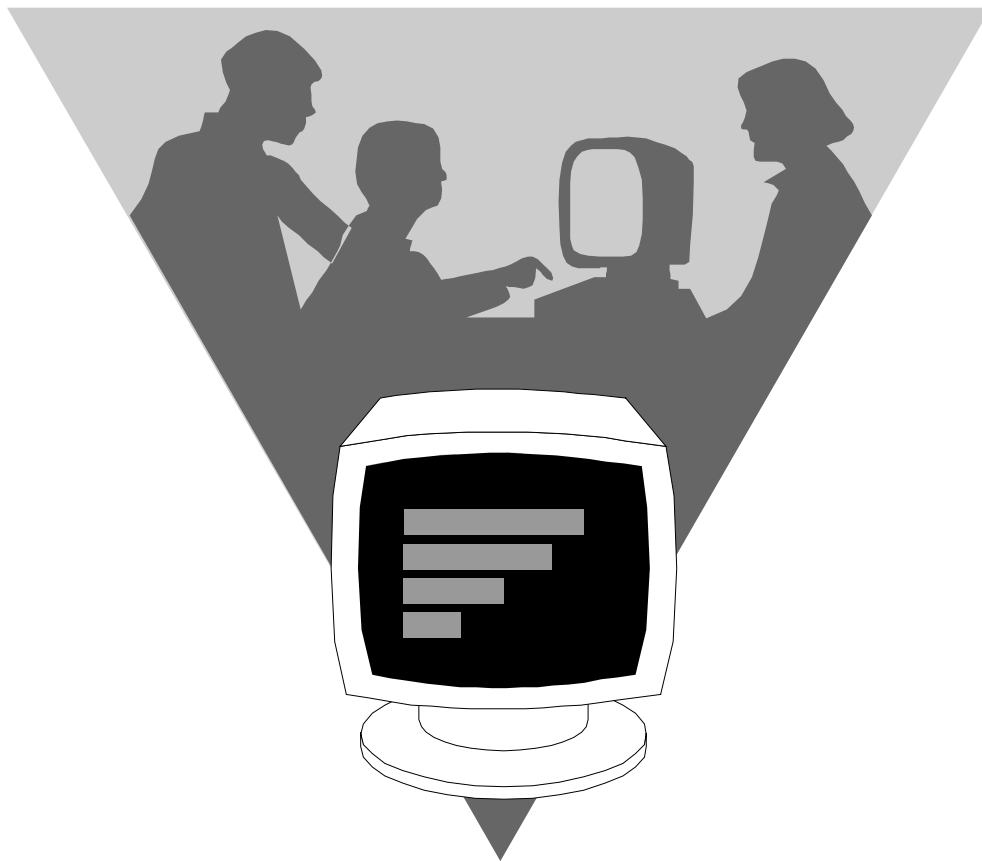


**Computer Testing Supplement
for
Instrument Rating
Addendum A
February 2014**



DO NOT MARK IN THIS BOOK



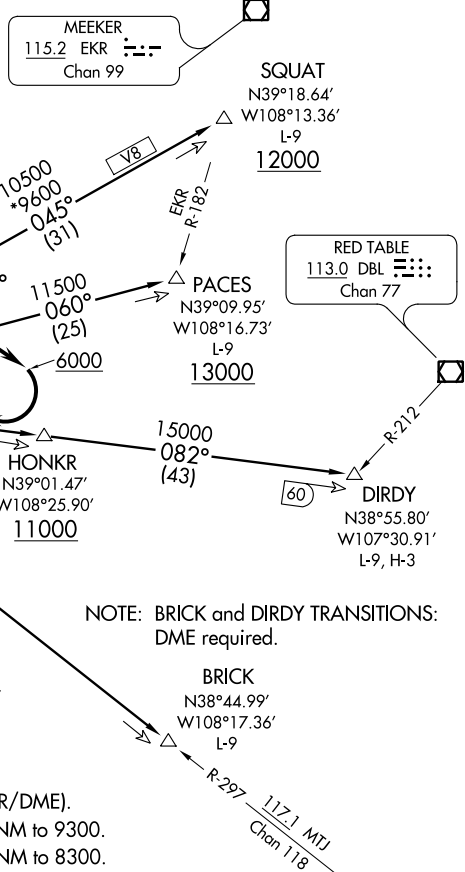
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GRAND JUNCTION SIX DEPARTURE

ATIS 118.55
GND CON 121.7 257.8
GRAND JUNCTION TOWER *
118.1 257.8
DENVER DEP CON *
119.7 317.4
UNICOM 122.95



NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTE

Rwy 11: Pole 252' from DER, 266' left of centerline, up to 20' AGL/4880' MSL.
Tree 1691' from DER, 437' left of centerline, 100' AGL/5019' MSL.

TAKEOFF MINIMUMS

- Rwy 4: NA - Obstacles.
- Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
- Rwy 11: Standard with minimum climb of 300' per NM to 9300.
- Rwy 29: Standard with minimum climb of 300' per NM to 8300.

NOTE: BRICK and DIRDY TRANSITIONS: DME required.

BRICK
N38°44.99'
W108°17.36'
L-9

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 112° to 6000, then climbing right turn direct JNC VOR/DME, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 292° to 6000, then climbing left turn direct JNC VOR/DME, thence. . . .

. . . .on transition/route.

BRICK TRANSITION (JNC6.BRICK): From over JNC VOR/DME via JNC R-113 to BRICK/JNC 30 DME.

DIRDY TRANSITION (JNC6.DIRDY): From over JNC VOR/DME via JNC R-082 to DIRDY INT/JNC 60 DME.

PACES TRANSITION (JNC6.PACES): From over JNC VOR/DME via JNC R-060 to PACES INT/JNC 25 DME.

SQUAT TRANSITION (JNC6.SQUAT): From over JNC VOR/DME via JNC R-045 to SQUAT INT/JNC 31 DME.

GRAND JUNCTION SIX DEPARTURE

Figure 155

SW-1, 14 NOV 2013 to 12 DEC 2013

SW-1, 14 NOV 2013 to 12 DEC 2013

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*
ALBUQUERQUE, NM ALBUQUERQUE INTL SUNPORT (ABQ)	HS 1	Hold Position Marking on Twy E1 for Rwy 08 and Rwy 12.
	HS 2	Twy G1 from Cutter Aviation ramp and Rwy 12-30.
	HS 3	Complex int at Twy F, Twy C, Twy G. Twy G and Rwy 03-21
ASPEN, CO ASPEN-PITKIN COUNTY / SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A3. Short taxi distance from ramp to rwy.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER, CO CENTENNIAL (APA)	HS 1	Rwy 17L at Twy A1.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested INT.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER, CO DENVER INTL (DEN)	HS 1	Rwy 35L hold signs may not be visible from Twy SC or Twy A until entering Twy M, pilots sometimes enter Rwy 35L without authorization.
	HS 2	Rwy 17R Apch Hold Position.
DENVER, CO ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations.
	HS 2	Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 11R-29L is prior to Twy D.
EAGLE, CO EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area.
GRAND JUNCTION, CO GRAND JUNCTION RGNL (GJT)	HS 1	Rwy 22 and Rwy 29 close proximity, wrong rwy departure risk.

Figure 156

LOC/DME I-GJT 110.3 Chan 40	APP CRS 112°	Rwy Idg TDZE Apt Elev	10501 4833 4858
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ILS or LOC RWY 11

GRAND JUNCTION RGNL (GJT)

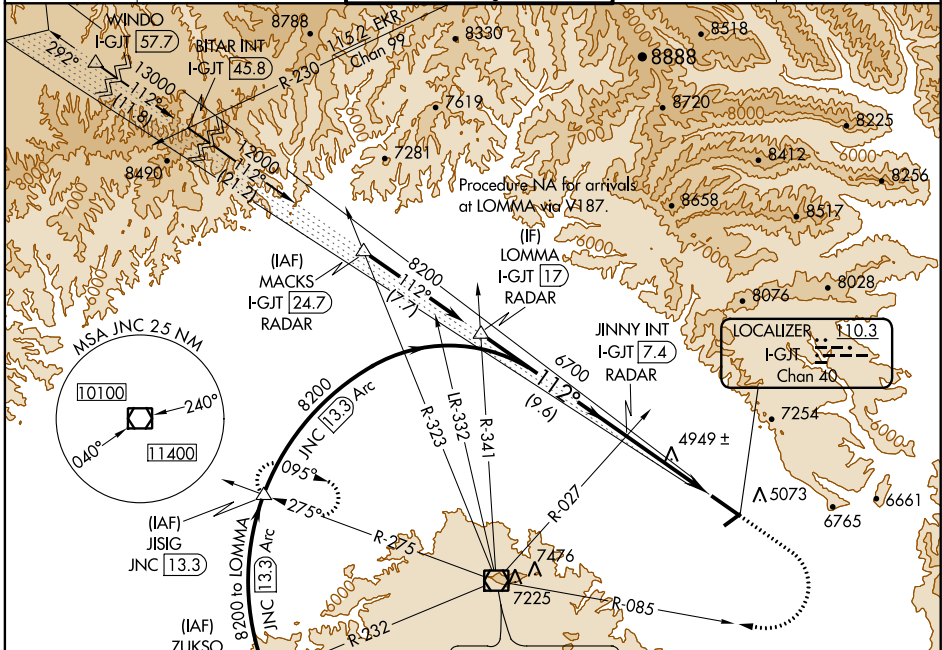
▼ DME required.
▲ *RVR 1800 authorized with the use of FD or AP or HUD to DA.
 VDP NA with Rifle altimeter setting.
 When local altimeter setting not received, use Rifle altimeter setting and increase DA and all MDA 200 feet, increase S-ILS all Cats visibility to RVR 5000, S-LOC visibility Cat C to RVR 5000, Cat D to RVR 6000, Circling visibility Cat C to 2½ and Cat D to 3.

MAISLR



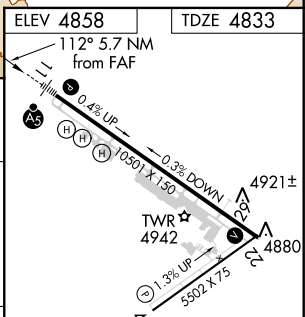
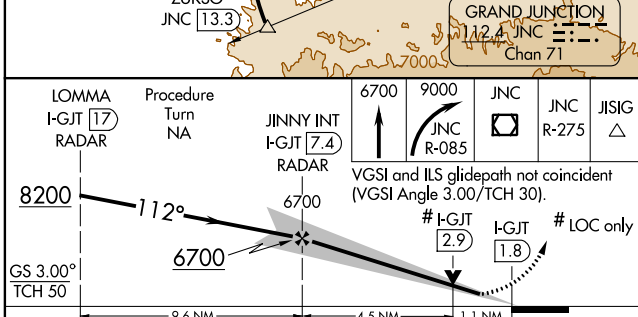
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 via JNC VOR/DME R-085 to JNC VOR/DME then via JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER * 118.1 (CTAF) 257.8	GND CON 121.7 257.8	UNICOM 122.95
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SW-1, 14 NOV 2013 to 12 DEC 2013

SW-1, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
S-ILS 11		* 5033/24	200 (200-½)	
S-LOC 11	5200/24	367 (400-½)		5200/40 367 (400-¾)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

HIRL Rwy 11-29
 MIRL Rwy 4-22
 REIL Rws 4, 22 and 29

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

Figure 157

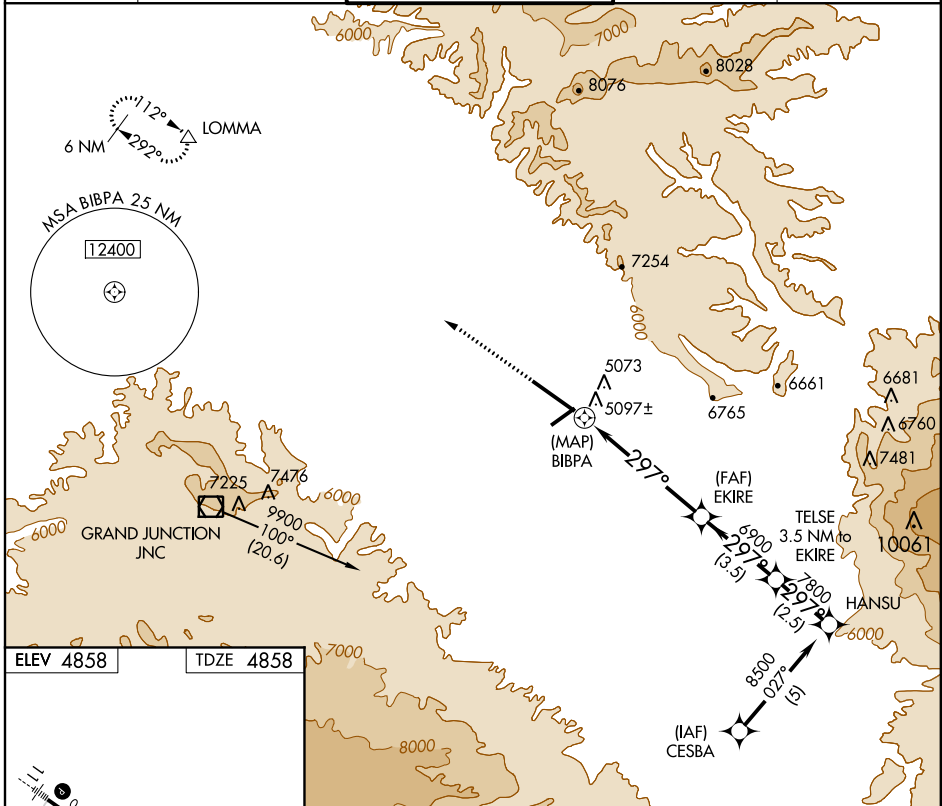
APP CRS 297°	Rwy Idg TDZE Apt Elev	10501 4858 4858
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RNAV (GPS) RWY 29

GRAND JUNCTION RGNL (GJT)

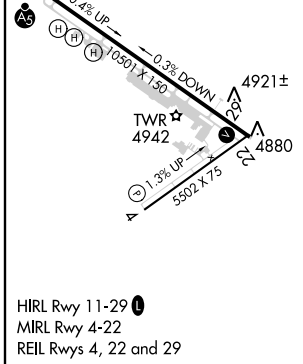
▽ DME/DME RNP- 0.3 NA.	▲ NA	MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.
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ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER * 118.1 (CTAF) 0 257.8	GND CON 121.7 257.8	UNICOM 122.95
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SW-1, 14 NOV 2013 to 12 DEC 2013

SW-1, 14 NOV 2013 to 12 DEC 2013



10000	LOMMA	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 61).		
		EKIRE	TELSE	HANSU
		6900	7800	8500
		3.13° TCH 50	3.5 NM to EKIRE	
			297°	
				Procedure Turn NA
		0.5	5.5 NM	3.5 NM
			2.5 NM	

CATEGORY	A	B	C	D
LNAV MDA	5340-1	482 (500-1)	5340-1¼ 482 (500-1¼)	5340-1½ 482 (500-1½)
CIRCLING	5400-1	542 (600-1)	5540-2 682 (700-2)	5640-2½ 782 (800-2½)

GRAND JUNCTION, COLORADO
Amdt 1B 30MAY13

39°07'N-108°32'W

GRAND JUNCTION RGNL (GJT)

RNAV (GPS) RWY 29

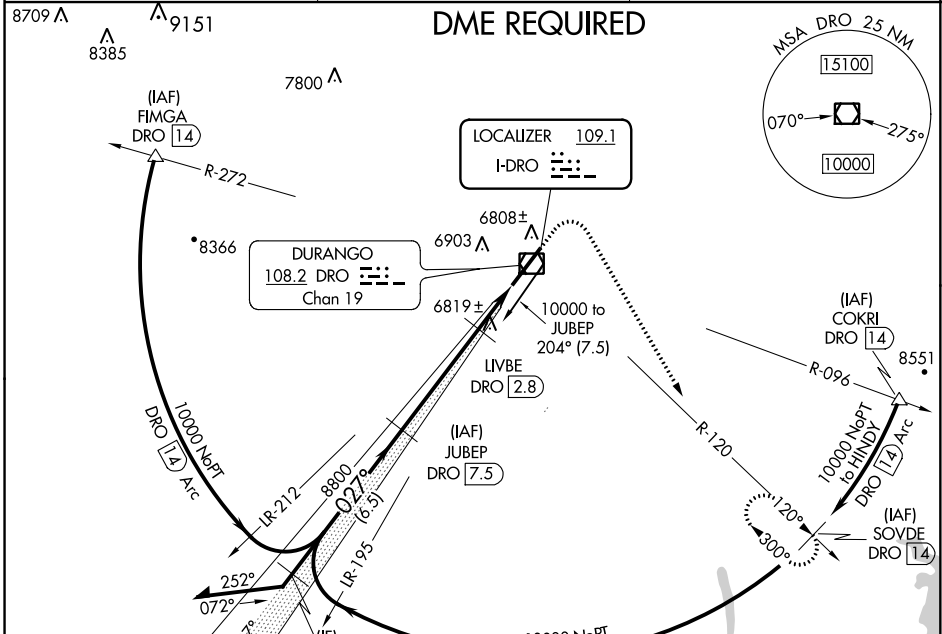
Figure 158

ILS or LOC/DME RWY 3 DURANGO-LA PLATA COUNTY (DRO)

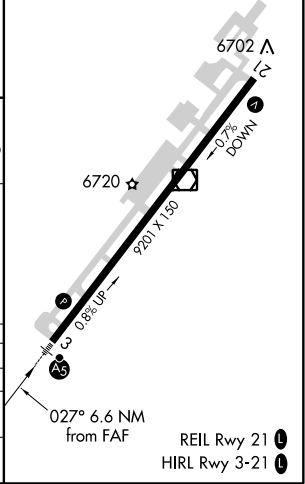
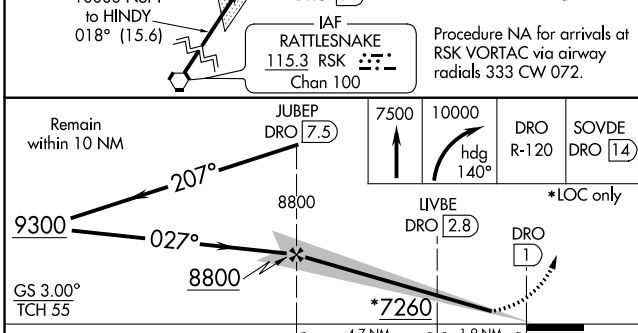
LOC I-DRO 109.1	APP CRS 027°	Rwy Idg TDZE Apt Elev	9201 6638 6685
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<p>DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 via heading 140° and DRO VOR/DME R-120 to SOVDE/14 DME and hold. Continue climb-in-hold to 10000.</p>
---	---------------	--

ASOS 120.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF) 0
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ELEV 6685	TDZE 6638
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CATEGORY	A	B	C	D
S-ILS 3	6838-½ 200 (200-½)			
S-LOC 3	7080-½ 442 (400-½)	7080-¾ 442 (400-¾)		7080-1 442 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)

Figure 159

SW-1, 14 NOV 2013 to 12 DEC 2013

SW-1, 14 NOV 2013 to 12 DEC 2013

LOC/DME I-ADE 111.75 Chan 54 (Y)	APP CRS 163°	Rwy Idg TDZE Apt Elev	6000 369 374
---	------------------------	-----------------------------	---

ILS or LOC/DME RWY 16L

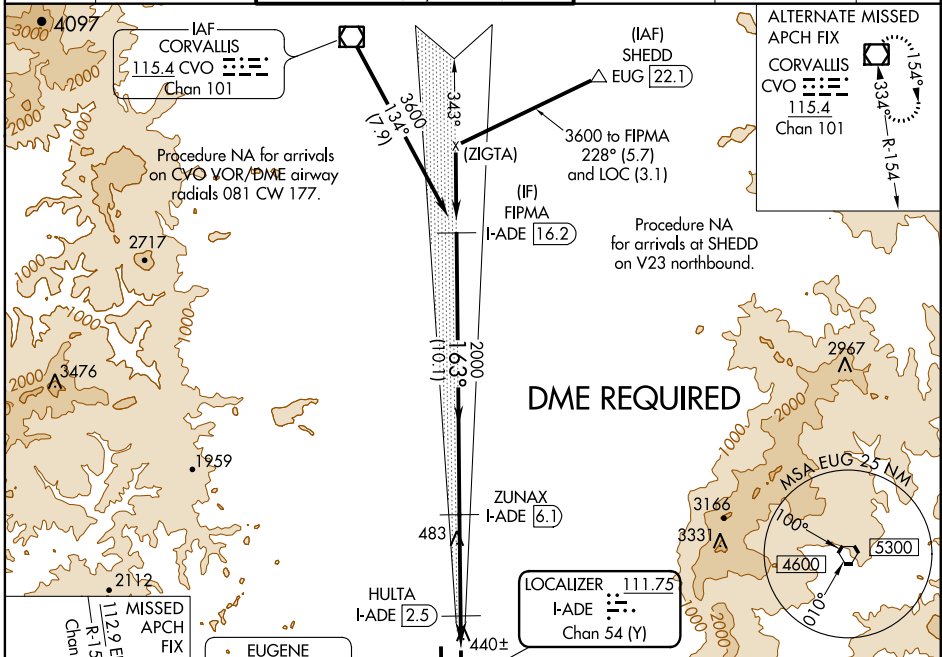
MAHLON SWEET FIELD (EUG)

▼ For inoperative MALSR, increase S-LOC 16L Cat D visibility to 1 mile.
▲ DME required.

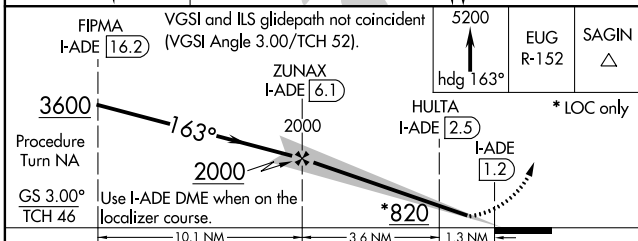
MALSR

MISSED APPROACH: Climb to 5200 on heading 163° and EUG VORTAC R-152 to SAGIN/EUG 16 DME and hold, continue climb-in-hold to 5200.

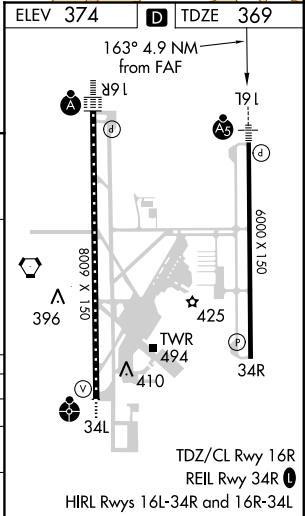
ATIS 125.225	CASCADE APP CON 119.6 348.7	EUGENE TOWER * 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95
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ELEV 374	TDZE 369
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CATEGORY	A	B	C	D
S-ILS 16L	569-1/2 200 (200-1/2)			
S-LOC 16L	700-1/2	331 (400-1/2)	700-3/4 331 (400-3/4)	
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1 1/2 466 (500-1 1/2)	940-2 566 (600-2)



NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

LOC/DME I-EUG 110.1 Chan 38	APP CRS 163°	Rwy ldg TDZE Apt Elev	8009 363 374
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ILS or LOC/DME RWY 16R

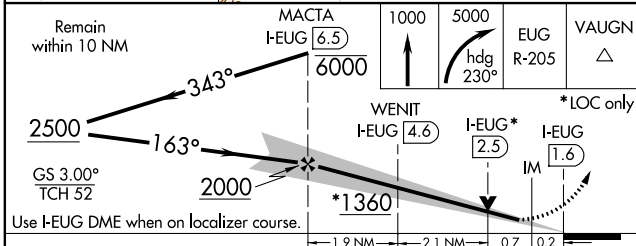
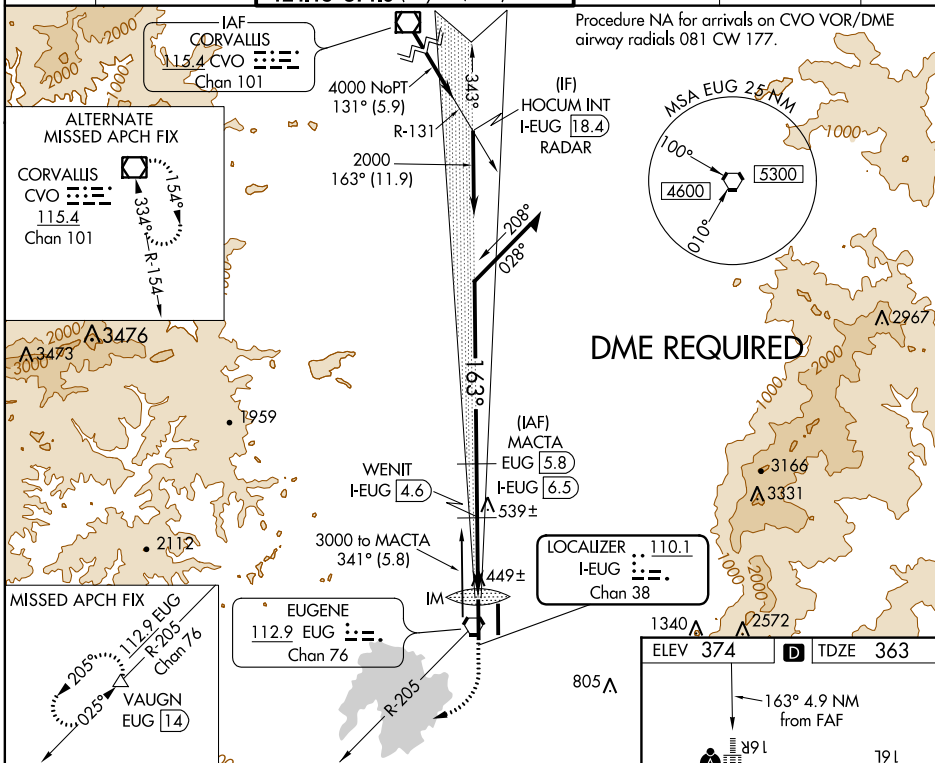
MAHLON SWEET FIELD (EUG)

▼ For inoperative ALSF-2, increase S-LOC 16R Cat D visibility to RVR 5000 feet.
▲ DME required.

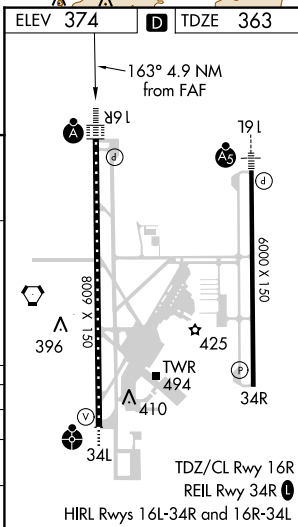


MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and EUG VORTAC R-205 to VAUGHN/ EUG 1.4 DME and hold, continue climb-in-hold to 5000.

ATIS 125.225	CASCADE APP CON 119.6 348.7	EUGENE TOWER ★ 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16R		563/18	200 (200-½)	
S-LOC 16R	700/24	337 (400-½)		700/40 337 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)



NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

EUGENE

MAHLON SWEET FLD (EUG) 7 NW UTC-8(-7DT) N44°07.48' W123°12.72'
 374 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1174(800) Class I, ARFF Index B
 NOTAM FILE EUG

KLAMATH FALLS
H-1B, L-1B
IAP AD

RWY 16R-34L: H8009X150 (ASPH-GRVD) S-75, D-200, 2D-400
 HIRL CL

RWY 16R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 34L: ODALS. VASI(V4L)—GA 3.0° TCH 53'.

RWY 16L-34R: H6000X150 (ASPH-GRVD) S-105, D-175, 2D-240
 HIRL

RWY 16L: MALSR. PAPI(P4L)—GA 3.0° TCH 52'.

RWY 34R: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16L:TORA-6000 TODA-6000 ASDA-6000 LDA-6000

RWY 16R:TORA-8009 TODA-8009 ASDA-8009 LDA-8009

RWY 34L:TORA-8009 TODA-8009 ASDA-8009 LDA-8009

RWY 34R:TORA-6000 TODA-6000 ASDA-6000 LDA-6000

AIRPORT REMARKS: Attended continuously. Migratory waterfowl and other birds on and in/ovf arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call 541-682-5430. ARFF svcs unavailable 0000-0500 local except PPR 541-682-5430. No access to Rwy 34L byd Twy A9. Helicopters ldg and departing avoid overflying the airline passenger terminal and ramp located E of Rwy 16R-34L. Helipad west of Rwy 16R restricted, PPR phone 541-682-5430. Twys H and K unavailable to acct 21,000 pounds single weight and 40,000 pounds dual gross weight. Terminal apron closed to acct except scheduled air carriers and flights with prior permission. PAPI Rwy 16R and Rwy 16L and VASI Rwy 34L opr 24 hrs. When twr clsd HIRL Rwy 16L-34R and Rwy 16R-34L preset medium ints. When twr clsd ACTIVATE ALSF2 Rwy 16R, ODALS Rwy 34L MALSR Rwy 16L and REIL Rwy 34R—CTAF.

WEATHER DATA SOURCES: ASOS (541) 461-3114 HIWAS 112.9 EUG.

COMMUNICATIONS: CTAF 118.9 ATIS 125.225 541-607-4699 UNICOM 122.95

EUGENE RCO 122.3 (MC MINNVILLE RADIO)

Ⓡ **CASCADE APP/DEP CON** 119.6 (340°-159°) 120.25 (160°-339°) (1400-0730Z‡)

Ⓡ **SEATTLE CENTER APP/DEP CON** 125.8 (0730-1400Z‡)

EUGENE TOWER 118.9 (Rwy 16R- 34L) 124.15 (Rwy 16L- 34R) (1400-0730Z‡) **GND CON** 121.7 **CLNC DEL** 121.7

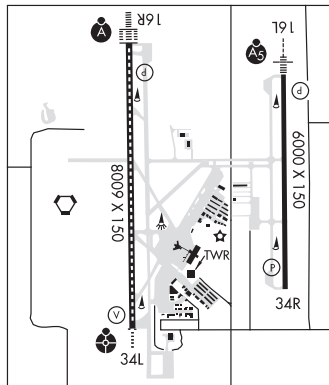
AIRSPACE: CLASS D svc 1400-0730Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE EUG.

EUGENE (H) VORTACW 112.9 EUG Chan 76 N44°07.25' W123°13.37' at fld. 364/20E. **HIWAS.**

ILS/DME 111.75 I-ADE Chan 54(Y) Rwy 16L. Class IE.

ILS/DME 110.1 I-EUG Chan 38 Rwy 16R. Class IIIE. Unmonitored when ATCT clsd.



FLORENCE

FLORENCE MUNI (6S2) 1 N UTC-8(-7DT) N43°58.97' W124°06.68'
 51 B **FUEL** 100LL, JET A TPA-1051(1000) NOTAM FILE MMV

KLAMATH FALLS
L-1A

RWY 15-33: H3000X60 (ASPH) S-12.5 MIRL 0.4% up NW

RWY 15: Hill. Rgt tfc.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1630-0030Z‡. Birds, deer and wildlife on and in/ovf arpt. ACTIVATE MIRL Rwy 15-33—CTAF. PAPI Rwy 33 opr 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.225 (541) 997-8664.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OTH.

NORTH BEND (L) VORTACW 112.1 OTH Chan 58 N43°24.93'

W124°10.11' 346° 34.1 NM to fld. 707/18E. **HIWAS.**

VORTAC unusable:

012°-087° byd 30 NM blo 5,000'

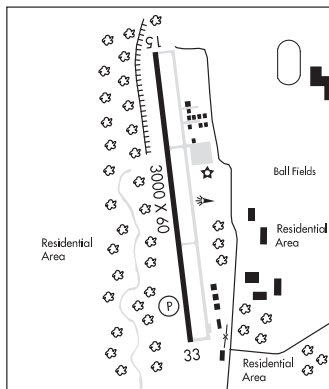


Figure 162

NW, 17 OCT 2013 to 12 DEC 2013

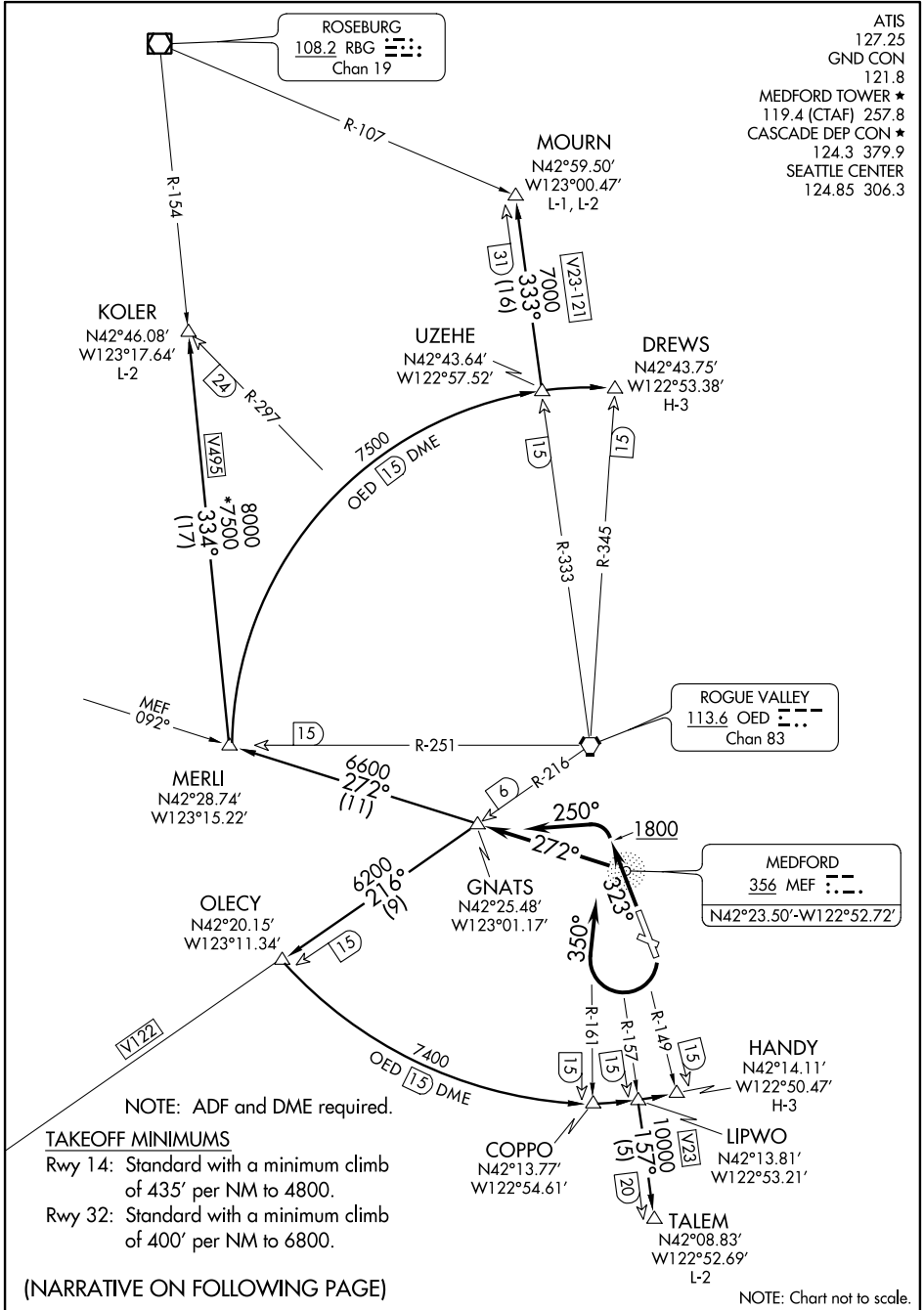
(GNATS6.GNATS) 13290
GNATS SIX DEPARTURE

SL-251 (FAA)

ROGUE VALLEY INTL-MEDFORD (MFR)
 MEDFORD, OREGON

NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013



(GNATS6.GNATS) 13290
GNATS SIX DEPARTURE

MEDFORD, OREGON
 ROGUE VALLEY INTL-MEDFORD (MFR)

Figure 163



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climbing right turn on heading 350° to intercept bearing 272° from MEF NDB to GNATS INT. Thence

TAKEOFF RUNWAY 32: Climb on heading 323° to 1800 then climbing left turn on heading 250° to intercept bearing 272° from MEF NDB to GNATS INT. Thence

. . . . via (transition) or (assigned route). Maintain 11000 or assigned lower altitude.

COPPO TRANSITION (GNATS6.COPPO): From over GNATS INT via OED VORTAC R-216 to OLECY DME, then via the OED VORTAC 15 DME Arc CCW to COPPO DME.

DREWS TRANSITION (GNATS6.DREWS): From over GNATS INT via MEF NDB 272° to MERLI INT, then via the OED VORTAC 15 DME Arc CW to DREWS DME.

HANDY TRANSITION (GNATS6.HANDY): From over GNATS INT via the OED VORTAC R-216 to OLECY DME, then via the OED VORTAC 15 DME Arc CCW to HANDY DME.

KOLER TRANSITION (GNATS6.KOLER): From over GNATS INT via MEF NDB 272° to MERLI INT, then via RBG VOR/DME R-154 to KOLER INT.

MOURN TRANSITION (GNATS6.MOURN): From over GNATS INT via MEF NDB 272° to MERLI INT, then via the OED VORTAC 15 DME Arc CW to UZEHE DME, then via OED VORTAC R-333 to MOURN INT.

TALEM TRANSITION (GNATS6.TALEM): From over GNATS INT via OED VORTAC R-216 to OLECY DME, then via the OED VORTAC 15 DME Arc CCW to LIPWO DME, then via OED VORTAC R-157 to TALEM DME.

NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

MEDFORD

ROGUE VALLEY INTL – MEDFORD (MFR) 3 N UTC-8(-7DT) N42°22.45' W122°52.41'

KLAMATH FALLS

1335 B S4 FUEL 100LL, JET A OX 1, 3 TPA—See Remarks Class I, ARFF Index B

H-3B, L-2I

NOTAM FILE MFR

IAP AD

RWY 14-32: H8800X150 (ASPH-GRVD) S-200, D-200, 2S-175, 2D-400 HIRL CL

RWY 14: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. 0.4% up.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 50'. 0.5% down.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

RWY 32: TORA-8800 TODA-8800 ASDA-8800 LDA-8800

AIRPORT REMARKS: Attended 1300-0800Z. For fuel after hrs call 541-779-5451, or 541-842-2254. Bird haz large flocks of migratory waterfowl in vicinity Nov-May. Terminal apron clsd to acft exc scheduled air carrier and flts with prior permission. PPR for unscheduled ops with more than 30 passenger seats, call arpt ops 541-776-7228. Tran tie-downs avbl thru FBOs only. Rwy 32 preferred for tkfs and lgds when twr clsd. TPA—2304(969) for propeller acft, 2804(1469) for turbo acft. PAPI Rwy 14 and VASI Rwy 32 on continuously. ACTIVATE HIRL Rwy 14-32, MALSR Rwy 14, REIL Rwy 32, TDZL Rwy 14, centerline lgts Rwy 14 and Rwy 32, and twy lgts—CTAF. Ldg fee applies to all corporate acft and all other acft with weight exceeding 12,500 lbs.

WEATHER DATA SOURCES: ASOS (541) 776-1238 SAWRS.

COMMUNICATIONS: CTAF 119.4 ATIS 127.25 UNICOM 122.95

MEDFORD RCO 122.65 (MC MINNVILLE RADIO)

® CASCADE APP/DEP CON 124.3 (1400-0730Z)

SEATTLE CENTER APP/DEP CON 124.85 (0730-1400Z)

TOWER 119.4 (1400-0500Z) GND CON 121.8

AIRSPACE: CLASS D svc 1400-0500Z other times CLASS E.

VOR TEST FACILITY (VOT) 117.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MFR.

(H) VORTACW 113.6 OED Chan 83 N42°28.77' W122°54.78' 145° 6.6 NM to fld. 2083/19E. HIWAS.

VOR portion unusable:

260°-270° byd 35 NM blo 9,000'

290°-300° byd 35 NM blo 8,500'

MEDFORD NDB (MHW) 356 MEF N42°23.50' W122°52.73' 151° 1.1 NM to fld.

NDB unusable:

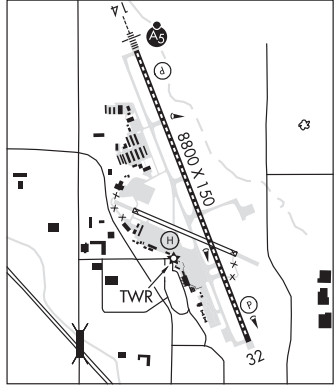
220°-240° byd 15 NM

PUMIE NDB (LOM) 373 MF N42°27.06' W122°54.80' 143° 4.9 NM to fld. LOM unusable 260°-270° beyond 10 NM.

Unmonitored when ATCT closed.

ILS/DME 110.3 I-MFR Chan 40 Rwy 14. Class IA. LOM PUMIE NDB. LOM unusable 260°-270° beyond 10 NM.

Unmonitored when ATCT closed. Localizer backcourse unusable byd 11 NM blo 7,000', byd 13 NM blo 8,300', byd 17 NM blo 8,700'. Localizer backcourse unusable byd 20° left of course.



MEMALOOSE (See IMNAHA on page 122)

MILLER MEM AIRPARK (See VALE on page 145)

MONUMENT MUNI (12S) 1 NW UTC-8(-7DT) N44°49.89' W119°25.78'

SEATTLE

2323 TPA-3323(1000) NOTAM FILE MMV

RWY 14-32: H2104X29 (ASPH)

RWY 14: Hill.

AIRPORT REMARKS: Unattended. Intermittently clsd winters due to snow. Wildlife on and invof arpt. Rwy ends marked at each corner by a single white tire.

COMMUNICATIONS: CTAF 122.9

MULINO STATE (See PORTLAND-MULINO on page 137)

Figure 165

HOSSY N34°25.35' W93°11.38' NOTAM FILE HOT.
NDB (HW/LOM) 385 HO 050° 5.7 NM to Mem fld.

MEMPHIS
 L-17E

HOT SPRINGS

MEMORIAL FLD (HOT) 3 SW UTC-6(-5DT) N34°28.68' W93°05.77'
 540 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE HOT

MEMPHIS
 H-6I, L-17E
 IAP

RWY 05-23: H6595X150 (ASPH-GRVD) S-75, D-125, 2S-158,
 2D-210, 2D/2D2-400 HIRL 0.6% up NE
RWY 05: MALSR. Rgt tfc.
RWY 23: PAPI(P4L)—GA 3.0° TCH 40'. Pole.
RWY 13-31: H4098X100 (ASPH) S-28, D-36, 2D-63 MIRL
 0.4% up NW
RWY 13: REIL. Trees. Rgt tfc.
RWY 31: Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6595 TODA-6595 ASDA-6595 LDA-6595
RWY 13: TORA-4100 TODA-4100 ASDA-4100 LDA-4100
RWY 23: TORA-6595 TODA-6595 ASDA-6595 LDA-6595
RWY 31: TORA-4100 TODA-4100 ASDA-4100 LDA-4100

AIRPORT REMARKS: Attended 1100-0400Z. For fuel after hrs call
 501-617-0324 or 501-617-4908. Rwy 23 PAPI OTS indef.
 ACTIVATE HIRL Rwy 05-23, MIRL Rwy 13-31, MALSR Rwy 05,
 PAPI Rwy 23 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (501) 624-7633. HIWAS 110.0
 HOT.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 110.0T (JONESBORO RADIO)

Ⓜ **MEMPHIS CENTER APP/DEP CON** 128.475

AIRSPACE: CLASS E svc 1200-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOT.

HOT SPRINGS (L) VOR/DME 110.0 HOT Chan 37 N34°28.72' W93°05.44' at fld. 529/4E. **HIWAS.**

VOR unusable:

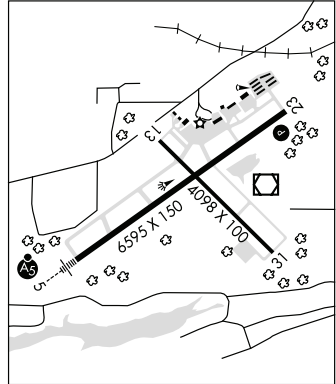
- 056°-140° byd 20 NM blo 6,500'
- 141°-227° byd 20 NM blo 3,500'
- 141°-227° byd 26 NM blo 5,500'
- 228°-311° byd 20 NM blo 3,500'
- 312°-345° byd 15 NM blo 5,500'
- 312°-345° byd 32 NM blo 9,500'
- 346°-055° byd 20 NM blo 3,500'

DME unusable:

- 310°-035° byd 10 NM blo 11,000'
- 310°-035° byd 25 NM blo 12,000'
- 310°-035° byd 30 NM blo 17,000'

HOSSY NDB (LOM) 385 HO N34°25.36' W93°11.38' 050° 5.7 NM to fld. Unmonitored.

ILS/DME 111.5 I-HOT Chan 52 Rwy 05. Class IT. LOM HOSSY NDB. ILS and LOM unmonitored.

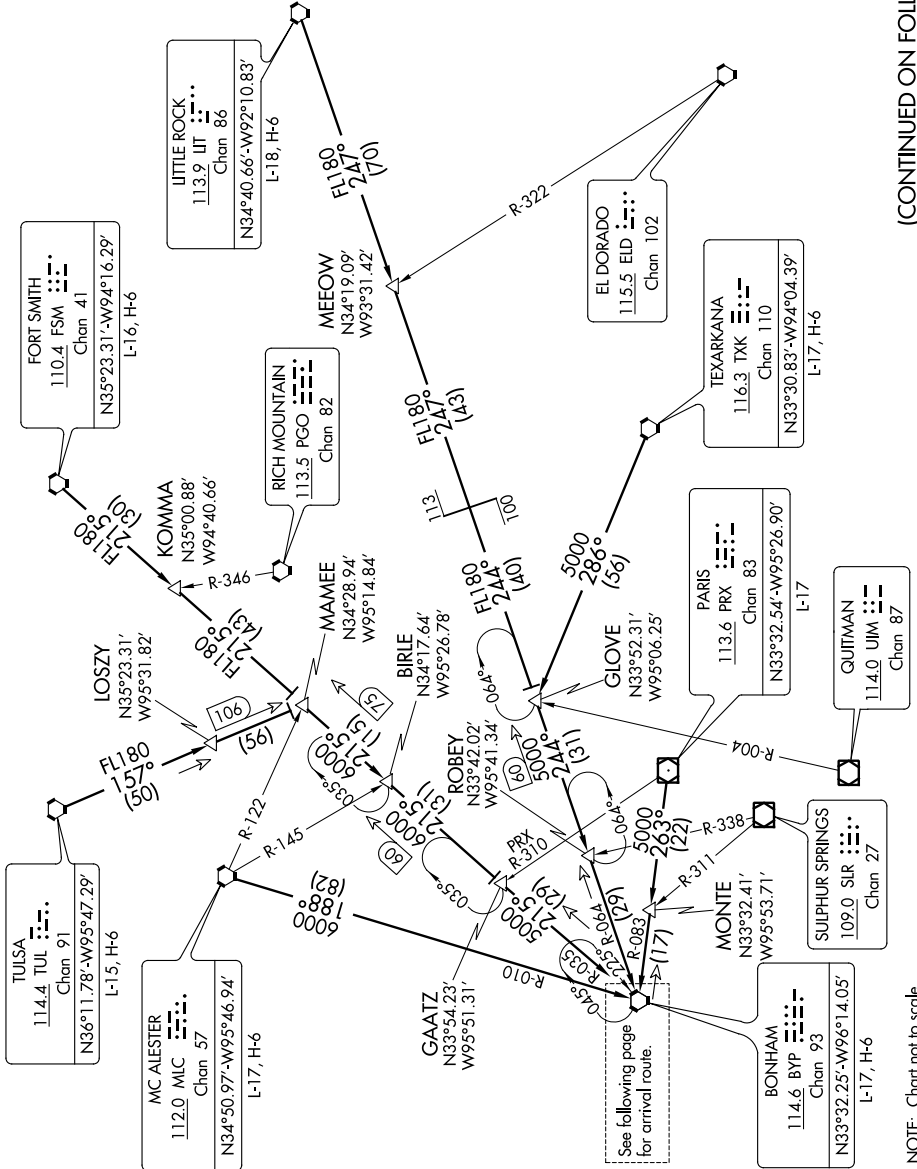


HOWARD CO (See NASHVILLE on page 55)

BONHAM SIX ARRIVAL Transition Routes

SC-2, 14 NOV 2013 to 12 DEC 2013

REGIONAL APP CON
125.025 263.025
ATIS ARR 123.775



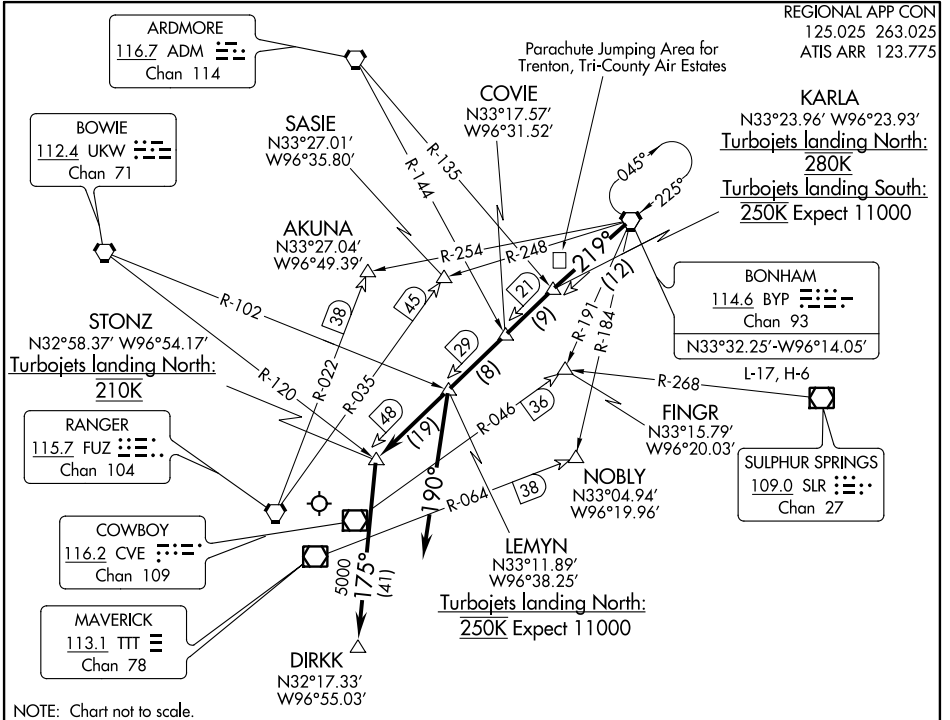
See following page for arrival route.

