Federal Aviation Administration

U.S. Terminal Procedures Publication

Southeast (SE) Vol 1 of 4

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12 JUN 2025
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Consult the Change Notice (CN) effective 10 JUL 2025 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact **aerohelp@nga.mil**

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Frequently asked questions (FAQ) are answered on our website at: **https://www.faa.gov/go/ais**
See the FAQs prior to contact via toll free number or email.

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

INOP COMPONENTS 25051

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA. For ILS procedures with a 200 foot HAT with a restriction on autopilot usage, RVR 1800 authorized with use of FD or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

INOP COMPONENTS 25051

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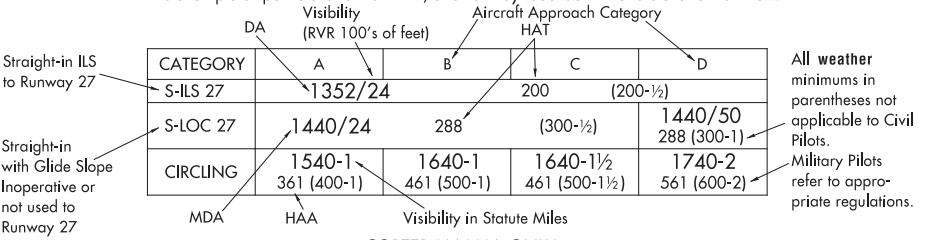
TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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



CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288 (300-½)		1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page:
http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

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

Users may ignore the presence of C symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

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Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560**-1¼	463	(500-1¼)	CDE	**560**-1½	463	(500-1½)
	28		AB	**600**-1¼	503	(600-1¼)	CDE	**600**-1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored
Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 25163

GENERAL INFORMATION

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

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

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

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STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	(T) Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot contolled lighting, e.g., (A1), (V)

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "(L)" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a (L)

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

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ABBREVIATIONS 25107

AAF	Army Air Field
AAUP	Attention All Users Page
ADF	Automatic Direction Finder
ADIZ	Air Defense Identification Zone
AFAUX	Air Force Auxiliary
AFB	Air Force Base
AFRC	Armed Forces Reserve Center/Air Force Reserve Command
AGL	Above Ground Level
AFHP	Air Force Heliport
AFIS	Automatic Flight Information Service
AHP	Army Heliport
ALF	Auxiliary Landing Field
ALS	Approach Light System
ALSF	Approach Light System with Sequenced Flashing Lights
ANGB	Air National Guard Base
ANGS	Air National Guard Station
Ant	Antenna
AOB	At or Below
AP	Autopilot System
APCH	Approach
APP CON	Approach Control
AR	Authorization Required
ARB	Air Reserve Base
ARPT	Airport
ARR	Arrival
AS	Air Station
ASOS	Automated Surface Observing System
ASR	Airport Surveillance RADAR
ASSC	Airport Surface Surveillance Systems
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
AUNICOM	Automated UNICOM
AWOS	Automated Weather Observing System
Baro-VNAV	Barometric Vertical Navigation
BC	Back Course
brg	Bearing
CAPT	Captain
CAT	Category
CCW	Counterclockwise
CDI	Course Deviation Indicator
CGAS	Coast Guard Air Station
Chan	Channel
CIR	Circling
CL	Centerline Lighting System
CLNC DEL	Clearance Delivery
CNF	Computer Navigation Fix
CPDLC	Controller Pilot Data Link Communications
CTAF	Common Traffic Advisory Frequency
CW	Clockwise
D-ATIS	Digital-Automatic Terminal Information Service
DA	Decision Altitude
DEP	Departure
DEP CON	Departure Control
DER	Departure End of Runway
DH	Decision Height
DME	Distance Measuring Equipment
DP	Departure Procedure
DTHR	Displaced Runway Threshold
DVA	Diverse Vector Area
ELEV	Elevation
EMAS	Engineered Material Arresting System
EXEC	Executive
FAF	Final Approach Fix
FD	Flight Director System
FL	Flight Level
FLD	Field
FM	Fan Marker
FMS	Flight Management System
GBAS	Ground Based Augmentation System
GCA	Ground Control Approach
GCO	Ground Communication Outlet
GLS	Ground Based Augmentation System Landing System
GP	Glidepath
GPS	Global Positioning System
GS	Glide Slope
HAA	Height Above Airport
HAL	Height Above Landing
HAT	Height Above Touchdown
HATh	Height Above Threshold
HCH	Heliport Crossing Height
hdg	Heading
HIRL	High Intensity Runway Lights
HUD	Head-up Display
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IF	Intermediate Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
INC	Incorporated
Inop	Inoperative
INT	Intersection
INTCNTL	Intercontinental
INTL	International
JNGB	Joint National Guard Base
JRB	Joint Reserve Base
K	Knots
KIAS	Knots Indicated Airspeed
LAAS	Local Area Augmentation System

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ABBREVIATIONS 25107

LDA	Localizer Type Directional Aid
Ldg	Landing
LIRL	Low Intensity Runway Lights
LNAV	Lateral Navigation
LOA	Letter of Agreement/ Authorization
LOC	Localizer
LOM	Locator Outer Marker
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LR	Lead Radial
LRRS	Long Range RADAR Station
MAA	Maximum Authorized Altitude
MALS	Medium Intensity Approach Lighting System
MALSF	Medium Approach Lighting System with Sequenced Flashers
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAP	Missed Approach Point
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Filed
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCOLF	Marine Corps Outlying Field
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MEML	Memorial
METRO	Metropolitan
MIRL	Medium Intensity Runway Lights
MM	Middle Marker
MOCA	Minimum Obstruction Clearance Altitude
MRA	Minimum Reception Altitude
MSL	Mean Sea Level
MSPEC	Management Specification
MUNI	Municipal
N/A	Not Applicable
NA	Not Authorized
NAAS	Naval Auxiliary Air Station
NAF	Naval Air Facility
NALF	Naval Auxiliary Landing Field
NAS	Naval Air Station
NDB	Nondirectional Radio Beacon
NM	Nautical Mile
NOLF	Naval Outlying Field
NoPT	No Procedure Turn
NOTAM	Notice to Airmen
NS	Naval Station
NTL	National
ODALS	Omnidirectional Approach Lighting System
ODP	Obstacle Departure Procedure
OM	Outer Marker
OPSPEC	Operations Specification
PAR	Precision Approach Radar
PDC	Pre-Departure Clearance
PRM	Precision Runway Monitor
Pvt	Private
R	Radial
RA	Radio Altimeter setting height
RAIL	Runway Alignment Indicator Lights
RCLS	Runway Centerline Light System
REIL	Runway End Identifier Lights
RF	Radius to Fix
RGNL	Regional
RLLS	Runway Lead-in Light System
RNAV	Area Navigation
RNP	Required Navigation Performance
RPI	Runway Point of Interception)
RVR	Runway Visual Range
RWY	Runway
S	Straight-in
SALS	Simplified Short Approach Light System
SALSF	Short Approach Lighting System with Sequenced Flashing Lights
SDF	Simplified Directional Facility
SFB	Space Force Base
SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Light System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force

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ABBREVIATIONS 25107

USCG……	United States Coast Guard
USMC……	United States Marine Corps
USN……	United States Navy
USSF……..	United States Space Force
VASI……	Visual Approach Slope Indicator
VCOA……	Visual Climb Over Airport
VDA……	Vertical Descent Angle
VDP……	Visual Descent Point
VFR……...	Visual Flight Rules
VGSI……..	Visual Glide Slope Indicator
VNAV…….	Vertical Navigation
VOR……...	Very High Frequency Omni-Directional Range
VORTAC……...	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS……	Wide Area Augmentation System
WP/WPT……...	Waypoint

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LEGEND 23334

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

x (CFTSP) — Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

LEGEND 23334

SE-1, 12 JUN 2025 to 07 AUG 2025

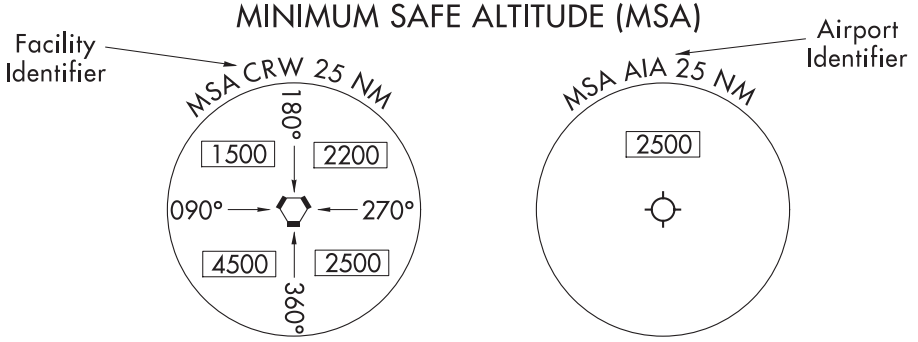
SE-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

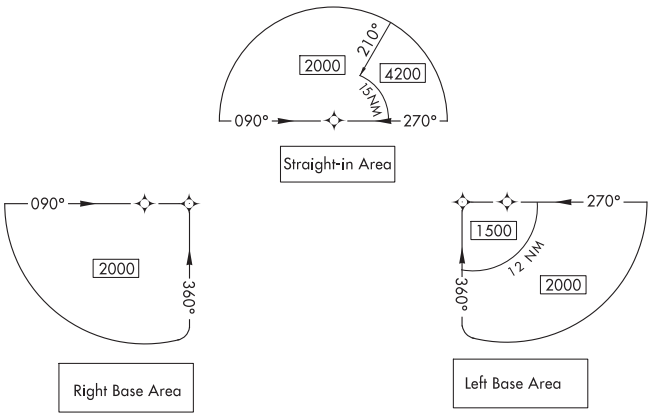
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110

SE-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

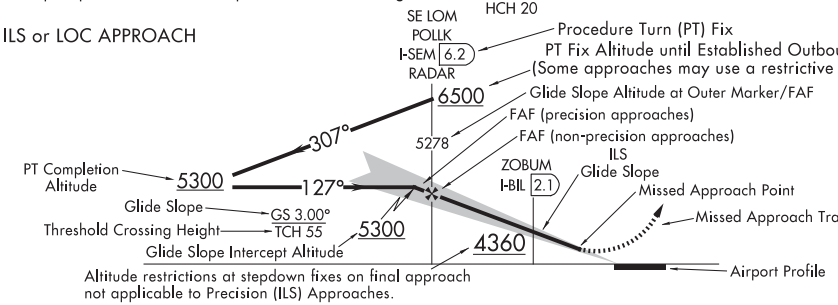
PROFILE VIEW

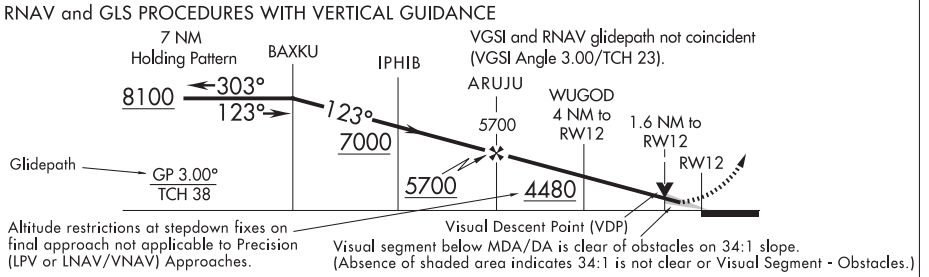
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

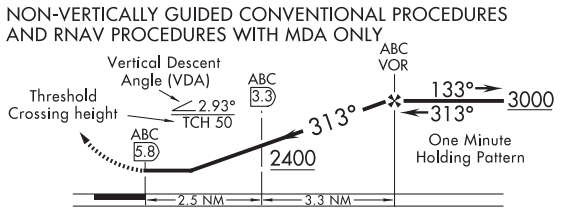
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°. TCH 55

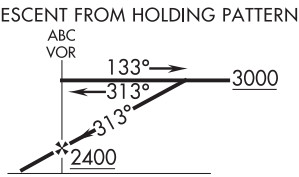
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

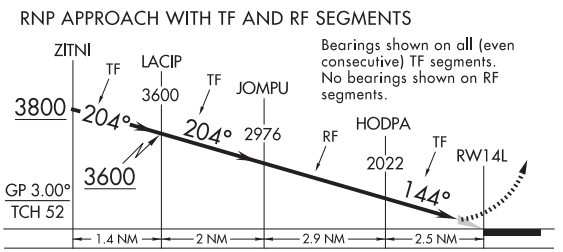
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°. TCH 55
On Copter procedures this is depicted in the following format: 7.30°. HCH 20











ALTITUDES

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

PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361

SE-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x
(CFTSP) Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N
Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND
Ldg Rwys 16L/C/R
Terminus identifier

SE-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 23334

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

VOR VORTAC DME NDB/DME
VOR/DME TACAN NDB

Non-Compulsory:

VOR VORTAC DME NDB/DME
VOR/DME TACAN NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE
Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)
△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

Heliport

Civil Military Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500 4100
090° 270°
5300 4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

LEGEND 23334

SE-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold
Hot Spot
Runway Holding Position Markings
Buildings
Self-Serve Fuel ##
Tanks
Obstructions
Airport Beacon #
Runway Radar Reflectors
Bridges
Control Tower # TWR

	Unlit	Lit
Wind Cone		
Landing Tee		
Tetrahedron		

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

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... ←0.3% Down.....0.8% UP→
(shown when rounded runway slope is ≥ 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

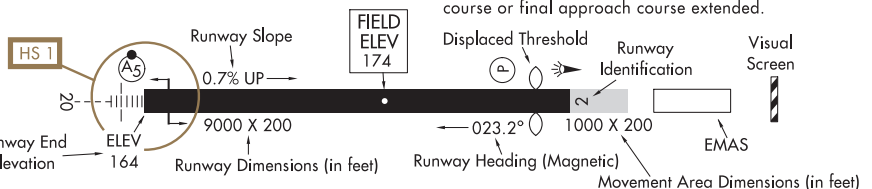
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

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

The airport sketch box includes the final approach course or final approach course extended.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

SE-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

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

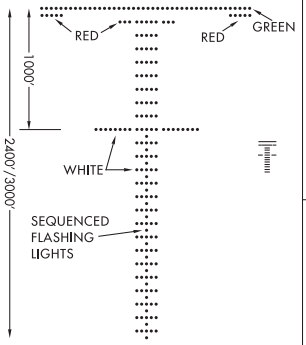
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

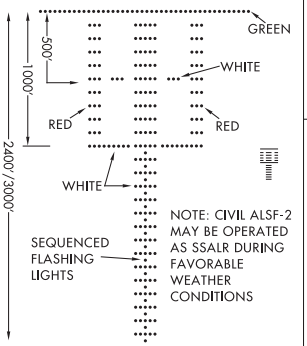


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

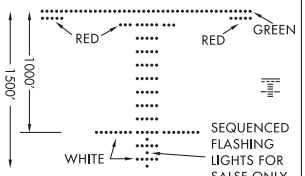


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF



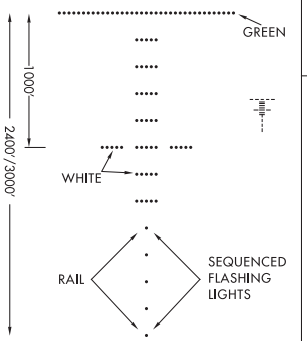
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

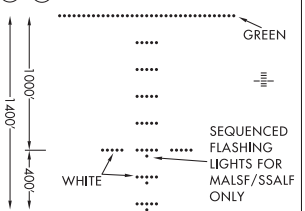
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)



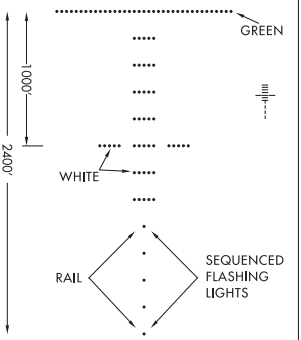
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

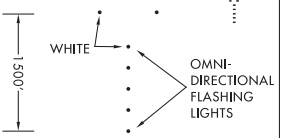
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

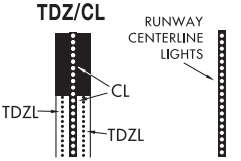
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



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

LEGEND 22195

SE-1, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

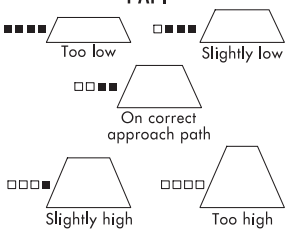
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) PRECISION APPROACH PATH INDICATOR

PAPI



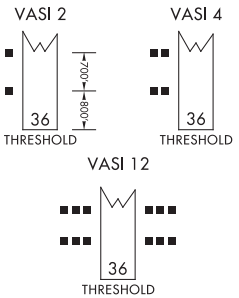
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

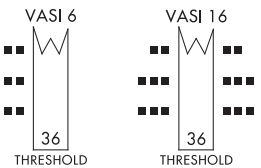
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

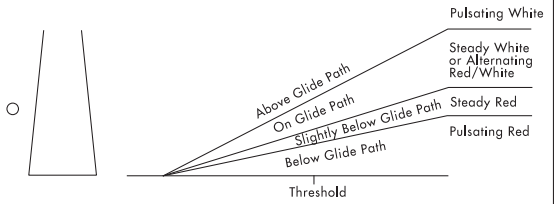
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

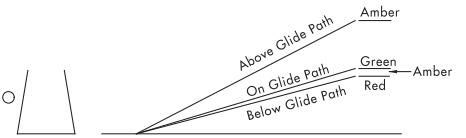
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

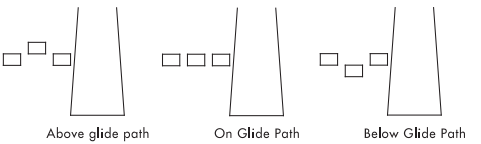
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 22195

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
(ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executingdescents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

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ADDINGTON FLD
---SEE ELIZABETHTOWN, KY

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RNAV (GPS) RWY 28 5

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MCMINN COUNTY(MMI)
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ALTERNATE MINIMUMS ..... M
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BARDSTOWN, KY
SAMUELS FLD(BRY)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 8
RNAV (GPS) RWY 21 9
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BARKLEY RGNL
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BEECH RIVER RGNL
---SEE LEXINGTON-PARSONS, TN

BENTON COUNTY
---SEE CAMDEN, TN

BIG SANDY RGNL
---SEE PRESTONSBURG, KY

BLUE GRASS
---SEE LEXINGTON, KY

BOLIVAR, TN
WILLIAM L WHITEHURST FLD(M08)
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ILS Z OR LOC Z RWY 03 14
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---SEE LOUISVILLE, KY

BRECKINRIDGE COUNTY
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BRISTOL/JOHNSON/KINGSPORT, TN
TRI-CITIES(TRI)
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IAPS ..... RNAV (GPS) RWY 04 32
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RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC RWY 23 34
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RNAV (GPS) RWY 23 36
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IAPS	RNAV (GPS) RWY 02	43
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CHARLES W BAKER		
---SEE MILLINGTON, TN		
CHATTANOOGA, TN		
LOVELL FLD(CHA)		
TAKEOFF MINIMUMS		L
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IAPS	ILS OR LOC RWY 02	45
	ILS OR LOC RWY 20	46
	ILS RWY 20 (CAT II)	47
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---SEE SABRE AAF (FORT CAMPBELL)		
CLEVELAND, TN		
CLEVELAND RGNL JETPORT(RZR)		
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	RNAV (GPS) RWY 21	59
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---SEE JACKSBORO, TN		
COLUMBIA/MOUNT PLEASANT, TN		
MAURY COUNTY RGNL(MRC)		
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	RNAV (GPS) RWY 24	61
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MARTIN CAMPBELL FLD(1A3)		
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IAPS	RNAV (GPS) RWY 02	62
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	ILS OR LOC RWY 18C	65
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---SEE HARLAN, KY

TULLAHOMA, TN
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ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 518
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---SEE ARNOLD AFB

UNION CITY, TN
EVERETT-STEWART RGNL(UCY)
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RNAV (GPS) RWY 01 523
RNAV (GPS) RWY 19 524

UPPER CUMBERLAND RGNL
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WARREN COUNTY MEML
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

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ASHLAND, KY

ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 500-2¾ w/min. climb of 240' per NM to 1200 or std. w/min. climb of 395' per NM to 1100 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 103° to 1500 before proceeding on course.

Rwy 28, climb heading 283° to 1300 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ashland RGNL airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road 4' from DER, 134' right of centerline, 552' MSL.
Tree 169' from DER, 215' right of centerline, 58' AGL/575' MSL.
Trees beginning 233' from DER, 65' left of centerline, up to 41' AGL/569' MSL.
Tree, building, vehicles on road beginning 366' from DER, 450' right of centerline, up to 70' AGL/605' MSL.
Trees, buildings, electrical system, transmission line, poles beginning 479' from DER, 155' right of centerline, up to 74' AGL/608' MSL.
Tree 870' from DER, 95' left of centerline, 51' AGL/573' MSL.
Trees, poles, electrical systems, transmission lines beginning 925' from DER, 44' right of centerline, up to 622' MSL.
Trees beginning 1750' from DER, 500' right of centerline, up to 86' AGL/628' MSL.
Trees beginning 2568' from DER, 991' left of centerline, up to 106' AGL/635' MSL.
Tree 3316' from DER, 1345' left of centerline, 106' AGL/647' MSL.
Tree, electrical systems beginning 1.1 NM from DER, 1621' left of centerline, up to 80' AGL/867' MSL.
Tree, electrical system beginning 1.3 NM from DER, 1370' left of centerline, up to 73' AGL/935' MSL.
Tree, electrical system beginning 1.3 NM from DER, 358' left of centerline, up to 78' AGL/954' MSL.
Tower 2.3 NM from DER, 16' right of centerline, 121' AGL/984' MSL.
Antenna, trees beginning 2.3 NM from DER, 19' right of centerline, up to 150' AGL/1011' MSL.
Tower 2.3 NM from DER, 263' right of centerline, 199' AGL/1024' MSL.
Antenna 2.3 NM from DER, 263' right of centerline, 196' AGL/1026' MSL.

CON'T

ASHLAND, KY (CON'T)

ASHLAND RGNL (DWU) (CON'T)

Rwy 28, trees beginning 80' from DER, 194' left of centerline, up to 81' AGL/606' MSL.
Tree 387' from DER, 134' right of centerline, 37' AGL/558' MSL.
Trees beginning 954' from DER, 215' left of centerline, up to 621' MSL.
Trees beginning 976' from DER, 3' left of centerline, up to 115' AGL/633' MSL.
Trees beginning 1224' from DER, 24' right of centerline, up to 585' MSL.
Tree 1364' from DER, 73' right of centerline, 61' AGL/588' MSL.
Trees beginning 1387' from DER, 26' right of centerline, up to 69' AGL/591' MSL.
Trees beginning 1421' from DER, 69' right of centerline, up to 69' AGL/597' MSL.
Trees beginning 1823' from DER, 18' right of centerline, up to 69' AGL/601' MSL.
Tree 2192' from DER, 24' right of centerline, 82' AGL/602' MSL.

ATHENS, TN

MCMINN COUNTY (MMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:
Rwy 2, 400-2¾ or std. w/ min. climb of 400' per NM to 1200 or 1800-3 for VCOA.
Rwy 20, 300-1½ or std. w/ min. climb of 285' per NM to 3900 or 1800-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 2, climb on heading 022° to 2200 before turning right.
Rwy 20, climb on heading 202° to 1900 before turning left.

VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross McMinn County airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, fence 40' from DER, 262' left of centerline, 1' AGL/882' MSL.
Tree, building beginning 146' from DER, 322' left of centerline, up to 885' MSL.
Fence 337' from DER, 549' right of centerline, 14' AGL/907' MSL.
Fence 359' from DER, 358' left of centerline, 2' AGL/887' MSL.
Tree 420' from DER, 506' right of centerline, 980' MSL.
Trees, fence beginning 502' from DER, 485' right of centerline, up to 997' MSL.
Fence 515' from DER, 396' left of centerline, 5' AGL/891' MSL.
Trees, fence, building, terrain beginning 632' from DER, 34' right of centerline, up to 1013' MSL.
Tree 1351' from DER, 537' left of centerline, 952' MSL.
Tree 1352' from DER, 599' left of centerline, 954' MSL.
Tree 1437' from DER, 600' left of centerline, 958' MSL.
Trees beginning 1464' from DER, 42' left of centerline, up to 990' MSL.
Tree 3592' from DER, 1361' left of centerline, 1020' MSL.
Tree 3794' from DER, 1419' left of centerline, 1052' MSL.
Trees beginning 3812' from DER, 1161' left of centerline, up to 1064' MSL.
beginning 4156' from DER, 955' right of centerline, up to 1017' MSL.
Tree 4349' from DER, 1636' right of centerline, 1020' MSL.
Trees beginning 4384' from DER, 1329' right of centerline, up to 1033' MSL.
Trees beginning 4677' from DER, 1063' right of centerline, up to 1039' MSL.
Trees, building beginning 4834' from DER, 1051' left of centerline, up to 100' AGL/1079' MSL.
Trees beginning 4991' from DER, 1387' right of centerline, up to 1048' MSL.
Trees beginning 5015' from DER, 1051' left of centerline, up to 1072' MSL.
Trees, building beginning 5066' from DER, 1092' left of centerline, up to 1076' MSL.
Trees beginning 5369' from DER, 1696' left of centerline, up to 1079' MSL.
Building 1 NM from DER, 1842' right of centerline, 1062' MSL.
Tree 1.4 NM from DER, 2857' left of centerline, 1097' MSL.
Trees beginning 1.5 NM from DER, 2501' left of centerline, up to 1114' MSL.
Tree 1.5 NM from DER, 2867' left of centerline, 1142' MSL.
Trees beginning 1.5 NM from DER, 2801' left of centerline, up to 1187' MSL.
Tree, building beginning 1.6 NM from DER, 2566' left of centerline, up to 1225' MSL.
Trees beginning 1.9 NM from DER, 2151' left of centerline, up to 1240' MSL.
Trees beginning 2 NM from DER, 2130' left of centerline, up to 1260' MSL.
Trees beginning 2.1 NM from DER, 1745' left of centerline, up to 1271' MSL.
Tree 2.2 NM from DER, 1882' left of centerline, 1246' MSL.
Rwy 20, tree 2' from DER, 243' right of centerline, 861' MSL.
Trees beginning 43' from DER, 216' right of centerline, up to 868' MSL.
Trees beginning 283' from DER, 407' left of centerline, up to 858' MSL.
Tree 364' from DER, 438' left of centerline, 864' MSL.
Trees beginning 912' from DER, 549' right of centerline, up to 872' MSL.

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BARDSTOWN, KY

SAMUELS FLD (BRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAR18 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, traverse way, fence beginning 3' from DER, 250' left of centerline, up to 674' MSL.
Tree 332' from DER, 561' left of centerline, 66' AGL/694' MSL.
Trees beginning 332' from DER, 394' left of centerline, up to 64' AGL/695' MSL.
Trees beginning 362' from DER, 364' left of centerline, up to 63' AGL/706' MSL.
Trees beginning 385' from DER, 367' left of centerline, up to 84' AGL/709' MSL.
Trees beginning 387' from DER, 372' left of centerline, up to 86' AGL/718' MSL.
Tree 437' from DER, 574' right of centerline, 72' AGL/702' MSL.
Trees beginning 446' from DER, 319' left of centerline, up to 86' AGL/728' MSL.
Trees beginning 470' from DER, 429' right of centerline, up to 85' AGL/711' MSL.
Trees beginning 556' from DER, 417' right of centerline, up to 84' AGL/713' MSL.
Trees beginning 569' from DER, 365' right of centerline, up to 103' AGL/720' MSL.
Trees beginning 722' from DER, 417' right of centerline, up to 94' AGL/724' MSL.
Trees beginning 749' from DER, 405' right of centerline, up to 95' AGL/729' MSL.
Tree 2340' from DER, 372' left of centerline, 74' AGL/733' MSL.
Tree 2359' from DER, 319' left of centerline, 78' AGL/737' MSL.
Trees beginning 3127' from DER, 799' left of centerline, up to 92' AGL/752' MSL.
Trees beginning 3373' from DER, 615' left of centerline, up to 100' AGL/758' MSL.
Rwy 21, catenary 4' from DER, 422' left of centerline, 28' AGL/650' MSL.
Terrain 42' from DER, 228' right of centerline, 639' MSL.
Fence 90' from DER, 247' right of centerline, 6' AGL/642' MSL.
Fence 107' from DER, 246' right of centerline, 8' AGL/643' MSL.
Catenary, transmission line, tree beginning 122' from DER, 214' left of centerline, up to 35' AGL/657' MSL.
Trees beginning 338' from DER, 347' right of centerline, up to 71' AGL/689' MSL.
Trees beginning 421' from DER, 67' left of centerline, up to 61' AGL/660' MSL.
Trees beginning 463' from DER, 30' right of centerline, up to 85' AGL/695' MSL.
Trees beginning 575' from DER, 127' left of centerline, up to 78' AGL/674' MSL.
Trees beginning 1025' from DER, 4' left of centerline, up to 73' AGL/684' MSL.
Tree, pole beginning 1355' from DER, 36' left of centerline, up to 60' AGL/688' MSL.
Tree 1604' from DER, 87' right of centerline, 79' AGL/698' MSL.
Trees beginning 1621' from DER, 71' right of centerline, up to 76' AGL/700' MSL.
Trees beginning 1651' from DER, 59' right of centerline, up to 82' AGL/712' MSL.
Tree 1725' from DER, 391' left of centerline, 73' AGL/700' MSL.
Trees beginning 1805' from DER, 93' left of centerline, up to 91' AGL/715' MSL.
Trees beginning 2555' from DER, 94' left of centerline, up to 101' AGL/734' MSL.
Trees beginning 2742' from DER, 65' right of centerline, up to 88' AGL/722' MSL.

BOLIVAR, TN

WILLIAM L WHITEHURST FLD (M08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01DEC77 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 200-1.
Rwy 19, 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

25163

BRISTOL/JOHNSON/KINGSPORT, TN

TRI-CITIES (TRI)

TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES

AMDT 7A 09NOV17 (17313) (FAA)

DEPARTURE PROCEDURE: Use TRICITIES DEPARTURE.

CALVERT CITY, KY

KENTUCKY DAM STATE PARK (M34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 600-2¾ or std w/min climb of 332'/NM to 1100.

Rwy 28, 300-1⅛ or std w/min climb of 241'/NM to 600.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 101° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, pole 123' from DER, 527' right of centerline, 377' MSL.
Trees, catenary wires beginning 189' from DER, 349' right of centerline, up to 409' MSL.
Trees beginning 211' from DER, 283' right of centerline, up to 411' MSL.
Trees beginning 281' from DER, 377' right of centerline, up to 430' MSL.
Trees beginning 456' from DER, 212' right of centerline, up to 446' MSL.
Tree 468' from DER, 30' left of centerline, 26' AGL/364' MSL.
Trees, poles beginning 646' from DER, 118' left of centerline, up to 428' MSL.
Trees beginning 765' from DER, 464' right of centerline, up to 447' MSL.
Tree 886' from DER, 539' right of centerline, 449' MSL.
Trees beginning 915' from DER, 29' right of centerline, up to 452' MSL.
Trees beginning 1483' from DER, 542' left of centerline, up to 444' MSL.
Tree 1827' from DER, 444' left of centerline, 449' MSL.
Trees beginning 1859' from DER, 324' left of centerline, up to 114' AGL/451' MSL.
Trees beginning 1900' from DER, 253' left of centerline, up to 454' MSL.
Tree, pole beginning 2067' from DER, 1' left of centerline, up to 467' MSL.
Trees beginning 2453' from DER, 114' right of centerline, up to 456' MSL.
Trees beginning 2532' from DER, 26' right of centerline, up to 460' MSL.
Trees beginning 2558' from DER, 122' right of centerline, up to 465' MSL.
Trees beginning 2630' from DER, 29' right of centerline, up to 471' MSL.
Trees beginning 2745' from DER, 11' right of centerline, up to 474' MSL.
Antennas, towers beginning 2 NM from DER, 1831' left of centerline, up to 401' AGL/875' MSL.
Rwy 28, trees, terrain beginning 64' from DER, 346' right of centerline, up to 400' MSL.
Traverse way, terrain beginning 159' from DER, 494' left of centerline, up to 357' MSL.
Trees beginning 219' from DER, 393' right of centerline, up to 402' MSL.
Trees, poles beginning 446' from DER, 20' right of centerline, up to 404' MSL.
Trees beginning 1064' from DER, 626' left of centerline, up to 402' MSL.
Trees beginning 1214' from DER, 558' left of centerline, up to 415' MSL.
Trees beginning 1356' from DER, 56' left of centerline, up to 420' MSL.
Trees, pole beginning 1824' from DER, 14' right of centerline, up to 405' MSL.
Tree 2041' from DER, 941' right of centerline, 415' MSL.
Tree 2109' from DER, 804' right of centerline, 422' MSL.
Trees, pole beginning 2172' from DER, 645' right of centerline, up to 436' MSL.
Trees, transmission line beginning 2327' from DER, 720' right of centerline, up to 101' AGL/438' MSL.
Trees beginning 2452' from DER, 827' right of centerline, up to 447' MSL.
Trees beginning 3006' from DER, 699' right of centerline, up to 453' MSL.
Tree 3189' from DER, 922' left of centerline, 432' MSL.
Tree 4771' from DER, 998' left of centerline, 78' AGL/471' MSL.
Tree 5421' from DER, 1537' left of centerline, 512' MSL.
Trees beginning 5496' from DER, 1555' left of centerline, up to 514' MSL.
Tree, transmission line beginning 5647' from DER, 1462' left of centerline, up to 511' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1⅝ or std w/min climb of 260'/NM to 700 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 507' from DER, 307' right of centerline, 37' AGL/487' MSL.
Trees beginning 539' from DER, 345' right of centerline, up to 56' AGL/498' MSL.
Transmission lines, poles beginning 951' from DER, 325' left of centerline, up to 40' AGL/501' MSL.
Trees beginning 1067' from DER, 440' left of centerline, up to 61' AGL/523' MSL.
Trees beginning 1200' from DER, 257' left of centerline, up to 74' AGL/529' MSL.
Tree 1431' from DER, 24' right of centerline, 66' AGL/507' MSL.
Trees beginning 1527' from DER, 57' left of centerline, up to 111' AGL/547' MSL.
Trees beginning 1666' from DER, 313' right of centerline, up to 87' AGL/533' MSL.

CON'T

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CAMDEN, TN (CON'T)

BENTON COUNTY (0M4) (CON'T)

Rwy 4 (CON'T), trees beginning 1786' from DER, 42' right of centerline, up to 107' AGL/545' MSL.
Rwy 22, trees 104' from DER, 211' left of centerline, 100' AGL/563' MSL.
Trees 136' from DER, 366' right of centerline, 100' AGL/570' MSL.
Trees beginning 244' from DER, 9' left of centerline, up to 100' AGL/566' MSL.
Trees beginning 277' from DER, 20' right of centerline, up to 100' AGL/573' MSL.
Trees 4046' from DER, 1449' left of centerline, 100' AGL/580' MSL.
Trees 4295' from DER, 1622' left of centerline, 100' AGL/596' MSL.
Trees beginning 4436' from DER, 639' left of centerline, up to 100' AGL/606' MSL.
Trees beginning 4749' from DER, 234' left of centerline, up to 100' AGL/612' MSL.
Trees beginning 4998' from DER, 407' left of centerline, up to 100' AGL/622' MSL.
Trees beginning 5324' from DER, 580' left of centerline, up to 100' AGL/625' MSL.
Trees 1.1 NM from DER, 2370' left of centerline, 100' AGL/652' MSL.
Trees beginning 1.2 NM from DER, 2311 left of centerline, up to 100' AGL/684' MSL.

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

HOPKINSVILLE, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

(25163) (USA)

TAKEOFF OBSTACLE NOTES:
Rwy 18, touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL.
Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL.
Rwy 23, tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL.
Rwy 36, tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CAMPBELLSVILLE, KY

TAYLOR COUNTY (AAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 260' per NM to 2000 or 1000-2½ for VCOA.
VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County Airport at or above 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, building, trees beginning 56' from DER, 398' left of centerline, up to 25' AGL/945' MSL.
Fence 208' from DER, 267' right of centerline, 9' AGL/933' MSL.
Fence 724' from DER, 329' right of centerline, 6' AGL/939' MSL.
Transmission line, poles beginning 1467' from DER, 877' right of centerline, up to 26' AGL/968' MSL.
Trees beginning 1856' from DER, 168' right of centerline, up to 81' AGL/1002' MSL.
Poles, transmission line, trees beginning 1935' from DER, 668' left of centerline, up to 36' AGL/980' MSL.
Transmission line, poles, trees beginning 2133' from DER, 258' left of centerline, up to 39' AGL/981' MSL.
Trees beginning 2248' from DER, 464' left of centerline, up to 83' AGL/1005' MSL.
Trees beginning 3256' from DER, 856' right of centerline, up to 91' AGL/1031' MSL.
Tree 3956' from DER, 1143' left of centerline, 89' AGL/1025' MSL.
Rwy 23, vehicles on roadway beginning 3' from DER, 427' left of centerline, up to 13' AGL/882' MSL.
Vehicles on roadway 4' from DER, 346' right of centerline, 16' AGL/883' MSL.
Transmission line, poles beginning 81' from DER, 400' right of centerline, up to 29' AGL/894' MSL.
Tree 573' from DER, 591' left of centerline, 49' AGL/909' MSL.
Tree 669' from DER, 575' left of centerline, 60' AGL/920' MSL.
Building 1094' from DER, 156' right of centerline, 39' AGL/899' MSL.
Trees, elevator beginning 1145' from DER, 248' right of centerline, up to 65' AGL/926' MSL.
Tree 2732' from DER, 738' left of centerline, 69' AGL/949' MSL.
Tree 3722' from DER, 1197' left of centerline, 112' AGL/978' MSL.
Tree 4854' from DER, 1708' left of centerline, 100' AGL/999' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI (GHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 8' from DER, 156' left of centerline, 17' AGL/770' MSL, up sloping ground 131' from DER, 383' left of centerline, up to 785 MSL.
Building 1375' from DER, 621' right of centerline, 25' AGL/815' MSL.
Building 440' from DER, 528' left of centerline, 25' AGL/810' MSL.
Trees beginning 47' from DER, 433' right of centerline, up to 60' AGL/821' MSL.
Trees beginning 451' from DER, 346' right of centerline, up to 76' AGL/839' MSL.
Trees beginning 716' from DER, 328' right of centerline, up to 81' AGL/860' MSL.
Trees beginning 726' from DER, 540' right of centerline, up to 67' AGL/860' MSL.
Trees beginning 745' from DER, 413' left of centerline, up to 62' AGL/862' MSL.
Trees beginning 1174' from DER, 577' right of centerline, up to 85' AGL/875' MSL.
CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CENTERVILLE, TN (CON'T)

CENTERVILLE MUNI (GHM) (CON'T)

Rwy 2 (CON'T), trees beginning 1438' from DER, 844' right of centerline, up to 87' AGL/887' MSL.
Trees beginning 1955' from DER, 869' right of centerline, up to 93' AGL/893' MSL.
Trees beginning 861' from DER, left and right of centerline, up to 43' AGL/856' MSL.
Power poles beginning 1390' from DER, 61' right of centerline, 28' AGL/808' MSL.
Rwy 20, power pole 37' from DER, 453' left of centerline, 35' AGL/793' MSL.
Trees beginning 103' from DER, 508' left of centerline, up to 54' AGL/820' MSL.
Vehicle on road 442' from DER, 56' right of centerline, 17' AGL/777' MSL.
Vehicle on road 467' from DER, 127' left of centerline, 17' AGL/779' MSL.
Power pole 436' from DER, 286' left of centerline, 50' AGL/811' MSL.
Trees beginning 398' from DER, 402' left of centerline, up to 73' AGL/849' MSL.
Trees beginning 524' from DER, 522' right of centerline, up to 70' AGL/833' MSL.
Trees beginning 583' from DER, 321' right of centerline, up to 62' AGL/827' MSL.
Trees beginning 608' from DER, 193' right of centerline, up to 57' AGL/818' MSL.
Trees beginning 678' from DER, 567' right of centerline, up to 76' AGL/840' MSL.
Tree beginning 694' from DER, 602' right of centerline, up to 86' AGL/850' MSL.
Trees beginning 468' from DER, left and right of centerline, up to 44' AGL/839' MSL.

CHATTANOOGA, TN

LOVELL FLD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 03JAN19 (21168) (FAA)

TAKEOFF MINIMUMS:
Rwy 15, 300-2¼ or std. w/min. climb of 375' per NM to 1100.
Rwy 33, 500-3 or std. w/min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE:
Rwy 2, climb heading 022° to 2400 before turning.
Rwy 15, climb heading 150° to 1400 before turning.
Rwy 20, climb heading 202° to 2200 before turning.
Rwy 33, climbing right turn heading 020° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, vegetation 279' from DER, 555' left of centerline, 676' MSL.
Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.
Tree 869' from DER, 600' left of centerline, 720' MSL.
Tree 918' from DER, 623' right of centerline, 718' MSL.
Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.
Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.
Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.
Tree 2045' from DER, 915' right of centerline, 742' MSL.
Trees beginning 2054' from DER, 203' right of centerline, up to 748' MSL.
Rwy 15, pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.
Tank 164' from DER, 489' left of centerline, 687' MSL.
Poles beginning 241' from DER, 287' right of centerline, up to 713' MSL.
Tree and vehicles on road beginning 351' from DER, 181' right of centerline, up to 733' MSL.
Pole and vehicles on road beginning 376' from DER, 5' left of centerline, up to 690' MSL.
Terrain, vehicles on road, and trees beginning 424' from DER, 40' right of centerline, up to 764' MSL.
Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.
Pole and trees beginning 630' from DER, 68' left of centerline, up to 739' MSL.
Tree 745' from DER, 618' right of centerline, 771' MSL.
Transmission line, vehicles on road, poles, and trees beginning 826' from DER, 14' right of centerline, up to 774' MSL.
Trees beginning 1052' from DER, 401' left of centerline, up to 755' MSL.
Pole and trees beginning 1164' from DER, 211' left of centerline, up to 758' MSL.
Pole and trees beginning 1256' from DER, 33' left of centerline, up to 764' MSL.
Trees beginning 1542' from DER, 7' left of centerline, up to 91' AGL/765' MSL.
Trees beginning 1905' from DER, 102' left of centerline, up to 766' MSL.
Signs, poles, and trees beginning 2634' from DER, 2' left of centerline, up to 770' MSL.
Pole 3005' from DER, 899' right of centerline, 798' MSL.
Pole and trees beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.
Trees beginning 3179' from DER, 836' left of centerline, up to 772' MSL.
Tree 3439' from DER, 1408' left of centerline, 781' MSL.
Trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.
Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.
Tree 3764' from DER, 1357' left of centerline, 797' MSL.
Trees beginning 3768' from DER, 172' left of centerline, up to 810' MSL.
Trees beginning 3997' from DER, 37' left of centerline, up to 815' MSL.
Trees beginning 4268' from DER, 1446' left of centerline, up to 832' MSL.
Trees beginning 4393' from DER, 213' left of centerline, up to 864' MSL.
Trees beginning 4494' from DER, 1190' left of centerline, up to 865' MSL.
Trees beginning 4544' from DER, 371' left of centerline, up to 876' MSL.
Trees beginning 4633' from DER, 790' left of centerline, up to 891' MSL.
Trees beginning 4753' from DER, 1165' left of centerline, up to 892' MSL.
Trees beginning 4798' from DER, 445' left of centerline, up to 899' MSL.
Vehicles on road, poles, buildings, and trees beginning 4912' from DER, 124' left of centerline, up to 904' MSL.
CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CHATTANOOGA, TN (CON'T)

LOVELL FLD (CHA) (CON'T)

Rwy 15 (CON'T), tree 5276' from DER, 207' right of centerline, 77' AGL/810' MSL.
Tree 5301' from DER, 185' right of centerline, 84' AGL/820' MSL.
Trees beginning 5338' from DER, 63' right of centerline, up to 82' AGL/826' MSL.
Pole, vehicles on road, buildings, and trees beginning 5455' from DER, 181' left of centerline, up to 925' MSL.
Building 1.0 NM from DER, 25' right of centerline, 831' MSL.
Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.
Trees beginning 1.0 NM from DER, 410' right of centerline, up to 845' MSL.
Trees beginning 1.0 NM from DER, 487' right of centerline, up to 847' MSL.
Trees beginning 1.0 NM from DER, 315' right of centerline, up to 864' MSL.
Trees beginning 1.0 NM from DER, 113' right of centerline, up to 865' MSL.
Trees beginning 1.0 NM from DER, 315' right of centerline, up to 866' MSL.
Trees and poles beginning 1.0 NM from DER, 37' right of centerline, up to 869' MSL.
Trees beginning 1.1 NM from DER, 340' right of centerline, up to 877' MSL.
Tree 1.1 NM from DER, 231' right of centerline, 892' MSL.
Tree 1.1 NM from DER, 644' right of centerline, 900' MSL.
Tree 1.1 NM from DER, 440' right of centerline, 906' MSL.
Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.
Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.
Trees, buildings, towers, and antennas beginning 1.1 NM from DER, 14' right of centerline, up to 88' AGL/940' MSL.
Tree 1.8 NM from DER, 1924' left of centerline, 73' AGL/957' MSL.
Rwy 20, lighting 9' from DER, 55' left of centerline, 2' AGL/682' MSL.
Tree 611' from DER, 585' left of centerline, 735' MSL.
Trees beginning 816' from DER, 698' right of centerline, up to 719' MSL.
Trees beginning 1062' from DER, 688' right of centerline, up to 736' MSL.
Tree 2714' from DER, 1047' right of centerline, 758' MSL.
Trees beginning 2724' from DER, 1156' right of centerline, up to 763' MSL.
Trees beginning 2905' from DER, 791' right of centerline, up to 771' MSL.
Trees beginning 3618' from DER, 938' right of centerline, up to 118' AGL/786' MSL.
Rwy 33, tree, vehicles on road, and trees beginning 15' from DER, 20' left of centerline, up to 68' AGL/738' MSL.
Terrain 67' from DER, 377' right of centerline, 677' MSL.
Terrain and tree beginning 151' from DER, 324' right of centerline, up to 725' MSL.
Trees beginning 263' from DER, 431' right of centerline, up to 727' MSL.
Trees beginning 411' from DER, 9' right of centerline, up to 751' MSL.
Pole and trees beginning 1682' from DER, 25' left of centerline, up to 87' AGL/746' MSL.
Trees beginning 1928' from DER, 57' left of centerline, up to 101' AGL/749' MSL.
Trees beginning 2014' from DER, 18' left of centerline, up to 93' AGL/750' MSL.
Trees beginning 2130' from DER, 195' left of centerline, up to 106' AGL/755' MSL.
Trees beginning 2136' from DER, 54' left of centerline, up to 108' AGL/759' MSL.
Trees beginning 2256' from DER, 261' right of centerline, up to 760' MSL.
Tree 2295' from DER, 588' right of centerline, 766' MSL.
Tree 2327' from DER, 464' right of centerline, 768' MSL.
Trees beginning 2364' from DER, 219' right of centerline, up to 92' AGL/777' MSL.
Tree 2403' from DER, 622' right of centerline, 782' MSL.
Tree 2411' from DER, 389' right of centerline, 784' MSL.
Tower, poles, and trees beginning 2414' from DER, 8' right of centerline, up to 790' MSL.
Tree 2999' from DER, 127' left of centerline, 62' AGL/763' MSL.
Trees beginning 3153' from DER, 1229' left of centerline, up to 769' MSL.
Trees beginning 3254' from DER, 62' left of centerline, up to 90' AGL/781' MSL.
Trees beginning 3548' from DER, 7' right of centerline, up to 85' AGL/796' MSL.
Trees beginning 3699' from DER, 30' left of centerline, up to 100' AGL/795' MSL.
Electrical system and trees beginning 3996' from DER, 8' left of centerline, up to 119' AGL/817' MSL.
Trees beginning 4842' from DER, 51' right of centerline, up to 826' MSL.
Electrical system and trees beginning 5227' from DER, 3' right of centerline, up to 86' AGL/838' MSL.
Transmission line 5583' from DER, 15' left of centerline, 90' AGL/823' MSL.
Trees beginning 5626' from DER, 31' left of centerline, up to 836' MSL.
Trees beginning 5707' from DER, 153' left of centerline, up to 840' MSL.
Trees beginning 5902' from DER, 1339' left of centerline, up to 857' MSL.
Trees beginning 1.0 NM from DER, 2' left of centerline, up to 858' MSL.
Tree 1.1 NM from DER, 292' right of centerline, 846' MSL.
Trees beginning 1.1 NM from DER, 45' right of centerline, up to 862' MSL.
Trees beginning 1.1 NM from DER, 86' right of centerline, up to 888' MSL.
Trees beginning 1.1 NM from DER, 6' right of centerline, up to 914' MSL.
Trees beginning 1.2 NM from DER, 81' left of centerline, up to 875' MSL.
Trees beginning 1.2 NM from DER, 65' left of centerline, up to 876' MSL.
Tree 1.2 NM from DER, 915' right of centerline, 918' MSL.
Trees beginning 1.2 NM from DER, 407' right of centerline, up to 920' MSL.
Tree 1.2 NM from DER, 1149' right of centerline, 923' MSL.
Trees beginning 1.2 NM from DER, 284' right of centerline, up to 926' MSL.
Trees beginning 1.2 NM from DER, 812' right of centerline, up to 929' MSL.
Tree 1.2 NM from DER, 1412' right of centerline, 931' MSL.
Trees beginning 1.2 NM from DER, 480' right of centerline, up to 932' MSL.
Trees beginning 1.2 NM from DER, 1292' right of centerline, up to 936' MSL.
Pole and trees beginning 1.2 NM from DER, 659' right of centerline, up to 90' AGL/990' MSL.
CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

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

25163

CHATTANOOGA, TN (CON'T)

LOVELL FLD (CHA) (CON'T)

Rwy 33 (CON'T), trees beginning 1.7 NM from DER, 1629' left of centerline, up to 974' MSL.
Trees beginning 1.9 NM from DER, 2446' left of centerline, up to 1002' MSL.
Tree 1.9 NM from DER, 3461' left of centerline, 1022' MSL.
Pole and trees beginning 2.0 NM from DER, 241' left of centerline, up to 92' AGL/1099' MSL.
Tree 2.3 NM from DER, 60' right of centerline, 84' AGL/1033' MSL.
Tree 2.5 NM from DER, 1570' left of centerline, 105' AGL/1126' MSL.
Tree 2.5 NM from DER, 1088' left of centerline, 1085' MSL.

CLARKSVILLE, TN

OUTLAW FLD (CKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13JUN24 (24165) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1⅛ or std w/min climb of 245'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, transmission lines, tree, traverse way beginning 7' from DER, 121' right of centerline, up to 26' AGL/565' MSL.
Pole, transmission line beginning 90' from DER, 368' right of centerline, up to 587' MSL.
Trees beginning 136' from DER, 367' left of centerline, up to 559' MSL.
Trees beginning 161' from DER, 299' right of centerline, up to 602' MSL.
Trees beginning 248' from DER, 206' left of centerline, up to 566' MSL.
Tree 313' from DER, 522' right of centerline, 613' MSL.
Tree 355' from DER, 215' left of centerline, 569' MSL.
Trees beginning 363' from DER, 291' right of centerline, up to 619' MSL.
Tree 528' from DER, 313' left of centerline, 571' MSL.
Tree 542' from DER, 533' left of centerline, 594' MSL.
Tree 561' from DER, 524' left of centerline, 604' MSL.
Trees beginning 594' from DER, 11' left of centerline, up to 627' MSL.
Trees beginning 667' from DER, 3' right of centerline, up to 650' MSL.
Trees beginning 1657' from DER, 172' left of centerline, up to 628' MSL.
Trees beginning 1720' from DER, 94' left of centerline, up to 632' MSL.
Trees beginning 1740' from DER, 25' left of centerline, up to 644' MSL.
Trees, transmission line beginning 2542' from DER, 2' right of centerline, up to 657' MSL.
Rwy 17, tree 13' from DER, 364' right of centerline, 580' MSL.
Transmission lines 40' from DER, 501' left of centerline, 24' AGL/576' MSL.
Trees beginning 57' from DER, 440' right of centerline, up to 594' MSL.
Poles, transmission line beginning 167' from DER, 449' left of centerline, up to 39' AGL/578' MSL.
Transmission line, poles beginning 367' from DER, 333' left of centerline, up to 35' AGL/580' MSL.
Tree 591' from DER, 532' left of centerline, 68' AGL/601' MSL.
Trees beginning 627' from DER, 493' left of centerline, up to 608' MSL.
Trees, poles beginning 696' from DER, 210' left of centerline, up to 619' MSL.
Trees beginning 1567' from DER, 238' right of centerline, up to 598' MSL.
Trees beginning 2129' from DER, 271' right of centerline, up to 621' MSL.
Trees beginning 2242' from DER, 115' right of centerline, up to 622' MSL.
Rwy 23, trees beginning 1' from DER, 377' right of centerline, up to 636' MSL.
Trees, traverse ways, transmission line, pole beginning 31' from DER, 8' right of centerline, up to 639' MSL.
Trees beginning 399' from DER, 8' left of centerline, up to 561' MSL.
Trees beginning 535' from DER, 240' left of centerline, up to 590' MSL.
Trees, spires beginning 708' from DER, 165' left of centerline, up to 596' MSL.
Rwy 35, tree 4' from DER, 413' right of centerline, 43' AGL/571' MSL.
Tree 8' from DER, 463' right of centerline, 48' AGL/576' MSL.
Trees beginning 23' from DER, 341' right of centerline, up to 590' MSL.
Tree 368' from DER, 500' right of centerline, 595' MSL.
Tree 383' from DER, 588' right of centerline, 70' AGL/596' MSL.
Tree, pole, transmission line beginning 446' from DER, 226' right of centerline, up to 606' MSL.
Pole 930' from DER, 249' left of centerline, 11' AGL/562' MSL.
Pole 1180' from DER, 585' left of centerline, 33' AGL/585' MSL.
Transmission line, poles beginning 1201' from DER, 562' left of centerline, up to 37' AGL/589' MSL.
Poles, transmission line, building, tree beginning 1209' from DER, 221' left of centerline, up to 49' AGL/601' MSL.
Trees beginning 1440' from DER, 728' right of centerline, up to 610' MSL.
Tree 1453' from DER, 823' right of centerline, 618' MSL.
Tree 1487' from DER, 895' right of centerline, 102' AGL/643' MSL.
Trees, pole beginning 1496' from DER, 522' left of centerline, up to 612' MSL.
Trees, poles, tanks beginning 1524' from DER, 100' right of centerline, up to 649' MSL.
Tree 1592' from DER, 557' left of centerline, 61' AGL/616' MSL.
Trees beginning 1597' from DER, 450' left of centerline, up to 626' MSL.
Trees beginning 1676' from DER, 487' left of centerline, up to 72' AGL/627' MSL.
Trees, poles, transmission line beginning 1711' from DER, 394' left of centerline, up to 636' MSL.
Trees, poles beginning 1822' from DER, 145' left of centerline, up to 639' MSL.
Trees beginning 2373' from DER, 271' left of centerline, up to 644' MSL.
Trees beginning 2728' from DER, 784' left of centerline, up to 649' MSL.
Trees beginning 2956' from DER, 148' right of centerline, up to 661' MSL.

CON'T

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

SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TN (CON'T)

OUTLAW FLD (CKV) (CON'T)

Rwy 35 (CON'T), trees beginning 3714' from DER, 1366' left of centerline, up to 657' MSL.
Transmission line 5156' from DER, 1669' right of centerline, 137' AGL/695' MSL.
Transmission lines beginning 5165' from DER, 990' right of centerline, up to 136' AGL/693' MSL.

CLEVELAND, TN

CLEVELAND RGNL JETPORT (RZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:
Rwy 21, 300-1¾ or std. w/min. climb of 260' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 034° to 2200 before turning right.
Rwy 21, climb heading 214° to 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 21, tree 3009' from DER, 676' left of centerline, 920' MSL.
Tree 1.1 NM from DER, 2087' left of centerline, 1011' MSL.
Tree 1.1 NM from DER, 2321' left of centerline, 1021' MSL.
Tower 1.1 NM from DER, 65' left of centerline, 196' AGL/1054' MSL.
Tower 1.4 NM from DER, 880' right of centerline, 225' AGL/1075' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY RGNL (MRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 21JUN18 (21224) (FAA)

TAKEOFF MINIMUMS:
Rwys 17, 35, NA-Environmental.
Rwy 6, 300-1½ or std. w/min. climb of 301' per NM to 1100.
Rwy 24, 400-2¼ or std. w/min. climb of 278' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 24, climb heading 235° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 1177' from DER, 591' left of centerline, up to 92' AGL/751' MSL.
Trees beginning 1123' from DER, 732' right of centerline, up to 96' AGL/745' MSL.
Poles 24' from DER, 356' left of centerline, 42' AGL/691' MSL.
Trees beginning 2716' from DER, 921' left of centerline, up to 88' AGL/757' MSL.
Rwy 24, trees beginning 1819' from DER, 190' right of centerline, up to 124' AGL/739' MSL.
Trees beginning 1239' from DER, 700' left of centerline, up to 104' AGL/718' MSL.
Trees beginning 1299' from DER, 217' left of centerline, up to 96' AGL/712' MSL.
Pole 21' from DER, 487' right of centerline, 23' AGL/677' MSL.
Trees beginning 1725' from DER, 10' left of centerline, up to 106' AGL/719' MSL.
Trees beginning 2607' from DER, 324' left of centerline, up to 107' AGL/735' MSL.

COPPERHILL, TN

MARTIN CAMPBELL FLD (1A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 440' per NM to 3000 or 2400-3 for VCOA.
Rwy 20, std. w/min. climb of 240' per NM to 4600 or 2400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb on heading 019° to 4000 before proceeding on course.
Rwy 20, climb on heading 199° to 3700 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Martin Campbell Fld at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 27' from DER, 8' left of centerline, up to 1817' MSL.
Trees beginning 65' from DER, 6'right of centerline, up to 1827' MSL.
Trees 1224' from DER, 661' right of centerline, 1840' MSL.
Trees beginning 1318' from DER, 369' right of centerline, up to 1853' MSL.
Trees beginning 1634' from DER, 128' right of centerline, up to 1860' MSL.
Trees beginning 1.9 NM from DER, 1461' left of centerline, up to 2119' MSL.
Trees beginning 1.9 NM from DER, 488' left of centerline, up to 2186' MSL.
Trees beginning 2.1 NM from DER, 5' right of centerline, up to 2301' MSL.
Tree 2.1 NM from DER, 509' left of centerline, 2253' MSL.
Trees beginning 2.1 NM from DER, 103' left of centerline, up to 2312' MSL.
Rwy 20, trees abeam from DER, 163' left of centerline, 1811' MSL.
Trees beginning 4' from DER, 141' right of centerline, up to 1827' MSL.
Trees beginning 8' from DER, 211' left of centerline, up to 1813' MSL.
Trees 155' from DER, 494' left of centerline, 1837' MSL.
CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COPPERHILL, TN (CON'T)

MARTIN CAMPBELL FLD (1A3) (CON'T)

Rwy 20 (CON'T), trees beginning 205' from DER, 175' left of centerline, up to 1842' MSL.
Trees beginning 221' from DER, 258' right of centerline, up to 1830' MSL.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

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

COVINGTON, TN

COVINGTON MUNI (M04)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

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

CROSSVILLE, TN

CROSSVILLE MEML-WHITSON FLD (CSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04SEP03 (21112) (FAA)

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

CYNTHIANA, KY

CYNTHIANA-HARRISON COUNTY (0I8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple trees beginning 25' from DER, 56' left of centerline, up to 108' AGL/819' MSL.
Fence 942' from DER, 643' left of centerline, 17' AGL/767' MSL.
Multiple trees beginning 1067' from DER, along and right of course, up to 125' AGL/908' MSL.
Multiple trees beginning 1090' from DER, along and left of course, up to 114' AGL/900' MSL.
Terrain beginning 1201' from DER, 1' left of centerline, up to 837' MSL.
Multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL.
Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.
Terrain beginning 1881' from DER, 4' right of centerline. up to 859' MSL.
Multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL.
Multiple fences beginning 2266' from DER, 22' right of centerline, up to 13' AGL/855' MSL.
Multiple buildings beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL.
Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL.
Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL.
Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL.
Rwy 29, runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL.
Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL.
Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL.
Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL.
Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL.
CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CYNTHIANA, KY (CON'T)

CYNTHIANA-HARRISON COUNTY (0I8) (CON'T)

Rwy 29 (CON'T), multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/894' MSL.
Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL.
Flag pole 1409' from DER, 798' right of centerline, 51' AGL/781' MSL.
Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL.
Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.

DANVILLE, KY

STUART POWELL FLD (DVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:
Rwys 1, 19, NA-Obstacles.
Rwy 31, 500-2¾ or std. w/min. climb of 290' per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 31, climb on heading 305° to 1700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 1938' from DER, 604' left of centerline, up to 1100' MSL.
Rwy 31, tree 7' from DER, 376' left of centerline, 1073' MSL.
Tree, building beginning 185' from DER, 279' left of centerline, up to 1080' MSL.
NAVAID 459' from DER, 250' right of centerline, 17' AGL/1032' MSL.
Trees beginning 1543' from DER, 508' right of centerline, up to 1077' MSL.
Tree 2105' from DER, 115' right of centerline, 1081' MSL.
Tree 2.1 NM from DER, 2266' left of centerline, 1401' MSL.
Tree 2.1 NM from DER, 3345' left of centerline, 1399 MSL.

DAYTON, TN

MARK ANTON (2A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, 300-1¼ or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 033° to 2100 before turning left.
Rwy 21, climb heading 213° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL.
Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL.
Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.
Rwy 21, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN

DICKSON MUNI (M02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, 400-1⅞ or std. w/min. climb of 370' per NM to 1400.
TAKEOFF OBSTACLE NOTES:
Rwy 17, electrical system beginning 22' from DER, 401' left of centerline, up to 74' AGL/901' MSL.
Trees beginning 166' from DER, 152' right of centerline, up to 71' AGL/913' MSL.
Electrical system, vehicle on road beginning 469' from DER, 325' left of centerline, up to 34' AGL/906' MSL.
Tree 533' from DER, 324' left of centerline, 44' AGL/924' MSL.
Tree, building beginning 592' from DER, 395' left of centerline, up to 66' AGL/943' MSL.
Tree, electrical system, fence, vehicle on road beginning 718' from DER, 4' left of centerline, up to 79' AGL/957' MSL.
Tree, electrical system, building beginning 1079' from DER, 19' right of centerline, up to 41' AGL/919' MSL.
Tree, electrical system, building beginning 1175' from DER, 5' right of centerline, up to 68' AGL/957' MSL.
Tree, electrical system beginning 1298' from DER, 30' right of centerline, up to 73' AGL/967' MSL.
Tree, building, electrical system beginning 1377' from DER, 56' right of centerline, up to 72' AGL/968' MSL.
Trees beginning 1710' from DER, 293' left of centerline, up to 86' AGL/968' MSL.
Trees beginning 1815' from DER, 90' left of centerline, up to 90' AGL/969' MSL.
Trees beginning 1863' from DER, 22' left of centerline, up to 96' AGL/970' MSL.
Trees beginning 2529' from DER, 349' right of centerline, up to 105' AGL/984' MSL.
Trees beginning 2974' from DER, 217' right of centerline, up to 84' AGL/989' MSL.
Trees beginning 3068' from DER, 81' right of centerline, up to 92' AGL/994' MSL.
Trees beginning 3106' from DER, 34' left of centerline, up to 85' AGL/983' MSL.
Trees beginning 3150' from DER, 3' right of centerline, up to 86' AGL/1002' MSL.
Trees beginning 3188' from DER, 21' left of centerline, up to 92' AGL/988' MSL.
Tree 3856' from DER, 9' left of centerline, 92' AGL/992' MSL.
Trees beginning 3888' from DER, 139' left of centerline, up to 92' AGL/997' MSL.
Trees beginning 4053' from DER, 162' right of centerline, up to 104' AGL/1008' MSL.
CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025

DICKSON, TN (CON'T)

DICKSON MUNI (M02) (CON'T)

Rwy 17 (CON'T), trees beginning 4069' from DER, 290' left of centerline, up to 89' AGL/1010' MSL.
Tree, electrical system beginning 4086' from DER, 45' left of centerline, up to 97' AGL/1021' MSL.
Tree, electrical system beginning 4208' from DER, 24' right of centerline, up to 98' AGL/1016' MSL.
Tree, electrical_system beginning 4562' from DER, 140' left of centerline, up to 80' AGL/1026 ' MSL.
Trees beginning 4578' from DER, 39' right of centerline, up to 79' AGL/1018' MSL.
Tree, electrical system beginning 4634' from DER, 273' left of centerline, up to 78' AGL/1028' MSL.
Trees beginning 4742' from DER, 8' left of centerline, up to 78' AGL/1032' MSL.
Trees beginning 4918' from DER, 12' right of centerline, up to 65' AGL/1023' MSL.
Tank, tree beginning 5055' from DER, 39' right of centerline, up to 95' AGL/1057' MSL.
Tank 1.3 NM from DER, 1975' right of centerline, 199' AGL/1137' MSL.
Antenna 1.3 NM from DER, 1994' right of centerline, 205' AGL/1147' MSL.
Tower, antenna beginning 1.3 NM from DER, 2326' right of centerline, up to 318' AGL/1256' MSL.
Tower 1.5 NM from DER, 2028' left of centerline, 300' AGL/1189' MSL.
Antenna 1.5 NM from DER, 2037' left of centerline, 290' AGL/1176' MSL.
Rwy 35, fence 30' from DER, 395' left of centerline, 7' AGL/901' MSL.
Tree, vehicle of road beginning 87' from DER, 139' left of centerline, up to 59' AGL/951' MSL.
Tree 503' from DER, 331' right of centerline, 75' AGL/913' MSL.
Trees beginning 553' from DER, 428' right of centerline, up to 94' AGL/923' MSL.
Trees beginning 727' from DER, 25' right of centerline, up to 96' AGL/948' MSL.
Tree, electrical system beginning 730' from DER, 518' left of centerline, up to 93' AGL/961' MSL.
Trees beginning 938' from DER, 25' left of centerline, up to 90' AGL/963' MSL.
Trees beginning 1605' from DER, 30' left of centerline, up to 87' AGL/976' MSL.
Trees beginning 1765' from DER, 166' right of centerline, up to 70' AGL/949' MSL.
Tree 1993' from DER, 625' left of centerline, 75' AGL/980' MSL.
Trees beginning 2195' from DER, 39' left of centerline, up to 80' AGL/984' MSL.
Tree 2453' from DER, 41' right of centerline, 56' AGL/959' MSL.
Trees beginning 2632' from DER, 148' left of centerline, up to 86' AGL/986' MSL.

SE-1, 12 JUN 2025 to 07 AUG 2025

DYERSBURG, TN

DYERSBURG RGNL (DYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 182' from DER, 410' left of centerline, up to 400' MSL.
Rwy 22, tree 1395' from DER, 420' right of centerline, 361' MSL.
Trees beginning 1484' from DER, 770' left of centerline, up to 381' MSL.
Tree 1652' from DER, 674' right of centerline, 384' MSL.
Trees beginning 1793' from DER, 448' right of centerline, up to 387' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI (0A9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16AUG18 (18228) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, NA-Obstacles.
Rwy 24, 600-2 w/min climb of 415' per NM to 7000 or 3500-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 24, climb heading 244° to 3300 before proceeding on course.
VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Elizabethton Muni Airport at or above 4900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 24, numerous trees beginning 1655' from DER, 931' right of centerline, up to 100' AGL/2099' MSL.
Numerous trees 1.36 NM from DER, 2353' left of centerline, up to 100' AGL/2179' MSL.
Power line 5898' from DER, 973' left of centerline, up to 200' AGL/1759' MSL.
Power line 1.13 NM from DER, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FLD (EKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JUN06 (21168) (FAA)

DEPARTURE PROCEDURE:
Rwy 5, climb via heading 050° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 1404' from DER, 466' left of centerline, up to 96' AGL/835' MSL.
Rwy 23, multiple trees and power lines beginning 7' from DER, 372' left of centerline, up to 100' AGL/899' MSL.
Multiple trees and power lines beginning 2416' from DER, 25' right of centerline, up to 100' AGL/869' MSL.

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

25163

FALMOUTH, KY

GENE SNYDER (K62)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 5831' from DER, 340' left of centerline, 106' AGL/1037' MSL.

Rwy 21, trees beginning 300' from DER, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI (FYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

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

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 141' from DER, 360' left of centerline, up to 931' MSL.
Trees beginning 214' from DER, 530' left of centerline, up to 932' MSL.
Trees beginning 224' from DER, 163' right of centerline, up to 67' AGL/939' MSL.
Trees beginning 304' from DER, 510' left of centerline, up to 65' AGL/938' MSL.
Trees beginning 354' from DER, 518' left of centerline, up to 68' AGL/942' MSL.
Rwy 25, vegetation 4' from DER, 11' right of centerline, 7' AGL/907' MSL.
Tree 6' from DER, 485' right of centerline, 909' MSL.
Vegetation 7' from DER, 5' left of centerline, 7' AGL/907' MSL.
Tree 20' from DER, 145' right of centerline, 29' AGL/914' MSL.
Trees, NAVAID beginning 103' from DER, 23' left of centerline, up to 915' MSL.
Tree 209' from DER, 539' right of centerline, 916' MSL.
Tree 354' from DER, 220' right of centerline, 917' MSL.
Tree 375' from DER, 213' right of centerline, 53' AGL/922' MSL.
Trees beginning 404' from DER, 200' right of centerline, up to 56' AGL/927' MSL.
Tree 408' from DER, 534' left of centerline, 68' AGL/925' MSL.
Trees beginning 577' from DER, 255' right of centerline, up to 51' AGL/928' MSL.

FRANKFORT, KY

CAPITAL CITY (FFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, fence, terrain beginning 196' from DER, 349' left of centerline, up to 4' AGL/796' MSL.
Trees, fence beginning 268' from DER, 494' right of centerline, up to 39' AGL/830' MSL.
Pole, vehicles on road beginning 738' from DER, 689' left of centerline, up to 26' AGL/842' MSL.
Poles beginning 1090' from DER, 569' left of centerline, up to 35' AGL/851' MSL.
Tree 1611' from DER, 304' right of centerline, 73' AGL/835' MSL.
Trees, pole beginning 1641' from DER, 30' left of centerline, up to 71' AGL/884' MSL.
Trees beginning 1656' from DER, 216' right of centerline, up to 71' AGL/843' MSL.
Tree 1961' from DER, 809' right of centerline, 64' AGL/858' MSL.
Trees, poles beginning 2078' from DER, 194' right of centerline, up to 57' AGL/861' MSL.
Trees beginning 2113' from DER, 17' left of centerline, up to 53' AGL/888' MSL.
Trees beginning 2763' from DER, 33' left of centerline, up to 75' AGL/896' MSL.
Tree 2890' from DER, 1119' right of centerline, 68' AGL/865' MSL.
Trees beginning 3057' from DER, 467' right of centerline, up to 73' AGL/870' MSL.
Trees beginning 3282' from DER, 193' right of centerline, up to 54' AGL/872' MSL.
Rwy 25, terrain 65' from DER, 380' left of centerline, 822' MSL.
Pole 198' from DER, 543' left of centerline, 37' AGL/848' MSL.
Transmission lines, buildings, trees, poles beginning 199' from DER, 146' left of centerline, up to 42' AGL/851' MSL.
Vehicle on road 785' from DER, 621' right of centerline, 841' MSL.
Trees beginning 1207' from DER, 193' right of centerline, up to 67' AGL/872' MSL.
Tree 1456' from DER, 205' left of centerline, 52' AGL/855' MSL.
Tree 1517' from DER, 431' left of centerline, 63' AGL/859' MSL.

CON'T

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

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

FRANKFORT, KY (CON'T)

CAPITAL CITY (FFT) (CON'T)

Rwy 25 (CON'T), trees beginning 1541' from DER, 302' left of centerline, up to 67' AGL/869' MSL.
Trees beginning 1633' from DER, 115' left of centerline, up to 74' AGL/871' MSL.
Tree 1771' from DER, 938' right of centerline, 84' AGL/884' MSL.
Trees beginning 1983' from DER, 45' right of centerline, up to 72' AGL/887' MSL.
Trees beginning 2835' from DER, 167' right of centerline, up to 78' AGL/888' MSL.

FULTON, KY

FULTON (1M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 400-1¾ or std. w/min. climb of 314' per NM to 900.

TAKEOFF OBSTACLE NOTES:
Rwy 9, trees, vehicles on roads, pole beginning 5' from DER, on centerline, up to 91' AGL/487' MSL.
Poles, vehicles on roads beginning 38' from DER, 124' left of centerline, up to 25' AGL/423' MSL.
Tree 338' from DER, 530' left of centerline, 94' AGL/493' MSL.
Trees beginning 956' from DER, 665' left of centerline, up to 95' AGL/504' MSL.
Trees beginning 2409' from DER, 822' right of centerline, up to 88' AGL/503' MSL.
Tree 2582' from DER, 1025' right of centerline, 88' AGL/506' MSL.
Trees beginning 2648' from DER, 773' right of centerline, up to 94' AGL/513' MSL.
Trees beginning 3549' from DER, 16' left of centerline, up to 86' AGL/517' MSL.
Trees beginning 3566' from DER, 42' right of centerline, up to 85' AGL/519' MSL.
Trees beginning 4216' from DER, 1335' right of centerline, up to 104' AGL/530' MSL.
Trees beginning 4349' from DER, 1229' right of centerline, up to 109' AGL/533' MSL.
Tree 4551' from DER, 1650' right of centerline, 119' AGL/543' MSL.
Tree 4646' from DER, 1709' right of centerline, 126' AGL/549' MSL.
Antennas, towers beginning 1.3 NM from DER, 849' right of centerline, up to 327' AGL/725' MSL.
Tower 1.5 NM from DER, 846' right of centerline, 258' AGL/666' MSL.
Rwy 27, trees, pole beginning 261' from DER, 238' right of centerline, up to 106' AGL/464' MSL.
Trees, pole, antenna beginning 323' from DER, 247' left of centerline, up to 82' AGL/449' MSL.
Tree, antenna beginning 971' from DER, 389' left of centerline, up to 80' AGL/460' MSL.
Trees, antenna beginning 1241' from DER, 212' left of centerline, up to 84' AGL/464' MSL.
Trees beginning 2315' from DER, 76' right of centerline, up to 110' AGL/472' MSL.
Tree 3412' from DER, 1000' left of centerline, 466' MSL.
Trees beginning 3451' from DER, 866' left of centerline, up to 106' AGL/470' MSL.
Trees beginning 3480' from DER, 427' left of centerline, up to 114' AGL/471' MSL.

GALLATIN, TN

MUSIC CITY EXEC (XNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:
Rwy 35, 300-1½ or std w/min climb of 310' per NM to 900..

DEPARTURE PROCEDURES:
Rwy 35, climb heading 353° to 1800 before turning left.

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

GEORGETOWN, KY

GEORGETOWN-SCOTT COUNTY RGNL (27K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29MAR18 (18088) (FAA)

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

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

25163

GLASGOW, KY

GLASGOW MUNI (GLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1½ or std. w/ min. climb of 633' per NM to 1000.

Rwy 26, 300-1 or std. w/ min. climb of 297' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

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

GODMAN AAF (KFTK)

FORT KNOX, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

Rwy 15, std w/min climb of 290'/NM to 1200 or 300-1¼.

DEPARTURE PROCEDURE:

Rwys 15, 18, 33, 36, climb rwy hdg to 1200 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 841' from DER, 378' left of centerline, 760' MSL.
Trees 1015' from DER, 690' left of centerline, 803' MSL.
Trees 2036' from DER, 885' right of centerline, 806' MSL.
Trees 2544' from DER, 468' left of centerline, 808' MSL.
Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.
Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.
Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.
Trees 1685' from DER, on centerline, 806' MSL.
Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.
Fence 693' from DER, 505' right of centerline, 775' MSL.
Trees 1010' from DER, 504' right of centerline, 861' MSL.
Fence 711' from DER, 515' left of centerline, 786' MSL.
Trees 2107' from DER, 27' left of centerline, 852' MSL.
Trees 3946' from DER, 1124' right of centerline, 863' MSL.
Power pole 1945' from DER, 589' left of centerline, 821' MSL.
Pylon 1946' from DER, 571' left of centerline, 59' AGL/817' MSL.
Pylon 1999' from DER, 281' left of centerline, 59' AGL/817' MSL.
Pylon 2054' from DER, 7' left of centerline, 59' AGL/814' MSL.
Pylon 2091' from DER, 223' right of centerline, 59' AGL/827' MSL.
Pylon 2116' from DER, 917' left of centerline, 59' AGL/835' MSL.
Pylon 2142' from DER, 467' right of centerline, 59' AGL/830' MSL.
Pylon 2184' from DER, 692' right of centerline, 59' AGL/837' MSL.
Pylon 2223' from DER, 917' right of centerline, 59' AGL/847' MSL.
Rwy 36, vehicle 252' from DER, 7' left of centerline, 10' AGL/768' MSL.
Vehicle 433' from DER, 1' right of centerline, 10' AGL/771' MSL.
Vehicle 1024' from DER, 620' left of centerline, 782' MSL.
Trees 3788' from DER, 821' left of centerline, 867' MSL.
Trees 3740' from DER, 664' left of centerline, 863' MSL.
Vehicle 663' from DER, 98' right of centerline, 777' MSL.
Rail cars 623' from DER, 2' right of centerline 23' AGL/794' MSL.
Vegetation 520' from DER, 142' right of centerline, 768' MSL.
Pylon 3311' from DER, 1173' left of centerline, 59' AGL/845' MSL.

GREENEVILLE, TN

GREENEVILLE MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 w/min. climb of 250' per NM to 4000, or 2700-3 for climb in visual conditions.

Rwy 23, 300-1 w/min. climb of 285' per NM to 4400, or std. w/min. climb of 340' per NM to 4400, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 054° to 4000 before turning right.

Rwy 23, climb on heading 234° to 4400 before turning left.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Greeneville Muni airport at or above 4200 before proceeding on course.

CON'T

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

SE-1, 12 JUN 2025 to 07 AUG 2025

GREENEVILLE, TN (CON'T)

GREENEVILLE MUNI (GCY) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 20' from DER, 91' left of centerline, 4' AGL/1604' MSL.
Lighting 20' from DER, 88' right of centerline, 2' AGL/1603' MSL.
Terrain, vegetation beginning 65' from DER, 304' right of centerline, up to 1633' MSL.
Tree 85' from DER, 392' left of centerline, 1617' MSL.
Trees beginning 414' from DER, 346' right of centerline, up to 1645' MSL.
Trees beginning 543' from DER, 430' right of centerline, up to 1669' MSL.
Tree 1374' from DER, 746' right of centerline, 1728' MSL.
Trees beginning 1400' from DER, 288' right of centerline, up to 112' AGL/1757' MSL.
Tree, vegetation, terrain, fence beginning 1521' from DER, 32' right of centerline, up to 1789' MSL.
Trees beginning 3257' from DER, 17' left of centerline, up to 1716' MSL.
Trees beginning 3439' from DER, 589' right of centerline, up to 113' AGL/1791' MSL.
Trees beginning 3540' from DER, 318' right of centerline, up to 1810' MSL.
Tree, terrain beginning 3700' from DER, 180' right of centerline, up to 1846' MSL.
Trees beginning 3861' from DER, 50' left of centerline, up to 1724' MSL.
Trees beginning 3917' from DER, 18' right of centerline, up to 1857' MSL.
Tree, electrical system beginning 4545' from DER, 54' right of centerline, up to 100' AGL/1875' MSL.
Tree 4783' from DER, 6' left of centerline, 1740' MSL.
Tree 5064' from DER, 39' left of centerline, 94' AGL/1775' MSL.
Tree beginning 5112' from DER, 7' right of centerline, up to 100' AGL/1889' MSL.
Trees beginning 5201' from DER, 28' left of centerline, up to 1789' MSL.
Tree 5877' from DER, 174' left of centerline, 87' AGL/1794' MSL.
Trees beginning 5977' from DER, 175' left of centerline, up to 1803' MSL.
Tree 1 NM from DER, 197' left of centerline, 1805' MSL.
Trees beginning 1 NM from DER, 213' left of centerline, up to 1808' MSL.
Tree 1.4 NM from DER, 930' right of centerline, 1889' MSL.
Tree 1.4 NM from DER, 749' right of centerline, 1889' MSL.
Rwy 23, tree, lighting, sign beginning 111' from DER, 29' left of centerline, up to 83' AGL/1629' MSL.
Tree 2912' from DER, 1183' left of centerline, 129' AGL/1666' MSL.
Tree 3817' from DER, 1398' right of centerline, 1698' MSL.
Trees beginning 3998' from DER, 1398' right of centerline, up to 1728' MSL.
Trees beginning 4318' from DER, 1417' right of centerline, up to 1768' MSL.
Trees beginning 4362' from DER, 1332' right of centerline, up to 1773' MSL.

GREENVILLE, KY

MUHLENBURG COUNTY (M21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

HARDINSBURG, KY

BRECKINRIDGE COUNTY (I93)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 300-2¼ or std. w/min. climb of 260' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

Rwy 28, climb on heading 281° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 222' from DER, 328' left of centerline, 54' AGL/749' MSL.
Trees beginning 352' from DER, 315' left of centerline, up to 96' AGL/775' MSL.
Tree 531' from DER, 437' right of centerline, 41' AGL/749' MSL.
Rwy 28, tree, pole beginning 94' from DER, 505' right of centerline, up to 65' AGL/749' MSL.
Tree 198' from DER, 361' left of centerline, 30' AGL/729' MSL.
Tree, pole beginning 502' from DER, 259' right of centerline, up to 80' AGL/750' MSL.
Trees beginning 688' from DER, 28' right of centerline, up to 89' AGL/765' MSL.
Tree 930' from DER, 738' left of centerline, 77' AGL/755' MSL.
Tree 1091' from DER, 648' left of centerline, 89' AGL/770' MSL.

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HARDINSBURG, KY (CON'T)

BRECKINRIDGE COUNTY (I93) (CON'T)

Rwy 28 (CON'T), trees beginning 1111' from DER, 643' left of centerline, up to 81' AGL/772' MSL.
Trees beginning 1355' from DER, 210' right of centerline, up to 91' AGL/771' MSL.
Trees beginning 1477' from DER, 236' right of centerline, up to 97' AGL/777' MSL.
Tree 2226' from DER, 812' left of centerline, 72' AGL/775' MSL.
Tower 1.8 NM from DER, 581' left of centerline, 366' AGL/1007' MSL.

HARLAN, KY

TUCKER-GUTHRIE MEML (I35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08AUG24 (24221) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, 300-1 w/ min climb of 460'/NM to 4100, or 3000-3 for VCOA.
Rwy 26, 300-1 w/ min climb of 450'/NM to 3600, or 3000-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 8, climb on heading 080° to 3900 before proceeding on course.
Rwy 26, climb on heading 250° to 2300 before proceeding on course.

VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tucker-Guthrie Meml airport at or above 4400 before proceeding on course

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 5' from DER, 9' right of centerline, up to 1610' MSL.
Trees beginning 62' from DER, 94' left of centerline, up to 1584' MSL.
Tree 184' from DER, 383' left of centerline, 1619' MSL.
Trees beginning 233' from DER, 39' left of centerline, up to 1628' MSL.
Trees beginning 363' from DER, 24' left of centerline, up to 1667' MSL.
Trees beginning 564' from DER, 7' right of centerline, up to 1622' MSL.
Tree 727' from DER, 164' right of centerline, 1630' MSL.
Trees beginning 729' from DER, 19' right of centerline, up to 1647' MSL.
Trees beginning 925' from DER, 74' right of centerline, up to 1694' MSL.
Trees beginning 1085' from DER, 26' right of centerline, up to 1704' MSL.
Trees beginning 1149' from DER, 117' right of centerline, up to 1706' MSL.
Trees beginning 1278' from DER, 184' right of centerline, up to 1747' MSL.
Trees beginning 1850' from DER, 249' right of centerline, up to 1759' MSL.
Trees beginning 1963' from DER, 24' right of centerline, up to 1766' MSL.
Tree 3418' from DER, 1039' left of centerline, 1687' MSL.
Trees beginning 3446' from DER, 1230' left of centerline, up to 1709' MSL.
Trees beginning 3548' from DER, 780' left of centerline, up to 1739' MSL.
Trees beginning 3671' from DER, 544' left of centerline, up to 1801' MSL.
Trees beginning 3767' from DER, 689' right of centerline, up to 1775' MSL.
Trees beginning 3814' from DER, 809' right of centerline, up to 1786' MSL.
Trees beginning 3905' from DER, 267' left of centerline, up to 1808' MSL.
Water tower, tree beginning 3939' from DER, 577' right of centerline, up to 59' AGL/1789' MSL.
Trees beginning 3963' from DER, 467' right of centerline, up to 1818' MSL.
Tree 1.6 NM from DER, 2921' left of centerline, 1839' MSL.
Tree 1.7 NM from DER, 2677' right of centerline, 1871' MSL.
Trees beginning 1.8 NM from DER, 2347' right of centerline, up to 1980' MSL.
Tree 1.8 NM from DER, 3428' left of centerline, 1897' MSL.
Trees, transmission line beginning 1.9 NM from DER, 1263' right of centerline, up to 2098' MSL.
Trees, pole beginning 1.9 NM from DER, 3305' left of centerline, up to 2002' MSL.
Trees beginning 2 NM from DER, 983' right of centerline, up to 2187' MSL.
Trees beginning 2.1 NM from DER, 2331' right of centerline, up to 2237' MSL.
Trees beginning 2.2 NM from DER, 1070' right of centerline, up to 2268' MSL.
Trees beginning 2.2 NM from DER, 3934' left of centerline, up to 100' AGL/2043' MSL.
Trees beginning 2.4 NM from DER, 4280' left of centerline, up to 100' AGL/2049' MSL.
Tree 2.5 NM from DER, 963' right of centerline, 2051' MSL.
Rwy 26, tree 60' from DER, 249' right of centerline, 1560' MSL.
Tree 97' from DER, 239' left of centerline, 1540' MSL.
Trees beginning 1806' from DER, 812' right of centerline, up to 1612' MSL.
Trees beginning 1922' from DER, 167' right of centerline, up to 1630' MSL.
Trees beginning 2021' from DER, 147' left of centerline, up to 1607' MSL.
Tree 2119' from DER, 809' right of centerline, 1670' MSL.
Trees beginning 2140' from DER, 11' right of centerline, up to 1713' MSL.
Trees beginning 2293' from DER, 83' right of centerline, up to 1736' MSL.
Trees beginning 2395' from DER, 146' right of centerline, up to 1745' MSL.
Trees beginning 2589' from DER, 19' right of centerline, up to 1775' MSL.
Trees, pole, antenna beginning 2823' from DER, on centerline, up to 1789' MSL.
Trees beginning 3340' from DER, 108' left of centerline, up to 1637' MSL.
Tree 4527' from DER, 15' left of centerline, 1656' MSL.
Tree 4945' from DER, 29' left of centerline, 1701' MSL.
Trees beginning 5137' from DER, 72' left of centerline, up to 1711' MSL.
Trees beginning 1 NM from DER, 1252' right of centerline, up to 1796' MSL.
Trees beginning 1.2 NM from DER, 2233' right of centerline, up to 1820' MSL.
CON'T

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HARLAN, KY (CON'T)

TUCKER-GUTHRIE MEML (I35) (CON'T)

Rwy 26 (CON'T), trees beginning 1.3 NM from DER, 1887' right of centerline, up to 1833' MSL.
Trees beginning 1.5 NM from DER, 1737' right of centerline, up to 2052' MSL.
Tower, antenna 1.5 NM from DER, 1292' left of centerline, up to 343' AGL/1802' MSL.
Trees beginning 1.8 NM from DER, 2429' right of centerline, up to 2136' MSL.
Trees beginning 2.1 NM from DER, 1658' right of centerline, up to 2231' MSL.
Trees beginning 2.2 NM from DER, 1997' right of centerline, up to 100' AGL/2325' MSL.
Trees, transmission line beginning 2.3 NM from DER, 3798' right of centerline, up to 100' AGL/2364' MSL.
Trees beginning 2.4 NM from DER, 1561' right of centerline, up to 100' AGL/2368' MSL.

HARTFORD, KY

OHIO COUNTY (JQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/ min. climb of 257' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 388' from DER, 508' right of centerline, up to 100' AGL/669' MSL.
Trees beginning 1741' from DER, 890' left of centerline, up to 100' AGL/669' MSL.
Tower 2.5 NM from DER, 3516' right of centerline, 290' AGL/950' MSL.
Rwy 21, trees beginning 79' from DER, 294' right of centerline, up to 100' AGL/585' MSL.
Trees beginning 95' from DER, 279' left of centerline, up to 100' AGL/568' MSL.

HAZARD, KY

WENDELL H. FORD (CPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:
Rwy 6 , 500-2¾.
Rwy 14, 500-2¼ w/min. climb of 291' per NM to 2300 or 1000-3 for climb in visual conditions.
Rwy 24, 500-2½.
Rwy 32, 300-2¼ or std. w/min. climb of 363' per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 065° to 1900 before proceeding on course.
Rwy 14, climb heading 145° to 2000 before proceeding on course, or for climb in visual conditions, cross Wendell H. Ford airport at or above 2100 before proceeding on course.
Rwy 24, climb heading 245° to 1900 before proceeding on course.
Rwy 32, climb heading 325° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 1457' from DER, left and right of centerline, up to 100' AGL/1699' MSL.
Rwy 14, rising terrain beginning 117' from DER, 125' right of centerline, up to 1435' MSL.
Multiple pole, fence, bushes beginning 131' from DER, 415' right of centerline, up to 80' AGL/1477' MSL.
Trees beginning 1284' from DER, left and right of centerline, up to 100' AGL/1659' MSL.
Rwy 24, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/1739' MSL.
Rwy 32, multiple poles, buildings and antenna beginning 34' from DER, 471' left of centerline, up to 80' AGL/1279' MSL.
Airplane on Rwy 6/24 155' from DER, 427' right of centerline, up to 25' AGL/1264' MSL.
Multiple trees beginning 997' from DER, left and right of centerline, up to 100' AGL/1539' MSL.

HENDERSON, KY

HENDERSON CITY-COUNTY (EHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

DEPARTURE PROCEDURE:
Rwy 9, climb heading 089° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road 336' from DER, 365' left of centerline, 15' AGL/405' MSL.
Poles beginning 422' from DER, 355' left of centerline, up to 36' AGL/421' MSL.
Trees beginning 463' from DER, 523' left of centerline up to 88' AGL/473' MSL.
Building and equipment on building 3604' from DER, 598' MSL left of centerline, up to 102' AGL/487' MSL.
Elevator 3658' from DER, 1007' left of centerline, 137' AGL/527' MSL.
Rwy 27, vehicle on road 198' from DER, 437' left of centerline, 15' AGL/399' MSL.
Pole 1806' from DER, 401' right of centerline, 48' AGL/433' MSL.
Trees beginning 2343' from DER, 552' right of centerline, up to 100' AGL/489' MSL.
Trees beginning 2563' from DER, 374' left of centerline, up to 109' AGL/489' MSL.

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

25163

HOHENWALD, TN

PAUL BRIDGES FLD (0M3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (21112) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL.
Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL.
Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.
Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL.
Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL.
Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 300-1⅜ or std. w/min. climb of 275' to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 53' from DER, 498' left of centerline, 568' MSL.
Tree 1192' from DER, 417' right of centerline, 58' AGL/604' MSL.
Tree 1683' from DER, 371' left of centerline, 63' AGL/622' MSL.
Trees beginning 1904' from DER, 117' left of centerline, up to 88' AGL/651' MSL.
Trees beginning 2658' from DER, 752' left of centerline, up to 93' AGL/653' MSL.
Tree 3737' from DER, 1352' left of centerline, 88' AGL/662' MSL.
Transmission line 4394' from DER, 1574' left of centerline, 87' AGL/675' MSL.
Rwy 26, tree, vehicle on road beginning 175' from DER, 262' left of centerline, up to 54' AGL/568' MSL.
Tree 556' from DER, 535' right of centerline, 73' AGL/613' MSL.
Trees beginning 609' from DER, 40' left of centerline, up to 105' AGL/618' MSL.
Trees, poles beginning 785' from DER, 1' right of centerline, up to 91' AGL/621' MSL.
Trees beginning 1507' from DER, 12' left of centerline, up to 116' AGL/630' MSL.
Tower, trees beginning 2255' from DER, 111' left of centerline, up to 130' AGL/670' MSL.
Antenna, tree beginning 2469' from DER, 203' left of centerline, up to 134' AGL/676' MSL.
Trees beginning 2900' from DER, 424' right of centerline, up to 70' AGL/633' MSL.
Tree 4294' from DER, 873' right of centerline, 91' AGL/645' MSL.
Tree 4463' from DER, 1421' right of centerline, 73' AGL/653' MSL.
Tree 4614' from DER, 1499' right of centerline, 81' AGL/658' MSL.
Elevator, building 1.1 NM from DER, 1436' right of centerline, 210' AGL/778' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI (M53)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 075° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 17' from DER, 275' right of centerline, up to 84' AGL/494' MSL.
Trees beginning 66' from DER, 291' left of centerline, up to 472' MSL.
Trees beginning 342' from DER, 205' left of centerline, up to 476' MSL.
Trees beginning 802' from DER, 323' left of centerline, up to 478' MSL.
Trees beginning 936' from DER, 402' left of centerline, up to 485' MSL.
Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL.
Trees beginning 1080' from DER, 28' right of centerline, up to 91' AGL/505' MSL.
Rwy 22, tree 61' from DER, 234' right of centerline, 435' MSL.
Traverse way beginning 80' from DER, 245' left of centerline, up to 416' MSL.
Trees, transmission line beginning 150' from DER, 0' right of centerline, up to 91' AGL/483' MSL.
Pole 265' from DER, 297' left of centerline, 437' MSL.
Trees beginning 493' from DER, 173' left of centerline, up to 444' MSL.
Trees beginning 584' from DER, 126' left of centerline, up to 449' MSL.
Trees beginning 622' from DER, 189' left of centerline, up to 480' MSL.
Trees, transmission line beginning 850' from DER, 16' left of centerline, up to 481' MSL.

HUNTINGDON, TN

CARROLL COUNTY (HZD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

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

SE-1, 12 JUN 2025 to 07 AUG 2025

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

JACKSBORO, TN

COLONEL TOMMY C STINER AIRFIELD(JAU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, NA-obstacles.

Rwy 5, std. w/min. climb of 477' per NM to 2400, or 1600-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 3400 before proceeding on course.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Colonel Tommy C Stiner Airfield at or above 2600 then proceed on VXV R-336 to 3400 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation beginning 17' from DER, 236' right of centerline, 100' AGL/1301' MSL.
Vegetation beginning 53' from DER, 26' left of centerline, up to 100' AGL/1255' MSL.
Vegetation beginning 2342' from DER, 37' left of centerline, up to 100' AGL/1288' MSL.
Vegetation beginning 2554' from DER, 254' left of centerline, up to 100' AGL/1324' MSL.
Vegetation beginning 2671' from DER, 48' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY

JULIAN CARROLL (JKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree and vertical structure beginning 31' from DER, 368' right of centerline, up to 79' AGL/1426' MSL.
Trees beginning 48' from DER, 33' left of centerline, up to 78' AGL/1426' MSL.
Trees beginning 831' from DER, 504' right of centerline, up to 54' AGL/1431' MSL.
Tree 1614' from DER, 712' right of centerline, 94' AGL/1436' MSL.
Rwy 19, tree 79' from DER, 503' left of centerline, 111' AGL/1403' MSL.
Tree, vertical structure and fence beginning 160' from DER, 334' right of centerline, up to 103' AGL/1415' MSL.
Tree and bush beginning 170' from DER, 25' left of centerline, up to 95' AGL/1417' MSL.
Tree, fence and vertical structure beginning 241' from DER, 335' right of centerline, up to 75' AGL/1432' MSL.
Tree, fence and vertical structure beginning 320' from DER, 357' left of centerline, up to 106' AGL/1428' MSL.
Tree 438' from DER, 537' left of centerline, 93' AGL/1434' MSL.
Tree 567' from DER, 610' left of centerline, 80' AGL/1437' MSL.

JACKSON, TN

JACKSON RGNL (MKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28FEB19 (24361) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb heading 023° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL.
Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL.
Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL.
Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL.
Rwy 11, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL.
Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL.
Rwy 20, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL.
Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL.
Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL.
Power lines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL.
Rwy 29, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL.
Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL.
Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL.
Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY

RUSSELL COUNTY (K24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17JAN08 (08017) (FAA)

TAKEOFF OBSTACLE NOTES:

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

JAMESTOWN, TN

JAMESTOWN MUNI (2A1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG–A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

Rwy 19, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN

MARION COUNTY/BROWN FLD (APT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21336) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 22, std. w/min. climb of 305' per NM to 2300.

DEPARTURE PROCEDURE:

Rwy 22, climb heading 230° to 2300 before turning on course.

VCOA:

Rwy 4, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Marion County/ Brown Fld at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees, vegetation beginning 163' from DER, 161' left of centerline, up to 758' MSL.
Trees, vegetation beginning 691' from DER, 9' left of centerline, up to 764' MSL.
Trees beginning 1199' from DER, 87' right of centerline, up to 683' MSL.
Tree 1478' from DER, 120' right of centerline, 700' MSL.
Tree 1586' from DER, 74' right of centerline, 708' MSL.
Trees beginning 1658' from DER, 24' right of centerline, up to 711' MSL.
Trees beginning 2386' from DER, 34' right of centerline, up to 716' MSL.
Tree 2825' from DER, 57' right of centerline, 718' MSL.

Rwy 22, trees, transmission line beginning 129' from DER, 3' left of centerline, up to 685' MSL.
Trees, pole beginning 151' from DER, 19' right of centerline, up to 674' MSL.
Tree 1073' from DER, 141' right of centerline, 680' MSL.
Trees beginning 1110' from DER, 177' left of centerline, up to 686' MSL.
Trees, transmission line, pole beginning 1121' from DER, 19' right of centerline, up to 682' MSL.
Trees, pole, transmission line beginning 1202' from DER, 54' left of centerline, up to 687' MSL.
Trees beginning 1539' from DER, 77' right of centerline, up to 691' MSL.
Tree 1604' from DER, 157' left of centerline, 695' MSL.
Trees beginning 1715' from DER, 199' right of centerline, up to 701' MSL.
Trees beginning 1777' from DER, 64' right of centerline, up to 709' MSL.
Tree 1983' from DER, 33' left of centerline, 708' MSL.
Tree 2053' from DER, 294' right of centerline, 716' MSL.
Tree 2061' from DER, 231' left of centerline, 712' MSL.
Tree 2077' from DER, 135' left of centerline, 715' MSL.
Trees beginning 2084' from DER, 22' left of centerline, up to 723' MSL.
Trees beginning 2087' from DER, 167' right of centerline, up to 724' MSL.
Trees beginning 2216' from DER, 10' right of centerline, up to 728' MSL.
Trees beginning 2270' from DER, 89' left of centerline, up to 729' MSL.
Tree 3580' from DER, 206' right of centerline, 731' MSL.
Tree 3646' from DER, 160' left of centerline, 753' MSL.
Tree 3658' from DER, 65' right of centerline, 740' MSL.
Tree 3659' from DER, 43' left of centerline, 757' MSL.
Tree 3677' from DER, 211' right of centerline, 746' MSL.
Trees beginning 3742' from DER, 27' right of centerline, up to 756' MSL.
Trees beginning 3769' from DER, 23' left of centerline, up to 758' MSL.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 26AUG10 (10238) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2¼ or std. w/ min. climb of 395' per NM to 1400.

Rwy 26, 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL.
Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL.

Rwy 26, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL.
Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL.
Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL.
Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

KNOXVILLE, TN (CON'T)

MC GHEE TYSON (TYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 12AUG21 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwys 5L/R, climb direct VXV VORTAC then on VXV VORTAC R-053 to 4100 before proceeding on course.

Rwys 23L/R, climb on VXV VORTAC R-226 to 4300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5R, terrain 53' from DER, 489' left of centerline, 967' MSL.
Poles beginning 96' from DER, 438' right of centerline, up to 45' AGL/976' MSL.
Rwy 23L, catenaries beginning 3690' from DER, 521' left of centerline, up to 144' AGL/1040' MSL.
Transmission line towers beginning 3885' from DER, 1003' left of centerline, up to 137' AGL/1049' MSL.
Rwy 23R, transmission line tower 3787' from DER, 1510' left of centerline, 117' AGL/1025' MSL.

LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:

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

LAWRENCEBURG, TN

LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 17' from DER, 483' right of centerline, up to 1003' MSL.
Trees, buildings, vehicles on road, pole beginning 140' from DER, 60' right of centerline, up to 1014' MSL.
Fence 150' from DER, 525' left of centerline, 7' AGL/932' MSL.
Tree, vehicles on road beginning 349' from DER, 471' left of centerline, up to 943' MSL.
Tree 400' from DER, 589' left of centerline, 954' MSL.
Trees beginning 439' from DER, 503' left of centerline, up to 965' MSL.
Tree 929' from DER, 586' left of centerline, 966' MSL.
Tree 1041' from DER, 656' left of centerline, 974' MSL.
Tree 1066' from DER, 580' left of centerline, 981' MSL.
Trees beginning 1070' from DER, 210' left of centerline, up to 984' MSL.
Trees, tank beginning 1180' from DER, 82' left of centerline, up to 1024' MSL.
Trees beginning 2180' from DER, 244' right of centerline, up to 1016' MSL.
Trees beginning 2380' from DER, 230' right of centerline, up to 1017' MSL.
Tree 2448' from DER, 1042' left of centerline, 1026' MSL.
Trees beginning 2486' from DER, 111' right of centerline, up to 1022' MSL.
Trees beginning 2505' from DER, 659' left of centerline, up to 1029' MSL.
Trees beginning 2533' from DER, 1' right of centerline, up to 1023' MSL.
Tree 2581' from DER, 825' right of centerline, 1029' MSL.
Trees beginning 2614' from DER, 212' right of centerline, up to 1032' MSL.
Trees beginning 2678' from DER, 568' left of centerline, up to 1034' MSL.
Tree 2794' from DER, 1007' left of centerline, 1040' MSL.
Trees beginning 2805' from DER, 8' left of centerline, up to 1043' MSL.
Trees beginning 2817' from DER, 413' right of centerline, up to 1035' MSL.
Trees beginning 2829' from DER, 27' right of centerline, up to 1039' MSL.
Trees beginning 3082' from DER, 156' right of centerline, up to 1041' MSL.
Trees beginning 3455' from DER, 114' right of centerline, up to 1047' MSL.
Trees beginning 3968' from DER, 122' right of centerline, up to 1051' MSL.
Building 4887' from DER, 1283' left of centerline, 1051' MSL.
Tree 5132' from DER, 1530' right of centerline, 1062' MSL.
Trees beginning 5182' from DER, 1425' right of centerline, up to 1067' MSL.
Tree 5272' from DER, 1479' right of centerline, 1072' MSL.
Trees beginning 5371' from DER, 1334' right of centerline, up to 1077' MSL.
Rwy 35, trees, buildings, pole, transmission line beginning 10' from DER, 61' left of centerline, up to 1031' MSL.
Tree 13' from DER, 293' right of centerline, 940' MSL.
Trees beginning 984' from DER, 673' right of centerline, up to 1010' MSL.
Trees, poles, transmission line beginning 1261' from DER, 4' right of centerline, up to 1028' MSL.
Trees beginning 3193' from DER, 468' right of centerline, up to 1046' MSL.
Trees beginning 3257' from DER, 426' right of centerline, up to 1048' MSL.

SE-1, 12 JUN 2025 to 07 AUG 2025

LEBANON, TN

LEBANON MUNI (M54)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Obstacles.

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

LEITCHFIELD, KY

LEITCHFIELD-GRAYSON CO (M20)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road, building 21' from DER, 454' right of centerline, 30' AGL/801' MSL.
Trees beginning 82' from DER, 337' left of centerline, up to 51' AGL/827' MSL.
Trees, vehicle on road, pole, terrain beginning 161' from DER, 125' right of centerline, up to 52' AGL/808' MSL.
Pole, terrain beginning 685' from DER, 129' right of centerline, up to 26' AGL/812' MSL.
Vehicle on road, terrain, building beginning 752' from DER, 202' right of centerline, up to 818' MSL.
Vehicle on road, terrain, pole, trees beginning 830' from DER, 67' right of centerline, up to 820' MSL.
Rwy 20, trees beginning 73' from DER, 289' right of centerline, up to 88' AGL/746' MSL.
Vegetation 204' from DER, 39' left of centerline, 23' AGL/714' MSL.
Tree 1633' from DER, 785' left of centerline, 66' AGL/752' MSL.
Tree 1686' from DER, 665' left of centerline, 75' AGL/754' MSL.
Trees beginning 1807' from DER, 524' left of centerline, up to 72' AGL/775' MSL.
Tree 1913' from DER, 854' left of centerline, 70' AGL/785' MSL.
Trees beginning 1921' from DER, 628' left of centerline, up to 88' AGL/789' MSL.
Trees beginning 2085' from DER, 758' left of centerline, up to 66' AGL/792' MSL.
Tree 2173' from DER, 263' right of centerline, 81' AGL/764' MSL.
Trees beginning 2298' from DER, 239' right of centerline, up to 82' AGL/773' MSL.
Trees beginning 2305' from DER, 825' left of centerline, up to 76' AGL/794' MSL.
Tree 2344' from DER, 1044' left of centerline, 76' AGL/812' MSL.
Trees, pole beginning 2399' from DER, 3' left of centerline, up to 79' AGL/827' MSL.
Trees beginning 2434' from DER, 138' right of centerline, up to 77' AGL/779' MSL.
Trees beginning 2587' from DER, 52' right of centerline, up to 72' AGL/790' MSL.
Tree 2884' from DER, 250' right of centerline, 60' AGL/791' MSL.
Tree 3047' from DER, 138' right of centerline, 57' AGL/796' MSL.
Trees beginning 3070' from DER, 19' right of centerline, up to 53' AGL/799' MSL.
Tree 3786' from DER, 240' right of centerline, 88' AGL/803' MSL.
Transmission line, trees beginning 3832' from DER, 82' left of centerline, up to 87' AGL/840' MSL.
Tree 4053' from DER, 430' right of centerline, 72' AGL/808' MSL.
Catenary 4393' from DER, 3' right of centerline, 90' AGL/822' MSL.

LEWISBURG, TN

ELLINGTON (LUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUN14 (14177) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 20, climb heading 201° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

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

LEWISPORT, KY

HANCOCK COUNTY/RON LEWIS FLD (KY8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¼ or std. w/min. climb gradient of 430' per NM to 700.

Rwy 23, 400-1⅝ or std. w/min. climb gradient of 350' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 5, traverse way, fence beginning 3' from DER, 368' left of centerline, up to 426' MSL.
Trees beginning 424' from DER, 434' left of centerline, up to 468' MSL.
Electrical system beginning 1252' from DER, 665' right of centerline, up to 29' AGL/452' MSL.
Trees beginning 1686' from DER, 696' right of centerline, up to 555' MSL.
Electrical system, tree, building, pole beginning 2000' from DER, 134' right of centerline, up to 17' AGL/471' MSL.
Tree, electrical system, building, terrain, vertical structure, fence beginning 2892' from DER, 21' right of centerline, up to 566' MSL.
Tree, terrain beginning 3418' from DER, 8' right of centerline, up to 78' AGL/510' MSL.
Tree 5002' from DER, 31' left of centerline, 541' MSL.
Trees beginning 5008' from DER, 74' right of centerline, up to 559' MSL.
Tree 1 NM from DER, 465' right of centerline, 577' MSL.
Rwy 23, trees beginning 65' from DER, 401' right of centerline, up to 437' MSL.
Electrical system, vehicle on road, pole beginning 388' from DER, 425' right of centerline, up to 39' AGL/443' MSL.
Pole, electrical system beginning 564' from DER, 519' left of centerline, up to 34' AGL/438' MSL.
Trees beginning 2082' from DER, 77' left of centerline, up to 60' AGL/462' MSL.
Trees beginning 2682' from DER, 114' left of centerline, up to 506' MSL.
Trees beginning 2740' from DER, 23' right of centerline, up to 489' MSL.
Trees beginning 2763' from DER, 4' left of centerline, up to 518' MSL.
Trees beginning 3249' from DER, 6' left of centerline, up to 523' MSL.
Trees beginning 3254' from DER, 5' right of centerline, up to 510' MSL.
Trees beginning 3433' from DER, 16' right of centerline, up to 510' MSL.
Trees beginning 3865' from DER, 11' right of centerline, up to 509' MSL.
Tower, antenna beginning 1.3 NM from DER, 1460' left of centerline, up to 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

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

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL (PVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 269' from DER, 179' right of centerline, up to 100' AGL/619' MSL.
Trees beginning 258' from DER, 224' left of centerline, up to 100' AGL/599' MSL.
Rwy 19, trees beginning 157' from DER, 259' right of centerline, up to 100' AGL/579' MSL.
Trees beginning 227' from DER, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Rwy 21, climb heading 215° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

SE-1, 12 JUN 2025 to 07 AUG 2025

LONDON, KY

LONDON/CORBIN/MAGEE (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 02MAY13 (21140) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

LOUISVILLE, KY

BOWMAN FLD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¾ or std w/min climb of 205'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain 57' from DER, 457' left of centerline, 535' MSL.
Trees beginning 335' from DER, 121' left of centerline, up to 32' AGL/553' MSL.
Trees beginning 357' from DER, 427' left of centerline, up to 568' MSL.
Tree 360' from DER, 330' right of centerline, 15' AGL/549' MSL.
Trees beginning 362' from DER, 82' right of centerline, up to 21' AGL/552' MSL.
Trees beginning 364' from DER, 71' left of centerline, up to 588' MSL.
Trees beginning 379' from DER, 345' right of centerline, up to 34' AGL/568' MSL.
Tree 409' from DER, 599' right of centerline, 38' AGL/569' MSL.
Tree 412' from DER, 522' right of centerline, 59' AGL/591' MSL.
Tree 413' from DER, 549' right of centerline, 593' MSL.
Trees beginning 435' from DER, 383' right of centerline, up to 595' MSL.
Trees beginning 461' from DER, 31' right of centerline, up to 71' AGL/602' MSL.
Trees beginning 713' from DER, 382' right of centerline, up to 75' AGL/603' MSL.
Trees beginning 884' from DER, 47' right of centerline, up to 616' MSL.
Trees beginning 1133' from DER, 157' left of centerline, up to 76' AGL/593' MSL.
Trees beginning 1397' from DER, 42' right of centerline, up to 90' AGL/619' MSL.
Trees beginning 1555' from DER, 146' left of centerline, up to 595' MSL.
Trees beginning 1809' from DER, 728' left of centerline, up to 92' AGL/598' MSL.
Trees beginning 1829' from DER, 409' left of centerline, up to 98' AGL/599' MSL.
Trees beginning 1953' from DER, 241' left of centerline, up to 98' AGL/604' MSL.
Trees beginning 2194' from DER, 182' left of centerline, up to 78' AGL/606' MSL.
Tree 2336' from DER, 556' left of centerline, 92' AGL/611' MSL.
Trees beginning 2359' from DER, 584' left of centerline, up to 87' AGL/612' MSL.
Trees beginning 2361' from DER, 522' left of centerline, up to 88' AGL/624' MSL.
Trees beginning 2581' from DER, 238' right of centerline, up to 93' AGL/620' MSL.
Trees beginning 2708' from DER, 681' left of centerline, up to 89' AGL/627' MSL.
Tree 2782' from DER, 852' left of centerline, 93' AGL/632' MSL.
Trees beginning 2800' from DER, 541' left of centerline, up to 102' AGL/642' MSL.
CON'T

LOUISVILLE, KY (CON'T)

BOWMAN FLD (LOU) (CON'T)

Rwy 15, vehicles on road 94' from DER, 498' right of centerline, 533' MSL.
Trees, vehicles on road, buildings, poles, antenna beginning 151' from DER, 6' right of centerline, up to 71' AGL/588' MSL.
Trees, building beginning 546' from DER, 541' left of centerline, up to 26' AGL/537' MSL.
Tree, poles beginning 671' from DER, 445' left of centerline, up to 34' AGL/544' MSL.
Poles, tree beginning 761' from DER, 353' left of centerline, up to 42' AGL/551' MSL.
Trees, pole beginning 850' from DER, 131' left of centerline, up to 63' AGL/571' MSL.
Tree 888' from DER, 503' left of centerline, 69' AGL/577' MSL.
Trees beginning 892' from DER, 17' left of centerline, up to 80' AGL/588' MSL.
Trees beginning 1393' from DER, 23' left of centerline, up to 89' AGL/593' MSL.
Trees beginning 1599' from DER, 150' right of centerline, up to 89' AGL/591' MSL.
Trees beginning 1690' from DER, 229' right of centerline, up to 594' MSL.
Trees beginning 1725' from DER, 18' right of centerline, up to 101' AGL/600' MSL.
Tree 2812' from DER, 1121' left of centerline, 94' AGL/595' MSL.
Trees beginning 2813' from DER, 1161' left of centerline, up to 103' AGL/604' MSL.
Tree 2900' from DER, 1191' left of centerline, 107' AGL/607' MSL.
Rwy 24, tanks, fence beginning 25' from DER, 378' left of centerline, up to 16' AGL/554' MSL.
Trees beginning 42' from DER, 443' right of centerline, up to 53' AGL/592' MSL.
Trees beginning 43' from DER, 372' left of centerline, up to 31' AGL/570' MSL.
Trees, fence, vehicles on road beginning 72' from DER, 2' left of centerline, up to 64' AGL/603' MSL.
Trees, fence, vehicles on road beginning 97' from DER, 10' right of centerline, up to 52' AGL/593' MSL.
Trees, building beginning 289' from DER, 87' left of centerline, up to 72' AGL/608' MSL.
Trees beginning 290' from DER, 213' right of centerline, up to 70' AGL/607' MSL.
Tree, buildings, poles beginning 302' from DER, 32' right of centerline, up to 615' MSL.
Trees, buildings, pole beginning 316' from DER, 26' left of centerline, up to 78' AGL/613' MSL.
Trees beginning 577' from DER, 18' right of centerline, up to 89' AGL/616' MSL.
Trees, building beginning 611' from DER, 4' left of centerline, up to 95' AGL/636' MSL.
Trees, buildings, poles beginning 640' from DER, 5' left of centerline, up to 103' AGL/645' MSL.
Trees beginning 662' from DER, 32' right of centerline, up to 95' AGL/622' MSL.
Trees, buildings, poles beginning 701' from DER, on centerline, up to 103' AGL/633' MSL.
Trees, buildings, poles, antenna beginning 831' from DER, 3' right of centerline, up to 107' AGL/645' MSL.
Trees, poles, buildings beginning 1159' from DER, 1' left of centerline, up to 104' AGL/646' MSL.
Trees, pole beginning 1828' from DER, 7' right of centerline, up to 115' AGL/666' MSL.
Trees beginning 2475' from DER, 24' left of centerline, up to 115' AGL/657' MSL.
Trees, building spire beginning 2617' from DER, 34' right of centerline, up to 113' AGL/668' MSL.
Tower 4793' from DER, 1710' right of centerline, 142' AGL/692' MSL.
Rwy 33, trees, vehicles on road, fence beginning 23' from DER, 3' right of centerline, up to 58' AGL/593' MSL.
Trees beginning 99' from DER, 474' left of centerline, up to 51' AGL/583' MSL.
Trees, fence, vehicles on road beginning 118' from DER, 3' left of centerline, up to 53' AGL/585' MSL.
Trees, vehicles on road beginning 197' from DER, 213' right of centerline, up to 53' AGL/594' MSL.
Trees beginning 419' from DER, 304' left of centerline, up to 83' AGL/621' MSL.
Trees beginning 449' from DER, 3' left of centerline, up to 85' AGL/623' MSL.
Trees beginning 545' from DER, 23' right of centerline, up to 80' AGL/617' MSL.
Trees beginning 2679' from DER, 1164' right of centerline, up to 90' AGL/620' MSL.
Trees beginning 3066' from DER, 1220' left of centerline, up to 91' AGL/624' MSL.
Trees beginning 3193' from DER, 494' right of centerline, up to 95' AGL/624' MSL.
Tree 3450' from DER, 1352' right of centerline, 89' AGL/626' MSL.
Trees beginning 3537' from DER, 1387' right of centerline, up to 99' AGL/637' MSL.
Tree 3705' from DER, 1486' right of centerline, 106' AGL/646' MSL.
Tree 3776' from DER, 1448' left of centerline, 102' AGL/640' MSL.
Tree 3897' from DER, 1436' left of centerline, 102' AGL/641' MSL.
Tree 4781' from DER, 1627' left of centerline, 115' AGL/660' MSL.
Tree 4882' from DER, 1313' left of centerline, 131' AGL/669' MSL.
Smoke stack 1.4 NM from DER, 1422' right of centerline, 222' AGL/770' MSL.

LOUISVILLE MUHAMMAD ALI INTL (SDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 15AUG19 (19227) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 11, tree, sign, vehicle on road, beginning 755' from DER, 210' left of centerline, up to 35' AGL/507' MSL.
Trees, beginning 1025' from DER, 416' right of centerline, up to 65' AGL/533' MSL.
Tree 1109' from DER, 542' left of centerline, 48' AGL/520' MSL.
Trees, beginning 1127' from DER, 218' left of centerline, up to 59' AGL/532' MSL.
Trees, beginning 1454' from DER, 298' left of centerline, up to 66' AGL/538' MSL.
Trees, beginning 1468' from DER, 776' right of centerline, up to 83' AGL/551' MSL.
Trees, beginning 1558' from DER, 301' left of centerline, up to 89' AGL/561' MSL.
Trees, beginning 1674' from DER, 247' left of centerline, up to 98' AGL/571' MSL.
Tree 2427' from DER, 489' right of centerline, 85' AGL/554' MSL.
Tree 2905' from DER, 876' right of centerline, 91' AGL/556' MSL.
Trees, beginning 2948' from DER, 563' right of centerline, up to 112' AGL/578' MSL.
CON'T

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LOUISVILLE, KY (CON'T)

LOUISVILLE MUHAMMAD ALI INTL (SDF) (CON'T)

Rwy 17L, pole 327' from DER, 511' left of centerline, 32' AGL/493' MSL.
Tree, sign beginning 421' from DER, 301' left of centerline, up to 507' MSL.
NAVAID 497' from DER, 298' right of centerline, 22' AGL/485' MSL.
Pole 622' from DER, 642' right of centerline, 32' AGL/496' MSL.
Tree, pole beginning 1431' from DER, 542' left of centerline, up to 560' MSL.
Rwy 17R, pole 665' from DER, 334' left of centerline, 496' MSL.
Transmission line, pole beginning 747' from DER, 666' right of centerline, up to 48' AGL/505' MSL.
Transmission line 2392' from DER, 939' left of centerline, 70' AGL/531' MSL.
Rwy 29, terrain beginning 144' from DER, 316' left of centerline, up to 484' MSL.
NAVAID, tower, tree beginning 473 ' from DER, 72' right of centerline, up to 51' AGL/530' MSL.
Tree, pole beginning 691' from DER, 217' left of centerline, up to 41' AGL/520' MSL.
Tree, pole, transmission line beginning 1067' from DER, 87' right of centerline, up to 55' AGL/531' MSL.
Tree, stack beginning 1169' from DER, 285' left of centerline, up to 60' AGL/539' MSL.
Tree, pole, building beginning 1257' from DER, 1' left of centerline, up to 550' MSL.
Tree, pole beginning 1288' from DER, 31' right of centerline, up to 533' MSL.
Trees beginning 1779' from DER, 33' right of centerline, up to 60' AGL/534' MSL.
Trees beginning 1880' from DER, 24' right of centerline, up to 69' AGL/546' MSL.
Trees beginning 1979' from DER, 220' right of centerline, up to 82' AGL/560' MSL.
Tree 2247' from DER, 641' right of centerline, 96' AGL/574' MSL.
Trees beginning 3664' from DER, 65' left of centerline, up to 107' AGL/588' MSL.
Rwy 35L, electrical system 262' from DER, 262' left of centerline, 500' MSL.
Pole 274' from DER, 489' right of centerline, 36' AGL/510' MSL.
Pole 418' from DER, 451' right of centerline, 38' AGL/516' MSL.
Pole 690' from DER, 117' left of centerline, 35' AGL/509' MSL.
Pole 815' from DER, 228' right of centerline, 40' AGL/526' MSL.
Tree 915' from DER, 512' left of centerline, 524' MSL.
Pole 1245' from DER, 396' left of centerline, 40' AGL/528' MSL.
Pole 1395' from DER, 791' left of centerline, 46' AGL/538' MSL.
Tree 1600' from DER, 258' right of centerline, 545' MSL.
Tree 2547' from DER, 678' right of centerline, 560' MSL.
Roller coaster 2950' from DER, 237' right of centerline, 100' AGL/571' MSL.
Rwy 35R, pole 542' from DER, 457' right of centerline, 23' AGL/519' MSL.
Pole 721' from DER, 303' right of centerline, 31' AGL/522' MSL.
Tree 2272' from DER, 610' right of centerline, 562' MSL.
Tree 2403' from DER, 945' right of centerline, 580' MSL.

MADISONVILLE, KY

MADISONVILLE RGNL (2I0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation 52' from DER, 272' right of centerline, 422' MSL.
Terrain beginning 65' from DER, 269' left of centerline, up to 421' MSL.
Terrain beginning 170' from DER, 271' left of centerline, up to 426' MSL.
Terrain 261' from DER, 439' left of centerline, 427' MSL.
Terrain beginning 312' from DER, 439' left of centerline, up to 432' MSL.
Terrain beginning 461' from DER, 441' left of centerline, up to 434' MSL.
Terrain beginning 611' from DER, 503' left of centerline, up to 438' MSL.
Terrain beginning 727' from DER, 393' left of centerline, up to 439' MSL.
Tree 940' from DER, 622' left of centerline, 442' MSL.
Tree 1081' from DER, 584' left of centerline, 456' MSL.
Tree 1232' from DER, 719' left of centerline, 469' MSL.
Tree 2302' from DER, 910' left of centerline, 492' MSL.
Rwy 23, terrain beginning 17' from DER, 293' right of centerline, up to 468' MSL.
Terrain 69' from DER, 352' left of centerline, 442' MSL.
Tree, terrain beginning 110' from DER, 289' left of centerline, up to 451' MSL.
Tree 223' from DER, 492' left of centerline, 453' MSL.
Tree 370' from DER, 497' left of centerline, 461' MSL.
Tree 392' from DER, 497' left of centerline, 464' MSL.
Pole, terrain beginning 450' from DER, 430' right of centerline, up to 28' AGL/475' MSL.
Trees, terrain, pole, building beginning 609' from DER, 320' right of centerline, up to 61' AGL/532' MSL.
Tree, terrain beginning 845' from DER, 515' right of centerline, up to 537' MSL.
Tree, terrain, transmission line, pole, traverse way beginning 897' from DER, 119' right of centerline, up to 65' AGL/538' MSL.
Pole 962' from DER, 753' left of centerline, 470' MSL.
Building, poles, transmission lines beginning 968' from DER, 503' left of centerline, up to 35' AGL/475' MSL.
Tree 1189' from DER, 447' left of centerline, 495' MSL.
Trees, pole beginning 1203' from DER, 21' left of centerline, up to 504' MSL.
Tree 2919' from DER, 1098' left of centerline, 512' MSL.

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MADISONVILLE, TN

MONROE COUNTY (MNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.

Rwy 23, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

MARION, KY

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, fence 2' from DER, 474' left of centerline, 7' AGL/642' MSL.

Trees, fence beginning 64' from DER, 248' left of centerline, up to 72' AGL/707' MSL.

Tree 106' from DER, 507' left of centerline, 712' MSL.

Trees beginning 210' from DER, 242' left of centerline, up to 716' MSL.

Trees beginning 2741' from DER, 1029' right of centerline, up to 88' AGL/702' MSL.

Trees beginning 2846' from DER, 719' right of centerline, up to 105' AGL/705' MSL.

Tree 3861' from DER, 1071' left of centerline, 94' AGL/725' MSL.

Rwy 25, trees beginning 29' from DER, 190' right of centerline, up to 60' AGL/690' MSL.

Tree 405' from DER, 301' left of centerline, 32' AGL/688' MSL.

Trees, pole, transmission line, building beginning 453' from DER, 302' left of centerline, up to 58' AGL/707' MSL.

Trees beginning 705' from DER, 308' left of centerline, up to 49' AGL/708' MSL.

Trees beginning 732' from DER, 5' left of centerline, up to 711' MSL.

Trees beginning 1144' from DER, 154' right of centerline, up to 72' AGL/693' MSL.

Trees beginning 1185' from DER, 71' right of centerline, up to 77' AGL/694' MSL.

Trees beginning 1379' from DER, 75' right of centerline, up to 97' AGL/708' MSL.

Trees beginning 1445' from DER, 33' right of centerline, up to 101' AGL/713' MSL.

Tree 1808' from DER, 14' right of centerline, 95' AGL/714' MSL.

Tree 1811' from DER, 30' left of centerline, 94' AGL/718' MSL.

Trees beginning 1827' from DER, 173' left of centerline, up to 74' AGL/722' MSL.

Trees beginning 1849' from DER, 370' left of centerline, up to 73' AGL/732' MSL.

Trees beginning 1883' from DER, 178' left of centerline, up to 85' AGL/735' MSL.

Trees beginning 2279' from DER, 867' left of centerline, up to 96' AGL/739' MSL.

Trees beginning 2542' from DER, 708' left of centerline, up to 94' AGL/740' MSL.

Trees beginning 2887' from DER, 726' left of centerline, up to 95' AGL/741' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.

Vehicles on roadway beginning 466' from DER, 454' right of centerline, up to 15' AGL/550' MSL.

Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL.

Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL.

Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL.

Rwy 19, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.

Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.

Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.

Vertical structure 630' from DER, 88' right of centerline, 22' AGL/543' MSL.

Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.

Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.

Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.

Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.

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

25163

MC MINNVILLE, TN

WARREN COUNTY MEML (RNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 5' from DER, 495' left of centerline, 1032' MSL.
Fence, terrain beginning 170' from DER, 451' left of centerline, up to 6' AGL/1038' MSL.
Vehicles on road 201' from DER, 507' left of centerline, 3' AGL/1048' MSL.
Tree 416' from DER, 587' left of centerline, 39' AGL/1082' MSL.
Transmission line, pole beginning 522' from DER, 553' right of centerline, up to 21' AGL/1053' MSL.
Trees, transmission line, pole beginning 539' from DER, 528' right of centerline, up to 1092' MSL.
Tree 617' from DER, 480' left of centerline, 52' AGL/1084' MSL.
Tree 689' from DER, 553' left of centerline, 68' AGL/1096' MSL.
Tree 1975' from DER, 661' right of centerline, 82' AGL/1096' MSL.
Trees beginning 2054' from DER, 615' right of centerline, up to 1104' MSL.
Trees beginning 2208' from DER, 531' right of centerline, up to 1107' MSL.
Tree 2558' from DER, 1109' left of centerline, 1099' MSL.
Tree 2639' from DER, 850' right of centerline, 1113' MSL.
Trees beginning 2645' from DER, 547' right of centerline, up to 121' AGL/1115' MSL.
Tree 2993' from DER, 398' left of centerline, 1110' MSL.
Trees beginning 3004' from DER, 284' left of centerline, up to 105' AGL/1113' MSL.
Tree 3367' from DER, 24' right of centerline, 1116' MSL.
Trees beginning 3432' from DER, 12' left of centerline, up to 1118' MSL.
Tree 3523' from DER, 844' right of centerline, 106' AGL/1123' MSL.
Trees beginning 3533' from DER, 2' right of centerline, up to 1127' MSL.
Trees beginning 3634' from DER, 1103' left of centerline, up to 101' AGL/1127' MSL.
Tree 4103' from DER, 1345' right of centerline, 98' AGL/1136' MSL.
Tree 4660' from DER, 1571' right of centerline, 109' AGL/1144' MSL.
Tree 4760' from DER, 1563' right of centerline, 1151' MSL.
Rwy 23, terrain, lighting beginning 1' from DER, 125' left of centerline, up to 1036' MSL.
Lighting 9' from DER, 125' right of centerline, 3' AGL/1033' MSL.
Fence, terrain beginning 150' from DER, 310' right of centerline, up to 7' AGL/1043' MSL.
Fence 198' from DER, 348' right of centerline, 11' AGL/1044' MSL.
Fence 232' from DER, 349' right of centerline, 7' AGL/1048' MSL.
Tree, building beginning 247' from DER, 263' right of centerline, up to 1049' MSL.
Fence 391' from DER, 349' right of centerline, 6' AGL/1051' MSL.
Trees beginning 551' from DER, 540' left of centerline, up to 70' AGL/1117' MSL.
Tree, terrain beginning 902' from DER, 95' right of centerline, up to 1118' MSL.
Trees, building, pole beginning 925' from DER, 495' left of centerline, up to 1133' MSL.
Tree, terrain beginning 1048' from DER, 107' right of centerline, up to 1124' MSL.
Trees, terrain, fence, building, pole, transmission line beginning 1219' from DER, 104' right of centerline, up to 1152' MSL.
Trees beginning 1600' from DER, 488' left of centerline, up to 1135' MSL.
Tree, vehicles on road, terrain beginning 1616' from DER, 424' right of centerline, up to 1155' MSL.
Trees, vehicles on road beginning 1731' from DER, 48' left of centerline, up to 1136' MSL.
Tree, transmission line, pole beginning 1748' from DER, 646' right of centerline, up to 93' AGL/1169' MSL.
Trees, vehicles on road, terrain, fence, antenna, poles, transmission line, buildings beginning 1797' from DER, 10' right of centerline, up to 1173' MSL.
Tree 2544' from DER, 614' left of centerline, 1139' MSL.
Trees, vehicles on road, poles, transmission line, buildings beginning 2560' from DER, 116' left of centerline, up to 1144 ' MSL.
Trees beginning 3101' from DER, 65' left of centerline, up to 125' AGL/1177' MSL.

MEMPHIS, TN

GENERAL DEWITT SPAIN (M01)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08MAR12 (12068) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/min. climb of 280' per NM to 1000, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course.
Rwy 35, climb heading 347° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.
Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL.
Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.
Rwy 35, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.
Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.
Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.

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MEMPHIS, TN (CON'T)

MEMPHIS INTL (MEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

Rwy 36C, climb heading 360° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R, VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27, trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C, light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO/BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (22027) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 28, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 10, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro/Bell County airport at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, road and vehicle 264' from DER, on centerline, 17' AGL/1166' MSL.

Trees 52' from DER, 223' right of centerline, 100' AGL/1249' MSL.

Trees 617' from DER, 100' AGL/1249' MSL.

Tower 5066' from DER, 1033'left of centerline, 198' AGL/1335' MSL.

Trees 1 NM from DER, 1354' right of centerline, 100' AGL/1379' MSL.

Trees 1.67 NM from DER, 1900' left of centerline, 100' AGL/1599' MSL.

Numerous trees beginning 2 NM from DER, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL.

200' AAO 3.15 NM from DER, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std w/min climb of 230' per NM to 500, or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 185° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, lighting 40' from DER, 77' left of centerline, 3' AGL/244' MSL.

Lighting 40' from DER, 76' right of centerline, 3' AGL/244' MSL.

Building 147' from DER, 422' right of centerline, 24' AGL/263' MSL.

Tree 164' from DER, 422' right of centerline, 264' MSL.

Tree 713' from DER, 671' right of centerline, 311' MSL.

Trees beginning 911' from DER, 220' left of centerline, up to 268' MSL.

Trees beginning 914' from DER, 161' left of centerline, up to 278' MSL.

Trees beginning 949' from DER, 7' right of centerline, up to 326' MSL.

Tree 995' from DER, 489' left of centerline, 281' MSL.

Trees beginning 1048' from DER, 444' left of centerline, up to 301' MSL.

Trees beginning 1091' from DER, 534' right of centerline, up to 327' MSL.

Trees beginning 1171' from DER, 118' left of centerline, up to 310' MSL.

Tree 1731' from DER, 775' right of centerline, 328' MSL.

Trees, electrical systems, transmission line, pole beginning 1827' from DER, 12' right of centerline, up to 329' MSL.

Tree 2037' from DER, 22' left of centerline, 314' MSL.

Transmission line 2053' from DER, 975' left of centerline, 110' AGL/339' MSL.

Trees, electrical systems, transmission line beginning 2068' from DER, 53' left of centerline, up to 343' MSL.

Trees beginning 2295' from DER, 19' right of centerline, up to 339' MSL.

Trees beginning 2527' from DER, 7' left of centerline, up to 344' MSL.

Trees beginning 2813' from DER, 558' left of centerline, up to 354' MSL.

Trees beginning 2917' from DER, 6' left of centerline, up to 363' MSL.

Trees beginning 3147' from DER, 152' right of centerline, up to 355' MSL.

Trees beginning 3514' from DER, 35' right of centerline, up to 358' MSL.

Trees beginning 3686' from DER, 52' right of centerline, up to 359' MSL.

Trees beginning 3801' from DER, 38' left of centerline, up to 364' MSL.

Tree 4043' from DER, 132' right of centerline, 361' MSL.

Trees beginning 4090' from DER, 53' right of centerline, up to 365' MSL.

Tree 4795' from DER, 202' left of centerline, 365' MSL.

Tree 4798' from DER, 445' right of centerline, 366' MSL.

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MILLINGTON, TN (CON'T)

CHARLES W BAKER (2M8) (CON'T)

Rwy 36, lighting 39' from DER, 77' right of centerline, 3' AGL/249' MSL.
Lighting 39' from DER, 77' left of centerline, 3' AGL/249' MSL.
Trees beginning 101' from DER, 310' right of centerline, up to 309' MSL.
Tree 387' from DER, 474' right of centerline, 318' MSL.
Tree 477' from DER, 403' right of centerline, 324' MSL.
Trees beginning 528' from DER, 331' right of centerline, up to 326' MSL.
Tree 792' from DER, 437' right of centerline, 333' MSL.
Tree 841' from DER, 663' right of centerline, 341' MSL.
Trees beginning 895' from DER, 4' right of centerline, up to 344' MSL.
Trees beginning 1329' from DER, 14' left of centerline, up to 340' MSL.
Trees beginning 2060' from DER, 19' left of centerline, up to 344' MSL.
Trees beginning 2167' from DER, 70' right of centerline, up to 350' MSL.
Trees beginning 2206' from DER, 158' left of centerline, up to 345' MSL.
Trees beginning 2266' from DER, 19' left of centerline, up to 355' MSL.
Tree 2325' from DER, 231' right of centerline, 352' MSL.
Trees beginning 2374' from DER, 50' right of centerline, up to 362' MSL.
Trees beginning 2713' from DER, 31' left of centerline, up to 358' MSL.
Trees beginning 2874' from DER, 379' right of centerline, up to 367' MSL.
Trees beginning 2885' from DER, 493' right of centerline, up to 368' MSL.
Trees beginning 2899' from DER, 31' left of centerline, up to 361' MSL.
Trees beginning 3021' from DER, 88' right of centerline, up to 376' MSL.
Trees beginning 3026' from DER, 262' right of centerline, up to 382' MSL.
Trees beginning 3079' from DER, 211' right of centerline, up to 383' MSL.
Tree 3183' from DER, 397' right of centerline, 387' MSL.
Trees beginning 3184' from DER, 39' right of centerline, up to 389' MSL.
Trees beginning 3193' from DER, 37' left of centerline, up to 369' MSL.
Trees beginning 3574' from DER, 51' left of centerline, up to 373' MSL.
Trees beginning 3596' from DER, on centerline, up to 392' MSL.
Tree 3736' from DER, 1135' left of centerline, 382' MSL.
Trees beginning 3762' from DER, 3' left of centerline, up to 386' MSL.
Trees beginning 5303' from DER, 185' right of centerline, up to 394' MSL.
Tree 5390' from DER, 1420' right of centerline, 401' MSL.
Tree 5498' from DER, 1298' right of centerline, 395' MSL.

MILLINGTON/MEMPHIS (NQA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 13SEP18 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ or std. w/min. climb of 245' per NM to 600, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 62' from DER, 339' left of centerline, 365' MSL.
Trees beginning 79' from DER, 487' left of centerline, up to 382' MSL.
Terrain 97' from DER, 326' right of centerline, 323' MSL.
Terrain 290' from DER, 501' right of centerline, 328' MSL.
Fence beginning 318' from DER, 488' right of centerline, up to 7' AGL/336' MSL.
Tree 587' from DER, 591' right of centerline, 368' MSL.
Tree 1967' from DER, 119' right of centerline, 370' MSL.
Tree 2198' from DER, 319' right of centerline, 376' MSL.
Tree 2242' from DER, 924' left of centerline, 409' MSL.
Tree 2354' from DER, 865' right of centerline, 410' MSL.
Trees beginning 2382' from DER, 910' right of centerline, up to 428' MSL.
Trees beginning 2408' from DER, 952' left of centerline, up to 422' MSL.
Trees beginning 2670' from DER, 1202' right of centerline, up to 431' MSL.
Trees beginning 3274' from DER, 268' right of centerline, up to 444' MSL.
Trees beginning 3664' from DER, 1121' left of centerline, up to 426' MSL.
Tree 3867' from DER, 1021' left of centerline, 428' MSL.
Trees beginning 3920' from DER, 802' left of centerline, up to 433' MSL.
Trees beginning 4022' from DER, 254' left of centerline, up to 434' MSL.
Trees beginning 4191' from DER, 132' left of centerline, up to 448' MSL.
Trees beginning 4194' from DER, 105' right of centerline, up to 455' MSL.
Trees beginning 4255' from DER, 19' left of centerline, up to 457' MSL.
Trees beginning 4293' from DER, 81' right of centerline, up to 456' MSL.
Trees beginning 4511' from DER, 357' right of centerline, up to 459' MSL.
Trees beginning 4751' from DER, 585' right of centerline, up to 471' MSL.
Tree 5332' from DER, 1693' left of centerline, 465' MSL.
Trees beginning 5356' from DER, 1675' left of centerline, up to 470' MSL.
Tree 5476' from DER, 1873' left of centerline, 484' MSL.
Trees beginning 5606' from DER, 1822' left of centerline, up to 489' MSL.
Tree 5891' from DER, 1798' left of centerline, 474' MSL.

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MILLINGTON, TN (CON'T)

MILLINGTON/MEMPHIS (NQA) (CON'T)

Rwy 22, terrain 44' from DER, 484' left of centerline, 278' MSL.
Tree 197' from DER, 497' left of centerline, 289' MSL.
Trees beginning 1368' from DER, 291' right of centerline, up to 335' MSL.
Trees beginning 3439' from DER, 1257' right of centerline, up to 371' MSL.
Tree 3835' from DER, 670' right of centerline, 374' MSL.

MONTICELLO, KY

WAYNE COUNTY (EKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03MAY12 (12124) (FAA)

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

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

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

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (SYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

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

MORRISTOWN, TN

MOORE-MURRELL (MOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, std. w/ min. climb of 375' per NM to 3700, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 5, for climb in visual conditions cross Moore-Murrell Airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course.
Rwy 23, climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moore-Murrell Airport at or above 2400 then on VXV VORTAC R-060 inbound to 4000 before proceeding on course.

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

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

25163

MOUNT STERLING, KY

MOUNT STERLING/MONTGOMERY COUNTY (IOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 500-3 or std. w/min. climb of 225' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

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

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 3700-3 for VCOA.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Johnson County airport at or above 5800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 24' from DER, 130' right of centerline, 100' AGL/2341' MSL.
Trees, electrical system beginning 73' from DER, 1' right of centerline, up to 100' AGL/2397' MSL.
Trees beginning 136' from DER, 127' left of centerline, up to 100' AGL/2341' MSL.
Trees beginning 553' from DER, 256' left of centerline, up to 100' AGL/2345' MSL.
Trees, transmission line beginning 650' from DER, 138' right of centerline, up to 100' AGL/2404' MSL.
Trees beginning 761' from DER, 126' left of centerline, up to 100' AGL/2348' MSL.
Trees beginning 858' from DER, 2' right of centerline, up to 100' AGL/2423' MSL.
Trees, electrical system, transmission line beginning 1066' from DER, 2' right of centerline, up to 100' AGL/2476' MSL.
Trees beginning 1338' from DER, 126' left of centerline, up to 100' AGL/2351' MSL.
Trees, transmission line beginning 1643' from DER, 3' right of centerline, up to 100' AGL/2486' MSL.
Trees beginning 1657' from DER, 254' left of centerline, up to 100' AGL/2354' MSL.
Trees beginning 1914' from DER, 125' left of centerline, up to 100' AGL/2358' MSL.
Trees, tower beginning 2412' from DER, 4' right of centerline, up to 2504' MSL.
Trees beginning 2491' from DER, 124' left of centerline, up to 100' AGL/2361' MSL.
Trees beginning 2845' from DER, 133' right of centerline, up to 100' AGL/2512' MSL.
Trees beginning 3053' from DER, 4' right of centerline, up to 100' AGL/2551' MSL.
Trees beginning 3436' from DER, 253' left of centerline, up to 100' AGL/2368' MSL.
Trees beginning 3644' from DER, 123' left of centerline, up to 100' AGL/2377' MSL.
Trees beginning 4012' from DER, 252' left of centerline, up to 100' AGL/2387' MSL.
Trees beginning 4221' from DER, 123' left of centerline, up to 100' AGL/2394' MSL.
Trees beginning 4797' from DER, 121' left of centerline, up to 100' AGL/2400' MSL.
Trees, fence beginning 1.1 NM from DER, 137' right of centerline, up to 100' AGL/2600' MSL.
Trees beginning 1.2 NM from DER, 11' right of centerline, up to 100' AGL/2627' MSL.
Trees beginning 1.5 NM from DER, 1666' left of centerline, up to 100' AGL/2558' MSL.
Trees, pole beginning 1.6 NM from DER, 1021' left of centerline, up to 100' AGL/2597' MSL.
Trees beginning 1.7 NM from DER, 117' left of centerline, up to 100' AGL/2705' MSL.
Trees beginning 1.8 NM from DER, 11' right and left of centerline, up to 100' AGL/2758' MSL.
Trees beginning 1.9 NM from DER, 12' right and left of centerline, 2961' MSL.
Trees beginning 2 NM from DER, 12' right and left of centerline, up to 100' AGL/3145' MSL.
Trees, pole beginning 2.1 NM from DER, 50' left of centerline, up to 100' AGL/3201' MSL.
Trees beginning 2.3 NM from DER, 658' right of centerline, up to 100' AGL/3109' MSL.
Trees beginning 2.4 NM from DER, 143' right of centerline, up to 100' AGL/3198' MSL.
Rwy 25, vehicles on road 46' from DER, 227' left of centerline, 2261' MSL.
Tree 55' from DER, 461' left of centerline, 2345' MSL.
Trees beginning 90' from DER, 124' left of centerline, up to 100' AGL/2351' MSL.
Tree 109' from DER, 197' right of centerline, 2256' MSL.
Tree 138' from DER, 262' right of centerline, 100' AGL/2341' MSL.
Trees, vehicles on road beginning 250' from DER, 123' left of centerline, up to 100' AGL/2358' MSL.
Trees beginning 298' from DER, 4' right of centerline, up to 100' AGL/2348' MSL.
Trees beginning 987' from DER, 123' left of centerline, up to 100' AGL/2364' MSL.
Trees beginning 1355' from DER, 380' left of centerline, up to 100' AGL/2371' MSL.
Trees beginning 1452' from DER, 6' right of centerline, up to 100' AGL/2358' MSL.
Trees beginning 1563' from DER, 251' left of centerline, up to 100' AGL/2374' MSL.
Trees beginning 1660' from DER, 6' right of centerline, up to 100' AGL/2364' MSL.
Trees beginning 1723' from DER, 122' left of centerline, up to 100' AGL/2430' MSL.
Trees beginning 2092' from DER, 121' left of centerline, up to 100' AGL/2440' MSL.
Tree 3327' from DER, 1169' right of centerline, 100' AGL/2374' MSL.
Trees beginning 3363' from DER, 1286' right of centerline, up to 2452' MSL.
Tree 3535' from DER, 1299' right of centerline, 100' AGL/2463' MSL.
Trees beginning 3583' from DER, 1041' right of centerline, up to 2516' MSL.
Trees beginning 3744' from DER, 1170' right of centerline, up to 100' AGL/2574' MSL.

CON'T

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

SE-1, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN CITY, TN (CON'T)

JOHNSON COUNTY (6A4) (CON'T)

Rwy 25 (CON'T), trees beginning 3952' from DER, 1217' right of centerline, up to 100' AGL/2676' MSL.
Trees beginning 4220' from DER, 1042' right of centerline, up to 2676' MSL.
Tree 4397' from DER, 1502' right of centerline, 2688' MSL.
Trees beginning 4435' from DER, 1171' right of centerline, up to 2762' MSL.
Trees beginning 4529' from DER, 1261' right of centerline, up to 100' AGL/2794' MSL.
Trees beginning 4587' from DER, 1474' right of centerline, up to 2794' MSL.
Trees beginning 4617' from DER, 913' right of centerline, up to 2844' MSL.
Trees beginning 4737' from DER, 527' right of centerline, up to 100' AGL/2892' MSL.
Trees beginning 5403' from DER, 1043' right of centerline, up to 2928' MSL.
Trees beginning 5522' from DER, 141' right of centerline, up to 100' AGL/2932' MSL.
Trees beginning 5702' from DER, 552' right of centerline, up to 2976' MSL.
Trees beginning 5731' from DER, 270' right of centerline, up to 100' AGL/3030' MSL.
Trees beginning 5939' from DER, 12' right of centerline, up to 100' AGL/3050' MSL.
Trees beginning 1 NM from DER, 115' left of centerline, up to 100' AGL/2522' MSL.
Trees, building, pole beginning 1.1 NM from DER, 1' left of centerline, up to 100' AGL/2591' MSL.
Trees beginning 1.3 NM from DER, 16' right of centerline, up to 100' AGL/3070' MSL.
Trees, building beginning 1.4 NM from DER, 17' right of centerline, 100' AGL/3152' MSL.
Trees beginning 1.5 NM from DER, 18' right of centerline, up to 100' AGL/3168' MSL.
Trees, building beginning 1.6 NM from DER, 19' right of centerline, up to 100' AGL/3253' MSL.
Trees beginning 1.7 NM from DER, 21' right of centerline, up to 100' AGL/3358' MSL.
Trees beginning 1.8 NM from DER, 107' left of centerline, up to 100' AGL/2604' MSL.
Trees beginning 1.9 NM from DER, 22' right and left of centerline, up to 100' AGL/3375' MSL.
Trees beginning 2 NM from DER, 103' left of centerline, up to 100' AGL/2650' MSL.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20MAR25 (25079) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, 400-2½ or std w/min climb of 205'/NM to 1100.

DEPARTURE PROCEDURE:
Rwy 18, climb on heading 184° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 18, light poles 20' from DER, 88' left of centerline, 3' AGL/616' MSL.
Light poles 20' from DER, 88' right of centerline, 3' AGL/615' MSL.
Trees beginning 50' from DER, 370' left of centerline, up to 670' MSL.
Building 145' from DER, 462' right of centerline, 19' AGL/634' MSL.
Trees beginning 196' from DER, 275' left of centerline, up to 672' MSL.
Tree 268' from DER, 485' right of centerline, 656' MSL.
Trees beginning 477' from DER, 196' right of centerline, up to 673' MSL.
Trees, buildings beginning 564' from DER, 151' left of centerline, up to 675' MSL.
Trees beginning 888' from DER, 183' right of centerline, up to 691' MSL.
Trees beginning 1384' from DER, 95' left of centerline, up to 676' MSL.
Tree 1427' from DER, 527' right of centerline, 698' MSL.
Trees beginning 1463' from DER, 25' right of centerline, up to 704' MSL.
Trees beginning 1506' from DER, 155' left of centerline, up to 684' MSL.
Trees beginning 1644' from DER, 66' left of centerline, up to 694' MSL.
Trees beginning 1823' from DER, 49' left of centerline, up to 702' MSL.
Trees beginning 1860' from DER, 74' right of centerline, up to 706' MSL.
Trees, pole beginning 1964' from DER, 40' left of centerline, up to 705' MSL.
Trees beginning 2119' from DER, 8' right of centerline, up to 711' MSL.
Trees beginning 2200' from DER, 129' left of centerline, up to 706' MSL.
Trees beginning 2318' from DER, 78' left of centerline, up to 708' MSL.
Tower, antenna beginning 1.9 NM from DER, 3197' right of centerline, up to 335' AGL/917' MSL.
Rwy 36, trees, terrain, light poles beginning 3' from DER, 90' right of centerline, up to 655' MSL.
Vehicles on road, sign, light poles, fence beginning 6' from DER, 89' left of centerline, up to 609' MSL.
Trees beginning 239' from DER, 531' right of centerline, up to 660' MSL.
Poles, trees beginning 640' from DER, 50' left of centerline, up to 72' AGL/674' MSL.
Trees beginning 928' from DER, 581' right of centerline, up to 663' MSL.
Trees beginning 2962' from DER, 439' left of centerline, up to 675' MSL.

MURRAY, KY

KYLE-OAKLEY FLD (CEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15DEC11 (22139) (FAA)

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

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

25163

NASHVILLE, TN

JOHN C TUNE (JWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 2, climb heading 018° to 2300 before turning right.

Rwy 20, climb heading 198° to 2400 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

NASHVILLE INTL (BNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 20L, climb heading 201° to 1400 before turning right.

Rwys 20C, 20R climb heading 201° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

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

ONEIDA, TN

SCOTT MUNI (SCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF OBSTACLE NOTES:

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

OWENSBORO, KY

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 25FEB21 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-2 or std. w/min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 002° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, building, pole beginning 288' from DER, 455' left of centerline, up to 444' MSL.
Tree 1489' from DER, 428' right of centerline, 448' MSL.
Trees beginning 1546' from DER, 463' right of centerline, up to 454' MSL.
Pole beginning 1835' from DER, 204' left of centerline, up to 45' AGL/452' MSL.

CON'T

OWENSBORO, KY (CON'T)

OWENSBORO/DAVIESS COUNTY RGNL (OWB) (CON'T)

Rwy 6 (CON'T), pole 1863' from DER, 412' left of centerline, 49' AGL/457' MSL.
Trees beginning 1898' from DER, 350' left of centerline, up to 461' MSL.
Tree 2130' from DER, 700' right of centerline, 53' AGL/458' MSL.
Tree 2191' from DER, 533' left of centerline, 57' AGL/465' MSL.
Trees beginning 2282' from DER, 482' left of centerline, up to 468' MSL.
Tree 2364' from DER, 642' left of centerline, 474' MSL.
Spire 2403' from DER, 894' left of centerline, 85' AGL/491' MSL.
Tree 2498' from DER, 494' right of centerline, 468' MSL.
Tree 2654' from DER, 628' right of centerline, 64' AGL/470' MSL.
Tree 2714' from DER, 599' right of centerline, 471' MSL.
Rwy 18, terrain 224' from DER, 555' right of centerline, 403' MSL.
Rwy 24, trees beginning 1281' from DER, 726' right of centerline, up to 79' AGL/479' MSL.
Trees beginning 2223' from DER, 82' right of centerline, up to 482' MSL.
Tree 2589' from DER, 963' left of centerline, 71' AGL/471' MSL.
Tree 2952' from DER, 1290' left of centerline, 86' AGL/485' MSL.
Rwy 36, tank, building beginning 395' from DER, 544' left of centerline, up to 19' AGL/433' MSL.
Trees beginning 478' from DER, 500' right of centerline, up to 435' MSL.
Tree 940' from DER, 496' left of centerline, 443' MSL.
Tree 1035' from DER, 502' right of centerline, 439' MSL.

PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25FEB21 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 75' from DER, 299' left of centerline, 14' AGL/389' MSL.
Vegetation 131' from DER, 247' left of centerline, 395' MSL.
Trees, beginning 289' from DER, 475' left of centerline, up to 74' AGL/449' MSL.
Tree 696' from DER, 590' right of centerline, 427' MSL.
Trees, pole, electrical system, beginning 938' from DER, 2' right of centerline, up to 86' AGL/469' MSL.
Tree 1702' from DER, 489' left of centerline, 452' MSL.
Trees, beginning 1894' from DER, 441' left of centerline, up to 96' AGL/463' MSL.
Trees, beginning 2014' from DER, 4' left of centerline, up to 104' AGL/470' MSL.
Tree 3508' from DER, 883' right of centerline, 102' AGL/474' MSL.
Rwy 14, terrain 3' from DER, 497' right of centerline, 413' MSL.
Tree 142' from DER, 287' right of centerline, 13' AGL/420' MSL.
Tree 223' from DER, 271' right of centerline, 23' AGL/427' MSL.
Tree 1000' from DER, 205' right of centerline, 57' AGL/437' MSL.
Tree 1104' from DER, 396' right of centerline, 83' AGL/462' MSL.
Trees beginning 1143' from DER, 14' right of centerline, up to 89' AGL/469' MSL.
Tree 1160' from DER, 413' left of centerline, 101' AGL/481' MSL.
Trees beginning 1245' from DER, 63' left of centerline, up to 99' AGL/483' MSL.
Trees beginning 1665' from DER, 50' right of centerline, up to 69' AGL/471' MSL.
Trees beginning 1740' from DER, 13' right of centerline, up to 87' AGL/489' MSL.
Trees beginning 1933' from DER, 56' left of centerline, up to 99' AGL/491' MSL.
Trees beginning 1947' from DER, 4' left of centerline, up to 90' AGL/495' MSL.
Trees beginning 2483' from DER, 276' right of centerline, up to 69' AGL/504' MSL.
Tree 2559' from DER, 1068' right of centerline, 78' AGL/514' MSL.
Trees beginning 2837' from DER, 36' left of centerline, up to 89' AGL/498' MSL.
Trees beginning 2873' from DER, 265' right of centerline, up to 91' AGL/536' MSL.
Trees beginning 2966' from DER, 120' left of centerline, up to 92' AGL/504' MSL.
Trees beginning 3024' from DER, 11' left of centerline, up to 94' AGL/506' MSL.
Trees beginning 3041' from DER, 67' left of centerline, up to 93' AGL/510' MSL.
Trees beginning 3367' from DER, 178' right of centerline, up to 101' AGL/544' MSL.
Trees beginning 3818' from DER, 498' left of centerline, up to 93' AGL/519' MSL.
Tree 3987' from DER, 642' left of centerline, 91' AGL/520' MSL.
Trees beginning 5038' from DER, 962' right of centerline, up to 113' AGL/553' MSL.
Rwy 23, vegetation 3' from DER, 423' right of centerline, 17' AGL/426' MSL.
Trees beginning 24' from DER, 408' right of centerline, up to 43' AGL/445' MSL.
Tree 442' from DER, 570' right of centerline, 33' AGL/452' MSL.
Tree 572' from DER, 629' left of centerline, 467' MSL.
Tree 576' from DER, 602' right of centerline, 32' AGL/457' MSL.
Trees beginning 971' from DER, 582' left of centerline, up to 73' AGL/483' MSL.
Tree, traverses ways beginning 975' from DER, 651' right of centerline, up to 53' AGL/466' MSL.
Trees beginning 1414' from DER, 812' right of centerline, up to 56' AGL/494' MSL.
Trees beginning 2629' from DER, 963' left of centerline, up to 95' AGL/513' MSL.
Tree 2970' from DER, 1263' left of centerline, 93' AGL/514' MSL.
Trees beginning 3940' from DER, 359' left of centerline, up to 67' AGL/517' MSL.
Tree 4238' from DER, 216' left of centerline, 56' AGL/518' MSL.
Trees beginning 4363' from DER, 416' left of centerline, up to 82' AGL/528' MSL.

CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025

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PADUCAH, KY (CON'T)

BARKLEY RGNL (PAH) (CON'T)

Rwy 32, terrain 18' from DER, 452' left of centerline, 393' MSL.
Tree 217' from DER, 386' right of centerline, 28' AGL/416' MSL.
Tree 376' from DER, 533' right of centerline, 458' MSL.
Trees, pole beginning 378' from DER, 380' right of centerline, up to 83' AGL/460' MSL.
Tree 507' from DER, 363' left of centerline, 30' AGL/422' MSL.
Tree, pole beginning 611' from DER, 23' right of centerline, up to 82' AGL/463' MSL.
Tree 812' from DER, 326' left of centerline, 46' AGL/432' MSL.
Tree 886' from DER, 477' left of centerline, 65' AGL/437' MSL.
Trees beginning 1066' from DER, 226' left of centerline, up to 71' AGL/444' MSL.
Trees beginning 1605' from DER, 5' left of centerline, up to 97' AGL/459' MSL.
Trees beginning 1976' from DER, 442' right of centerline, up to 89' AGL/467' MSL.
Trees beginning 2289' from DER, 475' right of centerline, up to 104' AGL/471' MSL.
Tree 2519' from DER, 14' left of centerline, 88' AGL/460' MSL.
Trees beginning 2532' from DER, 6' left of centerline, up to 87' AGL/464' MSL.
Tree 2687' from DER, 1041' right of centerline, 102' AGL/482' MSL.
Trees beginning 2689' from DER, 531' left of centerline, up to 90' AGL/468' MSL.
Tree 2999' from DER, 174' left of centerline, 103' AGL/469' MSL.
Trees beginning 3022' from DER, 113' right of centerline, up to 132' AGL/487' MSL.
Trees beginning 3187' from DER, 356' right of centerline, up to 143' AGL/497' MSL.

PARIS, TN

HENRY COUNTY (PHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

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

PIKEVILLE, KY

PIKE COUNTY/HATCHER FLD (PBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (21336) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 300-1 or std. w/min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, for climb in visual conditions: cross Pike County/Hatcher Fld airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL.
Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PINE KNOT, KY

MC CREARY COUNTY (18I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:
Rwy 4, climb heading 040° to 1900 before turning right.
Rwy 22, climb heading 220° to 2000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 73' from DER, 15' left of centerline, 218' right of centerline, up to 100' AGL/1439' MSL.
Rwy 22, trees beginning 473' from DER, 189' left of centerline, 380' right of centerline, up to 100' AGL/1499' MSL.

PORTLAND, TN

DOUGLAS HUNTER FLD (1M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (23054) (FAA)

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

SE-1, 12 JUN 2025 to 07 AUG 2025

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

25163

PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, sign, light poles beginning 22' from DER, 89' left of centerline, up to 2' AGL/1222' MSL.
Tree 30' from DER,153' right of centerline, 1223' MSL.
Trees beginning 145' from DER, 400' left of centerline, up to 1263' MSL.
Rwy 21, tree 52' from DER, 369' left of centerline, 1173' MSL.
Trees beginning 68' from DER, 36' left of centerline, up to 1203' MSL.
Trees, pole, transmission line beginning 197' from DER, 136' right of centerline, up to 1226' MSL.
Trees beginning 1019' from DER, 205' left of centerline, up to 1219' MSL.
Tree 1203' from DER, 716' left of centerline, 1230' MSL.
Trees beginning 1243' from DER, 433' left of centerline, up to 1235' MSL.
Trees, transmission lines, terrain, poles, vehicles on roadway, utility building, electrical systems beginning 1316' from DER, 6' left of centerline, up to 1261' MSL.
Tree 1370' from DER, 84' right of centerline, 1228' MSL.
Pole, trees beginning 1393' from DER, 170' right of centerline, up to 41' AGL/1247' MSL.
Poles, vehicles on roadway, trees, terrain, utility building beginning 1527' from DER, 11' right of centerline, up to 38' AGL/1252' MSL.
Pole 2085' from DER, 74' right of centerline, 31' AGL/1259' MSL.
Transmission lines, trees, electrical system, pole beginning 2127' from DER, 98' right of centerline, up to 56' AGL/1262' MSL.
Trees, electrical system beginning 2294' from DER, 53' right of centerline, up to 1269' MSL.
Electrical system 2591' from DER, 724' left of centerline, 49' AGL/1271' MSL.
Electrical system 2631' from DER, 560' left of centerline, 52' AGL/1273' MSL.
Pole, trees, transmission lines, terrain beginning 2645' from DER, 74' left of centerline, up to 68' AGL/1284' MSL.
Terrain beginning 4077' from DER, 1393' left of centerline, up to 1287' MSL.

PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¾ or std. w/min. climb of 280' per NM to 900.

TAKEOFF OBSTACLE NOTES:

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

SE-1, 12 JUN 2025 to 07 AUG 2025

PULASKI, TN

ABERNATHY FLD (GZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 22APR21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-2¼ or std. w/min. climb of 300' per NM to 1100.
Rwy 34, 400-3 or std. w/min. climb of 465' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 155° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 60' from DER, 159' right of centerline, up to 683' MSL.
Tree 382' from DER, 203' left of centerline, 661' MSL.
Tree 448' from DER, 216' left of centerline, 667' MSL.
Trees beginning 507' from DER, 407' left of centerline, up to 674' MSL.
Pole 1066' from DER, 141' right of centerline, 50' AGL/691' MSL.
Pole, cranes beginning 1117' from DER, 212' right of centerline, up to 43' AGL/694' MSL.
Trees beginning 1170' from DER, 587' left of centerline, up to 694' MSL.
Poles beginning 1435' from DER, 137' right of centerline, up to 64' AGL/705' MSL.
Trees beginning 5236' from DER, 308' right of centerline, up to 778' MSL.
Trees beginning 1.3 NM from DER, 1795' right of centerline, up to 100' AGL/871' MSL.
Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 942' MSL.
Trees beginning 1.5 NM from DER, 2784' left of centerline, up to 943' MSL.
Trees beginning 1.7 NM from DER, 2610' left of centerline, up to 948' MSL.
Rwy 34, trees beginning 3' from DER, 189' left of centerline, up to 756' MSL.
Trees beginning 2912' from DER, 769' right of centerline, up to 792' MSL.
Tree 3226' from DER, 1060' right of centerline, 811' MSL.
Trees beginning 3269' from DER, 536' right of centerline, up to 814' MSL.
Trees beginning 3416' from DER, 353' right of centerline, up to 824' MSL.
Trees beginning 3432' from DER, 540' left of centerline, up to 780' MSL.

CON'T

PULASKI, TN (CON'T)

ABERNATHY FLD (GZS) (CON'T)

Rwy 34 (CON'T), trees beginning 3444' from DER, 390' left of centerline, up to 782' MSL.
Tree 3566' from DER, 701' left of centerline, 790' MSL.
Trees beginning 3588' from DER, 391' left of centerline, up to 802' MSL.
Trees beginning 3596' from DER, 445' right of centerline, up to 848' MSL.
Trees beginning 3656' from DER, 847' left of centerline, up to 810' MSL.
Trees beginning 3665' from DER, 842' right of centerline, up to 868' MSL.
Trees beginning 3749' from DER, 9' right of centerline, up to 873' MSL.
Tree 3826' from DER, 561' left of centerline, 823' MSL.
Trees beginning 3859' from DER, 856' left of centerline, up to 833' MSL.
Trees beginning 3878' from DER, 137' left of centerline, up to 841' MSL.
Trees beginning 4052' from DER, 163' left of centerline, up to 860' MSL.
Trees beginning 4080' from DER, 671' left of centerline, up to 880' MSL.
Trees beginning 4165' from DER, 427' right of centerline, up to 883' MSL.
Tree 4197' from DER, 377' right of centerline, 887' MSL.
Tree 4251' from DER, 17' left of centerline, 899' MSL.
Trees beginning 4256' from DER, 200' left of centerline, up to 916' MSL.
Trees beginning 4276' from DER, 576' left of centerline, up to 932' MSL.
Trees beginning 4278' from DER, 39' right of centerline, up to 900' MSL.
Trees beginning 4323' from DER, 14' left of centerline, up to 938' MSL.
Trees, terrain beginning 4405' from DER, 13' right of centerline, up to 924' MSL.
Trees beginning 5268' from DER, 348' left of centerline, up to 963' MSL.
Trees beginning 5323' from DER, 417' left of centerline, up to 965' MSL.
Trees, tower beginning 5431' from DER, 42' left of centerline, up to 981' MSL.
Trees beginning 5484' from DER, 8' right of centerline, up to 945' MSL.
Trees beginning 1 NM from DER, 29' right of centerline, up to 960' MSL.
Trees beginning 1.1 nm from DER, 185' left of centerline, up to 1004' MSL.
Trees beginning 1.1 NM from DER, 9' right of centerline, up to 1013' MSL.
Trees beginning 2.2 NM from DER, 1252' left of centerline, up to 1033' MSL.
Tree 2.3 NM from DER, 2547' left of centerline, 1071' MSL.

RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUL16 (16203) (FAA)

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

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

ROCKWOOD, TN

ROCKWOOD MUNI (RKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

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

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

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

25163

ROGERSVILLE, TN

HAWKINS COUNTY (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 400-2¾ or std. w/min. climb of 385' per NM to 1700.

Rwy 25, 400-2½ w/min. climb of 250' per NM to 1700 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 071° to 3100 before proceeding on course.

Rwy 25, climb heading 236° to 2700 before proceeding on course.

VCOA:

Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hawkins County Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, terrain beginning 102' from DER, 193' left of centerline, up to 1317' MSL.
Tree 346' from DER, 253' right of centerline, 1274' MSL.
Trees beginning 349' from DER, 273' right of centerline, up to 1290' MSL.
Tree 1188' from DER, 783' left of centerline, 1320' MSL.
Tree 1211' from DER, 787' left of centerline, 1324' MSL.
Trees beginning 1221' from DER, 207' right of centerline, up to 1306' MSL.
Tree 1580' from DER, 775' left of centerline, 1337' MSL.
Tree 1730' from DER, 795' left of centerline, 1346' MSL.
Trees, building beginning 1752' from DER, 26' left of centerline, up to 1351' MSL.
Tree 3880' from DER, 1357' right of centerline, 1340' MSL.
Trees beginning 4070' from DER, 1580' left of centerline, up to 1354' MSL.
Tree 5591' from DER, 1996' left of centerline, 1391' MSL.
Trees beginning 5786' from DER, 1377' left of centerline, up to 1408' MSL.
Trees beginning 5965' from DER, 1557' left of centerline, up to 1424' MSL.
Trees beginning one NM from DER, 1331' left of centerline, up to 1523' MSL.
Trees, building beginning 1.1 NM from DER, 1790' left of centerline, up to 1566' MSL.
Tower 2.2 NM from DER, 3132' left of centerline, 223' AGL/1589' MSL.

Rwy 25, catenary, 1' from DER, 427' right of centerline, up to 44' AGL/1318' MSL.
Trees, beginning 75' from DER, 167' left of centerline, up to 1298' MSL.
Terrain 93' from DER, 196' right of centerline, 1265' MSL.
Building 153' from DER, 369' right of centerline, 34' AGL/1301' MSL.
Fence, trees, transmission line, pole, beginning 185 from DER, 143' right of centerline, up to 1308' MSL.
Trees, pole, transmission line, beginning 259' from DER, 105' left of centerline, up to 1309' MSL.
Tree 861' from DER, 565' right of centerline, 1326' MSL.
Trees, terrain, beginning 1087' from DER, 728' right of centerline, up to 1334' MSL.
Trees, beginning 2010' from DER, 393' left of centerline, up to 1331' MSL.
Tree 2088' from DER, 997' right of centerline, 1423' MSL.
Trees, terrain, beginning 2257' from DER, 596' right of centerline, up to 1453' MSL.
Tree 2344' from DER, 964' right of centerline, 1457' MSL.
Trees, terrain, fence, transmission line, poles, beginning 2440' from DER, 47' right of centerline, up to 1478' MSL.
Tree 3422' from DER, 204' left of centerline, 1341' MSL.
Tree 3461' from DER, 97' left of centerline, 1384' MSL.
Trees, beginning 3561' from DER, 7' left of centerline, up to 1402' MSL.
Trees, beginning 4089' from DER, 2' left of centerline, up to 1420' MSL.
Tree 4694' from DER, 1137' right of centerline, 1492' MSL.
Trees, transmission line, pole, beginning 4722' from DER, 18' right of centerline, up to 1503' MSL.
Trees, terrain, beginning 4863' from DER, 29' right of centerline, up to 1508' MSL.
Trees, terrain, beginning 5061' from DER, 19' right of centerline, up to 1526' MSL.
Trees, beginning 5200' from DER, 145' right of centerline, up to 1546' MSL.
Trees, terrain, beginning 5410' from DER, 295' right of centerline, up to 1569' MSL.
Trees, terrain, beginning 5644' from DER, 32' right of centerline, up to 1591' MSL.
Trees, beginning 5830' from DER, 388' right of centerline, up to 1600' MSL.
Trees, beginning 2 NM from DER, 3395' right of centerline, up to 1633' MSL.
Terrain+veg, trees beginning 2.2 NM from DER, 3420' right of centerline, up to 100' AGL/1846' MSL.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY (4M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree, pole beginning 13' from DER, 242' left of centerline, up to 48' AGL/687' MSL.
Tree 253' from DER, 347' right of centerline, 24' AGL/663' MSL.
Trees beginning 303' from DER, 389' left of centerline, up to 84' AGL/721' MSL.
Trees beginning 350' from DER, 346' right of centerline, up to 36' AGL/674' MSL.
Tree 473' from DER, 309' left of centerline, 87' AGL/723' MSL.
Trees beginning 1070' from DER, 432' left of centerline, up to 97' AGL/732' MSL.
Tree 1418' from DER, 638' right of centerline, 61' AGL/693' MSL.
Trees beginning 1438' from DER, 255' right of centerline, up to 86' AGL/718' MSL.
Transmission line 2580' from DER, 493' right of centerline, 84' AGL/731' MSL.
Catenary 2648' from DER, 2' right of centerline, 103' AGL/737' MSL.

CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RUSSELLVILLE, KY (CON'T)

RUSSELLVILLE-LOGAN COUNTY (4M7) (CON'T)

Rwy 7 (CON'T), catenary 2698' from DER, 376' left of centerline, 105' AGL/740' MSL.
Transmission line 2752' from DER, 792' left of centerline, 101' AGL/742' MSL.
Transmission line 2791' from DER, 791' left of centerline, 90' AGL/744' MSL.
Tree 4099' from DER, 12' right of centerline, 101' AGL/762' MSL.
Rwy 25, traverse way, terrain beginning 3' from DER, 332' right of centerline, up to 699' MSL.
Pole 346' from DER, 532' right of centerline, 23' AGL/709' MSL.

SABRE AAF (FORT CAMPBELL) (KEOD)

CLARKSVILLE, TN

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (USA)

TAKEOFF MINIMUMS:
Rwy 23, std. w/min. climb of 289'/NM to 1000 or 300-1¾.
TAKEOFF OBSTACLE NOTES:
Rwy 23, twr 1.4 NM from DER, 1755' left of centerline, 210' AGL/862' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 300-1 or std w/min climb of 415'/NM to 700.
Rwy 19, 400-2¼ or std w/min climb of 260'/NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 1, light poles 20' from DER, 88' right of centerline, 2' AGL/455' MSL.
Tree, pole beginning 31' from DER, 494' left of centerline, up to 534' MSL.
Tree 35' from DER, 412' right of centerline, 489' MSL.
Trees beginning 100' from DER, 188' right of centerline, up to 500' MSL.
Trees beginning 154' from DER, 420' left of centerline, up to 541' MSL.
Trees beginning 546' from DER, 183' left of centerline, up to 542' MSL.
Trees beginning 1177' from DER, 679' right of centerline, up to 518' MSL.
Trees beginning 1339' from DER, 586' right of centerline, up to 520' MSL.
Tree 1601' from DER, 753' right of centerline, 528' MSL.
Trees beginning 1699' from DER, 719' right of centerline, up to 544' MSL.
Trees beginning 1853' from DER, 708' right of centerline, up to 551' MSL.
Tree 2141' from DER, 972' right of centerline, 552' MSL.
Tree 2251' from DER, 821' right of centerline, 555' MSL.
Trees beginning 2280' from DER, 1022' right of centerline, up to 573' MSL.
Tree 2441' from DER, 822' right of centerline, 575' MSL.
Trees beginning 2449' from DER, 654' right of centerline, up to 577' MSL.
Trees beginning 2588' from DER, 501' right of centerline, up to 591' MSL.
Trees beginning 2843' from DER, 867' right of centerline, up to 596' MSL.
Tree 2981' from DER, 1178' right of centerline, 607' MSL.
Trees beginning 3103' from DER, 92' right of centerline, up to 607' MSL.
Rwy 19, terrain 3' from DER, 178' right of centerline, 474' MSL.
Fence, terrain beginning 32' from DER, 299' right of centerline, up to 7' AGL/483' MSL.
Pole 244' from DER, 547' left of centerline, 39' AGL/503' MSL.
Tree 341' from DER, 527' left of centerline, 533' MSL.
Trees beginning 387' from DER, 418' left of centerline, up to 543' MSL.
Trees, poles beginning 633' from DER, 23' left of centerline, up to 546' MSL.
Trees, light poles, vertical structure, poles beginning 683' from DER, 2' right of centerline, up to 541' MSL.
Trees, building, antenna beginning 1328' from DER, 9' right of centerline, up to 582' MSL.
Trees beginning 1420' from DER, 30' left of centerline, up to 554' MSL.
Trees beginning 1582' from DER, 30' left of centerline, up to 576' MSL.
Trees beginning 1744' from DER, 73' right of centerline, up to 583' MSL.
Trees beginning 2269' from DER, 28' right of centerline, up to 587' MSL.
Trees beginning 2774' from DER, 2' left of centerline, up to 578' MSL.
Trees beginning 2858' from DER, on centerline, up to 588' MSL.
Trees beginning 1.2 NM from DER, 2542' right of centerline, up to 693' MSL.
Trees beginning 1.3 NM from DER, 2479' right of centerline, up to 708' MSL.
Trees beginning 1.4 NM from DER, 2622' right of centerline, up to 725' MSL.
Trees beginning 1.6 NM from DER, 2442' right of centerline, up to 729' MSL.
Tree 1.6 NM from DER, 2057' left of centerline, 726' MSL.
Trees beginning 1.7 NM from DER, 2670' right of centerline, up to 765' MSL.
Tree 1.8 NM from DER, 3331' right of centerline, 762' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

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

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE (GKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std w/min climb of 320'/NM to 2900, or 1000-3 for VCOA.
Rwy 28, 400-2¾ or std w/min climb of 215'/NM to 1500.

