FAA-CT-8080-3E

Computer Testing Supplement for Instrument Rating Addendum A February 2014



DO NOT MARK IN THIS BOOK

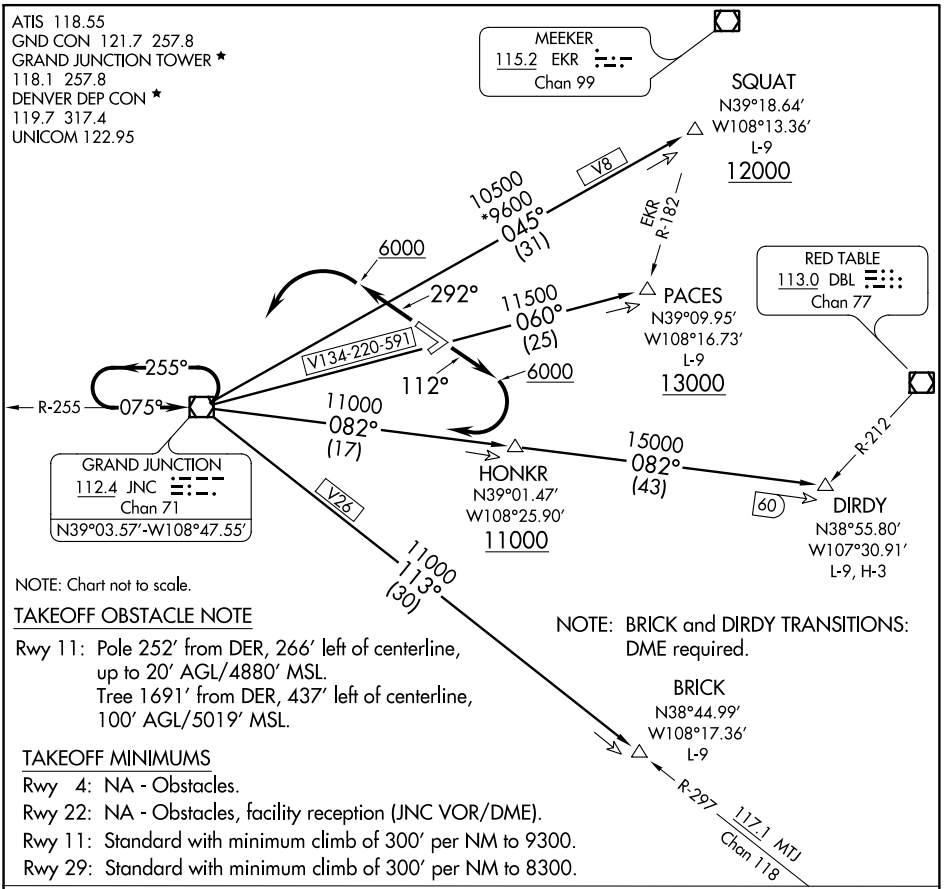
U.S. Department of Transportation
Federal Aviation Administration

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GRAND JUNCTION SIX DEPARTURE



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.

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*
ALAMOGORDO, NM		
HOLLOMAN AFB (HMN)	HS1	Twy R, Twy G, and Twy L have multiple hold lines for Rwy 07-25 and Rwy 04-22. Contact tower if confused or lost.
	HS2	Hold line on Twy /EOR A and Twy/EOR H have multiple POV access roads, possibility of high vehicle traffic.
	HS3	Hold line on Twy /EOR B and Twy C for Rwy 07-25 have multiple POV access roads, possibility of high vehicle traffic.
	HS4	Multiple hold lines at intersecting rwys. Landing/departing aircraft disregard hold lines, taxiing aircraft contact tower prior to crossing hold lines.
	HS5	Multiple hold lines where rwys intersect. Hold line also at Twy D. Contact tower if confused or lost.
	HS6	POV crossing controlled by tower. Hold line located on each side of Rwy 07-25. Possibility of high vehicular traffic.
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.
COLORADO SPRINGS, CO		
CITY OF COLORADO SPRINGS (COS)	HS 1	The apch ends of Rwy 13 and Rwy 17R; and Twy A1.
	HS 2	Twy A4 and Twy G at Rwy 17R-35L.
	HS 3	Int of Twy E4, Twy G, Twy H and Twy E.
	HS 4	Apch ends of Rwy 35R and Rwy 35L.
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.

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

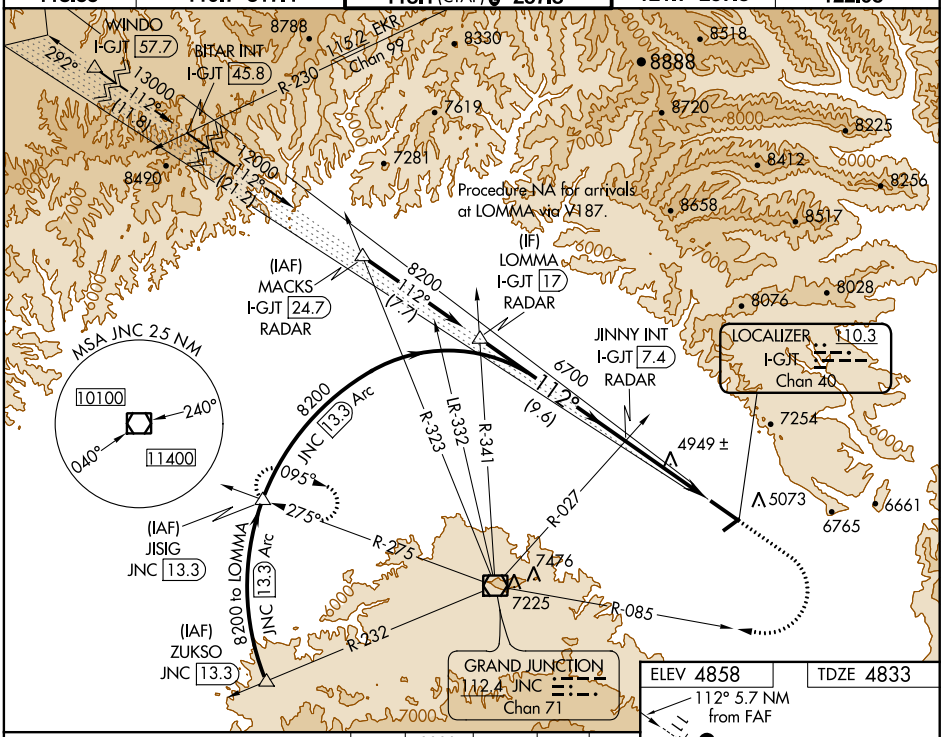
ILS or LOC RWY 11
GRAND JUNCTION RGNL (GJT)

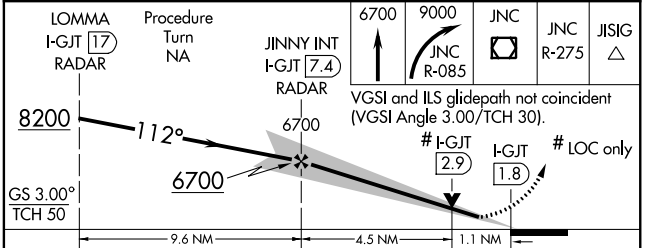
DME required.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA with Rifle altimeter setting.
When local altimeter setting not received, use Rifle altimeter setting and increase DA and all MDA 200 feet, increase S-ILS all Cats visibility to RVR 5000, S-LOC visibility Cat C to RVR 5000, Cat D to RVR 6000, Circling visibility Cat C to 2¼ and Cat D to 3.

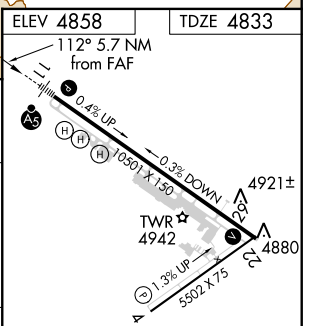
MALSR

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	DENVER APP CON *	GRAND JUNCTION TOWER *	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) 257.8	121.7 257.8	122.95







HIRL Rwy 11-29 (L)
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

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)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5.42	3:48	2:51	2:17	1:54

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APP CRS	Rwy Idg	10501
297°	TDZE	4858
	Apt Elev	4858

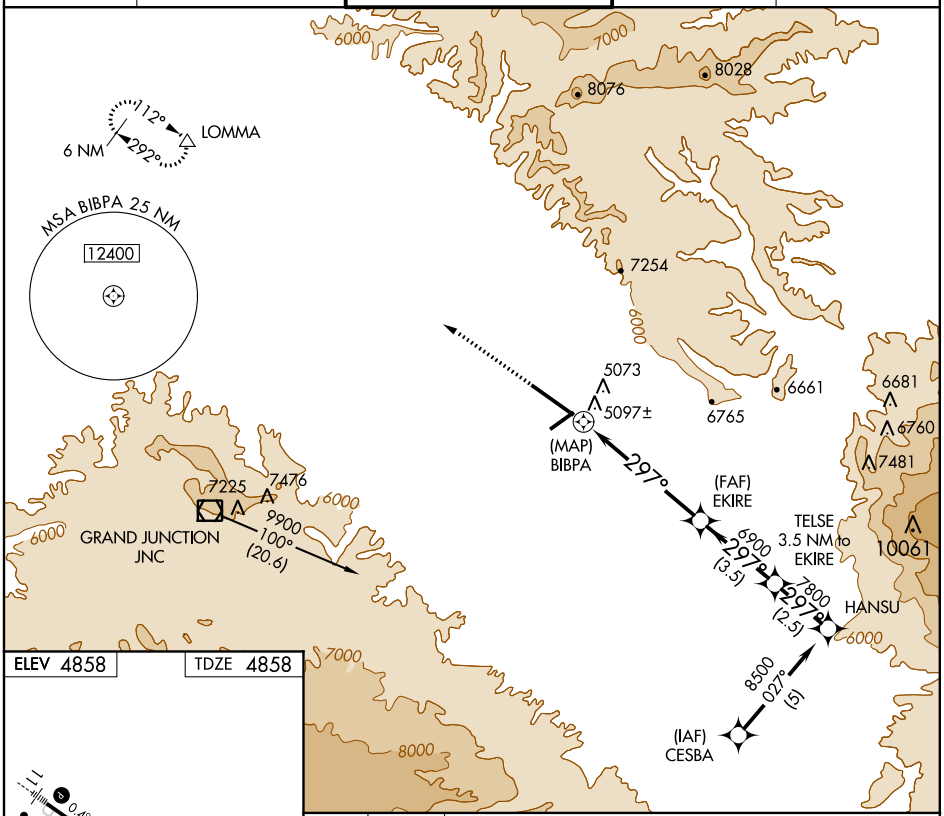
RNAV (GPS) RWY 29
GRAND JUNCTION RGNL (GJT)

DME/DME RNP- 0.3 NA.

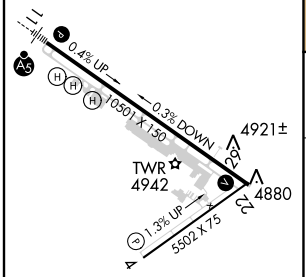
MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95

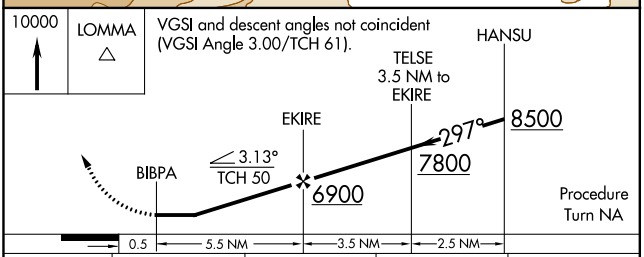
SW-1, 14 NOV 2013 to 12 DEC 2013



ELEV 4858 TDZE 4858



HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29



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)

LOC I-DRO	APP CRS	Rwy Idg	9201
109.1	027°	TDZE	6638
		Apt Elev	6685

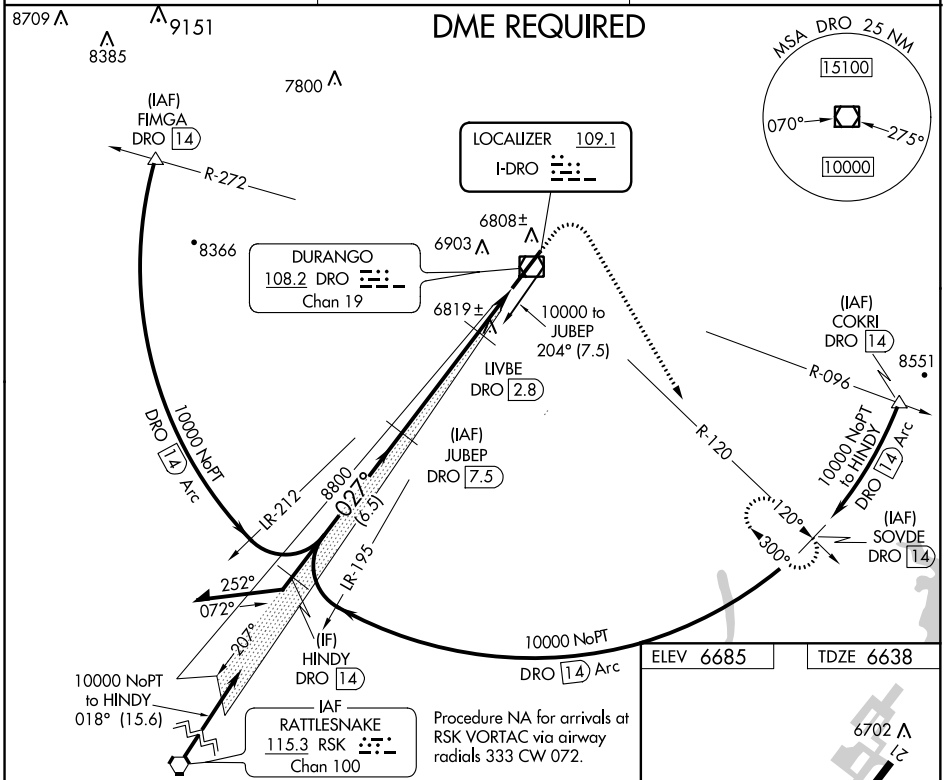
ILS or LOC/DME RWY 3
DURANGO-LA PLATA COUNTY (DRO)

DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required.

MALSR

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.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF)



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)

SW-1, 14 NOV 2013 to 12 DEC 2013
SW-1, 14 NOV 2013 to 12 DEC 2013

ILS or LOC/DME RWY 16L

MAHLON SWEET FIELD (EUG)

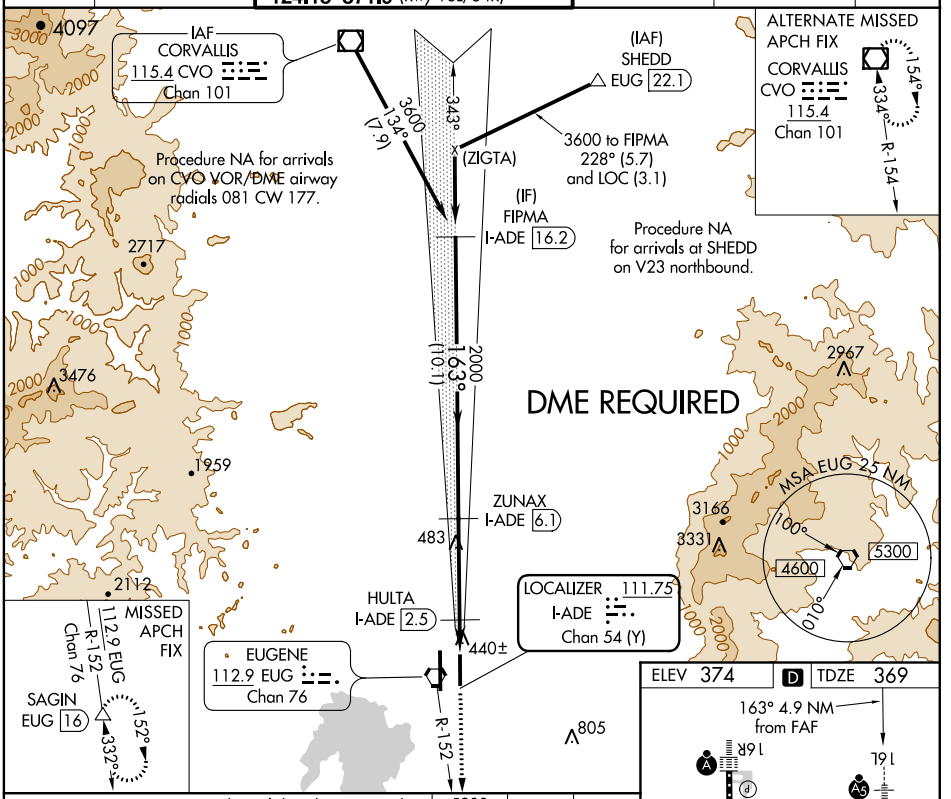
LOC/DME I-ADE	APP CRS	Rwy Idg	6000
111.75	163°	TDZE	369
Chan 54 (Y)		Apt Elev	374

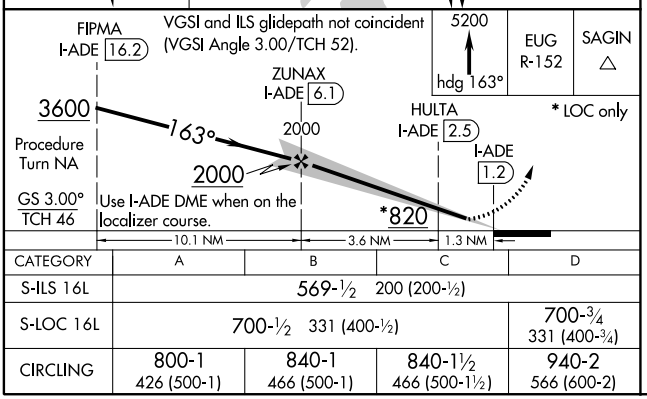
For inoperative MALSR, increase S-LOC 16L Cat D visibility to 1 mile. DME required.

MALSR

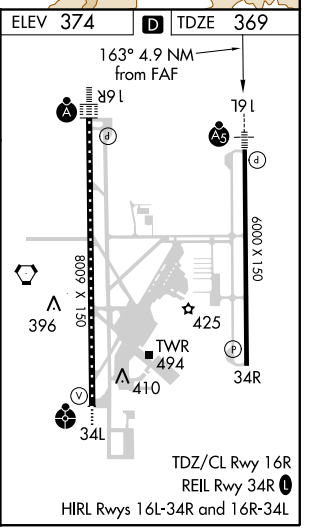
MISSED APPROACH: Climb to 5200 on heading 163° and EUG VORTAC R-152 to SAGIN/EUG 16 DME and hold, continue climb-in-hold to 5200.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) Ⓛ 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95





CATEGORY	A	B	C	D
S-ILS 16L	569-½ 200 (200-½)			
S-LOC 16L	700-½ 331 (400-½)			700-¾ 331 (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

Figure 160

ILS or LOC/DME RWY 16R

MAHLON SWEET FIELD (EUG)

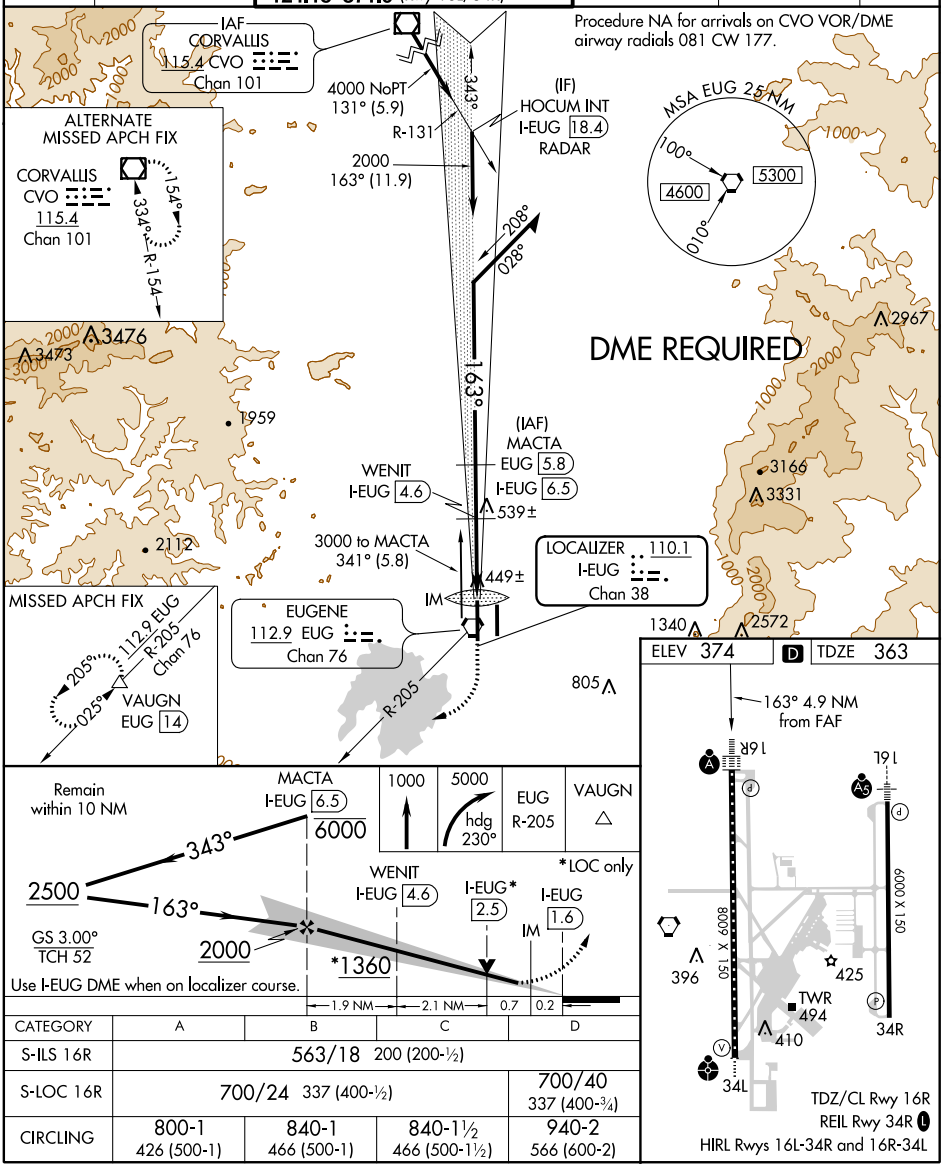
LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	163°	TDZE	363
Chan 38		Apt Elev	374

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

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on heading 230° and EUG VORTAC R-205 to VAUGN/ EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



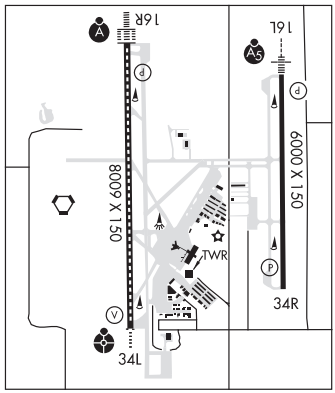
CATEGORY	A	B	C	D
S-ILS 16R	563/18 200 (200-½)			
S-LOC 16R	700/24 337 (400-½)			700/40 337 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

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′ **KLAMATH FALLS**
374 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1174(800) Class I, ARFF Index B **H–1B, L–1B**
NOTAM FILE EUG **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 invof 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 acft 21,000 pounds single weight and 40,000 pounds dual gross weight. Terminal apron closed to acft except scheduled air carriers and flights with prior permission. PAPI Rwy 16R and Rwy 16L and 34R 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′ **KLAMATH FALLS**
51 B **FUEL** 100LL, JET A TPA—1051(1000) NOTAM FILE MMV **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 invof 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′

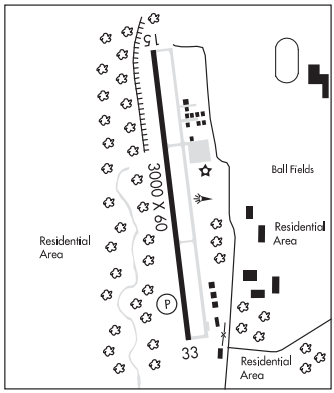
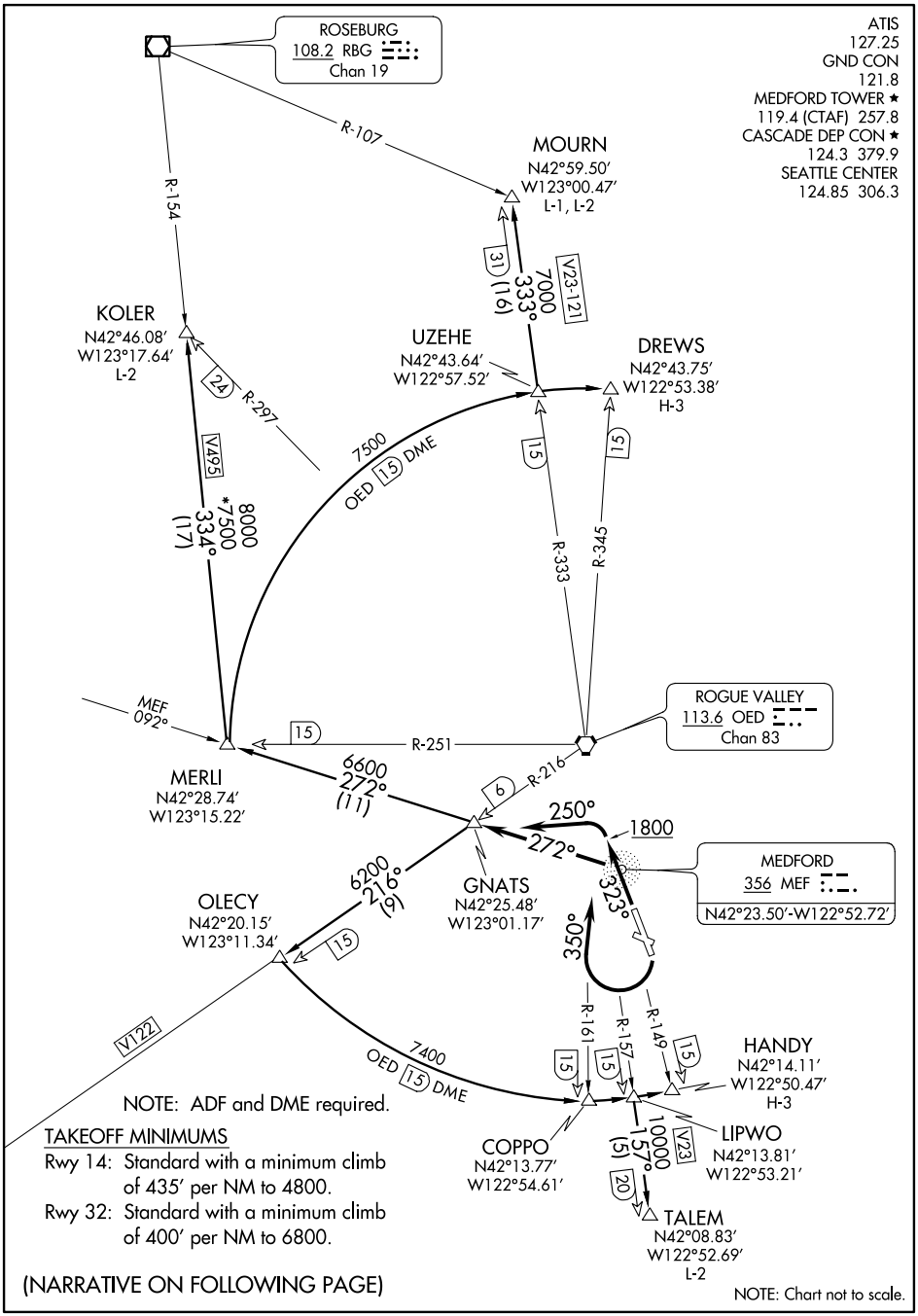


Figure 162
NW, 17 OCT 2013 to 12 DEC 2013



NW-1, 14 NOV 2013 to 12 DEC 2013
NW-1, 14 NOV 2013 to 12 DEC 2013

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

Figure 164

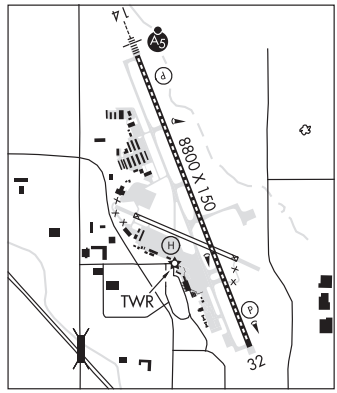
MEDFORD

ROGUE VALLEY INTL – MEDFORD (MFR) 3 N UTC–8(–7DT) N42°22.45′ W122°52.41′ **KLAMATH FALLS H–3B, L–2I IAP, AD**
1335 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA—See Remarks Class I, ARFF Index B
NOTAM FILE MFR

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 ldgs 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)

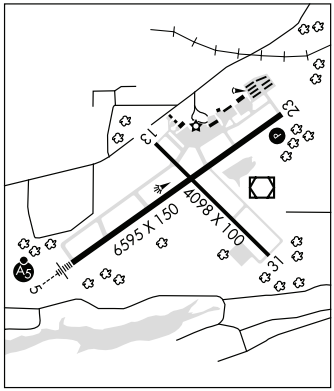
MONUMENT MUNI (12S) 1 NW UTC–8(–7DT) N44°49.89′ W119°25.78′ **SEATTLE**
2323 TPA—3323(1000) NOTAM FILE MMV
RWY 14–32: H2104X29 (ASPH)
RWY 14: Hill.
AIRPORT REMARKS: Unattended. Intermittently clsd winters due to snow. Wildlife on and invof arpt. Rwy ends marked at each corner by a single white tire.
COMMUNICATIONS: CTAF 122.9

MULINO STATE (See PORTLAND–MULINO on page 137)

HOSSY N34°25.35′ W93°11.38′ NOTAM FILE HOT. MEMPHIS
NDB (HW/LOM) 385 HO 050° 5.7 NM to Mem Fld. L–17E

HOT SPRINGS

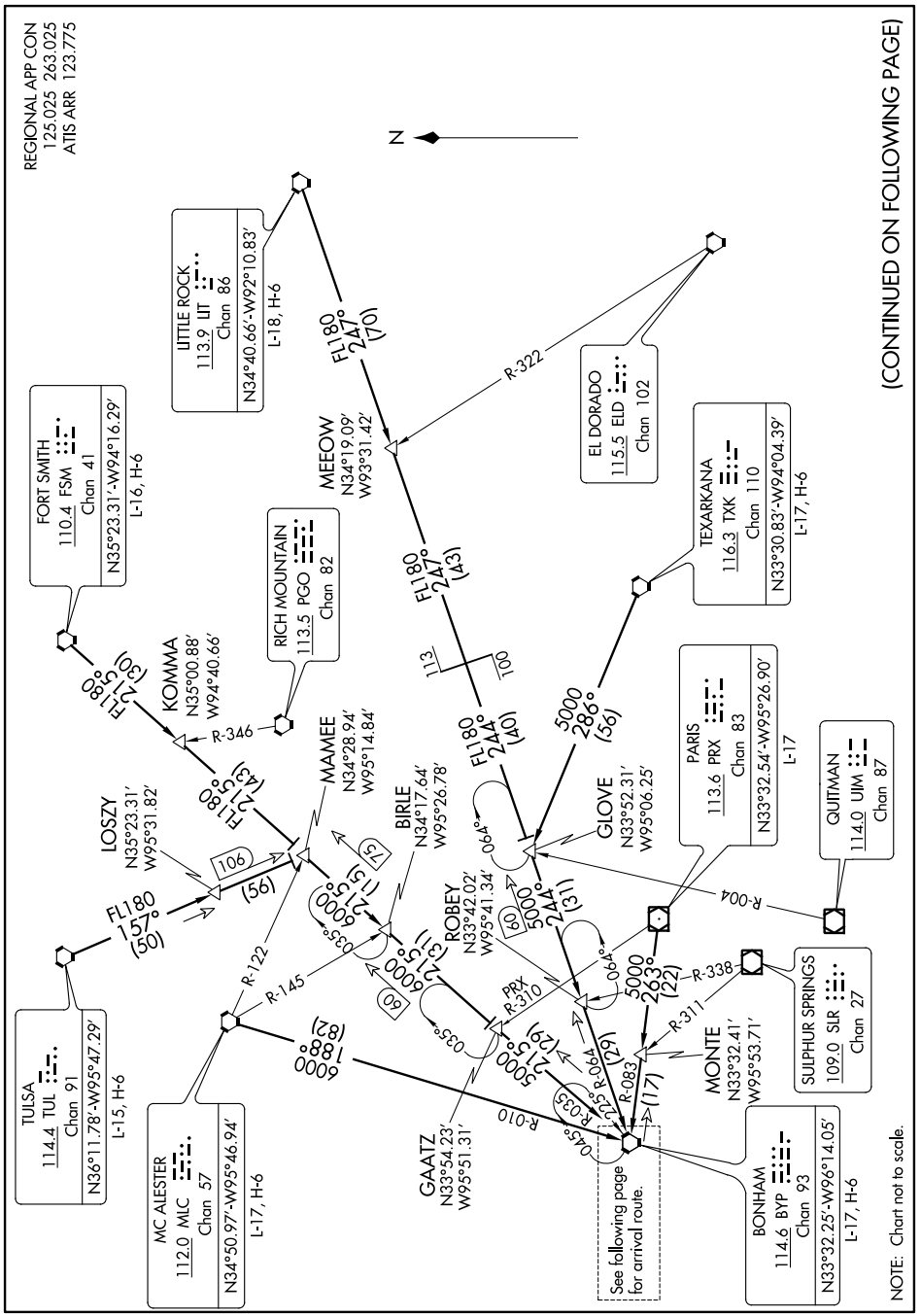
MEMORIAL FLD (HOT) 3 SW UTC–6(–5DT) N34°28.68′ W93°05.77′ MEMPHIS
540 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE HOT H–6I, L–17E
RWY 05–23: H6595X150 (ASPH–GRVD) S–75, D–125, 2S–158, IAP
2D–210, 2D/2D2–400 HIRL 0.6% up NE
RWY 05: MALSR. Rgt tfc.
RWY 23: PAPI(P4L)—GA 3.0° TCH 40′. Pole.
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)

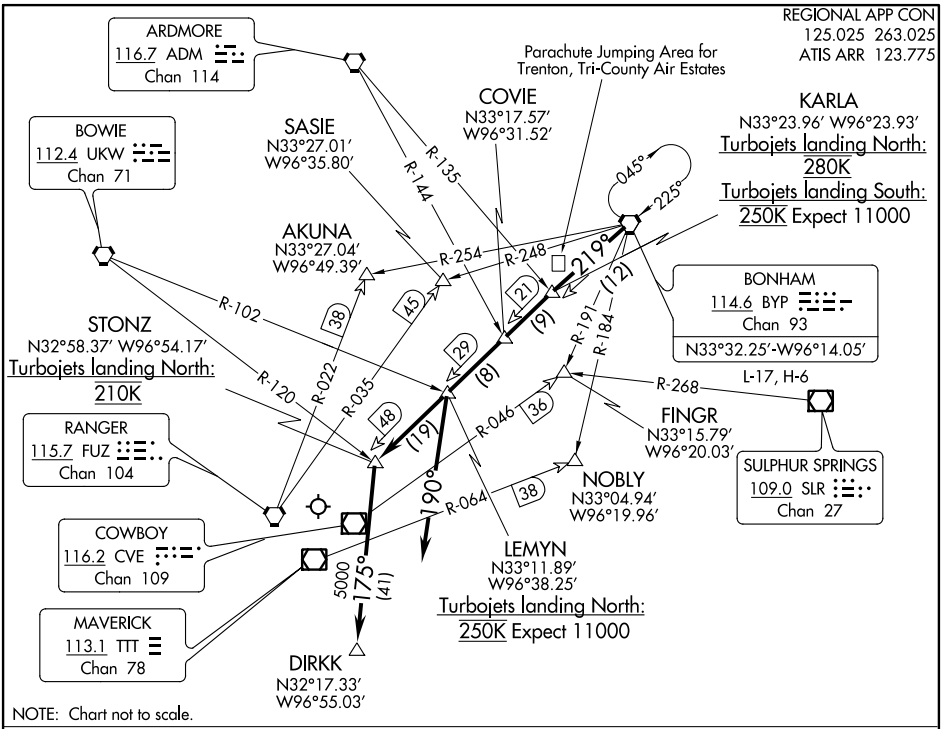
BONHAM SIX ARRIVAL Transition Routes



SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

Figure 167



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′ **DALLAS–FT WORTH COPTER H–6H, L–17C, A IAP, AD**

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

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 invof 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

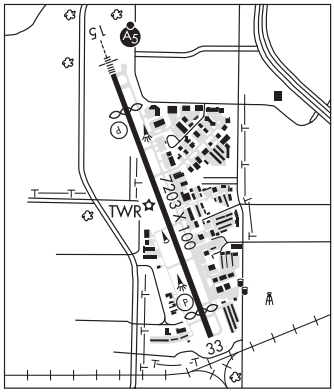
AIRSPACE: CLASS D svc 1200–0400Z‡, other times CLASS G.