(CONTINUED ON FOLLOWING PAGE)

SC-2, 14 NOV 2013 to 12 DEC 2013

NOTE: Chart not to scale.

BONHAM SIX ARRIVAL Transition Routes



SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.BYP6): From over FSM VORTAC on FSM R-215 to MAMEE INT, then on BYP R-035 to BYP VORTAC. Thence. . .

LITTLE ROCK TRANSITION (LIT.BYP6): From over LIT VORTAC on LIT R-247 to MEEOW INT then on LIT R-247 and BYP R-064 to GLOVE INT, then on BYP R-064 to BYP VORTAC. Thence. . .

MC ALESTER TRANSITION (MLC.BYP6): From over MLC VORTAC on MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . .

PARIS TRANSITION (PRX.BYP6): From over PRX VOR/DME on PRX R-263 to MONTE INT then on BYP R-083 to BYP VORTAC. Thence. . .

TEXARKANA TRANSITION (TXK.BYP6): From over TXK VORTAC on TXK R-286 to GLOVE INT then on BYP R-064 to BYP VORTAC. Thence. . .

TULSA TRANSITION (TUL.BYP6): From over TUL VORTAC on TUL R-157 to MAMEE INT, then on BYP R-035 to BYP VORTAC. Thence. . .

. . . ALL AIRCRAFT: From over BYP VORTAC on BYP R-219, thence. . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN INT, expect vectors to final approach course.

JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK, expect vector to final approach course prior to DIRKK, if not received by DIRKK fly present heading.

ALL OTHERS: To STONZ depart STONZ heading 175° for vector to final approach course.

PROPS LANDING NORTH: Depart LEMYN INT heading 190°, expect vectors to final approach course.

DALLAS

ADDISON (ADS) 9 N UTC-6(-5DT) N32°58.11' W96°50.19'
645 B S4 FUEL 100LL, JET A OX 2, 3 TPA—See Remarks LRA NOTAM FILE ADS
RWY 15-33: H7203X100 (ASPH-GRVD) S-60, D-120 HIRL

DALLAS-FT WORTH
COPTER
H-6H, L-17C, A
IAP, AD

RWY 15: MALSR. PAPI(P4R)—GA 3.0° TCH 60'. Thld dsplcd 979'.

Pole.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 60'. Thld dsplcd 772'. Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 15: TORA-7202 TODA-7202 ASDA-6592 LDA-5613

RWY 33: TORA-7202 TODA-7202 ASDA-7202 LDA-6431

AIRPORT REMARKS: Attended continuously. Birds on and in/ov arpt. No touch and go landings without arpt managers approval. Numerous 200' buildings within 1 mile East, and South of arpt, transmission towers and water tanks West of arpt. Noise sensitive areas surround arpt. Pilots requested to use NBAA std noise procedures. TPA—1600 (956) for light acft, 2000 (1356) for large acft. Be alert: Rwy holding position markings located at the west edge of Twy A. ACTIVATE HIRL Rwy 15-33 and MALSR Rwy 15—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: AWOS-3 (972) 386-4855 LAWRS.

COMMUNICATIONS: CTAF 126.0 ATIS 133.4 972-628-2439

UNICOM 122.95

Ⓡ REGIONAL APP/DEP CON 124.3

TOWER 126.0 (1200-0400Z)‡ **GND CON** 121.6 **CLNC DEL** 119.55

AIRSPACE: CLASS D svc 1200-0400Z‡, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15' W97°02.43' 054° 11.9 NM to fld. 540/6E.

All acft arriving DFW are requested to turn DME off until departure due to traffic overload of Maverick DME

ILS/DME 110.1 I-ADS Chan 38 Rwy 15. Class IT. Unmonitored when ATCT closed. DME also serves Rwy 33.

ILS/DME 110.1 I-TBQ Chan 38 Rwy 33. Class IB. Localizer unmonitored when ATCT closed. DME also serves Rwy 15.



AIR PARK-DALLAS (F69) 16 NE UTC-6(-5DT) N33°01.41' W96°50.22'

DALLAS-FT WORTH
COPTER
L-17C, A

695 S4 FUEL 100LL TPA—1890(1195) NOTAM FILE FTW

RWY 16-34: H3080X30 (ASPH) LIRL(NSTD)

RWY 16: Thld dsplcd 300'. Pole.

RWY 34: Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. For fuel call 972-248-4265 prior to arrival. Rwy 16-34 extensive cracking, loose asph and stones rwy. Rwy 16-34 NSTD LIRL, south 2780' of rwy lgtd. Rwy 16 and Rwy 34 NSTD centerline marking incorrect size and spacing, dsplcd thld yellow. Rwy numbers 25' tall. ACTIVATE LIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15' W97°02.43' 042° 13.8 NM to fld. 540/6E.

All acft arriving DFW are requested to turn DME off until departure due to traffic overload of Maverick DME

AIRPARK EAST (1F7) 23 E UTC-6(-5DT) N32°48.78' W96°21.12'

DALLAS-FT WORTH
COPTER

510 B S4 NOTAM FILE FTW

RWY 13-31: H2630X30 (ASPH) LIRL

RWY 13: Tree. Rgt tfc.

RWY 31: Tree.

AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 13-31—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.7

ILS or LOC RWY 33

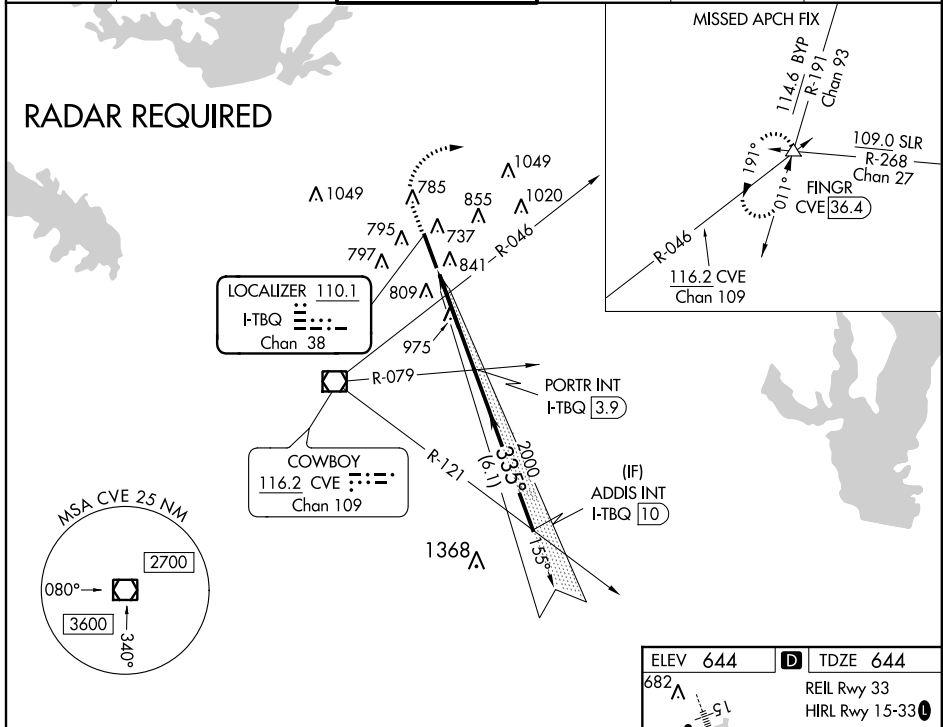
DALLAS/ADDISON (ADS)

LOC/DME I-TBQ 110.1 Chan 38	APP CRS 335°	Rwy Idg 6431 TDZE 644 Apt Elev 644
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Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

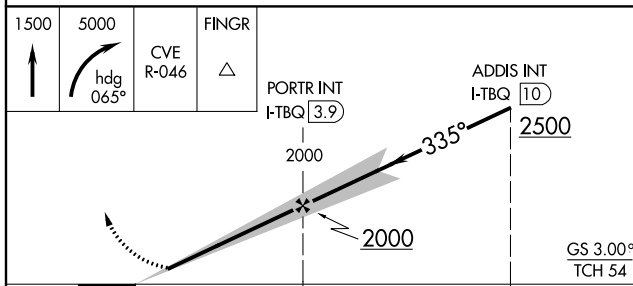
MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

ATIS 133.4	REGIONAL APP CON 124.3 282.275	ADDISON TOWER * 126.0 (CTAF) 239.0	GND CON 121.6	CLNC DEL 119.55	UNICOM 122.95
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SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
S-ILS 33	894-1 250 (300-1)			
S-LOC 33	1240-1 596 (600-1)	1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)	
CIRCLING	1240-1 596 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)	

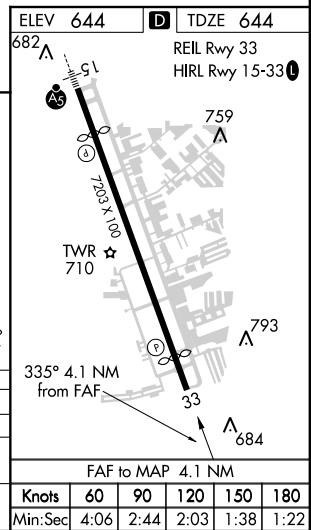


Figure 170

RNAV (GPS) RWY 33

DALLAS/ADDISON (ADS)

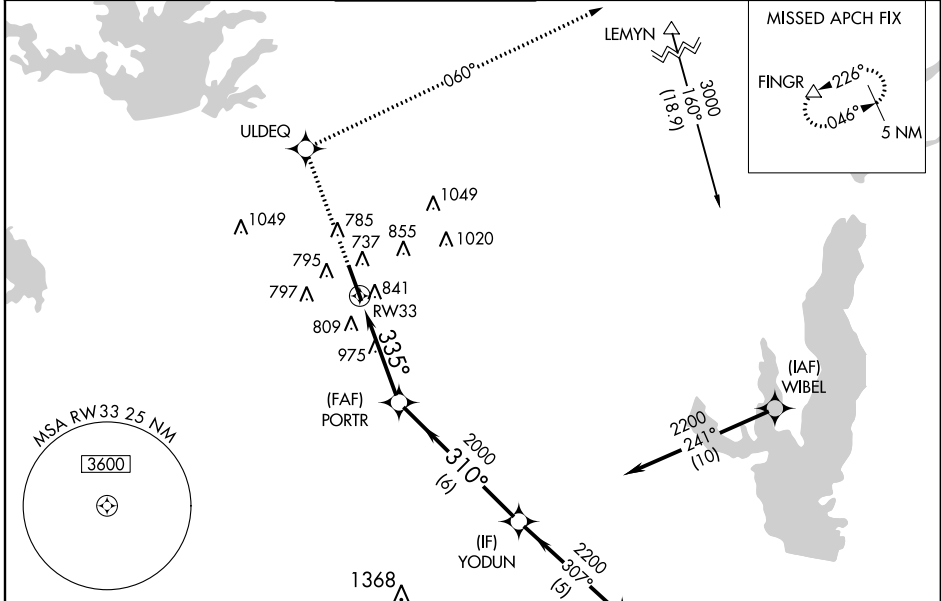
APP CRS 335°	Rwy Idg 6431
	TDZE 644
	Apt Elev 644

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on unicom; when not received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ¼ mile.

▲

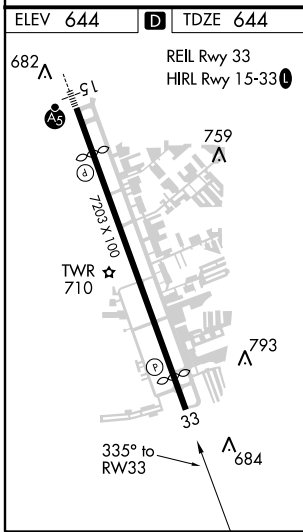
MISSED APPROACH: Climb to 5000 direct ULDEQ and via 060° track to FINGR and hold.

ATIS 133.4	REGIONAL APP CON 124.3 282.275	ADDISON TOWER ★ 126.0 (CTAF) 0 239.0	GND CON 121.6	CLNC DEL 119.55	UNICOM 122.95
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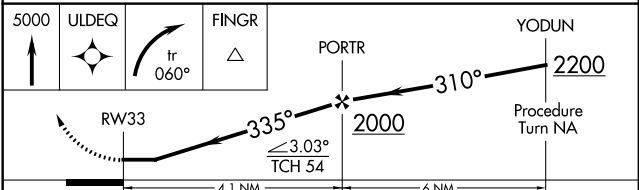


SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013



ELEV 644	D TDZE 644
REIL Rwy 33	HIRL Rwy 15-33



CATEGORY	A	B	C	D
LNAV MDA	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1240-1¾ 596 (600-1¾)
CIRCLING	1240-1	596 (600-1)	1240-1½ 596 (600-1½)	1280-2 636 (700-2)

Figure 171

HELENA RGNL (HLN)(KHLN) P (ARNG) 2 NE UTC-7(-6DT) N46°36.41' W111°58.97' **GREAT FALLS**
 3877 B S4 **FUEL** 80, 100, 100LL, JET A OX 1, 3 LRA Class I, ARFF Index B **NOTAM FILE HLN H-1D, L-13C**
RWY 09-27: H9000X150 (ASPH-PFC) S-100, D-160, 2S-175, **IAP, DIAP, AD**
 2D-250 HIRL

RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 45'. Ground. 0.3% down.

RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 47'. Rgt tfc.

RWY 05-23: H4644X75 (ASPH-PFC) S-21, D-30 MIRL 1.2% up SW
RWY 05: Road.

RWY 23: PAPI(P2L)—GA 3.0° TCH 49'. Fence. Rgt tfc.

RWY 17-35: H2989X75 (ASPH-PFC) S-21, D-30 MIRL 1.7% up SE
RWY 35: Ground. Rgt tfc.

MILITARY SERVICE: LGT When twr clsd, ACTIVATE—HIRL Rwy 09-27, MIRL Rwy 05-23 and 16-34, REIL Rwy 09, MALSR Rwy 27—CTAF. **FUEL** A+, J8 (C406-442-2190. Opr 1200-0600Z†, OT \$150 fee, 90 min PPR.) (NC-80, 100, 100LL)

AIRPORT REMARKS: Attended 1200-0800Z†. ARFF coverage provided for scheduled Part 121 air carriers only exc with prior approval, call 406-442-2821. Ldg rights customs avbl call 406-449-5506. Rwy 17-35 and Rwy 05-23 (exc between Twy F and Rwy 09-27) not avbl for air carrier use by acft with greater than 30 passenger seats. Twy A, Twy B, and Twy C between Twy A and Rwy 35 not avbl for air carrier use by acft with greater than 30 passenger seats. When twr clsd ACTIVATE HIRL Rwy 09-27, MIRL Rwy 05-23 and Rwy 17-35, REIL Rwy 09, MALSR Rwy 27—CTAF. Ldg fee for all commercial acft and all acft over 10,000 lbs. Flight Notification Service (ADDCUS) avbl. NOTE: See SPECIAL NOTICE.

MILITARY REMARKS: ARNG Opr Mon-Fri 1400-0030Z†, exc holidays. Exercise caution while taxiing, AASF ramp not stressed for large acft. Ctc fit ops for ramp advisory 126.2, DSN 324-3055/56, C406-324-3055/56. No tran svc Sat, Sun, holidays or after 2300Z† Mon-Fri.

WEATHER DATA SOURCES: ASOS (406) 443-4317

COMMUNICATIONS: CTAF 118.3 ATIS 120.4 UNICOM 122.95

RCO 122.55 255.4 (GREAT FALLS RADIO)

APP/DEP CON 119.5 229.4 (1300-0500Z†)

SALT LAKE CENTER APP/DEP CON 133.4 285.4 (0500-1300Z†)

TOWER 118.3 257.8 (1300-0500Z†) GND CON 121.9

ARNG OPS 40.65 126.2 321.45

AIRSPACE: CLASS D svc 1300-0500Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HLN.

(H) VORTACW 117.7 HLN Chan 124 N46°36.41' W111°57.21' 254° 1.2 NM to fld. 3823/16E.

VOR portion unusable:

035°-050° byd 35 NM blo 12,000'

105°-165° byd 25 NM blo 17,000'

165°-185° byd 25 NM blo 13,500'

185°-230° byd 25 NM blo 17,500'

203°-213° byd 22 NM blo 13,000'

230°-270° byd 25 NM blo 12,500'

TACAN AZIMUTH and DME unusable:

035°-070° byd 35 NM blo 13,000'

165°-185° byd 25 NM blo 13,500'

250°-300° byd 25 NM blo 14,000'

320°-035° byd 25 NM blo 13,000'

TACAN DME unusable:

035°-070° byd 35 NM blo 13,000'

105°-150° byd 25 NM

105°-210° byd 15 NM blo 11,100'

105°-210° byd 20 NM blo 12,000'

150°-165° byd 25 NM blo 17,000'

165°-185° byd 25 NM blo 13,500'

185°-210° byd 25 NM

203°-213° byd 22 NM blo 13,000'

210°-250° byd 15 NM blo 12,000'

210°-250° byd 25 NM blo 17,500'

250°-300° byd 25 NM blo 14,000'

320°-035° byd 25 NM blo 13,000'

TACAN AZIMUTH unusable:

105°-150° byd 15 NM

150°-165° byd 15 NM blo 17,000'

185°-210° byd 15 NM

210°-250° byd 15 NM blo 17,500'



CONTINUED ON NEXT PAGE

Figure 172

NW, 17 OCT 2013 to 12 DEC 2013

CONTINUED FROM PRECEDING PAGE

CAPITOL NDB (HW) 335 CVP N46°36.40' W111°56.23' 258° 1.9 NM to fld. NDB unmonitored when ATCT clsd.
HAUSER NDB (MHW) 386 HAU N46°34.13' W111°45.48' 268° 9.6 NM to fld. NDB unmonitored when HLN ATCT clsd.
ILS 110.1 I-HLN Rwy 27. Unmonitored when ATCT closed. Localizer backcourse unusable byd 22° rgt of course, unusable within 2.7 DME.

HINSDALE (6U5) 0 SE UTC-7(-6DT) N48°23.28' W107°05.00' **BILLINGS**
 2220 NOTAM FILE GTF
RWY 07-25: 2200X75 (TURF) LIRL(NSTD) 0.7% up W
RWY 07: Road.
RWY 10-28: 2160X200 (TURF) 0.3% up W
RWY 10: Road.
RWY 16-34: 1960X75 (TURF) 1.5% up S
RWY 16: P-line.
RWY 34: Fence.
AIRPORT REMARKS: Unattended. Rwy soft when wet. Hay bales and farm equipment adjacent to rwy. Rwy not clearly defined. Rwy 16-34, Rwy 07-25 and Rwy 10-28 marked with white cones full length of rwy. Rwy 16 p-lines marked with globes. Rwy 07-25 NSTD LIRL 335' spacing between lgts, one thld lgt each end. For rwy lgts phone 406-364-2272/2387.
COMMUNICATIONS: CTAF 122.9

HOGELAND (6U6) 1 NW UTC-7(-6DT) N48°51.61' W108°39.66' **BILLINGS**
 3139 B NOTAM FILE GTF
RWY 07-25: 3140X60 (TRTD) 0.6% up W
RWY 16-34: 1230X50 (TURF)
RWY 34: Bldg.
AIRPORT REMARKS: Unattended. Rwy 16-34 for emerg use only, road and drainage ditch parallel rwy on east side. Rwy 07-25 patches of loose aggregate and grvl.
COMMUNICATIONS: CTAF 122.9

HOT SPRINGS (S09) 2 E UTC-7(-6DT) N47°36.75' W114°36.81' **GREAT FALLS**
 2763 B NOTAM FILE GTF
RWY 06-24: H3550X45 (ASPH-TRTD) MIRL
RWY 24: Thld dspcd 411'. Road.
AIRPORT REMARKS: Unattended. Ultralights on and in vicinity of arpt. Occasional snow removal. Rwy 06-24 asph grvl composition full length. Rwy 24 has 411' unlighted, 2169' lgt d at ngt. Rwy 06-24 cones adjacent to MIRL full length and dspcd thld marked with white cones. Rwy 06 and Rwy 24 numbers 4' x 8' in measure, thld line and rwy lines NSTD.
COMMUNICATIONS: CTAF 122.9

HYSHAM (6U7) 2 E UTC-7(-6DT) N46°17.61' W107°11.60' **BILLINGS**
 2624 B NOTAM FILE GTF
RWY 07-25: H3060X45 (ASPH-TRTD) LIRL
AIRPORT REMARKS: Unattended. 1030' dirt extension east of Rwy 07 thld soft when wet. Rwy 07 basic markings NSTD numbers and stripes, markings are faded. Rwy 25 basic markings NSTD small numbers and stripes, markings are faded. Numerous rwy lgts inop. ACTIVATE LIRL Rwy 07-25—CTAF.
COMMUNICATIONS: CTAF 122.9

JORDAN (JDN) 2 NW UTC-7(-6DT) N47°19.73' W106°57.16' **BILLINGS**
 2662 B NOTAM FILE JDN **L-13D**
RWY 10-28: H4300X75 (ASPH-PFC) S-12.5 MIRL
RWY 28: PAPI(P2L)—GA 3.0° TCH 29'.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 10-28 and PAPI Rwy 28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GGW.
GLASGOW (H) VORW/DME 113.9 GGW Chan 86 N48°12.92' W106°37.53' 180° 54.8 NM to fld. 2283/14E.
NDB (MHW) 263 JDN N47°20.00' W106°56.29' at fld. NOTAM FILE JDN. VFR only.

JUDITH MOUNTAIN N47°13.03' W109°13.31' **GREAT FALLS**
 RCO 122.2 (GREAT FALLS RADIO) **L-13D**

BIG SPRING MC MAHON—WRINKLE (BPG) 2 SW UTC-6(-5DT) N32°12.76' W101°31.30' **DALLAS—FT WORTH**
 2573 B S4 FUEL 100LL, JET A NOTAM FILE BPG **H-6G, L-6H**
RWY 17-35: H8802X100 (CONC) S-60, D-150, 2D-200 MIRL **IAP**
RWY 17: SSALS. PAPI(P4L)—GA 3.0° TCH 45'. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0° TCH 36'.

RWY 06-24: H4601X75 (ASPH) MIRL 0.6% up NE
RWY 06: PVASI(PSIL)—GA 2.97° TCH 47'. Rgt tfc.
RWY 24: PVASI(PSIL)—GA 3.55° TCH 35'.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z†. For fuel after hours call 432-267-8952 or 432-935-3395. Prairie dogs on rwys and twys. Extensive agricultural ops invof arpt. Sandhill Cranes crossing in the spring and fall. MIRL Rwy 06-24 and Rwy 17-35 preset low ints, to increase ints and ACTIVATE SSALS Rwy 17 and PVASI Rwy 06, Rwy 24, and PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (432) 263-3842.

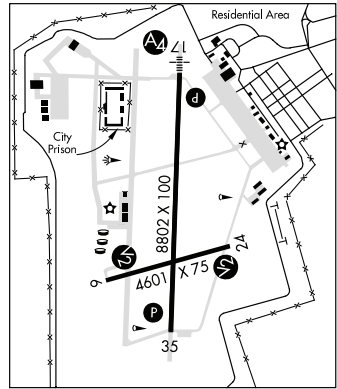
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (SAN ANGELO RADIO)

FORT WORTH CENTER APP/DEP CON 133.7

RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.

(L) **VORTACW** 114.3 BGS Chan 90 N32°23.14' W101°29.02' 180° 10.5 NM to fld. 2670/11E.



BIGGS AAF (FORT BLISS) (BIF)(KBIF) A 5 NE UTC-7(-6DT) N31°50.97' W106°22.80' **EL PASO**
 3948 B TPA—See Remarks NOTAM FILE ABQ Not insp. **H-4L, L-6F**
RWY 03-21: H13554X150 (PEM) PCN 120 R/C/W/T HIRL **DIAP, AD**
RWY 03: PAPI(P4L)—GA 3.0° TCH 71'.
RWY 21: ALSF1. PAPI(P4L)—GA 3.0° TCH 71'. Rgt tfc. 0.3% down.

MILITARY SERVICE: LGT When unattended ACTIVATE 3-step HIRL Rwy 03-21, High Intensity ALS Category I configuration with sequenced Flashers (code) Rwy 21 and PAPI Rwy 21-127.9. **JASU** 4(A/M32A-86) 2(A/M32-95) **FUEL** A+ (Atlantic Avn, 1200-0400Z† Mon-Sun, C915-779-2831, 1 hr prior notice, after hr C915-861-2390, after hr call out fee \$100.)

FLUID SP TRAN ALERT 1300-0500Z† Mon-Sun, exc holidays.

MILITARY REMARKS: Attended Mon-Sun 1300-0500Z†, except holidays. See FLIP AP/1 Supplementary Arprt Remark. **RSTD** PPR all acft. 24 hr prior notice, ctc Airfield Ops DSN 621-881/8330, C915-744-881/8330. Twr and svcs avbl for all acft with PPR. PPR time valid +/- 1 hr. All acft ctc Afld Ops via PTD 30 min prior to arr. Twr and svcs unavbl before 1 hr prior to PPR sked arr. **CAUTION** El Paso Intl Rwy 22 2 NM SE can be mistaken for Rwy 21. Coyote hazard. **TFC PAT** Fixed Wing 5002(1054), Fixed Wing Category BCDE turbo prop 5502(1554), Rotary Wing 4502(554), Jet 6002(2054).

NS ABTMT VFR west arr/dep via mountain pass 15 NM NW of Biggs AAF. Avoid VFR over flight of city. Fly 1500' AGL, 1500' horizontal distance from mountain dwellings. **MISC** Approval required for access to ramp. Temporary storage of classified material avbl at Afld Ops. Intl garbage cap ltd. Expect delays unless placed in garbage bags prior to arrival. Hangar space extremely limited for transient acft. KBIF manual obsn and wx forecaster avbl Mon-Fri 1300-0500Z†, clsd holidays. DSN 621-1215/1214, C915-744-1215/1214, OT 25th OWS, Davis Monthan AFB, DSN 228-6598/6599.

COMMUNICATIONS: ATIS 120.0 254.3 (C915-772-9412) **PTD** 122.7

(R) **EL PASO APP CON** 119.15 353.5 (South of V16) 124.25 298.85 (North of V16)

TOWER 127.9 342.25 (Mon-Sun 1300-0500Z†, except holidays). Advisory svc twr freq other times.

(R) **EL PASO DEP CON** 121.3 263.0

EL PASO CLNC DEL 125.0 379.1

AIRSPACE: CLASS D svc 1300-0500Z† Mon-Sat except holidays other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

NEWMAN (L) VORTACW 112.4 EWM Chan 71 N31°57.10' W106°16.34' 210° 8.2 NM to fld. 4040/12E.

DME portion unusable:
 220°-255° byd 25 NM blo 12,000'

COMM/NAV/WEATHER REMARKS: Radar—See Terminal FLIP for Radar Minima.

BIRD DOG AIRFIELD (See KRUM on page 297)

BISHOP (See DECATUR on page 245)

Figure 173

GLEN ROSE NINE ARRIVAL

ST-6039 (FAA)

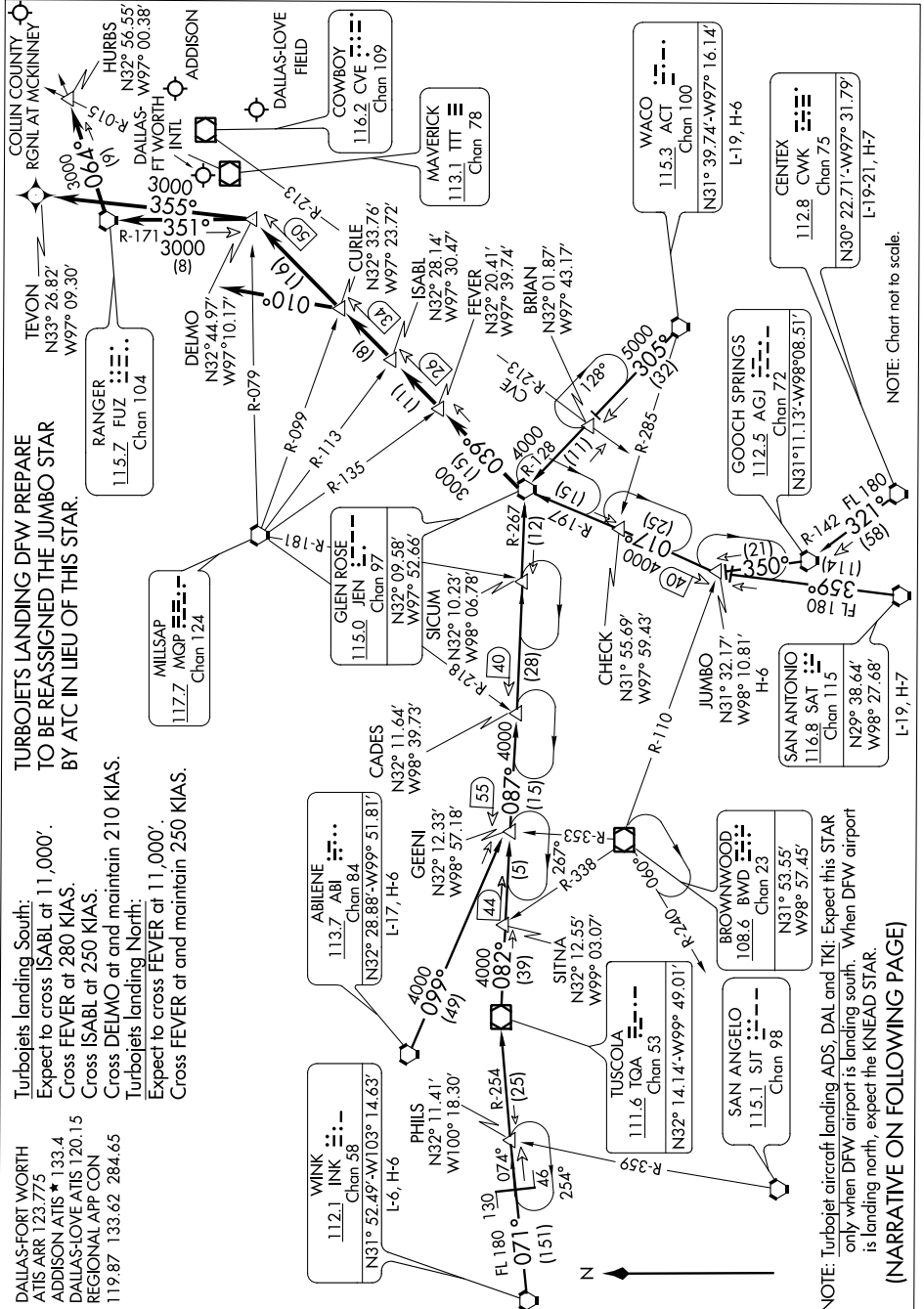
DALLAS-FT. WORTH, TEXAS

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DALLAS-FORT WORTH
 ATIS ARR 123.775
 ADDISON ATIS * 133.4
 DALLAS-LOVE ATIS 120.15
 REGIONAL APP CON
 119.87 133.62 284.65

Turbojets landing South:
 Expect to cross ISABL at 11,000'.
 Cross FEVER at 280 KIAS.
 Cross ISABL at 250 KIAS.
 Cross DEMLO at and maintain 210 KIAS.
 Turbojets landing North:
 Expect to cross FEVER at 11,000'.
 Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE
 TO BE REASSIGNED THE JUMBO STAR
 BY ATC IN LIEU OF THIS STAR.



NOTE: Chart not to scale.

SC-2, 14 NOV 2013 to 12 DEC 2013

GLEN ROSE NINE ARRIVAL

DALLAS-FT. WORTH, TEXAS

Figure 174

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

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SC-2, 14 NOV 2013 to 12 DEC 2013

DALLAS-FORT WORTH

DALLAS/FORT WORTH INTL (DFW) 12 NW UTC-6(-5DT) N32°53.81' W97°02.28'

DALLAS-FORT WORTH
COPTER
H-6H, L-17C, A
IAP, AD

607 B FUEL 100LL, JET A OX 1, 3 AOE Class I, ARFF Index E NOTAM FILE DFW

RWY 17C-35C: H13401X150 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 17C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74'.

RWY 35C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 76'.

RWY 17R-35L: H13401X200 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 17R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 68'.

RWY 35L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 63'.

RWY 18L-36R: H13400X200 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 18L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70'.

RWY 36R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 66'.

RWY 18R-36L: H13400X200 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 18R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74'.

RWY 36L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 72'.

RWY 13R-31L: H9301X150 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 13R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71'.

RWY 31L: REIL. PAPI(P4L)—GA 3.13° TCH 72'.

RWY 13L-31R: H9000X200 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 13L: REIL. PAPI(P4L)—GA 3.0° TCH 82'. Thld dsplcd 625'. 0.5% down.

RWY 31R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69'. 0.5% up.

RWY 17L-35R: H8500X150 (CONC-GRVD) S-120, D-200, 2S-175, 2D-600, 2D/2D2-850 HIRL CL

RWY 17L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 77'. Antenna. 0.6% up.

RWY 35R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 73'. 0.6% down.

LAND AND HOLD-SHORT OPERATIONS

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
RWY 17C	TWY B	10460
RWY 18R	TWY B	10100
RWY 35C	TWY EJ	9050
RWY 36L	TWY Z	10650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13L: TORA-9000 TODA-9000 ASDA-9000 LDA-8375
RWY 13R: TORA-9301 TODA-9301 ASDA-9301 LDA-9301
RWY 17C: TORA-13401 TODA-13401 ASDA-13401 LDA-13401
RWY 17L: TORA-8500 TODA-8500 ASDA-8500 LDA-8500
RWY 17R: TORA-13401 TODA-13401 ASDA-13401 LDA-13401
RWY 18L: TORA-13400 TODA-13400 ASDA-13400 LDA-13400
RWY 18R: TORA-13400 TODA-13400 ASDA-13400 LDA-13400
RWY 31L: TORA-9301 TODA-9301 ASDA-9301 LDA-9301
RWY 31R: TORA-8375 TODA-8375 ASDA-8375 LDA-8375
RWY 35C: TORA-13401 TODA-13401 ASDA-13401 LDA-13401
RWY 35L: TORA-13401 TODA-13401 ASDA-13401 LDA-13401
RWY 35R: TORA-8500 TODA-8500 ASDA-8500 LDA-8500
RWY 36L: TORA-13400 TODA-13400 ASDA-13400 LDA-13400
RWY 36R: TORA-13400 TODA-13400 ASDA-13400 LDA-13400

CONTINUED ON NEXT PAGE

Figure 176

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. Rwy 17L–35R CLOSED 0400–1200Z except PPR. Rwy 13R–31L CLOSED 0400–1200Z except PPR. Rwy 13L–31R CLOSED 0400–1200Z except PPR. Rwy 31R last 625' CLOSED indef. Visual screen 20' AGL 1180' south AER 35C. Visual screen 22' AGL 1179' south AER 35L. ASDE-X SURVEILLANCE system in use: Pilots should opr transponders with mode C on all twys and rwys. PPR for acft with wingspan 215' or greater (GROUP VI), call arpt ops 972–973–3112 for follow me services while taxiing to and from ramp and rwys. Rwy 13L, Rwy 17L, Rwy 31R, and Rwy 35R rwy visual range touchdown, midpoint and rollout avbl. Rwy 31L and Rwy 31R runway visual range touchdown and rollout avbl. Arpt under construction, PAEW in movement areas. Birds on and in vicinity of arpt. Tkf distance for Rwy 17L from Twy Q2 is 8196'. Tkf distance for Rwy 35R from Twy Q9 is 8196'. Tkf distance for Rwy 17R from Twy EG is 13082' and from Twy EH is 12816'. Tkf distance for Rwy 35L from Twy EQ is 13084' and from Twy EP is 12811'. Tkf distance for Rwy 36R from Twy WP is 12815', from Twy WQ is 13082'. Tkf distance for Rwy 18L from Twy WG is 13082', from Twy WH is 12815'. Tkf distance for Rwy 17C from Twy EG is 13,082'. Tkf distance for Rwy 18R from Twy WG is 13,082'. Land and hold–short signs on Rwy 17C at Twy B 10,460' south of Rwy 17C thld, Rwy 18R at Twy B 10,100' south of Rwy 18R thld, Rwy 35C at Twy EJ 9050' north of Rwy 35C thld, Rwy 36L at Twy Z 10,650' north of Rwy 36L thld, lgtd and marked with in–pavement pulsating white lgts. Twy G11 east of Twy G clsd to acft with wingspan 125' and greater. Acft using gates D6–D17 must obtain approval from DFW ramp twr 129.95 prior to entering ramp and prior to pushback 1130–0430Z. Use extreme care at other times. Apron Terminal E ramp work in progress, ctc DFW ramp on 131.0 1530–1200Z for Terminal E procedure change. Apron entrance/exit Points 32, 33, 34, 35, 36, 37, 38 and 39 clsd to acft with wingspan greater than 135'. Acft pushing back or powering back on Terminal B Apron have right of way. Frequent ground support equip under escort crossing Twys A and B at Twy HA. Apron entrance/exit points 5, 7, 42 and 44 clsd to acft with wingspan 118' and greater. Apron entrance/exit points 42 and 44 clsd to acft with wingspan greater than 118'. Terminal B apron taxilane btn apron entrance/exit point taxilanes 110 and 115 clsd to acft with wingspan 118' and greater. Apron entrance/exit points 22, 24, 105, 107 and 122 clsd to acft with wingspan 125' and greater. Apron entrance/exit point 124 clsd to acft with wingspan 200' and greater. Twy A5 clsd to acft with wingspan 171' and greater. Twys may require judgemental oversteering for large acft. Apron entrance/exit points 52 and 53 clsd to acft with wingspan 171' and greater. Acft exiting via apron entrance/exit points 42, 43 and 44 ctc Gnd Con prior to taxiing. PPR general aviation ops 0400–1200Z, call arpt ops 972–973–3112. PPR from the primary tenant airlines for general aviation acft to proceed to airline terminal gate except to general aviation facility. PPR from the primary tenant airlines to operate within the central terminal area. Proper minimum object free area distances may not be maintained for ramp/apron taxi lanes. Twy edge reflectors along all twys. Landing fee. Flight Notification Service (ADCUS) available. NOTE: See Land and Hold Short Operations, Intersection Departures During Periods of Darkness, Noise Abatement Procedures and Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (972) 453–0992 LLWAS.

COMMUNICATIONS: D–ATIS ARR 123.775 (972) 615–2701 D–ATIS DEP 135.925 (972) 615–2701 UNICOM 122.95

Ⓡ RGNL APP CON 125.025 133.525 (E) 119.875 133.625 (W)

DFW TOWER 126.55 127.5 (E) 124.15 134.9 (W) GND CON 121.65 121.8 (E) 121.85 (W)

CLNC DEL 128.25

Ⓡ RGNL DEP CON 118.55 (E) 126.475 (W) 124.825 (N) 125.125 (S)

AIRSPACE: CLASS B See VFR Terminal Area Chart

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15' W97°02.43' 358° 1.7 NM to fld. 540/6E.

ILS/DME 109.5 I–LWN Chan 32 Rwy 13R. Class IE.

ILS/DME 110.3 I–FLQ Chan 40 Rwy 17C. Class IIIE. DME also serves Rwy 35C.

ILS/DME 111.75 I–PPZ Chan 54(Y) Rwy 17L. Class IIIE. DME also serves Rwy 35R.

ILS/DME 111.35 I–JHZ Chan 50(Y) Rwy 17R. Class IE. DME also serves Rwy 35L.

ILS/DME 110.55 I–CIX Chan 42(Y) Rwy 18L. Class IE. DME also serves Rwy 36R.

ILS/DME 111.9 I–VYN Chan 56 Rwy 18R. Class IIIE. DME also serves Rwy 36L.

ILS/DME 110.9 I–RRA Chan 46 Rwy 31R. Class IE.

ILS/DME 110.3 I–PKQ Chan 40 Rwy 35C. Class IIIE. DME also serves Rwy 17C. OM/comlo also serves Rwy 35L.

ILS/DME 111.35 I–UWX Chan 50(Y) Rwy 35L. Class IE. OM/comlo also serves Rwy 35R. LOC unusable byd 14 NM blo 3,400'. DME also serves Rwy 17R.

ILS/DME 111.75 I–AJQ Chan 54(Y) Rwy 35R. Class IIIE. DME also serves Rwy 17L. LOC unusable byd 16 NM 5° right of course.

ILS/DME 111.9 I–BXN Chan 56 Rwy 36L. Class ID. DME also serves Rwy 18R. OM also serves Rwy 36R. LOC unusable byd 15 NM 5° right of course.

ILS/DME 110.55 I–FJN Chan 42(Y) Rwy 36R. Class IE. OM also serves Rwy 36L. DME also serves Rwy 18L.

COMM/NAV/WEATHER REMARKS: All acft arriving DFW are requested to turn DME off until dep due to tfc overload of Maverick DME.

DALLAS/FORT WORTH INTL (See DALLAS–FORT WORTH on page 243)

DAN E RICHARDS MUNI (See PADUCAH on page 325)

DAN JONES INTL (See HOUSTON on page 279)

LOC/DME I-BXN 111.9 Chan 56	APP CRS 356°	Rwy Idg THRE Apt Elev 13400 582 607
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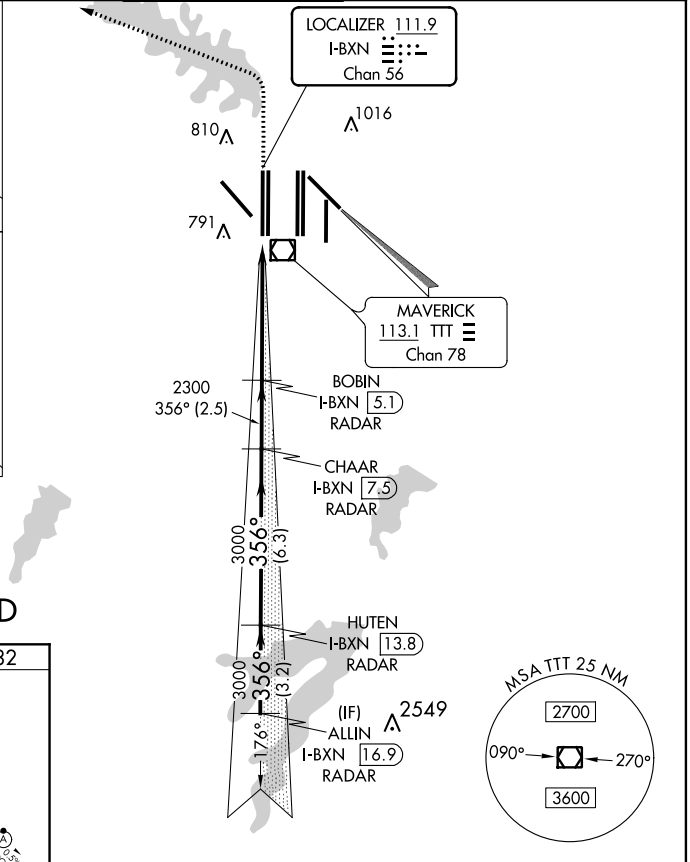
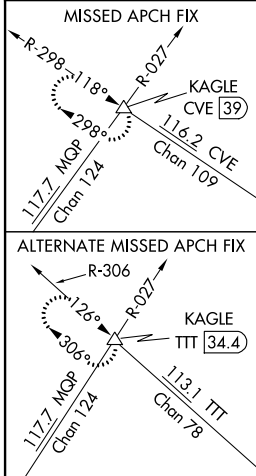
CONVERGING ILS RWY 36L

DALLAS-FORT WORTH INTL (DFW)

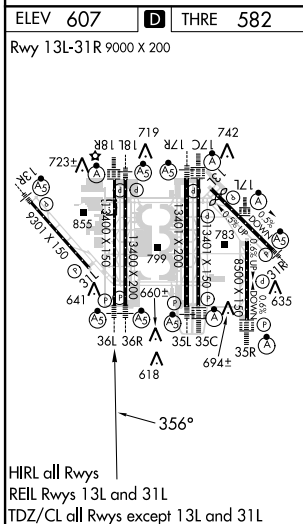
DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R.

MALS  MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 305° and CVE VOR/DME R-298 to KAGLE INT/CVE VOR/DME 39 DME and hold.

ATIS ARR 123.775 DEP 135.925	REGIONAL APP CON 118.425	DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST	GND CON 121.65 121.8 EAST 121.85 WEST	CLNC DEL 128.25
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RADAR REQUIRED



1100	3000	KAGLE	ALLIN
↑	hdg 305°	CVE R-298	I-BXN 16.9
		△	RADAR
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).		BOBIN I-BXN 5.1 RADAR	CHAAR I-BXN 7.5 RADAR
		HUTEN I-BXN 13.8 RADAR	I-BXN 16.9 RADAR
		2300	4000
		3000	356°
		3000	3000
		2300	GS 3.00° TCH 55
		5.2 NM	2.5 NM
		6.3 NM	3.2 NM
CATEGORY	A	B	C
S-ILS 36L	782/18 200 (200-½)		

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SC-2, 14 NOV 2013 to 12 DEC 2013

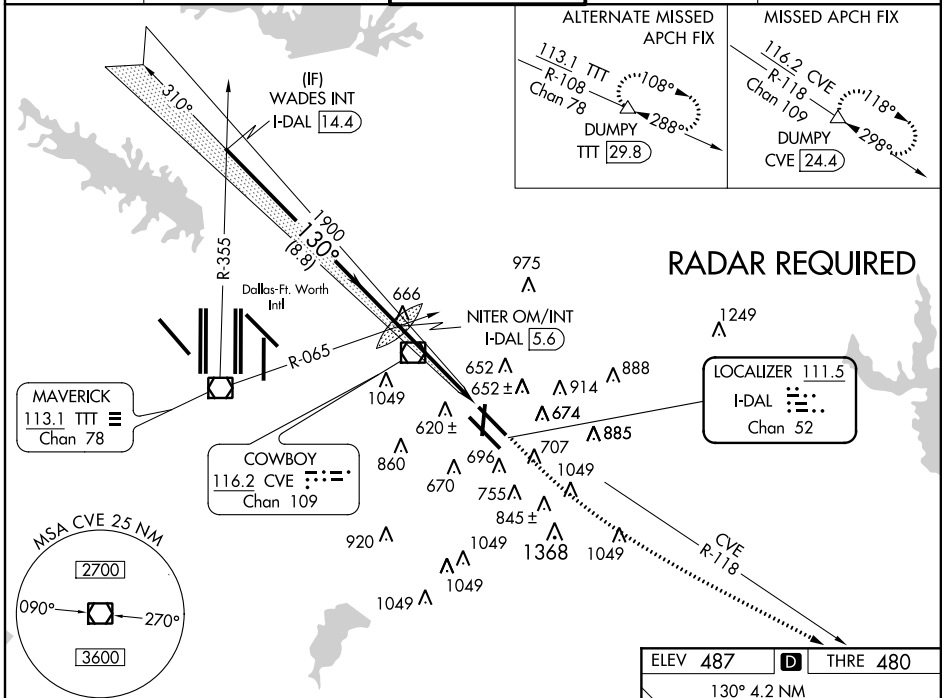
LOC/DME I-DAL 111.5 Chan 52	APP CRS 130°	Rwy Idg 7352 THRE 480 Apt Elev 487
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ILS or LOC Y RWY 13L

DALLAS-LOVE FIELD (DAL)

Circling Rwy 18/36 NA at night. DME required. Simultaneous approach authorized with Rwy 13R. Simultaneous approach authorized with DFW ILS or LOC Rwy 17L.	MALS R	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 100° and CVE VOR/DME R-118 to DUMPY/CVE 24.4 DME and hold.
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ATIS 120.15	REGIONAL APP CON NORTH 124.3 282.275 SOUTH 125.2 343.65	LOVE TOWER 123.7 239.3	GND CON 121.75 348.6	CLNC DEL 127.9
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SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

<p>ELEV 487 D THRE 480</p> <p>130° 4.2 NM from FAF</p> <p>7575 Δ 572 Δ 575 Δ 571 Δ 507 Δ 550 Δ 554 Δ 606 Δ 527 Δ 31L</p> <p>REIL Rwy 36 TDZ/CL Rws 13L and 31L HIRL Rws 18-36, 13L-31R and 13R-31L</p> <p>FAF to MAP 4.2 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:12</td> <td>2:48</td> <td>2:06</td> <td>1:41</td> <td>1:24</td> </tr> </table>		Knots	60	90	120	150	180	Min:Sec	4:12	2:48	2:06	1:41	1:24							
Knots	60	90	120	150	180															
Min:Sec	4:12	2:48	2:06	1:41	1:24															
<table border="1"> <tr> <td></td> <td>1000</td> <td>3000</td> <td>CVE R-118</td> <td>DUMPY</td> </tr> <tr> <td></td> <td>↑</td> <td>hdg 100°</td> <td>Δ</td> <td></td> </tr> </table>		1000	3000	CVE R-118	DUMPY		↑	hdg 100°	Δ											
	1000	3000	CVE R-118	DUMPY																
	↑	hdg 100°	Δ																	
<p>WADES INT I-DAL 14.4</p> <p>NITER OM/INT I-DAL 5.6</p> <p>*I-DAL 2.6</p> <p>I-DAL 1.4</p> <p>*LOC only.</p> <p>2500</p> <p>130°</p> <p>1845</p> <p>1900</p> <p>GS 3.00° TCH 32</p> <p>8.8 NM 3 NM 1.2 NM</p>																				
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 13L</td> <td colspan="2">680/18</td> <td colspan="2">200 (200-½)</td> </tr> <tr> <td>S-LOC 13L</td> <td>920/24</td> <td>440 (500-½)</td> <td>920/40</td> <td>440 (500-¾)</td> </tr> <tr> <td>CIRCLING</td> <td>1020-1</td> <td>533 (600-1)</td> <td>1020-1½ 533 (600-½)</td> <td>1160-2¼ 673 (700-2¼)</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	S-ILS 13L	680/18		200 (200-½)		S-LOC 13L	920/24	440 (500-½)	920/40	440 (500-¾)	CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-½)	1160-2¼ 673 (700-2¼)
CATEGORY	A	B	C	D																
S-ILS 13L	680/18		200 (200-½)																	
S-LOC 13L	920/24	440 (500-½)	920/40	440 (500-¾)																
CIRCLING	1020-1	533 (600-1)	1020-1½ 533 (600-½)	1160-2¼ 673 (700-2¼)																

LOC I-RBD 108.5	APP CRS 309°	Rwy Idg TDZE Apt Elev	6451 658 660
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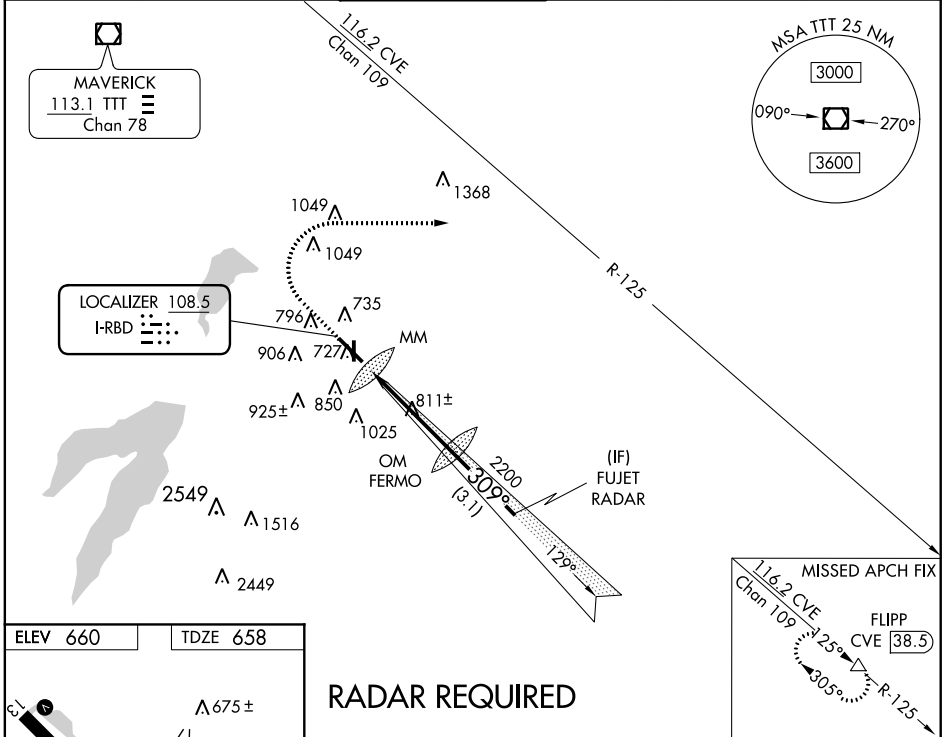
ILS or LOC RWY 31

DALLAS EXECUTIVE (RBD)

⚠ DME required. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase DA 47 feet and all MDA 60 feet, increase S-ILS 31 all Cats and S-LOC 31 Cat C visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on heading 090° and CVE VOR/DME R-125 to FLIPP/CVE 38.5 DME and hold NW, RT, 125° inbound.