DEPARTURE PROCEDURE:

Rwy 10, climbing left turn to intercept VXV VORTAC R-090 to VXV VORTAC to 5000 before proceeding on course.
Rwy 28, climb on heading 282° to intercept VXV VORTAC R-090 then to VXV VORTAC to 5000 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gatlinburg-Pigeon Forge airport westbound at or above 1900 climb on VXV VORTAC R-120 to VXV VORTAC to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

SHELBYVILLE, TN

BOMAR FLD/SHELBYVILLE MUNI (SYI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (21336) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

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

SMYRNA, TN

SMYRNA (MQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-2¼ or std. w/min. climb of 255' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 32, 300-1 or std. w/min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 006° to 1200 before turning northeast.

CON'T

SE-1, 12 JUN 2025 to 07 AUG 2025

SMYRNA, TN (CON'T)

SMYRNA (MQY) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 1, lighting 32' from DER, 120' right of centerline, 2' AGL/523' MSL.
Lighting 141' from DER, 250' left of centerline, 6' AGL/528' MSL.
Trees beginning 776' from DER, 26' right of centerline, up to 590' MSL.
Tree 991' from DER, 525' left of centerline, 564' MSL.
Trees beginning 1101' from DER, 53' left of centerline, up to 566' MSL.
Tree 1202' from DER, 263' left of centerline, 568' MSL.
Trees, beginning 1241' from DER, 26' left of centerline, up to 612' MSL.
Trees beginning 1436' from DER, 20' right of centerline, up to 601' MSL.
Trees beginning 1676' from DER, 9' right of centerline, up to 614' MSL.
Trees beginning 2085' from DER, 816' right of centerline, up to 615' MSL.
Trees beginning 2250' from DER, 819' left of centerline, up to 617' MSL.
Rwy 14, lighting 9' from DER, 104' right of centerline, 4' AGL/520' MSL.
Lighting 37' from DER, 254' left of centerline, 4' AGL/520' MSL.
Tree 1319' from DER, 808' left of centerline, 572' MSL.
Tree 3208' from DER, 198' left of centerline, 598' MSL.
Rwy 19, lighting 9' from DER, 125' right of centerline, 3' AGL/521' MSL.
Lighting 9' from DER, 125' left of centerline, 3' AGL/521' MSL.
Pole 1468' from DER, 139' left of centerline, 23' AGL/556' MSL.
Pole 1473' from DER, 40' left of centerline, 26' AGL/558' MSL.
Transmission line, pole, trees beginning 1547' from DER, 24' right of centerline, up to 50' AGL/580' MSL.
Pole 1594' from DER, 122' left of centerline, 33' AGL/566' MSL.
Tree 1647' from DER, 251' left of centerline, 577' MSL.
Trees, pole beginning 1690' from DER, 18' left of centerline, up to 609' MSL.
Tree 1786' from DER, 79' right of centerline, 590' MSL.
Trees beginning 1846' from DER, 293' right of centerline, up to 596' MSL.
Tree 1900' from DER, 571' left of centerline, 619' MSL.
Trees beginning 1973' from DER, 20' left of centerline, up to 626' MSL.
Tree 2038' from DER, 843' right of centerline, 597' MSL.
Tree 2057' from DER, 75' right of centerline, 600' MSL.
Trees beginning 2099' from DER, 316' right of centerline, up to 606' MSL.
Tree 2260' from DER, 648' right of centerline, 609' MSL.
Trees beginning 2271' from DER, 203' right of centerline, up to 613' MSL.
Trees beginning 2525' from DER, 40' right of centerline, up to 614' MSL.
Trees beginning 2973' from DER, 379' left of centerline, up to 634' MSL.
Trees beginning 3022' from DER, 28' left of centerline, up to 639' MSL.
Trees beginning 3546' from DER, 193' right of centerline, up to 618' MSL.
Tower, antenna beginning 1.7 NM from DER, 2303' right of centerline, up to 143' AGL/788' MSL.
Rwy 32, lighting 10' from DER, 105' right of centerline, 3' AGL/545' MSL.
Tree 78' from DER, 503' left of centerline, 563' MSL.
Trees beginning 89' from DER, 438' left of centerline, up to 598' MSL.
Trees beginning 402' from DER, 472' right of centerline, up to 583' MSL.
Tree 888' from DER, 552' right of centerline, 585' MSL.
Trees beginning 1067' from DER, 25' right of centerline, up to 588' MSL.
Trees beginning 1158' from DER, 82' left of centerline, up to 600' MSL.
Tree 1278' from DER, 86' right of centerline, 593' MSL.
Trees beginning 1310' from DER, 110' right of centerline, up to 598' MSL.
Tree 1339' from DER, 517' left of centerline, 609' MSL.
Trees beginning 1346' from DER, 61' left of centerline, up to 614' MSL.
Trees beginning 1371' from DER, 221' right of centerline, up to 599' MSL.
Tree 1503' from DER, 208' right of centerline, 601' MSL.
Trees beginning 1528' from DER, 26' right of centerline, up to 606' MSL.
Trees beginning 1684' from DER, 7' left of centerline, up to 617' MSL.
Tree 1995' from DER, 260' right of centerline, 623' MSL.
Trees beginning 2002' from DER, 61' right of centerline, up to 624' MSL.
Trees beginning 2082' from DER, 169' right of centerline, up to 625' MSL.
Trees beginning 2103' from DER, 388' left of centerline, up to 620' MSL.
Trees beginning 2523' from DER, 134' left of centerline, up to 621' MSL.
Trees beginning 2540' from DER, 57' right of centerline, up to 627' MSL.
Trees beginning 2672' from DER, 130' left of centerline, up to 625' MSL.
Trees beginning 2777' from DER, 108' left of centerline, up to 634' MSL.
Trees beginning 2880' from DER, 37' right of centerline, up to 633' MSL.
Trees beginning 3052' from DER, 63' right of centerline, up to 640' MSL.
Trees beginning 3069' from DER, 129' left of centerline, up to 635' MSL.
Tree 3346' from DER, 290' right of centerline, 641' MSL.
Trees beginning 3409' from DER, 186' left of centerline, up to 637' MSL.
Trees beginning 3460' from DER, 180' right of centerline, up to 644' MSL.
Trees beginning 3549' from DER, 285' left of centerline, up to 643' MSL.
Trees beginning 3613' from DER, 181' left of centerline, up to 646' MSL.
Trees beginning 3928' from DER, 33' right of centerline, up to 648' MSL.
Trees beginning 4083' from DER, 17' right of centerline, up to 651' MSL.
Trees beginning 4091' from DER, 55' left of centerline, up to 657' MSL.
Trees beginning 4099' from DER, 48' right of centerline, up to 655' MSL.
CONT

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SMYRNA, TN (CON'T)

SMYRNA (MQY) (CON'T)

Rwy 32 (CON'T), trees beginning 4147' from DER, 28' left of centerline, up to 666' MSL.
Trees beginning 4226' from DER, 31' right of centerline, up to 663' MSL.
Tree 4270' from DER, 487' right of centerline, 670' MSL.
Trees beginning 4425' from DER, 120' right of centerline, up to 685' MSL.
Tree 4436' from DER, 138' left of centerline, 669' MSL.
Trees beginning 4499' from DER, 28' right of centerline, up to 686' MSL.
Trees beginning 4512' from DER, 262' left of centerline, up to 672' MSL.
Tree 4526' from DER, 436' left of centerline, 678' MSL.
Trees beginning 4590' from DER, 197' left of centerline, up to 688' MSL.
Trees beginning 4594' from DER, 59' right of centerline, up to 690' MSL.
Trees beginning 4820' from DER, 60' right of centerline, up to 694' MSL.
Trees, tower beginning 4915' from DER, 34' left of centerline, up to 694' MSL.
Trees beginning 4988' from DER, 41' right of centerline, up to 704' MSL.
Trees beginning 5145' from DER, 142' right of centerline, up to 709' MSL.
Trees beginning 5182' from DER, 11' right of centerline, up to 702' MSL.

SOMERSET, KY

LAKE CUMBERLAND RGNL (SME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 500-2 or std. w/min. climb of 440' per NM to 1600.
Rwy 23, 300-1¼ or std. w/min. climb of 375' per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 048° to 2000 before proceeding on course.
Rwy 23, climb heading 228° to 2000 before turning southbound.
TAKEOFF OBSTACLE NOTES:
Rwy 5, power lines beginning 2350' from DER, on centerline, up to 100' AGL/1009' MSL.
Trees beginning 5685' from DER, left and right of centerline, up to 100' AGL/1369' MSL.
Tower 1.7 NM from DER, 500' right of centerline, 100' AGL/1300' MSL.
Rwy 23, poles beginning 178' from DER, on centerline, up to 102' AGL/1111' MSL.
Trees beginning 281' from DER, left and right of centerline, up to 81' AGL/1190' MSL.
Buildings beginning 412' from DER, 336' right of centerline, up to 10' AGL/1089' MSL.
Hills beginning 982' from DER, 102' left of centerline, up to 927' MSL.
Signs beginning 1214' from DER, 45' right of centerline, 45' AGL/959' MSL.
Antenna 2939' from DER, 54' left of centerline, 56' AGL/1005' MSL.

SOMERVILLE, TN

FAYETTE COUNTY (FYE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (06271) (FAA)

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

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:
Rwy 4, climb via heading 037° to 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 56' from DER, 448' right of centerline, 100' AGL/1049' MSL.
Tree 484' from DER, 574' right of centerline, 100' AGL/1056' MSL.
Rwy 22, tree 1646' from DER, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 131' from DER, 518' left of centerline, 76' AGL/894' MSL.
Trees beginning 137' from DER, 396' right of centerline, up to 75' AGL/956' MSL.
Trees beginning 217' from DER, 21' left of centerline, up to 90' AGL/897' MSL.
Tree 1256' from DER, 688' left of centerline, 67' AGL/931' MSL.
Tree 2158' from DER, 7' left of centerline, 76' AGL/935' MSL.
Trees beginning 2186' from DER, 259' right of centerline, up to 77' AGL/959' MSL.
CON'T

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SPRINGFIELD, KY (CON'T)

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2) (CON'T)

Rwy 11 (CON'T), tree 3313' from DER, 1369' right of centerline, 79' AGL/972' MSL.
Trees 5034' from DER, 1792' right of centerline, 100' AGL/1009' MSL.
Rwy 29, vehicles on road way 1' from DER, 303' right of centerline, 14' AGL/824' MSL.
Tree 384' from DER, 369' right of centerline, 44' AGL/852' MSL.
Trees, pole, transmission line beginning 402' from DER, 456' right of centerline, up to 43' AGL/860' MSL.
Tree 1282' from DER, 639' left of centerline, 61' AGL/859' MSL.
Tree 1305' from DER, 810' left of centerline, 71' AGL/864' MSL.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY (M91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 4, ground 129' from DER, 495' right of centerline, 715' MSL.
Trees beginning 495' from DER, 209' right of centerline, up to 100' AGL/800' MSL.
Trees beginning 863' from DER, 442' left of centerline, up to 100' AGL/784' MSL.
Transmission poles beginning 1410' from DER, 229' left of centerline, up to 38' AGL/748' MSL.
Rwy 22, power lines beginning 530' from DER, 625' left of centerline, up to 100' AGL/819' MSL.
Trees beginning 630' from DER, 520' left of centerline, up to 100' AGL/819' MSL.

STURGIS, KY

STURGIS MUNI (TWT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03APR14 (14093) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 400-2¼ or std. w/ min. climb of 280' per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 2114' from DER, 514' left of centerline, up to 100' AGL/689' MSL.
Rwy 19, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL.
Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/509' MSL.

TAZEWELL, TN

NEW TAZEWELL MUNI (3A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:
Rwy 7, NA-Environmental and obstacles.
Rwy 25, 300-1 w/min. climb of 480' per NM to 2700, or 1800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 25, climb heading 250° to 2500 before proceeding on course.
VCOA:
Rwy 25, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross New Tazewell Muni airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 25, multiple trees and bushes beginning 12' from DER, 190' right and left of centerline, up to 100' AGL/1213' MSL.
Fence 77' from DER, 246' right of centerline, 4' AGL/1185' MSL.
Poles 302' from DER, 254' right of centerline, 29' AGL/1253' MSL.
Building 691' from DER, 482' right of centerline, 16' AGL/1211' MSL.
Multiple trees beginning 5703' from DER, 406' right of centerline, up to 100' AGL/1328' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE/MONROE COUNTY (TZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28DEC23 (23362) (FAA)

TAKEOFF MINIMUMS:
Rwy 4, 300-1⅛ or std w/min climb of 231' per NM to 1300 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 100' from DER, 109' right of centerline, up to 108' AGL/1107' MSL.
Tree 233' from DER, 301' left of centerline, 32' AGL/1046' MSL.
Tree 709' from DER, 266' left of centerline, 36' AGL/1055' MSL.
Building 810' from DER, 231' left of centerline, 44' AGL/1060' MSL.
Tree 5484' from DER, 1942' left of centerline, 120' AGL/1194' MSL.
Rwy 22, pole 10' from DER, 114' right of centerline, 11' AGL/1016' MSL.
Trees, fences beginning 52' from DER, 43' right of centerline, up to 27' AGL/1031' MSL.
Pole 482' from DER, 613' left of centerline, 30' AGL/1029' MSL.
Tree 835' from DER, 494' left of centerline, 58' AGL/1045' MSL.
Building 882' from DER, 552' right of centerline, 20' AGL/1062' MSL.
Pole, building beginning 985' from DER, 407' right of centerline, up to 28' AGL/1070' MSL.
CON'T

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TOMPKINSVILLE, KY (CON'T)

TOMPKINSVILLE/MONROE COUNTY (TZV) (CON'T)

Rwy 22 (CON'T), trees, pole beginning 1164' from DER, 273' left of centerline, up to 63' AGL/1066' MSL.
Trees, building, poles beginning 1197' from DER, 219' right of centerline, up to 55' AGL/1101' MSL.
Trees, pole beginning 1768' from DER, 2' right of centerline, up to 115' AGL/1140' MSL.
Tree 1880' from DER, 45' left of centerline, 54' AGL/1072' MSL.
Trees beginning 1917' from DER, 1' left of centerline, up to 66' AGL/1088' MSL.
Trees, pole beginning 1924' from DER, 58' left of centerline, up to 67' AGL/1091' MSL.
Trees beginning 2183' from DER, 156' left of centerline, up to 65' AGL/1093' MSL.
Trees beginning 2185' from DER, 76' left of centerline, up to 81' AGL/1109' MSL.
Trees beginning 2215' from DER, 9' left of centerline, up to 82' AGL/1112' MSL.
Tree 2244' from DER, 104' left of centerline, 82' AGL/1113' MSL.
Trees, pole beginning 2250' from DER, 28' left of centerline, up to 86' AGL/1117' MSL.
Trees, poles, transmission line beginning 2958' from DER, 15' left of centerline, up to 78' AGL/1118' MSL.
Trees beginning 3218' from DER, on and left of centerline, up to 88' AGL/1121' MSL.
Tree 4325' from DER, 967' left of centerline, 99' AGL/1130' MSL.

TRENTON, TN

GIBSON COUNTY (TGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1¾ or std. w/min. climb of 360' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 011° to 1200 before proceeding on course.
Rwy 19, climb on heading 191° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, fence beginning 7' from DER, 157' left of centerline, up to 44' AGL/402' MSL.
Tree, fence beginning 45' from DER, 228' right of centerline, up to 44' AGL/394' MSL.
Trees beginning 337' from DER, 267' right of centerline, up to 43' AGL/398' MSL.
Tree, tower beginning 942' from DER, 352' right of centerline, up to 48' AGL/418' MSL.
Tree, pole beginning 1011' from DER, 265' left of centerline, up to 65' AGL/437' MSL.
Tree, pole, traverse way, antenna beginning 1060' from DER, 4' left of centerline, up to 80' AGL/461' MSL.
Tree, tower beginning 1088' from DER, 342' right of centerline, up to 63' AGL/434' MSL.
Tree, pole beginning 1137' from DER, 220' right of centerline, up to 85' AGL/448' MSL.
Tree, pole beginning 1266' from DER, 26' left of centerline, up to 84' AGL/472' MSL.
Trees beginning 1366' from DER, 72' right of centerline, up to 80' AGL/450' MSL.
Tree, building beginning 1916' from DER, 74' left of centerline, up to 69' AGL/477' MSL.
Trees beginning 2022' from DER, 89' right of centerline, up to 71' AGL/451' MSL.
Tree, pole, building, tower beginning 2250' from DER, 72' left of centerline, up to 82' AGL/483' MSL.
Trees beginning 2447' from DER, 419' right of centerline, up to 65' AGL/461' MSL.
Tree, pole beginning 2480' from DER, 491' right of centerline, up to 61' AGL/464' MSL.
Tree 3078' from DER, 984' right of centerline, 86' AGL/469' MSL.
Trees beginning 3182' from DER, 1105' right of centerline, up to 95' AGL/471' MSL.
Trees beginning 3574' from DER, 121' right of centerline, up to 75' AGL/474' MSL.
Trees beginning 4148' from DER, 1099' left of centerline, up to 88' AGL/501' MSL.
Tree, pole beginning 4576' from DER, 1065' left of centerline, up to 76' AGL/536' MSL.
Tree, tower, pole, building beginning 4762' from DER, 578' left of centerline, up to 80' AGL/567' MSL.
Tree, pole, tower, tree beginning 5573' from DER, 119' left of centerline, up to 83' AGL/588' MSL.
Tree 1 NM from DER, 2033' right of centerline, 100' AGL/520' MSL.
Tree 1.4 NM from DER, 2773' left of centerline, 100' AGL/579' MSL.
Rwy 19, lighting 38' from DER, 111' right of centerline, 23' AGL/360' MSL.
Trees beginning 138' from DER, 286' right of centerline, up to 89' AGL/425' MSL.
Tree 209' from DER, 485' left of centerline, 62' AGL/397' MSL.
Tree 222' from DER, 254' left of centerline, 62' AGL/398' MSL.
Tree 267' from DER, 380' left of centerline, 66' AGL/401' MSL.
Tree 469' from DER, 465' left of centerline, 98' AGL/431' MSL.
Tree 501' from DER, 432' right of centerline, 107' AGL/439' MSL.
Trees beginning 510' from DER, 28' right of centerline, up to 120' AGL/451' MSL.
Tree 574' from DER, 618' left of centerline, 108' AGL/440' MSL.
Trees beginning 633' from DER, 56' left of centerline, up to 111' AGL/442' MSL.
Trees beginning 2171' from DER, 169' left of centerline, up to 101' AGL/453' MSL.

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

25163

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, buildings beginning 36' from DER, 439' right of centerline, up to 28' AGL/1098' MSL.
Rising terrain, beginning 41' from DER, 5' right of centerline, up to 1090' MSL.
Fence 83' from DER, 393' right of centerline, up to 12' AGL/1082' MSL.
Trees beginning 130' from DER, left and right of centerline, up to 100' AGL/1199' MSL.
Light poles beginning 674' from DER, 311' left of centerline, up to 36' AGL/1096' MSL.
Rwy 18, trees beginning 146' from DER, left and right of centerline, up to 100' AGL/1199' MSL.
Buildings beginning 299' from DER, 217' right of centerline, up to 32' AGL/1102' MSL.
Rwy 24, trees beginning 454' from DER, left and right of centerline, up to 100' AGL/1219' MSL.
Rwy 36, trees beginning 24' from DER, left and right of centerline, up to 100' AGL/1229' MSL.
Light pole 260' from DER, 498' left of centerline, 18' AGL/1088' MSL.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

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

WAVERLY, TN

HUMPHREYS COUNTY (0M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 189' from DER, 116' right of centerline, up to 789' MSL.
Trees beginning 373' from DER, 104' left of centerline, up to 787' MSL.
Trees beginning 892' from DER, 250' right of centerline, up to 795' MSL.
Tree 2567' from DER, 150' right of centerline, 805' MSL.
Tree 2644' from DER, 153' right of centerline, 809' MSL.
Trees beginning 2893' from DER, 53' right of centerline, up to 813' MSL.
Tree 2960' from DER, 16' left of centerline, 816' MSL.
Tree 3107' from DER, 102' right of centerline, 822' MSL.
Rwy 21, tree 68' from DER, 181' right of centerline, 769' MSL.
Tree 83' from DER, 450' right of centerline, 776' MSL.
Trees beginning 165' from DER, 1' right of centerline, up to 796' MSL.
Trees beginning 180' from DER, 114' left of centerline, up to 808' MSL.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY (BYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/ min. climb of 280' per NM to 1400.
Rwy 20, std. w/ min. climb of 350' per NM to 2500, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 023° to 2000 before turning east.
Rwy 20, climb on heading 203° to 2000 before proceeding on course.

VCOA:

Rwy 20, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsburg-Whitley County Airport at or above 2400 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 182' from DER, 250' left of centerline, 1184' MSL.
Tree 231' from DER, 243' left of centerline, 1195' MSL.
Trees beginning 1270' from DER, 592' right of centerline, up to 1225' MSL.
Trees beginning 1519' from DER, 684' left of centerline, up to 1263' MSL.
Tree 2306' from DER, 665' right of centerline, 1245' MSL.
Tree 3204' from DER, 1087' right of centerline, 1262' MSL.
Tree 3563' from DER, 466' left of centerline, 1268' MSL.
Tree 3644' from DER, 329' left of centerline, 1270' MSL.
Tree 3697' from DER, 126' left of centerline, 1273' MSL.
Tree 3704' from DER, 369' left of centerline, 1276' MSL.

CON'T

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

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WILLIAMSBURG, KY (CON'T)

WILLIAMSBURG-WHITLEY COUNTY (BYL) (CON'T)

Rwy 2 (CON'T), trees beginning 3731' from DER, 171' left of centerline, up to 1278' MSL.
Tree 4152' from DER, 311' left of centerline, 1282' MSL.
Trees beginning 4285' from DER, 24' right of centerline, up to 1296' MSL.
Tree 4355' from DER, 75' left of centerline, 1300' MSL.
Trees beginning 4406' from DER, 12' left of centerline, up to 1316' MSL.
Trees beginning 4451' from DER, 125' right of centerline, up to 1297' MSL.
Trees beginning 4504' from DER, 151' right of centerline, up to 1303' MSL.
Trees beginning 4536' from DER, 170' right of centerline, up to 1304' MSL.
Tree, terrain beginning 4720' from DER, 2' right of centerline, up to 1328' MSL.
Tree, terrain beginning 4986' from DER, on centerline, up to 1329' MSL.
Tree 5424' from DER, 43' left of centerline, 1322' MSL.
Rwy 20, tree 177' from DER, 347' left of centerline, 1165' MSL.
Tree 306' from DER, 466' left of centerline, 1192' MSL.
Tree, fence beginning 348' from DER, 409' left of centerline, up to 1217' MSL.
Trees beginning 405' from DER, 399' left of centerline, up to 1223' MSL.
Tree 1230' from DER, 787' right of centerline, 1187' MSL.
Tree 1411' from DER, 321' right of centerline, 1195' MSL.

WINCHESTER, TN

WINCHESTER MUNI (BGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, std. w/min. climb of 330' per NM to 2400, or 1500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 185° to 2300 before turning left.
Rwy 36, climb heading 005° to 2000 before turning right.
VCOA:
Rwy 18, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Muni airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 174' from DER, 387' left of centerline, up to 81' AGL/1062' MSL.
Vehicles on roadway beginning 388' from DER, left and right of centerline, up to 17' AGL/1006' MSL.
Tower 726' from DER, 337' left of centerline, 31' AGL/1018' MSL.
Trees beginning 1237' from DER, 539' right of centerline, up to 126' AGL/1057' MSL.
Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119' MSL.
Rwy 36, rising terrain and trees beginning 97' from DER, 293' left of centerline, up to 109' AGL/1100' MSL.
Vehicles on roadway beginning 817' from DER, 659' left of centerline, up to 17' AGL/996' MSL.
Trees beginning 2654' from DER, 75' right of centerline, up to 60' AGL/1052' MSL.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ANA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the ANA designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
ANon-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	
US Military (USA/USN/USAF)	See Service Regulations	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAME — ALTERNATE MINIMUMS

ASHLAND, KY
ASHLAND
RGNL (DWU)……**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.
Category B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

ATHENS, TN
MCMINN COUNTY (MMI)……**RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[2]
NA when local weather not available.
[1]Category D, 1000-3.
[2]Categories A, B, C, 900-2½; Category D, 1000-3.

BARDSTOWN, KY
SAMUELS FLD (BRY)……**RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[1]
VOR Rwy 3
Category D, 900-2¾.
[1]NA when local weather not available.

BOWLING GREEN, KY
BOWLING GREEN-WARREN COUNTY
RGNL (BWG)……**ILS Y or LOC Y Rwy 3**
ILS Z or LOC Z Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

BRISTOL/JOHNSON/KINGSPORT, TN
TRI-CITIES (TRI)……**ILS or LOC Rwy 5**[12]
ILS or LOC Rwy 23[13]
RNAV (GPS) Rwy 5[4]
RNAV (GPS) Rwy 9[5]
RNAV (GPS) Rwy 23[6]
RNAV (GPS) Rwy 27[4]
[1]NA when control tower closed.
[2]LOC, Category C, 900-2¼; Category D, 1000-3.
[3]LOC, Categories A, B, 1000-2;
Categories C, D, 1000-3.
[4]Category C, 900-2¼; Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.
[6]NA when local weather not available.

CHATTANOOGA, TN
LOVELL FLD (CHA)……**ILS or LOC Rwy 2**[12]
ILS or LOC Rwy 20[12]
RNAV (GPS) Rwy 2[3]
RNAV (GPS) Rwy 15[4]
RNAV (GPS) Rwy 20[3]
RNAV (GPS) Rwy 33[5]
[1]NA when control tower closed.
[2]LOC, Category C, 900-2½; Category D, 900-3.
[3]Category C, 900-2½; Category D, 900-3.
[4]Category C, 800-2¼; Category D, 900-3.
[5]Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.

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NAME	ALTERNATE MINIMUMS

CLARKSVILLE, TN
OUTLAW FLD (CKV)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CLEVELAND, TN
CLEVELAND RGNL
JETPORT (RZR)……...**RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21
Category D, 1000-3.
[1]NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN
MAURY COUNTY
RGNL (MRC)……**RNAV (GPS) Rwy 6**[1]
RNAV (GPS) Rwy 24[2]
NA when local weather not available.
[1]Category D, 1000-3.
[2]Category A, B, C, 800-2¼; Category D, 1000-3.

COVINGTON, TN
COVINGTON MUNI (M04)……**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

CROSSVILLE, TN
CROSSVILLE MEML-WHITSON
FLD (CSV)……**ILS Y or LOC Y Rwy 26**
ILS Z or LOC Z Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
NA when local weather not available.

DANVILLE, KY
STUART POWELL FLD (DVK)……..**LOC Rwy 31**[1]
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31[1]
NA when local weather not available.
[1]Category D, 900-2¾.

DYERSBURG, TN
DYERSBURG RGNL (DYR)…..**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.
Category D, 1000-3.

ELIZABETHTON, TN
ELIZABETHTON
MUNI (0A9)……**RNAV (GPS) Rwy 6**
NA when local weather not available.
Categories A, 1500-2; Category B, 1600-2;
Category C, 1700-3.

NAME	ALTERNATE MINIMUMS

ELIZABETHTOWN, KY
ADDINGTON FLD (EKX)……**ILS or LOC Rwy 5**[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3.

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

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

GALLATIN, TN
MUSIC CITY
EXEC (XNX)…….....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
VOR-A
Category D, 800-2¼.
[1]NA when local weather not available.

GLASGOW, KY
GLASGOW MUNI (GLW)……..**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26[1]
NA when local weather not available.
[1]Category D, 900-2¾.

GREENVILLE, TN
GREENVILLE
MUNI (GCY)…….....……**RNAV (GPS) Rwy 5**
NA when local weather not available.
Category D, 800-2¼.

HARLAN, KY
TUCKER-GUTHRIE
MEML (I35)...…….....……**RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1400-2; Category C, 1800-3.

HARTFORD, KY
OHIO COUNTY (JQD)...……**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category C, 800-2¼.

HAZARD, KY
WENDELL H FORD (CPF)…….....**LOC Rwy 14**[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
[1]Category C, 900-2¼; Category D, 900-3.
[2]Category C, 900-2¼; Category D, 900-2½.

NAME ALTERNATE MINIMUMS

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

JACKSON, KY
JULIAN
CARROLL (JKL)……..**RNAV (GPS) Rwy 1**
NA when local weather not available.

JACKSON, TN
JACKSON RGNL (MKL)..……**ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN
ISLAND (DKX)……**LOC Rwy 26**
RNAV (GPS) Rwy 26
VOR-B
NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2¾.

MC GHEE TYSON (TYS)……..**ILS or LOC Rwy 5L**[1]
ILS or LOC Rwy 23L[2]
ILS or LOC Rwy 23R[3]
RNAV (GPS) Rwy 5L[4]
RNAV (GPS) Rwy 5R[4]
RNAV (GPS) Rwy 23L[4]
RNAV (GPS) Rwy 23R[4]
VOR Rwy 23L[4]
VOR Rwy 23R[4]
[1]LOC, Category D, 1000-3.
[2]ILS, Categories B, C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.
[3]LOC, Categories D, E, 1000-3.
[4]Category D, 1000-3.

LEWISPORT, KY
HANCOCK COUNTY/RON LEWIS
FLD (KY8)…….....**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category C, 800-2¼.

LEXINGTON, KY
BLUE GRASS (LEX)……..**ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LEXINGTON-PARSONS, TN
BEECH RIVER
RGNL (PVE)……..**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

LIVINGSTON, TN
LIVINGSTON MUNI (8A3)…….**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR/DME Rwy 21
NA when local weather not available.
Category D, 1000-3.

LONDON, KY
LONDON/CORBIN/
MAGEE (LOZ)…….....**ILS or LOC Rwy 6**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[2]
NA when local weather not available.
[1]LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, KY
BOWMAN FLD (LOU)……..……**NDB Rwy 33**
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.

LOUISVILLE MUHAMMAD ALI
INTL (SDF)……..……**ILS or LOC Rwy 17L**[1]
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35L[1]
ILS or LOC Rwy 35R[1]
LOC Rwy 29[2]
RNAV (GPS) Y Rwy 17L[2]
RNAV (GPS) Y Rwy 17R[2]
RNAV (GPS) Y Rwy 29[2]
RNAV (GPS) Y Rwy 35L[2]
RNAV (GPS) Y Rwy 35R[2]
[1]LOC, Category D, 900-3.
[2]Category D, 900-3.

MADISONVILLE, KY
MADISONVILLE
RGNL (2I0)..……..……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 1000-3.

MADISONVILLE, TN
MONROE COUNTY (MNV)……**RNAV (GPS) Rwy 5**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MARION, KY
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.
Category D, 800-2¼.

MAYFIELD, KY
MAYFIELD GRAVES COUNTY (M25).....**RNAV (GPS) Rwy 19**
NA when local weather not available.
Category D, 800-2½.

MC MINNVILLE, TN
WARREN COUNTY MEML (RNC).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

MEMPHIS, TN
MEMPHIS INTL (MEM).....**ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 18C[1]
ILS or LOC Rwy 18L[1]
ILS or LOC Rwy 18R[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 36C[2]
ILS or LOC Rwy 36L[2]
ILS or LOC Rwy 36R[2]
RNAV (GPS) Rwy 9[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 36C[3]
RNAV (GPS) Rwy 36L[3]
RNAV (GPS) Rwy 36R[3]
RNAV (GPS) Z Rwy 18C[3]
RNAV (GPS) Z Rwy 18L[3]
RNAV (GPS) Z Rwy 18R[3]
[1]LOC, Category D, 800-2¼; Category E, 800-2¾.
[2]ILS, LOC, Category E, 800-2¾.
[3]Category D, 800-2¼.

MIDDLESBORO, KY
MIDDLESBORO/BELL COUNTY (1A6).....**RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 2000-2.

MILLINGTON, TN
MILLINGTON/MEMPHIS (NQA).....**ILS or LOC Rwy 22[125]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[45]
VOR or TACAN Rwy 22[4]
[1]NA when control tower closed.
[2]LOC, Category E, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]Category E, 800-2¼;
[5]NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONTICELLO, KY
WAYNE COUNTY (EKQ).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Categories A, B, 900-2.

MOREHEAD, KY
MOREHEAD-ROWAN COUNTY CLYDE A. THOMAS RGNL (SYM).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2½.

MURFREESBORO, TN
MURFREESBORO MUNI (MBT).....**RNAV (GPS) Rwy 36**
NA when local weather not available.

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

NASHVILLE, TN
NASHVILLE INTL (BNA).....**ILS or LOC Rwy 2C[13]**
ILS or LOC Rwy 2L[1]
ILS or LOC Rwy 20R[1]
ILS or LOC Rwy 31[1]
ILS or LOC/DME Rwy 2R[1]
ILS or LOC/DME Rwy 20L[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 20C[2]
RNAV (GPS) Y Rwy 2C[2]
RNAV (GPS) Y Rwy 2L[2]
RNAV (GPS) Y Rwy 2R[2]
RNAV (GPS) Y Rwy 20L[2]
RNAV (GPS) Y Rwy 20R[2]
RNAV (GPS) Y Rwy 31[2]
[1]ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when local weather not available.

OWENSBORO, KY
OWENSBORO/DAVIESS COUNTY RGNL (OWB).....**ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 36[3]
VOR Rwy 6[4]
VOR Rwy 18
VOR Rwy 36[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories C, D, 800-2½.

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NAME ALTERNATE MINIMUMS

PADUCAH, KY
BARKLEY RGNL (PAH)……**ILS or LOC Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]
VOR Rwy 5[3]
VOR Rwy 23[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

PARIS, TN
HENRY COUNTY (PHT)……..**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 2¼.

PIKEVILLE, KY
PIKE COUNTY/HATCHER
FLD (PBX)……..……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
Category D, 1000-3.

PORTLAND, TN
DOUGLAS
HUNTER FLD (1M5)……....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

PRESTONSBURG, KY
BIG SANDY RGNL (SJS)…..…**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21[1]
NA when local weather not available.
[1]Category D, 800-2½.

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

ROCKWOOD, TN
ROCKWOOD
MUNI (RKW)……..**VOR/DME Rwy 22**
NA when local weather not available.
Category D, 1200-3.

SEVIERVILLE, TN
GATLINBURG-PIGEON
FORGE (GKT)……**RNAV (GPS) Rwy 10[1]**
VOR/DME Rwy 10[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1100-3, Category D, 1700-3.
[2]Categories A, B, 900-2; Category C, 1100-3, Category D, 1700-3.

NAME ALTERNATE MINIMUMS

SHELBYVILLE, TN
BOMAR FLD/SHELBYVILLE
MUNI (SYI)……**RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36
VOR Rwy 18
VOR Rwy 36
NA when local weather not available.
Categories C, D, 1000-3.

SMYRNA, TN
SMYRNA (MQY)……**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.
Category D, 1000-3.

SOMERSET, KY
LAKE CUMBERLAND
RGNL (SME).....…..……**ILS or LOC Rwy 5[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]LOC, Categories C, D, 1200-3.
[2]Categories C, D, 1200-3.

SOMERVILLE, TN
FAYETTE
COUNTY (FYE)……..**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SPARTA, TN
UPPER CUMBERLAND
RGNL(SRB)……**RNAV (GPS) Rwy 4**
NA when local weather not available.
Category D, 900-2¾.

SPRINGFIELD, KY
LEBANON SPRINGFIELD-GEORGE HOERTER
FLD (6I2)……..……**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN
FLD (THA)……**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36
NA when local weather not available.

WILLIAMSBURG, KY
WILLIAMSBURG-WHITLEY
COUNTY (BYL)……..**LOC Rwy 20**
RNAV (GPS) Rwy 20
NA when local weather not available.
Categories C, D, 1100-3.

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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

WINCHESTER, TN

WINCHESTER
MUNI (BGF)……**RNAV (GPS) Y Rwy 18**[1]
RNAV (GPS) Z Rwy 18[2]
RNAV (GPS) Rwy 36[3]

NA when local weather not available.
[1]Category B, 900-2; Category C, 900-2½; Category D, 1500-3.
[2]Categories A, B, C, D, 800-2¼.
[3]Category B, 900-2; Category C, 900-2½.

SE-1, 12 JUN 2025 to 07 AUG 2025

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Hopkinsville, KY RADAR 1 Amdt 2 RADAR 2 Amdt 3 02NOV23 (25163) (USA) ELEV **571**

RADAR - (E) 134.350x 237.5x 395.9x 258.3x 290.9x T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
ASR[1]	5[2 3 4 5]		AB	**980**-1	425	(500-1)
			CDE	**980**-1¼	425	(500-1¼)
	23[2 6 7 8 9]		AB	**980**/24	409	(500-½)
			CDE	**980**/40	409	(500-¾)
CIR[10]	5-23		AB	**1060**-1	489	(500-1)
			C	**1060**-1½	489	(500-1½)
			DE	**1140**-2	569	(600-2)
RADAR-2						
PAR[11 12]	23[2 6 13 14 15]	3.0°/55/1143	ABCDE	**771**/24	200	(200-½)
	5[2 3 14 16]	3.0°/50/941	ABCDE	**755**-¾	200	(200-¾)

[1]VGSI and descent angles not coincident.
[2]Procedure NA when R-3701, R-3702A/B in use.
[3]Final approach course 045°.
[4]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.
[5]FAF 5.0 miles from thld, min alt 2200.
[6]Final approach course 225°.
[7]Recommended altitude 4 miles: 1900, 3 miles: 1580, 2 miles: 1260.
[8]FAF 4.9 NM from thld, min alt 2200.
[9]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
[10]Circling NA SE of Rwy 5-23.
[11]PAR unavbl daily 0400-1400Z++.
[12]VGSI and PAR glidepath not coincident.
[13]FAF 4.9 NM from thld.
[14]Glideslope intercept altitude 2200.
[15]When ALS inop, increase RVR to 40, vis to ¾ mile.
[16]FAF 5.0 NM from thld.

SE-1, 12 JUN 2025 to 07 AUG 2025

SABRE AAF (KEOD), TN (Fort Campbell), (Amdt 3A, 18032 USA) ELEV **595**

RADAR - (E) 118.1 340.9 T A NA

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

23166

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,391 feet
	32	01-19	3,950 feet

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

23166

24305

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 ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
COVINGTON, KY		
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FLD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
	HS2	Rwy incursion risk. Rwy 06 at Twy A1. Direct access to Rwy from ramp.
LOUISVILLE, KY		
LOUISVILLE MUHAMMAD ALI INTL (SDF)	HS 1	Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D.
	HS 2	Frequent crossings at Twy B and Twy C during Rwy 29 operations.
MEMPHIS, TN		
MEMPHIS INTL (MEM)	HS 1	Rwy 18C APCH hold is East of Twy S.
	HS 2	Twy departure risk: Rwy 36L and Twy M.
NASHVILLE, TN		
NASHVILLE INTL (BNA)	HS 1	Maint vigilance as hold bars on Twy K btn Twy B and Twy T4 protect Rwy 20C APCH.
	HS 2	Maint vigilance as Twy S is often mistaken for Rwy 20C departure surface.
	HS 3	When taxiing to Rwy 02R, keep left to merge onto Twy R at the Twy L split.
OWENSBORO, KY		
OWENSBORO/DAVIESS COUNTY RGNL (OWB)	HS 1	Northbound traffic on Twy C misses a required turn onto Twy E.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
SMYRNA, TN		
SMYRNA (MQY)	HS 1	Maintain vigilance direct access from ramps to both rwys and high volume ops.
	HS 2	Maintain vigilance high volume ops.
	HS 3	Maintain vigilance Hold Short Lines further back than expected.

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

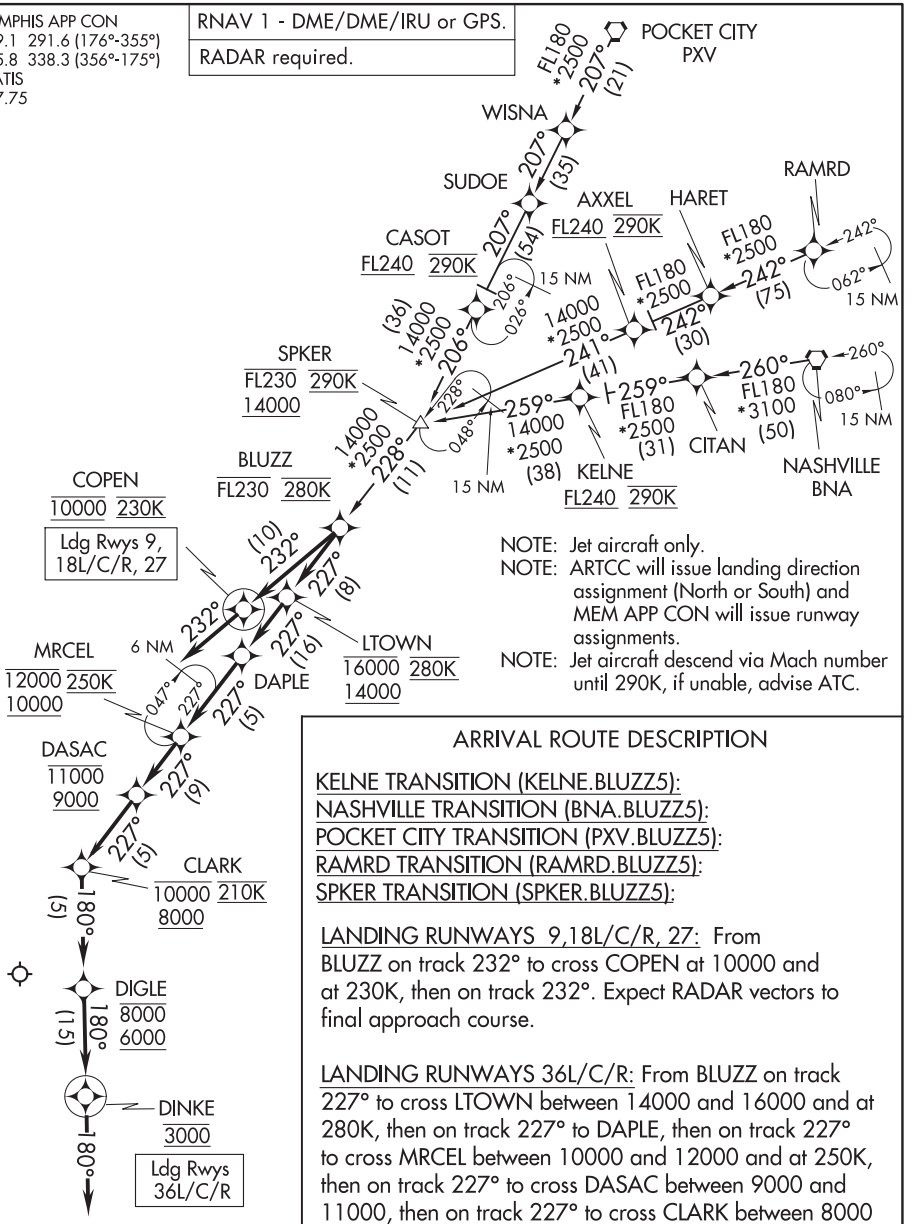
24305

SE-1, 12 JUN 2025 to 07 AUG 2025

BLUZZ FIVE ARRIVAL (RNAV)

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

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Jet aircraft only.
NOTE: ARTCC will issue landing direction assignment (North or South) and MEM APP CON will issue runway assignments.
NOTE: Jet aircraft descend via Mach number until 290K, if unable, advise ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

KELNE TRANSITION (KELNE.BLUZZ5):
NASHVILLE TRANSITION (BNA.BLUZZ5):
POCKET CITY TRANSITION (PXV.BLUZZ5):
RAMRD TRANSITION (RAMRD.BLUZZ5):
SPKER TRANSITION (SPKER.BLUZZ5):

LANDING RUNWAYS 9,18L/C/R, 27: From BLUZZ on track 232° to cross COPEN at 10000 and at 230K, then on track 232°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From BLUZZ on track 227° to cross LTOWN between 14000 and 16000 and at 280K, then on track 227° to DAPLE, then on track 227° to cross MRCEL between 10000 and 12000 and at 250K, then on track 227° to cross DASAC between 9000 and 11000, then on track 227° to cross CLARK between 8000 and 10000 and at 210K, then on track 180° to cross DIGLE between 6000 and 8000, then on track 180° to cross DINKE at 3000, then on track 180°. Expect RADAR vectors to final approach course.

SE-1, 12 JUN 2025 to 07 AUG 2025

(BRBBQ.BRBBQ3) 18032

AL-253 (FAA)

BRBBQ THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

NOTE: Descend via Mach number until transition to 290K.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing South indicates Rwys 18L/18C/18R/9/27.
NOTE: Landing North indicates Rwys 36L/36C/36R.
NOTE: Expect to receive Landing direction (North/South) and "Descend via" clearance from Memphis Center. Memphis approach will assign landing runway.

FORT SMITH TRANSITION (FSM.BRBBQ3):
IGLOO TRANSITION (IGLOO.BRBBQ3):
RAZORBACK TRANSITION (RZC.BRBBQ3):
WHOLL TRANSITION (WHOLL.BRBBQ3):

LANDING SOUTH: RWYS 18L/18C/18R/9/27: From BRBBQ on track 113° to cross JAMLA at 10000 and at 230K, then on track 113°. Expect radar vectors to final approach course.

LANDING NORTH: RWYS 36L/36C/36R: From BRBBQ on track 116° to cross FNCHR between 14000 and 16000 and at 280K, then on track 116° to RDEEE, then on track 130° to JESTI, then on track 130° to cross BEERT between 10000 and 12000 and at 250K, then on track 130° to cross LOONR between 9000 and 11000 then on track 130° to cross BOWEN between 8000 and 10000 and at 210K then on track 182° to cross JIMGA between 6000 and 8000 then on track 179° to cross JAYWA at 4000, then on track 179°. Expect radar vectors to final approach course.

BRBBQ THREE ARRIVAL (RNAV)
(BRBBQ.BRBBQ3) 01FEB18
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 12 JUN 2025 to 07 AUG 2025

(CEGRM.CEGRM7) 25163

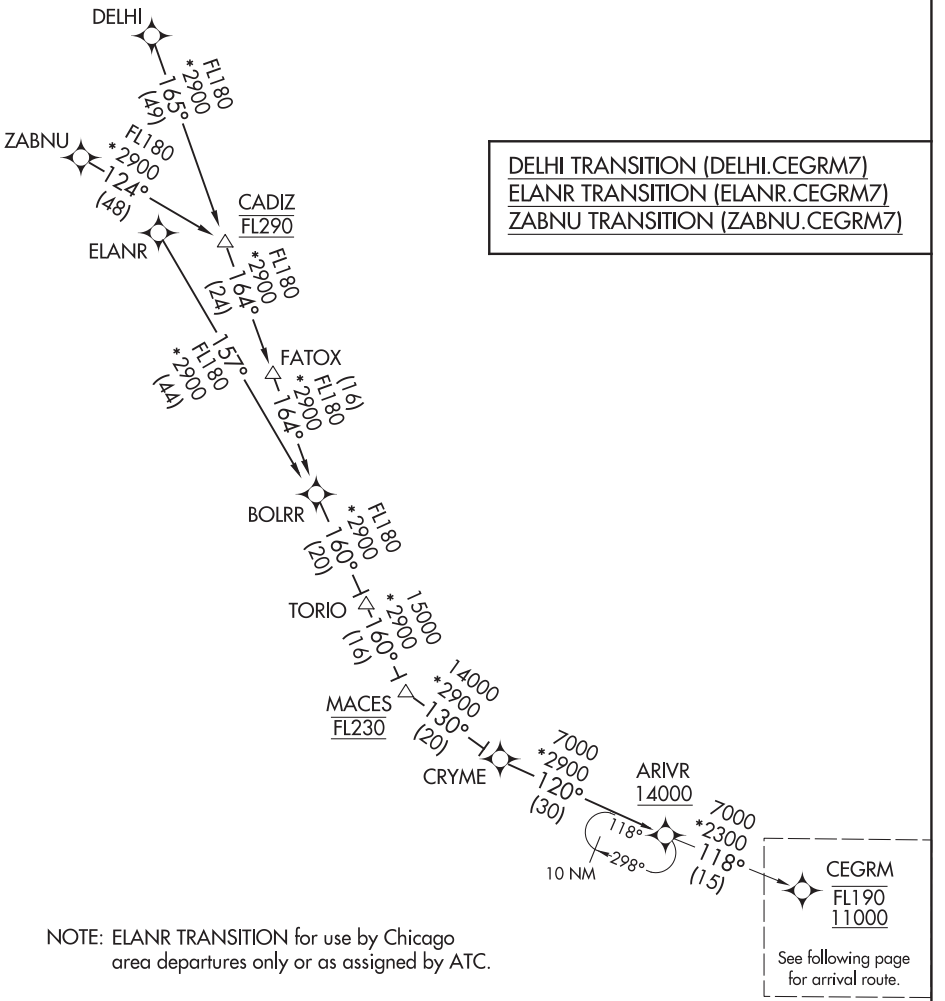
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CEGRM SEVEN ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

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

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



DELHI TRANSITION (DELHI.CEGRM7)
ELANR TRANSITION (ELANR.CEGRM7)
ZABNU TRANSITION (ZABNU.CEGRM7)

NOTE: ELANR TRANSITION for use by Chicago area departures only or as assigned by ATC.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

CEGRM SEVEN ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

(CEGRM.CEGRM7) 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

(CEGRM.CEGRM7) 25163

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CEGRM SEVEN ARRIVAL (RNAV) Arrival Routes

COVINGTON, KENTUCKY

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

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

ARRIVAL ROUTE DESCRIPTION

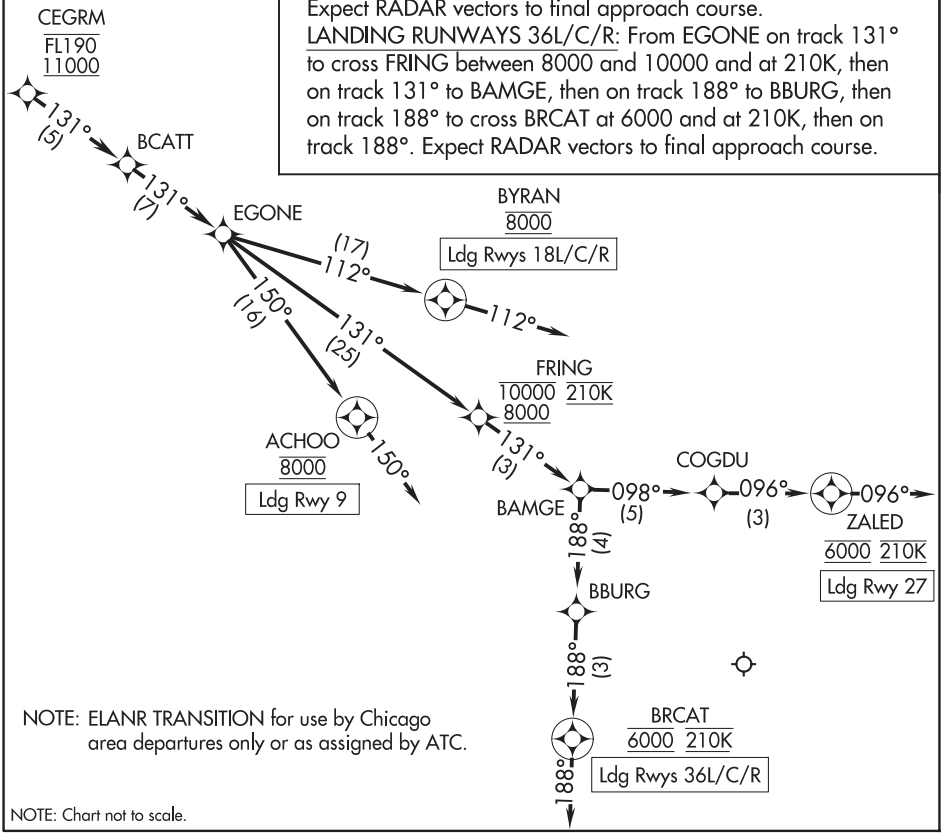
From CEGRM on track 131° to BCATT, then on track 131° to EGONE.

LANDING RUNWAY 9: From EGONE on track 150° to cross ACHOO at 8000, then on track 150°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18L/C/R: From EGONE on track 112° to cross BYRAN at 8000, then on track 112°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 098° to COGDU, then on track 096° to cross ZALED at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 188° to BBURG, then on track 188° to cross BRCAT at 6000 and at 210K, then on track 188°. Expect RADAR vectors to final approach course.



NOTE: ELANR TRANSITION for use by Chicago area departures only or as assigned by ATC.

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

CHSNE TWO ARRIVAL (RNAV)

SE-1, 12 JUN 2025 to 07 AUG 2025

CHSNE TWO ARRIVAL (RNAV)
(CHSNE.CHSNE2) 24JUL14
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

ARRIVAL ROUTE DESCRIPTION

HRTUN TRANSITION (HRTUN.CHSNE2)
KISTS TRANSITION (KISTS.CHSNE2)
LOPPY TRANSITION (LOPPY.CHSNE2)
MEMPHIS TRANSITION (MEM.CHSNE2)
TINCA TRANSITION (TINCA.CHSNE2)

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

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

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

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

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

SE-1, 12 JUN 2025 to 07 AUG 2025

CONDR FOUR ARRIVAL (RNAV)

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

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

ARRIVAL ROUTE DESCRIPTION

EVLYN TRANSITION (EVLYN.CONDR4):
LITTR TRANSITION (LITTR.CONDR4):
YRBRO TRANSITION (YRBRO.CONDR4):

From CONDR on track 096° to cross JFRED at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

(DAWGG.DAWGG2) 23334

AL-253 (FAA)

DAWGG TWO ARRIVAL

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

DAWGG TWO ARRIVAL

(DAWGG.DAWGG2) 29MAY14

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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(ANCHR.DLAMP8) 25163 AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

DLAMP EIGHT ARRIVAL (RNAV) Transition Routes

LOUISVILLE, KENTUCKY

SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE APP CON
132.075 327.0
D-ATIS
118.725

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

RINTE

UKATS

SHIRT

10000
*3000
212°
(81)

10000
*2900
241°
(53)

10000
*2900
246°
(67)

ZIDHI
FL230
FL210

031°
10 NM

10000
*2300
211°
(23)

ANCHR
FL200
17000
280K

See following page for Arrival Routes.

NOTE: Jet aircraft only.
NOTE: KSDF Landing North select Rwy 35R Transition. Expect runway assignment from Louisville APP CON prior to ANCHR.
NOTE: KSDF Landing South select Rwy 17L Transition. Expect runway assignment from Louisville APP CON prior to ANCHR.

RINTE TRANSITION (RINTE.DLAMP8):
UKATS TRANSITION (UKATS.DLAMP8):

NOTE: Chart not to scale.

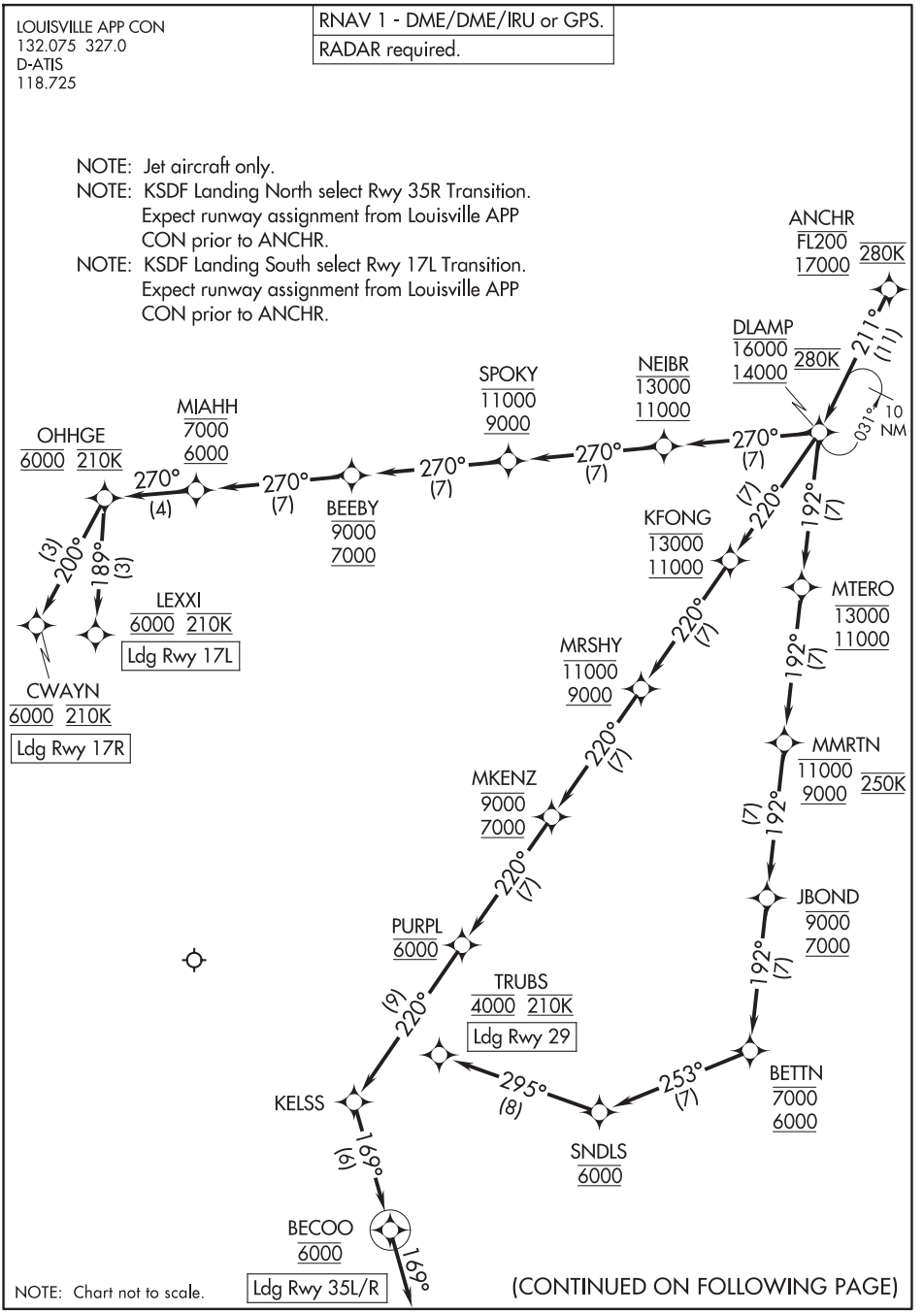
(CONTINUED ON FOLLOWING PAGE)

DLAMP EIGHT ARRIVAL (RNAV) Arrival Routes

LOUISVILLE APP CON
132.075 327.0
D-ATIS
118.725

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: KSDF Landing North select Rwy 35R Transition. Expect runway assignment from Louisville APP CON prior to ANCHR.
NOTE: KSDF Landing South select Rwy 17L Transition. Expect runway assignment from Louisville APP CON prior to ANCHR.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DLAMP EIGHT ARRIVAL (RNAV) Arrival Routes
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

(ANCHR.DLAMP8) 11JUL24

ARRIVAL ROUTE DESCRIPTION

From ANCHR on track 211° to cross DLAMP between 14000 and 16000 and at 280K.

LANDING RUNWAY 17L: From DLAMP on track 270° to cross NEIBR between 11000 and 13000, then on track 270° to cross SPOKY between 9000 and 11000, then on track 270° to cross BEEBY between 7000 and 9000, then on track 270° to cross MIAHH between 6000 and 7000, then on track 270° to cross OHHGE at 6000 and at 210K, then on track 189° to cross LEXXI at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING RUNWAY 17R: From DLAMP on track 270° to cross NEIBR between 11000 and 13000, then on track 270° to cross SPOKY between 9000 and 11000, then on track 270° to cross BEEBY between 7000 and 9000, then on track 270° to cross MIAHH between 6000 and 7000, then on track 270° to cross OHHGE at 6000 and at 210K, then on track 200° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

LANDING RUNWAY 29: From DLAMP on track 192° to cross MTERO between 11000 and 13000, then on track 192° to cross MMRTN between 9000 and 11000 and at 250K, then on track 192° to cross JBOND between 7000 and 9000, then on track 192° to cross BETTN between 6000 and 7000, then on track 253° to cross SNDLS at 6000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Rwy 29 approach.

LANDING RUNWAYS 35L/R: From DLAMP on track 220° to cross KFONG between 11000 and 13000, then on track 220° to cross MRSHY between 9000 and 11000, then on track 220° to cross MKENZ between 7000 and 9000, then on track 220° to cross PURPL at 6000, then on track 220° to KELSS, then on track 169° to cross BECOO at 6000, then on track 169°. Expect radar vectors to final approach course.

SE-1, 12 JUN 2025 to 07 AUG 2025

(GAVNN.GAVNN7) 24081

GAVNN SEVEN ARRIVAL (RNAV) Transition Routes

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

SE-1, 12 JUN 2025 to 07 AUG 2025

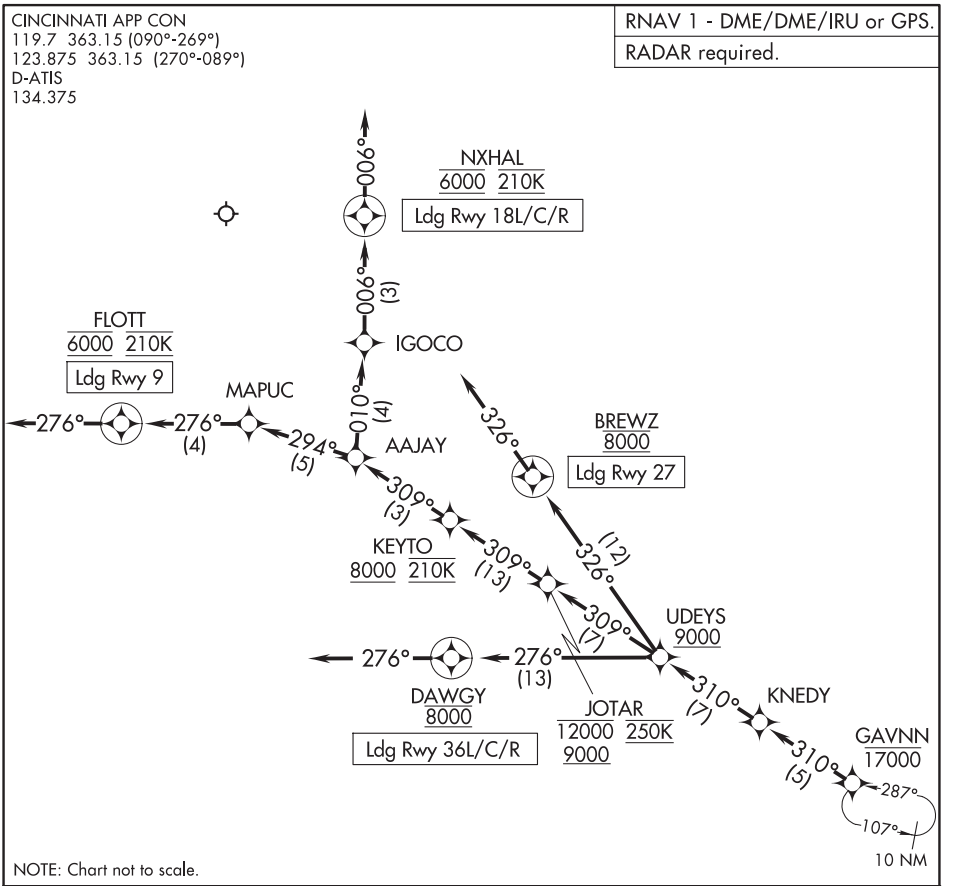
GAVNN SEVEN ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

(GAVNN.GAVNN7) 24081 GAVNN SEVEN ARRIVAL (RNAV) Arrival Routes

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY



ARRIVAL ROUTE DESCRIPTION

From GAVNN on track 310° to KNEDY, then on track 310° to UDEYS at or above 9000.

LANDING RUNWAY 9: From UDEYS on track 309° to cross JOTAR between 9000 and 12000 and at 250K, then on track 309° to cross KEYTO at or above 8000 and at 210K, then on track 309° to AAJAY, then on track 294° to MAPUC, then on track 276° to cross FLOTT at 6000 and at 210K, then on track 276°.
Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18L/C/R: From UDEYS on track 309° to cross JOTAR between 9000 and 12000 and at 250K, then on track 309° to cross KEYTO at or above 8000 and at 210K, then on track 309° to AAJAY, then on track 010° to IGOCO, then on track 006° to cross NXHAL at 6000 and at 210K, then on track 006°.
Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From UDEYS on track 326° to cross BREWZ at 8000, then on track 326°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From UDEYS on track 276° to cross DAWGY at 8000, then on track 276°. Expect RADAR vectors to final approach course.

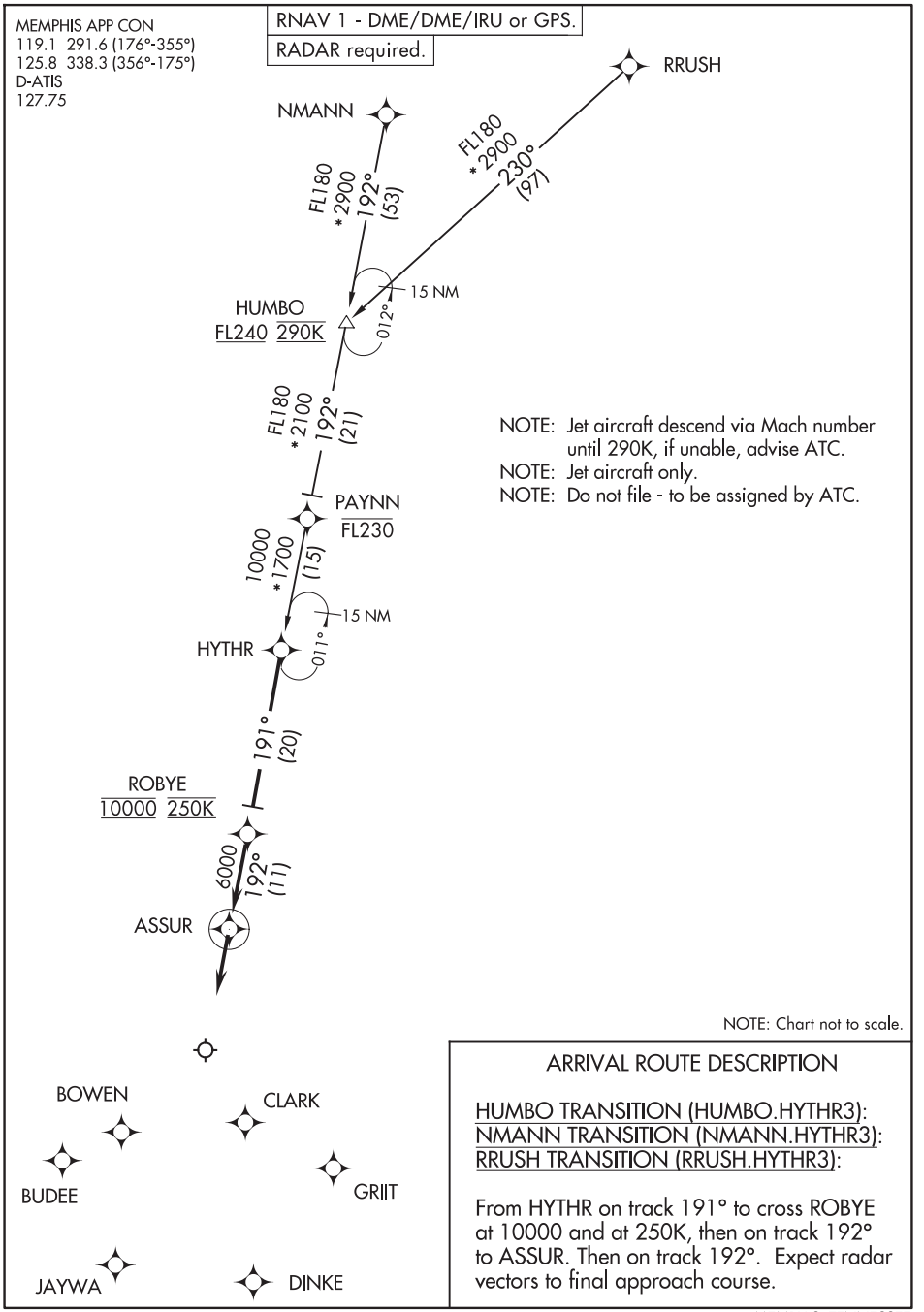
SE-1, 12 JUN 2025 to 07 AUG 2025

HOBRK FOUR ARRIVAL (RNAV)

(HYTHR.HYTHR3) 23334 AL-253 (FAA)

HYTHR THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



ARRIVAL ROUTE DESCRIPTION

HUMBO TRANSITION (HUMBO.HYTHR3):
NMANN TRANSITION (NMANN.HYTHR3):
RRUSH TRANSITION (RRUSH.HYTHR3):

From HYTHR on track 191° to cross ROBYE at 10000 and at 250K, then on track 192° to ASSUR. Then on track 192°. Expect radar vectors to final approach course.

HYTHR THREE ARRIVAL (RNAV)
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

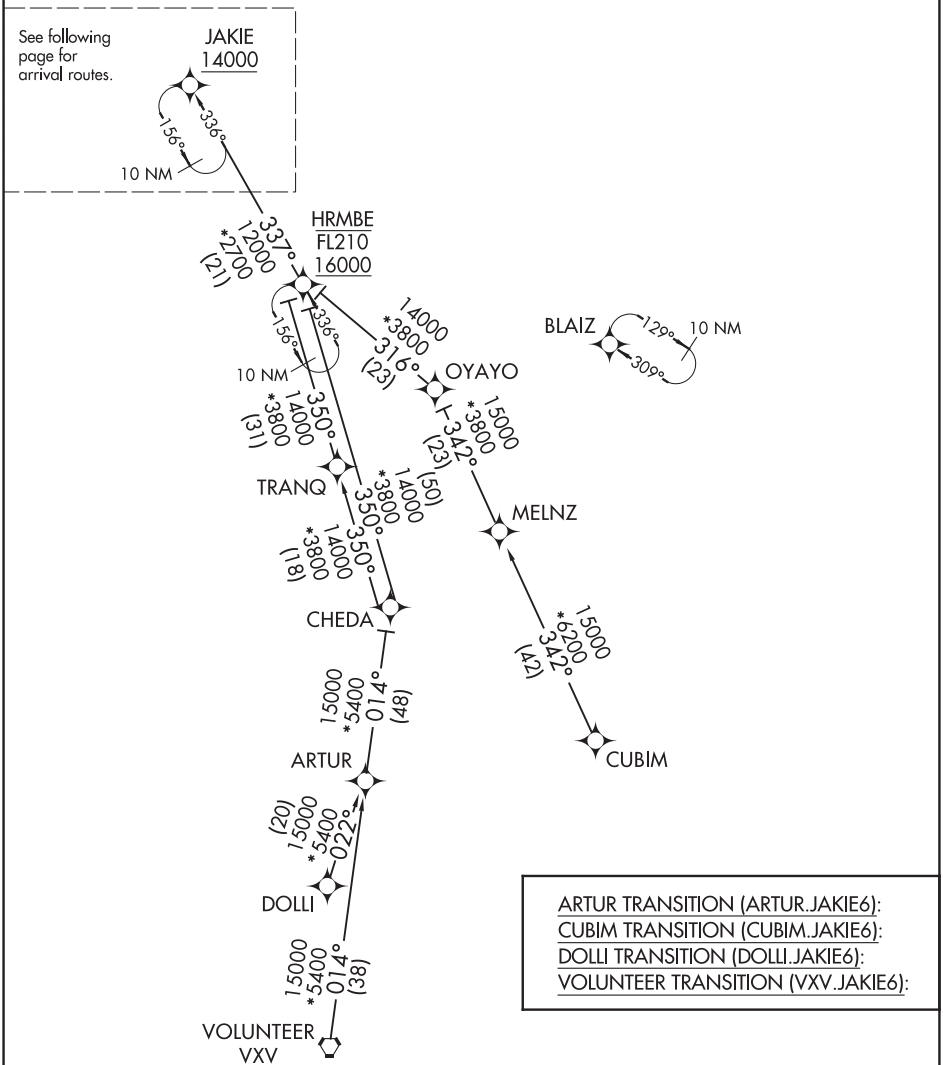
(HYTHR.HYTHR3) 30NOV23

SE-1, 12 JUN 2025 to 07 AUG 2025

JAKIE SIX ARRIVAL (RNAV) Transition Routes

CINCINNATI APP CON
119.7 254.25
D-ATIS
134.375

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



ARTUR TRANSITION (ARTUR.JAKIE6):
CUBIM TRANSITION (CUBIM.JAKIE6):
DOLLI TRANSITION (DOLLI.JAKIE6):
VOLUNTEER TRANSITION (VXV.JAKIE6):

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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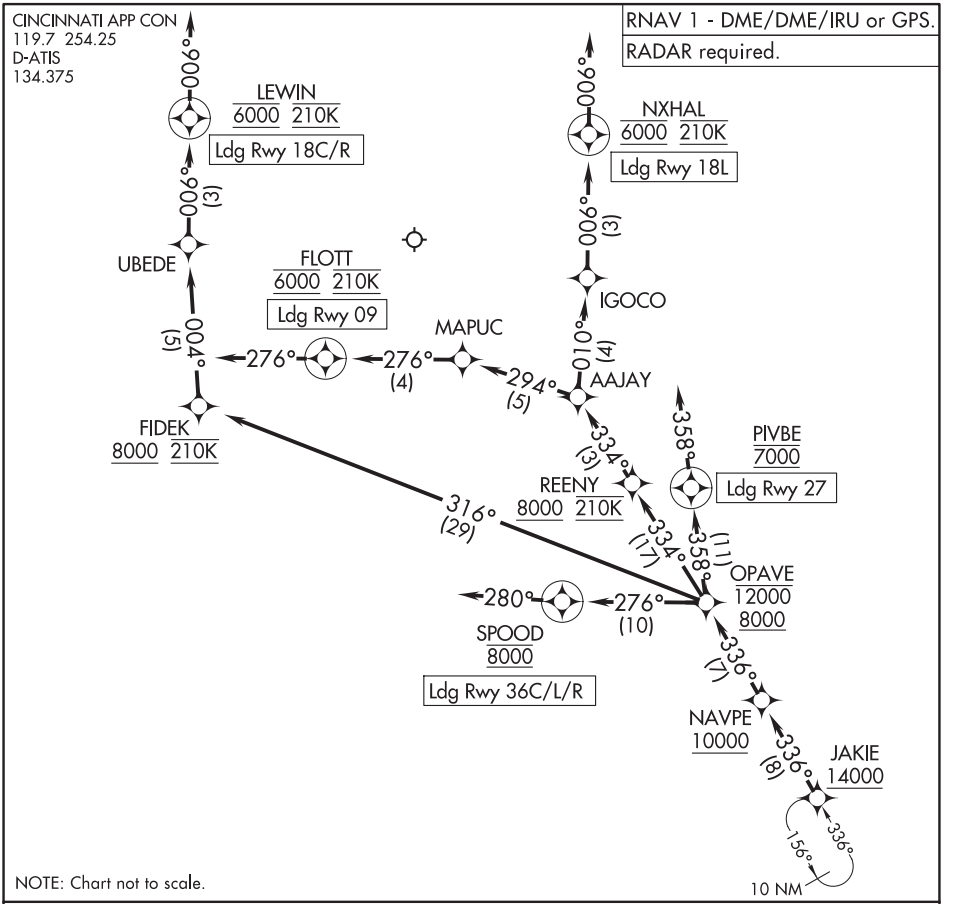
(JAKIE.JAKIE6) 24081

AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

JAKIE SIX ARRIVAL (RNAV) Arrival Routes

COVINGTON, KENTUCKY



ARRIVAL ROUTE DESCRIPTION

From JAKIE on track 336° to cross NAVPE at or above 10000, then on track 336° to cross OPAVE between 8000 and 12000.

LANDING RUNWAY 9: From OPAVE on track 334° to cross REENY at or above 8000 and at 210K, then on track 334° to AAJAY, then on track 294° to MAPUC, then on track 276° to cross FLOTT at 6000 and at 210K, then on track 276°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18C/R: From OPAVE on track 316° to cross FIDEK at or above 8000 and at 210K, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18L: From OPAVE on track 334° to cross REENY at or above 8000 and at 210K, then on track 334° to AAJAY, then on track 010° to IGOCO, then on track 006° to cross NXHAL at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From OPAVE on track 358° to cross PIVBE at 7000, then on track 358°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From OPAVE on track 276° to cross SPOOD at 8000, then on track 280°. Expect RADAR vectors to final approach course.

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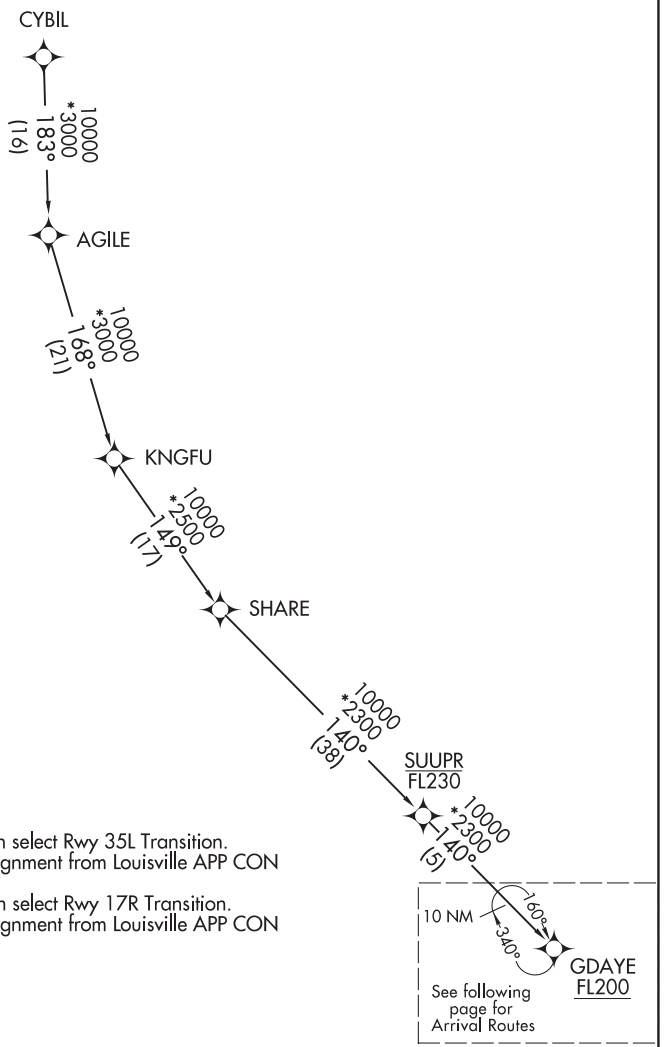
JMONY TWO ARRIVAL (RNAV) Transition Routes

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
SDF D-ATIS
118.725
LOU ATIS
124.15

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Jet aircraft only.
NOTE: KSDF landing north select Rwy 35L Transition. Expect runway assignment from Louisville APP CON prior to LISZA.
NOTE: KSDF landing south select Rwy 17R Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

NOTE: Chart not to scale.

CYBIL TRANSITION (CYBIL.JMONY2)
SHARE TRANSITION (SHARE.JMONY2)

(CONTINUED ON FOLLOWING PAGE)

JMONY TWO ARRIVAL (RNAV) Transition Routes
LOUISVILLE, KENTUCKY

(JMONY.JMONY2) 20FEB25

SE-1, 12 JUN 2025 to 07 AUG 2025

(JMONY.JMONY2) 25051

JMONY TWO ARRIVAL (RNAV) Arrival Routes

LOUISVILLE, KENTUCKY

JMONY TWO ARRIVAL (RNAV) Arrival Routes
LOUISVILLE, KENTUCKY

(JMONY.JMONY2) 20FEB25

SE-1, 12 JUN 2025 to 07 AUG 2025

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ARRIVAL ROUTE DESCRIPTION

SDF: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000.

LANDING SDF RUNWAY 17L: From JMONY on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMAXY, then on track 140° to cross LEXXI at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING SDF RUNWAY 17R: From JMONY on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMAXY, then on track 151° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

LANDING SDF RUNWAY 29: From JMONY on track 109° to cross WILAA between 11000 and 13000, then on track 109° to cross CLLWY between 9000 and 11000, then on track 109° to cross WWEVR between 7000 and 9000, then on track 109° to cross HOOLA between 6000 and 7000, then on track 126° to cross KYANG at 6000, then on track 126° to cross CPIKE at 6000, then on track 126° to RAACH, then on track 116° to cross BATSS at 6000, then on track 111°. Expect RADAR vectors to final approach course.

LANDING SDF RUNWAYS 35L/R: From JMONY on track 135° to cross MIILI between 11000 and 13000, then on track 135° to cross MMACE between 9000 and 11000, then on track 135° to cross RLENA between 7000 and 9000, then on track 135° to cross JYTEE between 6000 and 7000, then on track 135° to cross DHARD at 6000, then on track 135° to cross LEWSS at 6000, then on track 170° to cross DEEPR at 6000, then on track 170°. Expect RADAR vectors to final approach course.

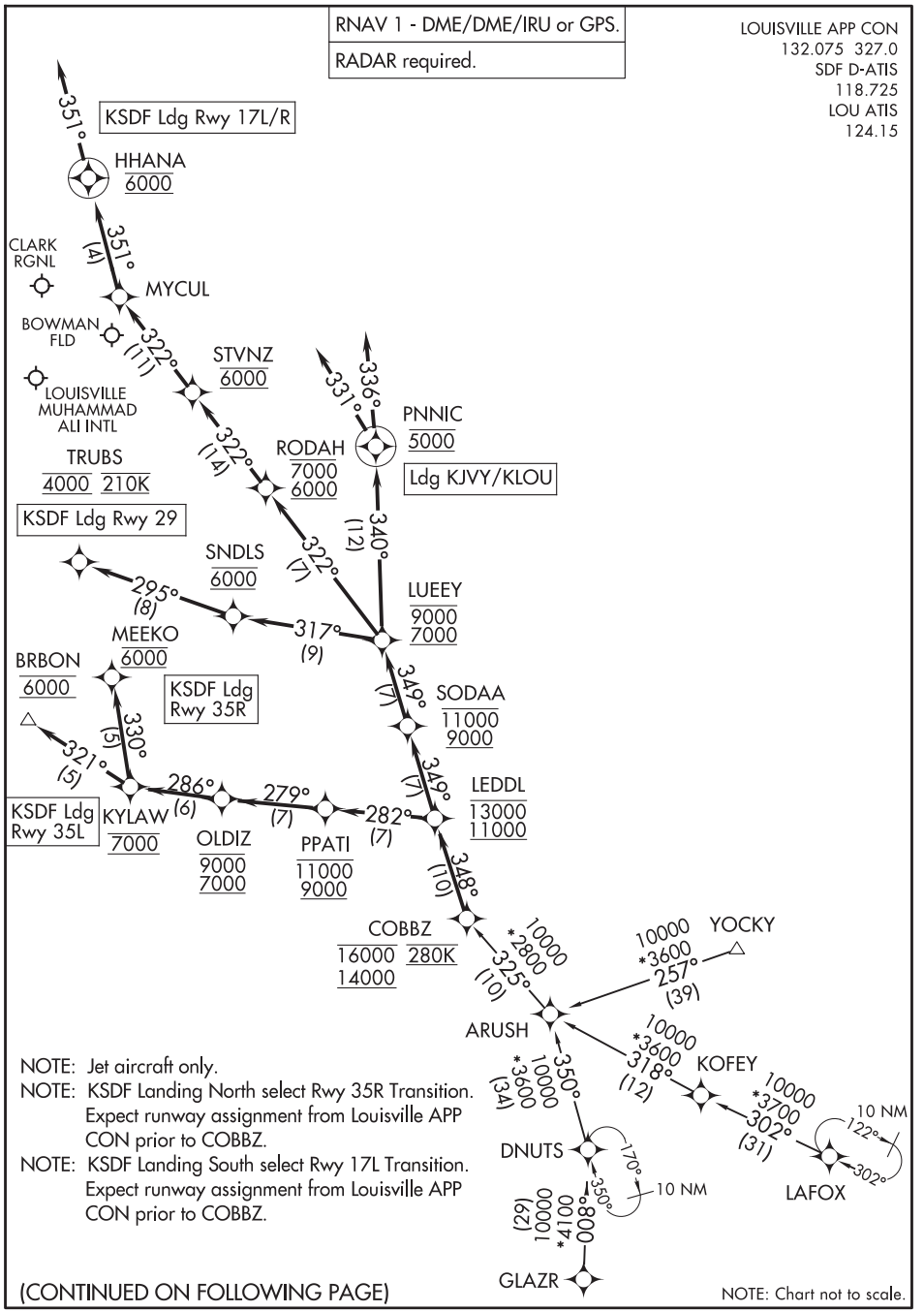
LANDING JVY/LOU: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000, then on track 101° to cross RCTIC between 11000 and 13000, then on track 092° to cross CHKIN between 9000 and 11000, then on track 093° to cross LEGGZ between 7000 and 9000, then on track 093° to cross MYDOG at 6000, then on track 093°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
RUNWAYS 35L/R: After DEEPR, proceed to BRBON, then proceed on the ILS or LOC Rwy 35L approach or RNAV (GPS) Y Rwy 35L approach.
RUNWAY 29: After BATSS, proceed to TRUBS, then proceed on the RNAV (GPS) Rwy 29 approach.

(COBBZ.LEDDL1) 24193 AL-239 (FAA)

LEDDL ONE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

GLAZR TRANSITION (GLAZR.LEDDL1):
LAFOX TRANSITION (LAFOX.LEDDL1):
YOCKY TRANSITION (YOCKY.LEDDL1):

KSDF: From COBBZ on track 348° to cross LEDDL between 11000 and 13000.

LANDING KSDF RUNWAY 17L/R: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 322° to cross RODAH between 6000 and 7000, then on track 322° to cross STVNZ at 6000, then on track 322° to MYCUL, then on track 351° to cross HHANA at 6000, then on track 351°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 317° to cross SNDLS at 6000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Runway 29 approach.

LANDING KSDF RUNWAY 35L: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAW at 7000, then on track 321° to cross BRBON at 6000. Expect ILS or LOC Runway 35L approach.

LANDING KSDF RUNWAY 35R: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279°to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAW at 7000, then on track 330° to cross MEEKO at 6000. Expect ILS or LOC Runway 35R approach.

LANDING KJVY: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 336°. Expect RADAR vectors to final approach course.

LANDING KLOU: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 331°. Expect RADAR vectors to final approach course.

SE-1, 12 JUN 2025 to 07 AUG 2025

(UJM.UJM6) 23334

MARVELL SIX ARRIVAL

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

SE-1, 12 JUN 2025 to 07 AUG 2025

MARVELL SIX ARRIVAL
(UJM.UJM6) 10NOV16

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

ARRIVAL ROUTE DESCRIPTION

EL DORADO TRANSITION (ELD.UJM6): From over ELD VOR/DME on ELD R-048 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .
GREENVILLE TRANSITION (GLH.UJM6): From over GLH VOR/DME on GLH R-360 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .
SIDON TRANSITION (SQS.UJM6): From over SQS VORTAC on SQS R-328 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .
TEXARKANA TRANSITION (TXK.UJM6): From over TXK VORTAC on TXK R-071 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

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

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

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

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(JIINN.MBELL5) 24193

MBELL FIVE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

MBELL FIVE ARRIVAL (RNAV)
(JIINN.MBELL5) 11JUL24
LOUISVILLE, KENTUCKY
SE-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BUMPY TRANSITION (BUMPY.MBELL5):
IMOUT TRANSITION (IMOUT.MBELL5):
MOOCH TRANSITION (MOOCH.MBELL5):
PENBE TRANSITION (PENBE.MBELL5):

KSDF: From JIINN on track 083° to cross MBELL between 13000 and 15000.

LANDING KSDF RUNWAYS 17L/R: From MBELL on track 019° to cross AABBZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 034° to cross GLENM between 7000 and 9000, then on track 052° to cross AUDRY between 6000 and 7000, then on track 052° to cross BEEKK at 6000, then on track 052° to TROLI, then on track 351° to cross PDUDL at 6000, then on track 351°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSEN at 6000, then on track 063° to SHLEY, then on track 026° to cross FARNK at 6000, then on track 116° to cross MAYLN at 6000, then on track 118°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 35L: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSEN at 6000, then on track 072° to RNNER, then on track 010° to cross BRBON at 6000. Expect ILS or LOC RWY 35L approach.

LANDING KSDF RUNWAY 35R: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSEN at 6000, then on track 072° to RNNER, then on track 020° to cross MEEKO at 6000. Expect ILS or LOC RWY 35R approach.

LANDING KJVY: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 019° to cross AABBZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 019° to cross DOWNS between 7000 and 9000, then on track 030° to cross SIPPN at 5000, then on track 030°. Expect RADAR vectors to final approach course.

LANDING KLOU: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross MOWGN at 6000, then on track 090°. Expect RADAR vectors to final approach course.

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MONAA FOUR ARRIVAL (RNAV)

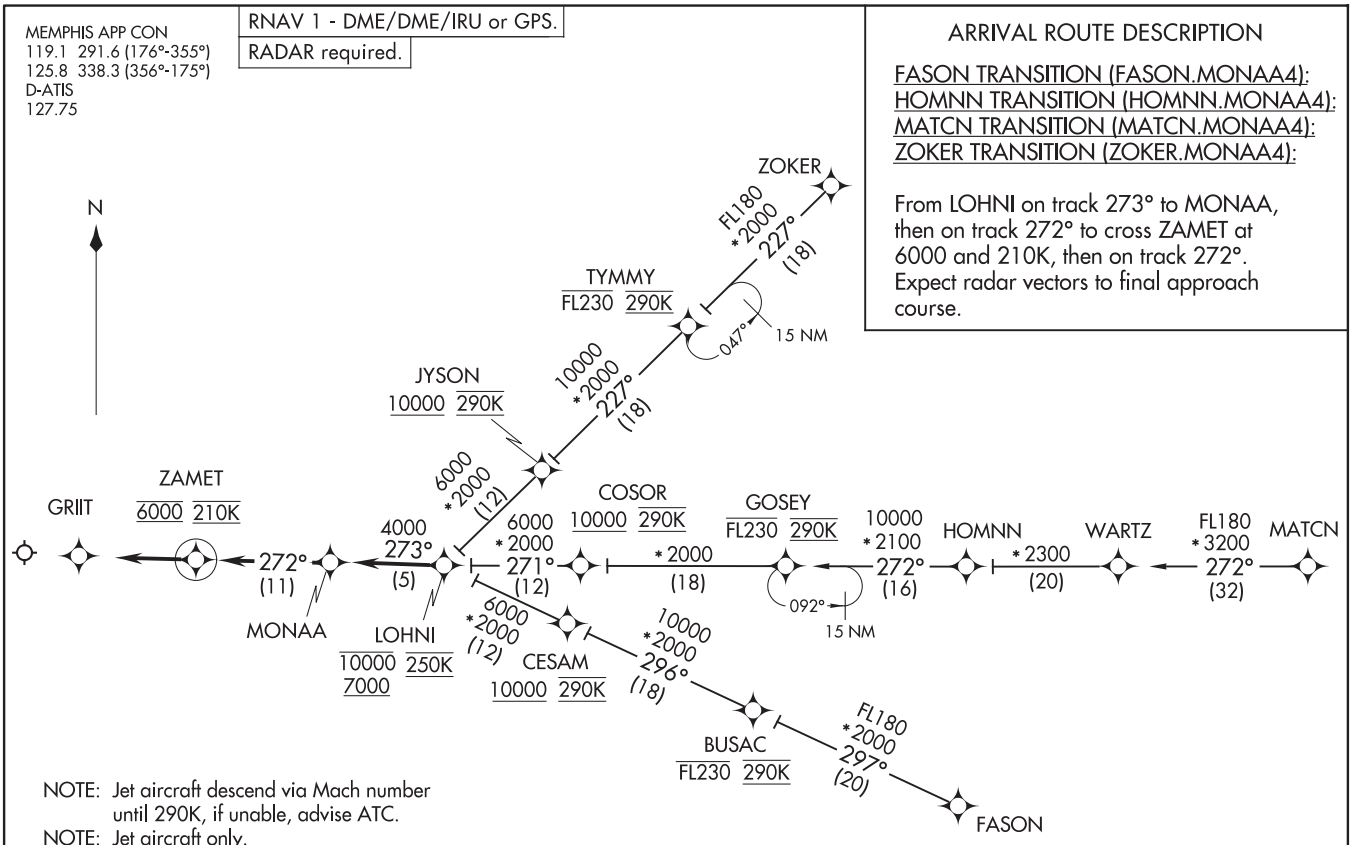
(MONAA.MONAA4) 30NOV23

MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

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

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



ARRIVAL ROUTE DESCRIPTION

FASON TRANSITION (FASON.MONAA4):
HOMNN TRANSITION (HOMNN.MONAA4):
MATCN TRANSITION (MATCN.MONAA4):
ZOKER TRANSITION (ZOKER.MONAA4):

From LOHNI on track 273° to MONAA, then on track 272° to cross ZAMET at 6000 and 210K, then on track 272°. Expect radar vectors to final approach course.

NOTE: Jet aircraft descend via Mach number until 290K, if unable, advise ATC.
NOTE: Jet aircraft only.
NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.

(MONAA.MONAA4) 23334
MONAA FOUR ARRIVAL (RNAV)
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

AL-253 (FAA)

Z28

PASLY FOUR ARRIVAL (RNAV)

SE-1, 12 JUN 2025 to 07 AUG 2025

PASLY FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

FORKS TRANSITION (FORKS.PASLY4)
GROAT TRANSITION (GROAT.PASLY4)
LIVINGSTON TRANSITION (LVT.PASLY4)

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

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

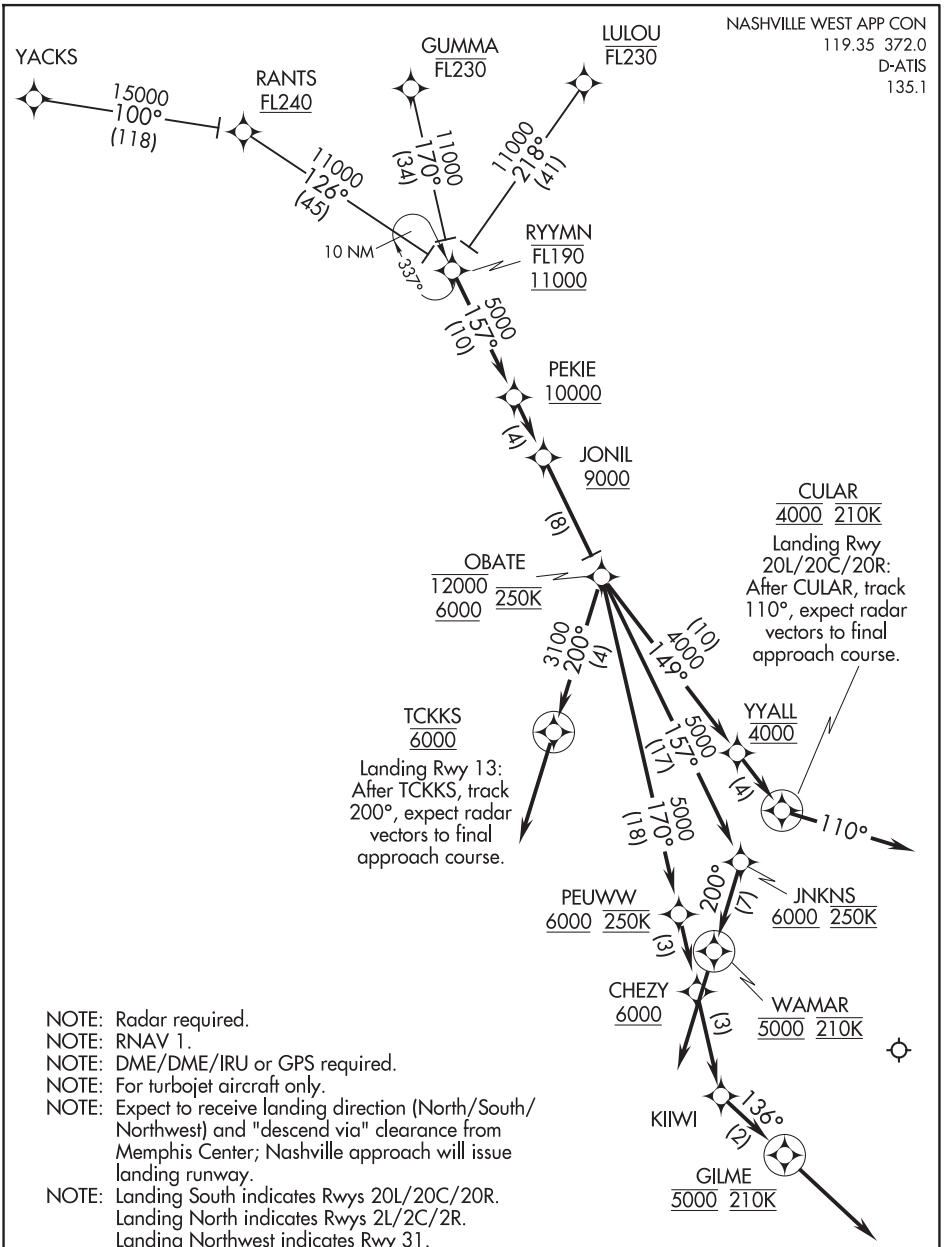
LANDING SOUTH RWYS 20L/20C/20R: From over BODDY on track 247° to cross MUUDD at 6000 and at 250K, then on track 270°. Expect radar vectors to final approach course.

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

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

SE-1, 12 JUN 2025 to 07 AUG 2025

RYYMN TWO ARRIVAL (RNAV)



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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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SE-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

GUMMA TRANSITION (GUMMA.RYYMN2)
LULOU TRANSITION (LULOU.RYYMN2)
RANTS TRANSITION (RANTS.RYYMN2)
YACKS TRANSITION (YACKS.RYYMN2)

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

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

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

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

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

SE-1, 12 JUN 2025 to 07 AUG 2025

SARGO FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

DAAVE TRANSITION (DAAVE.SARGO4):
TERGE TRANSITION (TERGE.SARGO4):

From SARGO on track 060° to VANGE.

LANDING RUNWAY 9: From VANGE on track 051° to cross CALFS at 8000, then on track 051°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18L/C/R: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 098° to CADPO, then on track 096° to cross FIBSU at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 36L/C/R: From VANGE on track 094° to cross WAXIL at or below 13000, then on track 094° to cross FECTA at 8000, then on track 094°. Expect RADAR vectors to final approach course.

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE EAST APP CON
118.4 360.7
D-ATIS
135.1
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive landing direction (north/south/northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
NOTE: Landing South indicates Rwy 20L/20C/20R.
Landing North indicates Rwy 2L/2C/2R.
Landing Northwest indicates Rwy 31.
N
VOLUNTEER
VXV
FL180
262°
(65)
BAMMA
FL200
(36)
11000
260°
10 NM
LENSE
FL240
11000
317°
(34)
FL180
330°
(36)
JAGIR
NOTE: Chart not to scale.
ADAAY
12000 250K
8000
WEMAL
HIMAT
10000
(8)
(4)
5000
315°
(10)
135°
026°
(11)
036°
(11)
FL180
037°
(31)
SWFFT
FL200
13000
JEBUG
FL230
11000
YUUNS
ZANZA
FL240
(16)
5000
316°
315°
4000
(17)
5000
308°
(22)
4000
292°
(9)
SIPPO
5000 210K
CORRA
6000 220K
ONUGE
4000 210K
BRETH
6000 250K
(5)
(3)
021°
(2)
HAKUM
(7)
OURRS
6000 250K
MEANN
5000 210K
TEARS
6000 250K
Landing Rwy 2L/2C/2R:
After TEARS, track 292°,
expect radar vectors to
final approach course.
(NARRATIVE ON FOLLOWING PAGE)

(SWFFT.SWFFT2) 17117
SWFFT TWO ARRIVAL(RNAV)
AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

ARRIVAL ROUTE DESCRIPTION

JAGIR TRANSITION (JAGIR.SWFFT2)

VOLUNTEER TRANSITION (VXV.SWFFT2)

ZANZA TRANSITION (ZANZA.SWFFT2)

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

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

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

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

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

SE-1, 12 JUN 2025 to 07 AUG 2025

TIGRR FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

SAVVI TRANSITION (SAVVI.TIGRR4)

UKATS TRANSITION (UKATS.TIGRR4)

From TIGRR on track 233° to CHARZ, then on track 236° to cross ETROY between 9000 and 11000.
LANDING RUNWAY 9: From ETROY on track 236° to cross BACAS between 8000 and 10000 and at 210K, then on track 250° to GUUTH, then on track 276° to cross IDULE at 6000 and at 210K, then on track 276°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 18L/C/R: From ETROY on track 266° to cross CRSLY at 8000, then on track 266°. Expect RADAR vectors to final approach course.
LANDING RUNWAY 27: From ETROY on track 199° to cross YEYUP at 8000, then on track 199°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 36L/C/R: From ETROY on track 236° to cross BACAS between 8000 and 10000 and at 210K, then on track 184° to JANEG, then on track 186° to cross RUPPP at 6000 and at 210K, then on track 186°. Expect RADAR vectors to final approach course.

SE-1, 12 JUN 2025 to 07 AUG 2025

TIGRR FOUR ARRIVAL (RNAV)
(TIGRR.TIGRR4) 21MAR24
COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

(VANZE.VANZE3) 22195 AL-253 (FAA)

VANZE THREE ARRIVAL (RNAV)

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

CRAMM TRANSITION (CRAMM.VANZE3):
TALLO TRANSITION (TALLO.VANZE3):
WASER TRANSITION (WASER.VANZE3):

LANDING SOUTH: RUNWAY 18L/18C/18R: From over VANZE on track 287° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 286° to HLI VORTAC, then on track 303° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 302° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 302° to SUUZE, then on track 360° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 360° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 360° to HEXIN, cross HEXIN at 3000, then on track 360°. Expect radar vectors to final approach course.
LANDING NORTH: RUNWAY 36L/36C/36R/9/27: From over VANZE on track 284° to CHLMR, cross CHLMR at 10000 at 230K, then on track 284°. Expect radar vectors to final approach course.

RNAV 1 - DME/DME/IRU or GPS required.

RADAR required.

NOTE: Descend via Mach number until transition to 290K.
NOTE: Jet aircraft only.
NOTE: Landing South indicates Rwys 18L/18C/18R.
Landing North indicates Rwys 36L/36C/36R/9/27.

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

HEXIN
3000

Landing South:
Rwy 18L/18C/18R:
Expect radar vectors to final approach course after HEXIN.

360°
3000
360°
(14)

HADSO
8000
6000

4000
360°
(4)

MEBEE
10000 210K
8000

360°
(3)

SUUZE

302°
(8)

FLOND
11000
9000

122°
6 NM

303°
(10)

LARUE
12000 250K
10000

(12)
286°

HOLLY SPRING HLI

MASHH
16000 280K
14000

(9)
287°

284°
(11)

VANZE

6000
286°
(10)

CHLMR
10000 230K

Landing North: Rwy 36L/36C/36R/9/27: Expect radar vectors to final approach course after CHLMR.

CRAMM
FL230 290K

106°
15 NM

10000
(37)

10000
(35)

088°
15 NM

FASON
FL240 290K

122°
15 NM

ERASE
FL240 290K

FL180
268°
(32)
TALLO

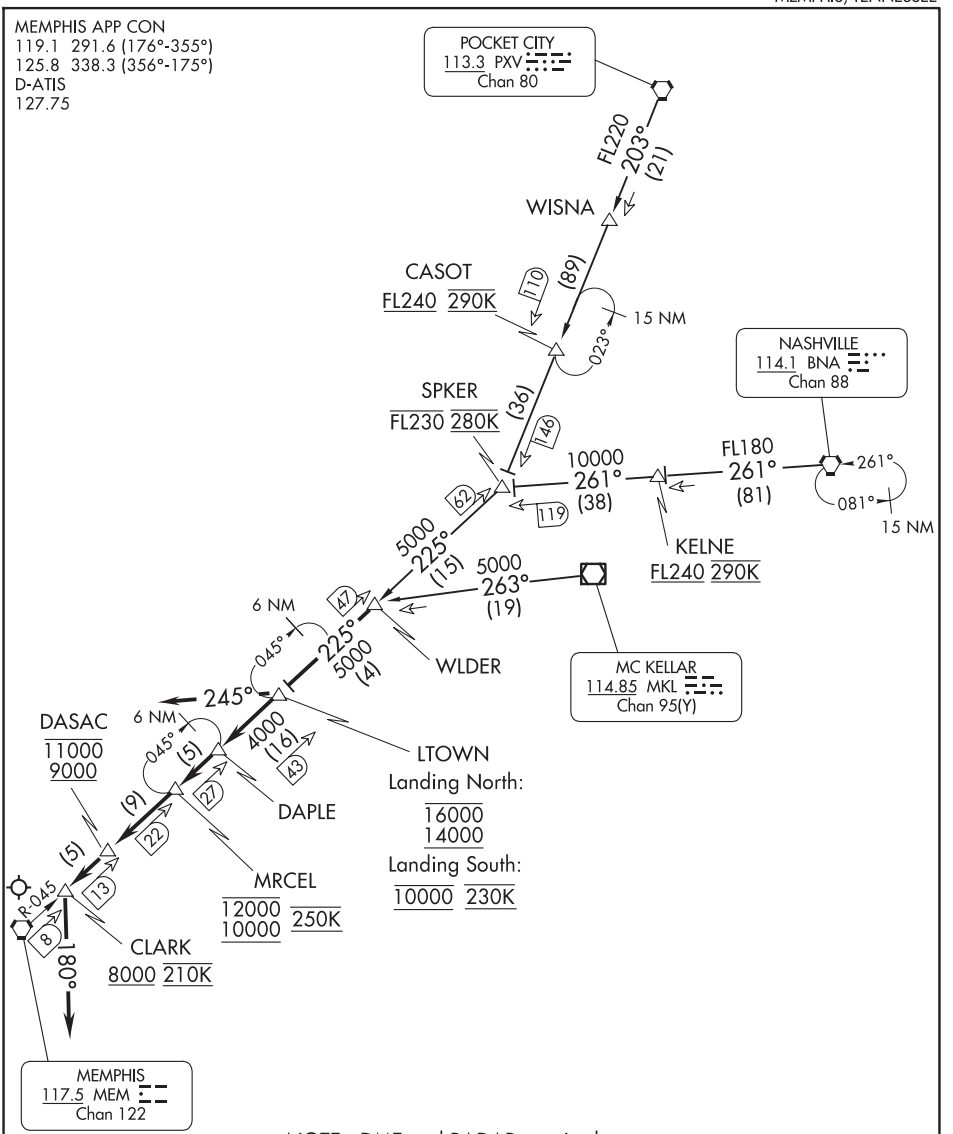
FL180
302°
(15)
WASER

N

NOTE: Expect to receive landing direction (North/South) and "Descend via" clearance from Memphis Center. Memphis approach will assign landing runway.

NOTE: Chart not to scale.

VANZE THREE ARRIVAL (RNAV)
(VANZE.VANZE3) 14JUL22
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE
SE-1, 12 JUN 2025 to 07 AUG 2025



NOTE: DME and RADAR required.
NOTE: Procedure NA for RNAV capable jets.
NOTE: RNAV capable jets must file the BLUZZ RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "Descend via the WLDER ONE", then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

NASHVILLE TRANSITION (BNA.WLDER1): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER, thence. . . .
MC KELLAR TRANSITION (MKL.WLDER1): From over MKL VOR/DME on MKL R-263 to WLDER, thence. . . .
POCKET CITY TRANSITION (PXV.WLDER1): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER, thence. . . .

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

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

SE-1, 12 JUN 2025 to 07 AUG 2025

TULLAHOMA, TENNESSEE

RNAV (GPS) RWY 3

APCH CRS	Rwy ldg	6001
027°	TDZE	1065
	Arpt Elev	1065

- (USAF)

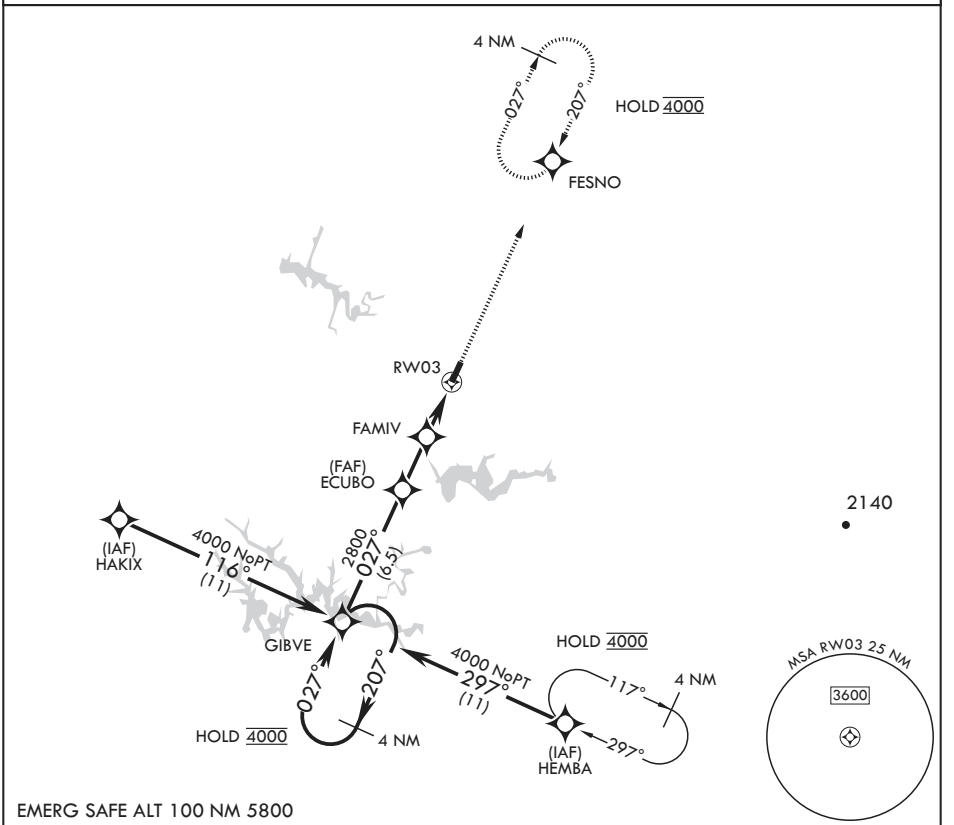
ARNOLD AFB (KAYX)

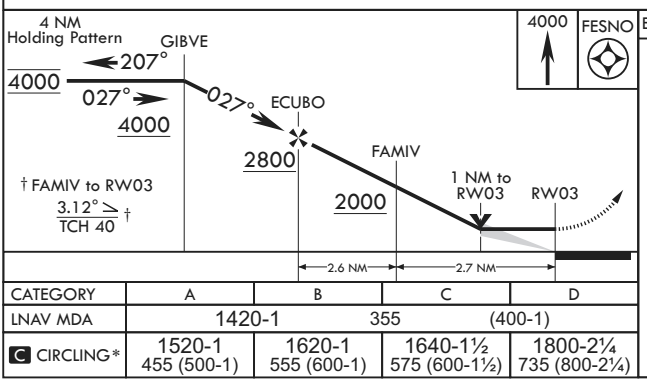
RNP APCH

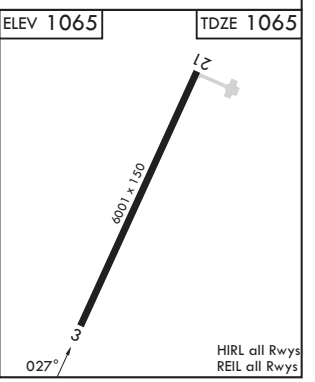
* Circling not authorized NW of RWY 3-21.

MISSED APPROACH: Climb to 4000 direct FESNO and hold, continue climb-in-hold to 4000.

UNICOM
126.2 (CTAF) **257.975** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1420-1		355	(400-1)
C CIRCLING*	1520-1 455 (500-1)	1620-1 555 (600-1)	1640-1½ 575 (600-1½)	1800-2¼ 735 (800-2¼)

TULLAHOMA, TENNESSEE

Orig 19MAY22

35°24'N - 86°05'W

ARNOLD AFB (KAYX)

RNAV (GPS) RWY 3

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

23334

TULLAHOMA, TENNESSEE

RNAV (GPS) RWY 21

APCH CRS	Rwy ldg	6001
207°	TDZE	1065
	Arpt Elev	1065

- (USAF)

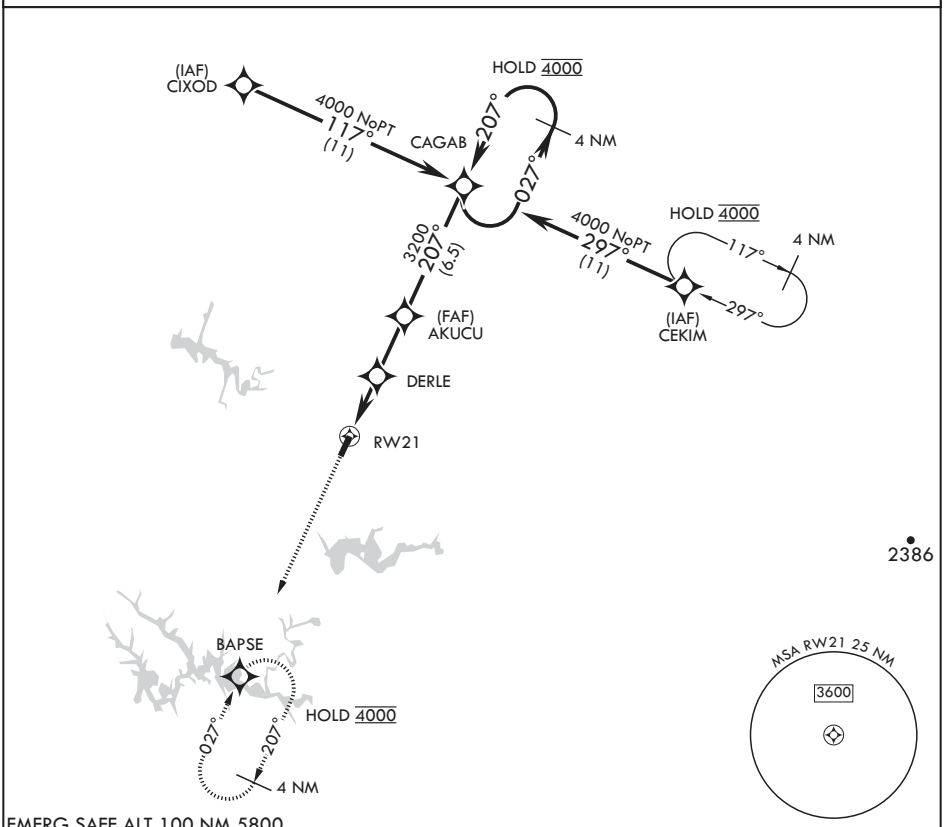
ARNOLD AFB (KAYX)

RNP APCH

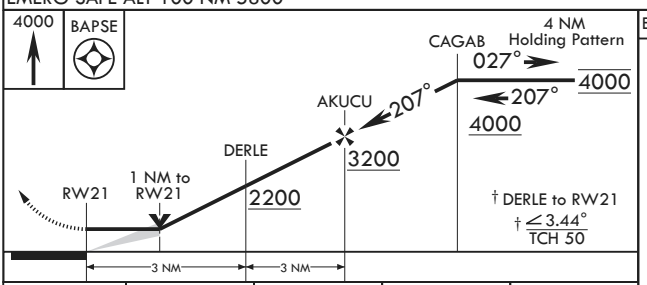
* Circling not authorized NW of RWY 3-21.

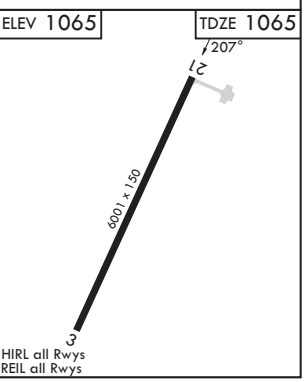
MISSED APPROACH: Climb to 4000 direct BAPSE and hold.

UNICOM
126.2 (CTAF) **257.975** (CTAF)



EMERG SAFE ALT 100 NM 5800





CATEGORY	A	B	C	D
LNAV MDA	1480-1 415 (500-1)		1480-1⅛ 415 (500-1⅛)	
C CIRCLING*	1520-1 455 (500-1)	1620-1 555 (600-1)	1640-1½ 575 (600-1½)	1800-2¼ 735 (800-2¼)

TULLAHOMA, TENNESSEE
Orig 19MAY22

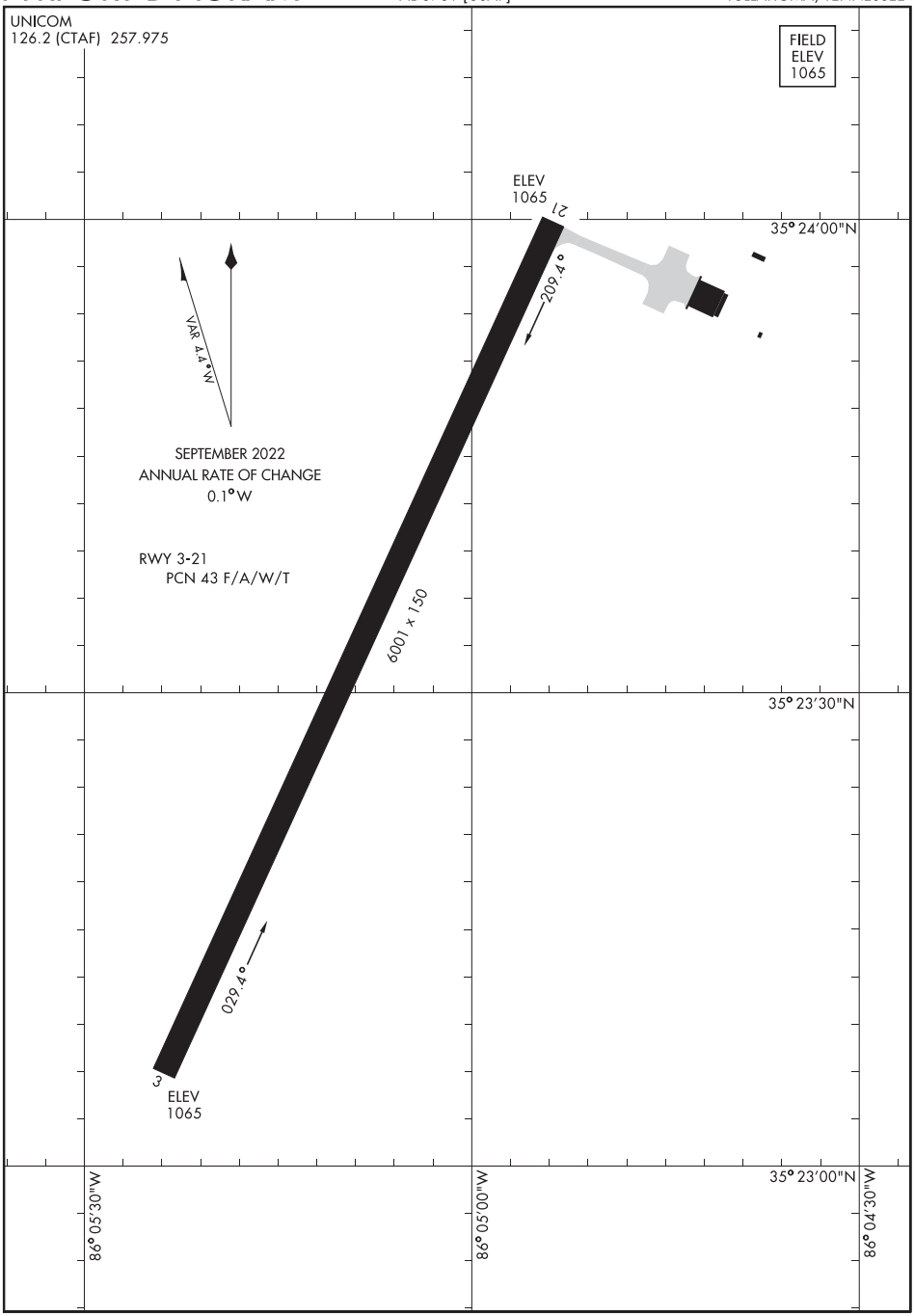
35°24'N - 86°05'W

ARNOLD AFB (KAYX)

RNAV (GPS) RWY 21

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025


UNICOM
126.2 (CTAF) 257.975
FIELD
ELEV
1065
ELEV
1065
21
209.4°
35° 24′00"N
VAR 4.4°W
SEPTEMBER 2022
ANNUAL RATE OF CHANGE
0.1°W
RWY 3-21
PCN 43 F/A/W/T
6001 x 150
35° 23′30"N
029.4°
3
ELEV
1065
35° 23′00"N
86° 05′30"W
86° 05′00"W
86° 04′30"W

RNAV (GPS) RWY 10

ASHLAND RGNL (DWU)

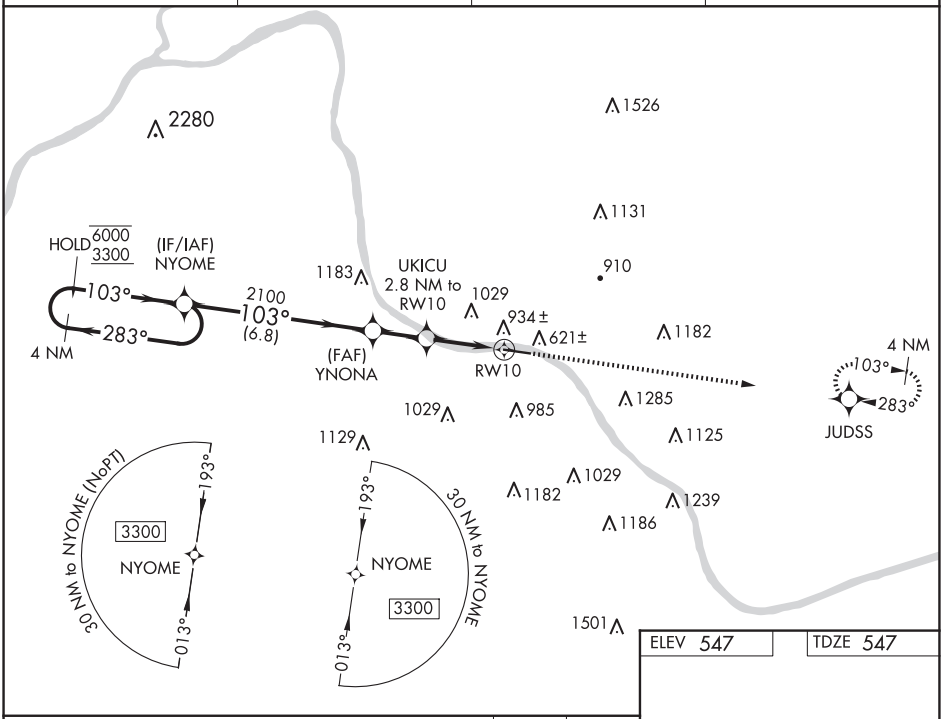
WAAS	APP CRS	Rwy Idg	5402
CH 72723	103°	TDZE	547
W10A		Apt Elev	547

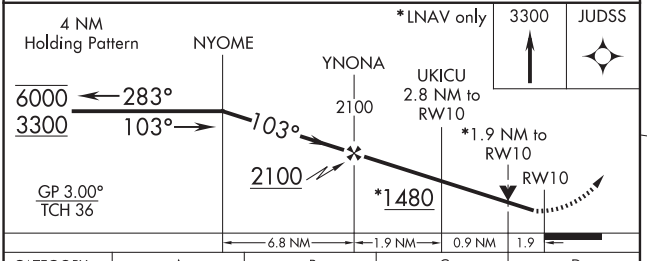
RNP APCH.

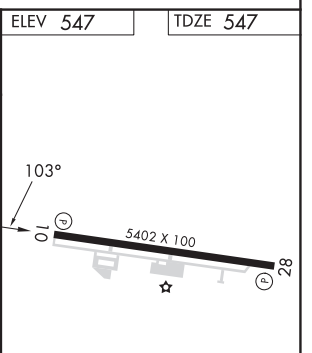
Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct JUDSS and hold, continue climb-in-hold to 3300.

AWOS-3PT	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		799-1	252 (300-1)	
LNAV/VNAV DA		1095-1⅝	548 (600-1⅝)	
LNAV MDA	1200-1	653 (700-1)	1200-1⅞	653 (700-1⅞)
C CIRCLING	1300-1 753 (800-1)	1380-1¼ 833 (900-1¼)	1380-2½ 833 (900-2½)	1420-2¾ 873 (900-2¾)

MIRL Rwy 10-28 L

REIL Rwys 10 and 28 L

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5402
CH 62923	283°	TDZE	546
W28A		Apt Elev	546

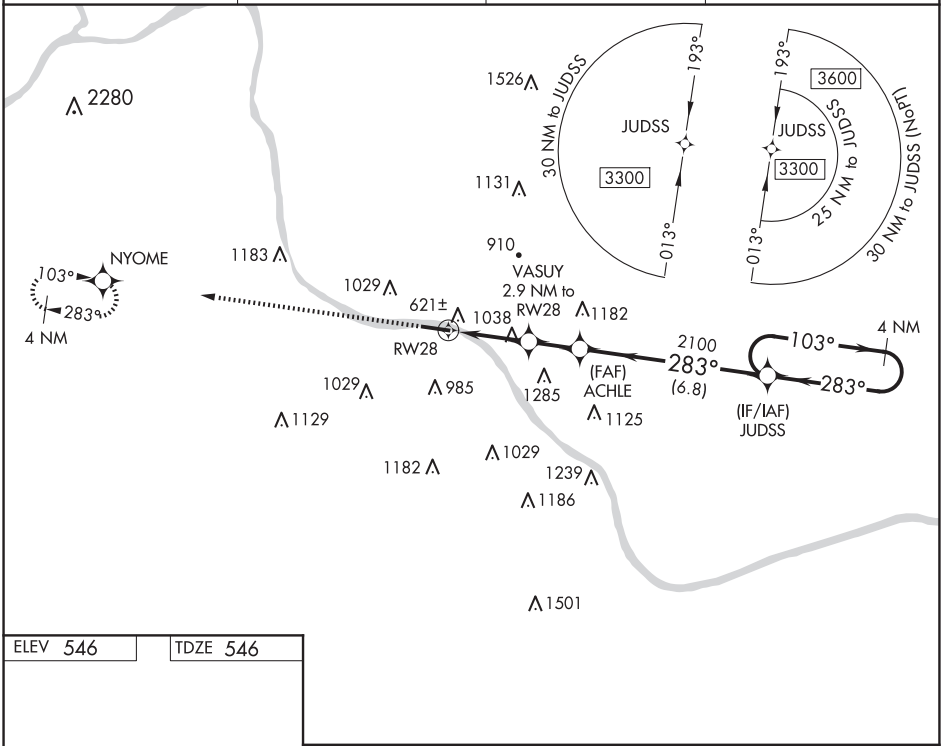
RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

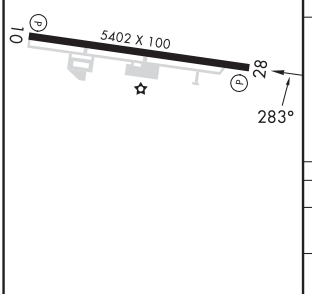
DME/DME RNP-0.3 NA. When local altimeter setting not received; use Huntington altimeter setting, increase all MDA 80 feet and all Circling visibilities ¼ mile. VDP NA when using Huntington altimeter setting.

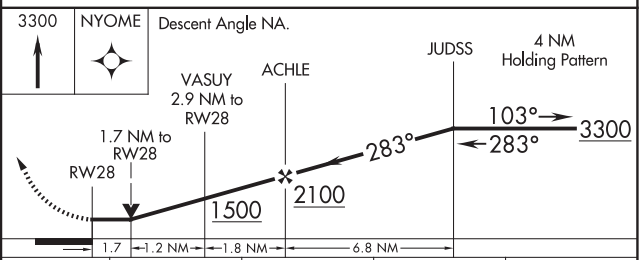
MISSED APPROACH: Climb to 3300 direct NYOME and hold.

AWOS-3PT	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L



ELEV 546 TDZE 546





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

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ATHENS, TENNESSEE AL-5791 (FAA) 23166

RNAV (GPS) RWY 2

MCMINN COUNTY (MMI)

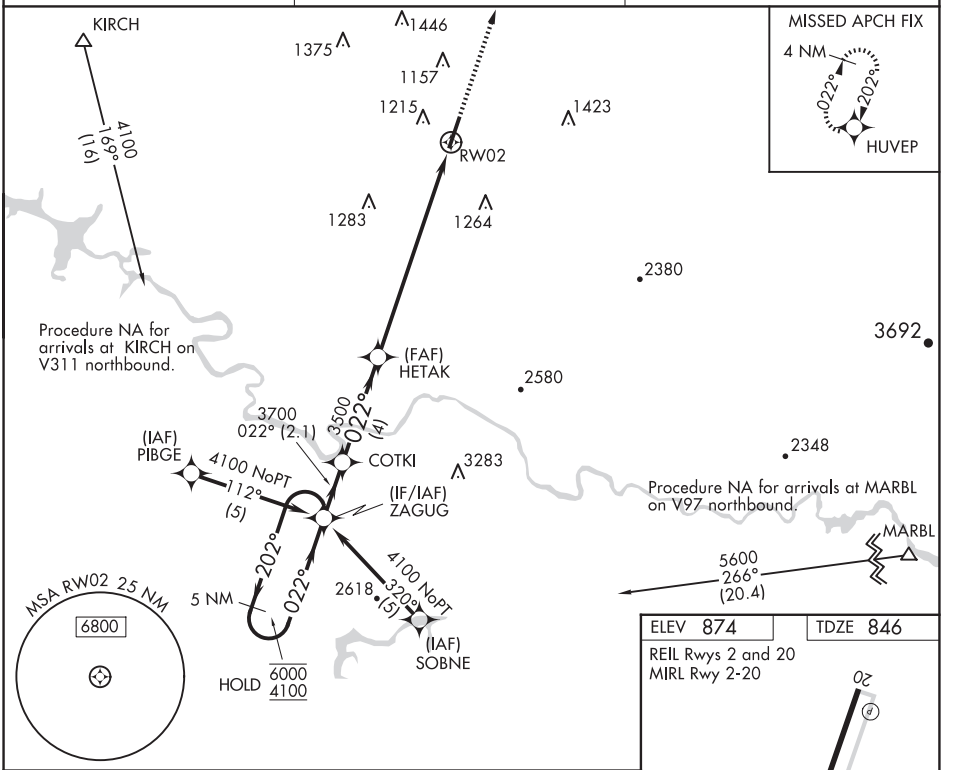
APP CRS	Rwy Idg	5501
022°	TDZE	846
	Apt Elev	874

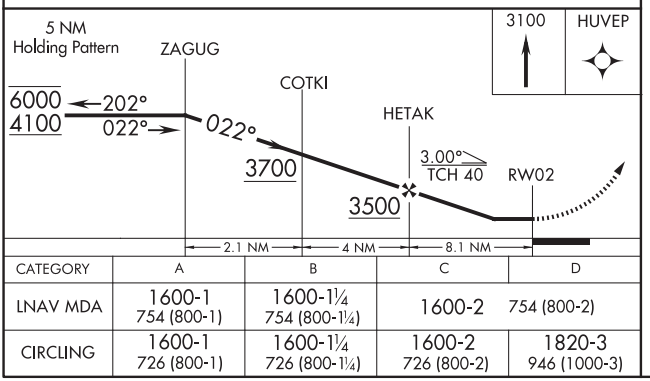
RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 NA at night. Circling Rwy 2 NA a night. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 120 feet, and LNAV visibility Cats C and D ½ SM, and Circling visibility Cat A ¼ SM and Cat C ½ SM.

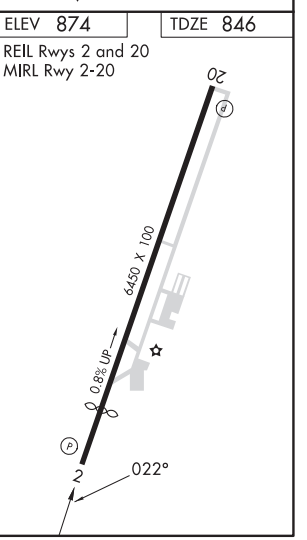
MISSED APPROACH: Climb to 3100 direct HUVEP and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
125.425	123.9 353.6	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1600-1 754 (800-1)	1600-1¼ 754 (800-1¼)	1600-2	754 (800-2)
CIRCLING	1600-1 726 (800-1)	1600-1¼ 726 (800-1¼)	1600-2 726 (800-2)	1820-3 946 (1000-3)



ATHENS, TENNESSEE
Orig-E 15JUN23

35°24'N-84°34'W

MCMINN COUNTY (MMI)

RNAV (GPS) RWY 2

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	6450
CH 45717	202°	TDZE	874
W20A		Apt Elev	874

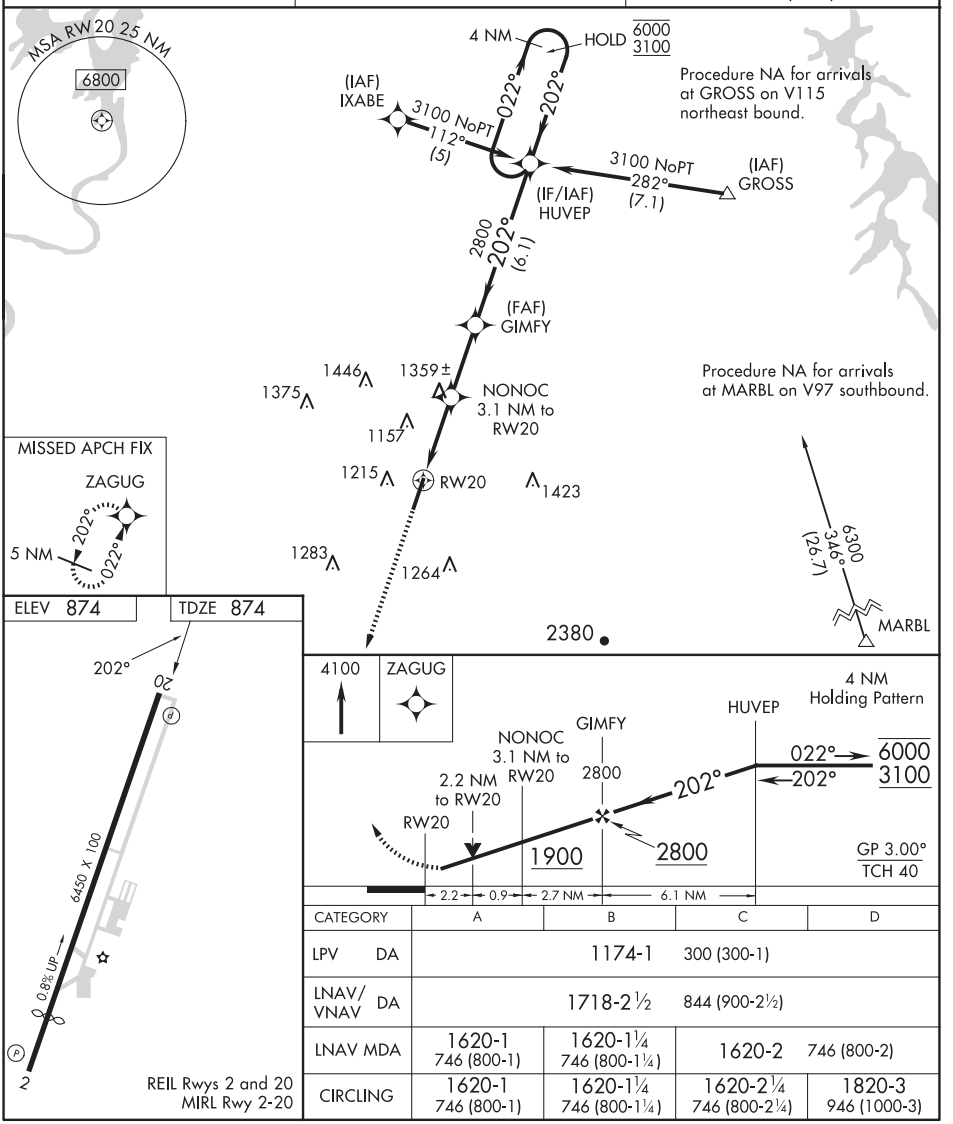
RNAV (GPS) RWY 20
MCMINN COUNTY (MMI)

RNP APCH - GPS.

Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using Mc Ghee Tyson altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting: increase LPV DA to 1275 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 1819 feet and visibility all Cats 1½ SM; increase all MDAs 120 feet and LNAV visibility Cat C and D ½ SM, and Circling visibility Cat A and C ¼ SM.

MISSED APPROACH: Climb to 4100 direct ZAGUG and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
125.425	123.9 353.6	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1174-1		300 (300-1)	
LNAV/VNAV DA	1718-2½		844 (900-2½)	
LNAV MDA	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2	746 (800-2)
CIRCLING	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1820-3 946 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

BARDSTOWN, KENTUCKY AL-5539 (FAA) 24053

RNAV (GPS) RWY 3

SAMUELS FLD (BRY)

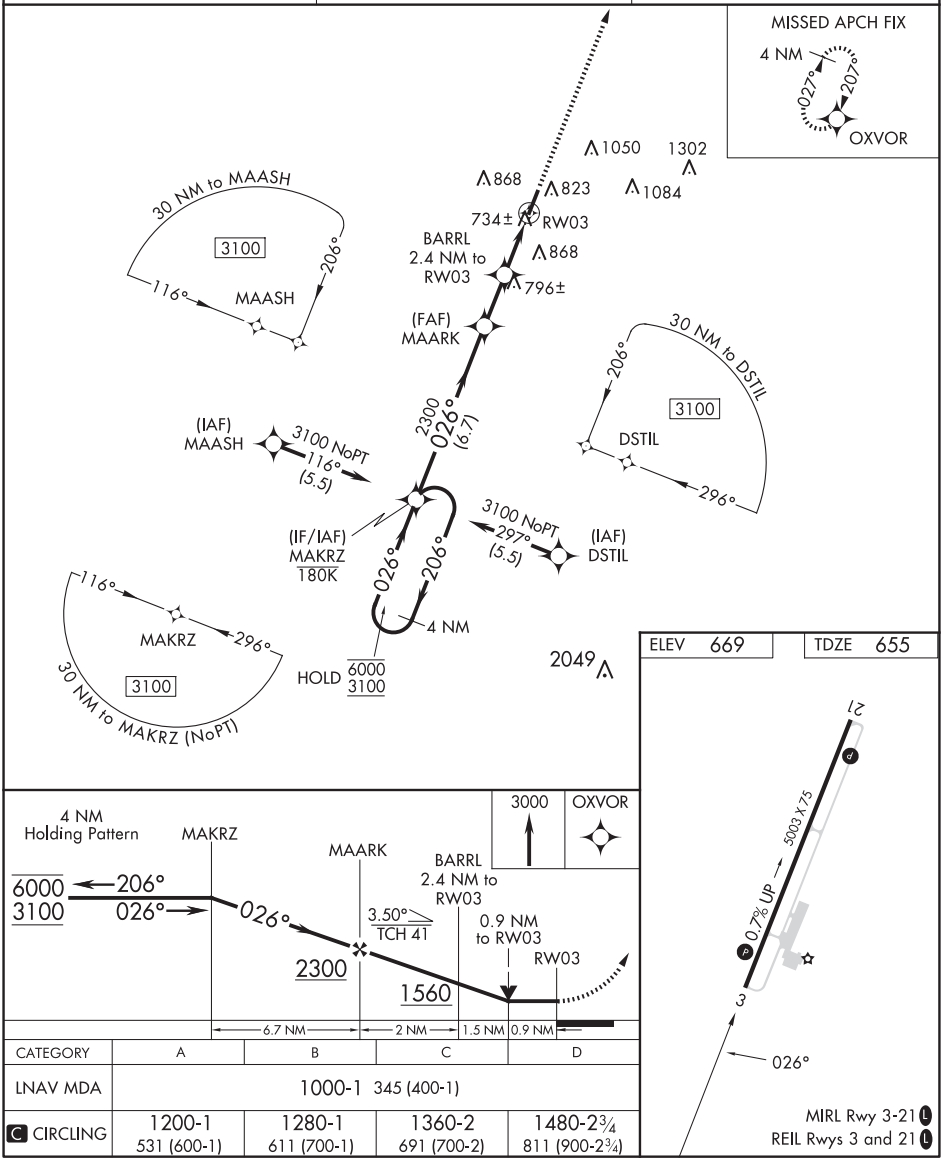
APP CRS	Rwy Idg	5003
026°	TDZE	655
	Apt Elev	669

RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1000-1 345 (400-1)			
C CIRCLING	1200-1 531 (600-1)	1280-1 611 (700-1)	1360-2 691 (700-2)	1480-2¾ 811 (900-2¾)

BARDSTOWN, KENTUCKY
Amdt 1B 22FEB24

37°49′N-85°30′W

SAMUELS FLD (BRY)

RNAV (GPS) RWY 3

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

SAMUELS FLD (BRY)

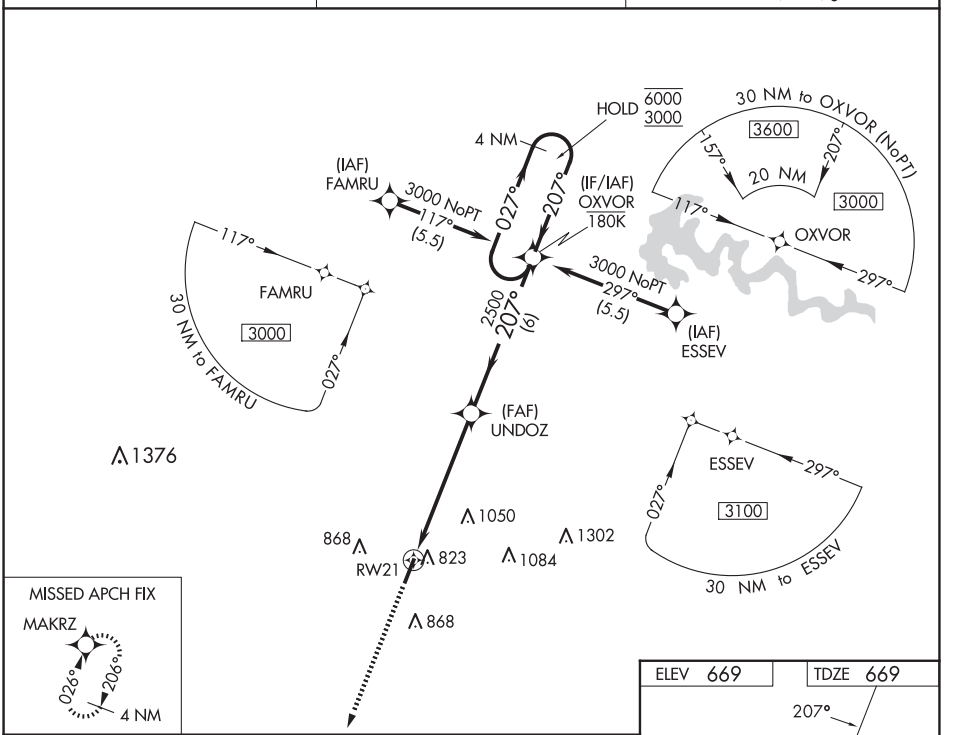
WAAS	APP CRS	Rwy Idg	5003
CH 77816	207°	TDZE	669
W21A		Apt Elev	669

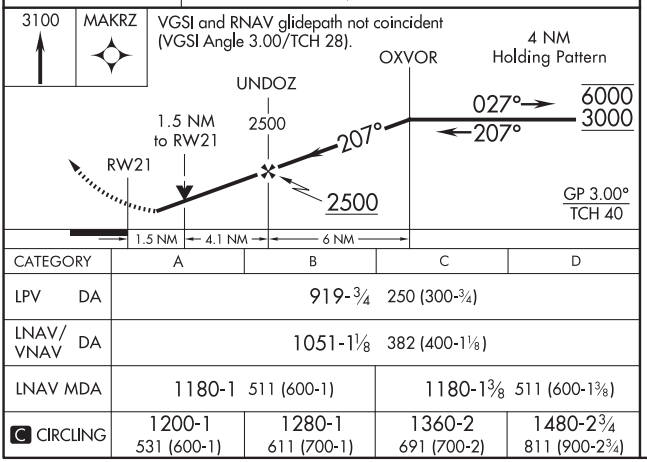
RNP APCH - GPS.

T A Rwy 21 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

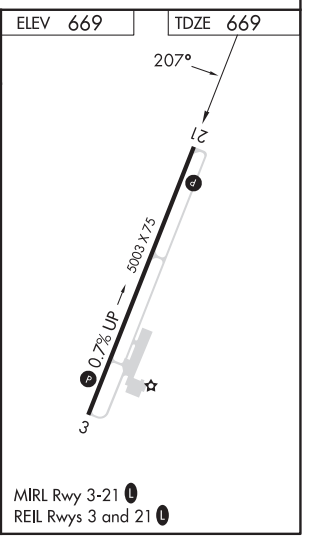
MISSED APPROACH: Climb to 3100 direct MAKRZ and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	919-¾ 250 (300-¾)			
LNAV/VNAV DA	1051-1⅛ 382 (400-1⅛)			
LNAV MDA	1180-1 511 (600-1)		1180-1⅜ 511 (600-1⅜)	
C CIRCLING	1200-1 531 (600-1)	1280-1 611 (700-1)	1360-2 691 (700-2)	1480-2¾ 811 (900-2¾)



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

BARDSTOWN, KENTUCKY AL-5539 (FAA) 24053

VOR/DME EWO	APP CRS	Rwy Idg	5003
113.95	037°	TDZE	655
Chan 86 (Y)		Apt Elev	669

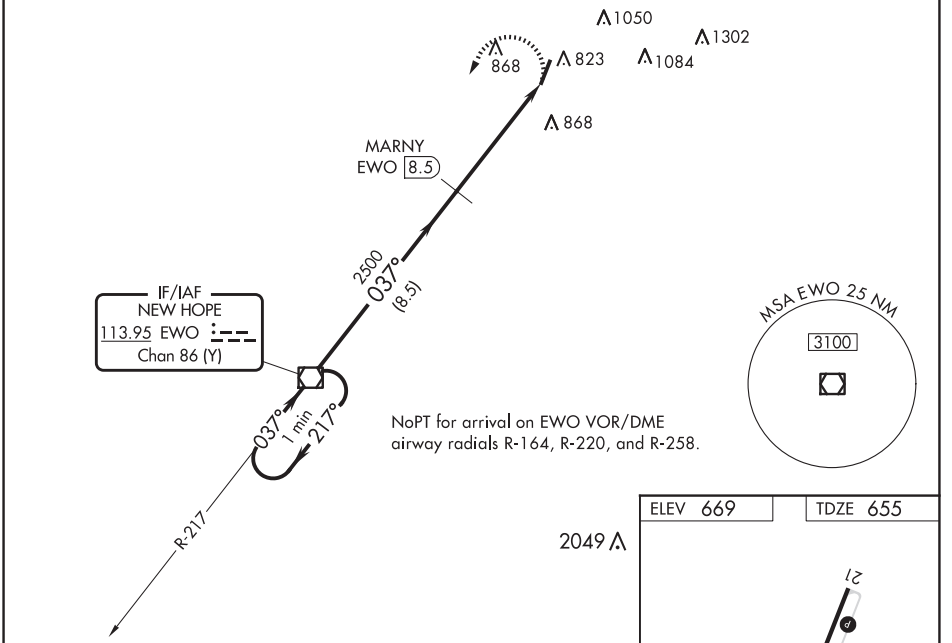
VOR RWY 3

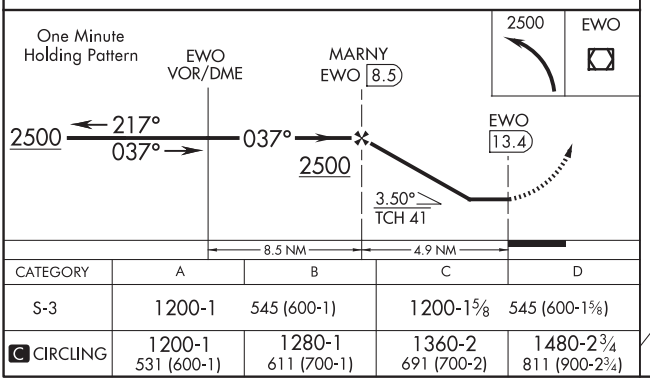
SAMUELS FLD (BRY)

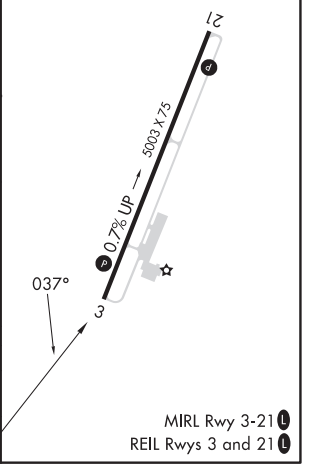
T A Straight-in and Circling minimums NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. DME required.

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

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1200-1	545 (600-1)	1200-1⅝	545 (600-1⅝)
C CIRCLING	1200-1 531 (600-1)	1280-1 611 (700-1)	1360-2 691 (700-2)	1480-2¾ 811 (900-2¾)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

BARDSTOWN, KENTUCKY
Amdt 1A 22FEB24

37°49'N-85°30'W

SAMUELS FLD (BRY)

VOR RWY 3

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 1

WILLIAM L WHITEHURST FLD (MØ8)

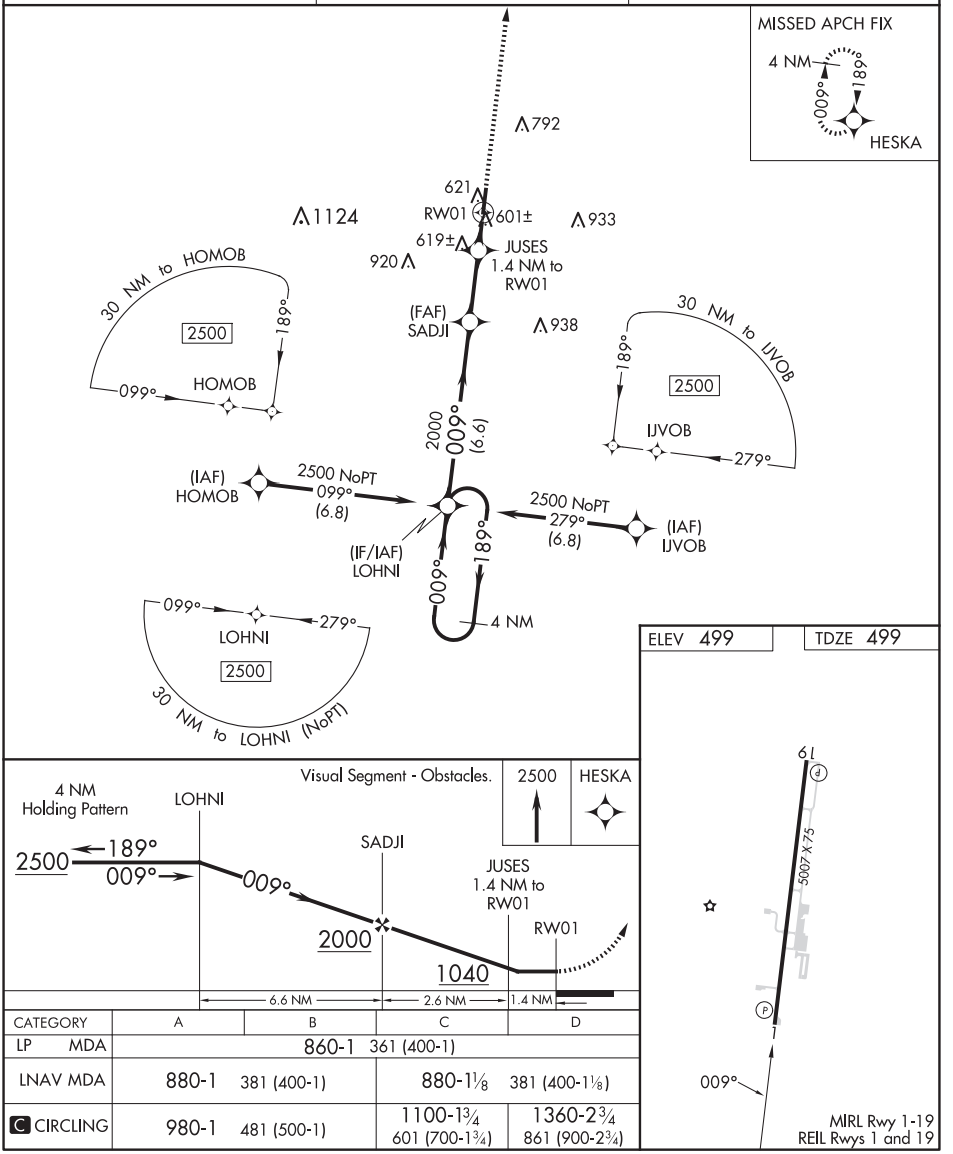
WAAS	APP CRS	Rwy Idg	5007
CH 86935	009°	TDZE	499
W01A		Apt Elev	499

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities ⅜ mile, and LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. Rwy 1 helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 318.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LP MDA	860-1 361 (400-1)			
LNAV MDA	880-1 381 (400-1)		880-1⅛ 381 (400-1⅛)	
C CIRCLING	980-1 481 (500-1)		1100-1¾ 601 (700-1¾)	1360-2¾ 861 (900-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

BOLIVAR, TENNESSEE

AL-6392 (FAA)

23222

RNAV (GPS) RWY 19

WILLIAM L WHITEHURST FLD (MØ8)

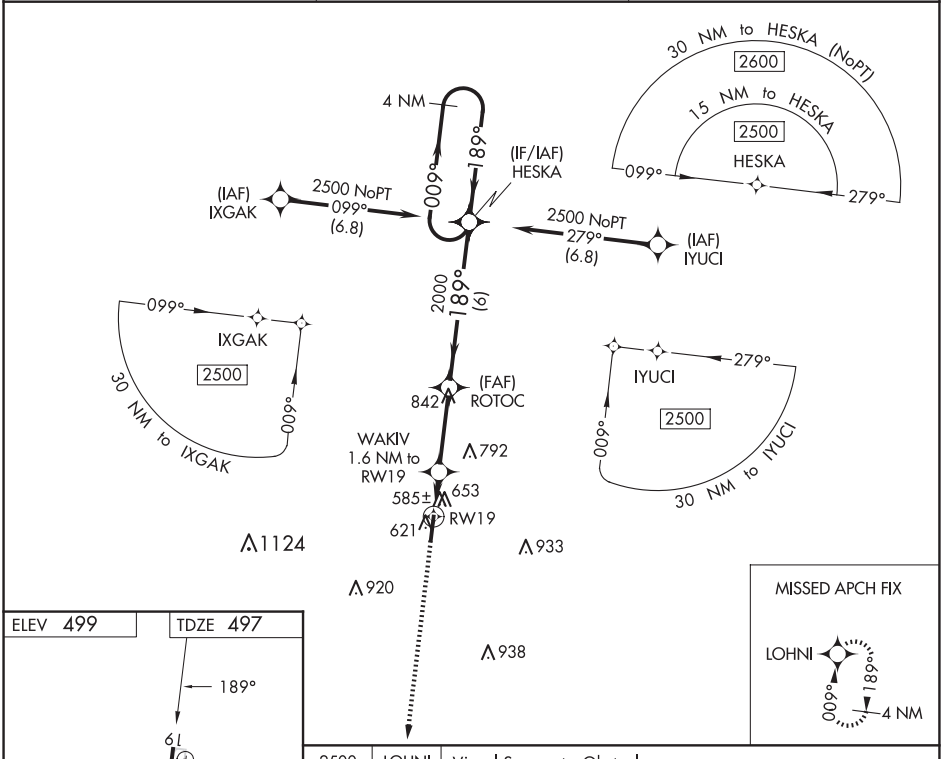
WAAS	APP CRS	Rwy Idg	5007
CH 63035	189°	TDZE	497
W19A		Apt Elev	499

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received,use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities ¼ mile, increase LNAV Cats C/D visibilities ⅛ mile and Circling Cats C/D visibilities ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA. Rwy 1 helicopter visibilty reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 318.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LP MDA	840-1 343 (400-1)			
LNAV MDA	920-1 423 (500-1)		920-1¼ 423 (500-1¼)	
C CIRCLING	980-1 481 (500-1)		1100-1¾ 601 (700-1¾)	1360-2¾ 861 (900-2¾)

MIRL Rwy 1-19
REIL Rwys 1 and 19

BOLIVAR, TENNESSEE
Amdt 1A 22JUN17

35°13'N - 89°03'W

WILLIAM L WHITEHURST FLD (MØ8)

RNAV (GPS) RWY 19

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-BWG	APP CRS	Rwy Idg	6500
108.75	034°	TDZE	547
		Apt Elev	547

ILS Y or LOC Y RWY 3

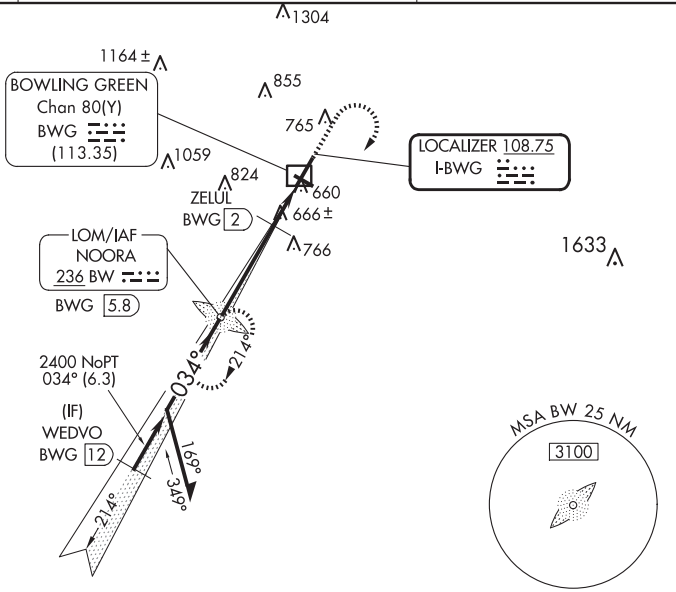
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

ADF required. RADAR required for procedure entry.

Circling Rwy 30 NA at night.
† DME from BWG DME.

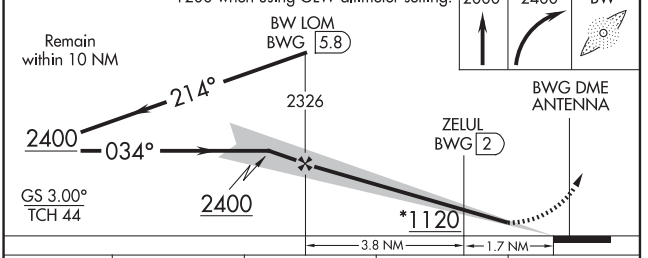
MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 285.5	123.0 (CTAF) L



*1200 when using GLW altimeter setting.

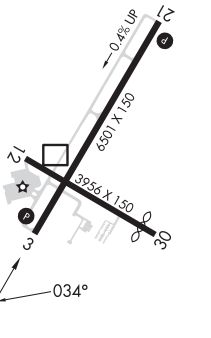
2000	2400	BW



CATEGORY	A	B	C	D
S-ILS 3	797-¾ 250 (300-¾)			
S-LOC 3*	1120-1 573 (600-1)		1120-1⅝ 573 (600-1⅝)	
C CIRCLING	1120-1 573 (600-1)		1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)
ZELUL FIX MINIMUMS† (DME REQUIRED)				
S-LOC 3	920-1 373 (400-1)			
C CIRCLING	1080-1 533 (600-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

ELEV 547 D TDZE 547

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L



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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS Z or LOC Z RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

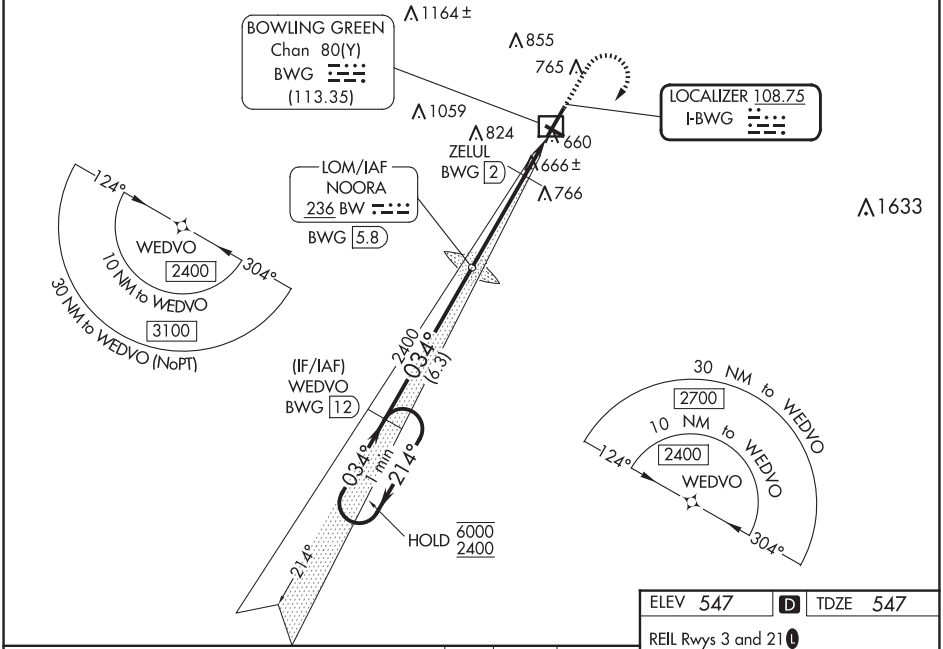
LOC I-BWG	APP CRS	Rwy Idg	6500
108.75	034°	TDZE	547
		Apt Elev	547

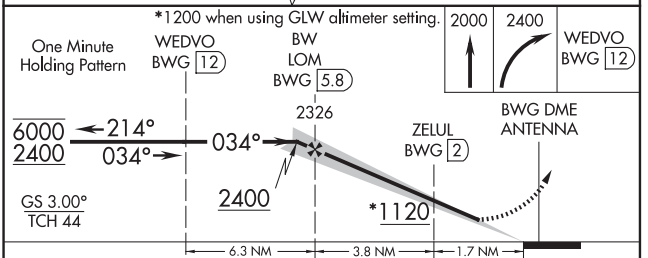
RNP APCH - GPS.

T A Circling Rwy 30 NA at night.
† DME from BWG DME.

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

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 285.5	123.0 (CTAF) L

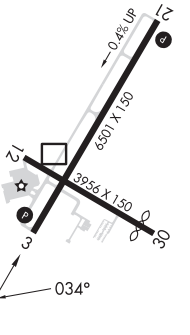




CATEGORY	A	B	C	D
S-ILS 3	797-¾ 250 (300-¾)			
S-LOC 3*	1120-1 573 (600-1)		1120-1⅝ 573 (600-1⅝)	
C CIRCLING	1120-1 573 (600-1)		1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)
ZELUL FIX MINIMUMS† (DME REQUIRED)				
S-LOC 3*	920-1 373 (400-1)			
C CIRCLING	1080-1 533 (600-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

ELEV 547 D TDZE 547

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L



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

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3

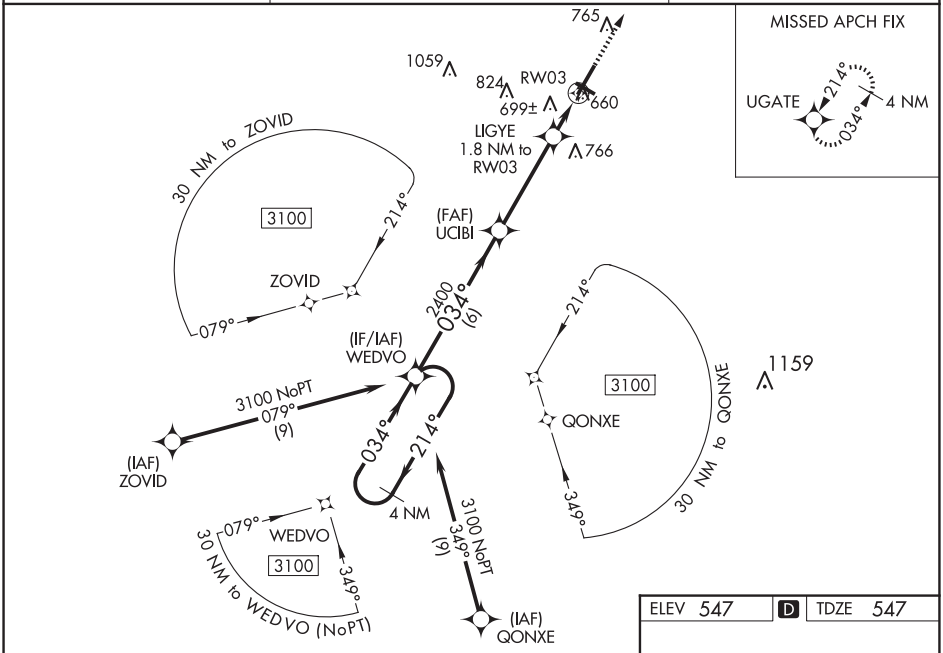
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

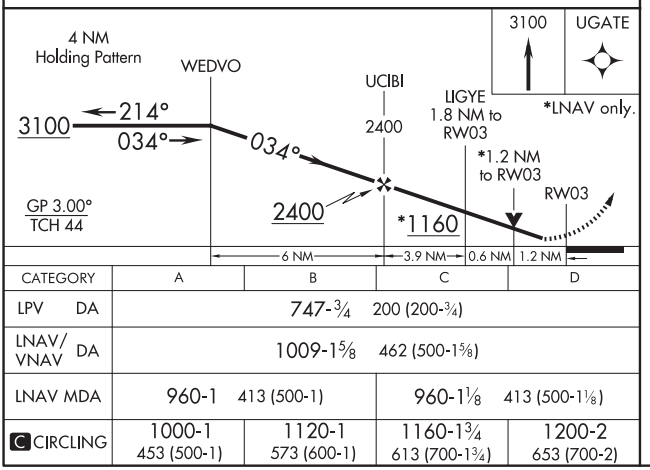
WAAS CH 69510 W03A	APP CRS 034°	Rwy Idg 6500 / TDZE 547 / Apt Elev 547

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA.When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats ⅛ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

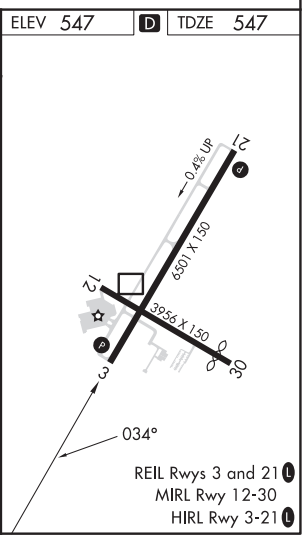
MISSED APPROACH: Climb to 3100 direct UGATE and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 285.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	747-¾ 200 (200-¾)			
LNAV/VNAV DA	1009-1⅝ 462 (500-1⅝)			
LNAV MDA	960-1 413 (500-1)		960-1⅛ 413 (500-1⅛)	
C CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

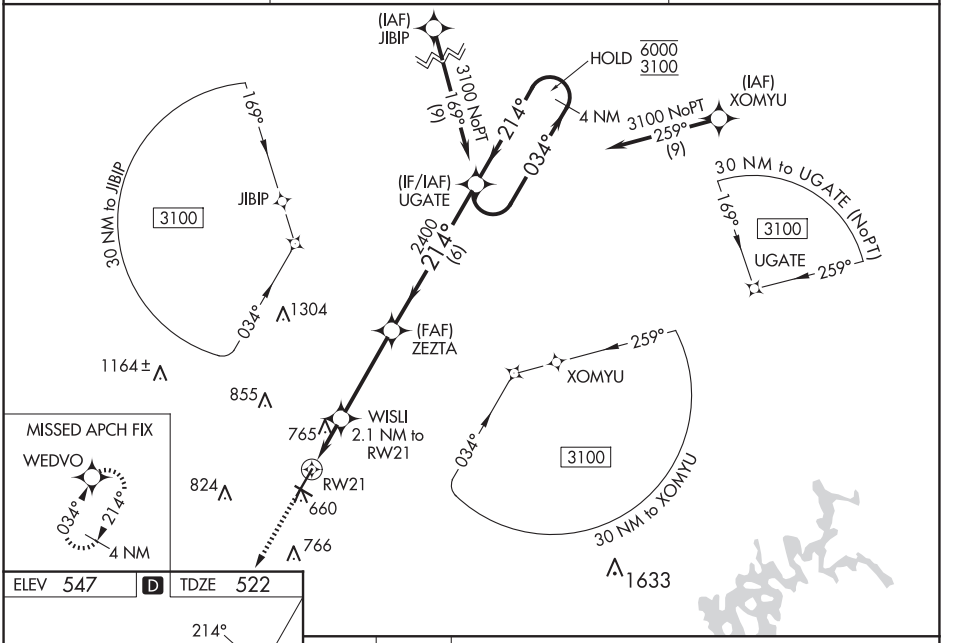
WAAS CH 57907 W21A	APP CRS 214°	Rwy Ldg 6500 TDZE 522 Apt Elev 547

RNP APCH - GPS.

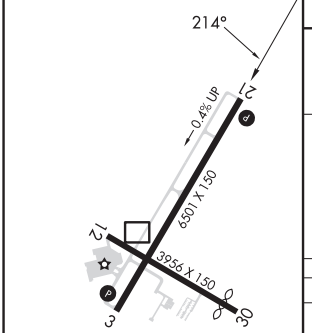
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using GLW altimeter setting. Circling Rwy 30 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GLW altimeter setting and increase LPV DA to 884 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1150 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

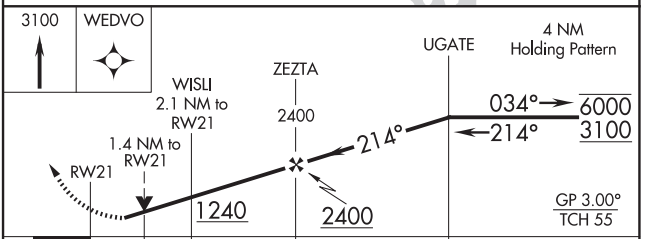
MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 285.5	123.0 (CTAF) L



ELEV 547 D TDZE 522





CATEGORY	A	B	C	D
LPV DA	807-⅞ 285 (300-⅞)			
LNAV/VNAV DA	1073-1⅝ 551 (600-1⅝)			
LNAV MDA	1020-1 498 (500-1)		1020-1⅜ 498 (500-1⅜)	
C CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L

SE-1, 12 JUN 2025 to 07 AUG 2025

LOM BW	APP CRS	Rwy Idg	6500
236	034°	TDZE	547
		Apt Elev	547

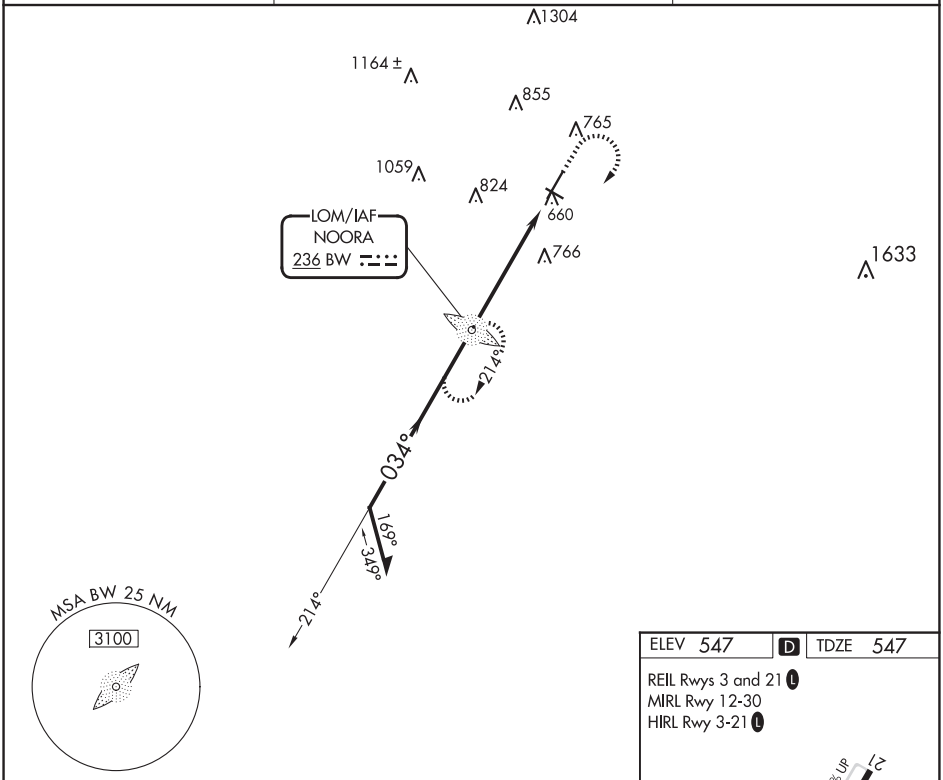
NDB RWY 3

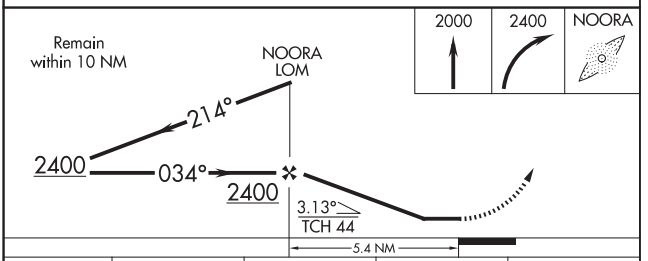
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

NA Circling to Rwy 30 NA at night.