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: Uattended. 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

LOC/DME I-TBQ	APP CRS	Rwy Idg 6431
110.1	335°	TDZE 644
Chan 38		Apt Elev 644

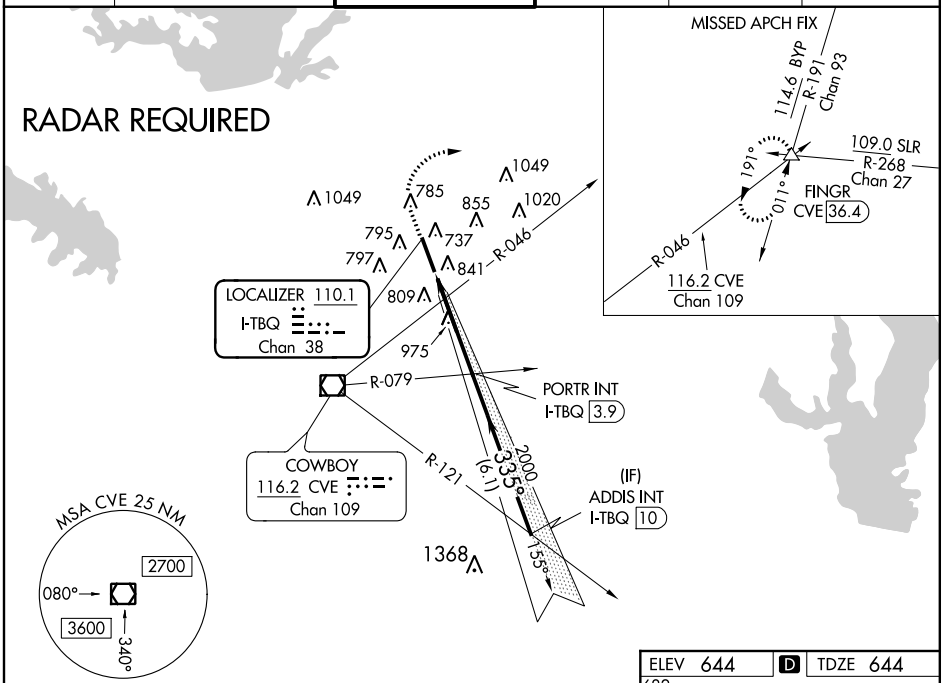
ILS or LOC RWY 33
DALLAS/ADDISON (ADS)

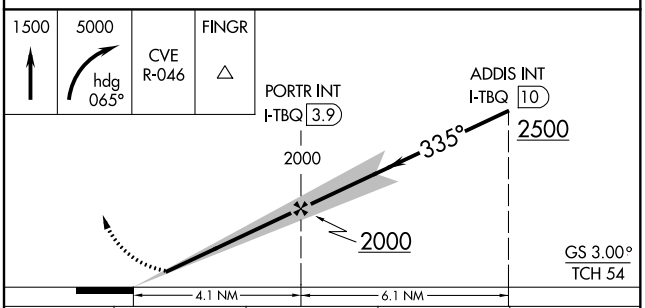
Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

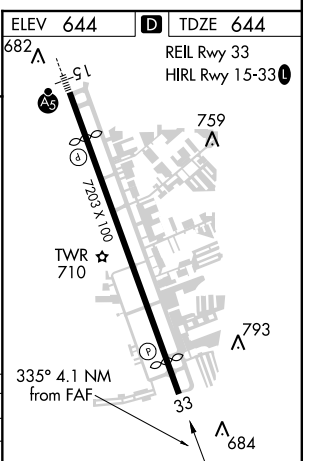
MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

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

RADAR REQUIRED







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)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

DALLAS, TEXAS
Amdt 3 13122

32°58'N-96°50'W

DALLAS/ADDISON (ADS)
ILS or LOC RWY 33

SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

Figure 170

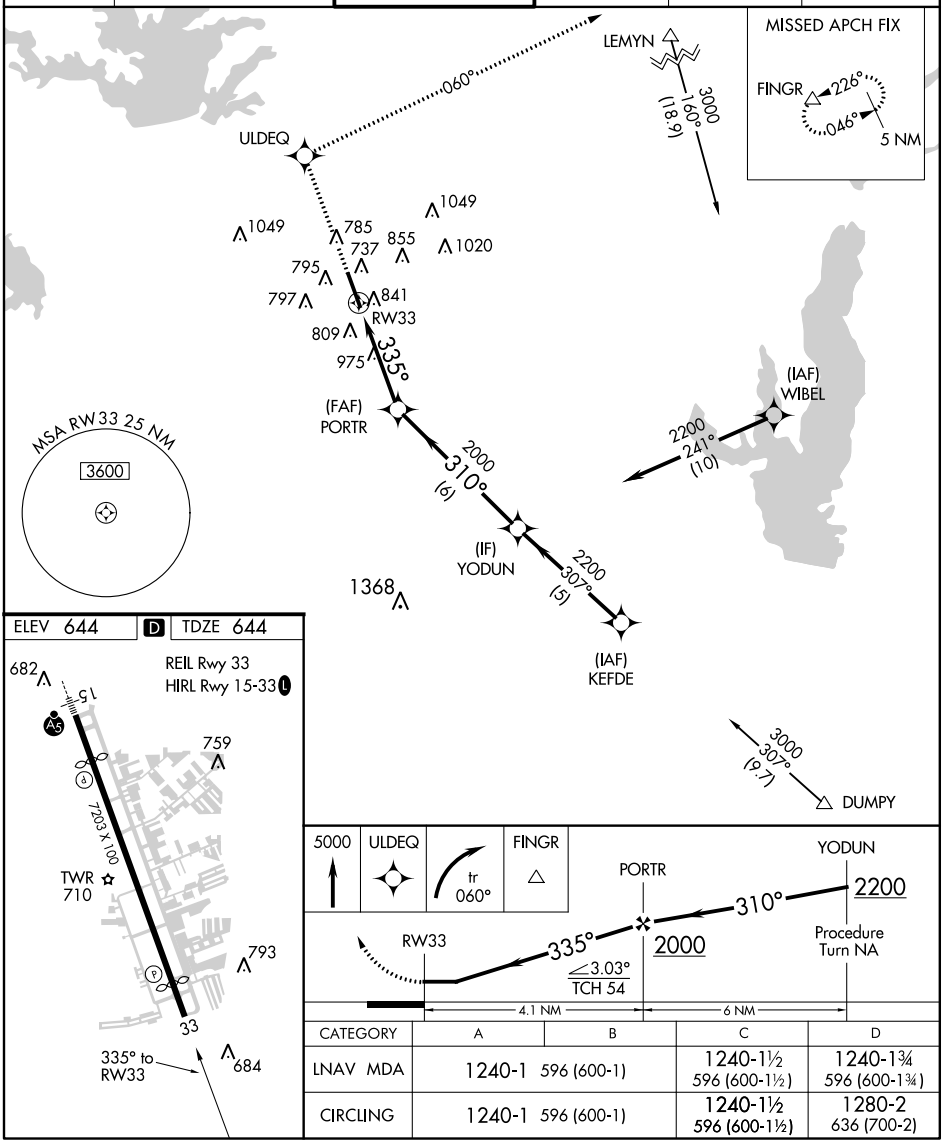
APP CRS	Rwy Idg	6431
335°	TDZE	644
	Apt Elev	644

RNAV (GPS) RWY 33
DALLAS/ ADDISON (ADS)

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.

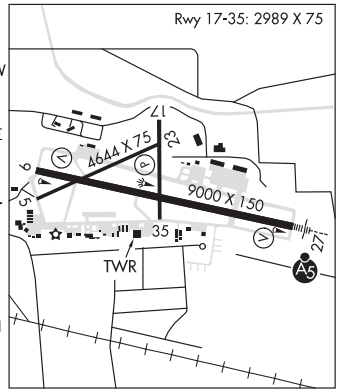
ATIS	REGIONAL APP CON	ADDISON TOWER ★	GND CON	CLNC DEL	UNICOM
133.4	124.3 282.275	126.0 (CTAF) 239.0	121.6	119.55	122.95



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)

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**
IAP, DIAP, AD

RWY 09–27: H9000X150 (ASPH–PFC) S–100, D–160, 2S–175, 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 (ADCUS) 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 flt 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

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. Rwys soft when wet. Hay bales and farm equipment adjacent to rwy. Rwys 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

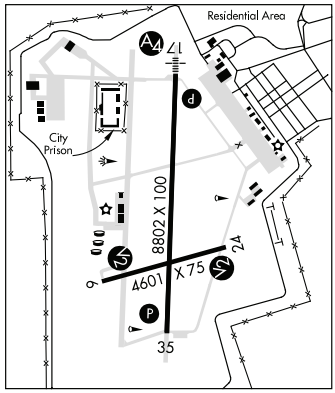
HOT SPRINGS (SØ9) 2 E UTC–7(–6DT) N47°36.75′ W114°36.81′ **GREAT FALLS**
2763 B NOTAM FILE GTF
RWY 06–24: H3550X45 (ASPH–TRTD) MIRL
RWY 24: Thld dsplcd 411′. Road.
AIRPORT REMARKS: Unattended. Ultralights on and in vicinity of arpt. Occasional snow removal. Rwy 06–24 asph grvl composition full length. Rwy 24 has 411′ unlighted, 2169′ lgtd at ngt. Rwy 06–24 cones adjacent to MIRL full length and dsplcd 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**

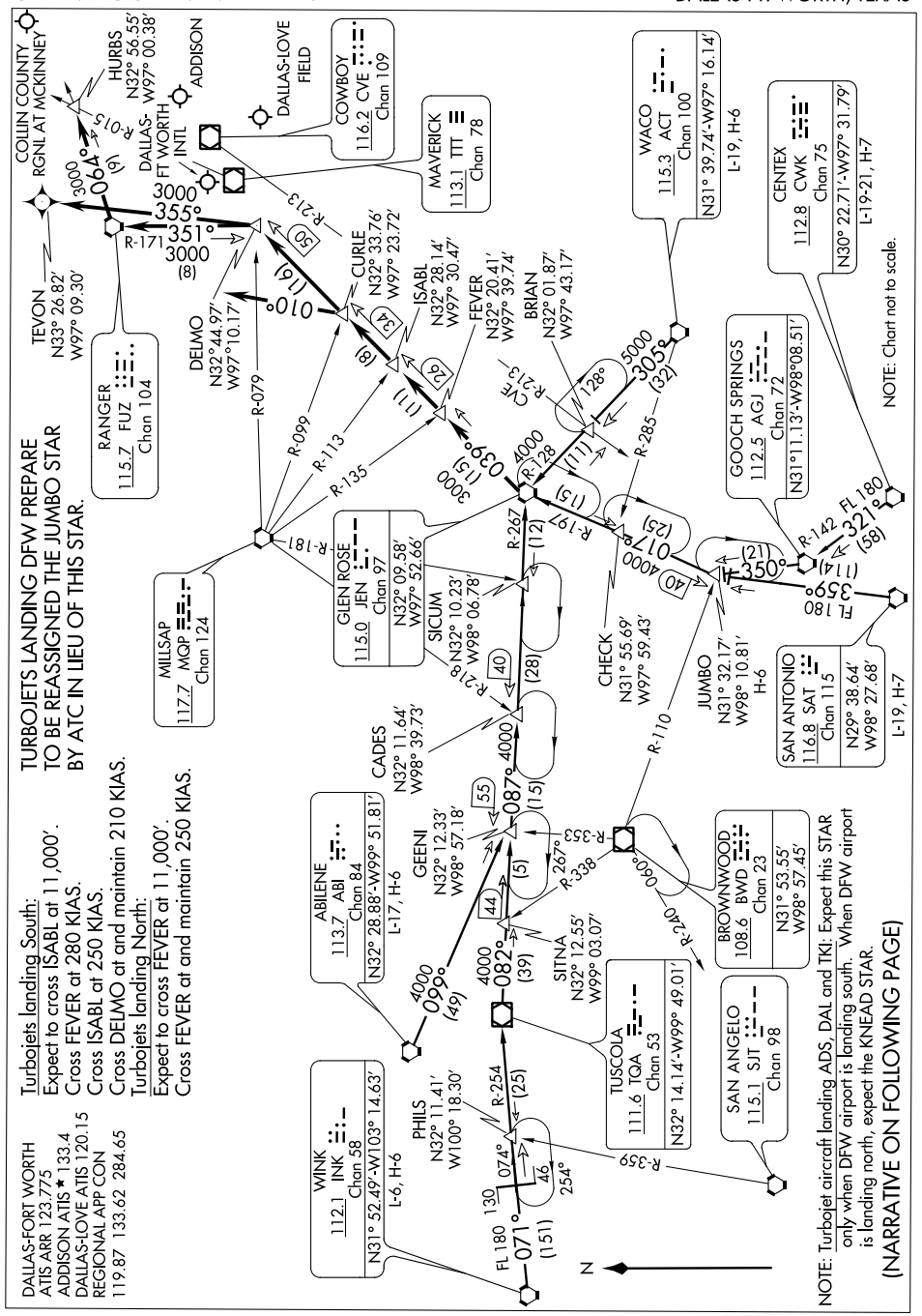
BIG SPRING MC MAHON–WRINKLE (BPG) 2 SW UTC–6(–5DT) N32°12.76′ W101°31.30′ **DALLAS–FT WORTH**
2573 B S4 **FUEL** 100LL, JET A NOTAM FILE BPG **H–6G, L–6H**
RWY 17–35: H8802X100 (CONC) S–60, D–150, 2D–200 MIRL **IAP**
RWY 17: SSALS. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0° TCH 36′.
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 Arpt Remark. **RSTD** PPR all acft. 24 hr prior notice, ctc Airfield Ops DSN 621–8811/8330, C915–744–8811/8330. 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
Ⓡ **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.
Ⓡ **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)



SC-2, 14 NOV 2013 to 12 DEC 2013

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.

SC-2, 14 NOV 2013 to 12 DEC 2013

Figure 175

DALLAS–FORT WORTH

DALLAS/FORT WORTH INTL (DFW) 12 NW UTC–6(–5DT) N32°53.81′ W97°02.28′ **DALLAS–FT WORTH**
607 B **FUEL** 100LL, JET A OX 1, 3 AOE Class I, ARFF Index E NOTAM FILE DFW **COPTER**
RWY 17C–35C: H13401X150 (CONC–GRVD) S–120, D–200, 2S–175, 2D–600, 2D/2D2–850 HIRL CL **H–6H, L–17C, A IAP, AD**
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: H13400X150 (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 arpt ops 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	APP CRS	Rwy Idg	13400
111.9	356°	THRE	582
Chan 56		Apt Elev	607

CONVERGING ILS RWY 36L

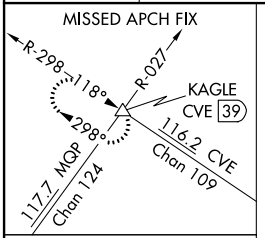
DALLAS-FORT WORTH INTL (DFW)

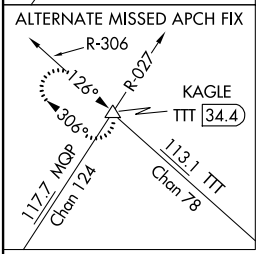
DME or RADAR required. Simultaneous approach authorized with CONVERGING ILS RWY 31R.

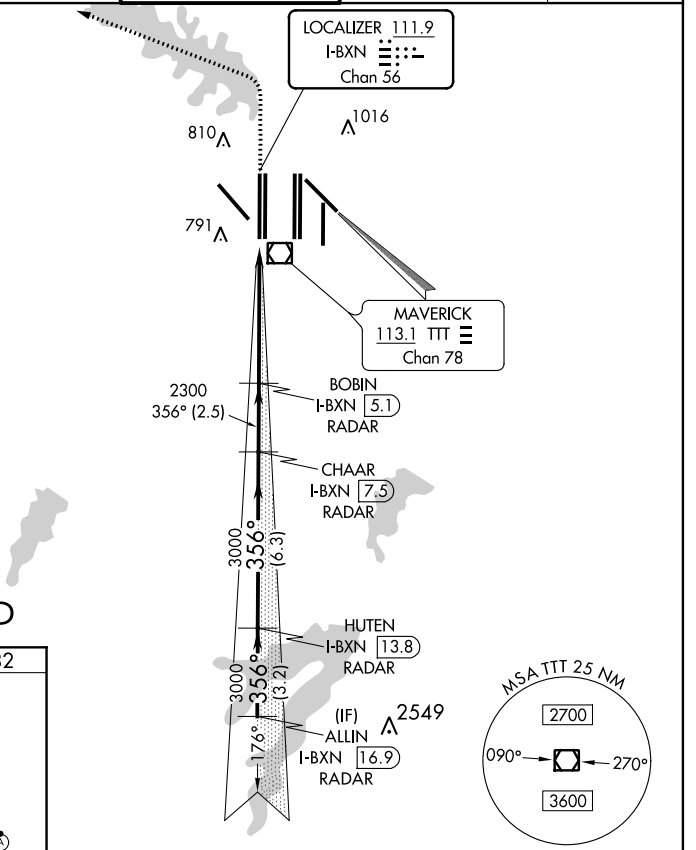
MALSR

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



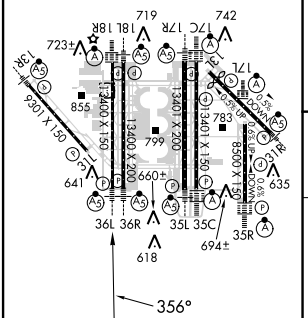




RADAR REQUIRED

ELEV 607	D	THRE 582

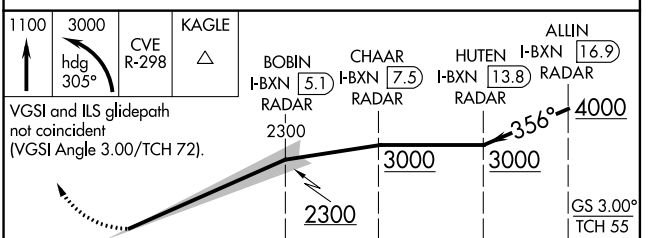
Rwy 13L-31R 9000 X 200



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L and 31L

1100	3000 hdg 305°	CVE R-298	KAGLE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 36L	782/18 200 (200-½)			

Figure 177

SC-2, 14 NOV 2013 to 12 DEC 2013
SC-2, 14 NOV 2013 to 12 DEC 2013

LOC/DME I-DAL	APP CRS	Rwy Idg	7352
111.5	130°	THRE	480
Chan 52		Apt Elev	487

ILS or LOC Y RWY 13L

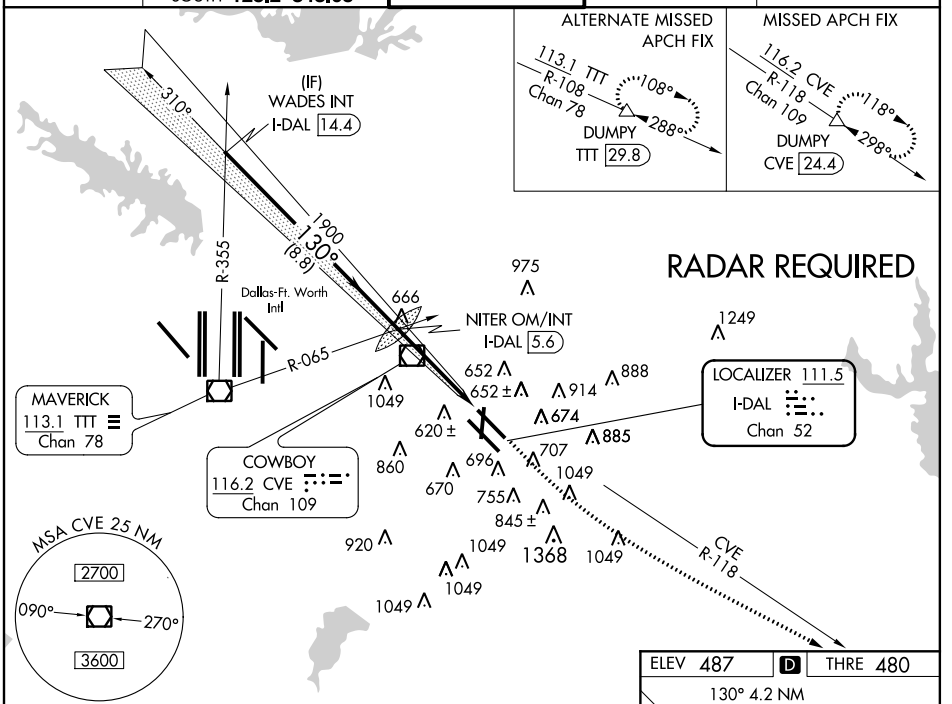
DALLAS-LOVE FIELD (DAL)

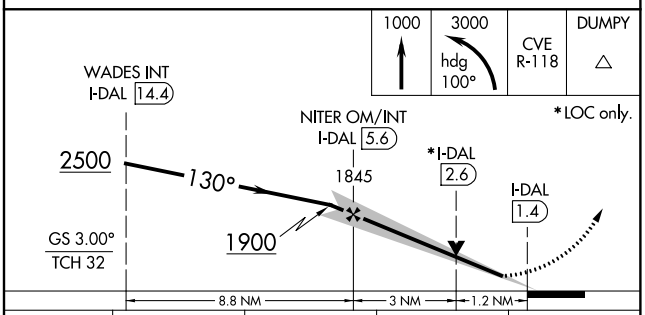
T Circling Rwy 18/36 NA at night. DME required.
A Simultaneous approach authorized with Rwy 13R.
Simultaneous approach authorized with DFW ILS or LOC Rwy 17L.

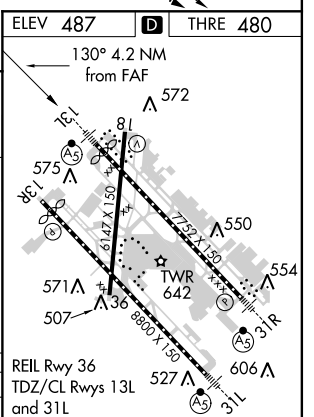
MALSR (A5)

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.

ATIS	REGIONAL APP CON	LOVE TOWER	GND CON	CLNC DEL
120.15	NORTH 124.3 282.275 SOUTH 125.2 343.65	123.7 239.3	121.75 348.6	127.9







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 (600-1½)	1160-2¼ 673 (700-2¼)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SC-2, 14 NOV 2013 to 12 DEC 2013
SC-2, 14 NOV 2013 to 12 DEC 2013

ILS or LOC RWY 31

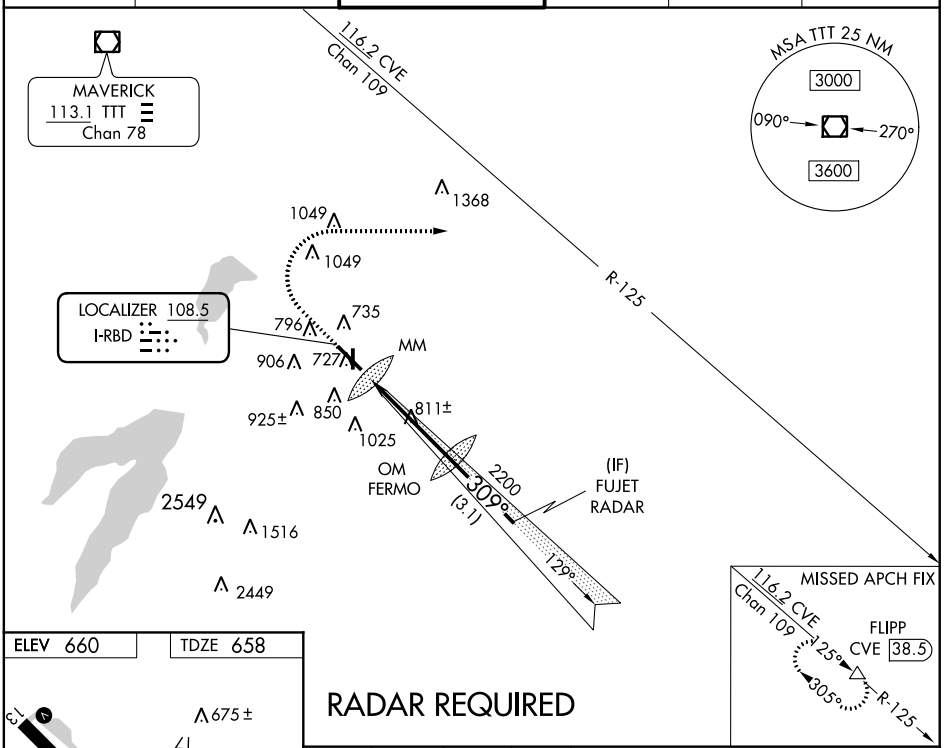
DALLAS EXECUTIVE (RBD)

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

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.

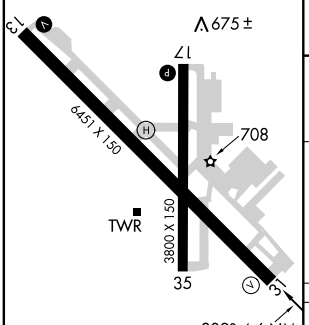
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on heading 090° and CVE VOR/DME R-125 to FLIPP/CVE 38.5 DME and hold NW, RT, 125° inbound.

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



ELEV 660 TDZE 658

RADAR REQUIRED



RLLS Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35 L

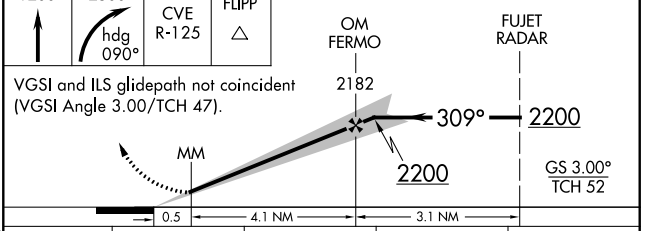
309° 4.6 NM from FAF

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1200	2500 hdg 090°	CVE R-125	FLIPP △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 47).



CATEGORY	A	B	C	D
S-ILS 31	858-¾ 200 (200-¾)			
S-LOC 31	1100-1 442 (500-1)		1100-1¼ 442 (500-1¼)	1100-1½ 442 (500-1½)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1340-2¼ 680 (700-2¼)

SC-2, 14 NOV 2013 to 12 DEC 2013
SC-2, 14 NOV 2013 to 12 DEC 2013

ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

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

When local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MALSF

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.

ASOS	REGIONAL APP CON	ARLINGTON TOWER★	GND CON	CLNC DEL	CLNC DEL	CTAF
127.375	135.975 379.9	128.625	121.875	121.875	118.85 (When tower closed)	128.625

RADAR REQUIRED

ALTERNATIVE MISSED APCH FIX

115.7 FUZ Chan 104
113.1 TTT Chan 78
117.7 MQP Chan 124
116.2 CVE Chan 109
015°
195°
R-213
R-119
R-206
R-195
TILLA
TTT 37

LOCALIZER 111.55
I-GKY
Chan 52(Y)

1743 1027 1043 834 1292 773 856± 821 781 1176 1139 1348 830 2549 1516 2449

MYKES
I-GKY 5.4
RADAR

(IF)
ESIKE
I-GKY 11.4
RADAR

(IAF)
WIKEB
I-GKY 16.4
RADAR

342° (6) 2000
342° (5) 2300
162°

MSA TTT 25 NM
2700
090° 270°
3600

MISSED APCH FIX

115.7 FUZ Chan 104
113.1 TTT Chan 78
117.7 MQP Chan 124
116.2 CVE Chan 109
026°
206°
R-213
R-119
R-206
R-195
TILLA
TTT 37

ELEV 628 THRE 597

16
TWR 724
6080 X 100
0.5% UP
34
342° 4.2 NM from FAF
MIRL Rwy 16-34
REIL Rwy 16

1100	3000 hdg 245°	TTT R-206	TILLA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 55).

*LOC only

MYKES I-GKY 5.4 RADAR
ESIKE I-GKY 11.4 RADAR
*I-GKY
I-GKY 2.4
I-GKY 1.1
2000
342° 2300
2000
GS 3.00°
TCH 60
1.3 NM 2.9 NM 6 NM

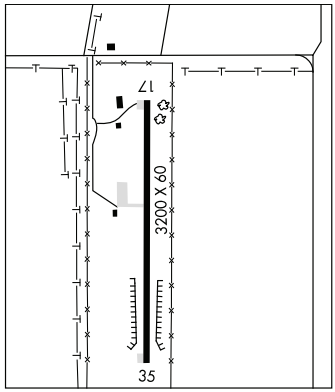
CATEGORY	A	B	C	D
S-ILS 34	797-¾ 200 (200-¾)			NA
S-LOC 34	1060-¾ 463 (500-¾)		1060-1⅛ 463 (500-1⅛)	NA
CIRCLING	1100-1 472 (500-1)		1100-1½ 472 (500-1½)	NA

SC-2, 14 NOV 2013 to 12 DEC 2013

SC-2, 14 NOV 2013 to 12 DEC 2013

Figure 180

ARCHER CITY MUNI (T39) 1 SE UTC–6(–5DT) N33°34.94′ W98°37.12′ **DALLAS–FT WORTH**
1065 S2 NOTAM FILE FTW **L–17B**
RWY 17–35: H3200X60 (ASPH) S–12.5
RWY 17: Road.
AIRPORT REMARKS: Unattended. Wildlife on and invof 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.



ARDYTH N27°38.54′ W99°27.48′ NOTAM FILE SJT. **BROWNSVILLE**
NDB (MHW) 405 AGH 174° 5.9 NM to Laredo Intl. **L–20G**

ARLEDGE FLD (See STAMFORD on page 351)

ARLINGTON MUNI (GKY) 4 S UTC–6(–5DT) N32°39.83′ W97°05.66′ **DALLAS–FT WORTH**
628 B S4 **FUEL** 100LL, JET A OX 4 TPA—1628(1000) NOTAM FILE GKY **COPTER**
RWY 16–34: H6080X100 (CONC) S–60 MIRL 0.5% up NW **H–6H, L–17C, A**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 42′. **IAP, AD**
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
Ⓡ **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.

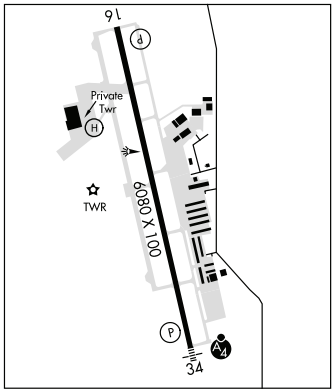
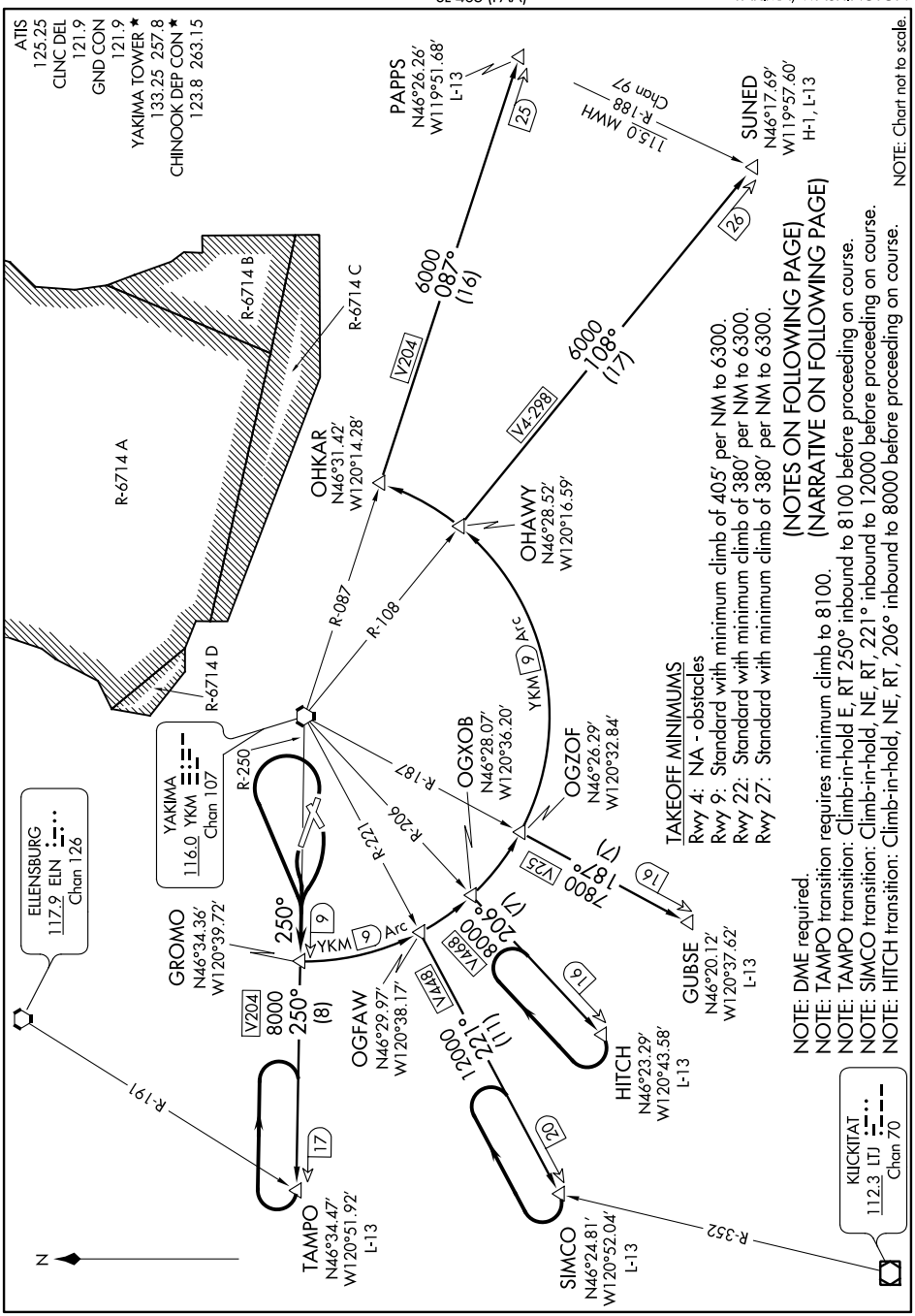


Figure 181



NW-1, 14 NOV 2013 to 12 DEC 2013

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 OGXOB 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

Figure 183

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 arpt 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 arpt rstd to acft with VHF radio capability, unless an emerg exist necessitating UHF equipped acft to land.