ATIS 126.35	REGIONAL APP CON 125.2 343.65	EXECUTIVE TOWER* 127.25(CTAF) 335.6	GND CON 119.475	CLNC DEL 118.625	UNICOM 122.95
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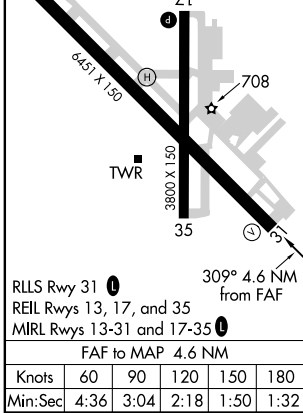


SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

ELEV 660	TDZE 658
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RADAR REQUIRED



1200	2500	CVE R-125	FLIPP	OM FERMO	FUJET RADAR
↑	hdg 090°	△	△	2182	2200
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 47).					
MM		309°	2200	2200	GS 3.00° TCH 52
0.5		4.1 NM		3.1 NM	
CATEGORY	A	B	C	D	
S-ILS 31	858-¾		200 (200-¾)		
S-LOC 31	1100-1	442 (500-1)	1100-1½ 442 (500-1½)	1100-1½ 442 (500-1½)	
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1340-2½ 680 (700-2½)	

DALLAS, TEXAS
Amdt 8C 05APR12

32°41'N-96°52'W

DALLAS EXECUTIVE (RBD)

ILS or LOC RWY 31

Figure 179

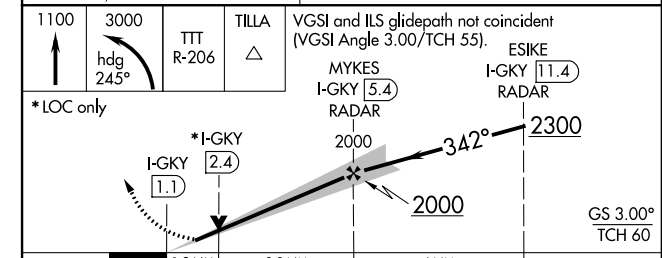
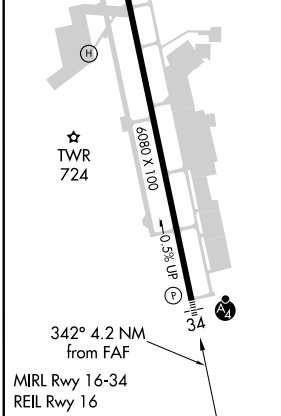
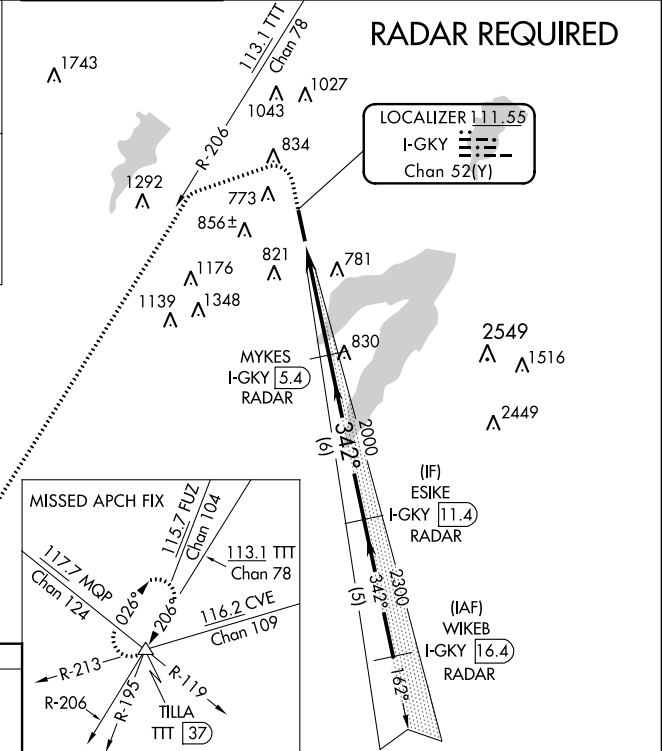
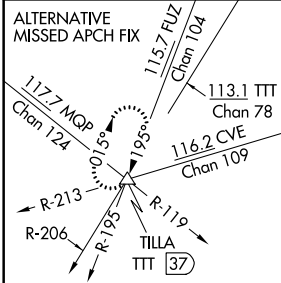
LOC/DME I-GKY 111.55 Chan 52 (Y)	APP CRS 342°	Rwy Idg THRE Apt Elev	6080 597 628
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ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

<p>When local altimeter setting not received, use Grand Prairie Muni altimeter setting.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA INT/TTT 37 DME and hold.</p>				
		ASOS 127.375	REGIONAL APP CON 135.975 379.9	ARLINGTON TOWER ★ 128.625	GND CON 121.875	CLNC DEL 121.875

ASOS 127.375	REGIONAL APP CON 135.975 379.9	ARLINGTON TOWER ★ 128.625	GND CON 121.875	CLNC DEL 121.875	CLNC DEL 118.85 (When tower closed)	CTAF 128.625
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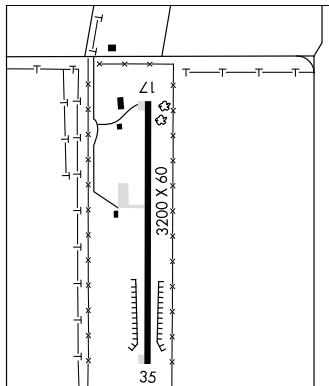
CATEGORY	A	B	C	D
S-ILS 34	797-3/4 200 (200-3/4)			NA
S-LOC 34	1060-3/4	463 (500-3/4)	1060-1 1/8 463 (500-1 1/8)	NA
CIRCLING	1100-1	472 (500-1)	1100-1 1/2 472 (500-1 1/2)	NA

SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

ARCHER CITY MUNI (T39) 1 SE UTC-6(-5DT) N33°34.94' W98°37.12'
 1065 S2 NOTAM FILE FTW
RWY 17-35: H3200X60 (ASPH) S-12.5
RWY 17: Road.
AIRPORT REMARKS: Unattended. Wildlife on and in/ov arpt. 70' AGL drilling rig 700' northwest of Rwy 17-35. Rwy 17-35 loose grvl, tall grass and pot holes on rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SPS.
WICHITA FALLS (H) VORTACW 112.7 SPS Chan 74 N33°59.24' W98°35.61' 173° 24.3 NM to fld. 1133/10E.

DALLAS-FT WORTH
L-17B



ARDYTH N27°38.54' W99°27.48' NOTAM FILE SJT.
NDB (MHW) 405 AGH 174° 5.9 NM to Laredo Intl.

BROWNSVILLE
L-20G

ARLEDGE FLD (See STAMFORD on page 351)

ARLINGTON MUNI (GKY) 4 S UTC-6(-5DT) N32°39.83' W97°05.66'
 628 B S4 **FUEL** 100LL, JET A OX 4 TPA-1628(1000) NOTAM FILE GKY
RWY 16-34: H6080X100 (CONC) S-60 MIRL 0.5% up NW

DALLAS-FT WORTH
COTPER
H-6H, L-17C, A
IAP, AD

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 42'.
RWY 34: MALSF. PAPI(P4L)—GA 3.0° TCH 55'.
AIRPORT REMARKS: Attended continuously. Self serve fuel with major credit card. Helicopter test facility at arpt mostly from private helipad adjoining ldg area. Extensive helicopter traffic west of rwy. Rwy 34 PAPI unusable byd 8° right of centerline. MIRL Rwy 16-34 preset medium ints, higher ints by twr request. When twr clsd ACTIVATE MALSF Rwy 34—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously.
WEATHER DATA SOURCES: ASOS 127.375 (817) 557-0251.

COMMUNICATIONS: CTAF 128.625
 (R) **REGIONAL APP/DEP CON** 135.975
TOWER 128.625 (1300-0300Z±) **GND CON/CLNC DEL** 121.875
CLNC DEL 118.85 (RGNL APP CON when twr clsd)

AIRSPACE: CLASS D svc 1300-0300Z± other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.
MAVERICK (H) VORW/DME 113.1 TTT Chan 78 N32°52.15' W97°02.43' 186° 12.6 NM to fld. 540/6E.
 All acft arriving DFW are requested to turn DME off until departure due to traffic overload of Maverick DME
ILS/DME 111.55 I-GKY Chan 52(Y) Rwy 34. Class IE. LOC unusable byd 15° right of course. Unmonitored when ATCT clsd.

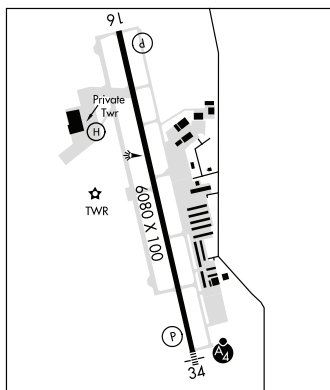


Figure 181

GROMO THREE DEPARTURE

NW-1, 14 NOV 2013 to 12 DEC 2013

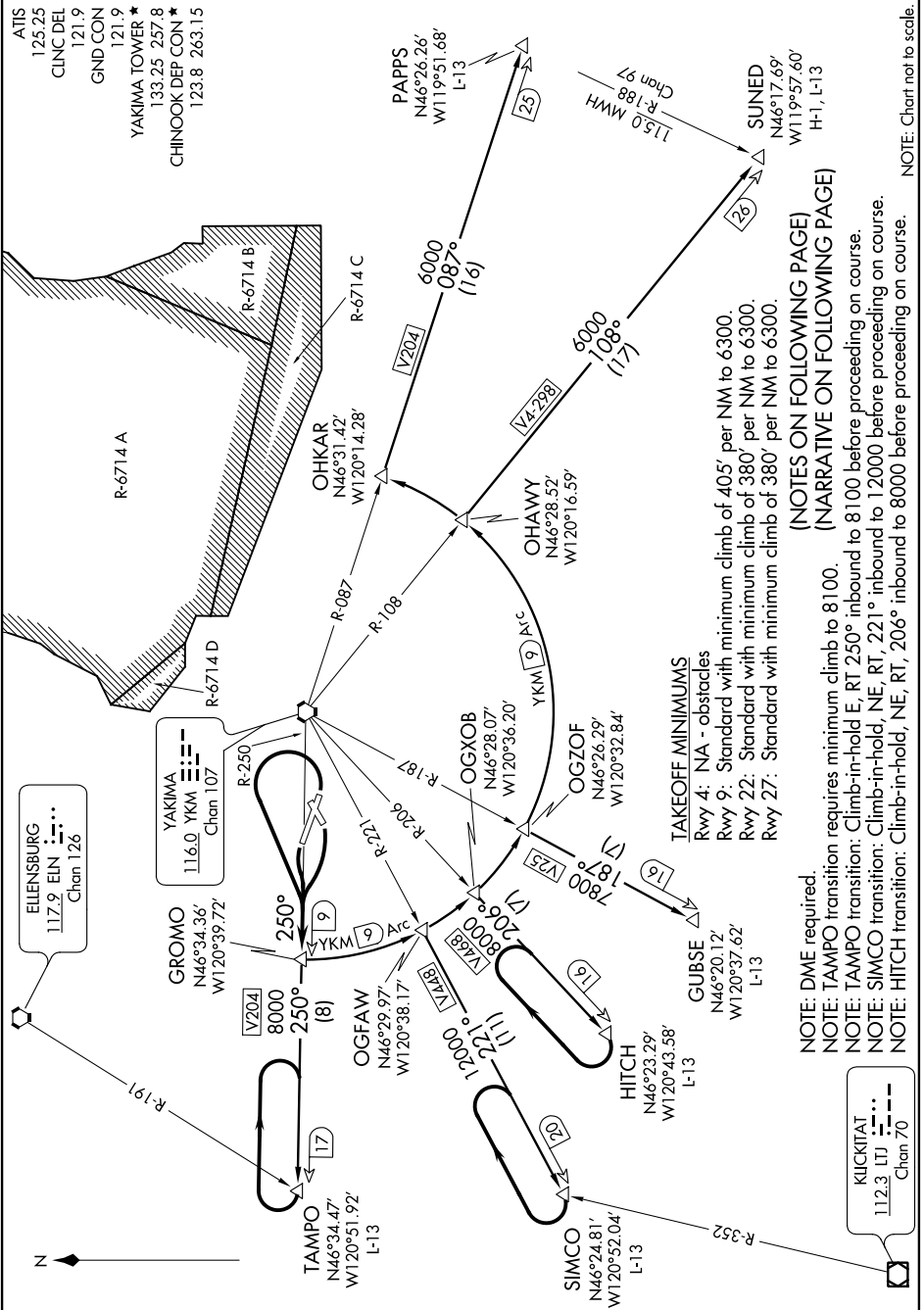


Figure 182



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9,27: Climbing left turn thence. . . .

TAKEOFF RUNWAY 22: Climbing right turn thence. . . .

. . . . intercept and proceed via YKM R-250 to GROMO/YKM 9 DME,
then on assigned transition.

GUBSE TRANSITION (GROMO3.GUBSE): From over GROMO DME Fix via YKM 9 DME
Arc to OGZOF DME fix and YKM VORTAC R-187 to GUBSE DME fix.

HITCH TRANSITION (GROMO3.HITCH): From over GROMO DME Fix via YKM 9 DME
Arc to OGJOB DME fix and YKM VORTAC R-206 to HITCH DME fix.

PAPPS TRANSITION (GROMO3.PAPPS): From over GROMO DME Fix via YKM 9 DME
Arc to OKHAR DME fix and YKM VORTAC R-087 to PAPPS DME fix.

SIMCO TRANSITION (GROMO3.SIMCO): From over GROMO DME Fix via YKM 9 DME
Arc to OGFAW DME fix and YKM VORTAC R-221 to SIMCO INT.

SUNED TRANSITION (GROMO3.SUNED): From over GROMO DME Fix via 9 DME
Arc to OHAWY DME fix and KM R-108 to SUNED INT.

TAMPO TRANSITION (GROMO3.TAMPO): From over GROMO DME Fix via
YKM VORTAC R-250 to TAMPO INT.

TAKEOFF OBSTACLE NOTES

Rwy 9: OL on building 27' from DER, 507' right of centerline, 34' AGL/1074' MSL.

Pole 388' from DER, 561' right of centerline, 34' AGL/1073' MSL.

Trees beginning 586' from DER, 550' right of centerline, up to 100' AGL/1139' MSL.

Rwy 22: Fence beginning 27' from DER, 435' right of centerline, up to 10' AGL/1085' MSL.

Trees beginning 570' from DER, 228' left of centerline, up to 100' AGL/1199' MSL.

Trees beginning 3195' from DER, 202' right of centerline, up to 100' AGL/1199' MSL.

Trees beginning 1 NM from DER, 732' left of centerline, up to 100' AGL/1239' MSL.

Rwy 27: Ant on building 398' from DER, 282' left of centerline, 15' AGL/1117' MSL.

Trees beginning 3893' from DER, 1341' right of centerline, up to 100' AGL/1239' MSL.

NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

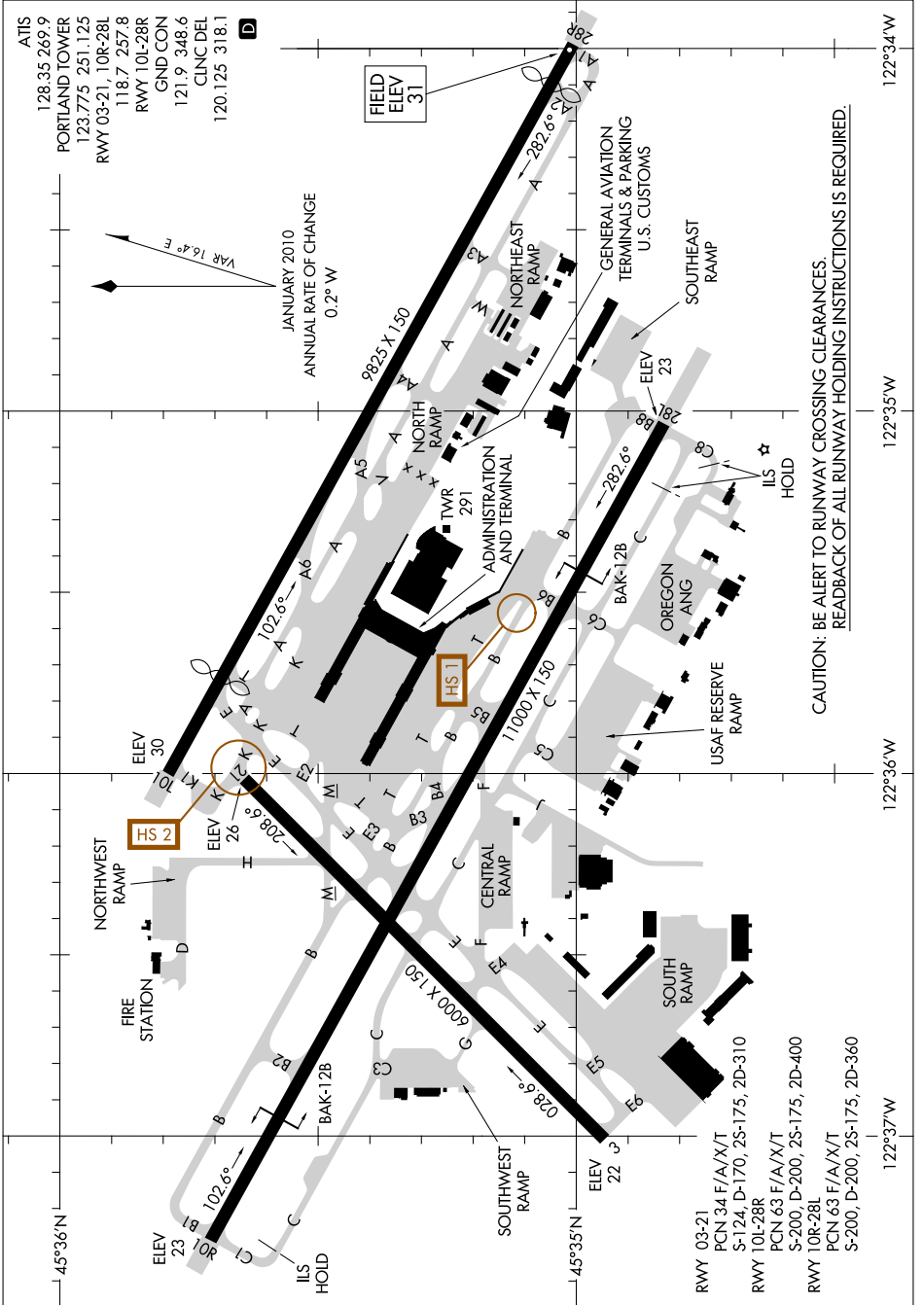
YAKIMA AIR TERMINAL/MCALLISTER FLD (YKM) 3 S UTC-8(-7DT) N46°34.09' W120°32.64' SEATTLE
 1099 B S4 FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE YKM H-1C, L-13A
RWY 09-27: H7604X150 (ASPH-GRVD) S-95, D-160, 2S-175, 2D-220, 2D/2D2-550 PCN 33 F/C/X/T IAP, DIAP, AD
 HIRL 0.7% up W
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 50'.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.
RWY 04-22: H3835X150 (ASPH-PFC) S-70, D-80, 2S-102, 2D-120 PCN 28 F/C/X/T MIRL 0.5% up SW
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 57'.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45'.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA-3835 TODA-3835 ASDA-3835 LDA-3835
RWY 09: TORA-7604 TODA-7604 ASDA-7604 LDA-7604
RWY 22: TORA-3835 TODA-3835 ASDA-3535 LDA-3835
RWY 27: TORA-7604 TODA-7604 ASDA-7604 LDA-7604
AIRPORT REMARKS: Attended 1400-0400Z†. Sfc conditions unmonitored 0800-1330Z†. Be alert, birds invof Yakima River 5 NM east of apch to Rwy 27. Reflectors on Twy C only. Rwy 04-22 some spalling and raveling. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arprt manger 509-575-6149/6150. Twy B from apch end of Rwy 22 to Twy A rstd to acft with wingspans 79' or less. MIRL Rwy 04-22, REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22 OTS when twr clsd. Twy B1 and Twy B2 twy lgts OTS when twr clsd. Twy B lgts south of Rwy 09-27 OTS when twr clsd. When twr clsd ACTIVATE HIRL Rwy 09-27 and MALSR Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS (509) 248-1502
COMMUNICATIONS: CTAF 133.25 ATIS 125.25 UNICOM 122.95
 RCO 122.5 (SEATTLE RADIO)
 ® CHINOOK APP/DEP CON 123.8 (1400-0600Z†)
 ® SEATTLE CENTER APP/DEP CON 132.6 (0600-1400Z†)
TOWER 133.25 (1400-0600Z†) **GND CON** 121.9 **CLNC DEL** 121.9
AIRSPACE: CLASS D svc 1400-0600Z† other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE YKM.
(H) VORTACW 116.0 YKM Chan 107 N46°34.21' W120°26.68' 247° 4.1 NM to fld. 984/21E.
 DME unusable:
 095°-115° byd 26 NM blo 8,000'
 095°-115° byd 35 NM
 115°-207° byd 20 NM blo 8,500'
 115°-207° byd 36 NM blo 10,000'
 207°-230° byd 20 NM blo 10,000'
 290°-315° byd 20 NM blo 11,000'
 315°-080° byd 12 NM blo 15,000'
 VOR portion unusable:
 025°-035° byd 5 NM blo 6,000'
 080°-105° byd 35 NM blo 6,000'
 105°-107° byd 25 NM blo 6,000'
 109°-135° byd 25 NM blo 6,000'
 135°-180° byd 30 NM blo 7,500'
 195°-225° byd 30 NM blo 8,500'
 305°-335° byd 30 NM blo 9,000'
 350°-080° byd 25 NM blo 9,000'
DONNY NDB (LOM) 371 YK N46°31.54' W120°22.33' 274° 7.6 NM to fld. Unmonitored when ATCT closed.
 ILS 110.1 I-YKM Rwy 27. LOM DONNY NDB. Unmonitored when ATCT closed.
COMM/NAV/WEATHER REMARKS: During hrs twr is clsd all ops in vicinity of arprt rstd to acft with VHF radio capability, unless an emerg exist necessitating UHF equipped acft to land.

AIRPORT DIAGRAM

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

NW-1, 14 NOV 2013 to 12 DEC 2013



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

AIRPORT DIAGRAM

PORTLAND, OREGON
PORTLAND INTL (PDX)

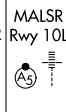
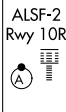
Figure 185

LOC/DME I-PDX 110.5 Chan 42	APP CRS 103°	Rwy Idg THRE Apt Elev	10R 11000 23 31	10L 8535 30 31
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ILS or LOC RWY 10R

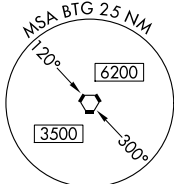
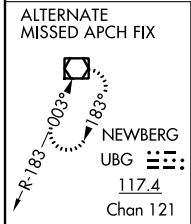
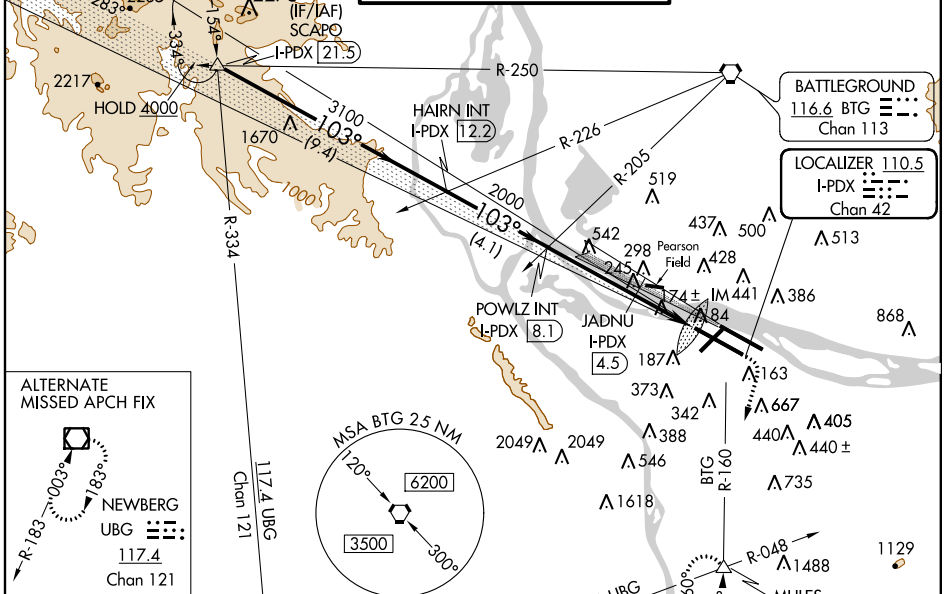
PORTLAND INTL (PDX)

▼ For inop ALSF-2 increase S-ILS 10R visibility all Cats to RVR 4000.
 ▲ For inop ALSF-2 increase S-LOC 10R Cats C-E visibility to 2 1/2.
 ▲ For inop ALSF-2 increase JADNU fix minimums S-LOC 10R Cat C-E visibility to RVR 6000. Sidestep NA until passing JADNU.
 Inop table does not apply to Sidestep LOC. Simultaneous approach authorized with Rwy 10L

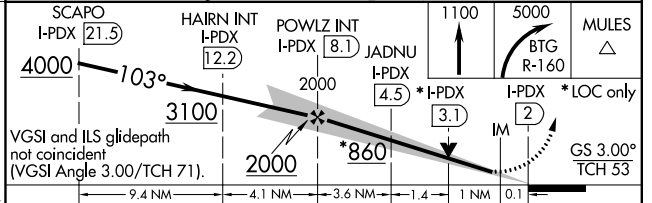
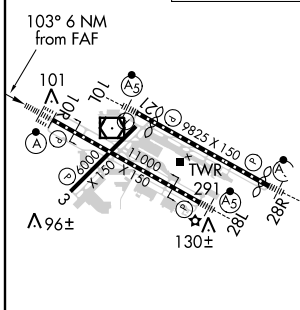


MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES INT/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R Rwys 3-21, 10R-28L 118.7 257.8 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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ELEV 31	D	THRE 10R 23	THRE 10L 30
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CATEGORY	A	B	C	D	E
S-ILS 10R	223/18 200 (200-1/2)				
S-LOC 10R	860/24 837 (900-1/2)	860/40 837 (900-3/4)	860-1 7/8	837 (900-1 7/8)	
CIRCLING	860-1 1/4	829 (900-1 1/4)	860-2 1/2 829 (900-2 1/2)	980-3 949 (1000-3)	1140-3 1109 (1200-3)
JADNU FIX MINIMUMS					
S-LOC 10R	440/24	417 (500-1/2)	440/40	417 (500-3/4)	
SIDESTEP 10L	800-1 770 (800-1)	800-1 1/4 770 (800-1 1/4)	800-2 1/2	770 (800-2 1/2)	800-3 770 (800-3)

REIL Rwys 3 and 21
 TDZ/CL Rwy 10R
 MIRL Rwy 3-21
 HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

WAAS CH 56205 W28B	APP CRS 283°	Rwy Idg THRE Apt Elev 31	11000 23 31
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RNAV (GPS) X RWY 28L

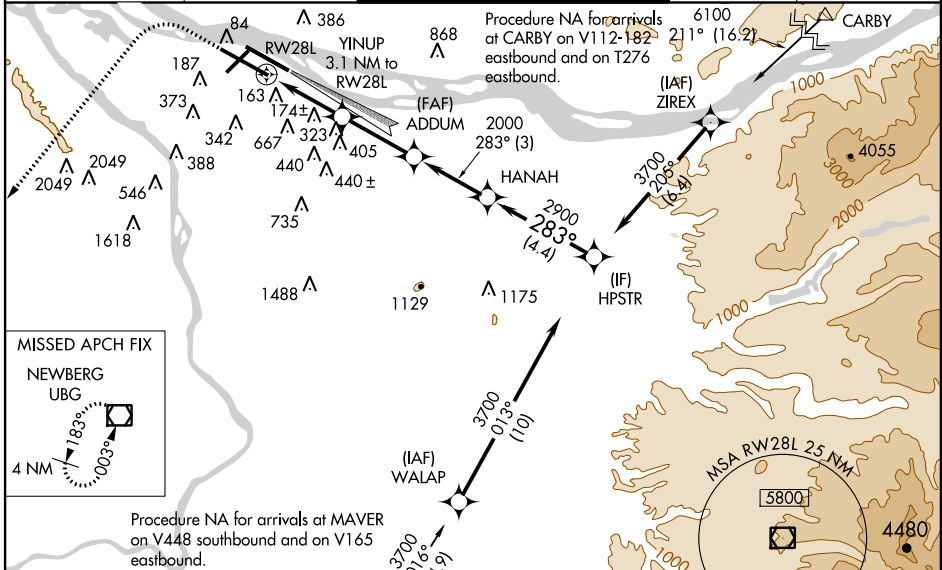
PORTLAND INTL (PDX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°). For inoperative MALSRS, increase LPV all Cats visibility to RVR 4500 and increase LNAV/VNAV all Cats visibility to 1 1/8 mile and increase LNAV Cats A, B visibility to RVR 5500. DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 28R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. RNAV procedure NA during simultaneous operations.



MALSRS
MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 direct UBG VOR/DME and hold.

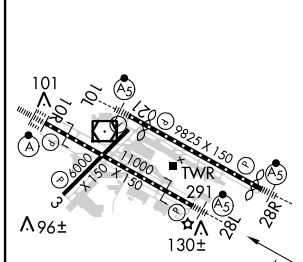
ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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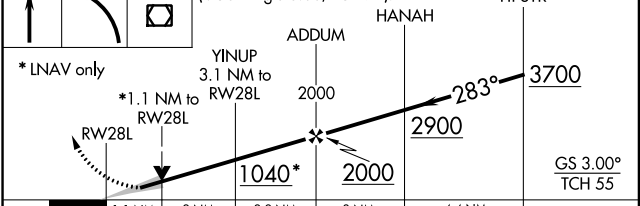
NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

ELEV 31	D	THRE 23
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Procedure NA for arrivals at MAVER on V448 southbound and on V165 eastbound.



CATEGORY	A	B	C	D
LPV DA		309/24	286 (300-1/2)	
LNAV/VNAV DA		507-1 1/8	484 (500-1 1/8)	
LNAV MDA	440/24	417 (500-1/2)	440/40	417 (500-3/4)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	980-3 949 (1000-3)

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

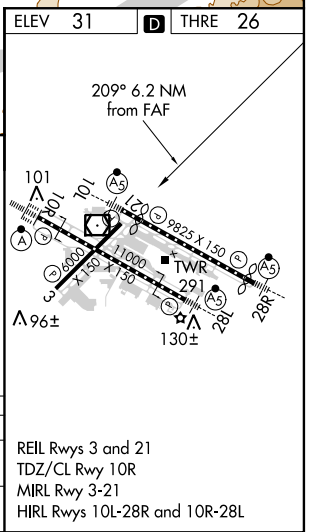
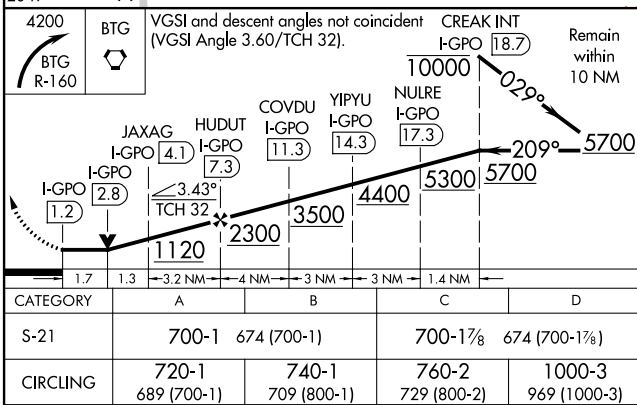
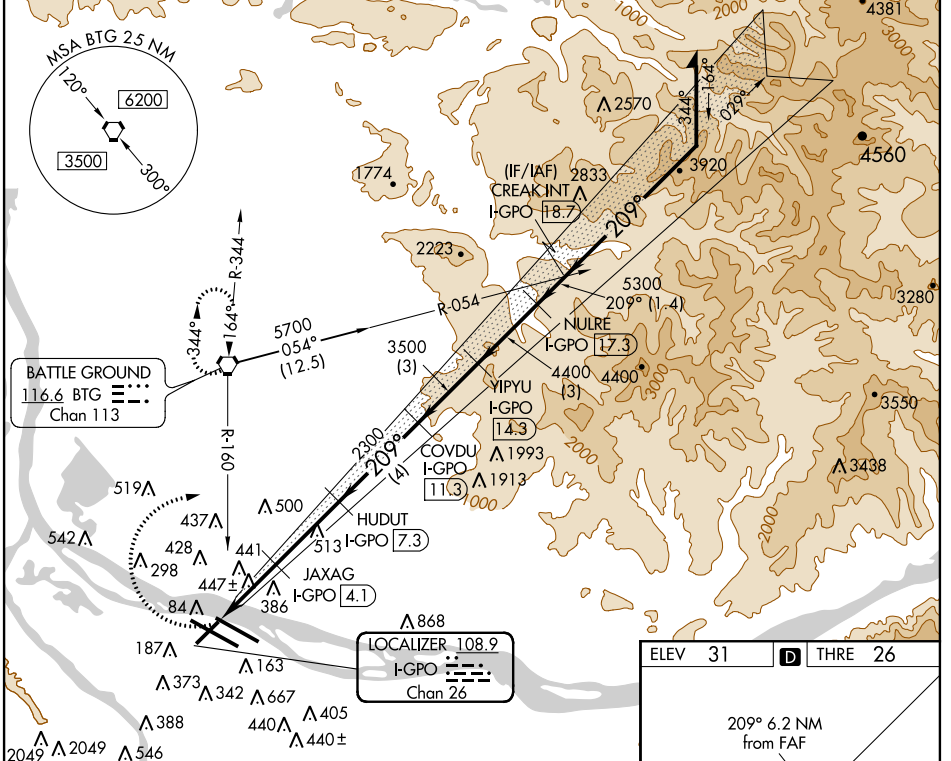
LOC/DME I-GPO 108.9 Chan 26	APP CRS 209°	Rwy Idg THRE Apt Elev 6000 26 31
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LOC/DME RWY 21

PORTLAND INTL (PDX)

<p>▼ Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.</p>
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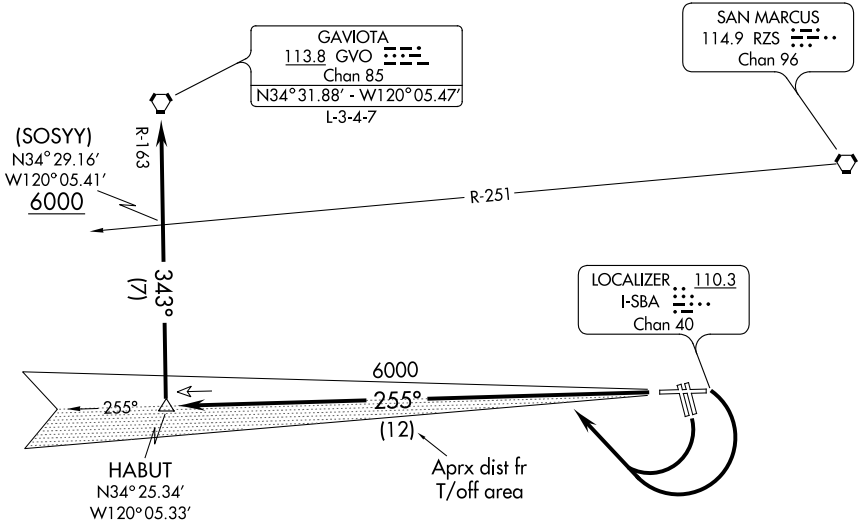
<p>ATIS 128.35 269.9</p>	<p>PORTLAND APP CON 124.35 299.2</p>	<p>PORTLAND TOWER Rwy 10L-28R Rwys 3-21, 10R-28L 118.7 257.8 123.775 251.125</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 120.125 318.1</p>
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NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

ATIS 132.65
CLNC DEL
132.9
GND CON
121.7
SANTA BARBARA TOWER *
119.7 (CTAF) 254.35
SANTA BARBARA DEP CON
120.55 319.15



NOTE: IFR departure Rwy 33L/R not authorized.

NOTE: Minimum (ATC) climb of 385' per NM to 6000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

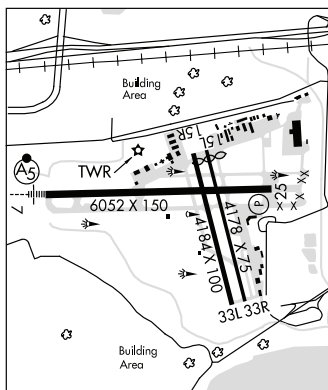
TAKE-OFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

SANTA BARBARA MUNI (SBA) 7 W UTC-8(-7DT) N34°25.57' W119°50.49' **LOS ANGELES**
 13 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA Class I, ARFF Index C **H-4H, L-3D, 4F, 7A**
 NOTAM FILE SBA **IAP, AD**

RWY 07-25: H6052X150 (ASPH-PFC) S-110, D-160, 2S-175, 2D-245 HIRL
RWY 07: MALSR. Tree. Rgt tfc.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Fence.
RWY 15R-33L: H4184X100 (ASPH) S-48, D-63, 2S-80, 2D-100 MIRL
RWY 15R: REIL. Tree.
RWY 33L: Tree. Rgt tfc.
RWY 15L-33R: H4178X75 (ASPH) S-35, D-41, 2S-80, 2D-63
RWY 15L: Thld dsplcd 217'. Bldg.
RWY 33R: Rgt tfc.



AIRPORT REMARKS: Attended 1330-0600Z†. 100LL fuel 24 hr credit card svc avbl. Fee for Jet A fuel after hrs call 805-964-6733 or 967-5608. Numerous flocks of birds on and in/ovf arpt. Deep creek located 300' from rwy end Rwy 07, Rwy 33L and Rwy 33R. Rwy 15L-33R dalgt hrs only. Arpt has noise abatement procedures ctc arpt ops 805-692-6005. Due to ltd ramp space at the airline terminal non-scheduled transport category acft with more than 30 passenger seats are required to ctc arpt ops 805-692-6005 24 hour PPR to arrival. Commercial airline ramp clsd to all General Aviation acft. No customs personnel or facilities are avbl and international acft will not be allowed to land unless an emerg exists. TPA-1003(990) small acft, 1503(1490) large acft. Pure jet touch/go or low approaches prohibited. When twr clsd ACTIVATE MIRL Rwy 15R-33L, REIL Rwy 15R—CTAF. MALSR Rwy 07, PAPI Rwy 25 and REIL Rwy 25 opr continuously. CTAF. Ldg fee for all PART 135 opr and transient acft with maximum gross weight 10,000 lbs or more. Fees collected at FBO.

WEATHER DATA SOURCES: ASOS (805) 681-0583
COMMUNICATIONS: CTAF 119.7 ATIS 132.65 UNICOM 122.95
 (R) APP/DEP CON 120.55 (151°-329°) 125.4 (330°-150°) 124.15 127.725 (1400-0700Z)†
 (R) L.A. CENTER APP/DEP CON 119.05 (0700-1400Z)†
TOWER 119.7 (1400-0700Z)† **GND CON** 121.7 **CLNC DEL** 132.9
AIRSPACE: CLASS C svc ctc APP CON svc 1400-0700Z† other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57' W119°46.26' 201° 6.1 NM to fld. 3623/14E.
HIWAS.
 VOR unusable:
 140°-178° byd 27 NM
GAVIOTA (L) VORTAC 113.8 GVO Chan 85 N34°31.88' W120°05.47' 101° 13.9 NM to fld. 2616/16E.
 VORTAC unusable:
 117°-137° byd 35 NM
 310°-095° byd 10 NM blo 8,500'
 360°-095° byd 20 NM blo 12,500'
ILS/DME 110.3 I-SBA Chan 40 Rwy 07. Class IA. Unmonitored when ATCT clsd.

SANTA CATALINA N33°22.50' W118°25.19' NOTAM FILE HHR. **LOS ANGELES**
 (L) VORTACW 111.4 SXC Chan 51 352° 1.8 NM to Catalina. 2090/15E. **H-4I, L-3E, 4G**

Figure 190

SW, 17 OCT 2013 to 12 DEC 2013

WAAS CH 65819 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	6008 804 840
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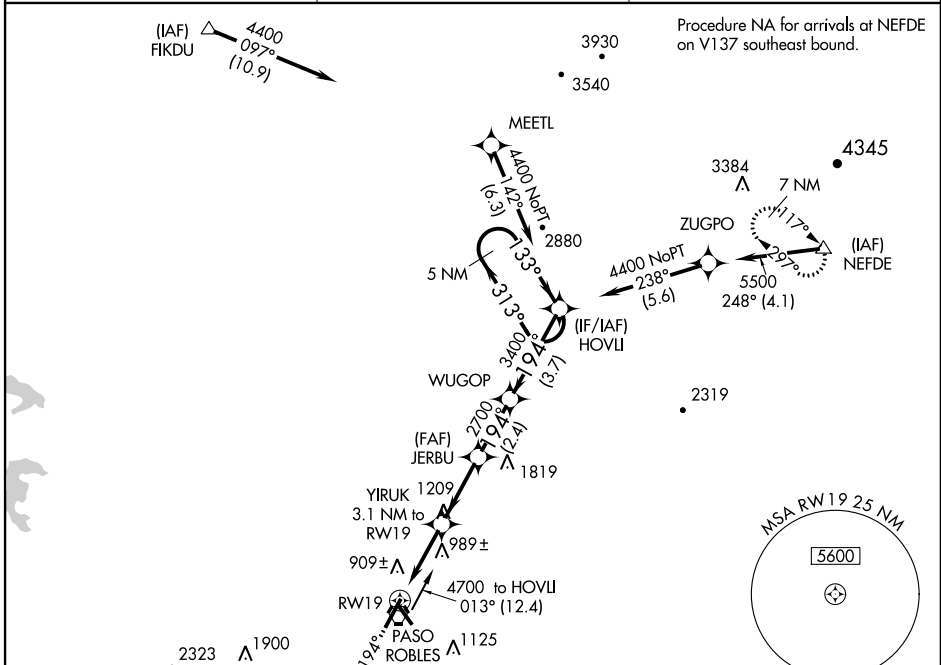
RNAV (GPS) RWY 19

PASO ROBLES MUNI (P.R.B)

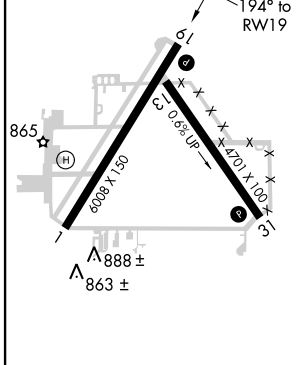
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 6500 direct NEFDE and hold, continue climb-in-hold to 6500.

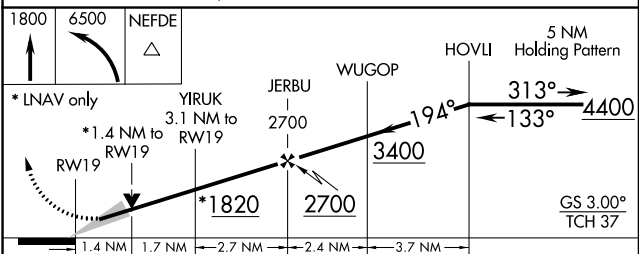
ASOS 120.125	OAKLAND CENTER 128.7 307.0	UNICOM 123.0 (CTAF) 0
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ELEV 840	TDZE 804
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REIL Rwy 19
 MIRL Rwy 13-31
 HIRL Rwy 1-19



CATEGORY	A	B	C	D
LPV DA		1004-3/4	200 (200-3/4)	
LNAV/VNAV DA		1190-1 3/8	386 (400-3/8)	
LNAV MDA	1300-1	496 (500-1)	1300-1 3/8	496 (500-1 3/8)
CIRCLING	1300-1	460 (500-1)	1340-1 1/2 500 (500-1 1/2)	1560-2 1/4 720 (800-2 1/4)

SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

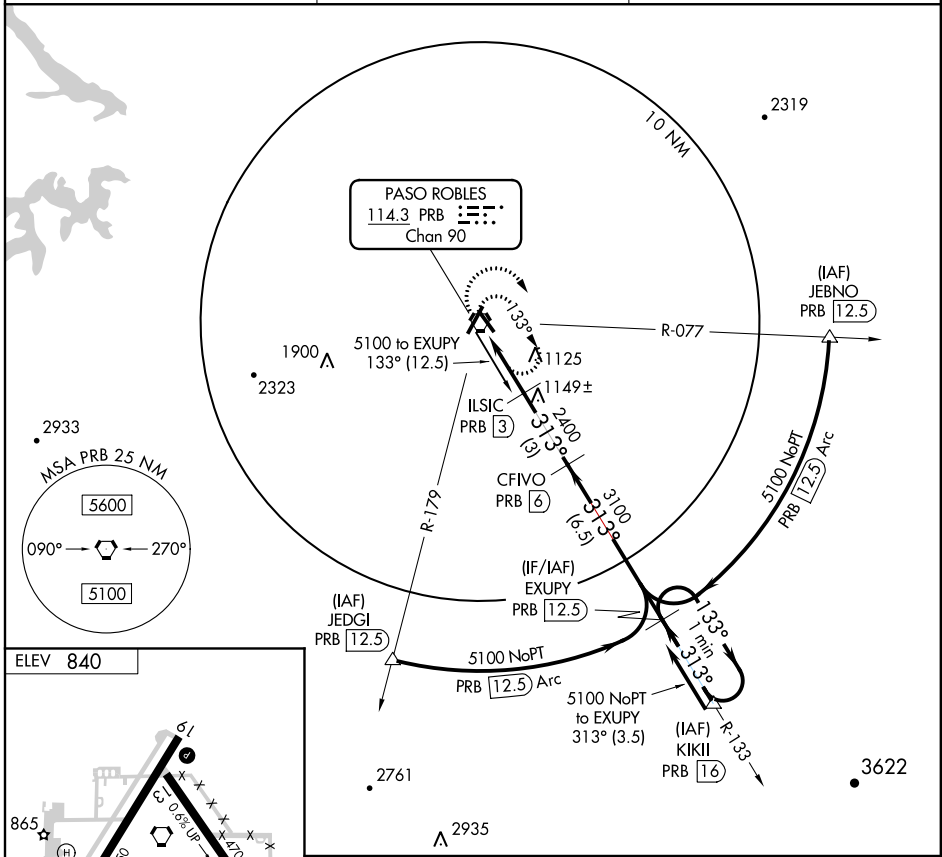
VORTAC PRB 114.3 Chan 90	APP CRS 313°	Rwy Idg TDZE Apt Elev	N/A N/A 840
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VOR/DME-B
PASO ROBLES MUNI (PRB)

▽
▲

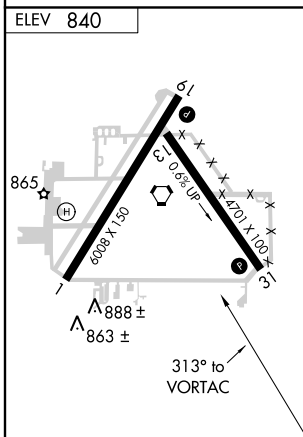
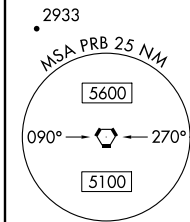
MISSED APPROACH: Climbing right turn to 4700 in PRB VORTAC holding pattern.