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

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 285.5	123.0 (CTAF) L

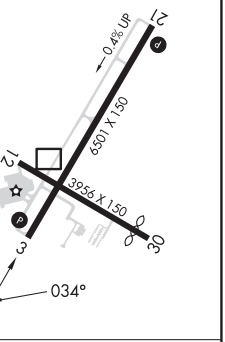




CATEGORY	A	B	C	D
S-3	1120-1	573 (600-1)	1120-1⅝	573 (600-1⅝)
C CIRCLING	1120-1	573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

ELEV 547 D TDZE 547

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L



FAF to MAP 5.4 NM

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA) 24361

LOC I-BON	APP CRS	Rwy Idg	8000
111.5	050°	TDZE	1498
		Apt Elev	1519

ILS or LOC RWY 5

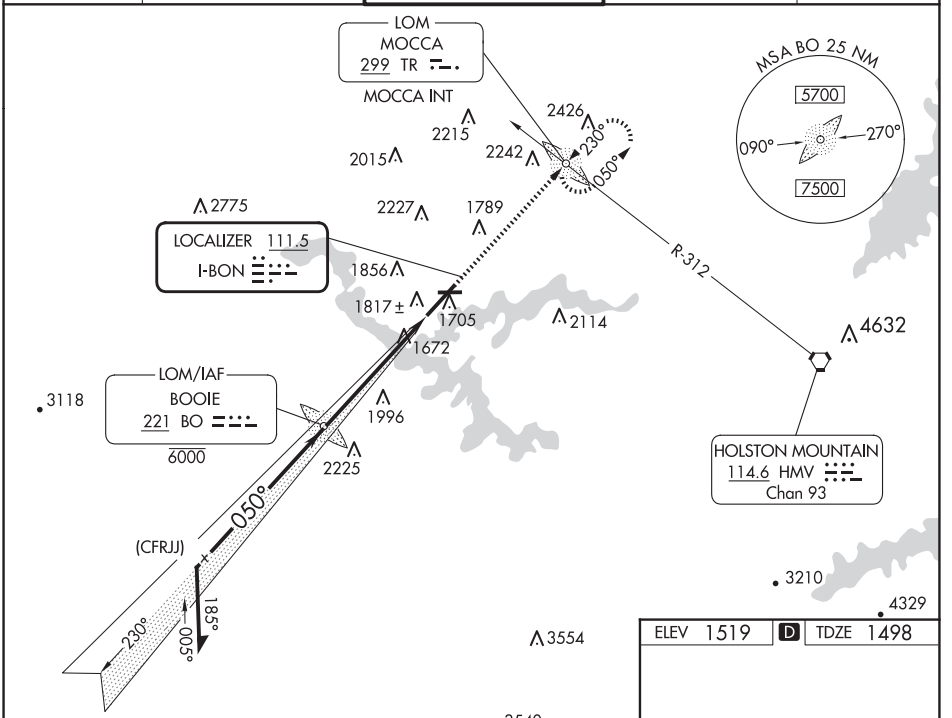
TRI-CITIES (TRI)

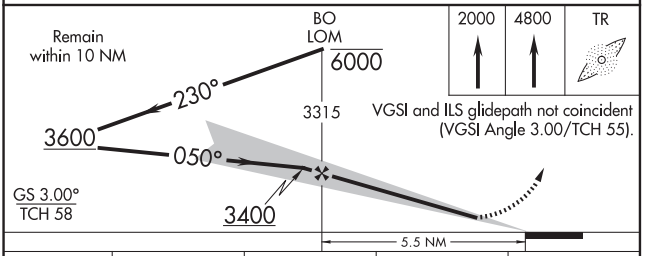
ADF required. RADAR required for procedure entry.

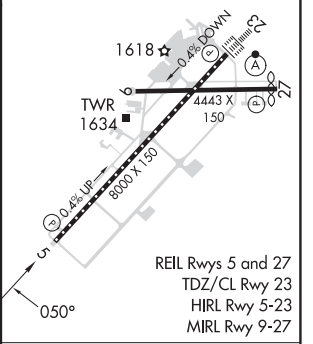
TA Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. Autopilot coupled approach NA below 2200. Procedure NA when control tower closed.

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

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	2100/55 602 (600-1)		2100-1¾ 602 (600-1¾)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 3D 20JUN19

36°29′N-82°24′W

TRI-CITIES (TRI)

ILS or LOC RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

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

ILS or LOC RWY 23

TRI-CITIES (TRI)

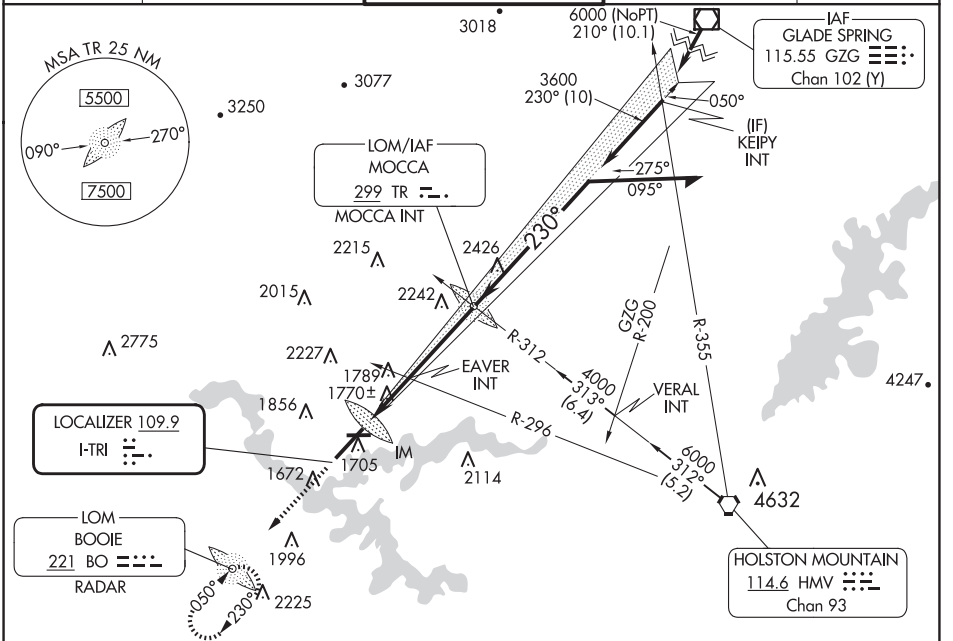
ADF or RADAR required.

Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. When control tower closed: S-ILS 23 increase visibilities to RVR 4000 all Cats and S-LOC 23 increase visibilities ½ SM all Cats.

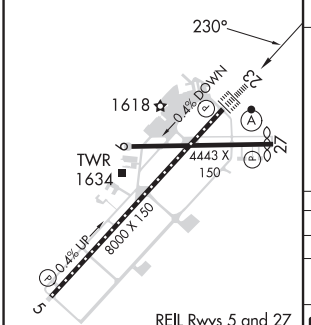
ALSF-2

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

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95

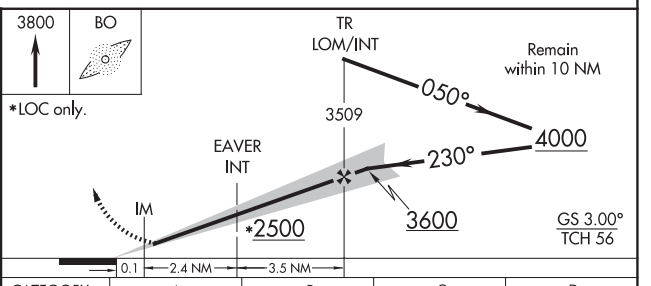


ELEV 1519 D TDZE 1518



FAF to MAP 6 NM

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



CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
C CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVER FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	2020/24 502 (600-½)		2020/55 502 (600-1)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA)

24361

ILS RWY 23 (SA CAT I)

TRI-CITIES (TRI)

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

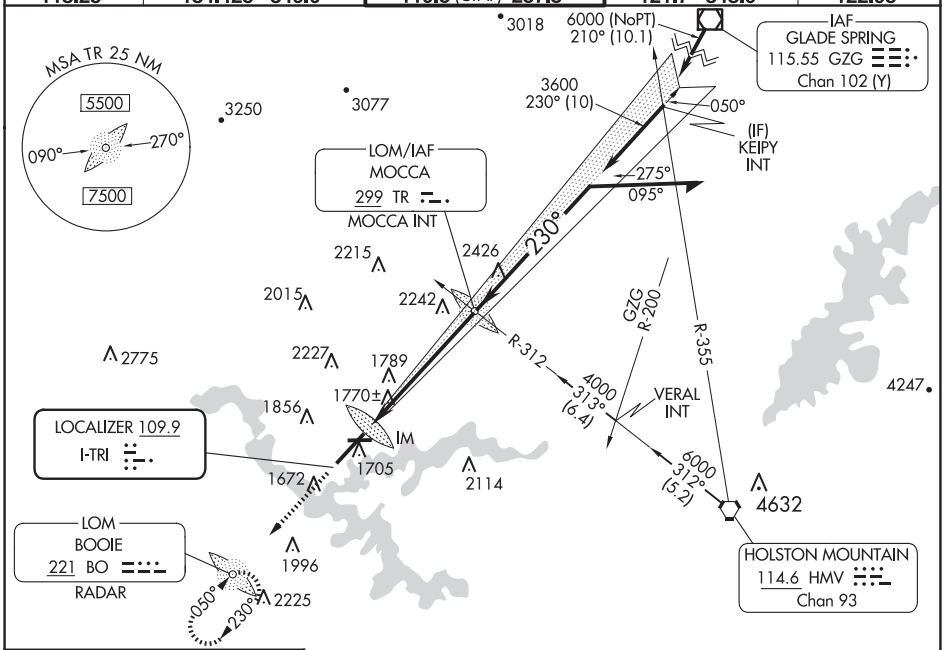
ADF or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. Procedure NA when tower closed.

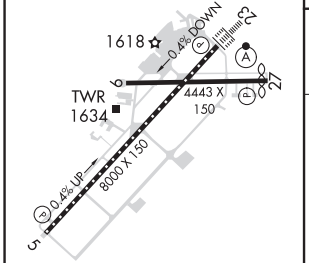
ALSF-2

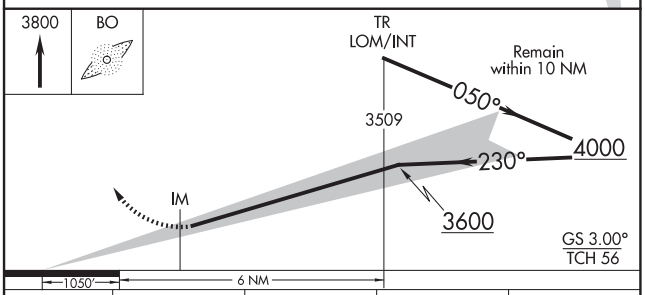
MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



ELEV 1519 D TDZE 1518





CATEGORY	A	B	C	D
S-ILS 23	RA 192/16	150	DA 1668	

REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

24361

ILS RWY 23 (CAT II)

TRI-CITIES (TRI)

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

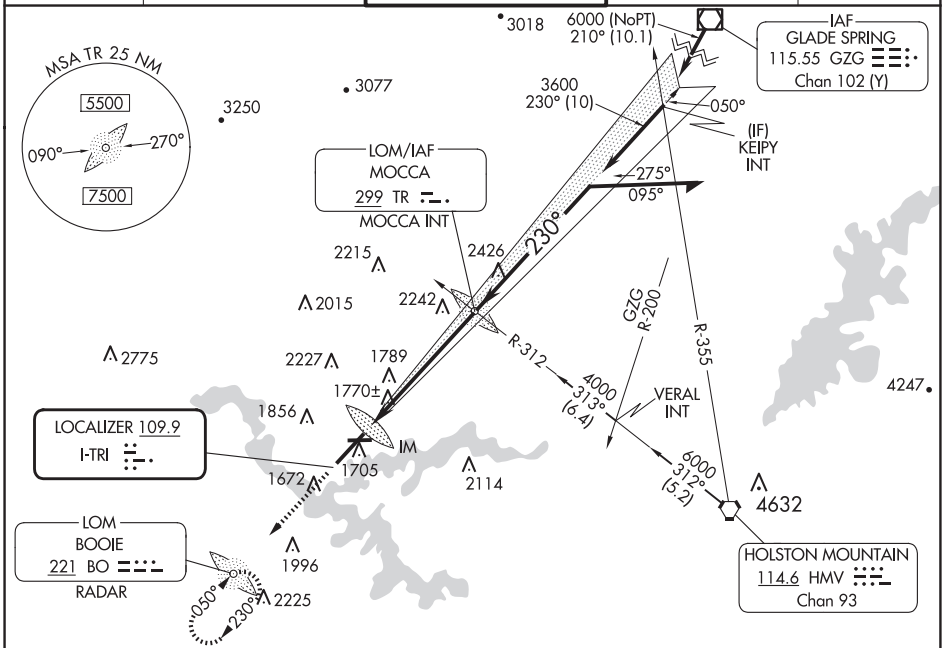
ADF or RADAR required.

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. Procedure NA when tower closed.

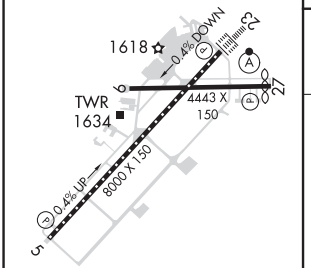
ALSF-2

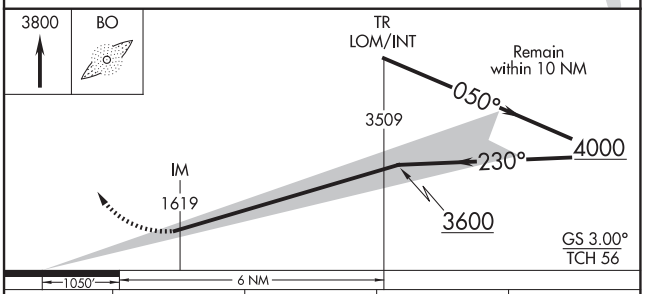
MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



ELEV 1519 D TDZE 1518





CATEGORY	A	B	C	D
S-ILS 23	RA 139/12	100	DA 1618	

REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA) 24361

RNAV (GPS) RWY 5

TRI-CITIES (TRI)

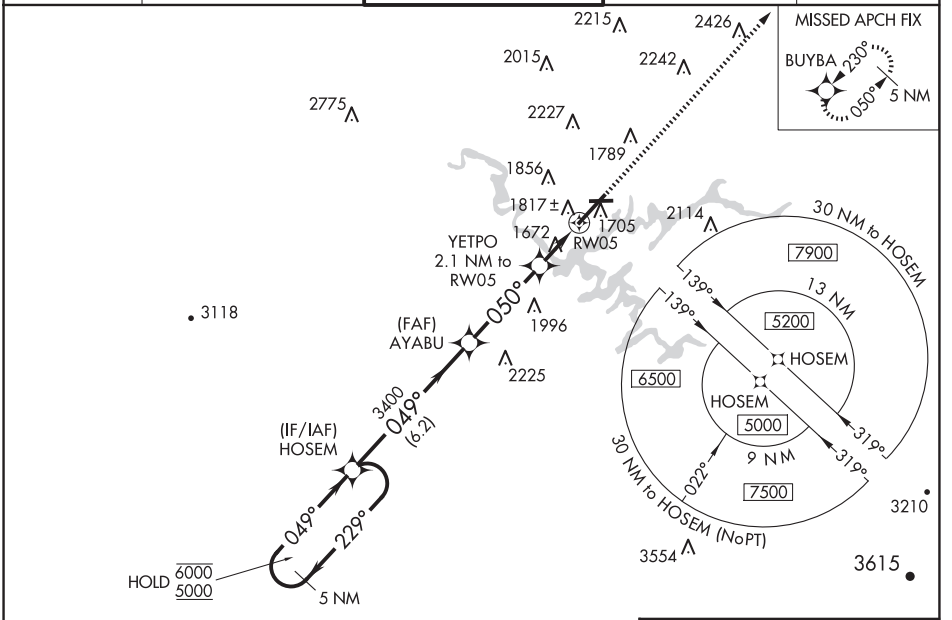
WAAS	APP CRS	Rwy ldg	8000
CH 65726	050°	TDZE	1498
W05A		Apt Elev	1519

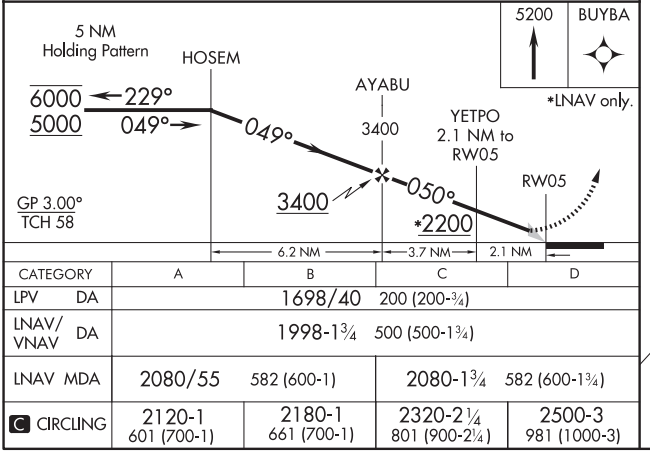
RNP APCH.

Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 34°C.

MISSED APPROACH: Climb to 5200 direct BUYBA and hold.

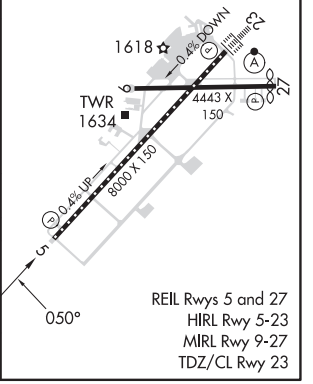
ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	1698/40 200 (200-¾)			
LNAV/VNAV DA	1998-1¾ 500 (500-1¾)			
LNAV MDA	2080/55 582 (600-1)		2080-1¾ 582 (600-1¾)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

ELEV 1519 D TDZE 1498



REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 1D 20JUN19

36°29′N-82°24′W

TRI-CITIES (TRI)

RNAV (GPS) RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4321
096°	TDZE	1519
	Apt Elev	1519

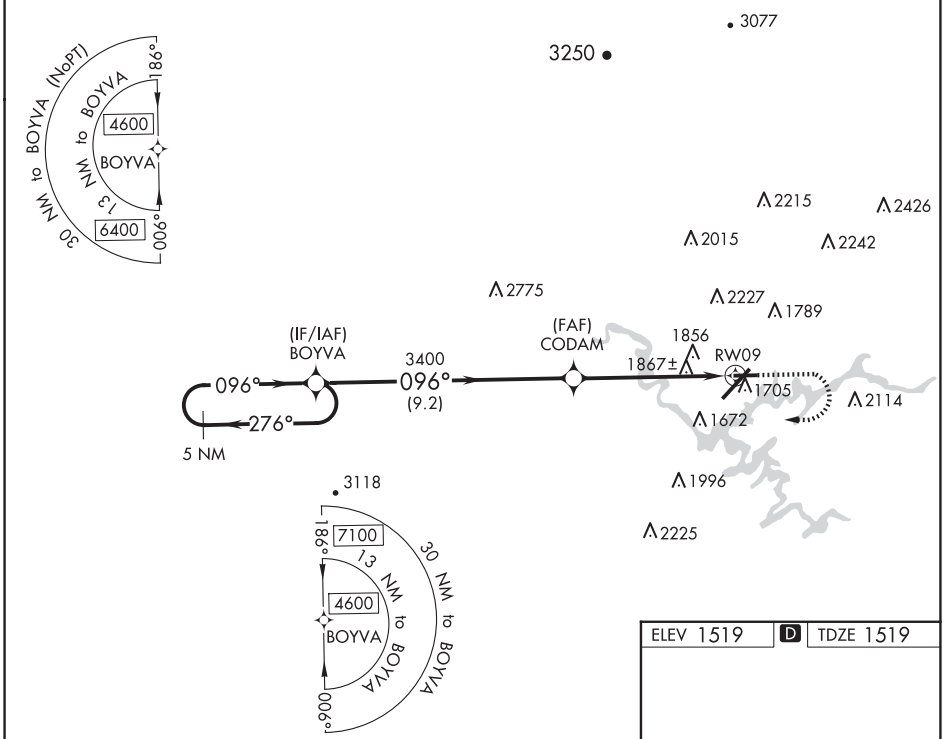
RNAV (GPS) RWY 9

TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	2120-1 601 (700-1)		2120-1¾ 601 (700-1¾)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)

REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

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SE-1, 12 JUN 2025 to 07 AUG 2025

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA) 24361

RNAV (GPS) RWY 23

TRI-CITIES (TRI)

WAAS	APP CRS	Rwy Idg	8000
CH 77626	230°	TDZE	1518
W23A		Apt Elev	1519

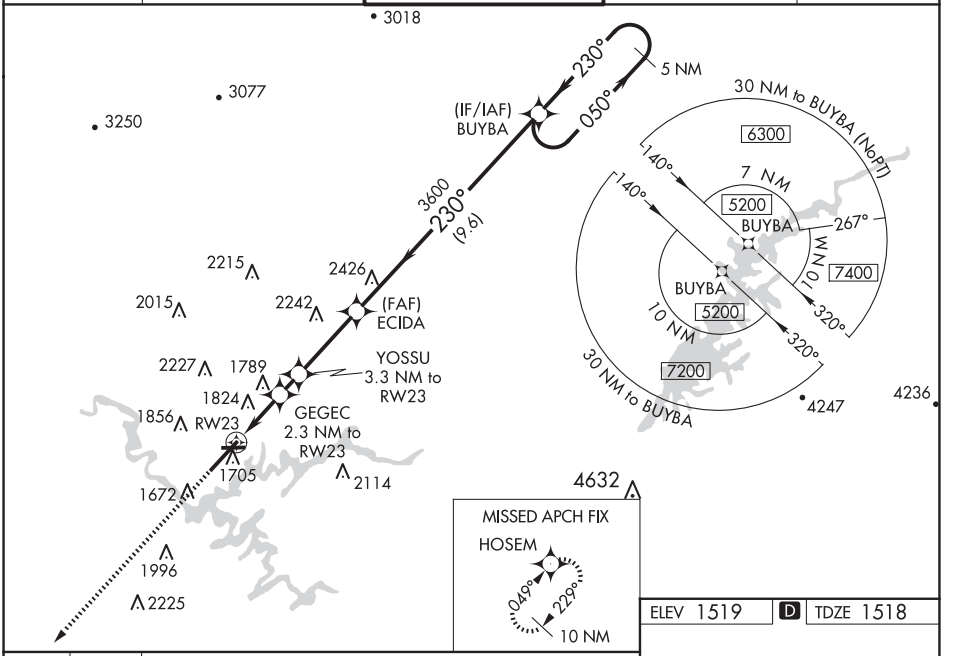
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Rwy 9-23. For inoperative ALS, increase LNAV Cats C and D visibility to 1⅝ SM. Circling Rwy 9 NA at night.

ALSF-2

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

ATIS	TRI-CITY APP CON *	TRI-CITY TOWER *	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



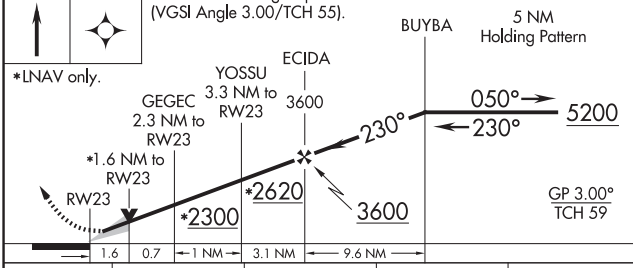
SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

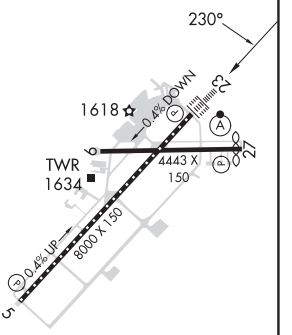
6400 HOSEM

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

*LNAV only.



ELEV 1519 D TDZE 1518



REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

CATEGORY	A	B	C	D
LPV DA	1718/18 200 (200-½)			
LNAV/VNAV DA	2160-1¾ 642 (700-1¾)			
LNAV MDA	2080/24 562 (600-½)		2080-1¼ 562 (600-1¼)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)

RNAV (GPS) RWY 27

TRI-CITIES (TRI)

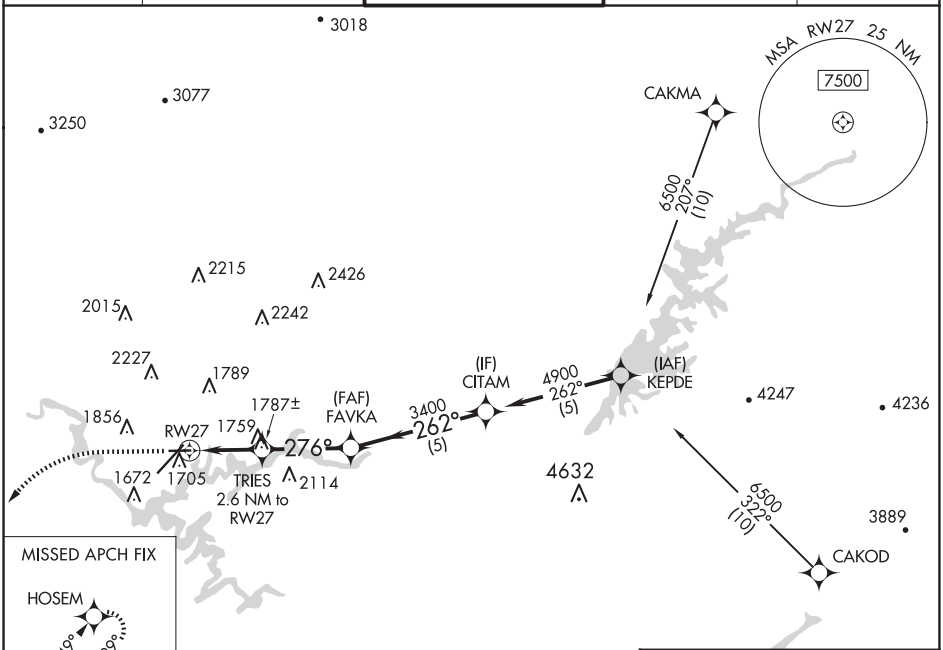
WAAS	APP CRS	Rwy Idg	4057
CH 63140	276°	TDZE	1518
W27A		Apt Elev	1519

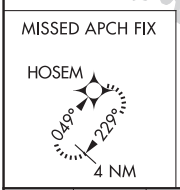
RNP APCH.

Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3600 direct HOSEM and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



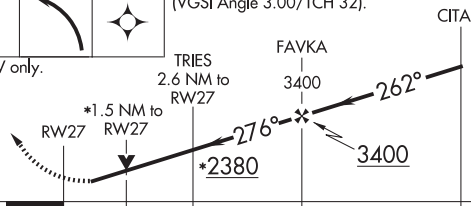


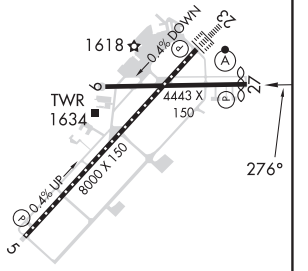
ELEV 1519 D TDZE 1518

2000 | 3600 | HOSEM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	1788-⅞ 270 (300-⅞)			
LNAV/VNAV DA	2034-1¾ 516 (600-1¾)			
LNAV MDA	2020-1 502 (600-1)		2020-1⅜ 502 (600-1⅜)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

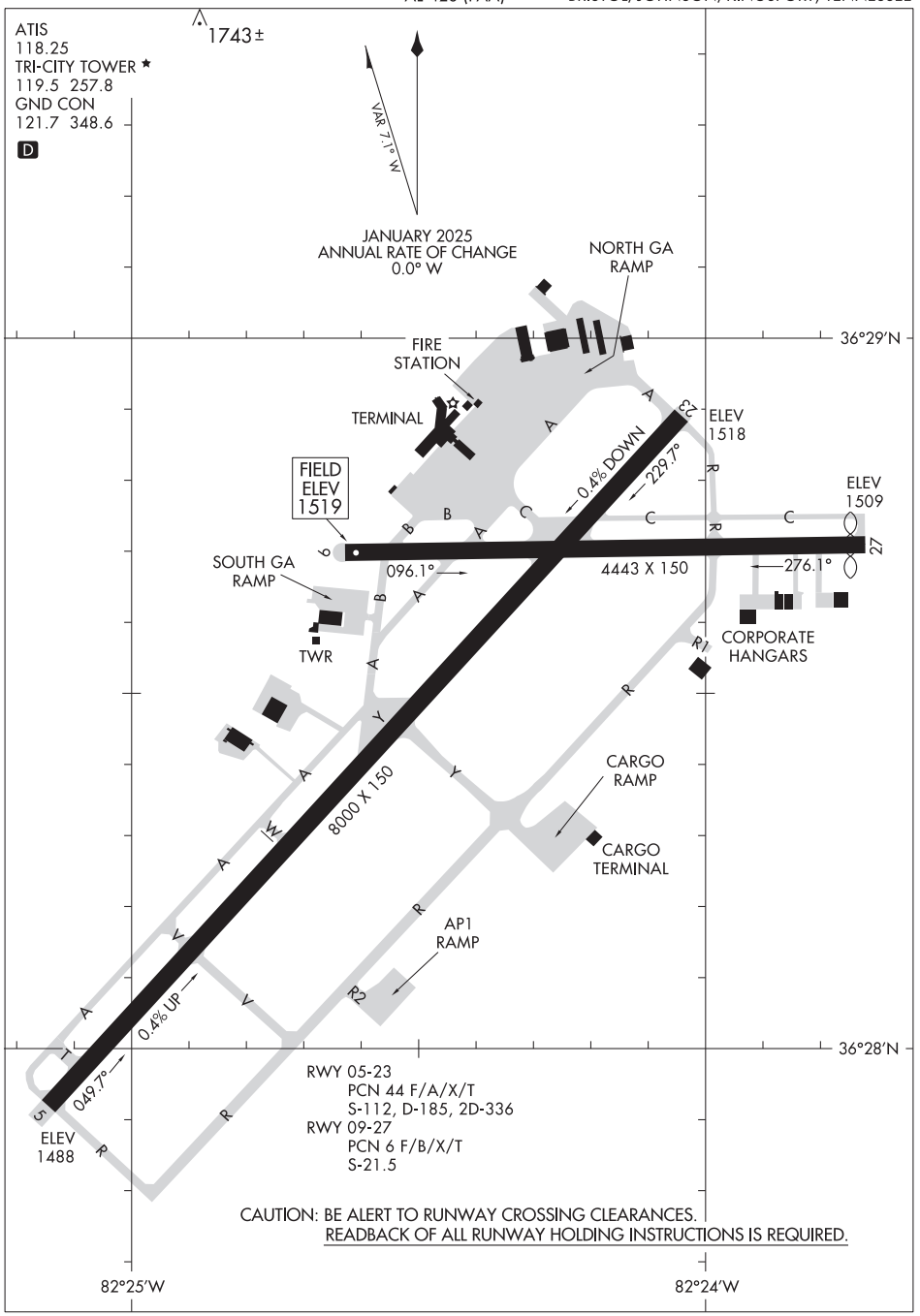
25107

AIRPORT DIAGRAM

AL-426 (FAA)

TRI-CITIES (TRI)

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

25107

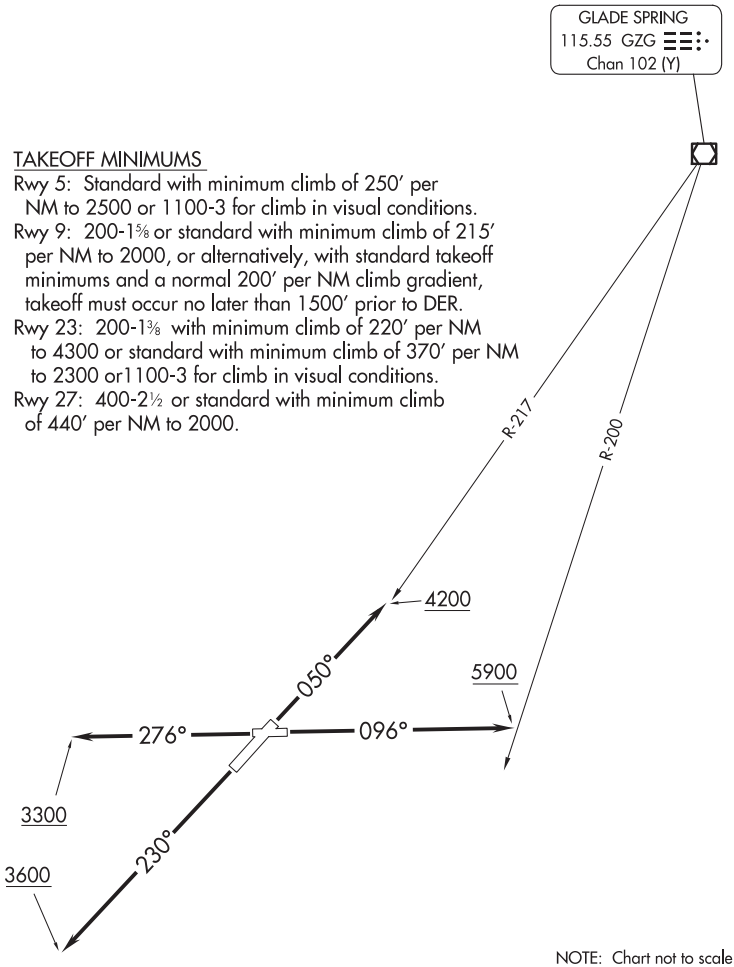
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

TRI-CITIES (TRI)

ATIS
118.25
APP CON ★
134.425 349.0
TRI CITY TOWER ★
119.5 (CTAF) 257.8
GND CON
121.7 348.6
UNICOM
122.95

GLADE SPRING
115.55 GZG
Chan 102 (Y)

TAKEOFF MINIMUMS
Rwy 5: Standard with minimum climb of 250′ per NM to 2500 or 1100-3 for climb in visual conditions.
Rwy 9: 200-1⅝ or standard with minimum climb of 215′ per NM to 2000, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.
Rwy 23: 200-1⅜ with minimum climb of 220′ per NM to 4300 or standard with minimum climb of 370′ per NM to 2300 or1100-3 for climb in visual conditions.
Rwy 27: 400-2½ or standard with minimum climb of 440′ per NM to 2000.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 050° to intercept GZG VOR/DME R-217 northeast bound to 4200 before proceeding on course.
TAKEOFF RWY 9: Climb heading 096° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.
TAKEOFF RWY 23: Climb heading 230° to 3600 before proceeding on course.
TAKEOFF RWY 27: Climb heading 276° to 3300 before proceeding on course.

VCOA RWY 5, 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 2500 then climb to 3500 via GZG VOR/DME R-217 northeast bound before proceeding on course.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

TAKEOFF OBSTACLE NOTES

Rwy 5: T-L twr 678′ from DER, 644′ left of centerline, 50′ AGL/1536′ MSL.
Trees beginning 1590′ from DER, 858′ left of centerline, up to 1582′ MSL.
Trees beginning 2338′ from DER, 871′ left of centerline, up to 1590′ MSL.
Trees beginning 3175′ from DER, 951′ left of centerline, up to 1619′ MSL.
Trees beginning 3584′ from DER, 1038′ left of centerline, up to 1626′ MSL.
Trees beginning 3768′ from DER, 819′ left of centerline, up to 1736′ MSL.
Trees beginning 1.4 NM from DER, 514′ left of centerline, up to 1770′ MSL.

Rwy 9: Trees and lt pole beginning 67′ from DER, 152′ right of centerline, up to 1584′ MSL.
Trees beginning 182′ from DER, 187′ right of centerline, up to 100′ AGL/1600′ MSL.
Tree 1.2 NM from DER, 1941′ left of centerline, 1715′ MSL.

Rwy 23: Trees beginning 3538′ from DER, 1309′ right of centerline, up to 1657′ MSL.
Trees beginning 3865′ from DER, 440′ right of centerline, up to 1665′ MSL.
Trees beginning 5655′ from DER, 353′ left of centerline, up to 1634′ MSL.
Trees beginning 1 NM from DER, 26′ left of centerline, up to 1666′ MSL.
Trees beginning 1.1 NM from DER, 69′ right of centerline, up to 1675′ MSL.

Rwy 27: Terrain, fences, poles, T-L twrs and tree beginning 43′ from DER, 90′ right of centerline, up to 1552′ MSL. Poles, tanks, lt poles and T-L twr beginning 244′ from DER, 307′ left of centerline, up to 1538′ MSL. Trmsn twrs, trees and pole beginning 636′ from DER, 26′ left of centerline, up to 1561′ MSL. Bldgs beginning 993′ from DER, 162′ right of centerline, up to 1555′ MSL. Trees beginning 1157′ from DER, 59′ right of centerline, up to 1558′ MSL. Trees beginning 1271′ from DER, 121′ right of centerline, up to 1573′ MSL. Trees beginning 1449′ from DER, 18′ left of centerline, up to 1575′ MSL. Trees, poles and monuments beginning 1548′ from DER, 59′ right of centerline, up to 1577′ MSL. Trees beginning 1834′ from DER, 33′ right of centerline, up to 1582′ MSL. Trees beginning 1882′ from DER, 555′ left of centerline, up to 1595′ MSL. Trees beginning 2043′ from DER, 106′ right of centerline, up to 1632′ MSL. Trees beginning 2185′ from DER, 357′ left of centerline, up to 1604′ MSL. Poles, trees, T-L twrs and terrain beginning 2680′ from DER, 5′ left of centerline, up to 40′ AGL/1649′ MSL. Trees, T-L twrs and terrain beginning 3088′ from DER, 62′ right of centerline, up to 1645′ MSL. Terrain and T-L twr beginning 4150′ from DER, 24′ right of centerline, up to 1663′ MSL. Terrain and bush beginning 4151′ from DER, 5′ left of centerline, up to 1662′ MSL. Terrain, trees and T-L twr beginning 4348′ from DER, 59′ right of centerline, up to 1729′ MSL. Terrain, tree, bush beginning 4349′ from DER, 6′ left of centerline, up to 1679′ MSL. Bush 4496′ from DER, 202′ left of centerline, 1681′ MSL. Trees, terrain, bushes and pole beginning 4506′ from DER, 7′ left of centerline, up to 1726′ MSL. Pole and tree beginning 4664′ from DER, 10′ left of centerline, up to 39′ AGL/1735′ MSL. Trees, terrain, pole beginning 4714′ from DER, 374′ left of centerline, up to 1738′ MSL. Trees beginning 4725′ from DER, 53′ right of centerline, up to 1736′ MSL. Trees beginning 4803′ from DER, 127′ left of centerline, up to 1771′ MSL. Trees beginning 4815′ from DER, 87′ left of centerline, up to 1782′ MSL. Trees beginning 1.5 NM from DER, 1789′ right of centerline, up to 1778′ MSL. Trees beginning 1.5 NM from DER, 1377′ right of centerline, up to 1795′ MSL. Trees beginning 1.5 NM from DER, 1435′ right of centerline, up to 1804′ MSL. Trees beginning 1.5 NM from DER, 1692′ right of centerline, up to 1806′ MSL. Trees beginning 1.6 NM from DER, 1335′ right of centerline, up to 1822′ MSL. Trees beginning 1.6 NM from DER, 1484′ right of centerline, up to 1823′ MSL. Trees beginning 1.6 NM from DER, 964′ right of centerline, up to 1828′ MSL. Trees beginning 1.6 NM from DER, 785′ right of centerline, up to 1838′ MSL. Trees beginning 1.7 NM from DER, 588′ right of centerline, up to 1863′ MSL. Trees beginning 1.7 NM from DER, 78′ right of centerline, up to 1867′ MSL. Trees beginning 1.8 NM from DER, 53′ left of centerline, up to 1836′ MSL. Tree 2 NM from DER, 1018′ left of centerline, 1838′ MSL.

SE-1, 12 JUN 2025 to 07 AUG 2025

KINGS TWO DEPARTURE

ATIS
118.25
GND CON
121.7 348.6
TRI CITY APP CON★
134.425 349.0
TRI CITY TOWER★
119.5 (CTAF) 257.8
UNICOM
122.95

CHARLESTON
117.4 HVQ
Chan 121

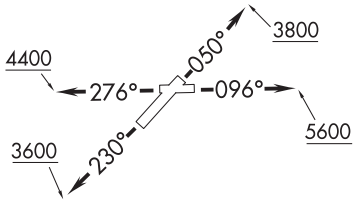
NOTE: RADAR required.

LONDON
116.55 LOZ
Chan 112 (Y)

BLUEFIELD
115.05 BLF
Chan 97 (Y)

GLADE SPRING
115.55 GZG
Chan 102 (Y)

LIVINGSTON
114.35 LVT
Chan 90 (Y)



VOLUNTEER
116.4 VXV
Chan 111

SNOWBIRD
108.8 SOT
Chan 25

BARRETTS MOUNTAIN
113.75 BZM
Chan 84 (Y)

HINCH MOUNTAIN
117.6 HCH
Chan 123

SPARTANBURG
115.7 SPA
Chan 104

TAKEOFF MINIMUMS:
Rwy 5: Standard with minimum climb of 250′ per NM to 3000.
Rwy 9: Standard with minimum climb of 500′ per NM to 5000.
Rwy 23: Standard with minimum climb of 370′ per NM to 2300.
Rwy 27: Standard with minimum climb of 440′ per NM to 3200.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or assigned heading to 3800 thence....
TAKEOFF RUNWAY 9: Climb on heading 096° or assigned heading to 5600 thence....
TAKEOFF RUNWAY 23: Climb on heading 230° or assigned heading to 3600 thence....
TAKEOFF RUNWAY 27: Climb on heading 276° or assigned heading to 4400 thence....

....maintain 10000 or lower requested altitude, expect RADAR vectors to filed route ten minutes after departure.

LOST COMMUNICATIONS:
If filed route is between GZG VOR/DME R-060 and the GZG VOR/DME R-240 and radio contact is not established with departure control continue climb to 9000 before turning on course.

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 28

KENTUCKY DAM STATE PARK (M34)

APP CRS	Rwy Idg	3997
281°	TDZE	351
	Apt Elev	351

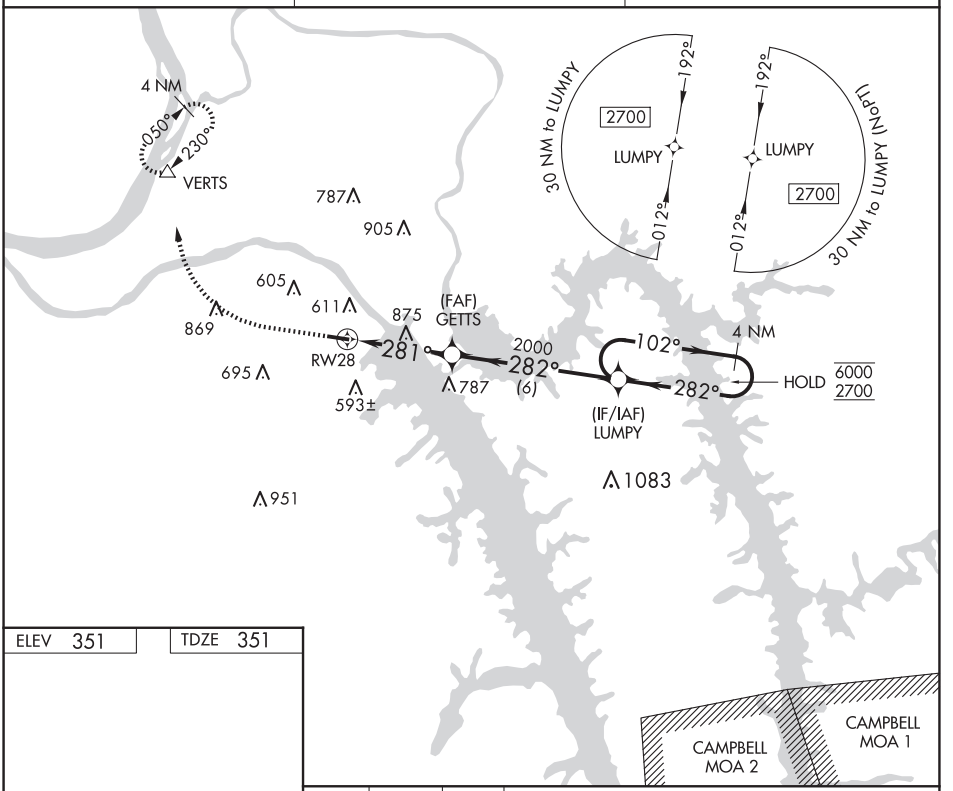
RNP APCH - GPS.

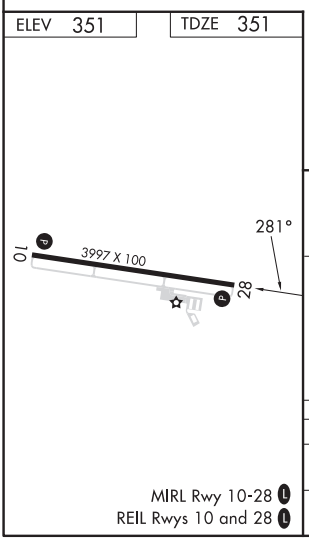
Circling NA south of Rwy 10-28. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Paducah altimeter setting. Avoid Campbell MOA/A-371 when active.

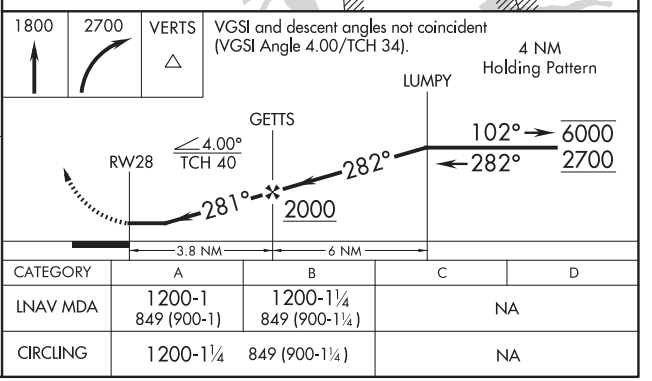
NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct VERTS and hold.

PAH ASOS	MEMPHIS CENTER	UNICOM
118.375	133.65 292.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 849 (900-1)	1200-1¼ 849 (900-1¼)	NA	
CIRCLING	1200-1¼	849 (900-1¼)	NA	

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CAMDEN, TENNESSEE AL-6386 (FAA) 22083

WAAS	APP CRS	Rwy Idg	5001
CH 77814	037°	TDZE	468
W04A		Apt Elev	468

RNAV (GPS) RWY 4

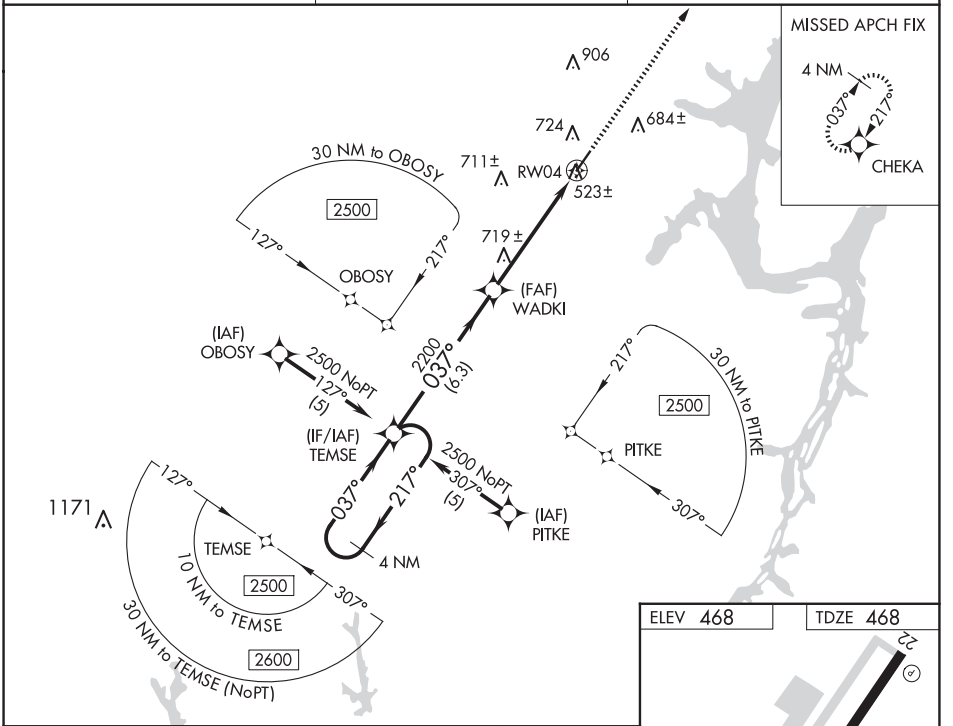
BENTON COUNTY (ØM4)

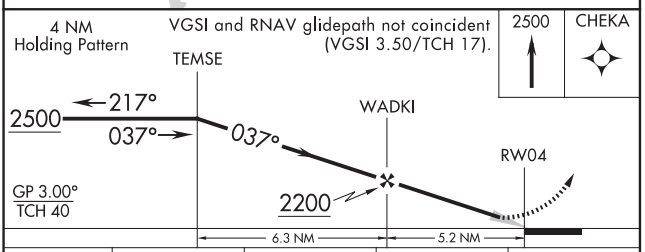
RNP APCH.

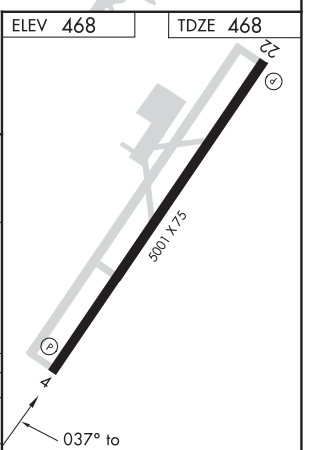
Baro-VNAV NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

PVE AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/VNAV DA	944-1¾ 476 (500-1¾)			NA
LNAV MDA	1040-1 572 (600-1)		1040-1½ 572 (600-1½)	NA

CAMDEN, TENNESSEE
Orig-B 07NOV19

36°01'N-88°07'W

BENTON COUNTY (ØM4)
RNAV (GPS) RWY 4

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82714 W22A	APP CRS 217°	Rwy Idg 5001 TDZE 465 Apt Elev 468

AL-6386 (FAA)

RNAV (GPS) RWY 22
BENTON COUNTY (ØM4)

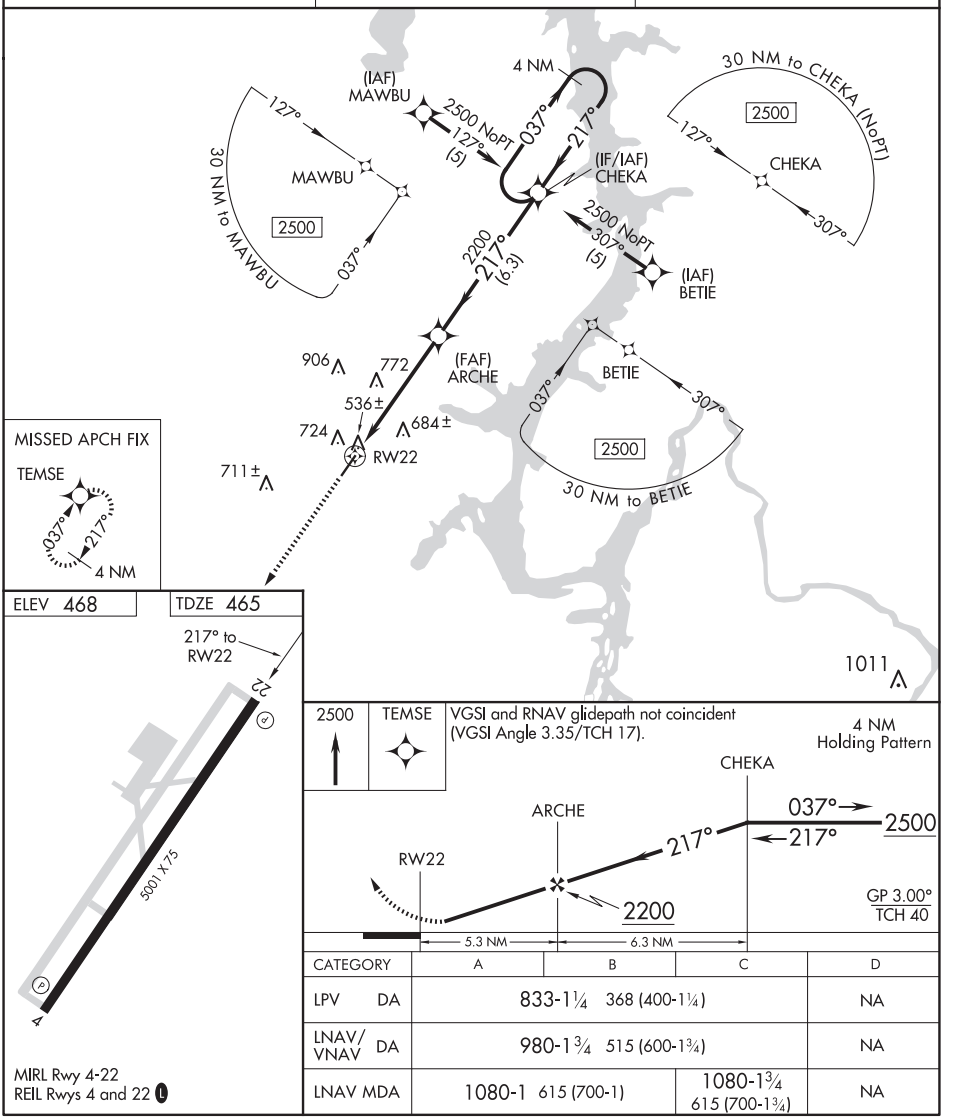
RNP APCH.

T NA

Baro-VNAV NA. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

PVE AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA	1080-1 615 (700-1)		1080-1¾ 615 (700-1¾)	NA

MIRL Rwy 4-22
REIL Rwys 4 and 22 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HOPKINSVILLE, KENTUCKY

ILS or LOC RWY 23

LOC/DME I-FKP	APCH CRS	Rwy ldg 10,926
111.9 Chan 56	225°	TDZE 571
		Arpt Elev 571

[USA] CAMPBELL AAF (FORT CAMPBELL) (KHOP)

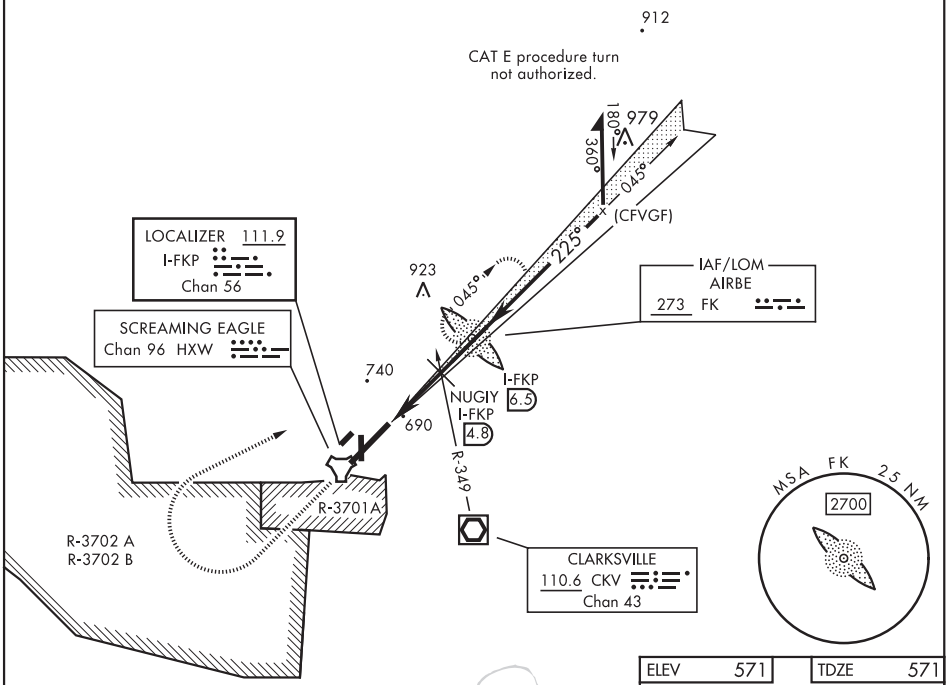
RADAR required

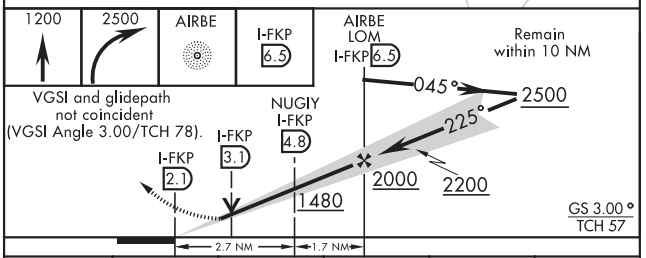
T *When ALS inop, increase RVR to 40, vis to ¾ miles.
**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
***Circling not authorized SE of Rwy 5-23.

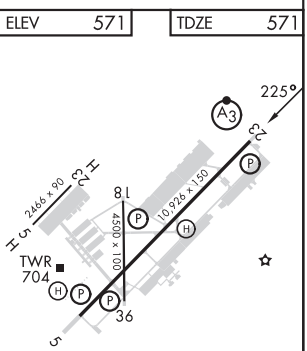
SSALR A3

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct AIRBE LOM/I-FKP 6.5 DME, continue climb-in-hold to 2500 (max 230 KIAS).

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	







HIRL all rwys

CATEGORY	A	B	C	D	E
S-ILS 23 *		771/24	200	(200-½)	
S-LOC 23**	960/24 389 (400-½)		960/35	389	(400-⅝)
C CIRCLING***	1060-1 489 (500-1)		1060-1½ 489 (500-1½)	1140-2 569 (600-2)	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HOPKINSVILLE, KENTUCKY

RNAV (GPS) RWY 18

APCH CRS	Rwy Idg	4500
180°	TDZE	562
	Arpt Elev	571

[USA] CAMPBELL AAF (FORT CAMPBELL) (KHOP)

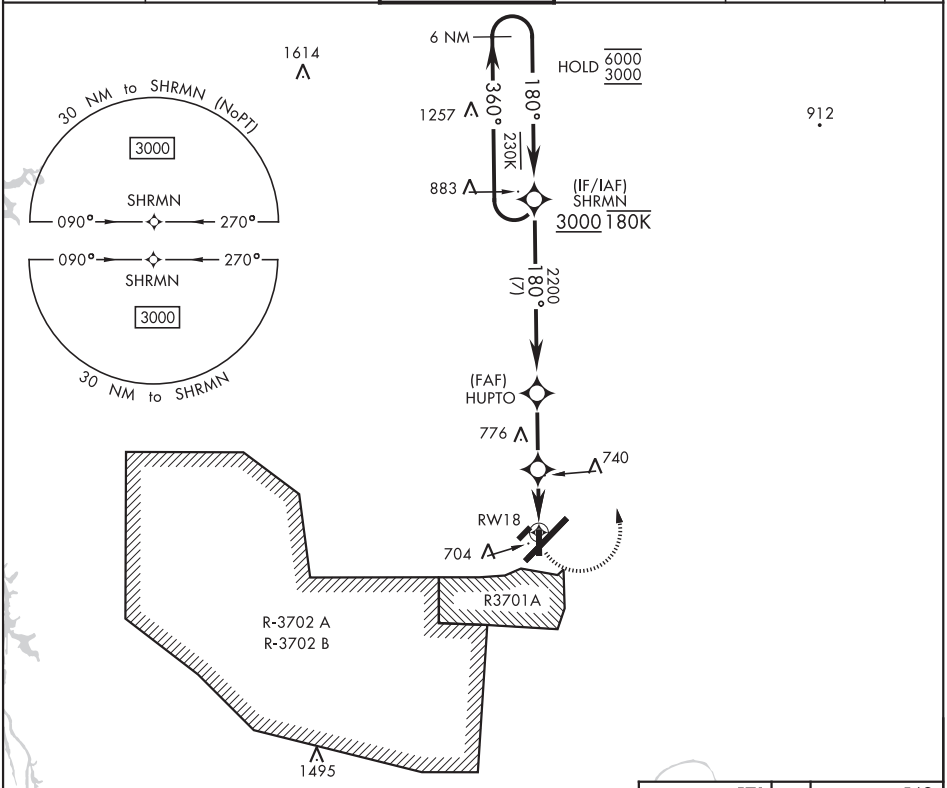
RNAV1 - GPS

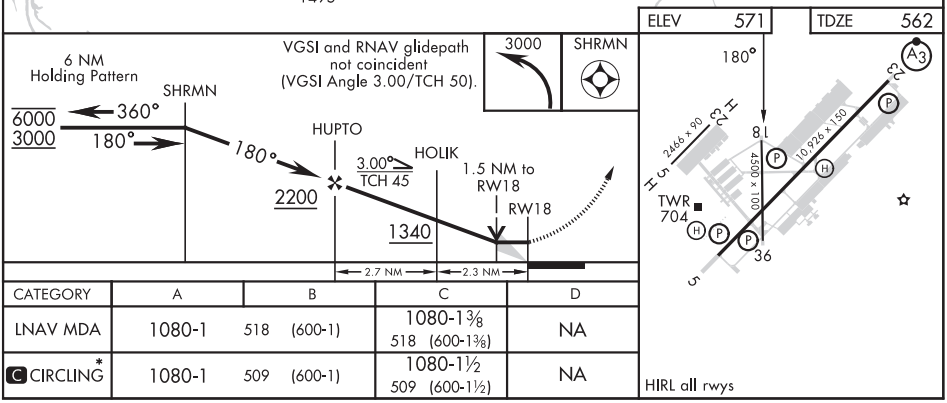
DME required

* Circling not authorized SE of Rwy 5-23.

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

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/ PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	





CATEGORY	A	B	C	D
LNAV MDA	1080-1	518 (600-1)	1080-1⅜ 518 (600-1⅜)	NA
C CIRCLING*	1080-1	509 (600-1)	1080-1½ 509 (600-1½)	NA

HIRL all rwys

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

HOPKINSVILLE, KENTUCKY

RNAV (GPS) RWY 23

WAAS Chan **56203** **W23A**	APCH CRS **225°**	Rwy Idg **10,926** TDZE **571** Arpt Elev **571**

[USA] CAMPBELL AAF (FORT CAMPBELL) (KHOP)

RNP APCH - GPS

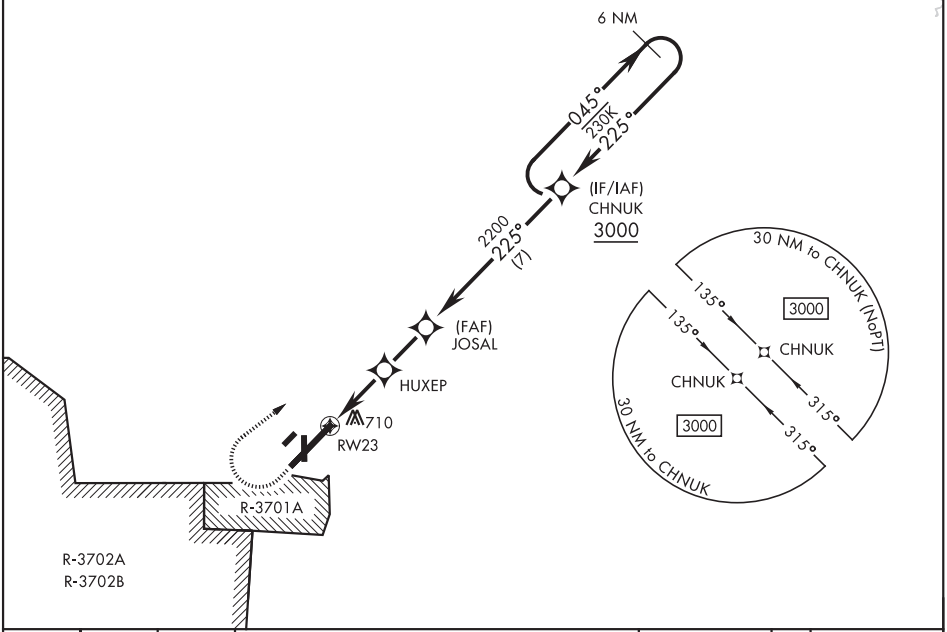
T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.
**** Circling not authorized SE of Rwy 5-23.

SSALR (A3)

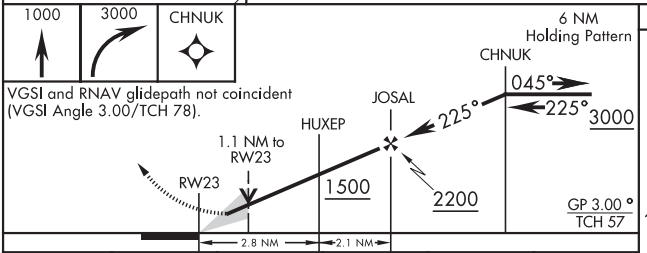
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct CHNUK and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

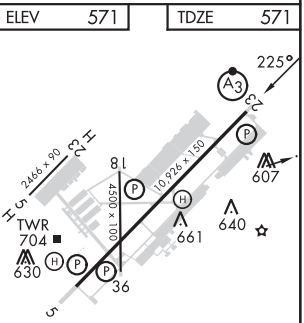
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).



1000 | 3000 | CHNUK



ELEV 571 | TDZE 571



HIRL all rwys

CATEGORY	A	B	C	D	E
LPV DA *	771/24		200	(200-½)	
LNAV/VNAV DA **	949/35		378	(400-⅝)	
LNAV MDA ***	960/24 389 (400-½)		960/35 389 (400-¾)		
C CIRCLING ****	1060-1 489 (500-1)		1060-1½ 489 (500-1½)	1140-2 569 (600-2)	

SE-1, 12 JUN 2025 to 07 AUG 2025

HOPKINSVILLE, KENTUCKY

TACAN RWY 23

TACAN HXW Chan 96	APCH CRS 228°	Rwy ldg 10,926 TDZE 571 Arpt Elev 571

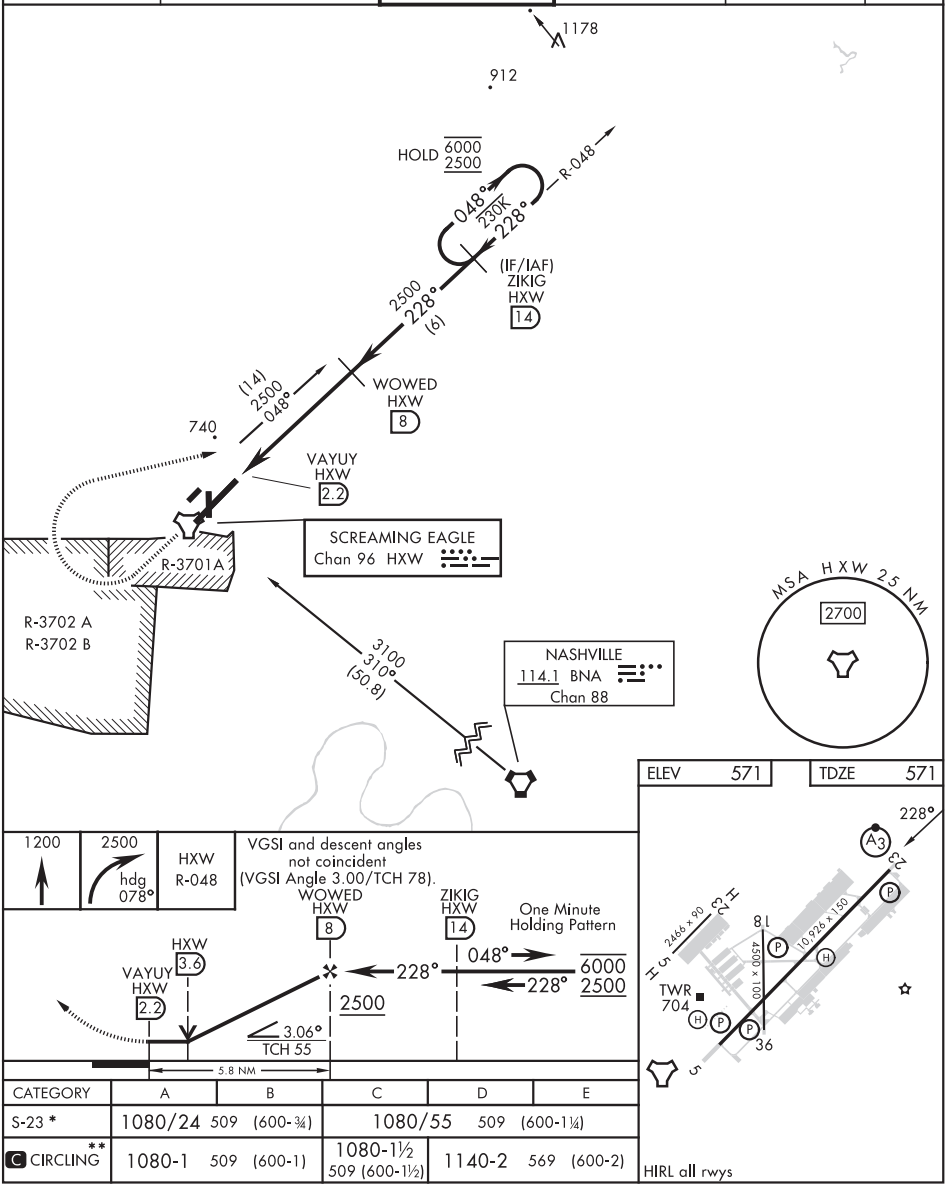
[USA] CAMPBELL AAF (FORT CAMPBELL) (KHOP)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ mile.
** Circling not authorized SE of Rwy 5-23.

SSALR (A3)

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on hdg 078° and HXW TACAN R-048 to ZIKIG/ HXW 14 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



CATEGORY	A	B	C	D	E
S-23 *	1080/24 509 (600-¾)		1080/55 509 (600-1¼)		
C CIRCLING **	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)	

HIRL all rwys

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HOPKINSVILLE, KENTUCKY

NDB RWY 23

NDB FK	APCH CRS	Rwy ldg 10,926 TDZE 571 Arpt Elev 571
273	225°	

[USA] CAMPBELL AAF (FORT CAMPBELL) (KHOP)

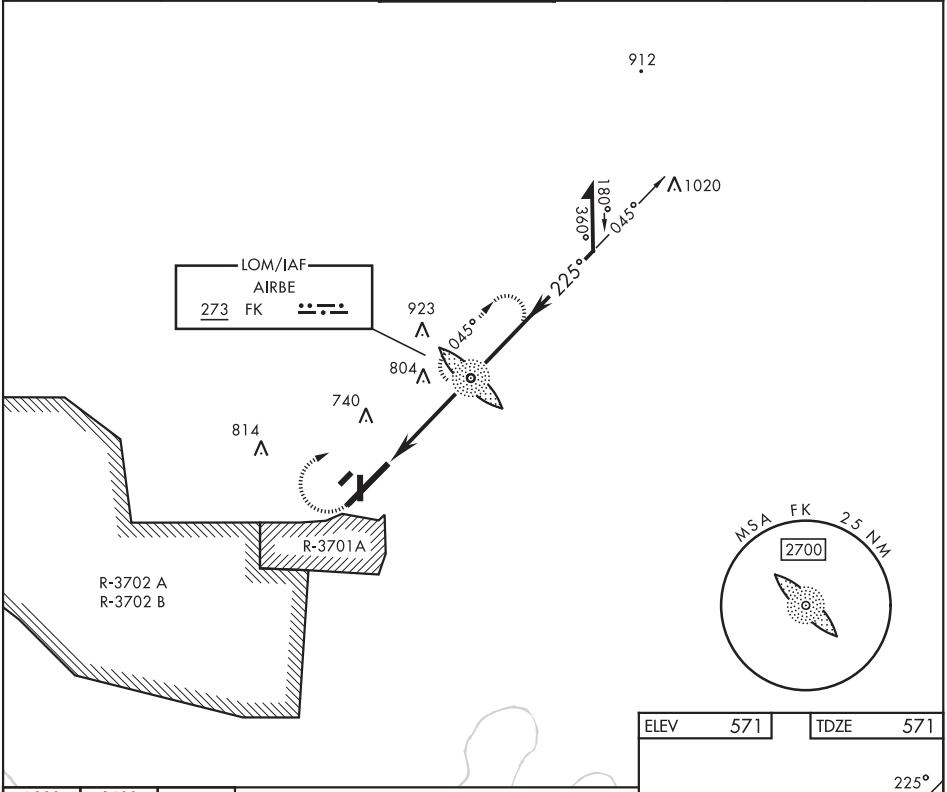
RADAR required

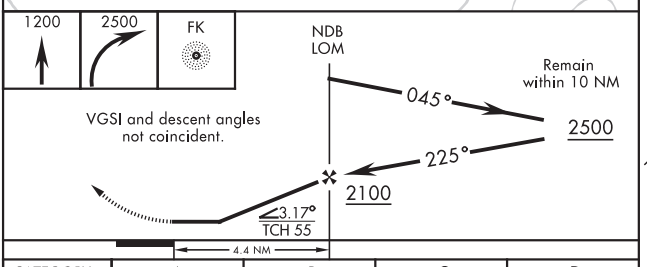
▼ * When ALS inop, increase CAT AB RVR to 55, vis to 1mile; CAT CD vis to 1⅝ miles.
**Circling not authorized SE of Rwy 5-23.

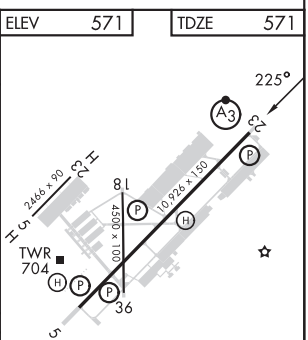
SSALR (A3)

MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and continue climb-in-hold (max 230 KIAS).

ATIS	APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	







HIRL all rwys

CATEGORY	A	B	C	D
S-23*	1120/40	549 (600-¾)	1120/60	549 (600-1⅛)
C CIRCLING**	1120-1	549 (600-1)	1120-1⅝ 549 (600-1⅝)	1140-2 569 (600-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

[USA]

HOPKINSVILLE, KENTUCKY

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

CAMPBELLSVILLE, KENTUCKY | AL-5210 (FAA) | 24361

WAAS	APP CRS	Rwy Idg	5004
CH 90223	055°	TDZE	904
W05A		Apt Elev	921

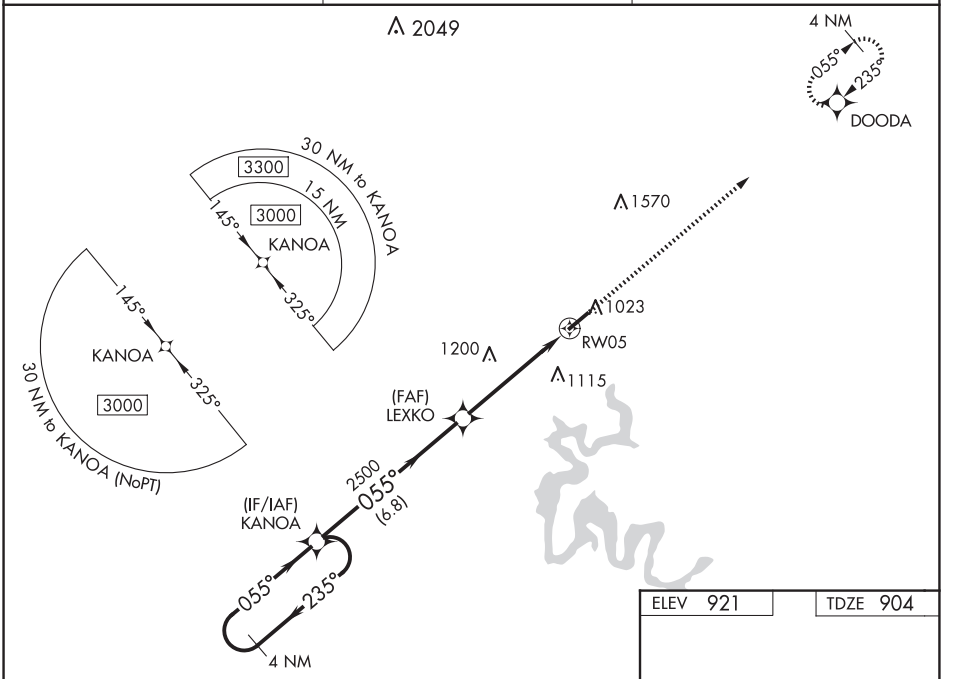
RNAV (GPS) RWY 5

TAYLOR COUNTY (AAS)

T NA — Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

MISSED APPROACH: Climb to 3000 direct DOODA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	124.625 353.65	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1154-1 250 (300-1)			
LNAV/VNAV DA	1389-1¾ 485 (500-1¾)			
LNAV MDA	1340-1 436 (500-1)		1340-1¼ 436 (500-1¼)	
C CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CAMPBELLSVILLE, KENTUCKY
Amdt 1 13NOV14

37°21'N-85°19'W

TAYLOR COUNTY (AAS)

RNAV (GPS) RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

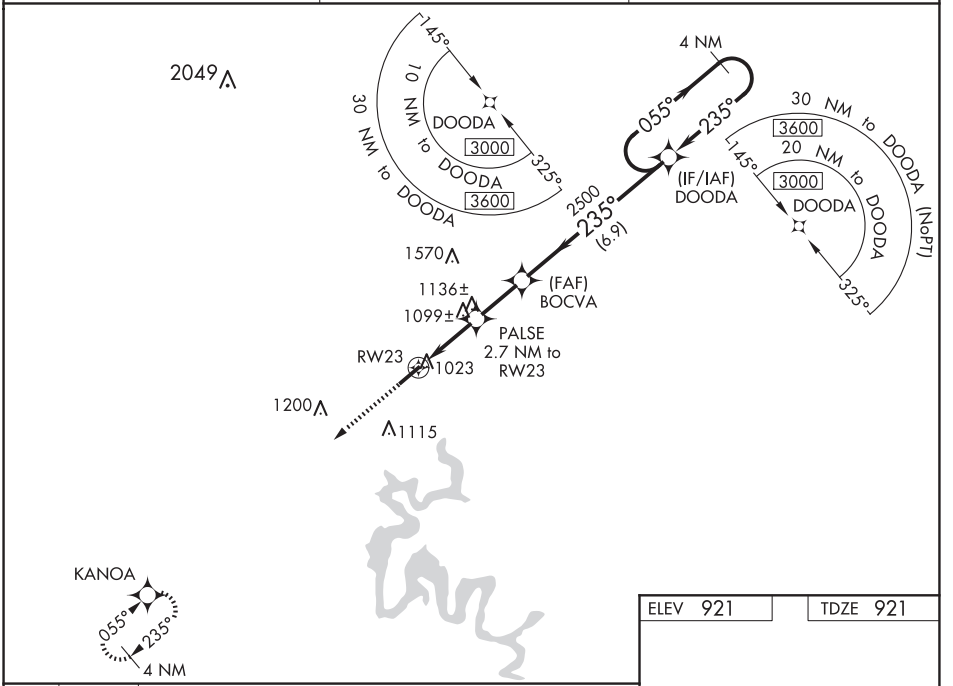
TAYLOR COUNTY (AAS)

WAAS CH 50223 W23A	APP CRS 235°	Rwy Idg 5004 TDZE 921 Apt Elev 921

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct KANOA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	124.625 353.65	122.7 (CTAF) L

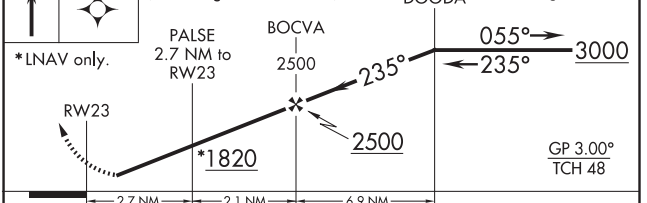


3000	KANOA

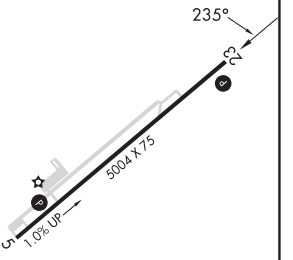
*LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 40).

4 NM Holding Pattern



ELEV 921	TDZE 921



CATEGORY	A	B	C	D
LPV DA	1177-¾	256 (300-¾)		
LNAV/VNAV DA	1366-1½	445 (500-1½)		
LNAV MDA	1360-1	439 (500-1)	1360-1¼	439 (500-1¼)
C CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CAMPBELLSVILLE, KENTUCKY | AL-5210 (FAA) | 24361

VOR/DME-A

TAYLOR COUNTY (AAS)

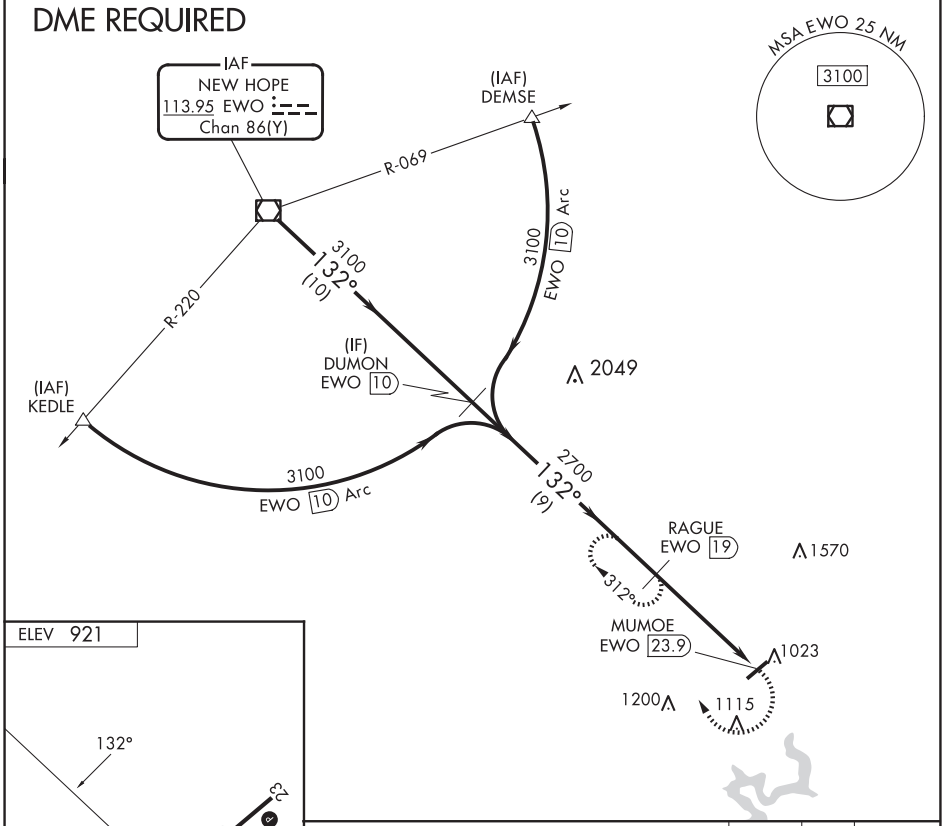
VOR/DME EWO	APP CRS	Rwy Idg	N/A
113.95	132°	TDZE	N/A
Chan 86(Y)		Apt Elev	921

T NA When local altimeter setting not received, use Somerset altimeter setting: increase all MDA 100 feet; increase Cat C visibility ¼ mile and Cat D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3100 on heading 360° and on EWO R-132 to RAGUE/19 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	124.625 353.65	122.7 (CTAF) L

DME REQUIRED



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
C CIRCLING	1540-1	619 (700-1)	1540-1¾ 619 (700-1¾)	1660-2¼ 739 (800-2¼)

CAMPBELLSVILLE, KENTUCKY
Amdt 7 13NOV14

37°21'N-85°19'W

TAYLOR COUNTY (AAS)

VOR/DME-A

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

CENTERVILLE MUNI (GHM)

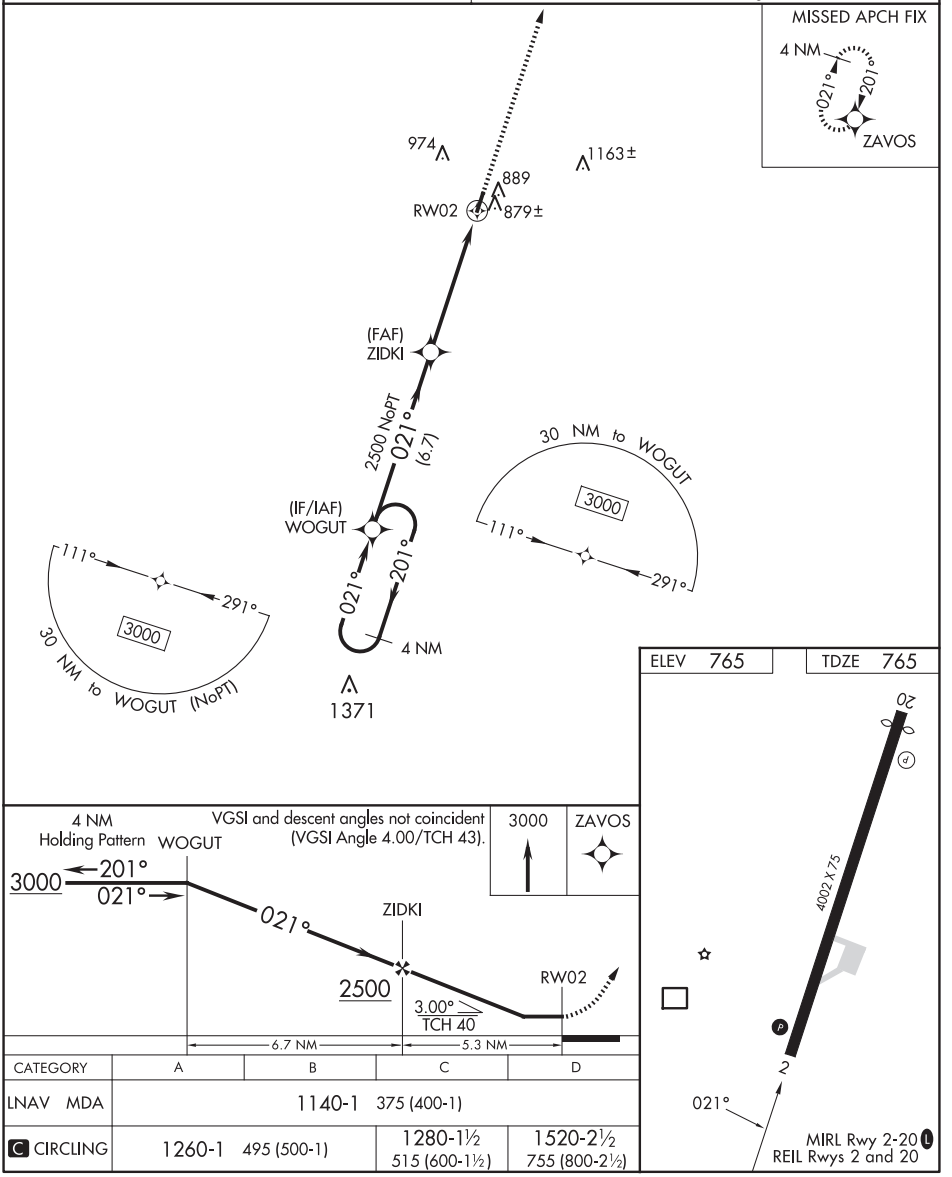
APP CRS	Rwy Idg	4002
021°	TDZE	765
	Apt Elev	765

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ⅜ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZAVOS and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 375 (400-1)			
C CIRCLING	1260-1 495 (500-1)		1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CENTERVILLE, TENNESSEE AL-5660 (FAA) 24193

RNAV (GPS) RWY 20

CENTERVILLE MUNI (GHM)

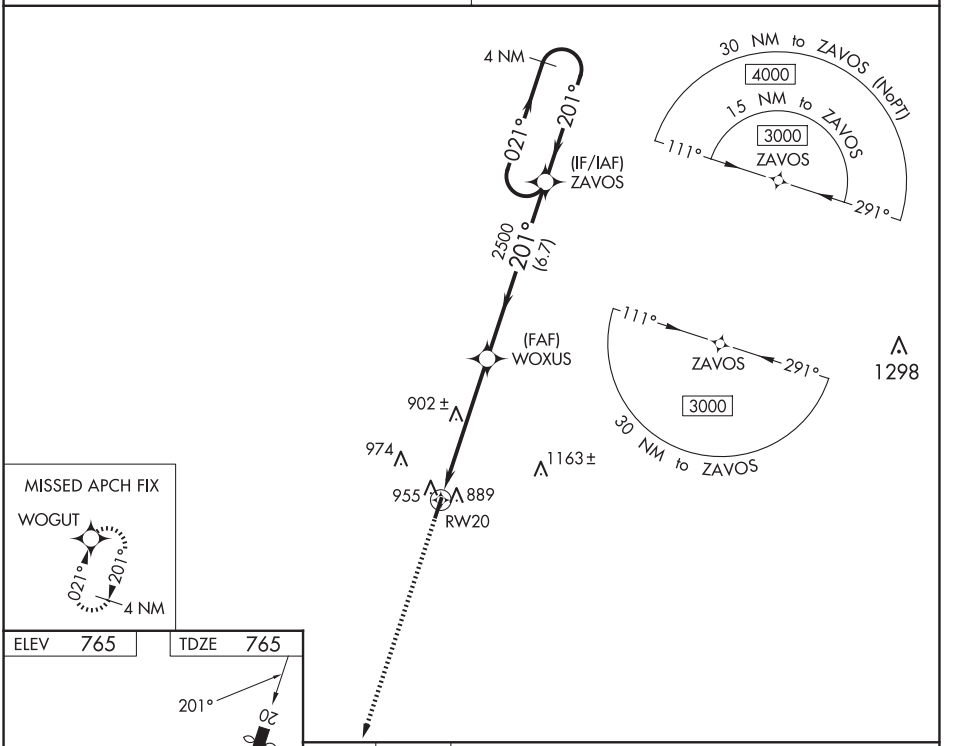
WAAS	APP CRS		
CH 48838	201°	Rwy Idg	3763
W20A		TDZE	765
		Apt Elev	765

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ⅛ mile; Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WOGUT and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LP MDA	1160-1 395 (400-1)		1160-1⅛ 395 (400-1⅛)	
LNAV MDA	1220-1 455 (500-1)		1220-1⅜ 455 (500-1⅜)	
C CIRCLING	1260-1 495 (500-1)		1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

MIRL Rwy 2-20
REIL Rwys 2 and 20

CENTERVILLE, TENNESSEE
Orig 10DEC15

35°50'N-87°27'W

CENTERVILLE MUNI (GHM)

RNAV (GPS) RWY 20

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 2

LOVELL FLD (CHA)

LOC I-CGW	APP CRS	Rwy Idg	7100
108.3	022°	TDZE	683
		Apt Elev	683

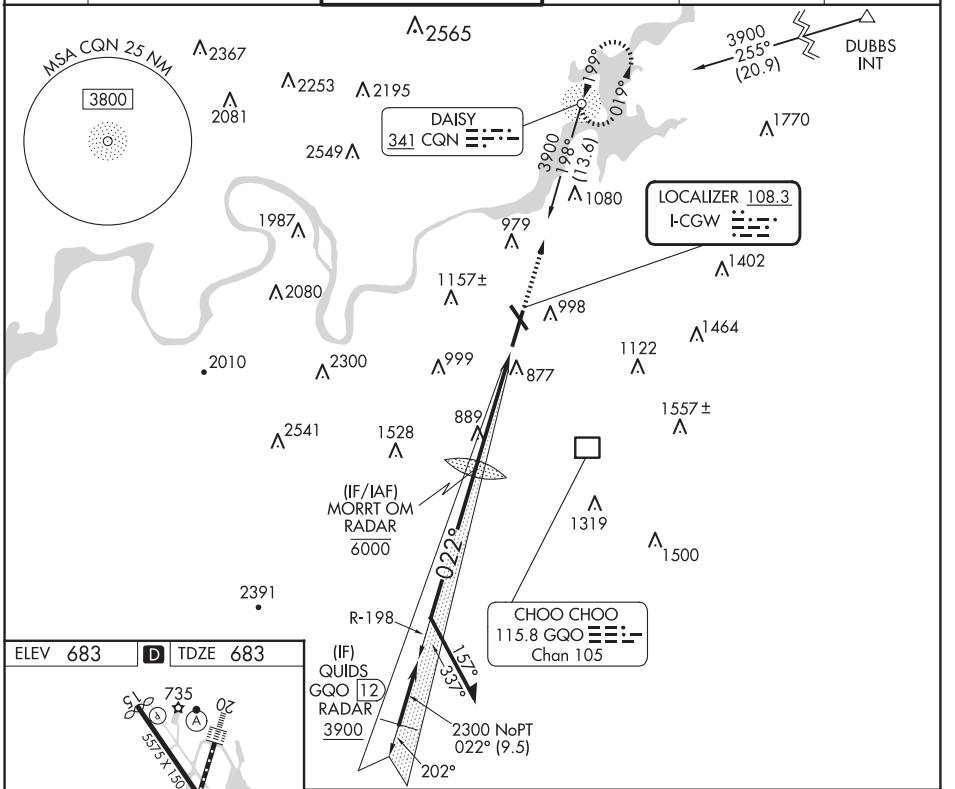
ADF required. RADAR required for procedure entry.

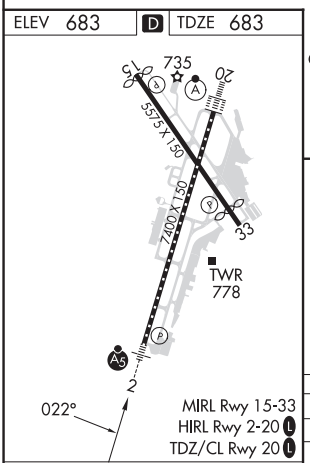
Circling Rwy 15, 33 NA at night.

MALSR

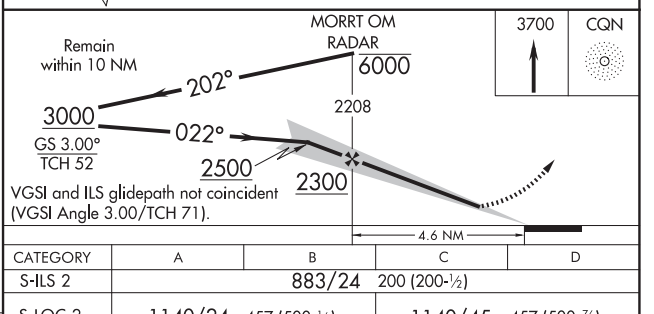
MISSED APPROACH: Climb to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95





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



CATEGORY	A	B	C	D
S-ILS 2	883/24 200 (200-½)			
S-LOC 2	1140/24 457 (500-½)		1140/45 457 (500-⅞)	
C CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1500-2½ 817 (900-2½)	1580-3 897 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CHATTANOOGA, TENNESSEE | AL-79 (FAA) | 24137

ILS or LOC RWY 20

LOVELL FLD (CHA)

LOC I-CHA	APP CRS	Rwy Idg	7400
109.5	202°	TDZE	673
		Apt Elev	683

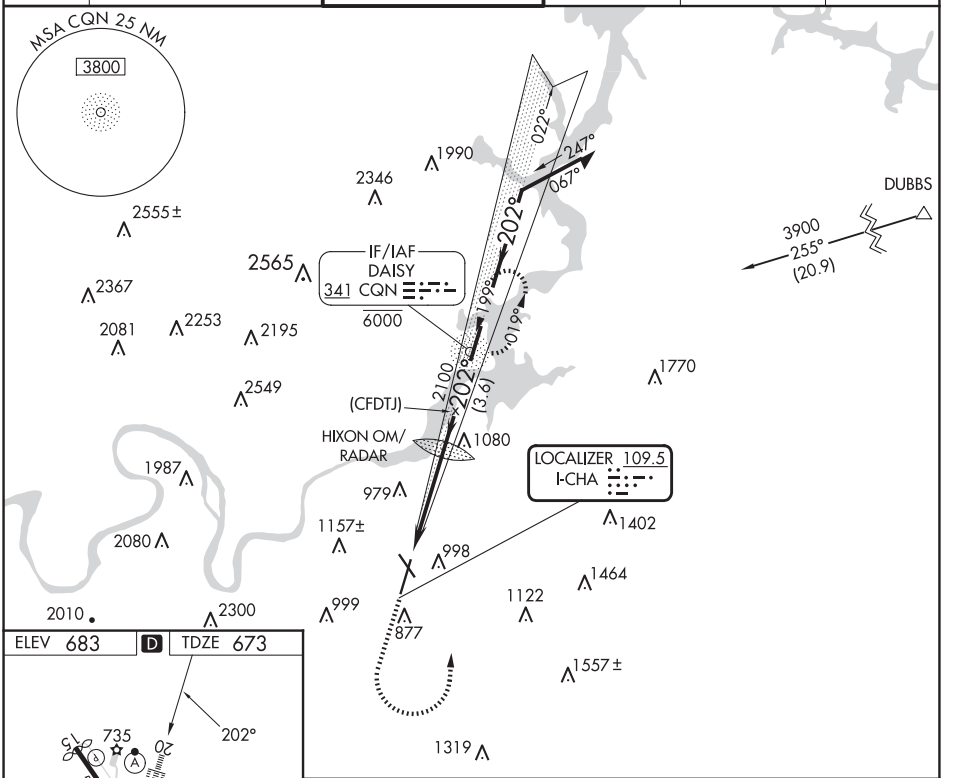
ADF required.

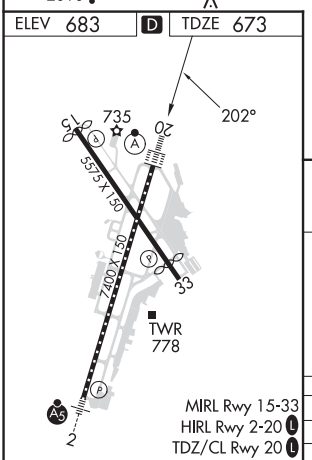
Disregard inner marker indication.
Circling to Rwy 15, 33 NA at night.

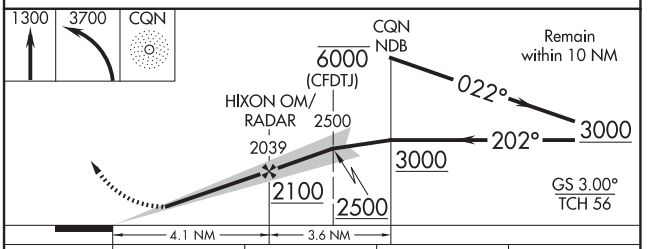
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
S-ILS 20	873/18		200 (200-½)	
S-LOC 20	1320/24	647 (700-½)	1320-1⅜	647 (700-1⅜)
C CIRCLING	1320-1	1340-1	1500-2½	1580-3
	637 (700-1)	657 (700-1)	817 (900-2½)	897 (900-3)

FAF to MAP 4.1 NM

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 20 (CAT II)

LOVELL FLD (CHA)

LOC I-CHA	APP CRS	Rwy Idg	7400
109.5	202°	TDZE	673
		Apt Elev	683

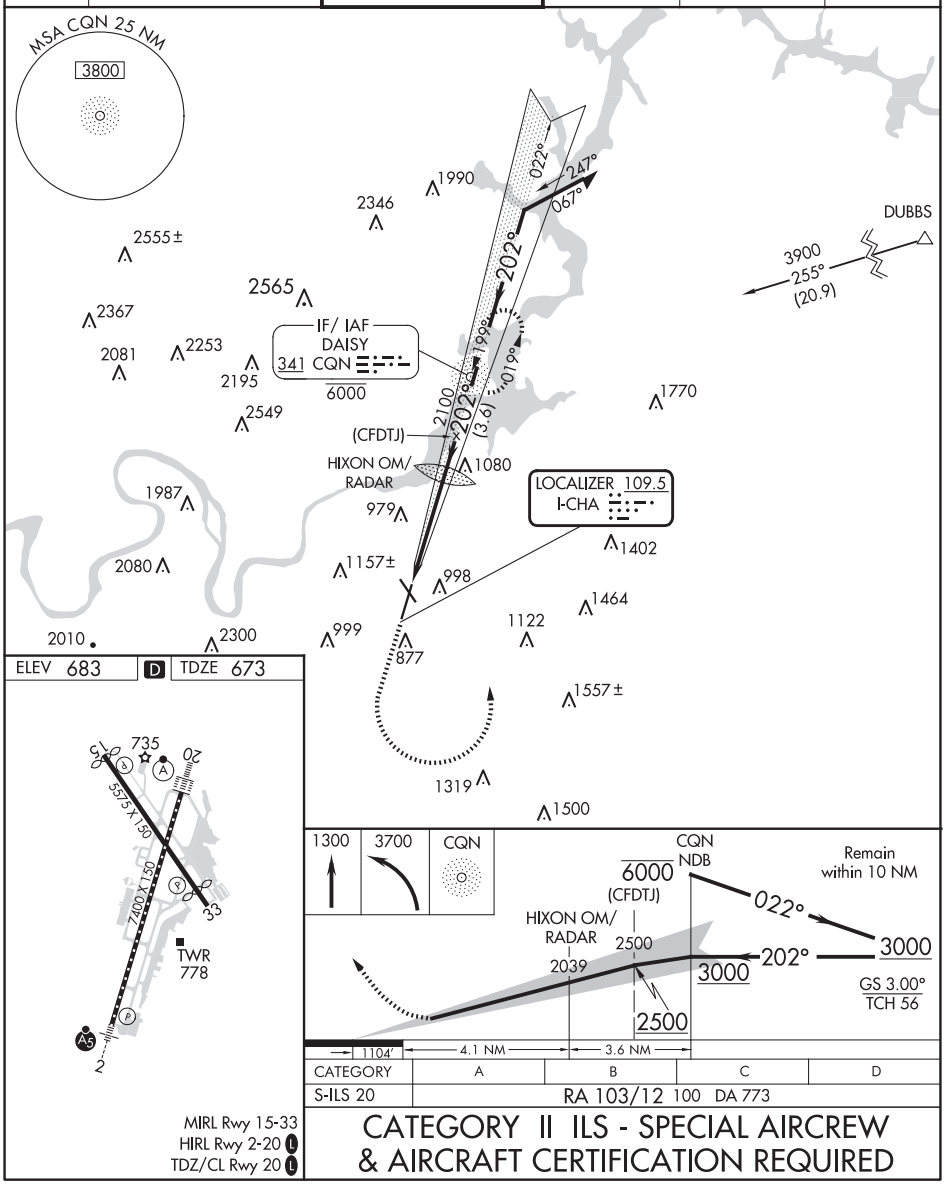
ADF required.

Procedure NA when tower closed.
Disregard inner marker indication.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100 DA 773			

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CHATTANOOGA, TENNESSEE | AL-79 (FAA) | 23278

RNAV (GPS) RWY 2

LOVELL FLD (CHA)

WAAS	APP CRS	Rwy Idg	7100
CH 65605	022°	TDZE	683
W02A		Apt Elev	683

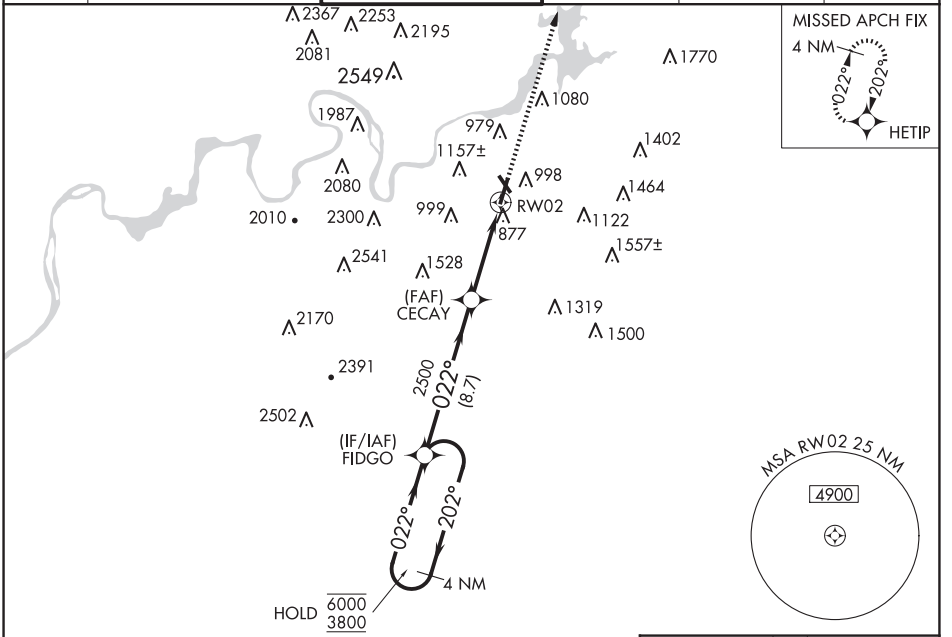
RNP APCH - GPS.

Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

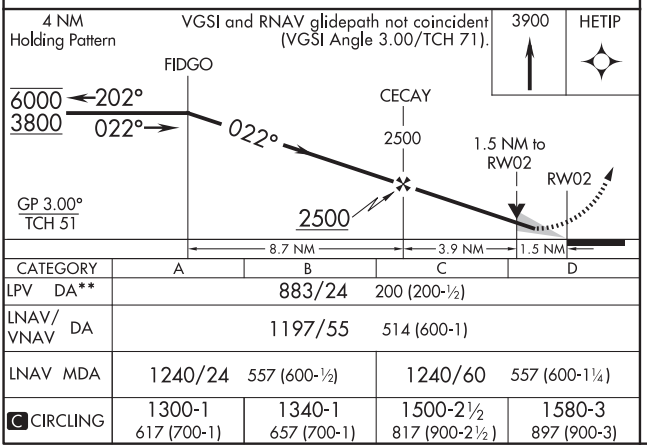
MALSR

MISSED APPROACH: Climb to 3900 direct HETIP and hold, continue climb-in-hold to 3900.

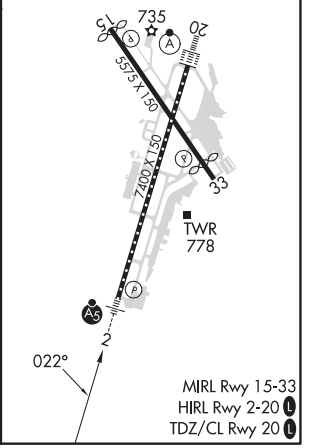
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



ELEV 683 | D | TDZE 683



CATEGORY	A	B	C	D
LPV DA**	883/24	200 (200-½)		
LNAV/VNAV DA	1197/55	514 (600-1)		
LNAV MDA	1240/24	557 (600-½)	1240/60	557 (600-1¼)
C CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1500-2½ 817 (900-2½)	1580-3 897 (900-3)



CHATTANOOGA, TENNESSEE
Amdt 1B 15JUN23

35°02'N-85°12'W

LOVELL FLD (CHA)

RNAV (GPS) RWY 2

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5469
150°	TDZE	671
	Apt Elev	683

RNAV (GPS) RWY 15

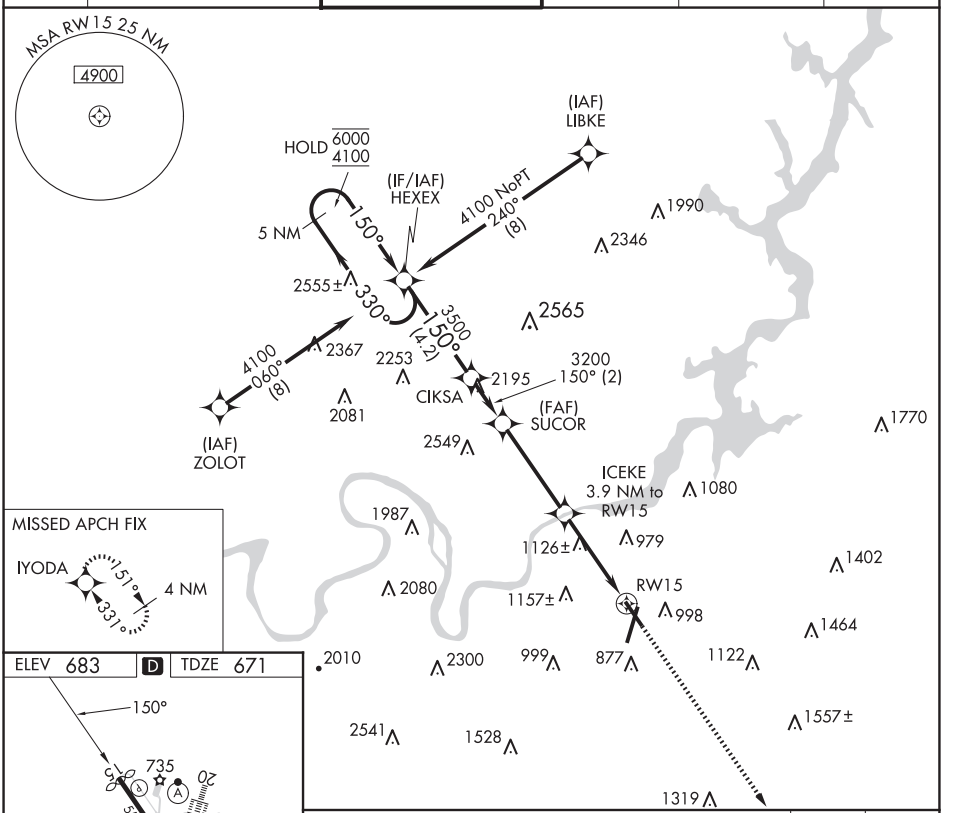
LOVELL FLD (CHA)

RNP APCH - GPS.

Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 direct IYODA and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1380-1	709 (700-1)	1380-2	709 (700-2)
C CIRCLING	1380-1	697 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CHATTANOOGA, TENNESSEE | AL-79 (FAA) | 24333

RNAV (GPS) RWY 20

LOVELL FLD (CHA)

WAAS	APP CRS	Rwy Idg	7400
CH 70305	202°	TDZE	673
W20A		Apt Elev	683

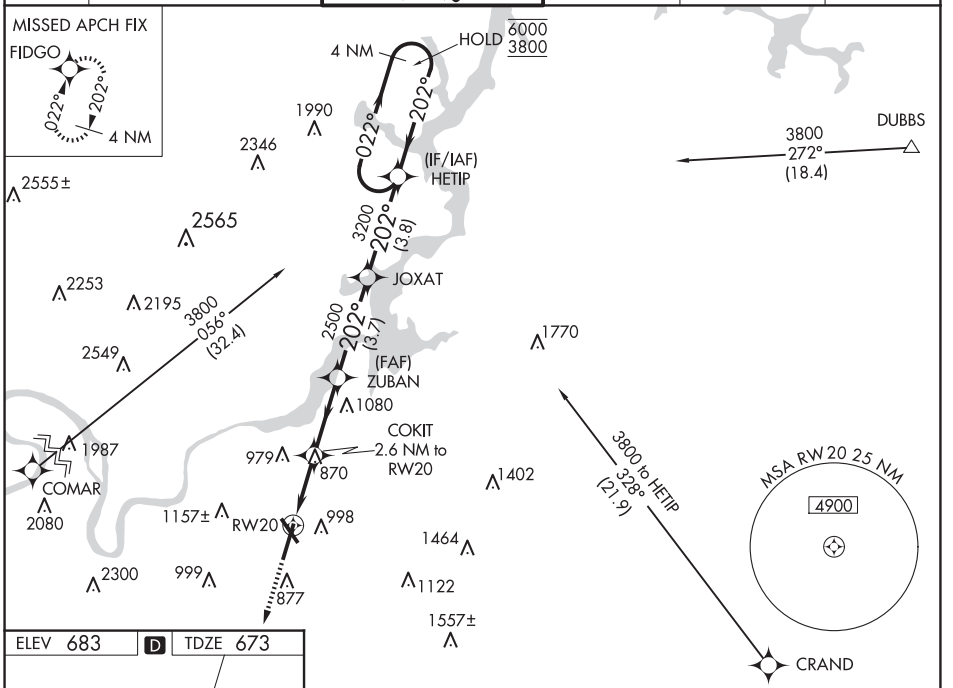
RNP APCH - GPS.

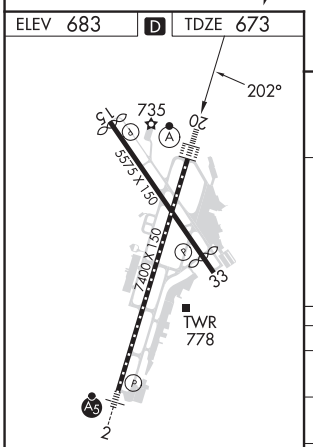
Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cat C and D visibility to 1⅞ SM.

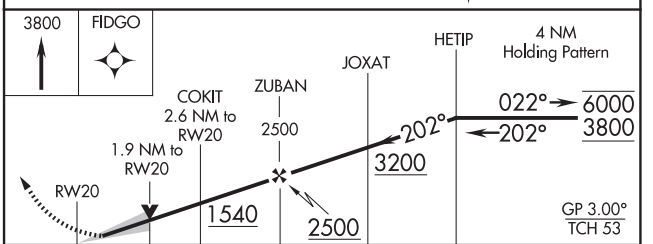
ALSF-2

MISSED APPROACH: Climb to 3800 direct FIDGO and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	873/18 200 (200-½)			
LNAV/VNAV DA	1281-1⅜ 608 (600-1⅜)			
LNAV MDA	1340/24 667 (700-½)		1340-1½ 667 (700-1½)	
C CIRCLING	1340-1 657 (700-1)		1500-2½ 817 (900-2½)	1580-3 897 (900-3)

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

CHATTANOOGA, TENNESSEE
Amdt 1B 15JUN23

35°02'N-85°12'W

LOVELL FLD (CHA)

RNAV (GPS) RWY 20

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 33

LOVELL FLD (CHA)

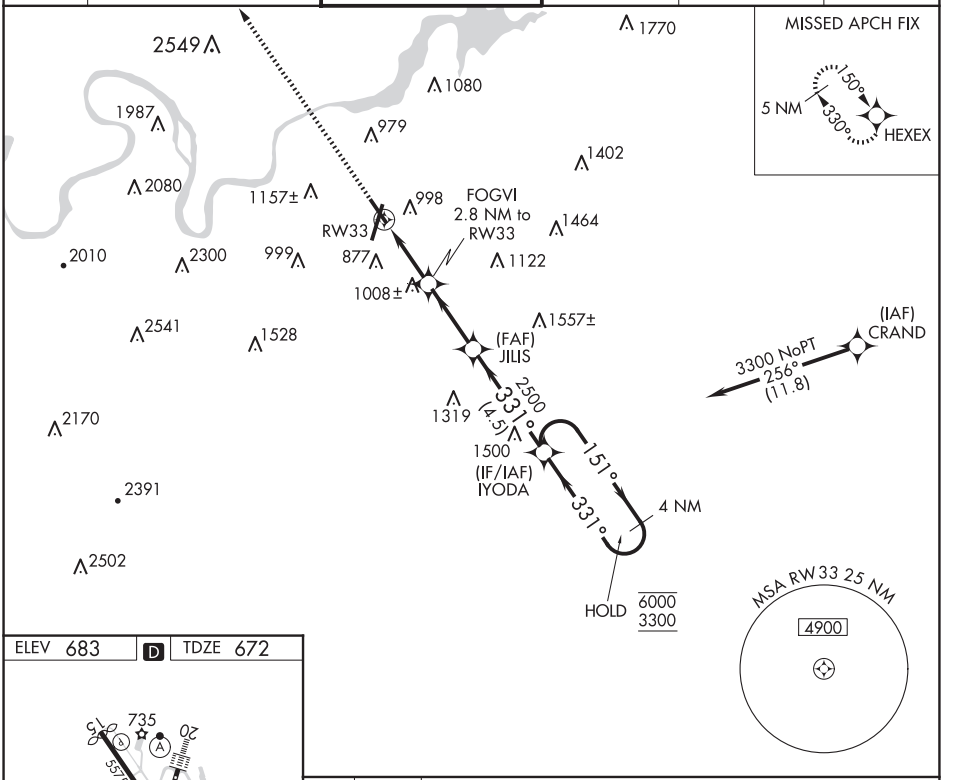
APP CRS	Rwy Idg	5000
331°	TDZE	672
	Apt Elev	683

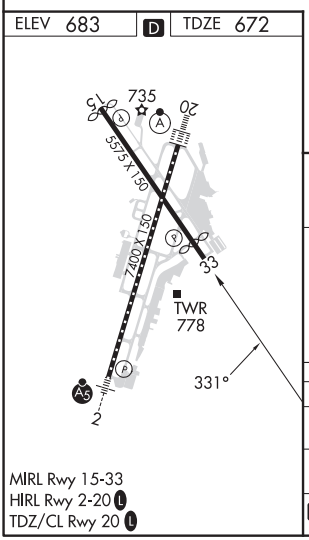
RNP APCH - GPS.

Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.

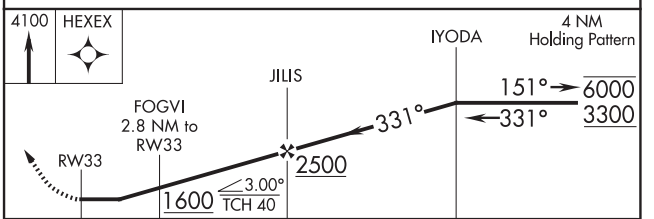
MISSED APPROACH: Climb to 4100 direct HEXEX and hold.
* Missed approach requires minimum climb of 235 feet per NM to 3000.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95





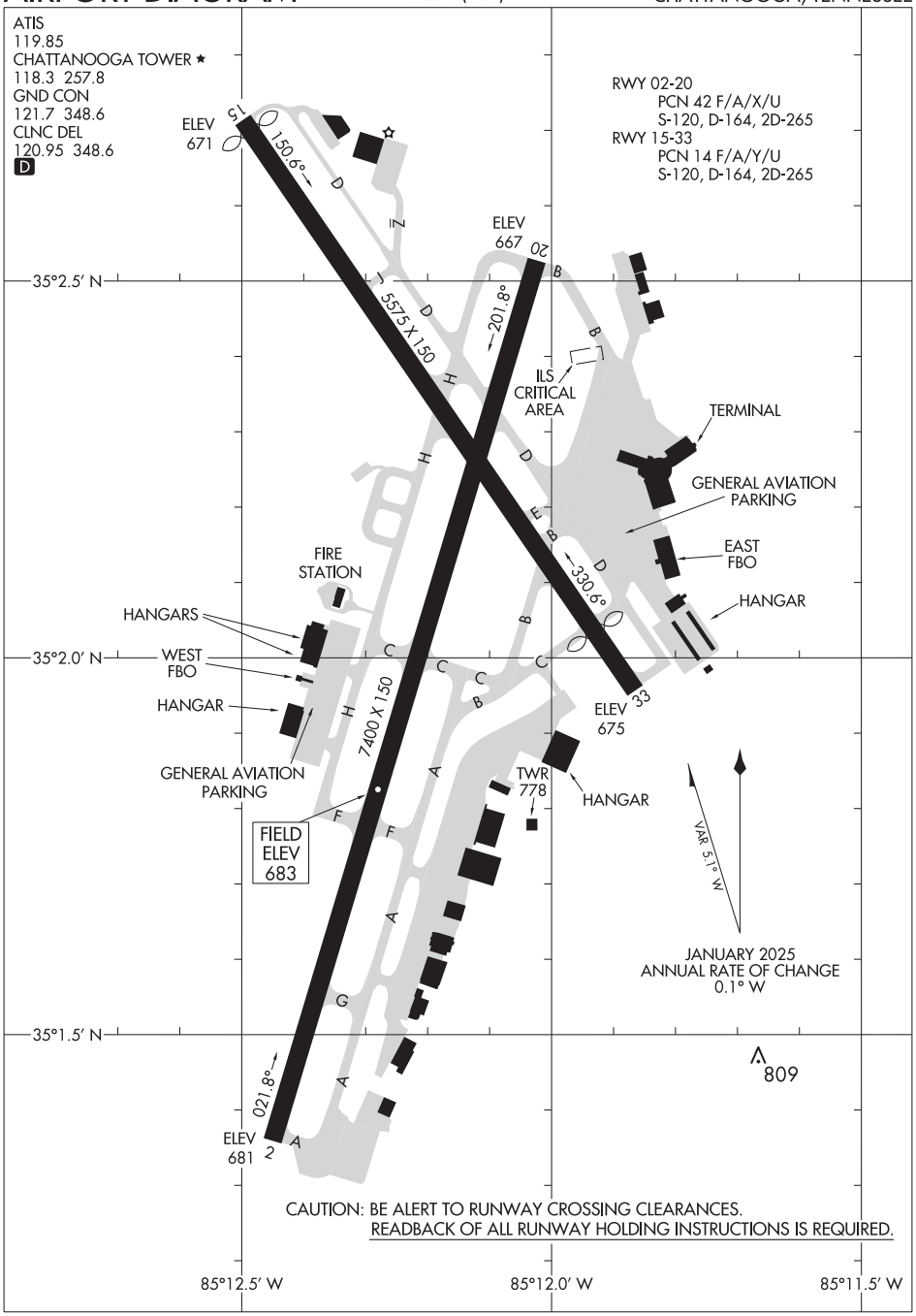
MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L



CATEGORY	A	B	C	D
LNAV MDA*	1260-1	588 (600-1)	1260-1¾	588 (600-1¾)
LNAV MDA	1520-1 848 (900-1)	1520-1¼ 848 (900-1¼)	1520-2½	848 (900-2½)
C CIRCLING	1520-1¼	837 (900-1¼)	1520-2½ 837 (900-2½)	1580-3 897 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25107
AIRPORT DIAGRAM
AL-79 (FAA)
LOVELL FLD (CHA)
CHATTANOOGA, TENNESSEE

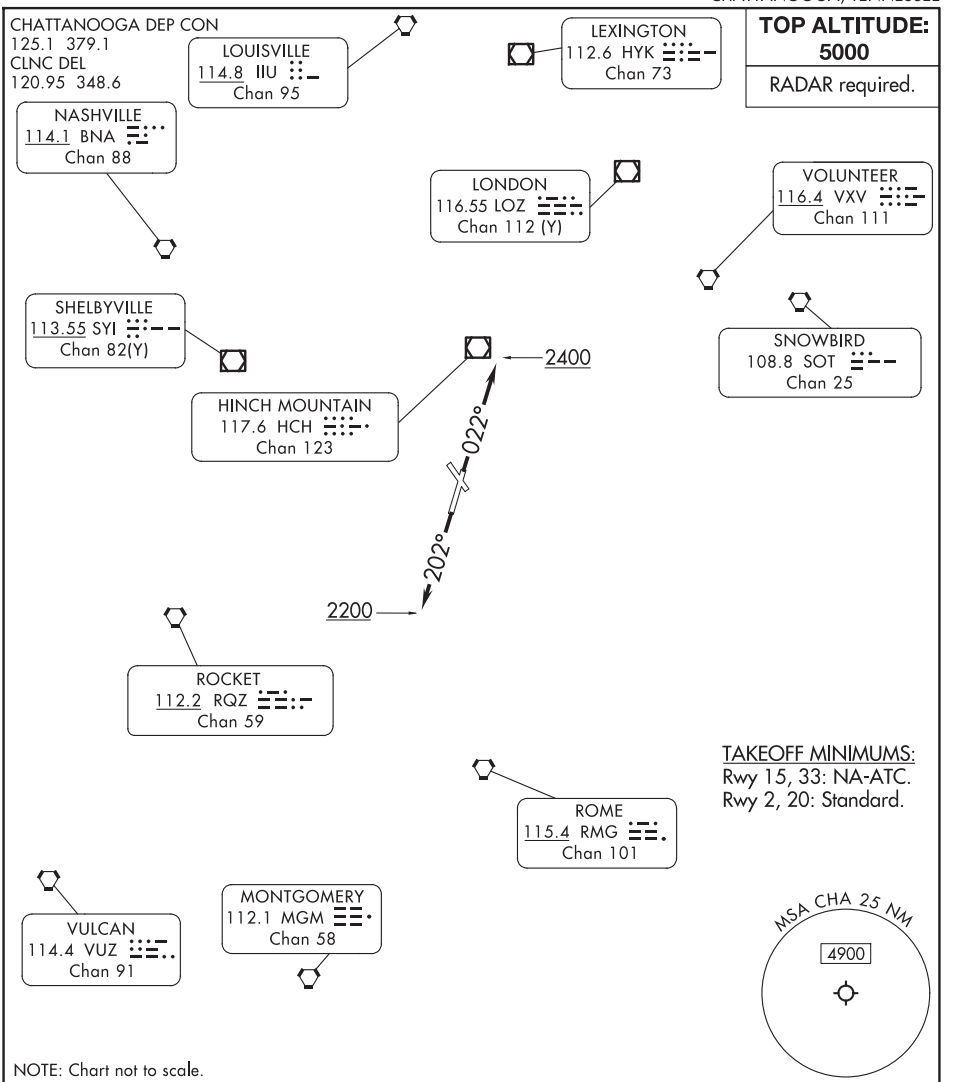


SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
CHATTANOOGA, TENNESSEE
LOVELL FLD (CHA)
25107

CHATTANOOGA NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence....
TAKEOFF RUNWAY 20: Climb heading 202° to 2200, thence....

....expect RADAR vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE | AL-5311 (FAA) | 24249

RNAV (GPS) RWY 17

OUTLAW FLD (CKV)

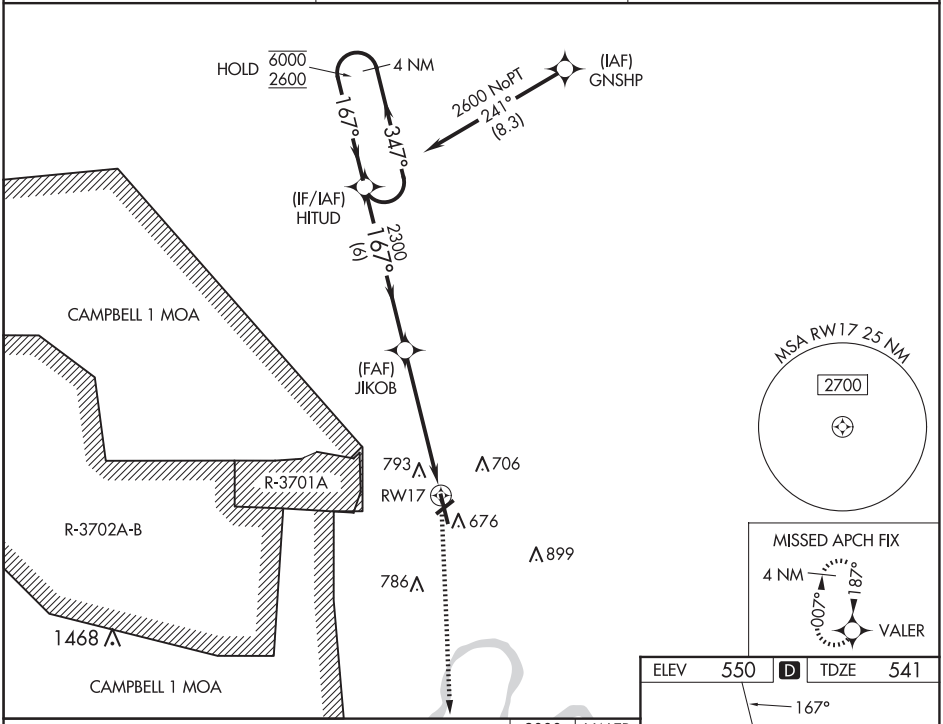
APP CRS	Rwy Idg	5999
167°	TDZE	541
	Apt Elev	550

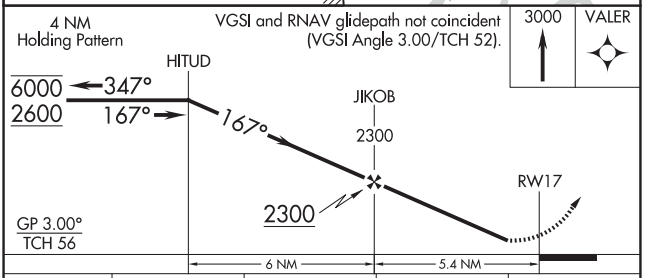
RNP APCH - GPS.

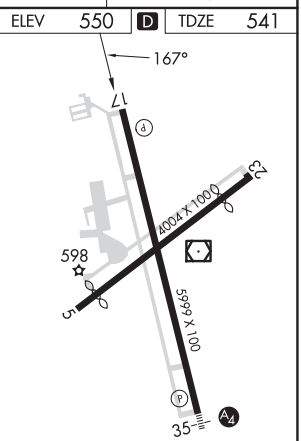
Circling NA W of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17, 23 NA at night.

MISSED APPROACH: Climb to 3000 direct VALER and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	991-1⅜ 450 (500-1⅜)			
LNAV MDA	1060-1 519 (600-1)		1060-1⅜ 519 (600-1⅜)	
C CIRCLING	1060-1 510 (600-1)		1060-1½ 510 (600-1½)	1200-2 650 (700-2)

CLARKSVILLE, TENNESSEE | 36°37'N-87°25'W | OUTLAW FLD (CKV)

Amdt 1D 05SEP24

RNAV (GPS) RWY 17

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 35

OUTLAW FLD (CKV)

WAAS	APP CRS	Rwy Idg	5999
CH 58300	347°	TDZE	550
W35A		Apt Elev	550

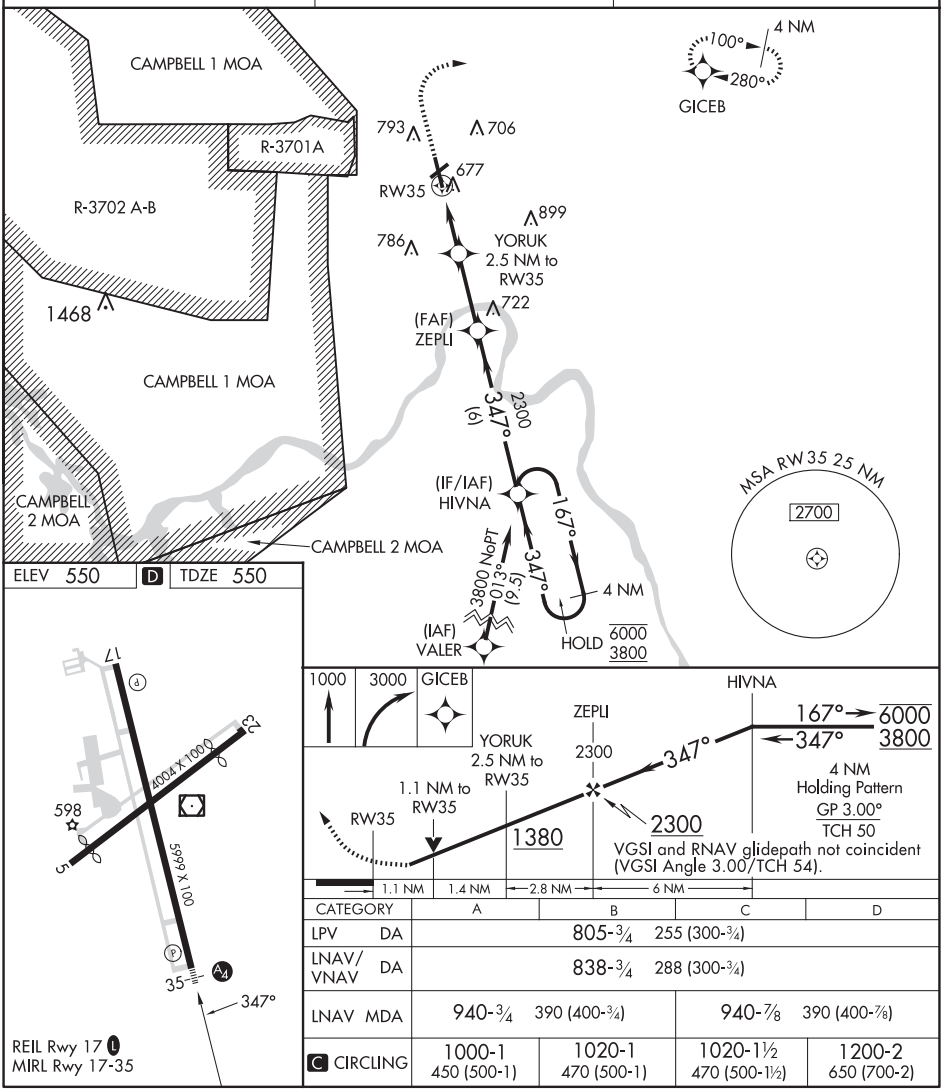
RNP APCH - GPS.

Circling Rwy 5, 17, 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GICEB and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	805-¾ 255 (300-¾)			
LNAV/VNAV DA	838-¾ 288 (300-¾)			
LNAV MDA	940-¾ 390 (400-¾)		940-⅞ 390 (400-⅞)	
C CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1200-2 650 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE AL-5311 (FAA) 25163

LOC RWY 35

OUTLAW FLD (CKV)

LOC I-CKV	APP CRS	Rwy Ldg	5999
111.7	347°	TDZE	550
		Apt Elev	550

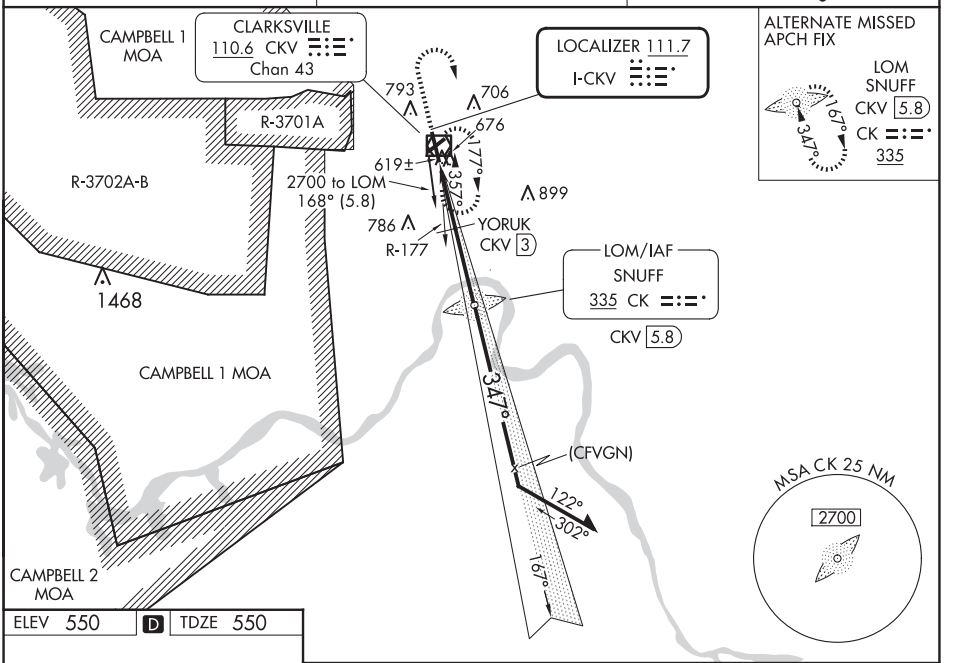
ADF required.
RADAR required.

NA — Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17, 23 NA at night. When local altimeter setting not received, use HOP altimeter setting. Circling NA west of Rwy 17-35. *DME from CKV VOR/DME.

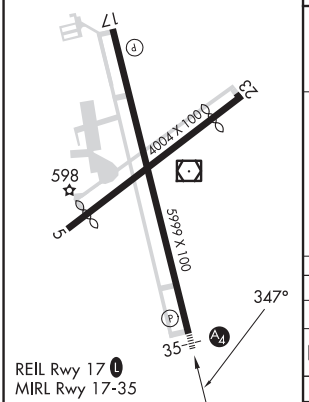
MALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L

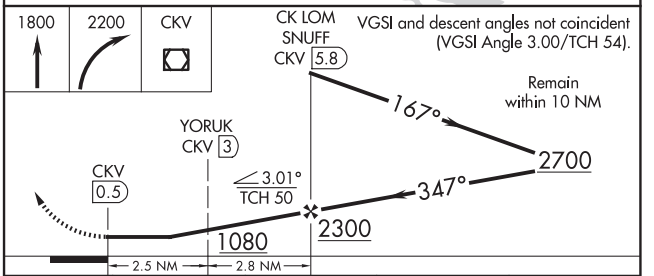


ELEV 550 D TDZE 550



FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-LOC 35	1080-¾ 530 (600-¾)		1080-1¼ 530 (600-1¼)	
C CIRCLING	1080-1 530 (600-1)		1080-1½ 530 (600-1½)	1200-2 650 (700-2)
	YORUK FIX MINIMUMS * (DME REQUIRED)			
S-LOC 35	880-¾ 330 (400-¾)			
C CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1200-2 650 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME CKV	APP CRS	Rwy Idg	5999
110.6	357°	TDZE	550
Chan 43		Apt Elev	550

VOR RWY 35
OUTLAW FLD (CKV)

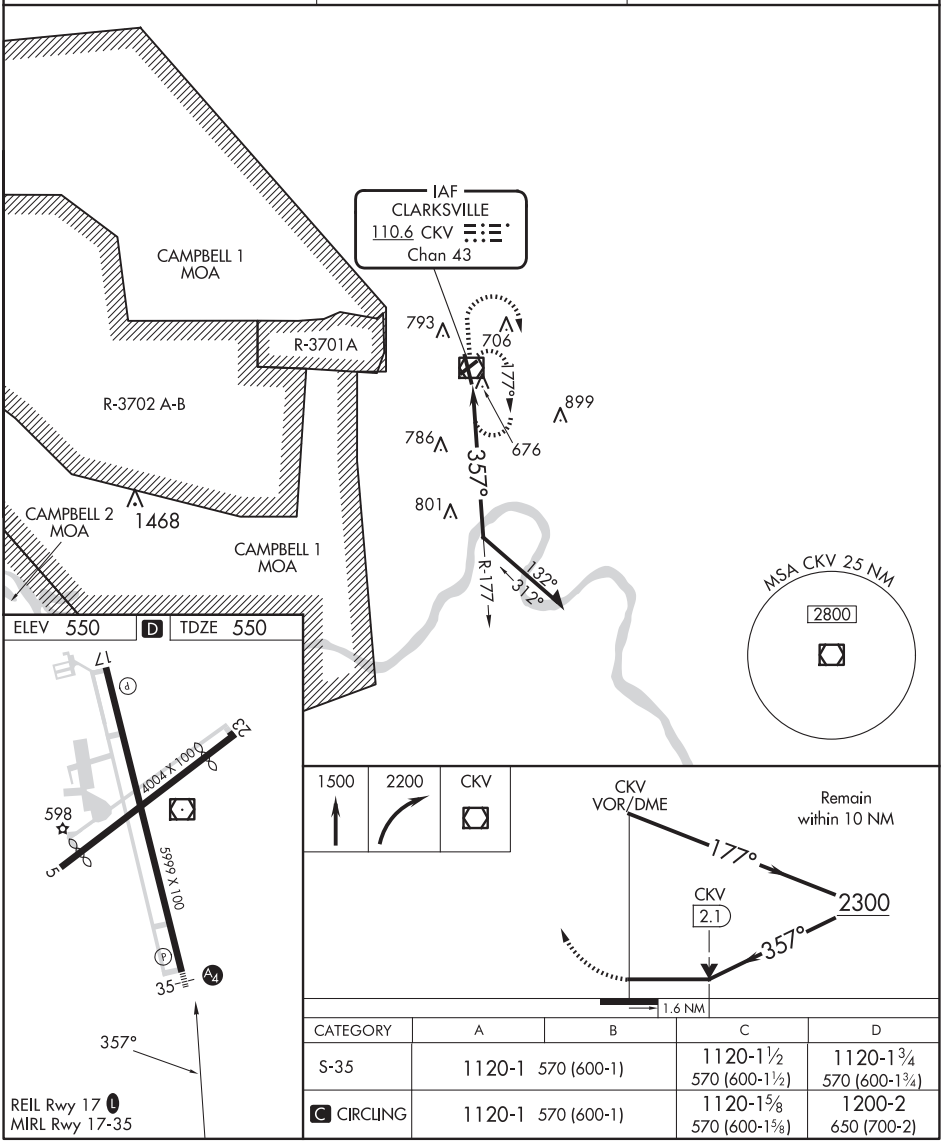
RADAR required for procedure entry.

Circling NA W of Rwy 17-35. Circling Rwy 5, 17, 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
C CIRCLING	1120-1 570 (600-1)		1120-1⅝ 570 (600-1⅝)	1200-2 650 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CLEVELAND, TENNESSEE AL-10974 (FAA) 22223

WAAS	APP CRS	Rwy Idg	6200
CH 99632	034°	TDZE	834
W03A		Apt Elev	866

RNAV (GPS) RWY 3

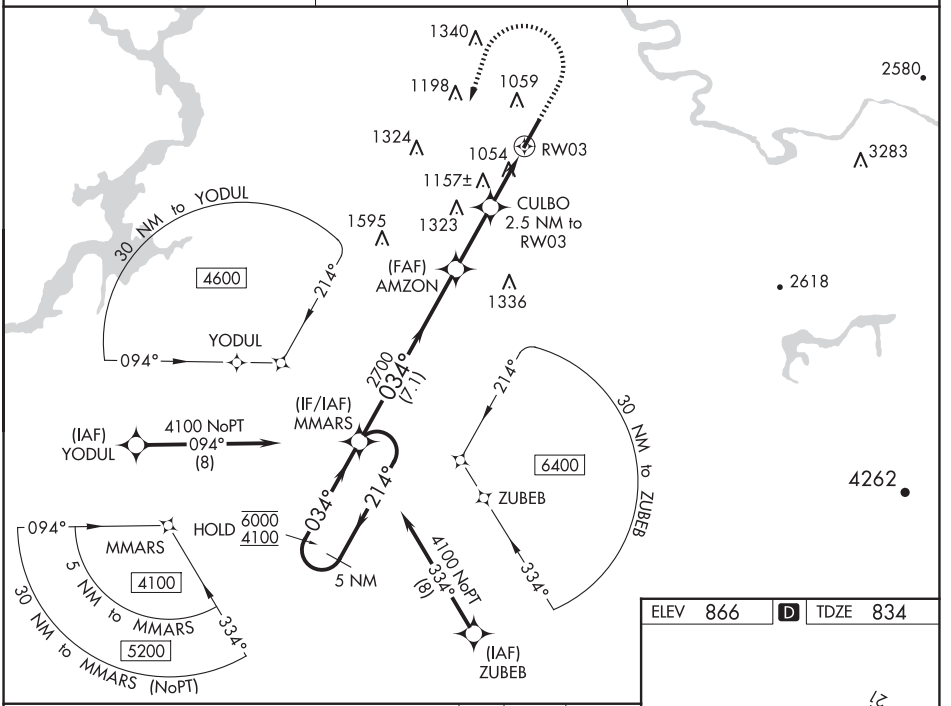
CLEVELAND RGNL JETPORT (RZR)

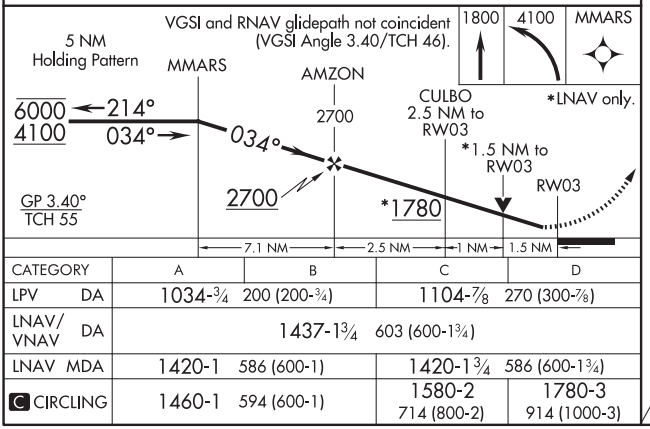
RNP APCH - GPS.

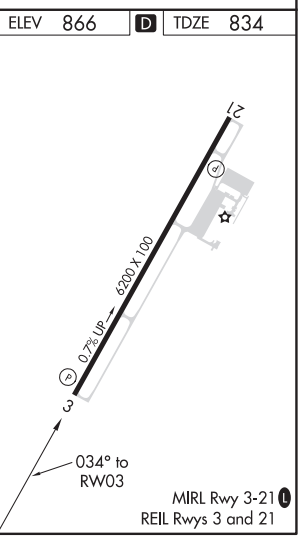
Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

AWOS-3	CHATTANOOGA APP CON★	UNICOM
120.475	125.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1034-¾	200 (200-¾)	1104-⅞	270 (300-⅞)
LNAV/VNAV DA	1437-1¾	603 (600-1¾)		
LNAV MDA	1420-1	586 (600-1)	1420-1¾	586 (600-1¾)
C CIRCLING	1460-1	594 (600-1)	1580-2	1780-3
			714 (800-2)	914 (1000-3)

CLEVELAND, TENNESSEE
Amdt 2C 11AUG22

35°13′N-84°48′W

CLEVELAND RGNL JETPORT (RZR)

RNAV (GPS) RWY 3

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

CLEVELAND RGNL JETPORT (RZR)

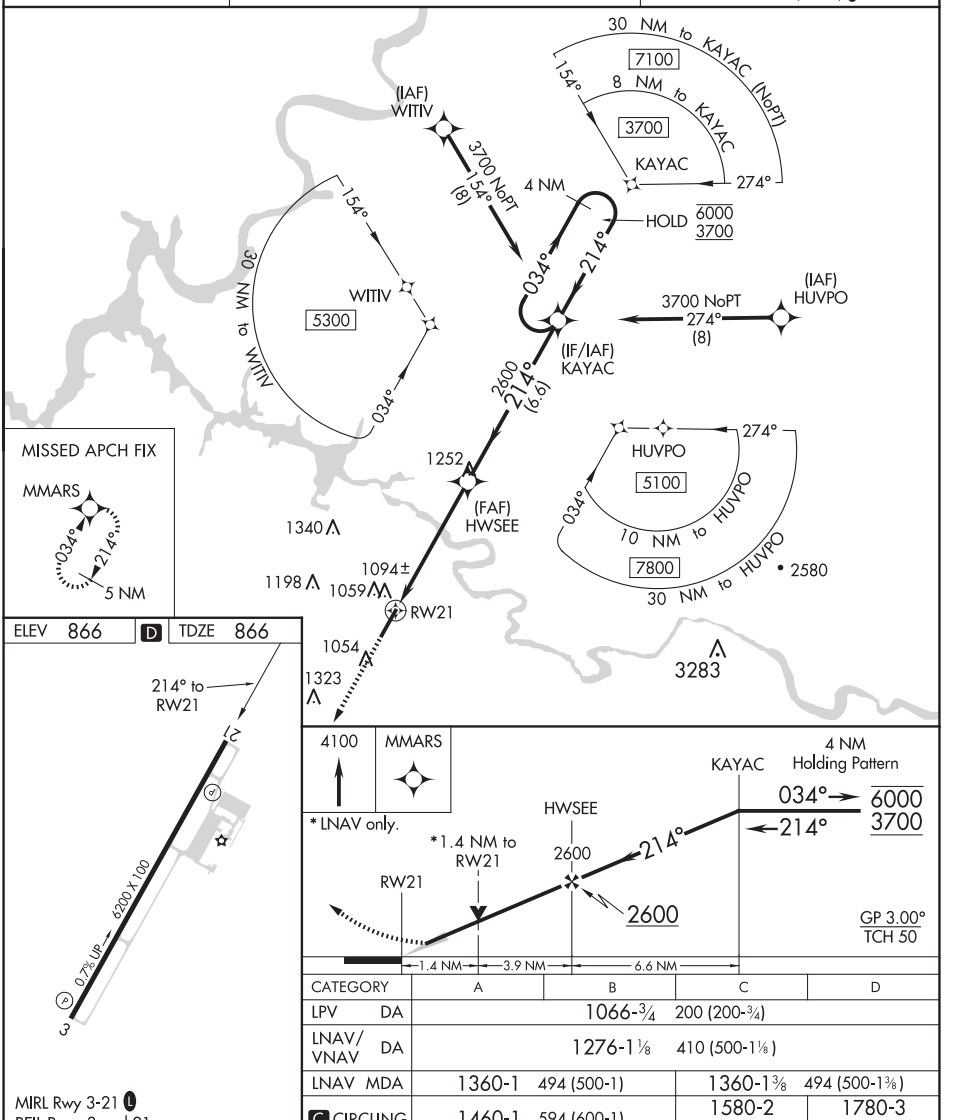
WAAS CH 45731 W21A	APP CRS 214°	Rwy Idg 6200 / TDZE 866 / Apt Elev 866

RNP APCH.

T A — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

AWOS-3	CHATTANOOGA APP CON★	UNICOM
120.475	125.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1066-¾ 200 (200-¾)			
LNAV/VNAV DA	1276-1⅛ 410 (500-1⅛)			
LNAV MDA	1360-1 494 (500-1)		1360-1⅜ 494 (500-1⅜)	
C CIRCLING	1460-1 594 (600-1)		1580-2 714 (800-2)	1780-3 914 (1000-3)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COLUMBIA/MOUNT PLEASANT, TENNESSEE AL-5706 (FAA) 24193

RNAV (GPS) RWY 6

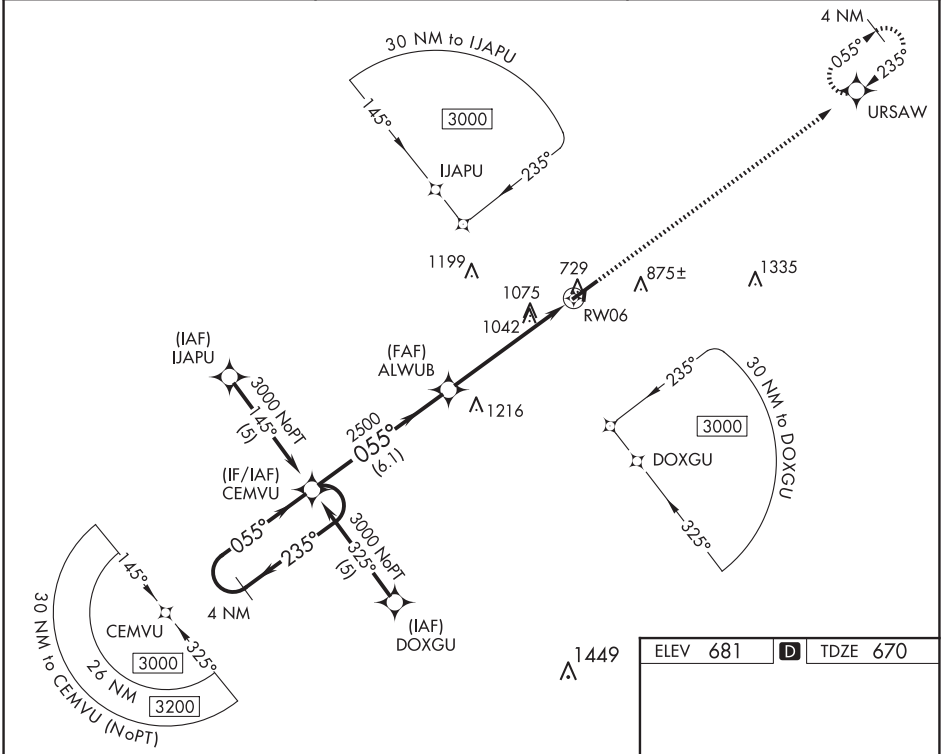
MAURY COUNTY RGNL (MRC)

APP CRS	Rwy Idg	6000
055°	TDZE	670
	Apt Elev	681

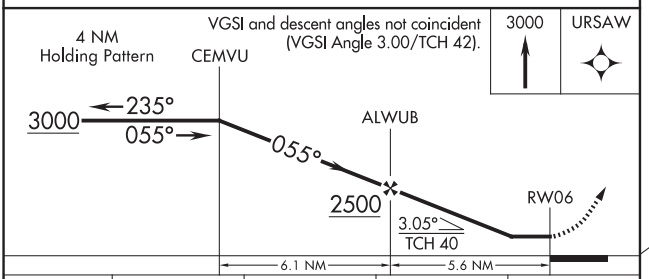
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting; increase all MDA 120 feet and increase LNAV Cat B visibility ¼ SM, Cats C and D visibility ½ SM, increase Circling Cat C visibility ½ SM.

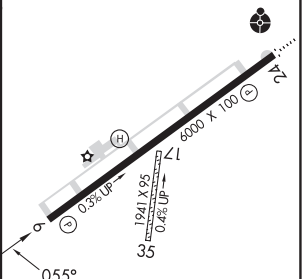
MISSED APPROACH: Climb to 3000 direct URSAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L



ELEV 681 D TDZ 670





CATEGORY	A	B	C	D
LNAV MDA	1340-1 670 (700-1)		1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1 659 (700-1)	1360-1 679 (700-1)	1380-2 699 (700-2)	1620-3 939 (1000-3)

MIRL Rwy 6-24
REIL Rwy 6
REIL Rwy 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 24

MAURY COUNTY RGNL (MRC)

WAAS CH 69515 W24A	APP CRS 235°	Rwy Idg 6000 TDZE 681 Apt Elev 681

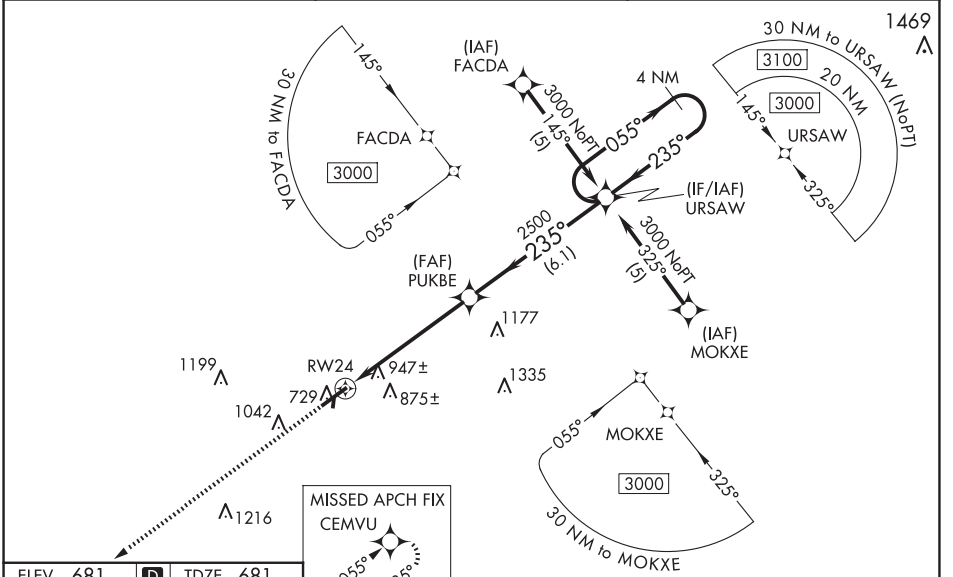
RNP APCH.

Inop table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 1090 feet and LNAV/VNAV DA to 1438 feet and increase all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ½ SM, and LNAV Cats C and D visibility ¼ SM, and increase Circling Cat C visibility ½ SM. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

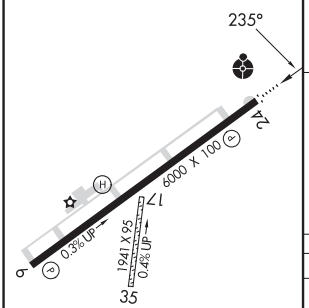
ODALS

MISSED APPROACH: Climb to 3000 direct CEMVU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L



ELEV 681 D TDZE 681

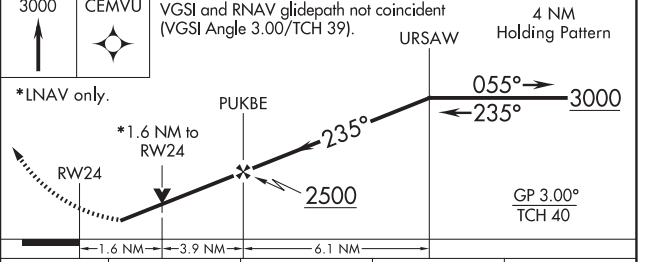


MIRL Rwy 6-24
REIL Rwy 6
REIL Rwy 24 L

3000 CEMVU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1220-¾ 539 (600-¾)		1220-1½ 539 (600-1½)	1220-1¾ 539 (600-1¾)
CIRCLING	1320-1 639 (700-1)	1360-1 679 (700-1)	1380-2 699 (700-2)	1620-3 939 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025

COPPERHILL, TENNESSEE AL-10398 (FAA) 23278

RNAV (GPS) RWY 2

MARTIN CAMPBELL FLD (1A3)

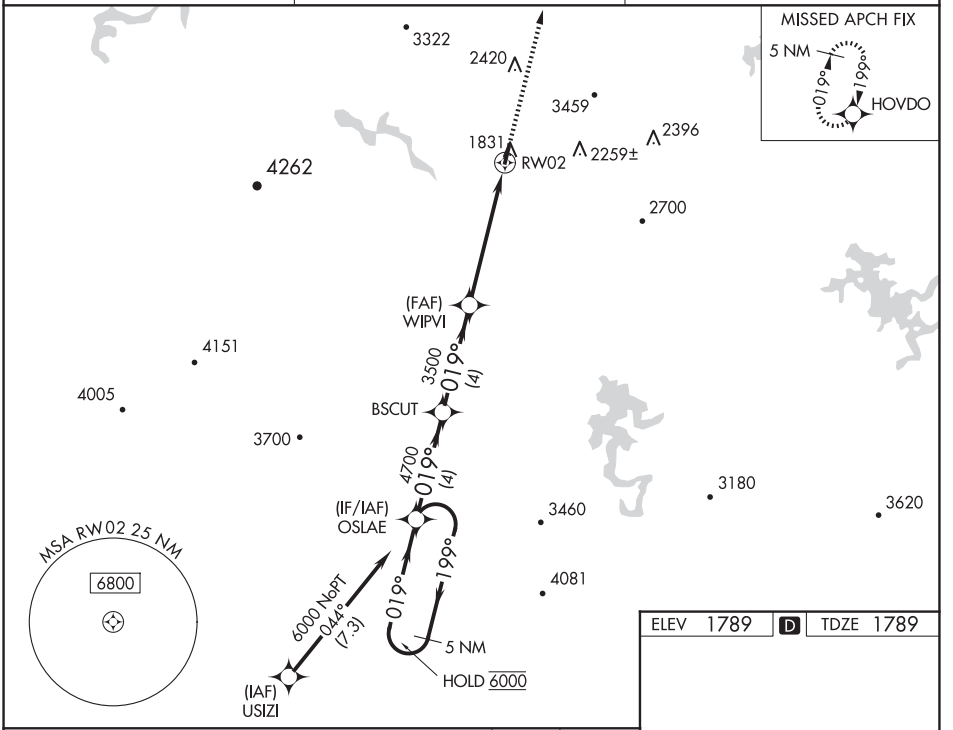
WAAS	APP CRS	Rwy Idg	3270
CH 82724	019°	TDZE	1789
W02A		Apt Elev	1789

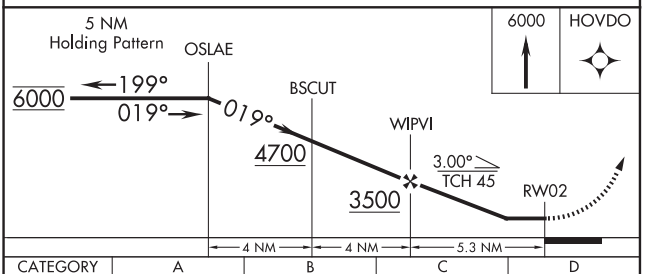
RNP APCH - GPS.

T A NA — Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C east of Rwy 2-20. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet, LNAV visibility Cat B/C ½ SM and LP visibility Cat B/C ⅝ SM.

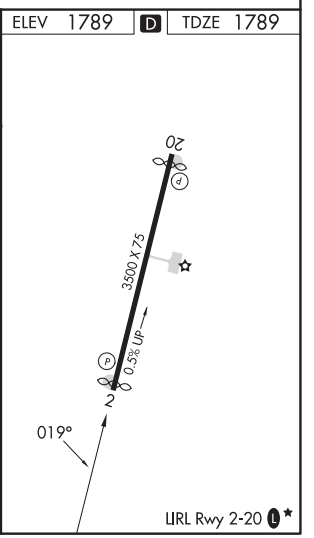
MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.

RHP AWOS-3	ATLANTA CENTER	CTAF
119.675	133.1 342.425	122.9 L ★





CATEGORY	A	B	C	D
LP MDA	2460-1 671 (700-1)		2460-1⅞ 671 (700-1⅞)	NA
LNAV MDA	2500-1 711 (800-1)		2500-2 711 (800-2)	NA
CIRCLING	2900-1¼ 1111 (1200-1¼)	3040-1½ 1251 (1300-1½)	3080-3 1291 (1300-3)	NA



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20

MARTIN CAMPBELL FLD (1A3)

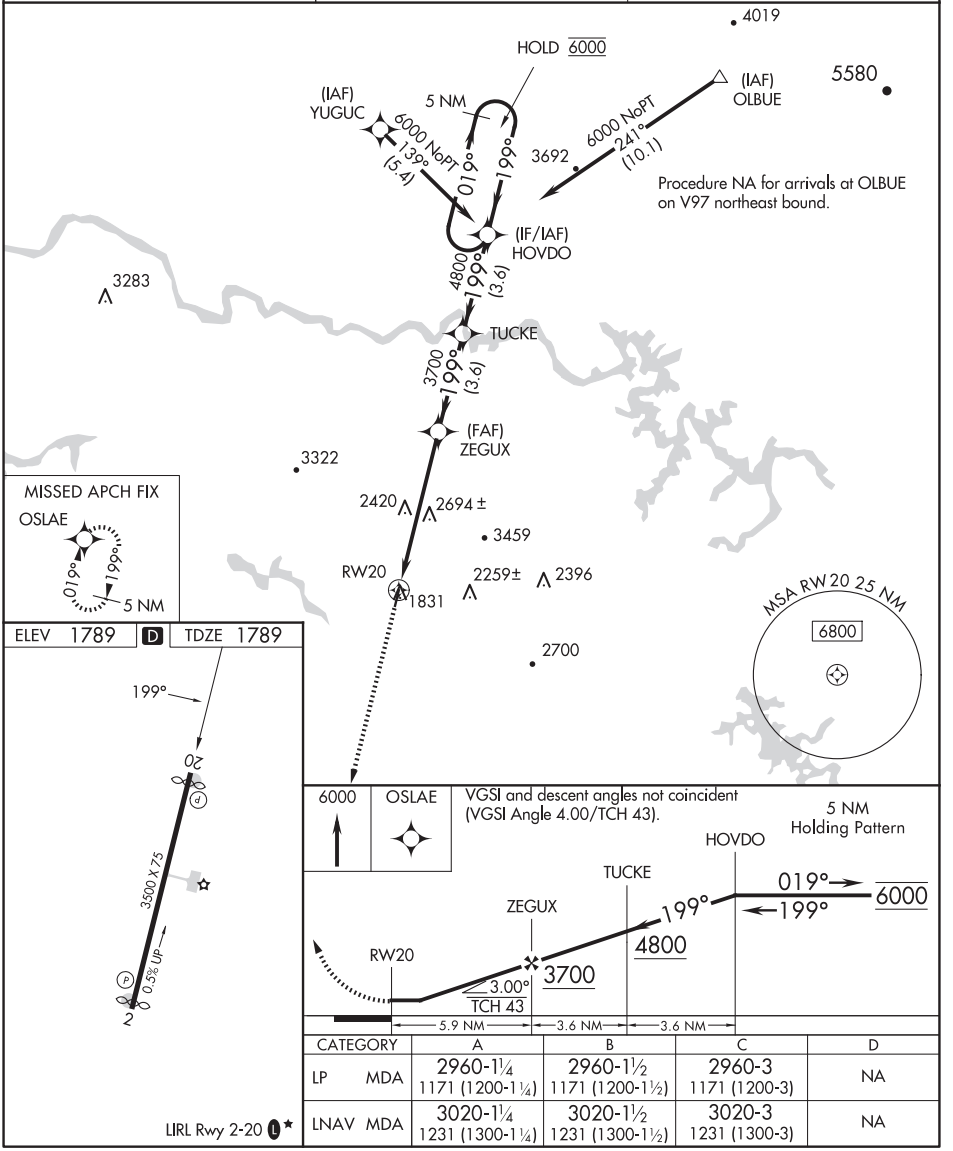
WAAS	APP CRS	Rwy Idg	3270
CH 86825	199°	TDZE	1789
W20A		Apt Elev	1789

RNP APCH - GPS.

T NA Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.

RHP AWOS-3	ATLANTA CENTER	CTAF
119.675	133.1 342.425	122.9 L ★



CATEGORY	A	B	C	D
LP MDA	2960-1¼ 1171 (1200-1¼)	2960-1½ 1171 (1200-1½)	2960-3 1171 (1200-3)	NA
LNAV MDA	3020-1¼ 1231 (1300-1¼)	3020-1½ 1231 (1300-1½)	3020-3 1231 (1300-3)	NA

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY AL-655 (FAA) 25163

ILS or LOC RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

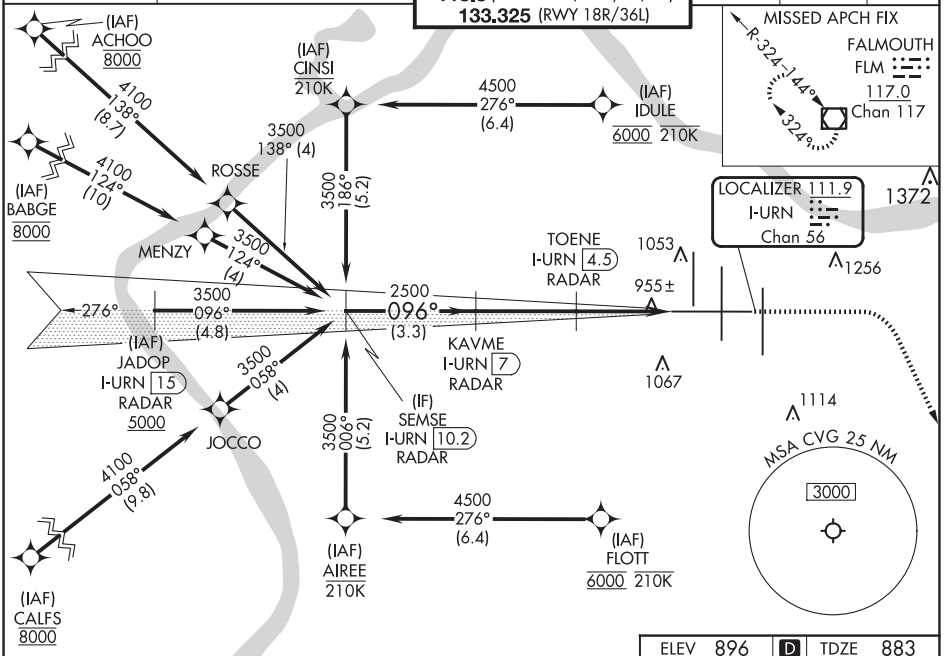
LOC/DME I-URN	APP CRS	Rwy Ldg	11640
111.9	096°	TDZE	883
Chan 56		Apt Elev	896

RNP APCH - GPS from ACHOO or AIREE or BABGE or CALFS or CINSI or FLOTT or IDULE.
DME or RADAR required. RADAR required for procedure entry at JADOP.

MALSR

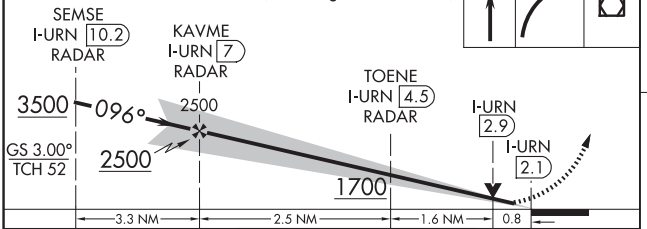
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FLM VOR/DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

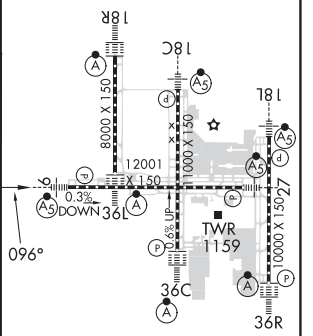


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

2000	3000	FLM



ELEV 896 D TDZE 883



HIRL all Rwys
TDZ/CL all Rwys except 27

CATEGORY	A	B	C	D
S-ILS 9	1083/18 200 (200-½)			
S-LOC 9	1220/24 337 (400-½)		1220/26 337 (400-½)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

FAF to MAP 4.9 NM

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

COVINGTON, KENTUCKY
Amdt 19 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W

ILS or LOC RWY 9

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-SIC	APP CRS	Rwy Ldg	11000
111.55	186°	TDZE	875
Chan 52 (Y)		Apt Elev	896

RNP APCH - GPS.

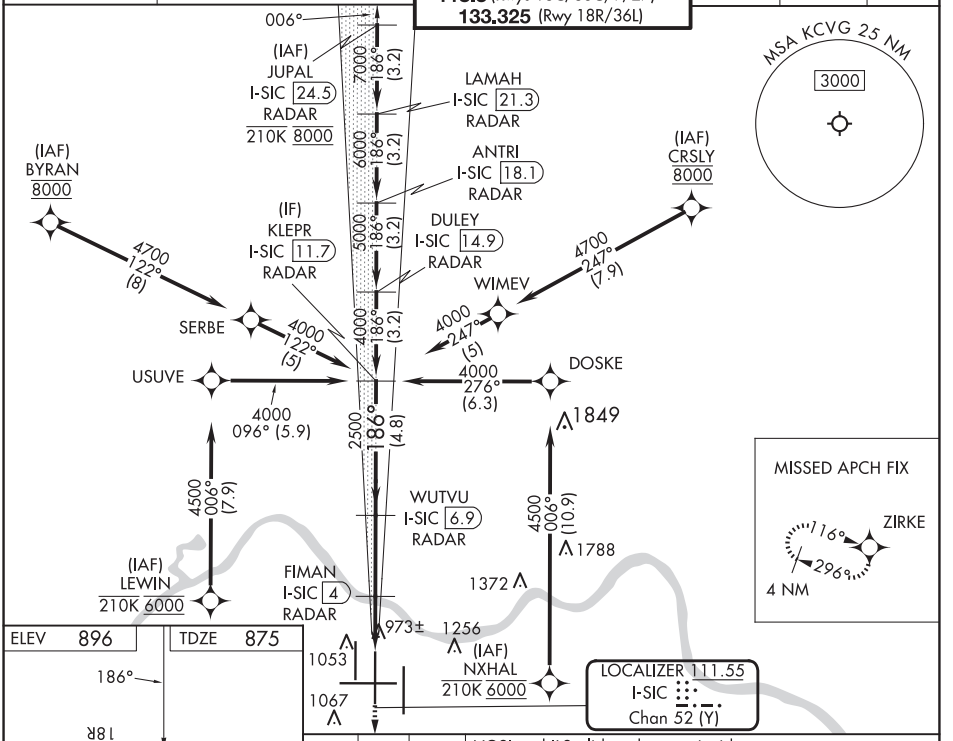
RADAR required.

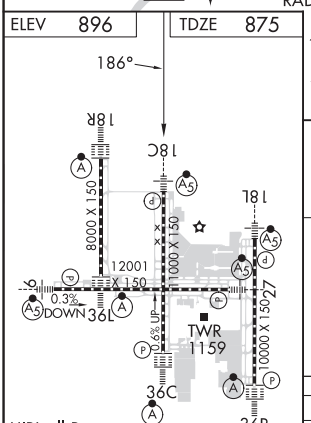
Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.

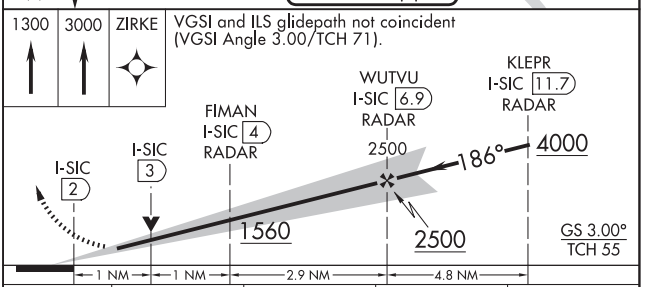
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175	





HIRL all Rwys
TDZ/CL all Rwys except 27

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-ILS 18C	1075/18 200 (200-½)			
S-LOC 18C	1260/24 385 (400-½)		1260/35 385 (400-⅝)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

ILS or LOC RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

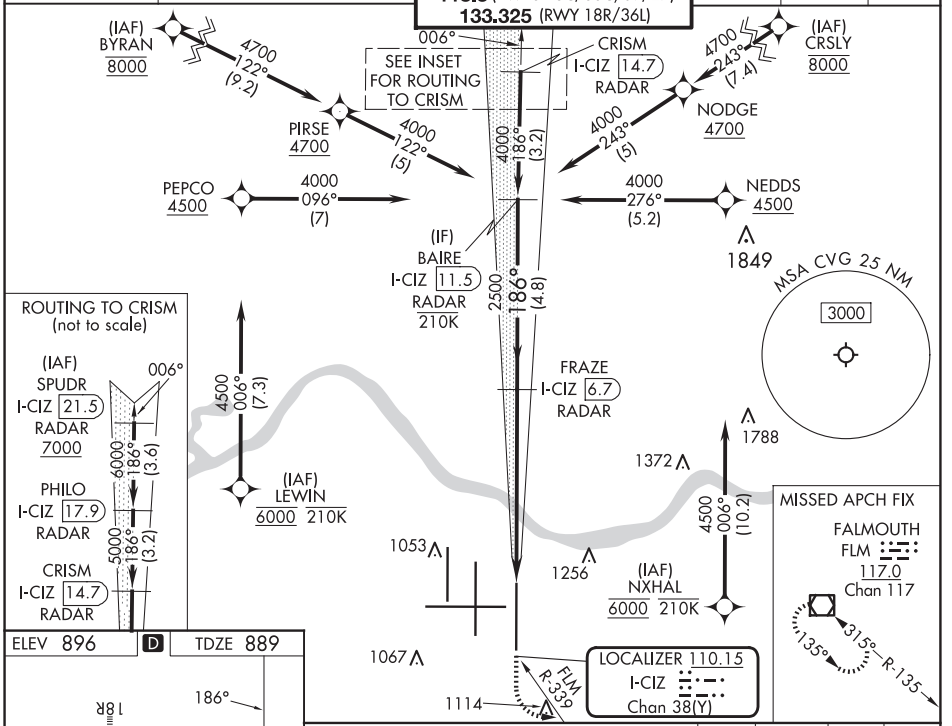
LOC/DME I-CIZ	APP CRS	Rwy Ldg 10000
110.15	186°	TDZE 889
Chan 38 (Y)		Apt Elev 896

RNP APCH - GPS. From BYRAN, CRSLY, LEWIN, or NXHAL.
DME or RADAR required. RADAR required for procedure entry at SPUDR.
T NA Simultaneous approach authorized. For inop ALS, increase S-LOC 18L Cat C and D visibility to 1⅜ SM.

