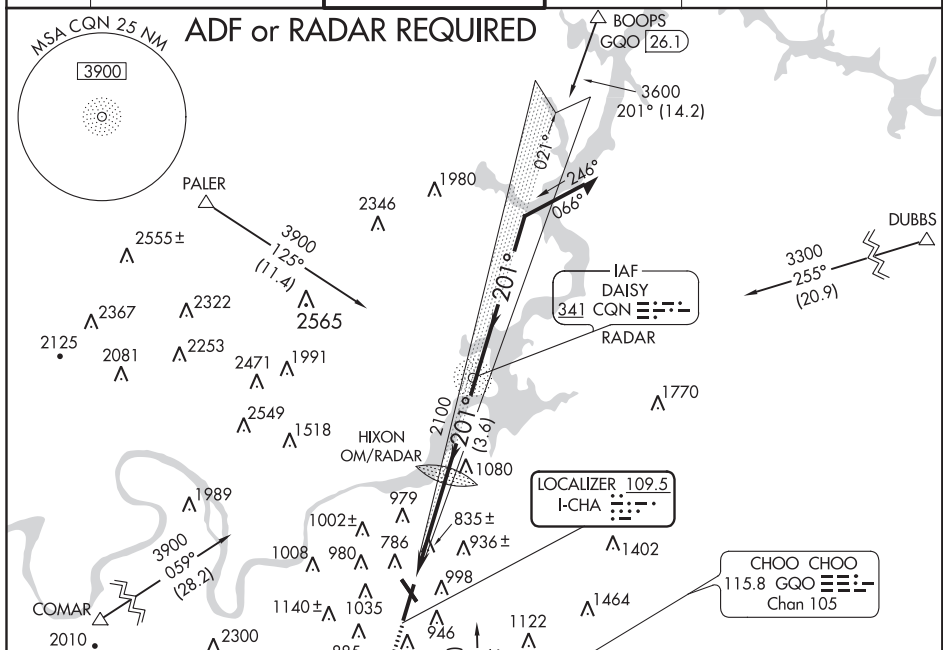
LOC I-CHA 109.5	APP CRS 201°	Rwy Idg 7400	TDZE 673
		Apt Elev 682	

ILS or LOC RWY 20

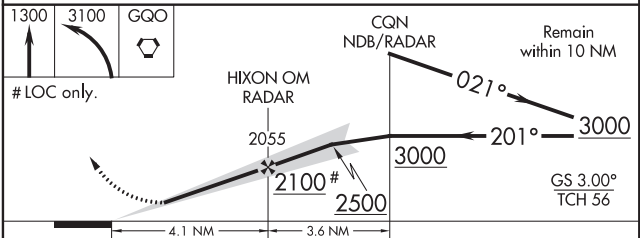
LOVELL FIELD (CHA)

ASR If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed.	ALSIF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.
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ATIS 119.85	CHATTANOOGA APP CON * 125.1 379.1	CHATTANOOGA TOWER * 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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ELEV 682	D	TDZE 673
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CHATTANOOGA, TENNESSEE

AL-79 (FAA)

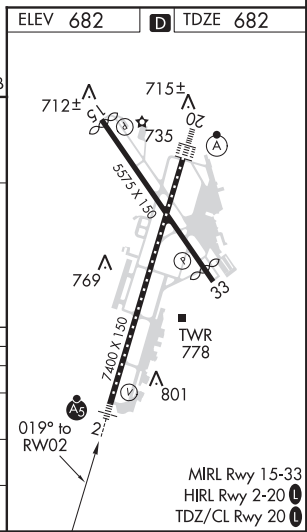
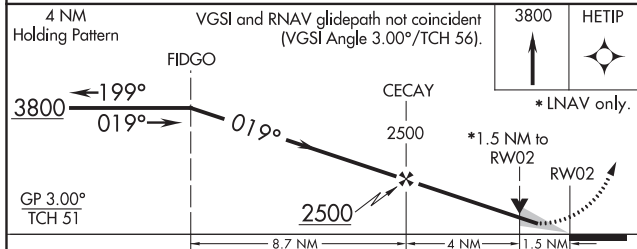
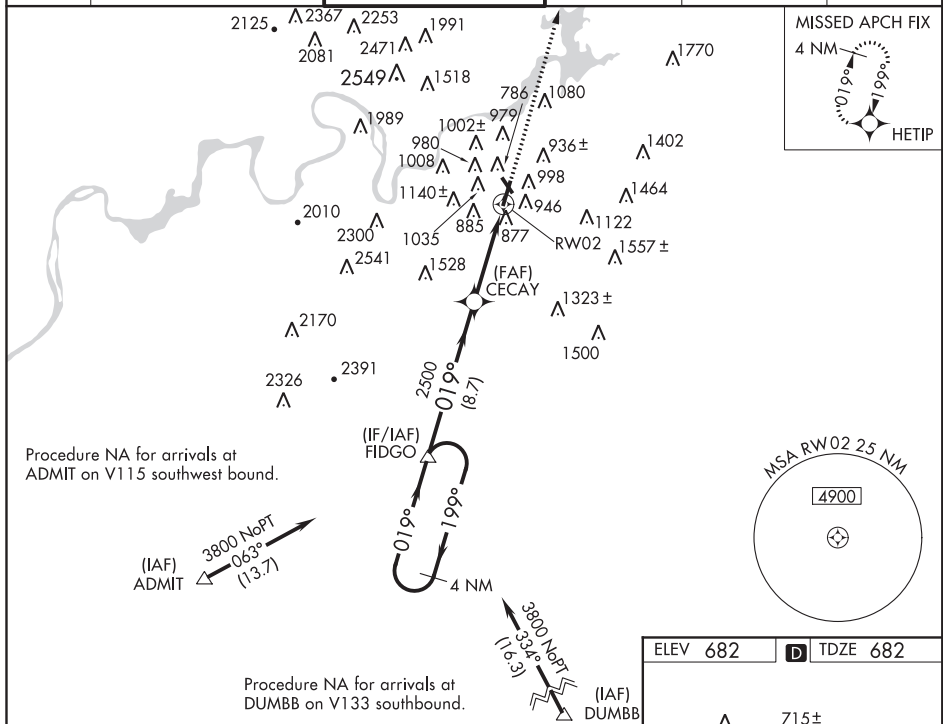
16091

WAAS CH 65605 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	7200 682 682
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RNAV (GPS) RWY 2

LOVELL FIELD (CHA)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 16°C (4°F) or above 47°C (114°F). DME/DME RNP-0.3 NA. ASR Circling to Rwy 15/33 NA when control tower closed.</p>	<p>MALS R</p>		<p>MISSED APPROACH: Climb to 3800 direct HETIP and hold.</p>	
	<p>ATIS 119.85</p>	<p>CHATTANOOGA APP CON * 125.1 379.1</p>	<p>CHATTANOOGA TOWER * 118.3 (CTAF) 257.8</p>	<p>GND CON 121.7 348.6</p>
<p>UNICOM 122.95</p>				



CATEGORY	A	B	C	D
LPV DA		882/24	200 (200-½)	
LNAV/VNAV DA		1196/60	514 (600-1¼)	
LNAV MDA	1200/24	518 (600-½)	1200/50 518 (600-1)	1200/60 518 (600-1¼)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

CHATTANOOGA, TENNESSEE
Amdt 1 13JAN11

35°02'N-85°12'W

RNAV (GPS) RWY 2

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 147°	Rwy Idg 5470
	TDZE 671
	Apt Elev 682

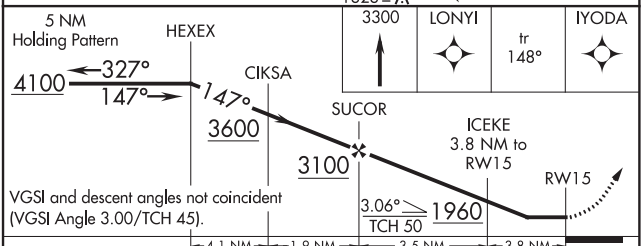
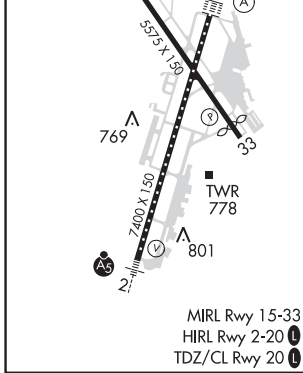
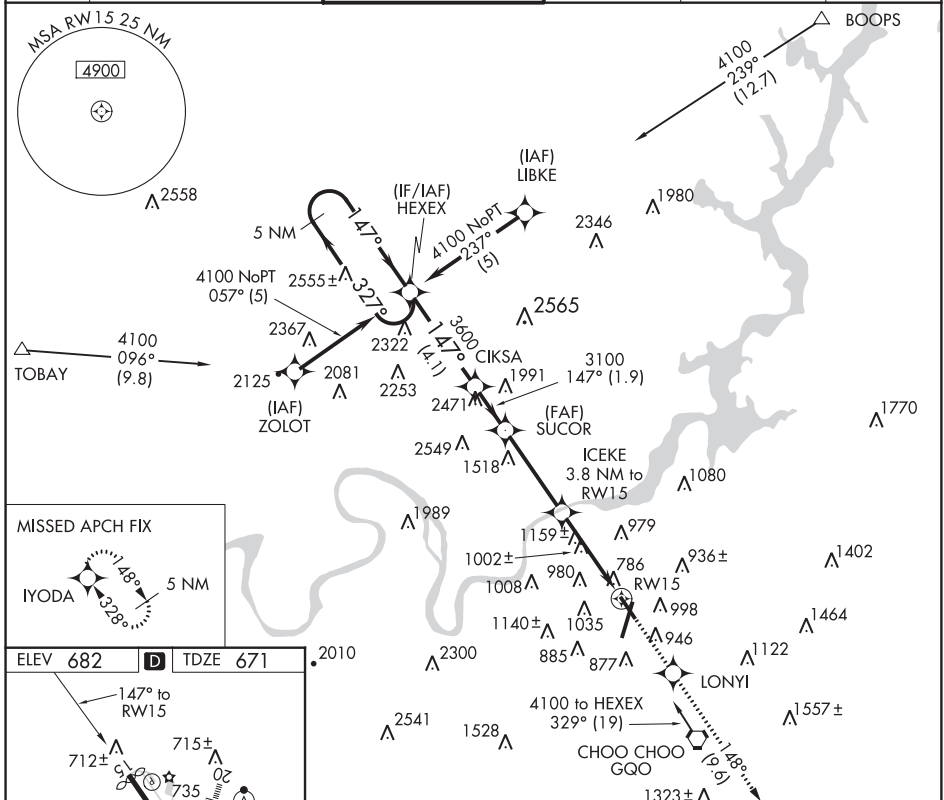
RNAV (GPS) RWY 15

LOVELL FIELD (CHA)

ASR If local alimeter setting not received, use Dalton Muni alimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS 119.85	CHATTANOOGA APP CON * 125.1 379.1	CHATTANOOGA TOWER * 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
RNAV MDA	1420-1 749 (800-1)	1420-1½ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)
CIRCLING	1420-1 738 (800-1)	1420-1½ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CHATTANOOGA, TENNESSEE

AL-79 (FAA)

16091

WAAS CH 70305 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	7400 673 682
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RNAV (GPS) RWY 20

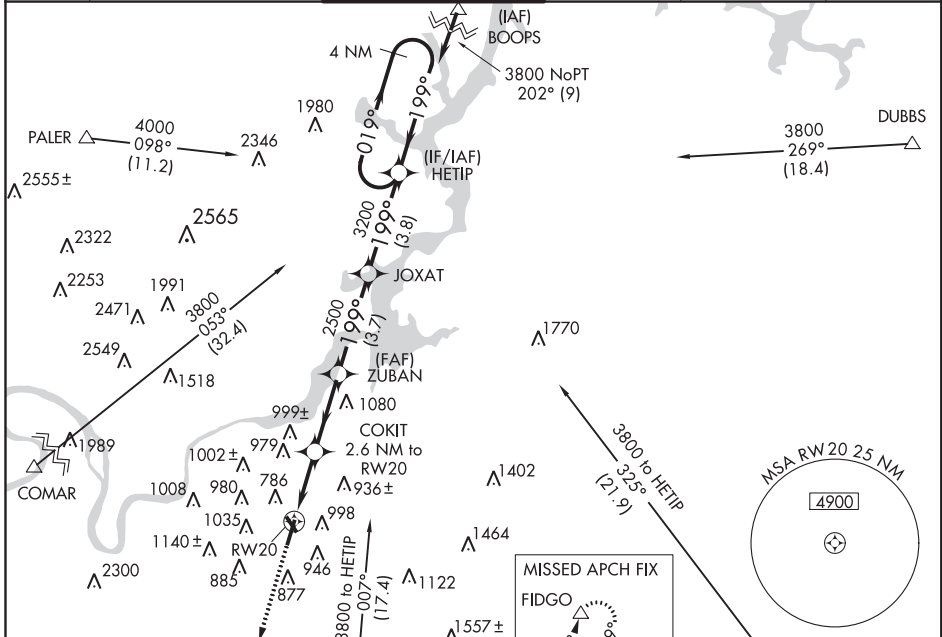
LOVELL FIELD (CHA)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 3800 direct FIDGO and hold.

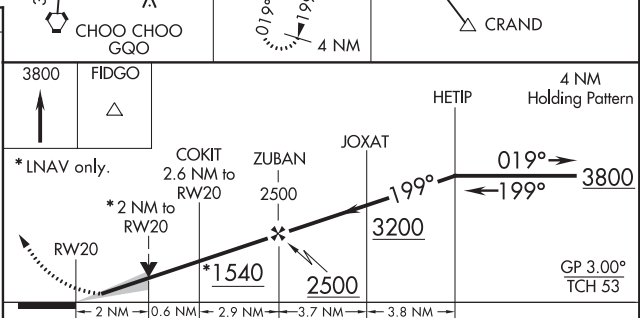
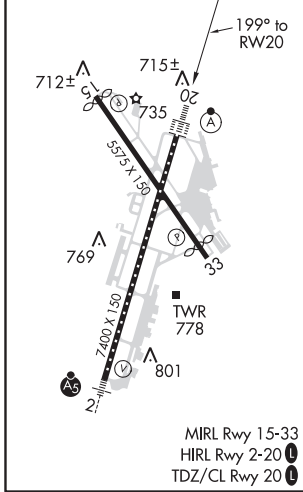
ATIS 119.85	CHATTANOOGA APP CON * 125.1 379.1	CHATTANOOGA TOWER * 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 682	D	TDZE 673
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CATEGORY	A	B	C	D
LPV DA		873/24	200 (200-1/2)	
LNAV/VNAV DA		1281-1 3/4	608 (600-1 3/4)	
LNAV MDA		1340-1	667 (700-1)	
CIRCLING	1340-2	658 (700-2)		1460-2 1/2 778 (800-2 1/2)

CHATTANOOGA, TENNESSEE
Amdt1 13JAN11

35°02'N-85°12'W

RNAV (GPS) RWY 20

LOVELL FIELD (CHA)

APP CRS 328°	Rwy Idg TDZE Apt Elev	5000 671 682
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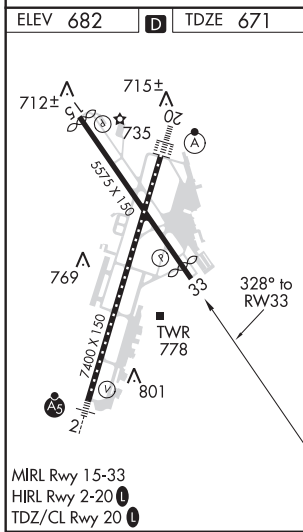
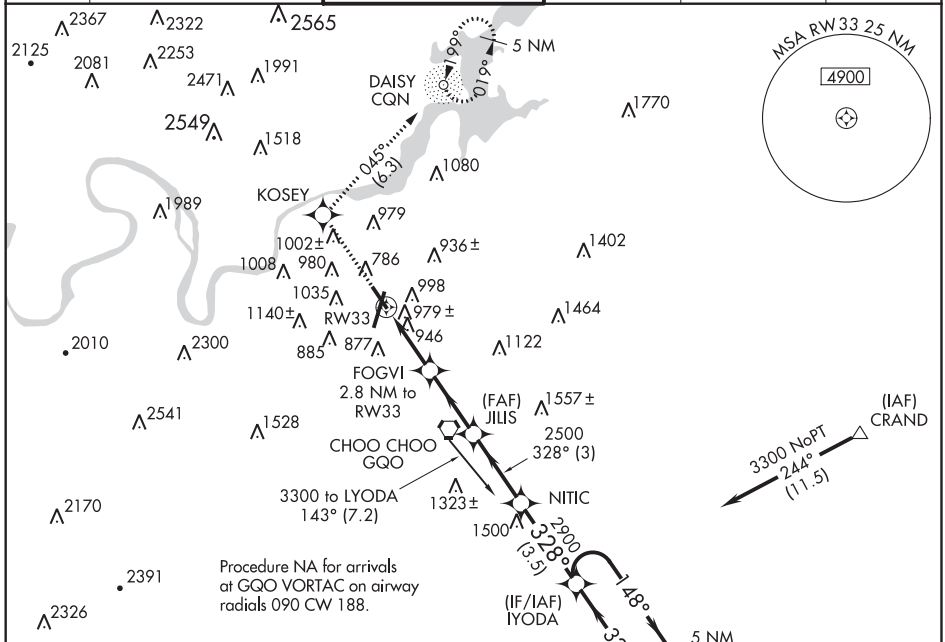
RNAV (GPS) RWY 33

LOVELL FIELD (CHA)

ASR If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3300 direct KOSEY and via 045° track to CGN NDB and hold.

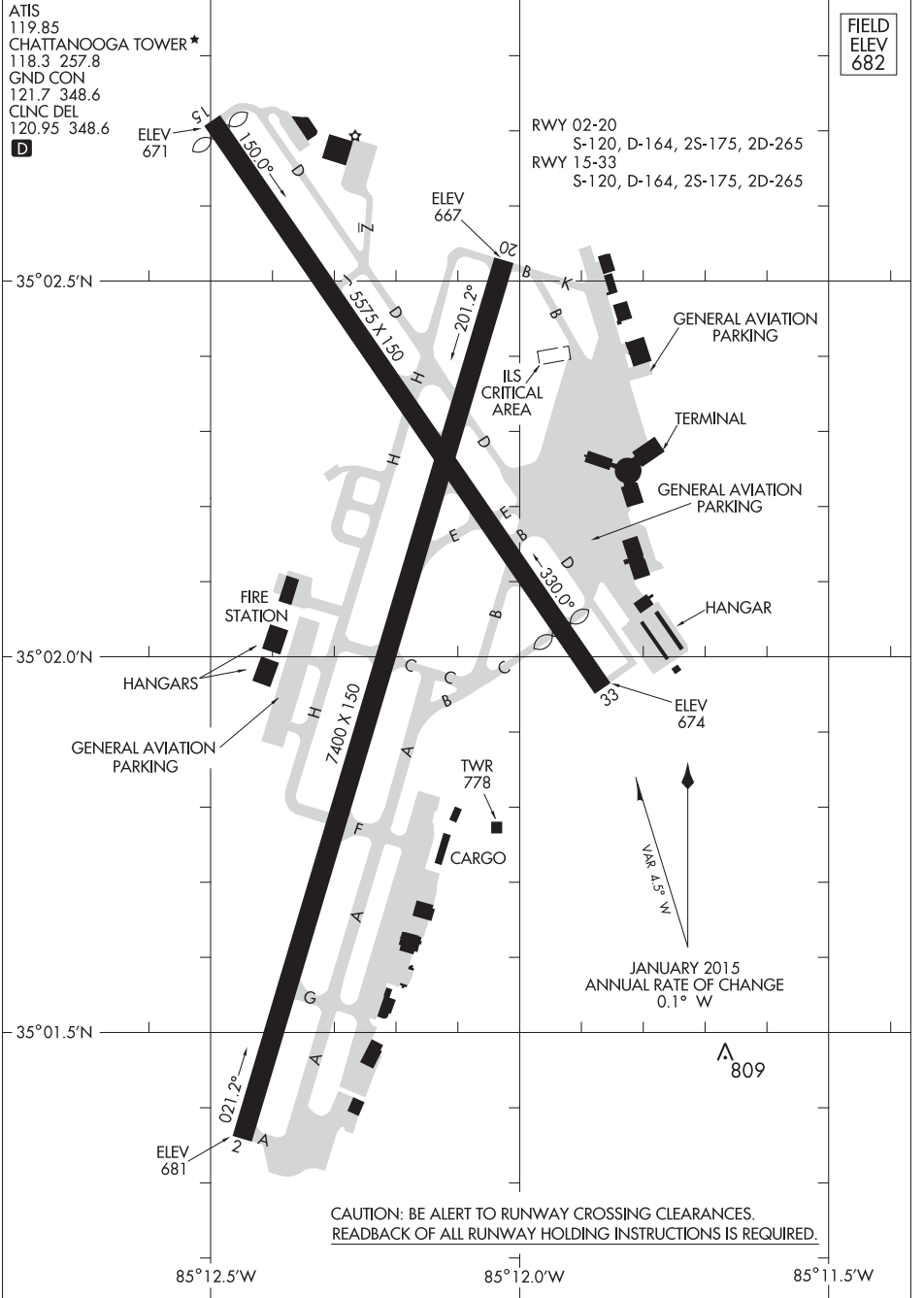
ATIS 119.85	CHATTANOOGA APP CON * 125.1 379.1	CHATTANOOGA TOWER * 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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ELEV 682	D	TDZE 671		
3300	KOSEY	tr 045°	CGN	5 NM Holding Pattern
IYODA	NITIC	JILIS	FOGVI	RW33
3300	148°	2900	2500	1600
	← 328°	328°	3.05° TCH 47	2.8 NM
				2.8 NM
				3 NM
				3.5 NM
CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



SE-1, 10 NOV 2016 to 05 JAN 2017

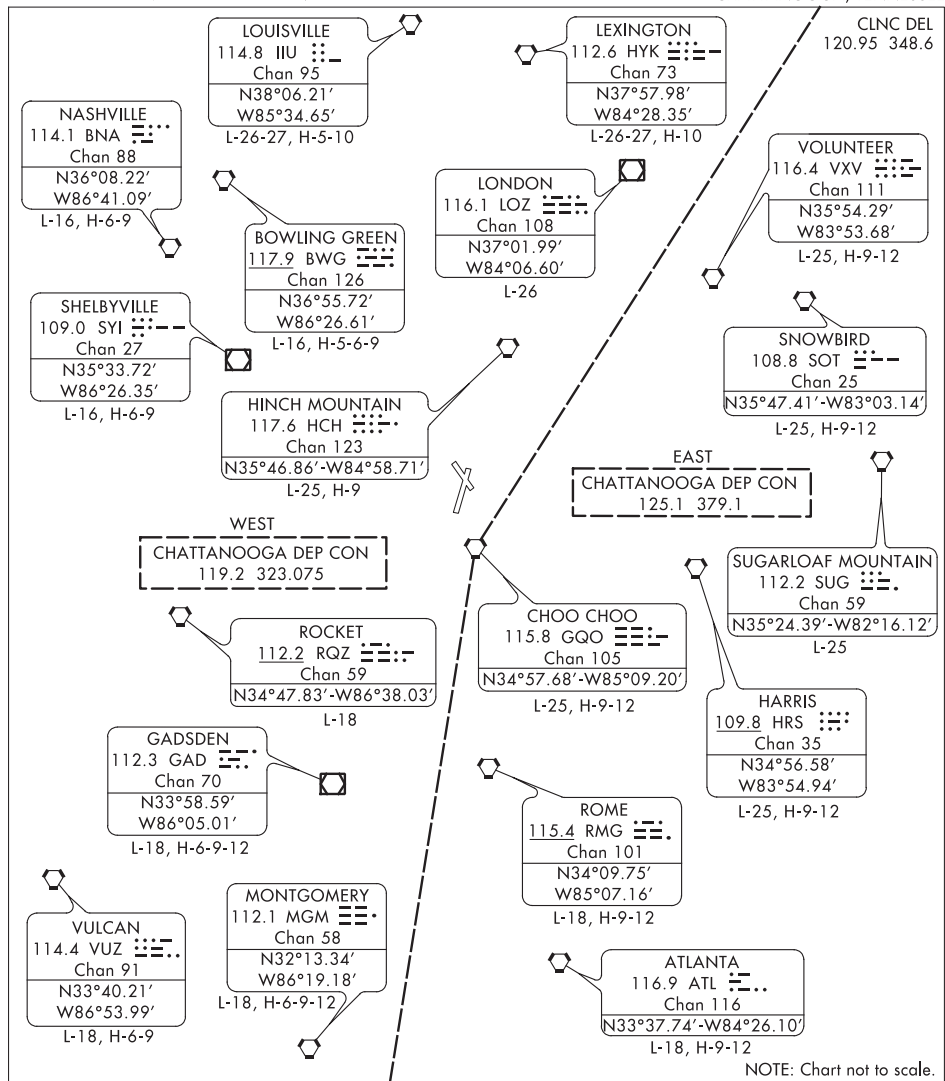
SE-1, 10 NOV 2016 to 05 JAN 2017

(CHA5.CHA) 16203

SL-79 (FAA)

LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE

CHATTANOOGA FIVE DEPARTURE



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence...
via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

CHATTANOOGA FIVE DEPARTURE
(CHA5.CHA) 11JUN81

CHATTANOOGA, TENNESSEE
LOVELL FIELD (CHA)

WAAS CH 69439 W17A	APP CRS 167°	Rwy ldg TDZE 599 Apt Elev 550
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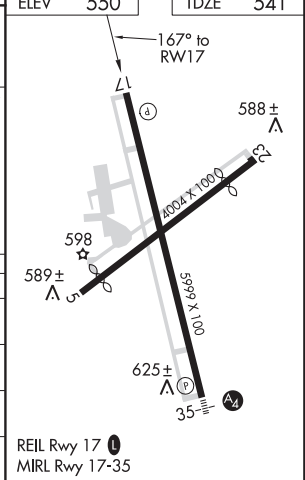
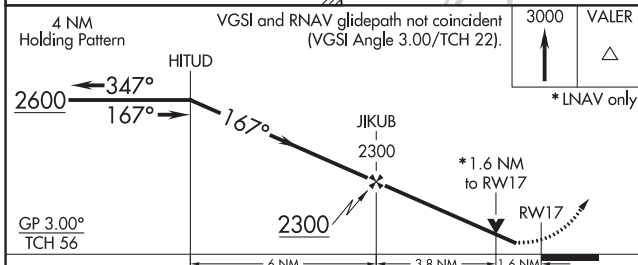
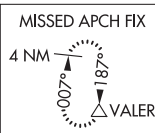
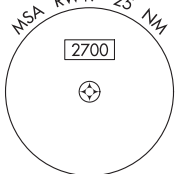
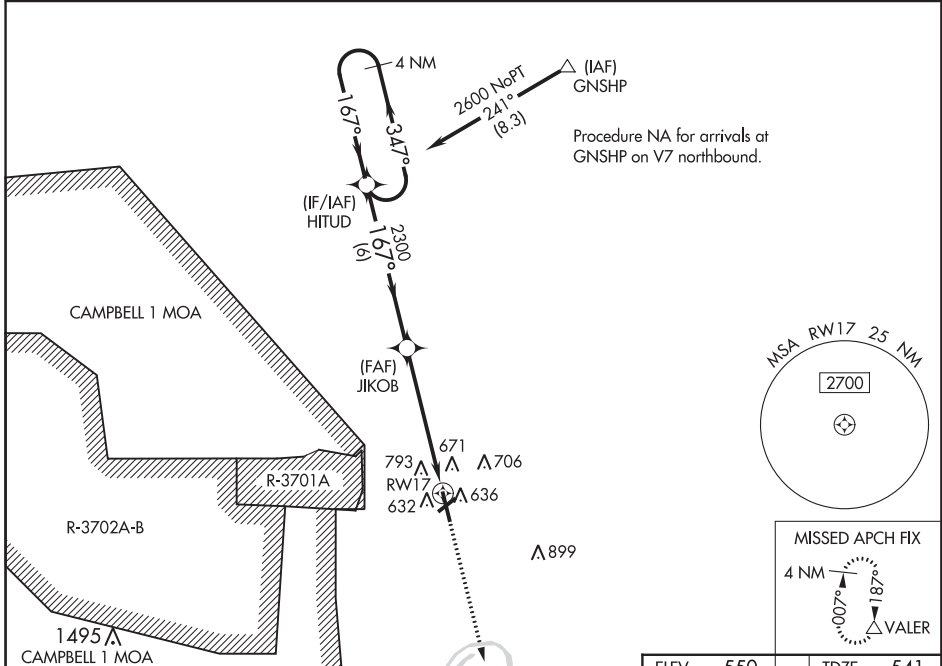
RNAV (GPS) RWY 17

OUTLAW FIELD (CKV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F).
⚠ Baro-VNAV and VDP NA when using Campbell AAF altimeter setting. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 3/4 SM NA. Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. When local altimeter setting not received, use Campbell AAF altimeter setting.

MISSED APPROACH:
Climb to 3000 direct VALER and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		821-7/8	280 (300-7%)	
LNAV/VNAV DA		988-1 1/2	447 (500-1 1/2)	
LNAV MDA	1060-1	519 (600-1)	1060-1 3/8	519 (600-1 3/8)
C CIRCLING	1060-1	510 (600-1)	1060-1 1/2	1200-2 650 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58300 W35A	APP CRS 347°	Rwy Idg 5999 TDZE 550 Apt Elev 550
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RNAV (GPS) RWY 35

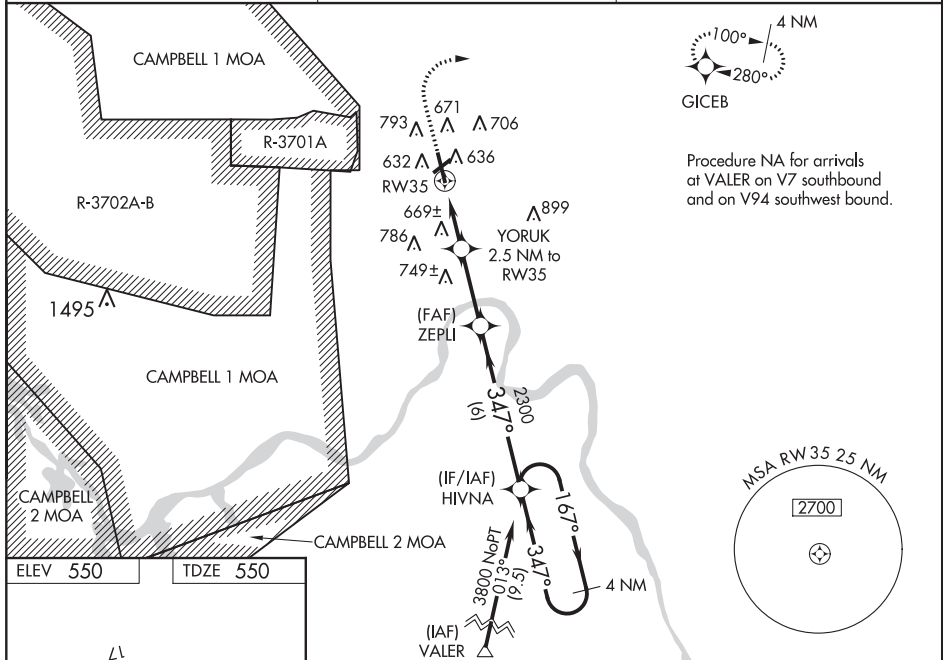
OUTLAW FIELD (CKV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Campbell AAF altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Inop table does not apply to LPV visibility. For inop MALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat D visibility to 1 SM. When local altimeter setting not received, use Campbell AAF altimeter setting.

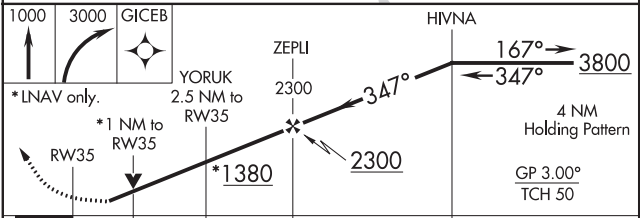
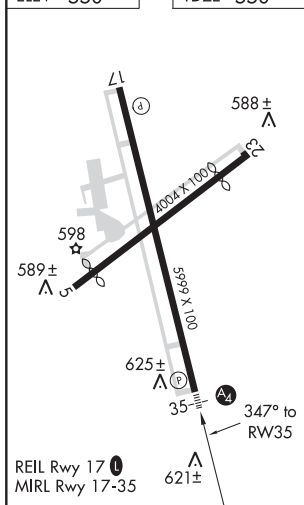
MALS 


MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GICEB and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8(CTAF)
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ELEV 550	TDZE 550
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	1 NM	1.5 NM	2.8 NM	6 NM
CATEGORY	A	B	C	D
LPV DA		805-¾	255 (300-¾)	
LNAV/VNAV DA		831-¾	281 (300-¾)	
LNAV MDA		920-¾	370 (400-¾)	
 CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1200-2 650 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-CKV 111.7	APP CRS 347°	Rwy Idg TDZE Apt Elev	5999 550 550
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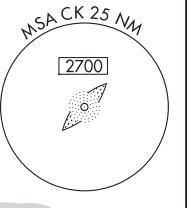
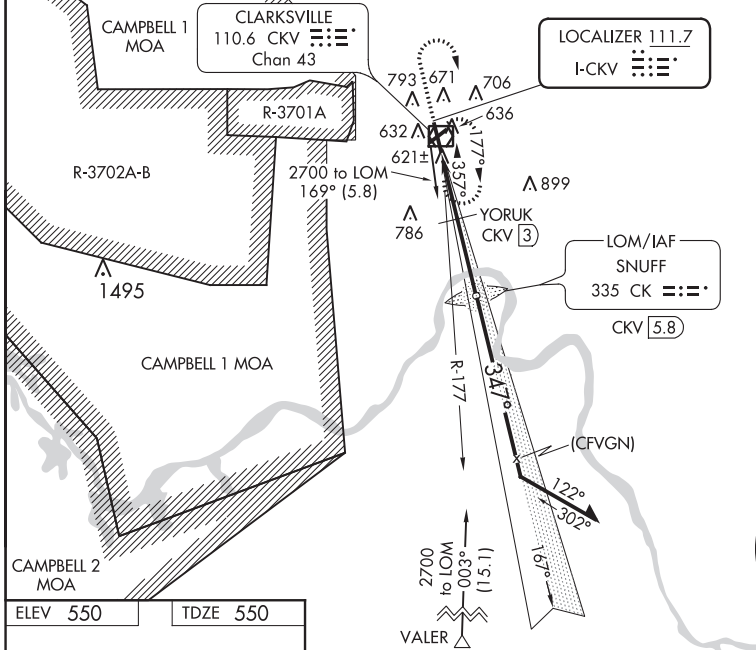
LOC RWY 35

OUTLAW FIELD (CKV)

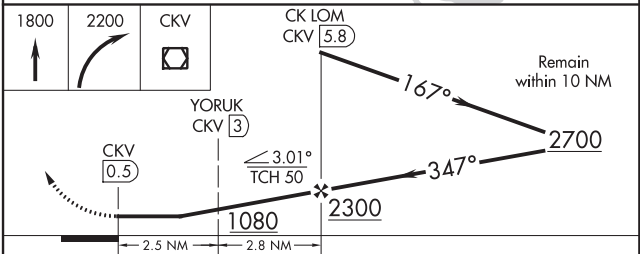
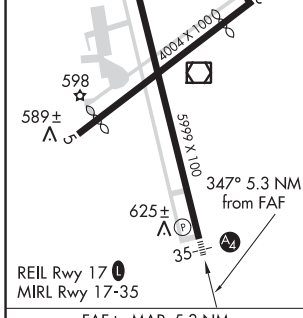
ADF required. Helicopter visibility reduction below 3/4 SM NA. For inop MALS, increase S-35 Cat D visibility to 1 1/2 SM, increase YORUK fix minimums S-35 Cat D visibility to 1 SM. When local altimeter setting not received, use Campbell AAF altimeter setting. Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. *DME from CKV VOR/DME.

MALS

MISSED APPROACH:
 Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
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ELEV 550	TDZE 550
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CATEGORY	A	B	C	D
S-35	1080-3/4	530 (600-3/4)	1080-1 1/4	530 (600-1 1/4)
C CIRCLING	1080-1	530 (600-1)	1080-1 1/2	1200-2
			530 (600-1 1/2)	650 (700-2)
YORUK FIX MINIMUMS * (DME REQUIRED)				
S-35	880-3/4		330 (400-3/4)	
C CIRCLING	1000-1	1020-1	1020-1 1/2	1200-2
	450 (500-1)	470 (500-1)	470 (500-1 1/2)	650 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CLARKSVILLE, TENNESSEE

AL-5311 (FAA)

15120

VOR/DME CKV 110.6 Chan 43	APP CRS 357°	Rwy Idg 5999 TDZE 550 Apt Elev 550
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VOR RWY 35

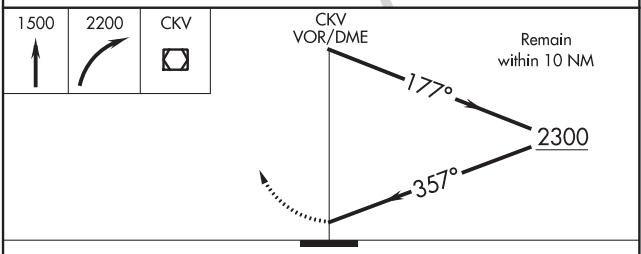
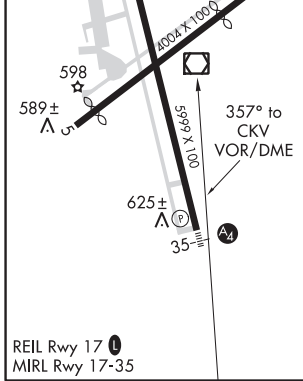
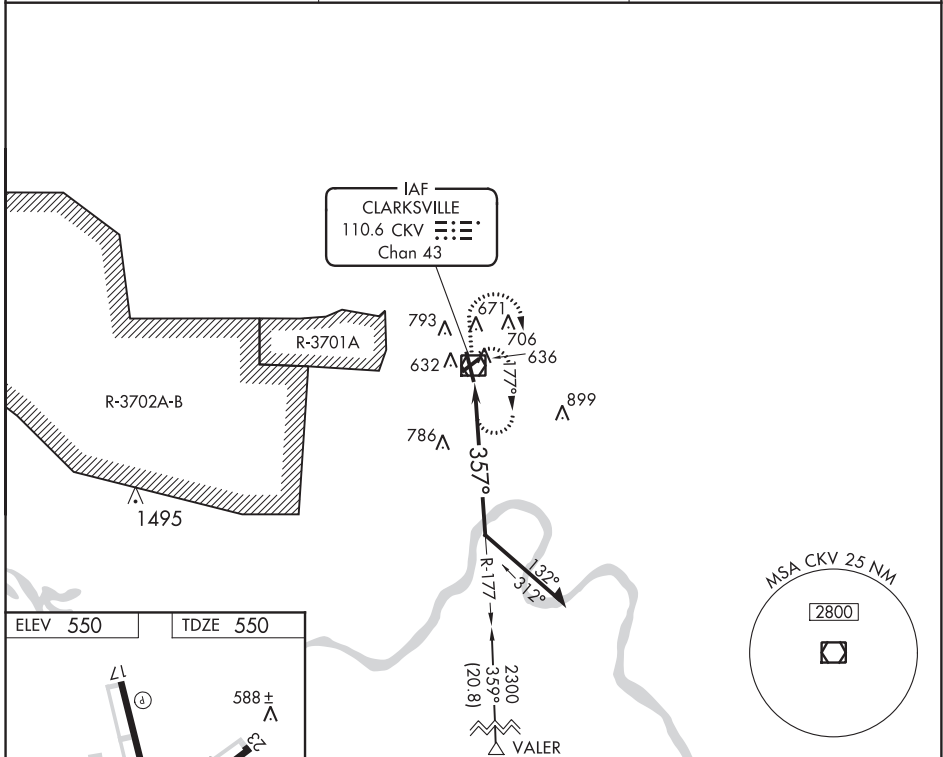
OUTLAW FIELD (CKV)

⚠ Inoperative table does not apply. Circling NA west of Rwy 17-35. When local altimeter setting not received, use Hopkinsville altimeter setting and increase all MDA 40 feet and increase S-35 Cat C and D and Circling Cat C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5/23 NA.

MALS


MISSED APPROACH:
Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
CIRCLING	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-2 570 (600-2)

CLARKSVILLE, TENNESSEE
Amdt 15G 30APR15

36°37'N-87°25'W

OUTLAW FIELD (CKV)

VOR RWY 35

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99632 W03A	APP CRS 034°	Rwy Idg TDZE Apt Elev	5500 834 860
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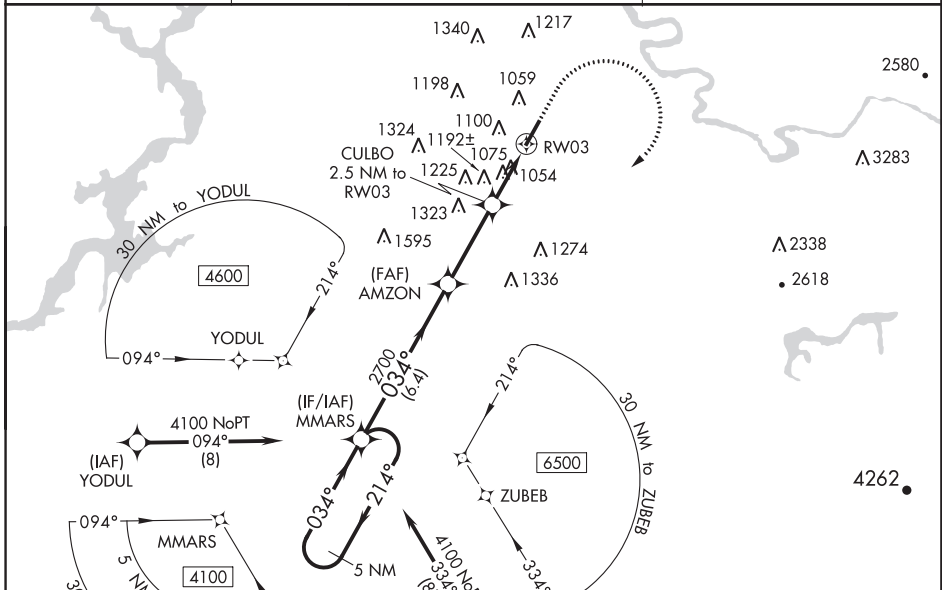
RNAV (GPS) RWY 3

CLEVELAND RGNL JETPORT (RZR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1417 and visibility all Cats to 2 miles; increase LNAV/VNAV DA to 1355 and increase visibility all Cats to 1 7/8 miles; increase all MDA 80 feet and increase LNAV Cat C/D visibility 1/4 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 2100 then climbing right turn to 4100 direct MMARS and hold.

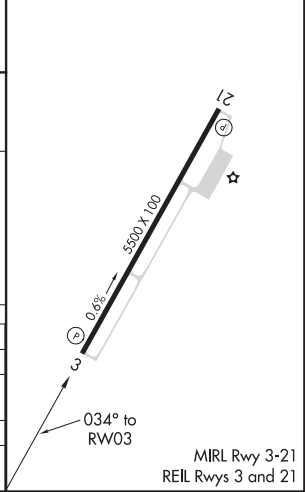
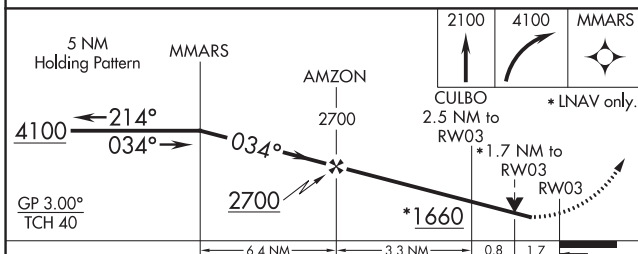
AWOS-3 120.475	CHATTANOOGA APP CON* 125.1	UNICOM 122.7 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 860	TDZE 834
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CATEGORY	A	B	C	D
LPV DA		1349-1 3/4	515 (500-1 3/4)	
LNAV/VNAV DA		1287-1 1/2	453 (500-1 1/2)	
LNAV MDA	1400-1	566 (600-1)	1400-1 5/8	566 (600-1 5/8)
C CIRCLING	1460-1	600 (600-1)	1580-2	1780-3
			720 (800-2)	920 (1000-3)

CLEVELAND, TENNESSEE

AL-10974 (FAA)

15176

WAAS CH 45731 W21A	APP CRS 214°	Rwy Idg TDZE Apt Elev	5500 860 860
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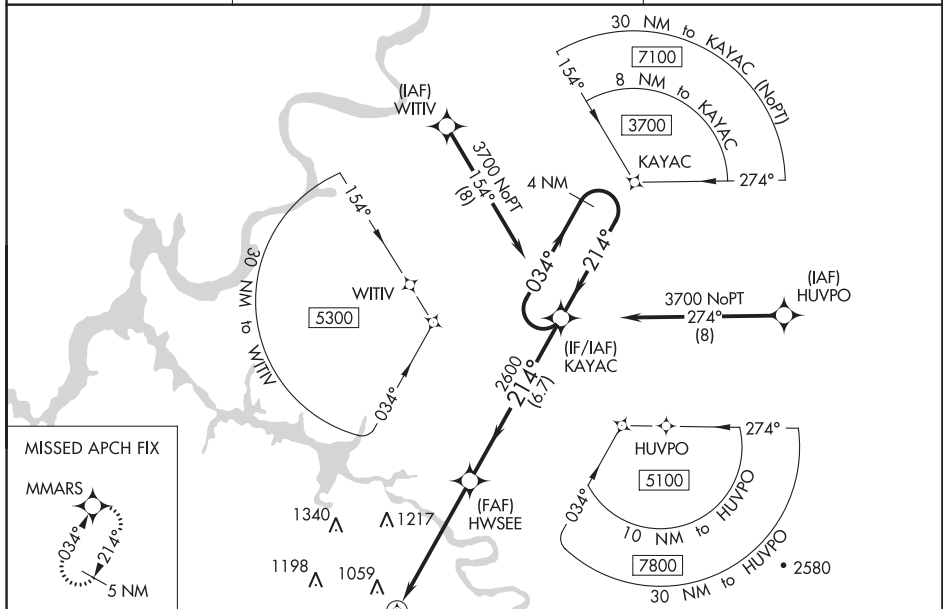
RNAV (GPS) RWY 21

CLEVELAND RGNL JETPORT (RZR)

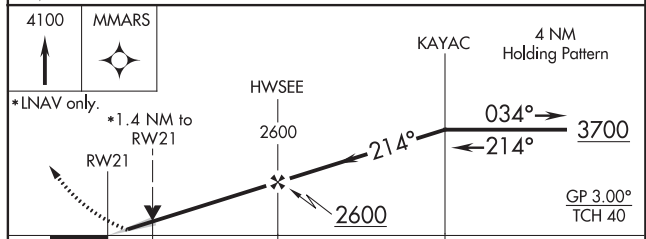
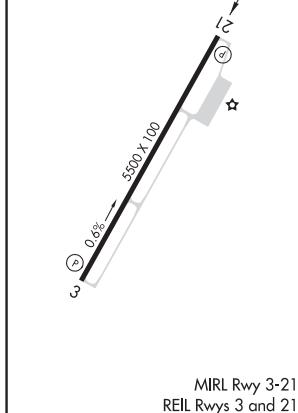
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1137 and visibility all Cats to ½ mile; increase LNAV/VNAV DA to 1332 and visibility all Cats to 1 ½ mile; increase all MDA 80 feet and increase LNAV Cat C/D visibility ¼ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

AWOS-3 120.475	CHATTANOOGA APP CON★ 125.1	UNICOM 122.7 (CTAF)
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ELEV 860	TDZE 860
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CATEGORY	A	B	C	D
LPV DA		1060-¾	200 (200-¾)	
LNAV/VNAV DA		1255-1¾	395 (400-1¾)	
LNAV MDA	1360-1	500 (500-1)	1360-1¾	500 (500-1¾)
CIRCLING	1460-1	600 (600-1)	1580-2 720 (800-2)	1780-3 920 (1000-3)

CLEVELAND, TENNESSEE
Amdt 1A 25JUN15

35°13'N-84°48'W

CLEVELAND RGNL JETPORT (RZR)
RNAV (GPS) RWY 21

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6000
055°	TDZE	670
	Apt Elev	681

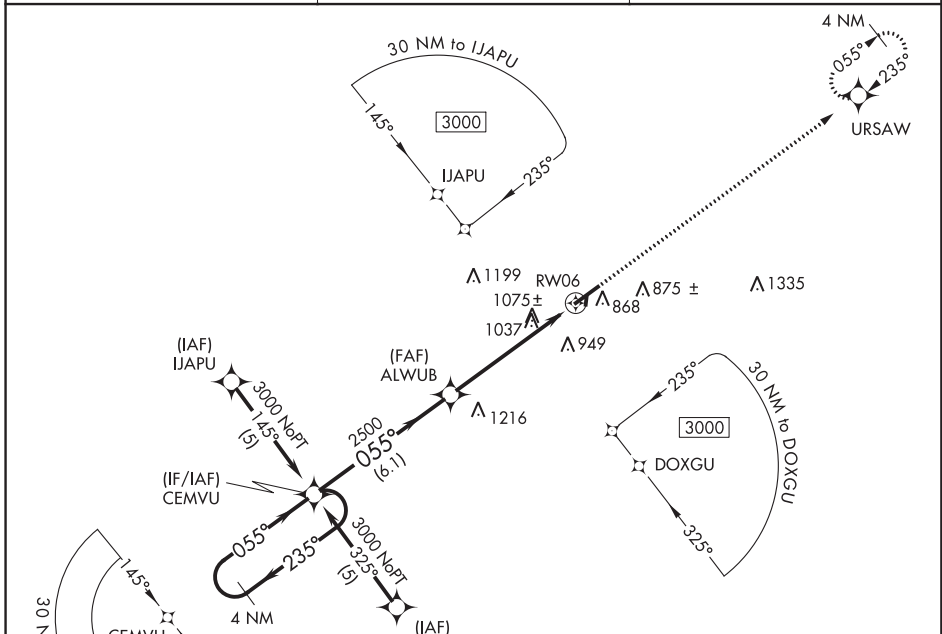
RNAV (GPS) RWY 6

MAURY COUNTY (MRC)

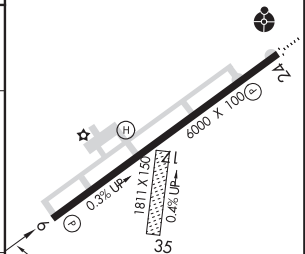
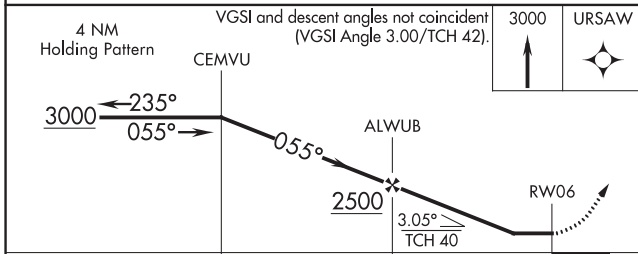
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

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

AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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ELEV 681	TDZE 670
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CATEGORY	A	B	C	D
LNAV MDA	1340-1	670 (700-1)	1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1	659 (700-1)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwy 6 and 24

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69515 W24A	APP CRS 235°	Rwy Idg TDZE Apt Elev	6000 681 681
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RNAV (GPS) RWY 24
MAURY COUNTY (MRC)

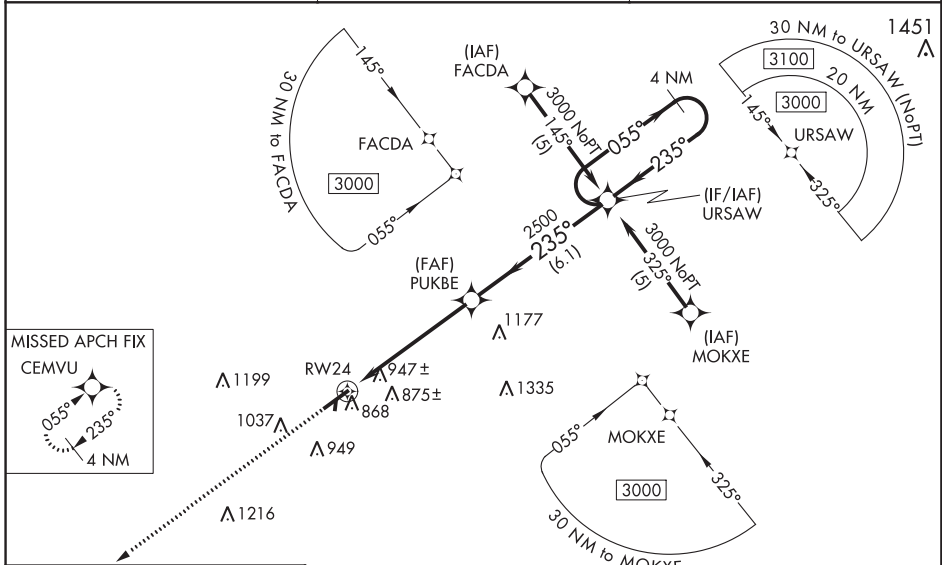
⚠ Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ½ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

ODALS

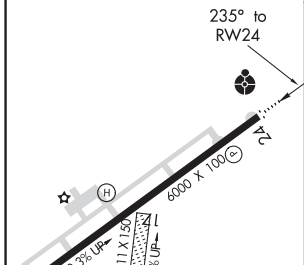


MISSED APPROACH:
Climb to 3000 direct CEMVU and hold.

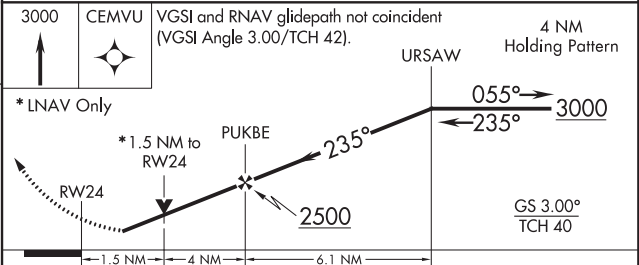
AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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ELEV 681	TDZE 681
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MIRL Rwy 6-24 REIL Rwy 6 and 24



CATEGORY	A	B	C	D
LPV DA		981-1	300 (300-1)	
LNAV/ VNAV DA		1329-2¼	648 (700-2¼)	
LNAV MDA	1200-¾	519 (600-¾)	1200-1½ 519 (600-1½)	1200-1¾ 519 (600-1¾)
CIRCLING	1260-1	579 (600-1)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82724 W02A	APP CRS 019°	Rwy Idg THRE Apt Elev	3500 1772 1789
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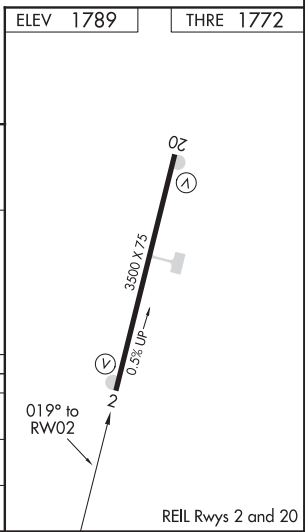
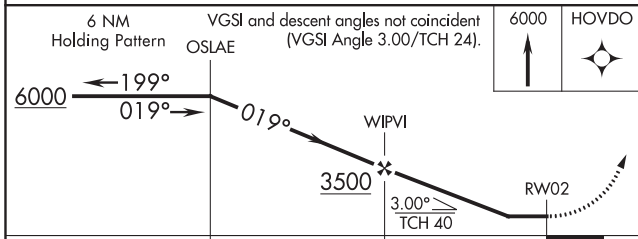
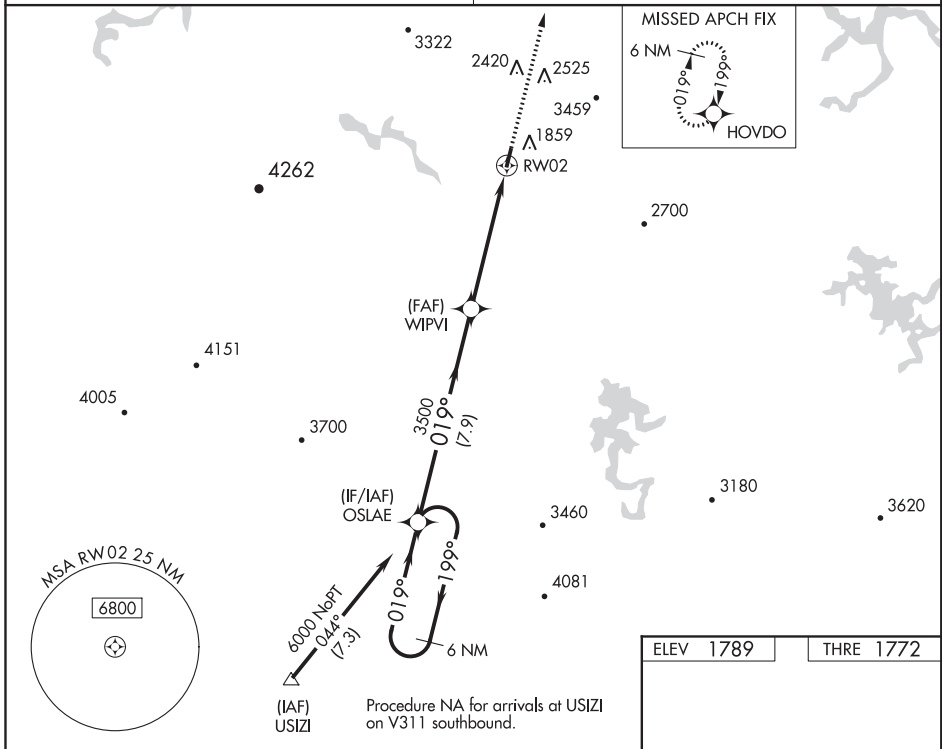
RNAV (GPS) RWY 2

MARTIN CAMPBELL FIELD (1A3)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Western Carolina Rgnl altimeter setting, when not received, use Dalton Muni altimeter setting and increase all MDA 160 feet, and increase LNAV Cats A and B visibility ¼ mile and Cat C ½ mile, and LP Cat A ¼ mile. Procedure NA at night.

⚠ NA MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.

ATLANTA CENTER 133.1 346.35	(CTAF) 122.9
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CATEGORY	A	B	C	D
LP MDA	2600-1 828 (900-1)	2600-1¼ 828 (900-1¼)	2600-2½ 828 (900-2½)	NA
LNAV MDA	2600-1 828 (900-1)	2600-1¼ 828 (900-1¼)	2600-2½ 828 (900-2½)	NA
CIRCLING	2880-1¼ 1091 (1100-1¼)	2880-1½ 1091 (1100-1½)	2880-3 1091 (1100-3)	NA

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SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86825 W20A	APP CRS 199°	Rwy Idg THRE 1789 Apt Elev 1789	3500
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RNAV (GPS) RWY 20

MARTIN CAMPBELL FIELD (1A3)

NA DME/DME RNP-0.3 NA. Use Western Carolina Rgnl altimeter setting, when not received, use Dalton Muni altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Procedure NA at night.

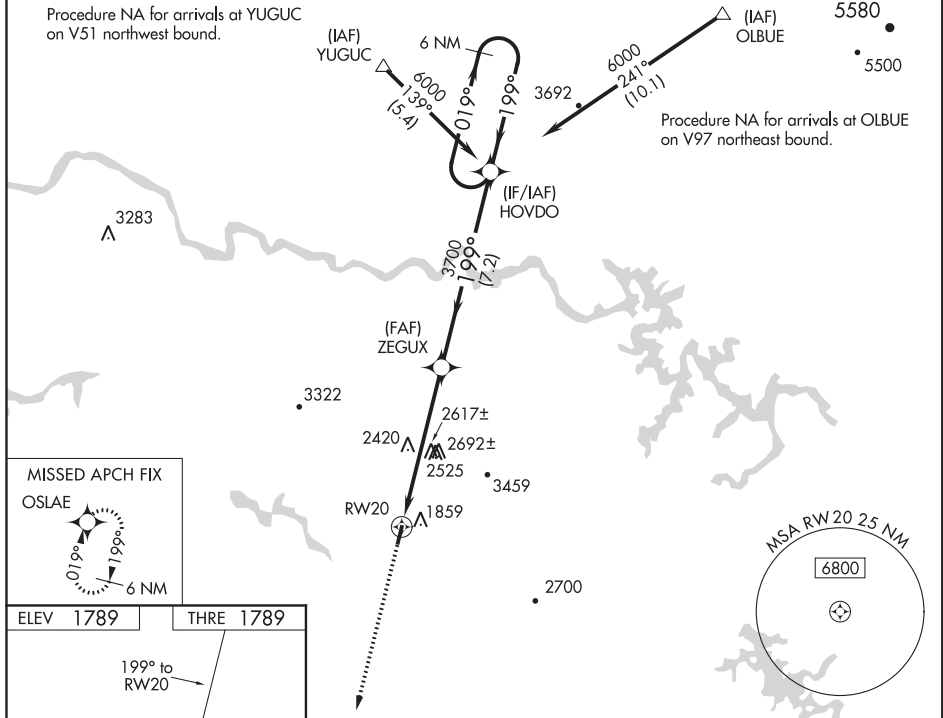
MISSED APPROACH: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.

ATLANTA CENTER
133.1 346.35

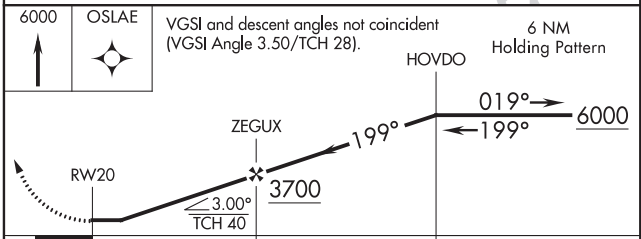
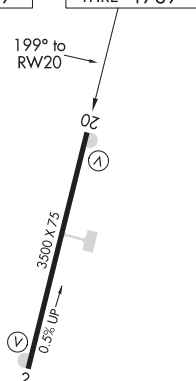
(CTAF)
122.9

Procedure NA for arrivals at YUGUC on V51 northwest bound.

Procedure NA for arrivals at OLBUE on V97 northeast bound.



ELEV 1789	THRE 1789
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CATEGORY	A	B	C	D
LP MDA	2940-1¼ 1151 (1200-1¼)	2940-1½ 1151 (1200-1½)	2940-3 1151 (1200-3)	NA
LNAV MDA	3020-1¼ 1231 (1300-1¼)	3020-1½ 1231 (1300-1½)	3020-3 1231 (1300-3)	NA
CIRCLING	3020-1¼ 1231 (1300-1¼)	3020-1½ 1231 (1300-1½)	3020-3 1231 (1300-3)	NA

REIL Rwy's 2 and 20

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SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CIZ 110.15 Chan 38 (Y)	APP CRS 184°	Rwy Idg 10000 TDZE 889 Apt Elev 896
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ILS or LOC RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

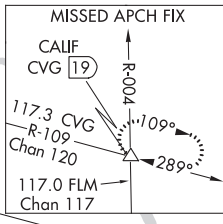
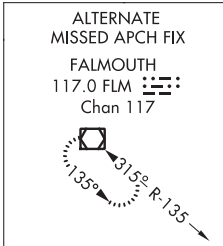
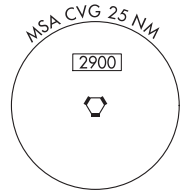
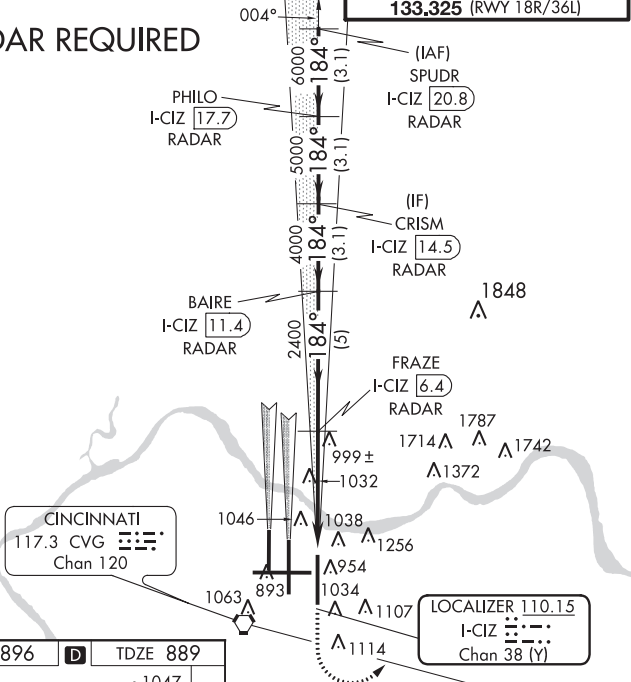
⚠ Simultaneous approach authorized with Rwy 18C and 18R.
⚠ DME or radar required. For inoperative MALS/R, increase S-LOC 18L Cat C and D visibility to RVR 6000.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF INT/ CVG 19 DME and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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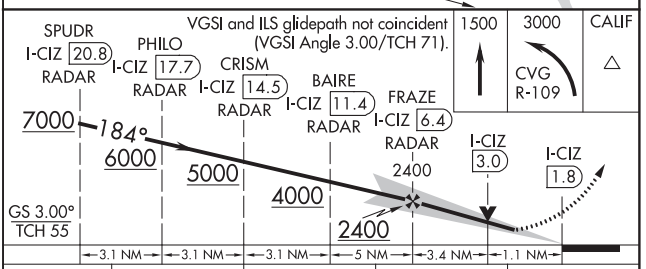
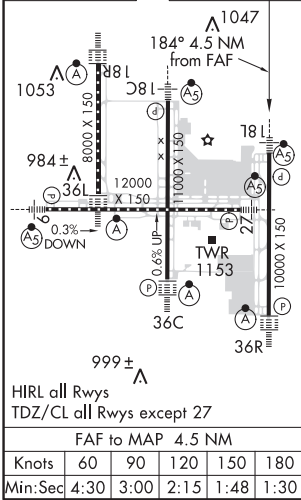
RADAR REQUIRED



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 896	D	TDZE 889
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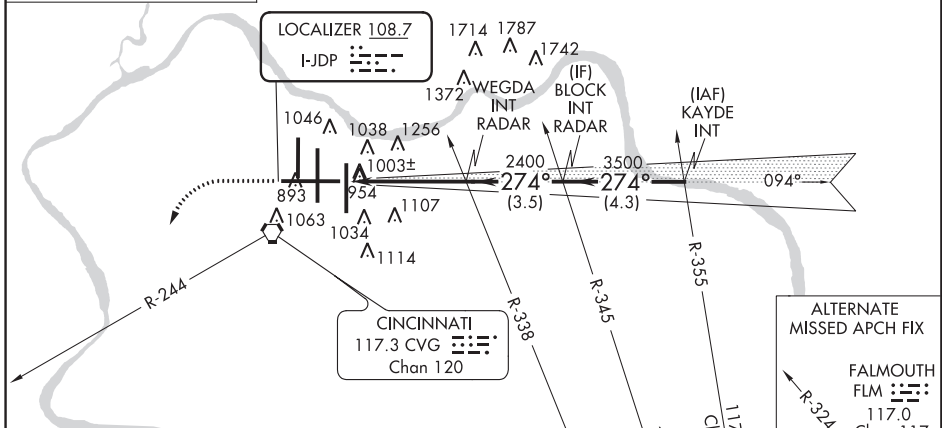
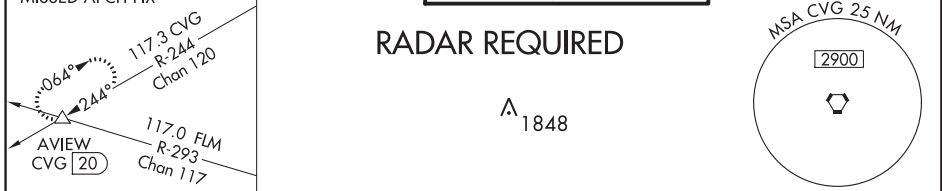
CATEGORY	A	B	C	D
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1300/24	411 (500-½)	1300/40	411 (500-¾)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-½)	1560-2 664 (700-2)

LOC I-JDP 108.7	APP CRS 274°	Rwy Idg 12000
		TDZE 875
		Apt Elev 896

ILS or LOC RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSED APCH FIX ARR 134.375 DEP 135.3		CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)		CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)		GND CON 121.7	CLNC DEL 127.175
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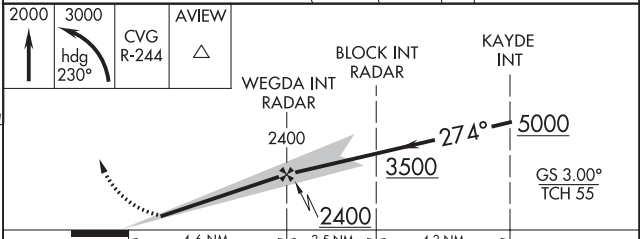


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 896	TDZE 875
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1047
1053 881 274° 4.6 NM from FAF
984± 36L 12000 X 1.50 78L 36R
0.3% DOWN 0.6% UP
TWR 1153
999± HIRL all Rws TDZ/CL all Rws except 27



CATEGORY	A	B	C	D
S-ILS 27	1075/24		200 (200-1/2)	
S-LOC 27	1420/24	545 (600-1/2)	1420/60	545 (600-1/4)
CIRCLING	1460-1	564 (600-1)	1460-1 1/2 564 (600-1/2)	1560-2 664 (700-2)

COVINGTON, KENTUCKY

AL-655 (FAA)

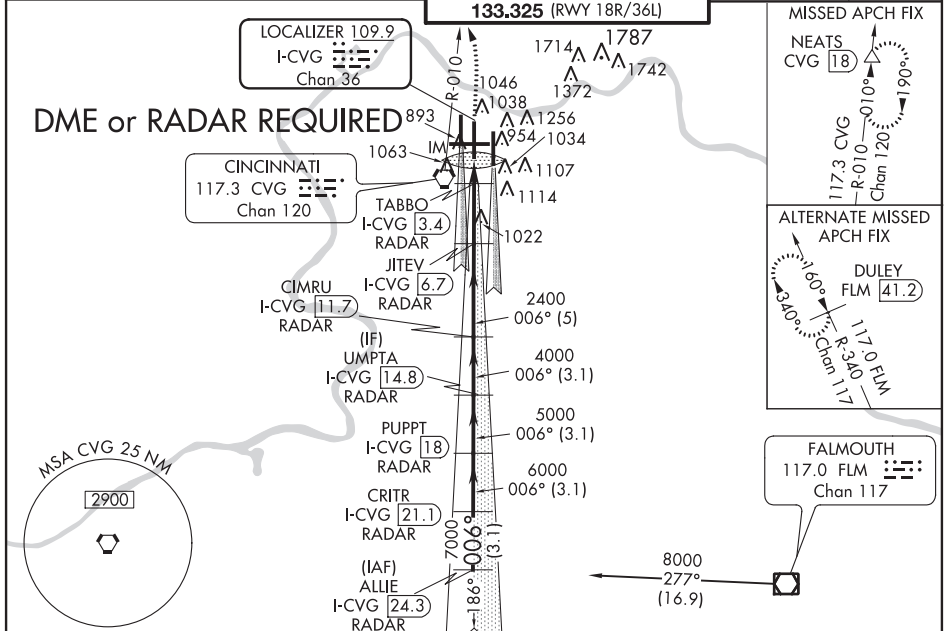
16315

LOC/DME I-CVG 109.9 Chan 36	APP CRS 006°	Rwy Idg 11000 TDZE 851 Apt Elev 896
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ILS or LOC RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

▽ Simultaneous approach authorized with Rwy 36L/R. ▲ DME required.	ALS-F-2 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.
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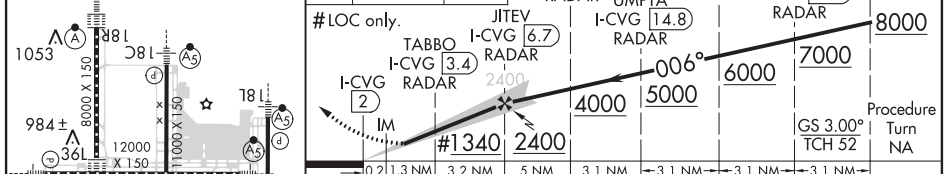
ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 896 D TDZE 851	1500	3000	NEATS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).	ALLIE I-CVG 24.3
TDZ/CL all Rwy's except 27 HIRL all Rwy's	↑	CVG R-010	△		



CATEGORY	A	B	C	D
S-ILS 36C	1051/18 200 (200-½)			
S-LOC 36C	1340/24	489 (500-½)	1340/50	489 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)
TABBO FIX MINIMUMS				
S-LOC 36C	1260/24	409 (400-½)	1260/40	409 (400-¾)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

COVINGTON, KENTUCKY
Amdt 41C 04APR13

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
ILS or LOC RWY 36C

LOC/DME I-VAC 110.75 Chan 44 (Y)	APP CRS 006°	Rwy Idg 8000
		TDZE 873
		Apt Elev 896

ILS or LOC RWY 36L

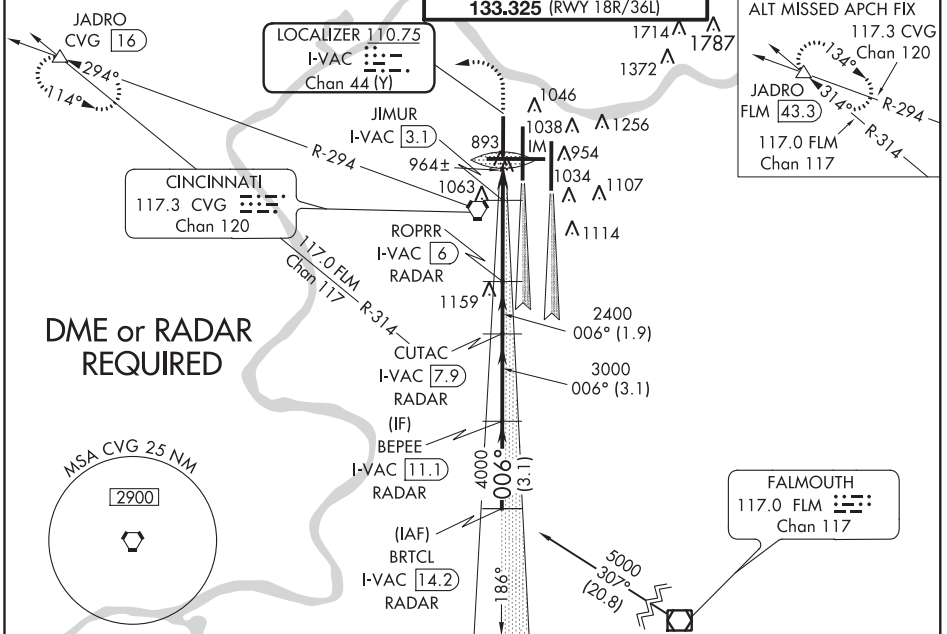
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36C and 36R. DME required.

ALSIF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

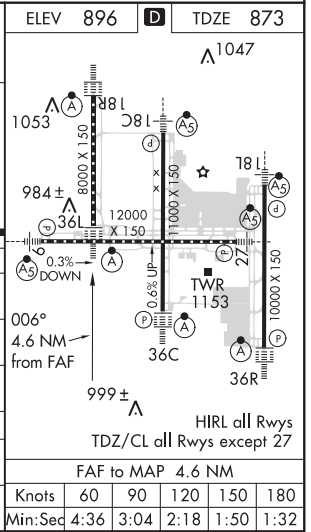
ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

BRTCL I-VAC 14.2	CUTAC I-VAC 7.9	ROPRR I-VAC 6	JADRO I-VAC 3.1	JIMUR I-VAC 2.4	IM I-VAC 1.5
Procedure Turn NA	5000	4000	3000	2400	2400
GS 3.00°	3.1 NM	3.1 NM	1.9 NM	2.9 NM	0.7 NM
TCH 55					



CATEGORY	A	B	C	D
S-ILS 36L	1073/18		200 (200-½)	
S-LOC 36L	1440/24	567 (600-½)	1440/60	567 (600-1¼)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-½)	1560-2 664 (700-2)
JIMUR FIX MINIMUMS				
S-LOC 36L	1220/24	347 (400-½)	1220/30	347 (400-¾)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-½)	1560-2 664 (700-2)

LOC/DME I-EEI 110.35 Chan 40 (Y)	APP CRS 006°	Rwy Idg 10000 TDZE 896 Apt Elev 896
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ILS or LOC RWY 36R

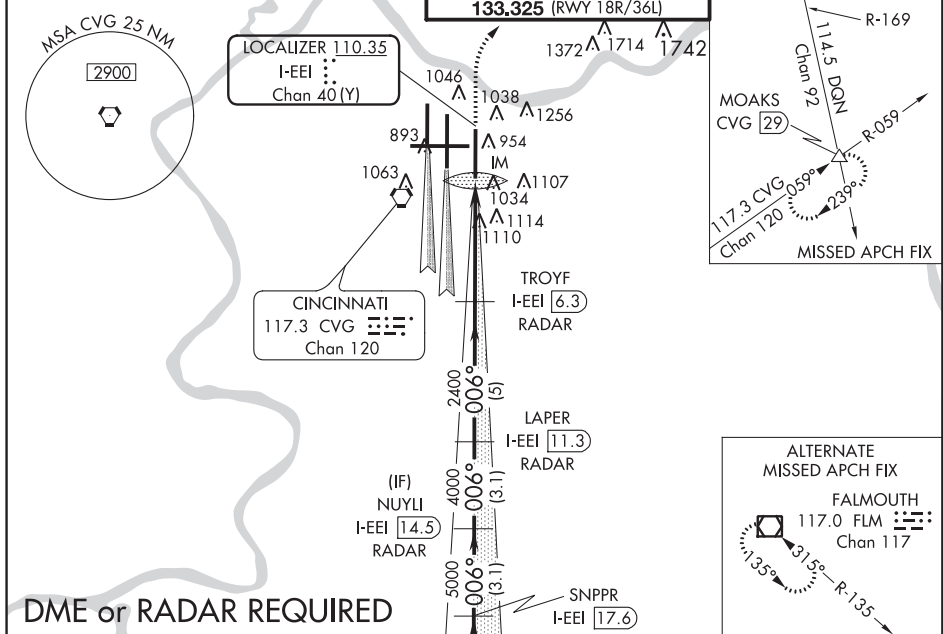
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36C and 36L.
DME or radar required.

ALSF-2

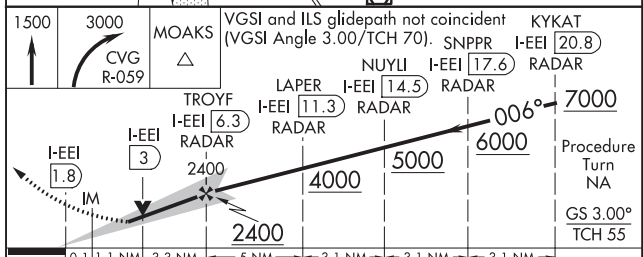
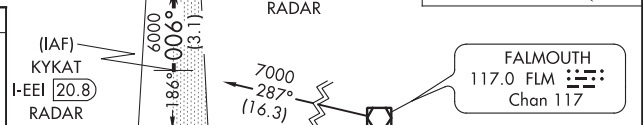
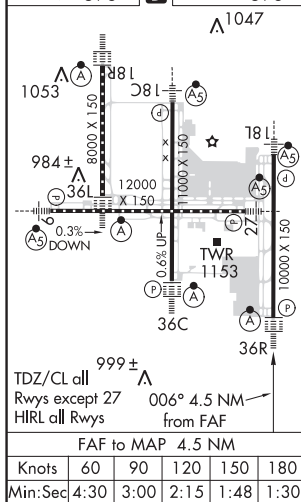
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/ CVG 29 DME and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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DME or RADAR REQUIRED

ELEV 896	D	TDZE 896
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CATEGORY	A	B	C	D
S-ILS 36R	1096/18		200 (200-½)	
S-LOC 36R	1360/24	464 (500-½)	1360/50	464 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)

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SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VAC 110.75 Chan 44 (Y)	APP CRS 006°	Rwy Idg TDZE Apt Elev 8000 873 896
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ILS RWY 36L (CAT II)

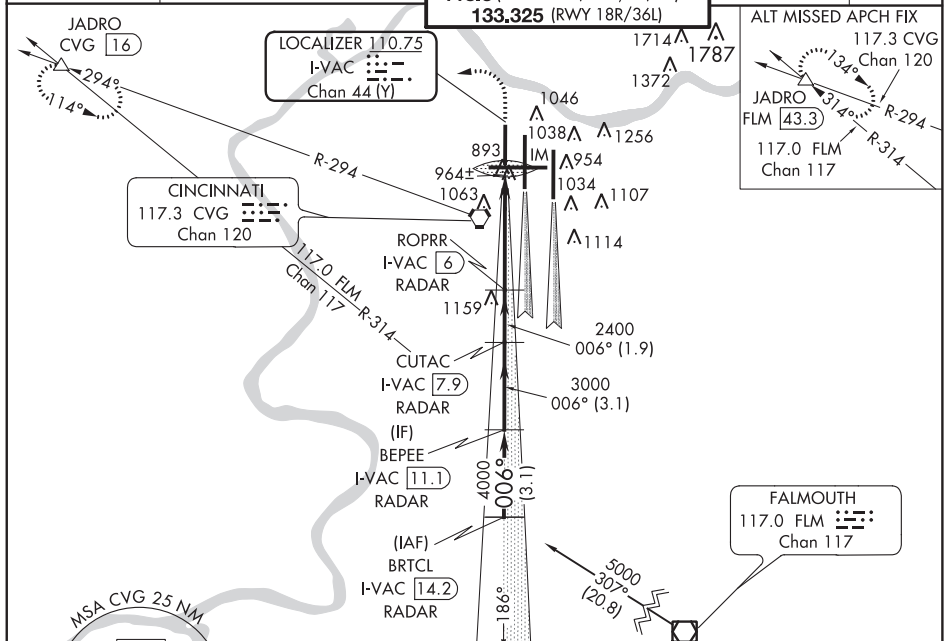
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36C and 36R. DME required.

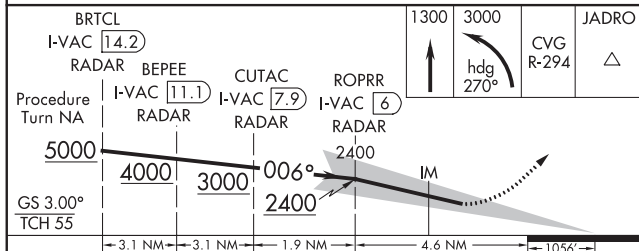


MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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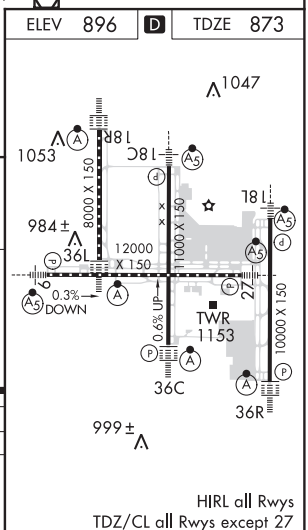
DME or RADAR REQUIRED



Procedure Turn NA	5000	4000	3000	006°	2400	IM	2400	1056'
GS 3.00°	3.1 NM	3.1 NM	1.9 NM		4.6 NM			
TCH 55	A	B	C	D				

CATEGORY	S-ILS-36L	RA 98/12	100	DA 973
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CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

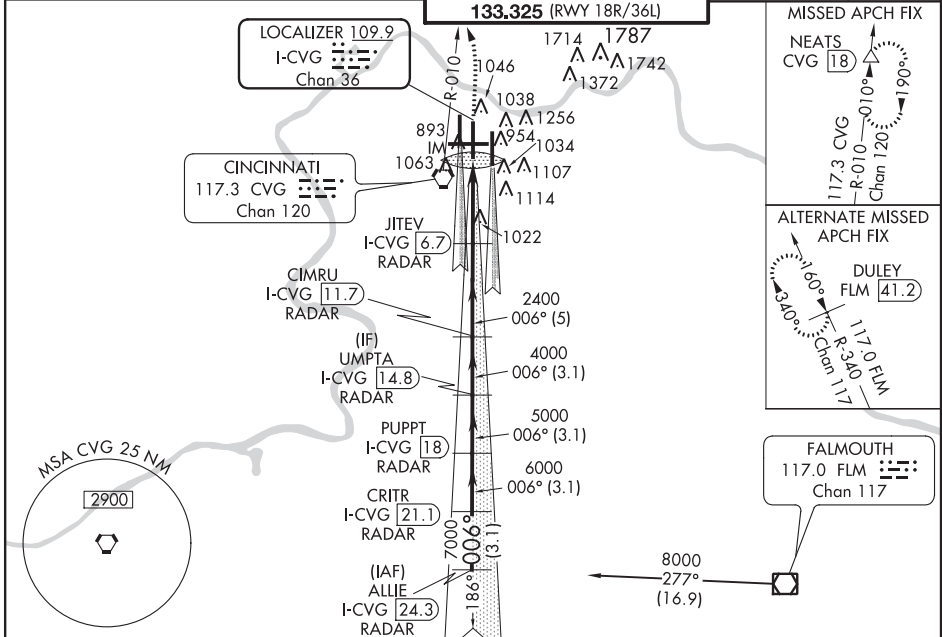
LOC/DME I-CVG 109.9 Chan 36	APP CRS 006°	Rwy Idg 11000 TDZE 851 Apt Elev 896
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ILS RWY 36C (CAT II & III)

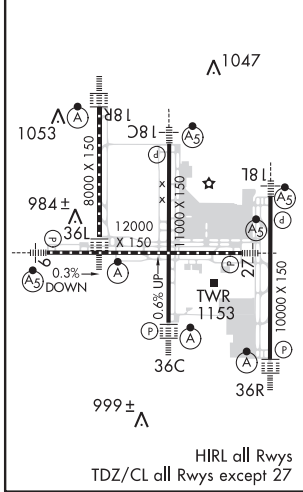
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

<p>Simultaneous approach authorized with Rwy 36L/R. DME required.</p>	<p>ALSIF-2</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.</p>
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ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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ELEV 896	D	TDZE 851
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DME or RADAR REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

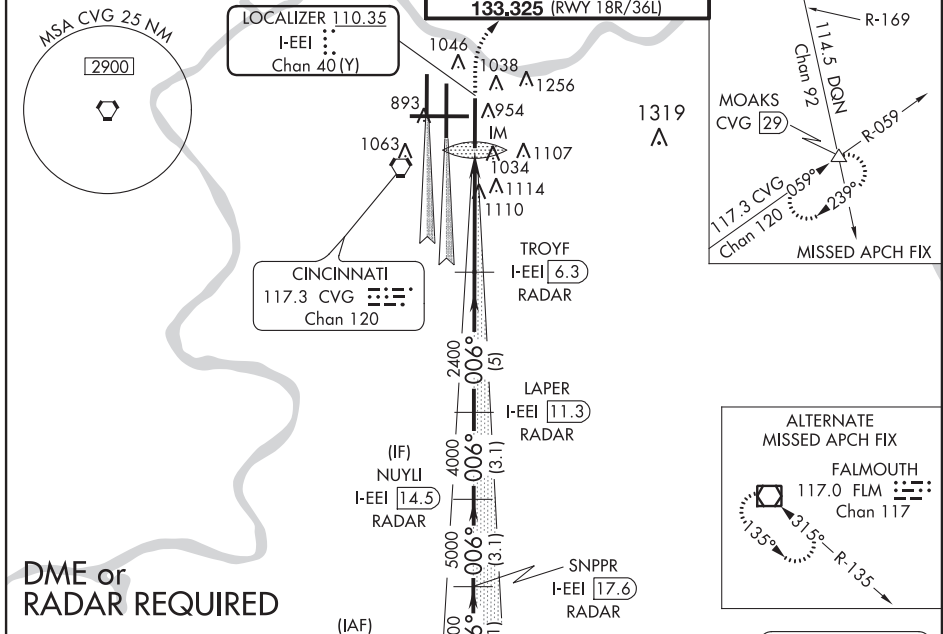
LOC/DME I-EEI 110.35 Chan 40 (Y)	APP CRS 006°	Rwy Idg 10000 TDZE 896 Apt Elev 896
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ILS RWY 36R (CAT II & III)

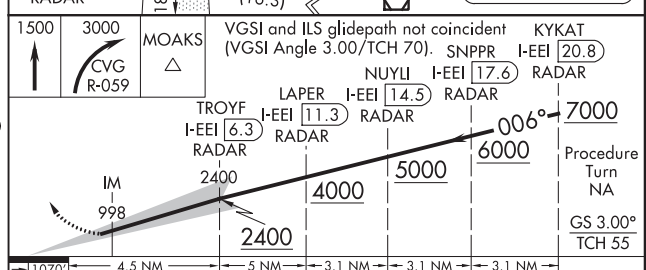
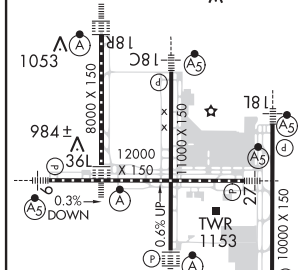
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

	ALSIF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/ CVG 29 DME and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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DME or RADAR REQUIRED



1070	4.5 NM	5 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D	
S-ILS 36R	CAT II RA 98/12 100 DA 996				
S-ILS 36R	CAT IIIa RVR 07				
S-ILS 36R	CAT IIIb RVR 06				
S-ILS 36R	CAT IIIc NA				

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	11640
094°	TDZE	883
	Apt Elev	896

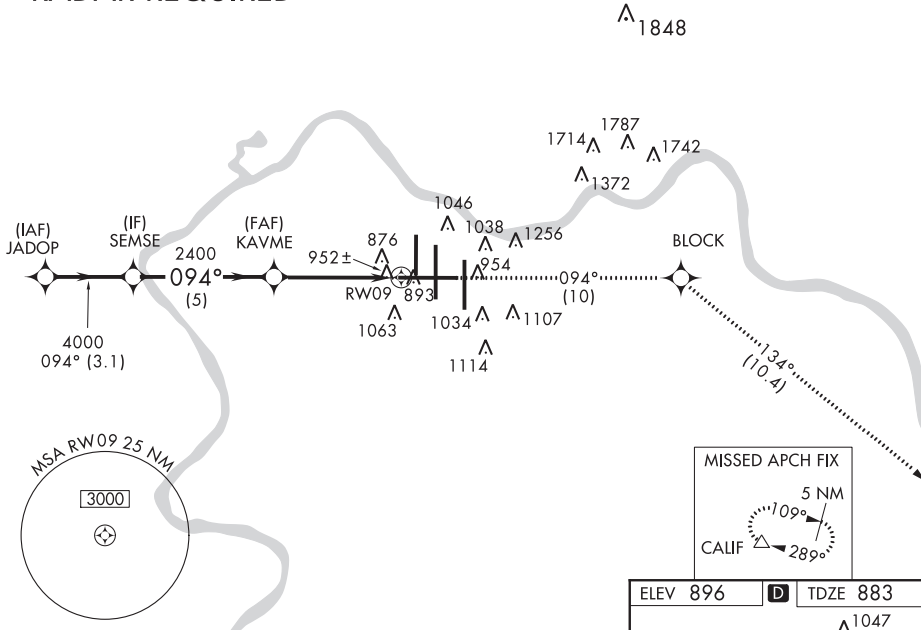
RNAV (RNP) Z RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

<p>GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.</p>
	<p>NA</p>	

<p>ATIS</p> <p>ARR 134.375 DEP 135.3</p>	<p>CINCINNATI APP CON</p> <p>119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)</p>	<p>CINCINNATI TOWER</p> <p>118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)</p>	<p>GND CON</p> <p>121.7</p>	<p>CLNC DEL</p> <p>127.175</p>
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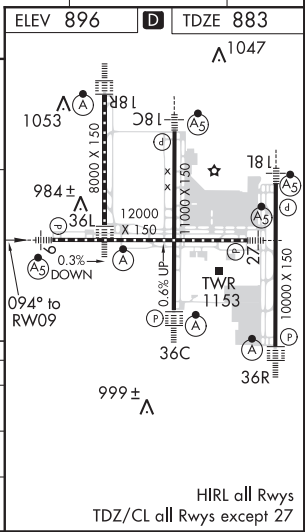
RADAR REQUIRED



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SE-1, 10 NOV 2016 to 05 JAN 2017

<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).</p>				
<p>3000</p> <p>↑</p> <p>tr 094°</p>	<p>BLOCK</p> <p>✧</p> <p>tr 134°</p>	<p>CALIF</p> <p>△</p>		
<p>JADOP</p> <p>5000</p> <p>094°</p>	<p>SEMSE</p> <p>4000</p>	<p>KAVME</p> <p>2400</p>	<p>RWY 09</p>	
<p>GP 3.00°</p> <p>TCH 52</p>	<p>3.1 NM</p>	<p>5 NM</p>	<p>4.5 NM</p>	
<p>CATEGORY</p>	A	B	C	D
<p>RNP 0.18 DA</p>	1199/24		316 (400-½)	
<p>RNP 0.30 DA</p>	1233/40		350 (400-¾)	
<p>AUTHORIZATION REQUIRED</p>				



HIRL all Rwys
TDZ/CL all Rwys except 27

APP CRS	Rwy Idg	11000
184°	TDZE	875
	Apt Elev	896

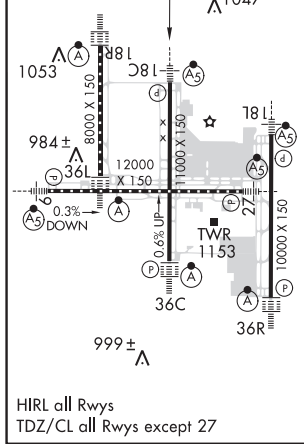
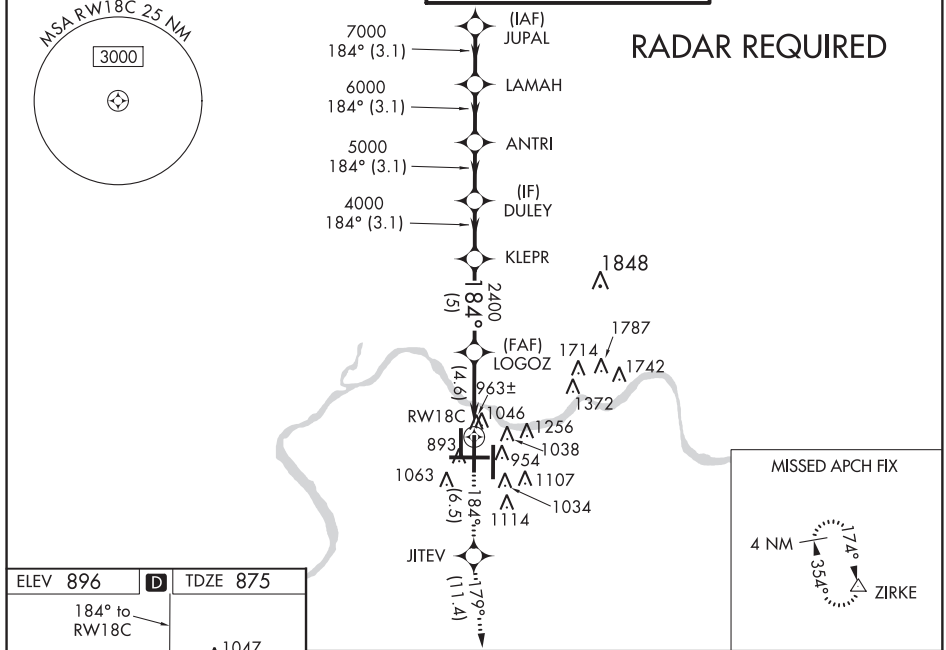
RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Simultaneous approach authorized with Rwy 18L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

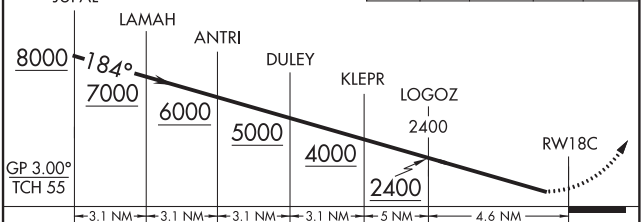
MALSR MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

3000	tr 184°	JITEV	tr 179°	ZIRKE
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CATEGORY	A	B	C	D
RNP 0.15 DA	1321/50	446 (500-1)		
RNP 0.30 DA	1389/60	514 (600-1½)		

AUTHORIZATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	10000
184°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L

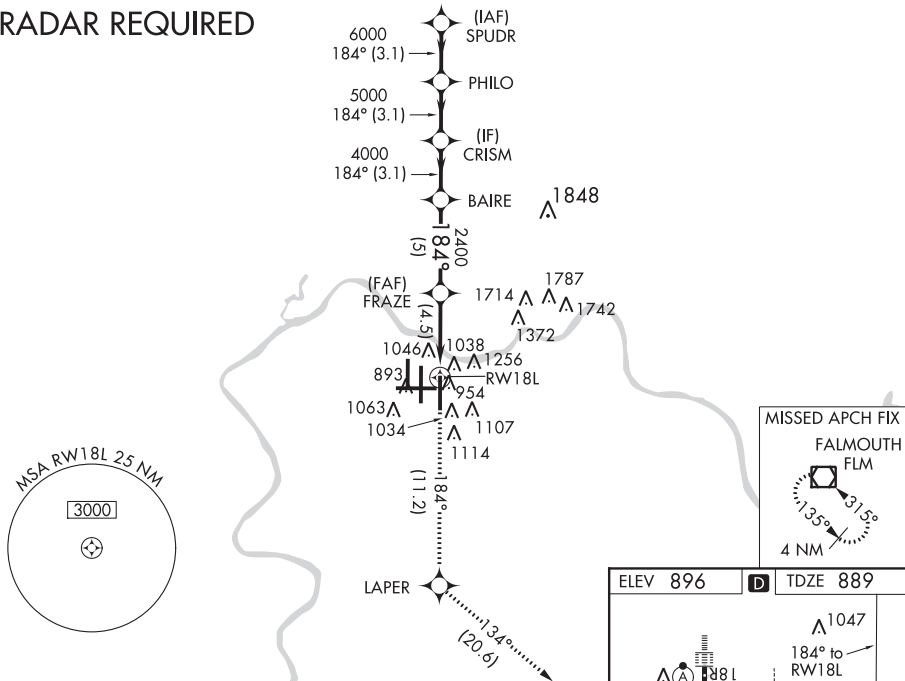
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

▽ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALS, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. GPS Required. Simultaneous approach authorized with Rwy 18C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

ATIS		CINCINNATI APP CON		CINCINNATI TOWER		GND CON	CLNC DEL
ARR	DEP	119.7	254.25	(090°-269°)	118.975 360.85	121.7	127.175
134.375	135.3	123.875 363.15		(270°-089°)	(RWY 18L/36R)		
					118.3		
					(RWYS 18C/36C, 09/27)		
					133.325		
					(RWY 18R/36L)		

RADAR REQUIRED

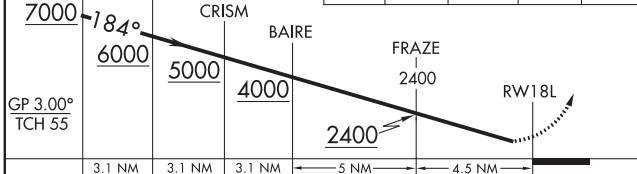


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

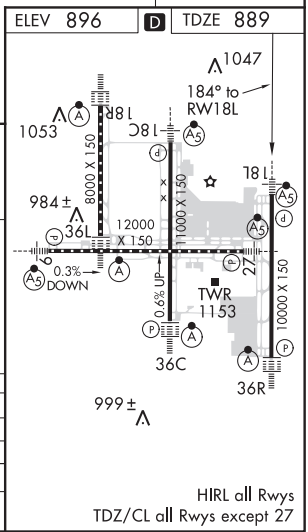
VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71).

SPUDR	3000	↑	tr 184°	LAPER	✧	tr 134°	FLM	◻
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CATEGORY	A	B	C	D
RNP 0.21 DA		1272/40	383 (400-¾)	
RNP 0.25 DA		1283/50	394 (400-1)	
RNP 0.30 DA		1472-1½	583 (600-1½)	

AUTHORIZATION REQUIRED



COVINGTON, KENTUCKY

AL-655 (FAA)

16315

APP CRS	Rwy Idg	8000
184°	TDZE	868
	Apt Elev	896

RNAV (RNP) Z RWY 18R

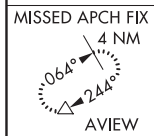
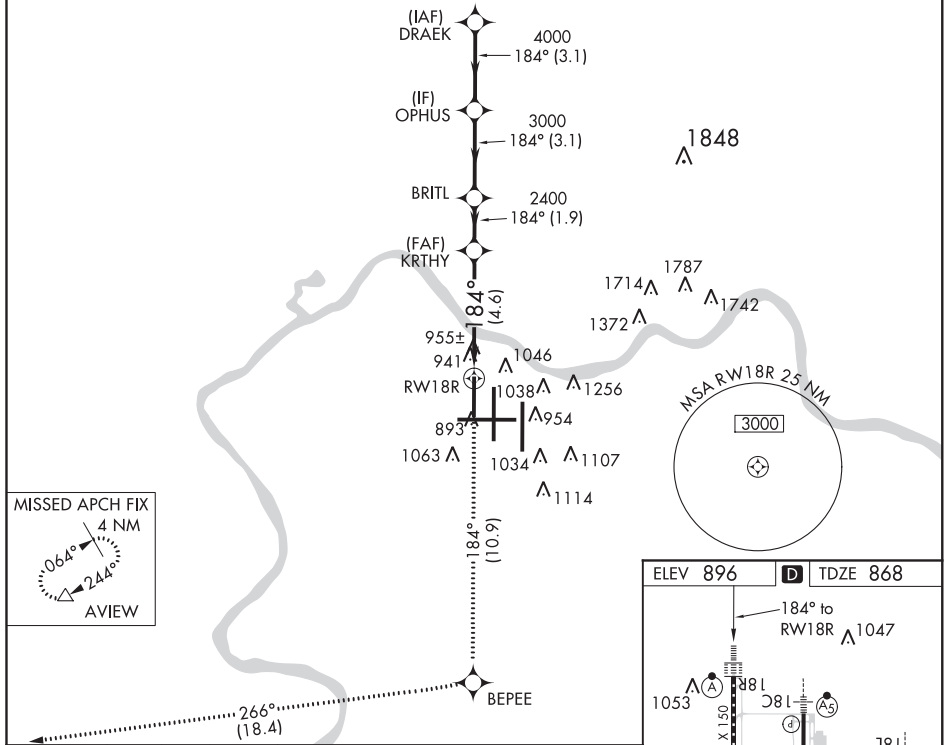
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

NA For inoperative ALSF, increase RNP 0.29 visibility to RVR 6000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required. Simultaneous approach authorized with Rwy 18C/L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

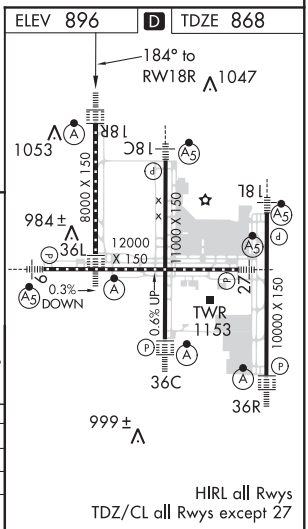
ALSF-2
MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375 DEP 135.3	119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

RADAR REQUIRED



3000	tr 184°	BEPEE	tr 266°	AVIEW				
		BRITL		OPHUS		DRAEK		5000
		KRTHY						
		2400		3000		4000		
				2400				GP 3.00°
								TCH 58
CATEGORY	A	B	C	D				
RNP 0.29 DA		1243/40	375 (400-¾)					
RNP 0.30 DA		1281/50	413 (400-1)					



AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY
 Orig-C 04APR13

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
 39°03'N-84°40'W **RNAV (RNP) Z RWY 18R**

HIRL all Rwys
 TDZ/CL all Rwys except 27

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

COVINGTON, KENTUCKY

AL-655 (FAA)

16315

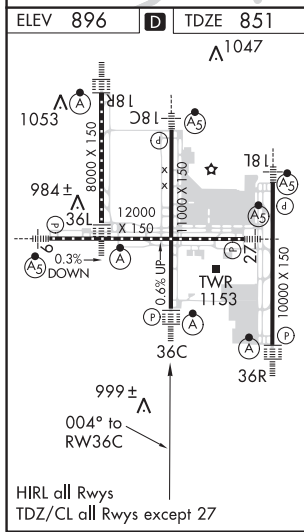
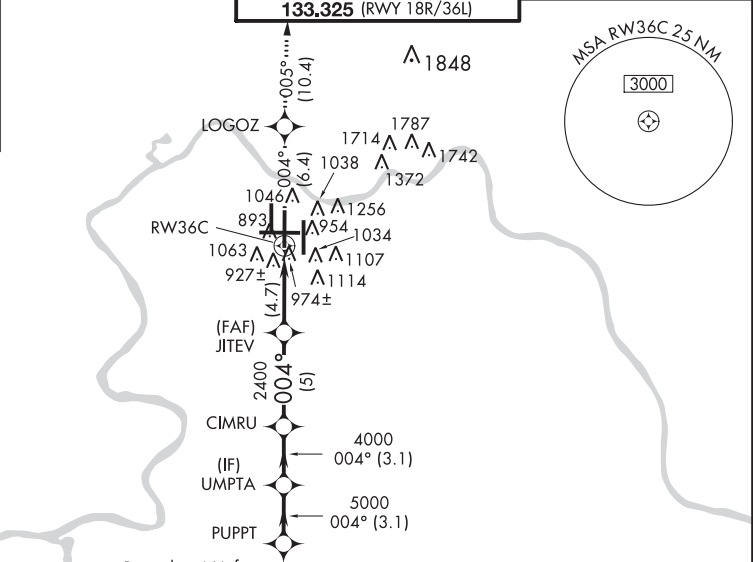
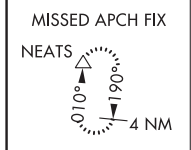
APP CRS	Rwy Idg	11000
004°	TDZE	851
	Apt Elev	896

RNAV (RNP) Z RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

<p>NA For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS required. Simultaneous approach authorized with Rwy 36L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>ALSF-2</p> <p>MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.</p>
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<p>ATIS</p> <p>ARR 134.375 DEP 135.3</p>	<p>CINCINNATI APP CON</p> <p>119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)</p>	<p>CINCINNATI TOWER</p> <p>118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)</p>	<p>GND CON</p> <p>121.7</p>	<p>CLNC DEL</p> <p>127.175</p>
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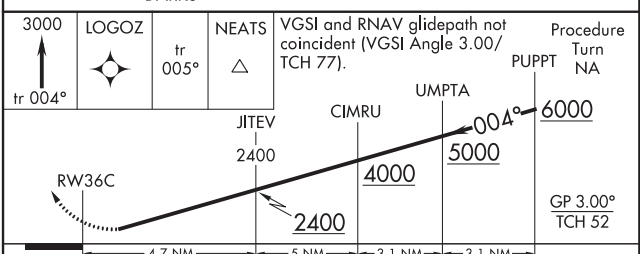


Procedure NA for arrivals at DARKS via V97 southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 southeast bound.

FALMOUTH FLM

7000 271° (14.5)



CATEGORY	A	B	C	D
RNP 0.24 DA		1295/50	444 (400-1)	
RNP 0.30 DA		1318/60	467 (500-1¼)	

AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY
Orig-C 04APR13

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W

RNAV (RNP) Z RWY 36C

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	8000
004°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

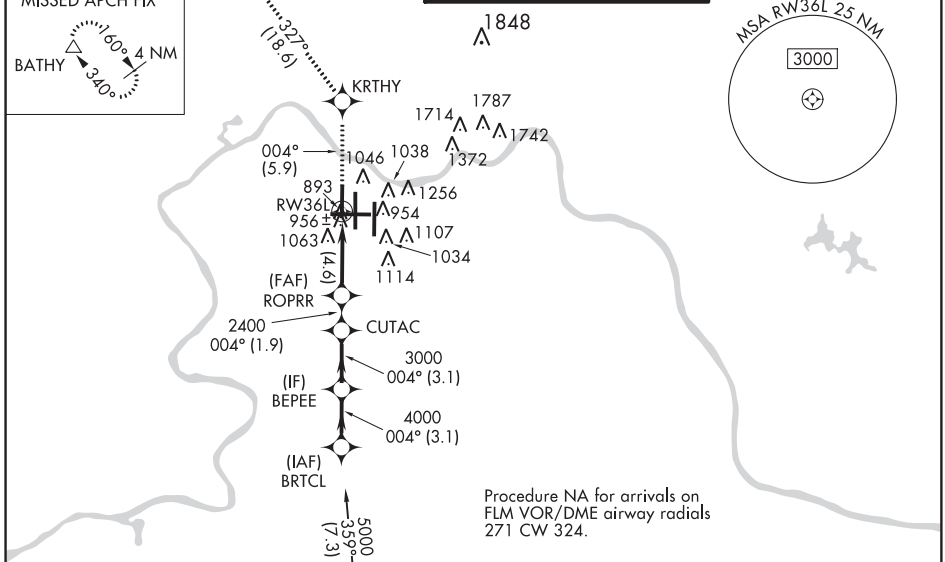
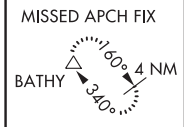
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000. Simultaneous approach authorized with Rwy 36C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

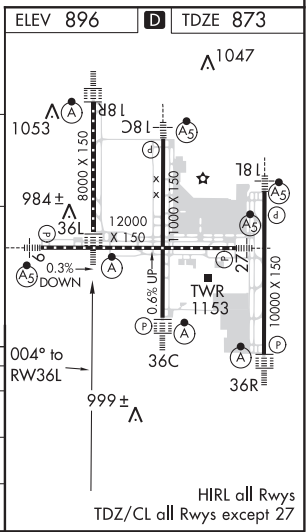
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375	DEP 135.3	119.7 254.25 (090°-269°)	121.7	127.175
	123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R)		
		118.3 (RWYS 18C/36C, 09/27)		
		133.325 (RWY 18R/36L)		



	BRTCL	BEPEE	CUTAC	ROPRR	RW36L
Procedure Turn NA		4000	3000	2400	2400
GP 3.00° TCH 55					
	3.1 NM	3.1 NM	1.9 NM	4.6 NM	
CATEGORY	A	B	C	D	
RNP 0.29 DA		1261/40	388 (400-¾)		
RNP 0.30 DA		1264/50	391 (400-1)		
AUTHORIZATION REQUIRED					



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	10000
004°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

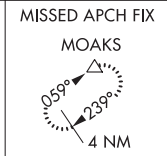
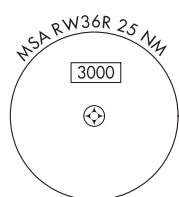
V GPS Required. For uncompensated Baro-VNAV systems, procedure NA below **Δ** NA-16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Simultaneous approach authorized with Rwy 36L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



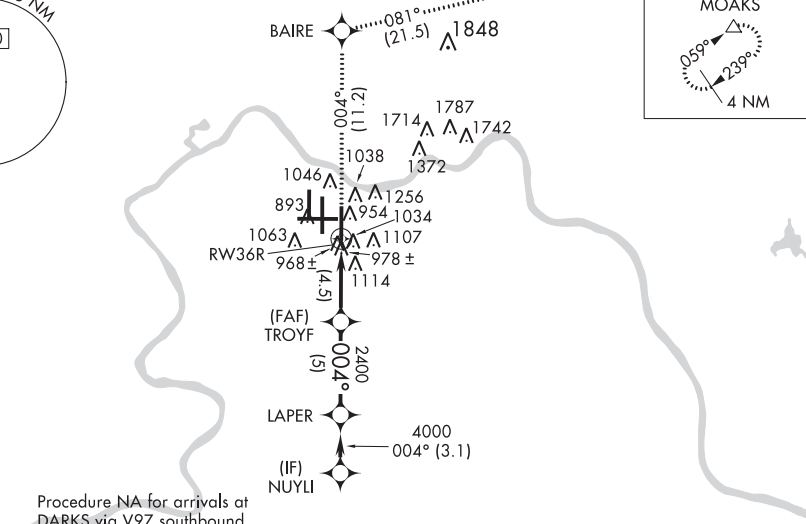
MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR 134.375	DEP 135.3	119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	121.7	127.175
		118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)		



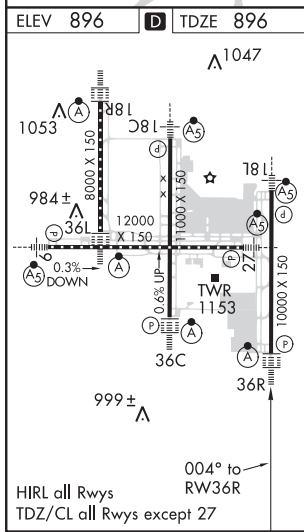
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



Procedure NA for arrivals at DARKS via V97 southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 southeast bound.



ELEV 896	D	TDZE 896		
3000	tr 004°	BAIRE	tr 081°	MOAKS
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70). NUYLI</p>				
		TROYF	LAPER	5000
		2400	004°	4000
		RW36R	2400	Procedure Turn NA
		4.5 NM	5 NM	3.1 NM
		GP 3.00° TCH 55		
CATEGORY	A	B	C	D
RNP 0.16 DA		1284/40	388 (400-¾)	
RNP 0.20 DA		1295/50	399 (400-1)	
RNP 0.30 DA		1329/50	433 (500-1)	

AUTHORIZATION REQUIRED

WAAS CH 86803 W18B	APP CRS 184°	Rwy Idg 11000 TDZE 875 Apt Elev 896
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RNAV (GPS) Y RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

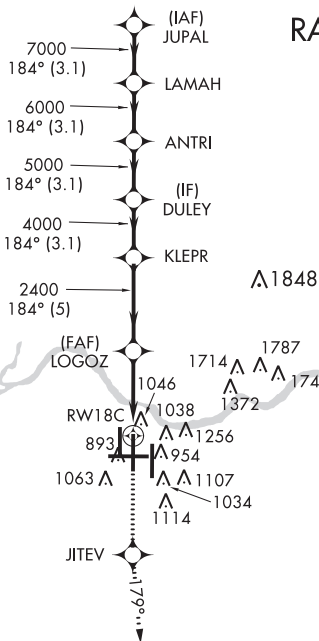
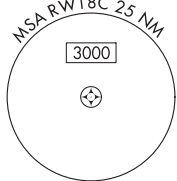
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18 L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

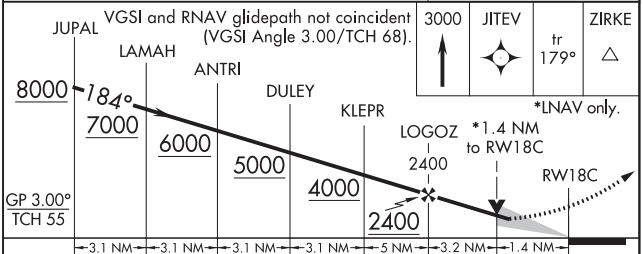
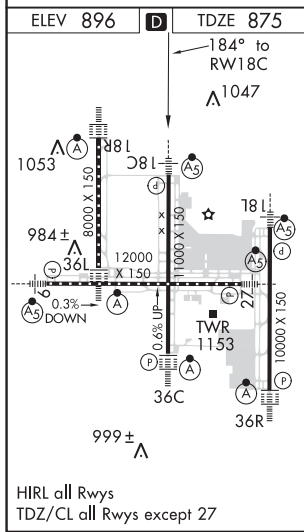
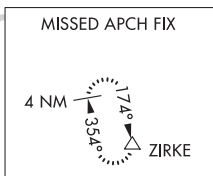


MISSED APPROACH: Climb to 3000 direct JITEV and via 179° track to ZIRKE and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	1075/24		200 (200-1/2)	
LNAV/VNAV DA	1398/60		523 (600-1 1/4)	
LNAV MDA	1360/24	485 (500-1/2)	1360/40 485 (500-3/4)	1360/50 485 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1 1/2 564 (600-1 1/2)	1560-2 664 (700-2)


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

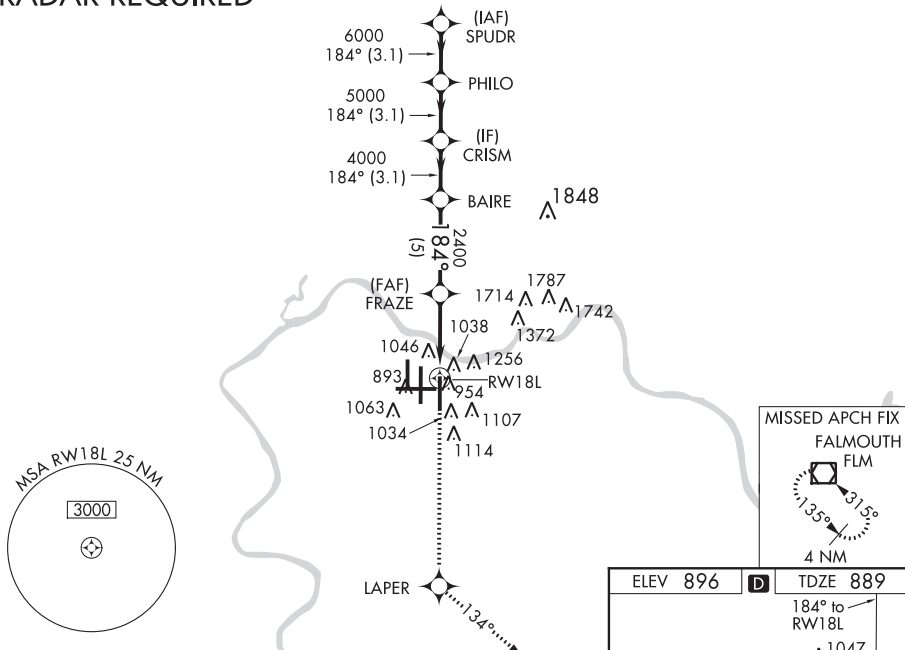
WAAS CH 40103 W18A	APP CRS 184°	Rwy Idg 10000 TDZE 889 Apt Elev 896
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RNAV (GPS) Y RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

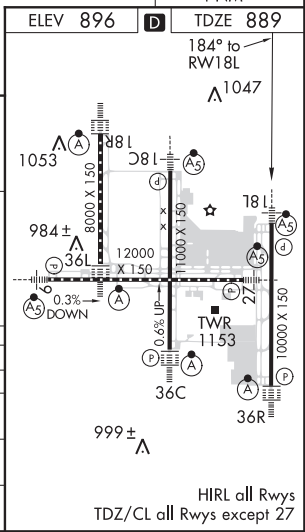
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct LAPER and via 134° track to FLM VOR/DME and hold.</p>
<p>ATIS ARR 134.375 DEP 135.3</p>	<p>CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)</p>	<p>CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)</p>	<p>GND CON 121.7 CLNC DEL 127.175</p>

RADAR REQUIRED



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

SPUDR	PHILO	CRISM	BAIRE	FRAZE	LAPER	FLM
7000	6000	5000	4000	2400	896	FLM
184°		184°		184°		tr 134°
GP 3.00°	*LNNAV only.		*1.3 NM to RWY 18L			
TCH 55	3.1 NM	3.1 NM	5 NM	3.3 NM	1.3 NM	
CATEGORY	A		B		D	
LPV DA	1089/24		200 (200-1/2)			
LNAV/VNAV DA	1395/60		506 (500-1/4)			
LNAV MDA	1360/24 471 (500-1/2)		1360/40 471 (500-3/4)		1360/50 471 (500-1)	
CIRCLING	1460-1 564 (600-1)		1460-1/2 564 (600-1/2)		1560-2 664 (700-2)	



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58099 W18D	APP CRS 184°	Rwy Idg TDZE Apt Elev	8000 868 896
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RNAV (GPS) Y RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

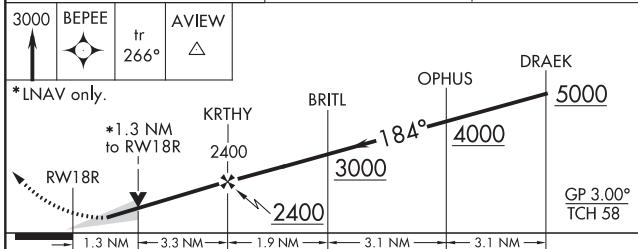
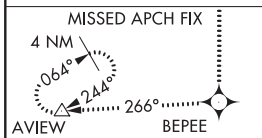
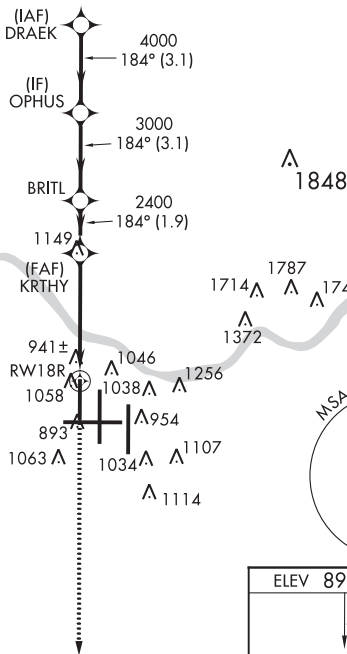
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



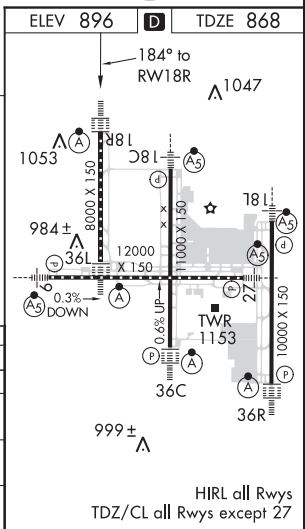
MISSED APPROACH: Climb to 3000 direct BEPEE and via 266° track to AVIEW and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		1068/24	200 (200-½)	
LNAV/VNAV DA		1321/50	453 (500-1)	
LNAV MDA	1320/24	452 (500-½)	1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)



COVINGTON, KENTUCKY

AL-655 (FAA)

16315

WAAS CH 97609 W36B	APP CRS 004°	Rwy Idg 11000 TDZE 851 Apt Elev 896
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RNAV (GPS) Y RWY 36C

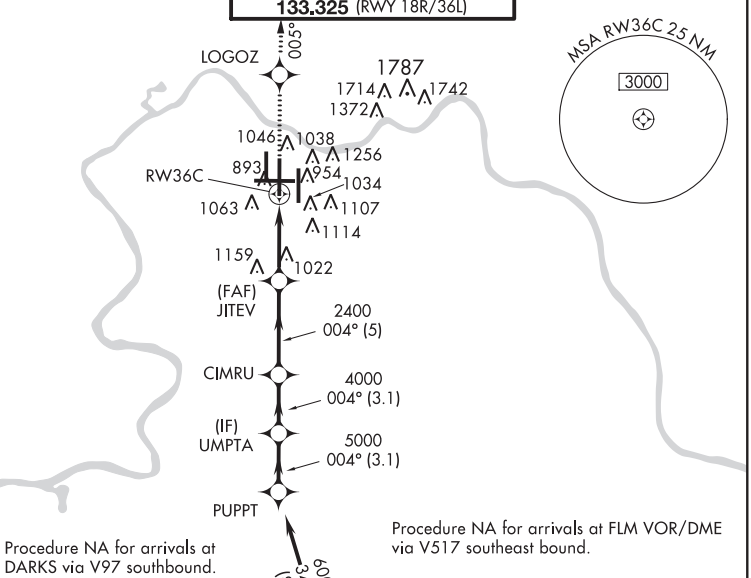
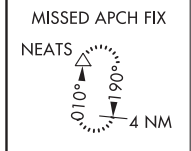
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



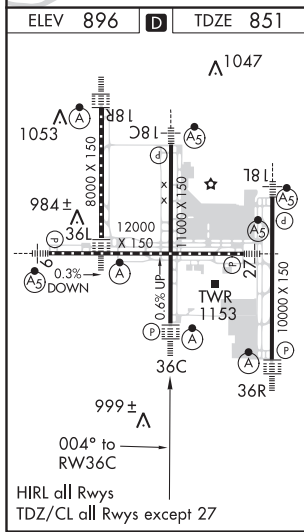
MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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Procedure NA for arrivals at DARKS via V97 southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 southeast bound.



ELEV 896	TDZE 851	3000 LOGOZ				NEATS	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 77).		Procedure Turn NA
		tr 005°	*INAV only.		JITEV 2400	CIMRU 4000	UMPTA 5000	PUPPT 6000	GP 3.00° TCH 52
		*1.5 NM to RW36C		1.5 NM		3.2 NM		5 NM	
		RW36C		3.1 NM		3.1 NM			
CATEGORY	A	B	C	D					
LPV DA	1051/24				200 (200-½)				
LNAV/VNAV DA	1347/60				496 (500-1¼)				
LNAV MDA	1400/24		549 (600-½)		1400/50		549 (600-1)		1400/60
CIRCLING	1460-1		564 (600-1)		1460-1½		564 (600-1½)		1560-2
									664 (700-2)

COVINGTON, KENTUCKY
Amdt 1B 04 APR13

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (GPS) Y RWY 36C

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49099 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	8000 873 896
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 36L

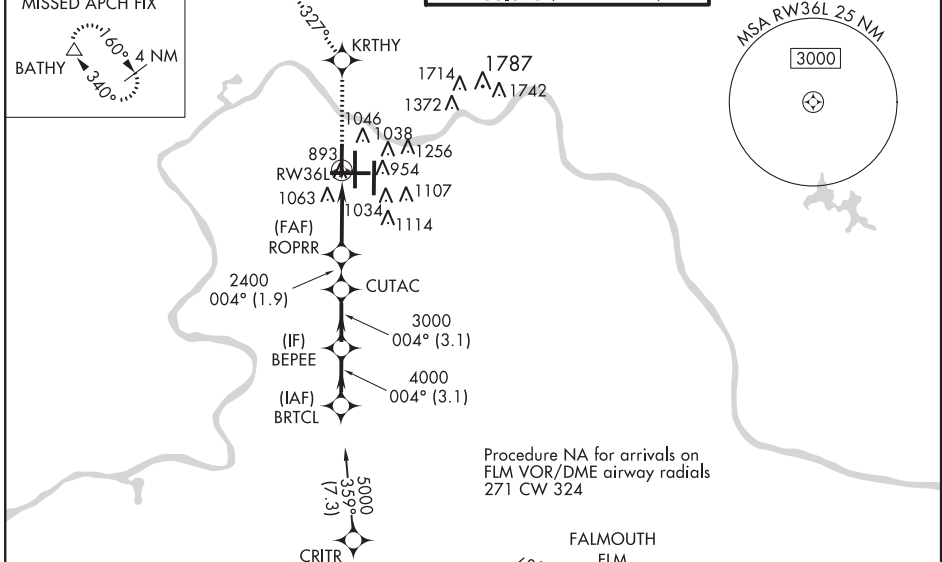
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ALSIF-2

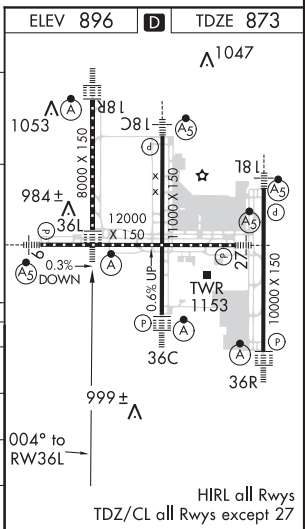
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct KRTHY and via 327° track to BATHY and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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BRTCL	5000	BEPEE	CUTAC	ROPRR	RW36L
	3000				
Procedure Turn NA	004°	004° (3.1)	004° (3.1)	327°	327°
GP 3.00° TCH 55	3.1 NM	3.1 NM	1.9 NM	3.4 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA		1073/24	200 (200-½)		
LNAV/VNAV DA		1383/60	510 (500-1¼)		
LNAV MDA	1300/24	427 (500-½)	1300/40 427 (500-¾)	1300/50 427 (500-1)	
CIRCLING	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)	



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42709 W36D	APP CRS 004°	Rwy Idg 10000 TDZE 896 Apt Elev 896
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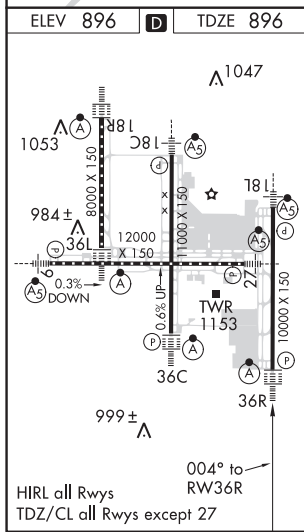
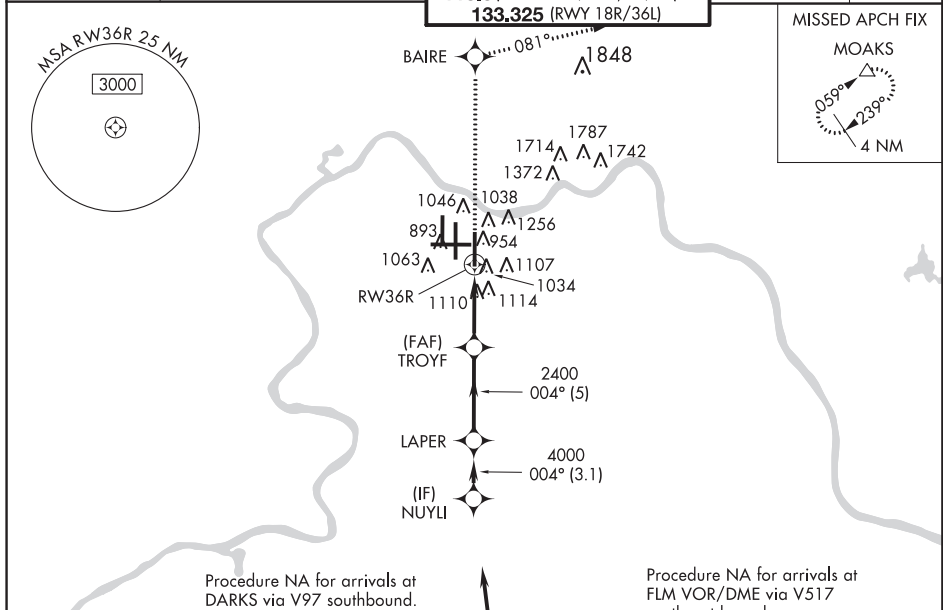
RNAV (GPS) Y RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSIF-2
MISSED APPROACH: Climb to 3000 direct to BAIRE and via 081° track to MOAKS and hold.

ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	GND CON 121.7	CLNC DEL 127.175
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ELEV 896	TDZE 896	Procedure NA for arrivals at DARKS via V97 southbound. Procedure NA for arrivals at FLM VOR/DME via V517 southeast bound.			
3000	BAIRE	MOAKS	VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 70). LAPER NUYLI		
*LNAV only. *1.2 NM to RWY36R	TROYF 2400 LAPER 2400	NUYLI 5000 Procedure Turn NA GP 3.00° TCH 55			
CATEGORY	A	B	C	D	
LPV DA	1096/24 200 (200-½)				
LNAV/VNAV DA	1340/50 444 (500-1)				
LNAV MDA	1360/24 464 (500-½)	1360/40 464 (500-¾)	1360/50 464 (500-1)	1360/50 464 (500-1)	
CIRCLING	1460-1 564 (600-1)	1460-1½ 564 (600-1½)	1560-2 664 (700-2)	1560-2 664 (700-2)	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

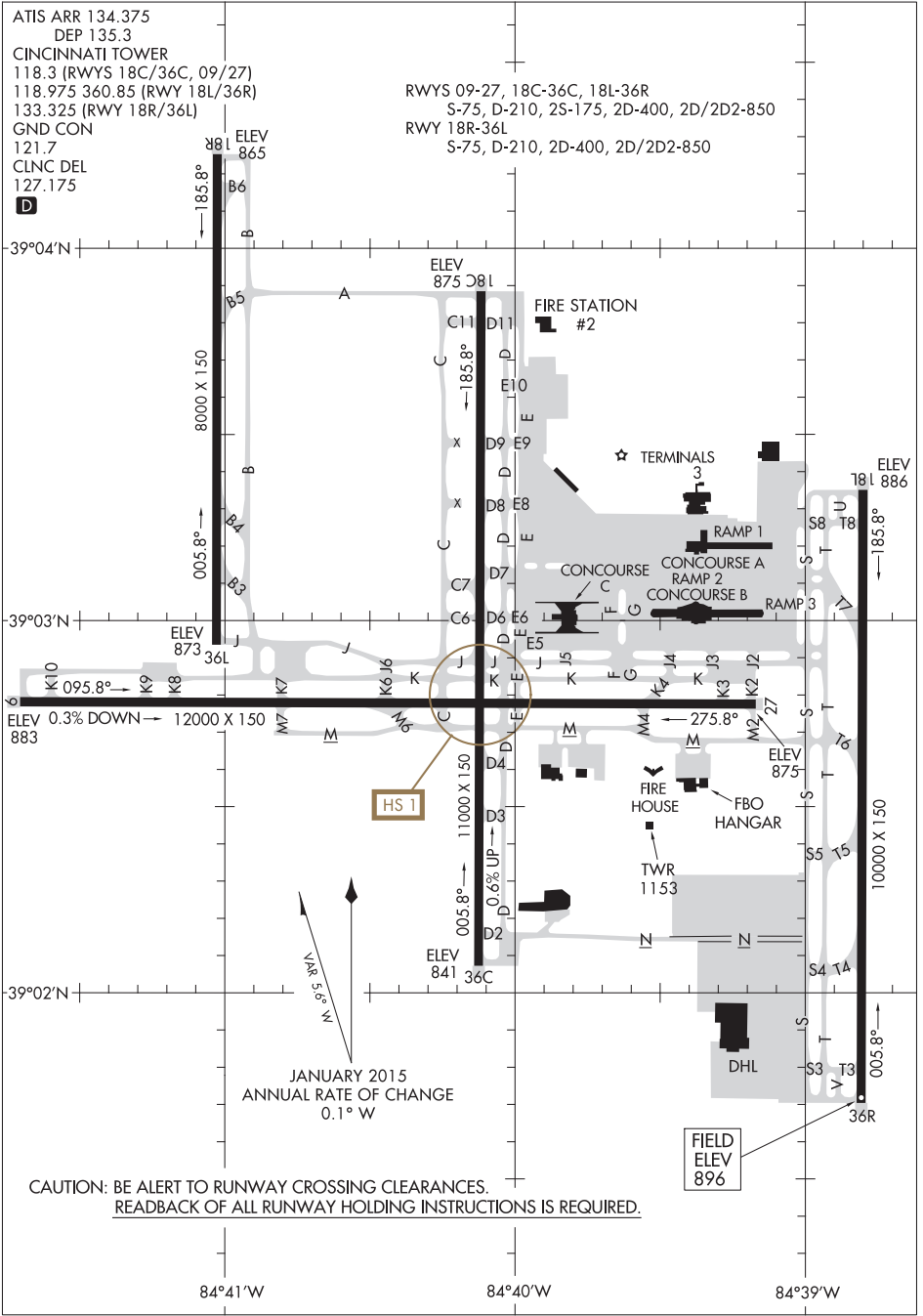
16315 **AIRPORT DIAGRAM** CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
 AL-655 (FAA) COVINGTON, KENTUCKY

ATIS ARR 134.375
 DEP 135.3
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 09/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 GND CON
 121.7
 CLNC DEL
 127.175
D

RWYS 09-27, 18C-36C, 18L-36R
 S-75, D-210, 2S-175, 2D-400, 2D/2D2-850
 RWY 18R-36L
 S-75, D-210, 2D-400, 2D/2D2-850

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



HS 1

FIELD ELEV 896

VAR 3.5° W
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

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

AIRPORT DIAGRAM COVINGTON, KENTUCKY
 16315 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

BLUEGRASS TWO DEPARTURE

SL-655 (FAA)

COVINGTON, KENTUCKY

ATIS DEP 135.3
 CLNC DEL
 127.175
 GND CON
 121.7
 CINCINNATI TOWER
 118.3 360.85 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 360.85 (RWY 18R/36L)
 CINCINNATI DEP CON
 126.65 (001°-180°)
 128.7 (181°-360°)

TOP ALTITUDE:
 (JETS/PROPS)
 6000 4000

CINCINNATI
 117.3 CVG
 Chan 120
 N39°00.96'
 W84°42.20'

LOCALIZER 110.75
 I-VAC
 Chan 44 (Y)
 N39°04.42'-W84°41.08'

NICID
 I-CVG [0.6]
 N39°04.69'
 W84°40.11'

LOCALIZER 109.9
 I-CVG
 Chan 36
 N39°04.06'-W84°40.12'

LOCALIZER 110.15
 I-CIZ
 Chan 38(Y)
 N39°01.53'-W84°38.81'

DRUSS
 I-CIZ [1.5]
 N39°00.03'
 W84°38.82'

FALMOUTH
 117.0 FLM
 Chan 117

LEXINGTON
 112.6 HYK
 Chan 73
 N37°57.98'-W84°28.35'
 L-26-27, H-10

TRFWA
 N38°01.03'
 W84°47.43'

LOUISVILLE
 114.8 IUU
 Chan 95
 N38°06.21'
 W85°34.65'
 L-26-27, H-5-10

SKINN
 N37°49.50'
 W86°04.62'

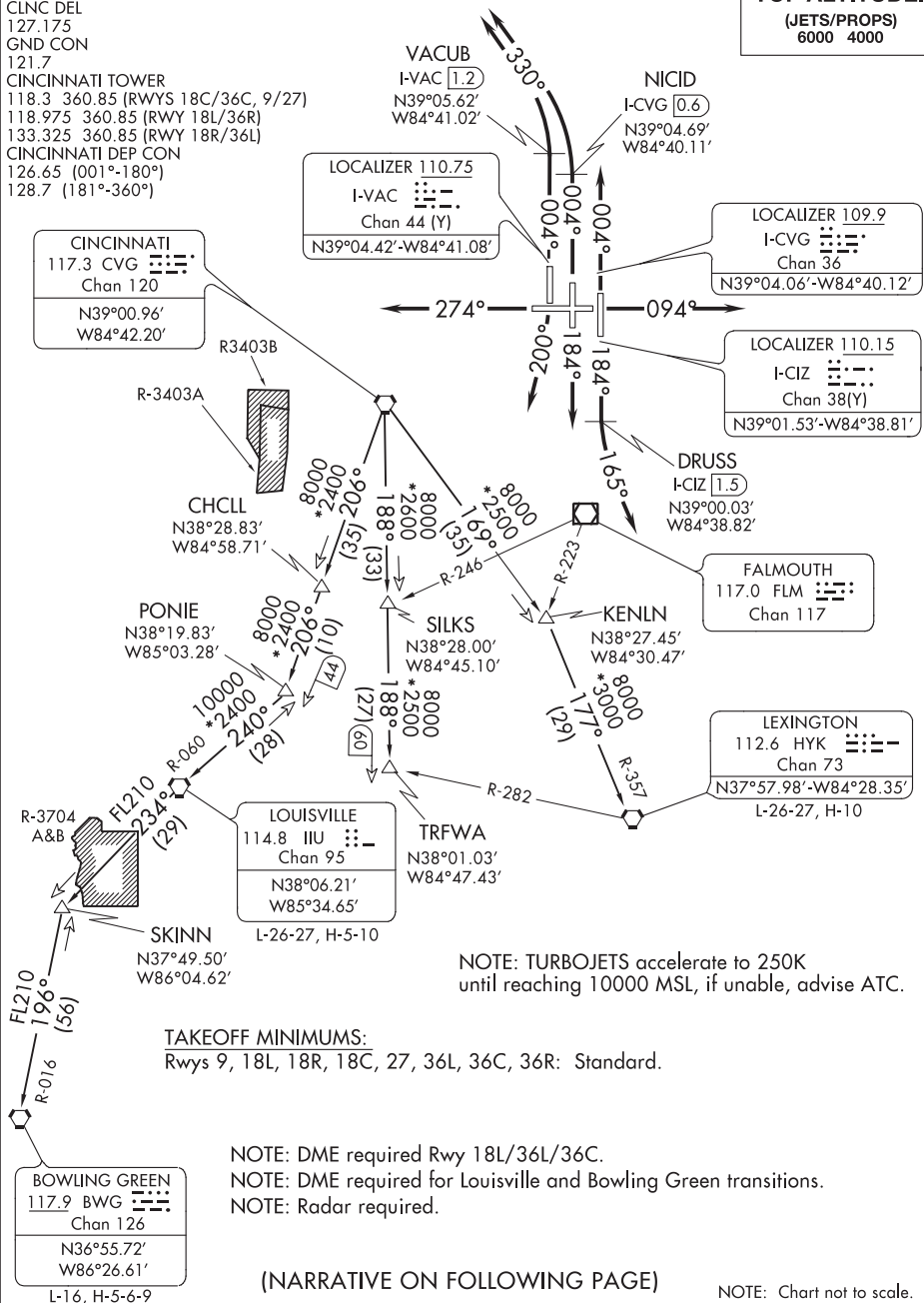
PONIE
 N38°19.83'
 W85°03.28'

CHCLL
 N38°28.83'
 W84°58.71'

VACUB
 I-VAC [1.2]
 N39°05.62'
 W84°41.02'

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



TAKEOFF MINIMUMS:
 Rwy 9, 18L, 18R, 18C, 27, 36L, 36C, 36R: Standard.

NOTE: TURBOJETS accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

NOTE: DME required Rwy 18L/36L/36C.
 NOTE: DME required for Louisville and Bowling Green transitions.
 NOTE: Radar required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BLUEGRASS TWO DEPARTURE

COVINGTON, KENTUCKY

BLUEGRASS TWO DEPARTURE

SL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, Thence....

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKEOFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, Thence....

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, Thence....

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.

Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.

Expect requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

BOWLING GREEN TRANSITION (BLGRS2.BWG): From over CVG VORTAC via CVG R-206 and III R-060 to III VORTAC then via III R-234 to SKINN then via BWG R-016 to BWG VORTAC.

LEXINGTON TRANSITION (BLGRS2.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.

LOUISVILLE TRANSITION (BLGRS2.IIU): From over CVG VORTAC via CVG R-206 and III R-060 to III VORTAC.

TRFWA TRANSITION (BLGRS2.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA.

TAKEOFF OBSTACLE NOTES:

Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.

Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

BLUEGRASS TWO DEPARTURE

(BLGRS2.CVG) 26MAY16

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE4.DJB):

RIKLE TRANSITION (BNGLE4.RIKLE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to CHCLL, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL4.BWG):

LOUISVILLE TRANSITION (CHCLL4.IIU):

TAKEOFF OBSTACLE NOTES:

- Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
- Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
- Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
- Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/826' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(CVG4.CVG) 15344

CINCINNATI FOUR DEPARTURE

SL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

ATIS DEP 135.3
 CLNC DEL
 127.175
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI TOWER
 118.3 360.85 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 360.85 (RWY 18R/36L)
 CINCINNATI DEP CON
 126.65 254.25 (001°-180°)
 128.7 254.25 (181°-360°)

DAYTON
 114.5 DQN
 Chan 92
 N40°00.99'
 W84°23.81'
 L-27, H-10

ROSEWOOD
 117.5 ROD
 Chan 122
 N40°17.27'
 W84°02.59'
 L-27, H-10

DRYER
 113.6 DJB
 Chan 83
 N41°21.48'
 W82°09.72'
 L-30, H-10

RICHMOND
 110.6 RID
 Chan 43
 N39°45.30'
 W84°50.33'
 L-27, H-10

MUNCIE
 114.4 MIE
 Chan 91
 N40°14.24'
 W85°23.64'
 L-27, H-5-10

VACUB
 I-VAC [1.2]
 N39°05.62'
 W84°41.02'

RIKLE
 N39°49.83'
 W84°07.30'

APPLETON
 116.7 APE
 Chan 114
 N40°09.06'
 W82°35.30'
 L-29, H-10

NICID
 I-CVG [0.6]
 N39°04.69'
 W84°40.11'

LOCALIZER 109.9
 I-CVG
 Chan 36
 N39°04.06'-W84°40.12'

LOCALIZER 110.15
 I-CIZ
 Chan 38(Y)
 N39°01.53'-W84°38.81'

CINCINNATI
 117.3 CVG
 Chan 120
 N39°00.96'-W84°42.20'

LOCALIZER 110.75
 I-VAC
 Chan 44 (Y)
 N39°04.42'-W84°41.02'

DRUSS
 I-CIZ [1.5]
 N39°00.03'
 W84°38.82'

TOP ALTITUDE:
 (JETS/PROPS)
 6000 4000

LOUISVILLE
 114.8 LU
 Chan 95
 N38°06.21'-W85°34.65'
 L-26-27, H-5-10

LEXINGTON
 112.6 HYK
 Chan 73
 N37°57.98'-W84°28.35'
 L-26-27, H-10

NOTE: DME required Rws 18L/36L/36C.

NOTE: Radar required.

NOTE: TURBOJETS: Accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CINCINNATI FOUR DEPARTURE

(CVG4.CVG) 15344

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, Thence....

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKEOFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, Thence....

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, Thence....

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10000 FEET.

TAKEOFF MINIMUMS:

Rwys 9, 18R, 18C, 27: Standard.

Rwys 18L, 36L, 36C: Standard with the following minimum climb requirements;

Rwy 18L: ATC climb of 240' per NM to 1300.

Rwy 36L: ATC climb of 292' per NM to 1300.

Rwy 36C: ATC climb of 500' per NM until 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.

Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light Pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to GIPLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to GIPLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to GIPLE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn on track 094° to HIPAS, then on depicted route to GIPLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to GIPLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE5.BKW):

CHARLESTON TRANSITION (GIPLE5.HVQ):

JODUB TRANSITION (GIPLE5.JODUB):

YORK TRANSITION (GIPLE5.YRK):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/826' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

(HAGOL4.HAGOL) 15344

HAGOL FOUR DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

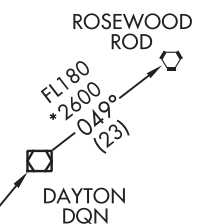
ATIS DEP 135.3
 CLNC DEL
 127.175
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI DEP CON
 126.65 (001°-180°)
 128.7 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: DME/DME/IRU or GPS Required.
 NOTE: Radar required.
 NOTE: RNAV 1.
 NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
 NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

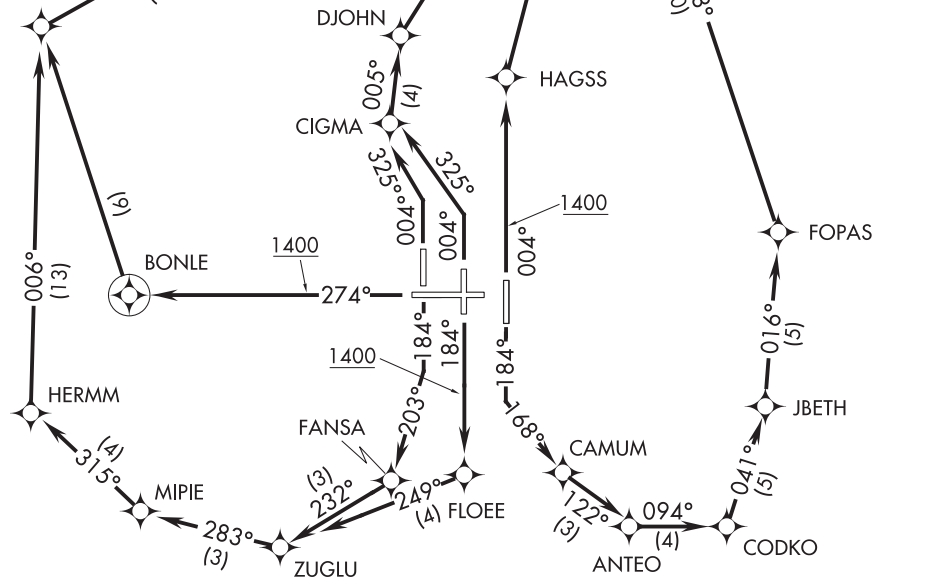
JBNCH

TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.
 Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:
 Standard with minimum climb of 500' per NM until 1400.



AMMOT



TOP ALTITUDE:
 (JETS/PROPS)
 6000 4000

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HAGOL FOUR DEPARTURE (RNAV)
 (HAGOL4.HAGOL) 15344

COVINGTON, KENTUCKY
 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to HAGOL, thence....

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to HAGOL, thence....

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to HAGOL, thence....

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to HAGOL, thence....

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to HAGOL, thence....

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten (10) minutes after departure.

DAYTON TRANSITION (HAGOL4.DQN):

ROSEWOOD TRANSITION (HAGOL4.ROD):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

(JBNCH5.JBNCH) 15344

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

JBNCH FIVE DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar required.

NOTE: RNAV 1.

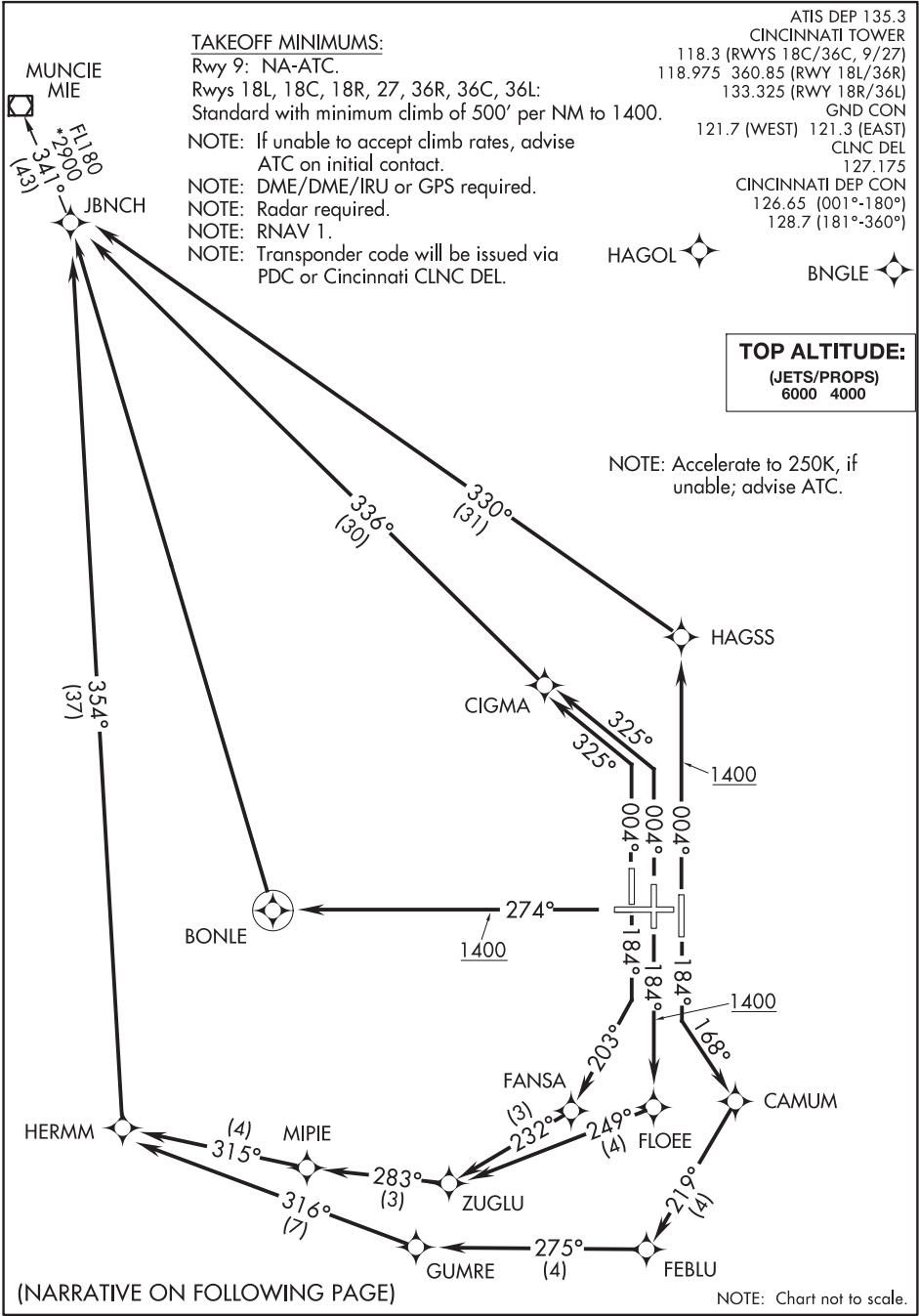
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CLNC DEL
 127.175
 CINCINNATI DEP CON
 126.65 (001°-180°)
 128.7 (181°-360°)

TOP ALTITUDE:

(JETS/PROPS)
6000 4000

NOTE: Accelerate to 250K, if unable; advise ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JBNCH FIVE DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(JBNCH5.JBNCH) 15344

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH5.MIE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/826' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(KENLN4.KENLN) 15344

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

KENLN FOUR DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

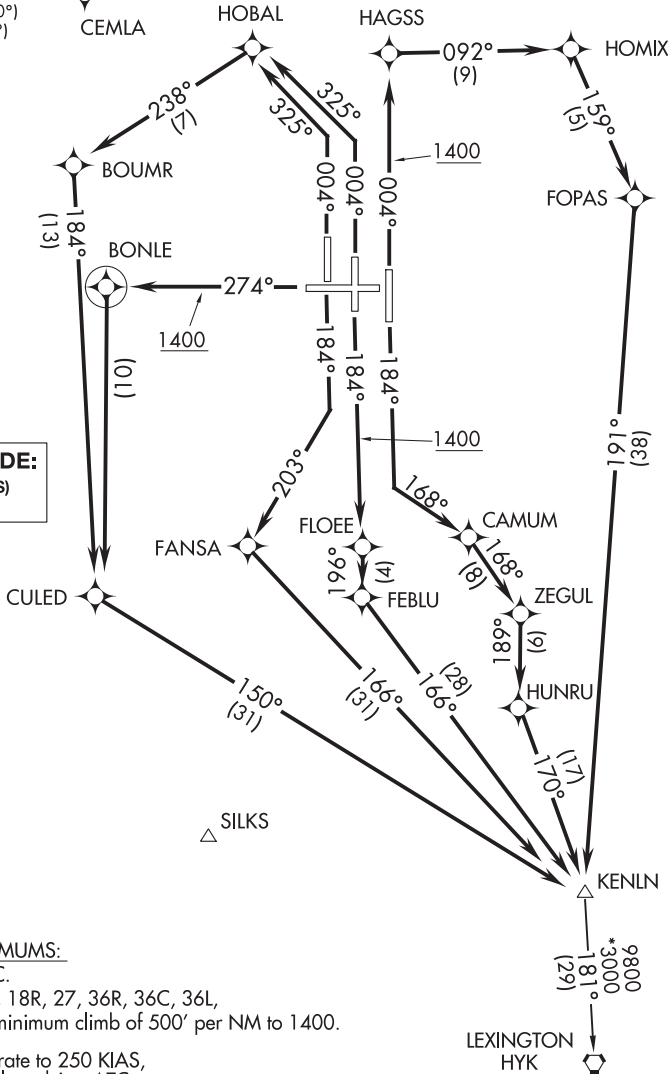
ATIS DEP 135.3
 CLNC DEL
 127.175
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36L)
 133.325 (RWY 18R/36L)
 CINCINNATI DEP CON
 126.65 (001°-180°)
 128.7 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: Radar required.
 NOTE: RNAV 1.
 NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
 (JETS/PROPS)
 6000 4000



△ CHCLL

△ SILKS

TAKEOFF MINIMUMS:
 Rwy 9: NA-ATC.
 Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L,
 Standard with minimum climb of 500' per NM to 1400.

NOTE: Accelerate to 250 KIAS,
 if unable, advise ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

KENLN FOUR DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(KENLN4.KENLN) 15344

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN4.HYK):

TAKEOFF OBSTACLE NOTES:

- RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
- RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
- RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
- RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to MUMIE. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY6.AXC):

CADIZ TRANSITION (LOVEY6.CADIZ):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/826' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, Thence....

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKEOFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, Thence....

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, Thence....

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-109, then CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000', all other aircraft maintain 4000'. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM3.BKW): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.

CHARLESTON TRANSITION (RHOMM3.HVQ): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.

JODUB TRANSITION (RHOMM3.JODUB): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL 230 (ATC).

YORK TRANSITION (RHOMM3.YRK): From over RHOMM via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. THE YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

NOTE: TURBOJETS ACCELERATE TO 250K UNTIL REACHING 10000 MSL, IF UNABLE ADVISE ATC.

TAKEOFF OBSTACLE NOTES:

Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

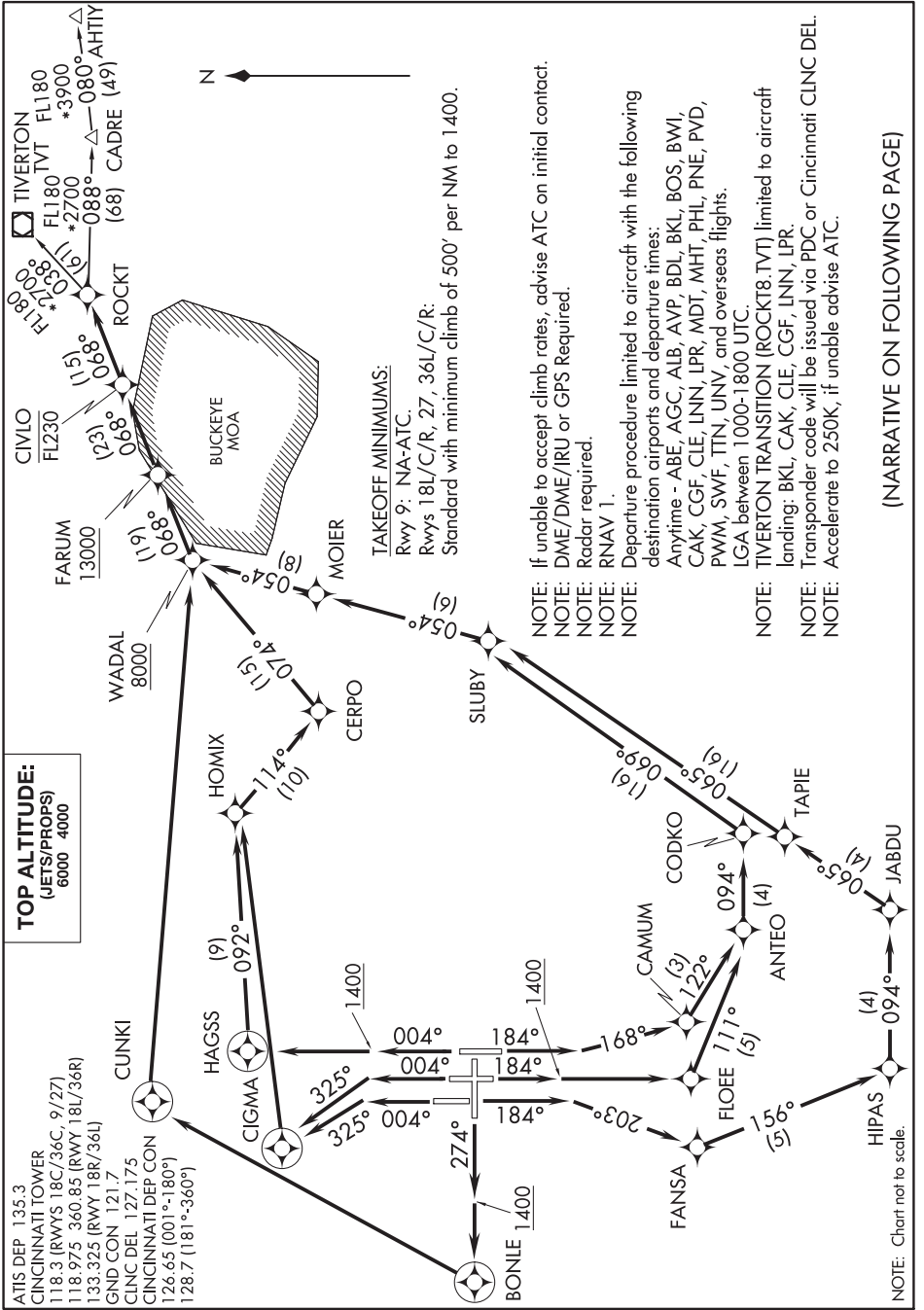
Rwy 36R: Light Pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

ROCKT EIGHT DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

SE-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SE-1, 10 NOV 2016 to 05 JAN 2017

ROCKT EIGHT DEPARTURE (RNAV)

COVINGTON, KENTUCKY

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36L/C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to WADAL, thence. . . .

. . . . on depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT8.AHTIY)

TIVERTON TRANSITION (ROCKT8.TVT)

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to SILKS, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to SILKS, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to SILKS, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to SILKS, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to SILKS, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS4.TRFWA):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/826' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

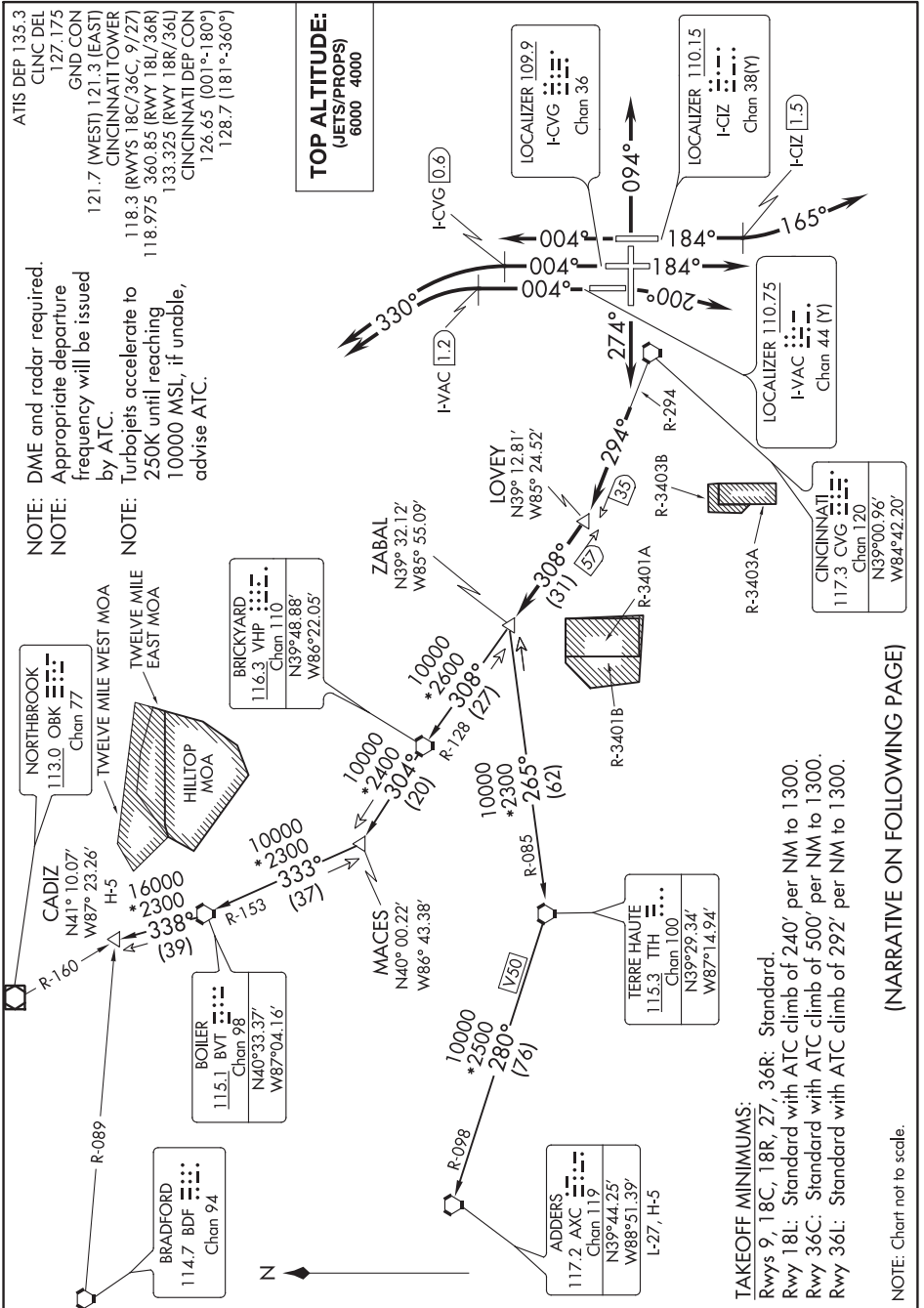
SE-1, 10 NOV 2016 to 05 JAN 2017

WHITEWATER NINE DEPARTURE

SL-655 (FAA)

COVINGTON, KENTUCKY

SE-1, 10 NOV 2016 TO 05 JAN 2017



SE-1, 10 NOV 2016 TO 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....
- TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
- TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....
- TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....
- TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....
- TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....
- TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....
- TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

- ADDERS TRANSITION (WHWTR9.AXC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and AXC R-098 to AXC VORTAC.
- CADIZ TRANSITION (WHWTR9.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES, then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.

TAKEOFF OBSTACLE NOTES:

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

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

COVINGTON, TENNESSEE

AL-6303 (FAA)

16203

APP CRS	Rwy Idg	5004
007°	TDZE	280
	Apt Elev	280

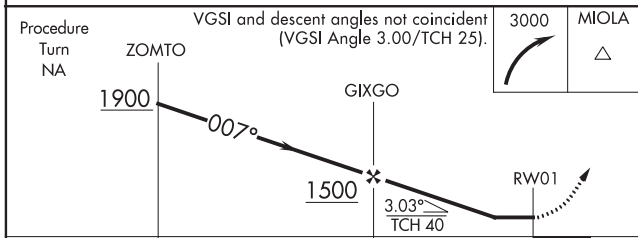
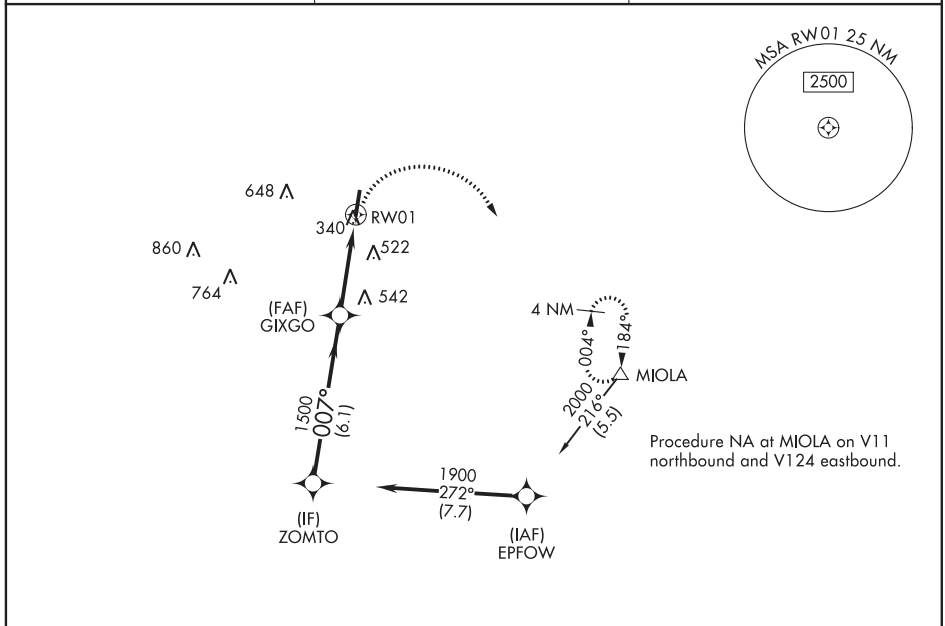
RNAV (GPS) RWY 1

COVINGTON MUNI (M04)

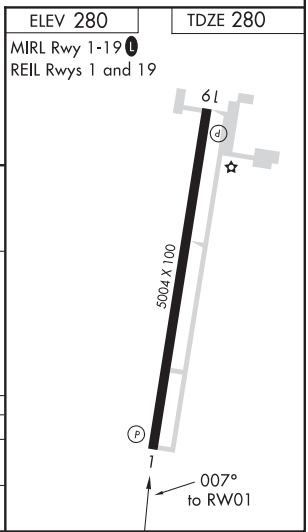
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
▲ When local altimeter setting not received, use Memphis Intl altimeter setting and increase LNAV Cats C/D and Circling Cat C visibilities 1/4 mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	800-1 520 (600-1)		800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)
CIRCLING	800-1 520 (600-1)		800-1½ 520 (600-1½)	840-2 560 (600-2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

COVINGTON, TENNESSEE
 Orig-B 21JUL16

35°35'N-89°35'W

COVINGTON MUNI (M04) RNAV (GPS) RWY 1

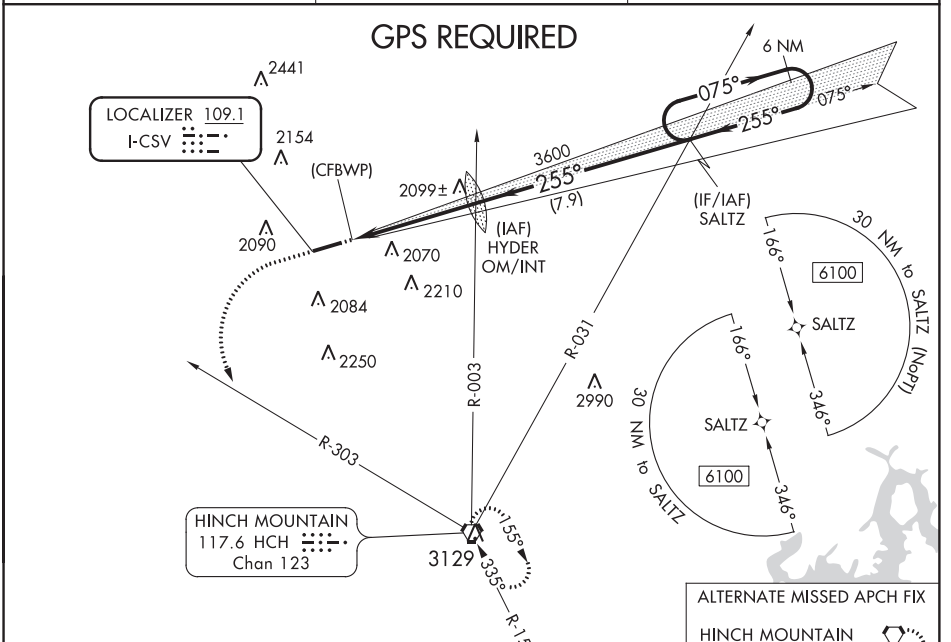
LOC I-CSV 109.1	APP CRS 255°	Rwy Idg TDZE Apt Elev	5418 1871 1881
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ILS Y or LOC Y RWY 26

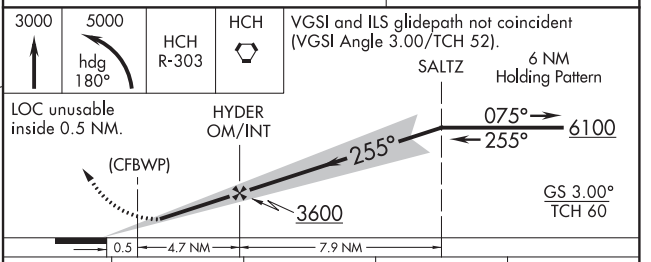
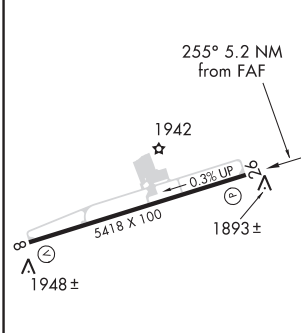
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VORTAC R-303 to HCH VORTAC and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF)
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ELEV 1881	TDZE 1871
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CATEGORY	A	B	C	D
S-ILS 26	2090- ³ / ₄ 219 (300- ³ / ₄)			
S-LOC 26	2440-1	569 (600-1)	2440-1 ⁵ / ₈	569 (600-1 ⁵ / ₈)
<input checked="" type="checkbox"/> CIRCLING	2440-1	559 (600-1)	2440-1 ⁵ / ₈	2520-2 639 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CROSSVILLE, TENNESSEE

AL-5051 (FAA)

15316

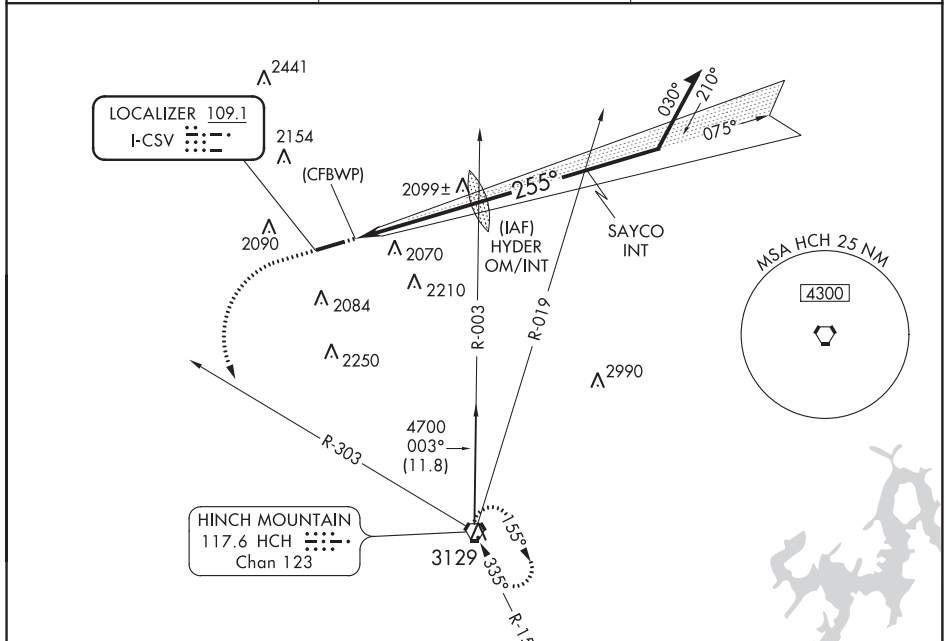
LOC I-CSV 109.1	APP CRS 255°	Rwy Idg TDZE Apt Elev	5418 1871 1881
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ILS Z or LOC Z RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

▼
▲ MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VORTAC R-303 to HCH VORTAC and hold.