ASOS 120.125	OAKLAND CENTER 128.7 307.0	UNICOM 123.0 (CTAF) 0
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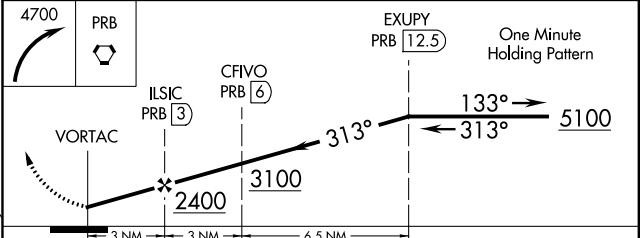


SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013



REIL Rwy 19
MIRL Rwy 13-31 **0**
HIRL Rwy 1-19 **0**

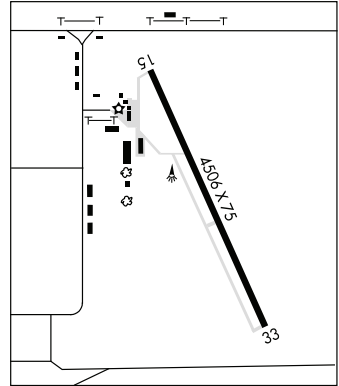


CATEGORY	A	B	C	D
CIRCLING	1560-1	720 (800-1)	1560-2 720 (800-2)	1560-2 1/4 720 (800-2 1/4)

Figure 192

COLEMAN MUNI (COM) 2 NE UTC-6(-5DT) N31°50.47' W99°24.22'
 1697 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW
RWY 15-33: H4506X75 (ASPH) S-12.5 MIRL 0.4% up NW
RWY 15: REIL. Road.
RWY 33: REIL. Trees.
AIRPORT REMARKS: Attended 1400-2300Z†. Employee lives on premises.
 Multiple 65' temporary cranes 1300' NW AER 15. REIL Rwy 15 OTS
 indef. REIL Rwy 33 OTS indef.
WEATHER DATA SOURCES: AWOS-3PT 119.1 (325) 625-3563.
COMMUNICATIONS: CTAF/UNICOM 122.8
FORT WORTH CENTER APP/DEP CON 127.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ABI.
ABILENE (H) VORTACW 113.7 ABI Chan 84 N32°28.88'
 W99°51.81' 138° 44.9 NM to fld. 1810/10E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored indef.

SAN ANTONIO
L-19B
IAP



COLLEGE STATION

EASTERWOOD FLD (CLL) 3 SW UTC-6(-5DT) N30°35.32' W96°21.83'
 321 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE CLL
RWY 16-34: H7000X146 (ASPH-CONC-GRVD) S-70, D-90, 2S-114,
 2D-150 HIRL
RWY 16: VASI(V4R)—GA 3.0° TCH 51'. Tree.
RWY 34: MALSR.
RWY 10-28: H5158X150 (ASPH-GRVD) S-27, D-50, 2D-87 MIRL
RWY 10: VASI(V4L)—GA 3.0° TCH 50'. Tree.
RWY 28: REIL. VASI(V4L)—GA 3.0° TCH 54'. Tree.
RWY 04-22: H5150X150 (CONC) S-27, D-50, 2D-87
RWY 04: Tree.
RWY 22: Tree.
RUNWAY DECLARED DISTANCE INFORMATION

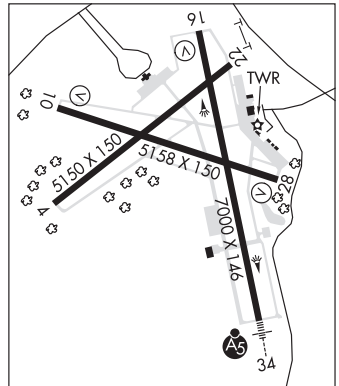
RWY 04: TORA-5149 TODA-5149 ASDA-5149 LDA-5149
RWY 10: TORA-5159 TODA-5159 ASDA-5159 LDA-5159
RWY 16: TORA-7000 TODA-7000 ASDA-7000 LDA-7000
RWY 22: TORA-5149 TODA-5149 ASDA-5149 LDA-5149
RWY 28: TORA-5159 TODA-5159 ASDA-5159 LDA-5159
RWY 34: TORA-7000 TODA-7000 ASDA-7000 LDA-7000

AIRPORT REMARKS: Attended 1200-0400Z†. For fuel after hours PPR call 979-845-4811 or ctc Texas A and M University police 979-845-2345; late ngt fee. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hours PPR call arpt manager 979-845-4811. Rwy 04-22 day VFR ops only. Rwy 10-28 mandatory hold short sign on Rwy 16-34 unlgtd. Itinerant acft park in front of twr, overnight parking fee. Ldg fee scheduled FAR 135 and all FAR 121 ops. Rwy 04-22 and Twy E S of Rwy 10-28 not avbl for air carrier acft with over 30 passenger seats. Rwy 16-34 first 1850' Rwy 34 conc. PAEW adjacent all twys 1200-2200Z†. When twr clsd ACTIVATE HIRL Rwy 16-34 and MALSR Rwy 34—CTAF. MIRL Rwy 10-28 and REIL Rwy 28 preset low ints only.

WEATHER DATA SOURCES: ASOS (979) 846-1708 HIWAS 113.3 CLL.
COMMUNICATIONS: CTAF 118.5 ATIS 126.85 UNICOM 122.95
COLLEGE STATION RCO 122.65 122.2 (MONTGOMERY COUNTY RADIO).
 Ⓡ **HOUSTON APP/DEP CON** 134.3
TOWER 118.5 (1400-0300Z†) **GND CON/CLNC DEL** 128.7 **CLNC DEL** 120.4 (when twr clsd)

AIRSPACE: CLASS D svc 1400-0300Z† other times CLASS E.

HOUSTON
H-7C, L-19D, 21A
IAP, AD



CONTINUED ON NEXT PAGE

Figure 193

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE CLL.

COLLEGE STATION (L) VORTACW 113.3 CLL Chan 80 N30°36.30' W96°25.24' 100° 3.1 NM to fld. 264/8E.
HIWAS.

DME unusable:

- 101°-130° byd 25 NM blo 2,500'
- 131°-148° byd 30 NM blo 2,500'
- 149°-160° byd 30 NM blo 2,000'
- 325°-349° byd 30 NM blo 2,500'
- 350°-100° byd 25 NM blo 3,500'

VOR portion unusable:

- 131°-189° blo 7,000'

ROWDY NDB (LOM) 260 CL N30°29.62' W96°20.26' 341° 5.8 NM to fld. Unmonitored when ATCT clsd.

ILS/DME 111.7 I-CLL Chan 54 Rwy 34. Class IB. LOM ROWDY NDB. Unmonitored when ATCT clsd. DME unmonitored. Glideslope unusable for coupled apchs blo 1,050' MSL.

COLLIN CO RGNL AT MC KINNEY (See DALLAS on page 241)

COLLINSVILLE

SUDDEN STOP (T32) 1 NE UTC-6(-5DT) N33°34.29' W96°54.43'

DALLAS-FT WORTH

720 NOTAM FILE FTW

RWY 17-35: 1550X60 (TURF)

RWY 17: Trees.

RWY 35: Road.

AIRPORT REMARKS: Attended continuously. Student training prohibited.

COMMUNICATIONS: CTAF 122.9

COLORADO CITY (T88) 6 NW UTC-6(-5DT) N32°28.11' W100°55.27'

DALLAS-FT WORTH

2214 B NOTAM FILE FTW

H-6G, L-17A

RWY 17-35: H5479X60 (ASPH) S-50 LIRL

RWY 35: Tree.

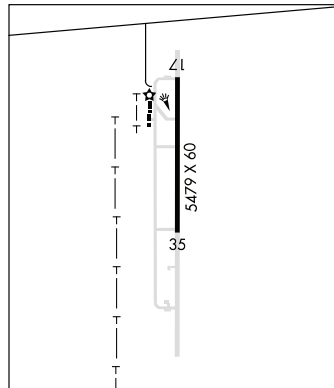
AIRPORT REMARKS: Attended irregularly. Rwy 17-35 pavement from Rwy 35 thld lghts southward used as a twy and not maintained.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BPG.

BIG SPRING (L) VORTACW 114.3 BGS Chan 90 N32°23.14'

W101°29.02' 069° 29.0 NM to fld. 2670/11E.



COLUMBUS

ROBERT R WELLS JR (66R) 3 S UTC-6(-5DT) N29°38.49' W96°30.96'

HOUSTON

242 B FUEL 100LL, JET A NOTAM FILE CXO

L-19D, 21A

RWY 15-33: H3800X60 (ASPH) S-12.5 MIRL

RWY 15: REIL. PAPI(P2L). Thld dsplcd 305'. Fence.

RWY 33: REIL. PAPI(P2L). Thld dsplcd 177'. Brush.

AIRPORT REMARKS: Unattended. Self svc fuel with major credit card. Ultra-light activity on and invof arpt. Rwy 33 REIL OTS indef. ACTIVATE MIRL Rwy 15-33-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CXO.

INDUSTRY (L) VORTACW 110.2 IDU Chan 39 N29°57.36' W96°33.73' 165° 19.0 NM to fld. 419/8E.

WAAS CH 86529 W15A	APP CRS 148°	Rwy Idg THRE 1697 Apt Elev 1697	4506
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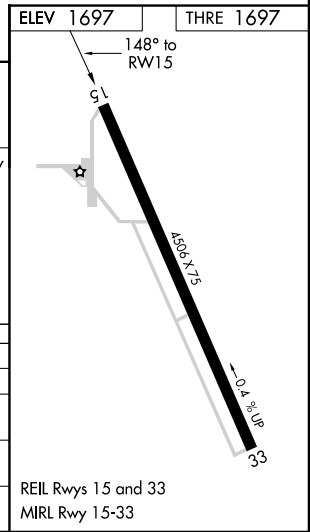
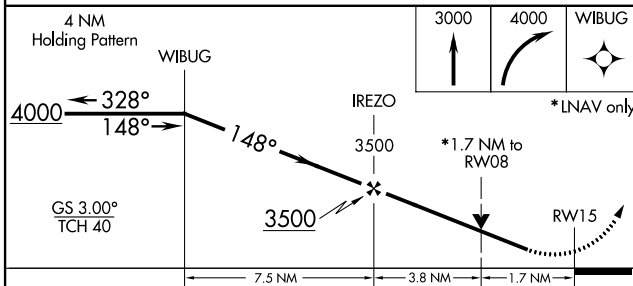
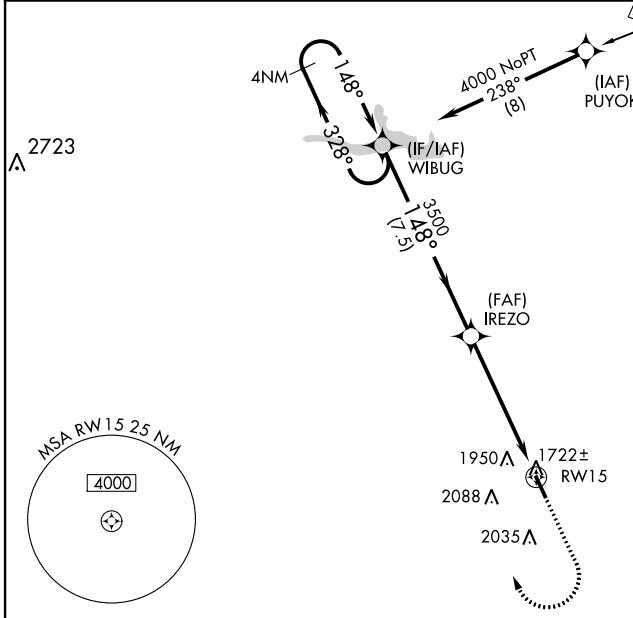
RNAV (GPS) RWY 15

COLEMAN MUNI (COM)

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

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct WIBUG and hold.

AWOS-3PT 119.1	FORT WORTH CENTER 127.45 290.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1947-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	2327-2 1/4	630 (700-2 1/4)		NA
LNAV MDA	2280-1	583 (600-1)	2280-1 3/4 583 (600-1 3/4)	NA
CIRCLING	2300-1	603 (700-1)		NA

SC-3, 14 NOV 2013 to 12 DEC 2013

SC-3, 14 NOV 2013 to 12 DEC 2013

WESTHEIMER AIR PARK (OØ7) 20 W UTC-6(-5DT) N29°41.68' W95°47.68'
 117 B S2 FUEL 100LL NOTAM FILE CXO
 RWY 11-29: H2500X28 (CONC) LIRL

HOUSTON

RWY 11: Trees.
 RWY 29: Tree.

AIRPORT REMARKS: Attended 1400-0000Z±. 90° P-line 1500' from Rwy 11 thld. Grass in cracks on rwy sfc. ACTIVATE rotating bcn—CTAF. ACTIVATE LIRL Rwy 11-29—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

WILLIAM P HOBBY (HOU) 8 SE UTC-6(-5DT) N29°38.73' W95°16.73'
 46 B S2 FUEL 100LL, JET A, A1 OX 1, 2, 3, 4 LRA Class I, ARFF Index C
 NOTAM FILE HOU

HOUSTON
COPTER

H-7C, L-19E, 21A, GOMW
IAP, AD

RWY 04-22: H7602X150 (CONC-GRVD) S-75, D-200, 2S-168, 2T-461, 2D-400, 2D/D1-444, C5-717 HIRL CL
 RWY 04: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 57'.
 RWY 22: MALS. VASI(V4L)—GA 3.0° TCH 52'. Pole.
 RWY 12L-30L: H7602X150 (ASPH-GRVD) S-75, D-195, 2S-168, 2T-461, 2D-220, 2D/D1-444, C5-717 HIRL CL
 RWY 12R: MALS. TDZL. PAPI(P4R)—GA 3.0° TCH 52'. Thld dsplcd 1034'. Pole.
 RWY 30L: TDZL. REIL. PAPI(P4L)—GA 3.0° TCH 71'. Road.
 RWY 17-35: H6000X150 (ASPH-CONC-GRVD) S-75, D-121, 2S-153, 2D-195 MIRL
 RWY 17: VASI(V4L)—GA 3.0° TCH 38'. Antenna.
 RWY 35: REIL. VASI(V4R)—GA 3.0° TCH 41'. Bldg.
 RWY 12L-30R: H5148X100 (CONC-GRVD) S-30, D-45, 2D-80 MIRL
 RWY 12L: PAPI(P4L)—GA 3.0° TCH 60'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA-7602	TODA-7602	ASDA-7602	LDA-7602
RWY 12L:	TORA-5148	TODA-5148	ASDA-5148	LDA-5148
RWY 12R:	TORA-7602	TODA-7602	ASDA-7602	LDA-6568
RWY 17:	TORA-6000	TODA-6000	ASDA-6000	LDA-6000
RWY 22:	TORA-7602	TODA-7602	ASDA-7602	LDA-7602
RWY 30L:	TORA-7602	TODA-7602	ASDA-7602	LDA-7602
RWY 30R:	TORA-5148	TODA-5148	ASDA-5148	LDA-5148
RWY 35:	TORA-6000	TODA-6000	ASDA-6000	LDA-6000

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to acft with wingspan over 125' except 24 hours PPR, call arpt manager 713-640-3000. Numerous birds on and in/ovf arpt. ASDE-X Surveillance System in use: pilots should operate transponders with Mode C on all twys and rwys. Customs ramp has multiple obstructions, recommend large acft use customs overflow ramp. Acft in tkf position on Rwy 22 be alert for possible radio interference or null on frequency 118.7. Use upper antenna if so equipped. Rwy 04 runway visual range touchdown, midfield, rollout avbl. Rwy 22 runway visual range touchdown, midfield, rollout avbl. Rwy 12R runway visual range touchdown avbl. Rwy 30L runway visual range touchdown avbl. Twy G centerline to parked acft on W side only 68'. Twy G centerline to edge of adjacent svc vehicle road on W side only 48'. Due to complex rwy configuration, when taxiing to thlds 12L and 12R and 17 check compass heading before departing. Acft southbound on Twy C to Rwy 30L thld use extreme care, Twy C makes a 45° dogleg to the left crossing Twy K. PAPI Rwy 30L unusable byd 8° left and right of course. Flight Notification Service (ADCUS) available.
 NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (713) 847-1462 TDWR.

COMMUNICATIONS: D-ATIS 124.6 (713) 847-1491 UNICOM 122.95

HOBBY RCO 122.35 (MONTGOMERY COUNTY RADIO)

Ⓡ **HOUSTON APP CON** 134.45 (South) 124.35 (West) 120.05 (East)
HOBBY TOWER 118.7

HOUSTON GND CON 121.9 **CLNC DEL** 125.45 **PRE-TAXI CLNC** 125.45

Ⓡ **HOUSTON DEP CON** 134.45 (South) 123.8 (West) 119.7 (North)

AIRSPACE: CLASS B See VFR Terminal Area Chart

VOR TEST FACILITY (VOT) 108.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HOU.

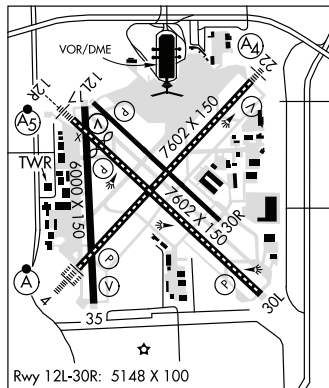
HOBBY (H) VOR/DME 117.1 HUB Chan 118 N29°39.34' W95°16.60' at fld. 47/5E.

ILS/DME 109.9 I-HUB Chan 36 Rwy 04. Class IIIE. DME also serves Rwy 22.

ILS/DME 111.3 I-PRQ Chan 50 Rwy 12R. Class IE. DME also serves Rwy 30L.

LOC/DME 109.9 I-OIB Chan 36 Rwy 22. DME also serves Rwy 04. DME unusable byd 17° right of course.

ILS/DME 111.3 I-UPU Chan 50 Rwy 30L. Class IE. DME also serves Rwy 12R.



HOUSTON MCJ N29°42.83' W95°23.80'
 AWOS-3 119.575

HOUSTON
H-7C, L-19E, 21A, GOMW

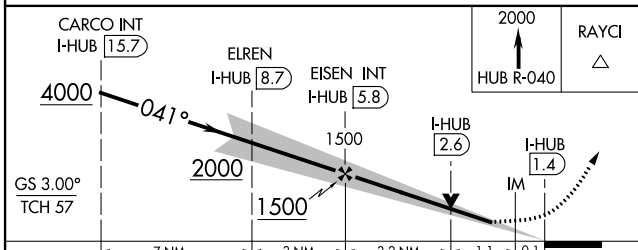
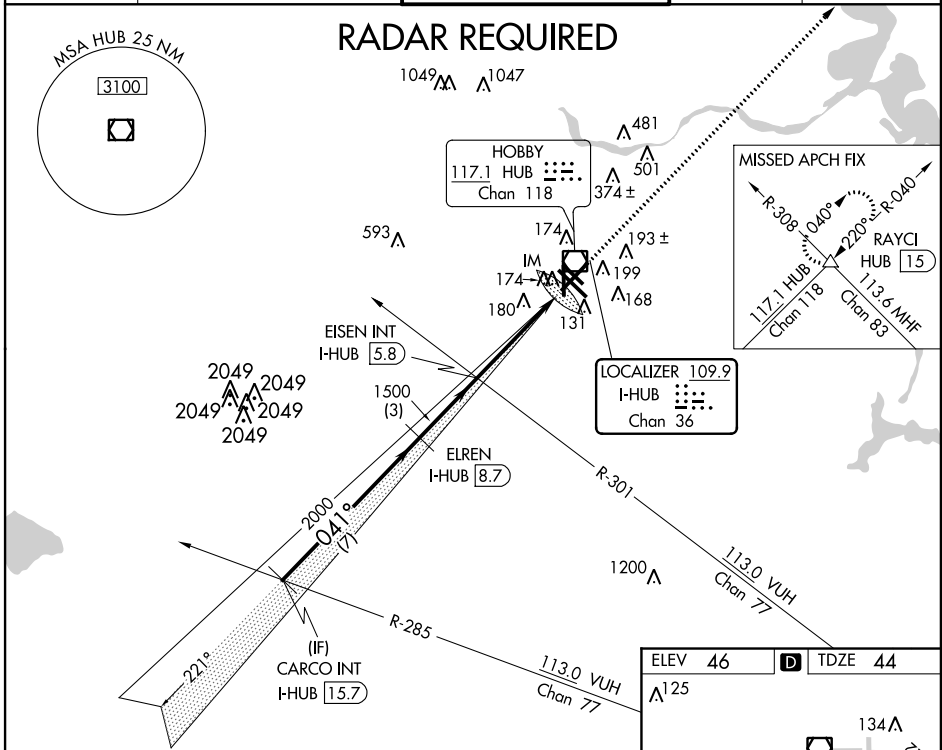
Figure 195

LOC/DME I-HUB 109.9 Chan 36	APP CRS 041°	Rwy Idg 7602
		TDZE 44
		Apt Elev 46

ILS or LOC RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

When ALSF-1 inop, increase visibility Cat E ILS 1/4 mile, LOC 1/2 mile.	ALSF-2 	MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 1.5 DME and hold.
	ATIS 124.6	HOUSTON APP CON 120.05 379.1 EAST 124.35 316.15 WEST
		GND CON 121.9
		CLNC DEL 125.45



ELEV 46	TDZE 44																															
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>S-ILS 4</td> <td colspan="4">244/18</td> <td>200 (200-1/2)</td> </tr> <tr> <td>S-LOC 4</td> <td>480/24</td> <td>436 (500-1/2)</td> <td>480/40 436 (500-3/4)</td> <td>480/50</td> <td>436 (500-1)</td> </tr> <tr> <td>CIRCLING</td> <td>500-1</td> <td>454 (500-1)</td> <td>520-1 1/2 474 (500-1 1/2)</td> <td>600-2 554 (600-2)</td> <td>860-3 814 (900-3)</td> </tr> </table>	CATEGORY	A	B	C	D	E	S-ILS 4	244/18				200 (200-1/2)	S-LOC 4	480/24	436 (500-1/2)	480/40 436 (500-3/4)	480/50	436 (500-1)	CIRCLING	500-1	454 (500-1)	520-1 1/2 474 (500-1 1/2)	600-2 554 (600-2)	860-3 814 (900-3)	<table border="1"> <tr> <td>REIL Rwy 30L and 35</td> </tr> <tr> <td>MIRL Rwy 12L-30R and 17-35</td> </tr> <tr> <td>HIRL Rwy 4-22 and 12R-30L</td> </tr> <tr> <td>TDZ/CL Rwy 4, 12R and 30L</td> </tr> <tr> <td>FAF to MAP 4.3 NM</td> </tr> <tr> <td>Knots: 60, 90, 120, 150, 180</td> </tr> <tr> <td>Min:Sec: 4:18, 2:52, 2:09, 1:43, 1:26</td> </tr> </table>	REIL Rwy 30L and 35	MIRL Rwy 12L-30R and 17-35	HIRL Rwy 4-22 and 12R-30L	TDZ/CL Rwy 4, 12R and 30L	FAF to MAP 4.3 NM	Knots: 60, 90, 120, 150, 180	Min:Sec: 4:18, 2:52, 2:09, 1:43, 1:26
CATEGORY	A	B	C	D	E																											
S-ILS 4	244/18				200 (200-1/2)																											
S-LOC 4	480/24	436 (500-1/2)	480/40 436 (500-3/4)	480/50	436 (500-1)																											
CIRCLING	500-1	454 (500-1)	520-1 1/2 474 (500-1 1/2)	600-2 554 (600-2)	860-3 814 (900-3)																											
REIL Rwy 30L and 35																																
MIRL Rwy 12L-30R and 17-35																																
HIRL Rwy 4-22 and 12R-30L																																
TDZ/CL Rwy 4, 12R and 30L																																
FAF to MAP 4.3 NM																																
Knots: 60, 90, 120, 150, 180																																
Min:Sec: 4:18, 2:52, 2:09, 1:43, 1:26																																

Figure 196

SC-5, 14 NOV 2013 to 12 DEC 2013

SC-5, 14 NOV 2013 to 12 DEC 2013

HOUSTON, TEXAS

AL-5457 (FAA)

WAAS CH 45603 W35A	APP CRS 348°	Rwy ldg 6700 TDZE 152 Apt Elev 152
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RNAV (GPS) RWY 35L

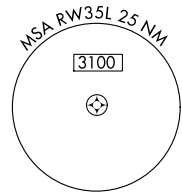
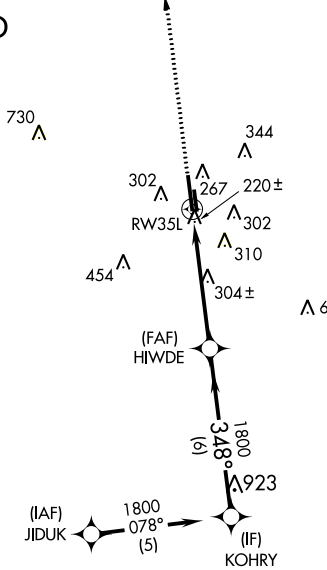
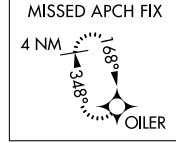
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

⚠ Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all DAs 36 feet, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct OILER and hold.

ATIS 124.95	HOUSTON APP CON 119.7 281.4	HOOKS TOWER* 127.4 354.1 (EAST) 118.4 (CTAF) 354.1 (WEST)	GND CON 121.8 239.0	CLNC DEL 119.45	UNICOM 122.95
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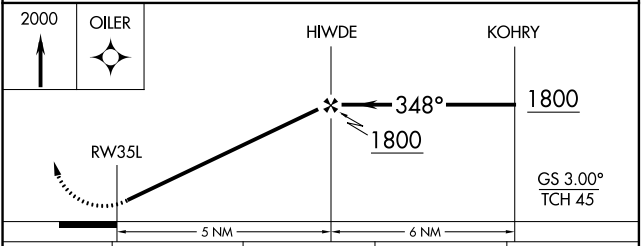
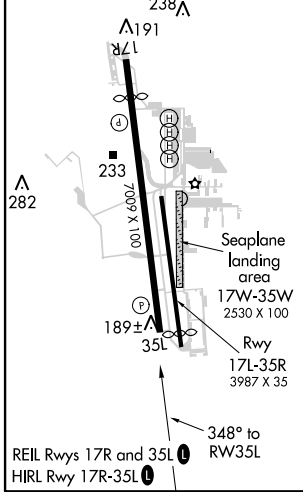
RADAR REQUIRED



SC-5, 14 NOV 2013 to 12 DEC 2013

SC-5, 14 NOV 2013 to 12 DEC 2013

ELEV 152	D	TDZE 152
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CATEGORY	A	B	C	D
LPV DA	451-1		299 (300-1)	
LNAV/ VNAV DA	552-1½		400 (400-1½)	
LNAV MDA	560-1 408 (500-1)		560-1¼ 408 (500-1¼) 560-1½ 408 (500-1½)	
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

HOUSTON, TEXAS
Amdt 1 11237

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)
30°04'N-95°33'W
RNAV (GPS) RWY 35L

Figure 197

LAFAYETTE RGNL (LFT) 2 SE UTC-6(-5DT) N30°12.30' W91°59.27'
 42 B S4 FUEL 100LL, JET A OX 1, 4 Class I, ARFF Index B NOTAM FILE LFT

HOUSTON
H-7D, L-21B, 22E, GOMC
IAP, AD

RWY 04R-22L: H8001X150 (ASPH-GRVD) S-140, D-170, 2S-175, 2D-290 MIRL
RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 53'. Pole. Rgt tfc.
RWY 22L: MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Thld displcd 342'. Trees.

RWY 11-29: H5401X148 (ASPH-GRVD) S-85, D-110, 2S-140, 2D-175 MIRL

RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Trees. Rgt tfc.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 04L-22R: H4099X75 (ASPH) S-25, D-32 MIRL

RWY 04L: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Tree.

RWY 22R: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Tree. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:TORA-4099 TODA-4099 ASDA-4099 LDA-4099

RWY 04R:TORA-8001 TODA-8001 ASDA-8001 LDA-8001

RWY 11:TORA-5401 TODA-5401 ASDA-5401 LDA-5401

RWY 22L:TORA-8001 TODA-8001 ASDA-8001 LDA-7659

RWY 22R:TORA-4099 TODA-4099 ASDA-4099 LDA-4099

RWY 29:TORA-5401 TODA-5401 ASDA-5401 LDA-5401

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22L: EMAS

AIRPORT REMARKS: Attended continuously. Numerous birds on and in/ov arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 337-266-4400. Rwy 04L-22R not avbl for air carrier ops with more than 30 passenger seats. Ctc ground control prior to push back from terminal. 155' oil rig 1 NM southeast of arpt. Rwy 22L runway visual range touchdown avbl. Twy B between Twy C and Twy D clsd to acft with wingspan over 80'. Twy F south of Twy B clsd to single wheel acft over 25,000 lbs and dual wheel acft over 32,000 lbs. Twy F south of Twy B reduces to 40' wide. When twr clsd ACTIVATE MALSR Rwy 22L—CTAF, MIRL Rwy 04L-22R not avbl.

WEATHER DATA SOURCES: ASOS (337) 237-8153 HIWAS 109.8 LFT.

COMMUNICATIONS: CTAF 118.5 ATIS 134.05 UNICOM 122.95

RCO 122.35 (DE RIDDER RADIO)

Ⓡ APP/DEP CON 121.1 (020°-210°) 128.7 (211°-019°) (1130-0430Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z‡)

TOWER 118.5 (1130-0430Z‡) GND CON 121.8 CLNC DEL 125.55

AIRSPACE: CLASS C svc ctc APP CON svc 1130-0430Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

(L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' at fld. 36/3E. HIWAS.

LAFFS NDB (LOM) 375 LF N30°17.36' W91°54.48' 216° 6.5 NM to fld. Unmonitored when ATCT clsd.

ILS/DME 110.9 I-TYN Chan 46 Rwy 04R. Class IE.

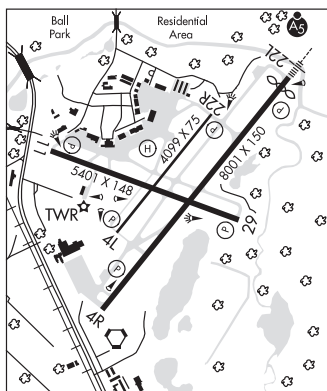
ILS/DME 109.5 I-LFT Chan 32 Rwy 22L. Class IE. LOM LAFFS NDB. ILS and LOM unmonitored when ATCT clsd.

ASR (1130-0430Z‡)

HELIPAD H1: H50X50 (ASPH)

HELIPAD H1: RLLS.

HELIPORT REMARKS: Rwy H1 circular pad. Helipad H1 perimeter lgts. Heliport ops to/from helipad between Twys B and F and the terminal ramp, avoid overflight of the terminal and other buildings in the 270°-020° quadrant from the helipad. Lead-in lgts two ingress paths. Helicopter parking pads avbl.



LAFFS N30°17.36' W91°54.48' NOTAM FILE LFT.
NDB (LOM) 375 LF 216° 6.5 NM to Lafayette Rgnl. Unmonitored when ATCT clsd.

HOUSTON
L-21B, 22E

Figure 198

HOUMA, LOUISIANA

AL-5037 (FAA)

COPTER VOR/DME RWY 12

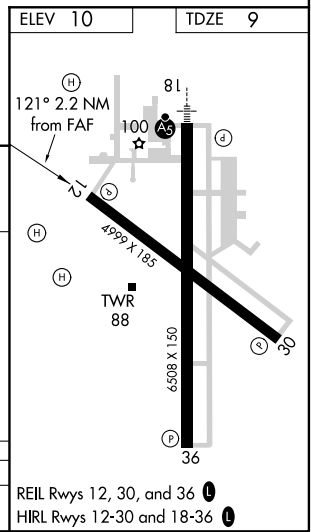
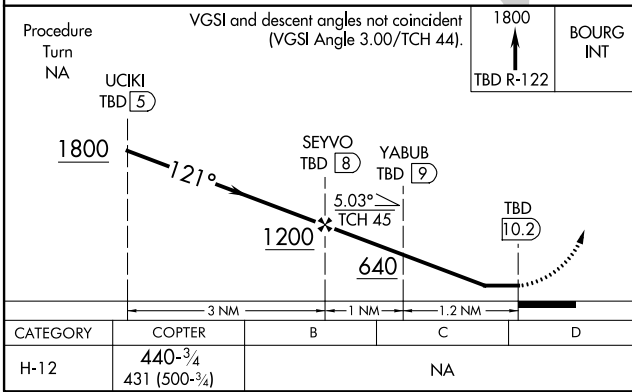
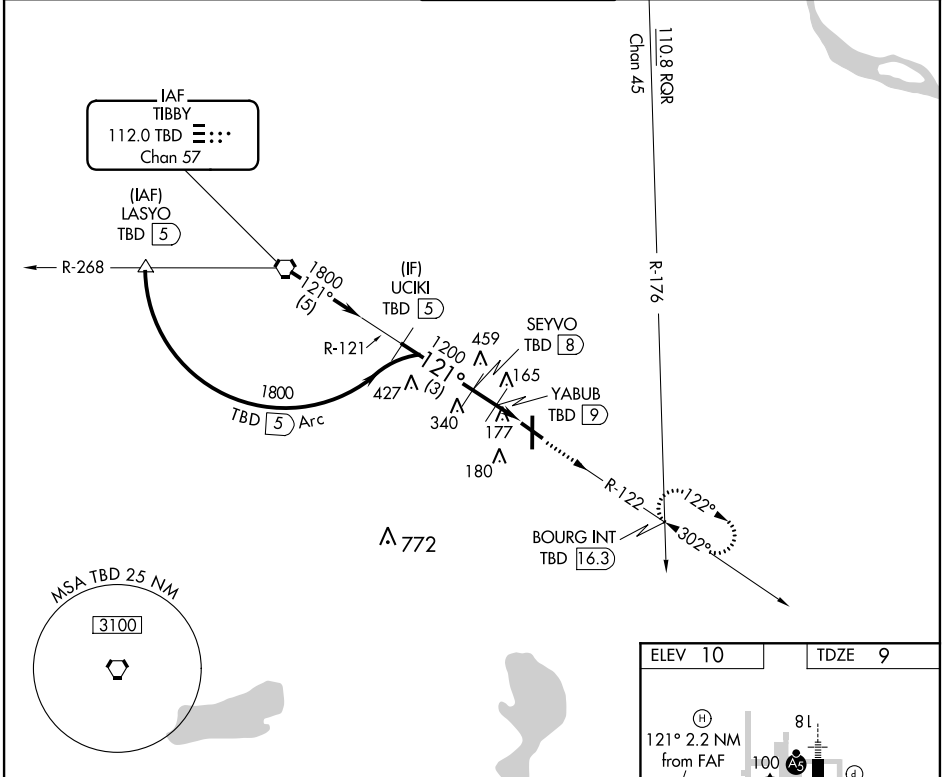
HOUMA-TERREBONNE (HUM)

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg TDZE Apt Elev	4999 9 10
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⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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HOUMA, LOUISIANA
Amdt 4 12264

29°34'N-90°40'W

COPTER VOR/DME RWY 12

Figure 199

SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

VORTAC TBD 112.0 Chan 57	APP CRS 121°	Rwy Idg TDZE Apt Elev	4999 9 10
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VOR RWY 12

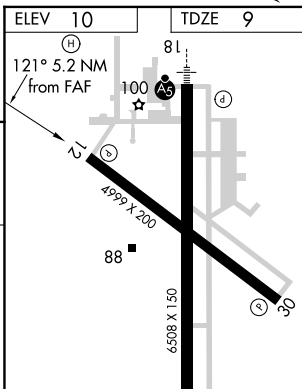
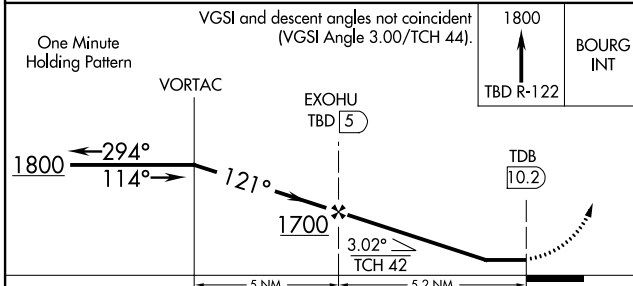
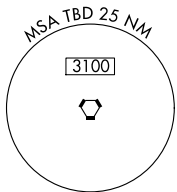
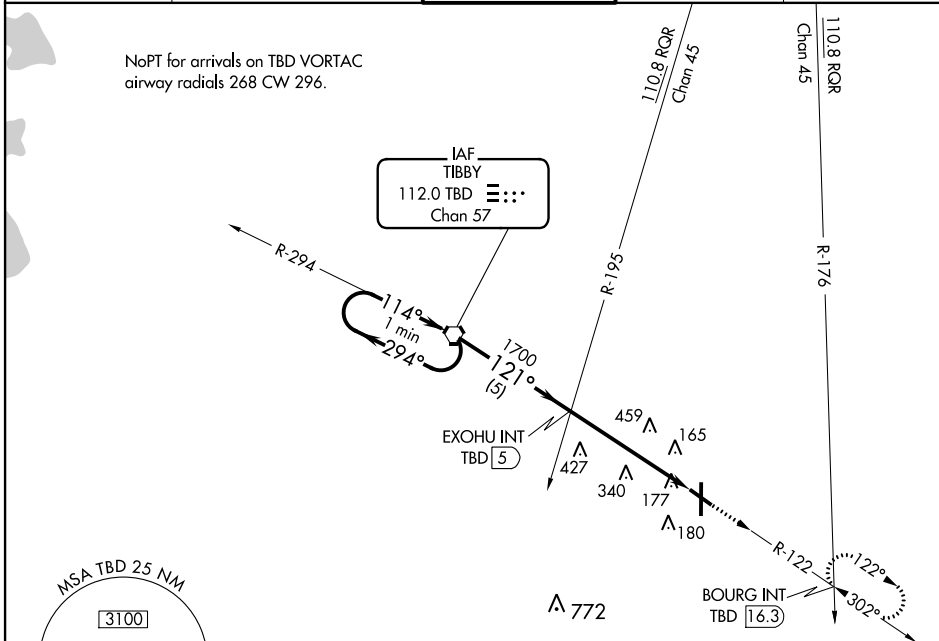
HOUMA-TERREBONNE (HUM)

⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 1800 via TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 256.9	HOUMA TOWER* 125.3 (CTAF) 0346.3	GND CON 121.8	UNICOM 122.95
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NoPT for arrivals on TBD VORTAC airway radials 268 CW 296.



CATEGORY	A	B	C	D
S-12	720-1 711 (800-1)		720-2 711 (800-2)	720-2 ¼ 711 (800-2 ¼)
CIRCLING	720-1 710 (800-1)		720-2 710 (800-2)	720-2 ¼ 710 (800-2 ¼)

REIL Rwy 12, 30, and 36	81	100	36
HIRL Rwy 12-30 and 18-36	150	6508 X 8059	
FAF to MAP 5.2 NM			
Knots	60	90	120 150 180
Min:Sec	5:12	3:28	2:36 2:05 1:44

Figure 200

SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

HOUMA—TERREBONNE (HUM) 3 SE UTC-6(-5DT) N29°33.99' W90°39.63'
 9 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1009(1000) NOTAM FILE HUM
 RWY 18-36: H6508X150 (CONC-GRVD) S-50, D-70, 2S-89, 2D-137

NEW ORLEANS
 H-7D, L-21B, 22F
 IAP, AD

HIRL
 RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 52'. Trees.
 RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.
 RWY 12-30: H4999X185 (CONC) S-50, D-70, 2S-89, 2D-137 HIRL
 RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 44'. Trees.
 RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

AIRPORT REMARKS: Attended 1200-0100Z†. Fuel avbl 24 hrs with credit card. Birds on and in/ovf arpt. Numerous birds 500' AGL and blo 2.8 NM south southwest AER 36, avoidance advised. Extensive helicopter ops south thru west of arpt. Rwy 12-30 surface skid resistance fair when wet. ACTIVATE HIRL Rwy 12-30 and Rwy 18-36 and MALSR Rwy 18 and REIL Rwy 12, Rwy 30 and Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3PT 120.25 (985) 876-4055. LAWRS.

COMMUNICATIONS: CTAF 125.3 ATIS 120.25 UNICOM 122.95

RCO 122.45 (DE RIDDER RADIO)

® **NEW ORLEANS APP/DEP CON** 118.9

TOWER 125.3 (1200-0100Z†) **GND CON** 121.8

AIRSPACE: CLASS D svc 1200-0100Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DRI.

TIBBY (L) VORTAC 112.0 TBD Chan 57 N29°39.86' W90°49.75' 122° 10.6 NM to fld. 10/2E.

VORTAC unusable:

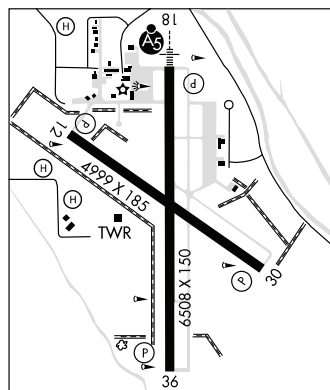
byd 30 NM blo 2,000'

TACAN DME unusable:

byd 30 NM blo 2,000'

HOUMA NDB (LOM) 219 HU N29°39.80' W90°39.58' 179° 5.8 NM to fld. LOM unmonitored. Unmonitored when ATCT clsd.

ILS 108.5 I-HUM Rwy 18. LOM HOUMA NDB. LOM unmonitored. Unmonitored when ATCT clsd.



IDA'S HELIPORT (L87) 0 N UTC-6(-5DT) N33°00.26' W93°53.59'

MEMPHIS

286 NOTAM FILE DRI

HELIPAD H1: H40X40 (CONC)

HELIPORT REMARKS: Attended continuously. Helipad H1 perimeter lgts. Helipad H1 100' water twr 300' E and 149' radio twr 500' S of pad. For perimeter lgts call 318-284-3231. Helipad H1 apch 180°-departure 000°.

COMMUNICATIONS: CTAF 122.9

INDEPENDENCE IPN N28°05.10' W87°59.15'

AWOS-3 118.125 Winds unreliable.

JEANERETTE

LE MAIRE MEM (2R1) 1 S UTC-6(-5DT) N29°53.94' W91°39.96'

HOUSTON

14 B FUEL 100LL NOTAM FILE DRI

L-21B, 22F

RWY 04-22: H3000X75 (ASPH) S-6 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Trees.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 603'. Tree.

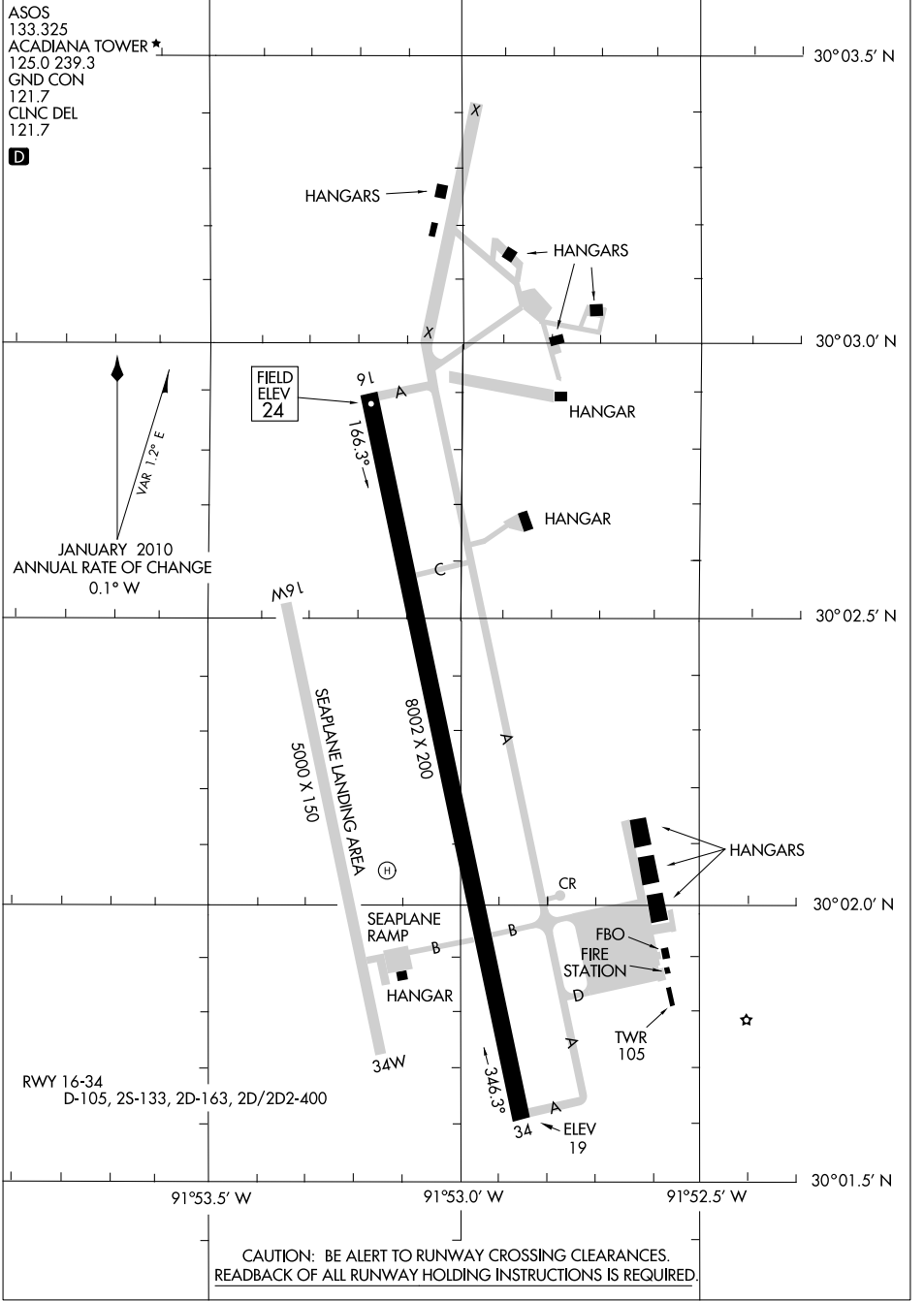
AIRPORT REMARKS: Unattended. For arpt attended call 337-365-7202. Fuel avbl 24 hrs self svc with credit card. MIRL Rwy 04-22 and REIL Rws 04 and 22 preset low ints dusk to dawn, to incr ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LA FAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 133° 24.5 NM to fld. 36/3E. **HIWAS.**

Figure 201



SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

Figure 202

NATCHITOCHES RGNL (IER) 2 S UTC-6(-5DT) N31°44.14' W93°05.95'

121 B S4 FUEL 100LL, JET A1+ NOTAM FILE IER

RWY 17-35: H5003X150 (ASPH) S-30 MIRL**RWY 17:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. Trees.**RWY 35:** ODALS. PAPI(P4L)—GA 3.0° TCH 43'. Trees.**RWY 07-25:** H4000X100 (ASPH) S-21 MIRL**RWY 07:** Trees.**RWY 25:** P-line.

AIRPORT REMARKS: Attended dawn-dusk. For arpt attendant after hrs call 318-471-2106. Fuel avbl 24 hr with credit card. MIRL Rwy 17-35 and REIL Rwy 17 preset low ints dusk to dawn, to increase ints and ACTIVATE MIRL Rwy 07-25—CTAF. Rwy 35 ODALS operate low ints continuously, to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (318) 352-1575.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ POLK APP/DEP CON 125.4

GCO 135.075 (FORT POLK APCH AND DE RIDDER FSS)

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.**ALEXANDRIA (H) VORTACW** 116.1 AEX Chan 108 N31°15.40'

W92°30.06' 310° 42.0 NM to fld. 80/3E. HIWAS.

VOR unusable:

035°-065° blo 2,000'

066°-094° byd 35 NM blo 3,000'

185°-200° byd 35 NM blo 3,000'

201°-214° byd 35 NM blo 2,000'

215°-260° blo 2,000'

261°-285° byd 35 NM blo 2,000'

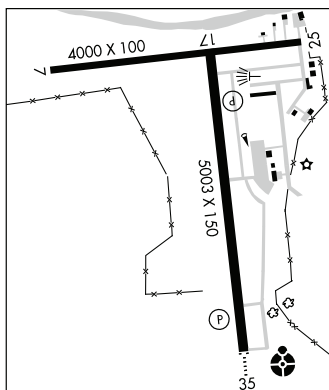
357°-034° byd 35 NM blo 3,000'

NDB (MHW) 407 OOC N31°39.45' W93°04.66' 343° 4.8 NM to fld. NOTAM FILE IER.**LOC** 110.5 I-IER Rwy 35. LOC unmonitored 0000-1200Z‡.

HOUSTON

H-61, L-22E

IAP

**NEW IBERIA****ACADIANA RGNL** (ARA) 4 NW UTC-6(-5DT) N30°02.27' W91°53.03'

24 B S2 FUEL 100LL, JET A OX 4 TPA—1024(1000) Class IV, ARFF Index A

NOTAM FILE ARA

RWY 16-34: H8002X200 (CONC) D-105, 2S-133, 2D-163,

2D/2D2-400 HIRL

RWY 16: ODALS. PAPI(P4L)—GA 3.0° TCH 51'.**RWY 34:** MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Rgt tfc.**RUNWAY DECLARED DISTANCE INFORMATION****RWY 16:** TORA-8002 TODA-8002 ASDA-8002 LDA-8002**RWY 34:** TORA-8002 TODA-8002 ASDA-8002 LDA-8002

AIRPORT REMARKS: Attended 1300-0300Z‡. For fuel after hrs call 337-367-1401, FAX 337-367-1404. Seaplane landing area (water channel) West of and adjacent/parallel to runway. Rwy 16W-34W seaway edge lgts green; thld lgts amber. Bird activity on and invof arpt. ARFF PPR for more than 30 passenger seats call arpt manager 337-365-7202. Rotor wing movement and landing area between the rwy and seaway. Intensive helicopter training. When twr closed HIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE MALSR Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 133.325 (337) 365-0128.**COMMUNICATIONS:** CTAF 125.0 UNICOM 122.95

Ⓡ LAFAYETTE APP/DEP CON 121.1 (1130-0430Z‡)

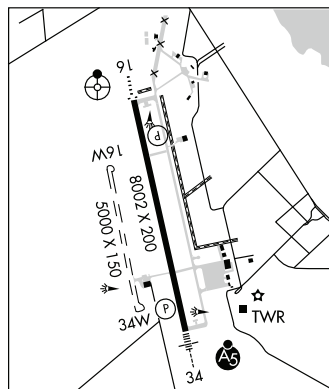
HOUSTON CENTER APP/DEP CON 126.35 (0430-1130Z‡)

TOWER 125.0 (1200-0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7**LAFAYETTE CLNC DEL** 118.05**AIRSPACE:** CLASS D svc 1200-0300Z‡ other times CLASS G.

HOUSTON

H-7D, L-21B, 22E, GOMC

IAP AD



CONTINUED ON NEXT PAGE

Figure 203

SC, 17 OCT 2013 to 12 DEC 2013

CONTINUED FROM PRECEDING PAGE

RADIO AIDS TO NAVIGATION: NOTAM FILE LFT.

LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63' W91°59.55' 146° 10.9 NM to fld. 36/3E. HIWAS.

ACADI NDB (MHW/LOM) 269 AR N29°57.38' W91°51.80' 345° 5.0 NM to fld. NOTAM FILE ARA.

ILS 108.9 I-ARA Rwy 34. Class IA. LOM ACADI NDB.