Figure 184

NW-1, 14 NOV 2013 to 12 DEC 2013

NW-1, 14 NOV 2013 to 12 DEC 2013

Figure 185

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

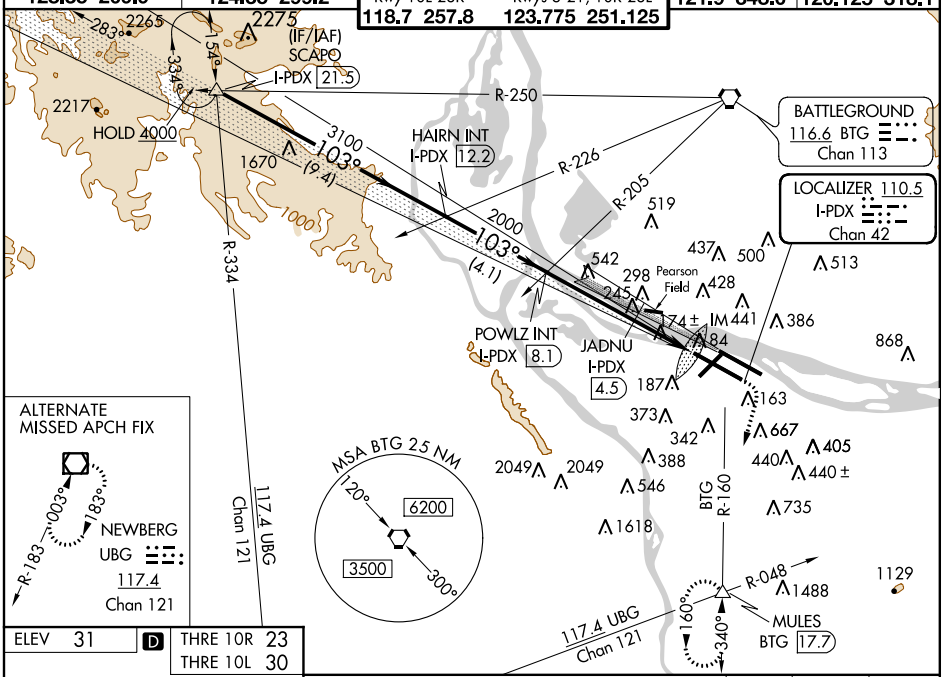
ILS or LOC RWY 10R
PORTLAND INTL (PDX)

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 2½.
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

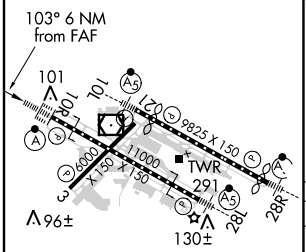
ALSF-2 Rwy 10R | MALSR Rwy 10L

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	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1

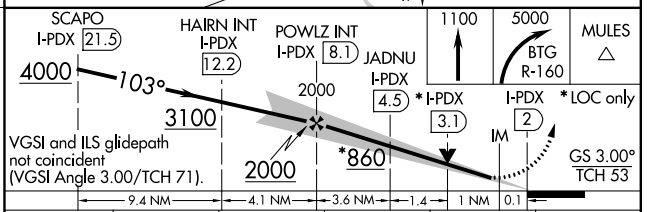


ELEV 31	D	THRE 10R 23
		THRE 10L 30



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



CATEGORY	A	B	C	D	E
S-ILS 10R	223/18 200 (200-½)				
S-LOC 10R	860/24 837 (900-½)	860/40 837 (900-¾)	860-1⅞ 837 (900-1⅞)		
CIRCLING	860-1¼ 829 (900-1¼)		860-2½ 829 (900-2½)	980-3 949 (1000-3)	1140-3 1109(1200-3)
JADNU FIX MINIMUMS					
S-LOC 10R	440/24 417 (500-½)		440/40 417 (500-¾)		
SIDESTEP 10L	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½ 770 (800-2½)		800-3 770 (800-3)

NW-1, 14 NOV 2013 to 12 DEC 2013
NW-1, 14 NOV 2013 to 12 DEC 2013

RNAV (GPS) X RWY 28L

PORTLAND INTL (PDX)

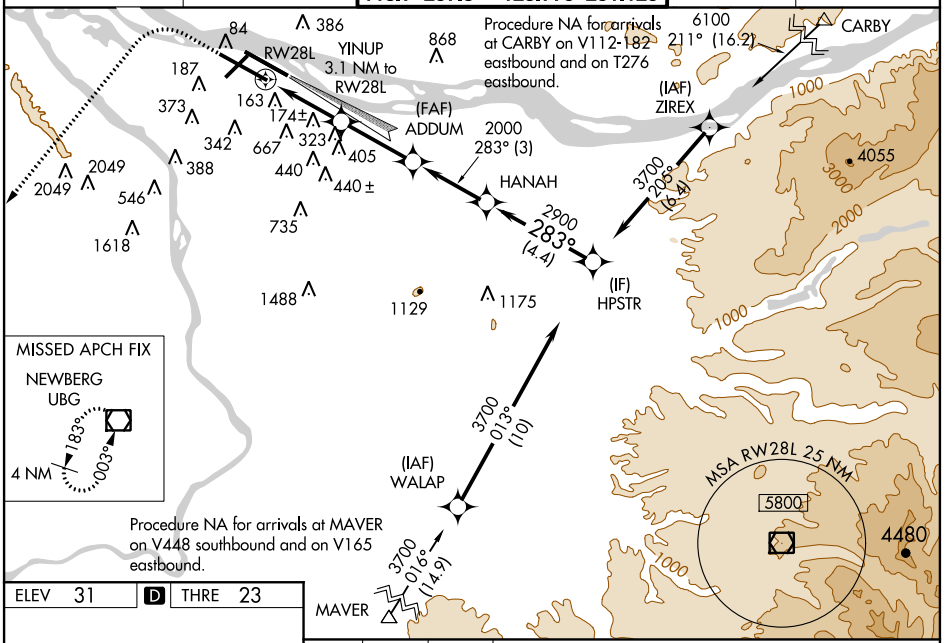
WAAS CH 56205 W28B	APP CRS 283°	Rwy Idg 11000 THRE 23 Apt Elev 31

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°). For inoperative MALSR, increase LPV all Cats visibility to RVR 4500 and increase LNAV/VNAV all Cats visibility to 1⅝ 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. LNAV procedure NA during simultaneous operations.

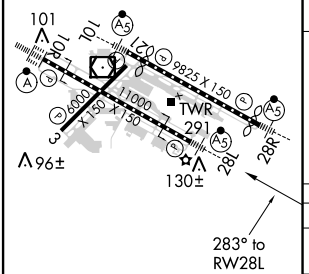
MALSR (A5)

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

ATIS	PORTLAND APP CON	PORTLAND TOWER Rwy 10L-28R	PORTLAND TOWER Rwys 3-21, 10R-28L	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1



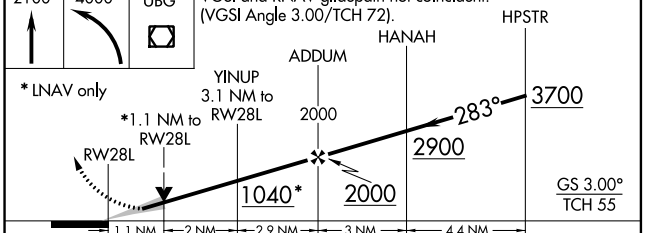
ELEV 31 D THRE 23



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

2100 | 4000 | UBG

VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
LPV DA	309/24 286 (300-½)			
LNAV/VNAV DA	507-1⅛ 484 (500-1⅛)			
LNAV MDA	440/24 417 (500-½)		440/40 417 (500-¾)	
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	980-3 949 (1000-3)

NW-1, 14 NOV 2013 to 12 DEC 2013
NW-1, 14 NOV 2013 to 12 DEC 2013

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

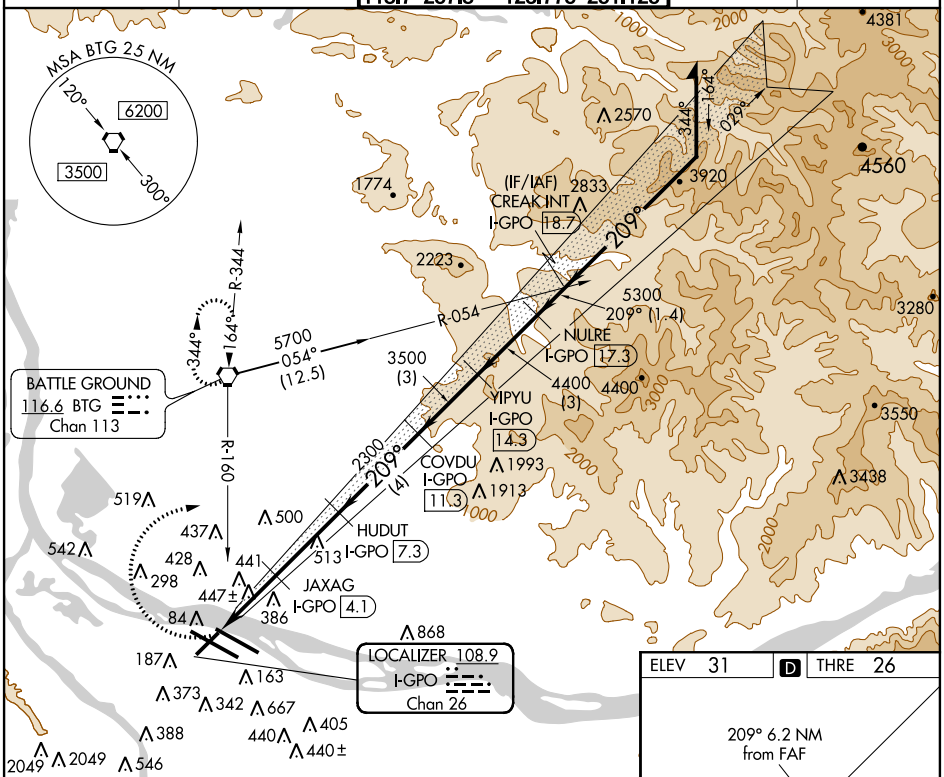
LOC/DME RWY 21

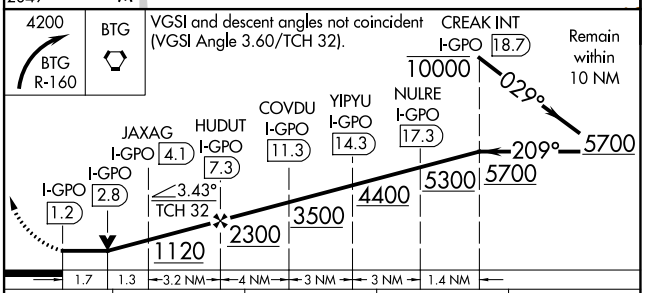
PORTLAND INTL (PDX)

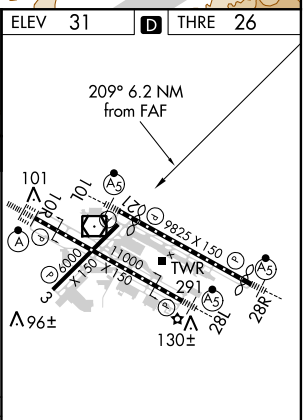
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CLNC DEL
		Rwy 10L-28R	Rwys 3-21, 10R-28L		
128.35 269.9	124.35 299.2	118.7 257.8	123.775 251.125	121.9 348.6	120.125 318.1







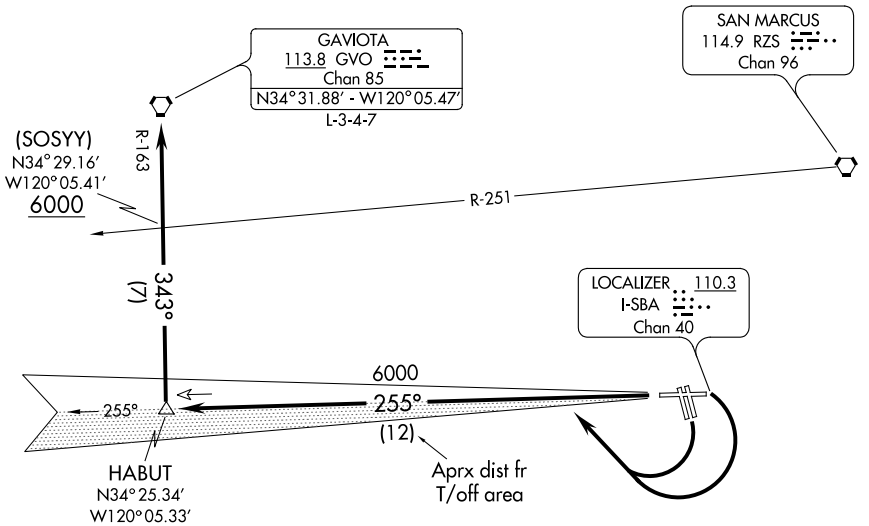
CATEGORY	A	B	C	D
S-21	700-1 674 (700-1)		700-1⅞ 674 (700-1⅞)	
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	1000-3 969 (1000-3)

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

Figure 188

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 Rwys 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′.

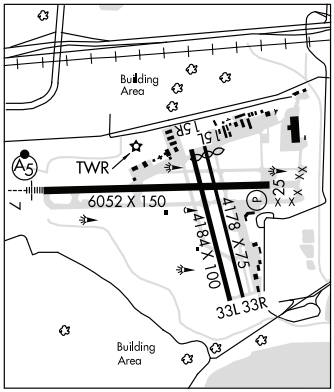
TAKE-OFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000′.

SW-3, 14 NOV 2013 to 12 DEC 2013

Figure 189

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 invof 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
Ⓡ **APP/DEP CON** 120.55 (151°–329°) 125.4 (330°–150°) 124.15 127.725 (1400–0700Z‡)
Ⓡ **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) VORTACW 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	APP CRS	Rwy Idg	6008
CH 65819	194°	TDZE	804
W19A		Apt Elev	840

RNAV (GPS) RWY 19

PASO ROBLES MUNI (PRB)

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	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L

Procedure NA for arrivals at NEFDE on V137 southeast bound.

(IAF) FIKDU 4400 097° (10.9)

3930

3540

MEETL

4400 NoPT 142° (6.3)

2880

5 NM 133° 313°

3384 7 NM 4345

ZUGPO 117° 297° (IAF) NEFDE

4400 NoPT 238° (5.6)

5500 248° (4.1)

(IF/IAF) HOVLI 194° (3.7)

3400

WUGOP

2319

2700 194° (2.4)

(FAF) JERBU 1819

YIRUK 1209 3.1 NM to RW19

989±

909±

4700 to HOVLI 013° (12.4)

RW19

PASO ROBLES PRB 194° 1125

MSA RW19 25 NM 5600

Procedure NA for arrivals on PRB VORTAC airway radials 306 CW 077.

2592

2323 1900

ELEV 840 TDZE 804

194° to RW19

19 C 13 0.6% UP 6008 X 150 471 X 100 R 31

865

888±

863±

REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

1800 6500 NEFDE

5 NM Holding Pattern

HOVLI WUGOP JERBU YIRUK 3.1 NM to RW19 *1.4 NM to RW19 RW19

* LNAV only

313° 133° 4400 194° 3400 2700 *1820

GS 3.00° TCH 37

1.4 NM 1.7 NM 2.7 NM 2.4 NM 3.7 NM

CATEGORY	A	B	C	D
LPV DA	1004-¾	200 (200-¾)		
LNAV/VNAV DA	1190-1⅜	386 (400-⅜)		
LNAV MDA	1300-1 496 (500-1)		1300-1⅜	496 (500-1⅜)
CIRCLING	1300-1 460 (500-1)		1340-1½ 500 (500-1½)	1560-2¼ 720 (800-2¼)

SW-3, 14 NOV 2013 to 12 DEC 2013
SW-3, 14 NOV 2013 to 12 DEC 2013

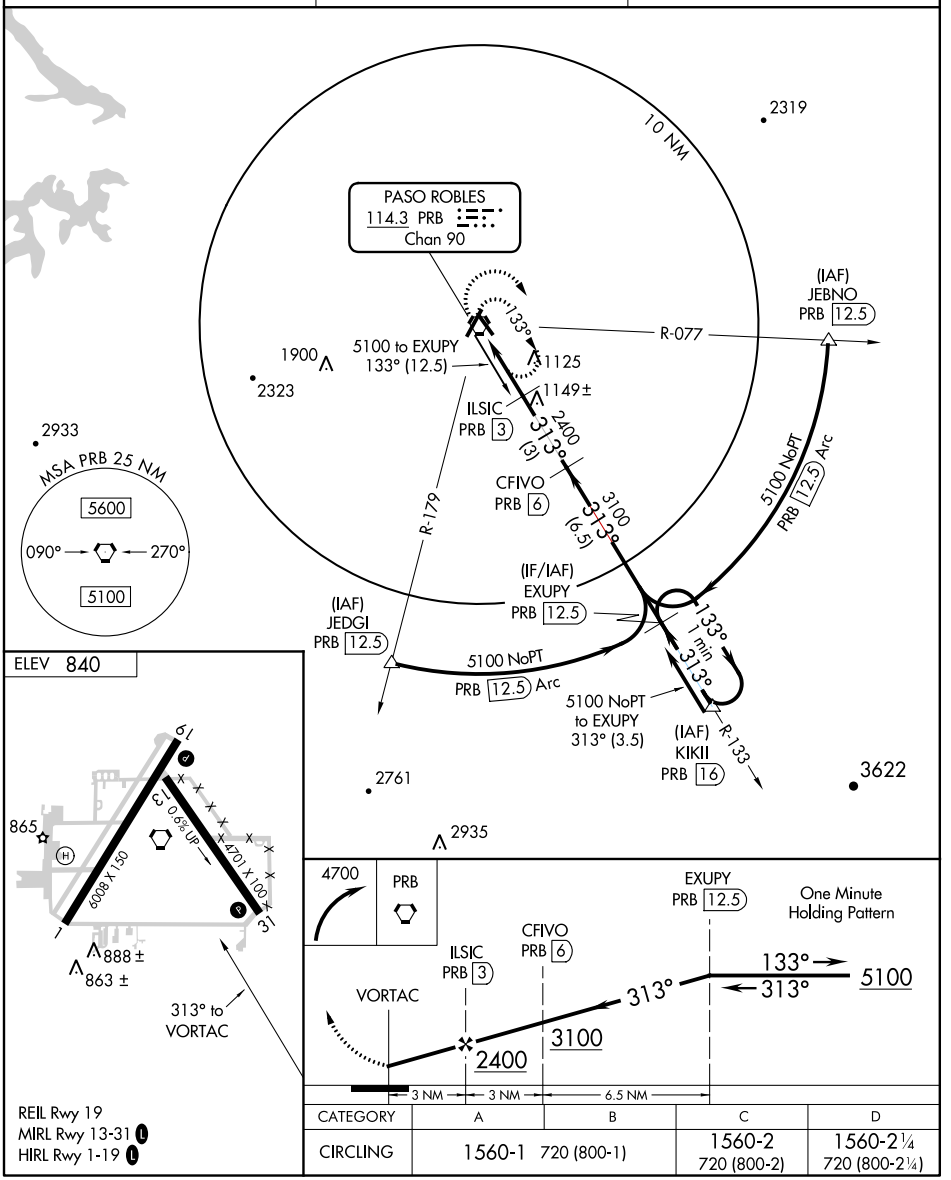
VORTAC PRB	APP CRS	Rwy Idg	N/A
114.3	313°	TDZE	N/A
Chan 90		Apt Elev	840

VOR/DME-B

PASO ROBLES MUNI (PRB)

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

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

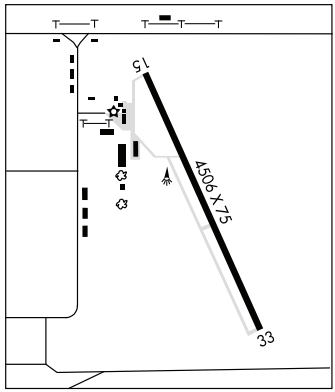


REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

CATEGORY	A	B	C	D
CIRCLING	1560-1 720 (800-1)		1560-2 720 (800-2)	1560-2¼ 720 (800-2¼)

SW-3, 14 NOV 2013 to 12 DEC 2013
SW-3, 14 NOV 2013 to 12 DEC 2013

COLEMAN MUNI (COM) 2 NE UTC–6(–5DT) N31°50.47′ W99°24.22′ **SAN ANTONIO**
1697 B S4 **FUEL** 100LL, JET A NOTAM FILE FTW **L–19B**
RWY 15–33: H4506X75 (ASPH) S–12.5 MIRL 0.4% up NW **IAP**
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.

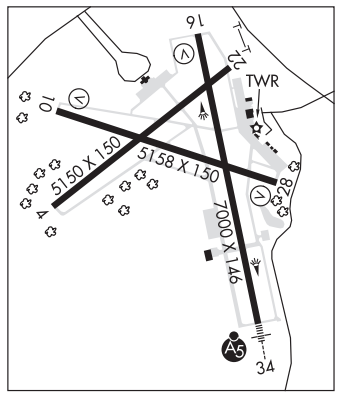


COLLEGE STATION

EASTERWOOD FLD (CLL) 3 SW UTC–6(–5DT) N30°35.32′ W96°21.83′ **HOUSTON**
321 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE CLL **H–7C, L–19D, 21A**
RWY 16–34: H7000X146 (ASPH–CONC–GRVD) S–70, D–90, 2S–114, 2D–150 HIRL **IAP, AD**
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.



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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

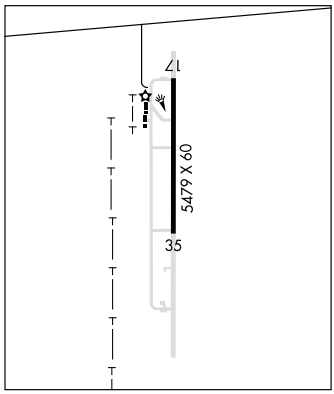
RWY 35: Tree.

AIRPORT REMARKS: Attended irregularly. Rwy 17–35 pavement from Rwy 35 thld lgts 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.

Figure 193A

RNAV (GPS) RWY 15

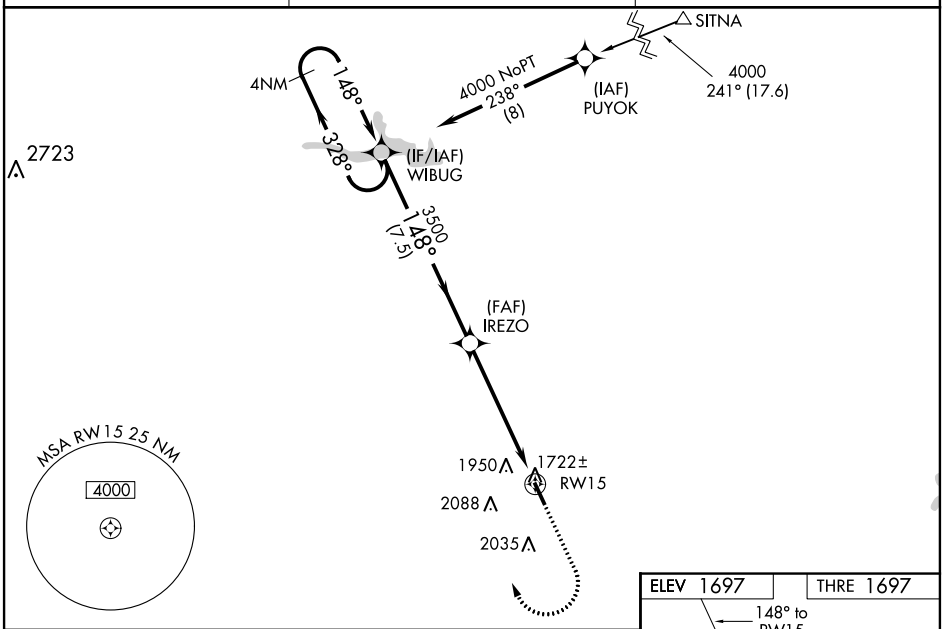
COLEMAN MUNI (COM)

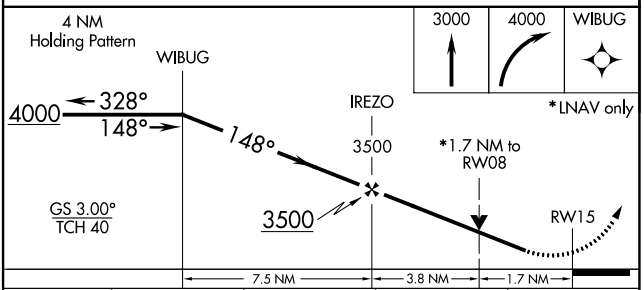
WAAS	APP CRS	Rwy Idg	4506
CH 86529	148°	THRE	1697
W15A		Apt Elev	1697

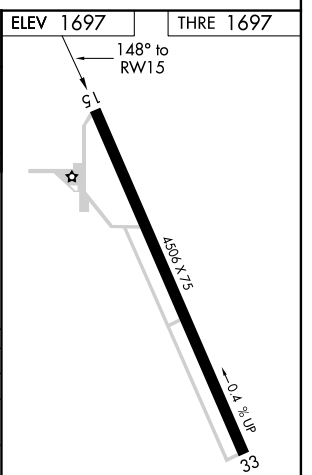
Baro-VNAV NA when using Brownwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Brownwood altimeter setting and increase all DA/MDA 100 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, and LNAV and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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	FORT WORTH CENTER	UNICOM
119.1	127.45 290.3	122.8 (CTAF)





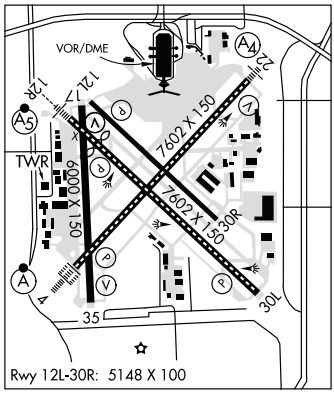


CATEGORY	A	B	C	D
LPV DA	1947-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	2327-2¼ 630 (700-2¼)			NA
LNAV MDA	2280-1 583 (600-1)		2280-1¾ 583 (600-1¾)	NA
CIRCLING	2300-1 603 (700-1)			NA

SC-3, 14 NOV 2013 to 12 DEC 2013
SC-3, 14 NOV 2013 to 12 DEC 2013

WESTHEIMER AIR PARK (0Ø7) 20 W UTC–6(–5DT) N29°41.68′ W95°47.68′ **HOUSTON**
117 B S2 **FUEL** 100LL NOTAM FILE CXO
RWY 11–29: H2500X28 (CONC) LIRL
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′ **HOUSTON**
46 B S2 **FUEL** 100LL, JET A, A1 OX 1, 2, 3, 4 LRA Class I, ARFF Index C **COPTER**
NOTAM FILE HOU **H–7C, L–19E, 21A, GOMW**
RWY 04–22: H7602X150 (CONC–GRVD) S–75, D–200, 2S–168, 2T–461, 2D–400, 2D/D1–444, C5–717 HIRL CL **IAP, AD**
RWY 04: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 57′.
RWY 22: MALS. VASI(V4L)—GA 3.0° TCH 52′. Pole.
RWY 12R–30L: H7602X150 (ASPH–GRVD) S–75, D–195, 2S–168, 2T–461, 2D–220, 2D/D1–444, C5–717 HIRL CL
RWY 12R: MALSR. 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 invof 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) VORW/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′ **HOUSTON**
AWOS–3 119.575 **H–7C, L–19E, 21A, GOMW**

Figure 195

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

ILS or LOC RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

When ALSF-1 inop, increase visibility Cat E ILS ¼ mile, LOC ½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

ATIS	HOUSTON APP CON	HOBBY TOWER	GND CON	CLNC DEL
124.6	120.05 379.1 EAST 124.35 316.15 WEST	118.7 256.9	121.9	125.45

RADAR REQUIRED

MSA HUB 25 NM 3100

HOBBY 117.1 HUB Chan 118

MISSED APCH FIX R-308 040° 220° R-040 RAYCI HUB 15 117.1 HUB Chan 118 113.6 MHF Chan 83

LOCALIZER 109.9 I-HUB Chan 36

EISEN INT I-HUB 5.8

ELREN I-HUB 8.7

CARCO INT I-HUB 15.7

(IF)

R-301 R-285 041° 221° 2000 (7) 1500 (3) 2049

113.0 VUH Chan 77

1049 1047 481 501 374± 593 174 193± IM 199 174 168 180 131 1200

ELEV 46 D TDZE 44

125 134 22 12L 12R 28 90 191 163± 30R 30L 79 133 35 70

7602 X 150 5148 X 100 6000 X 150 7602 X 150

041° 4.3 NM from FAF

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 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

CARCO INT I-HUB 15.7 ELREN I-HUB 8.7 EISEN INT I-HUB 5.8 I-HUB 2.6 I-HUB 1.4 IM

4000 2000 1500 041° GS 3.00° TCH 57

2000 HUB R-040 RAYCI

7 NM 3 NM 3.2 NM 1.1 0.1

CATEGORY	A	B	C	D	E
S-ILS 4	244/18 200 (200-½)				244/24 200 (200-½)
S-LOC 4	480/24 436 (500-½)		480/40 436 (500-¾)	480/50 436 (500-1)	
CIRCLING	500-1 454 (500-1)		520-1½ 474 (500-1½)	600-2 554 (600-2)	860-3 814 (900-3)

HOUSTON, TEXAS
Amdt 40B 05APR12

29°39'N-95°17'W

HOUSTON/ WILLIAM P. HOBBY (HOU)

ILS or LOC RWY 4

SC-5, 14 NOV 2013 to 12 DEC 2013

SC-5, 14 NOV 2013 to 12 DEC 2013

Figure 196

WAAS	APP CRS	Rwy Idg 6700
CH 45603	348°	TDZE 152
W35A		Apt Elev 152

RNAV (GPS) RWY 35L

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

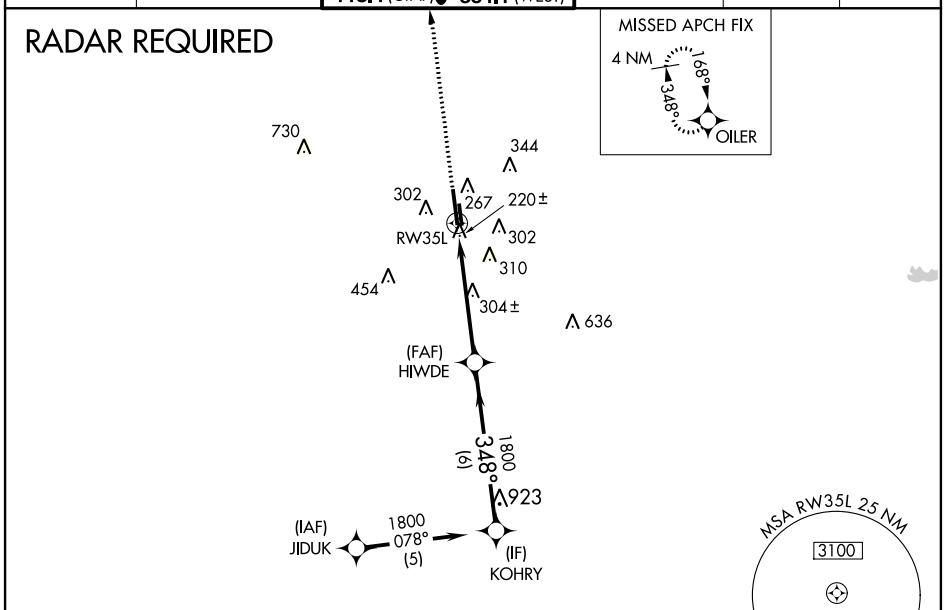
T
A

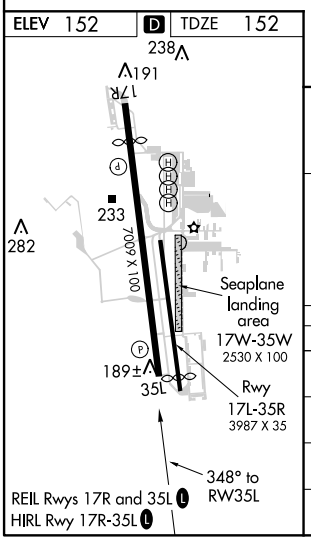
Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use George Bush Intercontinental/Houston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

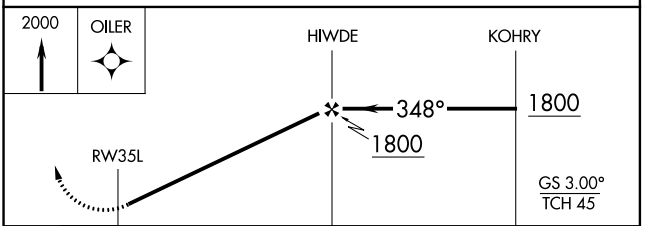
MISSED APPROACH: Climb to 2000 direct OILER and hold.

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

RADAR REQUIRED





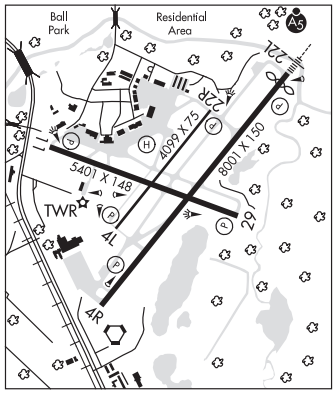


CATEGORY	A	B	C	D
LPV DA	451-1 299 (300-1)			
LNAV/VNAV DA	552-1½ 400 (400-1½)			
LNAV MDA	560-1 408 (500-1)		560-1¼ 408 (500-1¼)	560-1½ 408 (500-1½)
CIRCLING	640-1 488 (500-1)	660-1 508 (600-1)	660-1½ 508 (600-1½)	720-2 568 (600-2)

SC-5, 14 NOV 2013 to 12 DEC 2013
SC-5, 14 NOV 2013 to 12 DEC 2013

LAFAYETTE RGNL (LFT) 2 SE UTC–6(–5DT) N30°12.30′ W91°59.27′ **HOUSTON**
42 B S4 **FUEL** 100LL, JET A OX 1, 4 Class I, ARFF Index B NOTAM FILE LFT **H–7D, L–21B, 22E, GOMC**
IAP, AD

RWY 04R–22L: H8001X150 (ASPH–GRVD) S–140, D–170, 2S–175, 2D–290 HIRL
RWY 04R: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Pole. Rgt tfc.
RWY 22L: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 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 invof 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. **HOUSTON**
NDB (LOM) 375 LF 216° 6.5 NM to Lafayette Rgnl. Unmonitored when ATCT clsd. **L–21B, 22E**

Figure 198

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

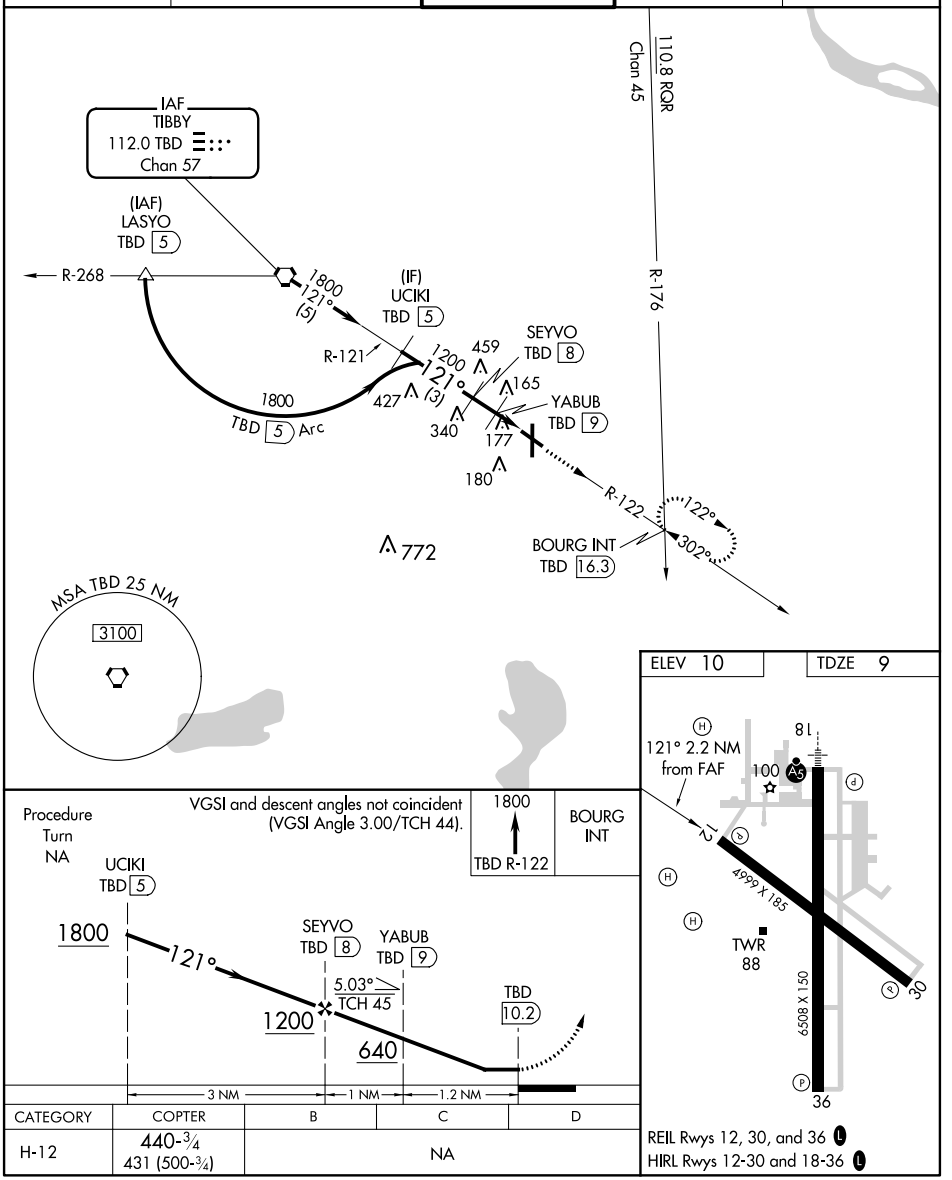
COPTER VOR/DME RWY 12

HOUMA-TERREBONNE (HUM)

⚠ 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	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) Ⓛ 346.3	121.8	122.95



CATEGORY	COPTER	B	C	D
H-12	440-¾ 431 (500-¾)	NA		

SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

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

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	NEW ORLEANS APP CON	HOUMA TOWER*	GND CON	UNICOM
120.25	118.9 256.9	125.3 (CTAF) L 346.3	121.8	122.95

NoPT for arrivals on TBD VORTAC airway radials 268 CW 296.