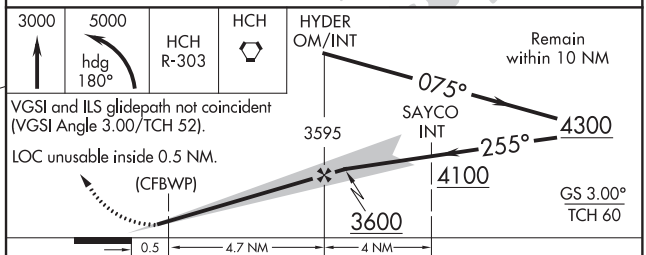
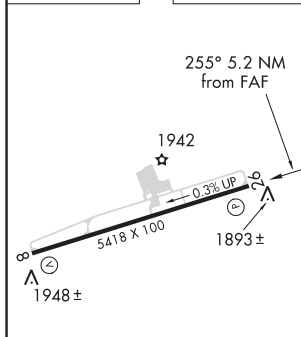
ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) ①
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1881	TDZE 1871
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REIL Rwy 26	HIRL Rwy 8-26 ①	FAF to MAP 4.7 NM			
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34
☑ CIRCLING	2440-1	569 (600-1)	2440-1½	569 (600-1½)	2520-2 639 (700-2)

CROSSVILLE, TENNESSEE
Amdt 14A 28MAY15

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)
35°57'N-85°05'W **ILS Z or LOC Z RWY 26**

WAAS CH 65911 W26A	APP CRS 256°	Rwy Idg TDZE Apt Elev	5418 1871 1881
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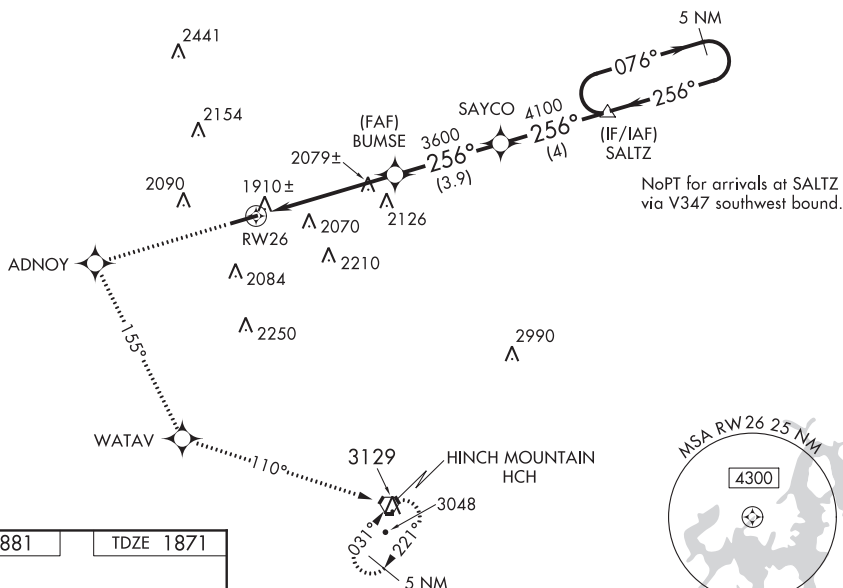
RNAV (GPS) RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

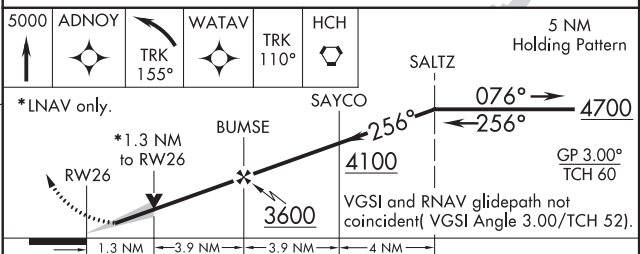
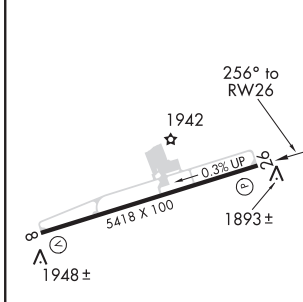
ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1881	TDZE 1871
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CATEGORY	A	B	C	D
LPV DA	2071-¾ 200 (200-¾)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2340-1	469 (500-1)	2340-1¼ 469 (500-1¼)	2340-1½ 469 (500-1½)
CIRCLING	2340-1	459 (500-1)	2340-1½ 459 (500-1½)	2440-2 559 (600-2)

REIL Rwy 26
HIRL Rwy 8-26 0

CROSSVILLE, TENNESSEE

AL-5051 (FAA)

16035

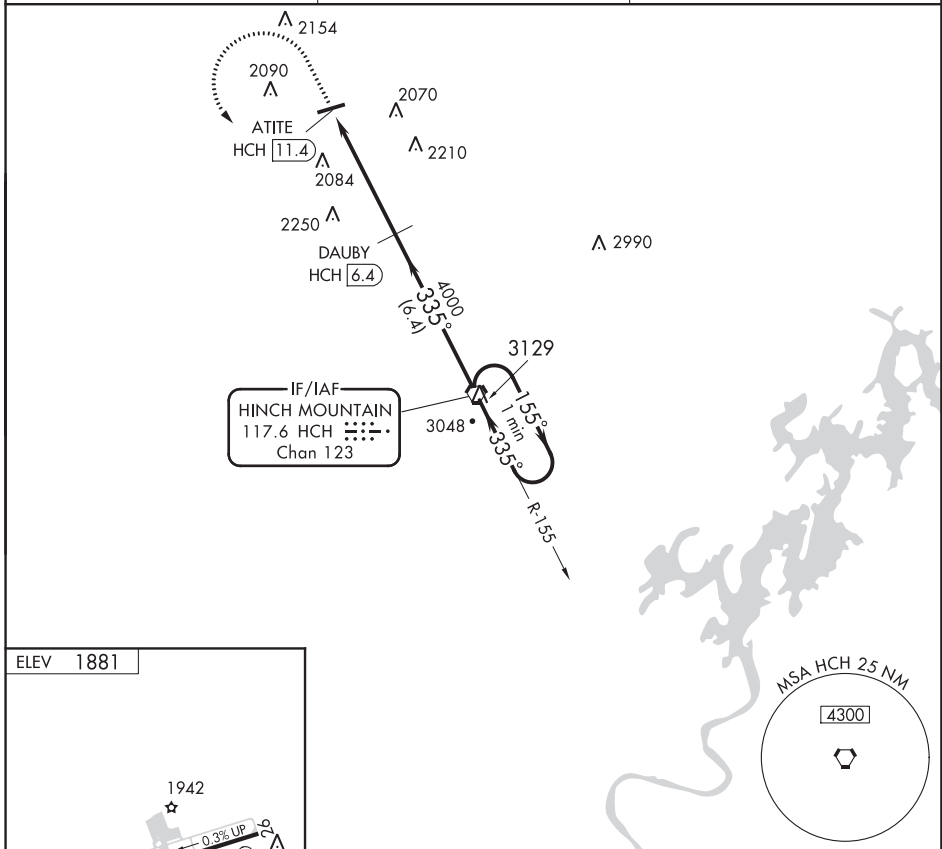
VORTAC HCH 117.6 Chan 123	APP CRS 335°	Rwy Idg TDZE Apt Elev 1881	N/A N/A 1881
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VOR/DME-A

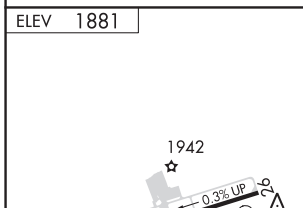
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

<p>▽ △ NA</p>	<p>MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.</p>
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<p>ASOS 120.625</p>	<p>ATLANTA CENTER 133.6 254.3</p>	<p>UNICOM 122.7 (CTAF) ①</p>
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IF/IAF
HINCH MOUNTAIN
117.6 HCH
Chan 123



ELEV 1881	3000	5000	HCH	HCH VORTAC	One Minute Holding Pattern
	DAUBY HCH 6.4	ATITE HCH 11.4	4000	5000	
335° 5 NM from FAF	5 NM	6.4 NM			
REIL Rwy 26 HIRL Rwy 8-26 ①	CATEGORY	A	B	C	D
	CIRCLING	2340-1	459 (500-1)	2340-1½ 459 (500-1½)	2440-2 559 (600-2)

CROSSVILLE, TENNESSEE
Amdt 9 12MAR09

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

35° 57' N-85° 05' W

VOR/DME-A

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

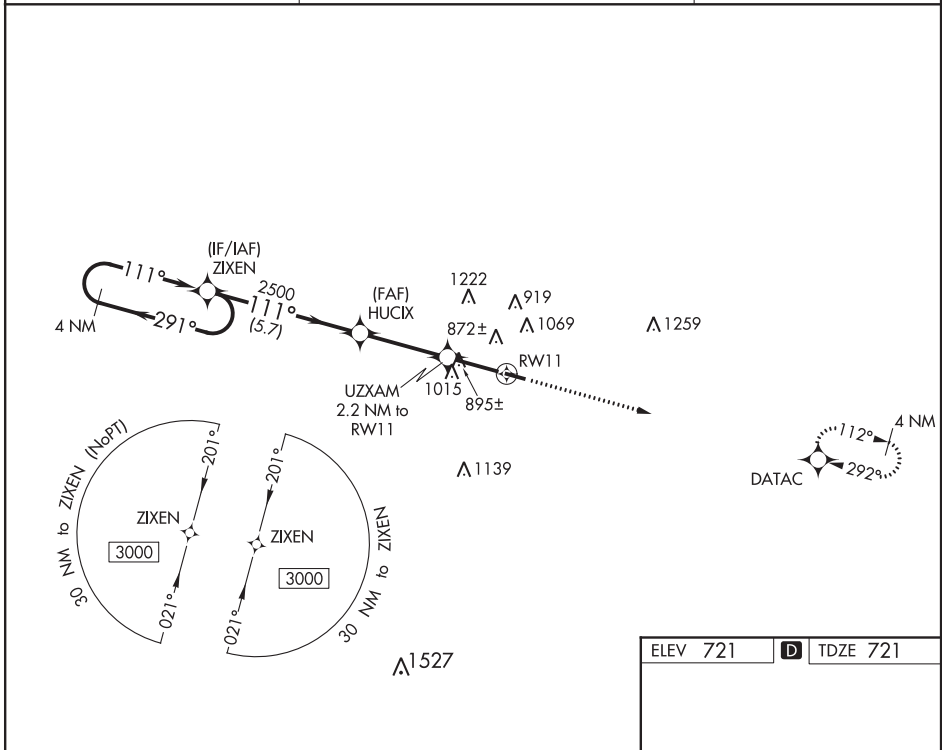
WAAS CH 62837 W11A	APP CRS 111°	Rwy ldg TDZE 721 Apt Elev 721	3850
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RNAV (GPS) RWY 11

CYNTHIANA-HARRISON COUNTY (Ø18)

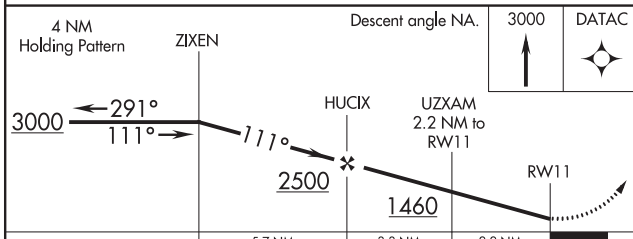
⚠ NA	DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 3000 direct DATAC and hold.
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GEORGETOWN AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	UNICOM 122.8 (CTAF) Ø
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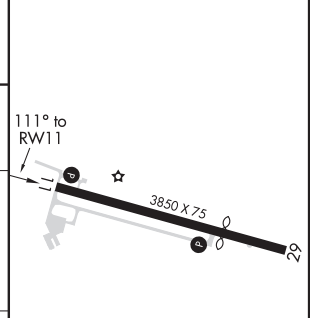


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 721	D TDZE 721
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CATEGORY	A	B	C	D
LP MDA	1220-1	499 (500-1)		NA
LNAV MDA	1300-1	579 (600-1)		NA
C CIRCLING	1340-1 619 (700-1)	1440-1 719 (800-1)		NA

MIRL Rwy 11-29 **Ø**
REIL Rwy 11 and 29 **Ø**

CYNTHIANA, KENTUCKY

AL-10745 (FAA)

16091

WAAS CH 42537 W29A	APP CRS 292°	Rwy ldg 2756 TDZE 721 Apt Elev 721
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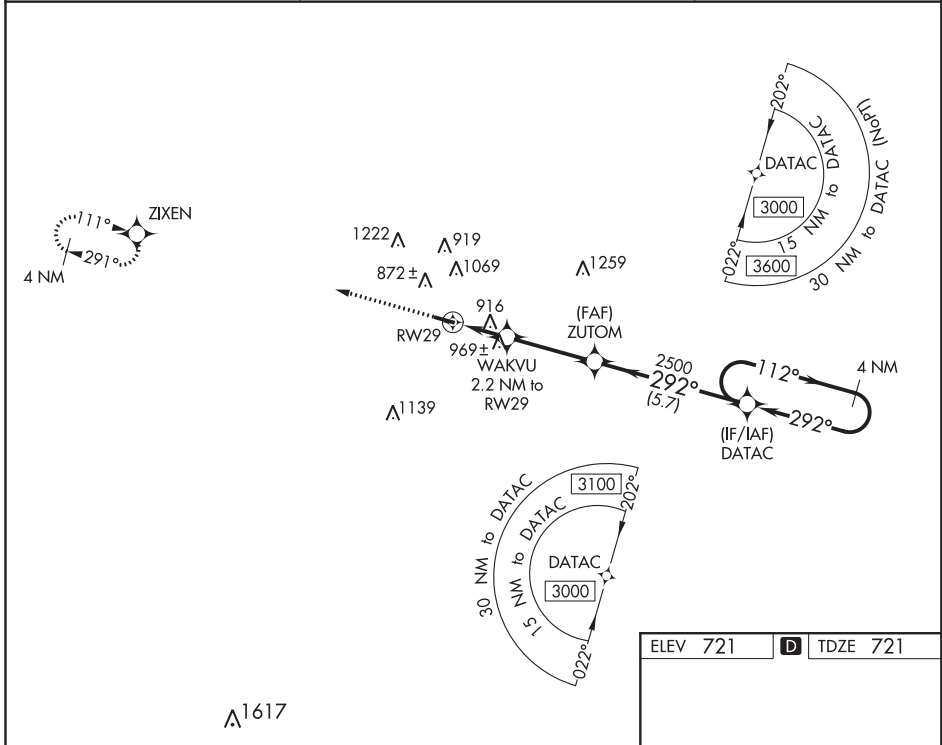
RNAV (GPS) RWY 29

CYNTHIANA-HARRISON COUNTY (ØI8)

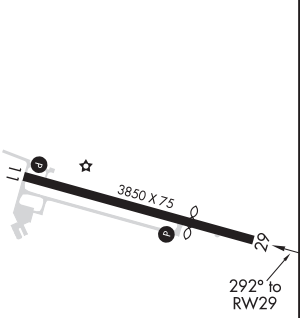
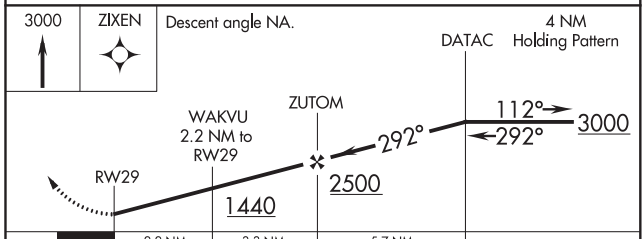
∇ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

MISSD APPROACH: Climb to 3000 direct ZIXEN and hold.

GEORGETOWN AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	UNICOM 122.8 (CTAF) Ø
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ELEV 721	D TDZE 721
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CATEGORY	A	B	C	D
LP MDA	1240-1	519 (600-1)		NA
LNAV MDA	1280-1	559 (600-1)		NA
C CIRCLING	1340-1 619 (700-1)	1440-1 719 (800-1)		NA

MIRL Rwy 11-29 **Ø**
REIL Rwy 11 and 29 **Ø**

CYNTHIANA, KENTUCKY

Orig 13NOV14

38°22'N-84°17'W

CYNTHIANA-HARRISON COUNTY (ØI8)

RNAV (GPS) RWY 29

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93706 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	5000 1017 1022
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RNAV (GPS) RWY 12

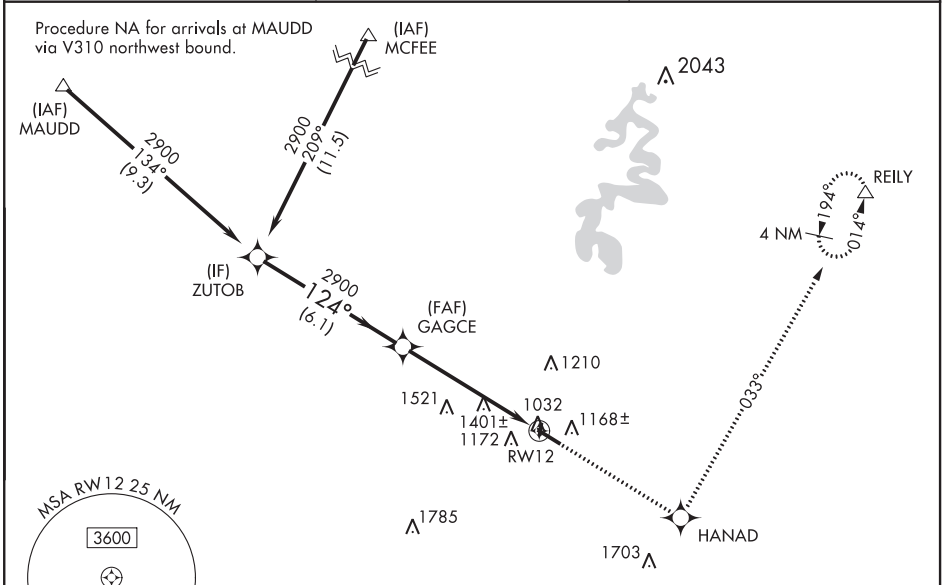
STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cats C/D and Circling Cats C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

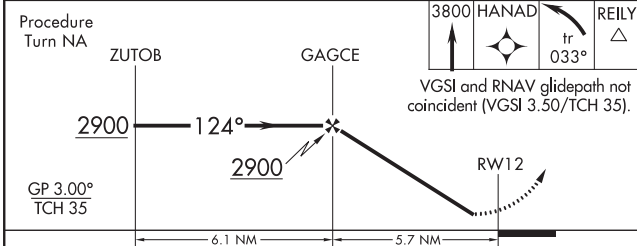
▲ NA

MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

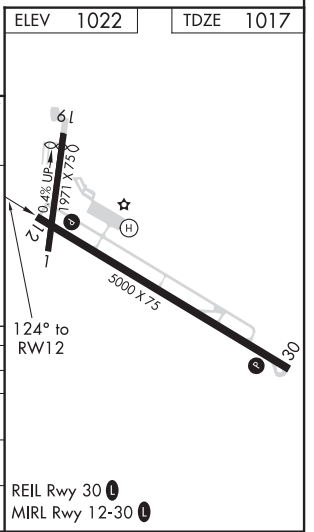
AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) ①
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ELEV 1022	TDZE 1017
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CATEGORY	A	B	C	D
LPV DA	1357-1¼		340 (400-1¼)	
LNAV/VNAV DA	1785-2¾		768 (800-2¾)	
LNAV MDA	1660-1	643 (700-1)	1660-1¼ 643 (700-1¾)	1660-2 643 (700-2)
CIRCLING	1660-1	638 (700-1)	1660-1¼ 638 (700-1¾)	1720-2¼ 698 (700-2¼)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DANVILLE, KENTUCKY

AL-6504 (FAA)

16091

WAAS CH 70506 W30A	APP CRS 305°	Rwy Idg TDZE 1016 Apt Elev 1022	5000 1016 1022
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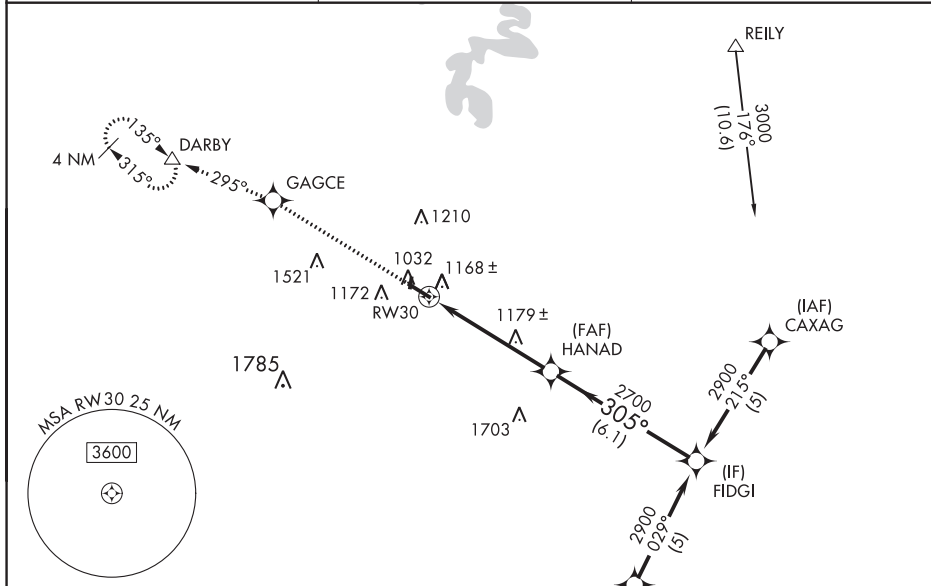
RNAV (GPS) RWY 30

STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cat C/D and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP and Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

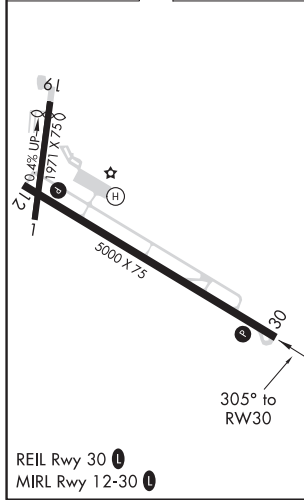
AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 0
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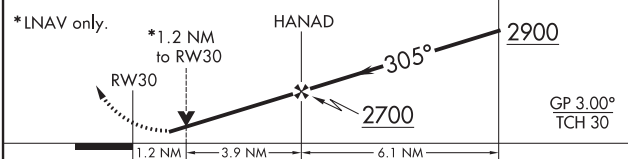
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1022	TDZE 1016
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3000	GAGCE	Tr 295°	DARBY	Procedure Turn NA
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CATEGORY	A	B	C	D
LPV DA	1282-1		266 (300-1)	
LNAV/VNAV DA	1439-1½		423 (500-1½)	
LNAV MDA	1440-1	424 (500-1)	1440-1¼	424 (500-1¼)
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

DANVILLE, KENTUCKY
Orig 14FEBO8

37° 35'N-84° 46'W

STUART POWELL FIELD (DVK) RNAV (GPS) RWY 30

LOC/DME I-PQQ 108.9 Chan 26	APP CRS 305°	Rwy Idg TDZE Apt Elev	5000 1016 1022
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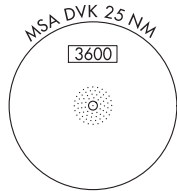
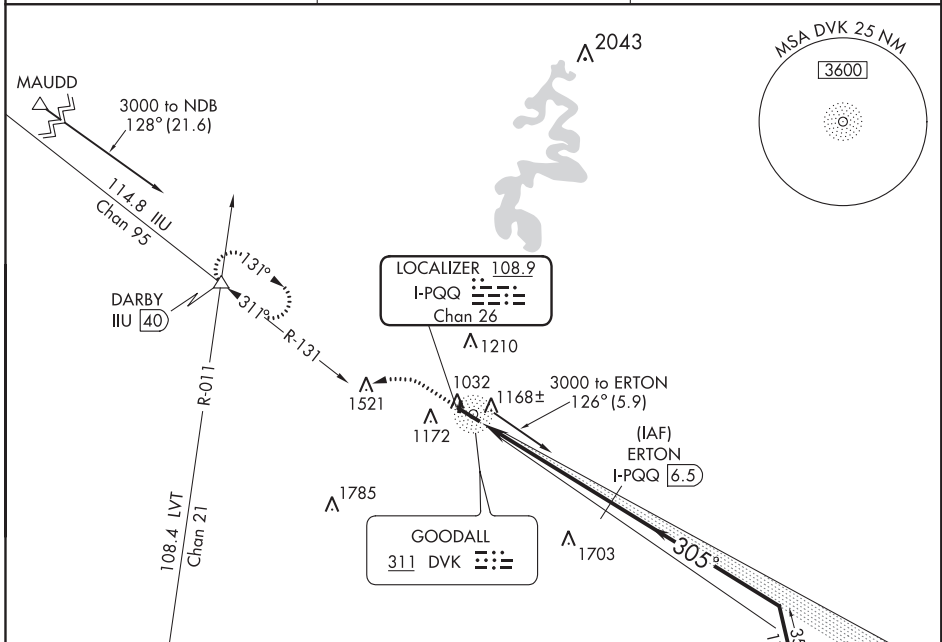
LOC/DME RWY 30

STUART POWELL FIELD (DVK)

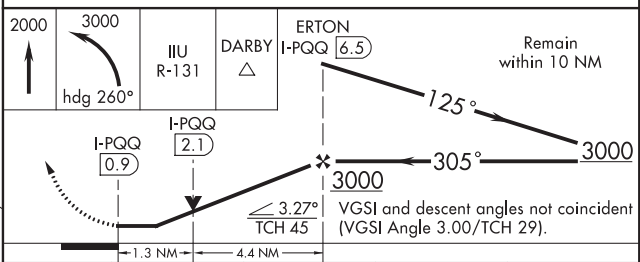
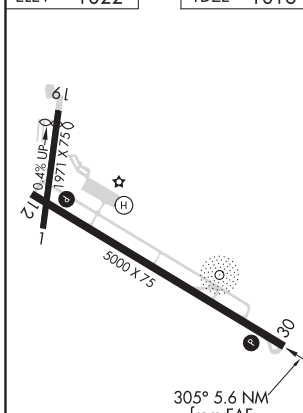
NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-30 Cat C-D visibility and Circling Cat C-D visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF)
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ELEV 1022	TDZE 1016
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CATEGORY	A	B	C	D
S-30	1440-1	424 (500-1)	1440-1¼	424 (500-1¼)
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DANVILLE, KENTUCKY

AL-6504 (FAA)

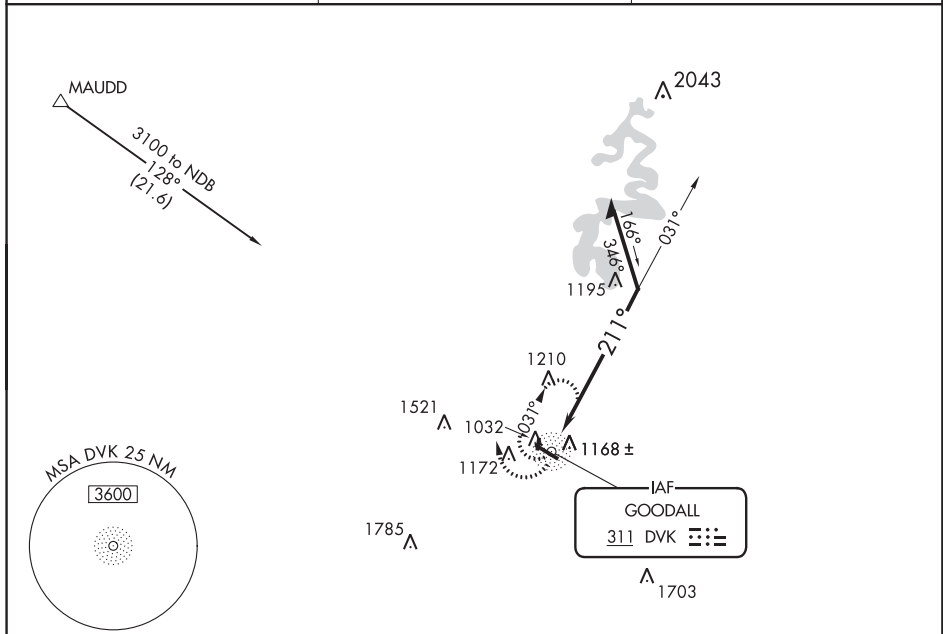
16091

NDB DVK 311	APP CRS 211°	Rwy Idg TDZE Apt Elev	N/A N/A 1022
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NDB-A
STUART POWELL FIELD (DVK)

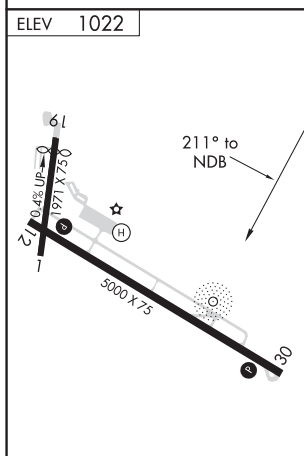
⚠ When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.
⚠NA MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 📞
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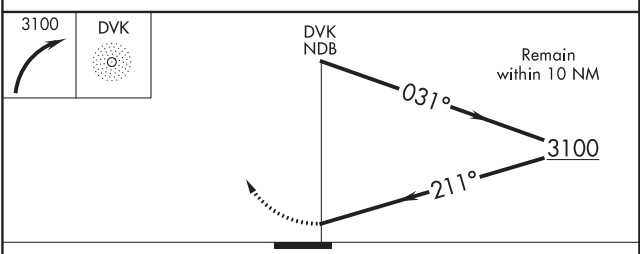


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



REIL Rwy 30 **📞**
MIRL Rwy 12-30 **📞**



CATEGORY	A	B	C	D
CIRCLING	1600-1	578 (600-1)	1600-1½ 578 (600-1½)	1720-2¼ 698 (700-2¼)

DANVILLE, KENTUCKY
Amdt 8 14FEB08

37°35'N-84°46'W

STUART POWELL FIELD (DVK)
NDB-A

WAAS CH 86922 W03A	APP CRS 033°	Rwy Idg THRE 711 Apt Elev 718	5001
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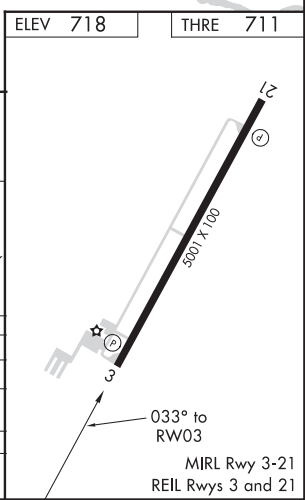
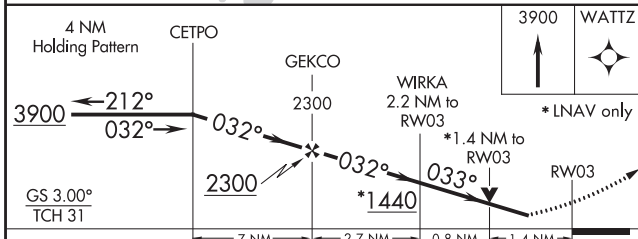
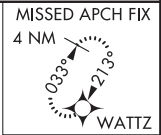
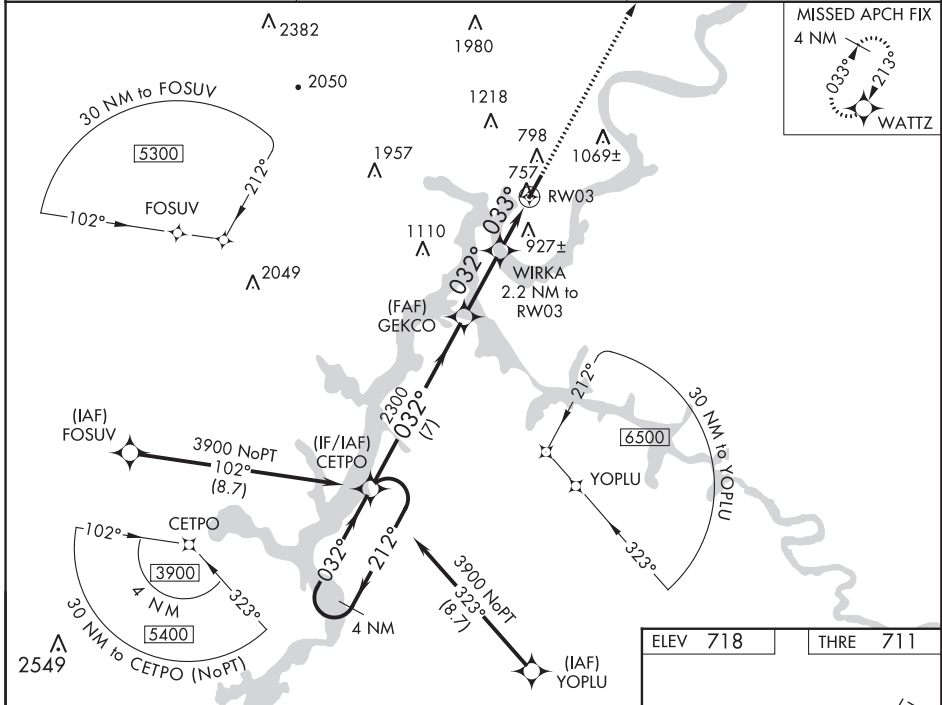
RNAV (GPS) RWY 3

MARK ANTON (2A0)

Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Chattanooga altimeter setting. When VGSI inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3900 direct WATTZ and hold.

AWOS-3 135.075	CHATTANOOGA APP CON * 125.1 379.1	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		961-7/8	250 (300-7/8)	
LNAV/VNAV DA		1210-13/4	499 (500-13/4)	
LNAV MDA	1180-1	469 (500-1)	1180-13/8	469 (500-13/8)
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1420-2 702 (800-2)	1420-21/4 702 (800-21/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DAYTON, TENNESSEE

AL-6420 (FAA)

14093

WAAS CH 70522 W21A	APP CRS 213°	Rwy Idg THRE 718 Apt Elev 718	5001
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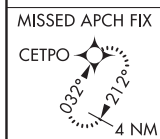
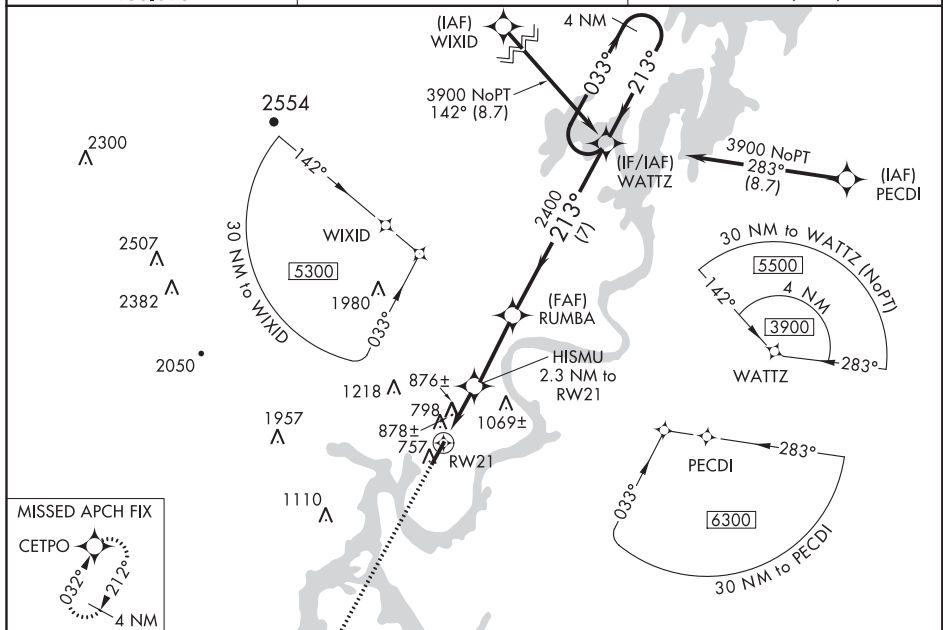
RNAV (GPS) RWY 21

MARK ANTON (2A0)

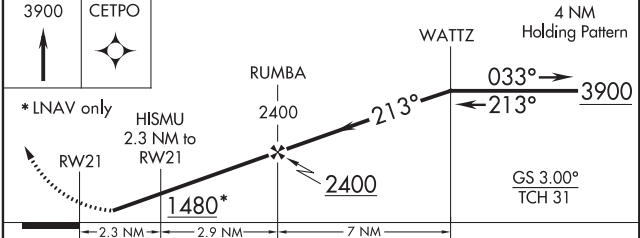
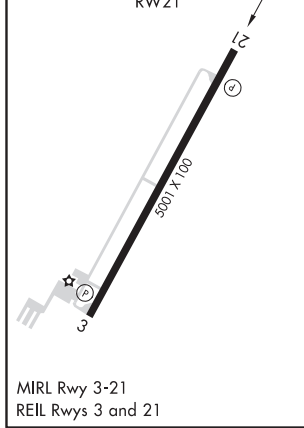
Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

AWOS-3 135.075	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 123.0 (CTAF)
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ELEV 718	THRE 718
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CATEGORY	A	B	C	D
LPV DA	1010-1 292 (300-1)			
LNAV/VNAV DA	1174-1½ 456 (500-1½)			
LNAV MDA	1140-1	422 (500-1)	1140-1¼	422 (500-1¼)
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1420-2 702 (800-2)	1420-2¼ 702 (800-2¼)

DAYTON, TENNESSEE
Amdt 1 25AUG11

35°29'N - 84°56'W

RNAV (GPS) RWY 21

MARK ANTON (2A0)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

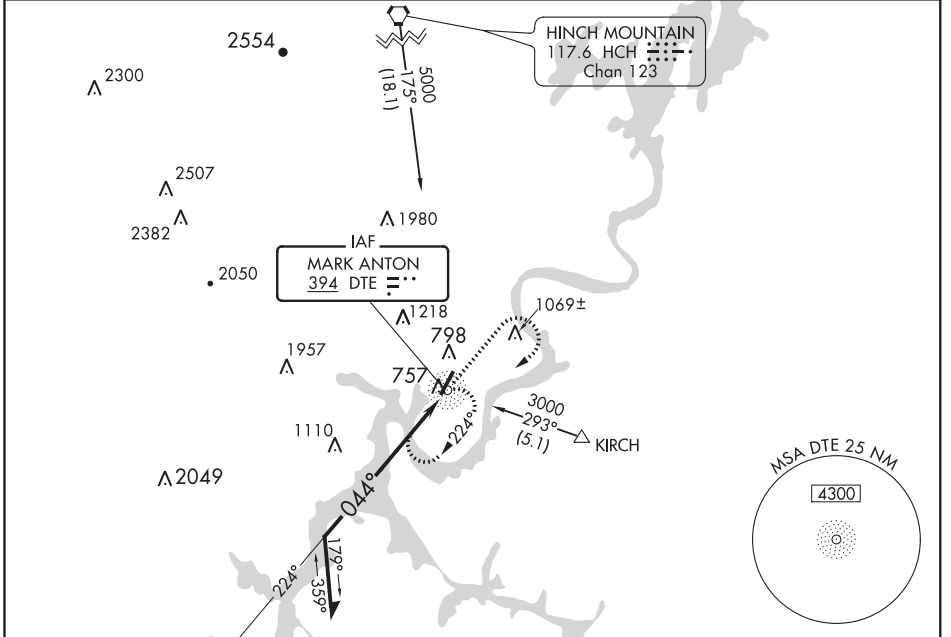
NDB DTE 394	APP CRS 044°	Rwy Idg THRE Apt Elev	5001 711 718
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NDB RWY 3
MARK ANTON (2A0)

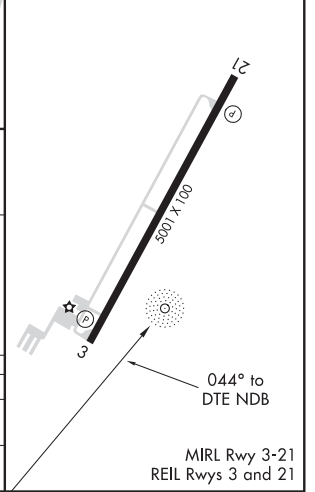
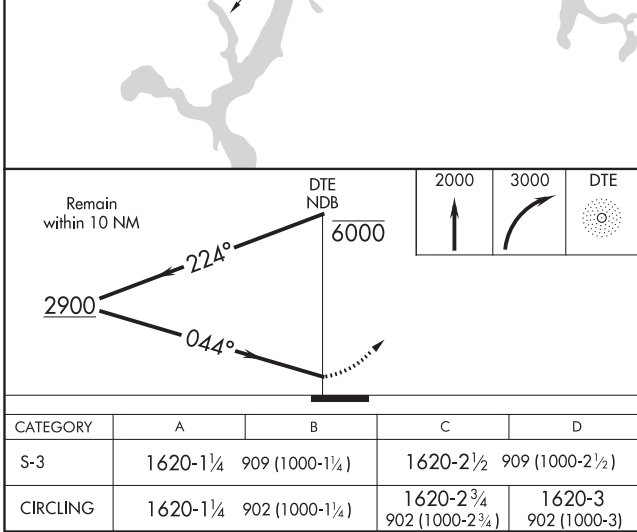
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 80 feet; increase S-3 Cat B visibility ¼ mile, S-3 Cat C and D visibility ½ mile and Circling Cat B and C visibility ¼ mile. When VGSI inop, Circling Rwy 21 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3 135.075	CHATTANOOGA APP CON * 125.1 379.1	UNICOM 123.0 (CTAF)
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ELEV 718	THRE 711
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DICKSON, TENNESSEE

AL-6085 (FAA)

15344

APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

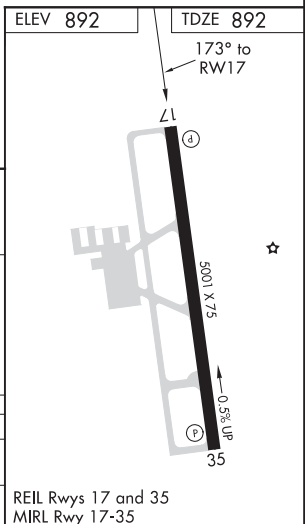
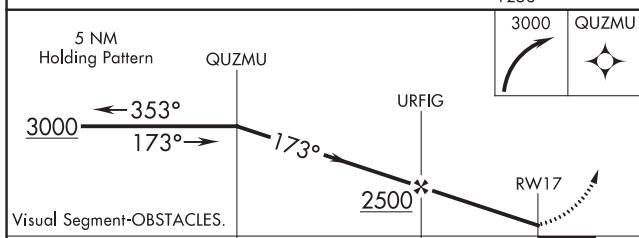
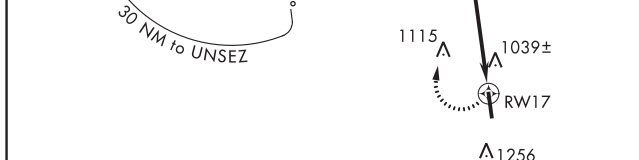
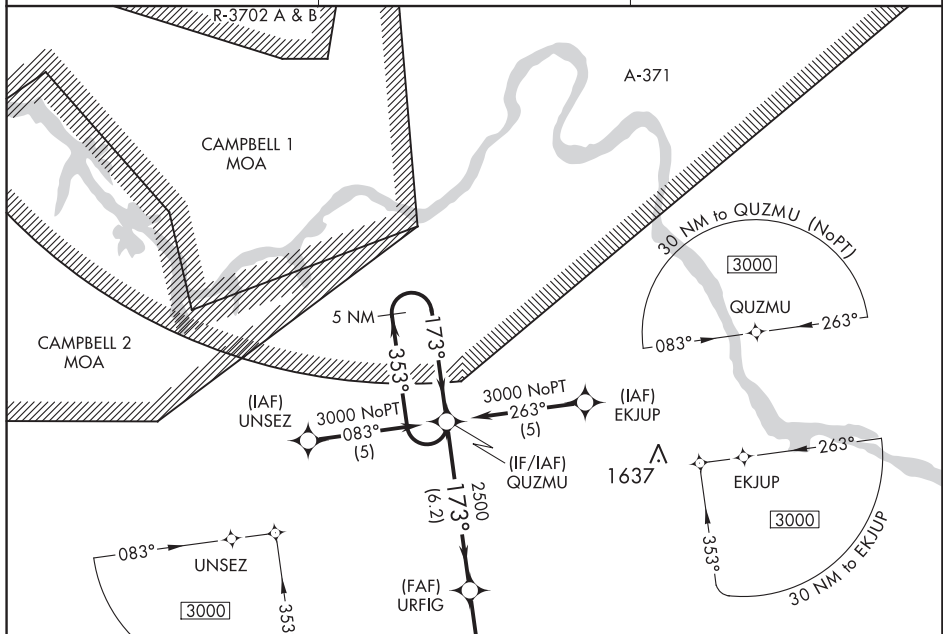
RNAV (GPS) RWY 17

DICKSON MUNI (M02)

⚠ NA Night Landing: Rwy 35 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Infil altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility 1/4 mile and LNAV Cat D and Circling Cat C/D 1/2 mile.

MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1300-1	408 (500-1)	1300-1 1/8	408 (500-1 1/8)
CIRCLING	1420-1 528 (600-1)	1560-1 668 (700-1)	1560-1 1/4 668 (700-1 1/4)	1560-2 668 (700-2)

REIL Rwy 17 and 35
MIRL Rwy 17-35

DICKSON, TENNESSEE
Amdt 1B 10DEC15

36°08'N-87°26'W

RNAV (GPS) RWY 17

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VORTAC GHM 111.6 Chan 53	APP CRS 180°	Rwy Idg TDZE 892 Apt Elev 892	5001 892 892
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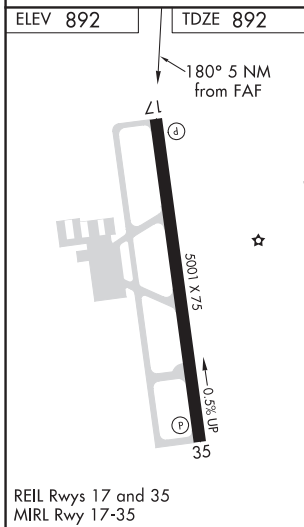
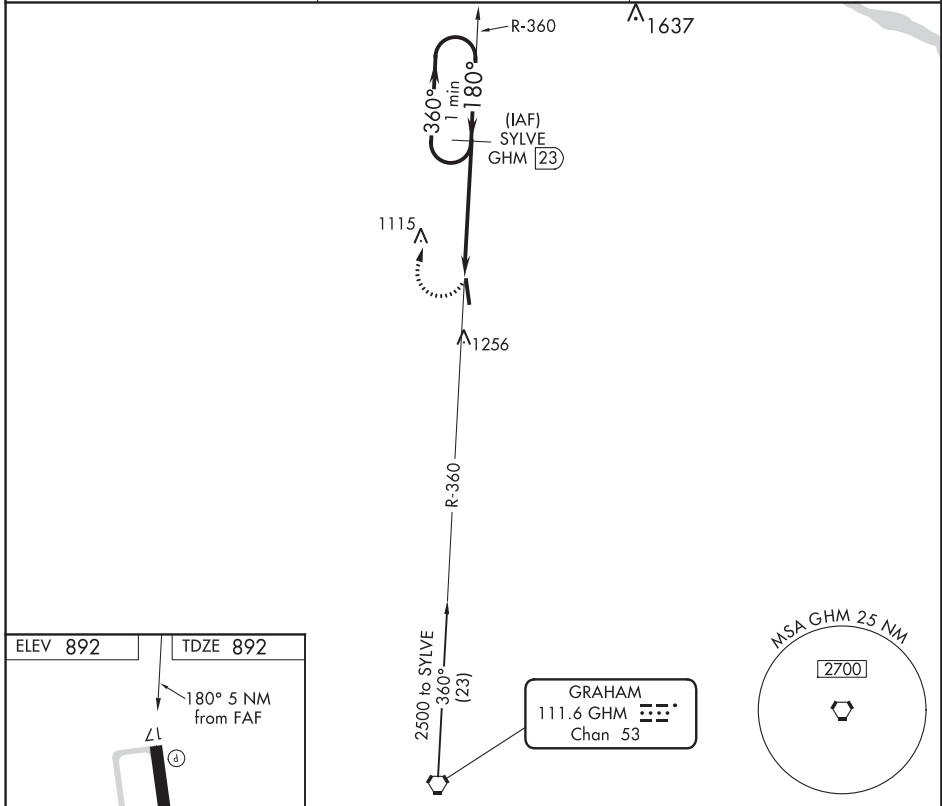
VOR/DME RWY 17

DICKSON MUNI (M02)

▼ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase S-17 Cat C and Circling Cat B visibility 1/4 mile and S-17 Cat D and Circling Cat C/D 1/2 mile. Night landing: Rwy 35 NA.

▲ NA MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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2500 GHM R-360	SYLVE GHM 23	SYLVE GHM 23	One Minute Holding Pattern	
		VGS1 and descent angles not coincident.		
GHM 18.1 ≤ 2.98° TCH 40 5 NM				
CATEGORY	A	B	C	D
S-17	1400-1	508 (600-1)	1400-1½	508 (600-1½)
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DICKSON, TENNESSEE

AL-6085 (FAA)

16119

NDB DMZ	APP CRS	Rwy Idg	5001
203	181°	TDZE	892
		Apt Elev	892

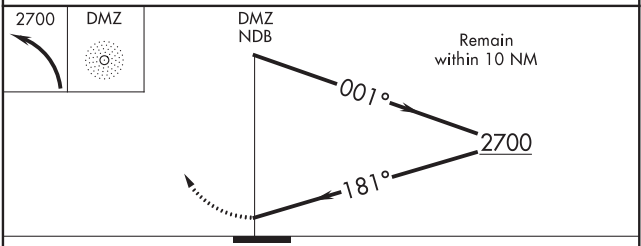
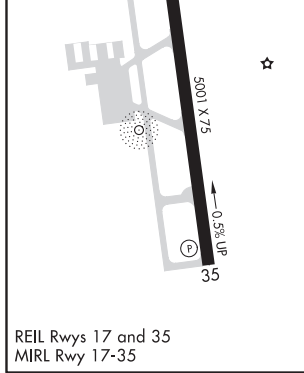
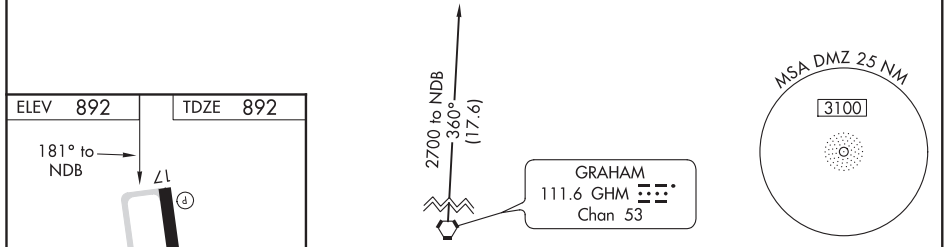
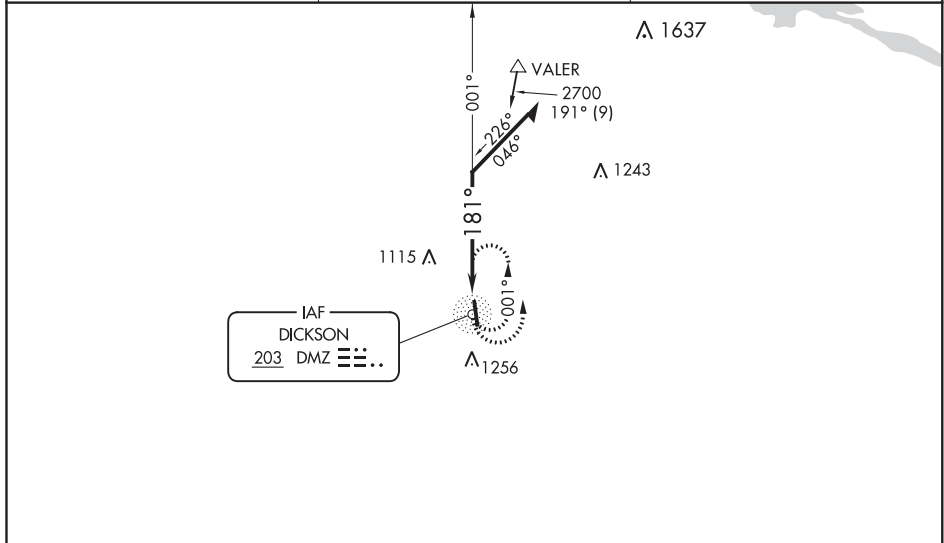
NDB RWY 17

DICKSON MUNI (M02)

⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase S-17 Cat B and Circling Cat B visibility 1/4 mile and S-17 Cat C/D and Circling Cat C/D 1/2 mile.
⚠ NA Night landing: Rwy 35 NA.

MISSED APPROACH: Climbing left turn to 2700 in DMZ NDB holding pattern.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-17	1520-1	628 (700-1)	1520-1 3/4 628 (700-1 3/4)	1520-2 628 (700-2)
CIRCLING	1520-1 628 (700-1)	1560-1 668 (700-1)	1560-1 3/4 668 (700-1 3/4)	1560-2 668 (700-2)

DICKSON, TENNESSEE
Amdt 2E 28APR16

36°08'N-87°26'W

DICKSON MUNI (M02)
NDB RWY 17

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 4

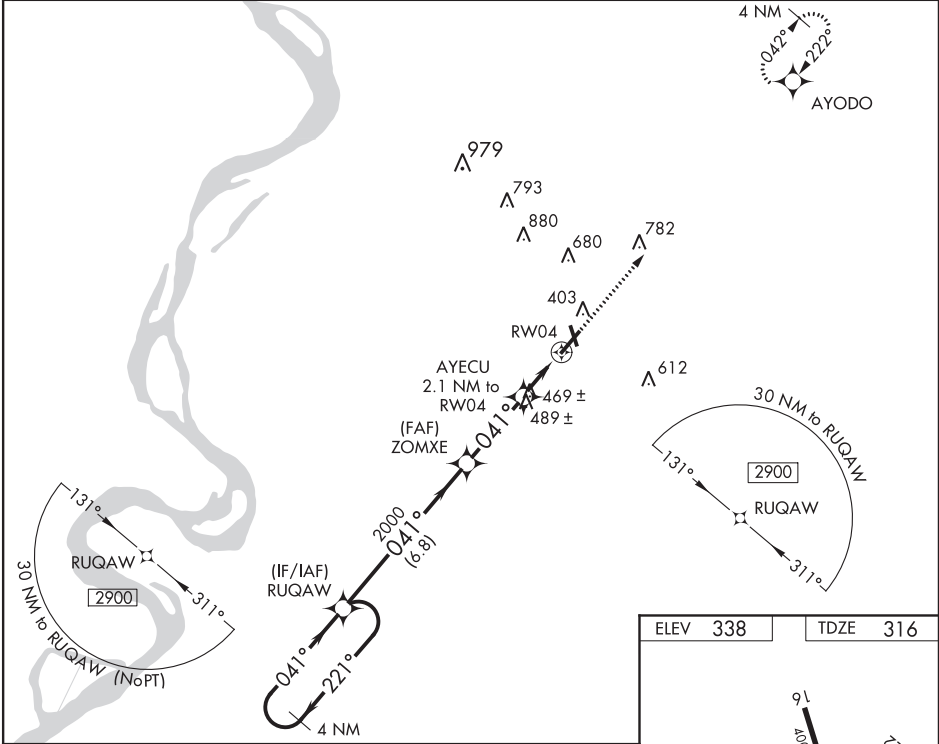
DYERSBURG RGNL (DYR)

WAAS CH 82320 W04A	APP CRS 041°	Rwy Idg TDZE 316 Apt Elev 338
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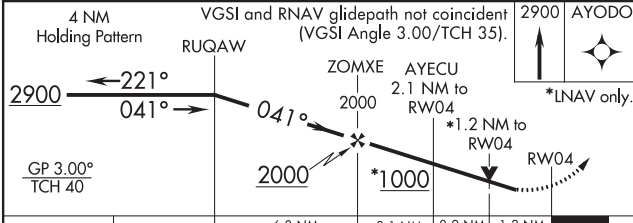
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Blytheville altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 16, 34 NA. When local altimeter setting not received, use Blytheville Muni altimeter setting: increase LPV DA to 648 feet and LNAV/VNAV DA to 652 feet; increase LPV visibility all Cats and LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 2900 direct AYODO and hold.

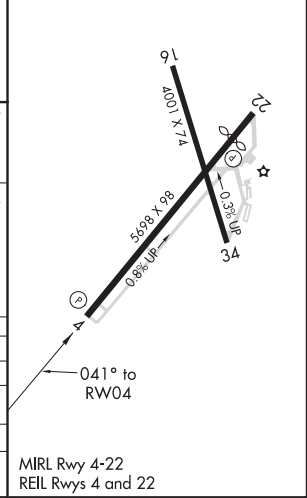
AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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ELEV 338	TDZE 316
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CATEGORY	A	B	C	D
LPV DA		588-1	272 (300-1)	
LNAV/VNAV DA		592-1	276 (300-1)	
LNAV MDA	720-1	404 (400-1)	720-1 1/8	404 (400-1 1/2)
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	800-1 1/2 462 (500-1 1/2)	900-2 562 (600-2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DYERSBURG, TENNESSEE

AL-966 (FAA)

16035

WAAS CH 86320 W22A	APP CRS 222°	Rwy Idg TDZE Apt Elev	5004 334 338
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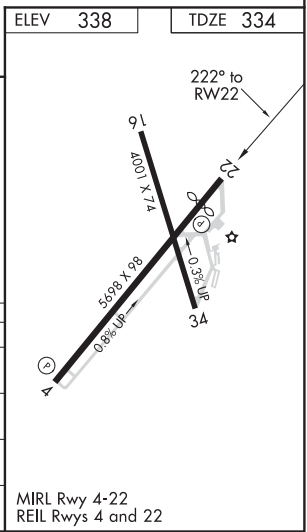
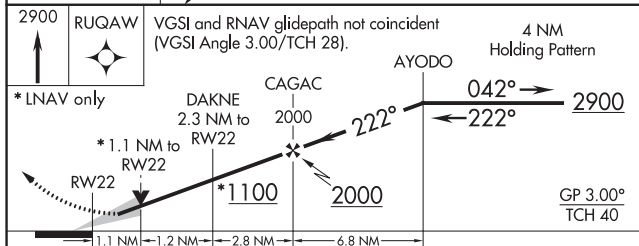
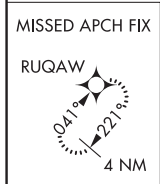
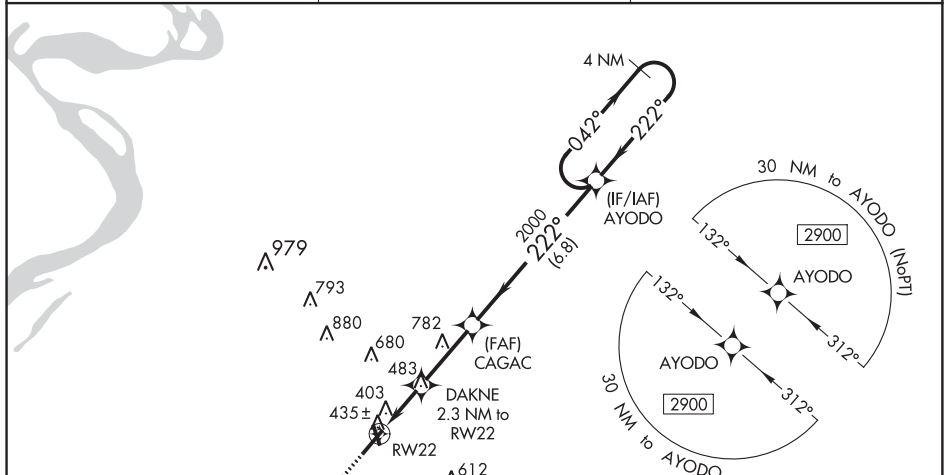
RNAV (GPS) RWY 22

DYERSBURG RGNL (DYR)

▼ 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 Blytheville Muni altimeter setting. DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Blytheville Muni altimeter setting: increase LPV DA to 644 feet and LNAV/VNAV DA to 676 feet and all MDA 60 feet; increase LPV visibility all Cats ½ mile and LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility ¼ mile. Night landing: Rwy 16, 34 NA.

MISSED APPROACH:
 Climb to 2900 direct
 RUQAW and hold.

AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		584-7/8	250 (300-7/8)	
LNAV/VNAV DA		616-7/8	282 (300-7/8)	
LNAV MDA		700-1	366 (400-1)	
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

MIRL Rwy 4-22
 REIL Rwy 4 and 22

DYERSBURG, TENNESSEE
 Amdt 1B 04FEB16

36°00'N-89°24'W

DYERSBURG RGNL (DYR) RNAV (GPS) RWY 22

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

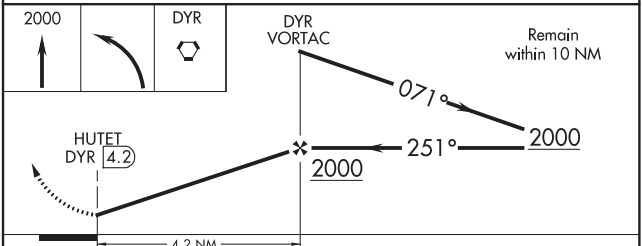
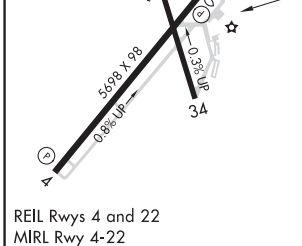
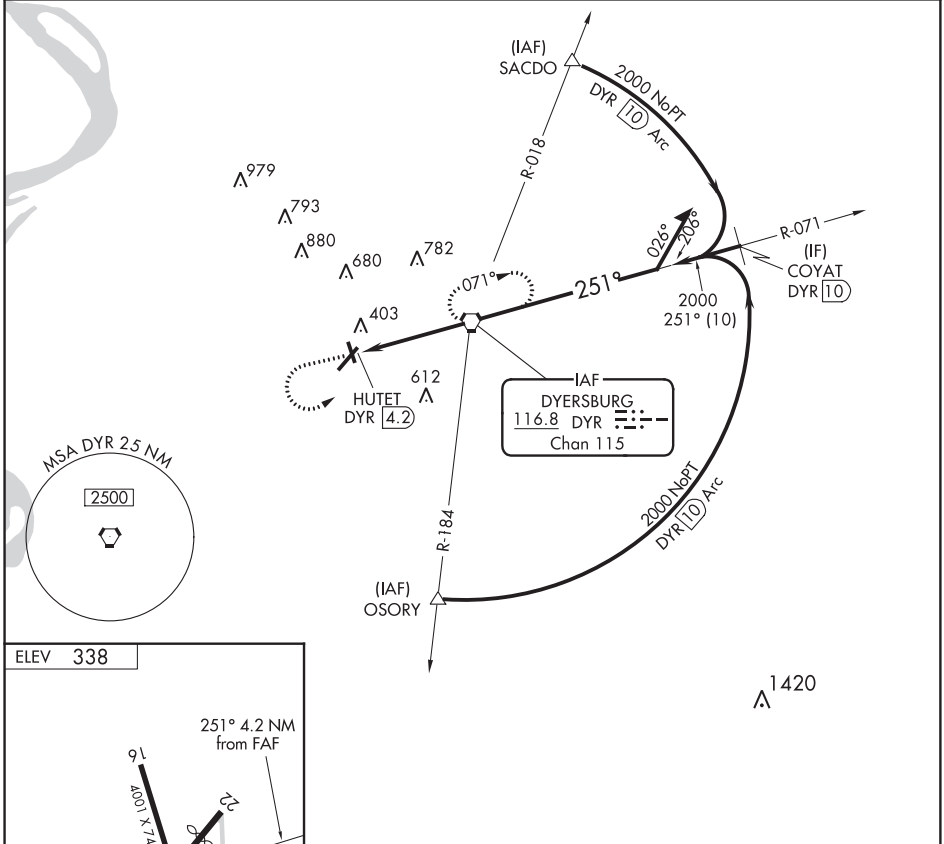
VORTAC DYR 116.8 Chan 115	APP CRS 251°	Rwy ldg TDZE Apt Elev 338	N/A N/A 338
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VOR-A
DYERSBURG RGNL (DYR)

⚠ When local altimeter setting not received, use Blytheville Muni altimeter setting and increase all MDA 60 feet. Night landing: Rwy 16, 34 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct DYR VORTAC and hold.

AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
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FAF to MAP 4.2 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)
Min:Sec	4:12 2:48 2:06 1:41 1:24					

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4432
064°	TDZE	1555
	Apt Elev	1593

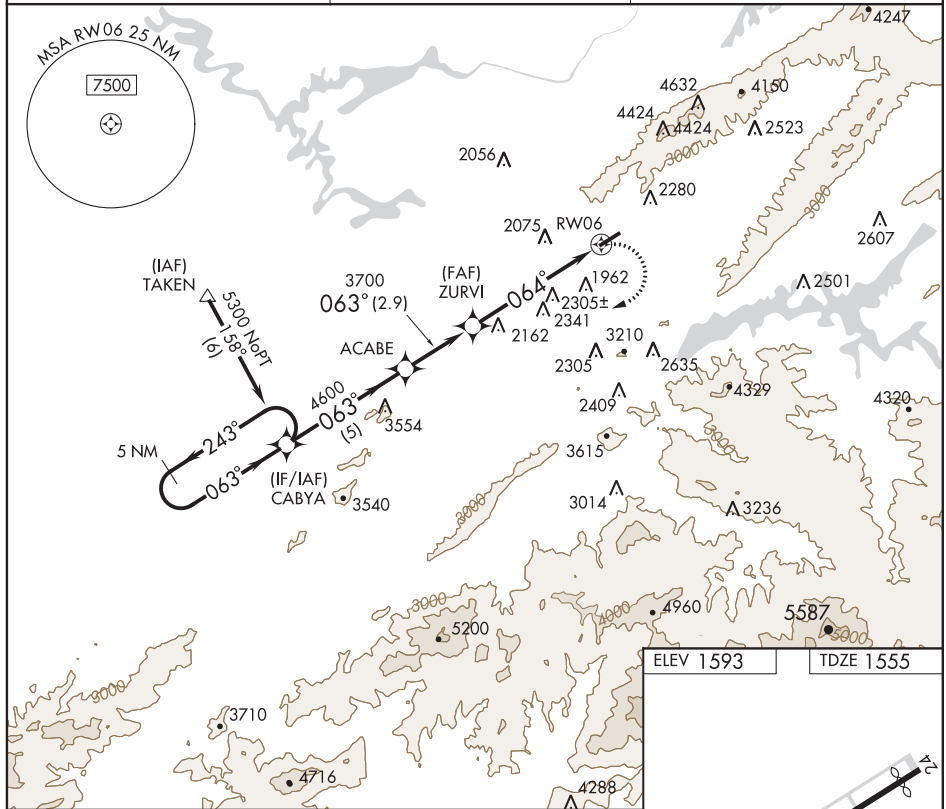
RNAV (GPS) RWY 6

ELIZABETHTON MUNI (ØA.9)

⚠ Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tri-Cities altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

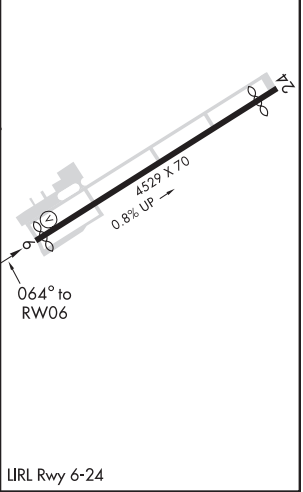
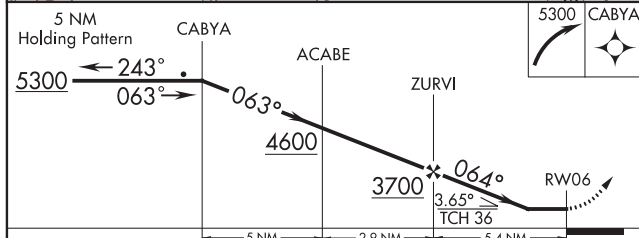
AWOS-3 135,675	TRI CITY APP CON 134.425 349.0	UNICOM 123.0 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1593	TDZE 1555
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CATEGORY	A	B	C	D
LNVA MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

IURL Rwy 6-24

RNAV (GPS) RWY 5

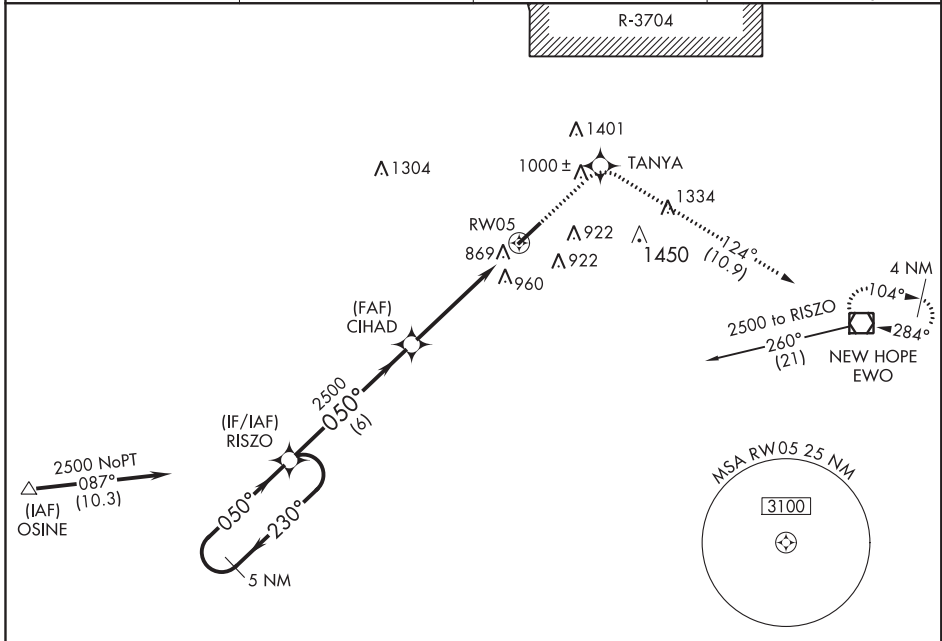
ADDINGTON FIELD (EKK)

WAAS CH 77700 W05A	APP CRS 050°	Rwy Idg TDZE Apt Elev	6001 764 775
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▽ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
△ NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet.
 VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.

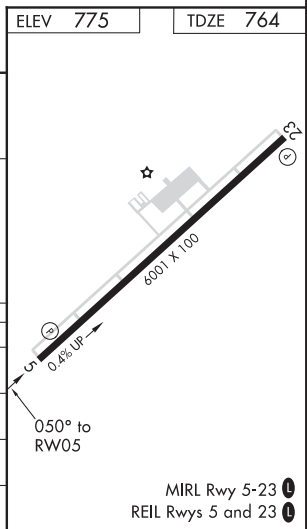
AWOS-3 121.025	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 119.45	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

5 NM Holding Pattern		RISZO	CIHAD	3000	TANYA	tr 124°	EWO
GS 3.00 TCH 40		← 230°	050°	↑	☆	□	□
2500		050°	2500	*1.4 NM to RW05		*RNAV only.	
VGSi and RNAV Glidepath not coincident (VGSi Angle 3.00/TCH 45).		6 NM		3.9 NM		1.4	
CATEGORY	A	B	C	D			
LPV DA	1133-1¼		369 (400-1¼)				
RNAV/VNAV DA	1257-1¾		493 (500-1¾)				
RNAV MDA	1220-1 456 (500-1)		1220-1¼ 456 (500-1¼)		1220-1½ 456 (500-1½)		
CIRCLING	1260-1¾ 485 (500-1¾)				1360-2 585 (600-2)		



ELIZABETHTOWN, KENTUCKY

AL-6712 (FAA)

RNAV (GPS) RWY 23

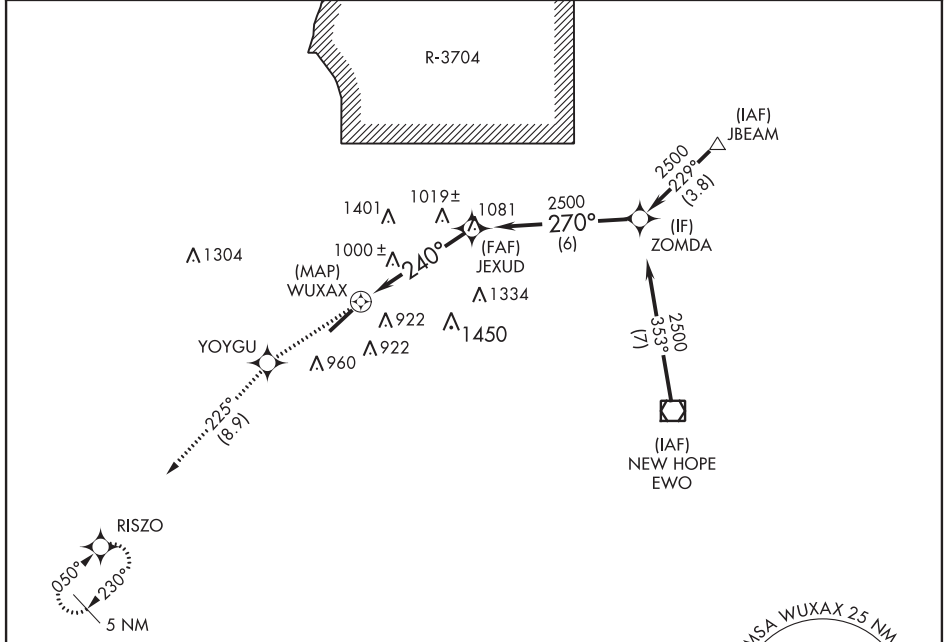
ADDINGTON FIELD (EKK)

APP CRS 240°	Rwy Idg 6001
	TDZE 775
	Apt Elev 775

NA DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.
VDP NA when using Louisville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

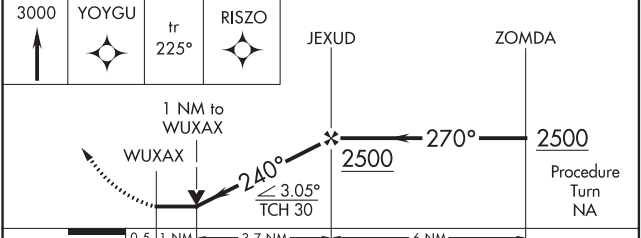
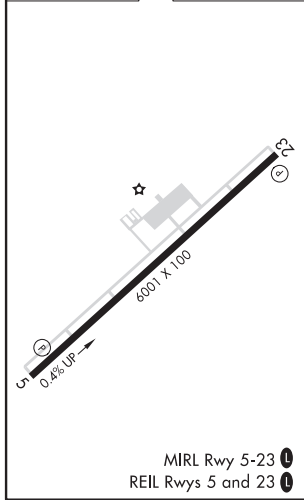
AWOS-3 121.025	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 119.45	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 775	TDZE 775
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CATEGORY	A	B	C	D
LNAV MDA	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	
CIRCLING	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	1360-2 585 (600-2)

ELIZABETHTOWN, KENTUCKY
Orig 14093

37°41'N-85°55'W

ADDINGTON FIELD (EKK)

RNAV (GPS) RWY 23

ELIZABETHTOWN, KENTUCKY

AL-6712 (FAA)

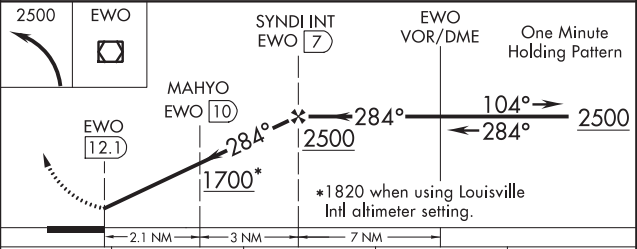
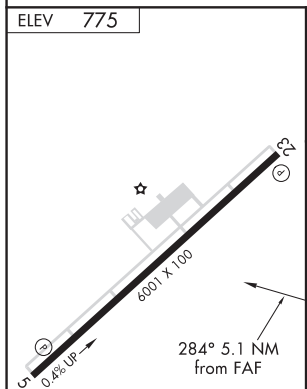
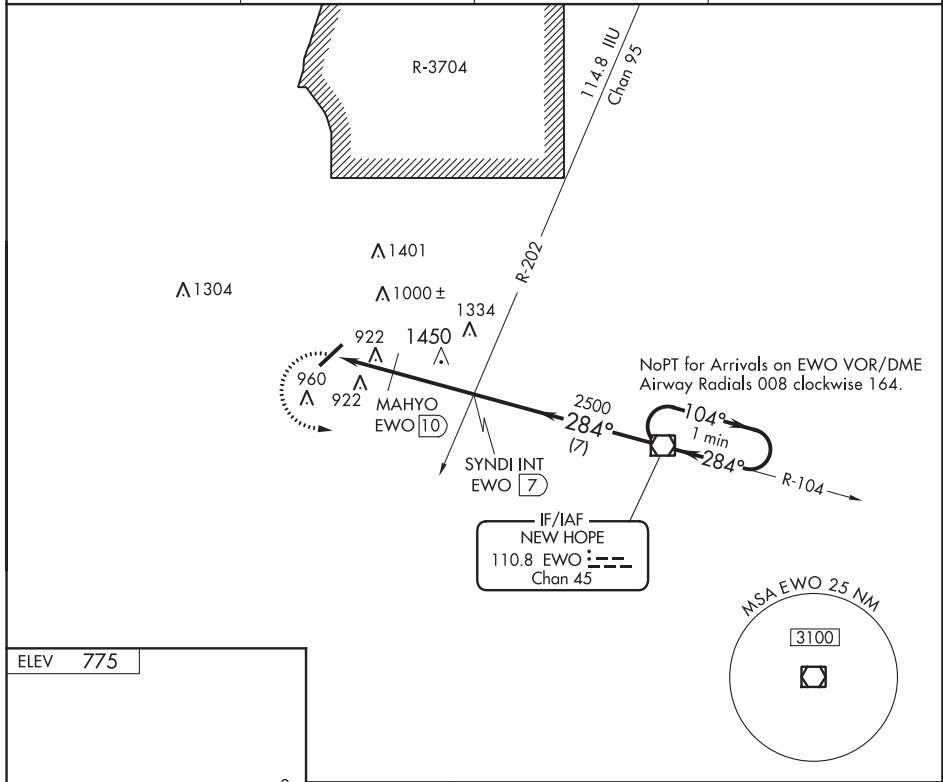
VOR/DME EWO 110.8 Chan 45	APP CRS 284°	Rwy Idg TDZE Apt Elev N/A N/A 775
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VOR-A
ADDINGTON FIELD (EKK)

NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

AWOS-3 121.025	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 119.45	UNICOM 122.8 (CTAF) 0
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FAF to MAP 5.1 NM		MAHYO FIX MINIMUMS			
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42
CATEGORY	A	B	C	D	
CIRCLING	1700-1¼ 925 (1000-1¼)	1700-2¾ 925 (1000-2¾)	1700-3 925 (1000-3)		
CIRCLING	1220-1 445 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)	

ELIZABETHTOWN, KENTUCKY
Amdt 3 14093

37°41'N-85°55'W

ADDINGTON FIELD (EKK)
VOR-A

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40036 W21A	APP CRS 211°	Rwy Idg TDZE 899 Apt Elev 899	3894
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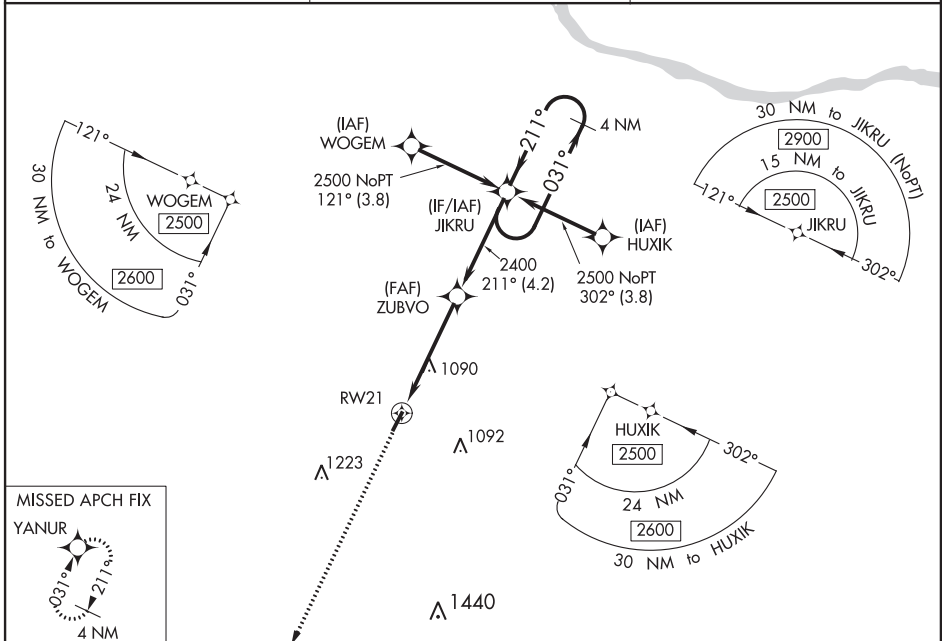
RNAV (GPS) RWY 21

GENE SNYDER (K62)

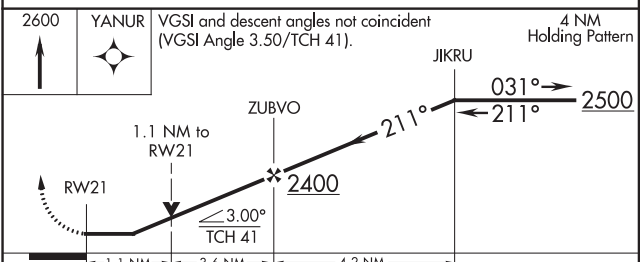
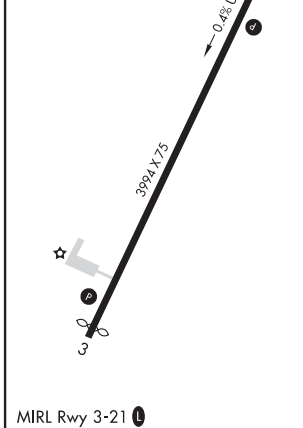
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct YANUR and hold.

AWOS-3 123.825	CINCINNATI APP CON 121.0 257.725	UNICOM 122.7 (CTAF) 0
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ELEV 899	TDZE 899
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CATEGORY	A	B	C	D
LP MDA	1340-1	441 (500-1)		NA
LNAV MDA	1360-1	461 (500-1)		NA
C CIRCLING	1400-1	501 (600-1)		NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FALMOUTH, KENTUCKY

AL-6864 (FAA)

15120

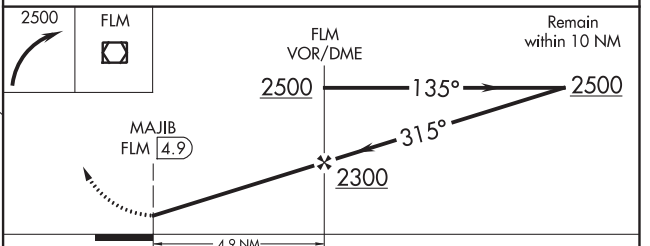
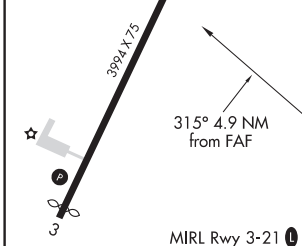
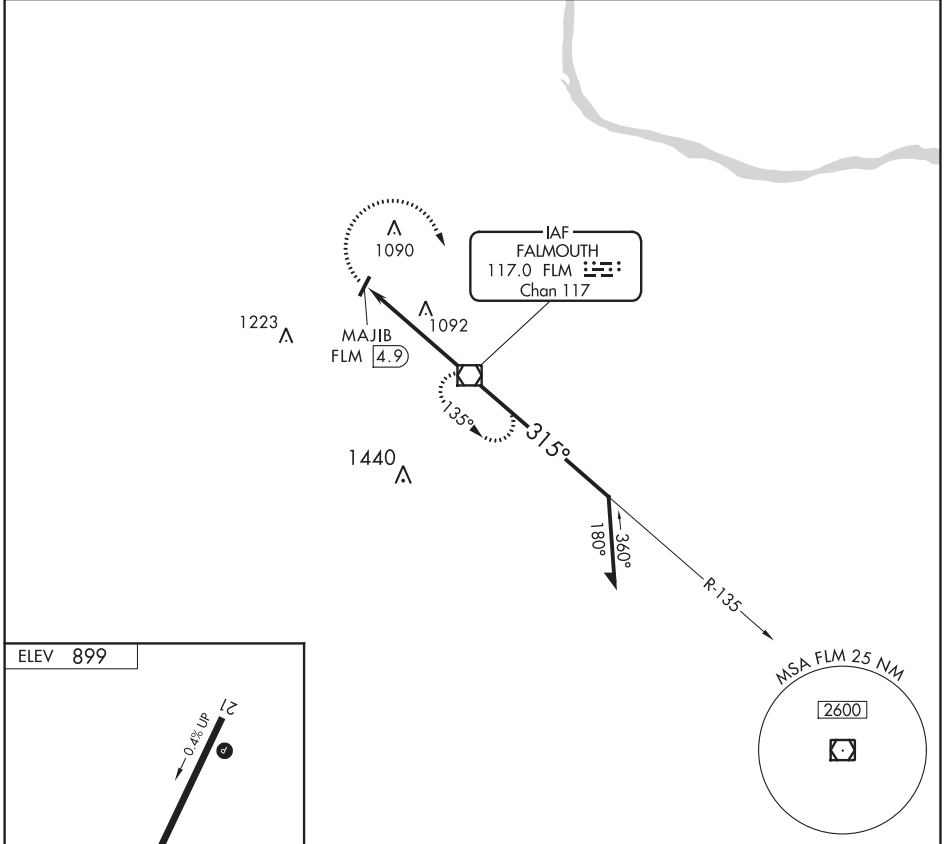
VOR/DME FLM 117.0 Chan 117	APP CRS 315°	Rwy Idg TDZE Apt Elev	N/A N/A 899
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VOR-A
GENE SNYDER (K62)

⚠ Night landing: Rwy 03 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3 123.825	CINCINNATI APP CON 121.0 257.725	UNICOM 122.7 (CTAF)
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FAF to MAP 4.9 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1400-1	501 (600-1)	NA	
Min:Sec	4:54	3:16	2:27	1:58	1:38				

FALMOUTH, KENTUCKY
Amdt 3A 30APR15

38°42'N-84°24'W

GENE SNYDER (K62)
VOR-A

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61017 W02A	APP CRS 015°	Rwy Idg 5500 TDZE 978 Apt Elev 984
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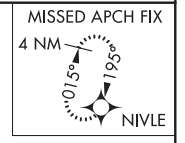
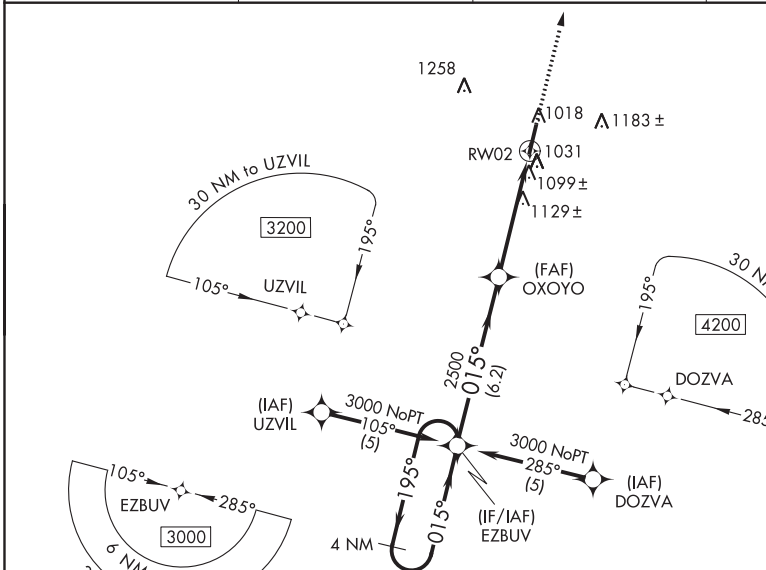
RNAV (GPS) RWY 2

FAYETTEVILLE MUNI (FYM)

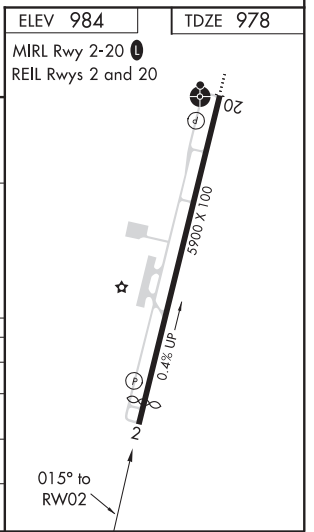
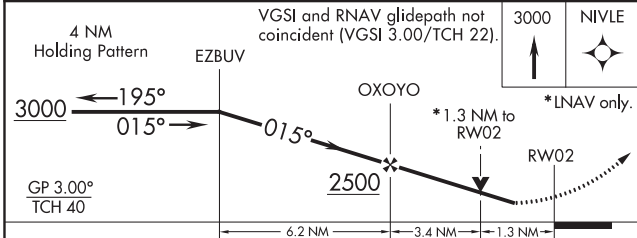
⚠ Baro-VNAV NA when using Huntsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA when using Huntsville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct NIVLE and hold.

AWOS-3 135.275	HUNTSVILLE APP CON * 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 984	TDZE 978
MIRL Rwy 2-20	REIL Rwys 2 and 20



CATEGORY	A	B	C	D
LPV DA		1228-1	250 (300-1)	
LNAV/VNAV DA		1406-1½	428 (500-1½)	
LNAV MDA	1380-1	402 (400-1)	1380-1¼	402 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1440-1½ 456 (500-1½)	1540-2 556 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VORTAC RQZ 112.2 Chan 59	APP CRS 010°	Rwy Idg 5500 TDZE 973 Apt Elev 984
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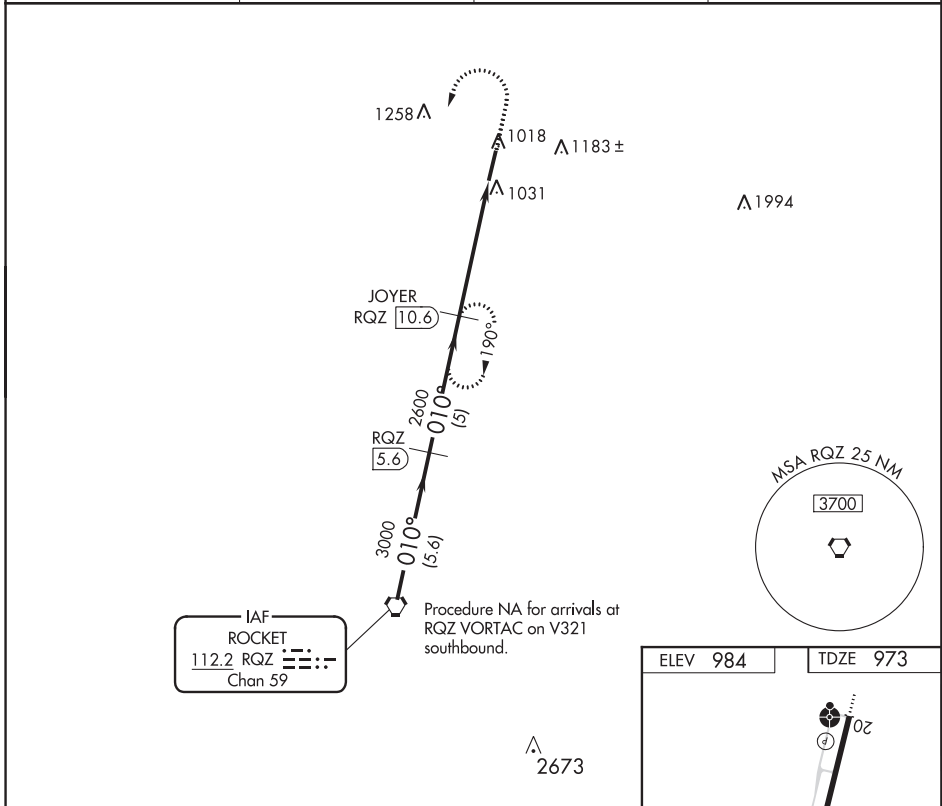
VOR/DME RWY 2

FAYETTEVILLE MUNI (FYM)

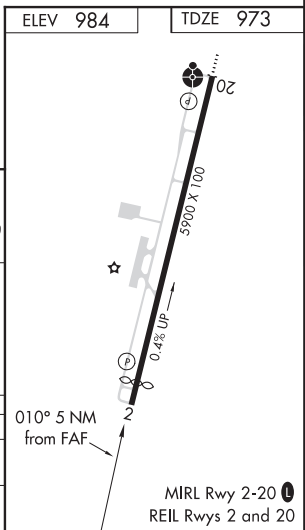
⚠ When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ¼ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¾ mile. Helicopter visibility reduction below ¾ SM NA.

⚠ NA MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3 135.275	HUNTSVILLE APP CON * 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) ⓪
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RQZ VORTAC	VGSI and descent angles not coincident (VGSI 3.00/TCH 22).			
	4000	3000	2600	2000
Procedure Turn NA	010°	3.00° TCH 40	010°	010°
	5.6 NM	5 NM	5 NM	
CATEGORY	A	B	C	D
S-2	1400-1	427 (500-1)	1400-1¼ 427 (500-1¼)	1400-1½ 427 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56312 W07A	APP CRS 072°	Rwy Idg TDZE Apt Elev	4702 913 913
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RNAV (GPS) RWY 7

FLEMING-MASON (F'GX)

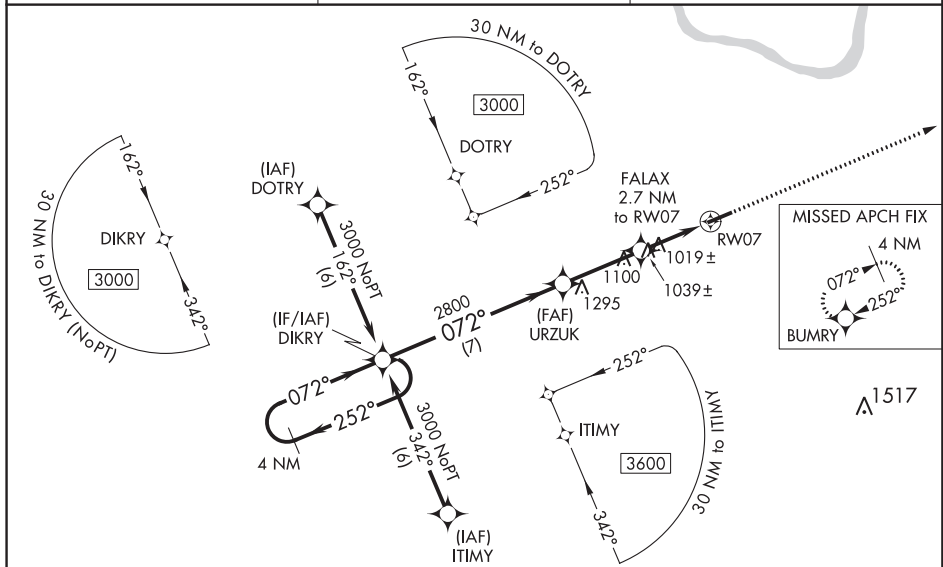
⚠ Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct BUMRY and hold.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

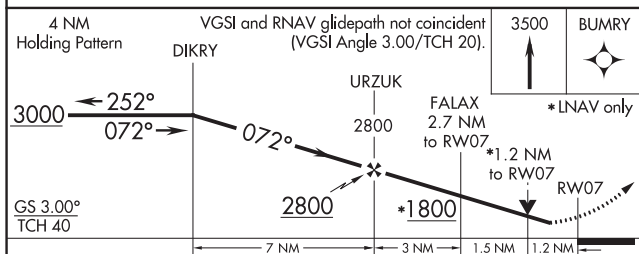
UNICOM
123.0(CTAF) 1



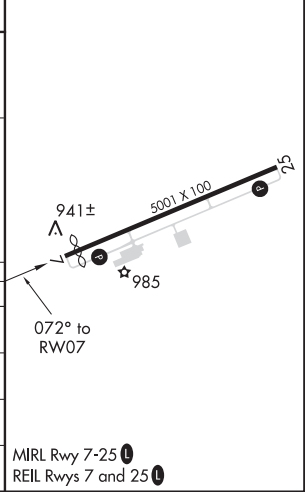
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 913	D	TDZE 913
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CATEGORY	A	B	C	D
LPV DA	1163-1		250 (300-1)	
LNAV/VNAV DA	1256-1¼		343 (400-1¼)	
LNAV MDA	1320-1 407 (500-1)		1320-1¼ 407 (500-1¼)	
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)



WAAS CH 69212 W25A	APP CRS 252°	Rwy Idg TDZE Apt Elev	4702 913 913
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RNAV (GPS) RWY 25

FLEMING-MASON (F'GX)

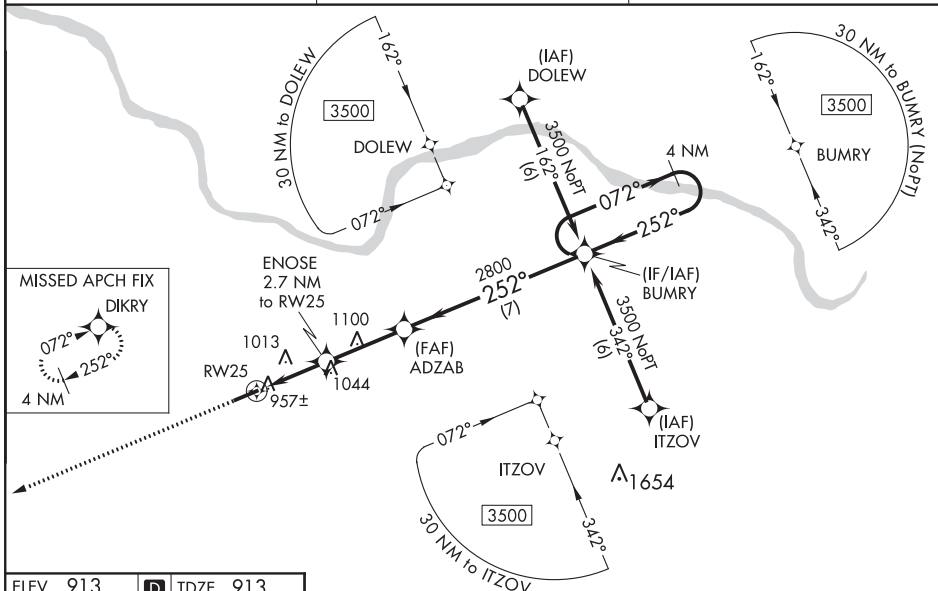
⚠ Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
DIKRY and hold.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

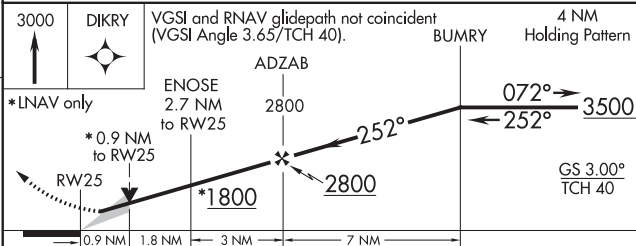
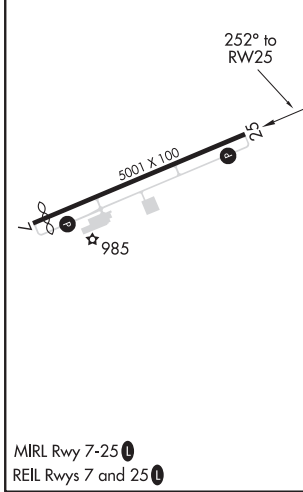
UNICOM
123.0(CTAF) 0



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 913	D	TDZE 913
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CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1217-1 304 (400-1)			
LNAV MDA	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

FLEMINGSBURG, KENTUCKY

AL-6296 (FAA)

16315

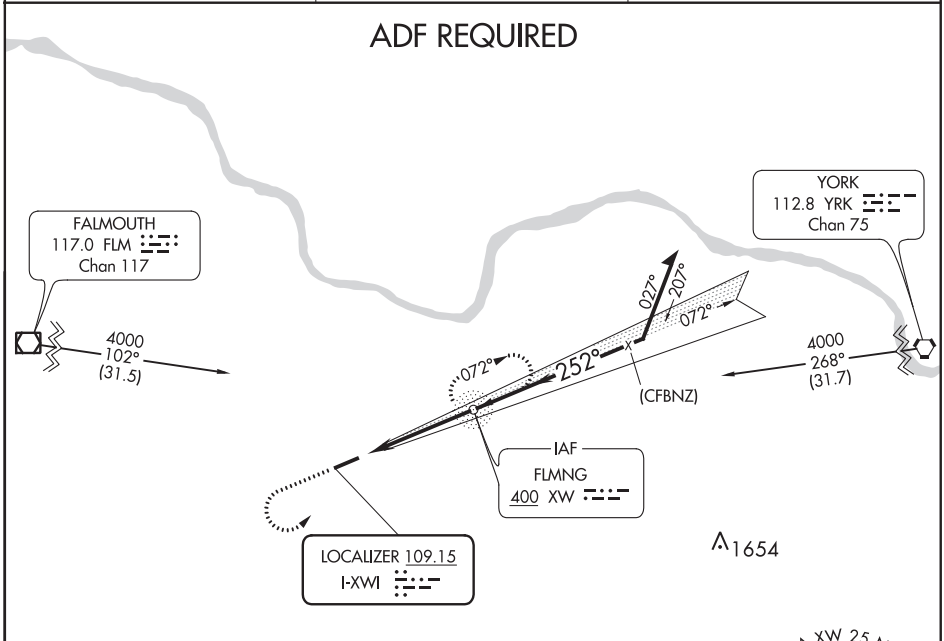
LOC I-XWI 109.15	APP CRS 252°	Rwy Idg TDZE Apt Elev	4702 913 913
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LOC RWY 25
FLEMING-MASON (F'GX)

ADF REQUIRED ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet; increase S-LOC 25 Cats C & D visibility 3/8 mile, increase Circling Cats C & D visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

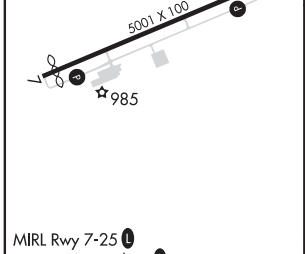
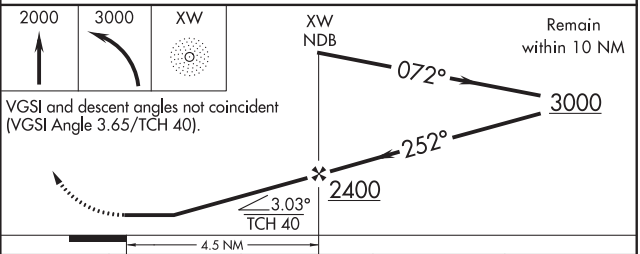
AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 913	D	TDZE 913
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FAF to MAP 4.5 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	S-LOC 25	1380-1	467 (500-1)	1380-1 3/8 467 (500-1 3/8)	
Min:Sec	4:30 3:00 2:15 1:48 1:30	C CIRCLING	1380-1	467 (500-1)	1440-1 1/2 527 (600-1 1/2)	1500-2 587 (600-2)

FLEMINGSBURG, KENTUCKY
Amdt 1A 25JUN15

38°33'N-83°45'W

FLEMING-MASON (F'GX)
LOC RWY 25

VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy Idg TDZE Apt Elev N/A N/A 913
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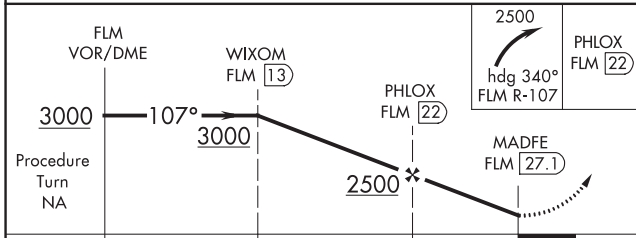
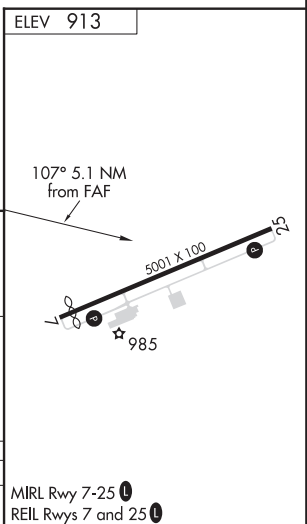
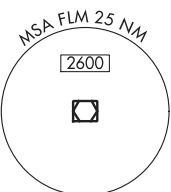
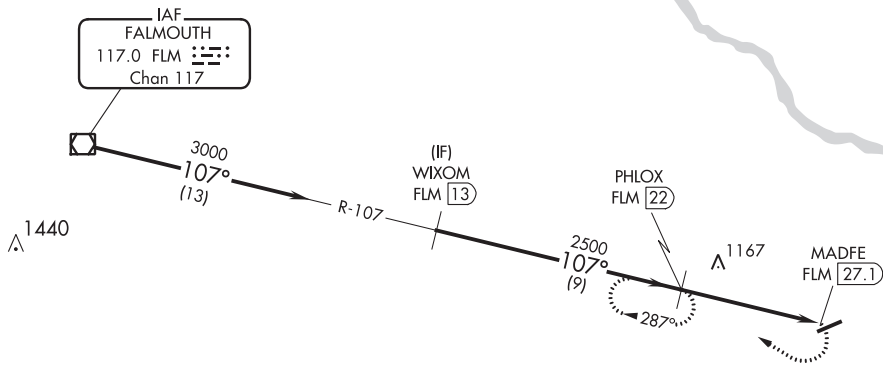
VOR/DME-A
FLEMING-MASON (F'GX)

NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.



CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 987 (1000-1¼)	1900-1½ 987 (1000-1½)	1900-3	987 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77831 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev	5506 812 812
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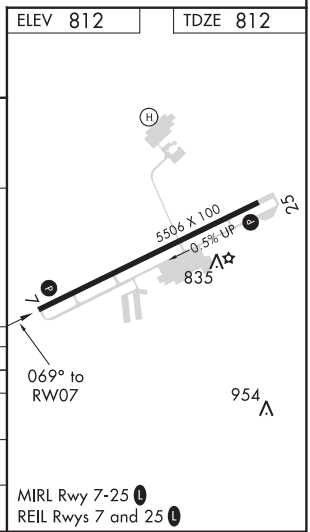
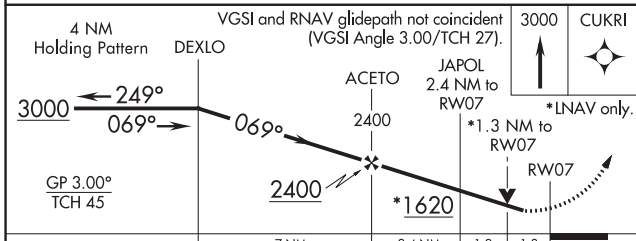
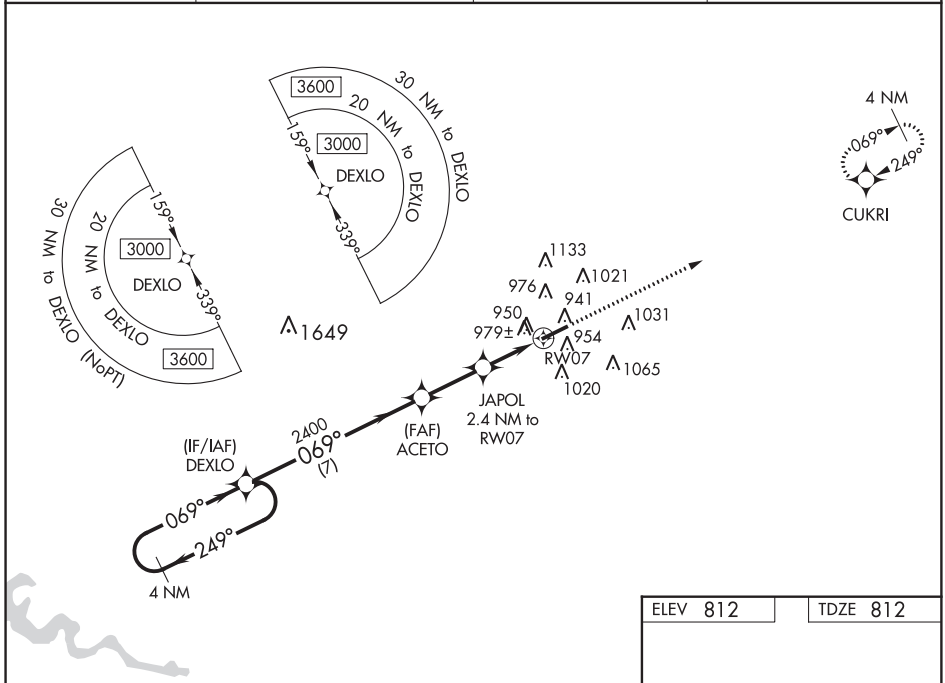
RNAV (GPS) RWY 7

CAPITAL CITY (F'TT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ¼ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ½ mile, and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct CUKRI and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1087-7/8		275 (300-7/8)	
LNAV/VNAV DA	1231-1 3/8		419 (500-1 3/8)	
LNAV MDA	1240-1	428 (500-1)	1240-1 1/4	428 (500-1 1/4)
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1 3/4 628 (700-1 3/4)	1440-2 628 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56531 W25A	APP CRS 249°	Rwy Idg TDZE Apt Elev	5506 790 812
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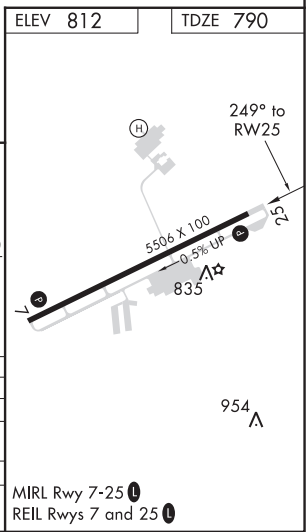
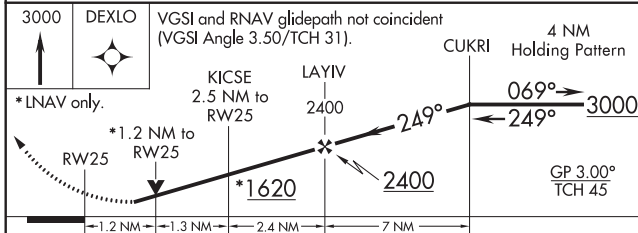
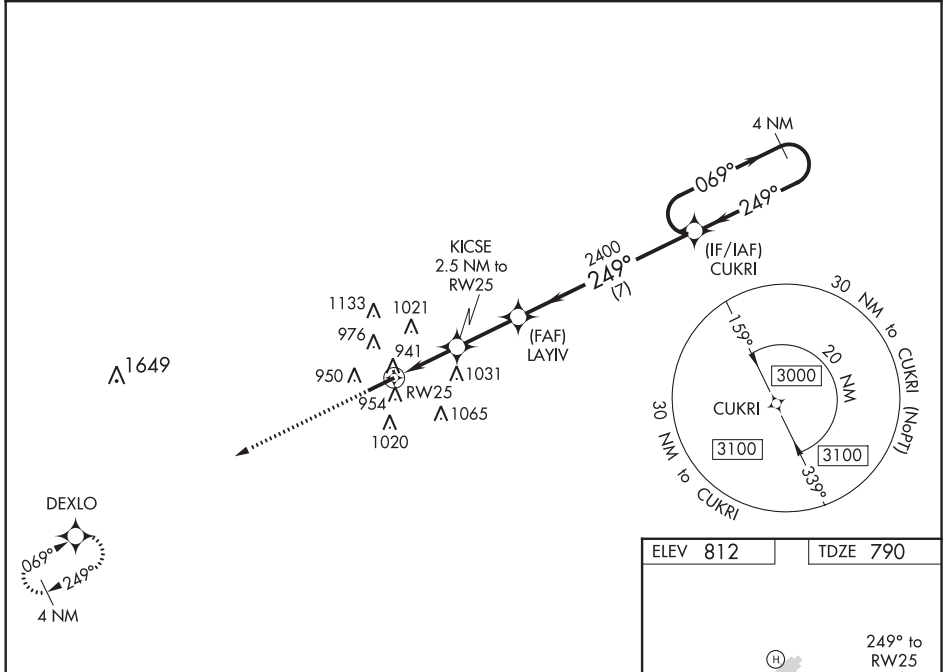
RNAV (GPS) RWY 25

CAPITAL CITY (F'TT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ¼ mile, all LNAV/VNAV visibilities ⅓ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct DEXLO and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1098-1 308 (300-1)			
LNAV/VNAV DA	1109-1 ⅓ 319 (300-1 ⅓)			
LNAV MDA	1200-1	410 (400-1)	1200-1 ⅓	410 (400-1 ⅓)
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1 ¾ 628 (700-1 ¾)	1440-2 628 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FRANKFORT, KENTUCKY

AL-5024 (FAA)

16091

LOC/DME I-FFT 109.95	APP CRS 249°	Rwy Idg TDZE Apt Elev	5506 790 812
Chan 36 (Y)			

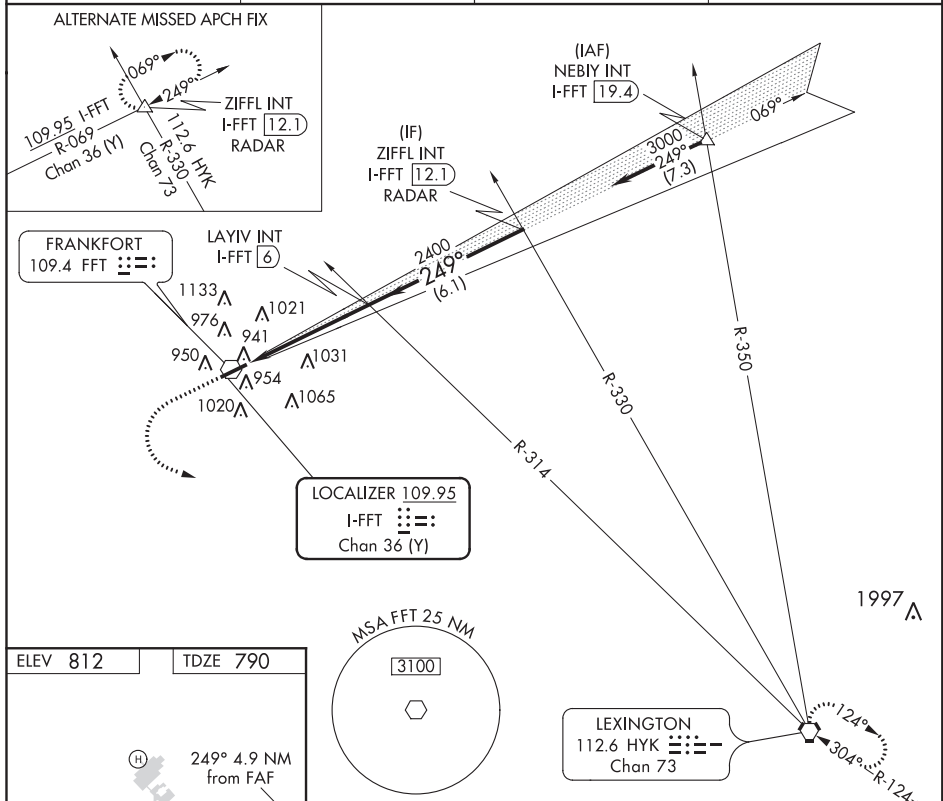
LOC RWY 25

CAPITAL CITY (F'FT)

NA Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to 1½ mile and Circling Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.1	UNICOM 122.8 (CTAF)
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ELEV 812	TDZE 790				
MIRL Rwy 7-25 REIL Rwys 7 and 25 FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-25	1280-1	490 (500-1)	1280-1½	490 (500-1½)
CIRCLING	1280-1 468 (500-1)	1340-1 528 (600-1)	1380-1½ 568 (600-1½)	1420-2 608 (700-2)

FRANKFORT, KENTUCKY
Amdt 3B 16OCT14

38°11'N-84°54'W

CAPITAL CITY (F'FT)

LOC RWY 25

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VOR FFT 109.4	APP CRS 251°	Rwy Idg TDZE Apt Elev	5506 790 812
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VOR RWY 25

CAPITAL CITY (F'F'T)

▽ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility 1/8 mile, and increase Circling Cat C 1/8 mile and Cat D 1/4 mile.

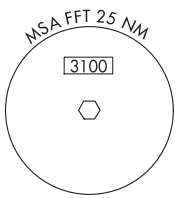
MISSED APPROACH:
Climb to 3100 then left turn direct HYK VORTAC and hold.

ASOS
119.275

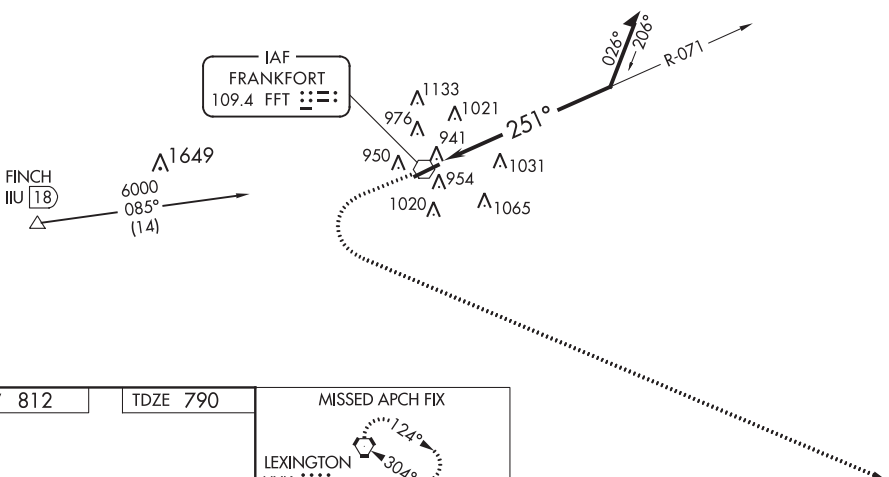
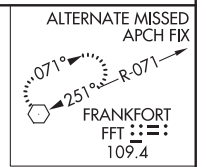
LEXINGTON APP CON
120.75 298.9

CLNC DEL
118.1

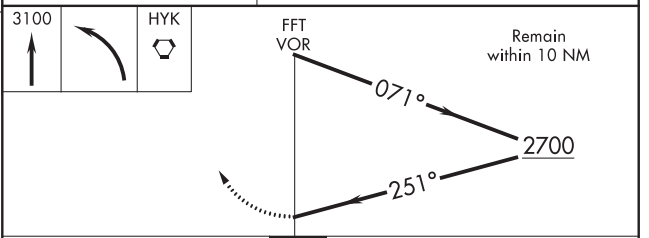
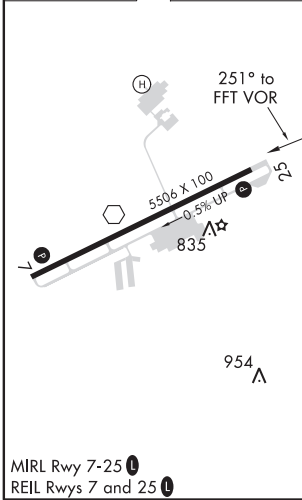
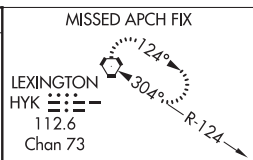
UNICOM
122.8 (CTAF) 0



DME REQUIRED



ELEV 812 TDZE 790



MIRL Rwy 7-25
REIL Rws 7 and 25

CATEGORY	A	B	C	D
S-25	1440-1	650 (700-1)	1440-1 7/8	650 (700-1 7/8)
C CIRCLING	1440-1	628 (700-1)	1440-1 7/8 628 (700-1 7/8)	1440-2 628 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70725 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	6300 583 583
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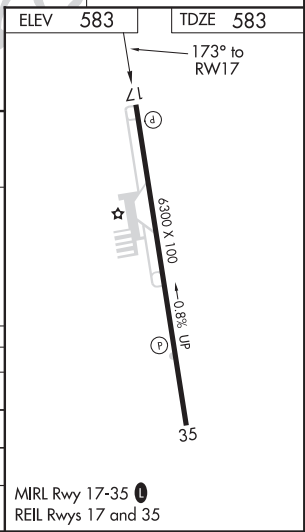
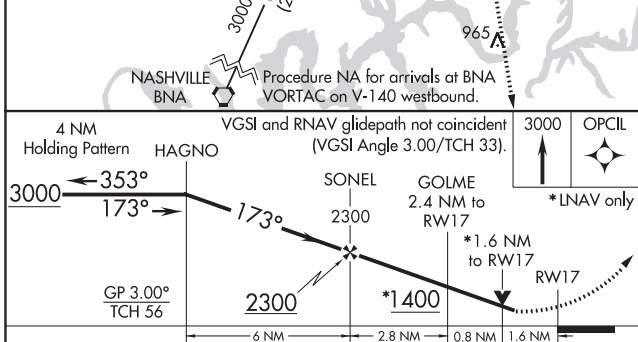
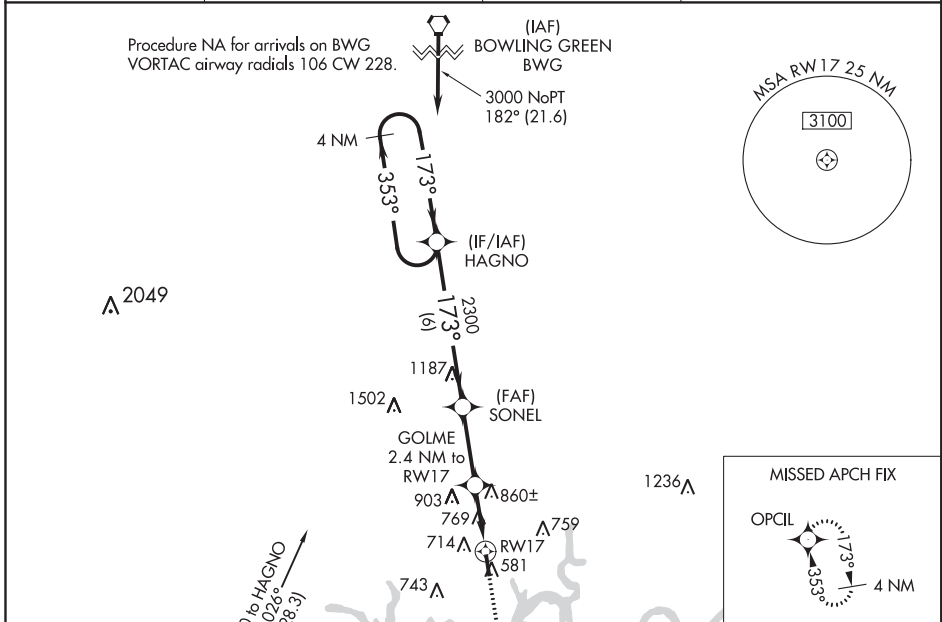
RNAV (GPS) RWY 17

SUMNER COUNTY RGNL (M33)

NA Baro-VNAV and VDP NA when using Nashville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C and D visibility 1/8 mile and LNAV/VNAV all Cats and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct OPCIL and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1069-15/8	486 (500-15/8)	
LNAV/VNAV DA		1075-15/8	492 (500-15/8)	
LNAV MDA	1120-1	537 (600-1)	1120-1 1/2	537 (600-1 1/2)
C CIRCLING	1120-1	537 (600-1)	1240-1 3/4 657 (700-1 3/4)	1280-2 1/4 697 (700-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65627 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	6300 564 583
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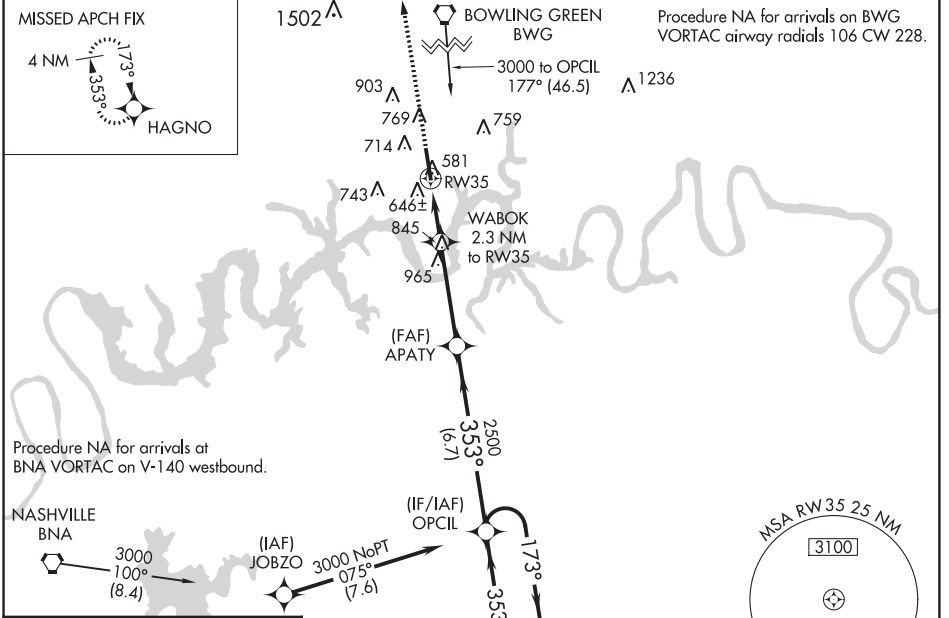
RNAV (GPS) RWY 35

SUMNER COUNTY RGNL (M33)

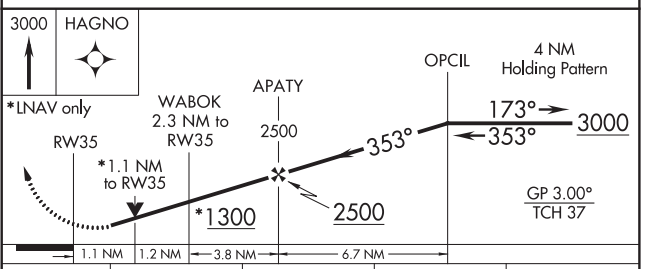
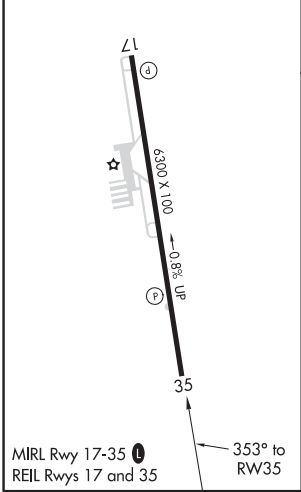
Baro-VNAV NA when using Nashville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile and Circling Cat C/D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct HAGNO and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF)
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ELEV 583	TDZE 564
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CATEGORY	A	B	C	D
LPV DA		814-1	250 (300-1)	
LNAV/VNAV DA		838-1	274 (300-1)	
LNAV MDA		900-1	336 (400-1)	
CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1 3/4 657 (700-1 3/4)	1280-2 1/4 697 (700-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

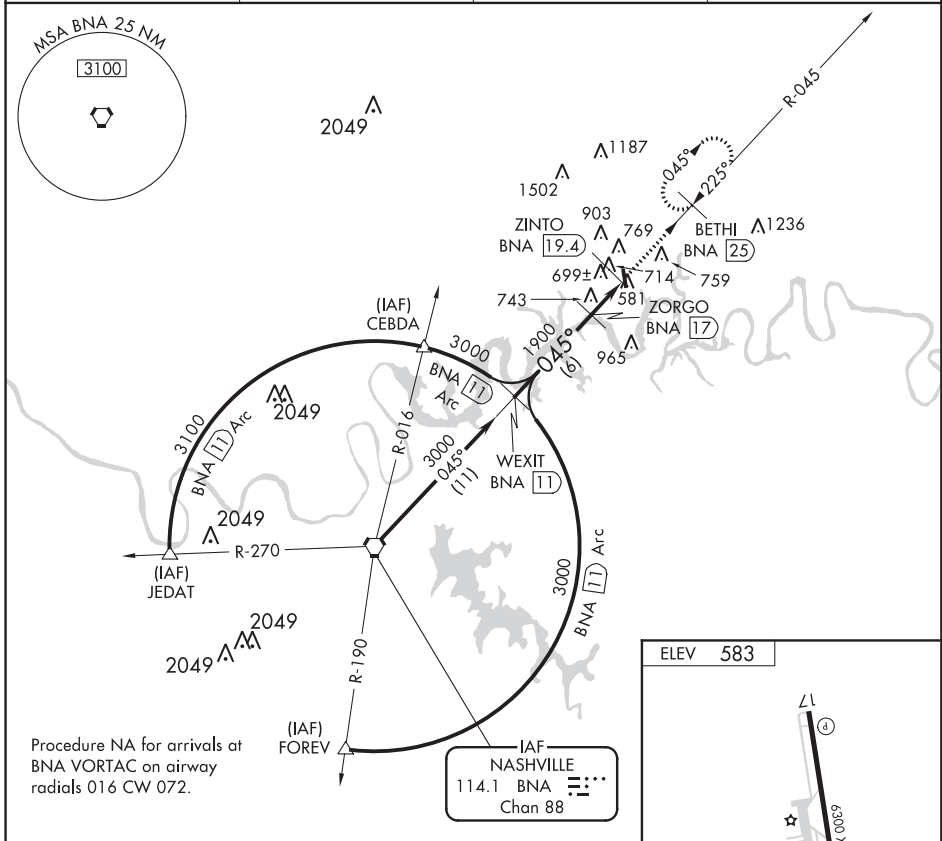
VORTAC BNA 114.1 Chan 88	APP CRS 045°	Rwy Idg TDZE Apt Elev 583	N/A N/A 583
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VOR/DME-A
SUMNER COUNTY RGNL (M33)

NA When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase Cat C/D visibility 1/4 mile.

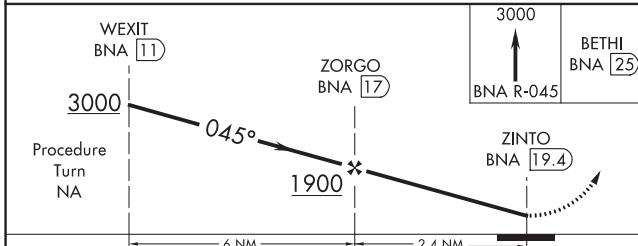
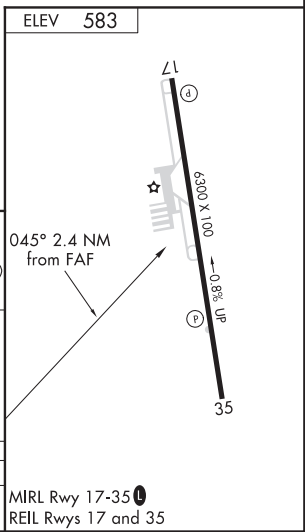
MISSED APPROACH: Climb to 3000 via BNA VORTAC 045° radial to BETHI/25 DME and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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Procedure NA for arrivals at BNA VORTAC on airway radials 016 CW 072.

IAF NASHVILLE
114.1 BNA
Chan 88



CATEGORY	A	B	C	D
CIRCLING	1140-1	557 (600-1)	1140-1½ 557 (600-1½)	1260-2¼ 677 (700-2¼)

MIRL Rwy 17-35
REIL Rws 17 and 35

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

GEORGETOWN, KENTUCKY

AL-9191 (FAA)

13346

APP CRS	Rwy Idg	5498
209°	TDZE	947
	Apt Elev	947

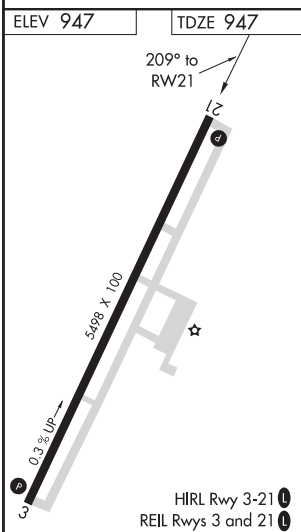
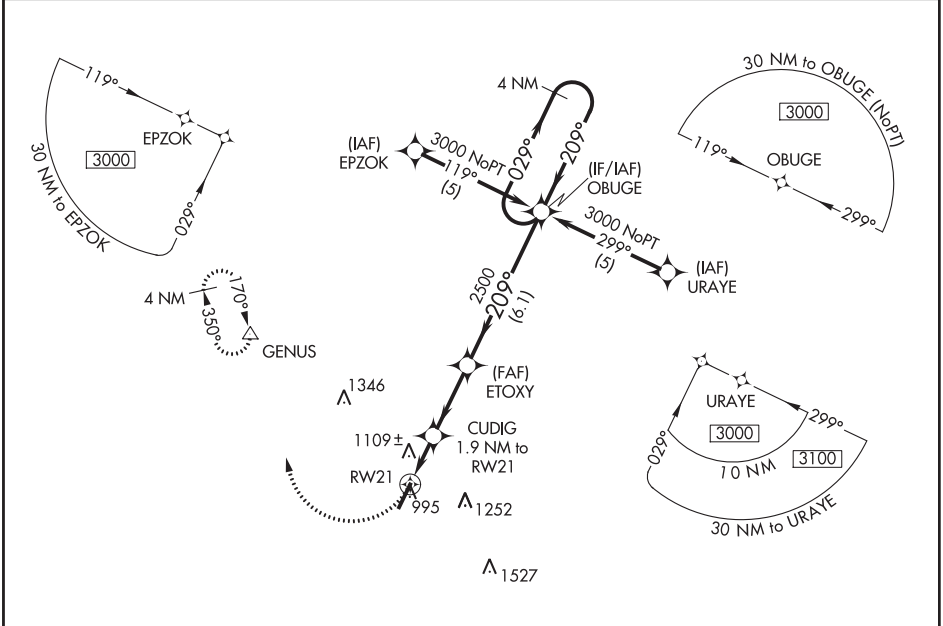
RNAV (GPS) Y RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

NA DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase LNAV and Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF)
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	3000	GENUS			4 NM Holding Pattern	
			CUDIG 1.9 NM to RW21	ETOXY	OBUGE	
			1.2 NM to RW21	3.04° TCH 30°	209° → 3000	
			1.2 NM	0.7 NM	2.8 NM	← 209°
CATEGORY	A	B	C	D		
LNAV MDA	1360-1	413 (500-1)	1360-1 1/4	413 (500-1 1/4)		
CIRCLING	1420-1	473 (500-1)	1420-1 1/2	1580-2	633 (700-2)	

GEORGETOWN, KENTUCKY
Orig 29JUL10

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)
38° 14'N- 84° 26'W

RNAV (GPS) Y RWY 21

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48909 W21A	APP CRS 209°	Rwy ldg TDZE Apt Elev	5498 947 947
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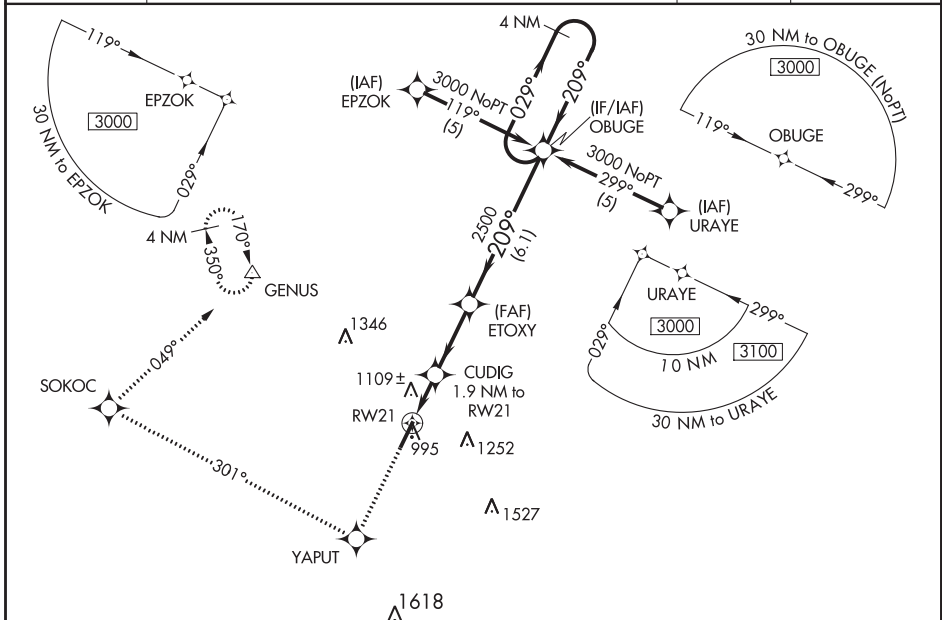
RNAV (GPS) Z RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1185, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LPV all Cats and LNAV Cat D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

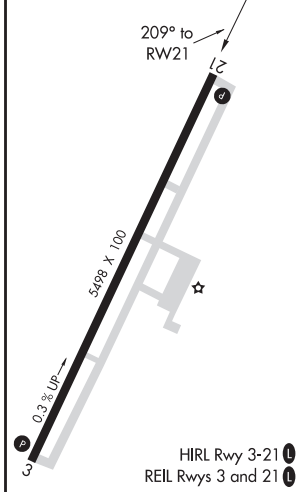
AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) 0
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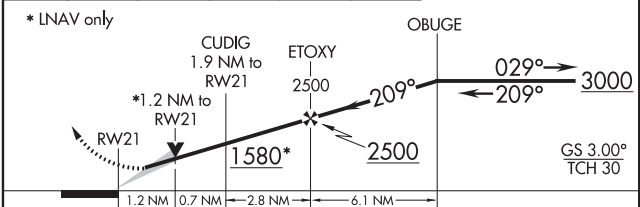
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 947	TDZE 947
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3000	YAPUT	SOKOC	GENUS	4 NM Holding Pattern
↑	✧	tr 301°	tr 049°	△



CATEGORY	A	B	C	D
LPV DA	1147-¾ 200 (200-¾)			
LNAV/ VNAV DA	1421-1¾ 474 (500-1¾)			
LNAV MDA	1360-1	413 (500-1)	1360-1¼	413 (500-1¼)
CIRCLING	1420-1	473 (500-1)	1420-1½	1580-2 633 (700-2)

GEORGETOWN, KENTUCKY

AL-9191 (FAA)

13346

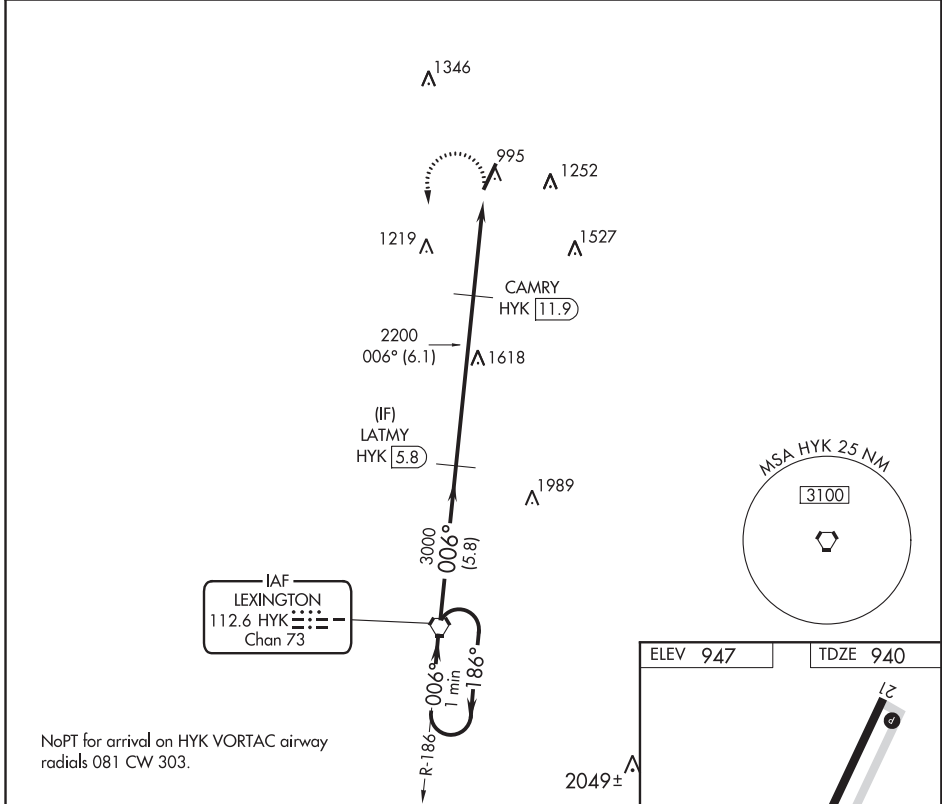
VORTAC HYK 112.6 Chan 73	APP CRS 006°	Rwy Idg 5498 TDZE 940 Apt Elev 947
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VOR/DME RWY 3

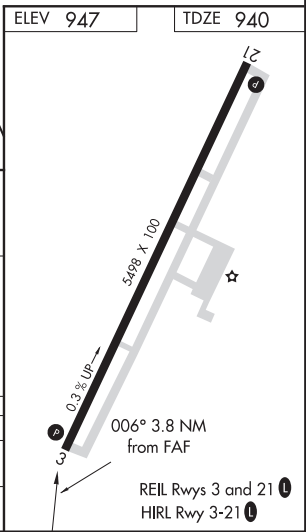
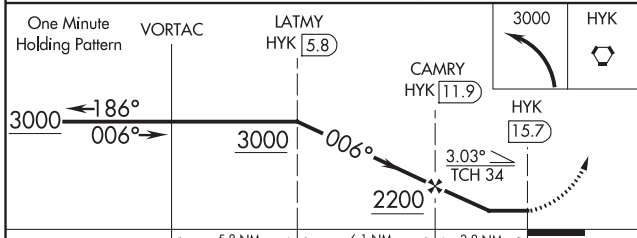
GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

<p>▼ Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase circling Cat D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct HYK VORTAC and hold.</p>
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AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) 📞
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NoPT for arrival on HYK VORTAC airway radials 081 CW 303.



CATEGORY	A	B	C	D
S-3	1480-1 540 (600-1)		1480-1½ 540 (600-1½)	1480-1¾ 540 (600-1¾)
CIRCLING	1480-1 533 (600-1)		1480-1½ 533 (600-1½)	1580-2 633 (700-2)

GEORGETOWN, KENTUCKY
Amdt 1 11MAR10

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)
38° 14'N- 84° 26'W

VOR/DME RWY 3

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77607 W08A	APP CRS 075°	Rwy Idg THRE 704 Apt Elev 716	5000
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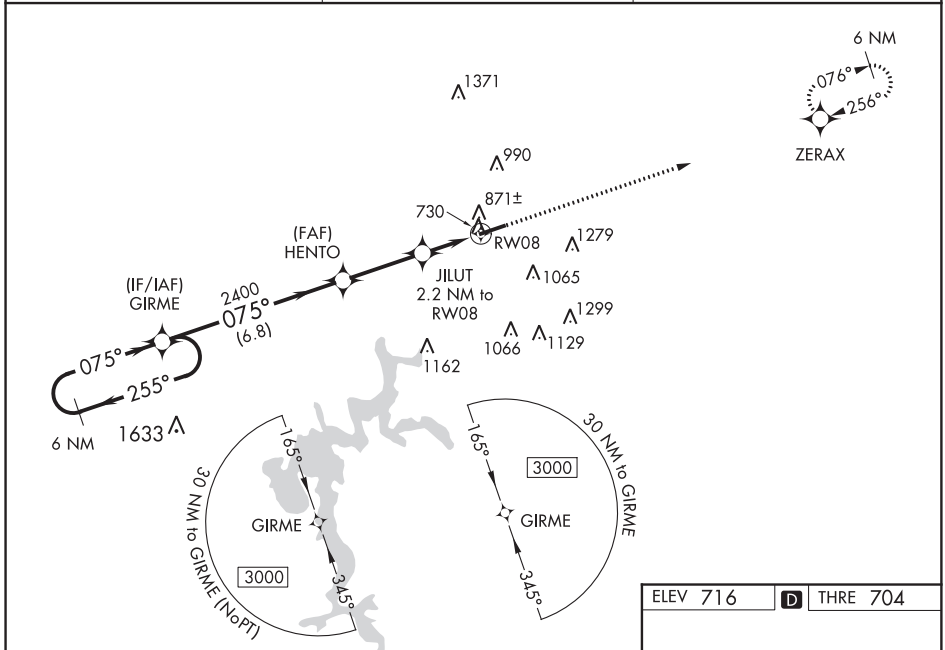
RNAV (GPS) RWY 8

GLASGOW MUNI (GLW)

⚠ When VGSI inop, Circling Rwy 26 NA at night. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1109 feet, LNAV/VNAV DA to 1263 feet, LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cat C and Circling Cat C visibility ½ mile, LNAV Cat D and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct ZERAX and hold.

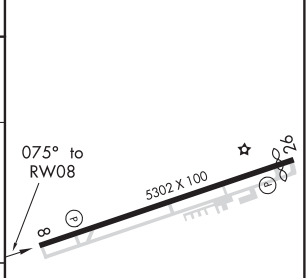
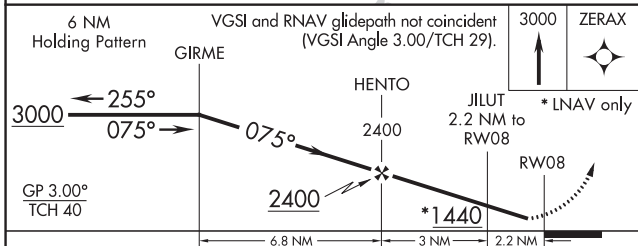
AWOS-3 118.525	MEMPHIS CENTER 132.9 263.1	UNICOM 122.8 (CTAF) Ⓛ
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 716	D THRE 704
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CATEGORY	A	B	C	D
LPV DA	966-1		262 (300-1)	
LNAV/VNAV DA	1120-1 ³ / ₈		416 (500-1 ³ / ₈)	
LNAV MDA	1140-1	436 (500-1)	1140-1 ¹ / ₄	436 (500-1 ¹ / ₄)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1 ¹ / ₂ 544 (600-1 ¹ / ₂)	1540-2 ³ / ₄ 824 (900-2 ³ / ₄)

MIRL Rwy 8-26 **Ⓛ**
REIL Rwy 8 and 26 **Ⓛ**

GLASGOW, KENTUCKY

AL-5818 (FAA)

16035

APP CRS	Rwy Idg	5000
255°	TDZE	715
	Apt Elev	716

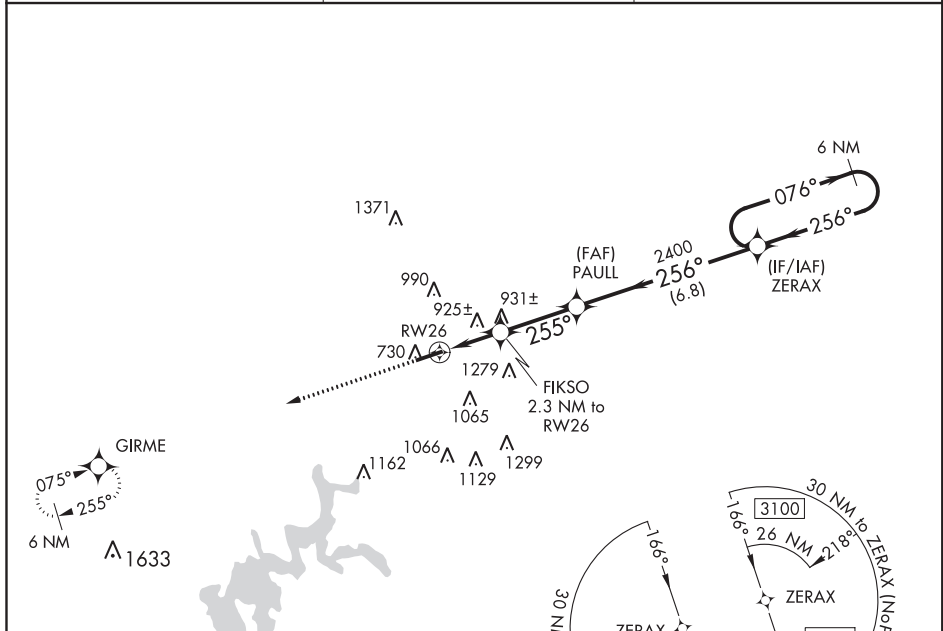
RNAV (GPS) RWY 26

GLASGOW MUNI (GLW)

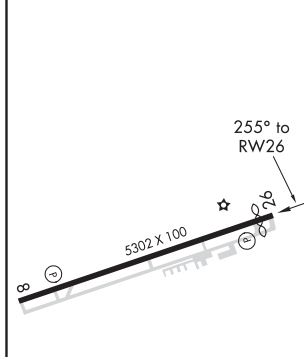
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat C and D visibility ½ mile, Circling Cat C ½ mile, Cat D ¼ mile. Night landing: Rwy 26 NA.

▲ MISSED APPROACH: Climb to 3000 direct GIRME and hold.

AWOS-3 118.525	MEMPHIS CENTER 132.9 263.1	UNICOM 122.8 (CTAF) 0
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ELEV 716	D	TDZE 715
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3000	GIRME	Visual segment - obstacles.	6 NM Holding Pattern
	PAULL	FIKSO 2.3 NM to RWY 26	ZERAX
	RWY 26	2400	3000
	2.3 NM	2.9 NM	6.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1200-1	485 (500-1)	1200-1 $\frac{3}{8}$	485 (500-1 $\frac{3}{8}$)
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1 $\frac{1}{2}$ 544 (600-1 $\frac{1}{2}$)	1540-2 $\frac{3}{4}$ 824 (900-2 $\frac{3}{4}$)

GLASGOW, KENTUCKY
Amdt 2A 04FEB16

37°02'N-85°57'W

GLASGOW MUNI (GLW)

RNAV (GPS) RWY 26

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FORT KNOX, KENTUCKY

ILS or LOC/DME RWY 18

LOC/DME I-FTK 108.95 Chan 26 (Y)	APCH CRS 180°	Rwy ldg THRE Arpt Elev 5185 755 755
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AL-151 [USA]

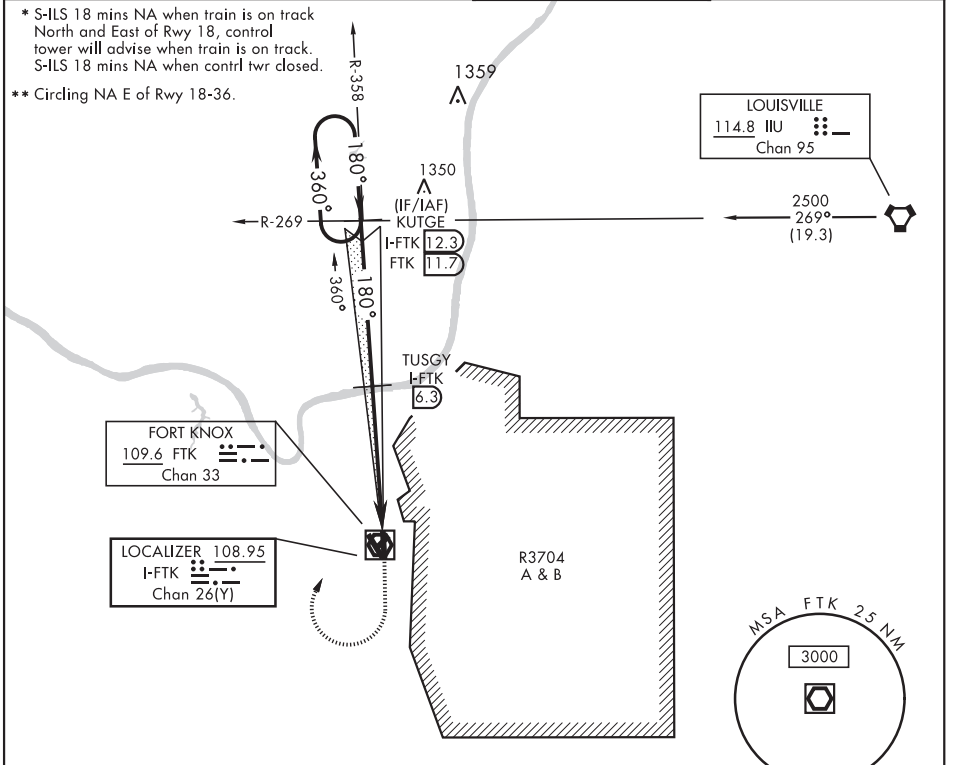
GODMAN AAF (KF TK)

Procedure NA at night.
Helicopter visibility reduction below 1SM NA.
Inoperative table does not apply.

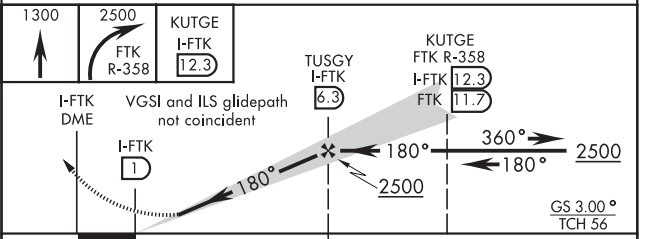
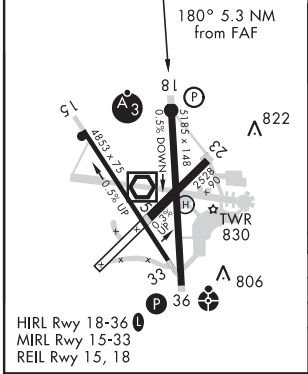


MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 on heading 030° to intercept FTK VOR/DME R-358 to KUTGE INT/I-FTK 12.3 DME and hold.

ATIS* 109.6	LOUISVILLE APP CON 132.075 327.0	GODMAN TOWER* 133.35 (CTAF) 0	GND CON 121.9 239.3
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ELEV 755	THRE 755
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CATEGORY	A	B	C	D
S-ILS 18*		1005-1	250 (300-1)	
S-LOC 18		1120-1	365 (400-1)	
CIRCLING**	1300-1	545 (600-1)	1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FORT KNOX, KENTUCKY
Orig 28MAY15

37°54'N-85°58'W

GODMAN AAF (KF TK)

ILS or LOC/DME RWY 18

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FORT KNOX, KENTUCKY

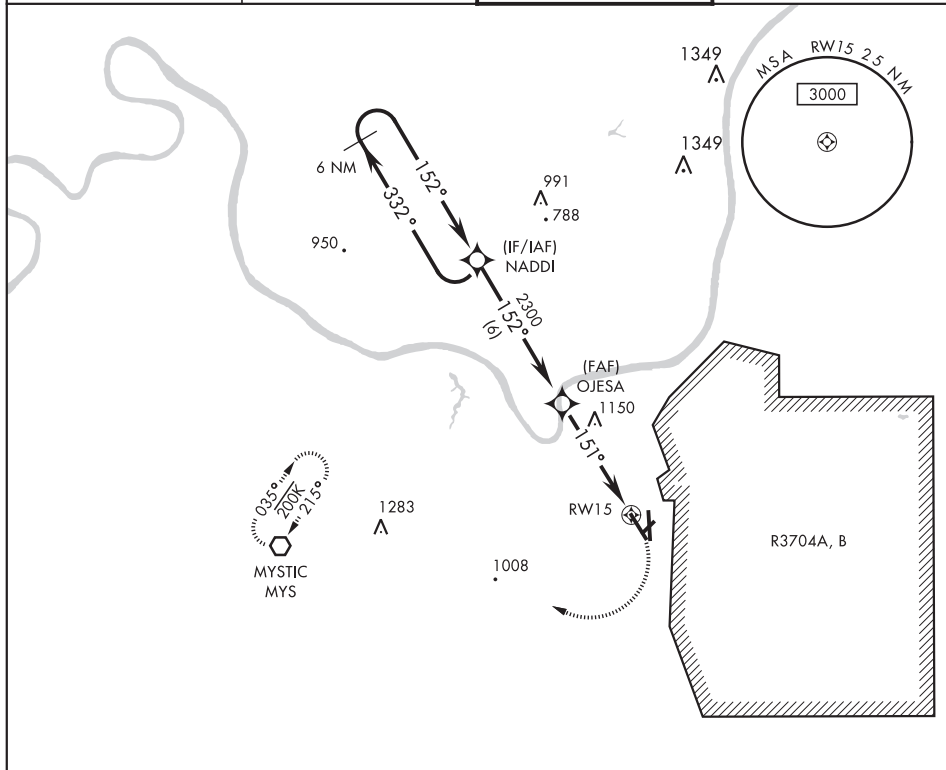
RNAV (GPS) RWY 15

APCH CRS	Rwy Idg	4853
151°	TDZE	755
	Arpt Elev	755

AL-151 [USA]

GODMAN AAF (KFTK)

<p>▼ * Circling not authorized E of Rwy 18-36. DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climbing right turn to 3000 direct MYS VOR and hold.</p>	
<p>ATIS★ 109.6</p>	<p>LOUISVILLE APP CON 132.075 327.0</p>	<p>GODMAN TOWER★ 133.35 (CTAF) 0</p>	<p>GND CON 121.9 239.3</p>



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 755		TDZE 755	
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CATEGORY	A	B	C	D
RNAV MDA	1200-1	445 (500-1)	1200-1½ 445 (500-1½)	1200-1½ 445 (500-1½)
CIRCLING *	1300-1	545 (600-1)	1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FORT KNOX, KENTUCKY
Orig 15232

37° 54' N-85° 58' W

GODMAN AAF (KFTK)

RNAV (GPS) RWY 15

VOR/DME RWY 15

VOR/DME FTK 109.6 Chan 33	APCH CRS 146°	Rwy ldg TDZE 4853 755	Arpt Elev 755
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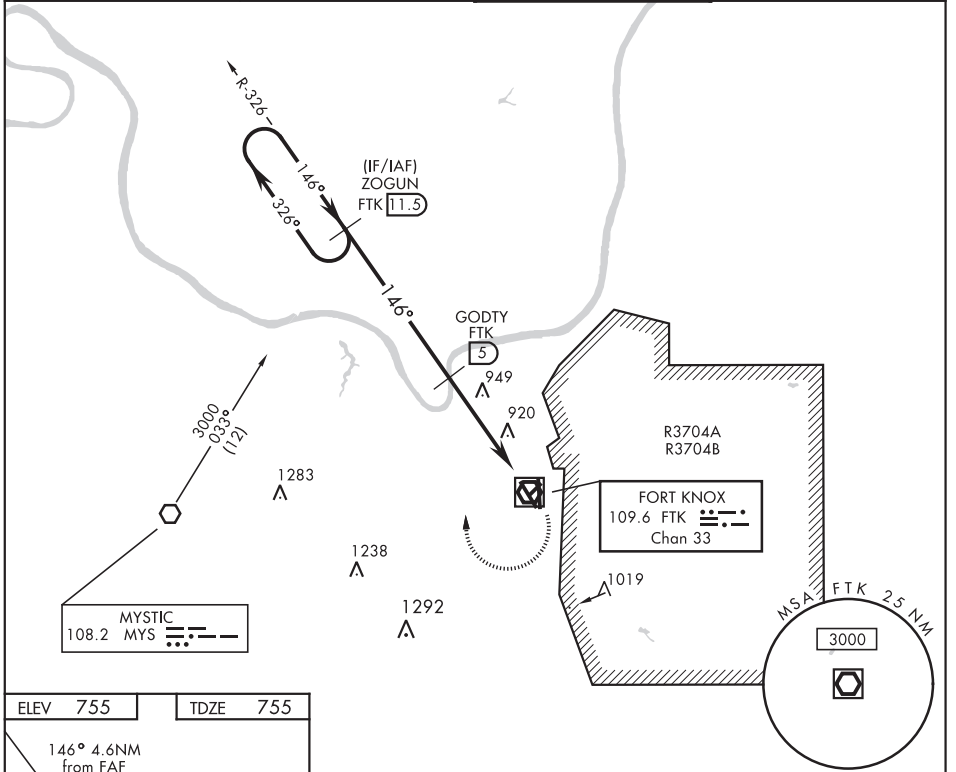
AL-151 [USA]

GODMAN AAF (KFTK)

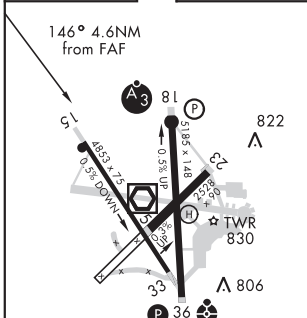
▼ * Circling not authorized E of Rwy 18-36.
Night landing Rwy 18 NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 356° and FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

ATIS★ 109.6	LOUISVILLE APP CON 132.075 327.0	GODMAN TOWER★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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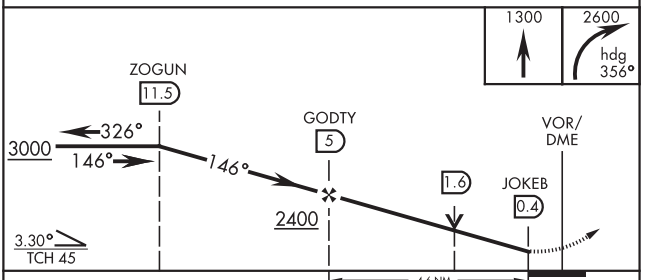


ELEV 755	TDZE 755
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HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15, 18

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-15	1200-1 445 (500-1)		1200-1 $\frac{3}{8}$ 445 (500-1 $\frac{3}{8}$)	
CIRCLING*	1300-1 545 (600-1)		1300-1 $\frac{1}{2}$ 545 (600-1 $\frac{1}{2}$)	1320-2 565 (600-2)

VOR/DME RWY 15

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FORT KNOX, KENTUCKY

VOR/DME RWY 18

VOR/DME FTK 109.6 Chan 33	APCH CRS 186°	Rwy ldg TDZE 755 Arpt Elev 755
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AL-151 [USA]

GODMAN AAF (KFTK)

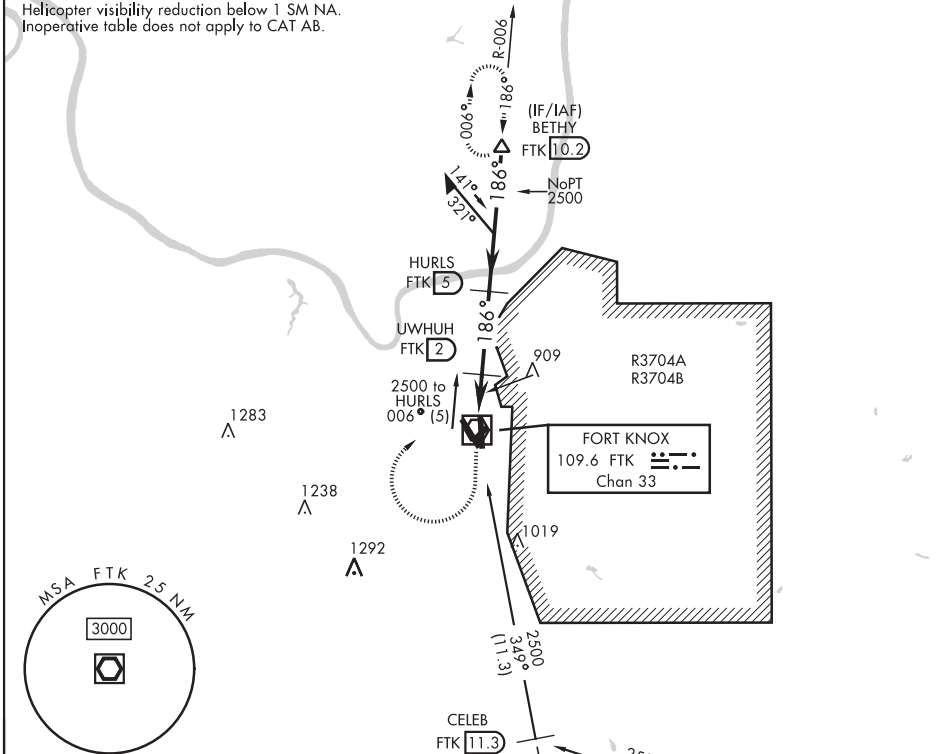
▼ * When ALS inop, increase CAT CD visibility to 1½ mile.
** Circling NA E of Rwy 18-36
Night Landing NA Rwy 18.



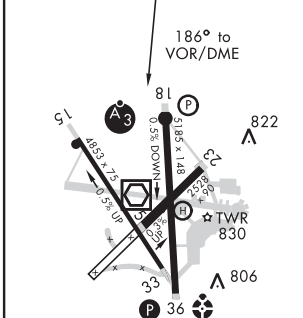
MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.

ATIS★ 109.6	LOUISVILLE APP CON 132.075 327.0	GODMAN TOWER★ 133.35 (CTAF)	GND CON 121.9 239.3
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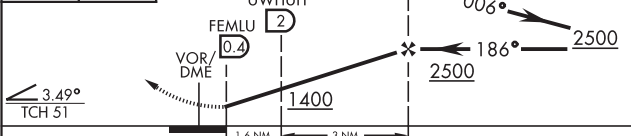
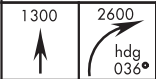
Helicopter visibility reduction below 1 SM NA.
Inoperative table does not apply to CAT AB.



ELEV 755	TDZE 755
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HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15, 18



CATEGORY	A	B	C	D
S-18 *	1160-1 405 (500-1)			
☐ CIRCLING **	1300-1 545 (600-1)	1300-1½ 545 (600-1½)	1320-2 565 (600-2)	

FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Amtd 1 25JUN15

VOR/DME RWY 18

SE-1, 10 NOV 2016 to 05 JAN 2017

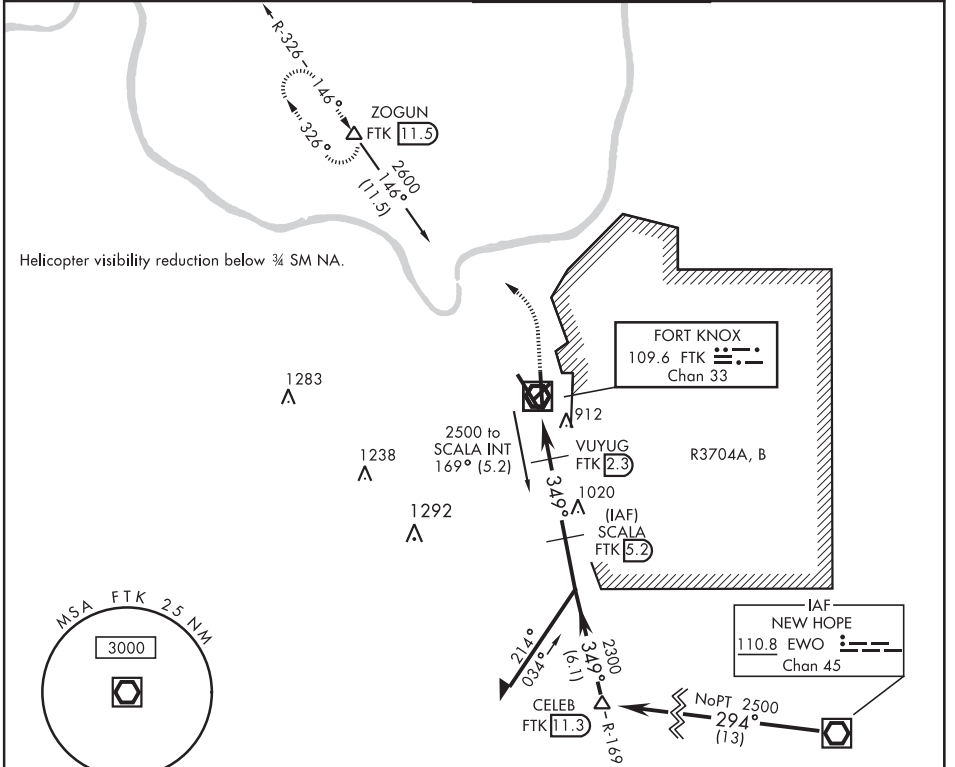
SE-1, 10 NOV 2016 to 05 JAN 2017

FORT KNOX, KENTUCKY

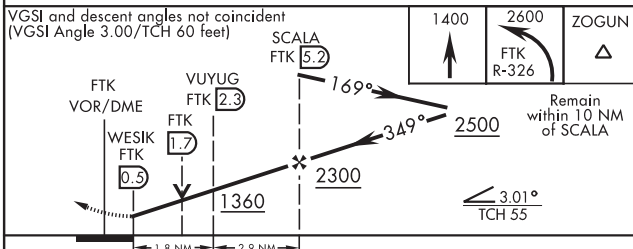
VOR/DME RWY 36

VOR/DME FTK 109.6 Chan 33	APCH CRS 349°	Rwy Idg TDZE 741 Arprt Elev 755	AL-151 [USA]	GODMAN AAF (KFTK)
* When ALS inop increase CAT D vis to 1½ mile. ** Circling not authorized E of Rwy 18-36. Night landing RWY 18 NA.			ODALS	MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

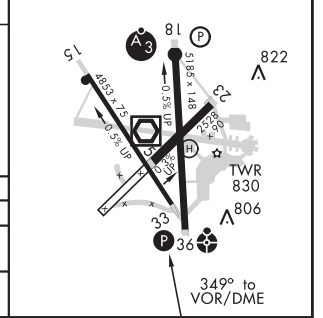
ATIS* 109.6	LOUISVILLE APP CON 132.075 327.0	GODMAN TOWER* 133.35 (CTAF) 0	GND CON 121.9 239.3
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ELEV 755	TDZE 741
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HRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15, 18



CATEGORY	A	B	C	D
S-36*	1180-¾ 439 (500-¾)		1180-1½ 439 (500-1½)	
CIRCLING**	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FORT KNOX, KENTUCKY 37°54'N-85°58'W GODMAN AAF (KFTK)

VOR/DME RWY 36

FORT KNOX, KENTUCKY

NDB RWY 18

NDB GOI 396	APCH CRS 177°	Rwy ldg TDZE Arprt Elev 5185 755
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AL-151 [USA]

GODMAN AAF (KFTK)

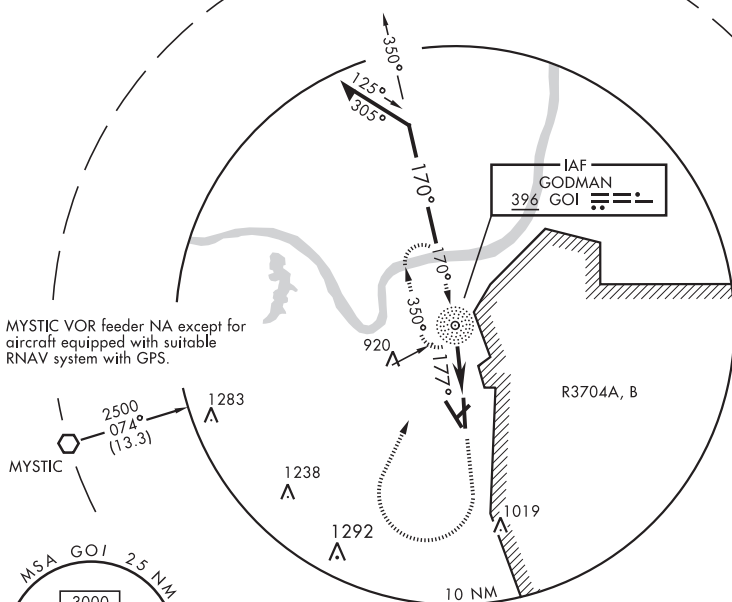
▼ * Circling not authorized E of Rwy 18-36.



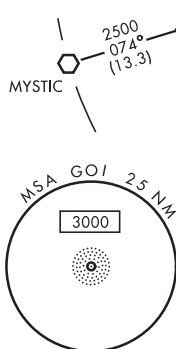
MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.

ATIS★ 109.6	LOUISVILLE APP CON 132.075 327.0	GODMAN TOWER★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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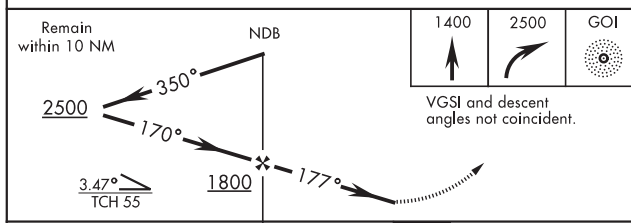
Visibility reduction by helicopters NA.



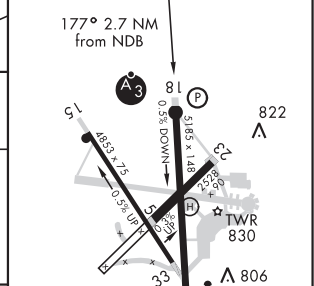
MYSTIC VOR feeder NA except for aircraft equipped with suitable RNAV system with GPS.



ENROUTE FACILITIES



ELEV 755	TDZE 755
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HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15, 18

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

FORT KNOX, KENTUCKY
Amdt 14 26MAY16

37° 54' N-85° 58' W

GODMAN AAF (KFTK)

NDB RWY 18

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-151 [USA]

GODMAN AAF (KFTK)

FORT KNOX, KENTUCKY

ATIS 109.6★
 GODMAN TOWER★
 133.35
 GND CON
 121.9 239.3

FIELD
 ELEV
 755

85°58.5'W

85°58.0'W

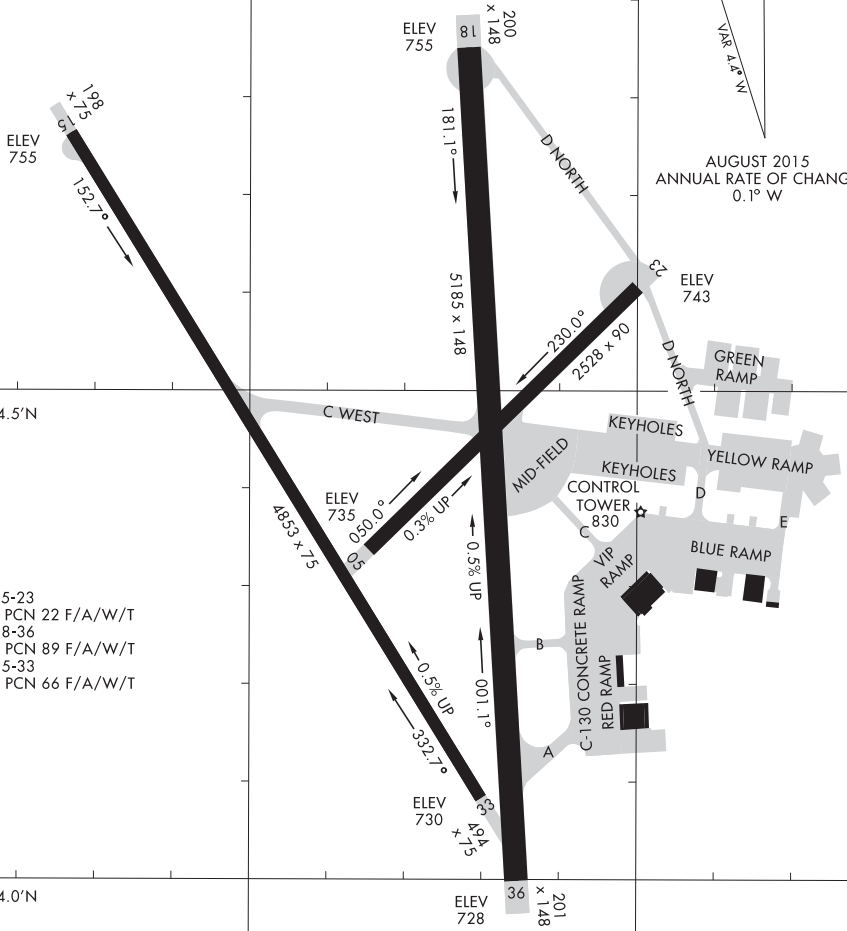
37°55.0'N

37°54.5'N

37°54.0'N

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

FORT KNOX, KENTUCKY

GODMAN AAF (KFTK)

WAAS CH 58330 W05A	APP CRS 054°	Rwy Idg THRE Apt Elev	6001 1590 1608
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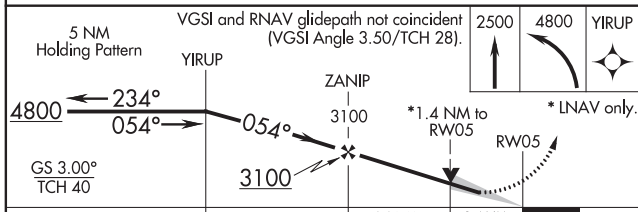
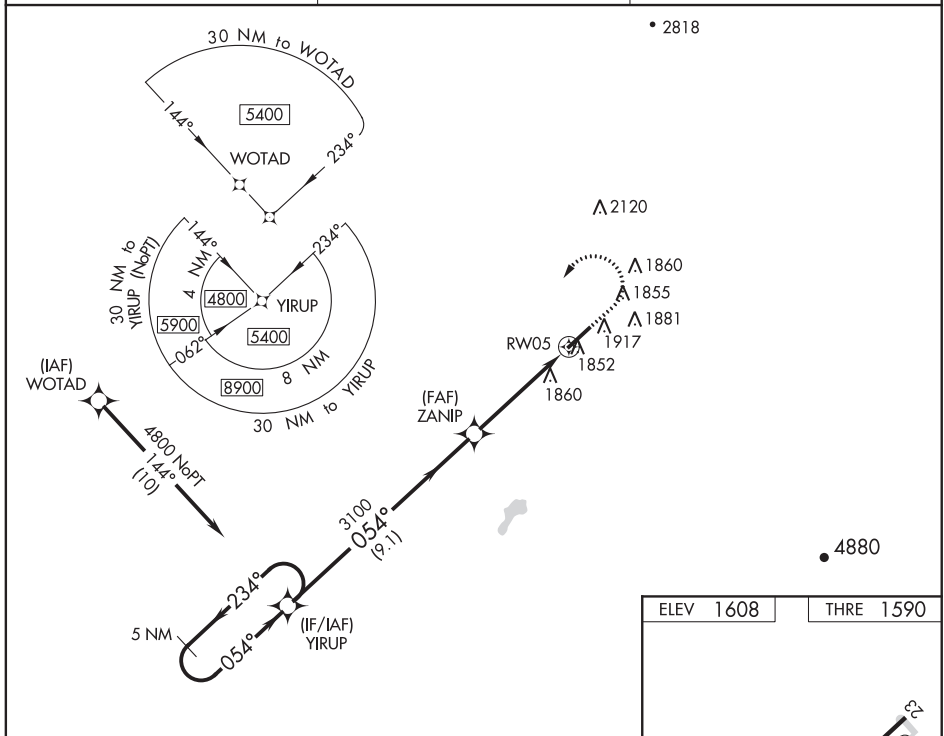
RNAV (GPS) RWY 5

GREENEVILLE-GREENE COUNTY MUNI (GCV)

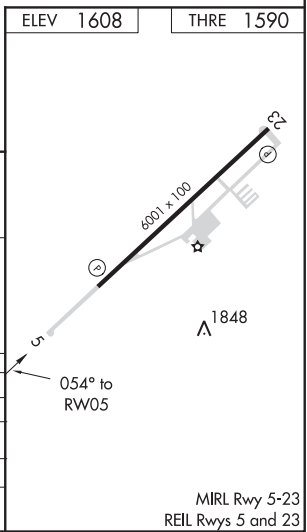
NA Night landing: Rwy 23 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tri-City altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cat C/D visibility 1/8 mile, and Circling Cat C/D visibility 1/4 mile. Baro-VNAV and VDP NA when using Tri-City altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

AWOS-3 128.425	TRI-CITY APP CON* 119.25 317.5	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1858-1 268 (300-1)			
LNAV/VNAV DA	2171-2 581 (600-2)			
LNAV MDA	2140-1	550 (600-1)	2140-1 5/8	550 (600-1 5/8)
CIRCLING	2240-1	632 (700-1)	2240-1 3/4 632 (700-1 3/4)	2260-2 652 (700-2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NDB DYQ 263	APP CRS 054°	Rwy Idg THRE Apt Elev	6001 1590 1608
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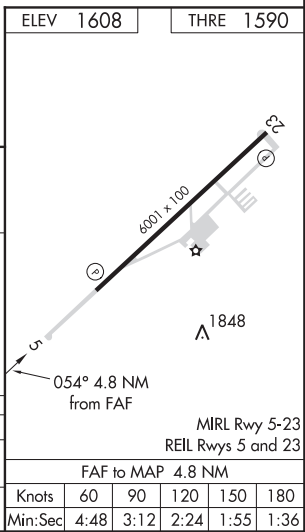
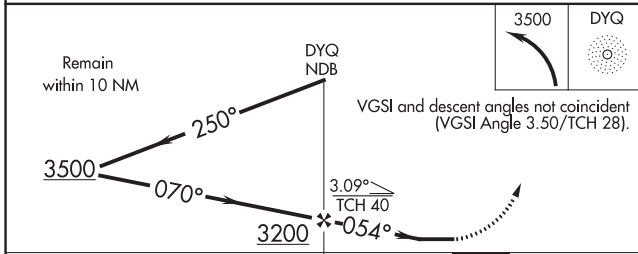
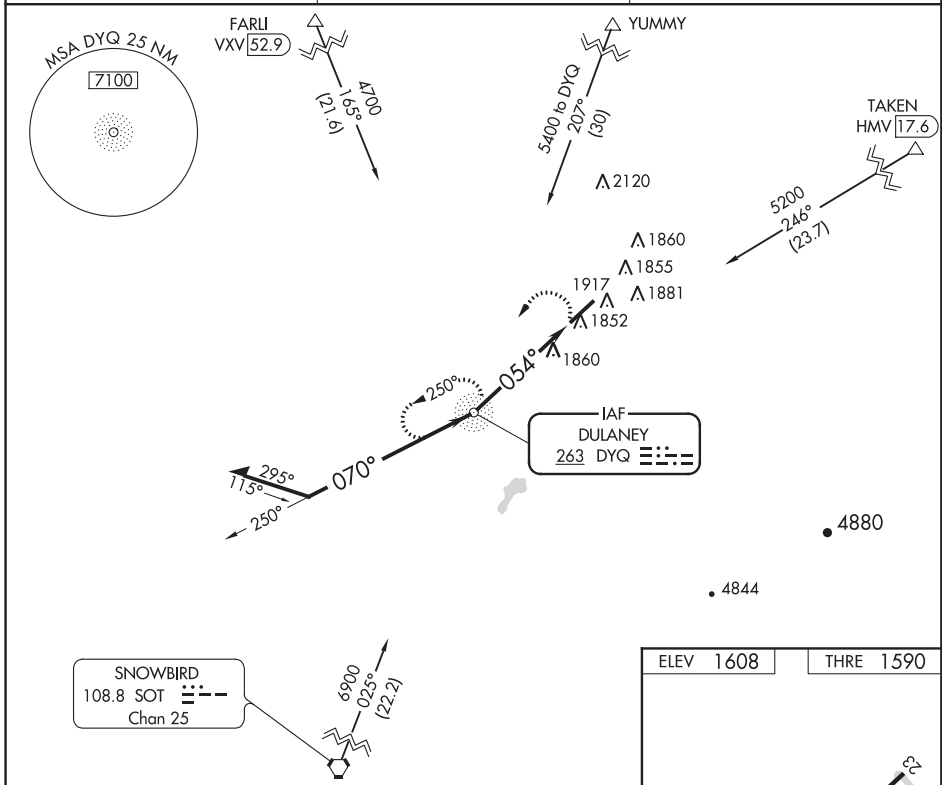
NDB RWY 5

GREENEVILLE-GREENE COUNTY MUNI (GCY)

⚠️ **NA** When local altimeter setting not received, use Tri-City altimeter setting and increase all MDA 80 feet; increase S-5 Cat C/D visibility and Circling Cat C visibility ½ mile and Circling Cat D visibility ½ mile. Night landing: Rwy 23 NA.

⚠️ **MISSED APPROACH:** Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3 128.425	TRI-CITY APP CON★ 119.25 317.5	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-5	2160-1	570 (600-1)	2160-1½	570 (600-1½)
CIRCLING	2260-1	652 (700-1)	2260-1¾	2260-2 652 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, KENTUCKY

AL-6345 (FAA)

15120

WAAS CH 56527 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	5000 420 428
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RNAV (GPS) RWY 6

MUHLENBERG COUNTY (M21)

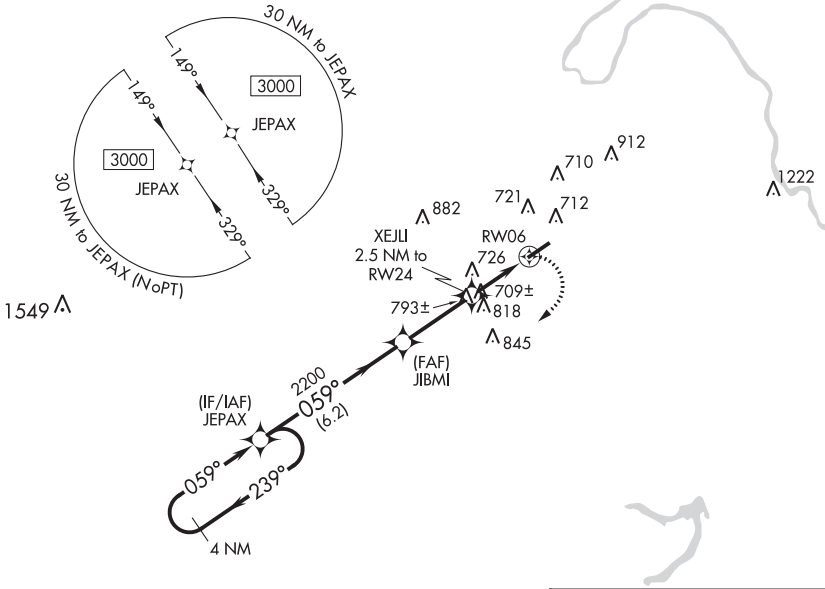
▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet. Increase LP Cats C/D visibility $\frac{1}{8}$ mile, LNAV Cat B and Circling Cats B/D visibility $\frac{1}{4}$ mile, and LNAV Cats C/D and Circling Cat C visibility $\frac{1}{2}$ mile. Night landing: Rwy 24 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climbing right turn to 3000 direct JEPAX and hold.