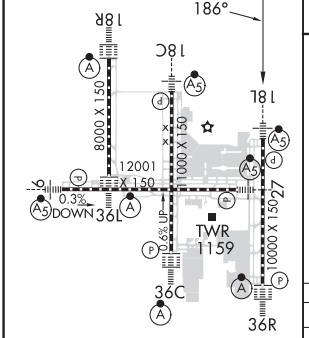
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 120° and FLM VOR/DME R-339 to FLM VOR/DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



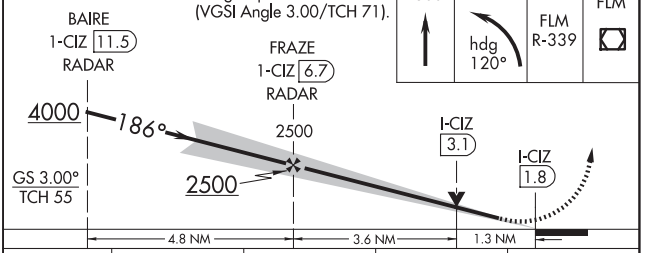
ELEV 896 | D | TDZE 889



HIRL all Rwys
TDZ/CL all Rwys except 27

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



1500	3000	FLM	FLM
	hdg 120°	R-339	

CATEGORY	A	B	C	D
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1360/24 471 (500-½)		1360/50 471 (500-1)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

COVINGTON, KENTUCKY
Amdt 8 12JUN25

39°03′N-84°40′W

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ILS or LOC RWY 18L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-CJN	APP CRS	Rwy Ldg	8000
110.75	186°	TDZE	868
Chan 44 (Y)		Apt Elev	896

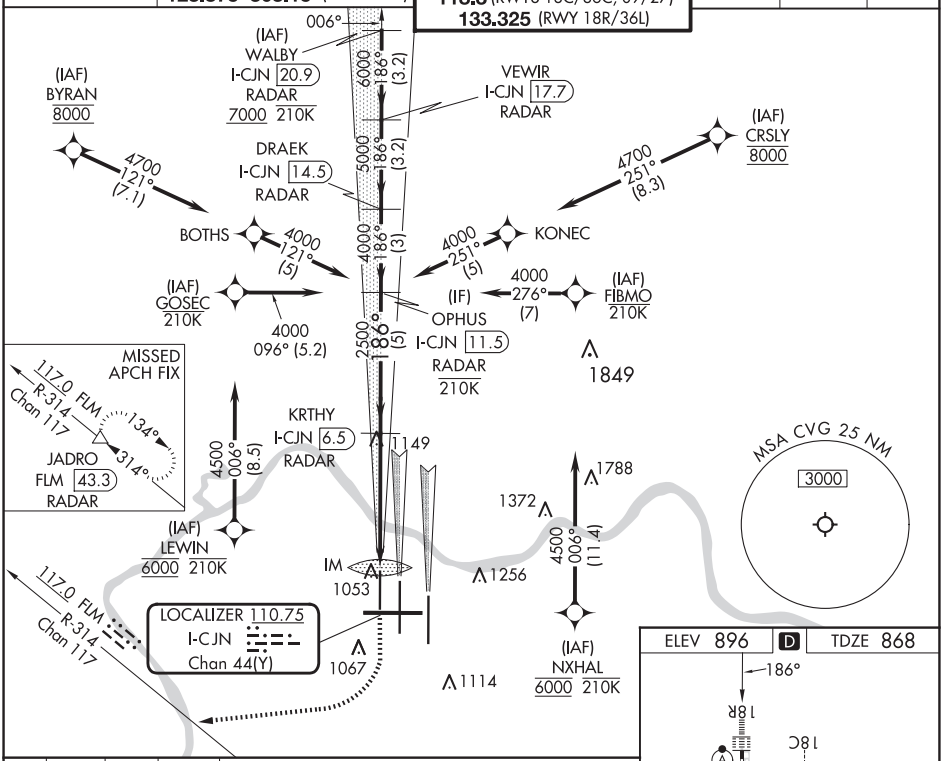
RNP APCH - GPS. From BYRAN, CRSLY, GOSEC, FIBMO, LEWIN and NXHAL. DME or RADAR required. RADAR required for procedure entry at WALBY.

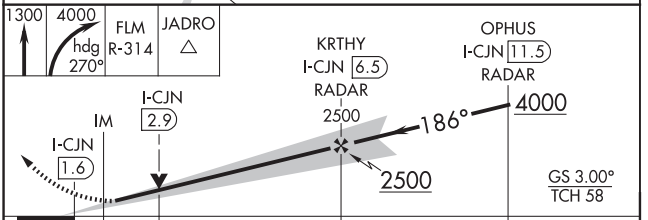
T For inop ALS, increase S-LOC 18R Cat C/D visibility to 1⅜ SM. Simultaneous approach authorized with Rwy 18L/C. Use of FD or AP required during simultaneous operations.

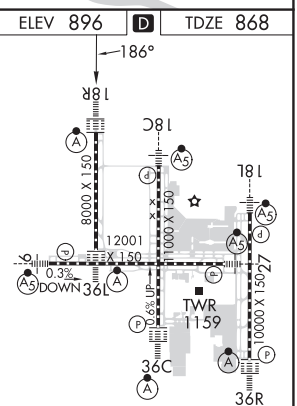
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 on heading 270° and FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	







HIRL all Rwys
TDZ/CL all Rwys except 27

CATEGORY	A	B	C	D
S-ILS 18R	1068/18 200 (200-½)			
S-LOC 18R	1360/24 492 (500-½)		1360/50 492 (500-1)	
CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

FAF to MAP 5 NM

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY AL-655 (FAA) 25163

LOC I-JDP	APP CRS	Rwy Ldg	12000
108.7	276°	TDZE	875
		Apt Elev	896

ILS or LOC RWY 27

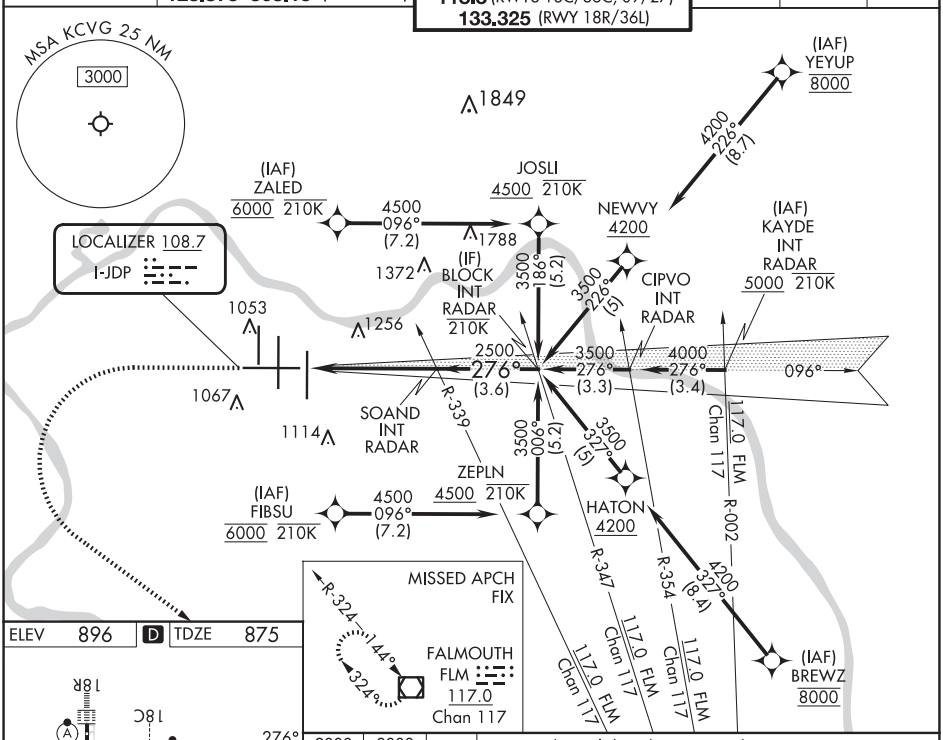
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From FISBU, BREWZ, ZALED or YEYUP.
RADAR required for procedure entry at KAYDE.
For inop ALS, increase S-LOC 27 Cat C/D visibility to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

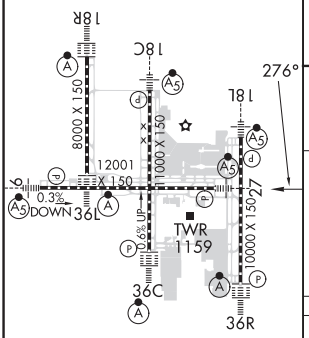
MALSR

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

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV	896	D	TDZE	875



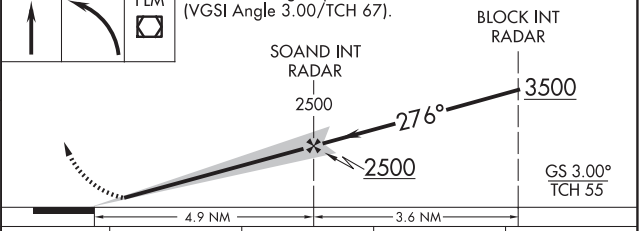
HIRL all Rwys
TDZ/CL all Rwys except 27

FAF to MAP 4.9 NM

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

2000 3000 FLM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
S-ILS 27*	1075/24	200 (200-½)		
S-LOC 27	1340/24	465 (500-½)	1340/50	465 (500-1)
C CIRCLING	1460-1	564 (600-1)	1560-1¾	1560-2
			664 (700-1¾)	664 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-CVG	APP CRS	Rwy Ldg 11000
109.9	006°	TDZE 850
Chan 36		Apt Elev 896

ILS or LOC RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

For inop ALS, increase S-LOC 36C Cats C and D visibility to 6000 RVR. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 direct DULEY and hold, continue climb-in-hold to 4000.

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
ARR 134.375 DEP 135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175	

MISSED APCH FIX

4 NM 160° 340° DULEY

(IAF) BRCAT 6000 210K

1053 1256

LOCALIZER 109.9 I-CVG Chan 36

1067 IM

(IAF) RUPPP 6000 210K

TABBO I-CVG 3.5 RADAR 991±

1114

MSA KCVG 25 NM 3000

4500 186° (9.5)

JITEV I-CVG 7 RADAR

4500 186° (7.9)

UMPTA I-CVG 15.1 RADAR

PUPPT I-CVG 18.1 RADAR

4000 006° (3)

5000 006° (3.2)

CRITR I-CVG 21.3 RADAR

(IAF) ALLIE I-CVG 24.5 RADAR 7000 210K

6000 006° (3.2)

186°

(IF) CIMRU I-CVG 11.7 RADAR 210K

2500 006° (4.7)

LEKLE 210K

3000 096° (5.9)

3000 276° (6.3)

GRAPT 210K

3000 079° (5)

(IAF) FECTA 8000

FOBEX

3600 078° (10.5)

3000 006° (3.4)

3000 312° (5)

SWINK

SEE INSET FOR ROUTING TO UMPTA

3000 340° (5)

ROUTING TO UMPTA (not to scale)

UMPTA I-CVG 15.1 RADAR

KURGE

186°

3600 340° (9.9)

3600 312° (10.2)

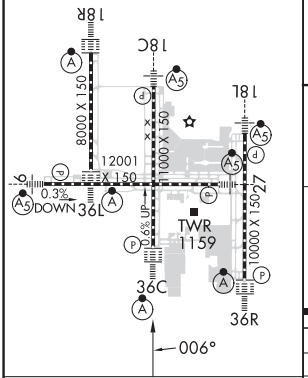
(IAF) SPOOD 8000

(IAF) DAWGY 8000

ELEV 896 TDZE 850

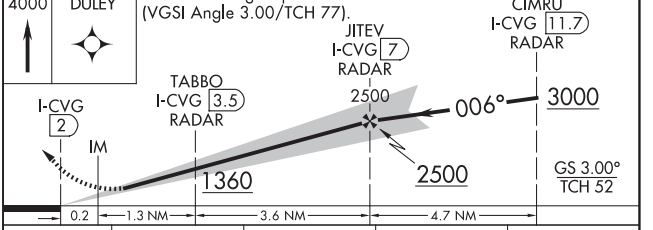
TDZ/CL all Rwys except 27

HIRL all Rwys



4000 DULEY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).



CATEGORY	A	B	C	D
S-ILS 36C	1050/18 200 (200-½)			
S-LOC 36C	1260/24 410 (400-½)		1260/40 410 (400-¾)	
CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

LOC/DME I-VAC	APP CRS	Rwy Ldg	8000
110.75	006°	TDZE	873
Chan 44 (Y)		Apt Elev	896

ILS or LOC RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

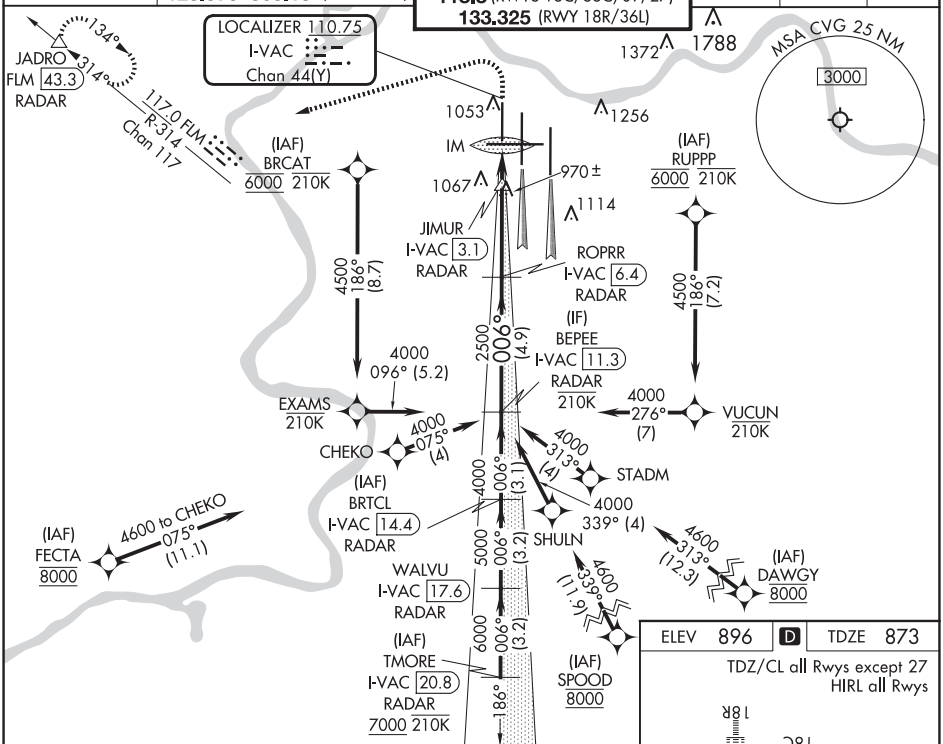
RNP APCH - GPS. From FECTA or SPOOD or DAWGY or RUPPP or BRCAT. DME or RADAR required. RADAR required for procedure entry at TMORE.

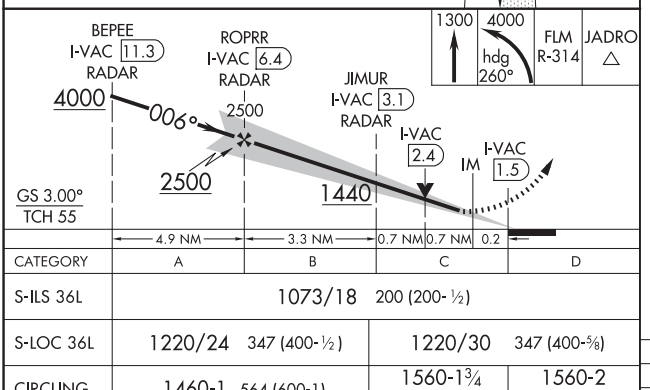
Simultaneous approach authorized. For inop ALS, increase S-LOC 36L Cat C and D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 260° and on FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

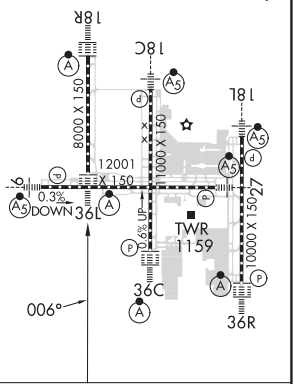




CATEGORY	A	B	C	D
S-ILS 36L	1073/18 200 (200-½)			
S-LOC 36L	1220/24 347 (400-½)		1220/30 347 (400-⅝)	
CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

ELEV 896 | D | TDZE 873

TDZ/CL all Rwys except 27
HIRL all Rwys



FAF to MAP 4.9 NM

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME	APP CRS	Rwy Ldg	TDZE	Apt Elev
I-EEI 110.35 Chan 40 (Y)	006°	10000	896	896

ILS or LOC RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

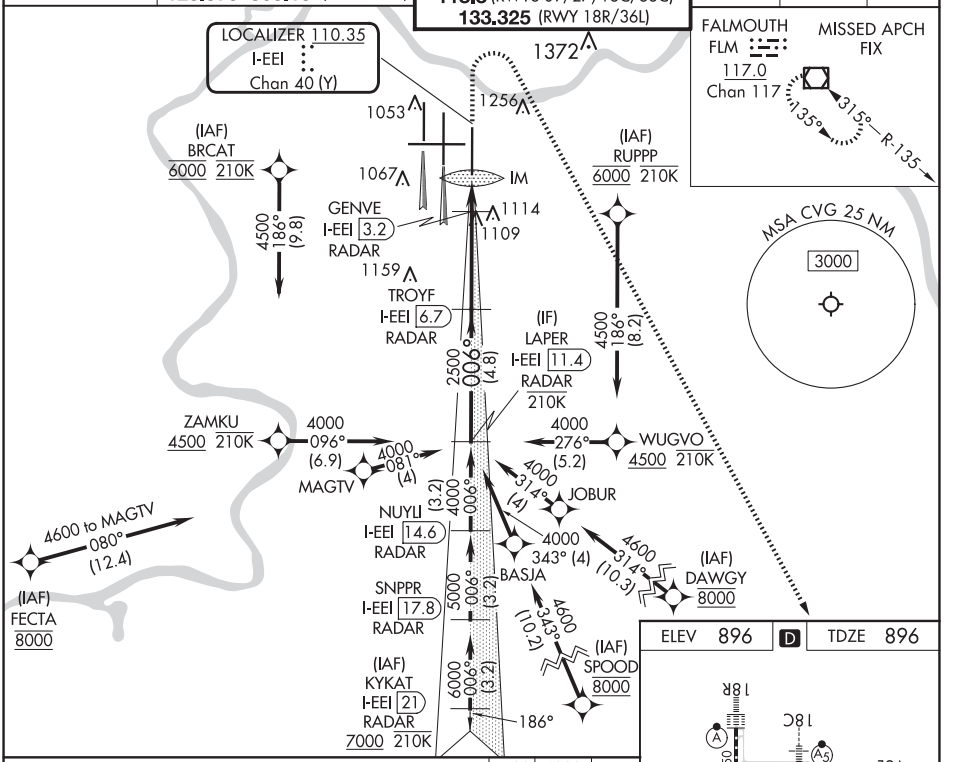
RNP APCH - GPS. From BRCAT or RUPPP or FECTA or SPOOD or DAWGY.
DME or RADAR required. RADAR required for procedure entry at KYKAT.

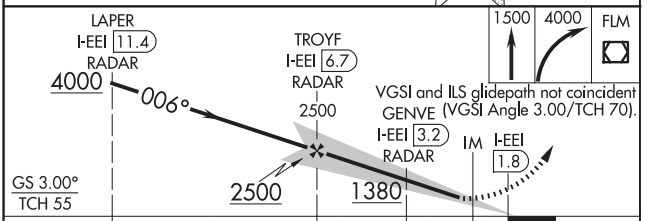
Simultaneous approach authorized.
For inop ALS, increase S-LOC 36R Cat C and D visibility to 1⅜ SM.

ALSF-2

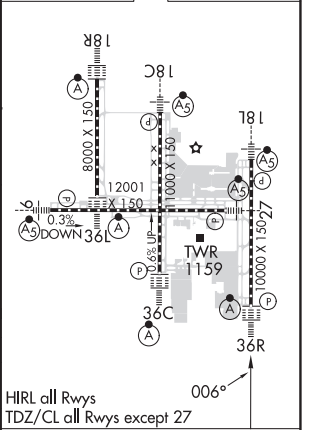
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 09/27, 18C/36C) 133.325 (RWY 18R/36L)	121.7	127.175	





CATEGORY	A	B	C	D
S-ILS 36R	1096/18	200 (200-½)		
S-LOC 36R	1360/24	464 (500-½)	1360/50	464 (500-1)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)



FAF to MAP 4.9 NM

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

LOC/DME I-SIC	APP CRS	Rwy Ldg	11000
111.55	186°	TDZE	875
Chan 52(Y)		Apt Elev	896

ILS RWY 18C (SA CAT I & II)

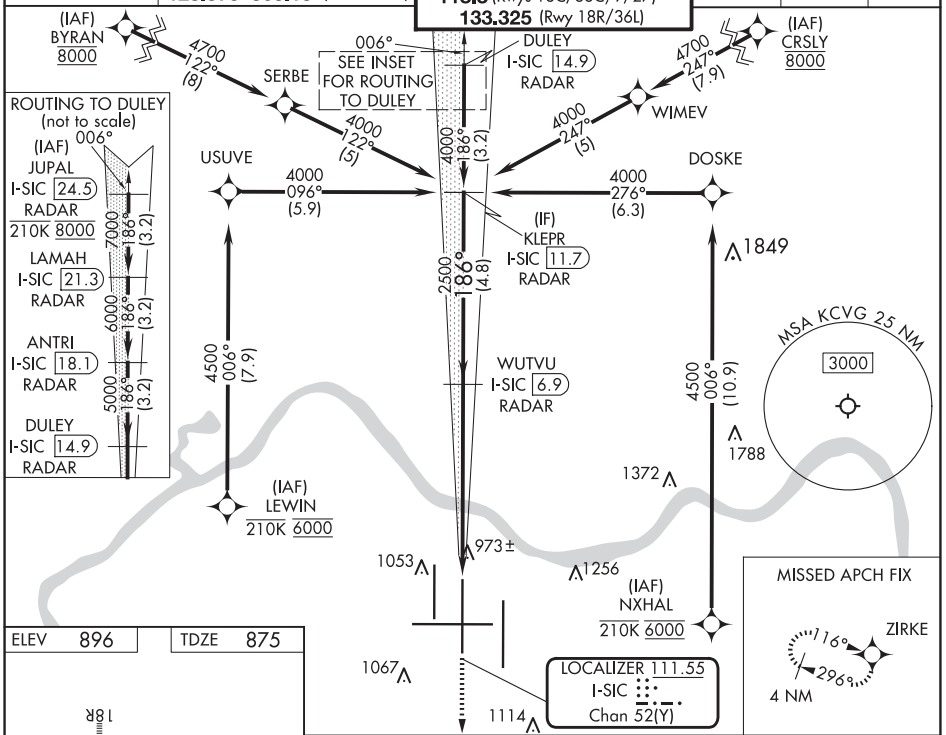
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.
RADAR required.
T Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

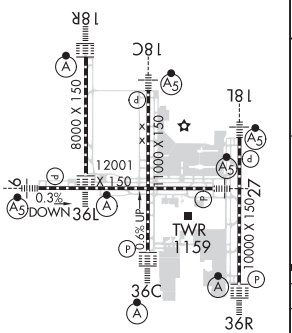
MALSR

MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.

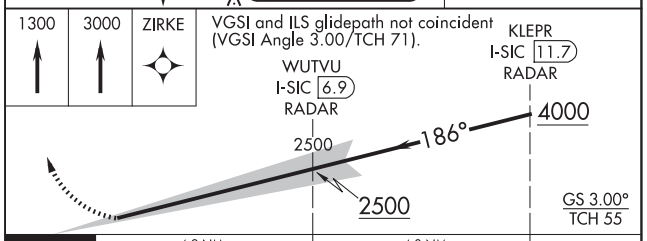
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175	



ELEV	896	TDZE	875



HIRL all Rwys
TDZ/CL all Rwys except 27



CATEGORY	A	B	C	D
S-ILS 18C	SA CAT I RA 191/16 150 DA 1025			
S-ILS 18C	SA CAT II RA 100/12 100 DA 975			

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

COVINGTON, KENTUCKY
Amdt 24 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W ILS RWY 18C (SA CAT I & II)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-JDP	APP CRS	Rwy Ldg	12000
108.7	276°	TDZE	875
		Apt Elev	896

ILS RWY 27 (SA CAT I & II)

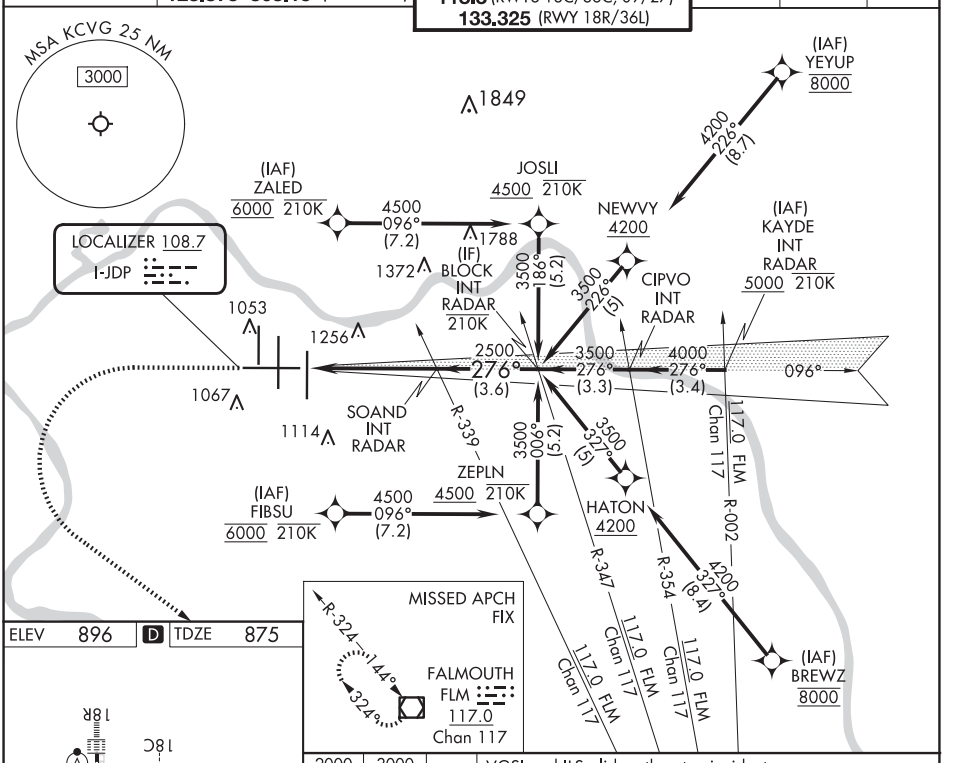
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From FISBU, BREWZ, ZALED or YEYUP.
RADAR required for procedure entry at KAYDE.
SA Cat I & II: Requires specific OPSPEC, MSPEC, or LOA approval.

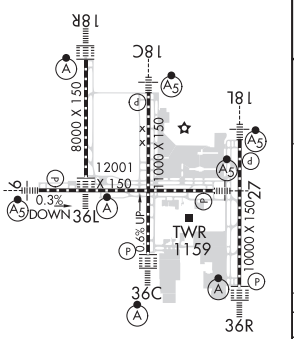
MALSR

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

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

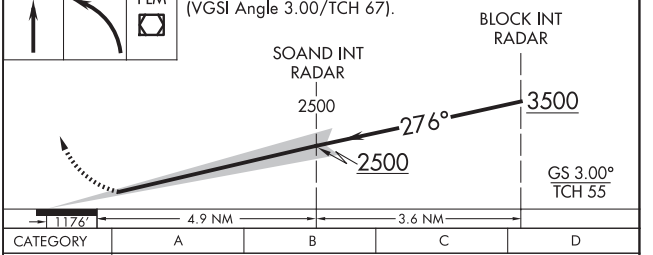


ELEV	896	D	TDZE	875



2000 3000 FLM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
S-ILS 27	SA CAT I	RA 136/14	150 DA 1025	
S-ILS 27	SA CAT II	RA 92/12	100 DA 975	

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

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25163

ILS RWY 18R (CAT II)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-CJN	APP CRS	Rwy Ldg	8000
110.75	186°	TDZE	868
Chan 44 (Y)		Apt Elev	896

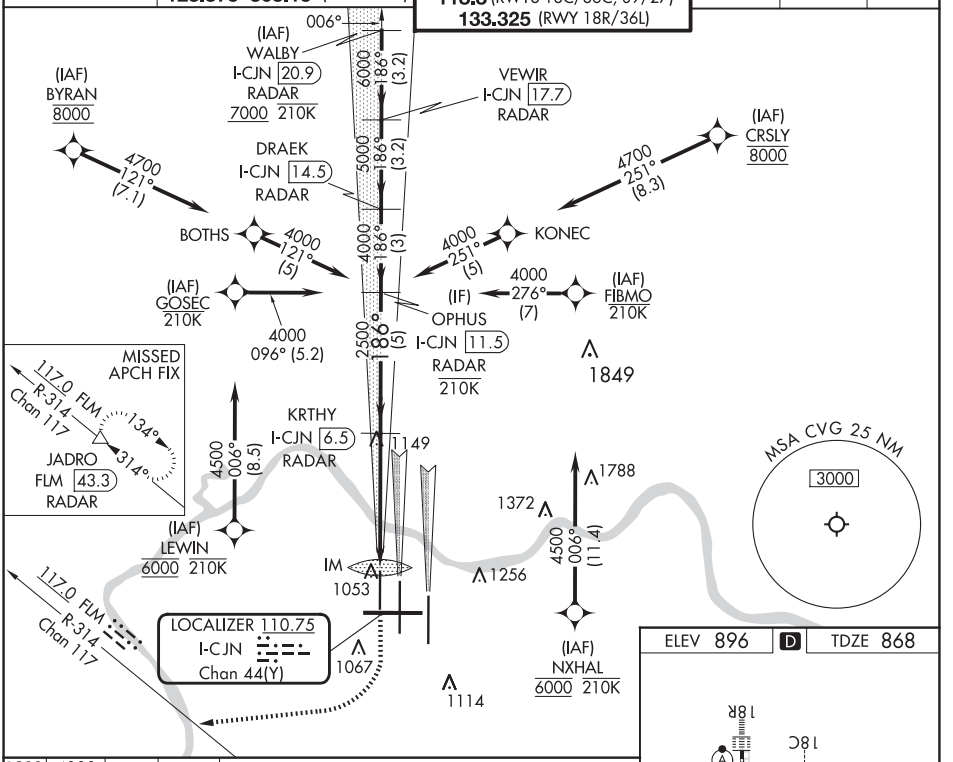
RNP APCH - GPS. From BYRAN, CRSLY, GOSEC, FIBMO, LEWIN and NXHAL. DME or RADAR required. RADAR required for procedure entry at WALBY.

Simultaneous approach authorized with Rwy 18L/C. Use of FD or AP required during simultaneous operations.

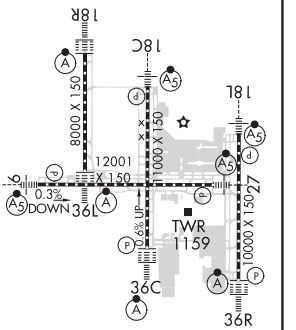
ALSF-2

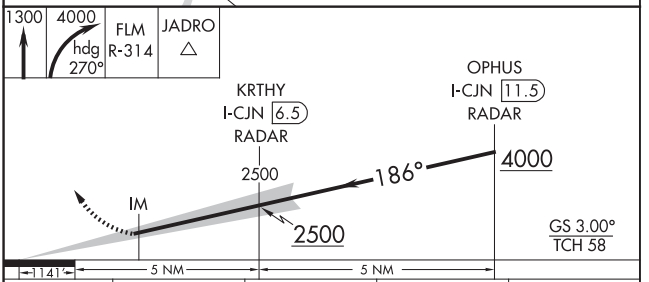
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 on heading 270° and FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV 896 | D | TDZE 868





CATEGORY	A	B	C	D
S-ILS 18R	RA 113/12	100	DA 968	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 36L (CAT II)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-VAC	APP CRS	Rwy Ldg	8000
110.75	006°	TDZE	873
Chan 44 (Y)		Apt Elev	896

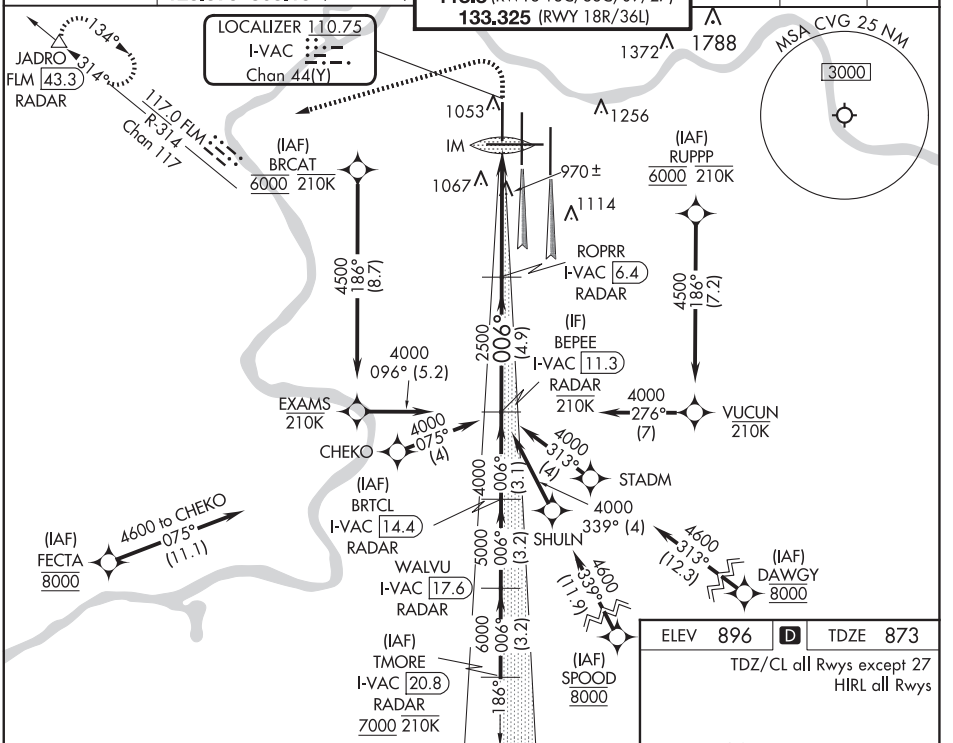
RNP APCH - GPS. From FECTA or SPOOD or DAWGY or RUPPP or BRCAT.
DME or RADAR required. RADAR required for procedure entry at TMORE.

Simultaneous approach authorized.

ALSF-2

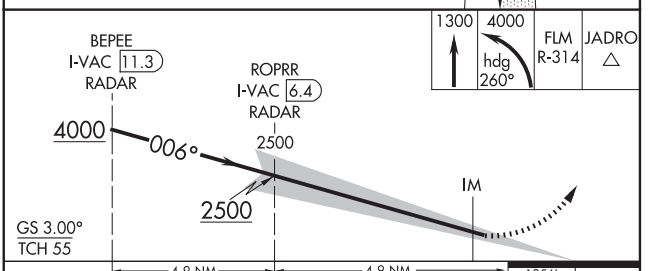
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 260° and on FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

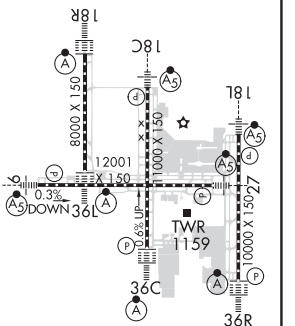


ELEV 896	D	TDZE 873

TDZ/CL all Rwys except 27
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 36L	RA 134/12 100 DA 973			



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 36C (CAT II & III)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-CVG	APP CRS	Rwy Ldg	11000
109.9	006°	TDZE	850
Chan 36		Apt Elev	896

RNP APCH - GPS.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 direct DULEY and hold, continue climb-in-hold to 4000.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175	

MISSED APCH FIX

4 NM 160° 340° DULEY

(IAF) BRCAT 6000 210K

4500 186° (9.5)

MSA KCVG 25 NM 3000

1053 1256

LOCALIZER 109.9 I-CVG Chan 36

IM 1067

991± 1114

(IAF) RUPPP 6000 210K

4500 186° (7.9)

JITEV I-CVG 7 RADAR

(IF) CIMRU I-CVG 11.7 RADAR 210K

2500 006° (4.7)

UMPTA I-CVG 15.1 RADAR

4000 006° (3)

PUPPT I-CVG 18.1 RADAR

5000 006° (3.2)

CRITR I-CVG 21.3 RADAR

6000 006° (3.2)

(IAF) ALLIE I-CVG 24.5 RADAR 7000 210K

186°

ROUTING TO UMPTA (not to scale)

LEKLE 210K

3000 096° (5.9)

3000 276° (6.3)

GRAPT 210K

(IAF) FECTA 8000

FOBEX

3000 079° (5)

3600 078° (10.5)

3000 006° (3.4)

3000 312° (5)

SWINK

SEE INSET FOR ROUTING TO UMPTA

3000 340° (5)

UMPTA I-CVG 15.1 RADAR

KURGE

3600 340° (9.9)

3600 312° (10.2)

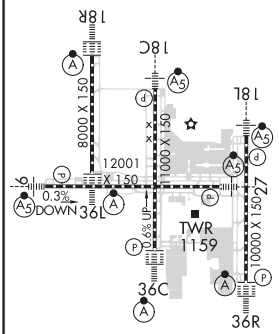
(IAF) SPOOD 8000

(IAF) DAWGY 8000

ELEV 896 TDZE 850

TDZ/CL all Rwys except 27

HIRL all Rwys



4000 DULEY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

JITEV I-CVG 7 RADAR

CIMRU I-CVG 11.7 RADAR

IM 948

2500 006° 3000

GS 3.00° TCH 52

2500

1125' 5.1 NM 4.7 NM

CATEGORY	A	B	C	D
S-ILS-36C	CAT II RA 130/12	100	DA 950	
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 06		
S-ILS 36C	CAT IIIc	NA		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 36R (CAT II & III)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-EEI	APP CRS	Rwy Ldg 10000
110.35	006°	TDZE 896
Chan 40 (Y)		Apt Elev 896

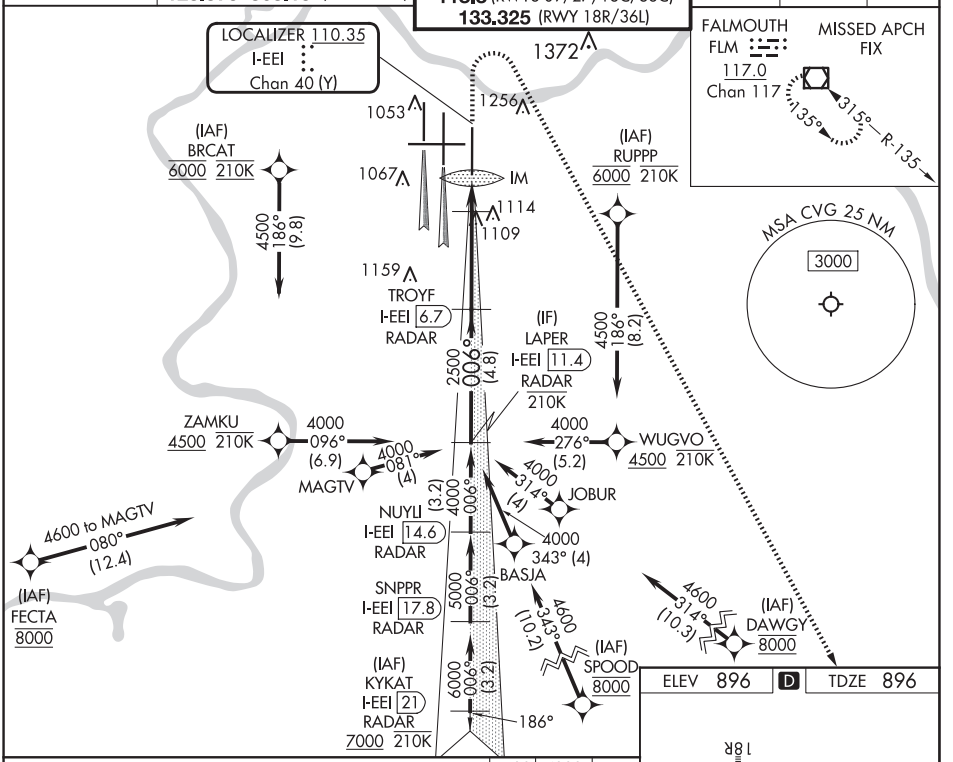
RNP APCH-GPS. From BRCAT or RUPPP or FECTA or SPOOD or DAWGY.
DME or RADAR required. RADAR required for procedure entry at KYKAT.

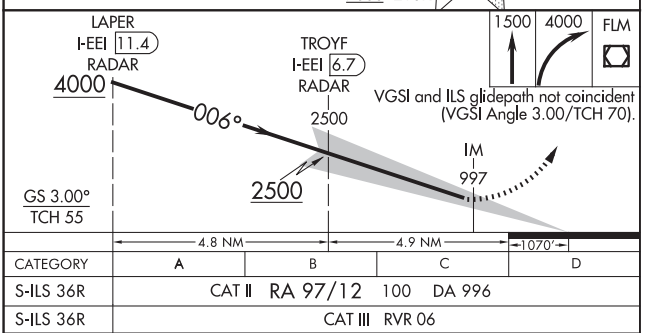
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 09/27, 18C/36C) 133.325 (RWY 18R/36L)	121.7	127.175	

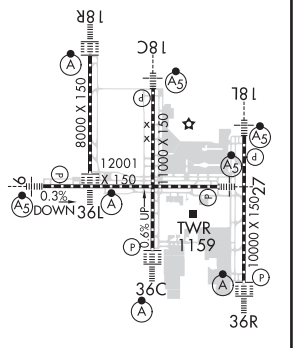




CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 97/12 100 DA 996			
S-ILS 36R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 896 D TDZE 896



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

APP CRS	Rwy Ldg	11640
096°	TDZE	883
	Apt Elev	896

RNAV (RNP) Z RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

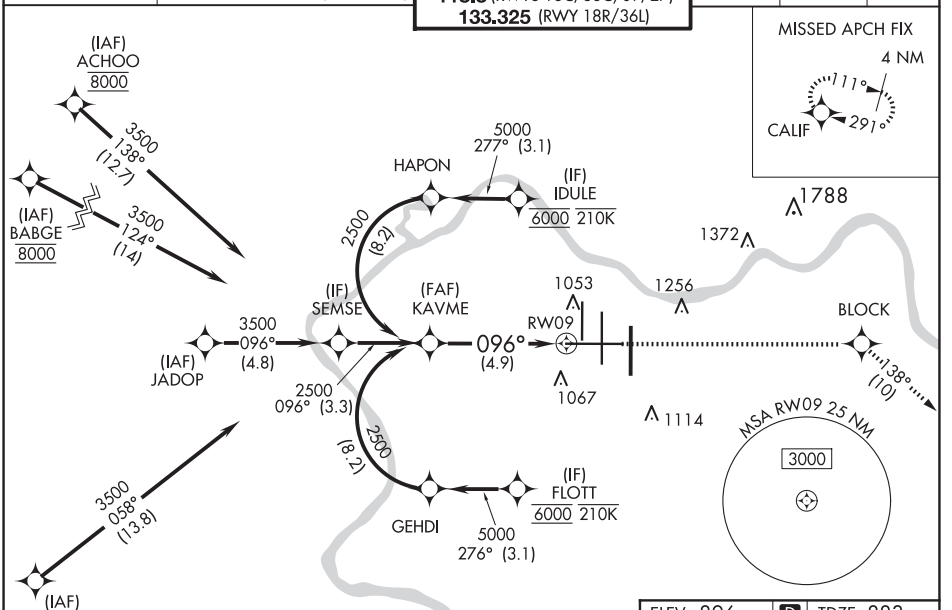
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

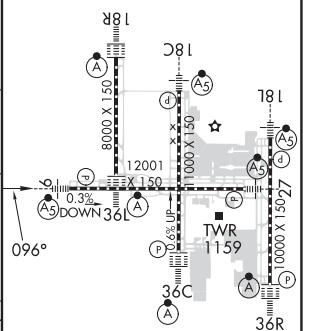
MALSR

MISSED APPROACH: Climb to 3000 direct BLOCK and on track 138° to CALIF and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

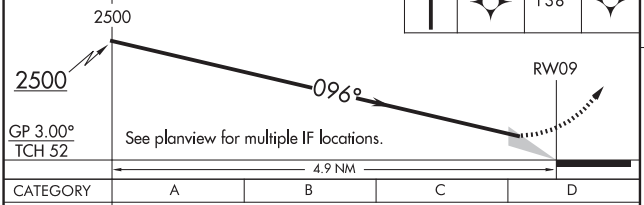


ELEV 896	D	TDZE 883



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

3000	BLOCK	tr 138°	CALIF



CATEGORY	A	B	C	D
RNP 0.18 DA		1205/26	322 (400-½)	
RNP 0.30 DA		1275/35	392 (400-⅝)	

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

COVINGTON, KENTUCKY
Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W

RNAV (RNP) Z RWY 9

SE-1, 12 JUN 2025 to 07 AUG 2025

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RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Ldg	11000
186°	TDZE	875
	Apt Elev	896

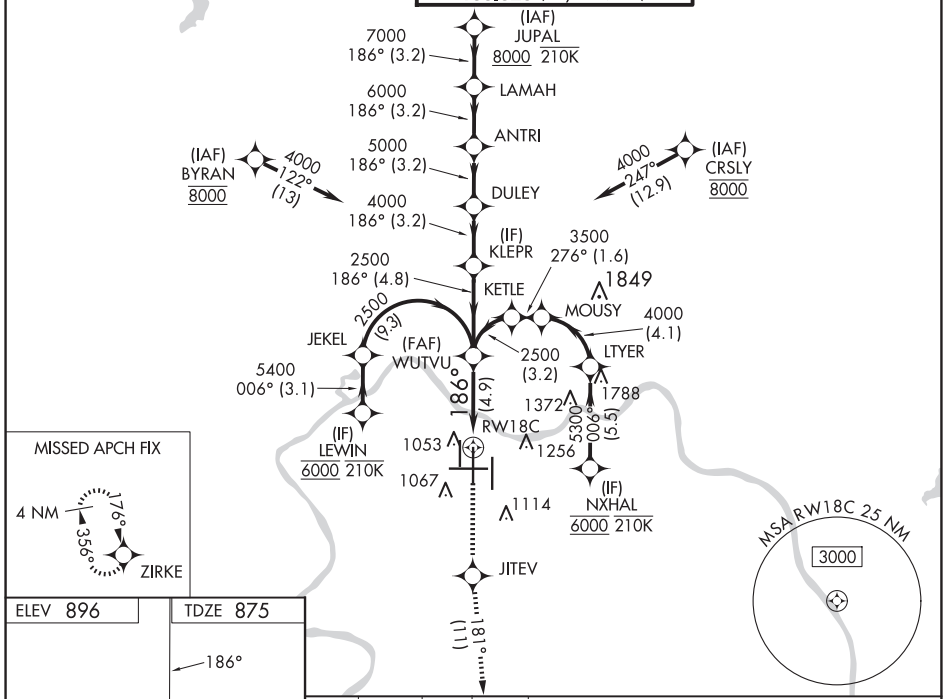
RNP AR APCH - GPS. Authorization required. From JEKEL or LTYER: RF.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized.

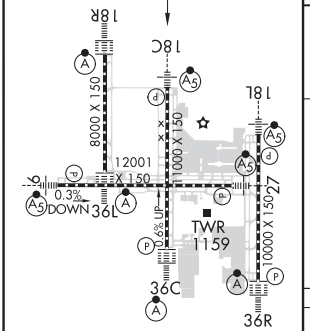
MALSR

MISSED APPROACH: Climb to 3000 direct JITEV and on track 181° to ZIRKE and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175	



ELEV 896 TDZE 875

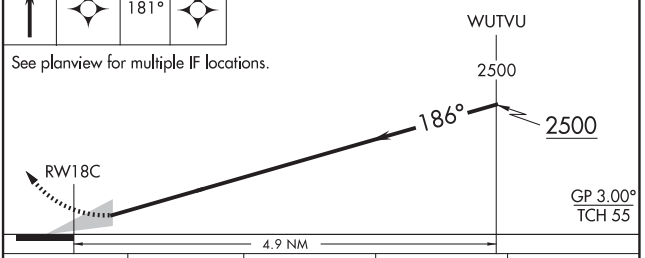


HIRL all Rwys
TDZ/CL all Rwys except 27

3000	JITEV	tr 181°	ZIRKE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA	1190/24 315 (300-½)			
RNP 0.30 DA	1389/55 514 (500-1)			

AUTHORIZATION REQUIRED

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SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

APP CRS	Rwy Ldg	10000
186°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

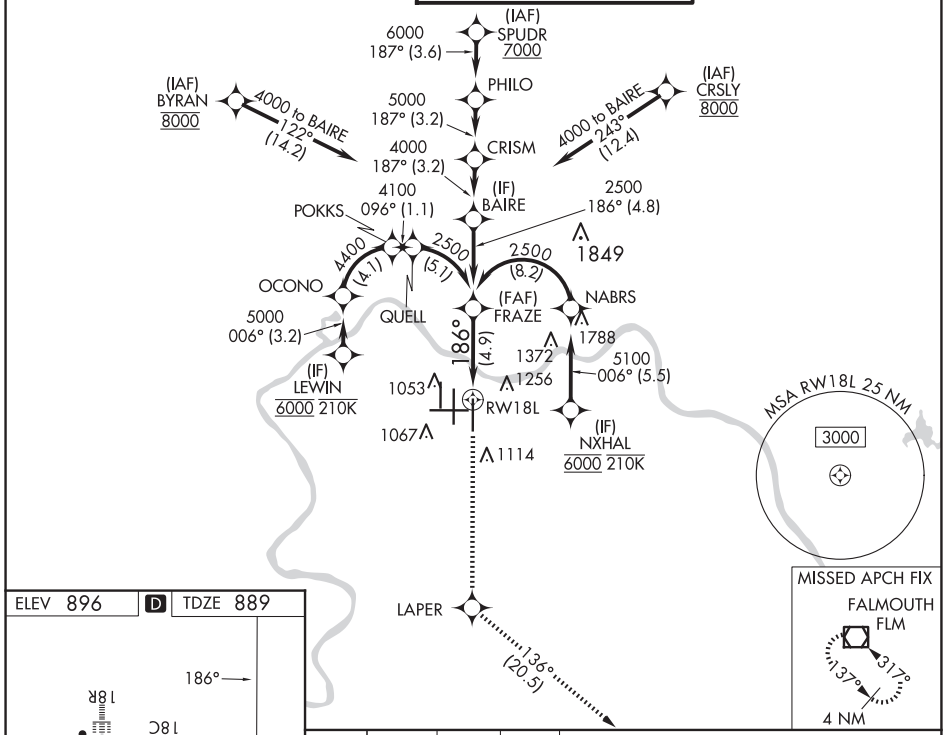
RNP AR APCH - GPS. Authorization required. From NABRS or OCONO: RF.

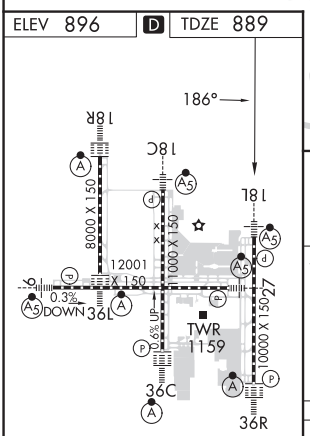
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.25 all Cats visibility to 5500 and increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



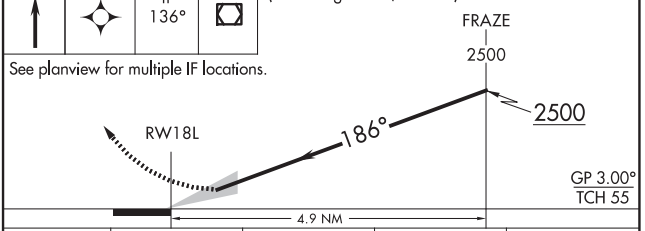


HIRL all Rwys
TDZ/CL all Rwys except 27

3000	LAPER	tr 136°	FLM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.25 DA		1240/30	351 (400-⅝)	
RNP 0.30 DA		1388/50	499 (500-1)	

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Ldg	8000
186°	TDZE	868
	Apt Elev	896

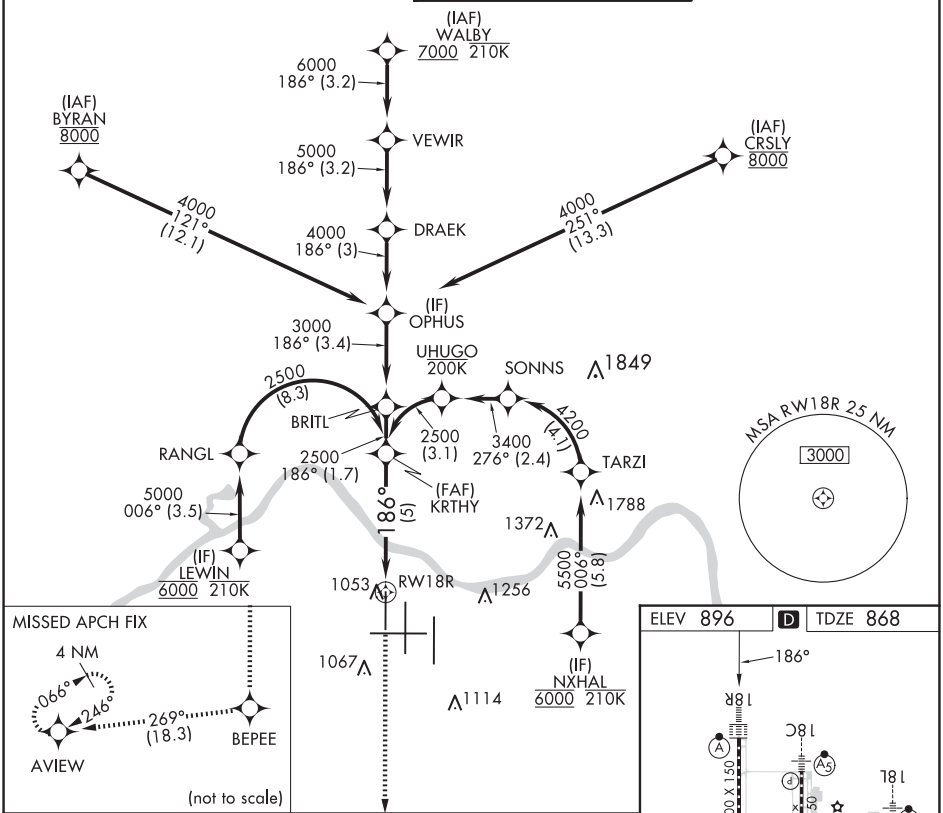
RNP AR APCH - GPS. Authorization required. From RANGL or TARZI: RF

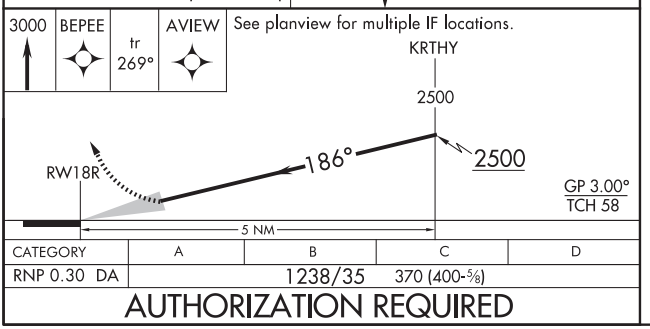
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

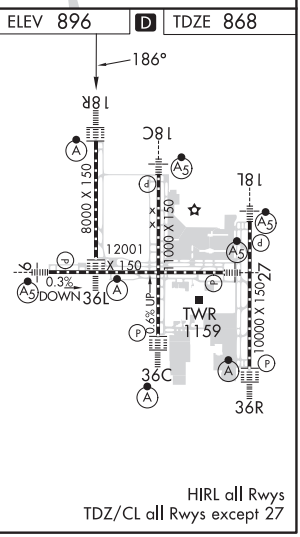
ALSF-2

MISSED APPROACH: Climb to 3000 direct BEPEE and on track 269° to AVIEW and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	







CATEGORY	A	B	C	D
RNP 0.30 DA	1238/35		370 (400-⅝)	

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

APP CRS	Rwy Ldg	12000
276°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

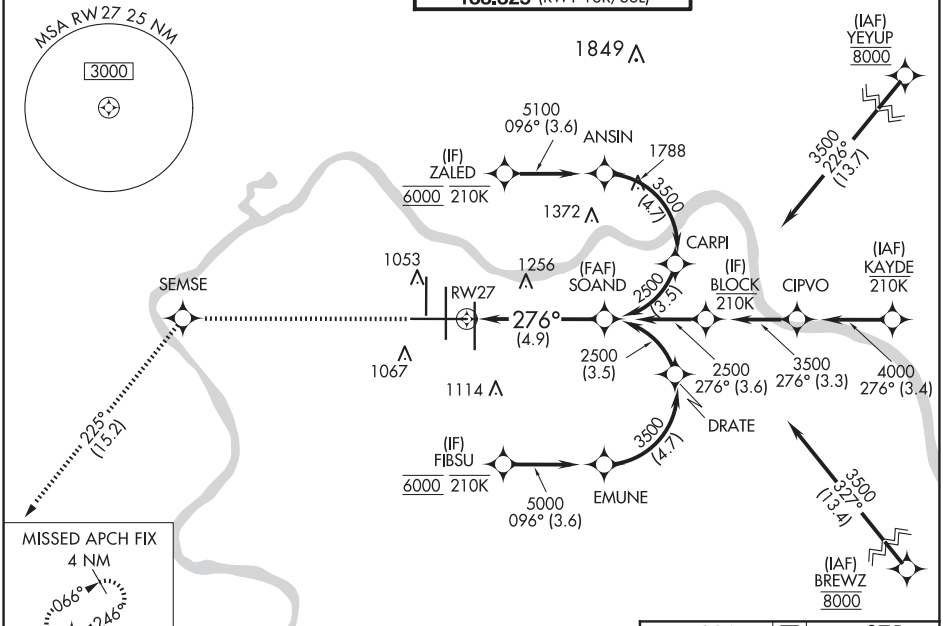
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.3 all Cats visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE and on track 225° to AVIEW and hold.

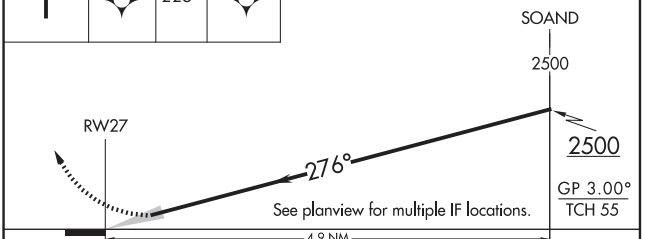
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



MISSED APCH FIX
4 NM
066°
246°
AVIEW

3000	SEMSE	tr 225°	AVIEW

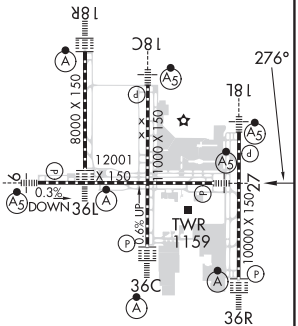
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
RNP 0.15 DA	1244/35	369 (400-⅝)		
RNP 0.23 DA	1260/35	385 (400-⅝)		
RNP 0.30 DA	1364/50	489 (500-1)		

AUTHORIZATION REQUIRED

ELEV 896 | D | TDZE 875



HIRL all Rwys
TDZ/CL all Rwys except 27

COVINGTON, KENTUCKY
Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (RNP) Z RWY 27

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Ldg	11000
006°	TDZE	850
	Apt Elev	896

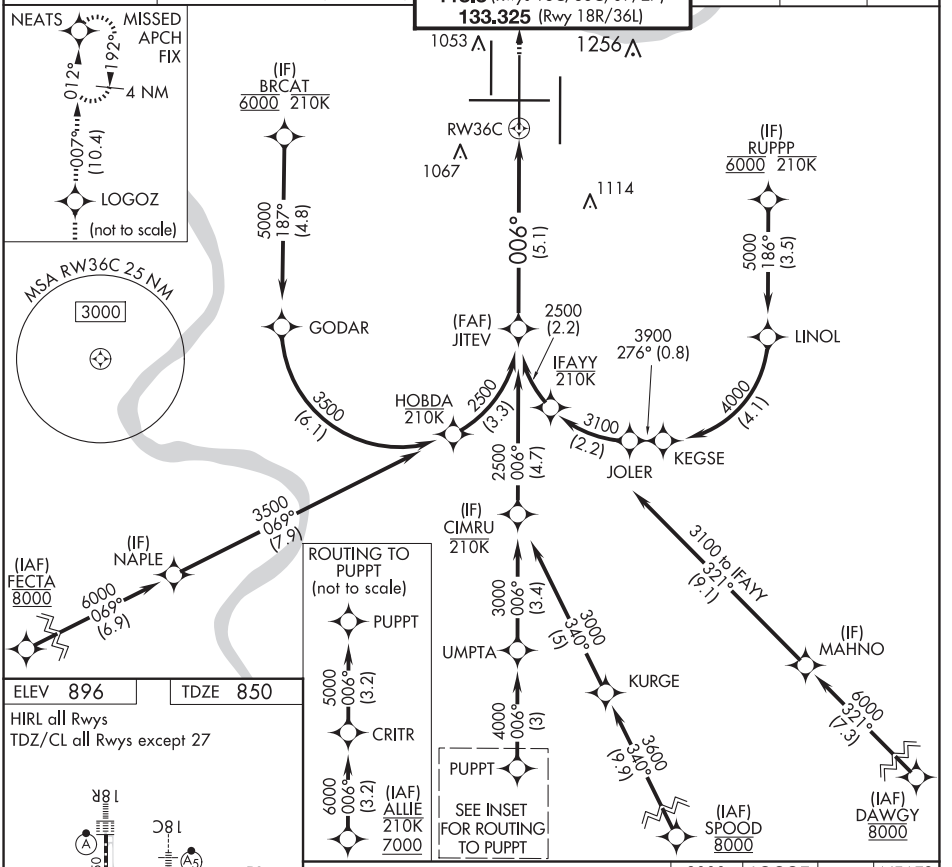
RNP AR APCH - GPS. Authorization required. From GODAR, HOBDA, IFAYY, or LINOL: RF.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized.

ALSF-2

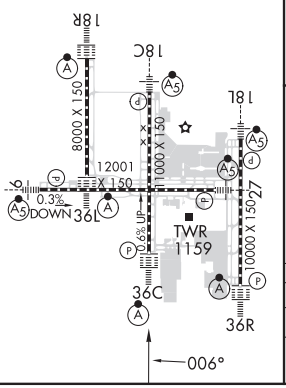
MISSED APPROACH: Climb to 3000 direct LOGOZ and on track 007° to NEATS and hold.

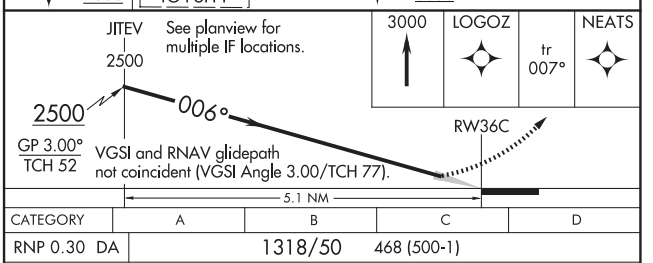
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 18R/36L)	121.7	127.175	



ELEV 896	TDZE 850

HIRL all Rwys
TDZ/CL all Rwys except 27





CATEGORY	A	B	C	D
RNP 0.30 DA	1318/50	468 (500-1)		

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

APP CRS	Rwy Ldg	8000
006°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

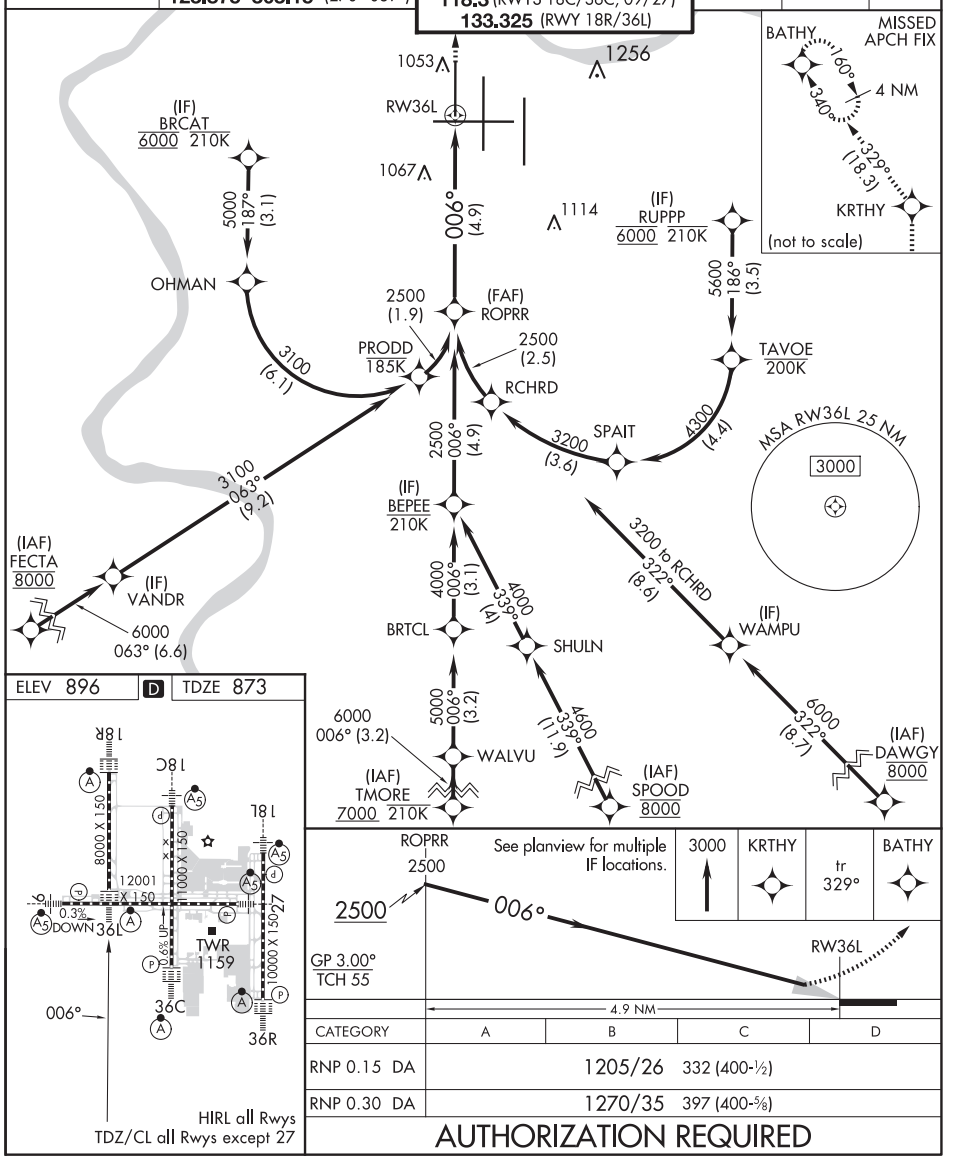
RNP AR APCH - GPS. Authorization required. From OHMAN, PRODD, RCHRD, or TAVOE: RF.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and on track 329° to BATHY and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV 896 | D | TDZE 873

CATEGORY	A	B	C	D
RNP 0.15 DA	1205/26 332 (400-½)			
RNP 0.30 DA	1270/35 397 (400-⅝)			

AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY
Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (RNP) Z RWY 36L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy Ldg	10000
006°	TDZE	896
	Apt Elev	896

RNP AR APCH - GPS. Authorization required. From ALALE, BIBWY, LINOL, or YOTUL: RF.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 direct BAIRE and on track 083° to MOAKS and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	

MSA RW36R 25 NM
3000

MISSED APCH FIX
MOAKS
BAIRE
083° (21.5)
061°
241°
4 NM
(not to scale)

1053
1067
1114
RW36R
006° (4.9)

(IF) BRCAT 6000 210K
6000 187° (3.2)
YOTUL
3800 (6.9)

(IF) RUPPP 6000 210K
4900 186° (3.5)
LINOL
3000 (6.2)

(FAF) TROYF 2500 (2)
3400 (1.2)
ZANUN
2500 (3)
BIBWY 210K
ALALE 210K
2500 006° (4.8)

3400 to ALALE 071° (8.2)

(IF) LAPER 210K

(IAF) FECTA 8000
6000 071° (7.7)
(IF) EFLOV

3000 to BIBWY 322° (9.5)

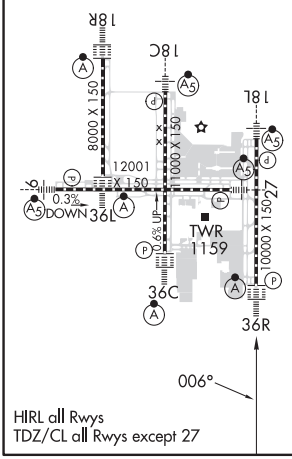
4000 006° (3.2)
343° 4000 (4)
NUYLI
BASJA

5000 006° (3.2)
SNPPR
6000 006° (3.2)

(IAF) KYKAT 7000 210K
1265
(IAF) SPOOD 8000

(IF) DUKVE
6000 326° (6.2)
(IAF) DAWGY 8000

ELEV 896 D TDZE 896

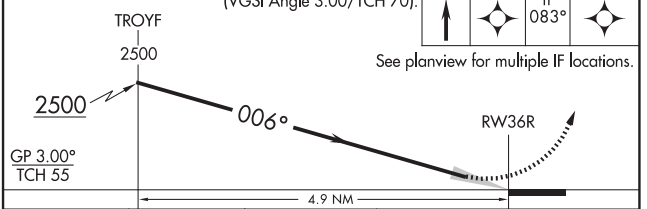


HIRL all Rwys
TDZ/CL all Rwys except 27

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

3000	BAIRE	tr 083°	MOAKS

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.16 DA		1242/30	346 (400-⅝)	
RNP 0.30 DA		1308/40	412 (500-¾)	

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25163

RNAV (GPS) Y RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

WAAS CH 65709 W09A	APP CRS 096°	Rwy Ldg 11640 TDZE 883 Apt Elev 896

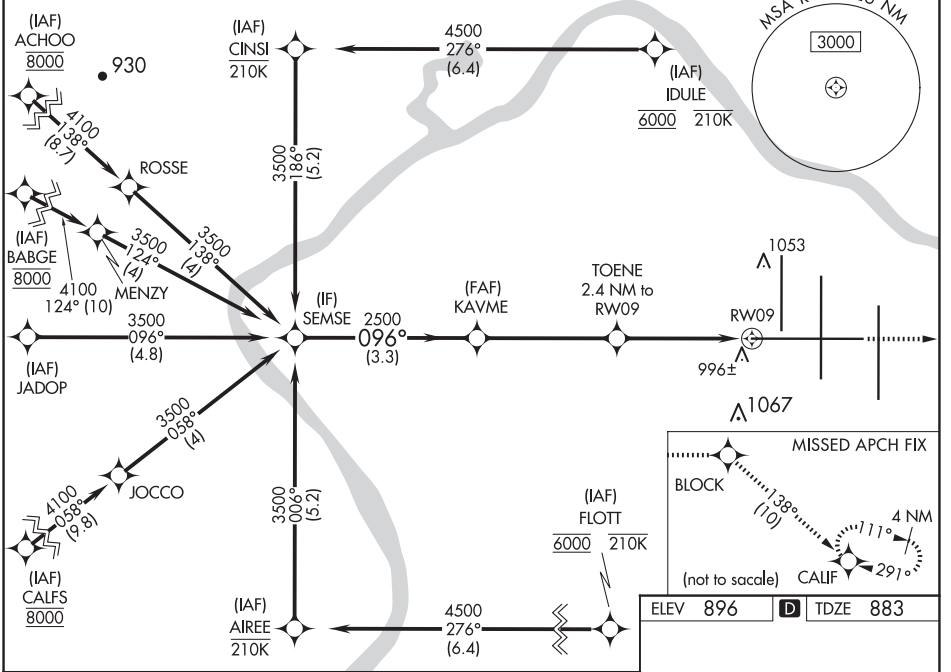
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C and D visibility to RVR 5500.

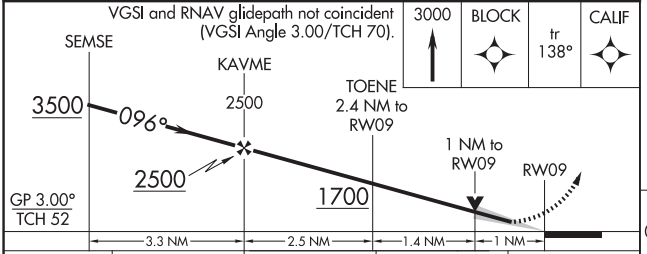
MALSR

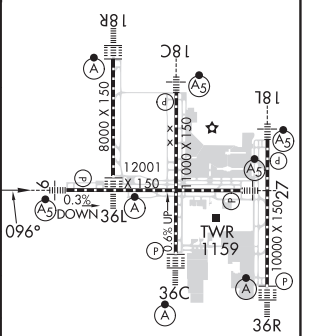
MISSED APPROACH: Climb to 3000 direct BLOCK and on track 138° to CALIF and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV 896 D TDZE 883





CATEGORY	A	B	C	D
LPV DA	1083/18 200 (200-½)			
LNAV/VNAV DA	1260/35 377 (400-⅝)			
LNAV MDA	1260/24 377 (400-½)		1260/35 377 (400-⅝)	
CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 27

COVINGTON, KENTUCKY
Amdt 2 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W

RNAV (GPS) Y RWY 9

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86803 W18B	APP CRS 186°	Rwy Ldg 11000 TDZE 875 Apt Elev 896

RNAV (GPS) Y RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

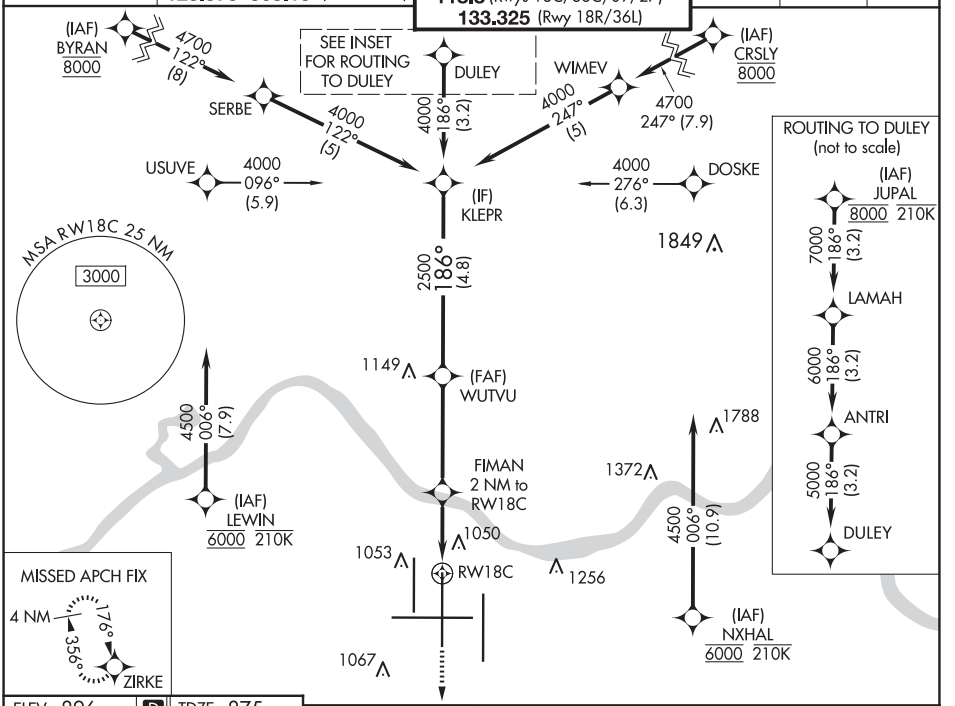
RNP APCH - GPS.

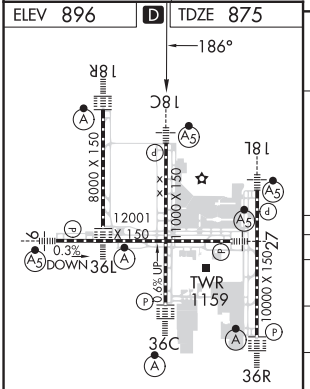
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized with Rwy 18L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.

D-ATIS ARR / DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375 / 135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 18R/36L)	121.7	127.175	

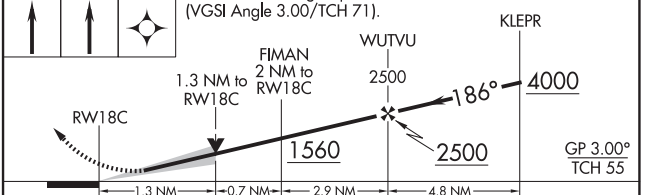




HIRL all Rwys
TDZ/CL all Rwys except 27

1300	3000	ZIRKE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA	1075/18 200 (200-½)			
LNAV/VNAV DA	1398/55 523 (600-1)			
LNAV MDA	1360/24 485 (500-½)		1360/50 485 (500-1)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY | AL-655 (FAA) | 25163

WAAS CH 40103 W18A	APP CRS 186°	Rwy Ldg 10000 TDZE 889 Apt Elev 896

RNAV (GPS) Y RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

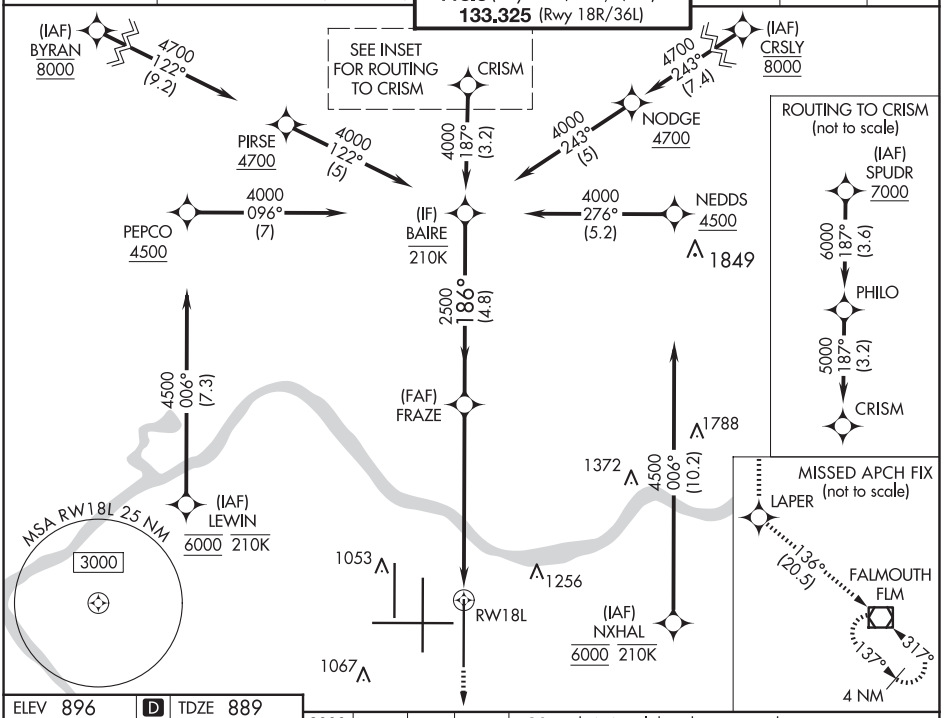
RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility to 1⅜ SM.

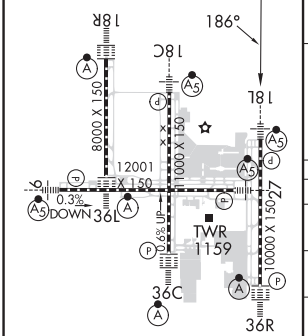
MALSR

MISSED APPROACH: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

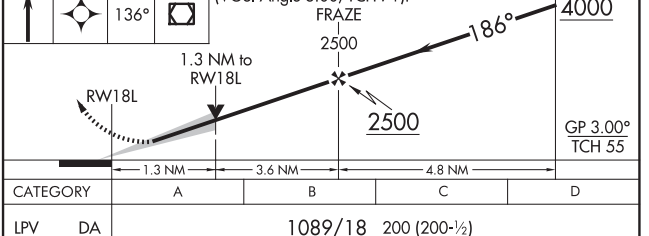
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	121.7	127.175	



ELEV 896 | D | TDZE 889



HIRL all Rwys
TDZ/CL all Rwys except 27



CATEGORY	A	B	C	D
LPV DA	1089/18 200 (200-½)			
LNAV/VNAV DA	1360/50 471 (500-1)			
LNAV MDA	1360/24 471 (500-½)		1360/50 471 (500-1)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

COVINGTON, KENTUCKY
Amdt 2 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (GPS) Y RWY 18L

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58099 W18D	APP CRS 186°	Rwy Ldg 8000 TDZE 868 Apt Elev 896

RNAV (GPS) Y RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

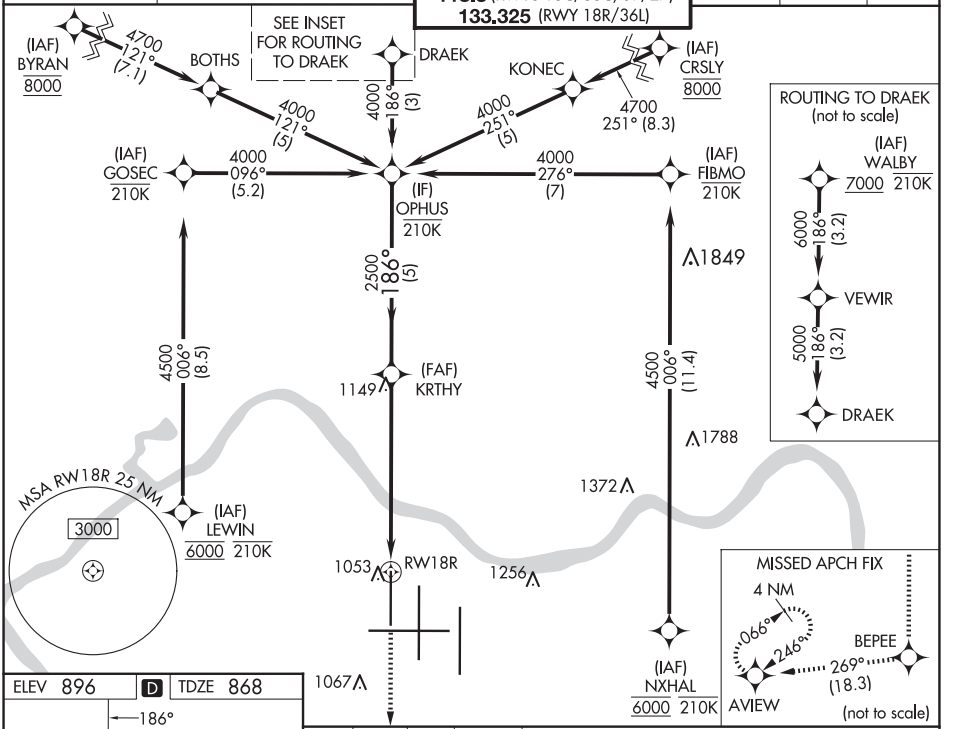
RNP APCH - GPS.

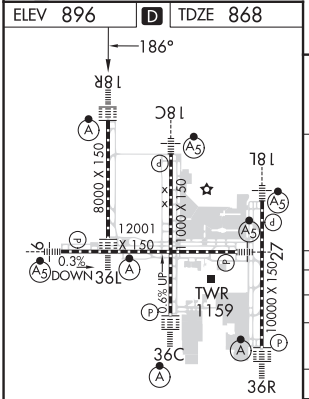
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized with Rwy 18L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C/D visibility to 1⅜ SM.

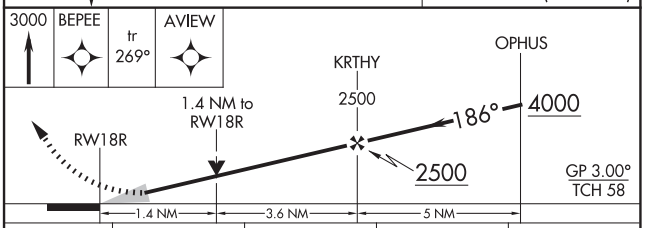
ALSF-2

MISSED APPROACH: Climb to 3000 direct BEPEE and on track 269° to AVIEW and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	







CATEGORY	A	B	C	D
LPV DA	1068/18 200 (200-½)			
LNAV/VNAV DA	1214/30 346 (400-⅝)			
LNAV MDA	1360/24 492 (500-½)		1360/50 492 (500-1)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25163

RNAV (GPS) Y RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

WAAS	APP CRS	Rwy Ldg	12000
CH 86809	276°	TDZE	875
W27A		Apt Elev	896

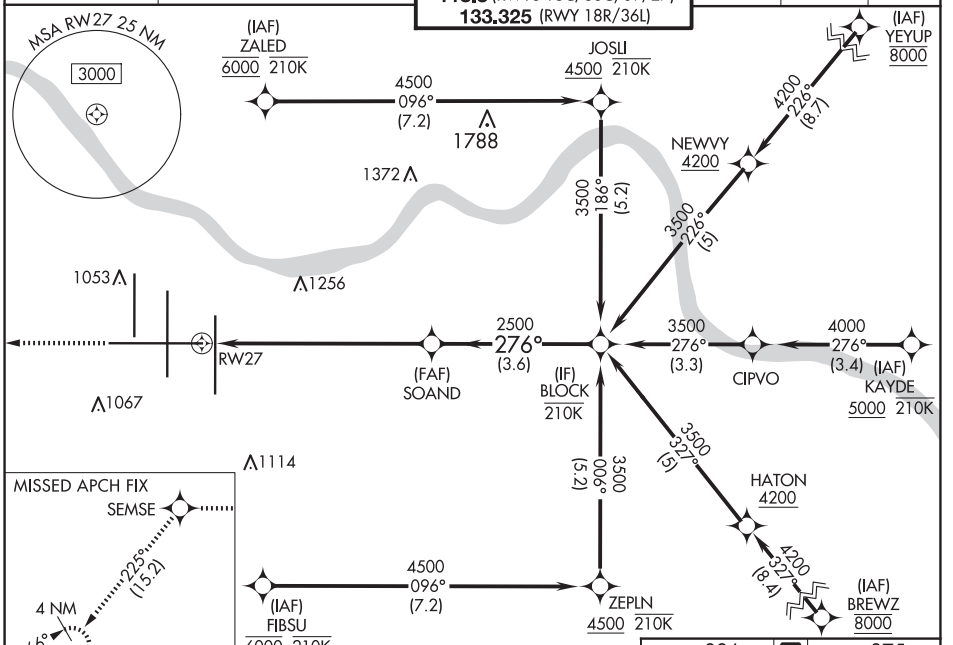
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

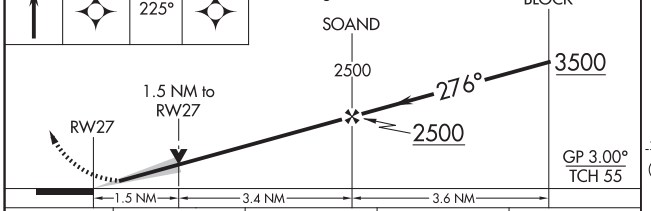
MISSED APPROACH: Climb to 3000 direct SEMSE then on track 225° to AVIEW and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



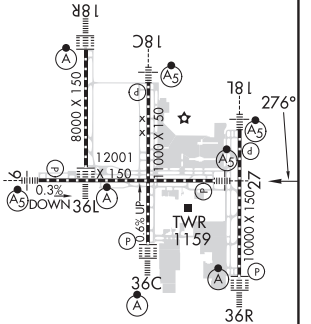
3000	SEMSE	tr 225°	AVIEW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).



CATEGORY	A	B	C	D
LPV DA*	1075/24 200 (200-½)			
LNAV/VNAV DA	1320/45 445 (500-⅞)			
LNAV MDA	1420/24 545 (600-½)		1420/60 545 (600-1¼)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

ELEV 896 D TDZE 875



HIRL all Rwys
TDZ/CL all Rwys except 27

COVINGTON, KENTUCKY
Amdt 1 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 27

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

WAAS CH 97609 W36B	APP CRS 006°	Rwy Ldg 11000 TDZE 850 Apt Elev 896

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV visibility all Cats and LNAV Cat C and D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LOGOZ and on track 007° to NEATS and hold.

D-ATIS ARR 134.375 DEP 135.3	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 9/27) 133.325 (Rwy 18R/36L)	GND CON 121.7	CLNC DEL 127.175	CPDLC

MISSED APCH FIX (not to scale)

NEATS 012° 192° 4 NM 007° (10.4) LOGOZ

(IAF) BRCAT 6000 210K

4500 186° (9.5)

RW36C

1053 1067 1003± 1013 1114 1256

TABBO 1.5 NM to RW36C

(IAF) RUPPP 6000 210K

4500 186° (7.9)

(FAF) JITEV

2500 006° (4.7)

(IF) CIMRU 210K

MSA RW36C 25 NM 3000

LEKLE 210K 3000 096° (5.9)

3000 276° (6.3) GRAPT 210K

(IAF) FECTA 8000 3600 078° (10.5)

FOBEX 3000 079° (5)

3000 006° (3.4) 3000 312° (5) 3000 340° (5) SWINK

UMPTA

SEE INSET FOR ROUTING TO UMPTA

KURGE 3600 340° (9.9) 3600 312° (10.2)

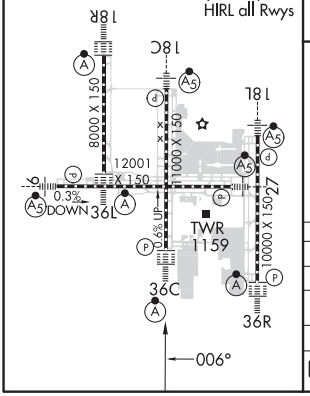
(IAF) SPOOD 8000 (IAF) DAWGY 8000

ROUTING TO UMPTA (not to scale)

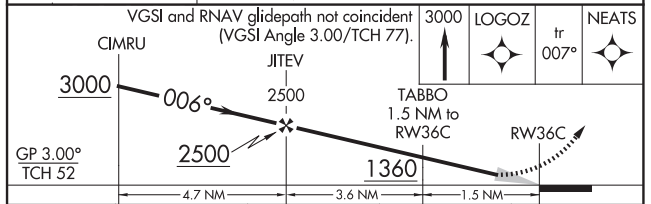
UMPTA 4000 006° (3) PUPPT 5000 006° (3.2) CRITR 6000 006° (3.2) (IAF) ALLIE 7000 210K

ELEV 896 TDZE 850

TDZ/CL all Rwys except 27 HIRL all Rwys



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).



CATEGORY	A	B	C	D
LPV DA	1050/18 200 (200-½)			
LNAV/VNAV DA	1260/40 410 (400-¾)			
LNAV MDA	1260/24 410 (400-½)		1260/40 410 (400-¾)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON, KENTUCKY

AL-655 (FAA)

25163

RNAV (GPS) Y RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

WAAS	APP CRS	Rwy Ldg	8000
CH 49099	006°	TDZE	873
W36A		Apt Elev	896

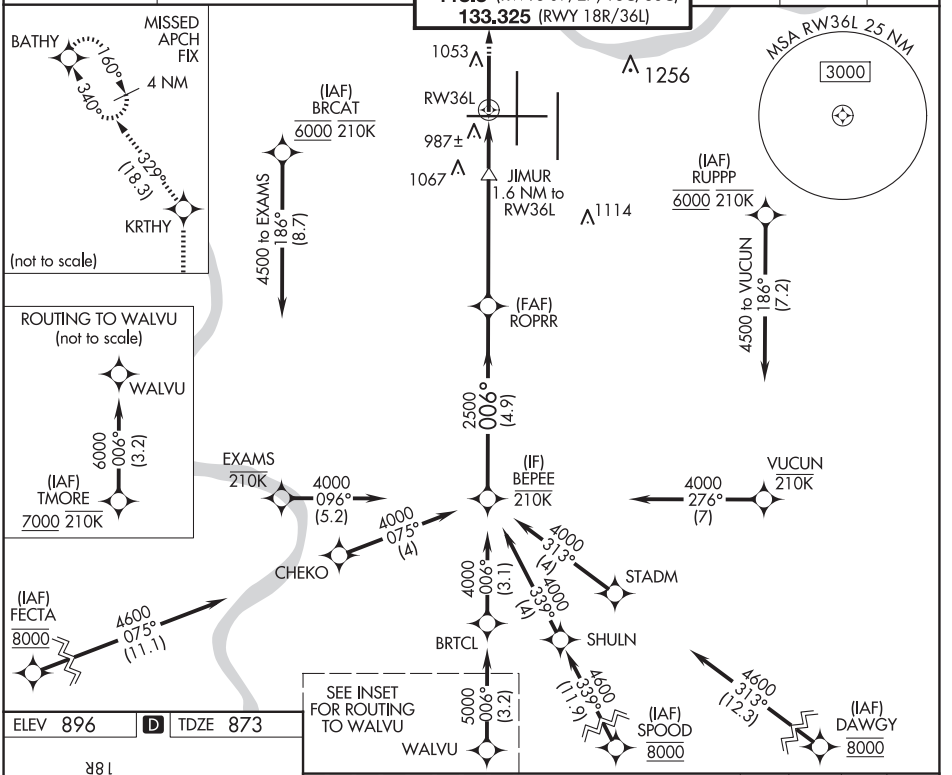
RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

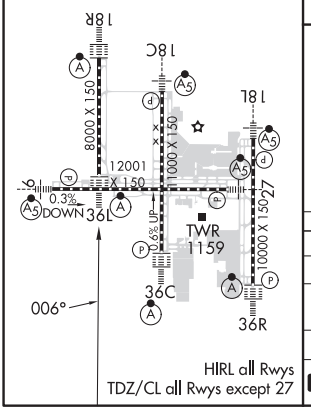
ALSF-2

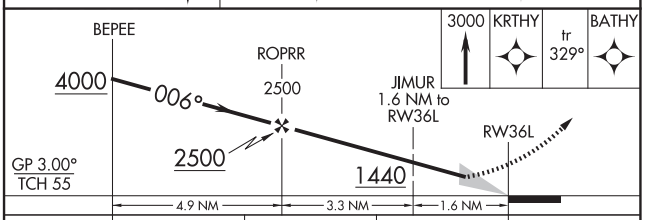
MISSED APPROACH: Climb to 3000 direct KRTHY and on 329° track to BATHY and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 09/27, 18C/36C) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV 896	D	TDZE 873





CATEGORY	A	B	C	D
LPV DA	1073/18 200 (200-½)			
LNAV/VNAV DA	1240/35 367 (400-⅝)			
LNAV MDA	1240/24 367 (400-½)		1240/35 367 (400-⅝)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

COVINGTON, KENTUCKY
Amdt 2 12JUN25

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W

RNAV (GPS) Y RWY 36L

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42709 W36D | APP CRS 006° | Rwy Ldg 10000 TDZE 896 Apt Elev 896

RNAV (GPS) Y RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

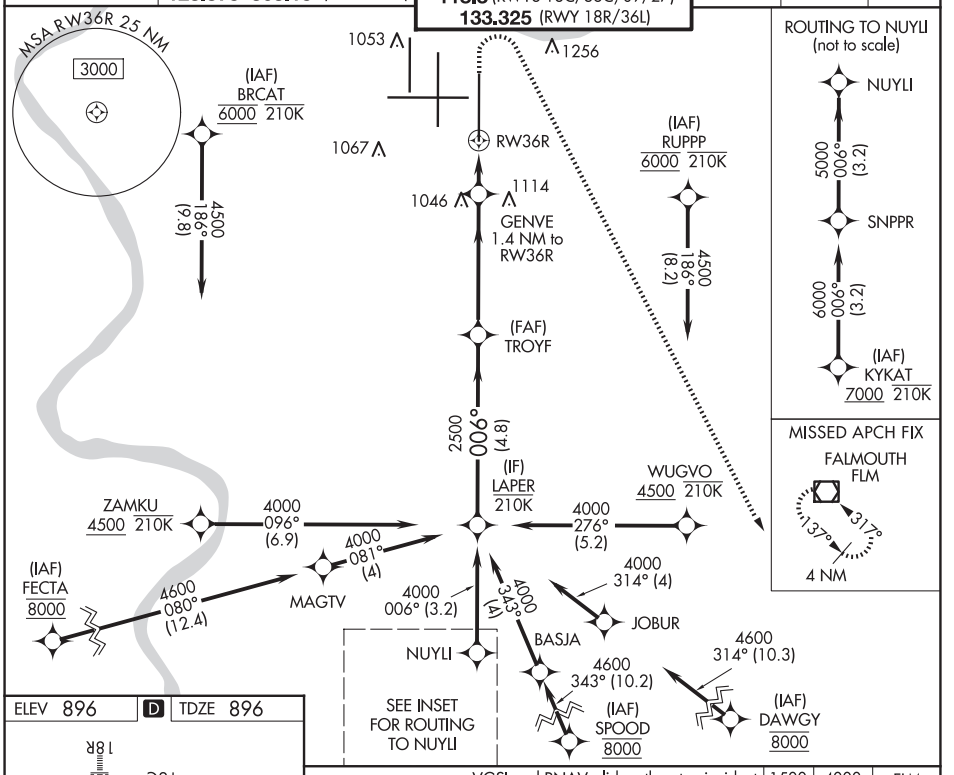
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C and D visibility to 1⅜ SM.

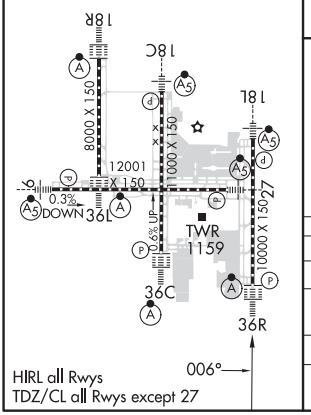
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

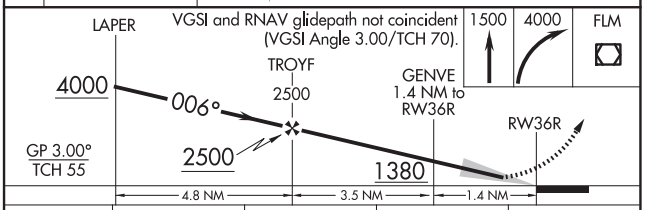
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL	CPDLC
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175	



ELEV 896 | D | TDZE 896



HIRL all Rwys
TDZ/CL all Rwys except 27

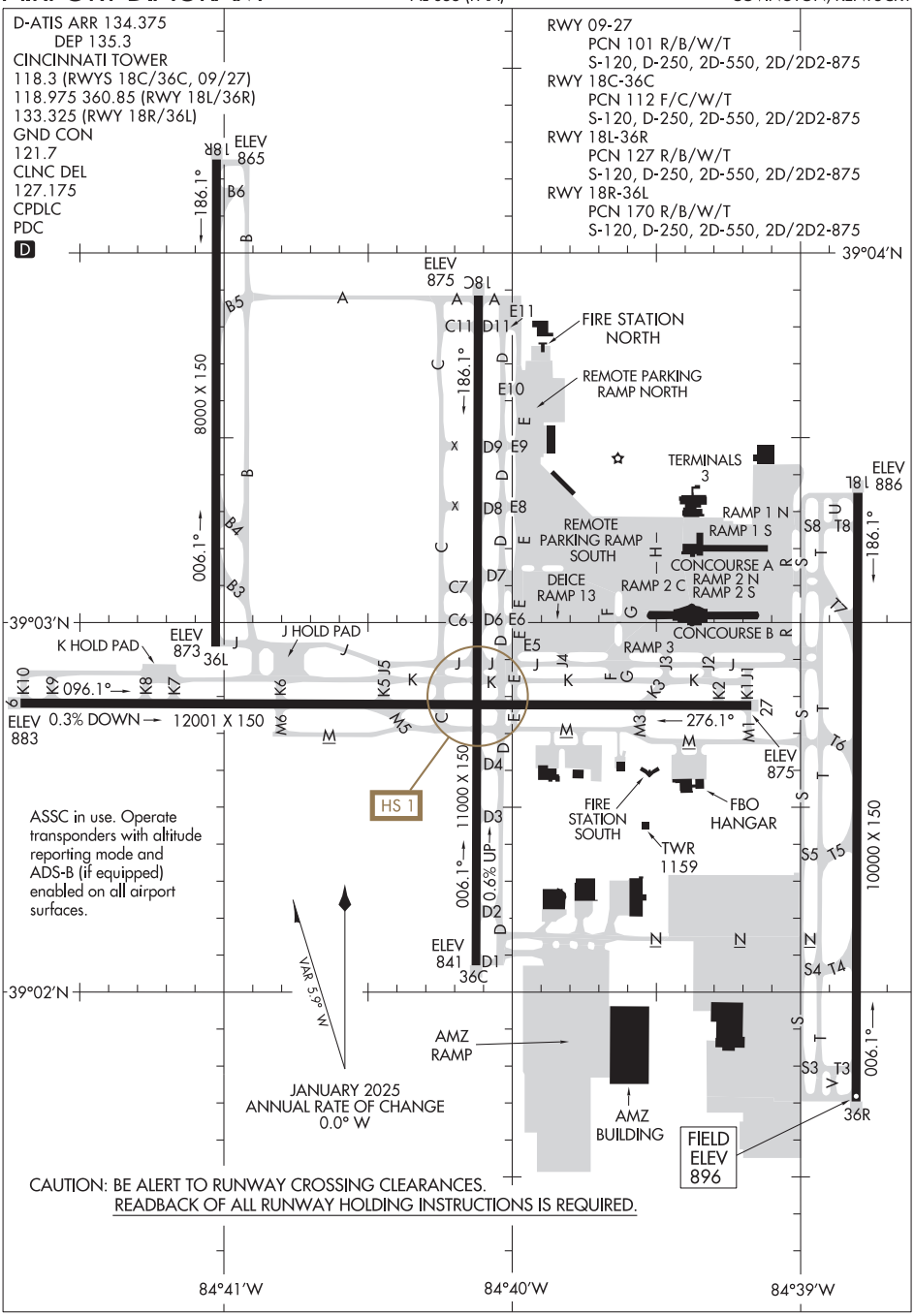


CATEGORY	A	B	C	D
LPV DA	1096/18	200 (200-½)		
LNAV/VNAV DA	1340/45	444 (500-⅞)		
LNAV MDA	1360/24	464 (500-½)	1360/50	464 (500-1)
CIRCLING	1460-1	564 (600-1)	1560-1¾	1560-2
			664 (700-1¾)	664 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25107
AIRPORT DIAGRAM

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



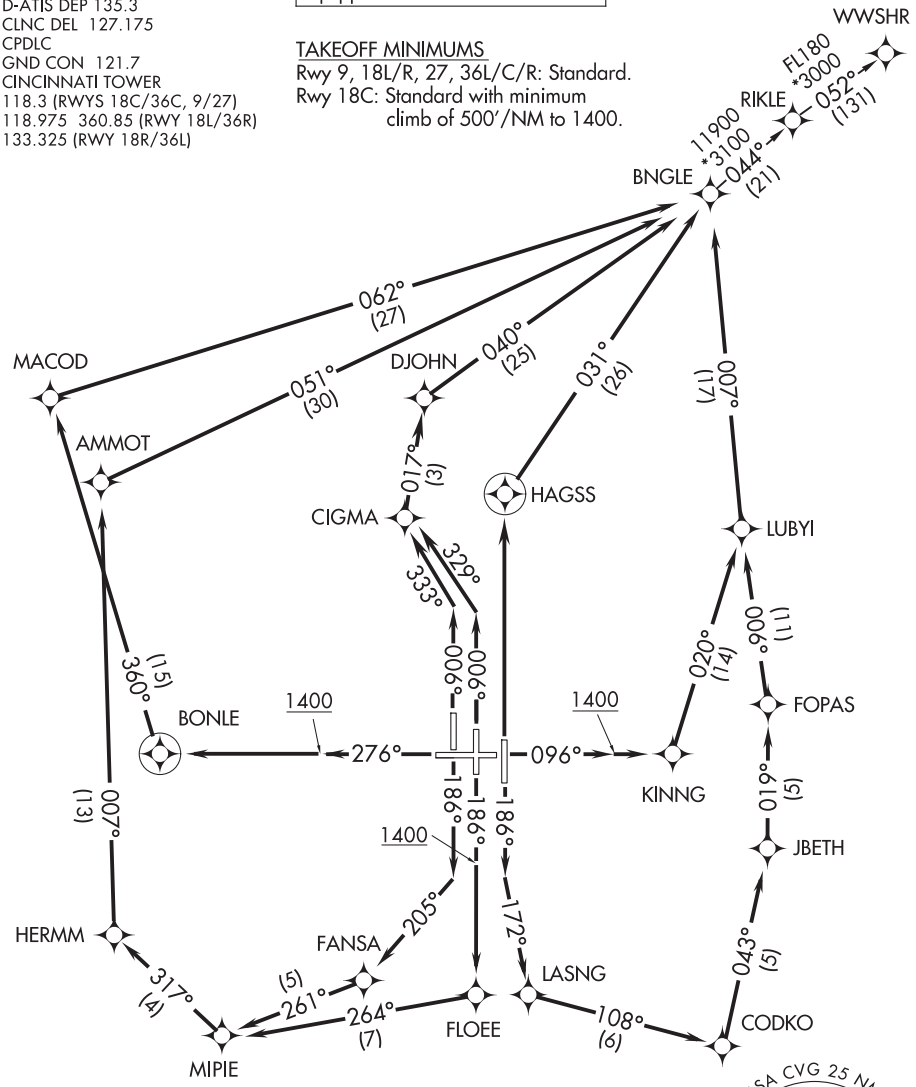
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS DEP 135.3
CLNC DEL 127.175
CPDLC
GND CON 121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS) 5000/(PROPS) 4000

TAKEOFF MINIMUMS
Rwy 9, 18L/R, 27, 36L/C/R: Standard.
Rwy 18C: Standard with minimum climb of 500'/NM to 1400.



NOTE: Increase speed to 250K until reaching/leaving 10000' feet. If unable, advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 020° to LUBYI, then on track 007° to BNGLE, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 006° to LUBYI, then on track 007° to BNGLE, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 062° to BNGLE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .
TAKEOFF RUNWAY 36R: Climb direct HAGSS, then on track 031° to BNGLE, thence. . . .

. . . .turbojets: Maintain 5000, All other aircraft: Maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

RIKLE TRANSITION (BNGLE5.RIKLE)
WWSHR TRANSITION (BNGLE5.WWSHR)

SE-1, 12 JUN 2025 to 07 AUG 2025

CHCLL SIX DEPARTURE (RNAV)

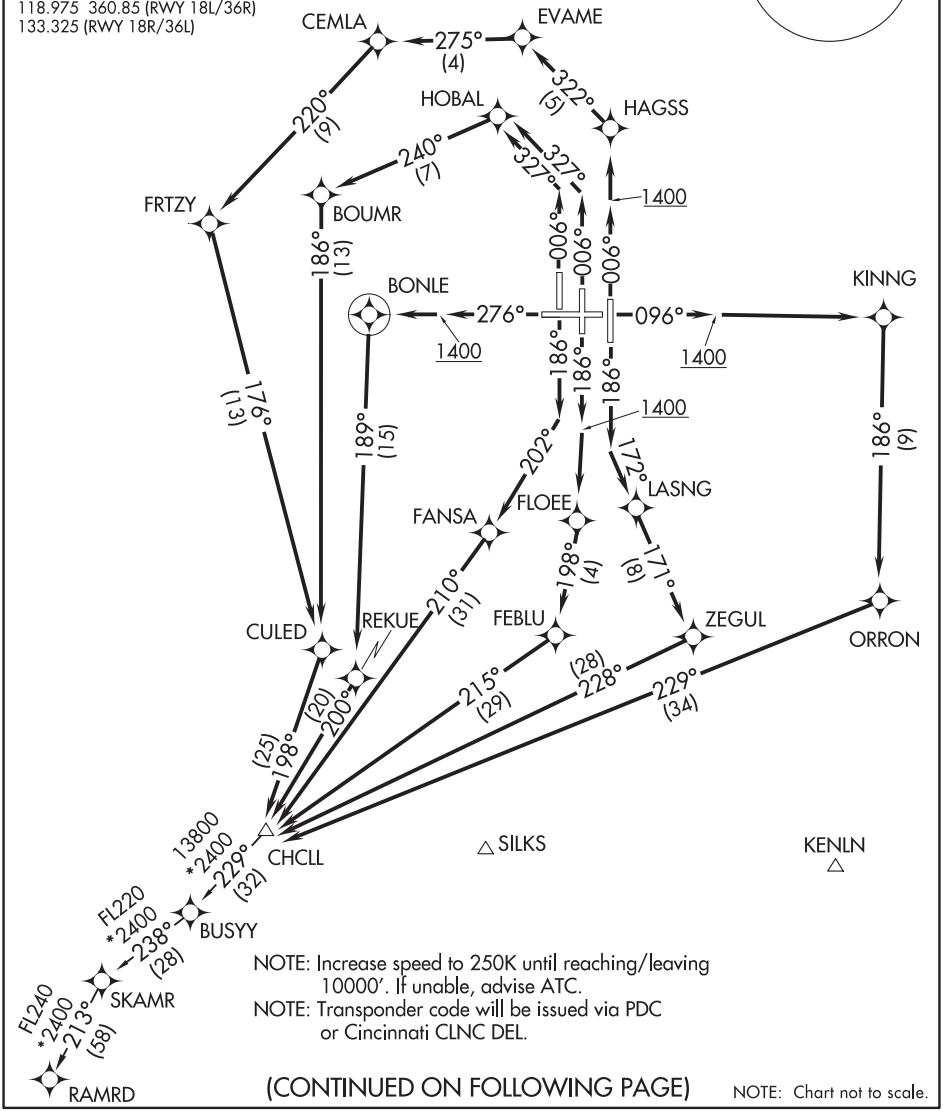
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS DEP
135.3
CLNC DEL
127.175
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS) 5000/(PROPS) 4000

MSA CVG 25 NM
3000

TAKEOFF MINIMUMS
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.



NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 229° to CHCLL, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 215° to CHCLL, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 228° to CHCLL, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 210° to CHCLL, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 200° to CHCLL, thence . . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 198° to CHCLL, thence . . . .

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

BUSYY TRANSITION (CHCLL6.BUSYY)
SKAMR TRANSITION (CHCLL6.SKAMR)
RAMRD TRANSITION (CHCLL6.RAMRD)

SE-1, 12 JUN 2025 to 07 AUG 2025

CINCINNATI SIX DEPARTURE

AL-655 (FAA) COVINGTON, KENTUCKY

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS 135.3
CLNC DEL
127.175
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)

RADAR required.

TOP ALTITUDE: (JETS) 5000 (PROPS) 4000

DRYER
113.6 DJB
Chan 83

ROSEWOOD
117.5 ROD
Chan 122

R-230

R-046

DAYTON
114.5 DQN
Chan 92

MUNCIE
114.4 MIE
Chan 91

R-230

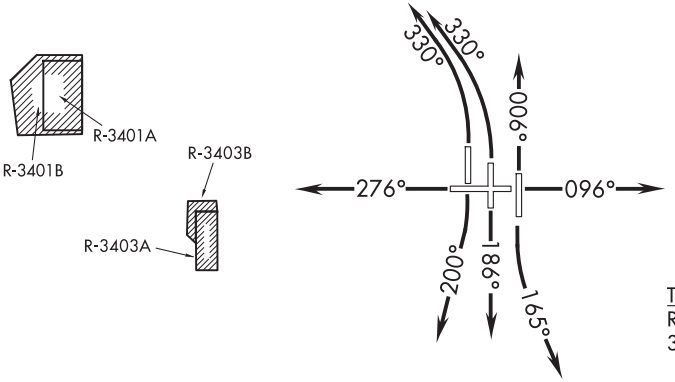
R-261

RIKLE

APPLETON
116.7 APE
Chan 114

NOTE: SPECIAL INSTRUCTIONS: Appropriate departure frequency will be assigned by ATC.

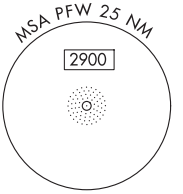
NOTE: Jets accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.



TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

LOUISVILLE
114.8 IIU
Chan 95

LEXINGTON
112.6 HYK
Chan 73



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° or as assigned, thence. . . .
TAKEOFF RUNWAY 18L: Climbing left turn on heading 165°, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° or as assigned, thence. . . .
TAKEOFF RUNWAY 18R: Climbing right turn on heading 200°, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° or as assigned, thence. . . .
TAKEOFF RUNWAYS 36L/C: Climbing left turn on heading 330°, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° or as assigned, thence. . . .

. . . .on RADAR vectors to filed/assigned route. Jet aircraft maintain 5000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SE-1, 12 JUN 2025 to 07 AUG 2025

(GIPLE7.GIPLE) 24137 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GIPLE SEVEN DEPARTURE (RNAV) Departure Routes

COVINGTON, KENTUCKY

RNAV 1 - DME/DME/IRU or GPS.

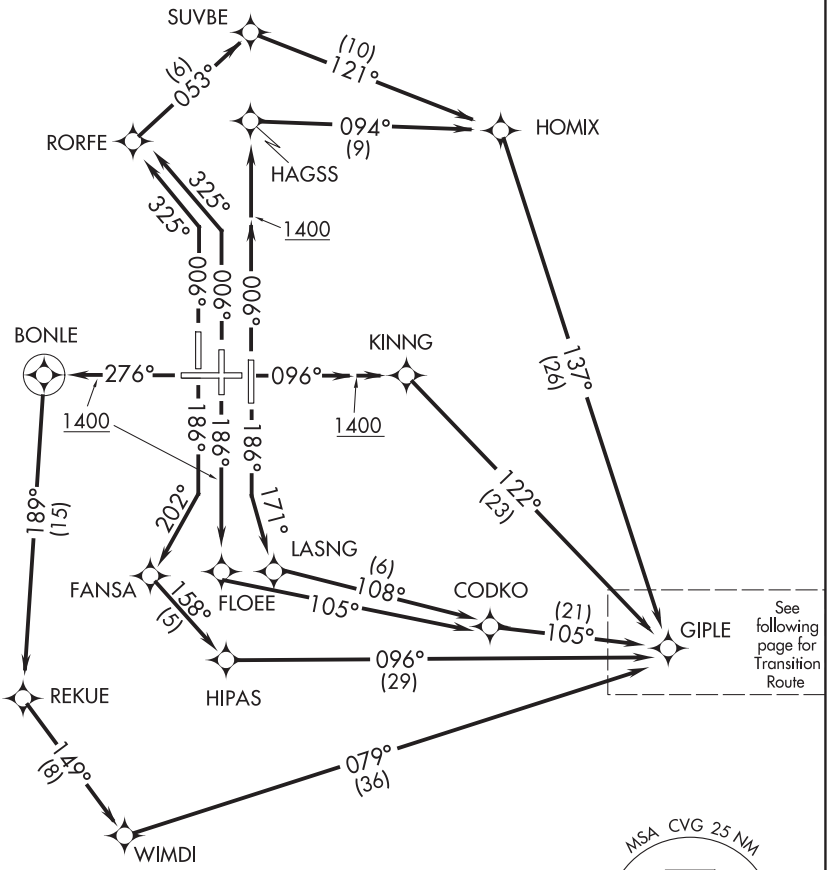
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: (JETS/PROPS) 5000 4000

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CPDLC
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.



NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

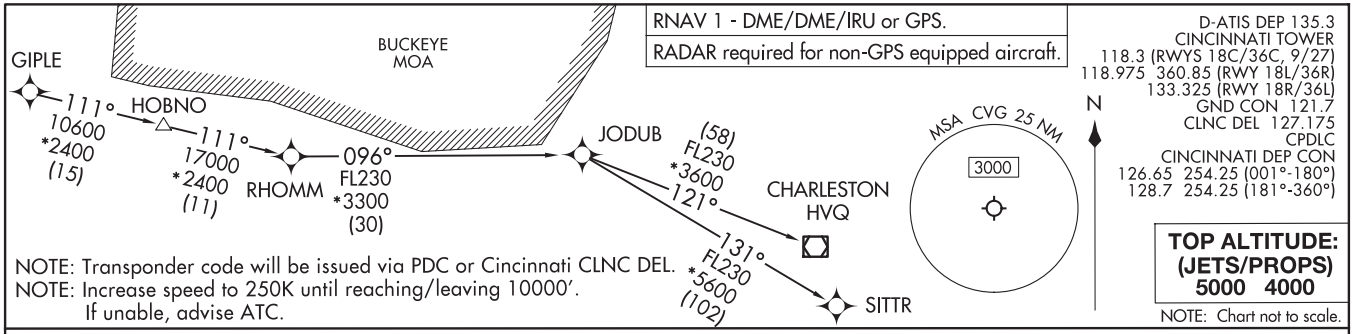
NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025



NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Increase speed to 250K until reaching/leaving 10000'.
If unable, advise ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 122° to GIPLE, thence …

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 105° to GIPLE, thence …

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 105° to GIPLE, thence …

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 158° to HIPAS, then on track 096° to GIPLE, thence …

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 149° to WIMDI, then on track 079° to GIPLE, thence …

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPLE, thence…

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPLE, thence …

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 137° to GIPLE, thence …

…turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

CHARLESTON TRANSITION (GIPLE7.HVQ):

JODUB TRANSITION (GIPLE7.JODUB):

SITTR TRANSITION (GIPLE7.SITTR):

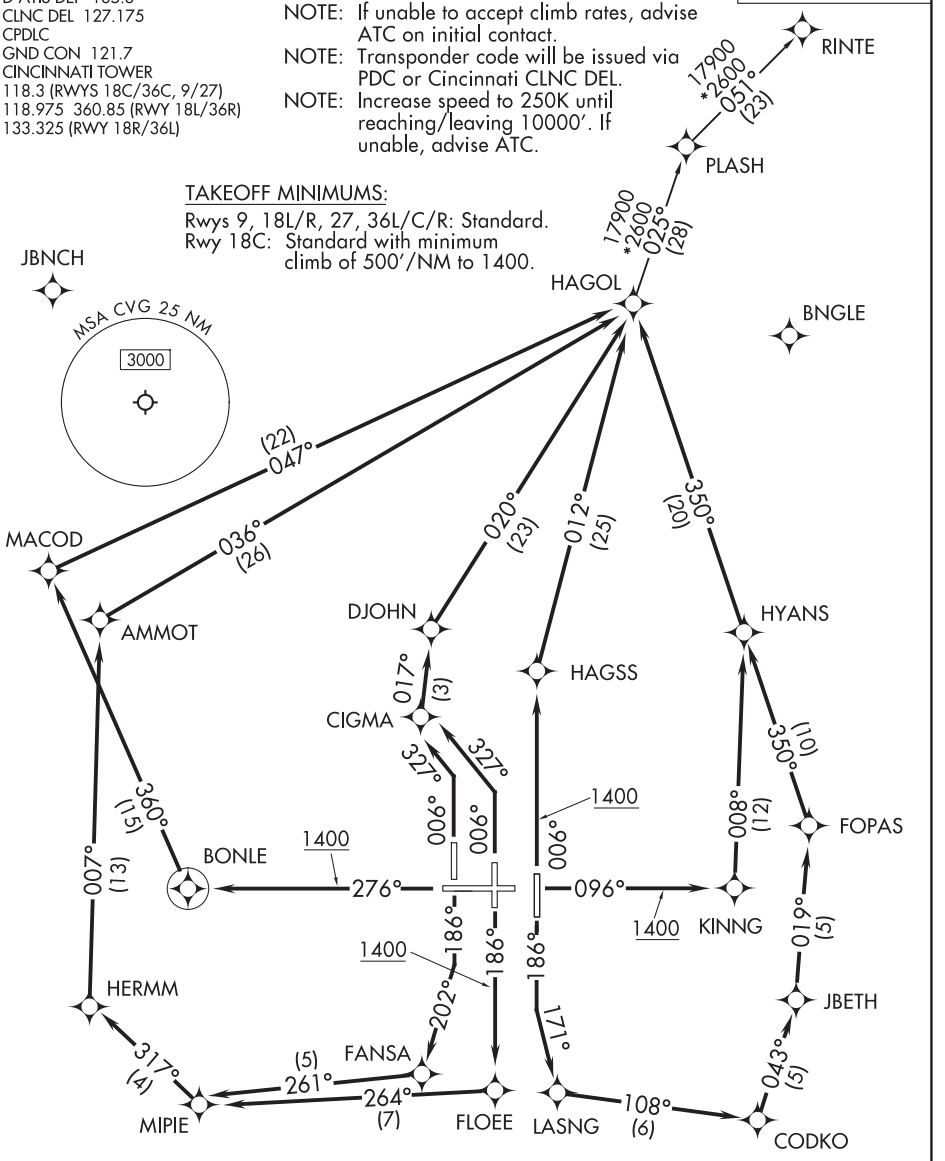
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS DEP 135.3
CLNC DEL 127.175
CPDLC
GND CON 121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS/PROPS)
5000 4000

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

TAKEOFF MINIMUMS:
Rwys 9, 18L/R, 27, 36L/C/R: Standard.
Rwy 18C: Standard with minimum climb of 500'/NM to 1400.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 350° to HAGOL, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 350° to HYANS, then on track 350° to HAGOL, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 047° to HAGOL, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 012° to HAGOL, thence. . . .

. . . .Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

PLASH TRANSITION (HAGOL5.PLASH)
RINTE TRANSITION (HAGOL5.RINTE)

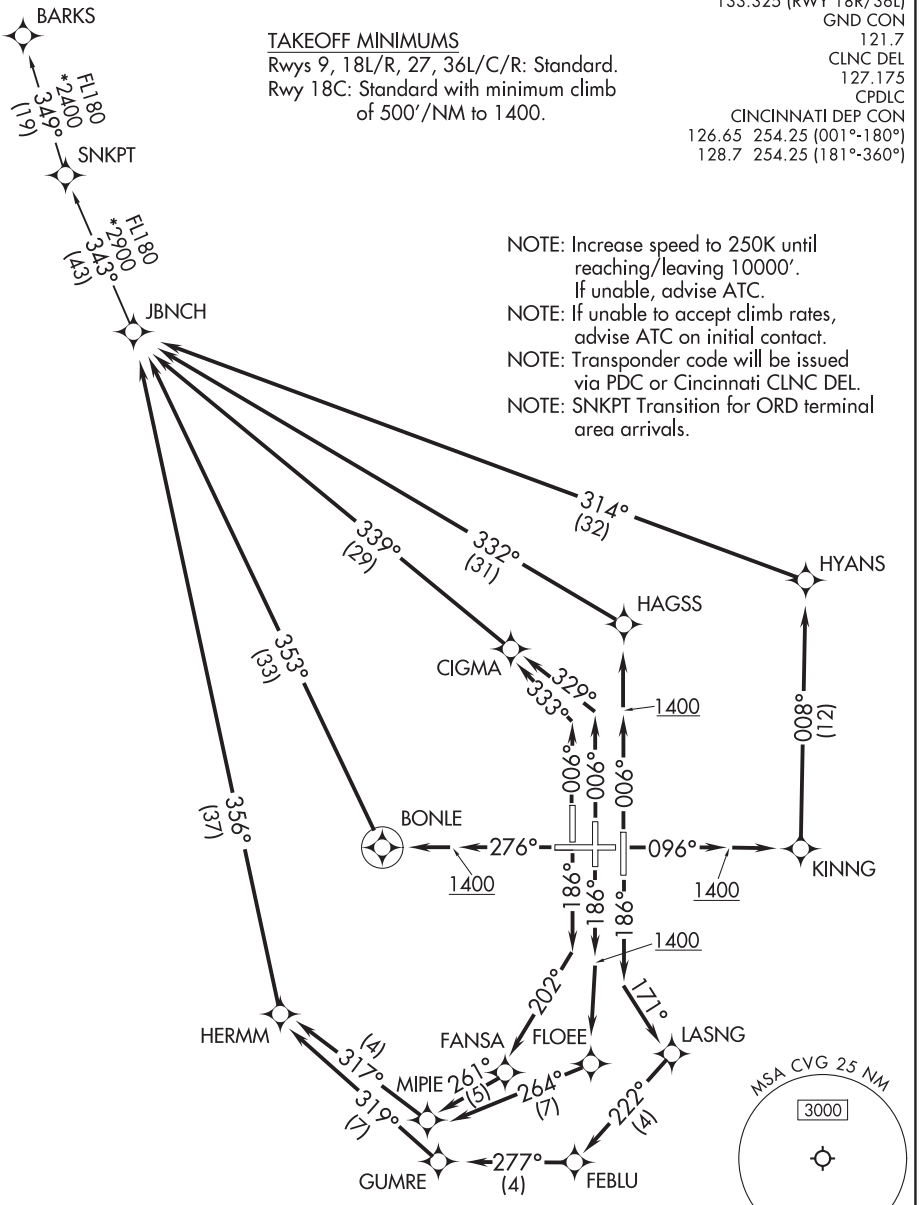
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE:
RADAR required for non-GPS equipped aircraft.	(JETS) 5000/(PROPS) 4000

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CPDLC
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TAKEOFF MINIMUMS
Rwys 9, 18L/R, 27, 36L/C/R: Standard.
Rwy 18C: Standard with minimum climb of 500'/NM to 1400.

NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: SNKPT Transition for ORD terminal area arrivals.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 314° to JBNCH, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then on track 319° to HERMM, then on track 356° to JBNCH, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 353° to JBNCH, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 339° to JBNCH, thence . . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 339° to JBNCH, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 332° to JBNCH, thence . . . .

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

BARKS TRANSITION (JBNCH6.BARKS)
SNKPT TRANSITION (JBNCH6.SNKPT)

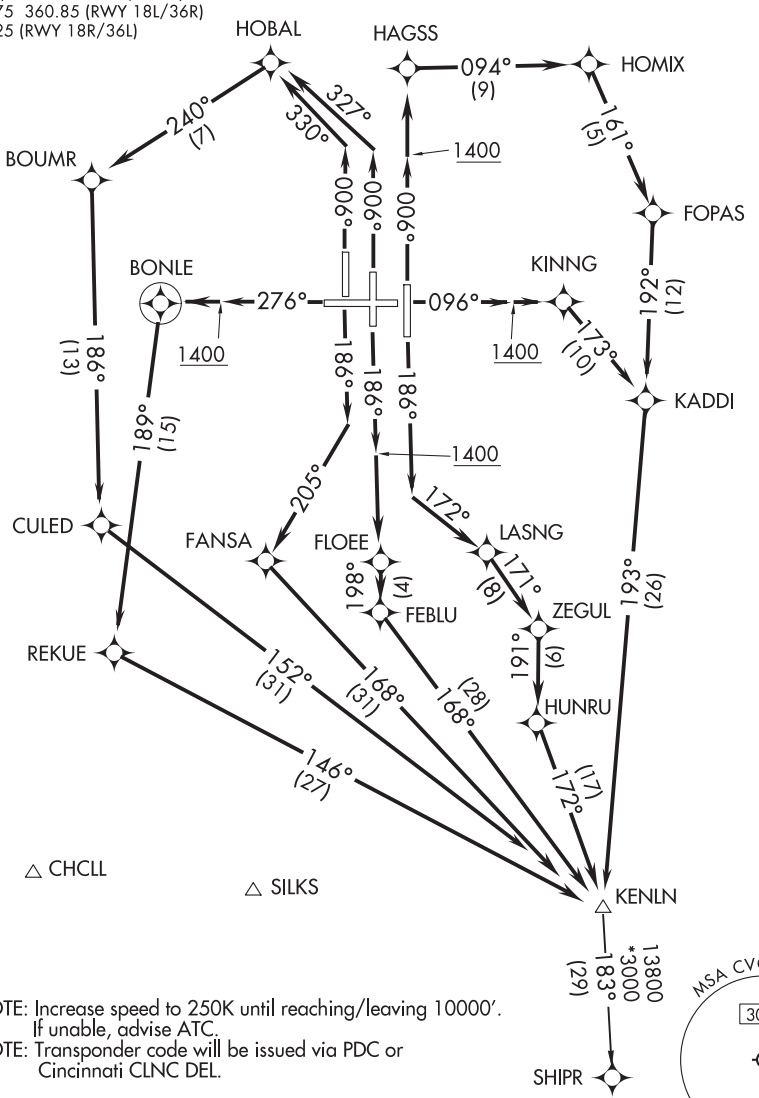
SE-1, 12 JUN 2025 to 07 AUG 2025

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS DEP 135.3
CLNC DEL 127.175
CPDLC
GND CON 121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS) 5000/(PROPS) 4000

TAKEOFF MINIMUMS
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.



NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 173° to KADDI, then on track 193° to KENLN, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE then on track 198° to FEBLU, then on track 168° to KENLN, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 191° to HUNRU, then on track 172° to KENLN, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 168° to KENLN, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 146° to KENLN, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 161° to FOPAS, then on track 192° to KADDI, then on track 193° to KENLN, thence. . . .

. . . .turbojets: Maintain 5000. All other aircraft: Maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

SHIPR TRANSITION (KENLN6.SHIPR)

SE-1, 12 JUN 2025 to 07 AUG 2025

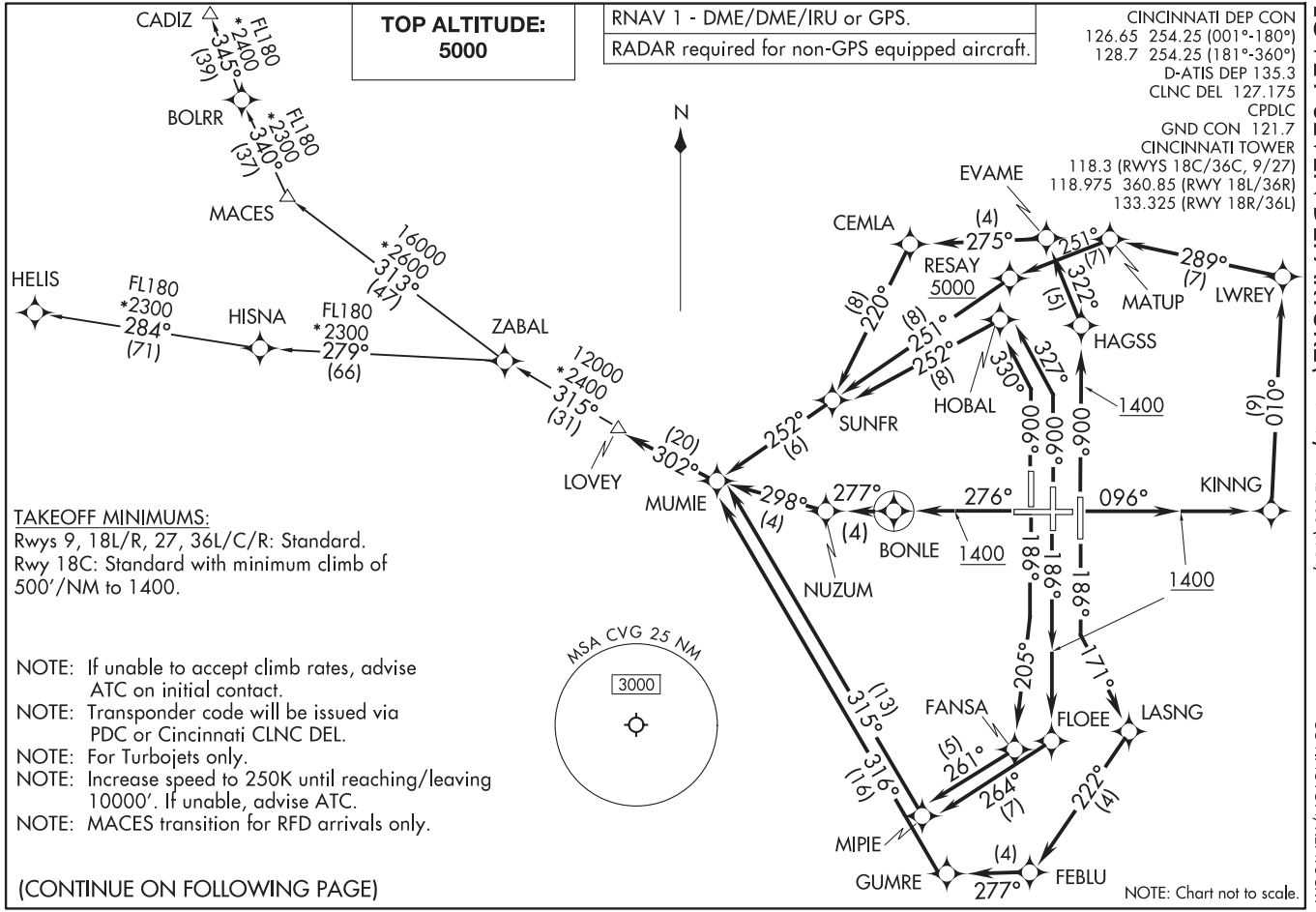
SE-1, 12 JUN 2025 to 07 AUG 2025

LOVEY SEVEN DEPARTURE (RNAV)

(LOVEY7.LOVEY) 21MAR24

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY



(LOVEY7.LOVEY) 24081

LOVEY SEVEN DEPARTURE (RNAV)

AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 010° to LWREY, then on track 289° to MATUP, then on track 251° to cross RESAY at or above 5000, then on track 251° to SUNFR, then on track 252° to MUMIE, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then track 316° to MUMIE, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then track to 315° to MUMIE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 315° to MUMIE, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 277° to NUZUM, then on track 298° to MUMIE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to SUNFR, then on track 252° to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY7.CADIZ):
HELIS TRANSITION (LOVEY7.HELIS):
MACES TRANSITION (LOVEY7.MACES):

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 076° to CERPO, then on track 076° to WADAL, thence...
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 158° to HIPAS, then on track 096° to JABDU, then on track 067° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400 then direct BONLE, then on track 341° to TIZRY, then on track 067° to WANGA, then on track 108° to WADAL, thence...
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 331° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...

...on depicted route to ROCKT. Turbojet maintain 5000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

AHTIY TRANSITION (ROCKT3.AHTIY)
ARRAY TRANSITION (ROCKT3.ARRAY)

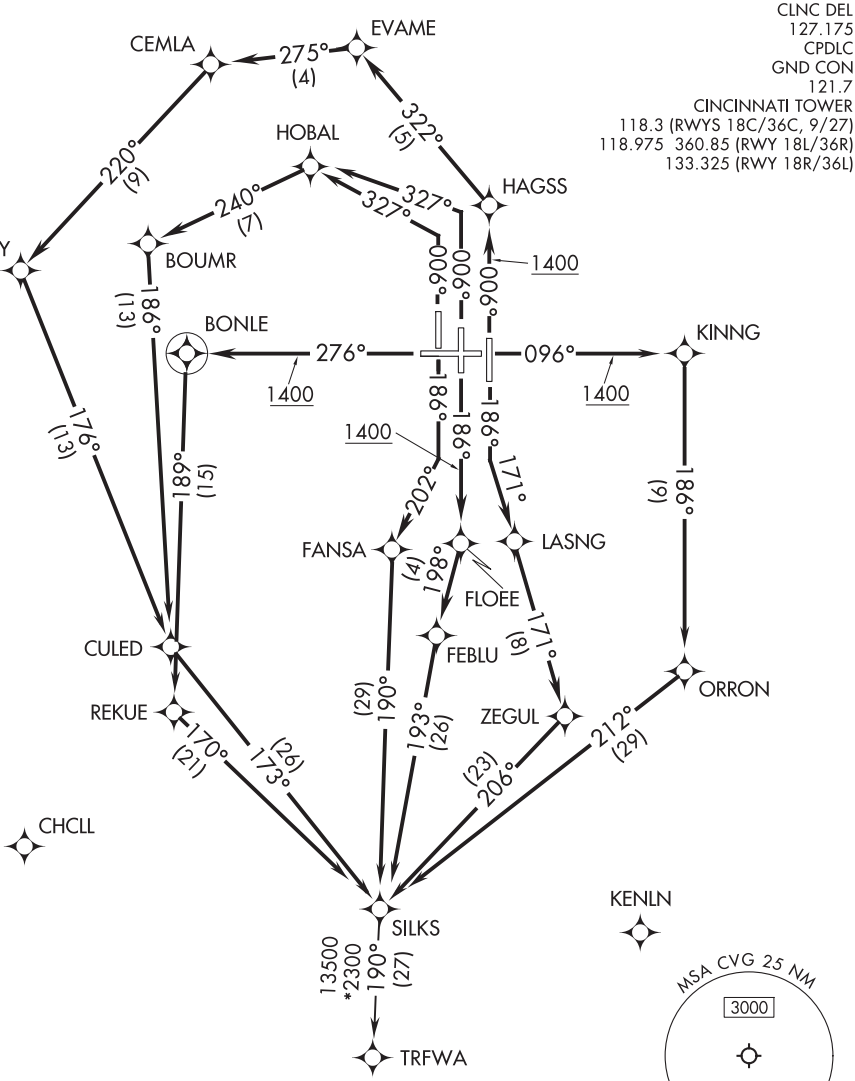
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SILKS SIX DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS) 5000
(PROPS) 4000

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS 135.3
CLNC DEL
127.175
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)



TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

NOTE: Increase speed to 250K until reaching/leaving 10000', if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 212° to SILKS, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 193° to SILKS, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 171° to ZEGUL, then on track 206° to SILKS, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 190° to SILKS, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 170° to SILKS, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 173° to SILKS, thence. . . .

. . . . Turbojets: maintain 5000. All other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

TRFWA TRANSITION (SILKS6.TRFWA)

APP CRS	Rwy Idg	5003
011°	TDZE	280
	Apt Elev	280

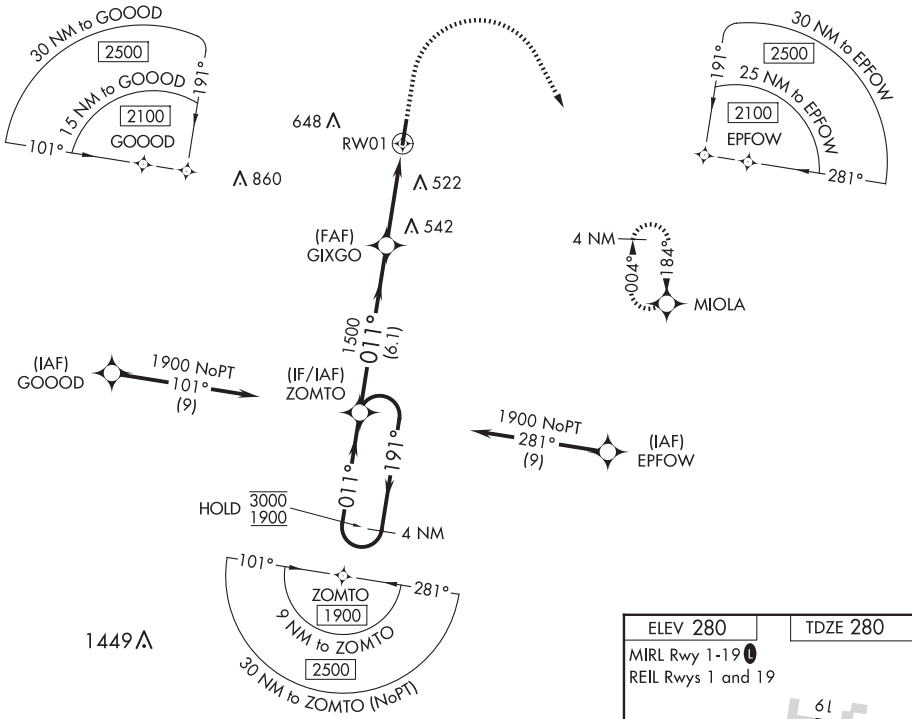
RNAV (GPS) RWY 1
COVINGTON MUNI (MØ4)

RNP APCH - GPS.

Circling Rwy 19 NA at night.
Rwy 1 helicopter visibility reduction below ¾ SM NA.

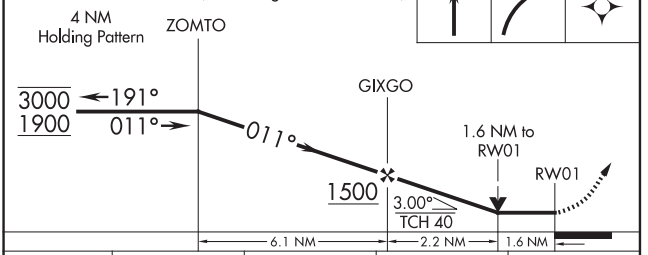
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct MIOLA and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.575	125.8 338.3	123.0 (CTAF) L



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

1000 | 3000 | MIOLA



CATEGORY	A	B	C	D
LNAV MDA	800-1 520 (600-1)		800-1⅜ 520 (600-1⅜)	
CIRCLING	800-1 520 (600-1)	840-1 560 (600-1)	960-2 680 (700-2)	960-2¼ 680 (700-2¼)

ELEV 280 | TDZE 280

MIRL Rwy 1-19 L
REIL Rwys 1 and 19

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

COVINGTON,TENNESSEE AL-6303 (FAA) 24081

APP CRS	Rwy Idg	5003
191°	TDZE	276
	Apt Elev	280

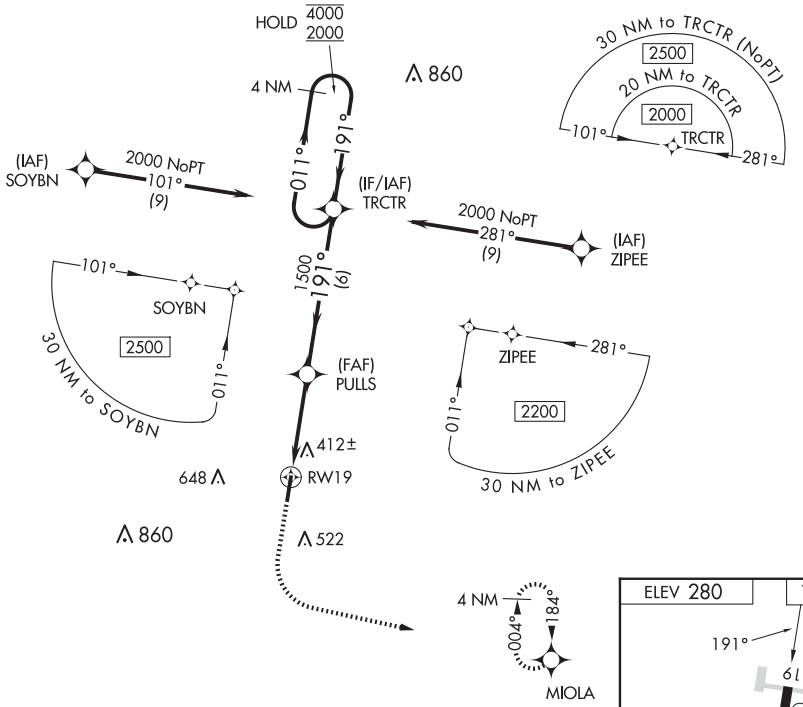
RNAV (GPS) RWY 19
COVINGTON MUNI (MØ4)

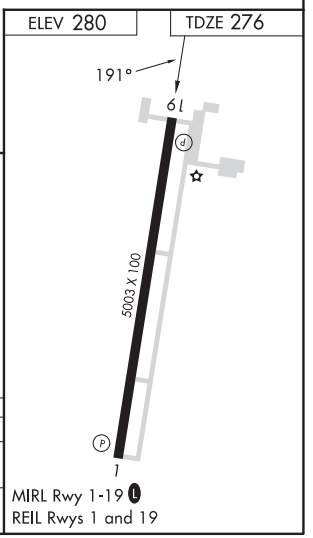
RNP APCH - GPS.

Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct MIOLA and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.575	125.8 338.3	123.0 (CTAF) L

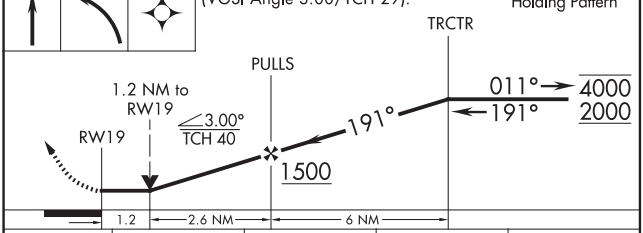




1400 | 3000 | MIOLA

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	680-1 404 (400-1)		680-1⅛ 404 (400-1⅛)	
CIRCLING	760-1 480 (500-1)	840-1 560 (600-1)	960-2 680 (700-2)	960-2¼ 680 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS Y or LOC Y RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

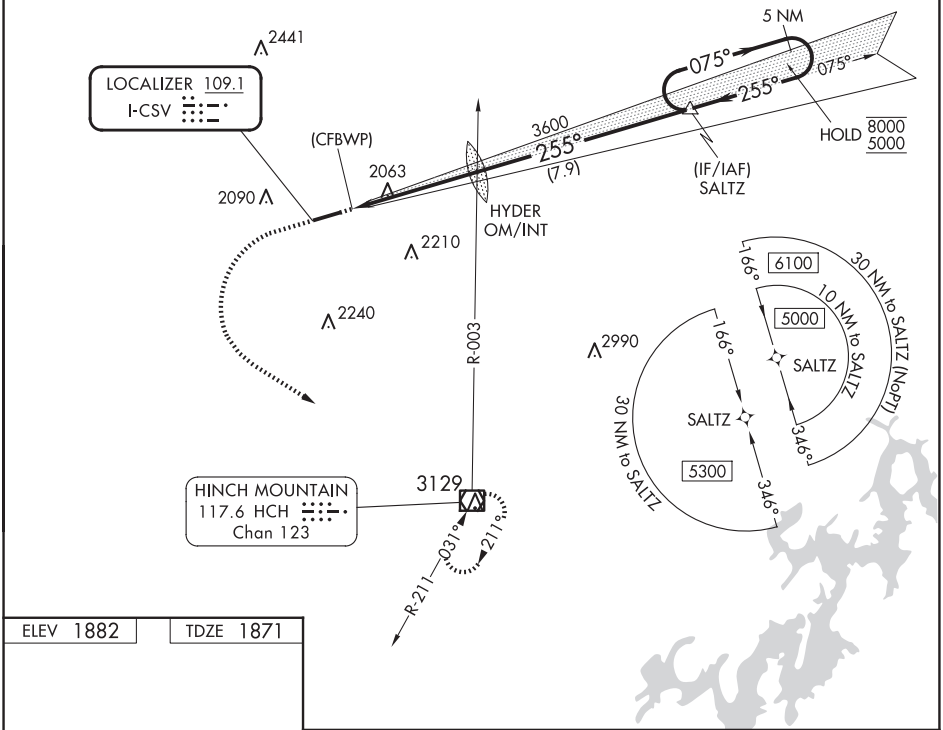
LOC I-CSV	APP CRS	Rwy Idg	5423
109.1	255°	TDZE	1871
		Apt Elev	1882

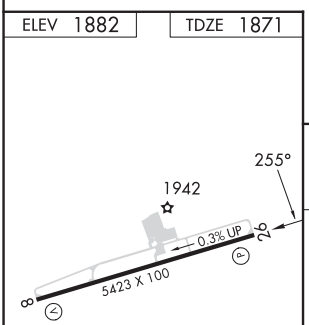
RNP APCH - GPS.

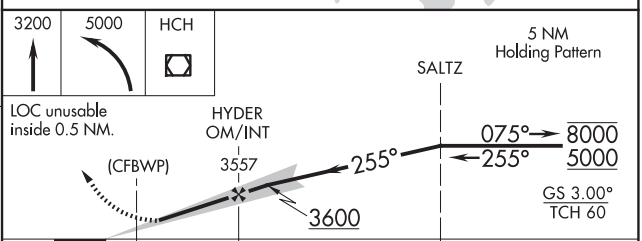
Autopilot coupled approach NA below 2500.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF)







REIL Rwy 26
HIRL Rwy 8-26

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 26	2121-¾ 250 (300-¾)			
S-LOC 26	2440-1 569 (600-1)		2440-1⅝ 569 (600-1⅝)	
C CIRCLING	2440-1 558 (600-1)		2440-1⅝ 558 (600-1⅝)	2540-2 658 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-CSV	APP CRS	Rwy Idg	5423
109.1	255°	TDZE	1871
		Apt Elev	1882

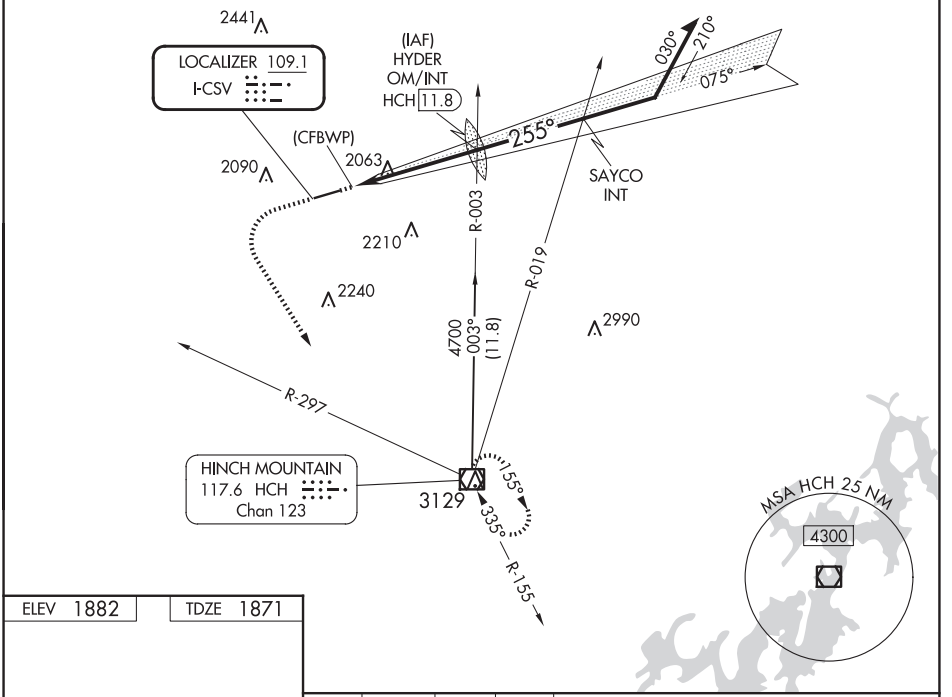
ILS Z or LOC Z RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

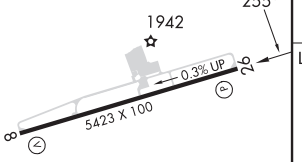
Autopilot coupled approach NA below 2500.

MISSED APPROACH: Climb to 3300 then climbing left turn to 5000 on heading 152° and HCH VOR/DME R-297 to HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L



ELEV 1882 TDZE 1871



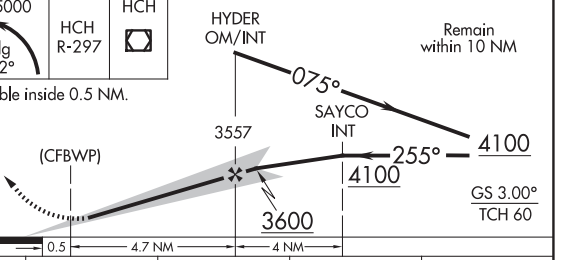
REIL Rwy 26
HIRL Rwy 8-26 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

3300	5000	HCH	HCH
	hdg 152°	R-297	

LOC unusable inside 0.5 NM.



CATEGORY	A	B	C	D
S-ILS 26	2121-¾ 250 (300-¾)			
S-LOC 26	2440-1 569 (600-1)		2440-1⅝ 569 (600-1⅝)	
C CIRCLING	2440-1 558 (600-1)		2440-1⅝ 558 (600-1⅝)	2540-2 658 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5423
CH 69247	075°	TDZE	1882
W08A		Apt Elev	1882

RNAV (GPS) RWY 8

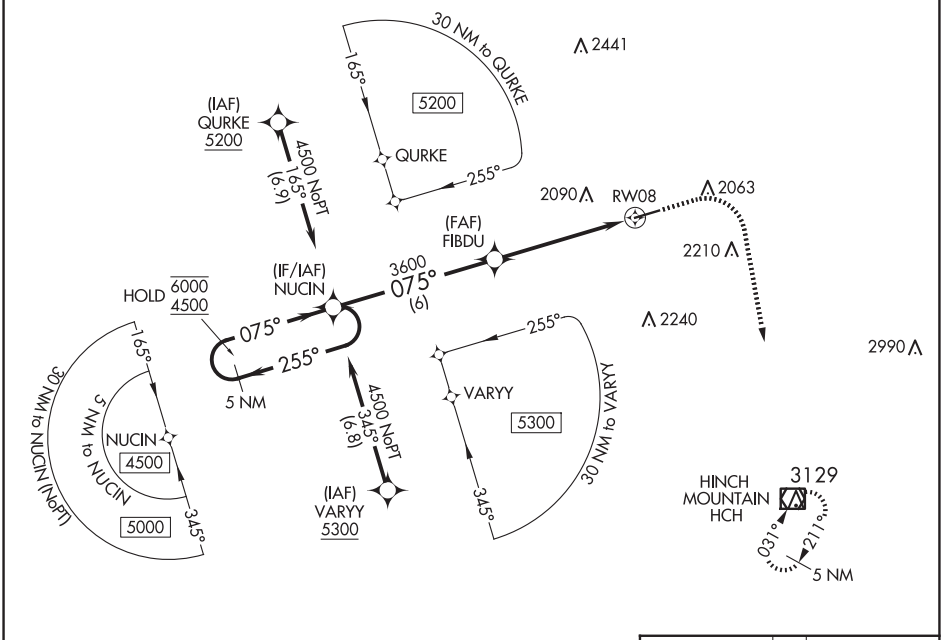
CROSSVILLE MEML-WHITSON FLD (CSV)

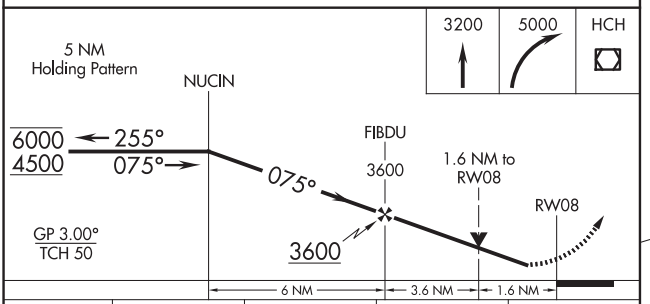
RNP APCH - GPS.

Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

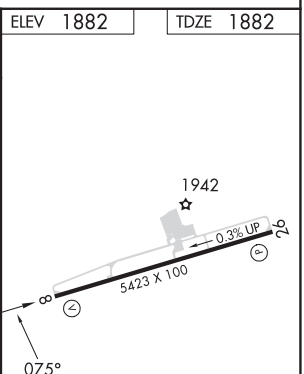
MISSED APPROACH: Climb to 3200 then climbing right turn to 5000 direct HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		2132-1	250 (300-1)	
LNAV/VNAV DA		2315-1¼	433 (500-1¼)	
LNAV MDA	2400-1 518 (600-1)		2400-1⅜ 518 (600-1⅜)	
CIRCLING	2400-1 518 (600-1)		2400-1½ 518 (600-1½)	2540-2 658 (700-2)



REIL Rwy 26
HIRL Rwy 8-26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

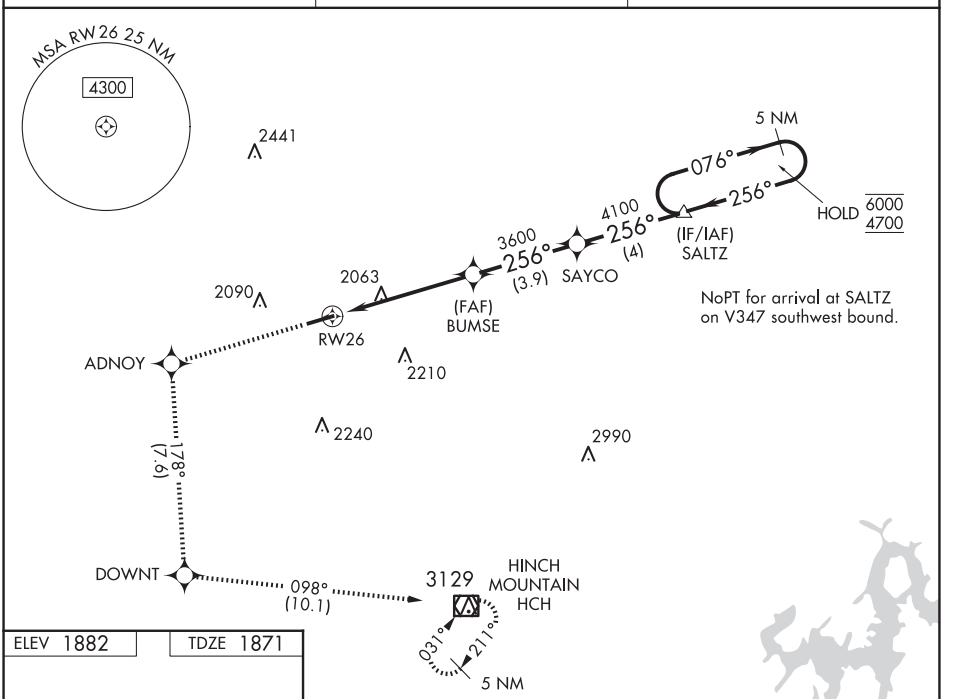
WAAS	APP CRS	Rwy Idg	5423
CH 65911	256°	TDZE	1871
W26A		Apt Elev	1882

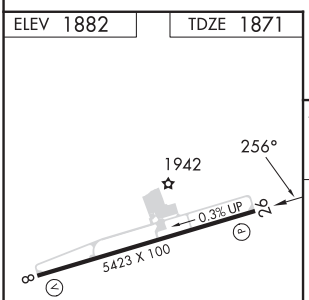
RNP APCH - GPS.

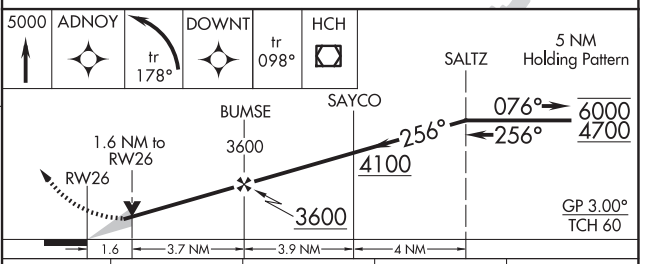
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn on track 178° to DOWNT and on track 098° to HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2121-¾	250 (300-¾)		
LNAV/VNAV DA	2170-⅞	299 (300-⅞)		
LNAV MDA	2440-1	569 (600-1)	2440-1⅝	569 (600-1⅝)
C CIRCLING	2440-1	558 (600-1)	2440-1⅝ 558 (600-1⅝)	2540-2 658 (700-2)

REIL Rwy 26
HIRL Rwy 8-26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 62837 W11A	APP CRS 111°	Rwy Idg 3850 TDZE 721 Apt Elev 721

RNAV (GPS) RWY 11

CYNTHIANA-HARRISON COUNTY (ØI8)

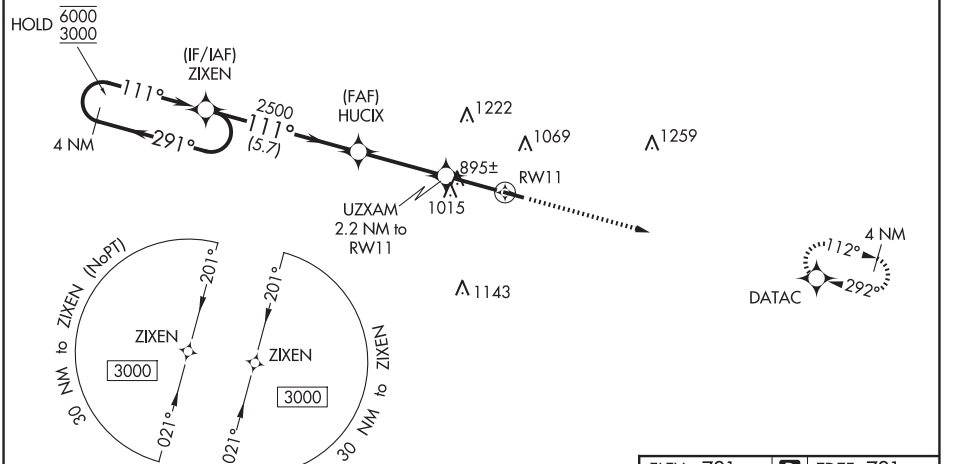
RNP APCH.

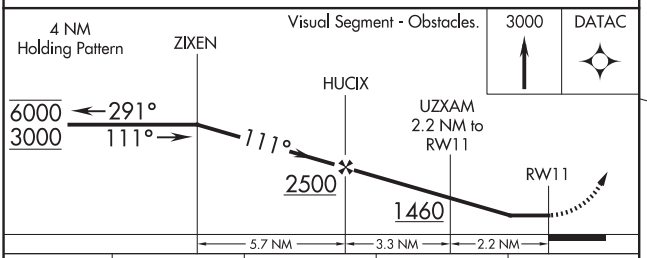
Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 3000 direct DATAC and hold.

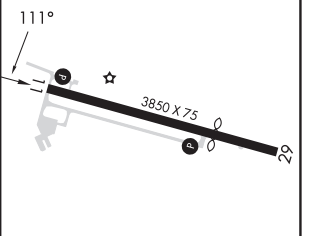
27K AWOS-3	LEXINGTON APP CON	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1220-1 499 (500-1)		NA	
LNAV MDA	1300-1 579 (600-1)		NA	
C CIRCLING	1340-1 619 (700-1)	1560-1¼ 839 (900-1¼)	NA	

ELEV 721 D TDZE 721



MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CYNTHIANA, KENTUCKY | AL-10745 (FAA) | 23222

WAAS CH **42537** **W29A** | APP CRS **292°** | Rwy Idg **2756** TDZE **721** Apt Elev **721**

RNAV (GPS) RWY 29

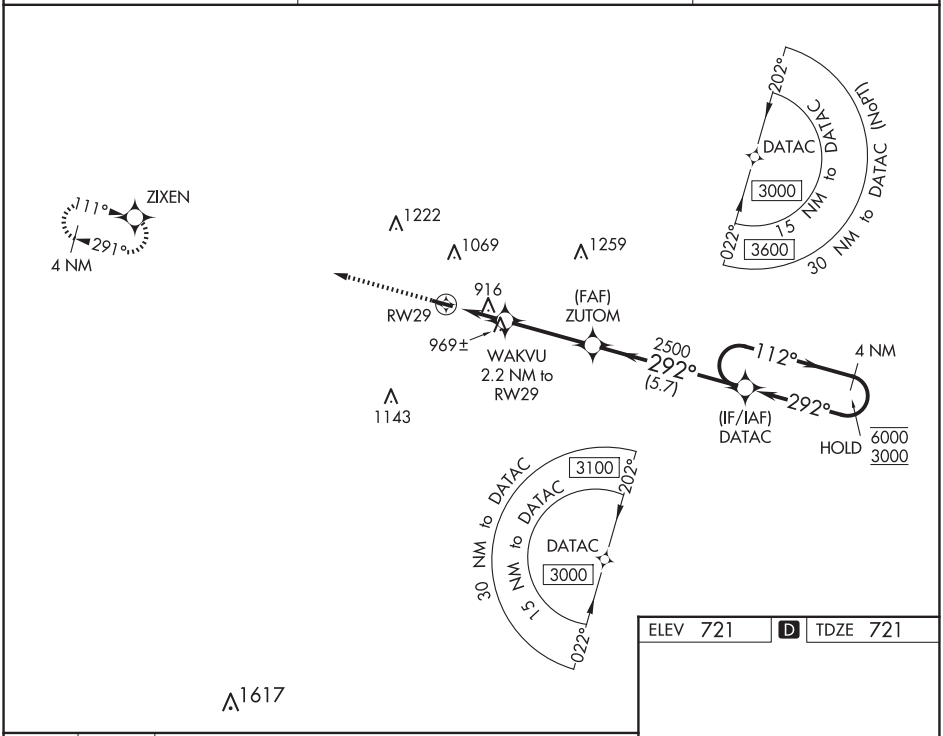
CYNTHIANA-HARRISON COUNTY (ØI8)

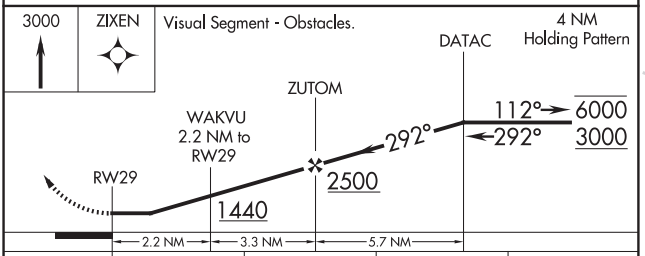
RNP APCH.

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct ZIXEN and hold.

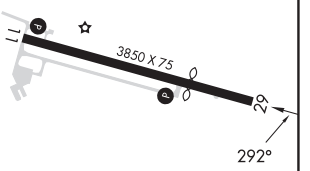
27K AWOS-3	LEXINGTON APP CON	UNICOM
119.975	**120.15 259.3** (040°-220°) **120.75 298.9** (221°-039°)	**122.8** (CTAF)





CATEGORY	A	B	C	D
LP MDA	1240-1 519 (600-1)		NA	
LNAV MDA	1280-1 559 (600-1)		NA	
C CIRCLING	1340-1 619 (700-1)	1560-1¼ 839 (900-1¼)	NA	

ELEV 721 | D | TDZE 721



MIRL Rwy 11-29 (L)
REIL Rwys 11 and 29 (L)

CYNTHIANA, KENTUCKY
Orig-B 17JUN21

38°22'N-84°17'W

CYNTHIANA-HARRISON COUNTY (ØI8)
RNAV (GPS) RWY 29

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	5000
CH 93706	124°	TDZE	1017
W13A		Apt Elev	1022

RNAV (GPS) RWY 13

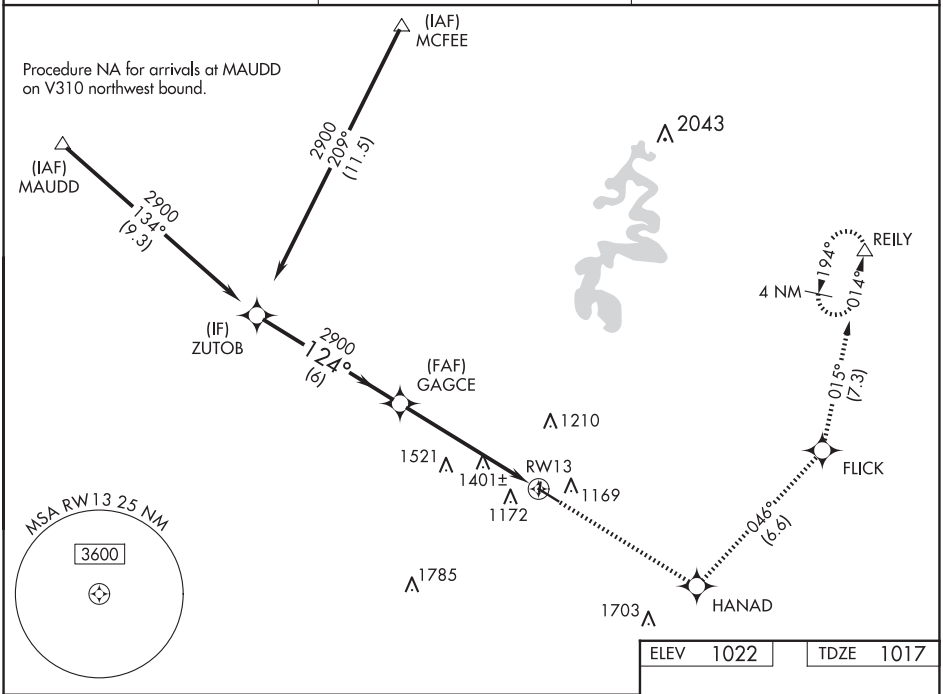
STUART POWELL FLD (DVK)

RNP APCH - GPS.

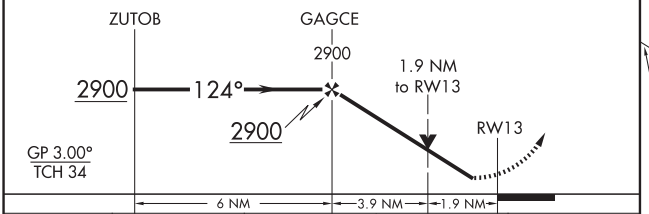
Rwy 13 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HANAD and on track 046° to FLICK and on track 015° to REILY and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L

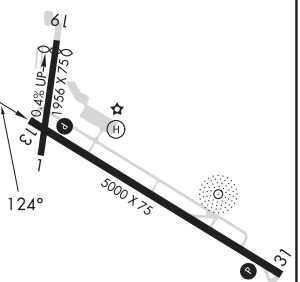


3000	HANAD	tr 046°	FLICK	tr 015°	REILY



CATEGORY	A	B	C	D
LPV DA	1267-1 250 (300-1)			
LNAV/VNAV DA	1660-1¾ 643 (700-1¾)			
LNAV MDA	1660-1 643 (700-1)		1660-1¾ 643 (700-1¾)	

ELEV 1022 TDZE 1017



REIL Rwy 31 L
MIRL Rwy 13-31 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DANVILLE, KENTUCKY | AL-6504 (FAA) | 25163

RNAV (GPS) RWY 31

STUART POWELL FLD (DVK)

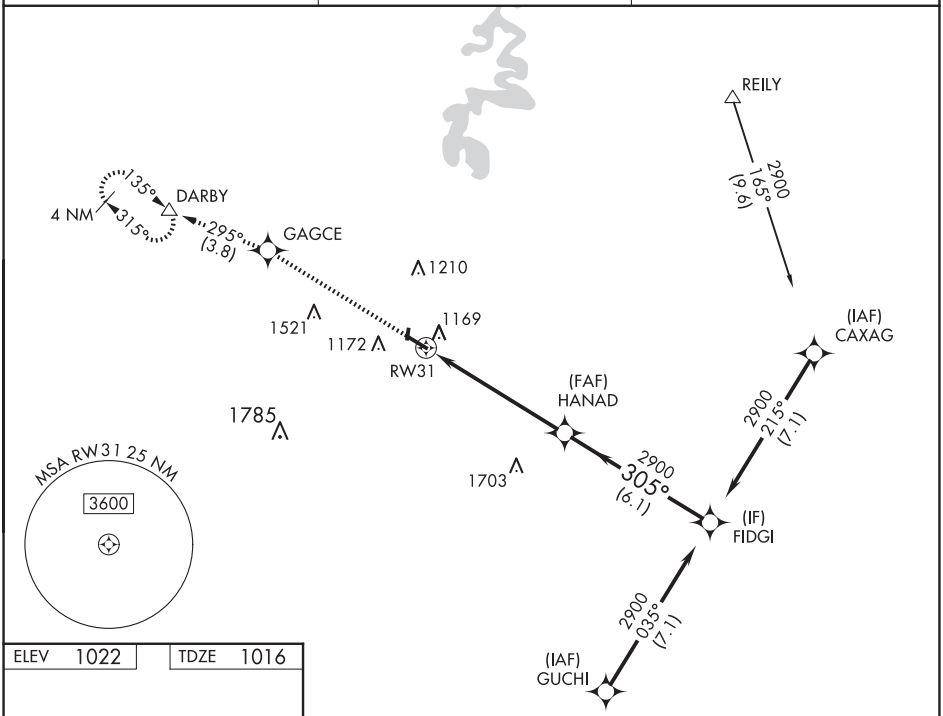
WAAS	APP CRS	Rwy Ldg	5000
CH 70506	305°	TDZE	1016
W31A		Apt Elev	1022

RNP APCH - GPS.