110.8 RQR Chan 45

110.8 RQR Chan 45

IAF
TIBBY
112.0 TBD
Chan 57

R-294

114°
1 min
294°

1700
121°
(5)

R-195

R-176

459
165
427
340
177
180

EXOHU INT
TBD 5

R-122

122°
302°

BOURG INT
TBD 16.3

772

MSA TBD 25 NM
3100

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

One Minute Holding Pattern

1800
TBD R-122
BOURG INT

VORTAC
EXOHU TBD 5
TDB 10.2

1800
294°
114°
121°
1700
3.02°
TCH 42

5 NM
5.2 NM

CATEGORY	A	B	C	D
S-12	720-1	711 (800-1)	720-2 711 (800-2)	720-2¼ 711 (800-2¼)
CIRCLING	720-1	710 (800-1)	720-2 710 (800-2)	720-2¼ 710 (800-2¼)

ELEV 10
TDZE 9

121° 5.2 NM from FAF

81
100
12
4999 X 200
88
6508 X 150
30
36

REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

FAF to MAP 5.2 NM

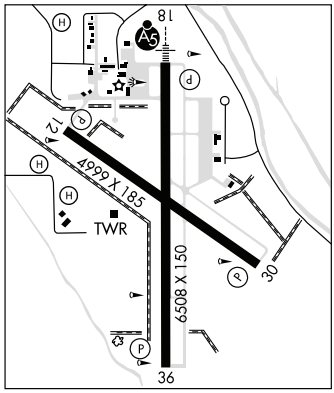
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

Figure 200

HOUMA–TERREBONNE (HUM) 3 SE UTC–6(–5DT) N29°33.99′ W90°39.63′ **NEW ORLEANS**
9 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1009(1000) NOTAM FILE HUM **H–7D, L–21B, 22F**
RWY 18–36: H6508X150 (CONC–GRVD) S–50, D–70, 2S–89, 2D–137 HIRL **IAP, AD**
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 invof 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

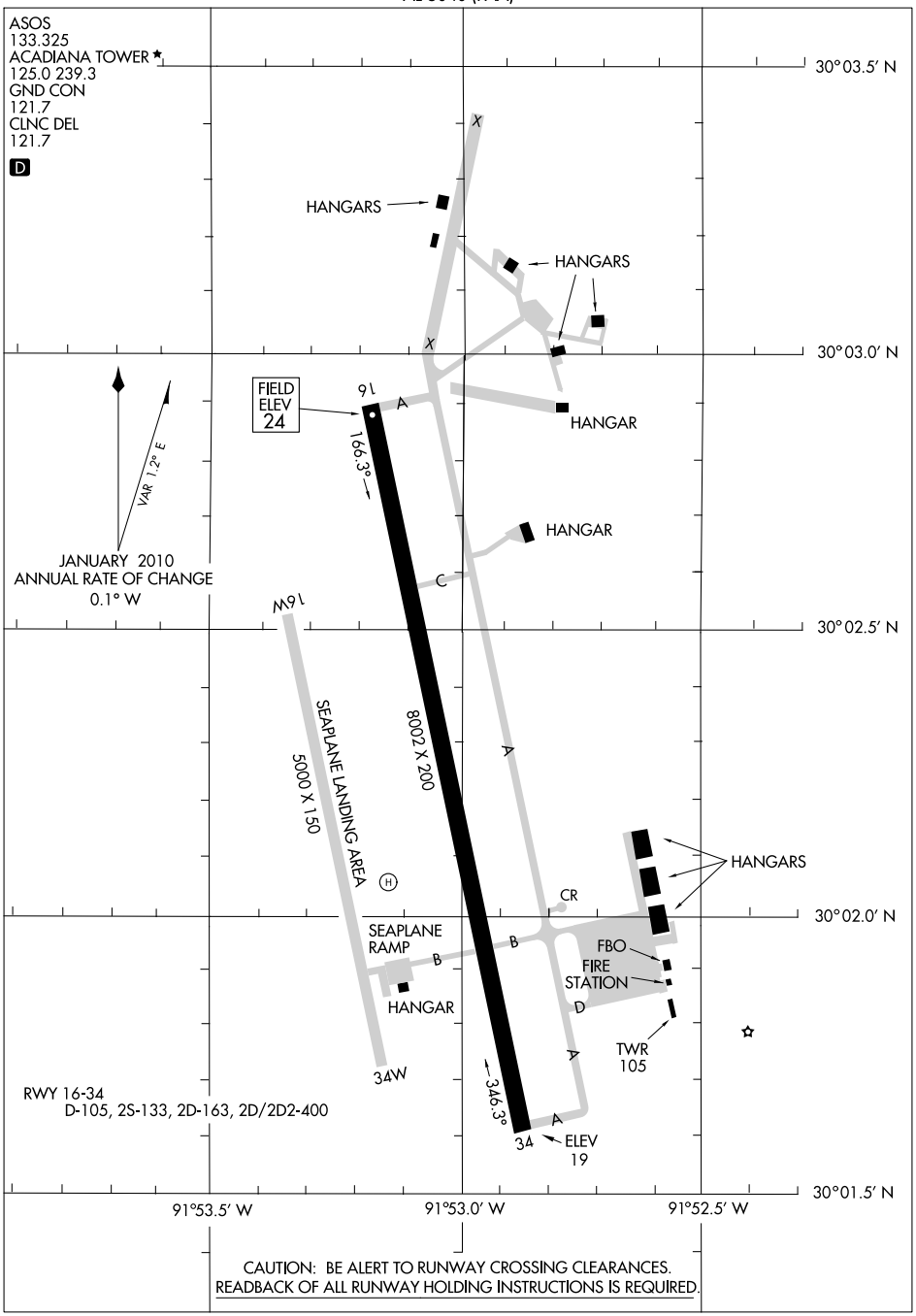
LE MAIRE MEM (2R1) 1 S UTC–6(–5DT) N29°53.94′ W91°39.96′ **HOUSTON**
14 B **FUEL** 100LL NOTAM FILE DRI **L–21B, 22F**
RWY 04–22: H3000X75 (ASPH) S–6 MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Trees.
RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 603′. Tree.
AIRPORT REMARKS: Unattended. For arpt attended call 337–365–7202. Fuel avbl 24 hrs self svc with credit card. MIRL Rwy 04–22 and REIL Rwys 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.
LAFAYETTE (L) VORTACW 109.8 LFT Chan 35 N30°11.63′ W91°59.55′ 133° 24.5 NM to fld. 36/3E. **HIWAS.**

Figure 201

AIRPORT DIAGRAM

NEW IBERIA/ACADIANA RGNL (ARA)
NEW IBERIA, LOUSIANA

AL-5040 (FAA)



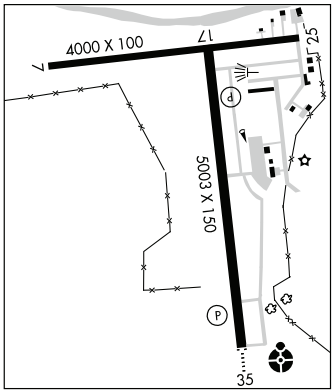
SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

AIRPORT DIAGRAM
10266
NEW IBERIA, LOUSIANA
NEW IBERIA/ACADIANA RGNL (ARA)

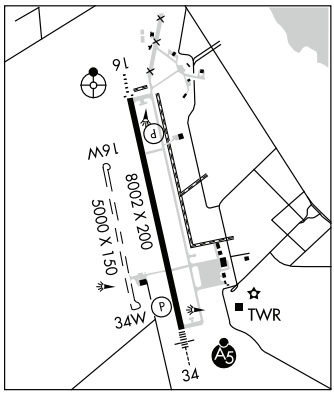
Figure 202

NATCHITOCHES RGNL (IER) 2 S UTC–6(–5DT) N31°44.14′ W93°05.95′ **HOUSTON**
121 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE IER **H–6I, L–22E**
RWY 17–35: H5003X150 (ASPH) S–30 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.
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‡.



NEW IBERIA

ACADIANA RGNL (ARA) 4 NW UTC–6(–5DT) N30°02.27′ W91°53.03′ **HOUSTON**
24 B S2 **FUEL** 100LL, JET A OX 4 TPA—1024(1000) Class IV, ARFF Index A **H–7D, L–21B, 22E, GOMC**
NOTAM FILE ARA **IAP, AD**
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.



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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.

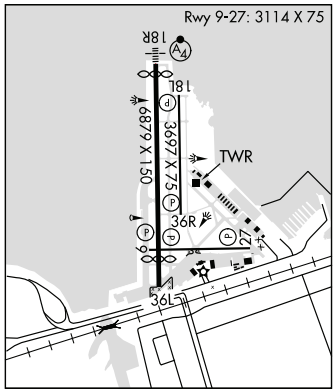
WATERWAY 16W–34W: 5000X150 (WATER) MIRL
WATERWAY 16W: Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16W: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 34W: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
SEAPLANE REMARKS: Waterway 16–34 seaway edge lgts green, thld lgts amber. ACTIVATE seaway edge lgts Waterway 16–34—122.7. 3 clicks on 7 clicks off.

NEW ORLEANS

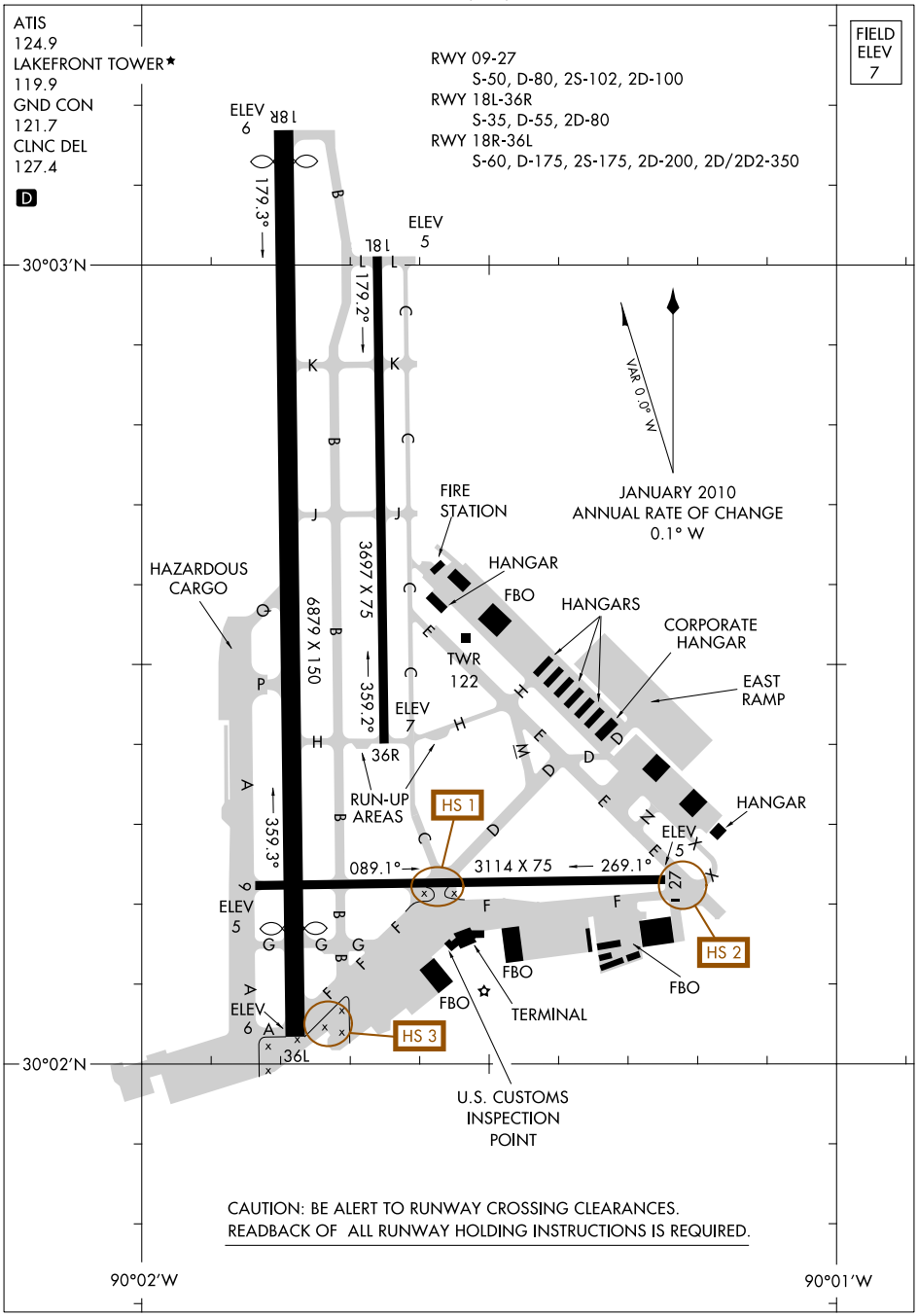
NEW ORLEANS
H–7E, 8F, L–21B, 22F, GOMC
IAP, AD

LAKEFRONT (NEW) 4 NE UTC–6(–5DT) N30°02.55′ W90°01.70′

7 B S4 **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 dsplcd 239′. Pier. Rgt tfc.
RWY 36L: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 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



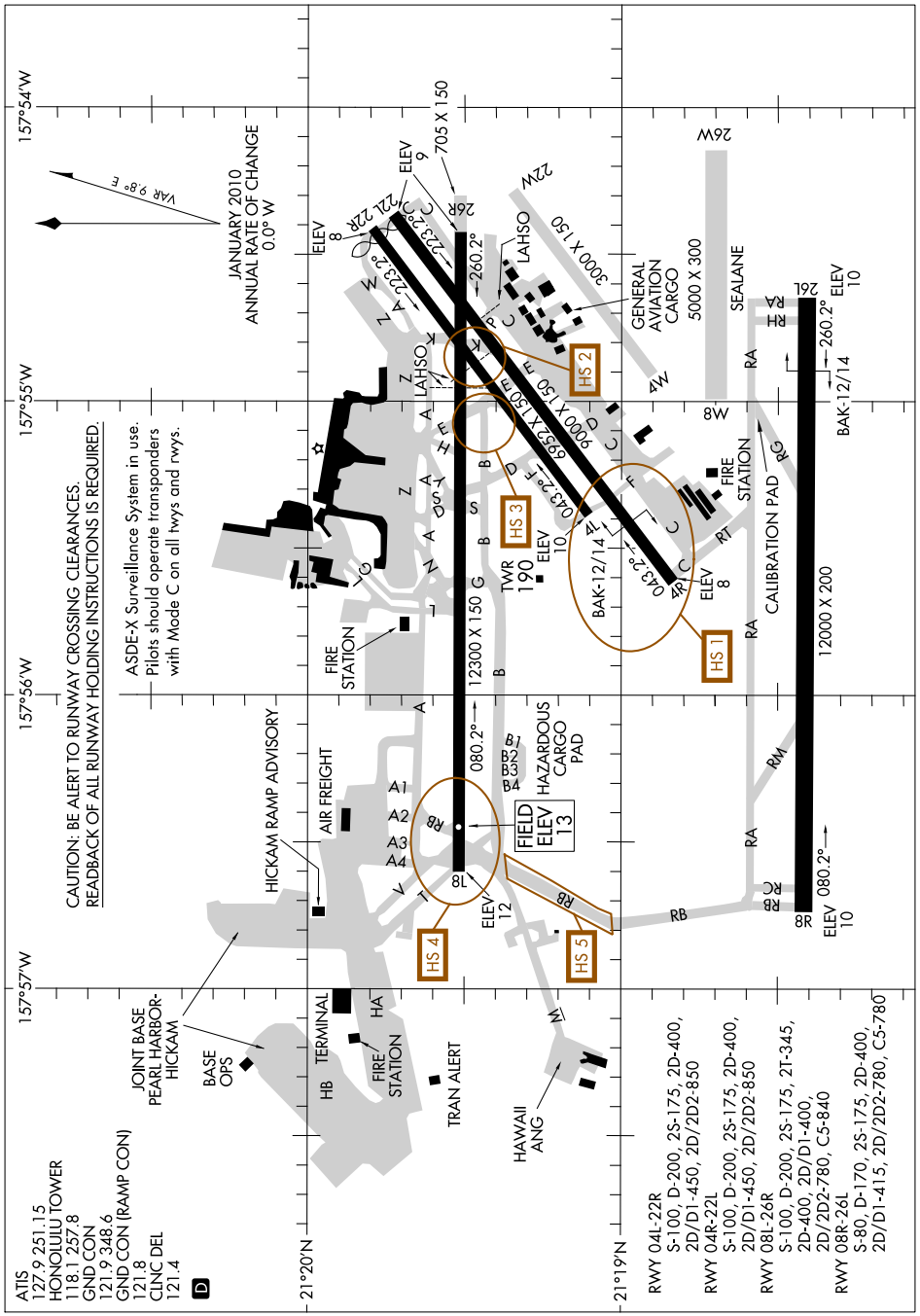
AIRPORT REMARKS: Attended continuously. For field conditions after 2200Z‡ ctc arpt manager on 504–914–5721. Birds on and invof arpt. Boats as high as 80′ pass within 400′ of Rwy 09 thld. Rwy 18R–36L few low spots near intersection of Rwy 09–27 holding water. When twr clsd MIRL Rwy 18R–36L preset med 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.



SC-4, 14 NOV 2013 to 12 DEC 2013

SC-4, 14 NOV 2013 to 12 DEC 2013

Figure 204



PAC, 17 OCT 2013 to 12 DEC 2013

PAC, 17 OCT 2013 to 12 DEC 2013

Figure 205

HONOLULU INTL (JOINT BASE PEARL HARBOR–HICKAM) (HNL)(PHNL) 3 NW UTC–10 **HAWAIIAN–MARIANA**
N21°19.12′ W157°55.35′ **P–1C, 2G**
13 B S4 **FUEL** 80, 100, JET A, A1+, B OX 1, 2, 3, 4 TPA—See Remarks **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. Rwys CLOSED 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 (KOA 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 (KOA 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

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Figure 206

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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 unlgted 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 abv ctc 15WG command post or relay thru HF/SSB airway 1 hour out to confirm blocktime. All acft inbd to JBPH–H should address flt 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 flt 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 invof 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)

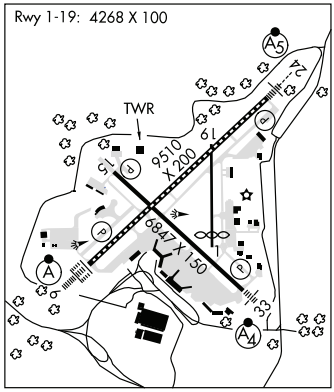
SEAPLANE REMARKS: Rwy 04W–22W and Rwy 08W–26W recreational boating activities on and invof waterways.

Figure 206A

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–10I, 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: MALSR. 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: MALSF. 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 invof arpt. No training flts, no practice apchs, no touch and go ldgs 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 marshallers 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 Surveilance 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. Afld 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) VORW/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–IKX 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 H1: 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

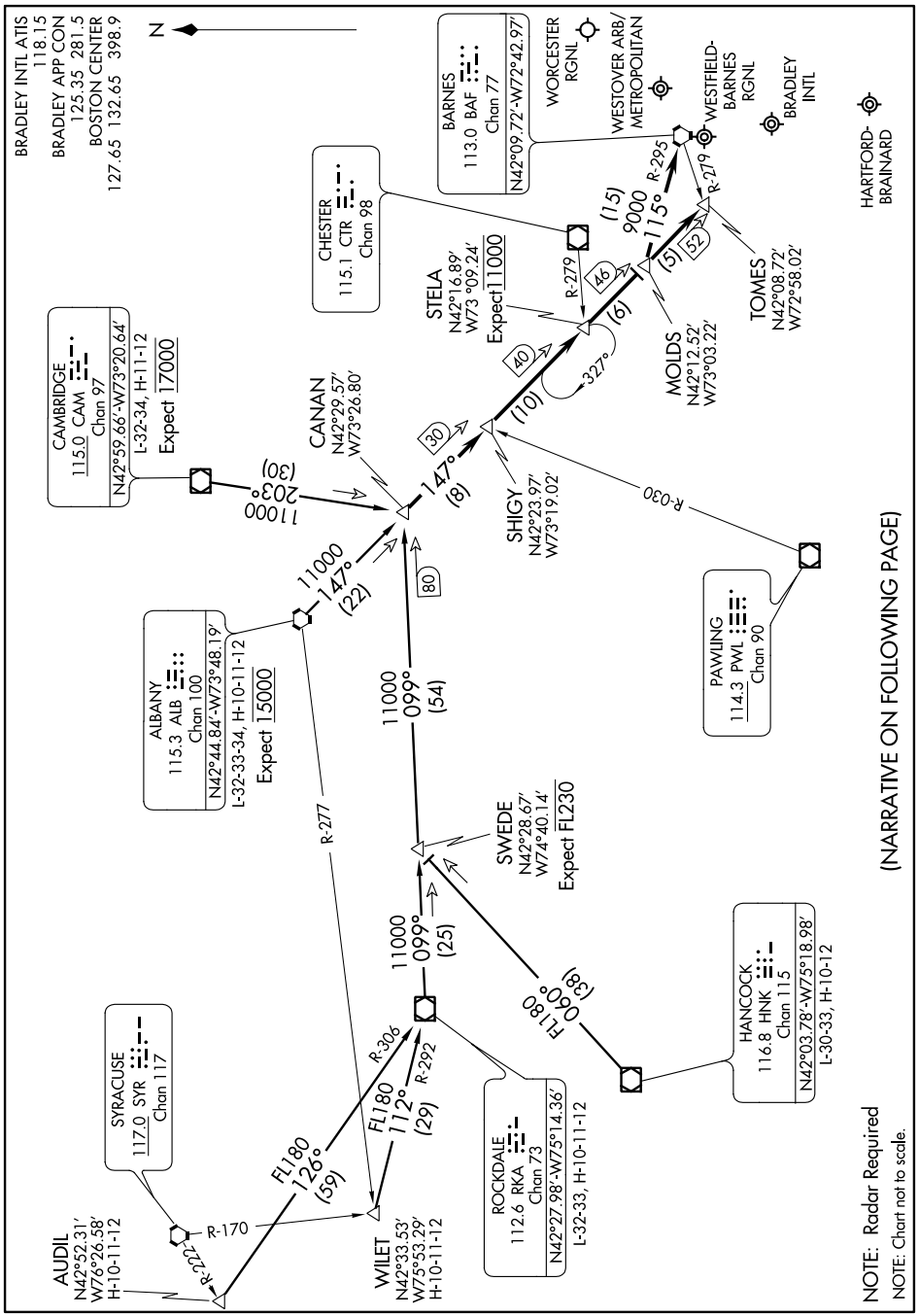

BRADLEY INTL ATIS 118.15
BRADLEY APP CON 125.35 281.5
BOSTON CENTER 127.65 132.65 398.9
N
BARNES 113.0 BAF Chan 77 N42°09.72'-W72°42.97'
WORCESTER RGNL
WESTOVER ARB/ METROPOLITAN
WESTFIELD-BARNES RGNL
BRADLEY INTL
HARTFORD-BRAINARD
CHESTER 115.1 CTR Chan 98
CAMBRIDGE 115.0 CAM Chan 97 N42°59.66'-W73°20.64'
L-32-34, H-11-12
Expect 17000
STELA N42°16.89' W73°09.24' Expect 11000
CANAN N42°29.57' W73°26.80'
SHIGY N42°23.97' W73°19.02'
MOLDS N42°12.52' W73°03.22'
TOMES N42°08.72' W72°58.02'
ALBANY 115.3 ALB Chan 100 N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12
Expect 15000
PAWLING 114.3 PWL Chan 90
SWEDE N42°28.67' W74°40.14'
Expect FL230
SYRACUSE 117.0 SYR Chan 117
ROCKDALE 112.6 RKA Chan 73 N42°27.98'-W75°14.36'
L-32-33, H-10-11-12
HANCOCK 116.8 HNK Chan 115 N42°03.78'-W75°18.98'
L-30-33, H-10-12
AUDIL N42°52.31' W76°26.58' H-10-11-12
WILET N42°33.53' W75°53.29' H-10-11-12
R-277
R-306
R-292
R-170
R-279
R-295
R-030
147° (8)
11000 147° (22)
11000 099° (54)
11000 099° (25)
FL180 060° (38)
FL180 112° (29)
FL180 126° (59)
11000 203° (30)
(10)
(6)
(15) 9000 115°
327°
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Radar Required
NOTE: Chart not to scale.

Figure 208

NE-1, 14 NOV 2013 to 12 DEC 2013

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.

Figure 209

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

ILS or LOC RWY 6

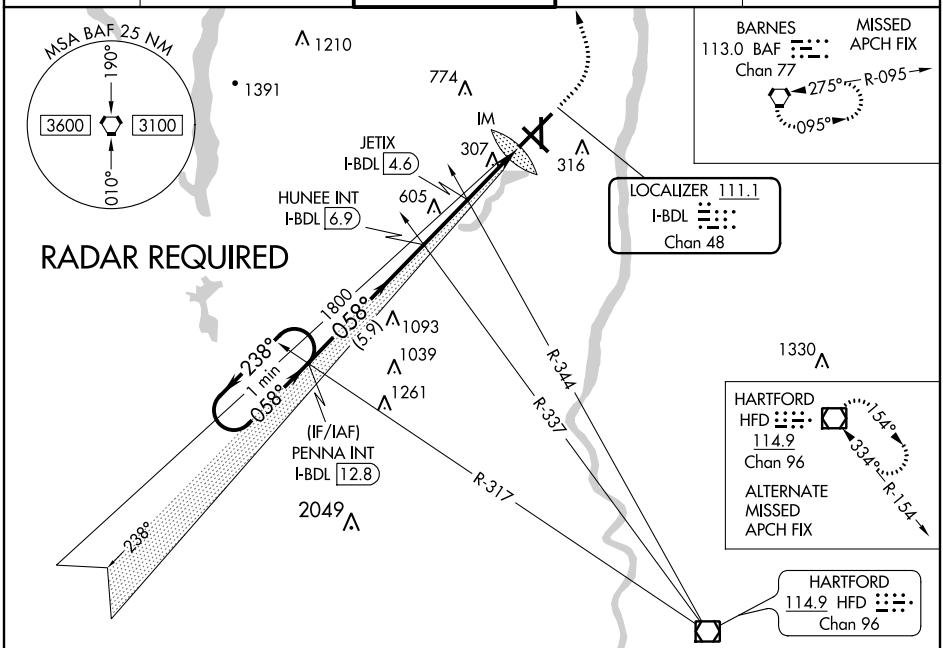
WINDSOR LOCKS / BRADLEY INTL (BDL)

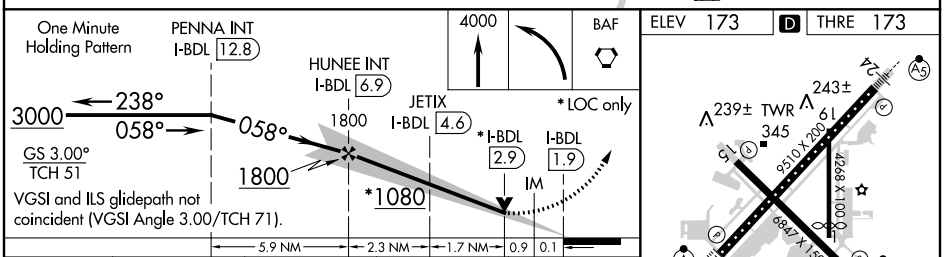
For inoperative ALSF-2, increase S-ILS 6 all Cats visibility to RVR 4000. JETIX Fix Minimums: For inoperative ALSF-2, increase S-LOC 6 Cat C, D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

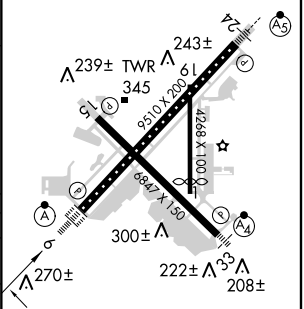
ATIS	BRADLEY APP CON	BRADLEY TOWER	GND CON	CLNC DEL
118.15	127.225 323.2	120.3 351.8	121.9 348.6	121.75 322.3





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 907 (1000-2¾)	1080-3 907 (1000-3)
JETIX FIX MINIMUMS				
S-LOC 6	560/24 387 (400-½)		560/35 387 (400-¾)	
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)	940-2½ 767 (800-2½)

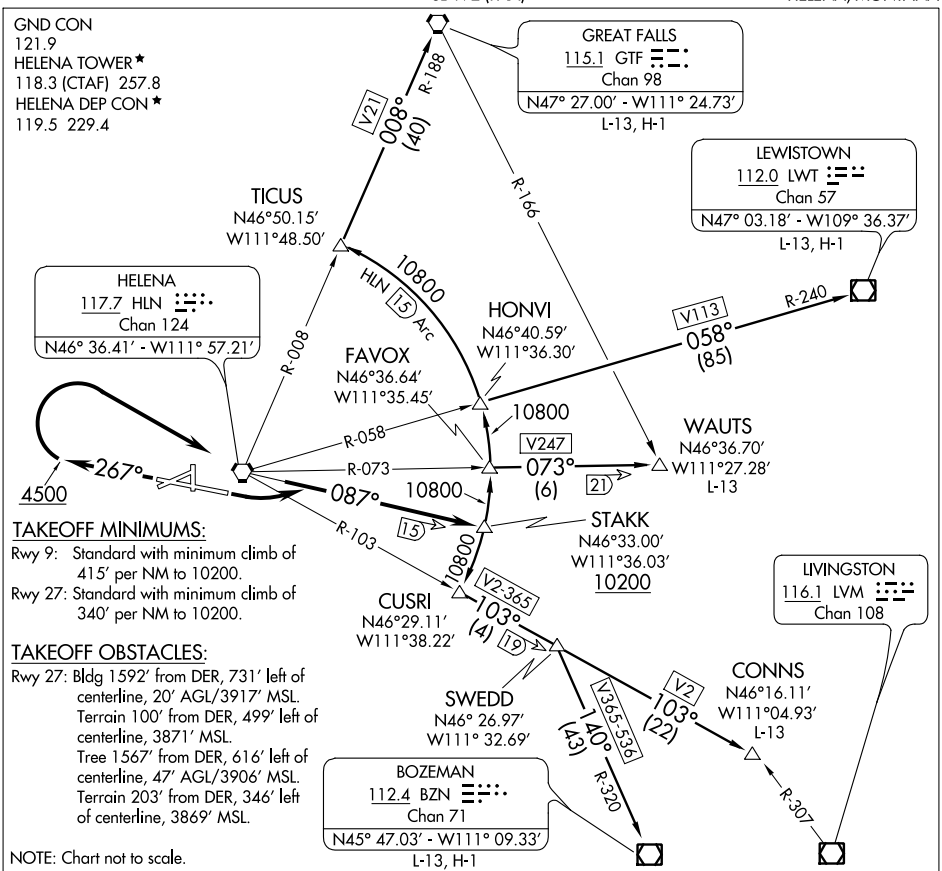
ELEV 173 D THRE 173



TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

FAF to MAP 5 NM						
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-1, 14 NOV 2013 to 12 DEC 2013



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.

Figure 211

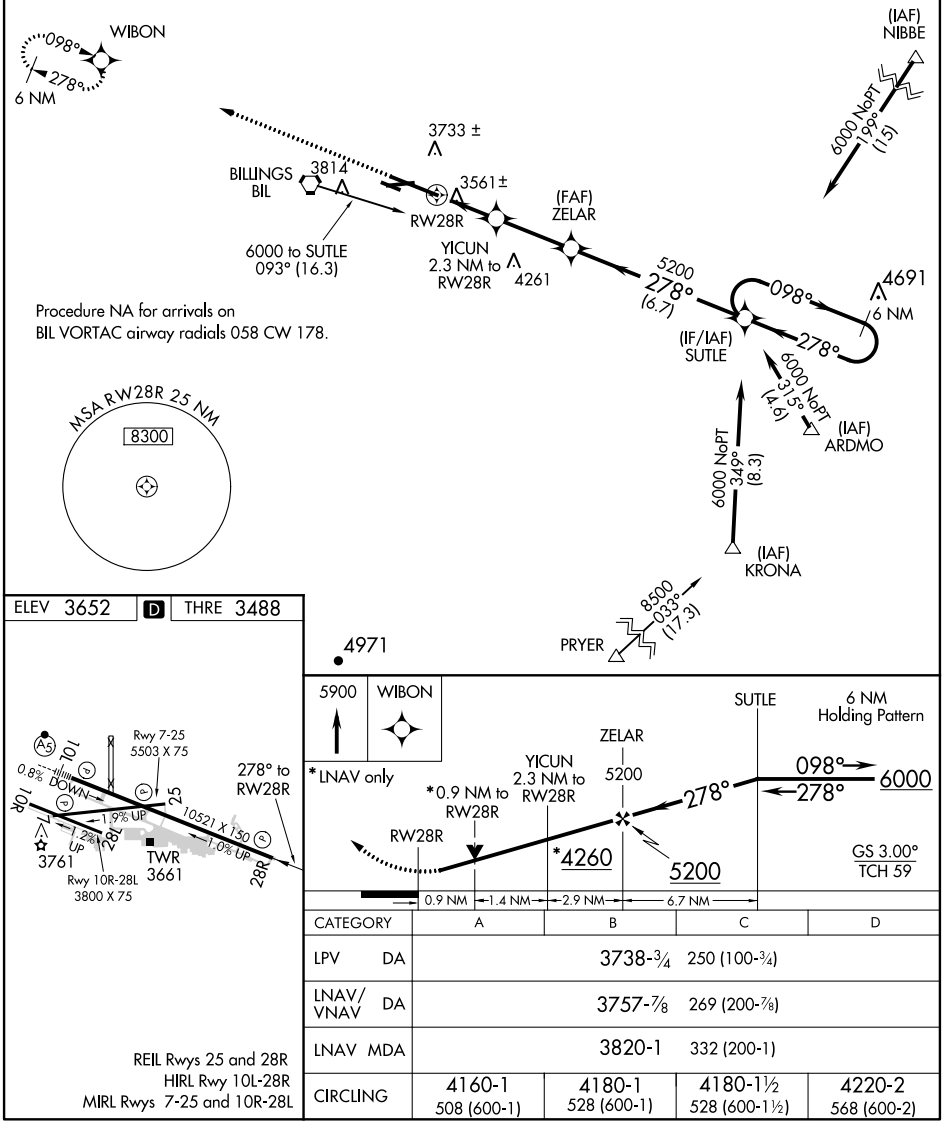
WAAS CH 56222 W28A	APP CRS 278°	Rwy Idg 10521 THRE 3488 Apt Elev 3652

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	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9



CATEGORY	A	B	C	D
LPV DA	3738-¾ 250 (100-¾)			
LNAV/VNAV DA	3757-⅞ 269 (200-⅞)			
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)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

NW-1, 14 NOV 2013 to 12 DEC 2013
NW-1, 14 NOV 2013 to 12 DEC 2013

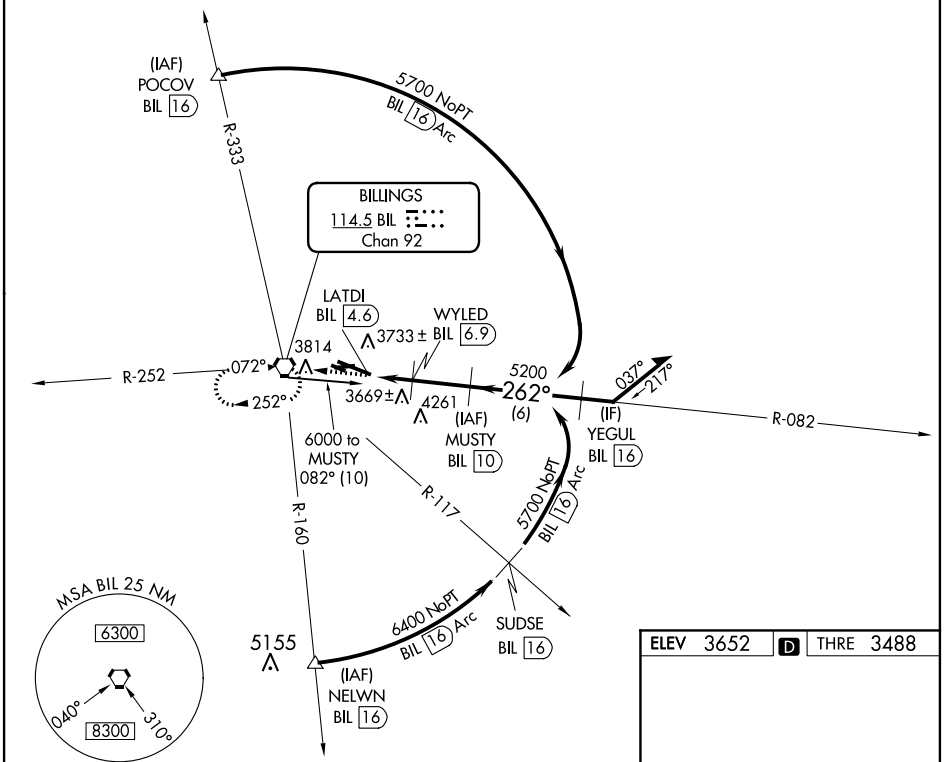
VORTAC BIL 114.5 Chan 92	APP CRS 262°	Rwy Idg 10521 THRE 3488 Apt Elev 3652

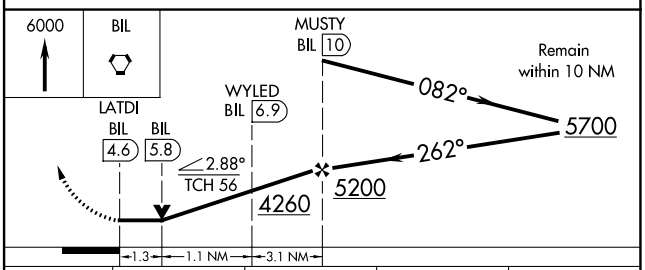
VOR/DME RWY 28R
BILLINGS LOGAN INTL (BIL)

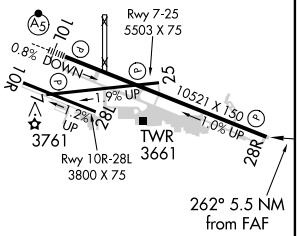
Visibility reduction by helicopters NA

MISSED APPROACH: Climb to 6000 direct BIL VORTAC and hold, continue climb-in-hold to 6000.