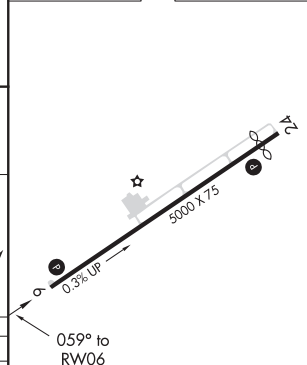
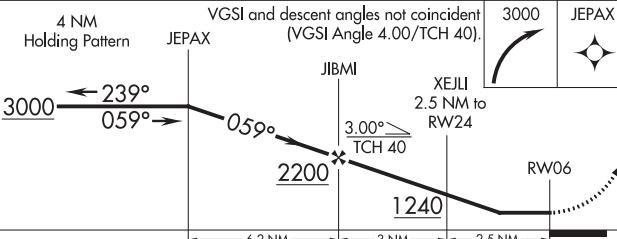
AWOS-3
120.45

EVANSVILLE APP CON*
124.025 290.9

UNICOM
123.0 (CTAF) ①



ELEV 428 **D** TDZE 420



CATEGORY	A	B	C	D
LP MDA	960-1	540 (600-1)	960-1 $\frac{5}{8}$	540 (600-1 $\frac{5}{8}$)
LNAV MDA	1100-1	680 (700-1)	1100-2	680 (700-2)
CIRCLING	1100-1	672 (700-1)	1100-2 672 (700-2)	1100-2 $\frac{1}{4}$ 672 (700-2 $\frac{1}{4}$)

GREENVILLE, KENTUCKY
Orig-A 30APR15

37°14'N-87°09'W

MUHLENBERG COUNTY (M21) RNAV (GPS) RWY 6

MRL Rwy 6-24 ①
REL Rws 6 and 24 ①

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99627 W24A	APP CRS 239°	Rwy Idg 4600 TDZE 428 Apt Elev 428
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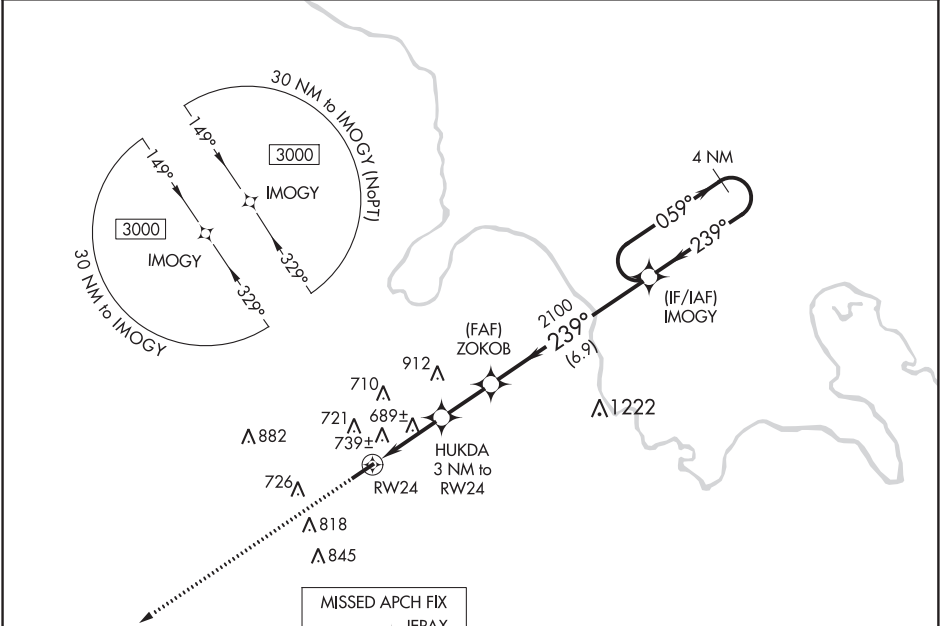
RNAV (GPS) RWY 24

MUHLBERG COUNTY (M21)

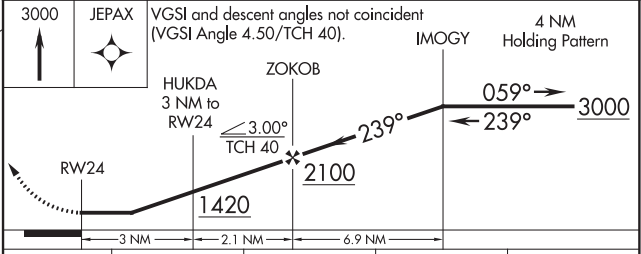
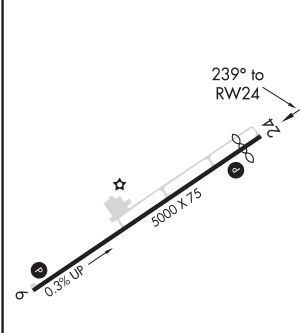
▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet. Increase LP Cats C/D visibility $\frac{3}{8}$ mile and LNAV Cats C/D and Circling Cats C/D visibility $\frac{1}{4}$ mile. Night landing: Rwy 24 NA. Helicopter visibility reduction below 1 SM NA.

△ NA
MISSED APPROACH:
Climb to 3000 direct JEPAX and hold.

AWOS-3 120.45	EVANSVILLE APP CON * 124.025 290.9	UNICOM 123.0 (CTAF) 0
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ELEV 428	D	TDZE 428
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CATEGORY	A	B	C	D
LP MDA	940-1	512 (600-1)	940- $\frac{3}{8}$	512 (600- $\frac{1}{8}$)
LNAV MDA	1000-1	572 (600-1)	1000- $\frac{1}{8}$	572 (600- $\frac{1}{8}$)
CIRCLING	1040-1	612 (700-1)	1040- $\frac{3}{4}$ 612 (700- $\frac{3}{4}$)	1040-2 612 (700-2)

MIRL Rwy 6-24 **0**
REIL Rwy 6 and 24 **0**

GREENVILLE, KENTUCKY
Amdt 1B 30APR15

37°14'N-87°09'W

RNAV (GPS) RWY 24

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, KENTUCKY

AL-6345 (FAA)

15120

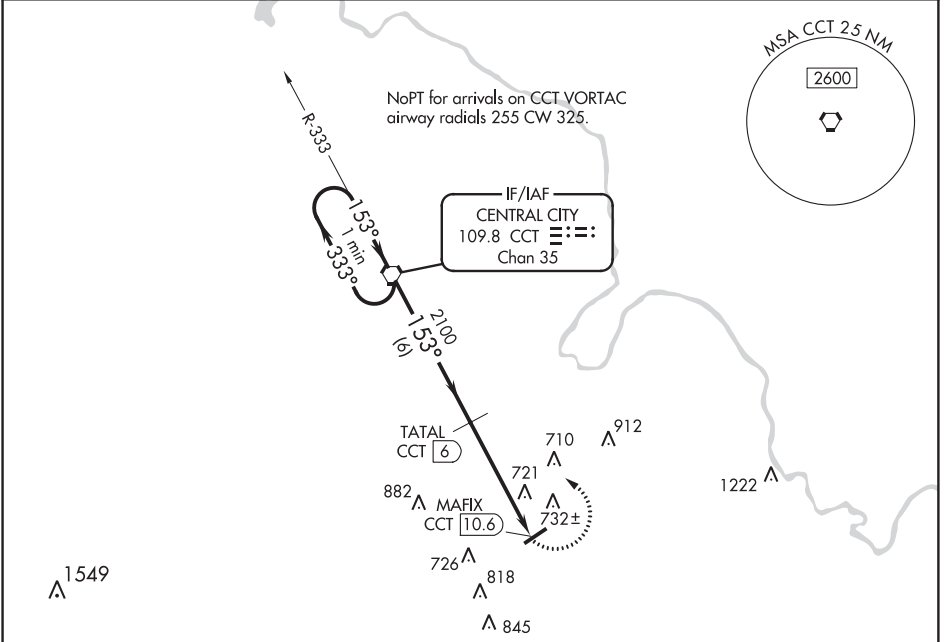
VORTAC CCT 109.8 Chan 35	APP CRS 153°	Rwy Idg TDZE Apt Elev	N/A N/A 428
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VOR/DME-A
MUHLENBERG COUNTY (M21)

V When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet and visibility Cats C and D 1/4 mile. Night landing: Rwy 24 NA. Helicopter visibility reduction below 1 SM NA.

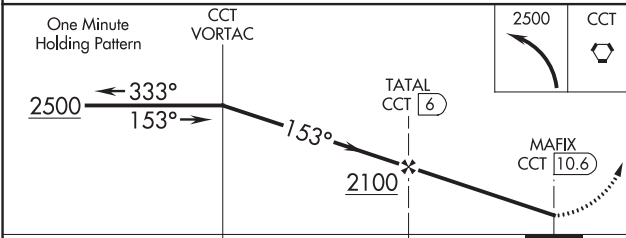
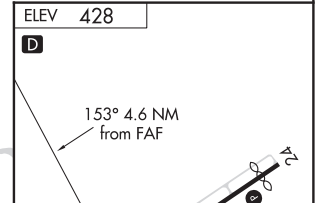
MISSED APPROACH: Climbing left turn to 2500 direct CCT VORTAC and hold.

AWOS-3 120.45	EVANSVILLE APP CON * 124.025 290.9	UNICOM 123.0 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1040-1	612 (700-1)	1040-1 3/4 612 (700-1 3/4)	1040-2 612 (700-2)

MIRL Rwy 6-24
REIL Rwys 6 and 24

GREENVILLE, KENTUCKY
Amdt 5B 30APR15

37°14'N-87°09'W

MUHLENBERG COUNTY (M21)
VOR/DME-A

APP CRS 070°	Rwy Idg TDZE Apt Elev	N/A N/A 1564
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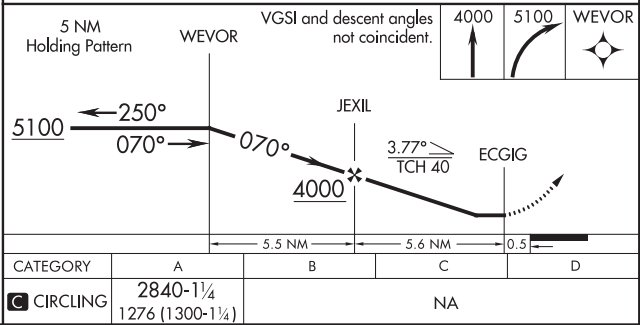
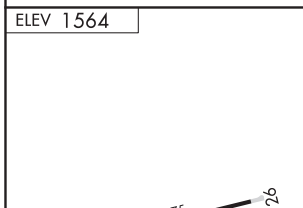
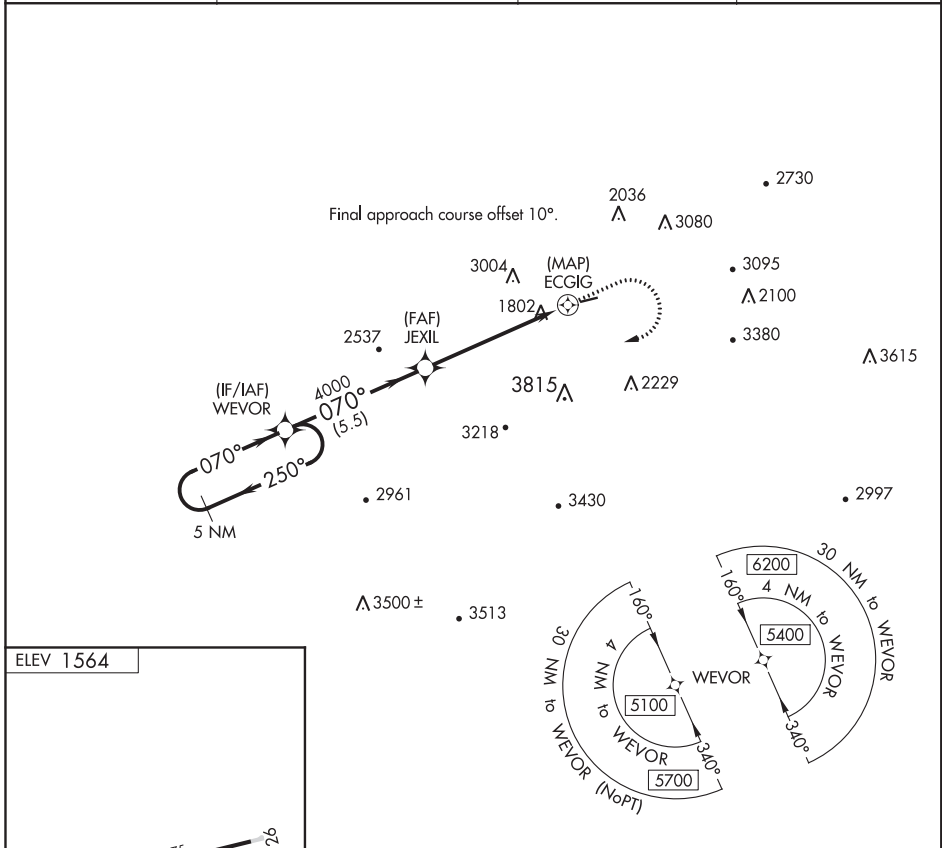
RNAV (GPS)-A

TUCKER-GUTHRIE MEMORIAL (I35)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Middlesboro altimeter setting and increase all MDA 120 feet. Procedure NA at night. Circling NA N of Rwy 8-26.

⚠ MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct WEVOR and hold.

AWOS-3 118.35	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)	119.475 Ⓜ
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MIRL Rwy 8-26 **Ⓜ**
REIL Rwy 8 and 26 **Ⓜ**

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HARTFORD, KENTUCKY

AL-9266 (FAA)

15176

WAAS CH 45926 W03A	APP CRS 027°	Rwy Idg 5000 TDZE 530 Apt Elev 537
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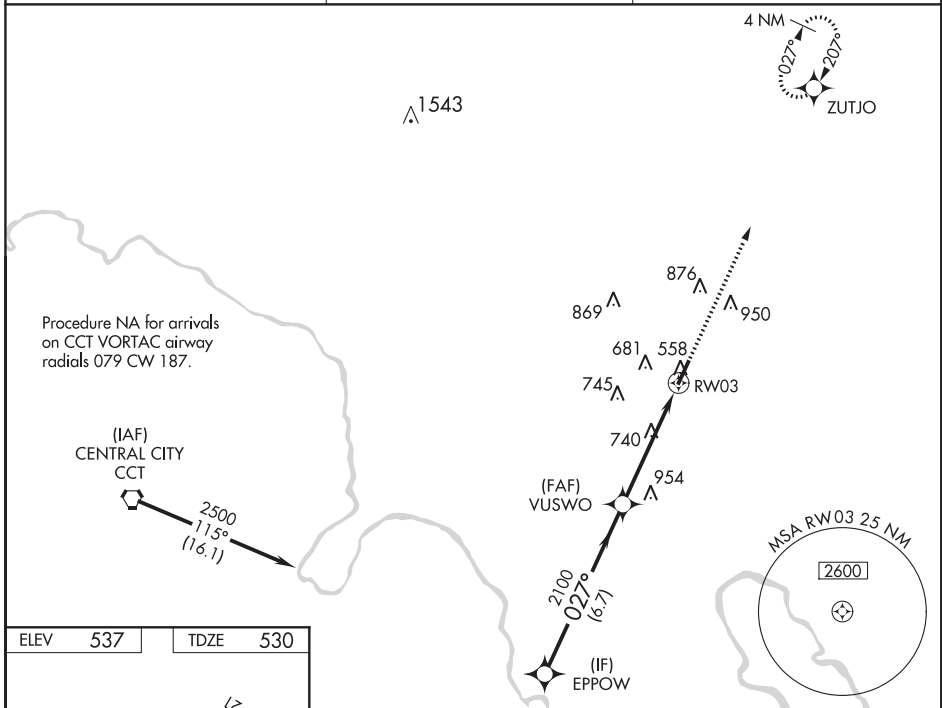
RNAV (GPS) RWY 3

OHIO COUNTY (JQD)

⚠ Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Owensboro altimeter setting and increase all DA 71 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile, increase LNAV Cat C visibility ⅓ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH:
Climb to 2500 direct ZUTJO and hold.

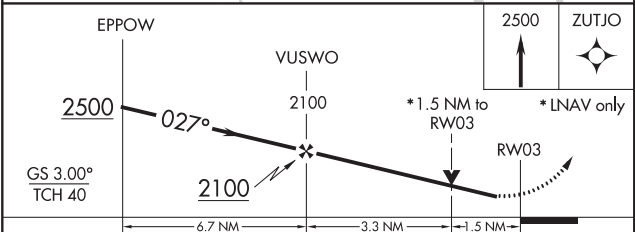
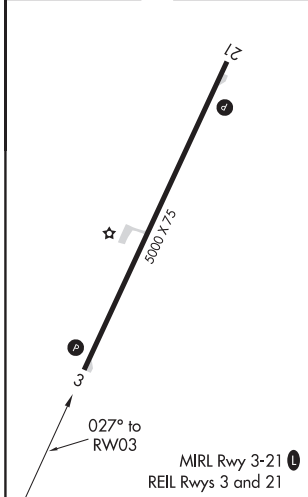
AWOS-3PT 132.1	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 537	TDZE 530
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CATEGORY	A	B	C	D
LPV DA	780-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	780-7/8	250 (300-7/8)		NA
LNAV MDA	1040-1	510 (600-1)	1040-1 3/8 510 (600-1 3/8)	NA
CIRCLING	1040-1 503 (600-1)	1060-1 523 (600-1)	1080-1 1/2 543 (600-1 1/2)	NA

HARTFORD, KENTUCKY
Orig-B 26JUN14

37°28'N - 86°51'W

RNAV (GPS) RWY 3

RNAV (GPS) RWY 21

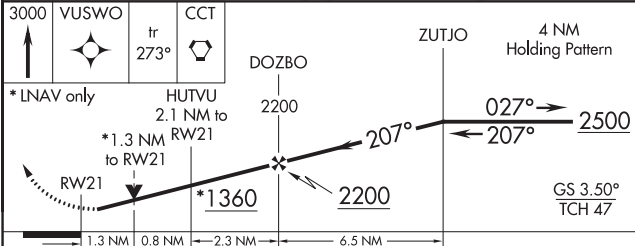
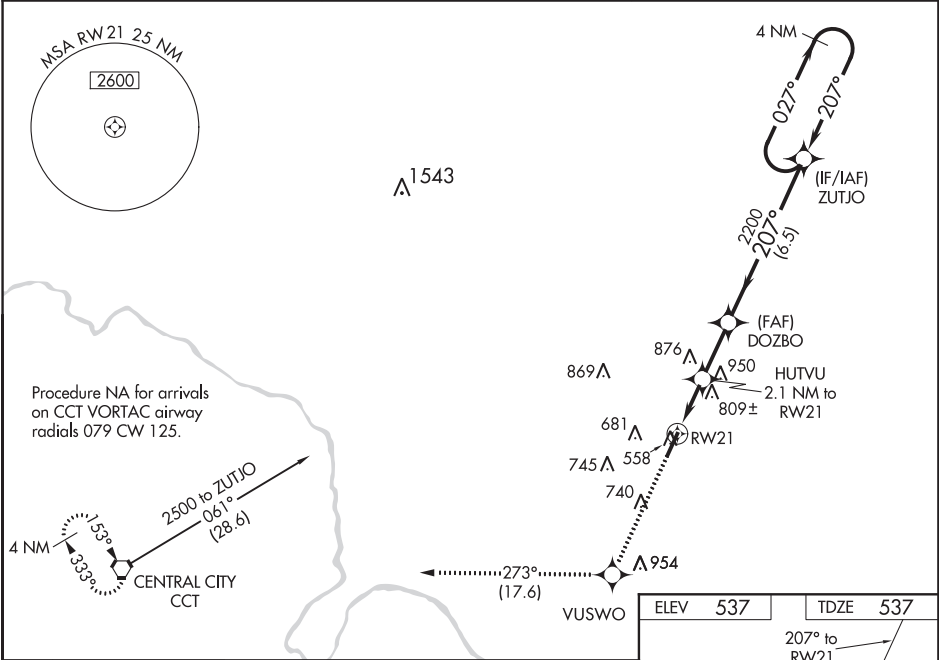
OHIO COUNTY (JQD)

WAAS CH 90526 W21A	APP CRS 207°	Rwy Idg 5000
		TDZE 537
		Apt Elev 537

⚠ Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Owensboro altimeter setting and increase all DA 71 feet, all MDA 80 feet, increase LPV Cats A and B visibility ¼ mile and Cat C visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized.

MISSED APPROACH:
Climb to 3000 direct VUSWO and on track 273° to CCT VORTAC and hold.

AWOS-3PT 132.1	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) 1
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ELEV 537	TDZE 537
207° to RWY 21	
3000 x 25	
MIRL Rwy 3-21 1	
REIL Rws 3 and 21	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HARTFORD, KENTUCKY

AL-9266 (FAA)

14205

VORTAC CCT 109.8 Chan 35	APP CRS 078°	Rwy Idg TDZE Apt Elev	N/A N/A 537
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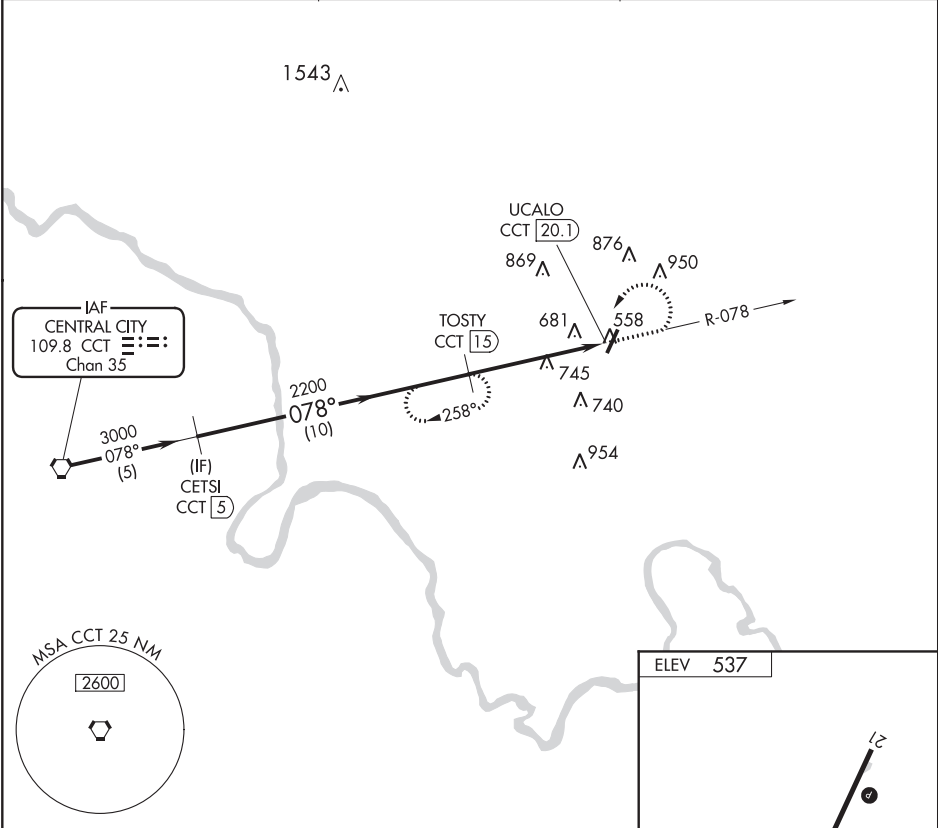
VOR/DME-A
OHIO COUNTY (JQD)

▼ When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 100 feet.
▲ NA MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 215° and CCT R-078 to TOSTY/15 DME and hold.

AWOS-3PT
132.1

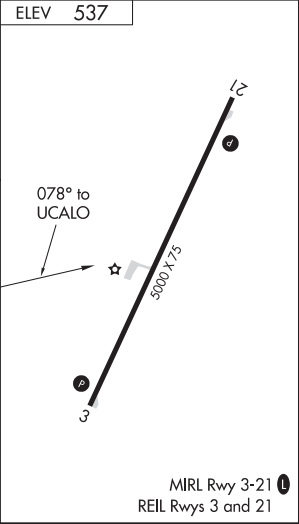
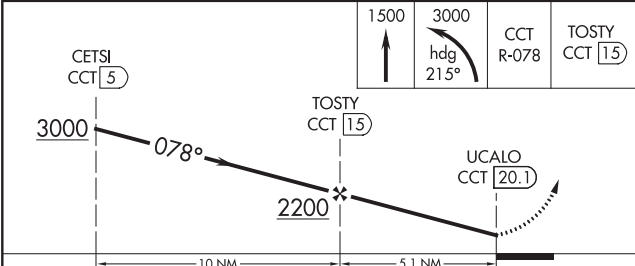
EVANSVILLE APP CON ★
124.025 290.9

UNICOM
122.8 (CTAF) ①



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1060-1 523 (600-1)	1060-1¼ 523 (600-1¼)	NA	

HARTFORD, KENTUCKY
Orig-A 02MAY13

37°28'N-86°51'W

OHIO COUNTY (JQD)
VOR/DME-A

WAAS CH 69323 W14A	APP CRS 145°	Rwy Idg TDZE Apt Elev	5499 1243 1256
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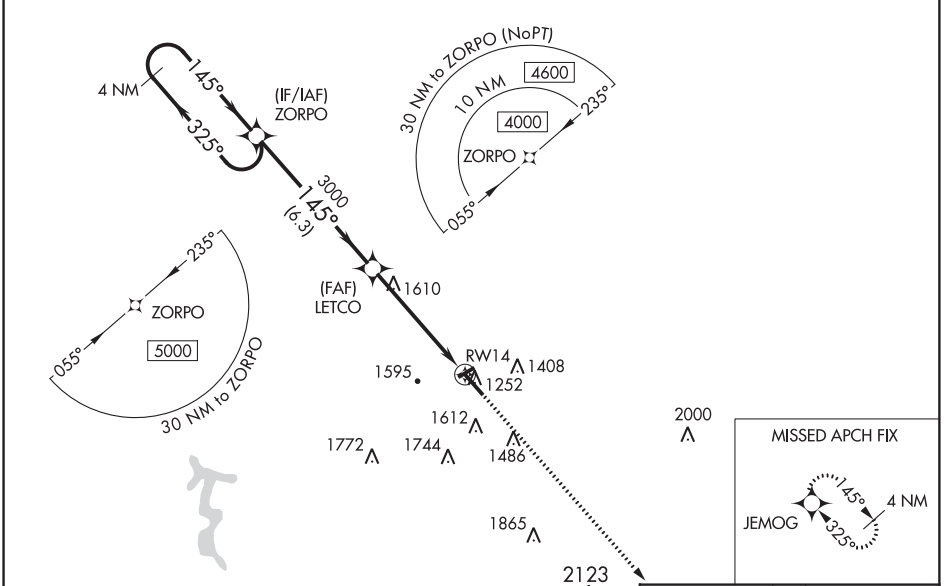
RNAV (GPS) RWY 14

WENDELL H. FORD (CPF)

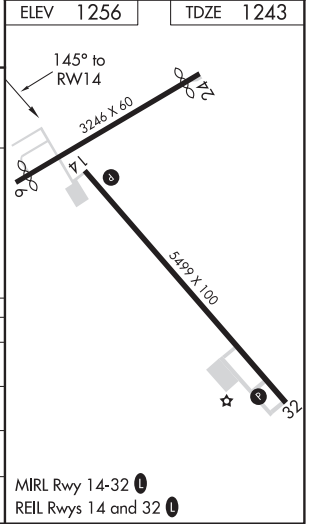
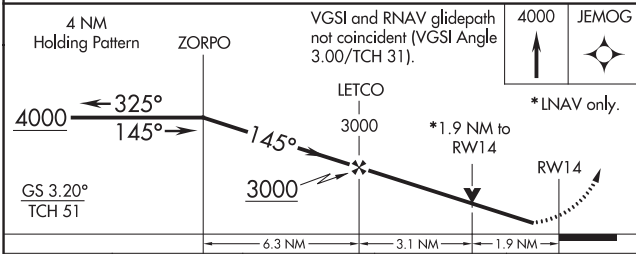
V Circling to Rwy 24 NA at night. Baro-VNAV NA when using Julian Carroll altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA When local altimeter setting not received, use Julian Carroll altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV Cat C visibility 1/8 mile; LNAV/VNAV all Cats visibility 1/4 mile; LNAV Cats C and D visibility 1/4 mile; Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA with Julian Carroll altimeter setting. When VGSI inop, Circling Rwy 32 NA at night.

MISSED APPROACH:
Climb to 4000 direct JEMOG and hold.

AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF)
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ELEV	1256	TDZE	1243
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CATEGORY	A	B	C	D
LPV DA	1443-3/4	200 (200-3/4)	1493-3/4 250 (300-3/4)	NA
LNAV/VNAV DA	1855-2 612 (600-2)		NA	
LNAV MDA	1880-1	637 (700-1)	1880-1 3/4	637 (700-1 3/4)
CIRCLING	2000-1	744 (800-1)	2060-2 1/4 804 (900-2 1/4)	2060-2 1/2 804 (900-2 1/2)

MIRL Rwy 14-32
REIL Rwy 14 and 32

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HAZARD, KENTUCKY

AL-9256 (FAA)

14149

WAAS CH 56423 W32A	APP CRS 325°	Rwy Idg TDZE Apt Elev	5499 1256 1256
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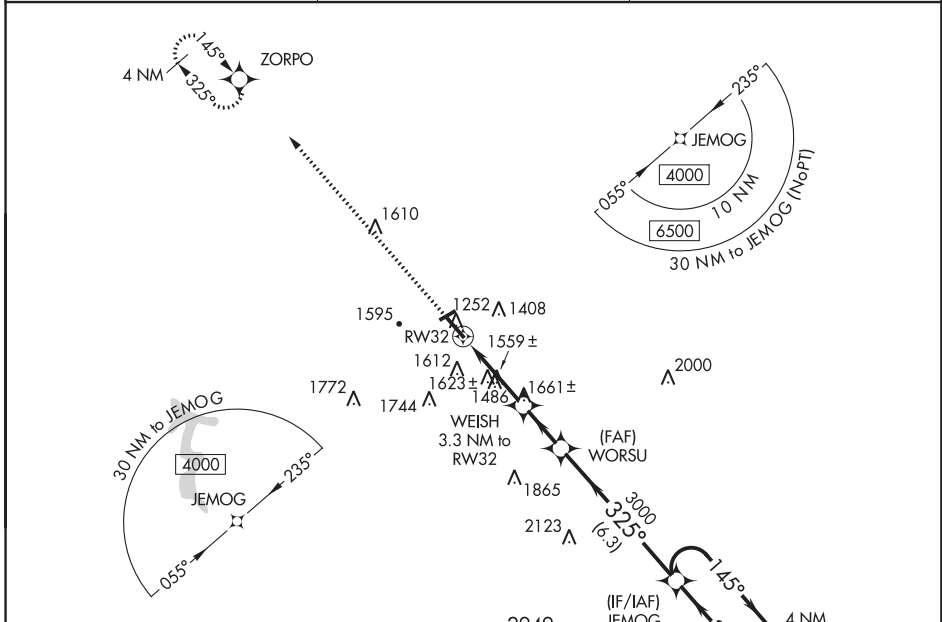
RNAV (GPS) RWY 32

WENDELL H. FORD (CPF)

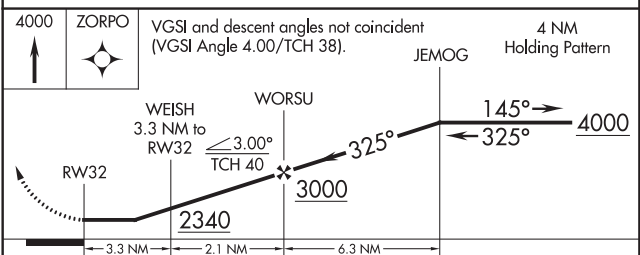
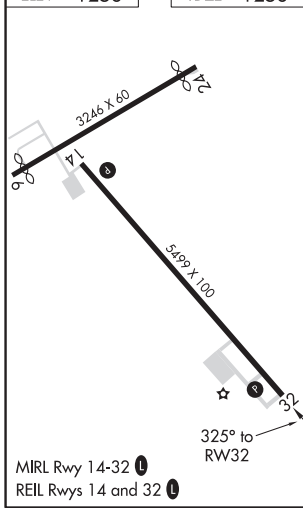
NA Circling to Rwy 24 NA at night. When local altimeter setting not received, use Julian Carroll altimeter setting increase all MDA 60 feet; increase LP Cats C and D visibility $\frac{1}{8}$ mile; increase LNAV Cats B, C, and D visibility $\frac{1}{4}$ mile; increase Circling Cat D visibility $\frac{1}{4}$ mile. When VGSi inop, Straight-in/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ZORPO and hold.

AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0
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ELEV 1256	TDZE 1256
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CATEGORY	A	B	C	D
LP MDA	1820-1	564 (600-1)	1820-1 $\frac{1}{8}$	564 (600-1 $\frac{1}{8}$)
LNAV MDA	1880-1	624 (700-1)	1880-1 $\frac{3}{4}$	624 (700-1 $\frac{3}{4}$)
CIRCLING	2000-1	744 (800-1)	2060-2 $\frac{1}{4}$ 804 (900-2 $\frac{1}{4}$)	2060-2 $\frac{1}{2}$ 804 (900-2 $\frac{1}{2}$)

HAZARD, KENTUCKY
Orig-B 29MAY14

37°23'N-83°16'W

RNAV (GPS) RWY 32

WENDELL H. FORD (CPF)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-CPF 109.35	APP CRS 145°	Rwy Idg 5499
		TDZE 1243
		Apt Elev 1256

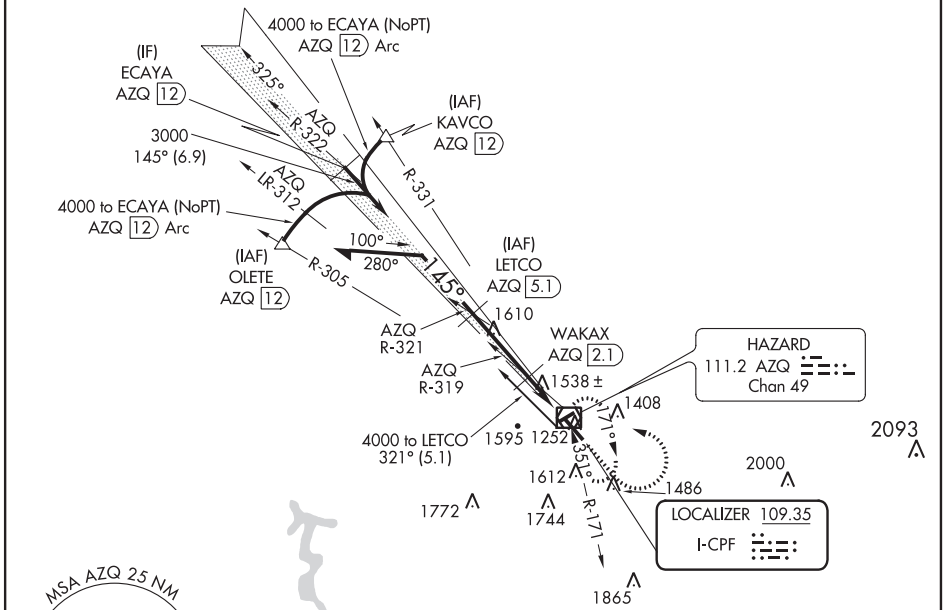
LOC/DME RWY 14

WENDELL H. FORD (CPF)

NA Circling to Rwy 24 NA at night. When VGSi inop, Circling Rwy 32 NA at night. DME from AZQ VOR/DME. Simultaneous reception of I-CPF and AZQ DME required. When local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDA 60 feet; increase S-14 Cats C/D visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile.

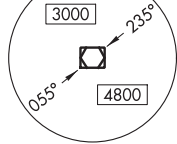
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct AZQ VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF)
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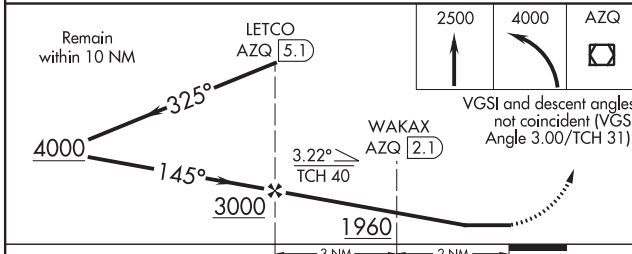
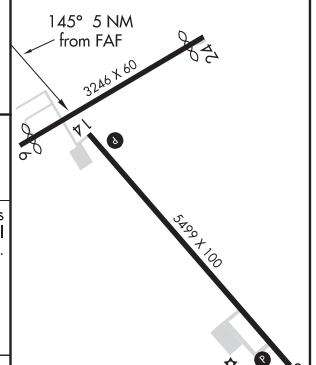


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 1256	TDZE 1243
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CATEGORY	A	B	C	D
S-14	1800-1 557 (600-1)		1800-1 1/8 557 (600-1 1/8)	
CIRCLING	2000-1 744 (800-1)		2060-2 1/4 804 (900-2 1/4)	2060-2 1/2 804 (900-2 1/2)

MIRL Rwy 14-32
REIL Rwy 14 and 32

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

HAZARD, KENTUCKY

AL-9256 (FAA)

14149

VOR/DME AZQ 111.2 Chan 49	APP CRS 125°	Rwy Idg TDZE 1243 Apt Elev 1256	5499
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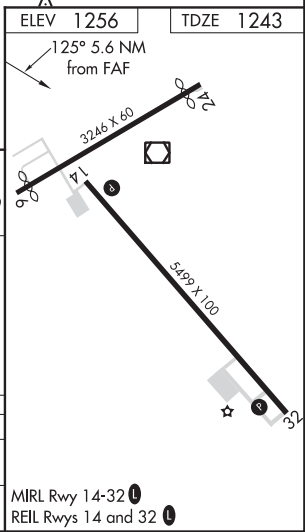
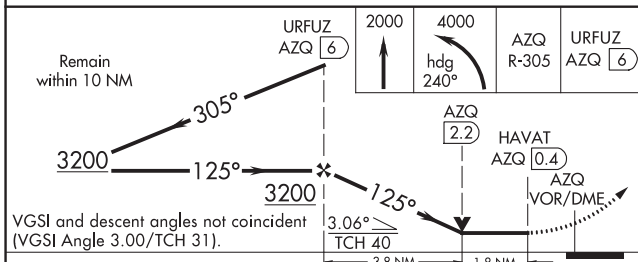
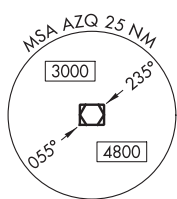
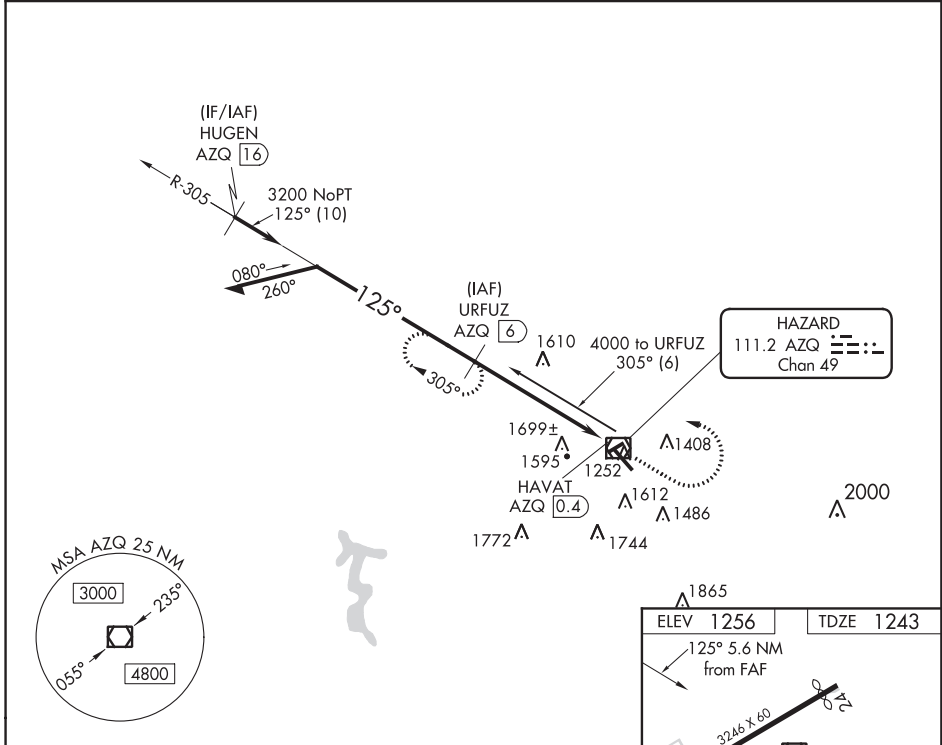
VOR/DME RWY 14

WENDELL H. FORD (CPF)

NA Circling to Rwy 24 NA at night. When VGSI inop, Circling Rwy 32 NA at night. When local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDA 60 feet; S-14 Cat B and Circling Cat B/C/D visibilities ¼ mile and S-14 Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 on heading 240° and on AZQ VOR/DME R-305 to URFUZ/6 DME and hold, continue climb-in-hold to 4000.

AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	1960-1 717 (800-1)		1960-2 717 (800-2)	
CIRCLING	2000-1 744 (800-1)		2060-2¼ 804 (900-2¼)	2060-2½ 804 (900-2½)

HAZARD, KENTUCKY
Amdt 1C 29MAY14

37°23'N-83°16'W

WENDELL H. FORD (CPF)

VOR/DME RWY 14

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

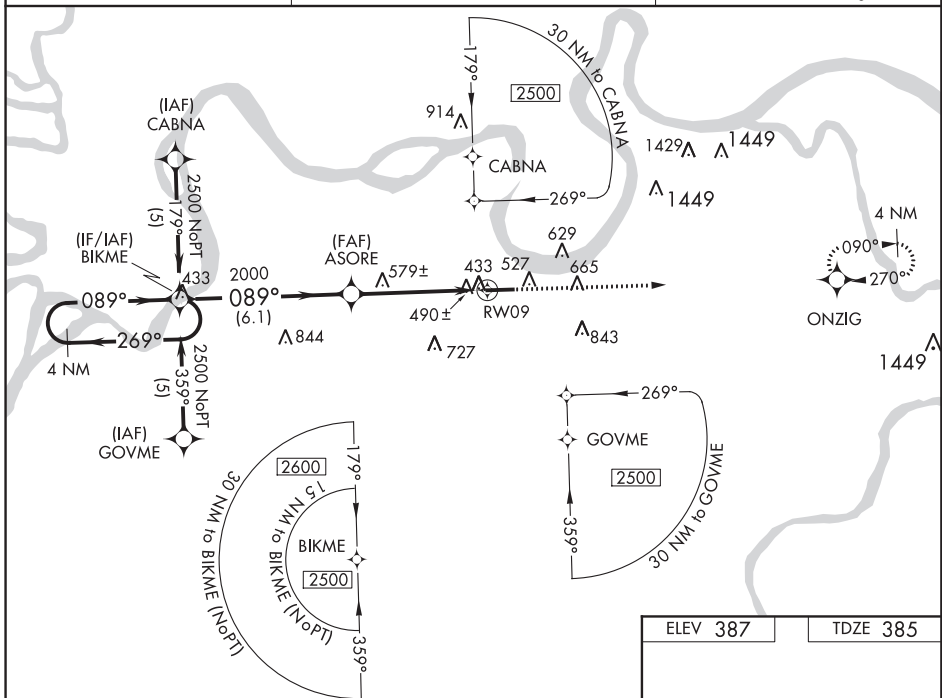
RNAV (GPS) RWY 9
HENDERSON CITY-COUNTY (E.H.R.)

WAAS CH 97709 W09A	APP CRS 089°	Rwy Idg 5504 TDZE 385 Apt Elev 387
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⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

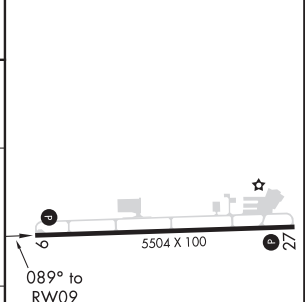
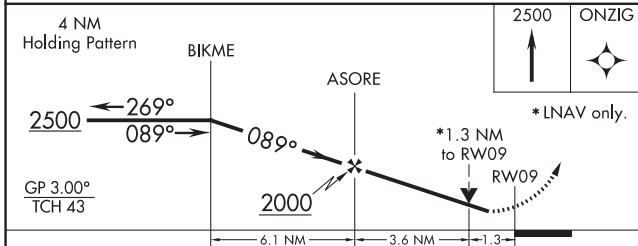
AWOS-3 118.85	EVANSVILLE APP CON * 124.025 257.8	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 387	TDZE 385
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CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)	840-1¼ 455 (500-1¼)	840-1½ 455 (500-1½)	
CIRCLING	880-1 493 (500-1)	880-1½ 493 (500-1½)	940-2 553 (600-2)	

REIL Rwys 9 and 27 **Ⓛ**
MIRL Rwy 9-27 **Ⓛ**

HENDERSON, KENTUCKY

AL-5059 (FAA)

16035

WAAS CH 77909 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	5504 387 387
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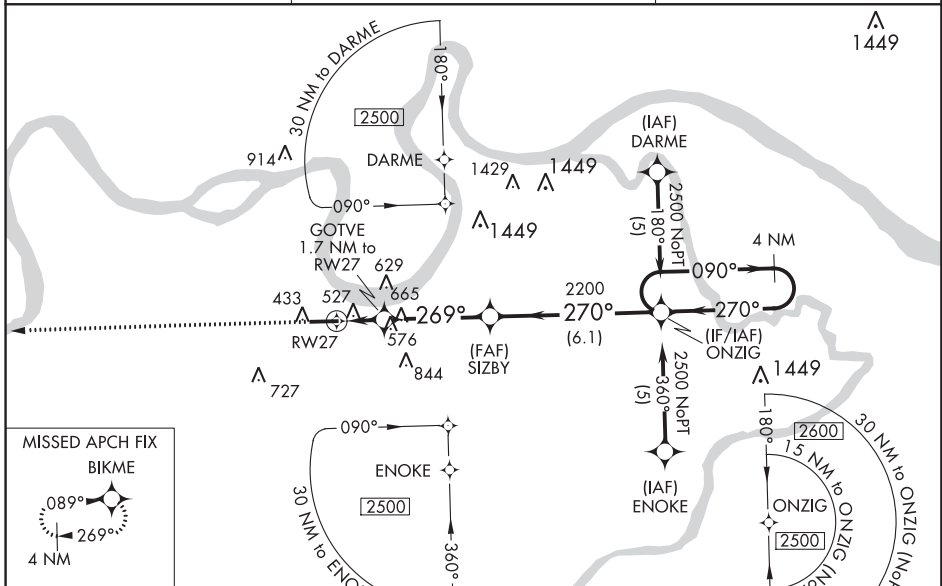
RNAV (GPS) RWY 27

HENDERSON CITY-COUNTY (E.H.R.)

⚠ Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

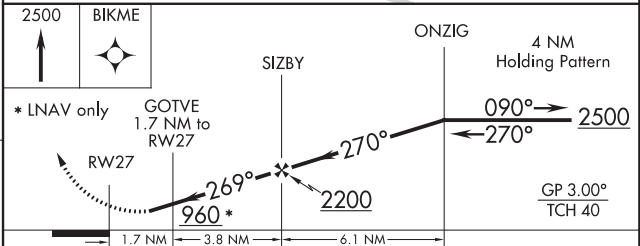
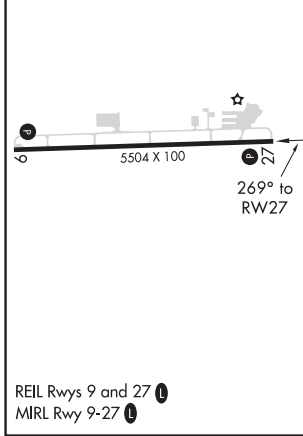
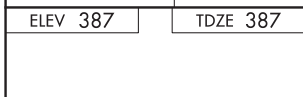
⚠ MISSED APPROACH: Climb to 2500 direct BIKME and hold.

AWOS-3 118.85	EVANSVILLE APP CON * 124.025 257.8	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		733-1¼	346 (400-1¼)	
LNAV/VNAV DA		827-1½	440 (500-1½)	
LNAV MDA	840-1	453 (500-1)	840-1¼ 453 (500-1¼)	840-1½ 453 (500-1½)
CIRCLING	880-1	493 (500-1)	880-1½ 493 (500-1½)	940-2 553 (600-2)

HENDERSON, KENTUCKY
Amdt 1 25SEP08

37°48'N-87°41'W

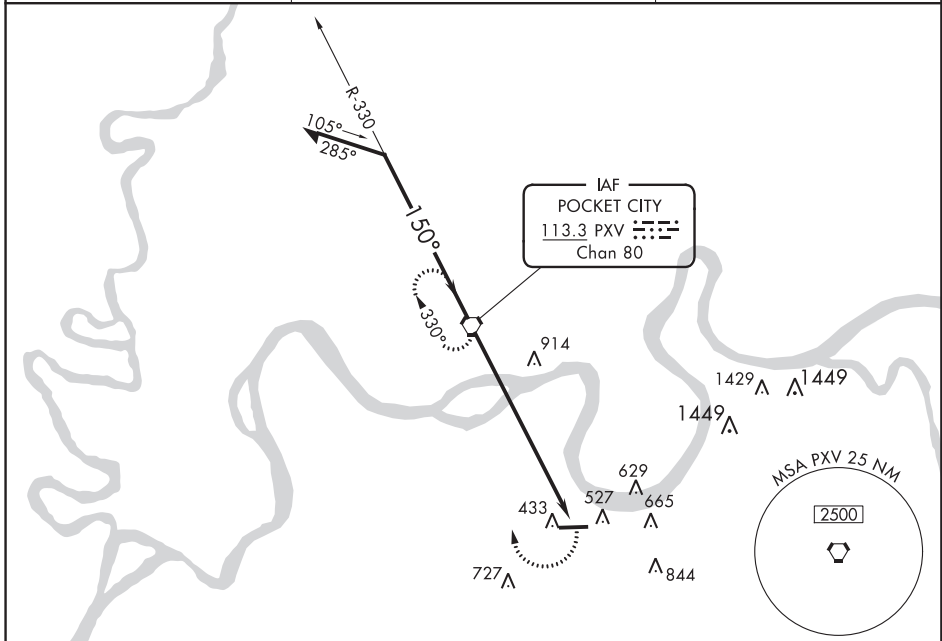
HENDERSON CITY-COUNTY (E.H.R.) RNAV (GPS) RWY 27

VORTAC PXV 113.3 Chan 80	APP CRS 150°	Rwy Idg TDZE Apt Elev	N/A N/A 386
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VOR-A
HENDERSON CITY-COUNTY (EHR)

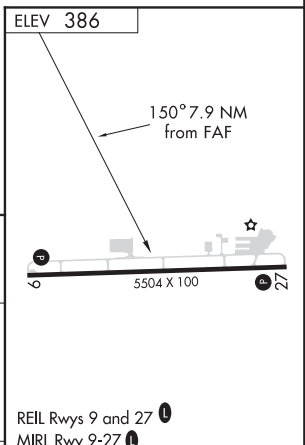
▲ NA If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet. **MISSED APPROACH:** Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3 118.85	EVANSVILLE APP CON ★ 124.025 257.8	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A		B		C		D		FAF to MAP 7.9 NM				
	CIRCLING	920-1	534 (600-1)	920-1½	534 (600-1½)	940-2	554 (600-2)	Knots	60	90	120	150	180
								Min:Sec	7:54	5:16	3:57	3:10	2:38

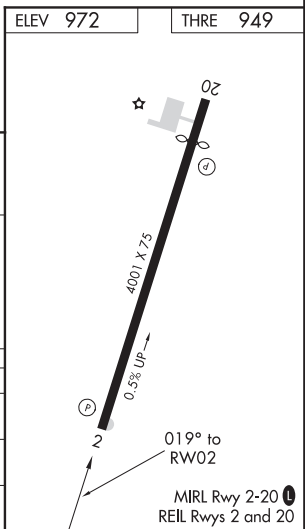
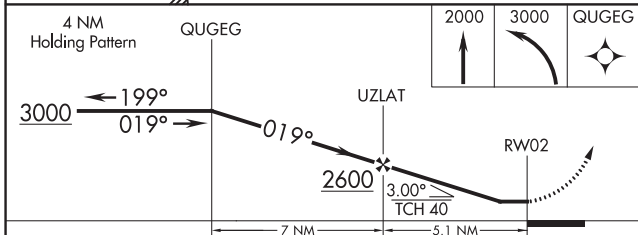
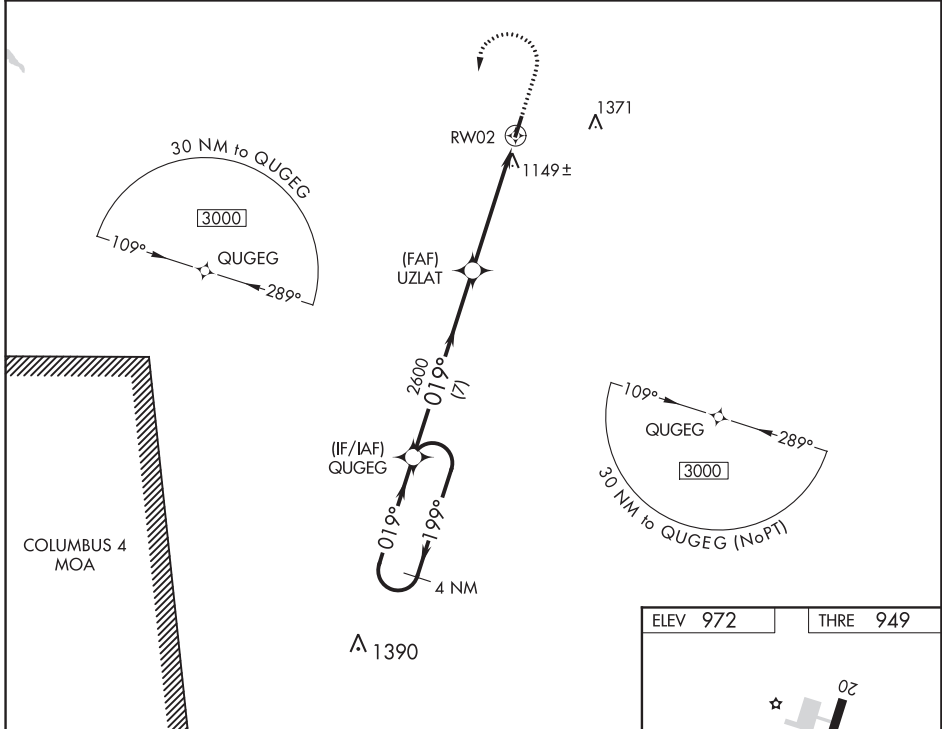
WAAS CH 77726 W02A	APP CRS 019°	Rwy Idg THRE 949 Apt Elev 972	4001
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RNAV (GPS) RWY 2
HOHENWALD/ JOHN A. BAKER FIELD (ØM3)

▼ When VGSI inop, Circling Rwy 20 NA at night. When VGSI inop, Straight-In/ Circling Rwy 2 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LNAV and LP Cat C visibility 3/8 mile and Circling Cat C visibility 1/4 mile.

▲ NA MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG and hold.

LAWRENCEBURG AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1520-1 571 (600-1)		1520-1 5/8 571 (600-1 5/8)	NA
LNAV MDA	1520-1 571 (600-1)		1520-1 5/8 571 (600-1 5/8)	NA
CIRCLING	1580-1 608 (700-1)		1580-1 3/4 608 (700-1 3/4)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HOPKINSVILLE, KENTUCKY

AL-5191 (FAA)

16091

WAAS CH 82221 W26A	APP CRS 259°	Rwy Idg TDZE 564 Apt Elev 564	5505 564 564
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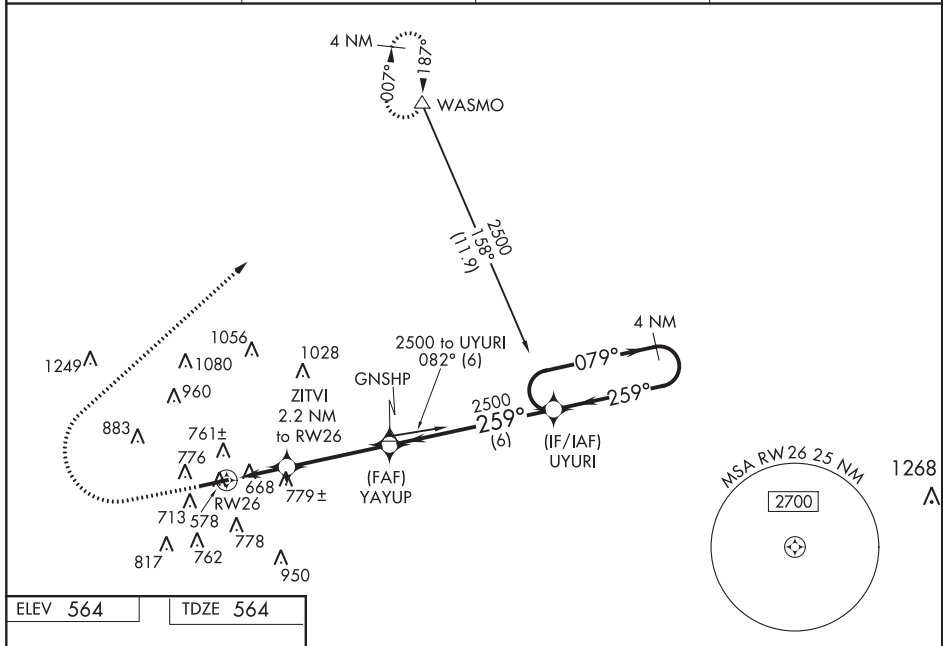
RNAV (GPS) RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

⚠️ Night landing: Rwy 8 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Clarksville altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 285 feet and all visibilities 1/8 mile; increase LNAV/VNAV DA to 467 feet and all visibilities 1/8 mile; increase all MDA 40 feet and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.

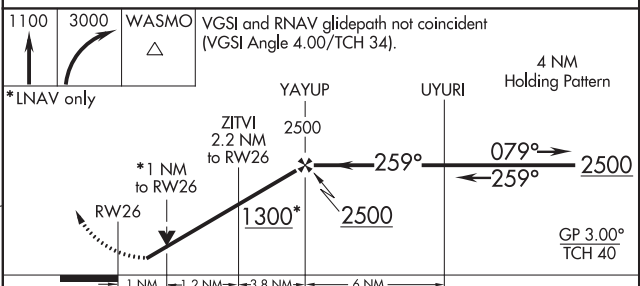
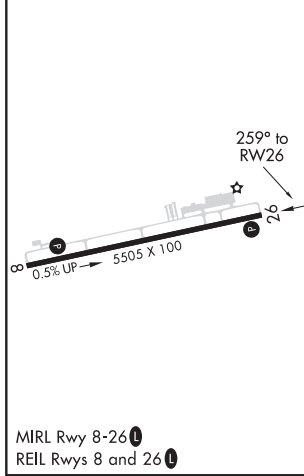
AWOS-3 132.575	CAMPBELL APP CON 118.1 269.525	CLNC DEL 120.9	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 564	TDZE 564
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CATEGORY	A	B	C	D
LPV DA		814-7/8	250 (300-7/8)	
LNAV/VNAV DA		996-1 1/2	432 (500-1 1/2)	
LNAV MDA	1040-1	476 (500-1)	1040-1 3/8	476 (500-1 3/8)
C CIRCLING	1140-1	576 (600-1)	1280-2	1320-2 1/2 756 (800-2 1/2)

HOPKINSVILLE, KENTUCKY
Amdt 2 31MAR16

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
36°51'N-87°27'W
RNAV (GPS) RWY 26

WAAS CH 78038 W04A	APP CRS 046°	Rwy Idg TDZE Apt Elev	4003 420 421
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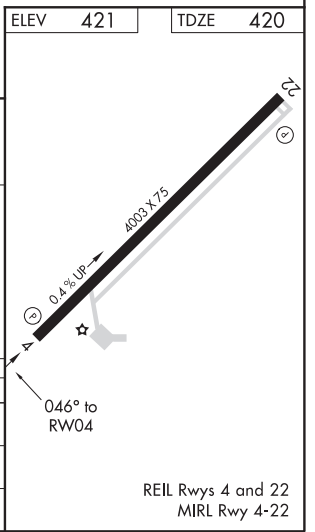
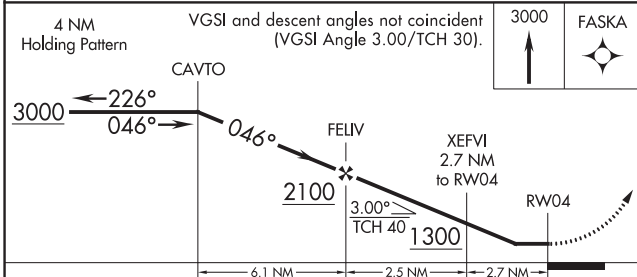
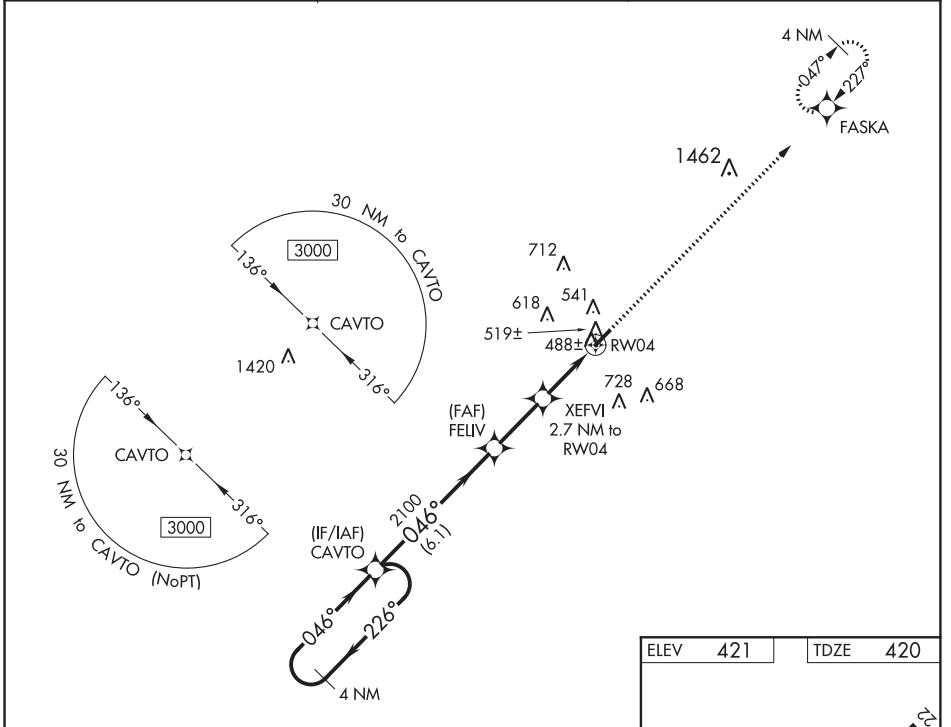
RNAV (GPS) RWY 4

HUMBOLDT MUNI (M53)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting; increase all MDA 60 feet; increase LP Cats C/D visibility 1/8 mile; increase LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.

JACKSON ASOS 119.325	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA		780-1	360 (400-1)	
LNAV MDA		800-1	380 (400-1)	
C CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2 1/4 699 (700-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HUMBOLDT, TENNESSEE

AL-5828 (FAA)

15344

WAAS CH 40138 W22A	APP CRS 226°	Rwy Idg TDZE Apt Elev	4003 421 421
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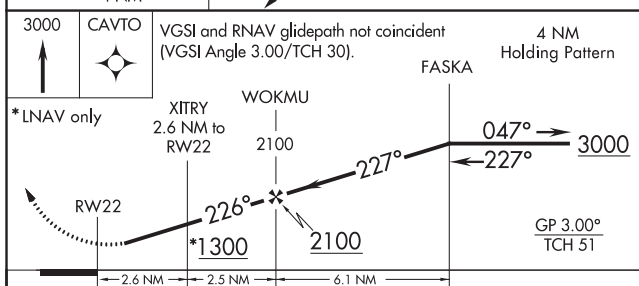
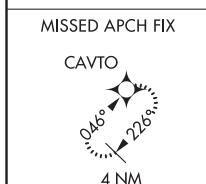
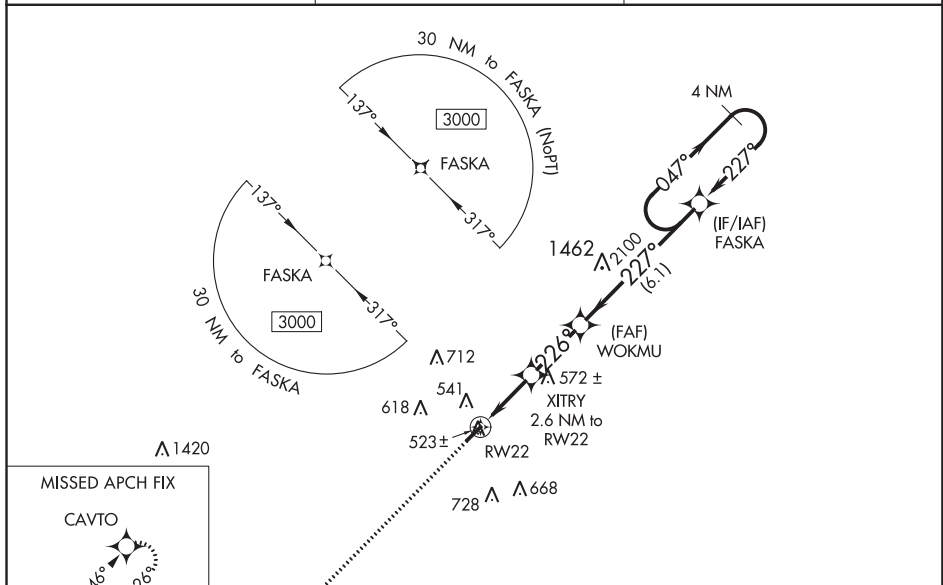
RNAV (GPS) RWY 22

HUMBOLDT MUNI (M53)

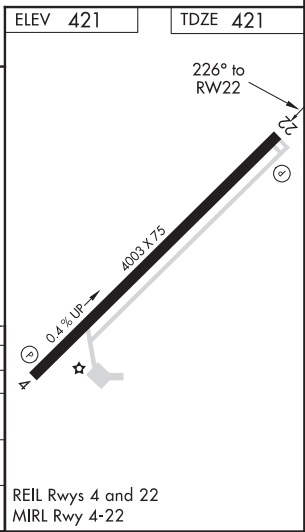
Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting; increase LPV all Cats DA to 749 and all Cats visibility 1/8 mile; increase LNAV/VNAV all Cats DA to 817 and all Cats visibility 1/8 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct CAVTO and hold.

JACKSON ASOS 119,325	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		701-1	280 (300-1)	
LNAV/VNAV DA		770-1 1/8	349 (400-1 1/8)	
LNAV MDA	820-1	399 (400-1)	820-1 1/8	399 (400-1 1/8)
C CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2 1/4 699 (700-2 1/4)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HUMBOLDT, TENNESSEE
Orig 10DEC15

35°48'N-88°52'W

HUMBOLDT MUNI (M53)
RNAV (GPS) RWY 22

WAAS CH 99419 W01A	APP CRS 014°	Rwy Idg TDZE 495 Apt Elev 497
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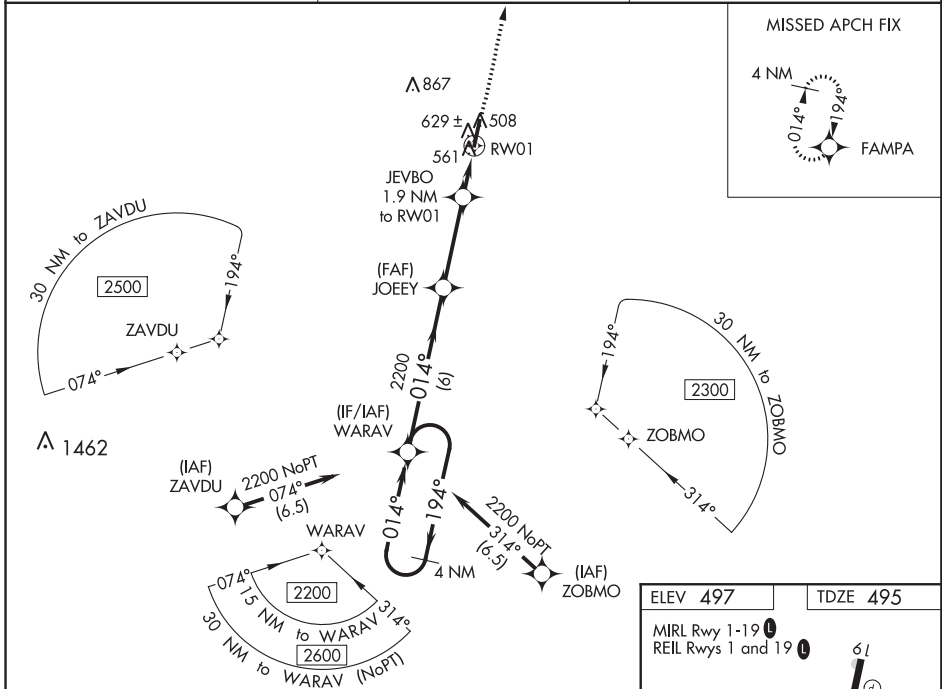
RNAV (GPS) RWY 1

CARROLL COUNTY (HZD)

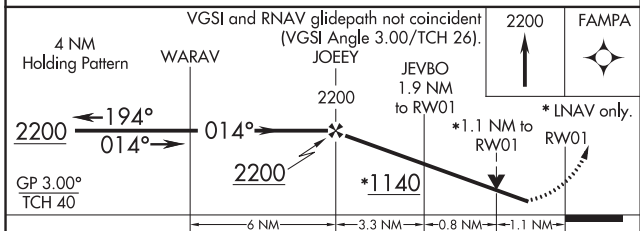
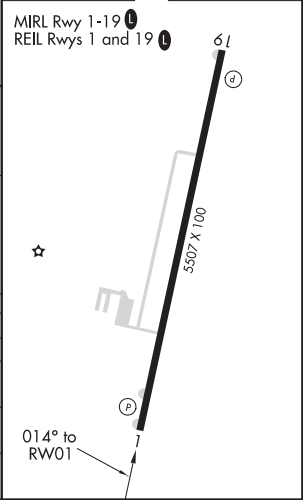
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below ¼ SM NA.

⚠ NA MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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ELEV 497	TDZE 495
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CATEGORY	A	B	C	D
LPV DA		745-7/8	250 (300-7/8)	
LNAV/VNAV DA		810-1	315 (400-1)	
LNAV MDA	880-1	385 (400-1)	880-1 1/8	385 (400-1 1/8)
C CIRCLING	980-1	483 (500-1)	1220-2 723 (800-2)	1220-2 1/4 723 (800-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HUNTINGDON, TENNESSEE

AL-6931 (FAA)

16203

WAAS CH 97634 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	5507 497 497
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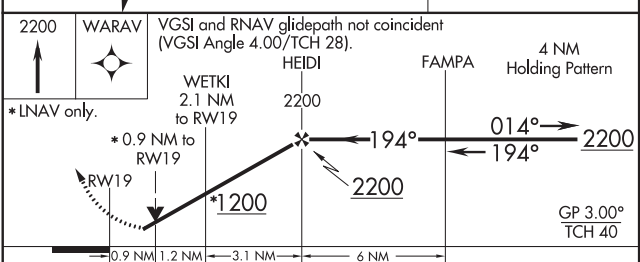
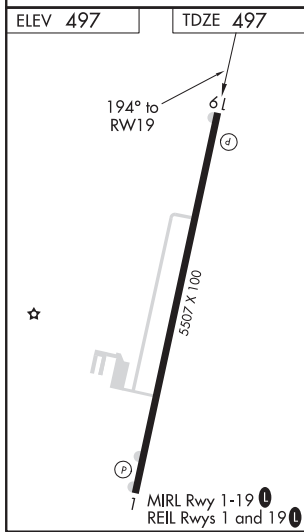
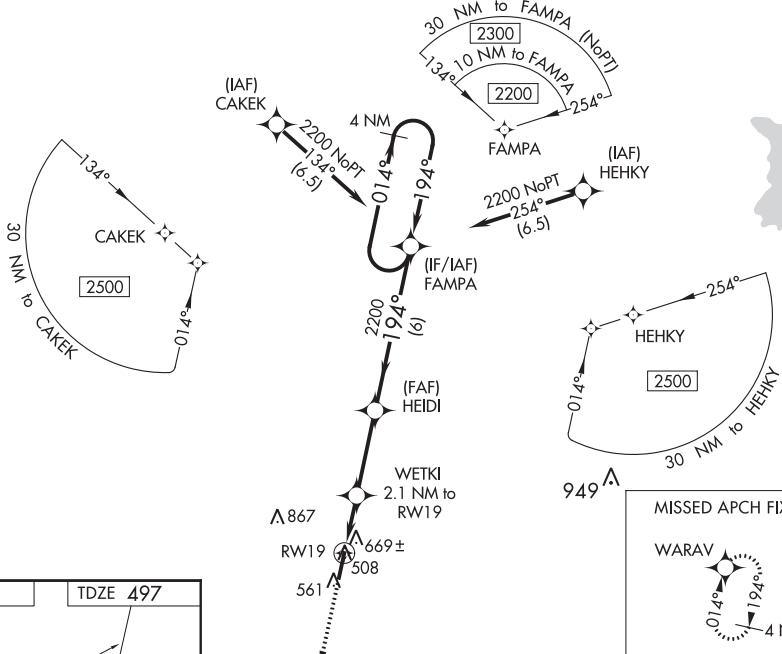
RNAV (GPS) RWY 19

CARROLL COUNTY (HZD)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cats C and D visibility 1/4 mile, and Circling Cats C and D visibility 1/2 mile. VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2200 direct
WARAV and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		798-1	301 (400-1)	
LNAV/VNAV DA		933-1½	436 (500-1½)	
LNAV MDA	920-1	423 (500-1)	920-1¼	423 (500-1¼)
CIRCLING	980-1	483 (500-1)	1220-2 723 (800-2)	1220-2¼ 723 (800-2¼)

HUNTINGDON, TENNESSEE
Amdt 1A 11DEC14

36°05'N-88°28'W

RNAV (GPS) RWY 19

CARROLL COUNTY (HZD)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77736 W23A	APP CRS 242°	Rwy Idg TDZE 1180 Apt Elev 1180	4000
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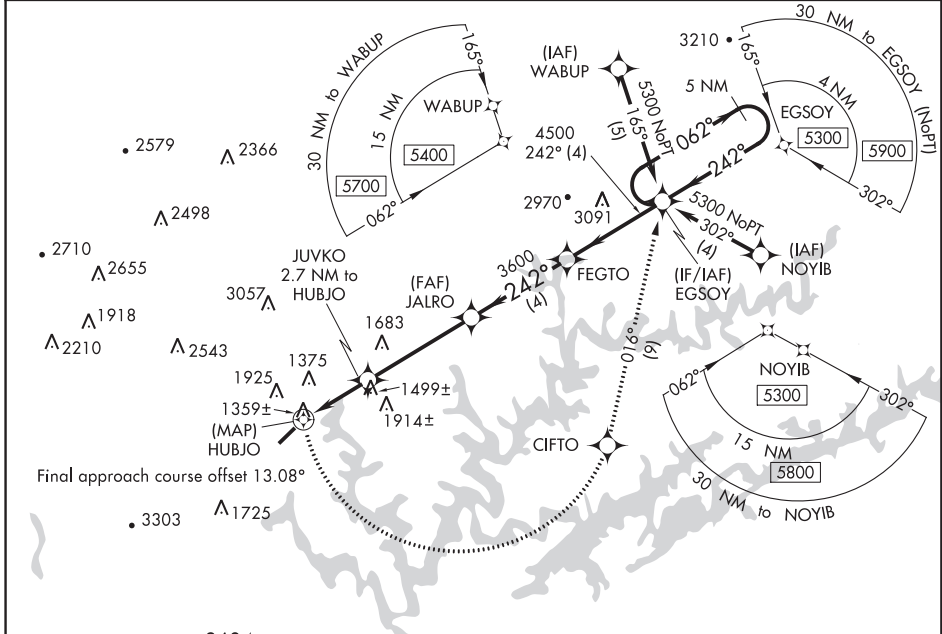
RNAV (GPS) RWY 23

CAMPBELL COUNTY (JAU)

When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 120 feet; increase LNAV Cat B visibility and all Circling visibilities ¼ mile. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5300 direct CFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

AWOS-3 124.975	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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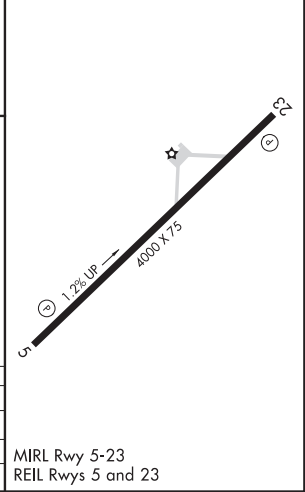


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1180	TDZE 1180
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5300	CFTO	tr 016°	EGSOY
5 NM Holding Pattern			
HUBJO	JUVKO 2.7 NM to HUBJO	JALRO	FEGTO
2220	3600	4500	5300
Descent angle NA.			
0.5	2.7 NM	4.3 NM	4 NM
CATEGORY	A	B	C
LP MDA	1640-1	460 (500-1)	NA
LNAV MDA	1920-1	740 (800-1)	NA
CIRCLING	1920-1	740 (800-1)	NA



MIRL Rwy 5-23
REIL Rwys 5 and 23

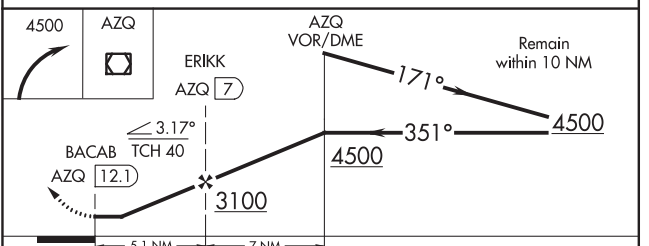
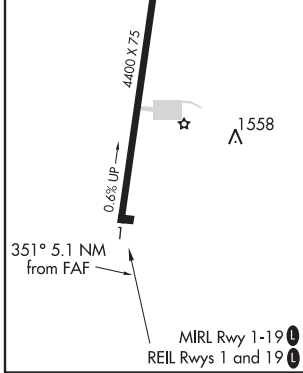
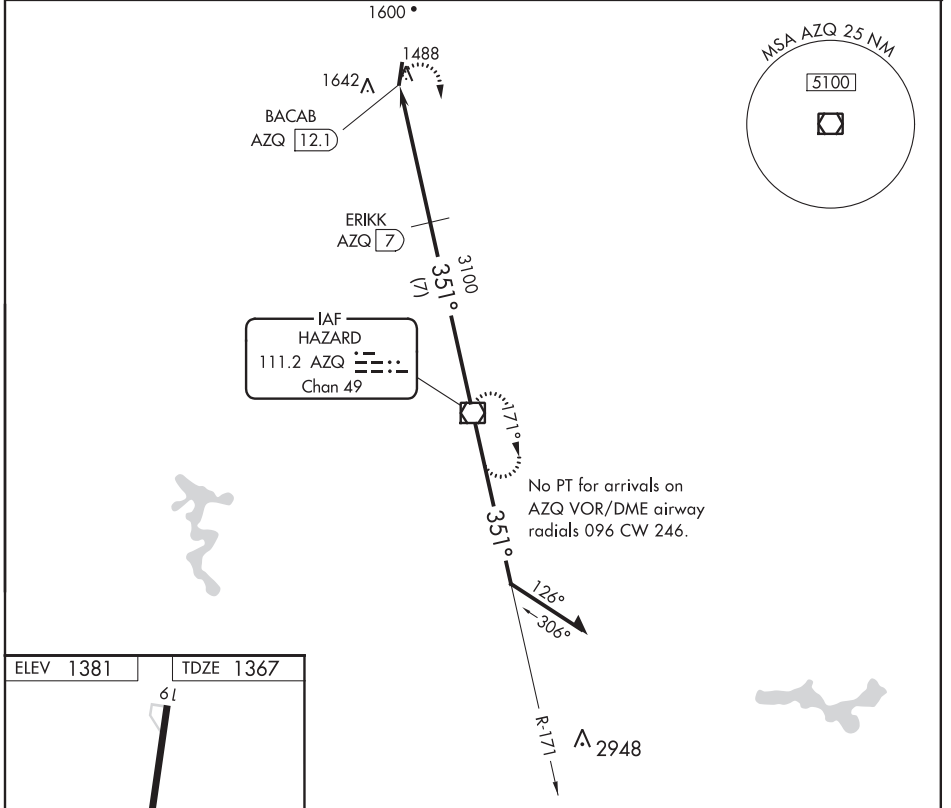
VOR/DME AZQ 111.2 Chan 49	APP CRS 351°	Rwy Idg 4400 TDZE 1367 Apt Elev 1381
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VOR/DME RWY 1

JULIAN CARROLL (JKL)

<p>Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.</p>
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ASOS 118.375	INDIANAPOLIS CENTER 126.57 253.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-1	1960-1	593 (600-1)	1960-1½ 593 (600-1½)	1960-1¾ 593 (600-1¾)
CIRCLING	2020-1	639 (700-1)	2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

JACKSON, TENNESSEE

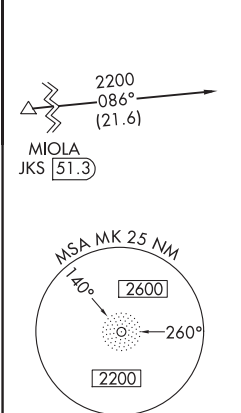
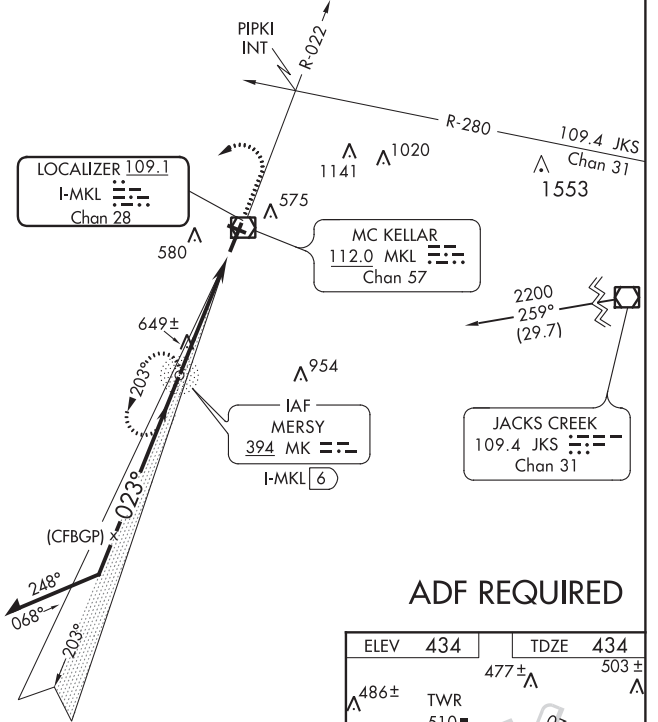
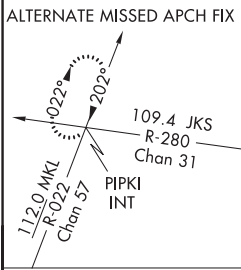
AL-5062 (FAA)

16091

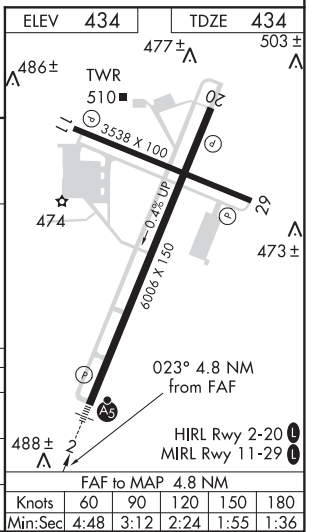
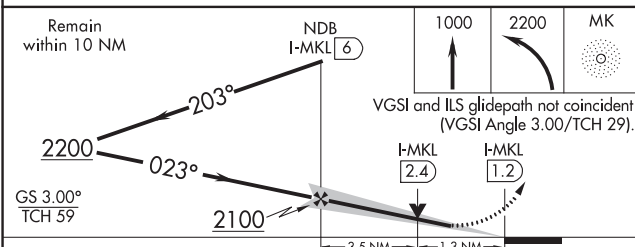
LOC/DME I-MKL 109.1 Chan 28	APP CRS 023°	Rwy Idg TDZE Apt Elev	6006 434 434
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ILS or LOC RWY 2
MCKELLAR-SIPES RGNL (MKL)

<p>ADF or DME required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet; all MDA 100 feet, and increase S-LOC 2 Cat C and D visibility 1/4 mile. For inoperative MALSRL, when using Dyersburg altimeter setting, increase S-ILS 2 visibility all Cats to 1 mile. Night Landing: Rwy 29 NA.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MERSY NDB/I-MKL 6 DME and hold.</p>		
ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 249.95	GND CON 120.9	UNICOM 122.95



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 2	634-1/2 200 (200-1/2)			
S-LOC 2	900-1/2	466 (500-1/2)	900-3/4 466 (500-3/4)	900-1 466 (500-1)
CIRCLING	900-1	466 (500-1)	900-1/2 466 (500-1/2)	1000-2 566 (600-2)

JACKSON, TENNESSEE
Amdt 8B 31MAR16

35°36'N-88°55'W

MCKELLAR-SIPES RGNL (MKL)
ILS or LOC RWY 2

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 2

MCKELLAR-SIPES RGNL (M.K.L.)

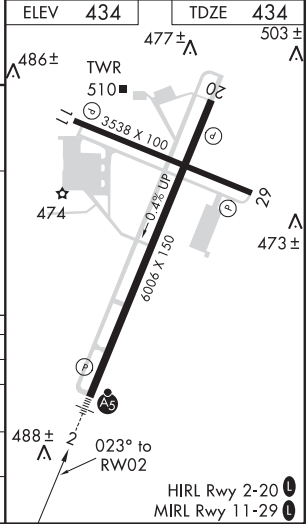
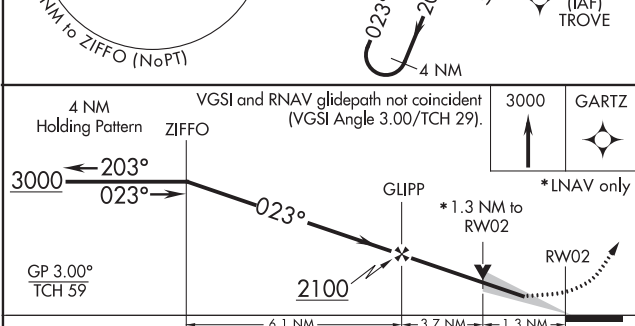
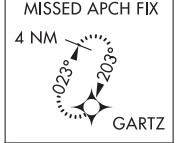
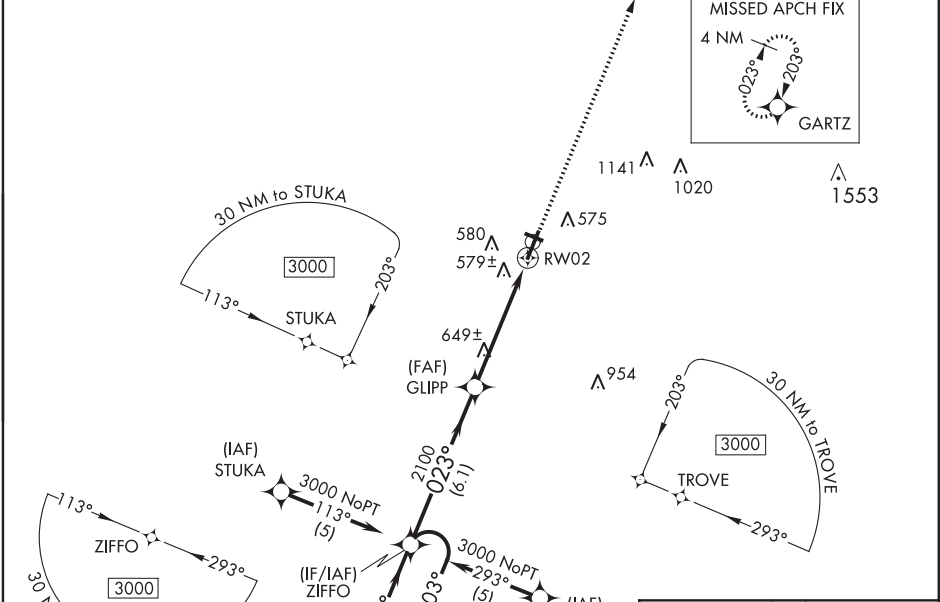
WAAS CH 93511 W02A	APP CRS 023°	Rwy Idg 6006 TDZE 434 Apt Elev 434
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 1/2 mile, and LNAV Cat C and D visibility 1/4 mile. For inoperative MALS/R when using Dyersburg altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. Night Landing: Rwy 29 NA.

MALS/R

MISSED APPROACH:
Climb to 3000 direct GARTZ and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 249.95	GND CON 120.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	634-1/2		200 (200-1/2)	
LNAV/VNAV DA	887-1		453 (500-1)	
LNAV MDA	900-1/2	466 (500-1/2)	900-3/4 466 (500-3/4)	900-1 466 (500-1)
CIRCLING	900-1	466 (500-1)	900-1/2 466 (500-1/2)	1000-2 566 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

JACKSON, TENNESSEE

AL-5062 (FAA)

16091

WAAS CH 40312 W20A	APP CRS 203°	Rwy Idg 6006 TDZE 418 Apt Elev 434
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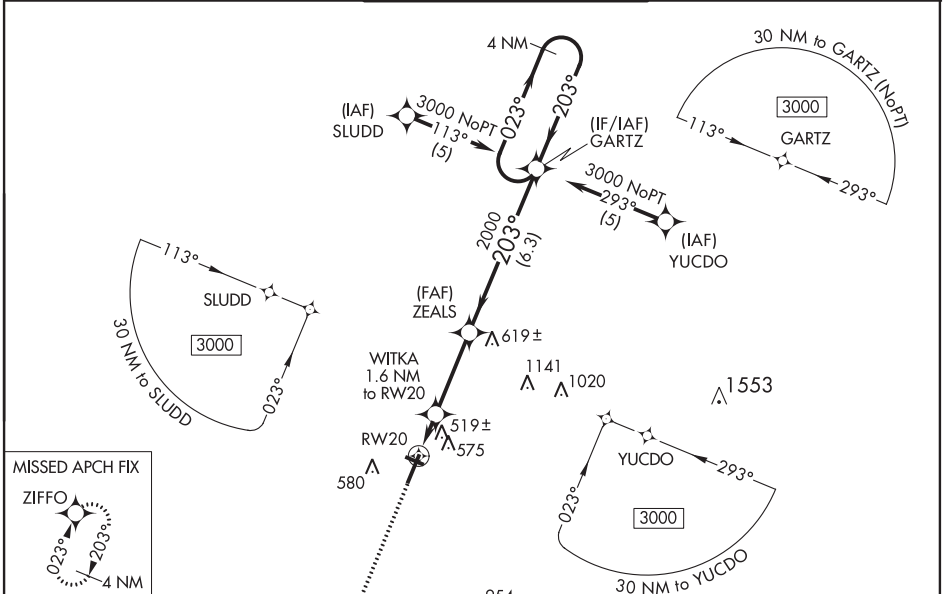
RNAV (GPS) RWY 20

MCKELLAR-SIPES RGNL (MKL)

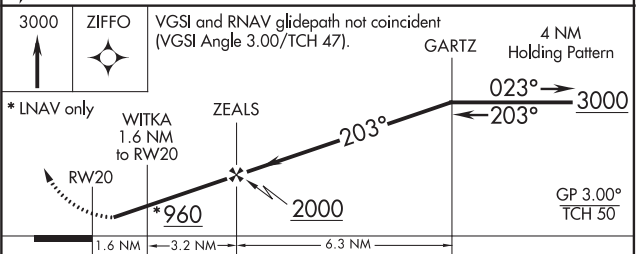
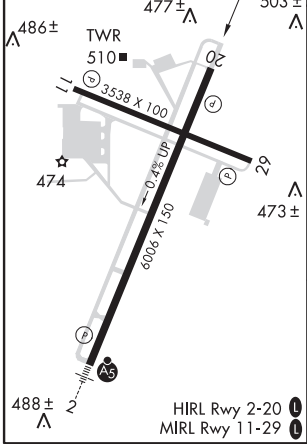
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats visibility 1/2 mile, LNAV/VNAV 1/4 mile, LNAV Cat C and D 1/4 mile. Night Landing: Rwy 29 NA.

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

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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ELEV 434	TDZE 418
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CATEGORY	A	B	C	D
LPV DA		710-1	292 (300-1)	
LNAV/VNAV DA		818-1½	400 (400-1½)	
LNAV MDA		780-1	362 (400-1)	780-1¼ 362 (400-1¼)
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

JACKSON, TENNESSEE
Orig-A 31MAR16

35°36'N-88°55'W

RNAV (GPS) RWY 20

SE-1, 10 NOV 2016 to 05 JAN 2017

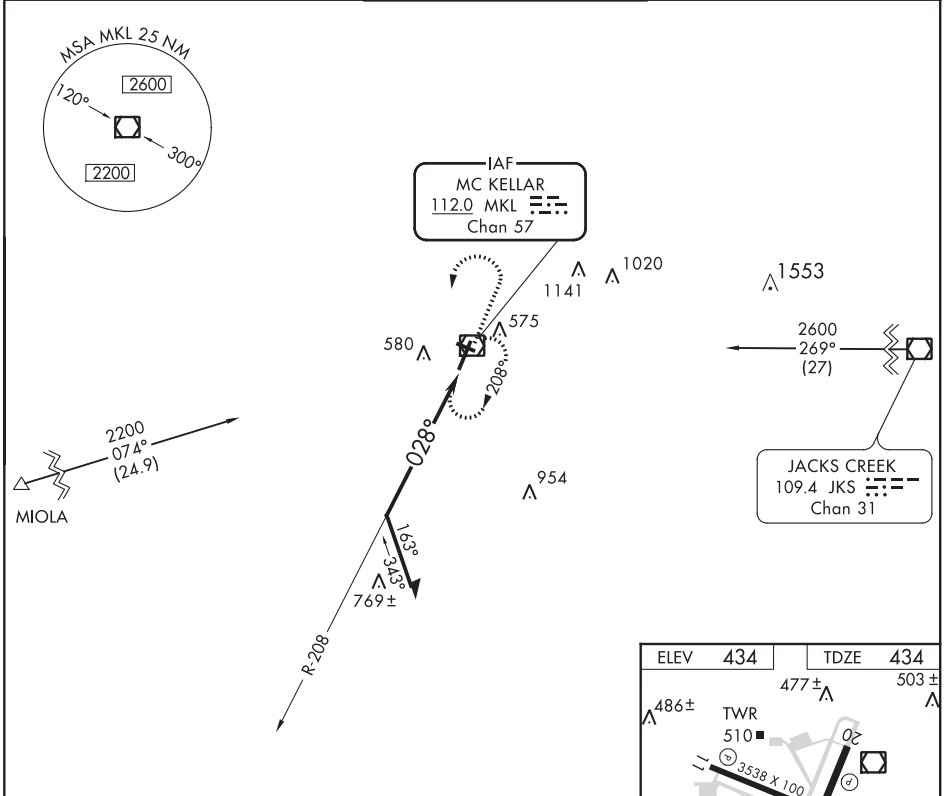
SE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME MKL 112.0 Chan 57	APP CRS 028°	Rwy Idg 6006 TDZE 434 Apt Elev 434
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VOR RWY 2
MCKELLAR-SIPES RGNL (MKL)

<p>When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDA 100 feet; increase S-2 Cat B visibility ¼ mile, and Cat C and D visibility ½ mile.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.</p>
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ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 249.95	GND CON 120.9	UNICOM 122.95
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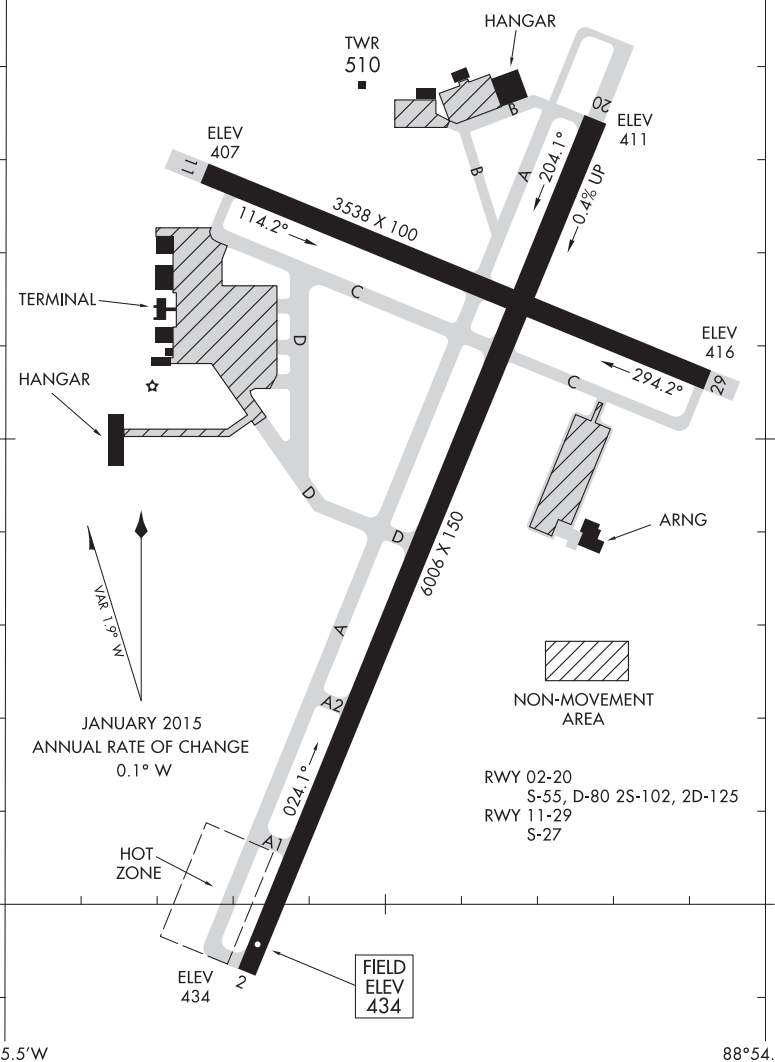
AIRPORT DIAGRAM

MC KELLAR-SIPES RGNL (MKL)
JACKSON, TENNESSEE

AL-5062 (FAA)

ASOS
119.325
JACKSON TOWER ★
127.15 249.95
GND CON
120.9

35°36.5'N



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

RWY 02-20
S-55, D-80 2S-102, 2D-125
RWY 11-29
S-27

35°35.5'N

88°55.5'W

88°54.5'W

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

AIRPORT DIAGRAM

JACKSON, TENNESSEE
MC KELLAR-SIPES RGNL (MKL)

WAAS CH 78433 W17A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5010 1010 1010
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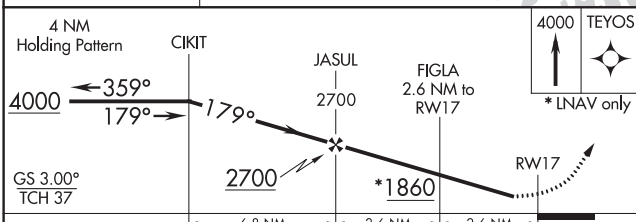
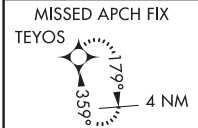
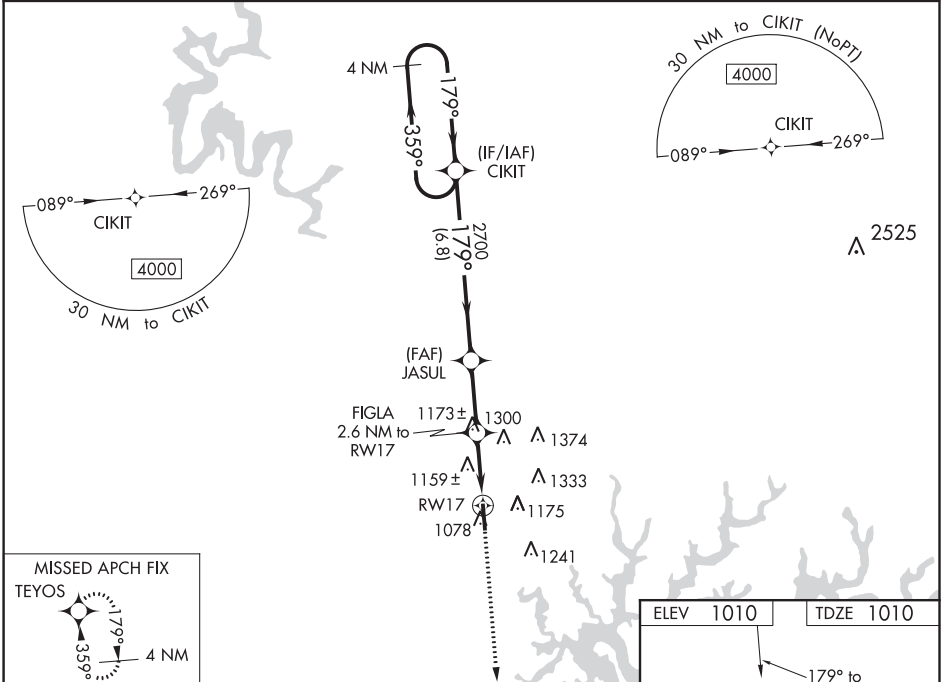
RNAV (GPS) RWY 17

RUSSELL COUNTY (K24)

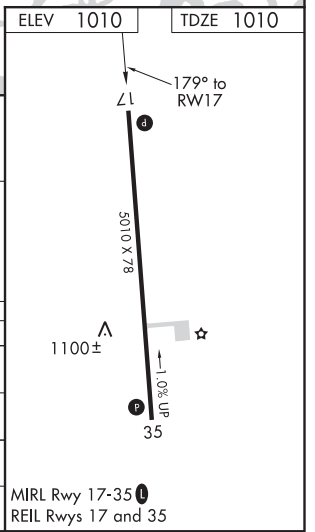
⚠ Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats 1/8 mile; LNAV/VNAV all Cats 1/4 mile and LNAV and Circling Cats C/D visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

⚠ NA MISSED APPROACH: Climb to 4000 direct TEYOS and hold.

AWOS-3 119.6	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1346-1 1/8	336 (400-1 1/8)	
LNAV/VNAV DA		1424-1 3/8	414 (500-1 3/8)	
LNAV MDA	1420-1	410 (500-1)	1420-1 1/8	410 (500-1 1/8)
C CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2 1/4 690 (700-2 1/4)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

JAMESTOWN, KENTUCKY

AL-9250 (FAA)

14261

WAAS CH 63233 W35A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5010 990 1010
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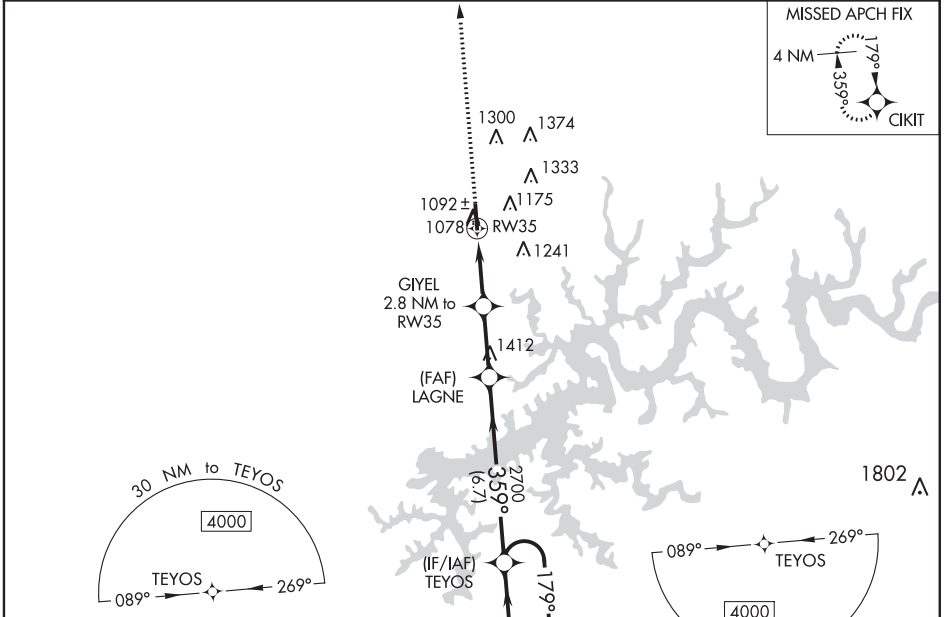
RNAV (GPS) RWY 35

RUSSELL COUNTY (K24)

⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅜ mile and LNAV and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¼ mile NA.

MISSED APPROACH: Climb to 4000 direct CIKIT and hold.

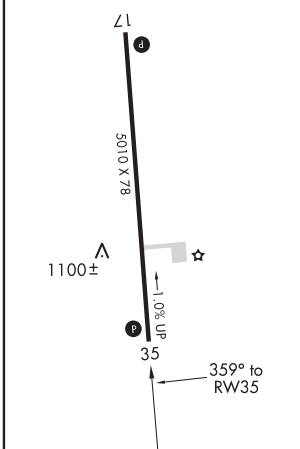
AWOS-3 119.6	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1010	TDZE 990
MIRL Rwy 17-35	
REIL Rwy 17 and 35	



4000 CIKIT	LAGNE 2700	TEYOS 4 NM Holding Pattern		
* LNAV only	GIYEL 2.8 NM to RW35	4000		
	* 1.1 NM to RW35	179° → 359° ←		
	* 1880	2700		
	1.1 1.7 2.6 NM	6.7 NM		
CATEGORY	A	B	C	D
LPV DA		1240-7/8	250 (300-7/8)	
LNAV/VNAV DA		1285-1 1/8	295 (300-1 1/8)	
LNAV MDA		1360-1	370 (400-1)	
CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2 1/4 690 (700-2 1/4)

JAMESTOWN, KENTUCKY
Amdt 2 18SEP14

37°01'N-85°06'W

RNAV (GPS) RWY 35

VORTAC LVT 108.4 Chan 21	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 1694
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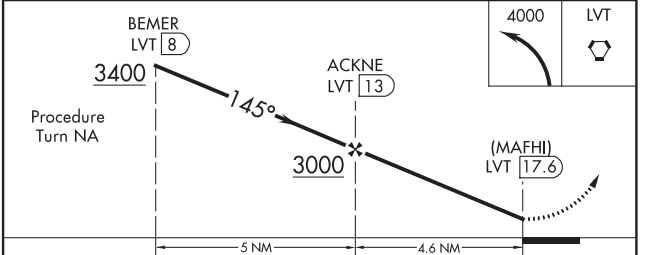
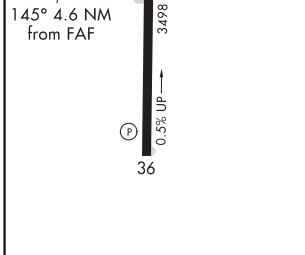
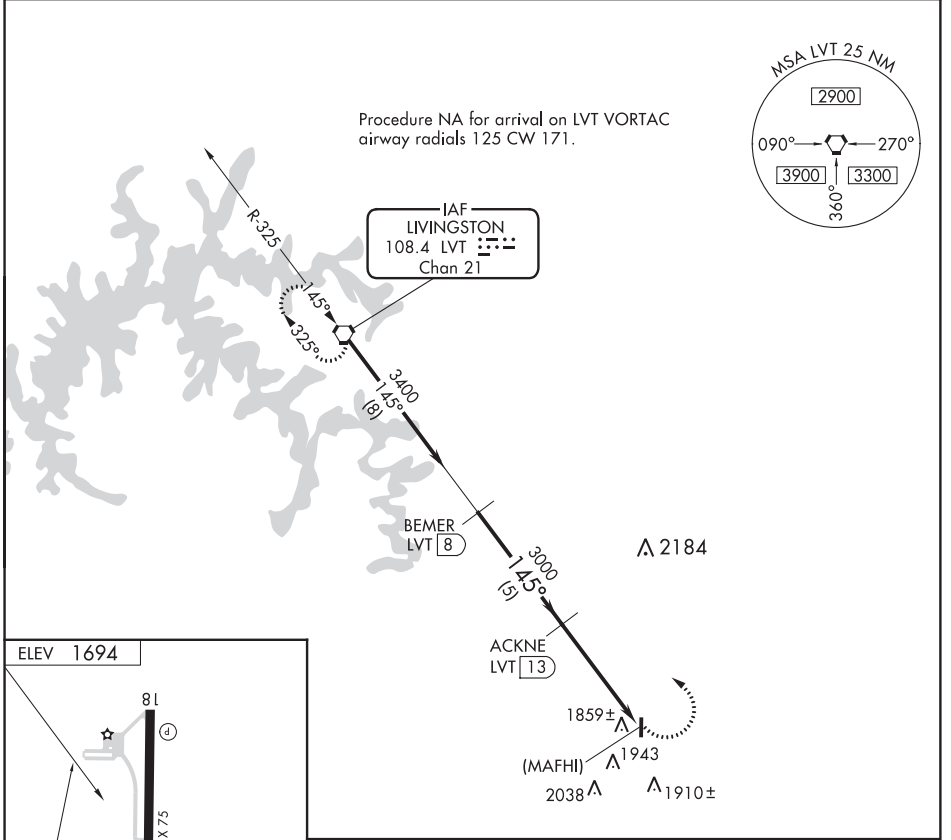
VOR/DME or GPS-A

JAMESTOWN MUNI (2A1)

NA Obtain local altimeter setting on UNICOM 122.8; when not available, procedure NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	2700-1¼ 1006 (1100-1¼)	2700-1½ 1006 (1100-1½)	2700-3 1006 (1100-3)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3498
025°	TDZE	641
	Apt Elev	641

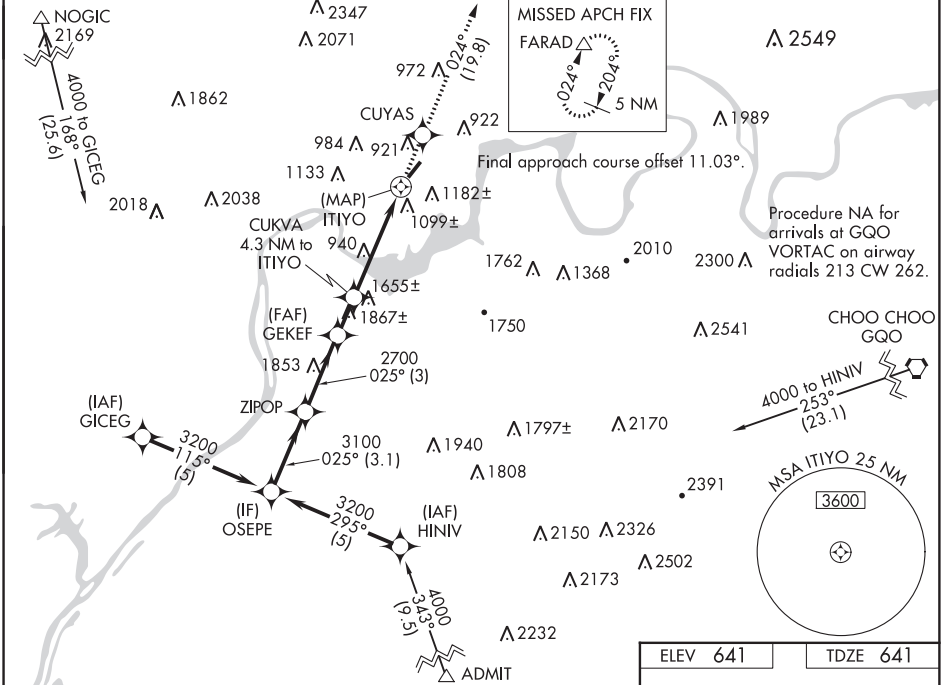
RNAV (GPS) RWY 4
MARION COUNTY-BROWN FIELD (A/P/T)

NA DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. Night landing: Rwy 4/22 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct CUYAS and on track 024° to FARAD and hold.

CHATTANOOGA APP CON * **119.2 323.075**

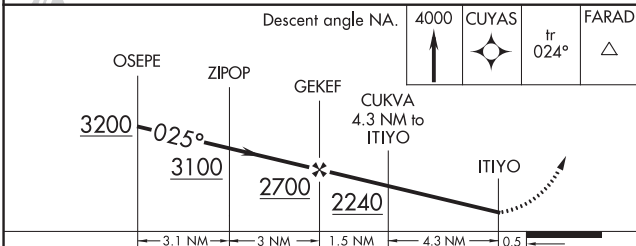
UNICOM **122.8** (CTAF)



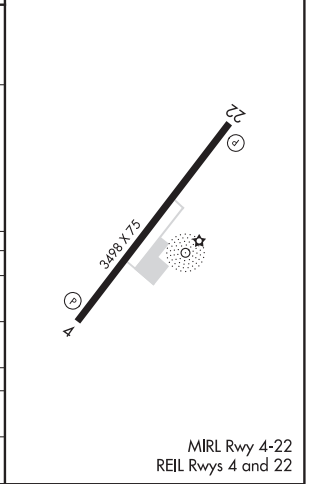
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	641	TDZE	641
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CATEGORY	A	B	C	D
RNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
RNAV MDA	1540-1¼	899 (900-1¼)	1540-2¾ 899 (900-2¾)	NA
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA



KNOXVILLE, TENNESSEE

AL-6102 (FAA)

16315

APP CRS 260°	Rwy Idg 3499
	TDZE 833
	Apt Elev 833

RNAV (GPS) RWY 26

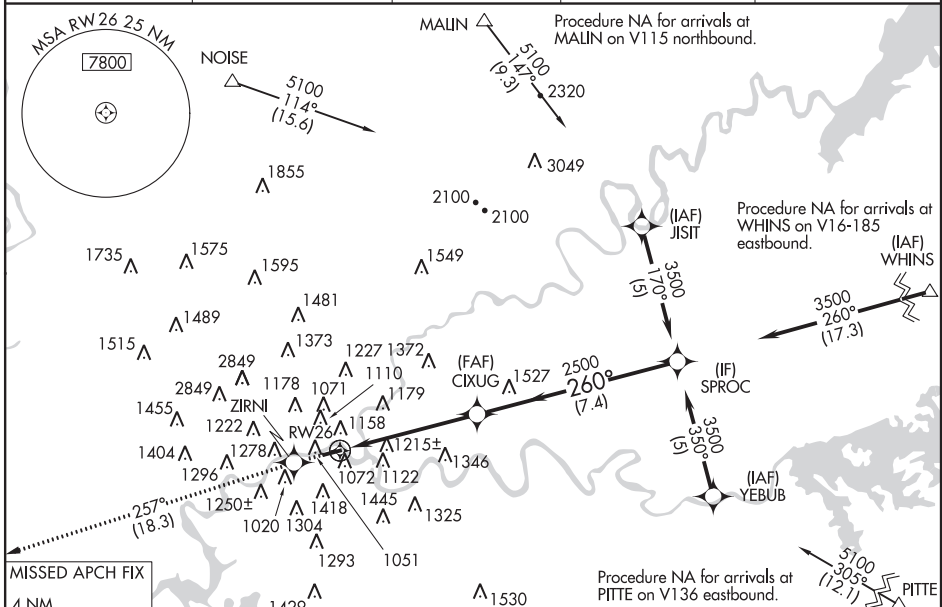
KNOXVILLE DOWNTOWN ISLAND (DKX)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 60 feet; increase Circling Cats A,B and C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

▲

MISSED APPROACH: Climb to 4000 direct ZIRNI and on track 257° to SWASO and hold.

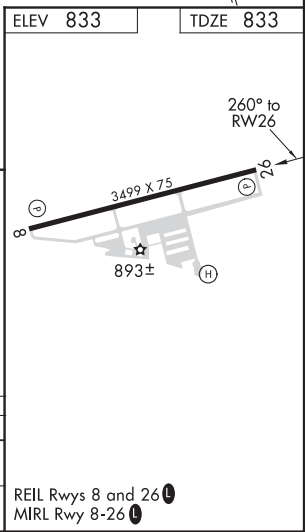
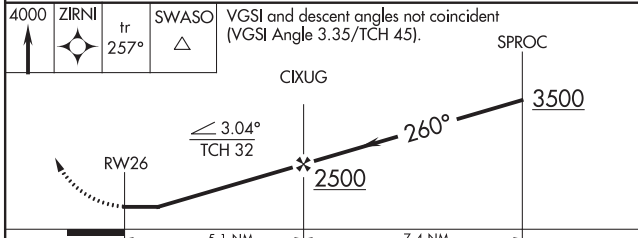
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 833	TDZE 833
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CATEGORY	A	B	C	D
RNAV MDA	1600-1 767 (800-1)	1600-1 1/4 767 (800-1 1/4)	1600-2 1/2 767 (800-2 1/2)	NA
CIRCLING	1600-1 767 (800-1)	1740-1 1/4 907 (1000-1 1/4)	1740-2 3/4 907 (1000-2 3/4)	NA

REIL Rwy 8 and 26
MIRL Rwy 8-26

KNOXVILLE, TENNESSEE
Orig-C 15SEP16

35°58'N-83°52'W

RNAV (GPS) RWY 26

LOC I-DKX 111.3	APP CRS 260°	Rwy Idg TDZE Apt Elev	3499 833 833
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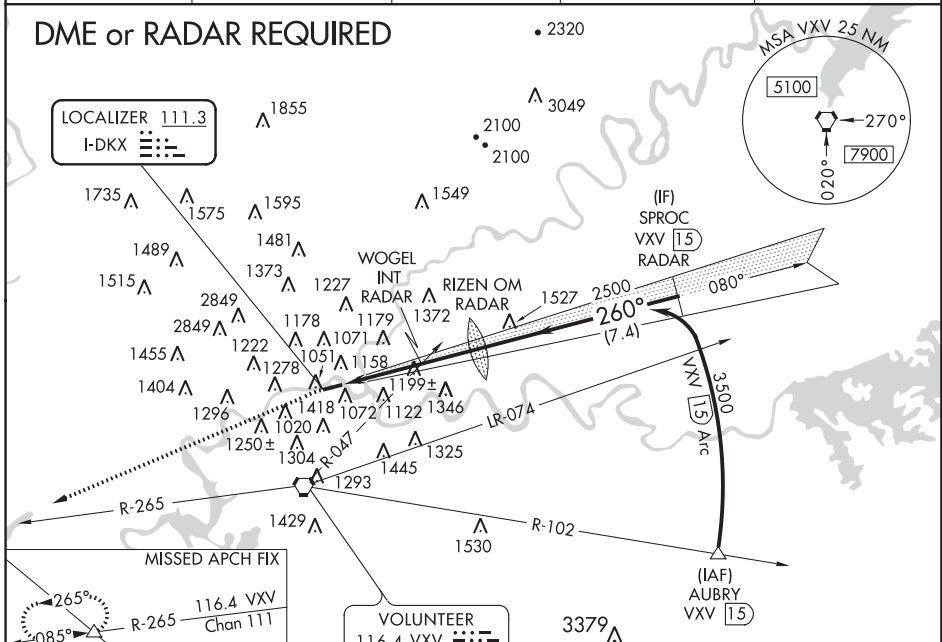
LOC RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

ADF or DME REQUIRED. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 60 feet and increase WOGEL Fix minimums Cat C and Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO INT and hold.

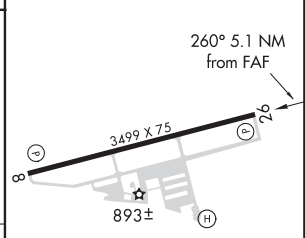
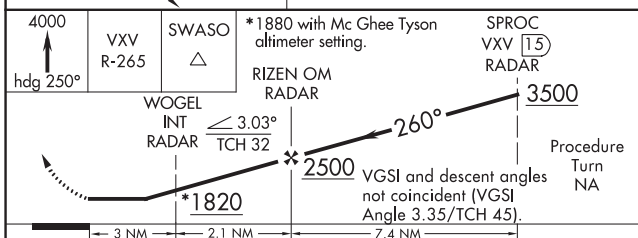
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 833	TDZE 833
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CATEGORY	A	B	C	D
S-26	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
CIRCLING	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
WOGEL FIX MINIMUMS				
S-26	1460-1	627 (700-1)	1460-1¼ 627 (700-1¼)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rws 8 and 26

MIRL Rwy 8-26

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

KNOXVILLE, TENNESSEE

AL-6102 (FAA)

16259

VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy Idg TDZE Apt Elev	N/A N/A 833
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VOR/DME-B

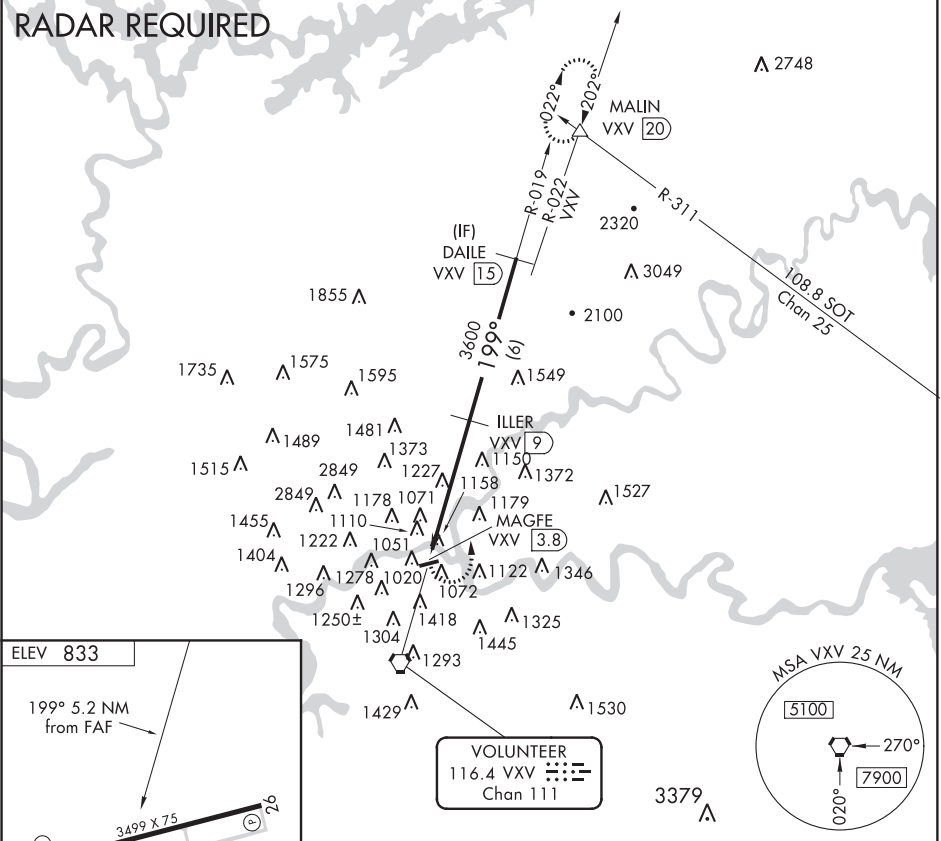
KNOXVILLE DOWNTOWN ISLAND (DKX)

⚠ When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 60 feet; increase Cat C visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.

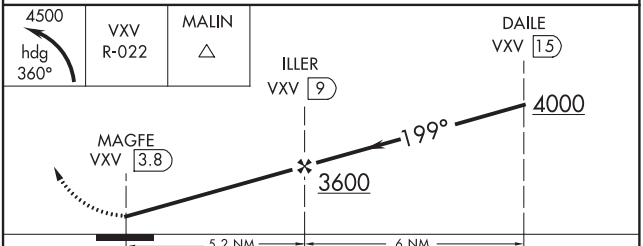
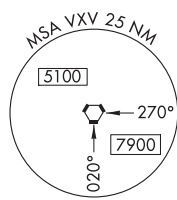
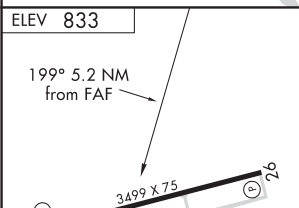
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6 ⓪
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RADAR REQUIRED



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



REIL Rwys 8 and 26 ⓪ MIRL Rwy 8-26 ⓪	CATEGORY	A	B	C	D
	CIRCLING	1720-1¼ 887 (900-1¼)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

KNOXVILLE, TENNESSEE
Amdt 7 23SEP10

35°58'N-83°52'W

KNOXVILLE DOWNTOWN ISLAND (DKX)
VOR/DME-B

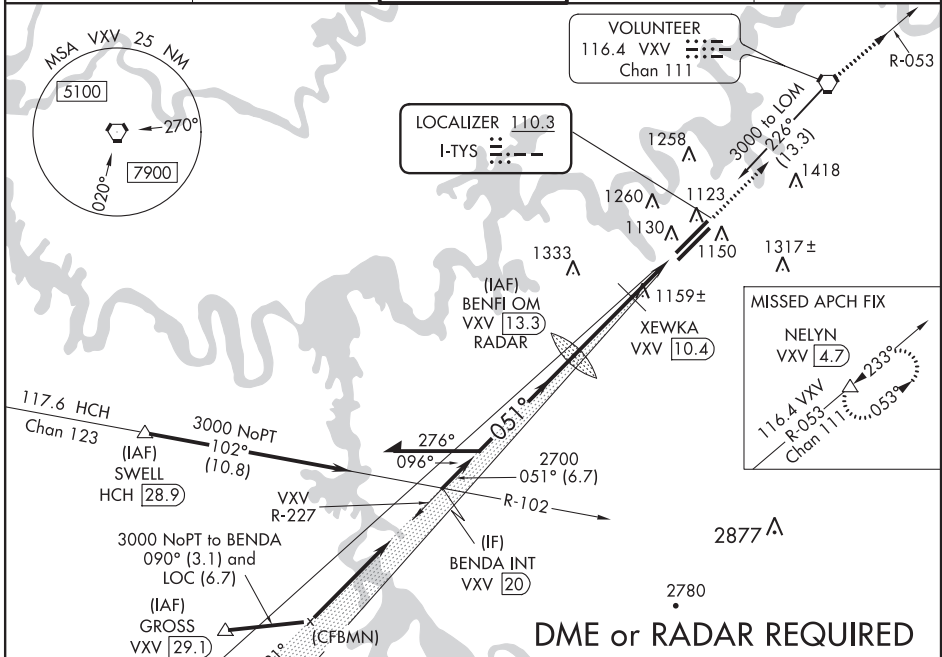
LOC I-TYS 110.3	APP CRS 051°	Rwy Idg 6005
		TDZE 953
		Apt Elev 981

ILS or LOC RWY 5L

MC GHEE TYSON (TYS)

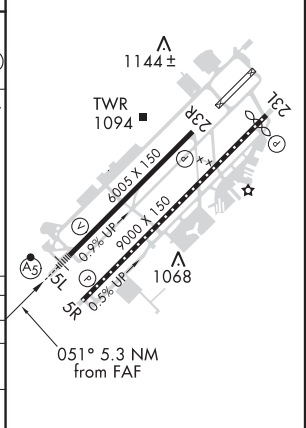
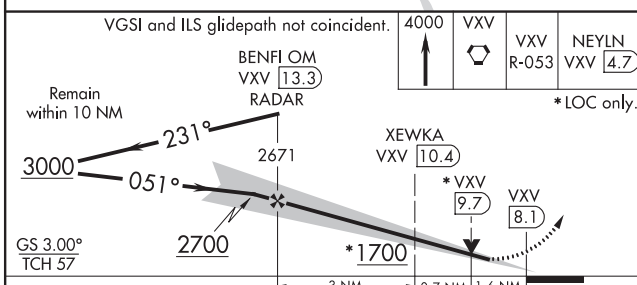
<p>DME required. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 4000 direct VXV VORTAC then on VXV R-053 to NEYLN/VXV 4.7 DME and hold.</p>
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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DME or RADAR REQUIRED

ELEV 981	TDZE 953
HIRL Rwy 5L-23R and 5R-23L	
REIL Rwy 5R, 23L, and 23R	
TDZ/CL Rwy 5R	



CATEGORY	A	B	C	D
S-ILS 5L		**1153/24	200 (200-½)	
S-LOC 5L	1500/24	547 (600-½)	1500/60	547 (600-1½)
CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

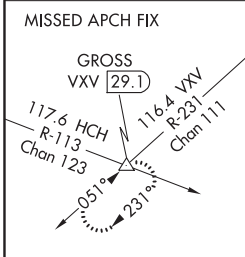
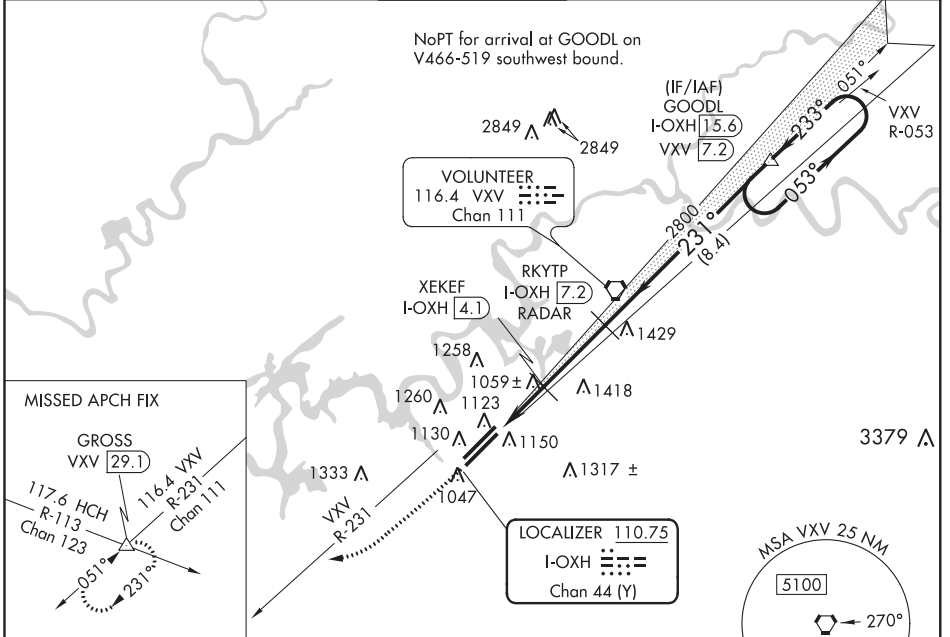
LOC/DME I- OXH 110.75 Chan 44 (Y)	APP CRS 231°	Rwy Idg 8597 TDZE 965 Apt Elev 981
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ILS or LOC RWY 23L

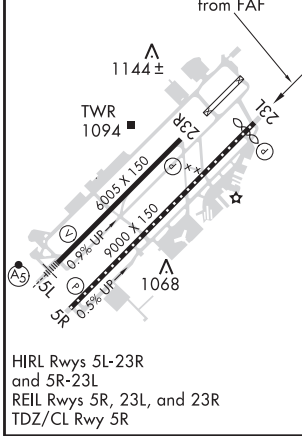
MC GHEE TYSON (T'YS)

DME required. ASR	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.			
	ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 981	D	TDZE 965
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DME or RADAR REQUIRED

2000	4000	VXV R-231	GROSS	Disregard all marker beacon indications.	
↑	hdg 240°		△	GOODL I- OXH 15.6	One Minute Holding Pattern
*LOC only.					
			RKYTP I- OXH 7.2 RADAR		
			XEKEF I- OXH 4.1		
			I- OXH 1.6		
			*I- OXH 2.6		
			*1800		
			2800		
			2800		
			1.5		
			3.1 NM		
			8.4 NM		
CATEGORY	A	B	C	D	
S-ILS 23L	1165/40		200 (200-¾)		
S-LOC 23L	1320/55		355 (400-1¼)		
C CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-BUI 111.7	APP CRS 231°	Rwy ldg 6005
		TDZE 981
		Apt Elev 981

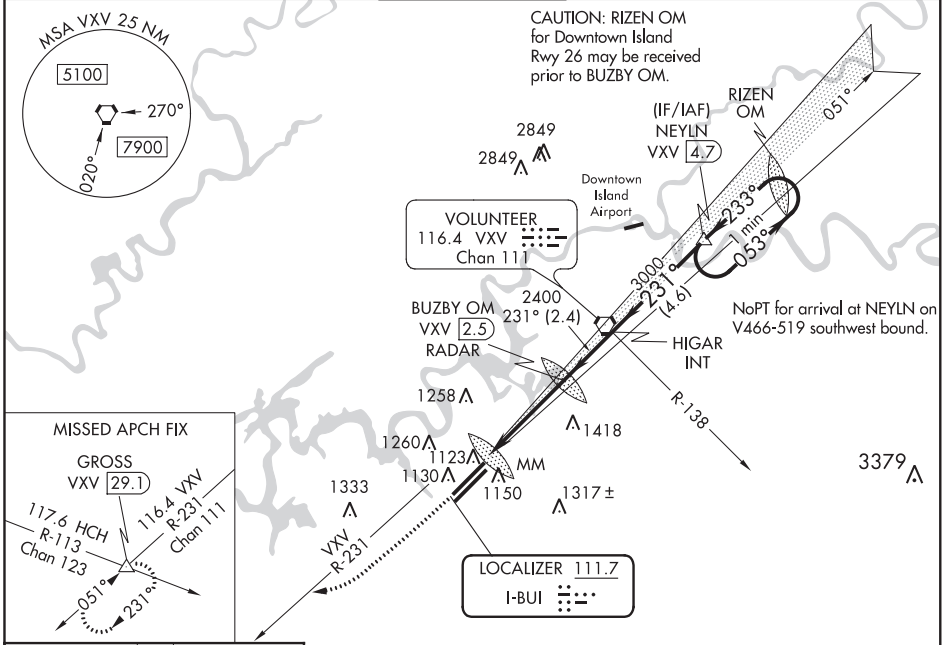
ILS or LOC RWY 23R

MC GHEE TYSON (TYS)

ASR For inop ALSF, increase S-ILS 23R Cat E visibility to RVR 4000 and S-LOC 23R E visibility to 1/4.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 981	D	TDZE 981
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HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R, 23L, and 23R
TDZ/CL Rwy 5R

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

DME or RADAR REQUIRED				
2000	4000	VXV R-231	GROSS	One Minute Holding Pattern
↑	hdg 240°	△		
CATEGORY	A	B	C	D
S-ILS 23R	1181/18 200 (200-1/2)			
S-LOC 23R	1600/24	619 (700-1/2)	1600-1 3/8	619 (700-1 3/8)
C CIRCLING	1600-1 619 (700-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

LOC I-BUI 111.7	APP CRS 231°	Rwy ldg TDZE Apt Elev	6005 981 981
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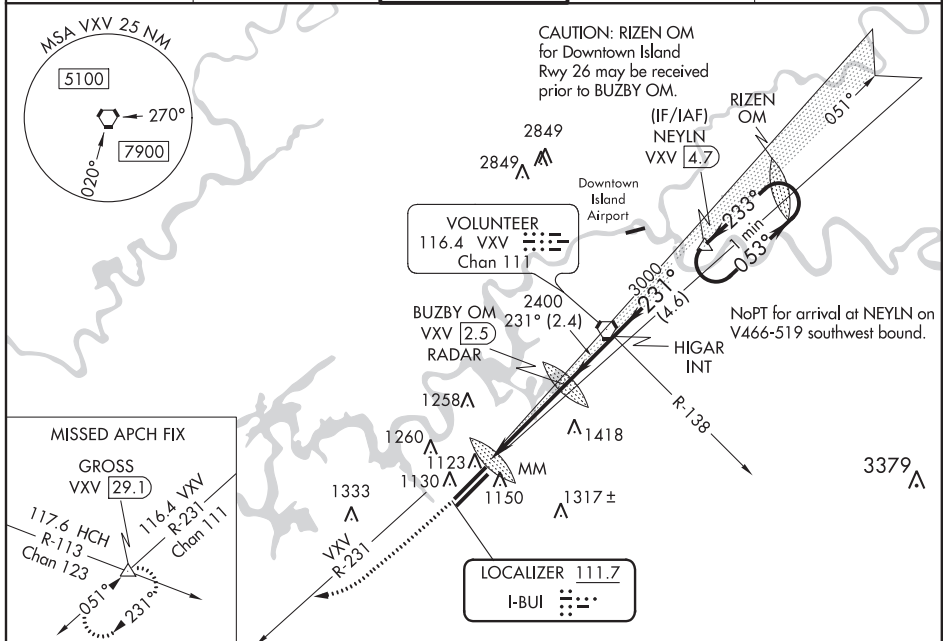
ILS RWY 23R (SA CAT I)

MC GHEE TYSON (TYS)

ASR Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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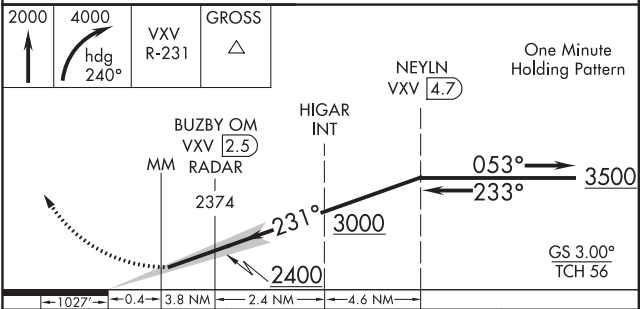
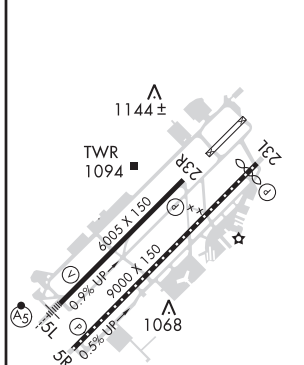


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 981	D	TDZE 981
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 23R	RA 177/14 150 DA 1131			

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-BUI 111.7	APP CRS 231°	Rwy ldg TDZE Apt Elev	6005 981 981
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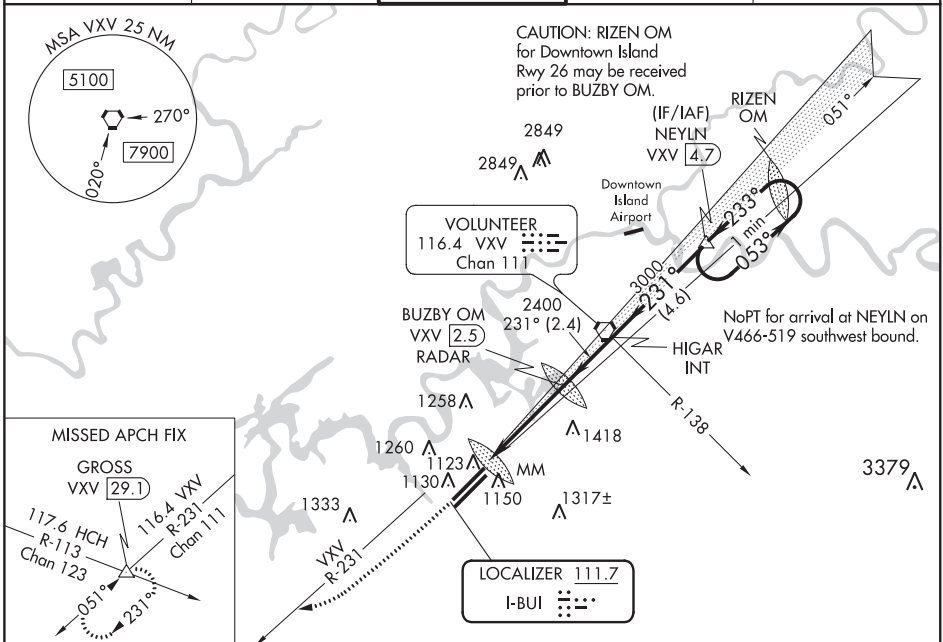
ILS RWY 23R (CAT II)

MC GHEE TYSON (TYS)

ASR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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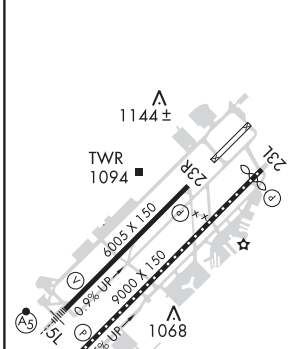
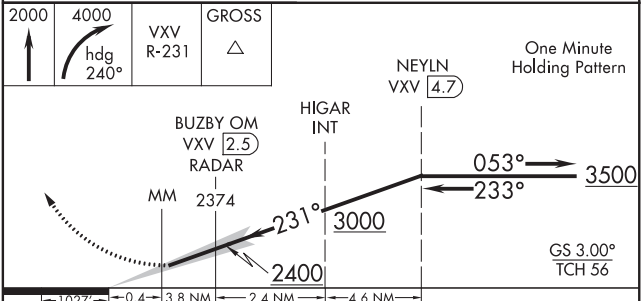


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 981	D	TDZE 981
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 23R		RA 104/12	100 DA 1081	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R, 23L, and 23R
TDZ/CL Rwy 5R

WAAS CH 97410 W05B	APP CRS 051°	Rwy Idg TDZE Apt Elev	8600 959 981
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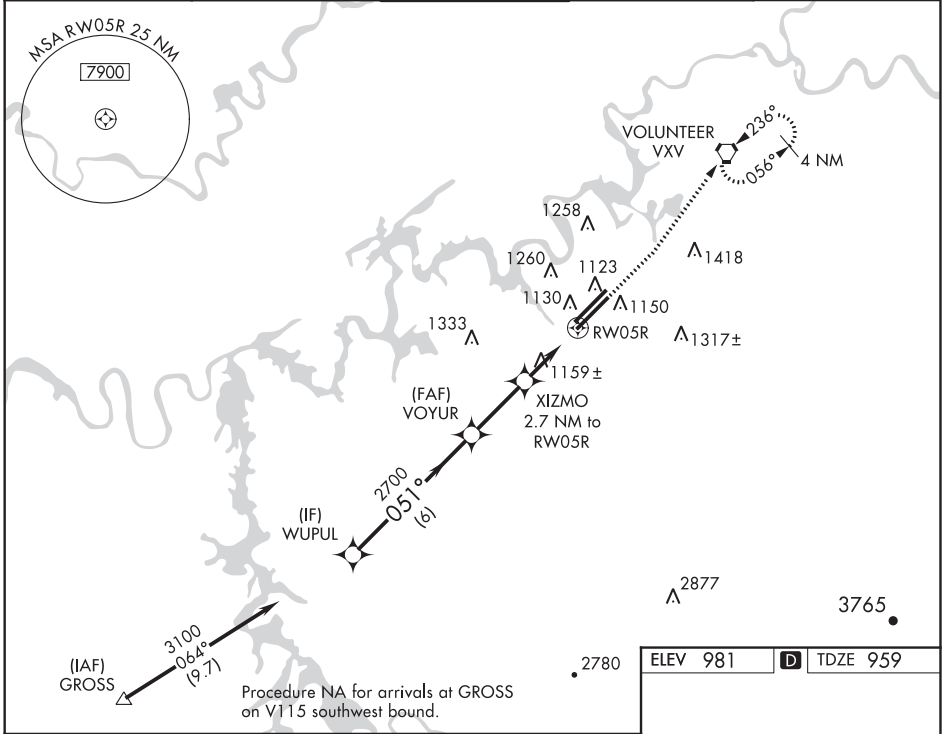
RNAV (GPS) RWY 5R

MC GHEE TYSON (T'YS)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C (14° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

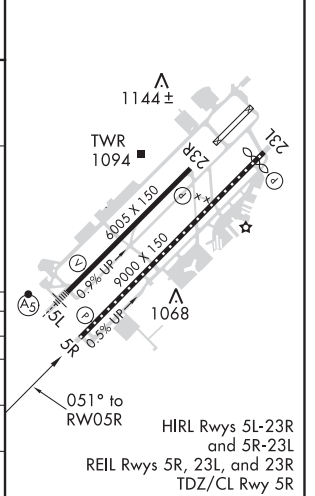
MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 981	D TDZE 959
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	WUPUL	VOYUR	XIZMO 2.7 NM to RW05R	RW05R
	3100	2700	*1840	
	GP 3.00° TCH 43			
	6 NM	2.7 NM	1.3 NM	1.4 NM
CATEGORY	A	B	C	D
LPV DA		1159-3/4	200 (200-3/4)	
LNAV/VNAV DA		1276-1 1/8	317 (300-1 1/8)	
LNAV MDA	1420-1	461 (500-1)	1420-1 3/8	461 (500-1 3/8)
C CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90210 W23B	APP CRS 231°	Rwy Idg TDZE 965 Apt Elev 981
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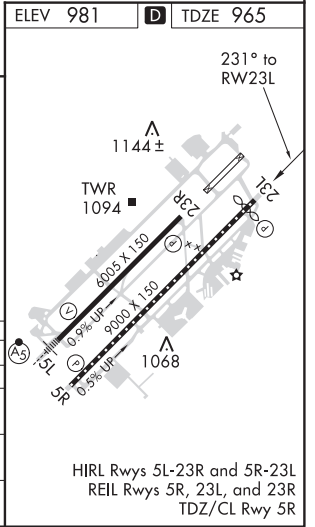
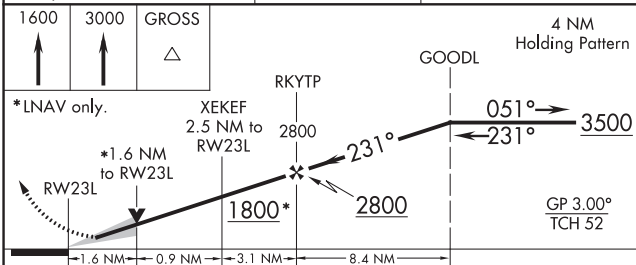
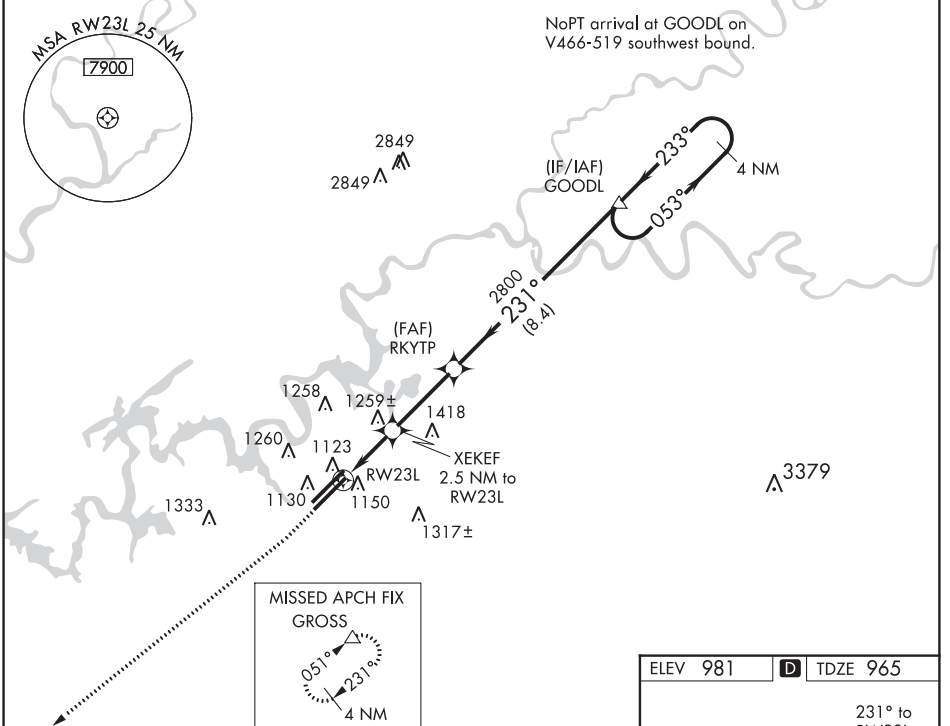
RNAV (GPS) RWY 23L

MC GHEE TYSON (T'YS)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C (14° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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CATEGORY	A	B	C	D
LPV DA		1165/40	200 (200-¾)	
LNAV/VNAV DA		1383-1⅜	418 (500-1⅜)	
LNAV MDA	1520/55	555 (600-1¼)	1520-1⅝	555 (600-1⅝)
CIRCLING	1520-1 539 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81902 W23A	APP CRS 231°	Rwy Idg 6005	TDZE 981
		Apt Elev 981	

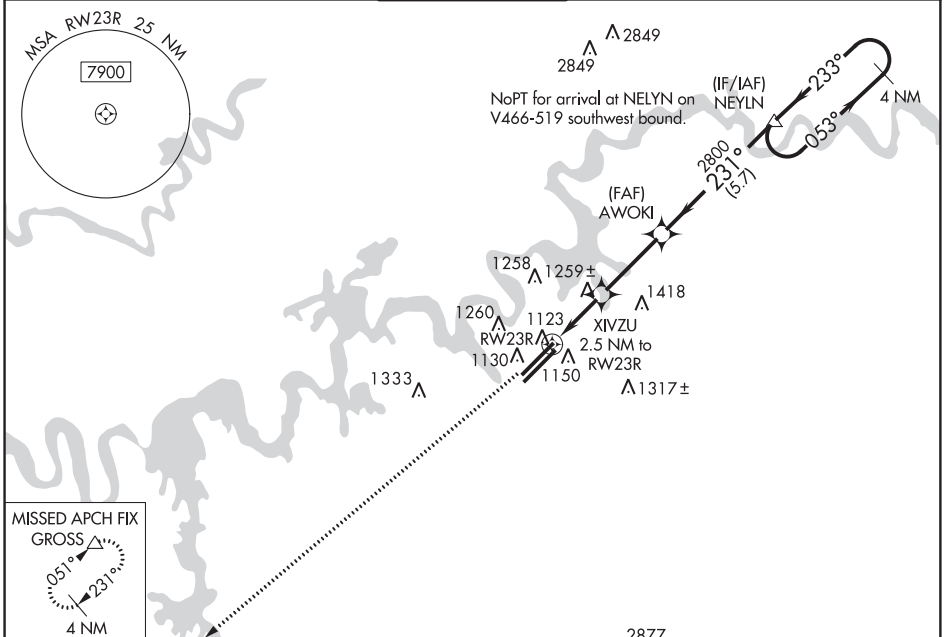
RNAV (GPS) RWY 23R

MC GHEE TYSON (T'YS)

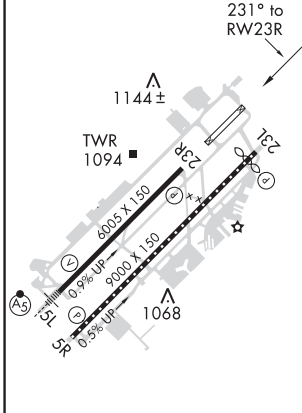
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct direct GROSS and hold.

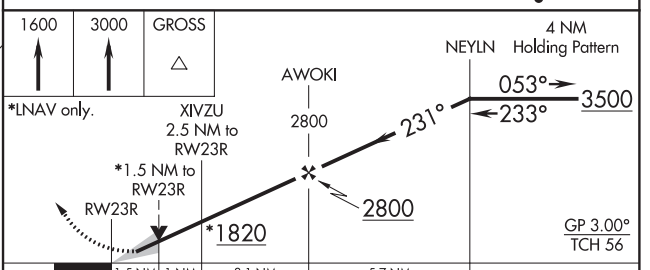
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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ELEV 981	D	TDZE 981
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HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R, 23L, and 23R
TDZ/CL Rwy 5R



CATEGORY	A	B	C	D
LPV DA		1181/24	200 (200-½)	
LNAV/VNAV DA		1535-1 ⅜	554 (600-1 ⅜)	
LNAV MDA	1520/24	539 (600-½)	1520/55	539 (600-1¼)
C CIRCLING	1520-1 539 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

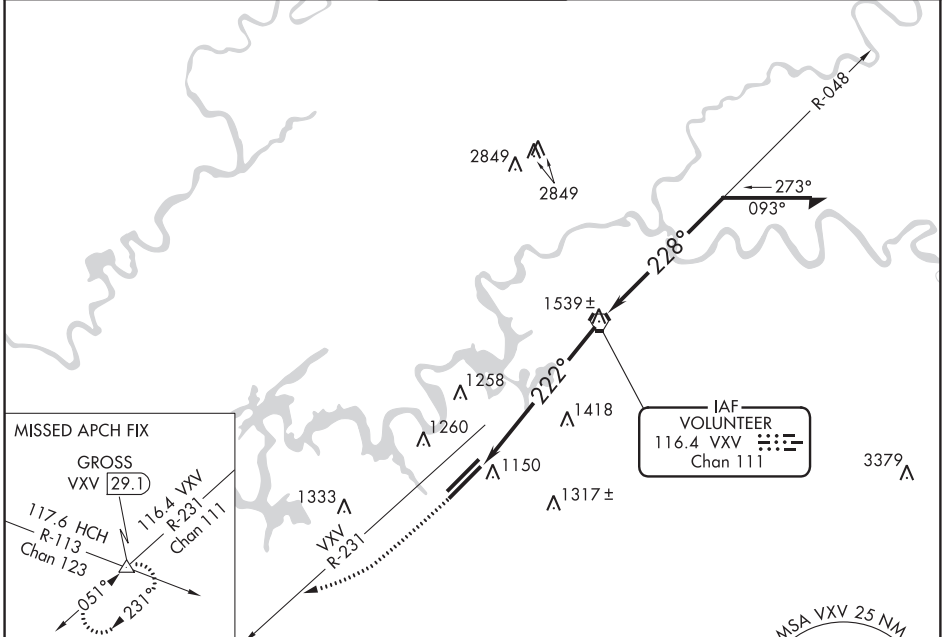
VOR/DME VVX 116.4 Chan 111	APP CRS 222°	Rwy Idg TDZE Apt Elev	8597 965 981
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VOR RWY 23L

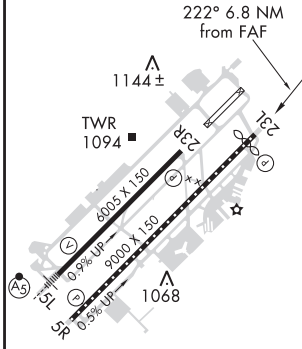
MC GHEE TYSON (T'YS)

ASR	MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.			
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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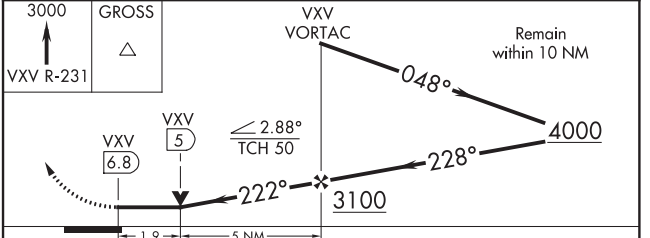
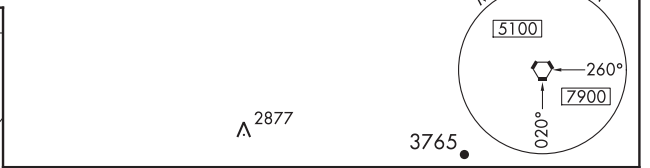


ELEV 981	D	TDZE 981
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HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R, 23L, and 23R
TDZ/CL Rwy 5R

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

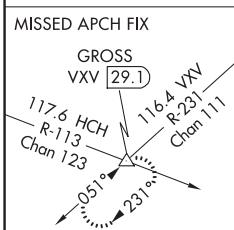
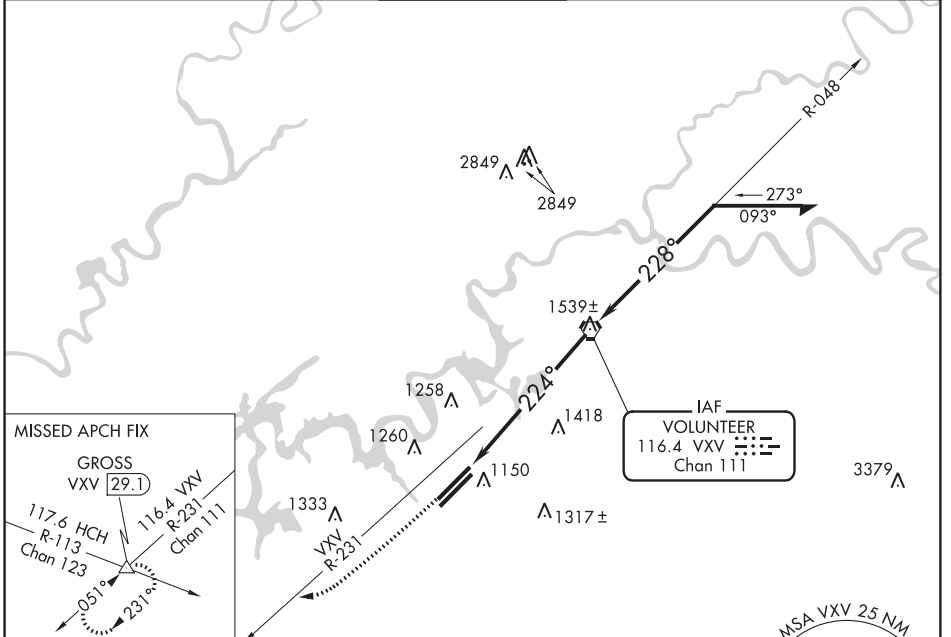
VOR/DME VVX 116.4 Chan 111	APP CRS 224°	Rwy Idg TDZE Apt Elev	6005 981 981
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VOR RWY 23R

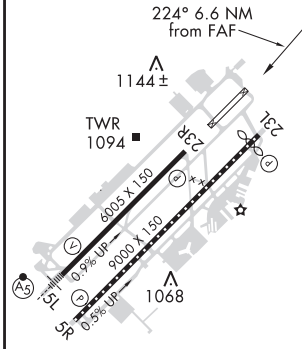
MC GHEE TYSON (T'YS)

ASR	MISSED APPROACH: Climb to 3000 via VVX R-231 to GROSS Int/29.1 DME and hold.			
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
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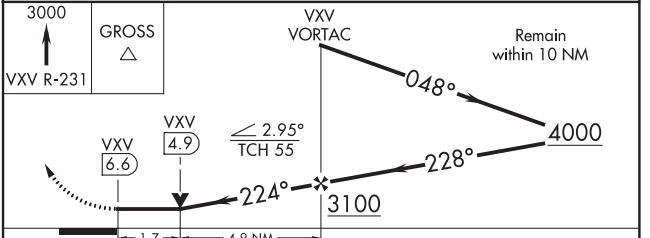
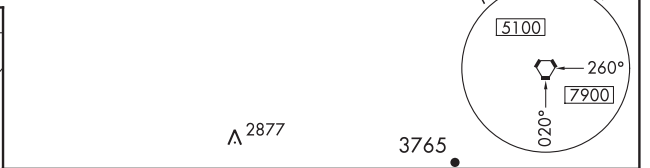


ELEV 981	D	TDZE 981
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HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R, 23L, and 23R
TDZ/CL Rwy 5R

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-23R	1580/24	599 (600-1/2)	1580/50 599 (600-1)	1580/60 599 (600-1 1/4)
CIRCLING	1580-1	599 (600-1)	1580-1 1/2 599 (600-1 1/2)	1620-2 639 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

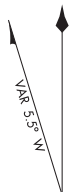
AIRPORT DIAGRAM

MC GHEE TYSON (TYS)
KNOXVILLE, TENNESSEE

AL-218 (FAA)

ATIS
128.35
KNOXVILLE TOWER
121.2 257.8
GND CON
121.9 348.6
CLNC DEL
121.65

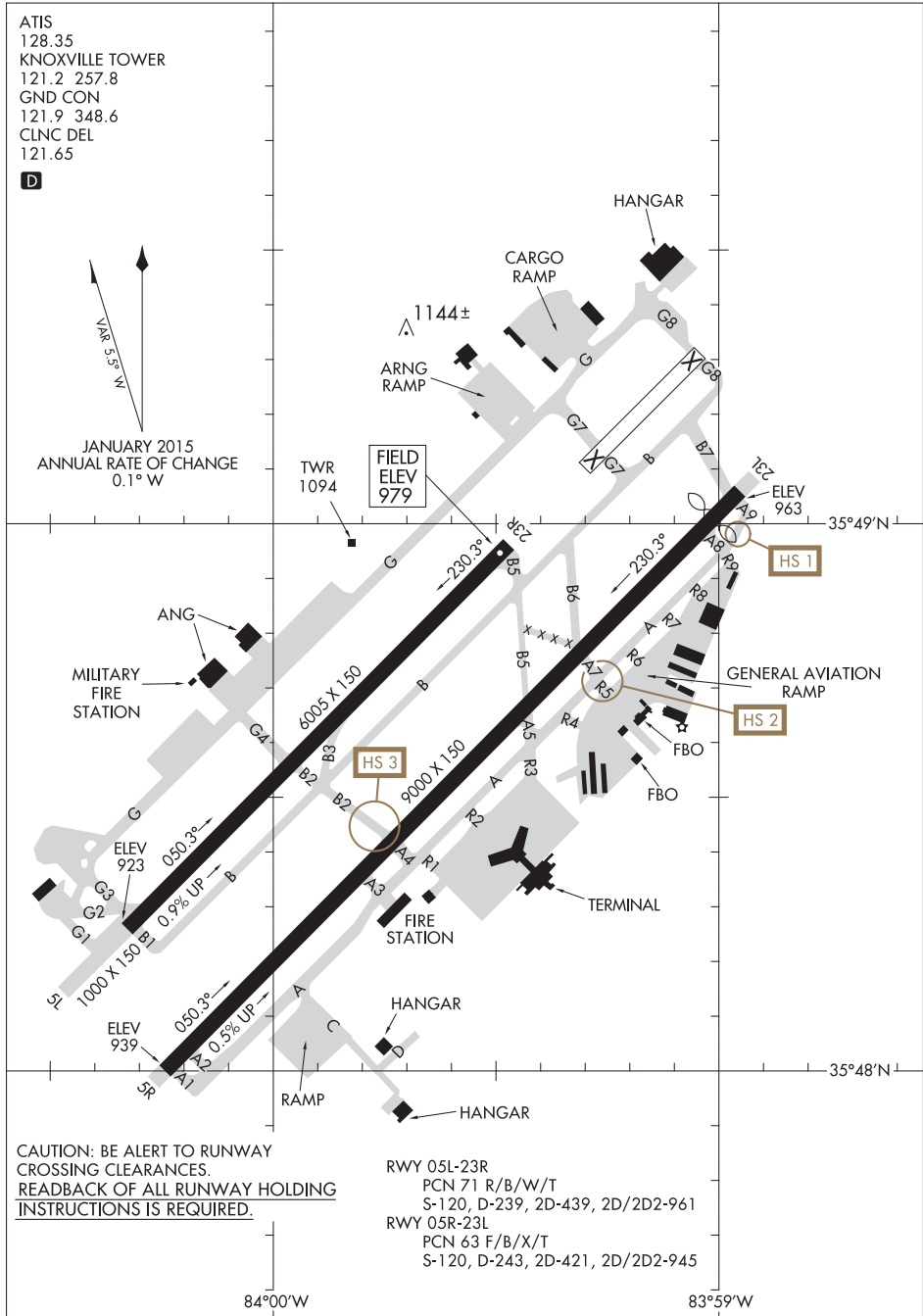
D



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



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

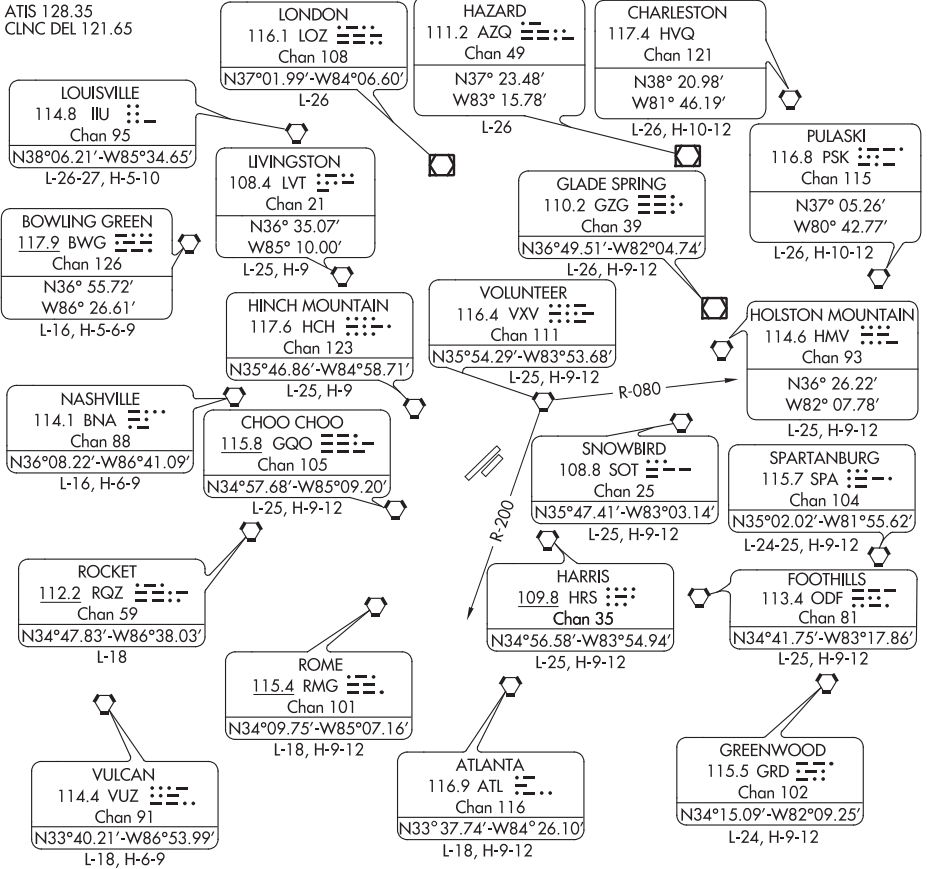
RWY 05L-23R
PCN 71 R/B/W/T
S-120, D-239, 2D-439, 2D/2D2-961
RWY 05R-23L
PCN 63 F/B/X/T
S-120, D-243, 2D-421, 2D/2D2-945

AIRPORT DIAGRAM

16315

KNOXVILLE, TENNESSEE
MC GHEE TYSON (TYS)

KNOXVILLE FOUR DEPARTURE



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

LAFAYETTE, TENNESSEE

AL-6653 (FAA)

15176

WAAS CH 57917 W01A	APP CRS 008°	Rwy Idg 5000 TDZE 969 Apt Elev 969
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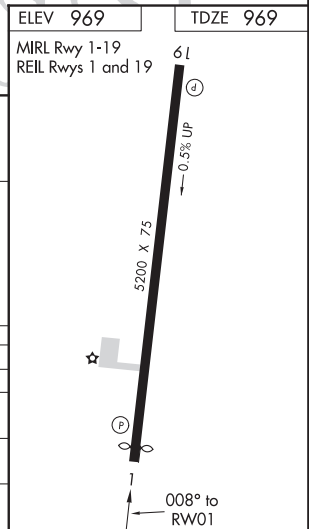
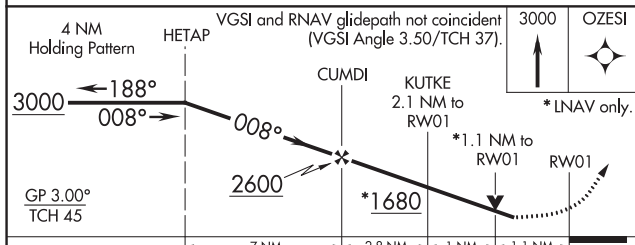
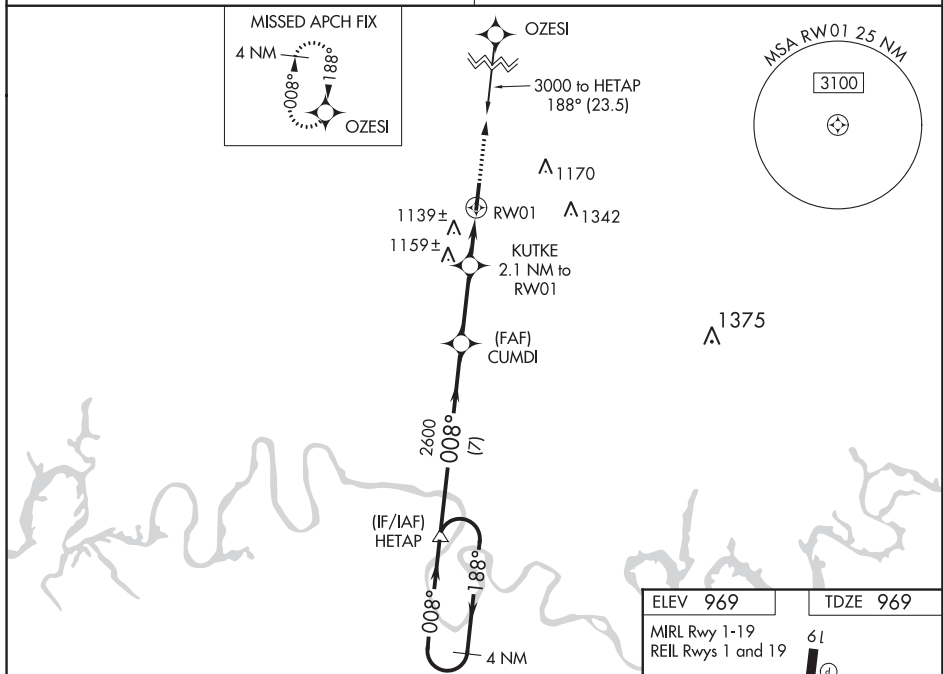
RNAV (GPS) RWY 1

LAFAYETTE MUNI (3M7)

⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Bowling Green altimeter setting.

MISSED APPROACH:
Climb to 3000 direct OZESI and hold.

NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1318-1¼	349 (400-1¼)	
LNAV/VNAV DA		1452-1¾	483 (500-1¾)	
LNAV MDA	1400-1	431 (500-1)	1400-1¼ 431 (500-1¼)	1400-1½ 431 (500-1½)
CIRCLING	1440-1	471 (500-1)	1440-1½ 471 (500-1½)	1520-2 551 (600-2)

LAFAYETTE, TENNESSEE
Orig 03JUN10

36°31'N - 86°03'W

RNAV (GPS) RWY 1

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61316 W19A	APP CRS 188°	Rwy Idg TDZE Apt Elev	5200 961 969
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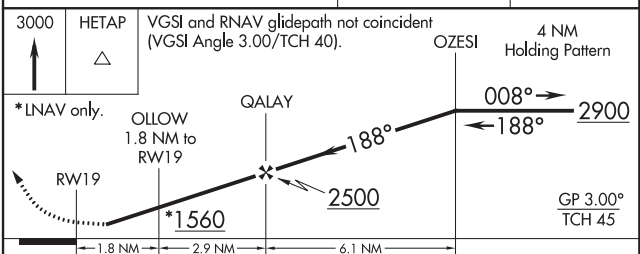
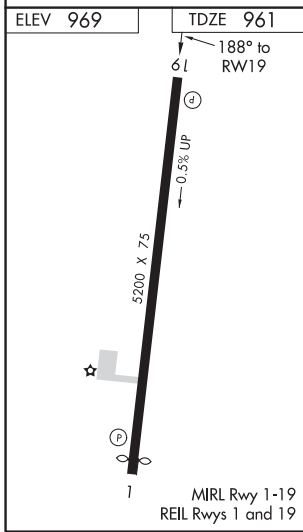
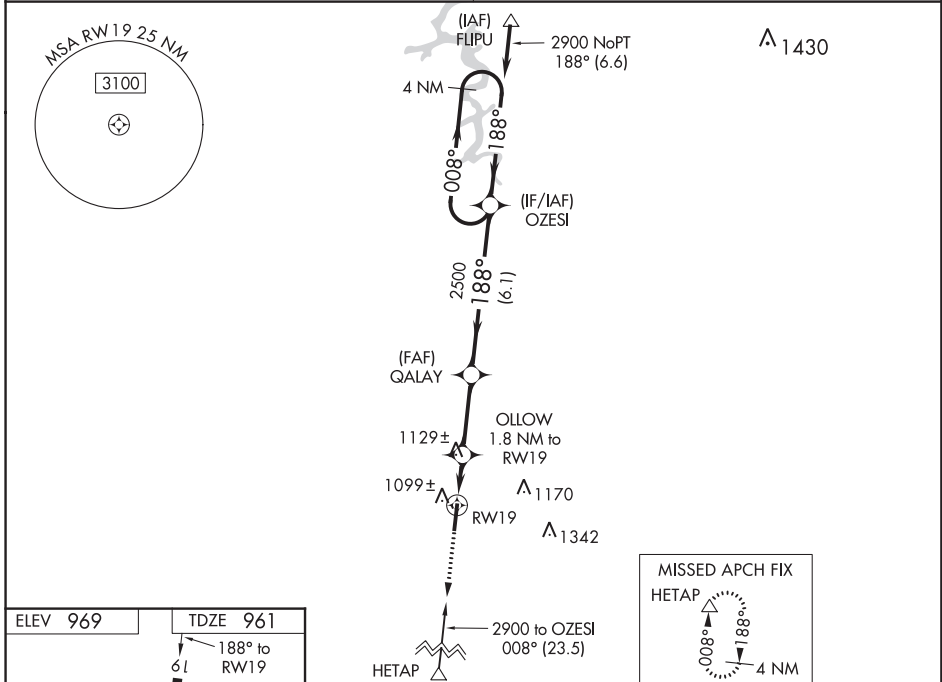
RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct HETAP and hold.

NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1211-1		250 (300-1)	
LNAV/VNAV DA	1369-1½		408 (400-1½)	
LNAV MDA	1380-1	419 (500-1)	1380-1¼	419 (500-1¼)
CIRCLING	1440-1	471 (500-1)	1440-1½	1520-2 471 (500-1½) 551 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LAWRENCEBURG, TENNESSEE

AL-5829 (FAA)

14149

WAAS CH 70337 W17A	APP CRS 168°	Rwy Idg THRE Apt Elev	5003 936 936
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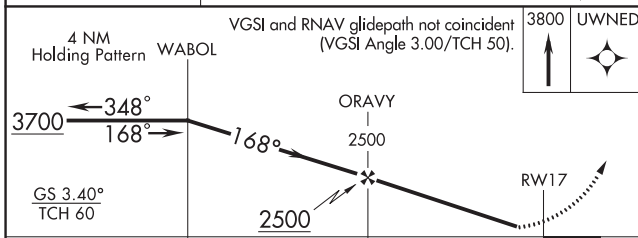
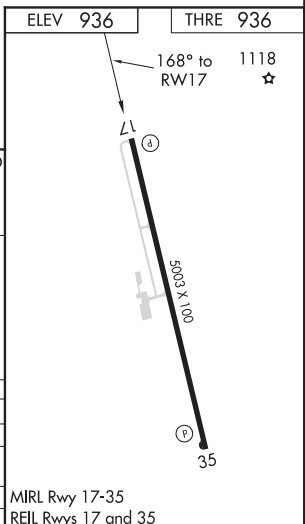
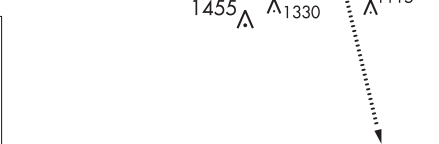
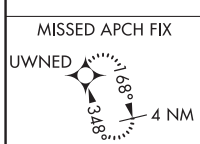
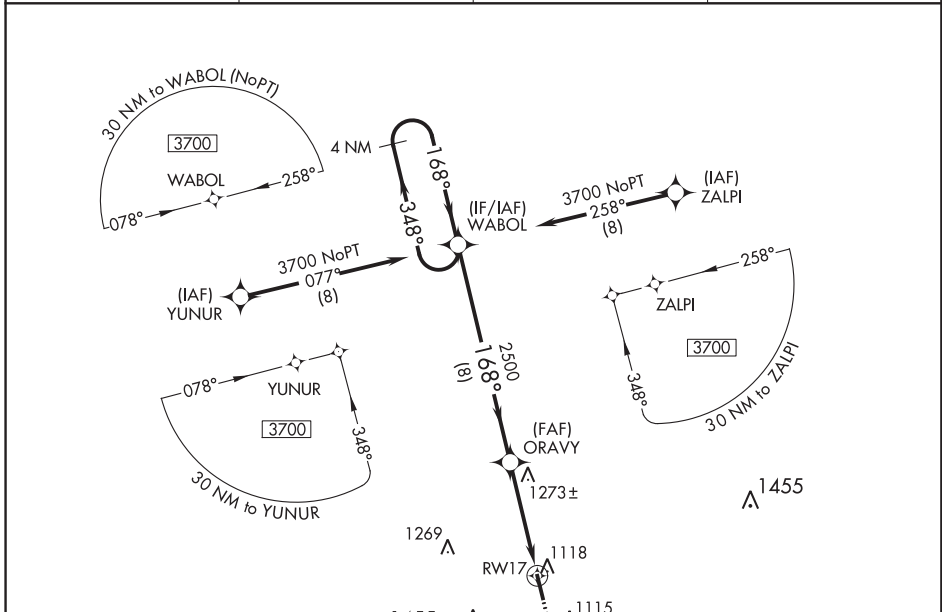
RNAV (GPS) RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

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. Night landing: Rwy 17 NA. When local altimeter setting not received, use Huntsville Intl- Carl T Jones Field altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3800 direct
UWNED and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1225-1	289 (300-1)		NA
LNAV/VNAV DA	1394-1⅓	458 (500-1⅓)		NA
LNAV MDA	1540-1	604 (700-1)		NA
<input checked="" type="checkbox"/> CIRCLING	1540-1	604 (700-1)		NA

MIRL Rwy 17-35
REIL Rwys 17 and 35

LAWRENCEBURG, TENNESSEE
Orig-A 29MAY14

35° 14'N-87° 15'W

LAWRENCEBURG-LAWRENCE COUNTY (2M2) RNAV (GPS) RWY 17

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61335 W35A	APP CRS 348°	Rwy Idg THRE 927 Apt Elev 936	5003
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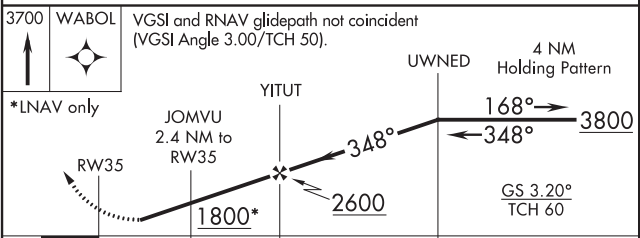
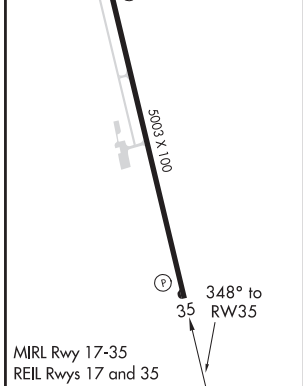
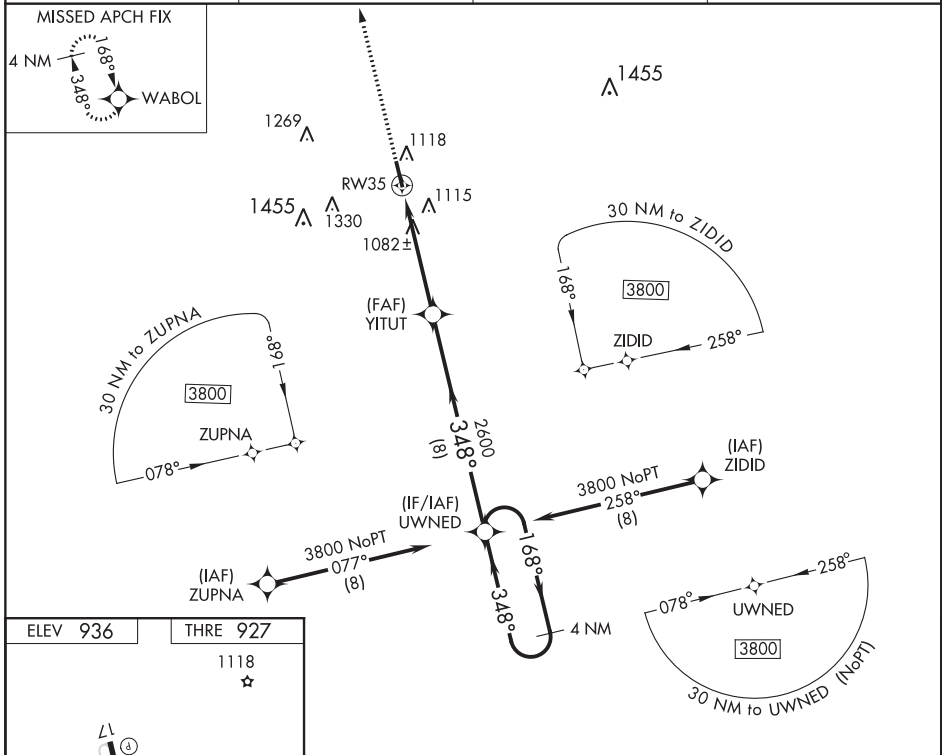
RNAV (GPS) RWY 35

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Field altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 3/8 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3700 direct WABOL and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1293-1 1/8	366 (400-1 1/8)		NA
LNAV/VNAV DA	1354-1 1/4	427 (500-1 1/4)		NA
LNAV MDA	1340-1	413 (500-1)		NA
C CIRCLING	1500-1	564 (600-1)		NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LEBANON, TENNESSEE

AL-5923 (FAA)

RNAV (GPS) RWY 1

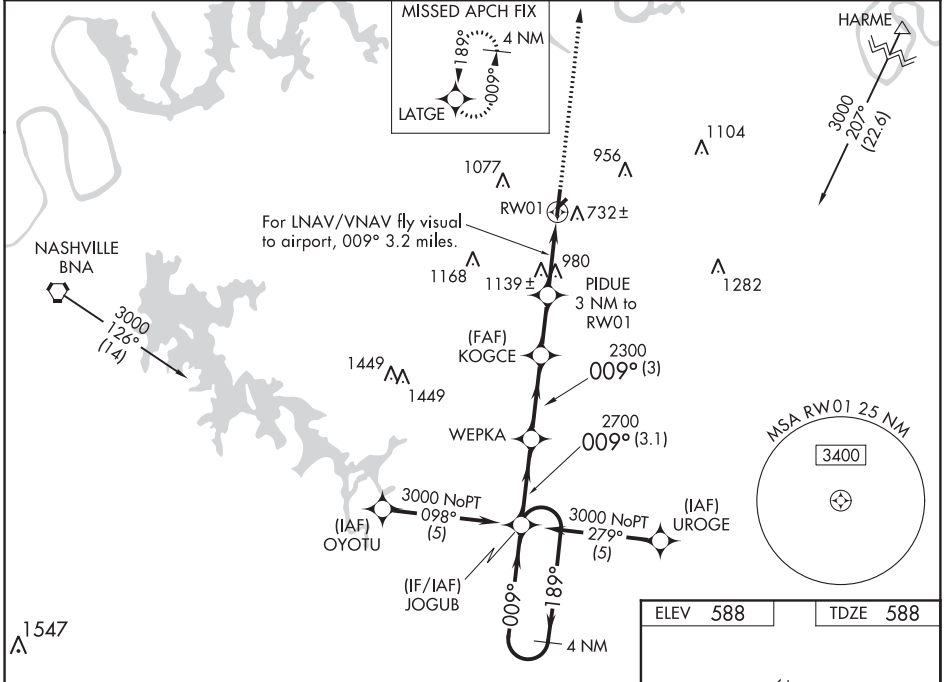
LEBANON MUNI (M54)

WAAS CH 65809 W01A	APP CRS 009°	Rwy Idg TDZE Apt Elev	4527 588 588
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

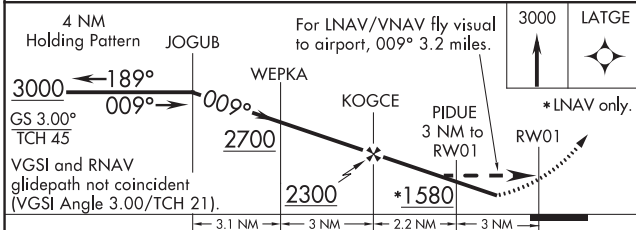
MISSED APPROACH:
Climb to 3000 direct
LATGE and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	UNICOM 122.725 (CTAF)
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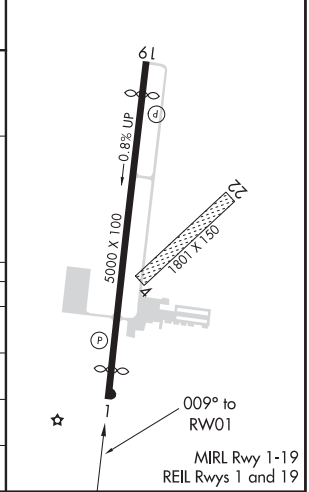


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 588	TDZE 588
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CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2	1075 (1100-2)	1663-3	1075 (1100-3)
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)

LEBANON, TENNESSEE
Orig 14149

36°11' N - 86°19' W

RNAV (GPS) RWY 1

RNAV (GPS) RWY 19

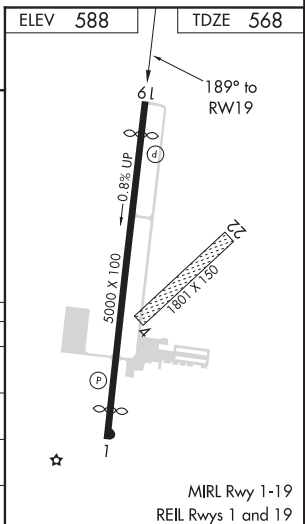
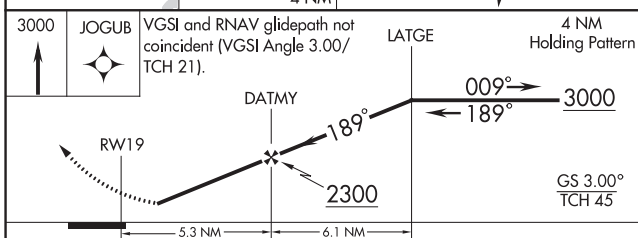
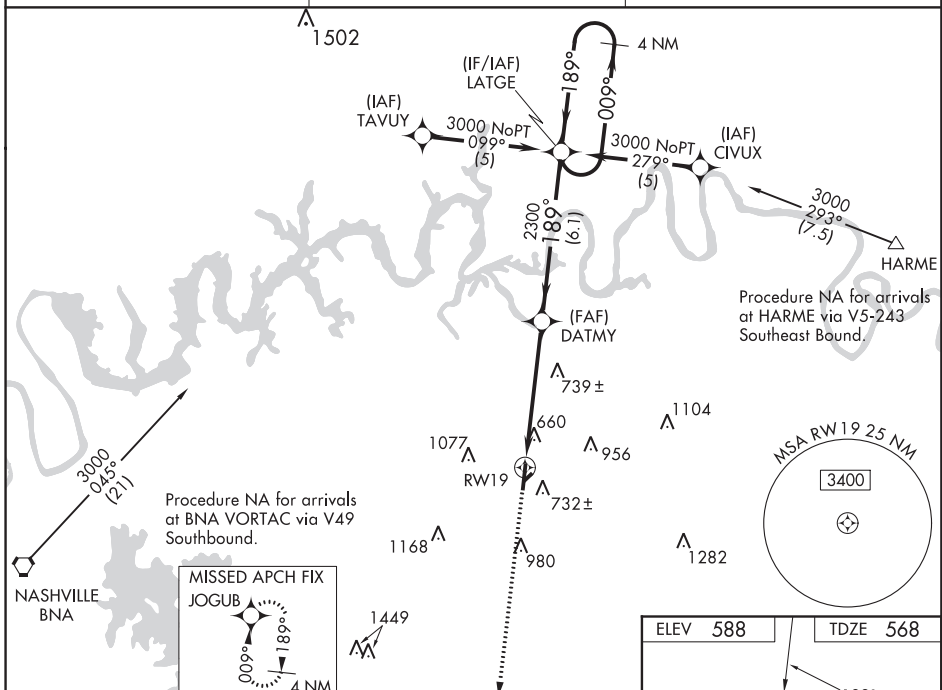
LEBANON MUNI (M54)

WAAS CH 90309 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	4500 568 588
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Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	UNICOM 122.725 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	899-1¼		331 (400-1¼)	
LNAV/VNAV DA	996-1½		428 (500-1½)	
LNAV MDA	1000-1	432 (500-1)	1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1	512 (600-1)	1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

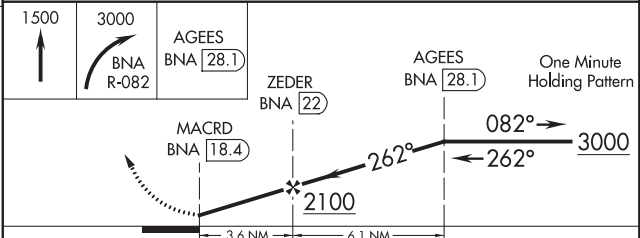
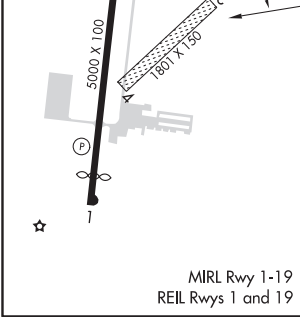
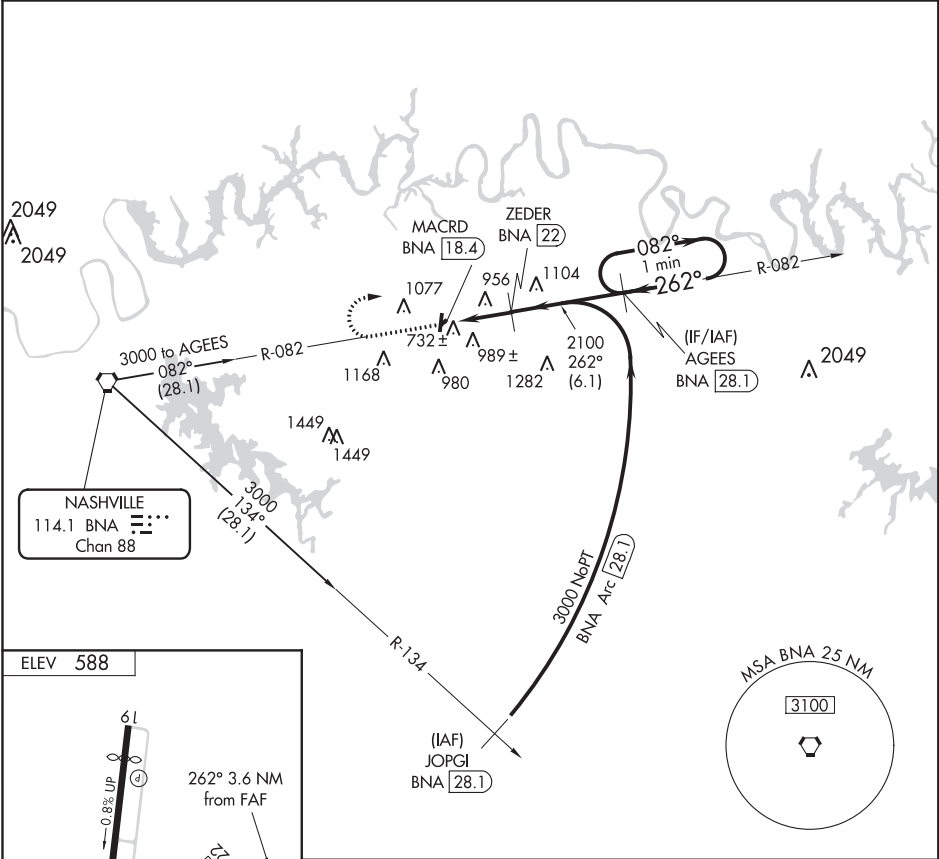
VORTAC BNA 114.1 Chan 88	APP CRS 262°	Rwy Idg TDZE Apt Elev	N/A N/A 588
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VOR/DME-A
LEBANON MUNI (M54)

▲ NA When local altimeter setting not received, use Nashville Intl altimeter setting and increase MDA 60 feet and Cats. C and D visibility ½ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via BNA VORTAC R-082 to AGEES/BNA 28.1 DME and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	UNICOM 122.725 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1240-1	652 (700-1)	1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93934 W02A	APP CRS 021°	Rwy Idg THRE 717 Apt Elev 717	5002
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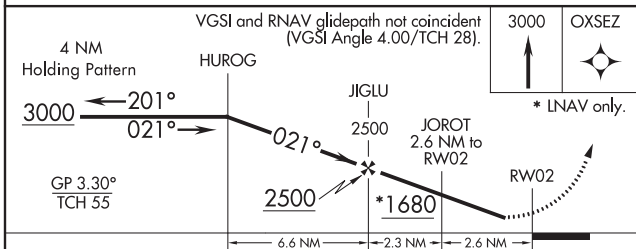
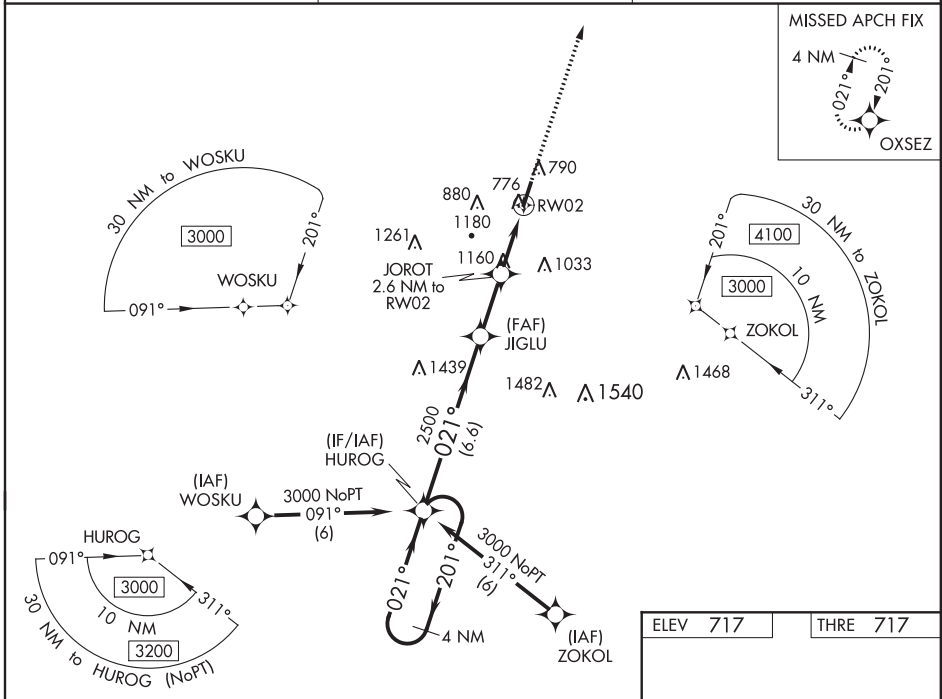
RNAV (GPS) RWY 2

ELLINGTON (LUG)

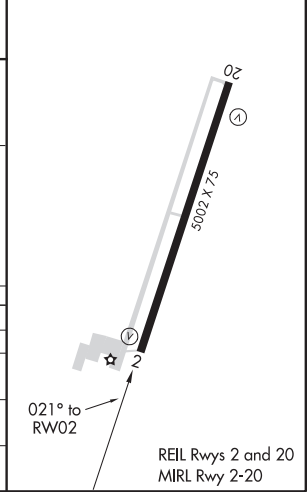
⚠ DME/DME RNP-0.3 NA. Rwy 2 Straight-in and Circling minimums NA at night. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats and LNAV Cat B and Circling Cats A/B 1/4 mile and LNAV Cat C/D and Circling Cat C 1/2 mile. Helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 3000 direct OXSEZ and hold.

AWOS-3 135.775	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF)
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ELEV 717	THRE 717
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CATEGORY	A	B	C	D
LPV DA	992-1	275 (300-1)		NA
LNAV/VNAV DA	1427-2 1/4	710 (800-2 1/4)		NA
LNAV MDA	1420-1	703 (800-1)	1420-2	703 (800-2)
C CIRCLING	1420-1 703 (800-1)	1480-1 763 (800-1)	1520-2 1/4 803 (900-2 1/4)	1640-3 923 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LEWISBURG, TENNESSEE

AL-6023 (FAA)

15260

WAAS CH 56619 W20A	APP CRS 201°	Rwy Idg THRE 709 Apt Elev 717	5002
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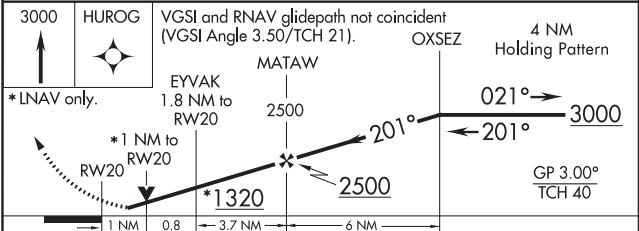
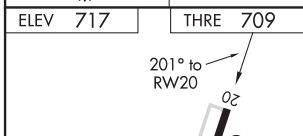
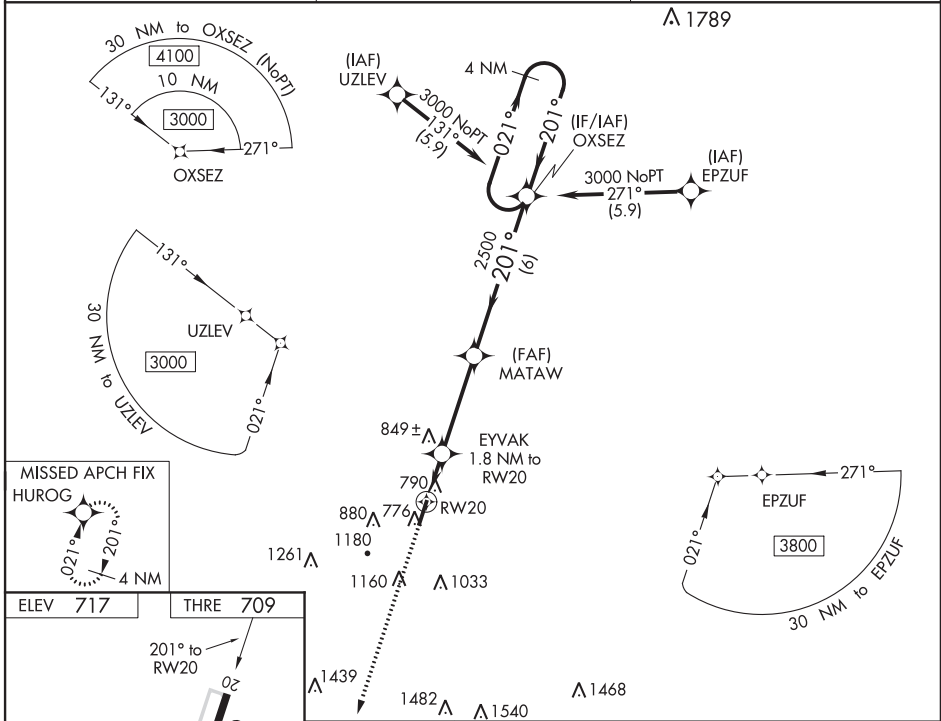
RNAV (GPS) RWY 20

ELLINGTON (LUG)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility 3/8 mile and increase LNAV Cat C/D and Circling Cat B 1/4 mile and Circling Cat C 1/2 mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Circling to Rwy 2 NA at night. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct HUROG and hold.

AWOS-3 135.775	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1002-1	293 (300-1)	
LNAV/VNAV DA		976-7/8	267 (300-7/8)	
LNAV MDA	1100-1	391 (400-1)	1100-1 1/8	391 (400-1 1/8)
C CIRCLING	1280-1 563 (600-1)	1480-1 763 (800-1)	1520-2 1/4 803 (900-2 1/4)	1640-3 923 (1000-3)

LEWISBURG, TENNESSEE
Amdt 1 19SEP13

35°30'N-86°48'W

ELLINGTON (LUG) RNAV (GPS) RWY 20

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42824 W05A	APP CRS 045°	Rwy Idg 4000 TDZE 411 Apt Elev 412
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RNAV (GPS) RWY 5

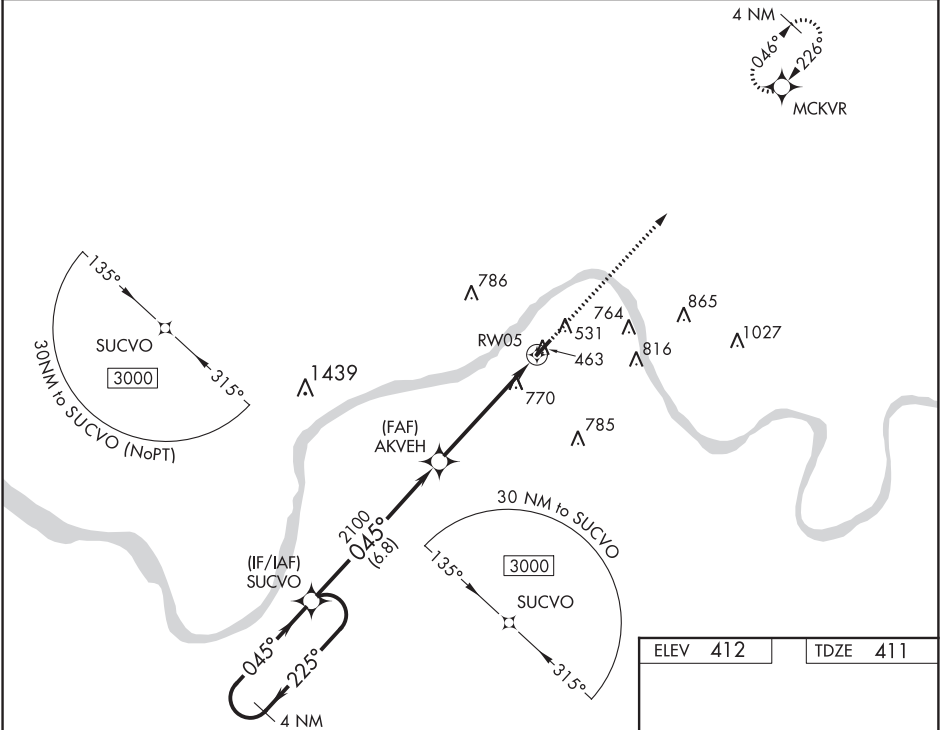
HANCOCK CO-RON LEWIS FIELD (KY8)

▼ When VGSI inop, Circling Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

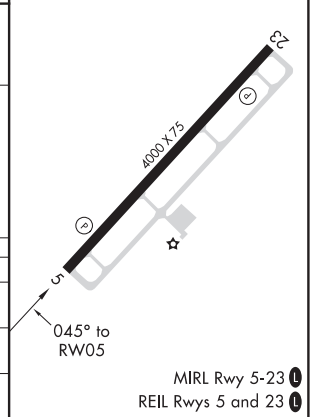
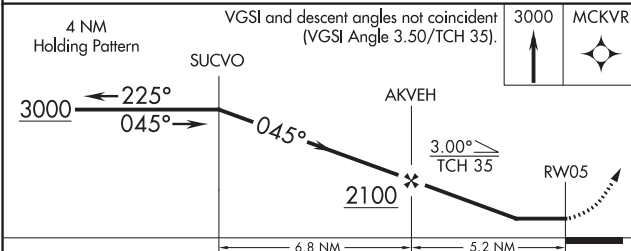
▲ NA

MISSED APPROACH:
Climb to 3000 direct MCKVR and hold.

AWOS-3 119.775	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 123.0 (CTAF) 0
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ELEV 412	TDZE 411
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CATEGORY	A	B	C	D
LP MDA	1020-1	609 (700-1)	1020-1 3/4 609 (700-1 3/4)	NA
LNAV MDA	1020-1	609 (700-1)	1020-1 3/4 609 (700-1 3/4)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1 3/4 668 (700-1 3/4)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61324 W23A	APP CRS 226°	Rwy Idg TDZE Apt Elev	4000 412 412
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RNAV (GPS) RWY 23

HANCOCK CO-RON LEWIS FIELD (KY8)

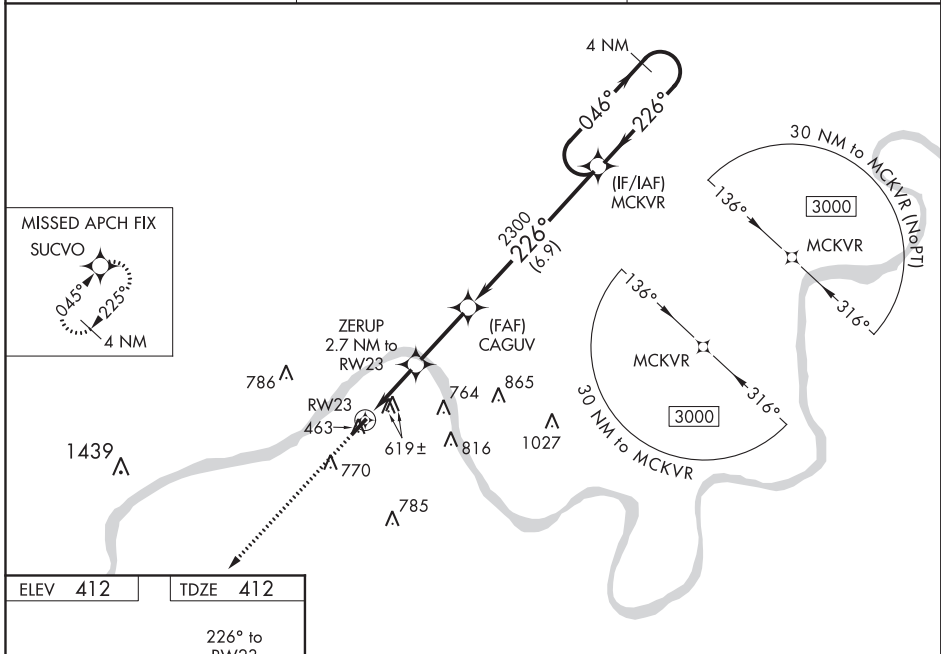
⚠ When VGSI inop, Circling Rwy 5 NA at night. Baro-VNAV NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 887, LNAV/VNAV DA to 986 and all MDA 60 feet; increase LPV all Cats and LNAV Cat C visibility ½ mile, increase LNAV/VNAV all Cats and Circling Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct
SUCVO and hold.

AWOS-3
119.775

EVANSVILLE APP CON ★
124.025 290.9

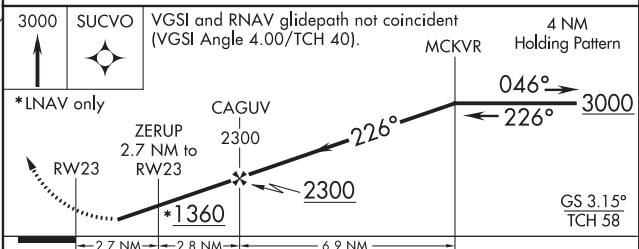
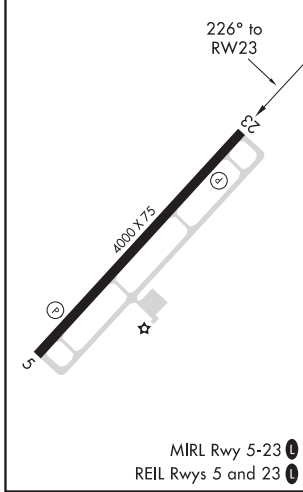
UNICOM
123.0 (CTAF) 0



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 412	TDZE 412
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CATEGORY	A	B	C	D
LPV DA	841-1 ³ / ₈	429 (500-1 ³ / ₈)		NA
LNAV/VNAV DA	940-1 ⁵ / ₈	528 (600-1 ⁵ / ₈)		NA
LNAV MDA	880-1	468 (500-1)	880-1 ³ / ₈ 468 (500-1 ³ / ₈)	NA
CIRCLING	980-1 568 (600-1)	1080-1 668 (700-1)	1080-1 ³ / ₄ 668 (700-1 ³ / ₄)	NA

ILS or LOC RWY 4

BLUE GRASS (LEX)

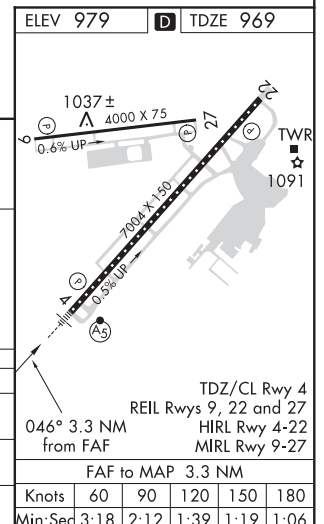
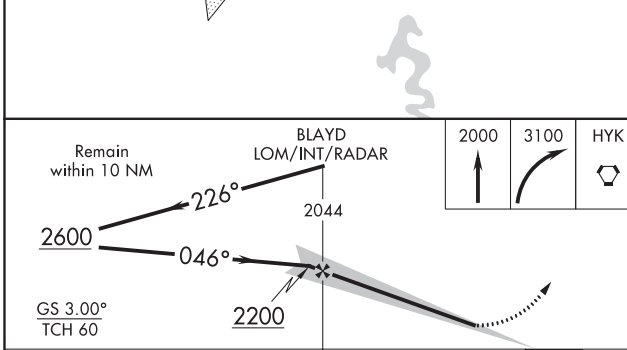
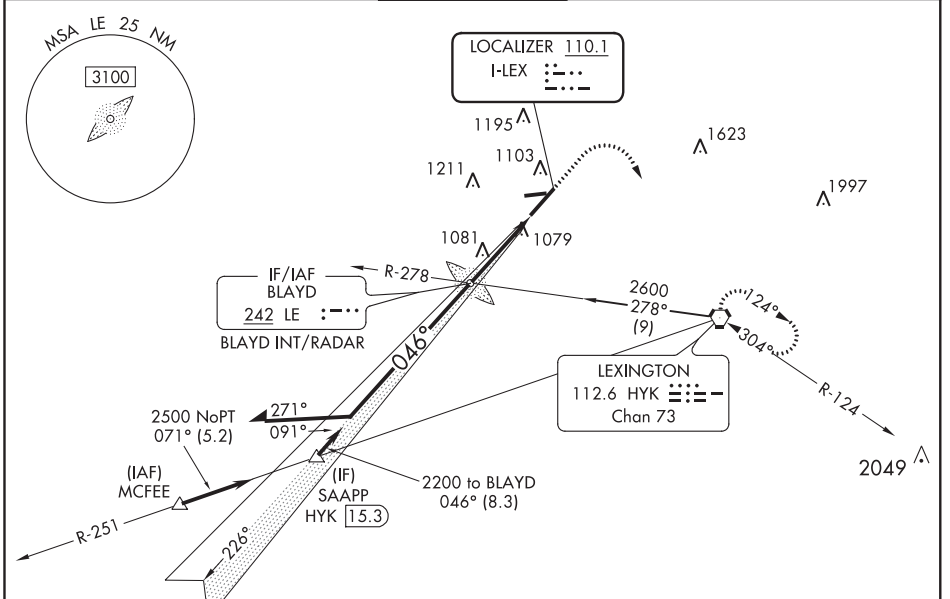
LOC I-LEX 110.1	APP CRS 046°	Rwy Idg 6604
		TDZE 969
		Apt Elev 979

⚠ For inoperative MALSR, increase S-LOC 4 Cats C/D visibility to RVR 5500. When local altimeter setting not received, use Capital City altimeter setting and increase all DA 62 feet and all MDA 80 feet and S-LOC 4 Cats C/D visibility ¼ mile. For inoperative MALSR when using Capital City altimeter setting, increase S-ILS 4 all Cats visibility to RVR 4500.

MALSR 

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct HYK VORTAC and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
S-ILS 4	1169/18		200 (200-½)	
S-LOC 4	1340/24	371 (400-½)	1340/35	371 (400-¾)
CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1440-1½ 461 (500-1½)	1540-2 561 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-GNJ 111.75	APP CRS 226°	Rwy Idg 6604
		TDZE 979
		Apt Elev 979

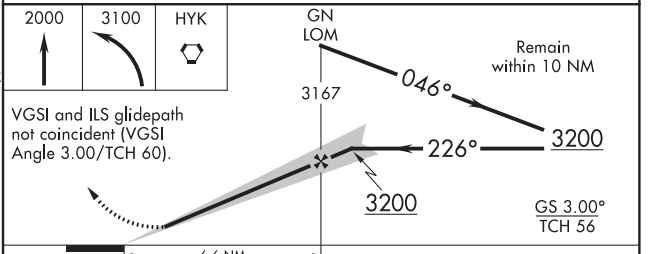
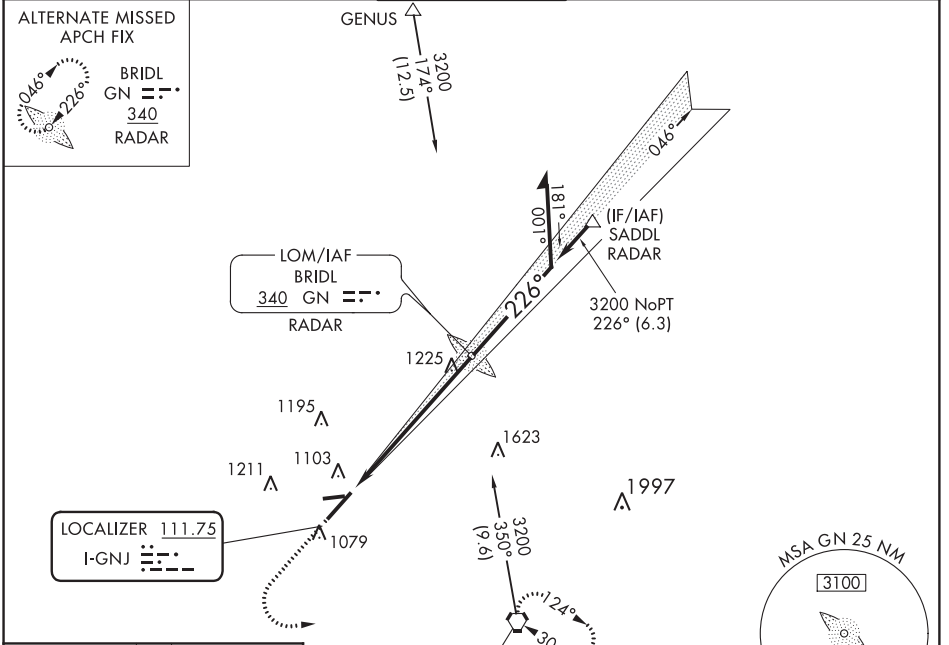
ILS or LOC RWY 22

BLUE GRASS (LEX)

⚠ Circling to Rwy 27 NA at night. When local altimeter setting not received, use Capital City altimeter setting and increase DA 62 feet and all MDA 80 feet and increase S-ILS 22 all Cats, S-LOC 22 Cat C and D, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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ELEV 979	D	TDZE 979			
1037±	4000 X 75	0.6% UP			
7004 X 180	0.3% UP	AS			
TDZ/CL Rwy 4 REIL Rws 9, 22 and 27 HIRL Rwy 4-22 MIRL Rwy 9-27					
FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-ILS 22	1229-¾ 250 (300-¾)			
S-LOC 22	1520-1	541 (600-1)	1520-1½ 541 (600-½)	1520-1¾ 541 (600-¼)
CIRCLING	1520-1	541 (600-1)	1520-1½ 541 (600-½)	1540-2 561 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70401 W04A	APP CRS 046°	Rwy Idg TDZE Apt Elev	6604 971 979
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RNAV (GPS) RWY 4

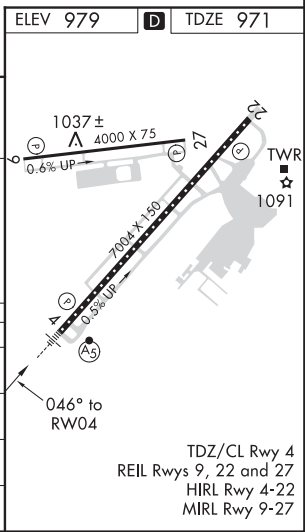
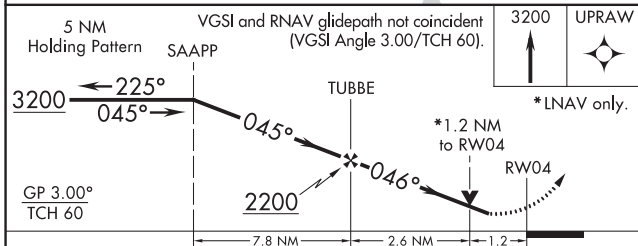
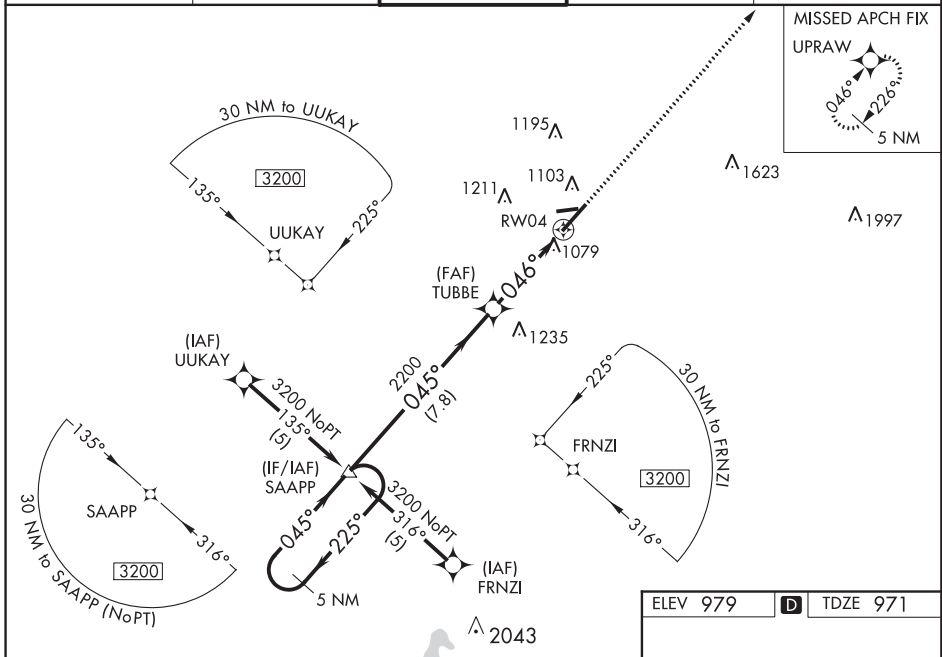
BLUE GRASS (LEX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSRS increase LPV all Cats visibilities to RVR 5000, and LNAV Cats A, B, C to RVR 5000, Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSRS 

MISSED APPROACH:
Climb to 3200 direct UPRAW and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
LPV DA		1274/40	303 (300-¾)	
LNAV/VNAV DA		1362/50	391 (400-1)	
LNAV MDA	1340/40	369 (400-¾)		1340/50 369 (400-1)
CIRCLING	1420-1½ 441 (500-1½)	1440-1½	461 (500-1½)	1540-2 561 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LEXINGTON, KENTUCKY

AL-697 (FAA)

14317

WAAS CH 86918 W09A	APP CRS 087°	Rwy Idg TDZE Apt Elev	4000 967 980
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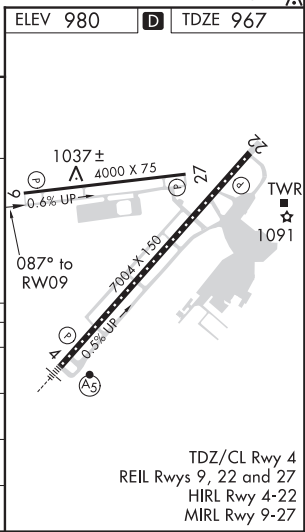
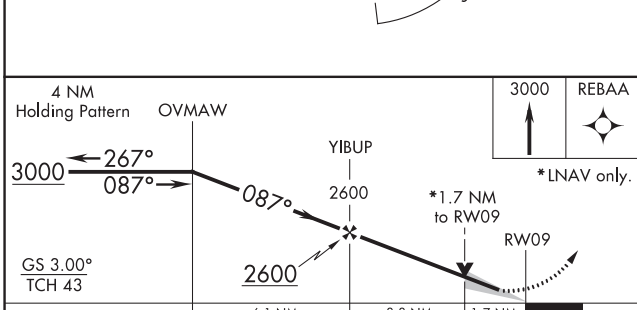
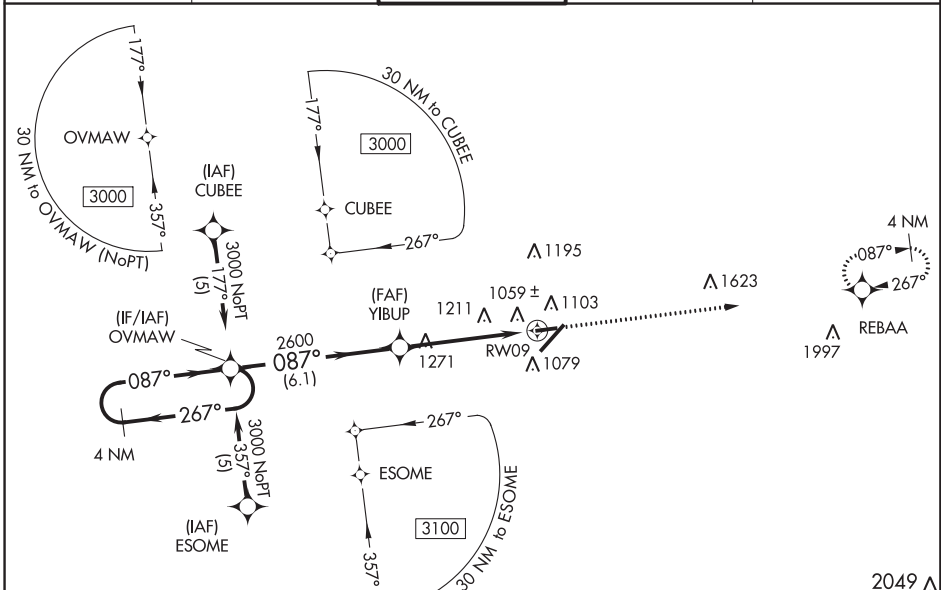
RNAV (GPS) RWY 9

BLUE GRASS (LEX)

⚠ Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct REBAA and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
LPV DA	1217-1 250 (300-1)			
LNAV/ VNAV DA	1359-1½ 392 (400-1½)			
LNAV MDA	1540-1	573 (600-1)	1540-1½ 573 (600-1½)	1540-1¾ 573 (600-1¾)
CIRCLING	1540-1	560 (600-1)	1540-1½ 560 (600-1½)	1540-2 560 (600-2)

LEXINGTON, KENTUCKY
Orig A 27JUN13

38°02'N-84°37'W

BLUE GRASS (LEX)

RNAV (GPS) RWY 9

TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90201 W22A	APP CRS 226°	Rwy Idg TDZE Apt Elev	6604 979 980
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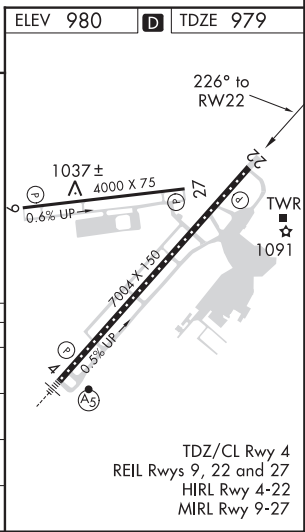
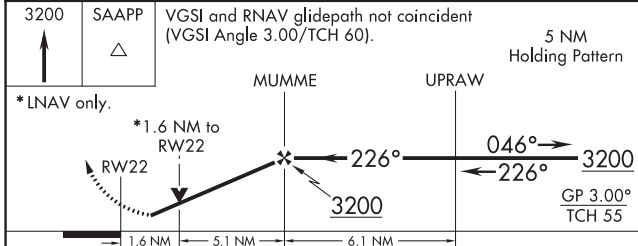
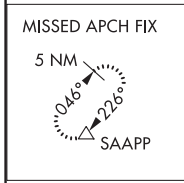
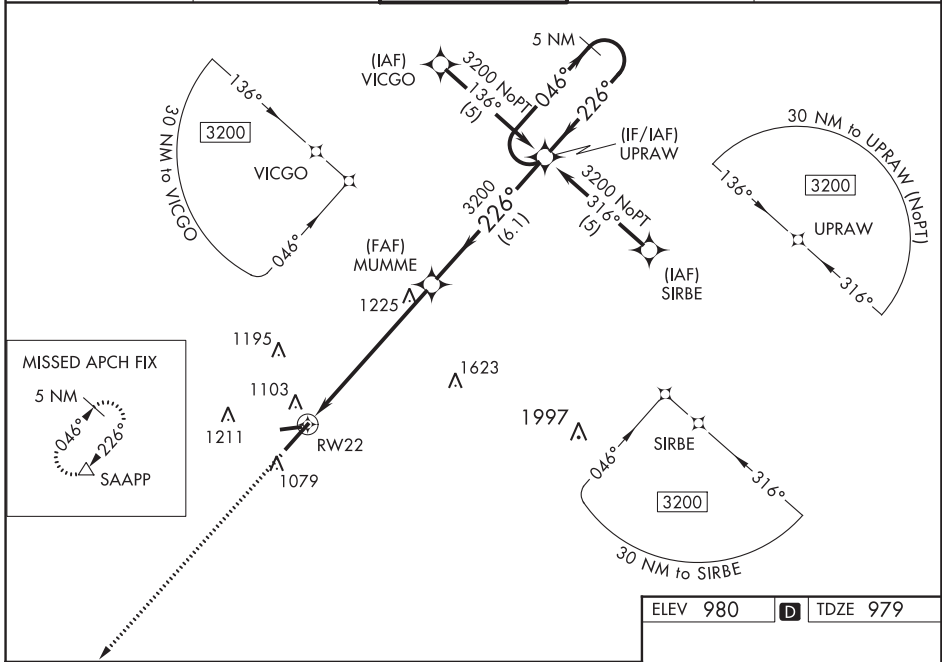
RNAV (GPS) RWY 22

BLUE GRASS (LEX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting is not received, use Capital City altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 3200 direct SAAPP and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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CATEGORY	A	B	C	D
LPV DA		1267-1	288 (300-1)	
LNAV/VNAV DA		1372-1¼	393 (400-1¼)	
LNAV MDA	1520-1	541 (600-1)	1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
CIRCLING	1520-1	540 (600-1)	1520-1½ 540 (600-1½)	1540-2 560 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LEXINGTON, KENTUCKY

AL-697 (FAA)

15036

WAAS CH 78218 W27A	APP CRS 267°	Rwy Idg TDZE Apt Elev	4000 974 980
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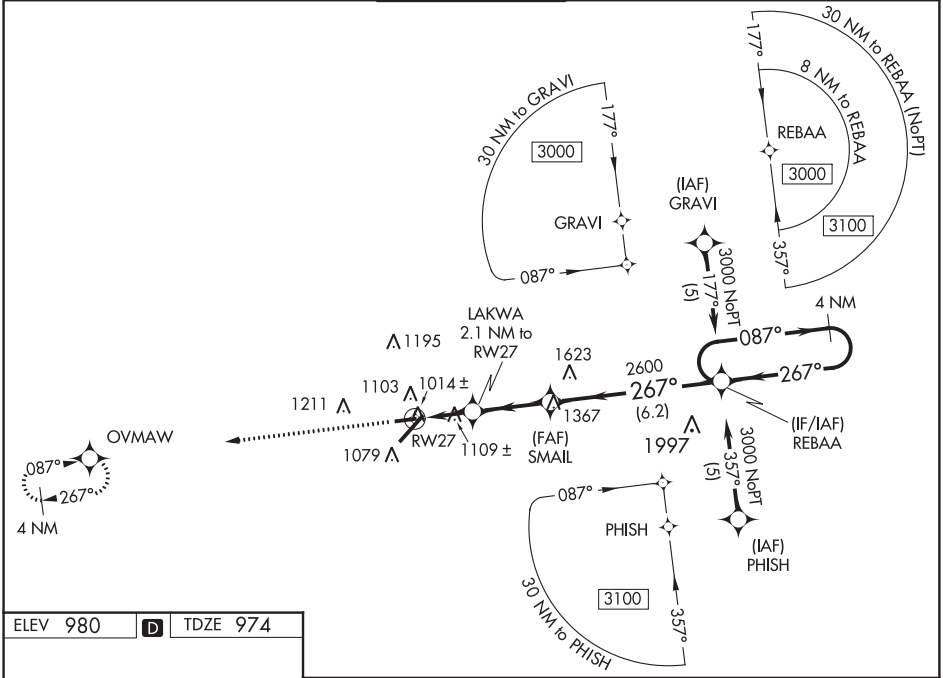
RNAV (GPS) RWY 27

BLUE GRASS (LEX)

⚠ Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct OVMAW and hold.

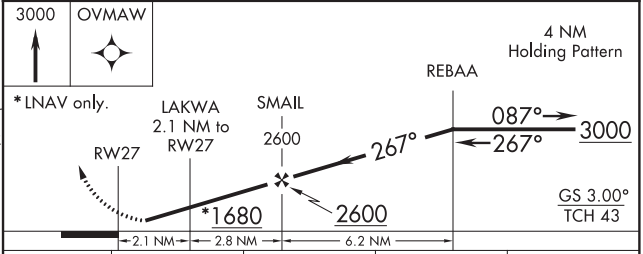
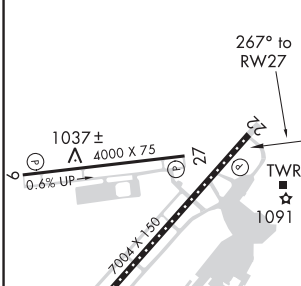
ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 980	D	TDZE 974
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CATEGORY	A	B	C	D
LPV DA		1359-1¼	385 (400-1¼)	
LNAV/VNAV DA		1388-1⅜	414 (500-1⅜)	
LNAV MDA	1360-1	386 (400-1)	1360-1⅛	386 (400-1⅛)
CIRCLING	1420-1 440 (500-1)	1440-1 460 (500-1)	1440-1½ 460 (500-1½)	1540-2 560 (600-2)

LEXINGTON, KENTUCKY
Orig-A 05FEB15

38°02'N-84°37'W

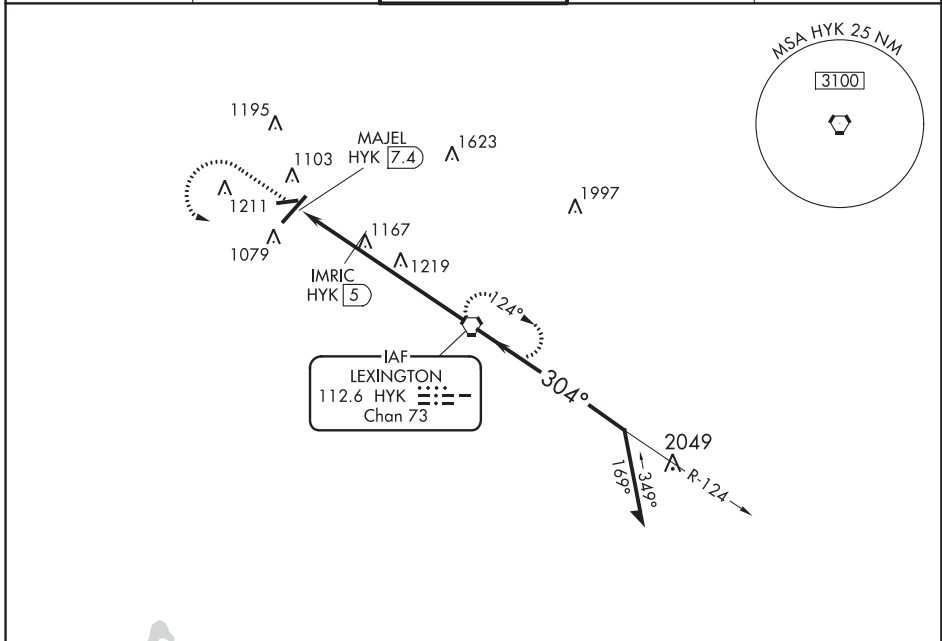
BLUE GRASS (LEX) RNAV (GPS) RWY 27

VORTAC HYK 112.6 Chan 73	APP CRS 304°	Rwy Idg TDZE Apt Elev	N/A N/A 979
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VOR-A
BLUE GRASS (LEX)

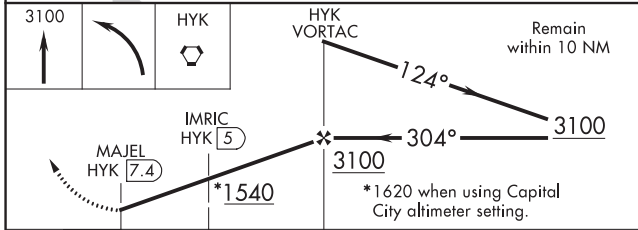
▽ If local altimeter setting not received, use Capital City altimeter setting and increase all MDAs 80 feet.
▲ MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3	LEXINGTON TOWER 119.1 257.8	GND CON 121.9	CLNC DEL 132.35
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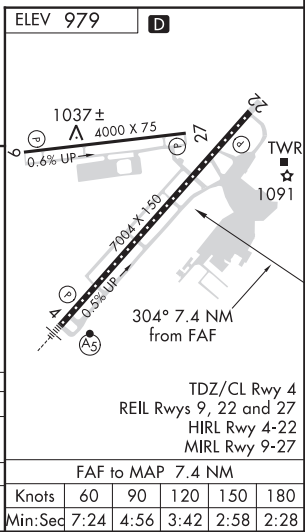


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1540-2 561 (600-2)
IMRIC FIX MINIMUMS				
CIRCLING	1460-1	481 (500-1)	1460-1½ 481 (500-1½)	1540-2 561 (600-2)



FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

WAAS CH 90116 W01A	APP CRS 013°	Rwy Idg TDZE Apt Elev	6000 467 488
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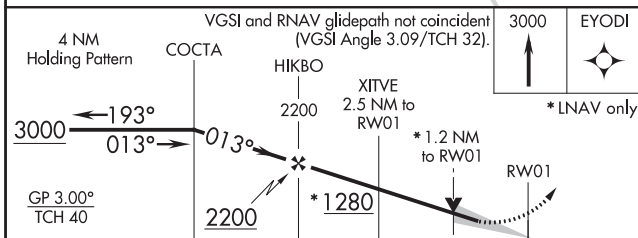
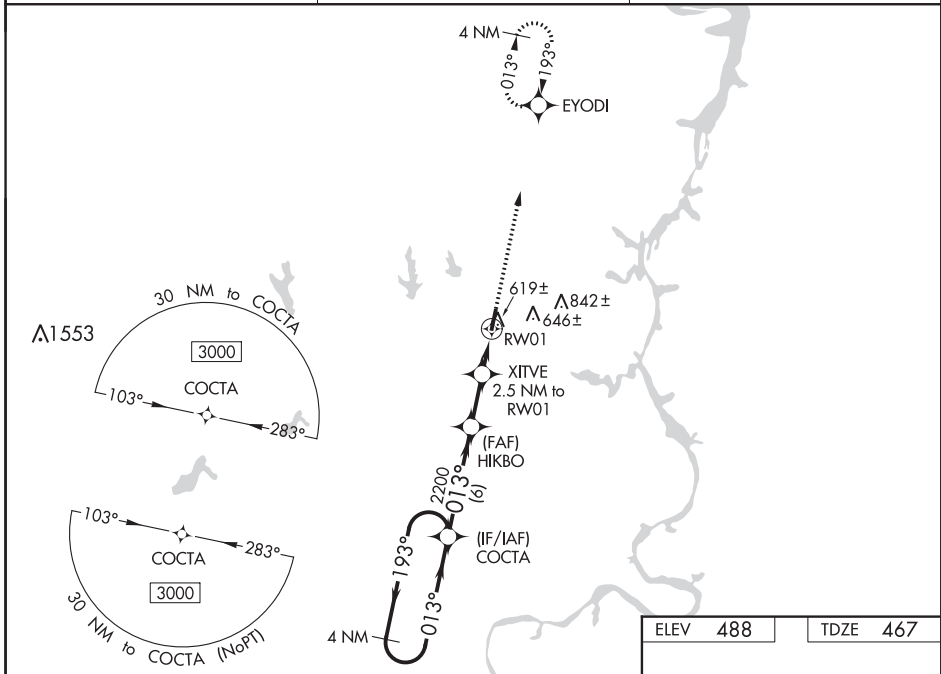
RNAV (GPS) RWY 1

BEECH RIVER RGNL (PVE)

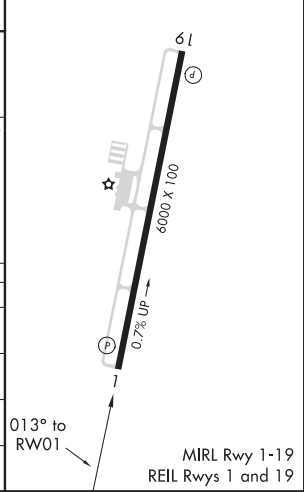
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54°C (130°F).
⚠ DME/DMÉ RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 807 and all Cats visibility $\frac{3}{8}$ mile; increase LNAV/VNAV all Cats DA to 911 and all Cats visibility $\frac{3}{8}$ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility $\frac{1}{4}$ mile and Circling Cat D visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYODI and hold.

AWOS-3 118,125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
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ELEV 488	TDZE 467
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CATEGORY	A	B	C	D
LPV DA		717- $\frac{7}{8}$	250 (300- $\frac{3}{8}$)	
LNAV/VNAV DA		821-1 $\frac{1}{4}$	354 (400-1 $\frac{1}{4}$)	
LNAV MDA	880-1	413 (400-1)	880-1 $\frac{1}{8}$	413 (400-1 $\frac{1}{8}$)
C CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1 $\frac{1}{2}$ 512 (600-1 $\frac{1}{2}$)	1200-2 $\frac{1}{4}$ 712 (800-2 $\frac{1}{4}$)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LEXINGTON-PARSONS, TENNESSEE

AL-10185 (FAA)

15288

WAAS CH 97316 W19A	APP CRS 193°	Rwy Idg TDZE Apt Elev	6000 488 488
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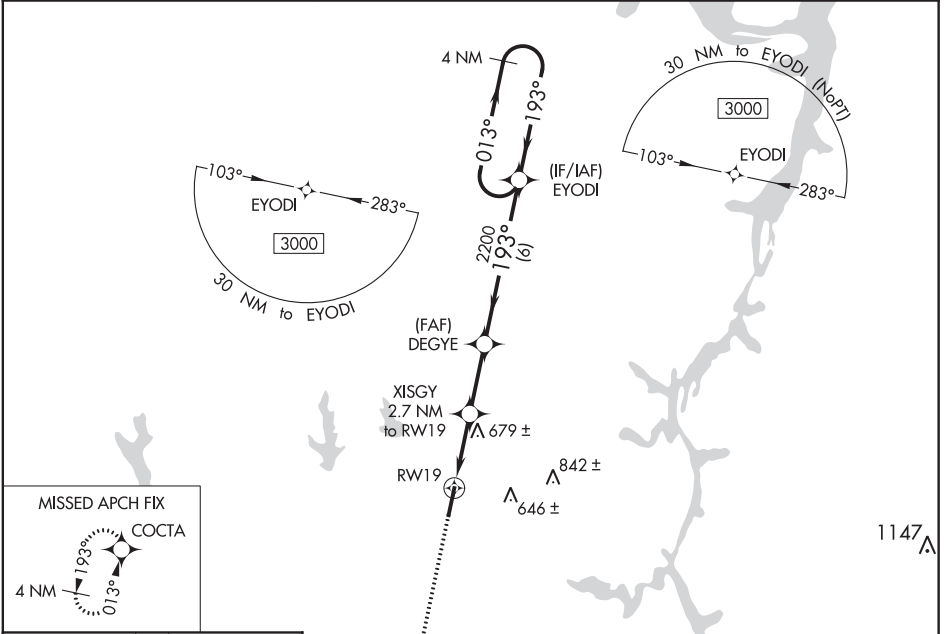
RNAV (GPS) RWY 19

BEECH RIVER RGNL (PVE)

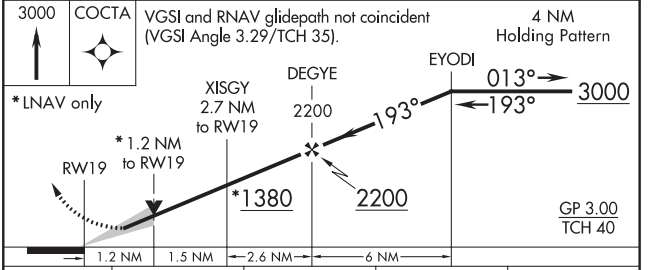
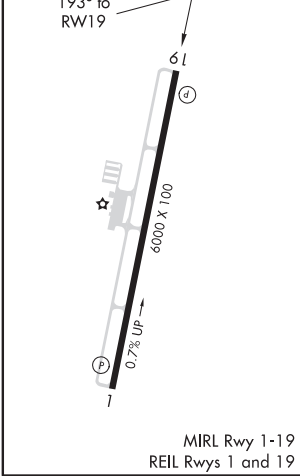
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ⅓ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct COCTA and hold.

AWOS-3 118,125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
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ELEV 488	TDZE 488
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	A	B	C	D
LPV DA		738-7/8	250 (300-7/8)	
LNAV/VNAV DA		800-1	312 (400-1)	
LNAV MDA	940-1	452 (500-1)	940-1 3/8	452 (500-1 3/8)
C CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1 1/2 512 (600-1 1/2)	1200-2 1/4 712 (800-2 1/4)

LEXINGTON-PARSONS, TENNESSEE
Amdt 1 15OCT15

35°39'N-88°12'W

RNAV (GPS) RWY 19

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86934 W03A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5007 1370 1372
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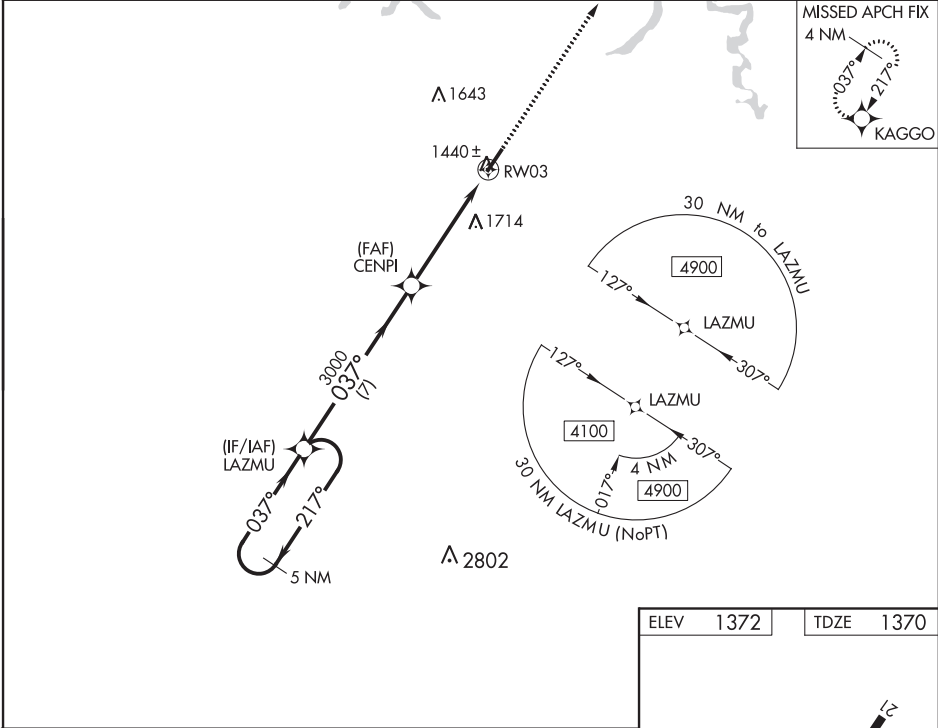
RNAV (GPS) RWY 3

LIVINGSTON MUNI (8A3)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility $\frac{3}{8}$ mile, Circling Cat B visibility $\frac{1}{4}$ mile and Circling Cat C and D visibilities $\frac{1}{2}$ mile. Straight-in minimums NA at night, Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4000 direct KAGGO and hold.

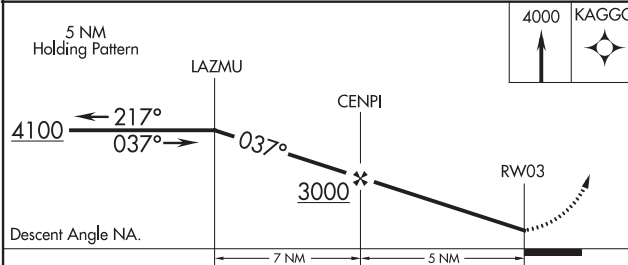
AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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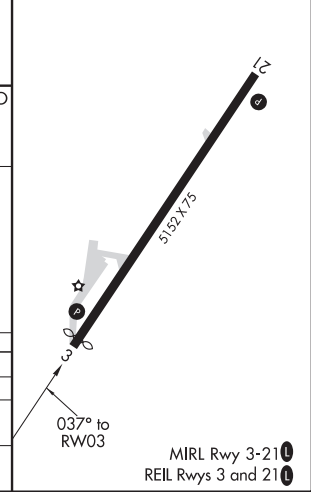
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1372	TDZE 1370
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CATEGORY	A	B	C	D
LP MDA		1700-1	330 (400-1)	
LNAV MDA	1840-1	470 (500-1)	1840-1 $\frac{3}{8}$	470 (500-1 $\frac{3}{8}$)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2 $\frac{1}{4}$ 708 (800-2 $\frac{1}{4}$)



LIVINGSTON, TENNESSEE

AL-6526 (FAA)

16259

WAAS CH 99730 W21A	APP CRS 217°	Rwy Idg TDZE Apt Elev	5152 1372 1372
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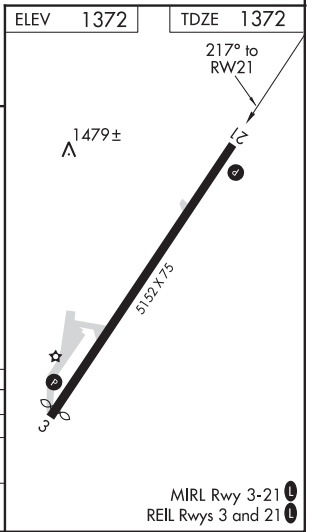
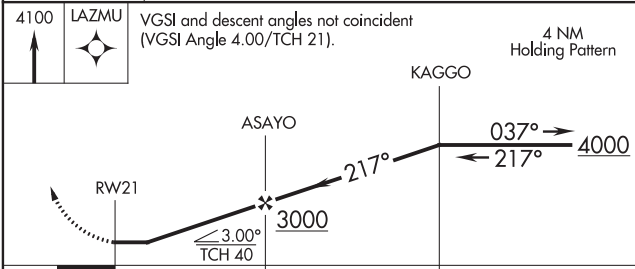
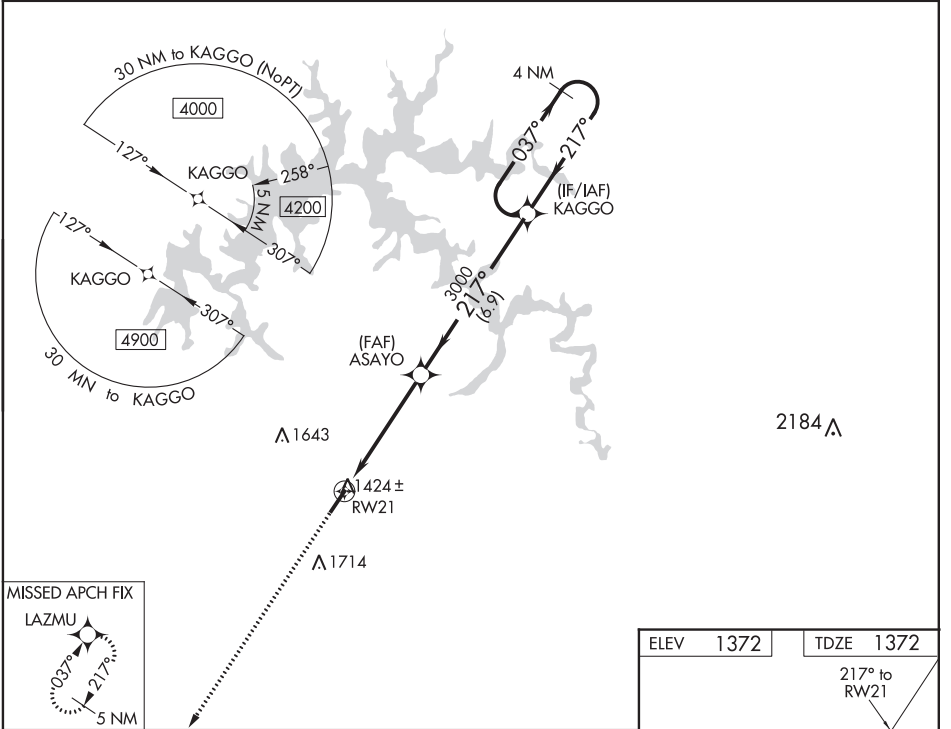
RNAV (GPS) RWY 21

LIVINGSTON MUNI (8A.3)

⚠ NA DME/DME RNP-0.3 NA. Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility $\frac{3}{8}$ mile; increase Circling Cat B visibility $\frac{1}{4}$ mile and Circling Cats C/D visibility $\frac{1}{2}$ mile. Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1680-1		308 (400-1)	
LNAV MDA	1760-1	388 (400-1)	1760-1 $\frac{1}{8}$	388 (400-1 $\frac{1}{8}$)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2 $\frac{1}{4}$ 708 (800-2 $\frac{1}{4}$)

MIRL Rwy 3-21 **0**
REIL Rwy 3 and 21 **0**

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LIVINGSTON, TENNESSEE
Amdt 1A 15SEP16

36°25'N-85°19'W

LIVINGSTON MUNI (8A.3)
RNAV (GPS) RWY 21

VORTAC LVT 108.4 Chan 21	APP CRS 216°	Rwy Idg TDZE 1372 Apt Elev 1372	5152
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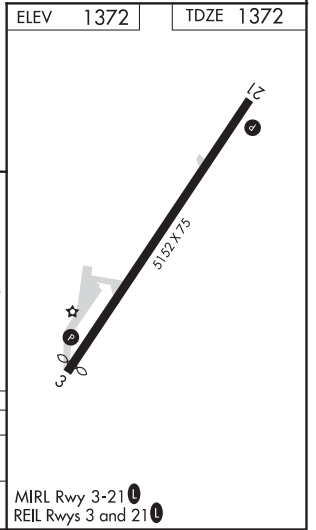
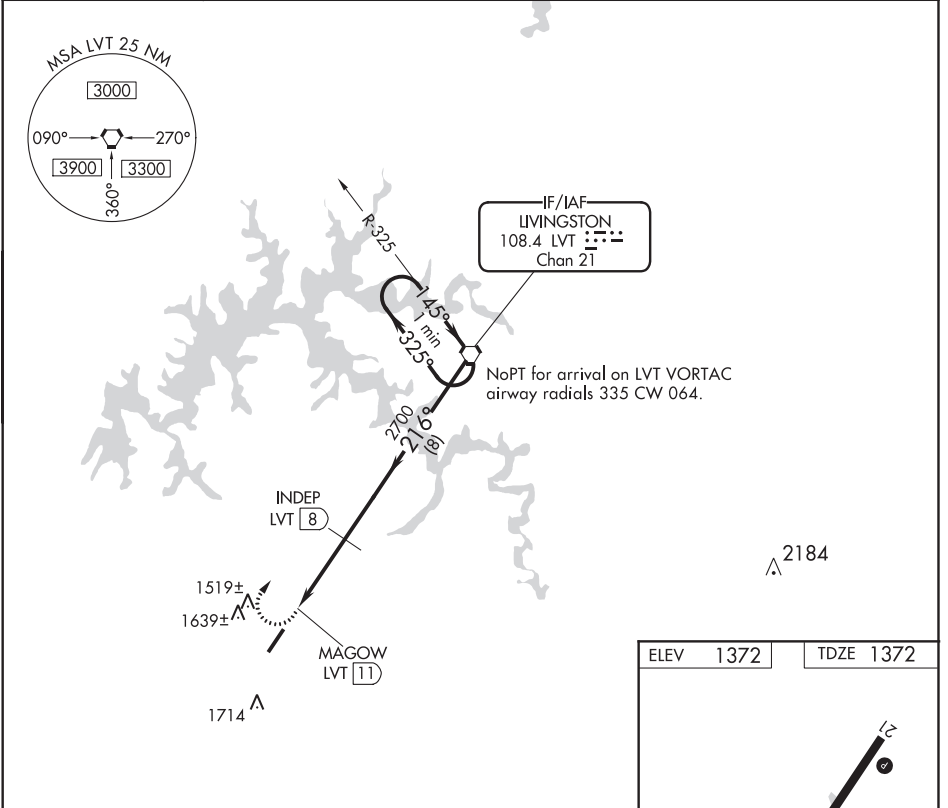
VOR/DME RWY 21

LIVINGSTON MUNI (8A3)

⚠ Rwy 21 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility 1/4 mile, S-21 Cat D visibility and Circling Cat C/D visibilities 1/2 mile. Circling Rwy 3 NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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4000	LVT	VORTAC	One Minute Holding Pattern	
		VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 21).		
CATEGORY	A	B	C	D
S-21	1880-1 1/4	508 (600-1 1/4)	1880-1 1/2	508 (600-1 1/2)
CIRCLING	1880-1 1/4 508 (600-1 1/4)	2080-1 1/4 708 (800-1 1/4)	2080-2 708 (800-2)	2080-2 1/4 708 (800-2 1/4)
MIRL Rwy 3-21 0 REIL Rws 3 and 21 0				

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65799 W06A	APP CRS 057°	Rwy Idg TDZE 1212 Apt Elev 1212	5651
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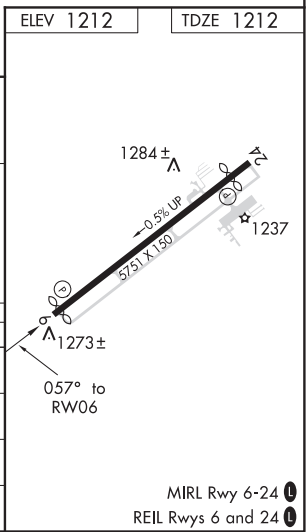
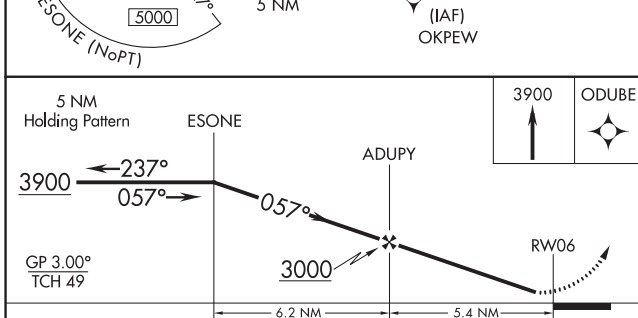
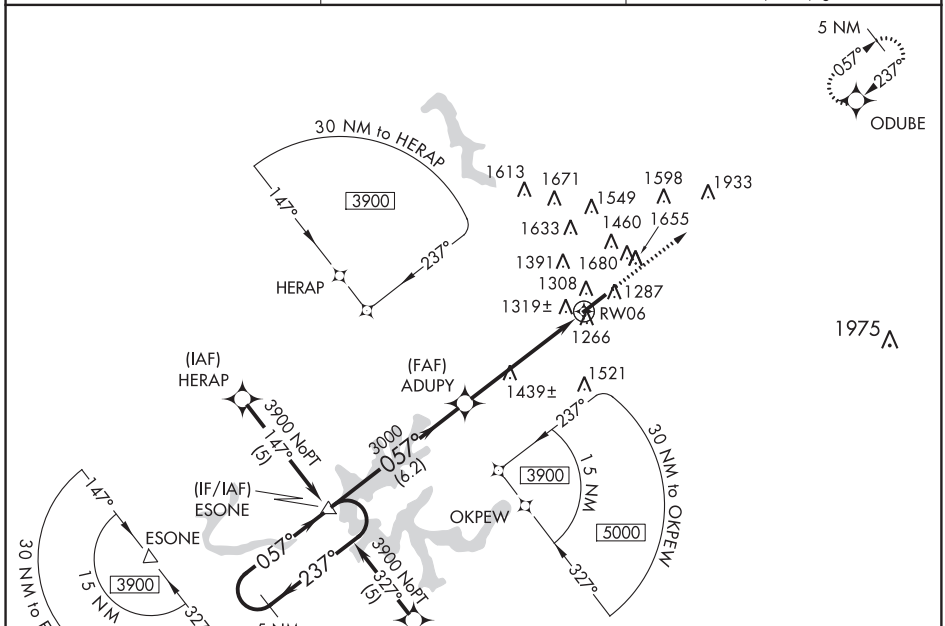
RNAV (GPS) RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet and increase visibility LPV ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F) Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH:
Climb to 3900 direct ODUBE and hold.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1466-1	254 (300-1)	
LNAV/VNAV DA		1602-1¼	390 (400-1¼)	
LNAV MDA	1720-1	508 (600-1)	1720-1½	508 (600-1½)
CIRCLING	1780-1	568 (600-1)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

RNAV (GPS) RWY 6

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 6-24 0
REIL Rwy 6 and 24 0

LONDON, KENTUCKY

AL-720 (FAA)

15232

WAAS CH 78108 W24A	APP CRS 237°	Rwy Idg 5201 TDZE 1201 Apt Elev 1212
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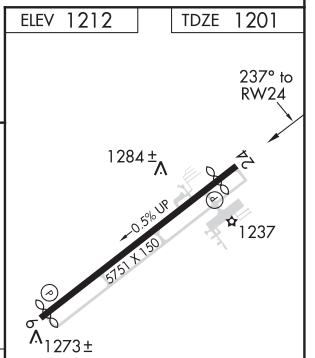
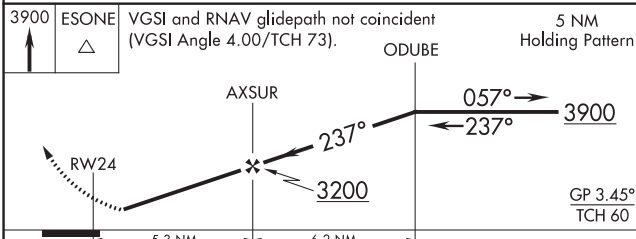
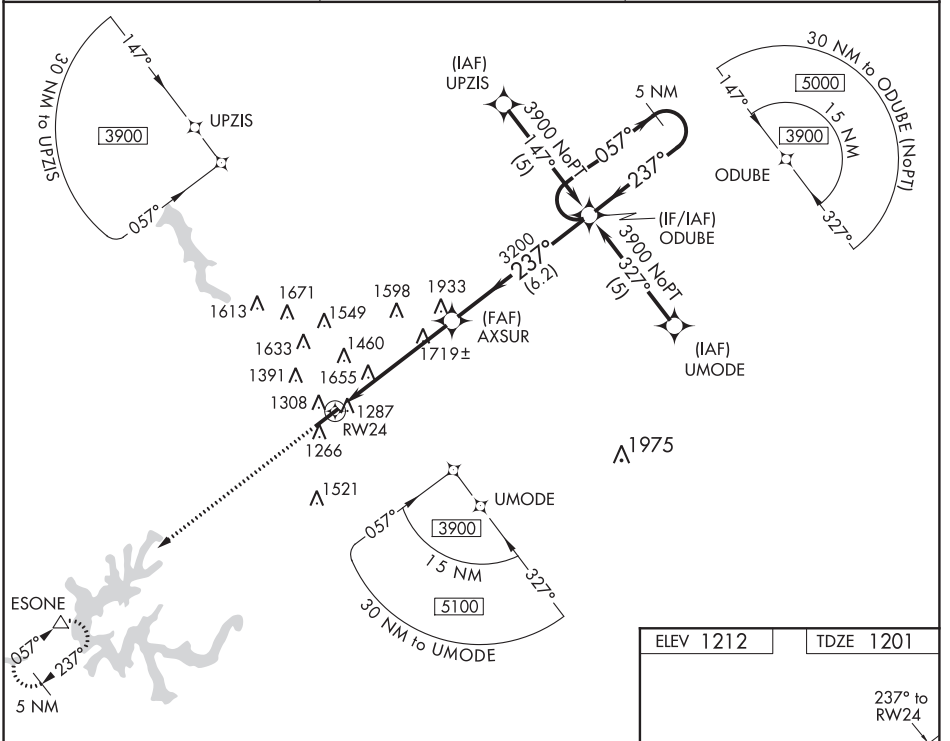
RNAV (GPS) RWY 24

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 direct ESONE and hold.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1510-1 309 (300-1)			NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	1980-1¼ 768 (800-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

MIRL Rwy 6-24
 REIL Rws 6 and 24

LONDON, KENTUCKY
 Amdt 1 31JUL08

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)
 37°05'N-84°05'W

RNAV (GPS) RWY 24

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME LOZ 116.1 Chan 108	APP CRS 025°	Rwy Idg 5651 TDZE 1212 Apt Elev 1212
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VOR RWY 6

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

⚠ When local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet and increase S-6 Cat C/D and Circling Cat C/D visibility ¼ mile. Night landing: Rwy 6 NA.

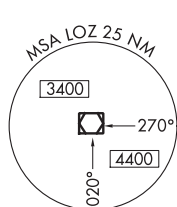
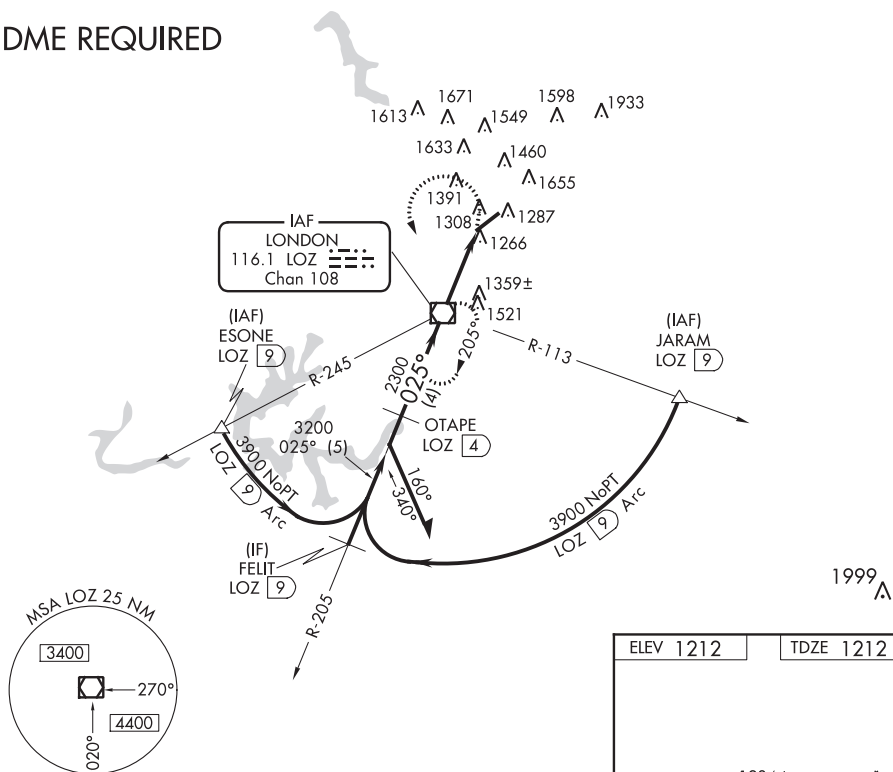
MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS
119.075

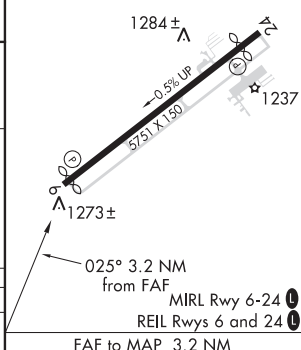
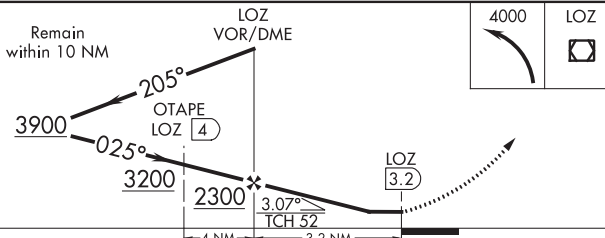
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) 0

DME REQUIRED



ELEV 1212	TDZE 1212
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CATEGORY	A	B	C	D
S-6	1620-1	408 (500-1)	1620-1¼	408 (500-1¼)
CIRCLING	1780-1	568 (600-1)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99526 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	3238 546 546
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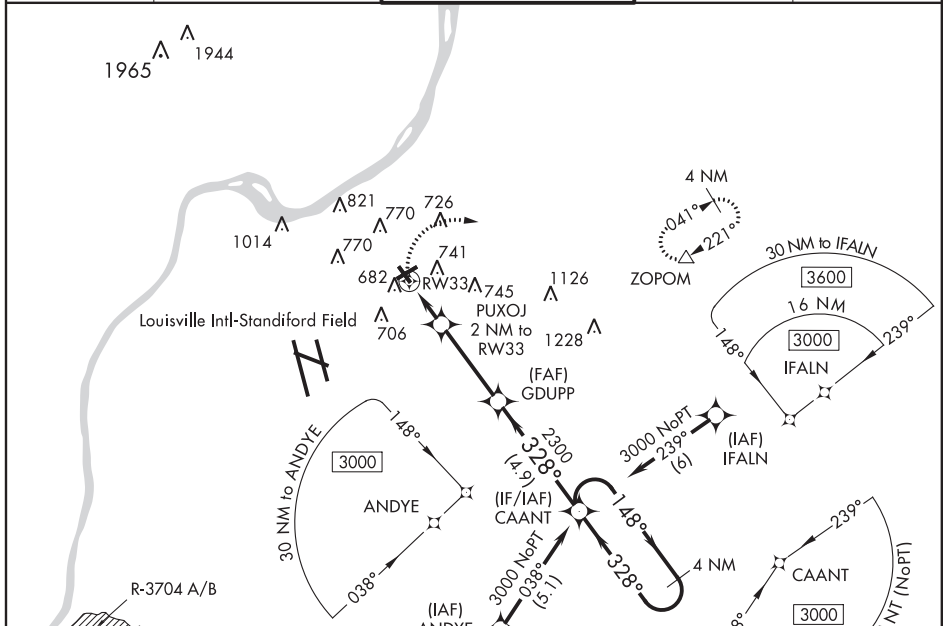
RNAV (GPS) RWY 33

BOWMAN FIELD (LOU)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Int-Standiford Field altimeter setting. When VGSI inop, Circling to Rwy 6 NA at night.

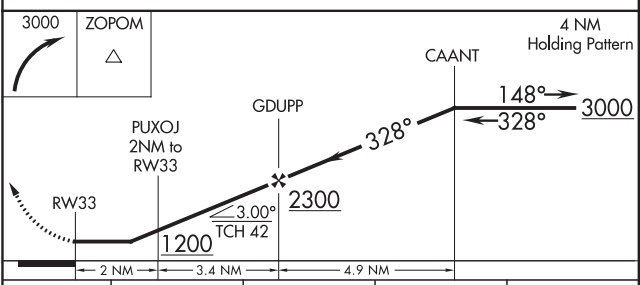
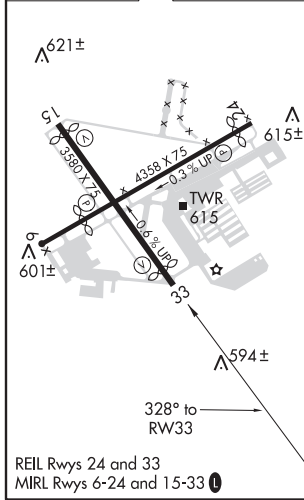
△ MISSED APPROACH: Climbing right turn to 3000 direct ZOPOM and hold.

ASOS 118.275	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER ★ 119.5(CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9
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SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 546	D	TDZE 546
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LOM LK 414	APP CRS 348°	Rwy Idg 3238
		TDZE 546
		Apt Elev 546

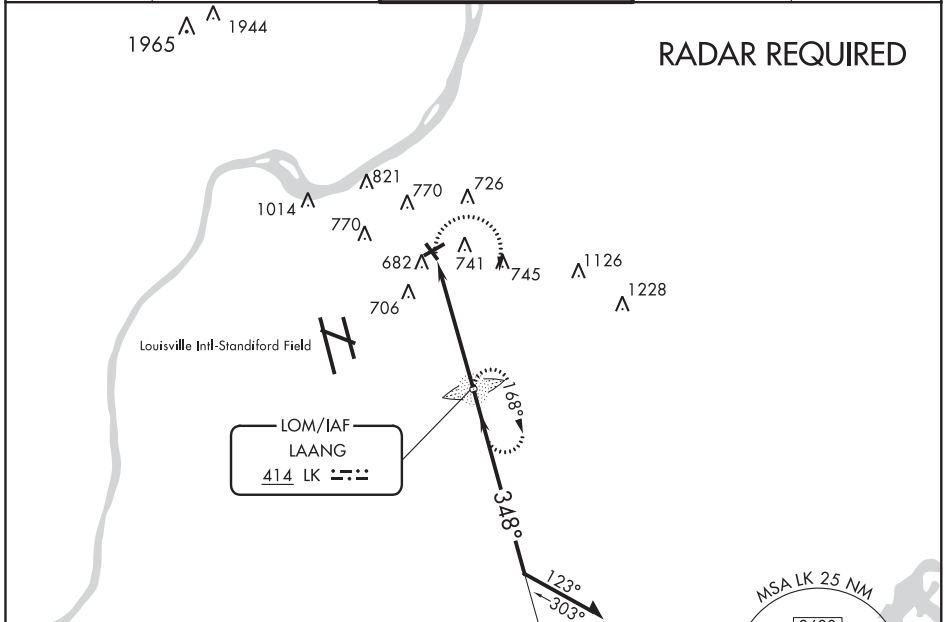
NDB RWY 33

BOWMAN FIELD (LOU)

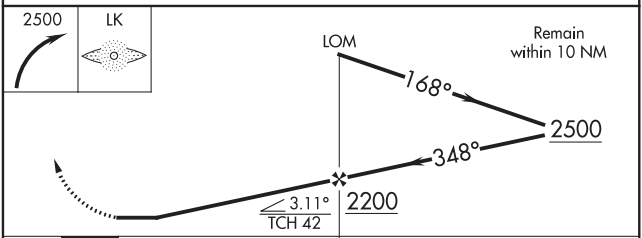
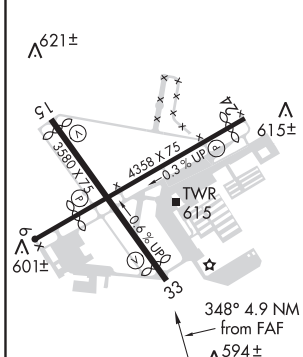
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting. When VGSI inop, Circling to Rwy 6 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ASOS 118.275	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER ★ 119.5 (CTAF) 257.625	GND CON 121.8	CLNC DEL 118.9
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ELEV 546	D	TDZE 546
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CATEGORY	A	B	C	D
S-33	1160-1	614 (700-1)	NA	
CIRCLING	1160-1	614 (700-1)	NA	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

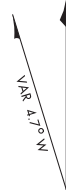
BOWMAN FIELD (LOJ)
LOUISVILLE, KENTUCKY

AL-238 (FAA)

ATIS
118.275
BOWMAN TOWER ★
119.5 257.625
GND CON
121.8
CLNC DEL
118.9

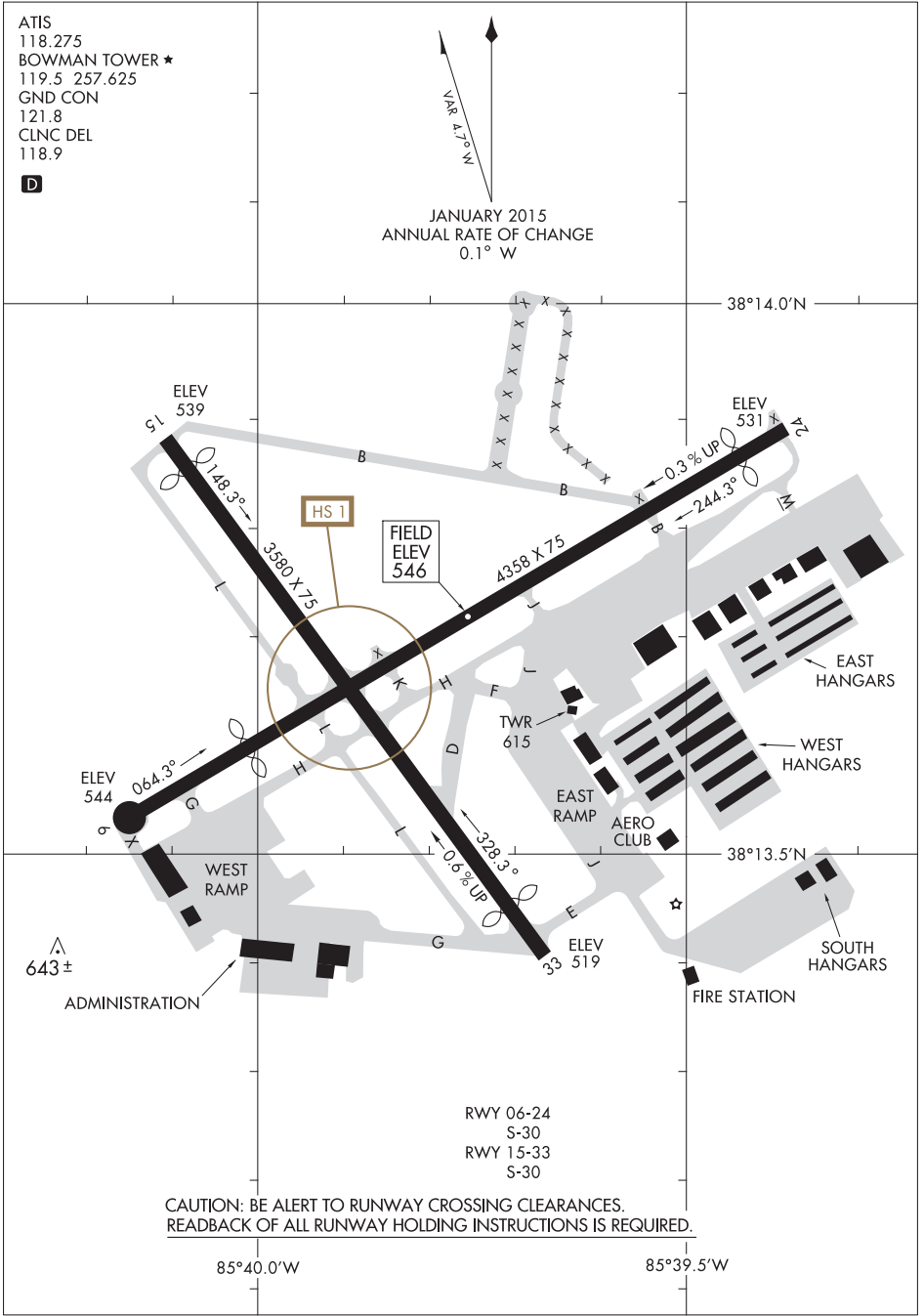


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



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

85°40.0'W

85°39.5'W

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
BOWMAN FIELD (LOJ)

LOC/DME I-PKI 111.95	APP CRS 168°	Rwy Idg 7800
Chan 56 (Y)		TDZE 499
		Apt Elev 501

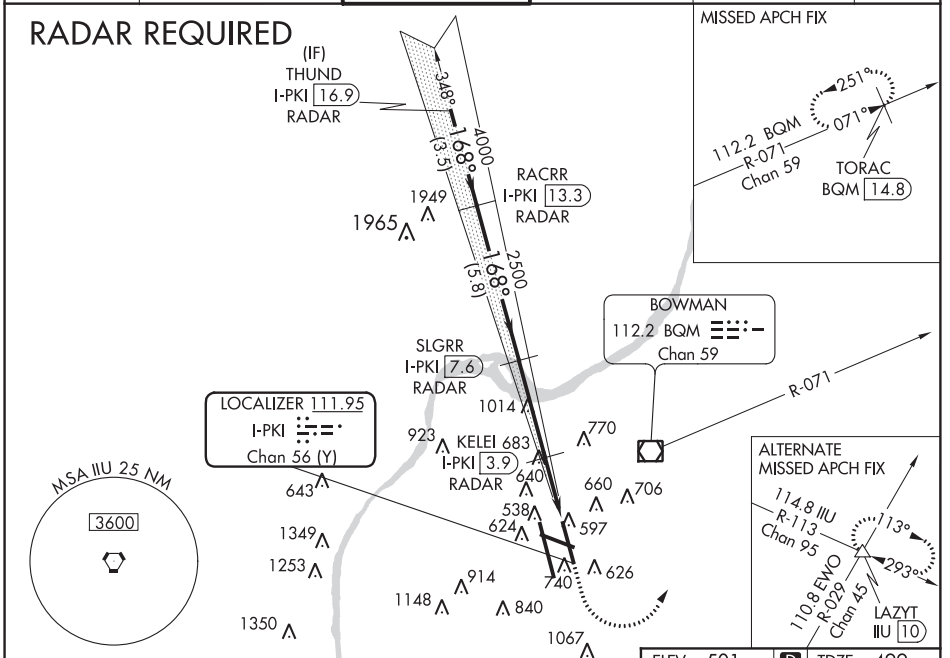
ILS or LOC RWY 17L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

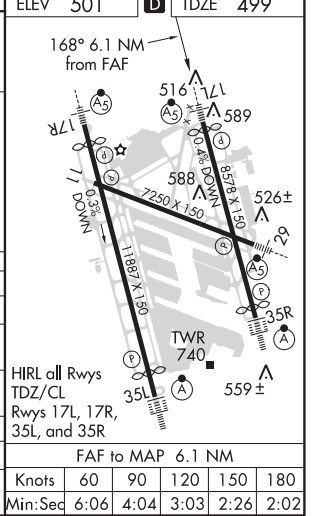
Simultaneous approach authorized with Rwy 17R.
DME or radar required. Night landing: Rwy 11 NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 on heading 030° and BQM VOR/DME R-071 to TORAC/BQM 14.8 DME and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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THUND I-PKI 16.9 RADAR	RACRR I-PKI 13.3 RADAR	SLGRR I-PKI 7.6 RADAR	KELEI I-PKI 3.9 RADAR	*I-PKI 2.7	I-PKI 1.4
*LOC only.					
5000	4000	2500	1320		
CATEGORY A B C D					
S-ILS 17L 699/18 200 (200-½)					
S-LOC 17L 1320/24 821 (900-½) 1320/40 821 (900-¾) 1320-1/8 821 (900-1/8)					
CIRCLING 1320-1¼ 819 (900-1¼) 1320-2½ 819 (900-2½) 1400-3 899 (900-3)					
KELEI FIX MINIMUMS (DME or RADAR REQUIRED)					
S-LOC 17L 1000/24 501 (500-½) 1000/55 501 (500-1¼)					
CIRCLING 1040-1 539 (600-1) 1140-1 639 (700-1) 1160-1¾ 659 (700-1¾) 1400-3 899 (900-3)					



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SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 349°	Rwy Idg 7800 TDZE 480 Apt Elev 501
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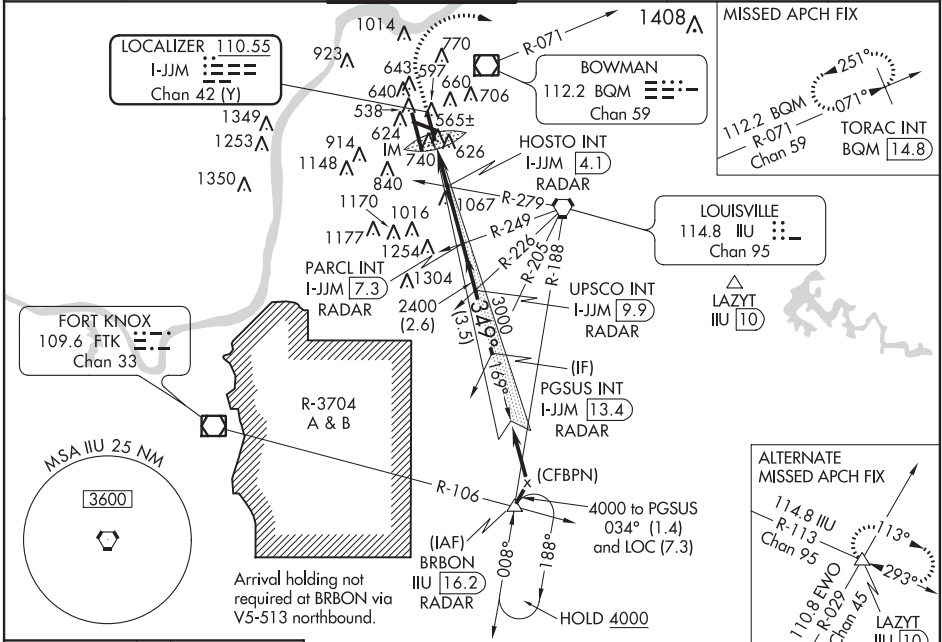
ILS or LOC RWY 35R

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ Night landing: Rwy 11 NA. For inoperative ALSF-2, increase S-LOC 35R HOSTO Fix minimums Cat C and D visibility to RVR 5000. Simultaneous approach authorized with Rwy 35L. DME or RADAR required.

ALSF-2
(A)
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 090° and on BQM VOR/DME R-071 to TORAC BQM 14.8 DME and hold.

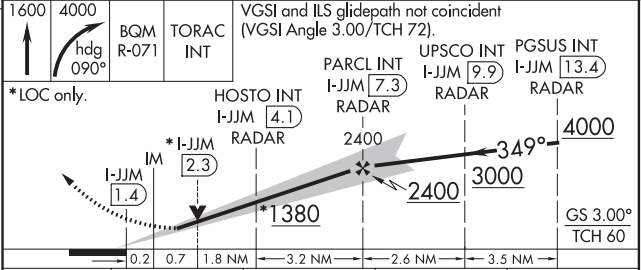
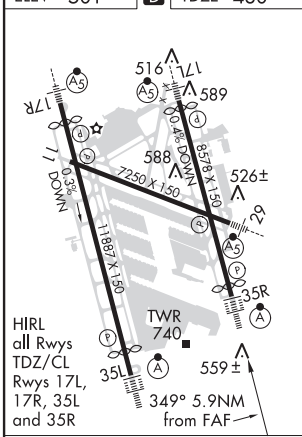
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 501	D	TDZE 480
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CATEGORY	A	B	C	D
S-ILS 35R	680/18 200 (200-1/2)			
S-LOC 35R	1380/40	900 (900-3/4)	1380-2	900 (900-2)
C CIRCLING	1380-1 1/4	879 (900-1 1/4)	1380-2 1/2	1400-3
HOSTO FIX MINIMUMS (DUAL VOR RECEIVERS or DME or RADAR REQUIRED)				
S-LOC 35R	820/24	340 (400-1/2)	820/26	340 (400-3/8)
C CIRCLING	1040-1	1140-1	1160-1 3/4	1400-3
	539 (600-1)	639 (700-1)	659 (700-1 1/4)	899 (900-3)

LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 349°	Rwy Idg TDZE 464 Apt Elev 501	10000
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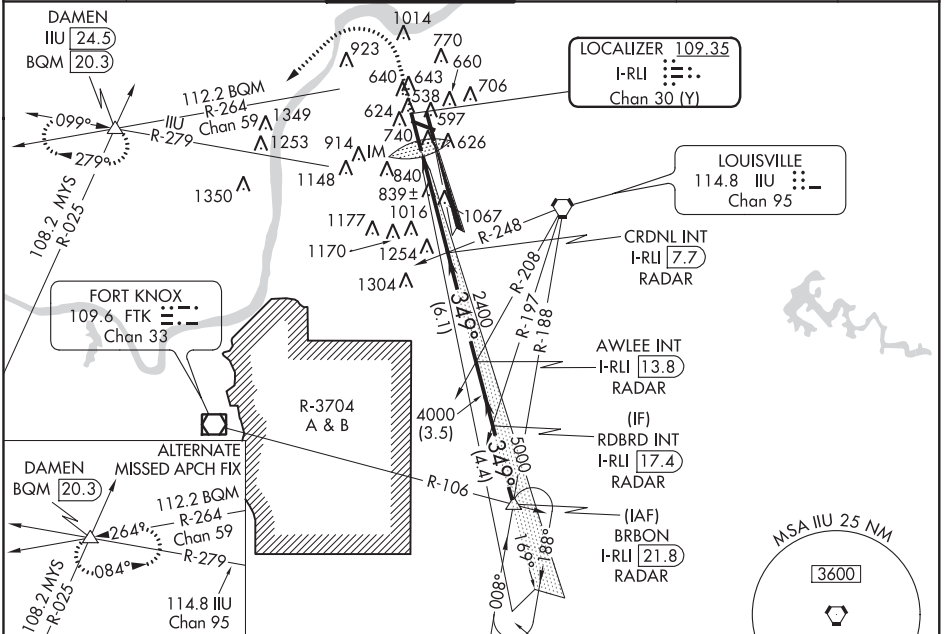
ILS RWY 35L (SA CAT I)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

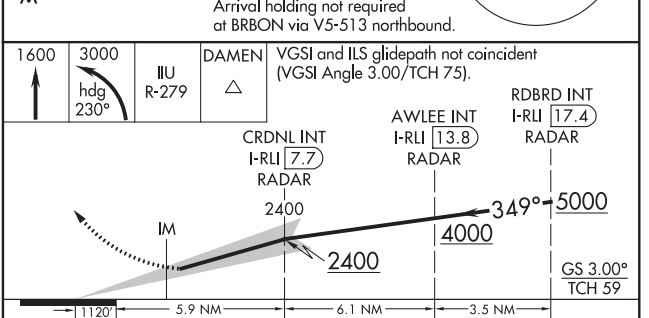
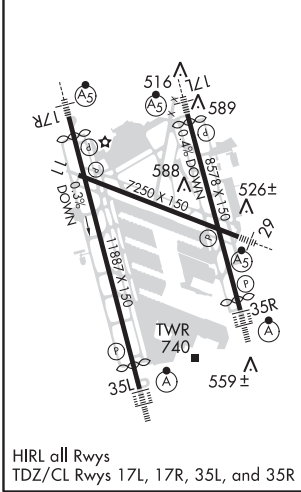
Simultaneous approach authorized with Rwy 35R.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 230° and IILU VORTAC R-279 to DAMEN INT/IILU 24.5 DME and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 464
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CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14 150 DA 614			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

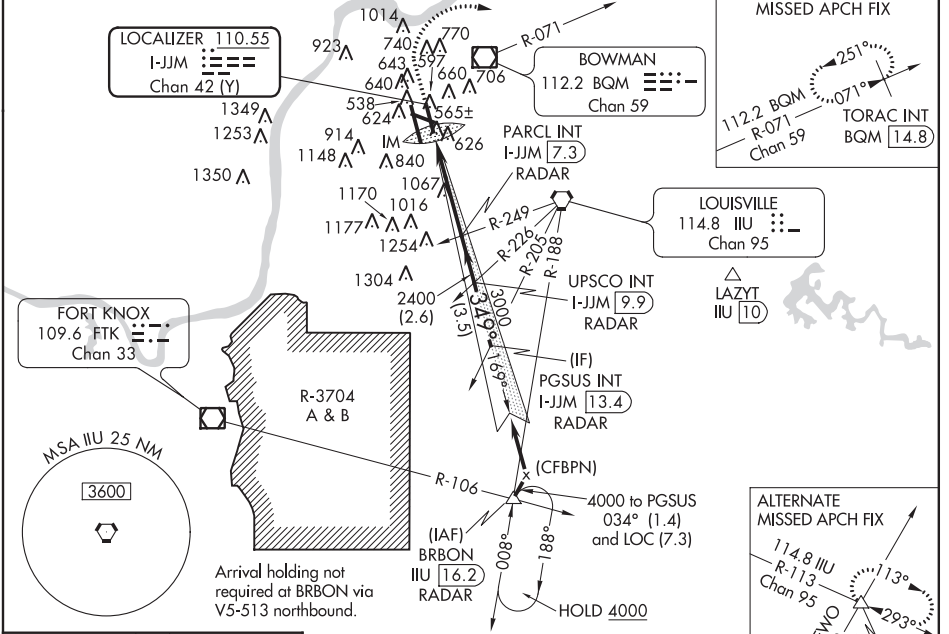
LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 349°	Rwy Idg TDZE Apt Elev	7800 480 501
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ILS RWY 35R (SA CAT I)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

Night landing: Rwy 11 NA. Simultaneous approach authorized with Rwy 35L. Requires specific OPSPEC, MSPSC, or LOA approval and use of HUD to DH. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 090° and on BQM VOR/DME R-071 to TORAC BQM 14.8 DME and hold.
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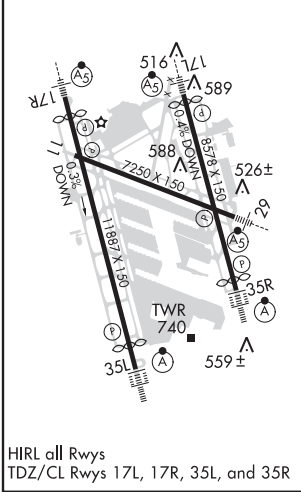
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 501	D	TDZE 480
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HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

1600 4000 hdg 090° *LOC only.	BQM R-071 TORAC INT	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 72).	
PARC INT I-JJM [7.3] RADAR UPSCO INT I-JJM [9.9] RADAR PGSUS INT I-JJM [13.4] RADAR	2400 3000 4000	GS 3.00° TCH 60	
CATEGORY A S-ILS 35R	B RA 162/14	C 150	D DA 630

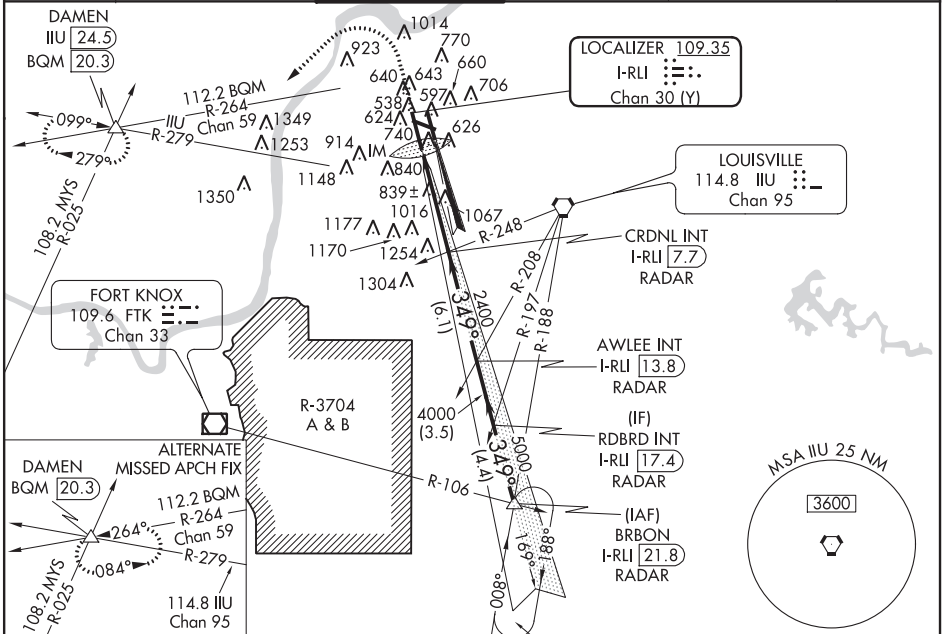
SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 349°	Rwy Idg TDZE 10000 464 Apt Elev 501
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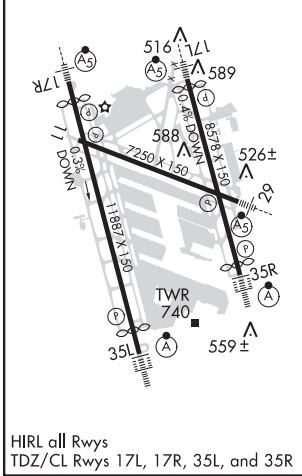
ILS RWY 35L (CAT II & III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

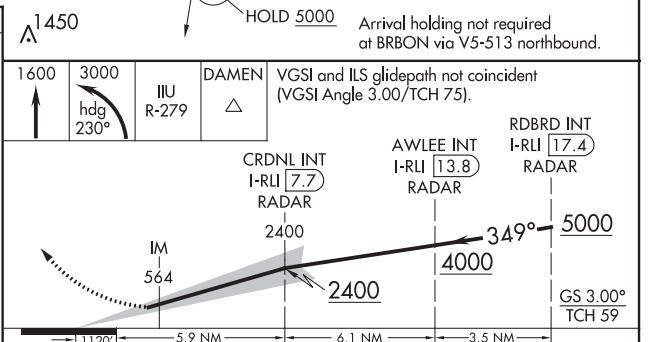
<p>Simultaneous approach authorized with Rwy 35R. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 230° and IILU VORTAC R-279 to DAMEN INT/IILU 24.5 DME and hold.</p>		
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC



ELEV 501	D	TDZE 464
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HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 99/12 100 DA 564			
S-ILS 35L	CAT IIIa RVR 07			
S-ILS 35L	CAT IIIb RVR 06			
S-ILS 35L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 349°	Rwy Idg TDZE 480 Apt Elev 501
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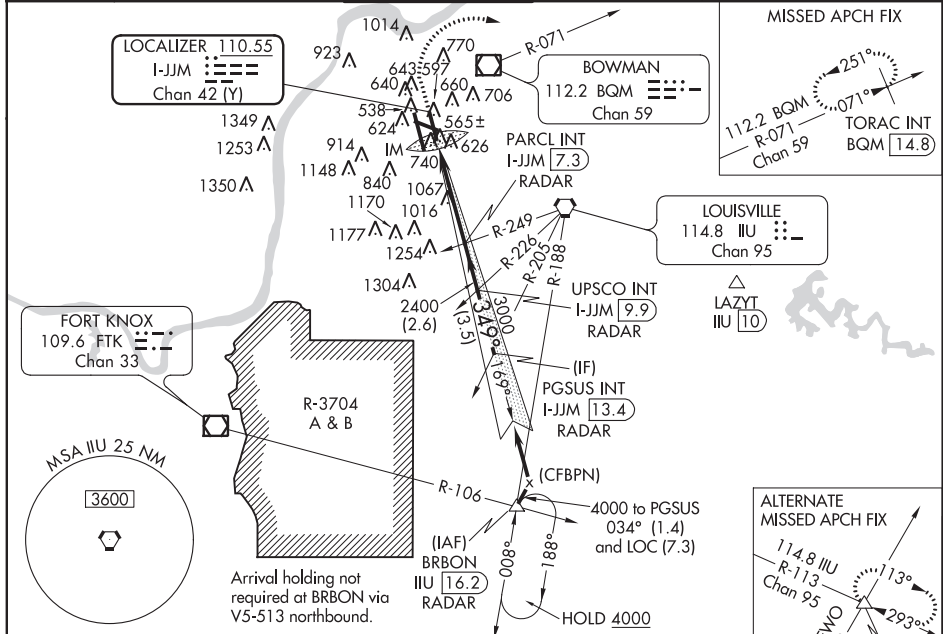
ILS RWY 35R (CAT II & III)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ Night landing: Rwy 11 NA. Simultaneous approach authorized with Rwy 35L. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME or RADAR required.

▲ MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 090° and on BQM VOR/DME R-071 to TORAC BQM 14.8 DME and hold.

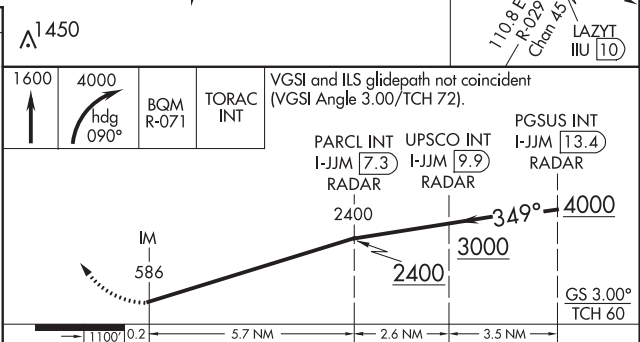
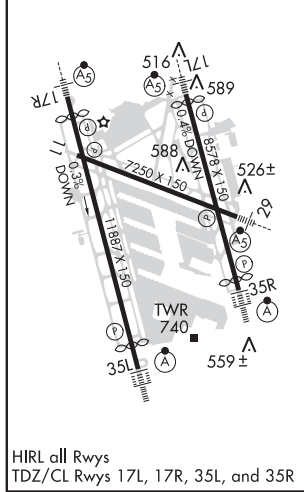
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 501	D	TDZE 480
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CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 100/12 100 DA 580			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 06			
S-ILS 35R	CAT IIIc NA			


CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RNAV (RNP) Z RWY 17L

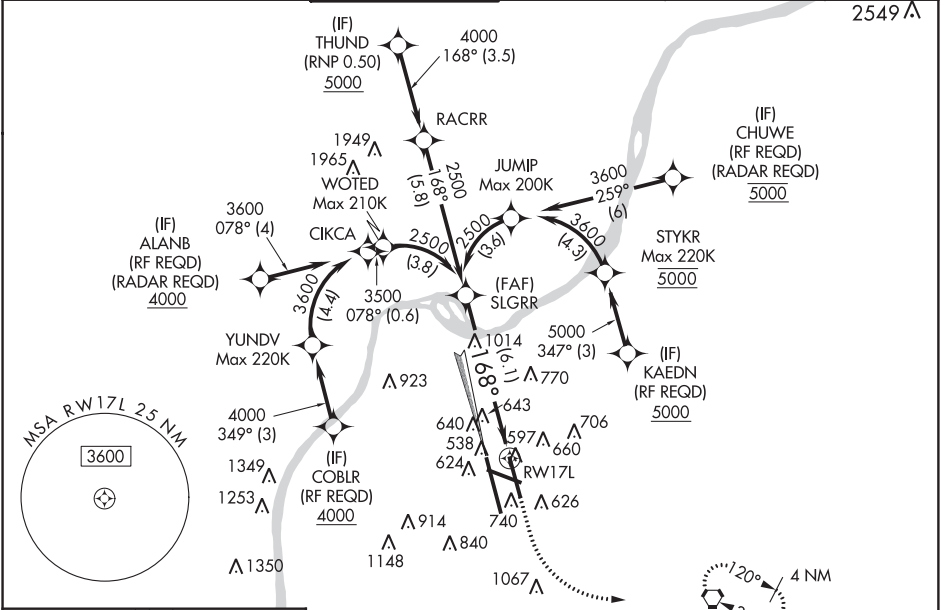
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

APP CRS	Rwy Idg	7800
168°	TDZE	499
	Apt Elev	501

▼ For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). GPS required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 17R, except for arrivals at CHUWE, KAEDN, ALANB, and COBLR. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct ILL VORTAC and hold, continue climb-in-hold to 3000.

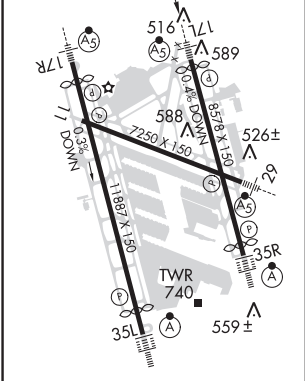
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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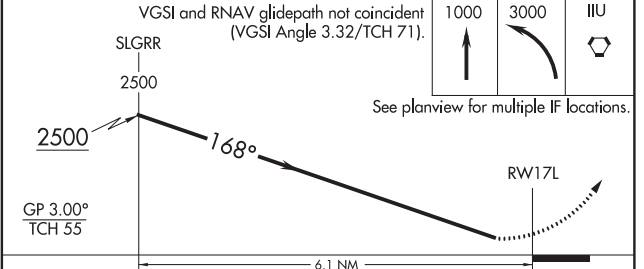
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	501	TDZE	499
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HIRL all Rwys
 TDZ/CL Rwys 17L, 17R, 35L and 35R



CATEGORY	A	B	C	D
RNP 0.30 DA	925/50		426 (500-1)	


AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 17R

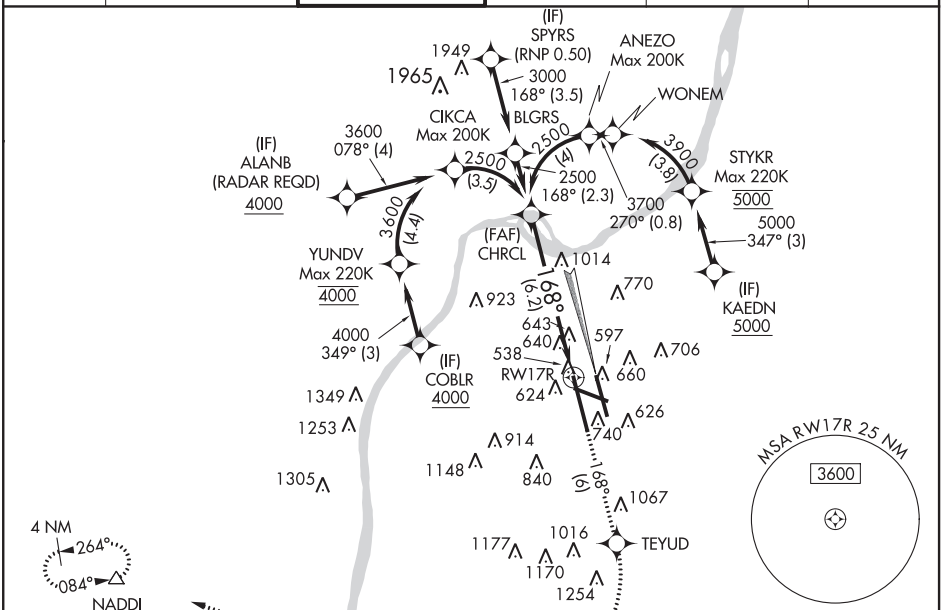
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

APP CRS	Rwy Idg	10000
168°	TDZE	485
	Apt Elev	501

For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 54°C (130°F). RF required. GPS required. For inoperative MALS, increase RNP 0.30 all Cats visibility to 1 1/4 miles. Simultaneous approach authorized with Rwy 17L, except for arrivals at KAEDN, ALANB, and COBLR. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

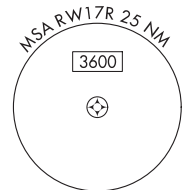
MALS

MISSED APPROACH: Climb to 3000 on track 168° to TEYUD right turn to JIPAD and on track 290° to NADDI and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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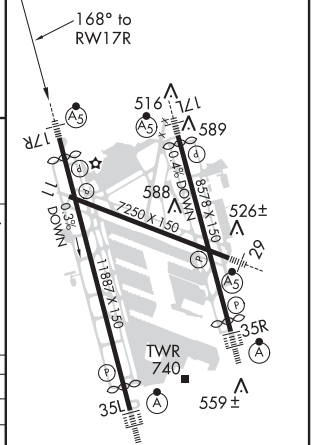
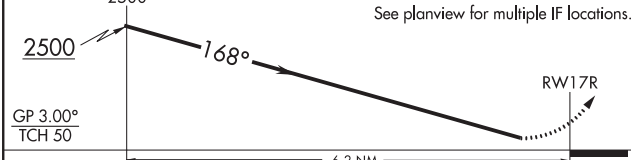
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 501	D	TDZE 485
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).	3000	TEYUD	JIPAD	tr 290°	NADDI
CHRCL 2500	↑				
	tr 168°				



CATEGORY	A	B	C	D
RNP 0.30 DA		926/55	441(500-1 1/4)	

AUTHORIZATION REQUIRED

HIRL all Rwys
 TDZ/CL Rwys 17R, 17R, 35L and 35R

RNAV (RNP) Z RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

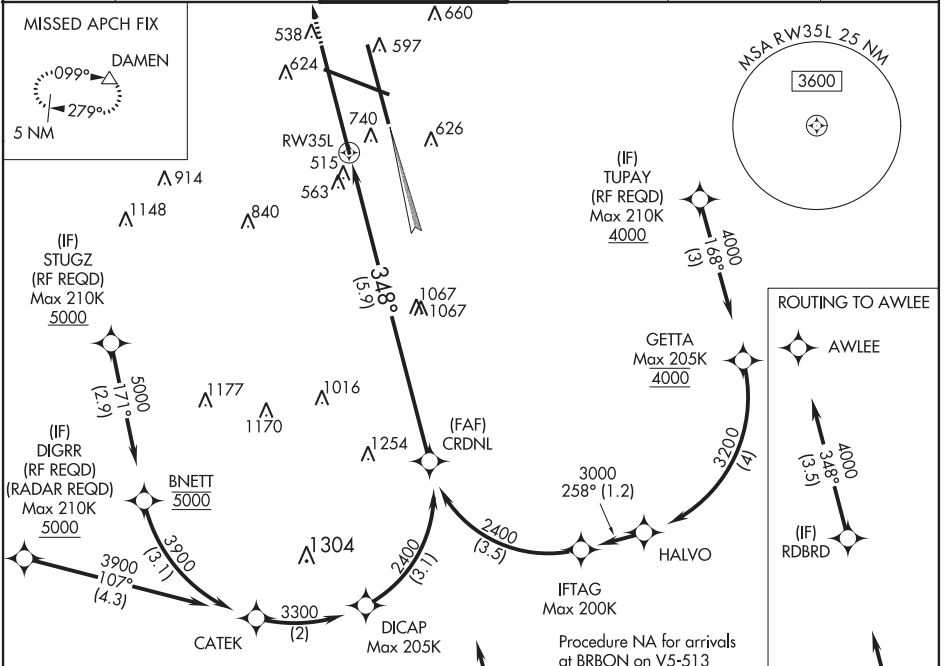
APP CRS	Rwy Idg	10000
348°	TDZE	464
	Apt Elev	501

For uncompensated Baro-VNAV systems, procedure NA below -14°C (7°F) or above 37°C (98°F). GPS Required. Simultaneous approach authorized with Rwy 35R, except for arrivals at STUGZ, TUPAY, and DIGR. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DAMEN and hold.

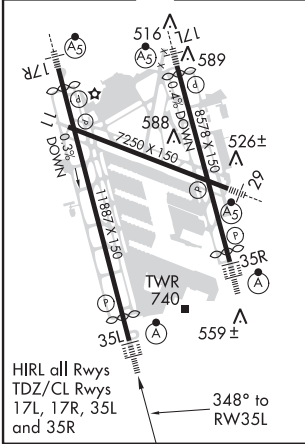
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 501	D	TDZE 464
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SEE INSET FOR ROUTING TO AWLEE

AWLEE

348° (6.1)

2400

1000 3000 DAMEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

See Planview for multiple IF locations.

RW35L

348°

2400

GP 3.00° TCH 59

5.9 NM

CATEGORY	A	B	C	D
RNP 0.12 DA		874/45	410 (400-%)	
RNP 0.30 DA		914/50	450 (500-1)	

AUTHORIZATION REQUIRED

WAAS CH 81801 W29A	APP CRS 294°	Rwy Idg 7250 TDZE 480 Apt Elev 501
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RNAV (GPS) RWY 29

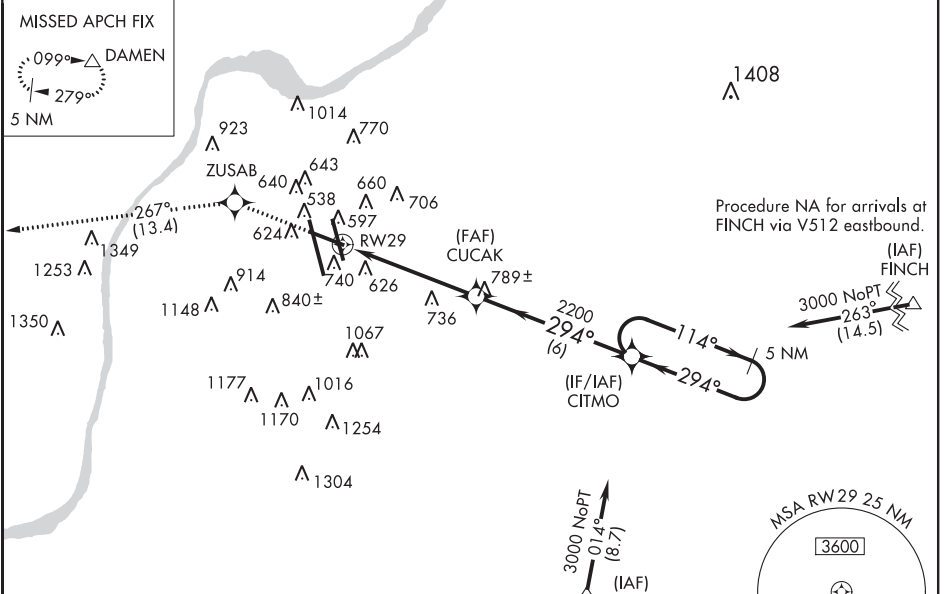
LOUISVILLE INTL-STANDIFORD FIELD (SDF')

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). If local altimeter setting not received, use Bowman Field altimeter setting. Baro-VNAV NA when using Bowman Field altimeter setting. Night Landing: Rwy 11 NA. Helicopter visibility reduction below RVR 4000 NA. For inoperative MALSR increase LPV all Cats and LNAV Cats A/B visibility to RVR 5000.

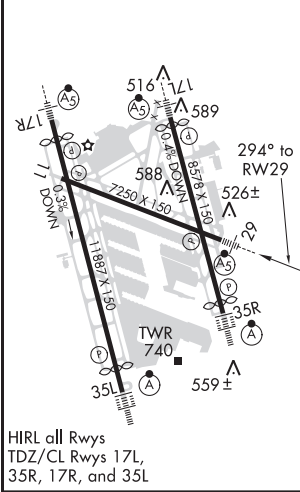
MALSR


MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

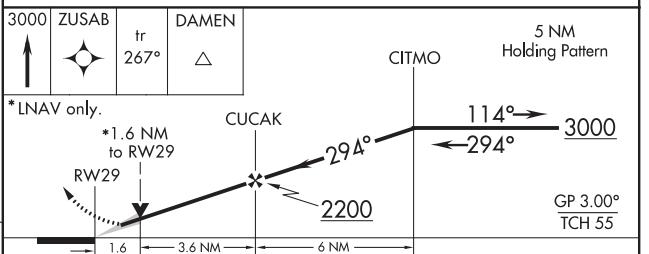
ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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ELEV 501	D	TDZE 480
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HIRL all Rwys
TDZ/CL Rwys 17L,
35R, 17R, and 35L



CATEGORY	A	B	C	D
LPV DA		773/40	293 (300-¾)	
LNAV/VNAV DA		943/50	463 (500-1)	
LNAV MDA	1040/40	560 (600-¾)	1040/50 560 (600-1)	1040/60 560 (600-1¼)
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

LOUISVILLE, KENTUCKY
Orig-B 15OCT15

38°10'N-85°44'W
267

LOUISVILLE INTL-STANDIFORD FIELD (SDF')

RNAV (GPS) RWY 29

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90101 W17B	APP CRS 168°	Rwy ldg TDZE Apt Elev	7800 499 501
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RNAV (GPS) Y RWY 17L

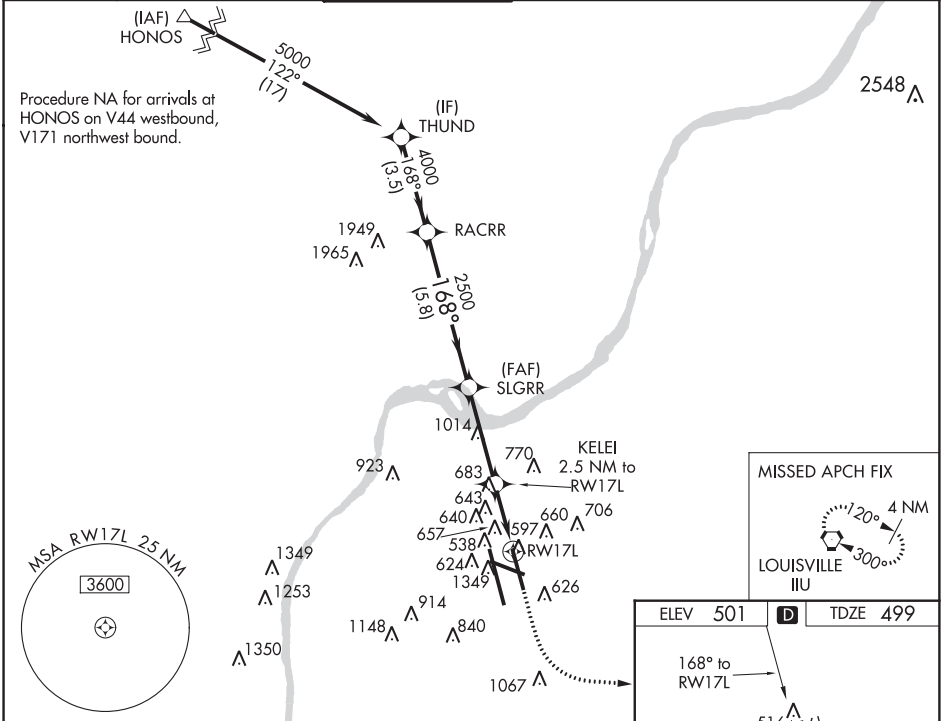
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Night landing: Rwy 11 NA.

▲ MISAPR

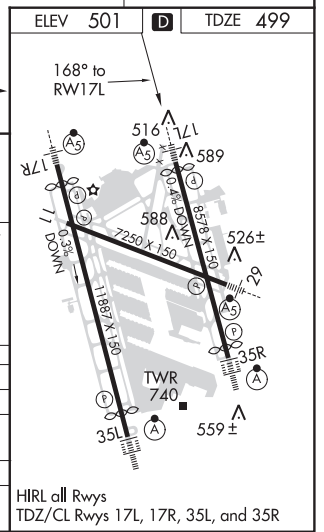
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.32/TCH 71).

THUND	RACRR	SLGRR	KELEI	IIU
5000	4000	2500	2.5 NM to RWY 17L	1000 3000 IIU
GP 3.00° TCH 55		*1320	*1 NM to RWY 17L	*1 NM only
	3.5 NM	5.8 NM	3.6 NM	1.5 NM
CATEGORY	A	B	C	D
LPV DA		699/24	200 (200-½)	
LNAV/VNAV DA		818/24	319 (400-½)	
LNAV MDA	920/24	421 (500-½)	920/40	421 (500-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1 ¾ 659 (700-¾)	1400-3 899 (900-3)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57909 W17A	APP CRS 168°	Rwy ldg 10000 TDZE 485 Apt Elev 501
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RNAV (GPS) Y RWY 17R

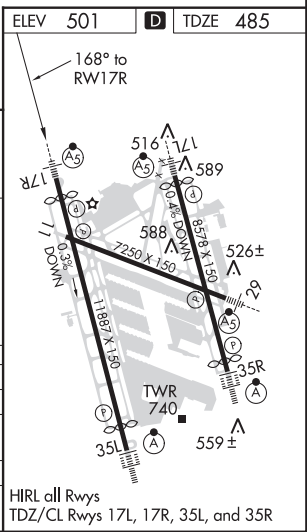
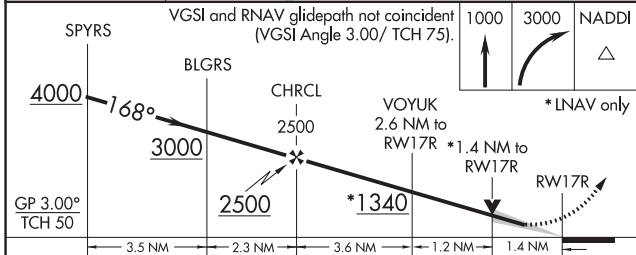
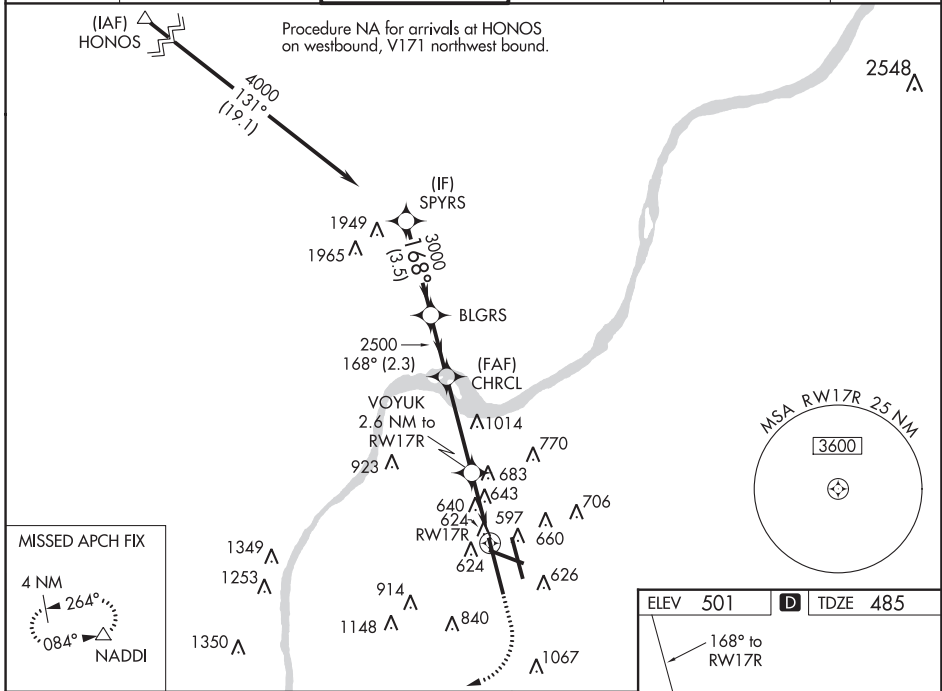
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

▼ Night landing: Rwy 11 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 17L. DME/DME-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to 1 1/2 miles.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NADDI and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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CATEGORY	A	B	C	D
LPV DA		685/24	200 (200-1/2)	
LNAV/VNAV DA		932/55	447 (500-1 1/4)	
LNAV MDA	1000/24	515 (500-1/2)	1000/55	515 (500-1 1/4)
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1 3/4 659 (700-1 3/4)	1400-3 899 (900-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70709 W35D	APP CRS 348°	Rwy ldg TDZE 480 Apt Elev 501	7800
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RNAV (GPS) Y RWY 35R

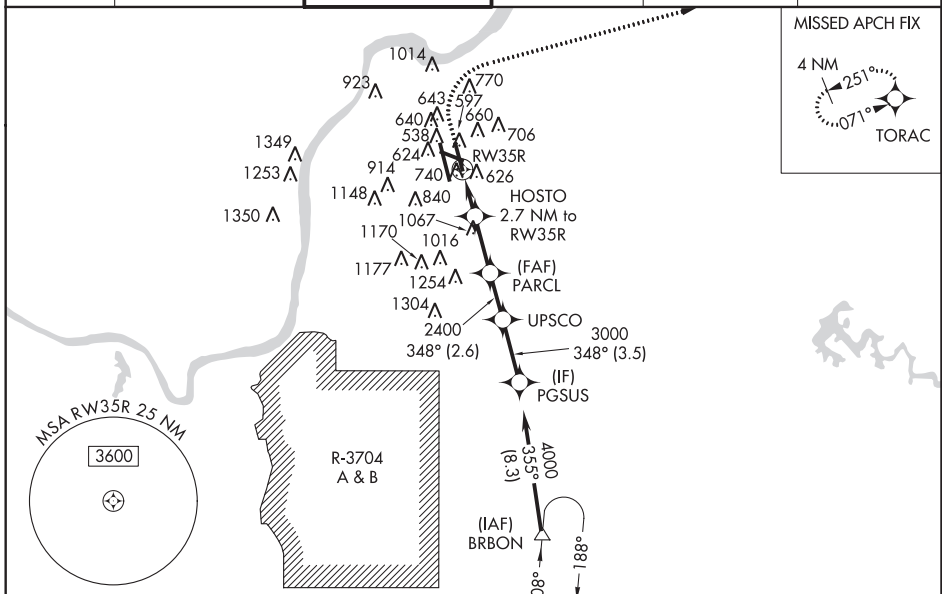
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 35L. DME/DME RNP-0.3 NA. Night landing: Rwy 11 NA. For inoperative ALSF-2, increase LNAV/VNAV all Cats visibility to 1 1/2. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6	CLNC DEL 126.1 275.8	CPDLC
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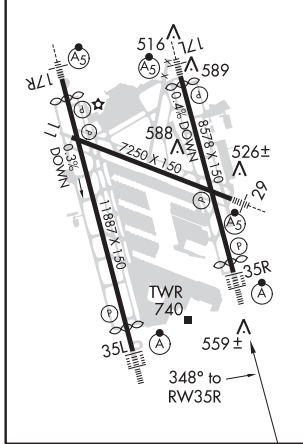


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 501	D	TDZE 480
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HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

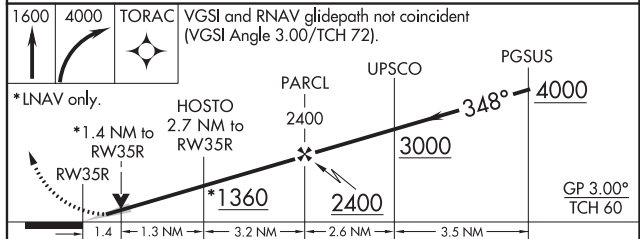


Arrival holding not required at BRBON on V5-513 northbound.

HOLD 4000

4 NM

1450



CATEGORY	A	B	C	D
LPV DA		680/24	200 (200-1/2)	
LNAV/VNAV DA		909/50	429 (500-1)	
LNAV MDA	1000/24	520 (500-1/2)	1000/55	520 (500-1/4)
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1 3/4 659 (700-1 3/4)	1400-3 899 (900-3)

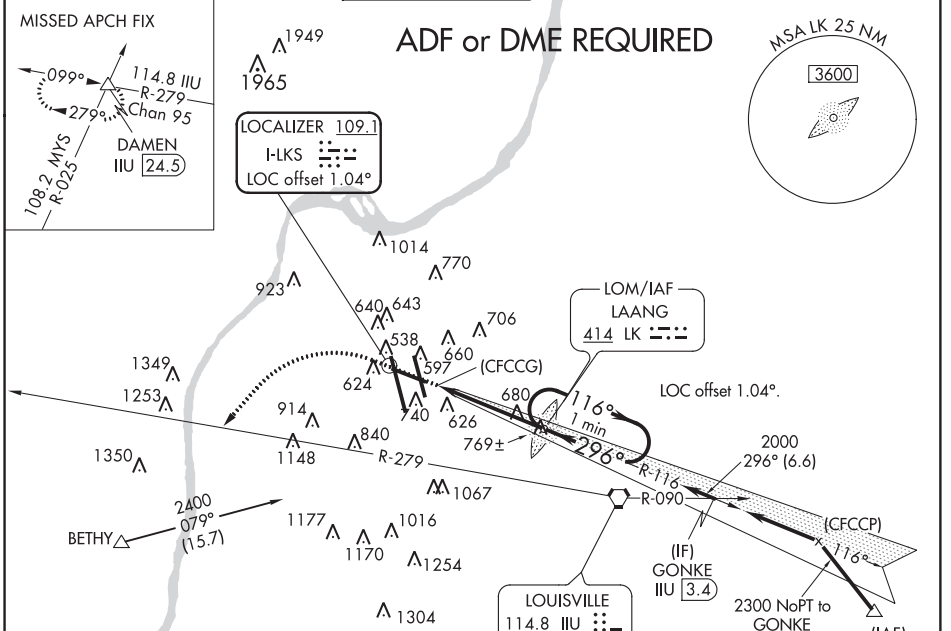
LOC I-LKS 109.1	APP CRS 296°	Rwy Idg 7250
		TDZE 480
		Apt Elev 501

LOC RWY 29

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

<p>⚠ Circling Rwy 11 NA at night. Helicopter visibility reduction below RVR 4000 NA. For inoperative MALSRL, increase Cat A/B visibility to RVR 5500, and Cat C/D to 1/2 mile.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 270° and IJU VORTAC R-279 to DAMEN INT/IIU 24.5 DME and hold.</p>
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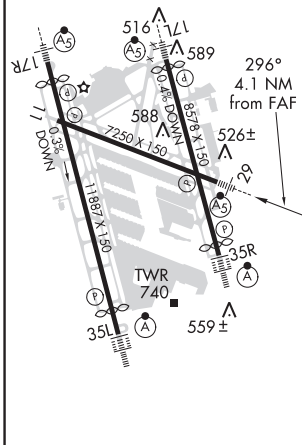
<p>ATIS 118.725</p>	<p>LOUISVILLE APP CON 132.075 327.0</p>	<p>LOUISVILLE TOWER 124.2 257.8</p>	<p>GND CON 121.7 348.6</p>	<p>CLNC DEL 126.1 275.8</p>	<p>CPDLC</p>
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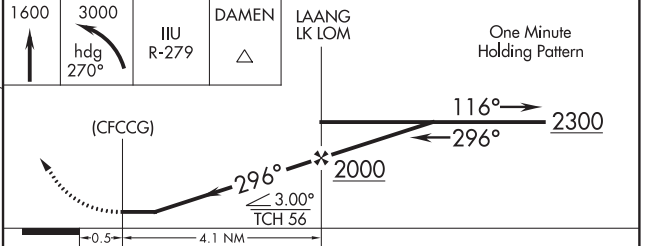
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 501	D	TDZE 480
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1600	3000	DAMEN	LAANG LK LOM	One Minute Holding Pattern
↑	hdg 270°	IIU R-279	△	



CATEGORY	A	B	C	D
S-29	1060/40	580 (600-3/4)	1060-1/4	580 (600-1/4)
C CIRCLING	1060-1 559 (600-1)	1140-1 639 (700-1)	1160-1/4 659 (700-1/4)	1400-3 899 (900-3)

LOC RWY 29

AIRPORT DIAGRAM

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

AL-239 (FAA)

LOUISVILLE, KENTUCKY

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

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.

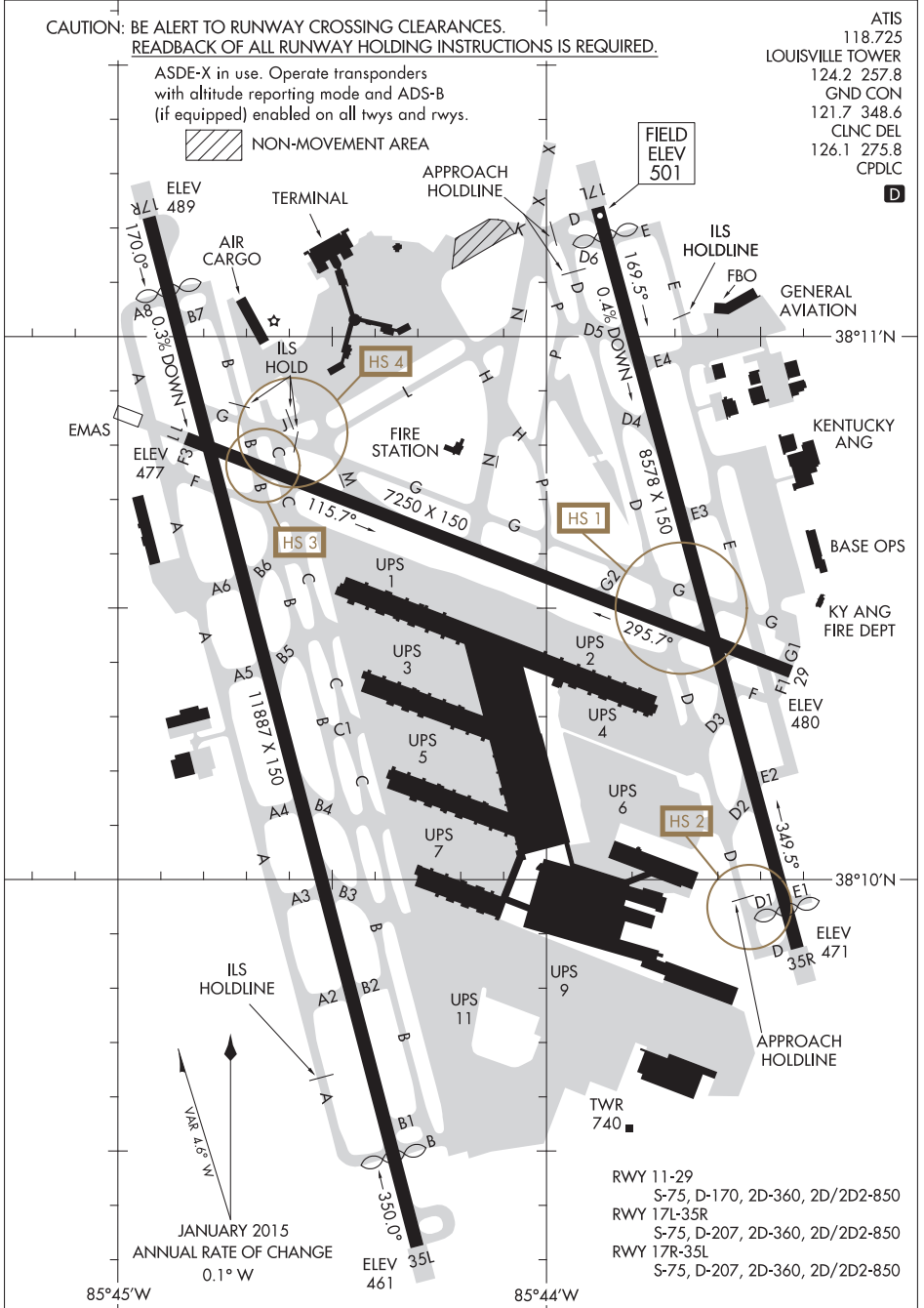
 NON-MOVEMENT AREA

ATIS 118.725
LOUISVILLE TOWER 124.2 257.8
GND CON 121.7 348.6
CLNC DEL 126.1 275.8
CPDLC

D

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



RWY 11-29
S-75, D-170, 2D-360, 2D/2D2-850

RWY 17L-35R
S-75, D-207, 2D-360, 2D/2D2-850

RWY 17R-35L
S-75, D-207, 2D-360, 2D/2D2-850

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM

LOUISVILLE, KENTUCKY
LOUISVILLE INTL-STANDIFORD FIELD (SDF)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 168° to 1020, then direct DROPA, then on depicted route to APALO, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 168° to intercept course 183° to LEENE, then on depicted route to APALO, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 294° to intercept course 268° to GADSN, then on depicted route to APALO, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 348° to intercept course 333° to RRROE, then on depicted course to APALO, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 348° to 1020, then direct GRIPZ, then on depicted route to APALO, thence. . . .

. . . . (Transition). Maintain 5000, expect clearance to filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 17L: Light tower 622' from DER, 643' right of centerline, 25' AGL/496' MSL.
Obstruction light on DME 498' from DER, 299' right of centerline, 14' AGL/485' MSL.
Multiple trees and lighted towers beginning 328' from DER, 302' left of centerline, up to 89' AGL/560' MSL.
Sign 723' from DER, 637' left of centerline, 26' AGL/497' MSL.
- Rwy 17R: Pole 748' from DER, 664' right of centerline, 24' AGL/505' MSL.
Pole 666' from DER, 336' left of centerline, 24' AGL/496' MSL.
- Rwy 29: Tree 1257' from DER, 809' left of centerline, 69' AGL/550' MSL.
Stack 1213' from DER, 329' left of centerline, 37' AGL/518' MSL.
Poles beginning 873' from DER, 223' left of centerline, up to 29' AGL/509' MSL.
Trees beginning 1033' from DER, 73' right of centerline, 73' AGL/571' MSL.
Obstruction light on glideslope 474' from DER, 398' right of centerline, 49' AGL/526' MSL.
Pole 1255' from DER, 760' right of centerline, 29' AGL/515' MSL.
- Rwy 35L: Poles beginning 686' from DER, 116' left of centerline, up to 38' AGL/541' MSL.
Lighted tower 258' from DER, 261' left of centerline, 44' AGL/500' MSL.
Poles beginning 270' from DER, 230' right of centerline, up to 64' AGL/526' MSL.
Trees beginning 1596' from DER, 260' right of centerline up to 86' AGL/560' MSL.
- Rwy 35R: Multiple trees and poles beginning 542' from DER, 303' right of centerline up to 88' AGL/580' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(CRRGO2.CRRGO) 16091

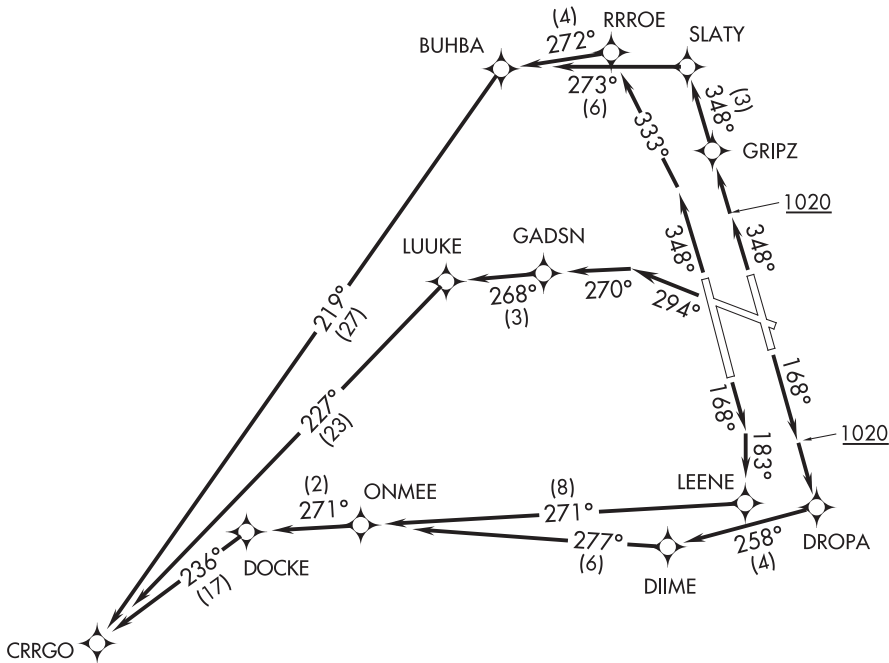
276
SI-239 (FAA)

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

CRRGO TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
5000**

ATIS 118.725
GND CON
121.7 348.6
CLNC DEL
126.1 275.8
LOUISVILLE DEP CON
132.075 327.0
LOUISVILLE TOWER
124.2 257.8
CPDLC



SE-1, 10 NOV 2016 to 05 JAN 2017

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TAKEOFF MINIMUMS:
Rwy 11: NA-Air Traffic.
Rwys 17L, 17R, 29, 35L, 35R:
Standard with minimum
climb of 500' per NM to 1020.

- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.
- NOTE: For Turbojet aircraft only.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: RNAV 1.

(NOTES ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CRRGO TWO DEPARTURE (RNAV)
(CRRGO2.CRRGO) 20AUG15

LOUISVILLE, KENTUCKY
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

CRRGO TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 168° to 1020, then direct DROPA, then on depicted route to CRRGO, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 168° to intercept course 183° to LEENE, then on depicted route to CRRGO, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 294° to intercept course 270° to GADSN, then on depicted route to CRRGO, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 348° to intercept course 333° to RRROE, then on depicted route to CRRGO, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 348° to 1020, then direct GRIPZ, then on depicted route to CRRGO, thence. . . .

. . . . Maintain 5000, expect clearance to filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 17L: Light tower 622' from DER, 643' right of centerline, 25' AGL/496' MSL.
Obstruction light on DME 498' from DER, 299' right of centerline, 14' AGL/485' MSL.
Multiple trees and lighted towers beginning 328' from DER, 302' left of centerline, up to 89' AGL/560' MSL.
Sign 723' from DER, 637' left of centerline, 26' AGL/497' MSL.
- Rwy 17R: Pole 748' from DER, 664' right of centerline, 24' AGL/505' MSL.
Pole 666' from DER, 336' left of centerline, 24' AGL/496' MSL.
- Rwy 29: Tree 1257' from DER, 809' left of centerline, 69' AGL/550' MSL.
Stack 1213' from DER, 329' left of centerline, 37' AGL/518' MSL.
Poles beginning 873' from DER, 223' left of centerline, up to 29' AGL/509' MSL.
Trees beginning 1033' from DER, 73' right of centerline, 73' AGL/571' MSL.
Obstruction light on glideslope 474' from DER, 398' right of centerline, 49' AGL/526' MSL.
Pole 1255' from DER, 760' right of centerline, 29' AGL/515' MSL.
- Rwy 35L: Poles beginning 686' from DER, 116' left of centerline, up to 38' AGL/541' MSL.
Lighted tower 258' from DER, 261' left of centerline, 44' AGL/500' MSL.
Poles beginning 270' from DER, 230' right of centerline, up to 64' AGL/526' MSL.
Trees beginning 1596' from DER, 260' right of centerline up to 86' AGL/560' MSL.
- Rwy 35R: Multiple trees and poles beginning 542' from DER, 303' right of centerline up to 88' AGL/580' MSL.

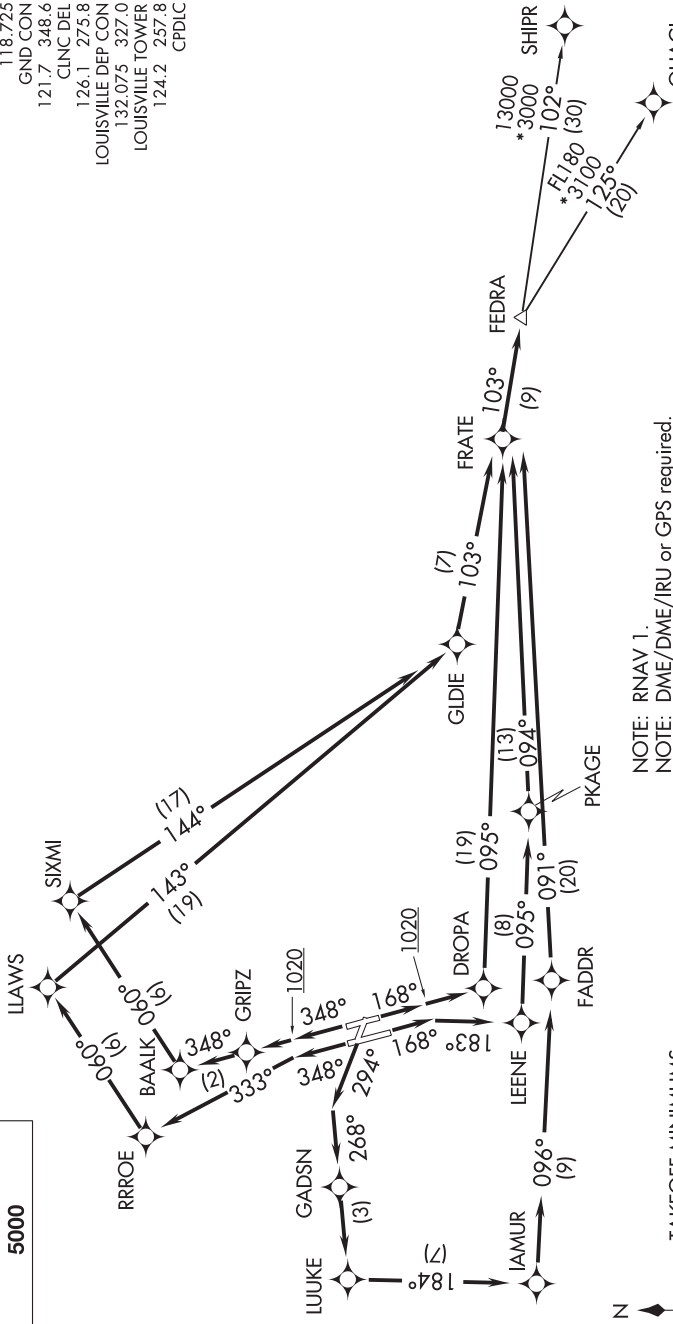
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FEDRA THREE DEPARTURE (RNAV)

ATIS 118.725
 GND CON 121.7 348.6
 CLNC DEL 126.1 275.8
 LOUISVILLE DEP CON 132.075 327.0
 LOUISVILLE TOWER 124.2 257.8
 CPDLC

TOP ALTITUDE:
5000



NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RADAR required for non-GPS equipped aircraft.
 NOTE: For Turbojet aircraft only.
 NOTE: If unable to accept climb rate, advise ATC on initial contact.
 NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.

TAKEOFF MINIMUMS:
 Rwy 11: NA-Air Traffic.
 Rwys 17L, 17R, 29, 35L, 35R: Standard with minimum climb of 500' per NM to 1020.

(NOTES ON FOLLOWING PAGE)
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 168° to 1020, then direct DROPA, then on depicted route to FEDRA, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 168° to intercept course 183° to LEENE, then on depicted route to FEDRA, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 294° to intercept course 268° to GADSN, then on depicted route to FEDRA, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 348° to intercept course 333° to RRROE, then on depicted course to FEDRA, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 348° to 1020, then direct GRIPZ, then on depicted route to FEDRA, thence. . . .

. . . .(Transition). Maintain 5000, expect clearance to filed altitude 10 minutes after departure.

OHAGI TRANSITION (FEDRA3.OHAGI):

SHIPR TRANSITION (FEDRA3.SHIPR):

TAKEOFF OBSTACLE NOTES:

- Rwy 17L: Light tower 622' from DER, 643' right of centerline, 25' AGL/496' MSL.
Obstruction light on DME 498' from DER, 299' right of centerline, 14' AGL/485' MSL.
Multiple trees and lighted towers beginning 328' from DER, 302' left of centerline, up to 89' AGL/560' MSL.
Sign 723' from DER, 637' left of centerline, 26' AGL/497' MSL.
- Rwy 17R: Pole 748' from DER, 664' right of centerline, 24' AGL/505' MSL.
Pole 666' from DER, 336' left of centerline, 24' AGL/496' MSL.
- Rwy 29: Tree 1257' from DER, 809' left of centerline, 69' AGL/550' MSL.
Stack 1213' from DER, 329' left of centerline, 37' AGL/518' MSL.
Poles beginning 873' from DER, 223' left of centerline, up to 29' AGL/509' MSL.
Trees beginning 1033' from DER, 73' right of centerline, 73' AGL/571' MSL.
Obstruction light on glideslope 474' from DER, 398' right of centerline, 49' AGL/526' MSL.
Pole 1255' from DER, 760' right of centerline, 29' AGL/515' MSL.
- Rwy 35L: Poles beginning 686' from DER, 116' left of centerline, up to 38' AGL/541' MSL.
Lighted tower 258' from DER, 261' left of centerline, 44' AGL/500' MSL.
Poles beginning 270' from DER, 230' right of centerline, up to 64' AGL/526' MSL.
Trees beginning 1596' from DER, 260' right of centerline up to 86' AGL/560' MSL.
- Rwy 35R: Multiple trees and poles beginning 542' from DER, 303' right of centerline up to 88' AGL/580' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

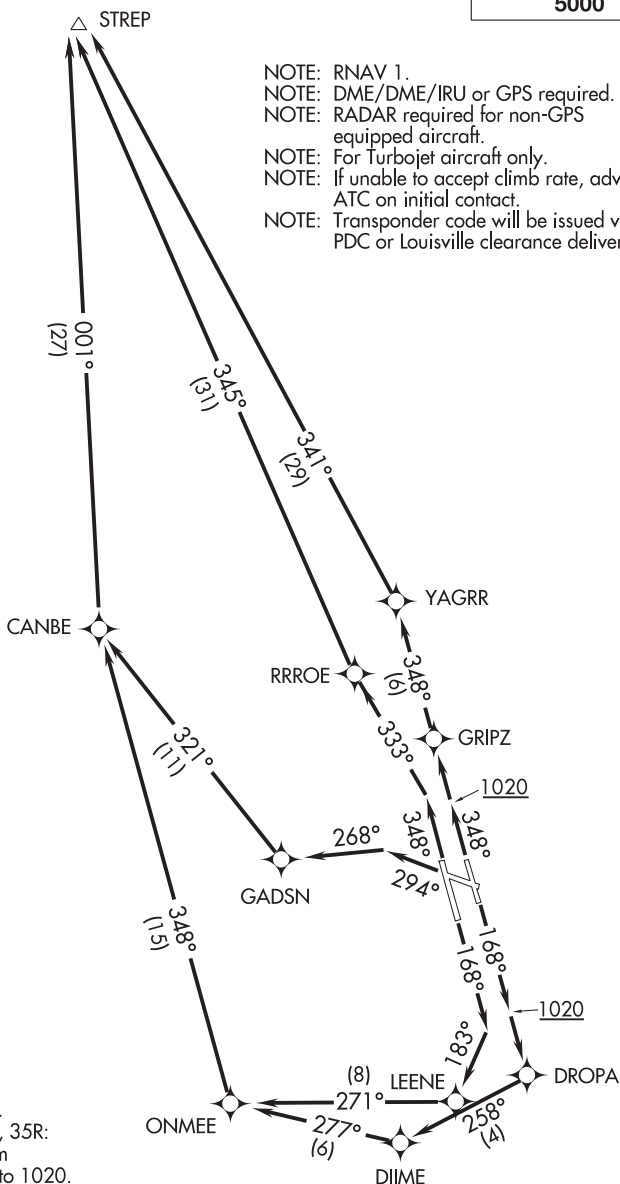
STREP THREE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

ATIS 118.725
 GND CON
 121.7 348.6
 CLNC DEL
 126.1 275.8
 LOUISVILLE DEP CON
 132.075 327.0
 LOUISVILLE TOWER
 124.2 257.8
 CPDLC

**TOP ALTITUDE:
5000**

- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: For Turbojet aircraft only.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.



TAKEOFF MINIMUMS:
 Rwy 11: NA-Air Traffic.
 Rwys 17L, 17R, 29, 35L, 35R:
 Standard with minimum
 climb of 500' per NM to 1020.

(NOTES ON FOLLOWING PAGE)
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

STREP THREE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 168° to 1020, then direct DROPA, then on depicted route to STREP, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 168° to intercept course 183° to LEENE, then on depicted route to STREP, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 294° to intercept course 268° to GADSN, then on depicted route to STREP, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 348° to intercept course 333° to RRROE, then on depicted course to STREP, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 348° to 1020, then direct GRIPZ, then on depicted route to STREP, thence. . . .

. . . . (Transition). Maintain 5000, expect clearance to filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 17L: Light tower 622' from DER, 643' right of centerline, 25' AGL/496' MSL.
Obstruction light on DME 498' from DER, 299' right of centerline, 14' AGL/485' MSL.
Multiple trees and lighted towers beginning 328' from DER, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from DER, 637' left of centerline, 26' AGL/497' MSL.
- Rwy 17R: Pole 748' from DER, 664' right of centerline, 24' AGL/505' MSL.
Pole 666' from DER, 336' left of centerline, 24' AGL/496' MSL.
- Rwy 29: Tree 1257' from DER, 809' left of centerline, 69' AGL/550' MSL.
Stack 1213' from DER, 329' left of centerline, 37' AGL/518' MSL.
Poles beginning 873' from DER, 223' left of centerline, up to 29' AGL/509' MSL.
Trees beginning 1033' from DER, 73' right of centerline, 73' AGL/571' MSL.
Obstruction light on glideslope 474' from DER, 398' right of centerline, 49' AGL/526' MSL. Pole 1255' from DER, 760' right of centerline, 29' AGL/515' MSL.
- Rwy 35L: Poles beginning 686' from DER, 116' left of centerline, up to 38' AGL/541' MSL.
Lighted tower 258' from DER, 261' left of centerline, 44' AGL/500' MSL.
Poles beginning 270' from DER, 230' right of centerline, up to 64' AGL/526' MSL.
Trees beginning 1596' from DER, 260' right of centerline up to 86' AGL/560' MSL.
- Rwy 35R: Multiple trees and poles beginning 542' from DER, 303' right of centerline up to 88' AGL/580' MSL.

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WAAS CH 82512 W05A	APP CRS 054°	Rwy Idg 6050 TDZE 439 Apt Elev 439
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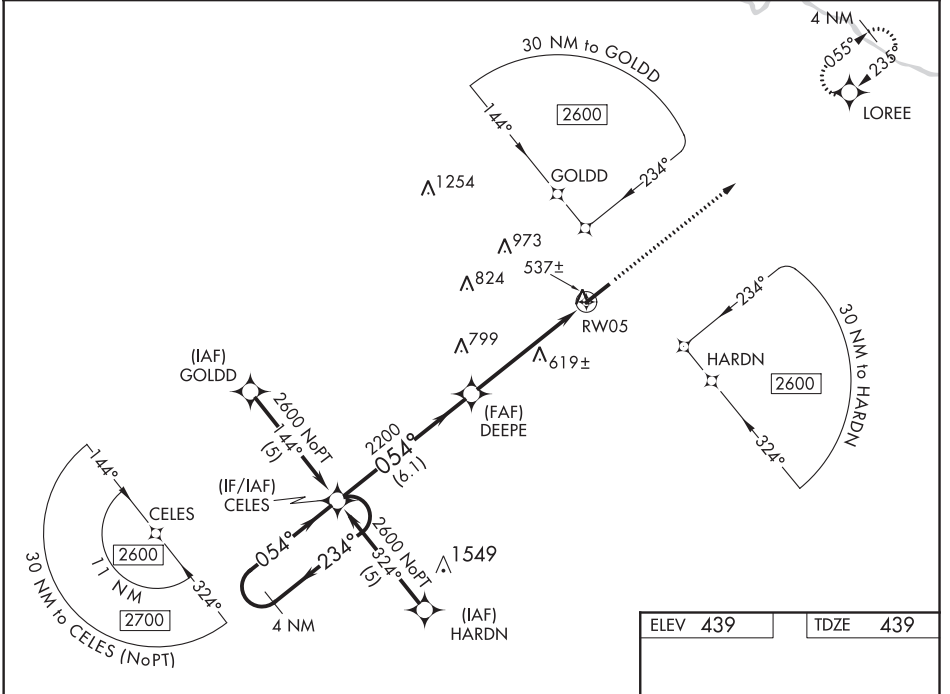
RNAV (GPS) RWY 5

MADISONVILLE RGNL (2I)(J)

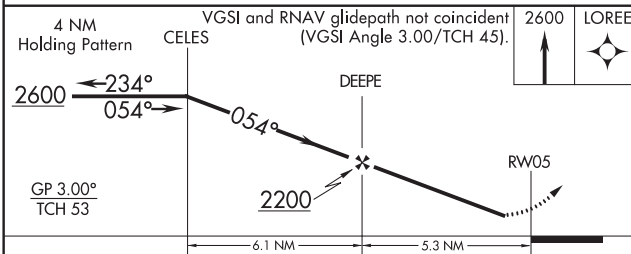
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA 99 feet, and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cats. C and D visibility ¼ mile. Baro VNAV NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct LOREE and hold.

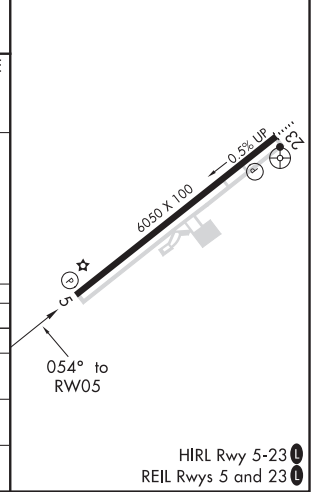
AWOS-3 126.475	EVANSVILLE APP CON ★ 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF) 0
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ELEV 439	TDZE 439
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CATEGORY	A	B	C	D
LPV DA		775-1½	336 (400-1½)	
LNAV/VNAV DA		807-1¼	368 (400-1¼)	
LNAV MDA	880-1	441 (500-1)	880-1¾	441 (500-1¾)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1½ 461 (500-1½)	1000-2 561 (600-2)



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WAAS CH 77911 W23A	APP CRS 235°	Rwy Idg 6050
		TDZE 418
		Apt Elev 439

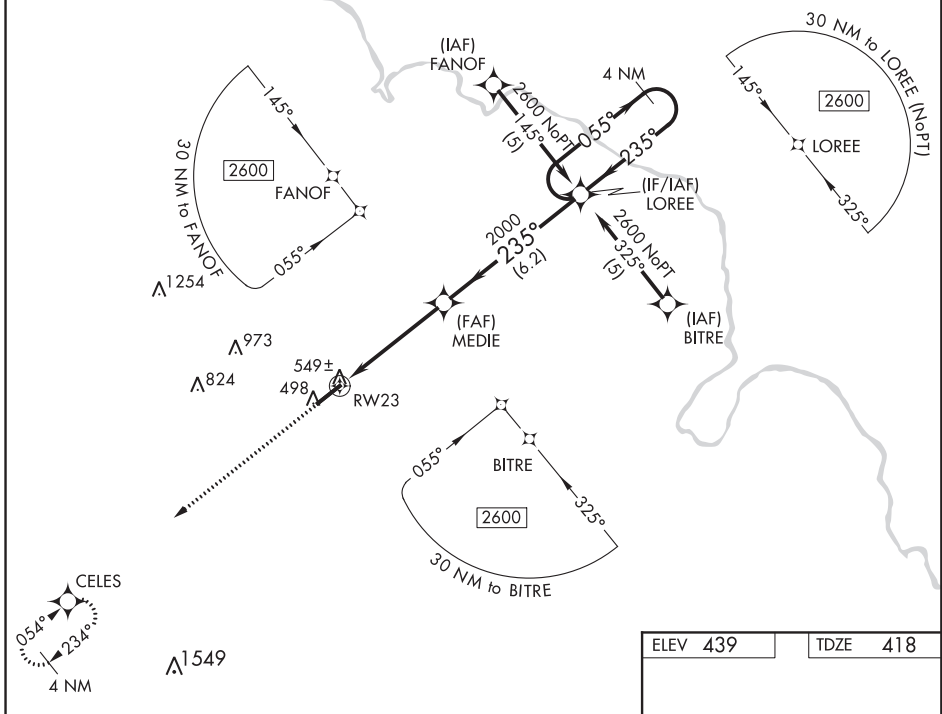
RNAV (GPS) RWY 23

MADISONVILLE RGNL (2I0)

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. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cats. C and D visibility 1/4 mile. Baro VNAV and VDP NA when using Evansville Rgnl altimeter setting. For inoperative ODALS, increase LPV all Cats and LNAV Cat C/D visibility to 1 1/8 mile, and increase LNAV/VNAV all Cats visibility to 1 1/8 mile.

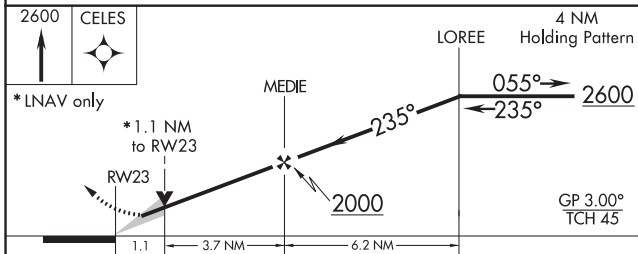
ODALS
MISSED APPROACH: Climb to 2600 direct CELES and hold.

AWOS-3 126.475	EVANSVILLE APP CON* 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF)
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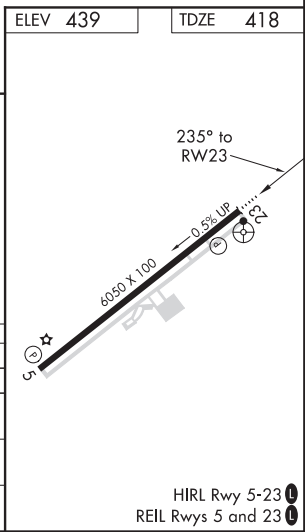


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		740-7/8	322 (400-7/8)	
LNAV/VNAV DA		819-1 1/4	401 (400-1 1/4)	
LNAV MDA	800-3/4	382 (400-3/4)	800-1	382 (400-1)
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1 1/2 461 (500-1 1/2)	1000-2 561 (600-2)



MADISONVILLE, KENTUCKY

AL-5188 (FAA)

16119

VORTAC CCT 109.8 Chan 35	APP CRS 259°	Rwy Idg 6050 TDZE 418 Apt Elev 439
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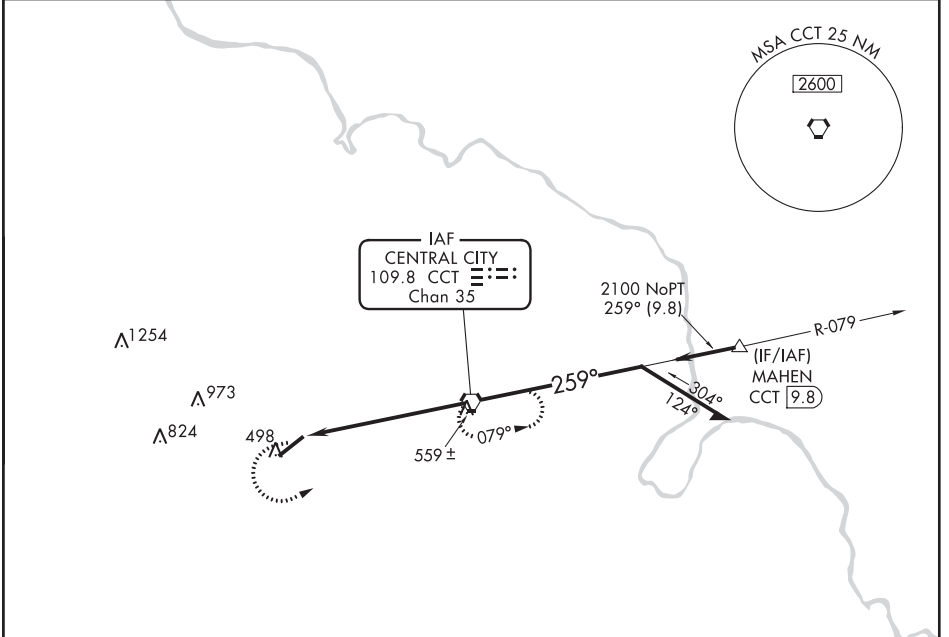
VOR RWY 23

MADISONVILLE RGNL (2I0)

NA When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile. For inoperative ODALS, increase S-23 Cat C/D visibility to 1 ½ mile.