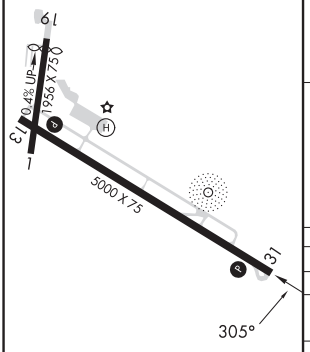
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 54° C.

MISSED APPROACH: Climb to 3000 direct GAGCE and on track 295° to DARBY and hold.

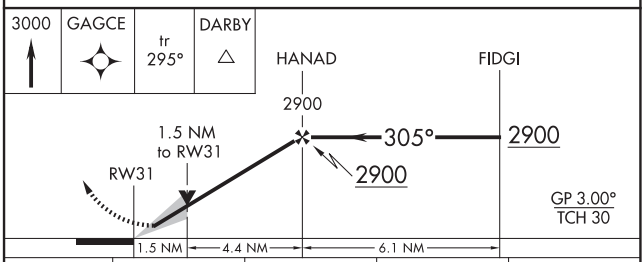
AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



ELEV 1022 | TDZE 1016



REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1216-1 200 (200-1)			
LNAV/VNAV DA	1492-1⅜ 476 (500-1⅜)			
LNAV MDA	1520-1 504 (500-1)		1520-1⅜ 504 (500-1⅜)	
C CIRCLING	1520-1 498 (500-1)	1680-1 658 (700-1)	1720-2 698 (700-2)	1840-2¾ 818 (900-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC RWY 31

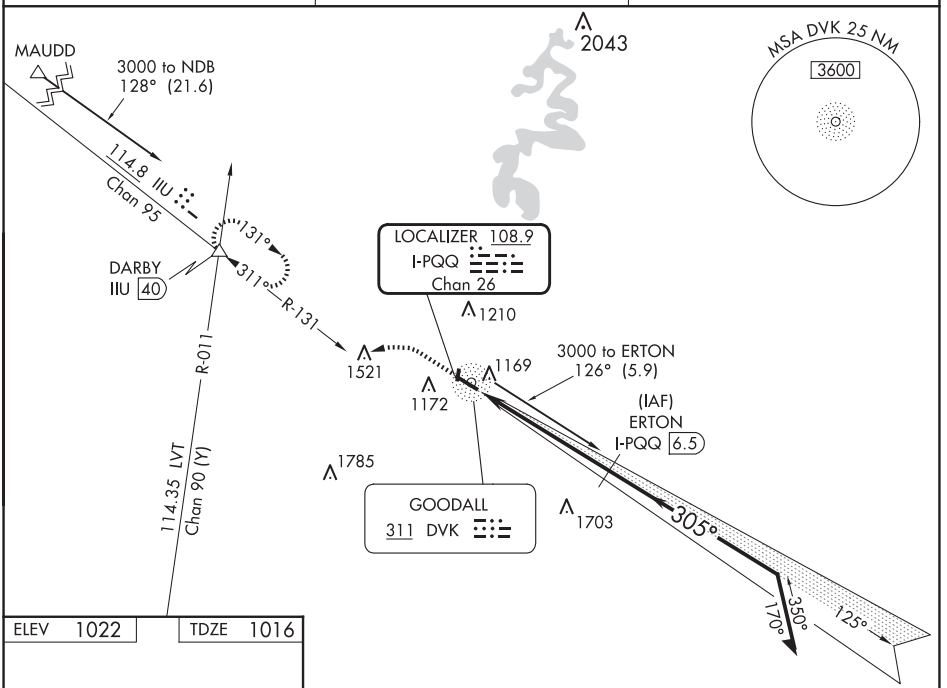
STUART POWELL FLD (DVK)

LOC/DME I-PQQ	APP CRS	Rwy Ldg	5000
108.9	305°	TDZE	1016
Chan 26		Apt Elev	1022

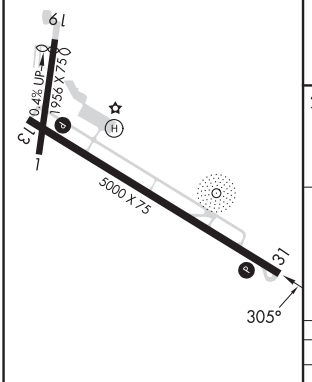
DME required.
ADF or RADAR required for procedure entry.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 260° and IIU VORTAC R-131 to DARBY INT and hold.

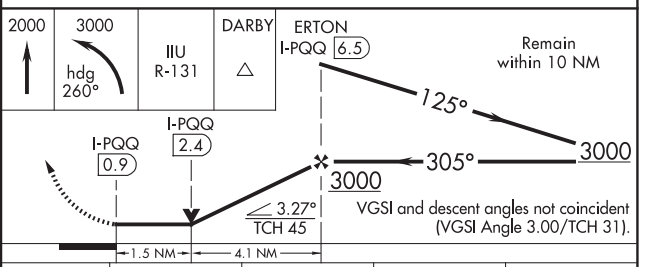
AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



ELEV 1022 TDZE 1016



REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	1520-1	504 (500-1)	1520-1 3/8	504 (500-1 3/8)
C CIRCLING	1520-1 498 (500-1)	1700-1 678 (700-1)	1720-2 698 (700-2)	1840-2 3/4 818 (900-2 3/4)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DANVILLE, KENTUCKY | AL-6504 (FAA) | 25163

NDB DVK	APP CRS	Rwy Ldg	N/A
311	211°	TDZE	N/A
		Apt Elev	1022

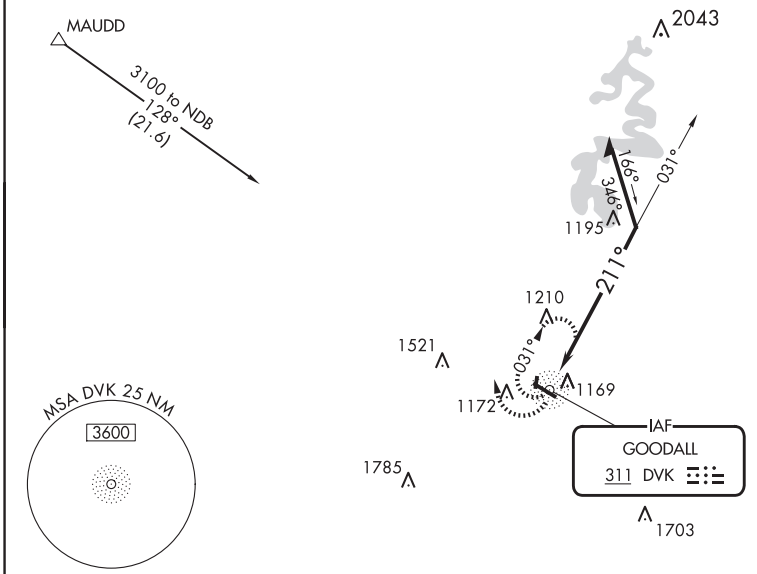
NDB-A

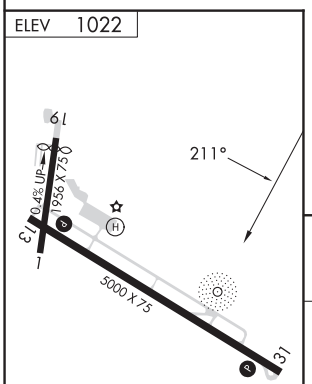
STUART POWELL FLD (DVK)

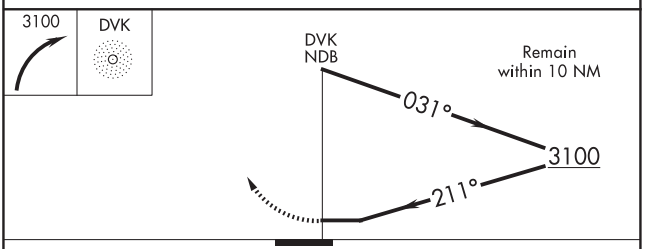
When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L







REIL Rwy 31 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	1600-1 578 (600-1)	1700-1 678 (700-1)	1720-2 698 (700-2)	1840-2¾ 818 (900-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3

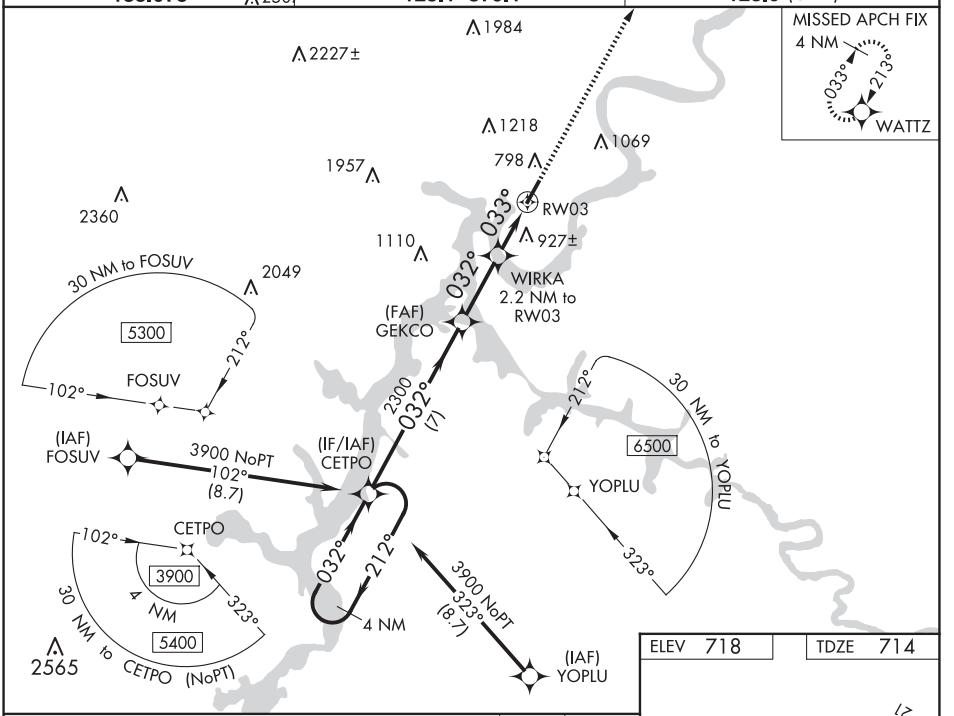
MARK ANTON (2AØ)

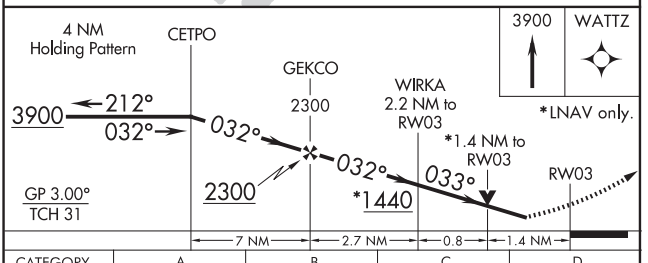
WAAS	APP CRS		
CH **86922**	**033°**	Rwy Idg	**5001**
W03A		TDZE	**714**
		Apt Elev	**718**

Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP NA with Chattanooga altimeter setting. When VGSI inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1039 feet, LNAV/VNAV DA to 1288 feet, and visibility LPV and LNAV/VNAV all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Rwy 3 helicopter visibility reduction below ¾ SM NA. Rwy 21 helicopter visibility reduction below 1 SM NA.

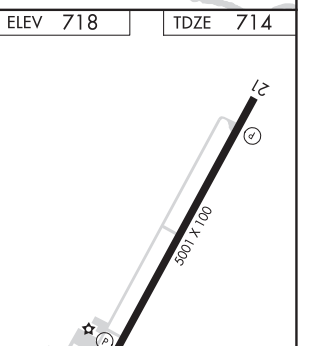
MISSED APPROACH: Climb to 3900 direct WATTZ and hold.

AWOS-3	CHATTANOOGA APP CON ★	UNICOM
135.075	**125.1 379.1**	**123.0** (CTAF)





CATEGORY	A	B	C	D
LPV DA	964-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1213-1¾ 499 (500-1¾)			
LNAV MDA	1180-1 466 (500-1)		1180-1⅜ 466 (500-1⅜)	
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1520-2¼ 802 (900-2¼)	1620-3 902 (1000-3)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DAYTON, TENNESSEE

AL-6420 (FAA)

22363

RNAV (GPS) RWY 21

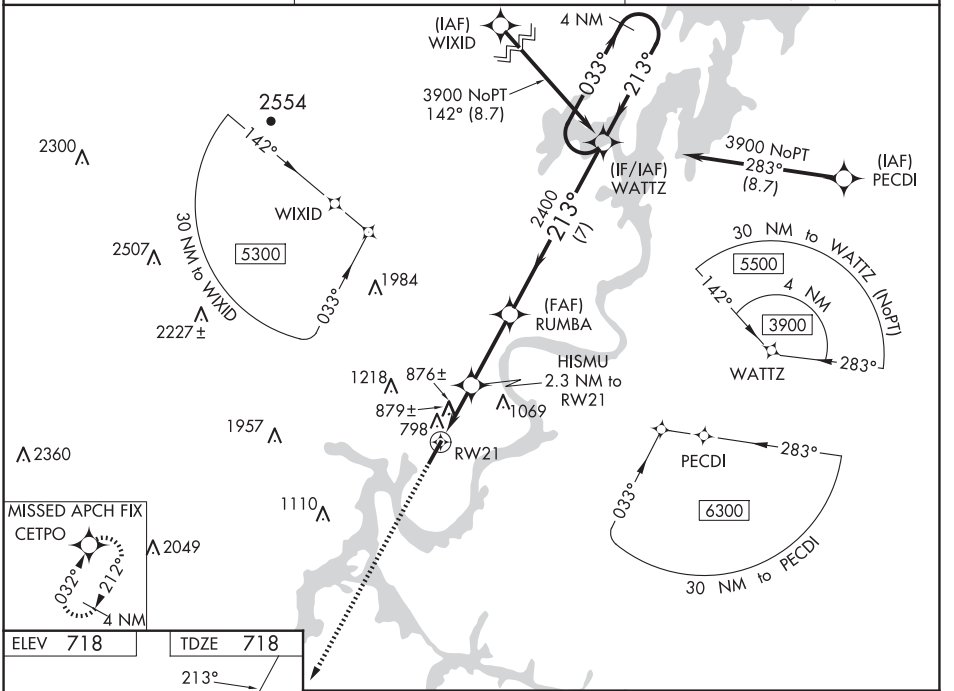
MARK ANTON (2AØ)

WAAS	APP CRS		
CH **70522**	**213°**	Rwy Idg	**5001**
W21A		TDZE	**718**
		Apt Elev	**718**

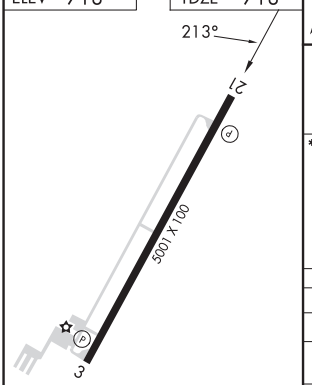
Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ¼ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

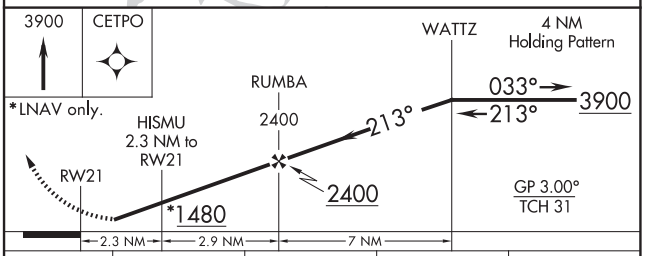
AWOS-3	CHATTANOOGA APP CON ★	UNICOM
135.075	**125.1 379.1**	**123.0** (CTAF)



ELEV 718	TDZE 718



MIRL Rwy 3-21
REIL Rwys 3 and 21



CATEGORY	A	B	C	D
LPV DA	1010-1 292 (300-1)			
LNAV/VNAV DA	1174-1⅝ 456 (500-1⅝)			
LNAV MDA	1140-1 422 (500-1)		1140-1¼ 422 (500-1¼)	
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1520-2¼ 802 (900-2¼)	1620-3 902 (1000-3)

DAYTON, TENNESSEE
Amdt 1B 02DEC21

35°29'N-84°56'W

MARK ANTON (2AØ)

RNAV (GPS) RWY 21

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

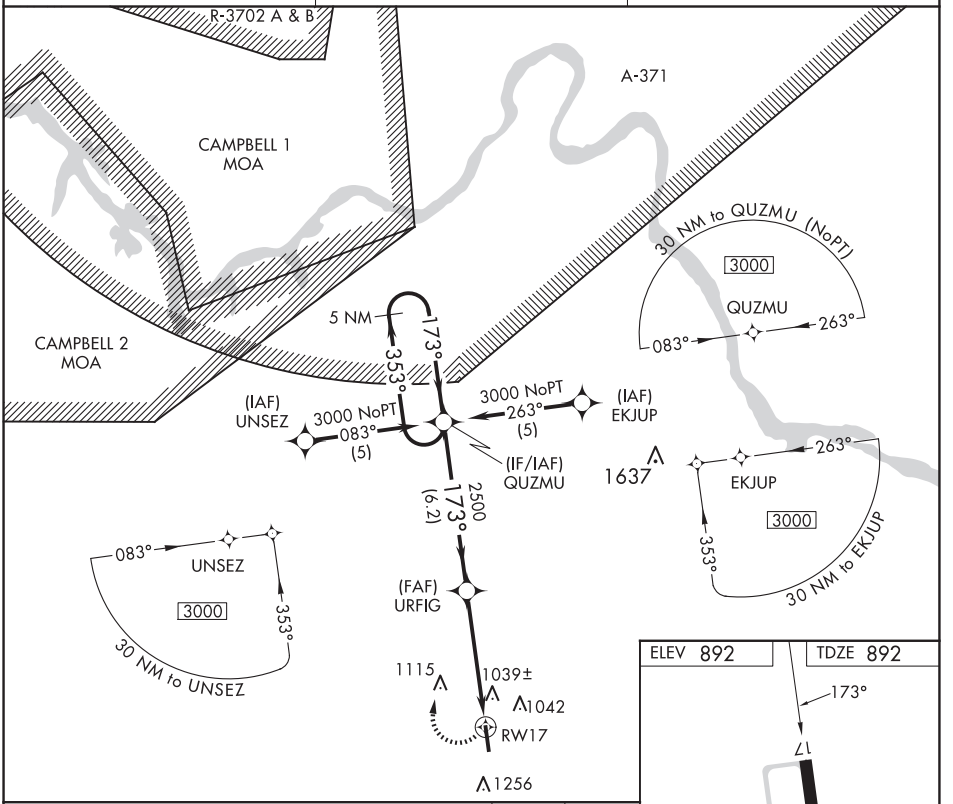
RNAV (GPS) RWY 17

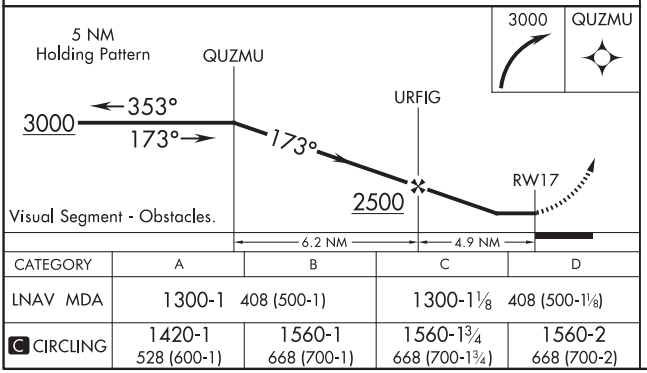
DICKSON MUNI (MØ2)

Night Landing: Rwy 35 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility ¼ mile and LNAV Cat D and Circling Cat C/D ½ mile.

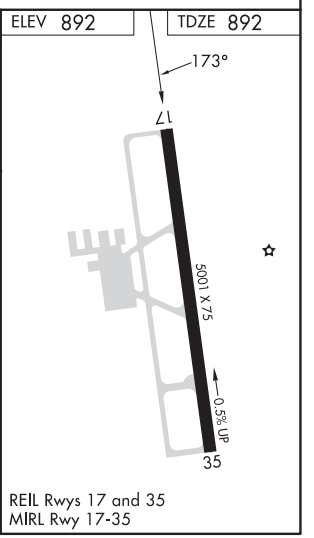
MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1300-1 408 (500-1)		1300-1⅛ 408 (500-1⅛)	
C CIRCLING	1420-1 528 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)



REIL Rwys 17 and 35
MIRL Rwy 17-35

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

DYERSBURG RGNL (DYR)

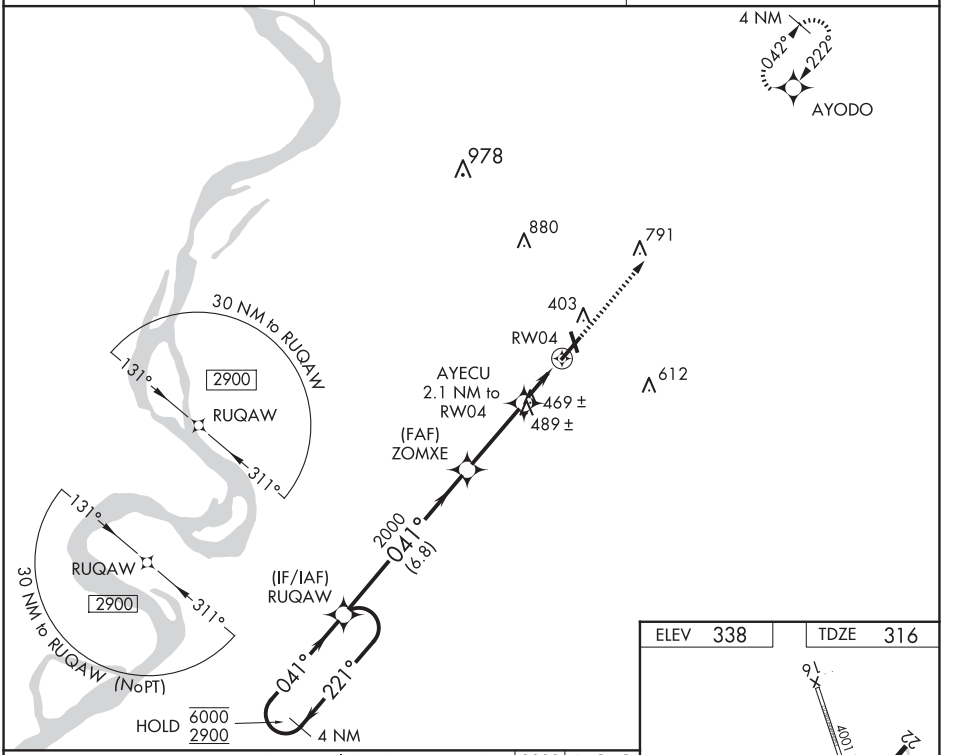
WAAS CH 82320 W04A	APP CRS 041°	Rwy Idg 5698 TDZE 316 Apt Elev 338

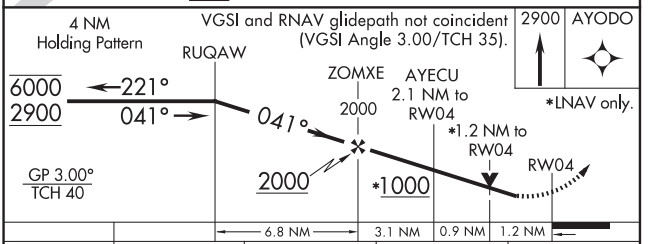
RNP APCH.

Circling to Rwy 16, 34 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

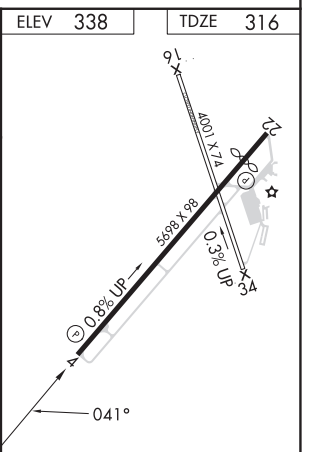
MISSED APPROACH: Climb to 2900 direct AYODO and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	588-1	272 (300-1)		
LNAV/VNAV DA	801-1⅜	485 (500-1⅜)		
LNAV MDA	720-1	404 (400-1)	720-1⅛	404 (400-1⅛)
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	1040-2 702 (800-2)	1240-3 902 (1000-3)



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	5004
222°	TDZE	334
	Apt Elev	338

RNAV (GPS) RWY 22

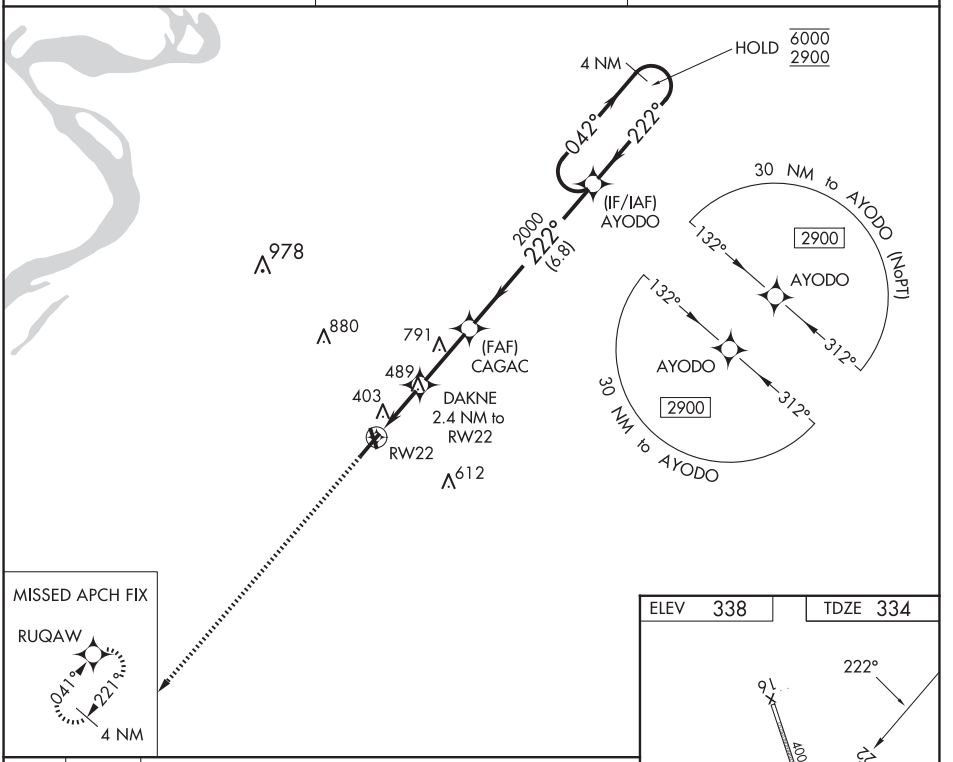
DYERSBURG RGNL (DYR)

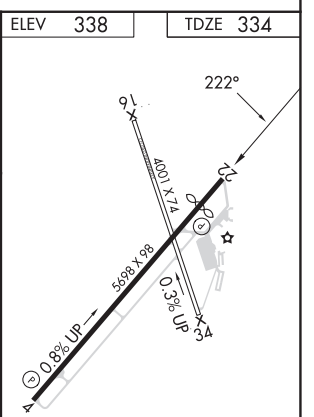
RNP APCH - GPS.

When local altimeter setting not received, use HKA altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ SM. VDP NA with HKA altimeter setting.

MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1	406 (500-1)	740-1⅛	406 (500-1⅛)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	1040-2 702 (800-2)	1240-3 902 (1000-3)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ELIZABETHTON, TENNESSEE

AL-9816 (FAA)

25107

RNAV (GPS) RWY 6

ELIZABETHTON MUNI (ØA9)

APP CRS	Rwy Idg	4904
064°	TDZE	1575
	Apt Elev	1593

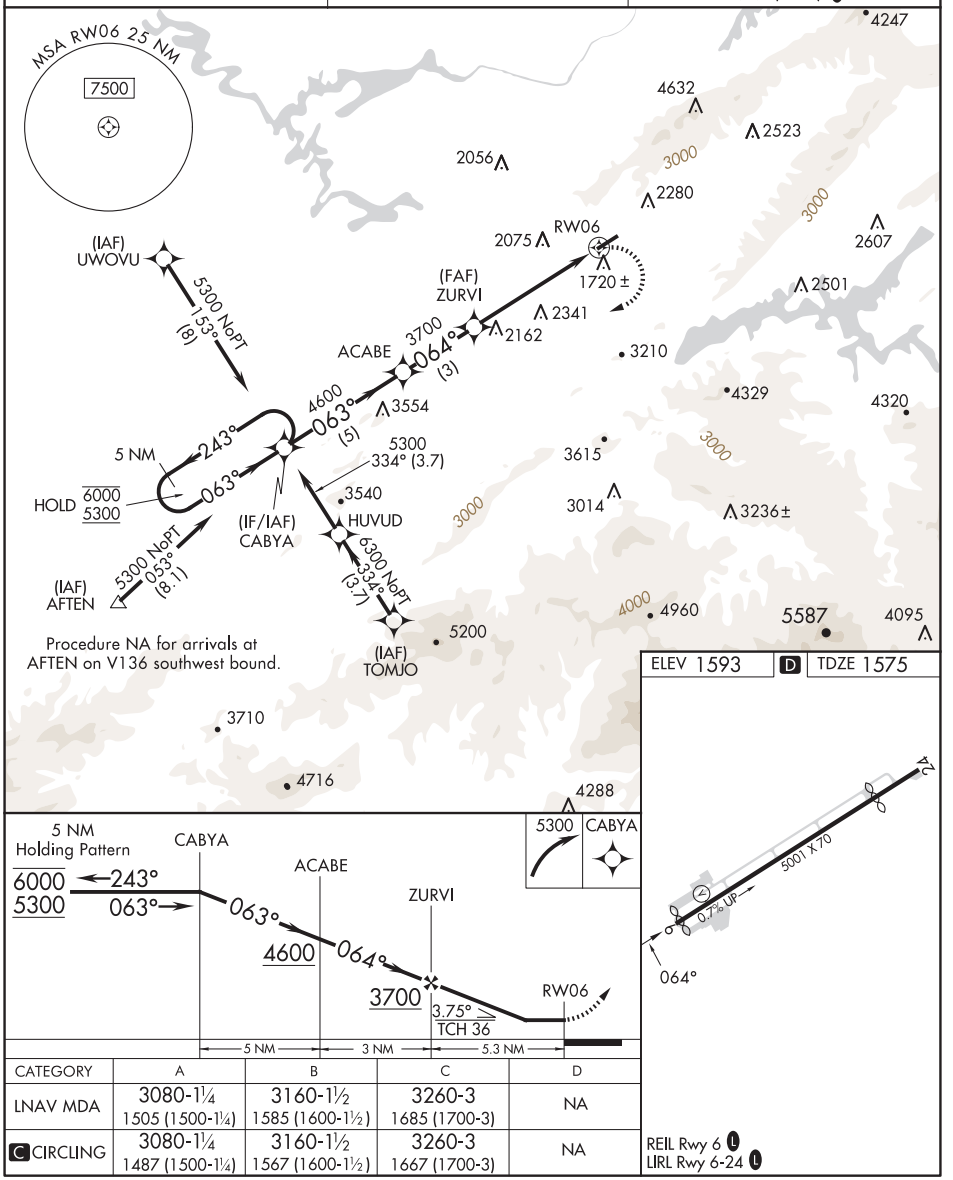
RNP APCH - GPS.

T A -13°C

Circling NA northwest of Rwy 6-24. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: (Do not exceed 200K until CABYA) Climbing right turn to 5300 direct CABYA and hold.

AWOS-3PT	TRI CITY APP CON ★	UNICOM
135.675	134.425 349.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3080-1¼ 1505 (1500-1¼)	3160-1½ 1585 (1600-1½)	3260-3 1685 (1700-3)	NA
C CIRCLING	3080-1¼ 1487 (1500-1¼)	3160-1½ 1567 (1600-1½)	3260-3 1667 (1700-3)	NA

REIL Rwy 6 L
LIRL Rwy 6-24 L

ELIZABETHTON, TENNESSEE

Amdt 1 24MAR22

36°22'N-82°10W

ELIZABETHTON MUNI (ØA9)

RNAV (GPS) RWY 6

SE-1, 12 JUN 2025 to 07 AUG 2025

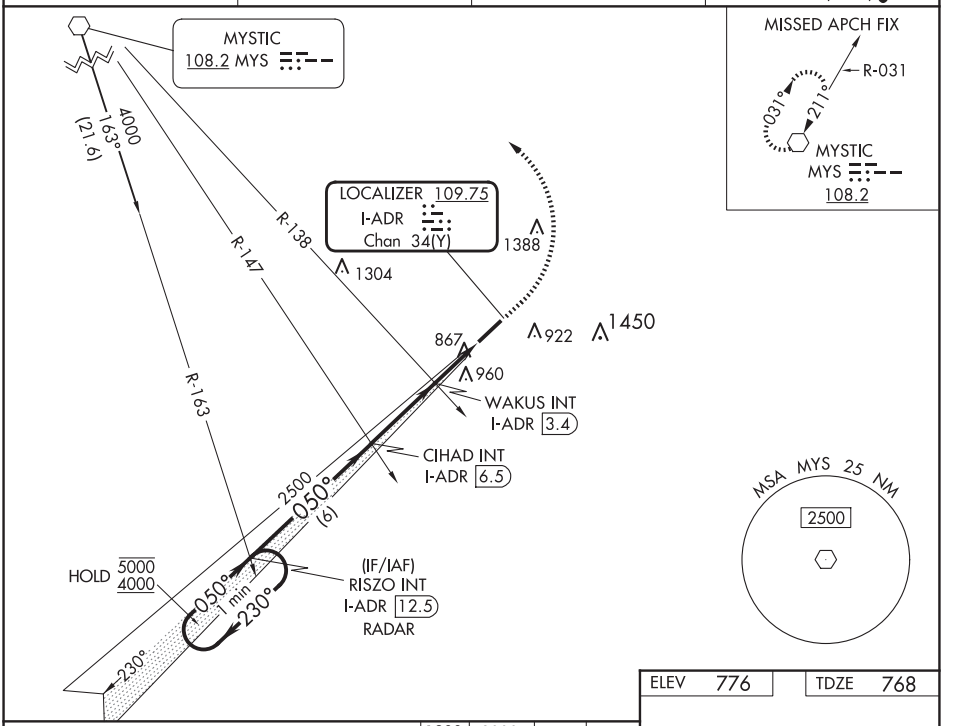
LOC/DME I-ADR	APP CRS	Rwy Idg	6001
109.75	050°	TDZE	768
Chan 34 (Y)		Apt Elev	776

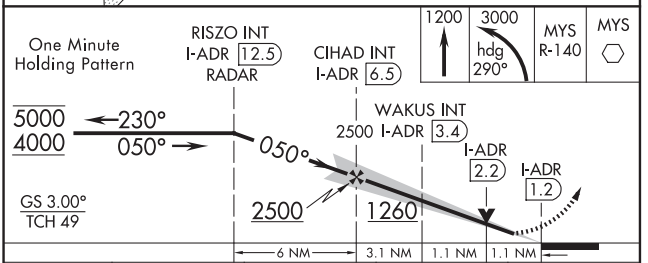
ILS or LOC RWY 5

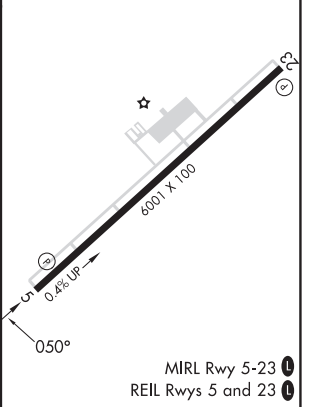
ADDINGTON FLD (EKX)

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 5		968-¾	200 (200-¾)	
S-LOC 5	1260-1 492 (500-1)		1260-1⅜	492 (500-1⅜)
C CIRCLING	1260-1 484 (500-1)		1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)
WAKUS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 5		1140-1 372 (400-1)		
C CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ELIZABETHTOWN, KENTUCKY AL-6712 (FAA) 24361

RNAV (GPS) RWY 5

ADDINGTON FLD (EKX)

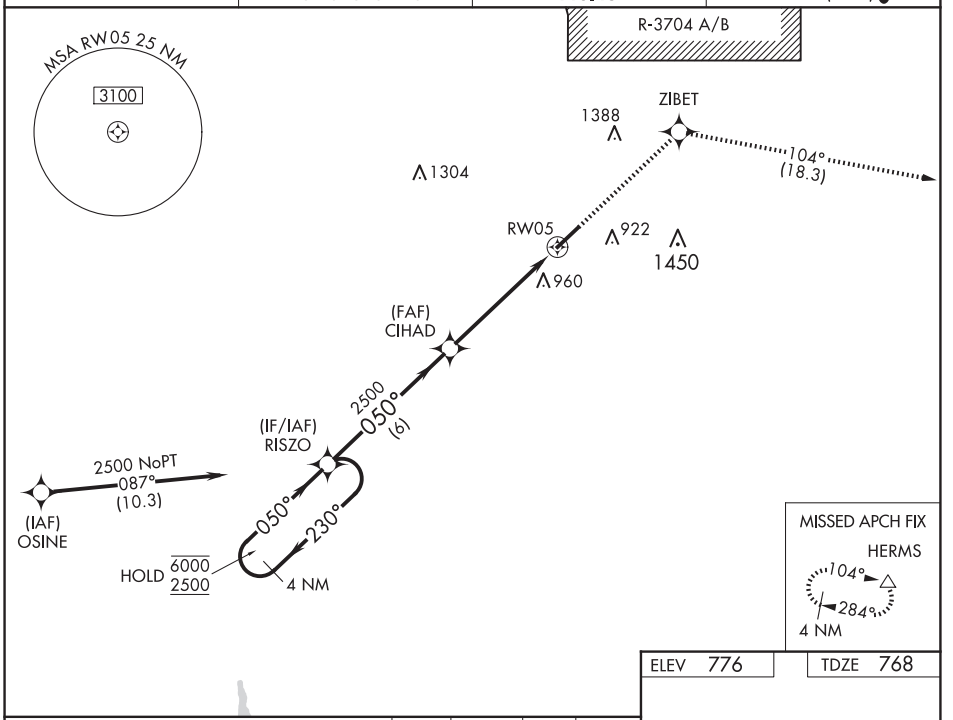
WAAS	APP CRS	Rwy Idg	6001
CH 77700	050°	TDZE	768
W05A		Apt Elev	776

RNP APCH.

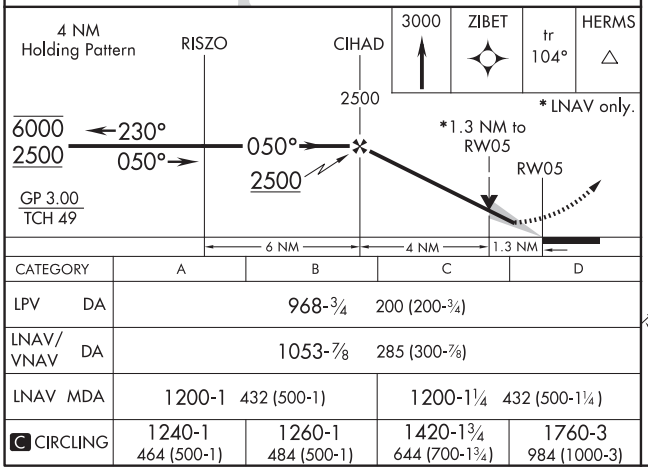
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

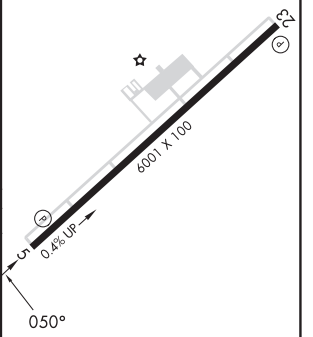
MISSED APPROACH: Climb to 3000 direct ZIBET and on track 104° to HERMS and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	123.075 (CTAF) L



ELEV 776	TDZE 768





CATEGORY	A	B	C	D
LPV DA	968-¾ 200 (200-¾)			
LNAV/VNAV DA	1053-⅞ 285 (300-⅞)			
LNAV MDA	1200-1 432 (500-1)		1200-1¼ 432 (500-1¼)	
C CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

ELIZABETHTOWN, KENTUCKY
Amdt 1 17JUN21

37°41'N-85°56'W

ADDINGTON FLD (EKX)

RNAV (GPS) RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

ADDINGTON FLD (EKX)

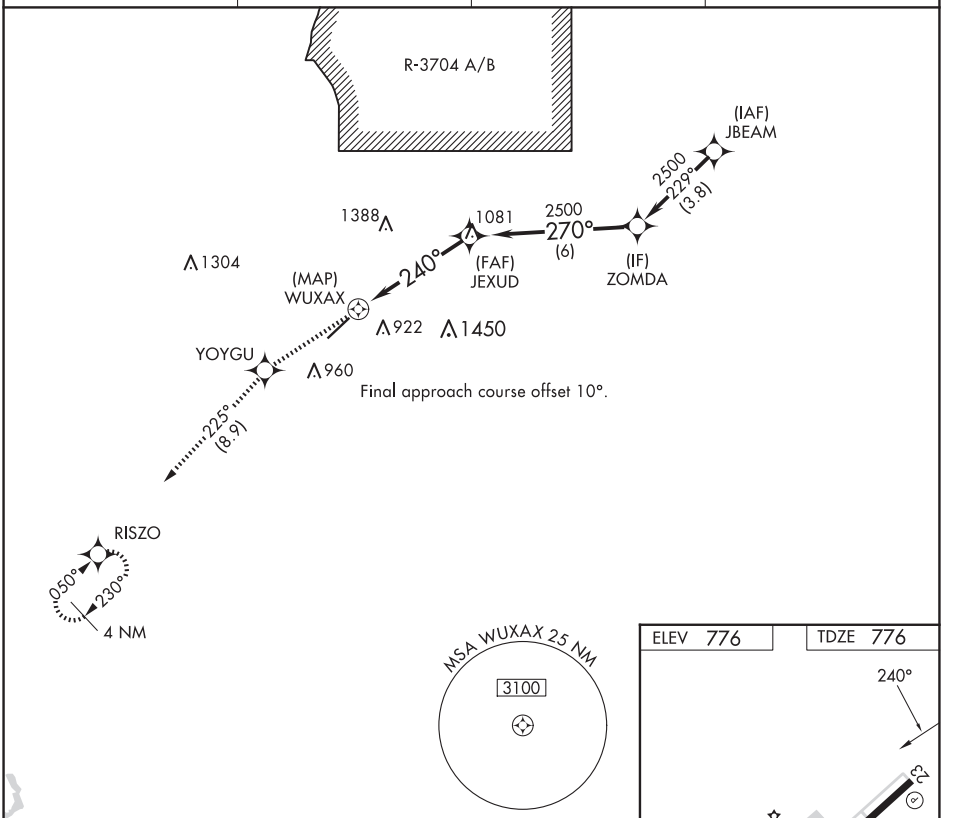
APP CRS	Rwy Idg	6001
240°	TDZE	776
	Apt Elev	776

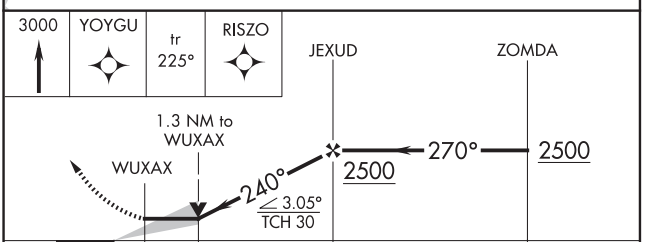
RNP APCH.

T A

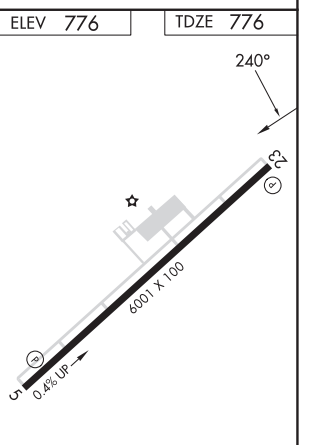
MISSED APPROACH: Climb to 3000 direct YOYGU and on track 225° to RISZO and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1 584 (600-1)		1360-1¾ 584 (600-1¾)	



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ELIZABETHTOWN, KENTUCKY AL-6712 (FAA) 24361

VOR-A

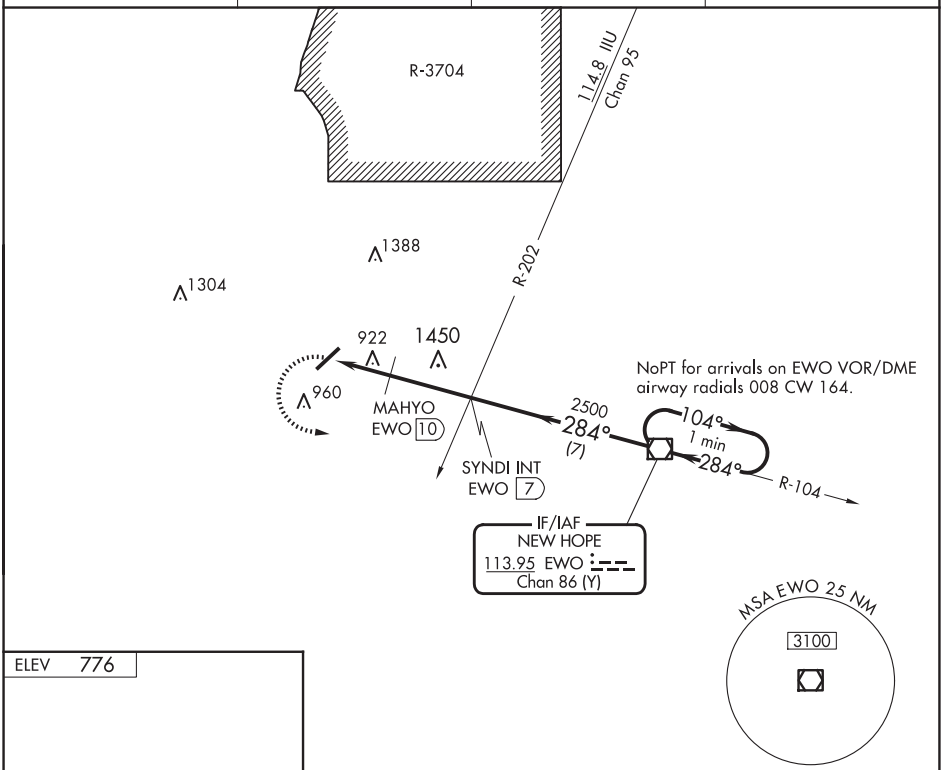
ADDINGTON FLD (EKX)

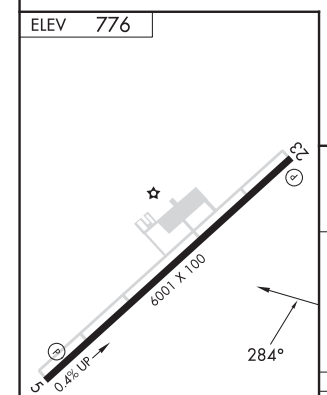
VOR/DME EWO	APP CRS	Rwy Idg	N/A
113.95	284°	TDZE	N/A
Chan 86 (Y)		Apt Elev	776

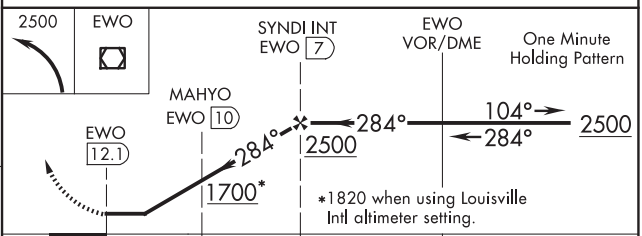
T A NA — When local altimeter setting not received, use Bardstown altimeter setting: increase all MDAs 80 feet and visibility Cat B and Cat C ¼ SM; MAHYO fix minimums: increase visibility Cat C ¼ SM.

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

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	123.075 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 924 (1000-1¼)		1700-2¾ 924 (1000-2¾)	1760-3 984 (1000-3)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

MAHYO FIX MINIMUMS

CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)

ELIZABETHTOWN, KENTUCKY
Amdt 3B 06OCT22

37°41'N-85°56'W

ADDINGTON FLD (EKX)

VOR-A

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

GENE SNYDER (K62)

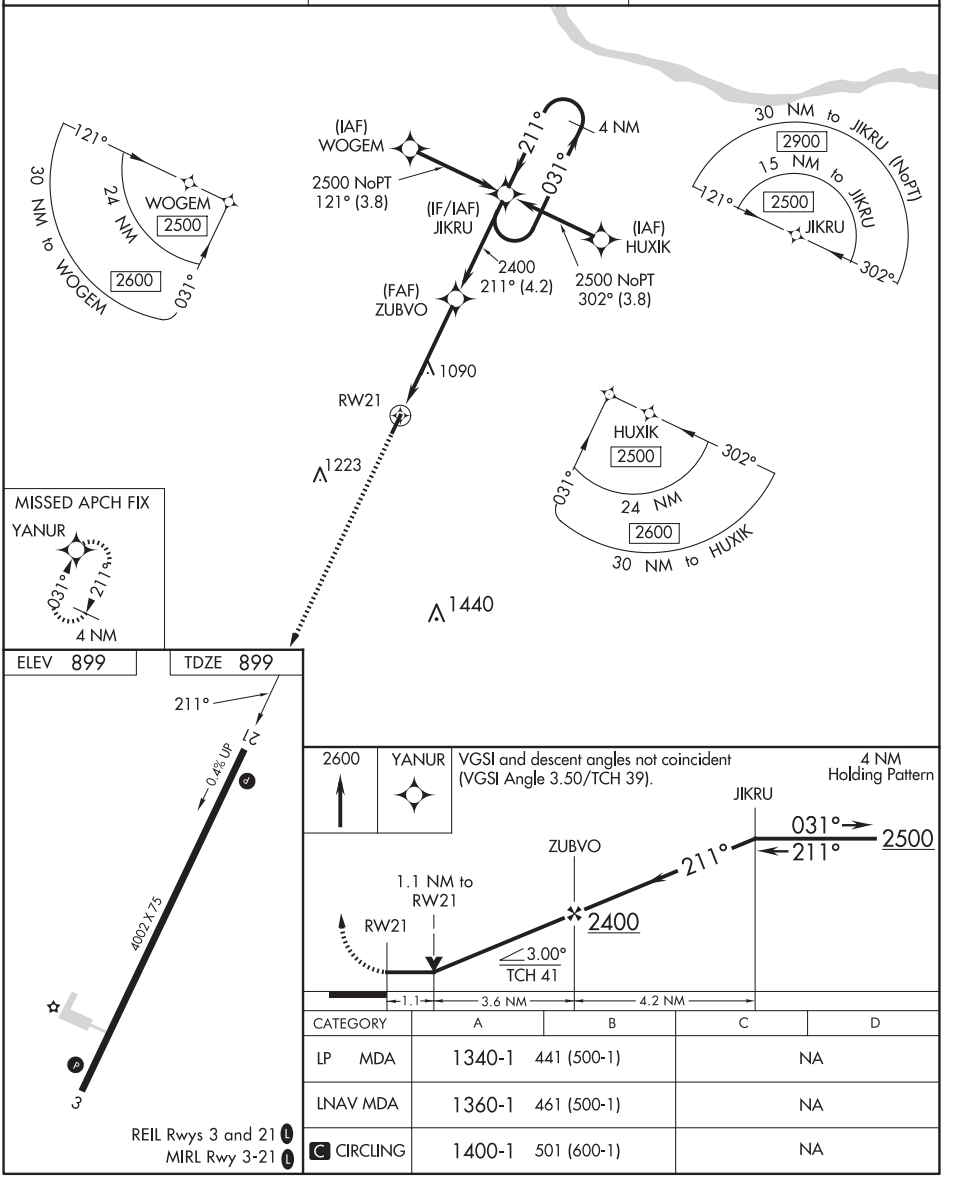
WAAS	APP CRS	Rwy Idg	4002
CH 40036	211°	TDZE	899
W21A		Apt Elev	899

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct YANUR and hold.

AWOS-3	CINCINNATI APP CON	UNICOM
123.825	121.0 254.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1340-1	441 (500-1)	NA	
LNAV MDA	1360-1	461 (500-1)	NA	
C CIRCLING	1400-1	501 (600-1)	NA	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR-A

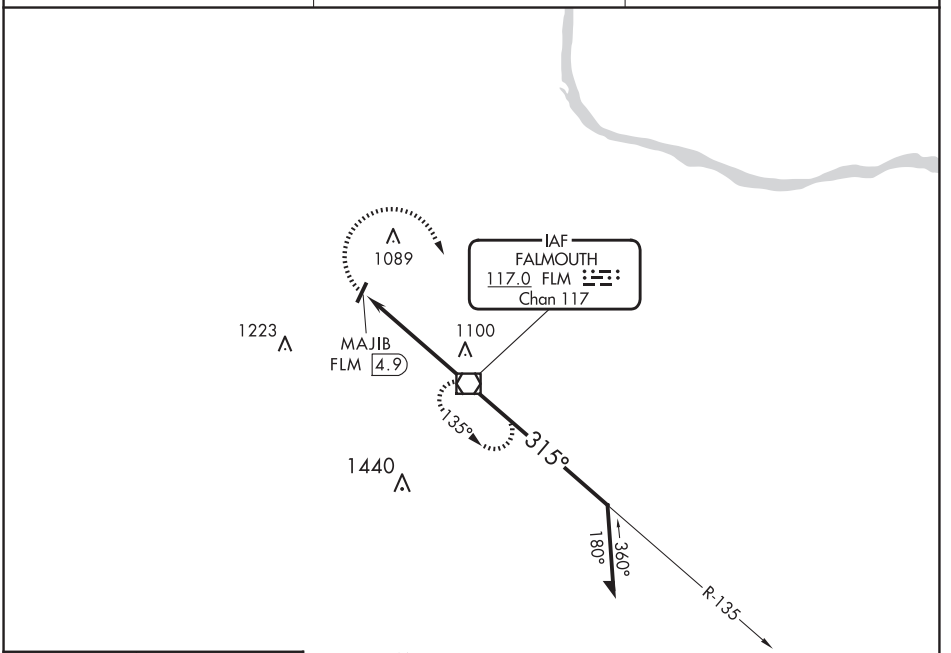
GENE SNYDER (K62)

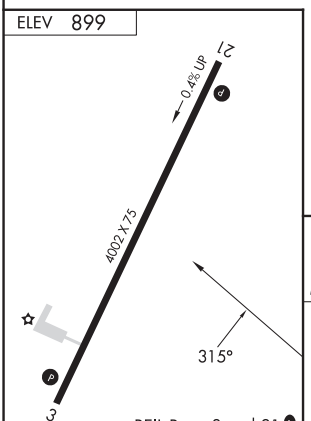
VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	315°	TDZE	N/A
Chan 117		Apt Elev	899

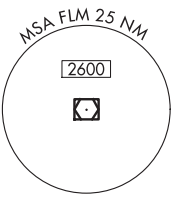
Night landing: Rwy 03 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.

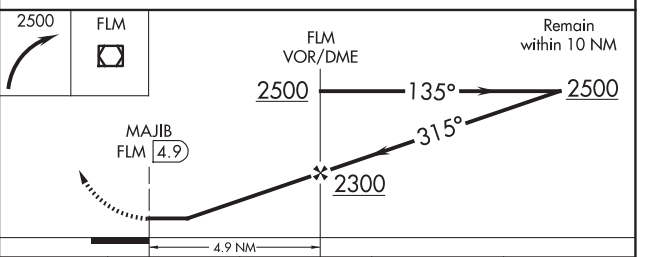
MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3	CINCINNATI APP CON	UNICOM
123.825	121.0 254.25	122.7 (CTAF)









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
C CIRCLING	1400-1	501 (600-1)	NA	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61017 W02A	APP CRS 015°	Rwy Idg 5500 TDZE 978 Apt Elev 984

RNAV (GPS) RWY 2

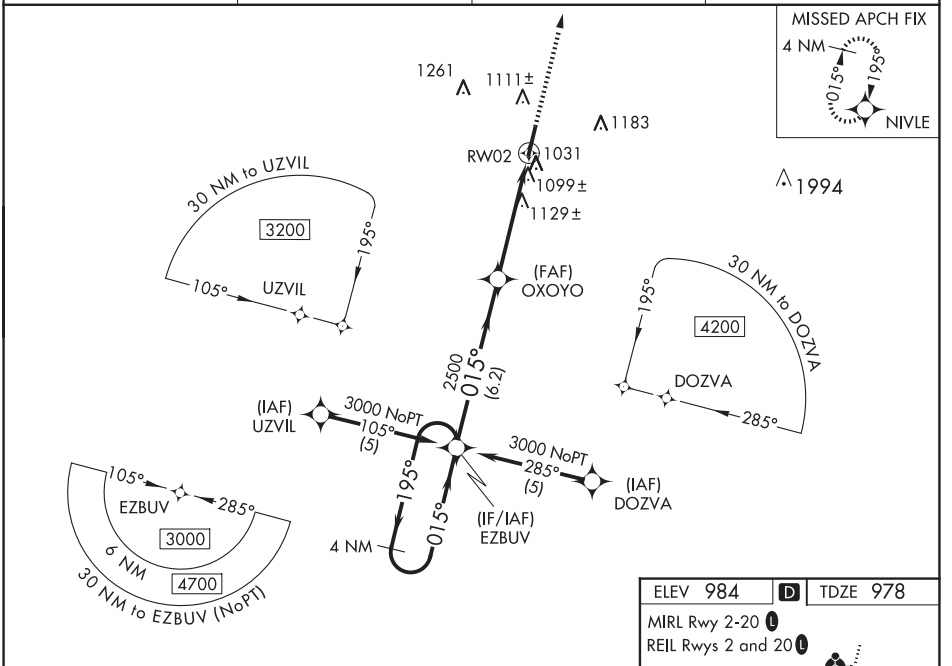
FAYETTEVILLE MUNI (FYM)

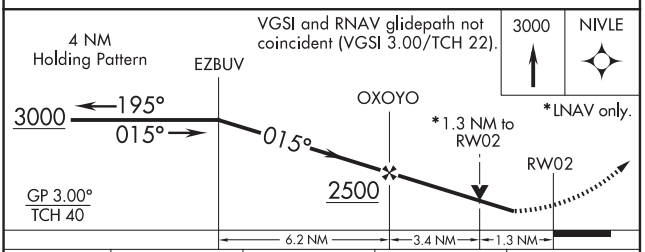
RNP APCH - GPS.

T A NA Baro-VNAV and VDP NA when using Huntsville Exec Tom Sharp Jr Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase LPV DA to 1341 feet and all visibilities ¼ SM; LNAV/VNAV DA to 1519 feet and all visibilities ½ SM; increase all MDAs 120 feet and LNAV Cat C and Circling Cat D visibility ¼ SM, LNAV Cat D and Circling Cat C visibility ½ SM.

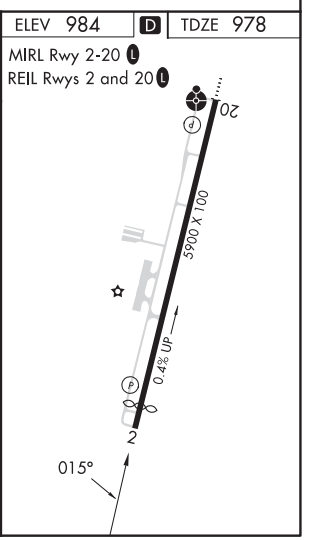
MISSED APPROACH: Climb to 3000 direct NIVLE and hold.

AWOS-3	HUNTSVILLE APP CON ★	CLNC DEL (GCO)	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1228-1 250 (300-1)			
LNAV/VNAV DA	1406-1½ 428 (500-1½)			
LNAV MDA	1380-1 402 (400-1)		1380-1¼ 402 (400-1¼)	
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1½ 596 (600-1½)	1580-2 596 (600-2)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

FAYETTEVILLE, TENNESSEE | AL-5856 (FAA) | 23250

RNAV (GPS) RWY 20

FAYETTEVILLE MUNI (FYM)

WAAS	APP CRS	Rwy Idg	5900
CH 65717	195°	TDZE	984
W20A		Apt Elev	984

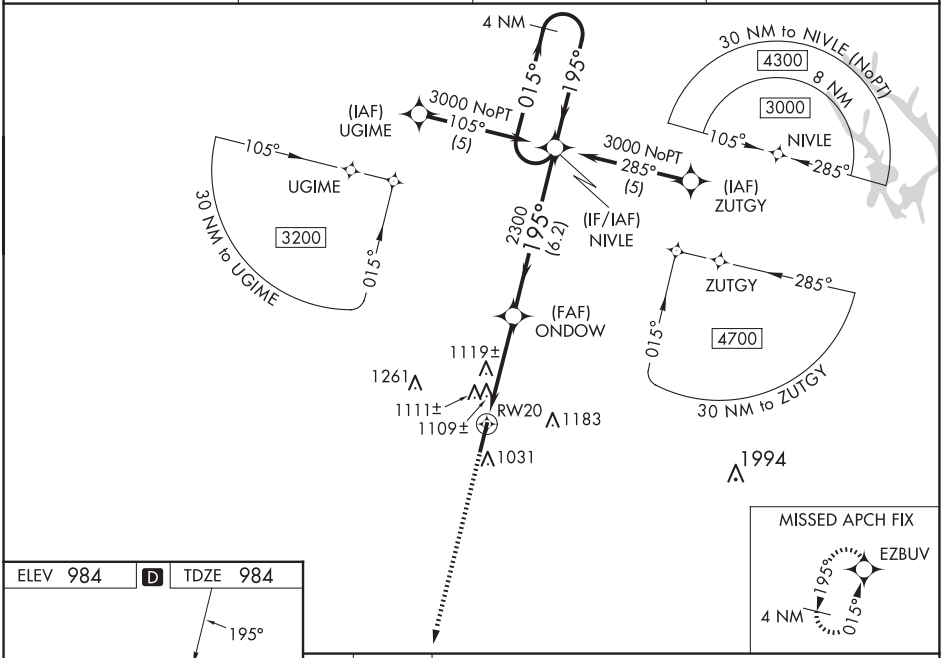
RNP APCH - GPS.

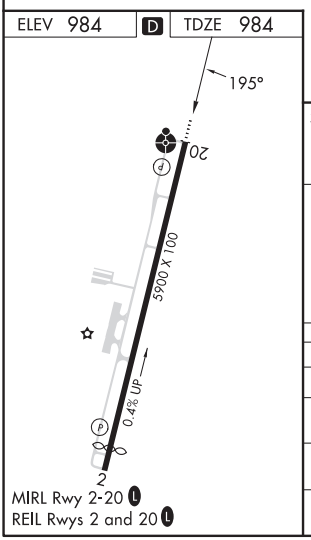
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase LPV DA to 1373 feet and all visibilities ½ SM; LNAV/VNAV DA to 1561 feet and all visibilities ¼ SM; increase all MDAs 120 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM, Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA when using Huntsville Exec Tom Sharp Jr Fld altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville Exec Tom Sharp Jr Fld altimeter setting.

ODALS

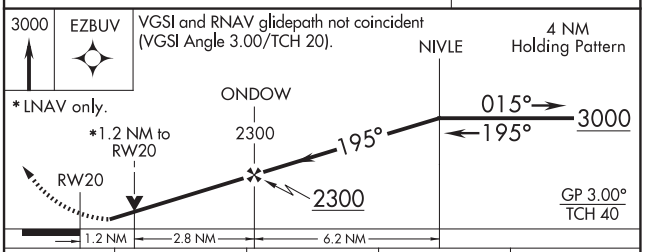
MISSED APPROACH: Climb to 3000 direct EZBUV and hold.

AWOS-3	HUNTSVILLE APP CON *	CLNC DEL (GCO)	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



CATEGORY	A	B	C	D
LPV DA	1260-1 276 (300-1)			
LNAV/VNAV DA	1448-1¾ 464 (500-1¾)			
LNAV MDA	1380-¾ 396 (400-¾)			1380-1¼ 396 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1½ 596 (600-1½)	1580-2 596 (600-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME RWY 2

FAYETTEVILLE MUNI (FYM)

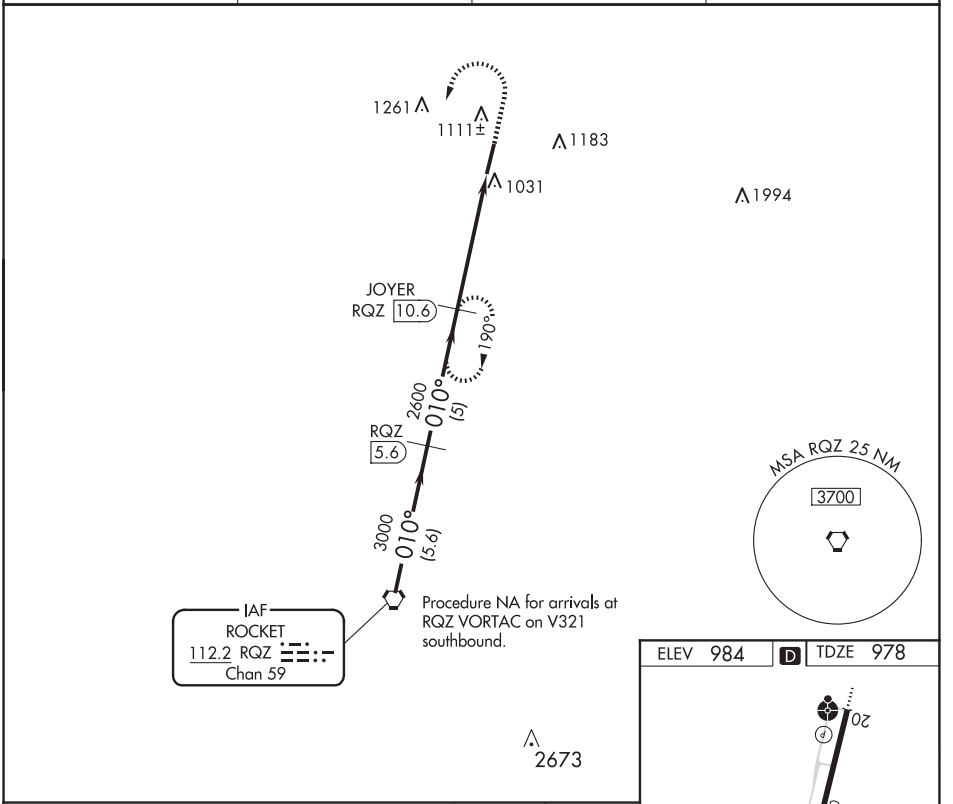
VORTAC RQZ	APP CRS	Rwy Idg	5500
112.2	010°	TDZE	978
Chan 59		Apt Elev	984

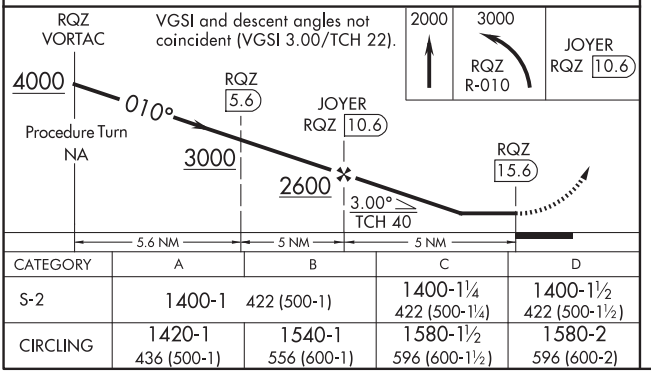
When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ¼ SM, Circling Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA.

NA

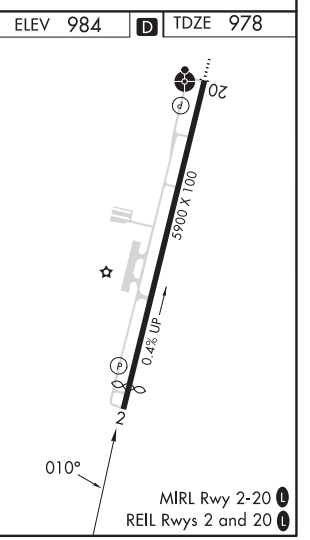
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3	HUNTSVILLE APP CON ★	CLNC DEL (GCO)	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1400-1	422 (500-1)	1400-1¼ 422 (500-1¼)	1400-1½ 422 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1580-1½ 596 (600-1½)	1580-2 596 (600-2)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

FLEMINGSBURG, KENTUCKY | AL-6296 (FAA) | 23334

RNAV (GPS) RWY 7

FLEMING-MASON (FGX)

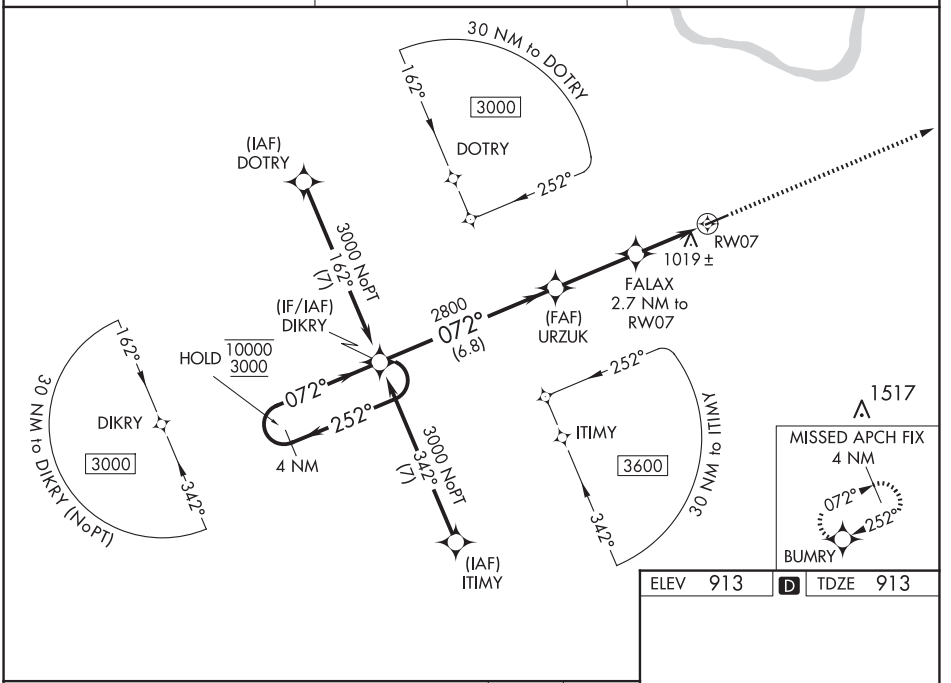
WAAS	APP CRS	Rwy Idg	4703
CH 56312	072°	TDZE	913
W07A		Apt Elev	913

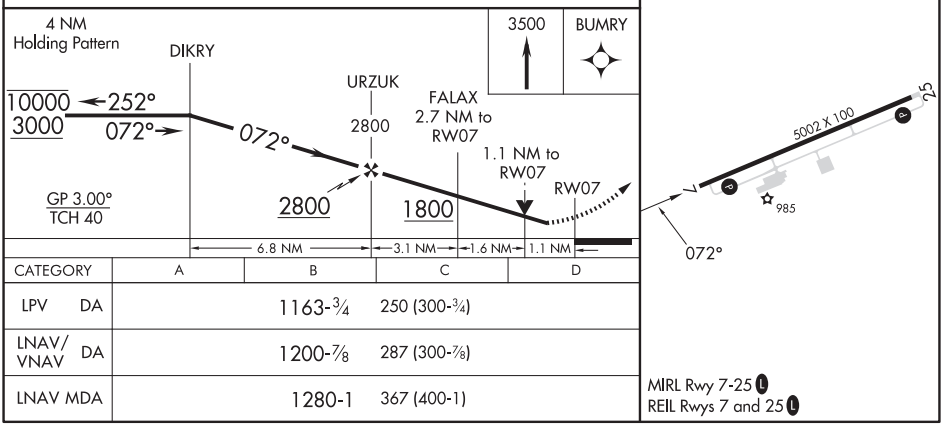
RNP APCH - GPS.

Baro-VNAV and VDP NA when using Blue Grass altimeter setting. Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1327 feet and all visibilities ¼ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ⅜ SM.

MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		1163-¾	250 (300-¾)	
LNAV/VNAV DA		1200-⅞	287 (300-⅞)	
LNAV MDA		1280-1	367 (400-1)	

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FLEMINGSBURG, KENTUCKY
Amdt 1 30NOV23

38°32'N-83°45'W

FLEMING-MASON (FGX)

RNAV (GPS) RWY 7

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	4703
CH 69212	252°	TDZE	913
W25A		Apt Elev	913

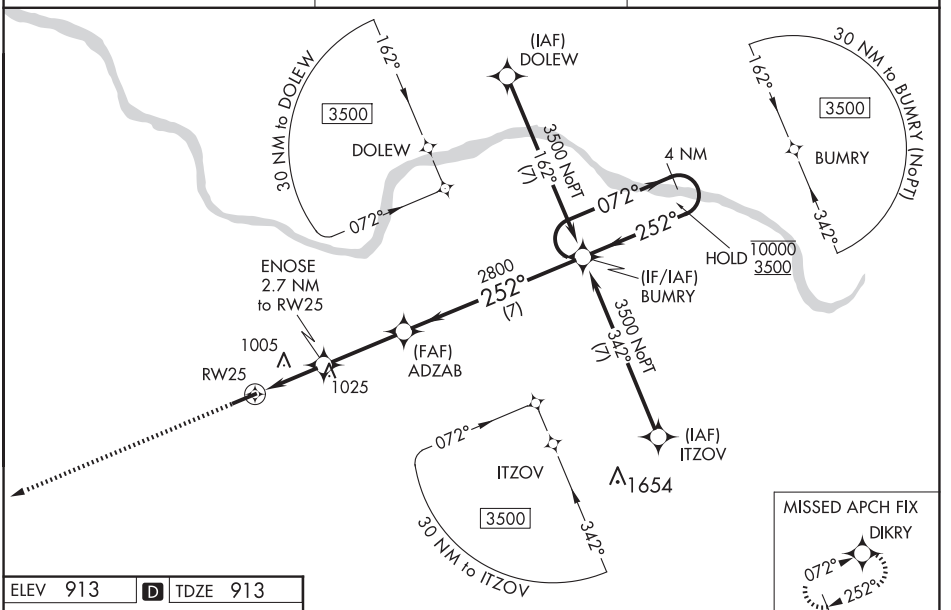
RNAV (GPS) RWY 25
FLEMING-MASON (FGX)

RNP APCH - GPS.

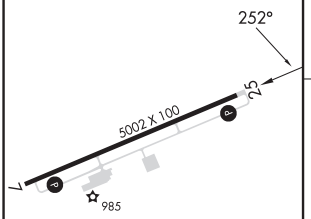
Baro-VNAV and VDP NA when using Blue Grass altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1240 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1290 feet and all visibilities ¼ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ½ SM.

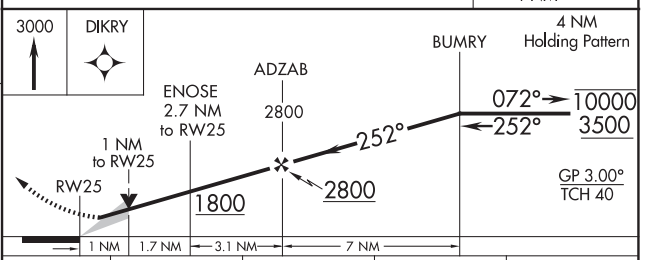
MISSED APPROACH: Climb to 3000 direct DIKRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L



ELEV 913 D TDZE 913





CATEGORY	A	B	C	D
LPV DA	1113-¾ 200 (200-¾)			
LNAV/VNAV DA	1163-¾ 250 (300-¾)			
LNAV MDA	1260-1 347 (400-1)			
CIRCLING	1320-1 407 (500-1)	1380-1 467 (500-1)	1520-1¾ 607 (700-1¾)	1520-2 607 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME-A

FLEMING-MASON (FGX)

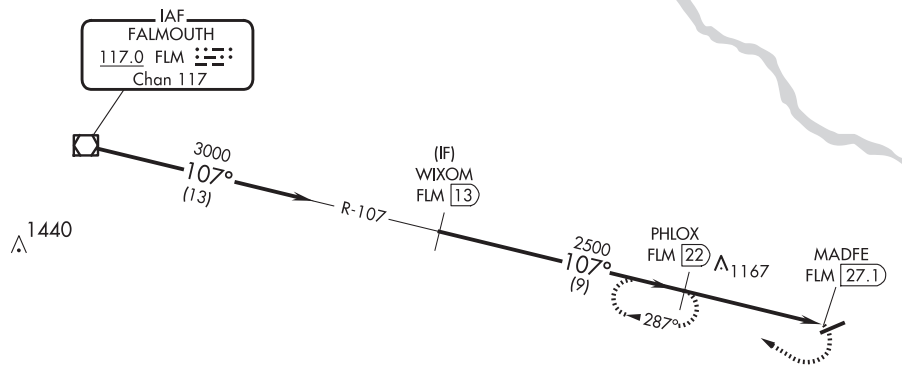
VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	107°	TDZE	N/A
Chan 117		Apt Elev	913

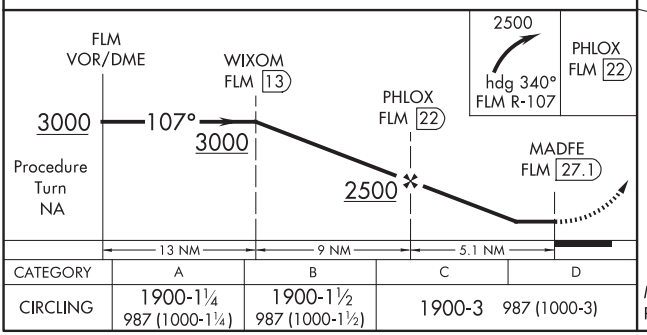
NA — When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

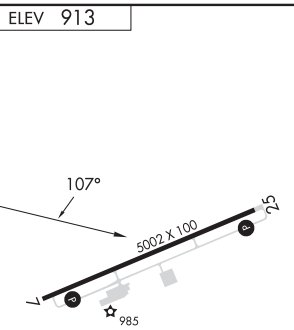
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.





CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 987 (1000-1¼)	1900-1½ 987 (1000-1½)	1900-3	987 (1000-3)



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77831 W07A	APP CRS 069°	Rwy Idg 5506 TDZE 812 Apt Elev 812

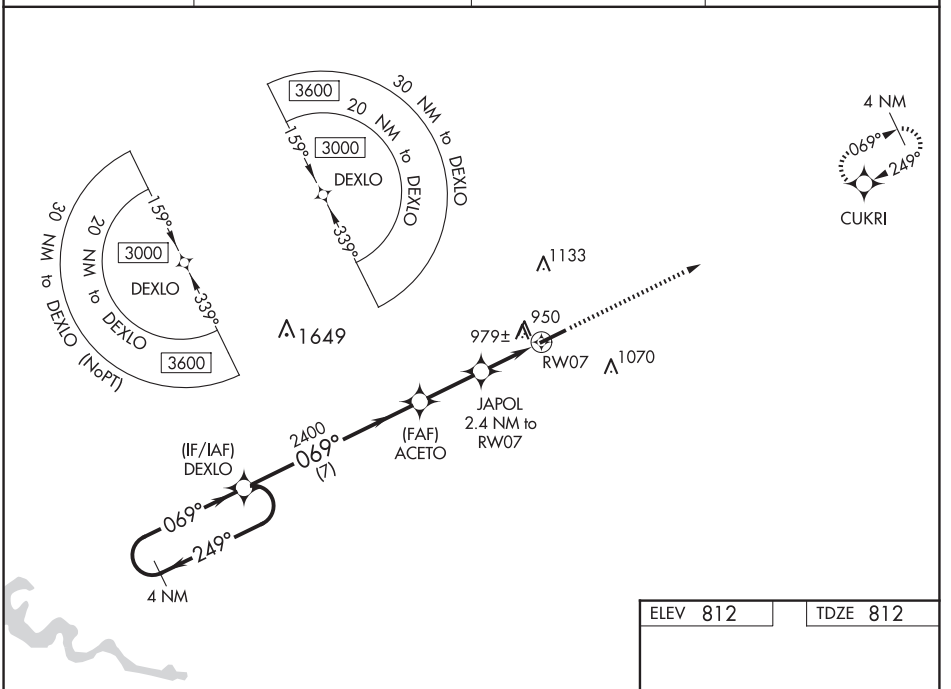
RNAV (GPS) RWY 7

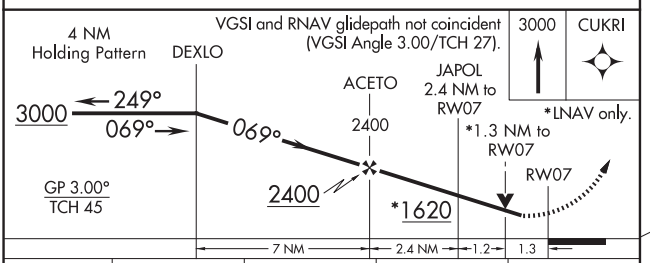
CAPITAL CITY (FFT)

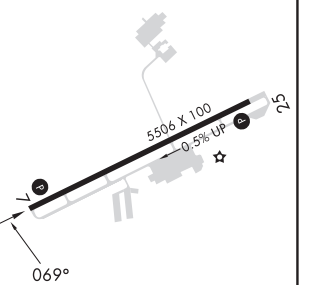
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ¼ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ⅛ mile, and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1087-⅞ 275 (300-⅞)			
LNAV/VNAV DA	1231-1⅜ 419 (500-1⅜)			
LNAV MDA	1240-1 428 (500-1)		1240-1¼ 428 (500-1¼)	
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 25

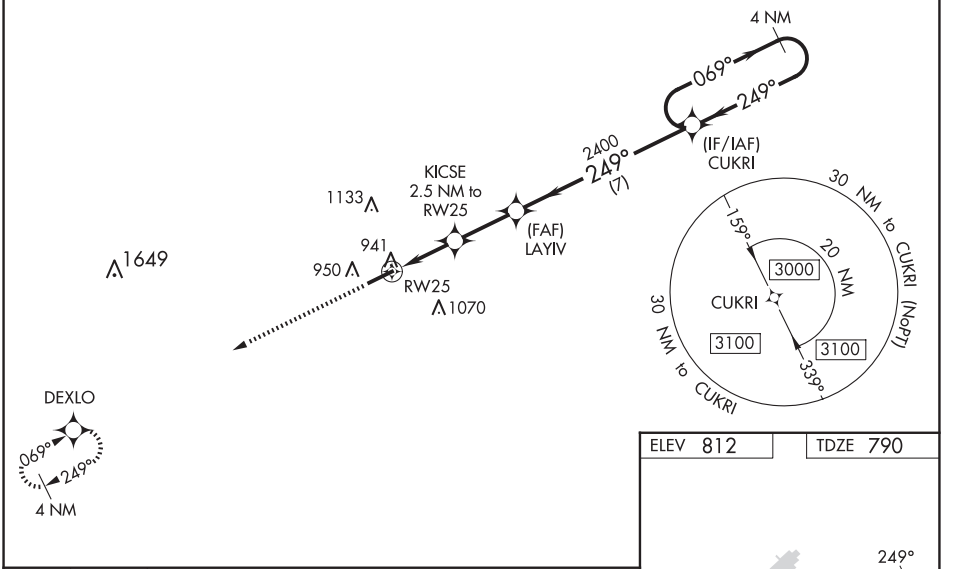
CAPITAL CITY (FFT)

WAAS	APP CRS	Rwy ldg	5506
CH 56531	249°	TDZE	790
W25A		Apt Elev	812

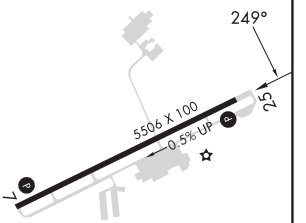
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ¼ mile, all LNAV/VNAV visibilities ⅛ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

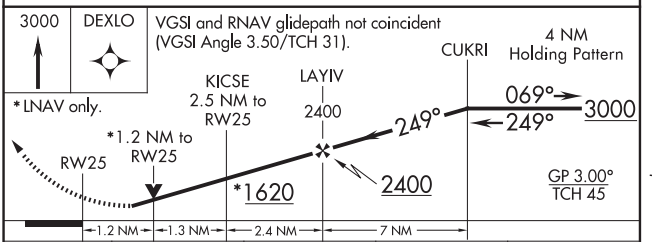
MISSED APPROACH: Climb to 3000 direct DEXLO and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L



ELEV 812	TDZE 790





CATEGORY	A	B	C	D
LPV DA	1098-1	308 (300-1)		
LNAV/VNAV DA	1109-1⅛	319 (300-1⅛)		
LNAV MDA	1200-1	410 (400- 1)	1200-1⅛	410 (400-1⅛)
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-FFT	APP CRS	Rwy Ldg 5506
109.95	249°	TDZE 790
Chan 36 (Y)		Apt Elev 812

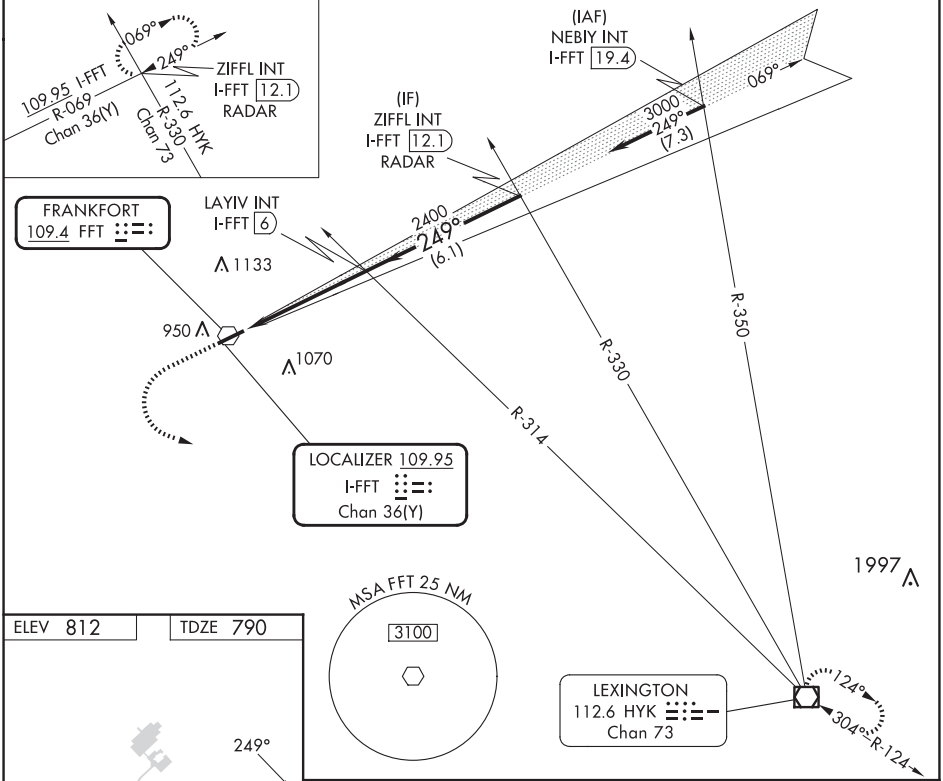
LOC RWY 25
CAPITAL CITY (FFT)

NA Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to 1½ mile and Circling Cat C and D visibility ¼ mile.

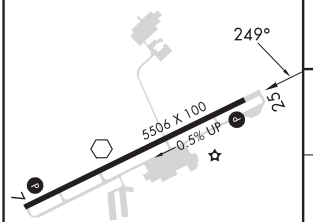
MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF)

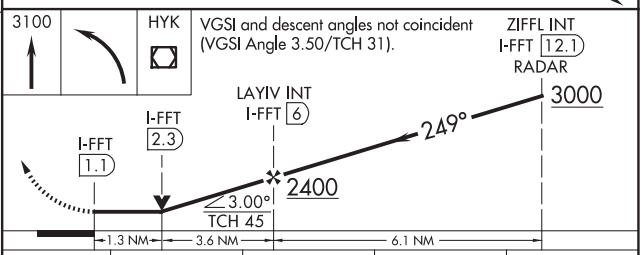
ALTERNATE MISSED APCH FIX



ELEV 812 TDZE 790



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 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-25	1280-1 490 (500-1)		1280-1⅜ 490 (500-1⅜)	
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

FRANKFORT, KENTUCKY | AL-5024 (FAA) | 23054

VOR RWY 25

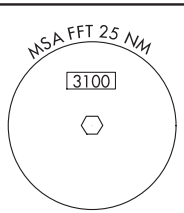
CAPITAL CITY (FFT)

VOR FFT	APP CRS	Rwy Idg	5506
109.4	251°	TDZE	790
		Apt Elev	812

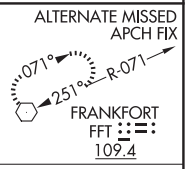
Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility ⅛ mile, and increase Circling Cat C ⅛ mile, and Cat D ¼ mile.

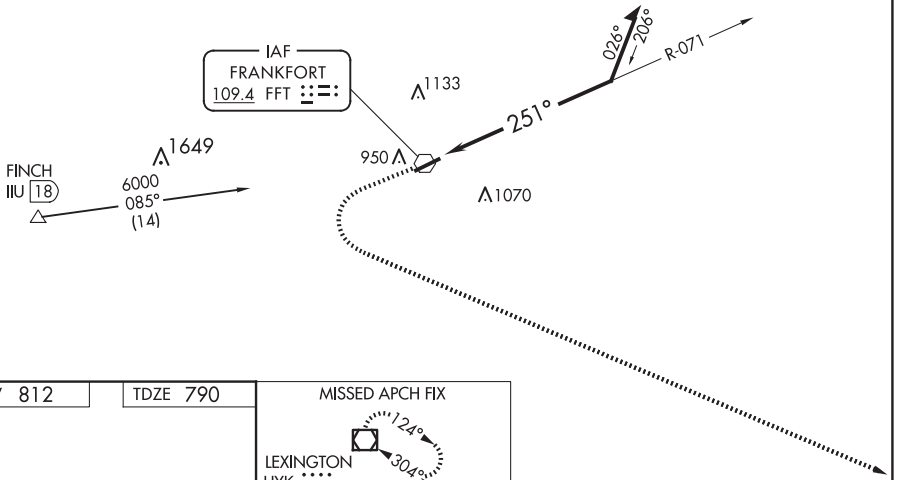
MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L

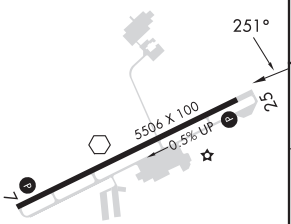


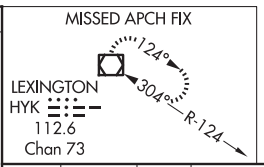
DME REQUIRED

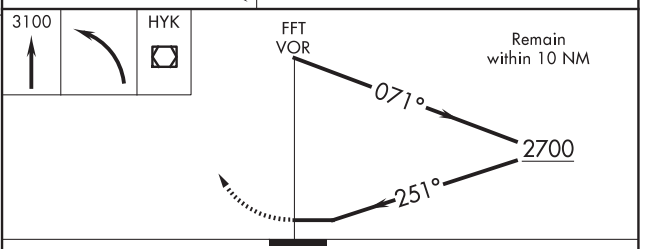




ELEV 812 | TDZE 790







CATEGORY	A	B	C	D
S-25	1440-1	650 (700-1)	1440-1⅞	650 (700-1⅞)
C CIRCLING	1440-1	628 (700-1)	1440-1⅞ 628 (700-1⅞)	1440-2 628 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9

FULTON (1M7)

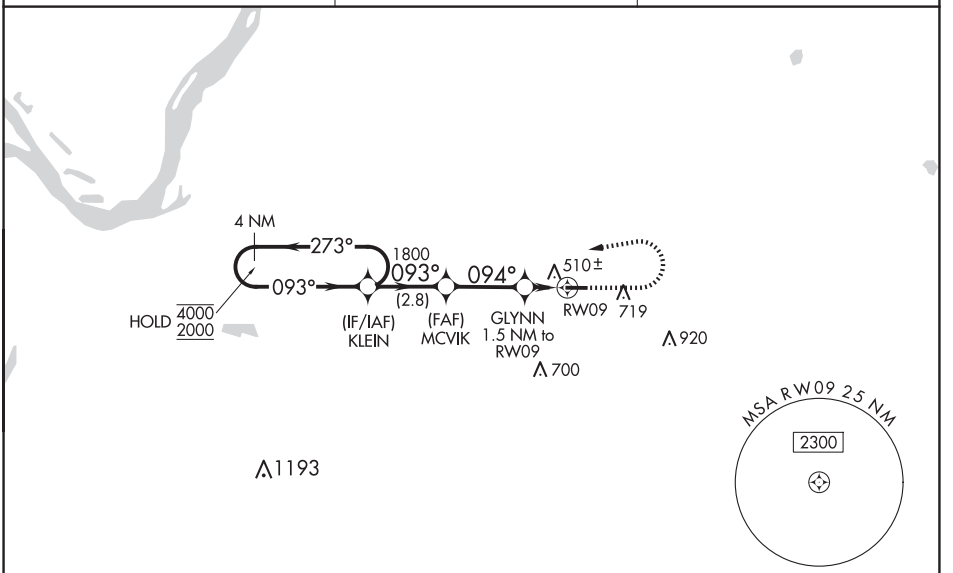
WAAS	APP CRS	Rwy Idg	3841
CH 82344	094°	TDZE	398
W09A		Apt Elev	404

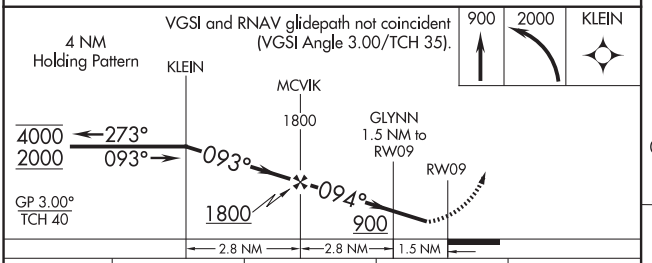
RNP APCH - GPS.

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Union City altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

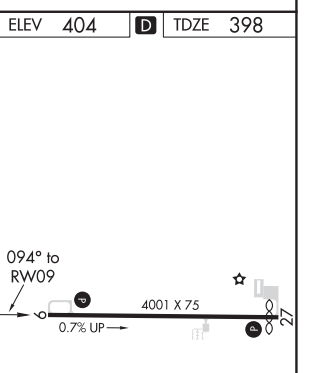
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	682-1	284 (300-1)	NA	
LNAV/VNAV DA	721-1	323 (400-1)	NA	
LNAV MDA	800-1	402 (400-1)	NA	
C CIRCLING	920-1 516 (600-1)	1000-1 596 (600-1)	NA	



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

GALLATIN, TENNESSEE | AL-5646 (FAA) | 23054

RNAV (GPS) RWY 17

MUSIC CITY EXEC (XNX)

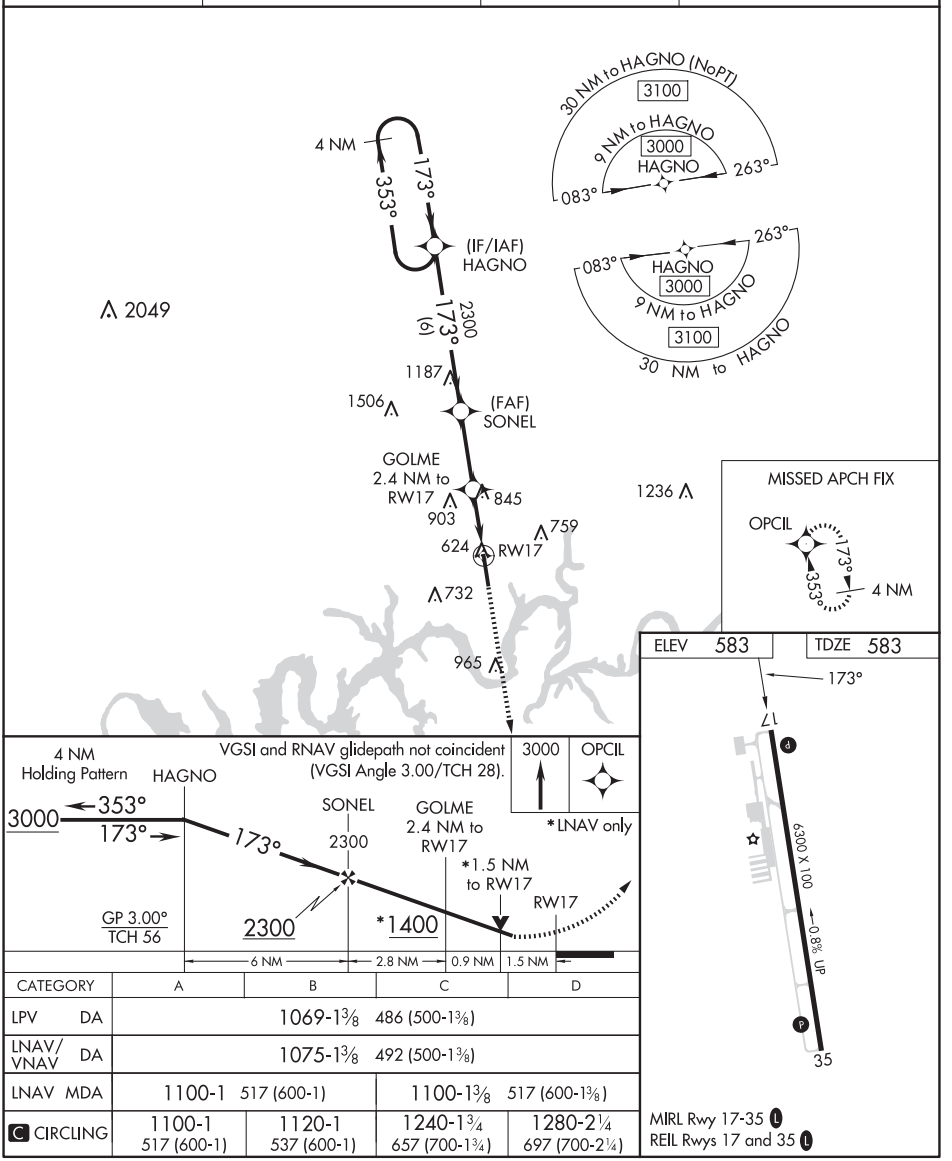
WAAS	APP CRS	Rwy Idg	6300
CH 70725	173°	TDZE	583
W17A		Apt Elev	583

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OPCIL and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1069-1⅜ 486 (500-1⅜)			
LNAV/VNAV DA	1075-1⅜ 492 (500-1⅜)			
LNAV MDA	1100-1 517 (600-1)		1100-1⅜ 517 (600-1⅜)	
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

GALLATIN, TENNESSEE
Amdt 3A 16JUL20

36°23'N-86°25'W

MUSIC CITY EXEC (XNX)

RNAV (GPS) RWY 17

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 35

MUSIC CITY EXEC (XNX)

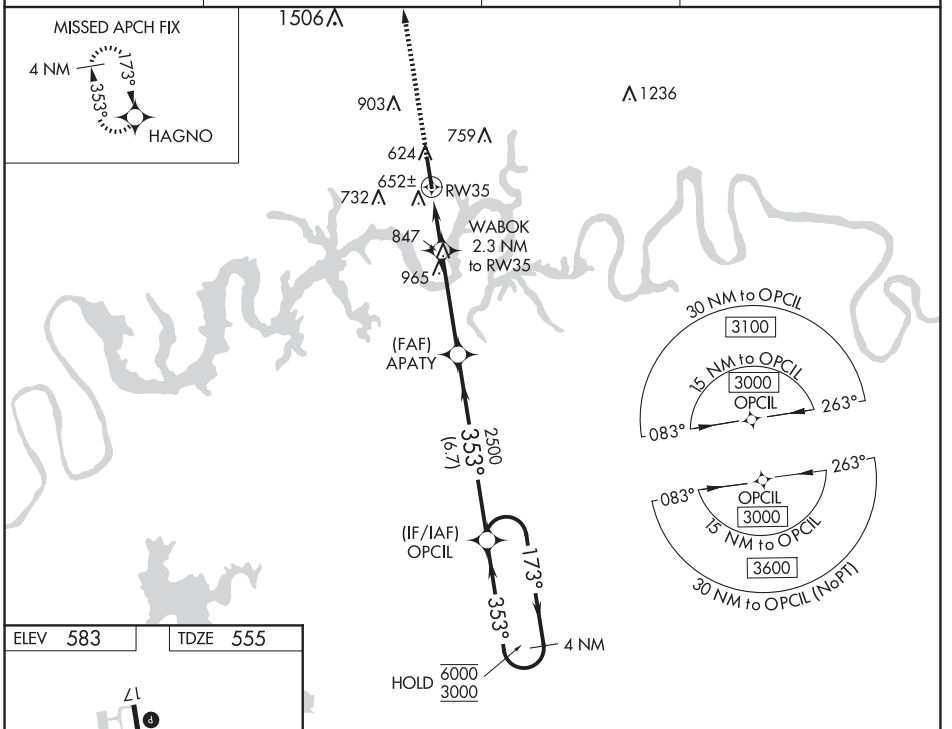
WAAS	APP CRS	Rwy Idg	6300
CH 65627	353°	TDZE	555
W35A		Apt Elev	583

RNP APCH.

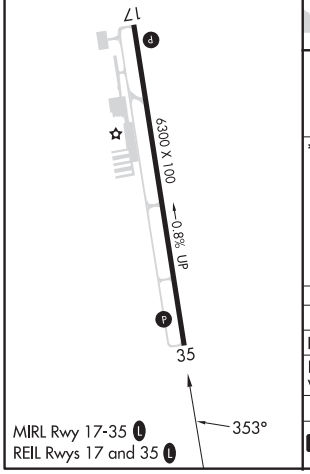
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

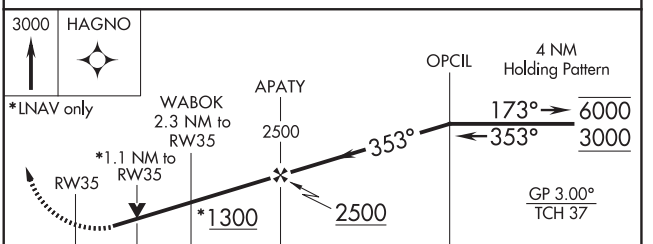
MISSED APPROACH: Climb to 3000 direct HAGNO and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF)



ELEV 583 TDZE 555





CATEGORY	A	B	C	D
LPV DA	805-¾ 250 (300-¾)			
LNAV/VNAV DA	829-⅞ 274 (300-⅞)			
LNAV MDA	920-1 365 (400-1)			
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

GALLATIN, TENNESSEE AL-5646 (FAA) 23054

VORTAC BNA	APP CRS	Rwy Idg	N/A
114.1	045°	TDZE	N/A
Chan 88		Apt Elev	583

VOR-A

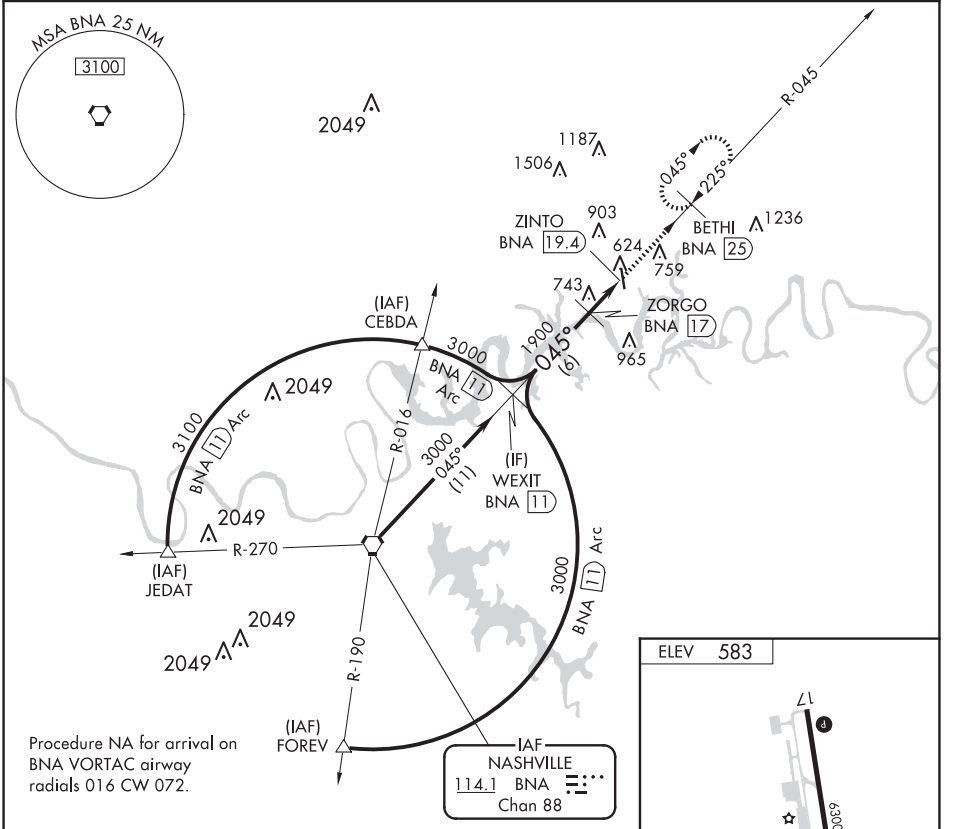
MUSIC CITY EXEC (XNX)

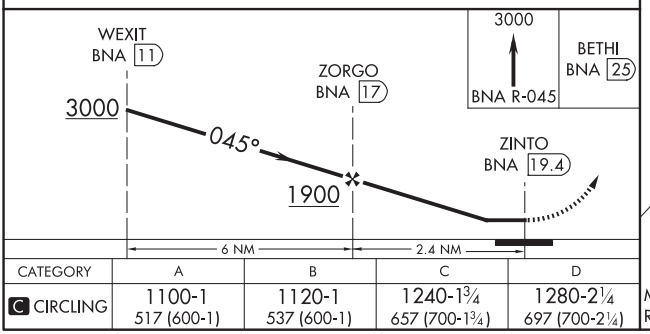
DME required.

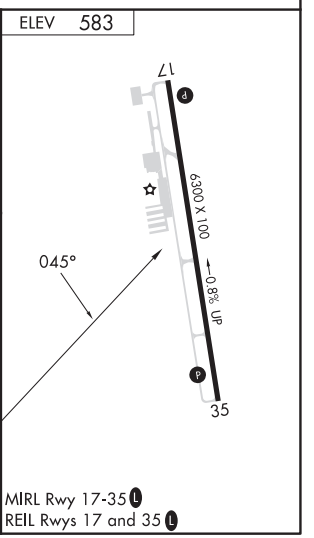
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

GALLATIN, TENNESSEE
Amdt 3A 16JUL20

36° 23'N-86° 25'W

MUSIC CITY EXEC (XNX)

VOR-A

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3

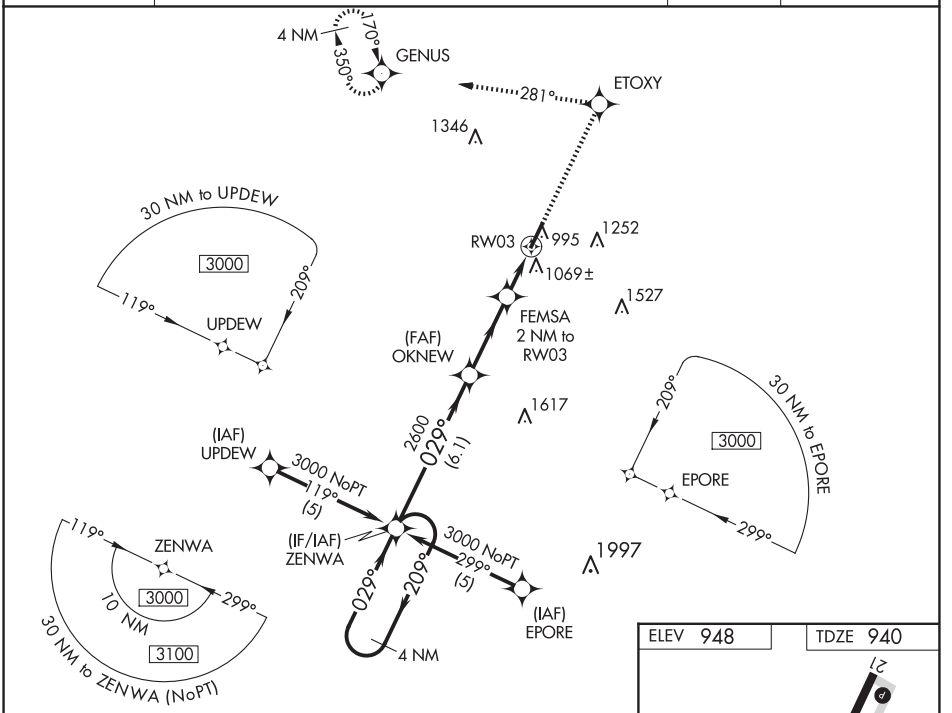
GEORGETOWN-SCOTT COUNTY RGNL (27K)

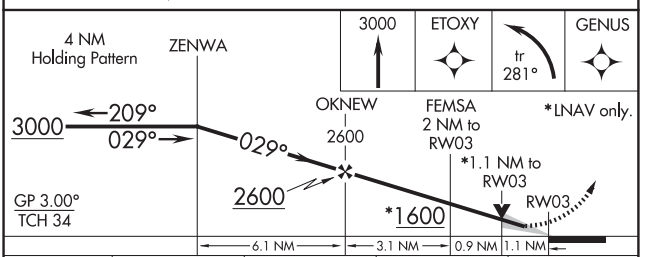
WAAS	APP CRS	Rwy Ldg	5498
CH 56309	029°	TDZE	940
W03A		Apt Elev	948

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

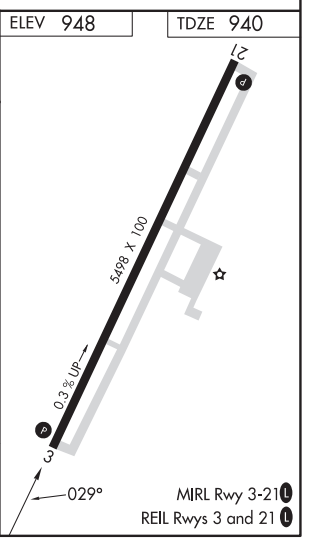
MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1140-¾ 200 (200-¾)			
LNAV/ VNAV DA	1375-1½ 435 (500-1½)			
LNAV MDA	1320-1 380 (400-1)			1320-1¼ 380 (400-1¼)
CIRCLING	1420-1 472 (500-1)		1560-1¾ 612 (700-1¾)	1660-2¼ 712 (800-2¼)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

GEORGETOWN, KENTUCKY

AL-9191 (FAA)

25163

APP CRS	Rwy Ldg	5498
209°	TDZE	948
	Apt Elev	948

RNAV (GPS) Y RWY 21

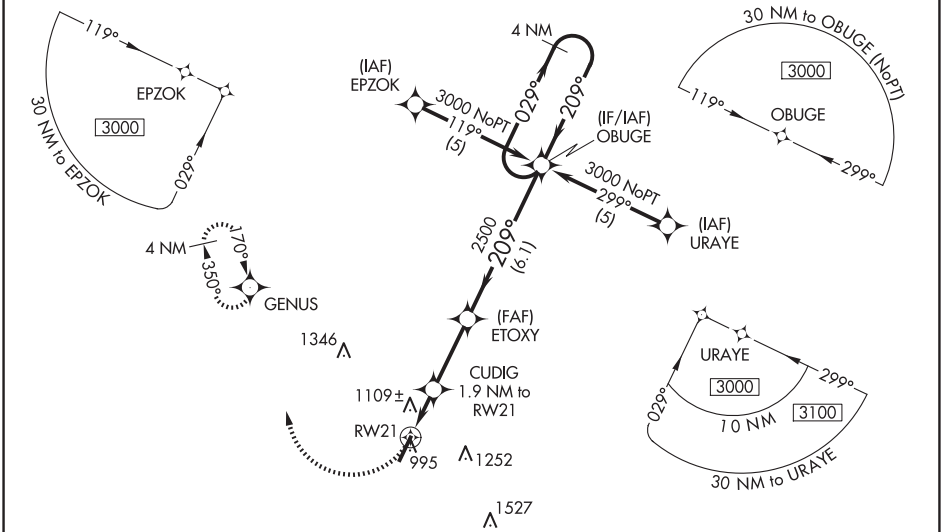
GEORGETOWN-SCOTT COUNTY RGNL (27K)

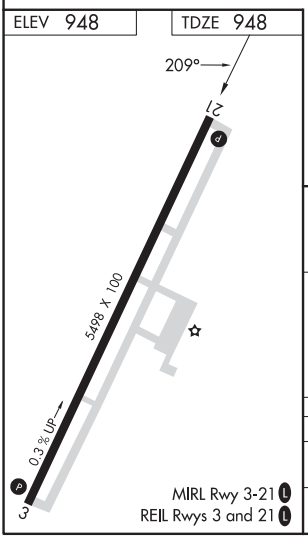
T
A NA

DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting. When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 40 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

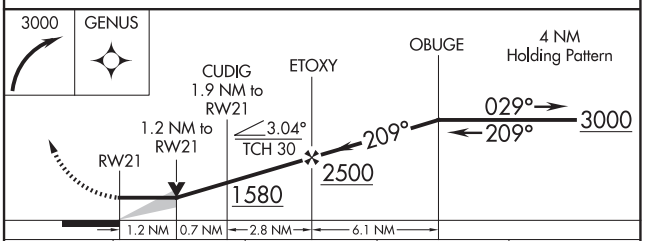
AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





1617

1623



CATEGORY	A	B	C	D
LNAV MDA	1360-1 412 (500-1)		1360-1¼ 412 (500-1¼)	
CIRCLING	1420-1 472 (500-1)		1560-1¾ 612 (700-1¾)	1660-2¼ 712 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	5498
CH 48909	209°	TDZE	948
W21A		Apt Elev	948

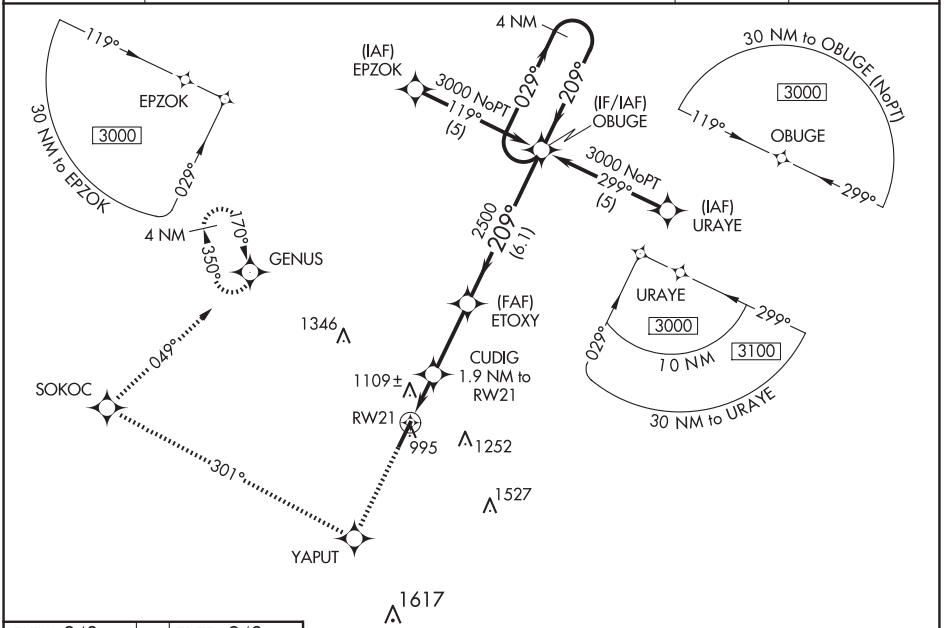
RNAV (GPS) Z RWY 21

GEORGETOWN-SCOTT COUNTY RGNL (27K)

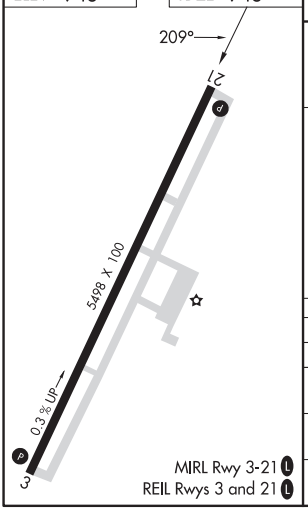
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1186, LNAV/VNAV DA to 1460, and all MDA 40 feet; increase LPV all Cats and LNAV Cats C/D and Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA with Lexington altimeter setting.

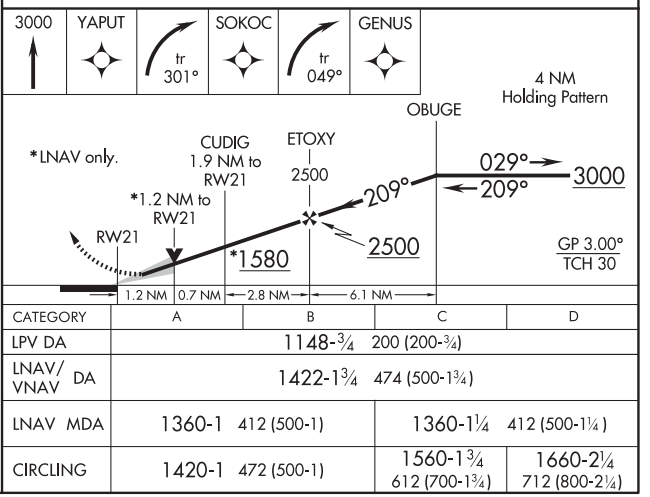
MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L



ELEV 948	TDZE 948





CATEGORY	A	B	C	D
LPV DA	1148-¾ 200 (200-¾)			
LNAV/VNAV DA	1422-1¾ 474 (500-1¾)			
LNAV MDA	1360-1 412 (500-1)		1360-1¼ 412 (500-1¼)	
CIRCLING	1420-1 472 (500-1)		1560-1¾ 612 (700-1¾)	1660-2¼ 712 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

GLASGOW, KENTUCKY AL-5818 (FAA) 22195

WAAS	APP CRS	Rwy Idg	5000
CH 77607	075°	TDZE	709
W08A		Apt Elev	716

RNAV (GPS) RWY 8

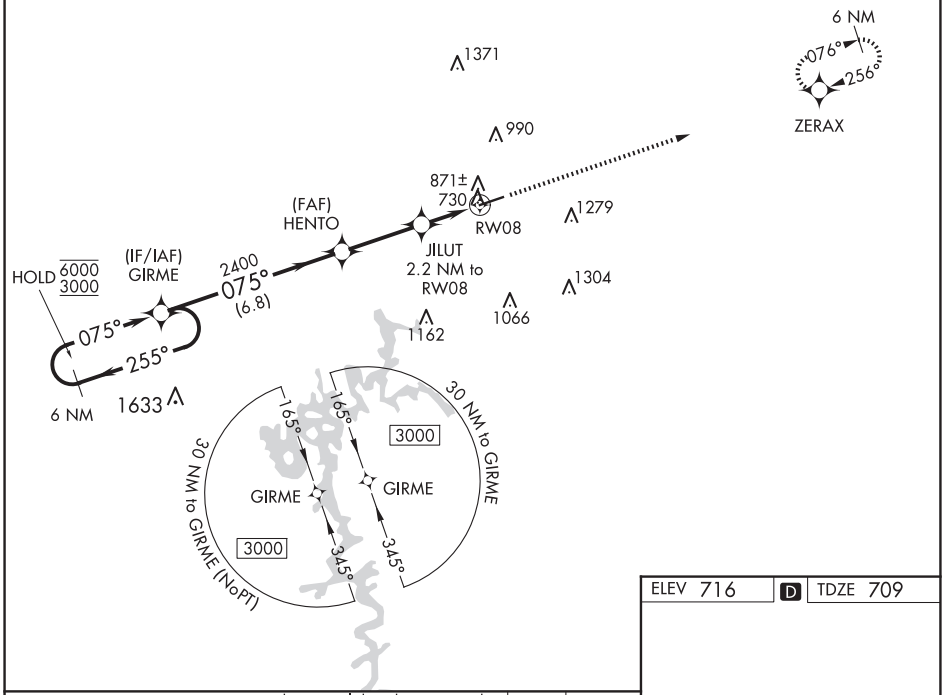
GLASGOW MUNI (GLW)

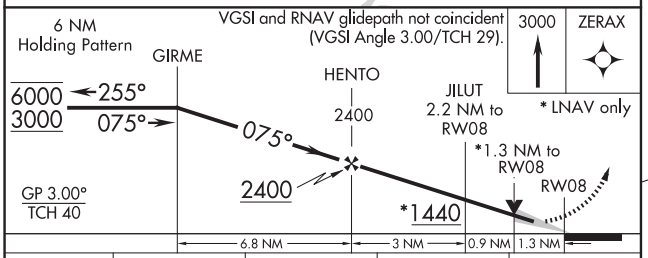
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

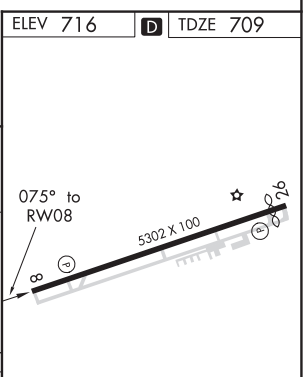
MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.9 290.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	971-1 262 (300-1)			
LNAV/VNAV DA	1125-1 3/8 416 (500-1 3/8)			
LNAV MDA	1140-1 431 (500-1)		1140-1 1/4 431 (500-1 1/4)	



MIRL Rwy 8-26 L

REIL Rwys 8 and 26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 26

GLASGOW MUNI (GLW)

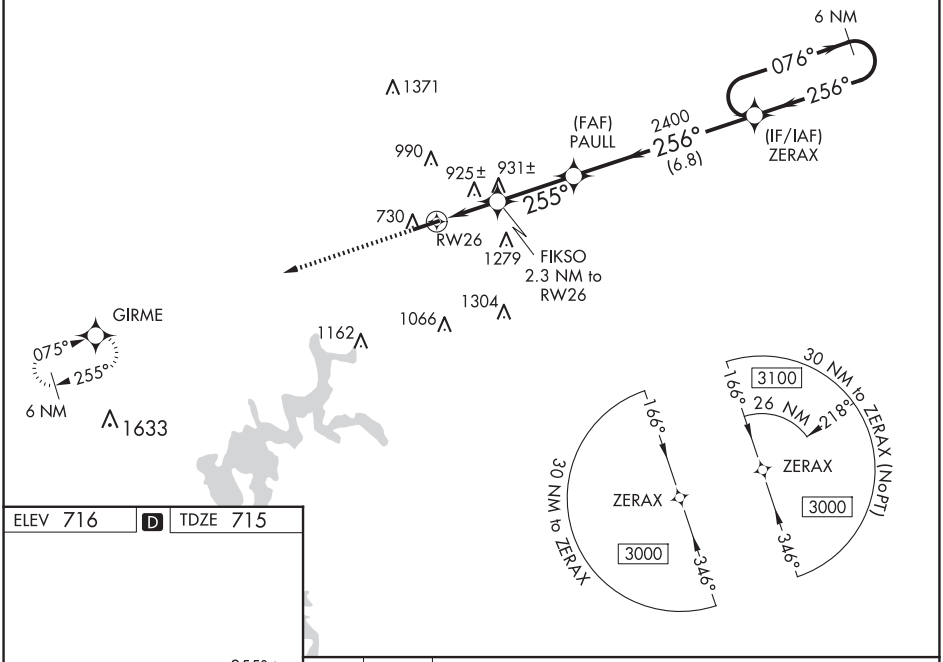
APP CRS	Rwy Idg	5000
255°	TDZE	715
	Apt Elev	716

RNP APCH - GPS.

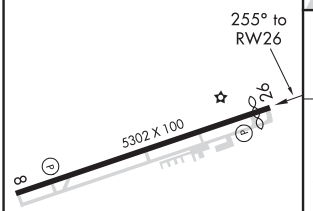
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and D visibility ¼ SM, and Circling visibility Cat C, D ¼ SM.

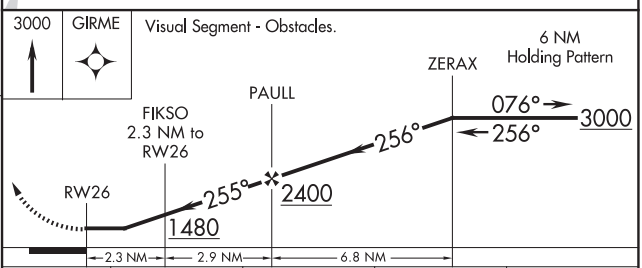
MISSED APPROACH: Climb to 3000 direct GIRME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.9 290.3	122.8 (CTAF) L



ELEV 716 D TDZ 715





CATEGORY	A	B	C	D
LNAV MDA	1200-1 485 (500-1)		1200-1⅜ 485 (500-1⅜)	
CIRCLING	1220-1 504 (600-1)	1260-1 544 (600-1)	1580-2½ 864 (900-2½)	1580-2¾ 864 (900-2¾)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

ILS or LOC/DME RWY 18

LOC/DME I-FTK	APCH CRS	Rwy Idg	5184
108.95	180°	THRE	754
Chan 26 (Y)		Arpt Elev	754

AL-151 [USA] GODMAN AAF (KFTK)

T *NA when train is on track north and east of Rwy 18, control twr will advise when train is on track. NA when control twr closed.
** When ALS inop, increase CAT CD vis to 1⅛ miles.

SSALR

MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 on heading 030° to intercept FTK VOR/DME R-358 to KUTGE INT/I-FTK 12.3 DME and hold.

ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF)	121.9 239.3

*** Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI Glidepath until threshold. Circling to Rwy 15 NA at night.

Helicopter visibility reduction below 1 mile NA.

LOC Night landing Rwy 18: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

HOLD 6000 2500 180° 230K 360°

R-358 R-269 360° 180° 2500

1350 (IF/IAF) KUTGE I-FTK 12.3 FTK 11.7

LOUISVILLE 114.8 IIU Chan 95

2500 269° (19.3)

Rwy 15 20:1 OIS penetration: Trees, 2107′ from threshold, on course, 853′ MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623′ from threshold, 2′ left of course, 23′ AGL/794′ MSL. Vehicle, 252′ from threshold, 7′ right of course, 10′ AGL/768′ MSL. Vehicle, 433′ from threshold, 1′ left of course, 10′ AGL/771′ MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250′ from threshold, 367′ right of course, 10′ AGL/735′ MSL. Trees, 1685′ from threshold, 158′ right of course, 806′ MSL.

TUSGY I-FTK 6.3

FORT KNOX 109.6 FTK Chan 33

931 794 1039

LOCALIZER 108.95 I-FTK Chan 26(Y)

1020

R3704 A & B

MSA FTK 25 NM 3000

ELEV 754 THRE 754

180° 18 15 33 36

4853 × 75 0.5% UP 5184 × 150 0.5% DOWN TWR

HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L

1300 2500 FTK R-358 KUTGE I-FTK 12.3

VGSI and ILS glidepath not coincident

TUSGY I-FTK 6.3

KUTGE FTK R-358 I-FTK 12.3 FTK 11.7

One Minute Holding Pattern

HOLME I-FTK 1

180° 2500 360° 180° 6000 2500

GS 3.00° TCH 56

5.3 NM

CATEGORY	A	B	C	D
S-ILS 18*		1005-1 251 (300-1)		
S-LOC 18**		1160-1 406 (500-1)		
C CIRCLING ***	1340-1 586 (600-1)		1340-1½ 586 (600-1½)	1340-2 586 (600-2)

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Amdt 1 13JUL23

ILS or LOC/DME RWY 18

SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	4853
151°	TDZE	754
	Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

RNP APCH - GPS

▼ * Straight-in minimums NA at night. Helicopter visibility reduction below 1 mile NA.
** Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing right turn to 3000 direct MYS VOR and hold.

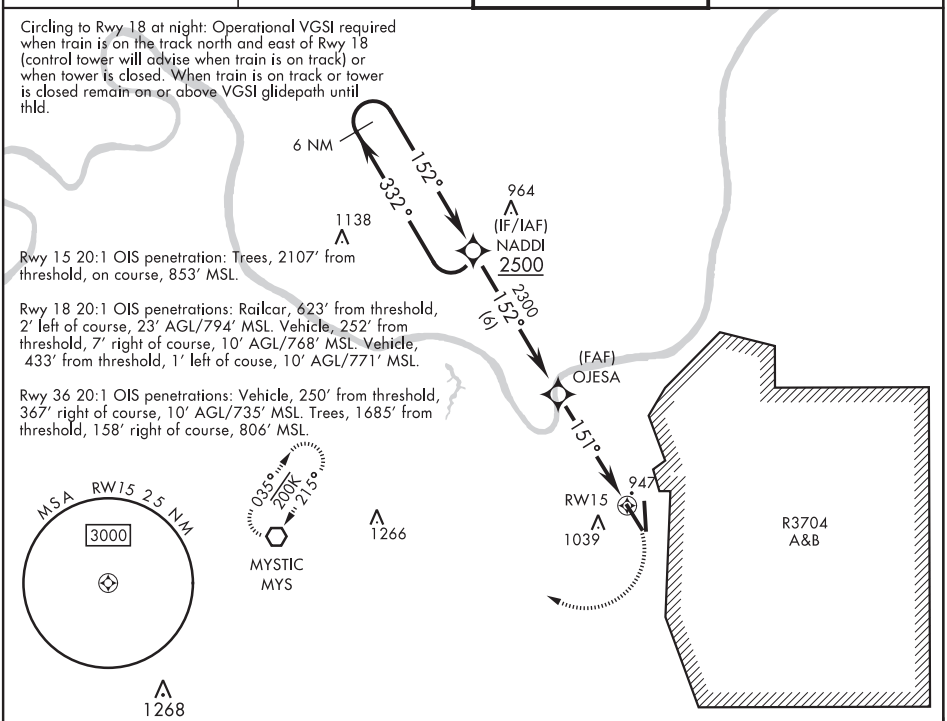
ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

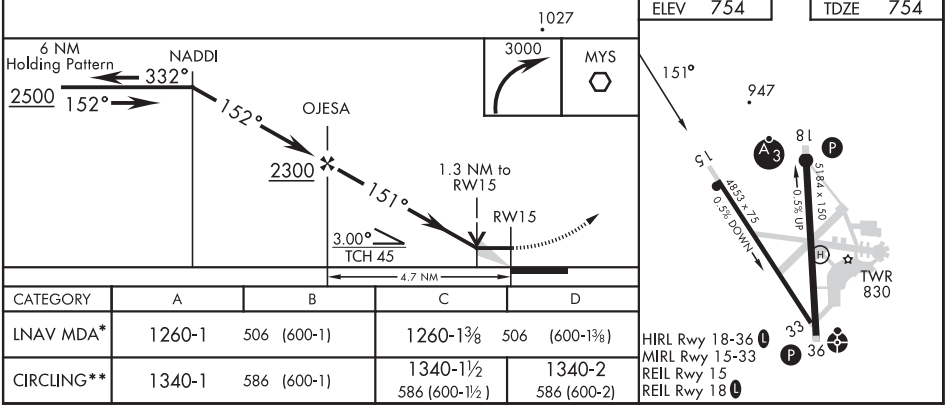
Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of couse, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.





CATEGORY	A	B	C	D
LNAV MDA*	1260-1	506 (600-1)	1260-1⅜	506 (600-1⅜)
CIRCLING**	1340-1	586 (600-1)	1340-1½ 586 (600-1½)	1340-2 586 (600-2)

FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Amdt 1 18MAY23

RNAV (GPS) RWY 15

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	5184
180°	TDZE	754
	Arpt Elev	754

[USA]

GODMAN AAF (KFTK)

RNP APCH - GPS

T*Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until thld. Circling to Rwy 15 not authorized at night.

SSALR

MISSED APPROACH: Climbing right to 2600, direct to NADDI and hold.

ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at MAIZE via V171 NW bound.

(IAF) MAIZE

1020

2500 NoPT

179° (22.4)

6 NM

180°

360°

1350

2500 NoPT

(IAF) PUBRE 210K

2500 NoPT

090° (5)

269° (5)

(IAF) SOVGE 210K

3000 274° (14.3)

LOUISVILLE IIU

6 NM

152°

332°

NADDI

938

(IF/IAF) KUTGE 185K

2500 (6)

180°

(FAF) IJENY

2500 034° (14.3)

MYSTIC MYS

RW18

1039

R3704 A&B

Rwy 15 20:1 Obstacle Identification Surface penetration: Trees, 2107′ from thld, on course, 853′ MSL.

Rwy 18 20:1 Obstacle Identification Surface penetrations: Railcar, 623′ from thld, 2′ left of course, 23′ AGL/794′ MSL. Vehicle, 252′ from thld, 7′ right of course, 10′ AGL/768′ MSL. Vehicle, 433′ from thld, 1′ left of course, 10′ AGL/771′ MSL.

Rwy 36 20:1 Obstacle Identification Surface penetrations: Vehicle, 250′ from thld, 367′ right of course, 10′ AGL/735′ MSL. Trees, 1685′ from thld, 158′ right of course, 806′ MSL.

Procedure NA for arrivals at IIU VORTAC on airway radials 188 CW 354.

Night landing Rwy 18: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

MSA RW18 25 NM

3000

ELEV 754

TDZE 754

HIRL Rwy 18-36 L

MIRL Rwy 15-33

REIL Rwy 15

REIL Rwy 18 L

180°

947

18

15

5184 × 150

0.5% DOWN

4853 × 75

0.5% UP

TWR

36

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

2600

NADDI

KUTGE

IJENY

360°

180°

180°

2500

2500

3.00°

TCH 56

RW18

5.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1260-1	506 (600-1)	1260-1⅜ 506 (600-1⅜)	1260-1½ 506 (600-1½)
C CIRCLING*	1340-1	586 (600-1)	1340-1½ 586 (600-1½)	1340-2 586 (600-2)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	5184
015°	TDZE	740
	Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

RNP APCH - GPS

* Straight-in Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When ALS inop, increase CAT CD vis to 1⅜ miles. Helicopter visibility reduction below 1 mile NA.

ODALS

MISSED APPROACH: Climbing left turn to 2500 direct HONAL and hold.

ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

** Circling not authorized E of Rwy 18-36.
Circling to Rwy 15 not authorized at night.

CAUTION: Final approach course passes through LTP, not 3000' prior to LTP.

R3704 A&B

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.

1039 RW36 881 JILNO 887 1019 (FAF) FOGPE

2500 015° (6)

1027 1302 (IF/IAF) HONAL

MSA RW 36 2.5 NM 3000

1432

2500 NoPT 290° (17)

(IAF) NEW HOPE EWO

015° 230° 195° HOLD 6000 2500 6 NM

2500 NoPT 056° (18)

(IAF) OSINE

VGSI and descent angles not coincident.

2500 HONAL

6 NM Holding Pattern HONAL FOGPE JILNO

6000 2500 195° 015° 015° 2500 1580 RW36

3.00° TCH 55

2.9 NM 2.5 NM

ELEV 754 TDZE 740

HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L

A3 81 P 51B4 x 150 0.5% UP 15 4853 x 75 0.5% UP H TWR 33 P 36 015°

CATEGORY	A	B	C	D
LNAV MDA*	1240-1	500 (500-1)	1240-1¼	500 (500-1¼)
CIRCLING**	1340-1	586 (600-1)	1340-1½ 586 (600-1½)	1340-2 586 (600-2)

FORT KNOX, KENTUCKY 37°54'N-85°58'W GODMAN AAF (KFTK)

Amdt 1 13JUL23

RNAV (GPS) RWY 36

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

VOR/DME RWY 15

VOR/DME FTK	APCH CRS	Rwy ldg	4853
109.6	146°	TDZE	754
Chan 33		Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

* NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 356° and FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

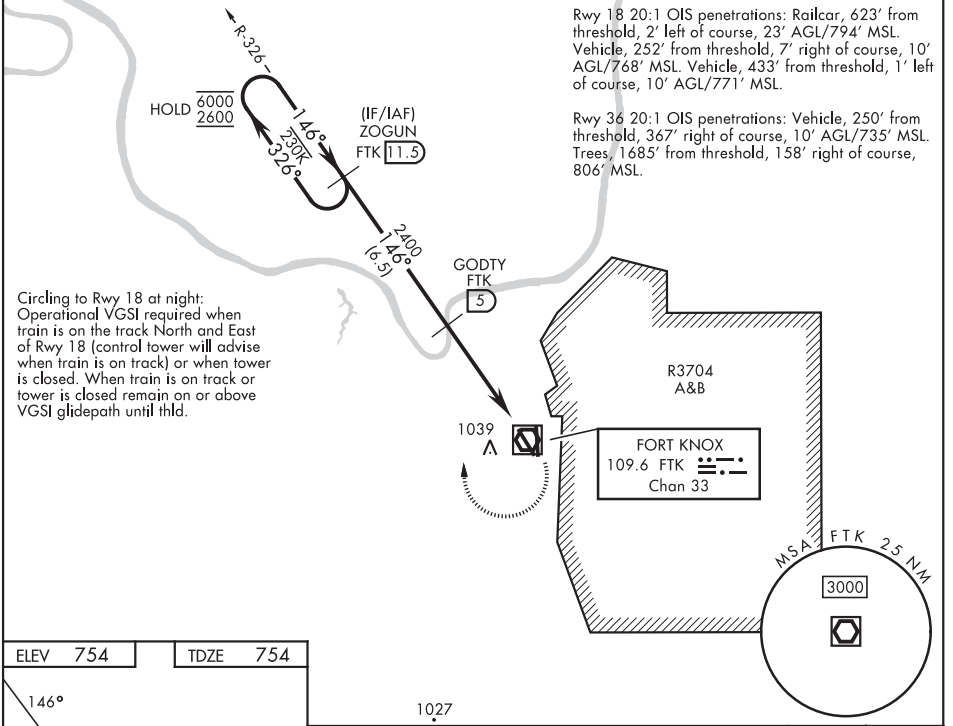
ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

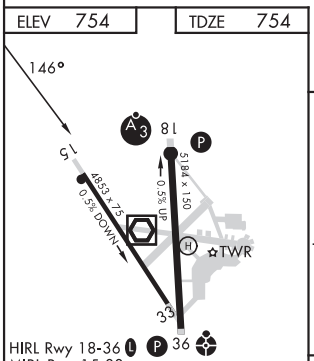
**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

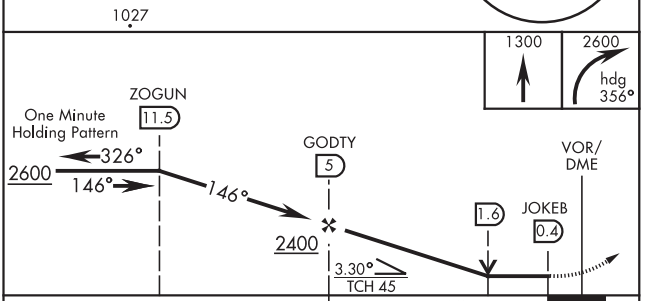
Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.







FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-15*	1240-1 486 (500-1)		1240-1 3/8 486 (500-1 3/8)	
C CIRCLING**	1340-1 586 (600-1)		1340-1 1/2 586 (600-1 1/2)	1340-2 586 (600-2)

FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Amdt 2 13JUL23

VOR/DME RWY 15

SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

VOR/DME RWY 18

VOR/DME FTK	APCH CRS	Rwy ldg 5184
109.6	186°	TDZE 754
Chan 33		Arpt Elev 754

AL-151 [USA]

GODMAN AAF (KFTK)

* Visibility reduction by helichopters NA.

SSALR

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.

ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

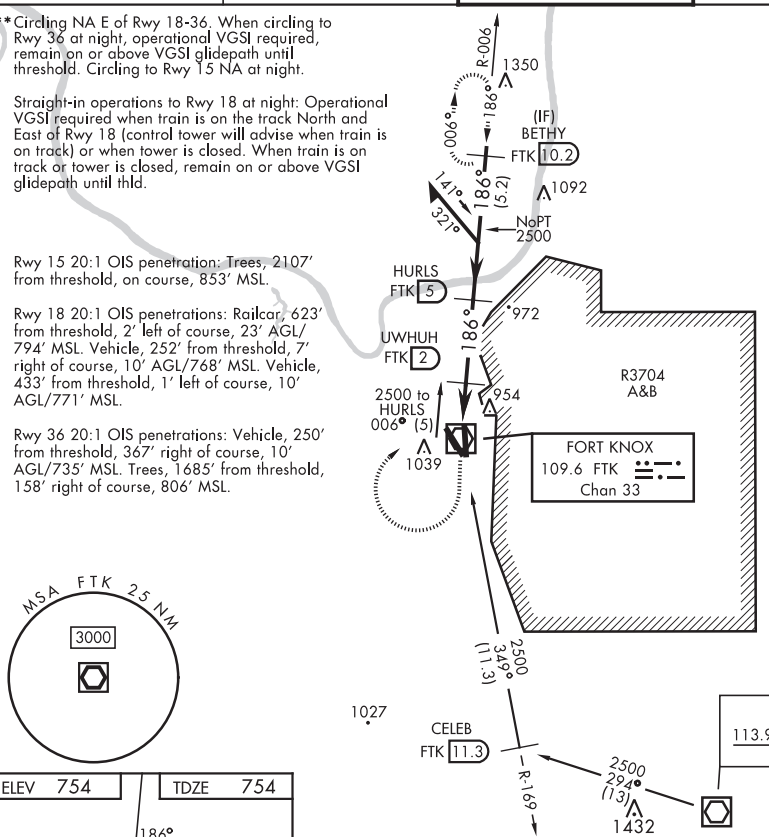
**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling to Rwy 15 NA at night.

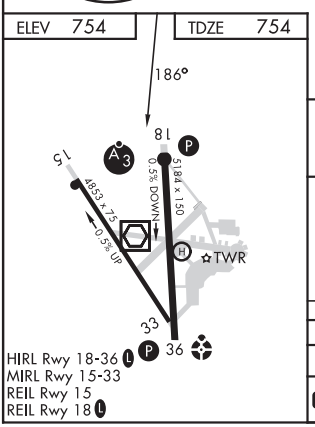
Straight-in operations to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed, remain on or above VGSI glidepath until thld.

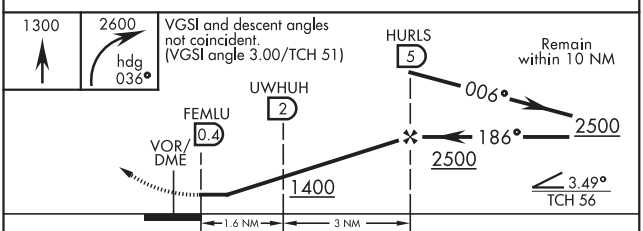
Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.







CATEGORY	A	B	C	D
S-18 *	1240-1 486 (500-1)		1240-1⅜ 486 (500-1⅜)	
C CIRCLING **	1340-1 586 (600-1)		1340-1½ 586 (600-1½)	1340-2 586 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L

FORT KNOX, KENTUCKY

Amdt 2 13JUL23

37°54'N-85°58'W

GODMAN AAF (KFTK)

VOR/DME RWY 18

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

FORT KNOX, KENTUCKY

VOR/DME RWY 36

VOR/DME FTK 109.6 Chan 33	APCH CRS 349°	Rwy ldg 5184 TDZE 740 Arpt Elev 754

[USA]

GODMAN AAF (KFTK)

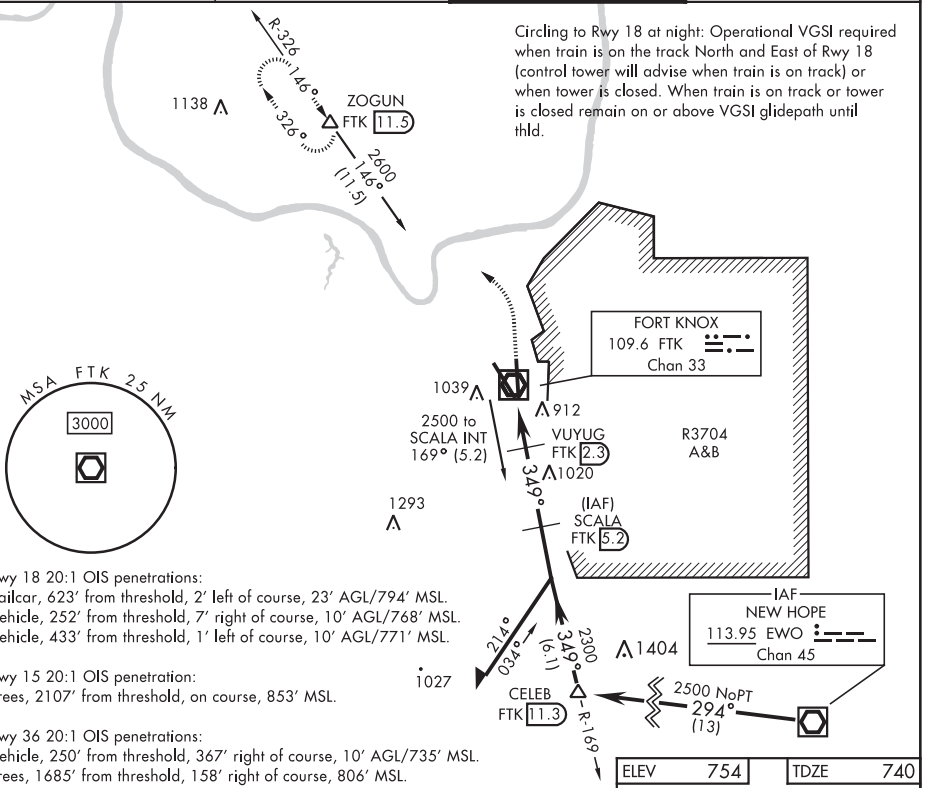
T * At night, operational VGSI required, remain on or above VGSI glidepath until threshold.
Visibility reduction by helicopters not authorized.
** Circling NA E of Rwy 18-36. Circling to rwy 15 NA at night.

ODALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.



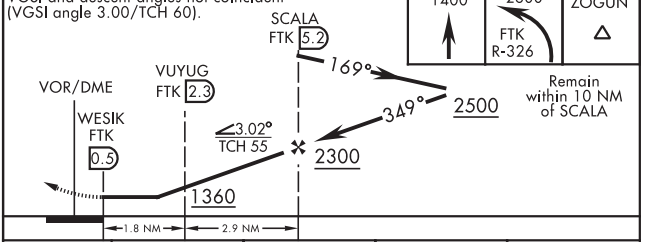
Rwy 18 20:1 OIS penetrations:
Railcar, 623′ from threshold, 2′ left of course, 23′ AGL/794′ MSL.
Vehicle, 252′ from threshold, 7′ right of course, 10′ AGL/768′ MSL.
Vehicle, 433′ from threshold, 1′ left of course, 10′ AGL/771′ MSL.

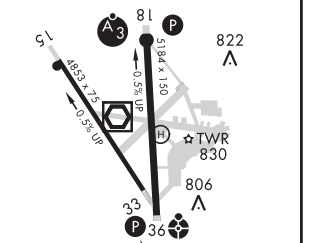
Rwy 15 20:1 OIS penetration:
Trees, 2107′ from threshold, on course, 853′ MSL.

Rwy 36 20:1 OIS penetrations:
Vehicle, 250′ from threshold, 367′ right of course, 10′ AGL/735′ MSL.
Trees, 1685′ from threshold, 158′ right of course, 806′ MSL.

ELEV 754	TDZE 740

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 60).



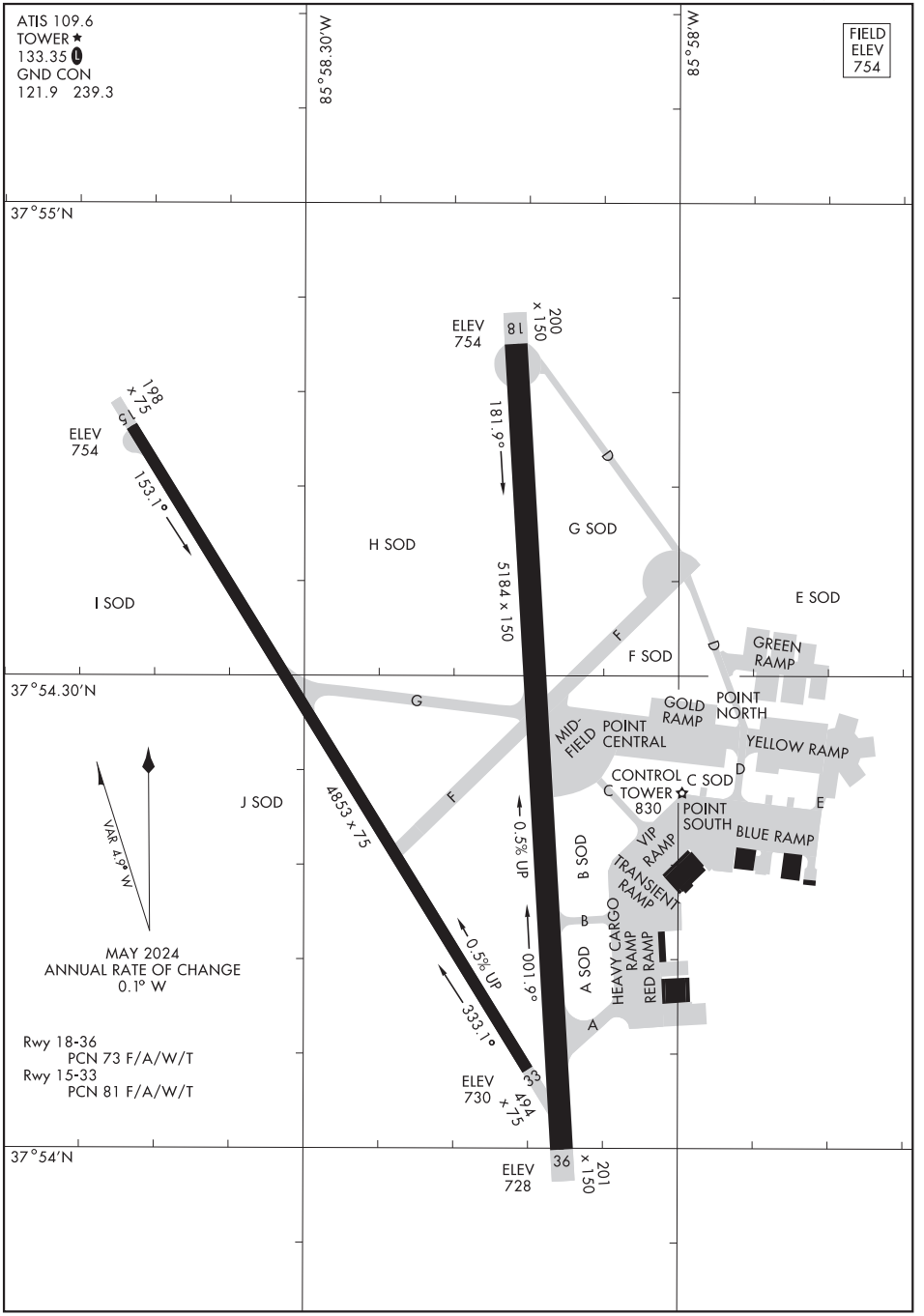


CATEGORY	A	B	C	D
S-36*	1180-1	440 (500-1)	1180-1¼	440 (500-1¼)
** C CIRCLING	1340-1	586 (600-1)	1340-1½ 586 (600-1½)	1340-2 586 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025


ATIS 109.6
TOWER ★
133.35 C
GND CON
121.9 239.3
85°58.30'W
85°58'W
FIELD ELEV 754
37°55'N
37°54.30'N
37°54'N
ELEV 754
18
200 x 150
181.9°
5184 x 150
198 x 75
153.1°
ELEV 754
H SOD
G SOD
I SOD
E SOD
F SOD
J SOD
D
F
G
GREEN RAMP
GOLD RAMP
POINT NORTH
MID-FIELD
POINT CENTRAL
YELLOW RAMP
CONTROL TOWER 830
C SOD
POINT SOUTH
BLUE RAMP
VIP RAMP
TRANSIENT RAMP
B SOD
A SOD
HEAVY CARGO RAMP
RED RAMP
0.5% UP
001.9°
333.1°
4853 x 75
VAR 4.9° W
MAY 2024
ANNUAL RATE OF CHANGE
0.1° W
Rwy 18-36
PCN 73 F/A/W/T
Rwy 15-33
PCN 81 F/A/W/T
ELEV 730
33
4494 x 75
ELEV 728
36
201 x 150

RNAV (GPS) RWY 5
GREENEVILLE MUNI (GCY)

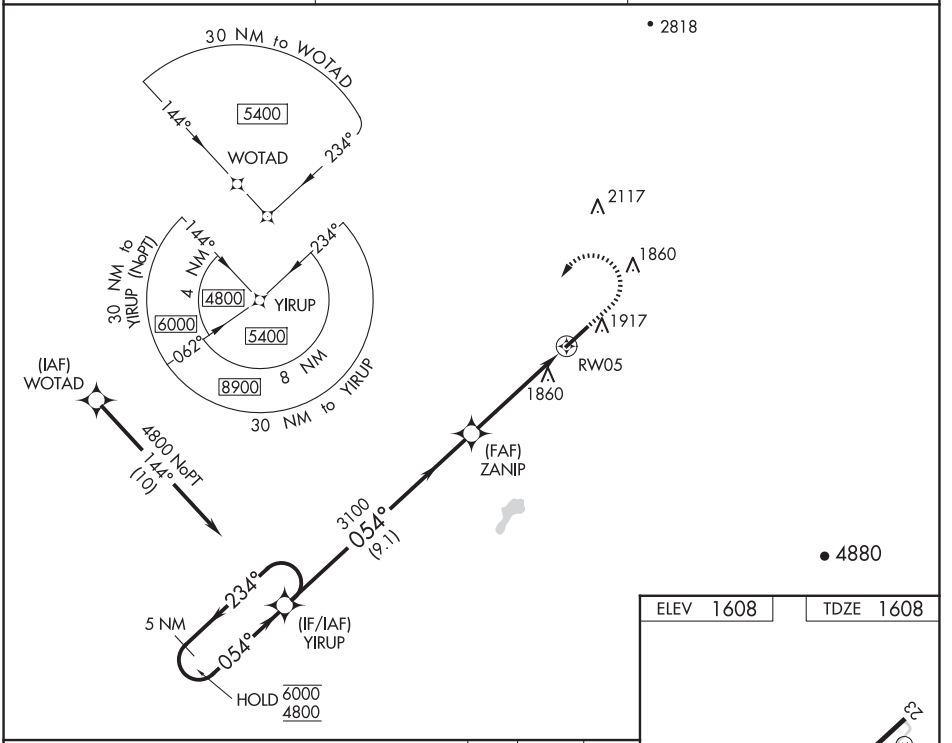
WAAS	APP CRS	Rwy Idg	6300
CH 58330	054°	TDZE	1608
W05A		Apt Elev	1608

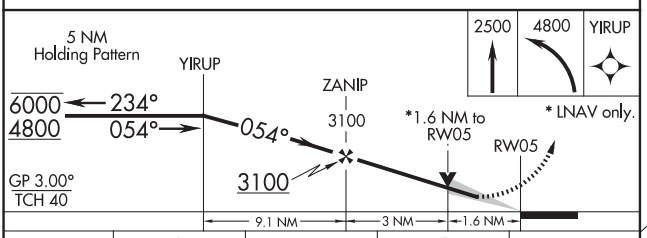
RNP APCH.

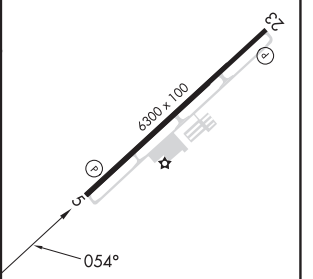
Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
128.425	128.05 317.5	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1860-¾ 252 (300-¾)			
LNAV/VNAV DA	2179-1⅝ 571 (600-1⅝)			
LNAV MDA	2140-1 532 (600-1)		2140-1½ 532 (600-1½)	
C CIRCLING	2240-1 632 (700-1)		2260-1¾ 652 (700-1¾)	2280-2¼ 672 (700-2¼)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	4999
CH 56527	059°	TDZE	420
W06A		Apt Elev	428

RNAV (GPS) RWY 6

MUHLENBERG COUNTY (M21)

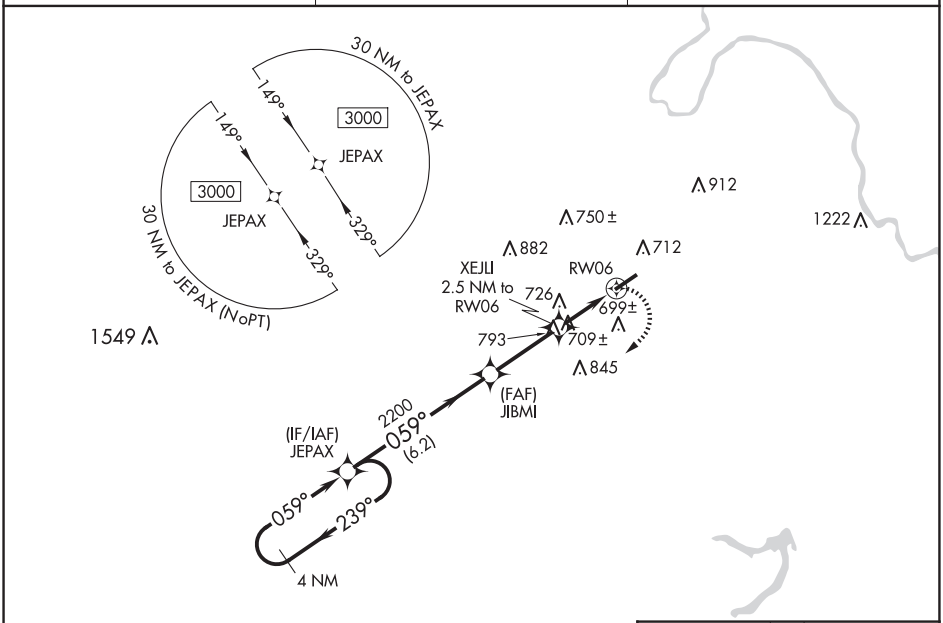
RNP APCH - GPS.

When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet and LP visibility Cat C/D ¼, LNAV visibility Cat B/C/D ¼, and Circling visibility Cat B/C/D ¼. Rwy 6, helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 NA at night.

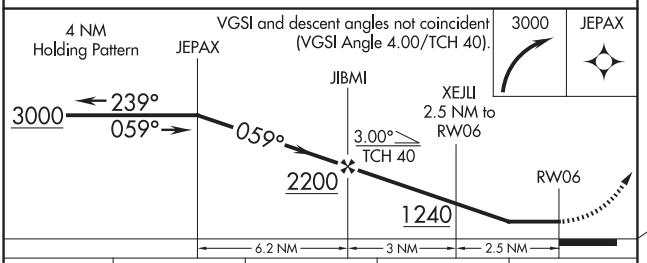
NA

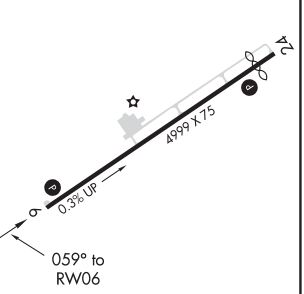
MISSED APPROACH: Climbing right turn to 3000 direct JEPAX and hold.

AWOS-3	CAMPBELL APP CON ★	UNICOM
120.45	118.1 269.525	123.0 (CTAF) L



ELEV 428 D TDZE 420





CATEGORY	A	B	C	D
LP MDA	960-1	540 (600-1)	960-1½	540 (600-1½)
LNAV MDA	1100-1	680 (700-1)	1100-1⅞	680 (700-1⅞)
C CIRCLING	1100-1	672 (700-1)	1180-2¼ 752 (800-2¼)	1200-2½ 772 (800-2½)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

GREENVILLE, KENTUCKY

AL-6345 (FAA)

22223

RNAV (GPS) RWY 24

MUHLENBERG COUNTY (M21)

WAAS	APP CRS	Rwy Idg	4600
CH 99627	239°	TDZE	425
W24A		Apt Elev	428

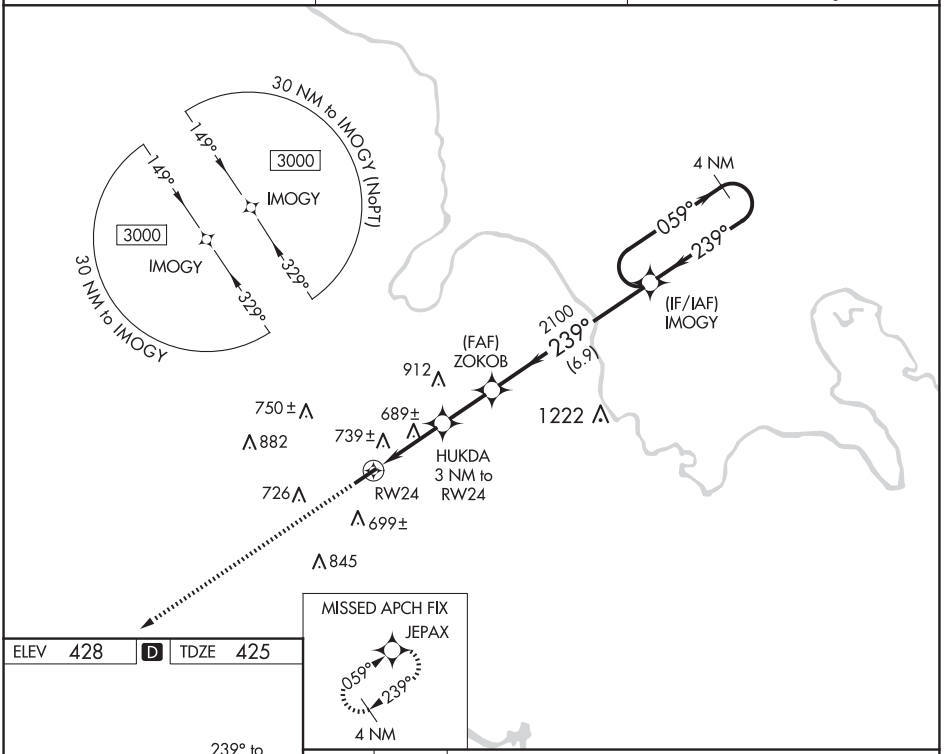
RNP APCH - GPS.

When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet. Increase LP Cats C/D visibility ⅜ SM and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM. Procedure NA at night. Rwy 24, helicopter visibility reduction below 1 SM NA.

NA

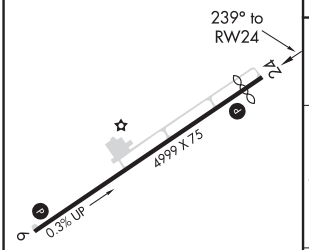
MISSED APPROACH: Climb to 3000 direct JEPAX and hold.

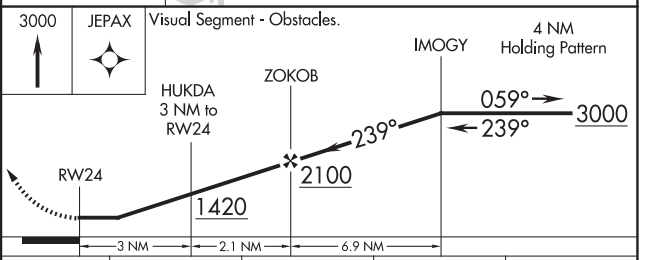
AWOS-3	CAMPBELL APP CON ★	UNICOM
120.45	118.1 269.525	123.0 (CTAF) L



ELEV 428 D TDZE 425

MISSED APCH FIX





CATEGORY	A	B	C	D
LP MDA	940-1	515 (600-1)	940-1⅜	515 (600-1⅜)
LNAV MDA	1000-1	575 (600-1)	1000-1⅝	575 (600-1⅝)
C CIRCLING	1040-1 612 (700-1)	1100-1 672 (700-1)	1180-2¼ 752 (800-2¼)	1200-2½ 772 (800-2½)

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 10

BRECKINRIDGE COUNTY (I93)

WAAS	APP CRS	Rwy Idg	4000
CH 90442	101°	TDZE	728
W10A		Apt Elev	732

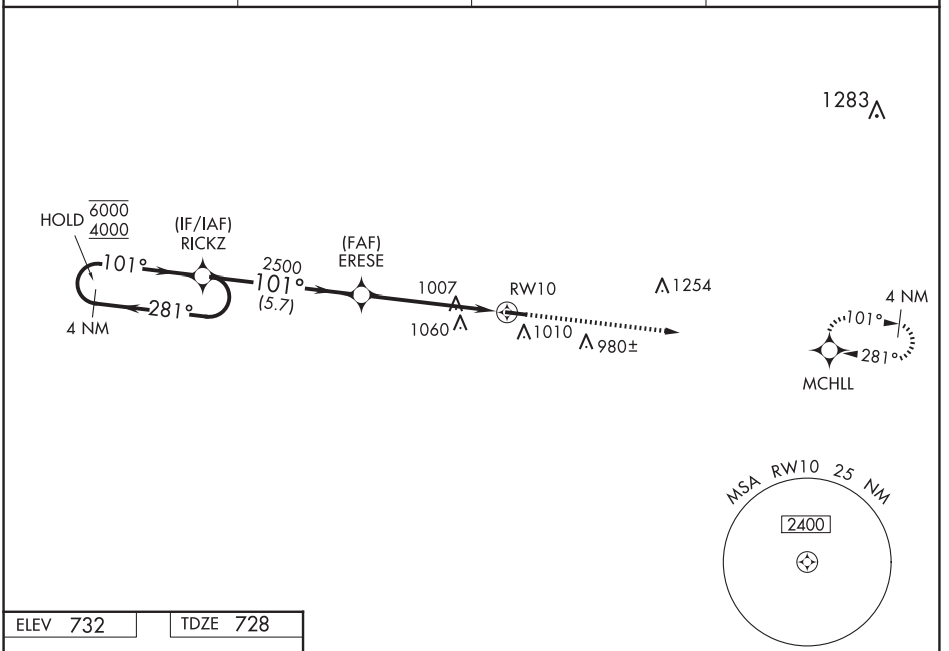
RNP APCH.

NA

Rwy 10 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct MCHLL and hold, continue climb-in-hold to 4000.

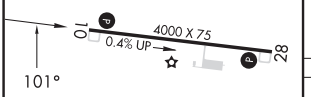
AWOS-3PT	KFTK ATIS ★	LOUISVILLE APP CON	CTAF
123.625	109.6	132.075 327.0	122.9 L



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

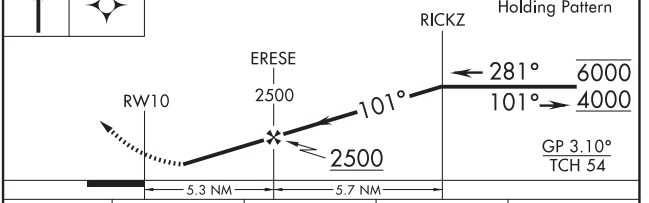
ELEV 732 TDZE 728



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

4000 MCHLL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 34).



CATEGORY	A	B	C	D
LPV DA	1036-1		308 (400-1)	
LNAV/VNAV DA	1184-1⅜		456 (500-1⅜)	
LNAV MDA	1380-1	652 (700-1)	1380-1⅞	652 (700-1⅞)
C CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2¼ 748 (800-2¼)	1480-2½ 748 (800-2½)

HARDINSBURG, KENTUCKY AL-10748 (FAA) 24361

RNAV (GPS) RWY 28

BRECKINRIDGE COUNTY (I93)

WAAS	APP CRS	Rwy Idg	4000
CH 77842	281°	TDZE	732
W28A		Apt Elev	732

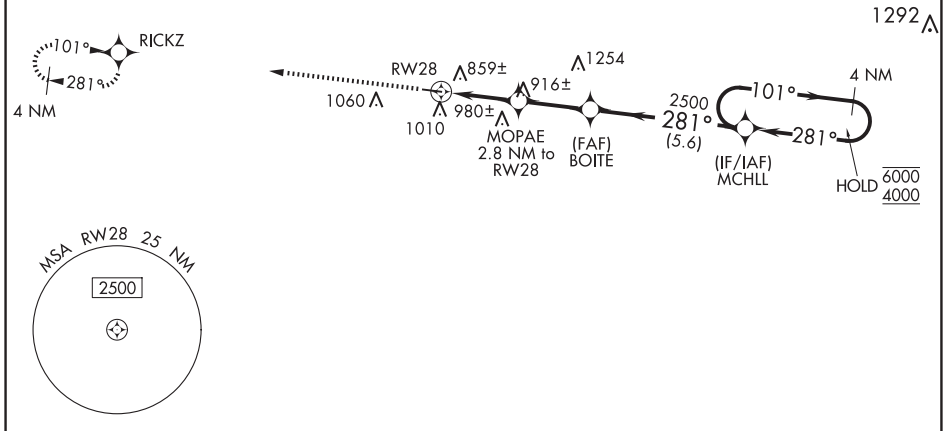
RNP APCH.

Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.

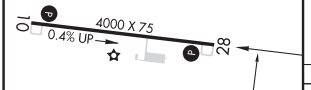
NA

MISSED APPROACH: Climb to 4000 direct RICKZ and hold, continue climb-in-hold to 4000.

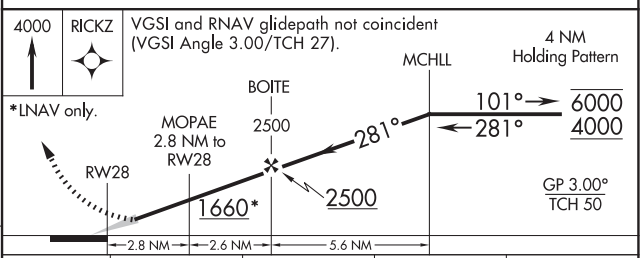
AWOS-3PT	KFTK ATIS ★	LOUISVILLE APP CON	CTAF
123.625	109.6	132.075 327.0	122.9 (L)



ELEV 732	TDZE 732



MIRL Rwy 10-28 (L)
REIL Rwys 10 and 28 (L)



CATEGORY	A	B	C	D
LPV DA	1040-1 308 (400-1)			
LNAV/VNAV DA	1178-1⅜ 446 (500-1⅜)			
LNAV MDA	1180-1 448 (500-1)		1180-1⅜ 448 (500-1⅜)	
C CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2¼ 748 (800-2¼)	1480-2½ 748 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS)-A

TUCKER-GUTHRIE MEML (I35)

APP CRS	Rwy Idg	N/A
070°	TDZE	N/A
	Apt Elev	1564

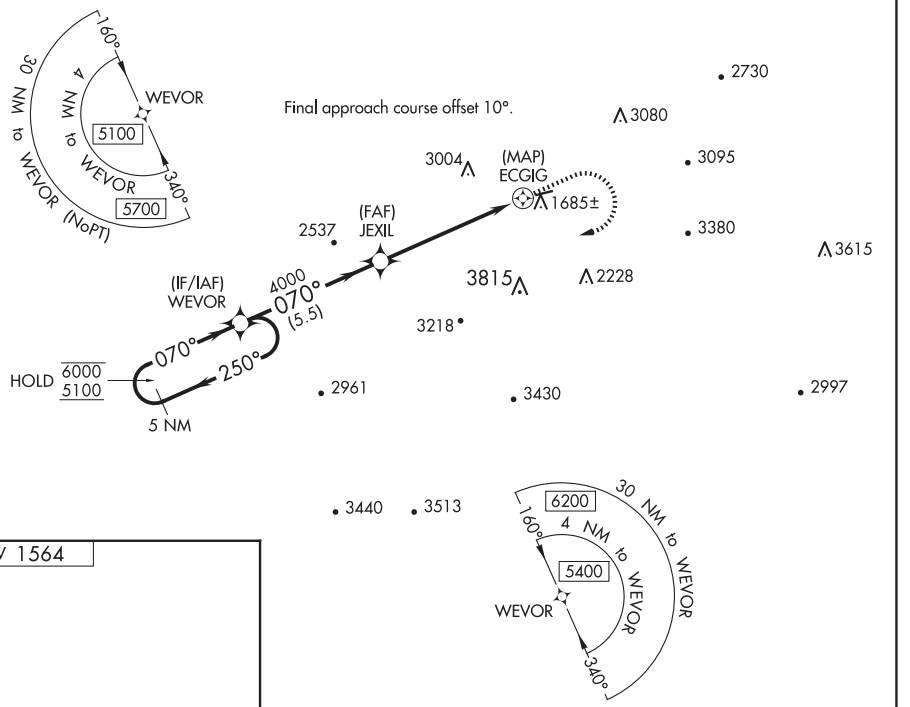
RNP APCH.

Circling NA north of Rwy 8-26. Procedure NA at night.

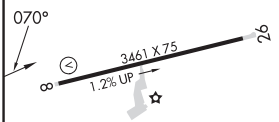
Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.35	124.625 371.925	122.8 (CTAF) L

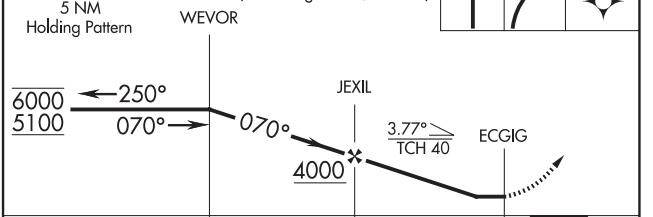


ELEV 1564



VGSI and descent angles not coincident (VGSI Angle 5.00/TCH 26).