WATERWAY 16W-34W: 5000X150 (WATER) MIRL

WATERWAY 16W: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16W:TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 34W:TORA-5000 TODA-5000 ASDA-5000 LDA-5000

SEAPLANE REMARKS: Waterway 16-34 seaway edge lgts green, thld lgts amber. ACTIVATE seaway edge lgts Waterway

16-34-122.7. 3 clicks on 7 clicks off.

NEW ORLEANS

LAKEFRONT (NEW) 4 NE UTC-6(-5DT) N30°02.55' W90°01.70'

7 B 34 FUEL 100LL, JET A OX 1, 3 LRA NOTAM FILE NEW

RWY 18R-36L: H6879X150 (ASPH-GRVD) S-60, D-175, 2S-175, 2D-200, 2D/2D2-350 MIRL

RWY 18R: MALSF. PAPI(P4L)—GA 3.0° TCH 51'. Thld dspclcd 239'. Pier. Rgt tfc.

RWY 36L: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Thld dspclcd 820'. Wall.

RWY 18L-36R: H3697X75 (ASPH) S-35, D-55, 2D-80 MIRL

RWY 18L: REIL.

RWY 36R: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Bldg. Rgt tfc.

RWY 09-27: H3114X75 (ASPH) S-50, D-80, 2S-102, 2D-100 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Berm.

RWY 27: PAPI(P4R)—GA 3.0° TCH 40'. Road. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-3113 TODA-3113 ASDA-3113 LDA-3113

RWY 18L:TORA-3697 TODA-3697 ASDA-3697 LDA-3697

RWY 18R:TORA-6880 TODA-6880 ASDA-6035 LDA-5510

RWY 27: TORA-3113 TODA-3113 ASDA-3113 LDA-3113

RWY 36L:TORA-6880 TODA-6880 ASDA-5955 LDA-5135

RWY 36R:TORA-3697 TODA-3697 ASDA-3697 LDA-3697

AIRPORT REMARKS: Attended continuously. For field conditions after 2200Z± ctc arpt manager on 504-914-5721. Birds on and invof arpt. Boats as high as 80' pass within 400' of Rwy 09 thld. Rwy 18R-36L few low spots near intersection of Rwy 09-27 holding water. When twr clsd MIRL Rwy 18R-36L preset med ints and twy lgts for Twys A, B, D, E, F and H preset on medium. ARFF capability equivalent to Index B. Acft transporting any items listed in Part 175 title 49 PPR to land. Landing fee. Landing fee waived with minimum fuel purchase. Flight Notification Service (ADCUS) temporarily not available. NOTE: See Special Notices—U.S. Special Customs Requirement.

WEATHER DATA SOURCES: ASOS (504) 245-4366 LAWRS.

COMMUNICATIONS: CTAF 119.9 ATIS 124.9

NEW ORLEANS RCO 122.6 (DE RIDDER RADIO)

® NEW ORLEANS APP/DEP CON 133.15 (North) 123.85 (South)

TOWER 119.9 (1400-0000Z±) GND CON 121.7 CLNC DEL 127.4 (NEW ORLEANS APP/DEP CON when twr clsd)

AIRSPACE: CLASS D svc 1400-0000Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE NEW.

HARVEY (H) VORTACW 114.1 HRV Chan 88 N29°51.01' W90°00.18' 351° 11.6 NM to fld. 2/2E.

VORTAC unusable:

004°-125° byd 30 NM blo 2,000'

126°-136° byd 25 NM blo 3,000'

137°-174° byd 30 NM blo 2,000'

175°-190° byd 30 NM blo 3,000'

191°-239° byd 30 NM blo 2,000'

240°-255° byd 25 NM blo 6,000'

256°-279° byd 30 NM blo 2,000'

280°-290° byd 30 NM

291°-352° byd 30 NM blo 2,000'

353°-003° byd 30 NM blo 3,000'

ILS/DME 111.3 I-NEW Chan 50 Rwy 18R.

NEW ORLEANS

H-7E, 8F, L-21B, 22F, GOMC

IAP, AD

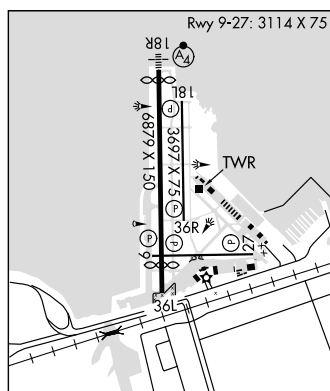


Figure 203A

AIRPORT DIAGRAM

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

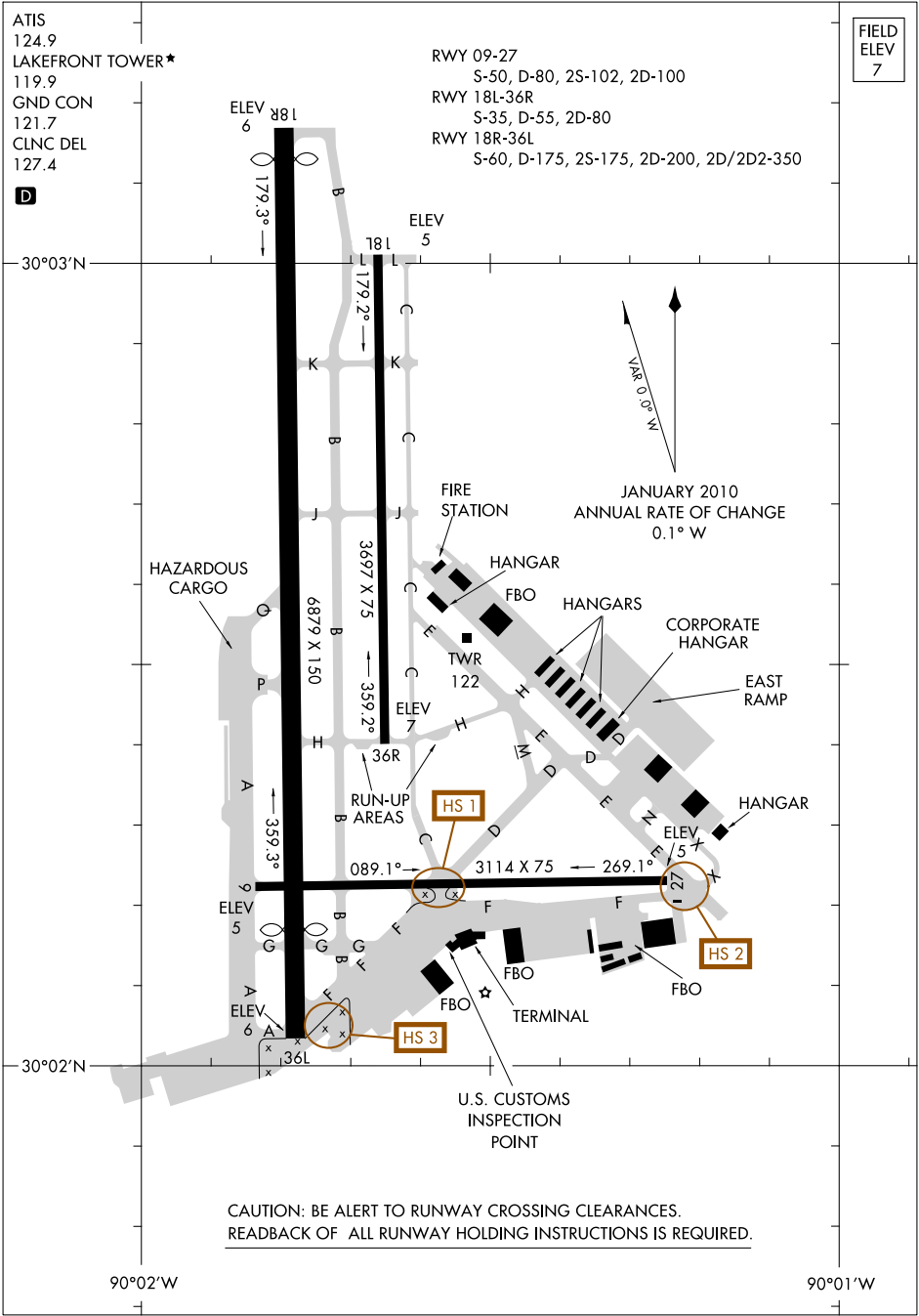
ATIS
 124.9
 LAKEFRONT TOWER★
 119.9
 GND CON
 121.7
 CLNC DEL
 127.4

RWY 09-27
 S-50, D-80, 2S-102, 2D-100
 RWY 18L-36R
 S-35, D-55, 2D-80
 RWY 18R-36L
 S-60, D-175, 2S-175, 2D-200, 2D/2D2-350

FIELD
ELEV
7

SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013



AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS/LAKEFRONT (NEW)

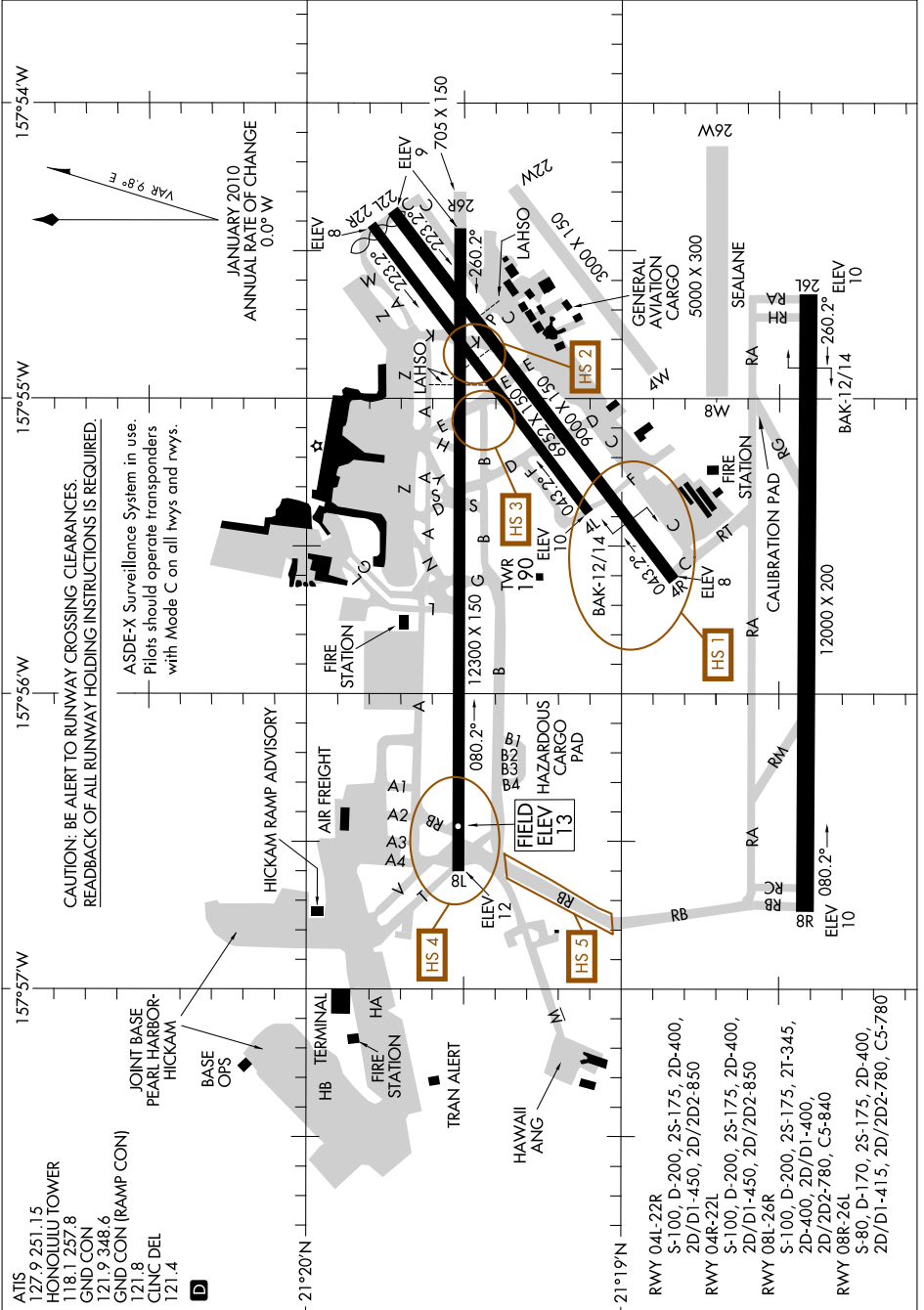
Figure 204

AIRPORT DIAGRAM

AL-754 (FAA)

HONOLULU INTL (HNL) (PHNL)
HONOLULU, HAWAII

PAC, 17 OCT 2013 to 12 DEC 2013



PAC, 17 OCT 2013 to 12 DEC 2013

AIRPORT DIAGRAM

HONOLULU, HAWAII
HONOLULU INTL (HNL) (PHNL)

Figure 205

HONOLULU INTL (JOINT BASE PEARL HARBOR—HICKAM) (HNL)(PHNL) 3 NW UTC-10 HAWAIIAN—MARIANA

N21°19.12' W157°55.35'

13 B S4 FUEL 80, 100, JET A, A1+, B OX 1, 2, 3, 4 TPA—See Remarks

P-1C, 2G
IAP

LRA Class I, ARFF Index E NOTAM FILE HNL

RWY 08L-26R: H12300X150 (ASPH-GRVD) S-100, D-200, 2S-175, 2T-345, 2D-400, 2D/D1-400,

D2D/2D2-780 HIRL

RWY 08L: MALSR. PAPI(P4L)—GA 3.0° TCH 80'.

RWY 26R: REIL. PAPI(P4L)—GA 3.0 TCH 71'.

RWY 08R-26L: H12000X200 (ASPH-GRVD) S-80, D-170, 2S-175, 2D-400, D/2D2-780 HIRL

RWY 08R: REIL. PAPI(P4L)—GA 3.25° TCH 99'.

RWY 26L: MALSF. PAPI(P4L)—GA 3.0° TCH 75'. 3 cranes.

RWY 04R-22L: H9000X150 (ASPH-GRVD) S-100, D-200, 2S-175, 2D-400, D/2D2-850 HIRL

RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71'. Tree.

RWY 22L: REIL. PAPI(P4L)—GA 3.44° TCH 80'. Stack.

RWY 04L-22R: H6952X150 (ASPH) S-100, D-200, 2S-175, 2D-400, D/2D2-850 MIRL

RWY 04L: REIL. PAPI(P4L)—GA 3.0° TCH 50'. RWY 22R: REIL. Antenna. Thld dsplcd 150'.

LAND AND HOLD-SHORT OPERATIONS

LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
RWY 04L	08L-26R	3700
RWY 04R	08L-26R	6250
RWY 08L	04L-22R	9300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04R: TORA-9000 TODA-9000 ASDA-8950 LDA-8950

RWY 22L: TORA-9000 TODA-9000 ASDA-8937 LDA-8937

ARRESTING GEAR/SYSTEMS

RWY 04R BAK-14 BAK-12B (1500')

HOOK MB 60 (200') → RWY 26R

BAK-14 BAK 12B(B) (1500) RWY 26L

AIRPORT REMARKS: Attended continuously. 80 and 100 octane fuel avbl thru FBO. Bird strike hazard all runways. Mil acft opr during Bird Watch Condition MODERATE (initial tkof or full stop ldg only, no multiple IFR/VFR approaches) and SEVERE (tkof and ldg prohibited w/o 15 OG/CC approval or 154 OG/CC approval for HIANG acft) ctc HIK ramp, PTD, 15 WG command post, 735 AMC command post, 154 WG command post for current conditions. See FLIP AP/3 Supplementary arpt information, route and area rstd, and Oakland FIR flt haz. Use caution for obstruction 76' from Twy M centerline on Oceanside, approximately 200' from parking apron. Crane 290' AGL approximately 2,600' north of Rwy 08L, 2500' west of Inter Island Terminal 1630-0330Z daily. PAEW 600'-1300' E Rwy 22L and Rwy 22R thld, 1700-0130Z Mon-Fri. Rwy CL05ED 1730-0630 every month as follows: Rwy 04R-22L first Tue; Rwy 08R-26L second Tue; and Rwy 08L-26R third Tue. Rwy 08R-26L 200' pavement width with lgts outside, pavement striped 150' wide. Thld of Rwy 08L difficult to determine due to Twy T. All jet acft ctc ramp control prior to engine start at gate or hard stand. Foreign object debris hazard exits on all movement areas east of Twy S. Fighter acft exercise extreme caution when taxiing. To minimize foreign object damage potential, all acft should use minimum thrust, especially outboard engines, when taxiing past the F-22 alert facility on Twy T. Twys G and L between Twy A and Inter-Island ramp clsd to wide-bodied and 4-engine turbo-jet acft under power without PPR from arpt ops manager 808-836-6428 Mon-Fri 1745-0230Z. Twy K not a high speed exit twy. Wide body and 4 engine turbojets ldg on Rwy 04R roll to end of rwy, no left turn at Twy K without approval. Tfc pattern overhead altitude 2000(1987), restricted to HIANG acft. Rwy 04R-22L and Rwy 08R-26L sfc grvd within 10' of A-G system. Potential for fighter acft tail hook skip exists. Due to sensitivities of citizens, fighter acft and water-augmented acft dep only authorized from Mon-Sat 1700-0700Z, and Sun and holidays 1800-0700Z. All request for waivers will be sent to the 15/OG/CC at least 5 working days in advance. Waivers will be granted on extreme necessary. If short notice mission essential waivers are necessary, ctc 15OG/CC by phone thru 15 WG Comd Post (15 WG/CP). 15 WG Comd Post will pass approval to Hickam flight svc and Hickam ramp advisory. Tfc pattern altitude for small acft entering from NW 800(787). Tfc pattern altitude for small acft entering from S 1000(987). Tfc pattern altitude for large acft entering from S 1500(1487). No F-16 transient support avbl in accordance with Area Control Center LSET flash safety 06-02. Transient F-16 units should provide their own maintenance support. PPR all acft units planning to stage ops from Hickam AFB must ctc 15 OSS/OSX DSN 315-449-1596/1597 at least 60 days prior to arrival. All military acft rqr Customs/Agriculture/Immigration inspection must ctc 15 WG command post or if Air Mobility Command ctc Hickam AMCC, no later than 3 hrs prior to arrival with departure location estimated block time, number of aircrew, Civilian/Military Passengers/Foreign Nationals/and Distinguished Visitor codes. JBPH-H is PPR to all non-AMC acft and AMC trng msn (QEN, KEN, PEN, AEN, and ANC C130's). All tran acft not on an AMC/TWCF msn and home stn acft terminating at JBPH-H, will provide a 3 hr out call (COMM 808-448-6900) as well as a 20-30 min out call on 292.5 to the 15 WG/CP (KO A CONTROL). All transient acft, not on an Air Mobility Command mission, will provide a 2-3 hr out call, as well as 20-30 minute out call on 292.5 to the 15 WG/CP (KO A Control). 15 WG can provide eqpt but crews must provide own pers when needed. Upon arrival, crews will proceed directly to Command Post (Bldg 2050) and complete an outbound setup sheet to facilitate departure requirements. No COMSEC material avbl thru Hickam Airfield Ops. Transient aircrews should plan to arrive with appropriate amount of COSMEC to complete entire mission. Arfld

CONTINUED ON NEXT PAGE

Figure 206

CONTINUED FROM PRECEDING PAGE

Management Ops has no COMSEC storage avbl for tran aircrew. COMSEC storage avbl at Command Post. Bedtime All Coronet W tankers use 311.0 for tanker-fighter inter-plane on launch day. After duty hr DSN 448-8888 613AOC/AMD, Fit Management. Twy M unlgtd between M combat acft parking apron (CAPA) and F22 apron. Due to non-visibility twr unable to determine if the following areas are clear of obstructions and/or tfc: portions of Twy RB between Twy B and Rwy 08R, portions of inter-island acft parking ramp. Due to location of twr, controllers unable to determine whether acft are on correct final apch to Rwy 04L, Rwy 04R, Rwy 22L and Rwy 22R. Remain at least 1 mile offshore of Waikiki Diamond Head Koko Head and EWA Beach. Arrival Rwy 08L, fly ILS apch procedure or a close-in base leg remaining over center of Pearl Harbor Channel. Arrival Rwy 26L and Rwy 26R, remain at tfc pattern altitudes as long as possible before beginning descent for ldg. All military acft with VIP code 7 or avb ctc 15WG command post or relay thru HF/SSB airway 1 hour out to confirm blocktime. All acft inbd to JBPH-H should address fit plan to PHIK. All inbound helicopters ctc HIK ramp at fld boundary prior to ldg. JBPH-H Base Wx station open Mon-Fri 1400Z-0800Z, clsd weekends/holidays except during local flying, as manning permits. Limited wx brief support. Remote fit wx briefings ctc 17th Wx Sq H24, DSN 315-449-7950/8333, FAX DSN 315-449-8336; 2 hr prior notice rqr for timely brief. Official obsn taken by FAA. Cooperative wx watch procedures do not exist between Wx and ATC. Recreational boating activities on and in/vof waterways. During periods of repeated precipitation anticipate wet rwy conditions, if current conditions rqr confirmation ctc Honolulu twr on initial ctc. Rwy 04L REIL operates continuously. Rwy 26L PAPI aligned 05° left of rwy centerline. Rwy 26L PAPI unusable byd 05° right of rwy centerline. Rwy 26R PAPI unusable byd 3.6 NM from thld/obstruction. Rwy 04R-22L DC-10 450,000 L-1011 450,000+ Rwy 04L-22R DC-10 450,000+ L-1011 450,000+ Rwy 08L-26R DC-10 400,000 L-1011 410,000 Rwy 08R-26L DC-10 415,000 L-1011 400,000. ASDE-X surveillance system in use: pilots should opr transponders with Mode C on all twys and rwys. Flight Notification Service (ADCUS) avbl, 2 hrs advance notice rqr outside regular business hrs. Ldg fee and storage charges collectable on arrival. PPR from arpt manager for transportation of Class A and B explosives in and out of HNL. SPECIAL VFR OPERATIONS PROHIBITED to fixed wing acft.

NOTE—See Area Notices. NOTE—See General Notices—GENERAL INFORMATION ON FLYING TO HAWAII.

NOTE—See Special Notices—Tower Data Link System, Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (808) 836-0449. WSP.

COMMUNICATIONS: D-ATIS 127.9

HONOLULU RCO 122.1R 114.8T (HONOLULU FSS)

Ⓡ HONOLULU CONTROL FACILITY APP CON 118.3

TOWER 118.1 123.9 GND CON 121.9 ADVISORY RAMP 121.8 (HNL INTL) 133.6 234.8 (HICKAM)

CLNC DEL 121.4

Ⓡ HONOLULU CONTROL FACILITY DEP CON 118.3 (West) 124.8 (East)

AIRSPACE: CLASS B: See VFR Terminal Area Chart.

VOLMET 13282 8828 6679 2863 Broadcast H+ 00 and 30.

VOR TEST FACILITY (VOT) 111.0

RADIO AIDS TO NAVIGATION: NOTAM FILE HNL.

(H) VORTAC 114.8 HNL Chan 95 N21°18.50' W157°55.83' at fld. 10/11E.

VOR Unusable:

100°-115° byd 30 NM blo 4000'
120°-140° byd 35 NM blo 5000'
170°-210° byd 20 NM blo 3000'
240°-250° byd 30 NM blo 3000'
241°-250° byd 35 NM blo 4000'
351°-359° byd 25 NM blo 7500'

DME unusable

055°-085° byd 15 NM blo 7000'
251°-260° byd 20 NM blo 2200'
261°-280° byd 20 NM blo 3000'
281°-305° byd 20 NM blo 7500'
306°-330° byd 30 NM blo 7500'
331°-340° byd 32 NM blo 5500'
360°-085° byd 30 NM blo 12000'

EWABE NDB (MHW/LOM) 242 HN N21°19.49' W158°02.93' 082° 7.1 NM to fld.

ILS 111.7 I-HNL Rwy 08L. LOM EWABE NDB. LOC unusable byd 26° left and right of course.

ILS/DME 110.5 I-IUM Chan 42 Rwy 04R. Class IE.

LDA/DME 109.1 I-EPC Chan 28 Rwy 26L. Class I. Unusable byd 25° N of centerline due to terrain.

COMM/NAV/WEATHER REMARKS: Aeronautical Radio, Inc. (ARINC) see Associated Data. Excessive needle oscillation can be expected over mountainous terrain NE of NDB—CAUTION advised. Hickam ramp twr (Non-ATC facility) All acft on HIK flightline including haz cargo pad will ctc HIK Ramp prior to eng start/taxi. HIK Ramp will provide advisory directions and will relay to AFLD Ops via VHF capable acft. All acft departing to CONUS must complete USDA inspection prior to eng start/taxi.

• • • • •
WATERWAY 08-26: 5000X300 (WATER)

WATERWAY 04-22: 3000X150 (WATER)

SEAPLANE REMARKS: Rwy 04W-22W and Rwy 08W-26W recreational boating activities on and in/vof waterways.

WINDSOR LOCKS

BRADLEY INTL (BDL) 3 W UTC-5(-4DT) N41°56.35' W72°41.00'

NEW YORK

173 B S4 FUEL 100LL, JET A

H-101, 11D, 12K, L-33C, 34I

OX 1, 2, 3, 4 TPA—See Remarks LRA Class I, ARFF Index D

NOTAM FILE BDL

IAP, AD

RWY 06-24: H9510X200 (ASPH-GRVD) S-200, D-200, 2S-175, 2D-350, 2D/2D2-710 HIRL CL

RWY 06: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees.

RWY 24: MALS R. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees.

RWY 15-33: H6847X150 (ASPH-GRVD) S-200, D-200, 2S-175, 2D-350 HIRL

RWY 15: REIL. PAPI(P4L)—GA 3.5° TCH 61'. Trees.

RWY 33: MALS F. PAPI(P4R)—GA 3.0° TCH 72'. Trees.

RWY 01-19: H4268X100 (ASPH) S-60, D-190, 2S-175, 2D-328 MIRL

RWY 01: Thld dsplcd 475'. Acft.

RWY 19: Trees.

LAND AND HOLD—SHORT OPERATIONS

LDG RWY	HOLD—SHORT POINT	AVBL LDG DIST
RWY 06	01-19	6000
RWY 24	15-33	5850
RWY 33	06-24	4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-4268	TODA-4268	ASDA-4268	
RWY 06: TORA-9509	TODA-9509	ASDA-9509	LDA-9509
RWY 15: TORA-6847	TODA-6847	ASDA-6847	LDA-6847
RWY 19:		LDA-4268	
RWY 24: TORA-9509	TODA-9509	ASDA-9509	LDA-9509
RWY 33: TORA-6847	TODA-6847	ASDA-6847	LDA-6847

AIRPORT REMARKS: Attended continuously. Numerous birds frequently on or in/ovf arpt. No training flts, no practice apchs, no touch and go lds between Mon-Sat 0400-1200Z and Sun 0400-1700Z. Exc for taxiing, Rwy 01-19 open for acft with wingspan less than 79'. Rwy 01 clsd for arrivals to all fixed wing acft. Rwy 19 clsd for departures to all fixed wing acft. Twy J clsd between Twy S and Twy R to acft with wingspans in excess of 171'. ANG ramp PAEW barricaded adjacent northeast side. Bird acft strike haz Phase I Apr to Sep and Oct to Mar, bird acft strike haz Phase II wildlife activity Sep and Oct and Mar and Apr. ANG ramp markings may not be appropriate for large acft, follow marshalls instructions. KC35 acft use caution, fire hydrants are 33" and are less than 84" from taxilane centerline. Parallel twy ops on Twy C and Twy B rstd to acft with wingspan of 171' or less. ASDE X Surveillance System in use. Pilots should opr transponders with Mode C on all twys and rwys. Rwy 33 touchdown rwy visual range avbl. TPA—1873(1700) heavy acft. Rwy 06 VGSi and glidepath not coincident. Rwy 24 VGSi and glidepath not coincident. Rwy 33 VGSi and glidepath not coincident. Afd manager does not issue or store COMSEC for tran crews. Ldg fee for business, corporate and revenue producing acft. Flight Notification Service (ADCUS) avbl. Acft req U.S. customs svc must park on the customs spot with the nose of the acft facing SW. Ctc customs at 860 292 1314 when parked. NOTE: See Special Notices—Land and Hold Short Lights.

WEATHER DATA SOURCES: ASOS (860) 627-9732 WSP**COMMUNICATIONS:** D-ATIS 118.15 (860-386-3570) UNICOM 122.95

WINDSORLOCKS RCO 122.3 (BRIDGEPORT RADIO)

® BRADLEY APP/DEP CON 123.95 (061°-240°) 125.35 (241°-060°) 127.225

TOWER 120.3 GND CON 121.9 CLNC DEL 121.75

AIRSPACE: CLASS C svc ctc APP CON**VOR TEST FACILITY (VOT)** 111.4**RADIO AIDS TO NAVIGATION:** NOTAM FILE HFD.

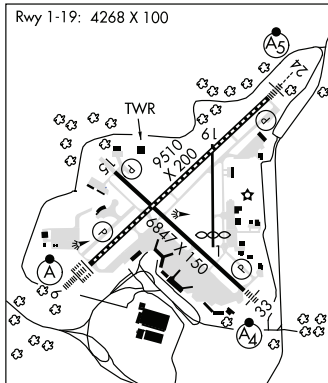
HARTFORD (L) VOR/DME 114.9 HFD Chan 96 N41°38.47' W72°32.85' 354° 18.9 NM to fld. 849/13W.

HIWAS.

ILS/DME 111.1 I-BDL Chan 48 Rwy 06. Class IIIE.

ILS/DME 111.1 I-MYQ Chan 48 Rwy 24. Class IT. DME unusable from 4 NM inbound to Rwy 24.

ILS/DME 108.55 I-KX Chan 22(Y) Rwy 33. Class IE.



YALESVILLE HELIPORT (4C3) 2 N UTC-5(-4DT) N41°29.51' W72°48.67'

65 B FUEL 100LL, JET A NOTAM FILE BDR

HELIPAD HI: H65X65 (CONC)

HELIPORT REMARKS: Attended 1400-2300Z. Pilots unfamiliar with heliport ctc 203-294-8800 prior to arrival for a briefing on current procedures. ACTIVATE rotating bcn—123.5

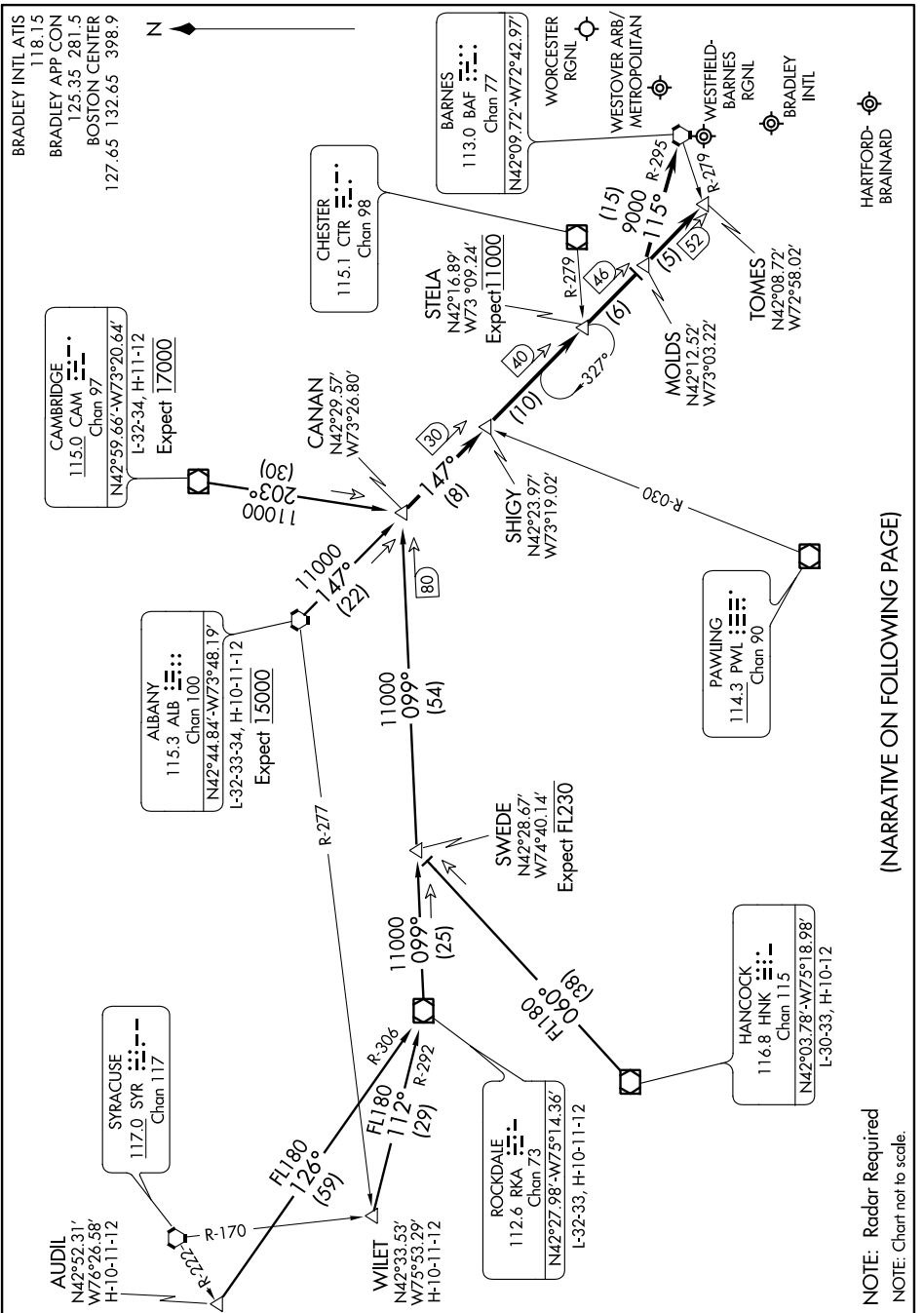
COMMUNICATIONS: CTAF/UNICOM 123.05

Figure 207

NE, 17 OCT 2013 to 12 DEC 2013

STELA ONE ARRIVAL

NE-1, 14 NOV 2013 to 12 DEC 2013



(NARRATIVE ON FOLLOWING PAGE)

NE-1, 14 NOV 2013 to 12 DEC 2013

STELA ONE ARRIVAL

NOTE: Radar Required
NOTE: Chart not to scale.

STELA ONE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.STELA1): From over ALB VORTAC via ALB R-147 to CANAN INT. Thence. . . .

AUDIL TRANSITION (AUDIL.STELA1): From over AUDIL INT via RKA R-306 to RKA VOR/DME, then via RKA R-099 to CANAN INT. Thence. . . .

CAMBRIDGE TRANSITION (CAM.STELA1): From over CAM VOR/DME via CAM R-203 to CANAN INT. Thence. . . .

HANCOCK TRANSITION (HNK.STELA1): From over HNK VOR/DME via HNK R-060 to SWEDE INT, then via RKA R-099 to CANAN INT. Thence. . . .

WILET TRANSITION (WILET.STELA1): From over WILET INT via RKA R-292 to RKA VOR/DME, then via RKA R-099 TO CANAN INT. Thence. . . .

KBDL and KHFD ARRIVALS: From over CANAN INT via ALB R-147 to TOMES INT. Expect radar vectors to final approach course prior to TOMES INT.

KBAF, KCEF and KORH ARRIVALS: From over CANAN INT via ALB R-147 to MOLDS INT. Then via BAF R-295 to BAF VORTAC. Expect radar vectors to final approach course prior to BAF VORTAC.

NE-1, 14 NOV 2013 to 12 DEC 2013

NE-1, 14 NOV 2013 to 12 DEC 2013

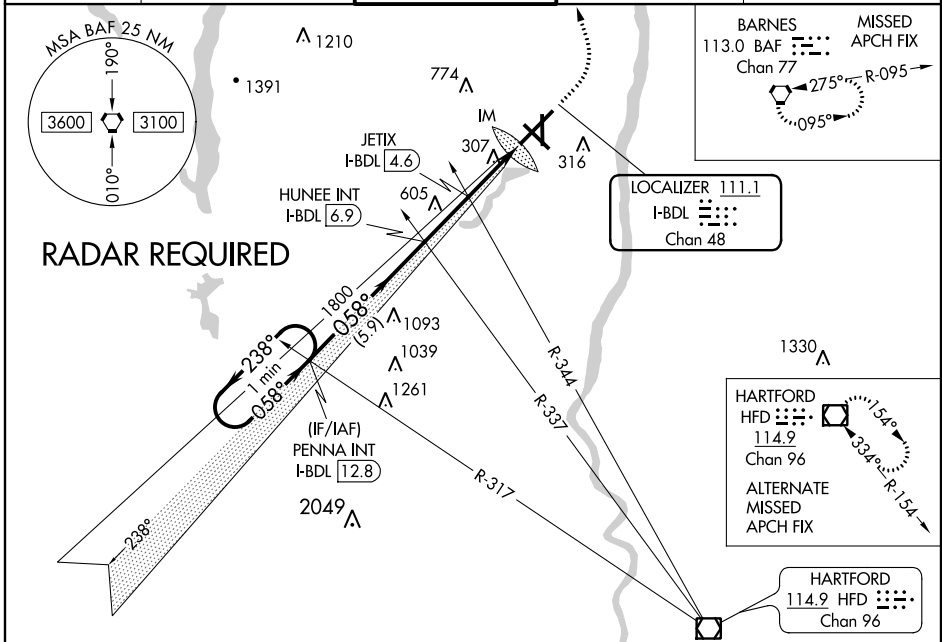
LOC/DME I-BDL 111.1 Chan 48	APP CRS 058°	Rwy Idg THRE Apt Elev	9509 173 173
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ILS or LOC RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)

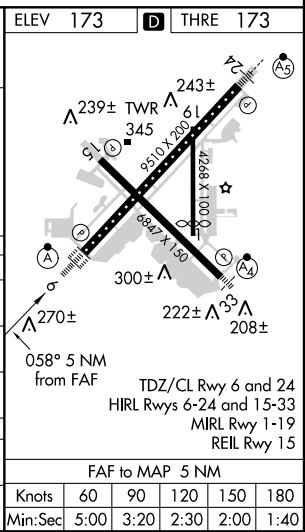
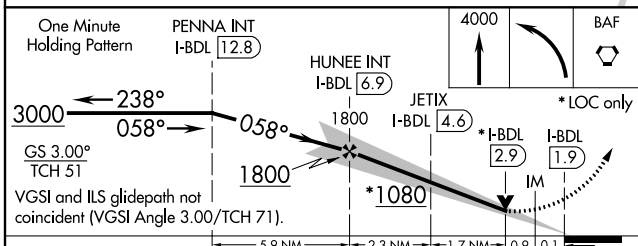
<p>▽ For inoperative ALSF-2, increase S-ILS 6 all Cats visibility to RVR 4000. ▲ JETIX Fix Minimums: For inoperative ALSF-2, increase S-LOC 6 Cat C, D visibility to RVR 6000.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.</p>
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ATIS 118.15	BRADLEY APP CON 127.225 323.2	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3
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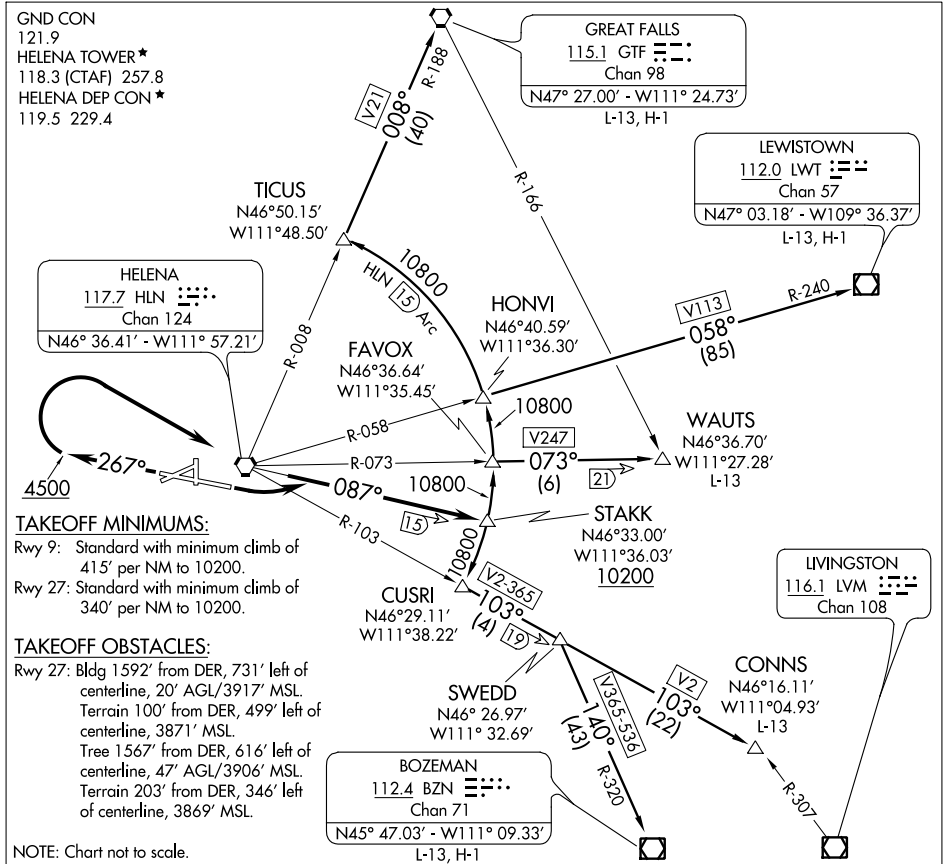
NE-1, 14 NOV 2013 to 12 DEC 2013

NE-1, 14 NOV 2013 to 12 DEC 2013



One Minute Holding Pattern	PENNA INT I-BDL 12.8	HUNEE INT I-BDL 6.9	JETIX I-BDL 4.6	*I-BDL 2.9	I-BDL 1.9	ELEV 173	THRE 173
3000 ← 238°	058° →	1800	1800	*1080	IM		
GS 3.00° TCH 51							
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).							
CATEGORY	A	B	C	D			
S-ILS 6	373/18		200 (200-½)				
S-LOC 6	1080/40	907 (1000-¾)	1080-2	907 (1000-2)			
CIRCLING	1080-1¼	907 (1000-1¼)	1080-2¾	1080-3			
JETIX FIX MINIMUMS							
S-LOC 6	560/24	387 (400-½)	560/35	387 (400-¾)			
CIRCLING	680-1	507 (600-1)	680-1½	940-2½			
			507 (600-½)	767 (800-2½)			

STAKK THREE DEPARTURE



NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climbing left turn to intercept HLN R-087 to cross STAKK at or above 10200. Thence via transition.

TAKEOFF RUNWAY 27: Climb heading 267° to 4500 then climbing right turn direct HLN VORTAC. Continue climb on HLN R-087 to cross STAKK at or above 10200. Thence via transition.

BOZEMAN TRANSITION (STAKK3.BZN): From over STAKK via 15 DME Arc to CUSRI INT, then via HLN R-103 to SWEDD INT, then via BZN R-320 to BZN VOR/DME.

CONNS TRANSITION (STAKK3.CONNS): From over STAKK via 15 DME Arc to CUSRI INT, then via HLN R-103 to SWEDD INT, then via HLN R-103 to CONNS INT.

GREAT FALLS TRANSITION (STAKK3.GTF): From over STAKK via 15 DME Arc to FAVOX, then via 15 DME Arc to HONVI, then via 15 DME Arc to TICUS, then via HLN R-008 and GTF R-188 to GTF VORTAC.

LEWISTOWN TRANSITION (STAKK3.LWT): From over STAKK via 15 DME Arc to FAVOX, then via 15 DME Arc to HONVI, then via HLN R-058 and LWT R-240 to LWT VOR/DME.

WAUTS TRANSITION (STAKK3.WAUTS): From over STAKK via 15 DME Arc to FAVOX, then via HLN R-073 to WAUTS INT.

WAAS CH 56222 W28A	APP CRS 278°	Rwy Idg THRE 3488 Apt Elev 3652	10521
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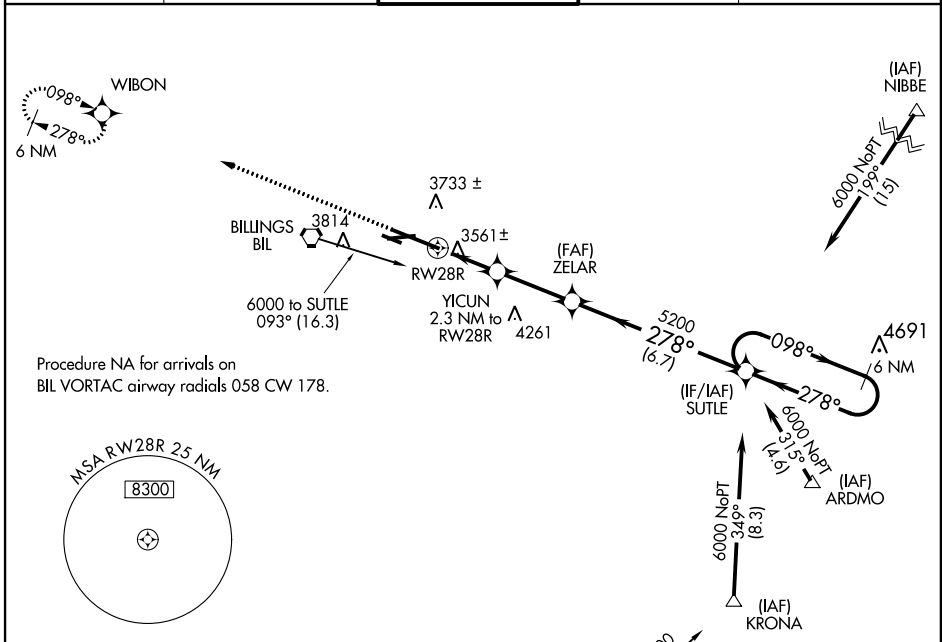
RNAV (GPS) RWY 28R

BILLINGS LOGAN INTL (BIL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 21°C (69°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5900 direct WIBON and hold.

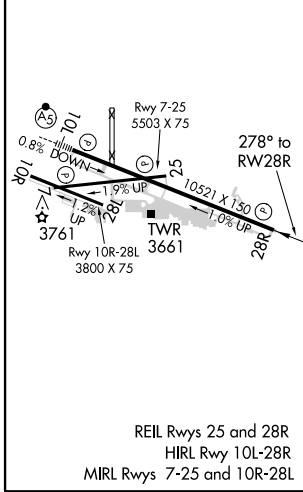
ATIS 126.3	BILLINGS APP CON 120.5 284.6	BILLINGS TOWER 127.2 257.8	GND CON 121.9	CLNC DEL 121.9
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NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

ELEV 3652	D	THRE 3488
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	5900 WIBON	ZELAR 5200	SUTLE 6000	6 NM Holding Pattern
	*LNAV only	*0.9 NM to RW28R		
	RW28R	YICUN 2.3 NM to RW28R		
		*4260	5200	GS 3.00° TCH 59
	0.9 NM	1.4 NM	2.9 NM	6.7 NM
CATEGORY	A	B	C	D
LPV DA		3738-¾	250 (100-¾)	
LNAV/VNAV DA		3757-7/8	269 (200-7/8)	
LNAV MDA		3820-1	332 (200-1)	
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

Figure 212

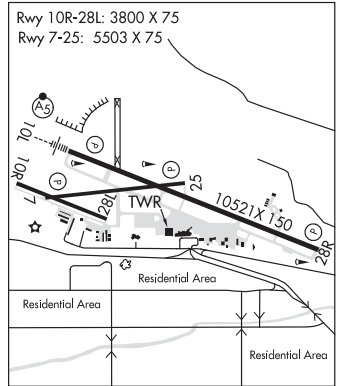
BILLINGS LOGAN INTL (BIL) 2 NW UTC-7(-6DT) N45°48.46' W108°32.57'
 3652 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE BIL
Rwy 10L-28R: H10521X150 (ASPH-GRVD) S-130, D-170, 2S-175,
 2D-285 HIRL
Rwy 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51'. 0.8% down.
Rwy 28R: REIL. PAPI(P4R)—GA 3.0° TCH 56'. Ground. 1.0% up.
Rwy 07-25: H5503X75 (ASPH-GRVD) S-12.5 MIRL 1.9% up SW
Rwy 07: PAPI(P4L)—GA 3.0° TCH 31'. Ground.
Rwy 25: REIL. PAPI(P4R)—GA 3.0° TCH 36'.
Rwy 10R-28L: H3800X75 (ASPH) S-12.5 MIRL 1.2% up NW
Rwy 10R: Ground.

BILLINGS
H-1E, L-13D
IAP, AD

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 07: TORA-5503 TODA-5503 ASDA-5503 LDA-5503
Rwy 10L: TORA-10521 TODA-10521 ASDA-10521 LDA-10521
Rwy 10R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800
Rwy 25: TORA-5503 TODA-5503 ASDA-5503 LDA-5503
Rwy 28L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800
Rwy 28R: TORA-10521 TODA-10521 ASDA-10521 LDA-10521

AIRPORT REMARKS: Attended continuously. Rwy 07-25 and Rwy 10R-28L CLOSED to acft over 12,500 lbs. No customs, remote acft parking, ltd ground handling svc. Migratory waterfowl invof arpt. Twy D 35' wide clsd to acft over 12,500 lbs. Class I, ARFF Index C. PPR unscheduled air carrier ops with more than 30 passenger seats ctc arpt ops 406-657-8496. ARFF Index B from 0900-1300Z. 180° turns Rwy 10L-28R by acft over 25,000 lbs prohibited. For MIRL Rwy 10R-28L and Rwy 07-25, HIRL Rwy 10L-28R, MALSR Rwy 10L and REIL Rwy 25 and Rwy 28R ctc twr.



WEATHER DATA SOURCES: ASOS (406) 248-2773 LLWAS.

COMMUNICATIONS: ATIS 126.3 UNICOM 122.95

RCO 122.55 (GREAT FALLS RADIO)

Ⓡ APP/DEP CON 119.2 (EAST) 120.5 (WEST)

TOWER 127.2 GND CON 121.9 CLNC DEL 121.9

PRE TAXI CLNC 121.9

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE BIL.

(H) VORTACW 114.5 BIL Chan 92 N45°48.51' W108°37.48' 077° 3.4 NM to fld. 3811/14E.

SAIGE NDB (LOM) 251 BI N45°51.13' W108°41.67' 099° 6.9 NM to fld.

ILS 110.3 I-BIL Rwy 10L. Class IB. LOM SAIGE NDB.

ILS/DME 111.5 I-BMO Chan 52 Rwy 28R. Class IA. Localizer unusable beyond 20° left and right of course.