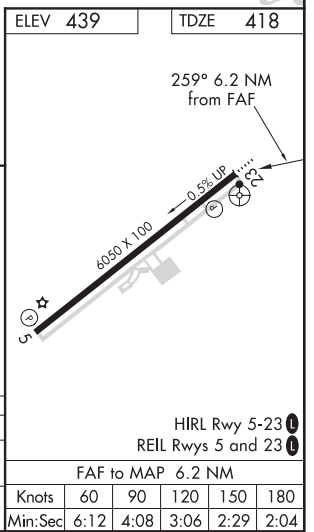
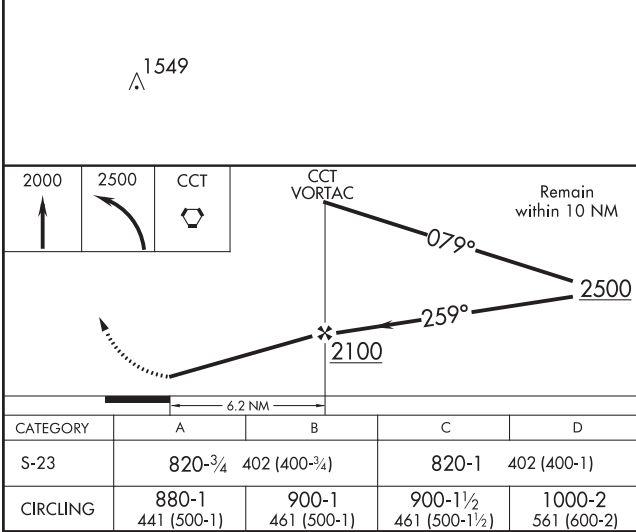
ODALS MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

AWOS-3 126.475	EVANSVILLE APP CON ★ 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



MADISONVILLE, KENTUCKY
Amdt 14B 28APR16

37°21'N-87°24'W

MADISONVILLE RGNL (2I0)
VOR RWY 23

WAAS CH 99531	APP CRS 048°	Rwy Idg TDZE Apt Elev	3643 1031 1031
W05A			

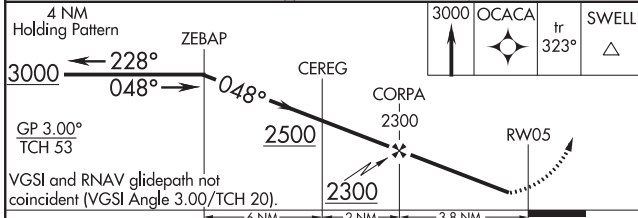
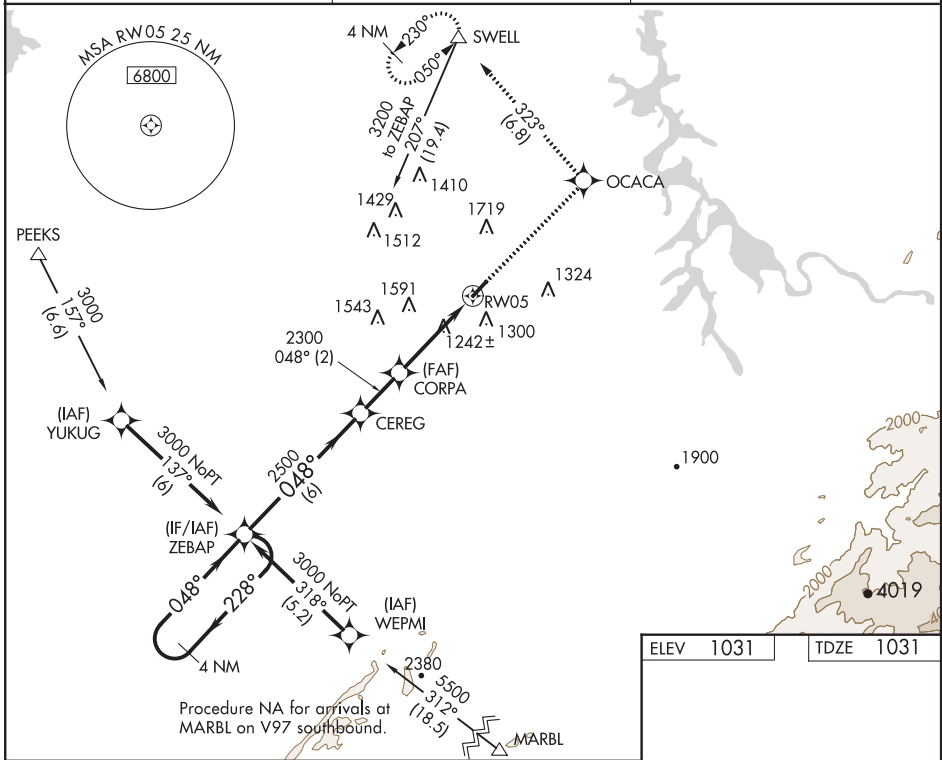
RNAV (GPS) RWY 5

MONROE COUNTY (MNV)

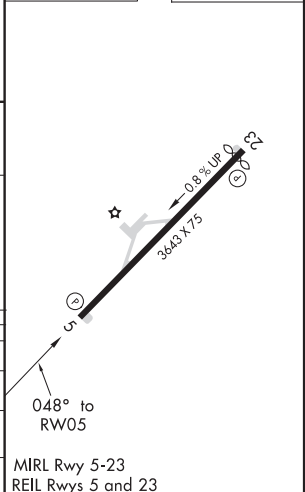
NA Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LPV all Cats visibility 1/4 mile and LNAV/VNAV all Cats and LNAV Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct OCACA and on track 323° to SWELL and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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ELEV 1031	TDZE 1031
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CATEGORY	A	B	C	D
LPV DA	1394-1 1/8		363 (400-1 1/8)	NA
LNAV/VNAV DA	1537-1 3/4		506 (600-1 3/4)	NA
LNAV MDA	1680-1	649 (700-1)	1680-1 7/8 649 (700-1 7/8)	NA
CIRCLING	1680-1	649 (700-1)	1680-2 649 (700-2)	NA

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SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72831 W23A	APP CRS 228°	Rwy Idg TDZE Apt Elev	3503 1030 1031
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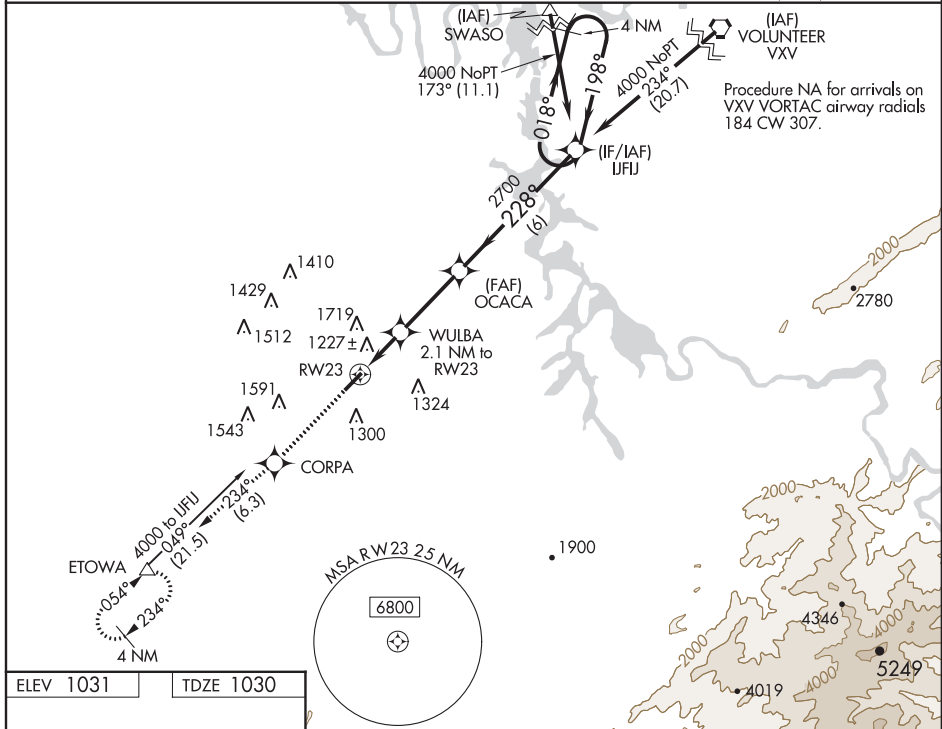
RNAV (GPS) RWY 23

MONROE COUNTY (MNV)

NA Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CORPA on track 234° to ETOWA and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
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ELEV 1031	TDZE 1030
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3000 CORPA tr 234° ETOWA VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 20). 4 NM Holding Pattern IJFI

*LNAV only.

OCACA 2700 018° → 4000 ← 198°

WULBA 2.1 NM to RW23 *1720 228° ← 2700

GP 3.00° TCH 60

2.1 NM 3 NM 6 NM

CATEGORY	A	B	C	D
LPV DA		1376-1½	346 (400-1½)	NA
LNAV/VNAV DA		1548-1¾	518 (600-1¾)	NA
LNAV MDA	1480-1	450 (500-1)	1480-1½ 450 (500-1½)	NA
CIRCLING	1620-1	589 (600-1)	1620-1½ 589 (600-1½)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90531 W07A	APP CRS 068°	Rwy Idg 4400 TDZE 650 Apt Elev 650
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RNAV (GPS) RWY 7

MARION-CRITTENDEN COUNTY (5M9)

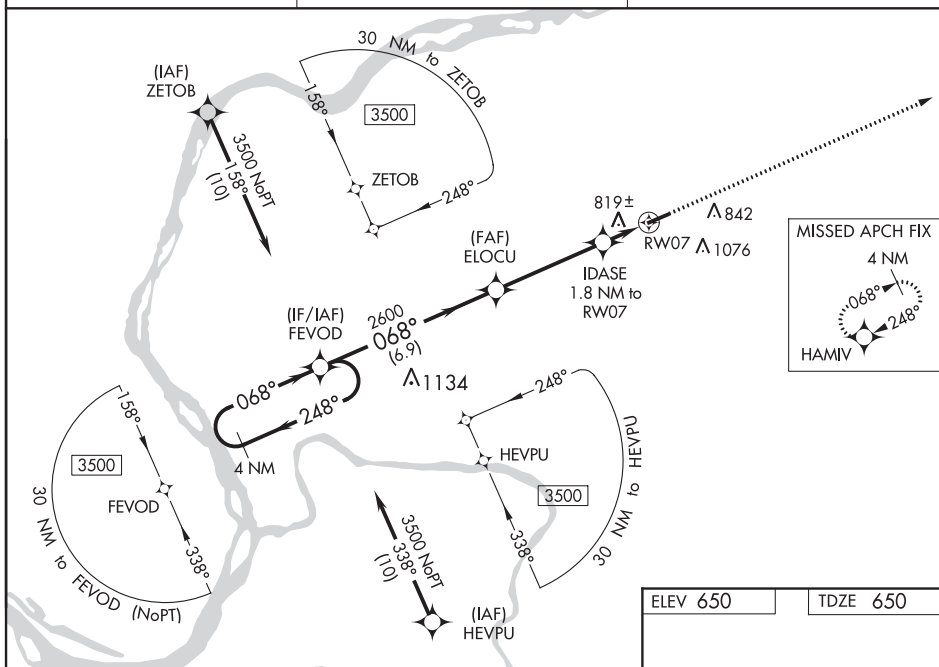
⚠ Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 7 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 117 feet, increase all MDA 120 feet, increase all LPV visibility ¼ mile, increase all LNAV/VNAV visibility ½ mile, increase LNAV Cats C and D visibility ¾ mile, increase Circling Cat B visibility ¼ mile, increase Circling Cat C and D visibility ½ mile.

MISSED APPROACH:
Climb to 3500 direct HAMIV and hold.

AWOS-3P
118.15

MEMPHIS CENTER
133.65 292.15

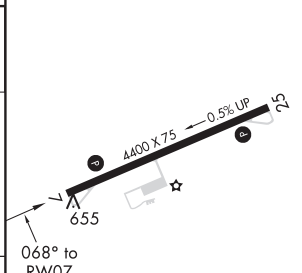
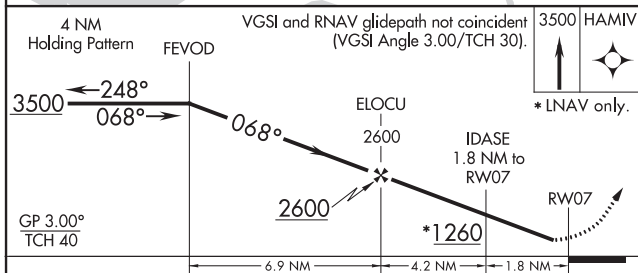
CTAF
122.9



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 650	TDZE 650
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CATEGORY	A	B	C	D
LPV DA		900-1	250 (300-1)	
LNAV/VNAV DA		1132-1½	482 (500-1½)	
LNAV MDA	1080-1	430 (500-1)	1080-1¼	430 (500-1¼)
C CIRCLING	1180-1 530 (600-1)	1360-1 710 (800-1)	1380-2 730 (800-2)	1380-2¼ 730 (800-2¼)

MIRL Rwy 7-25 **Ⓛ**
REIL Rwy 7 and 25 **Ⓛ**

WAAS CH 86631 W25A	APP CRS 248°	Rwy Idg TDZE Apt Elev	4400 643 650
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RNAV (GPS) RWY 25

MARION-CRITTENDEN COUNTY (5M9)

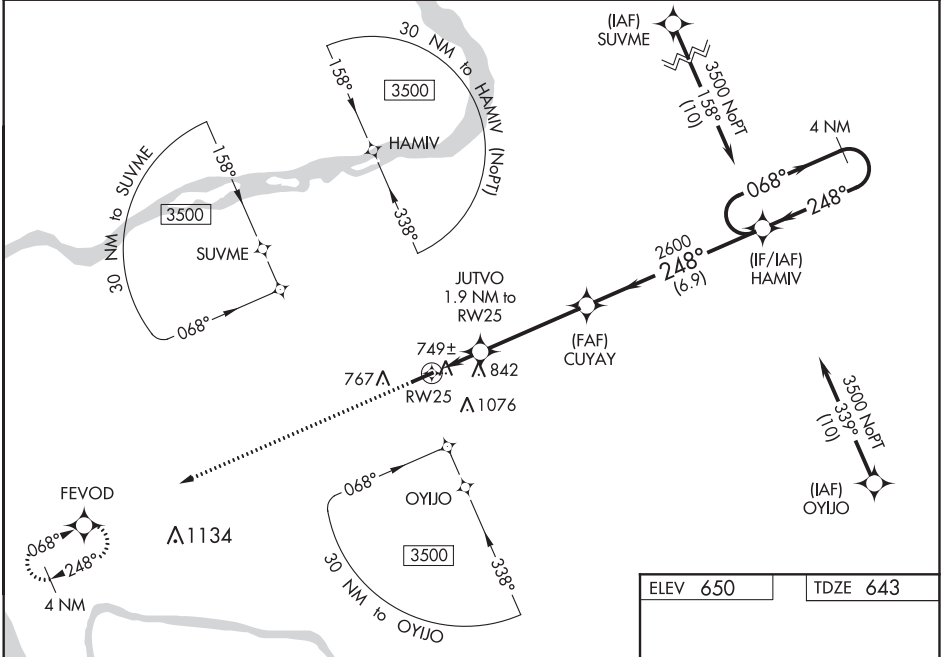
⚠ Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Henderson altimeter setting. Night landing Rwy 7 NA. Cat C and D procedure NA at night. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 117 feet, and all MDA 120 feet, increase all LPV and LNAV/VNAV all Cats visibility 3/8 mile. Increase Circling Cat B visibility 1/4 mile.

MISSED APPROACH:
Climb to 3500 direct FEVOD and hold.

AWOS-3P
118.15

MEMPHIS CENTER
133.65 292.15

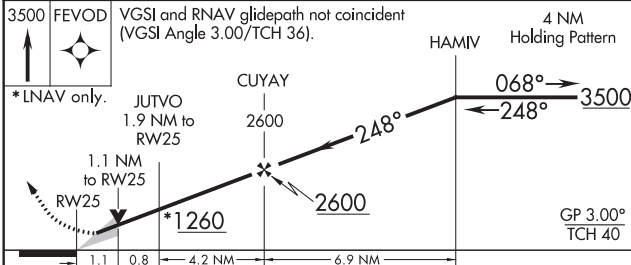
CTAF
122.9



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 650	TDZE 643
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CATEGORY	A	B	C	D
LPV DA		893-7/8	250 (300-7/8)	
LNAV/VNAV DA		945-1 1/8	302 (300-1 1/8)	
LNAV MDA		1000-1	357 (400-1)	
C CIRCLING	1180-1 530 (600-1)	1360-1 710 (800-1)	1380-1 1/2 730 (800-1 1/2)	1380-2 1/4 730 (800-2 1/4)

MIRL Rwy 7-25 **1**
REIL Rwy 7 and 25 **1**

WAAS CH 58332 W19A	APP CRS 186°	Rwy Idg THRE 522 Apt Elev 522	5002
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RNAV (GPS) RWY 19

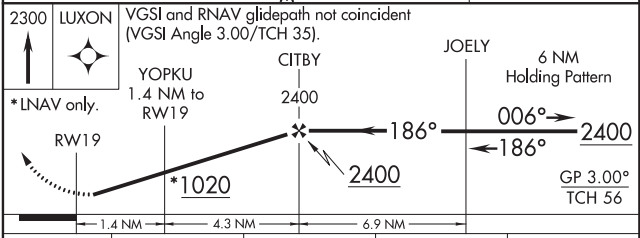
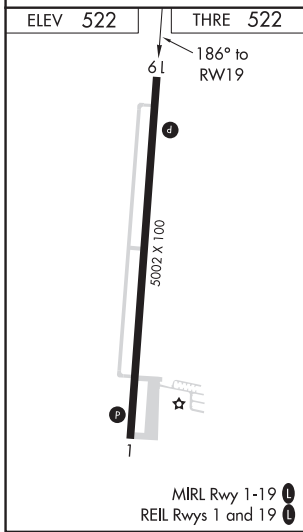
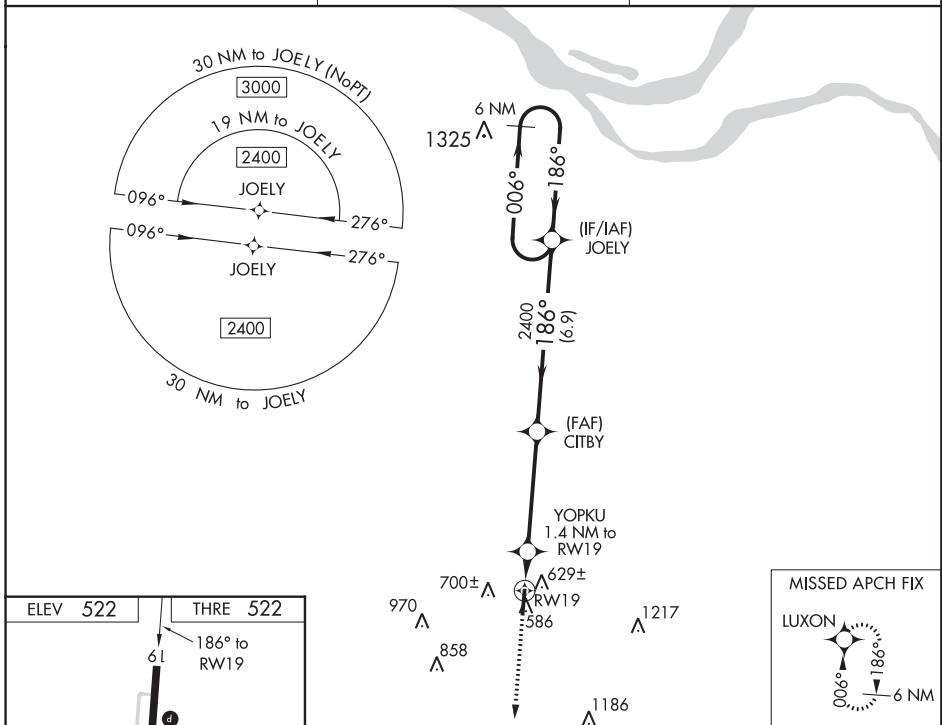
MAYFIELD GRAVES COUNTY (M25)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C and D and Circling Cat C and D visibility 1/4 mile. Baro-VNAV NA when using Paducah altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ NA

MISSED APPROACH:
Climb to 2300 direct LUXON and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		772-1	250 (300-1)	
LNAV/VNAV DA		810-1	288 (300-1)	
LNAV MDA		880-1	358 (400-1)	
CIRCLING	1060-1	538 (600-1)	1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MAYFIELD, KENTUCKY

AL-6223 (FAA)

16035

WAAS CH 78432 W01B	APP CRS 006°	Rwy Idg THRE 519 Apt Elev 522	5002
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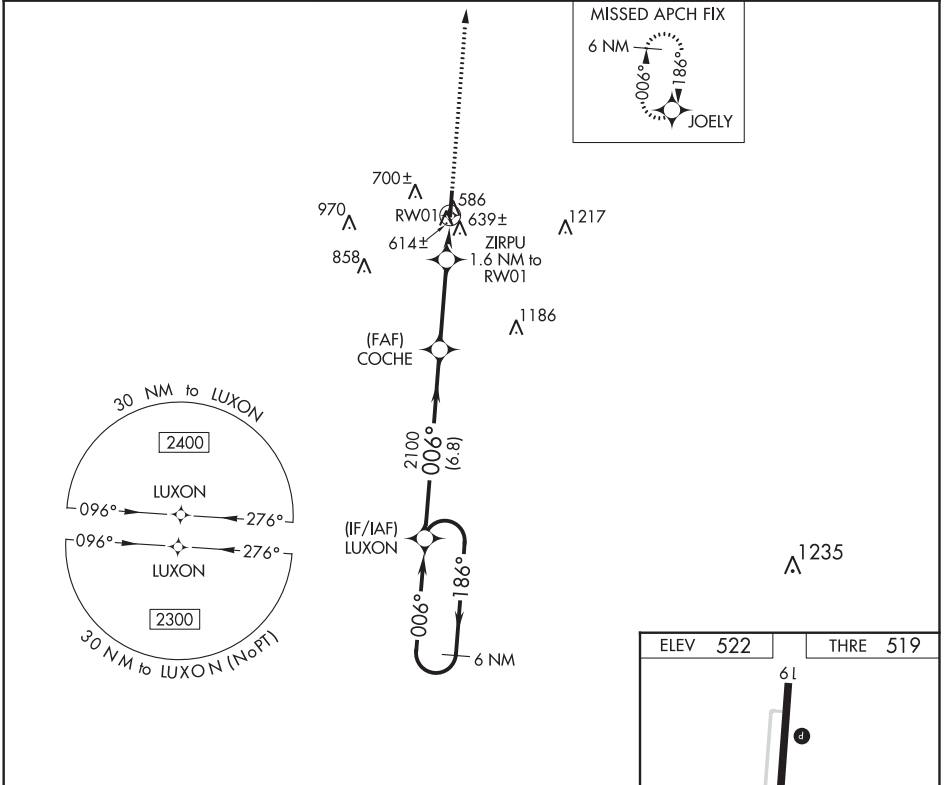
RNAV (GPS) Y RWY 1

MAYFIELD GRAVES COUNTY (M25)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility $\frac{3}{8}$ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

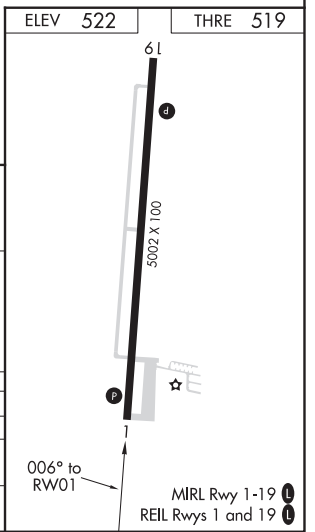
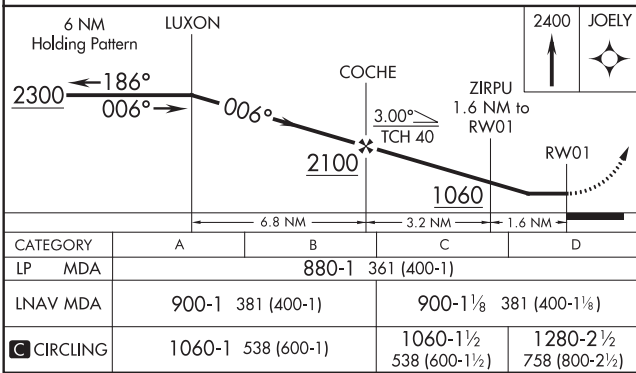
⚠ MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) ①
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



MAYFIELD, KENTUCKY
Amdt 1 27JUN13

36°46'N-88°35'W

MAYFIELD GRAVES COUNTY (M25)

RNAV (GPS) Y RWY 1

WAAS CH 40034 W01A	APP CRS 006°	Rwy Idg THRE 519 Apt Elev 522	5002
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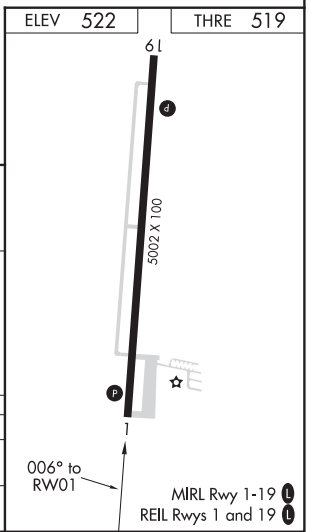
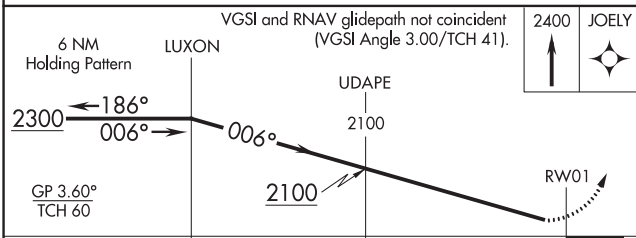
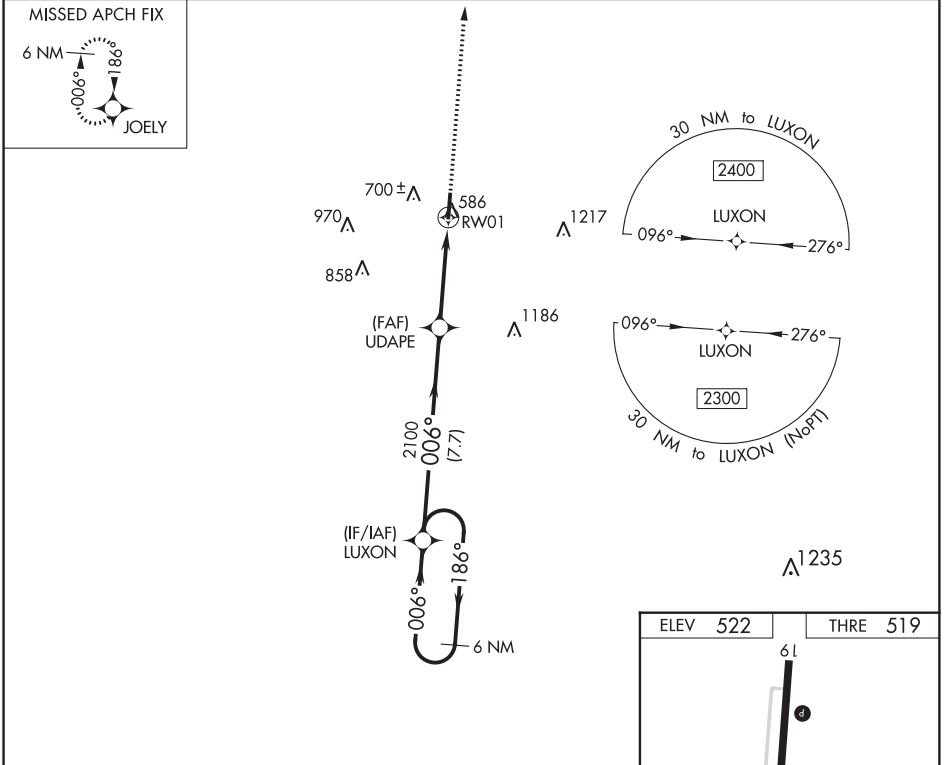
RNAV (GPS) Z RWY 1

MAYFIELD GRAVES COUNTY (M25)

⚠️ NA Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	817-1	298 (300-1)		NA
LNAV/VNAV DA	929-1½	410 (500-1½)		NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MAYFIELD, KENTUCKY

AL-6223 (FAA)

16035

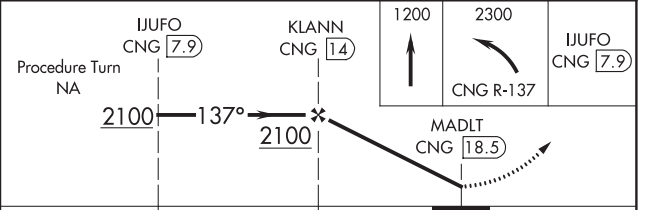
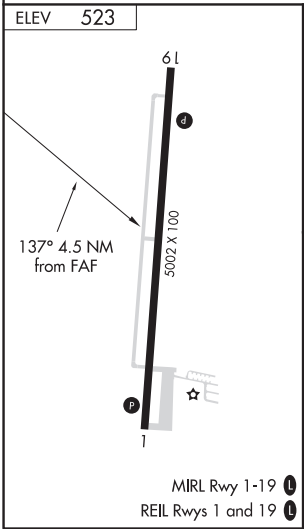
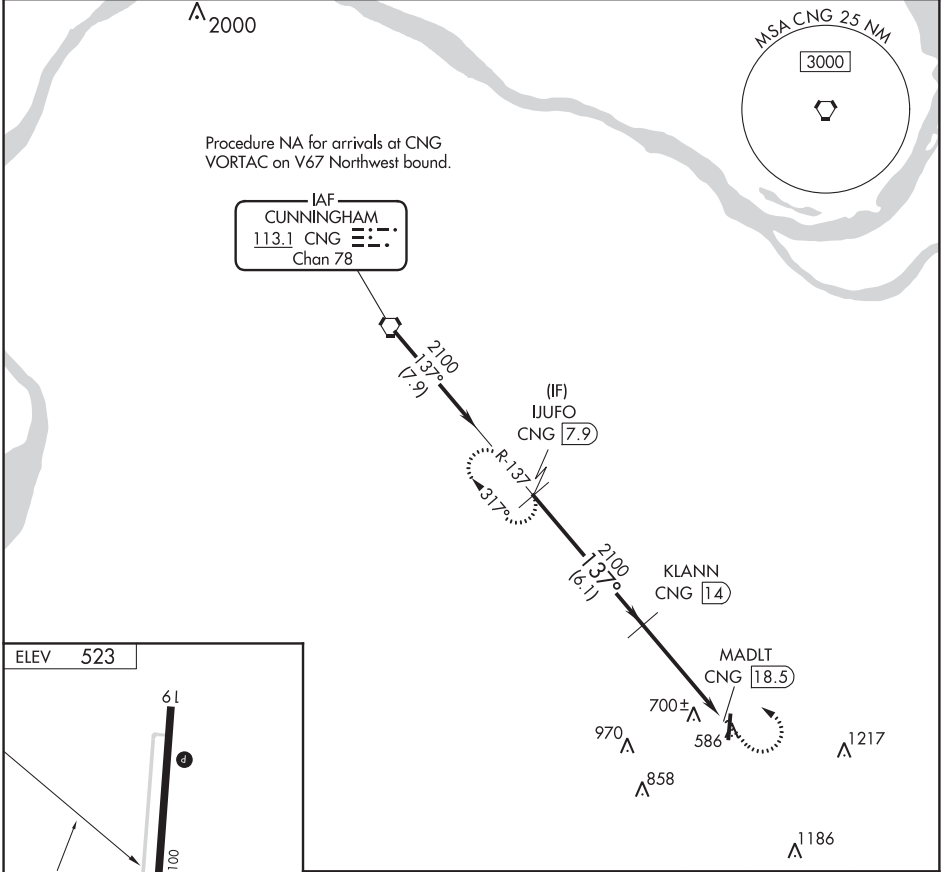
VORTAC CNG 113.1 Chan 78	APP CRS 137°	Rwy Idg TDZE Apt Elev	N/A N/A 523
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VOR/DME-A
MAYFIELD GRAVES COUNTY (M25)

NA When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 via CNG VORTAC R-137 to IUFO 7.9 DME and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1060-1	537 (600-1)	1060-1½ 537 (600-1½)	1080-2 557 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MAYFIELD, KENTUCKY
Amdt 8 03JUN10

36°46'N-88°35'W

MAYFIELD GRAVES COUNTY (M25)
VOR/DME-A

WAAS CH 99433 W23A	APP CRS 233°	Rwy Idg TDZE 1026 Apt Elev 1032	4710
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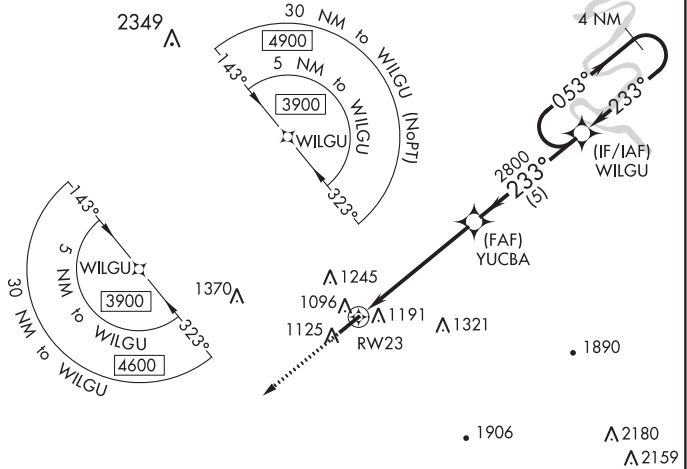
RNAV (GPS) RWY 23

WARREN COUNTY MEMORIAL (RNC)

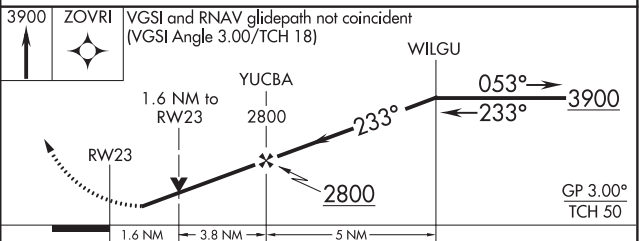
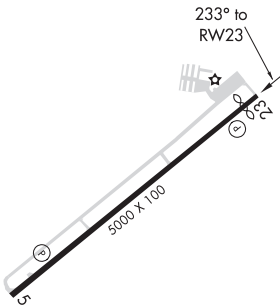
⚠ Baro-VNAV and VDP NA when using Upper Cumberland Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Night Landing: Rwy 5 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Cumberland Rgnl altimeter setting and increase all DA 62 feet, and all MDA 80 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility 1/8 mile, and increase Circling Cat D visibility 1/2 mile.

MISSED APPROACH:
Climb to 3900 direct ZOVRI and hold.

AWOS-3 135.525	MEMPHIS CENTER 128.15 323.125	GCO 121.725	UNICOM 122.8 (CTAF) 📞
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ELEV 1032	TDZE 1026
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CATEGORY	A	B	C	D
LPV DA	1276-1	250 (300-1)		
LNAV/VNAV DA	1423-1 1/8	397 (400-1 1/8)		
LNAV MDA	1580-1	554 (600-1)	1580-1 1/8	554 (600-1 1/8)
C CIRCLING	1580-1 548 (600-1)	1600-1 568 (600-1)	1600-1 1/8 568 (600-1 1/8)	1700-2 668 (700-2)

REIL Rwy 5 and 23
MIRL Rwy 5-23 **📞**

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MEMPHIS, TENNESSEE

AL-9018 (FAA)

13066

WAAS CH 72722 W17A	APP CRS 167°	Rwy Idg 3800 THRE 225 Apt Elev 225
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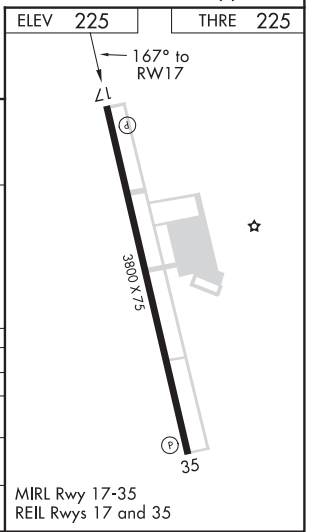
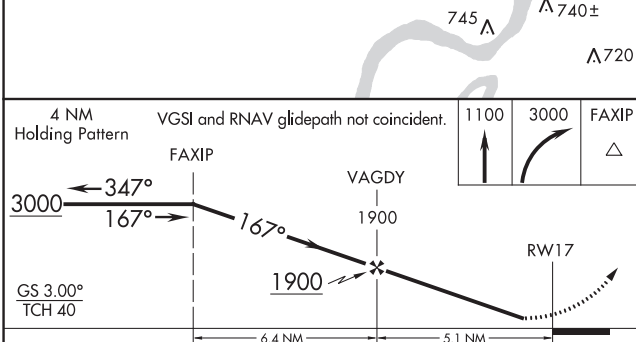
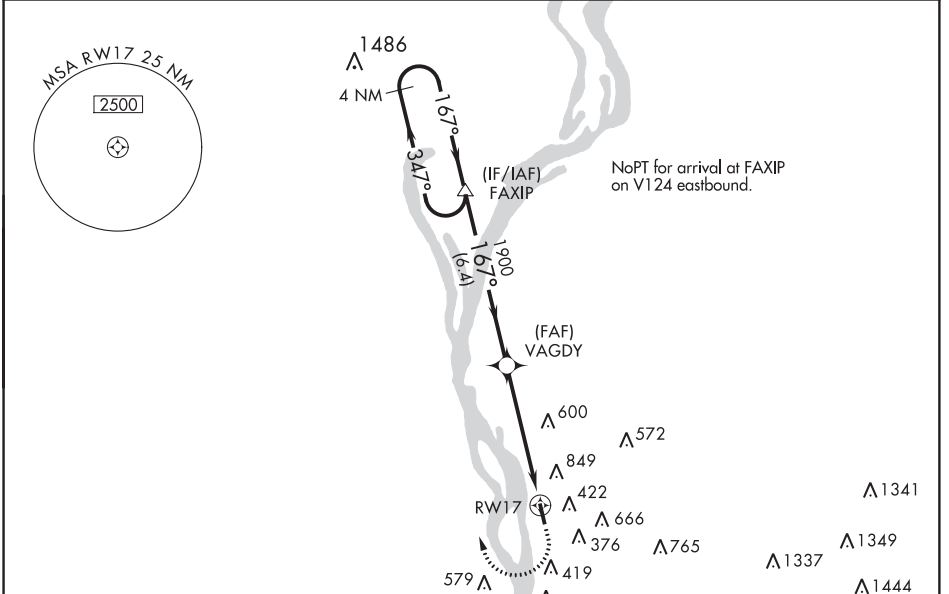
RNAV (GPS) RWY 17

MEMPHIS/ GENERAL DEWITT SPAIN (M01)

▼ Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA When VGSI inoperative, Straight-in/Circling Rwy 17 procedure NA at night, DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cals ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FAXIP and hold.

AWOS-A 122.7	MEMPHIS APP CON 119.1 291.6	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	475-1	250 (300-1)		NA
LNAV/VNAV DA	955-2½	730 (800-2½)		NA
LNAV MDA	1020-1 795 (800-1)	1020-1¼ 795 (800-1¼)	1020-2½ 795 (800-2½)	NA
CIRCLING	1200-1¼ 975 (1000-1¼)	1200-1½ 975 (1000-1½)	1200-3 975 (1000-3)	NA

MEMPHIS, TENNESSEE
Orig 30JUN11

35°12'N-90°03'W

MEMPHIS/ GENERAL DEWITT SPAIN (M01)
RNAV (GPS) RWY 17

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EXS 111.15	APP CRS 178°	Rwy Idg TDZE Apt Elev	9000 301 341
Chan 48(Y)			

ILS or LOC RWY 18L

MEMPHIS INTL (MEM)

⚠ For inoperative MALS/R, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 1¾, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required. Simultaneous approach authorized with Rwy 18R.

MALS/R
AS

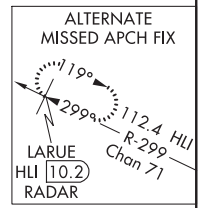
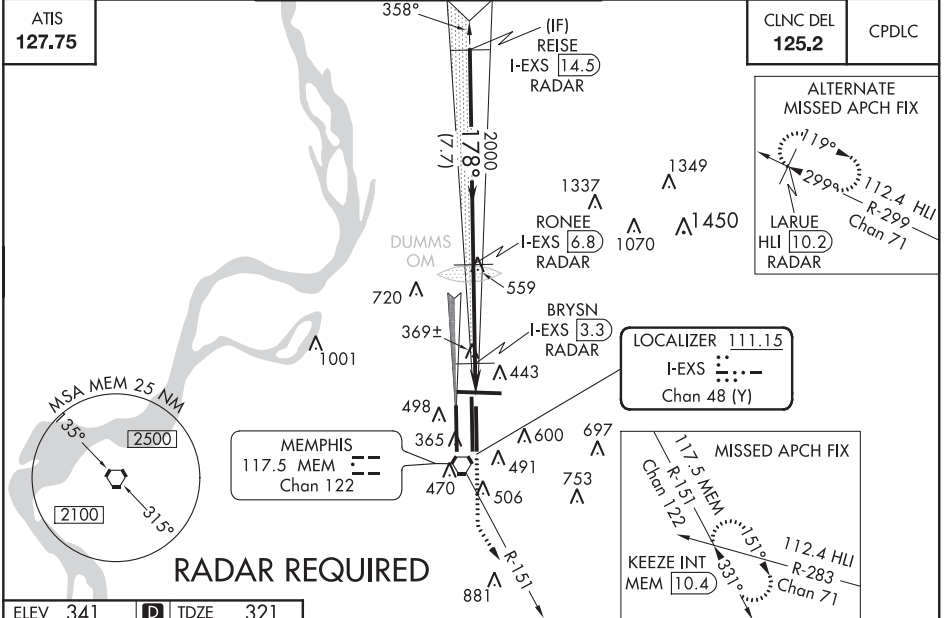
MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	118.3 257.8 (Rwy 9-27)	121.0 379.2 (Rwy 9-27)
125.8 338.3 (356°-175°)	119.7 257.8 (Rwys 18C-36C, 18L-36R)	121.9 379.2 (Rwys 18C-36C, 18L-36R)
	128.425 257.8 (Rwy 18R-36L)	121.65 379.2 (Rwy 18R-36L)

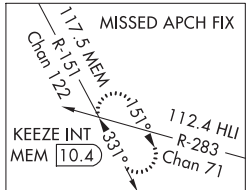
ATIS
127.75

CLNC DEL
125.2

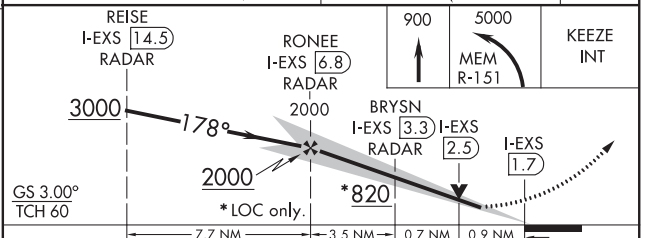
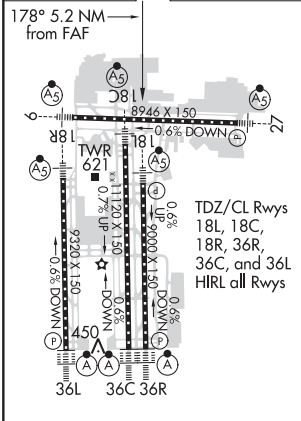
CPDLC



LOCALIZER 111.15
I-EXS [14.5]
Chan 48 (Y)



ELEV 341	TDZE 321
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CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24	519 (500-½)	820/50 519 (500-1)	820/60	519 (500-1¼)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24	319 (300-½)	620/40	319 (300-¾)	
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ILS or LOC RWY 18R

MEMPHIS INTL (MEM)

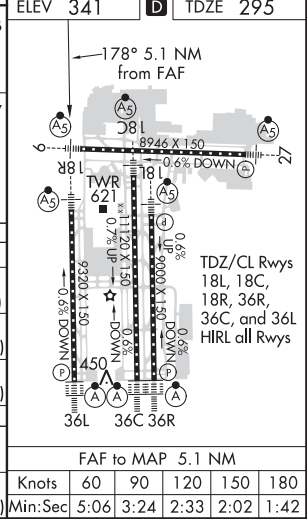
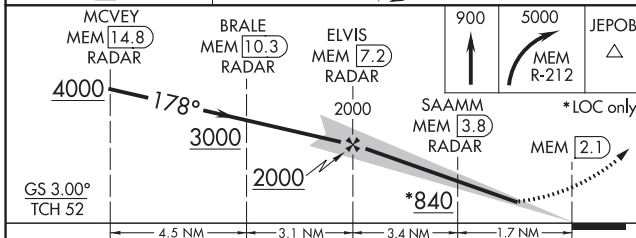
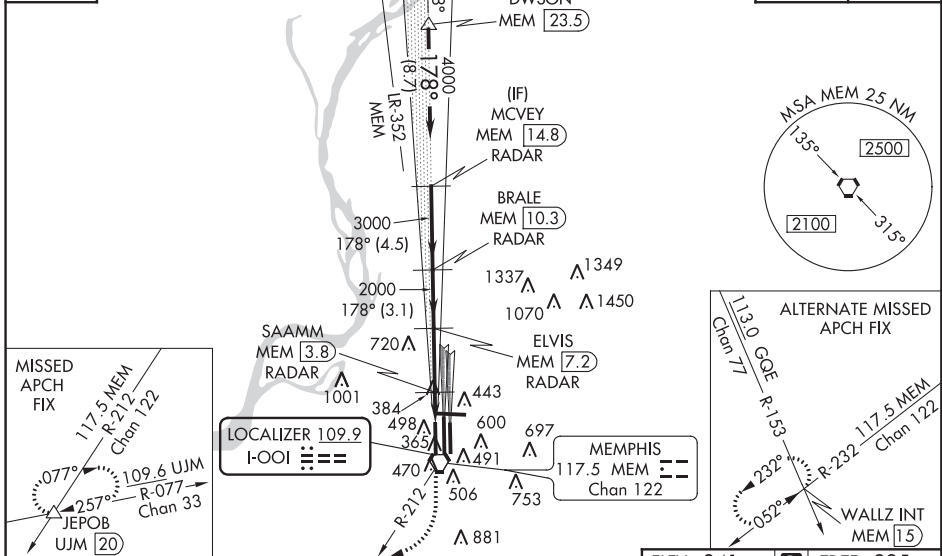
LOC I-OOI 109.9	APP CRS 178°	Rwy Idg 9320	TDZE 295
		Apt Elev 341	

⚠ Simultaneous approach authorized with Rwy 18C/L. DME or RADAR required. For inoperative MALS, increase S-ILS 18R Cat E visibility to RVR 4000, S-LOC 18R Cat E visibility to 2, SAAMM fix minimums, increase S-LOC 18R Cat E visibility to 1½.

MALS MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75	CLNC DEL 125.2	CPDLC
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CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24	545 (500-½)	840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)
SAAMM FIX MINIMUMS (DME OR RADAR REQUIRED)					
S-LOC 18R	700/24	405 (400-½)	700/40 405 (400-¾)	700/50 405 (400-1)	
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC I-JIM 108.7	APP CRS 271°	Rwy Idg TDZE Apt Elev	8946 292 341
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ILS or LOC RWY 27

MEMPHIS INTL (MEM)

▼ For inop MALS/R, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 mile, IPEPE Fix minimums S-LOC Cat E visibility to 1 1/2 mile.

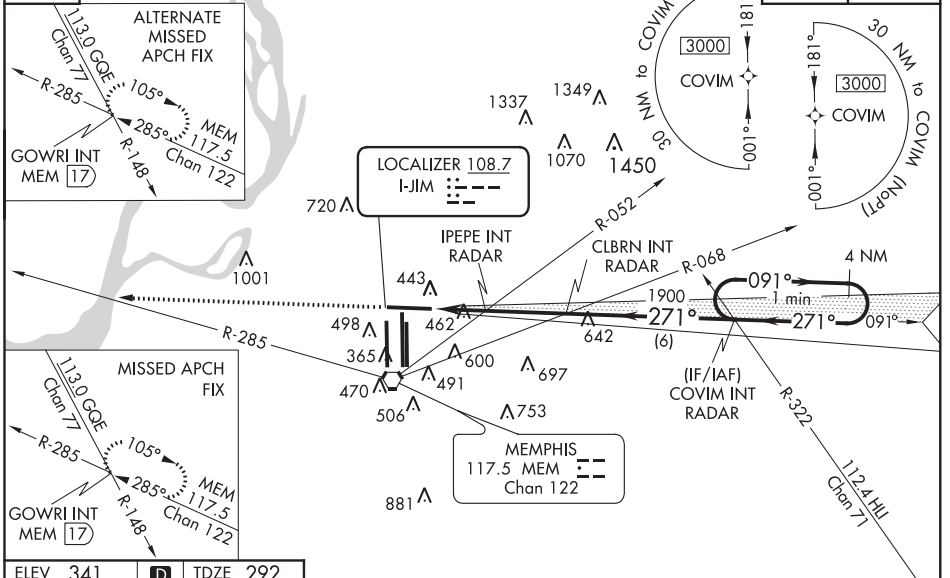
▲ MALS

MISSED APPROACH: Climb to 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.

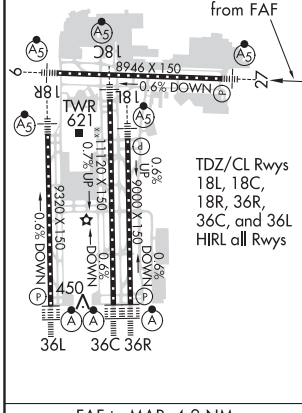
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

GPS or RADAR REQUIRED for TAA

ATIS **127.75** CLNC DEL **125.2** CPDLC



ELEV 341	D	TDZE 292
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5000 MEM GOWRI INT VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). One Minute or 4 NM Holding Pattern

* LOC only.

CLBRN INT RADAR 1900

IPEPE INT RADAR 1900

COVIM INT RADAR 091° 3000

GS 3.00° TCH 54

2 NM 2.9 NM 6 NM

CATEGORY	A	B	C	D	E
S-ILS 27	492/24 200 (200-1/2)				
S-LOC 27	980/24	688 (700-1/2)	980-1 1/2 688 (700-1 1/2)		
C CIRCLING	980-1	639 (700-1)	980-2	1020-2 1/4	1140-2 3/4
IPEPE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)					
S-LOC 27	720/24	428 (400-1/2)	720/40 428 (400-3/4)		
C CIRCLING	920-1	579 (600-1)	920-1 1/2	1020-2 1/4	1140-2 3/4
			579 (600-1 1/2)	679 (700-2 1/4)	799 (800-2 3/4)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-OHN 108.9 Chan 26	APP CRS 360°	Rwy Idg 9320 TDZE 321 Apt Elev 341
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ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

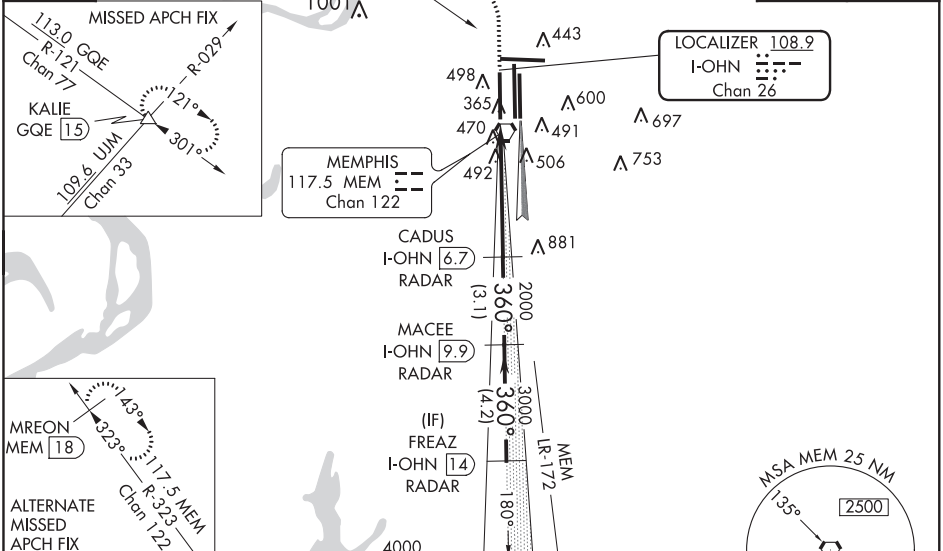
⚠ Simultaneous approach authorized with runway 36C/R.
⚠ For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½.
 DME or Radar required.



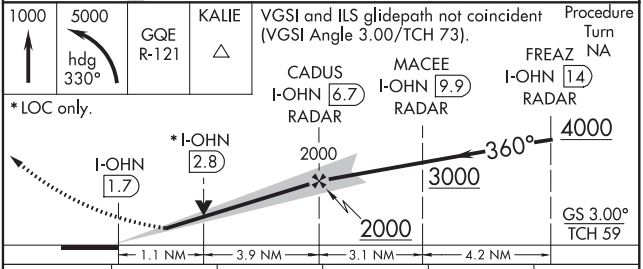
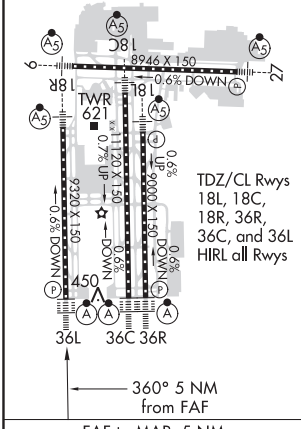
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27) 118.3	257.8	(Rwy 9-27) 121.0	379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7	257.8	(Rwys 18C-36C, 18L-36R) 121.9	379.2
		(Rwy 18R-36L) 128.425	257.8	(Rwy 18R-36L) 121.65	379.2

ATIS 127.75	113.0 GQE Chan 77	R-121	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 321
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CATEGORY	A	B	C	D	E
S-ILS 36L	521/18		200 (200-½)	521/24 200 (200-½)	
S-LOC 36L	760/24	439 (500-½)	760/40 439 (500-¾)	760/50	439 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 360°	Rwy Idg TDZE 335 Apt Elev 341	9000 335 341
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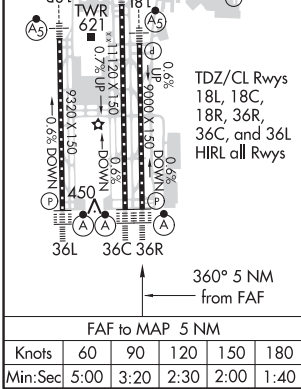
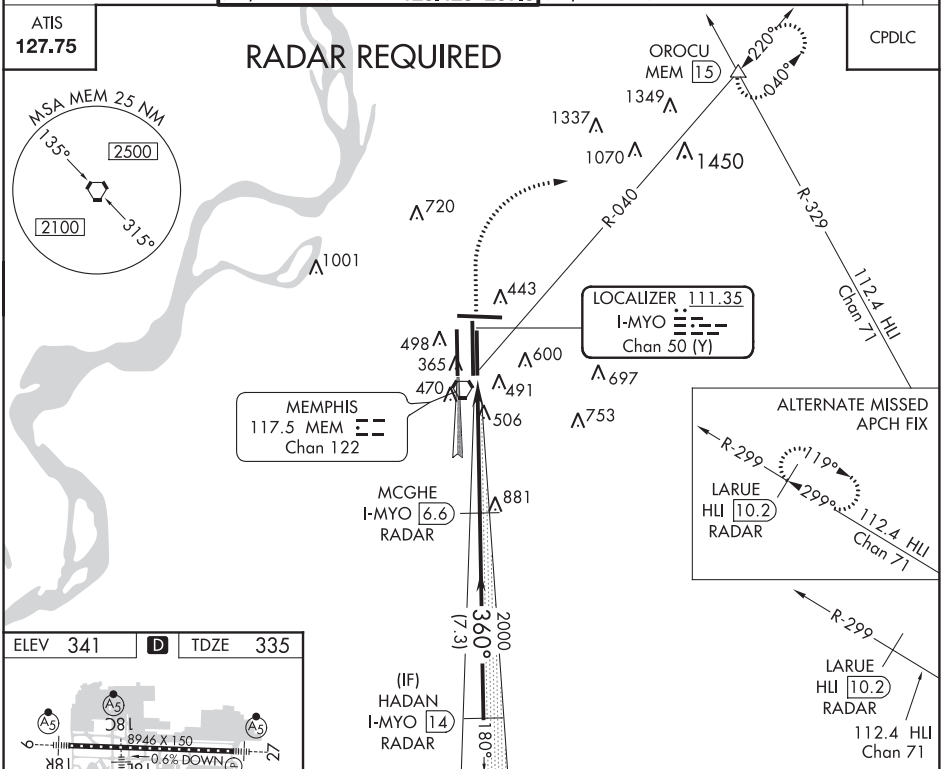
ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

⚠ For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or Radar required.

ALSF-2 MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	CLNC DEL 125.2
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1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6 RADAR	HADAN I-MYO 14 RADAR
↑	hdg 070°			2000	3000
		I-MYO 1.7	I-MYO 2.8	360°	2000
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/ TCH 69).					
		1.2 NM	3.8 NM	7.3 NM	GS 3.00° TCH 58
CATEGORY	A	B	C	D	E
S-ILS 36R	535/18		200 (200-½)	535/24 200 (200-½)	
S-LOC 36R	760/24	425 (500-½)	760/40	425 (500-¾)	760/50 425 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MEMPHIS, TENNESSEE

AL-253 (FAA)

16315

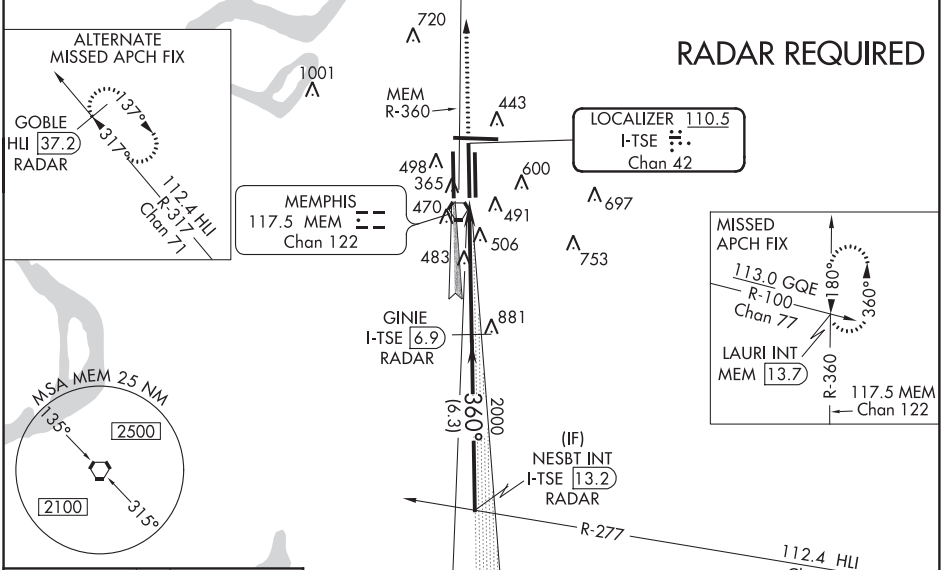
LOC/DME I-TSE 110.5 Chan 42	APP CRS 360°	Rwy Idg 10715 TDZE 341 Apt Elev 341
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ILS RWY 36C (CAT II & III)

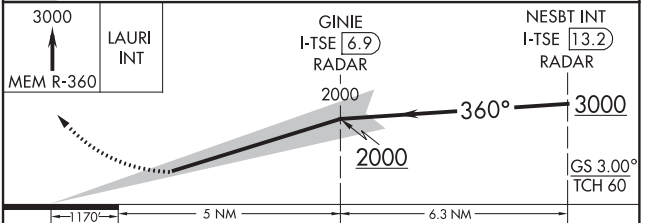
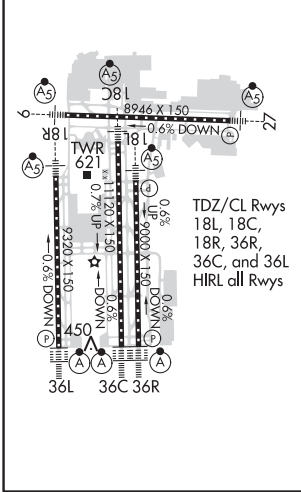
MEMPHIS INTL (MEM)

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
	MISSUED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.	

ATIS 127.75	1337 Δ 1070 Δ 1349 Δ 1450 Δ	CINC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 341
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CATEGORY	A	B	C	D
S-ILS 36C	CAT II RA 118/12 100 DA 441			
S-ILS 36C	CAT IIIa RVR 07			
S-ILS 36C	CAT IIIb RVR 03			
S-ILS 36C	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MEMPHIS, TENNESSEE
Amdt 3C 31MAY12

35°03'N-89°59'W

MEMPHIS INTL (MEM)
ILS RWY 36C (CAT II & III)

SE-1, 10 NOV 2016 TO 05 JAN 2017

SE-1, 10 NOV 2016 TO 05 JAN 2017

MEMPHIS, TENNESSEE

AL-253 (FAA)

16147

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 360°	Rwy Idg TDZE Apt Elev	9000 335 341
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ILS RWY 36R (CAT II & III)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L.
DME or Radar required.

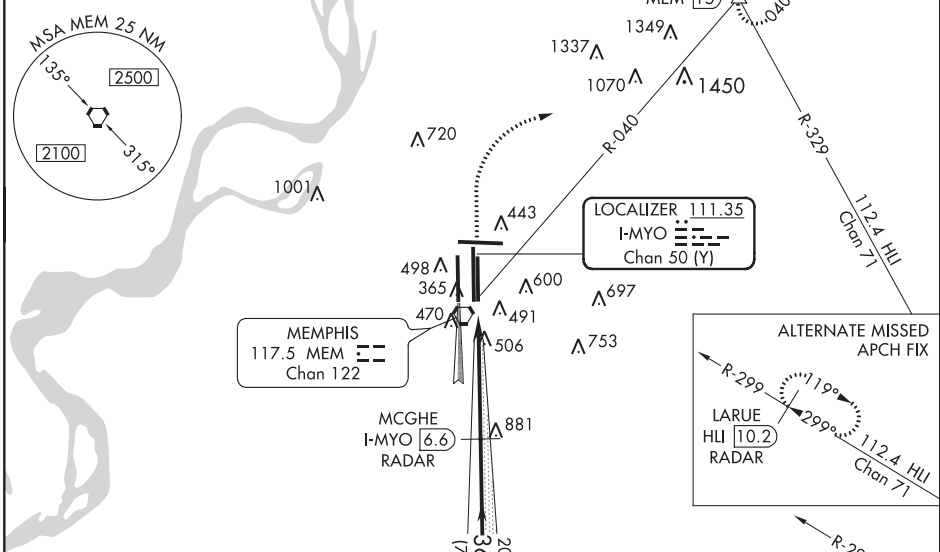


MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

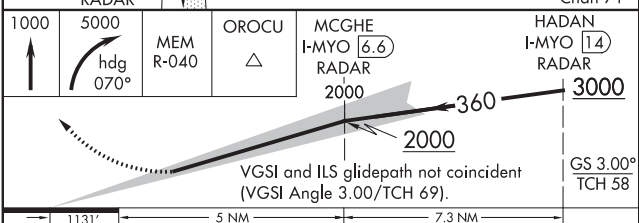
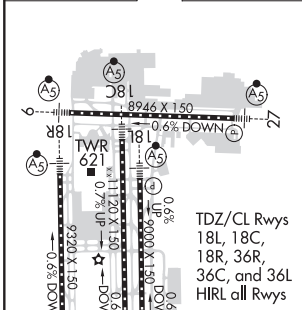
MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	CLNC DEL 125.2
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ATIS
127.75

RADAR REQUIRED



ELEV 341	D	TDZE 335
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CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 109/12 100 DA 435			
S-ILS 36R	CAT IIIa RVR07			
S-ILS 36R	CAT IIIb RVR03			
S-ILS 36R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MEMPHIS, TENNESSEE
Amdt 3C 31MAY12

35°03'N-89°59'W

MEMPHIS INTL (MEM)
ILS RWY 36R (CAT II & III)

SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0. Simultaneous approach authorized with Rwy 18R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

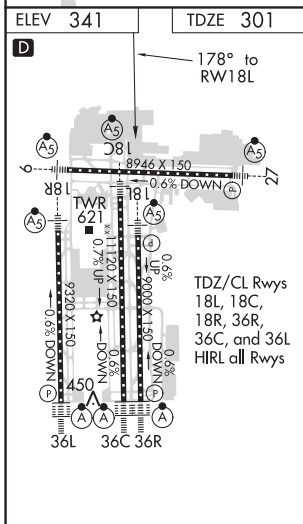
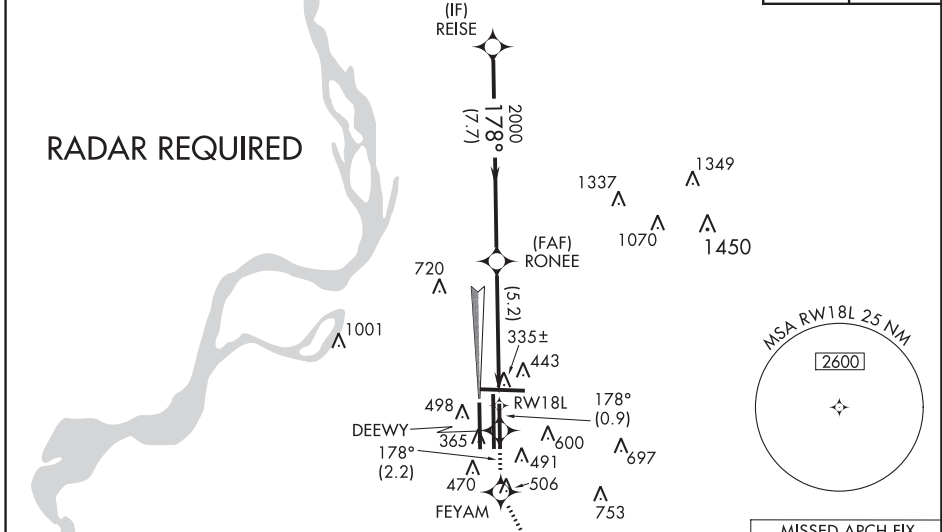
MALSRS

MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS
127.75

CLNC DEL
125.2

CPDLC



5000	↑	tr 178°	DEEWY	tr 178°	FEYAM	tr 151°	KEEZE
VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 73).							
RW18L		RONEE		REISE		4400	
2000		2000		178°		GP 3.00° TCH 60	
5.2 NM		7.7 NM					

CATEGORY	A	B	C	D
RNP 0.11 DA	647/40 346 (400-¾)			

AUTHORIZATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 178°	Rwy ldg 9320
	TDZE 295
	Apt Elev 341

RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALS/R, increase RNP 0.14 all Cais visibility to RVR 5000. Simultaneous approach authorized with Rwy 18C/L. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS/R

MISSED APPROACH: Climb to 5000 on track 178° to ZUPIN and on track 178° to HARUB and on track 178° to JAGUR and on track 221° to JEPOB and hold.

MEMPHIS APP CON

119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER

(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

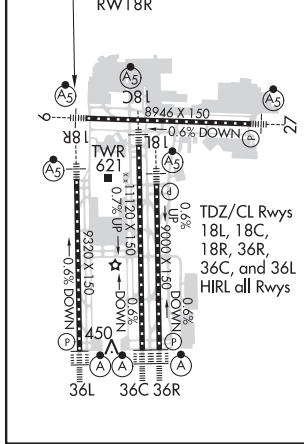
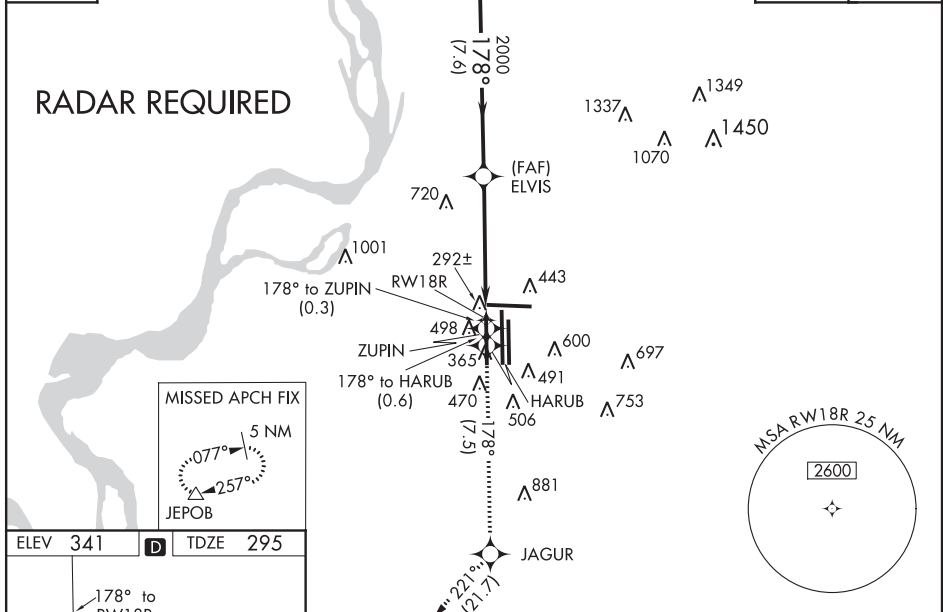
GND CON

(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS
127.75

CLNC DEL
125.2

CPDLC



5000	↑	tr 178°	ZUPIN	tr 178°	HARUB	tr 178°	JAGUR	tr 221°	JEPOB
MCVEY									
								4400	GP 3.00° TCH 52

CATEGORY	A	B	C	D
RNP 0.14 DA	562/24		267 (300-½)	

AUTHORIZATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017


RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
178°	TDZE	301
	Apt Elev	341

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). * Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALS, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¼. Simultaneous approach authorized with Rwy 18R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

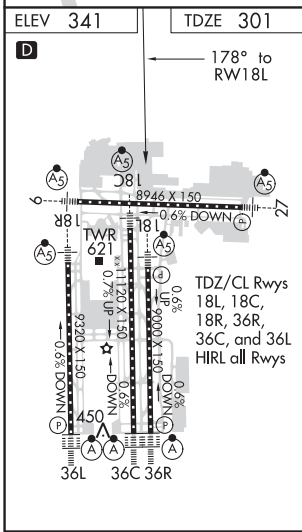
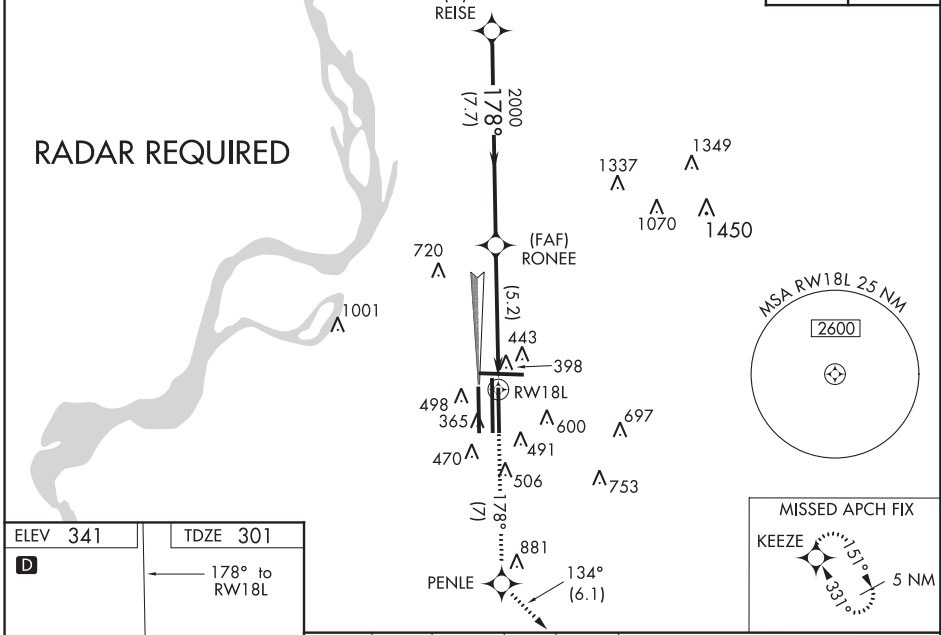
MALS R



MISSED APPROACH: Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS	CLNC DEL	CPDLC
127.75	125.2	



5000	tr 178°	PENLE	tr 134°	KEEZE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).
					REISE
					4400
					2000
					2000
					5.2 NM
					7.7 NM
					GP 3.00° TCH 60

CATEGORY	A	B	C	D
RNP 0.30 DA*	680/50	379 (400-1)		
RNP 0.30 DA	771/60	470 (500-1¼)		

AUTHORIZATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	9320
178°	TDZE	295
	Apt Elev	341

RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

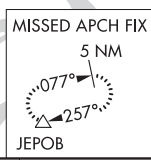
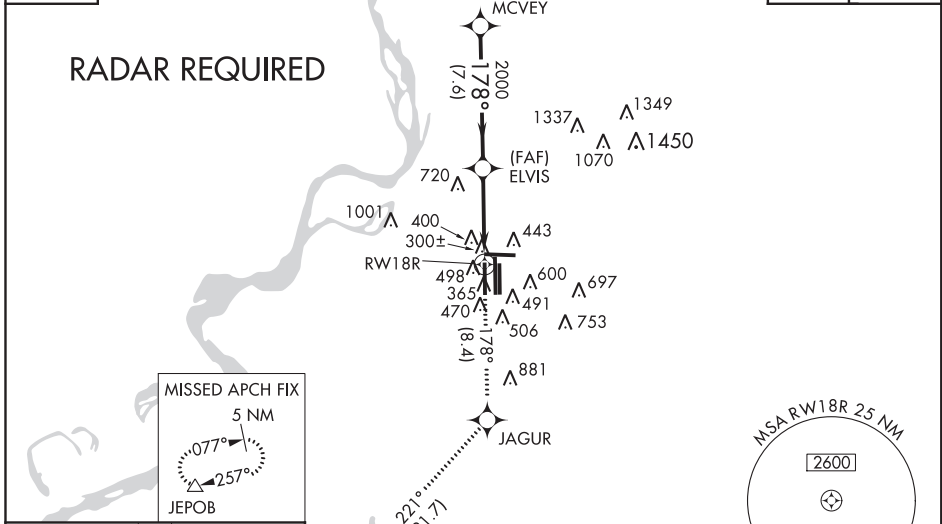
▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALS/R, increase RNP 0.19 * all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. GPS required. *Missed approach requires minimum climb of 425 feet per NM to 1000. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 18C/L.

MALS/R	MISSED APPROACH: Climb to 5000 on track 178° to JAGUR and on track 221° to JEPOB and hold.
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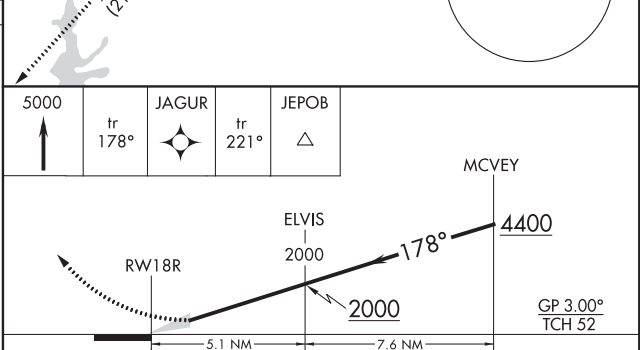
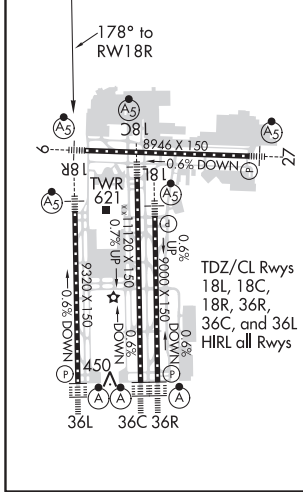
MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS
127.75

CLNC DEL	CPDLC
125.2	



ELEV	341	D	TDZE	295
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CATEGORY	A	B	C	D
RNP 0.19 DA		641/40	346 (300-¾)	
RNP 0.30 DA		769/60	474 (500-1¼)	

AUTHORIZATION REQUIRED

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93607 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	8946 292 341
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RNAV (GPS) RWY 27

MEMPHIS INTL (MEM)

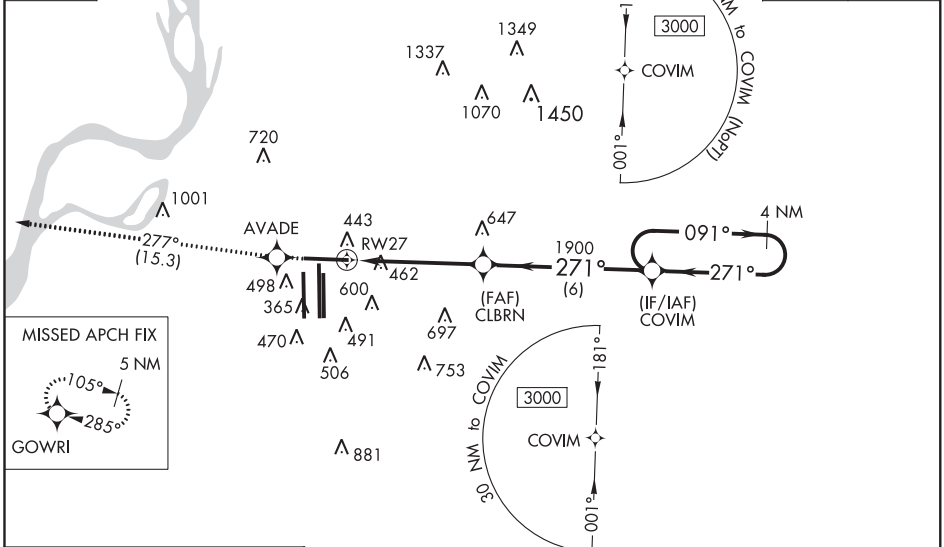
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR increase LNAV Cat C and D visibility to 1 3/8 mile.



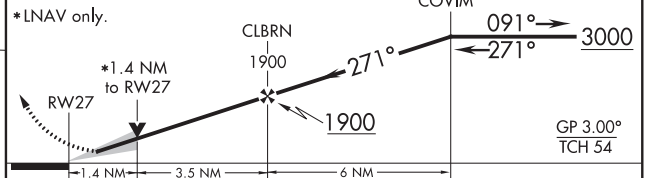
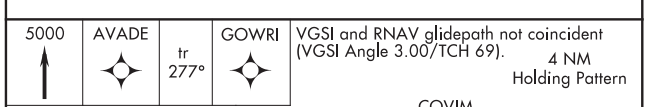
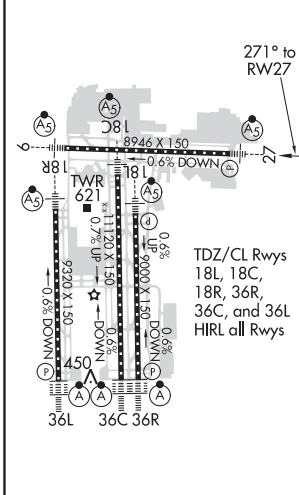
MISSED APPROACH: Climb to 5000 direct AVADE and on track 277° to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS 127.75	CLNC DEL 125.2	CPDLC
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ELEV 341	D	TDZE 292
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CATEGORY	A	B	C	D
LPV DA		492/24	200 (200-1/2)	
LNAV/VNAV DA		745/50	453 (500-1)	
LNAV MDA	800/24	508 (500-1/2)	800/55	508 (500-1 1/4)
C CIRCLING	920-1	579 (600-1)	920-1 1/2 579 (600-1 1/2)	1020-2 1/4 679 (700-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65907 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	9320 321 341
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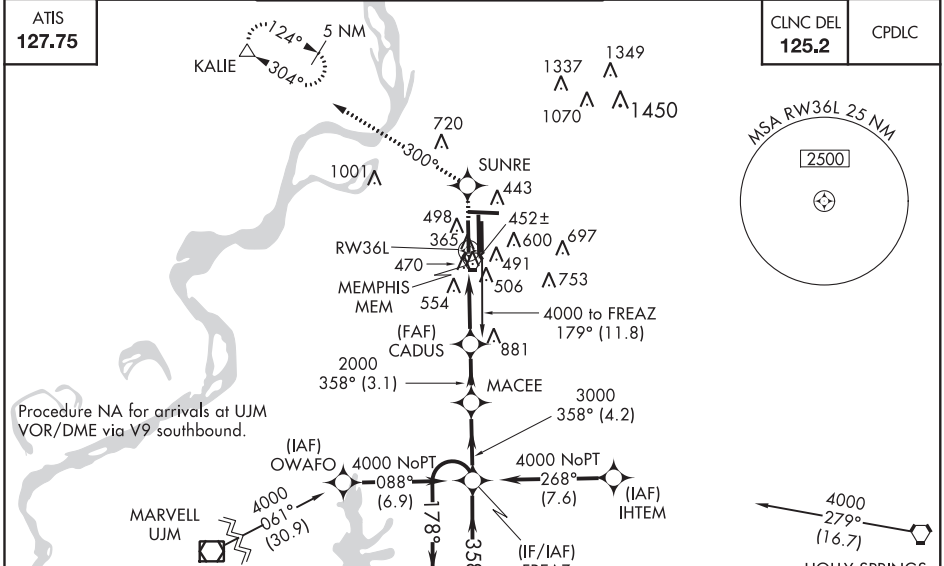
RNAV (GPS) RWY 36L

MEMPHIS INTL (MEM)

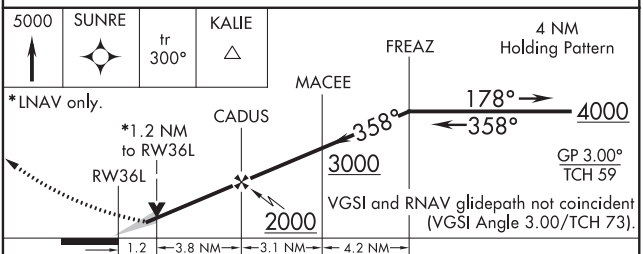
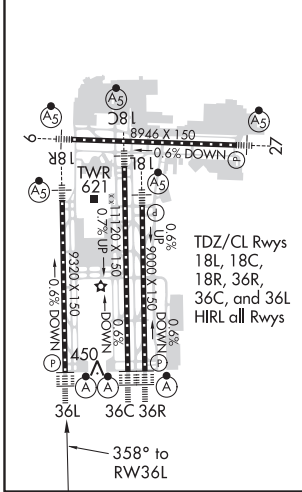
For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36R/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2
MISSED APPROACH: Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (3566-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ELEV 341	D	TDZE 321
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CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	760/50 439 (500-1)			
LNAV MDA	780/24	459 (500-½)	780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97507 W18D	APP CRS 178°	Rwy Idg TDZE Apt Elev	11120 290 341
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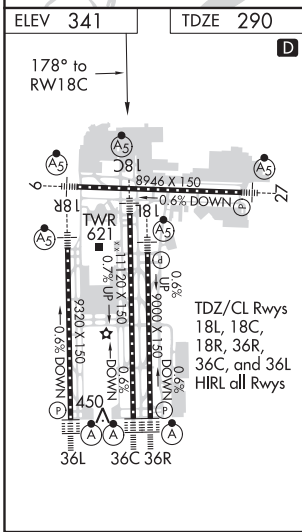
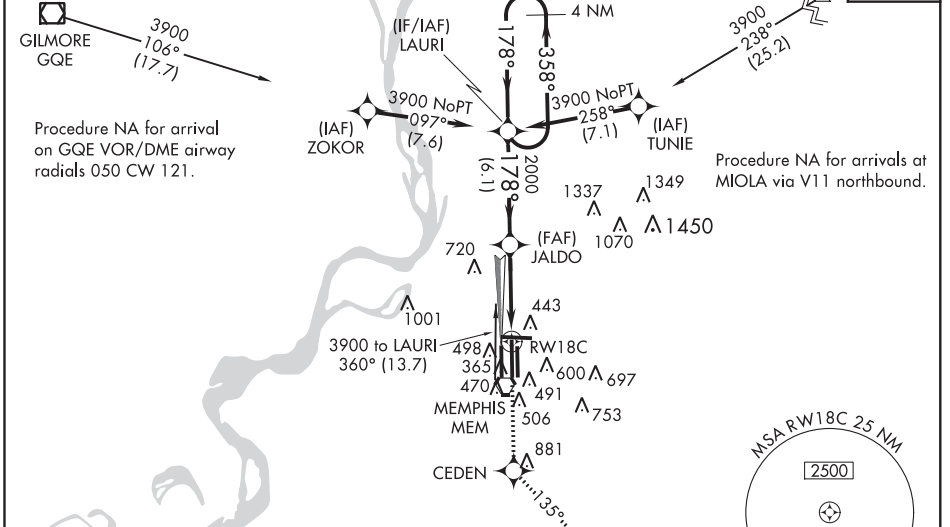
RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

<p>▼ For inoperative MALSRL, increase LPV all Cats visibility to RVR 6000. 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. Simultaneous approach authorized with Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.</p>
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MEMPHIS APP CON	MEMPHIS TOWER	GND CON	CLNC DEL
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8 (Rwy 9-27)	121.0 379.2	125.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwys 18C-36C, 18L-36R)	121.9 379.2	
	(Rwy 18R-36L) 128.425 257.8 (Rwy 18R-36L)	121.65 379.2	

ATIS 127.75	CPDLC
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5000	CEDEN	tr 135°	KEEZE	4 NM Holding Pattern
*LNAV only				
CATEGORY	A	B	C	D
LPV DA	665/40		375 (400-¾)	
LNAV/VNAV DA	741/60		451 (400-1½)	
LNAV MDA	880/24	590 (600-½)	880/50 590 (600-1)	880/60 590 (600-1½)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017


SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53307 W18B	APP CRS 178°	Rwy Idg TDZE Apt Elev	9000 301 341
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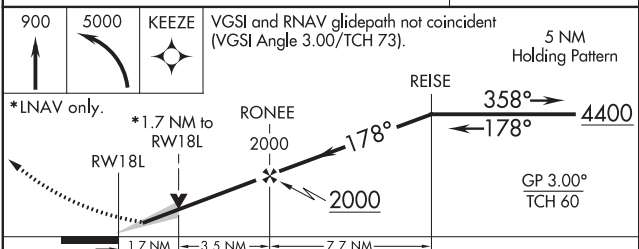
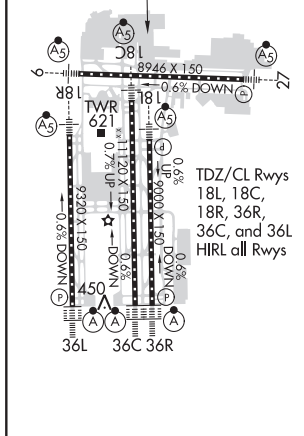
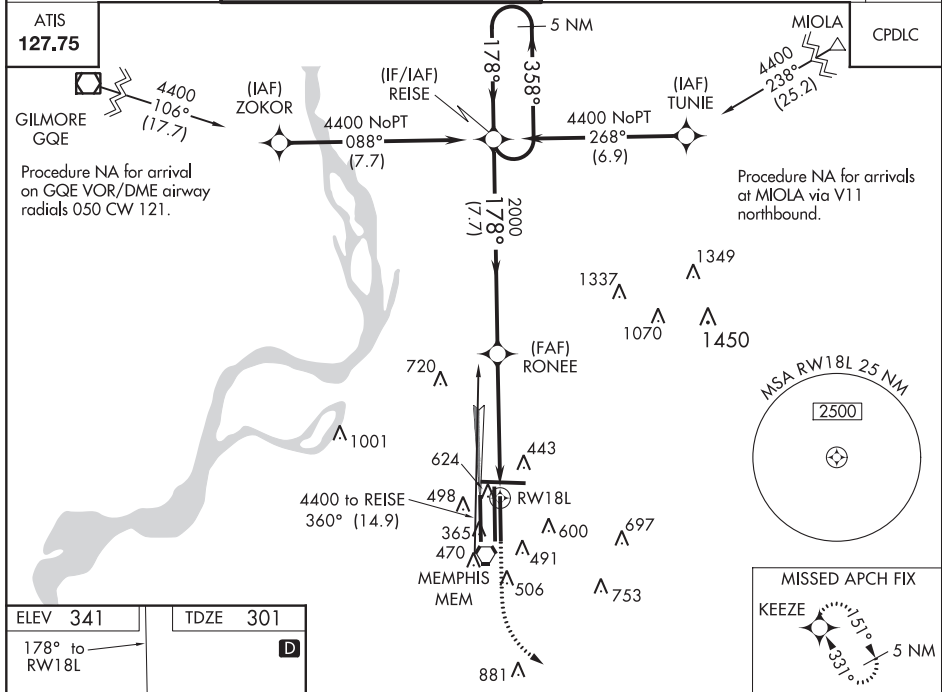
RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118 °F). Simultaneous approach authorized with Rwy 18R.
DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations.
Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.

MALSR
 MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZEE and hold, continue in climb-in-hold to 5000.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	CLNC DEL 125.2
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CATEGORY	A	B	C	D
LPV DA		557/24	256 (300-1/2)	
LNAV/VNAV DA		874-1 1/2	573 (600-1 1/2)	
LNAV MDA	880/24	579 (600-1/2)	880/50 579 (600-1)	880/60 579 (600-1 1/4)
CIRCLING	940-1	599 (600-1)	940-1 1/2 599 (600-1 1/2)	940-2 599 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56606 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	9320 295 341
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RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)

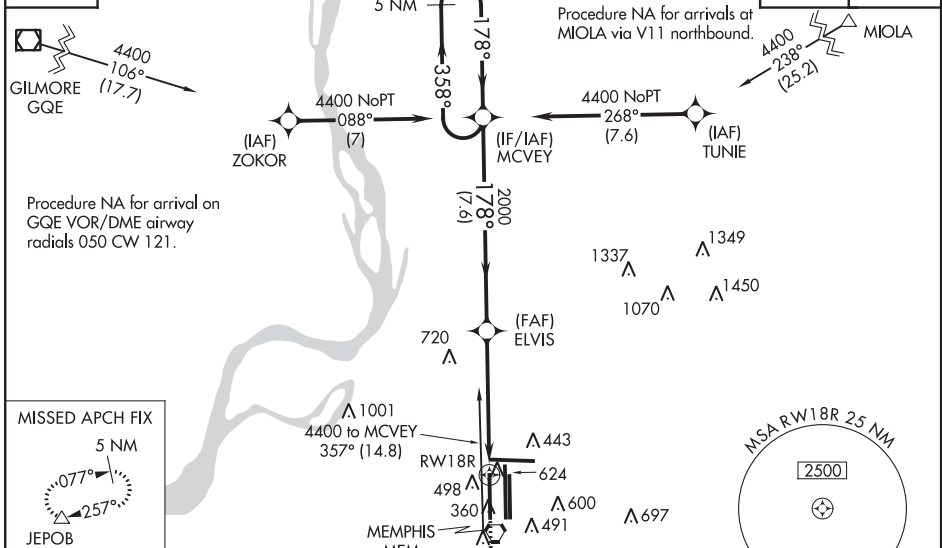
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized with Rwy 18C/L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



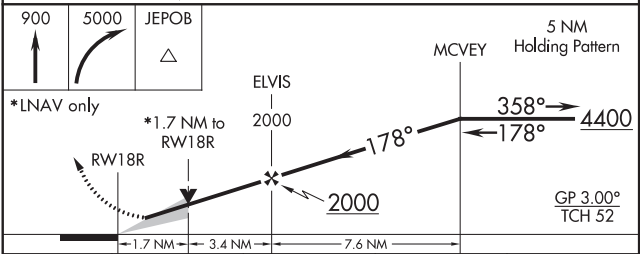
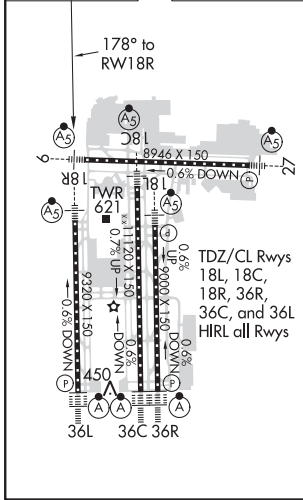
MISSED APPROACH:
Climb to 900 then climbing right turn to 5000 direct to JEPOB and hold.

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ATIS **127.75** CLNC DEL **125.2** CPDLC



ELEV **341** TDZE **295**



CATEGORY	A	B	C	D
LPV DA		495/24	200 (200-1/2)	
LNAV/VNAV DA		874-1 1/2	579 (600-1 1/2)	
LNAV MDA	880/24	585 (600-1/2)	880/50 585 (600-1)	880/60 585 (600-1/4)
CIRCLING	940-1	599 (600-1)	940-1 1/2 599 (600-1/2)	940-2 599 (600-2)

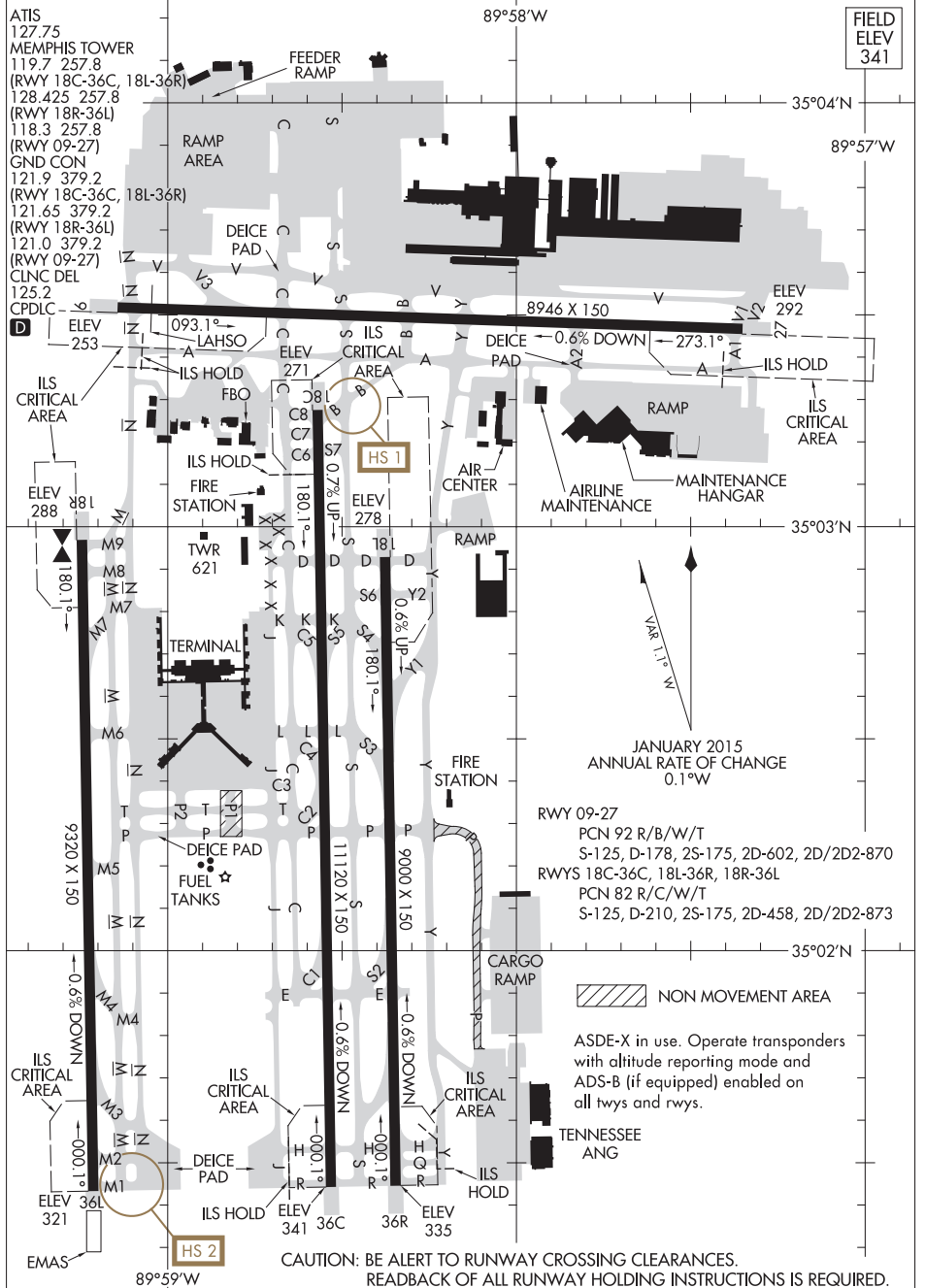
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

AL-253 (FAA)

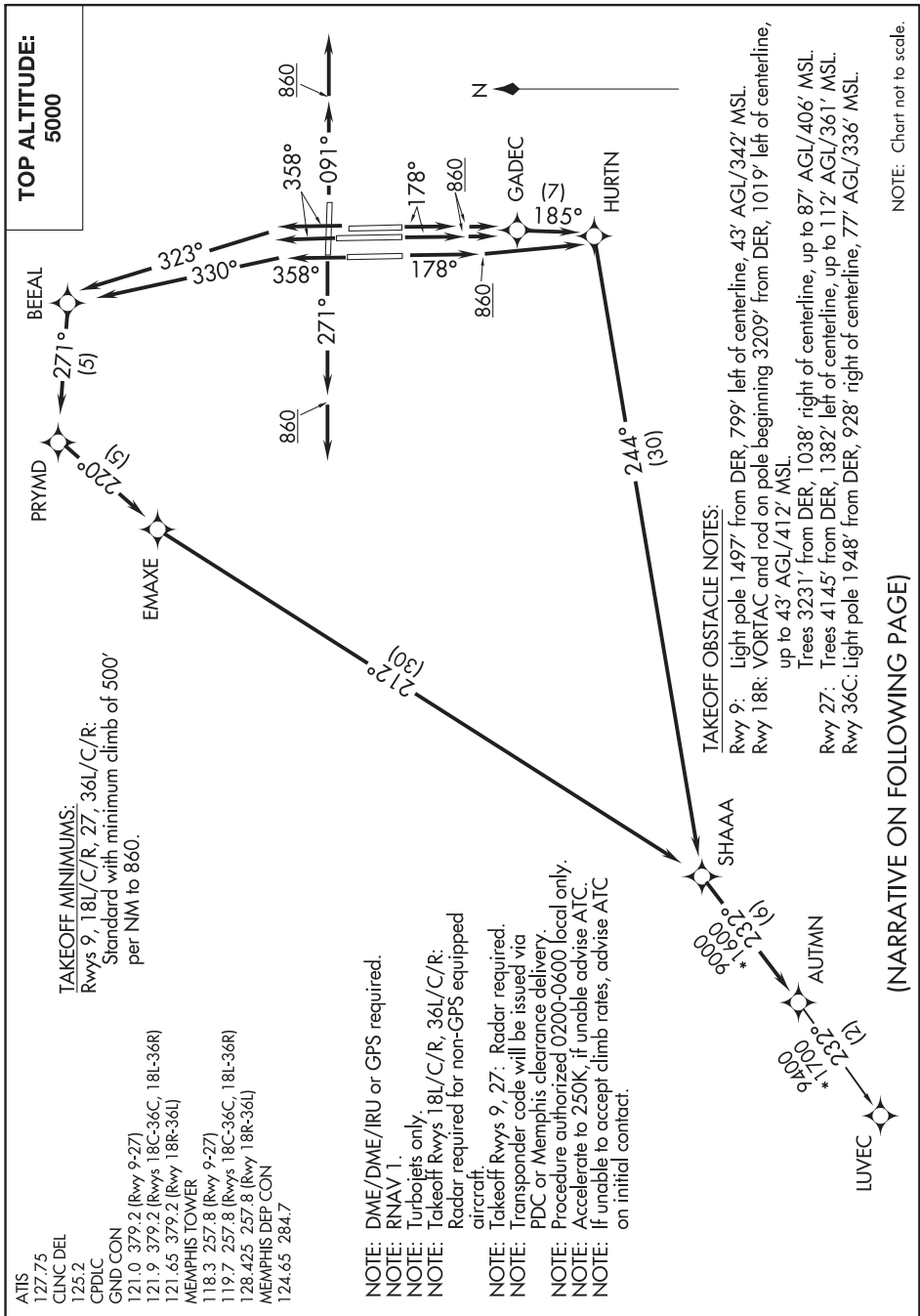


AIRPORT DIAGRAM

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

AUTMN THREE DEPARTURE (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

AUTMN THREE DEPARTURE (RNAV)

(AUTMN3. AUTMN) 30APR15

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

AUTMN THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RWYS 18L/C: Climb heading 178° to 860, then direct GADEC, then on depicted route to AUTMN, thence....

TAKEOFF RWY 18R: Climb heading 178° to 860, then direct HURTN, then on depicted route to AUTMN, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to AUTMN, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to AUTMN, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN3.LUVEC):

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 033° JAAXX, then on depicted route to AZONE, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 030° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE4.PITEW):

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

BBKNG FOUR DEPARTURE (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
5000

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

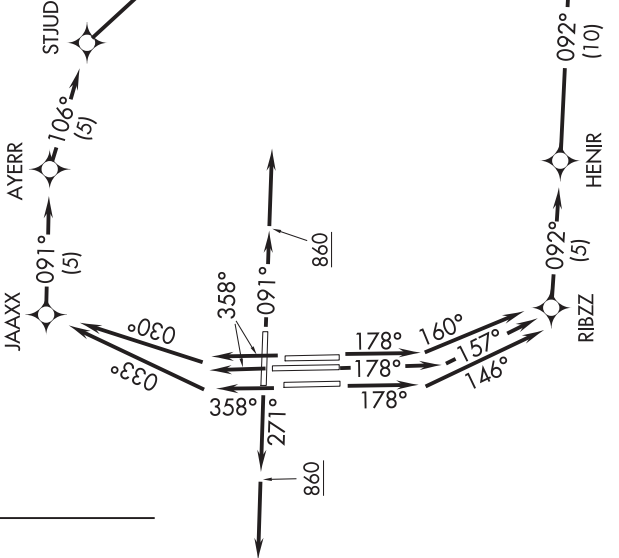
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 10 NOV 2016 to 05 JAN 2017

BBKNG FOUR DEPARTURE (RNAV)

BBKNG FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 033° to JAAXX, then on depicted route to BBKNG, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 030° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG4.KERMI):

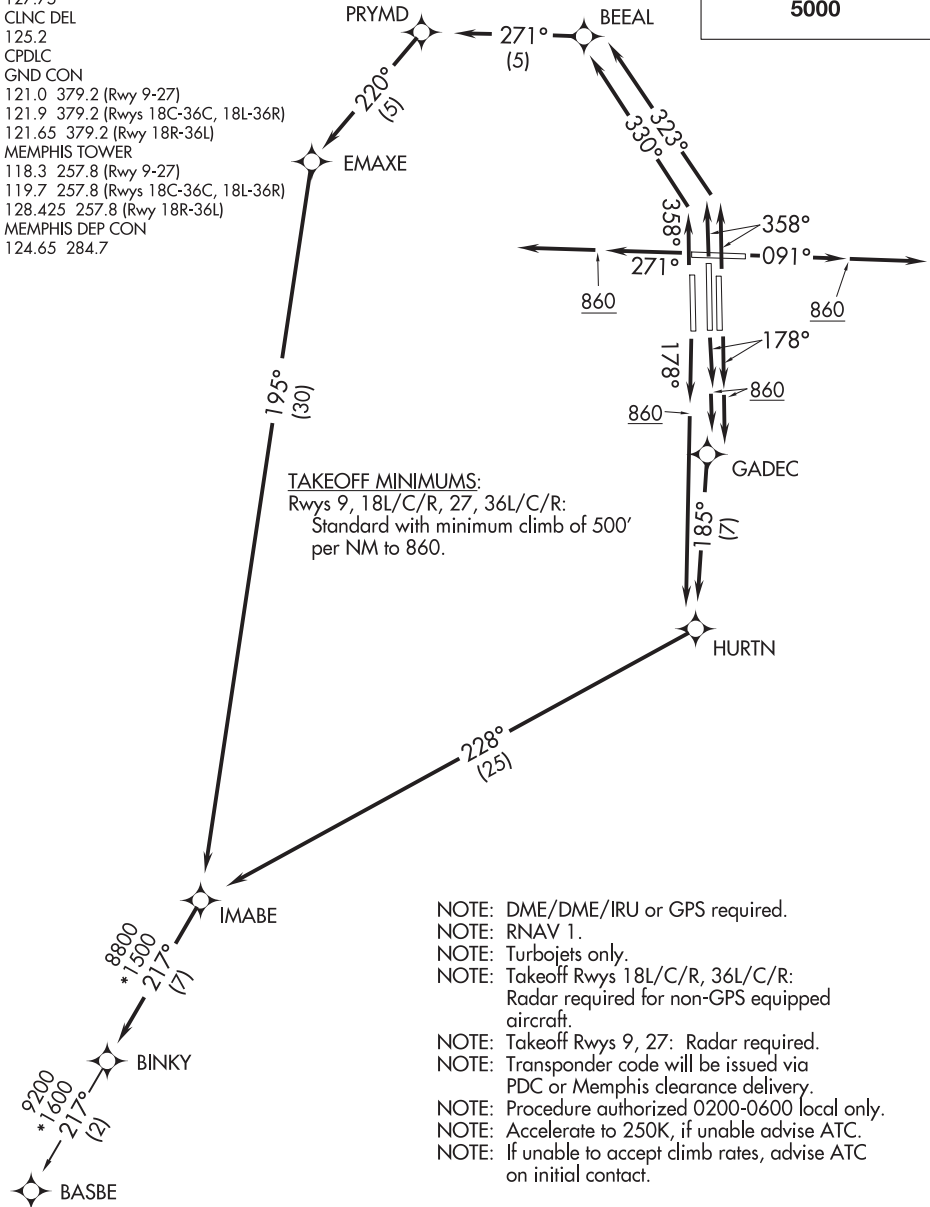
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

BINKY THREE DEPARTURE (RNAV)

ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

**TOP ALTITUDE:
5000**



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

BINKY THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RWYS 18L/C: Climb heading 178° to 860, then direct GADEC, then on depicted route to BINKY, thence....

TAKEOFF RWY 18R: Climb heading 178° to 860, then direct HURTN, then on depicted route to BINKY, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to BINKY, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to BINKY, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY3.BASBE):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to CHLDR, thence....

TAKEOFF RWY 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR3.ANSWA):TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

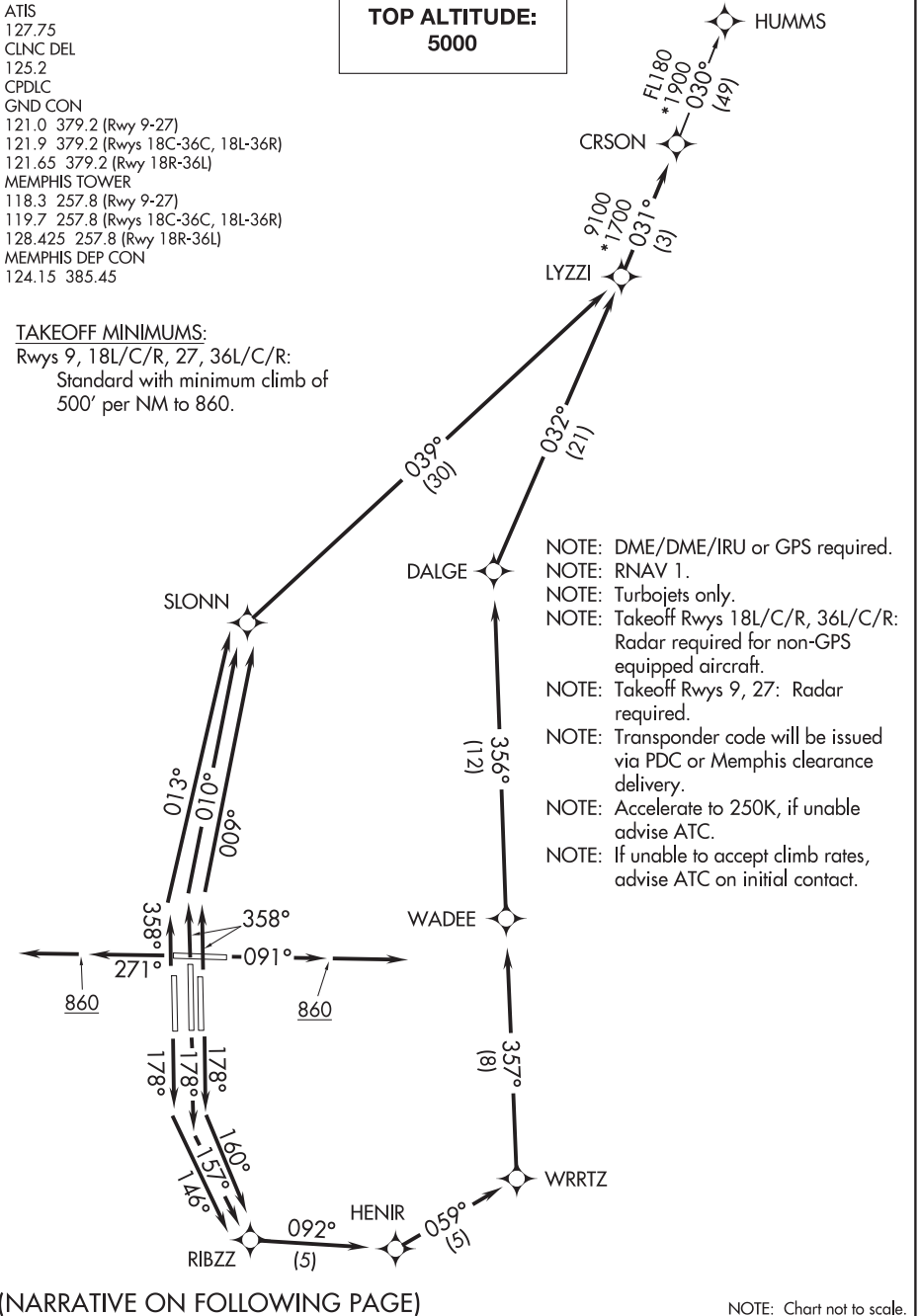
CRSON FOUR DEPARTURE (RNAV)

ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

**TOP ALTITUDE:
5000**

TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of
500' per NM to 860.



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CRSON FOUR DEPARTURE (RNAV)

CRSON FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RWY 36C: Climb heading 358° to intercept course 010° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 013° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RWY 36R: Climb heading 358° to intercept course 009° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HUMMS TRANSITION (CRSON4.HUMMS):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to DUCKZ, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ3.HELAR):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

ELVIS THREE DEPARTURE

SL-253 (FAA)

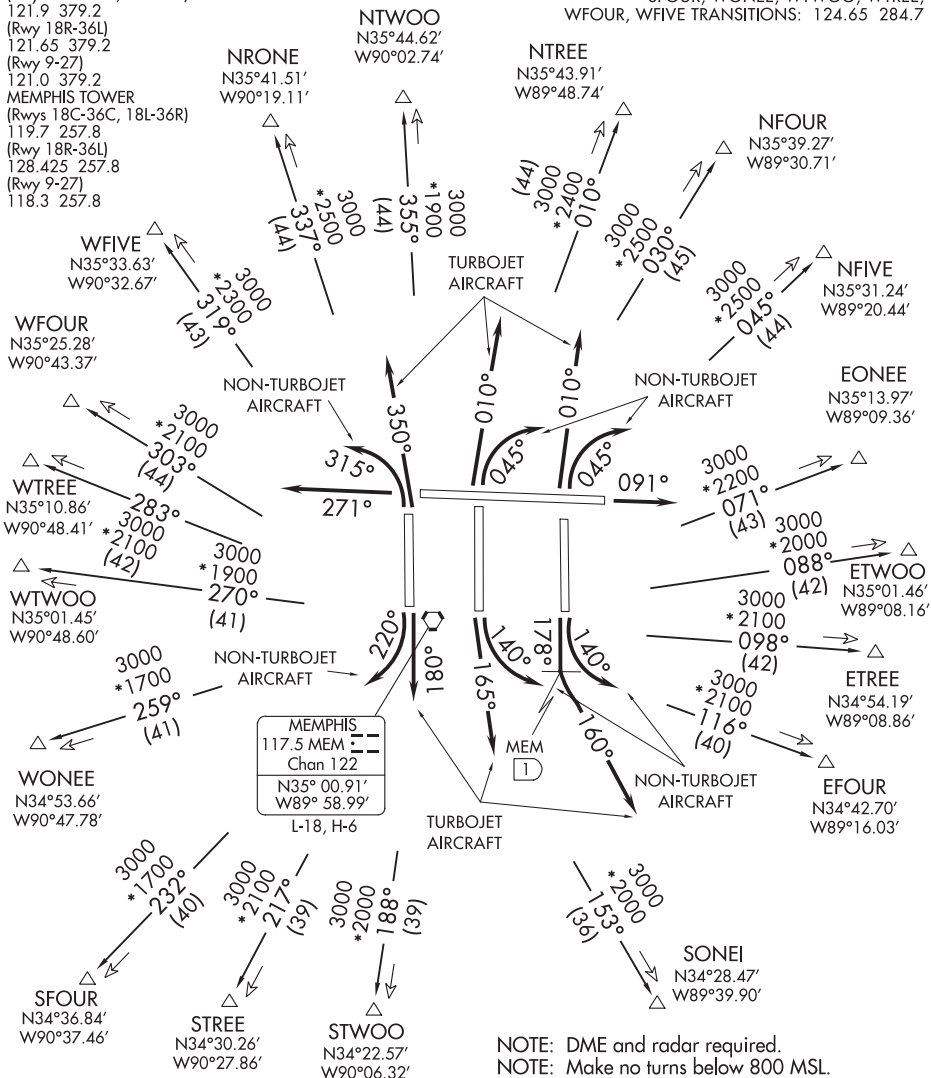
MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE

**TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000**

ATIS 127.75
 CLNC DEL
 125.2
 CPDLC
 GND CON
 (Rwys 18C-36C, 18L-36R)
 121.9 379.2
 (Rwy 18R-36L)
 121.65 379.2
 (Rwy 9-27)
 121.0 379.2
 MEMPHIS TOWER
 (Rwys 18C-36C, 18L-36R)
 119.7 257.8
 (Rwy 18R-36L)
 128.425 257.8
 (Rwy 9-27)
 118.3 257.8

MEMPHIS DEP CON
 EONEE, ETWOO, ETREE, EFOUR
 NTRTEE, NFOUR, NFIVE, SONEI
 TRANSITIONS: 124.15 353.67
 NRONE, NTWOO, STWOO, STREE
 SFOUR, WONEE, WTWOO, WTREE,
 WFOUR, WFIVE TRANSITIONS: 124.65 284.7



TAKEOFF MINIMUMS:

Rwys 9, 18C/R, 27, 36L/C/R: Standard.
 Rwy 18L: Props: Standard; Turbojets: Standard with minimum climb of 340' per NM to 800.

(NARRATIVE ON FOLLOWING PAGES)

- NOTE: DME and radar required.
- NOTE: Make no turns below 800 MSL.
- NOTE: Turbojet aircraft accelerate to 250K immediately until reaching 10000 MSL, if unable advise ATC.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

NOTE: Chart not to scale.

ELVIS THREE DEPARTURE

MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 091° or as assigned by ATC, thence....

TAKEOFF RWY 27: Climb heading 271° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 165° or as assigned by ATC, thence....

TAKEOFF RWY 18L: Climb heading 178° to 1 DME south of MEM VORTAC, then turn left heading 160° or as assigned by ATC, thence....

TAKEOFF RWY 18R: Climb heading 180° or as assigned by ATC, thence....

TAKEOFF RWY 36C: Climb heading 010° or assigned by ATC, thence....

TAKEOFF RWY 36L: Climb heading 350° or as assigned by ATC, thence....

TAKEOFF RWY 36R: Climb heading 010° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climbing left turn heading 140° or as assigned by ATC, thence....

TAKEOFF RWY 18L: Climbing left turn heading 140° or as assigned by ATC, thence....

TAKEOFF RWY 18R: Climbing right turn heading 220° or as assigned by ATC, thence....

TAKEOFF RWY 36C: Climbing right turn heading 045° or as assigned by ATC, thence....

TAKEOFF RWY 36L: Climbing left turn heading 315° or as assigned by ATC, thence....

TAKEOFF RWY 36R: Climbing right turn heading 045° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS3.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.

EONEE TRANSITION (ELVIS3.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.

ETREE TRANSITION (ELVIS3.ETREE): From over MEM VORTAC on MEM R-098 to ETREE.

ETWOO TRANSITION (ELVIS3.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.

NFIVE TRANSITION (ELVIS3.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.

NFOUR TRANSITION (ELVIS3.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.

NRONE TRANSITION (ELVIS3.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.

NTREE TRANSITION (ELVIS3.NTREE): From over MEM VORTAC on MEM R-010 to NTREE.

NTWOO TRANSITION (ELVIS3.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.

SFOUR TRANSITION (ELVIS3.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.

SONEI TRANSITION (ELVIS3.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.

STREE TRANSITION (ELVIS3.STREE): From over MEM VORTAC on MEM R-217 to STREE.

STWOO TRANSITION (ELVIS3.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.

WFIVE TRANSITION (ELVIS3.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.

WFOUR TRANSITION (ELVIS3.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.

WONEE TRANSITION (ELVIS3.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.

WTREE TRANSITION (ELVIS3.WTREE): From over MEM VORTAC on MEM R-283 to WTREE.

WTWOO TRANSITION (ELVIS3.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(NOTES CONTINUED ON FOLLOWING PAGE)

- NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.
- NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.
- NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.
- NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.
- NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

FIX NAME PRONUNCIATION:

<u>EONEE</u>	<u>EAST ONE</u>
<u>ETWOO</u>	<u>EAST TWO</u>
<u>ETREE</u>	<u>EAST THREE</u>
<u>EFOUR</u>	<u>EAST FOUR</u>
<u>SONEI</u>	<u>SOUTH ONE</u>
<u>STWOO</u>	<u>SOUTH TWO</u>
<u>STREE</u>	<u>SOUTH THREE</u>
<u>SFOUR</u>	<u>SOUTH FOUR</u>
<u>WONEE</u>	<u>WEST ONE</u>
<u>WTWOO</u>	<u>WEST TWO</u>
<u>WTREE</u>	<u>WEST THREE</u>
<u>WFOUR</u>	<u>WEST FOUR</u>
<u>WFIVE</u>	<u>WEST FIVE</u>
<u>NRONE</u>	<u>NORTH ONE</u>
<u>NTWOO</u>	<u>NORTH TWO</u>
<u>NTREE</u>	<u>NORTH THREE</u>
<u>NFOUR</u>	<u>NORTH FOUR</u>
<u>NFIVE</u>	<u>NORTH FIVE</u>

TAKEOFF OBSTACLE NOTES:

- Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.
- Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.
Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.
- Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.
- Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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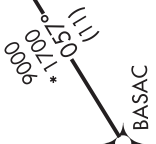
SE-1, 10 NOV 2016 to 05 JAN 2017

GENEH FOUR DEPARTURE (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

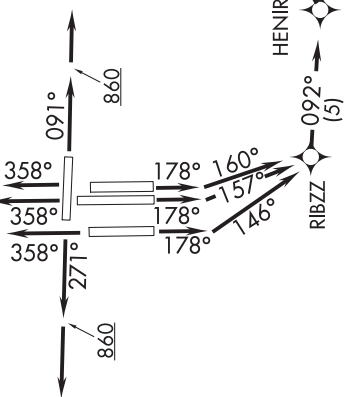
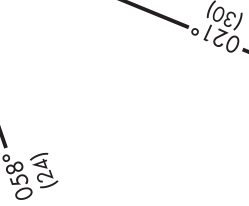
**TOP ALTITUDE:
5000**

- ATIS 127.75
- CLNC DEL 125.2
- CPDIC 125.2
- GND CON 121.0 379.2 (Rwy 9-27)
- 121.9 379.2 (Rwys 18C-36C, 18L-36R)
- 121.65 379.2 (Rwy 18R-36L)
- MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
- 119.7 257.8 (Rwys 18C-36C, 18L-36R)
- 128.425 257.8 (Rwy 18R-36L)
- MEMPHIS DEP CON 124.15 385.45



TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of
500' per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Procedure authorized 0200-0600 local only.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GENEH FOUR DEPARTURE (RNAV)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to BASAC, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to BASAC, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 36C: Climb heading 358° to intercept course 010° to SLONN, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 36L: Climb heading 358° to intercept course 013° to SLONN, then on depicted route to GENEH, thence. . . .

TAKEOFF RWY 36R: Climb heading 358° to intercept course 009° to SLONN, then on depicted route to GENEH, thence. . . .

. . . .maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH4.NUYID):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

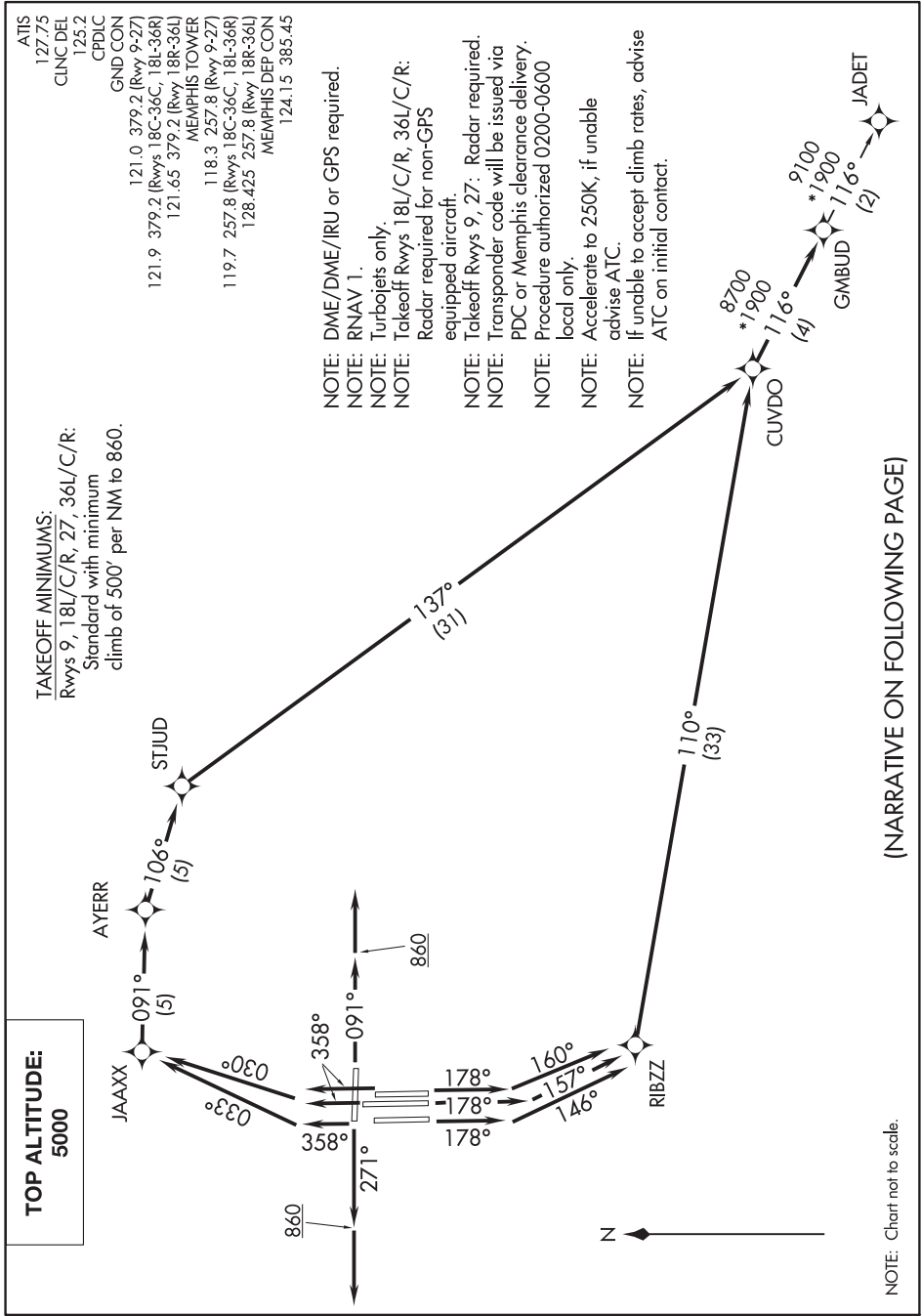
Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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GMBUD FOUR DEPARTURE (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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GMBUD FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to CUVDO, then on depicted route to GMBUD thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 033° to JAAXX, then on depicted route to GMBUD, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 030° to JAAXX, then on depicted route to GMBUD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD4.JADET):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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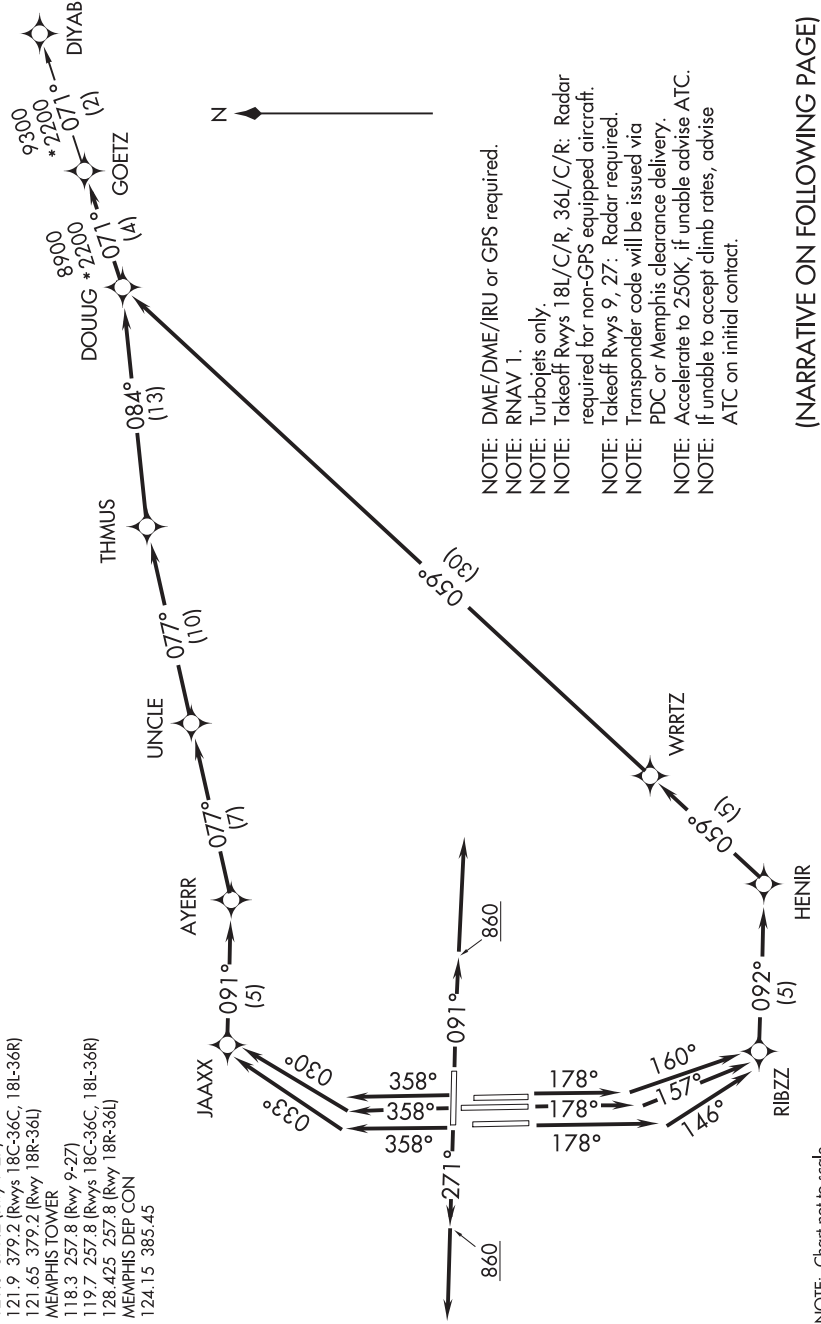
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TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

- ATIS 127.75
- CLNC DEL 125.2
- CPDLC
- GND CON
- 121.0 379.2 (Rwy 9-27)
- 121.9 379.2 (Rwys 18C-36C, 18L-36R)
- 121.65 379.2 (Rwy 18R-36L)
- MEMPHIS TOWER
- 118.3 257.8 (Rwy 9-27)
- 119.7 257.8 (Rwys 18C-36C, 18L-36R)
- 128.425 257.8 (Rwy 18R-36L)
- MEMPHIS DEP CON
- 124.15 385.45



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

GOETZ FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to DOUUG, then on depicted route to GOETZ, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to GOETZ, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to GOETZ, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to GOETZ, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to DOUUG, then on depicted route to GOETZ, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 033° to JAAXX, then on depicted route to GOETZ, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 030° to JAAXX, then on depicted route to GOETZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ4.DIYAB):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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(GRRIZ3.GRRIZ) 16147

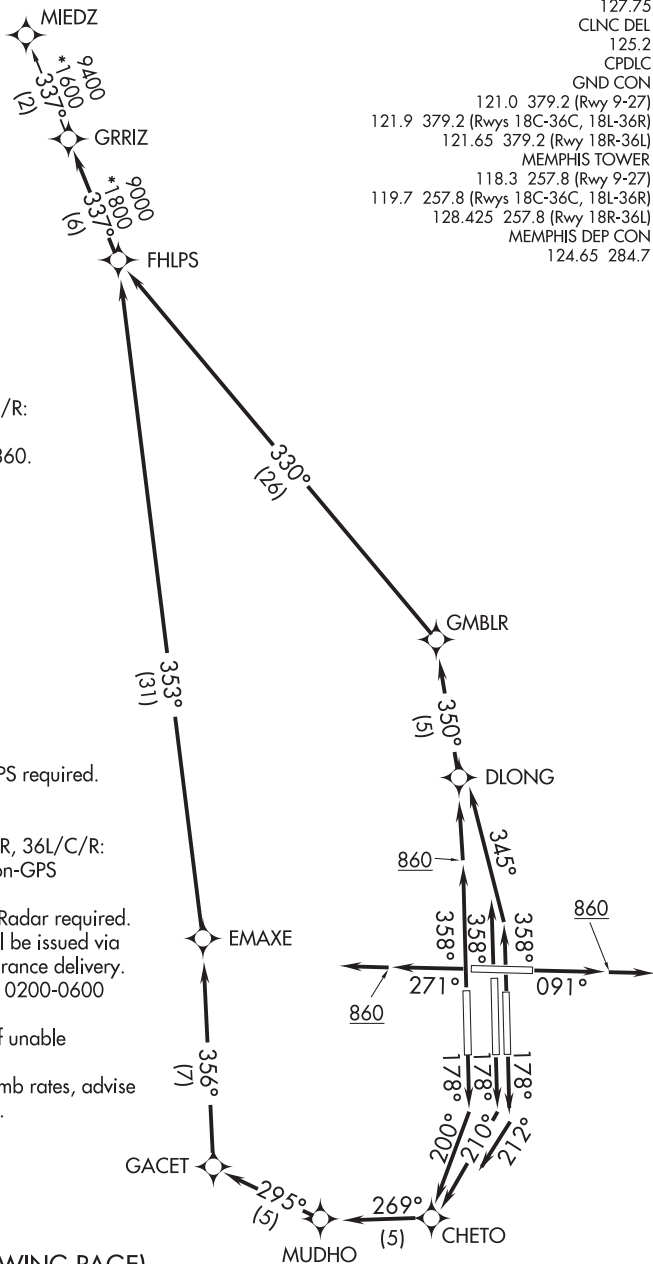
GRRIZ THREE DEPARTURE (RNAV)

SL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

**TOP ALTITUDE:
5000**

ATIS 127.75
 CLNC DEL 125.2
 CPDLC
 GND CON
 121.0 379.2 (Rwy 9-27)
 121.9 379.2 (Rwys 18C-36C, 18L-36R)
 121.65 379.2 (Rwy 18R-36L)
 MEMPHIS TOWER
 118.3 257.8 (Rwy 9-27)
 119.7 257.8 (Rwys 18C-36C, 18L-36R)
 128.425 257.8 (Rwy 18R-36L)
 MEMPHIS DEP CON
 124.65 284.7



TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R:
 Standard with minimum
 climb of 500' per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R:
Radar required for non-GPS
equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
- NOTE: Procedure authorized 0200-0600
local only.
- NOTE: Accelerate to 250K, if unable
advise ATC.
- NOTE: If unable to accept climb rates, advise
ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GRRIZ THREE DEPARTURE (RNAV)

(GRRIZ3.GRRIZ) 30APR15

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

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GRRIZ THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RWY 36L: Climb heading 358° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 345° to DLONG, then on depicted route to GRRIZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MIEDZ TRANSITION (GRRIZ3.MIEDZ):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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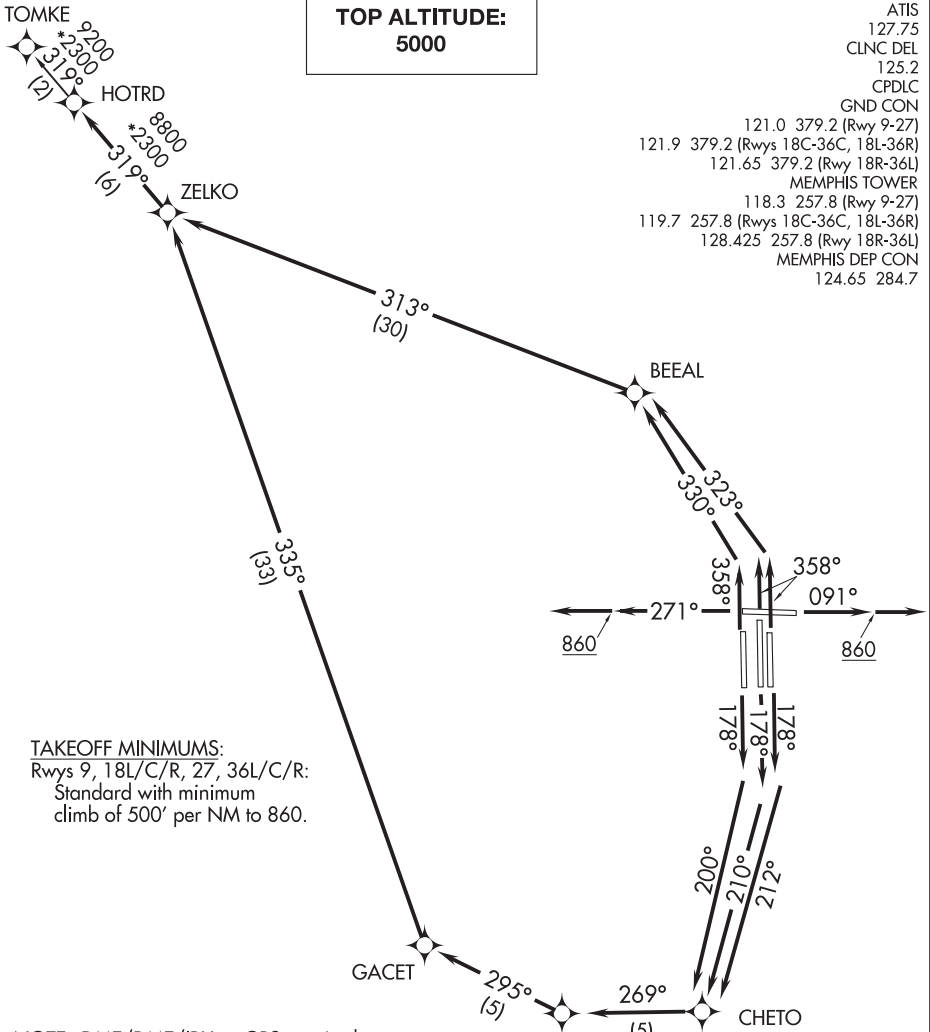
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HOTRD THREE DEPARTURE (RNAV)

MEMPHIS, TENNESSEE

**TOP ALTITUDE:
5000**

ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7



TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum
climb of 500' per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Procedure authorized 0200-0600 local only.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

HOTRD THREE DEPARTURE (RNAV)

MEMPHIS, TENNESSEE

SE-1, 10 NOV 2016 to 05 JAN 2017

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to HOTRD, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD3.TOMKE):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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JTEEE THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
5000**

(NARRATIVE ON FOLLOWING PAGE)

ATIS 127.75
 CLNC DEL 125.2
 CPDLC
 GND CON 121.0 379.2 (Rwy 9-27)
 121.9 379.2 (Rwys 18C-36C, 18L-36R)
 121.65 379.2 (Rwy 18R-36L)
 MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
 119.7 257.8 (Rwys 18C-36C, 18L-36R)
 128.425 257.8 (Rwy 18R-36L)
 MEMPHIS DEP CON 124.65 284.7

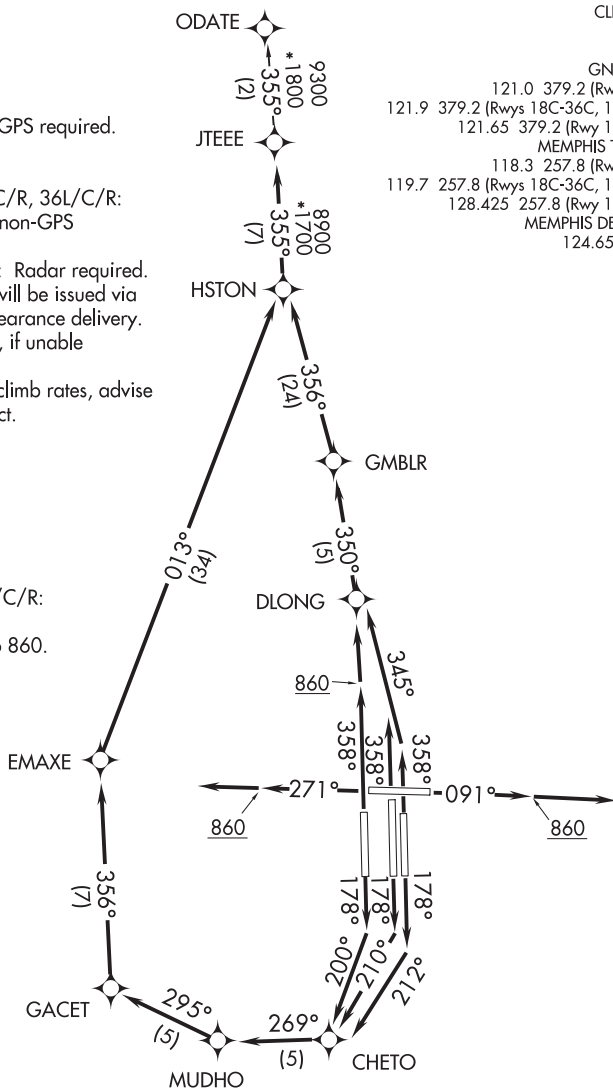
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
 Rwys 9, 18L/C/R, 27, 36L/C/R:
 Standard with minimum
 climb of 500' per NM to 860.

TAKEOFF OBSTACLE NOTES:

- Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.
- Rwy 18R: VORTAC and rod on pole, beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.
Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.
- Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.
- Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

NOTE: Chart not to scale.



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

JTEEE THREE DEPARTURE (RNAV)

JTEEE THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to HSTON, then on depicted route to JTEEE, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to HSTON, then on depicted route to JTEEE thence....

TAKEOFF RWY 36L: Climb heading 358° to 860, then direct DLONG, then on depicted route to JTEEE, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 345° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEEE3.ODATE):

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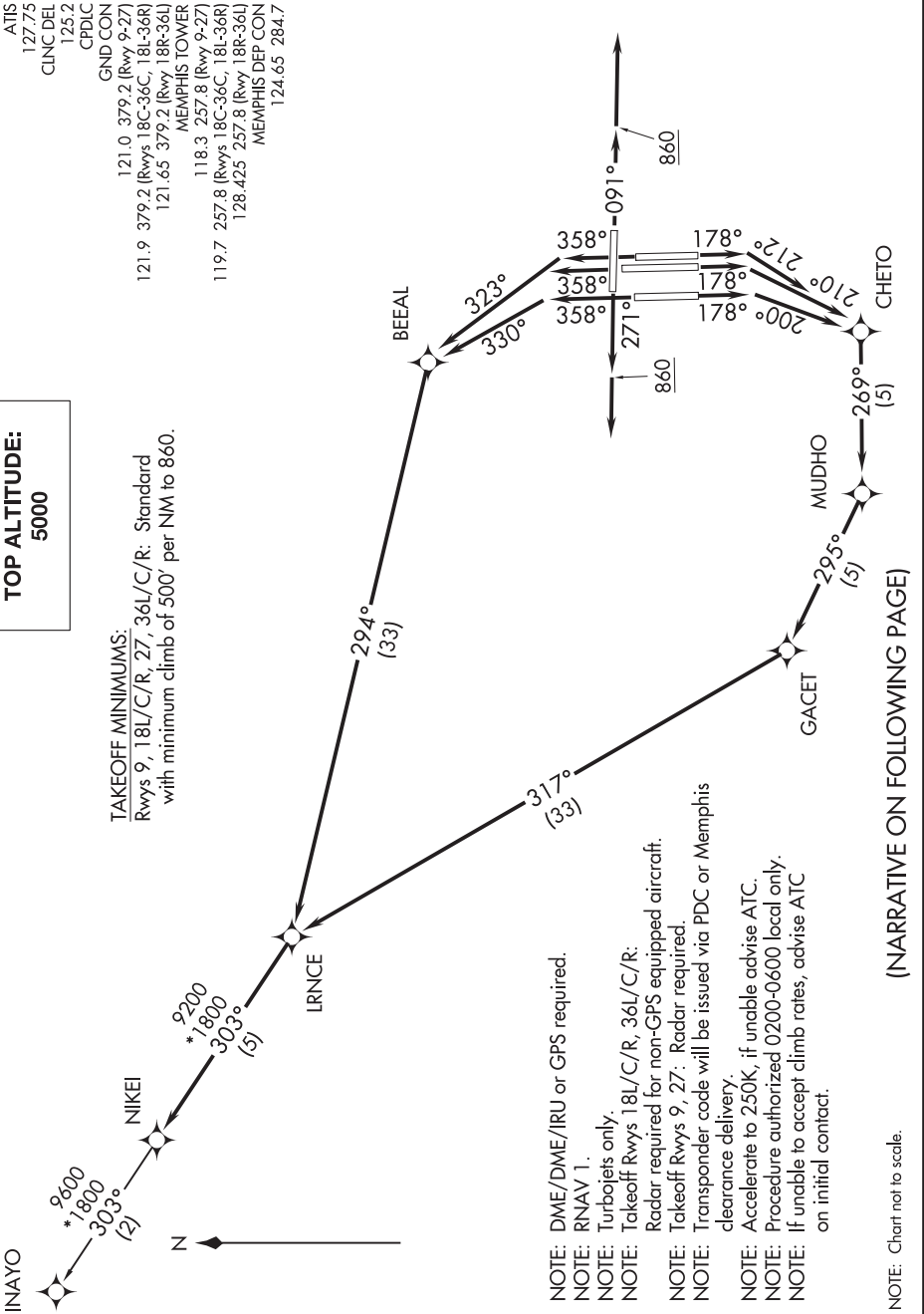
NIKE THREE DEPARTURE (RNAV)

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ATIS 127.75
 CLNC DEL 125.2
 CPDLC
 GND CON
 121.0 379.2 (Rwy 9-27)
 121.9 379.2 (Rwys 18C-36C, 18I-36R)
 121.65 379.2 (Rwy 18R-36I)
 MEMPHIS TOWER
 118.3 257.8 (Rwy 9-27)
 119.7 257.8 (Rwys 18C-36C, 18I-36R)
 128.425 257.8 (Rwy 18R-36I)
 MEMPHIS DEP CON
 124.65 284.7

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
 Rwys 9, 18L/C/R, 27, 36L/C/R: Standard
 with minimum climb of 500' per NM to 860.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: Procedure authorized 0200-0600 local only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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NIKE THREE DEPARTURE (RNAV)

NIKEI THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to NIKEI, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to NIKEI, thence....

....maintain 5000. Expect clearance to filed altitude within (10) minutes after departure.

INAYO TRANSITION (NIKEI3.INAYO):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

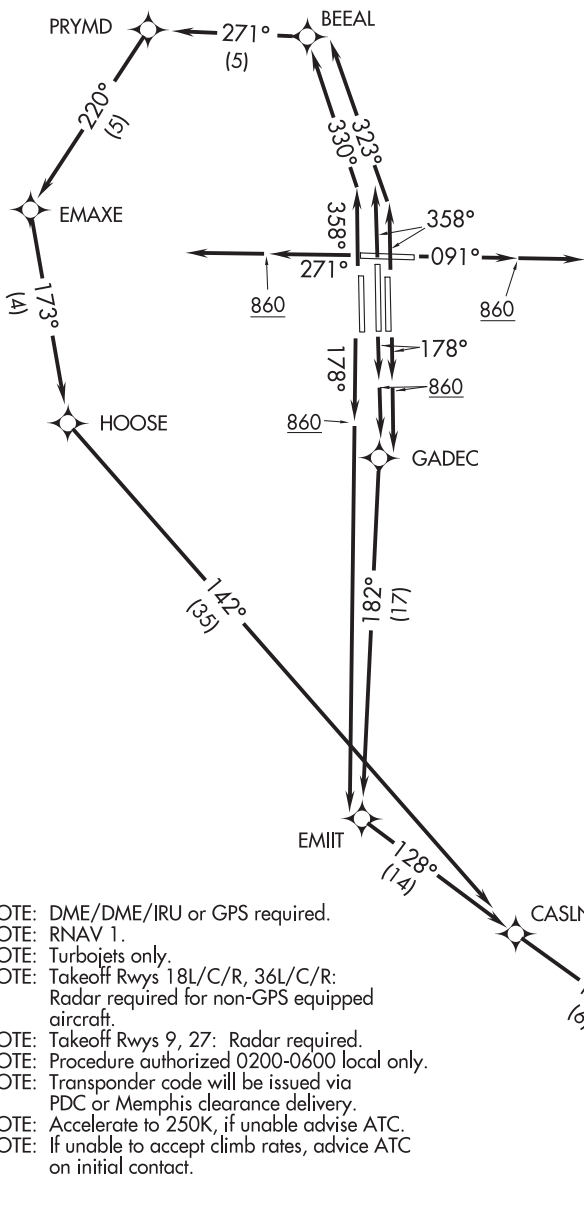
SE-1, 10 NOV 2016 to 05 JAN 2017

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OLEMS THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
5000**

ATIS 127.75
 CLNC DEL 125.2
 CPDLC 125.2
 GND CON 121.0 379.2 (Rwy 9-27)
 121.9 379.2 (Rwys 18C-36C, 18L-36R)
 121.65 379.2 (Rwy 18R-36L)
 MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
 119.7 257.8 (Rwys 18C-36C, 18L-36R)
 128.425 257.8 (Rwy 18R-36L)
 MEMPHIS DEP CON 124.65 284.7



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwy 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwy 9, 27: Radar required.
- NOTE: Procedure authorized 0200-0600 local only.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, if unable advise ATC.
- NOTE: If unable to accept climb rates, advice ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OLEMS THREE DEPARTURE (RNAV)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

OLEMS THREE DEPARTURE(RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to CASLN, then on depicted route to OLEMS, thence...

TAKEOFF RWY 18C: Climb heading 178° to 860, then direct GADEC, then on depicted route to OLEMS, thence....

TAKEOFF RWY 18L: Climb heading 178° to 860, then direct GADEC, then on depicted route to OLEMS, thence....

TAKEOFF RWY 18R: Climb heading 178° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to OLEMS, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to OLEMS, thence....

...maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LEYIK TRANSITION (OLEMS3.LEYIK):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/ 406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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PIEPE THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to BEBIE, then on depicted route to PIEPE, thence....

TAKEOFF RWYS 18C/L: Climb heading 178° to 860, then direct GADEC, then on depicted route to PIEPE, thence....

TAKEOFF RWY 18R: Climb heading 178° to 860, then direct EMIIT, then on depicted route to PIEPE, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to BEBIE, then on depicted route to PIEPE, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to PIEPE, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to PIEPE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE3.IBUFY):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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SELPH FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to BETYY, then on depicted route to SELPH, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 157° to RIBZZ, then on depicted route to SELPH, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 160° to RIBZZ, then on depicted route to SELPH, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 146° to RIBZZ, then on depicted route to SELPH, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to BETYY, then on depicted route to SELPH, thence....

TAKEOFF RWY 36C: Climb heading 358° to intercept course 010° to SLONN, then on depicted route to SELPH, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 013° to SLONN, then on depicted route to SELPH, thence....

TAKEOFF RWY 36R: Climb heading 358° to intercept course 009° to SLONN, then on depicted route to SELPH, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH4.OHULO):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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ZUMIT THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RWY 9: Climb heading 091° to 860, then continue climb on heading 091°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RWY 18C: Climb heading 178° to intercept course 210° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RWY 18L: Climb heading 178° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RWY 18R: Climb heading 178° to intercept course 200° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RWY 27: Climb heading 271° to 860, then continue climb on heading 271°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RWY 36L: Climb heading 358° to intercept course 330° to BEEAL, then on depicted route to ZUMIT, thence....

TAKEOFF RWYS 36C/R: Climb heading 358° to intercept course 323° to BEEAL, then on depicted route to ZUMIT, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT3.FOXOM):

TAKEOFF OBSTACLE NOTES:

Rwy 9: Light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27: Trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C: Light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

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APP CRS 224°	Rwy Idg TDZE Apt Elev	NA NA 1154
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RNAV (GPS)-A

MIDDLESBORO-BELL COUNTY (1A6)

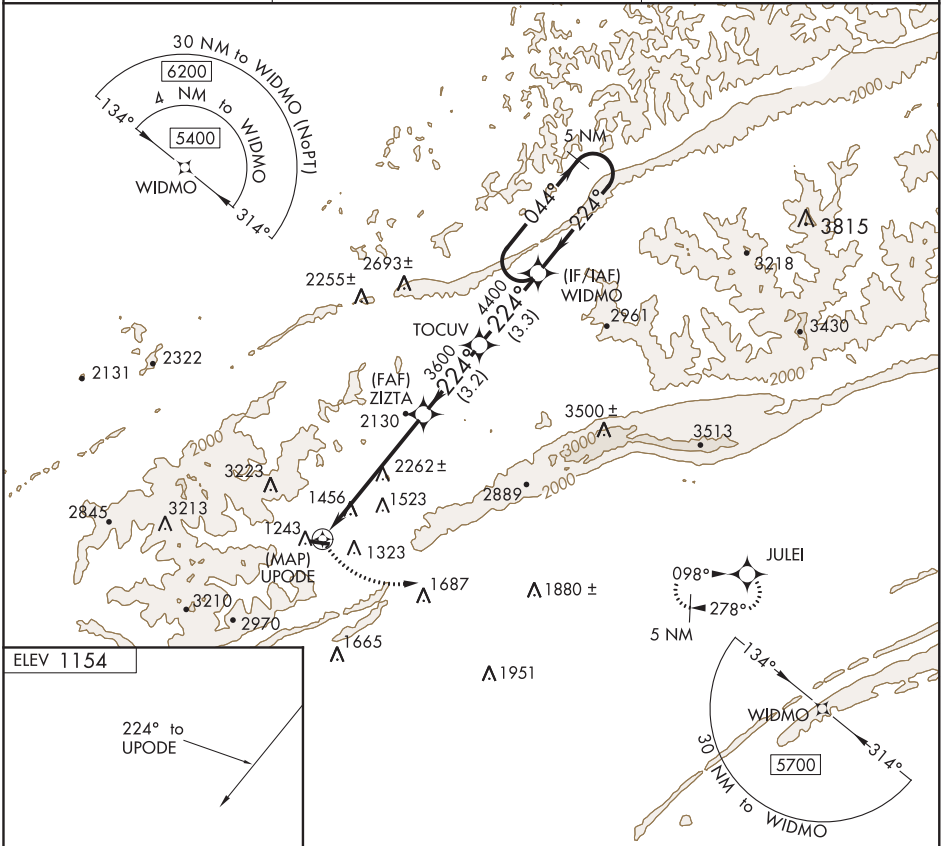
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting: increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.

AWOS-3
119.425

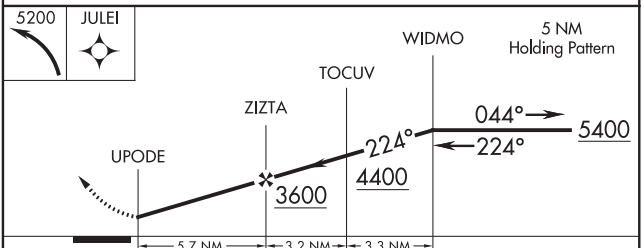
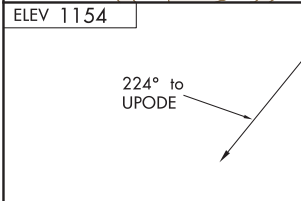
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)



SE-1, 10 NOV 2016 to 05 JAN 2017

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REIL Rwy 10 and 28

CATEGORY	A	B	C	D
C CIRCLING	2780-1¼ 1626 (1700-1¼)	3080-1½ 1926 (2000-1½)		NA

WAAS CH 97724 W18A	APP CRS 185°	Rwy Idg THRE 247 Apt Elev 247	3499
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RNAV (GPS) RWY 18

CHARLES W BAKER (2M8)

▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Millington Rgnl Jetport altimeter setting and increase all DA 24 feet; increase all MDA 40 feet and LNAV Cat C visibility 1/8 mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.

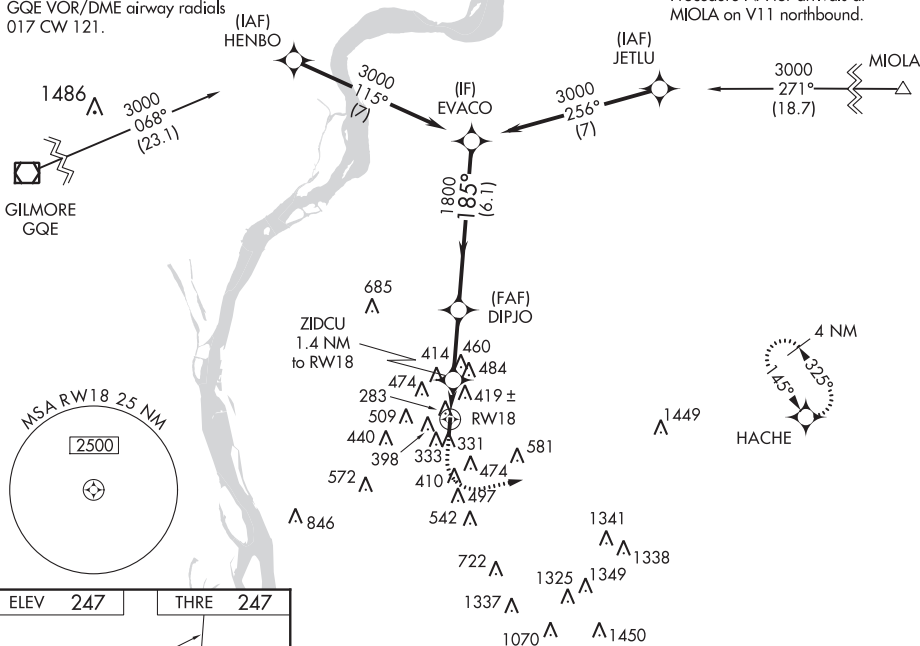
AWOS-A
122.8

MEMPHIS APP CON
125.8 338.3

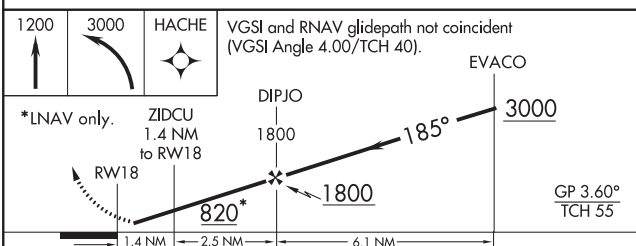
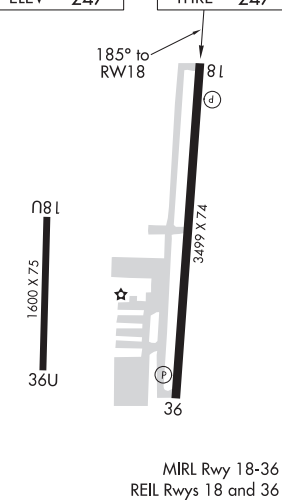
UNICOM
122.8 (CTAF)

Procedure NA for arrivals on GQE VOR/DME airway radials 017 CW 121.

Procedure NA for arrivals at MIOLA on V11 northbound.



ELEV 247	THRE 247
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CATEGORY	A	B	C	D
LPV DA	601-1 354 (400-1)			NA
LNAV/ VNAV DA	733-1 486(500-1 3/8)			NA
LNAV MDA	680-1 433 (500-1)		680-1 4/4 433 (500-1 1/4)	NA
CIRCLING	740-1 493 (500-1)	780-1 533 (600-1)	860-1 3/4 613 (700-1 3/4)	NA

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WAAS CH 93924 W36A	APP CRS 005°	Rwy Idg THRE 242 Apt Elev 247	3499
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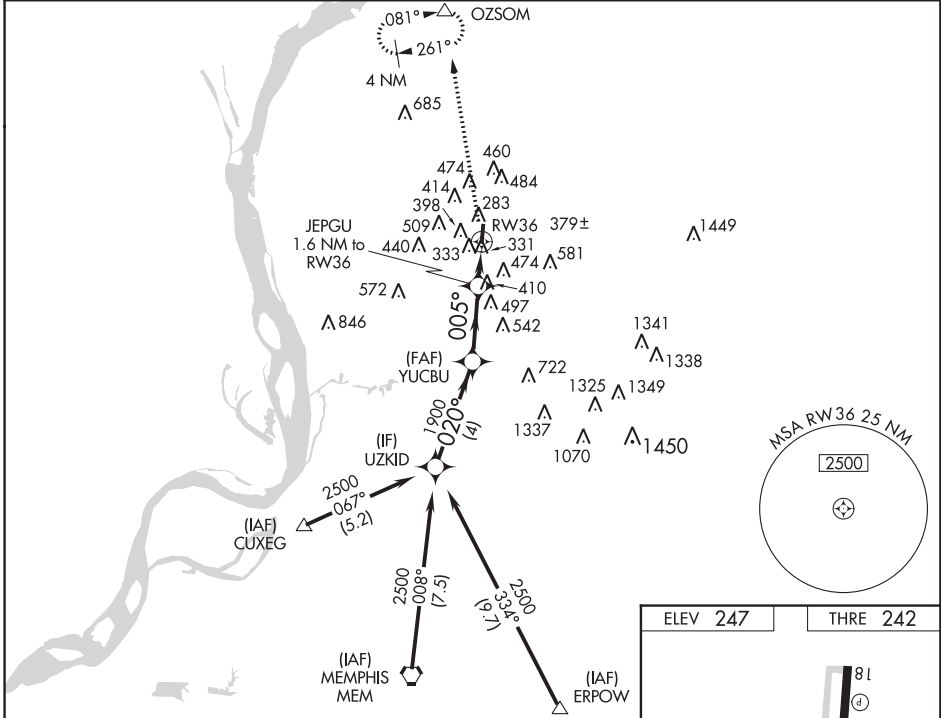
RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)

⚠ Baro-VNAV NA when using Millington Rgnl Jetport altimeter setting.
⚠ NA 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.
 VDP NA with Millington Rgnl Jetport altimeter setting.
 When local altimeter setting not received, use Millington Rgnl Jetport altimeter setting and increase all DA 24 feet; increase all MDA 40 feet and LNAV Cat C visibility 1/8 mile.

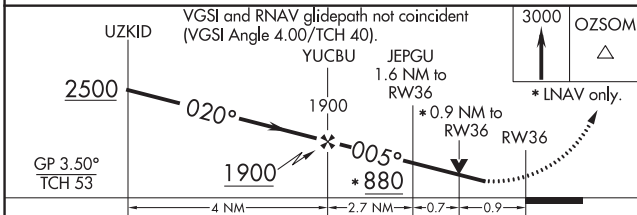
MISSED APPROACH: Climb to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-A 122.8	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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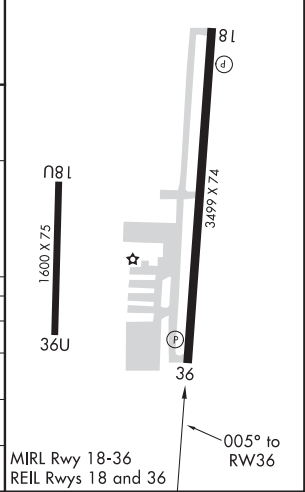


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SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 247	THRE 242
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CATEGORY	A		B		C		D
	1	2	1	2	1	2	
LPV DA	582-1		340 (400-1)				NA
LNAV/VNAV DA	685-1 ³ / ₈		443 (500-1 ³ / ₈)				NA
LNAV MDA	680-1		438 (500-1)		680-1 ¹ / ₄ 438 (500-1 ¹ / ₄)		NA
CIRCLING	740-1 493 (500-1)		780-1 533 (600-1)		860-1 ¹ / ₄ 613 (700-1 ¹ / ₄)		NA

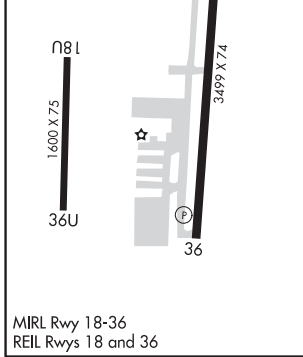
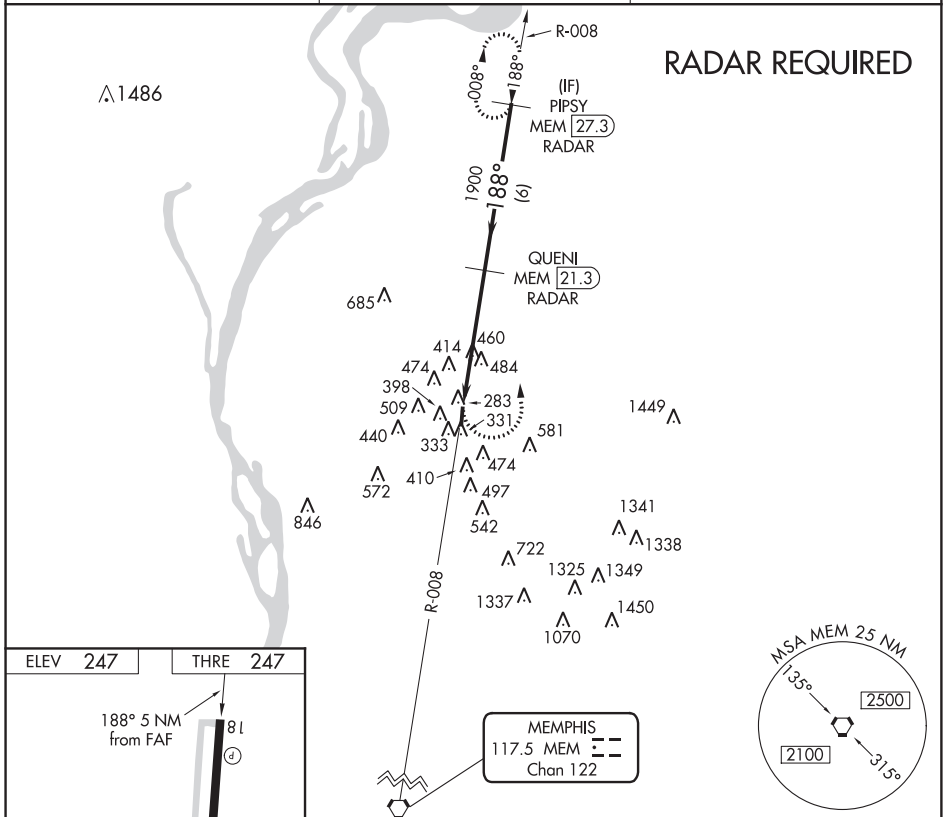
VORTAC MEM 117.5 Chan 122	APP CRS 188°	Rwy Idg THRE 247 Apt Elev 247	3499
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VOR/DME RWY 18
CHARLES W BAKER (2M8)

NA When local altimeter not received, use Millington Rgnl altimeter setting and increase all MDA 40 feet and increase Cat C visibility 1/4 mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 on MEM VORTAC R-008 to PIPSY/MEM 27.3 DME and hold.

AWOS-A 122.8	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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3000 MEM R-008	PIPSY MEM [27.3]	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).	PIPSY MEM [27.3] RADAR	
	MEM [16.3]	QUENI MEM [21.3] RADAR	3000	
		1900		
		3.04° TCH 40		
	5 NM	6 NM		
CATEGORY	A	B	C	D
S-18	760-1	513 (600-1)	760-1 3/8 513 (600-1 3/8)	NA
CIRCLING	760-1 513 (600-1)	780-1 533 (600-1)	860-1 3/4 613 (700-1 3/4)	NA

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MILLINGTON, TENNESSEE

AL-910 (FAA)

15064

LOC/DME I-NQA 109.75 Chan 34 (Y)	APP CRS 219°	Rwy Idg TDZE Apt Elev	8000 320 320
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ILS or LOC RWY 22

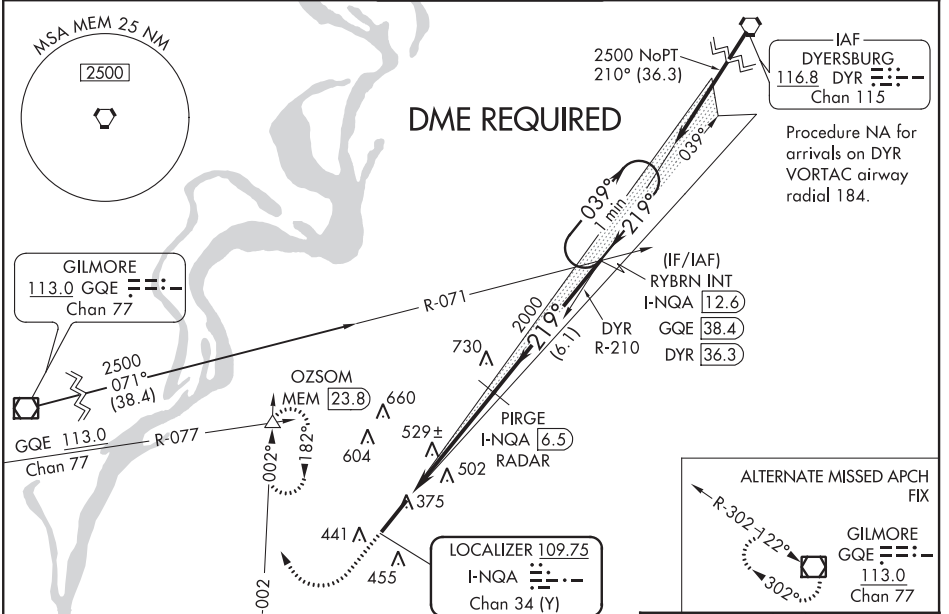
MILLINGTON RGNL JETPORT (NQA)

▲ For inoperative MALSR, increase S-ILS Cat E visibility to 3/4 and S-LOC Cat E visibility to 1 1/2. DME or radar required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

MALSR

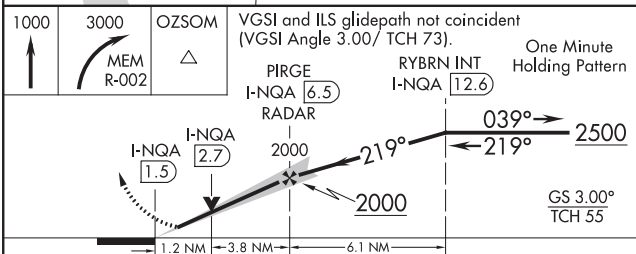
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM INT/MEM 23.8 DME and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 340.2	GND CON 121.375	UNICOM 122.95
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ALTERNATE MISSED APCH FIX

1000	3000	OZSOM	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/ TCH 73).	One Minute Holding Pattern
	MEM R-002		PIRGE I-NQA 6.5	RYBRN INT I-NQA 12.6



ELEV 320	TDZE 320
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HIRL Rwy 4-22	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	E
S-ILS 22			520-1/2	200 (200-1/2)	
S-LOC 22	780-1/2	460 (500-1/2)	780-3/4 460 (500-3/4)	780-1	460 (500-1)
CIRCLING	820-1	500 (500-1)	820-1 1/2 500 (500-1 1/2)	880-2 560 (600-2)	1020-2 1/2 700 (700-2 1/2)

MILLINGTON, TENNESSEE
Amdt 4A 13NOV14

35° 21' N-89° 52' W

MILLINGTON RGNL JETPORT (NQA)

ILS or LOC RWY 22

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78334 W04A	APP CRS 039°	Rwy Idg TDZE Apt Elev	8000 292 319
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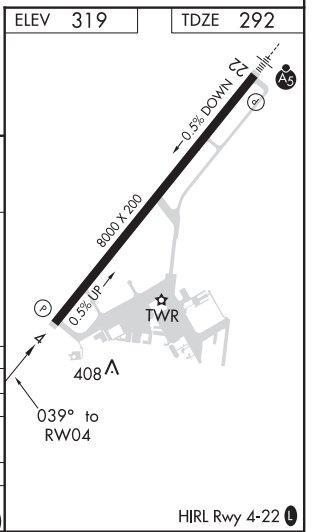
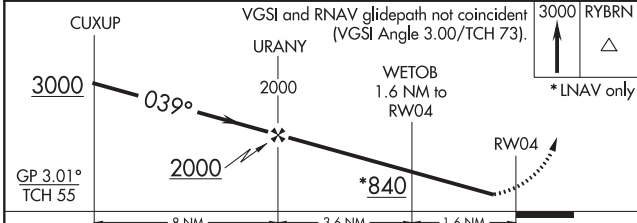
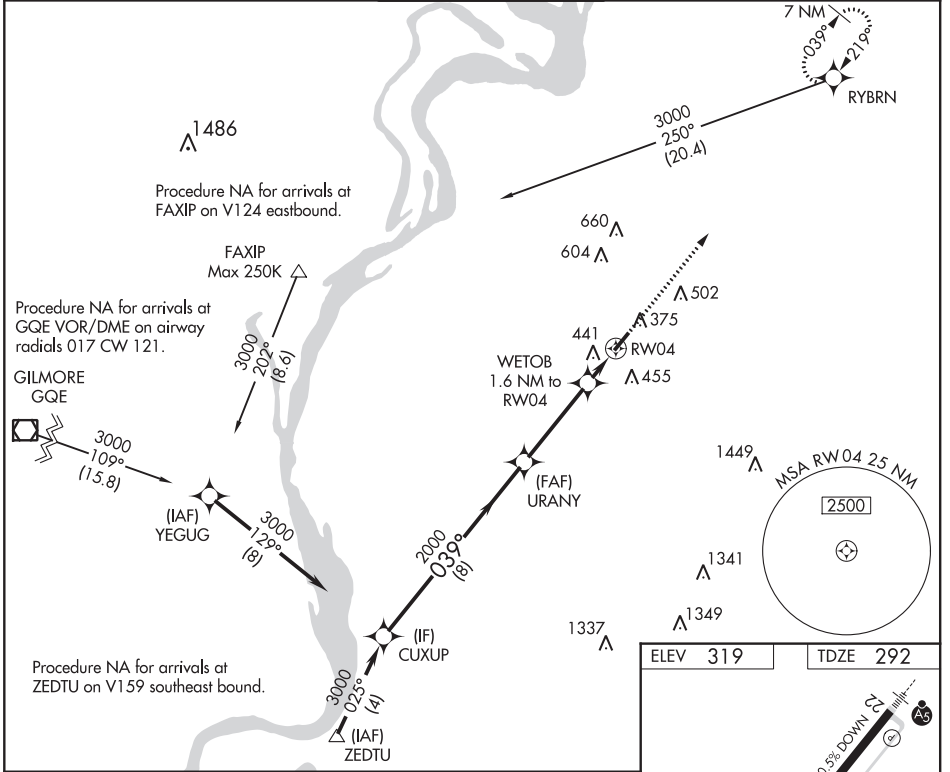
RNAV (GPS) RWY 4

MILLINGTON RGNL JETPORT (NQA)

▲ 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 48 feet and all MDA 60 feet and increase LNAV/VNAV all Cts and LNAV Cts C/D/E and Circling Cts C/D/E visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 340.2	GND CON 121.375	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	492-¾		200 (200-¾)		
LNAV/VNAV DA	746-1½		454 (500-1½)		
LNAV MDA	700-1	408 (400-1)	700-1¼	408 (400-1¼)	
CIRCLING	820-1	501 (600-1)	960-1¾ 641 (700-1¾)	1020-2¼ 701 (800-2¼)	1020-2½ 701 (800-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86212 W22A	APP CRS 219°	Rwy Idg TDZE 320 Apt Elev 320	8000
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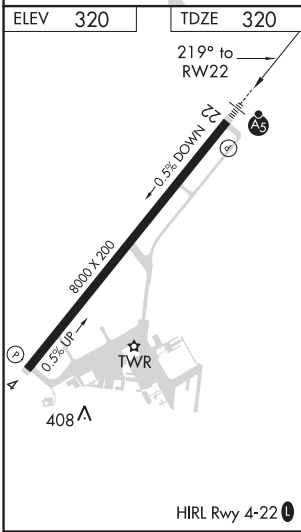
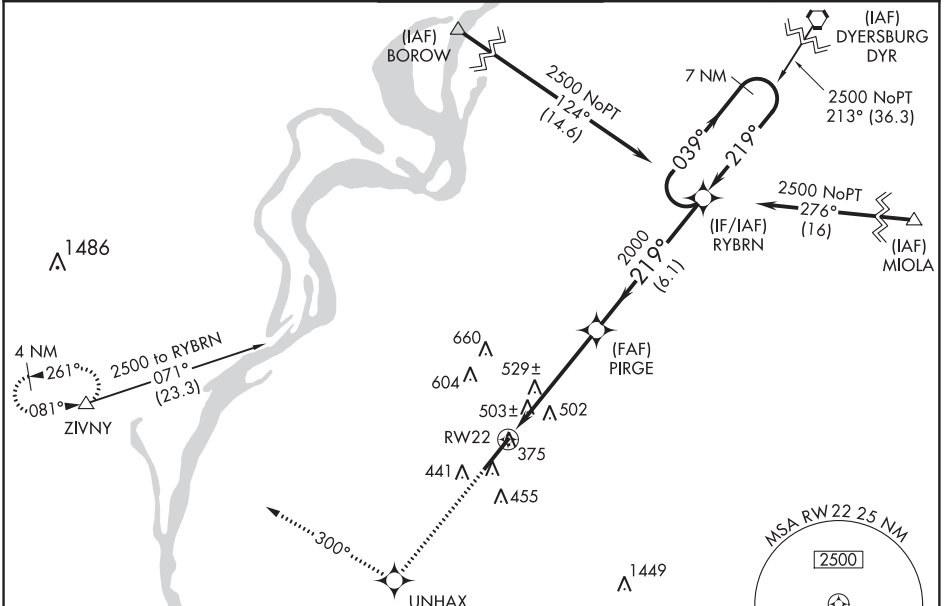
RNAV (GPS) RWY 22

MILLINGTON RGNL JETPORT (NQA)

▲ For inoperative MALSR, increase LPV Cat E visibility to $\frac{3}{4}$, LNAV/VNAV Cat. E visibility to $1\frac{3}{4}$ and LNAV Cat E visibility to $1\frac{1}{2}$. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

MALSR 	MISSED APPROACH: Climb to 2500 direct UNHAX and via 300° track to ZIVNY and hold.
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AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 340.2	GND CON 121.375	UNICOM 122.95
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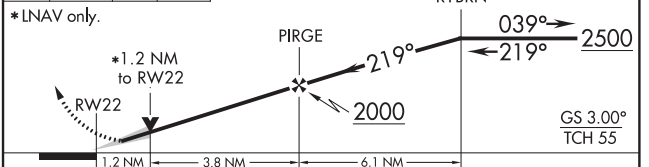


ELEV 320	TDZE 320
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2500 UNHAX tr 300° ZIVNY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

* LNAV only.



CATEGORY	A	B	C	D	E
LPV DA		570- $\frac{1}{2}$	250 (300- $\frac{1}{2}$)		
LNAV/VNAV DA		795- $\frac{1}{4}$	475 (500- $\frac{1}{4}$)		
LNAV MDA	780- $\frac{1}{2}$	460 (500- $\frac{1}{2}$)	780- $\frac{3}{4}$ 460 (500- $\frac{3}{4}$)	780-1	460 (500-1)
CIRCLING	820-1	500 (500-1)	820- $\frac{1}{2}$ 500 (500- $\frac{1}{2}$)	880-2 560 (600-2)	1020- $\frac{2}{2}$ 700 (700- $\frac{2}{2}$)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

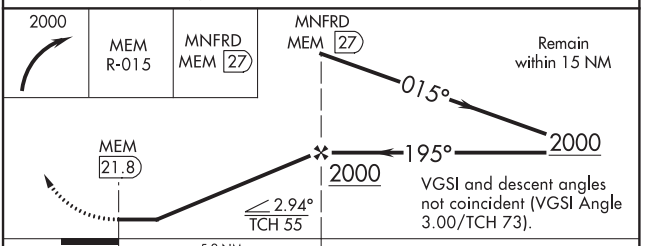
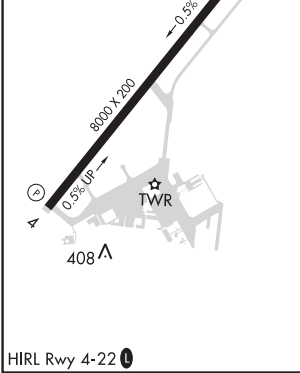
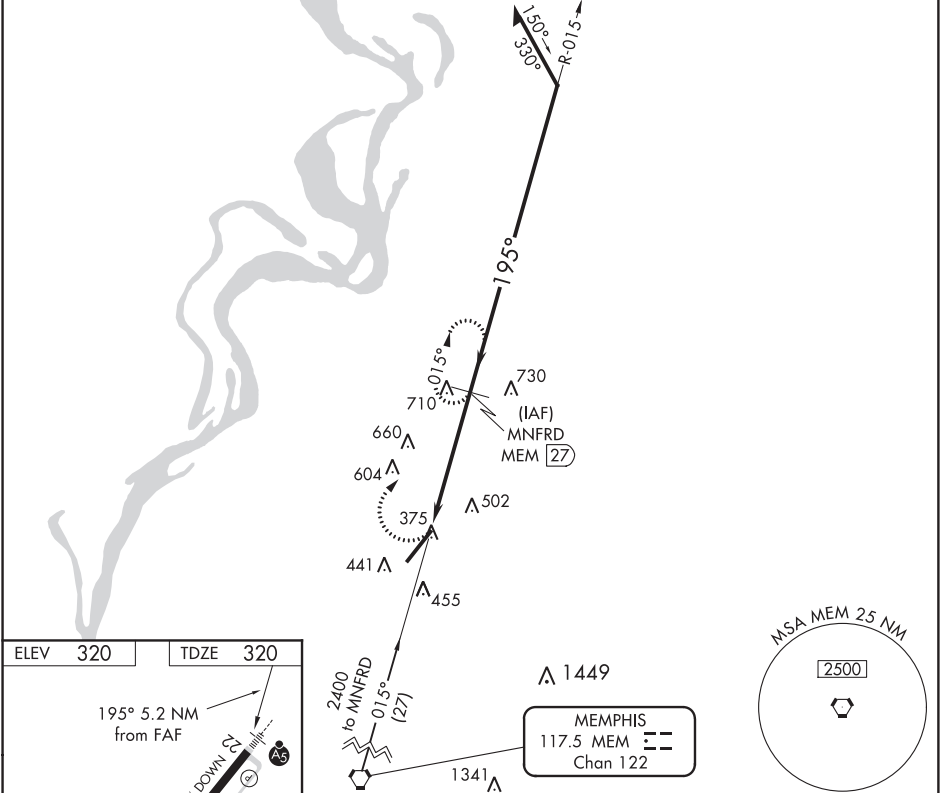
VORTAC MEM 117.5 Chan 122	APP CRS 195°	Rwy Idg TDZE Apt Elev	8000 320 320
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VOR/DME or TACAN RWY 22

MILLINGTON RGNL JETPORT (NQA)

<p>⚠ Inoperative table does not apply. If local altimeter setting not received, use Memphis altimeter setting and increase all MDAs 60 feet.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climbing right turn to 2000 via MEM VORTAC R-015 to MNFRD/27 DME and hold.</p>		
			<p>AWOS-3 118.925</p>	<p>MEMPHIS APP CON 119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)</p>

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 340.2	GND CON 121.375	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-22	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	960-2¼ 640 (700-2¼)
CIRCLING	960-1 640 (700-1)	960-1¼ 640 (700-1¼)	960-1¾ 640 (700-1¾)	960-2 640 (700-2)	1020-2½ 700 (700-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

MILLINGTON RGNL JETPORT (NQA)
MILLINGTON, TENNESSEE

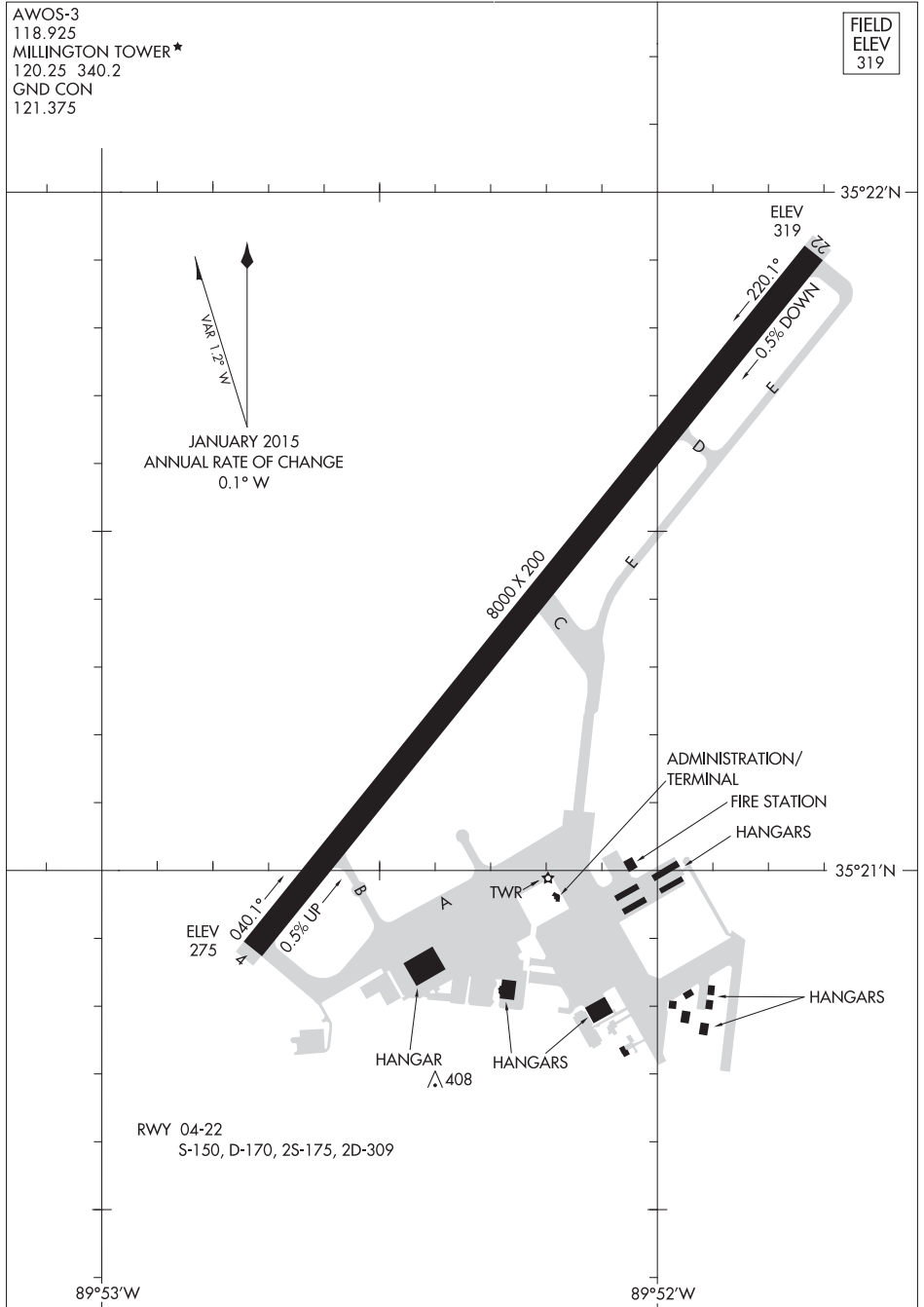
AL-910 (FAA)

AWOS-3
118.925
MILLINGTON TOWER *
120.25 340.2
GND CON
121.375

FIELD
ELEV
319

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

MILLINGTON, TENNESSEE
MILLINGTON RGNL JETPORT (NQA)

WAAS CH 78233 W03A	APP CRS 039°	Rwy Idg TDZE Apt Elev	4000 961 963
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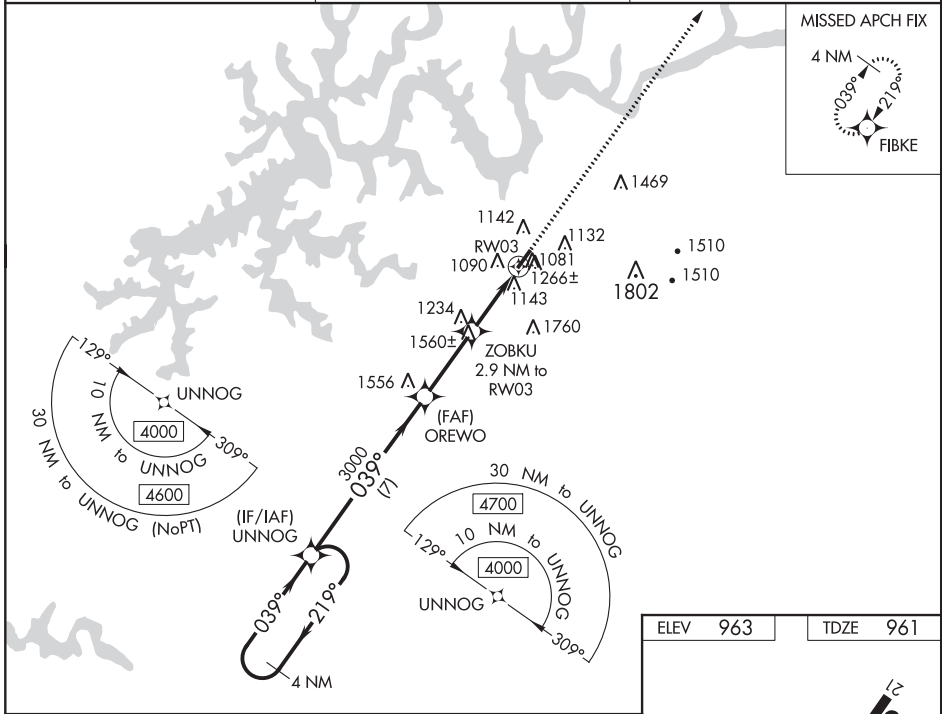
RNAV (GPS) RWY 3

WAYNE COUNTY (E.K.Q)

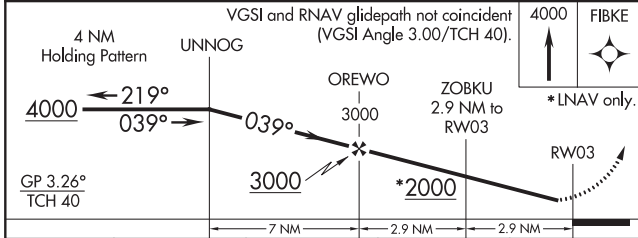
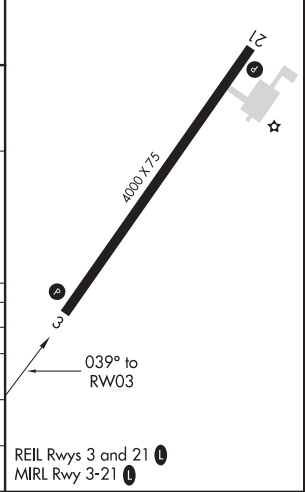
⚠ Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 4000 direct FIBKE and hold.