4200	5100	WEVOR



CATEGORY	A	B	C	D
C CIRCLING	2920-1¼ 1356 (1400-1¼)	2920-1½ 1356 (1400-1½)	3360-3 1796 (1800-3)	NA

MIRL Rwy 8-26 L

REIL Rwy 8 and 26 L

HARTFORD, KENTUCKY | AL-9266 (FAA) | 24249

RNAV (GPS) RWY 3

OHIO COUNTY (JQD)

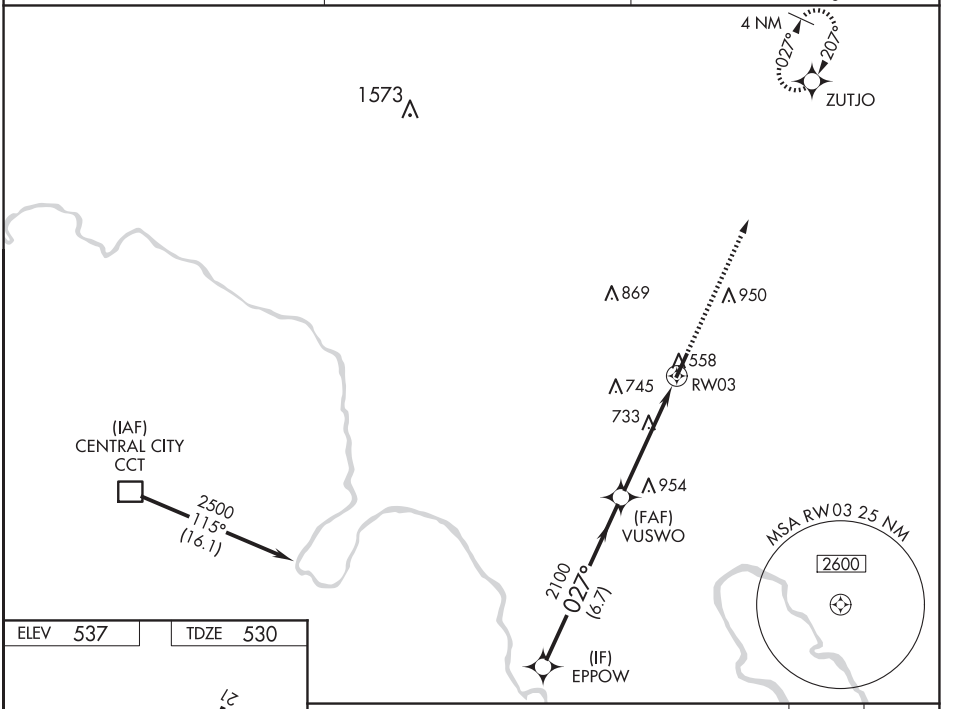
WAAS	APP CRS	Rwy Idg	5003
CH 45926	027°	TDZE	530
W03A		Apt Elev	537

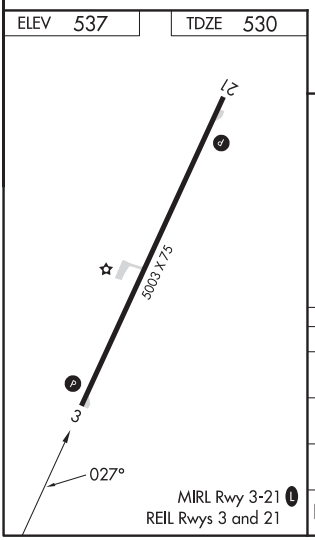
RNP APCH - GPS.

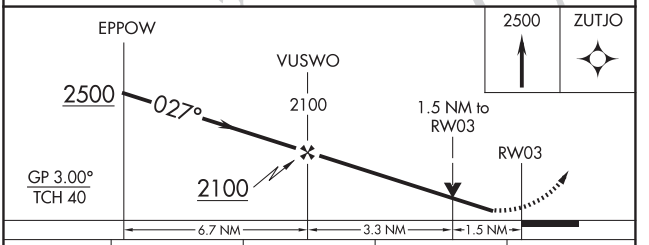
Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct ZUTJO and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
132.1	124.025 290.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	780-1 250 (300-1)			NA
LNAV/VNAV DA	780-1 250 (300-1)			NA
LNAV MDA	1040-1 510 (600-1)		1040-1⅜ 510 (600-1⅜)	NA
C CIRCLING	1040-1 503 (600-1)	1100-1 563 (600-1)	1300-2¼ 763 (800-2¼)	NA

HARTFORD, KENTUCKY
Orig-F 05SEP24

37°28'N - 86°51'W

OHIO COUNTY (JQD)

RNAV (GPS) RWY 3

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21

OHIO COUNTY (JQD)

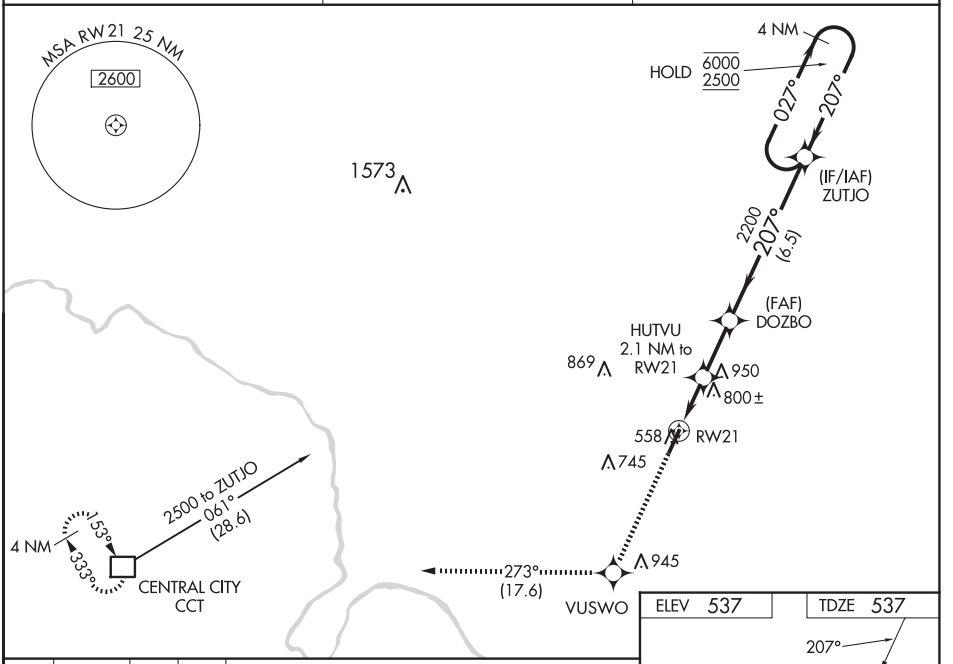
WAAS CH 90526 W21A	APP CRS 207°	Rwy Idg 5003 TDZE 537 Apt Elev 537

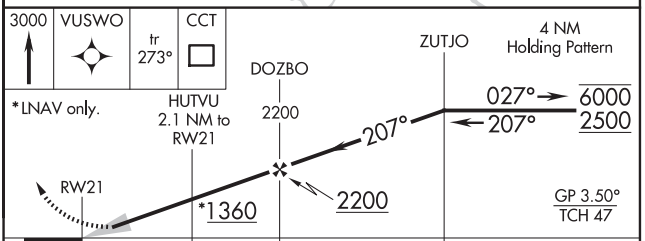
RNP APCH - GPS.

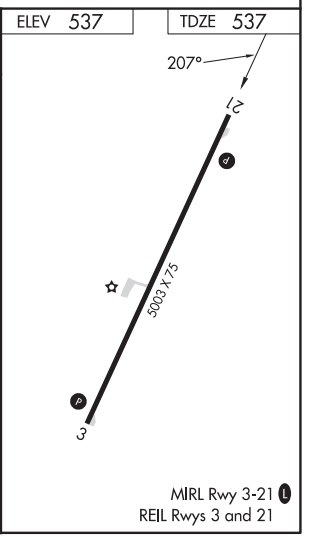
Baro-VNAV NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 858 feet, increase LNAV/VNAV DA to 1082 feet. Increase all MDA 80 feet, increase LNAV/VNAV visibilities all Cats ¼ SM, increase LNAV and Circling Cat C visibility ¼ SM. Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct VUSWO and on track 273° to CCT DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
132.1	124.025 290.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	787-1 250 (300-1)		807-1 270 (300-1)	NA
LNAV/VNAV DA	1011-1⅜ 474 (500-1⅜)			NA
LNAV MDA	1060-1 523 (600-1)		1060-1½ 523 (600-1½)	NA
C CIRCLING	1060-1 523 (600-1)	1100-1 563 (600-1)	1300-2¼ 763 (800-2¼)	NA

MIRL Rwy 3-21 L
REIL Rwys 3 and 21

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HAZARD, KENTUCKY

AL-9256 (FAA)

23110

RNAV (GPS) RWY 14

WENDELL H FORD (CPF)

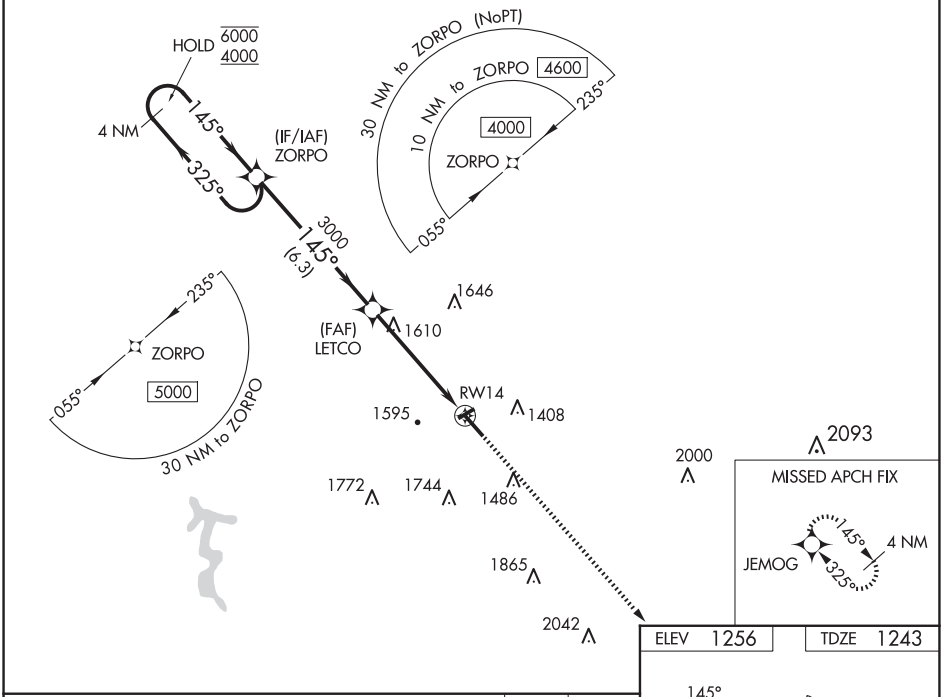
WAAS	APP CRS	Rwy Idg	5499
CH 69323	145°	TDZE	1243
W14A		Apt Elev	1256

RNP APCH-GPS.

Circling Rwy 24, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct JEMOG and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.85	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1443-¾	200 (200-¾)	1493-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1858-2	615 (700-2)		NA
LNAV MDA	1880-1	637 (700-1)	1880-1¾	637 (700-1¾)
C CIRCLING	2000-1 744 (800-1)	2060-1¼ 804 (900-1¼)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32

WENDELL H FORD (CPF)

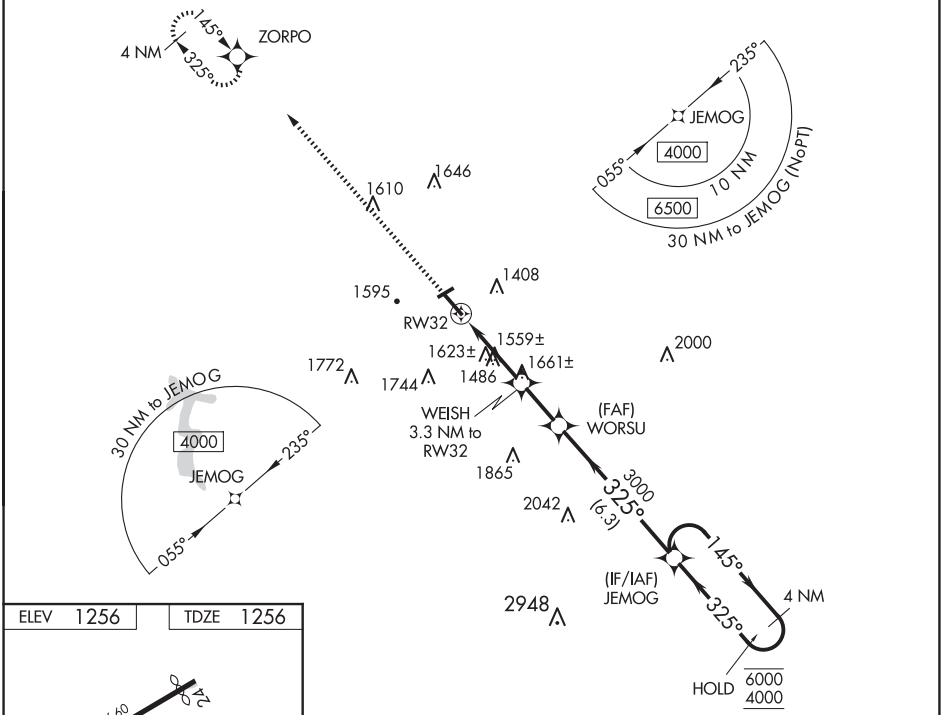
WAAS	APP CRS	Rwy Idg	5499
CH 56423	325°	TDZE	1256
W32A		Apt Elev	1256

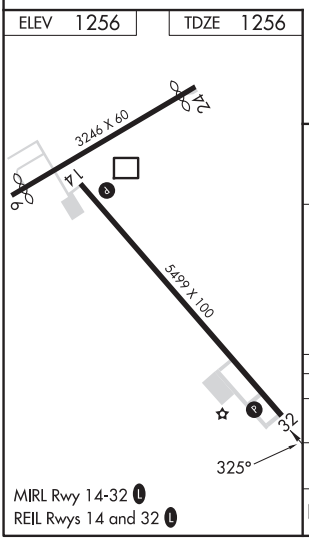
RNP APCH.

Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night.

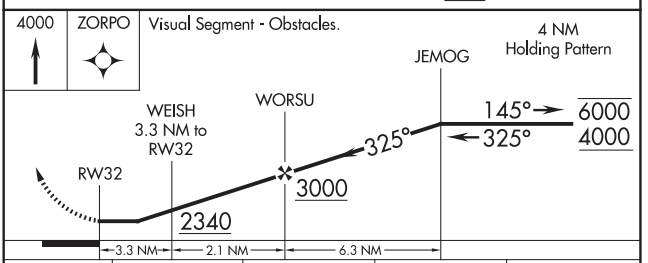
MISSED APPROACH: Climb to 4000 direct ZORPO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.85	122.7 (CTAF)





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LP MDA	1820-1 564 (600-1)		1820-1⅝ 564 (600-1⅝)	
LNAV MDA	1880-1 624 (700-1)		1880-1¾ 624 (700-1¾)	
C CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HAZARD, KENTUCKY AL-9256 (FAA) 24361

LOC I-CPF	APP CRS	Rwy Idg	5499
109.35	145°	TDZE	1243
		Apt Elev	1256

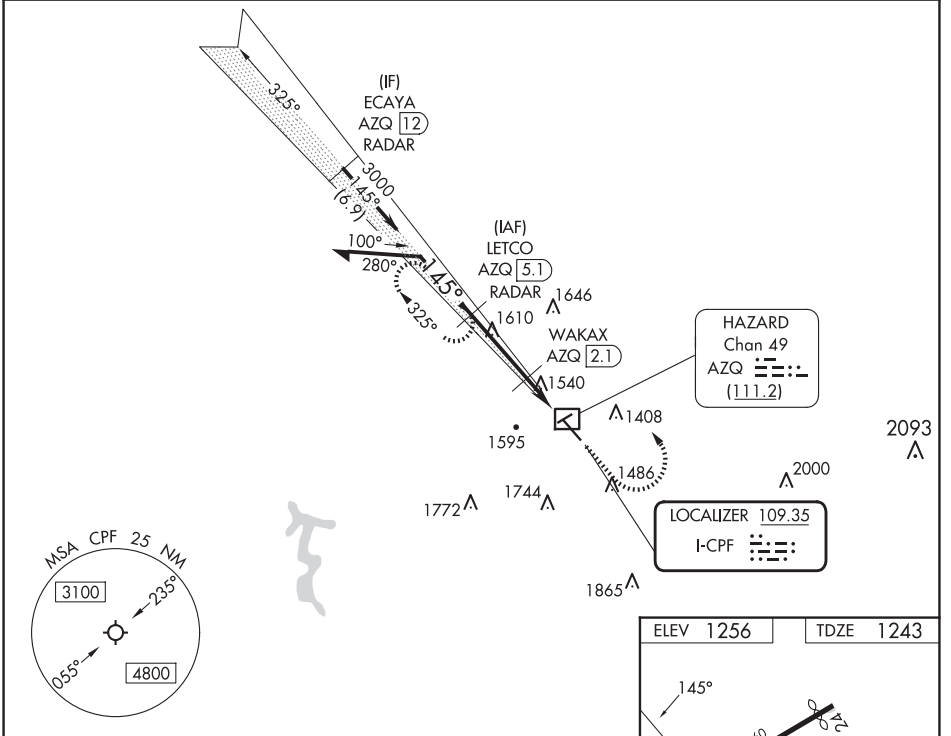
LOC RWY 14
WENDELL H FORD (CPF)

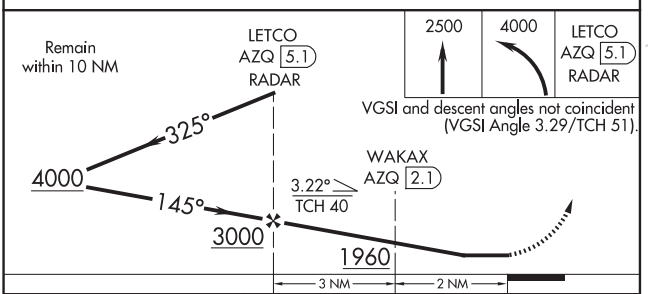
DME required. RADAR required for procedure entry.
RADAR required for missed appoach.

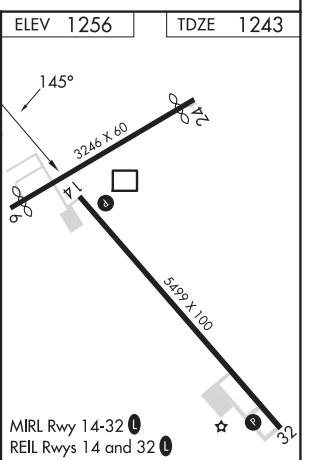
T A Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME required. Rwy 14 helicopter visibility reduction below ¾ SM NA. DME from AZQ DME.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 to LETCO/AZQ 5.1 DME/RADAR and hold, continue climb-in-hold to 4000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 14	1800-1 557 (600-1)		1800-1⅝ 557 (600-1⅝)	
C CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

FAF to MAP 5 NM

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

HAZARD, KENTUCKY
Amdt 1 26MAR20

37°23'N-83°16'W

WENDELL H FORD (CPF)
LOC RWY 14

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5503
CH 97709	089°	TDZE	385
W09A		Apt Elev	387

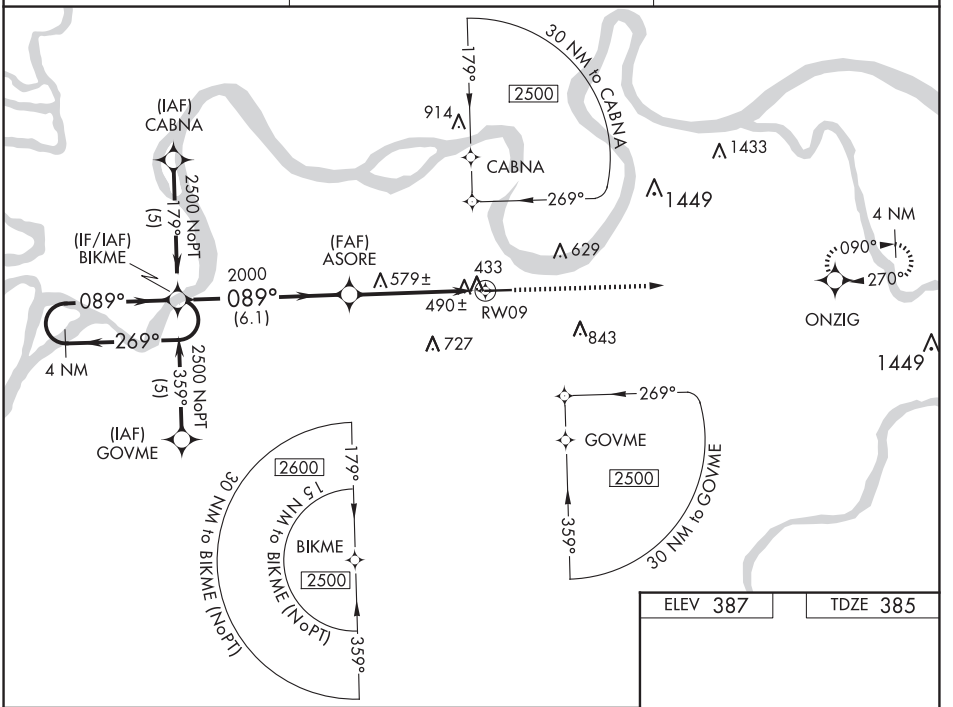
RNAV (GPS) RWY 9
HENDERSON CITY-COUNTY (EHR)

RNP APCH - GPS.

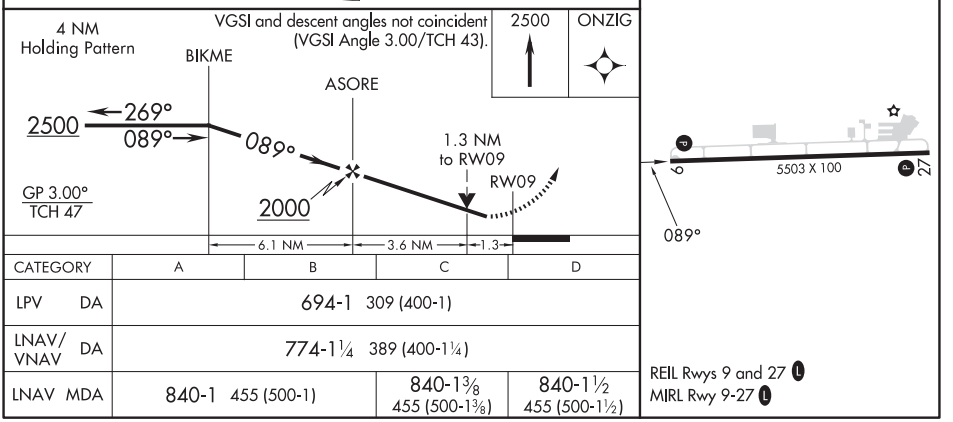
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48° C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
118.85	124.025 257.8	122.8 (CTAF) L



ELEV 387 TDZE 385



CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)		840-1⅜ 455 (500-1⅜)	840-1½ 455 (500-1½)

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HENDERSON, KENTUCKY | AL-5059 (FAA) | 23054

WAAS CH 77909 W27A	APP CRS 269°	Rwy Idg 5503 TDZE 387 Apt Elev 387

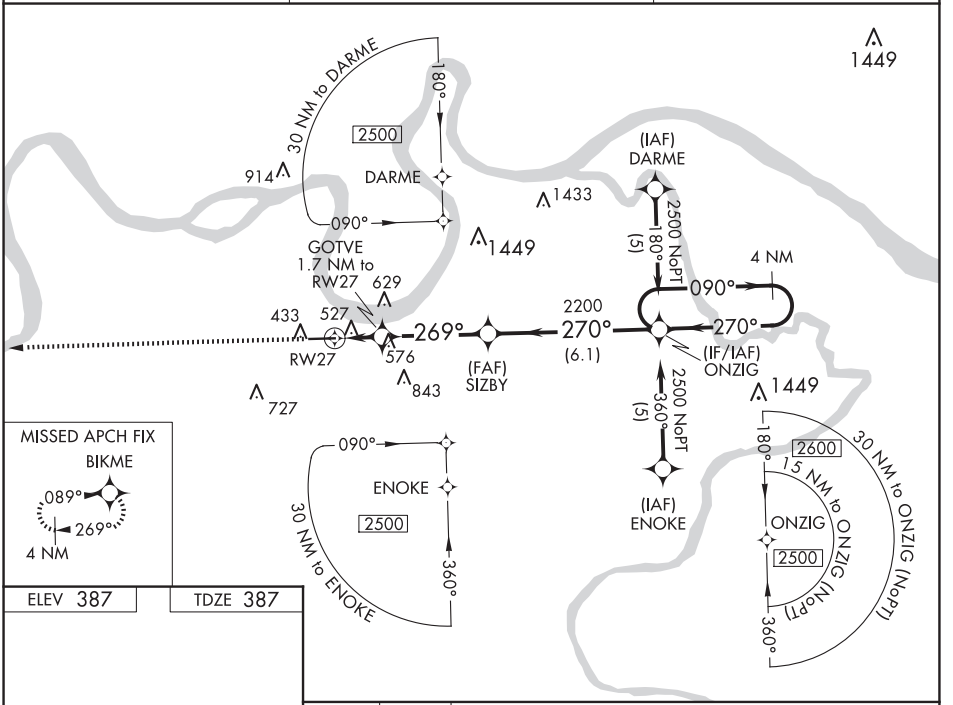
RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

RNP APCH.

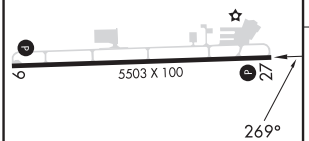
Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

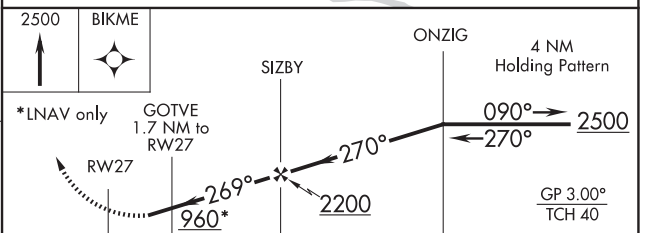
MISSED APPROACH: Climb to 2500 direct BIKME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
118.85	124.025 257.8	122.8 (CTAF) L



ELEV 387 | TDZE 387





CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1 453 (500-1)		840-1⅜ 453 (500-1⅜)	840-1½ 453 (500-1½)

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VORTAC PXV	APP CRS	Rwy Idg	N/A
113.3	150°	TDZE	N/A
Chan 80		Apt Elev	387

VOR-A

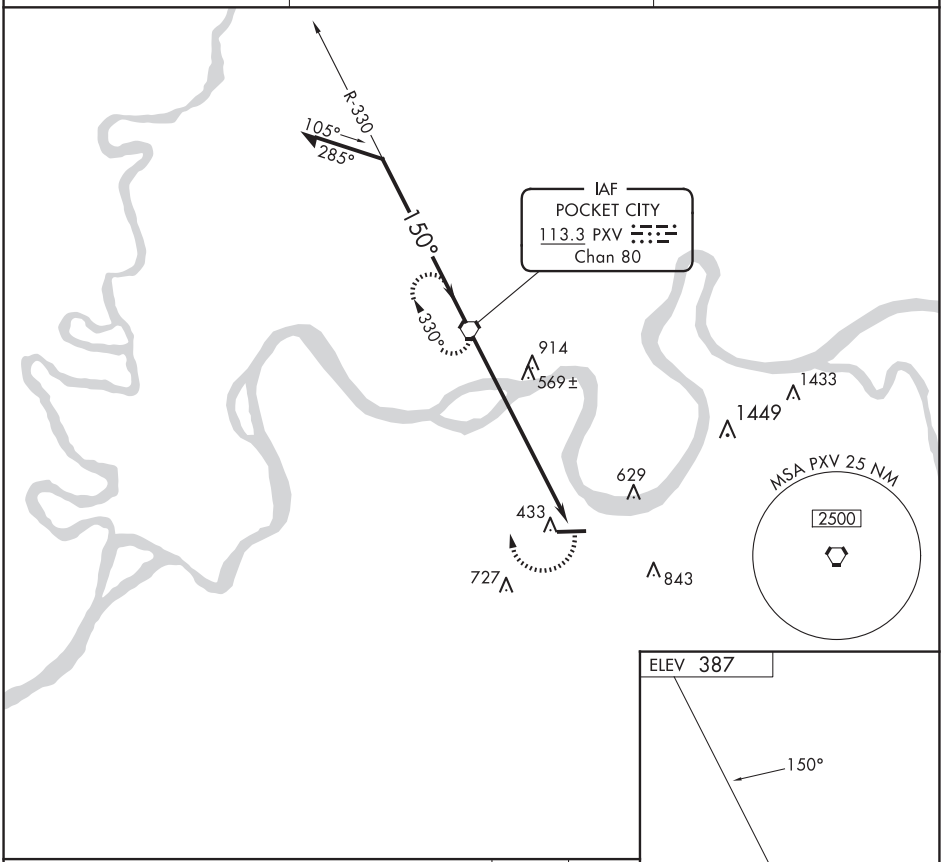
HENDERSON CITY-COUNTY (EHR)

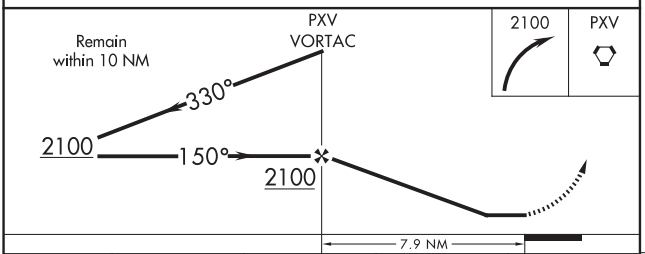
When local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 80 feet, and increase Circling Cats C/D visibility ¼ SM.

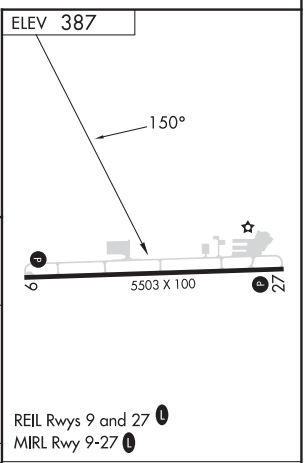
NA

MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
118.85	124.025 257.8	122.8 (CTAF) L







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

CATEGORY	A	B	C	D
CIRCLING	920-1	533 (600-1)	1040-1¾ 653 (700-1¾)	1200-2¾ 813 (900-2¾)

FAF to MAP 7.9 NM

Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

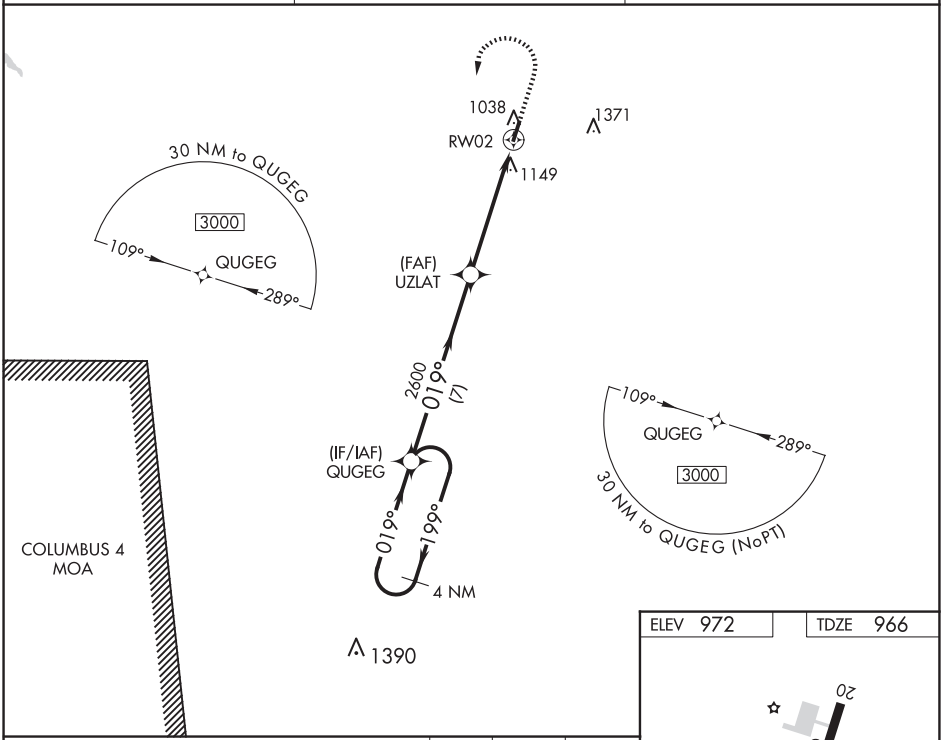
PAUL BRIDGES FLD (Ø M3)

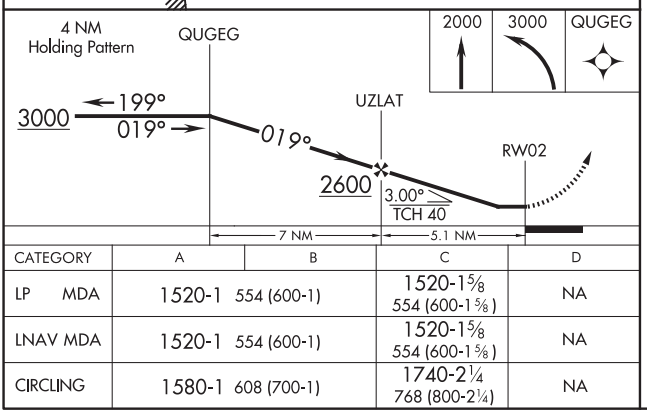
WAAS	APP CRS	Rwy Idg	4001
CH 77726	019°	TDZE	966
W02A		Apt Elev	972

DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LP and LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ½ SM. Procedure NA at night. Rwy 2, 20 helicopter visibility reduction NA.

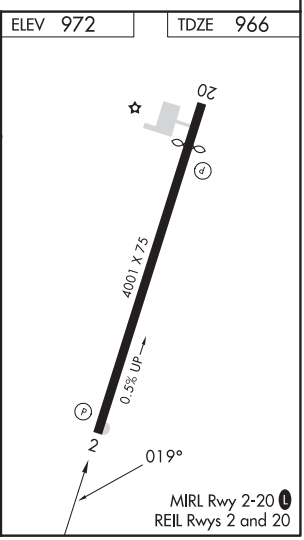
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG and hold.

2M2 AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1520-1 554 (600-1)		1520-1⅝ 554 (600-1⅝)	NA
LNAV MDA	1520-1 554 (600-1)		1520-1⅝ 554 (600-1⅝)	NA
CIRCLING	1580-1 608 (700-1)		1740-2¼ 768 (800-2¼)	NA



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

APP CRS	Rwy Idg	5505
079°	TDZE	540
	Apt Elev	564

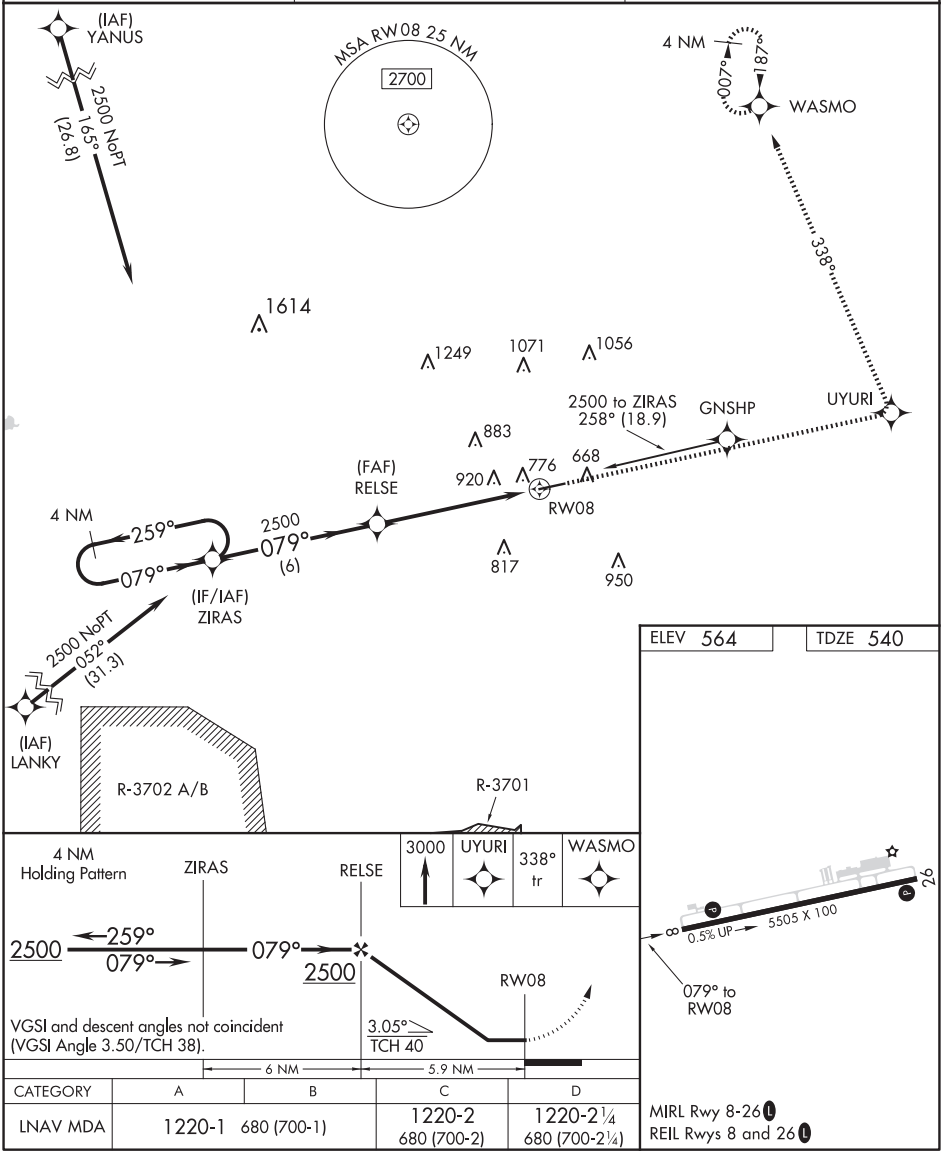
RNP APCH.

Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

NA

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3	CAMPBELL APP CON	UNICOM
132.575	118.1 269.525	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 680 (700-1)		1220-2 680 (700-2)	1220-2¼ 680 (700-2¼)

MIRL Rwy 8-26 L

REIL Rwys 8 and 26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HOPKINSVILLE, KENTUCKY

AL-5191 (FAA)

24193

RNAV (GPS) RWY 26

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

WAAS	APP CRS	Rwy Idg	5505
CH 82221	259°	TDZE	564
W26A		Apt Elev	564

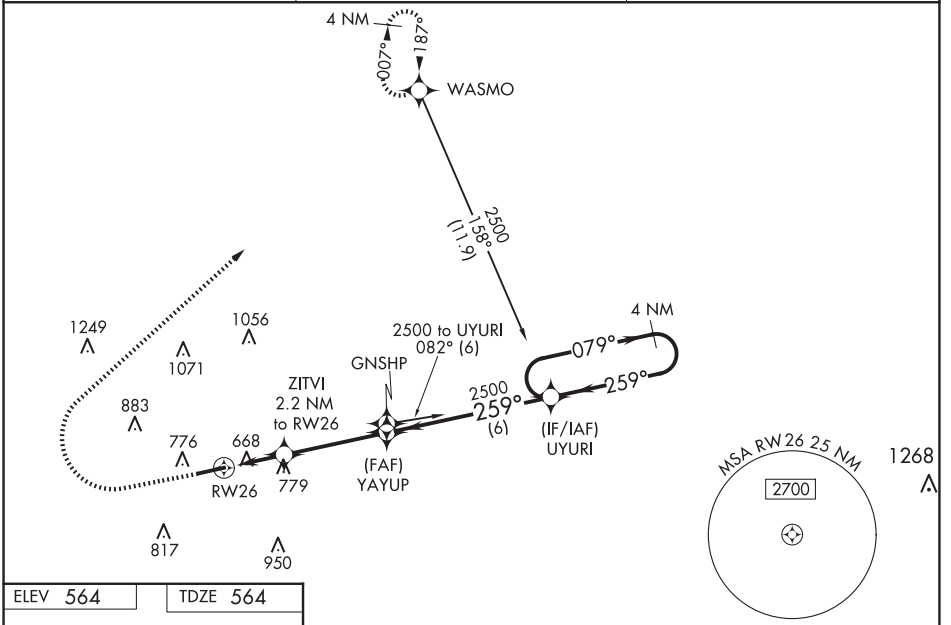
RNP APCH - GPS.

T NA

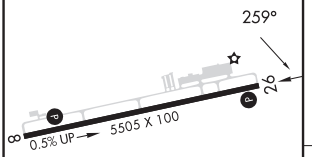
Circling Rwy 8 NA at night. For uncompensted Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Clarksville altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 851 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1033 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.

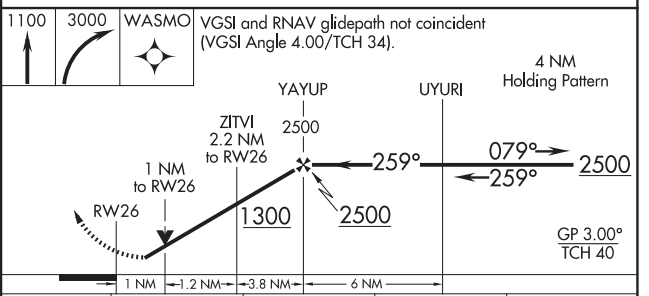
AWOS-3	CAMPBELL APP CON	UNICOM
132.575	118.1 269.525	122.8 (CTAF) L



ELEV 564 | TDZE 564



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



CATEGORY	A	B	C	D
LPV DA	814-⅞ 250 (300-⅞)			
LNAV/VNAV DA	996-1¼ 432 (500-1¼)			
LNAV MDA	1040-1 476 (500-1)		1040-1⅜ 476 (500-1⅜)	
C CIRCLING	1140-1 576 (600-1)		1280-2 716 (800-2)	1320-2½ 756 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

HUMBOLDT MUNI (M53)

WAAS	APP CRS	Rwy Idg	4003
CH 78038	046°	TDZE	420
W04A		Apt Elev	421

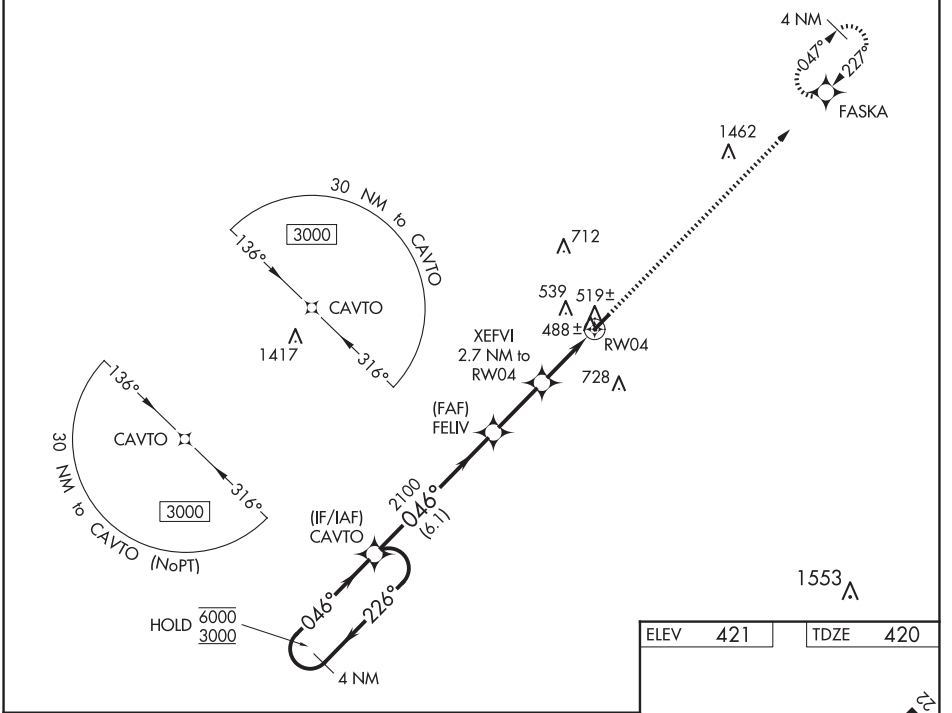
RNP APCH - GPS.

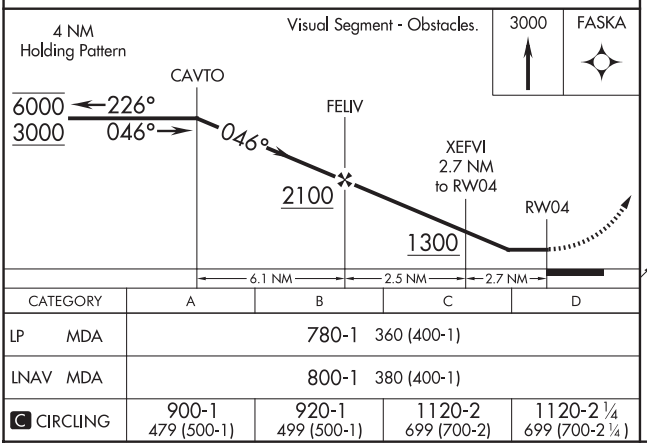
Rwy 4 helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase all MDA 60 feet; increase LP Cats C/D visibility ⅛ mile; increase LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

NA

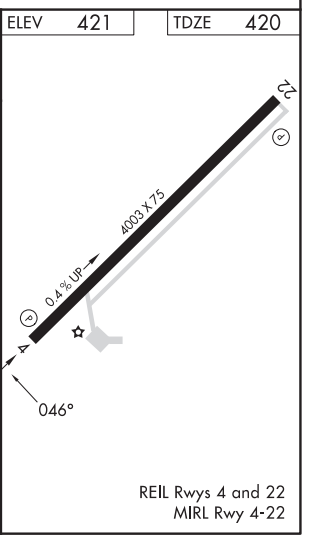
MISSED APPROACH: Climb to 3000 direct FASKA and hold.

MKL ASOS	MEMPHIS CENTER	UNICOM
119.325	134.65 316.15	122.8 (CTAF)





CATEGORY	A	B	C	D
LP MDA	780-1 360 (400-1)			
LNAV MDA	800-1 380 (400-1)			
C CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2¼ 699 (700-2¼)



REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22

HUMBOLDT MUNI (M53)

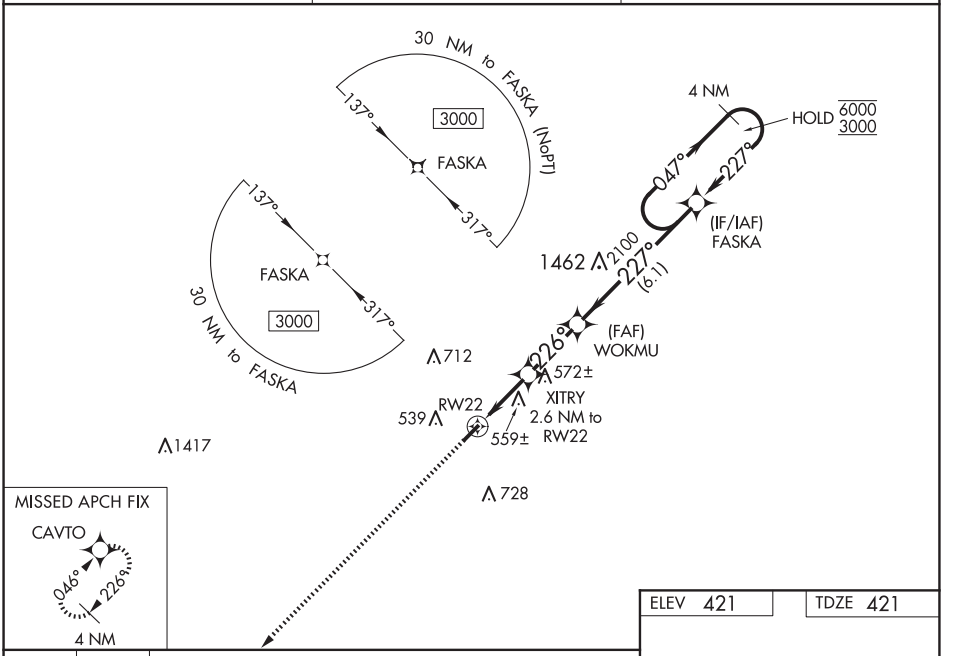
WAAS	APP CRS	Rwy Idg	4003
CH 40138	226°	TDZE	421
W22A		Apt Elev	421

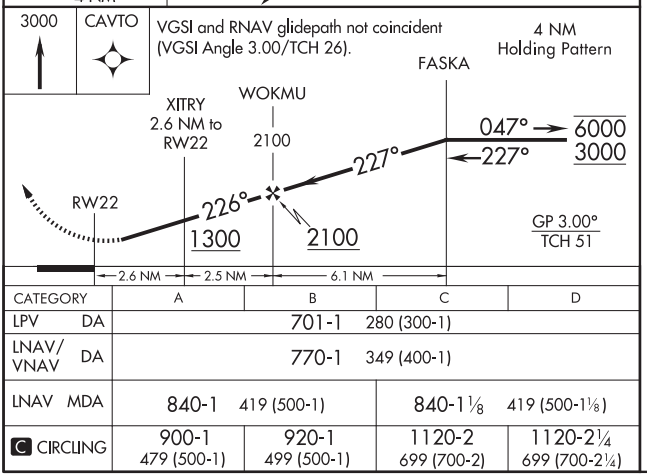
RNP APCH - GPS.

T NA — Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase LPV all Cats DA to 749; increase LNAV/VNAV all Cats DA to 817 and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

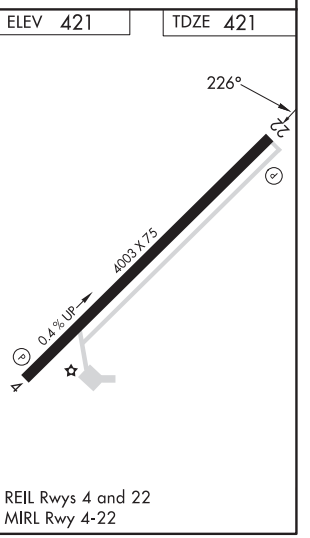
MISSED APPROACH: Climb to 3000 direct CAVTO and hold.

MKL ASOS	MEMPHIS CENTER	UNICOM
119.325	134.65 316.15	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	701-1 280 (300-1)			
LNAV/VNAV DA	770-1 349 (400-1)			
LNAV MDA	840-1 419 (500-1)		840-1⅛ 419 (500-1⅛)	
C CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2¼ 699 (700-2¼)



REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 1

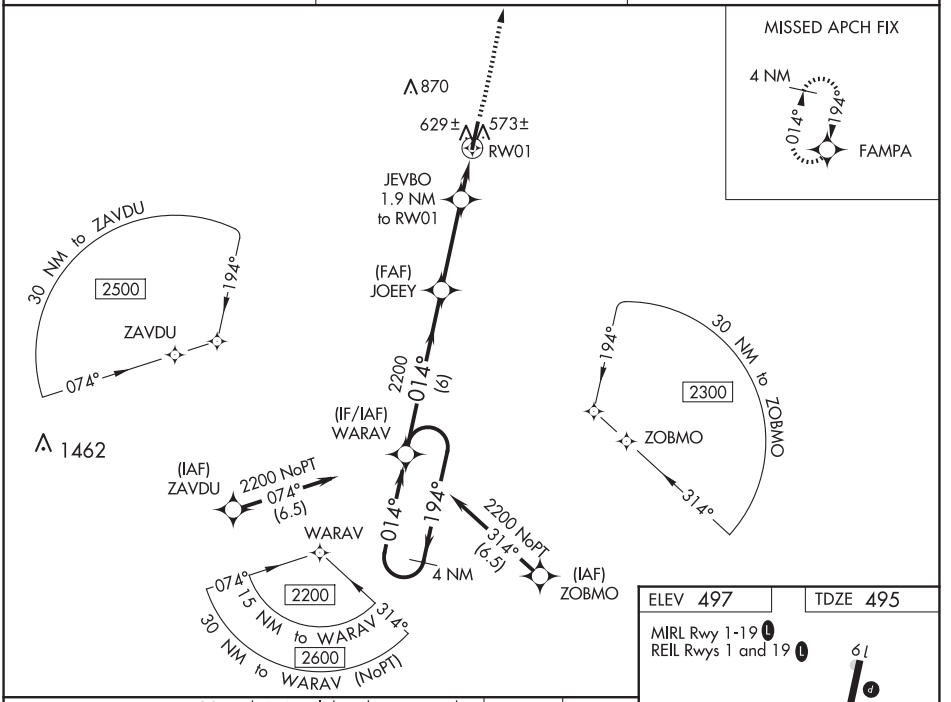
CARROLL COUNTY (HZD)

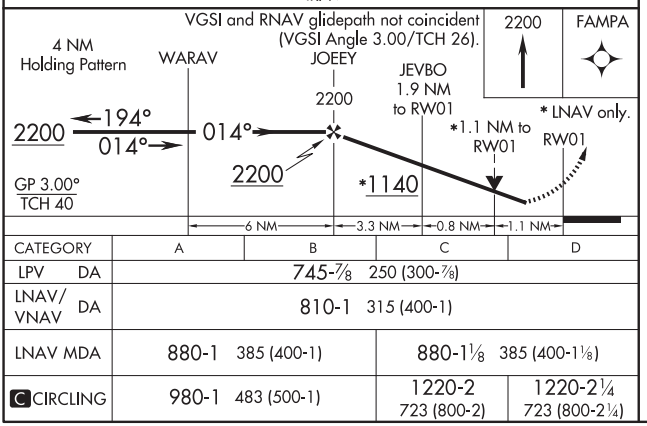
WAAS	APP CRS	Rwy Idg	5507
CH 99419	014°	TDZE	495
W01A		Apt Elev	497

T
A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile.
VDP and Baro-VNAV NA with Jackson Rgnl altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

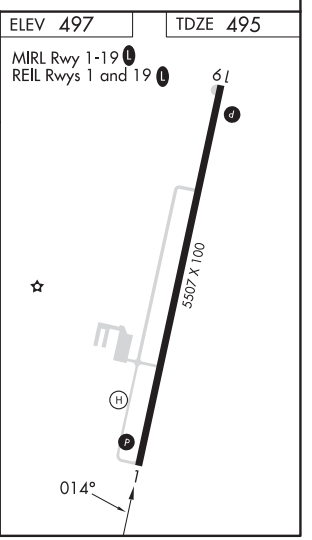
MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	745-⅞ 250 (300-⅞)			
LNAV/VNAV DA	810-1 315 (400-1)			
LNAV MDA	880-1 385 (400-1)		880-1⅛ 385 (400-1⅛)	
C CIRCLING	980-1 483 (500-1)		1220-2 723 (800-2)	1220-2¼ 723 (800-2¼)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HUNTINGDON, TENNESSEE | AL-6931 (FAA) | 25107

WAAS	APP CRS	Rwy Idg	5507
CH 97634	194°	TDZE	497
W19A		Apt Elev	497

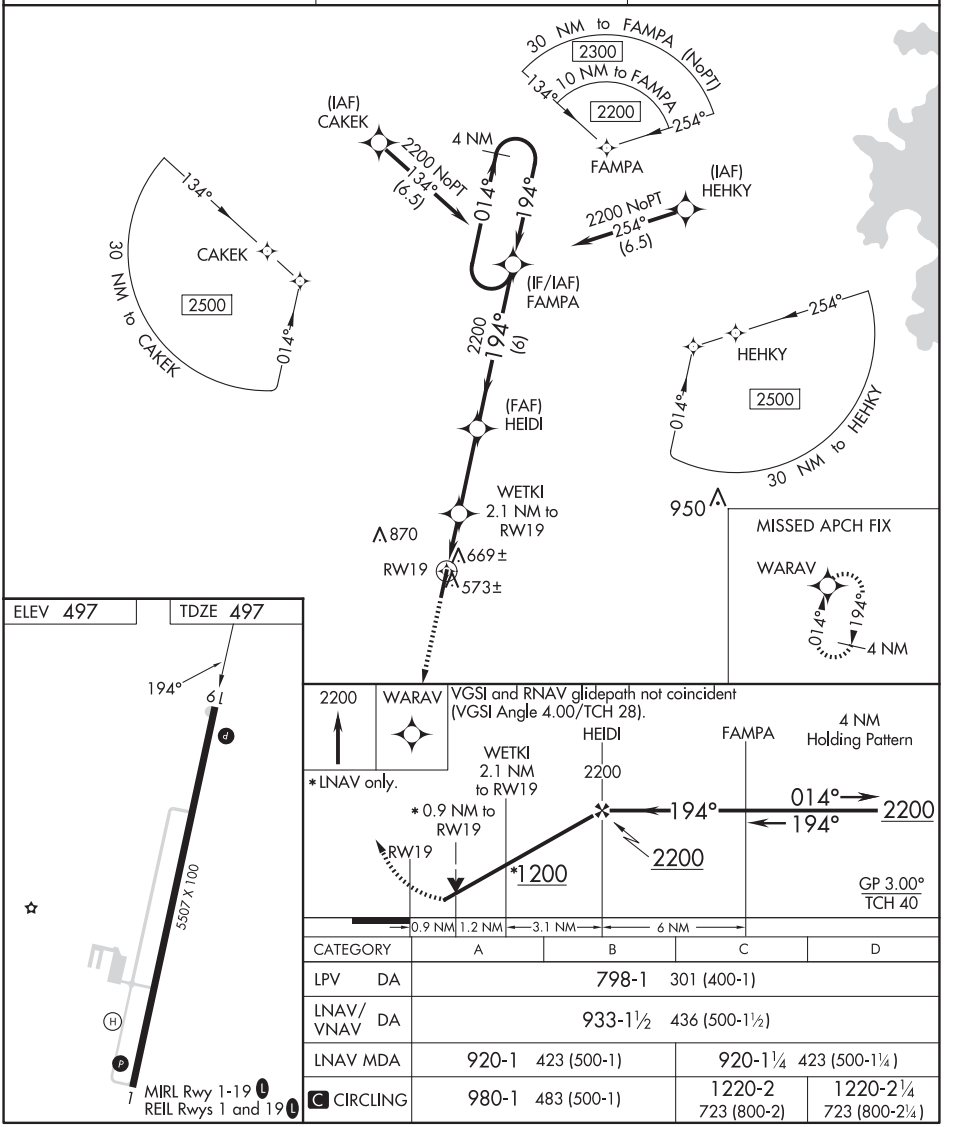
RNAV (GPS) RWY 19

CARROLL COUNTY (HZD)

T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Jackson Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct WARAV and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	798-1 301 (400-1)			
LNAV/VNAV DA	933-1½ 436 (500-1½)			
LNAV MDA	920-1 423 (500-1)		920-1¼ 423 (500-1¼)	
C CIRCLING	980-1 483 (500-1)		1220-2 723 (800-2)	1220-2¼ 723 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77736 W23A	APP CRS 242°	Rwy Idg 4000	TDZE 1180	Apt Elev 1180

RNAV (GPS) RWY 23

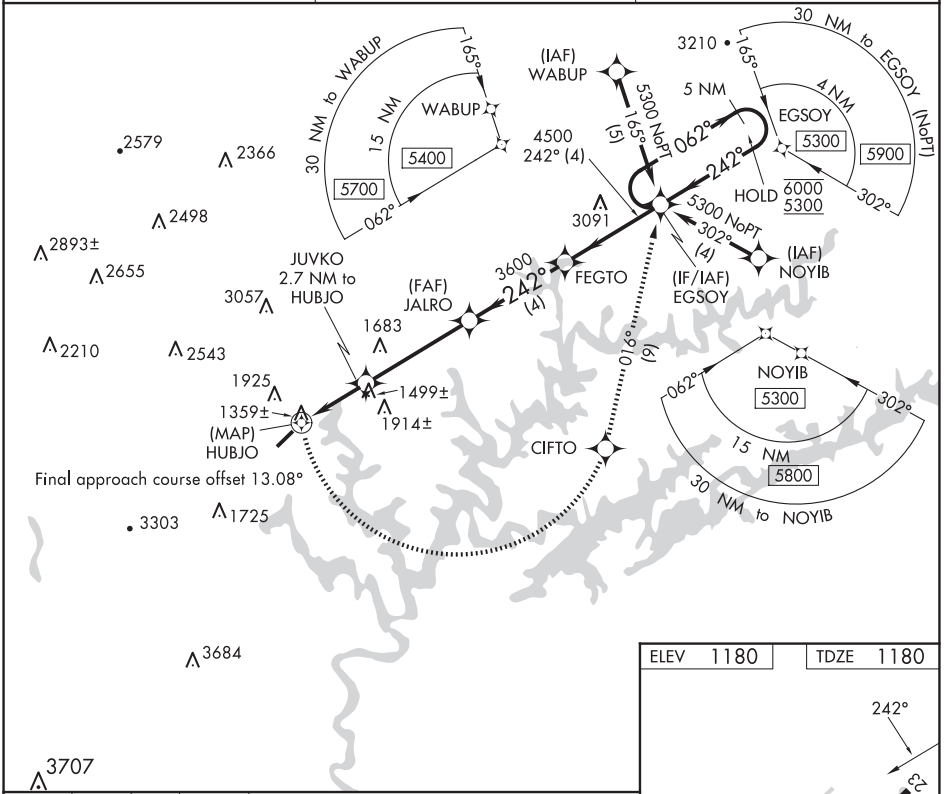
COLONEL TOMMY C STINER AIRFIELD (JAU)

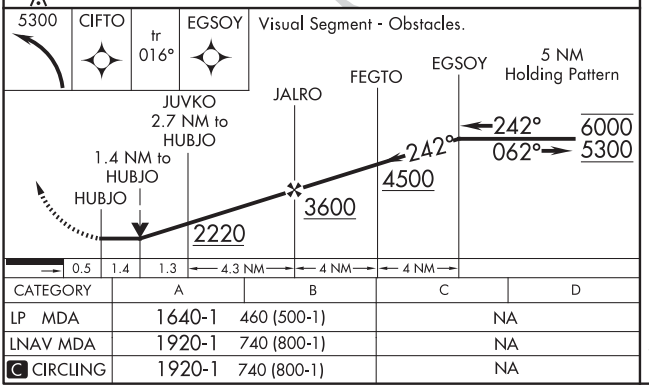
RNP APCH.

Circling NA northwest of Rwy 5-23.
Rwy 23 helicopter visibility reduction below ¾ SM NA.

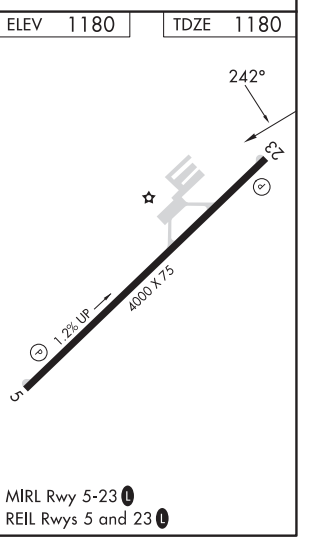
MISSED APPROACH: Climbing left turn to 5300 direct CIFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

AWOS-3	ATLANTA CENTER	UNICOM
124.975	133.6 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1640-1	460 (500-1)	NA	
LNAV MDA	1920-1	740 (800-1)	NA	
C CIRCLING	1920-1	740 (800-1)	NA	



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, KENTUCKY AL-6896 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	4400
CH 70544	012°	TDZE	1367
W01A		Apt Elev	1381

RNAV (GPS) RWY 1

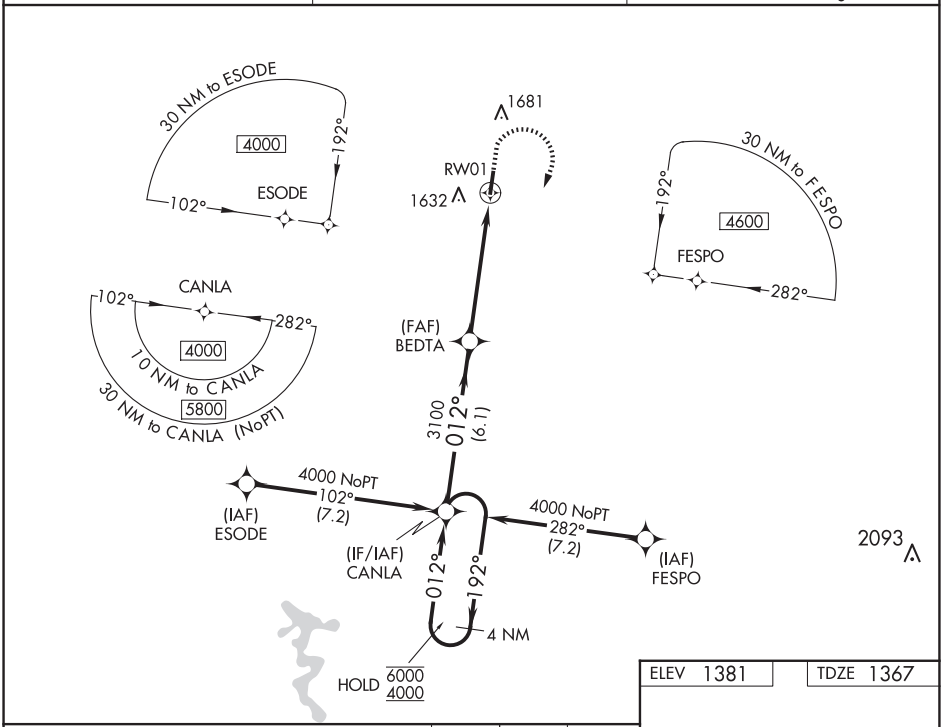
JULIAN CARROLL (JKL)

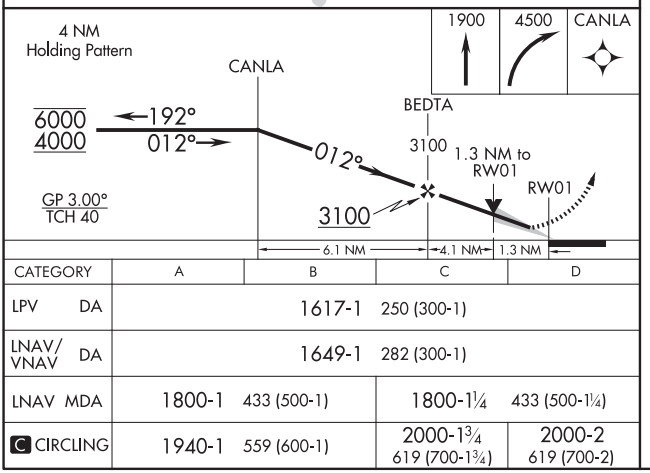
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

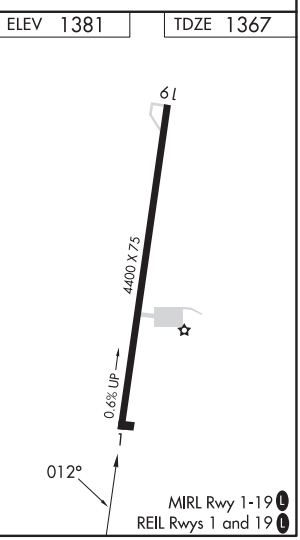
MISSED APPROACH: Climb to 1900 then climbing right turn to 4500 direct CANLA and hold, continue climb-in-hold to 4500.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.575 257.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1617-1 250 (300-1)			
LNAV/VNAV DA	1649-1 282 (300-1)			
LNAV MDA	1800-1 433 (500-1)		1800-1¼ 433 (500-1¼)	
C CIRCLING	1940-1 559 (600-1)		2000-1¾ 619 (700-1¾)	2000-2 619 (700-2)



JACKSON, KENTUCKY
Amdt 1 14JUL22

37°36'N-83°19'W

JULIAN CARROLL (JKL)
RNAV (GPS) RWY 1

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 2

JACKSON RGNL (MKL)

LOC/DME I-MKL	APP CRS	Rwy Ldg	6005
109.1	023°	TDZE	433
Chan 28		Apt Elev	433

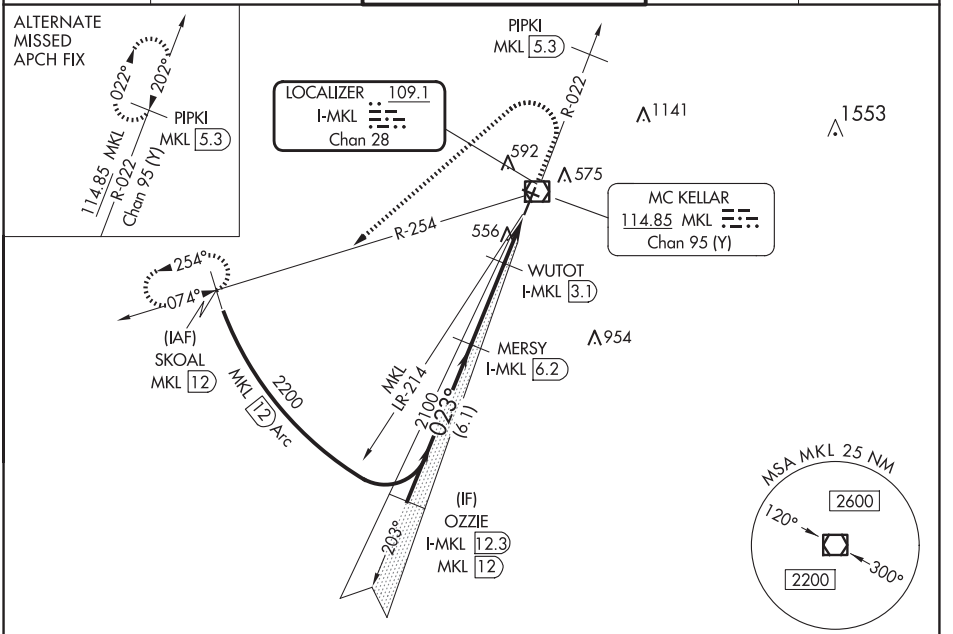
DME required. RADAR required for procedure entry.

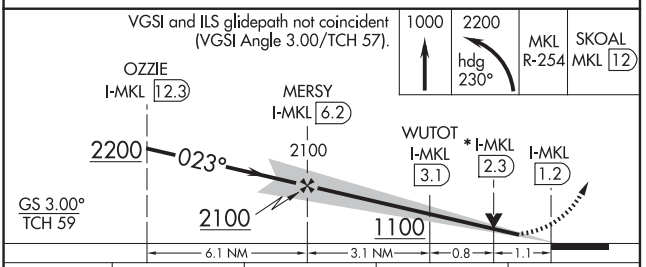
Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-LOC 2 Cat A/B visibility to 1 SM and Cat C/D visibility 1⅛ SM.

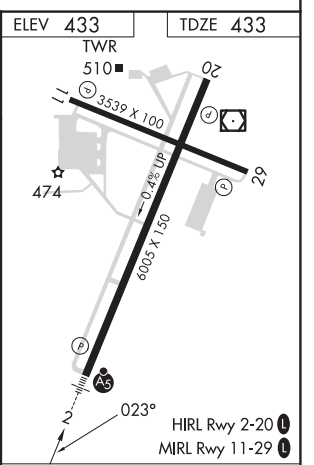
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 230° and MKL VOR/DME R-254 to SKOAL/MKL 12 DME and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
S-ILS 2	770-¾ 337 (400-¾)			
S-LOC 2	820-¾ 387 (400-¾)			
C CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1½ 527 (600-1½)	1100-2 667 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, TENNESSEE AL-5062 (FAA) 25163

WAAS	APP CRS	Rwy Ldg 6005
CH 93511	023°	TDZE 433
W02A		Apt Elev 433

RNAV (GPS) RWY 2

JACKSON RGNL (MKL)

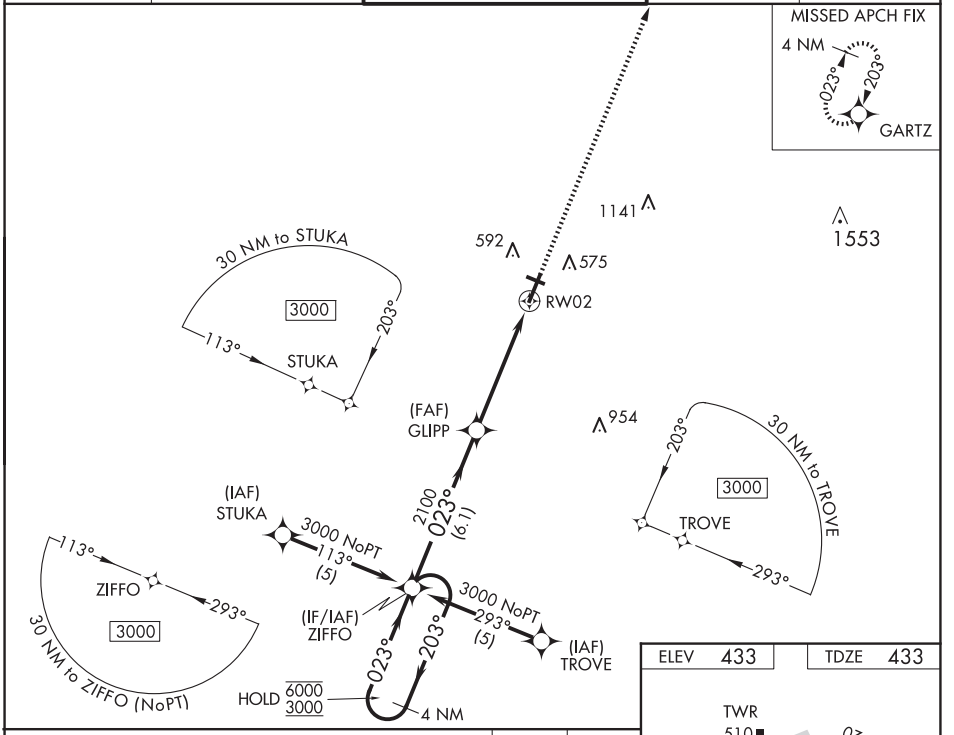
RNP APCH - GPS.

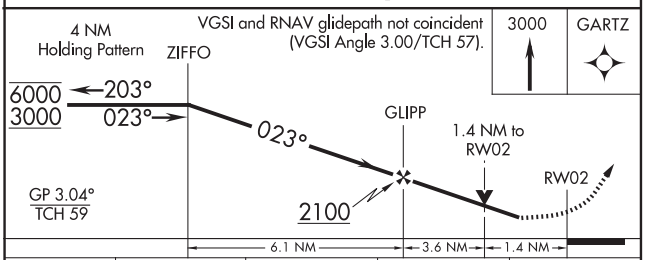
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.
For inop ALS, increase visibility LNAV Cats A/B to 1 SM, and Cats C/D to 1 3/8 SM.

MALSR

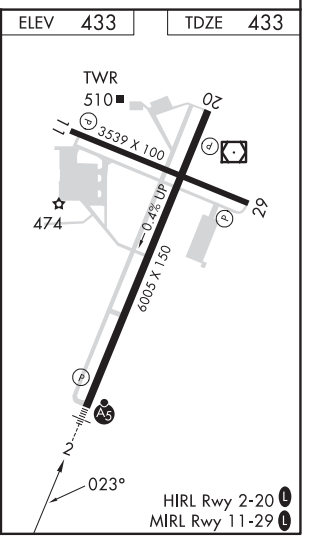
MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95





CATEGORY	A	B	C	D
LPV DA	772-¾ 339 (400-¾)			
LNAV/VNAV DA	886-⅞ 453 (500-⅞)			
LNAV MDA	900-¾ 467 (500-¾)		900-1 467 (500-1)	
CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1½ 527 (600-1½)	1080-2 647 (700-2)



JACKSON, TENNESSEE
Orig-C 19MAY22

35°36'N-88°55'W

JACKSON RGNL (MKL)

RNAV (GPS) RWY 2

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40312 W20A	APP CRS 203°	Rwy Ldg 6005 TDZE 418 Apt Elev 433

RNAV (GPS) RWY 20

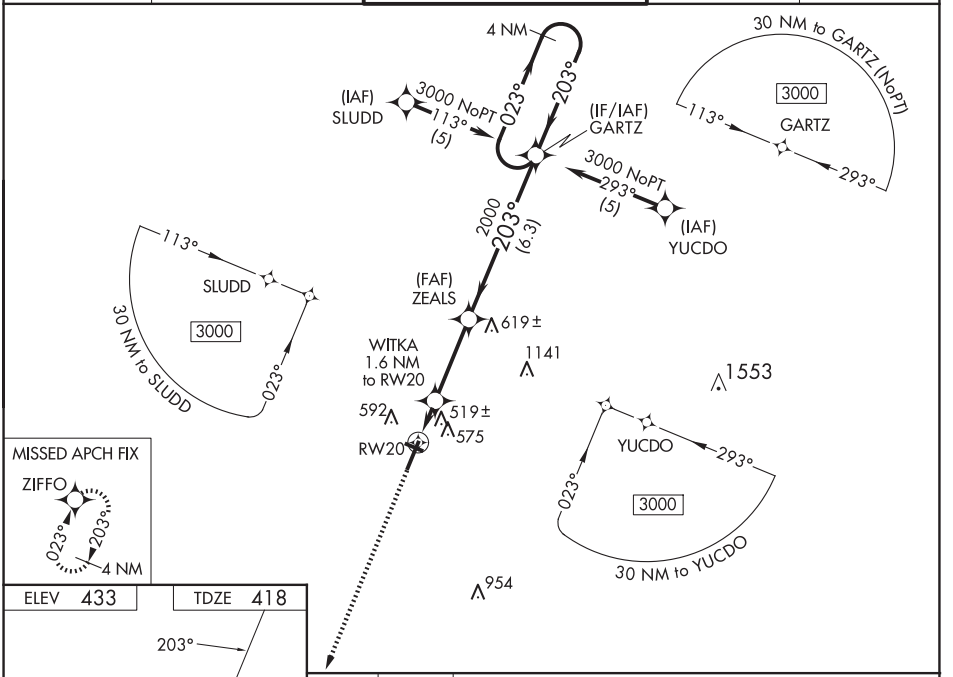
JACKSON RGNL (MKL)

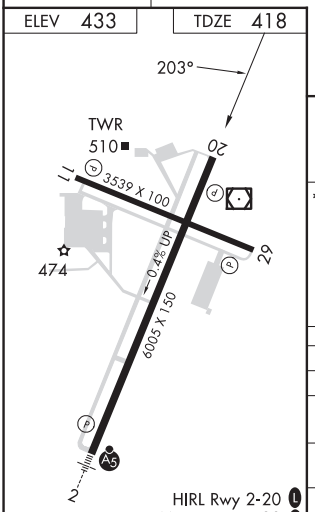
RNP APCH - GPS.

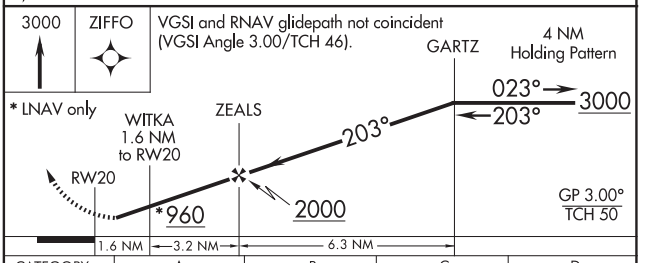
Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting: increase LPV DA to 802 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 910 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C and D and Circling Cat C ¼ SM, and Circling Cat D ½ SM.

MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1½ 527 (600-1½)	1100-2 667 (700-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

JACKSON, TENNESSEE | AL-5062 (FAA) | 25107

VOR/DME MKL	APP CRS	Rwy Idg	6005
114.85	028°	TDZE	433
Chan 95 (Y)		Apt Elev	433

VOR RWY 2

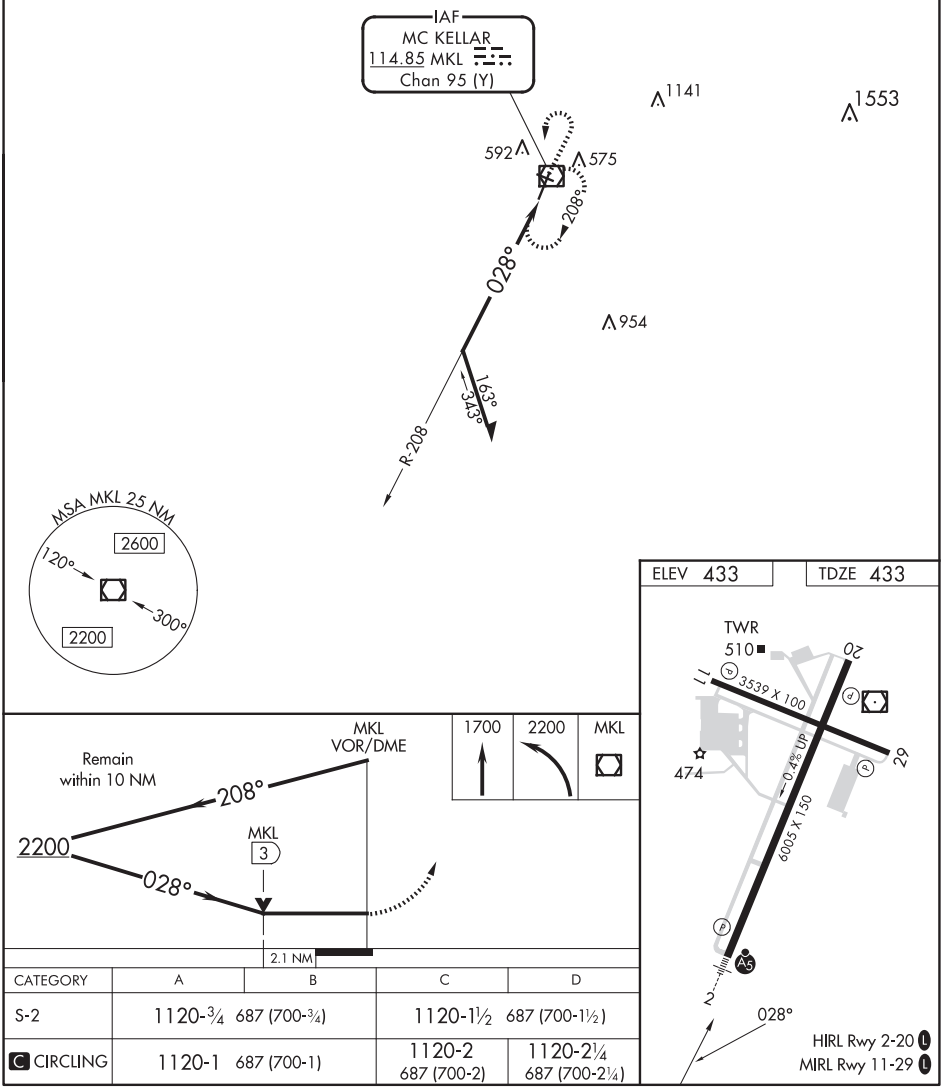
JACKSON RGNL (MKL)

Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-2 Cat A/B visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 2200 direct MKL VOR/DME and hold, continue climb-in-hold to 2200.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95



CATEGORY	A	B	C	D
S-2	1120-¾ 687 (700-¾)		1120-1½ 687 (700-1½)	
C CIRCLING	1120-1 687 (700-1)		1120-2 687 (700-2)	1120-2¼ 687 (700-2¼)

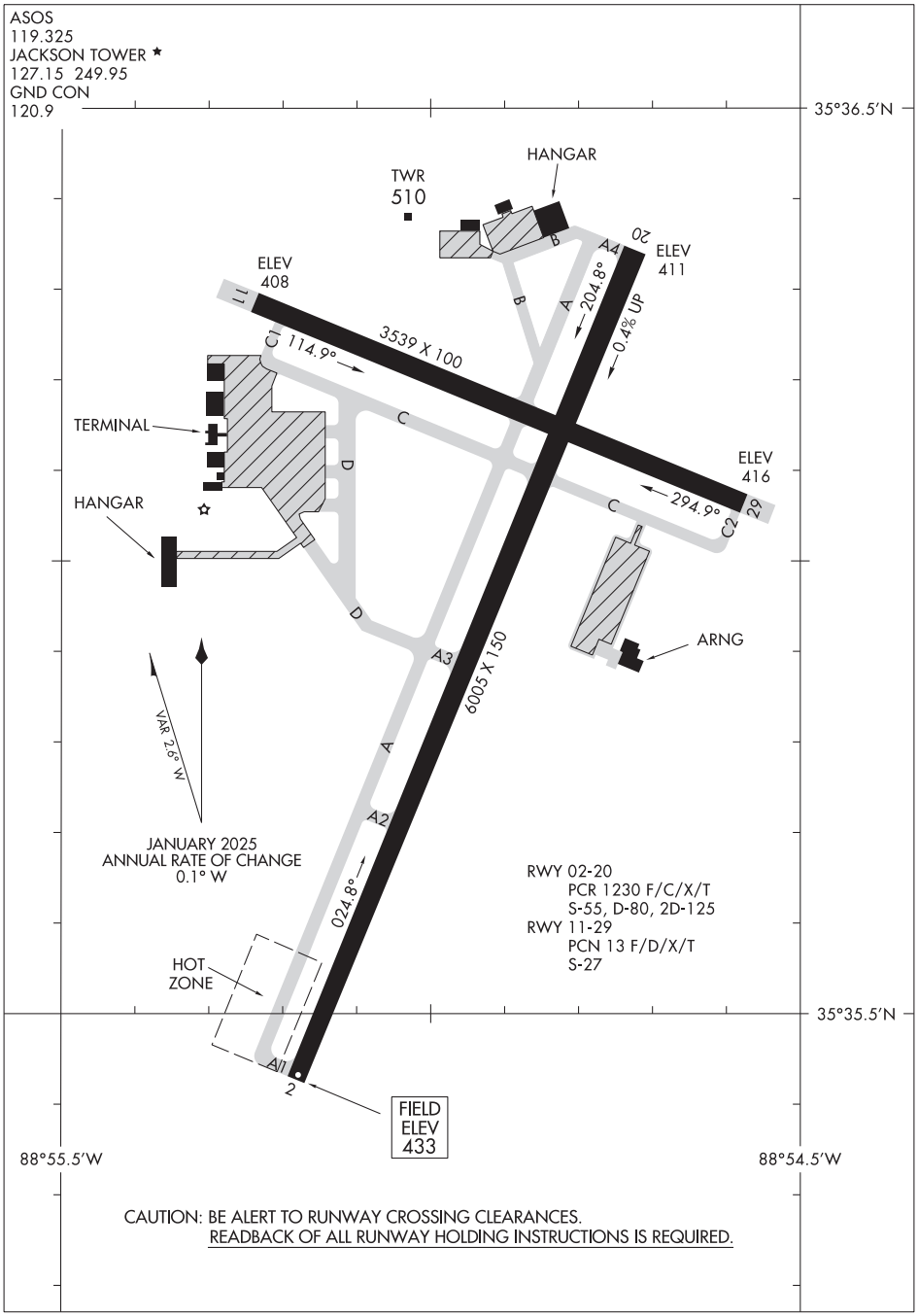
JACKSON, TENNESSEE
Amdt 1 28DEC23

35°36'N-88°55'W

JACKSON RGNL (MKL)

VOR RWY 2

SE-1, 12 JUN 2025 to 07 AUG 2025



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

SE-1, 12 JUN 2025 to 07 AUG 2025

JAMESTOWN, KENTUCKY

AL-9250 (FAA)

25163

RNAV (GPS) RWY 17

RUSSELL COUNTY (K24)

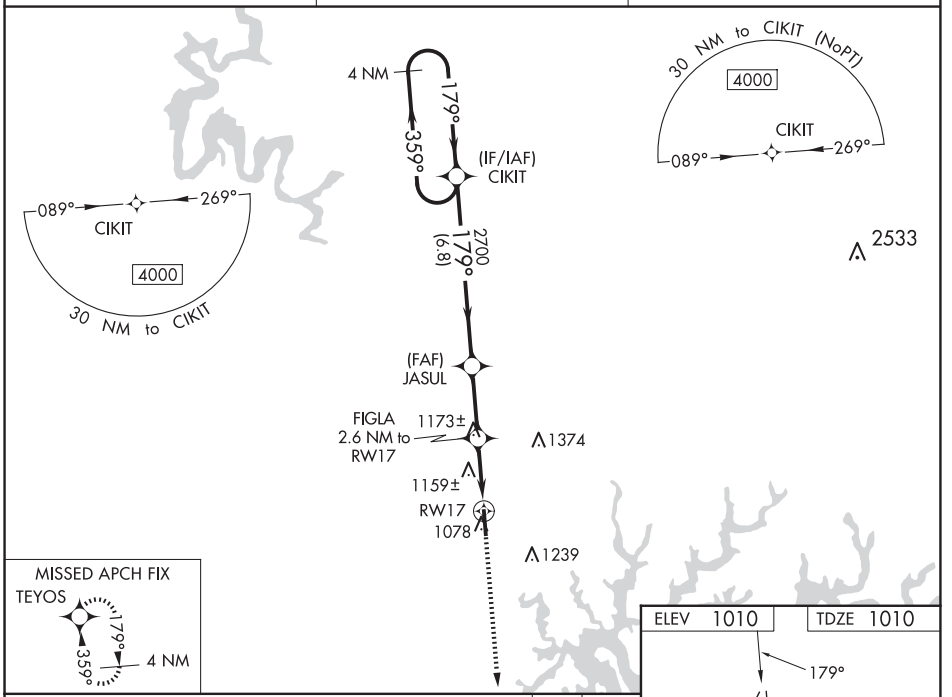
WAAS	APP CRS	Rwy Ldg	5010
CH 78433	179°	TDZE	1010
W17A		Apt Elev	1010

Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ⅛ mile; LNAV/VNAV all Cats ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

NA

MISSED APPROACH: Climb to 4000 direct TEYOS and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1346-1⅛ 336 (400-1⅛)			
LNAV/VNAV DA	1424-1⅜ 414 (500-1⅜)			
LNAV MDA	1420-1 410 (500-1)		1420-1⅛ 410 (500-1⅛)	
C CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2¼ 690 (700-2¼)

JAMESTOWN, KENTUCKY
Amdt 2 18SEP14

37°01'N-85°06'W

RUSSELL COUNTY (K24)

RNAV (GPS) RWY 17

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	5010
CH 63233	359°	TDZE	990
W35A		Apt Elev	1010

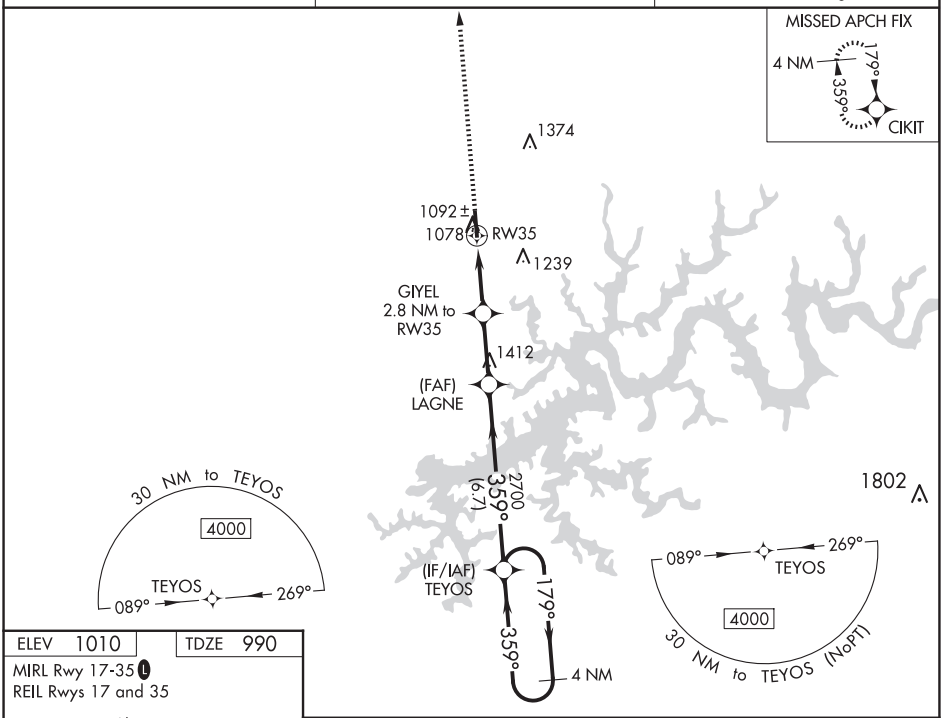
RNAV (GPS) RWY 35

RUSSELL COUNTY (K24)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ mile NA.

MISSED APPROACH: Climb to 4000 direct CIKIT and hold.

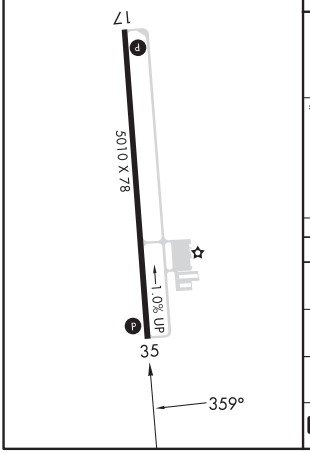
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L

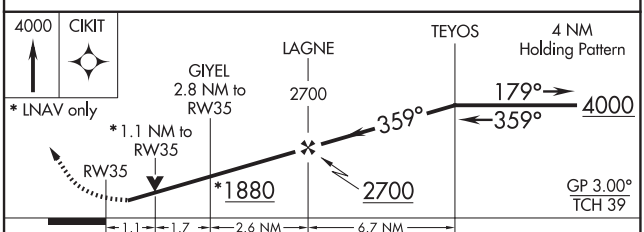


ELEV 1010 TDZE 990

MIRL Rwy 17-35 L

REIL Rwys 17 and 35





CATEGORY	A	B	C	D
LPV DA	1240-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1285-1⅛ 295 (300-1⅛)			
LNAV MDA	1360-1 370 (400-1)			
C CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2¼ 690 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

JAMESTOWN, TENNESSEE AL-6476 (FAA) 25107

RNAV (GPS)-B

JAMESTOWN MUNI (2A1)

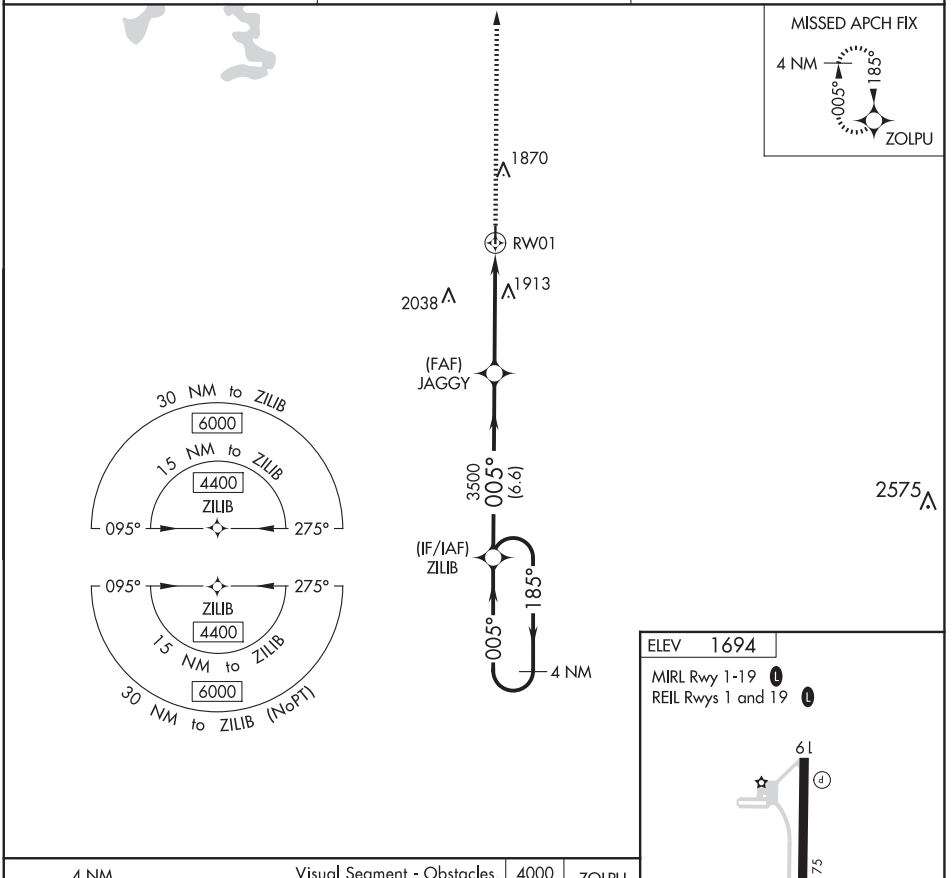
APP CRS	Rwy Idg	N/A
005°	TDZE	N/A
	Apt Elev	1694

RNP APCH - GPS.

T A NA — Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling to Rwy 19 NA at night.

MISSED APPROACH: Climb to 4000 direct ZOLPU and hold.

CSV ASOS	INDIANAPOLIS CENTER	UNICOM
120.625	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2180-1 486 (500-1)	2260-1 566 (600-1)	2340-1¾ 646 (700-1¾)	NA

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS)-C

JAMESTOWN MUNI (2A1)

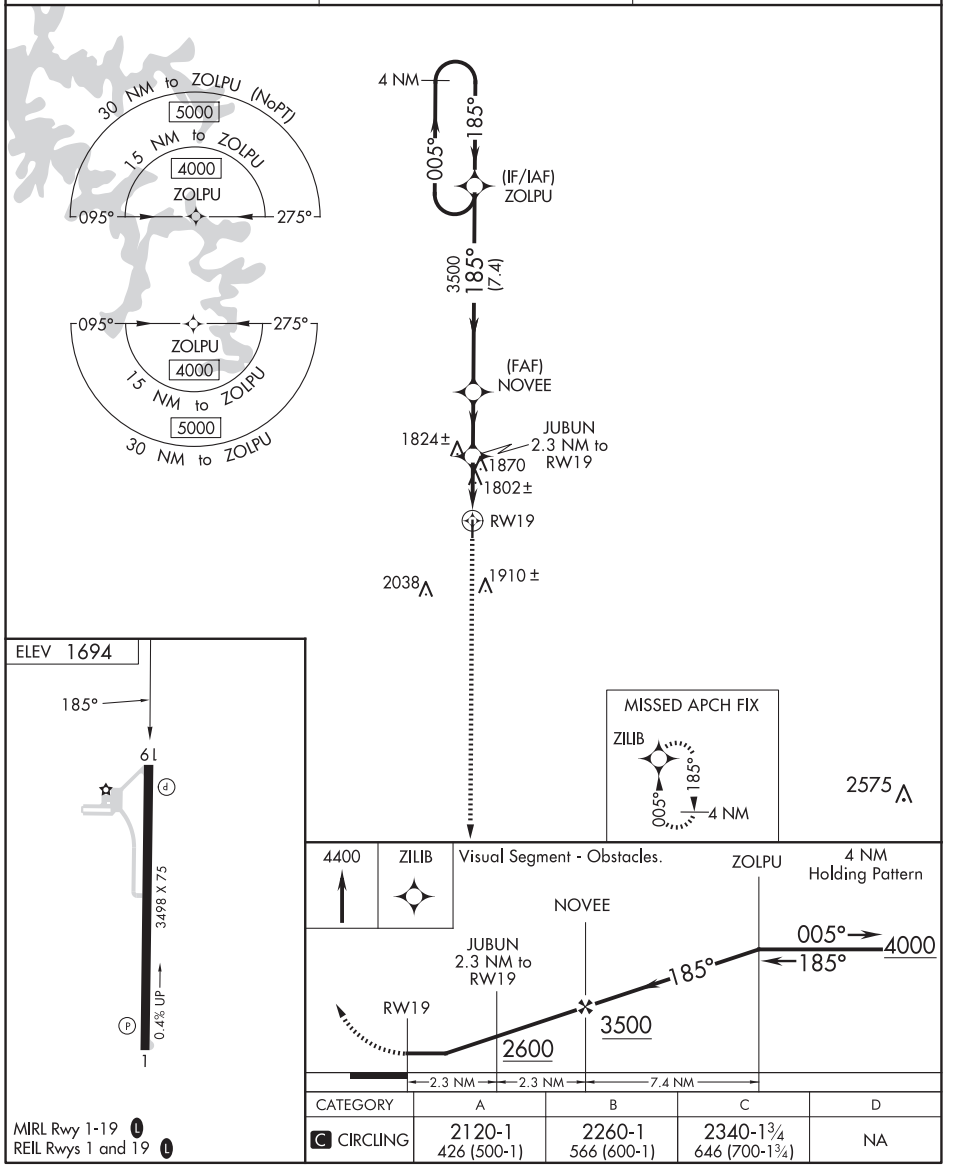
APP CRS	Rwy Idg	N/A
185°	TDZE	N/A
	Apt Elev	1694

RNP APCH - GPS.

T NA Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling to Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4400 direct ZILIB and hold.

CSV ASOS	INDIANAPOLIS CENTER	UNICOM
120.625	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2120-1 426 (500-1)	2260-1 566 (600-1)	2340-1¾ 646 (700-1¾)	NA

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

JASPER, TENNESSEE AL-5783 (FAA) 24137

RNAV (GPS) RWY 4

MARION COUNTY/BROWN FLD (APT)

APP CRS	Rwy Idg	3498
025°	TDZE	641
	Apt Elev	641

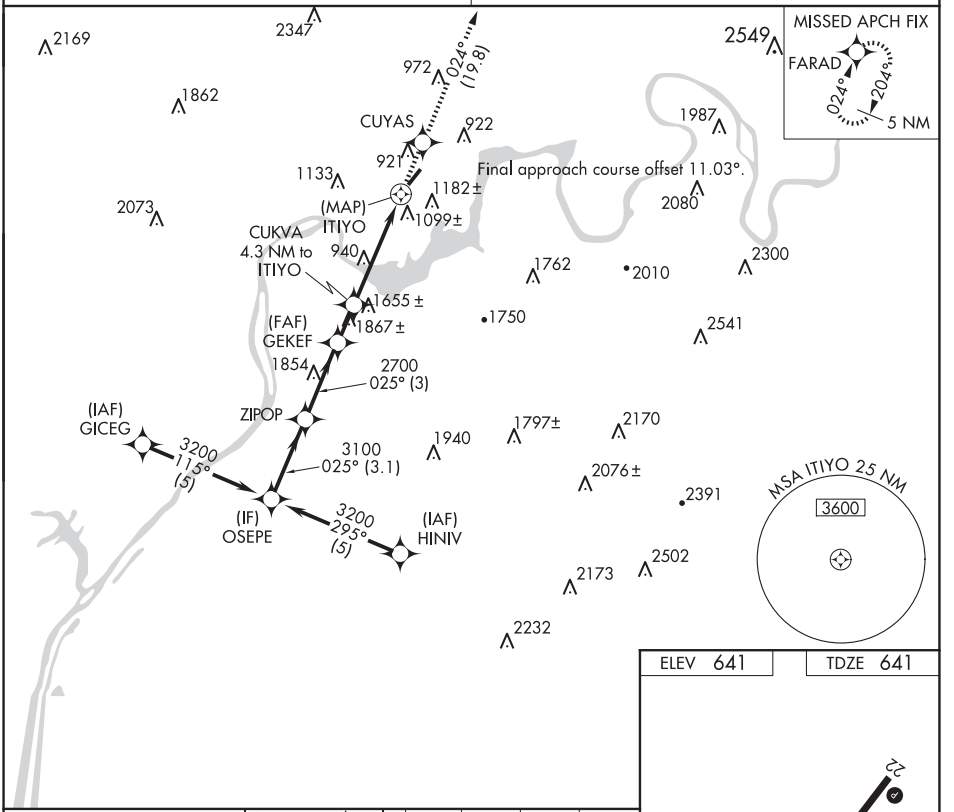
RNP APCH-GPS.

T A NA Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting and increase all MDAs 60 feet and LNAV Cat A visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct CUYAS and on track 024° to FARAD and hold.

CHATTANOOGA APP CON ★ 119.2 323.075

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA

JASPER, TENNESSEE
Orig-C 15JUN23

35°04'N-85°35'W

MARION COUNTY/BROWN FLD (APT)

RNAV (GPS) RWY 4

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3499
260°	TDZE	832
	Apt Elev	833

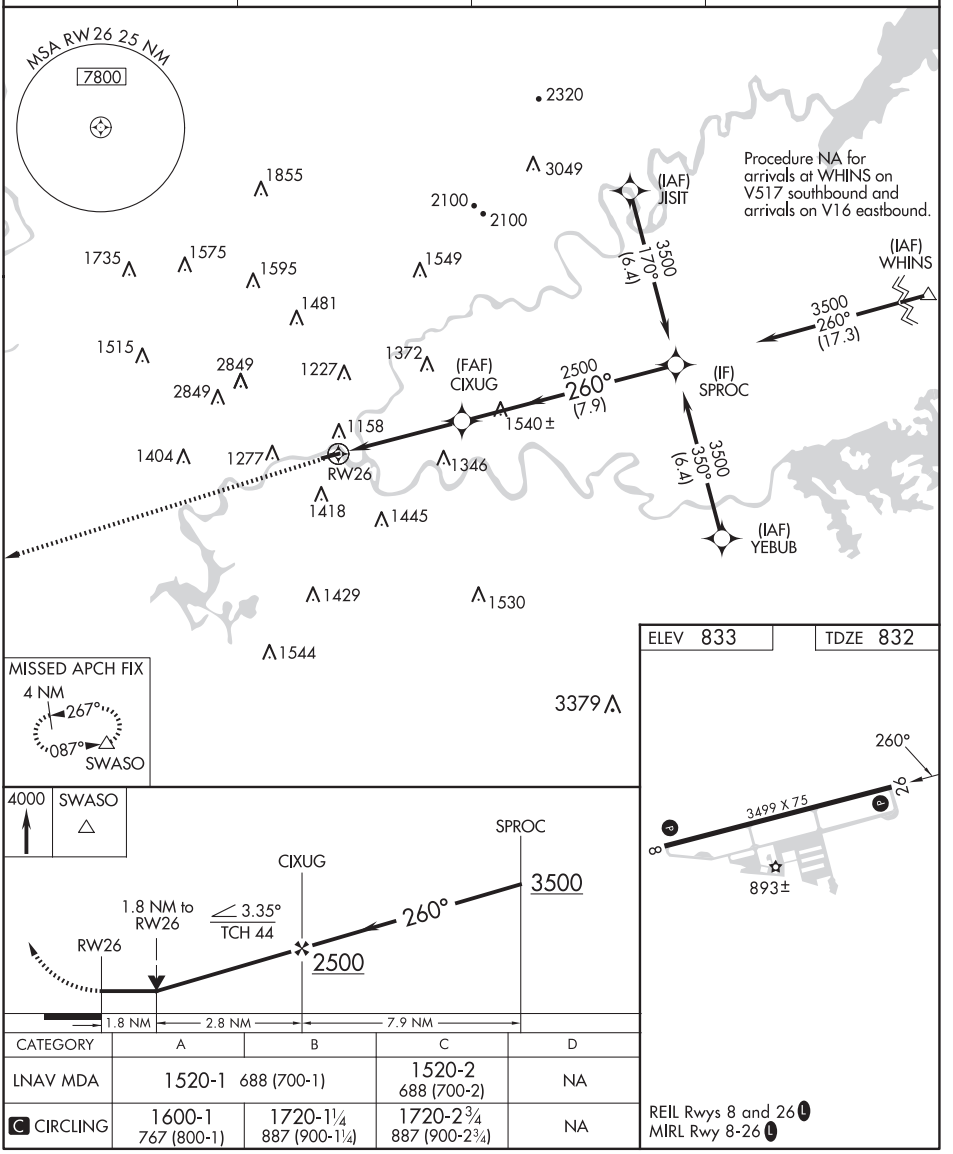
RNAV (GPS) RWY 26
KNOXVILLE DOWNTOWN ISLAND (DKX)

RNP APCH - GPS.

Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct SWASO and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM
125.375	123.9 353.6	121.7	123.075 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1520-1 688 (700-1)		1520-2 688 (700-2)	NA
C CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

KNOXVILLE, TENNESSEE | AL-6102 (FAA) | 24137

LOC I-DKX	APP CRS	Rwy Idg	3499
111.3	260°	TDZE	832
		Apt Elev	833

LOC RWY 26

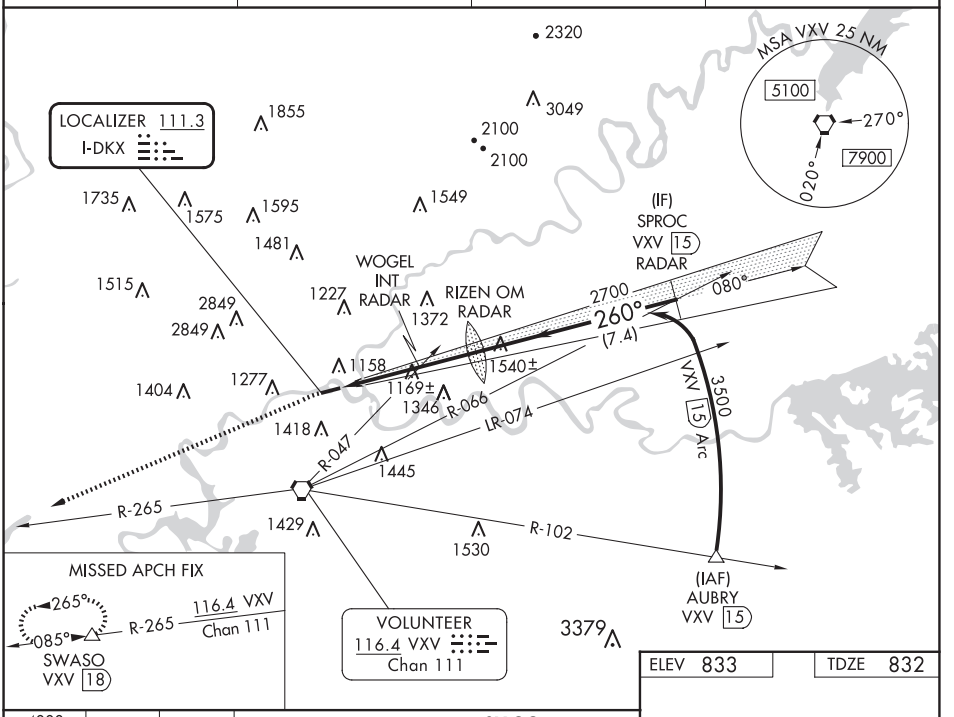
KNOXVILLE DOWNTOWN ISLAND (DKX)

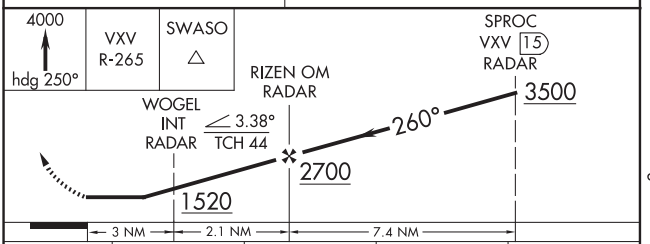
DME required. RADAR required for procedure entry.

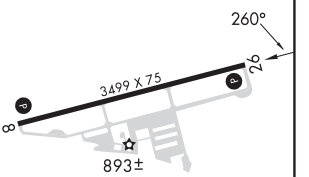
T A Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO/VXV 18 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM
125.375	123.9 353.6	121.7	123.075 (CTAF) L







ELEV 833 | TDZE 832

CATEGORY	A	B	C	D
S-26	1520-1 688 (700-1)		1520-2 688 (700-2)	NA
C CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA
WOGEL FIX MINIMUMS				
S-26	1440-1 608 (700-1)		1440-1¾ 608 (700-1¾)	NA
C CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy Idg N/A TDZE N/A Apt Elev 833

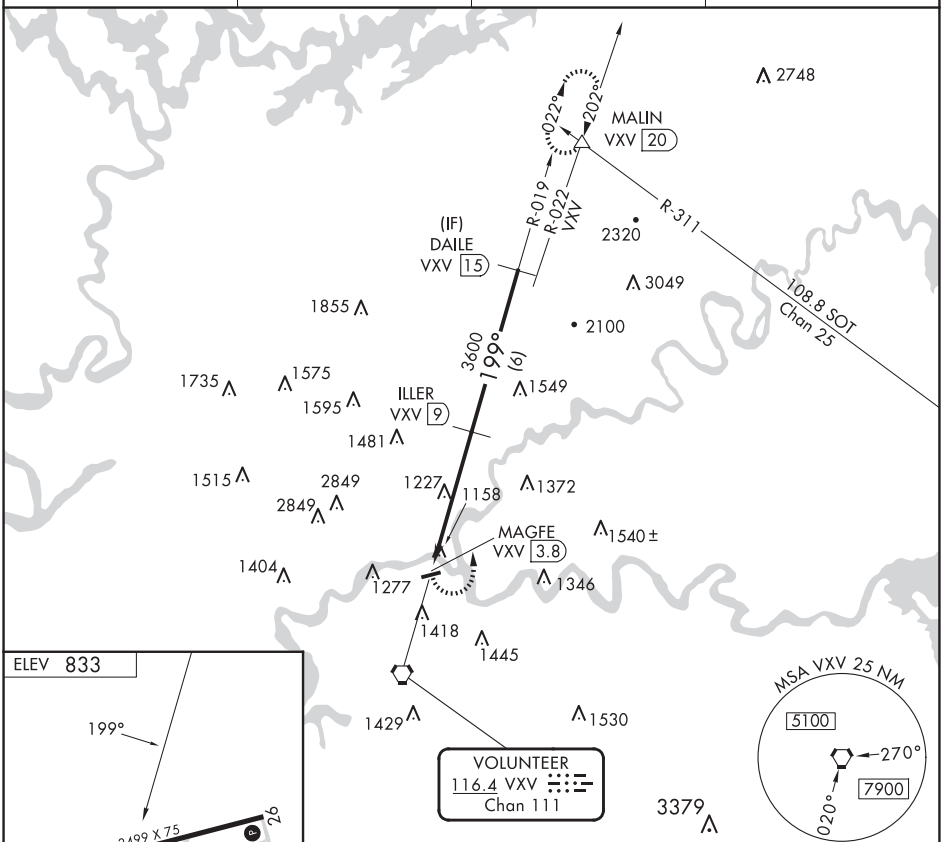
VOR-B

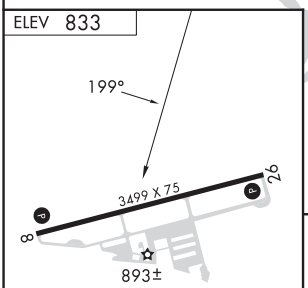
KNOXVILLE DOWNTOWN ISLAND (DKX)

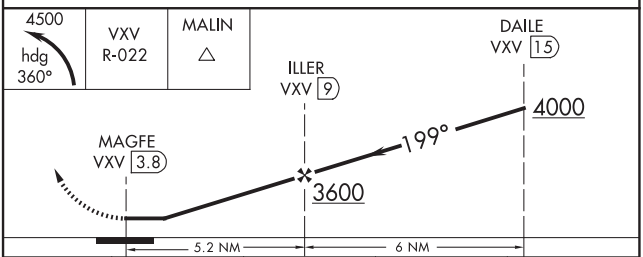
DME required. RADAR required for procedure entry.

MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM
125.375	123.9 353.6	121.7	123.075 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	1700-1¼ 867 (900-1¼)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

KNOXVILLE, TENNESSEE AL-218 (FAA) 24249

ILS or LOC RWY 5L

MC GHEE TYSON (TYS)

LOC I-TYS	APP CRS	Rwy Idg	9508
110.3	051°	TDZE	953
		Apt Elev	986

DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 4100 direct VXV VORTAC and on VXV VORTAC R-053 to NEYLN/VXV 4.7 DME and hold, continue climb-in-hold to 4100.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

MSA VXV 25 NM
5100
270°
020°
7900

Procedure NA for arrival on VXV VORTAC airway radials 184 CW 265.

VOLUNTEER
116.4 VXV
Chan 111

R-053

LOCALIZER 110.3
I-TYS

3000 to BENFI
226° (13.3)

1268
1544
1255
1150
1333
1047
1325
1121±

(IAF)
BENFI OM
VXV 13.3
RADAR

XEWKA
VXV 10.3

MISSED APCH FIX
NEYLN
VXV 4.7
233°
053°
116.4 VXV
R-053
Chan 111

117.6 HCH
Chan 123

(IAF)
SWELL
HCH 28.9

3000 NoPT
102°
(10.8)

276°
096°
051°
2700
051° (6.7)
R-102

2877

3000 NoPT to BENDA
096° (2.8) and
051° (7.2)

(IF/IAF)
BENDA INT
VXV 20

(IAF)
GROSS
VXV 29.1

231°

2780

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

4100	VXV	VXV R-053	NEYLN

BENFI OM
VXV 13.3
RADAR

Remain within 10 NM

231°
3000
051°
2671

XEWKA
VXV 10.3

VXV
8.2

GS 3.00°
TCH 55

2700
1700

3 NM
2.2 NM

ELEV 986 D TDZE 953

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

TWR
1094

10000 X 150
0.4% DOWN
9000 X 150
0.8% UP
0.5% UP

23R
23L
5L
5R

051°

CATEGORY	A	B	C	D
S-ILS 5L	1153-½		200 (200-½)	
S-LOC 5L	1500-½	547 (600-½)	1500-1⅛	547 (600-1⅛)
CIRCLING	1500-1 514 (600-1)	1560-1 574 (600-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

KNOXVILLE, TENNESSEE
Amdt 10 12AUG21

35°49′N-84°00′W

MC GHEE TYSON (TYS)

ILS or LOC RWY 5L

ILS or LOC RWY 23L

MC GHEE TYSON (TYS)

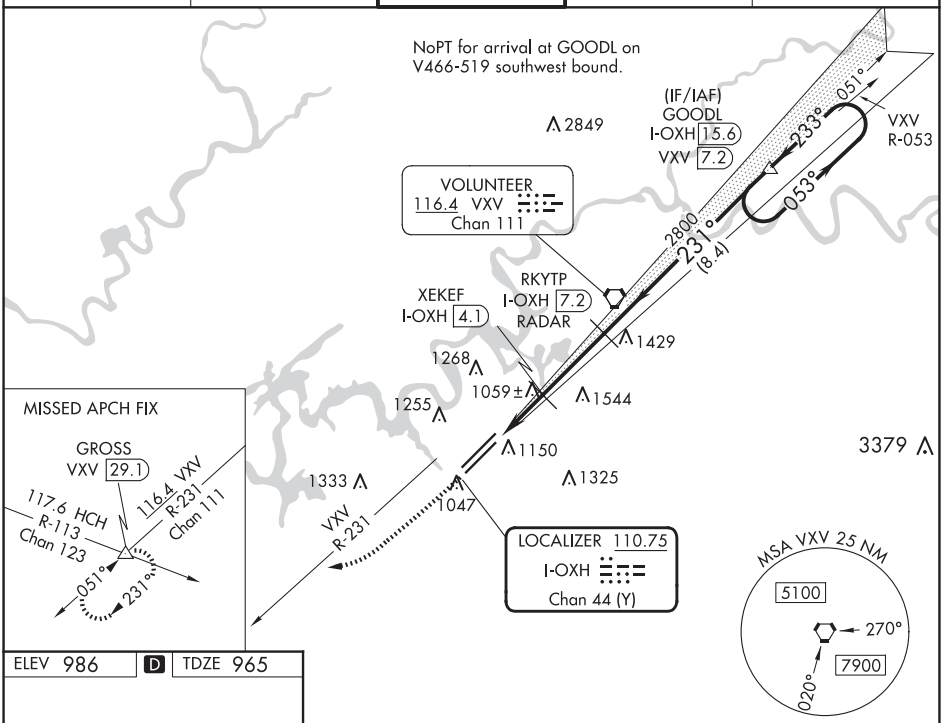
LOC/DME I-OXH	APP CRS	Rwy Idg	8600
110.75	231°	TDZE	965
Chan 44 (Y)		Apt Elev	986

DME or RADAR required.

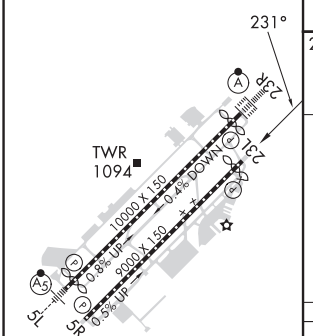
T
A

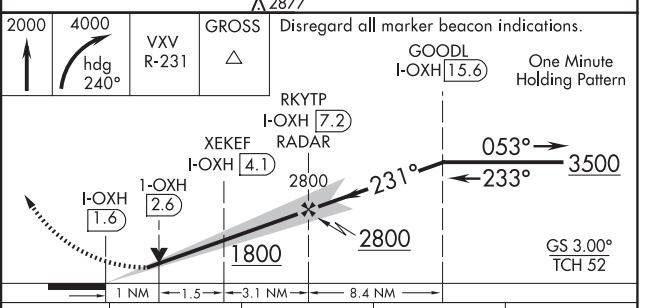
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



ELEV 986 D TDZE 965





CATEGORY	A	B	C	D
S-ILS 23L	1165/40 200 (200-¾)			
S-LOC 23L	1320/55 355 (400-1)			
C CIRCLING	1500-1 514 (600-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

KNOXVILLE, TENNESSEE AL-218 (FAA) 24249

ILS or LOC RWY 23R

MC GHEE TYSON (TYS)

LOC I-BUI	APP CRS	Rwy Idg	9495
111.7	231°	TDZE	984
		Apt Elev	986

DME or RADAR required.

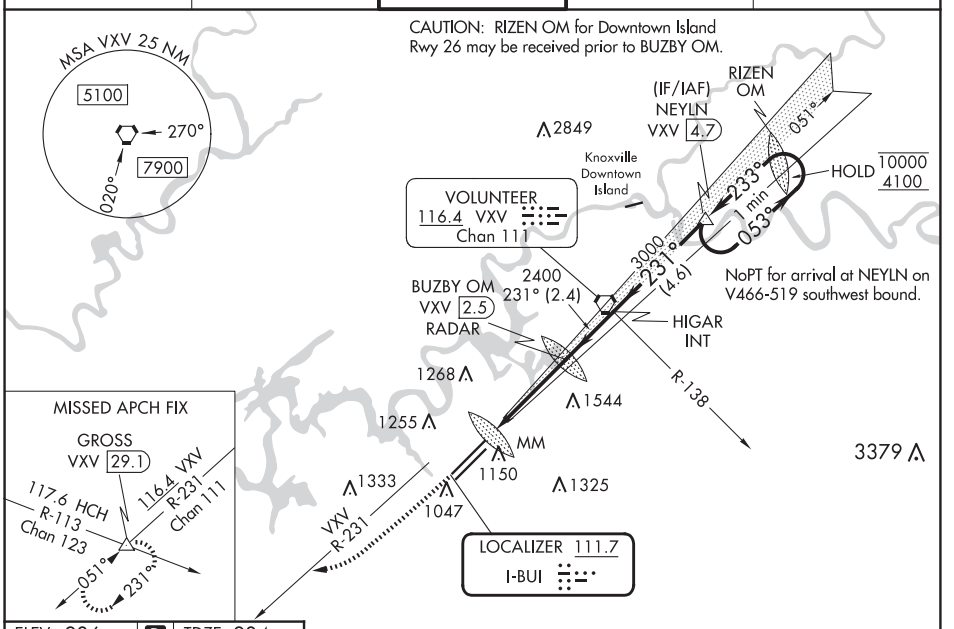
For inop ALS, increase S-ILS 23R Cat E visibility to RVR 4000; increase S-LOC 23R Cat C/D/E visibility to 1⅝ SM.

ALSF-2

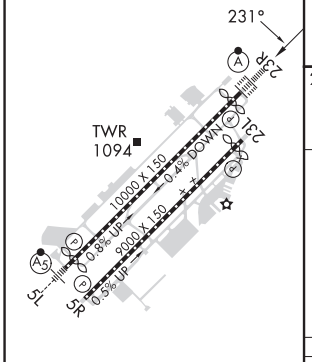
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

CAUTION: RIZEN OM for Downtown Island Rwy 26 may be received prior to BUZBY OM.

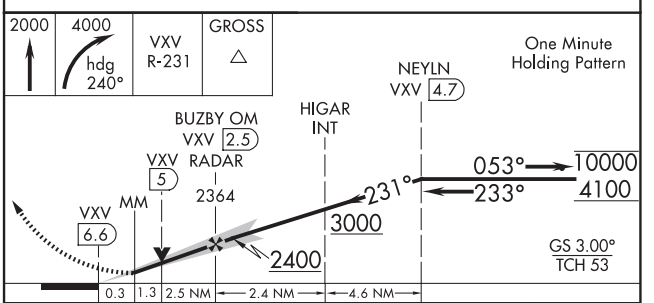


ELEV 986 D TDZE 984



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

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 23R	1184/18 200 (200-½)				
S-LOC 23R	1560/24 576 (600-½)		1560-1¼ 576 (600-1¼)		
CIRCLING	1560-1 574 (600-1)		1660-2 674 (700-2)	1900-3 914 (1000-3)	

KNOXVILLE, TENNESSEE
Amdt 14B 19MAY22

35°49'N-84°00'W

MC GHEE TYSON (TYS)

ILS or LOC RWY 23R

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 23R (SA CAT I)

MC GHEE TYSON (TYS)

LOC I-BUI	APP CRS	Rwy Idg 9495
111.7	231°	TDZE 984
		Apt Elev 986

DME or RADAR required.

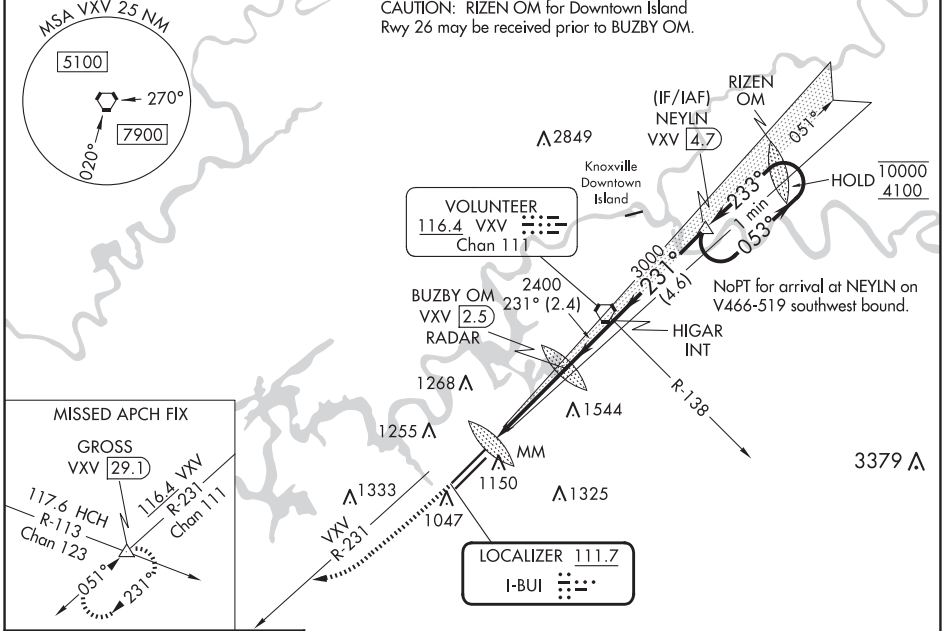
Requires specific OPSEC, MSPEC, or LOA approval.

ALSF-2

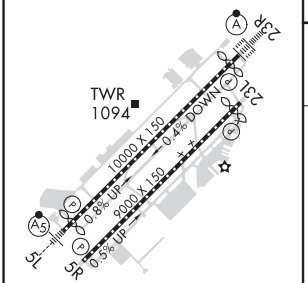
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

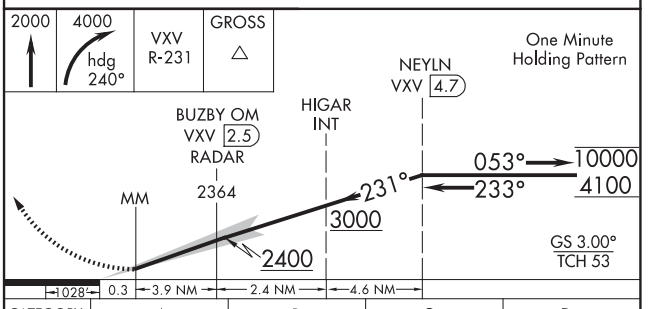
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

CAUTION: RIZEN OM for Downtown Island Rwy 26 may be received prior to BUZBY OM.



ELEV 986	D	TDZE 984





CATEGORY	A	B	C	D
S-ILS 23R	RA 150/14 150 DA 1134			

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

KNOXVILLE, TENNESSEE AL-218 (FAA) 24249

ILS RWY 23R (CAT II)

MC GHEE TYSON (TYS)

LOC I-BUI	APP CRS	Rwy Idg	9495
111.7	231°	TDZE	984
		Apt Elev	986

DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

MSA VXV 25 NM
5100
270°
7900
020°

CAUTION: RIZEN OM for Downtown Island Rwy 26 may be received prior to BUZBY OM.

(IF/IAF) NEYLN VXV 4.7

RIZEN OM

051°

2849

Knoxville Downtown Island

HOLD 233° 1 min 053° 10000 4100

VOLUNTEER 116.4 VXV Chan 111

3000

231° (4.6)

2400

BUZBY OM VXV 2.5 RADAR

231° (2.4)

NoPT for arrival at NEYLN on V466-519 southwest bound.

HIGAR INT

R-138

1268

1544

1255

MM

1150

1325

3379

1333

1047

VXV R-231

LOCALIZER 111.7 I-BUI

MISSED APCH FIX

GROSS VXV 29.1

117.6 HCH R-113 Chan 123

116.4 VXV R-231 Chan 111

051°

231°

ELEV 986 D TDZE 984

TWR 1094

10000 X 150

0.4% DOWN

0.8% UP

9000 X 150

0.5% UP

5L 5R 23L 23R

2000	4000 hdg 240°	VXV R-231	GROSS △

One Minute Holding Pattern

NEYLN VXV 4.7

BUZBY OM VXV 2.5 RADAR

HIGAR INT

MM 1164

2364

231° 3000

2400

053° 10000

233° 4100

GS 3.00° TCH 53

1028' 0.3 3.9 NM 2.4 NM 4.6 NM

CATEGORY	A	B	C	D
S-ILS 23R	RA 103/12 100 DA 1084			

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

KNOXVILLE, TENNESSEE
Amdt 14B 19MAY22

35°49'N-84°00'W

MC GHEE TYSON (TYS)

ILS RWY 23R (CAT II)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5L

MC GHEE TYSON (TYS)

WAAS CH 48802 W05A	APP CRS 051°	Rwy Idg 9508 TDZE 953 Apt Elev 986

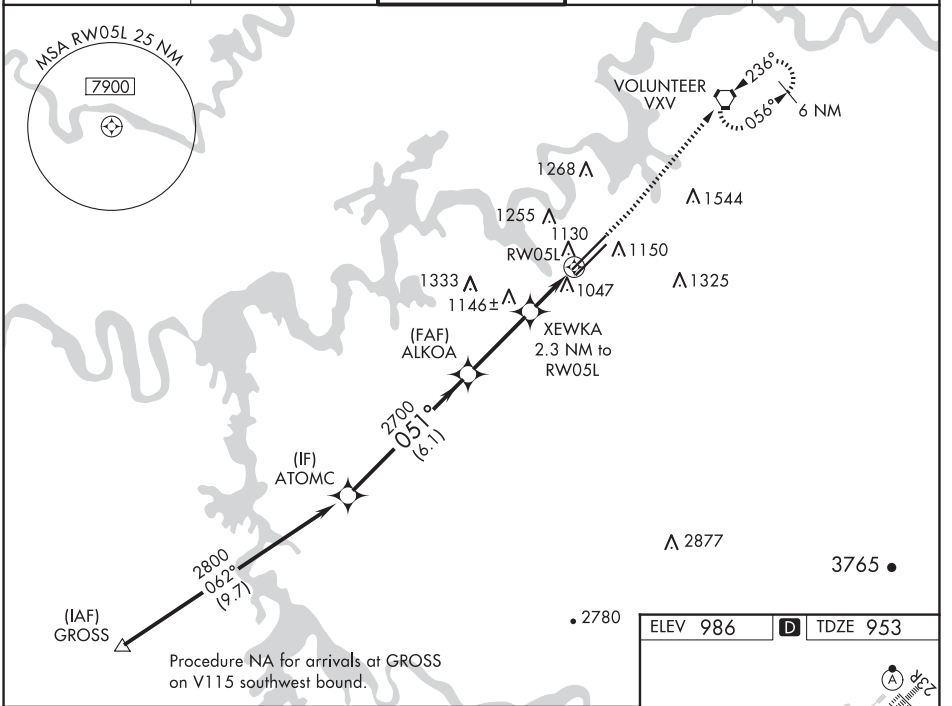
RNP APCH - GPS.

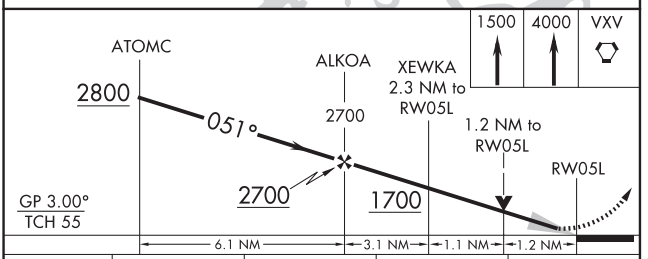
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

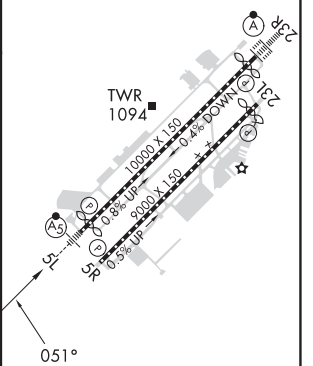
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
LPV DA*	1153/24 200 (200-½)			
LNAV/VNAV DA	1291/26 338 (400-½)			
LNAV MDA	1380/24 427 (400-½)		1380/40 427 (400-¾)	
C CIRCLING	1500-1 514 (600-1)	1560-1 574 (600-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

ELEV 986 D TDZE 953



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

KNOXVILLE, TENNESSEE | AL-218 (FAA) | 24249

RNAV (GPS) RWY 5R

MC GHEE TYSON (TYS)

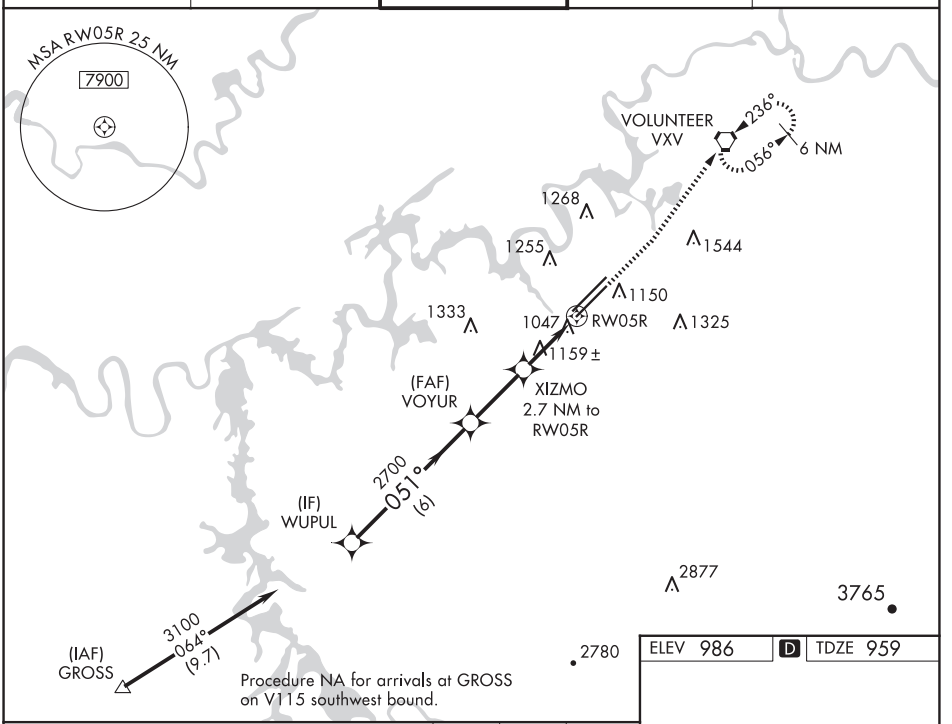
WAAS	APP CRS	Rwy Idg	8600
CH 97410	051°	TDZE	959
W05B		Apt Elev	986

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

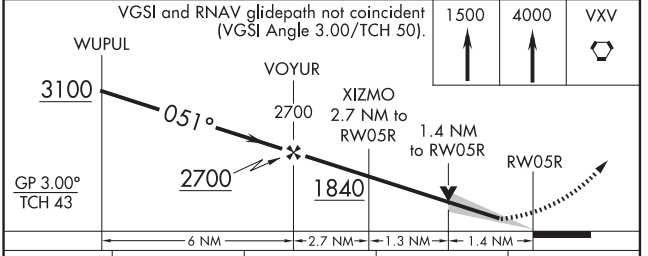
MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



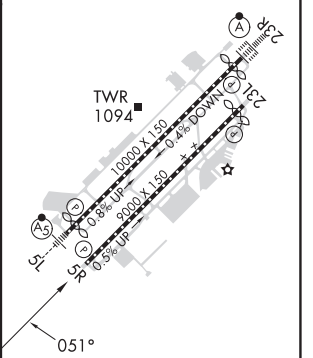
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

1500 | 4000 | VXV



CATEGORY	A	B	C	D
LPV DA	1159-¾ 200 (200-¾)			
LNAV/VNAV DA	1276-1⅛ 317 (300-1⅛)			
LNAV MDA	1420-1 461 (500-1)		1420-1⅜ 461 (500-1⅜)	
C CIRCLING	1500-1 514 (600-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

ELEV 986 | D | TDZE 959



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23L

MC GHEE TYSON (TYS)

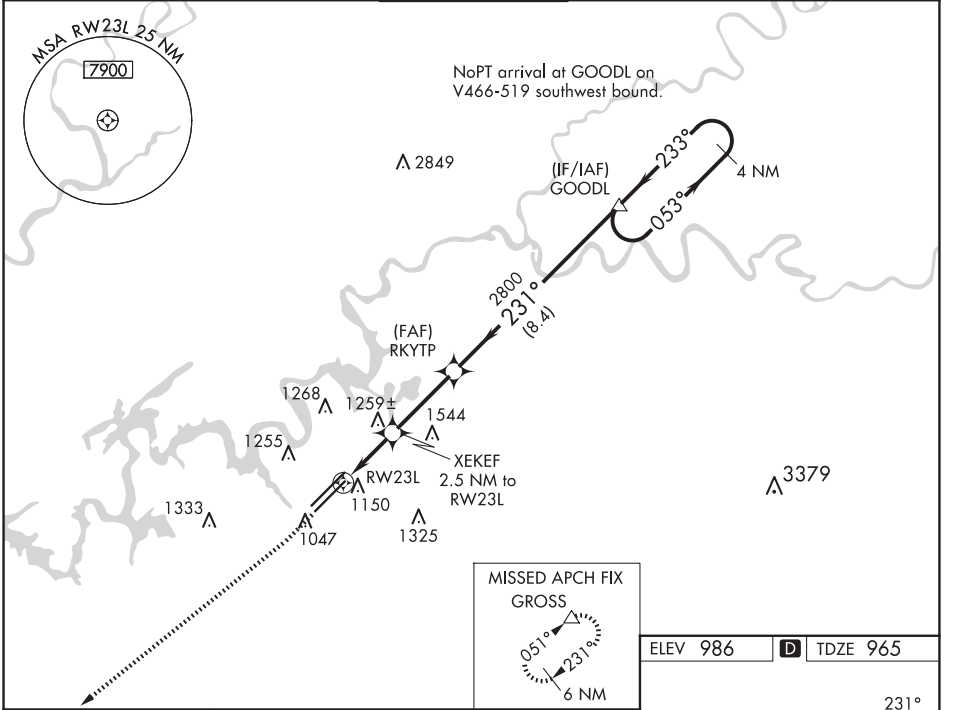
WAAS	APP CRS	Rwy Idg	8600
CH 90210	231°	TDZE	965
W23B		Apt Elev	986

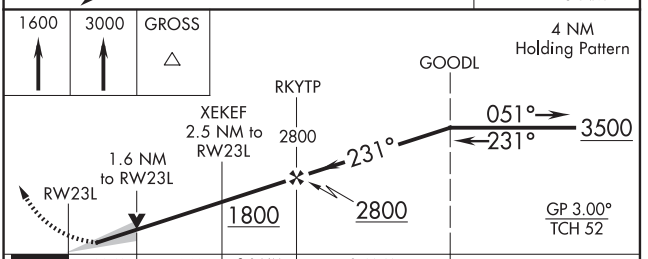
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54° C.

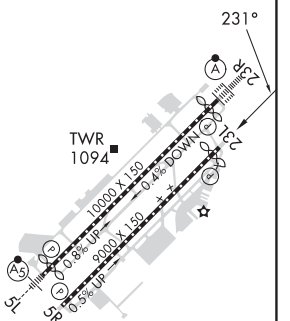
MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





ELEV 986 D TDZE 965



CATEGORY	A	B	C	D
LPV DA	1165/40	200 (200-¾)		
LNAV/VNAV DA	1383-1⅜	418 (500-1⅜)		
LNAV MDA	1520/55	555 (600-1)	1520-1⅝	555 (600-1⅝)
C CIRCLING	1520-1 534 (600-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

SE-1, 12 JUN 2025 to 07 AUG 2025

KNOXVILLE, TENNESSEE | AL-218 (FAA) | 24249

RNAV (GPS) RWY 23R

MC GHEE TYSON (TYS)

WAAS	APP CRS	Rwy Idg	9495
CH 81902	231°	TDZE	984
W23A		Apt Elev	986

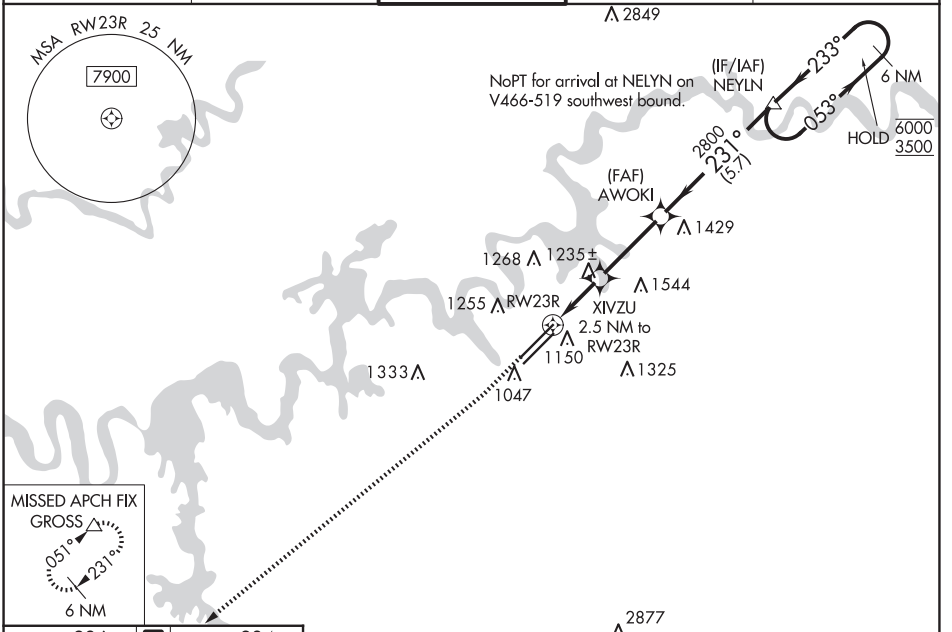
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

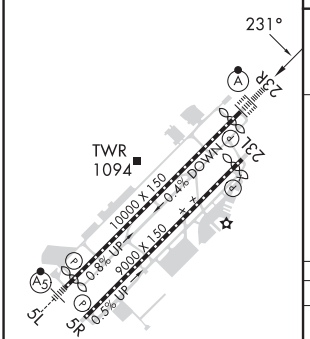
ALSF-2

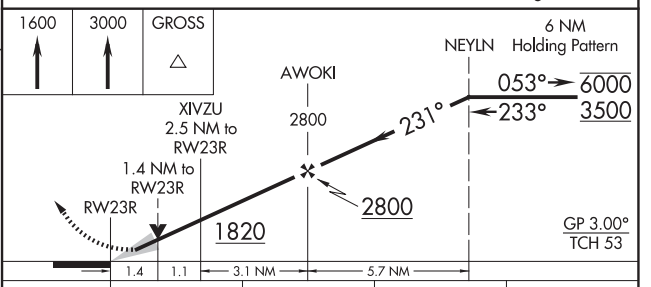
MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



ELEV 986 | D | TDZ 984





CATEGORY	A	B	C	D
LPV DA	1184/18 200 (200-½)			
LNAV/VNAV DA	1529-1⅛ 545 (600-1⅛)			
LNAV MDA	1500/24 516 (600-½)		1500/55 516 (600-1)	
C CIRCLING	1500-1 514 (600-1)	1560-1 574 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

KNOXVILLE, TENNESSEE
Amdt 3 12AUG21

35°49′N-84°00′W

MC GHEE TYSON (TYS)

RNAV (GPS) RWY 23R

SE-1, 12 JUN 2025 to 07 AUG 2025

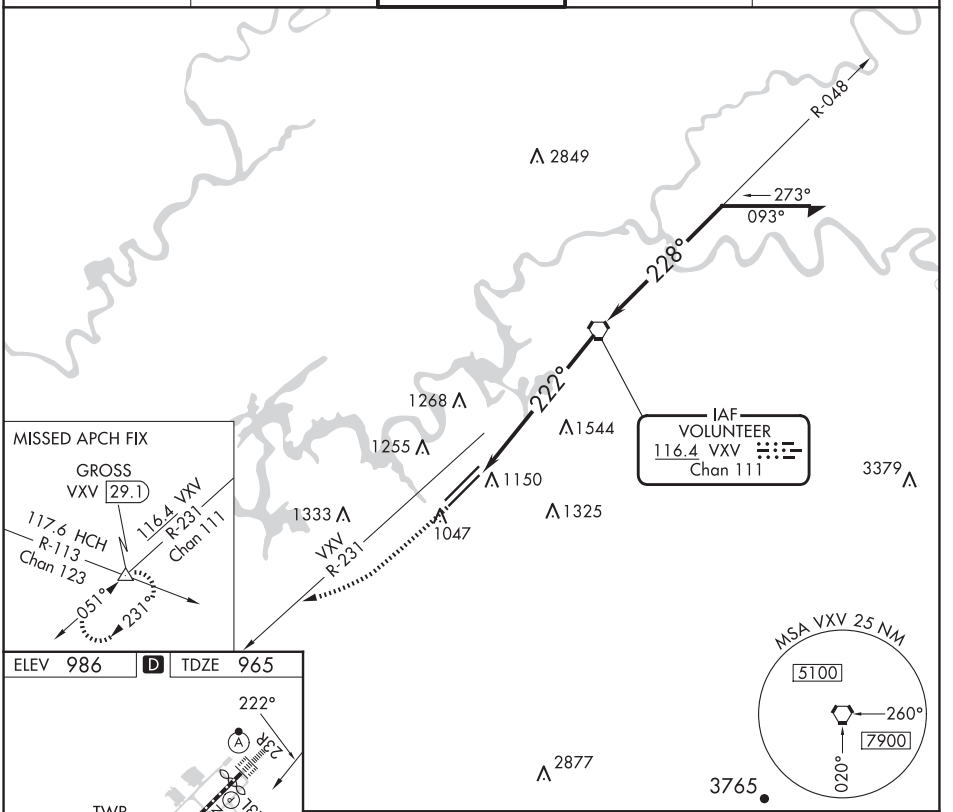
VOR RWY 23L

MC GHEE TYSON (TYS)

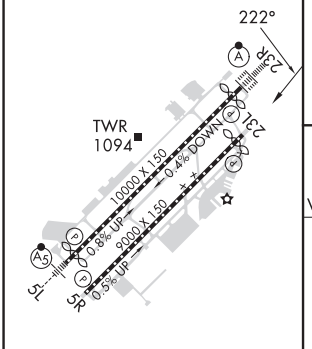
VOR/DME VXV	APP CRS	Rwy Idg	8600
116.4	222°	TDZE	965
Chan 111		Apt Elev	986

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



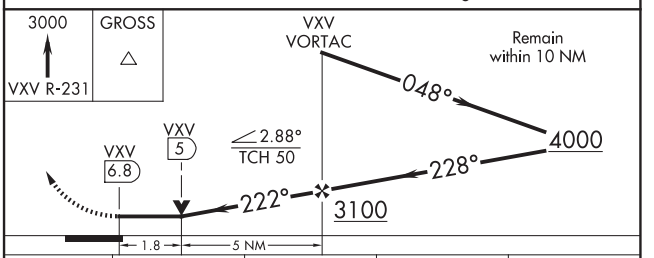
ELEV 986 D TDZE 965



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
C CIRCLING	1600-1 614 (700-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
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KNOXVILLE, TENNESSEE | AL-218 (FAA) | 24249

VOR RWY 23R

MC GHEE TYSON (TYS)

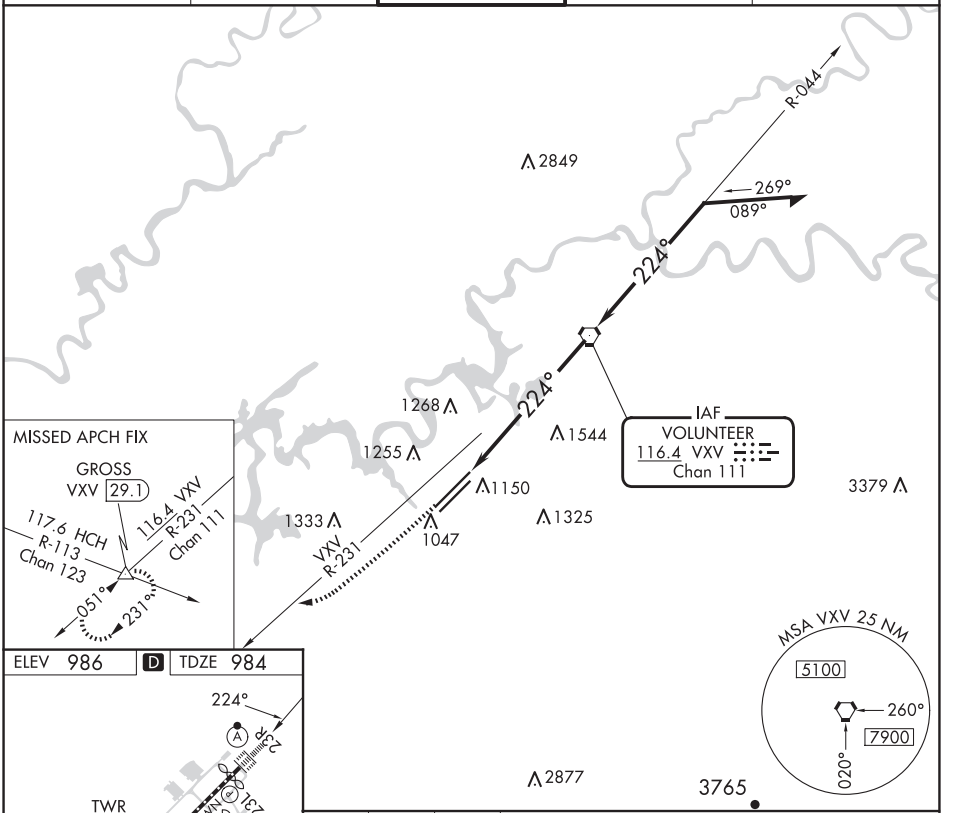
VOR/DME VXV	APP CRS	Rwy Idg	9495
116.4	224°	TDZE	984
Chan 111		Apt Elev	986

T A

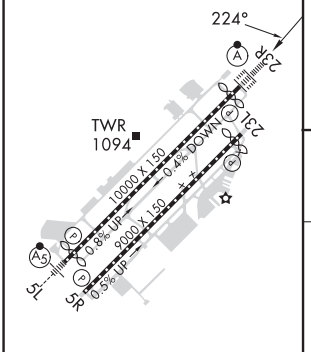
ALSF-2

MISSED APPROACH: Climb to 3000 on VXV VORTAC R-231 to GROSS INT/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



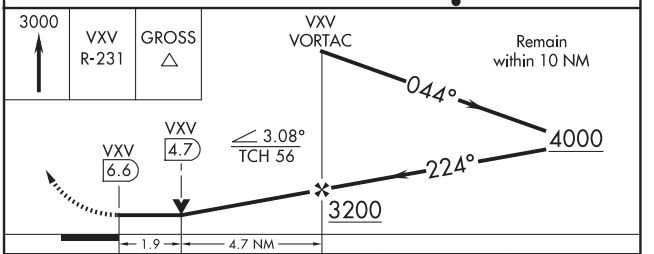
ELEV 986 | D | TDZE 984



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-23R	1640/24	656 (700-½)	1640-1⅜	656 (700-1⅜)
C CIRCLING	1640-1	654 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

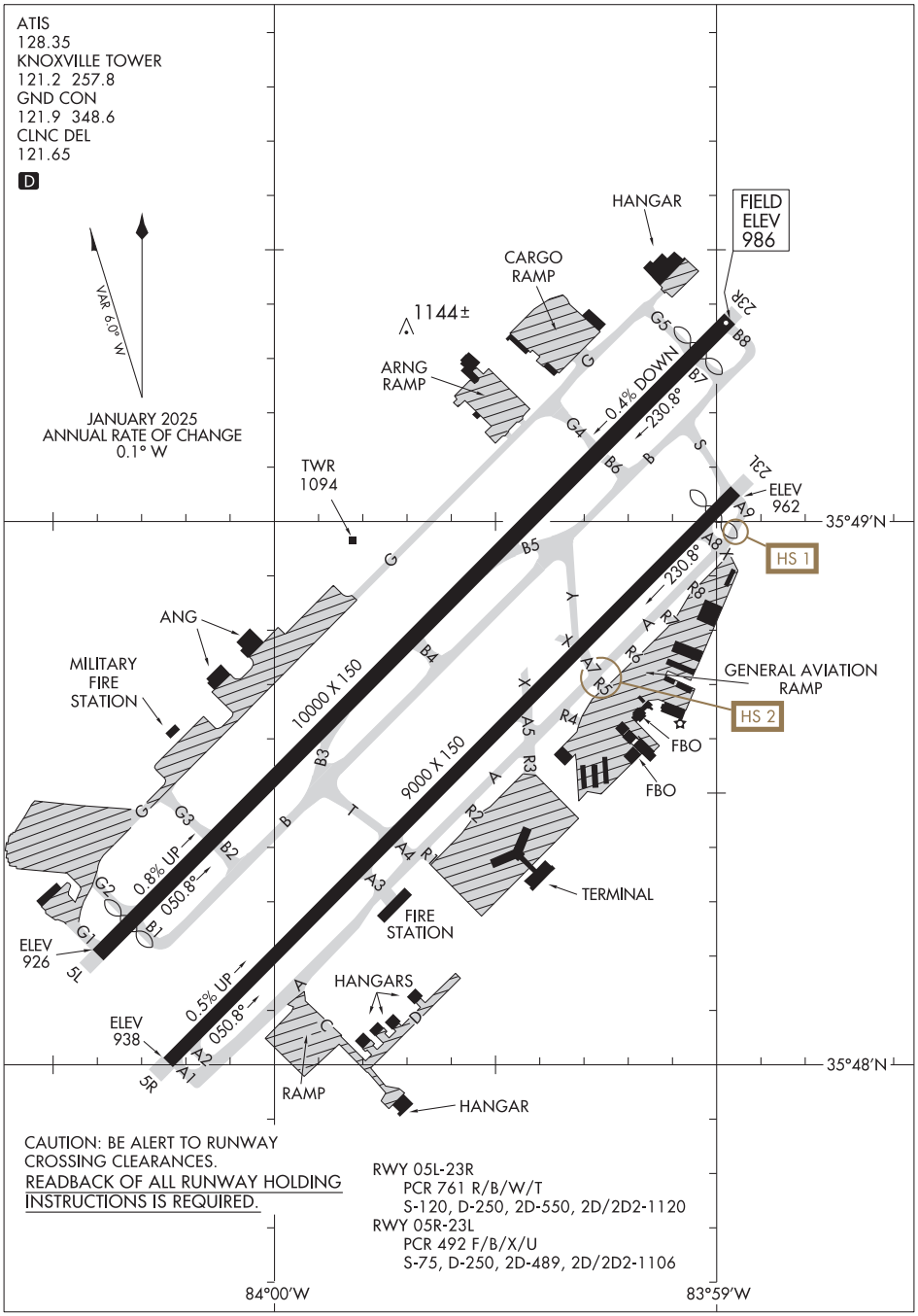
KNOXVILLE, TENNESSEE
Amdt 8 12AUG21

35°49′N-84°00′W

MC GHEE TYSON (TYS)
VOR RWY 23R

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025



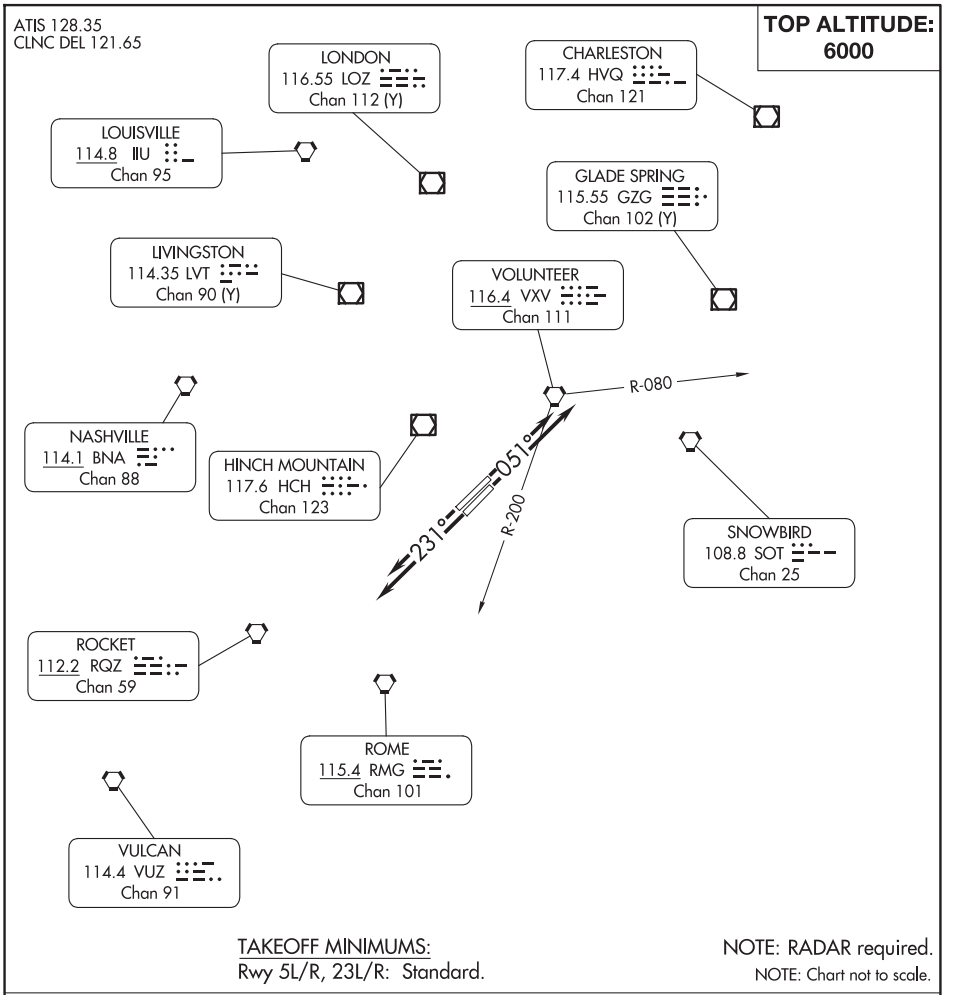
SE-1, 12 JUN 2025 to 07 AUG 2025

24081

AL-218 (FAA)

KNOXVILLE SEVEN DEPARTURE

MC GHEE TYSON (TYS)
KNOXVILLE, TENNESSEE



TAKEOFF MINIMUMS:
Rwy 5L/R, 23L/R: Standard.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence....
TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence....

....maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.

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RNAV (GPS) RWY 1

LAFAYETTE MUNI (3M7)

WAAS	APP CRS		
CH 57917	008°	Rwy Idg	5000
W01A		TDZE	969
		Apt Elev	969

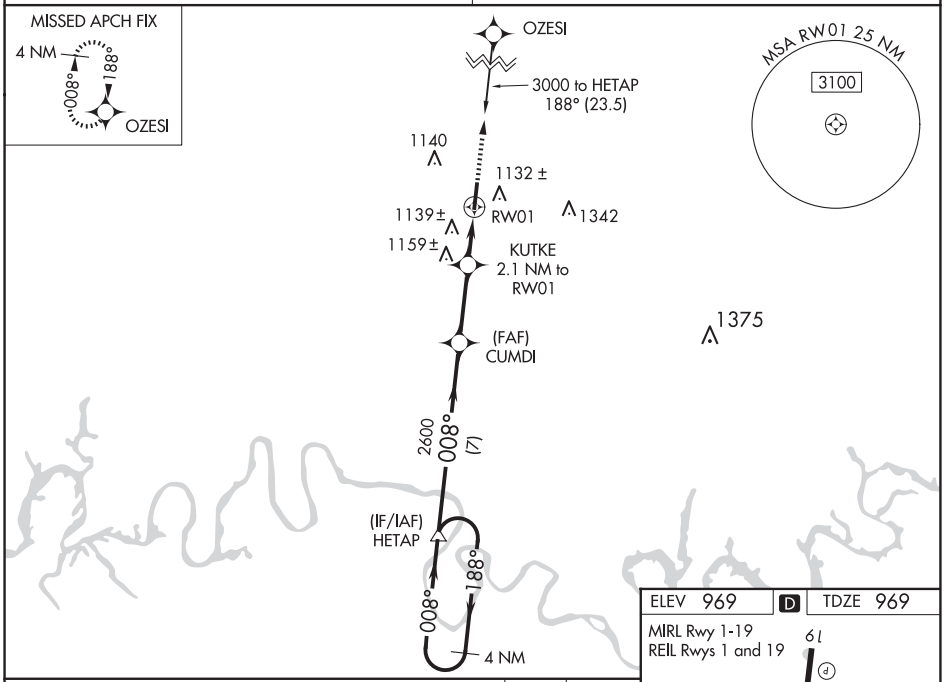
RNP APCH - GPS.

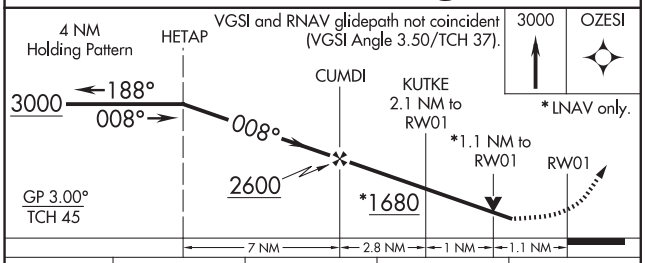
T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1441 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1585 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C and D ¼ SM and Circling Cat C and D ½ SM. VDP and Baro-VNAV NA when using Bowling Green altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA.

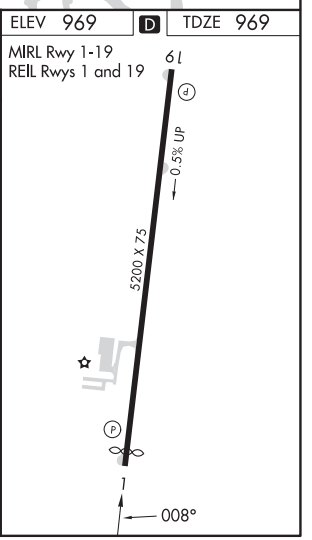
MISSED APPROACH: Climb to 3000 direct OZESI and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1318-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1452-1¾ 483 (500-1¾)			
LNAV MDA	1400-1 431 (500-1)		1400-1¼ 431 (500-1¼)	1400-1½ 431 (500-1½)
CIRCLING	1440-1 471 (500-1)		1600-1¾ 631 (700-1¾)	1700-2¼ 731 (800-2¼)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LAFAYETTE, TENNESSEE

AL-6653 (FAA)

23222

RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

WAAS	APP CRS	Rwy Idg	5000
CH 61316	188°	TDZE	961
W19A		Apt Elev	969

RNP APCH - GPS.

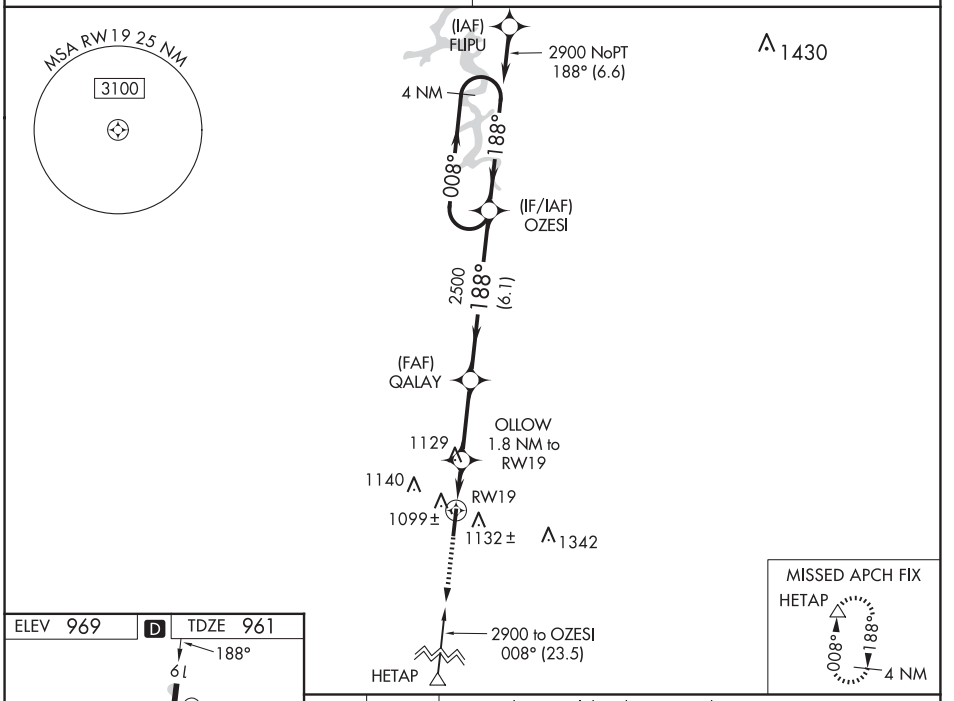
T

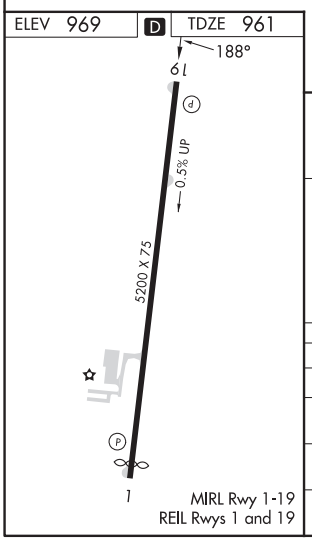
A NA

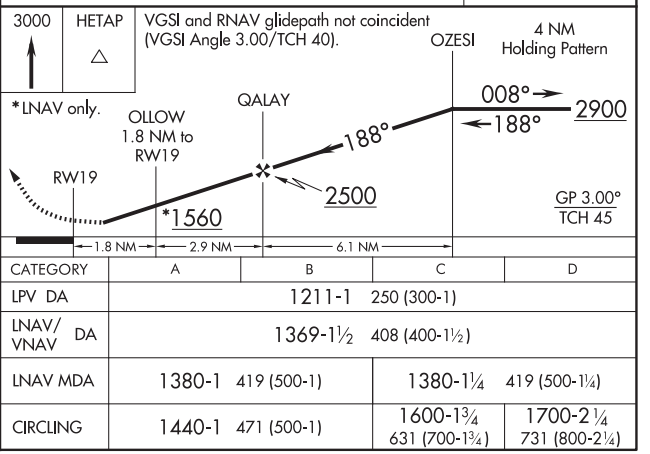
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¼ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HETAP and hold.

NASHVILLE APP CON	UNICOM
118.4 360.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1211-1 250 (300-1)			
LNAV/ VNAV DA	1369-1½ 408 (400-1½)			
LNAV MDA	1380-1 419 (500-1)		1380-1¼ 419 (500-1¼)	
CIRCLING	1440-1 471 (500-1)		1600-1¾ 631 (700-1¾)	1700-2¼ 731 (800-2¼)

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SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17

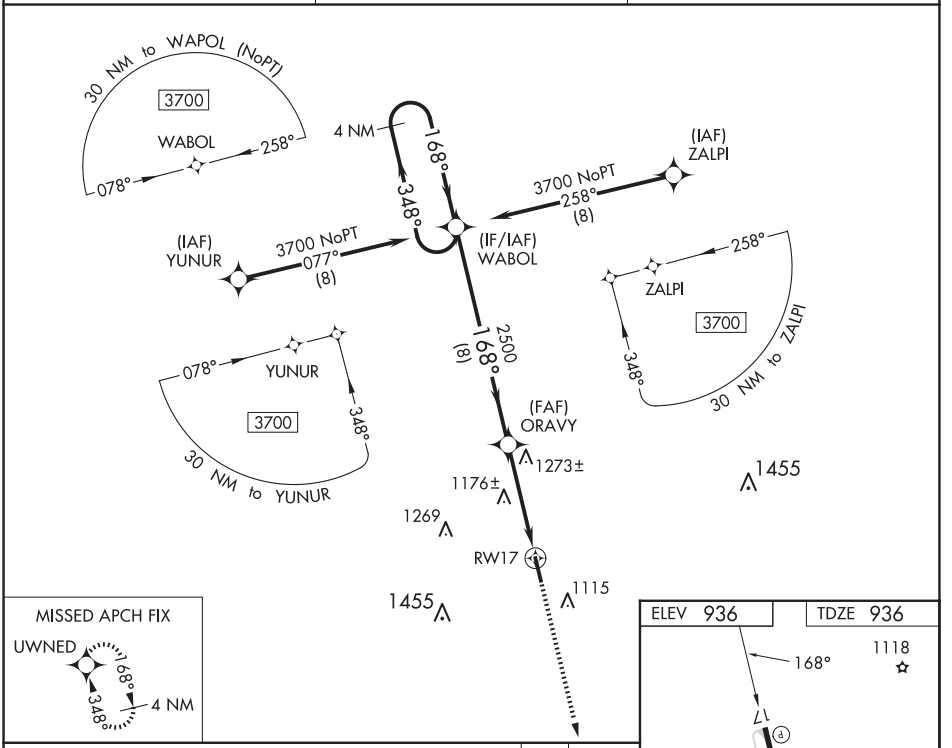
LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

WAAS	APP CRS	Rwy Idg	5002
CH 70337	168°	TDZE	936
W17A		Apt Elev	936

T
ANA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3800 direct UWNED and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1225-1	289 (300-1)	NA	
LNAV/VNAV DA	1394-1⅜	458 (500-1⅜)	NA	
LNAV MDA	1540-1	604 (700-1)	NA	
C CIRCLING	1540-1	604 (700-1)	NA	

MIRL Rwy 17-35
REIL Rwys 17 and 35

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 35

LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

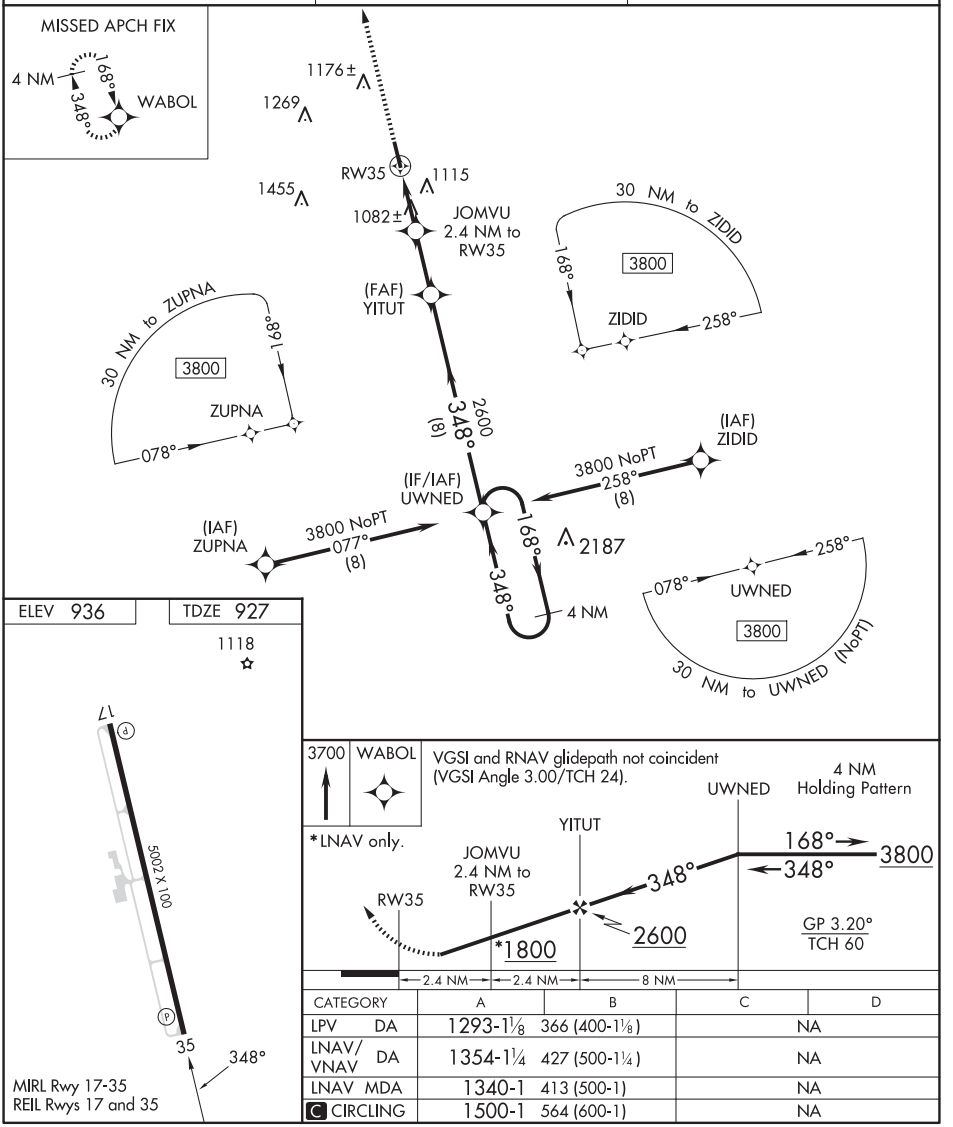
WAAS	APP CRS	Rwy Idg	5002
CH 61335	348°	TDZE	927
W35A		Apt Elev	936

T
A NA

Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile. Rwy 17 helicopter visibility reduction below 1 SM NA. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3700 direct WABOL and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1293-1⅛	366 (400-1⅛)	NA	
LNAV/VNAV DA	1354-1¼	427 (500-1¼)	NA	
LNAV MDA	1340-1	413 (500-1)	NA	
C CIRCLING	1500-1	564 (600-1)	NA	

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	4527
CH 65809	009°	TDZE	588
W01A		Apt Elev	588

RNAV (GPS) RWY 1

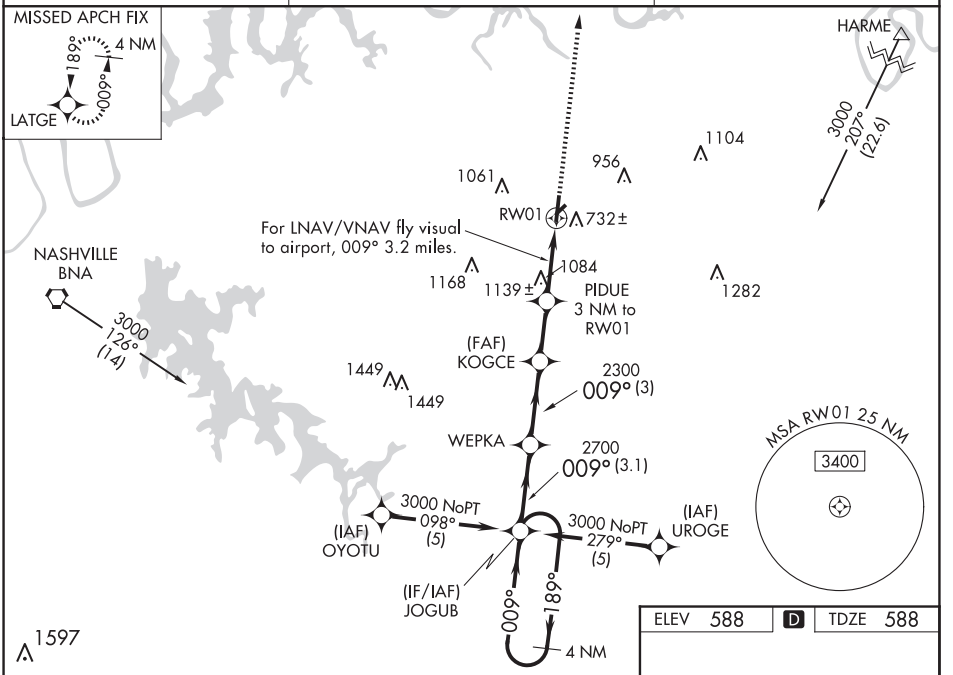
LEBANON MUNI (M54)

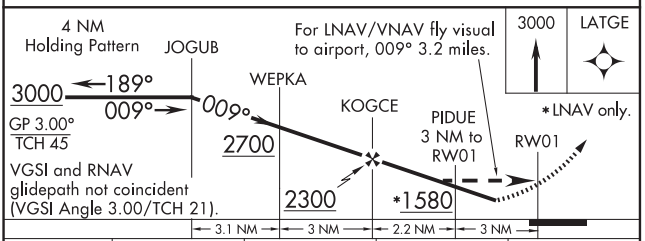
T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 1131 and all Cats visibility ¼ SM; increase all MDA 60 feet and Circling Cat C visibility ¼ SM. LNAV/VNAV NA when using Nashville Intl altimeter setting.