ATIS	BILLINGS APP CON	BILLINGS TOWER	GND CON	CLNC DEL
126.3	120.5 284.6	127.2 257.8	121.9	121.9







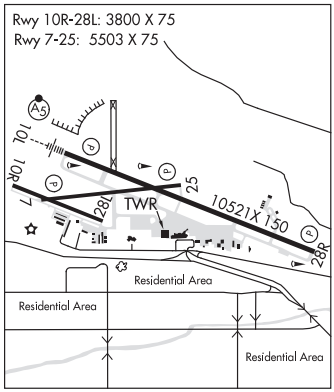
CATEGORY	A	B	C	D
S-28R	3940-1 452 (300-1)		3940-1⅜ 452 (300-1⅜)	
CIRCLING	4160-1 508 (600-1)	4180-1 528 (600-1)	4180-1½ 528 (600-1½)	4220-2 568 (600-2)

REIL Rwys 25 and 28R
HIRL Rwy 10L-28R
MIRL Rwys 7-25 and 10R-28L

Figure 213

NW-1, 14 NOV 2013 to 12 DEC 2013
NW-1, 14 NOV 2013 to 12 DEC 2013

BILLINGS LOGAN INTL (BIL) 2 NW UTC–7(–6DT) N45°48.46′ W108°32.57′ **BILLINGS**
3652 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE BIL **H–1E, L–13D**
IAP, AD
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.
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)

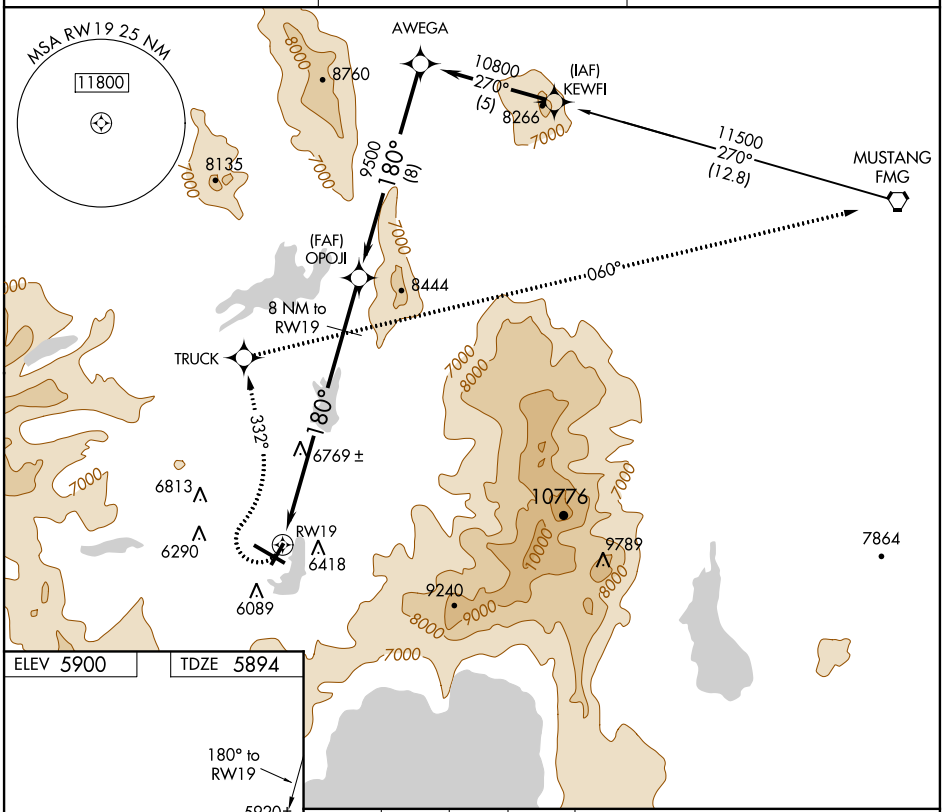
APP CRS	Rwy Idg	4535
180°	TDZE	5894
	Apt Elev	5900

GPS RWY 19
TRUCKEE-TAHOE (TRK)

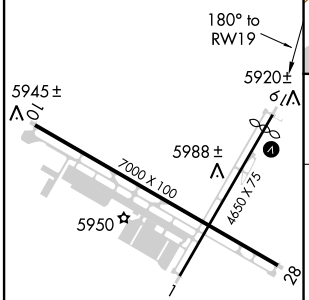
NA

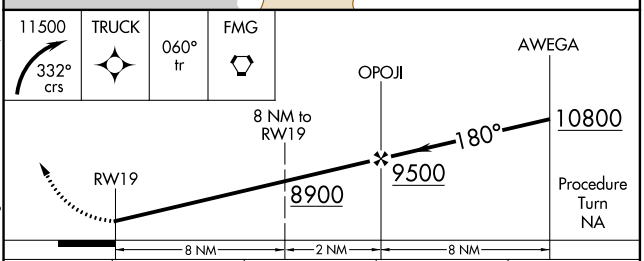
MISSED APPROACH: Climbing right turn to 11500 via 332° course to TRUCK WP then via 060° course to FMG VORTAC.

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



ELEV 5900 TDZE 5894





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)

REIL Rwy 10
MIRL Rwys 10-28 and 1-19 L

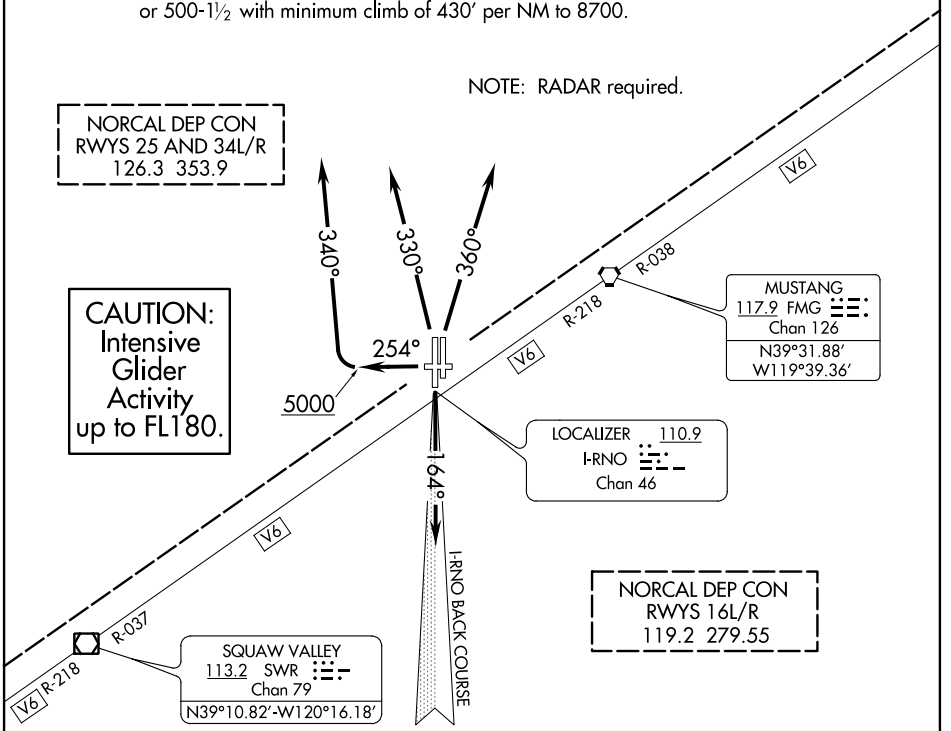
SW-2, 14 NOV 2013 to 12 DEC 2013

SW-2, 14 NOV 2013 to 12 DEC 2013

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 mimimum climb of 480′ per NM to 8700, or 500-1½ with minimum climb of 430′ per NM to 8700.

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



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, 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.

SW-4, 14 NOV 2013 to 12 DEC 2013

Figure 216

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

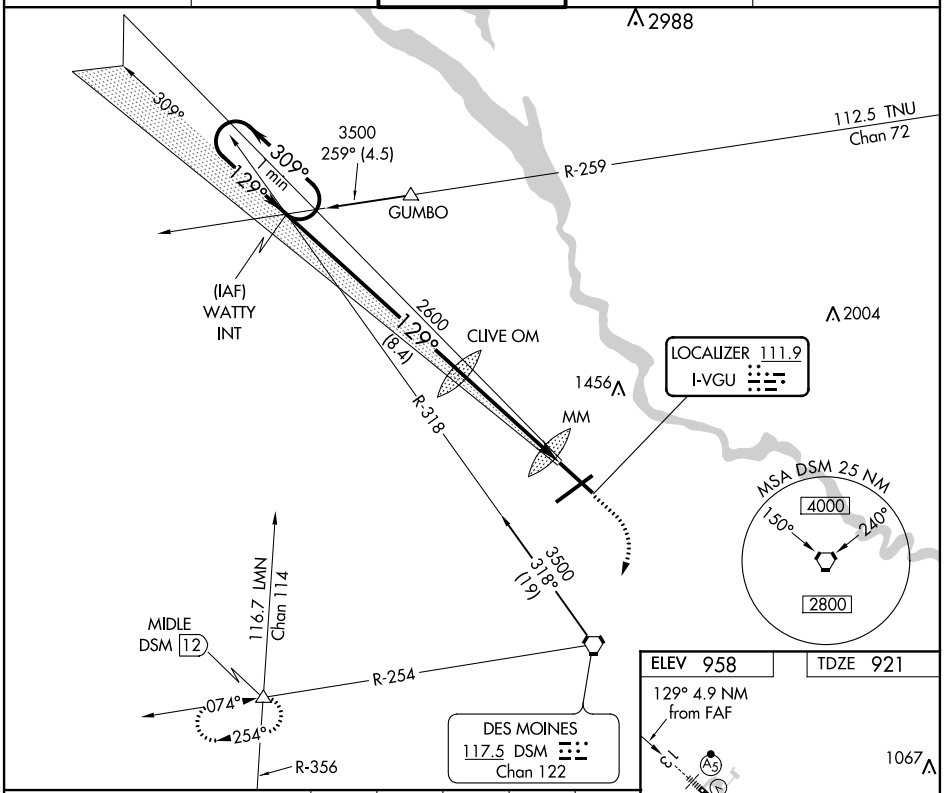
ILS or LOC RWY 13
DES MOINES INTL (DSM)

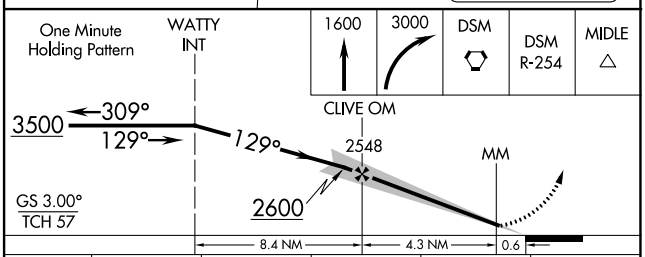
For inoperative MALSR increase S-ILS 13 Cat E visibility to RVR 4000 and S-LOC 13 Cat E visibility to 1½ mile.

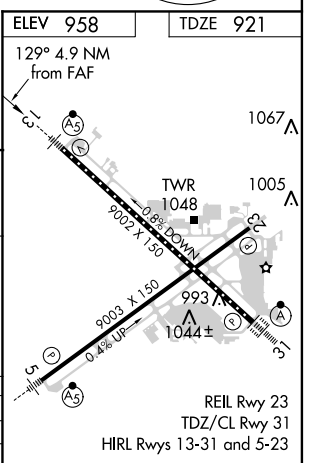
MALSR

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

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	123.9 307.15	118.3 257.8	121.9 348.6	134.15 317.55







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 (500-1¾)	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)

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

RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

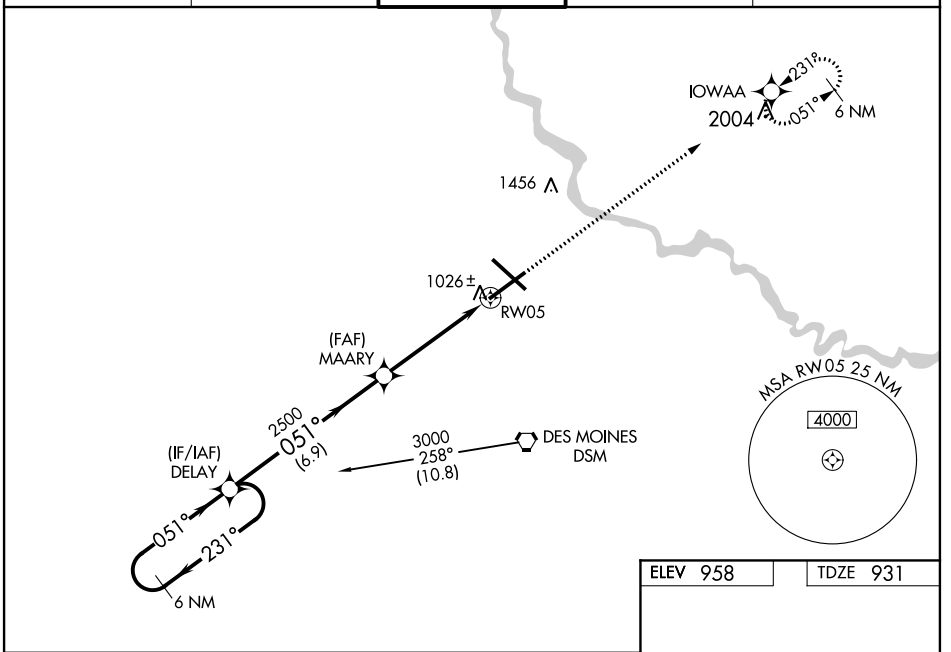
WAAS	APP CRS	Rwy Idg	9003
CH 69202	051°	TDZE	931
W05A		Apt Elev	958

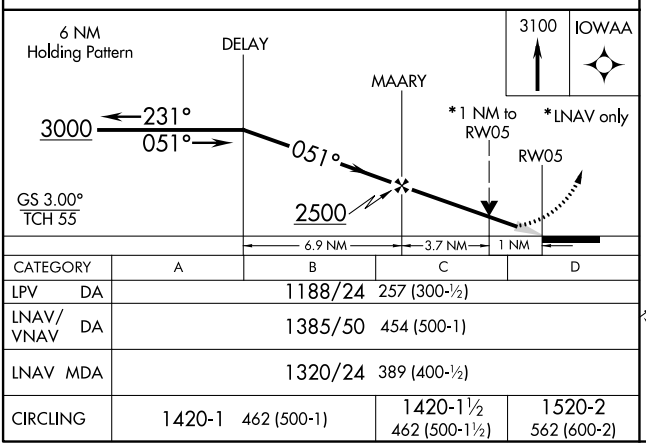
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
For inoperative MALSR,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

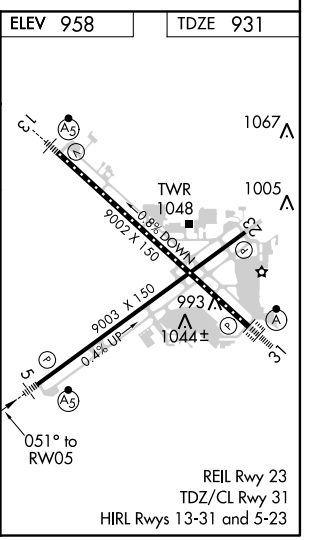
MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	123.9 307.15	118.3 257.8	121.9 348.6	134.15 317.55





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)



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

NC-3, 14 NOV 2013 to 12 DEC 2013
NC-3, 14 NOV 2013 to 12 DEC 2013

RIVERSIDE/RUBIDOUX, CALIFORNIA AL-9974 (FAA) 13290

APP CRS	Rwy Idg	N/A
064°	TDZE	N/A
	Apt Elev	767

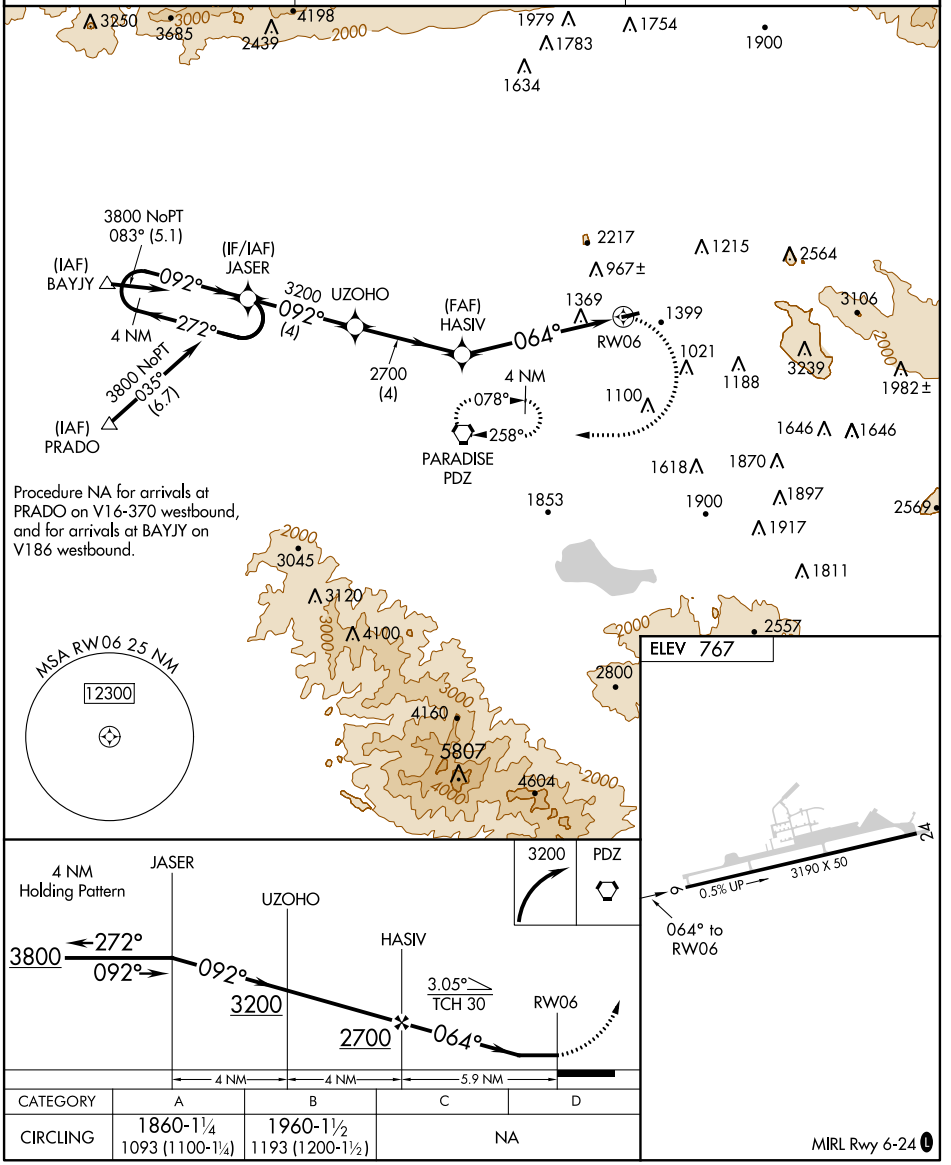
RNAV (GPS)-A

RIVERSIDE/RUBIDOUX/ FLABOB (RIR)

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	SOCAL APP CON	UNICOM
128.8	135.4 377.125	122.8 (CTAF)



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

MIRL Rwy 6-24

RIVERSIDE/RUBIDOUX, CALIFORNIA

Orig 25AUG11

RIVERSIDE/RUBIDOUX/ FLABOB (RIR)

33°59'N-117°25'W

RNAV (GPS)-A

Figure 219

SW-3, 14 NOV 2013 to 12 DEC 2013

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 800-2¾ 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

ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

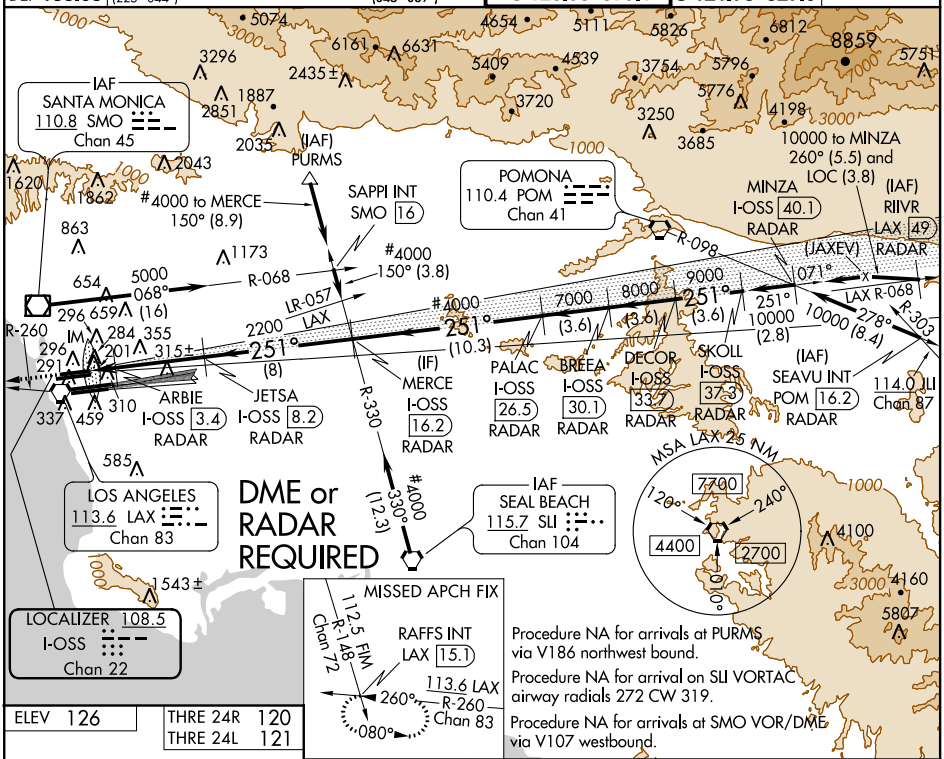
LOC/DME I-OSS	APP CRS		24R	24L
108.5	251°	Rwy ldg	8925	10285
Chan 22		THRE	120	121
		Apt Elev	126	126

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

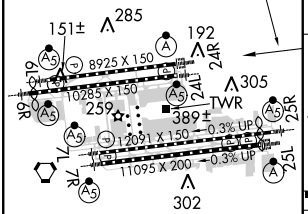
ALSF-2 Rwy 24R (A) | MALSR Rwy 24L (A5)

MISSED APPROACH: Climb to 2000 via heading 249° and LAX R-260 to RAFFS INT/ LAX 15.1 DME and hold.

ATIS		SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL
ARR 133.8	124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	121.4 327.0
DEP 135.65	124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	

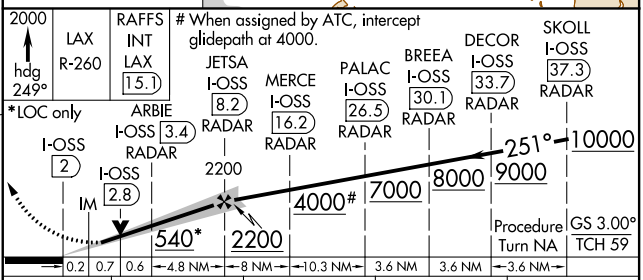


ELEV 126	THRE 24R 120
	THRE 24L 121



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 24R	320/18 200 (200-½)			
S-LOC 24R	460/24 340 (400-½)			460/40 340 (400-¾)
SIDESTEP RWY 24L	580/50 459 (500-1)			580-1½ 459 (500-1½)

SW-3, 14 NOV 2013 to 12 DEC 2013
SW-3, 14 NOV 2013 to 12 DEC 2013

LOC I-BUR	APP CRS	Rwy Idg	5801
109.5	076°	THRE	727
		Apt Elev	778

ILS or LOC Z RWY 8

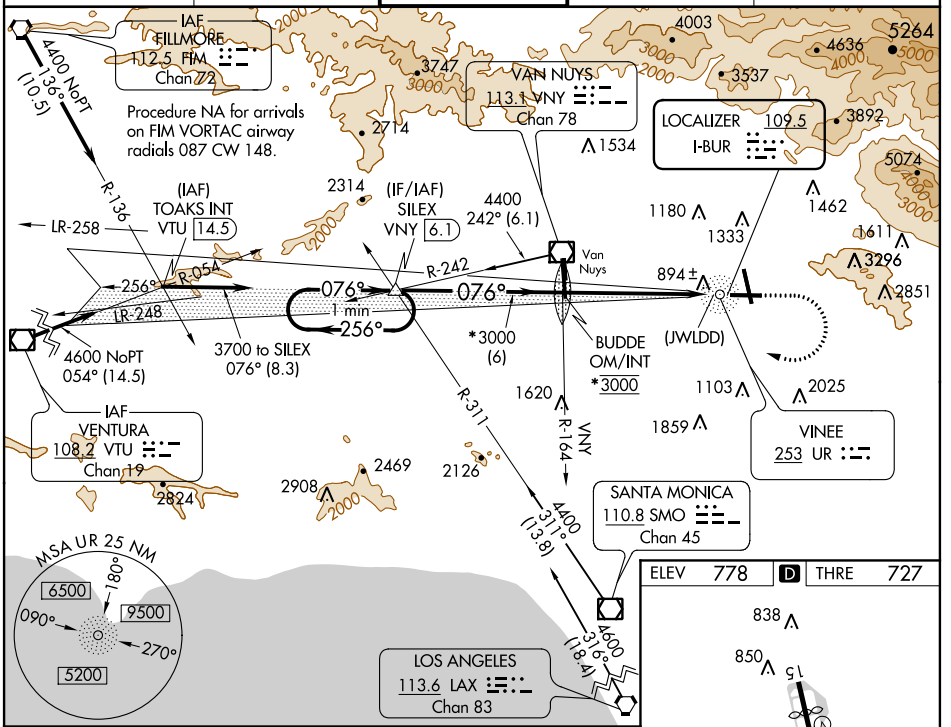
BOB HOPE (BUR)

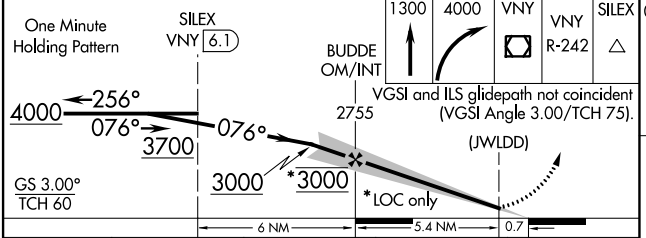
Circling to Rwy 26 NA at night. When VGSI inop, Circling Rwy 15, 33 NA at night. Inoperative table does not apply to S-LOC 8 Cats A, B. Inoperative table does not apply to S-ILS 8. When VGSI inop, Straight-in/Circling Rwy 8 procedure NA at night. Circling NA northeast of Rwys 15 and 26. Autopilot coupled approach NA below 1007. Visibility reduction by helicopters NA. For inoperative MALSR increase S-LOC 8 Cat C/D visibility to 1⅜ 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.

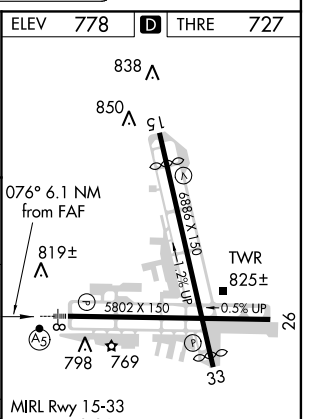
MALSR

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	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6







CATEGORY	A	B	C	D
S-ILS 8	1007/50		280 (300-1)	
S-LOC 8	1240/50	513 (500-1)	1240/55	513 (500-1¼)
CIRCLING	1240-1 462 (500-1)	1280-1 502 (600-1)	1280-1½ 502 (600-1½)	1440-2 662 (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

SW-3, 14 NOV 2013 to 12 DEC 2013

ILS or LOC RWY 31

DES MOINES INTL (DSM)

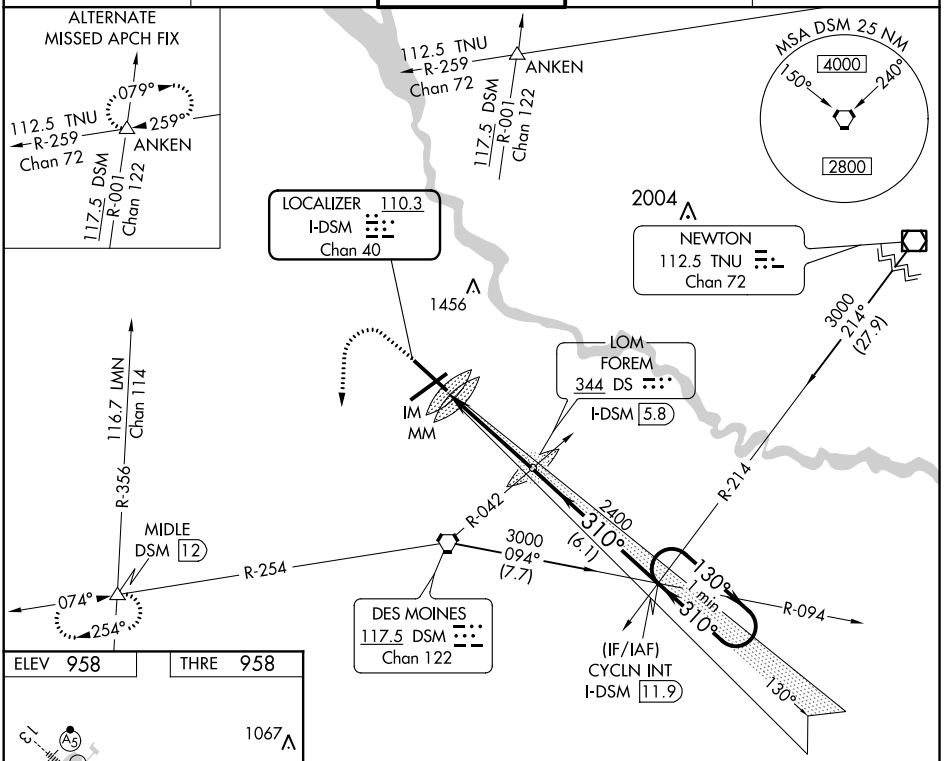
LOC/DME I-DSM	APP CRS	Rwy Idg	9002
110.3	310°	THRE	958
Chan 40		Apt Elev	958

For inop ALSF, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 180° and DSM VORTAC R-254 to MIDLE INT/12 DME and hold.