AWOS-3PT 118.825	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 📻
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ELEV	963	TDZE	961
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CATEGORY	A	B	C	D
LPV DA	1233-1	272 (300-1)		NA
LNAV/VNAV DA	1410-1½	449 (500-1½)		NA
LNAV MDA	1520-1	559 (600-1)		NA
C CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)		NA

REIL Rwy 3 and 21 **📻**
MIRL Rwy 3-21 **📻**

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MONTICELLO, KENTUCKY

AL-6629 (FAA)

16203

WAAS CH 82533 W21A	APP CRS 219°	Rwy Idg TDZE Apt Elev	4000 963 963
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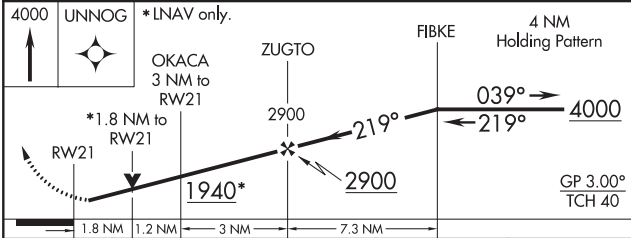
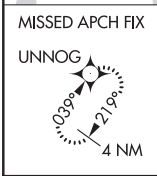
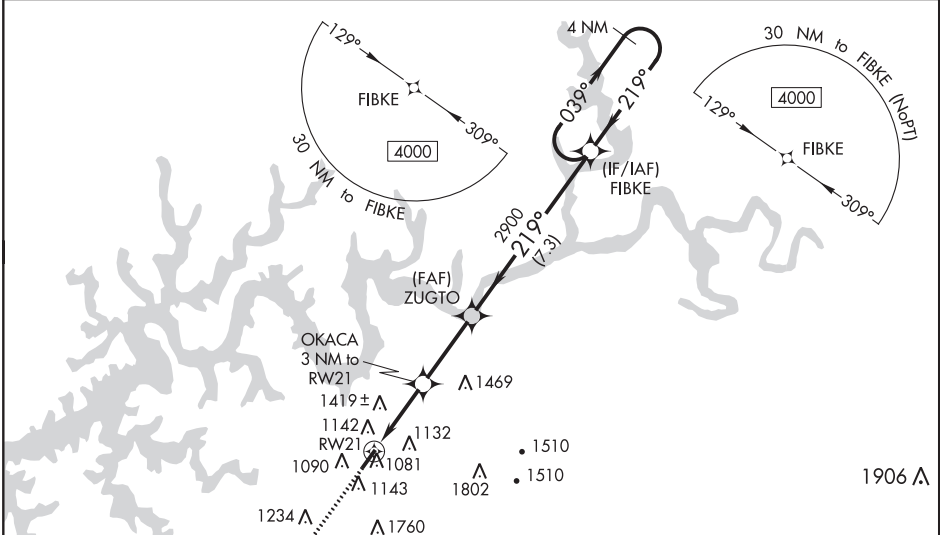
RNAV (GPS) RWY 21

WAYNE COUNTY (E.K.Q)

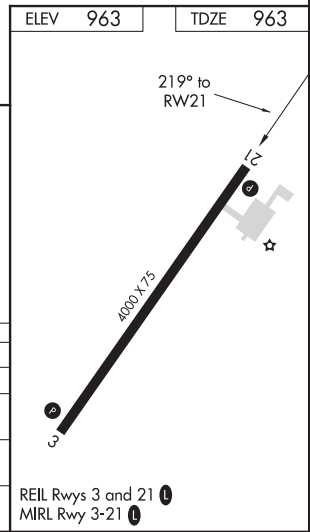
⚠ Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/2 mile. Night landing: Rwy 3 NA.

MISSED APPROACH:
Climb to 4000 direct UNNOG and hold.

AWOS-3PT 118.825	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1257-1	294 (300-1)		NA
LNAV/VNAV DA	1666-2 1/2	703 (800-2 1/2)		NA
LNAV MDA	1580-1	617 (700-1)		NA
C CIRCLING	1780-1 1/4 817 (900-1 1/4)	1840-1 1/4 877 (900-1 1/4)		NA



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MONTICELLO, KENTUCKY
Orig-B 28APR16

36°51'N-84°51'W

WAYNE COUNTY (E.K.Q)

RNAV (GPS) RWY 21

WAAS CH 86909 W02A	APP CRS 026°	Rwy Idg TDZE Apt Elev	5500 1028 1028
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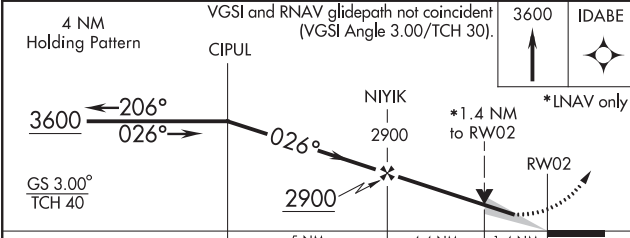
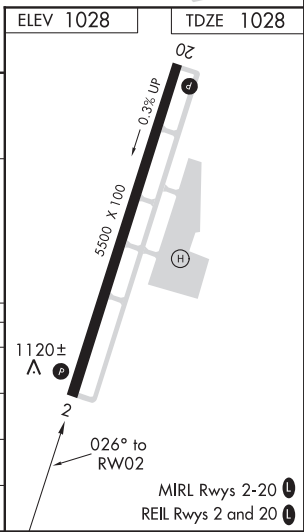
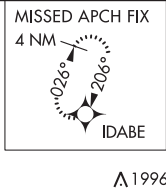
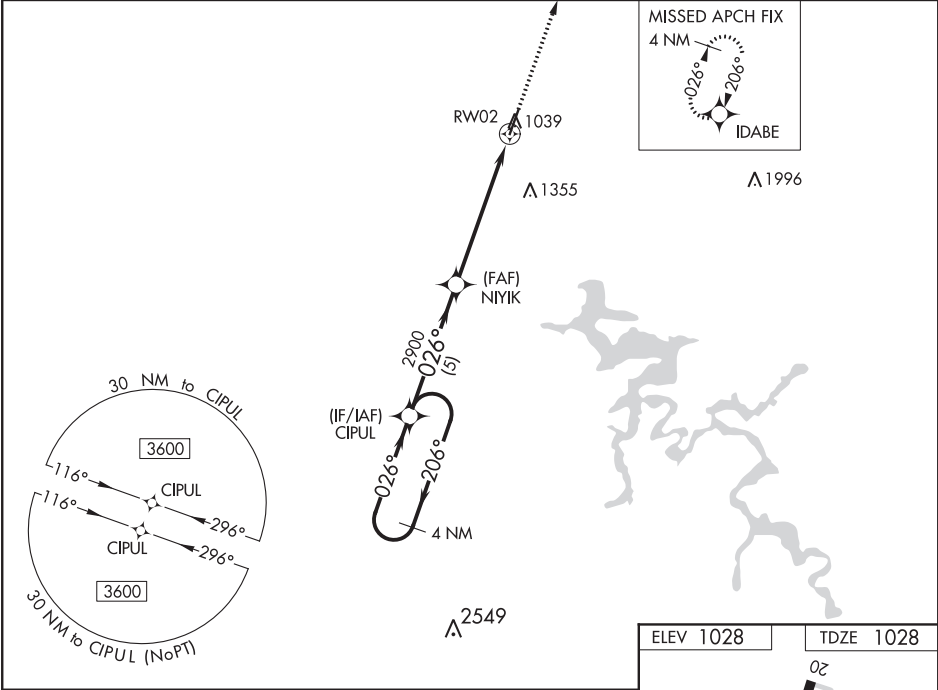
RNAV (GPS) RWY 2

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3600 direct IDABE and hold.

AWOS-3 119.95	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1228-3/4	200 (200-3/4)	
LNAV/VNAV DA		1439-13/8	411 (500-13/8)	
LNAV MDA	1500-1	472 (500-1)	1500-13/8	472 (500-13/8)
C CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)	1820-2 1/2 792 (800-2 1/2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78209 W20A	APP CRS 206°	Rwy Idg TDZE Apt Elev	5500 1020 1028
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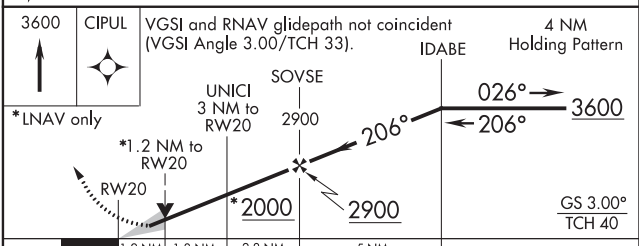
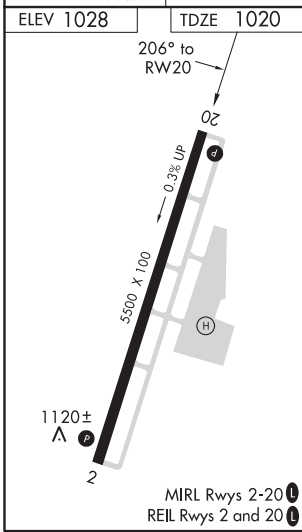
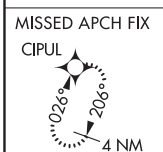
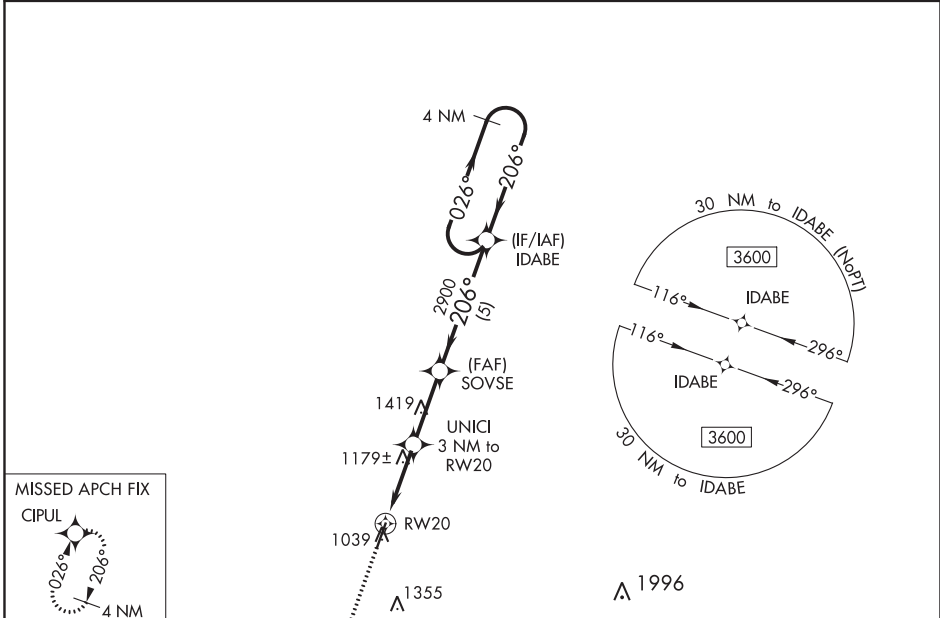
RNAV (GPS) RWY 20

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°C) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/8 mile, and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3600 direct CIPUL and hold.

AWOS-3 119.95	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1270-7/8	250 (300-7/8)	
LNAV/VNAV DA		1453-1 1/2	433 (500-1 1/2)	
LNAV MDA	1440-1	420 (500-1)	1440-1 1/4	420 (500-1 1/4)
CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)	1820-2 1/2 792 (700-2 1/2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78321 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	5717 1313 1313
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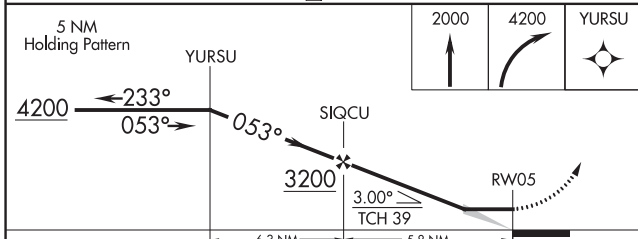
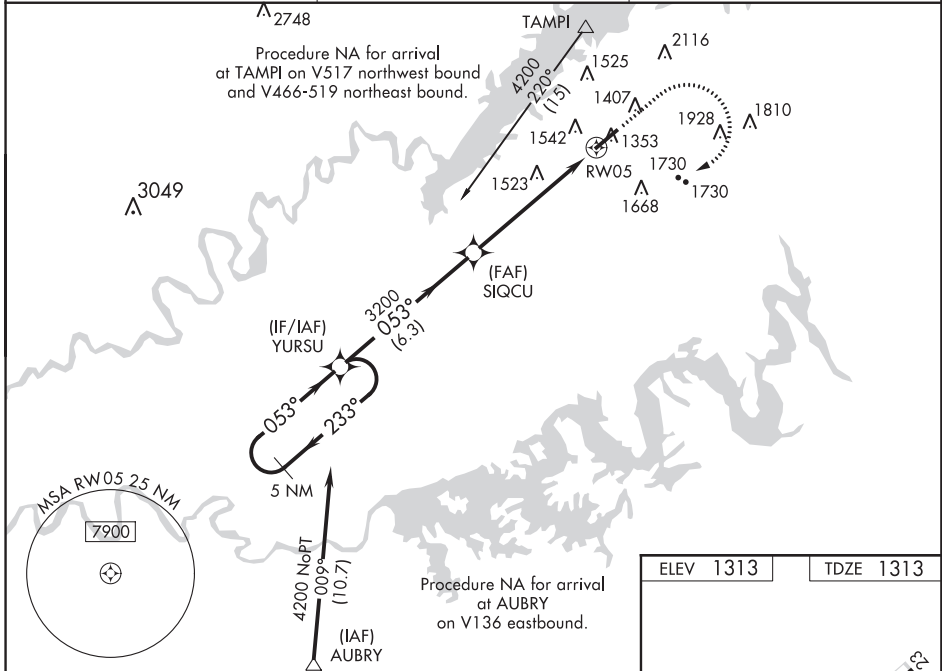
RNAV (GPS) RWY 5

MOORE-MURRELL (MOR)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, increase LP Cats C and D visibility to 1 3/8 miles, LNAV Cats C and D visibility to 1 1/2 miles, Circling Cat C visibility to 2 3/4 miles and Cat D visibility to 3 miles. For inoperative MALSF, increase LP and LNAV Cats C and D visibility to 1 3/8 miles. For inoperative MALSF, when using Mc Ghee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1 3/4 miles.

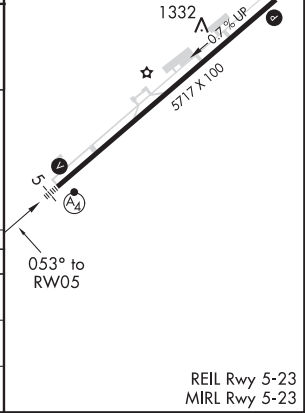
MALSF MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF)
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ELEV 1313	TDZE 1313
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CATEGORY	A	B	C	D
LP MDA	1760-3/4	447 (500-3/4)	1760-1	447 (500-1)
LNAV MDA	1780-3/4	467 (500-3/4)	1780-1 1/8	467 (500-1 1/8)
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2 1/4 747 (800-2 1/4)	2180-2 3/4 867 (900-2 3/4)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40421 W23A	APP CRS 233°	Rwy Idg 5717 TDZE 1292 Apt Elev 1313
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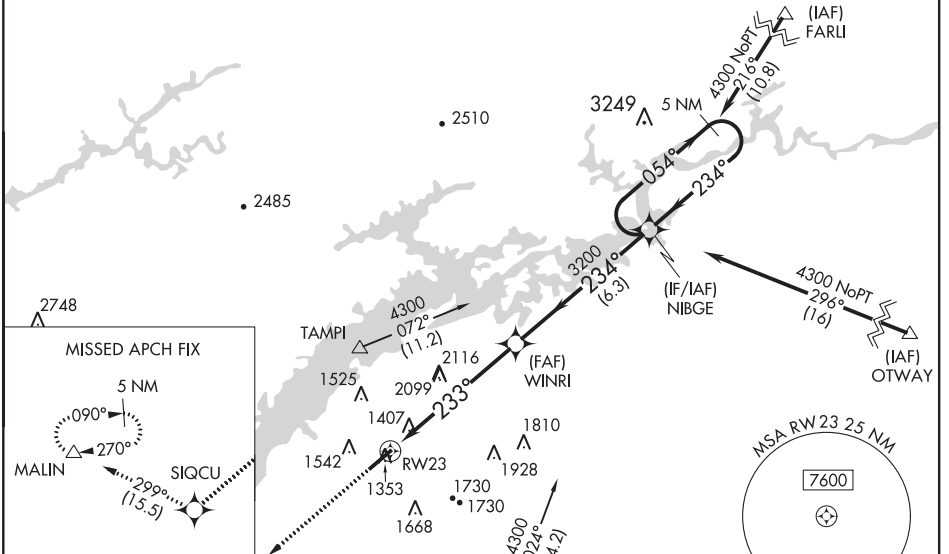
RNAV (GPS) RWY 23

MOORE-MURRELL (MOR)

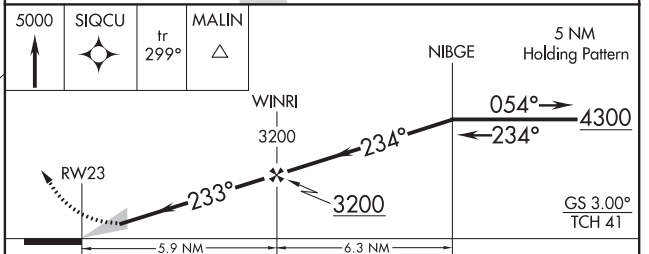
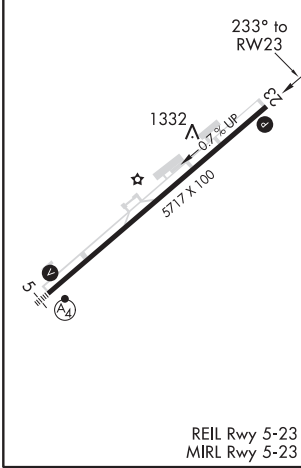
NA Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

MISSED APPROACH: Climb to 5000 direct SIQCU and on track 299° to MALIN and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF) 0
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ELEV 1313	TDZE 1292
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CATEGORY	A	B	C	D
LPV DA	1589-1 297 (300-1)			
LNAV/VNAV DA	2387-4 1095 (1100-4)			
LNAV MDA	2200-1¼ 908 (900-1¼)	2200-2½ 908 (900-2½)		908 (900-2½)
CIRCLING	2200-1¼ 887 (900-1¼)	2200-2¾ 887 (900-2¾)		2200-3 887 (900-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SDF MOR 109.5 Chan 32	APP CRS 053°	Rwy Idg 5717 TDZE 1313 Apt Elev 1313
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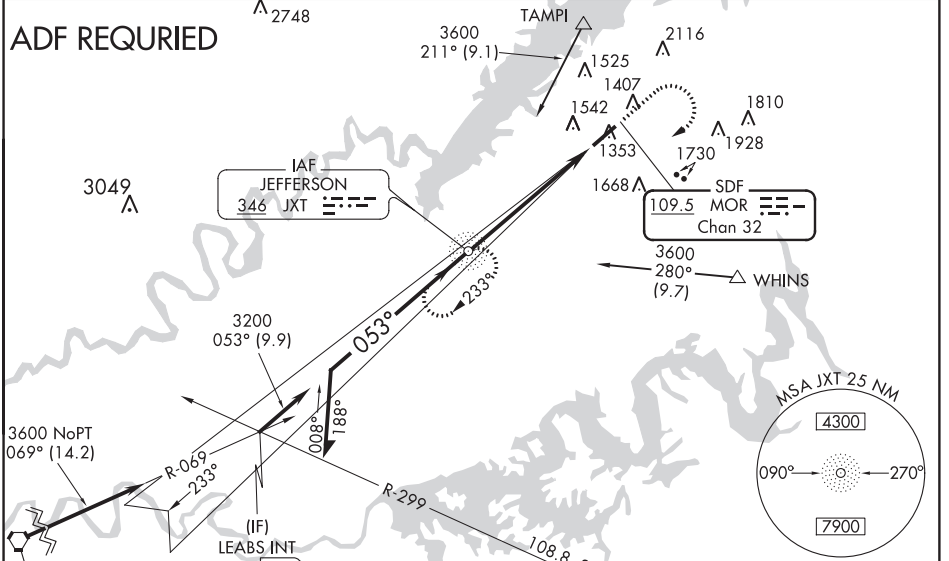
SDF RWY 5
MOORE-MURRELL (MOR)

ADF Required. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, S-5 Cats C and D visibility to 1¾ miles, Circling Cat C visibility to 2¾ miles, and Circling Cat D visibility to 3 miles. For inoperative MALSf, increase S-5 Cats C and D visibility to 1¾ miles. For inoperative MALSf, when using Mc Ghee Tyson altimeter setting, increase S-5 Cats C and D visibility to 2 miles.

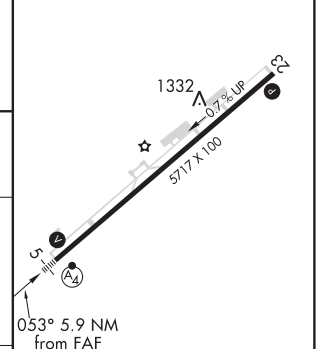
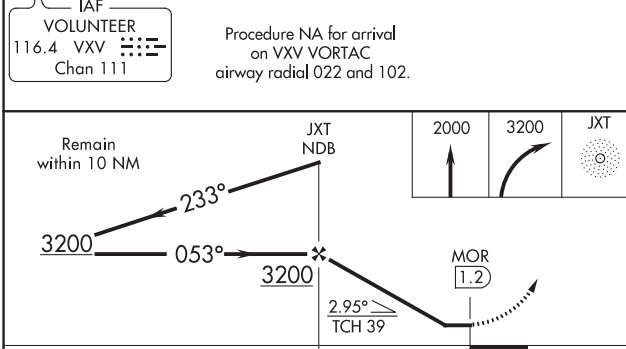
MALSf

MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct JXT NDB and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF)
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ELEV 1313	TDZE 1313
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CATEGORY	A	B	C	D
S-5	1860-¾ 547 (600-¾)		1860-1¾ 547 (600-1¾)	
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NDB JXT 346	APP CRS 054°	Rwy Idg 5717
		TDZE 1313
		Apt Elev 1313

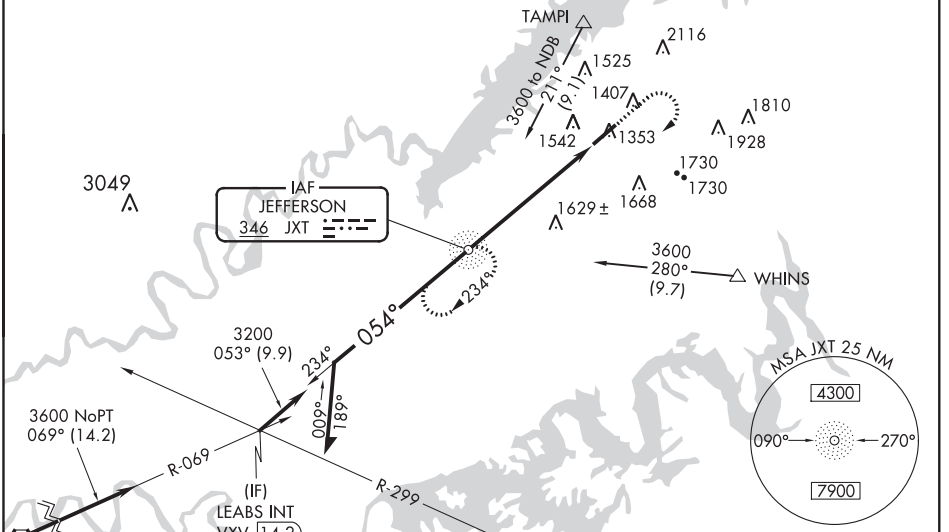
NDB RWY 5

MOORE-MURRELL (MOR)

NA When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, S-5 Cats C and D visibility to 2 miles, Circling Cat B visibility to 1¼ miles, Cat C visibility to 2¾ miles and Cat D visibility to 3 miles. For inoperative MALSF, increase S-5 Cats C and D visibility to 1½ miles. For inoperative MALSF, when using Mc Ghee Tyson altimeter setting, increase S-5 Cat B visibility to 1¼ miles and Cats C and D visibility to 2½ miles.

MALSF MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct JXT NDB and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF) 0
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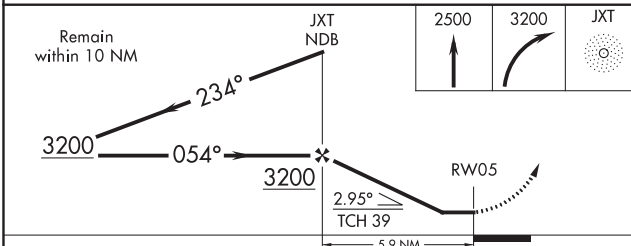
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	1313	TDZE	1313
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REIL Rwy 5-23
MRL Rwy 5-23

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



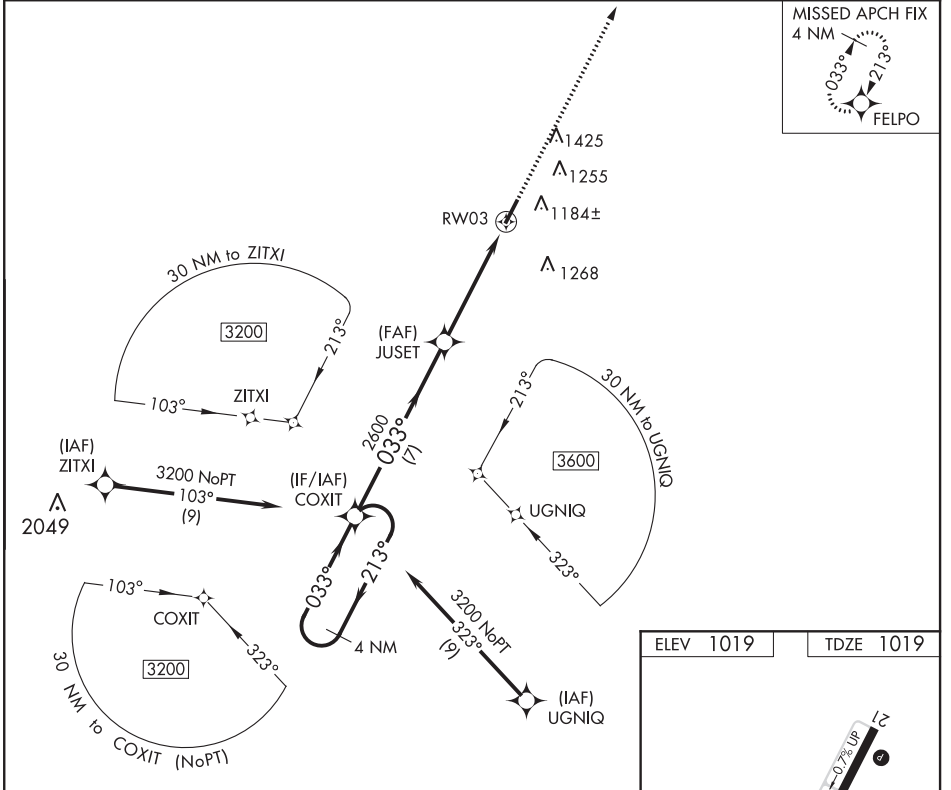
CATEGORY	A	B	C	D
S-5	1960-¾ 647 (700-¾)		1960-1⅝ 647 (700-1⅝)	
CIRCLING	1960-1 647 (700-1)		2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

WAAS CH 81933 W03A	APP CRS 033°	Rwy Idg TDZE Apt Elev	5000 1019 1019
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RNAV (GPS) RWY 3

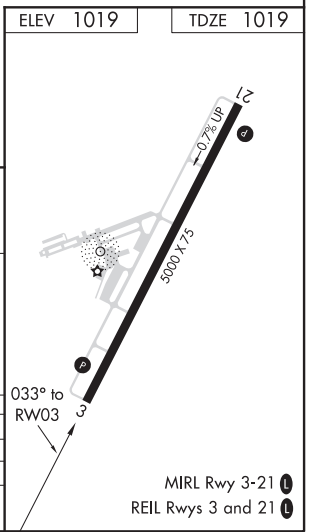
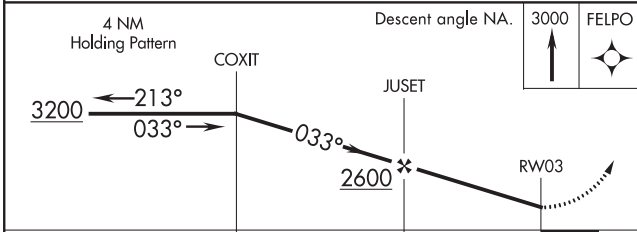
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

<p>NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and all visibilities 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct FELPO and hold.</p>	
AWOS-3 120.675	LEXINGTON APP CON 120.15 259.3	GCO 121.72	UNICOM 122.8 (CTAF) 0



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1540-1	521 (600-1)	1540-1½	521 (600-1½)
LNAV MDA	1560-1	541 (600-1)	1560-1¾	541 (600-1¾)
CIRCLING	1560-1	541 (600-1)	1740-2	1740-2¼
			721 (800-2)	721 (800-2¼)

MOUNT STERLING, KENTUCKY

AL-6224 (FAA)

16035

WAAS CH 42830 W21A	APP CRS 213°	Rwy Idg TDZE 1007 Apt Elev 1019	5000
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RNAV (GPS) RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

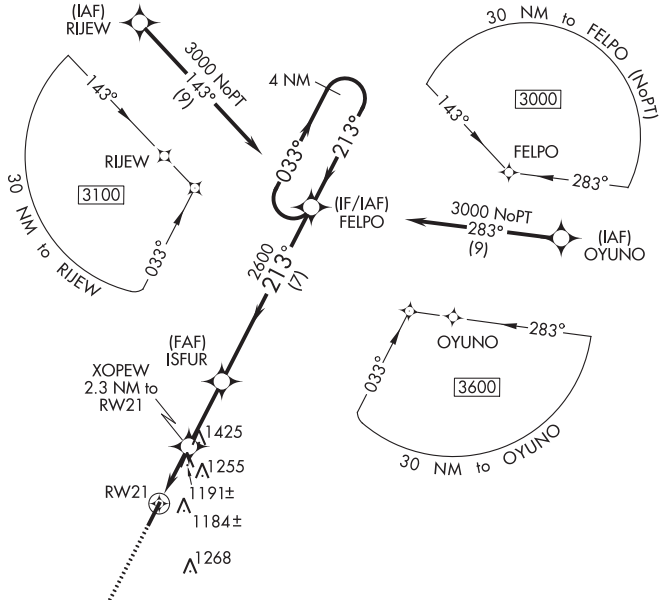
MISSED APPROACH:
Climb to 3000 direct COXIT and hold.

AWOS-3
120.675

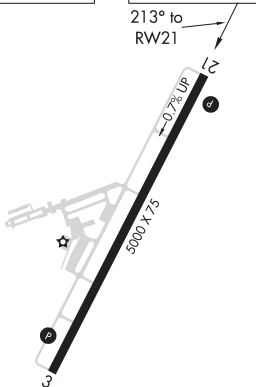
LEXINGTON APP CON
120.15 259.3

GCO
121.72

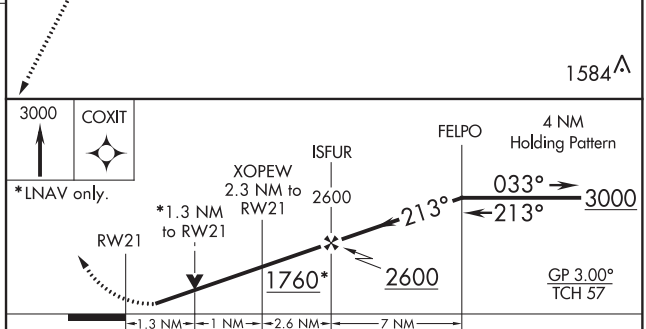
UNICOM
122.8 (CTAF)



ELEV 1019	TDZE 1007
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MRL Rwy 3-21 **Ⓛ**
REIL Rwy 3 and 21 **Ⓛ**



CATEGORY	A	B	C	D
LPV DA		1257-¾	250 (300-¾)	
LNAV/VNAV DA		1480-1½	473 (500-1½)	
LNAV MDA	1460-1	453 (500-1)	1460-1½	453 (500-1½)
C CIRCLING	1540-1 521 (600-1)	1560-1 541 (600-1)	1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

MOUNT STERLING, KENTUCKY
Orig-B 04FEB16

MOUNT STERLING-MONTGOMERY COUNTY (IOB)
38°03'N-83°59'W
RNAV (GPS) RWY 21

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NDB IOB 210	APP CRS 020°	Rwy Idg 5000
		TDZE 1019
		Apt Elev 1019

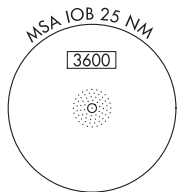
NDB RWY 3

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

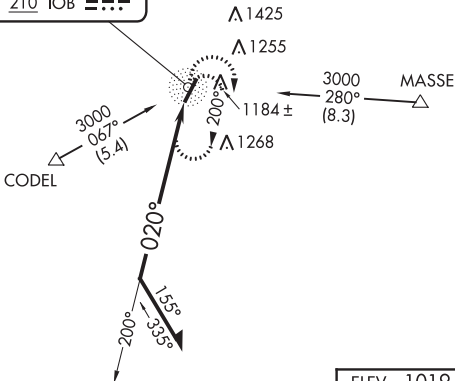
▽ When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and increase all visibilities 1/2 mile.
▲ NA Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 3000 in IOB NDB holding pattern.

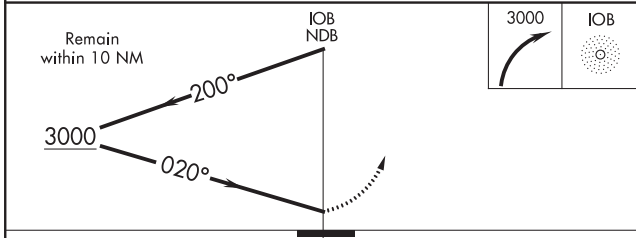
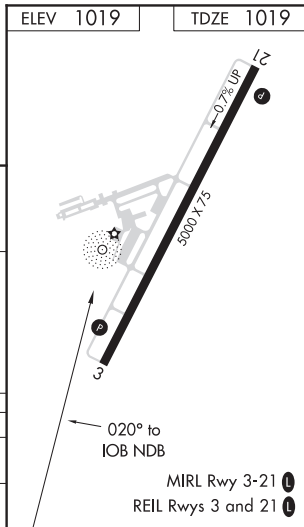
AWOS-3 120.675	LEXINGTON APP CON 120.15 259.3	GCO 121.72	UNICOM 122.8 (CTAF)
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IAF
MOUNT STERLING
210 IOB



▲ 2049



CATEGORY	A	B	C	D
S-3	1720-1	701 (800-1)	1720-2	701 (800-2)
C CIRCLING	1720-1	701 (800-1)	1740-2 721 (800-2)	1740-2 1/4 721 (800-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NDB IOB 210	APP CRS 217°	Rwy Idg 5000
		TDZE 1007
		Apt Elev 1019

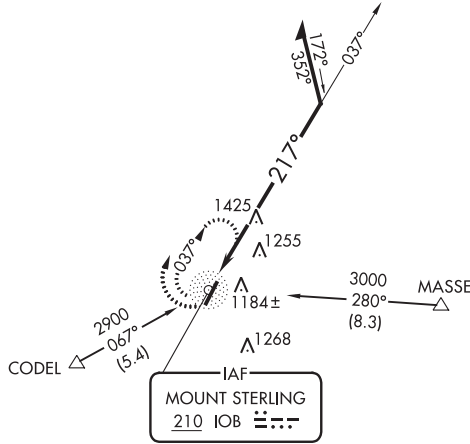
NDB RWY 21

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

⚠ When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and increase all visibilities ¼ mile.
⚠ NA Helicopter visibility reduction below ¼ SM NA.

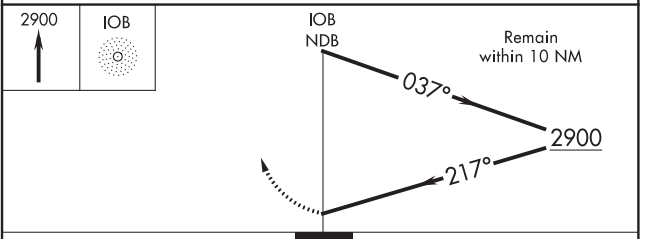
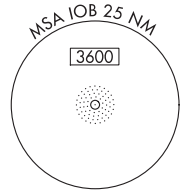
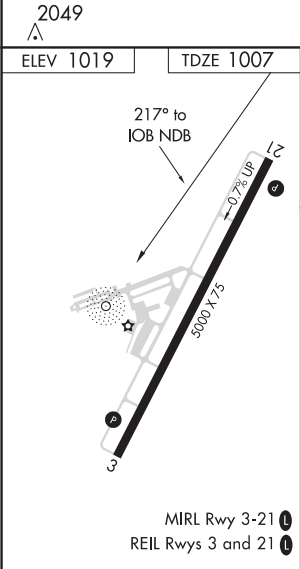
MISSED APPROACH: Climb to 2900 in IOB NDB holding pattern.

AWOS-3 120.675	LEXINGTON APP CON 120.15 259.3	GCO 121.72	UNICOM 122.8 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-21	1780-1 773 (800-1)	1780-1¼ 773 (800-1¼)	1780-2½	773 (800-2½)
C CIRCLING	1780-1 761 (800-1)	1780-1¼ 761 (800-1¼)	1780-2½	761 (800-2½)

NDB RWY 21

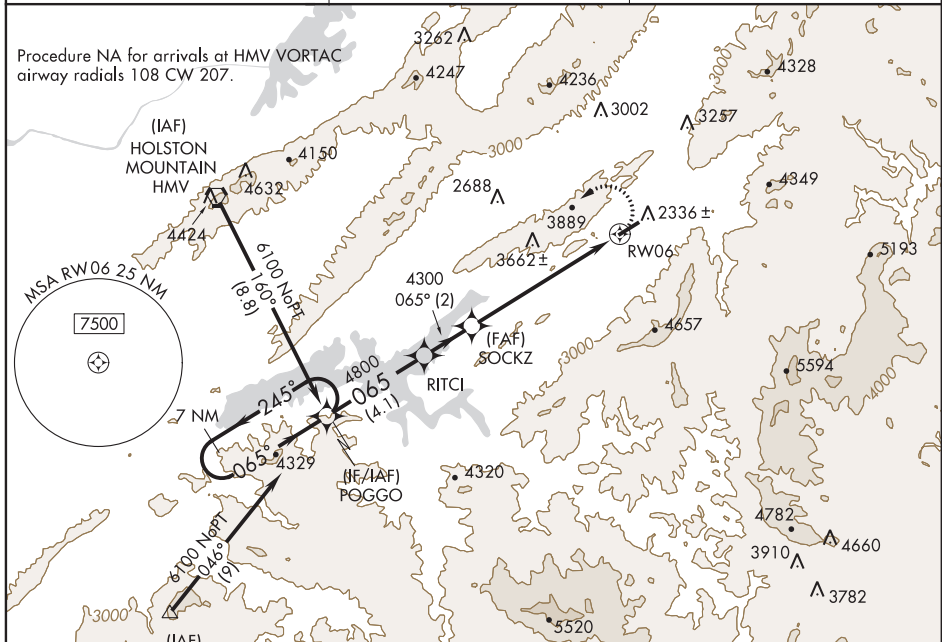
APP CRS 065°	Rwy Idg 4498
	TDZE 2240
	Apt Elev 2240

RNAV (GPS) RWY 6

MOUNTAIN CITY/ JOHNSON COUNTY (6A.4)

<p>▼ Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. ▲ NA Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.</p>	<p>MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.</p>
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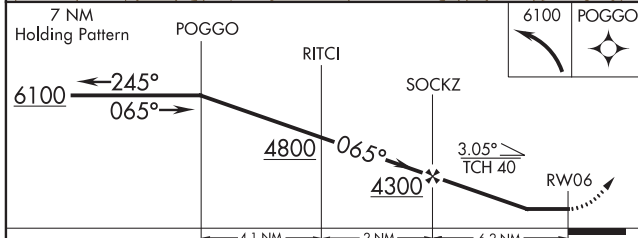
AWOS-3 126,225	TRI-CITY APP CON ★ 134,425 349.0	UNICOM 122.7 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 2240	TDZE 2240
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CATEGORY	A	B	C	D
RNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)	
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)

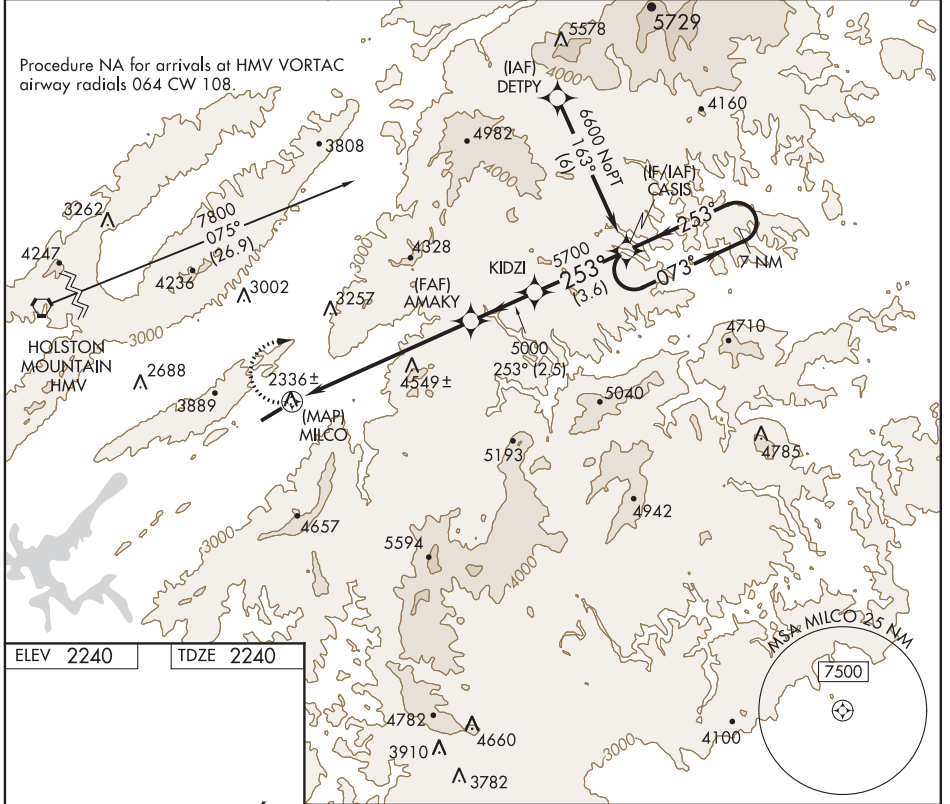
APP CRS 253°	Rwy Idg 4498
	TDZE 2240
	Apt Elev 2240

RNAV (GPS) RWY 24

MOUNTAIN CITY/ JOHNSON COUNTY (6A.4)

DME/DME RNP-0.3 NA. Procedure NA at night. NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.	MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.
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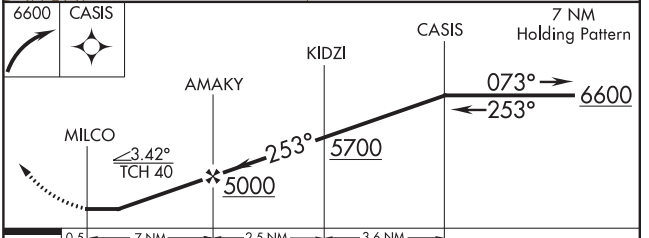
AWOS-3 126.225	TRI-CITY APP CON * 134.425 349.0	UNICOM 122.7 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 2240	TDZE 2240
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CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

WAAS CH 48812 W18A	APP CRS 184°	Rwy Idg 3898 TDZE 612 Apt Elev 614
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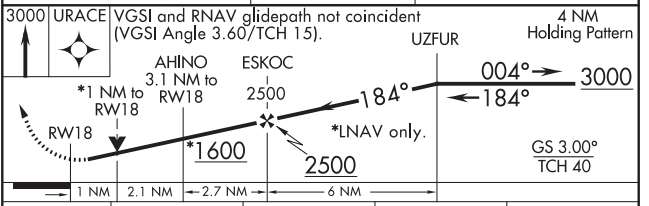
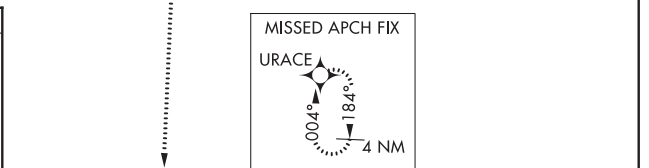
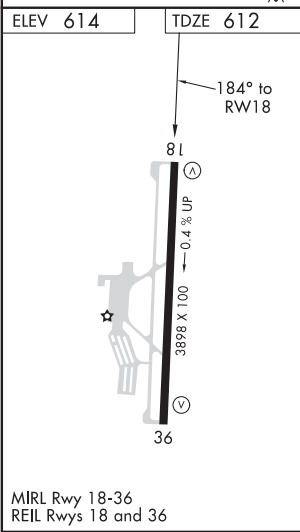
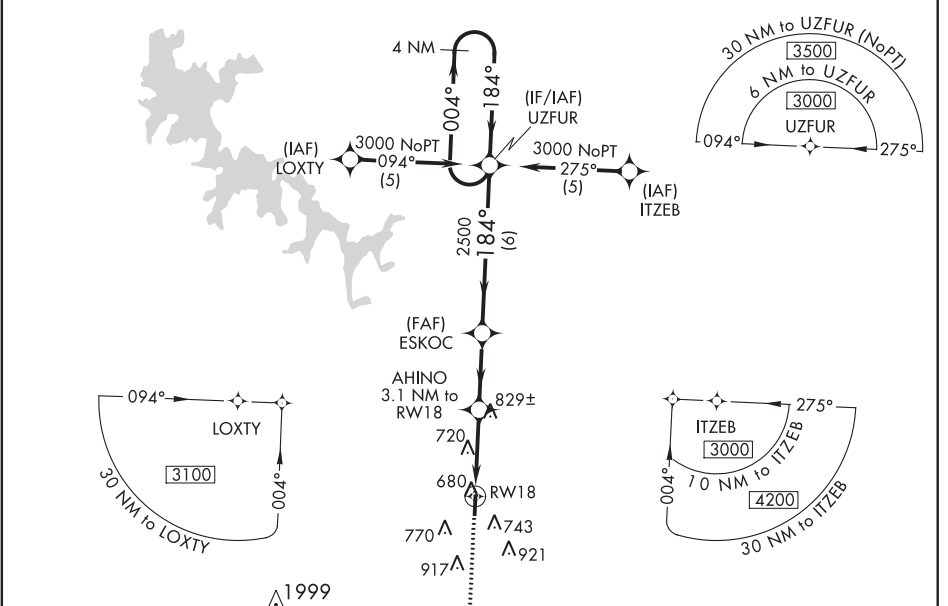
RNAV (GPS) RWY 18

MURFREESBORO MUNI (MBT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 50 feet and all MDA by 60 feet, increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats and LNAV/Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct URACE and hold.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.075 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		904-1	292 (300-1)	NA
LNAV/VNAV DA		950-1½	338 (400-1½)	NA
LNAV MDA		980-1	368 (400-1)	NA
C CIRCLING	1080-1	466 (500-1)	1280-1¾ 666 (700-1¾)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MURFREESBORO, TENNESSEE

AL-6123 (FAA)

15092

WAAS CH 61332 W36A	APP CRS 004°	Rwy Idg TDZE 614 Apt Elev 614	3898
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RNAV (GPS) RWY 36

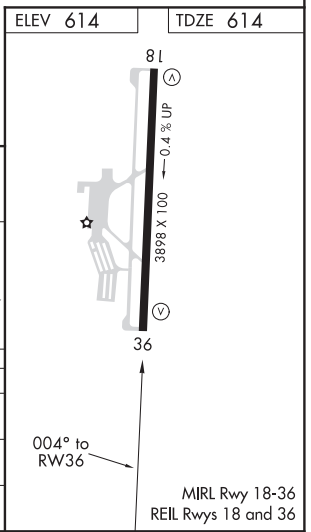
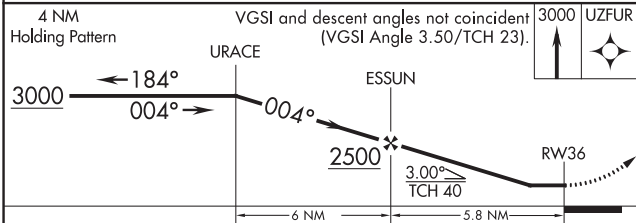
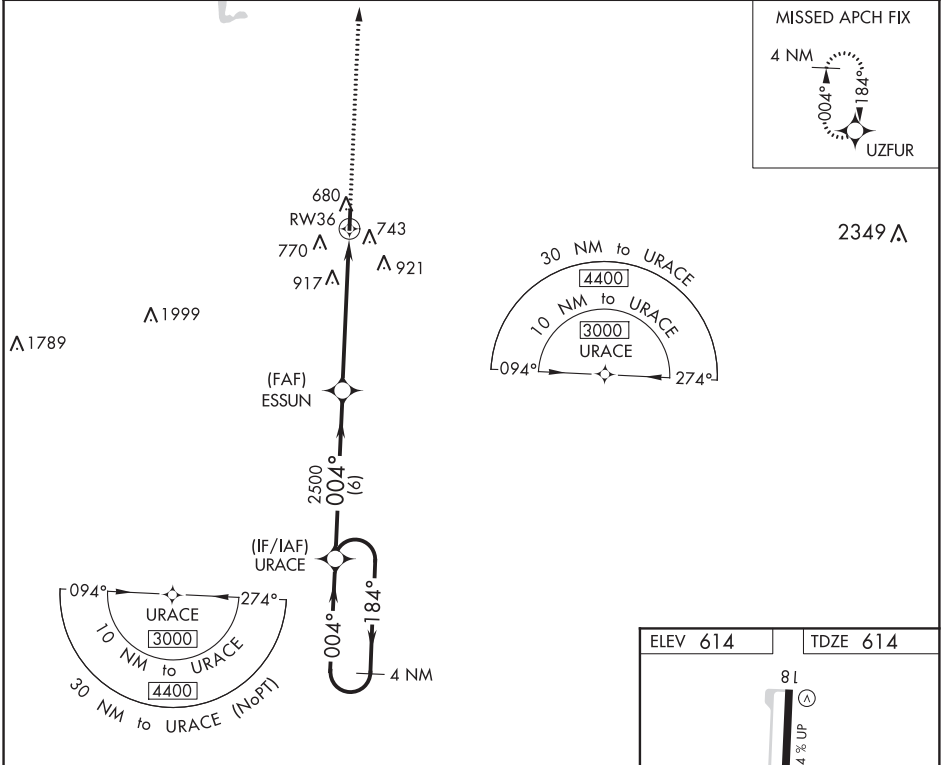
MURFREESBORO MUNI (MBT)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase LP Cat C visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

△ NA

MISSED APPROACH:
Climb to 3000 direct UZFUR and hold.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.075 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	1120-1	506 (600-1)	1120-1 $\frac{3}{8}$ 506 (600-1 $\frac{3}{8}$)	NA
LNAV MDA	1180-1	566 (600-1)	1180-1 $\frac{1}{8}$ 566 (600-1 $\frac{1}{8}$)	NA
C CIRCLING	1180-1	566 (600-1)	1280-1 $\frac{3}{4}$ 666 (700-1 $\frac{3}{4}$)	NA

MURFREESBORO, TENNESSEE
Amdt 2B 02APR15

35°53'N-86°23'W

RNAV (GPS) RWY 36

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NDB FQW 371	APP CRS 186°	Rwy ldg TDZE Apt Elev	3898 612 614
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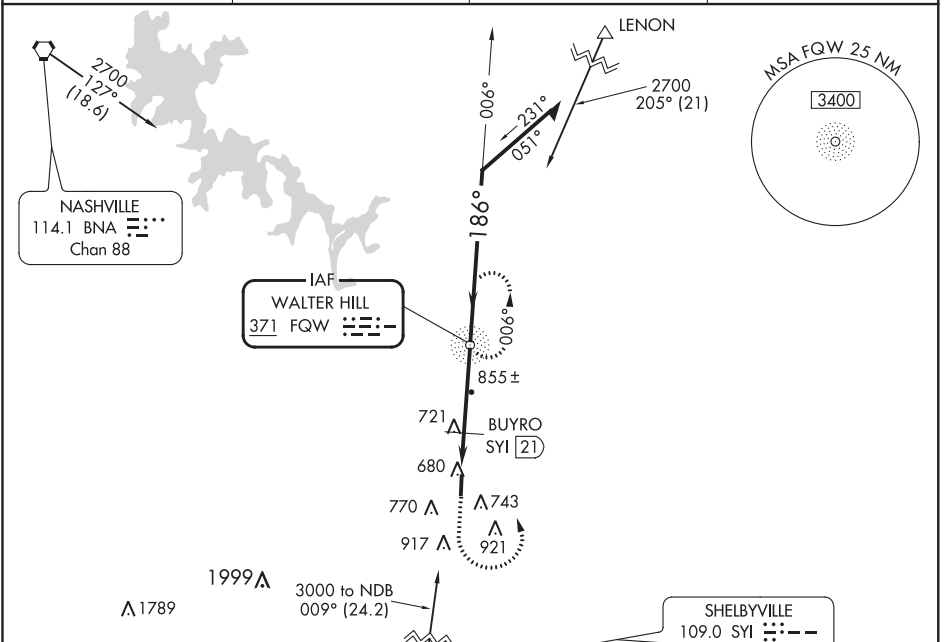
NDB RWY 18

MURFREESBORO MUNI (MBT)

⚠ Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C and BUYRO Fix minimums Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

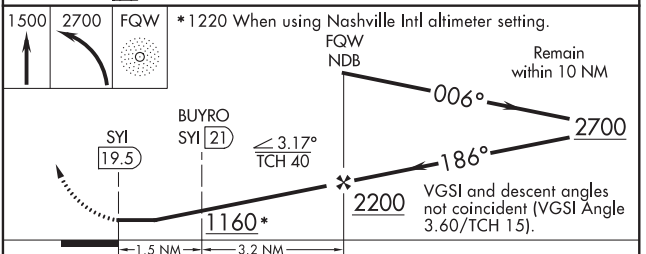
AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.075 (CTAF)
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ELEV 614	TDZE 612
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MIRL Rwy 18-36
REIL Rws 18 and 36

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-18	1160-1	548 (600-1)	1160-1⅝ 548 (600-1⅝)	NA
C CIRCLING	1160-1	546 (600-1)	1280-1¾ 666 (700-1¾)	NA
BUYRO FIX MINIMUMS				
S-18	1040-1	428 (500-1)	1040-1⅝ 428 (500-1⅝)	NA
C CIRCLING	1080-1	466 (500-1)	1280-1¾ 666 (700-1¾)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

MURRAY, KENTUCKY

AL-6225 (FAA)

15064

WAAS CH 86826 W05A	APP CRS 052°	Rwy Idg TDZE Apt Elev	6203 577 577
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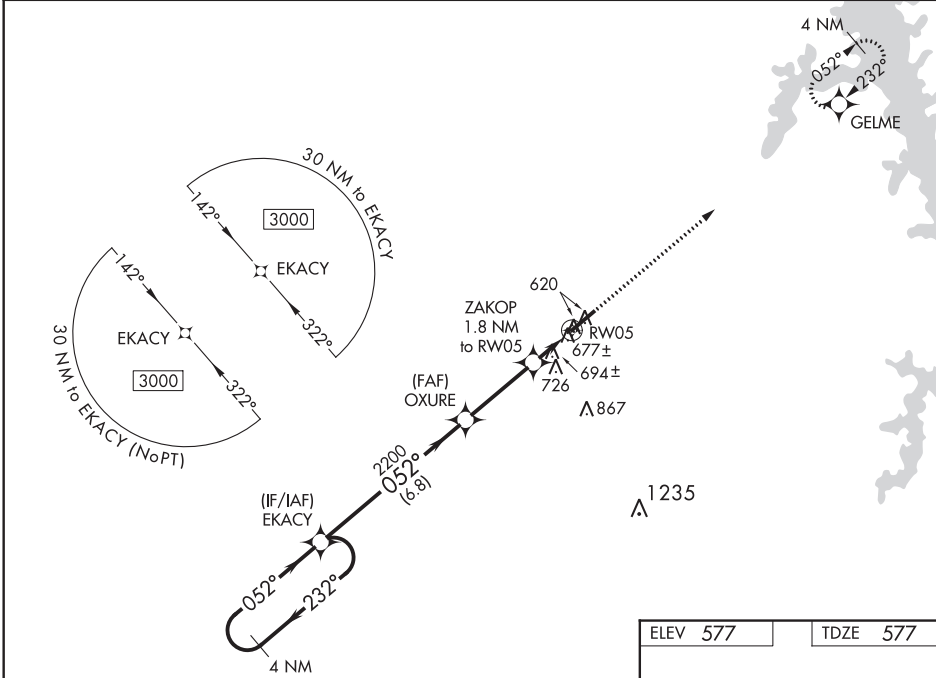
RNAV (GPS) RWY 5

KYLE-OAKLEY FIELD (CEY)

⚠ When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{8}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP and Baro-VNAV NA when using Mayfield altimeter setting.

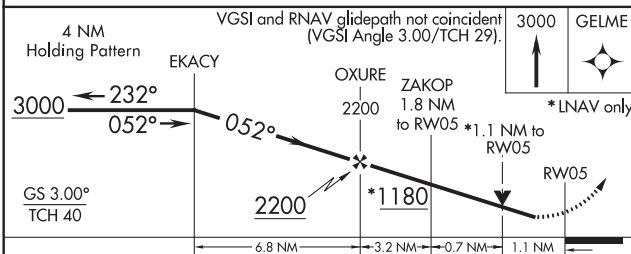
MISSED APPROACH: Climb to 3000 direct GELME and hold.

AWOS-3 119.975	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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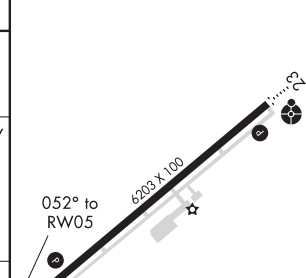


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 577	TDZE 577
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CATEGORY	A	B	C	D
LPV DA		827- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		871-1	294 (300-1)	
LNAV MDA	960-1	383 (400-1)	960-1 $\frac{1}{8}$	383 (400-1 $\frac{1}{8}$)
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1180-2 603 (700-2)

MIRA Rwy 5-23 **0**
REIL Rwy 5 and 23 **0**

MURRAY, KENTUCKY
Amdt 1 05MAR15

36°40'N-88°22'W

KYLE-OAKLEY FIELD (CEY) RNAV (GPS) RWY 5

WAAS Ch 42626 W23A	APP CRS 232°	Rwy ldg TDZE Apt Elev	6203 568 577
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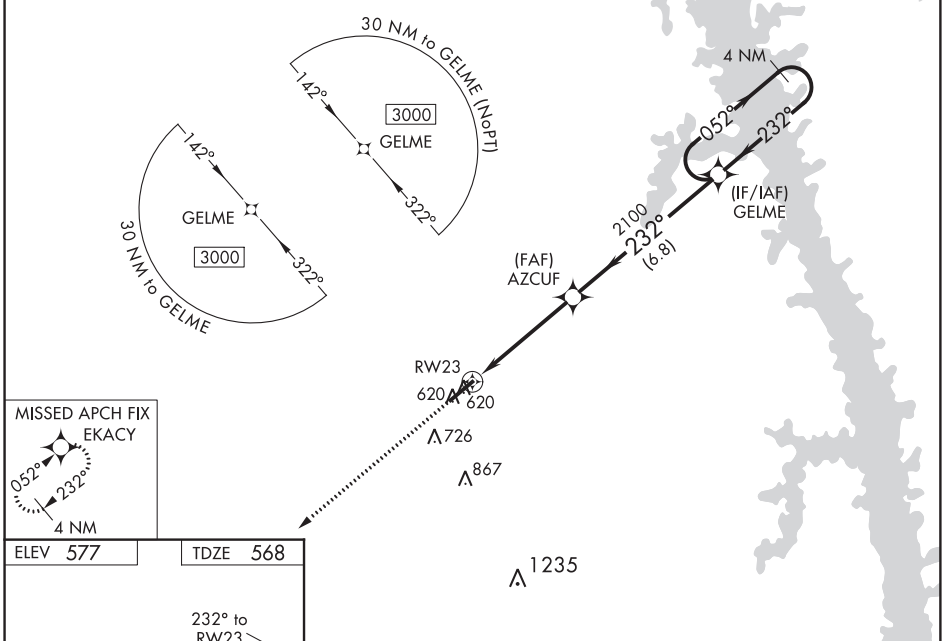
RNAV (GPS) RWY 23

KYLE-OAKLEY FIELD (CEY)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Mayfield altimeter setting. When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility 1/8 mile. For inop ODALS, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

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

AWOS-3 119.975	MEMPHIS CENTER 133.65 292-15	UNICOM 122.7 (CTAF) ⓪
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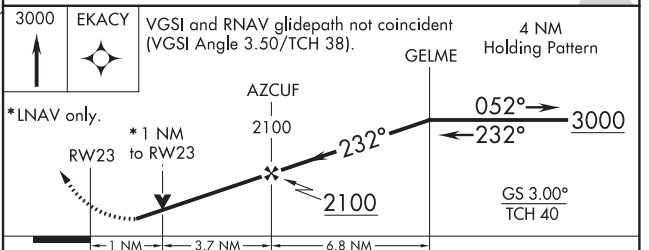
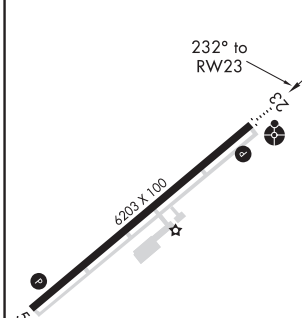


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 577	TDZE 568
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CATEGORY	A	B	C	D
LPV DA		859-7/8	291 (300-7/8)	
LNAV/DA VNAV		861-7/8	293 (300-7/8)	
LNAV MDA	980-3/4	412 (500-3/4)	980-1	412 (500-1)
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 1/2 463 (500-1 1/2)	1180-2 603 (700-2)

MURRAY, KENTUCKY
MIRL Rwy 5-23 **⓪**
REL Rws 5 and 23 **⓪**

MURRAY, KENTUCKY

AL-6225 (FAA)

15120

LOC I-EUY 110.5	APP CRS 232°	Rwy Idg TDZE Apt Elev	6203 568 577
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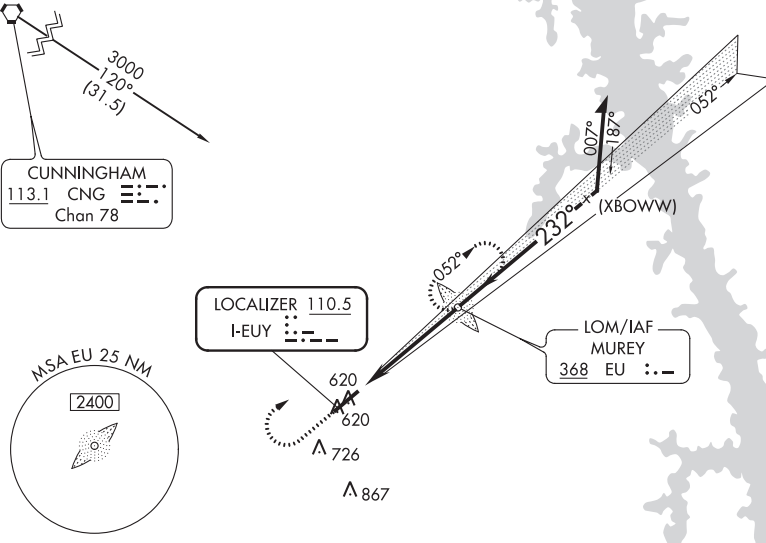
LOC RWY 23

MURRAY/ KYLE-OAKLEY FIELD (CEY)

<p>ADF REQUIRED. Visibility reduction by helicopters NA. When local altimeter setting not received use Mayfield altimeter setting: increase all MDA 40 feet and increase S-23 Cats C and visibility 1/8 mile. For inoperative ODALS increase S-23 Cats C and D visibility 1/4 mile.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct MUREY LOM and hold.</p>
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AWOS-3 119.975	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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ADF REQUIRED



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 577	TDZE 568
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REIL Rws 5 and 23	1
MRL Rwy 5-23	1

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-23	980-3/4	412 (500-3/4)	980-1	412 (500-1)
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 1/2 463 (500-1 1/2)	1140-2 563 (600-2)

MURRAY, KENTUCKY
Amdt 2A 30APR15

36° 40'-N-88° 22'-W

MURRAY/ KYLE-OAKLEY FIELD (CEY)
LOC RWY 23

WAAS CH 78325 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	6001 483 501
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RNAV (GPS) RWY 2

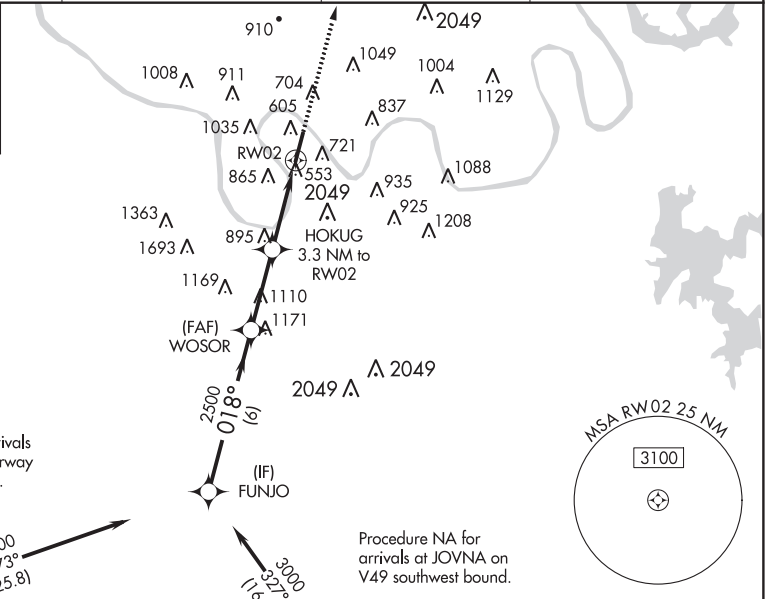
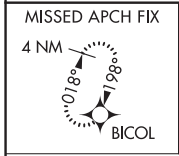
JOHN C TUNE (JWN)

▽ Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA/MDA 40 feet; increase LPV all Cats visibility to 1 mile and LNAV Cats C and D visibility to 2 miles. Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

▲ NA

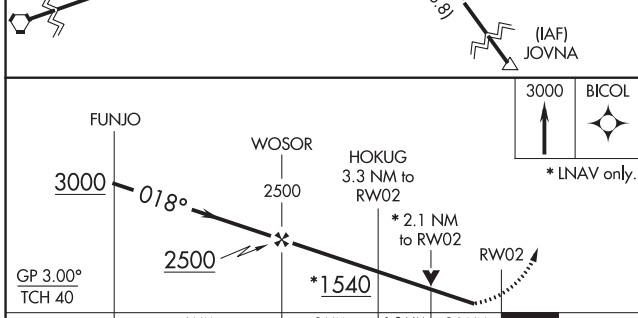
MISSED APPROACH:
Climb to 3000 direct
BICOL and hold.

AWOS-3 127.075	NASHVILLE APP CON 119.35 372.0	CLNC DEL 124.55	UNICOM 122.7 (CTAF)
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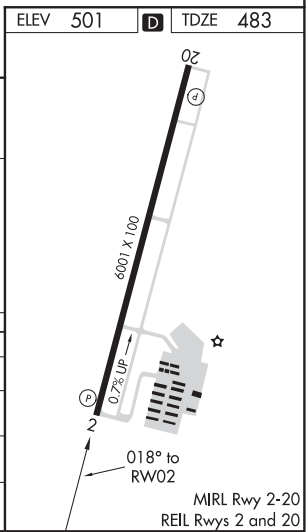


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		733-7/8	250 (300-7/8)	
LNAV/VNAV DA		1054-2 1/2	571 (600-2 1/2)	
LNAV MDA	1160-1	677 (700-1)	1160-1 7/8	677 (700-1 7/8)
C CIRCLING	1200-1	699 (700-1)	1340-2 1/2 839 (900-2 1/2)	1340-2 3/4 839 (900-2 3/4)



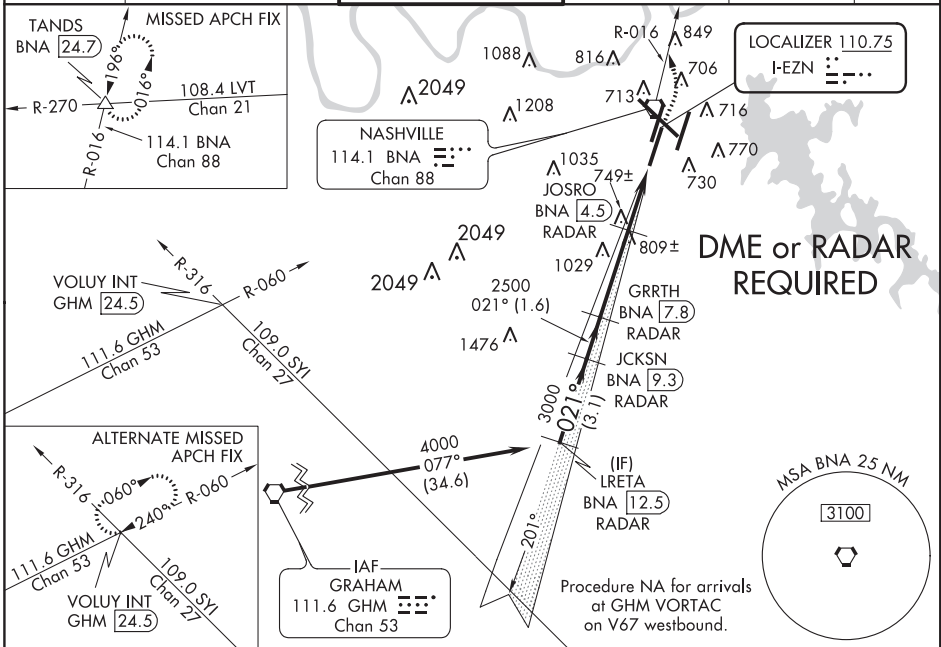
LOC I-EZN 110.75	APP CRS 021°	Rwy Idg TDZE Apt Elev 8000 587 599
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ILS or LOC RWY 2C

NASHVILLE INTL (BNA)

<p>⚠ Simultaneous approach authorized with Rwy 2R. DME or Radar required. **RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR </p> <p>MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.</p>
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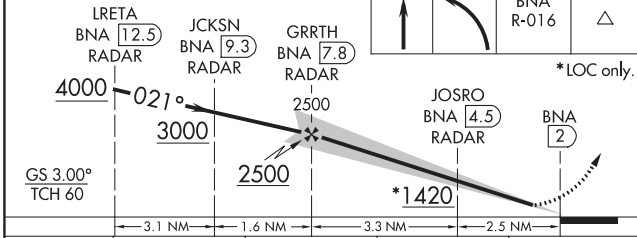
ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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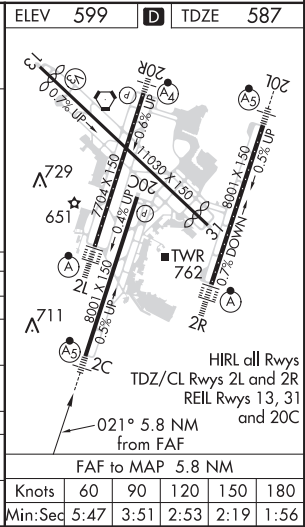
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 599	TDZE 587	TANDS BNA R-016	LOC only.
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CATEGORY	A	B	C	D
S-ILS 2C	** 787/24 200 (200-½)			
S-LOC 2C	1420/24 833 (900-½)	1420/40 833 (900-¾)	1420-2	833 (900-2)
C CIRCLING	1420-1¼	821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)
JOSRO FIX MINIMUMS (DME OR RADAR REQUIRED)				
S-LOC 2C	1000/24	413 (500-½)	1000/40	413 (500-¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



Knots	60	90	120	150	180
Min:Sec	5:47	3:51	2:53	2:19	1:56

LOC I-PNO 111.95	APP CRS 316°	Rwy Idg TDZE Apt Elev	9487 577 599
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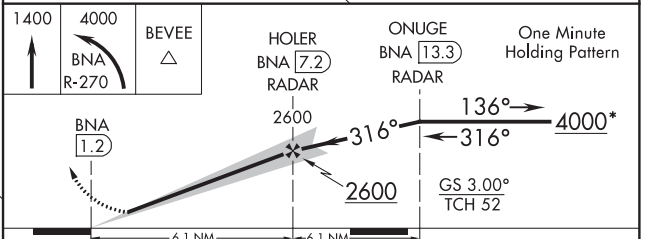
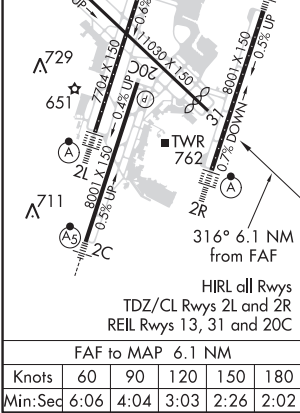
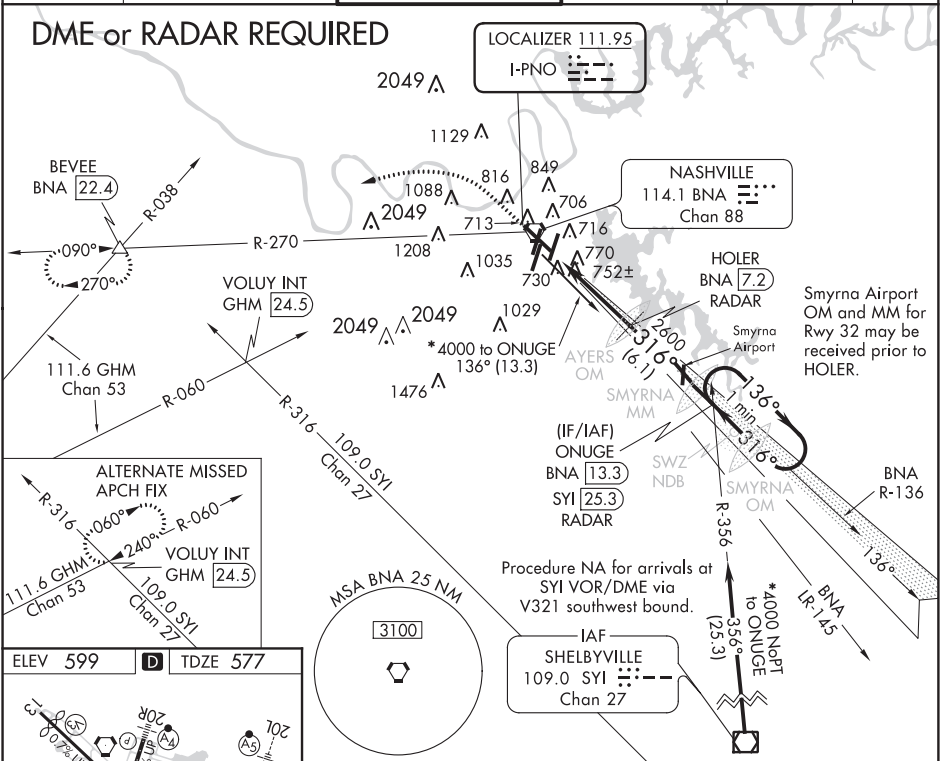
ILS or LOC RWY 31

NASHVILLE INTL (BNA)

DME or radar required.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
S-ILS 31	777- ³ / ₄ 200 (200- ³ / ₄)			
S-LOC 31	1020-1	443 (500-1)	1020-1 ¹ / ₂ 443 (500-1 ¹ / ₄)	1020-1 ¹ / ₂ 443 (500-1 ¹ / ₂)
CIRCLING	1100-1	501 (600-1)	1120-1 ¹ / ₂ 521 (600-1 ¹ / ₂)	1160-2 561 (600-2)

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SE-1, 10 NOV 2016 to 05 JAN 2017

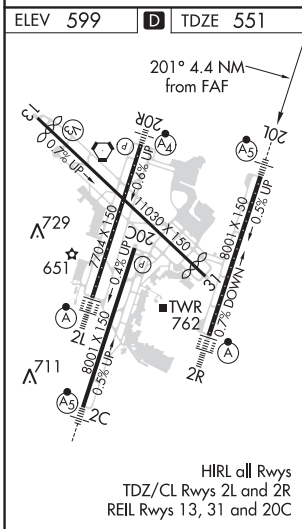
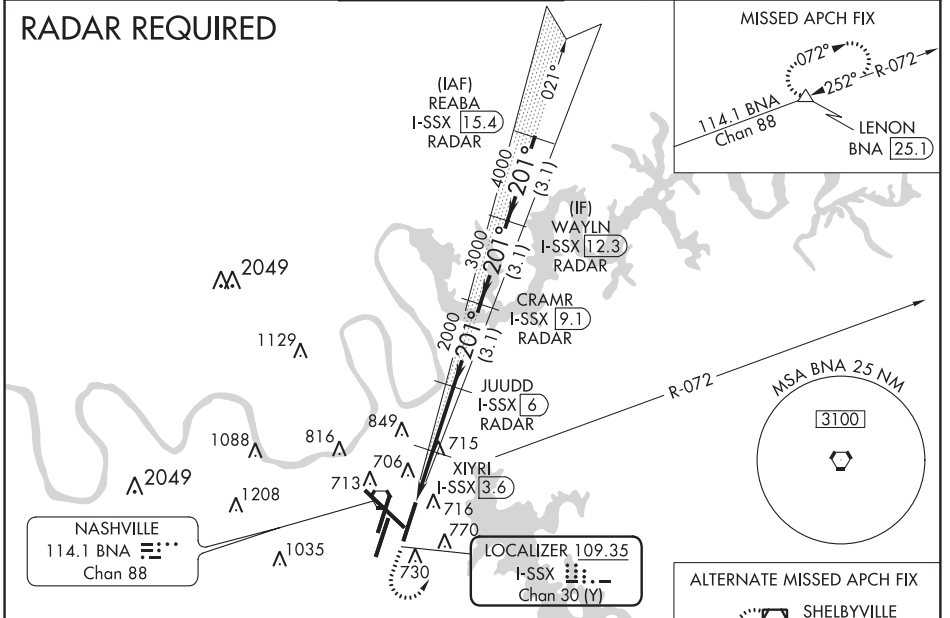
LOC/DME I-SSX 109.35 Chan 30 (Y)	APP CRS 201°	Rwy Idg TDZE 8000 551 Apt Elev 599
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ILS or LOC/DME RWY 20L

NASHVILLE INTL (BNA)

▽ Simultaneous approach authorized with Rwy 20R. ▲ DME required. **RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSRR	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 040° and BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.
	ATIS 135.1	NASHVILLE APP CON 118.4 360.7
GND CON 121.9 348.6		CLNC DEL 126.05
		CPDLC

RADAR REQUIRED



ELEV 599	D TDZE 551
1300 3000 BNA R-072 LENON hdg 040° *LOC only.	
I-SSX 1.6 *I-SSX 2.8 XIYRI I-SSX 3.6 JUUDD I-SSX 6 CRAMR I-SSX 9.1 WAYLN I-SSX 12.3 REABA I-SSX 15.4 1220* 2000 2000 3000 4000 5000 GS 3.00° TCH 47	
CATEGORY	A B C D
S-ILS 20L	** 751/24 200 (200-1/2)
S-LOC 20L	980/24 429 (400-1/2) 980/40 429 (400-3/4)
C CIRCLING	1100-1 501 (600-1) 1120-1 521 (600-1) 1200-1 3/4 601 (700-1 3/4) 1380-2 1/2 781 (800-2 1/2)

SE-1, 10 NOV 2016 to 05 JAN 2017

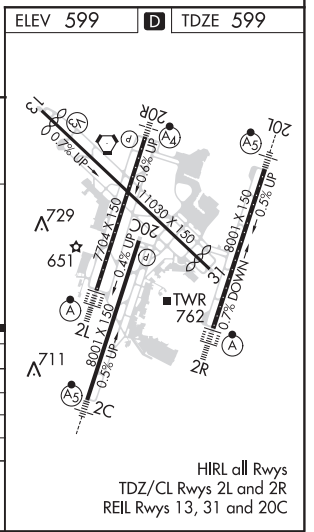
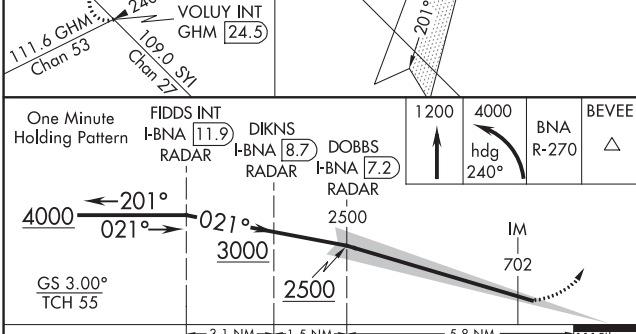
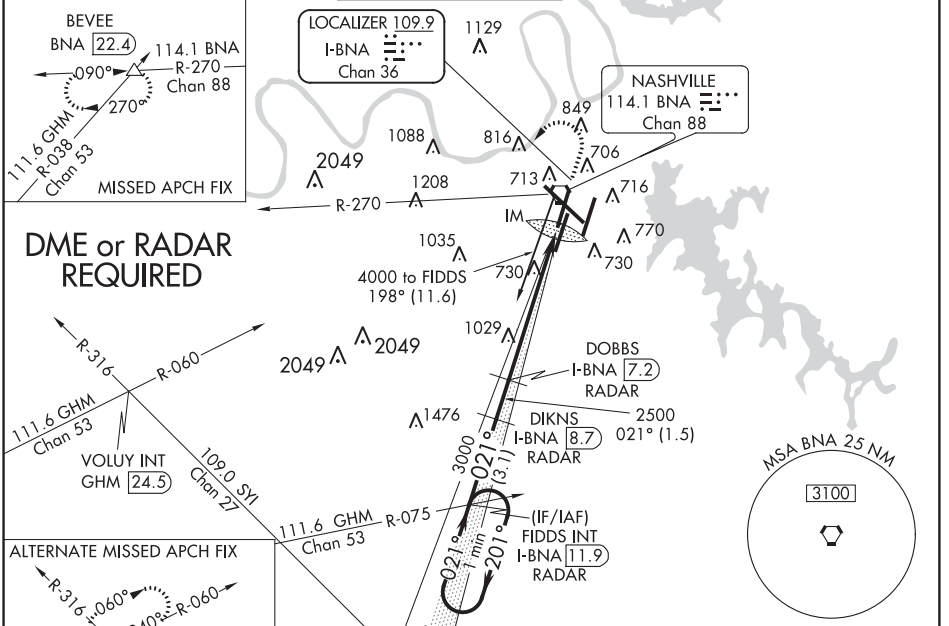
SE-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Idg TDZE Apt Elev	7702 599 599
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ILS RWY 2L (CAT II & III)

NASHVILLE INTL (BNA)

⚠ Simultaneous approach authorized with Rwy 2R. DME or radar required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.	ALSIF-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.
	ATIS 135.1	NASHVILLE APP CON 118.4 360.7
GND CON 121.9 348.6		CLNC DEL 126.05
CPDLC		



CATEGORY	A	B	C	D
S-ILS 2L	CAT II RA 104/12 100 DA 699			
S-ILS 2L	CAT IIIa RVR 07			
S-ILS 2L	CAT IIIb RVR 06			
S-ILS 2L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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APP CRS	Rwy Idg	8001
021°	TDZE	587
	Apt Elev	599

RNAV (RNP) Z RWY 2C

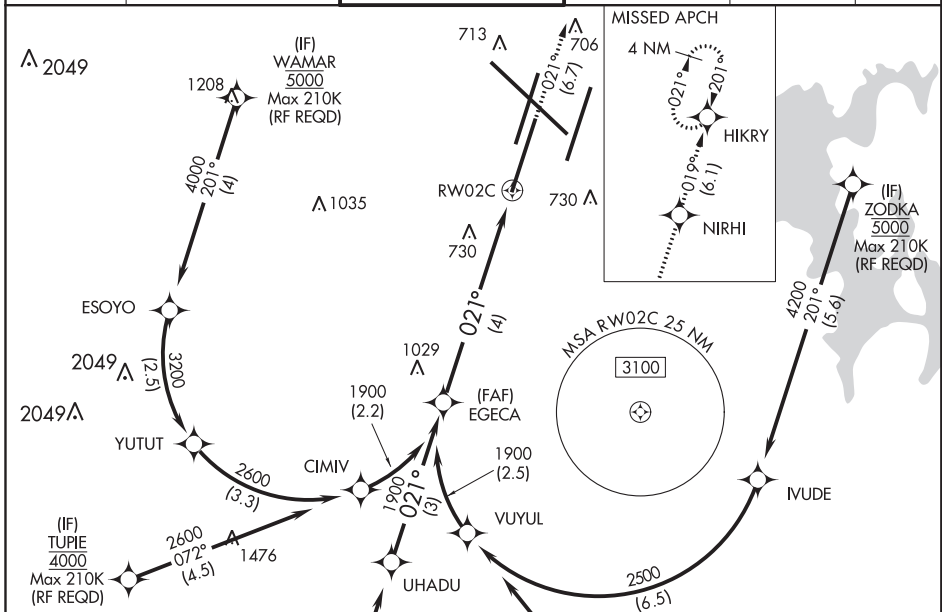
NASHVILLE INTL (BNA)

▽ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSRS, increase RNP 0.30 visibility to 1½ mile.



MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

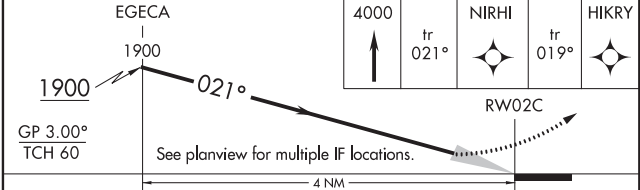
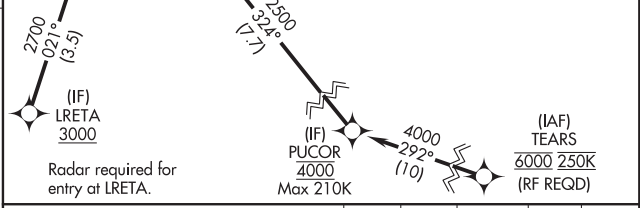
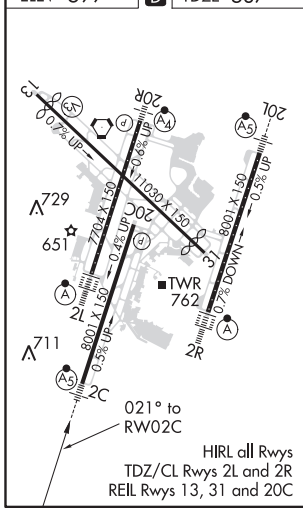
ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 599	D	TDZE 587
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GP 3.00°	4 NM			
TCH 60	See planview for multiple IF locations.			
CATEGORY	A	B	C	D
RNP 0.15 DA	882/24 295 (300-½)			
RNP 0.30 DA	1067/57 480 (500-1¼)			


AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 2L

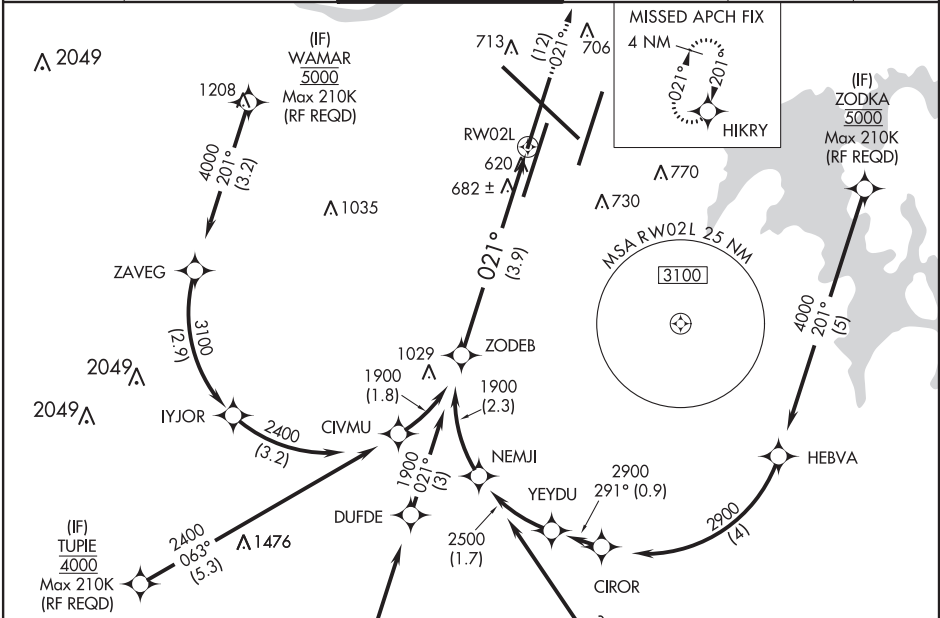
NASHVILLE INTL (BNA)

APP CRS	Rwy Idg	7002
021°	TDZE	599
	Apt Elev	599

▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1 1/4 mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH:
 Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

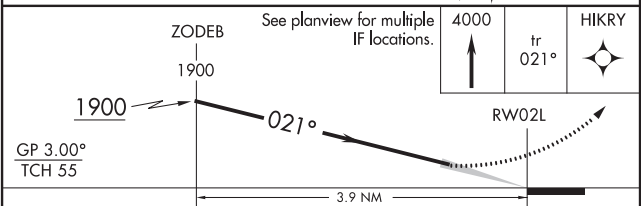
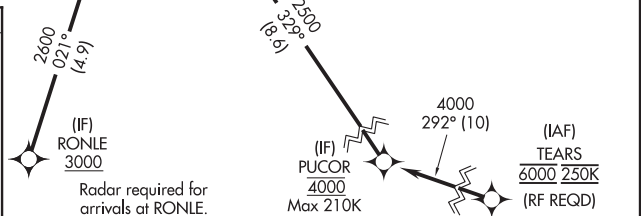
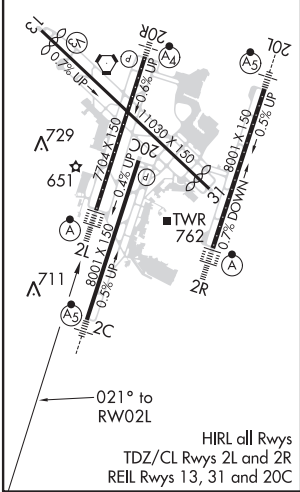
ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 599	D	TDZE 599
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CATEGORY	A	B	C	D
RNP 0.15 DA		898/24	299 (300-1/2)	
RNP 0.30 DA		991/41	392 (400-7/8)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	8000
021°	THRE	590
	Apt Elev	599

RNAV (RNP) Z RWY 2R

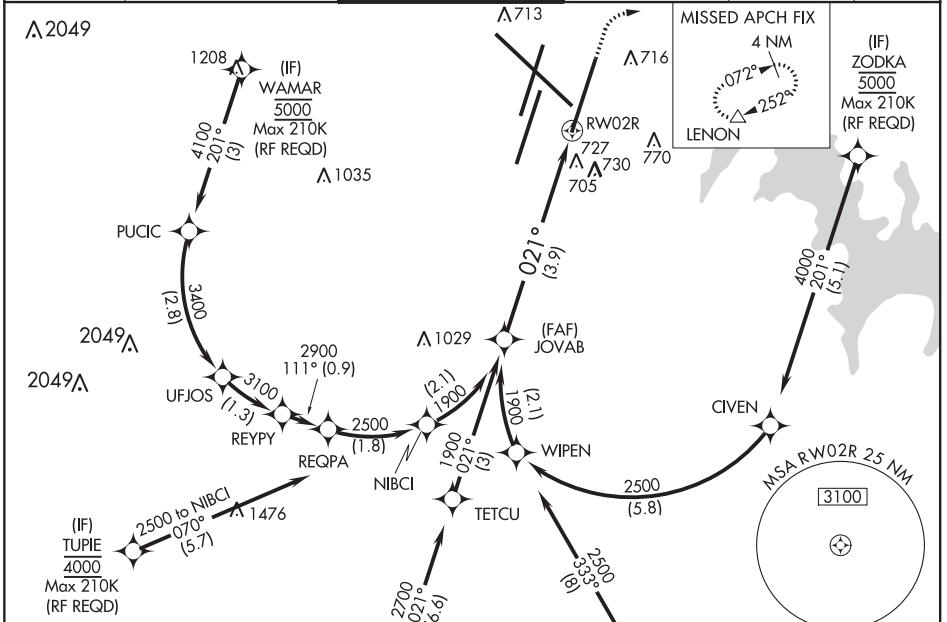
NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1 3/8 mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH:
Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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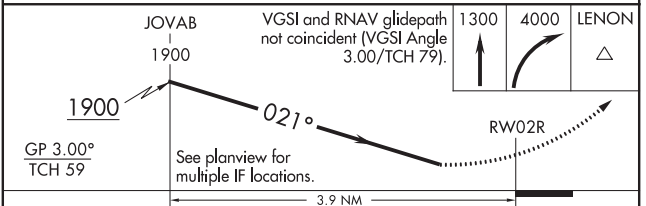
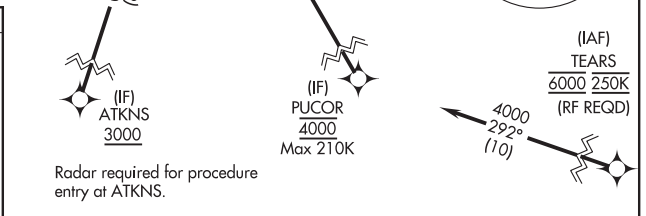
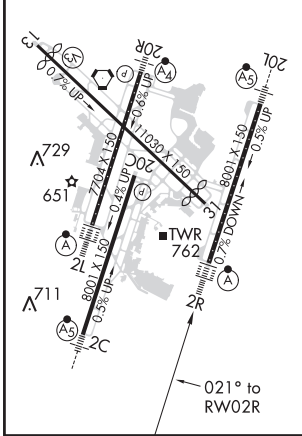


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 599	D	THRE 590
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HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C



CATEGORY	A	B	C	D
RNP 0.15 DA		938/40	348 (400-3/4)	
RNP 0.30 DA		1024/48	434 (500-1)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	7702
201°	TDZE	578
	Apt Elev	599

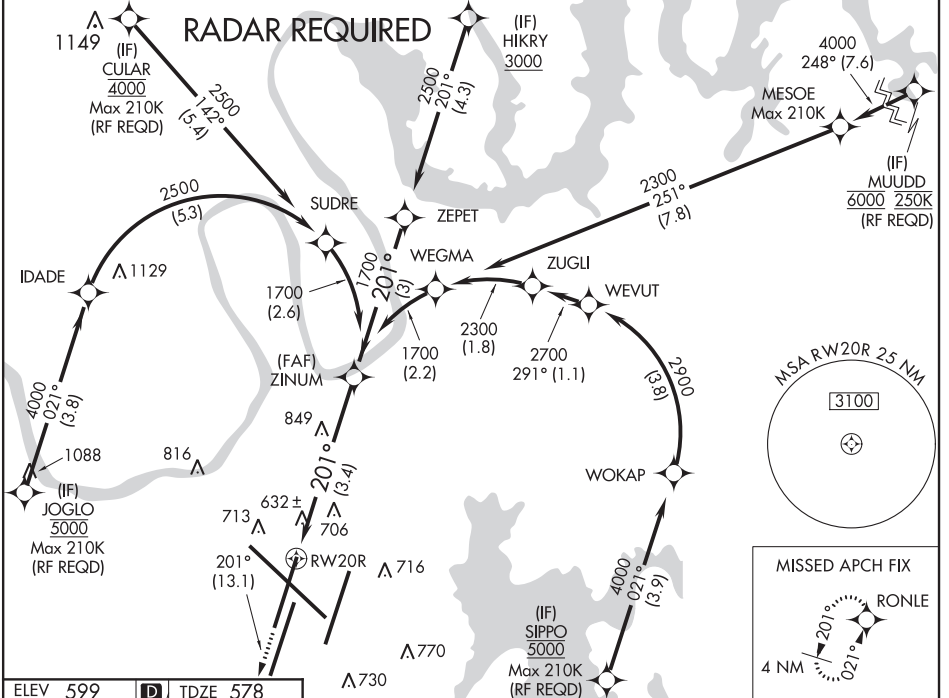
RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncoordinated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 5600 and RNP 0.30 all Cats visibility to 1½.

MALSF
 MISSED APPROACH:
 Climb to 3000 on track 201° to RONLE and hold.

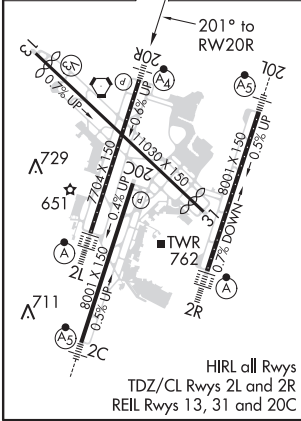
ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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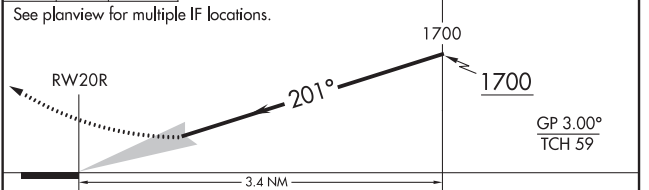
SE-1, 10 NOV 2016 to 05 JAN 2017

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ELEV 599 **D** TDZE 578



3000 tr 201° **RONLE**
 VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).



CATEGORY	A	B	C	D
RNP 0.18 DA		927/42	349 (400-7%)	
RNP 0.30 DA		1042/60	464 (500-1½)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9487
136°	TDZE	567
	Apt Elev	599

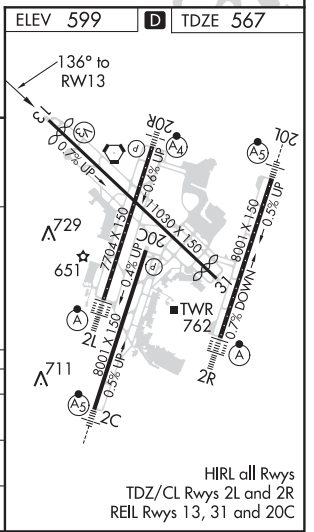
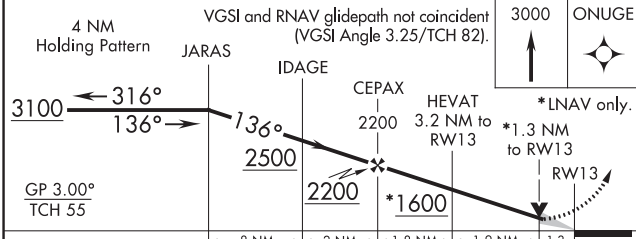
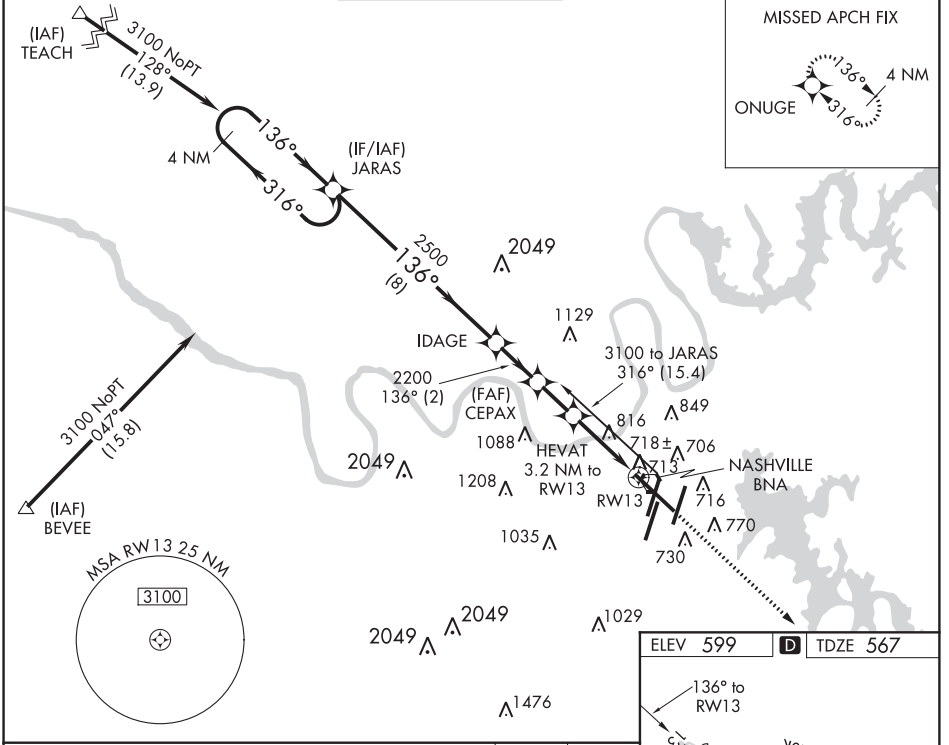
RNAV (GPS) RWY 13

NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
LNNAV/ VNAV DA	968-1½ 401 (400-1½)			
LNNAV MDA	1080-1	513 (500-1)	1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 31 and 20C

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93713 W02D	APP CRS 021°	Rwy Idg TDZE Apt Elev	8000 590 599
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RNAV (GPS) Y RWY 2R

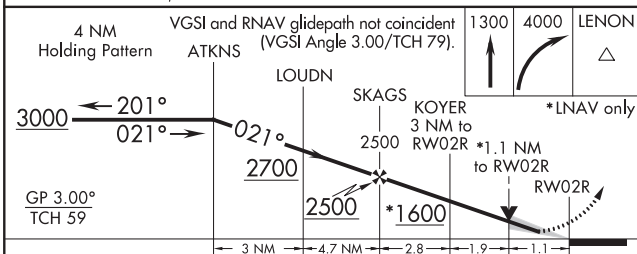
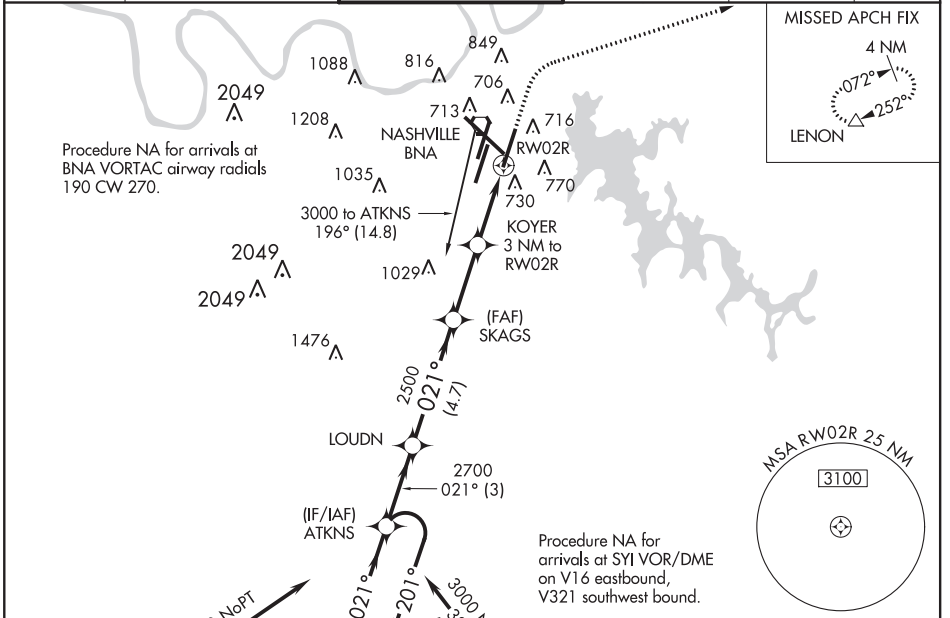
NASHVILLE INTL (BNA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 2L/C.
⚠ DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

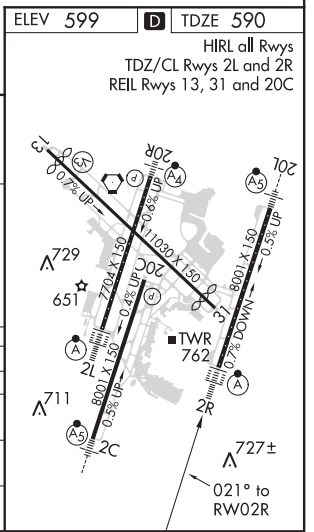
ALSF-2

MISSED APPROACH: Climb to 1300 then dimbing right turn to 4000 direct LENON and hold.

ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
LPV DA		790/24	200 (200-½)	
LNAV/VNAV DA		928/30	338 (400-¾)	
LNAV MDA	1020/24	430 (500-½)	1020/40	430 (500-¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49013 W20D	APP CRS 201°	Rwy Idg 8000 TDZE 551 Apt Elev 599
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RNAV (GPS) Y RWY 20L

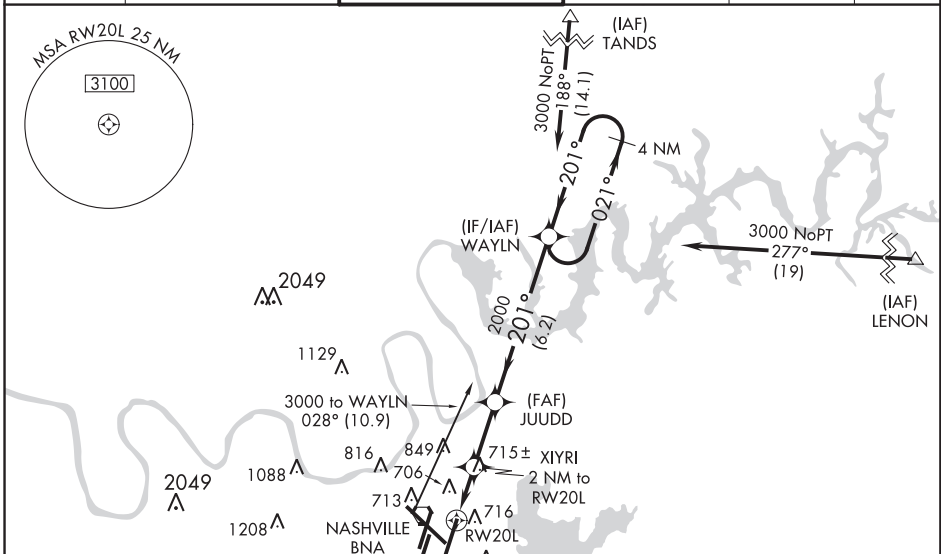
NASHVILLE INTL (BNA)

⚠ For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1%.

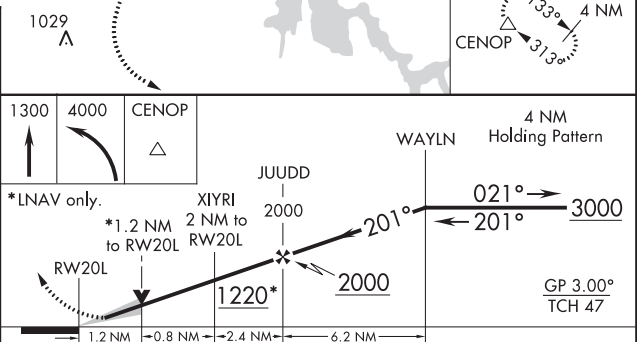
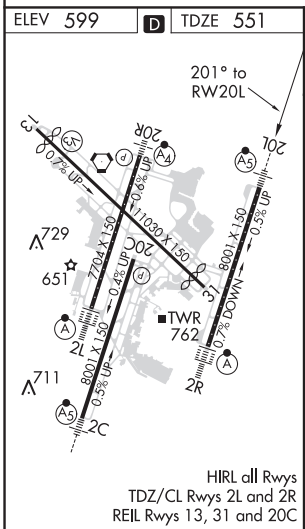


MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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ELEV 599	D	TDZE 551
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CATEGORY	A	B	C	D
LPV DA		751/24	200 (200-½)	
LNAV/VNAV DA		1025/58	474 (500-1¼)	
LNAV MDA	980/24	429 (400-½)	980/40	429 (400-¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) Y RWY 20R

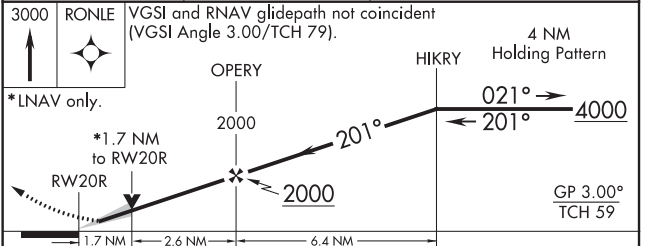
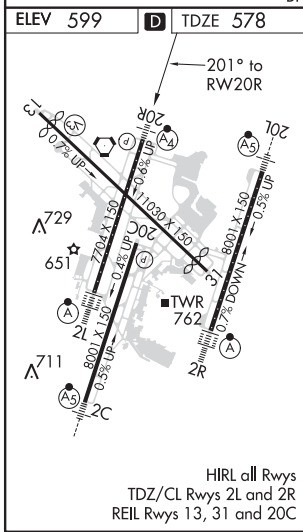
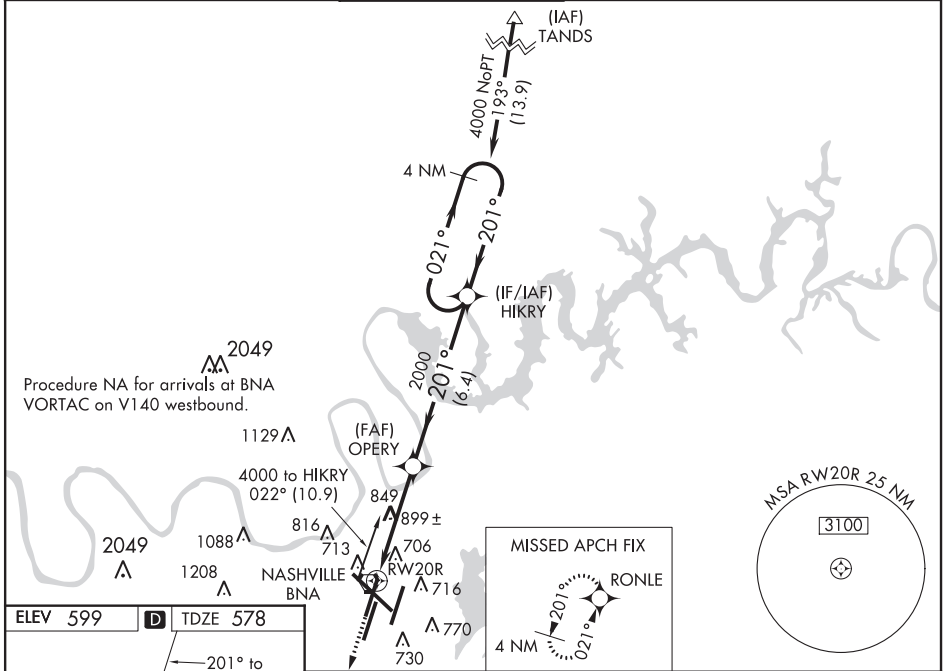
NASHVILLE INTL (BNA)

WAAS CH 78411 W20A	APP CRS 201°	Rwy Idg TDZE Apt Elev	7702 578 599
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats A/B visibility to RVR 5500. DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSF 	MISSED APPROACH: Climb to 3000 direct RONLE and hold.
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ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1038/60 460 (500-1½)			
LNAV MDA	1160/40 582 (600-¾)		1160-1½ 582 (600-1½)	
C CIRCLING	1160-1 561 (600-1)		1200-1¾ 1380-2½ 601 (700-1¾) 781 (800-2½)	

SE-1, 10 NOV 2016 to 05 JAN 2017

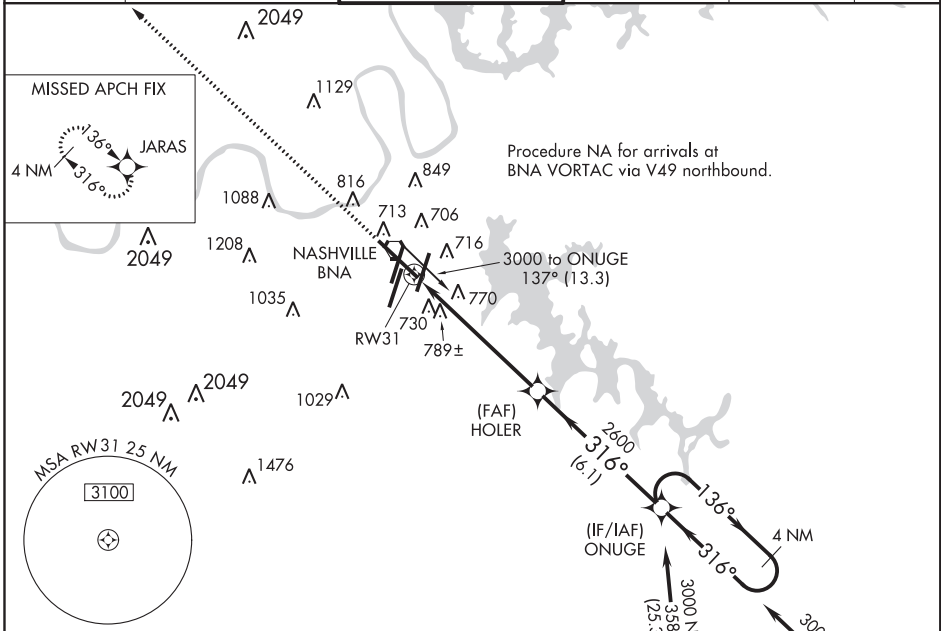
SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65913 W31A	APP CRS 316°	Rwy Idg 9487 TDZE 577 Apt Elev 599
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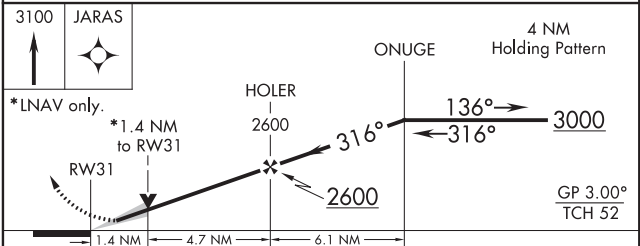
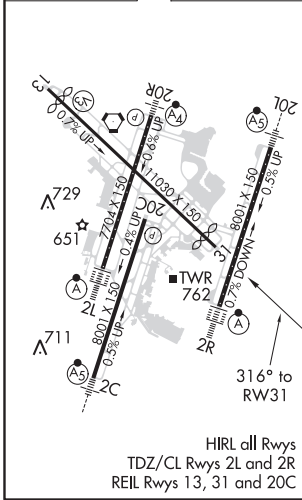
RNAV (GPS) Y RWY 31

NASHVILLE INTL (BNA)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 3100 direct JARAS and hold.</p>			
ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC



ELEV 599	D	TDZE 577
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CATEGORY	A	B	C	D
LPV DA		777-3/4	200 (200-3/4)	
LNAV/VNAV DA		1060-1 3/4	483 (500-1 3/4)	
LNAV MDA	1060-1	483 (500-1)	1060-1 1/4 483 (500-1 1/4)	1060-1 1/2 483 (500-1 1/2)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

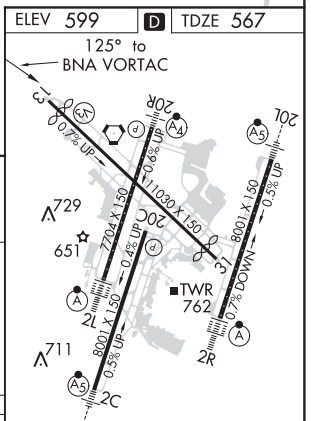
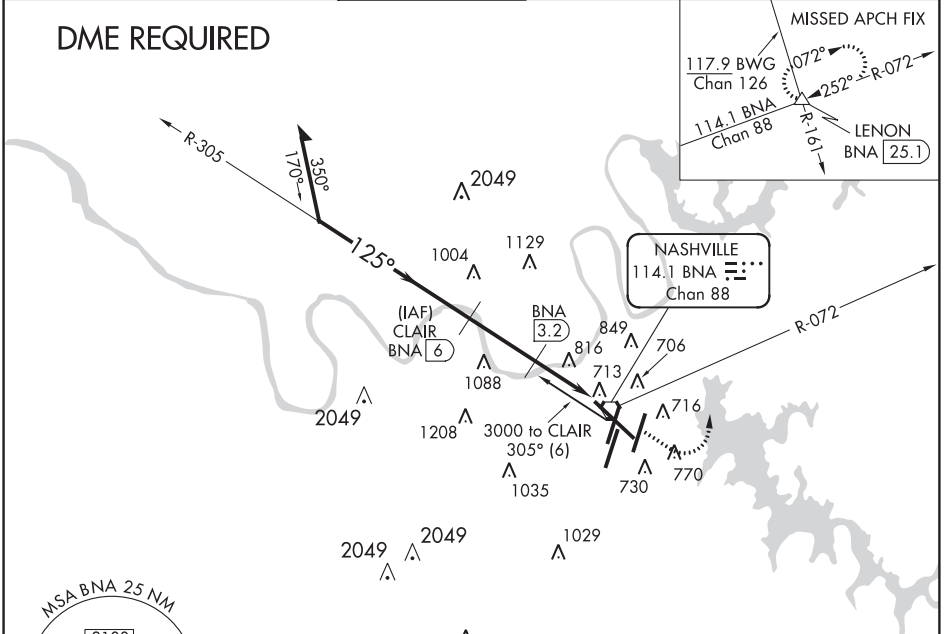
VORTAC BNA 114.1 Chan 88	APP CRS 125°	Rwy Idg TDZE Apt Elev	9487 567 599
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VOR/DME RWY 13

NASHVILLE INTL (BNA)

Helicopter visibility reduction below 3/4 SM NA. MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

ATIS 135.1	NASHVILLE APP CON 118.4 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	CPDLC
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	1400	3000	BNA R-072	LENON
CATEGORY	A	B	C	D
S-13	1080-1	513 (500-1)	1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

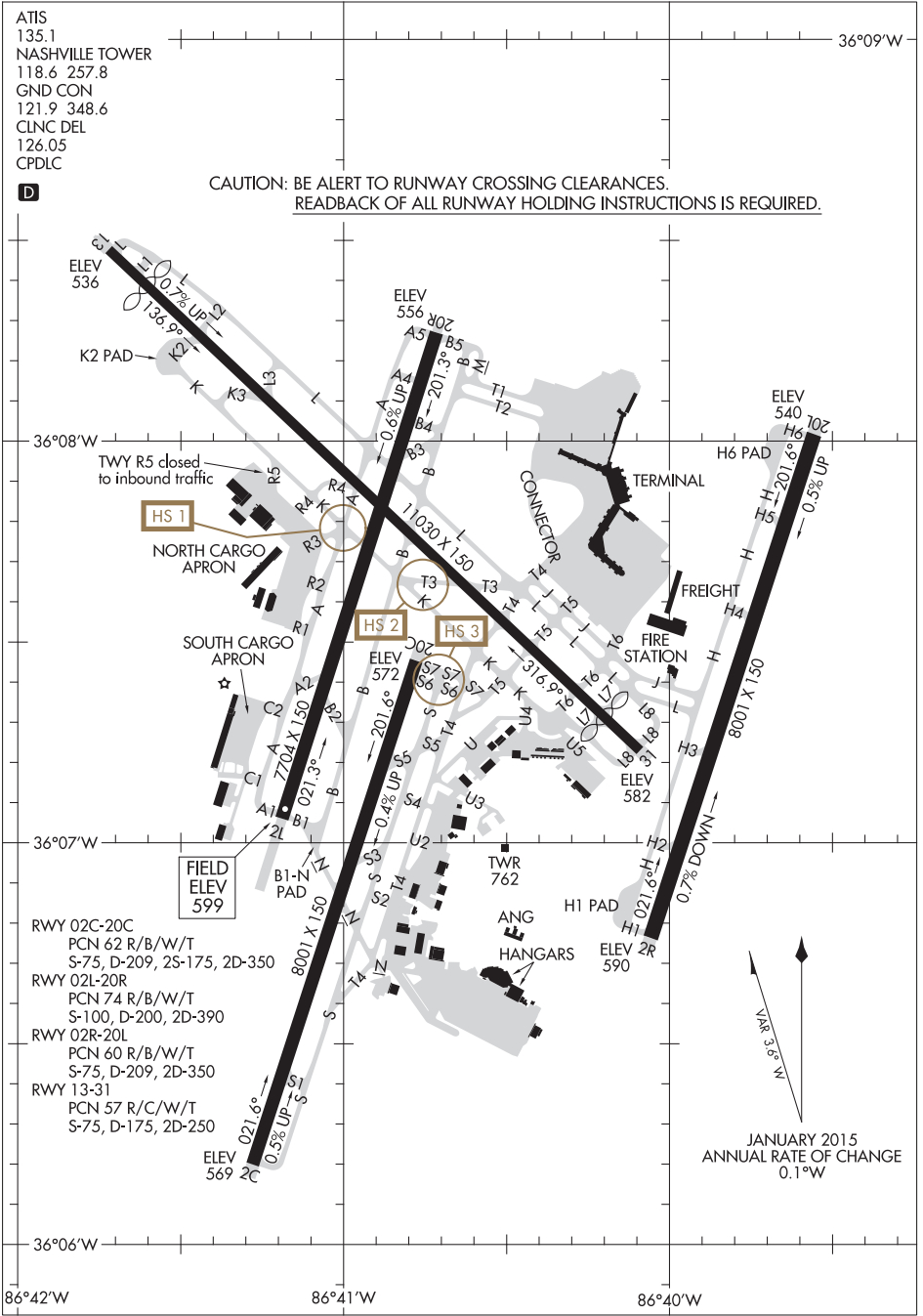
ATIS
135.1
NASHVILLE TOWER
118.6 257.8
GND CON
121.9 348.6
CLNC DEL
126.05
CPDLC

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



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

16147

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

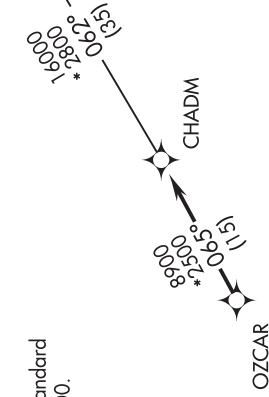
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1°W

CHADM THREE DEPARTURE (RNAV)

TOP ALTITUDE:
4000

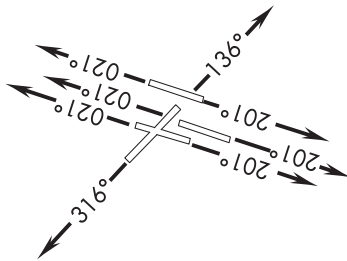
SWAPP 

N 



TAKEOFF MINIMUMS:
 Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard
 with minimum climb of 500' per NM to 1000'.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.
- NOTE: For Turbojet aircraft only.



ATIS 135.1
 CLNC DEL 126.05
 CPDLC
 GND CON
 121.9 348.6
 NASHVILLE TOWER
 118.6 257.8
 NASHVILLE DEP CON
 118.4 360.7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHADM THREE DEPARTURE (RNAV)

CHADM THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

SWAPP TRANSITION (CHADM3.SWAPP):

TAKEOFF OBSTACLE NOTES:

Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.

Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.

Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.

Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.

LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.

Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.

Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.

Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.

Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.

Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.

Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

DANLS THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to BGDY, then on track 259° to DANLS. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

SPKER TRANSITION (DANLS3.SPKER):

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
- Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
- Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
- Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
- Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
- Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.
LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.
Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.
Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.
Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.
Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.
Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.
Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

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SE-1, 10 NOV 2016 to 05 JAN 2017

(DRURY3.DRURY) 16147

422
SL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

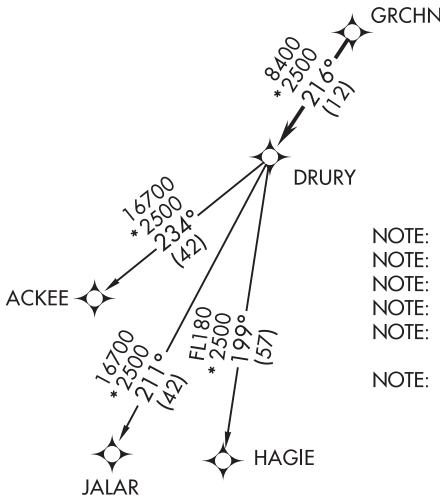
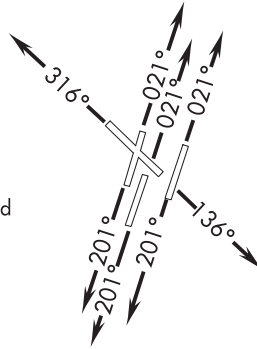
DRURY THREE DEPARTURE (RNAV)

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

**TOP ALTITUDE:
4000**

TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard
with minimum climb of 500' per NM to 1100.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DRURY THREE DEPARTURE (RNAV)
(DRURY3.DRURY) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

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DRURY THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

ACKEE TRANSITION (DRURY3.ACKEE):

HAGIE TRANSITION (DRURY3.HAGIE):

JALAR TRANSITION (DRURY3.JALAR):

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
- Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
- Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
- Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
- Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
- Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

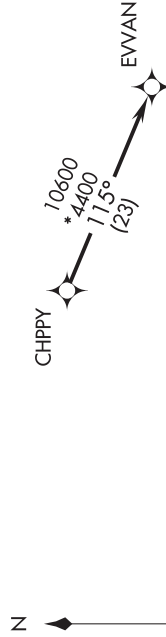
SE-1, 10 NOV 2016 to 05 JAN 2017

EVAN THREE DEPARTURE (RNAV)

TOP ALTITUDE:
4000

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard
with minimum climb of 500' per NM to 1100.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

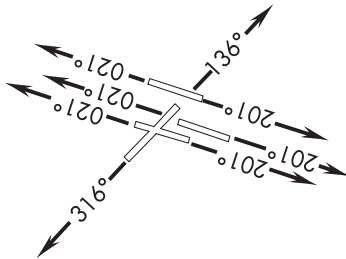


NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

- ATIS 135.1
- CLNC DEL 126.05
- CPDLC
- GND CON
- 121.9, 348.6
- NASHVILLE TOWER
- 118.6, 257.8
- NASHVILLE DEP CON
- 118.4, 360.7



(NARRATIVE ON FOLLOWING PAGE)

EVAN THREE DEPARTURE (RNAV)

EVVAN THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
- Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
- Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
- Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
- Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
- Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

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SE-1, 10 NOV 2016 to 05 JAN 2017

EVVAN THREE DEPARTURE (RNAV)

(FLAME3.FLAME) 16147

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

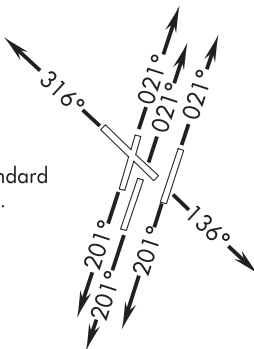
FLAME THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
4000**

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard
with minimum climb of 500' per NM to 1100.



NOTE: DME/DME/IRU or GPS required.

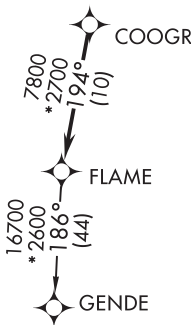
NOTE: RNAV 1.

NOTE: Radar required.

NOTE: For Turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or
Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FLAME THREE DEPARTURE (RNAV)

(FLAME3.FLAME) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

FLAME THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE):

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
- Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
- Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
- Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
- Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
- Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.
LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.
Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.
Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.
Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.
Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.
Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.
Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

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SE-1, 10 NOV 2016 to 05 JAN 2017

(GDOGG3.GDOGG) 16147

428
SL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

GDOGG THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
4000**

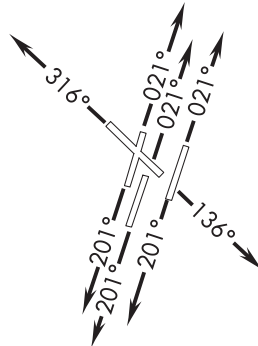
ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20L, 31: Standard
with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb
of 500' per NM to 1300.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GDOGG THREE DEPARTURE (RNAV)
(GDOGG3.GDOGG) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

GDOGG THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to KNNGG, then on track 001° to GDOGG. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

FAPER TRANSITION (GDOGG3.FAPER):

TAKEOFF OBSTACLE NOTES:

Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.

Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.

Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.

Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.

LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.

Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.

Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.

Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.

Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.

Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.

Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HGGRD THREE DEPARTURE (RNAV)

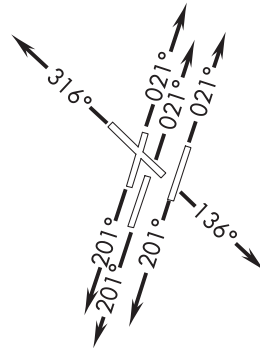
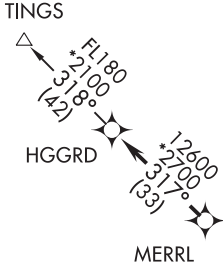
**TOP ALTITUDE:
4000**

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.

Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

HGGRD THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

TINGS TRANSITION (HGGRD3.TINGS):

TAKEOFF OBSTACLE NOTES:

Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.

Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.

Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.

Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.

LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.

Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.

Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.

Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.

Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.

Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.

Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(KRSTA3.KRSTA) 16147

432
SL-282 (FAA)

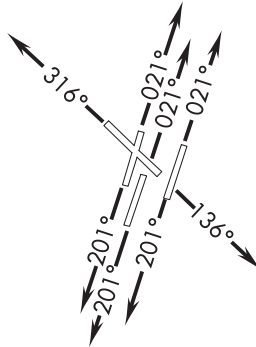
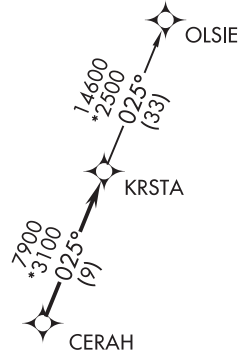
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

KRSTA THREE DEPARTURE (RNAV)

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

**TOP ALTITUDE:
4000**

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS:
 Rwy 2C, 2L, 2R, 13, 20L, 31:
 Standard with minimum
 climb of 500' per NM to 1100.
 Rwy 20C, 20R: Standard with
 minimum climb of 500' per NM
 to 1300.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KRSTA THREE DEPARTURE (RNAV)
(KRSTA3.KRSTA) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

KRSTA THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

OLSIE TRANSITION (KRSTA3.OLSIE):

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
- Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
- Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
- Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
- Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
- Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.
Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.
Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.
Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.
Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

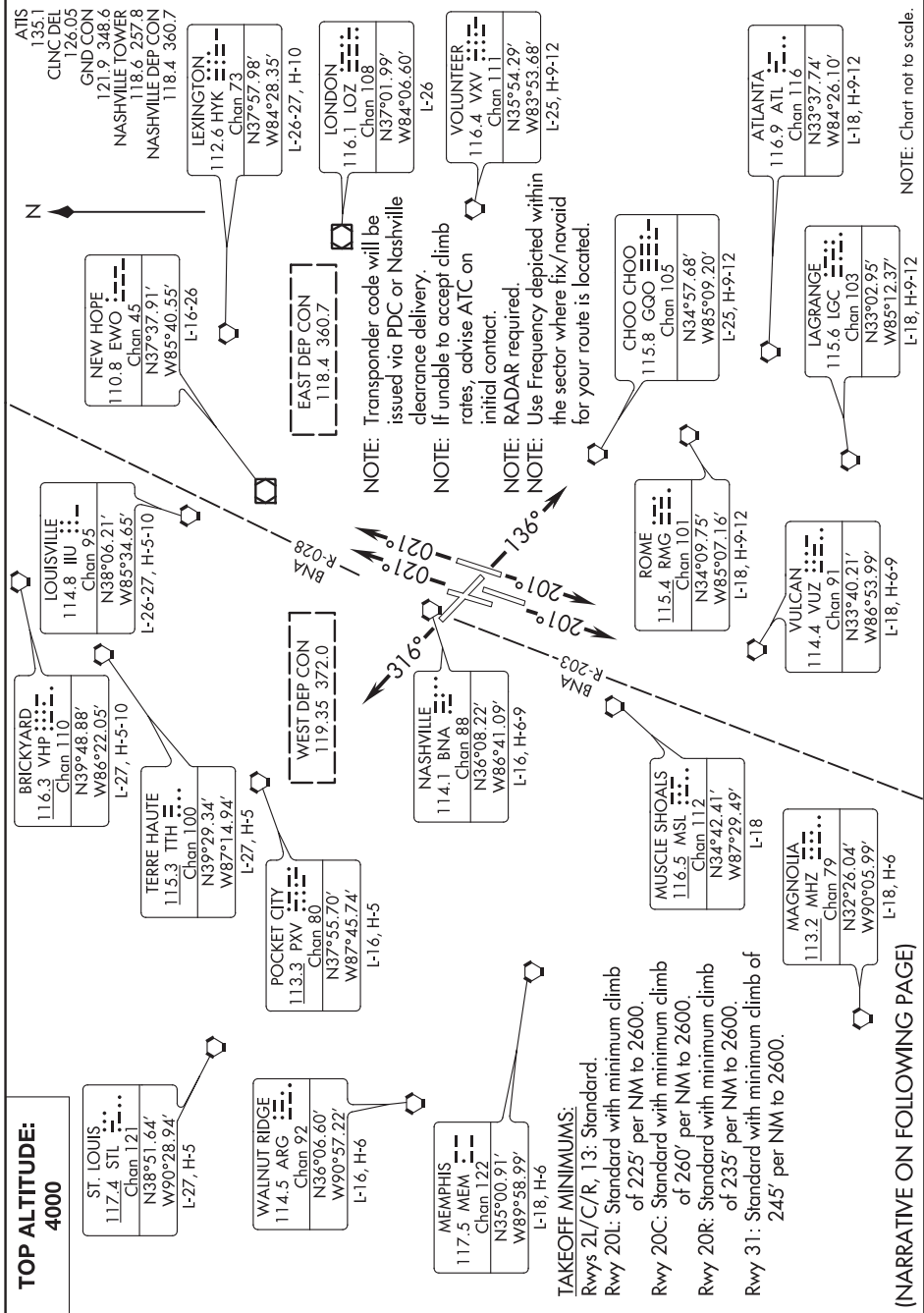
SE-1, 10 NOV 2016 to 05 JAN 2017

NASHVILLE FOUR DEPARTURE

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



NASHVILLE FOUR DEPARTURE

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

NASHVILLE FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.

TAKEOFF OBSTACLES NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
 Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
 Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
 Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
 Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
 Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NASHVILLE FOUR DEPARTURE

21JUL16

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

(PARDN3.PARDN) 16147

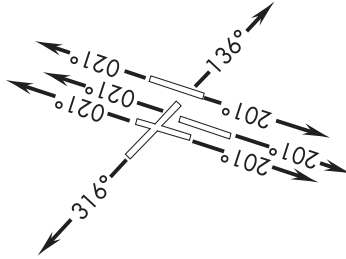
SL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

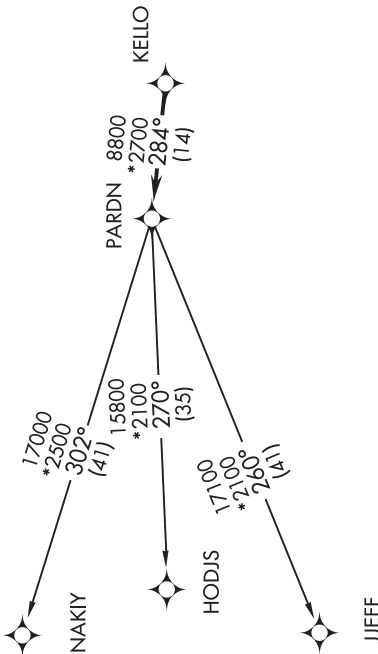
PARDN THREE DEPARTURE (RNAV)

TOP ALTITUDE:
4000

ATIS 135.1
 CLNC DEL 126.05
 CPDIC
 GND CON
 121.9 348.6
 NASHVILLE TOWER
 118.6 257.8
 NASHVILLE DEP CON
 119.35 372.0



SE-1, 10 NOV 2016 to 05 JAN 2017



TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20L, 31: Standard
 with minimum climb of 500' per NM to 1100.
 Rwys 20C, 20R: Standard with minimum climb
 of 500' per NM to 1300.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Radar required.

NOTE: For Turboprop aircraft only.

NOTE: Transponder code will be issued via PDC or
 Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC
 on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PARDN THREE DEPARTURE (RNAV)

(PARDN3.PARDN) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

PARDN THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

HODJS TRANSITION (PARDN3.HODJS):

JJEFF TRANSITION (PARDN3.JJEFF):

NAKIY TRANSITION (PARDN3.NAKIY):

TAKEOFF OBSTACLE NOTES:

Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R: Flaggpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.
LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.
Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.
Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.
Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.
Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.
Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.
Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

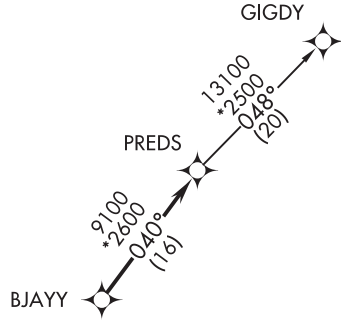
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

PREDS THREE DEPARTURE (RNAV)

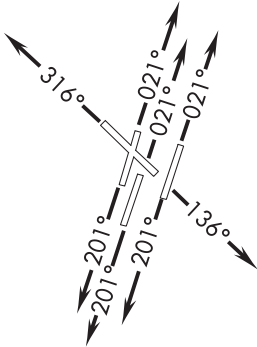
ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

**TOP ALTITUDE:
4000**



TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500'
per NM to 1100.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

PREDS THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to BJAYY, then on track 040° to PREDS. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

GIGDY TRANSITION (PREDS3.GIGDY):

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
- Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
- Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
- Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.
- Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
- Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL.
LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.
Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.
Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.
Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.
Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.
Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.
Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

TAZMO THREE DEPARTURE (RNAV)

ATIS 135.1
 CLNC DEL 126.05
 CPDIC
 GND CON
 121.9 348.6
 NASHVILLE TOWER
 118.6 257.8
 NASHVILLE DEP CON
 118.4 360.7

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

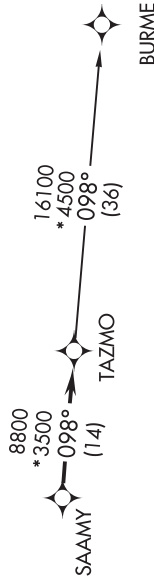
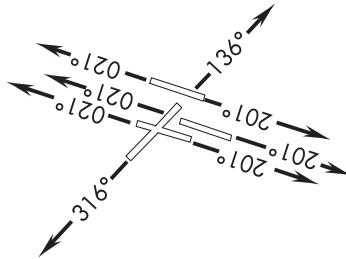
NOTE: Radar required.

NOTE: For Turbojet aircraft only.

NOTE: Transponder code will be issued via PDC or
Nashville clearance delivery.

NOTE: If unable to accept climb rates, advise ATC
on initial contact.

TOP ALTITUDE:
4000



TAKEOFF MINIMUMS:
 Rwy's 2C, 2L, 2R, 13, 20C, 20L,
 20R, 31: Standard with minimum
 climb of 500' per NM to 1100.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TAZMO THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BURME TRANSITION (TAZMO3.BURME):

TAKEOFF OBSTACLE NOTES:

Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

(TIPP3.TIPP3) 16147

SL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

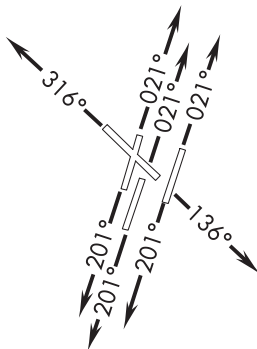
TIPPN THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
4000**

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

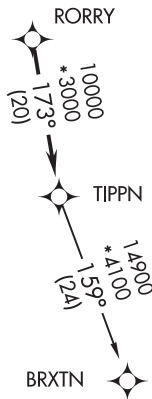
TAKEOFF MINIMUMS:

Rwys 2C, 2L, 2R, 13, 20C, 20L,
20R, 31: Standard with minimum
climb of 500' per NM to 1100.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required.
- NOTE: For Turbojet aircraft only.
- NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

TIPPN THREE DEPARTURE (RNAV)
(TIPP3.TIPP3) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

TIPP THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....

TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....

TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to RORRY, then on track 173° to TIPP3. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPP3.BRXTN):TAKEOFF OBSTACLE NOTES:

Rwy 2L: Trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13: Blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C: Trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L: Trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R: Flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31: Ground 2' from DER, 498' left of centerline, 541' MSL. LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ONEIDA, TENNESSEE

AL-5841 (FAA)

16035

WAAS CH 90434 W05A	APP CRS 051°	Rwy Idg 5506 TDZE 1545 Apt Elev 1545
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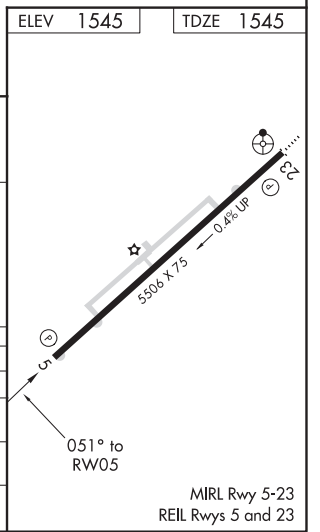
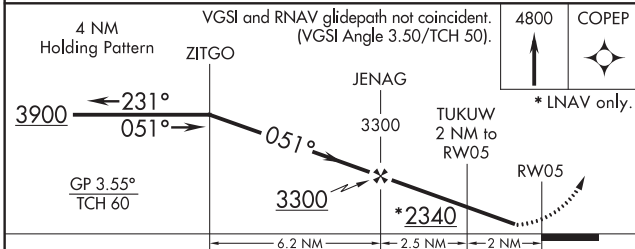
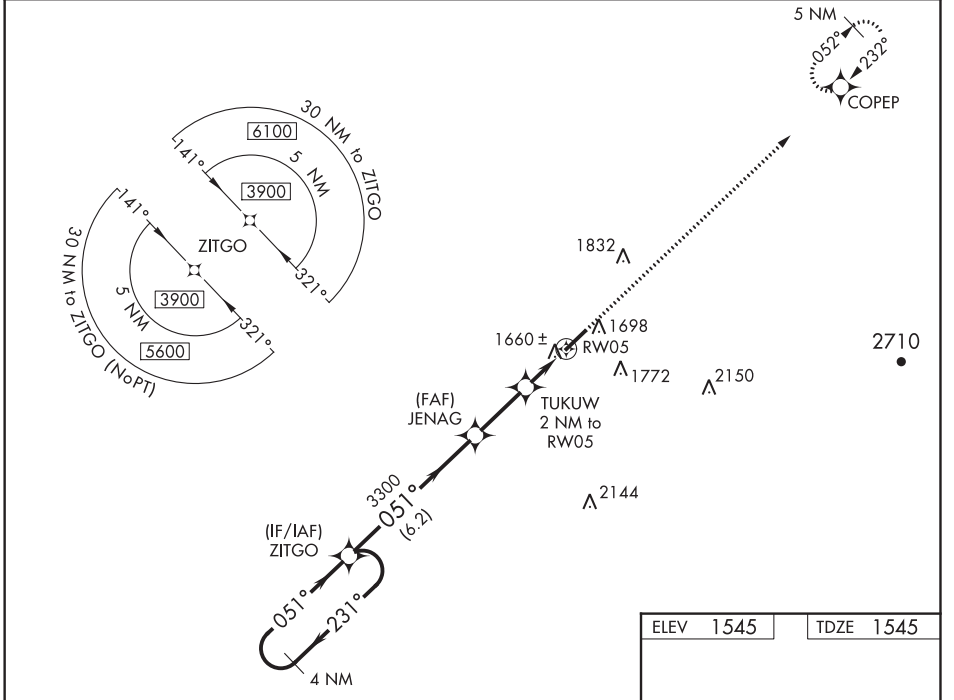
RNAV (GPS) RWY 5

SCOTT MUNI (SCX)

Baro-VNAV when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities ¾ mile; increase all MDA 240 feet and LNAV Cat C visibility ¾ mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4800 direct COPEP and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1948-1 1/8 403 (500-1 1/2)			NA
LNAV/VNAV DA	1860-1 315 (400-1)			NA
LNAV MDA	1960-1	415 (500-1)	1960-1 1/8 415 (500-1 1/2)	NA
C CIRCLING	2040-1	495 (500-1)	2200-1 3/4 655 (700-1 3/4)	NA

ONEIDA, TENNESSEE
Amdt 1B 04FEB16

36°27'N-84°35'W

SCOTT MUNI (SCX) RNAV (GPS) RWY 5

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017


WAAS CH 61234 W23A	APP CRS 232°	Rwy Idg TDZE 1523 Apt Elev 1545	5506
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RNAV (GPS) RWY 23

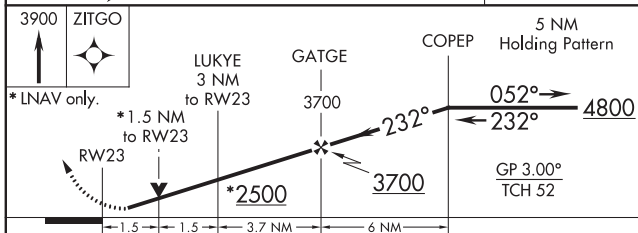
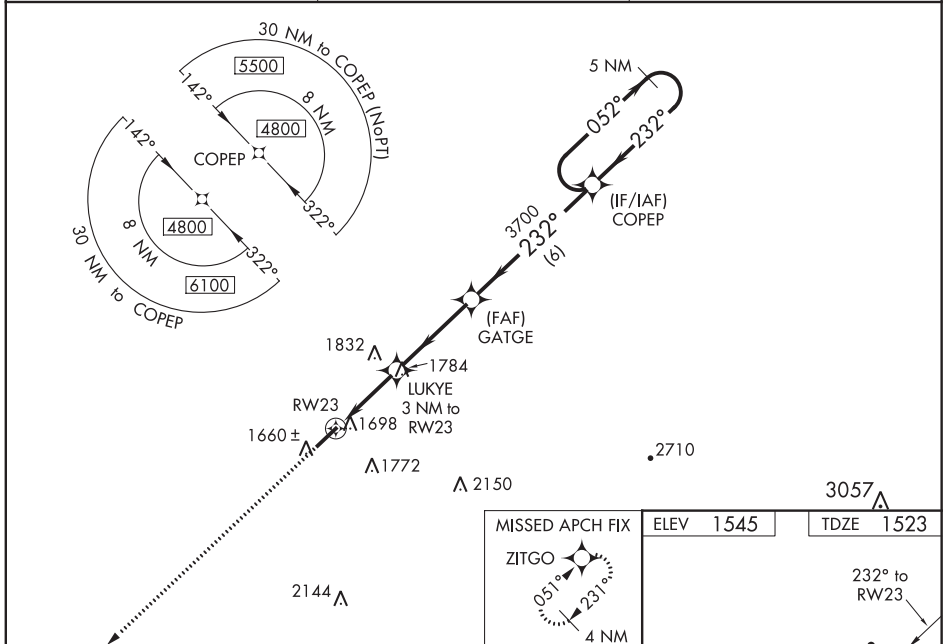
SCOTT MUNI (SCX)


▼
▲NA

Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all Cats DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility ½ mile, LNAV/VNAV ⅓ mile; increase all MDA 240 feet and LNAV Cat C/D visibility ⅓ mile, Circling Cat B ¼ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1⅓ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1⅓ mile, LNAV/VNAV all Cats to 2½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

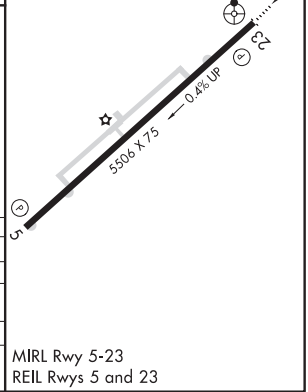
ODALS  MISSED APPROACH: Climb to 3900 direct ZITGO and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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MISSED APCH FIX ZITGO 	ELEV 1545	TDZE 1523
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CATEGORY	A	B	C	D
LPV DA		1773-1	250 (300-1)	
LNAV/DA VNAV		1921-1½	398 (400-1½)	
LNAV MDA	2040-1	517 (500-1)	2040-1⅓	517 (500-1½)
C CIRCLING	2040-1	495 (500-1)	2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

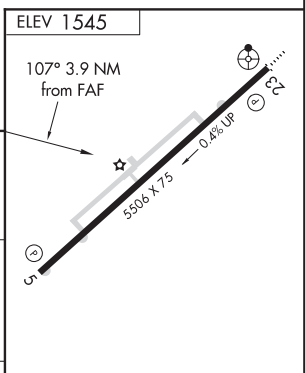
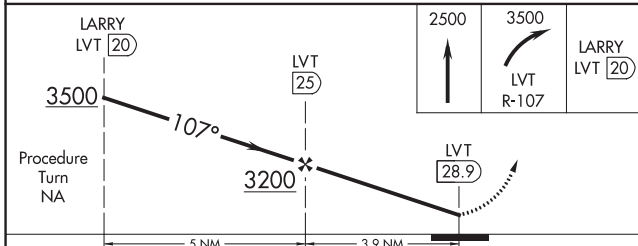
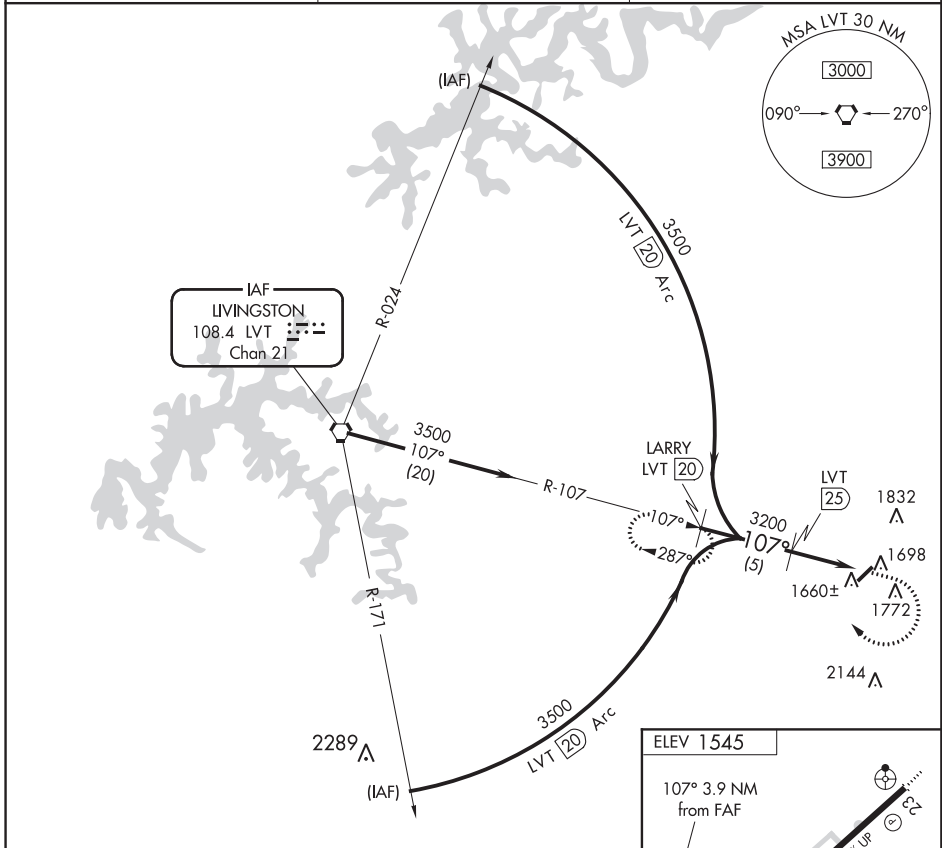
VORTAC LVT 108.4 Chan 21	APP CRS 107°	Rwy Idg TDZE Apt Elev	N/A N/A 1545
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VOR/DME-A
SCOTT MUNI (SCX)

NA Night landing: Rwy 5 NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 mile, Cat D ¾ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	2040-1 495 (500-1)	2040-1¼ 495 (500-1¼)	2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

OWENSBORO, KENTUCKY

AL-707 (FAA)

16315

WAAS CH 40430 W06A	APP CRS 056°	Rwy Idg THRE 405 Apt Elev 407	5000
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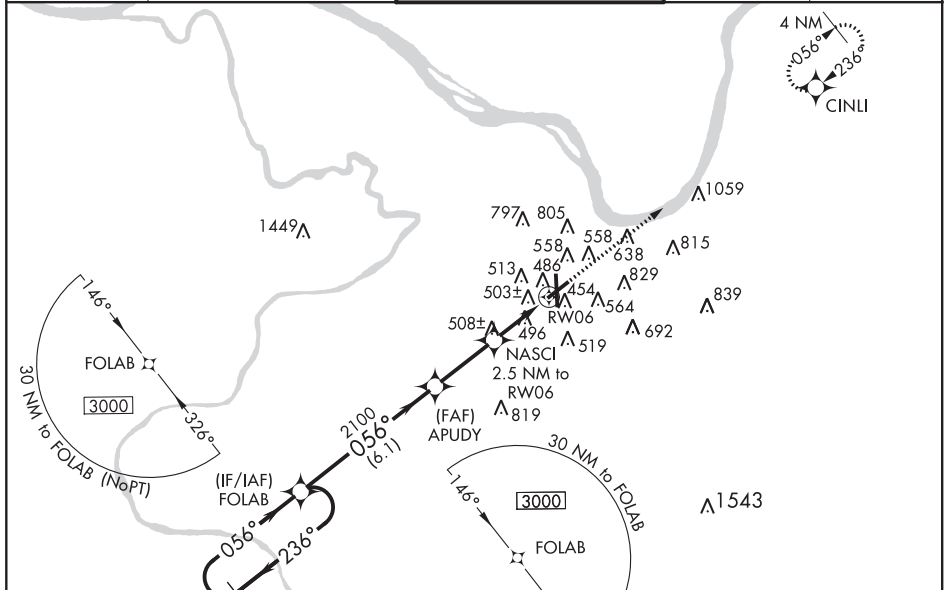
RNAV (GPS) RWY 6

OWENSBORO-DAVIESS COUNTY (OWB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 719 feet and all Cats visibility 1/8 mile; increase LNAV/VNAV DA to 734 feet and all Cats visibility 1/4 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct CINLI and hold.

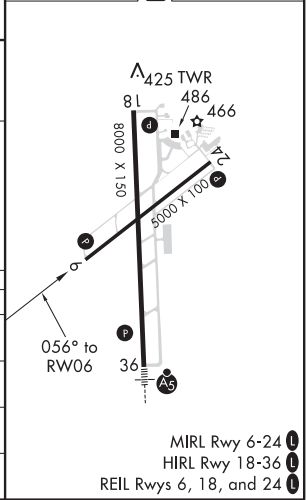
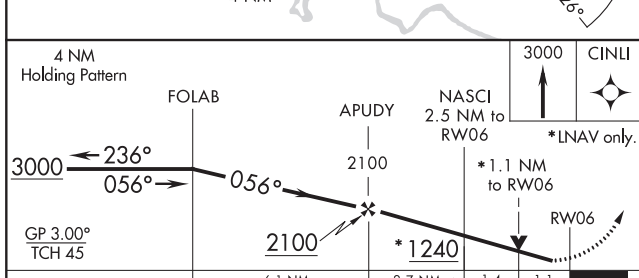
AWOS-3PT 124.325	EVANSVILLE APP CON * 124.025 290.9	OWENSBORO TOWER * 120.7 (CTAF) 251.15	GND CON 121.7	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 407	THRE 405
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CATEGORY	A	B	C	D
LPV DA		660-7/8	255 (300-7/8)	
LNAV/VNAV DA		675-7/8	270 (300-7/8)	
LNAV MDA	800-1	395 (400-1)	800-1 1/8	395 (400-1 1/8)
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2 1/4 733 (800-2 1/4)

OWENSBORO, KENTUCKY
Amdt 1 10JAN13

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W

RNAV (GPS) RWY 6

MIRL Rwy 6-24
HIRL Rwy 18-36
REIL Rws 6, 18, and 24

OWENSBORO, KENTUCKY

AL-707 (FAA)

16315

WAAS CH 49116 W24A	APP CRS 236°	Rwy Idg 5000 THRE 403 Apt Elev 407
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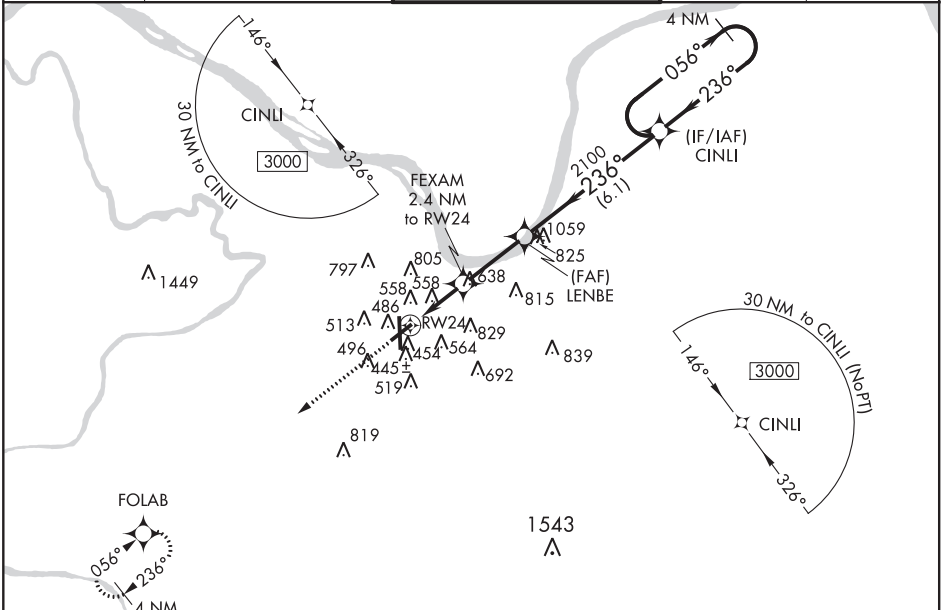
RNAV (GPS) RWY 24

OWENSBORO-DAVIESS COUNTY (OWB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct FOLAB and hold.

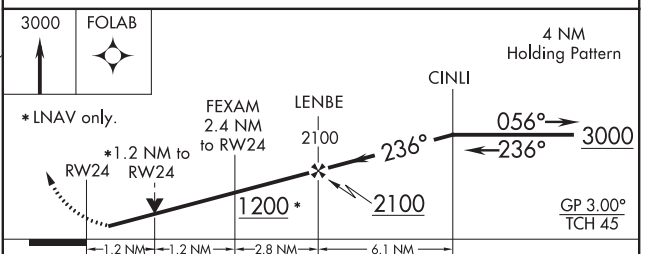
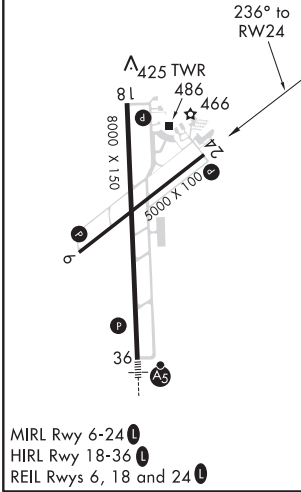
AWOS-3PT 124.325	EVANSVILLE APP CON * 124.025 290.9	OWENSBORO TOWER * 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 407	D	THRE 403
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CATEGORY	A	B	C	D
LPV DA		653-¾	250 (300-¾)	
LNAV/VNAV DA		843-1½	440 (500-1½)	
LNAV MDA	820-1	417 (500-1)	820-1½ 417 (500-1½)	
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

OWENSBORO, KENTUCKY
Amdt 2 10JAN13

OWENSBORO-DAVIESS COUNTY (OWB)

37°44'N-87°10'W


RNAV (GPS) RWY 24

WAAS CH 45508 W36A	APP CRS 002°	Rwy Idg THRE 397 Apt Elev 407	8000
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RNAV (GPS) RWY 36

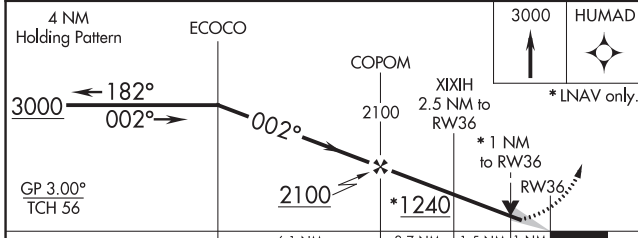
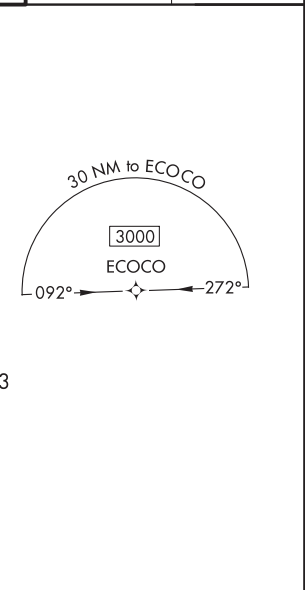
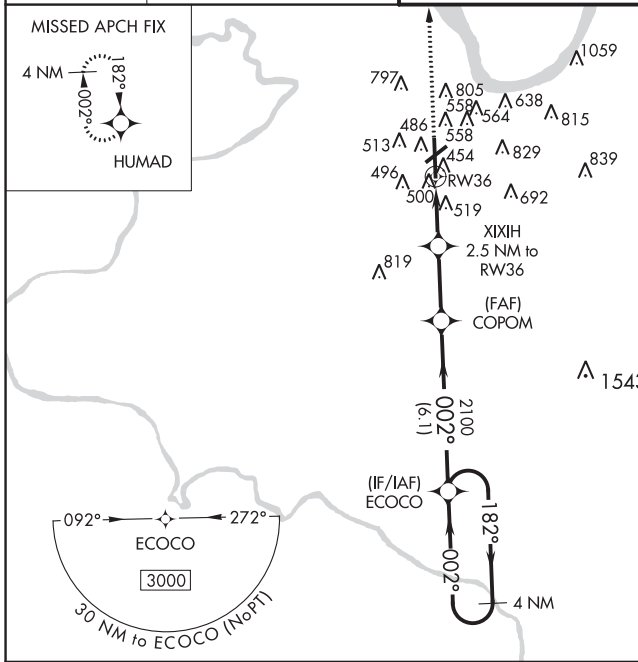
OWENSBORO-DAVIESS COUNTY (OWB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility 1/8 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

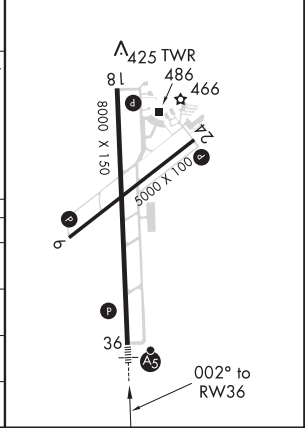
MALSR 

MISSED APPROACH:
Climb to 3000 direct HUMAD and hold.

AWOS-3PT 124.325	EVANSVILLE APP CON * 124.025 290.9	OWENSBORO TOWER * 120.7 (CTAF) 251.15	GND CON 121.7	UNICOM 122.95
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ELEV 407	THRE 397
MIRL Rwy 6-24	HIRL Rwy 18-36
REIL Rws 6, 18, and 24	



CATEGORY	A	B	C	D
LPV DA	597-1/2		200 (200-1/2)	
LNAV/VNAV DA	661-1/2		264 (300-1/2)	
LNAV MDA	780-1/2	383 (400-1/2)	780-5/8	383 (400-5/8)
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2 1/4 733 (800-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME OWB 108.6 Chan 23	APP CRS 048°	Rwy Idg THRE Apt Elev 5000 405 407
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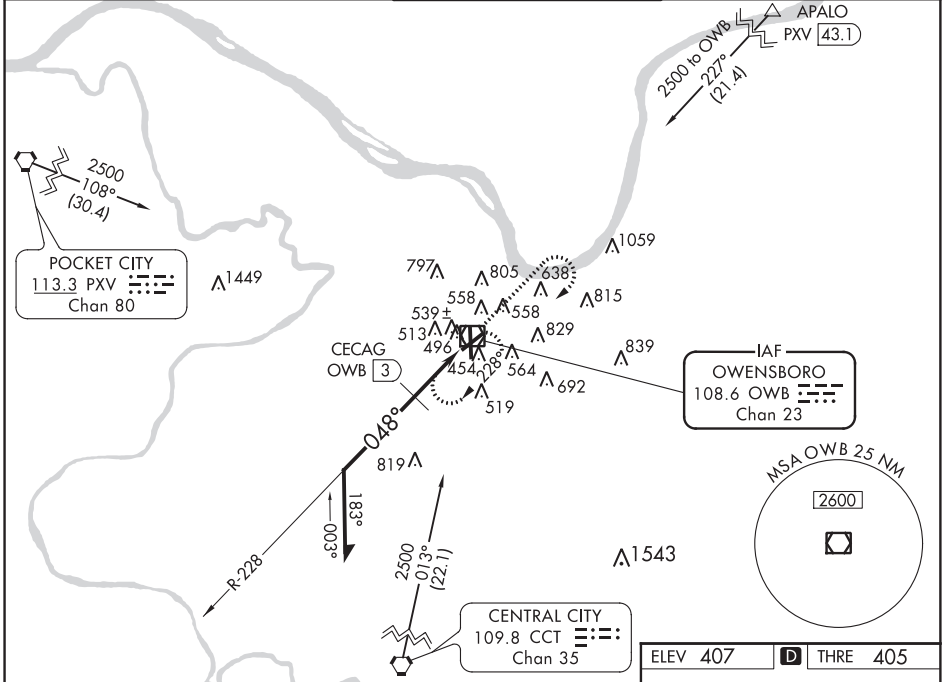
VOR RWY 6

OWENSBORO-DAVISS COUNTY (OWB)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all MDA 60 feet; increase Circling Cat A and D visibility ¼ mile; CECAG fix minimums S-6 and Circling C and D visibility ¼ mile. VDP NA with Evansville altimeter setting.

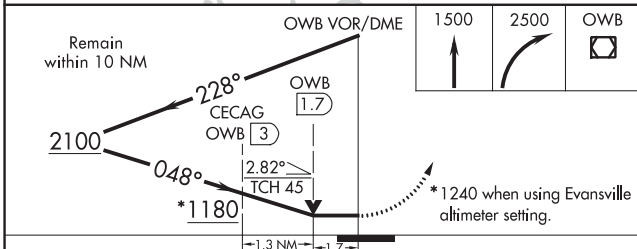
⚠ MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

AWOS-3PT 124.325	EVANSVILLE APP CON * 124.025 290.9	OWENSBORO TOWER * 120.7 (CTAF) 251.15	GND CON 121.7	UNICOM 122.95
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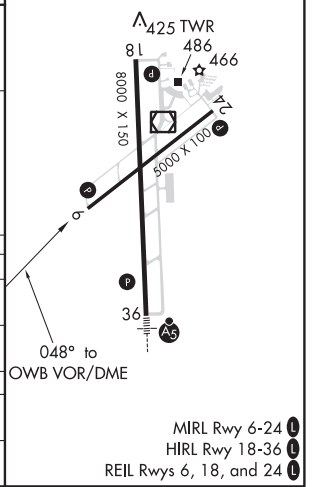


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-6	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2½	775 (800-2½)
CIRCLING	1180-1 773 (800-1)	1180-1¼ 773 (800-1¼)	1180-2½	773 (800-2½)
CECAG FIX MINIMUMS				
S-6	820-1	415 (500-1)	820-1½	415 (500-1½)
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)



MIRL Rwy 6-24
HIRL Rwy 18-36
REIL Rws 6, 18, and 24

VOR/DME OWB	APP CRS	Rwy Idg	8000
108.6	176°	THRE	407
Chan 23		Apt Elev	407

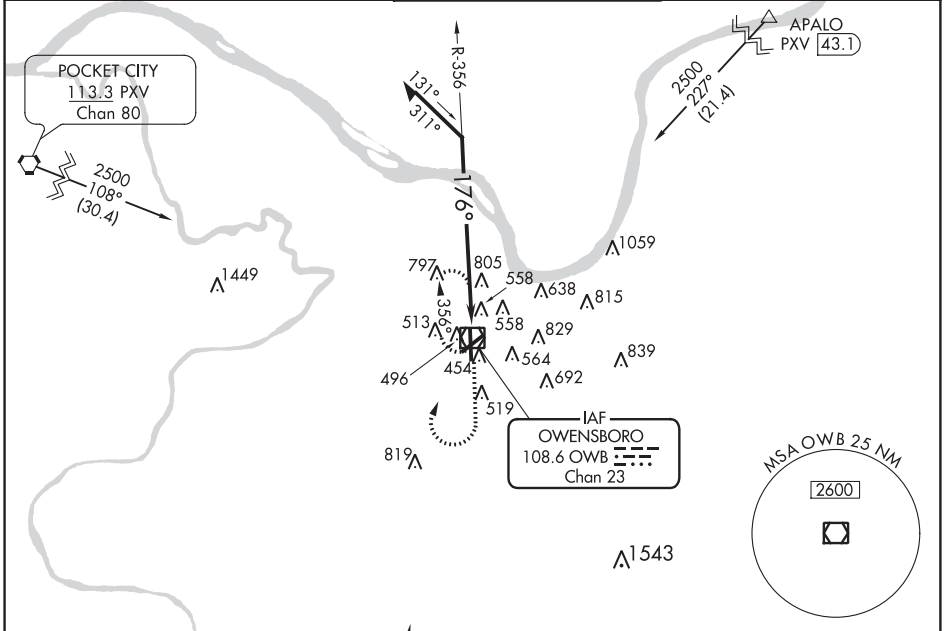
VOR RWY 18

OWENSBORO-DAVIESS COUNTY (OWB)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use
 ▲ Evansville altimeter setting and increase all MDA 60 feet; increase S-18 Cat B
 visibility ¼ mile and Cats C and D visibility ½ mile; increase Circling Cats B and D
 visibility ½ mile and Cat C visibility ½ mile. VDP NA with Evansville altimeter setting.

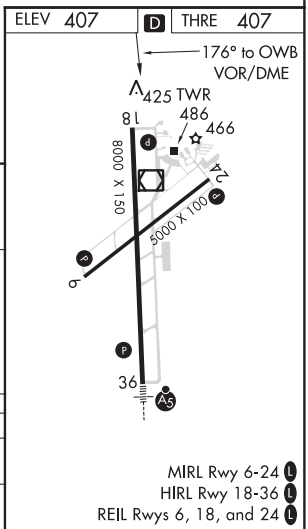
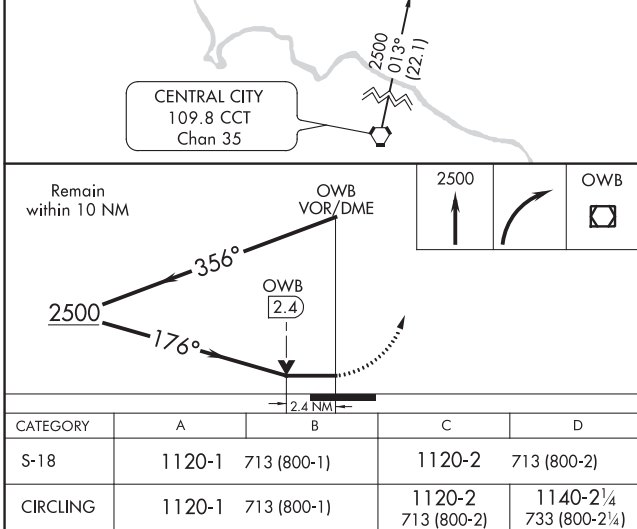
MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON *	OWENSBORO TOWER *	GND CON	UNICOM
124.325	124.025 290.9	120.7 (CTAF) 251.15	121.7	122.95



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



OWENSBORO, KENTUCKY

AL-707 (FAA)

16315

VOR/DME OWB	APP CRS	Rwy Idg	8000
108.6	005°	THRE	397
Chan 23		Apt Elev	407

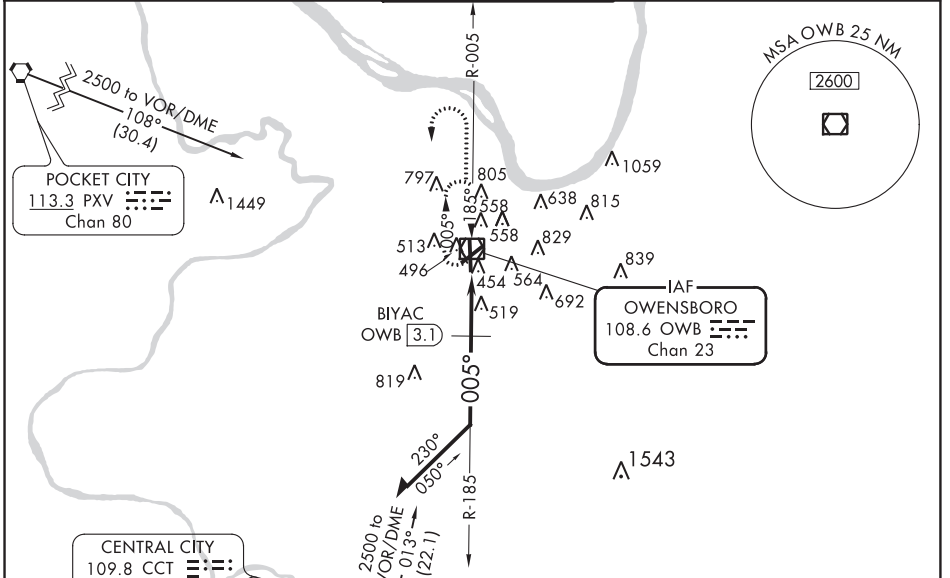
VOR RWY 36

OWENSBORO-DAVISS COUNTY (OWB)

V VDP NA with Evansville altimeter setting. For inoperative MALS, increase S-36 Cats C and D visibility to 2 mile and BIYAC fix minimums S-36 Cats C and D to 1½ mile. For inoperative MALS with Evansville altimeter setting, increase S-36 Cat B visibility to 1¼ mile and Cats C and D visibility to 2½ mile. When local altimeter not received, use Evansville altimeter setting and increase all MDA 60 feet, increase S-36 Cat B visibility ¼ mile; Cats C and D visibility ½ mile, Circling Cat B and D visibility ¼ mile, and Cat C visibility ½ mile; increase BIYAC fix minimums S-36 Cats C and D visibility ½ mile and Circling Cats C and D visibility ¼ mile.