BLACK BUTTE NORTH (See WINIFRED on page 106)

BOULDER (3U9) 2 S UTC-7(-6DT) N46°12.70' W112°06.46'

GREAT FALLS

4968 NOTAM FILE GTF

Rwy 11-29: 3675X72 (TURF) 1.6% up W

Rwy 11: Hill.

Rwy 29: Road.

AIRPORT REMARKS: Unattended. No snow removal. Rwy 11-29 thlds marked with faded red cones, edges marked with white cones. -2' drainage ditch +1' berm W side of rwy full length, 43' from Rwy 11-29 centerline.

COMMUNICATIONS: CTAF 122.9

BOWMAN FLD (See ANACONDA on page 62)

Figure 214

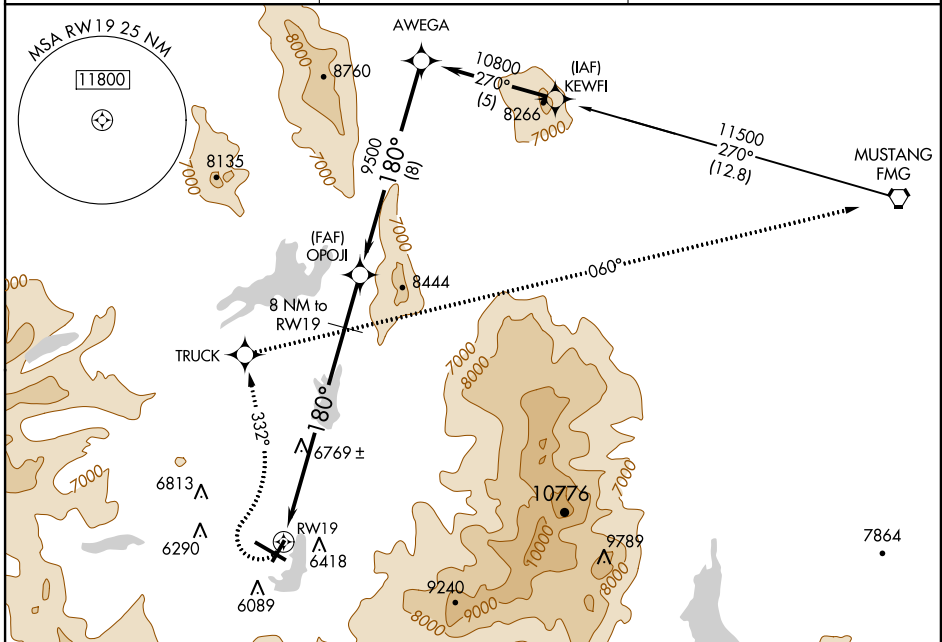
GPS RWY 19

TRUCKEE-TAHOE (TRK)

APP CRS 180°	Rwy Idg TDZE Apt Elev	4535 5894 5900
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NA MISSED APPROACH: Climbing right turn to 11500 via 332° course to TRUCK WP then via 060° course to FMG VORTAC.

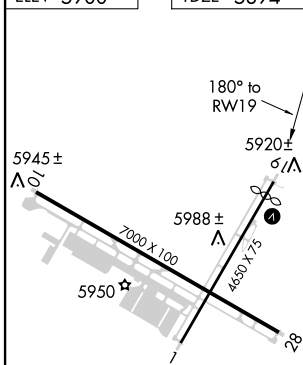
AWOS-3 118.0	OAKLAND CENTER 127.95 316.1	UNICOM 122.8 (CTAF) 0
------------------------	---------------------------------------	--



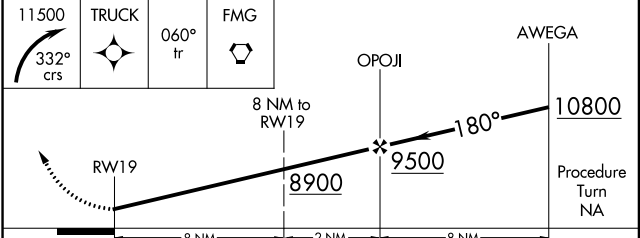
SW-2, 14 NOV 2013 to 12 DEC 2013

SW-2, 14 NOV 2013 to 12 DEC 2013

ELEV 5900	TDZE 5894
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11500	TRUCK	FMG
332° crs	060° tr	



CATEGORY	A	B	C	D
S-19	7340-1¼ 1446 (1500-1¼)	7340-1½ 1446 (1500-1½)	7340-3	1446 (1500-3)
CIRCLING	7340-1¼ 1440 (1500-1¼)	7340-1½ 1440 (1500-1½)	7340-3 1440 (1500-3)	7360-3 1460 (1500-3)

RENO SIX DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS

- Rwy 7: NA- Obstacles.
- Rwy 16L: Standard with minimum climb of 730' per NM to 10900, or 600-1¼ with minimum climb of 352' per NM to 10900.
- Rwy 16R: Standard with minimum climb of 460' per NM to 10900, or 300-1 with minimum climb of 395' per NM to 10900.
- Rwy 25: Standard with minimum climb of 500' per NM to 9700.
- Rwys 34L/R: Standard with minimum climb of 480' per NM to 8700, or 500-1½ with minimum climb of 430' per NM to 8700.

ATIS	135.8	363.0
CINC DEL	124.9	370.85
GND CON	121.9	348.6
RENO TOWER	118.7	257.8

NOTE: RADAR required.

NORCAL DEP CON
RWYS 25 AND 34L/R
126.3 353.9

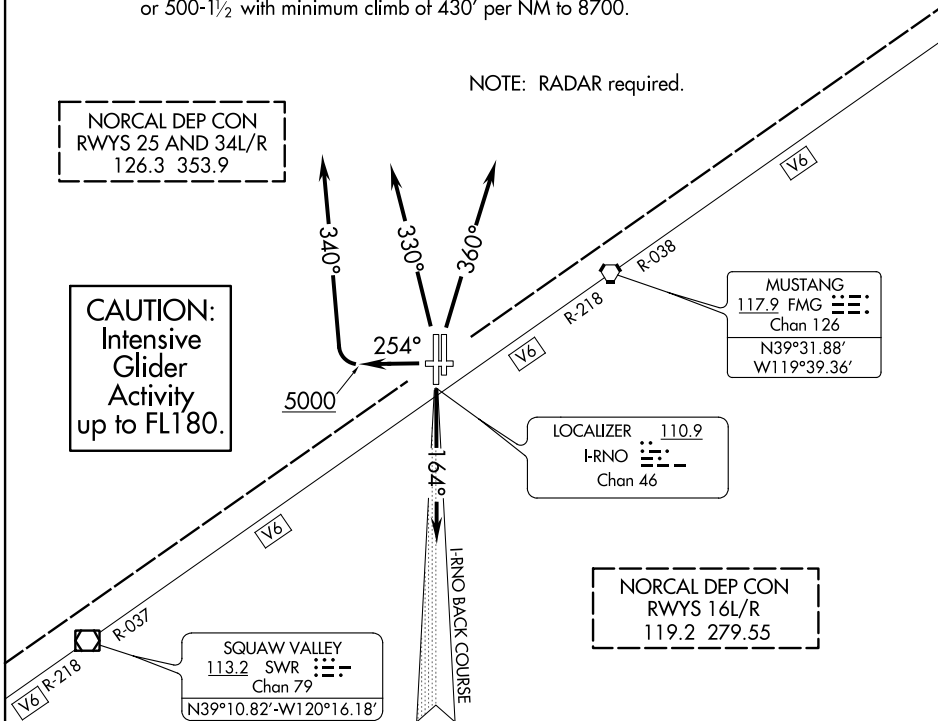
CAUTION:
Intensive
Glider
Activity
up to FL180.

MUSTANG
117.9 FMG
Chan 126
N39°31.88'
W119°39.36'

LOCALIZER 110.9
I-RNO
Chan 46

NORCAL DEP CON
RWYS 16L/R
119.2 279.55

SQUAW VALLEY
113.2 SWR
Chan 79
N39°10.82'-W120°16.18'



SW-4, 14 NOV 2013 to 12 DEC 2013

SW-4, 14 NOV 2013 to 12 DEC 2013

TAKEOFF OBSTACLE NOTES

- Rwy 16L: Multiple poles, trees, bushes, terrain and buildings with antennas and cameras beginning 618' from DER, 131' left of centerline, up to 20' AGL/4959' MSL.
- Rwy 16R: Multiple trees beginning 2784' from DER, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from DER, 380' left of centerline, up to 20' AGL/4723' MSL.
- Rwy 25: Multiple trees, poles, fence, and vent on building beginning 222' from DER, 201' right of centerline, up to 103' AGL/4608' MSL. Multiple trees, poles and sign beginning 500' from DER, 31' left of centerline, up to 20' AGL/4506' MSL.
- Rwy 34L: Multiple trees and pole beginning 1229' from DER, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from DER, 331' left of centerline, up to 20' AGL/4489' MSL.
- Rwy 34R: Multiple trees and poles beginning 1067' from DER, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees beginning 1230' from DER, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from DER, 1730' right of centerline, 363' AGL/4780' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

RENO SIX DEPARTURE (OBSTACLE)

LOC I-VGU 111.9	APP CRS 129°	Rwy Idg 9002
		TDZE 921
		Apt Elev 958

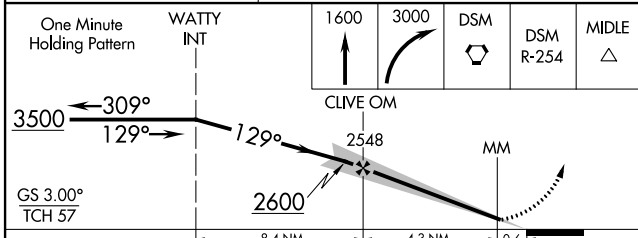
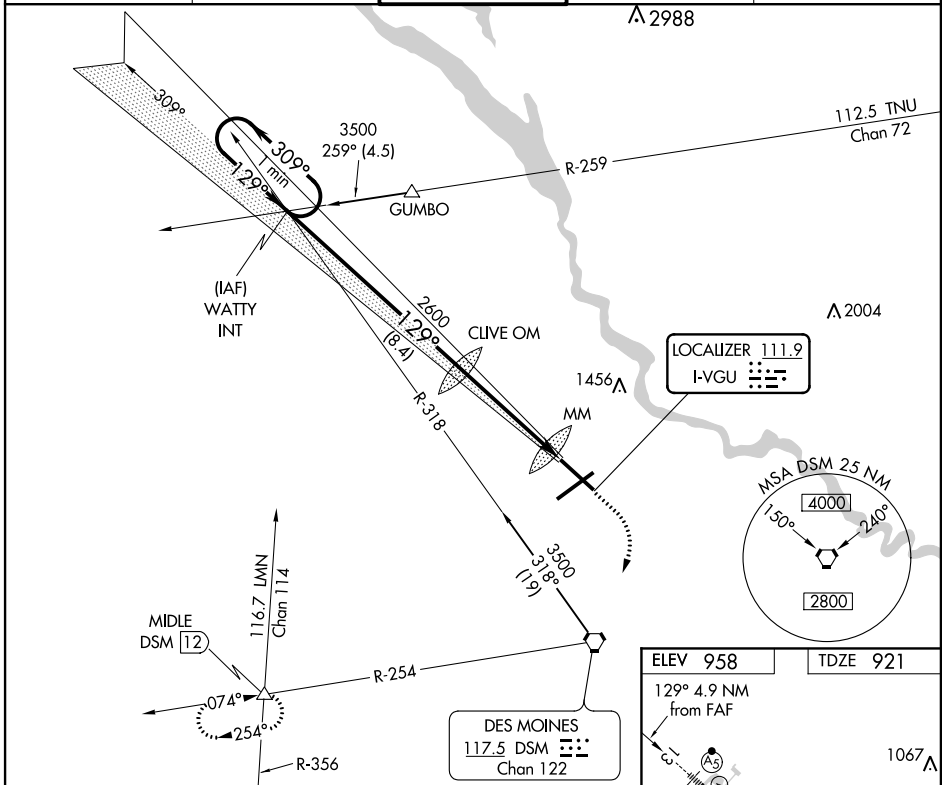
ILS or LOC RWY 13

DES MOINES INTL (DSM)

▼ For inoperative MALSRS increase S-ILS 13 Cat E visibility to RVR 4000 and S-LOC 13 Cat E visibility to 1½ mile.

▲ MALSRS  MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24	459 (500-½)	1380/40 459 (500-¾)	1380/50	459 (500-1)
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)	1760-2¾ 802 (900-2¾)

ELEV 958	TDZE 921
129° 4.9 NM from FAF	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

NC-3, 14 NOV 2013 to 12 DEC 2013

NC-3, 14 NOV 2013 to 12 DEC 2013

Figure 217

WAAS CH 69202 W05A	APP CRS 051°	Rwy Idg 9003 TDZE 931 Apt Elev 958
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RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

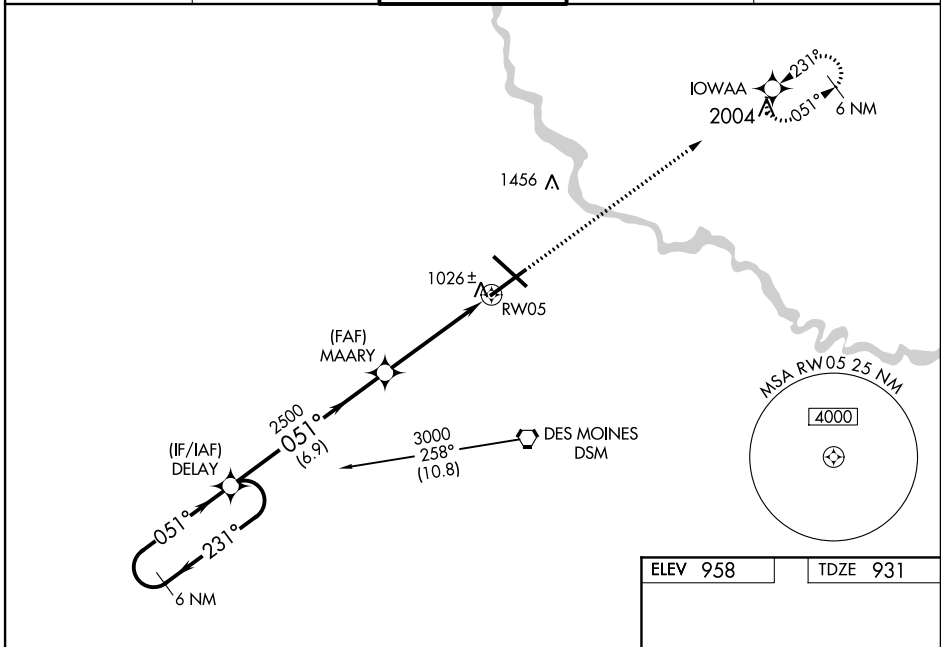
▼ DME/DME RNP-0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
 If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
 Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
 For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR



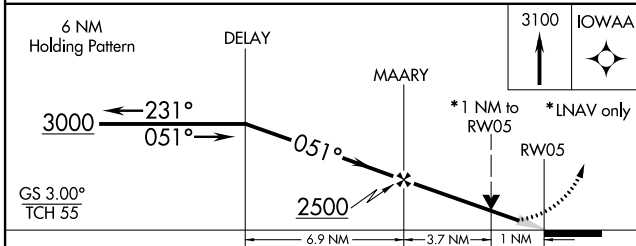
MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NC-3, 14 NOV 2013 to 12 DEC 2013

NC-3, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
LPV DA		1188/24	257 (300-½)	
LNAV/VNAV DA		1385/50	454 (500-1)	
LNAV MDA		1320/24	389 (400-½)	
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

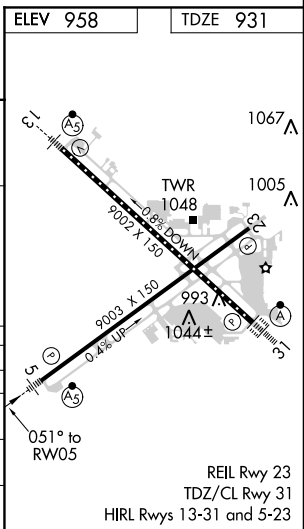


Figure 218

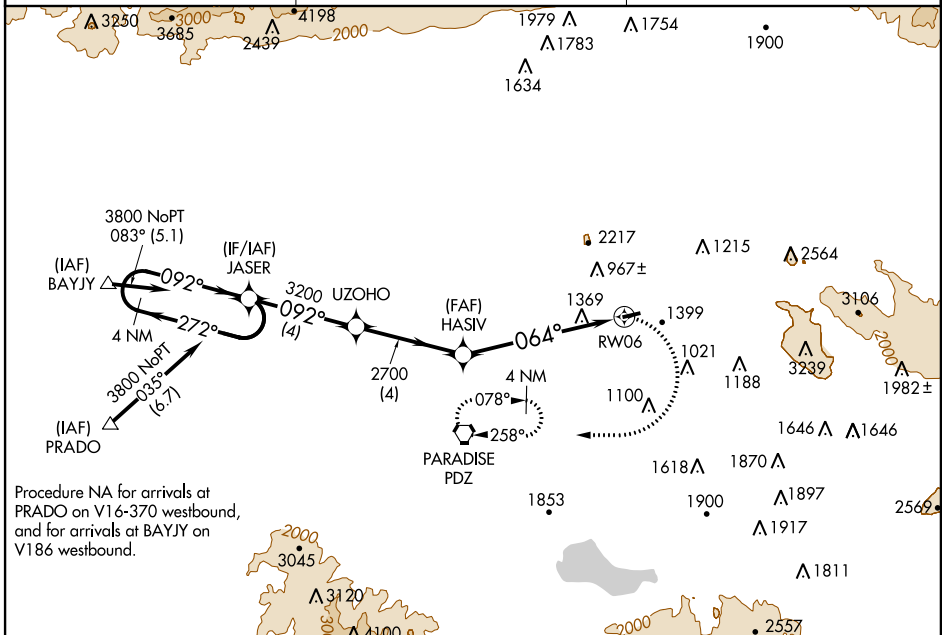
APP CRS 064°	Rwy Idg TDZE Apt Elev	N/A N/A 767
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RNAV (GPS)-A
RIVERSIDE/RUBIDOUX/ FLABOB (R.I.R.)

NA DME/DME RNP- 0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Riverside Muni altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3200 direct PDZ VORTAC and hold.

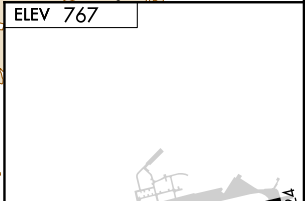
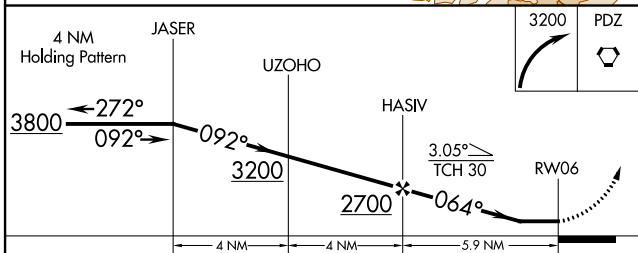
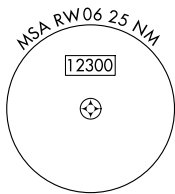
RIVERSIDE MUNI ASOS 128.8	SOCAL APP CON 135.4 377.125	UNICOM 122.8 (CTAF) 0
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SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

Procedure NA for arrivals at PRADO on V16-370 westbound, and for arrivals at BAYJY on V186 westbound.



CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1093 (1100-1¼)	1960-1½ 1193 (1200-1½)	NA	

MIRL Rwy 6-24 0

RIVERSIDE/RUBIDOUX, CA

FLABOB (RIR)
ORIG 11181 (FAA)

TAKEOFF MINIMUMS: Rwy 6, std. w/min. climb of 670' per NM to 4000 or 400-2 w/min. climb of 480' per NM to 4000 or 2100-3 for climb in visual conditions. Rwy 24, std. w/min. climb of 630' per NM to 3000 or 800-2 1/4 w/min. climb of 305' per NM to 4600 or 2100-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 6, climb via heading 064° to 4000 then right turn direct PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC. Rwy 24, climb via heading 244° and PDZ R-031 to PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.

All aircraft climb in PDZ VORTAC holding pattern (hold East, right turns, 258° inbound) to cross PDZ VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: Rwy 6, trees beginning 3763' from DER, 1152' right of centerline, up to 40' AGL/1119' MSL. Rwy 24, antenna on tank 6193' from DER, 2057' right of centerline, 38' AGL/1237' MSL. Trees beginning 2494' from DER, 434' right of centerline, up to 40' AGL/1519' MSL. Pole 6261' from DER, 1950' right of centerline, 30' AGL/1230' MSL. Building 1.52 NM from DER, 1154' right of centerline, up to 29' AGL/1369' MSL. Antenna on tank 1.26 NM from DER, 2047' right of centerline, 54' AGL/1254' MSL. Tank 4043' from DER, 794' right of centerline, 66' AGL/961' MSL. Tree 1.79 NM from DER, 434' right of centerline, 58' AGL/1138' MSL.

SAN BERNARDINO, CA

SAN BERNARDINO INTL (SBD)
ORIG 93343 (FAA)

TAKEOFF MINIMUMS: Rwy 6, CAT A,B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C,D 3100-2 or std. with a min. climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 6, climbing right turn. Rwy 24, climbing left turn. All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD)(KNUC)

SAN CLEMENTE ISLAND, CA 12208

Rwy 5: Diverse departures authorized 090° to 233° CCW.

Rwy 23: Diverse departures authorized 160° to 053° CW.

TAKE-OFF OBSTACLES: Rwy 5, Pylon 198' MSL, 44' from DER, 274' left of centerline. Terrain 192' MSL, 50' from DER, 500' right of centerline. Terrain 194' MSL, 264' from DER, 509' right of centerline. Terrain 209' MSL, 824' from DER, 721' right of centerline. Terrain 199' MSL, 957' from DER, 612' right of centerline.

SAN DIEGO, CA

BROWN FIELD MUNI (SDM)
AMDT 4 10154(FAA)

TAKEOFF MINIMUMS: Rwy 8L, std. w/ min. climb of 570' per NM to 3100. Rwys 8R,26L, NA - ATC. DEPARTURE PROCEDURE: Rwy 8L, climbing left turn, thence...Rwy 26R, climbing right turn, thence... via heading 280° to intercept MZB R-160 to MZB VORTAC.

NOTE: Rwy 26R, tree 1284' from DER, 778' left of centerline, 52' AGL/561' MSL.

MONTGOMERY FIELD (MYF)

AMDT 3A 10210 (FAA)

TAKEOFF MINIMUMS: Rwy 5, 1500-2 or std. with a min. climb of 290' per NM to 1700. DEPARTURE PROCEDURE: Rwys 5, 10L/R, climbing right turn. Rwys 28L/R, climbing left turn. All aircraft climb direct to MZB VORTAC. Aircraft departing MZB R-090 CW R-360 climb on course. All others climb in MZB holding pattern (W, right turns, 075° inbound) to cross MZB VORTAC at or above 1800.

NOTE: Rwy 5, trees and bushes beginning 244' from DER, 161' left of centerline, up to 99' AGL/524' MSL. Tree 1287' from DER, 103' right of centerline, up to 49' AGL/474' MSL. Rwy 23, tree, flag pole, and transmission towers beginning 1594' from DER, 82' right of centerline, up to 125' AGL/545' MSL. Transmission towers beginning 2627' from DER, 414' left of centerline up to 125' AGL/524' MSL. Rwy 10L, trees beginning 230' from DER, 494' left of centerline, up to 57' AGL/486' MSL. Trees beginning 1172' from DER, 591' right of centerline, up to 69' AGL/488' MSL. Rwy 10R, rod on electrical equipment 40' from DER, 66' left of centerline, 7' AGL/426' MSL. Trees beginning 2107' from DER, 199' right of centerline, up to 69' AGL/488' MSL. Rwy 28L, bushes and poles beginning 35' from DER, 160' right of centerline, up to 37' AGL/451' MSL. Trees beginning 1008' from DER, 7' left of centerline, up to 37' AGL/451' MSL. Rwy 28R, bushes, trees, and poles beginning 34' from DER, 162' left of centerline, up to 38' AGL/451' MSL. Trees, signs, and poles beginning 768' from DER, 98' right of centerline, up to 67' AGL/488' MSL.

14 NOV 2013 to 12 DEC 2013

14 NOV 2013 to 12 DEC 2013

LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Idg THRE Apt Elev	24R 8925	24L 10285 120 121 126
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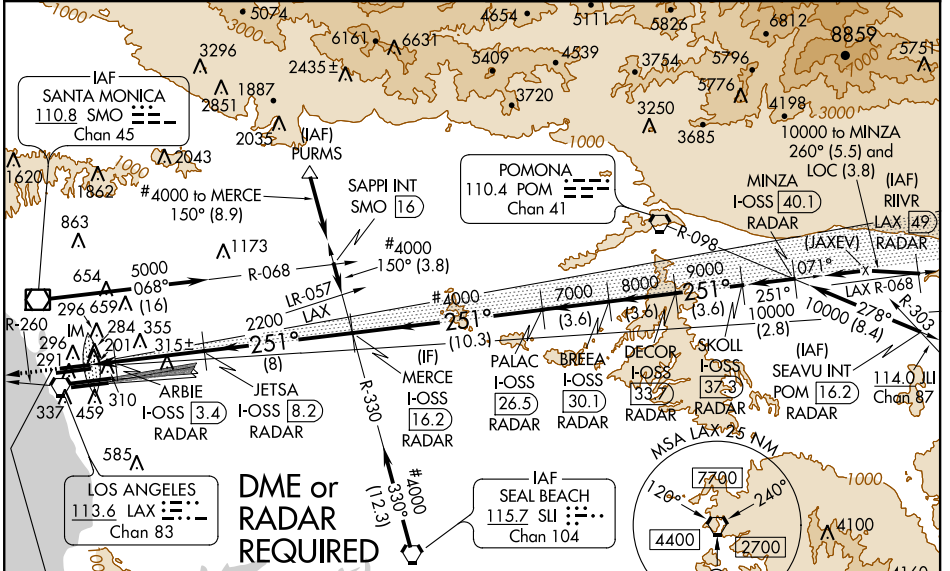
ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

⚠ Inoperative table does not apply to Sidestep Rwy 24L Cats A/B. For inoperative MALS/R, increase S-LOC Rwy 24R Cat D visibility to RVR 5000. LOC procedure NA during simultaneous operation. Simultaneous approach authorized with Rwy 25L/R.

ALS-F2 Rwy 24R (A)	MALS/R Rwy 24L (AS)	MISSED APPROACH: Climb to 2000 via heading 249° and LAX R-260 to RAFFS INT/ LAX 15.1 DME and hold.
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ATIS ARR 133.8 DEP 135.65	124.3 363.2 (223°-044°)	SOCAL APP CON 124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0	CLNC DEL 121.4 327.0
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SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

DME or RADAR REQUIRED

LOS ANGELES 113.6 LAX Chan 83

LOCALIZER 108.5 I-OSS Chan 22

SEAL BEACH 115.7 SUI Chan 104

MISSED APCH FIX

RAFFS INT LAX [15.1]

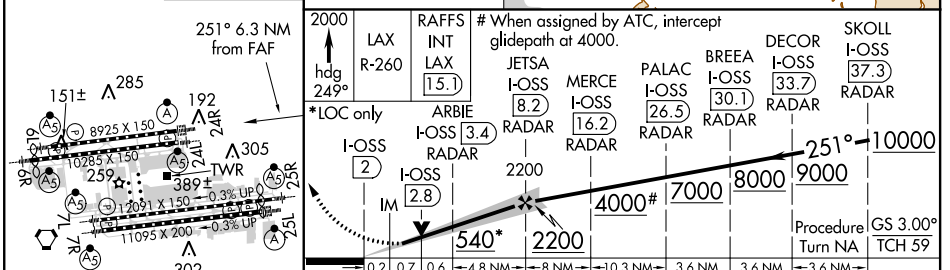
113.6 LAX Chan 83

Procedure NA for arrivals at PURMS via V186 northwest bound.

Procedure NA for arrival on SUI VORTAC airway radials 272 CW 319.

Procedure NA for arrivals at SMO VOR/DME via V107 westbound.

ELEV 126	THRE 24R 120	THRE 24L 121
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TDZ/CL Rwy 6R, 7L, 24R, and 25L	HIRL all Rws				
FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06
CATEGORY	S-ILS 24R				S-LOC 24R
	320/18 200 (200-½)				460/24 340 (400-½) 460/40 340 (400-¾)
	SIDESTEP RWY 24L				580/50 459 (500-1) 580-1½ 459 (500-1½)


Figure 221

LOC I-BUR 109.5	APP CRS 076°	Rwy Idg THRE Apt Elev 5801 727 778
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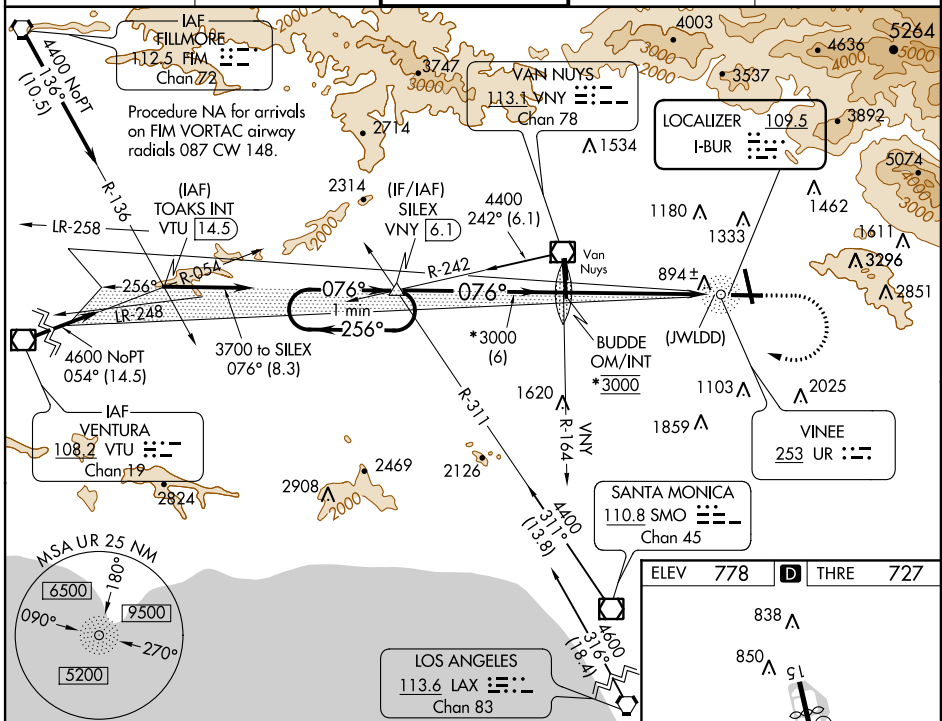
ILS or LOC Z RWY 8

BOB HOPE (BUR)

▽ Circling to Rwy 26 NA at night. When VGSI inop, Circling Rwy 15, 33 NA at night.
▲ Inoperative table does not apply to S-LOC 8 Cats A, B. Inoperative table does not apply to S-ILS 8. When VGSI inop, Straight-in/Circling Rwy 8 procedure NA at night. Circling NA northeast of Rwy 15 and 26. Autopilot coupled approach NA below 1007. Visibility reduction by helicopters NA. For inoperative MALSRR increase S-LOC 8 Cat C/D visibility to 1 1/8 miles. ILS unusable from VINEE NDB inbound. Missed approach requires minimum climb of 372 feet per nautical mile to 2500; if unable to meet climb gradient, see LOC Y RWY 8.

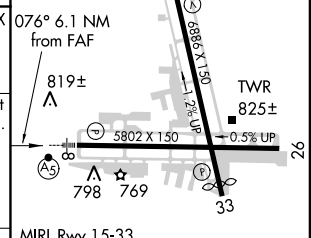
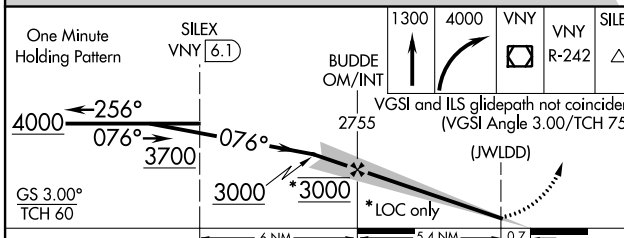
MALSRR
 MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct VNY VOR/DME and on VNY VOR/DME R-242 to SILEX INT/VNY 6.1 DME and hold.

ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6
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SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
S-ILS 8	1007/50			
S-LOC 8	1240/50	513 (500-1)	280 (300-1)	1240/55 513 (500-1 1/4)
CIRCLING	1240-1	1280-1	1280-1 1/2	1440-2
	462 (500-1)	502 (600-1)	502 (600-1 1/2)	662 (700-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

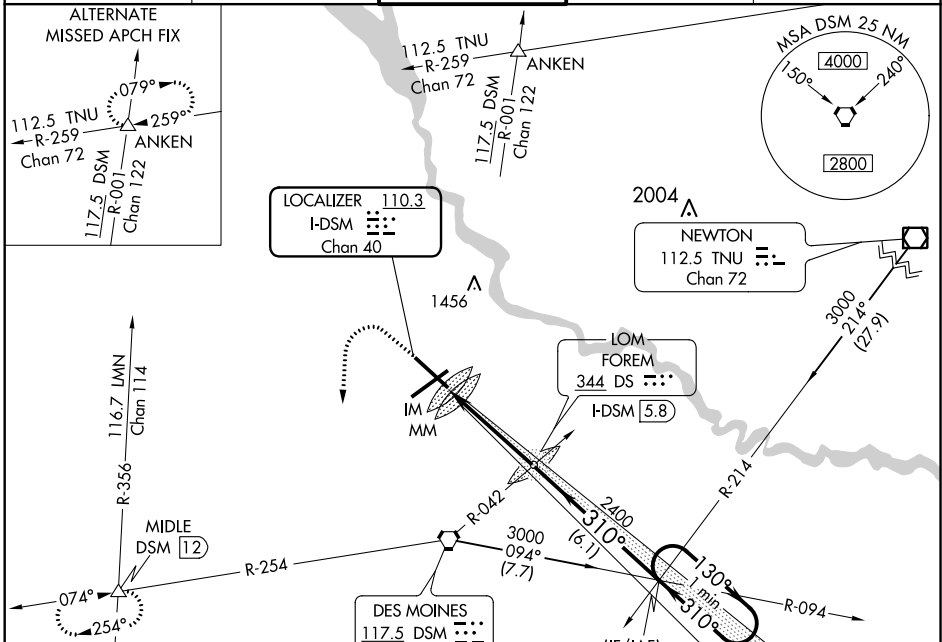
LOC/DME I-DSM 110.3 Chan 40	APP CRS 310°	Rwy Idg THRE 958 Apt Elev 958
--	------------------------	---

ILS or LOC RWY 31

DES MOINES INTL (DSM)

	For inop ALSF, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.
	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDDLE INT/12 DME and hold.	

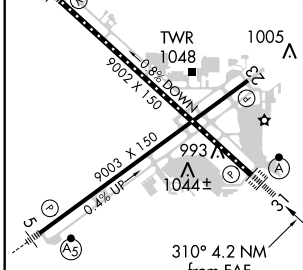
ATIS 119.55 251.05	DES MOINES APP CON 123.9 307.15	DES MOINES TOWER 118.3 257.8	GND CON 121.9 348.6	CLNC DEL 134.15 317.55
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NC-3, 14 NOV 2013 to 12 DEC 2013

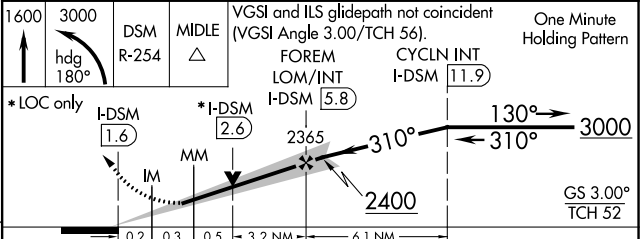
NC-3, 14 NOV 2013 to 12 DEC 2013

ELEV 958	THRE 958
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REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23
FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



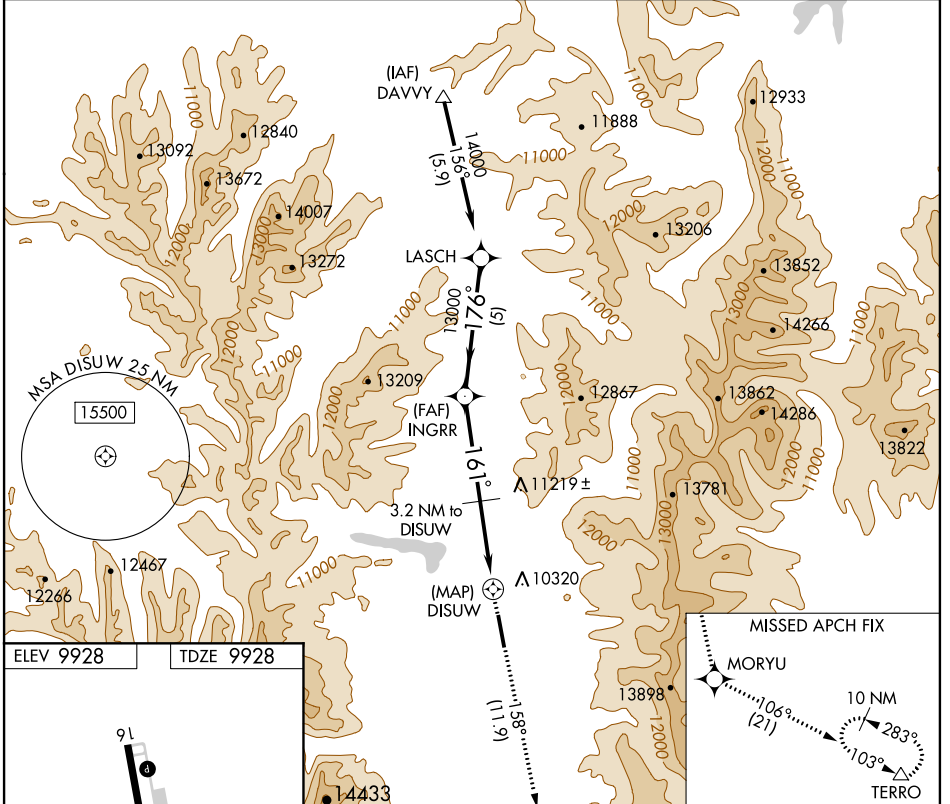
CATEGORY	A	B	C	D	E
S-ILS 31	1158/18 200 (200-½)				
S-LOC 31	1320/24	362 (400-½)	1320/35 362 (400-¾)		
CIRCLING	1420-1	462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)	1760-2¾ 802 (900-2¾)

Figure 223

APP CRS	Rwy Idg	6400
161°	TDZE	9928
	Apt Elev	9928

GPS RWY 16
LEADVILLE/LAKE COUNTY (L.X.V)

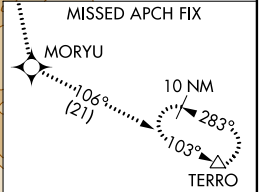
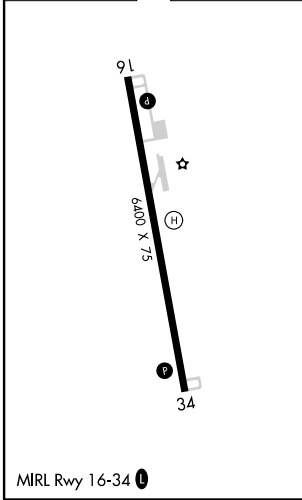
NA	MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.	
	ASOS 118.375	DENVER CENTER 119.85 363.15



SW-1, 14 NOV 2013 to 12 DEC 2013

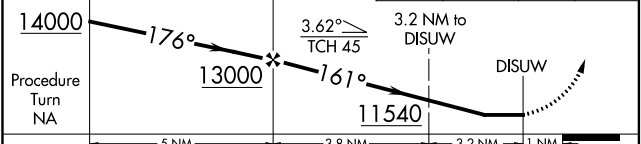
SW-1, 14 NOV 2013 to 12 DEC 2013

ELEV 9928	TDZE 9928
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

LASCH	INGRR	DISUW
14000	13000	11540
176°	176°	103°
5 NM	3.8 NM	3.2 NM



CATEGORY	A	B	C	D
S-16	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	
CIRCLING	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	



TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

13262

KREMMLING, CO

MC ELROY AIRFIELD (20V)

TAKEOFF MINIMUMS: **Rwy 9**, 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27**, 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 10000, then climbing right turn. **Rwy 27**, climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO

LA JUNTA MUNI (LHX)

AMDT 3 03191 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading 080°. **Rwy 12**, climb via heading 120°. **Rwy 26**, turn left heading 160°. **Rwy 30**, turn left heading 140°. **All aircraft**, intercept LAA R-238 (V210) to LAA VOR/DME. When at or above 8000 proceed on course.

LAMAR, CO

LAMAR MUNI (LAA)

DEPARTURE PROCEDURE: **Rwys 8,36**, turn left. **Rwy 18**, turn left/right. **Rwy 26**, turn right. Direct LAA VOR/DME. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM

LAS CRUCES INTL (LRU)

AMDT 1 96340 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 8**, climbing right turn. **Rwy 12**, CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26**, climbing left turn. **Rwy 30**, climbing runway heading to 5100 then climbing left turn.

All aircraft climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

LAS VEGAS, NM

LAS VEGAS MUNI (LVS)

AMDT 1 06103 (FAA)

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20**, turn left (except via FTI R-215). **Rwy 32**, turn right.

Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft).

LEADVILLE, CO

LAKE COUNTY (LXV)

AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, use LOZUL (RNAV) DEPARTURE. **Rwy 34**, use DAVVV (RNAV) DEPARTURE.

LONGMONT, CO

VANCE BRAND (LMO)

AMDT 1 12040 (FAA)

DEPARTURE PROCEDURE: **Rwy 11**, climbing left turn to intercept GLL VOR/DME R-221 to 7000 ... **Rwy 29**, climbing right turn to intercept GLL VOR/DME R-221 to 7000 ...

... All aircraft proceed on GLL R-221 to GLL VOR/DME. Cross GLL VOR/DME at or above MEA/MCA for route of flight.

NOTE: **Rwy 11**, trees beginning 130' from DER, 191' right of centerline, up to 80' AGL/5119' MSL. Vehicles on roadway, 449' from DER, 395' left and right of centerline, 17' AGL/5046' MSL. Trees beginning 1383' from DER, 434' left of centerline, up to 80' AGL/5109' MSL. **Rwy 29**, trees beginning 4105' from DER, 220' left of centerline, up to 80' AGL/5189' MSL.

LOS ALAMOS, NM

LOS ALAMOS (LAM)

AMDT 1 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 27**, NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 092° to intercept SAF R-354. Northbound climbing to 11000 on V83. Southbound climbing to 9000 on V83.

NOTE: **Rwy 9**, terrain and trees beginning 101' from DER, 178' left and right of centerline, up to 60' AGL/7139' MSL.

LOVINGTON, NM

LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

AMDT 1 99364 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 4700 before turning on course.

NOTE: **Rwy 12**, 35' AGL power line 1250' from DER 150' right of centerline. **Rwy 21**, 40' AGL tower 936' from DER 273' right of centerline. **Rwy 30**, 50' AGL windmill 1800' from DER 50' right of centerline.

MEEKER, CO

MEEKER (EEO)

AMDT 1 08157 (FAA)

TAKEOFF MINIMUMS: **Rwys 3, 21**, 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21**, multiple trees beginning 843' from DER, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from DER, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO

MONTE VISTA MUNI (MVI)

AMDT 3 01025 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn. **Rwy 20**, climbing left turn. **All aircraft**, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11000, except V210 westbound 11200 and J102 northeast bound 13700, before proceeding enroute.

14 NOV 2013 to 12 DEC 2013

14 NOV 2013 to 12 DEC 2013

13262



TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

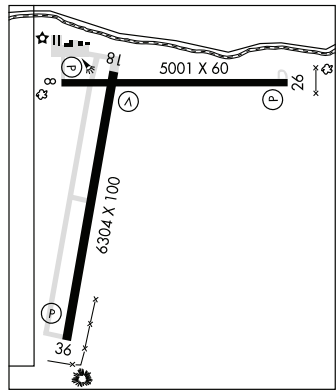


LAMAR MUNI (LAA) 3 SW UTC-7(-6DT) N38°04.18' W102°41.31'
 3706 B S4 FUEL 100LL, JET A OX 1, 3 NOTAM FILE LAA
RWY 18-36: H6304X100 (CONC-GRVD) S-45, D-55, 2D-100 MIRL

WICHITA
H-5A, L-10G
IAP

0.4% up S
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45'. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Hill.
RWY 08-26: H5001X60 (ASPH-PFC) S-35, D-50, 2D-95 MIRL
RWY 08: PAPI(P2L)—GA 3.0° TCH 30'. Road.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Fence.
AIRPORT REMARKS: Attended 1500-0100Z†. For svc after hrs phone 719-336-7701. Be alert, intensive USAF student training in/of Colorado Springs and Pueblo Colorado. Rwy 18-36 now has distance remaining signs. Twr 500' AGL 4.5 mile SE unlighted. ACTIVATE MIRL Rwy 08-26 and Rwy 18-36—CTAF. NOTE: See Special Notices—Aerobatic Operations in Colorado. USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

WEATHER DATA SOURCES: ASOS 135.625 (719) 336-3854.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.
(H) VORW/DME 116.9 LAA Chan 116 N38°11.83'
 W102°41.25' 168° 7.6 NM to fld. 3944/12E.



LAS ANIMAS

CITY OF LAS ANIMAS – BENT CO (7V9) 1 S UTC-7(-6DT) N38°03.24' W103°14.31'

WICHITA
L-10F

3915 S4 NOTAM FILE DEN
RWY 08-26: H3870X40 (ASPH) S-5 HIRL 0.4% up W
RWY 08: REIL. Fence.
RWY 26: REIL. Road.

AIRPORT REMARKS: Attended Mon-Sat 1500-0000Z†. Be alert, intensive USAF student training in/of Colorado Springs and Pueblo Colorado. Rwy 26 has +30' poles 105' from thld 210' left of extd rwy centerline, +15' tank 321' from rwy end 270' right of centerline. Thld lghts NSTD; three lghts each end. Thld lghts OTS indef. Rwy 08 thld lghts 23' from thld. Rwy 26 thld lghts 12' from thld. Rwy 08 numbers located 216' from pavement end, Rwy 08-26 numbers smaller than standard, no centerline markings. ACTIVATE HIRL Rwy 08-26—CTAF. Med ints 5 clicks, high ints 7 clicks. See Special Notices—USAF 306 FTG Flight Training Areas, Vicinity of Colorado Springs and Pueblo Colorado.

COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.
LAMAR (H) VORW/DME 116.9 LAA Chan 116 N38°11.83' W102°41.25' 240° 27.5 NM to fld. 3944/12E.

LEACH (See CENTER on page 220)

LEADVILLE

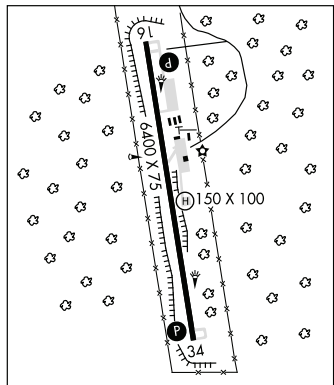
LAKE CO (LXV) 2 SW UTC-7(-6DT) N39°13.17' W106°18.99'

DENVER
H-3F, 5A, L-9E
IAP

9934 B FUEL 100LL, JET A NOTAM FILE LXV
RWY 16-34: H6400X75 (ASPH) S-20, D-20 MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 45'. Rgt t/c.
RWY 34: PAPI(P2L)—GA 3.0° TCH 45'.
AIRPORT REMARKS: Attended May-Oct 1430-2330Z†, Nov-Apr 1500-2330Z†. For svc after hrs call sheriff dispatch 719-486-1249. PPR for svc after hrs call 719-293-5110. Rwy 34 has +50' power lines 750' from right of thld. Twy C and old ramp have potholes and loose aggregate. All twys and new ramp area marked with blue and white reflectors. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 118.375 (719) 486-2735.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 119.85
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
RED TABLE (H) VORW/DME 113.0 DBL Chan 77 N39°26.36'
 W106°53.68' 104° 30.0 NM to fld. 11800/12E.

HELIPAD H1: H150X100 (ASPH-CONC)
HELIPORT REMARKS: Rwy H1 has 6-8 inch lip all around edges, concrete has longitudinal and corner cracking. Rwy H1 has 20' to 30' trees 130' east of pad.



LOC/DME I-APA 111.3 Chan 50	APP CRS 350°	Rwy Idg THRE 5885 Apt Elev 5885	35R 7000 5869 5885	35L 7000 5869 5885
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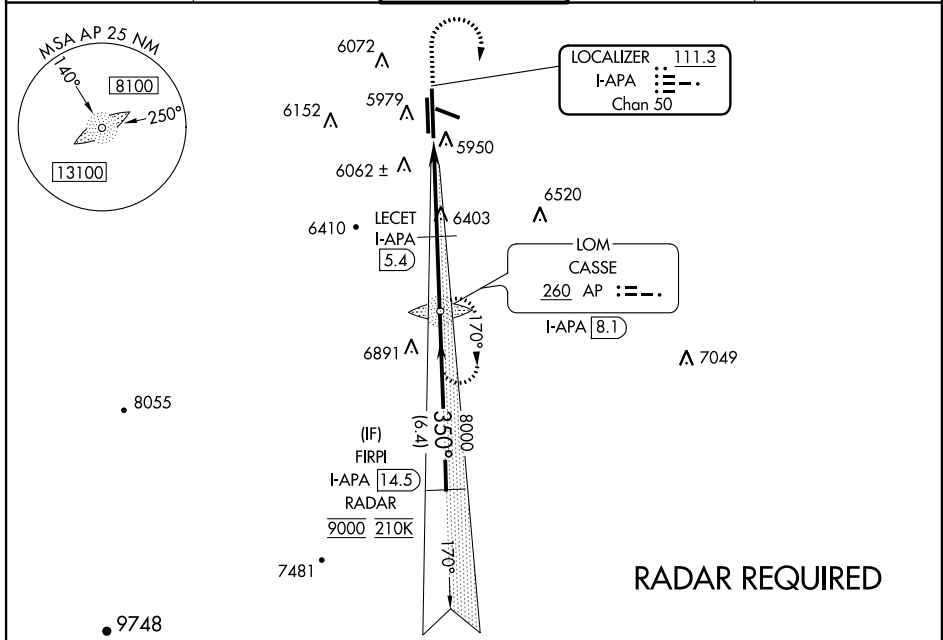
ILS or LOC RWY 35R

DENVER/ CENTENNIAL (APA)

▼ Inoperative table does not apply to S-LOC 35R. When Rwy 35L VGSI inop, Sidestep to Rwy 35L NA at night. When Rwy 35L VGSI inop, Circling to Rwy 35L NA at night. ADF or DME required.