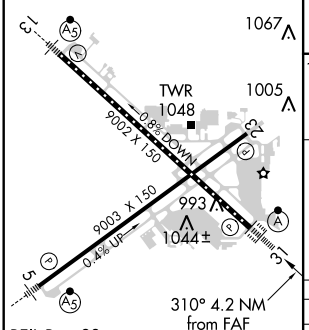
ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	123.9 307.15	118.3 257.8	121.9 348.6	134.15 317.55



NC-3, 14 NOV 2013 to 12 DEC 2013

NC-3, 14 NOV 2013 to 12 DEC 2013

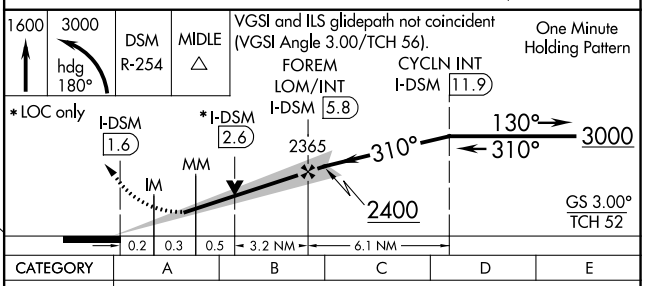
ELEV 958	THRE 958



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)

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

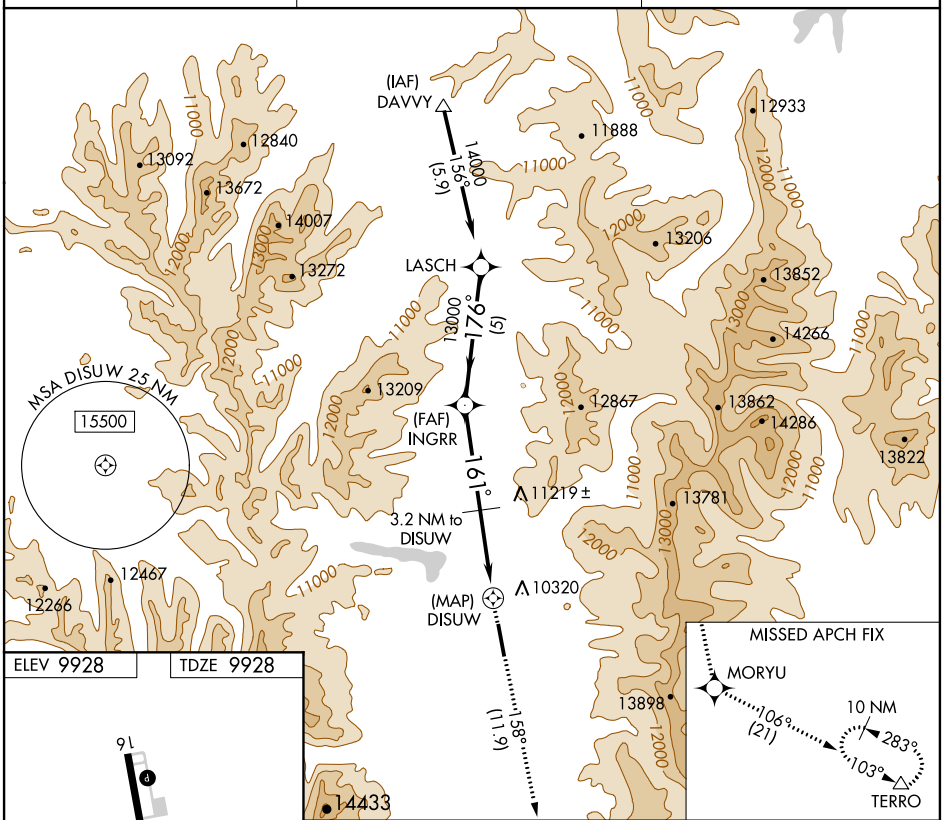
GPS RWY 16

LEADVILLE/LAKE COUNTY (LXV)

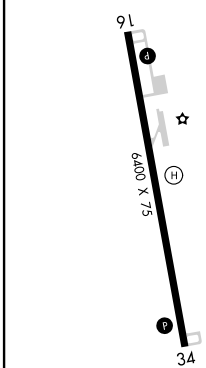
T
NA

MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

ASOS	DENVER CENTER	UNICOM
118.375	119.85 363.15	122.8 (CTAF) L



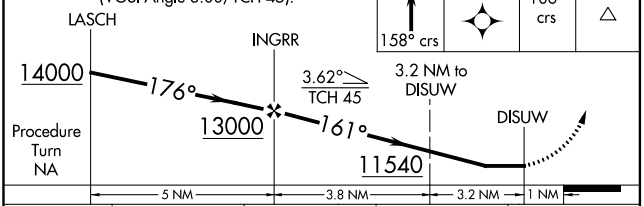
ELEV 9928 TDZE 9928



MIRL Rwy 16-34 L

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

16000	MORYU	106° crs	TERRO
158° crs			



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	

SW-1, 14 NOV 2013 to 12 DEC 2013

SW-1, 14 NOV 2013 to 12 DEC 2013

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 DAVVY (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.

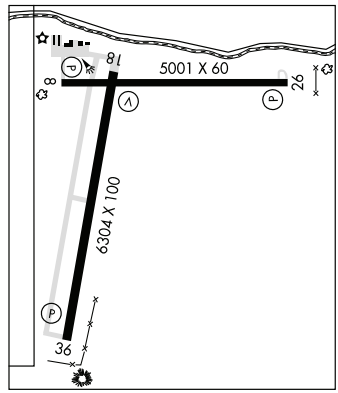
LOS ALAMOS, NM
LOS ALAMOS (LAM)
AMDT 1 12152 (FAA)
TAKEOFF MINIMUMS: **Rwy 27,** NA-obstacles and airport restriction.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to intercept SAF R-354. Northbound climbing to 11000 on V83. Southbound climbing to 9000 on V83.
NOTE: **Rwy 9,** terrain and trees 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.

LAMAR MUNI (LAA) 3 SW UTC–7(–6DT) N38°04.18′ W102°41.31′ **WICHITA**
3706 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE LAA **H–5A, L–10G**
RWY 18–36: H6304X100 (CONC–GRVD) S–45, D–55, 2D–100 MIRL 0.4% up S **IAP**
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 invof 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**
3915 S4 NOTAM FILE DEN **L–10F**
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 invof 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 lgts NSTD; three lgts each end. Thld lgts OTS indef. Rwy 08 thld lgts 23′ from thld. Rwy 26 thld lgts 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**
9934 B **FUEL** 100LL, JET A NOTAM FILE LXV **H–3F, 5A, L–9E**
RWY 16–34: H6400X75 (ASPH) S–20, D–20 MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 45′. Rgt tfc.
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.

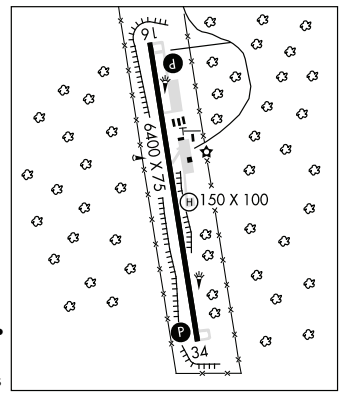


Figure 226
SW, 17 OCT 2013 to 12 DEC 2013

ILS or LOC RWY 35R

DENVER/ CENTENNIAL (APA)

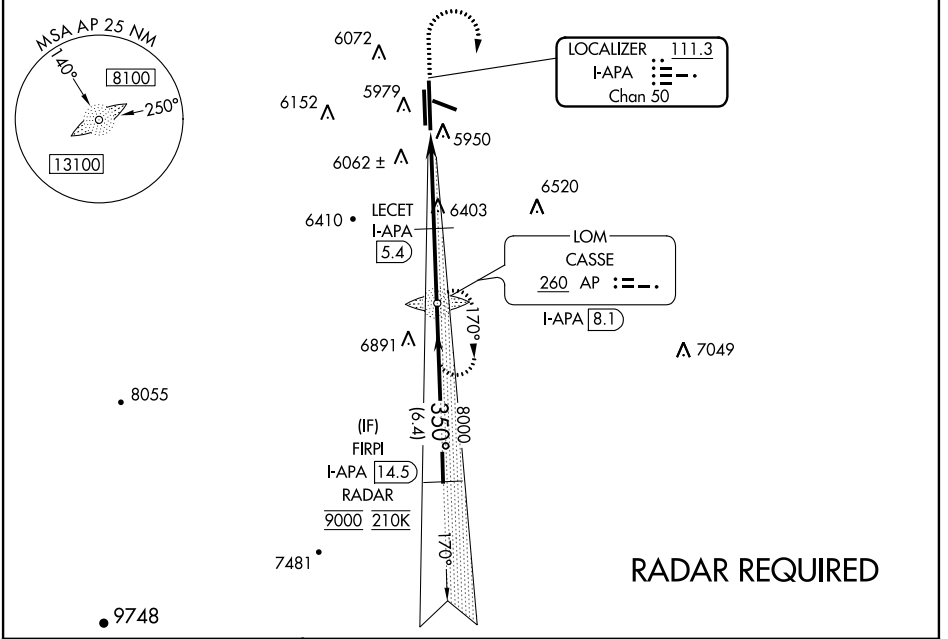
LOC/DME I-APA	APP CRS		35R	35L
111.3	350°	Rwy Idg	10001	7000
Chan 50		THRE	5885	5869
		Apt Elev	5885	5885

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.

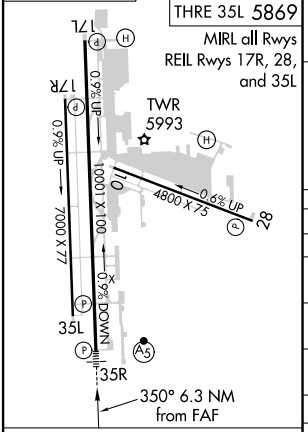
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6



ELEV 5885

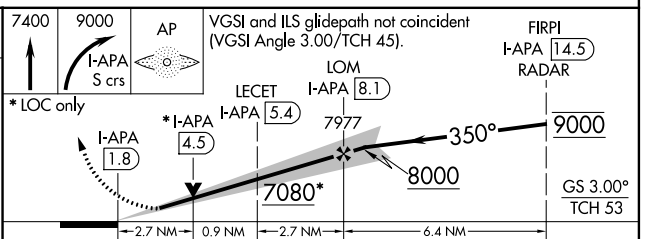
THRE 35R 5885
THRE 35L 5869

MIRL all Rwys
REIL Rwys 17R, 28, and 35L



FAF to MAP 6.3 NM

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



CATEGORY	A	B	C	D
S-ILS 35R		6085-½	200 (200-½)	
S-LOC 35R	7080-1¼ 1195 (1200-1¼)	7080-1½ 1195 (1200-1½)	7080-3	1195 (1200-3)
SIDESTEP 35L	7080-1¼ 1211 (1200-1¼)	7080-1½ 1211 (1200-1½)	7080-3	1211 (1200-3)
CIRCLING 35R	7080-1¼ 1195 (1200-1¼)	7080-1½ 1195 (1200-1½)	7080-3	1195 (1200-3)
LECET FIX MINIMUMS (DME REQUIRED)				
S-LOC 35R	6800-¾ 915 (1000-¾)		6800-2	915 (1000-2)
CIRCLING 35R	6800-1¼ 915 (1000-1¼)		6800-2¾ 915 (1000-2¾)	6800-3 915 (1000-3)

SW-1, 14 NOV 2013 to 12 DEC 2013
SW-1, 14 NOV 2013 to 12 DEC 2013

LOC/DME I-FFC	APP CRS	Rwy Idg	5019
111.95	313°	THRE	807
Chan 56 (Y)		Apt Elev	808

ILS or LOC RWY 31

ATLANTA RGNL FALCON FIELD (FFC)

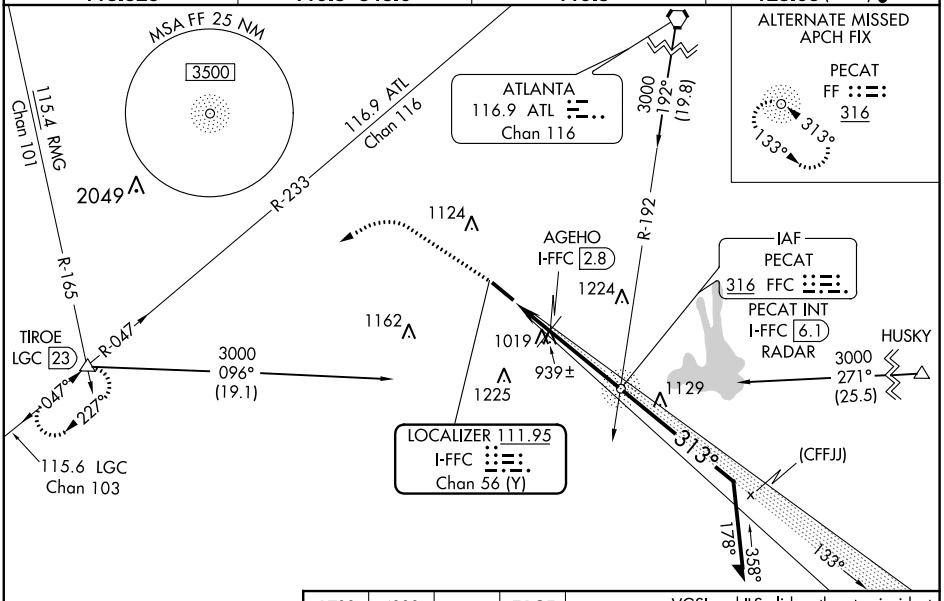
Inoperative table does not apply. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newnan Coweta County altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase S-ILS 31 all Cats visibility ⅛ mile; increase S-LOC 31 Cats C/D and Circling Cat C visibility ⅛ mile; increase Circling Cat D visibility ¼ mile; increase AGEHO fix minimums S-LOC 31 Cats C/D and Circling Cat D visibility ¼ mile.

NA

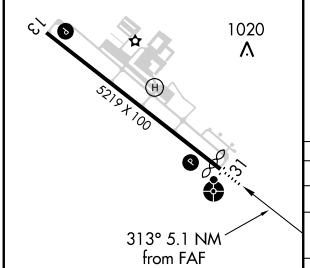
ODALS

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	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	119.8 343.6	119.8	123.05 (CTAF) L

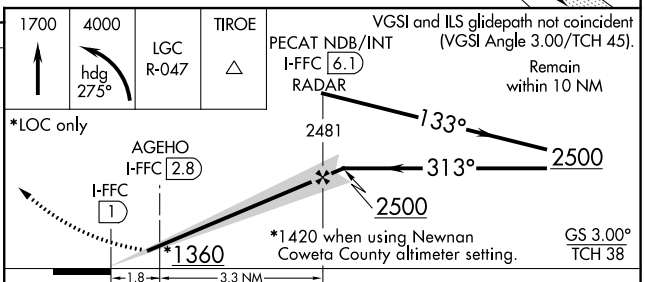


ELEV 808	THRE 807



REIL Rwy 13 L
MIRL Rwy 13-31 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 31		1081-1 274 (300-1)		
S-LOC 31	1360-1 553 (600-1)		1360-1⅝ 553 (600-1⅝)	
CIRCLING	1360-1 552 (600-1)		1360-1⅝ 552 (600-1⅝)	1440-2 632 (700-2)
AGEHO FIX MINIMUMS (DME REQUIRED)				
S-LOC 31	1200-1 393 (400-1)		1200-1⅛ 393 (400-1⅛)	
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

SE-4, 14 NOV 2013 to 12 DEC 2013
SE-4, 14 NOV 2013 to 12 DEC 2013

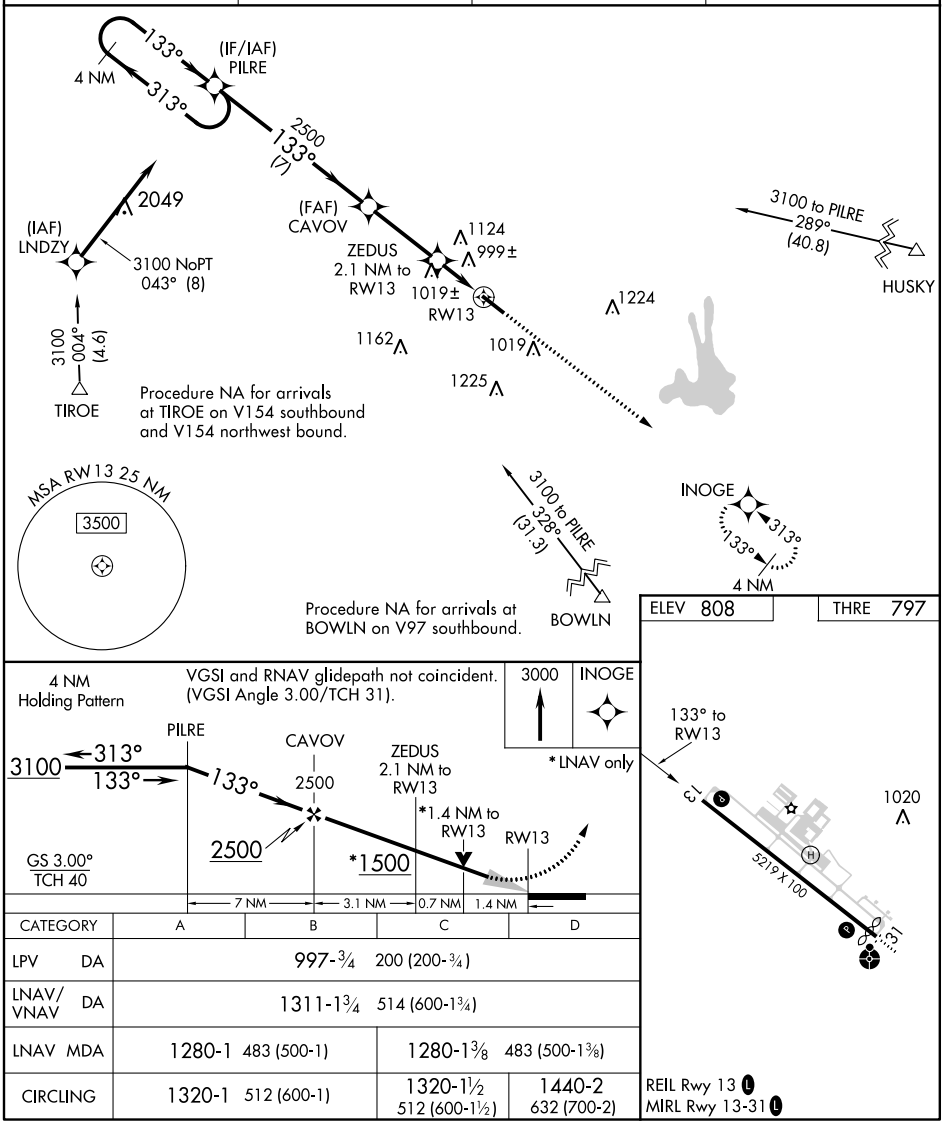
WAAS CH **61006** **W13A** | APP CRS **133°** | Rwy Idg **5219** THRE **797** Apt Elev **808**

RNAV (GPS) RWY 13
ATLANTA RGNL FALCON FIELD (FFC)

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 ¼ mile; increase Circling Cat C visibility ⅛ mile. Baro-VNAV and VDP NA when using Newnan Coweta County altimeter setting.

MISSED APPROACH: Climb to 3000 direct INOGE and hold.

ASOS	ATLANTA APP CON	CLNC DEL	UNICOM
118.525	**119.8 343.6**	**119.8**	**123.05** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	997-¾ 200 (200-¾)			
LNAV/VNAV DA	1311-1¾ 514 (600-1¾)			
LNAV MDA	1280-1 483 (500-1)		1280-1⅜ 483 (500-1⅜)	
CIRCLING	1320-1 512 (600-1)		1320-1½ 512 (600-1½)	1440-2 632 (700-2)

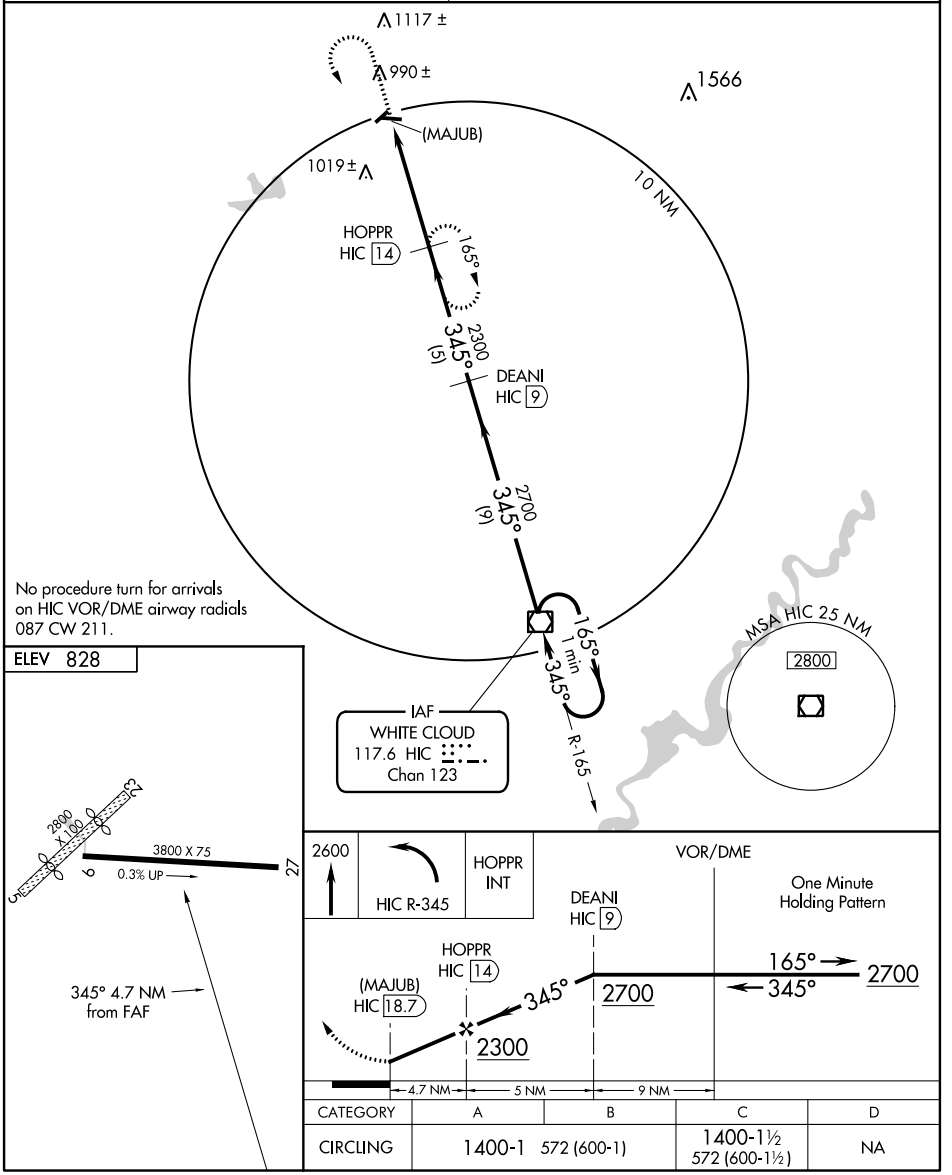
SE-4, 14 NOV 2013 to 12 DEC 2013
SE-4, 14 NOV 2013 to 12 DEC 2013

VOR/DME HIC 117.6 Chan 123	APP CRS 345°	Rwy Idg N/A TDZE N/A Apt Elev 828

VOR/DME or GPS-A

BALDWIN MUNI (7D3)

▼ 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

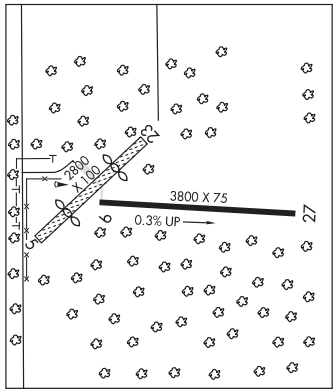


CATEGORY	A	B	C	D
CIRCLING	1400-1 572 (600-1)		1400-1½ 572 (600-1½)	NA

EC-1, 14 NOV 2013 to 12 DEC 2013

EC-1, 14 NOV 2013 to 12 DEC 2013

BALDWIN MUNI (7D3) 2 S UTC–5(–4DT) N43°52.53′ W85°50.53′ **CHICAGO**
828 TPA—1828(1000) NOTAM FILE LAN **L–28I**
RWY 09–27: H3800X75 (ASPH) S–10 0.3% up E **IAP**
RWY 09: Trees.
RWY 27: Trees.
RWY 05–23: 2800X100 (TURF)
RWY 05: Thld dsplcd 800′. Trees.
RWY 23: Thld dsplcd 800′. Trees.
AIRPORT REMARKS: Unattended. Deer on and invof 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 dsplcd thlds marked with 3′ yellow cones.
COMMUNICATIONS: CTAF 122.9
Ⓡ**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. **LAKE HURON**
NDB (LOM) 375 GL 097° 4.5 NM to Gaylord Rgnl. Unmonitored.

BANNISTER

SHADY LAWN FLD (4M4) 2 E UTC–5(–4DT) N43°07.72′ W84°22.88′ **CHICAGO**
680 TPA—1680(1000) NOTAM FILE LAN
RWY 09–27: 1850X50 (TURF) LIRL
RWY 09: Bldg.
RWY 27: Trees.
AIRPORT REMARKS: Attended irregularly. Ultralight and AG activity on and invof arpt. Deer and birds on and invof 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′ **GREEN BAY**
845 TPA—1845(1000) NOTAM FILE GRB
RWY 09–27: 2200X100 (TURF)
RWY 09: Trees.
RWY 27: Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Apr except to ski equipped acft. 25′ p–line 850′ from thld Rwy 27. Deer and birds on and invof arpt.
COMMUNICATIONS: CTAF 122.9

BATH

UNIVERSITY AIRPARK (41G) 2 NW UTC–5(–4DT) N42°50.42′ W84°28.75′ **DETROIT**
856 B S2 NOTAM FILE LAN
RWY 08–26: 1988X100 (TURF) LIRL
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. **CHICAGO**
NDB (MHW/LOM) 272 BT 225° 4.4 NM to W K Kellogg. **L–28I**

LOC RWY 35

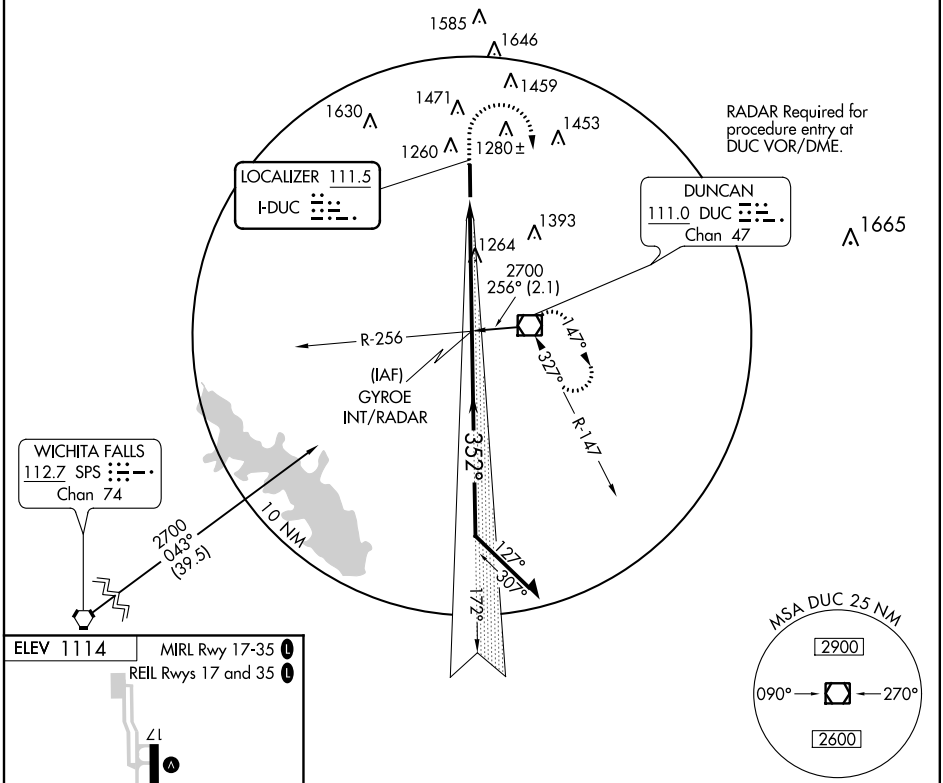
DUNCAN/ HALLIBURTON FIELD (DUC)

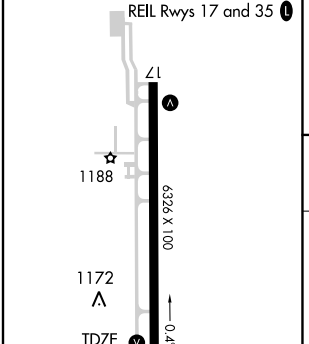
LOC I-DUC	APP CRS	Rwy Idg	6326
111.5	352°	TDZE	1094
		Apt Elev	1114

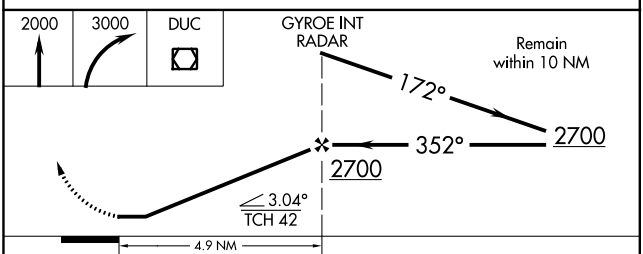
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D ¼ mile and Circling Cat D ¼ mile.

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

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L







FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-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)

SC-1, 14 NOV 2013 to 12 DEC 2013
SC-1, 14 NOV 2013 to 12 DEC 2013

WAAS	APP CRS	Rwy Idg	6326
CH 93619	172°	TDZE	1114
W17A		Apt Elev	1114

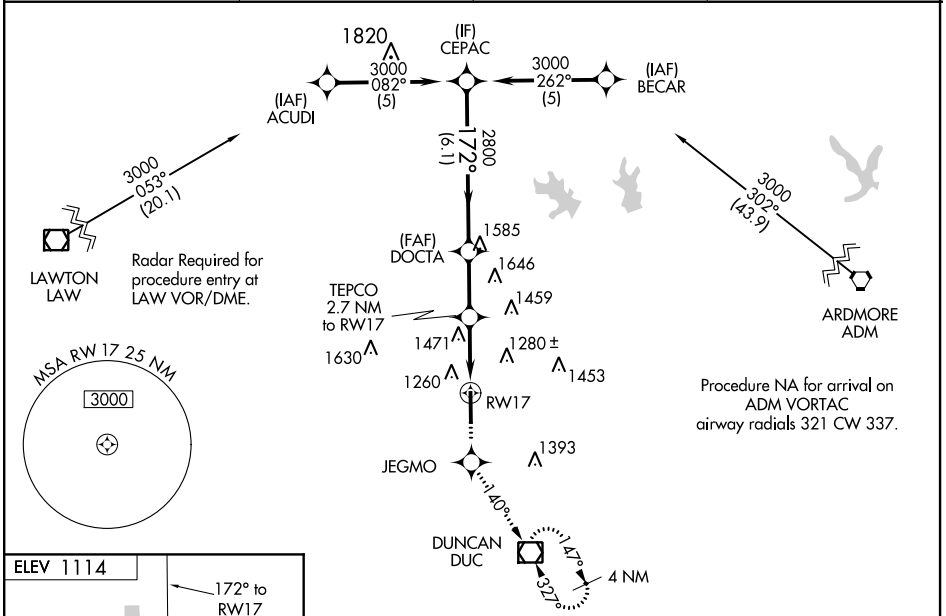
RNAV (GPS) RWY 17

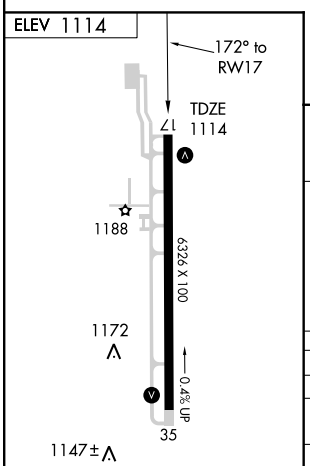
DUNCAN/ HALLIBURTON FIELD (DUC)

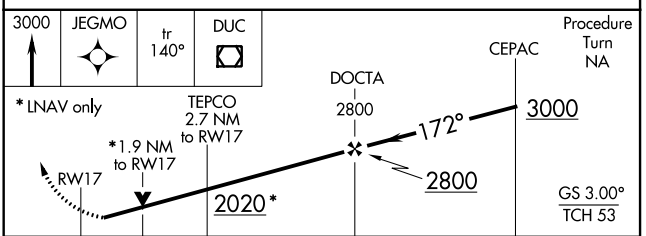
Baro-VNAV NA when using Henry Post AAF, (Fort Sill) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF, (Fort Sill) altimeter 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	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1390-1 276 (300-1)			
LNAV/VNAV DA	1903-2¾ 789 (800-2¾)			
LNAV MDA	1780-1 666 (700-1)		1780-1¾ 666 (700-1¾)	1780-2 666 (700-2)
CIRCLING	1780-1 666 (700-1)		1780-1¾ 666 (700-1¾)	1840-2¼ 726 (800-2¼)

SC-1, 14 NOV 2013 to 12 DEC 2013

SC-1, 14 NOV 2013 to 12 DEC 2013

LOC I-OCZ	APP CRS	Rwy Idg	12901
111.1	174°	THRE	1195
		Apt Elev	1219

ILS or LOC RWY 18

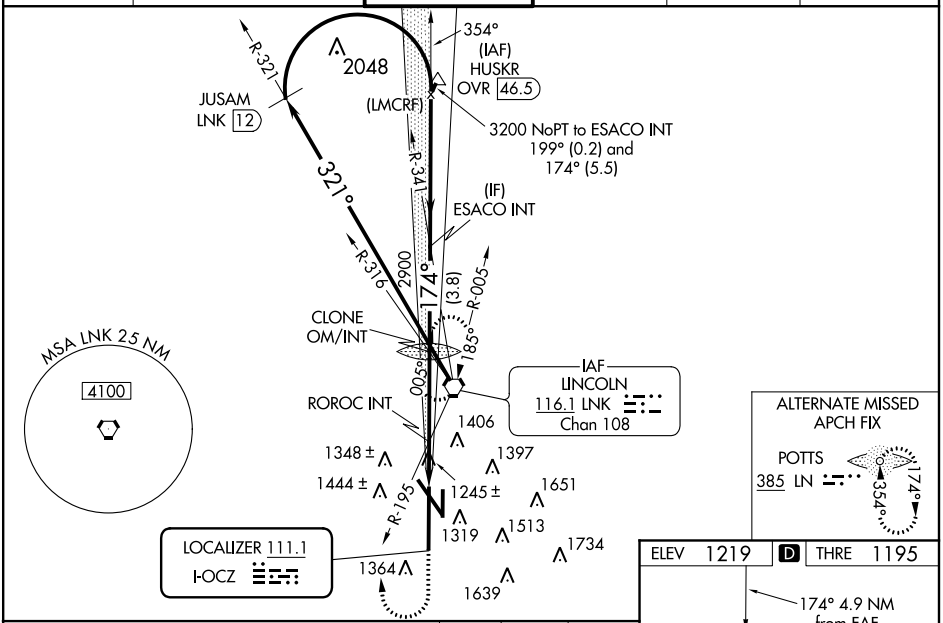
LINCOLN (LNK)

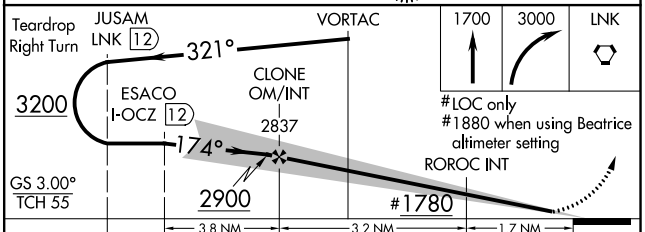
*RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received use Beatrice altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 18 Cat C/D/E visibility to 1½, Circling Cat C visibility to 2 and Cat D visibility to 2¼; increase ROROC fix minimums S-LOC 18 Cat C/D/E visibility to 1 ⅜ Circling Cat C visibility to 1¾ and Cat D visibility to 2¼. For inoperative MALSR, increase S-ILS 18 Cat E visibility to RVR 4000, S-LOC 18 Cat E visibility to 1¾, and ROROC fix minimums S-LOC 18 Cat E visibility to 1½. For inoperative MALSR when using Beatrice altimeter setting, increase S-ILS 18 all Cats visibility to RVR 4500, S-LOC 18 Cat E visibility to 2, and ROROC fix minimums S-LOC 18 Cat C/D/E visibility to 1¾.