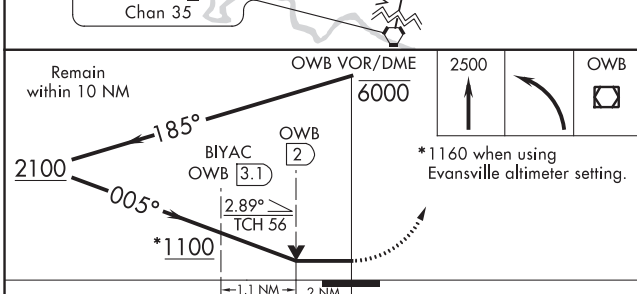
MALS MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

AWOS-3PT 124.325	EVANSVILLE APP CON* 124.025 290.9	OWENSBORO TOWER* 120.7 (CTAF) 251.15	GND CON 121.7	UNICOM 122.95
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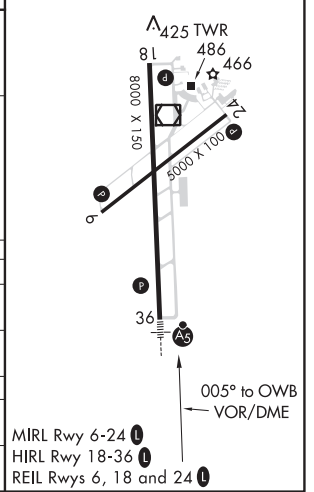


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 407	D THRE 397
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CATEGORY	A	B	C	D
S-36	1100-½ 703 (700-½)		1100-1½ 703 (700-1½)	
CIRCLING	1100-1 693 (700-1)		1120-2 713 (800-1)	1140-2¼ 733 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	780-½ 383 (400-½)		780-¾ 383 (400-¾)	
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

OWENSBORO, KENTUCKY
Amdt 19 15NOV12

OWENSBORO-DAVISS COUNTY (OWB)

37°44'N-87°10'W

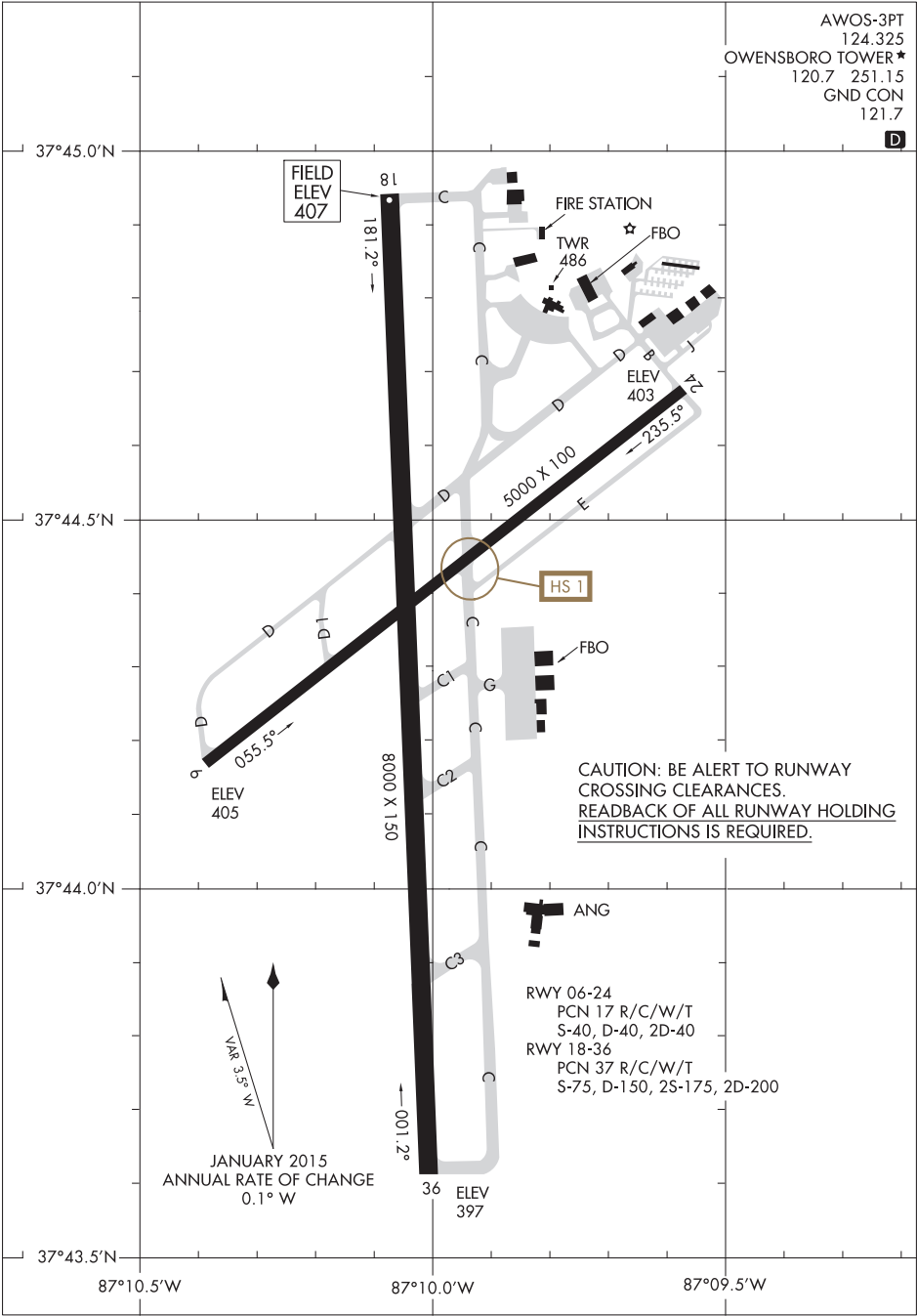
VOR RWY 36

AWOS-3PT
 124.325
 OWENSBORO TOWER ★
 120.7 251.15
 GND CON
 121.7

D

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



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

RWY 06-24
 PCN 17 R/C/W/T
 S-40, D-40, 2D-40
 RWY 18-36
 PCN 37 R/C/W/T
 S-75, D-150, 2S-175, 2D-200

LOC I-PAH 108.5	APP CRS 045°	Rwy Idg 6500 TDZE 410 Apt Elev 410
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ILS or LOC RWY 4

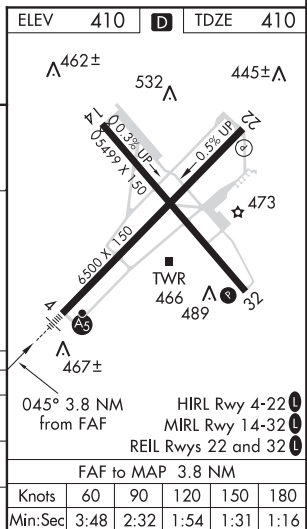
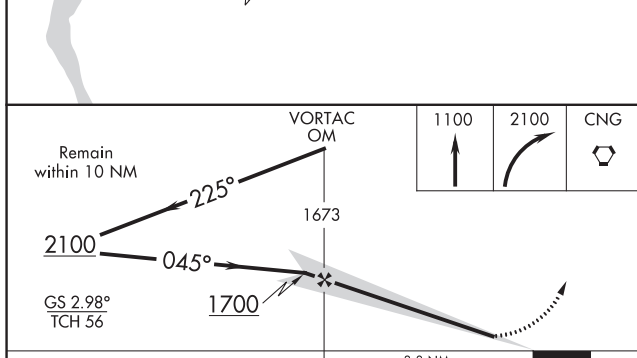
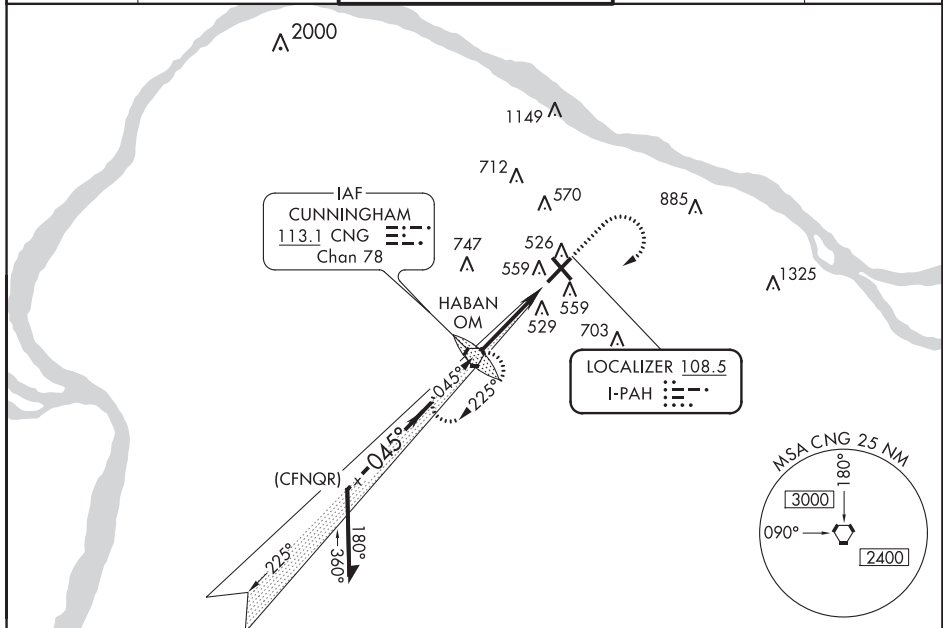
BARKLEY RGNL (PAH)

⚠ When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 671 and all MDA 80 feet, and increase S-LOC 4 Cat C and D visibility $\frac{1}{8}$ mile. Circling to Rwy 14 NA at night.

MALSR
A6

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 4	610- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 4	860- $\frac{1}{2}$	450 (500- $\frac{1}{2}$)	860- $\frac{7}{8}$	450 (500- $\frac{7}{8}$)
CIRCLING	900-1	490 (500-1)	900-1 $\frac{1}{2}$ 490 (500-1 $\frac{1}{2}$)	960-2 550 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93701 W04A	APP CRS 045°	Rwy Idg 6500 TDZE 410 Apt Elev 410
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RNAV (GPS) RWY 4

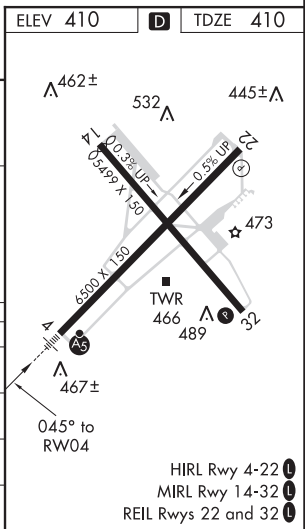
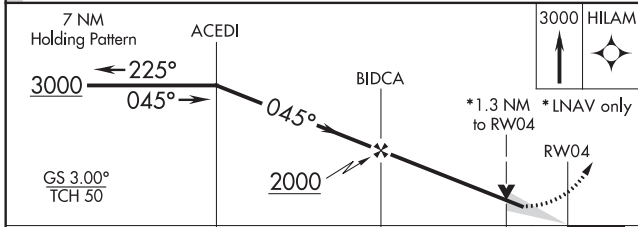
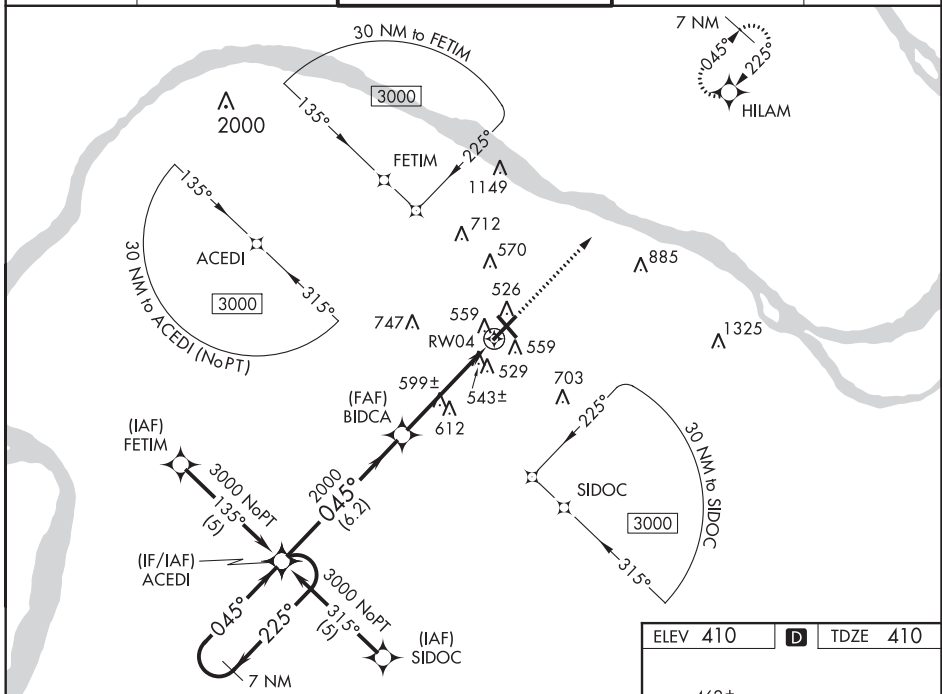
BARKLEY RGNL (PAH)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mayfield altimeter setting and increase LPV DA to 818, LNAV/VNAV DA to 946 and all MDA 80 feet, and increase LPV all Cats and LNAV Cat C/D visibility 1/4 mile. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Mayfield altimeter setting. For inoperative MALSR, increase LPV visibility to 1 1/4. Circling to Rwy 14 NA at night.

MALSR

MISSED APPROACH:
Climb to 3000 direct HILAM and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		756-3/4	346 (400-3/4)	
LNAV/ VNAV DA		884-1 1/4	474 (500-1 1/4)	
LNAV MDA	880-1/2	470 (500-1/2)	880-3/4 470 (500-3/4)	880-1 470 (500-1)
CIRCLING	900-1	490 (500-1)	900-1 1/2 490 (500-1 1/2)	960-2 550 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48933 W14A	APP CRS 140°	Rwy Idg 5399 TDZE 401 Apt Elev 410
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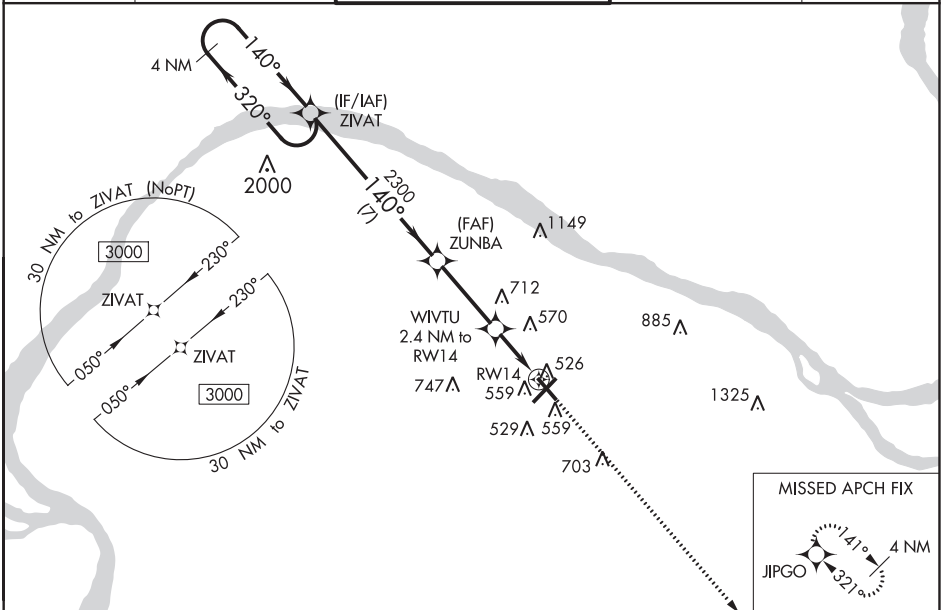
RNAV (GPS) RWY 14

BARKLEY RGNL (PAH)

⚠ Baro-VNAV NA when using Mayfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mayfield altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 14 procedure NA at night.

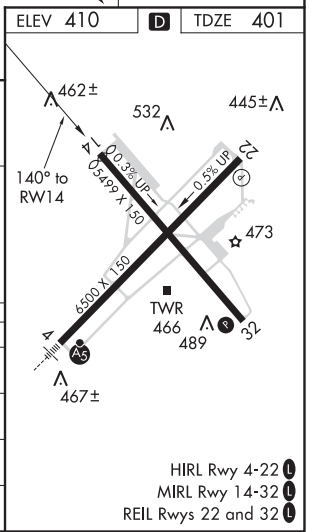
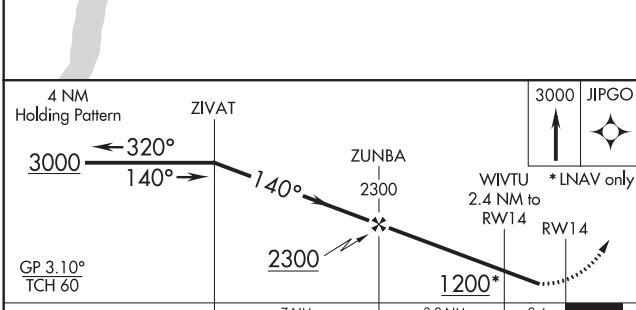
MISSED APPROACH:
Climb to 3000 direct JIPGO and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER * 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		724-1	323 (400-1)	
LNAV/VNAV DA		726-1	325 (400-1)	
LNAV MDA	800-1	399 (400-1)	800-1½	399 (400-1½)
C CIRCLING	880-1	470 (500-1)	880-1½ 470 (500-1½)	1100-2 690 (700-2)

PADUCAH, KENTUCKY
Orig-A 18SEP14

37°04'N-88°46'W

RNAV (GPS) RWY 14

BARKLEY RGNL (PAH)

HIRL Rwy 4-22 **Ⓛ**
MIRL Rwy 14-32 **Ⓛ**
REIL Rwy 22 and 32 **Ⓛ**

WAAS CH 49001 W22A	APP CRS 225°	Rwy ldg 6500 TDZE 402 Apt Elev 410
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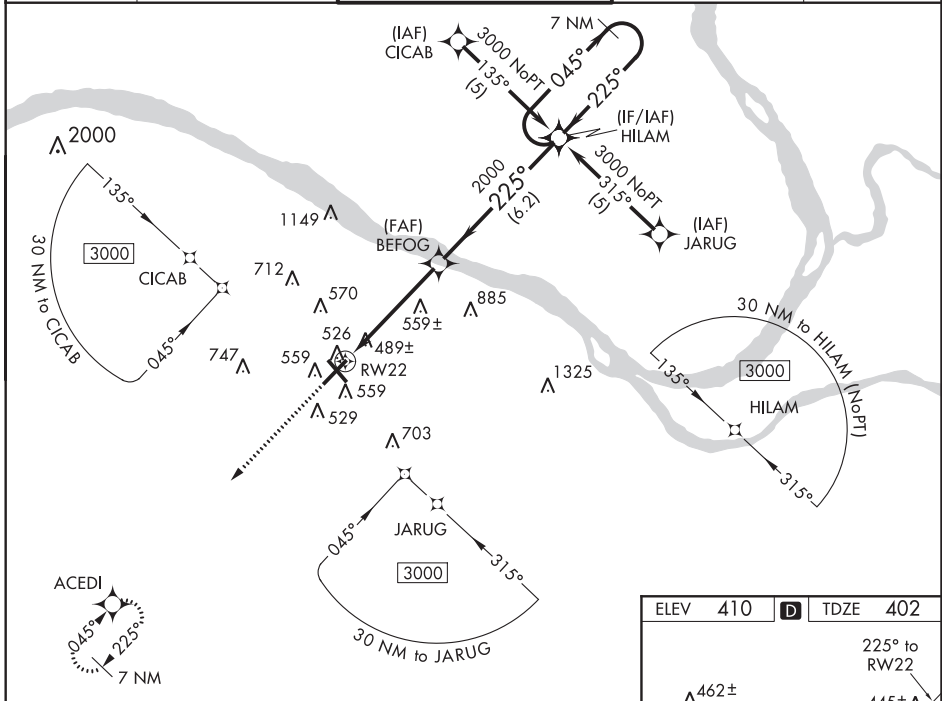
RNAV (GPS) RWY 22

BARKLEY RGNL (PAH)

Baro-VNAV NA when using Mayfield 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 ¾ SM NA. When local altimeter setting not received, use Mayfield altimeter setting and increase LPV DA to 738, LNAV/VNAV DA to 850 and all MDA 80 feet, and increase LPV all Cats visibility to 1¼, LNAV/VNAV all Cats visibility to 1¾, LNAV Cat D visibility to 1½. VDP NA with Mayfield altimeter setting. Circling to Rwy 14 NA at night.

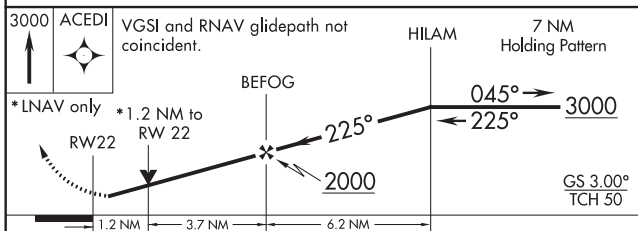
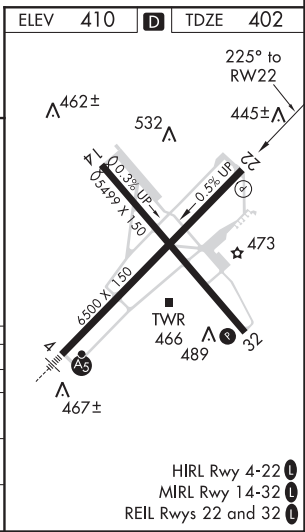
MISSED APPROACH:
Climb to 3000 direct ACEDI and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		678-1	276 (300-1)	
LNAV/DA VNAV		790-1½	388 (400-1½)	
LNAV MDA	820-1 418 (500-1)		820-1¼ 418 (500-1¼)	
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

WAAS CH 61033 W32A	APP CRS 320°	Rwy Idg 5324 TDZE 409 Apt Elev 410
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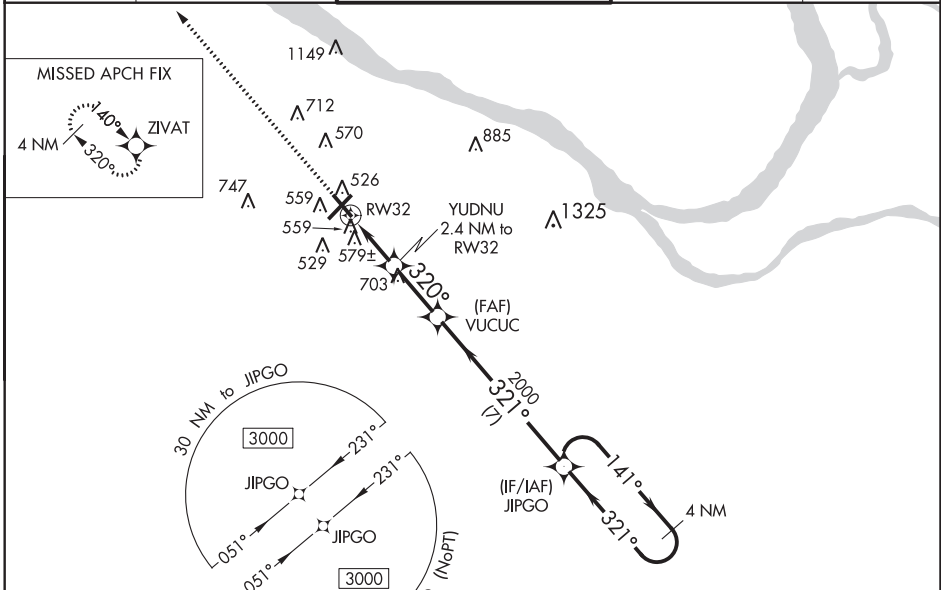
RNAV (GPS) RWY 32

BARKLEY RGNL (PAH)

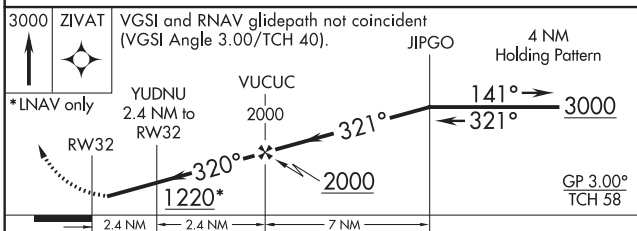
⚠ Circling to Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mayfield altimeter setting and increase all DA 61 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet, LNAV Cats C and D visibility ½ mile and Circling Cat D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night. Baro-VNAV NA when using Mayfield altimeter setting.

MISSED APPROACH:
Climb to 3000 direct ZIVAT and hold.

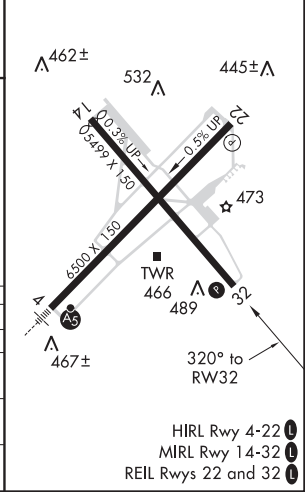
ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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3000 ZIVAT
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).



ELEV 410	D	TDZE 409
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CATEGORY	A	B	C	D
LPV DA		740-1	331 (400-1)	
LNAV/VNAV DA		831-1¾	422 (500-1¾)	
LNAV MDA	840-1	431 (500-1)	840-1¼	431 (500-1¼)
C CIRCLING	880-1	470 (500-1)	880-1½ 470 (500-1½)	1100-2 690 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VORTAC CNG 113.1 Chan 78	APP CRS 221°	Rwy Idg TDZE Apt Elev	6500 402 410
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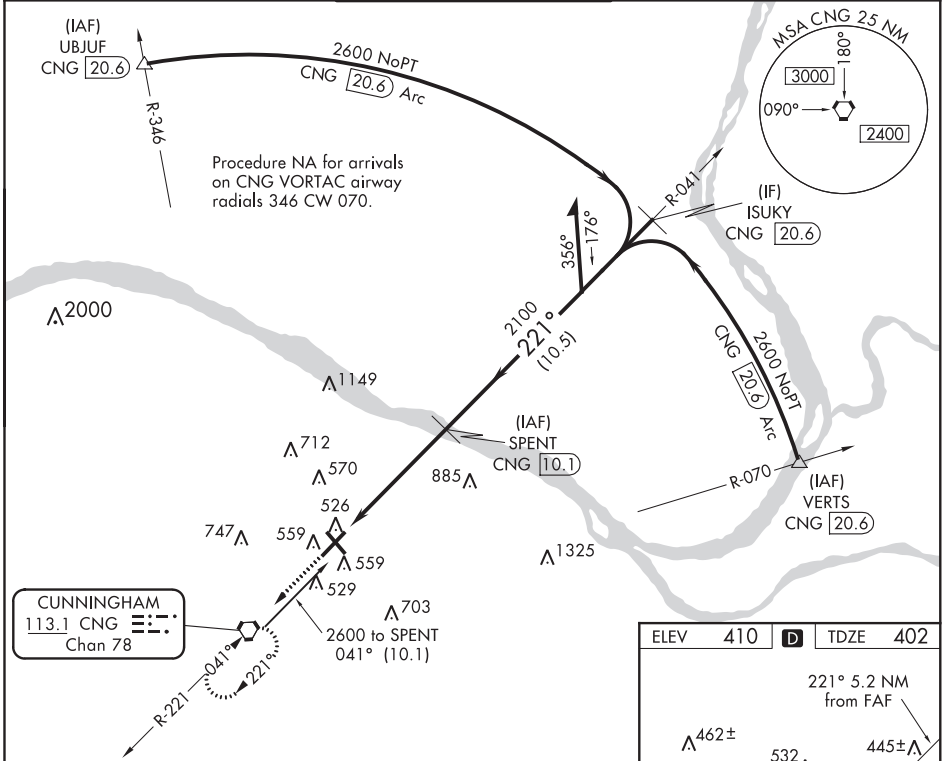
VOR/DME RWY 22

BARKLEY RGNL (PAH)

⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Mayfield altimeter setting and increase all MDA 80 feet and increase S-22 Cat C, D visibility 1/2 mile and Circling Cat C visibility 1/8 mile. Circling to Rwy 14 NA at night.

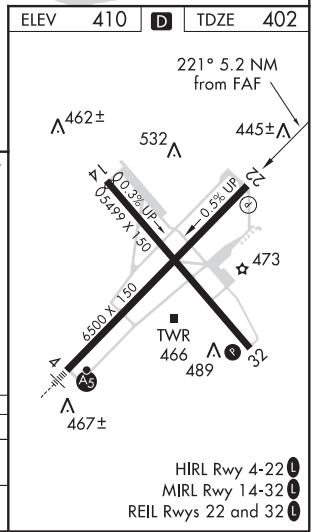
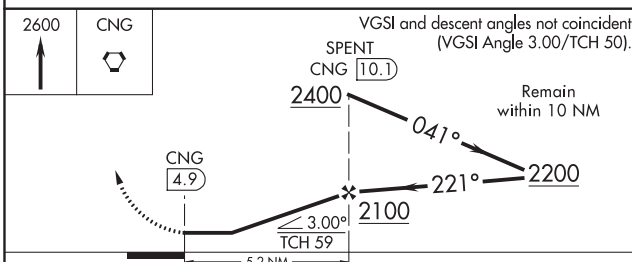
⚠ MISSED APPROACH: Climb to 2600 direct CNG VORTAC and hold, continue climb-in-hold to 2600.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017




CATEGORY	A	B	C	D
S-22	860-1 458 (500-1)		860-1 3/8 458 (500-1 3/8)	
CIRCLING	900-1 490 (500-1)		900-1 1/2 490 (500-1 1/2)	960-2 550 (600-2)

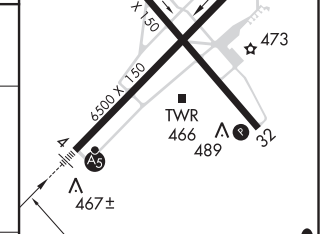
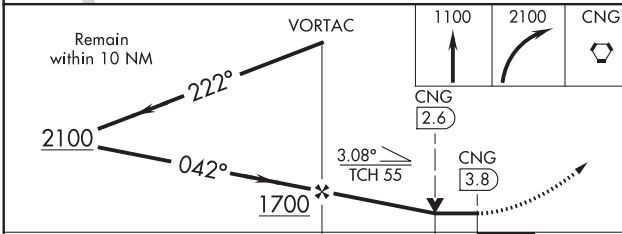
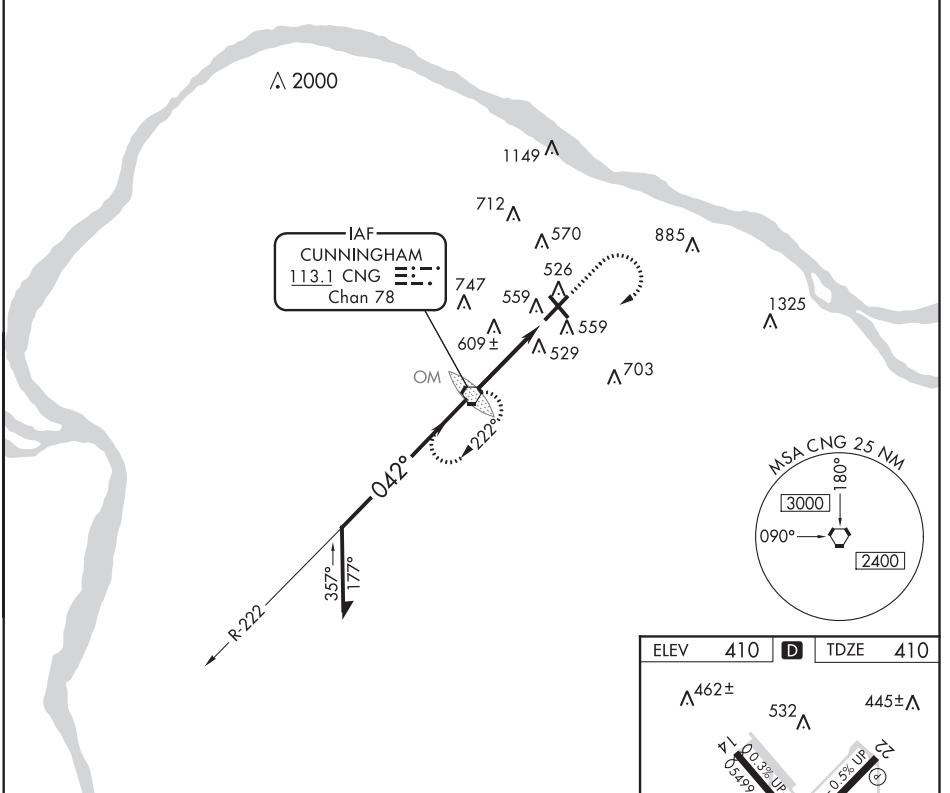
VORTAC CNG 113.1 Chan 78	APP CRS 042°	Rwy Idg 6500 TDZE 410 Apt Elev 410
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VOR RWY 4
BARKLEY RGNL (PAH)

⚠ When local altimeter setting not received, use Mayfield altimeter setting and increase all MDA 80 feet, and increase S-4 Cat C and D visibility ¼ mile. VDP NA when using Mayfield altimeter setting. Circling to Rwy 14 NA at night.

MALS  MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-4	860-1½	450 (500-½)	860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1	490 (500-1)	900-1½ 490 (500-1½)	960-2 550 (600-2)

042° 3.8 NM from FAF		HIRL Rwy 4-22		MIRL Rwy 14-32		REIL Rwy 22 and 32	
FAF to MAP 3.8 NM							
Knots	60	90	120	150	180		
Min:Sec	3:48	2:32	1:54	1:31	1:16		

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

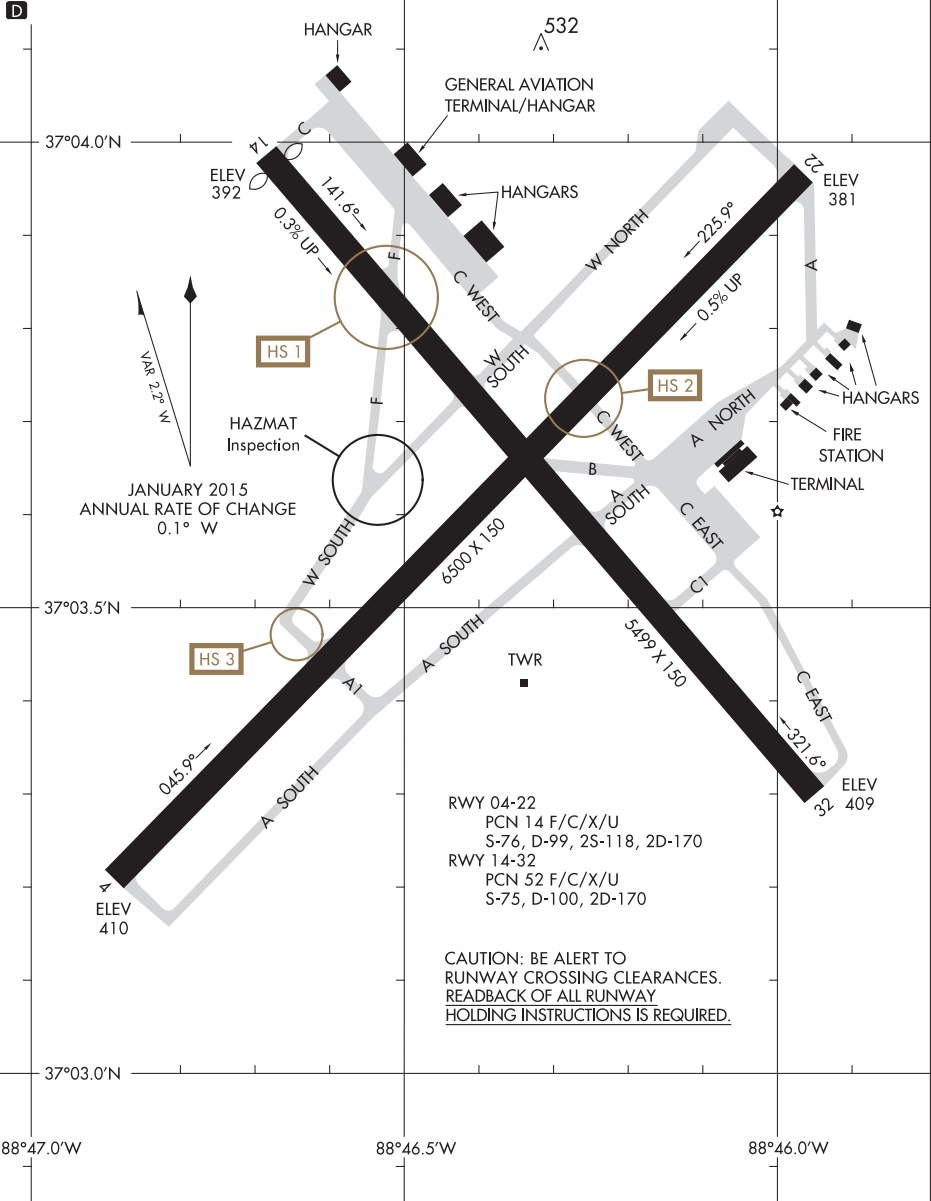
AIRPORT DIAGRAM

AL-628 (FAA)

BARKLEY RGNL (PAH)
PADUCAH, KENTUCKY

ASOS
118.375
PADUCAH TOWER ★
119.6 306.9
GND CON
121.7 306.9

FIELD
ELEV
410



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

PADUCAH, KENTUCKY
BARKLEY RGNL (PAH)

PARIS, TENNESSEE

AL-5576 (FAA)

14233

WAAS CH 48817 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	5001 580 580
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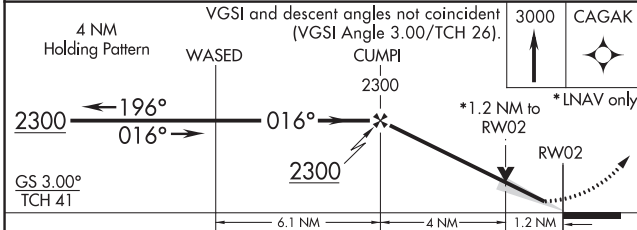
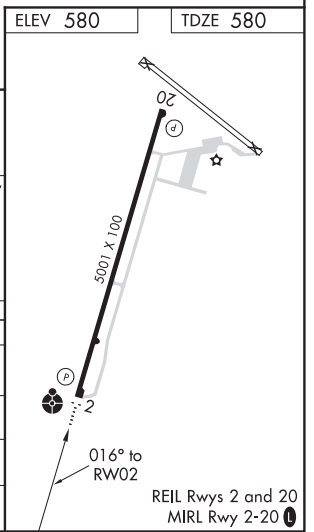
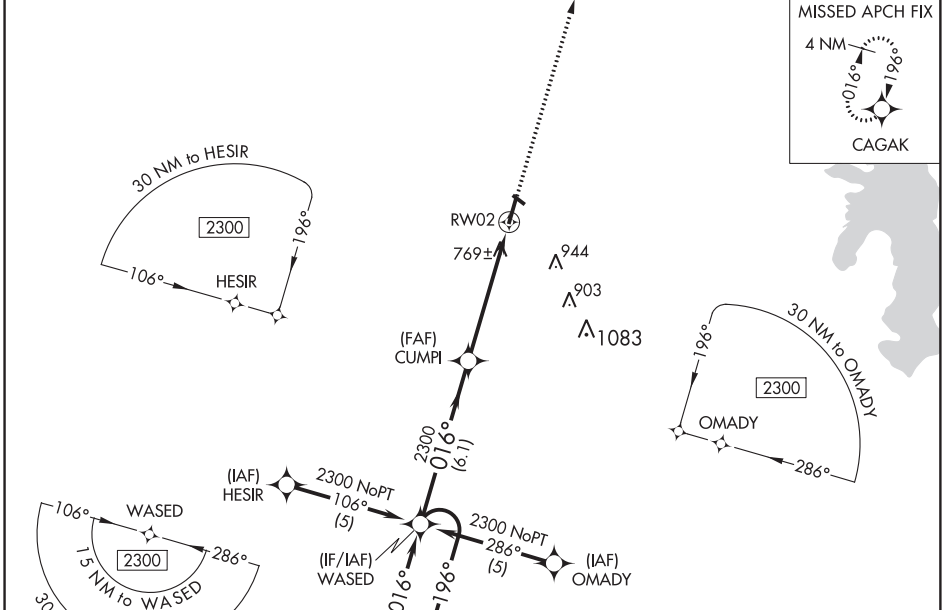
RNAV (GPS) RWY 2

HENRY COUNTY (PHT)

NA Inoperative table does not apply to LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F), DME/DME RNP-0.3 NA. When local altimeter setting not received; use Jackson altimeter setting and increase all DA and MDA 140 feet and LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cats C and D ½ mile and Circling Cats C and D ¼ mile. VDP NA when using Jackson altimeter setting.

ODALS
● ...
MISSED APPROACH:
Climb to 3000 direct CAGAK and hold.

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		780-¾	200 (200-¾)	
LNAV/VNAV DA		1087-1¾	507 (600-1¾)	
LNAV MDA	1020-¾ 440 (500-¾)		1020-1¼ 440 (500-1¼)	1020-1½ 440 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

PARIS, TENNESSEE
Orig 06MAY10

36°20'N-88°23'W

RNAV (GPS) RWY 2

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42717 W20A	APP CRS 196°	Rwy Idg TDZE Apt Elev	5001 571 580
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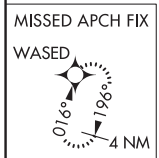
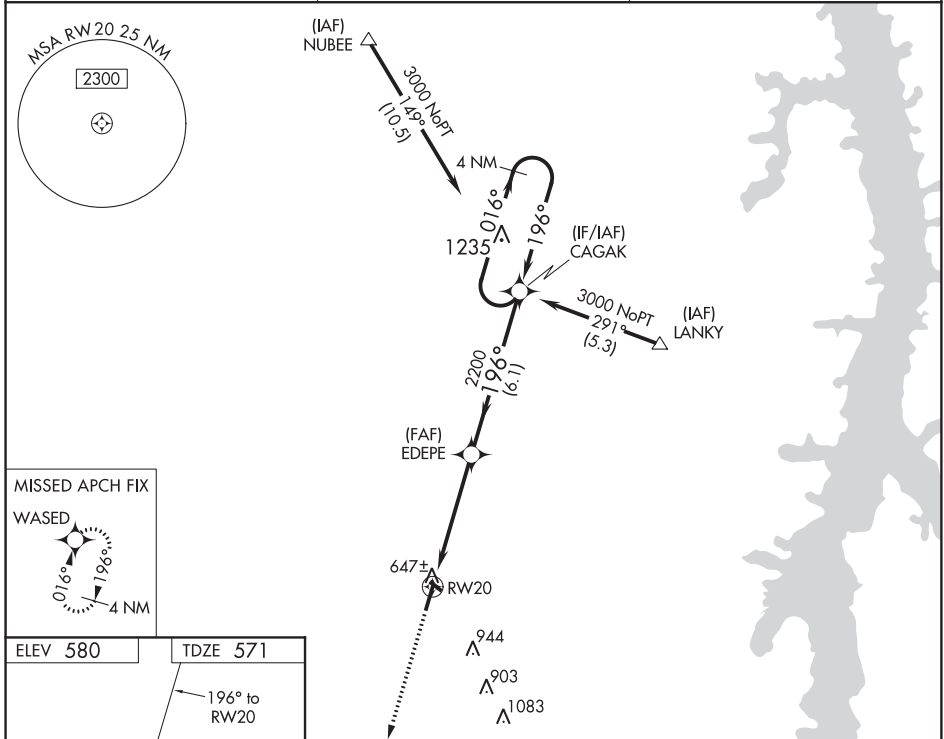
RNAV (GPS) RWY 20

HENRY COUNTY (PHT)

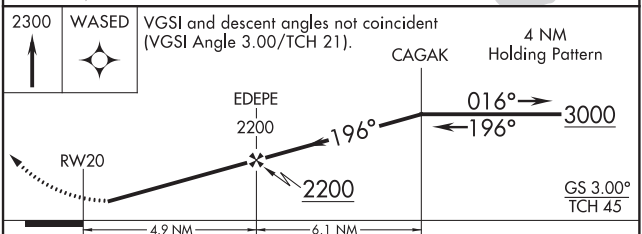
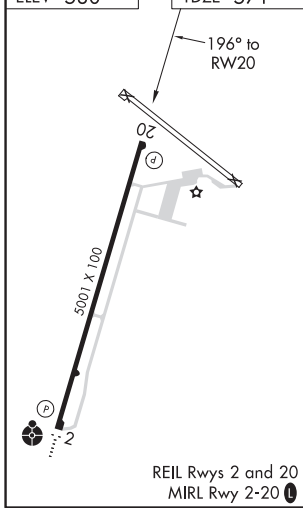
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Jackson altimeter setting and increase all DA and MDA 140 feet and increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cat C and D ½ mile and Circling Cat D ¼ mile.

MISSED APPROACH:
Climb to 2300 direct WASED and hold.

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) 0
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ELEV 580	TDZE 571
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CATEGORY	A	B	C	D
LPV DA		821-1	250 (300-1)	
LNAV/VNAV DA		917-1¼	346 (400-1¼)	
LNAV MDA	1060-1	489 (500-1)	1060-1½ 489 (500-1¼)	1060-1½ 489 (500-1½)
CIRCLING	1080-1	500 (500-1)	1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

PIKEVILLE, KENTUCKY

AL-9449 (FAA)

16259

LOC/DME I-PBX 109.7 Chan 34	APP CRS 273°	Rwy Idg 4650 TDZE 1466 Apt Elev 1473
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ILS or LOC/DME RWY 27

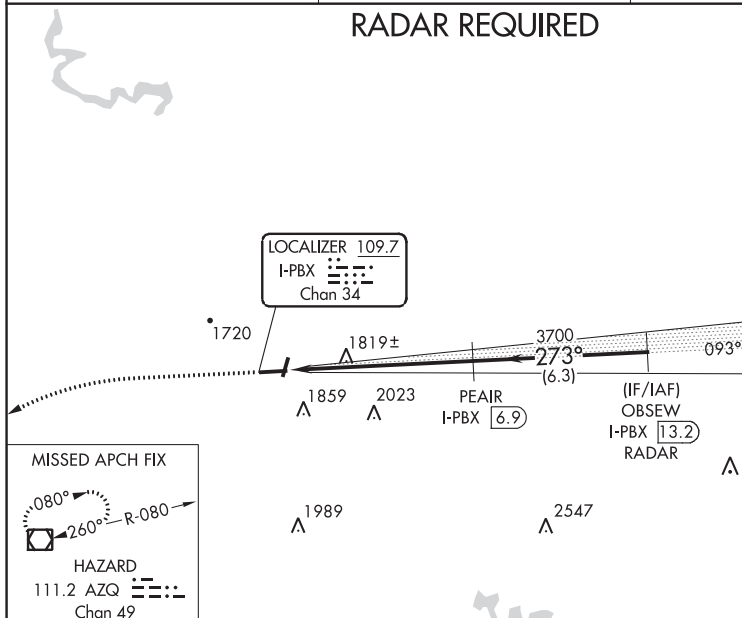
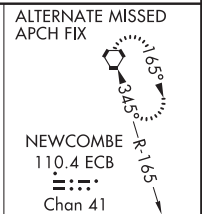
PIKE COUNTY-HATCHER FIELD (P.BX)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase S-ILS 27 DA to 1762 and all MDA 100 feet; increase S-LOC 27 visibility Cat B ¼ mile and Cat C ½ mile; increase Circling visibility Cat B and C ¼ mile.

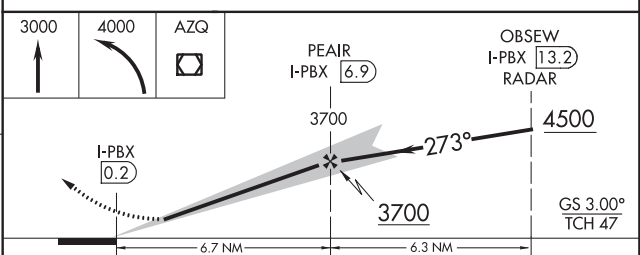
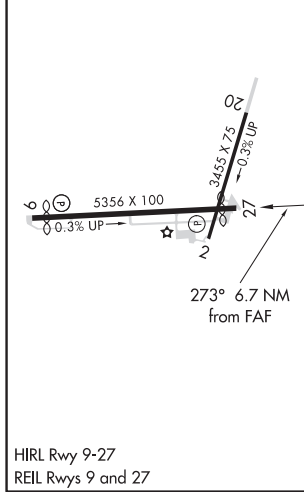
MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct AZQ VOR/DME and hold.

AWOS-3 121.225	INDIANAPOLIS CENTER 126.575 257.850	UNICOM 122.8
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RADAR REQUIRED



ELEV 1473	D	TDZE 1466
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CATEGORY	A	B	C	D
S-ILS 27	1666-1 200 (200-1)			NA
S-LOC 27	2120-1	654 (700-1)	2120-1¾ 654 (700-1¾)	NA
CIRCLING	2120-1	647 (700-1)	2160-2 687 (700-2)	NA

PIKEVILLE, KENTUCKY
Amdt 1 22OCT09

37°34'N-82°34'W

PIKE COUNTY-HATCHER FIELD (P.BX)

ILS or LOC/DME RWY 27

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

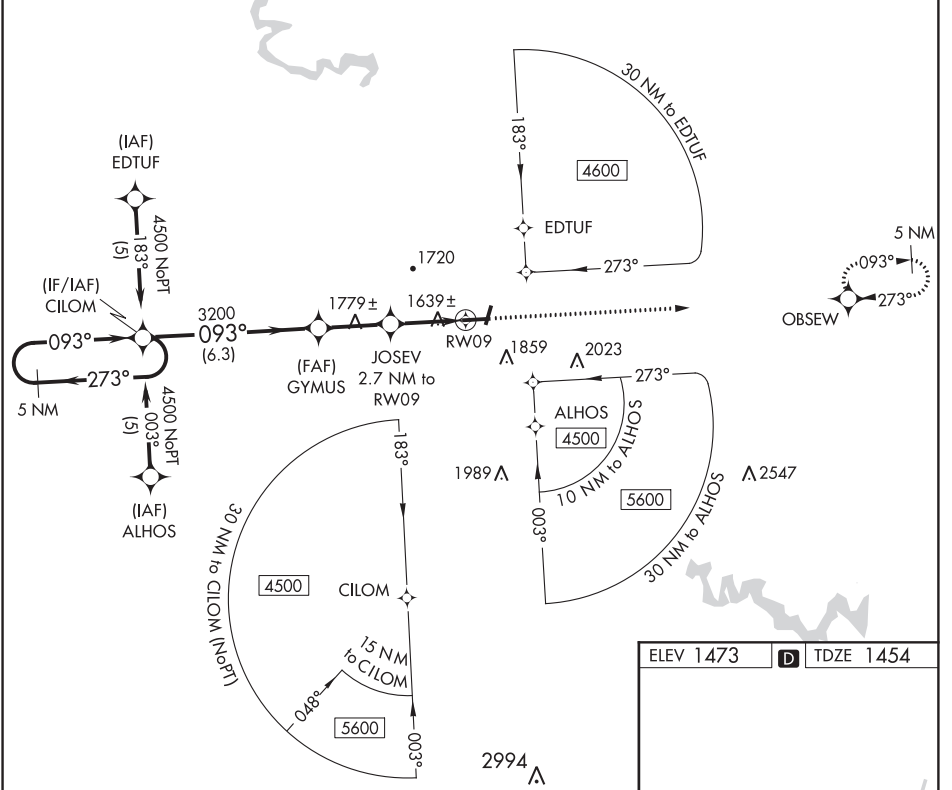
APP CRS 093°	Rwy Ldg TDZE Apt Elev	4650 1454 1473
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RNAV (GPS) RWY 9
PIKE COUNTY-HATCHER FIELD (P.B.X)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

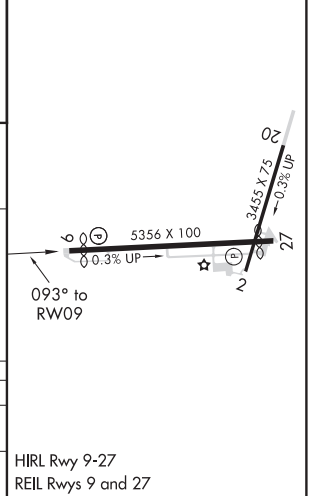
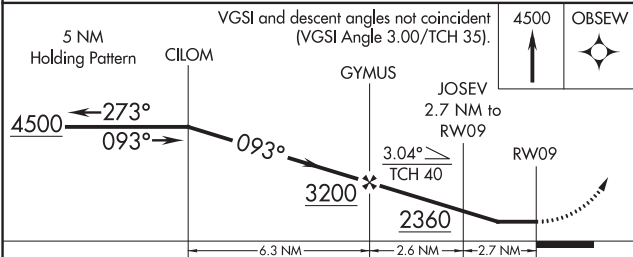
AWOS-3 121.225	INDIANAPOLIS CENTER 126.575 257.850	UNICOM 122.8
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1473	D TDZE 1454
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CATEGORY	A	B	C	D
RNAV MDA	1960-1	506 (500-1)	1960-1½ 506 (500-1½)	NA
CIRCLING	2000-1 527 (600-1)	2080-1 607 (700-1)	2160-2 687 (700-2)	NA

PIKEVILLE, KENTUCKY

AL-9449 (FAA)

16259

APP CRS 273°	Rwy Ldg TDZE Apt Elev	4650 1466 1473
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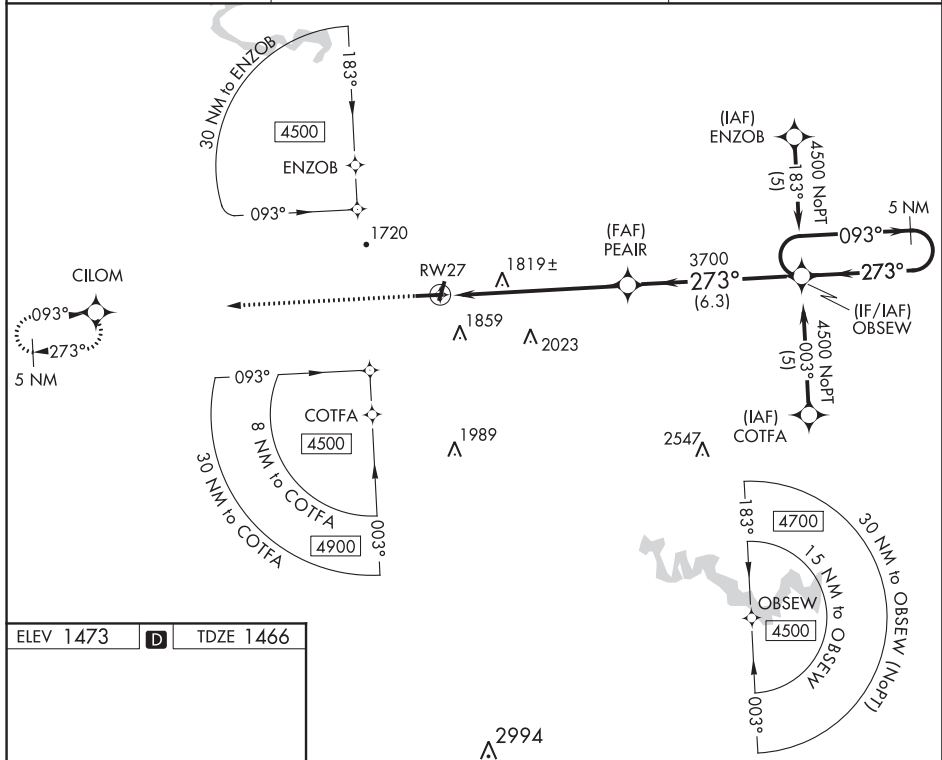
RNAV (GPS) RWY 27

PIKE COUNTY-HATCHER FIELD (P.BX)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and LNAV visibility Cat B ¼ mile, and Cat C ½ mile, and Circling visibility Cat B and C ¼ mile.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3 121.225	INDIANAPOLIS CENTER 126.575 257.850	UNICOM 122.8
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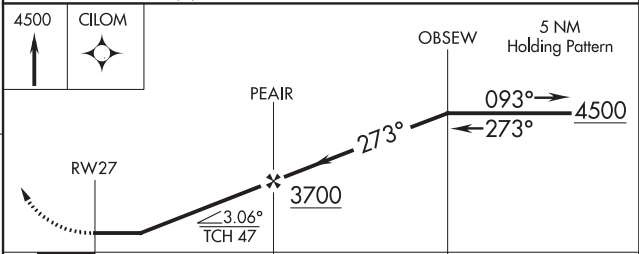
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1473	D	TDZE 1466
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HIRL RWY 9-27
 REIL RWYS 9 and 27

Diagram details: RWY 27 length 3455 x 75, 0.3% UP. RWY 9 length 5356 x 100, 0.3% UP. Approach angle to RWY 27 is 273°.



CATEGORY	A	B	C	D
LNAV MDA	2120-1	654 (700-1)	2120-1 ¾ 654 (700-1 ¾)	NA
CIRCLING	2120-1	647 (700-1)	2160-2 687 (700-2)	NA

PIKEVILLE, KENTUCKY
 Amdt 1 22OCT09

37°34'N-82°34'W

PIKE COUNTY-HATCHER FIELD (P.BX) RNAV (GPS) RWY 27

WAAS CH 70338 W04A	APP CRS 040°	Rwy Idg TDZE Apt Elev	2999 1371 1371
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RNAV (GPS) RWY 4

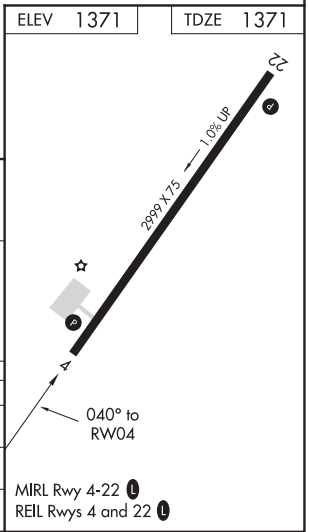
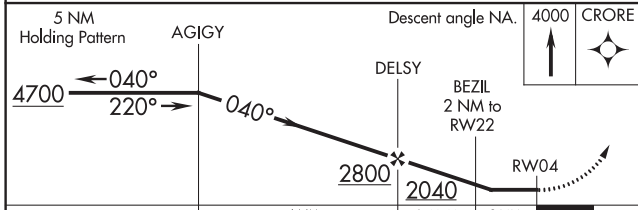
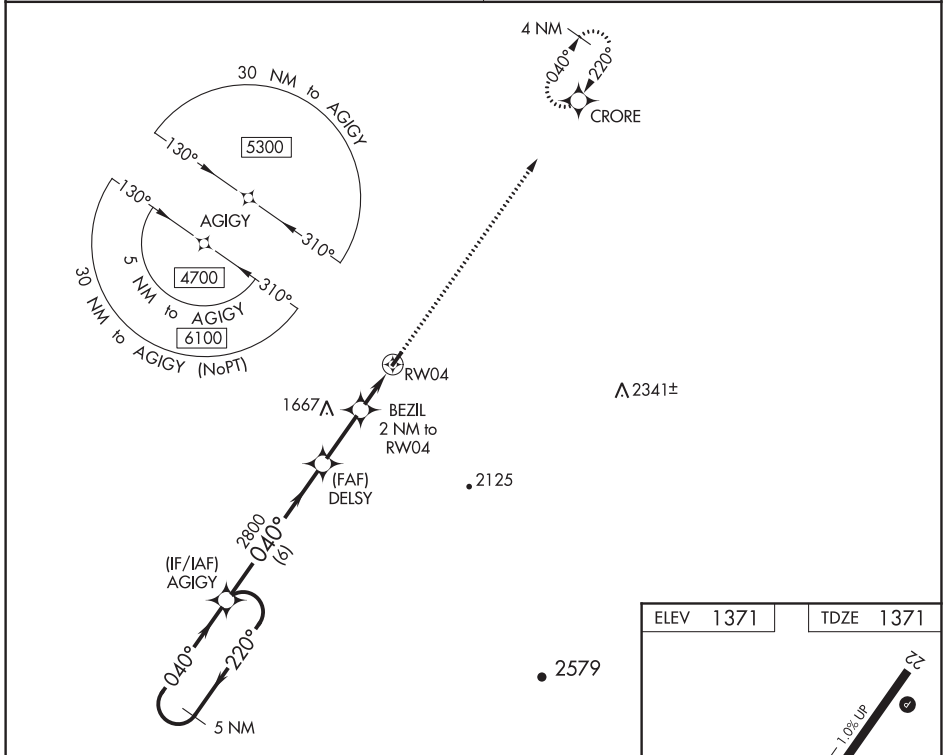
MC CREARY COUNTY (18I)

⚠ NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile, increase Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

INDIANAPOLIS CENTER **124.625 371.925**

UNICOM **123.05 (CTAF) 0**



CATEGORY	A	B	C	D
LP MDA	1920-1	549 (600-1)	1920-1 5/8 549 (600-1 5/8)	NA
LNAV MDA	1940-1	569 (600-1)	1940-1 5/8 569 (600-1 5/8)	NA
C CIRCLING	1940-1 569 (600-1)	2000-1 629 (700-1)	2020-1 3/4 649 (700-1 3/4)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82124 W01A	APP CRS 013°	Rwy Idg TDZE Apt Elev	5000 817 817
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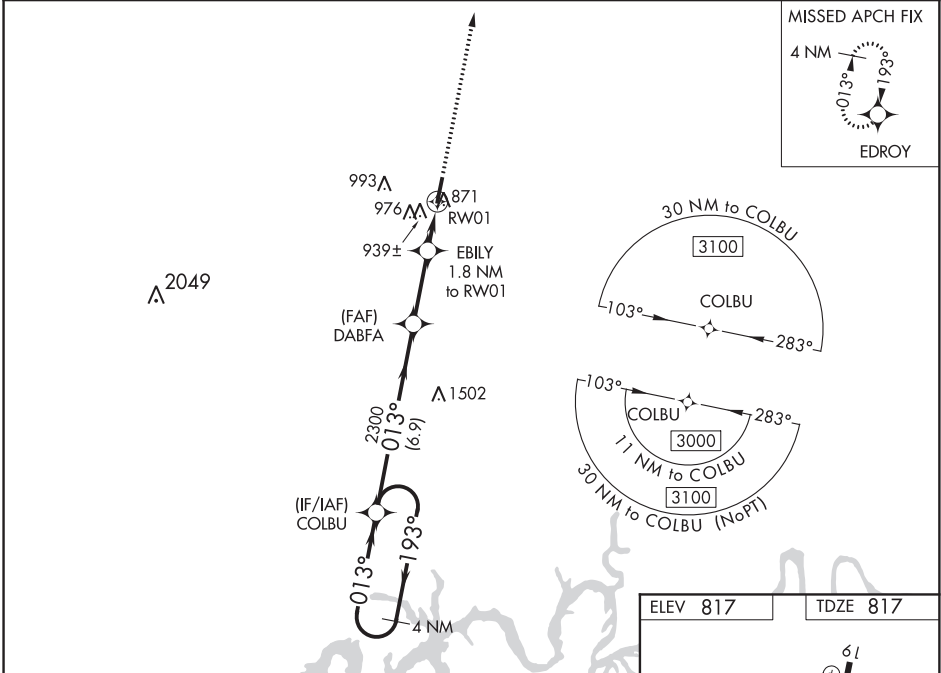
RNAV (GPS) RWY 1

PORTLAND MUNI (1M5)

⚠ Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities 1/8 mile; increase all LNAV/VNAV DA to 1210 and all visibilities 1/4 mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility 1/4 mile.

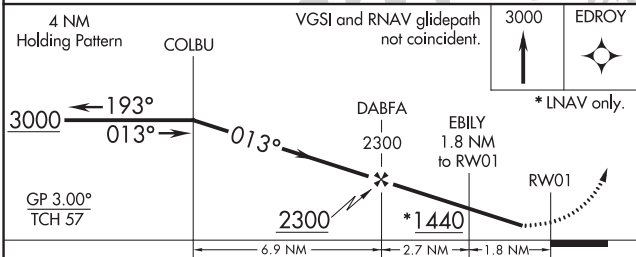
MISSED APPROACH:
Climb to 3000 direct EDROY and hold.

AWOS-3 118.175	NASHVILLE APP CON 119.35 372.0	GCO 121.725	UNICOM 122.8 (CTAF)
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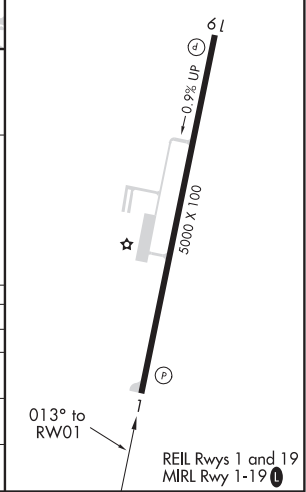


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 817	TDZE 817
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CATEGORY	A	B	C	D
LPV DA		1090-1	273 (300-1)	
LNAV/VNAV DA		1120-1	303 (400-1)	
LNAV MDA	1200-1	383 (400-1)	1200-1 1/8	383 (400-1 1/8)
CIRCLING	1280-1	463 (500-1)	1280-1 1/2	1380-2 563 (600-2)

PORTLAND, TENNESSEE

AL-5989 (FAA)

16119

WAAS CH 40324 W19A	APP CRS 193°	Rwy Idg TDZE Apt Elev	5000 804 817
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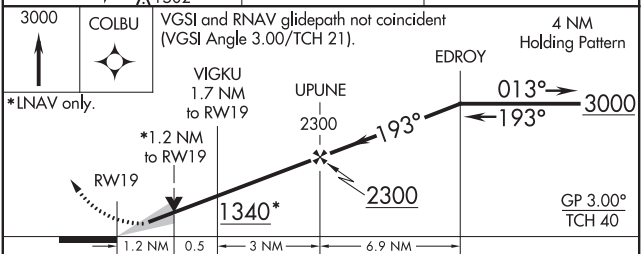
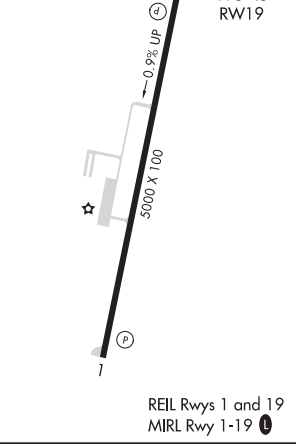
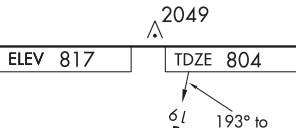
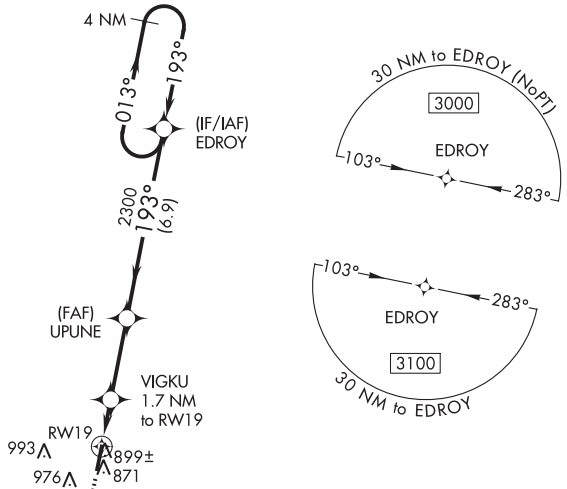
RNAV (GPS) RWY 19

PORTLAND MUNI (1M5)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Bowling Green altimeter setting.
⚠ When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and and increase LNAV Cat C/D visibility ⅓ mile.

MISSED APPROACH:
Climb to 3000 direct COLBU and hold.

AWOS-3 118.175	NASHVILLE APP CON 119.35 372.0	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1054-1	250 (300-1)	
LNAV/VNAV DA		1094-1½	290 (300-1½)	
LNAV MDA		1160-1	356 (400-1)	
CIRCLING	1280-1	463 (500-1)	1280-1½ 463 (500-1½)	1380-2 563 (600-2)

PORTLAND, TENNESSEE
Orig-A 28APR16

36°36'N-86°29'W

PORTLAND MUNI (1M5) RNAV (GPS) RWY 19

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86336 W03A	APP CRS 036°	Rwy Idg 5000 TDZE 1210 Apt Elev 1221
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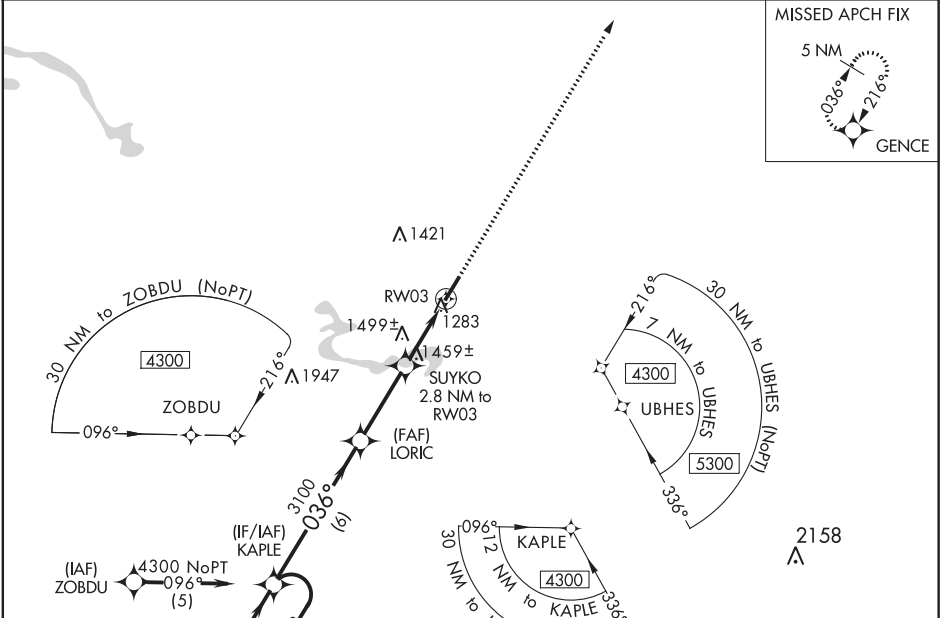
RNAV (GPS) RWY 3

BIG SANDY RGNL (SJS)

⚠ DME/DME RNP-0.3 NA. Rwy 3 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 120 feet; increase LP, LNAV Cats C/D visibilities ¼ mile, and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 4100 direct GENGE and hold.

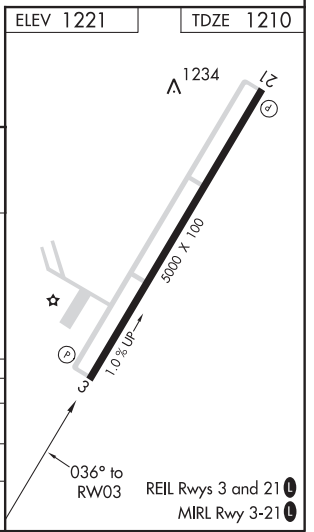
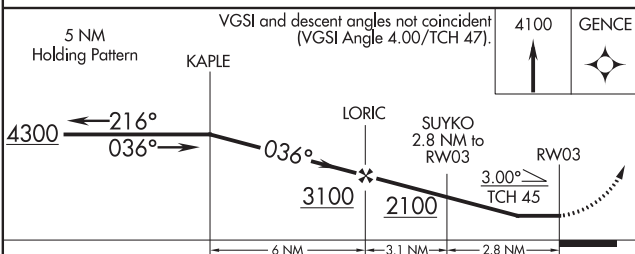
AWOS-3 120.175	HUNTINGTON APP CON 119.75 270.1	UNICOM 123.05 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1221	TDZE 1210
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CATEGORY	A	B	C	D
LP MDA	1720-1	510 (500-1)	1720-1½	510 (500-1½)
LNAV MDA	1760-1	550 (600-1)	1760-1¾	550 (600-1¾)
C CIRCLING	1760-1	539 (600-1)	1920-2 699 (700-2)	2060-2¾ 839 (900-2¾)

WAAS CH 77801 W21A	APP CRS 216°	Rwy Idg TDZE 1221 Apt Elev 1221	5000
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RNAV (GPS) RWY 21

BIG SANDY RGNL (SJS)

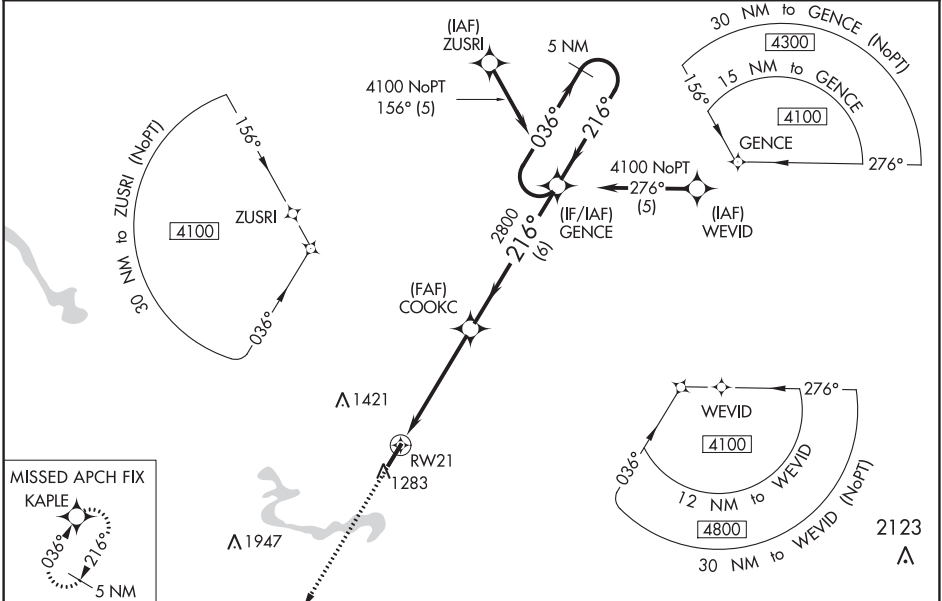
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. When local altimeter setting not received, use Jackson altimeter setting and increase all DA 101 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅜ mile, and increase Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH:
Climb to 4300 direct KAPLE and hold.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

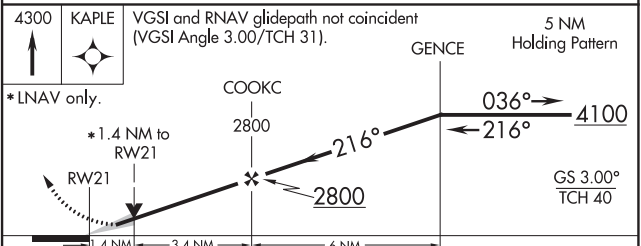
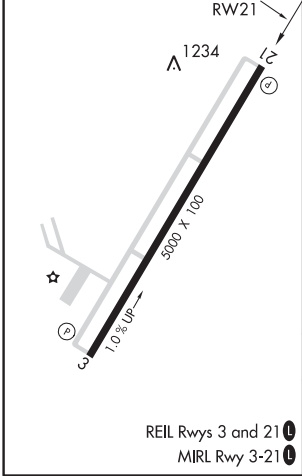
UNICOM
123.05 (CTAF) 0



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1221	TDZE 1221
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CATEGORY	A	B	C	D
LPV DA		1471-¾	250 (300-¾)	
LNAV/VNAV DA		1739-1⅓	518 (600-1⅓)	
LNAV MDA	1700-1	479 (500-1)	1700-1⅓	479 (500-1⅓)
C CIRCLING	1760-1	539 (600-1)	1920-2 699 (700-2)	2060-2¾ 839 (900-2¾)

PRINCETON, KENTUCKY

AL-9839 (FAA)

16147

WAAS CH 45631 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	4099 573 584
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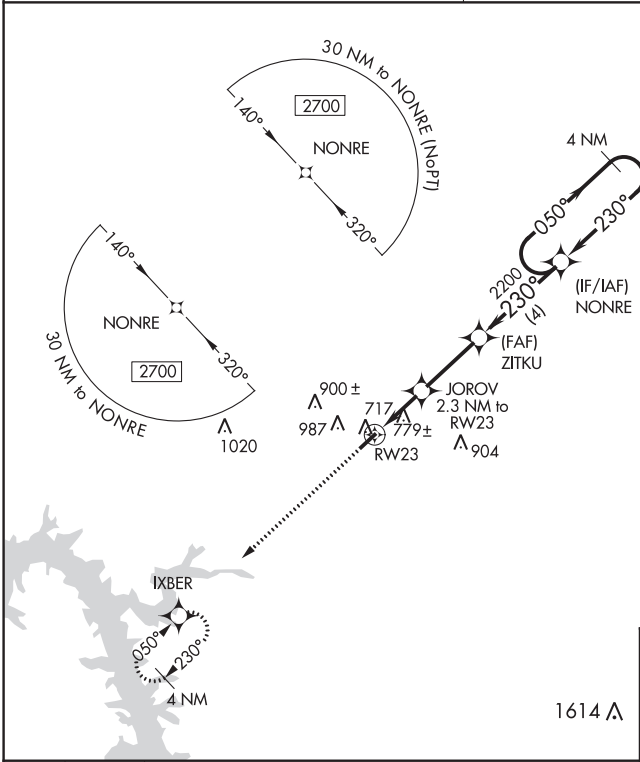
RNAV (GPS) RWY 23
PRINCETON-CALDWELL COUNTY (2M \emptyset)

▼ Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet.
▲ NA

MISSED APPROACH:
Climb to 2700 direct IXBER and hold.

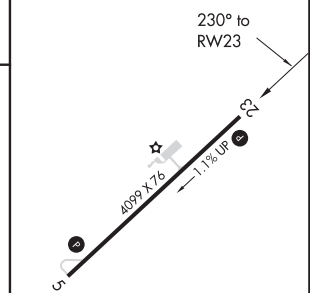
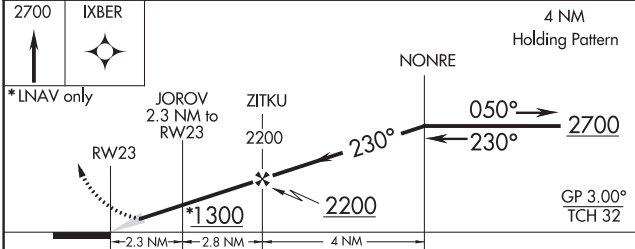
FORT CAMPBELL
118.1 269.525

UNICOM
122.8 (CTAF)



ELEV 584	TDZE 573
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1614 Δ



CATEGORY	A	B	C	D
LPV DA	898-1 $\frac{1}{8}$	325 (400-1 $\frac{1}{8}$)		NA
LNAV/VNAV DA	1215-2 $\frac{1}{2}$	642 (700-2 $\frac{1}{2}$)		NA
LNAV MDA	1120-1	579 (600-1)		NA
CIRCLING	1420-1 $\frac{1}{4}$	836 (900-1 $\frac{1}{4}$)		NA

MIRL Rwy 5-23 \emptyset

PRINCETON, KENTUCKY

Orig-A 26MAY16

37°07'N-87°51'W

PRINCETON-CALDWELL COUNTY (2M \emptyset)
RNAV (GPS) RWY 23

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77882 W16A	APP CRS 155°	Rwy Idg TDZE Apt Elev	5310 689 689
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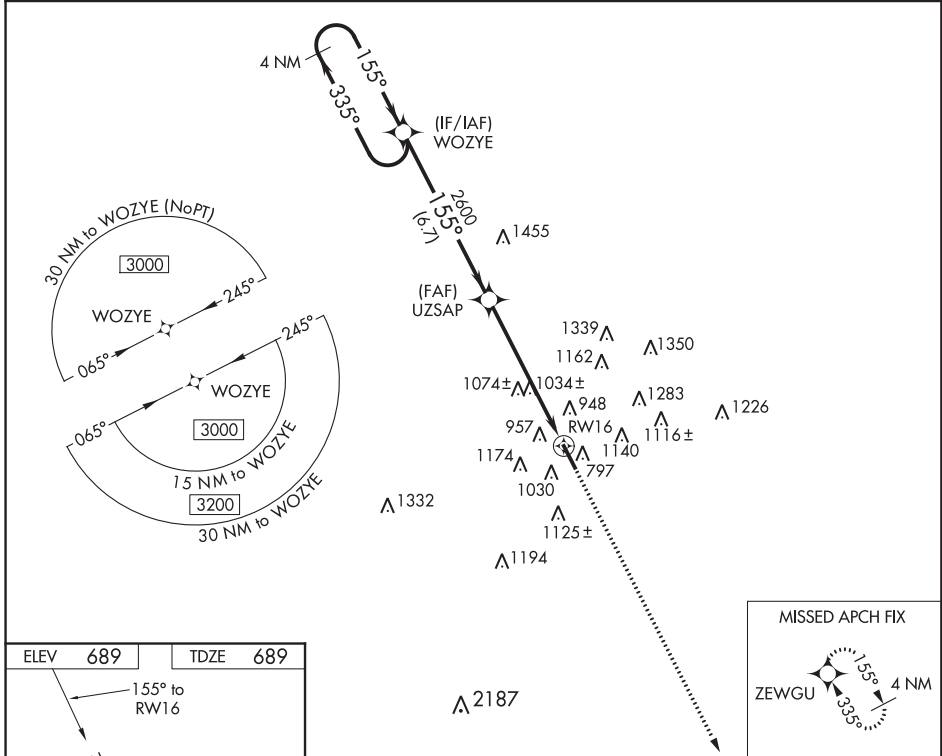
RNAV (GPS) RWY 16

ABERNATHY FIELD (GZS)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Huntsville Executive Airport/Tom Sharp Jr Field altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility 1/8 mile, increase Circling Cat D visibility 1/4 mile, and Circling Cat C visibility 1/2 mile.

▲ NA MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

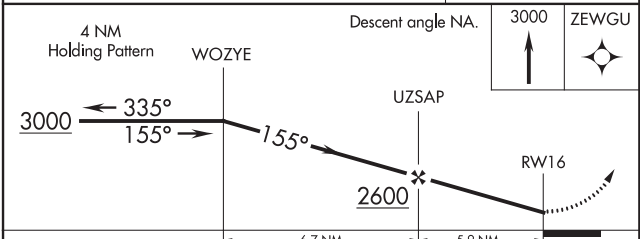
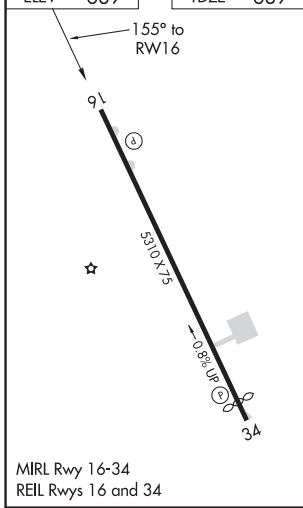
AWOS-3 118,275	MEMPHIS CENTER 128.85 379.25	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	689	TDZE	689
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CATEGORY	A	B	C	D
LP MDA	1300-1	611 (700-1)	1300-1 ³ / ₄	611 (700-1 ³ / ₄)
LNAV MDA	1340-1	651 (700-1)	1340-1 ⁷ / ₈	651 (700-1 ⁷ / ₈)
CIRCLING	1400-1	711 (800-1)	1420-2 731 (800-2)	1480-2 ¹ / ₂ 791 (800-2 ¹ / ₂)

PULASKI, TENNESSEE

AL-6125 (FAA)

16035

WAAS CH 99725 W34A	APP CRS 335°	Rwy Idg TDZE Apt Elev	5310 665 689
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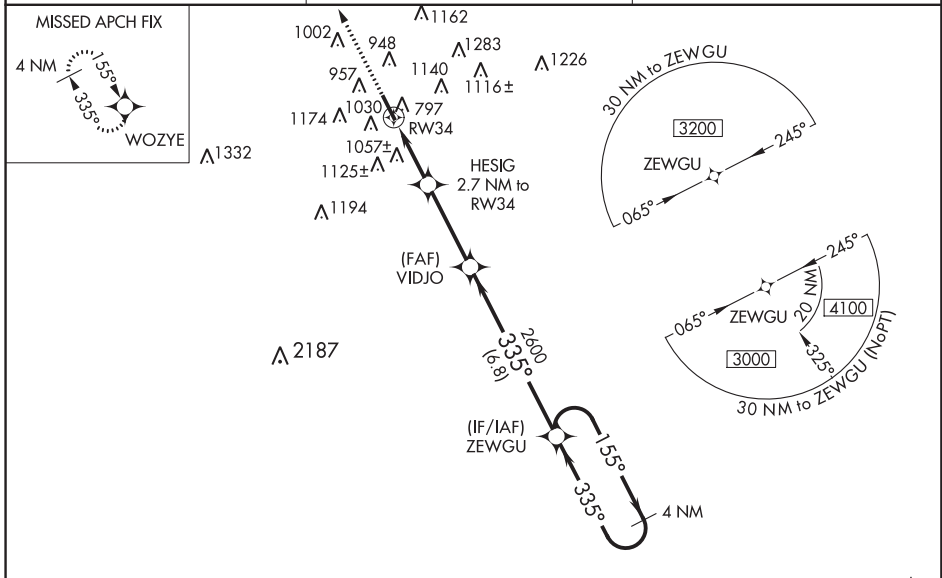
RNAV (GPS) RWY 34

ABERNATHY FIELD (GZS)

▼ Baro-VNAV NA when using Huntsville Executive Airport Tom Sharp Jr Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 39°C (102°F).
▲ NA Night landing: Rwy 16 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Huntsville Executive Airport Tom Sharp Jr Field altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats and LNAV Cats C and D visibility 1/8 mile; increase LNAV/VNAV all Cats visibility 1/4 mile; increase Circling Cat C 1/2 mile and Cat D 1/4 mile. VDP NA with Huntsville Executive Airport Tom Sharp Jr Field altimeter setting.

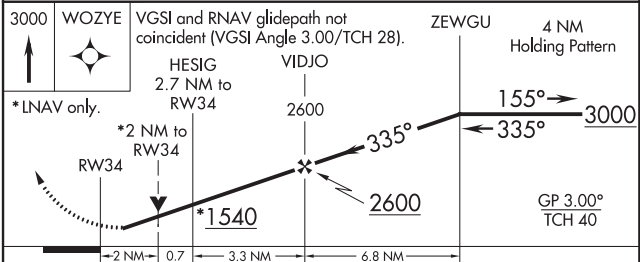
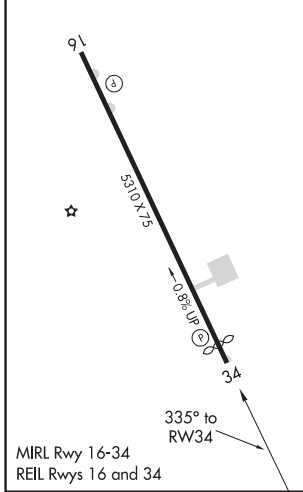
MISSED APPROACH:
Climb to 3000 direct WOZYE and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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CAUTION: R-2104 A, C, D and E approximately 21 NM southeast of ZEWGU WP.

ELEV 689	TDZE 665
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CATEGORY	A	B	C	D
LPV DA	915-1		250 (300-1)	
LNAV/VNAV DA	1443-2 ³ / ₄		778 (800-2 ³ / ₄)	
LNAV MDA	1320-1	655 (700-1)	1320-1 ⁷ / ₈	655 (700-1 ⁷ / ₈)
CIRCLING	1400-1	711 (800-1)	1420-2 731 (800-2)	1480-2 ¹ / ₂ 791 (800-2 ¹ / ₂)

PULASKI, TENNESSEE
Amdt 2A 18SEP14

35°09'N-87°03'W

RNAV (GPS) RWY 34

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VORTAC RQZ	APP CRS	Rwy Idg	5010
112.2	313°	TDZE	665
Chan 59		Apt Elev	689

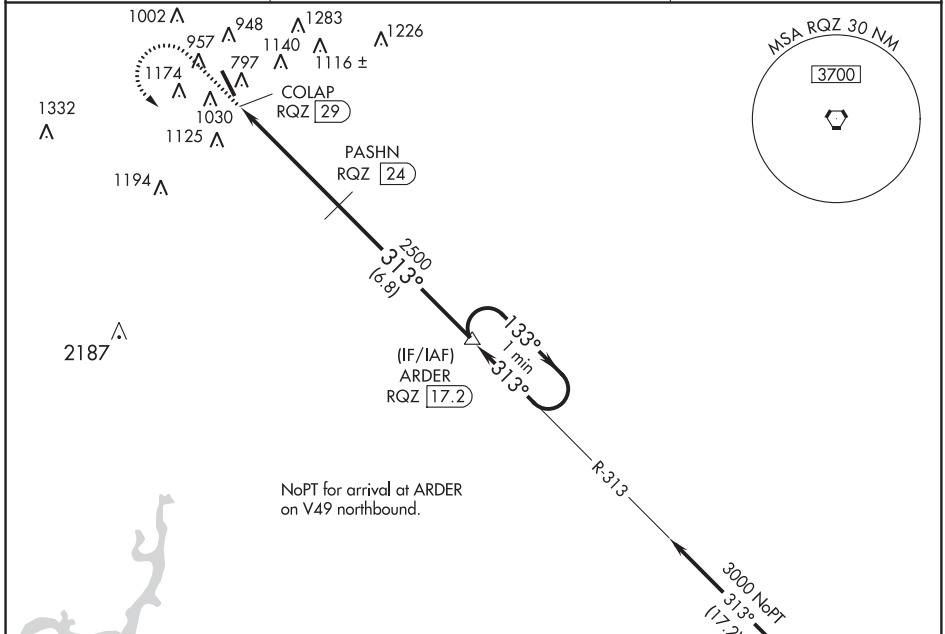
VOR/DME RWY 34

ABERNATHY FIELD (GZS)

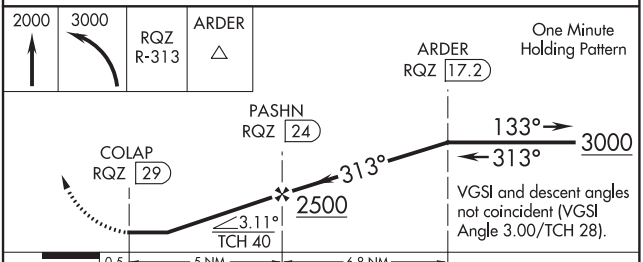
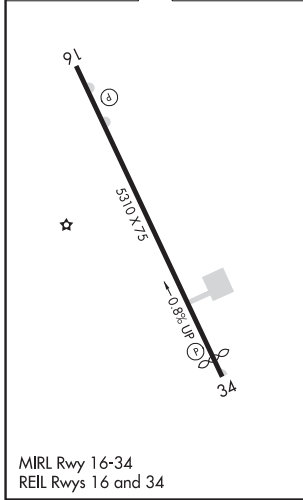
⚠ NA When local altimeter setting not received, use Huntsville Executive Airport/ Tom Sharp Jr Field altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility ¼ mile and Cats C/D visibility ½ mile; increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Night landing: Rwy 16 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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ELEV 689	TDZE 665
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CATEGORY	A	B	C	D
S-34	1520-1 855 (900-1)	1520-1¼ 855 (900-1¼)	1520-2½	855 (900-2½)
C CIRCLING	1520-1¼	831 (900-1¼)	1520-2½ 831 (900-2½)	1640-3 951 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63114 W18A	APP CRS 180°	Rwy ldg 5001 TDZE 978 Apt Elev 1003
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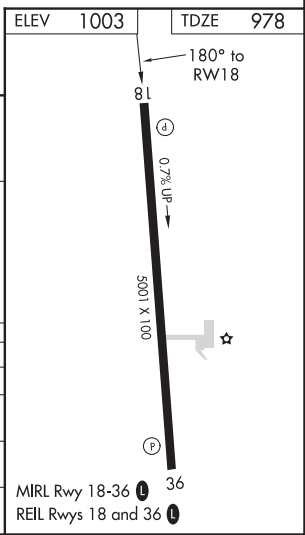
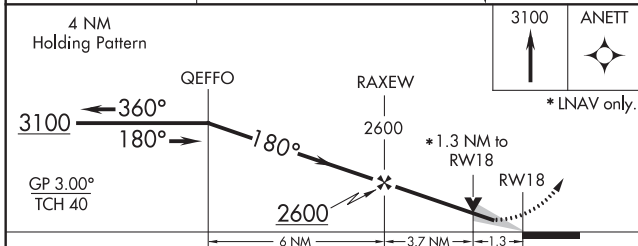
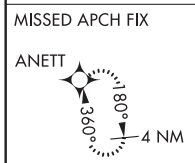
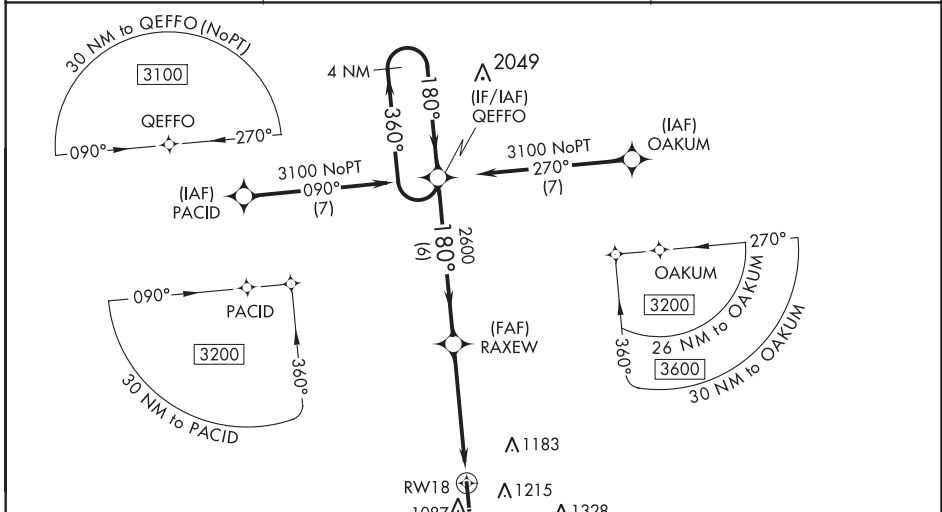
RNAV (GPS) RWY 18

CENTRAL KENTUCKY RGNL (R.G.A)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1295 feet, LNAV/VNAV DA to 1341 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile; LNAV/VNAV all Cats and LNAV Cats C and D ¼ mile and Circling visibility Cat C ½ mile, Cat D ¼ mile. VDP and Baro-VNAV NA when using Lexington altimeter setting.

⚠ MISSED APPROACH: Climb to 3100 direct ANETT and hold.

AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1228-7/8	250 (300-7/8)	
LNAV/VNAV DA		1274-1	296 (300-1)	
LNAV MDA	1440-1	462 (500-1)	1440-13/8	462 (500-13/8)
C CIRCLING	1440-1 437 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

MIRL Rwy 18-36 36
REIL Rwy 18 and 36 0

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40218 W36A	APP CRS 360°	Rwy Idg 5001 TDZE 1003 Apt Elev 1003
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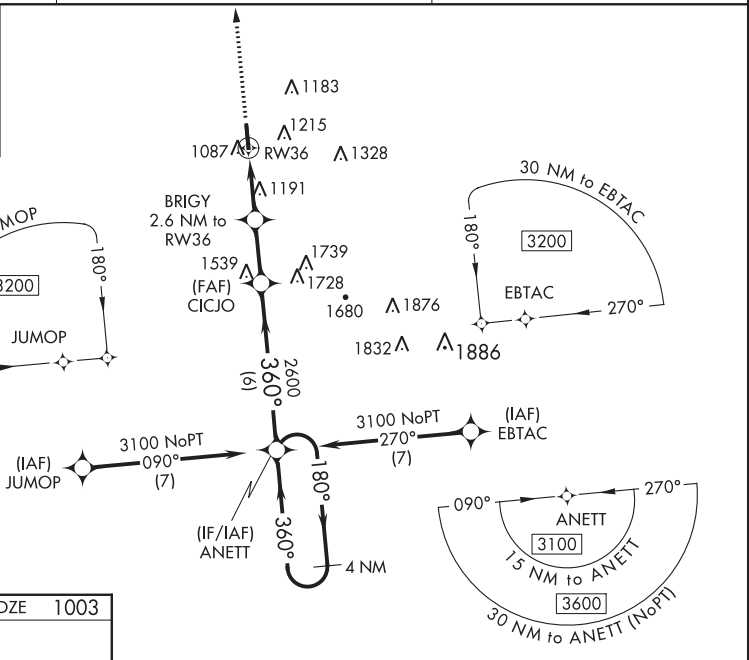
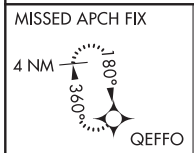
RNAV (GPS) RWY 36

CENTRAL KENTUCKY RGNL (R.G.A)

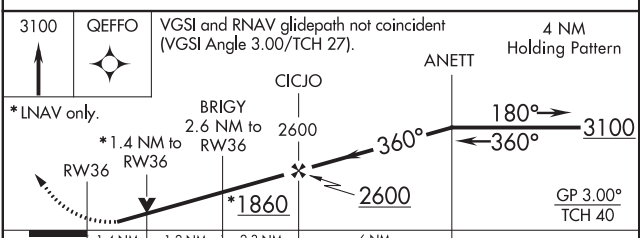
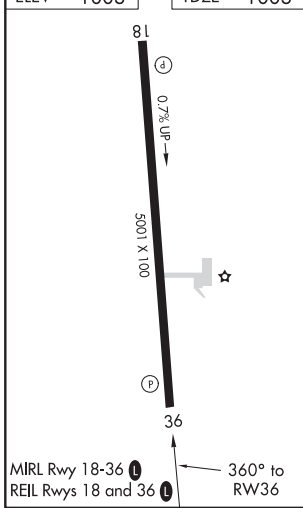
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase LNAV Cats C and D ½ mile and Circling visibility Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) 0
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ELEV 1003	TDZE 1003
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CATEGORY	A	B	C	D
LPV DA		1264-7/8	261 (300-7/8)	
LNAV/VNAV DA		1278-7/8	275 (300-7/8)	
LNAV MDA	1460-1	457 (500-1)	1460-1 3/8	457 (500-1 3/8)
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1 1/2 517 (600-1 1/2)	1780-2 1/2 777 (800-2 1/2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RICHMOND, KENTUCKY

AL-6610 (FAA)

16287

VORTAC HYK 112.6 Chan 73	APP CRS 161°	Rwy Idg TDZE Apt Elev	5001 978 1003
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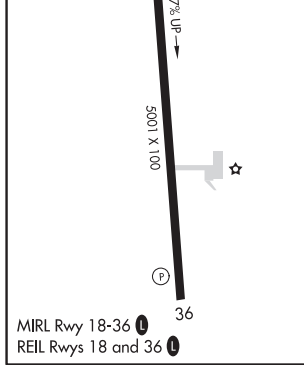
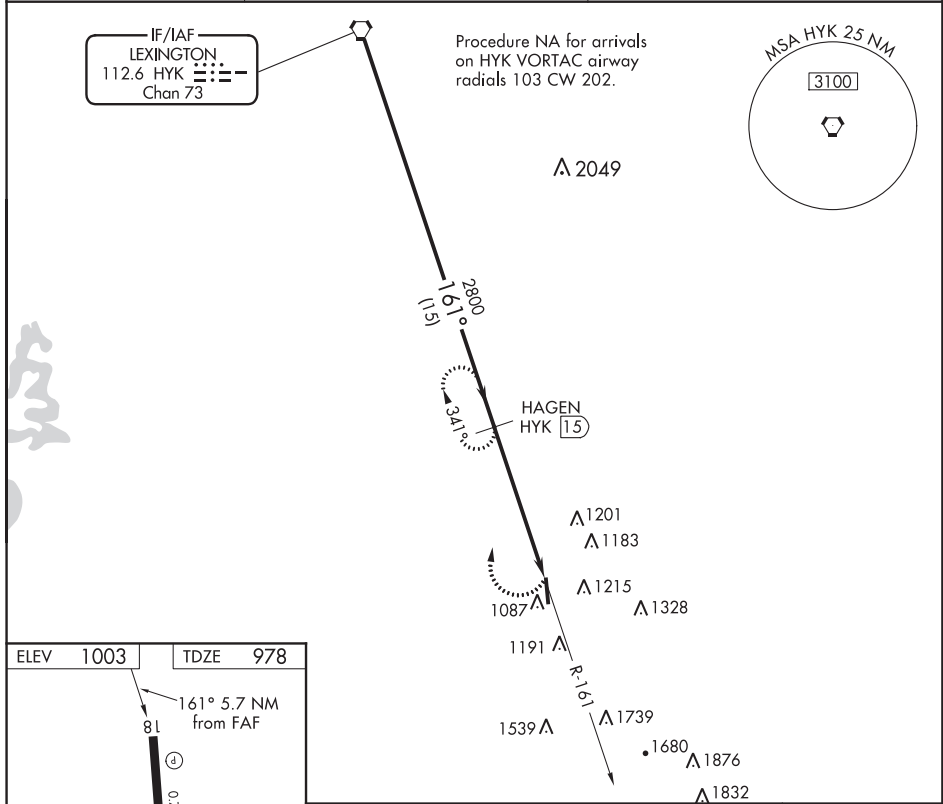
VOR RWY 18

CENTRAL KENTUCKY RGNL (R.G.A)

⚠ DME required. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility ¼ mile; Circling Cat C ½ mile and Circling Cat D ¼ mile.

⚠ MISSED APPROACH: Climbing right turn to 2800 on HYK VORTAC R-161 to HAGEN/15 DME and hold.

AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) 0
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	HYK VORTAC		HAGEN HYK 15		2800 HYK R-161	HAGEN HYK 15
	2800		2800		2800	
	161°		2.95° TCH 40			
	15 NM		5.7 NM			
CATEGORY	A	B	C	D		
S-18	1460-1	482 (500-1)	1460-1⅓	482 (500-1⅓)		
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)		

RICHMOND, KENTUCKY
Amdt 7B 21JUL16

37°38'N-84°20'W

VOR RWY 18

CENTRAL KENTUCKY RGNL (R.G.A)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82026 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	5000 1664 1664
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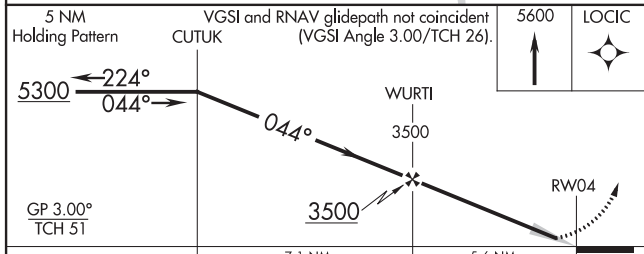
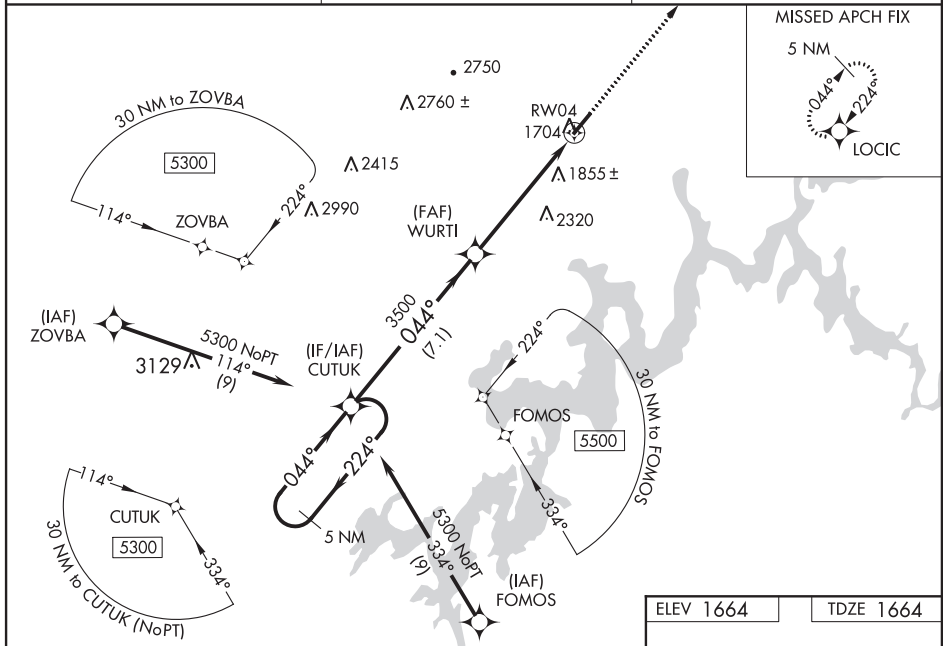
RNAV (GPS) RWY 4

ROCKWOOD MUNI (R.KW)

⚠ NA Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat D visibility ¼ mile.

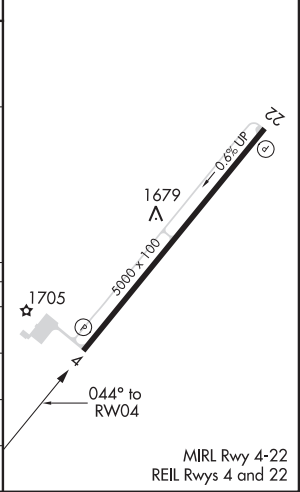
MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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ELEV 1664	TDZE 1664
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CATEGORY	A	B	C	D
LPV DA		1914-¾	250 (300-¾)	
LNAV/VNAV DA		1914-¾	250 (300-¾)	
LNAV MDA	2100-1	436 (500-1)	2100-1¾	436 (500-1¾)
CIRCLING	2100-1 436 (500-1)	2120-1 456 (500-1)	2160-1½ 496 (500-1½)	2260-2 596 (600-2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61126 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	5000 1662 1664
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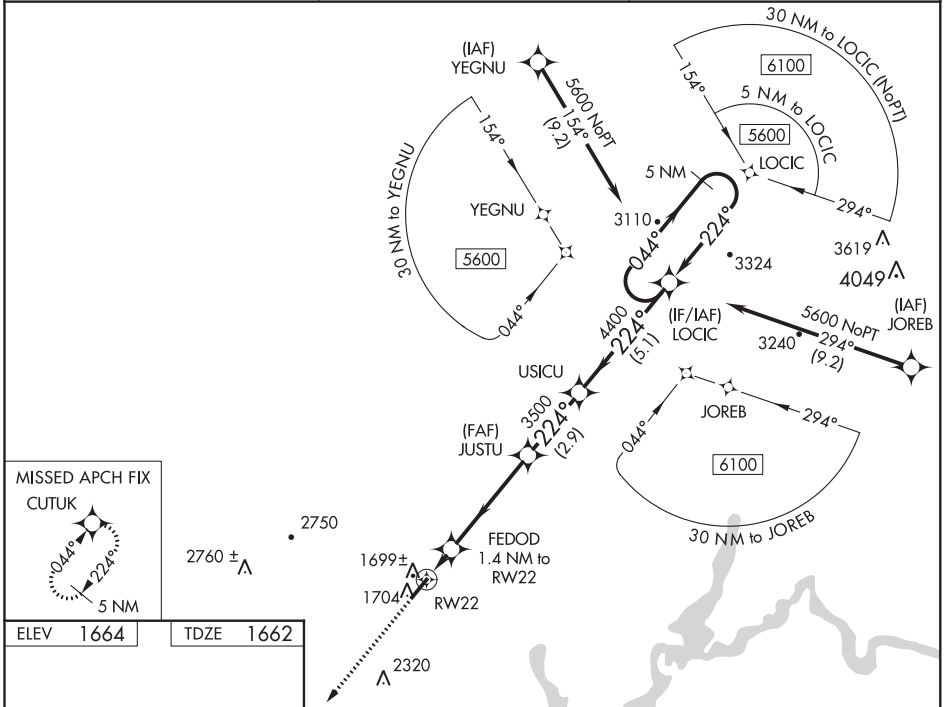
RNAV (GPS) RWY 22

ROCKWOOD MUNI (RKW)

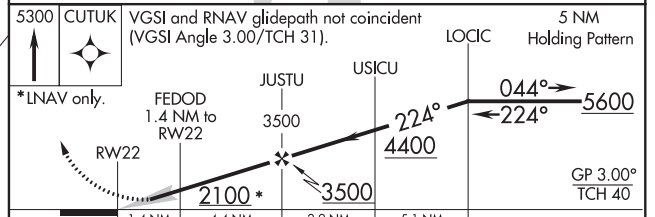
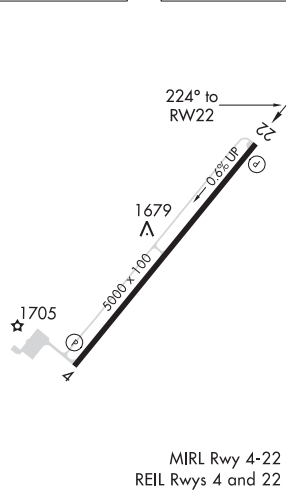
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 5300 direct CUTUK and hold, continue climb-in-hold to 5300.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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ELEV 1664	TDZE 1662
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CATEGORY	A	B	C	D
LPV DA		1912-7/8	250 (300-7/8)	
LNAV/ VNAV DA		1936-7/8	274 (300-7/8)	
LNAV MDA		1980-1	318 (400-1)	
CIRCLING	2080-1 416 (500-1)	2120-1 456 (500-1)	2160-1½ 496 (500-1½)	2260-2 596 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VORTAC HCH 117.6 Chan 123	APP CRS 240°	Rwy Idg TDZE Apt Elev	5000 1664 1664
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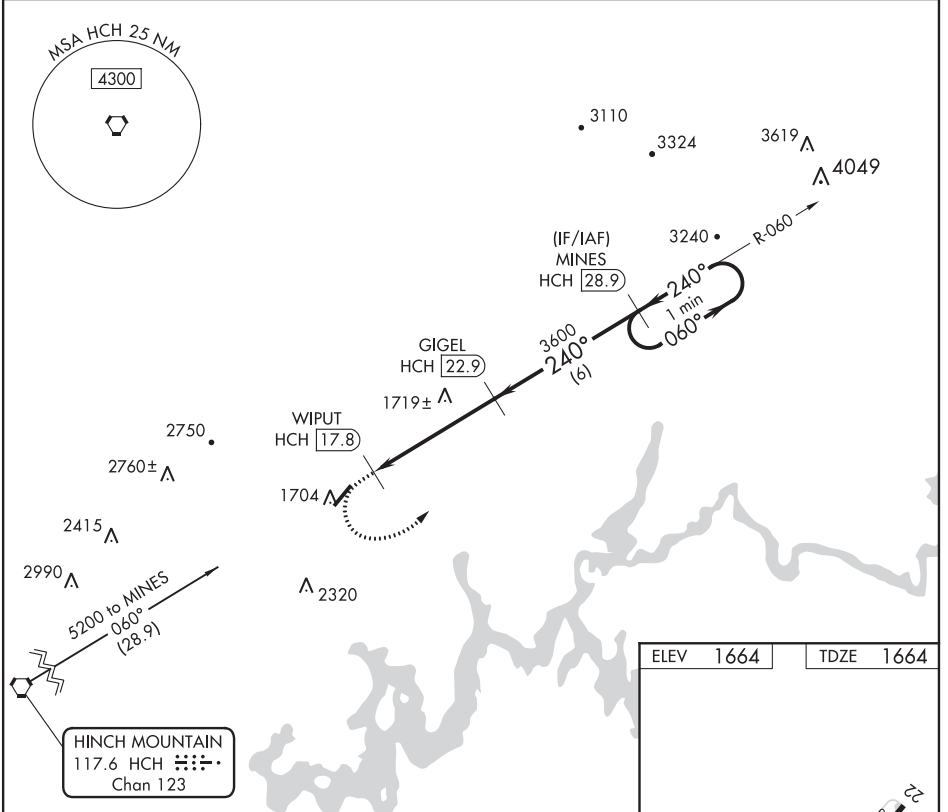
VOR/DME RWY 22

ROCKWOOD MUNI (RKW)

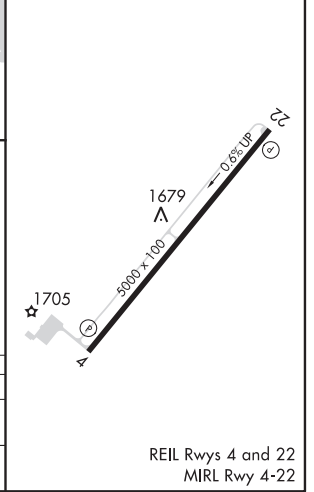
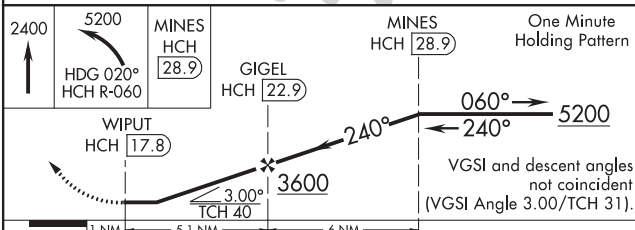
⚠ When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 80 feet, and S-22 Cats C/D and Circling Cat D visibility ¼ mile. Circling to Rwy 4 NA at night.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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ELEV 1664	TDZE 1664
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CATEGORY	A	B	C	D
S-22	2160-1¼ 496 (500-1¼)			2160-1½ 496 (500-1½)
CIRCLING	2160-1¼ 496 (500-1¼)		2180-1½ 516 (600-1½)	2260-2 596 (600-2)

REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

GPS RWY 7

HAWKINS COUNTY (RVN)

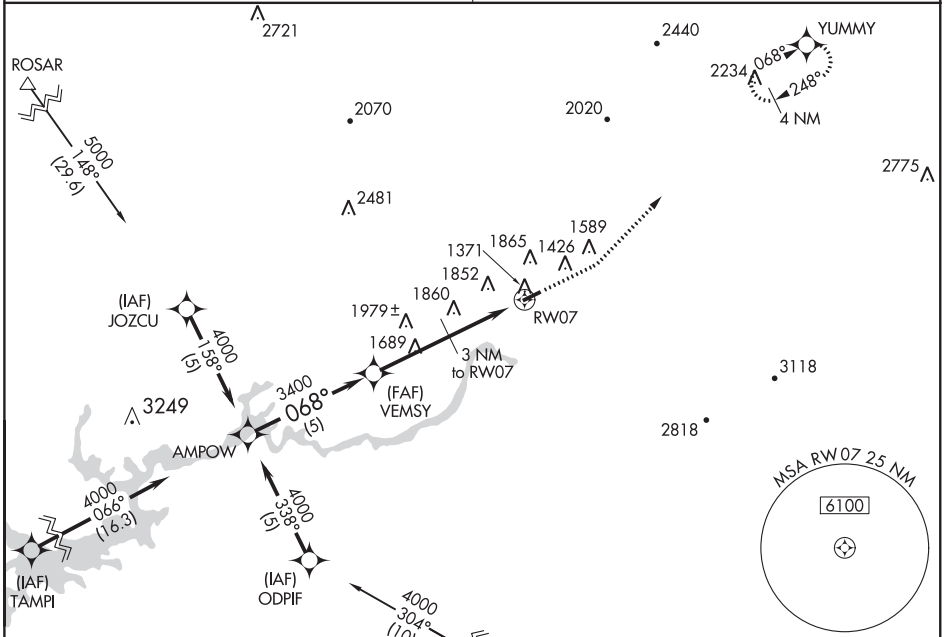
APP CRS	Rwy Idg	3502
068°	TDZE	1255
	Apt Elev	1255

▼ Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

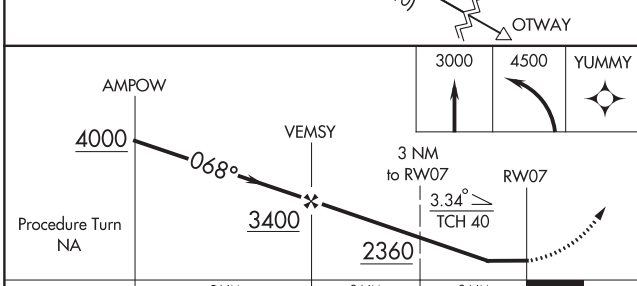
TRI CITY APP CON ★
119.25 317.5

UNICOM
122.8 (CTAF)



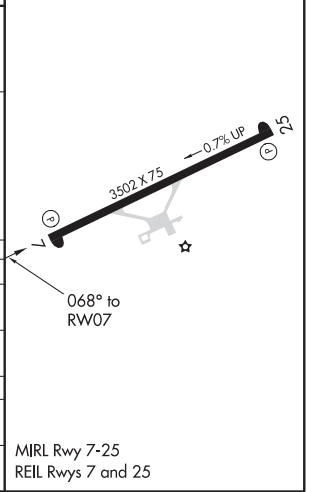
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 1255	TDZE 1255
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CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA



GPS RWY 7

NDB RVN 329	APP CRS 073°	Rwy Idg 3502
		TDZE 1255
		Apt Elev 1255

NDB RWY 7

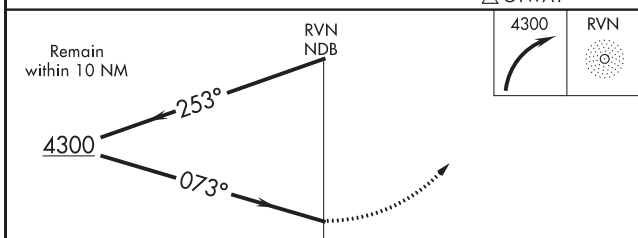
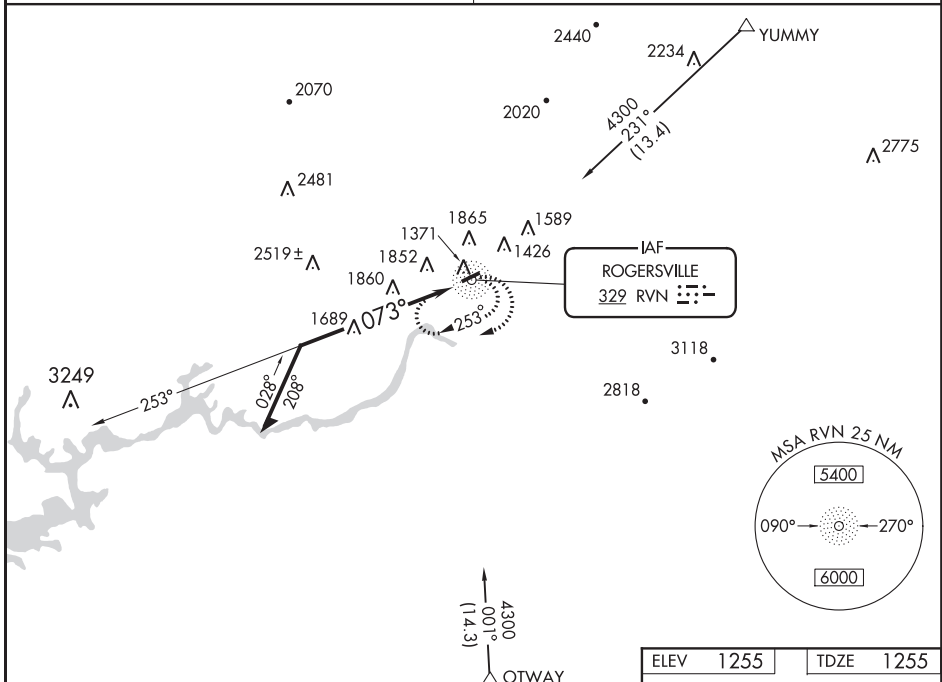
HAWKINS COUNTY (RVN)

▼ Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.
 ▲ NA Procedure not authorized at night.

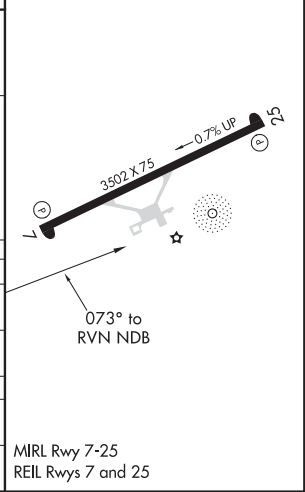
MISSED APPROACH: Climbing right turn to 4300 in RVN NDB holding pattern.

TRI CITY APP CON ★
119.25 317.5

UNICOM
122.8 (CTAF)



ELEV	1255	TDZE	1255
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CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RUSSELLVILLE, KENTUCKY

AL-6609 (FAA)

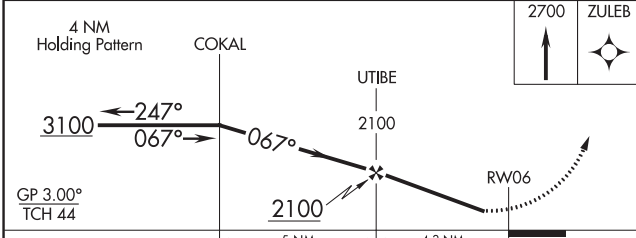
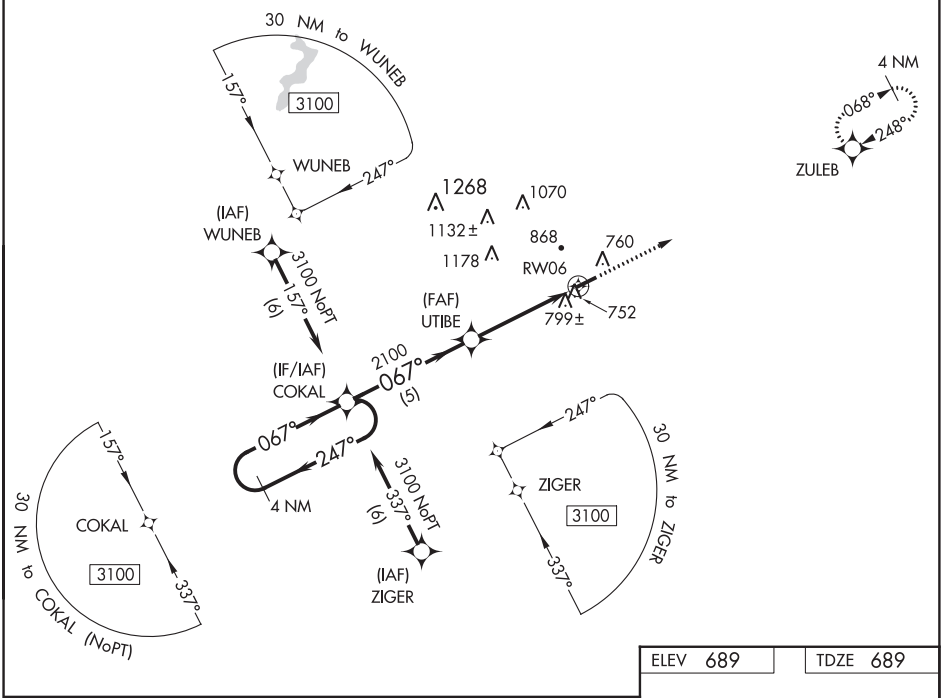
15232

WAAS CH 50431 W06A	APP CRS 067°	Rwy Idg TDZE Apt Elev	4000 689 689
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RNAV (GPS) RWY 6

RUSSELLVILLE-LOGAN COUNTY (4M7)

<p>NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Bowling Green altimeter setting; when not received, use Clarksville altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV and LNAV/VNAV Cats A/B visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2700 direct ZULEB and hold.</p>	
	<p>BOWLING GREEN-WARREN COUNTY RGNL ASOS 127.825</p>	<p>MEMPHIS CENTER 133.85 317.6</p>



ELEV 689	TDZE 689
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REL Rwy 6 and 24 0
MIRL Rwy 6-24 0

CATEGORY	A	B	C	D
LPV DA	1008-1	319 (400-1)		NA
LNAV/VNAV DA	1168-1 1/8	479 (500-1 1/8)		NA
LNAV MDA	1200-1	511 (600-1)		NA
CIRCLING	1340-1	651 (700-1)		NA

RUSSELLVILLE, KENTUCKY
Orig-A 20AUG15

36°48'N-86°49'W

RUSSELLVILLE-LOGAN COUNTY (4M7)

RNAV (GPS) RWY 6

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90431 W24A	APP CRS 248°	Rwy Idg TDZE Apt Elev 4000 681 689
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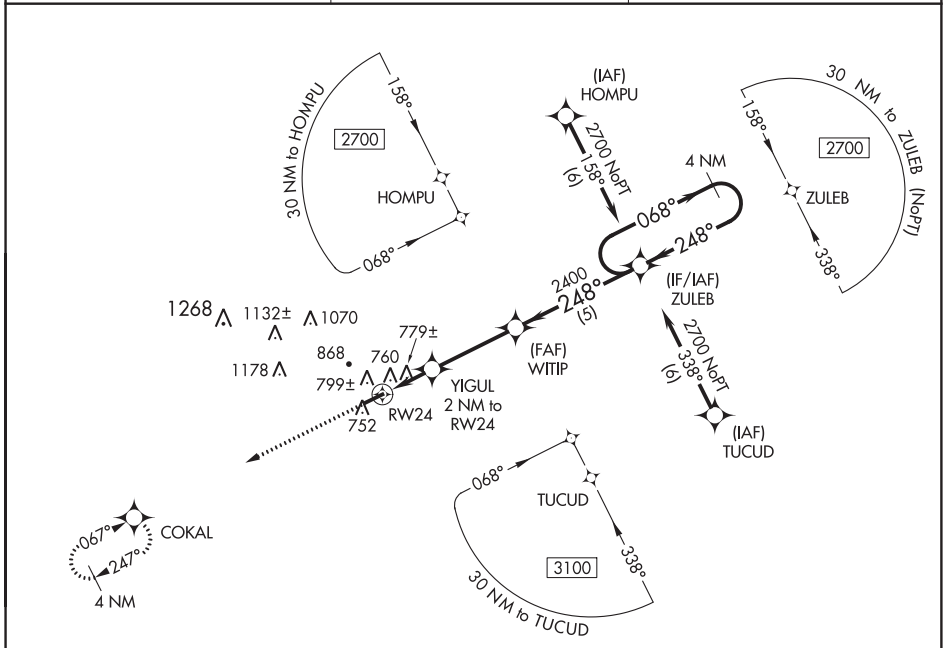
RNAV (GPS) RWY 24

RUSSELLVILLE-LOGAN COUNTY (4M7)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Bowling Green altimeter setting; when not received, use Clarksville altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3100 direct COKAL and hold.

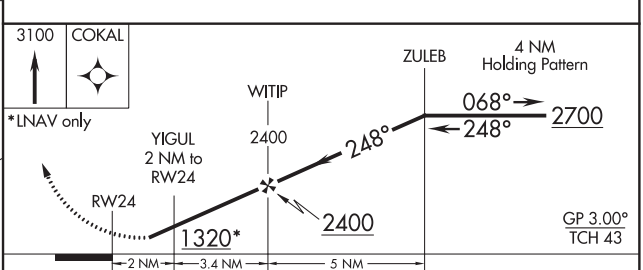
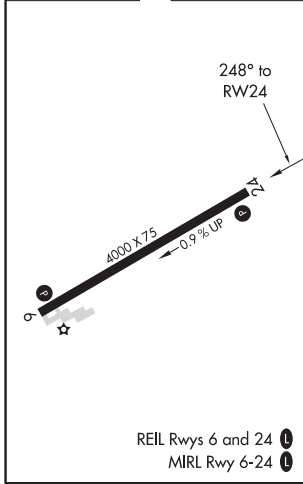
BOWLING GREEN-WARREN COUNTY RGNLASOS 127.825	MEMPHIS CENTER 133.85 317.6	UNICOM 122.7 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 689	TDZE 681
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CATEGORY	A	B	C	D
LPV DA	1069-1 1/4	388 (400-1 1/4)		NA
LNAV/VNAV DA	1175-1 3/4	494 (500-1 1/4)		NA
LNAV MDA	1120-1	439 (500-1)		NA
CIRCLING	1340-1	651 (700-1)		NA

CLARKSVILLE, TENNESSEE

RNAV (GPS) RWY 5

APCH CRS 047°	Rwy Idg TDZE Arpt Elev	5000 595 595
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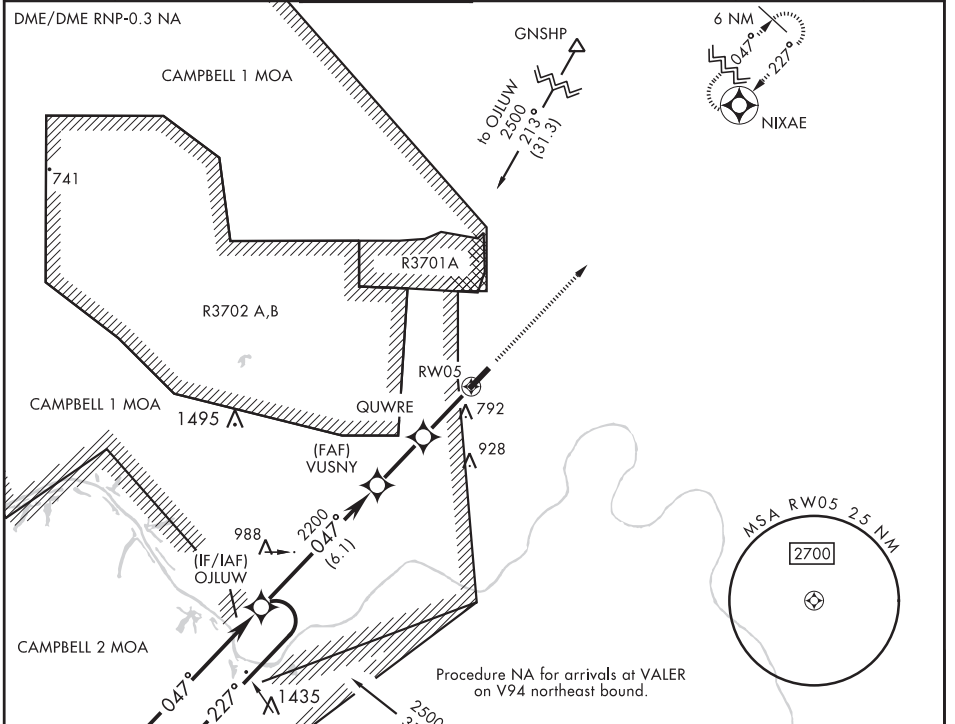
AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
 ▲ †VDP NA with Campbell AAF (Fort Campbell) altimeter setting

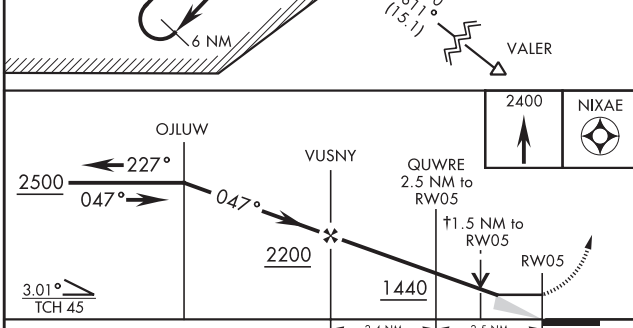
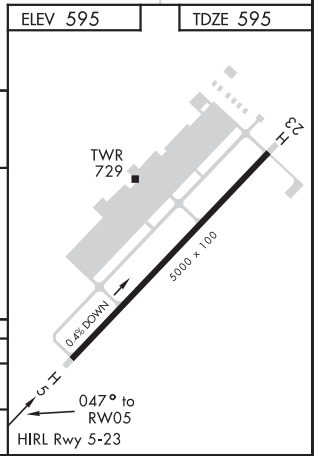
MISSED APPROACH: Climb to 2400 direct NIXAE and hold.

ATIS 306.5	CAMPBELL APP CON 134.35 307.025	SABRE TOWER ★ 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	1120-1 525 (600-1)		1120-1½ 525 (600-1½)	
CIRCLING	1160-1 565 (600-1)		1260-1¾ 665 (700-1¾)	1260-2 665 (700-2)

CLARKSVILLE, TENNESSEE

36° 34' N-87° 29' W

SABRE AAF (FORT CAMPBELL) (KEOD)

Orig 23JUN16

RNAV (GPS) RWY 5

CLARKSVILLE, TENNESSEE

16203

RNAV (GPS) X RWY 23

APCH CRS	Rwy Idg	5000
227°	TDZE	587
	Arpt Elev	595

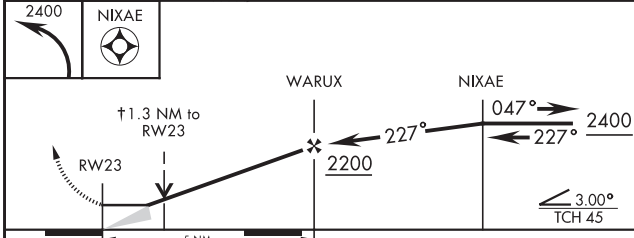
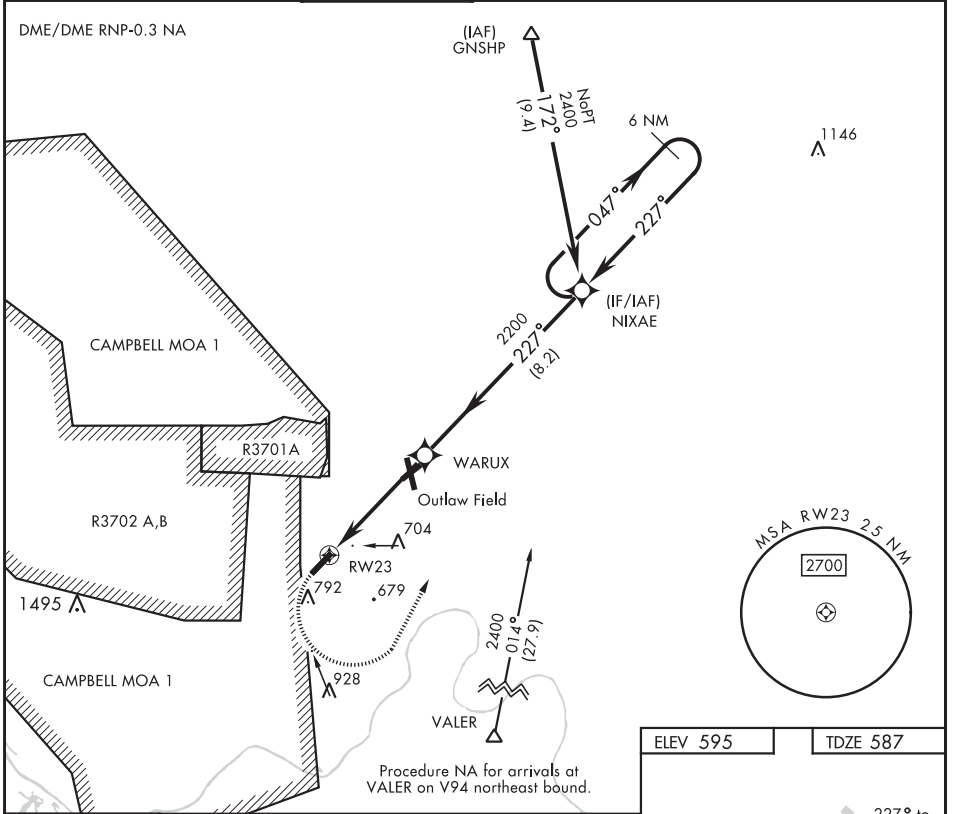
AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

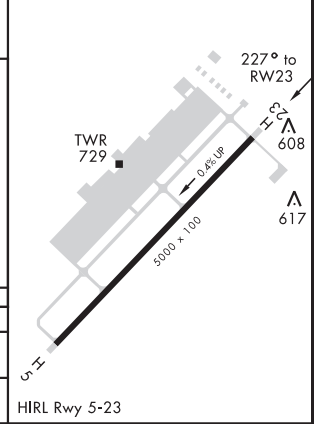
▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
 ▲ † VDP NA with Campbell AAF (Fort Campbell) altimeter setting

MISSED APPROACH: Climbing left turn to 2400 direct NIXAE and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	265.5	



ELEV 595	TDZE 587
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CATEGORY	A	B	C	D
LNVA MDA	1020-1 433 (500-1)		1020-1¼ 433 (500-1¼)	
CIRCLING	1160-1 565 (600-1)		1260-1¾ 665 (700-1¾)	1260-2 665 (700-2)

CLARKSVILLE, TENNESSEE

36° 34'N-87° 29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

Orig 21JUL16

RNAV (GPS) X RWY 23

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 23

APCH CRS 227°	Rwy Idg THRE Arpt Elev 5000 573 595
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AL-6373 [USA]

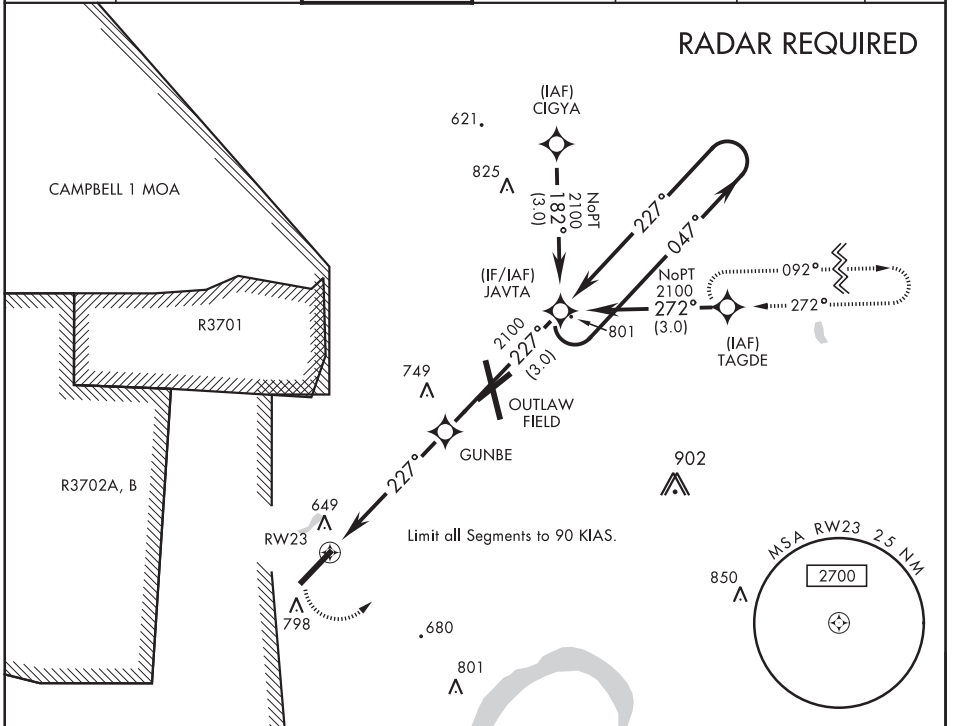
SABRE AAF (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 2100
direct TAGDE and hold.

ATIS 306.5	CAMPBELL APP CON 134.35 307.025	SABRE TOWER ★ 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
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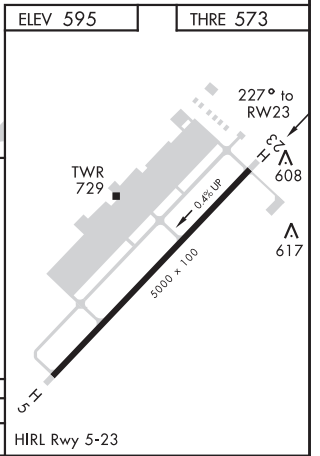
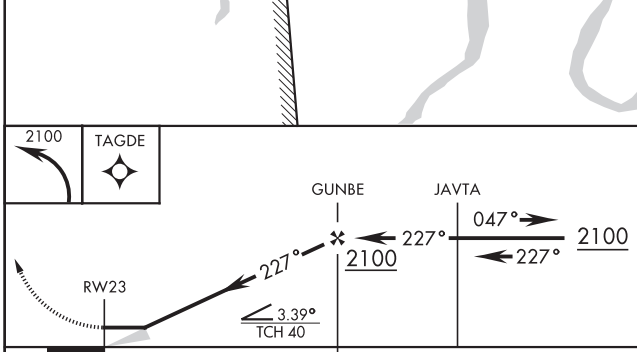
RADAR REQUIRED



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 595	THRE 573
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CATEGORY	COPTER	
LNAV MDA	1020-½	447 (500-½)
HIRL Rwy 5-23		

CLARKSVILLE, TENNESSEE

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 2 23JUN16

COPTER RNAV (GPS) Y RWY 23

CLARKSVILLE, TENNESSEE

COPTER VOR RWY 23

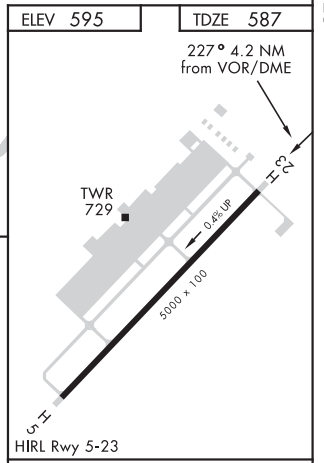
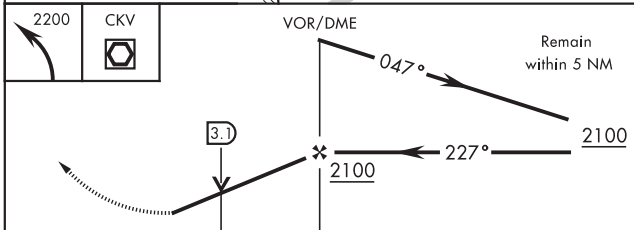
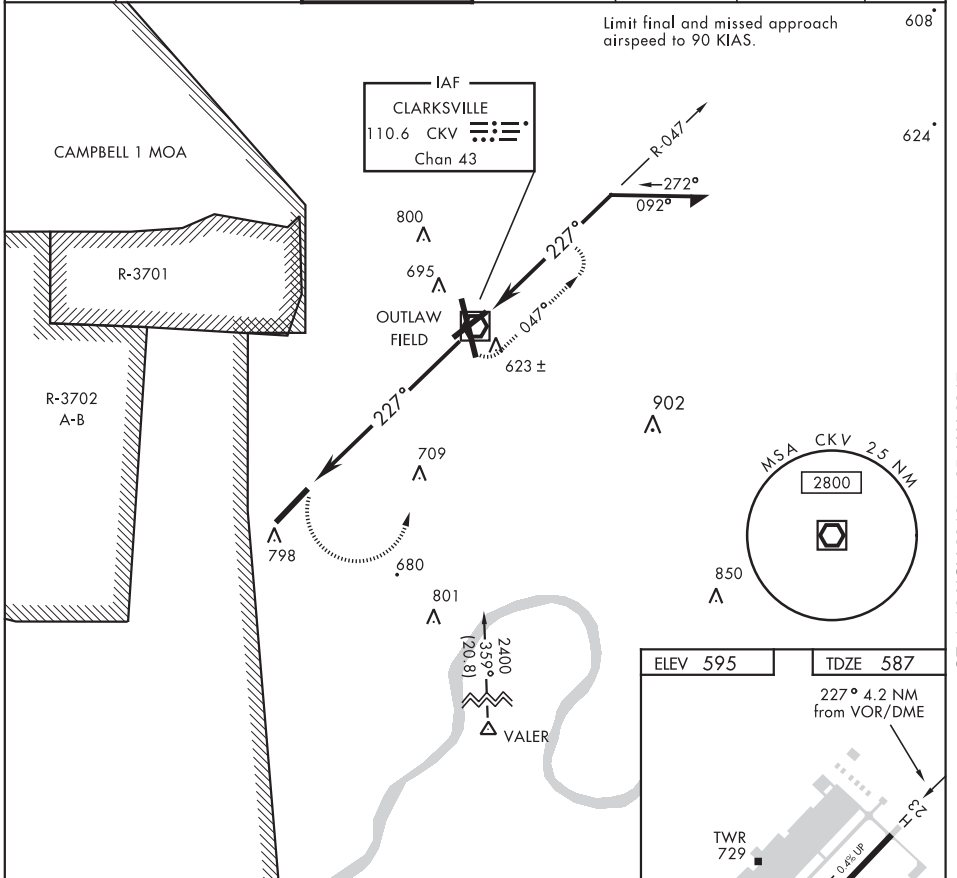
VOR/DME CKV 110.6 Chan 43	APCH CRS 227°	Rwy Idg TDZE 587 Arprt Elev 595
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AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.			MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.			
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ATIS 306.5	CAMPBELL APP CON 134.35 307.025	SABRE TOWER ★ 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
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ELEV 595		TDZE 587	
227° 4.2 NM from VOR/DME			
FAF to MAP 4.2 NM			
CATEGORY	COPTER		
H-23	1000-½	413	(500-½)
Knots	45	60	75 90 105
Min:Sec	5:36	4:12	3:22 2:48 2:24

CLARKSVILLE, TENNESSEE
Amdt 6A 16175

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

COPTER VOR RWY 23

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

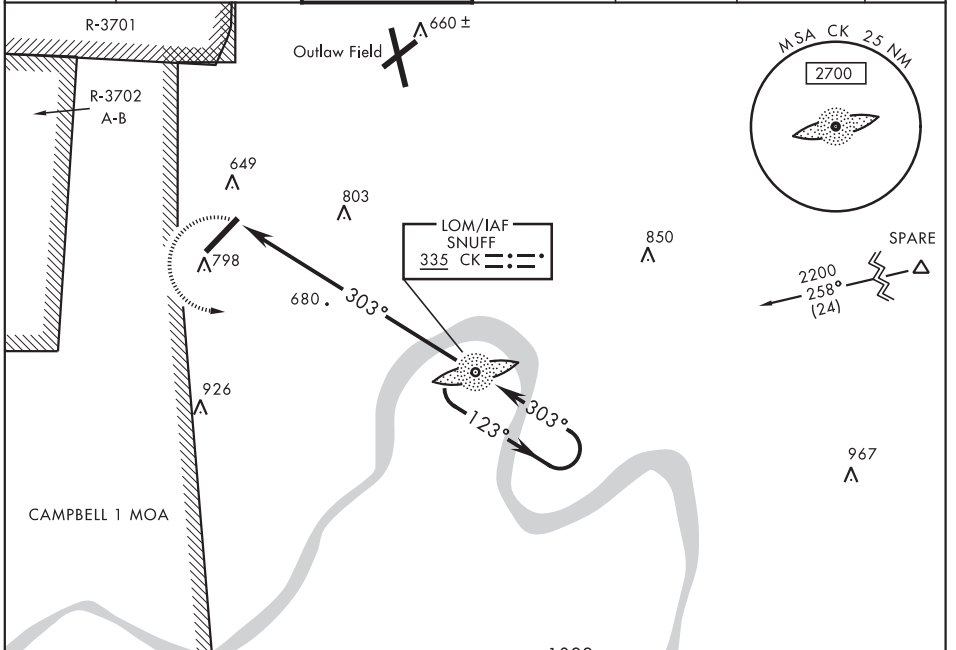
CLARKSVILLE, TENNESSEE

COPTER NDB 303°

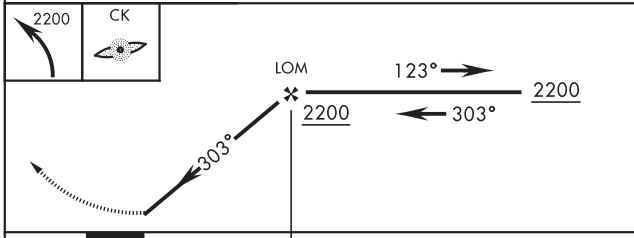
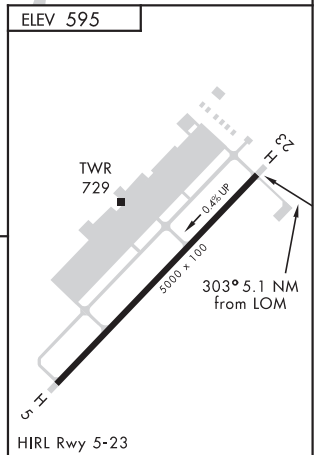
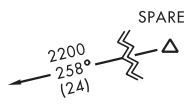
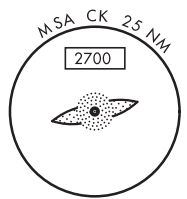
LOM CK 335	APCH CRS 303°	Rwy Idg TDZE Arprt Elev N/A N/A 595	AL-6373 [USA]	SABRE AAF (FORT CAMPBELL) (KEOD)
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<p>When local altimeter setting not received, use Fort Campbell, KY altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.</p>
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ATIS 306.5	CAMPBELL APP CON 134.35 307.025	SABRE TOWER * 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
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Limit final and missed approach
airspeed to 90 KIAS.



CATEGORY	COPTER					FAF to MAP 5.1 NM					
H-303°	1080-1/2	487	(500-1/2)			Knots	45	60	75	90	105
						Min:Sec	6:48	5:06	4:05	3:24	2:55

CLARKSVILLE, TENNESSEE
Amdt 6A 16175

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

COPTER NDB 303°

SE-1, 10 NOV 2016 to 05 JAN 2017

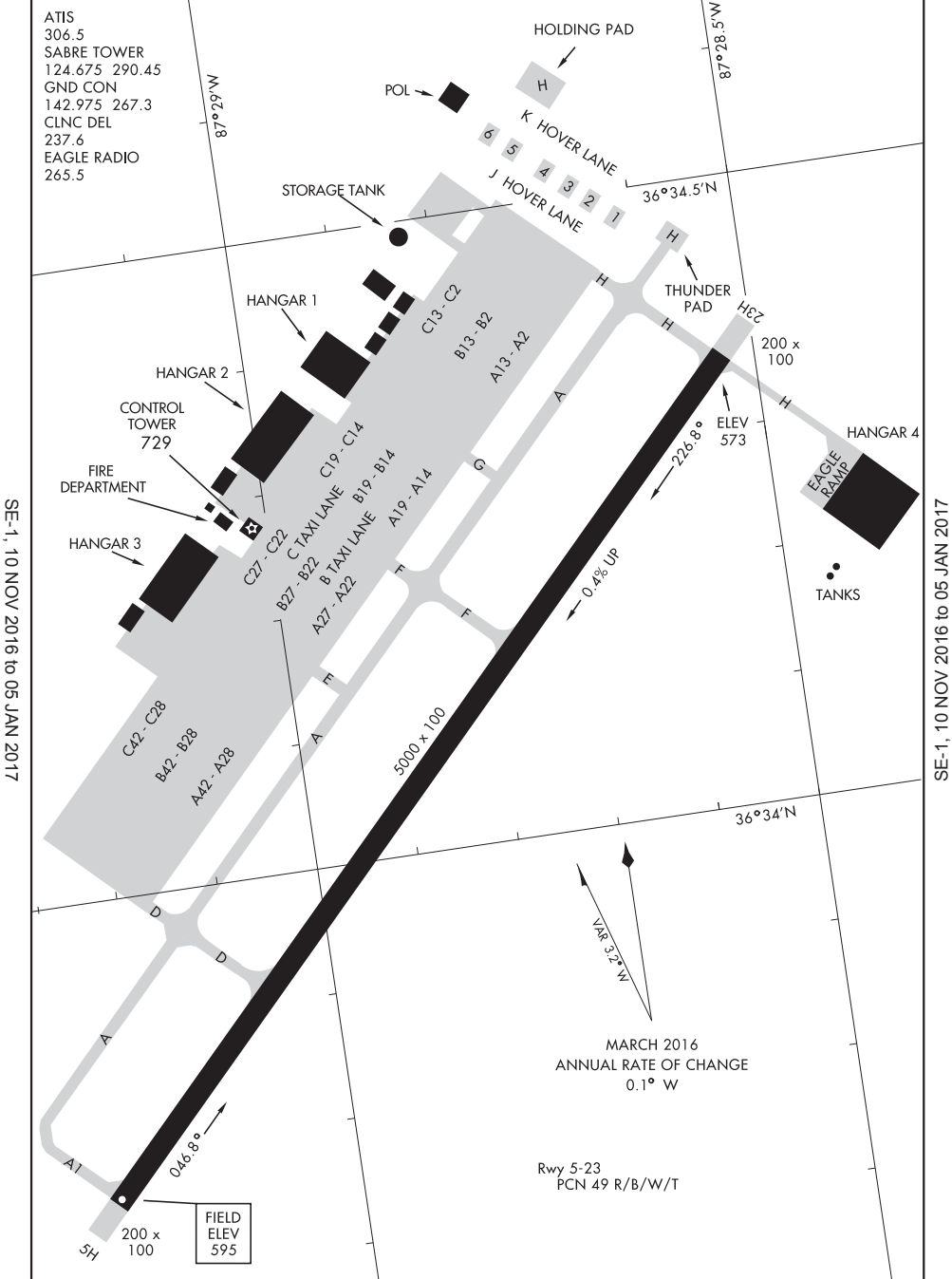
SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

CLARKSVILLE, TENNESSEE



AIRPORT DIAGRAM

CLARKSVILLE, TENNESSEE

SABRE AAF (FORT CAMPBELL) (KEOD)

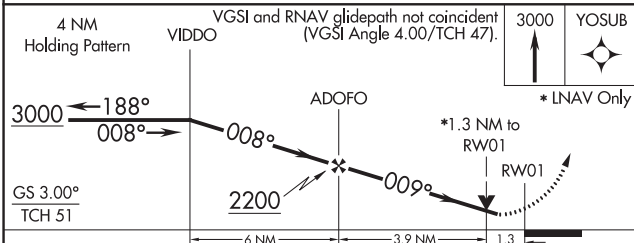
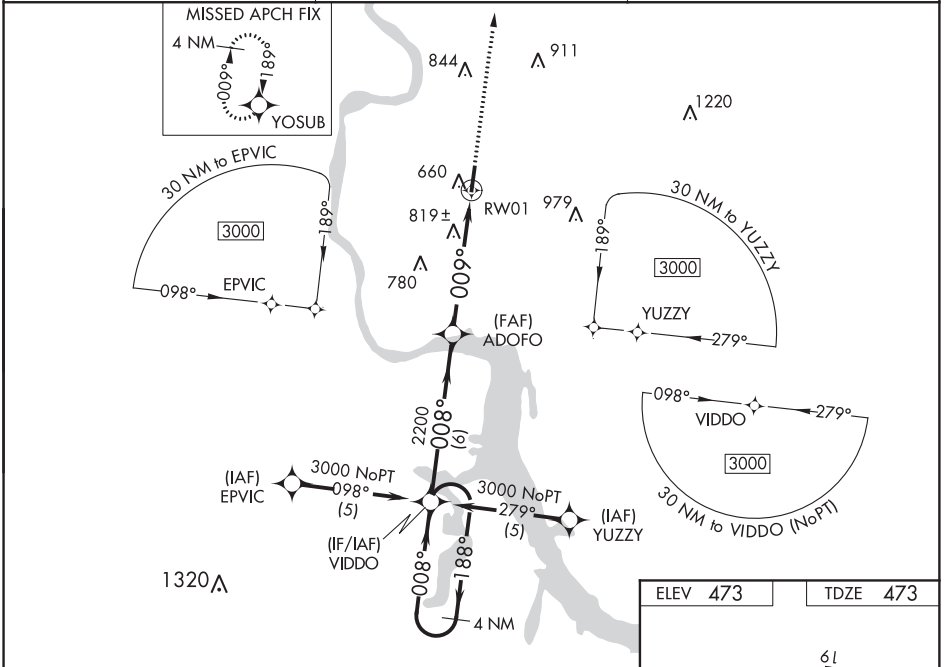
WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg 5000 TDZE 473 Apt Elev 473
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RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

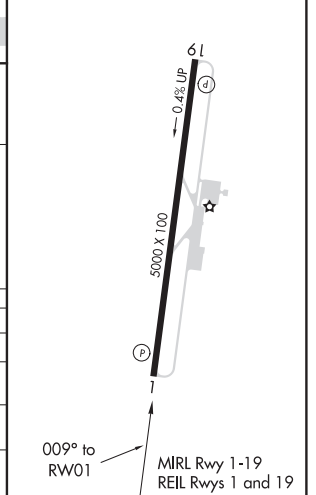
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 239.3	UNICOM 122.8 (CTAF)
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ELEV 473	TDZE 473
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CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42912 W19A	APP CRS 189°	Rwy Idg 5000 TDZE 467 Apt Elev 473
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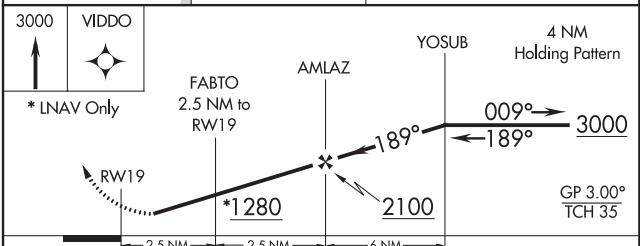
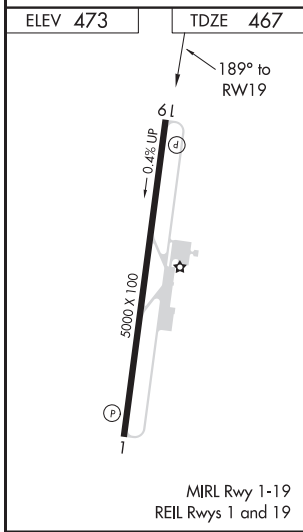
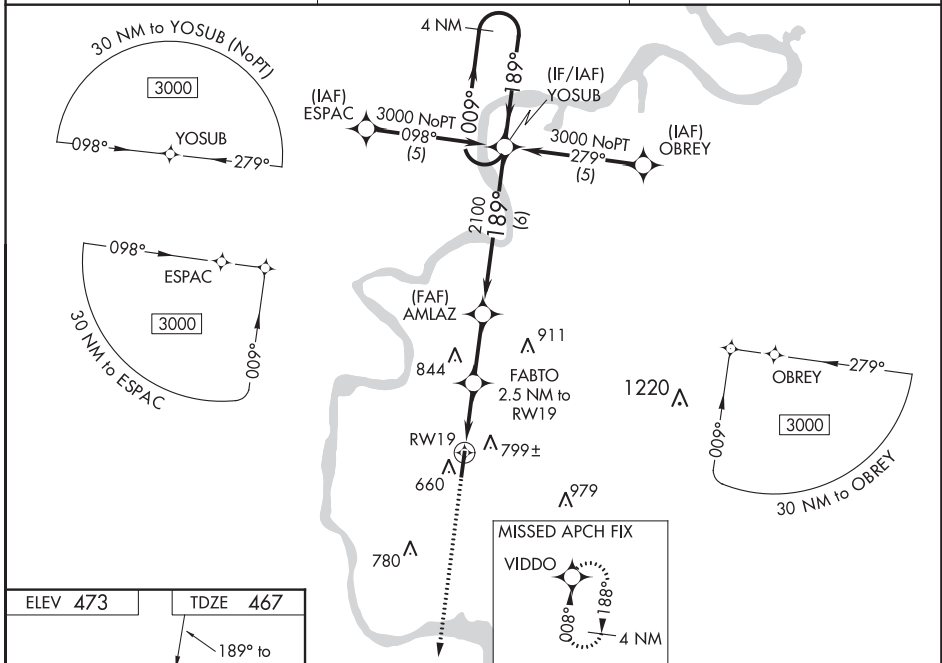
RNAV (GPS) RWY 19

SAVANNAH-HARDIN COUNTY (SNH)

NA Baro-VNAV NA when using Muscle Shoals 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. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct VIDDO and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 239.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	873-1½		406 (400-1½)	NA
LNAV/VNAV DA	999-2		532 (600-2)	NA
LNAV MDA	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SAVANNAH, TENNESSEE

AL-5771 (FAA)

15120

VOR/DME JKS 109.4 Chan 31	APP CRS 162°	Rwy Idg TDZE 467 Apt Elev 473
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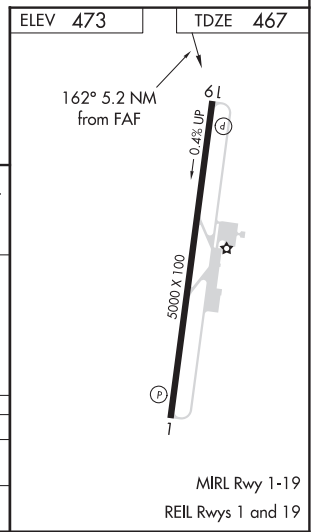
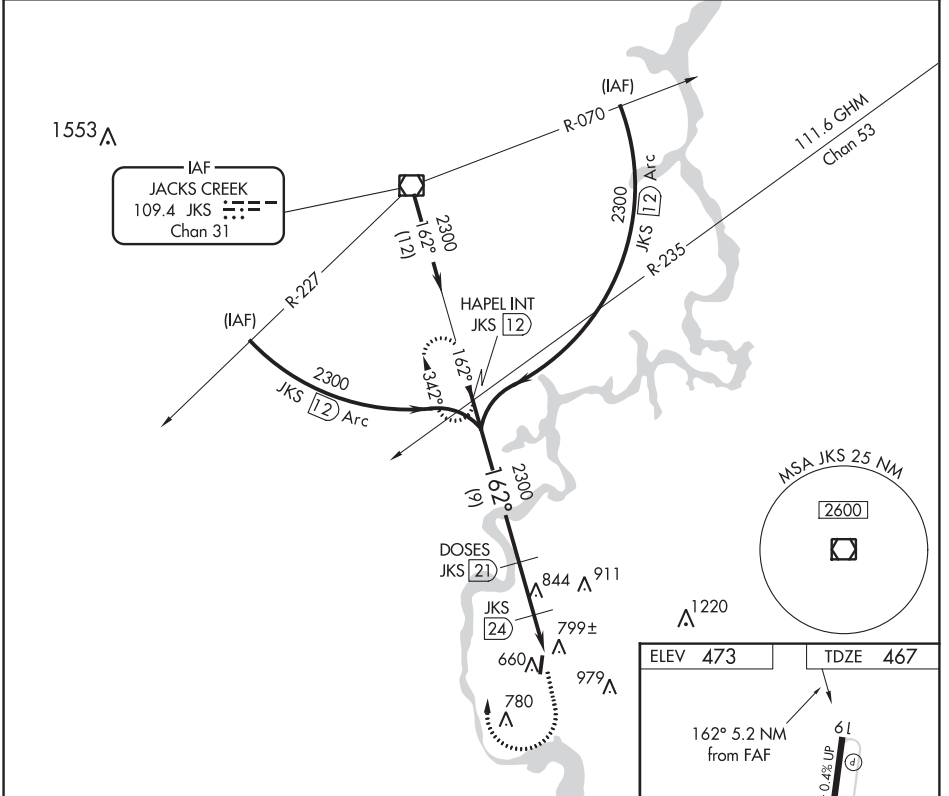
VOR/DME RWY 19

SAVANNAH-HARDIN COUNTY (SNH)

▽ If local altimeter setting not received use Muscle Shoals
△NA altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 via JKS R-162 to HAPEL Int/JKS 12 DME and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 239.3	UNICOM 122.8 (CTAF)
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Procedure Turn NA	HAPEL INT JKS 12	DOSES JKS 21	1500	2300	HAPEL INT JKS 12
*1300 when using Muscle Shoals altimeter setting.					
CATEGORY	A	B	C	D	
S-19	1060-1	593 (600-1)	1060-1½ 593 (600-1½)	1060-1¾ 593 (600-1¾)	
CIRCLING	1120-1	647 (700-1)	1160-2 687 (700-2)	1180-2¼ 707 (800-2¼)	

SAVANNAH, TENNESSEE
Amdt 5C 06NOV97

35°10'N-88°13'W

SAVANNAH-HARDIN COUNTY (SNH) VOR/DME RWY 19

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40408 W17A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5002 607 610
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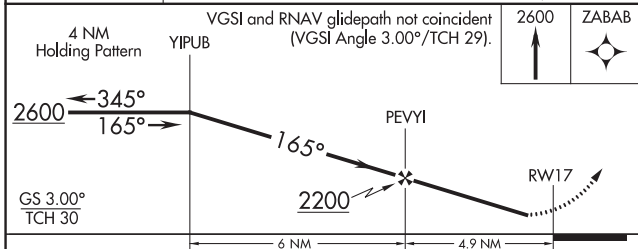
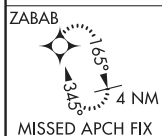
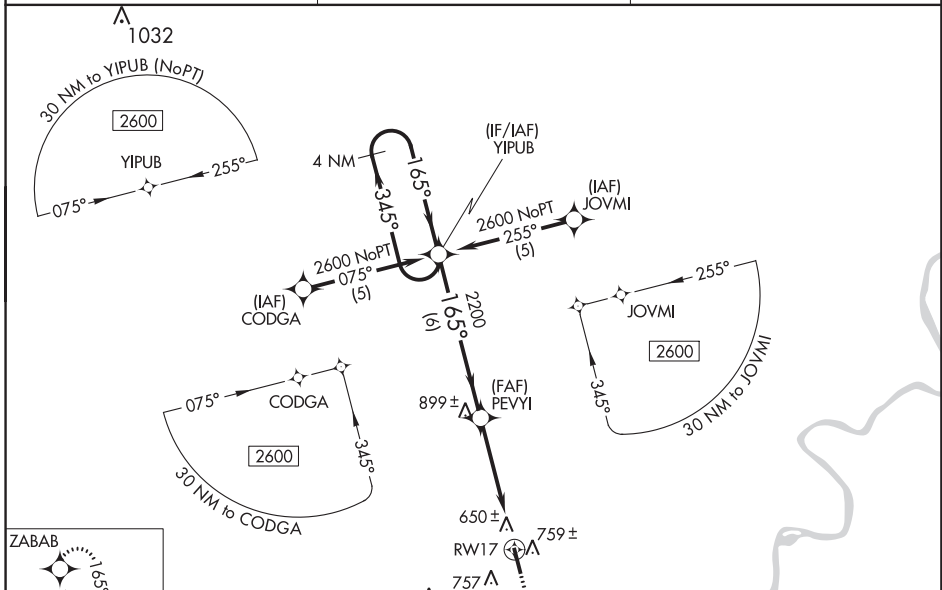
RNAV (GPS) RWY 17

SELMER/ROBERT SIBLEY (SZY)

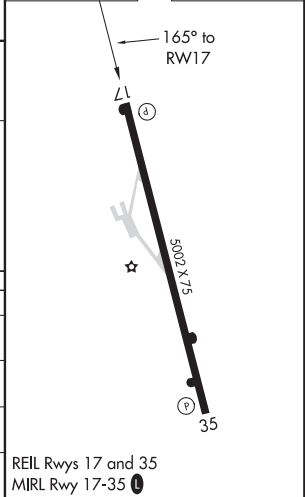
NA Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats, and LNAV Cat C visibilities ½ mile, and LNAV Cat D visibility ½ mile. Straight-in/Circling Rwy 17 procedure NA at night.

MISSED APPROACH:
Climb to 2600 direct ZABAB and hold.

AWOS-3 118.425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF) ①
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ELEV 610	TDZE 607
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CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)	1020-1¼ 413 (500-1¼)		
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

REIL Rwy 17 and 35
MIRL Rwy 17-35 ①

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86608 W35A	APP CRS 345°	Rwy Idg TDZE Apt Elev	5002 610 610
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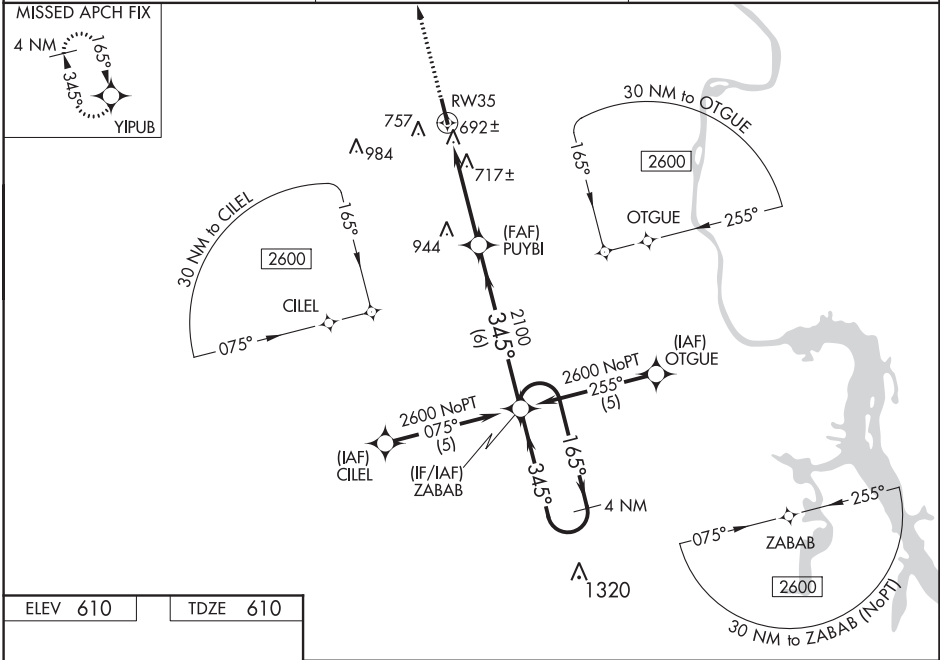
RNAV (GPS) RWY 35

SELMER/ROBERT SIBLEY (SZY)

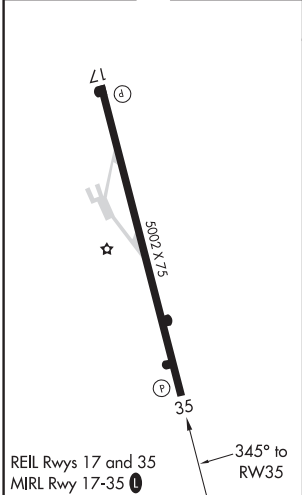
NA Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats and LNAV Cats C and D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. Straight-in/Circling Rwy 35 procedure NA at night.

MISSED APPROACH:
Climb to 2600 direct YIPUB and hold.

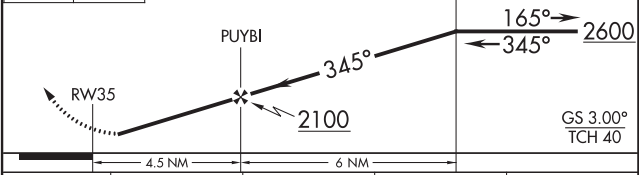
AWOS-3 118.425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF) 0
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ELEV 610	TDZE 610
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2600 YIPUB VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 29). ZABAB 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA		944-1¼	334 (400-1¼)	
LNAV/VNAV DA		986-1¼	376 (400-1¼)	
LNAV MDA		980-1	370 (400-1)	980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SELMER, TENNESSEE

AL-6211 (FAA)

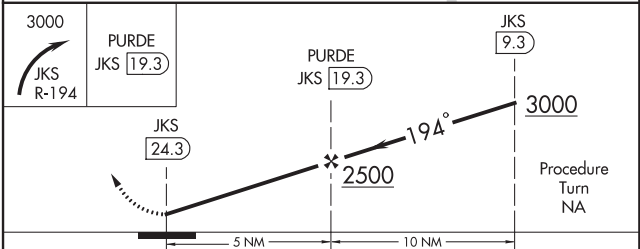
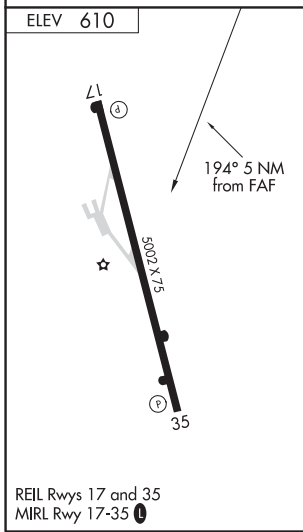
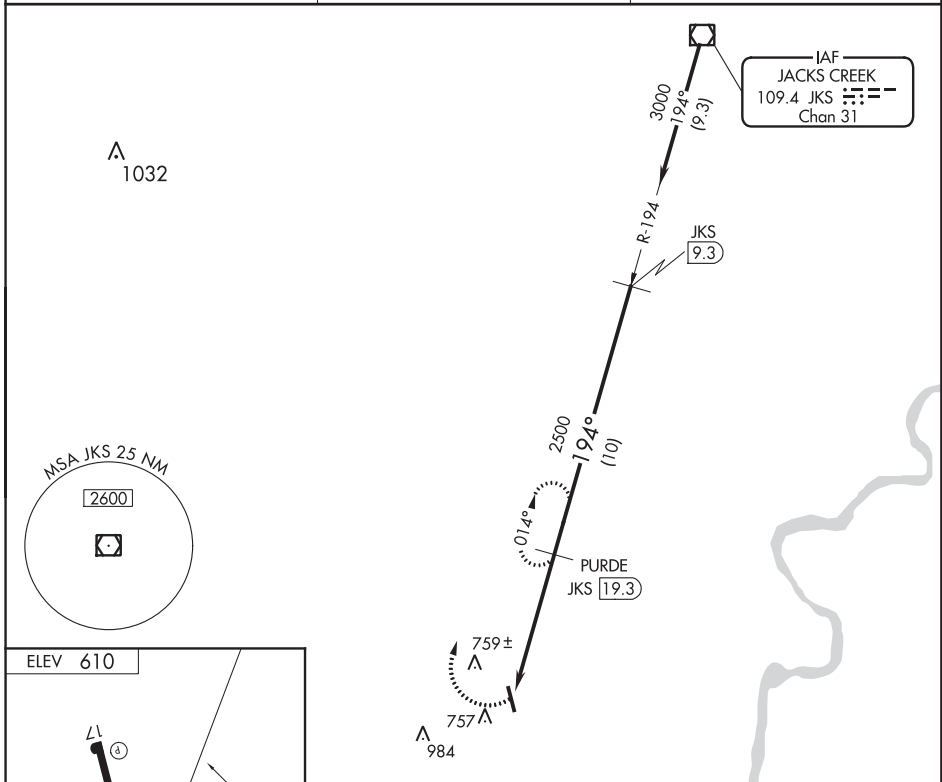
VOR/DME JKS 109.4 Chan 31	APP CRS 194°	Rwy Idg TDZE Apt Elev N/A N/A 610
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VOR/DME-A

SELMER/ROBERT SIBLEY (SZY)

▼ Obtain local altimeter setting on CTAF; when not received, use Jackson altimeter setting.
▲ NA MISSED APPROACH: Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3 118.425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1½)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)
JACKSON ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 550 (600-1)	1180-1¼ 570 (600-1½)	1180-1½ 570 (600-1½)	1180-2 570 (600-2)

SELMER, TENNESSEE
Orig 13094

35°12'N-88°30'W
501

SELMER/ROBERT SIBLEY (SZY)
VOR/DME-A

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99510 W10A	APP CRS 102°	Rwy Idg 5506 TDZE 1014 Apt Elev 1014
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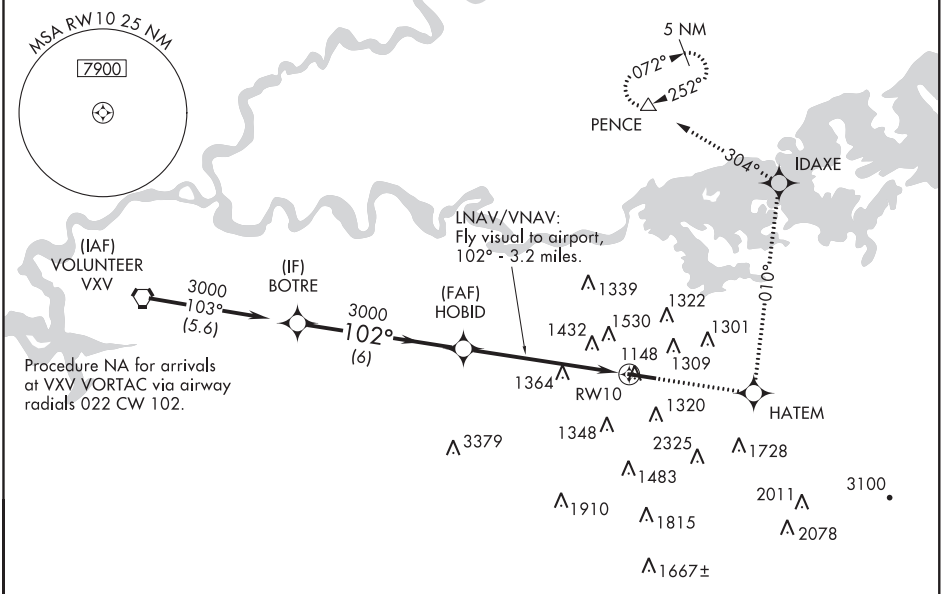
RNAV (GPS) RWY 10

GATLINBURG-PIGEON FORGE (GKT)

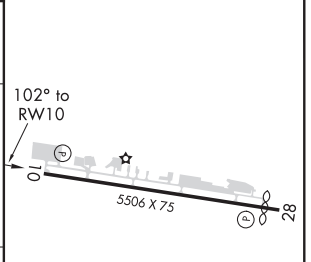
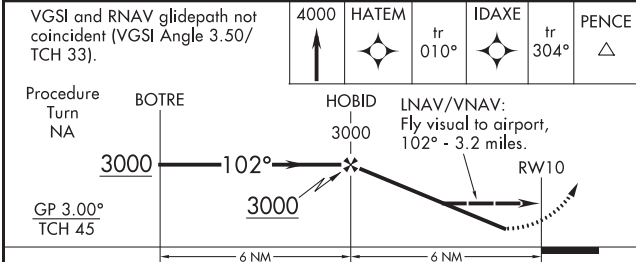
NA LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA/MDA 60 feet and increase LPV all Cats and LNAV and Circling Cats C/D visibility 1/4 mile. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
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ELEV 1014	TDZE 1014
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CATEGORY	A	B	C	D
LPV DA	1371-1¼		357 (400-1¼)	
LNAV/DA/VNAV	2013-2	999 (1000-2)	2013-3	999 (1000-3)
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rws 10 and 28
MIRL Rwy 10-28 **0**

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VORTAC VXV 116.4 Chan 111	APP CRS 102°	Rwy Idg TDZE Apt Elev	5506 1014 1014
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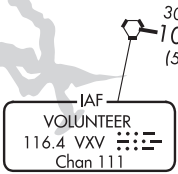
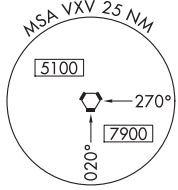
VOR/DME RWY 10

GATLINBURG-PIGEON FORGE (GKT)

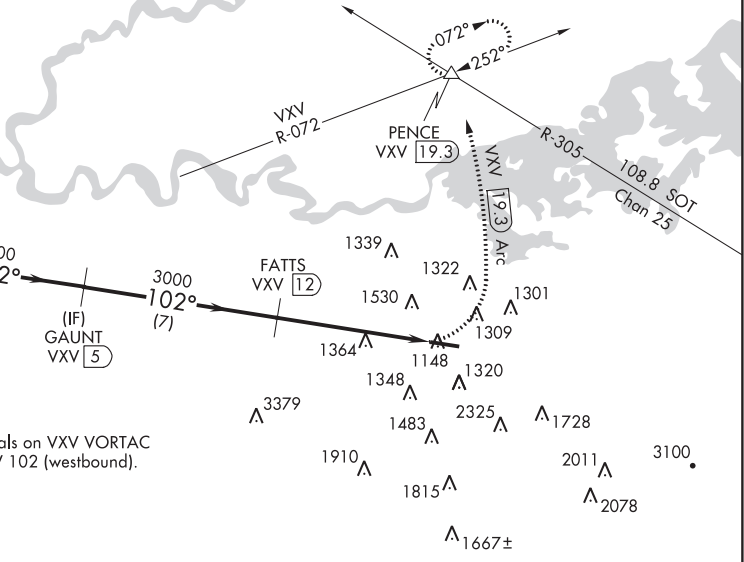
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Procedure NA When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 60 feet and increase S-18 and Circling Cats A,C and D visibilities 1/4 mile.

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

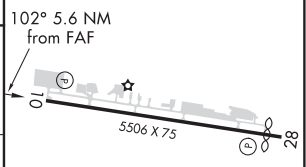
AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
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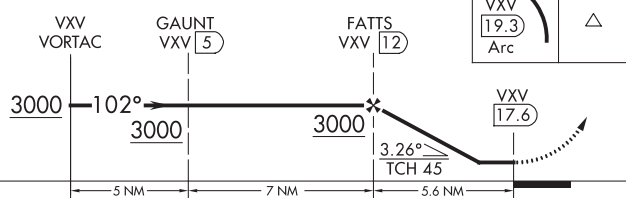
Procedure NA for arrivals on VXV VORTAC
 airway radials 053 CW 102 (westbound).



ELEV 1014	TDZE 1014
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VGSI and descent angles not coincident
 (VGSI Angle 3.50/TCH 33).



CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwy 10 and 28
 MIRL Rwy 10-28 0

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

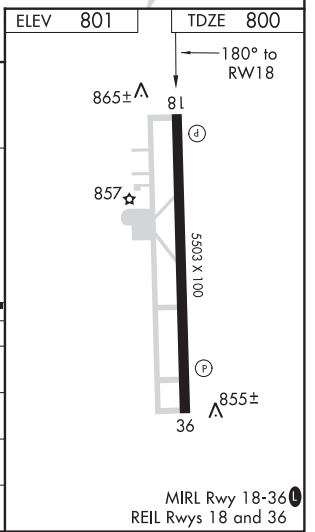
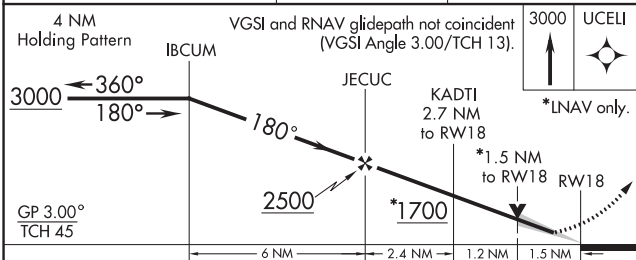
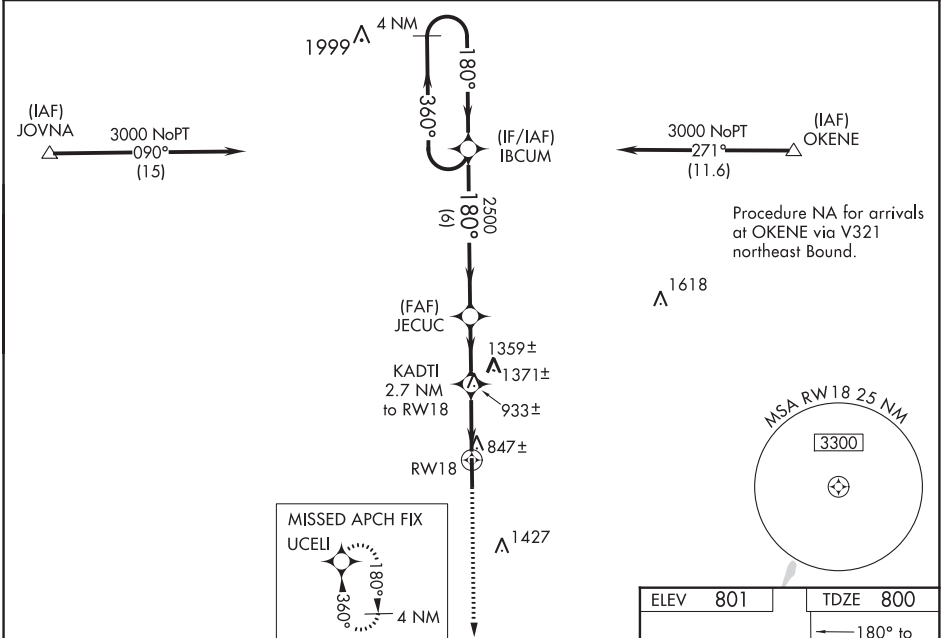
WAAS CH 50407 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5503 800 801
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RNAV (GPS) RWY 18
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

⚠ When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats visibility 1/2 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV and Circling Cat C and D visibility 1/4 mile. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH:
Climb to 3000 direct UCELL and hold.