▲ MALSR MISSED APPROACH: Climb to 7400 then climbing right turn to 9000 on I-APA south course to CASSE LOM/I-APA 8.1 DME and hold.

ATIS 120.3	DENVER APP CON 132.75 269.3	CENTENNIAL TOWER 118.9	GND CON 121.8	CLNC DEL 128.6
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RADAR REQUIRED

ELEV 5885	THRE 35R 5885 THRE 35L 5869	7400	9000	AP	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).	FIRPI I-APA 14.5	
MIRL all Rwys REIL Rwys 17R, 28, and 35L		*LOC only		LE CET I-APA 5.4	LOM I-APA 8.1	RADAR	
TWR 5993		*I-APA 1.8		*I-APA 4.5	7977	9000	
350° 6.3 NM from FAF		2.7 NM		0.9 NM	2.7 NM	6.4 NM	
FAF to MAP 6.3 NM		CATEGORY		A	B	C	D
		S-ILS 35R		6085-1/2		200 (200-1/2)	
		S-LOC 35R		7080-1 1/4 1195 (1200-1 1/4)	7080-1 1/2 1195 (1200-1 1/2)	7080-3	1195 (1200-3)
		SIDESTEP 35L		7080-1 1/4 1211 (1200-1 1/4)	7080-1 1/2 1211 (1200-1 1/2)	7080-3	1211 (1200-3)
		CIRCLING 35R		7080-1 1/4 1195 (1200-1 1/4)	7080-1 1/2 1195 (1200-1 1/2)	7080-3	1195 (1200-3)
		LE CET FIX MINIMUMS (DME REQUIRED)					
		S-LOC 35R		6800-3/4	915 (1000-3/4)	6800-2	915 (1000-2)
		CIRCLING 35R		6800-1 1/4	915 (1000-1 1/4)	6800-2 3/4 915 (1000-2 3/4)	6800-3 915 (1000-3)
Knots		60	90	120	150	180	
Min:Sec		6:18	4:12	3:09	2:31	2:06	

LOC/DME I-FFC 111.95 Chan 56 (Y)	APP CRS 313°	Rwy Idg THRE Apt Elev	5019 807 808
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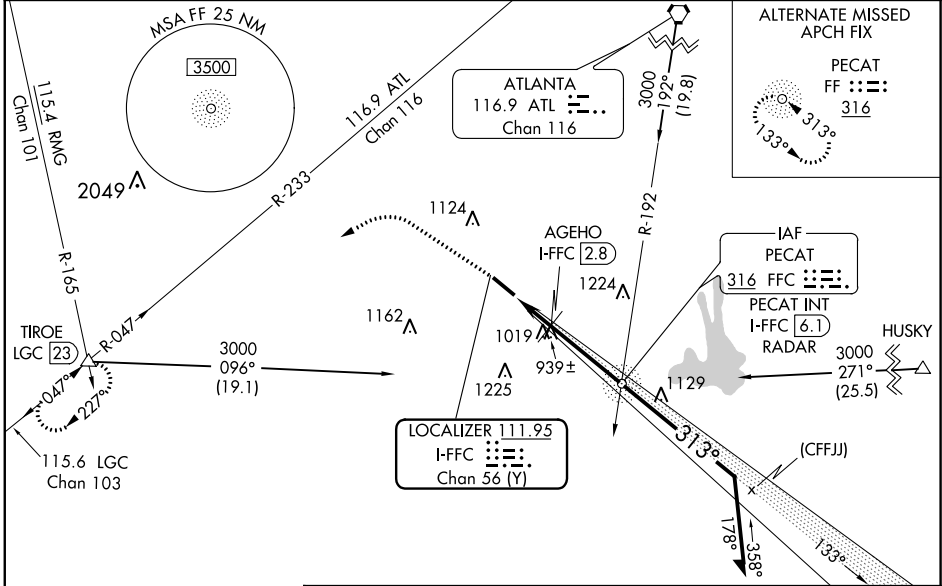
ILS or LOC RWY 31
ATLANTA RGNL FALCON FIELD (F'F'C)

NA Inoperative table does not apply. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase S-ILS 31 all Cats visibility 1/8 mile; increase S-LOC 31 Cats C/D and Circling Cat C visibility 1/8 mile; increase Circling Cat D visibility 1/4 mile; increase AGEHO fix minimums S-LOC 31 Cats C/D and Circling Cat D visibility 1/4 mile.

ODALS ...

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 275° and LGC VORTAC R-047 to TIROE INT/LGC 23 DME and hold.

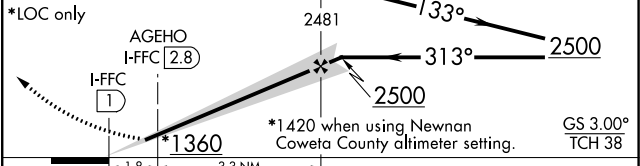
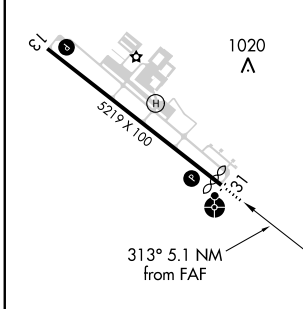
ASOS 118.525	ATLANTA APP CON 119.8 343.6	CLNC DEL 119.8	UNICOM 123.05 (CTAF)
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SE-4, 14 NOV 2013 to 12 DEC 2013

SE-4, 14 NOV 2013 to 12 DEC 2013

ELEV 808	THRE 807	1700	4000	LGC R-047	TIROE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45). Remain within 10 NM
				hdg 275°		



AGEHO FIX MINIMUMS (DME REQUIRED)				
CATEGORY	A	B	C	D
S-ILS 31	1081-1		274 (300-1)	
S-LOC 31	1360-1	553 (600-1)	1360-1 1/8	553 (600-1 1/8)
CIRCLING	1360-1	552 (600-1)	1360-1 1/8	1440-2 552 (600-1 1/8) 632 (700-2)
S-LOC 31	1200-1	393 (400-1)	1200-1 1/8	393 (400-1 1/8)
CIRCLING	1320-1	512 (600-1)	1320-1 1/2	1440-2 512 (600-1 1/2) 632 (700-2)

ATLANTA, GEORGIA
Amdt 2 15NOV12

ATLANTA RGNL FALCON FIELD (F'F'C)
ILS or LOC RWY 31

33°21'N-84°34'W

Figure 228

WAAS CH 61006 W13A	APP CRS 133°	Rwy Idg THRE 797 Apt Elev 808	5219
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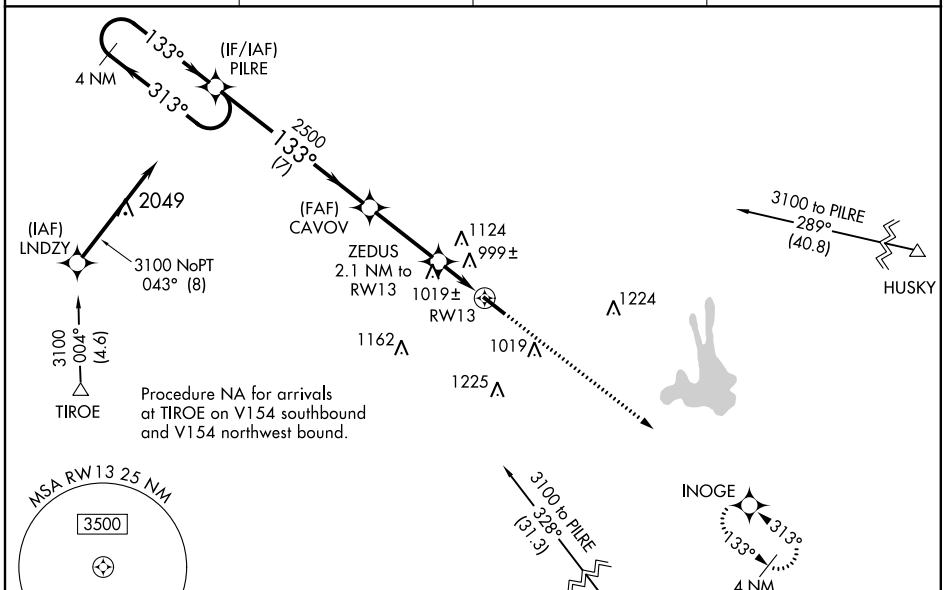
RNAV (GPS) RWY 13

ATLANTA RGNL FALCON FIELD (F'FC)

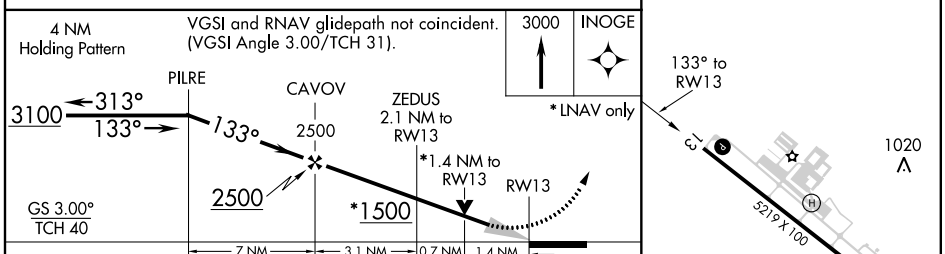
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cat D visibility 1/4 mile; increase Circling Cat C visibility 1/8 mile. Baro-VNAV and VDP NA when using Newnan Coweta County altimeter setting.

MISSED APPROACH: Climb to 3000 direct INOGE and hold.

ASOS 118.525	ATLANTA APP CON 119.8 343.6	CLNC DEL 119.8	UNICOM 123.05 (CTAF) 0
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ELEV 808	THRE 797
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CATEGORY	A	B	C	D
LPV DA		997-3/4	200 (200-3/4)	
LNAV/VNAV DA		1311-13/4	514 (600-13/4)	
LNAV MDA	1280-1	483 (500-1)	1280-13/8	483 (500-13/8)
CIRCLING	1320-1	512 (600-1)	1320-11/2	1440-2
			512 (600-11/2)	632 (700-2)

SE-4, 14 NOV 2013 to 12 DEC 2013

SE-4, 14 NOV 2013 to 12 DEC 2013

BALDWIN, MICHIGAN

AL-6787 (FAA)

VOR/DME or GPS-A BALDWIN MUNI (7D3)

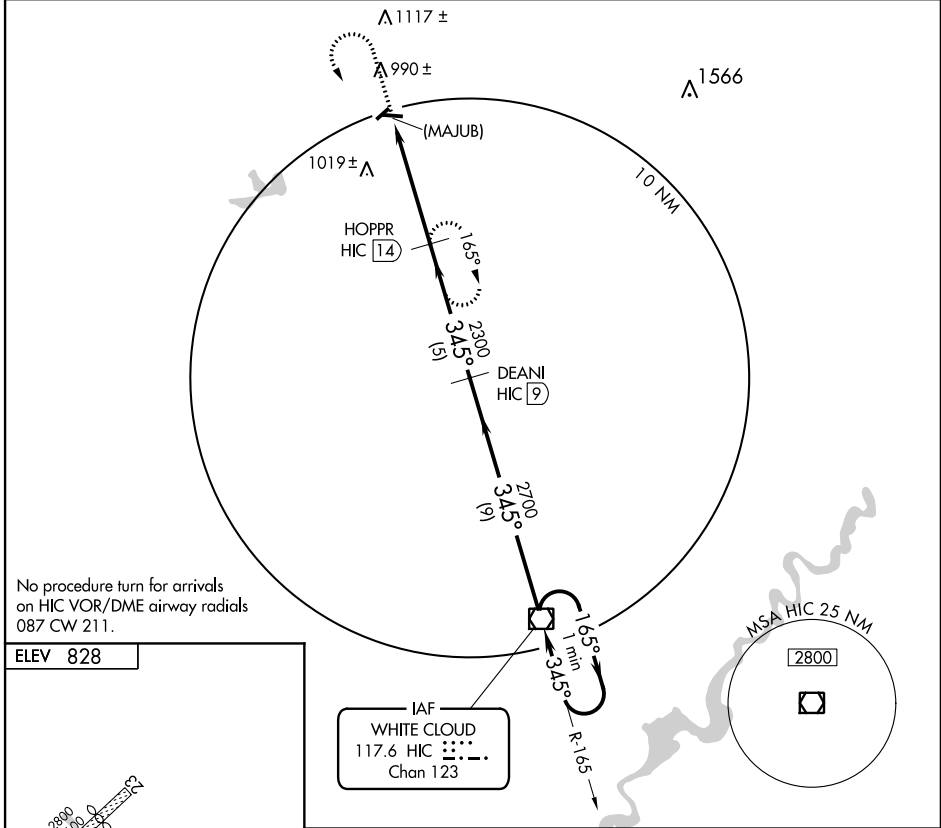
VOR/DME HIC 117.6 Chan 123	APP CRS 345°	Rwy Idg TDZE Apt Elev	N/A N/A 828
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▼ Use Manistee altimeter setting.
▲ NA Procedure not authorized at night.

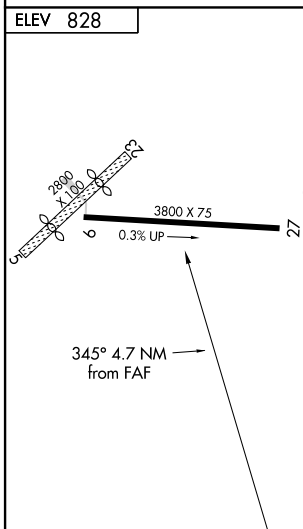
MISSED APPROACH: Climb to 2600, then left turn via the HIC VOR/DME R-345 to HOPPR/14 DME and hold.

MINNEAPOLIS CENTER
120.85 322.35

CTAF
122.9



No procedure turn for arrivals on HIC VOR/DME airway radials 087 CW 211.



ELEV 828	2600	HOPPR INT	VOR/DME			
	HIC R-345		One Minute Holding Pattern			
		DEANI HIC 9				
	(MAJUB) HIC 18.7	HOPPR HIC 14	2700	165°	2700	
			← 345°			
	2300					
	4.7 NM	5 NM	9 NM			
CATEGORY	A	B	C	D		
CIRCLING	1400-1	572 (600-1)	1400-1½ 572 (600-1½)	NA		

EC-1, 14 NOV 2013 to 12 DEC 2013

EC-1, 14 NOV 2013 to 12 DEC 2013

BALDWIN, MICHIGAN
Amdt 1 10322

43°53'N - 85°51'W

BALDWIN MUNI (7D3)

VOR/DME or GPS-A

Figure 230

BALDWIN MUNI (7D3) 2 S UTC-5(-4DT) N43°52.53' W85°50.53'
 828 TPA—1828(1000) NOTAM FILE LAN
RWY 09-27: H3800X75 (ASPH) S-10 0.3% up E

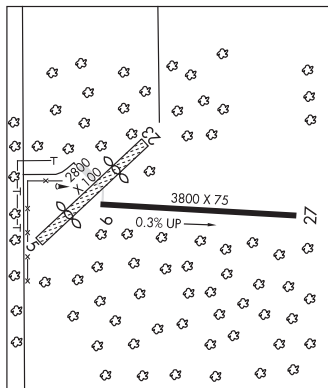
CHICAGO
 L-281
 IAP

RWY 09: Trees.
RWY 27: Trees.
RWY 05-23: 2800X100 (TURF)
RWY 05: Thld dspcd 800'. Trees.
RWY 23: Thld dspcd 800'. Trees.

AIRPORT REMARKS: Unattended. Deer on and infov arpt. Arpt CLOSED Nov thru Apr; no snow removal. Arpt manager cell 231-250-2551. Rwy 09-27 sfc considerable pavement cracking with vegetation growing through cracks. Rwy 05-23 and dspcd thlds marked with 3' yellow cones.

COMMUNICATIONS: CTAF 122.9
 (R) **MINNEAPOLIS CENTER APP/DEP CON** 120.85
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.

WHITE CLOUD (L) VOR/DME 117.6 HIC Chan 123 N43°34.49'
 W85°42.97' 344° 18.9 NM to fld. 920/1W.
VOR/DME unusable:
 020°-090° byd 30 NM blo 3,000'
DME portion unusable:
 270°-290° byd 35 NM blo 3,000'



BANGU N45°00.88' W84°48.49' NOTAM FILE GLR.
NDB (LOM) 375 GL 097° 4.5 NM to Gaylord Rgnl. Unmonitored.

LAKE HURON

BANNISTER

SHADY LAWN FLD (4M4) 2 E UTC-5(-4DT) N43°07.72' W84°22.88'
 680 TPA—1680(1000) NOTAM FILE LAN
RWY 09-27: 1850X50 (TURF) LIRL

CHICAGO

RWY 09: Bldg.
RWY 27: Trees.

AIRPORT REMARKS: Attended irregularly. Ultralight and AG activity on and infov arpt. Deer and birds on and infov arpt. Crops adjacent to rwy during summer months. NSTD LIRL color and configuration, by prior arrangement. Rwy 09 and Rwy 27 marked by 3' yellow cones.

COMMUNICATIONS: CTAF 122.9

BARAGA (2P4) 4 W UTC-5(-4DT) N46°47.10' W88°34.67'
 845 TPA—1845(1000) NOTAM FILE GRB

GREEN BAY

RWY 09-27: 2200X100 (TURF)
RWY 09: Trees.
RWY 27: Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov-Apr except to ski equipped acct. 25' p-line 850' from thld Rwy 27. Deer and birds on and infov arpt.

COMMUNICATIONS: CTAF 122.9

BATH

UNIVERSITY AIRPARK (41G) 2 NW UTC-5(-4DT) N42°50.42' W84°28.75'
 856 B S2 NOTAM FILE LAN
RWY 08-26: 1988X100 (TURF) LIRL

DETROIT

RWY 08: Trees.
RWY 26: Tree.

AIRPORT REMARKS: Attended irregularly. Rwy 08-26 occasionally soft/wet areas E end during spring thaw and after heavy rain. ACTIVATE LIRL Rwy 08-26 and NSTD rotating bcn—122.85. NSTD flashing strobe and alternating white/red bcn. Rwy 08-26 marked with 3' yellow cones.

COMMUNICATIONS: CTAF 122.9

BATOL N42°21.72' W85°11.07' NOTAM FILE BTL.
NDB (MHW/LOM) 272 BT 225° 4.4 NM to W K Kellogg.

CHICAGO
 L-281

Figure 231

LOC I-DUC 111.5	APP CRS 352°	Rwy Idg TDZE Apt Elev	6326 1094 1114
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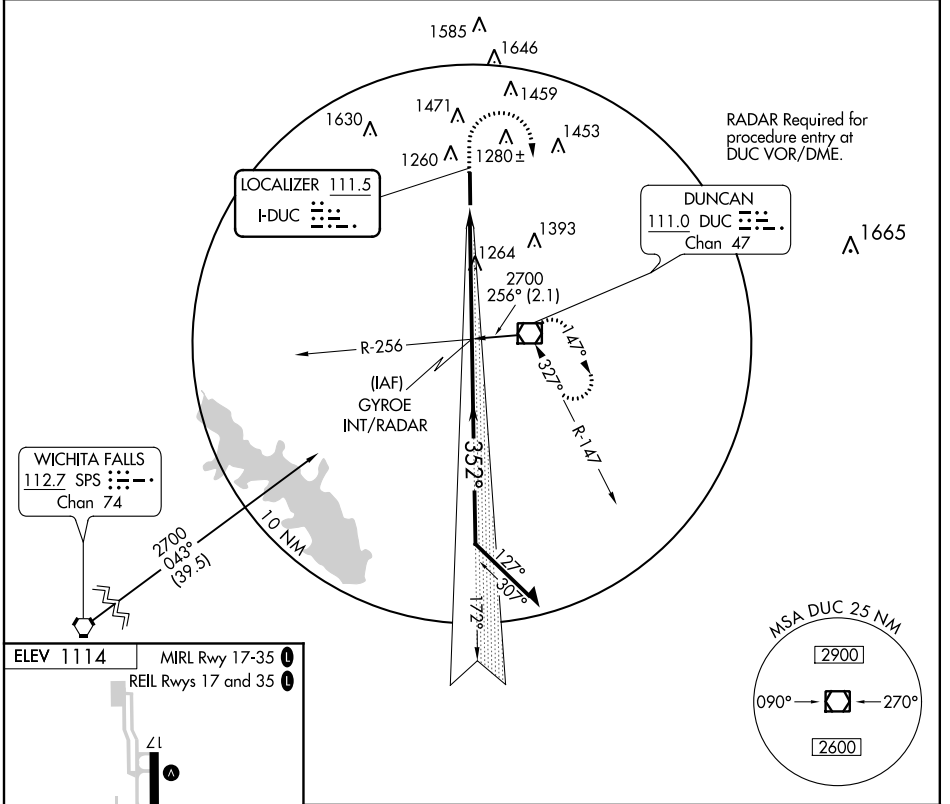
LOC RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D ¼ mile and Circling Cat D ½ mile.

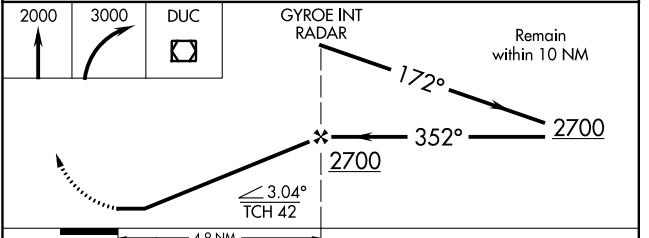
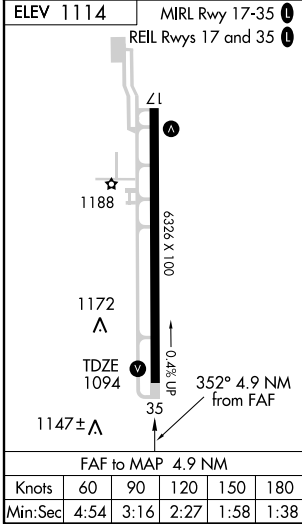
▲ NA MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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SC-1, 14 NOV 2013 to 12 DEC 2013

SC-1, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
S-35	1520-1	426 (500-1)	1520-1¼	426 (500-1¼)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

WAAS CH 93619 W 17A	APP CRS 172°	Rwy Idg 6326 TDZE 1114 Apt Elev 1114
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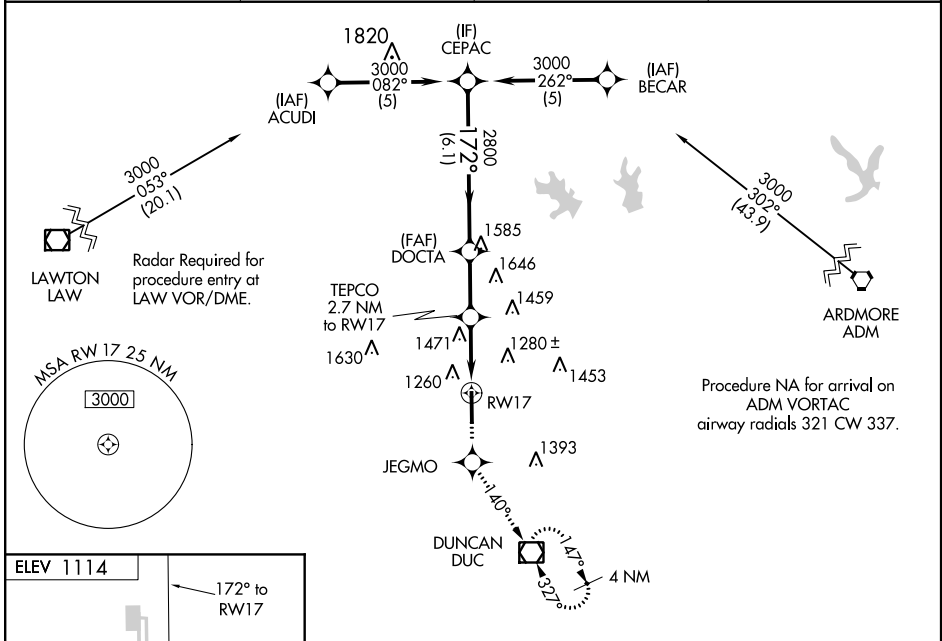
RNAV (GPS) RWY 17

DUNCAN/ HALLIBURTON FIELD (DUC)

Baro-VNAV NA when using Henry Post AAF, (Fort Sill) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF, (Fort Sill) altimeter setting and increase all DA 67 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B and D visibility ¼ mile and Cat C visibility ½ mile. VDP NA with Henry Post AAF, (Fort Sill) altimeter setting.

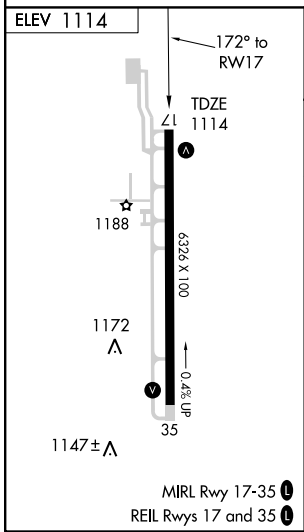
MISSED APPROACH:
Climb to 3000 direct JEGMO and on track 140° to DUC VOR/DME and hold.

AWOS-3 119.075	FORT SILL APP CON 118.6 290.375	CLNC DEL 118.4	UNICOM 122.8 (CTAF) 0
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SC-1, 14 NOV 2013 to 12 DEC 2013

SC-1, 14 NOV 2013 to 12 DEC 2013



3000	JEGMO	tr 140°	DUC	Procedure Turn NA
* LNAV only		TEPCO 2.7 NM to RW17	DOCTA 2800	CEPAC 3000
* 1.9 NM to RW17		2020*	2800	GS 3.00° TCH 53
1.9		0.8	2.4 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	1390-1 276 (300-1)			
LNAV/VNAV DA	1903-2 ¾ 789 (800-2 ¾)			
LNAV MDA	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1780-2 666 (700-2)
CIRCLING	1780-1	666 (700-1)	1780-1 ¾ 666 (700-1 ¾)	1840-2 ¾ 726 (800-2 ¾)

Figure 233

WAAS CH 69328 W32A	APP CRS 319°	Rwy Idg THRE 1179 Apt Elev 1219	7816
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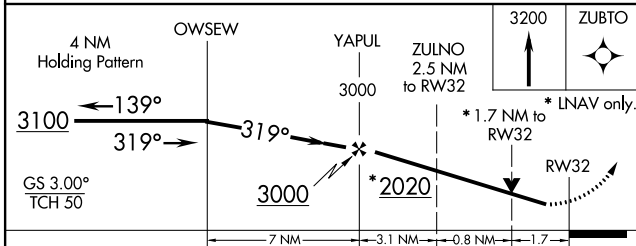
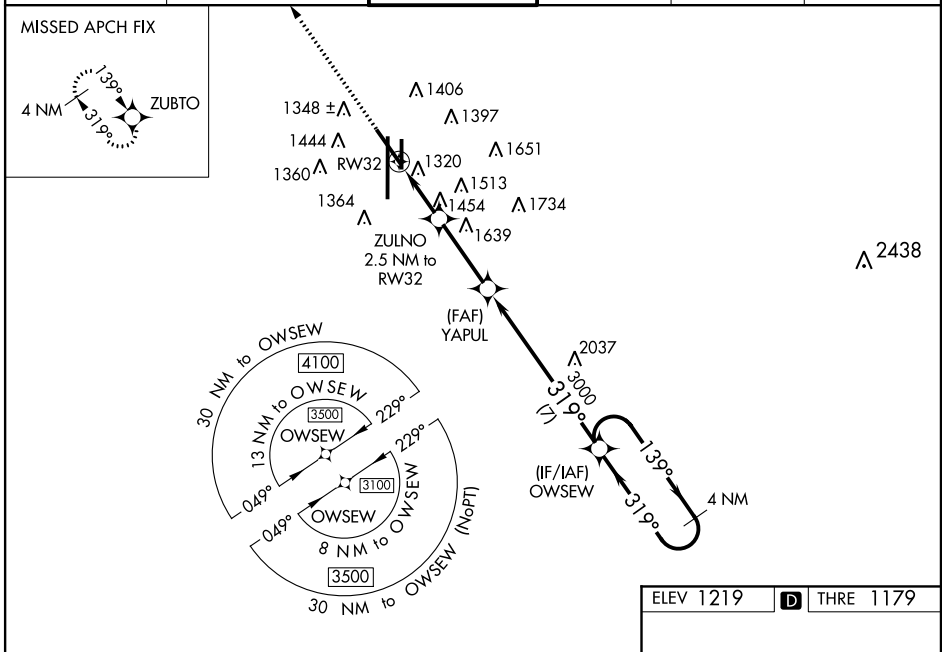
RNAV (GPS) RWY 32

LINCOLN (LNK)

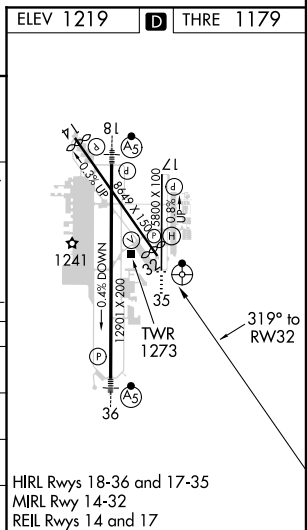
⚠ Baro-VNAV NA when using Beatrice altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ VDP NA with Beatrice altimeter setting. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3200 direct ZUBTO and hold.

ATIS 118.05 290.9	LINCOLN APP CON 124.0 270.3	LINCOLN TOWER* 118.5(CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1429-1		250 (300-1)	
LNAV/VNAV DA	1563-1 1/4		384 (400-1 1/4)	
LNAV MDA	1760-1 581 (600-1)		1760-1 3/4 581 (600-1 3/4)	
CIRCLING	1760-1 541 (600-1)		1760-1 3/4 541 (600-1 3/4) 1820-2 601 (700-2)	



NC-2, 14 NOV 2013 to 12 DEC 2013

NC-2, 14 NOV 2013 to 12 DEC 2013

LOC I-DHN 108.3	APP CRS 318°	Rwy Idg THRE Apt Elev	8496 382 401
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ILS or LOC RWY 32

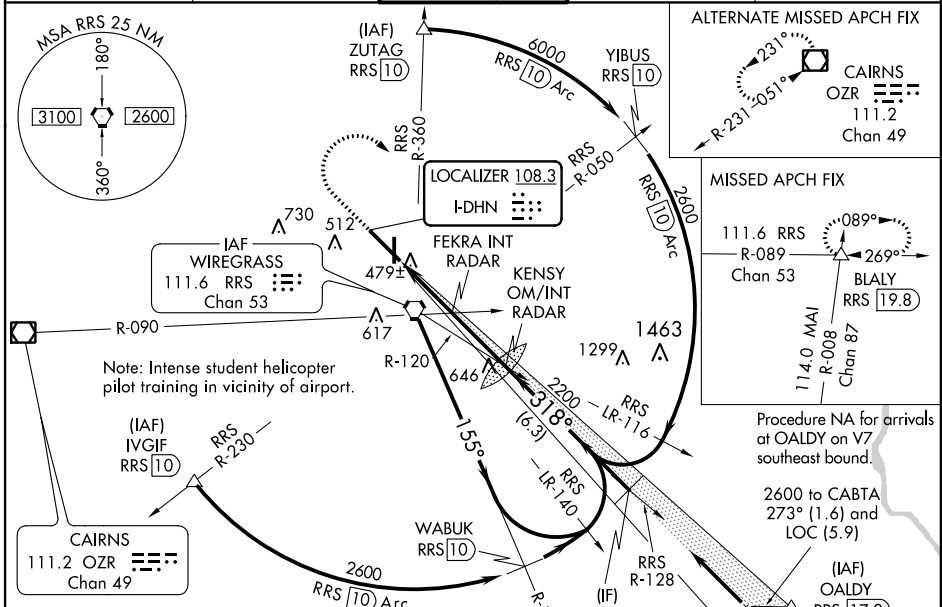
DOTHAN RGNL (DHN)

⚠ **RVR 1800 authorized with use of FD or AP or HUD to DA.
⚠ For inoperative MALSR, increase S-LOC 32 Cat C/D visibility to 2½ miles.

MALSR

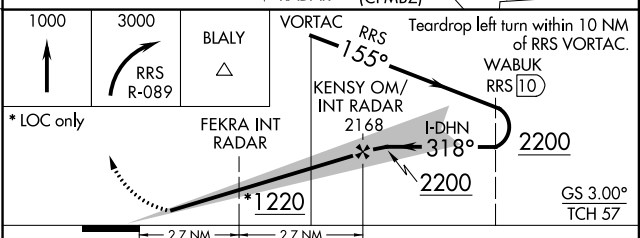
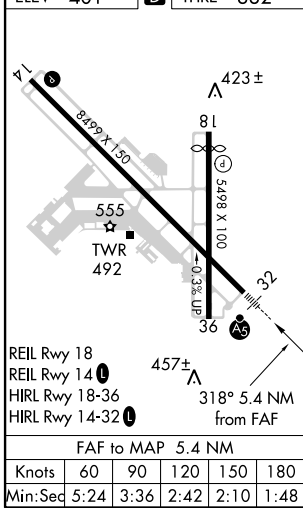
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on hdg 130° and RRS VORTAC R-089 to BLALY INT/RRS 19.8 DME and hold.

ATIS 135.72	CAIRNS APP CON* 125.4 327.125	DOTHAN TOWER ★ 118.4 (CTAF) 0 257.6	GND CON 121.7 348.6	UNICOM 122.95
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DME or RADAR REQUIRED

ELEV 401	D	THRE 382
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CATEGORY	A	B	C	D
S-ILS 32	**582/24 200 (200-½)			
S-LOC 32	1220/24 838 (900-½)	1220/40 838 (900-¾)	1220-1⅞	838 (900-1⅞)
CIRCLING	1220-1¼	819 (900-1¼)	1220-2½ 819 (900-2½)	1220-2¾ 819 (900-2¾)
FEKRA FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)				
S-LOC 32	820/24	438 (500-½)	820/40	438 (500-¾)
CIRCLING	860-1	459 (500-1)	860-1½ 459 (500-1½)	960-2 559 (600-2)

SE-4, 14 NOV 2013 to 12 DEC 2013

SE-4, 14 NOV 2013 to 12 DEC 2013

RNAV (GPS) RWY 10

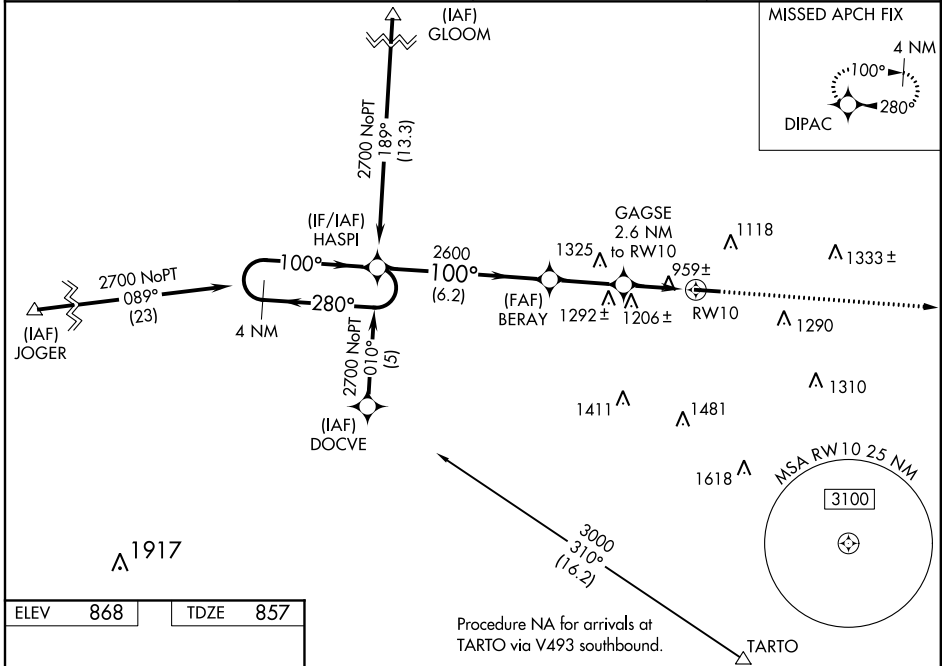
LANCASTER/FAIRFIELD COUNTY (L.H.Q)

WAAS CH 97701 W10A	APP CRS 100°	Rwy Idg TDZE Apt Elev	5004 857 868
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Baro-VNAV NA when using Rickenbacker Intl altimeter setting. 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). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

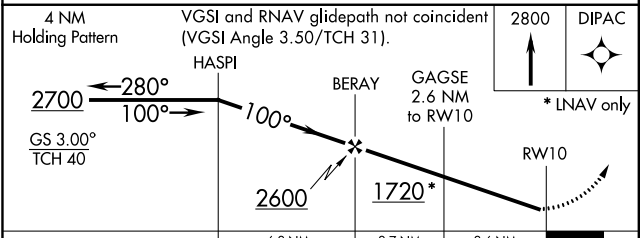
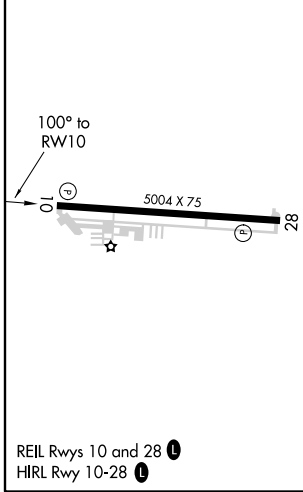
ASOS 118.375	COLUMBUS APP CON 119.15 279.6	CLNC DEL 121.65	UNICOM 122.725 (CTAF) 0
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EC-2, 14 NOV 2013 to 12 DEC 2013

EC-2, 14 NOV 2013 to 12 DEC 2013

ELEV	868	TDZE	857
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CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1 ½ 434 (500-1 ½)			NA
LNAV MDA	1460-1	603 (600-1)	1460-1 ¾ 603 (600-1 ¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

WAAS CH 69628 W28A	APP CRS 280°	Rwy Idg THRE Apt Elev	5004 868 868
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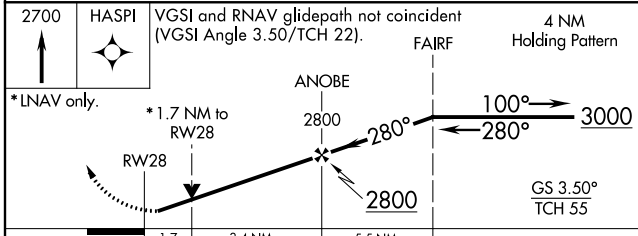
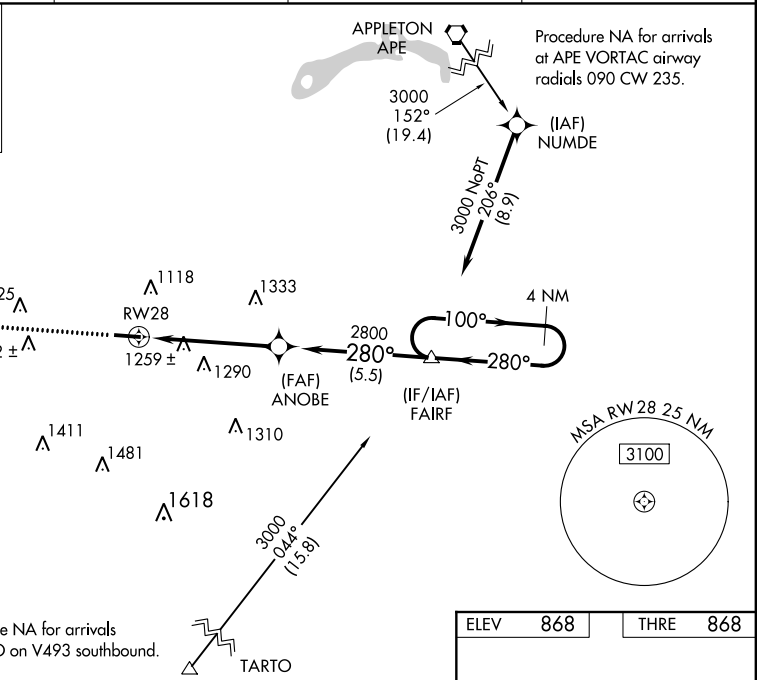
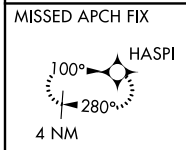
RNAV (GPS) RWY 28

LANCASTER/FAIRFIELD COUNTY (L.H.Q.)

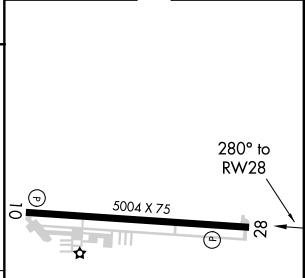
▼ Baro-VNAV NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
 ▲ Visibility reduction by helicopters NA. VDP NA with Rickenbacker Intl altimeter setting. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA 48 feet.

MISSED APPROACH: Climb to 2700 direct HASPI and hold.

ASOS 118.375	COLUMBUS APP CON 119.15 279.6	CLNC DEL 121.65	UNICOM 122.725 (CTAF)
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ELEV	868	THRE	868
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CATEGORY	A	B	C	D
LPV DA	1068-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1641-2 1/2	773 (800-2 1/2)		NA
LNAV MDA	1520-1	652 (700-1)		NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)		NA

EC-2, 14 NOV 2013 to 12 DEC 2013

EC-2, 14 NOV 2013 to 12 DEC 2013

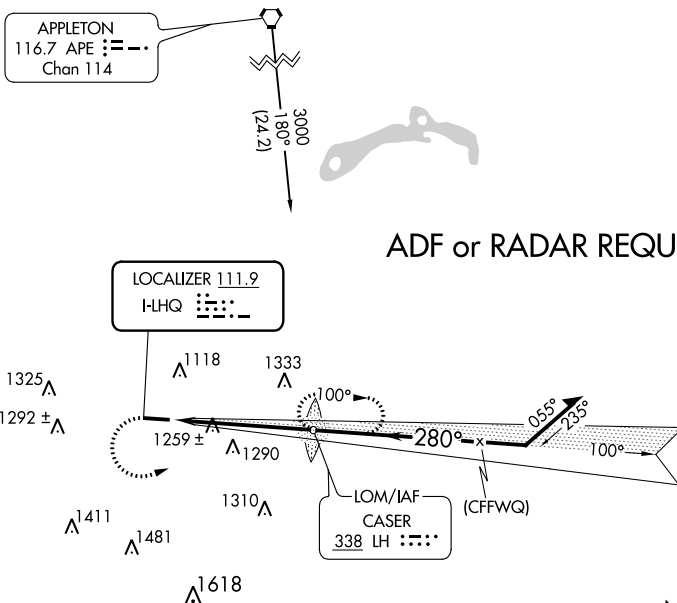
LOC I-LHQ	APP CRS	Rwy Idg	5004
111.9	280°	THRE	868
		Apt Elev	868

LOC RWY 28
LANCASTER/FAIRFIELD COUNTY (LHQ)

ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet, S-28 Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

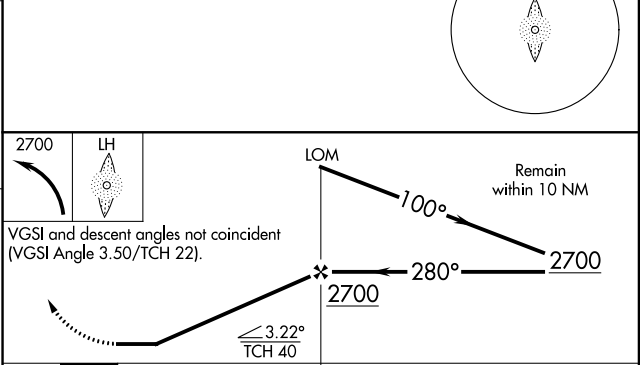
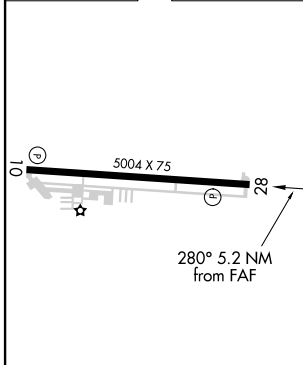
MISSED APPROACH: Climbing left turn to 2700 direct CASER LOM and hold.

ASOS 118.375	COLUMBUS APP CON 119.15 279.6	CLNC DEL 121.65	UNICOM 122.725 (CTAF)
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ADF or RADAR REQUIRED

ELEV	868	THRE	868
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REIL Rws 10 and 28
HIRL Rwy 10-28

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-28	1520-1	652 (700-1)	1520-1 7/8 652 (700-1 7/8)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

Figure 239

EC-2, 14 NOV 2013 to 12 DEC 2013

EC-2, 14 NOV 2013 to 12 DEC 2013

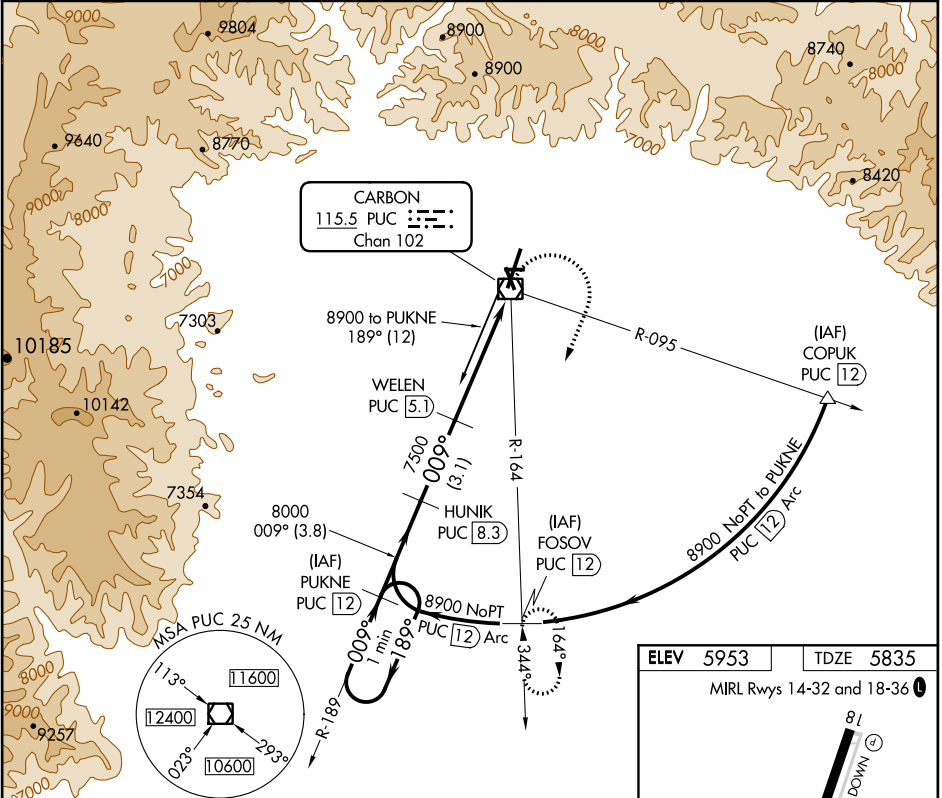
VOR/DME PUC 115.5 Chan 102	APP CRS 009°	Rwy Idg TDZE 5835 Apt Elev 5953
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VOR/DME RWY 36

PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

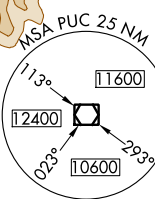
	MALSF	MISSED APPROACH: Climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/12 DME and hold.