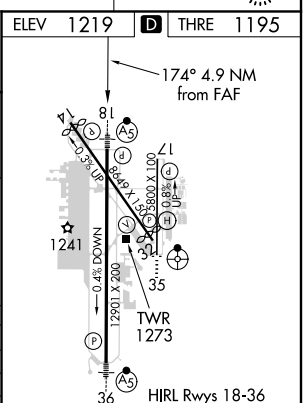
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D	E
S-ILS 18	*1395/24 200 (200-½)				
S-LOC 18	1780/24 585 (600-½)		1780-1¼ 585 (600-1¼)		
CIRCLING	1780-1 561 (600-1)		1780-1¾ 561 (600-1¾)	1820-2 601 (700-2)	2040-3 821 (900-3)
ROROC FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 18	1720/24 525 (600-½)		1720/55 525 (600-1¼)		
CIRCLING	1720-1 501 (600-1)	1760-1 541 (600-1)	1760-1½ 541 (600-1½)	1820-2 601 (700-2)	2040-3 821 (900-3)

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-2, 14 NOV 2013 to 12 DEC 2013

NC-2, 14 NOV 2013 to 12 DEC 2013

RNAV (GPS) RWY 32

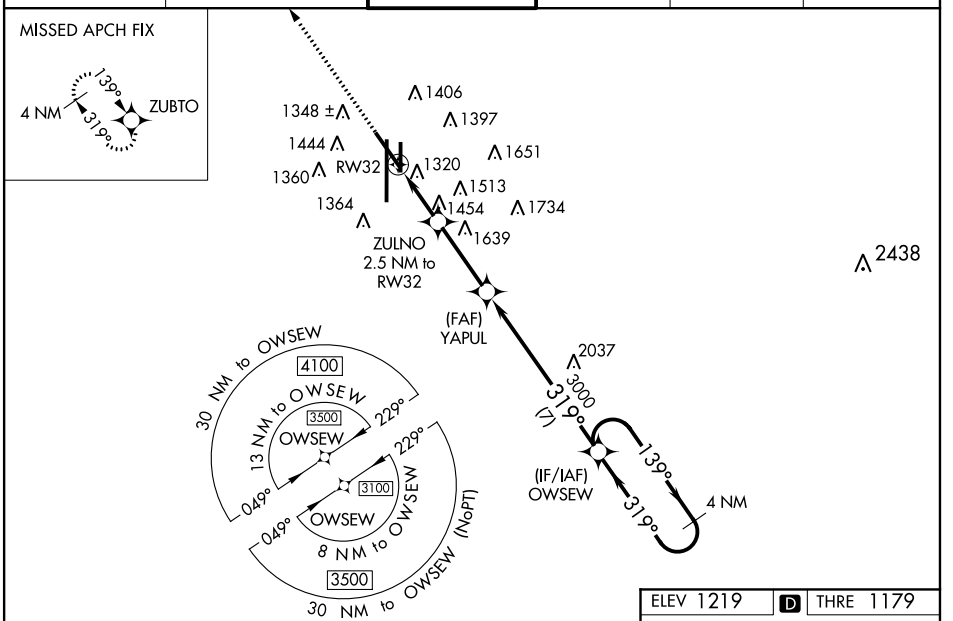
LINCOLN (LNK)

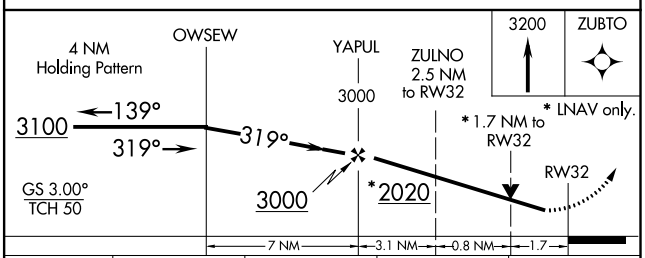
WAAS	APP CRS	Rwy Idg	7816
CH 69328	319°	THRE	1179
W32A		Apt Elev	1219

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 ⅛ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct ZUBTO and hold.

ATIS	LINCOLN APP CON	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	1429-1 250 (300-1)			
LNAV/VNAV DA	1563-1¼ 384 (400-1¼)			
LNAV MDA	1760-1 581 (600-1)		1760-1¾ 581 (600-1¾)	
CIRCLING	1760-1 541 (600-1)		1760-1¾ 541 (600-1¾)	1820-2 601 (700-2)

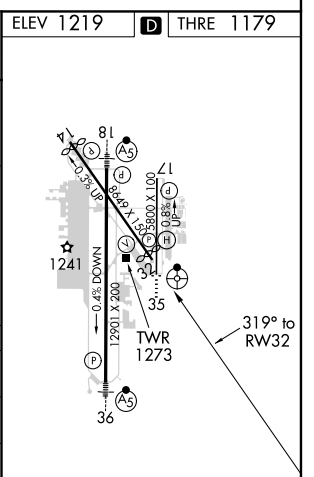


Figure 235

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

ILS or LOC RWY 32

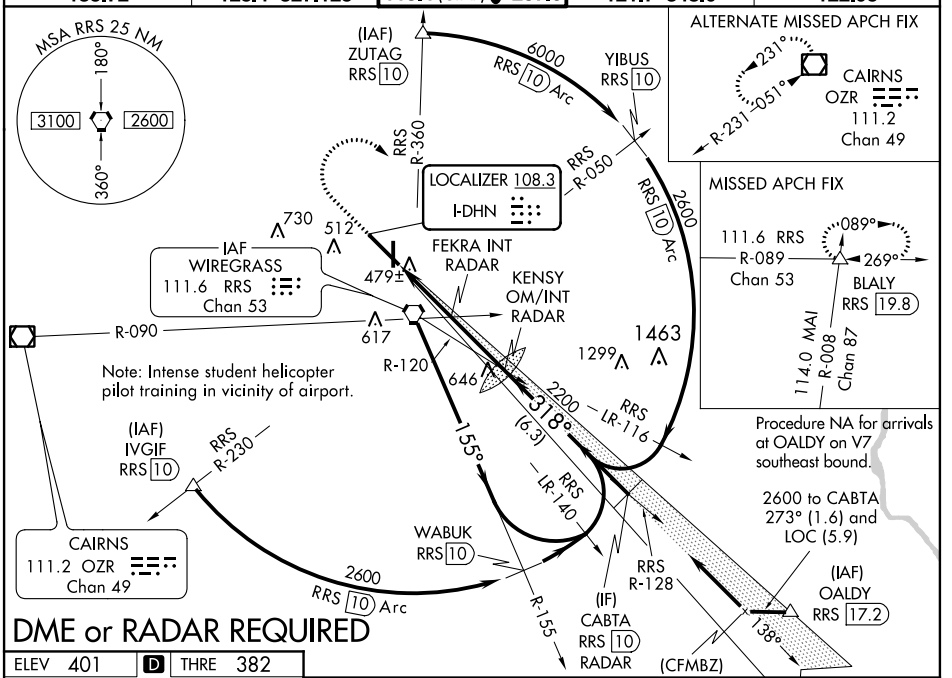
DOTHAN RGNL (DHN)

**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.

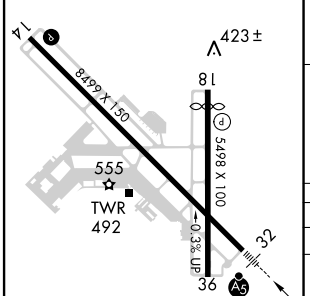
ATIS	CAIRNS APP CON★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



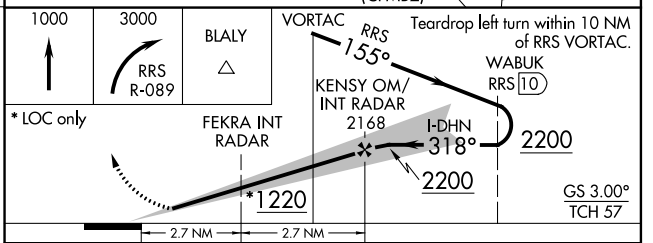
SE-4, 14 NOV 2013 to 12 DEC 2013

SE-4, 14 NOV 2013 to 12 DEC 2013

ELEV 401 | D | THRE 382



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



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)

WAAS	APP CRS	Rwy Idg	5004
CH 97701	100°	TDZE	857
W10A		Apt Elev	868

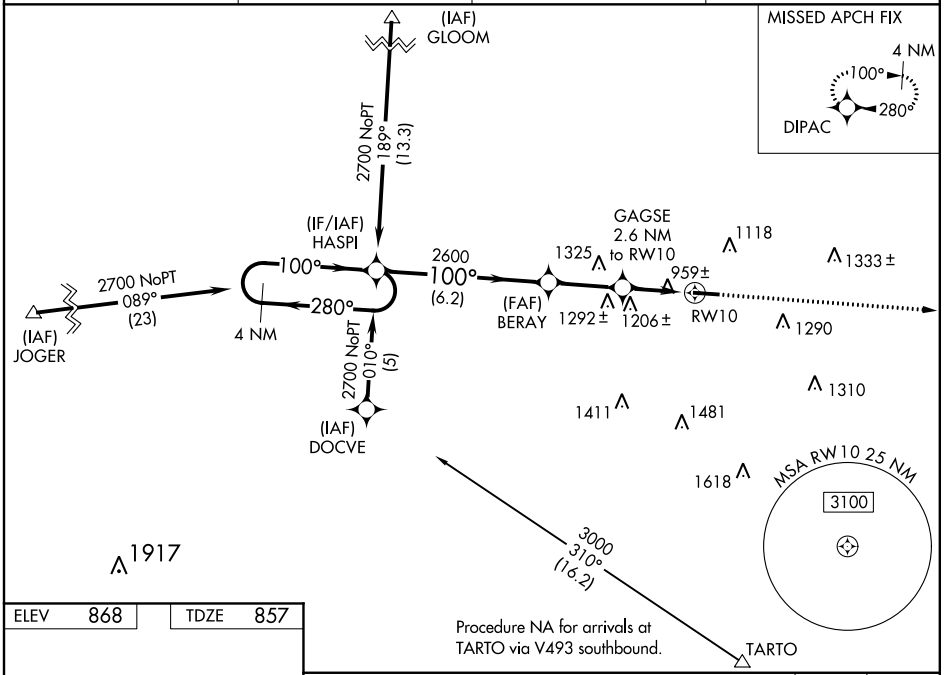
RNAV (GPS) RWY 10

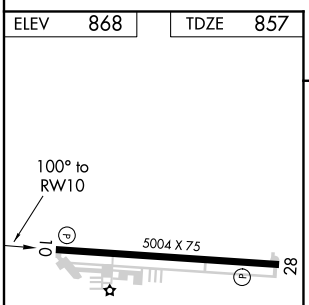
LANCASTER/FAIRFIELD COUNTY (LHQ)

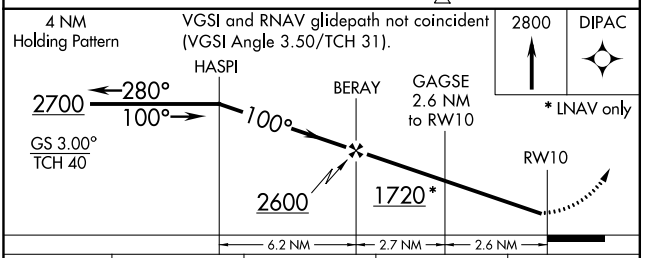
Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase 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	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	119.15 279.6	121.65	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1½ 434 (500-1½)			NA
LNAV MDA	1460-1 603 (600-1)		1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 14 NOV 2013 to 12 DEC 2013
EC-2, 14 NOV 2013 to 12 DEC 2013

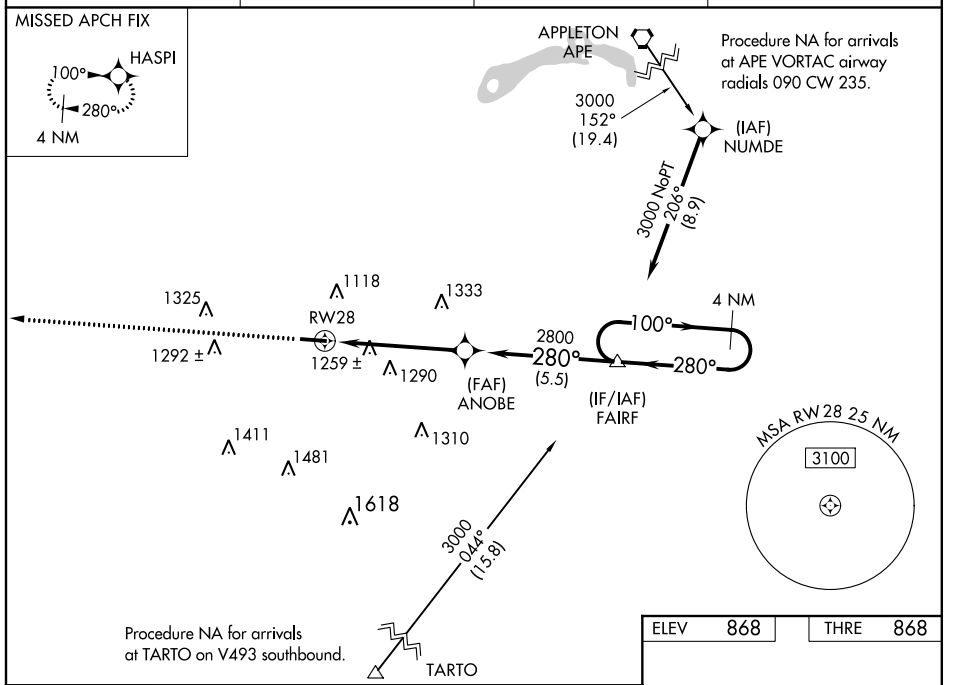
WAAS	APP CRS		
CH 69628 W28A	280°	Rwy Idg	5004
		THRE	868
		Apt Elev	868

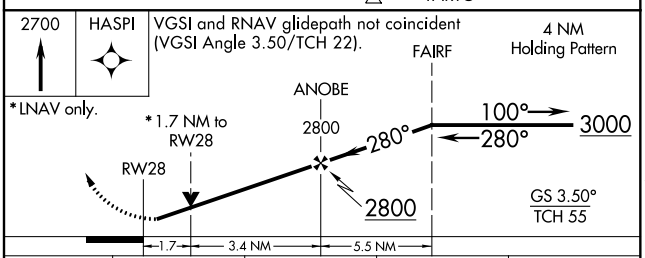
RNAV (GPS) RWY 28
LANCASTER/FAIRFIELD COUNTY (LHQ)

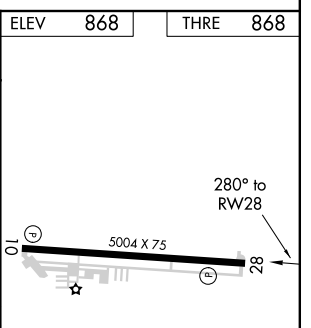
Baro-VNAV NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Rickenbacker Intl altimeter setting. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA 48 feet; increase all MDA 60 feet.

MISSED APPROACH: Climb to 2700 direct HASPI and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	119.15 279.6	121.65	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1068-¾	200 (200-¾)	NA	
LNAV/VNAV DA	1641- 2½	773 (800-2½)	NA	
LNAV MDA	1520-1	652 (700-1)	NA	
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	NA	

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

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

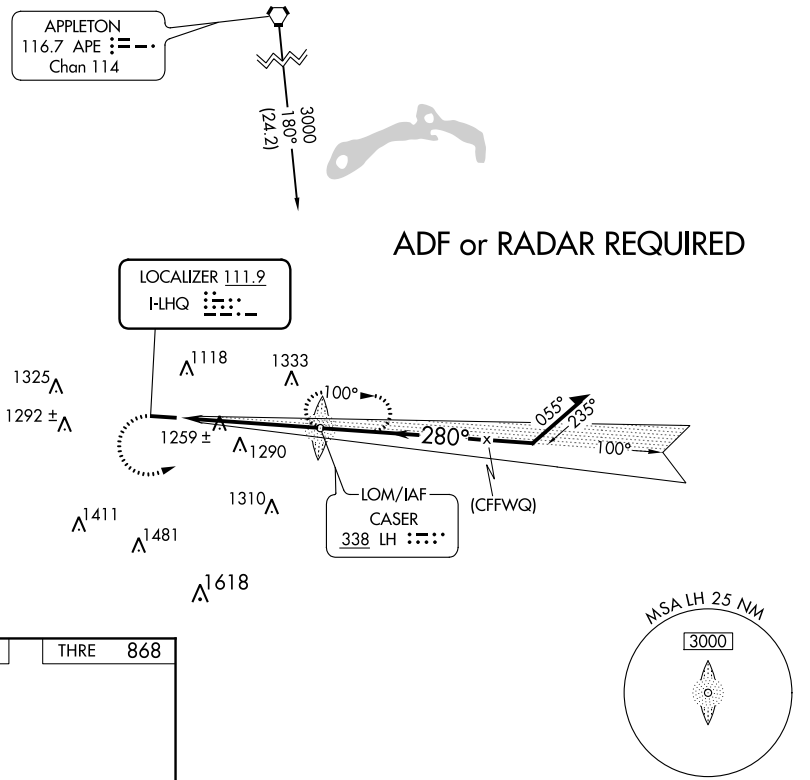
LOC RWY 28

LANCASTER/FAIRFIELD COUNTY (LHQ)

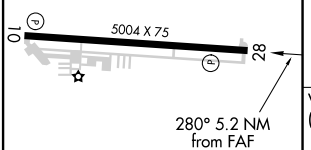
T NA — ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet, S-28 Cat C visibility ⅛ mile, and Circling Cat C visibility ¼ mile.

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

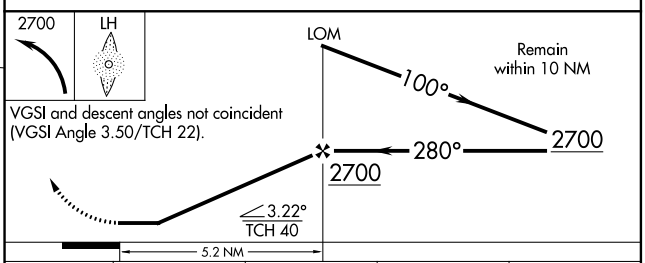
ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	119.15 279.6	121.65	122.725 (CTAF) L



ELEV 868 THRE 868



REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L



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)		1520-1⅞ 652 (700-1⅞)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

EC-2, 14 NOV 2013 to 12 DEC 2013
EC-2, 14 NOV 2013 to 12 DEC 2013

VOR/DME RWY 36

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

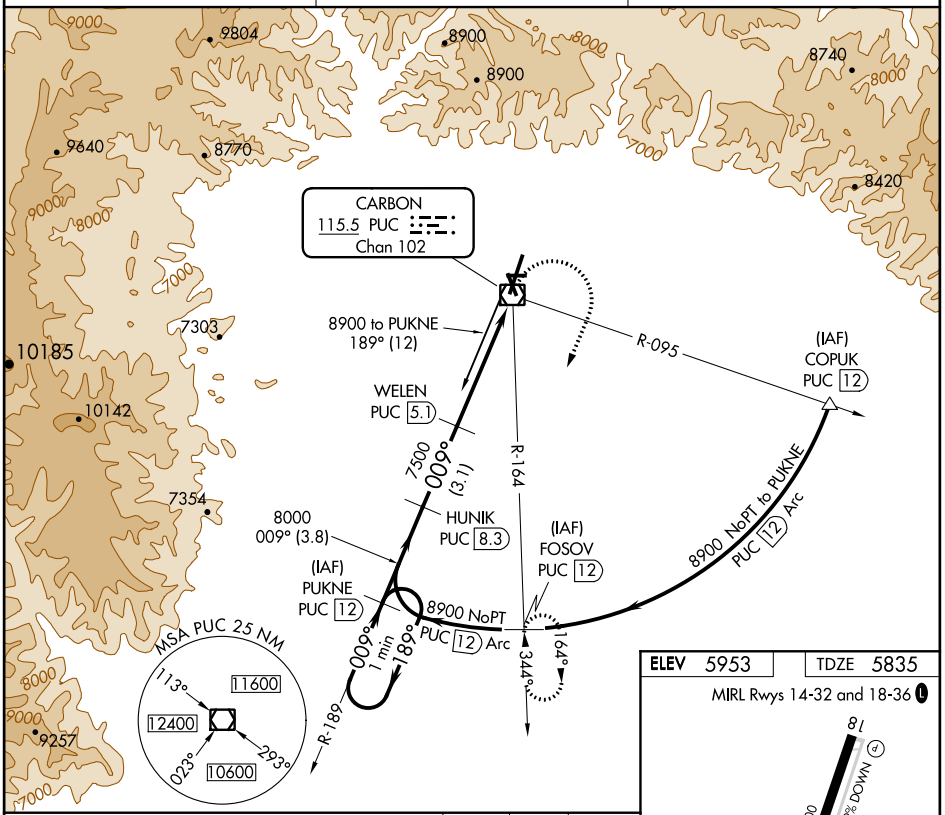
VOR/DME PUC	APP CRS	Rwy Idg	8313
115.5	009°	TDZE	5835
Chan 102		Apt Elev	5953

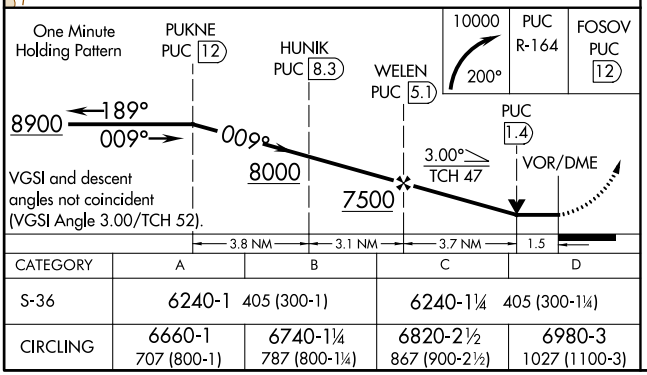
Circling NA at night to Rwy 18, 25, and 32.

MALSF

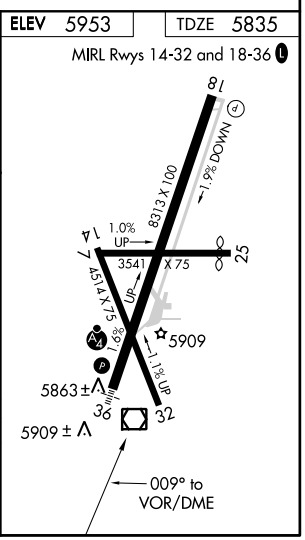
MISSED APPROACH: Climbing right turn to 10000 via heading 200° and PUC VOR/DME R-164 to FOSOV/12 DME and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.425	133.9 370.85	122.8 (CTAF)





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)



SW-4, 14 NOV 2013 to 12 DEC 2013
SW-4, 14 NOV 2013 to 12 DEC 2013

WAAS	APP CRS	Rwy Idg	8313
CH 53425	004°	THRE	5812
W36A		Apt Elev	5957

RNAV (GPS) RWY 36

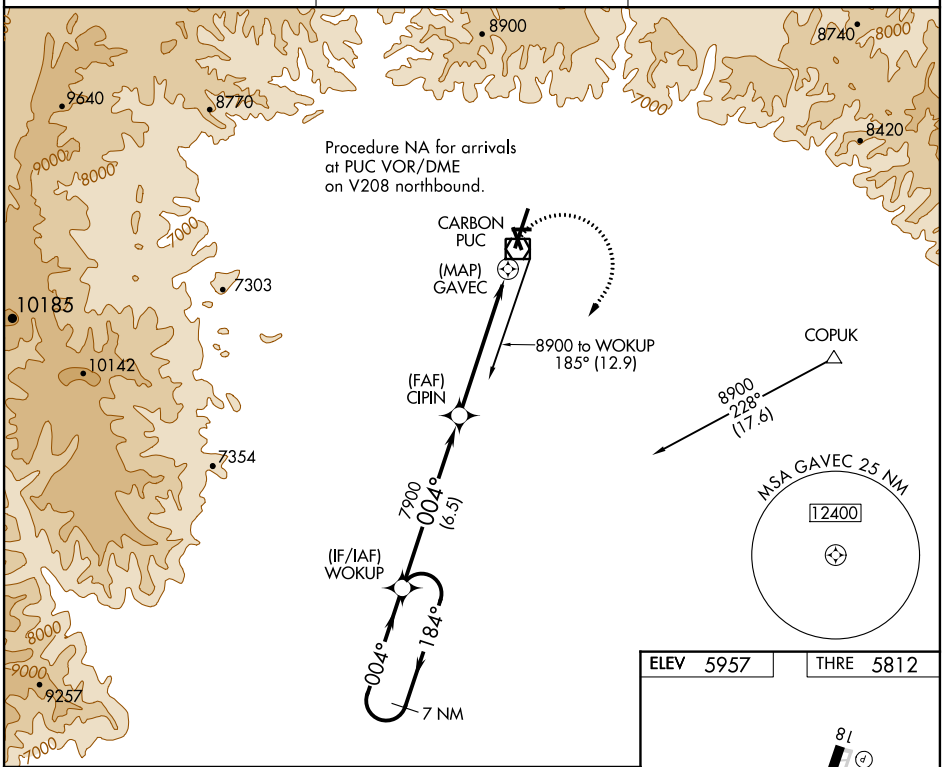
PRICE/CARBON COUNTY RGNL/BUCK DAVIS FIELD (PUC)

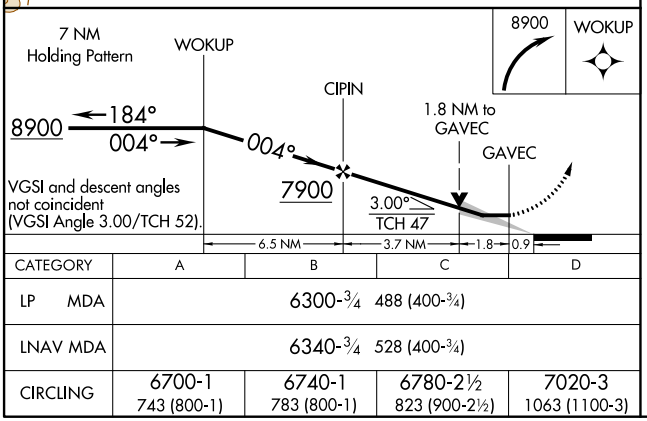
Circling to Rwy 25 NA at night.
DME/DME RNP- 0.3 NA.

MALSF

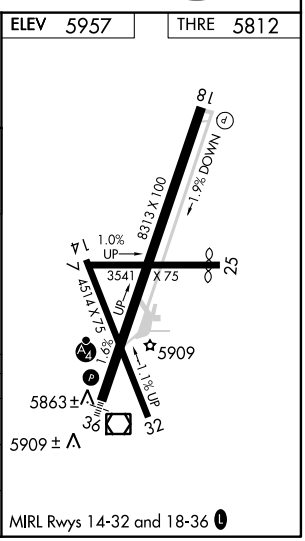
MISSED APPROACH: Climbing right turn to 8900 direct WOKUP and hold.

ASOS	SALT LAKE CENTER	UNICOM
135.425	133.9 370.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	6300-¾ 488 (400-¾)			
LNAV MDA	6340-¾ 528 (400-¾)			
CIRCLING	6700-1 743 (800-1)	6740-1 783 (800-1)	6780-2½ 823 (900-2½)	7020-3 1063 (1100-3)



SW-4, 14 NOV 2013 to 12 DEC 2013
SW-4, 14 NOV 2013 to 12 DEC 2013

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

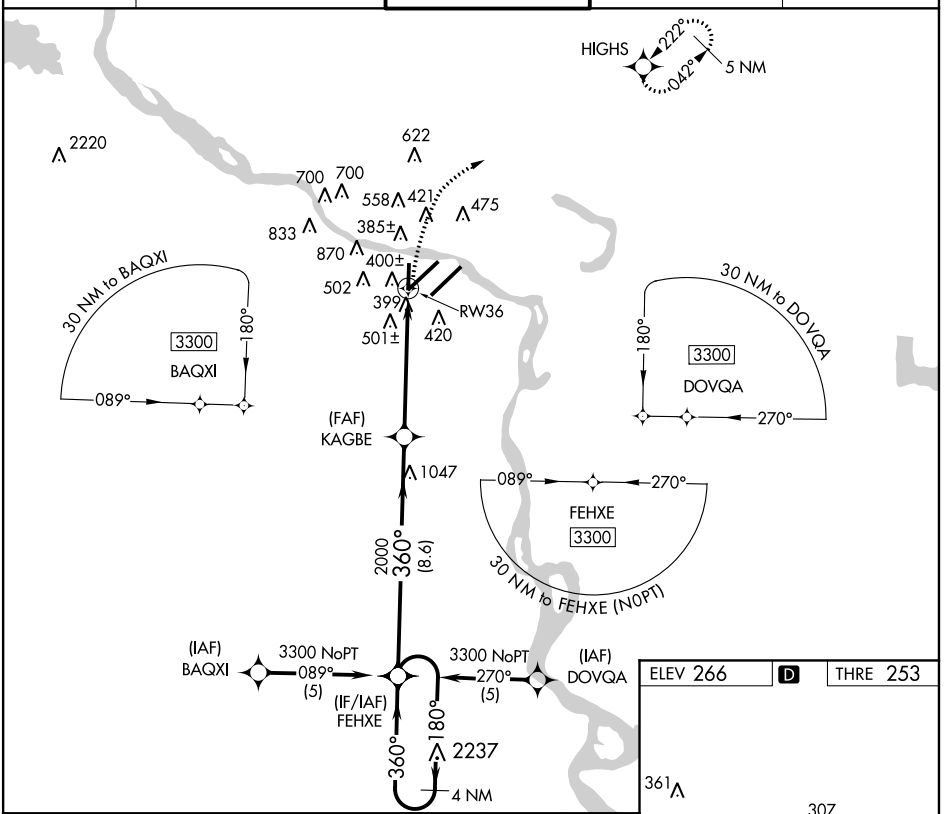
RNAV (GPS) RWY 36

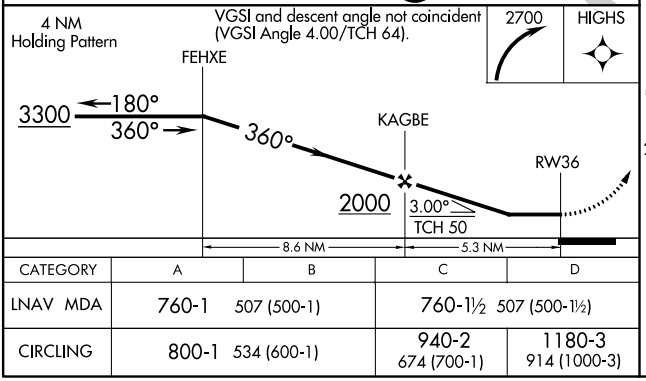
LITTLE ROCK/
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

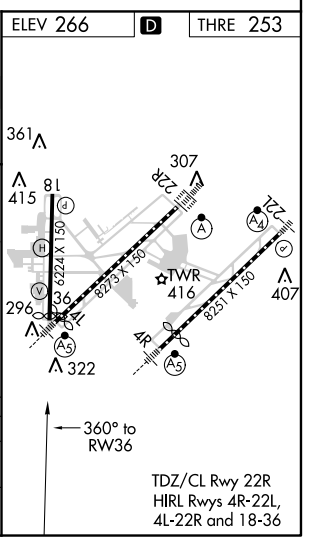
T A ASR DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeters setting and increase all MDA 100 feet. Increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

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)

RNAV (GPS) RWY 6

ROANOKE RGNL/WOODRUM FIELD (ROA)

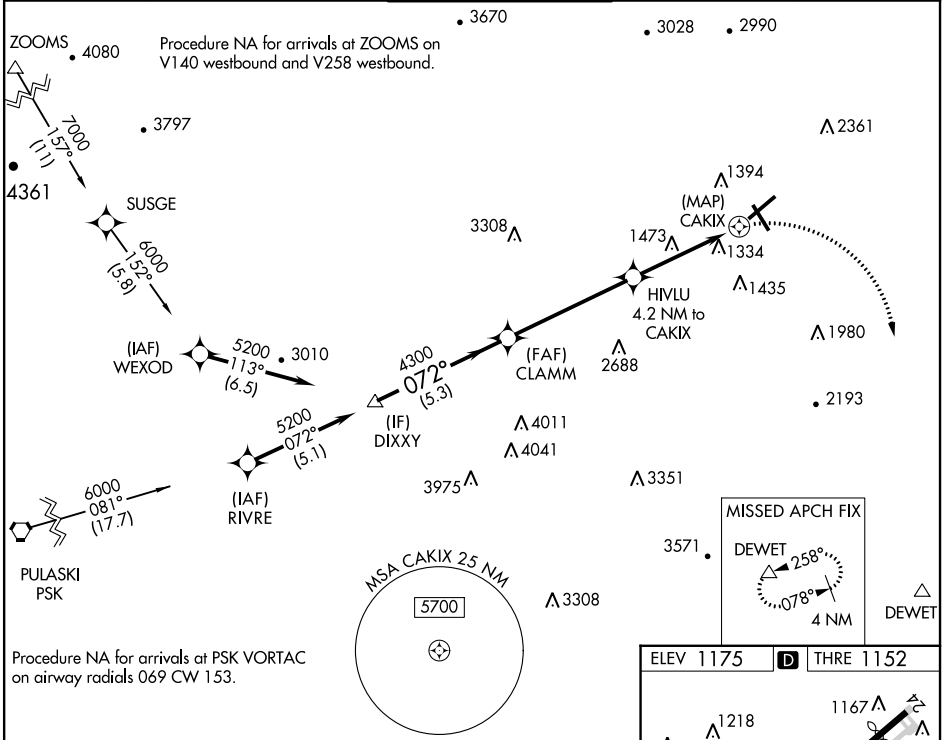
WAAS	APP CRS	Rwy Idg	6800
CH 58222	072°	THRE	1152
W06A		Apt Elev	1175

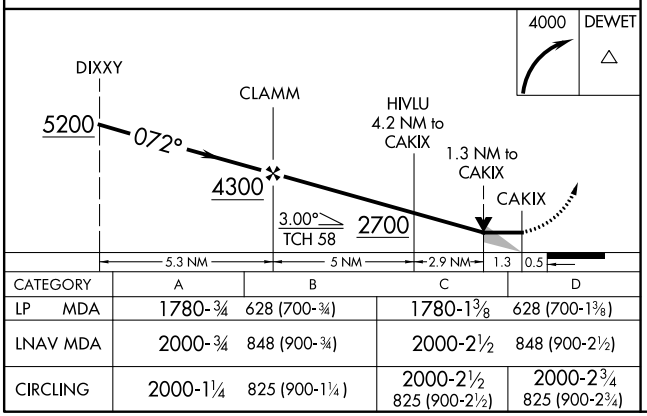
Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Circling to Rwy 16 NA. For inop MALSR, increase LP Cat A/B visibility to 1 mile and Cats C/D visibility to 1¾ mile and increase LNAV Cat A visibility to 1 mile, Cat B visibility to 1¼ mile and for Cats C/D inop table does not apply.

MALSR (A5)

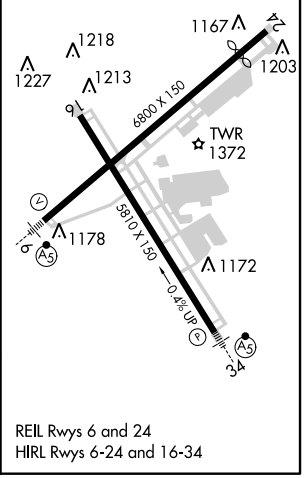
MISSED APPROACH: Climbing right turn to 4000 direct DEWET and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
LP MDA	1780-¾ 628 (700-¾)		1780-1⅜	628 (700-1⅜)
LNAV MDA	2000-¾ 848 (900-¾)		2000-2½	848 (900-2½)
CIRCLING	2000-1¼ 825 (900-1¼)		2000-2½ 825 (900-2½)	2000-2¾ 825 (900-2¾)



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

NE-3, 14 NOV 2013 to 12 DEC 2013
NE-3, 14 NOV 2013 to 12 DEC 2013

LOC/DME I-SZK	APP CRS	Rwy Idg 6800
111.1	072°	THRE 1152
Chan 48		Apt Elev 1175

LDA RWY 6

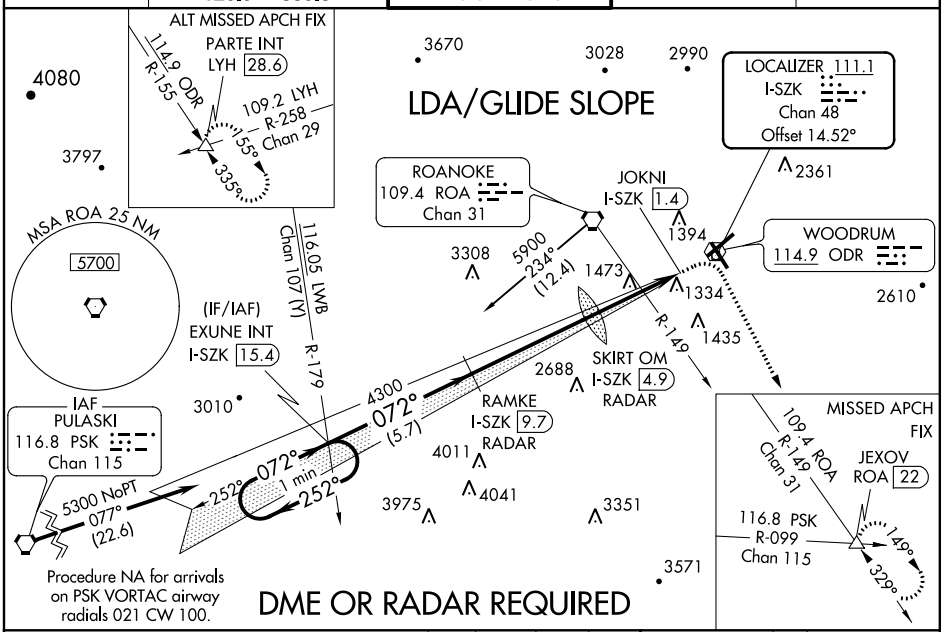
ROANOKE RGNL/WOODRUM FIELD (ROA)

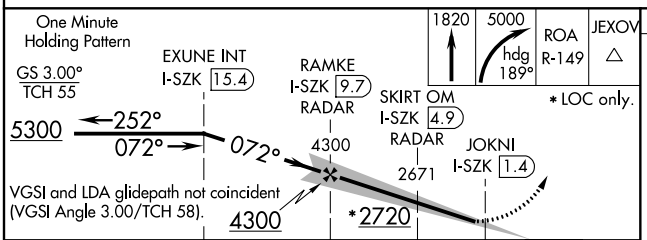
T A Inoperative table does not apply to S-LDA 6. Circling NA NW of Rwy 6-24. Circling NA to Rwy 16. SKIRT minimums: For inoperative MALSR, increase S-LDA 6 Cats A and B visibility to 1½ and Cats C and D visibility to 1⅞ .