AWOS-3 119.275	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1050-3/4	250 (300-3/4)	
LNAV/VNAV DA		1316-13/4	516 (600-13/4)	
LNAV MDA	1280-1	480 (500-1)	1280-1 1/4 480 (500-1 1/4)	1280-1 1/2 480 (500-1 1/2)
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1 3/4 619 (700-1 3/4)	1440-2 639 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5503
015°	TDZE	801
	Apt Elev	801

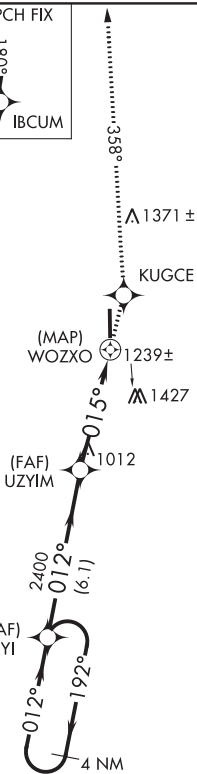
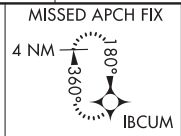
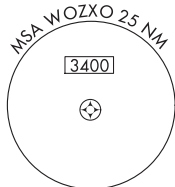
RNAV (GPS) Y RWY 36

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

⚠ When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

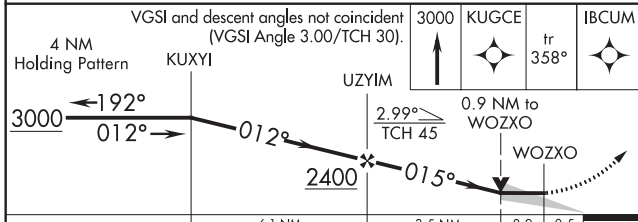
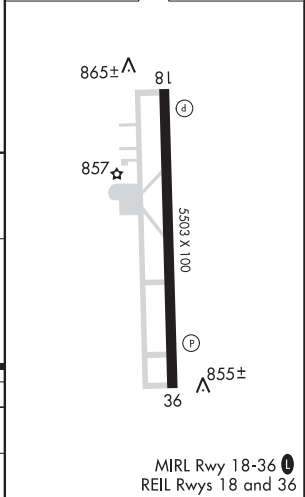
MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

AWOS-3 119.275	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF) 0
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NoPT for arrival at KUXYI via V321 northbound.

ELEV	801	TDZE	801
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CATEGORY	A	B	C	D
LNAV MDA	1260-1	459 (500-1)	1260-1½ 459 (500-1¼)	1260-1½ 459 (500-1½)
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 0
REIL Rwy 18 and 36

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97607 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5503 801 801
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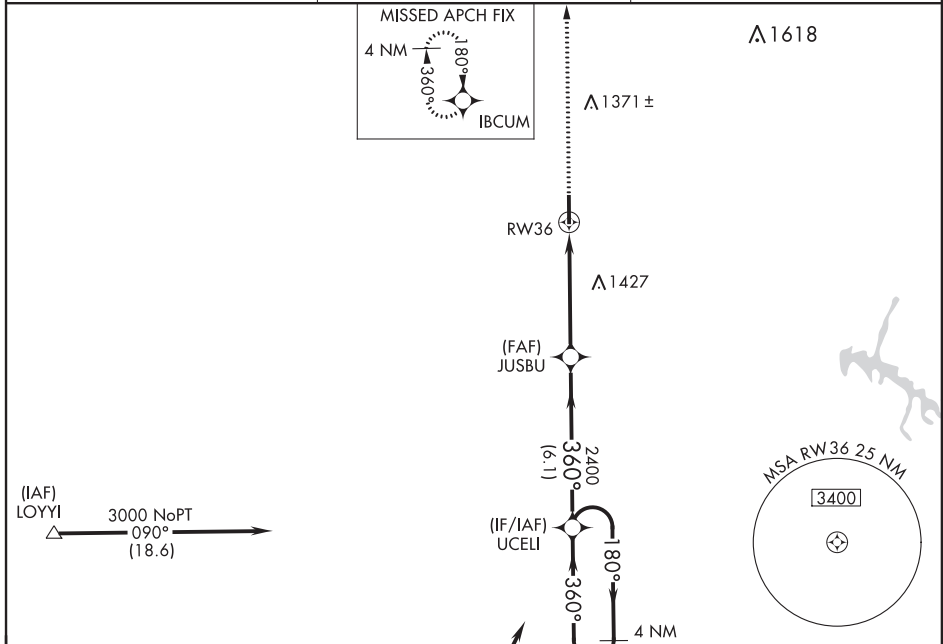
RNAV (GPS) Z RWY 36

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

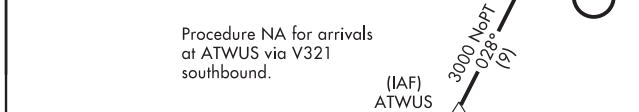
⚠ When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats visibility 1/2 mile, LNAV and Circling Cat C and D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

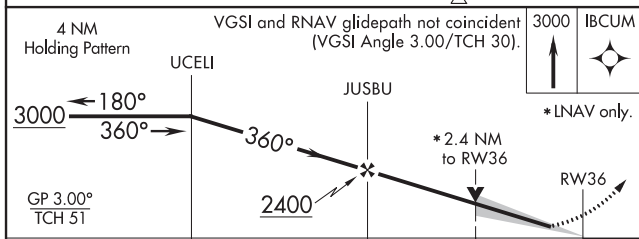
AWOS-3 119.275	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF) 0
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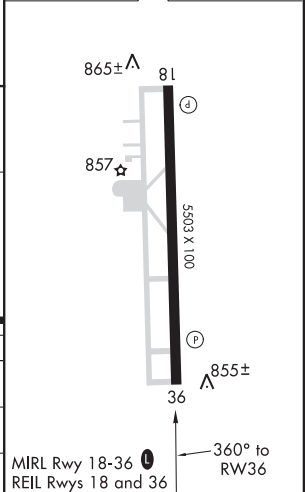
Procedure NA for arrivals at ATWUS via V321 southbound.



ELEV 801	TDZE 801
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CATEGORY	A	B	C	D
LPV DA	1051-3/4		250 (300-3/4)	
LNAV MDA	1580-1 779 (800-1)	1580-1 1/4 779 (800-1 1/4)	1580-2 1/4 779 (800-2 1/4)	1580-2 1/2 779 (800-2 1/2)
CIRCLING	1580-1 779 (800-1)	1580-1 1/4 779 (800-1 1/4)	1580-2 1/4 779 (800-2 1/4)	1580-2 1/2 779 (800-2 1/2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

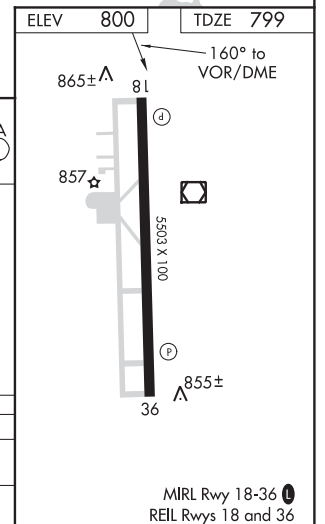
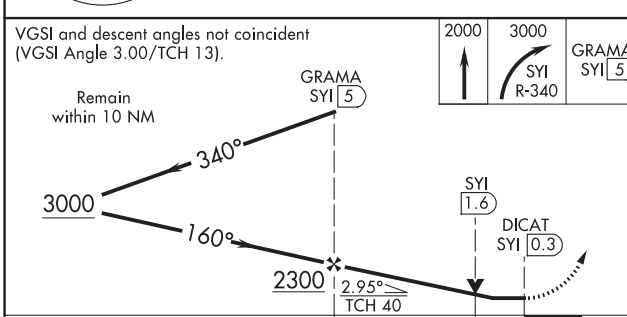
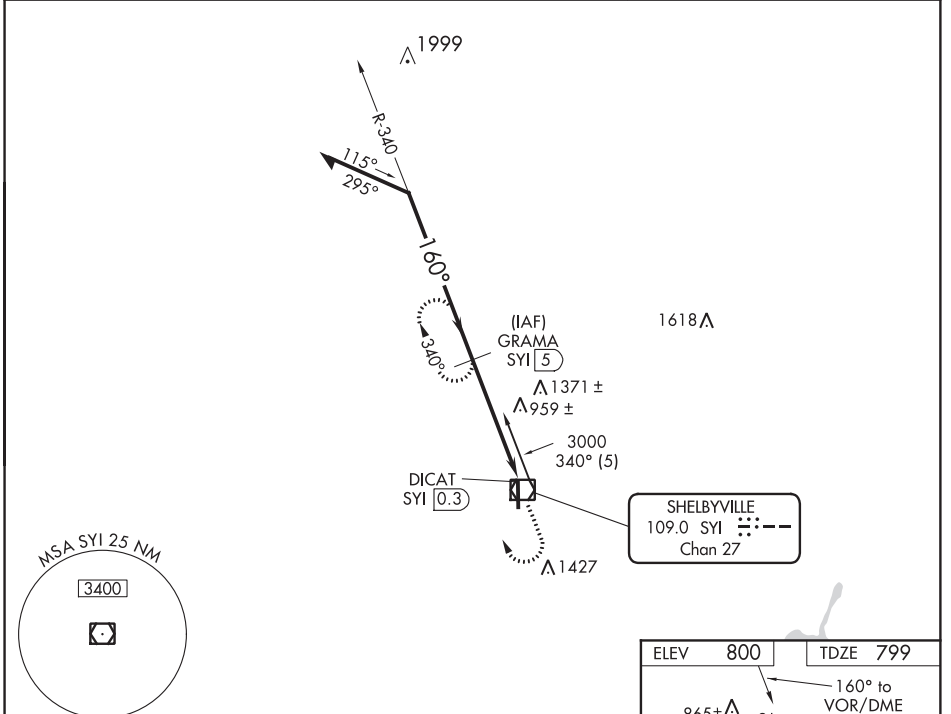
VOR/DME SYI 109.0 Chan 27	APP CRS 160°	Rwy Idg 5503 TDZE 799 Apt Elev 800
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VOR/DME RWY 18
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

NA If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3 119.275	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1220-1	421 (500-1)	1220-1¼	421 (500-1¼)
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

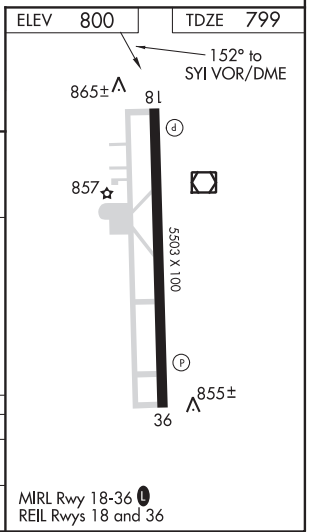
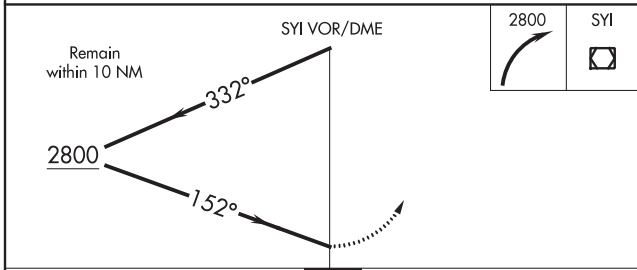
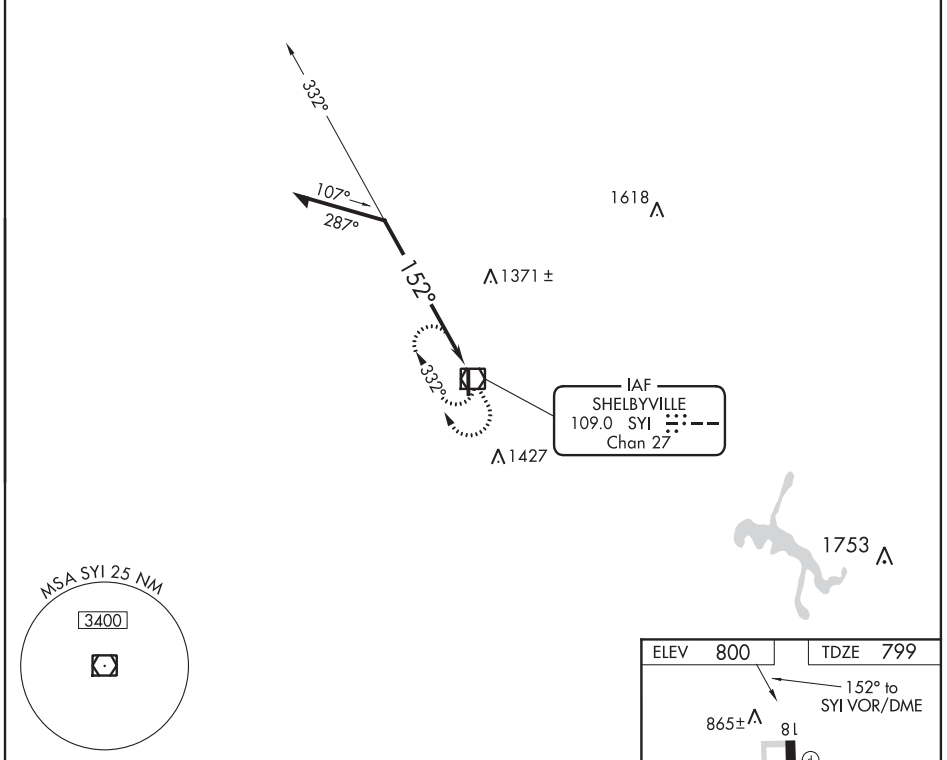
SE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME SYI 109.0 Chan 27	APP CRS 152°	Rwy Idg 5503 TDZE 799 Apt Elev 800
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VOR RWY 18
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

▽ △ NA	MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.
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AWOS-3 119.275	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME SYI 109.0 Chan 27	APP CRS 016°	Rwy Idg 5503 TDZE 801 Apt Elev 801
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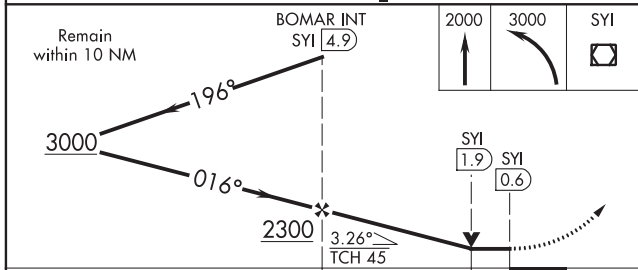
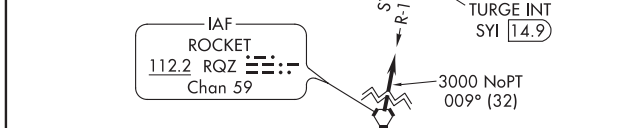
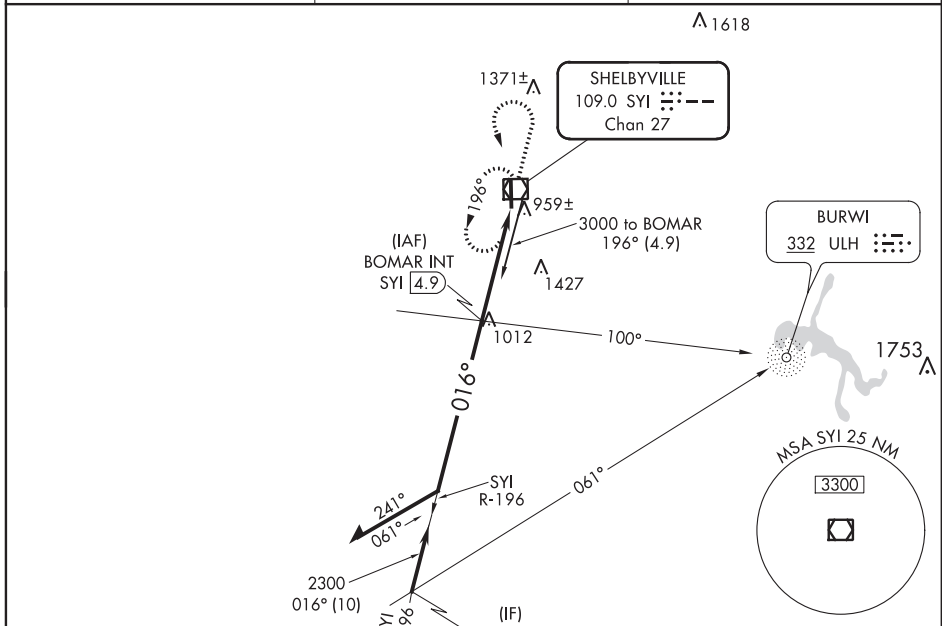
VOR RWY 36

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

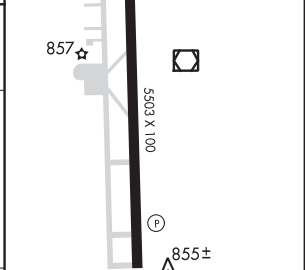
⚠ When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, S-36 Cat D visibility $\frac{1}{4}$, and Circling Cat C and D visibility $\frac{1}{4}$. VDP NA when using Tullahoma altimeter setting. ADF or DME required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3 119.275	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF) 📻
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ELEV 801	TDZE 801
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CATEGORY	A	B	C	D
S-36	1220-1	419 (500-1)	1220-1 $\frac{1}{4}$	419 (500-1 $\frac{1}{4}$)
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$)	1440-2 639 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Seq	4:12	2:48	2:06	1:41	1:24

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SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93527 W24A	APP CRS 242°	Rwy Idg 4257 TDZE 1084 Apt Elev 1084
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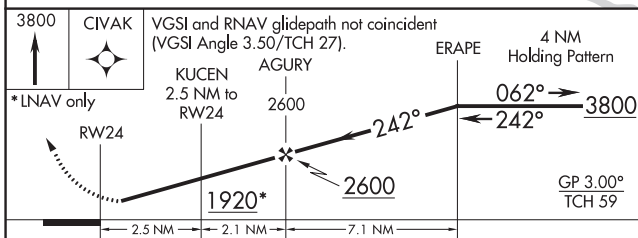
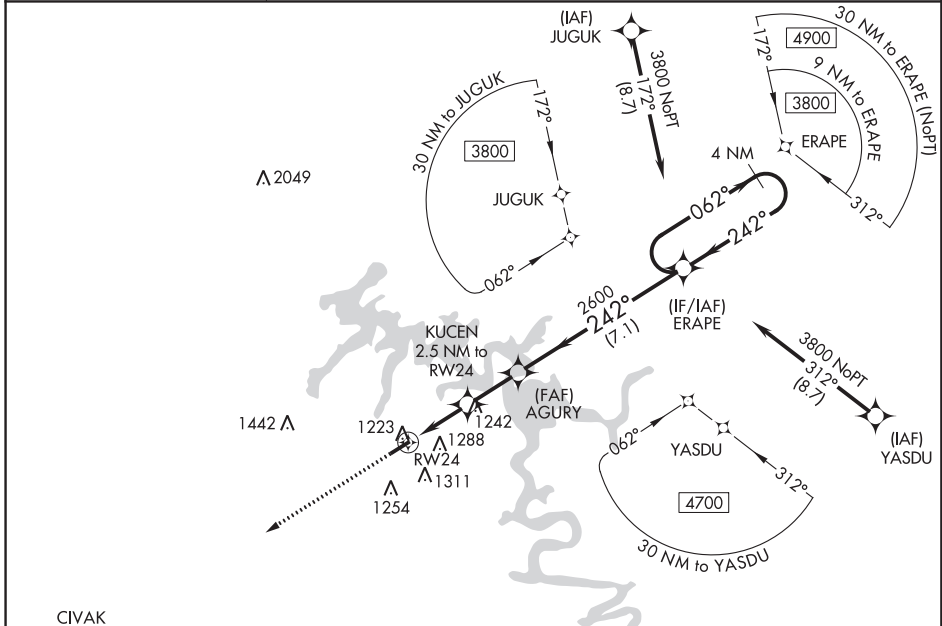
RNAV (GPS) RWY 24

SMITHVILLE MUNI (ØA.3)

Baro-VNAV NA. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase all DA 56 feet, LPV visibility all Cats 1/8 mile, and LNAV/VNAV visibility all Cats 1/4 mile; increase all MDA 60 feet, LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

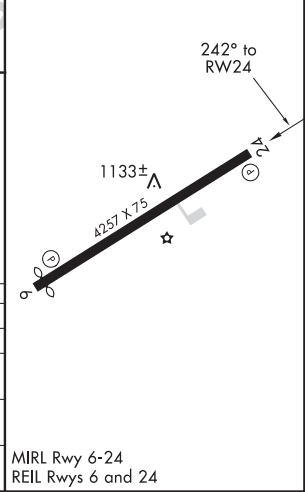
MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

SPARTA AWOS-3 128.25	MEMPHIS CENTER 132.9 263.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1375-1	291 (300-1)		NA
LNAV/VNAV DA	1414-1	330 (400-1)		NA
LNAV MDA	1520-1	436 (500-1)	1520-1 1/4 436 (500-1 1/4)	NA
CIRCLING	1680-1	596 (600-1)	1680-1 1/2 596 (600-1 1/2)	NA

ELEV 1084	TDZE 1084
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86632 W01A	APP CRS 006°	Rwy Idg 5546 TDZE 519 Apt Elev 543
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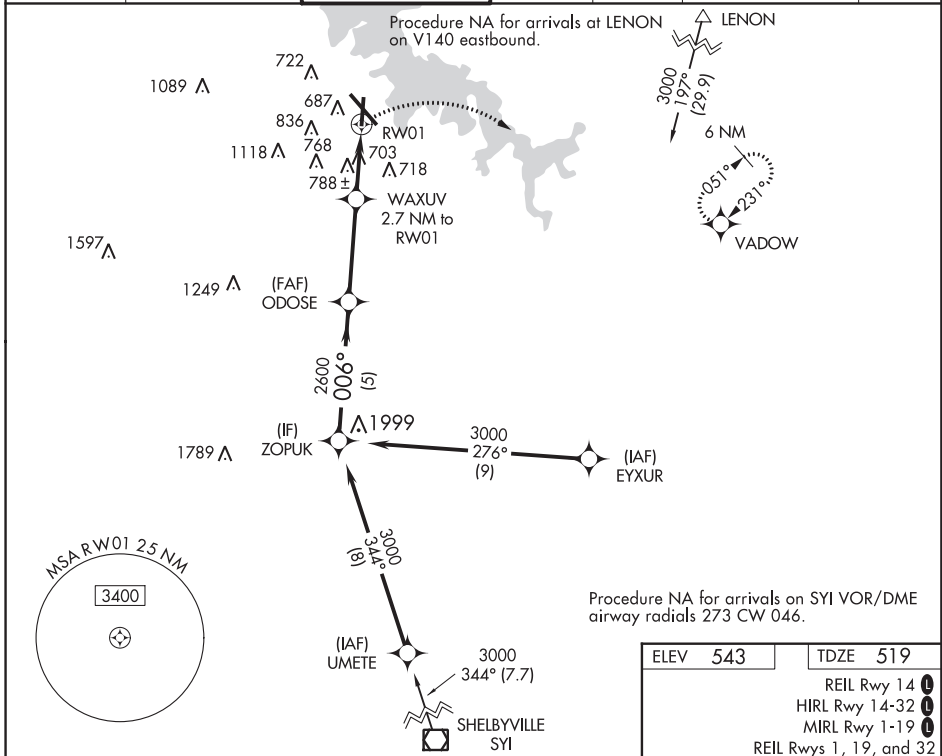
RNAV (GPS) RWY 1

SMYRNA (MQY)

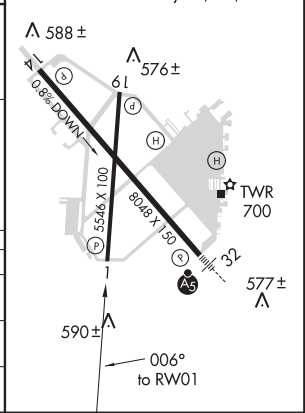
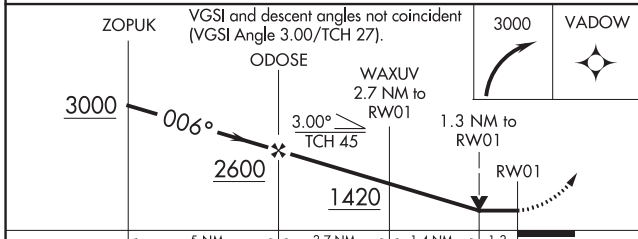
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct VADOW and hold.

AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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ELEV 543	TDZE 519
REIL Rwy 14	①
HIRL Rwy 14-32	①
MIRL Rwy 1-19	①
REIL Rws 1, 19, and 32	①



CATEGORY	A	B	C	D
LP MDA	960-1	441 (500-1)	960-1 3/8	441 (500-1 3/8)
LNAV MDA	1100-1	581 (600-1)	1100-1 3/4	581 (600-1 3/4)
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SMYRNA, TENNESSEE

AL-895 (FAA)

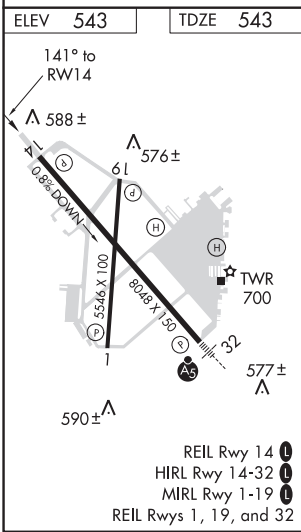
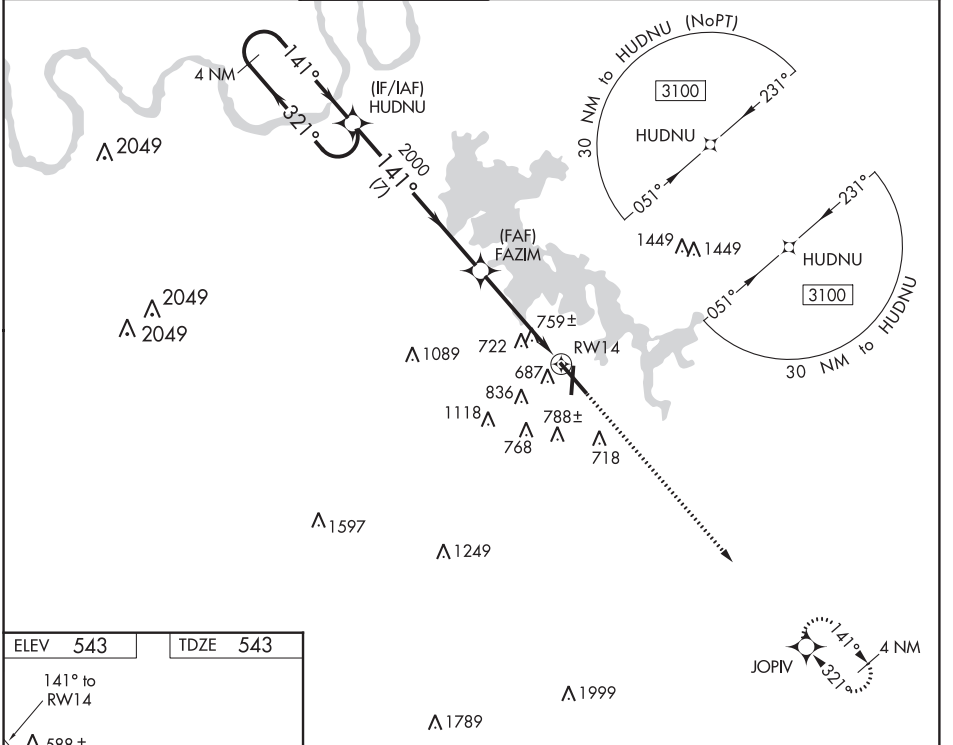
16315

WAAS CH 49036 W14A	APP CRS 141°	Rwy Idg TDZE 543 Apt Elev 543	8048
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RNAV (GPS) RWY 14

SMYRNA (MQY)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility 1/8 mile, and increase Circling Cat C visibility 1/4 mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.</p>				<p>MISSED APPROACH: Climb to 3000 direct JOPIV and hold.</p>			
AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95	



4 NM Holding Pattern		3000	JOPIV	
FAZIM	1.3 NM to RWY 14			
7 NM		3.1 NM		
1.3				
CATEGORY	A	B	C	D
LP MDA	1020-1	477 (500-1)	1020-1 ³ / ₈	477 (500-1 ³ / ₈)
LNAV MDA	1040-1	497 (500-1)	1040-1 ³ / ₈	497 (500-1 ³ / ₈)
Ⓛ CIRCLING	1100-1	1200-1	1260-2	1480-3
	557 (600-1)	657 (700-1)	717 (800-2)	937 (1000-3)

SMYRNA, TENNESSEE
Amdt 1A 20AUG15

36°01'N-86°31'W

SMYRNA (MQY)

RNAV (GPS) RWY 14

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42932 W 19A	APP CRS 190°	Rwy Idg 5546 TDZE 521 Apt Elev 543
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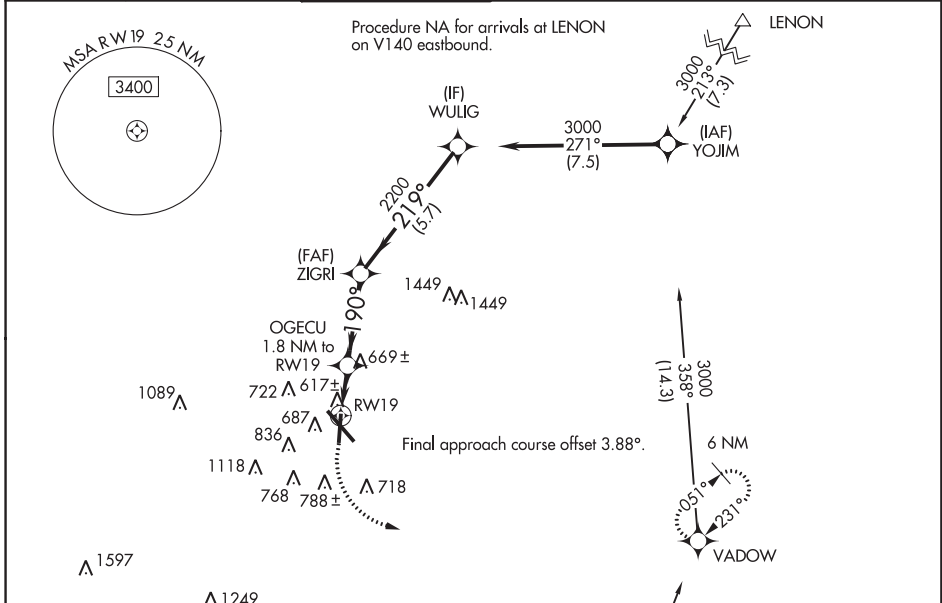
RNAV (GPS) RWY 19

SMYRNA (MQY)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
 When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility 1/8 mile.

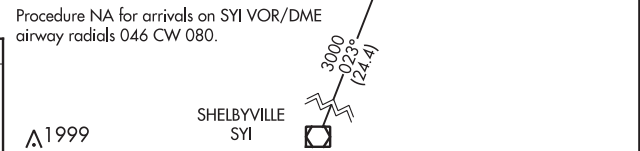
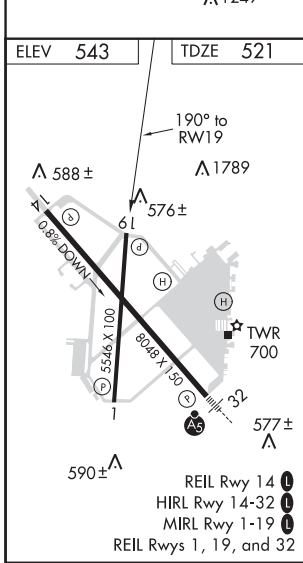
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.

AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



1000		3000		VADOW	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 32).	WULIG	
↑		↶		✧	OGECU 1.8 NM to RW19	ZIGRI	
		↷			1140	3000	
					190°	219°	
					2200		
					1.8 NM	3.3 NM	5.7 NM
CATEGORY		A	B	C	D		
LP	MDA	880-1		359 (400-1)			
LNAV	MDA	920-1	399 (400-1)	920-1 1/8	399 (400-1 1/8)		
CIRCLING		1100-1	1200-1	1240-2	1480-3		
		557 (600-1)	657 (700-1)	697 (700-2)	937 (1000-3)		

RNAV (GPS) RWY 19

VORTAC BNA 114.1 Chan 88	APP CRS 135°	Rwy Idg 8048 TDZE 543 Apt Elev 543
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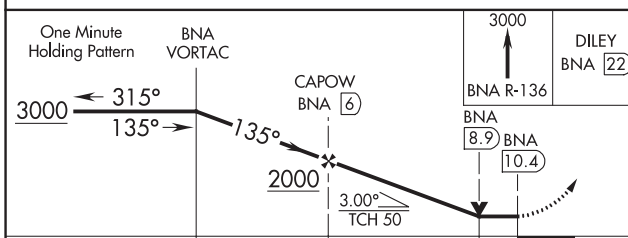
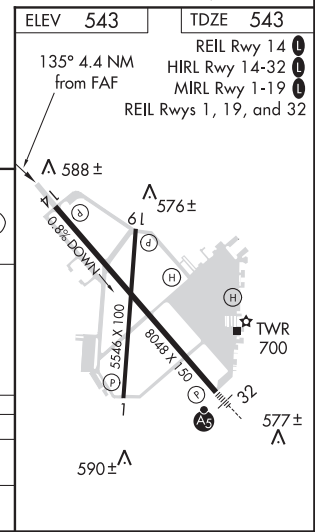
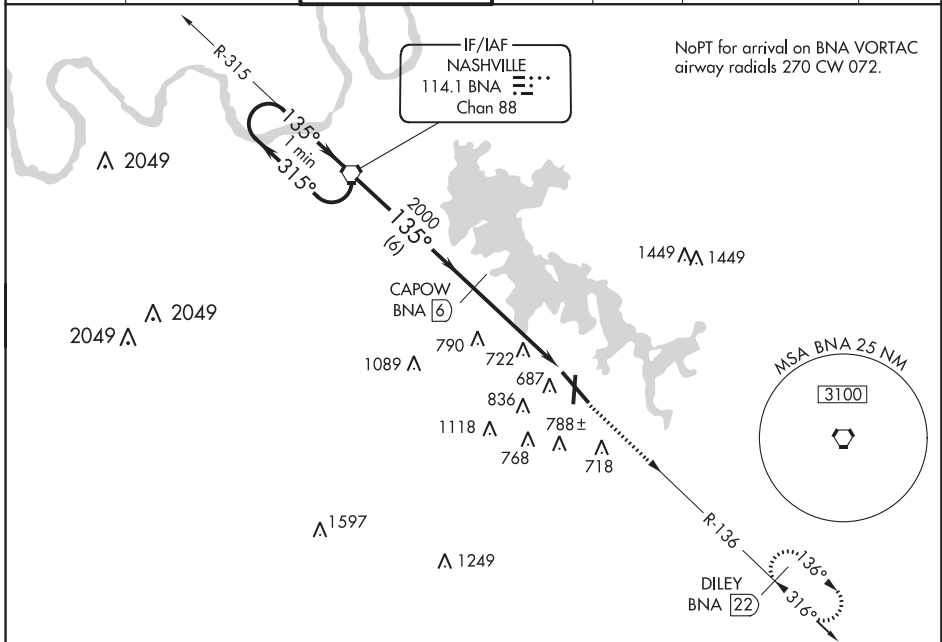
VOR/DME RWY 14

SMYRNA (MQY)

▼ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D visibility 1/2 mile. VDP NA when using Nashville Intl altimeter setting.

▲ MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.

AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-14	1080-1	537 (600-1)	1080-1½	537 (600-1½)
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

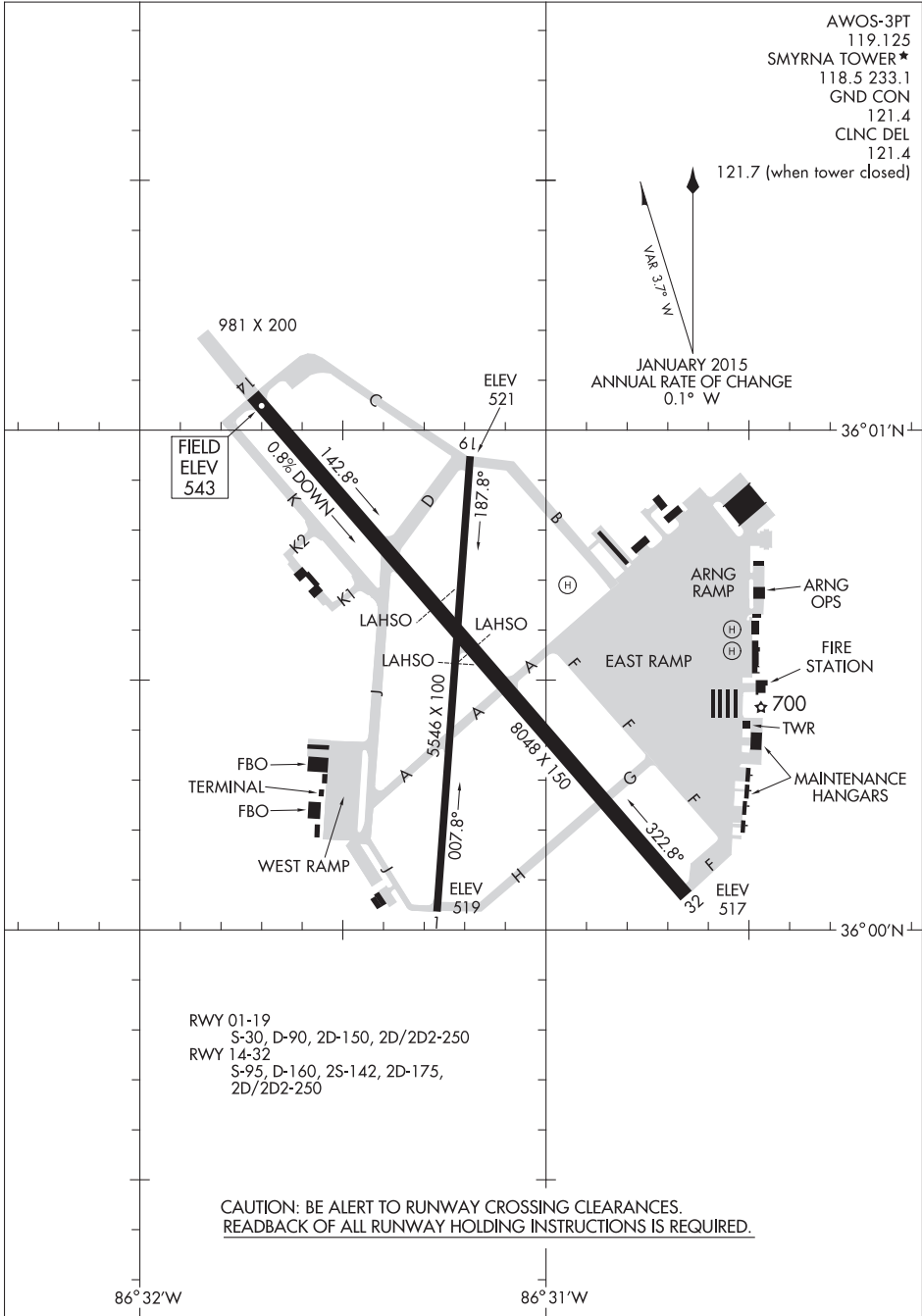
AIRPORT DIAGRAM

AL-895 (FAA)

SMYRNA (MQY)
SMYRNA, TENNESSEE

AWOS-3PT 119.125
 SMYRNA TOWER ★ 118.5 233.1
 GND CON 121.4
 CLNC DEL 121.4
 121.7 (when tower closed)

VAR 3.7° W
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SMYRNA, TENNESSEE
SMYRNA (MQY)

LOC/DME I-SME	APP CRS	Rwy ldg TDZE	5287
109.3	048°	927	
Chan 30		Apt Elev	927

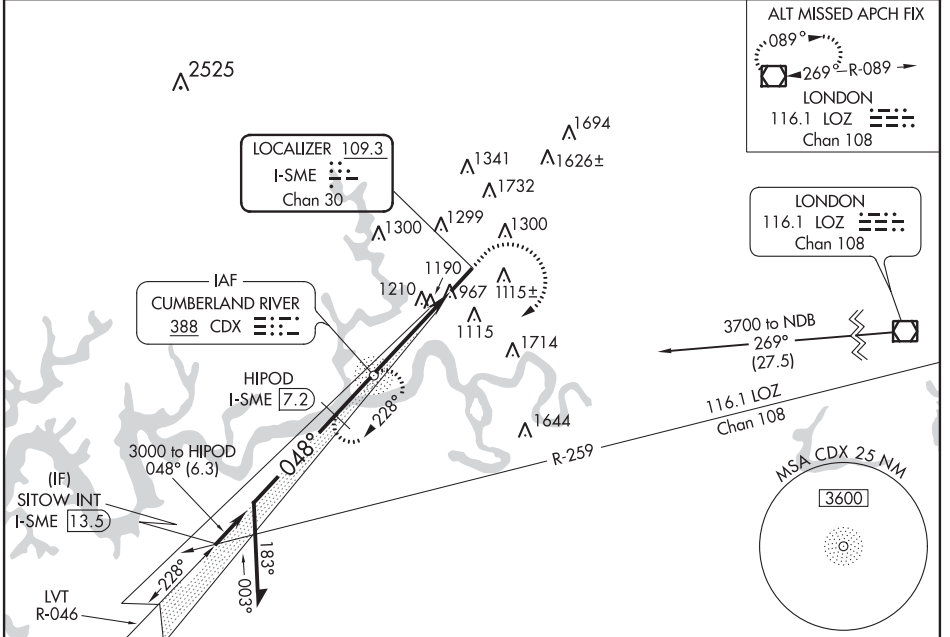
ILS or LOC/DME RWY 5

LAKE CUMBERLAND RGNL (SME)

⚠ ADF required. Helicopter visibility reduction below ¾ SM NA.
⚠ When local altimeter setting not received, use Monticello altimeter setting and increase DA 44 feet and all MDA 60 feet; increase Circling Cat C visibility ¼ mile. Night landing: Rwy 23 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

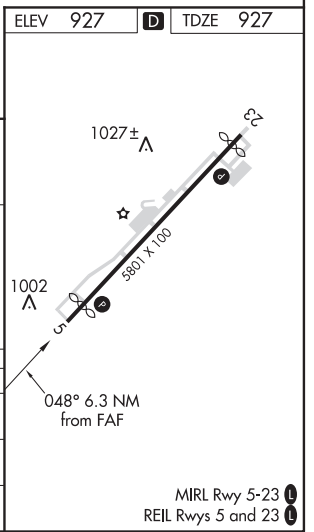
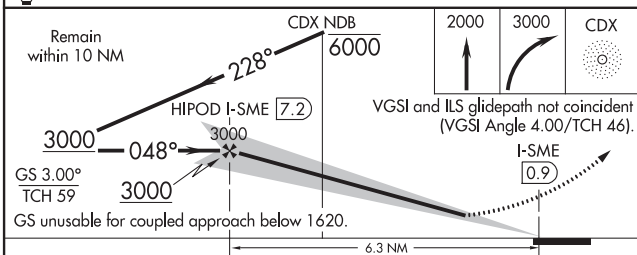
AWOS-3 120.050	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 927	D	TDZE 927
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CATEGORY	A	B	C	D
S-ILS 5	1482-2 555 (600-2)			
S-LOC 5	1460-1	533 (600-1)	1460-1½ 533 (600-1½)	1460-1¾ 533 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
REIL Rwy 5 and 23

APP CRS	Rwy ldg	5500
243°	TDZE	927
	Apt Elev	927

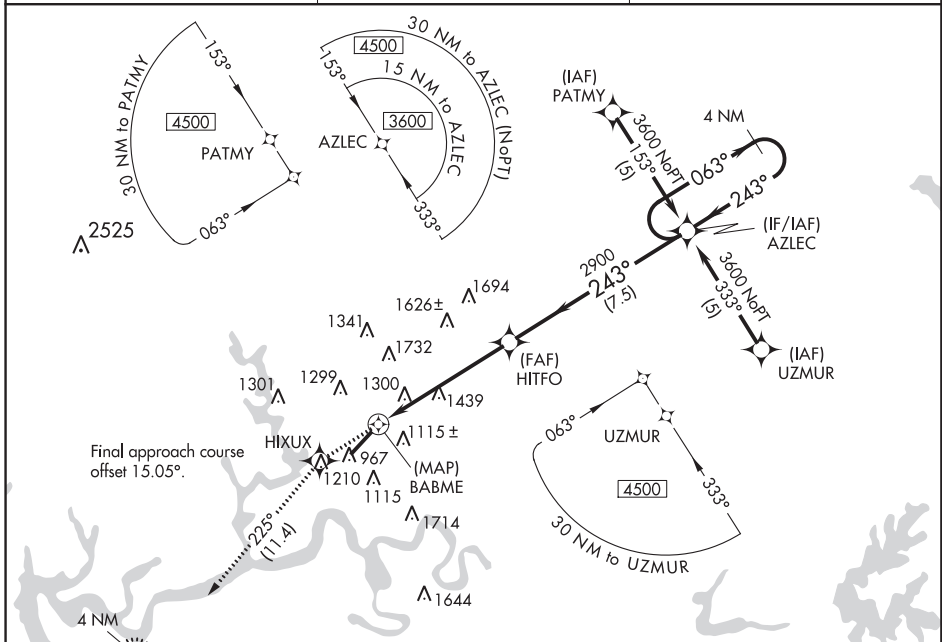
RNAV (GPS) RWY 23

LAKE CUMBERLAND RGNL (SME)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 60 feet and LNAV Cats C and D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 23 NA.

▲ MISSED APPROACH: Climb to 3600 direct HIXUX and track 225° to SITOW and hold.

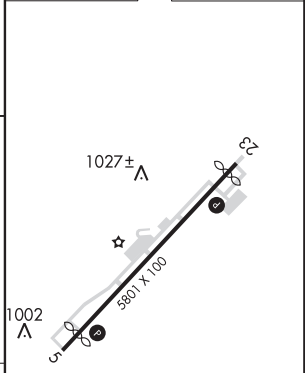
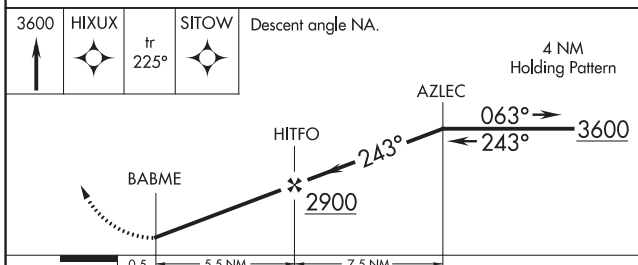
AWOS-3 120.050	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV	927	D	TDZE	927
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CATEGORY	A	B	C	D
LNAV MDA	1700-1 773 (800-1)	1700-1¼ 773 (800-1¼)	1700-2¼ 773 (800-2¼)	1700-2½ 773 (800-2½)
CIRCLING	1700-1 773 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23 **!**
REIL Rwy 5 and 23 **!**

APP CRS	Rwy Idg	5287
048°	TDZE	927
	Apt Elev	927

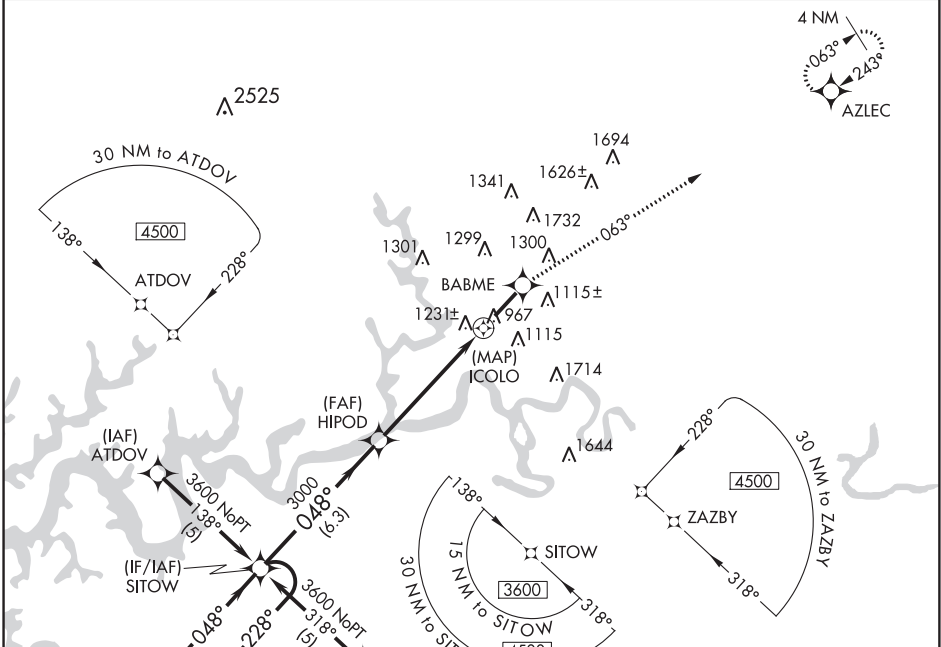
RNAV (GPS) Y RWY 5

LAKE CUMBERLAND RGNL (SME)

▼ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet;
▲ increase LNAV Cat C/D, and Circling Cat C visibilities ¼ mile. Night landing: Rwy 23 NA.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

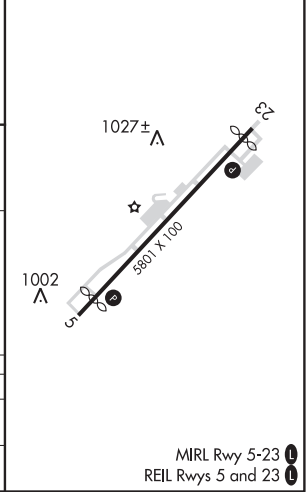
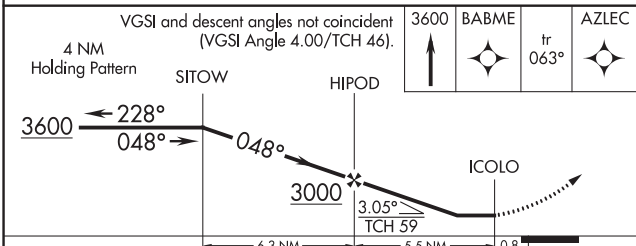
AWOS-3 120.050	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 927	D TDZE 927
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CATEGORY	A	B	C	D
LNAV MDA	1500-1	573 (600-1)	1500-1½ 573 (600-1½)	1500-1¾ 573 (600-1¾)
CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1740-2¾ 813 (900-2¾)

MIRL Rwy 5-23
 REIL Rwy 5 and 23

WAAS CH 97510 W05A	APP CRS 048°	Rwy Idg TDZE Apt Elev	5287 927 927
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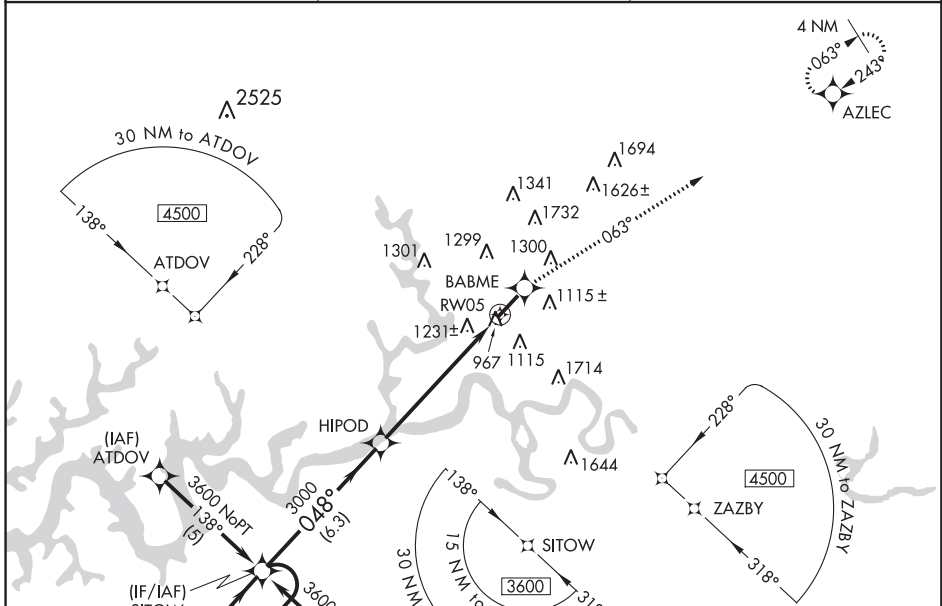
RNAV (GPS) Z RWY 5

LAKE CUMBERLAND RGNL (SME)

⚠ Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Monticello altimeter setting and increase all DA 44 and LNAV/VNAV all Cats visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3600 direct BABME and on track 063° to AZLEC and hold.

AWOS-3 120.050	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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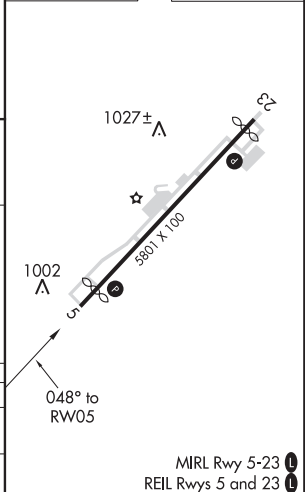
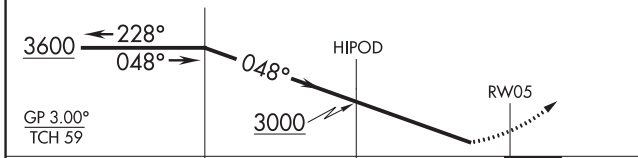
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 927	D	TDZE 927
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VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 46).

4 NM Holding Pattern SITOW



CATEGORY	A	B	C	D
LPV DA		1460-2	533 (600-2)	
LNAV/VNAV DA		1584-2	657 (700-2)	

MIRL Rwy 5-23
REIL Rwy 5 and 23

SOMERVILLE, TENNESSEE

AL-9150 (FAA)

15120

WAAS CH 93723 W01A	APP CRS 008°	Rwy Idg TDZE Apt Elev	5000 436 436
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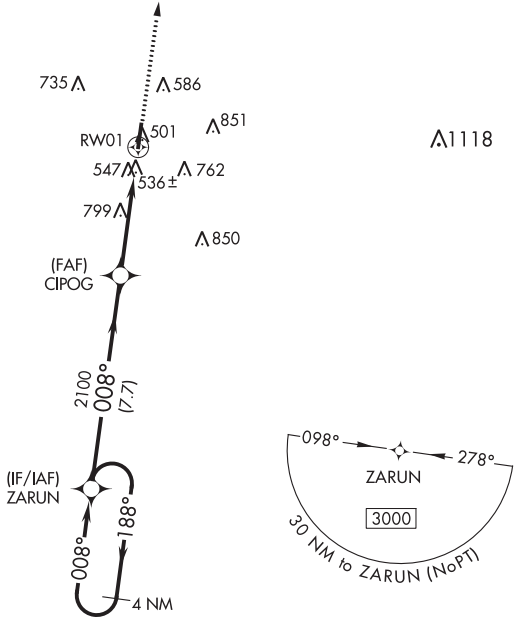
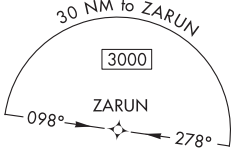
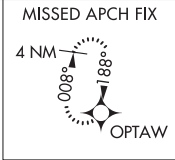
RNAV (GPS) RWY 1

FAYETTE COUNTY (FYE)

NA Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats 1/4 mile and LNAV Cat C 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct OPTAW and hold.

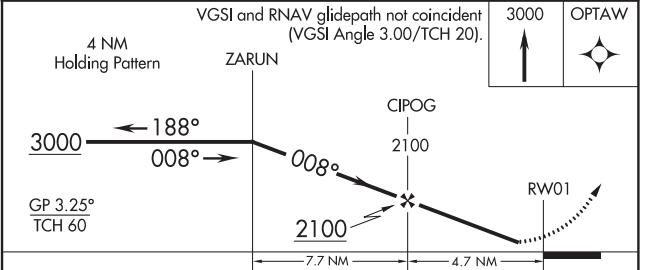
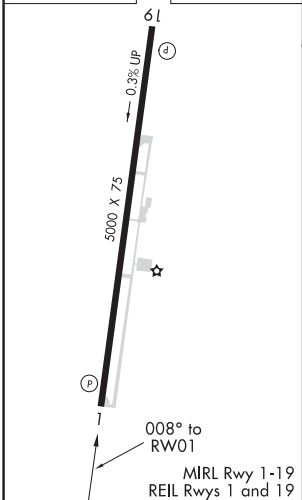
AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 436	TDZE 436
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CATEGORY	A	B	C	D
LPV DA		747-1	311 (400-1)	NA
LNAV/VNAV DA		809-1 1/8	373 (400-1 1/8)	NA
LNAV MDA	1060-1	624 (700-1)	1060-1 3/4 624 (700-1 1/4)	NA
CIRCLING	1060-1	624 (700-1)	1060-1 3/4 624 (700-1 1/4)	NA

SOMERVILLE, TENNESSEE
Orig-B 30APR15

35°12'N-89°24'W

FAYETTE COUNTY (FYE)

RNAV (GPS) RWY 1

WAAS CH 53624 W19A	APP CRS 188°	Rwy Idg TDZE Apt Elev	5000 431 436
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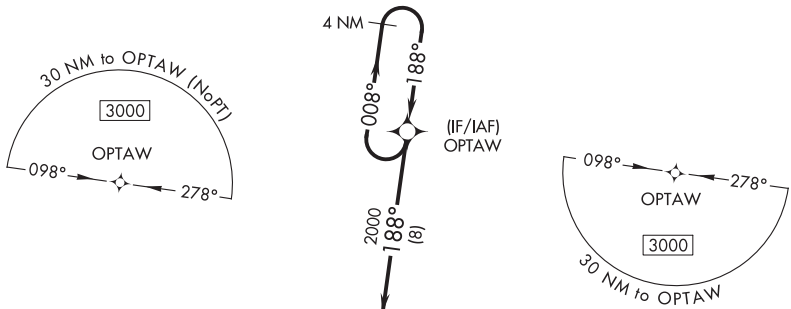
RNAV (GPS) RWY 19

FAYETTE COUNTY (FYE)

NA Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibilities 1/8 mile, LNAV and Circling Cat C 1/2 mile. Helicopter visibility reduction below 3/4 SM NA.

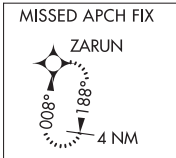
MISSED APPROACH:
Climb to 3000 direct ZARUN and hold.

AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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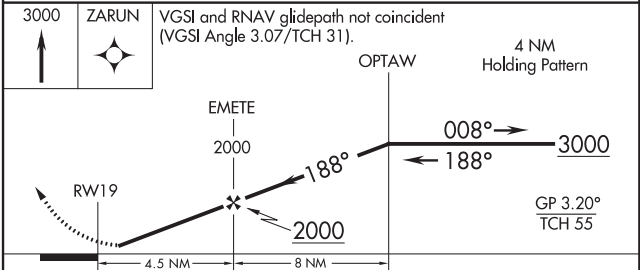


SE-1, 10 NOV 2016 to 05 JAN 2017

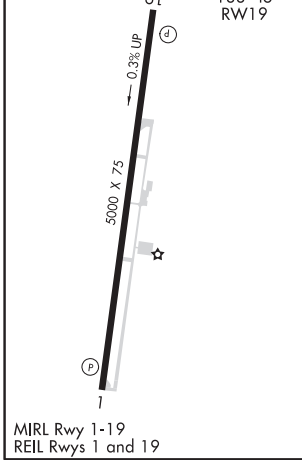
SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 436	TDZE 431
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CATEGORY	A	B	C	D
LPV DA		721-1	290 (300-1)	NA
LNAV/VNAV DA		683-1	252 (300-1)	NA
LNAV MDA	880-1	449 (500-1)	880-1 3/8 449 (500-1 3/8)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1 1/2 484 (500-1 1/2)	NA



WAAS CH 82210 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6704 1021 1025
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RNAV (GPS) RWY 4

UPPER CUMBERLAND RGNL (SR.B)

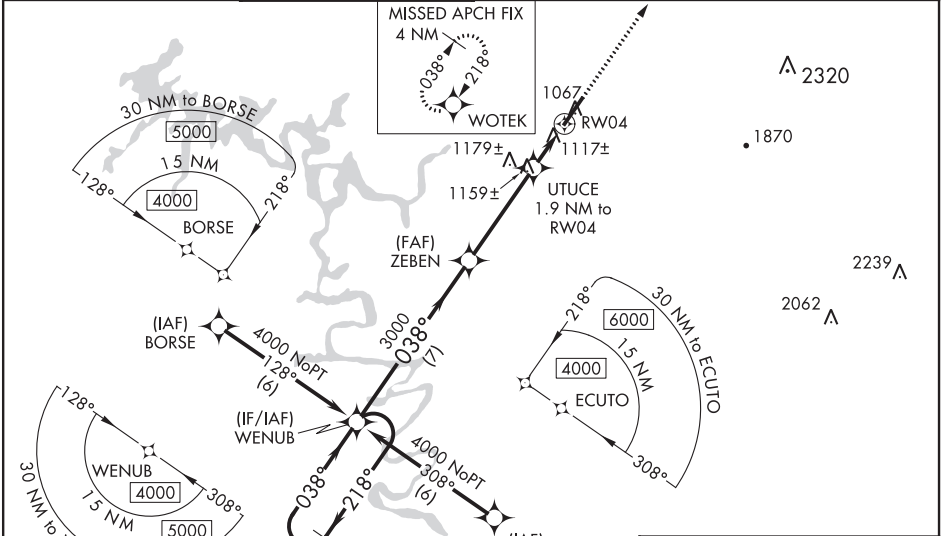
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1410 and all Cats visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat C and D visibility ¾ mile. Increase Circling Cat C/D visibility ¼ mile. Inop table does not apply to LNAV Cat C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

ODALS



MISSED APPROACH:
Climb 4000 direct
WOTEK and hold.

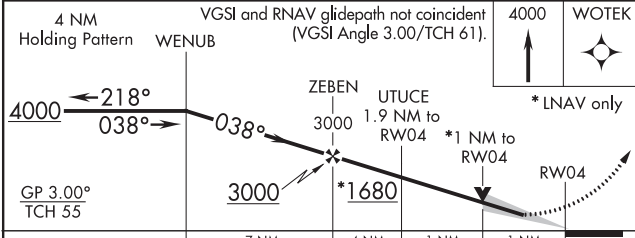
AWOS-3 128.25	MEMPHIS CENTER 132.9 263.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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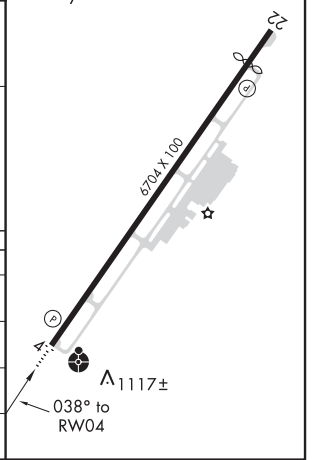
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1025	TDZE 1021
HIRL Rwy 4-22	
REIL Rwy 4 and 22	



CATEGORY	A	B	C	D
LPV DA	1238-¾		217 (300-¾)	
LNAV/VNAV DA	1396-1		375 (400-1)	
LNAV MDA	1380-¾ 359 (400-¾)		1380-1 359 (400-1)	
CIRCLING	1480-1 455 (500-1)		1480-1½ 555 (600-2)	



SPARTA, TENNESSEE

AL-6354 (FAA)

16091

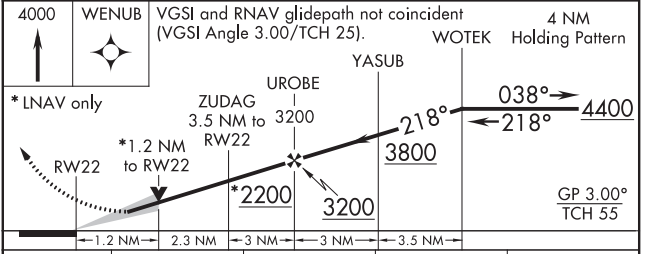
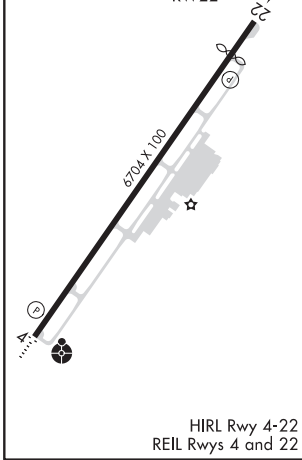
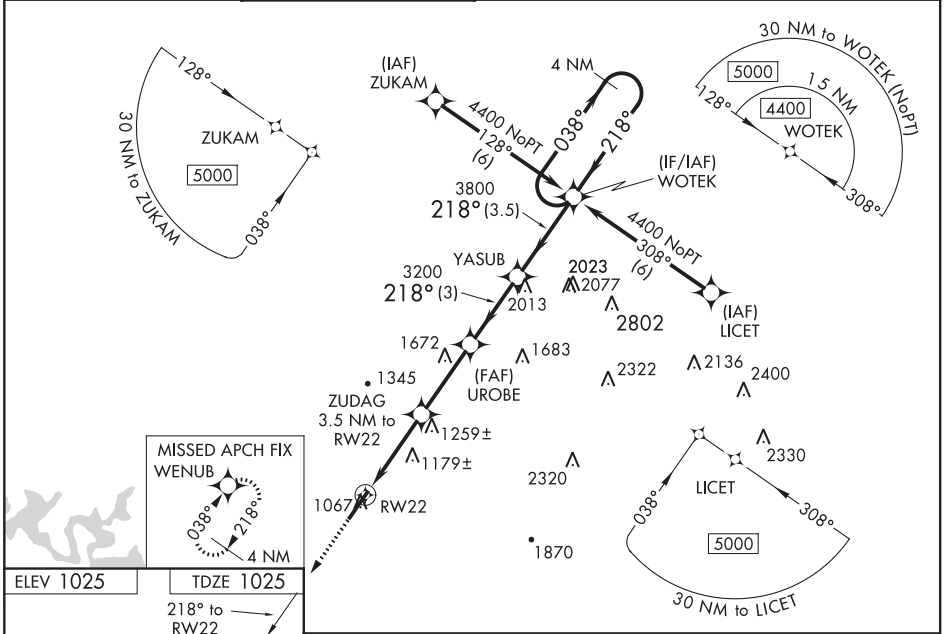
WAAS CH 82311 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	6003 1025 1025
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RNAV (GPS) RWY 22
UPPER CUMBERLAND RGNL (SR.B)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV NA systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cat C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

MISSED APPROACH:
Climb to 4000 direct WENUB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.9 263.1	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1275-¾		250 (300-¾)	
LNAV/VNAV DA	1461-1½		436 (500-1½)	
LNAV MDA	1440-1	415 (500-1)	1440-1¼	415 (500-1¼)
CIRCLING	1480-1	455 (500-1)	1480-1½	1580-2
			455 (500-1½)	555 (600-2)

SPARTA, TENNESSEE
Orig-C 31MAR16

36°03'N-85°32'W

UPPER CUMBERLAND RGNL (SR.B)
RNAV (GPS) RWY 22

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

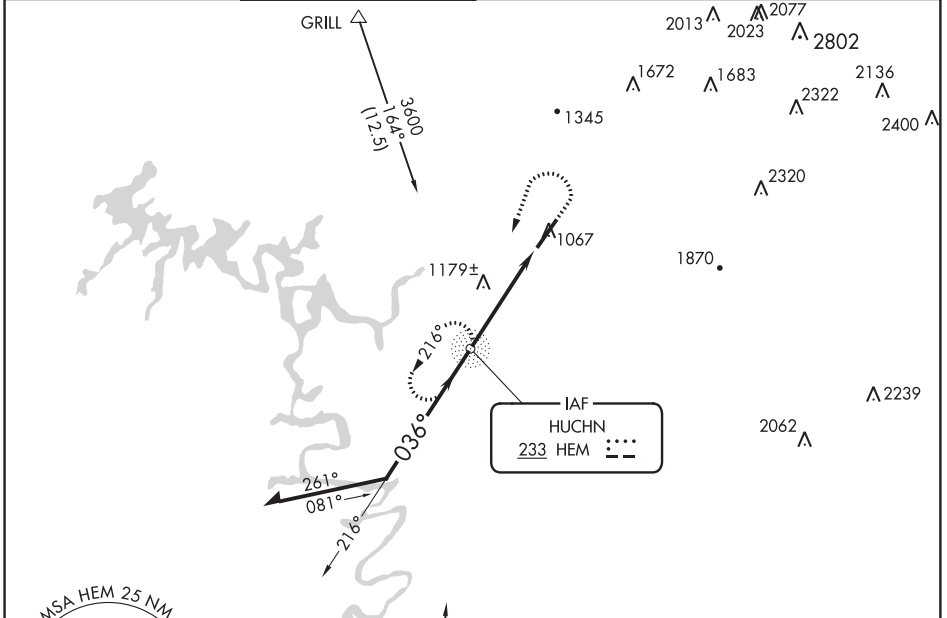
NDB HEM	APP CRS	Rwy Idg	6704
233	036°	TDZE	1021
		Apt Elev	1025

NDB RWY 4
UPPER CUMBERLAND RGNL (SR.B)

▼ Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 180 feet. Increase S-4 Cat C/D visibility ½ mile. Increase Circling Cat C/D visibility ¼ mile.

ODALS
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.9 263.1	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1025	TDZE 1021
HIRL Rwy 4-22 REIL Rwy 4 and 22	

036° 4.4 NM from FAF	FAF to MAP 4.4 NM
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

Remain within 10 NM	HEM NDB	
	2500	3000
3000	216°	036°
2500	3.06°	TCH 61
	4.4 NM	

CATEGORY	A	B	C	D
S-4	1480-¾ 459 (500-¾)	1480-1¼ 459 (500-1¼)	1480-1½ 459 (500-1½)	1480-1½ 459 (500-1½)
CIRCLING	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	1580-2 555 (600-2)	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45722 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	4876 854 871
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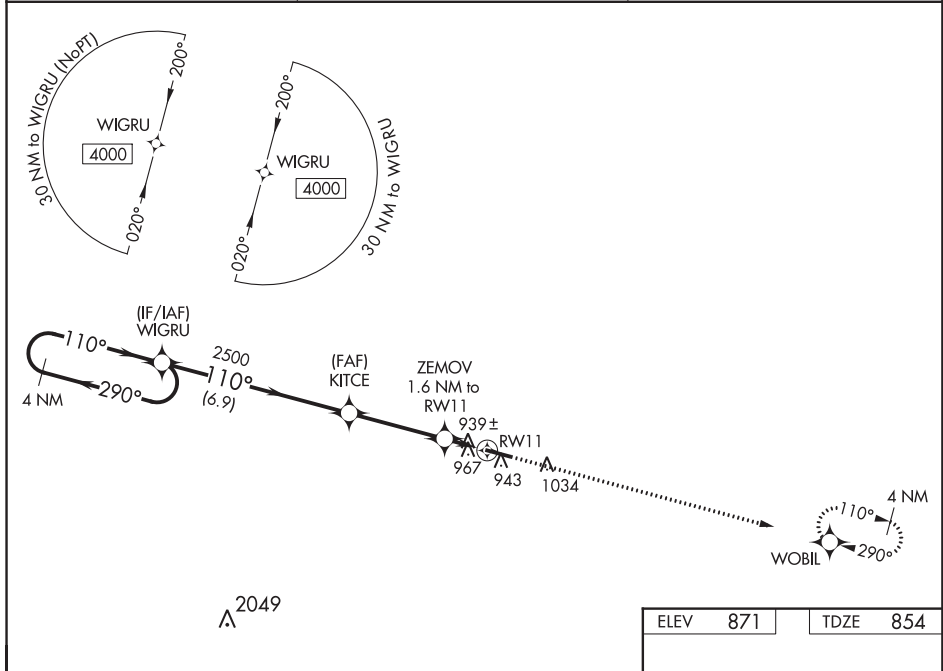
RNAV (GPS) RWY 11

LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV, and Circling Cat D visibility ¼ mile and LNAV Cats C/D ⅓ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

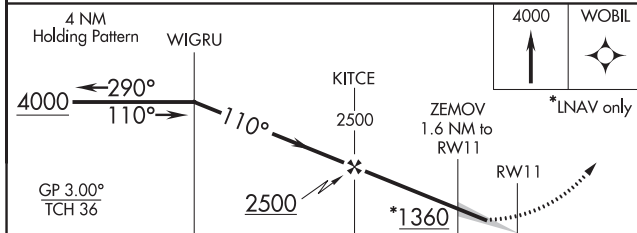
MISSED APPROACH: Climb to 4000 direct WOBIL and hold, continue climb-in-hold to 4000.

AWOS-3P 119.725	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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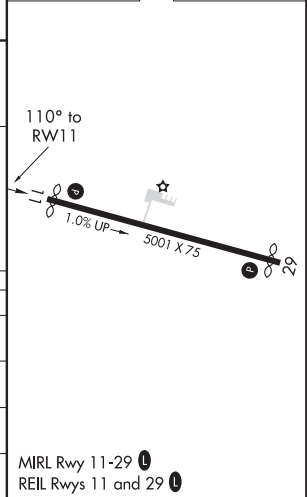


SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV	871	TDZE	854
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CATEGORY	A	B	C	D
LPV DA		1104-1	250 (300-1)	
LNAV/VNAV DA		1159-1½	305 (300-1½)	
LNAV MDA		1220-1	366 (400-1)	
C CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 **0**
REIL Rwys 11 and 29 **0**

RNAV (GPS) RWY 11

WAAS CH 86422 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	4801 870 871
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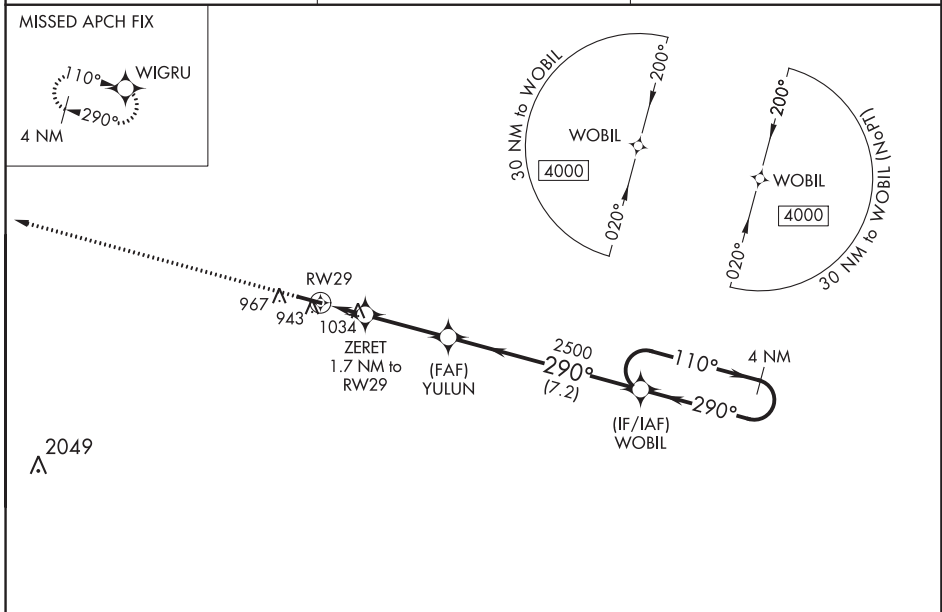
RNAV (GPS) RWY 29

LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

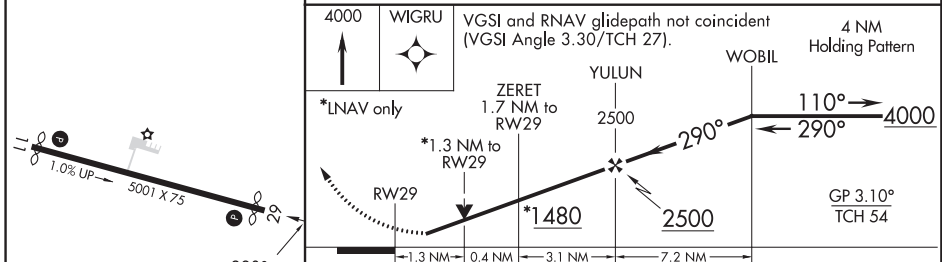
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F).
⚠ When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile; LNAV/VNAV all Cats visibility 3/8 mile and Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and YDP NA when using Danville altimeter setting.

MISSED APPROACH:
Climb to 4000 direct WIGRU and hold.

AWOS-3P 119.725	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 871	TDZE 870
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CATEGORY	A	B	C	D
LPV DA		1152-1	282 (300-1)	
LNAV/VNAV DA		1279-1¼	409 (500-1¼)	
LNAV MDA	1300-1	430 (500-1)	1300-1¼	430 (500-1¼)
C CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 Ⓛ
REIL Rwy 11 and 29 Ⓛ

SPRINGFIELD, KENTUCKY
Amdt 1 31MAR16

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME EWO 110.8 Chan 45	APP CRS 088°	Rwy Idg 4876 TDZE 854 Apt Elev 871
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VOR/DME RWY 11

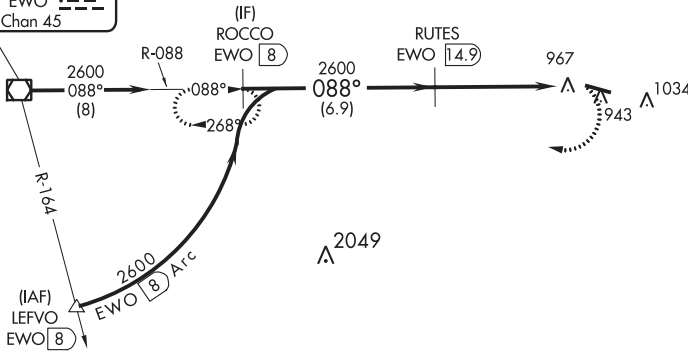
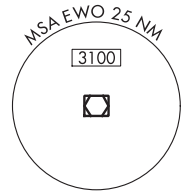
LEBANON SPRINGFIELD GEORGE HOERTER FIELD (6I2)

NA When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4000 on EWO VOR/DME R-088 to ROCCO/EWO 8 DME and hold.

AWOS-3P 119.725	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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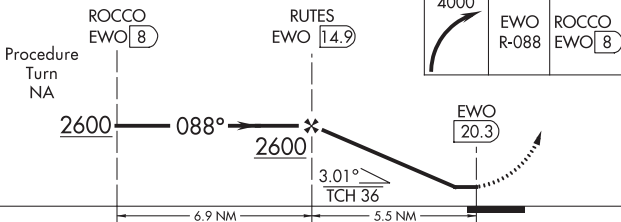
Procedure NA for arrivals at EWO VOR/DME on V178 westbound.



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 871	THRE 854
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CATEGORY	A	B	C	D
S-11	1300-1	446 (500-1)	1300-1 3/8	446 (500-1 3/8)
CIRCLING	1460-1 589 (600-1)	1460-1 1/4 589 (600-1 1/4)	1460-1 1/2 589 (600-1 1/2)	1460-2 589 (600-2)

MIRL Rwy 11-29 0
REIL Rws 11 and 29 0

WAAS CH 86626 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5505 701 706
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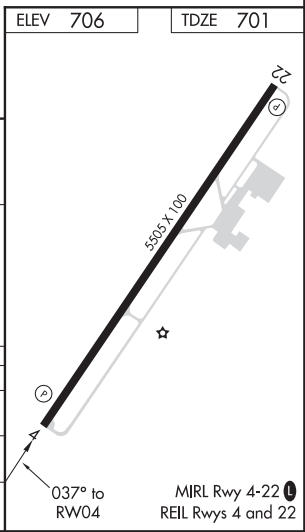
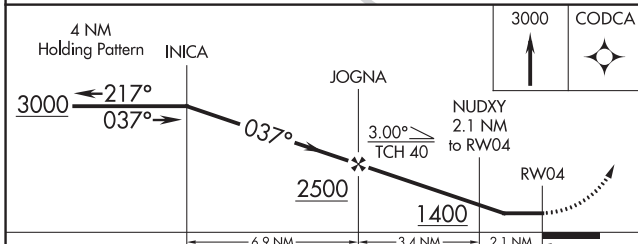
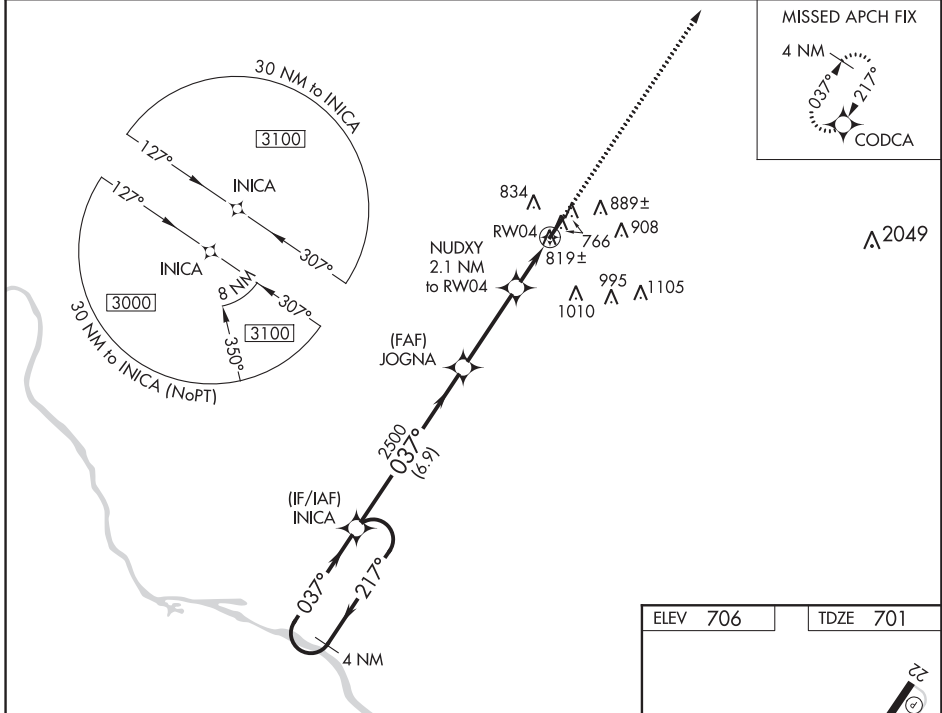
RNAV (GPS) RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

⚠ NA When VGSI inop, Circling Rwy 22 NA at night. When VGSI inop, Straight-In/Circling Rwy 4 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1100-1	399 (400-1)	1100-1 ½	399 (400-1 ½)
LNAV MDA	1100-1	399 (400-1)	1100-1 ½	399 (400-1 ½)
CIRCLING	1140-1 434 (500-1)	1240-1 534 (600-1)	1240-1 ½ 534 (600-1 ½)	1360-2 654 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD, TENNESSEE

AL-6740 (FAA)

15288

WAAS CH 42926 W22A	APP CRS 217°	Rwy ldg TDZE Apt Elev	5505 706 706
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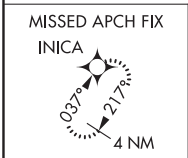
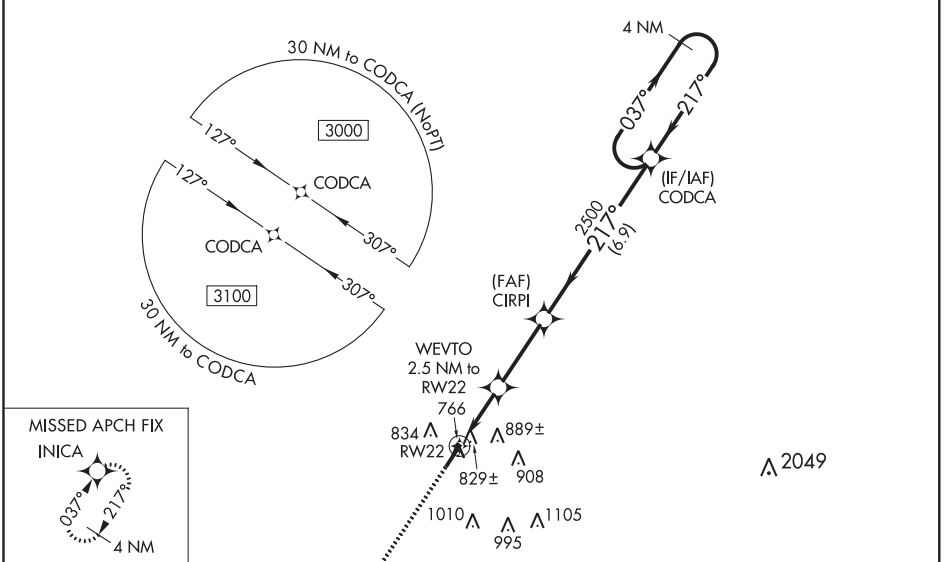
RNAV (GPS) RWY 22

SPRINGFIELD ROBERTSON COUNTY (M91)

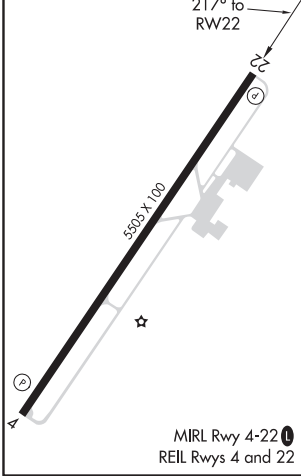
⚠ NA When VGSI inop, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). When VGSI inop, Straight-In/Circling Rwy 22 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Nashville altimeter setting and increase all DA 78 feet, and all MDA 80 feet; increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibility 1/4 mile. Baro-VNAV NA when using Nashville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct INICA and hold.

AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
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ELEV 706	TDZE 706
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3000	INICA	VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern
*LNAV only	WEVTO 2.5 NM to RW22	CIRPI 2500	CODCA	3000
	*1560	2500	037°	217°
	2.5 NM	2.9 NM	6.9 NM	GP 3.00° TCH 60
CATEGORY	A	B	C	D
LPV DA		975-1	269 (300-1)	
LNAV/VNAV DA		1010-1	304 (400-1)	
LNAV MDA	1100-1	394 (400-1)	1100-1½	394 (400-1½)
CIRCLING	1140-1 434 (500-1)	1240-1 534 (600-1)	1240-1½ 534 (600-1½)	1360-2 654 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD, TENNESSEE
Amdt 1A 26JUN14

36°32'N-86°55'W

RNAV (GPS) RWY 22

LOC RWY 4

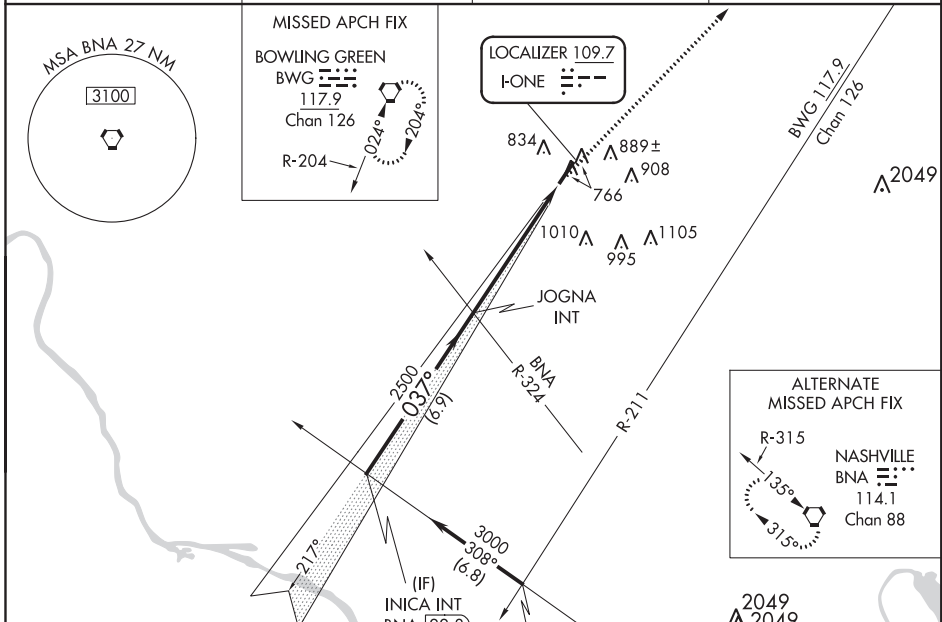
SPRINGFIELD ROBERTSON COUNTY (M91)

LOC I-ONE 109.7	APP CRS 037°	Rwy Idg 5505 TDZE 701 Apt Elev 706
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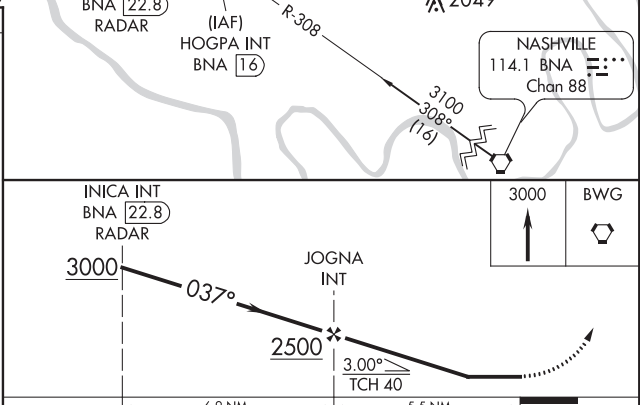
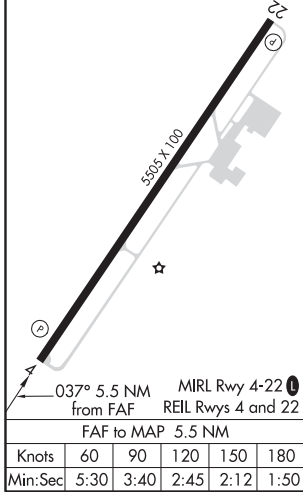
NA When VGSI inop, Circling Rwy 22 NA at night. When VGSI inop, Straight-In/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville altimeter setting and increase all MDA 80 feet; increase S-4 Cats C/D and Circling Cat C visibility ¼ mile; increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.

AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	GCO 121.725	UNICOM 123.0 (CTAF)
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ELEV 706	TDZE 701
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CATEGORY	A	B	C	D
S-4	1200-1	499 (500-1)	1200-1½	499 (500-1½)
CIRCLING	1200-1 494 (500-1)	1240-1 534 (600-1)	1240-1½ 534 (600-1½)	1360-2 654 (700-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 1

STURGIS MUNI (TWT)

WAAS CH 49217 W01A	APP CRS 003°	Rwy Idg 5000 TDZE 372 Apt Elev 372
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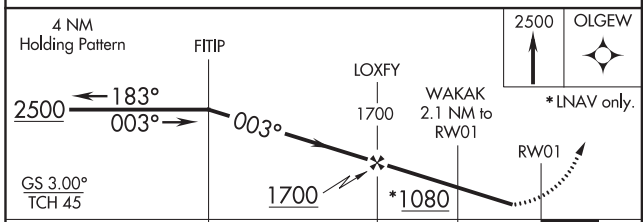
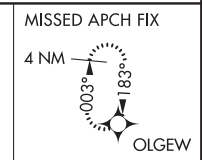
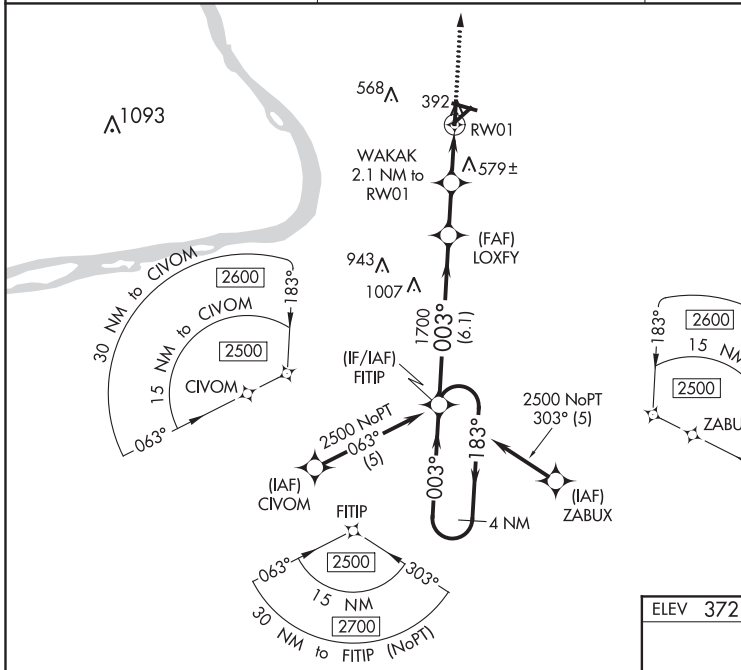
▽ Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1½ miles; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1¾ miles; increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2500 direct
OLGEW and hold.

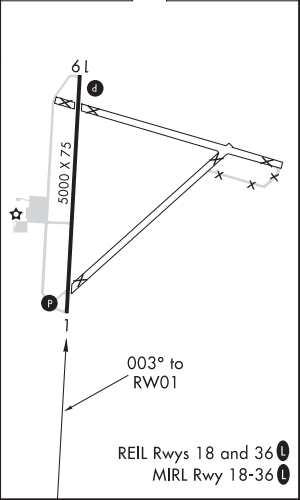
AWOS-3
118.775

EVANSVILLE APP CON *
124.025 290.9

UNICOM
122.8 (CTAF) ①



ELEV 372	TDZE 372
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CATEGORY	A	B	C	D
LPV DA		658-7/8	286 (300-7/8)	
LNAV/VNAV DA		730-1¼	358 (400-1¼)	
LNAV MDA	820-1	448 (500-1)	820-1¾	448 (500-1¾)
C CIRCLING	860-1 488 (500-1)	1000-1 628 (700-1)	1000-1¾ 628 (700-1¾)	1120-2½ 748 (800-2½)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
183°	TDZE	372
	Apt Elev	372

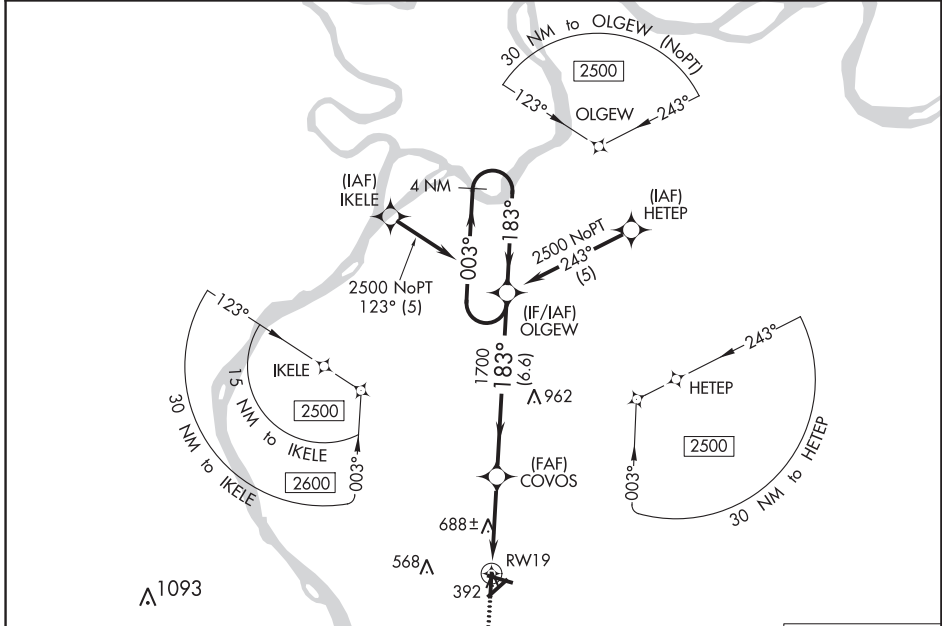
RNAV (GPS) RWY 19

STURGIS MUNI (TWT)

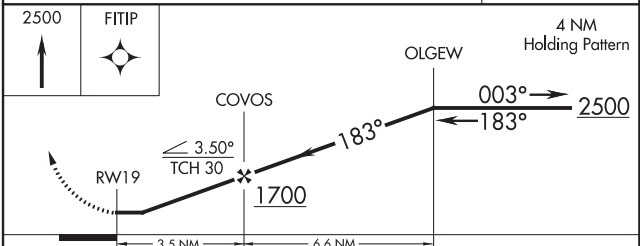
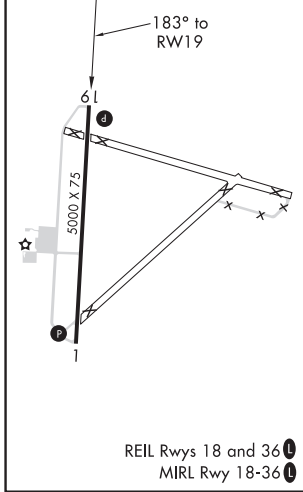
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility 1/8 mile and Circling Cat C 1/4 mile.

MISSED APPROACH: Climb to 2500 direct FITIP and hold.

AWOS-3 118.775	EVANSVILLE APP CON * 124.025 290.9	UNICOM 122.8 (CTAF) 0
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ELEV 372	TDZE 372
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CATEGORY	A	B	C	D
LNAV MDA	940-1	568 (600-1)	940-1 5/8	568 (600-1 5/8)
CIRCLING	940-1 568 (600-1)	1000-1 628 (700-1)	1000-1 3/4 628 (700-1 3/4)	1120-2 1/2 748 (800-2 1/2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69335 W07A	APP CRS 070°	Rwy Idg THRE 1177 Apt Elev 1179	5208
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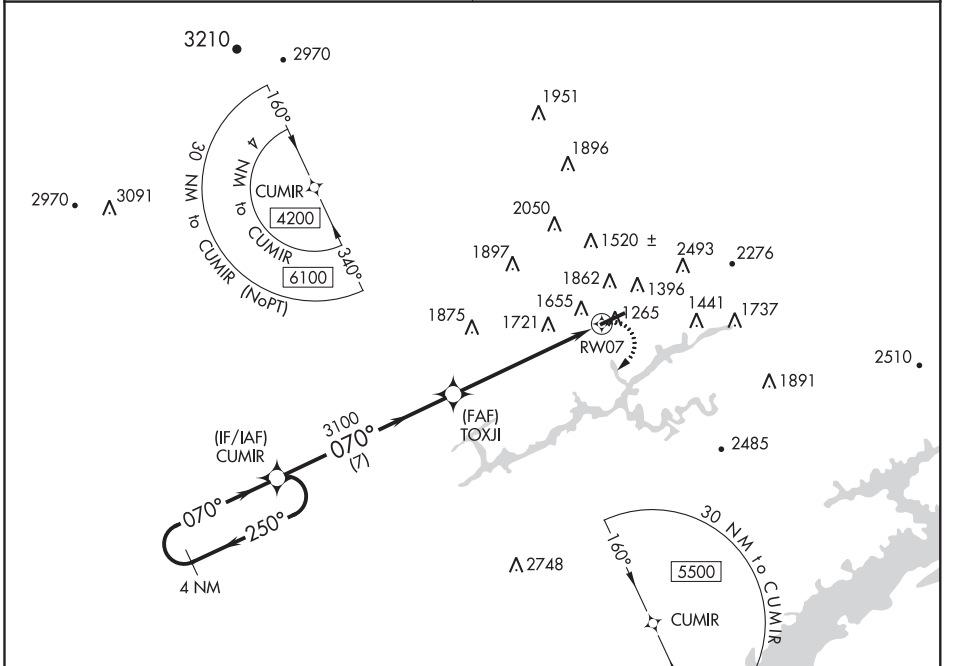
RNAV (GPS) RWY 7

NEW TAZEWELL MUNI (3A2)

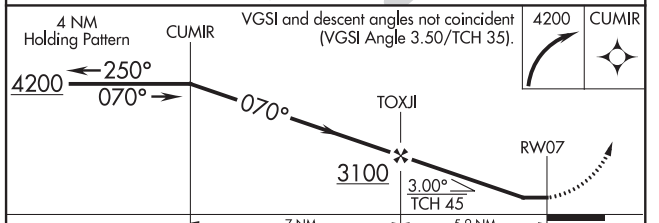
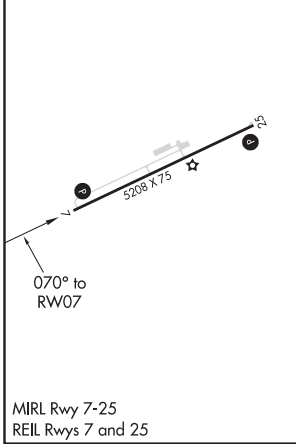
⚠ NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 4200 direct CUMIR and hold.

ATLANTA CENTER 133.6 254.3	CTAF 122.9
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ELEV 1179	THRE 1177
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CATEGORY	A	B	C	D
LP MDA	2240-1¼ 1063 (1100-1¼)	2240-1½ 1063 (1100-1½)		NA
LNAV MDA	2260-1¼ 1083 (1100-1¼)	2260-1½ 1083 (1100-1½)		NA
C CIRCLING	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)		NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 4

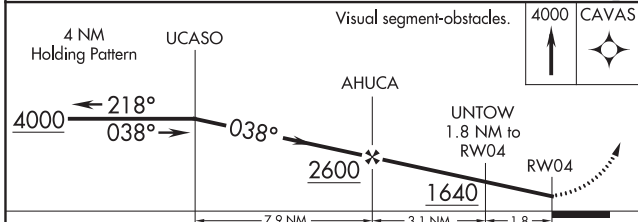
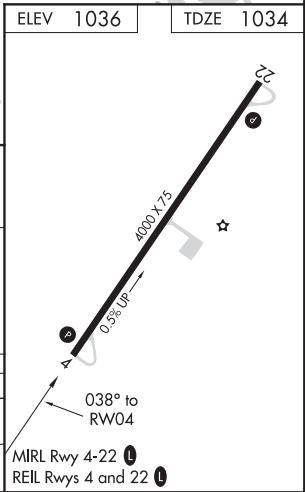
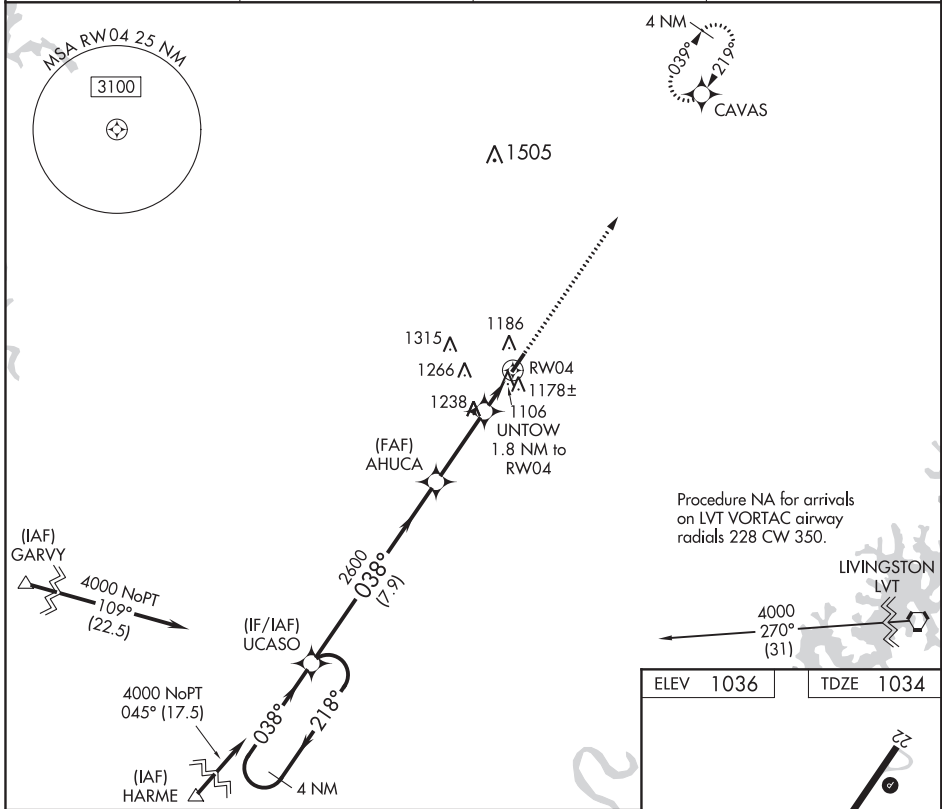
TOMPKINSVILLE-MONROE COUNTY (T'ZV)

APP CRS 038°	Rwy Idg 4000
	TDZE 1034
	Apt Elev 1036

▽ DME/DME RNP-0.3 NA.
△ NA Helicopter visibility reduction below 1 SM NA.
 Night landing: Rwy 4 NA.
 Use Glasgow altimeter setting.

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

AWOS-AV 123.050	GLASGOW AWOS-3 118.525	MEMPHIS CENTER 132.9 263.1	UNICOM 123.05 (CTAF) ①
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CATEGORY	A	B	C	D
LNVA MDA	1540-1	506 (600-1)	1540-1 3/8 506 (600-1 3/8)	NA
C CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2 1/4 804 (900-2 1/4)	NA

RNAV (GPS) RWY 4

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

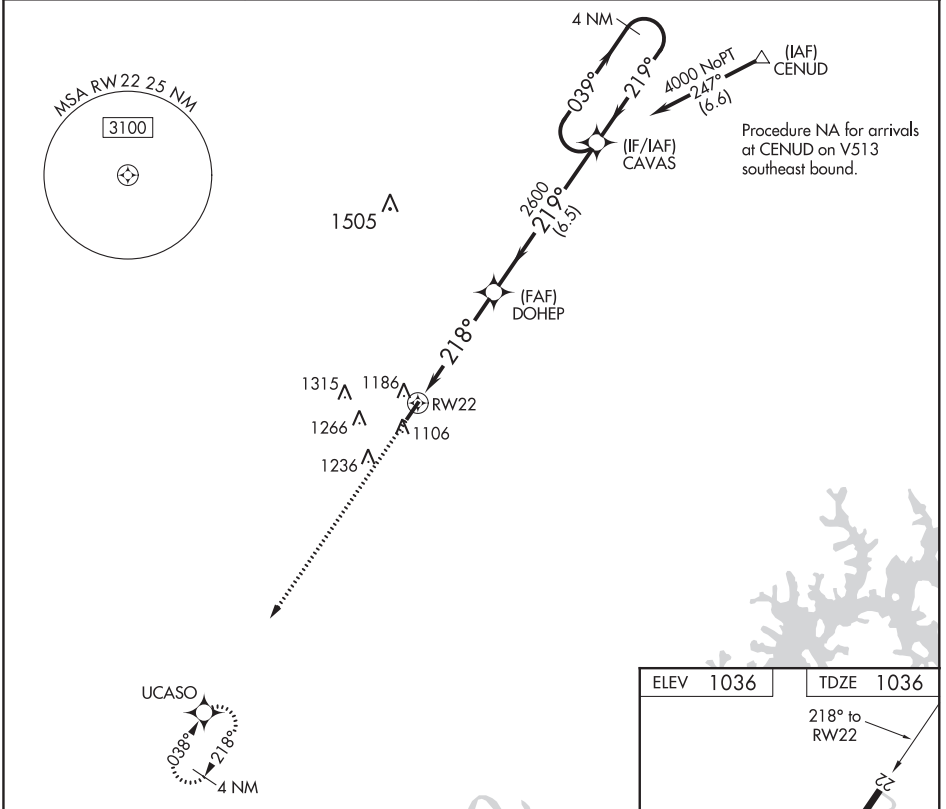
WAAS CH 58031 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	4000 1036 1036
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RNAV (GPS) RWY 22

TOMPKINSVILLE-MONROE COUNTY (T'ZV)

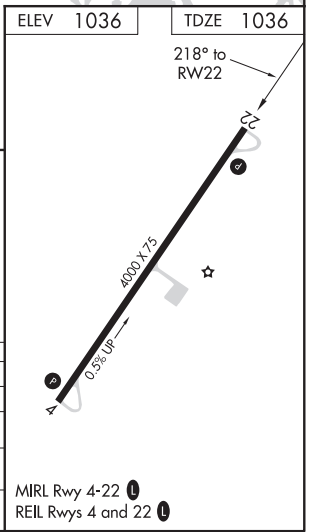
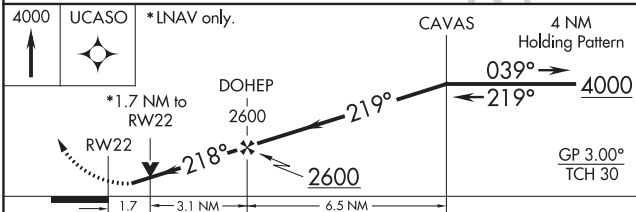
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA. MISSED APPROACH: Climb to 4000 direct to UCASO and hold.

AWOS-AV 123.050	GLASGOW AWOS-3 118.525	MEMPHIS CENTER 132.9 263.1	UNICOM 123.05 (CTAF) 0
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1385-1 1/4	349 (400-1 1/4)		NA
LNAV/VNAV DA	1593-2	557 (600-2)		NA
LNAV MDA	1620-1	584 (600-1)	1620-1 3/4 584 (600-1 3/4)	NA
C CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2 1/4 804 (900-2 1/4)	NA

MIRL Rwy 4-22 **0**
REIL Rwy 4 and 22 **0**

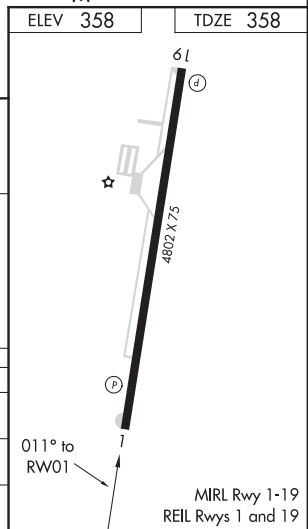
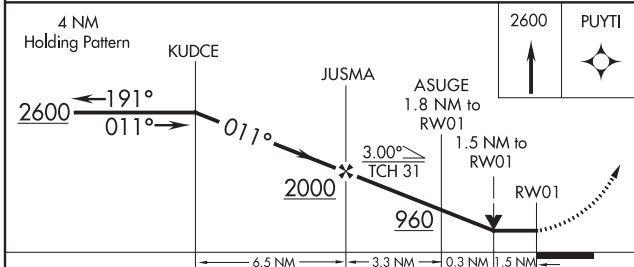
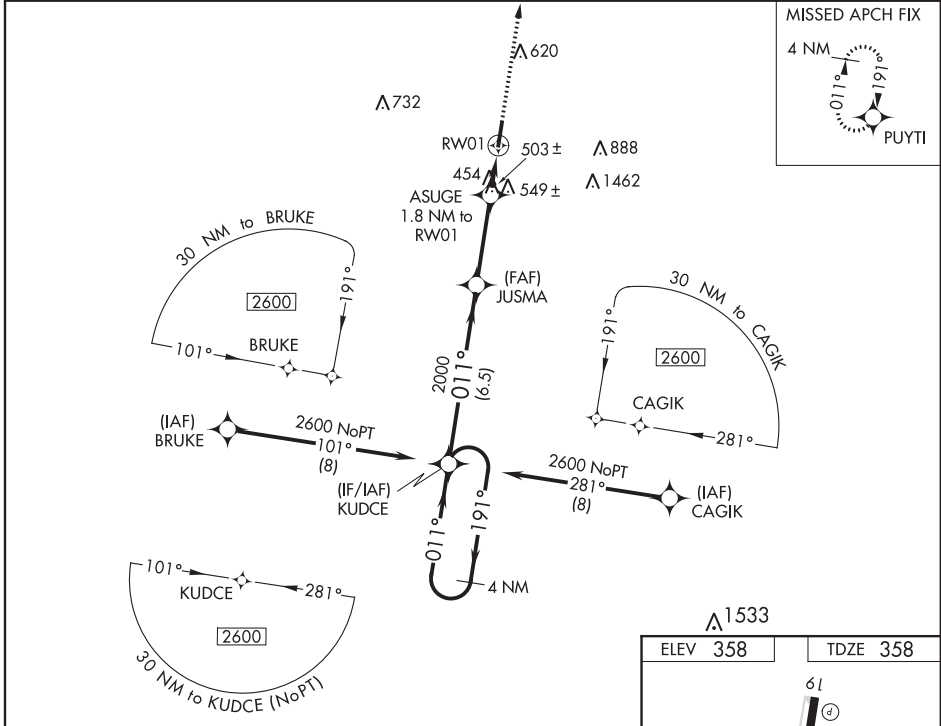
WAAS CH 69538 W01A	APP CRS 011°	Rwy Idg 4802 TDZE 358 Apt Elev 358
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RNAV (GPS) RWY 1

GIBSON COUNTY (TGC)

<p>▽ NA</p> <p>Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility 1/4 mile.</p>	<p>MISSED APPROACH: Climb to 2600 direct PUYTI and hold.</p>
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<p>MEMPHIS CENTER 134.65 316.15</p>	<p>UNICOM 122.8 (CTAF)</p>
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CATEGORY	A	B	C	D
LP MDA	720-1 362 (400-1)			
LNAV MDA	800-1 442 (500-1)		800-1 3/8 442 (500-1 3/8)	
C CIRCLING	980-1 622 (700-1)		980-1 3/4 622 (700-1 3/4) 1780-3 1422 (1500-3)	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72938 W19A	APP CRS 191°	Rwy Idg TDZE Apt Elev	4802 356 358
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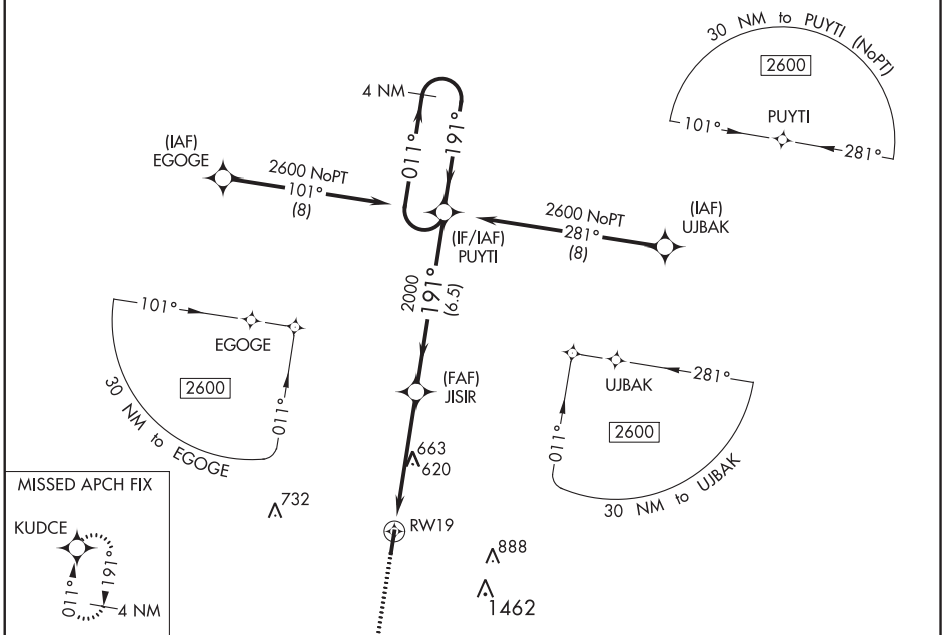
RNAV (GPS) RWY 19

GIBSON COUNTY (TGC)

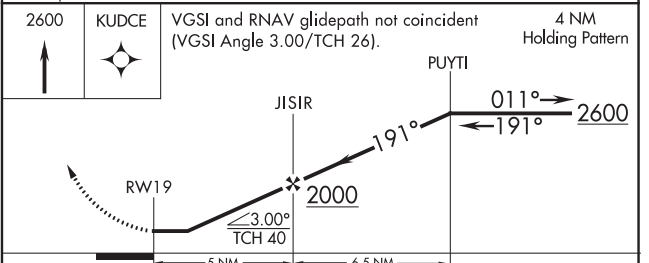
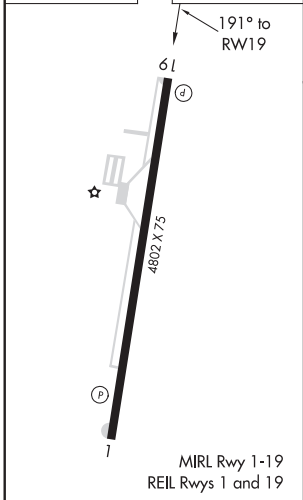
⚠ Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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ELEV 358	TDZE 356
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CATEGORY	A	B	C	D
LP MDA	920-1	564 (600-1)	920-1 5/8	564 (600-1 1/2)
LNAV MDA	940-1	584 (600-1)	940-1 3/4	584 (600-1 1/4)
C CIRCLING	980-1	622 (700-1)	980-1 3/4 622 (700-1 1/4)	1780-3 1422 (1500-3)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99324 W06A	APP CRS 061°	Rwy Idg TDZE Apt Elev	5501 1084 1084
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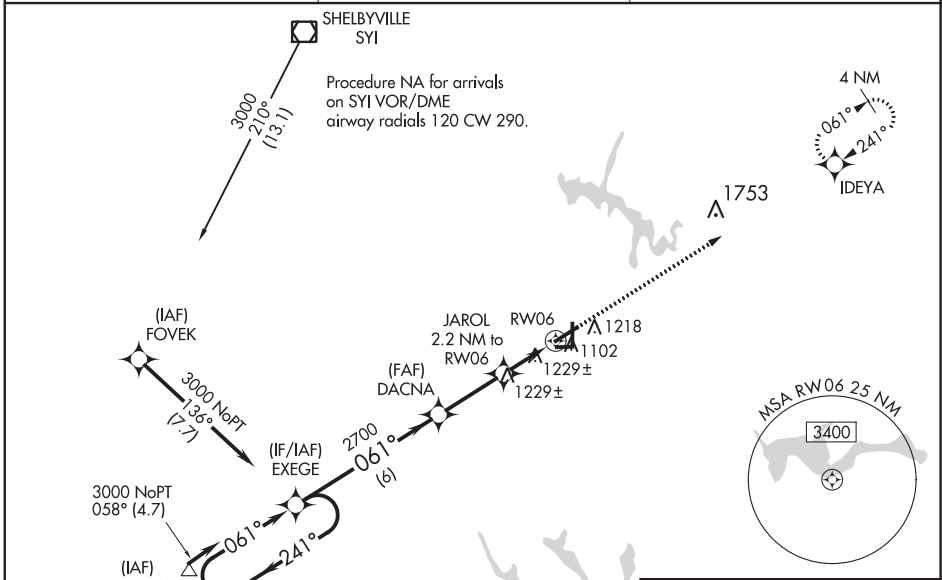
RNAV (GPS) RWY 6

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

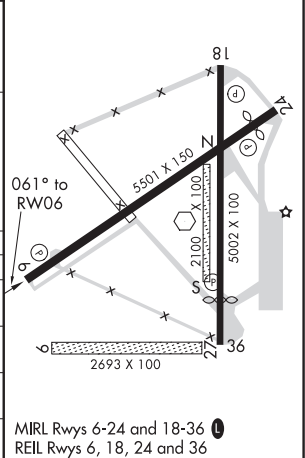
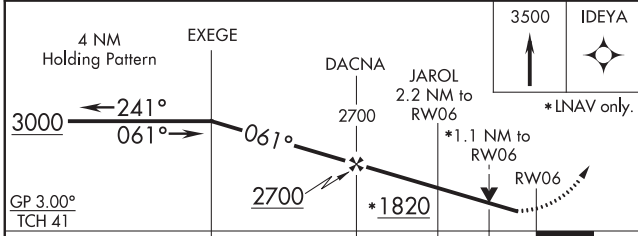
NA Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and MDA 200 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and D visibility 3/8 mile, increase Circling Cat C visibility 1/4 mile and increase Circling Cat D visibility 1/2 mile.

MISSED APPROACH:
Climb to 3500 direct IDEYA and hold.

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF)
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ELEV 1084	TDZE 1084
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CATEGORY	A	B	C	D
LPV DA		1334-7/8	250 (300-7/8)	
LNAV/VNAV DA		1390-1	306 (400-1)	
LNAV MDA	1480-1	396 (400-1)	1480-1 1/8	396 (400-1 1/8)
CIRCLING	1540-1	456 (500-1)	1540-1 1/2 456 (500-1 1/2)	1640-2 556 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63023 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	5002 1082 1084
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RNAV (GPS) RWY 18

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

NA Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and all MDA 200 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ⅔ mile and LNAV Cat C and D visibility ¾ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH:
Climb to 3400 direct KOJAK and hold.

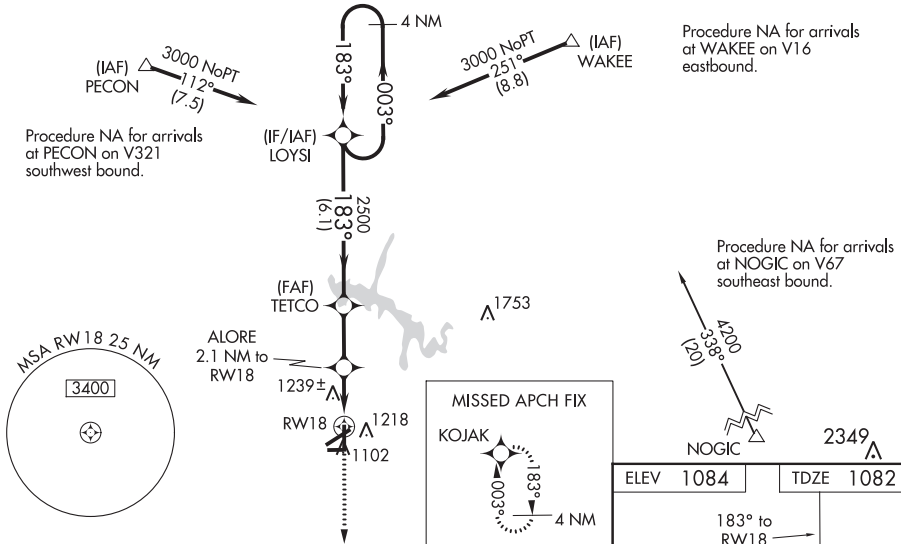
AWOS-3
128.325

MEMPHIS CENTER
128.15 323.125

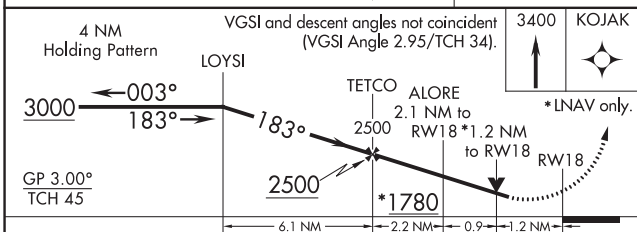
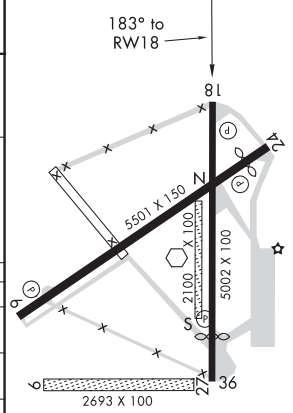
UNICOM
123.0 (CTAF)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



ELEV 1084	TDZE 1082
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CATEGORY	A	B	C	D
LPV DA		1436-1¼	354 (400-1¼)	
LNAV/VNAV DA		1554-1⅝	472 (500-1⅝)	
LNAV MDA	1500-1	418 (500-1)	1500-1⅛	418 (500-1⅛)
CIRCLING	1540-1	456 (500-1)	1540-1½	1640-2 556 (600-2)

MIRL Rwy 6-24 and 18-36
REIL Rwy 6, 18, 24 and 36

WAAS CH 53324 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	5001 1082 1084
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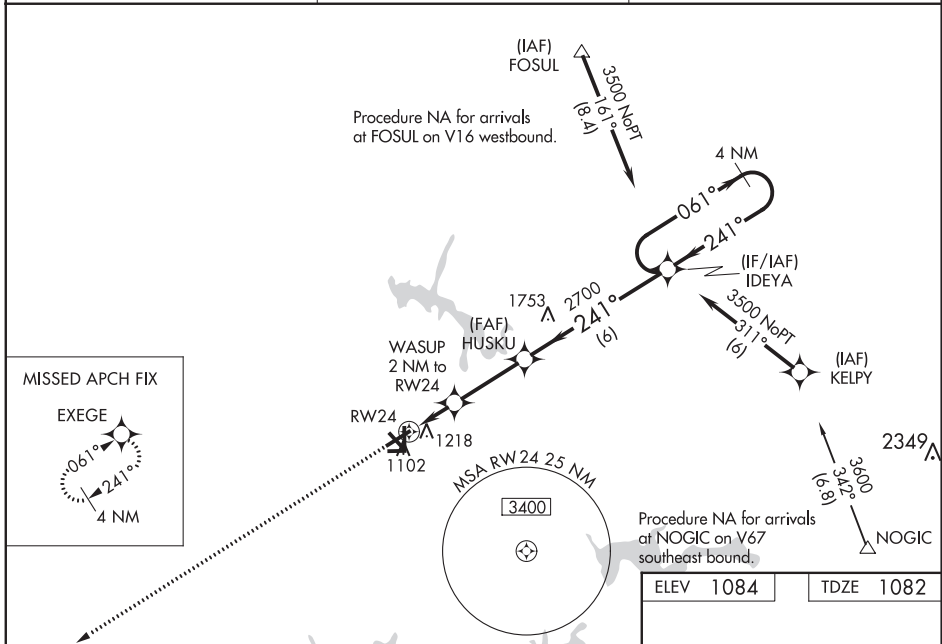
RNAV (GPS) RWY 24

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

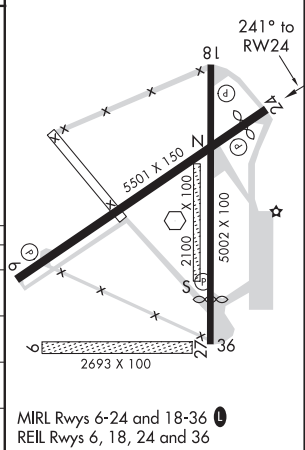
NA Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and MDA 200 feet, increase LPV all Cats visibility 1/2 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C and D visibility 3/4 mile, increase Circling Cat C visibility 1/4 mile and increase Circling Cat D visibility 1/2 mile.

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1332-1	250 (300-1)	
LNAV/VNAV DA		1400-1	318 (400-1)	
LNAV MDA		1480-1	398 (400-1)	
CIRCLING	1540-1	456 (500-1)	1540-1½ 456 (500-1½)	1640-2 556 (600-2)



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82424 W36A	APP CRS 003°	Rwy Idg TDZE Apt Elev	4202 1083 1084
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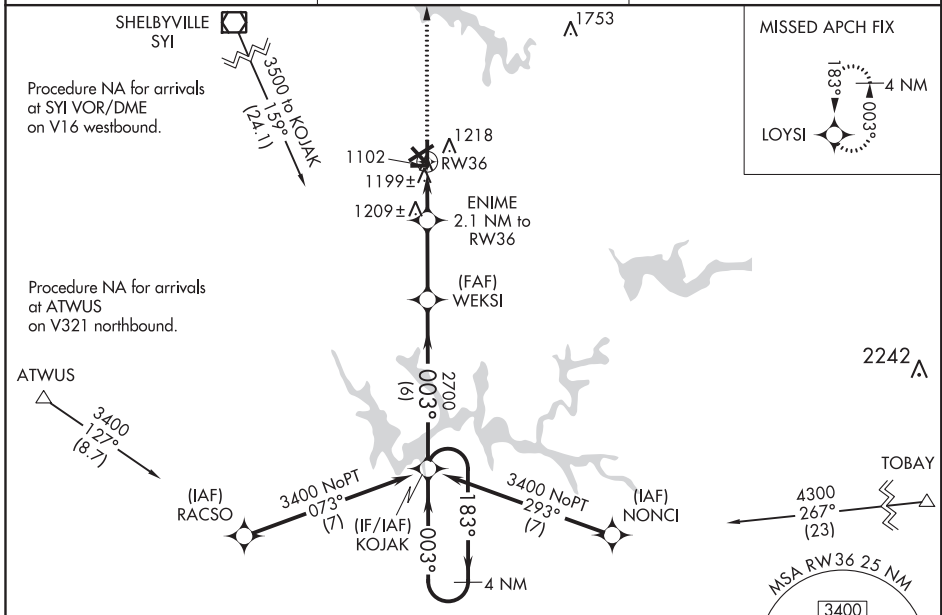
RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

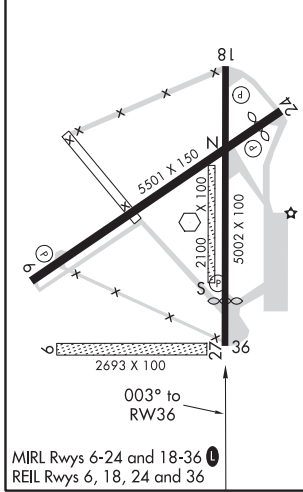
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase LP and LNAV Cat C/D visibility ½ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF)
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ELEV 1084	TDZE 1083
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3000	↑	LOYSI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).	4 NM Holding Pattern
		WEKSI	ENIME 2.1 NM to RW36	KOJAK
		1780	2700	3400
		2.1 NM	2.8 NM	6 NM
CATEGORY	A	B	C	D
LP MDA	1460-1		377 (400-1)	
LNAV MDA	1460-1		377 (400-1)	
CIRCLING	1540-1	456 (500-1)	1540-1½ 456 (500-1½)	1640-2 556 (600-2)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

NDB ULH	APP CRS	Rwy Idg	5002
332	184°	TDZE	1082
		Apt Elev	1084

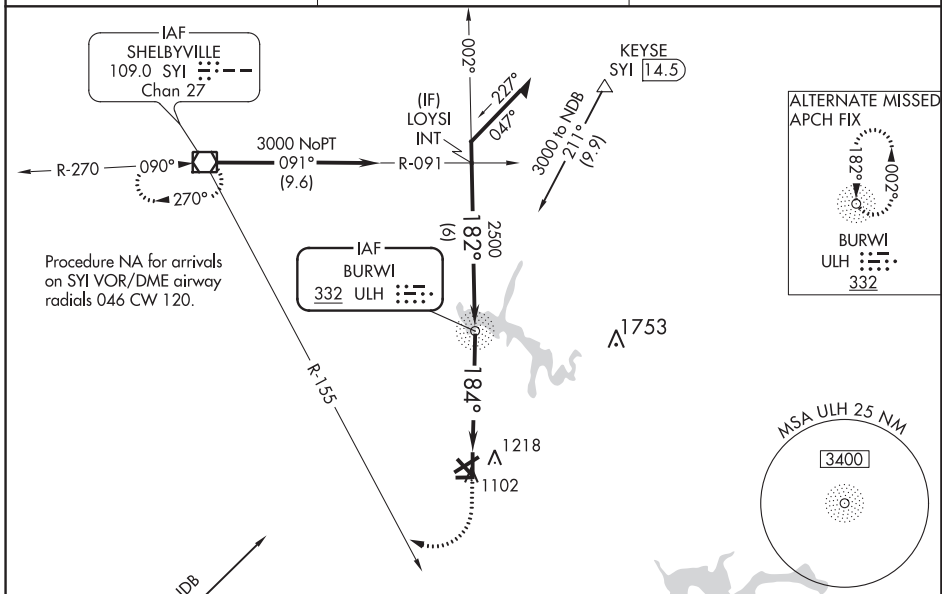
NDB RWY 18

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

NA Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase S-18 Cat C and D visibility and Circling Cat C and D visibility 1/2 mile.

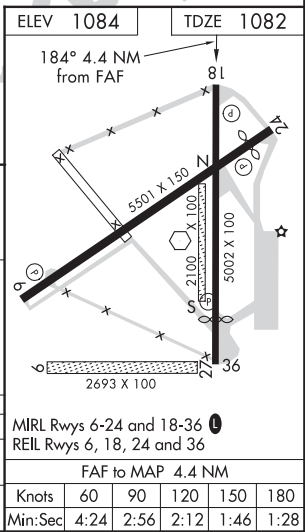
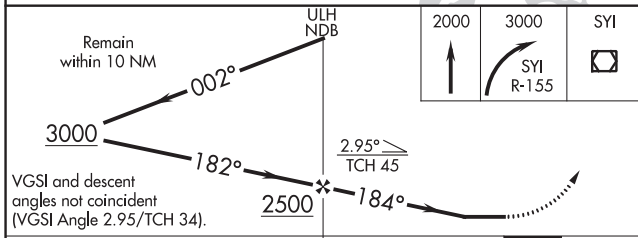
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SY1 R-155 to SY1 VOR/DME and hold.

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-18	1620-1	538 (600-1)	1620-1½	538 (600-1½)
CIRCLING	1620-1	536 (600-1)	1620-1½	1640-2
			536 (600-1½)	556 (600-2)

NDB RWY 18

LOC I-UCY 109.7	APP CRS 006°	Rwy Idg 6503 TDZE 346 Apt Elev 346
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ILS or LOC RWY 1

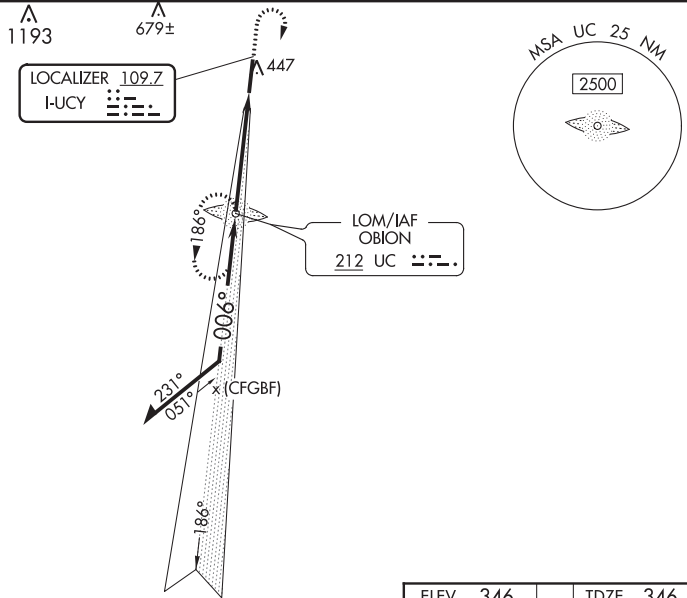
EVERETT-STEWART RGNL (UCY)

⚠ ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility 1½ mile, Circling Cat C visibility to 1½ mile and Circling Cat D visibility to 2½ mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1½ mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to ¾ mile and S-LOC 1 Cat D visibility to 1½ mile.

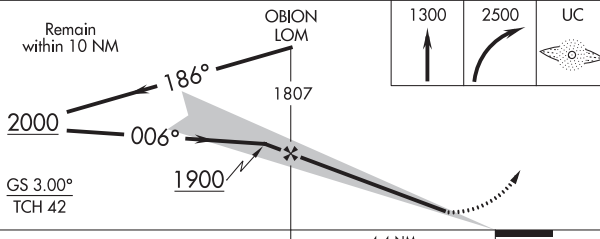
ODALS

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3 135,325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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ADF and RADAR REQUIRED



ELEV 346	TDZE 346
MIRL Rwy 1-19	61
REIL Rwy 1 and 19	
FAF to MAP 4.4 NM	
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

CATEGORY	A	B	C	D
S-ILS 1	546-¾ 200 (200-¾)			
S-LOC 1	820-¾ 474 (500-¾)	820-1¼ 474 (500-1¼)		
C CIRCLING	820-1 474 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53328 W01A	APP CRS 006°	Rwy Idg TDZE Apt Elev	6503 346 346
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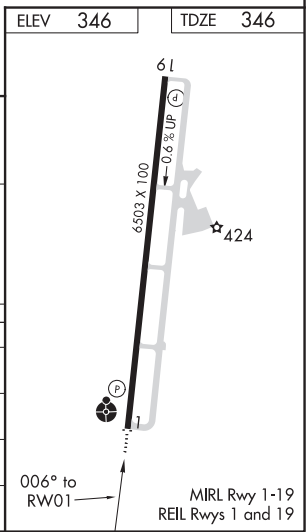
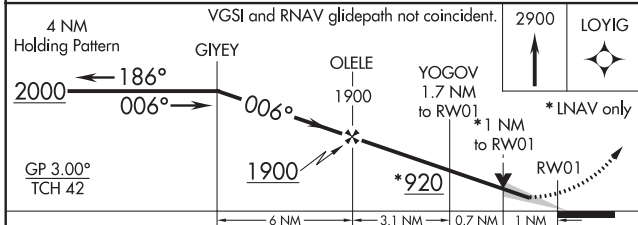
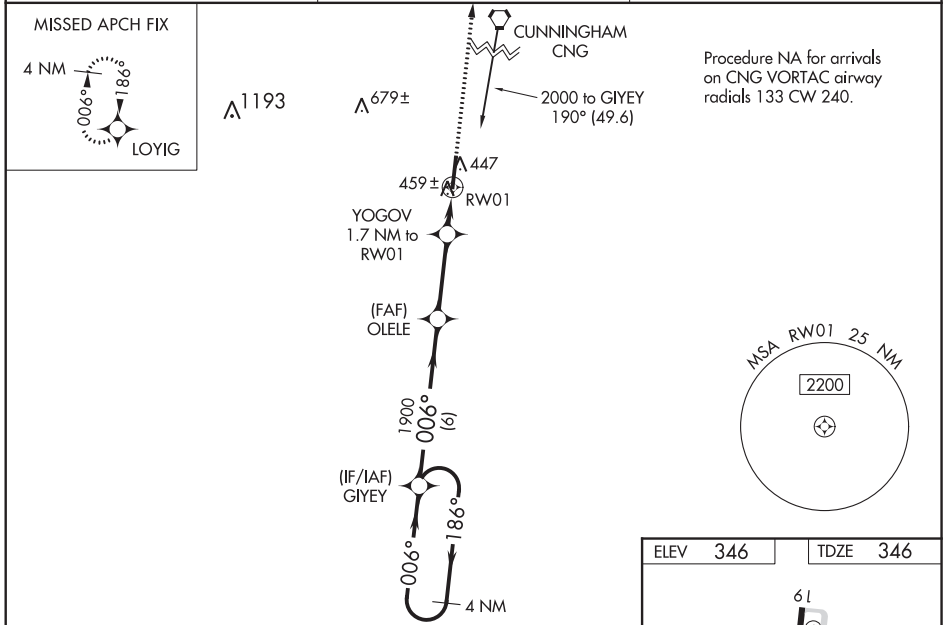
RNAV (GPS) RWY 1

EVERETT-STEWART RGNL (UCY)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cat C/D visibility to 1½ mile, and Circling Cat D visibility to 2½ mile. For inop ODALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 mile. For inop ODALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1¼ mile, and LNAV Cat D visibility to 1¾ mile. Inop table does not apply to LPV all Cats and LNAV Cats C/D.

ODALS MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		546-¾	200 (200-¾)	
LNAV/VNAV DA		640-7/8	294 (300-7/8)	
LNAV MDA	720-¾	374 (400-¾)	720-1	374 (400-1)
CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48922 W19A	APP CRS 186°	Rwy Idg TDZE Apt Elev	6503 320 346
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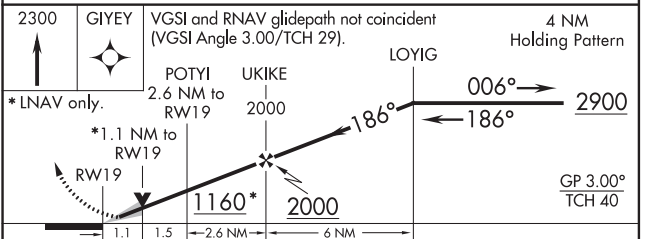
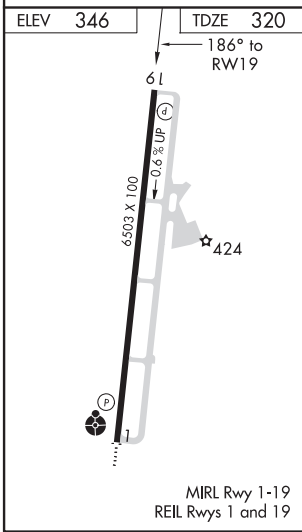
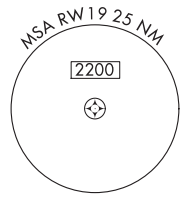
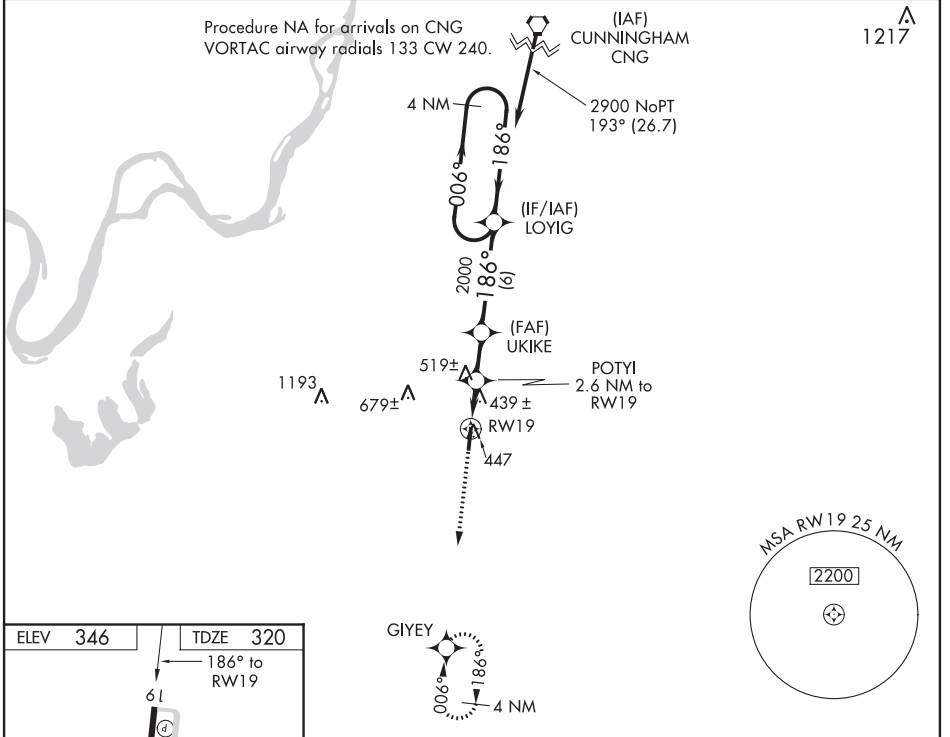
RNAV (GPS) RWY 19

EVERETT-STEWART RGNL (UCY)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C/D visibility ⅓ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 2300 direct GIYEV and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		570-7/8	250 (300-7/8)	
LNAV/VNAV DA		719-1 3/8	399 (400-1 3/8)	
LNAV MDA		700-1	380 (400-1)	
<input checked="" type="checkbox"/> CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1 1/2 474 (500-1 1/2)	1020-2 1/4 674 (700-2 1/4)

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90222 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	4000 756 756
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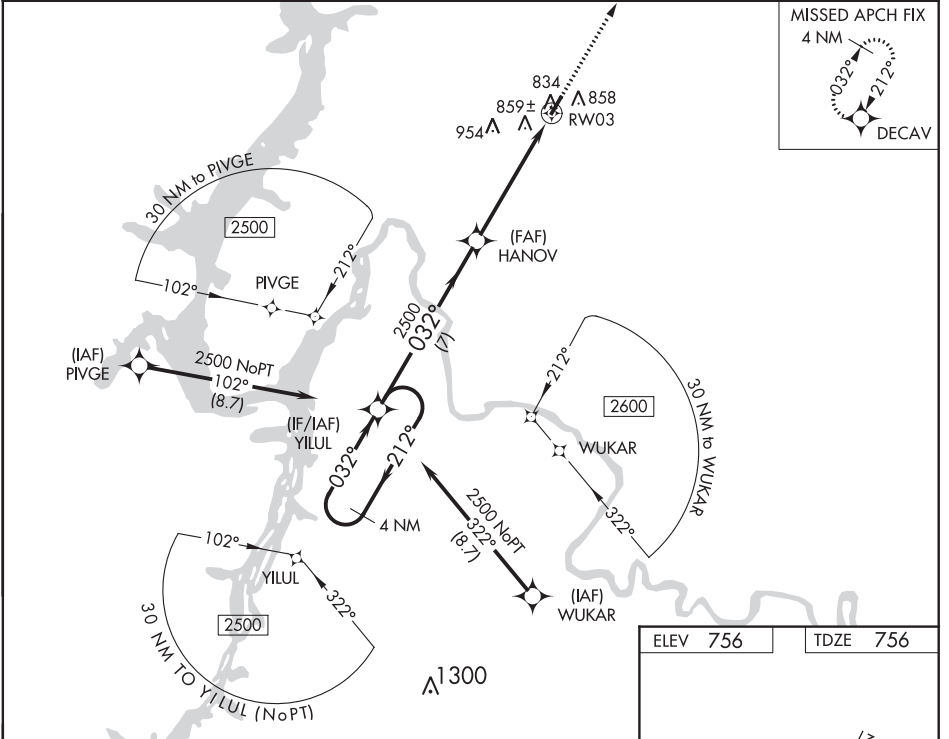
RNAV (GPS) RWY 3
WAVERLY/HUMPHREYS COUNTY (ØM5)

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility 3/8 mile, LNAV Cat C and D visibility 1/2 mile and Circling Cat C and D visibility 1/4 mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct DECAV and hold.

MEMPHIS CENTER
125.85 379.25

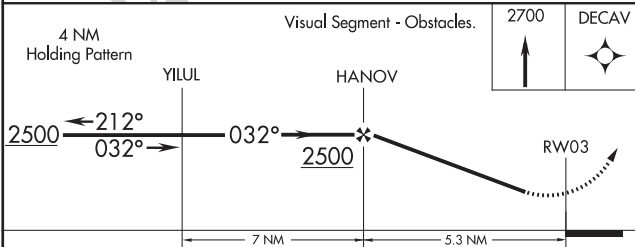
UNICOM
122.8 (CTAF)



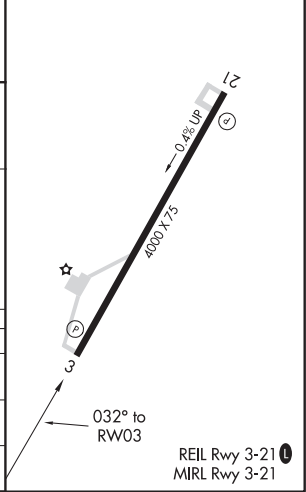
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 756	TDZE 756
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CATEGORY	A	B	C	D
LP MDA		1100-1	344 (400-1)	
LNAV MDA		1120-1	364 (400-1)	
CIRCLING	1200-1 444 (500-1)	1220-1 464 (500-1)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)



WAVERLY, TENNESSEE

AL-6522 (FAA)

16203

WAAS CH 97422 W21A	APP CRS 212°	Rwy Idg TDZE Apt Elev	4000 755 756
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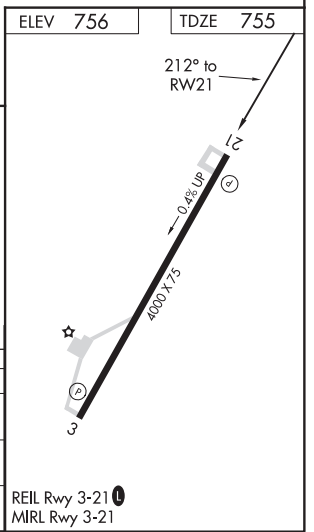
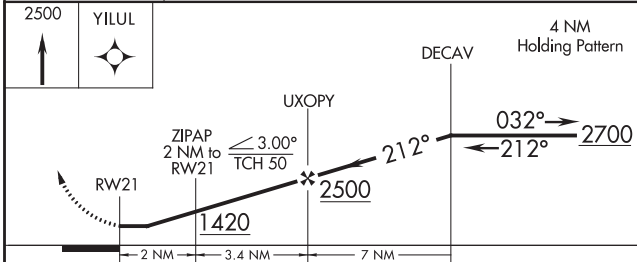
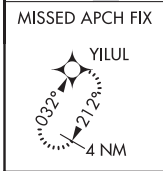
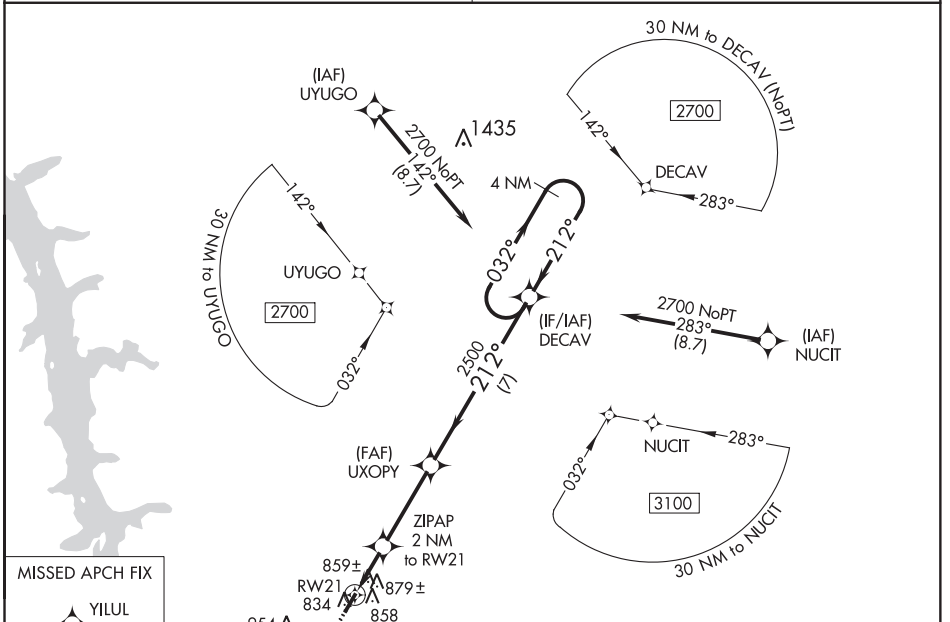
RNAV (GPS) RWY 21

WAVERLY/HUMPHREYS COUNTY (ØM5)

⚠ When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D and LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

⚠ NA MISSED APPROACH: Climb to 2500 direct YILUL and hold.

MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LP MDA	1120-1		365 (400-1)	
LNAV MDA	1140-1	385 (400-1)	1140-1½	385 (400-1½)
CIRCLING	1200-1 444 (500-1)	1220-1 464 (500-1)	1220-1½ 464 (500-1½)	1320-2 564 (600-2)

REIL Rwy 3-21 **Ⓛ**
MRL Rwy 3-21

WAVERLY, TENNESSEE
Orig-A 21JUL16

36°07'N-87°44'W

WAVERLY/HUMPHREYS COUNTY (ØM5) RNAV (GPS) RWY 21

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53312 W02A	APP CRS 023°	Rwy Idg TDZE 1168 Apt Elev 1178	5498
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RNAV (GPS) RWY 2

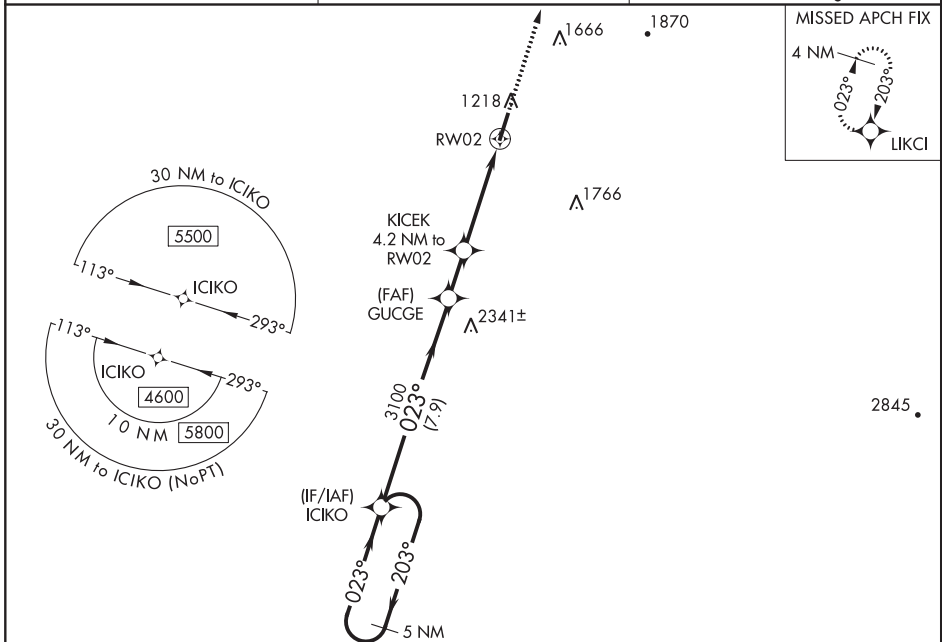
WILLIAMSBURG-WHITLEY COUNTY (BYL)

NA When local altimeter setting not received, use London altimeter setting and increase DA 48 feet, MDA 60 feet and LPV all Cats visibility 1/8 mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with London altimeter setting.

MISSED APPROACH: Climb to 4000 direct LKCI and hold.

-21°C-6°F

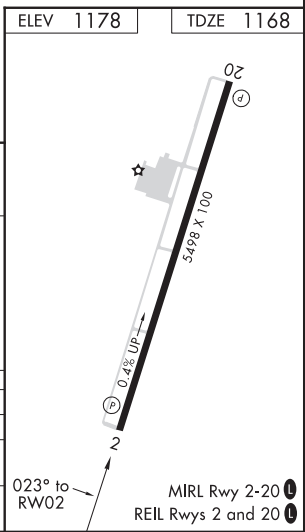
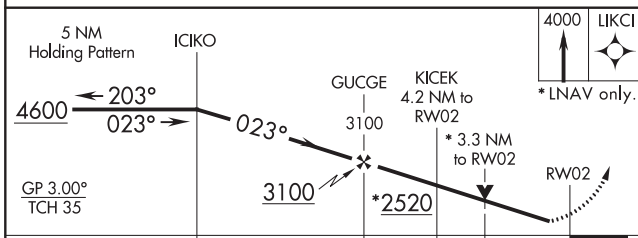
AWOS-3 119.575	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.7 (CTAF)
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SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1178	TDZE 1168
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CATEGORY	A	B	C	D
LPV DA	1418 7/8		250 (300-7/8)	
RNAV MDA	2300-1 1/4 1132 (1200-1 1/4)	2300-1 1/2 1132 (1200-1 1/2)	2300-3	1132 (1200-3)
CIRCLING	2300-1 1/4 1122 (1200-1 1/4)	2300-1 1/2 1122 (1200-1 1/2)	2300-3	1122 (1200-3)

WILLIAMSBURG, KENTUCKY

AL-10311 (FAA)

16203

WAAS CH 70403 W20A	APP CRS 203°	Rwy Idg TDZE Apt Elev	5498 1178 1178
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RNAV (GPS) RWY 20

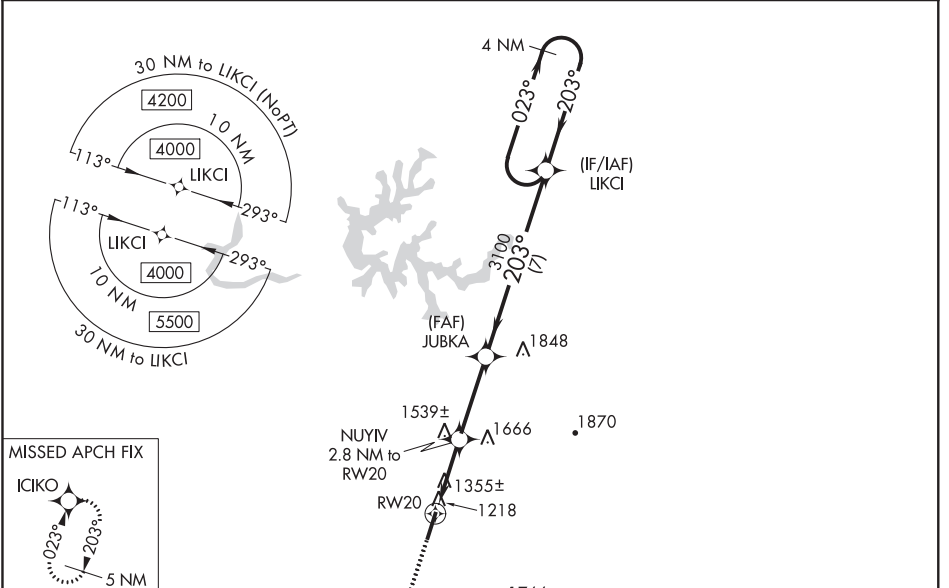
WILLIAMSBURG-WHITLEY COUNTY (BYL)

NA Baro-VNAV NA when using London altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use London altimeter setting and increase all DA 48 feet, all MDA 60 feet, LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cats C and D visibility 1/4 mile and Circling Cat C visibility 1/4 mile.

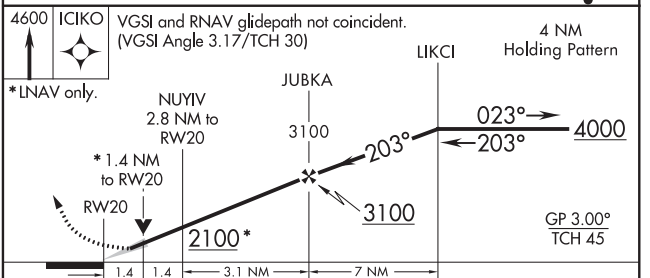
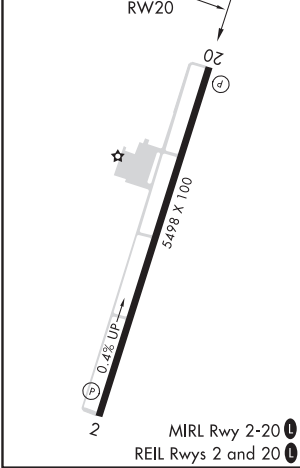
-21°C/-6°F DME/DME RNP-0.3 NA. VDP NA with London altimeter setting.

MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

AWOS-3 119.575	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.7 (CTAF)
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ELEV 1178	TDZE 1178
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CATEGORY	A	B	C	D
LPV DA		1554-1 1/4	376 (400-1 1/4)	
LNAV/VNAV DA		1670-1 1/8	492 (500-1 1/8)	
LNAV MDA	1680-1	502 (600-1)	1680-1 3/8	502 (600-1 3/8)
CIRCLING	1760-1	582 (600-1)	1760-1 1/2	2080-3 902 (1000-3)

WILLIAMSBURG, KENTUCKY
Amdt 1A 24JUL14

36°48'N - 84°12'W

RNAV (GPS) RWY 20

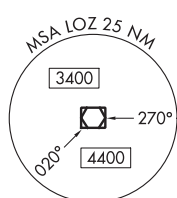
SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

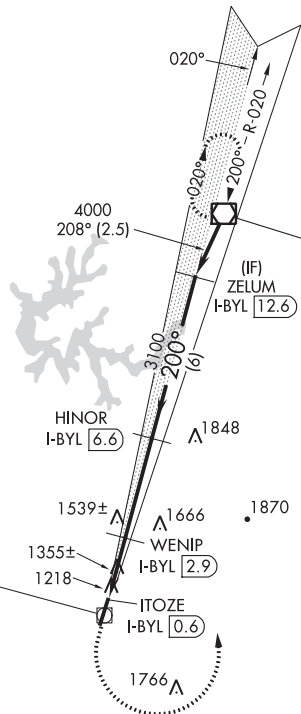
LOC/DME I-BYL 108.3 Chan 20	APP CRS 200°	Rwy Idg 5498 TDZE 1178 Apt Elev 1178
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LOC/DME RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

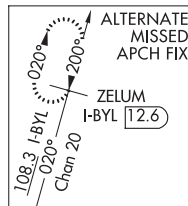
<p>V VDP NA with London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDA 60 feet, increase Cat D Circling visibility 1/8 mile.</p> <p>A NA</p> <p>21°C/-6°F</p>	<p>MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.</p>	
<p>AWOS-3 119.575</p>	<p>INDIANAPOLIS CENTER 124.625 371.925</p>	<p>UNICOM 122.7 (CTAF)</p>



Procedure NA for arrivals on LOZ VOR/DME airway radials 144 CW 245.



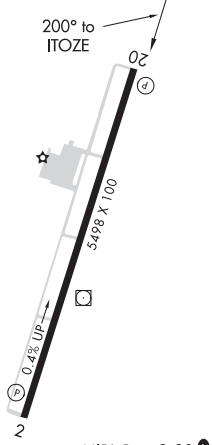
LOCALIZER 108.3
I-BYL [3.3]
Chan 20
LOC offset 2.88°



SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

ELEV 1178	TDZE 1178
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MIRL Rwy 2-20
REIL Rwy 2 and 20

1800 4000 LOZ VGSI and descent angles not coincident (VGSI Angle 3.17/TCH 30).

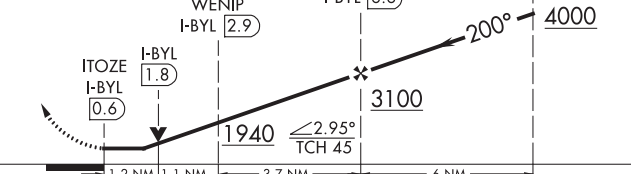
ZELUM I-BYL [12.6] 4000

HINOR I-BYL [6.6] 3100

WENIP I-BYL [2.9] 1666

ITOZE I-BYL [0.6] 1218

2.95° TCH 45



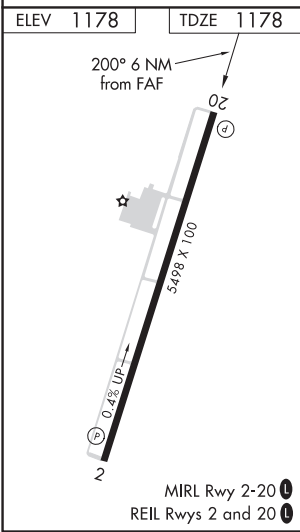
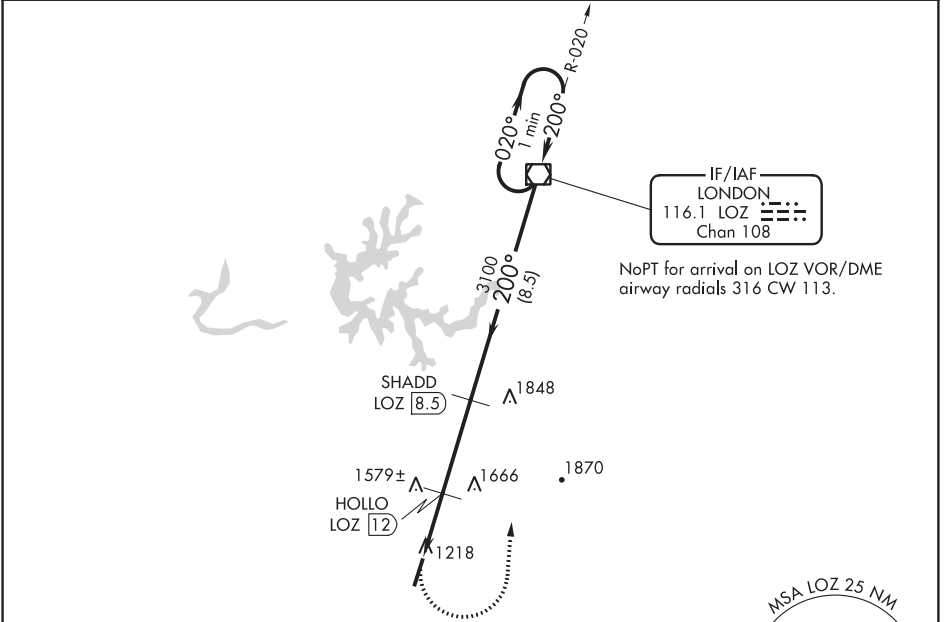
CATEGORY	A	B	C	D
S-20	1620-1	442 (500-1)	1620-1 3/8	442 (500-1 3/8)
CIRCLING	1760-1	582 (600-1)	1760-1 1/2 582 (600-1 1/2)	2080-3 902 (1000-3)

VOR/DME LOZ	APP CRS	Rwy Idg	5498
116.1	200°	TDZE	1178
Chan 108		Apt Elev	1178

VOR/DME RWY 20

WILLIAMSBURG-WHITLEY COUNTY (BYL)

<p>⚠ NA</p> <p>When local altimeter setting not received, use London altimeter setting increase all MDA 60 feet and increase S-20 Cats C and D and Circling Cat C visibility 1/8 mile. VDP NA with London altimeter setting.</p> <p>❄ -21°C/-6°F</p>	<p>MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold.</p>	
	<p>AWOS-3 119.575</p>	<p>INDIANAPOLIS CENTER 124.625 371.925</p>



ELEV 1178	TDZE 1178			
4000	LOZ 0			
2341±	LOZ 0			
SHADD LOZ 8.5	LOZ VOR/DME			
HOLLO LOZ 12	One Minute Holding Pattern			
LOZ 14.5	LOZ 12.6			
2000	3100			
200°	200°			
3300	3300			
1.9 NM	0.6 NM			
3.5 NM	8.5 NM			
CATEGORY	A	B	C	D
S-20	1840-1	662 (700-1)	1840-1 7/8	662 (700-1 7/8)
CIRCLING	1840-1	662 (700-1)	1840-1 7/8	2080-3 902 (1000-3)

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SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99707 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev	5002 979 979
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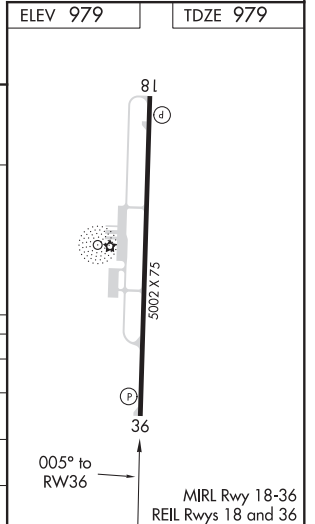
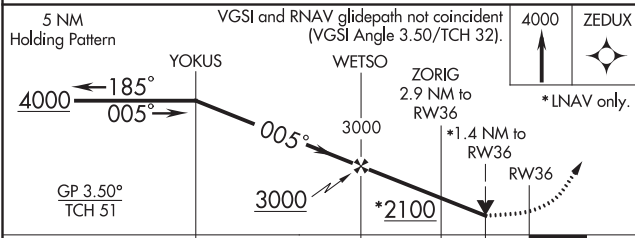
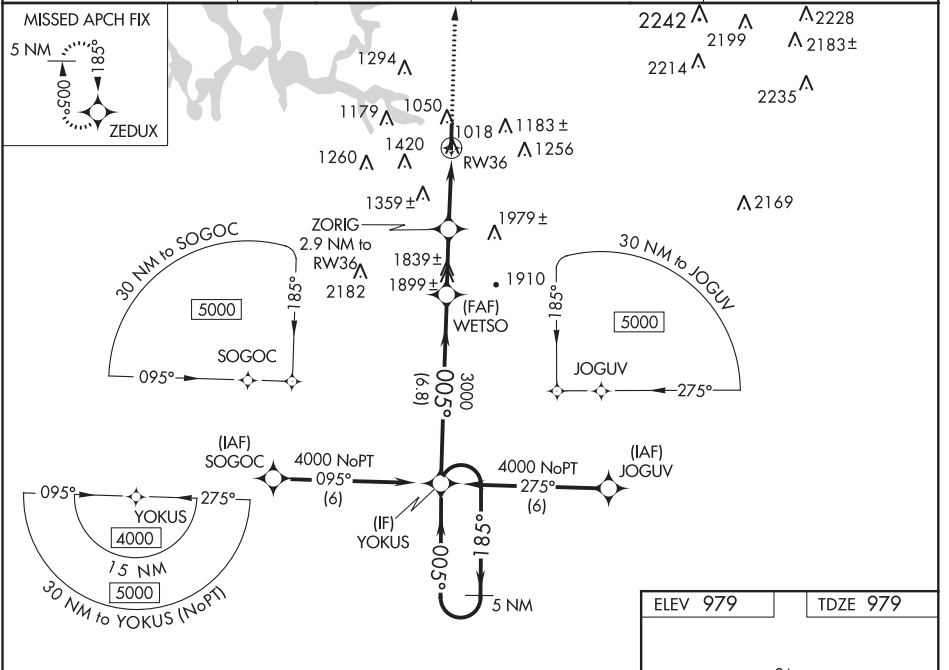
RNAV (GPS) RWY 36

WINCHESTER MUNI (BGF)

NA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 54° C (130°F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat C. VDP NA when using Chattanooga altimeter setting.

MISSED APPROACH:
Climb to 4000 direct ZEDUX and hold.

AWOS-3 121.675	MEMPHIS CENTER 128.15 323.125	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1340-1	361 (400-1)		NA
LNAV/VNAV DA	1367-1 ¼	388 (400-1 ¼)		NA
LNAV MDA	1540-1	561 (600-1)	1540-1 ½ 561 (600-1 ½)	NA
CIRCLING	1540-1	561 (600-1)	1540-1 ½ 561 (600-1 ½)	NA

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42708 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5002 971 979
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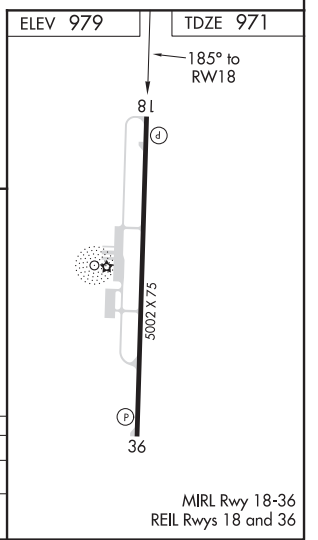
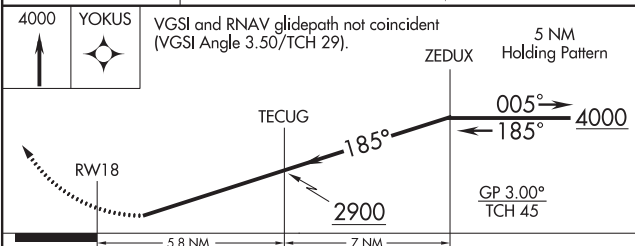
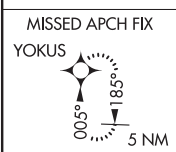
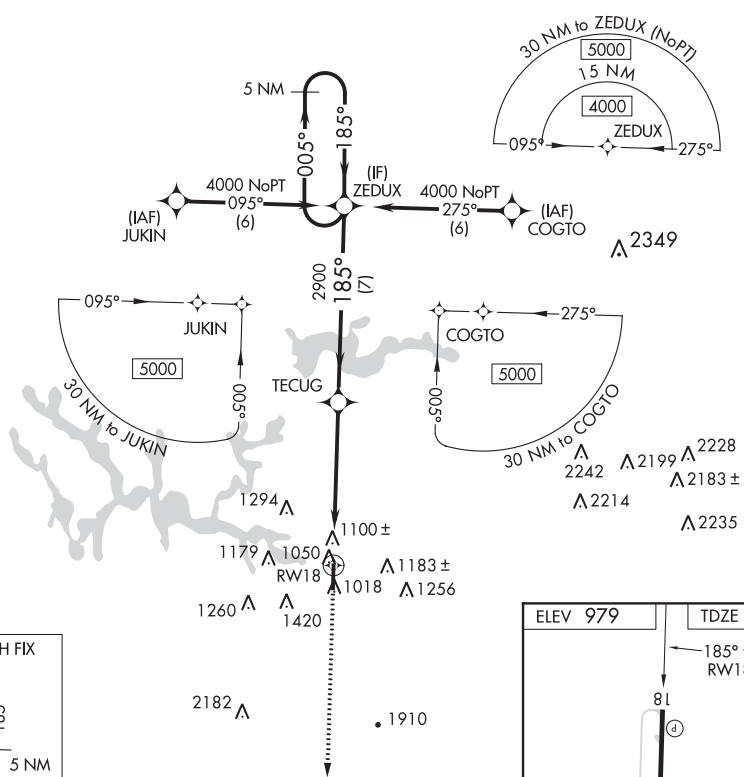
RNAV (GPS) Z RWY 18

WINCHESTER MUNI (BGF)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1510, LNAV/VNAV DA to 1731 and all visibilities 1/2 mile. Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F).

MISSED APPROACH:
Climb to 4000 direct YOKUS and hold.

AWOS-3 121.675	MEMPHIS CENTER 128.15 323.125	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1368-1 1/2	397 (400-1 1/2)	
LNAV/VNAV DA		1589-2 1/4	618 (700-2 1/4)	

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SE-1, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 18-36
REIL Rwy 18 and 36

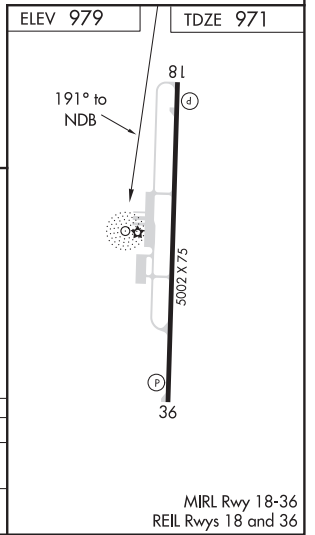
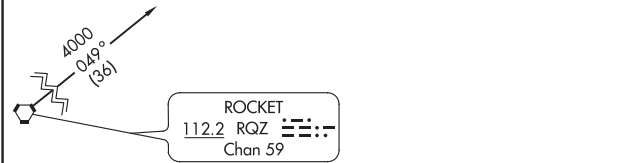
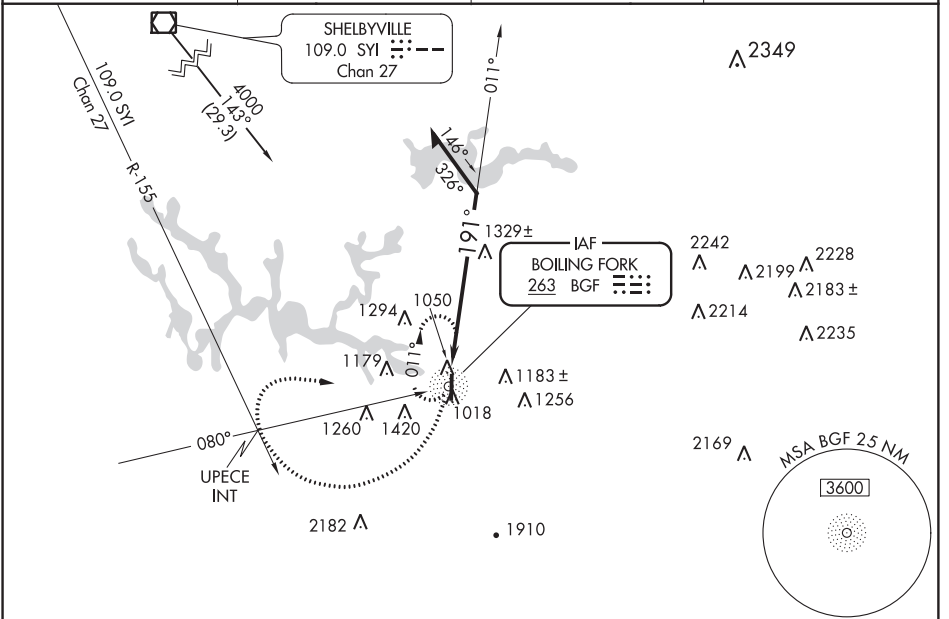
NDB BGF	APP CRS	Rwy Idg	5002
263	191°	TDZE	971
		Apt Elev	979

NDB RWY 18
WINCHESTER MUNI (BGF)

NA When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase S-18 and Circling Cat B visibility ¼ mile, and Cat C/D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

AWOS-3 121.675	MEMPHIS CENTER 128.15 323.125	GCO 121.725	UNICOM 122.8 (CTAF)
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	3500 BGF 260°	UPECE INT crs 100°	BGF	BGF NDB	Remain within 10 NM
CATEGORY	A	B	C	D	
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2¼ 709 (800-2¼)	
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2½ 801 (900-2½)	

SE-1, 10 NOV 2016 to 05 JAN 2017

SE-1, 10 NOV 2016 to 05 JAN 2017

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

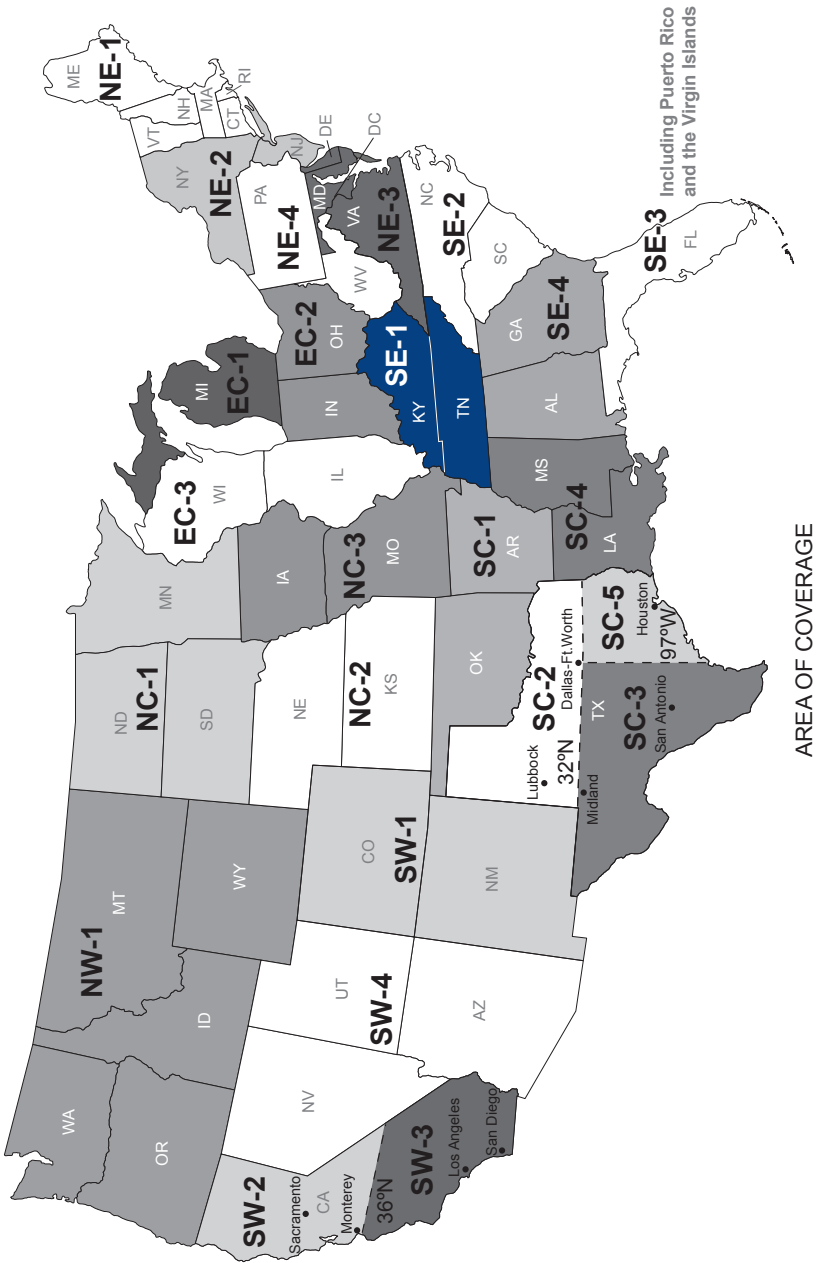
(ft. per min)

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: BTPPE1



NSN 7641015059591

NGA REF. NO. OK-10-2859 TERMXFAABTPPE1



EFF. DATE 16315