ASOS 135.425	SALT LAKE CENTER 133.9 370.85	UNICOM 122.8 (CTAF)
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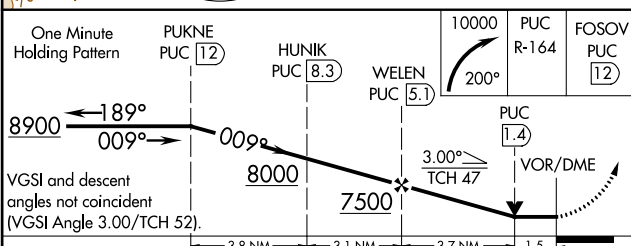
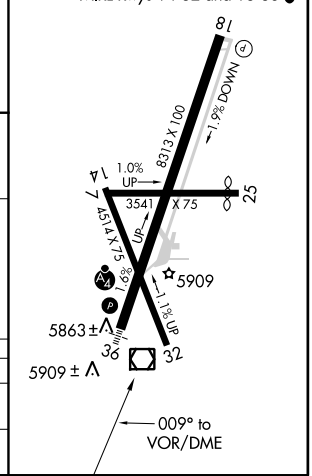
SW-4, 14 NOV 2013 to 12 DEC 2013

SW-4, 14 NOV 2013 to 12 DEC 2013



ELEV 5953	TDZE 5835
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MIRL Rws 14-32 and 18-36



CATEGORY	A	B	C	D
S-36	6240-1	405 (300-1)	6240-1¼	405 (300-1¼)
CIRCLING	6660-1 707 (800-1)	6740-1¼ 787 (800-1¼)	6820-2½ 867 (900-2½)	6980-3 1027 (1100-3)

VOR/DME RWY 36

Figure 240

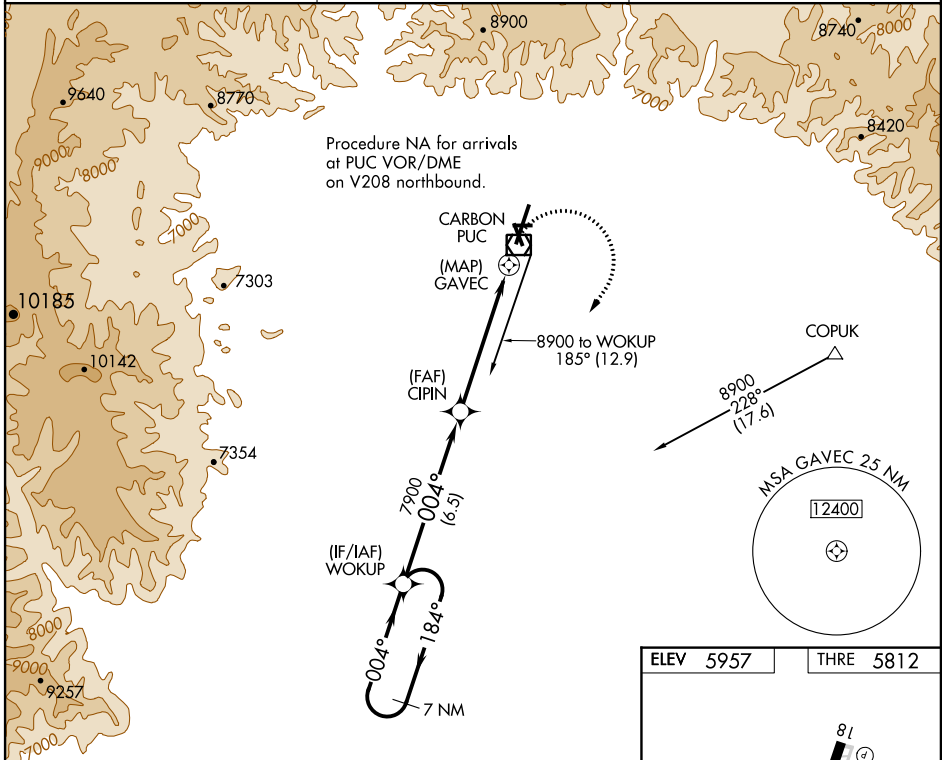
WAAS CH 53425 W36A	APP CRS 004°	Rwy Idg THRE Apt Elev	8313 5812 5957
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RNAV (GPS) RWY 36

PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

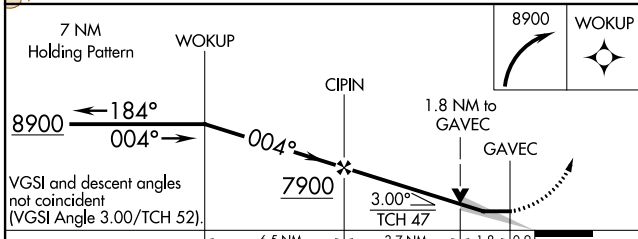
	Circling to Rwy 25 NA at night. DME/DME RNP- 0.3 NA.	MALSF 	MISSED APPROACH: Climbing right turn to 8900 direct WOKUP and hold.
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ASOS 135.425	SALT LAKE CENTER 133.9 370.85	UNICOM 122.8 (CTAF)
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SW-4, 14 NOV 2013 to 12 DEC 2013

SW-4, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
LP MDA		6300- ³ / ₄	488 (400- ³ / ₄)	
LNAV MDA		6340- ³ / ₄	528 (400- ³ / ₄)	
CIRCLING	6700-1 743 (800-1)	6740-1 783 (800-1)	6780-2½ 823 (900-2½)	7020-3 1063 (1100-3)

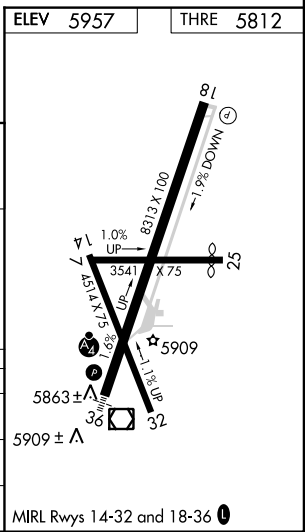


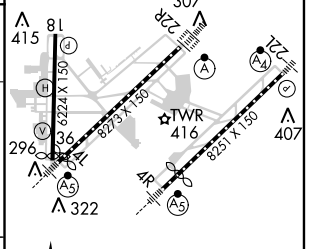
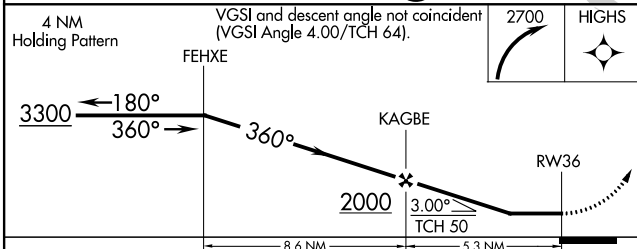
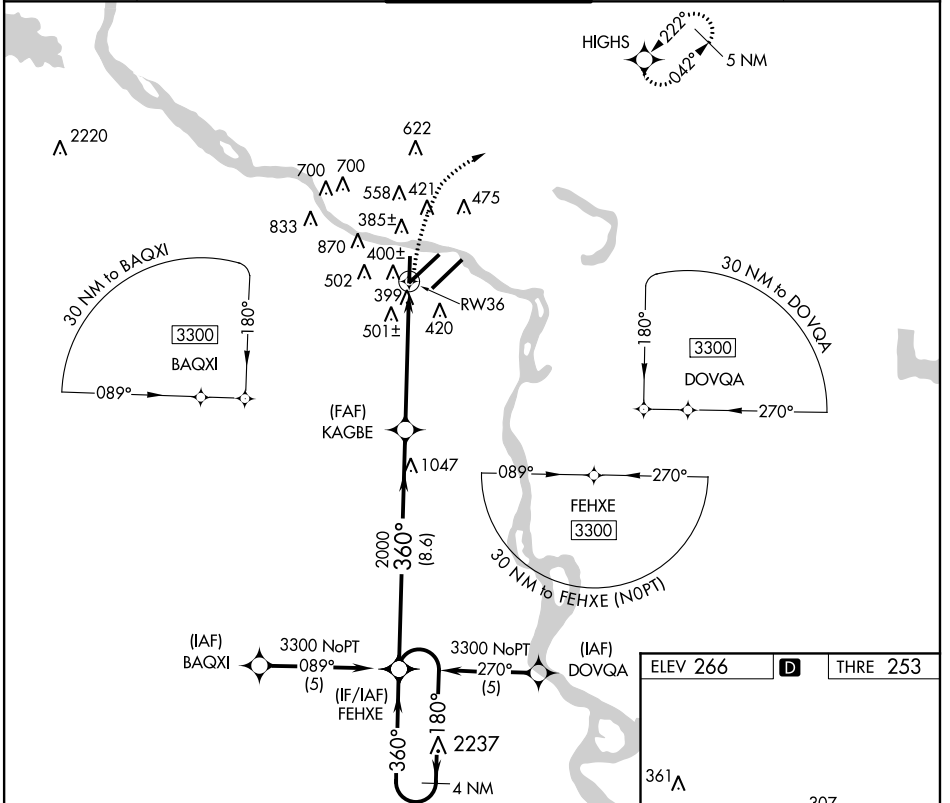
Figure 241

APP CRS	Rwy Idg	6124
360°	THRE	253
	Apt Elev	266

LITTLE ROCK/
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT) **RNAV (GPS) RWY 36**

▼ DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeters setting and increase all MDA 100 feet. Increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.
▲ ASR MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



CATEGORY	A	B	C	D
LNAV MDA	760-1	507 (500-1)	760-1½	507 (500-1½)
CIRCLING	800-1	534 (600-1)	940-2 674 (700-1)	1180-3 914 (1000-3)

TDZ/CL Rwy 22R
HIRL Rws 4R-22L, 4L-22R and 18-36


SC-1, 14 NOV 2013 to 12 DEC 2013

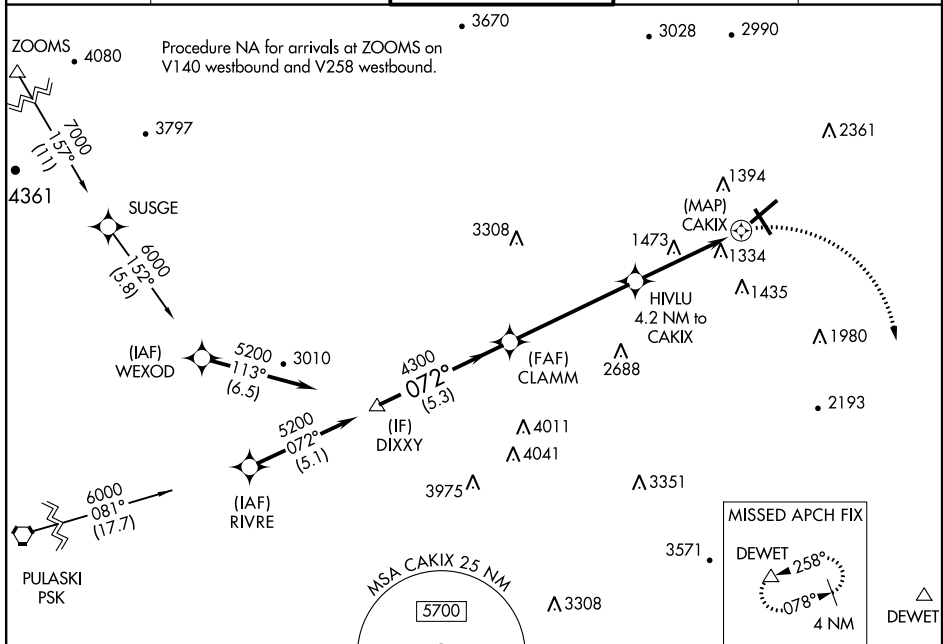
SC-1, 14 NOV 2013 to 12 DEC 2013

WAAS CH 58222 W06A	APP CRS 072°	Rwy Idg THRE 1152 Apt Elev 1175	6800
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RNAV (GPS) RWY 6

ROANOKE RGNL/WOODRUM FIELD (R.O.A)

<p>⚠ Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Circling to Rwy 16 NA. For inop MALSRL, increase LP Cat A/B visibility to 1 mile and Cats C/D visibility to 1 1/4 mile and increase LNAV Cat A visibility to 1 mile, Cat B visibility to 1 1/4 mile and for Cats C/D inop table does not apply.</p>		<p>MALSRL </p>	<p>MISSED APPROACH: Climbing right turn to 4000 direct DEWET and hold.</p>	
<p>ATIS 132.375</p>	<p>ROANOKE APP CON 126.9 339.8</p>	<p>ROANOKE TOWER 118.3 257.8</p>	<p>GND CON 121.9 257.8</p>	<p>CLNC DEL 119.7</p>

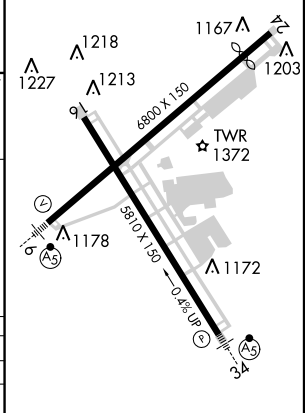



NE-3, 14 NOV 2013 to 12 DEC 2013

NE-3, 14 NOV 2013 to 12 DEC 2013



ELEV 1175	D	THRE 1152
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	DIXXY		CLAMM		HIVLU 4.2 NM to CAKIX		CAKIX 1.3 NM to CAKIX		DEWET 4000	
	5200		4300		2700		3.00° TCH 58			
	5.3 NM		5 NM		2.9 NM		1.3 NM		0.5 NM	
CATEGORY	A	B	C	D						
LP MDA	1780-3/4	628 (700-3/4)	1780-1 3/8	628 (700-1 1/8)						
LNAV MDA	2000-3/4	848 (900-3/4)	2000-2 1/2	848 (900-2 1/2)						
CIRCLING	2000-1 1/4	825 (900-1 1/4)	2000-2 1/2	825 (900-2 1/2)						

REIL Rwy 6 and 24
HIRL Rwy 6-24 and 16-34

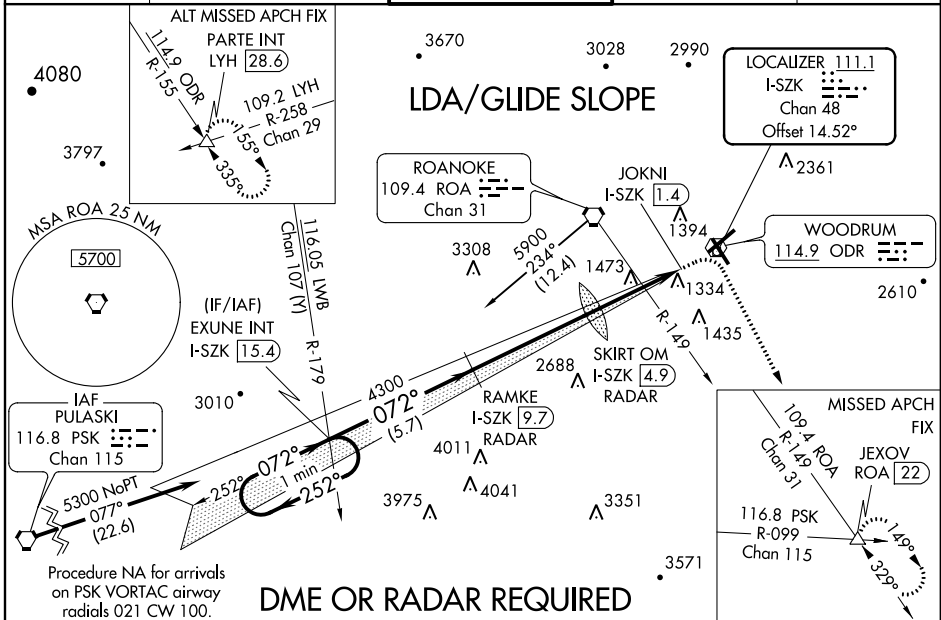
LOC/DME I-SZK 111.1 Chan 48	APP CRS 072°	Rwy Idg 6800 THRE 1152 Apt Elev 1175
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LDA RWY 6
ROANOKE RGNL/WOODRUM FIELD (ROA)

▼ Inoperative table does not apply to S-LDA 6. Circling NA NW of Rwy 6-24. Circling NA to Rwy 16. SKIRT minimums: For inoperative MALS/R, increase S-LDA 6 Cats A and B visibility to 1½ and Cats C and D visibility to 1¾.

▲ MALS/R MISSED APPROACH: Climb to 1820 then climbing right turn to 5000 on heading 189° and ROA VORTAC R-149 to JEXOV INT/ROA 22 DME and hold.

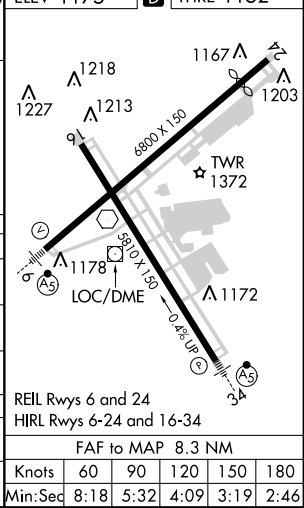
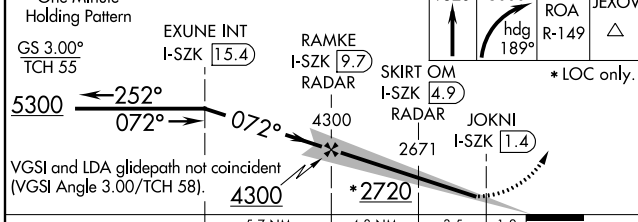
ATIS 132.375	ROANOKE APP CON 126.9 339.8	ROANOKE TOWER 118.3 257.8	GND CON 121.9 257.8	CLNC DEL 119.7
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NE-3, 14 NOV 2013 to 12 DEC 2013

NE-3, 14 NOV 2013 to 12 DEC 2013

One Minute Holding Pattern GS 3.00° TCH 55	EXUNE INT I-SZK [15.4]	RAMKE I-SZK [9.7] RADAR	SKIRT OM I-SZK [4.9] RADAR	JOKNI I-SZK [1.4]	ELEV 1175	THRE 1152
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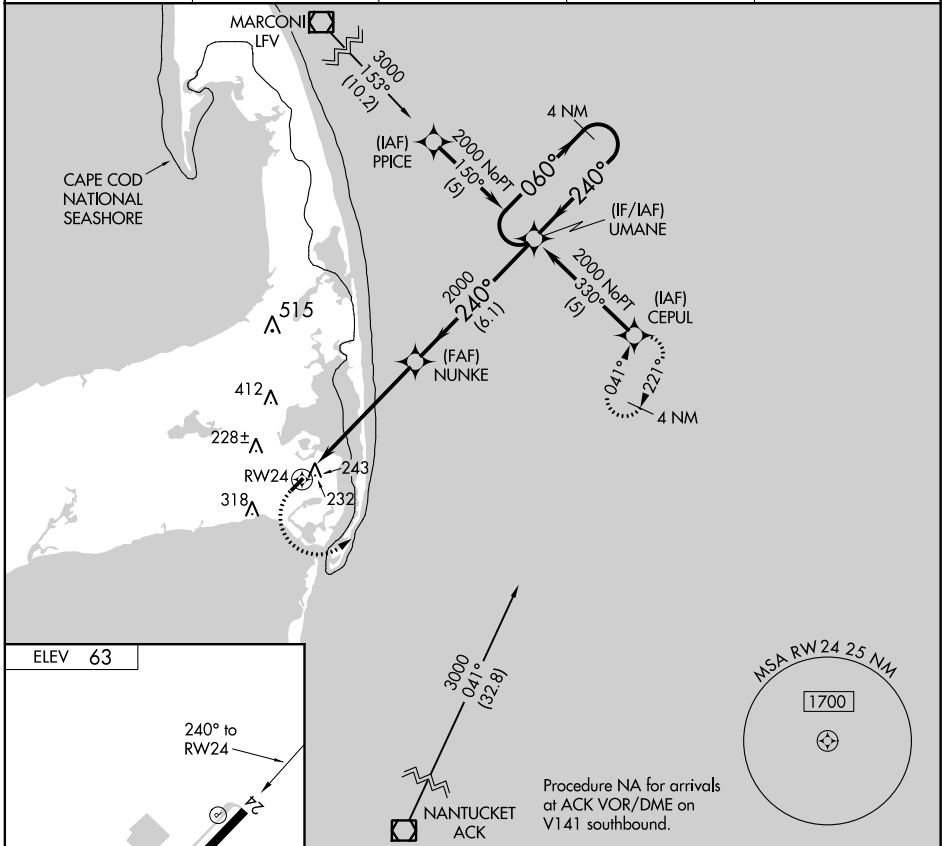
CATEGORY	A	B	C	D
S-LDA/GS 6	1605-1		453 (500-1)	
S-LDA 6	2720-1½	1568 (1600-1½)	2720-3	1568 (1600-3)
CIRCLING	2720-1½	1545 (1600-1½)	2720-3	1545 (1600-3)
SKIRT OM/DME/RADAR MINIMUMS				
S-LDA 6	1780-1	628 (700-1)	1780-1¾	628 (700-1¾)
CIRCLING	1780-1½	605 (700-1½)	1780-1¾	605 (700-2)

APP CRS 240°	Rwy Idg TDZE Apt Elev	N/A N/A 63
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RNAV (GPS)-B
CHATHAM MUNI (CQX)

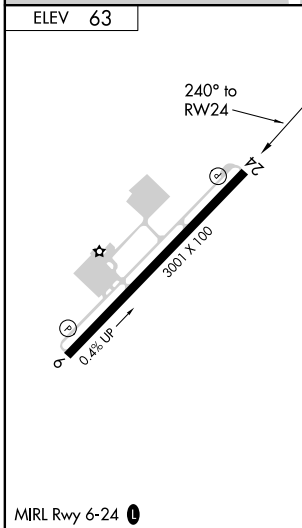
	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing left turn to 3000 direct CEPUL and hold.
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ASOS 135.875	CAPE APP CON * 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95
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NE-1, 14 NOV 2013 to 12 DEC 2013

NE-1, 14 NOV 2013 to 12 DEC 2013



3000	CEPUL	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).	4 NM Holding Pattern	
CATEGORY	A	B	C	D
CIRCLING	600-1	537 (600-1)	680-1 ³ / ₄ 617 (700-1 ³ / ₄)	680-2 617 (700-2)

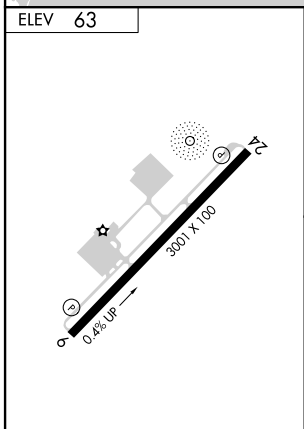
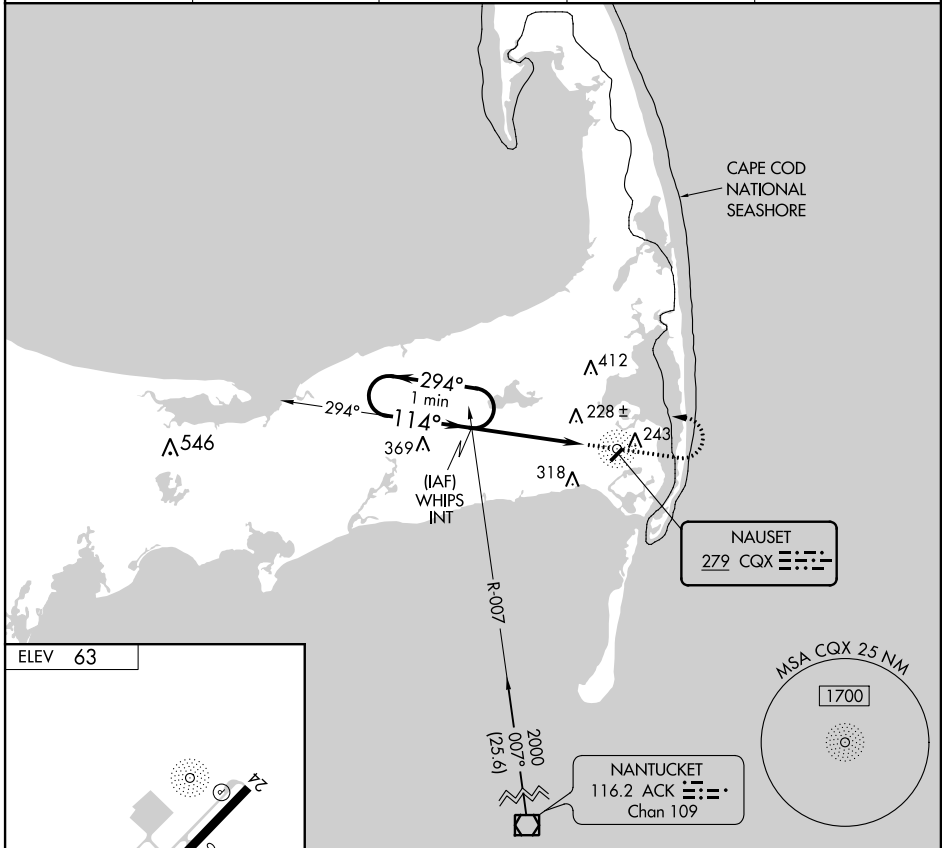
NDB CQX 279	APP CRS 114°	Rwy Idg TDZE Apt Elev	N/A N/A 63
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NDB-A
CHATHAM MUNI (CQX)

NA When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet.

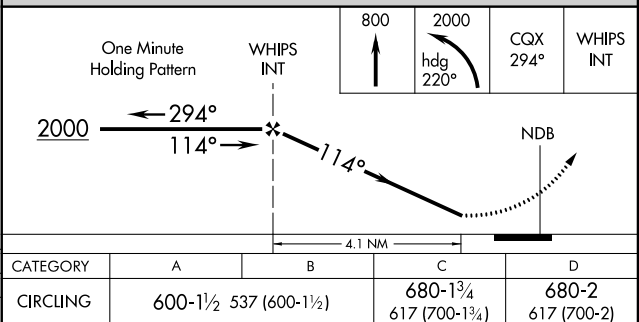
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS 135.875	CAPE APP CON ★ 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95 0
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MRL Rwy 6-24 0

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



NE-1, 14 NOV 2013 to 12 DEC 2013

NE-1, 14 NOV 2013 to 12 DEC 2013

ILS or LOC RWY 9

RIVERSIDE MUNI (RAL)

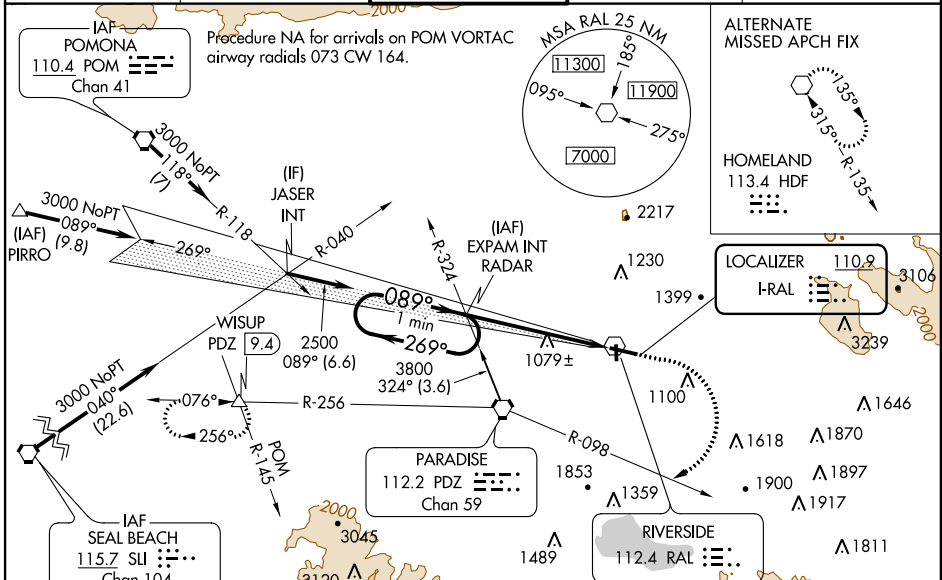
LOC I-RAL 110.9	APP CRS 089°	Rwy Idg 5401 THRE 760 Apt Elev 819
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⚠ Circling to Rwy 16 NA at night. When VGSI inop, Circling Rwy 34 NA at night. Circling NA north of Rwy 9-27 for Cat D. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase S-LOC 9 Cat C/D visibility 1/8 mile. For inoperative MALSRS, increase S-ILS 9 visibility to 1 mile. Autopilot coupled approach NA below 1192.
*Missed approach requires minimum climb of 270 feet per NM to 2500.

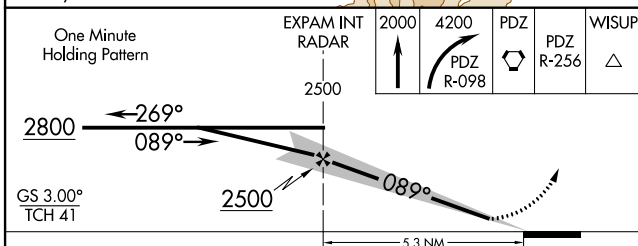
MALSRS

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 on PDZ VORTAC R-098 to PDZ VORTAC then on PDZ VORTAC R-256 to WISUP INT/PDZ VORTAC 9.4 DME and hold.

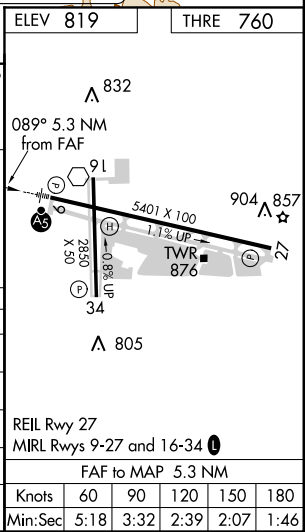
ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER * 121.0 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrivals on SLI VORTAC
airway radials 075 CW 080.



CATEGORY	A	B	C	D
S-ILS 9*		960-1/2	200 (200-1/2)	
S-ILS 9		1096-5/8	336 (300-3/4)	
S-LOC 9*	1280-1/2	520 (500-1/2)	1280-1	520 (500-1)
S-LOC 9	1360-1/2	600 (600-1/2)	1360-1 1/4	600 (600-1 1/4)
CIRCLING	1360-1	541 (600-1)	1620-2 1/4 801 (900-2 1/4)	1620-2 1/2 801 (900-2 1/2)



SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

RNAV (GPS) RWY 27

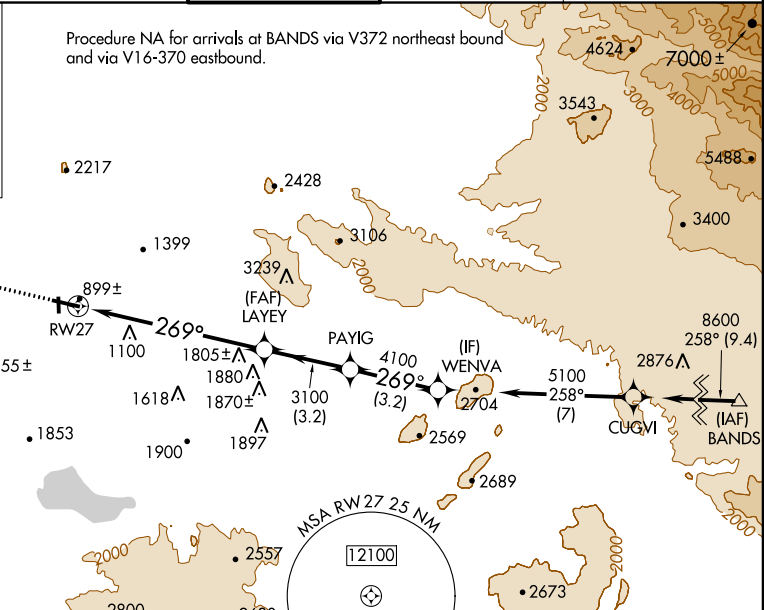
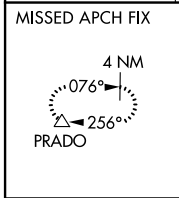
RIVERSIDE MUNI (RAL)

WAAS CH 82201 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	5401 818 818
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▽ DME/DME RNP -0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (116°F).
 Circling NA for Cat D north of Rwy 9-27.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICIYE and via 246° track to PRADO and hold.

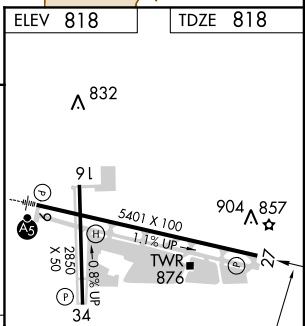
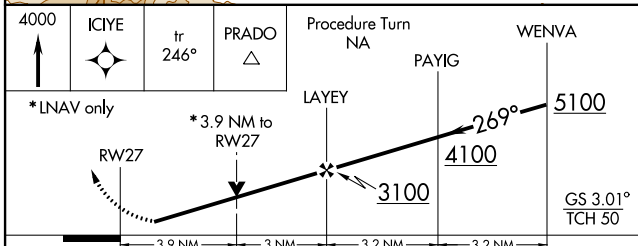
ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER ★ 121.0 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

ELEV 818	TDZE 818
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CATEGORY	A	B	C	D
LPV DA		1236-1½	418 (500-1½)	
LNAV/VNAV DA		1368-2	550 (600-2)	
LNAV MDA	2100-1¼ 1282 (1300-1¼)	2100-1½ 1282 (1300-1½)	2100-3	1282 (1300-3)
CIRCLING	2100-2	1282 (1300-2)	2100-3	1282 (1300-3)

REIL Rwy 27
 MIRL Rwy 9-27 and 16-34

WAAS CH 60915 W30A	APP CRS 300°	Rwy Idg THRE Apt Elev 2777	8001 2769 2777
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RNAV (GPS) RWY 30

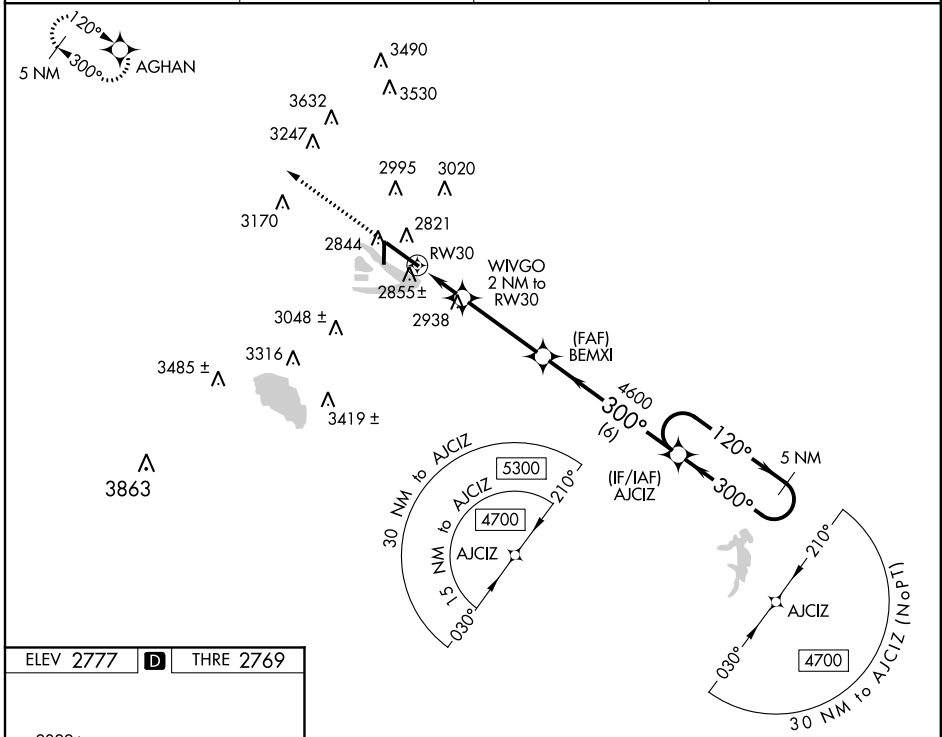
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 52°C (126°F). DME/DME RNP-0.3 NA.
⚠ Circling to Rwy 17 NA at night.



MISSED APPROACH: Climb to 4900 direct AGHAN and hold.

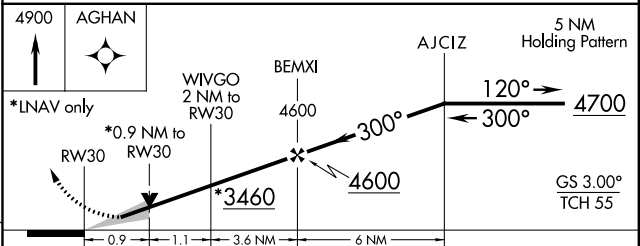
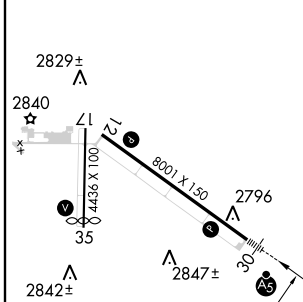
ASOS 118.425	DENVER CENTER 132.7 226.675	CLNC DEL 132.7	UNICOM 123.0 (CTAF) 0
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NC-2, 14 NOV 2013 to 12 DEC 2013

NC-2, 14 NOV 2013 to 12 DEC 2013

ELEV 2777	D	THRE 2769
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CATEGORY	A	B	C	D
LPV DA		2969-1/2	200 (200-1/2)	
LNAV/VNAV DA		3019-1/2	250 (300-1/2)	
LNAV MDA	3120-1/2	351 (400-1/2)	3120-5/8	351 (400-5/8)
C CIRCLING	3280-1 503 (600-1)	3320-1 543 (600-1)	3420-13/4 643 (700-13/4)	3560-21/2 783 (800-21/2)

RNAV (GPS) RWY 30

Figure 249

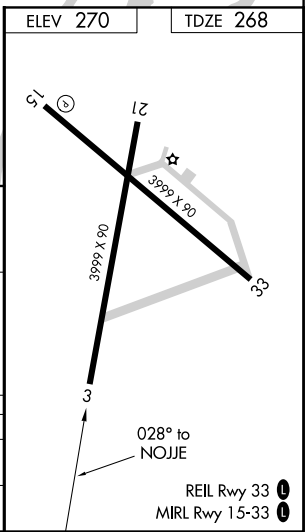
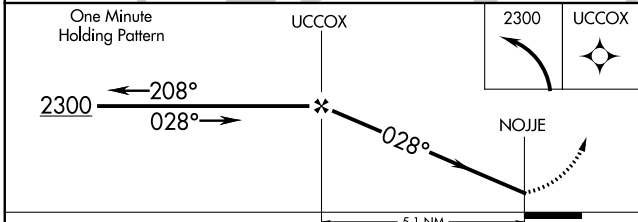
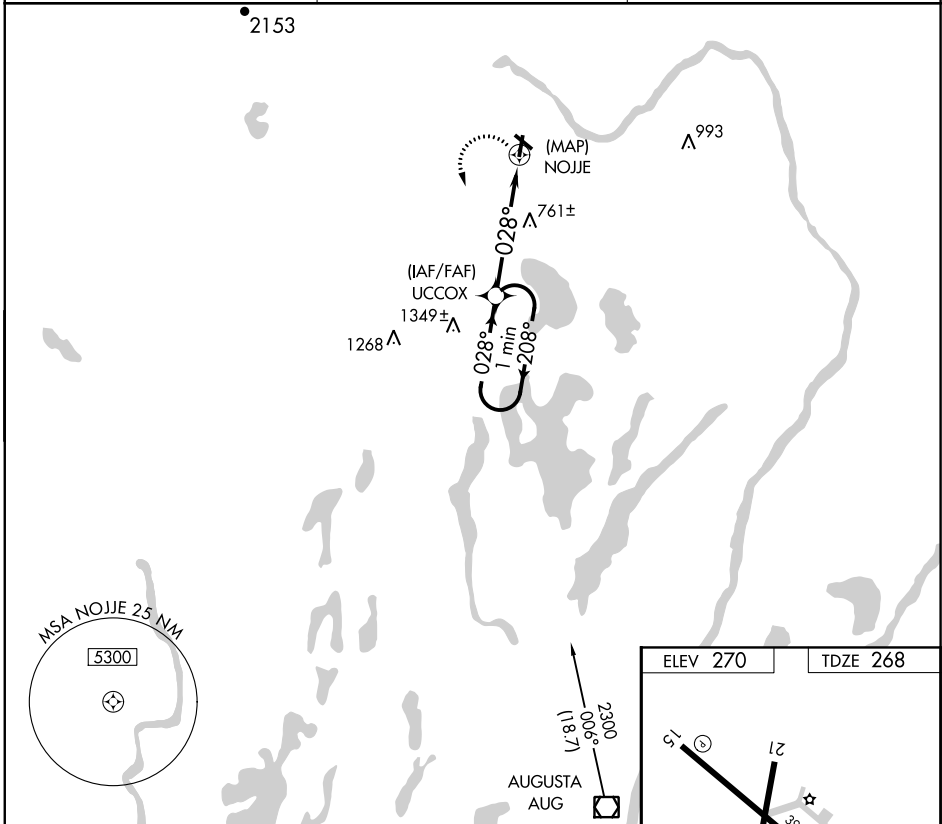
APP CRS 028°	Rwy Idg 3999
	TDZE 268
	Apt Elev 270

GPS RWY 3

CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

<p>▼ Use Augusta State altimeter setting. Procedure NA at night.</p> <p>▲ NA Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.</p>
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<p>AWOS-AV 122.8</p>	<p>PORTLAND APP CON ★ 128.35 299.2</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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CATEGORY	A	B	C	D
S-3	1080-1 812 (900-1)	1080-1¼ 812 (900-1¼)	1080-2½ 812 (900-2½)	NA
CIRCLING	1080-1 810 (900-1)	1080-1¼ 810 (900-1¼)	1080-2½ 810 (900-2½)	NA

Figure 250

GPS RWY 3

NE-1, 14 NOV 2013 to 12 DEC 2013

NE-1, 14 NOV 2013 to 12 DEC 2013

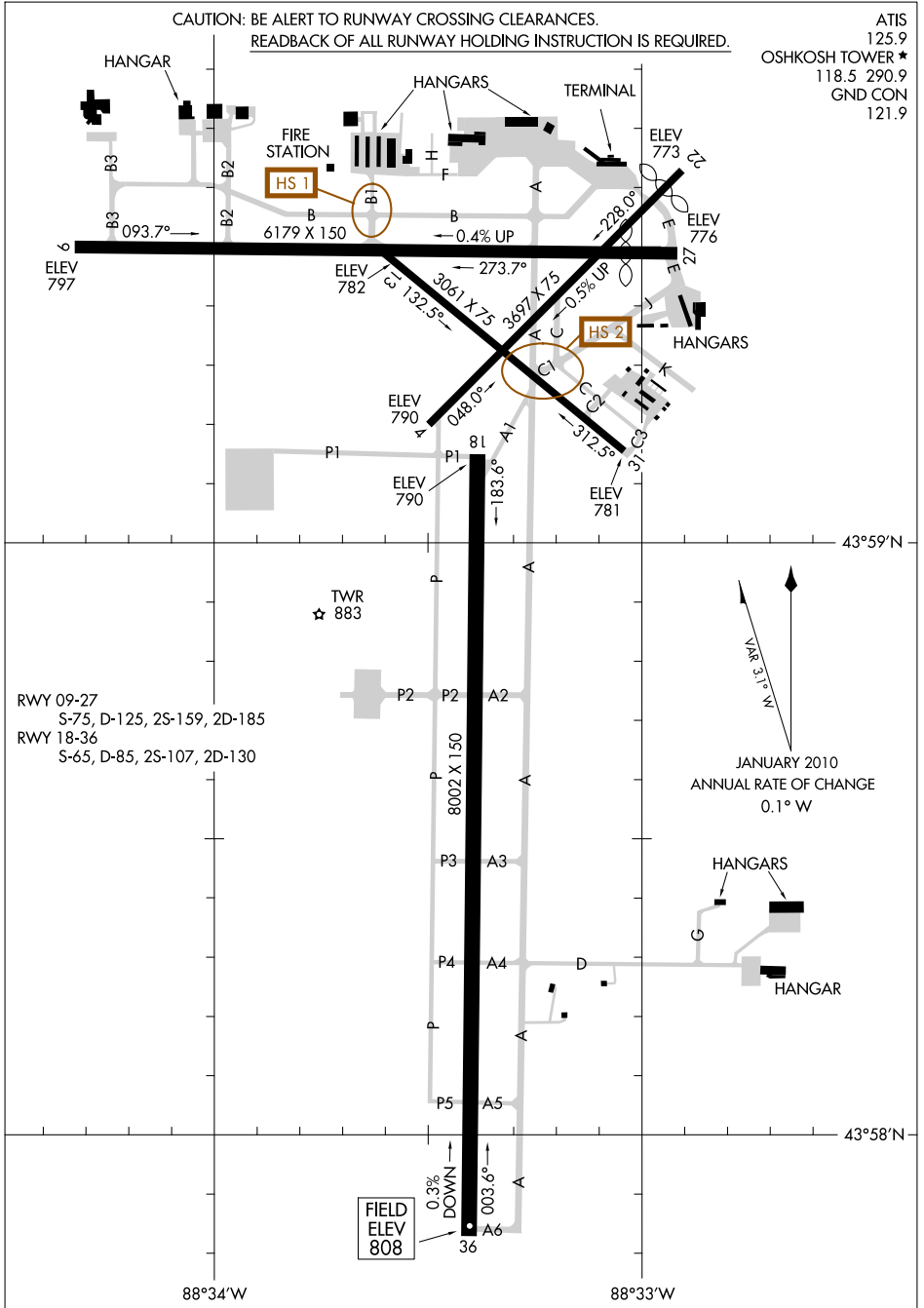
AIRPORT DIAGRAM

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN

AL-730 (FAA)

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

ATIS 125.9
OSHKOSH TOWER ★
118.5 290.9
GND CON 121.9



EC-3, 14 NOV 2013 to 12 DEC 2013

EC-3, 14 NOV 2013 to 12 DEC 2013

AIRPORT DIAGRAM

OSHKOSH, WISCONSIN
OSHKOSH/ WITTMAN RGNL (OSH)

Figure 251

LOC I-OSH 110.5	APP CRS 004°	Rwy Idg 8002 THRE 808 Apt Elev 808
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ILS or LOC RWY 36

OSHKOSH/ WITTMAN RGNL (OSH)

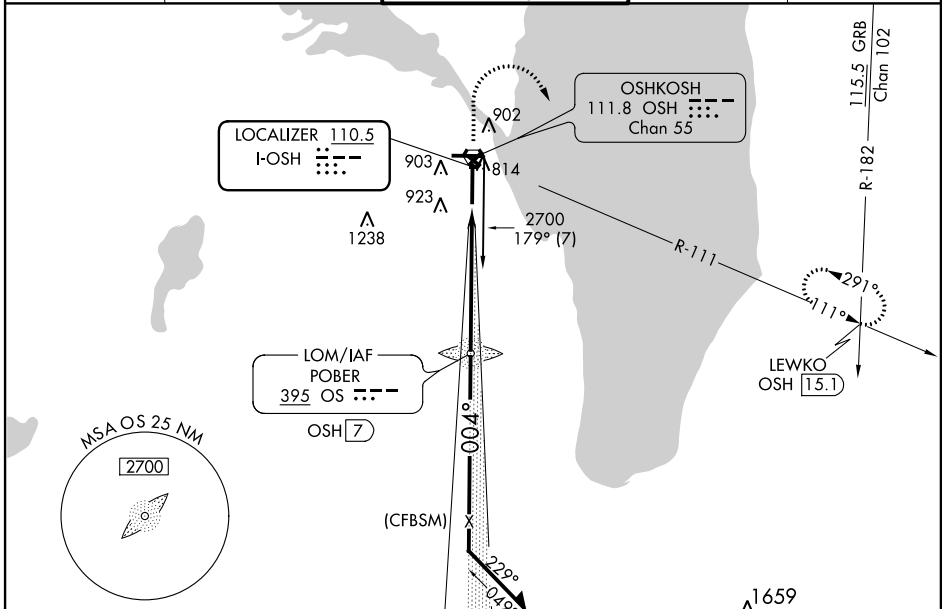
▽ When local altimeter setting not received, use Fond Du Lac altimeter setting and increase DA 31 feet and all MDA 40 feet; increase S-LOC 36 Cat C/D and Circling Cat C/D visibilities ¼ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-LOC 36 Cat C/D visibility to 1½ mile. Circling to Rwy 5, 23, and 31 NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



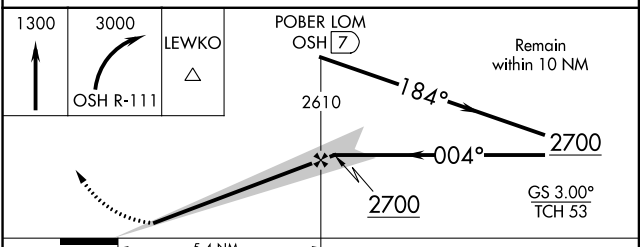
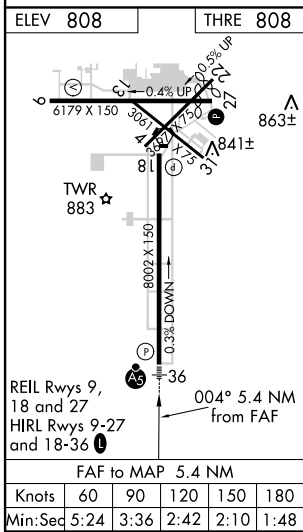
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on OSH R-111 to LEWKO INT/OSH 15 DME and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 121.9	UNICOM 122.95
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EC-3, 14 NOV 2013 to 12 DEC 2013

EC-3, 14 NOV 2013 to 12 DEC 2013



CATEGORY	A	B	C	D
S-ILS 36 *	1008/24 200 (200-½)			
S-LOC 36	1340/24	532 (600-½)	1340/55	532 (600-1¼)
C CIRCLING	1340-1	532 (600-1)	1360-1½	1440-2 632 (700-2)

WAAS CH 58333 W18A	APP CRS 184°	Rwy Idg 8002 THRE 790 Apt Elev 808
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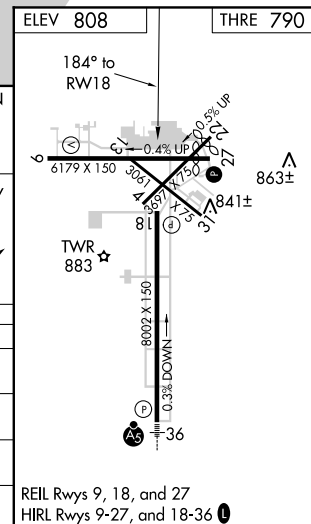
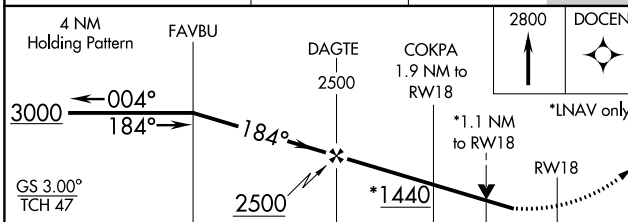
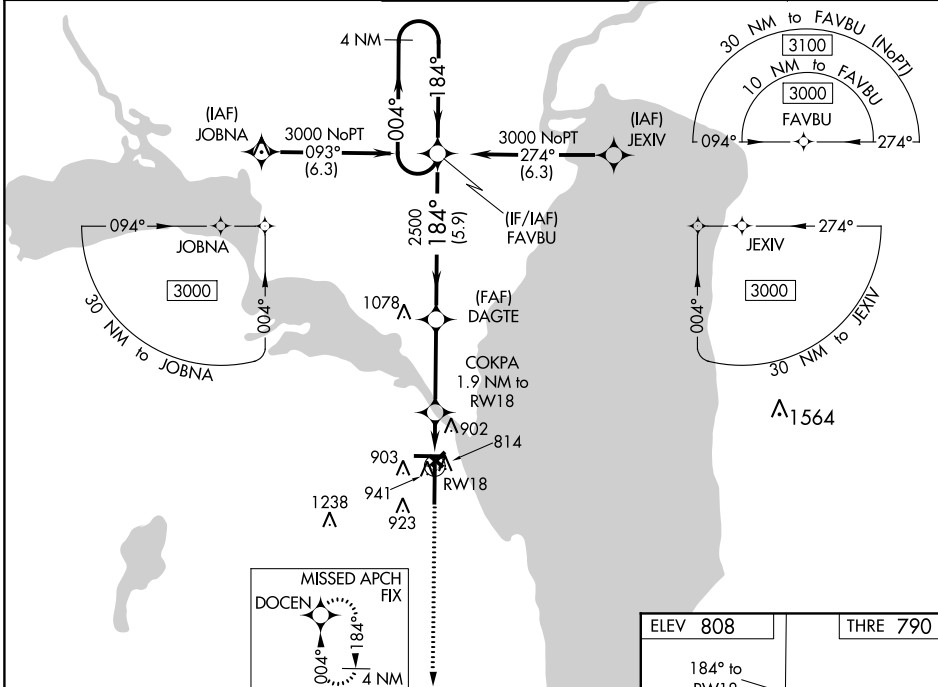
RNAV (GPS) RWY 18

OSHKOSH/ WITTMAN RGNL (OSH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Fond Du Lac altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cat C/D and Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 1/4 SM NA. Circling to Rwy 5, 23 and 31 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2800 direct
DOCEN and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5(CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1040-3/4	250 (300-3/4)	
LNAV/ VNAV DA		1118-1 1/8	328 (400-1 1/8)	
LNAV MDA	1200-1	410 (500-1)	1200-1 1/8	410 (500-1 1/8)
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 1/2 552 (600-1 1/2)	1440-2 632 (700-2)

Figure 253

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