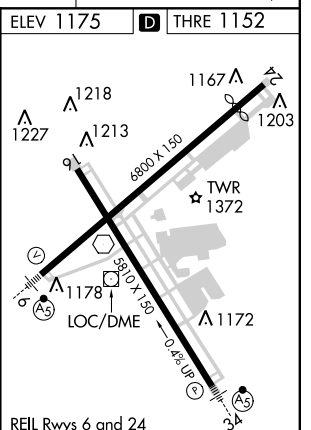
MALSR (A5)

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	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7







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)	1780-1⅜	628 (700-1⅜)
CIRCLING	1780-1½	605 (700-1½)	1780-1¾ 605 (700-1¾)	1780-2 605 (700-2)

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-3, 14 NOV 2013 to 12 DEC 2013
NE-3, 14 NOV 2013 to 12 DEC 2013

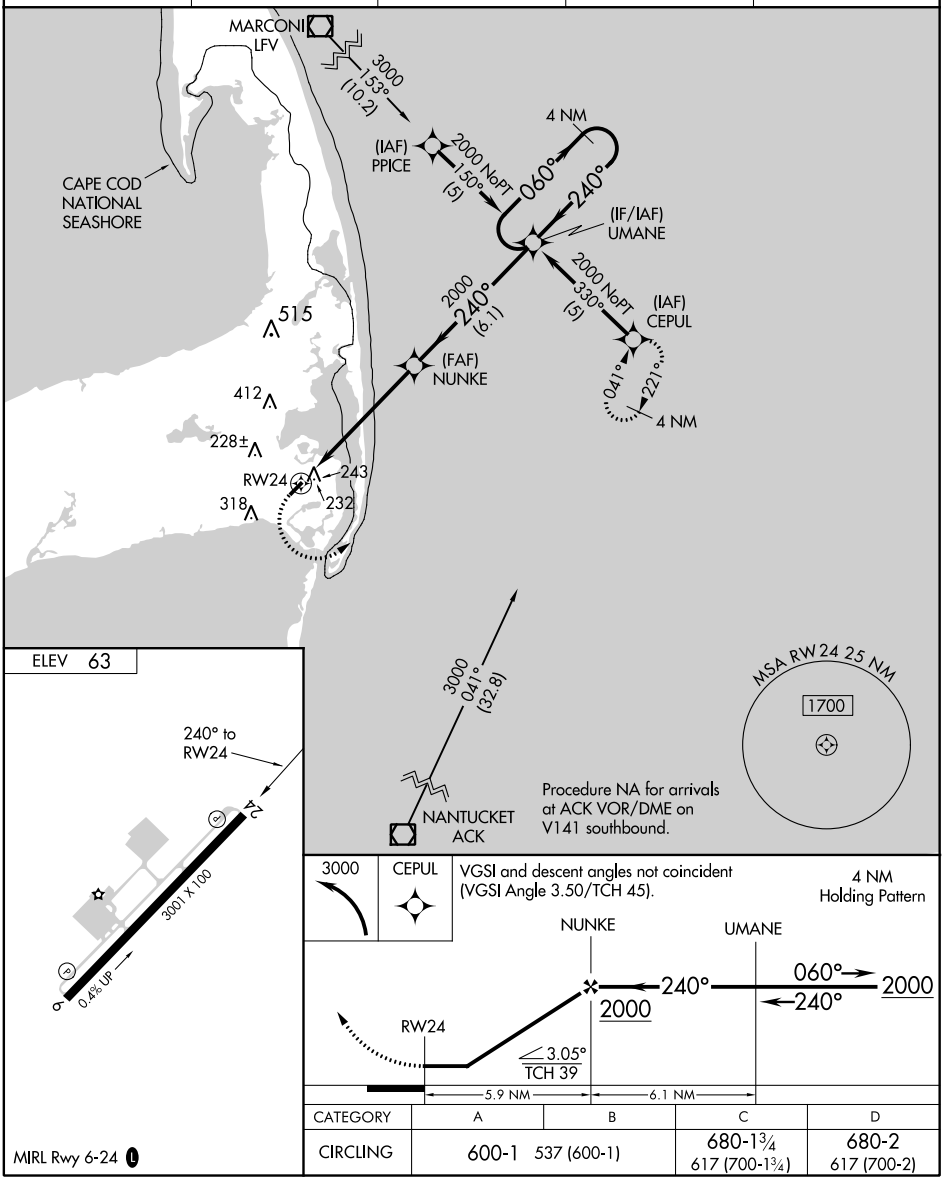
APP CRS	Rwy Idg	N/A
240°	TDZE	N/A
	Apt Elev	63

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.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.875	118.2	127.3	122.8 (CTAF)	122.95 (L)



CATEGORY	A	B	C	D
CIRCLING	600-1	537 (600-1)	680-1¾ 617 (700-1¾)	680-2 617 (700-2)

MIRL Rwy 6-24 (L)

NE-1, 14 NOV 2013 to 12 DEC 2013
NE-1, 14 NOV 2013 to 12 DEC 2013

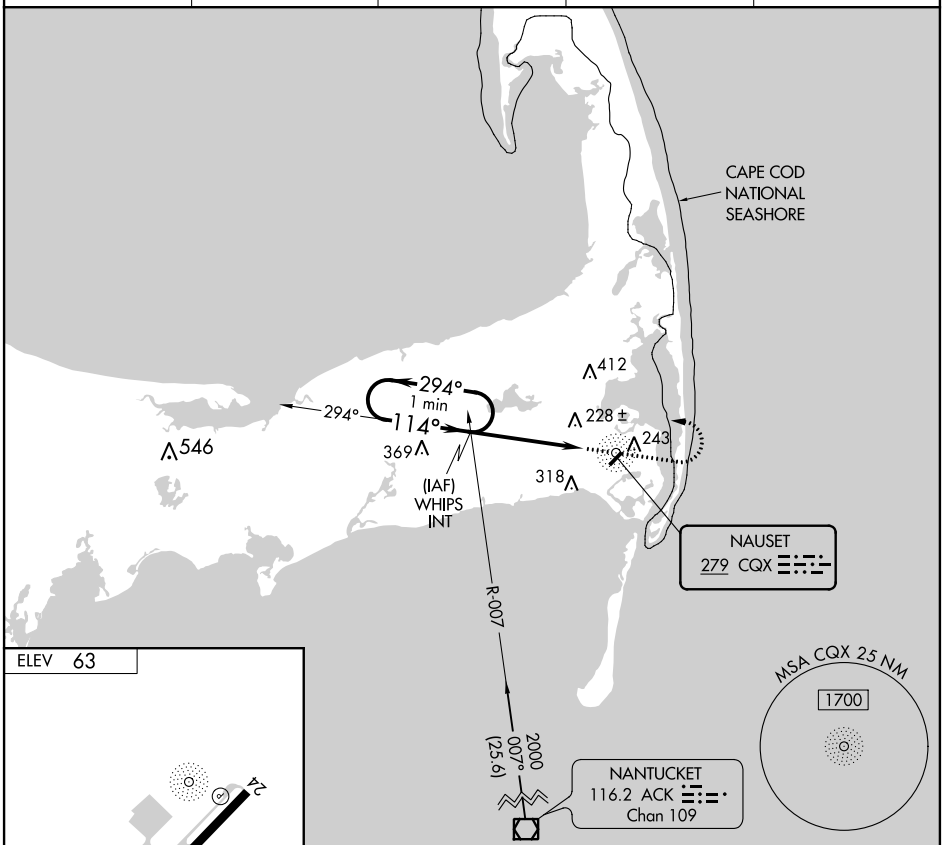
NDB CQX 279	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 63

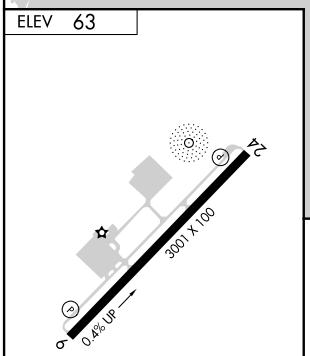
NDB-A
CHATHAM MUNI (CQX)

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

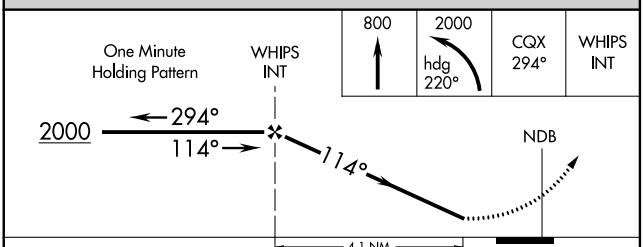
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

ASOS 135.875	CAPE APP CON ★ 118.2	CLNC DEL 127.3	UNICOM 122.8 (CTAF)	122.95 L





MIRL Rwy 6-24 L



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

CATEGORY	A	B	C	D
CIRCLING	600-1½ 537 (600-1½)		680-1¾ 617 (700-1¾)	680-2 617 (700-2)

NE-1, 14 NOV 2013 to 12 DEC 2013

LOC I-RAL	APP CRS	Rwy Idg	5401
110.9	089°	THRE	760
		Apt Elev	819

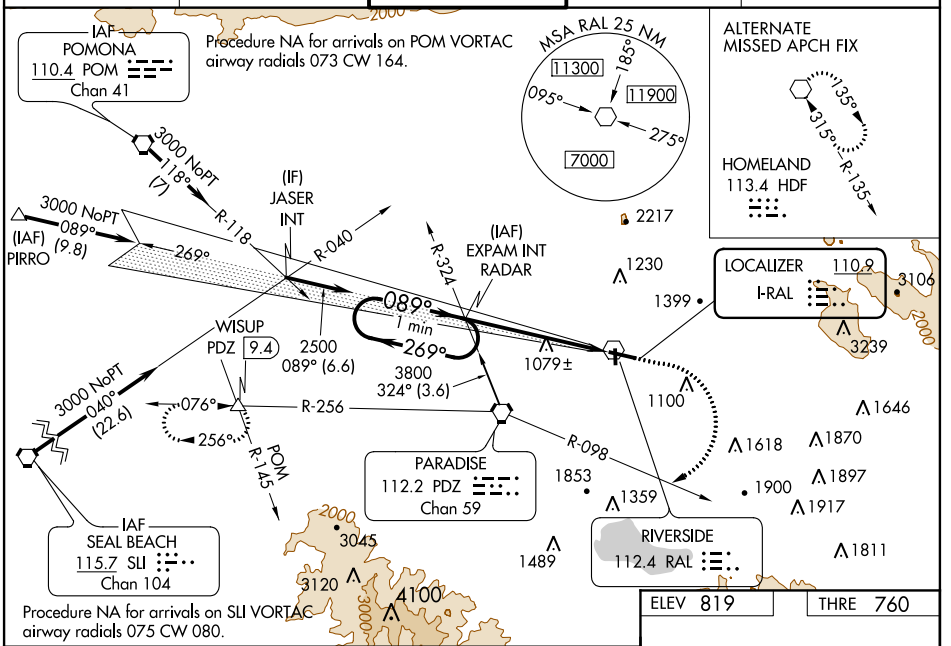
ILS or LOC RWY 9
RIVERSIDE MUNI (RAL)

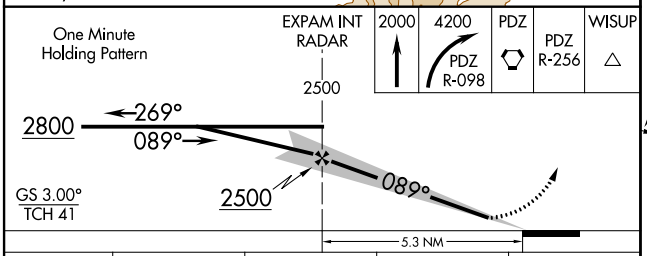
Circling to Rwy 16 NA at night. When VGSI inop, Circling Rwy 34 NA at night. Circling NA north of Rwy 9-27 for Cat D. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase S-LOC 9 Cat C/D visibility ⅛ mile. For inoperative MALSR, 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.

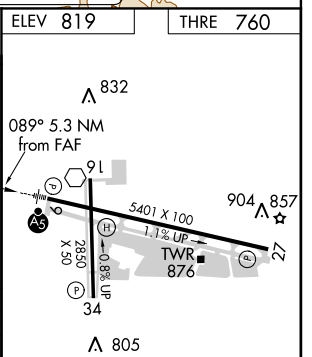
MALSR

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	SOCAL APP CON	RIVERSIDE TOWER *	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95







CATEGORY	A	B	C	D
S-ILS 9*	960-½ 200 (200-½)			
S-ILS 9	1096-⅝ 336 (300-⅝)			
S-LOC 9*	1280-½ 520 (500-½)		1280-1 520 (500-1)	
S-LOC 9	1360-½ 600 (600-½)		1360-1¼ 600 (600-1¼)	
CIRCLING	1360-1 541 (600-1)		1620-2¼ 801 (900-2¼)	1620-2½ 801 (900-2½)

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

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-3, 14 NOV 2013 to 12 DEC 2013

SW-3, 14 NOV 2013 to 12 DEC 2013

RIVERSIDE, CALIFORNIA AL-769 (FAA)

RNAV (GPS) RWY 27
RIVERSIDE MUNI (RAL)

WAAS	APP CRS	Rwy Idg	5401
CH 82201	269°	TDZE	818
W27A		Apt Elev	818

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	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	121.7	122.95

MISSED APCH FIX
4 NM
076°
256°
PRADO

Procedure NA for arrivals at BANDS via V372 northeast bound and via V16-370 eastbound.

ICIYE
246° (13.9)
899±
RW27
1100
269°
1805±
1880
1870±
1618
1255±
1853
1900
1897
3100 (3.2)
(FAF) LAYEY
PAYIG
4100
269° (3.2)
(IF) WENVA
2704
5100
258° (7)
CUGVI
8600
258° (9.4)
2876
(IAF) BANDS
2569
2689
MSA RW27 25 NM
12100
2673
2557
2800
2630
4160
4100
2217
2428
1399
3106
3239
4624
7000±
3543
5488
3400

ELEV 818 TDZE 818

832
91
904
857
5401 X 100
1.1% UP
TWR
876
2850 X 50
0.8% UP
34
805
269° to RW27

4000	ICIYE	tr 246°	PRADO

*LNAV only
*3.9 NM to RW27
RW27
LAYEY
PAYIG
WENVA
269°
5100
4100
3100
GS 3.01°
TCH 50
3.9 NM | 3 NM | 3.2 NM | 3.2 NM

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 Rwys 9-27 and 16-34 L

RIVERSIDE, CALIFORNIA
Orig 12040

33°57'N-117°27'W

RIVERSIDE MUNI (RAL)
RNAV (GPS) RWY 27

Figure 248

SW-3, 14 NOV 2013 to 12 DEC 2013

RNAV (GPS) RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

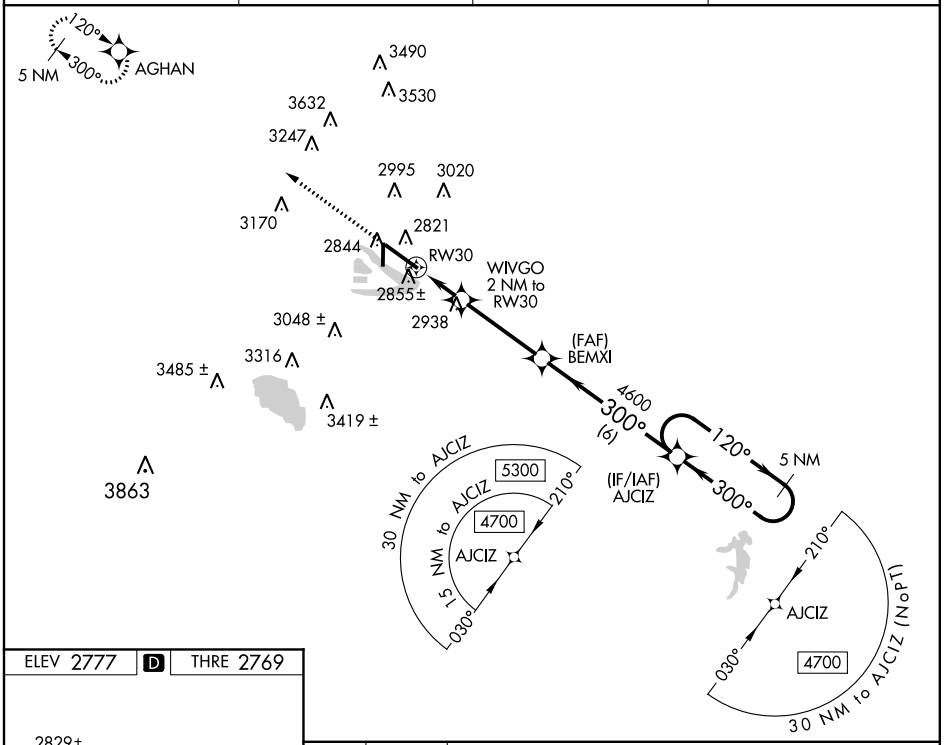
WAAS	APP CRS	Rwy Idg	8001
CH 60915	300°	THRE	2769
W30A		Apt Elev	2777

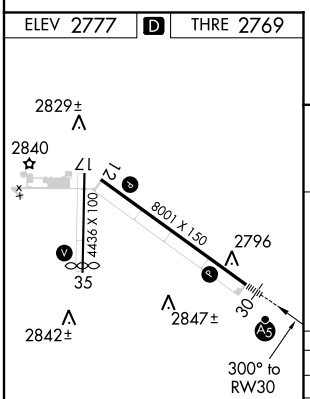
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. Circling to Rwy 17 NA at night.

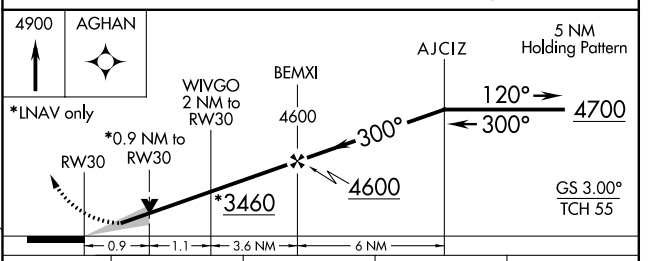
MALSR

MISSED APPROACH: Climb to 4900 direct AGHAN and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 226.675	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2969-½	200 (200-½)		
LNAV/VNAV DA	3019-½	250 (300-½)		
LNAV MDA	3120-½	351 (400-½)	3120-⅝	351 (400-⅝)
C CIRCLING	3280-1 503 (600-1)	3320-1 543 (600-1)	3420-1¾ 643 (700-1¾)	3560-2½ 783 (800-2½)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2, 14 NOV 2013 to 12 DEC 2013
NC-2, 14 NOV 2013 to 12 DEC 2013

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

GPS RWY 3

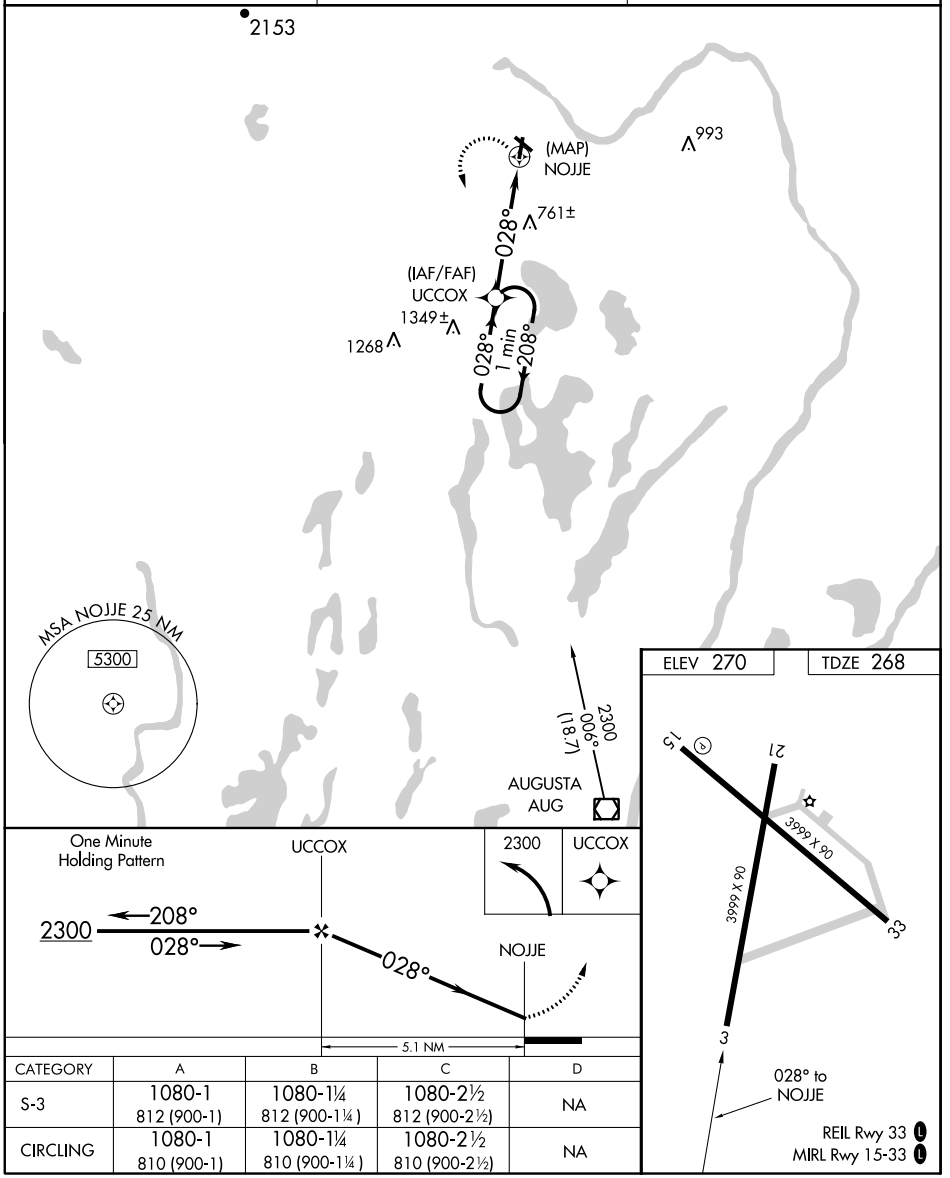
CENTRAL MAINE AIRPORT OF NORRIDGEWOCK (OWK)

Use Augusta State altimeter setting.
Procedure NA at night.
Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 2300 direct UCCOX WP and hold.

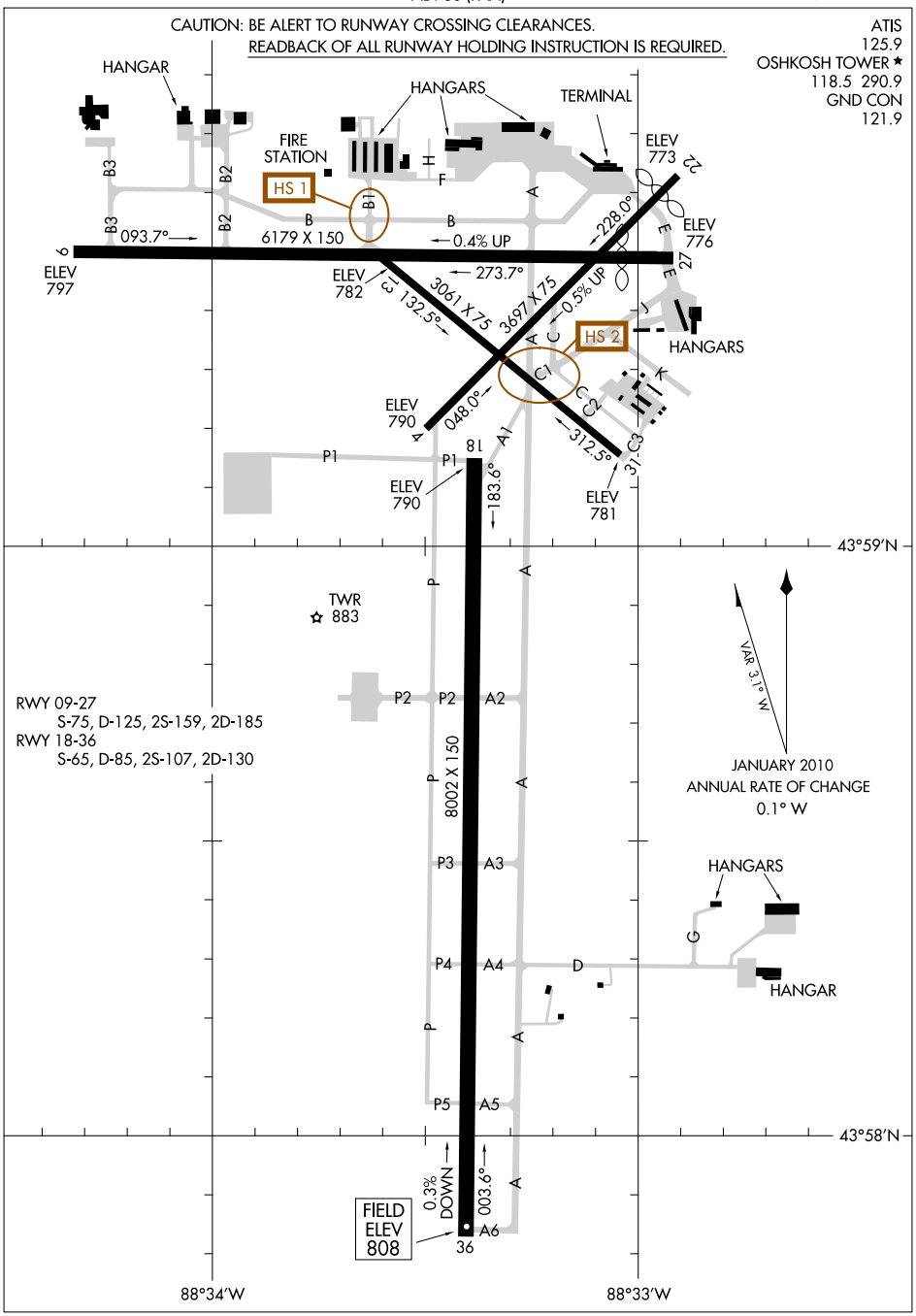
AWOS-AV	PORTLAND APP CON ★	UNICOM
122.8	128.35 299.2	122.8 (CTAF) L



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

NE-1, 14 NOV 2013 to 12 DEC 2013
NE-1, 14 NOV 2013 to 12 DEC 2013



EC-3, 14 NOV 2013 to 12 DEC 2013

EC-3, 14 NOV 2013 to 12 DEC 2013

Figure 251

ILS or LOC RWY 36

OSHKOSH/ WITTMAN RGNL (OSH)

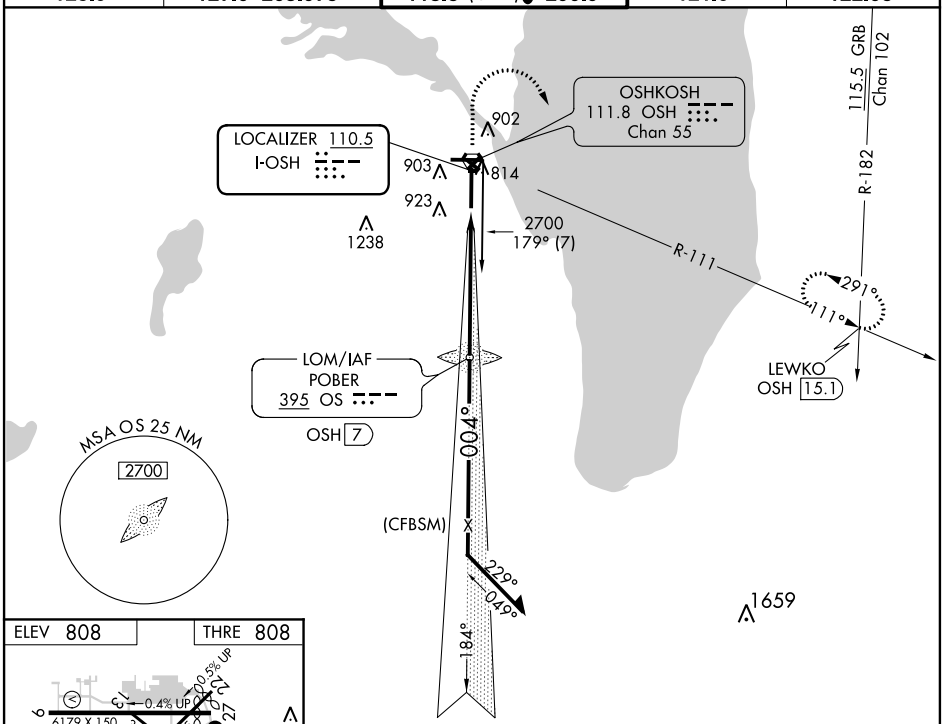
LOC I-OSH	APP CRS	Rwy Idg	8002
110.5	004°	THRE	808
		Apt Elev	808

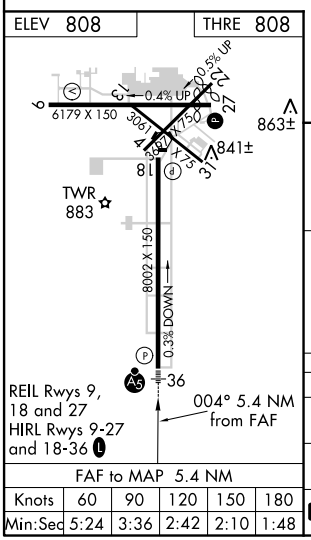
When local altimeter setting not received, use Fond Du Lac altimeter setting and increase DA 31 feet and all MDA 40 feet; increase S-LOC 36 Cat C/D and Circling Cat C/D visibilities ¼ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-LOC 36 Cat C/D visibility to 1⅜ mile. Circling to Rwy 5, 23, and 31 NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

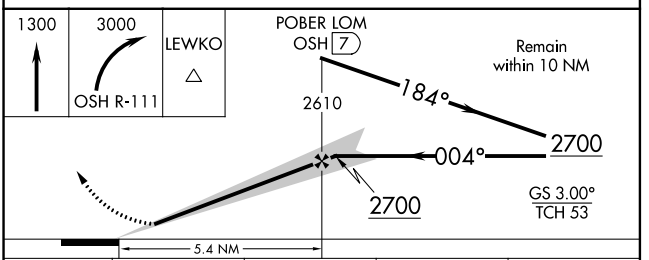
MALSR

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

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 290.9	121.9	122.95







FAF to MAP 5.4 NM

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

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 552 (600-1½)	1440-2 632 (700-2)

EC-3, 14 NOV 2013 to 12 DEC 2013
EC-3, 14 NOV 2013 to 12 DEC 2013

RNAV (GPS) RWY 18

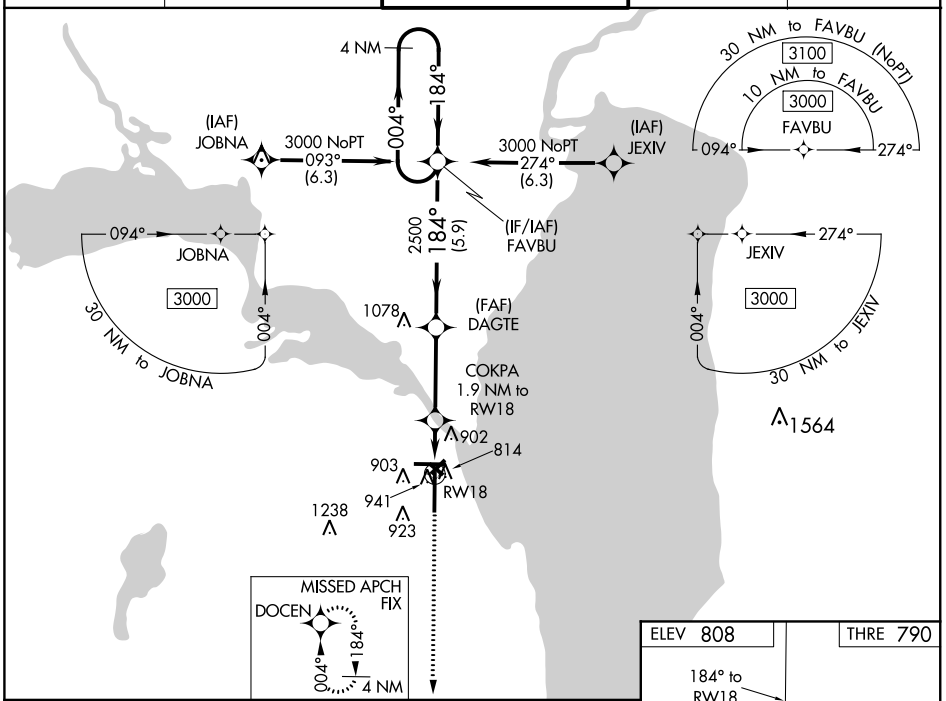
OSHKOSH/ WITTMAN RGNL (OSH)

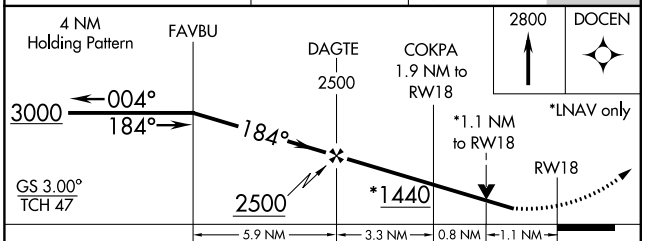
WAAS	APP CRS	Rwy Idg	8002
CH 58333	184°	THRE	790
W18A		Apt Elev	808

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 ⅛ mile, increase LNAV Cat C/D and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 5, 23 and 31 NA at night. DME/DME RNP-0.3 NA.

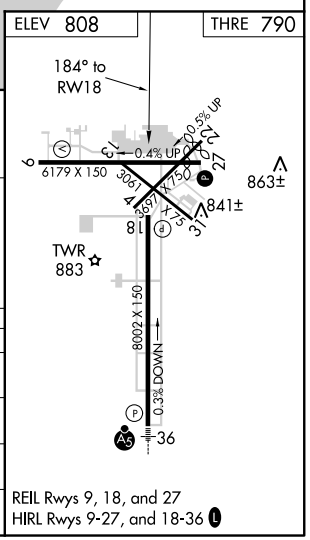
MISSED APPROACH: Climb to 2800 direct DOCEN and hold.

ATIS	MILWAUKEE APP CON	OSHKOSH TOWER ★	GND CON	UNICOM
125.9	127.0 263.075	118.5 (CTAF) L 290.9	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1040-¾ 250 (300-¾)			
LNAV/VNAV DA	1118-1⅛ 328 (400-1⅛)			
LNAV MDA	1200-1 410 (500-1)		1200-1⅛ 410 (500-1⅛)	
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1½ 552 (600-1½)	1440-2 632 (700-2)



EC-3, 14 NOV 2013 to 12 DEC 2013
EC-3, 14 NOV 2013 to 12 DEC 2013