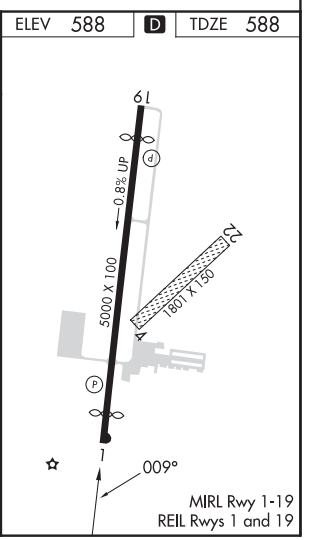
MISSED APPROACH: Climb to 3000 direct LATGE and hold.

AWOS-3	NASHVILLE APP CON	CTAF
118.325	118.4 360.7	122.725





CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2 1075 (1100-2)		1663-3 1075 (1100-3)	
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1¼ 812 (900-1¼)		1440-2½ 852 (900-2½)	1520-3 932 (1000-3)



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SE-1, 12 JUN 2025 to 07 AUG 2025

LEBANON, TENNESSEE AL-5923 (FAA) 25051

WAAS	APP CRS	Rwy Idg	4500
CH 90309	189°	TDZE	568
W19A		Apt Elev	588

RNAV (GPS) RWY 19

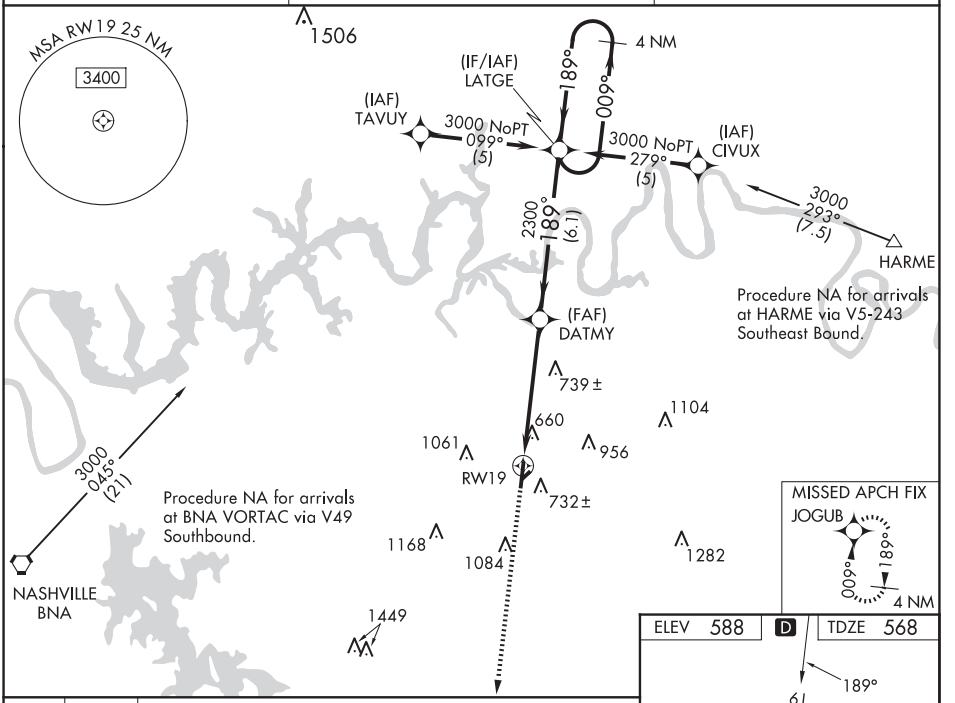
LEBANON MUNI (M54)

T NA

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 942; increase all MDA 60 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

AWOS-3	NASHVILLE APP CON	CTAF
118.325	118.4 360.7	122.725



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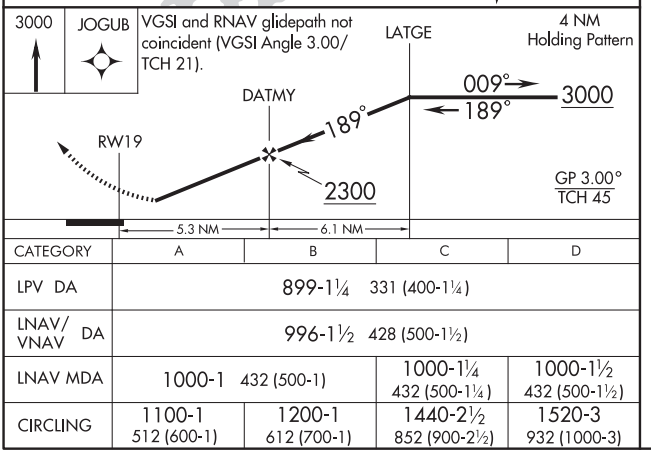
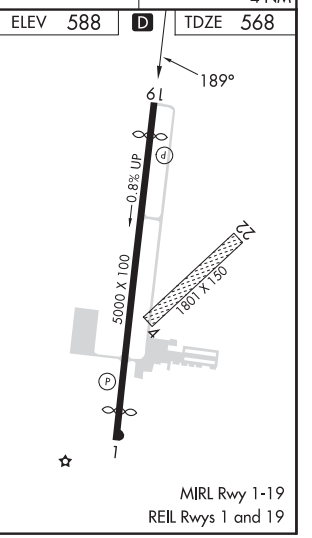
SE-1, 12 JUN 2025 to 07 AUG 2025





CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1 512 (600-1)	1200-1 612 (700-1)	1440-2½ 852 (900-2½)	1520-3 932 (1000-3)

MIRL Rwy 1-19
REIL Rwys 1 and 19

RNAV (GPS) RWY 2

LEITCHFIELD-GRAYSON COUNTY (M2Ø)

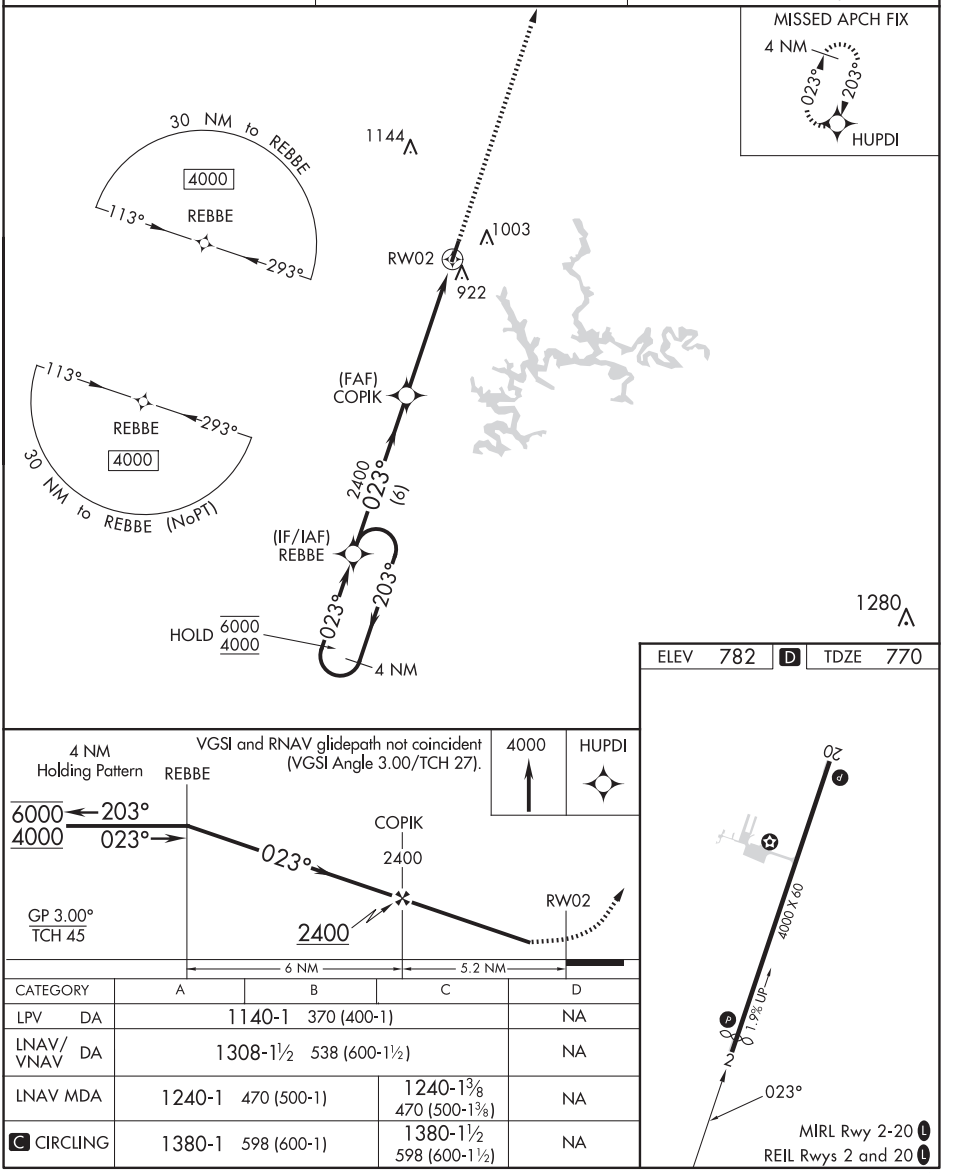
WAAS	APP CRS	Rwy Idg	3800
CH 69542	023°	TDZE	770
W02A		Apt Elev	782

RNP APCH.

T NA Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting.

MISSED APPROACH: Climb to 4000 direct HUPDI and hold, continue climb-in-hold to 4000.

EKX AWOS-3	INDIANIAPOLIS CENTER	UNICOM
121.025	121.175 353.65	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1140-1 370 (400-1)			NA
LNAV/VNAV DA	1308-1½ 538 (600-1½)			NA
LNAV MDA	1240-1 470 (500-1)		1240-1⅜ 470 (500-1⅜)	NA
C CIRCLING	1380-1 598 (600-1)		1380-1½ 598 (600-1½)	NA

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LEITCHFIELD, KENTUCKY AL-10547 (FAA) 23334

WAAS	APP CRS	Rwy Idg 4000
CH 72942	203°	TDZE 782
W20A		Apt Elev 782

RNAV (GPS) RWY 20

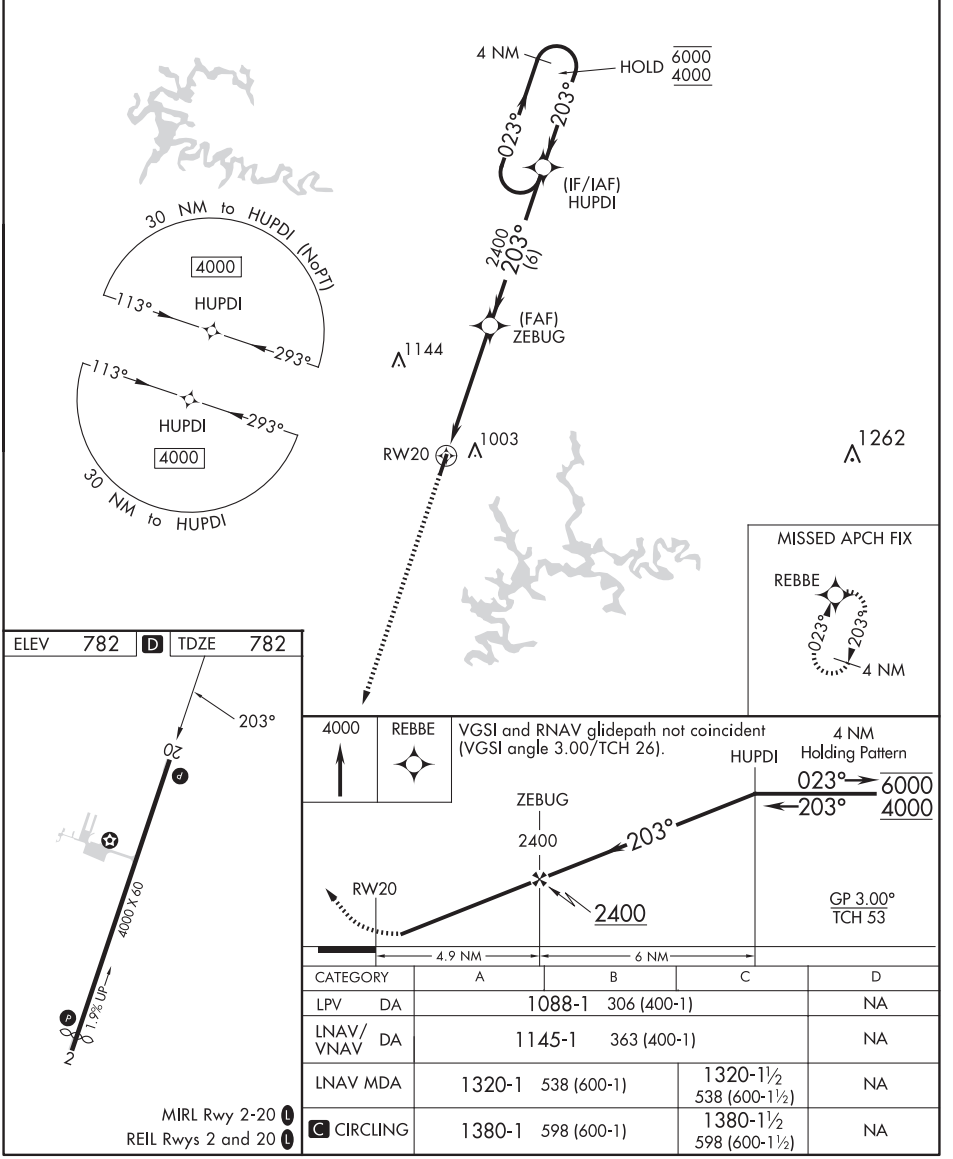
LEITCHFIELD-GRAYSON COUNTY (M2Ø)

RNP APCH.

T Rwy 20 helicopter visibility reduction below 1 SM NA.
A Baro-VNAV NA. Use Elizabethtown altimeter setting.
NA Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct REBBE and hold, continue climb-in-hold to 4000.

EKX AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.025	121.175 353.65	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1088-1 306 (400-1)			NA
LNAV/VNAV DA	1145-1 363 (400-1)			NA
LNAV MDA	1320-1 538 (600-1)		1320-1½ 538 (600-1½)	NA
C CIRCLING	1380-1 598 (600-1)		1380-1½ 598 (600-1½)	NA

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RNAV (GPS) RWY 2

ELLINGTON (LUG)

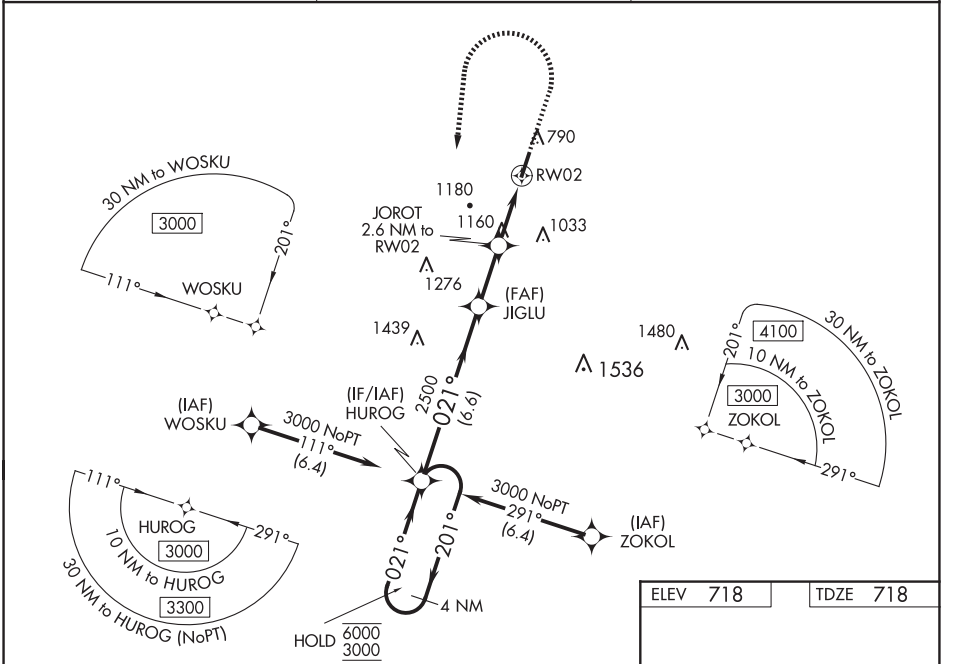
WAAS	APP CRS	Rwy Idg	5001
CH 93934	021°	TDZE	718
W02A		Apt Elev	718

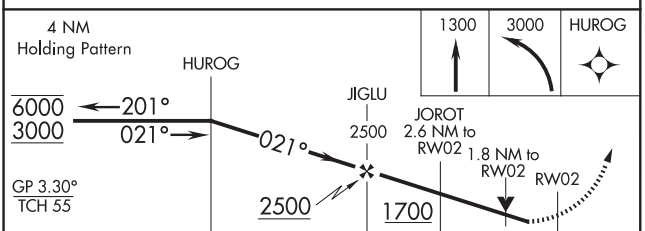
RNP APCH - GPS.

NA Baro-VNAV and VDP NA when using BNA altimeter setting. Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use BNA altimeter setting and increase LPV DA to 1096 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1531 feet and all visibilities ½ SM. Increase all MDAs 120 feet and LNAV visibility Cat B ¼ SM, Cats C and D ½ SM, Circling visibility Cats A and B ¼ SM and Cat C ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct HUROG and hold.

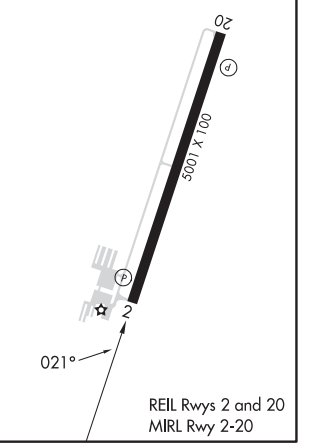
AWOS-3	MEMPHIS CENTER	UNICOM
135.775	128.15 323.125	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	993-⅞ 275 (300-⅞)			NA
LNAV/VNAV DA	1428-2 710 (800-2)			NA
LNAV MDA	1420-1 702 (800-1)		1420-2 702 (800-2)	
C CIRCLING	1420-1 702 (800-1)	1480-1 762 (800-1)	1540-2½ 822 (900-2½)	1640-3 922 (1000-3)

ELEV 718 TDZE 718



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LEWISBURG, TENNESSEE | AL-6023 (FAA) | 23222

RNAV (GPS) RWY 20

ELLINGTON (LUG)

WAAS	APP CRS	Rwy Idg	5001
CH 56619	201°	TDZE	710
W20A		Apt Elev	718

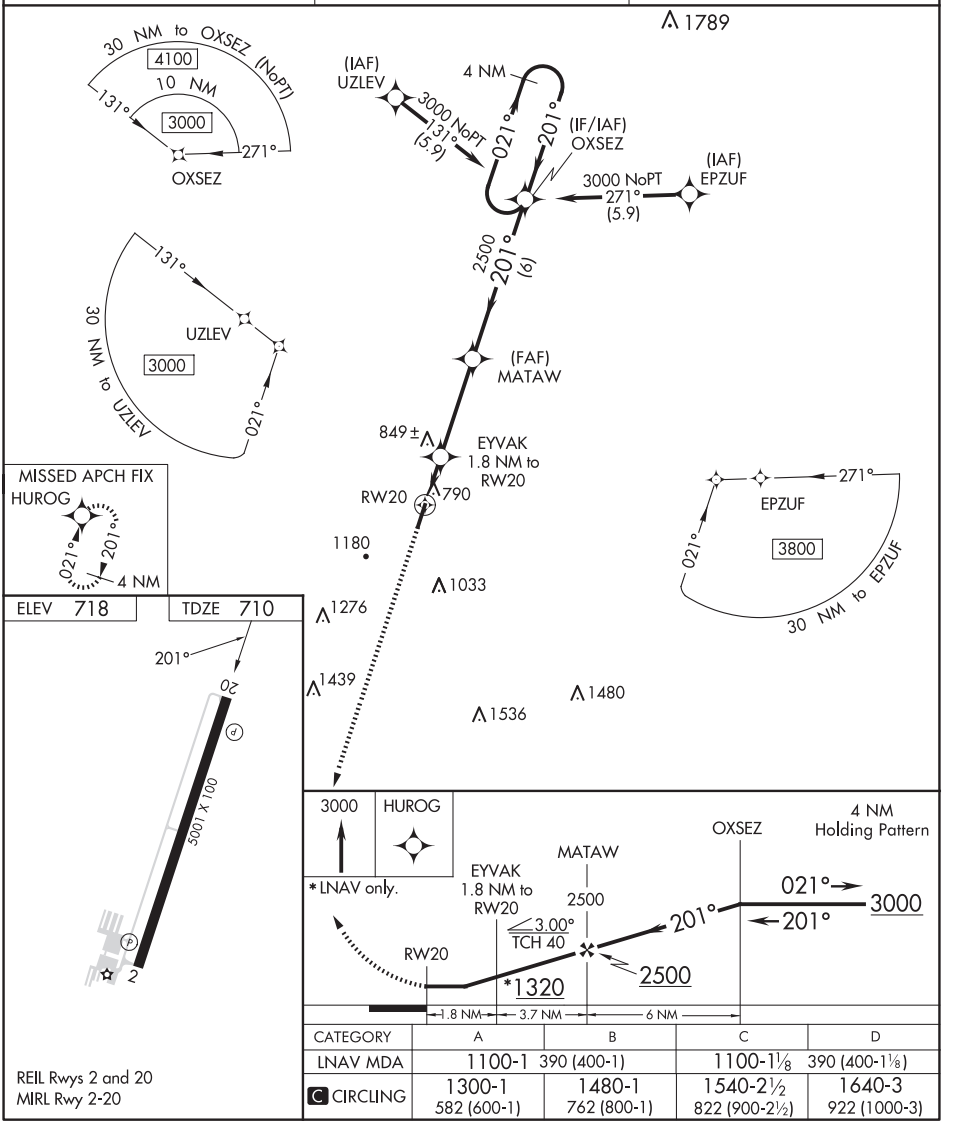
RNP APCH-GPS.

NA

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 120 feet and visibility LNAV Cats C and D and Circling Cats B and C ¼ SM. Circling to Rwy 2 NA at night. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HUROG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	128.15 323.125	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1100-1	390 (400-1)	1100-1⅛	390 (400-1⅛)
C CIRCLING	1300-1 582 (600-1)	1480-1 762 (800-1)	1540-2½ 822 (900-2½)	1640-3 922 (1000-3)

REIL Rwys 2 and 20
MIRL Rwy 2-20

LEWISBURG, TENNESSEE
Amdt 1B 27JAN22

35°30'N-86°48'W

ELLINGTON (LUG)

RNAV (GPS) RWY 20

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5002
CH 42824	045°	TDZE	411
W05A		Apt Elev	412

RNAV (GPS) RWY 5

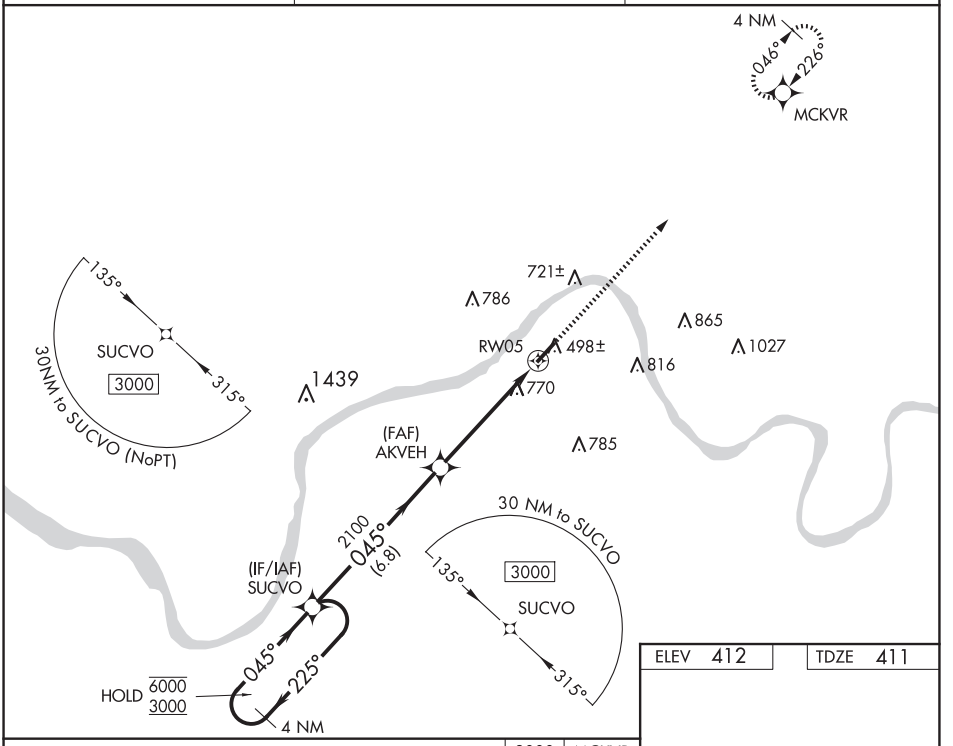
HANCOCK COUNTY/RON LEWIS FLD (KY8)

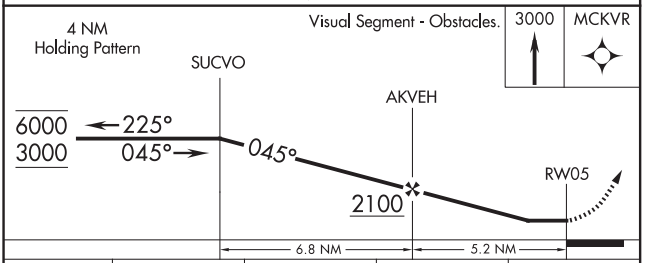
RNP APCH.

T NA — Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 60 feet; increase LP and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

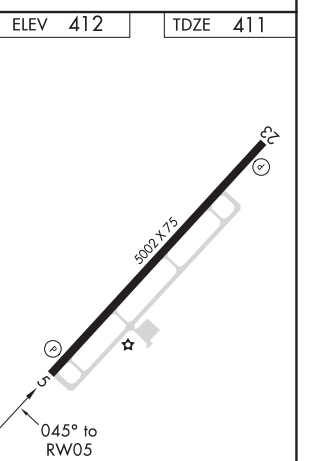
MISSED APPROACH: Climb to 3000 direct MCKVR and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
119.775	124.025 290.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1020-1 609 (700-1)		1020-1¾ 609 (700-1¾)	NA
LNAV MDA	1020-1 609 (700-1)		1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA



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RNAV (GPS) RWY 23

HANCOCK COUNTY/RON LEWIS FLD (KY8)

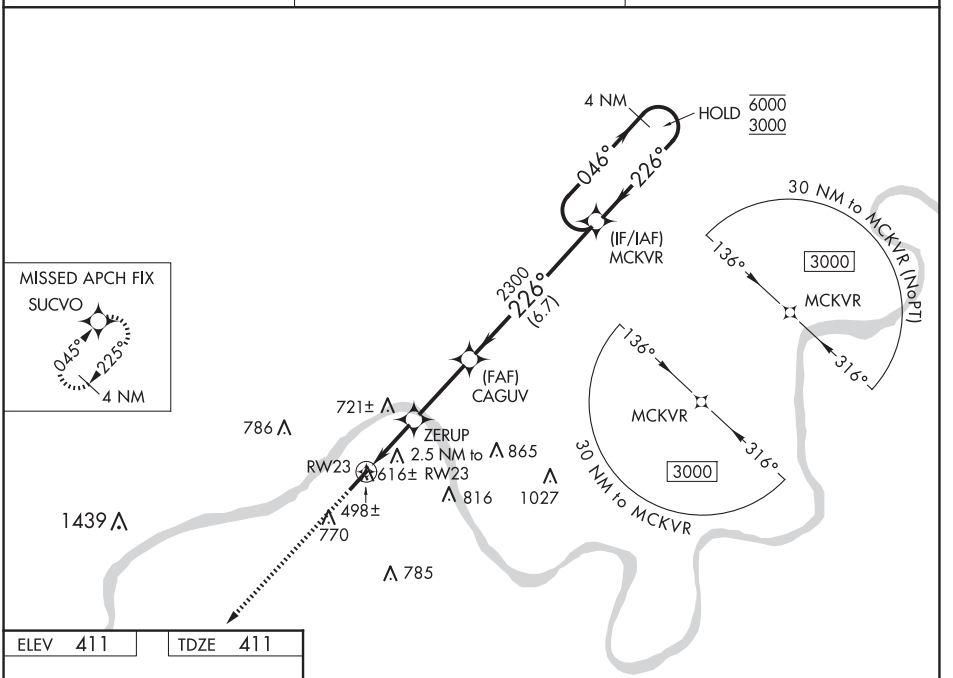
WAAS	APP CRS	Rwy Idg	5002
CH 61324	226°	TDZE	411
W23A		Apt Elev	411

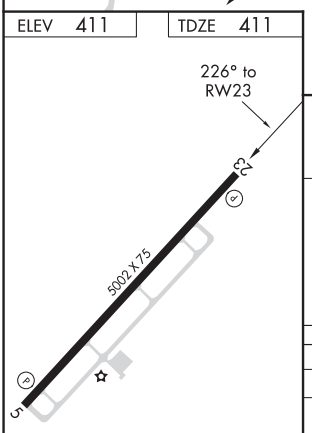
RNP APCH - GPS.

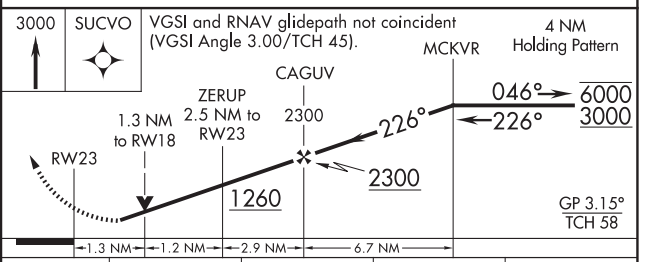
Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct SUCVO and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
119.775	124.025 290.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	834-1¼	423 (500-1¼)		NA
LNAV/VNAV DA	880-1⅜	469 (500-1⅜)		NA
LNAV MDA	880-1	469 (500-1)	880-1⅜ 469 (500-1⅜)	NA
C CIRCLING	960-1 549 (600-1)	1080-1 669 (700-1)	1160-2¼ 749 (800-2¼)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

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ILS or LOC RWY 4

BLUE GRASS (LEX)

LOC I-LEX	APP CRS	Rwy Ldg	7004
110.1	046°	TDZE	969
		Apt Elev	979

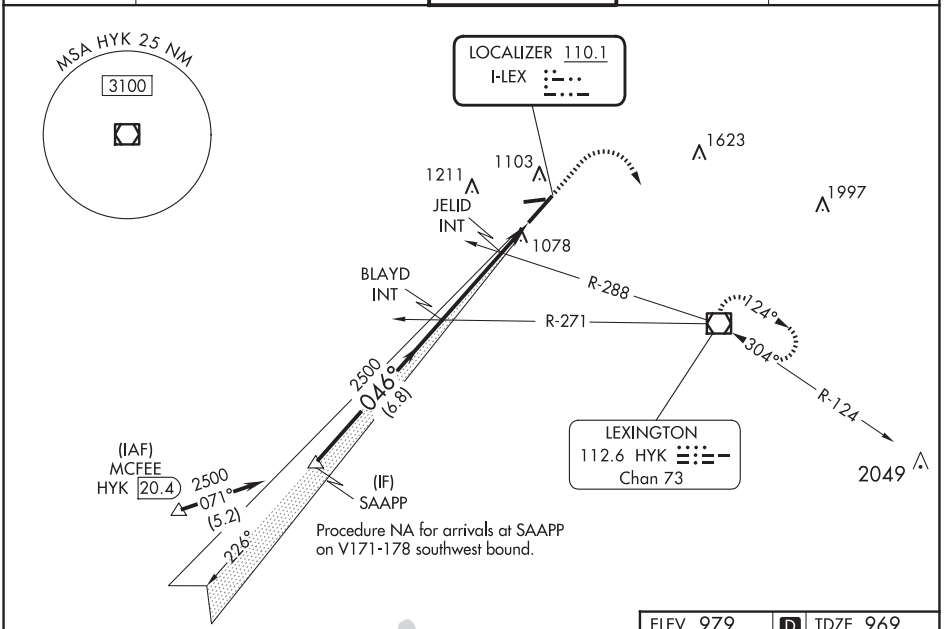
DME required for procedure entry.

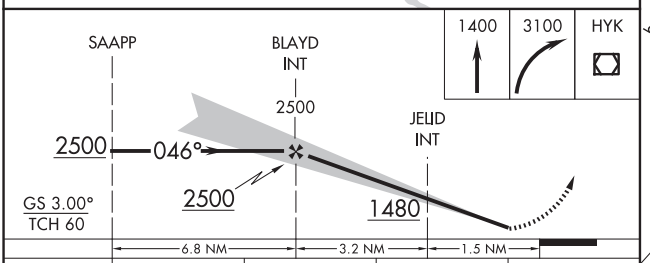
For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Frankfort altimeter setting: increase S-ILS 4 DA to 1231 feet and all visibilities to RVR 2000; increase all MDAs 80 feet and S-LOC 4 visibility Cats C and D to RVR 4500 and Circling visibility Cats C and D ¼ SM.

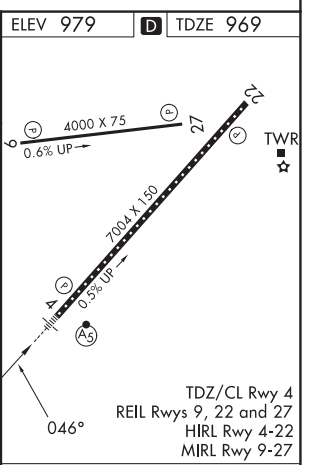
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	119.1 257.8	121.9	132.35







CATEGORY	A	B	C	D
S-ILS 4	1169/18 200 (200-½)			
S-LOC 4	1340/24 371 (400-½)		1340/35 371 (400-⅝)	
C CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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LOC I-GNJ	APP CRS	Rwy Ldg	7004
111.75	226°	TDZE	979
		Apt Elev	979

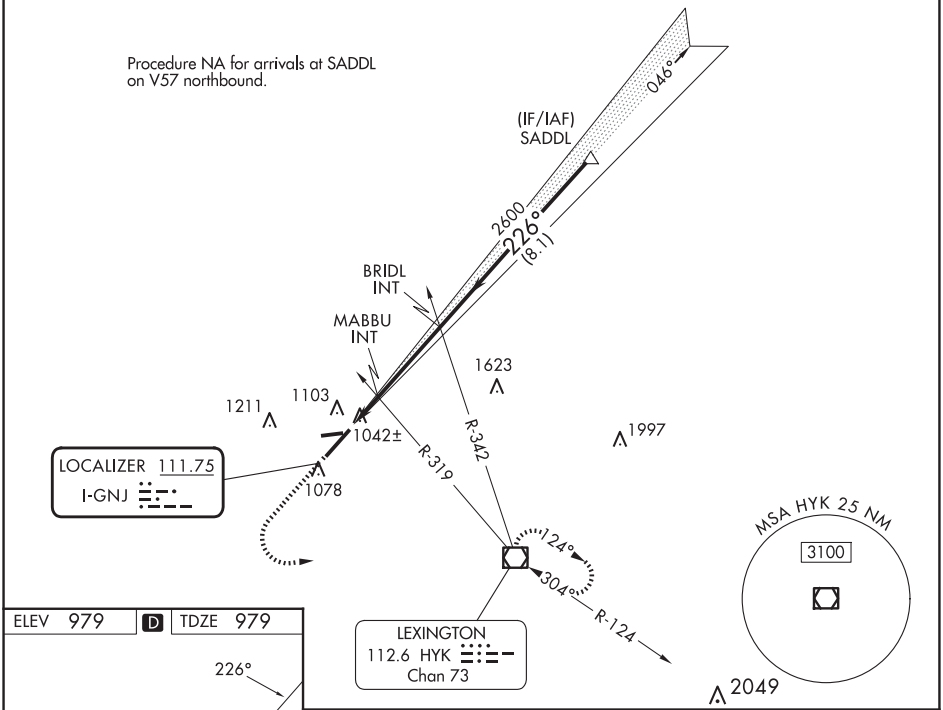
ILS or LOC RWY 22
BLUE GRASS (LEX)

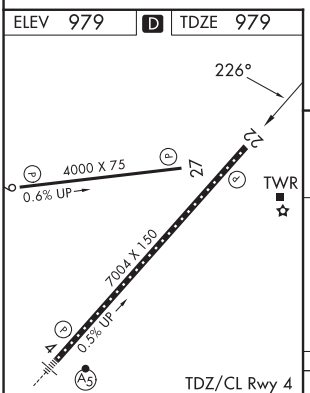
When local altimeter setting not received, use Frankfort altimeter setting: increase S-ILS 22 DA to 1241 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.

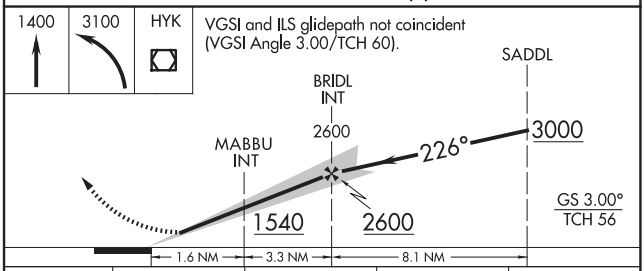
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	119.1 257.8	121.9	132.35

Procedure NA for arrivals at SADDL on V57 northbound.





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-ILS 22	1179-¾ 200 (200-¾)			
S-LOC 22	1360-1 381 (400-1)		1360-1⅛ 381 (400-1⅛)	
C CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

38°02'N-84°37'W

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WAAS CH 70401 W04A	APP CRS 046°	Rwy Ldg 7004 / TDZE 969 / Apt Elev 980

RNAV (GPS) RWY 4

BLUE GRASS (LEX)

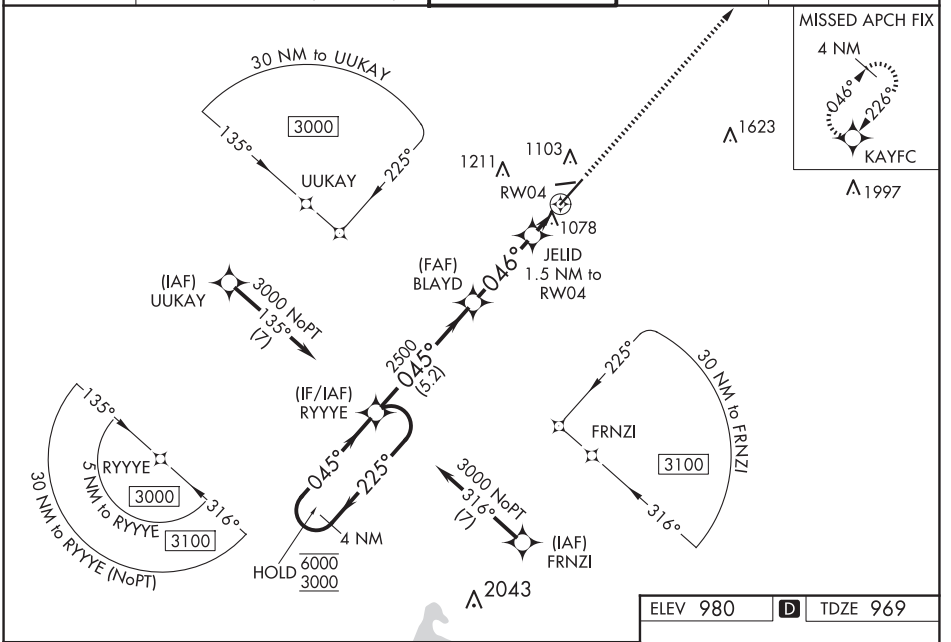
RNP APCH - GPS.

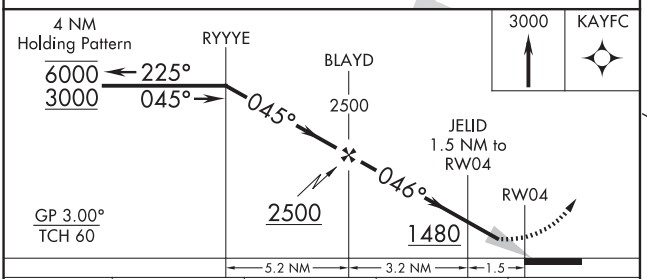
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500, and LNAV all Cats visibility to RVR 5500.

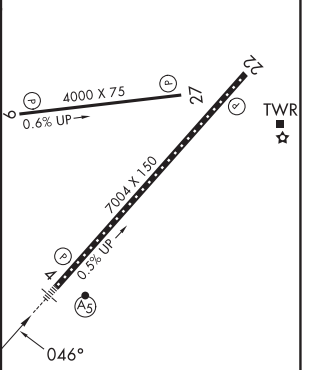
MALSR

MISSED APPROACH: Climb to 3000 direct KAYFC and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	119.1 257.8	121.9	132.35







CATEGORY	A	B	C	D
LPV DA	1169/18 200 (200-½)			
LNAV/VNAV DA	1340/35 371 (400-⅝)			
LNAV MDA	1340/24 371 (400-½)		1340/35 371 (400-⅝)	
C CIRCLING	1420-1 440 (500-1)	1440-1 460 (500-1)	1520-1½ 540 (600-1½)	1600-2 620 (700-2)

TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

SE-1, 12 JUN 2025 to 07 AUG 2025

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LEXINGTON, KENTUCKY AL-697 (FAA) 25163

RNAV (GPS) RWY 9

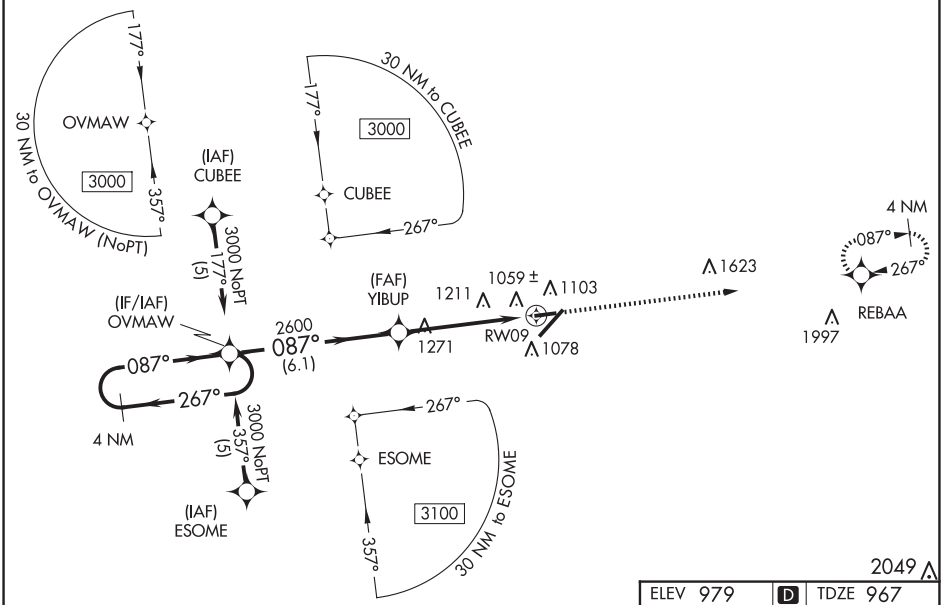
BLUE GRASS (LEX)

WAAS	APP CRS	Rwy Ldg	4000
CH 86918	087°	TDZE	967
W09A		Apt Elev	979

Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1279 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1421 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

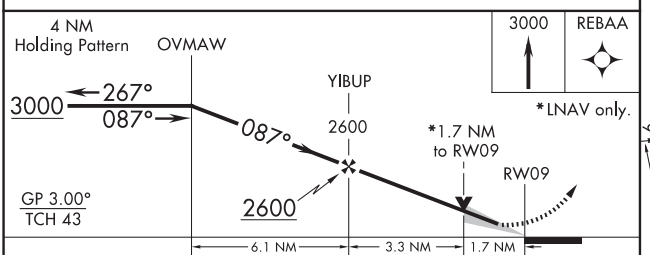
MISSED APPROACH: Climb to 3000 direct REBAA and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	119.1 257.8	121.9	132.35

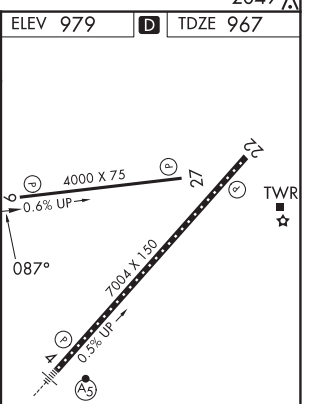


SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025



CATEGORY	A	B	C	D
LPV DA	1217-1 250 (300-1)			
LNAV/VNAV DA	1359-1½ 392 (400-1½)			
LNAV MDA	1540-1 573 (600-1)		1540-1½ 573 (600-1½)	1540-1¾ 573 (600-1¾)
C CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1600-2 621 (700-2)



TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

LEXINGTON, KENTUCKY
Orig-B 08OCT20

38°02'N-84°37'W

BLUE GRASS (LEX)

RNAV (GPS) RWY 9

WAAS CH **90201** **W22A**	APP CRS **226°**	Rwy Ldg **7004** TDZE **980** Apt Elev **980**

RNAV (GPS) RWY 22

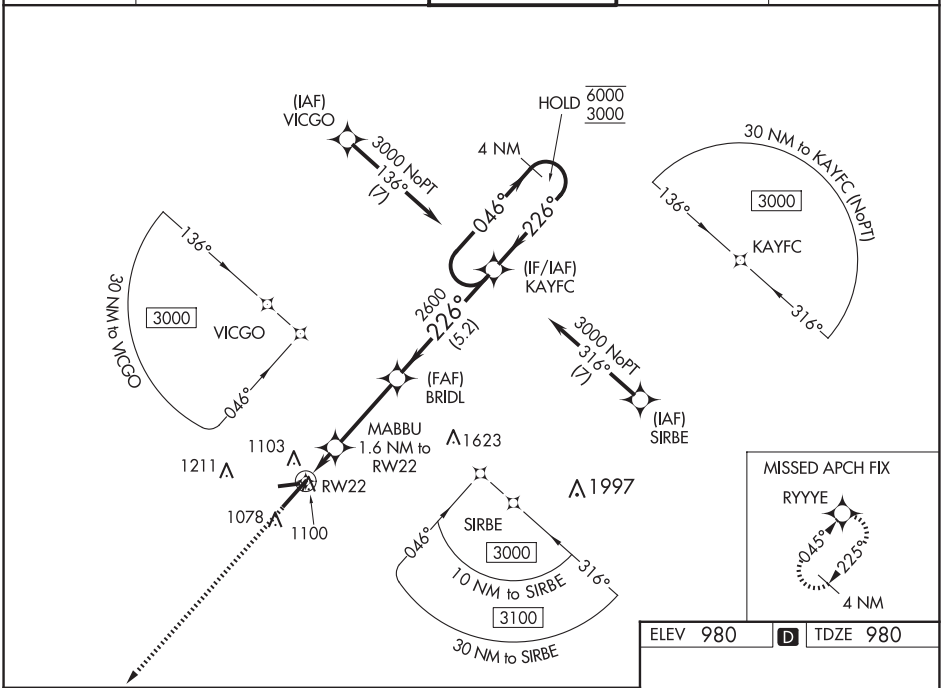
BLUE GRASS (LEX)

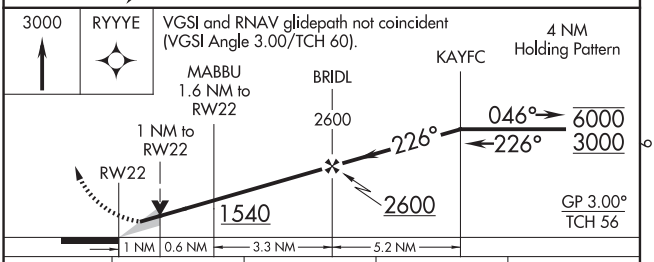
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

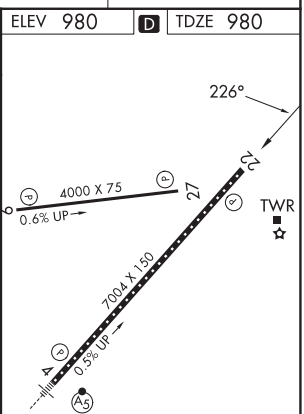
MISSED APPROACH: Climb to 3000 direct RYYYE and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	**120.15 259.3** (040°-220°) **120.75 298.9** (221°-039°)	**119.1 257.8**	**121.9**	**132.35**





CATEGORY	A	B	C	D
LPV DA	1180-¾		200 (200-¾)	
LNAV/VNAV DA	1261-⅞		281 (300-⅞)	
LNAV MDA	1360-1		380 (400-1)	
C CIRCLING	1420-1 440 (500-1)	1440-1 460 (500-1)	1520-1½ 540 (600-1½)	1600-2 620 (700-2)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LEXINGTON, KENTUCKY AL-697 (FAA) 25163

RNAV (GPS) RWY 27

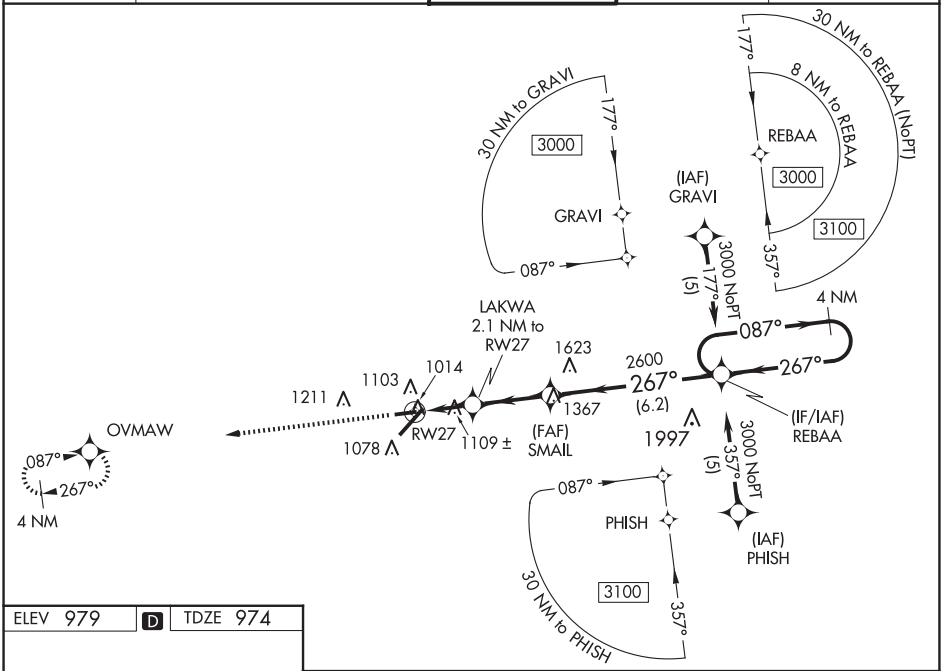
BLUE GRASS (LEX)

WAAS CH 78218 W27A	APP CRS 267°	Rwy Ldg 4000 / TDZE 974 / Apt Elev 979

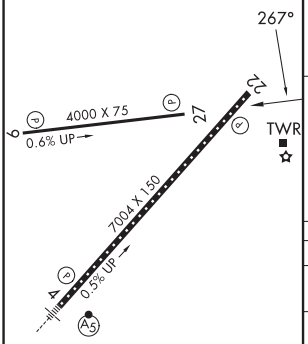
Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1421 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1450 feet and all visibilitites ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct OVMAW and hold.

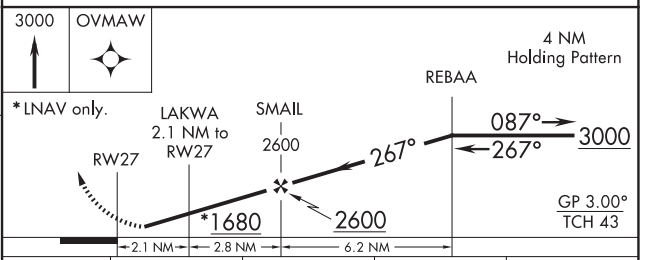
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	119.1 257.8	121.9	132.35



ELEV 979 D TDZE 974



TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27



CATEGORY	A	B	C	D
LPV DA	1359-1¼ 385 (400-1¼)			
LNAV/VNAV DA	1388-1⅜ 414 (500-1⅜)			
LNAV MDA	1360-1 386 (400-1)		1360-1⅛ 386 (400-1⅛)	
C CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

LEXINGTON, KENTUCKY
Orig-B 08OCT20

38°02'N-84°37'W

BLUE GRASS (LEX)

RNAV (GPS) RWY 27

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR-A

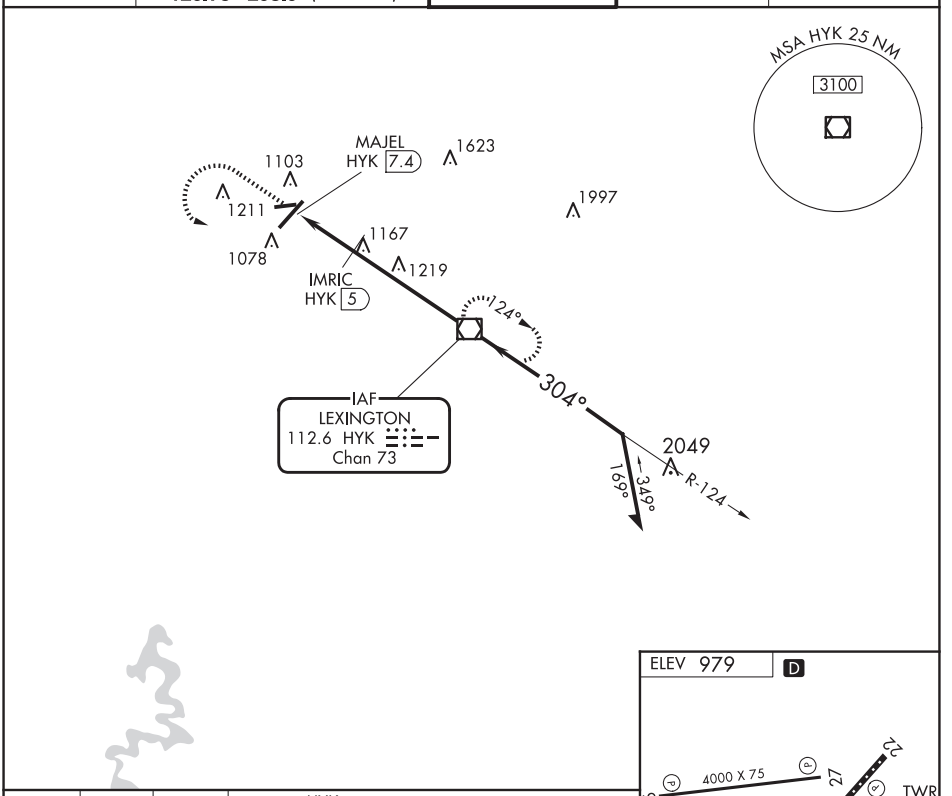
BLUE GRASS (LEX)

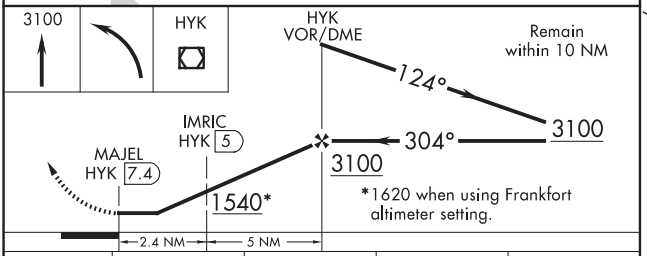
VOR/DME HYK	APP CRS	Rwy Ldg	N/A
112.6	304°	TDZE	N/A
Chan 73		Apt Elev	979

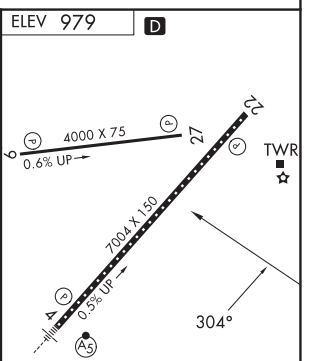
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	119.1 257.8	121.9	132.35







TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

CATEGORY	A	B	C	D
C CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1600-2 621 (700-2)
IMRIC DME FIX MINIMUMS				
C CIRCLING	1460-1 481 (500-1)		1520-1½ 541 (600-1½)	1600-2 621 (700-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

BLUE GRASS (LEX)
LEXINGTON, KENTUCKY

AL-697 (FAA)

AIRPORT DIAGRAM

25163

LEXINGTON, KENTUCKY
BLUE GRASS (LEX)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS		
CH **90116**	**013°**	Rwy Idg	**6000**
W01A		TDZE	**467**
		Apt Elev	**488**

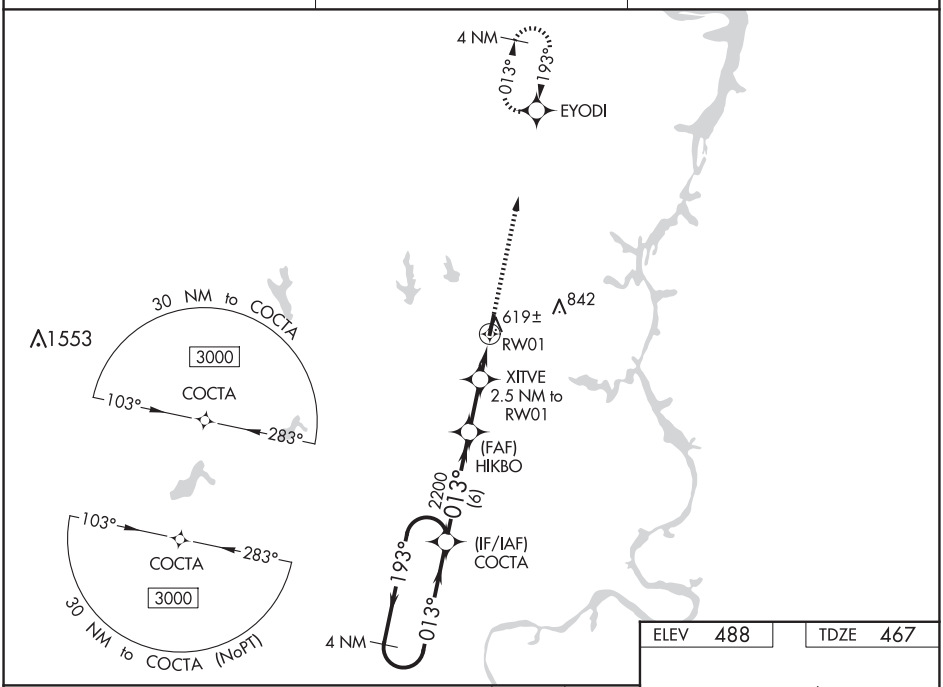
RNAV (GPS) RWY 1

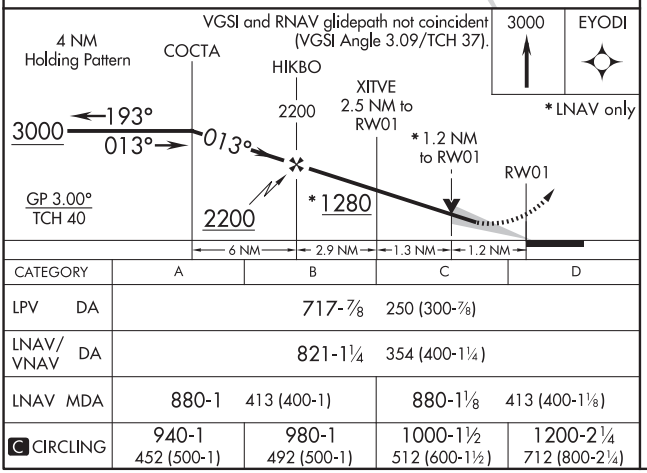
BEECH RIVER RGNL (PVE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 807 and all Cats visibility ⅜ mile; increase LNAV/VNAV all Cats DA to 911 and all Cats visibility ⅜ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYODI and hold.

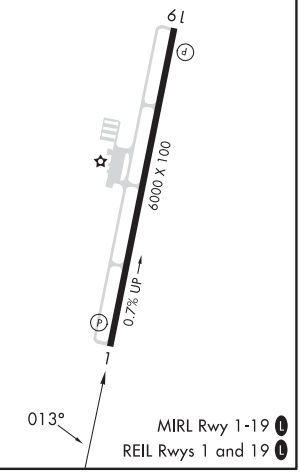
AWOS-3	MEMPHIS CENTER	UNICOM
118.125	**125.85 379.25**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	717-⅞ 250 (300-⅞)			
LNAV/VNAV DA	821-1¼ 354 (400-1¼)			
LNAV MDA	880-1 413 (400-1)		880-1⅛ 413 (400-1⅛)	
C CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1½ 512 (600-1½)	1200-2¼ 712 (800-2¼)

ELEV 488 TDZE 467



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LEXINGTON-PARSONS, TENNESSEE AL-10185 (FAA) 24361

WAAS	APP CRS	Rwy Idg	6000
CH 97316	193°	TDZE	488
W19A		Apt Elev	488

RNAV (GPS) RWY 19

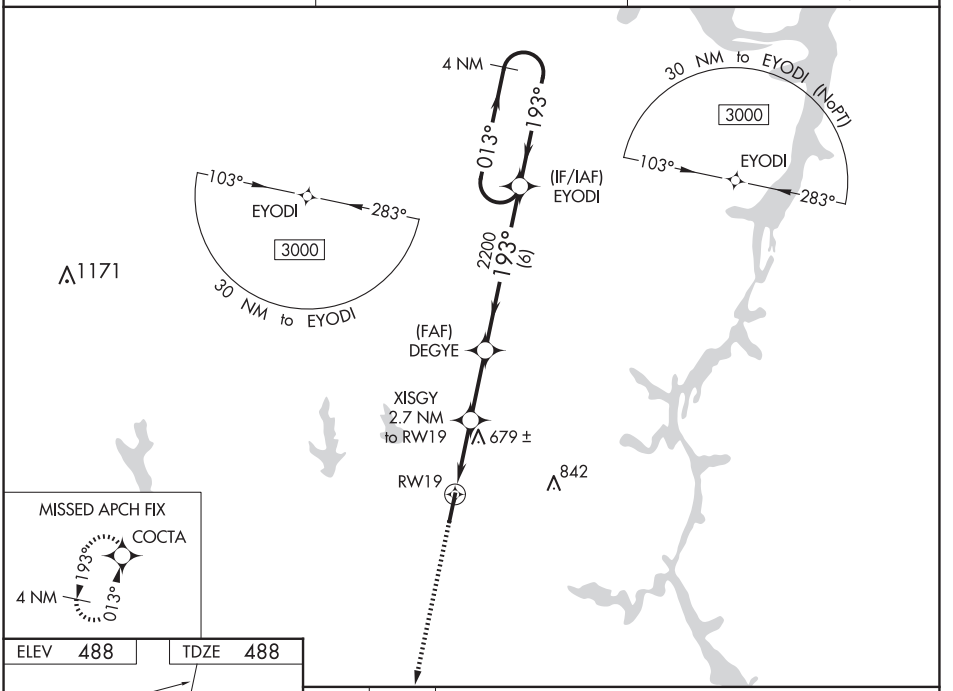
BEECH RIVER RGNL (PVE)

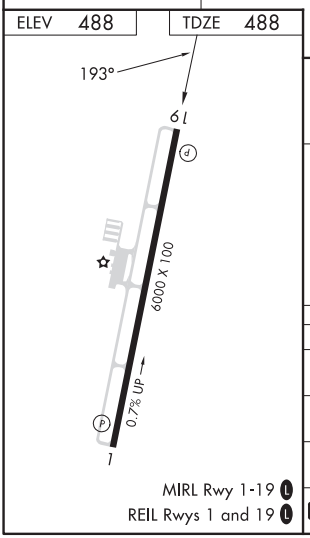
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5 °F) or above 54 °C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ⅜ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

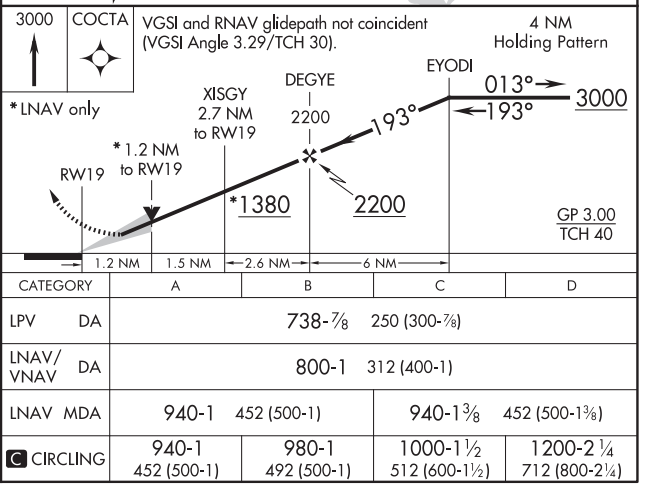
A

MISSED APPROACH: Climb to 3000 direct COCTA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	738-⅞ 250 (300-⅞)			
LNAV/VNAV DA	800-1 312 (400-1)			
LNAV MDA	940-1 452 (500-1)		940-1⅜ 452 (500-1⅜)	
C CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1½ 512 (600-1½)	1200-2¼ 712 (800-2¼)

LEXINGTON-PARSONS, TENNESSEE BEECH RIVER RGNL (PVE)

Amdt 1 15OCT15 35°39'N-88°12'W RNAV (GPS) RWY 19

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5007
CH 86934	037°	TDZE	1370
W03A		Apt Elev	1372

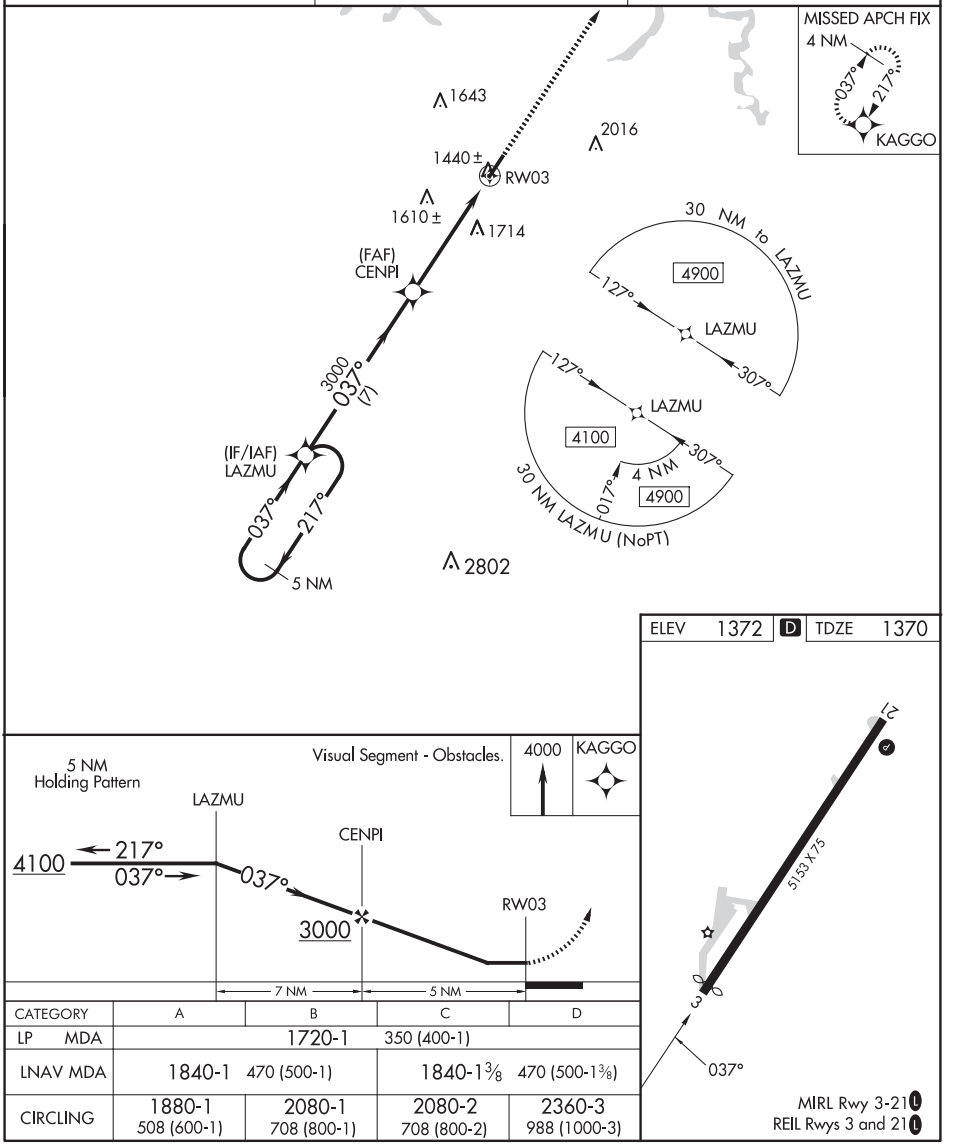
RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

RNP APCH - GPS.

When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility ⅜ mile, Circling Cat B visibility ¼ mile and Circling Cat C and D visibilities ½ mile. Straight-in minimums NA at night, Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1720-1		350 (400-1)	
LNAV MDA	1840-1 470 (500-1)		1840-1⅜ 470 (500-1⅜)	
CIRCLING	1880-1 508 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2360-3 988 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LIVINGSTON, TENNESSEE | AL-6526 (FAA) | 24081

RNAV (GPS) RWY 21

LIVINGSTON MUNI (8A3)

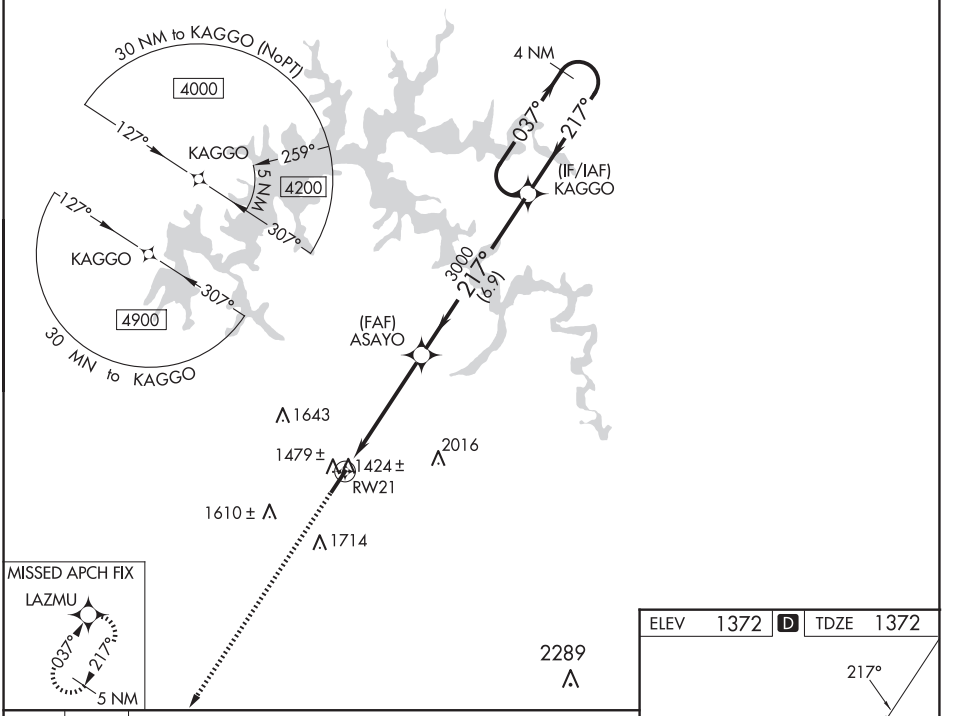
WAAS	APP CRS	Rwy Idg	5007
CH 99730	217°	TDZE	1372
W21A		Apt Elev	1372

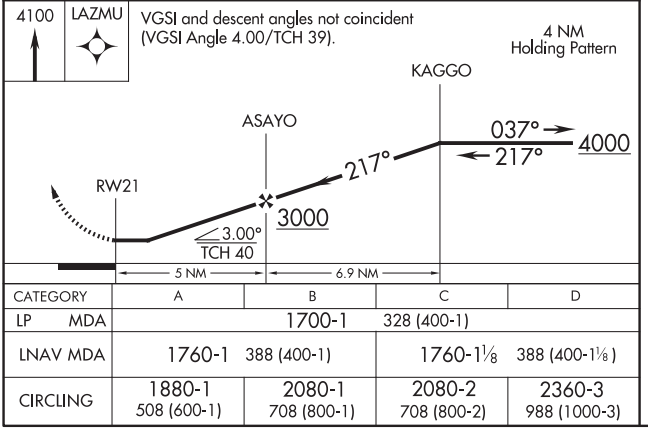
RNP APCH - GPS.

T A Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility ⅜ mile; increase Circling Cat B visibility ¼ mile and Circling Cats C/D visibility ½ mile. Rwy 21 helicopter visibility reduction below ¾ SM NA.

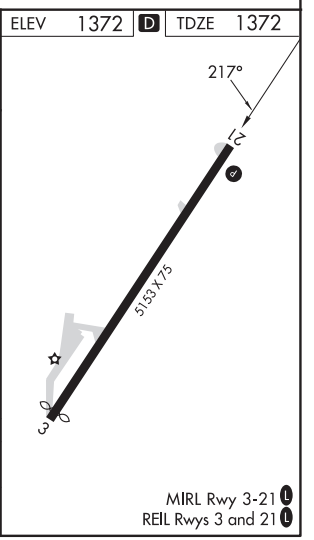
MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1700-1		328 (400-1)	
LNAV MDA	1760-1 388 (400-1)		1760-1⅛ 388 (400-1⅛)	
CIRCLING	1880-1 508 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2360-3 988 (1000-3)



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

LIVINGSTON, TENNESSEE
Amdt 1C 11AUG22

36°25'N-85°19'W

LIVINGSTON MUNI (8A3)

RNAV (GPS) RWY 21

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME LVT	APP CRS	Rwy Idg	5007
114.35	216°	TDZE	1372
Chan 90 (Y)		Apt Elev	1372

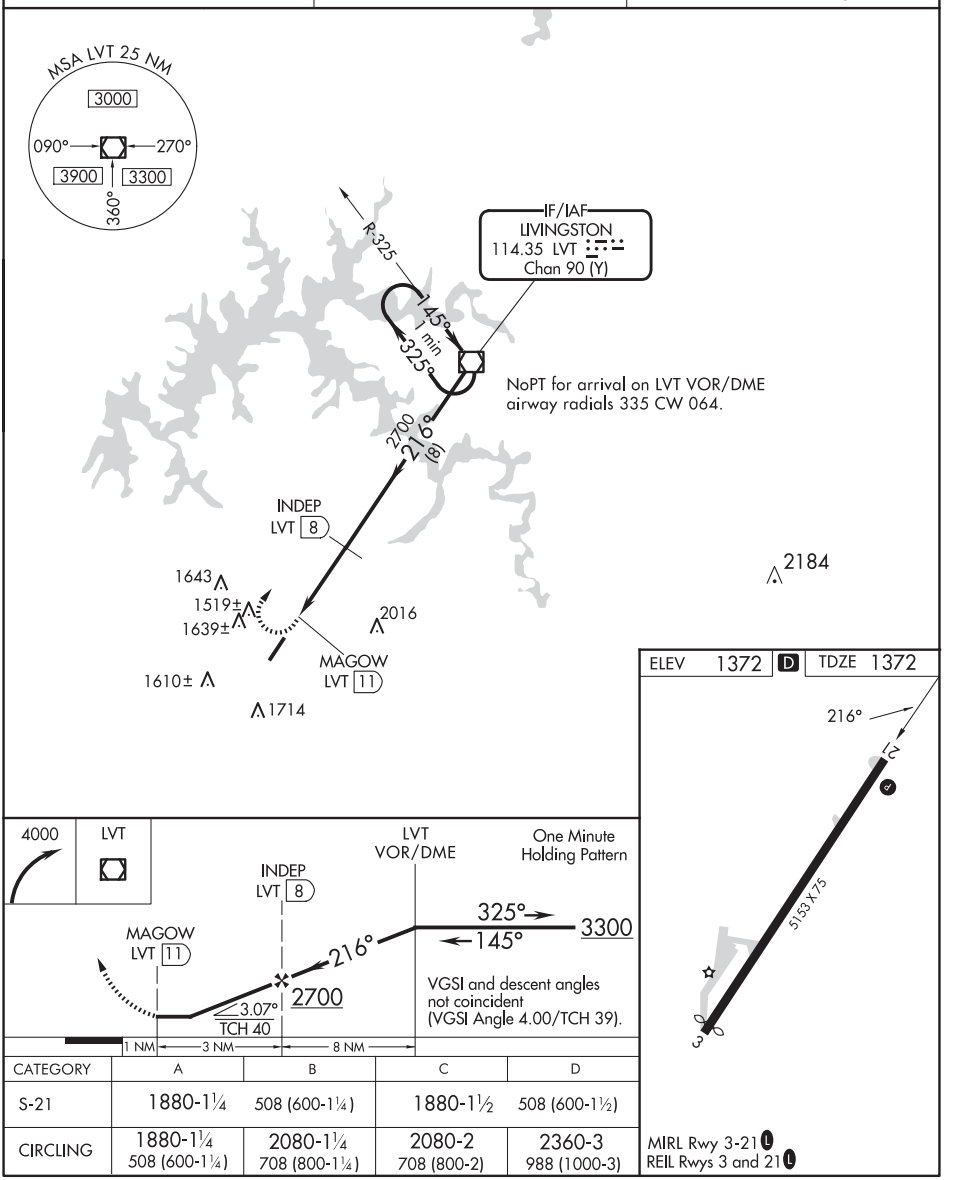
VOR/DME RWY 21

LIVINGSTON MUNI (8A3)

Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2360-3 988 (1000-3)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LONDON, KENTUCKY | AL-720 (FAA) | 25163

ILS or LOC RWY 6

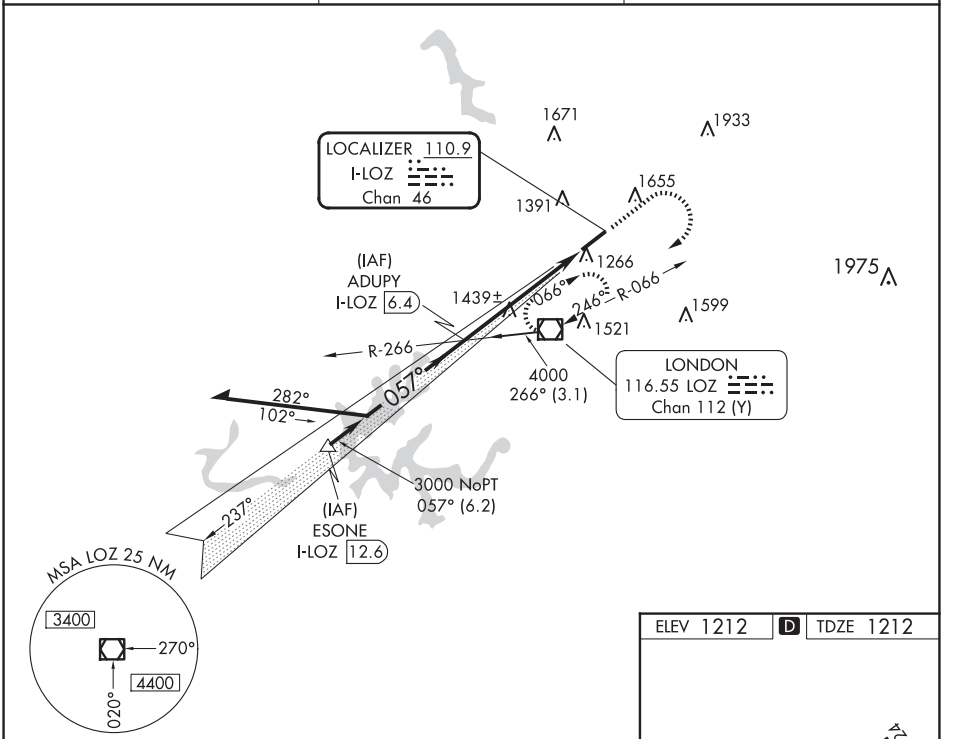
LONDON/CORBIN/MAGEE (LOZ)

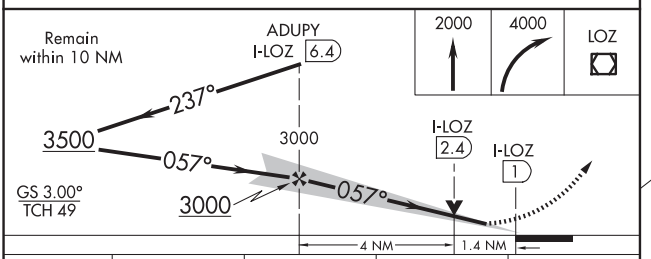
LOC/DME I-LOZ	APP CRS	Rwy Ldg	5000
110.9	057°	TDZE	1212
Chan 46		Apt Elev	1212

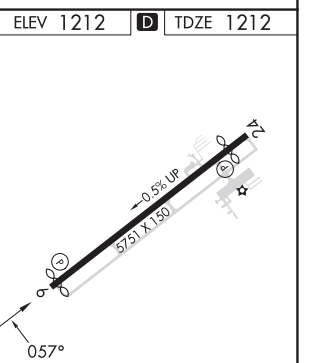
Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting: increase DA to 1562 feet and all visibility ¼ SM; increase all MDAs 100 feet and S-LOC 6 Cat C ¼ SM, Cat D ½ SM, Circling Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

CATEGORY	A	B	C	D
S-ILS 6	1462-1		250 (300-1)	
S-LOC 6	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

FAF to MAP 5.4 NM

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

LONDON, KENTUCKY
Amdt 1C 20MAY21

37°05'N-84°05'W

LONDON/CORBIN/MAGEE (LOZ)

ILS or LOC RWY 6

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65799 W06A	APP CRS 057°	Rwy Ldg 5000 TDZE 1212 Apt Elev 1212

RNAV (GPS) RWY 6

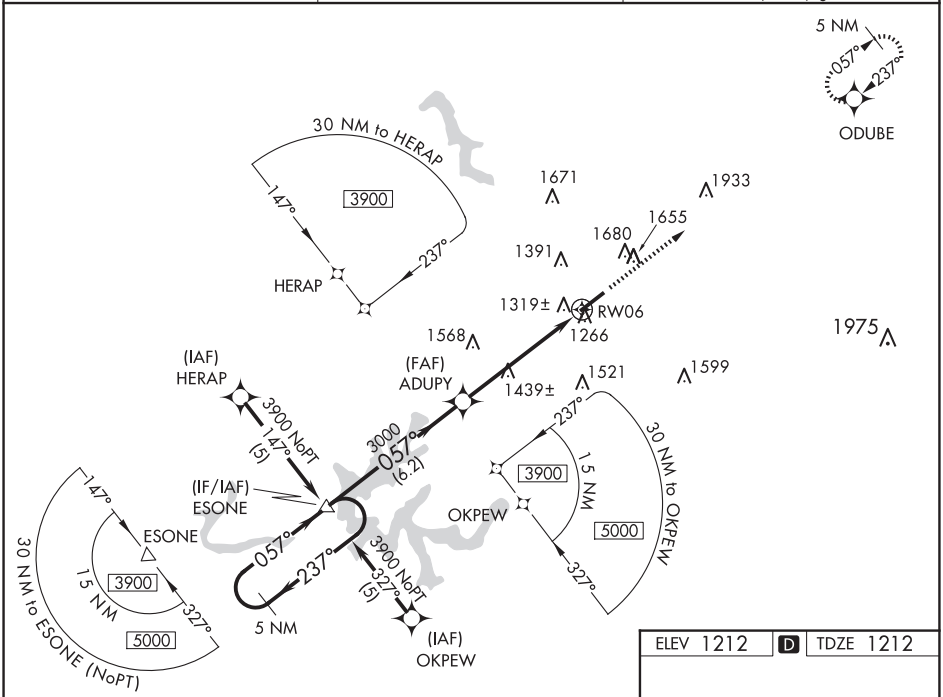
LONDON/CORBIN/MAGEE (LOZ)

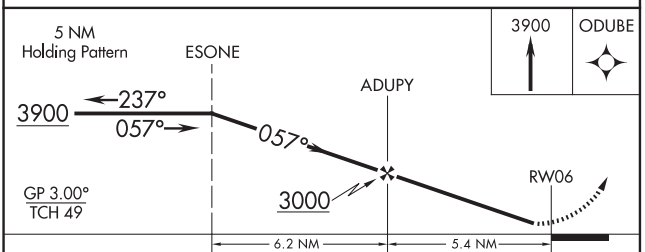
RNP APCH.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting: increase LPV DA to 1566 feet and visibility all Cats ¼SM; increase LNAV/VNAV DA to 1702 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM, and Circling Cat C/D visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 46° C. Baro-VNAV and VDP NA when using Somerset altimeter setting.

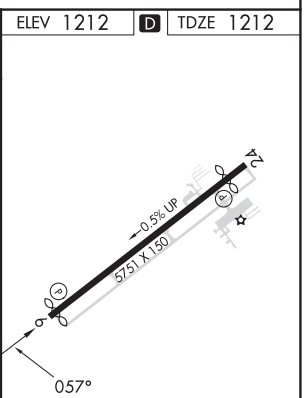
MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1466-1 254 (300-1)			
LNAV/VNAV DA	1602-1¼ 390 (400-1¼)			
LNAV MDA	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LONDON, KENTUCKY | AL-720 (FAA) | 25163

WAAS	APP CRS	Rwy Ldg	5200
CH 78108	237°	TDZE	1201
W24A		Apt Elev	1212

RNAV (GPS) RWY 24

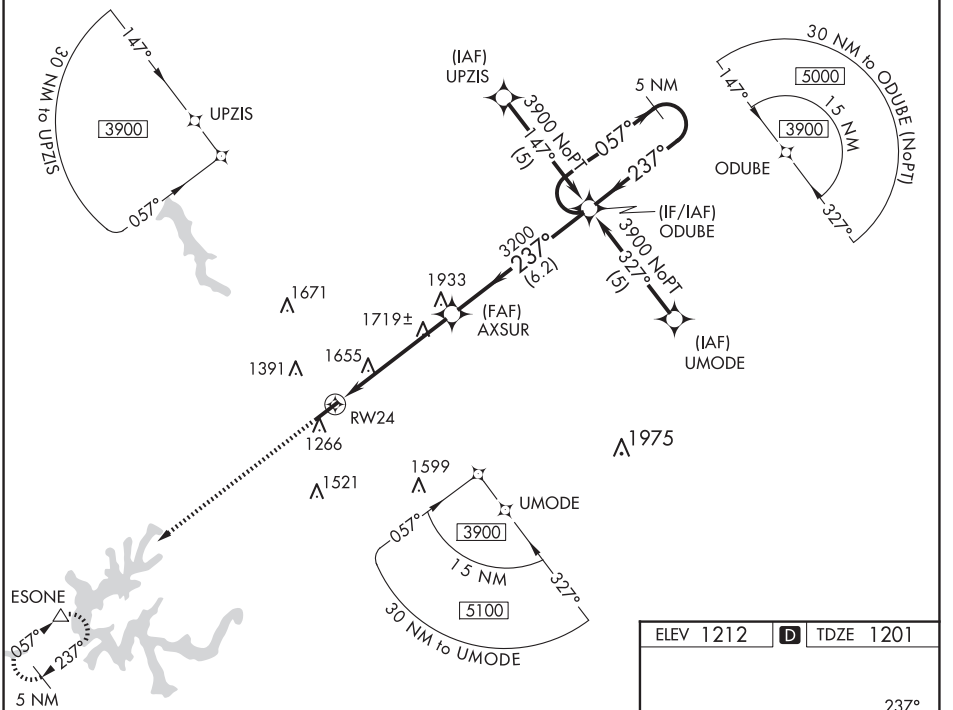
LONDON/CORBIN/MAGEE (LOZ)

RNP APCH.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting: increase LPV DA to 1610 feet and visibility all Cats ¼ SM; increase all MDAs 100 feet and LNAV Cats C/D and Circling Cats A/C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3900 direct ESONE and hold.

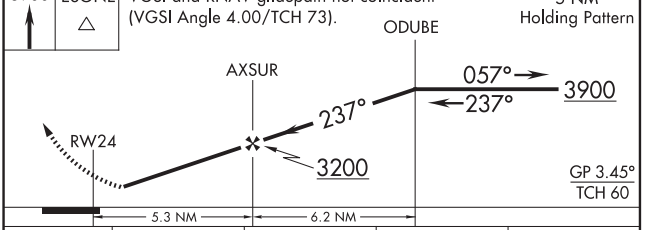
ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L



3900	ESONE

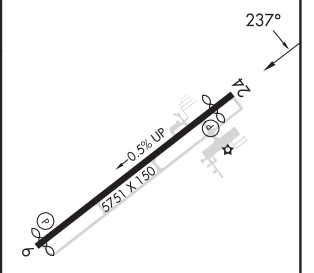
VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 73).

5 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1510-1 309 (300-1)			NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

ELEV 1212 D TDZE 1201



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME LOZ	APP CRS	Rwy Ldg	5000
116.55	025°	TDZE	1212
Chan 112 (Y)		Apt Elev	1212

VOR RWY 6

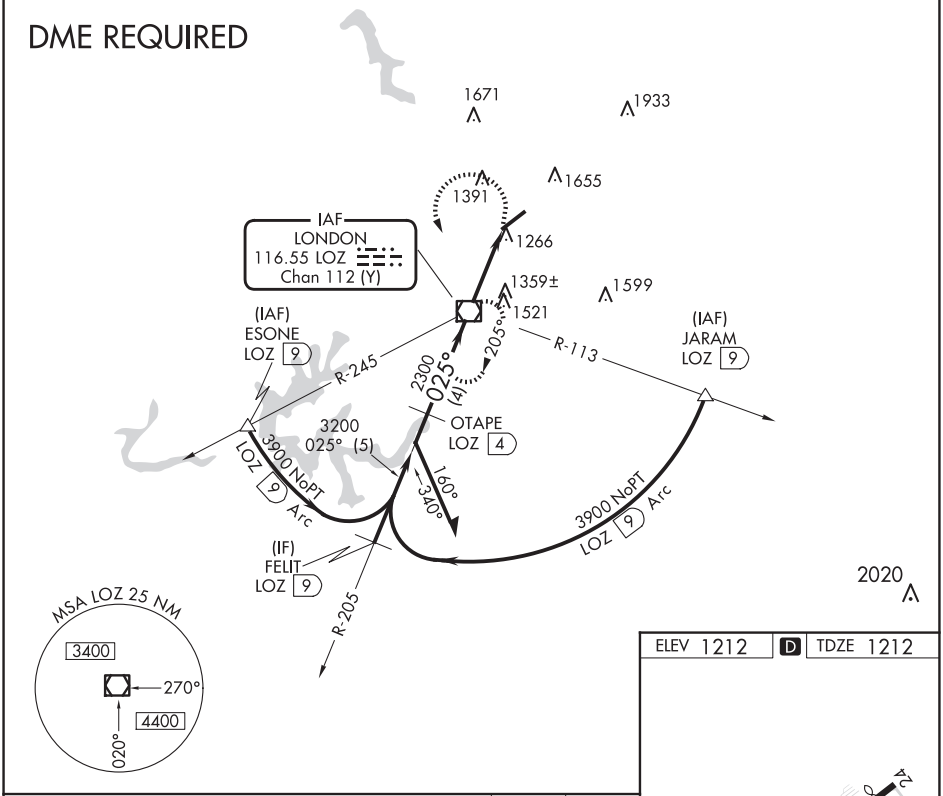
LONDON/CORBIN/MAGEE (LOZ)

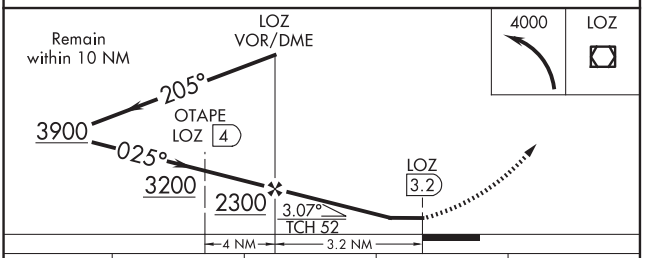
When local altimeter setting not received, use Somerset altimeter setting: increase all MDAs 100 feet and S-6 Cat C/D and Circling Cat C/D visibility ¼ SM. Night landing: Rwy 6 NA.

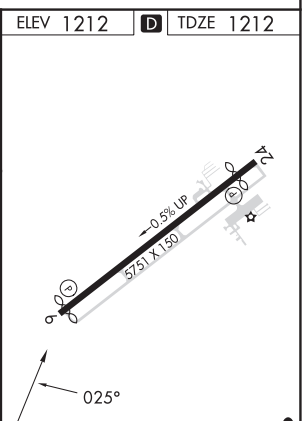
MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
S-6	1620-1	408 (500-1)	1620-1¼	408 (500-1¼)
CIRCLING	1780-1	2040-1¼	2040-2½	2040-2¾
	568 (600-1)	828 (900-1¼)	828 (900-2½)	828 (900-2¾)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY | AL-238 (FAA) | 24249

RNAV (GPS) RWY 24

BOWMAN FLD (LOU)

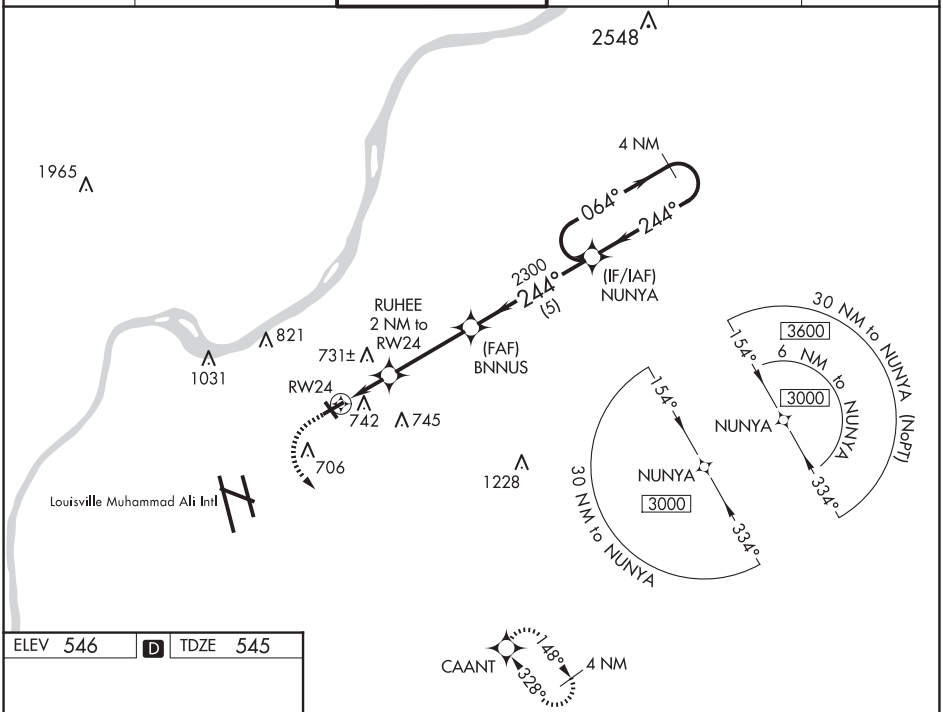
WAAS CH 58126 W24A	APP CRS 244°	Rwy Idg 3856 / TDZE 545 / Apt Elev 546

RNP APCH - GPS.

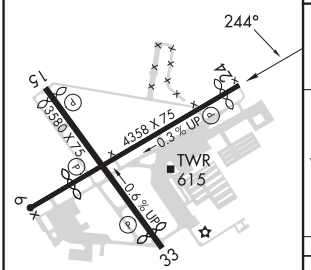
VDP NA with Louisville Muhammad Ali Intl altimeter setting. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 6, 15, 33 NA at night.

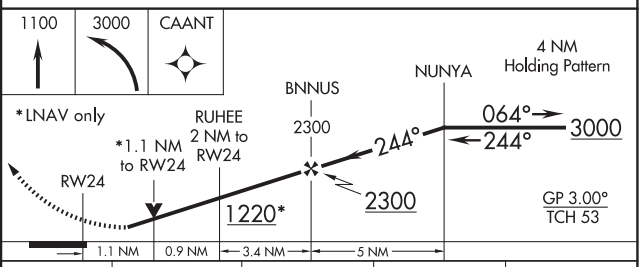
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct CAANT and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER★	GND CON	CLNC DEL	UNICOM
124.15	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9	122.95



ELEV 546 | D | TDZE 545





CATEGORY	A	B	C	D
LPV DA	830-⅞	285 (300-⅞)	NA	
LNAV/VNAV DA	1025-1⅝	480 (500-1⅝)	NA	
LNAV MDA	1000-1	455 (500-1)	NA	
C CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA	

REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

LOUISVILLE, KENTUCKY
Amdt 3B 23FEB23

38°14′N-85°40′W

BOWMAN FLD (LOU)

RNAV (GPS) RWY 24

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 33

BOWMAN FLD (LOU)

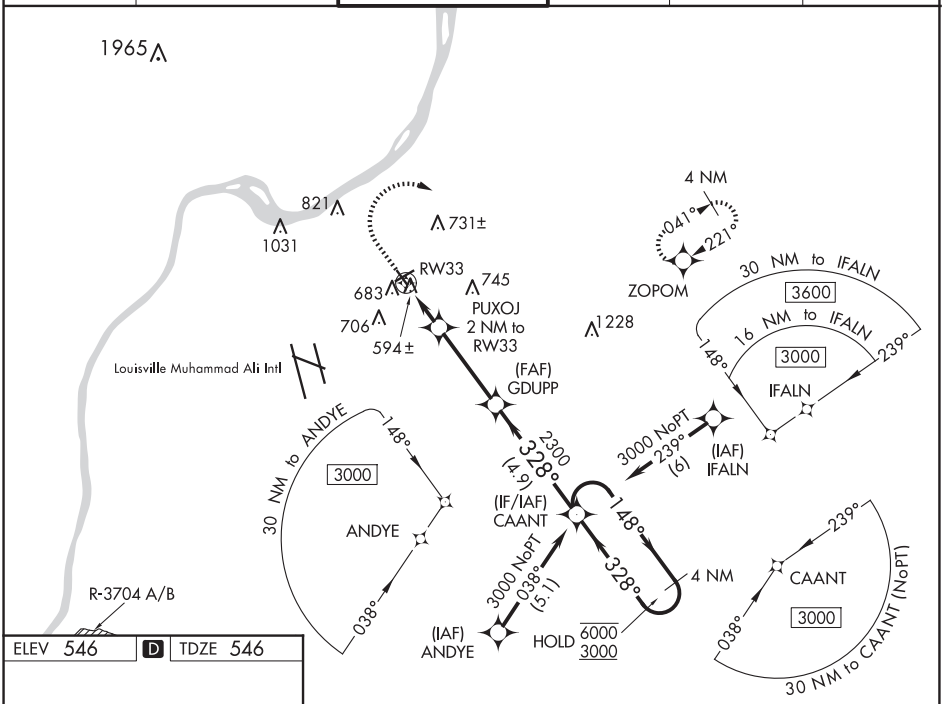
WAAS	APP CRS	Rwy Idg	3125
CH 99526	328°	TDZE	546
W33A		Apt Elev	546

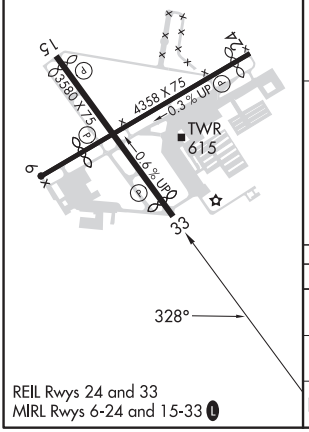
RNP APCH - GPS.

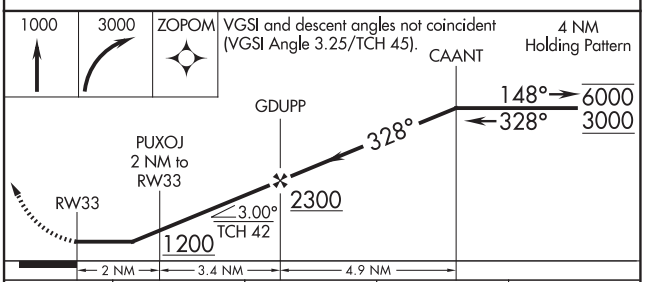
Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ZOPOM and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER★	GND CON	CLNC DEL	UNICOM
124.15	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9	122.95







CATEGORY	A	B	C	D
LP MDA	860-1 314 (400-1)		NA	
LNAV MDA	920-1 374 (400-1)		NA	
C CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA	

REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY | AL-238 (FAA) | 24249

NDB RWY 33

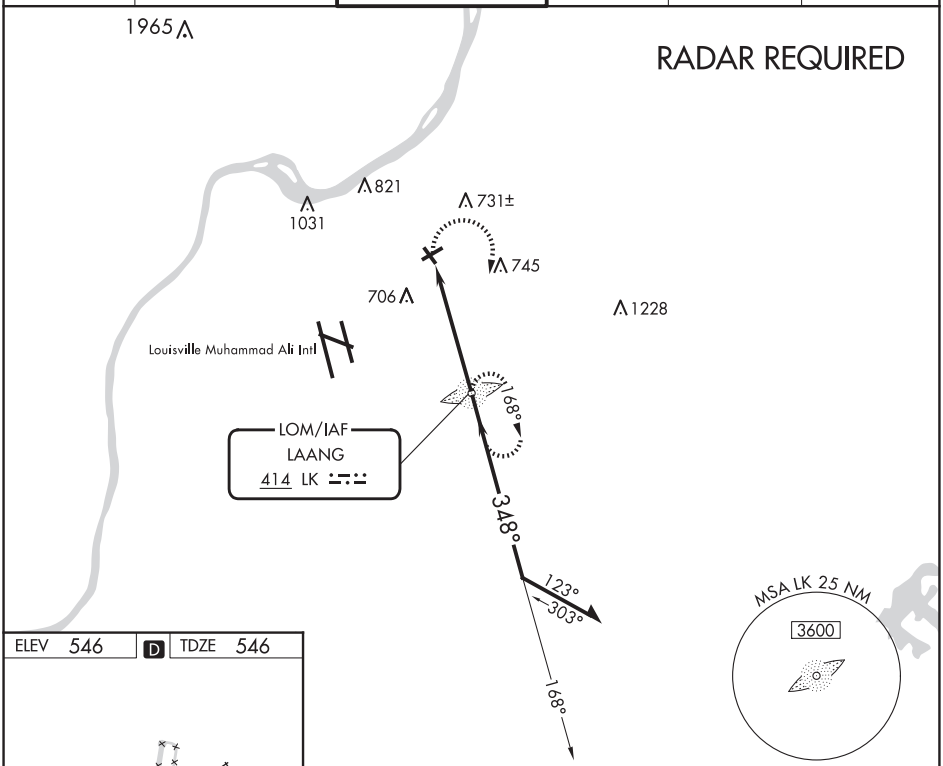
BOWMAN FLD (LOU)

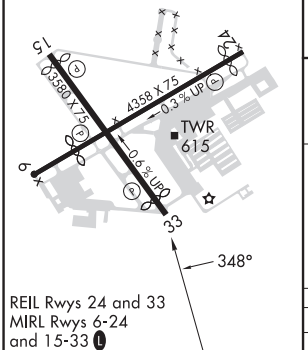
LOM LK	APP CRS	Rwy Idg	3125
414	348°	TDZE	546
		Apt Elev	546

When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER★	GND CON	CLNC DEL	UNICOM
124.15	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9	122.95

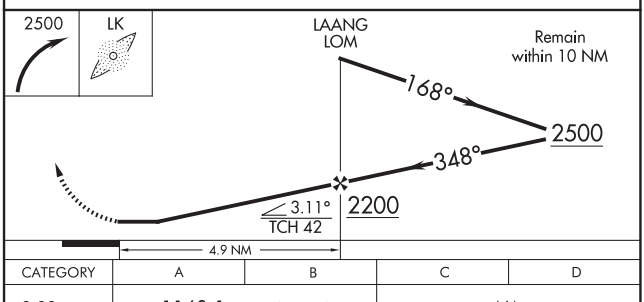




REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L

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-33	1160-1	614 (700-1)	NA	
C CIRCLING	1160-1	614 (700-1)	NA	

LOUISVILLE, KENTUCKY
Amdt 16E 23FEB23

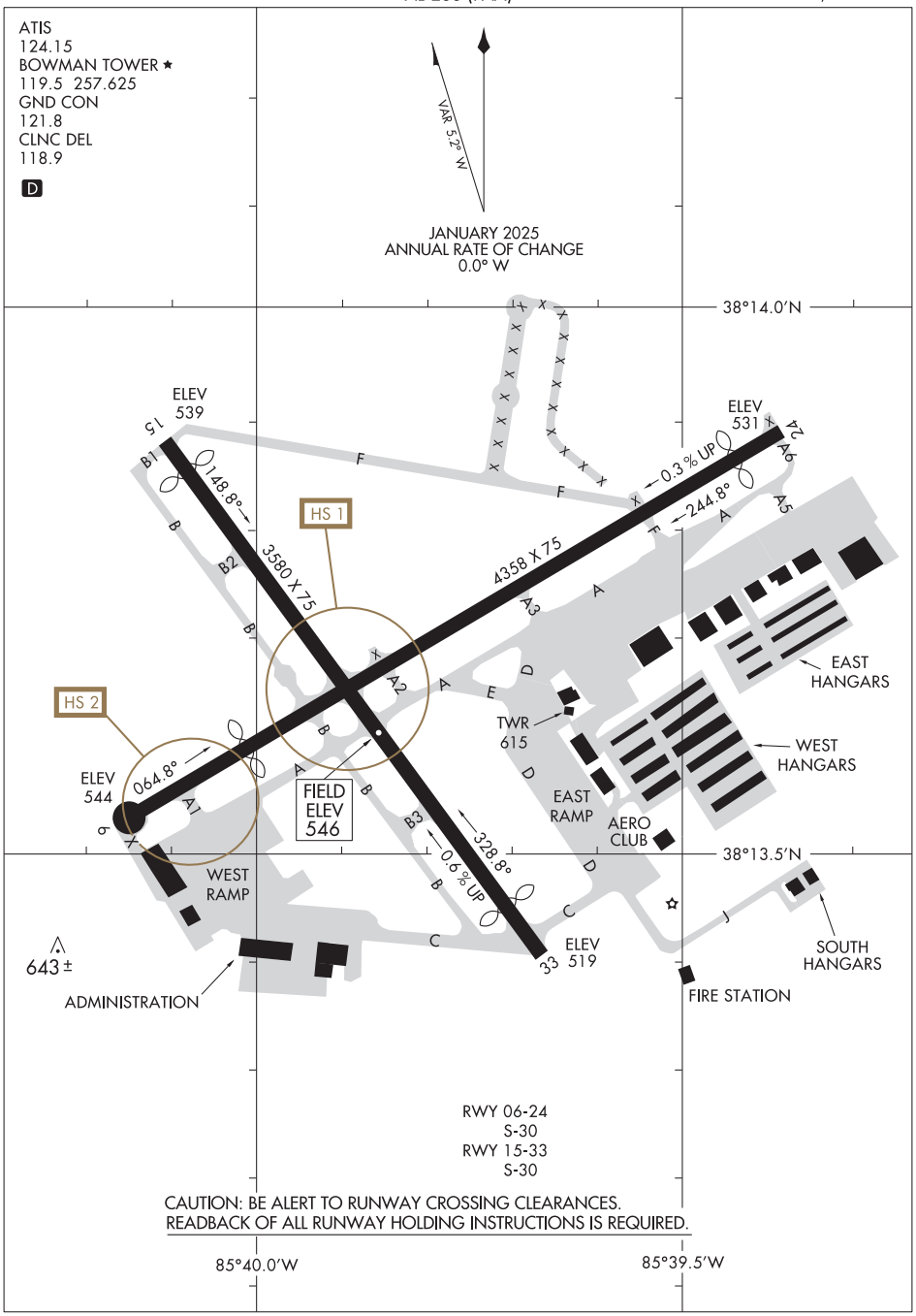
38°14′N-85°40′W

BOWMAN FLD (LOU)

NDB RWY 33

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

ILS or LOC RWY 17L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-PKI	APP CRS	Rwy Idg	7800
111.95	170°	TDZE	499
Chan 56 (Y)		Apt Elev	501

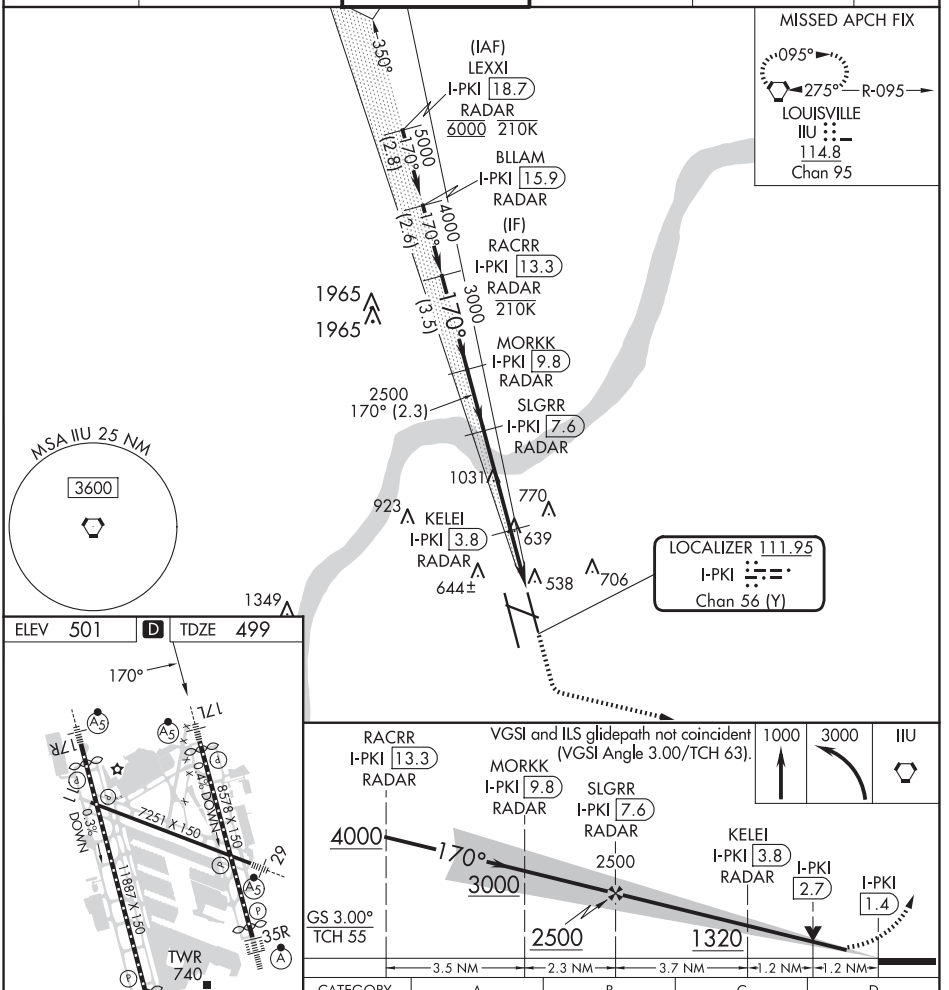
DME or RADAR required. RADAR required for procedure entry.

Simultaneous approach authorized. Circling Rwy 11 NA at night. For inop ALS, increase S-LOC 17L Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC, continue climb-in-hold to 3000.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 17L	699/18 200 (200-½)			
S-LOC 17L	1000/24 501 (500-½)		1000/55 501 (500-1)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 17R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-SNU	APP CRS	Rwy Idg 10000
110.3	170°	TDZE 485
Chan 40		Apt Elev 501

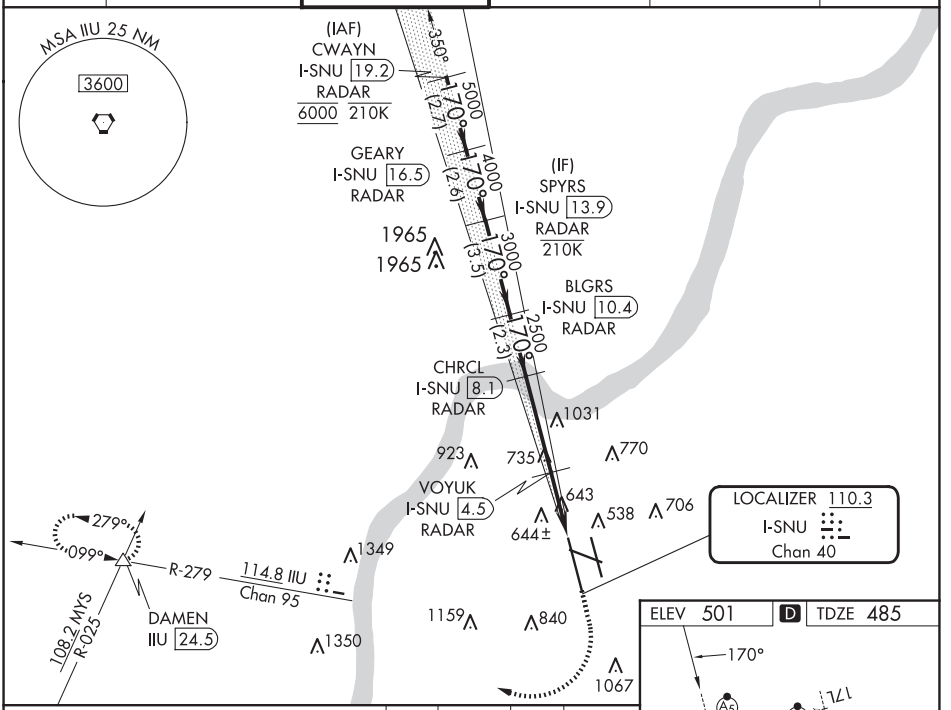
RADAR required for procedure entry at CWAYN.
DME or RADAR required.

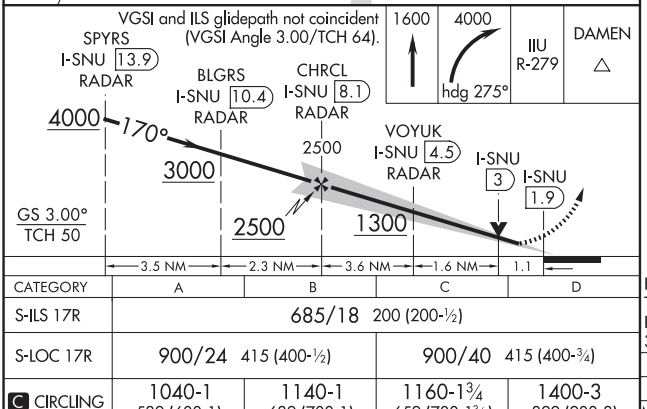
Simultaneous approach authorized. Circling Rwy 11 NA at night.
For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

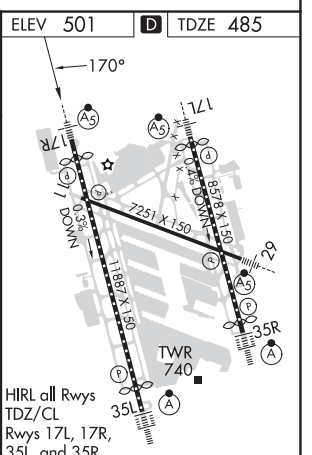
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 275° and on IIU VORTAC R-279 to DAMEN INT/24.5 DME and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	







CATEGORY	A	B	C	D
S-ILS 17R	685/18 200 (200-½)			
S-LOC 17R	900/24 415 (400-½)		900/40 415 (400-¾)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

HIRL all Rwys
TDZ/CL
Rwys 17L, 17R, 35L, and 35R

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

ILS or LOC RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	350°	TDZE	464
Chan 30 (Y)		Apt Elev	501

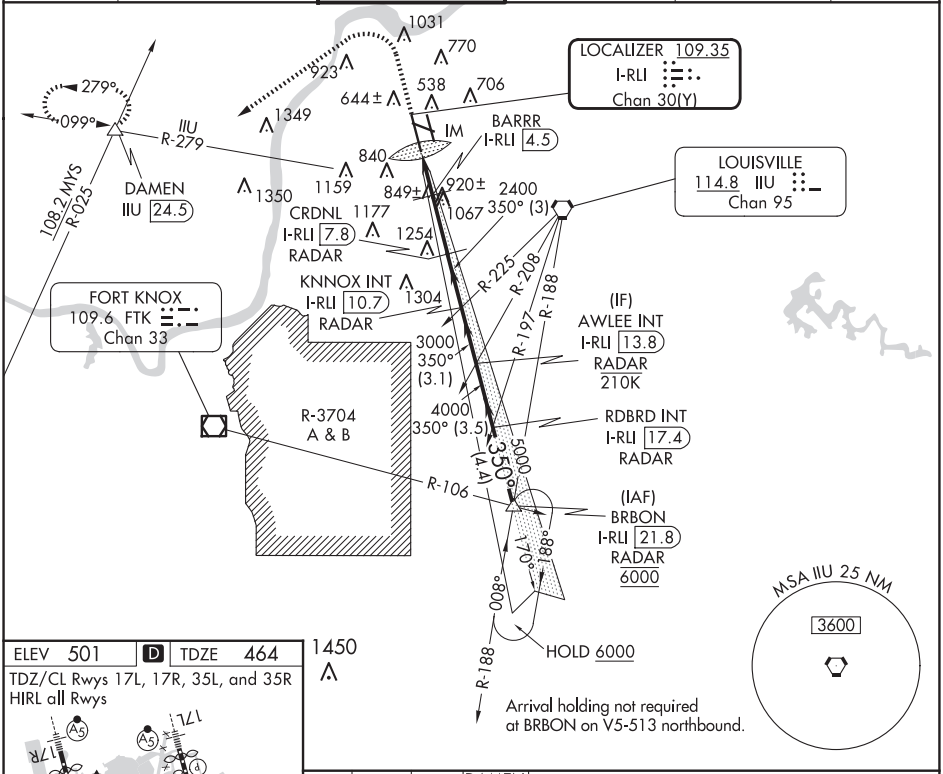
DME required for LOC only. RADAR required.

Simultaneous approach authorized. Circling Rwy 11 NA at night. For inop ALS, increase S-LOC 35L Cat C/D visibility to 1¾ SM.

ALSF-2

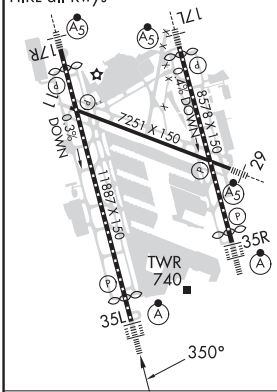
MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IIU VORTAC R-279 to DAMEN INT/ IIU 24.5 DME and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



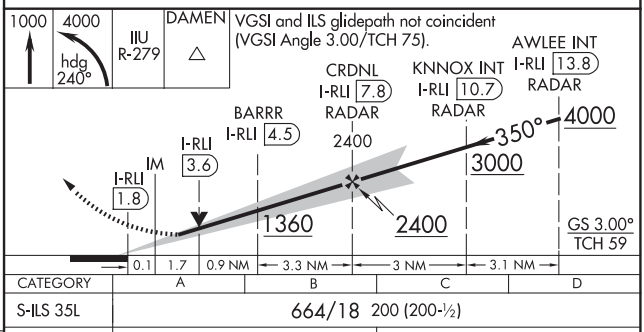
ELEV 501	D	TDZE 464

TDZ/CL Rwys 17L, 17R, 35L, and 35R
HIRL all Rwys



1450

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 35L	664/18 200 (200-½)			
S-LOC 35L	1100/24 636 (600-½)		1100-1⅜ 636 (600-1⅜)	
CIRCLING	1100-1 599 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 35R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	350°	TDZE	479
Chan 42 (Y)		Apt Elev	501

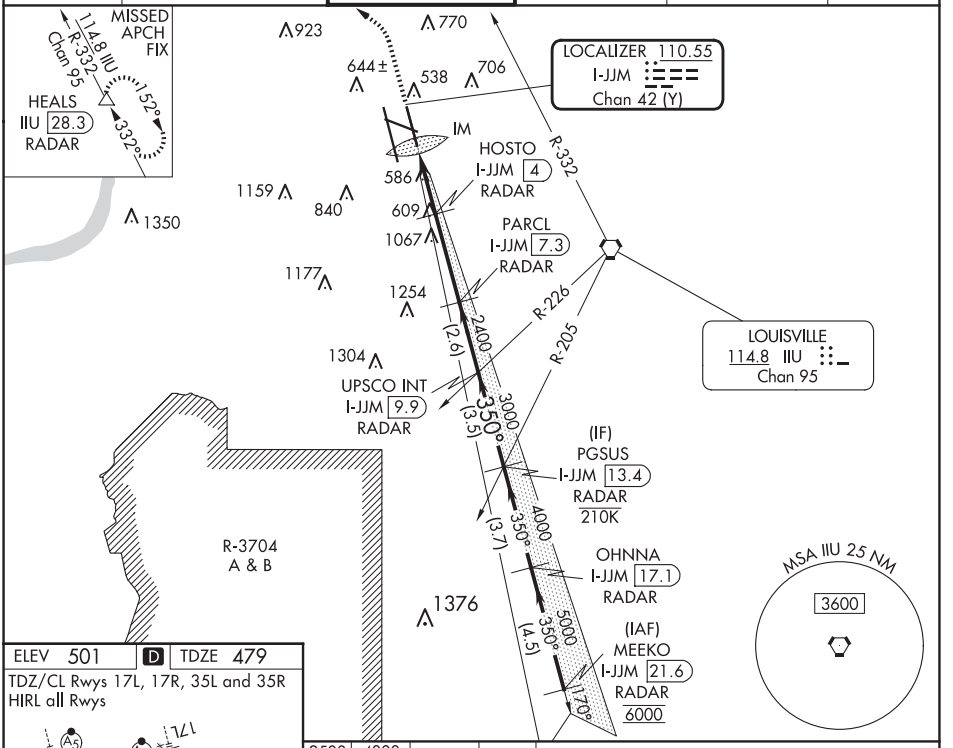
DME or RADAR required for LOC only.

Simultaneous approach authorized. Circling Rwy 11 NA at night. For inop ALS, increase LOC Cat C/D to 5000 RVR.

ALSF-2

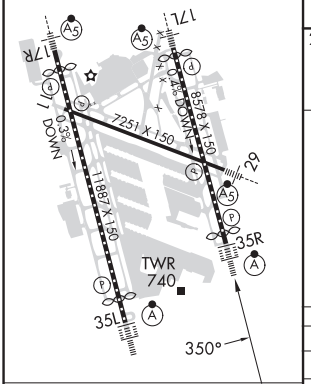
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



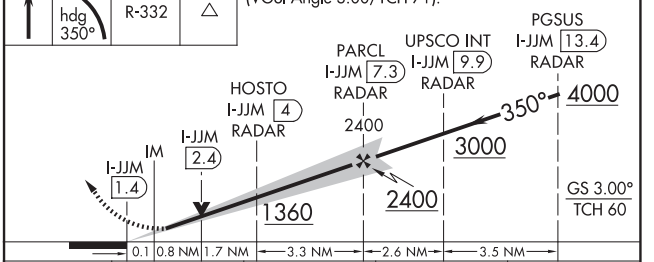
ELEV 501 | D | TDZE 479

TDZ/CL Rwys 17L, 17R, 35L and 35R
HIRL all Rwys



2500	4000 hdg 350°	IIU R-332	HEALS △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
S-ILS 35R	679/18 200 (200-½)			
S-LOC 35R	840/24 361 (400-½)		840/35 361 (400-⅝)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

ILS RWY 35L (SA CAT I)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	350°	TDZE	464
Chan 30(Y)		Apt Elev	501

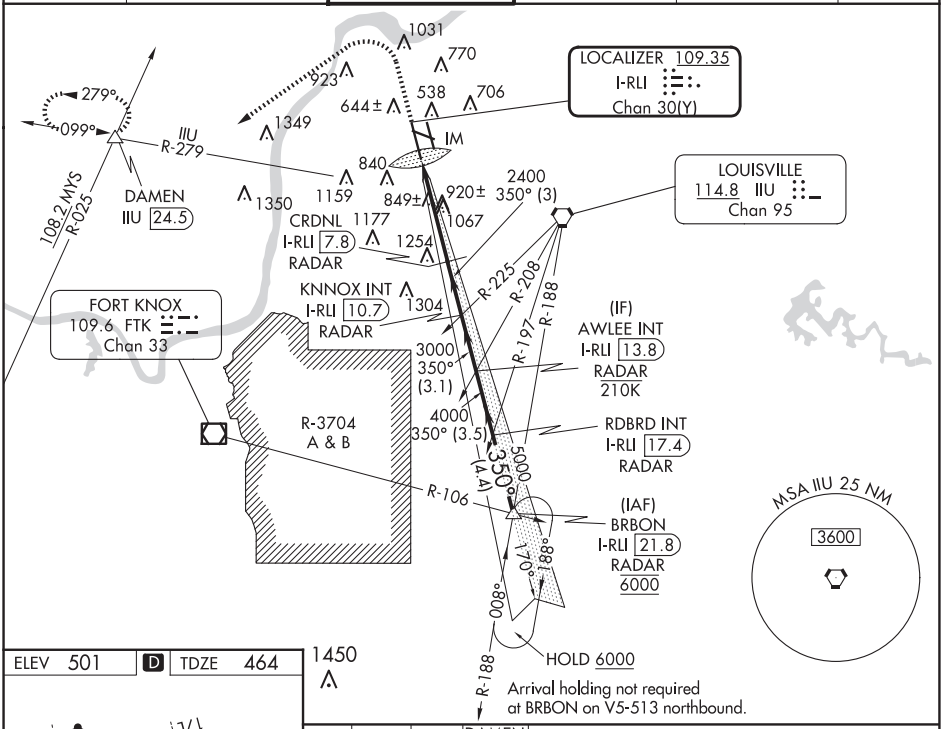
RADAR required.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

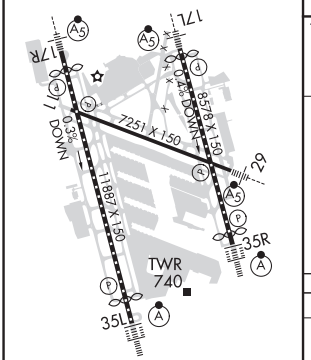
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IIU VORTAC R-279 to DAMEN INT/ IIU 24.5 DME and hold.

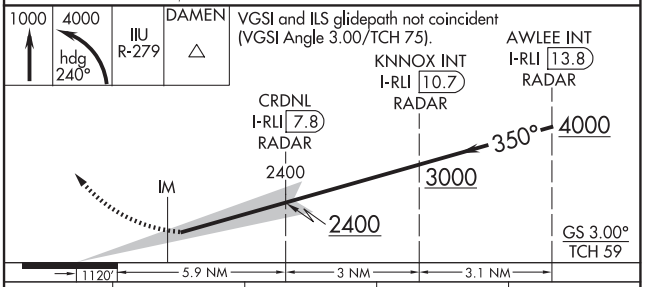
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 464



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14 150 DA 614			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 35R (SA CAT I)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

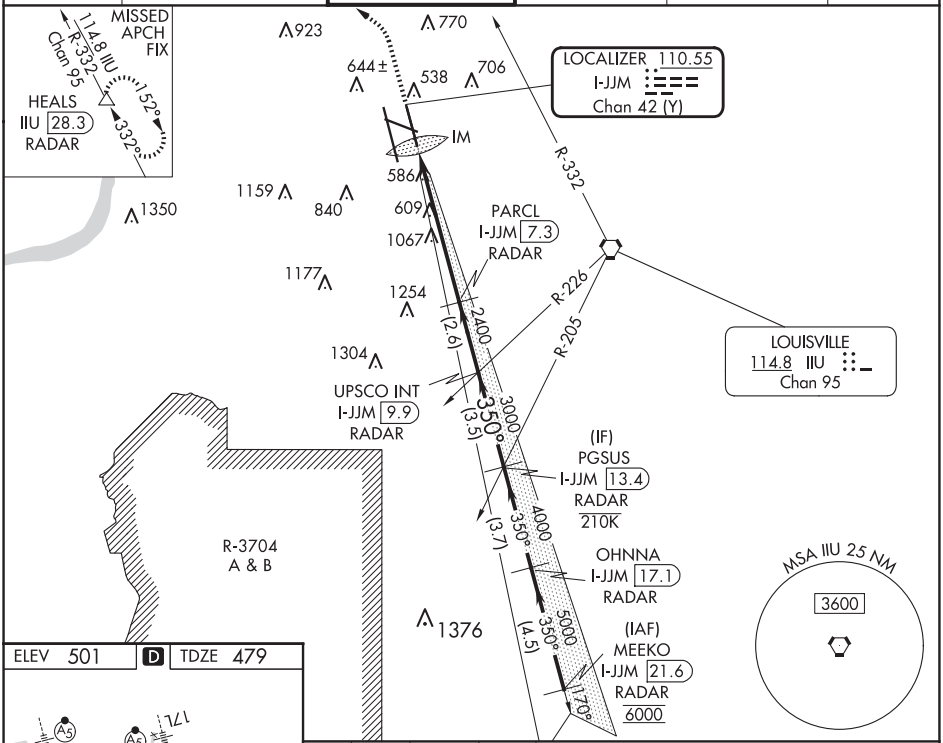
LOC/DME I-JJM	APP CRS	Rwy Idg	7800
110.55	350°	TDZE	479
Chan 42 (Y)		Apt Elev	501

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

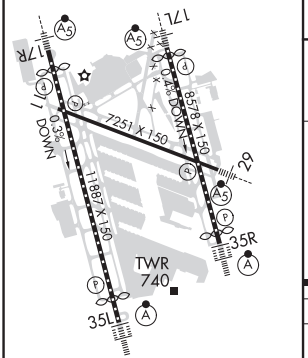
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

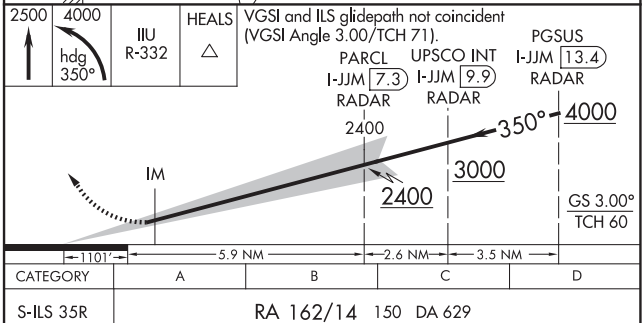
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 479



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35R	RA 162/14 150 DA 629			

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

LOC/DME I-RLI	APP CRS	Rwy Idg	10000
109.35	350°	TDZE	464
Chan 30(Y)		Apt Elev	501

ILS RWY 35L (CAT II & III)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

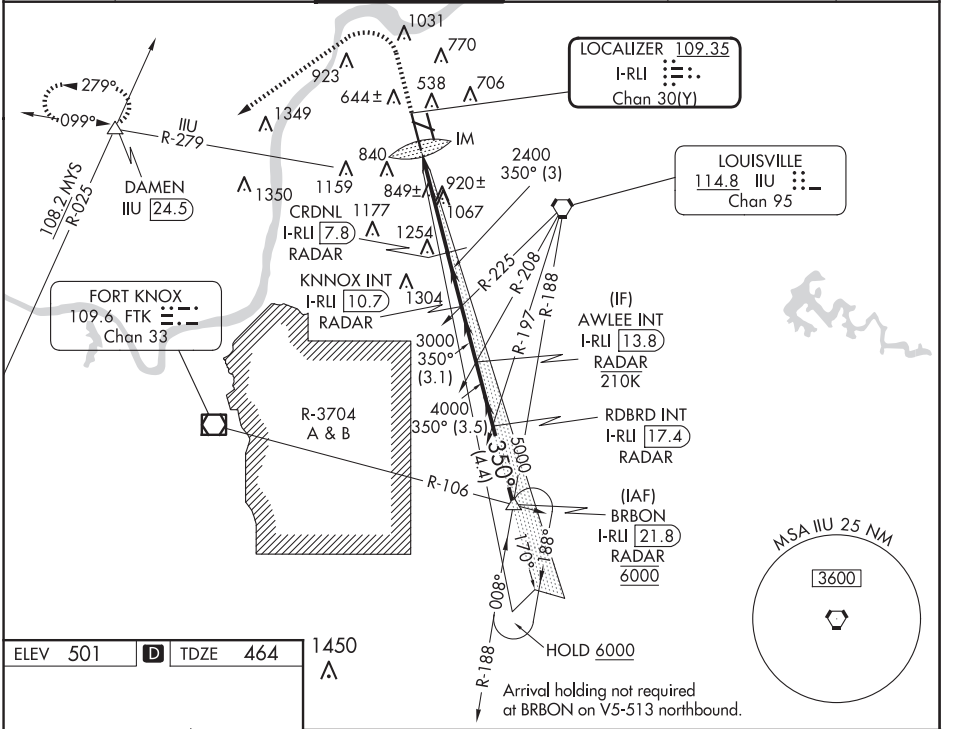
RADAR required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

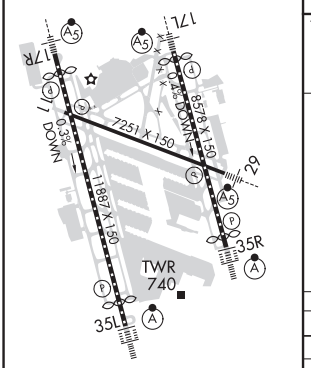
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IIU VORTAC R-279 to DAMEN INT/ IIU 24.5 DME and hold.

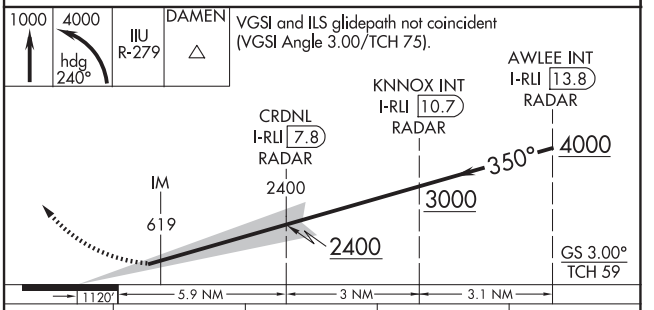
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 464



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 99/12 100 DA 564			
S-ILS 35L	CAT III RVR 600			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JJM	APP CRS	Rwy Idg 7800
110.55	350°	TDZE 479
Chan 42 (Y)		Apt Elev 501

ILS RWY 35R (CAT II & III)

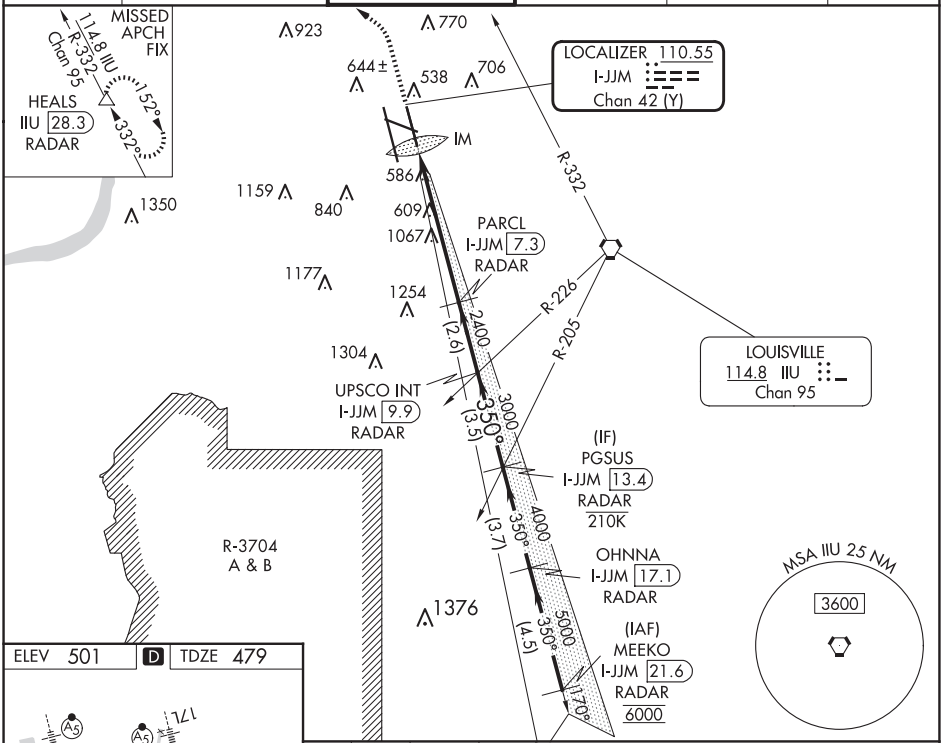
LOUISVILLE MUHAMMAD ALI INTL (SDF)

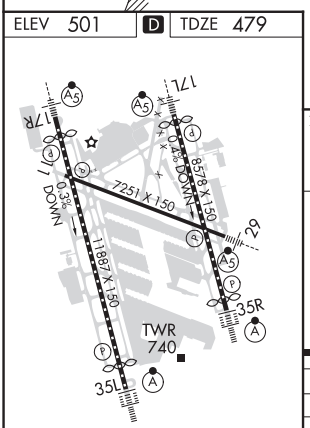
Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

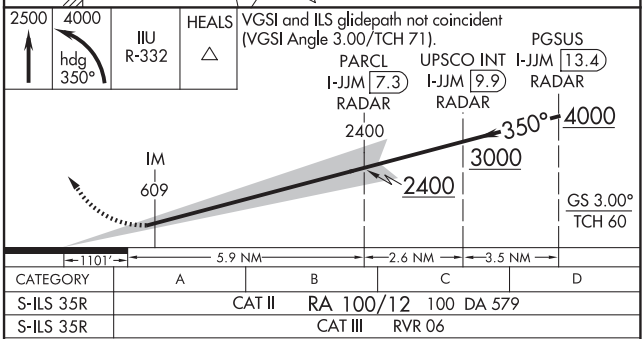
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35R	CAT II	RA 100/12	100 DA 579	
S-ILS 35R	CAT III	RVR 06		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

RNAV (RNP) Z RWY 17L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

APP CRS	Rwy Idg	7800
170°	TDZE	499
	Apt Elev	501

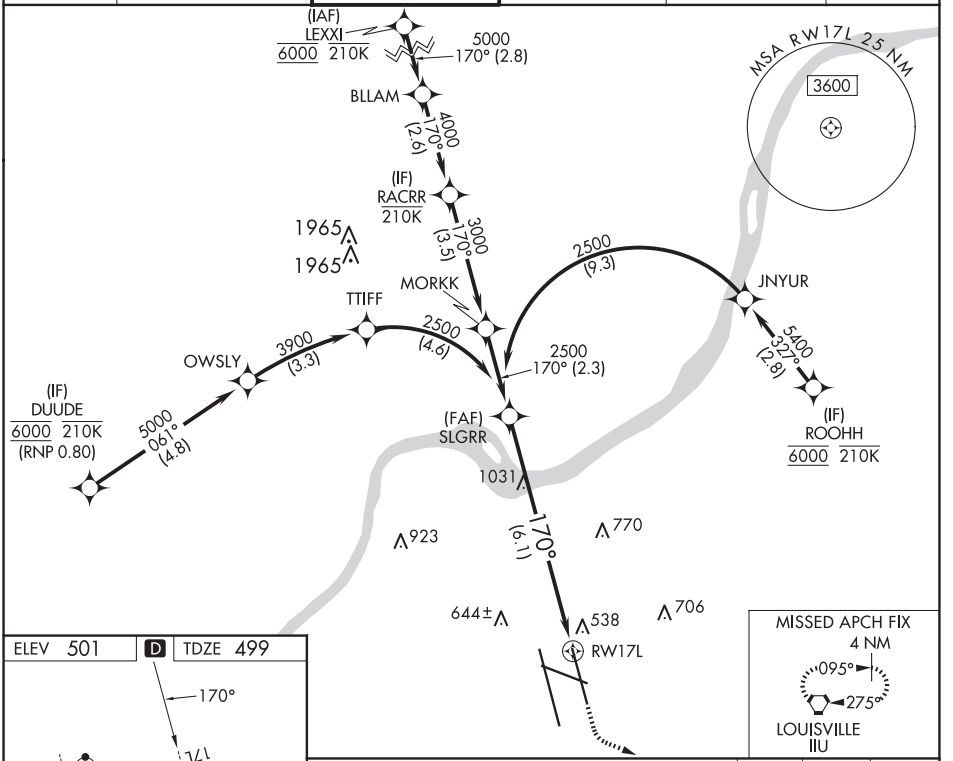
RNP AR APCH - GPS.

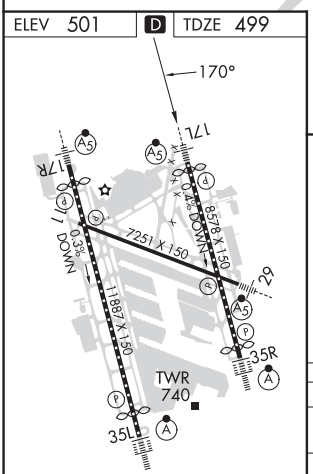
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized.

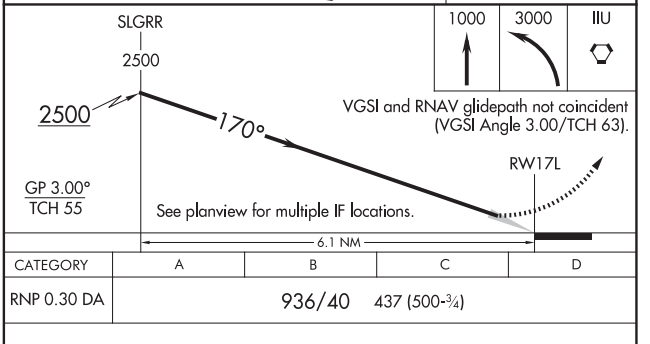
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	







CATEGORY	A	B	C	D
RNP 0.30 DA	936/40	437 (500-¾)		

AUTHORIZATION REQUIRED

LOUISVILLE, KENTUCKY
Amdt 1A 31OCT24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
38°10'N-85°44'W
RNAV (RNP) Z RWY 17L

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 17R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

APP CRS	Rwy Idg	10000
170°	TDZE	485
	Apt Elev	501

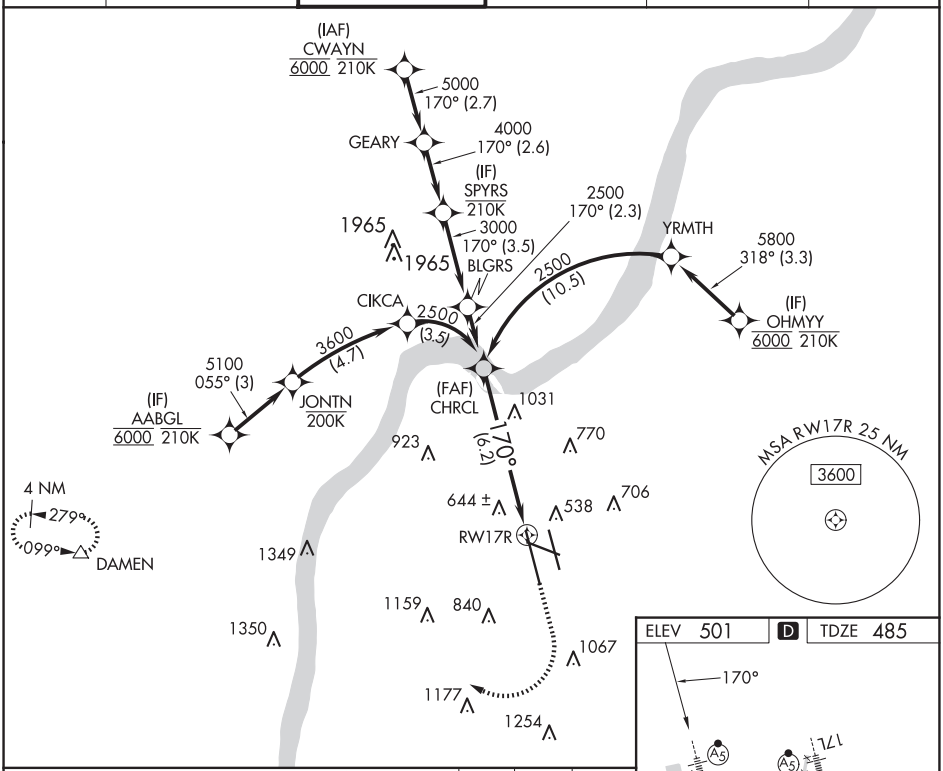
RNP AR APCH - GPS.

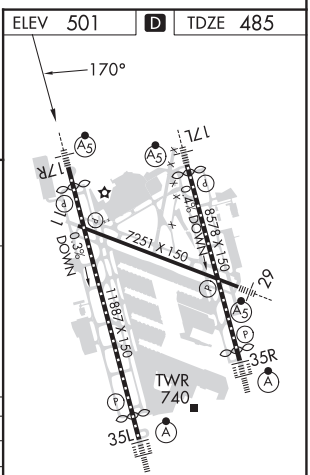
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized.
For inop ALS, increase RNP 0.30 visibility all Cats to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

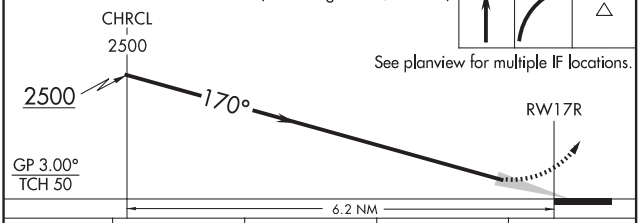




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).

1600	4000	DAMEN
↑	↗	△

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	974/50	489 (500-1)		

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

RNAV (RNP) Z RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

APP CRS	Rwy Idg	7250
296°	TDZE	480
	Apt Elev	501

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

MISSED APCH FIX

4 NM

279°

099°

DAMEN

(IF) SLLAW 6000 210K

5000

129° (5.2)

1031

923

770

DAWWG

2900

(6.8)

ZUSAB

644±

538

706

269°

RW29

626

296° (5.2)

(FAF) CUCAK

2200

(2.5)

ORRBB

1159

840

MSA RW29 25 NM

3600

1067

2200

298° (6)

(IF) TRUBS 4000 210K

ELEV 501 D TDZE 480

17L

17R

35L

35R

29

296°

0.3% DOWN

0.4% DOWN

7251 X 150

8578 X 150

1887 X 150

TWR 740

4000	ZUSAB	tr 269°	DAMEN

CUCAK

2200

296°

2200

RW29

See planview for multiple IF locations.

GP 3.00°

TCH 59

5.2 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	908/40 428 (500-¾)			

AUTHORIZATION REQUIRED

HIRL all Rwys

TDZ/CL Rwys 17L, 17R, 35L and 35R

LOUISVILLE, KENTUCKY

Orig 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)

38°10′N-85°44′W

RNAV (RNP) Z RWY 29

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

APP CRS	Rwy Idg	10000
350°	TDZE	464
	Apt Elev	501

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

MISSED APCH FIX

4 NM 279° 099° DAMEN

644± 538 706

RW35L

1159 840

350° (5.9)

1067

1177

1254

1304

(IF) DPAUW 6000 210K

4000 135° (6)

BEEPO 190K

2400 (5.4)

(FAF) CRDNL

2400 350° (3)

KNNOX

3000 350° (3.1)

2400 (9.3)

MUGNZ

5300 211° (4.8)

(IF) AABEY 6000 210K

ROUTING TO AWLEE (not to scale)

(IF) AWLEE 210K

4000 350° (3.5)

RDBRD 210K

5000 350° (4.4)

(IAF) BRBON 6000

Procedure NA for arrivals at BRBON on V5-513 southbound.

MSA RW35L 25 NM

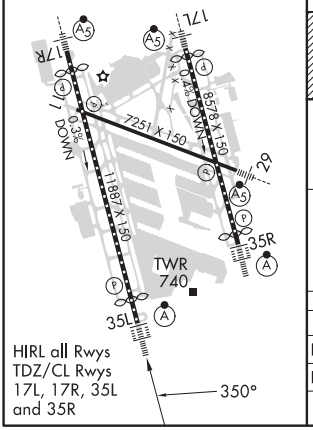
3600

R-3704 A & B

(IF) AWLEE 210K

SEE INSET FOR ROUTING TO AWLEE

ELEV 501 D TDZE 464

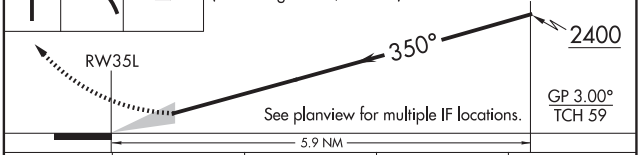


HIRL all Rwys
TDZ/CL Rwys
17L, 17R, 35L
and 35R

350°

1000	4000	DAMEN
↑	↷	△

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
RNP 0.11 DA		769/24	305 (300-½)	
RNP 0.30 DA		897/40	433 (400-¾)	

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

RNAV (RNP) Z RWY 35R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

APP CRS	Rwy Idg	7800
350°	TDZE	479
	Apt Elev	501

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 4500. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

MISSED APCH FIX

4 NM 251° 071° TORAC

RW35R

(IF) MLLEY 6000 210K

5000 197° (3.7)

AYYOU

2400 (8.4)

(IF) TUSCR 6000 210K

4900 137° (5.8)

MSBEA

(FAF) PARCL

350° (5.9)

2400 350° (2.6)

2400 (8.1) UPSCO

3000 350° (3.5)

(IF) PGSUS 210K

4000 350° (3.7)

OHNNA

5000 350° (4.5)

(IAF) MEEKO 6000

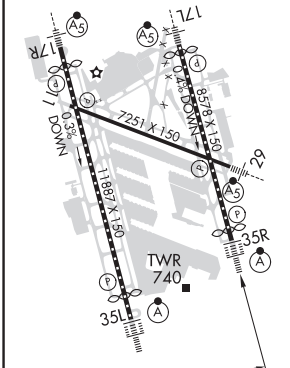
923 770 644± 538 706 1349 1159 840 1350 1067 1177 1254 1304 1376

R-3704A & R-3704B

ELEV 501 D TDZE 479

MSA RW35R 25 NM

3600

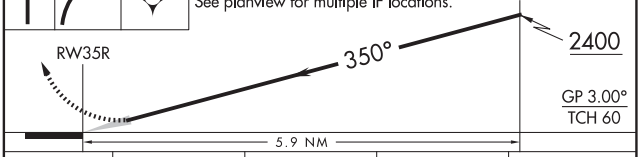


HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

1600 4000 TORAC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.12 DA		792/24	313 (300-½)	
RNP 0.30 DA		892/40	413 (400-¾)	

AUTHORIZATION REQUIRED

LOUISVILLE, KENTUCKY
Amdt 1 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNAV (RNP) Z RWY 35R

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	7800
CH **90101**	**170°**	TDZE	**499**
W17B		Apt Elev	**501**

RNAV (GPS) Y RWY 17L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

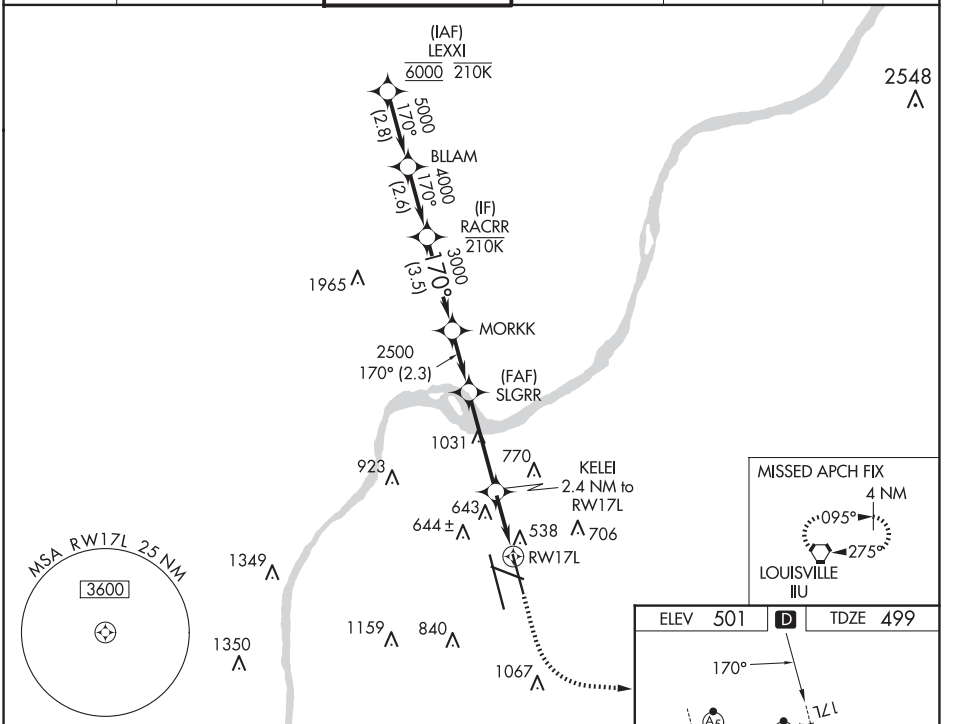
RNP APCH - GPS.

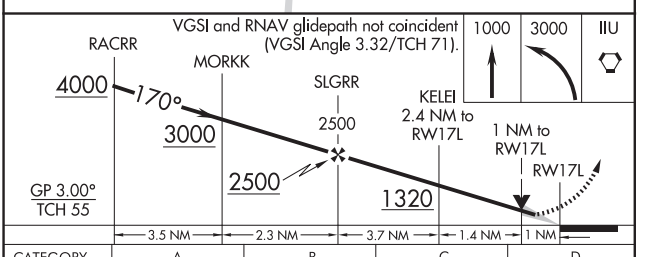
Simultaneous approach authorized. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

MALSR

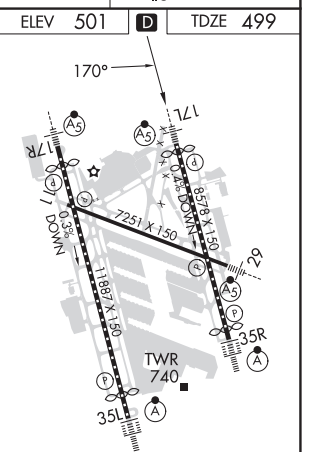
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





CATEGORY	A	B	C	D
LPV DA	699/18	200 (200-½)		
LNAV/VNAV DA	909/40	410 (500-¾)		
LNAV MDA	920/24	421 (500-½)	920/40	421 (500-¾)
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 17R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS CH 57909 W17A	APP CRS 170°	Rwy Idg 10000 / TDZE 485 / Apt Elev 501

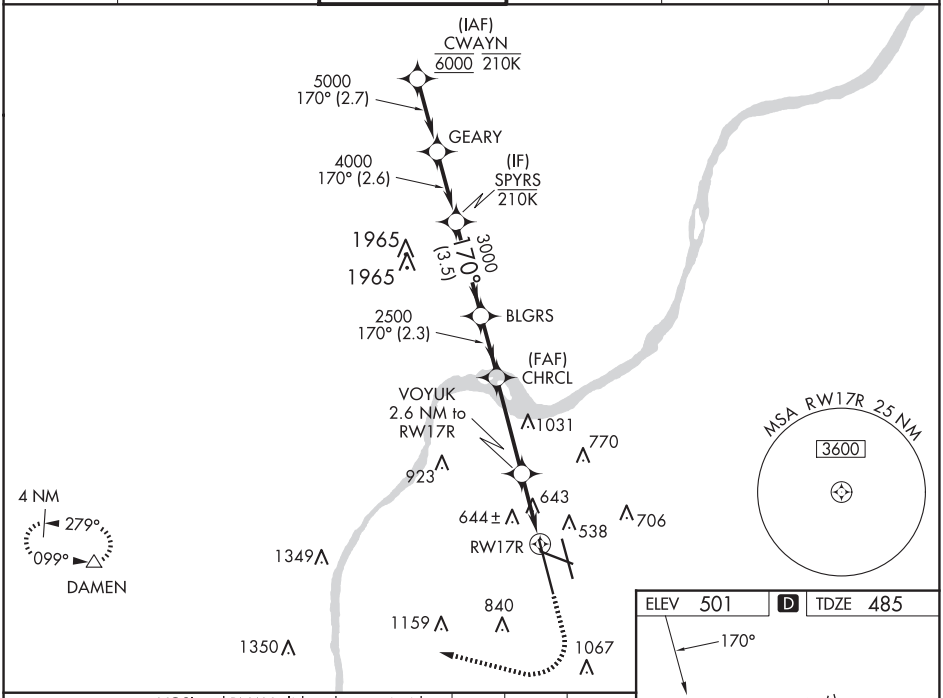
RNP APCH - GPS.

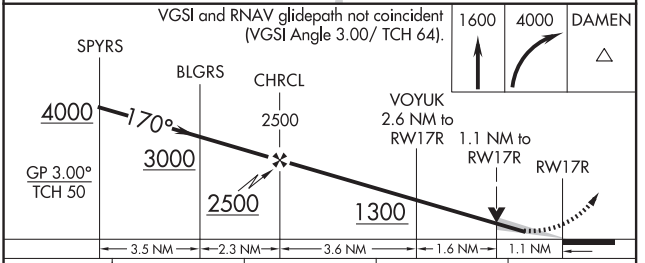
T A Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to RVR 6000.

MALSR (A5)

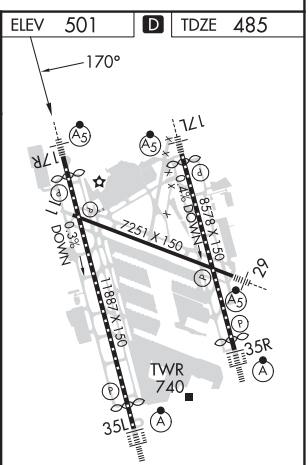
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





CATEGORY	A	B	C	D
LPV DA	685/18	200 (200-½)		
LNAV/VNAV DA	900/40	415 (400-¾)		
LNAV MDA	900/24	415 (400-½)	900/40	415 (400-¾)
C CIRCLING	1040-1	1140-1	1160-1¾	1400-3
	539 (600-1)	639 (700-1)	659 (700-1¾)	899 (900-3)



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS CH 93643 W29A	APP CRS 296°	Rwy Idg 7250 TDZE 480 Apt Elev 501

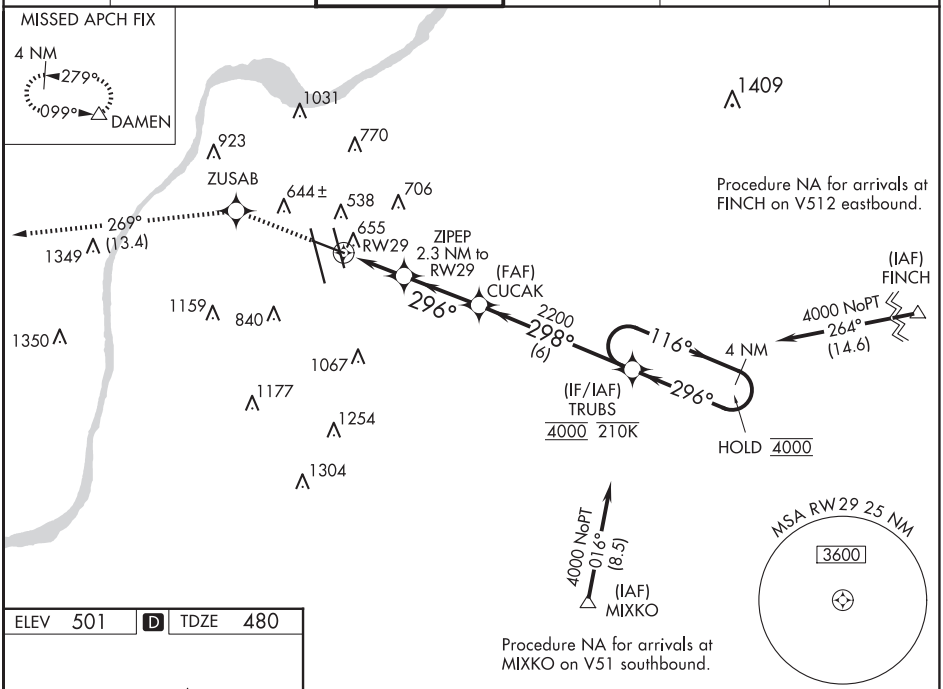
RNP APCH - GPS.

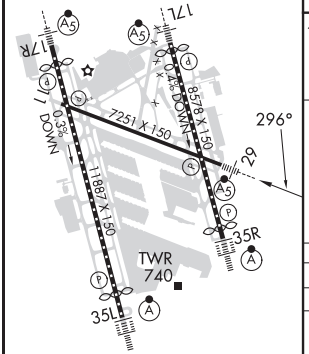
Rwy 29 helicopter visibility reduction below RVR 4000 NA. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats A/B visibility to RVR 5500.

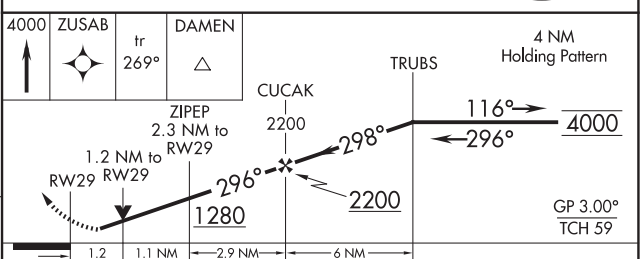
MALSR

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	







CATEGORY	A	B	C	D
LPV DA		761/40	281 (300-¾)	
LNAV/VNAV DA		920/40	440 (500-¾)	
LNAV MDA		920/40	440 (500-¾)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

RNAV (GPS) Y RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS	APP CRS	Rwy ldg	10000
CH 86203	350°	TDZE	464
W35A		Apt Elev	501

RNP APCH - GPS.

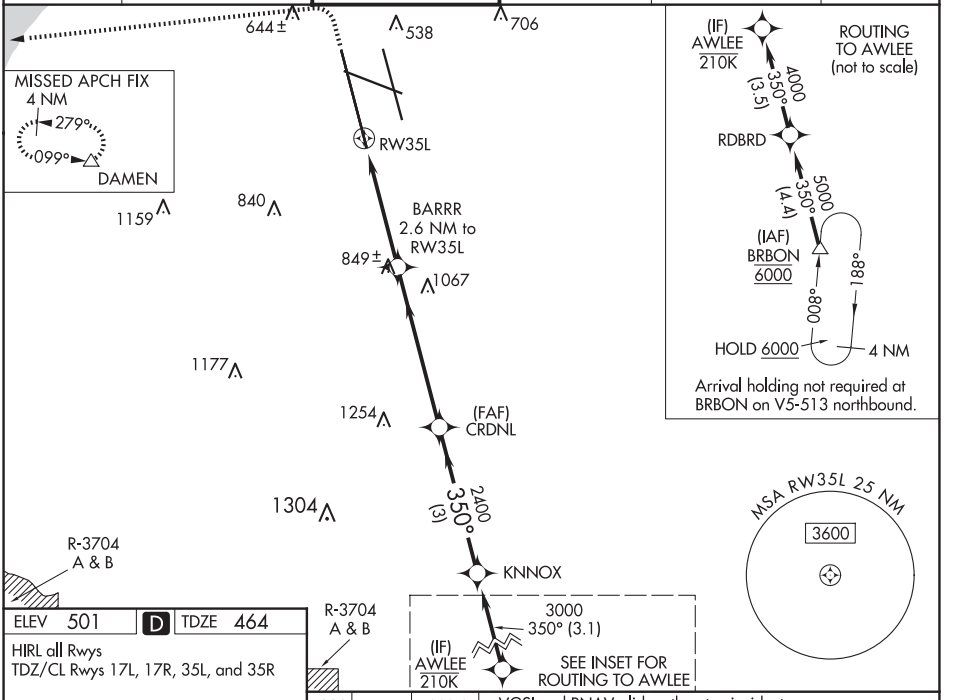
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

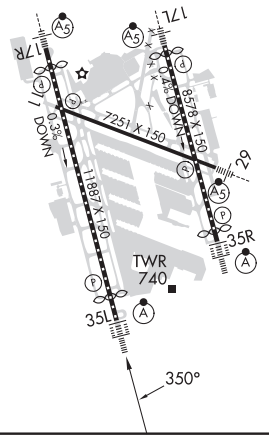
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

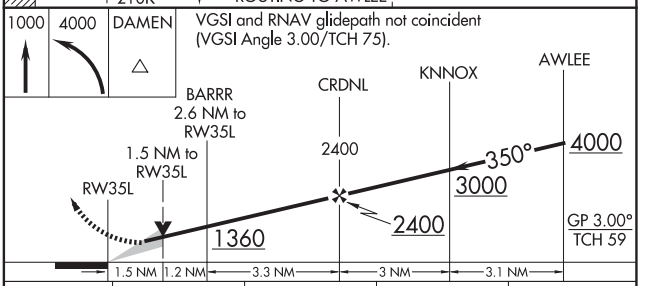


ELEV 501 | D | TDZE 464

HIRL all Rwys

TDZ/CL Rwys 17L, 17R, 35L, and 35R





CATEGORY	A	B	C	D
LPV DA	664/18 200 (200-½)			
LNAV/VNAV DA	901/40 437 (400-¾)			
LNAV MDA	1000/24 536 (500-½)		1000/55 536 (500-1)	
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNAV (GPS) Y RWY 35L

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 35R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS	APP CRS	Rwy Idg	7800
CH 70709	350°	TDZE	479
W35D		Apt Elev	501

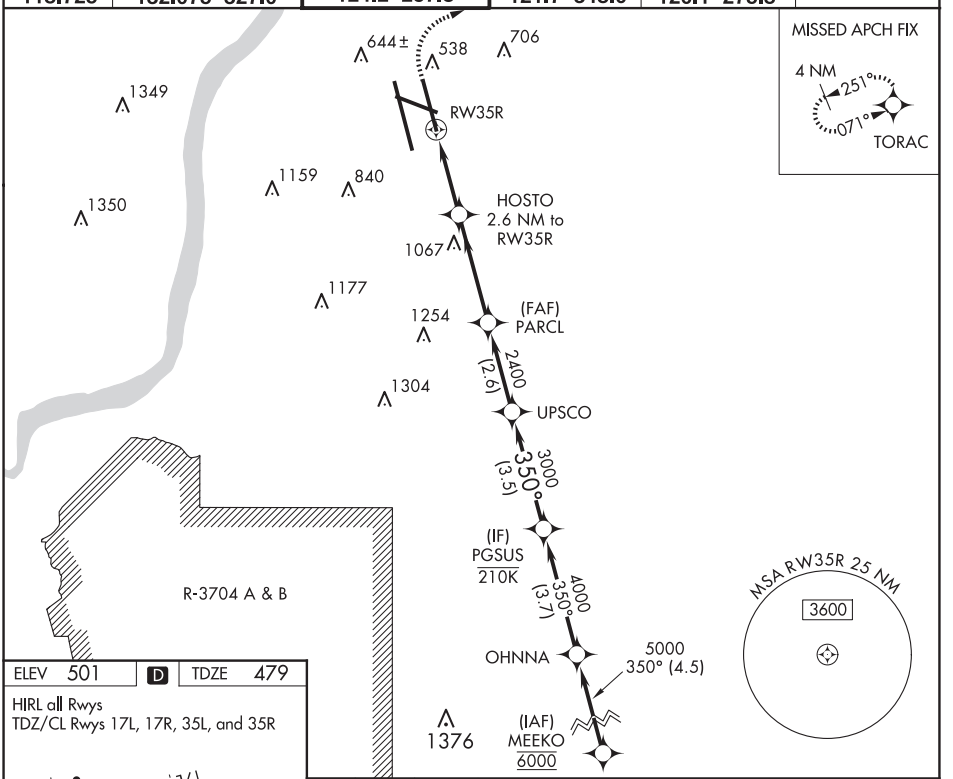
RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

ALSF-2

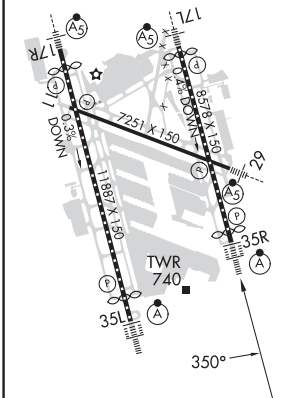
MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

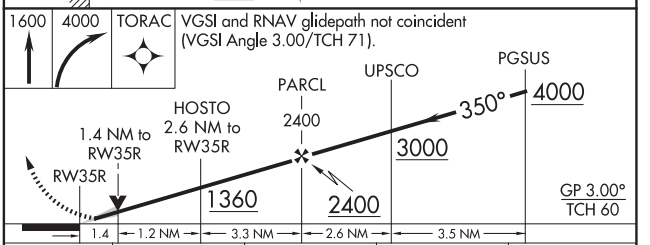
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501	D	TDZE 479

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R





CATEGORY	A	B	C	D
LPV DA	679/18 200 (200-½)			
LNAV/VNAV DA	901/40 422 (400-¾)			
LNAV MDA	1000/24 521 (500-½)		1000/55 521 (500-1)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOUISVILLE, KENTUCKY

AL-239 (FAA)

24361

LOC RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC I-LKS	APP CRS	Rwy Idg	7250
109.1	297°	TDZE	480
		Apt Elev	501

RADAR required. ADF or DME required.

Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-29 visibility Cats A/B to RVR 5500 and Cats C/D to 1⅝ SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 heading 268° and on IIU VORTAC R-279 to DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

MISSED APCH FIX

114.8 IIU R-279 Chan 95

279°

099°

DAMEN IIU 24.5

1965

1965

MSA LK 25 NM

3600

LOCALIZER 109.1

I-LKS

LOC offset 1.05°

1031

923

770

644±

538

706

LOM/IAF

LAANG

414 LK

1349

(CFCCG)

HOLD 4900 2300

117°

1 min

297°

2000

297° (6.6)

R-279

840

1159

1350

1067

R-089

(IAF)

RONNE

RADAR

BETHY

IIU 17.8

2400

079°

(15.7)

1177

1254

(IF)

TRUBS

IIU 3.4

4000 210K

LOUISVILLE

114.8 IIU

Chan 95

1304

Procedure NA for arrivals at BETHY on V4 westbound.

4000 NoPT to TRUBS 252° (1.2) and 297° (4.7)

ELEV 501 D TDZE 480

17L

17R

35L

35R

11

29

7251 X 150

8578 X 150

11887 X 150

0.3% DOWN

0.4% DOWN

297°

TWR

740

R-3704 A & B

HIRL all Rwys

TDZ/CL Rwys 17L, 17R, 35L, and 35R

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

1100

4000

hdg 268°

IIU R-279

DAMEN

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 56).

LAANG LK LOM

One Minute Holding Pattern

117°

4900 2300

297°

(CFCCG)

297°

2000

3.00°

TCH 56

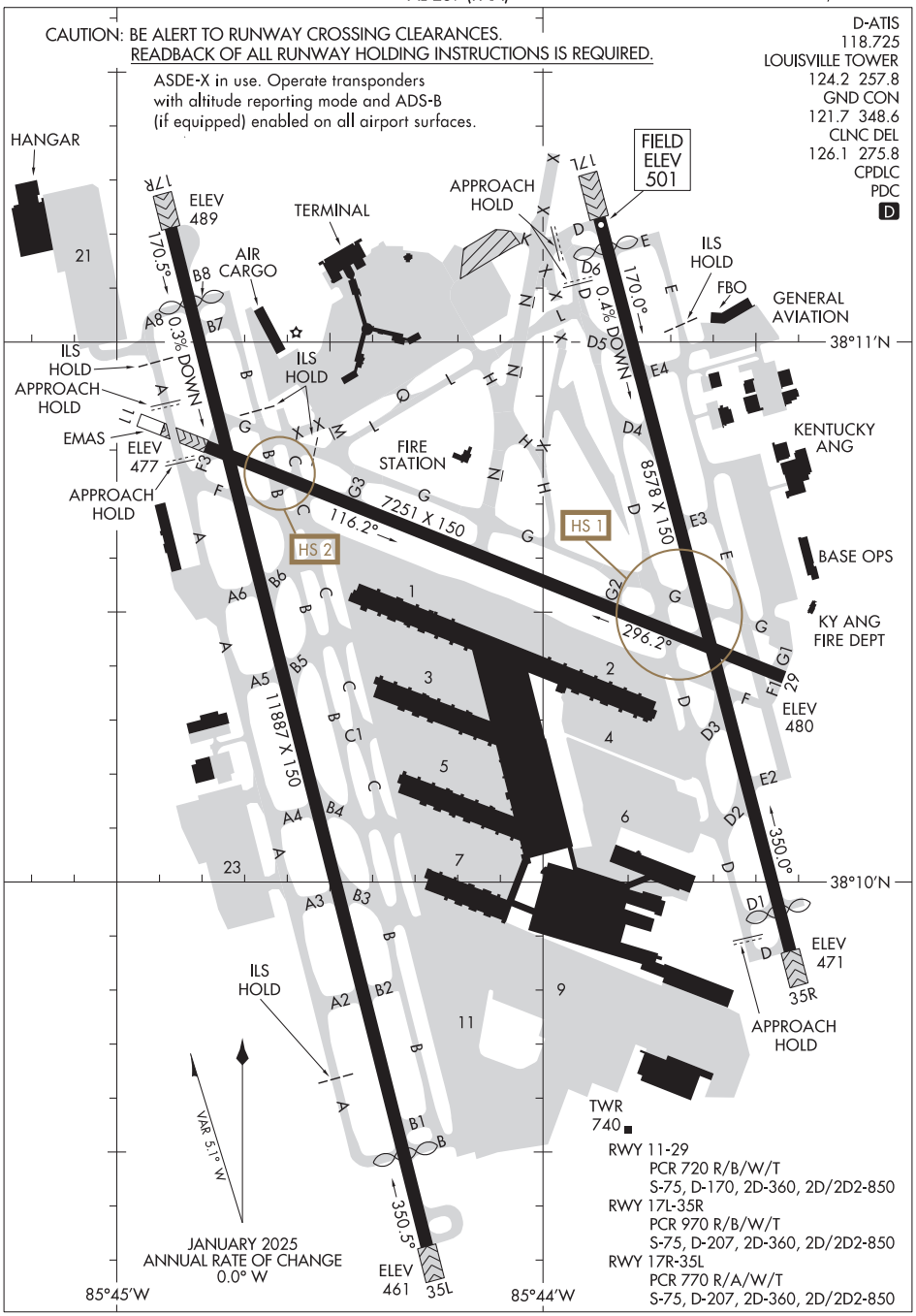
0.5

4.1 NM

CATEGORY	A	B	C	D
S-29	1060/40	580 (600-¾)	1060-1¼	580 (600-1¼)
C CIRCLING	1060-1 559 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

(EEVAA1.EEVAA) 24193

LOUISVILLE MUHAMMAD ALI INTL (SDF)

EEVAA ONE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

SE-1, 12 JUN 2025 to 07 AUG 2025

EEVAA ONE DEPARTURE (RNAV)

(EEVAA1.EEVAA) 11JUL24

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

EEVAA ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to ROARY, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 096° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to cross FEEBE at or above 8000, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 062° to BUDDR, then on track 117° to FLEYE, then on track 150° to cross KOBEZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBEZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

... then on transition, maintain 13000. Expect filed altitutde 10 minutes after departure.

SHIPR TRANSITION (EEVAA1.SHIPR)

SE-1, 12 JUN 2025 to 07 AUG 2025

GTGON ONE DEPARTURE (RNAV)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 259° to GTGON, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence . . . .

. . . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

TERGE TRANSITION (GTGON1.TERGE)

(HIDEY1.HIDEY) 24193 AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

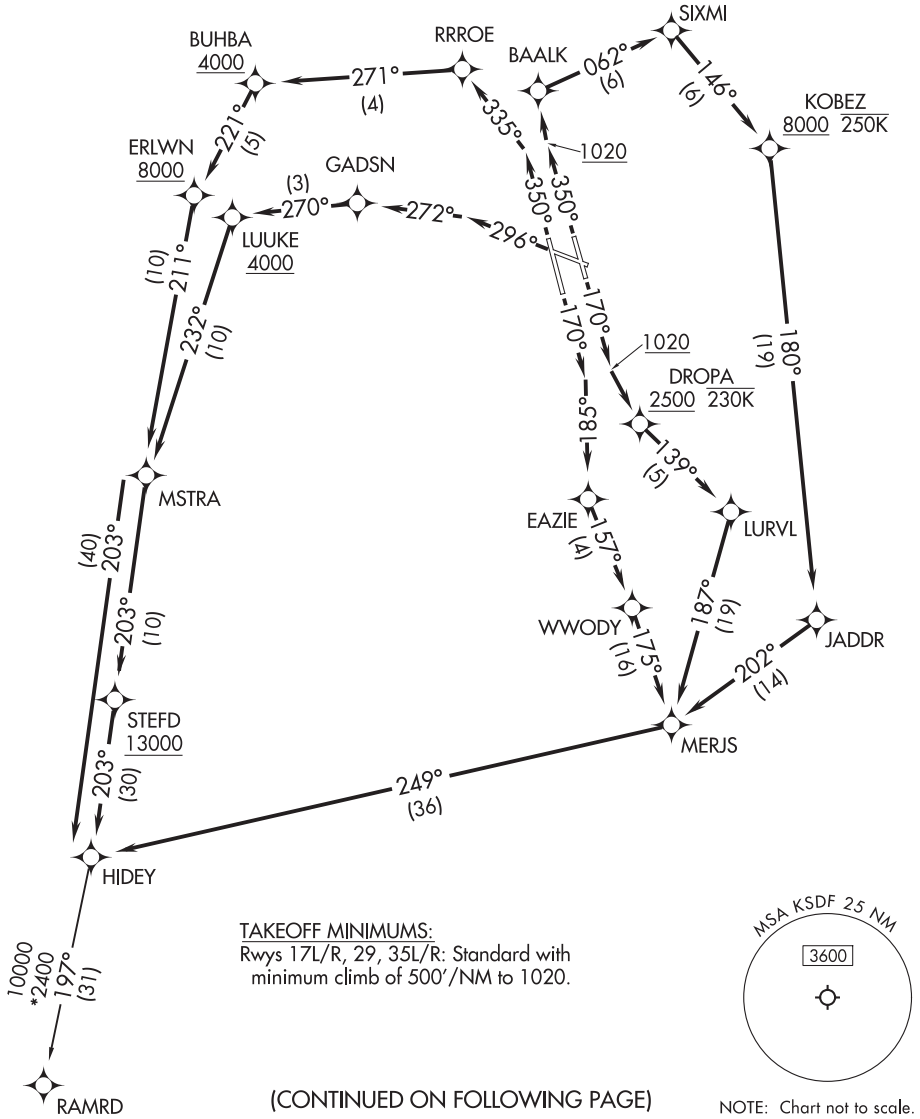
HIDEY ONE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 13000



TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500'/NM to 1020.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 187° to MERJS, then on track 249° to HIDEY, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 175° to MERJS, then on track 249° to HIDEY, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 232° to MSTRA, then on track 203° to cross STEFD at or above 13000, then on track 203° to HIDEY, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 211° to MSTRA, then on track 203° to HIDEY, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBEZ at or above 8000 and at or below 250K, then on track 180° to JADDR, then on track 202° to MERJS, then on track 249° to HIDEY, thence . . . .

. . . . then on transition. Maintain 13000, expect filed altitude 10 minutes after departure.

RAMRD TRANSITION (HIDEY1.RAMRD)

LLIZY ONE DEPARTURE (RNAV)

(LLIZY1.LLIZY) 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 13000

N

DAAVE
10000
*2100
284°
(110)
GUMMI
4000
*2200
271°
(11)
LLIZY
(26)
268°
ERLWN
8000
(5)
221°
BUHBA
4000
(5)
268°
SLATY
2500 230K
(3)
325°
BAALK
1020
271°
(4)
RRROE
335°
350°
350°
1020
272°
(29)
LUUKE
GADSN
272°
270°
(3)
296°
170°
170°
1020
289°
(23)
MSTRA
10000
270°
(7)
ONMEE
(6)
281°
DUNNZ
4000
185°
260°
(5)
DROPA
2500 230K
291°
(4)
(5)
275°
REECE
4000
WININ
2500 230K

TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500'/NM to 1020.

MSA SDF 25 NM
3600

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LLIZY ONE DEPARTURE (RNAV)
(LLIZY1.LLIZY) 24221
LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 270° to cross MSTRA at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 270° to cross MSTRA at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 272° to LLIZY, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

. . . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

DAAVE TRANSITION (LLIZY1.DAAVE)

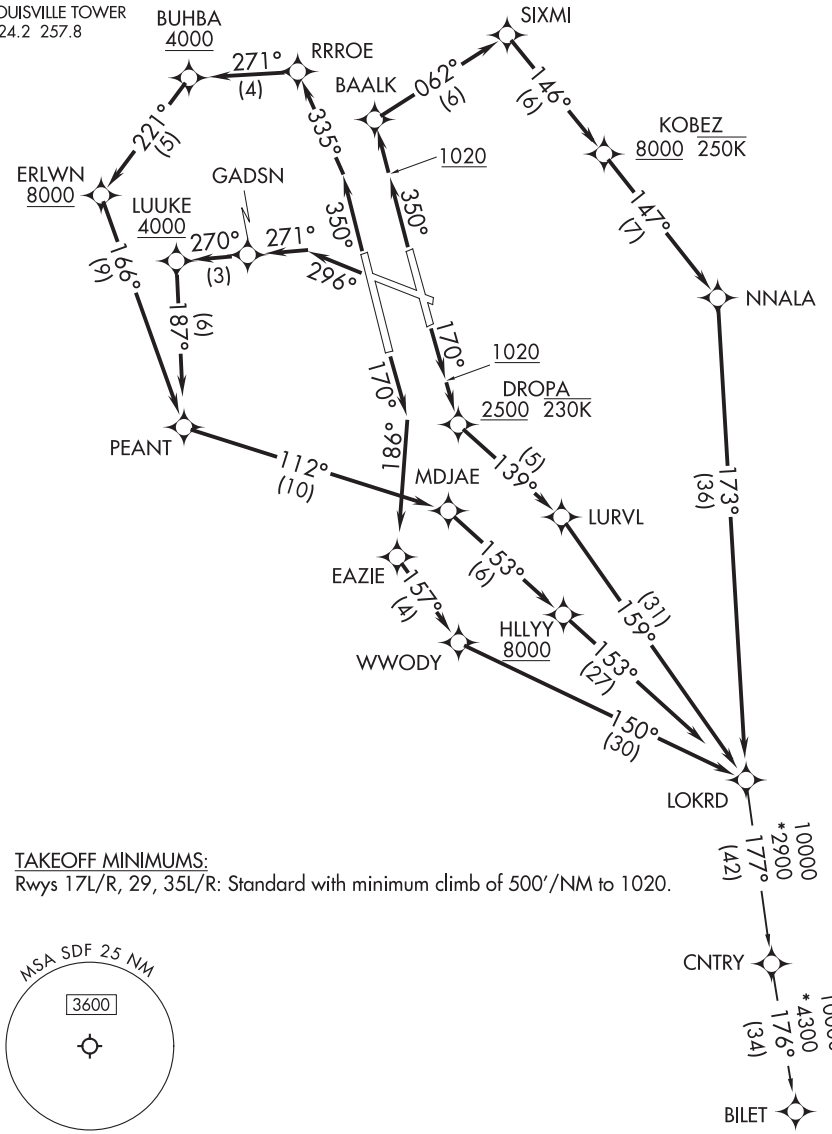
SE-1, 12 JUN 2025 to 07 AUG 2025

LOKRD ONE DEPARTURE (RNAV)

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 13000



TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500'/NM to 1020.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 159° to LOKRD, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to EAZIE, then on track 157° to WWODY, then on track 150° to LOKRD, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 166° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBEZ at or above 8000 and at or below 250K, then on track 147° to NNALA, then on track 173° to LOKRD, thence ...

... then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

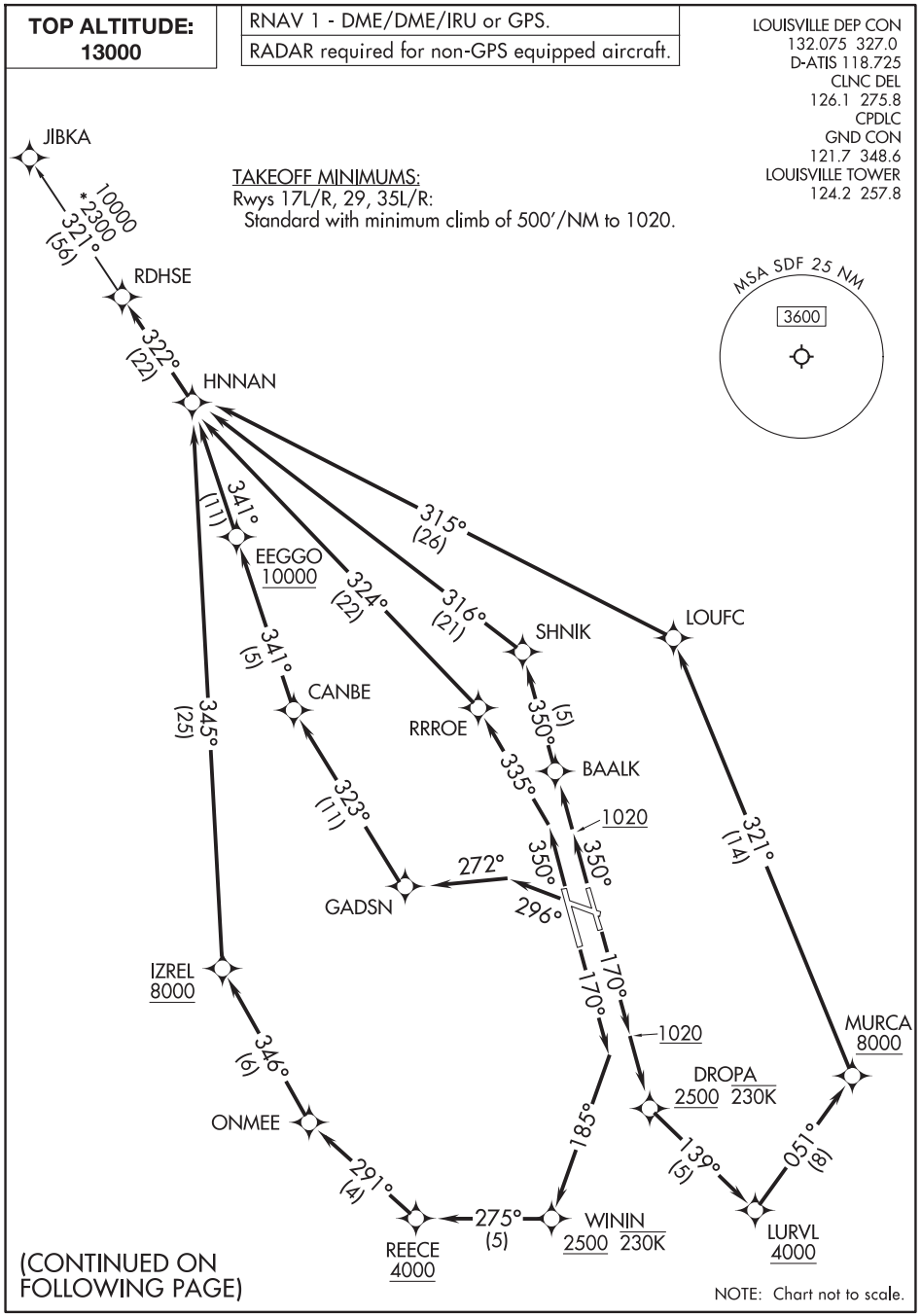
BILET TRANSITION (LOKRD1.BILET):

SE-1, 12 JUN 2025 to 07 AUG 2025

(RDHSE1.RDHSE) 24193 AL-239 (FAA)

RDHSE ONE DEPARTURE (RNAV)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY



SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 321° to LOUFC, then on track 315° to HNNAN, thence ...
TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 345° to HNNAN, thence ...
TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 323° to CANBE, then on track 341° to cross EEGGO at or above 10000, then on track 341° to HNNAN, thence ...
TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 324° to HNNAN, thence ...
TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 316° to HNNAN, thence ...

... then on track 322° to RDHSE. Then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

JIBKA TRANSITION (RDHSE1.JIBKA):

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SPILR ONE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

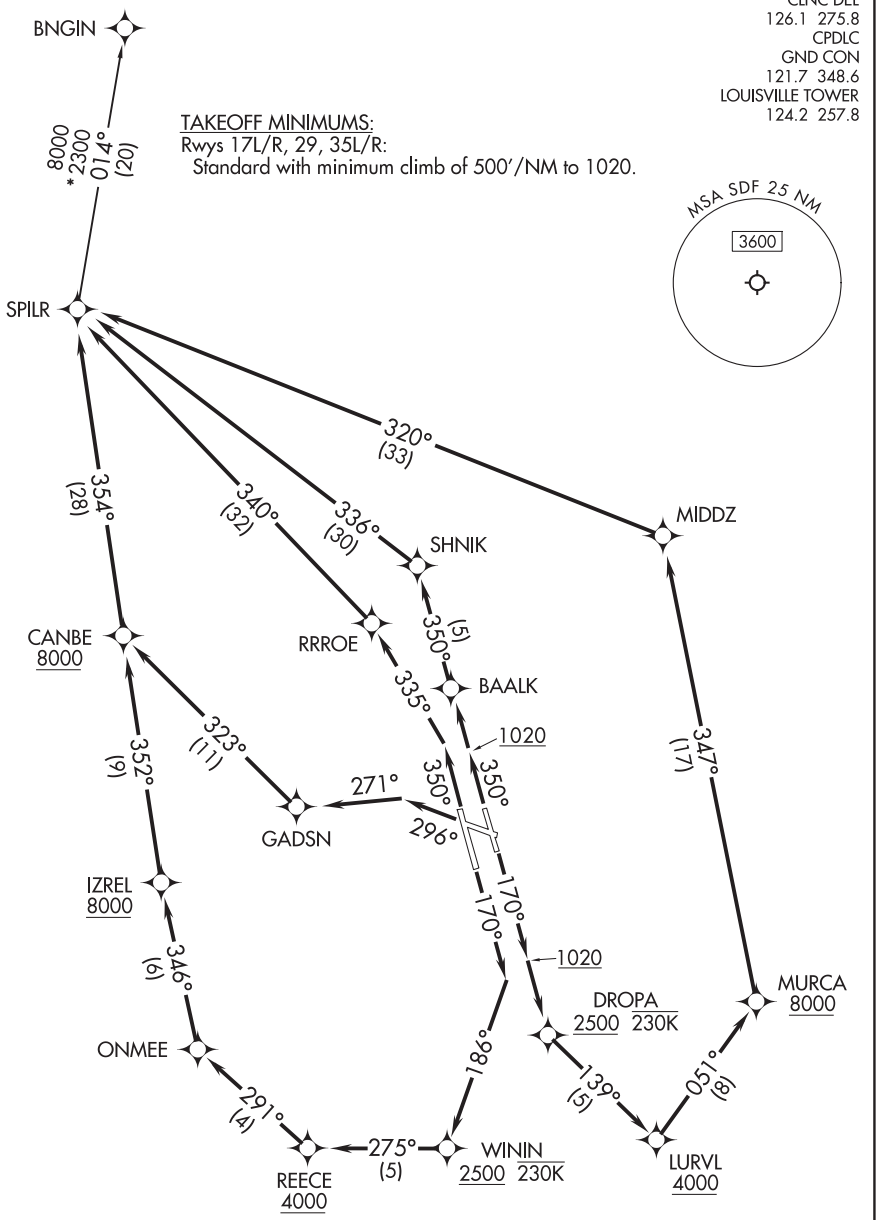
TOP ALTITUDE: 13000

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R:
Standard with minimum climb of 500'/NM to 1020.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 347° to MIDDZ, then on track 320° to SPILR, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 352° to cross CANBE at or above 8000, then on track 354° to SPILR, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 323° to cross CANBE at or above 8000, then on track 354° to SPILR, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 340° to SPILR, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 336° to SPILR, thence . . . .

. . . . then on transition. Maintain 13000. Expect file altitude 10 minutes after departure.

BNGIN TRANSITION (SPILR1.BNGIN)

RNAV (GPS) RWY 5

MADISONVILLE RGNL (2I0)

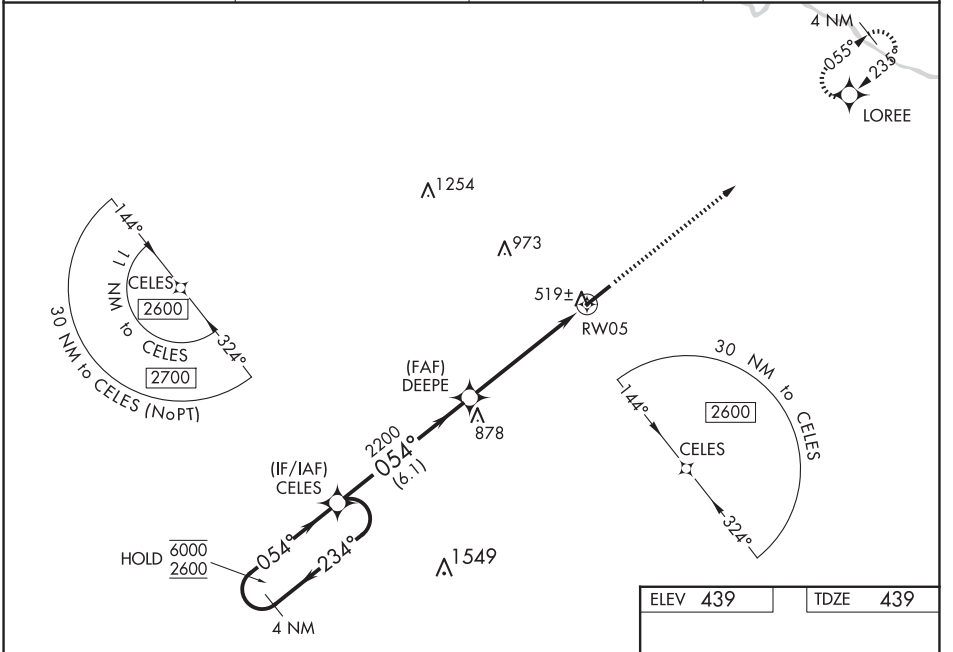
WAAS	APP CRS	Rwy Idg	6051
CH 82512	054°	TDZE	439
W05A		Apt Elev	439

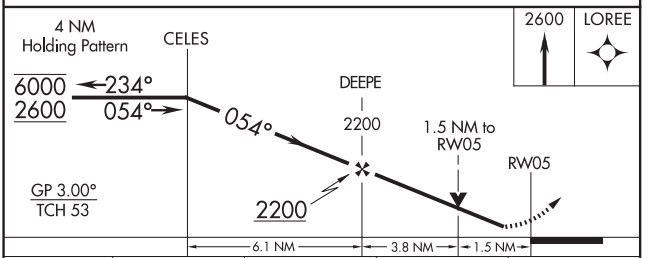
RNP APCH - GPS.

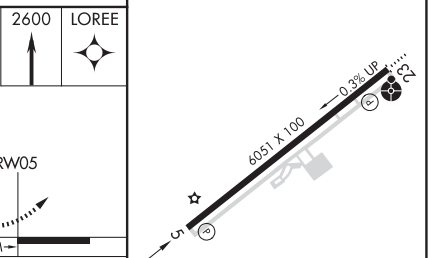
T A Baro-VNAV and VDP NA when using EVV altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use EVV altimeter setting and increase LPV DA to 788 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 818 feet and all visibilities ⅛ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2600 direct LOREE and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	124.025 290.9	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	689-¾	250 (300-¾)		
LNAV/VNAV DA	719-⅞	280 (300-⅞)		
LNAV MDA	980-1	541 (600-1)	980-1⅝	541 (600-1⅝)
C CIRCLING	980-1	541 (600-1)	980-1⅝ 541 (600-1⅝)	1340-3 901 (1000-3)

HIRL Rwy 5-23 L
REIL Rwy 5 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

MADISONVILLE RGNL (2I0)

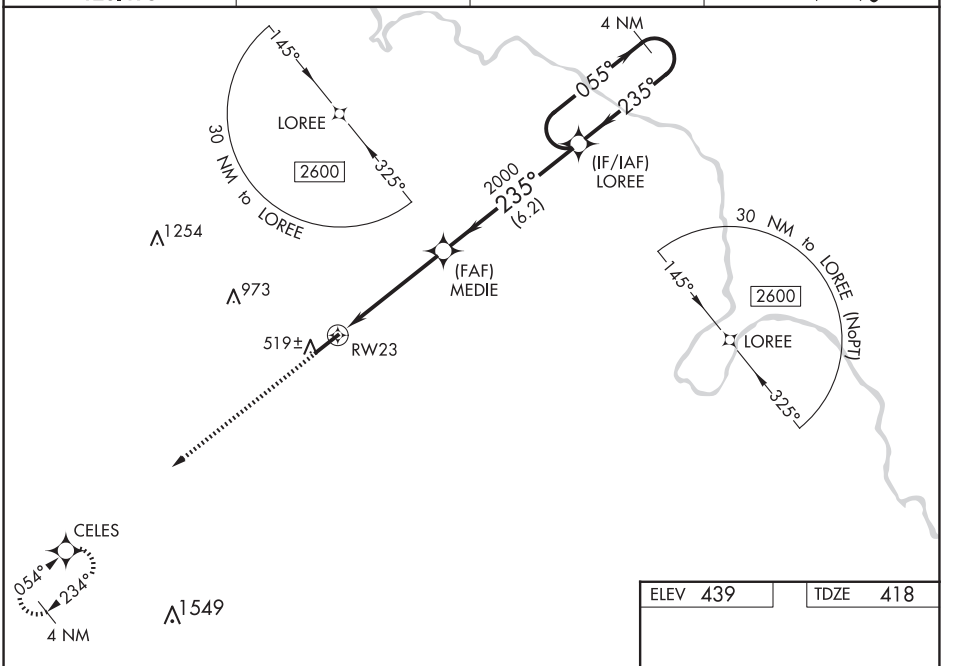
WAAS	APP CRS	Rwy Idg	6051
CH 77911	235°	TDZE	418
W23A		Apt Elev	439

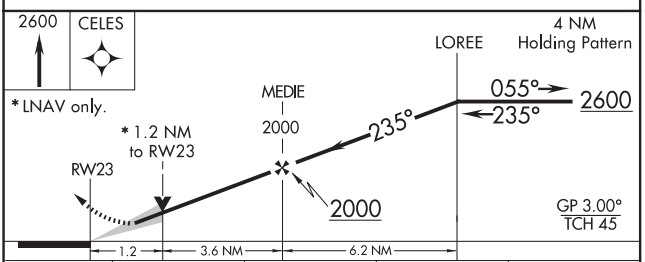
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities ¼ SM, LNAV/VNAV DA to 829 feet and all visibilities ⅜ SM, increase all MDA 100 feet and LNAV Cats C/D visibility ⅛ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅛ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ SM.

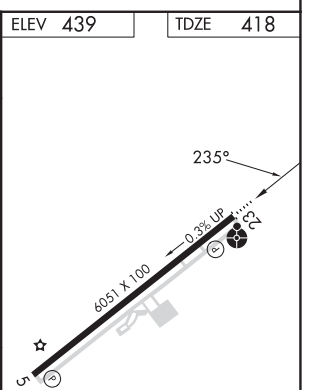
ODALS

MISSED APPROACH: Climb to 2600 direct CELES and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	124.025 290.9	120.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	674-¾	256 (300-¾)		
LNAV/VNAV DA	730-⅞	312 (300-⅞)		
LNAV MDA	840-¾	422 (500-¾)	840-1⅛	422 (500-1⅛)
C CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	920-1½ 481 (500-1½)	1340-3 901 (1000-3)

HIRL Rwy 5-23 L
REIL Rwy 5 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MADISONVILLE, TENNESSEE AL-6209 (FAA) 25107

WAAS	APP CRS	Rwy Idg	3643
CH 99531	048°	TDZE	1031
W05A		Apt Elev	1031

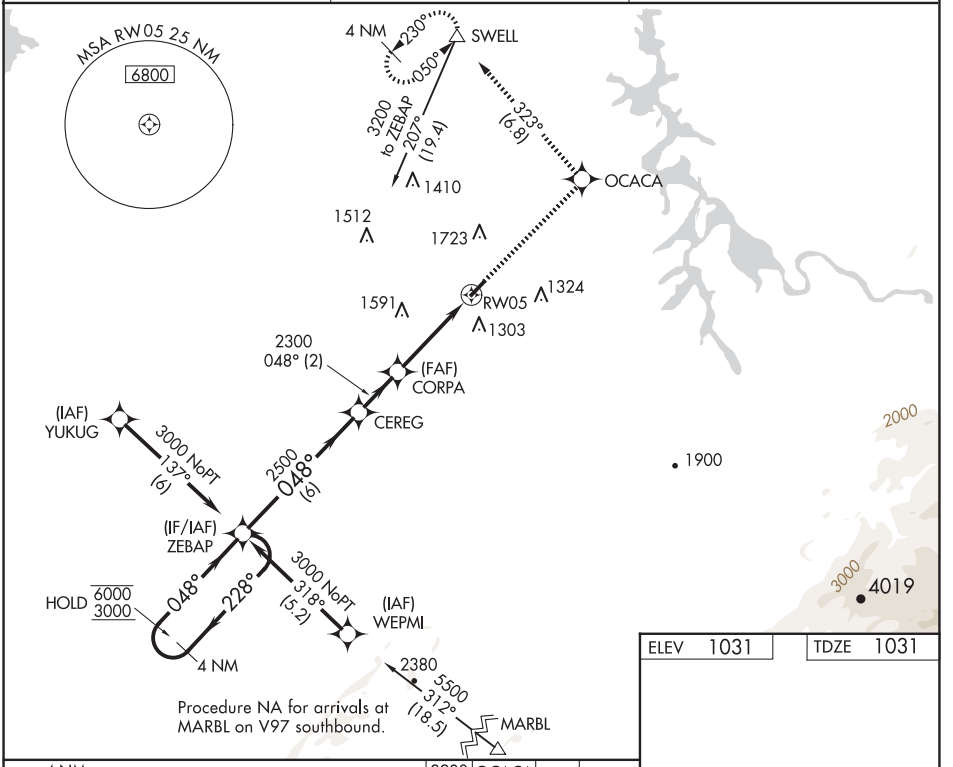
RNAV (GPS) RWY 5
MONROE COUNTY (MNV)

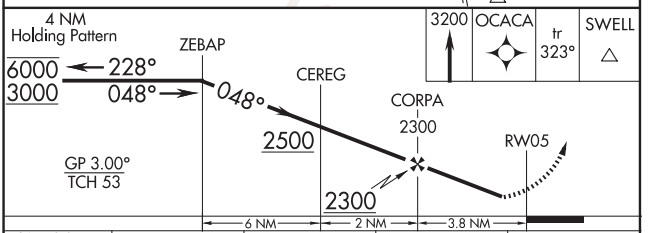
RNP APCH - GPS.

Circling NA NW of Rwy 5-23. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

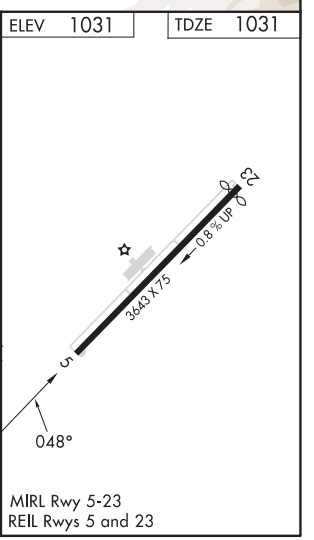
MISSED APPROACH: Climb to 3200 direct OCACA and on track 323° to SWELL and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1395-1	364 (400-1)		NA
LNAV/VNAV DA	1538-1⅜	507 (600-1⅜)		NA
LNAV MDA	1680-1	649 (700-1)	1680-1⅞ 649 (700-1⅞)	NA
C CIRCLING	1680-1	649 (700-1)	1680-1⅞ 649 (700-1⅞)	NA



MADISONVILLE, TENNESSEE
Amdt 2D 29DEC22

35°33'N-84°23'W

MONROE COUNTY (MNV)
RNAV (GPS) RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

MONROE COUNTY (MNV)

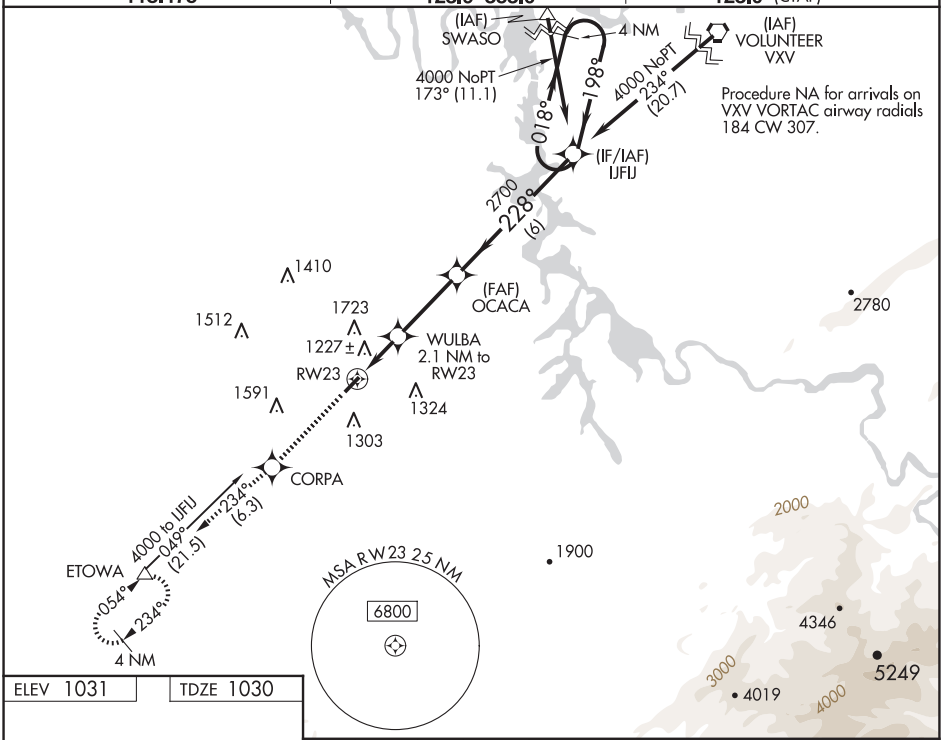
WAAS	APP CRS	Rwy Idg	3503
CH 72831	228°	TDZE	1030
W23A		Apt Elev	1031

RNP APCH - GPS.

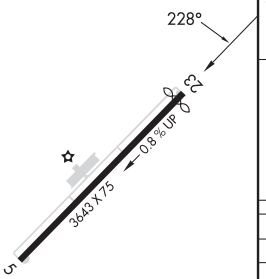
T ANA Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA NW of Rwy 5-23. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Rwy 23 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CORPA on track 234° to ETOWA and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)

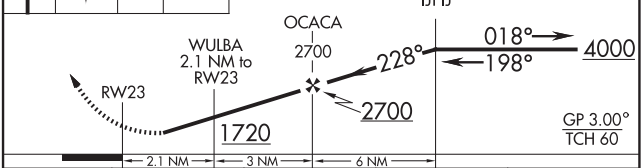


ELEV 1031	TDZE 1030



MIRL Rwy 5-23
REIL Rwys 5 and 23

3000	CORPA	tr 234°	ETOWA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).	4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1376-1⅛ 346 (400-1⅛)			NA
LNAV/VNAV DA	1548-1¾ 518 (600-1¾)			NA
LNAV MDA	1480-1 450 (500-1)		1480-1⅜ 450 (500-1⅜)	NA
CIRCLING	1620-1 589 (600-1)		1640-1¾ 609 (700-1¾)	NA

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5001
CH 90531	068°	TDZE	653
W07A		Apt Elev	653

RNAV (GPS) RWY 7

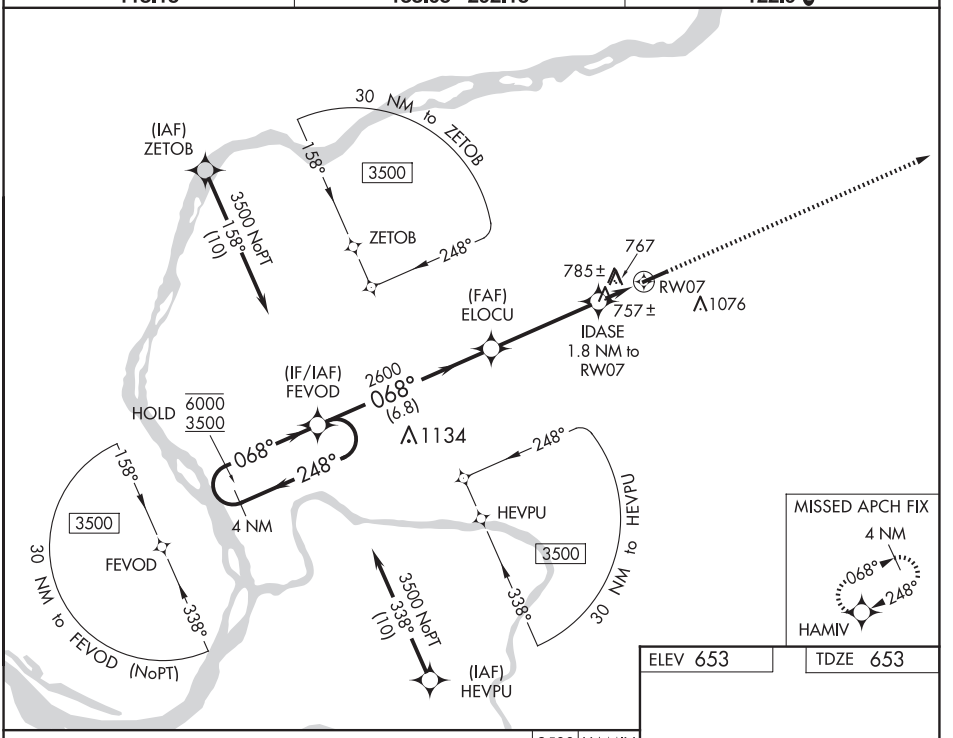
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

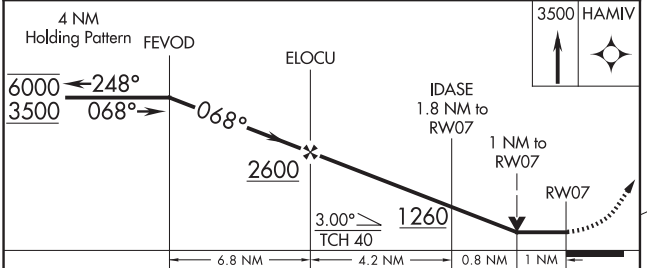
RNP APCH - GPS.

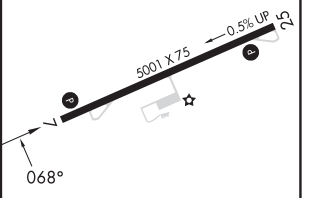
T A Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

AWOS-3P	MEMPHIS CENTER	CTAF
118.15	133.65 292.15	122.9 L







CATEGORY	A	B	C	D
LP MDA	1020-1 367 (400-1)			
LNAV MDA	1040-1 387 (400-1)		1040-1⅛ 387 (400-1⅛)	
C CIRCLING	1160-1 507 (600-1)	1360-1 707 (800-1)	1380-2 727 (800-2)	1380-2¼ 727 (800-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5001
CH 86631	248°	TDZE	643
W25A		Apt Elev	653

RNAV (GPS) RWY 25

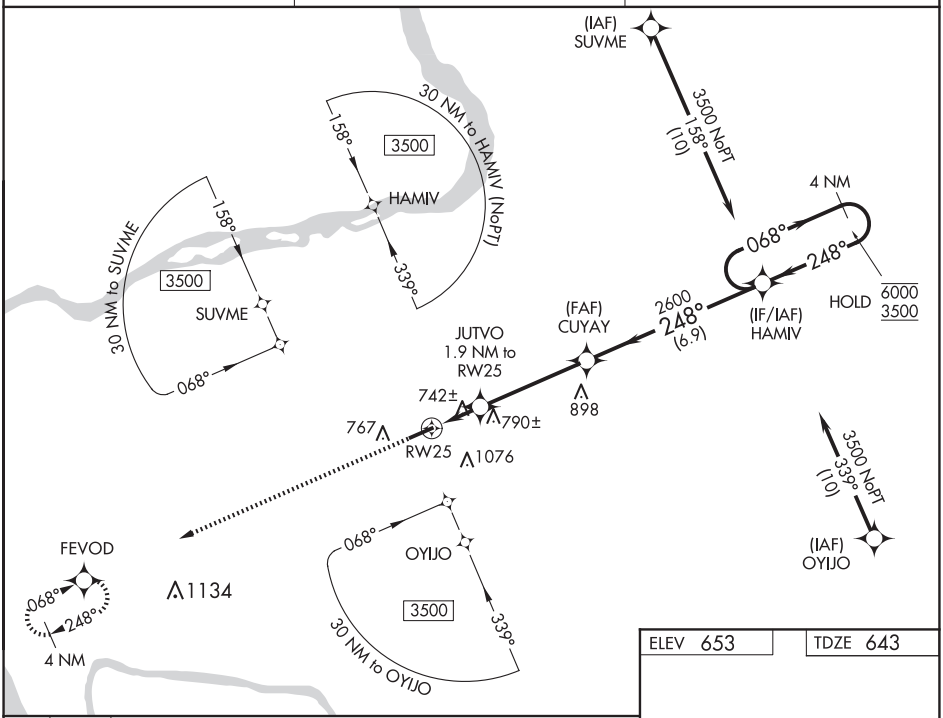
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

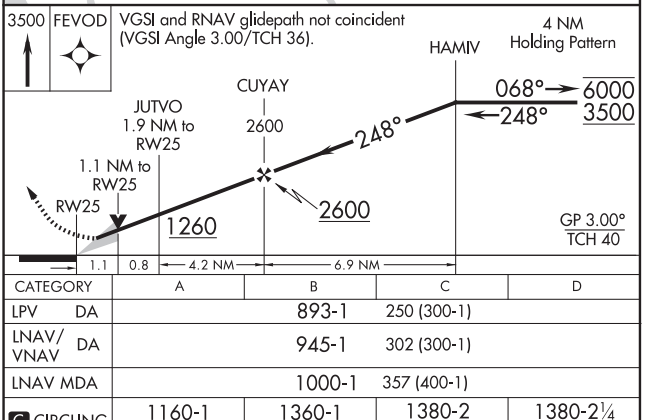
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

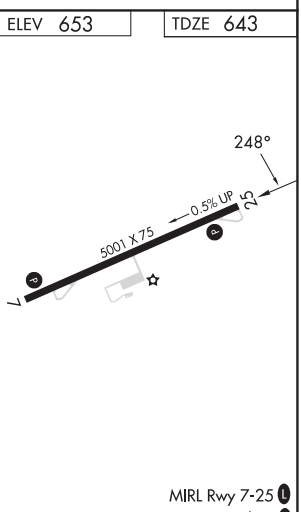
MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

AWOS-3P	MEMPHIS CENTER	CTAF
118.15	133.65 292.15	122.9 L





CATEGORY	A	B	C	D
LPV DA		893-1	250 (300-1)	
LNAV/VNAV DA		945-1	302 (300-1)	
LNAV MDA		1000-1	357 (400-1)	
C CIRCLING	1160-1 507 (600-1)	1360-1 707 (800-1)	1380-2 727 (800-2)	1380-2¼ 727 (800-2¼)



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MAYFIELD, KENTUCKY AL-6223 (FAA) 22195

RNAV (GPS) RWY 19

MAYFIELD GRAVES COUNTY (M25)

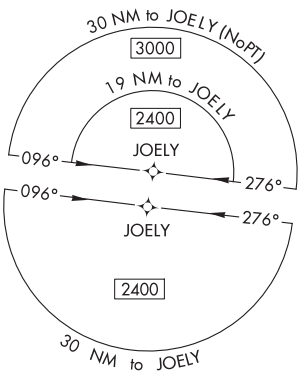
WAAS	APP CRS	Rwy Idg	5002
CH 58332	186°	TDZE	522
W19A		Apt Elev	522

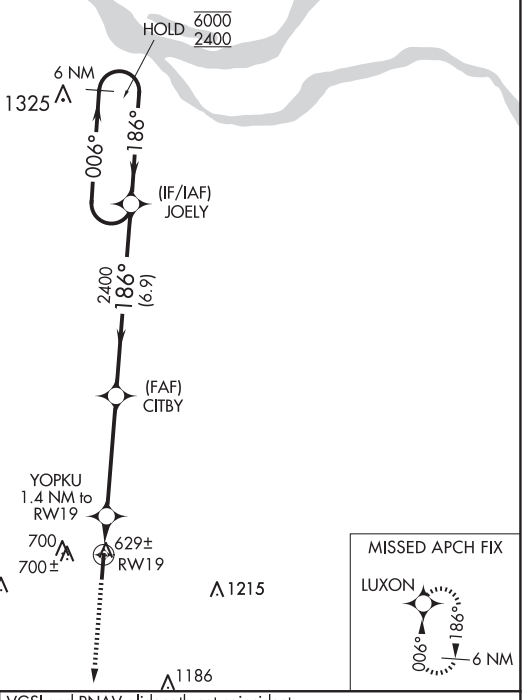
RNP APCH - GPS.

Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paducah altimeter setting: increase LPV DA to 833 feet, LNAV/VNAV DA to 977 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

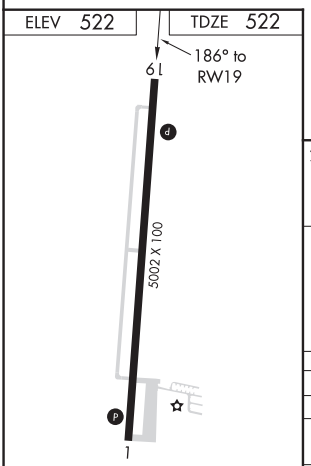
MISSED APPROACH: Climb to 2300 direct LUXON and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L

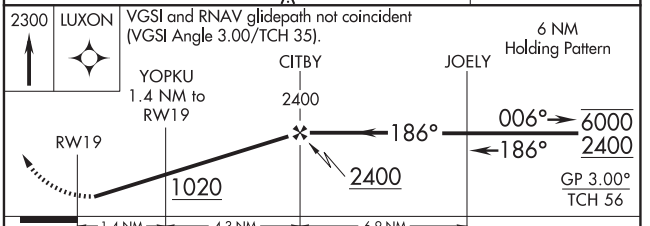




MISSED APCH FIX



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



CATEGORY	A	B	C	D
LPV DA	772-1 250 (300-1)			
LNAV/VNAV DA	916-1⅛ 394 (400-1⅛)			
LNAV MDA	880-1 358 (400-1)			
C CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 1

MAYFIELD GRAVES COUNTY (M25)

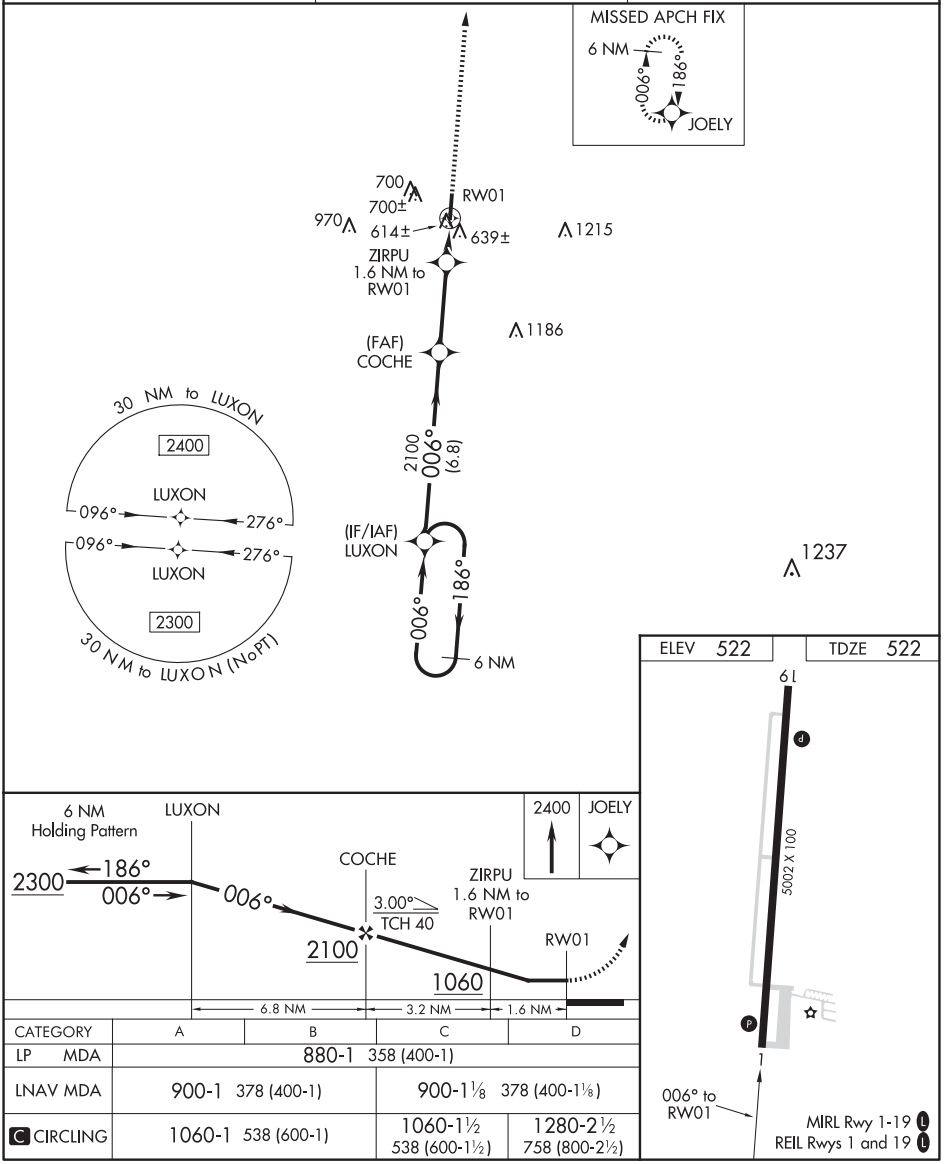
WAAS	APP CRS	Rwy Idg	5002
CH 78432	006°	TDZE	522
W01B		Apt Elev	522

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ⅜ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	880-1 358 (400-1)			
LNAV MDA	900-1 378 (400-1)		900-1⅛ 378 (400-1⅛)	
C CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MAYFIELD, KENTUCKY AL-6223 (FAA) 22195

RNAV (GPS) Z RWY 1

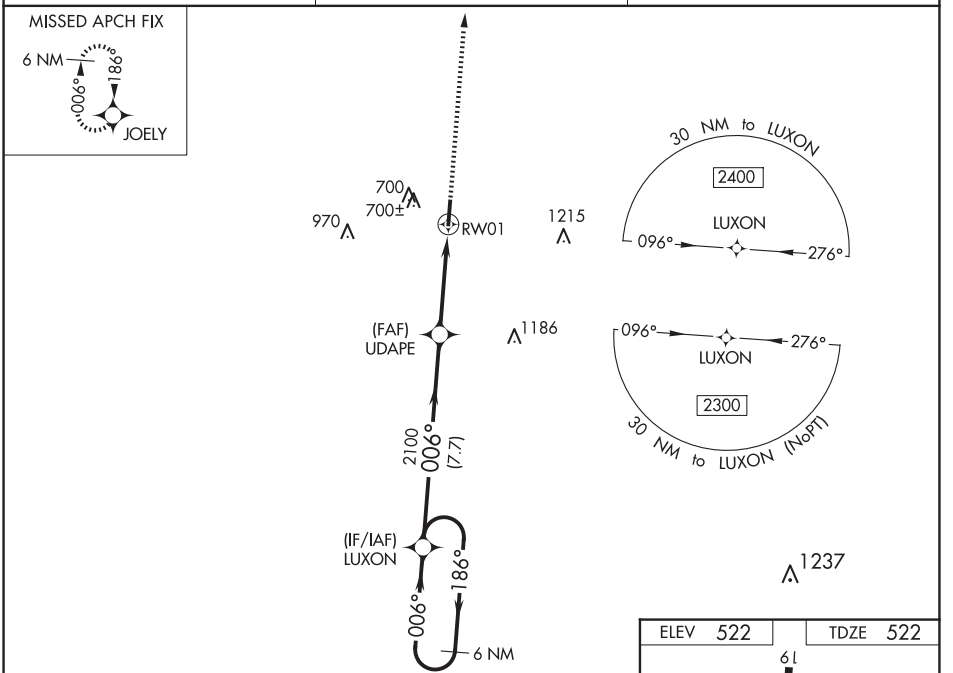
MAYFIELD GRAVES COUNTY (M25)

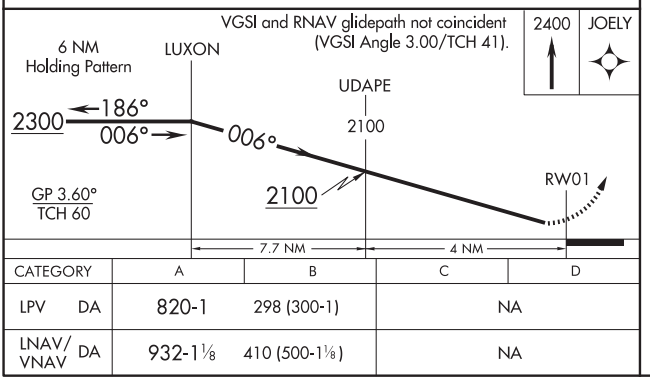
WAAS	APP CRS	Rwy Idg	5002
CH 40034	006°	TDZE	522
W01A		Apt Elev	522

NA Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

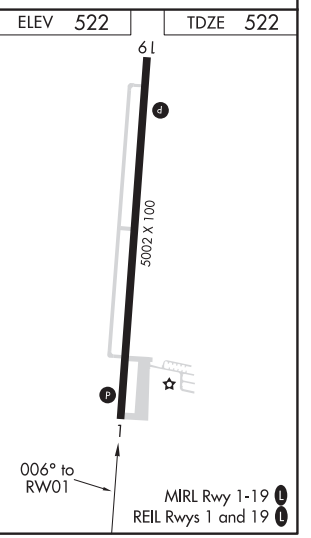
MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L





CATEGORY		A	B	C	D
LPV	DA	820-1	298 (300-1)	NA	
LNAV/VNAV	DA	932-1⅛	410 (500-1⅛)	NA	



MAYFIELD, KENTUCKY
Orig-A 17AUG17

36°46'N-88°35'W

MAYFIELD GRAVES COUNTY (M25)

RNAV (GPS) Z RWY 1

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME-A

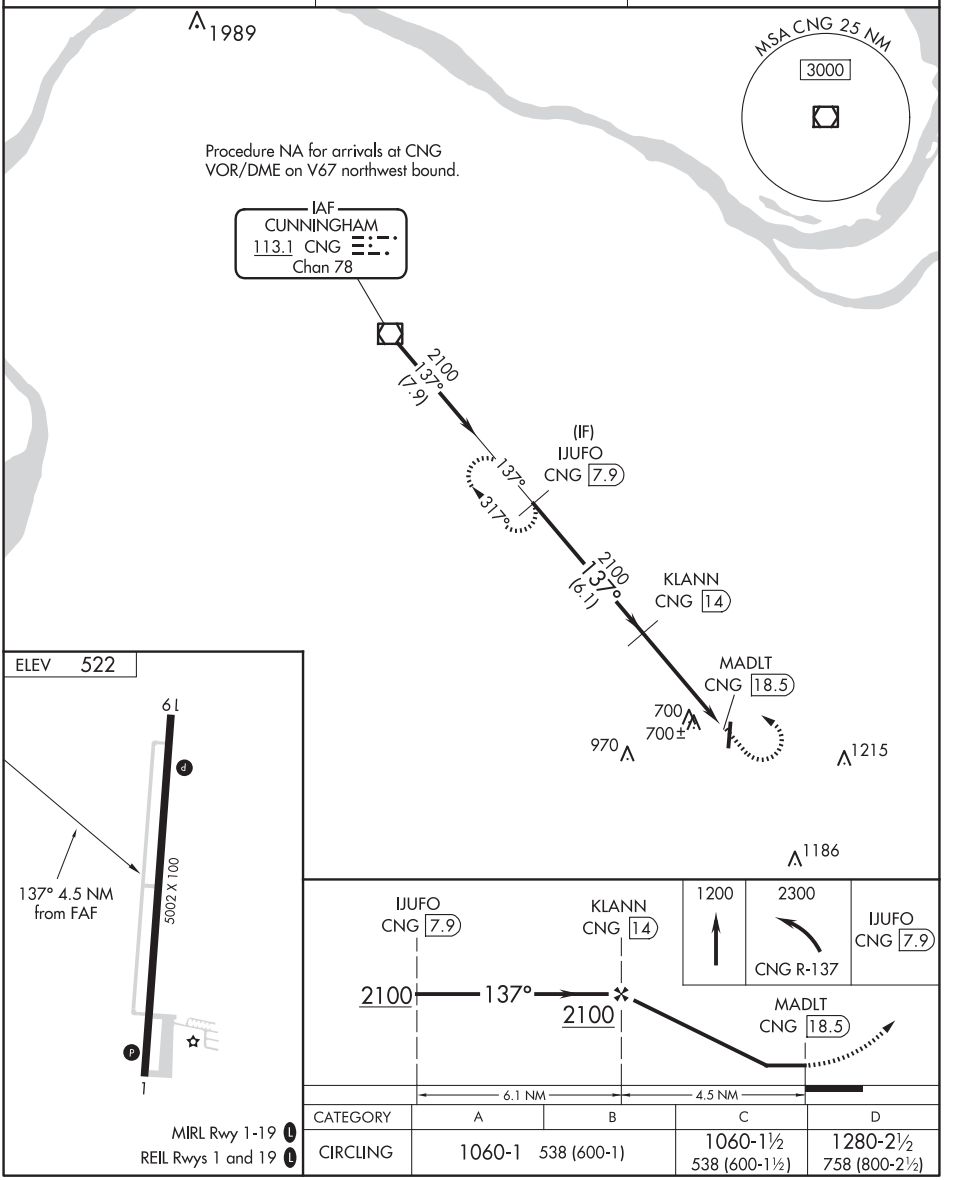
MAYFIELD GRAVES COUNTY (M25)

VOR/DME CNG	APP CRS	Rwy Idg	N/A
113.1	137°	TDZE	N/A
Chan 78		Apt Elev	522

Circling Rwy 1 NA at night. When local altimeter setting not received, use Paducah altimeter setting: increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 on CNG VOR/DME R-137 to IJUFO 7.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MC MINNVILLE, TENNESSEE AL-5869 (FAA) 24361

WAAS	APP CRS	Rwy ldg	5000
CH **81844**	**053°**	TDZE	**1032**
W05A		Apt Elev	**1032**

RNAV (GPS) RWY 5

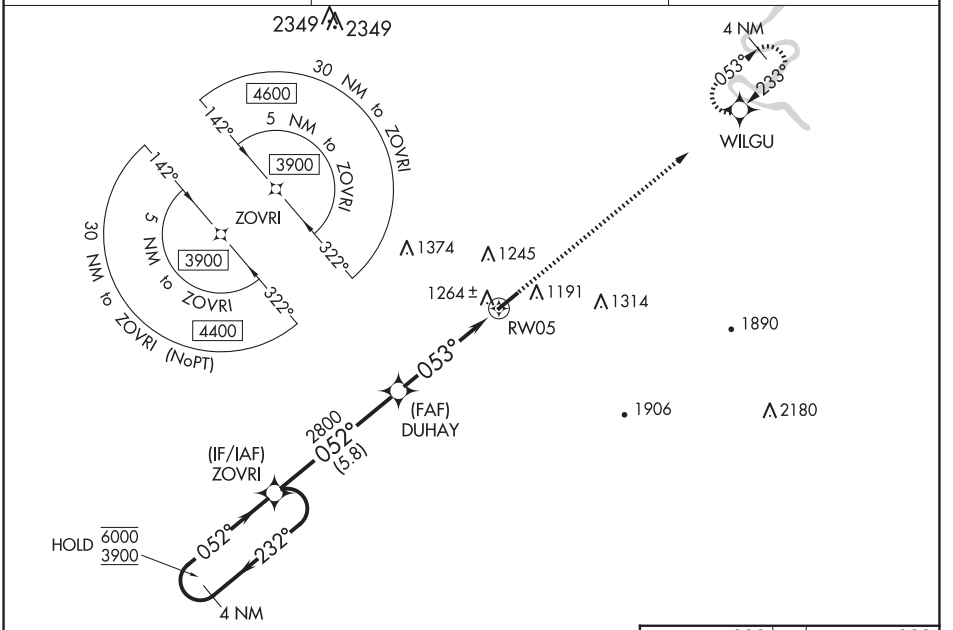
WARREN COUNTY MEML (RNC)

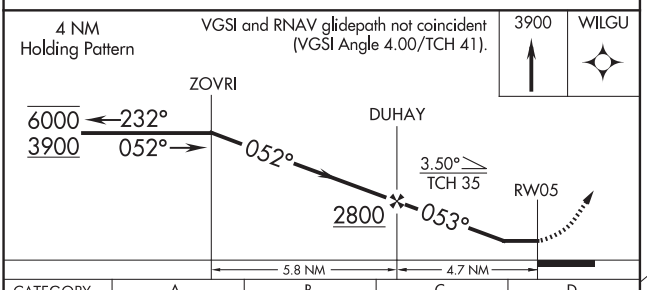
RNP APCH - GPS.

T A Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

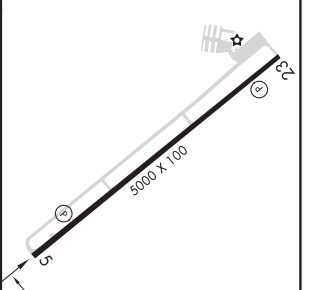
MISSED APPROACH: Climb to 3900 direct WILGU and hold, continue climb-in-hold to 3900.

AWOS-3	MEMPHIS CENTER	UNICOM
135.525	**128.15 323.125**	**123.05** (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1500-1	468 (500-1)	1500-1⅜	468 (500-1⅜)
LNAV MDA	1520-1	488 (500-1)	1520-1⅜	488 (500-1⅜)
C CIRCLING	1600-1	568 (600-1)	1600-1½ 568 (600-1½)	1620-2 588 (600-2)



REIL Rwys 5 and 23
MIRL Rwy 5-23 L

MC MINNVILLE, TENNESSEE
Orig-A 26DEC24
35°42'N-85°51'W
WARREN COUNTY MEML (RNC)
RNAV (GPS) RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5000
CH 99433	233°	TDZE	1026
W23A		Apt Elev	1032

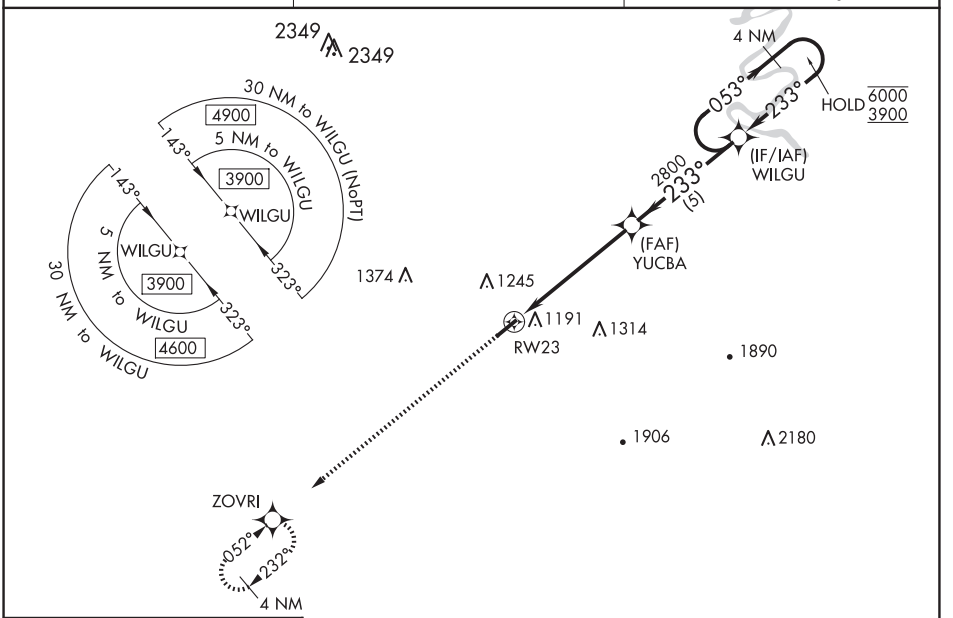
RNAV (GPS) RWY 23
WARREN COUNTY MEML (RNC)

RNP APCH - GPS.

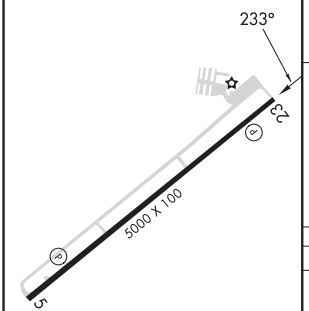
Circling Rwy 5 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.

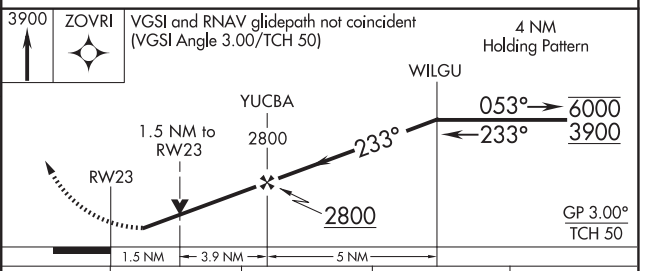
AWOS-3	MEMPHIS CENTER	UNICOM
135.525	128.15 323.125	123.05 (CTAF) L



ELEV 1032 | TDZE 1026



REIL Rwys 5 and 23
MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LPV DA	1312-⅞ 286 (300-⅞)			
LNAV/VNAV DA	1400-1 374 (400-1)			
LNAV MDA	1520-1 494 (500-1)		1520-1⅜ 494 (500-1⅜)	
C CIRCLING	1600-1 568 (600-1)		1600-1½ 568 (600-1½)	1620-2 588 (600-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17

GENERAL DEWITT SPAIN (MØ1)

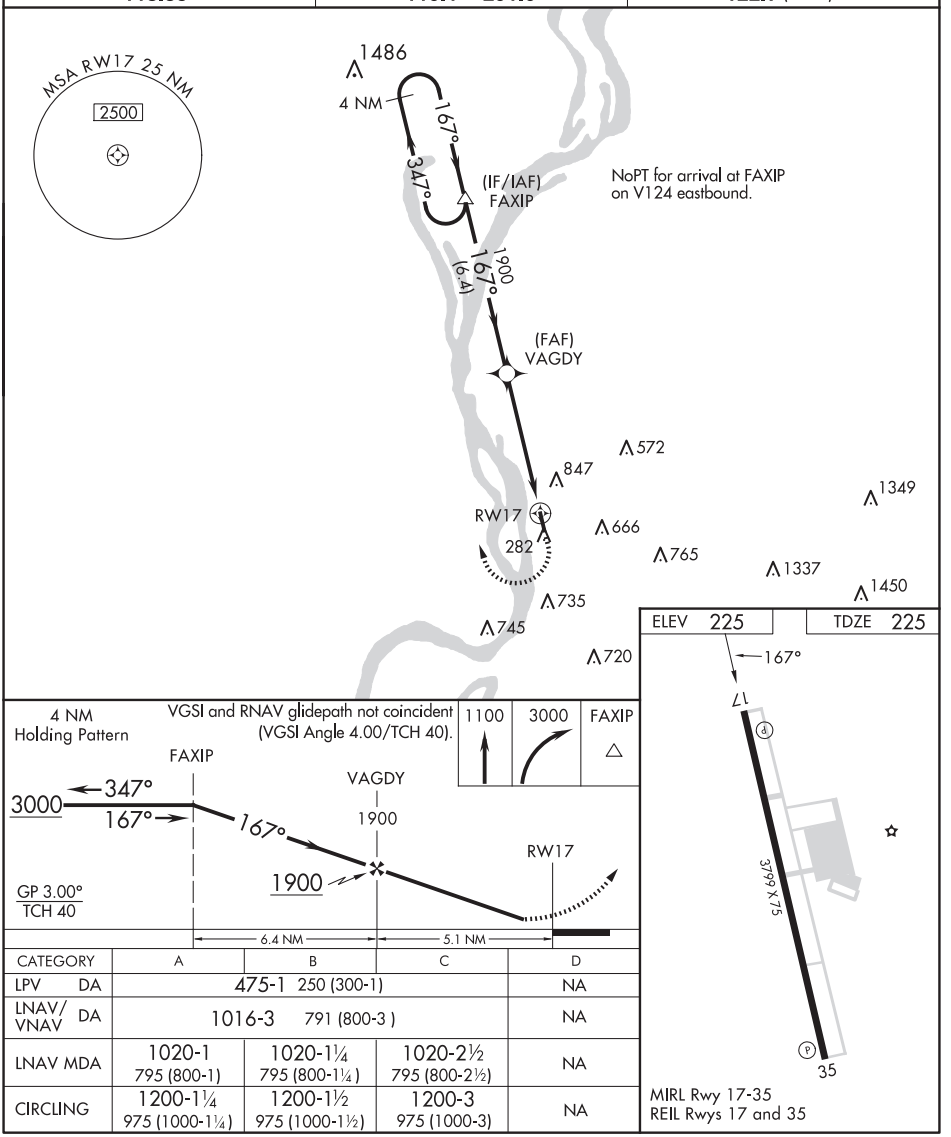
WAAS	APP CRS	Rwy Idg	3799
CH 72722	167°	TDZE	225
W17A		Apt Elev	225

NA

Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cats ¼ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ¾ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FAXIP and hold.

AWOS-3PT	MEMPHIS APP CON	UNICOM
118.35	119.1 291.6	122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	475-1 250 (300-1)			NA
LNAV/VNAV DA	1016-3 791 (800-3)			NA
LNAV MDA	1020-1 795 (800-1)	1020-1¼ 795 (800-1¼)	1020-2½ 795 (800-2½)	NA
CIRCLING	1200-1¼ 975 (1000-1¼)	1200-1½ 975 (1000-1½)	1200-3 975 (1000-3)	NA

MIRL Rwy 17-35
REIL Rwys 17 and 35

35°12'N-90°03'W

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 9

MEMPHIS INTL (MEM)

LOC I-MEM	APP CRS	Rwy Idg	8946
109.5	093°	TDZE	259
		Apt Elev	341

For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

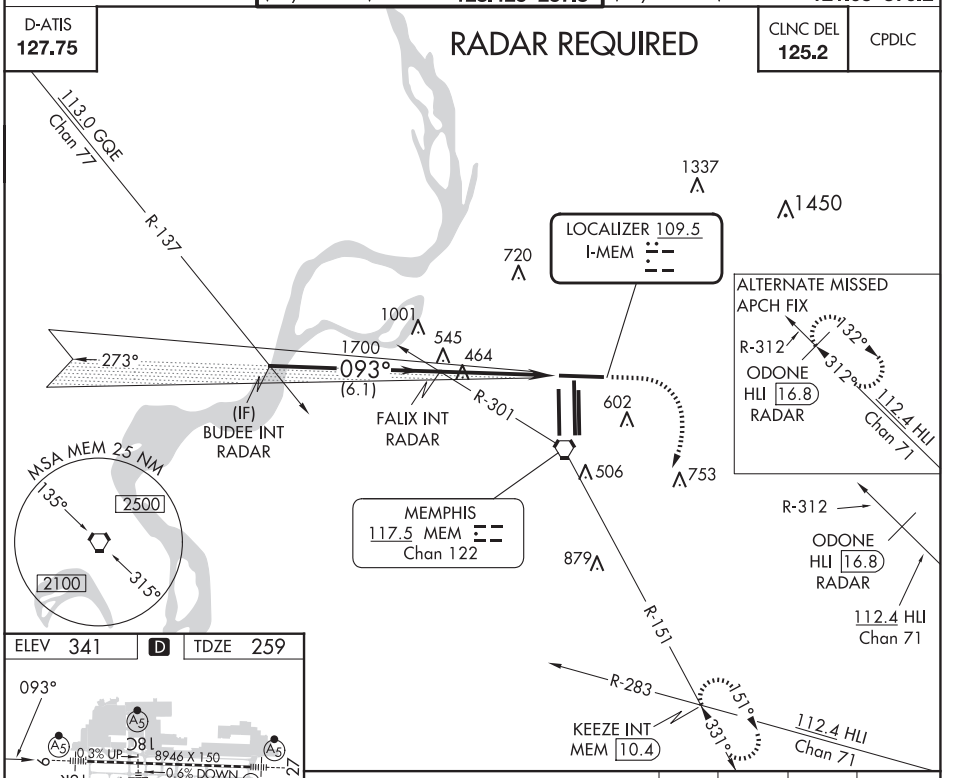
MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

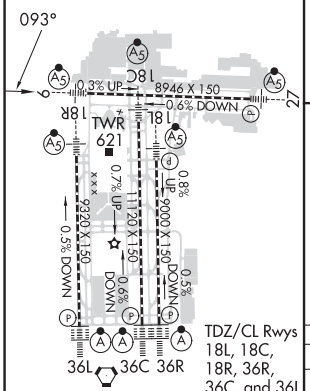
D-ATIS 127.75

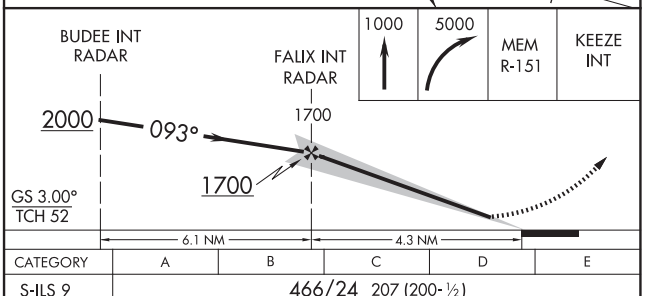
RADAR REQUIRED

CLNC DEL 125.2

CPDLC







FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D	E
S-ILS 9	466/24 207 (200-½)				
S-LOC 9	720/24 461 (400-½)		720/50 461 (400-1)		720/60 461 (400-1¼)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE | AL-253 (FAA) | 25107

ILS or LOC RWY 18C

MEMPHIS INTL (MEM)

LOC I-SDU	APP CRS	Rwy Idg	11120
111.95	180°	TDZE	290
		Apt Elev	341

Simultaneous approach authorized.
DME or RADAR required.
For inop ALS, increase S-ILS 18C all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

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

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

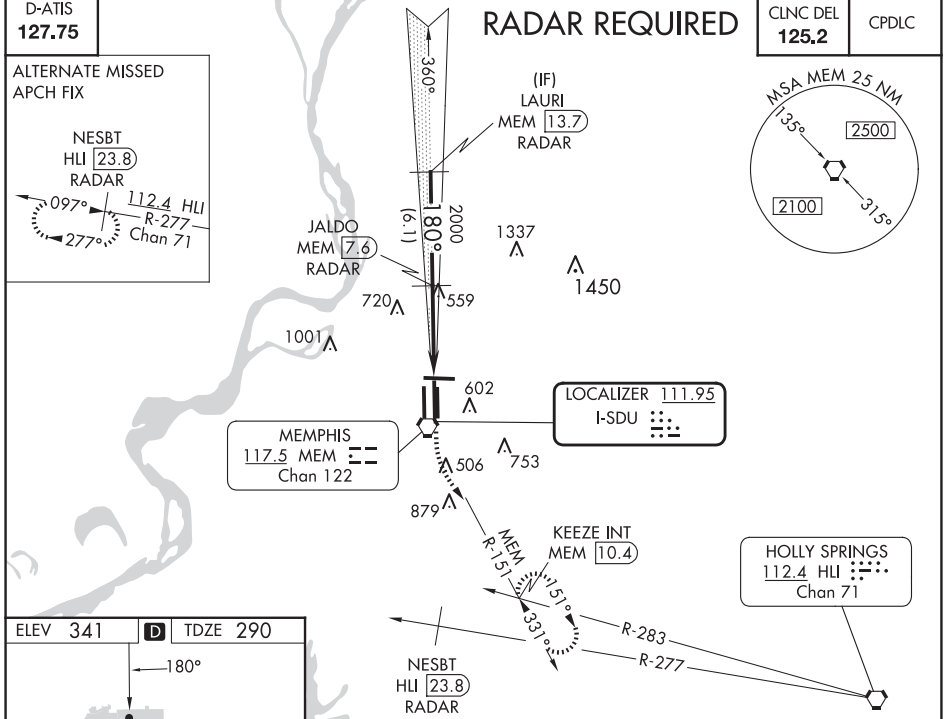
D-ATIS 127.75

RADAR REQUIRED

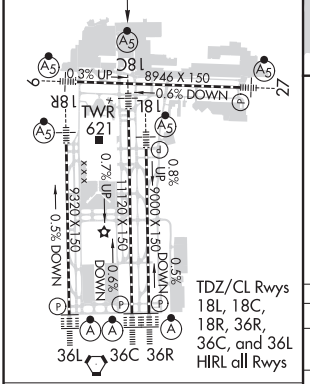
CLNC DEL 125.2 | CPDLC

ALTERNATE MISSED APCH FIX

NESBT
HLI 23.8
RADAR
097°
112.4 HLI
R-277
Chan 71
277°



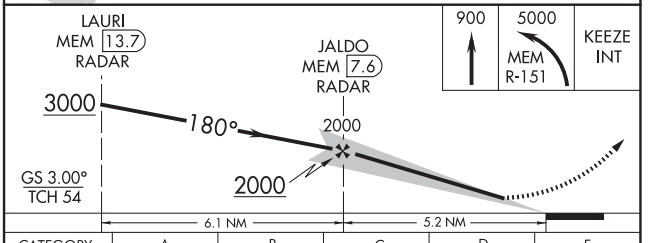
ELEV 341 | D | TDZE 290



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

FAF to MAP 5.2 NM

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



CATEGORY	A	B	C	D	E
S-ILS 18C	657/40 367 (400-¾)				
S-LOC 18C	860/24 570 (600-½)		860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18L

MEMPHIS INTL (MEM)

LOC/DME I-EXS	APP CRS	Rwy Idg	9000
111.15	180°	TDZE	301
Chan 48 (Y)		Apt Elev	341

T A — Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 ¾ SM, BRYSN fix minimums, increase S-LOC 18L Cats D and E visibility to RVR 5000.

MALSR (A5)

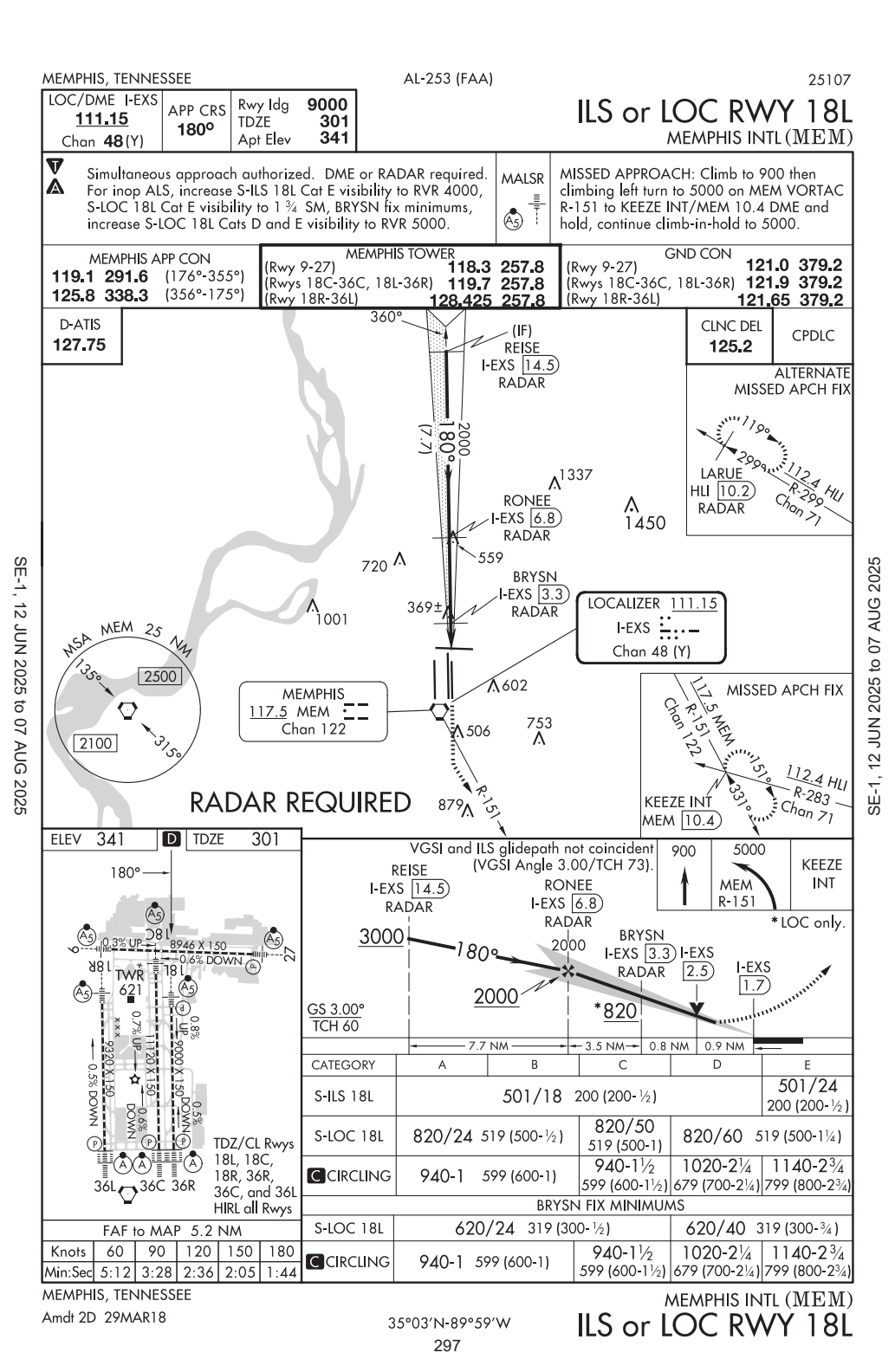
MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS 127.75

CLNC DEL 125.2 | CPDLC

ALTERNATE MISSED APCH FIX



ELEV 341 | D | TDZ 301

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

FAF to MAP 5.2 NM

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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18R

MEMPHIS INTL (MEM)

LOC I-OOI	APP CRS	Rwy Idg	9320
109.9	180°	TDZE	295
		Apt Elev	341

Radar required for procedure entry, DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 18R Cat E visibility to RVR 4000, S-LOC 18R Cat E visibility to 2 SM, SAAMM fix minimums, increase S-LOC 18R Cat E visibility to 1½ SM.

MALSR

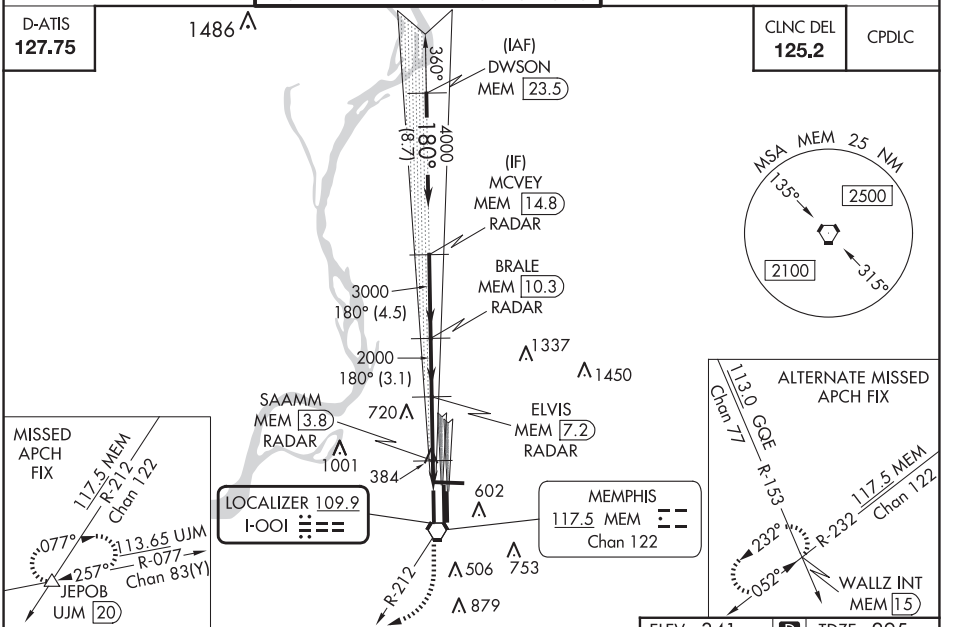
MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold.

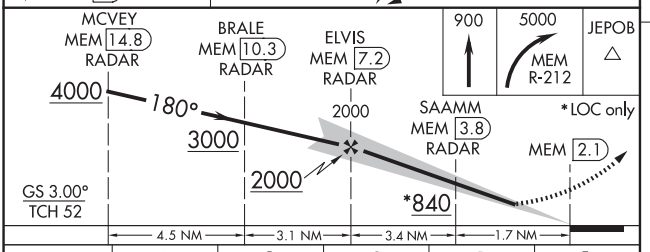
MEMPHIS APP CON			MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS 127.75

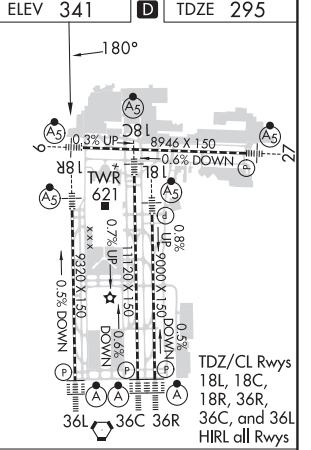
CLNC DEL 125.2

CPDLC





CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24 545 (500-½)		840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
SAAMM FIX MINIMUMS (DME OR RADAR REQUIRED)					
S-LOC 18R	700/24 405 (400-½)		700/40 405 (400-¾)		700/50 405 (400-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 27

MEMPHIS INTL (MEM)

LOC I-JIM	APP CRS	Rwy Idg	8946
108.7	273°	TDZE	292
		Apt Elev	341

RNAV 1-GPS or RADAR required for procedure entry.

For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 SM, IPEPE fix minimums S-LOC Cat E visibility to 1¼ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.

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

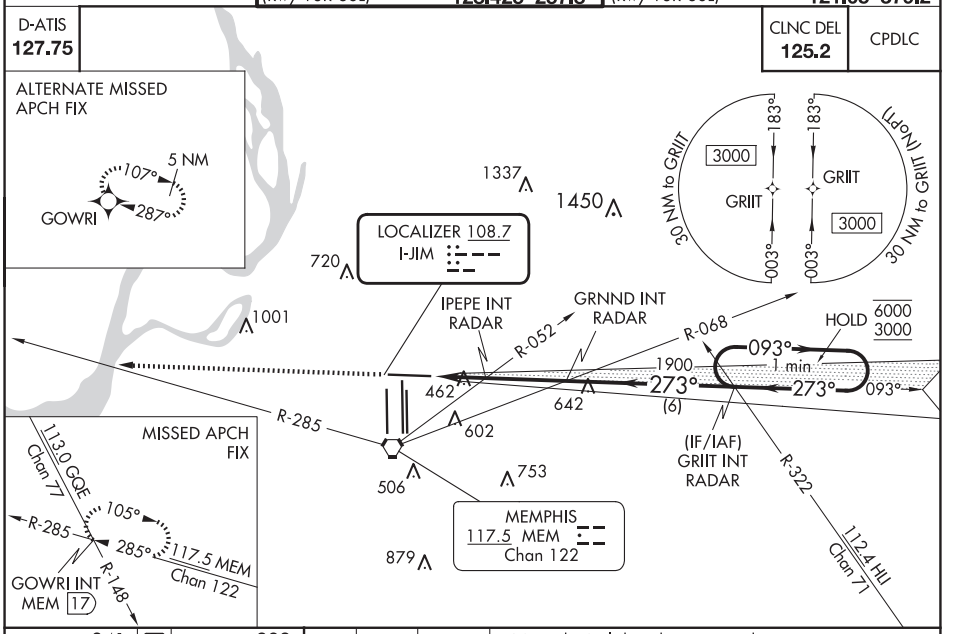
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

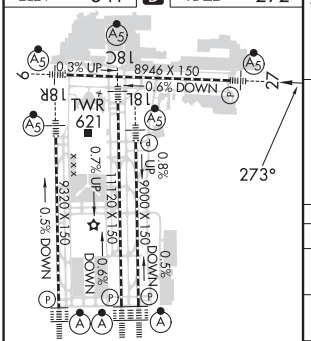
D-ATIS 127.75

CLNC DEL 125.2

CPDLC



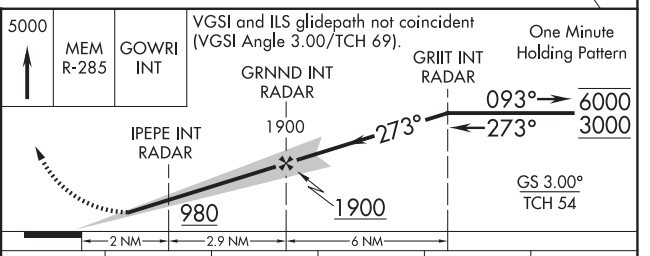
ELEV 341 D TDZE 292



HIRL all Rwys
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L

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	E
S-ILS 27 *	492/24 200 (200-½)				
S-LOC 27	980/24 688 (700-½)		980-1½ 688 (700-1½)		
C CIRCLING	980-1 639 (700-1)		980-2 639 (700-2)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
IPEPE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)					
S-LOC 27	720/24 428 (400-½)		720/40 428 (400-¾)		
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE | AL-253 (FAA) | 25107

ILS or LOC RWY 36C

MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy Idg	10715
110.5	360°	TDZE	341
Chan 42		Apt Elev	341

For inoperative ALS, increase S-ILS 36C Cat E visibility to RVR 4000 and S-LOC 36C Cat C/D/E visibility to RVR 6000. DME or RADAR required. Simultaneous approach authorized with Rwy 36L.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75 | CLNC DEL 125.2 | CPDLC

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
GOBLE
HLI 37.2
RADAR
137°
317°
R-317
112.4 HLI
Chan 71

MEMPHIS
117.5 MEM
Chan 122

MEM R-360

LOCALIZER 110.5
I-TSE
Chan 42

MISSED APCH FIX
113.0 GQE
R-100
Chan 77
LAURI INT
MEM 13.7
R-360
80°
360°
117.5 MEM
Chan 122

GINIE
I-TSE 6.9
RADAR

(IF)
NESBT INT
I-TSE 13.2
RADAR

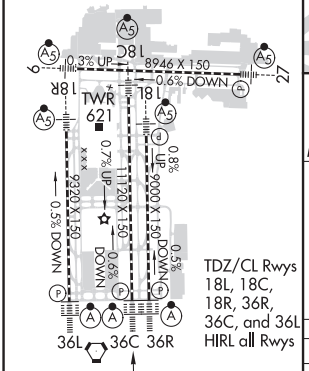
R-277
112.4 HLI
Chan 71

360°
(6.3)
2000
180°

1337 | 1450 | 720 | 1001 | 602 | 506 | 753 | 483 | 881

MSA MEM 25 NM
135°
315°
2500
2100

ELEV 341 | D | TDZE 341



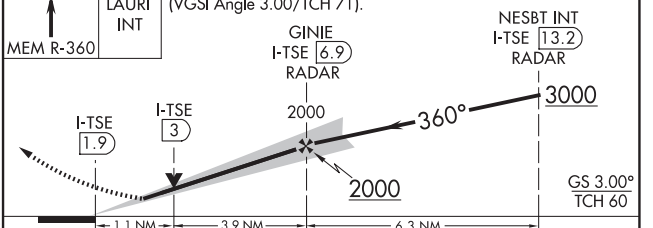
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

FAF to MAP 5 NM

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

3000
MEM R-360
LAURI INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	760/24 419 (500-½)		760/40 419 (500-¾)		760/50 419(500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy Idg	9320
108.9	360°	TDZE	321
Chan 26		Apt Elev	341

T A Simultaneous approach authorized with Rwy 36C/R. For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½. DME or RADAR required.

ALSF-2

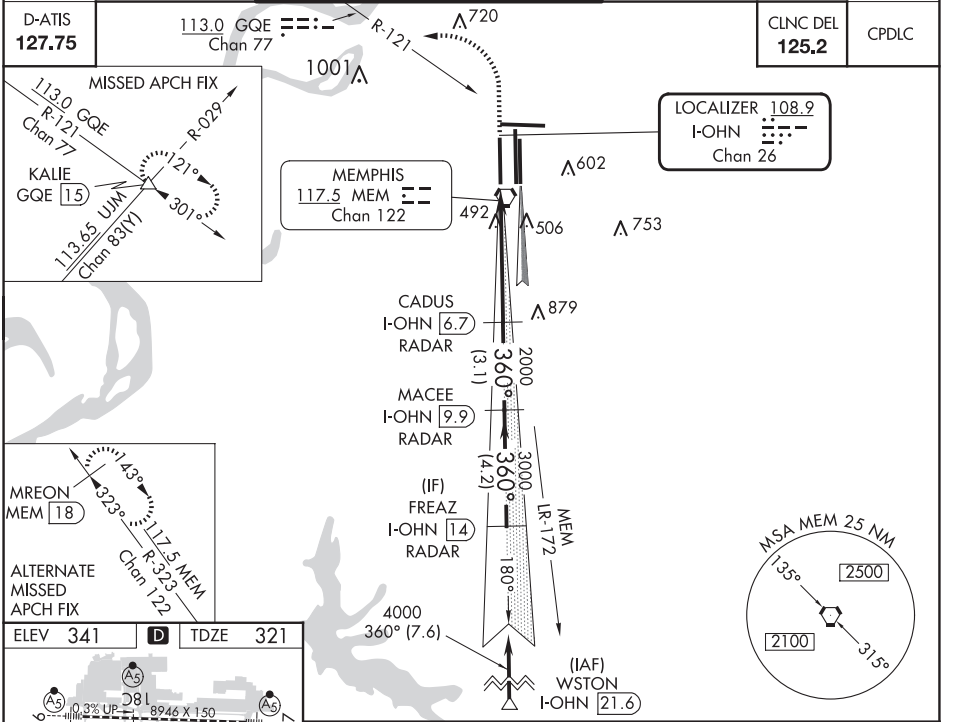
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

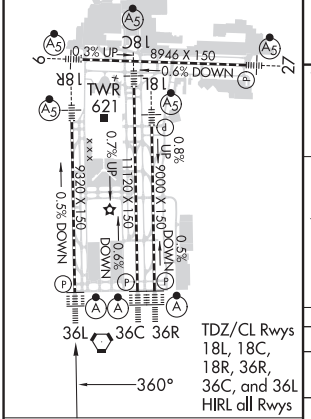
D-ATIS 127.75

CLNC DEL 125.2

CPDLC

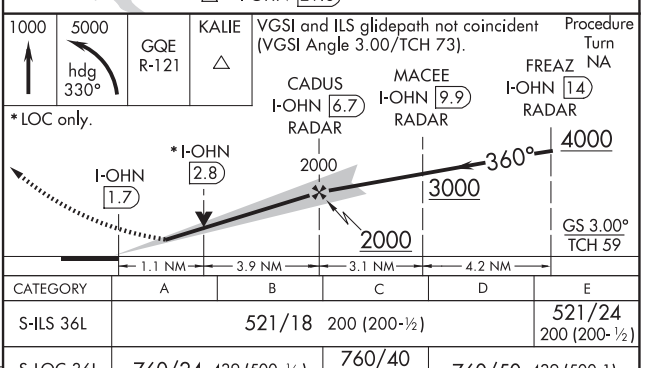


ELEV 341	D	TDZE 321



FAF to MAP 5 NM

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



CATEGORY	A	B	C	D	E
S-ILS 36L	521/18 200 (200-½)				521/24 200 (200-½)
S-LOC 36L	760/24 439 (500-½)		760/40 439 (500-¾)	760/50 439 (500-1)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE | AL-253 (FAA) | 25107

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

LOC/DME I-MYO	APP CRS	Rwy ldg	9000
111.35	360°	TDZE	335
Chan 50 (Y)		Apt Elev	341

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½ . Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2

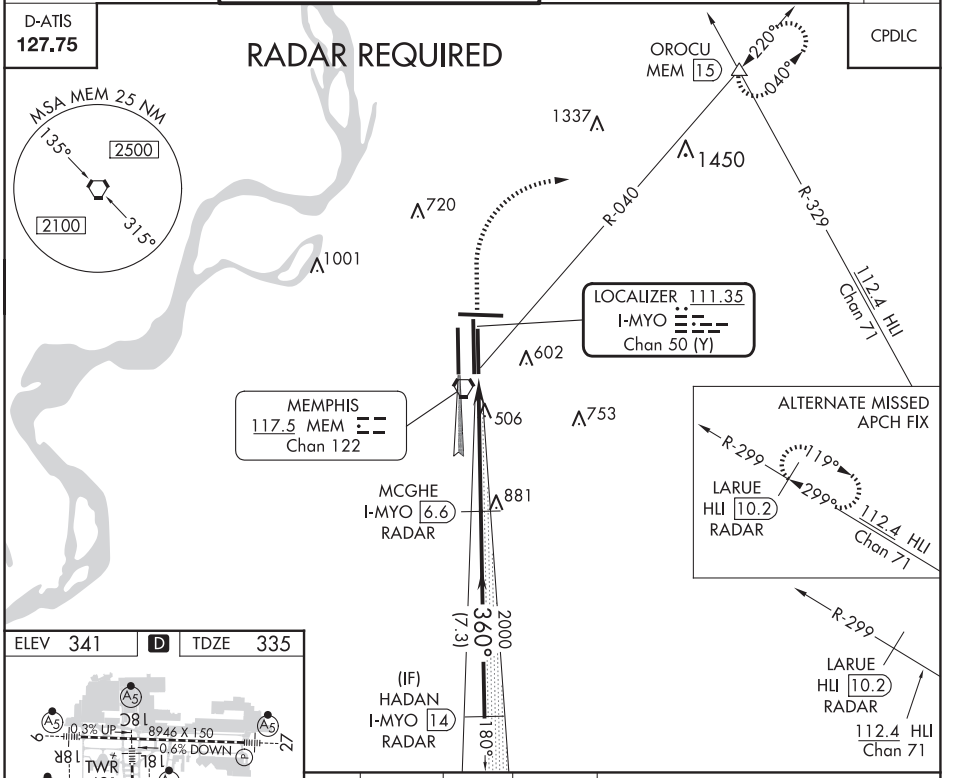
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER		GND CON		CLNC DEL
119.1 291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2	125.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2	
	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2	

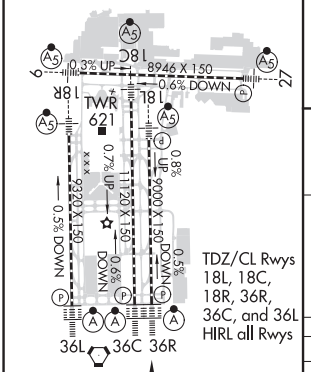
D-ATIS 127.75

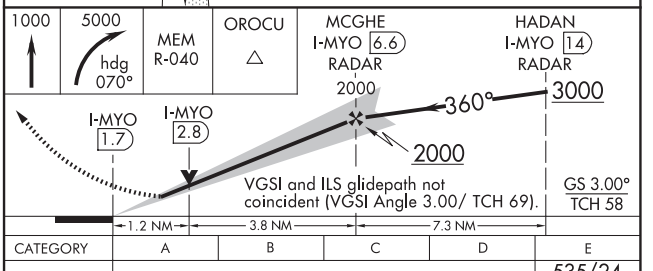
CPDLC

RADAR REQUIRED



ELEV 341 | D | TDZE 335





CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24 425 (500-½)		760/40 425 (500-¾)		760/50 425 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

FAF to MAP 5 NM

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 36C (CAT II & III)

MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy Idg	10715
110.5	360°	TDZE	341
Chan 42		Apt Elev	341

DME or RADAR required.
Simultaneous approach authorized with Rwy 36L.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

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

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

CPDLC

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
GOBLE
HLI 37.2
RADAR
137°
317°
112.4 HLI R-317 Chan 71

MEMPHIS
117.5 MEM
Chan 122

LOCALIZER 110.5
I-TSE
Chan 42

MEM R-360

1337
1450
720
1001
602
506
483
753
881

GINIE
I-TSE 6.9
RADAR

MISSED APCH FIX
113.0 GQE R-100 Chan 77
180°
360°
LAURI INT
MEM 13.7
R-360
117.5 MEM
Chan 122

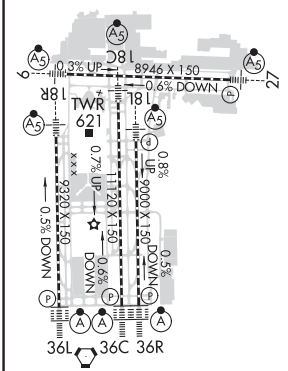
MSA MEM 25 NM
135°
315°
2500
2100

360° (6.3)
2000
180°

(IF)
NESBT INT
I-TSE 13.2
RADAR

R-277
112.4 HLI
Chan 71

ELEV 341 D TDZE 341



TDZ/CL Rwys18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys

3000
MEM R-360
LAURI INT

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

GINIE
I-TSE 6.9
RADAR

NESBT INT
I-TSE 13.2
RADAR

2000
360°
3000
2000
GS 3.00°
TCH 60

1170' 5 NM 6.3 NM

CATEGORY	A	B	C	D
S-ILS 36C	CAT II RA 118/12		100 DA 441	
S-ILS 36C	CAT IIIa		RVR 07	
S-ILS 36C	CAT IIIb		RVR 03	
S-ILS 36C	CAT IIIc		NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE AL-253 (FAA) 25107

ILS RWY 36L (CAT II & III)

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy Idg	9320
108.9	360°	TDZE	321
Chan 26		Apt Elev	341

T A Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

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

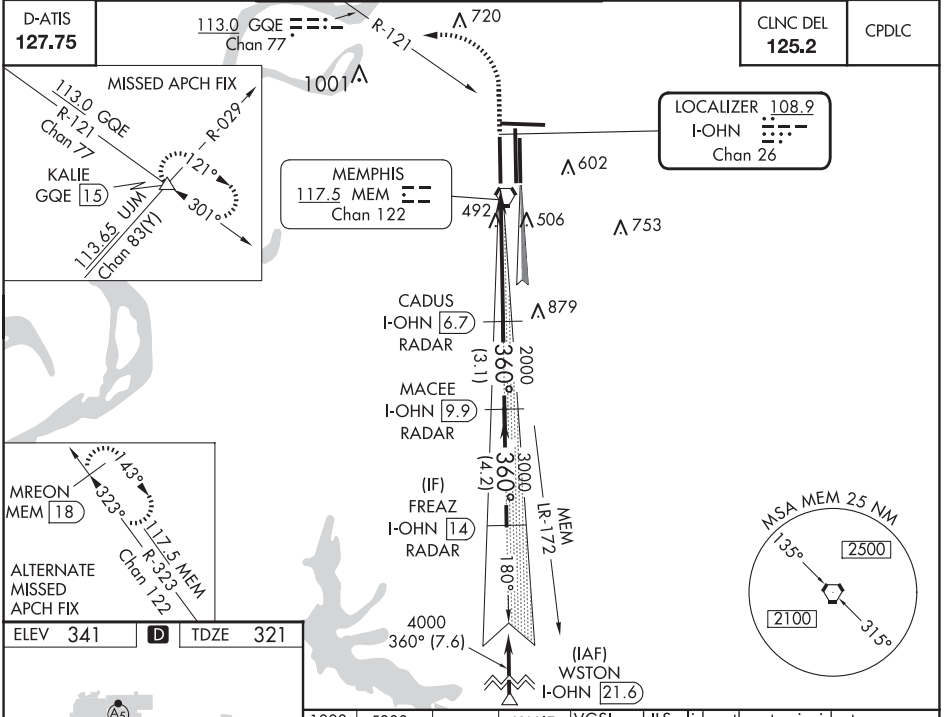
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

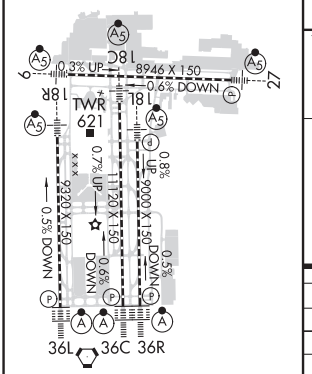
D-ATIS 127.75

CLNC DEL 125.2

CPDLC



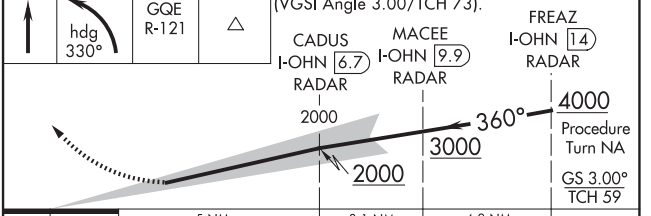
ELEV 341 D TDZE 321



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys

1000 | 5000 hdg 330° | GQE R-121 | KALIE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
S-ILS 36L	CAT II RA 100/12 100 DA 421			
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 03			
S-ILS 36L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MEMPHIS, TENNESSEE
Amdt 14E 21MAY20

35°03'N-89°59'W

MEMPHIS INTL (MEM)

ILS RWY 36L (CAT II & III)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 36R (CAT II & III)

MEMPHIS INTL (MEM)

LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	360°	TDZE	335
Chan 50 (Y)		Apt Elev	341

Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER			GND CON		CLNC DEL
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0 379.2	125.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2	
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65 379.2	

D-ATIS 127.75

CPDLC

RADAR REQUIRED

MSA MEM 25 NM
135° 2500
315° 2100

OROCU MEM 15
220°
040°
R-040
R-329
1337
1450
720
1001
602
753
506
881

LOCALIZER 111.35
I-MYO
Chan 50 (Y)

112.4 HLI Chan 71

MEMPHIS 117.5 MEM Chan 122

MCGHE I-MYO 6.6 RADAR

ALTERNATE MISSED APCH FIX
R-299
119°
299°
LARUE HLI 10.2 RADAR
112.4 HLI Chan 71

(IF) HADAN I-MYO 14 RADAR
360 (7.3)
2000
180°

LARUE HLI 10.2 RADAR
112.4 HLI Chan 71

1000	5000 hdg 070°	MEM R-040	OROCU

MCGHE I-MYO 6.6 RADAR
2000

HADAN I-MYO 14 RADAR
360
3000
2000

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

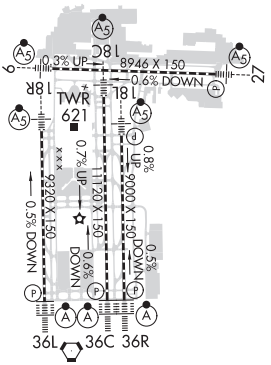
GS 3.00°
TCH 58

1131′ 5 NM 7.3 NM

CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 109/12 100 DA 435			
S-ILS 36R	CAT IIIa RVR07			
S-ILS 36R	CAT IIIb RVR03			
S-ILS 36R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 341 D TDZE 335



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE | AL-253 (FAA) | 25107

RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
180°	TDZE	301
	Apt Elev	341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 48°C (118 °F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase RNP 0.11 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to DEEWY and on track 180° to FEYAM left turn on track 153° to KEEZE and hold, continue climb-in-hold to 5000.

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

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2 | CPDLC

RADAR REQUIRED

(IF) REISE

180° (7.7) 2000

1337

1450

(FAF) RONEE

720

(5.2)

1001

624 RW18L

DEEWY

602

180° (2.2)

506

FEYAM

753

879

153° (9.2)

MSA RW18L 25 NM

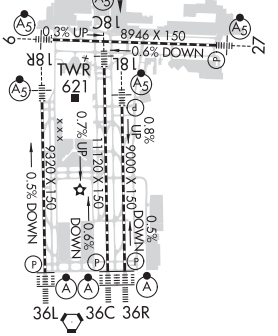
2500

MISSED APCH FIX

KEEZE 153° 333° 5 NM

ELEV 341 | D | TDZE 301

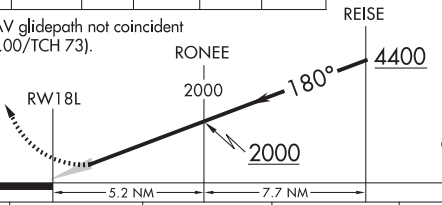
180°



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys

5000	tr 180°	DEEWY	tr 180°	FEYAM	tr 153°	KEEZE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
RNP 0.11 DA	647/40	346 (400-¾)		

AUTHORIZATION REQUIRED

MEMPHIS, TENNESSEE
Orig-D 29MAR18

35°03'N-89°59'W

MEMPHIS INTL (MEM)

RNAV (RNP) X RWY 18L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9320
180°	TDZE	295
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB and on track 180° to JAGUR and on track 223° to JEPOB and hold.

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

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

CPDLC

RADAR REQUIRED

(IF) MCVEY

2000

180° (7.6)

1337

1450

(FAF) ELVIS

720

1001

180° to ZUPIN (0.3)

RW18R

ZUPIN

602

180° to HARUB (0.6)

HARUB

506

753

180° (7.5)

879

JAGUR

223° (21.7)

MISSED APCH FIX

5 NM

079°

259°

JEPOB

MSA RW18R 25 NM

2500

ELEV 341 D TDZE 295

180°

TWR 621

0.3% UP

8946 X 150

0.6% DOWN

0.7% UP

11720 X 150

0.8% UP

9000 X 150

0.5% DOWN

9220 X 150

0.6% DOWN

0.5% DOWN

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

36L 36C 36R

5000	tr 180°	ZUPIN	tr 180°	HARUB	tr 180°	JAGUR	tr 223°	JEPOB

MCVEY

ELVIS

2000

180°

4400

RW18R

2000

GP 3.00°

TCH 52

5.1 NM 7.6 NM

CATEGORY	A	B	C	D
RNP 0.14 DA	737/45 442 (400-⅞)			

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE AL-253 (FAA) 25107

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	11120
180°	TDZE	290
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30* all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to CEDEN on track 137° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 400 feet per NM to 1000.

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

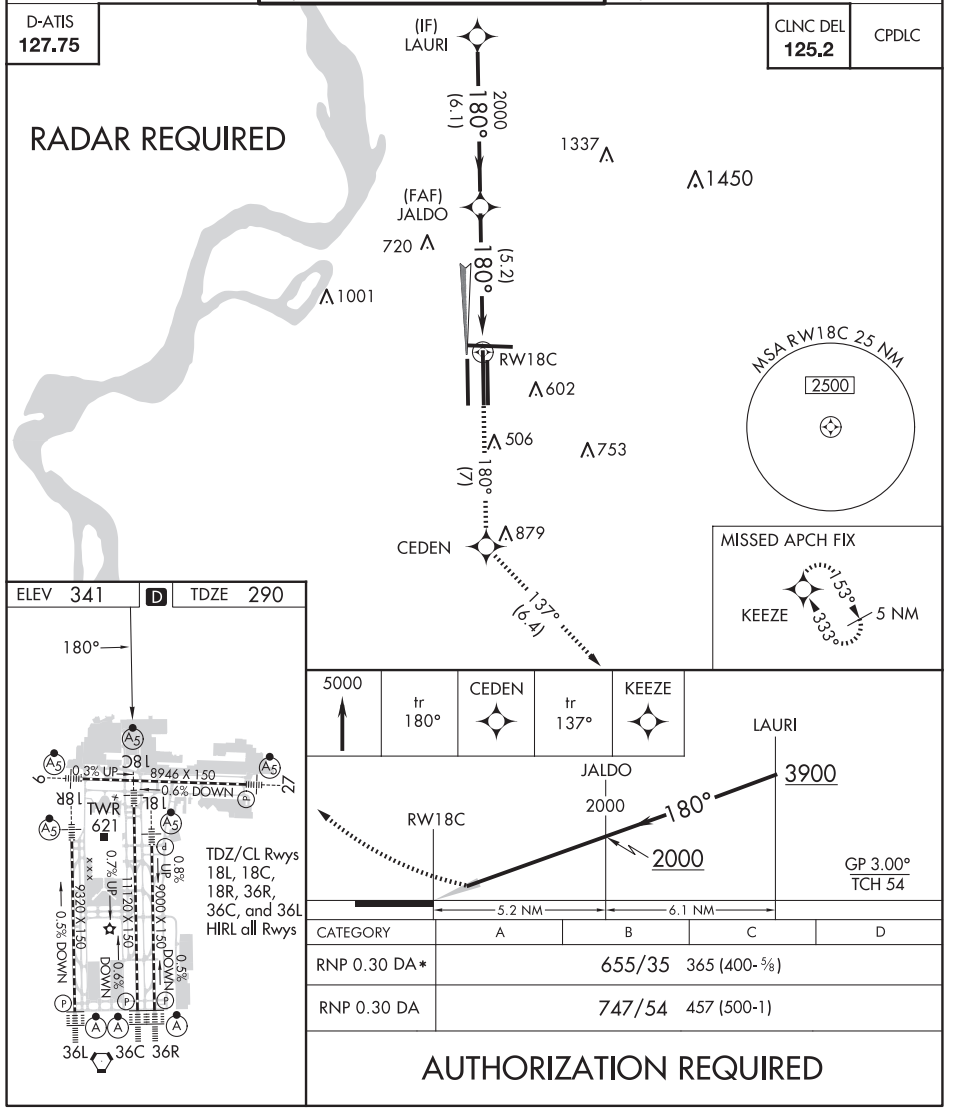
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2 CPDLC

RADAR REQUIRED



ELEV 341 D TDZE 290

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

CATEGORY	A	B	C	D
RNP 0.30 DA*	655/35	365 (400-⅝)		
RNP 0.30 DA	747/54	457 (500-1)		

AUTHORIZATION REQUIRED

MEMPHIS, TENNESSEE

Orig-E 29MAR18

MEMPHIS INTL (MEM)

35°03'N-89°59'W

RNAV (RNP) Y RWY 18C

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Y RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9000
180°	TDZE	301
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to PENLE and on track 136°to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 400 feet per NM to 1000.

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

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

CPDLC

RADAR REQUIRED

(IF) REISE

180° (7.7) 2000

1337

1450

720

(FAF) RONEE

(5.2)

1001

RW18L

602

506

753

180° (7)

879

PENLE

136° (6.1)

MSA RW18L 25 NM 2500

MISSED APCH FIX KEEZE 153° 333° 5 NM

ELEV 341 D TDZE 301

180°

TWR 621

18C 18L 18R

8946 X 150 0.3% UP 0.6% DOWN

11720 X 150 0.7% UP 0.6% DOWN

9220 X 150 0.5% DOWN

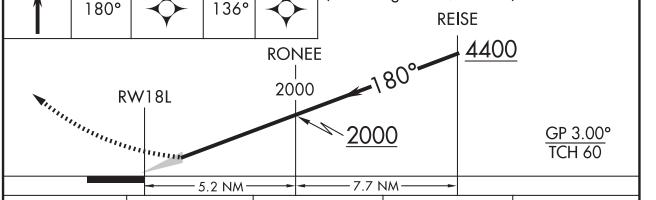
9000 X 150 0.8% UP 0.5% DOWN

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

36L 36C 36R

5000 ↑	tr 180°	PENLE	tr 136°	KEEZE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
RNP 0.30 DA*	698/50 397 (400-1)			
RNP 0.30 DA	791/60 490 (500-1¼)			

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE AL-253 (FAA) 25107

RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy Idg	9320
180°	TDZE	295
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.19* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

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

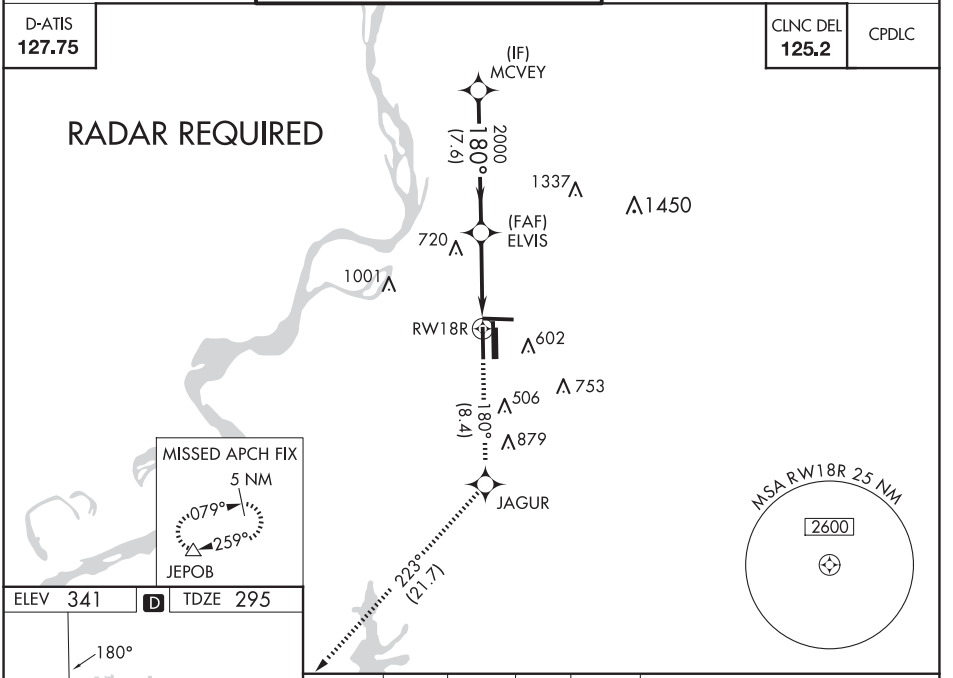
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

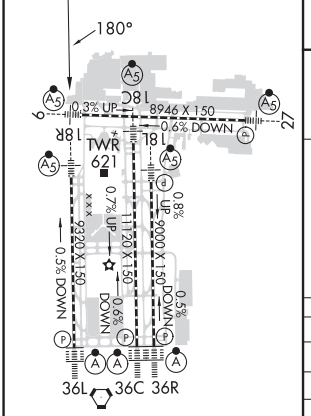
D-ATIS 127.75

CLNC DEL 125.2 CPDLC

RADAR REQUIRED

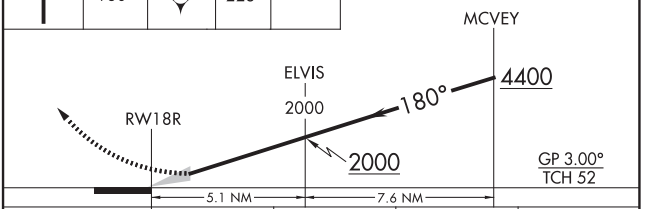


ELEV 341 D TDZE 295



TDZ/CL Rwys 18L, 18C, 18R, 36R,36C, and 36L HIRL all Rwys

5000	tr 180°	JAGUR	tr 223°	JEPOB



CATEGORY	A	B	C	D
RNP 0.19 DA*	645/40 350 (400-¾)			
RNP 0.30 DA	771/60 476 (500-1¼)			

AUTHORIZATION REQUIRED

MEMPHIS, TENNESSEE

Orig-E 29MAR18

MEMPHIS INTL (MEM)

35°03'N-89°59'W

RNAV (RNP) Y RWY 18R

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	8946
CH 63106	093°	TDZE	259
W09A		Apt Elev	341

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and on 177° track to KEEZE and hold, continue climb-in-hold to 5000.

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

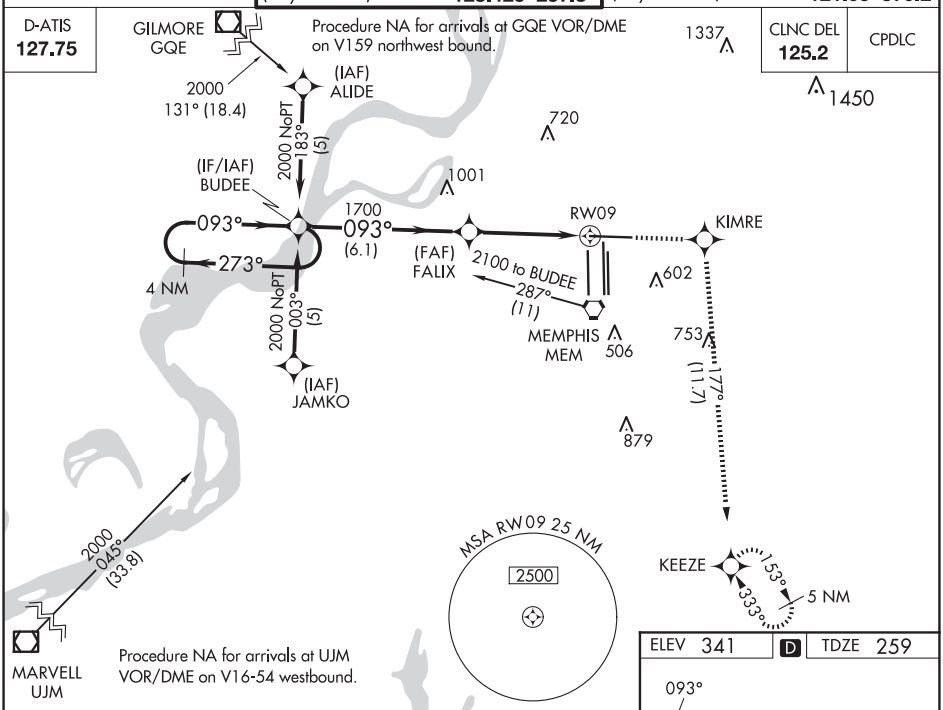
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

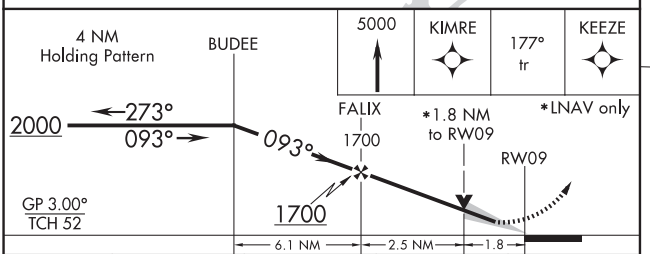
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

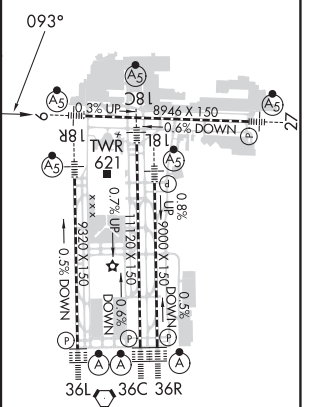
CPDLC





CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	782/60 523 (500-1¼)			
LNAV MDA	880/24 621 (600-½)		880/60 621 (600-1¼)	880-1½ 621 (600-1½)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

ELEV 341 D TDZE 259



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE | AL-253 (FAA) | 25107

RNAV (GPS) RWY 27

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	8946
CH 93607	273°	TDZE	292
W27A		Apt Elev	341

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1⅜ SM. *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 direct AVADE and on track 279° to GOWRI and hold, continue climb-in-hold to 5000.

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

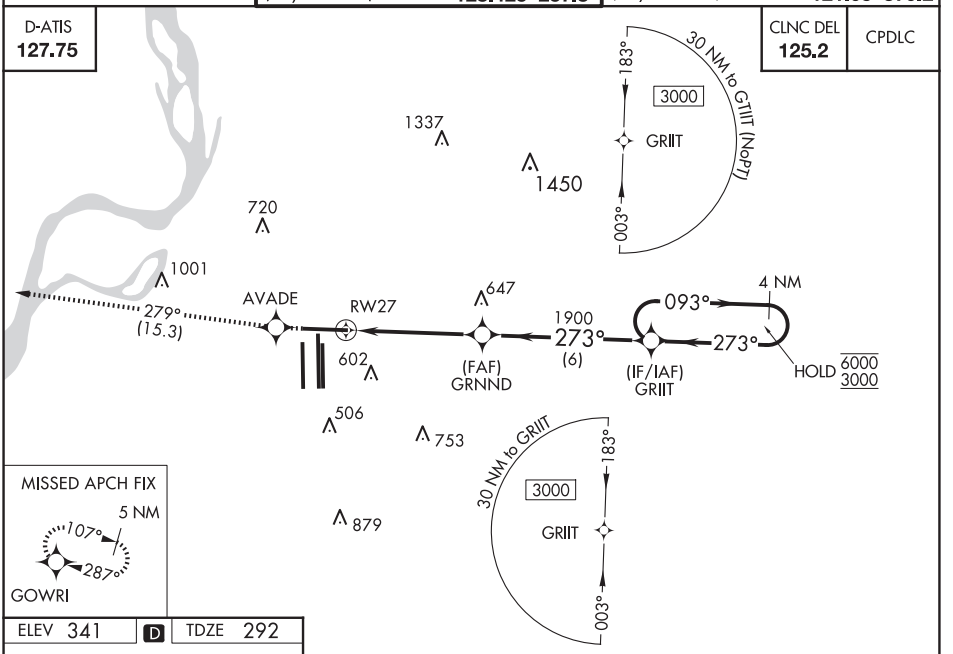
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

CPDLC



MISSED APCH FIX

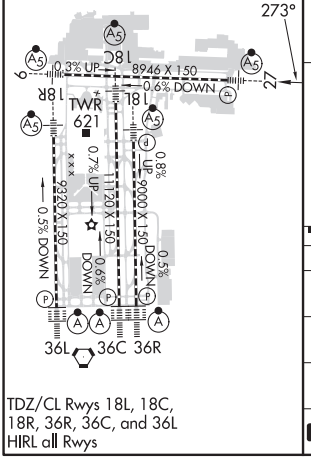
5 NM

107°

287°

GOWRI

ELEV 341 | D | TDZE 292

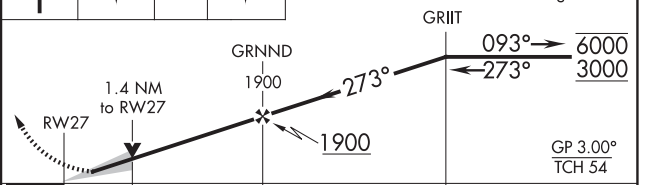


TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

5000	AVADE	tr 279°	GOWRI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA *	492/24 200 (200-½)			
LNAV/VNAV DA	745/50 453 (500-1)			
LNAV MDA	800/24 508 (500-½)		800/55 508 (500-1)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36C

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	10715
CH 40407	360°	TDZE	341
W36B		Apt Elev	341

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

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

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

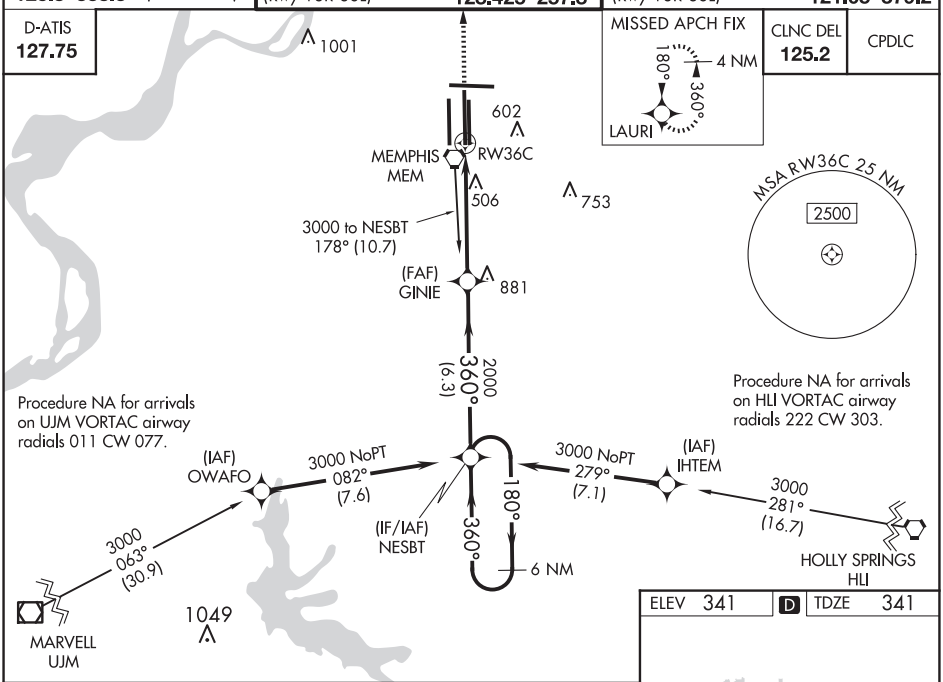
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

MISSED APCH FIX: 180° 4 NM 360° LAURI

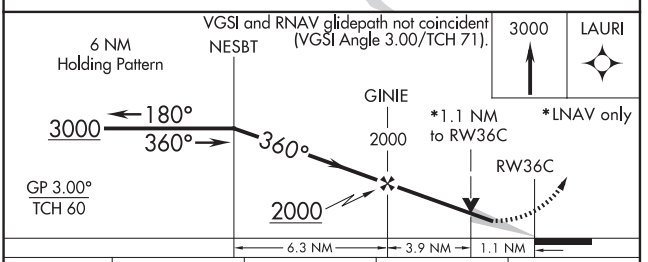
CLNC DEL 125.2

CPDLC

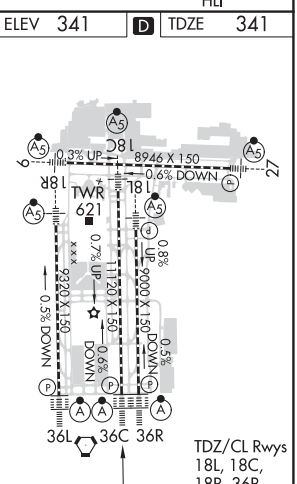


SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025



CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	765/50 424 (500-1)			
LNAV MDA	760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)



MEMPHIS, TENNESSEE | AL-253 (FAA) | 25107

WAAS	APP CRS	Rwy Idg	9320
CH 65907	360°	TDZE	321
W36A		Apt Elev	341

RNAV (GPS) RWY 36L

MEMPHIS INTL(MEM)

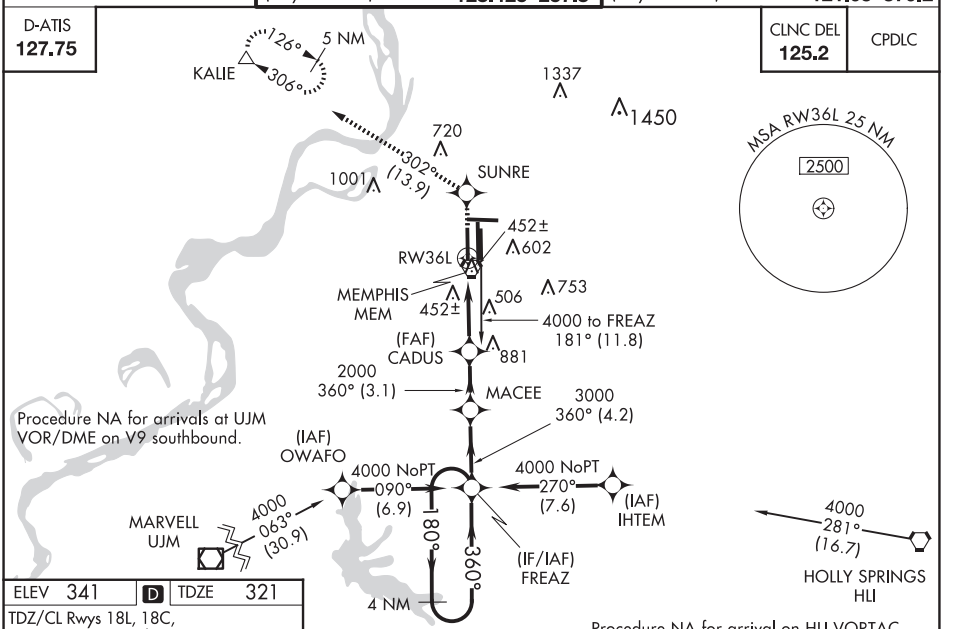
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

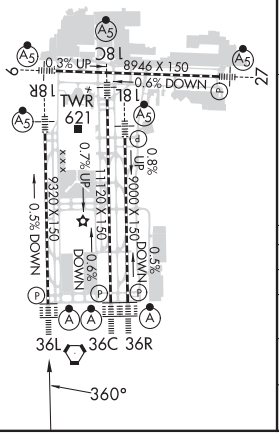
MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

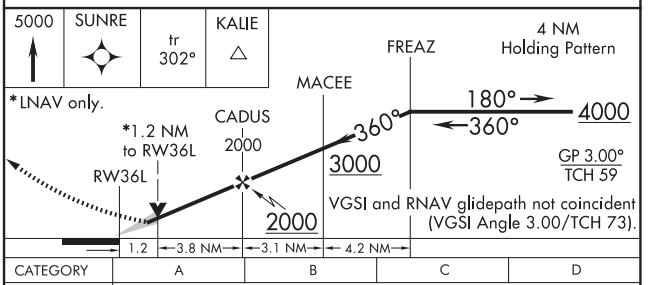
D-ATIS 127.75 | CLNC DEL 125.2 | CPDLC



ELEV 341 | D | TDZE 321

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys





CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	760/50 439 (500-1)			
LNAV MDA	780/24 459 (500-½)		780/40 459 (500-¾)	780/50 459 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

WAAS	APP CRS		
CH 49107	360°	Rwy Idg	9000
W36D		TDZE	335
		Apt Elev	341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

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

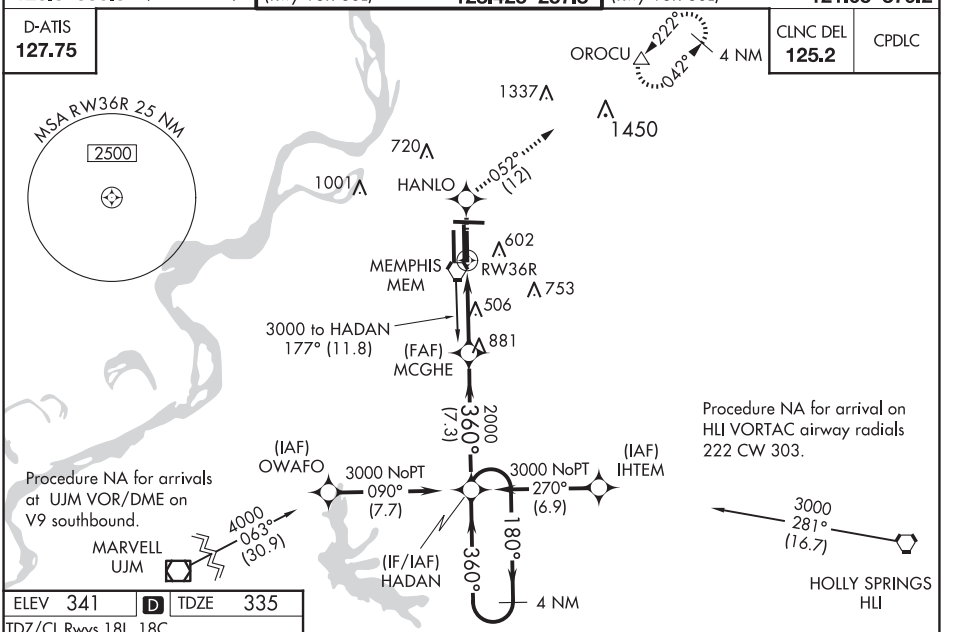
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

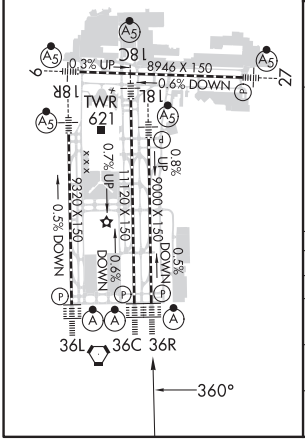
CLNC DEL 125.2

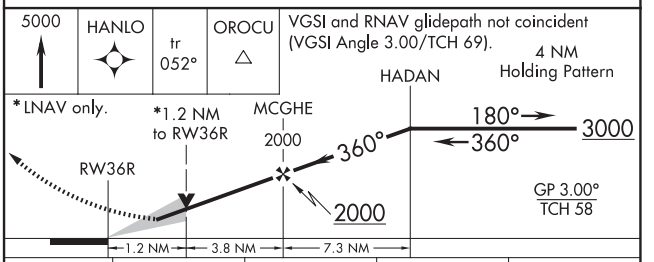
CPDLC



ELEV 341	D	TDZE 335

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys





CATEGORY	A	B	C	D
LPV DA	639/24 304 (300-½)			
LNAV/VNAV DA	763/50 428 (500-1)			
LNAV MDA	760/24 425 (500-½)		760/40 425 (500-¾)	760/50 425 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE AL-253 (FAA) 25107

RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

WAAS CH 97507 W18D	APP CRS 180°	Rwy Idg 11120 TDZE 290 Apt Elev 341

RNP APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For Inop ALS, increase LPV all Cats visibility to RVR 5500 and LNAV/VNAV all Cats visibility to 1⅜ SM.

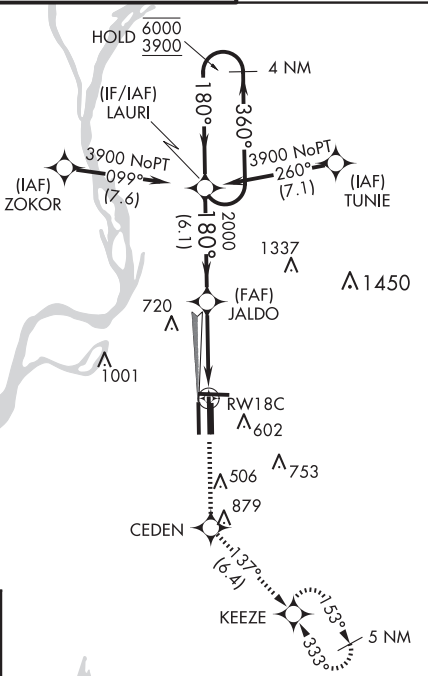
MALSR

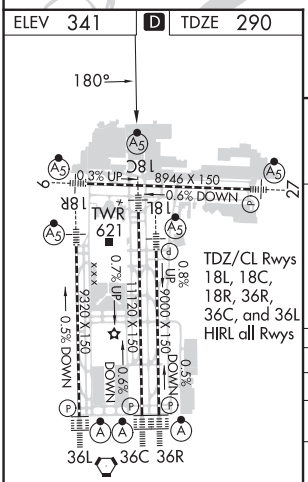
MISSED APPROACH: Climb to 5000 direct CEDEN and on track 137° to KEEZE and hold, continue climb-in-hold to 5000.

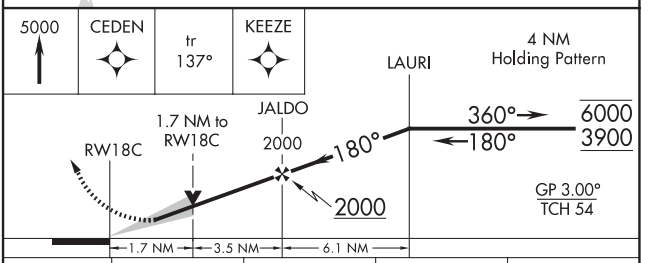
MEMPHIS APP CON	MEMPHIS TOWER	GND CON	CLNC DEL
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2	125.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2	
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2	

D-ATIS 127.75

CPDLC







CATEGORY	A	B	C	D
LPV DA	665/35 375 (400-⅝)			
LNAV/VNAV DA	782/50 492 (500-1)			
LNAV MDA	880/24 590 (600-½)		880-1¼ 590 (600-1¼)	
C CIRCLING	940-1 599 (600-1)		940-1¾ 599 (600-1¾)	1020-2¼ 679 (700-2¼)

MEMPHIS, TENNESSEE
Amdt 2C 07OCT21

35°03'N-89°59'W

MEMPHIS INTL (MEM)

RNAV (GPS) Z RWY 18C

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Z RWY 18L

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	9000
CH 53307	180°	TDZE	301
W18B		Apt Elev	341

RNP APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅝ SM and LNAV Cat C/D visibility to 1⅝ SM.

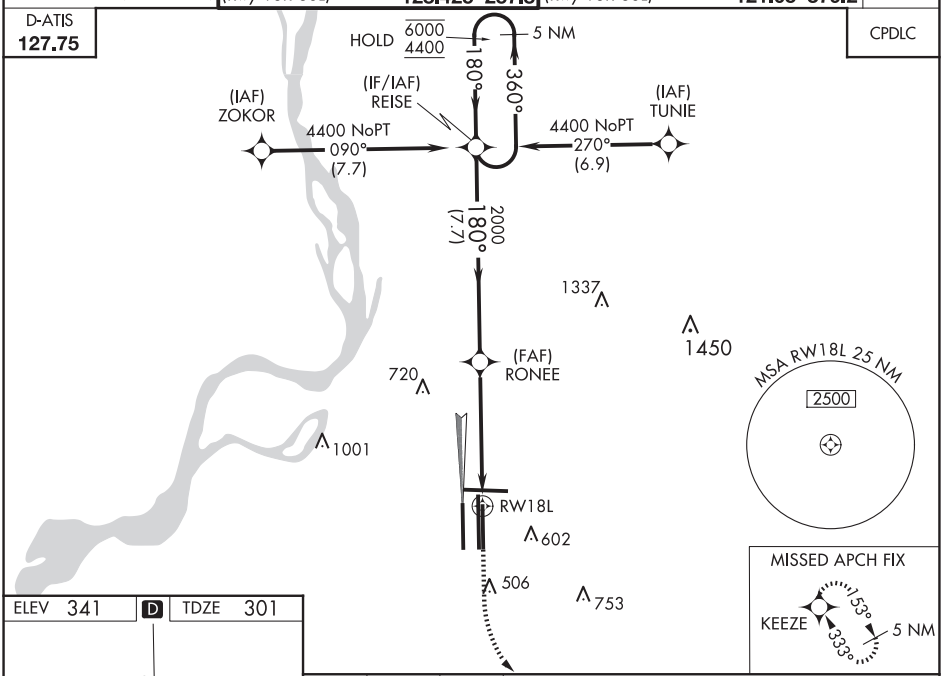
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

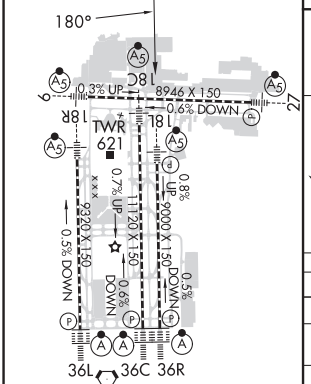
MEMPHIS APP CON	MEMPHIS TOWER	GND CON	CLNC DEL
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2	125.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2	
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2	

D-ATIS 127.75

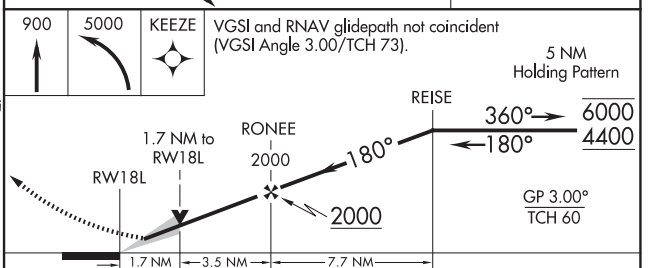
CPDLC



ELEV 341 D TDZE 301



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	557/18 256 (300-½)			
LNAV/VNAV DA	874-1¼ 573 (600-1¼)			
LNAV MDA	880/24 579 (600-½)		880-1¼ 579 (600-1¼)	
C CIRCLING	940-1 599 (600-1)		940-1⅝ 599 (600-1⅝)	1020-2¼ 679 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MEMPHIS, TENNESSEE AL-253 (FAA) 25107

RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)

WAAS	APP CRS	Rwy Idg	9320
CH 56606	180°	TDZE	295
W18A		Apt Elev	341

RNP APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅝ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct JEPOB and hold.

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

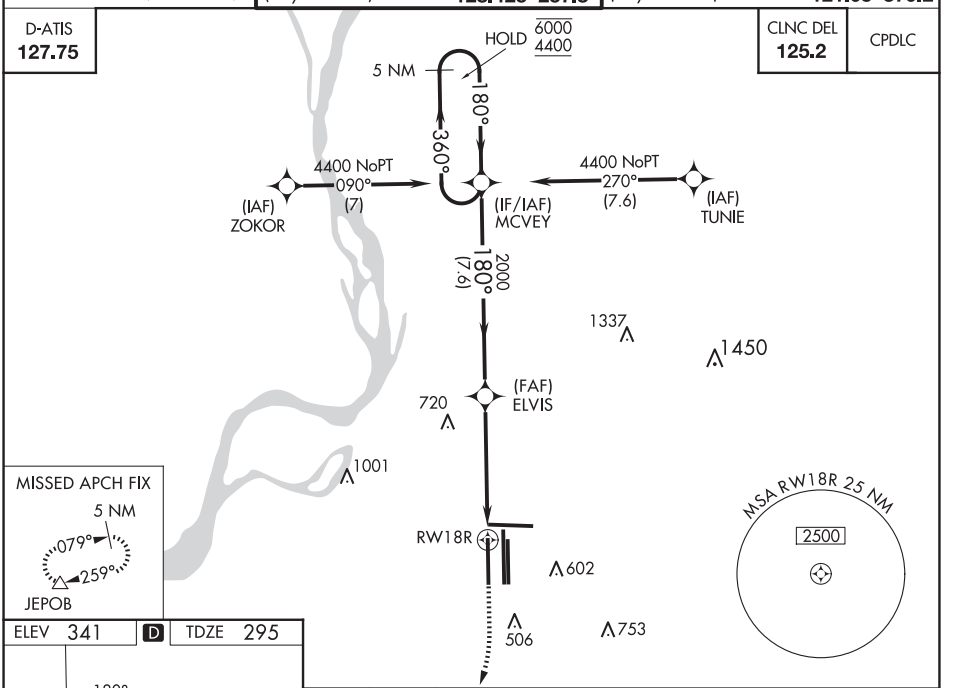
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

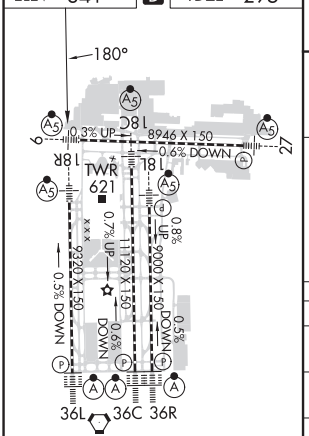
CLNC DEL 125.2

CPDLC

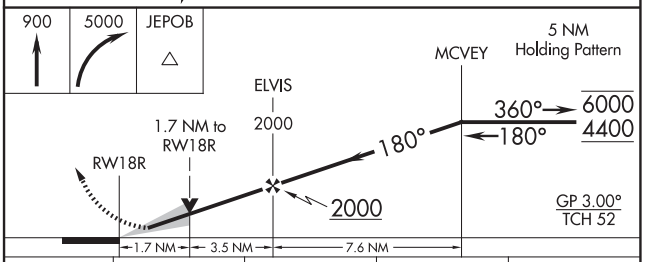


MISSED APCH FIX

ELEV 341 D TDZE 295

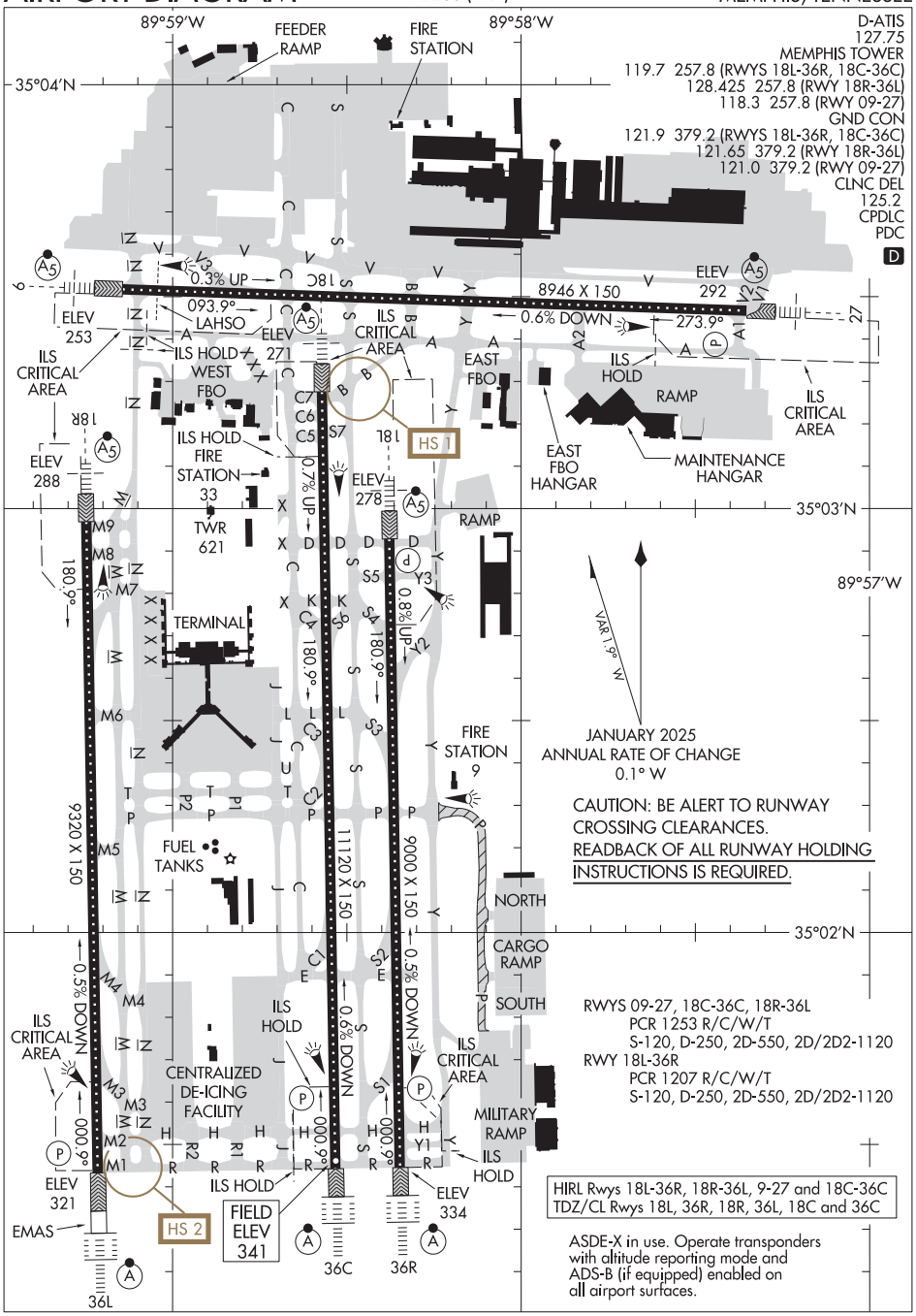


TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	495/18 200 (200-½)			
LNAV/VNAV DA	874-1¼ 579 (600-1¼)			
LNAV MDA	880/24 585 (600-½)		880-1¼ 585 (600-1¼)	
C CIRCLING	940-1 599 (600-1)		940-1¾ 599 (600-1¾)	1020-2¼ 679 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025



SE-1, 12 JUN 2025 to 07 AUG 2025

AUTMN SIX DEPARTURE (RNAV)

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN6.LUVEC):

SE-1, 12 JUN 2025 to 07 AUG 2025

(AZONE7.AZONE) 20366 AL-253 (FAA)

AZONE SEVEN DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

AZONE SEVEN DEPARTURE (RNAV)
(AZONE7.AZONE) 31DEC20
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093°or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE7.PITEW):

SE-1, 12 JUN 2025 to 07 AUG 2025

(BBKNG7.BBKNG) 22195 AL-253 (FAA)

BBKNG SEVEN DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

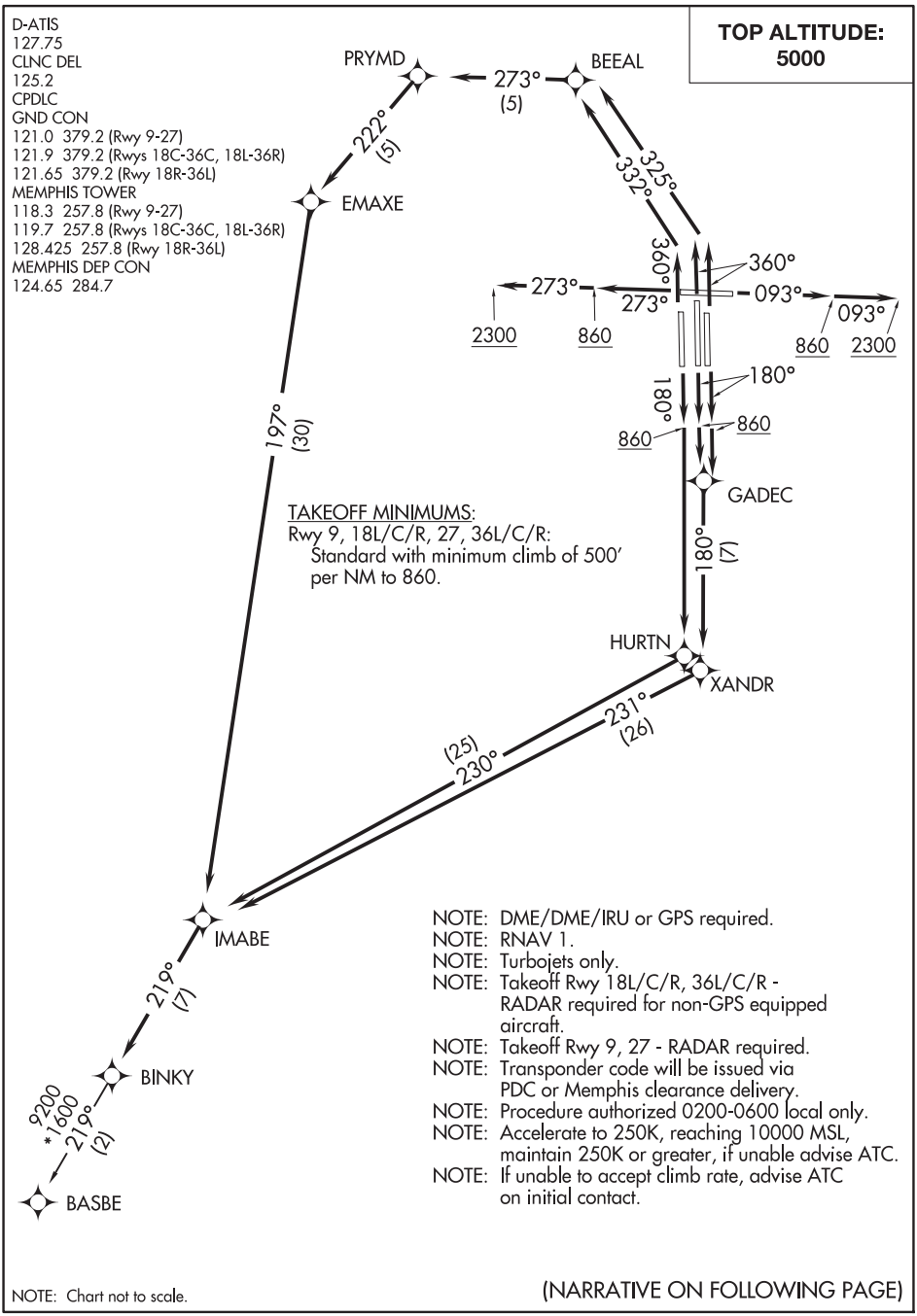
KERMI TRANSITION (BBKNG7.KERMI):

(BINKY6.BINKY) 20366

AL-253 (FAA)

BINKY SIX DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



(NARRATIVE ON FOLLOWING PAGE)

BINKY SIX DEPARTURE (RNAV)
(BINKY6.BINKY) 31DEC20
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....
TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to BINKY, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY6.BASBE):

SE-1, 12 JUN 2025 to 07 AUG 2025

CHLDR FIVE DEPARTURE (RNAV)

(CHLDR5.CHLDR) 31DEC20

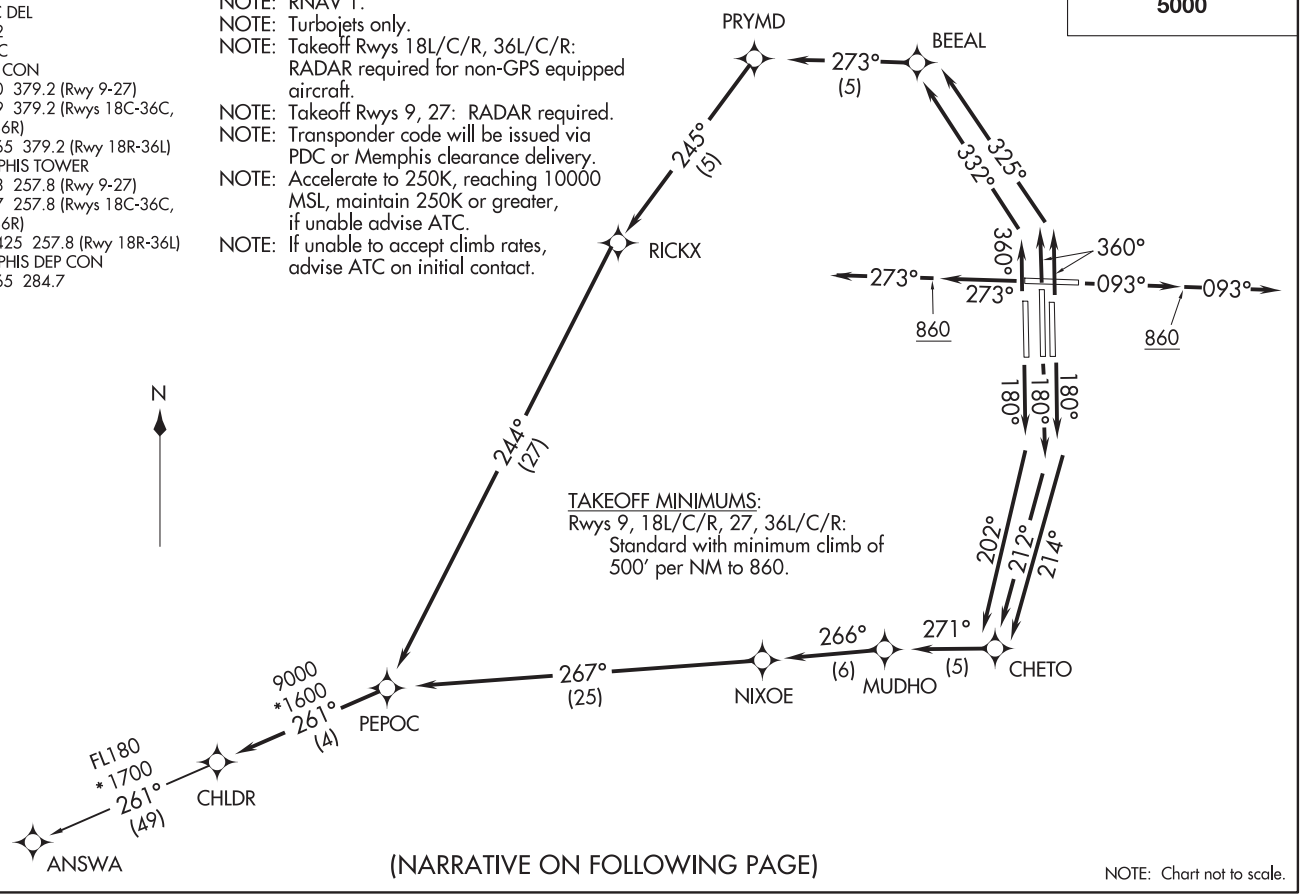
MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE: 5000



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(CHLDR5.CHLDR) 20366

CHLDR FIVE DEPARTURE (RNAV)

MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

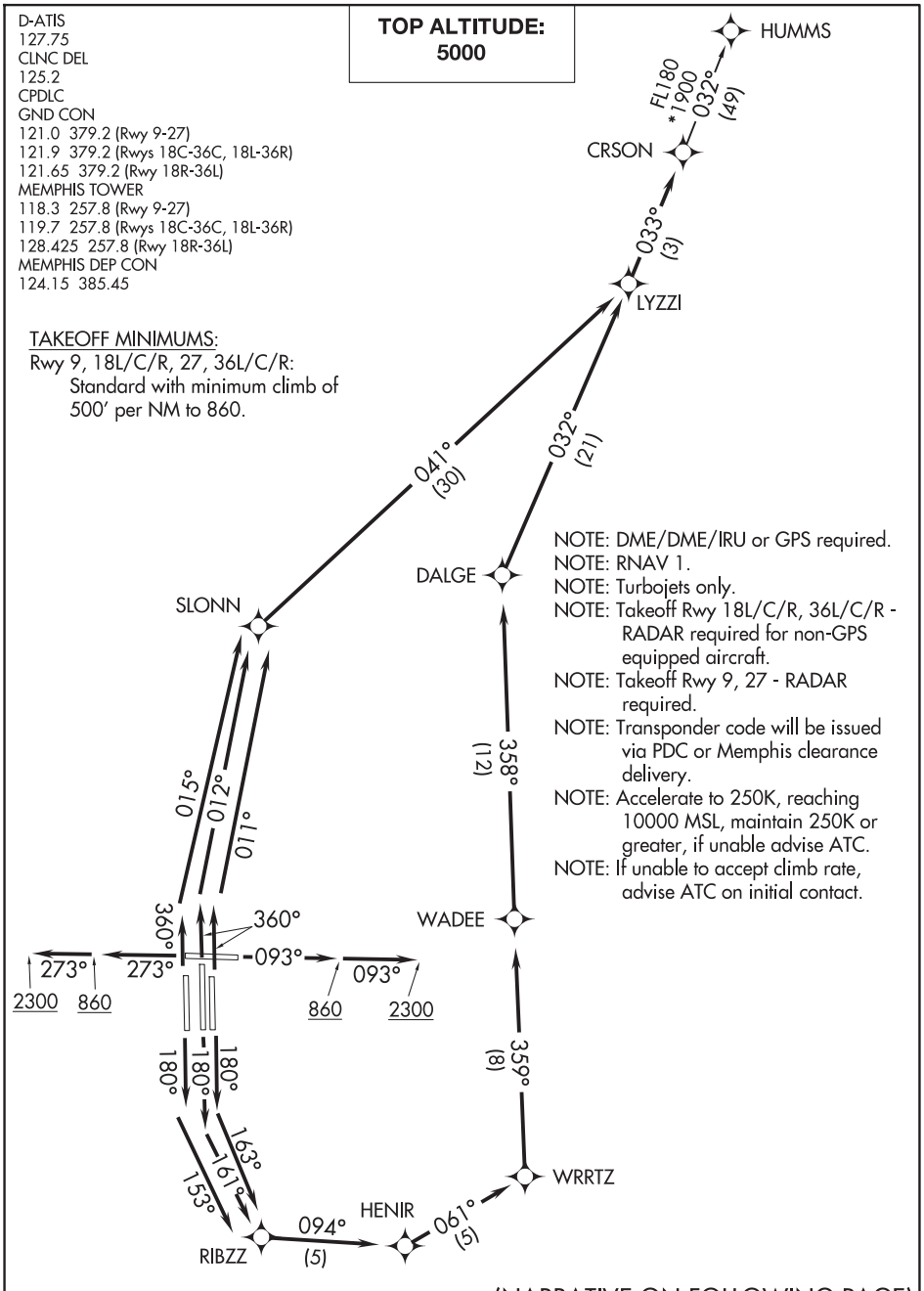
....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):

(CRSON7.CRSON) 20366 AL-253 (FAA)

CRSON SEVEN DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 12 JUN 2025 to 07 AUG 2025

CRSON SEVEN DEPARTURE (RNAV)
(CRSON7.CRSON) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HUMMS TRANSITION (CRSON7.HUMMS):

(DUCKZ5.DUCKZ) 20366 AL-253 (FAA)

DUCKZ FIVE DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

DUCKZ FIVE DEPARTURE (RNAV)
(DUCKZ5.DUCKZ) 31DEC20
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ5.HELAR):

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

(ELVIS4.MEM) 23334

ELVIS FOUR DEPARTURE

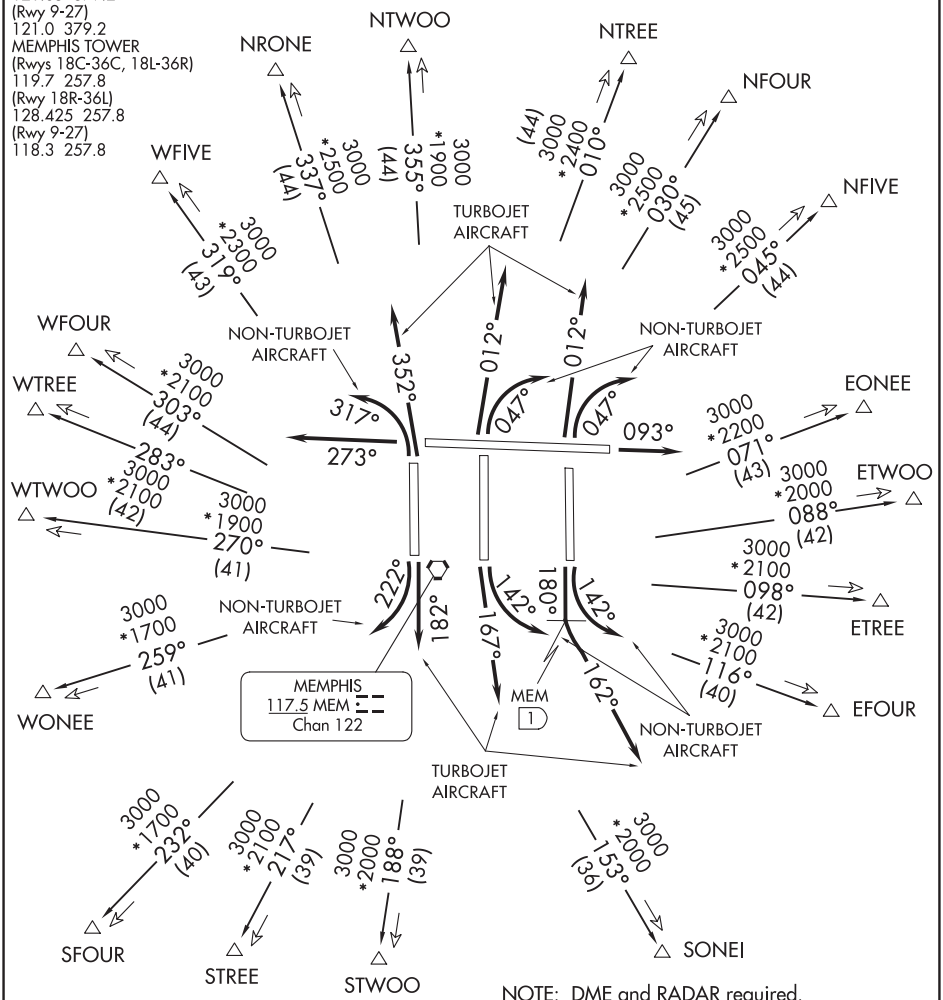
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS 127.75
CLNC DEL
125.2
CPDLC
GND CON
(Rwys 18C-36C, 18L-36R)
121.9 379.2
(Rwy 18R-36L)
121.65 379.2
(Rwy 9-27)
121.0 379.2
MEMPHIS TOWER
(Rwys 18C-36C, 18L-36R)
119.7 257.8
(Rwy 18R-36L)
128.425 257.8
(Rwy 9-27)
118.3 257.8

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

MEMPHIS DEP CON
EONEE, ETWOO, ETREE, EFOUR
NTREE, NFOUR, NFIVE, SONEI
TRANSITIONS: 124.15 353.67
NRONE, NTWOO, STWOO, STREE
SFOUR, WONEE, WTWOO, WTREE,
WFOUR, WFIVE TRANSITIONS: 124.65 284.7



TAKEOFF MINIMUMS:

Rwys 9, 18C/R, 27, 36L/C/R: Standard.
Rwy 18L: Props: Standard; Turbojets: Standard with minimum climb of 340' per NM to 800.

NOTE: DME and RADAR required.
NOTE: Make no turns below 800 MSL.
NOTE: Turbojet aircraft accelerate to 250K immediately until reaching 10000 MSL, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

(NARRATIVE ON FOLLOWING PAGES)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climbing right turn heading 222° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climbing right turn heading 047° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climbing left turn heading 317° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climbing right turn heading 047° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS4.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.
EONEE TRANSITION (ELVIS4.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.
ETREE TRANSITION (ELVIS4.ETREE): From over MEM VORTAC on MEM R-098 to ETREE.
ETWOO TRANSITION (ELVIS4.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.
NFIVE TRANSITION (ELVIS4.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.
NFOUR TRANSITION (ELVIS4.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.
NRONE TRANSITION (ELVIS4.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.
NTREE TRANSITION (ELVIS4.NTREE): From over MEM VORTAC on MEM R-010 to NTREE.
NTWOO TRANSITION (ELVIS4.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.
SFOUR TRANSITION (ELVIS4.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.
SONEI TRANSITION (ELVIS4.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.
STREE TRANSITION (ELVIS4.STREE): From over MEM VORTAC on MEM R-217 to STREE.
STWOO TRANSITION (ELVIS4.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.
WFIVE TRANSITION (ELVIS4.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.
WFOUR TRANSITION (ELVIS4.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.
WONEE TRANSITION (ELVIS4.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.
WTREE TRANSITION (ELVIS4.WTREE): From over MEM VORTAC on MEM R-283 to WTREE.
WTWOO TRANSITION (ELVIS4.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(NOTES CONTINUED ON FOLLOWING PAGE)

SE-1, 12 JUN 2025 to 07 AUG 2025

NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.

NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.

NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

FIX NAME PRONUNCIATION:

EONEE	EAST ONE
ETWOO	EAST TWO
ETREE	EAST THREE
EFOUR	EAST FOUR
SONEI	SOUTH ONE
STWOO	SOUTH TWO
STREE	SOUTH THREE
SFOUR	SOUTH FOUR
WONEE	WEST ONE
WTWOO	WEST TWO
WTREE	WEST THREE
WFOUR	WEST FOUR
WFIVE	WEST FIVE
NRONE	NORTH ONE
NTWOO	NORTH TWO
NTREE	NORTH THREE
NFOUR	NORTH FOUR
NFIVE	NORTH FIVE

SE-1, 12 JUN 2025 to 07 AUG 2025

GENEH SEVEN DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence. . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH7.NUYID)

SE-1, 12 JUN 2025 to 07 AUG 2025

GMBUD SEVEN DEPARTURE (RNAV)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

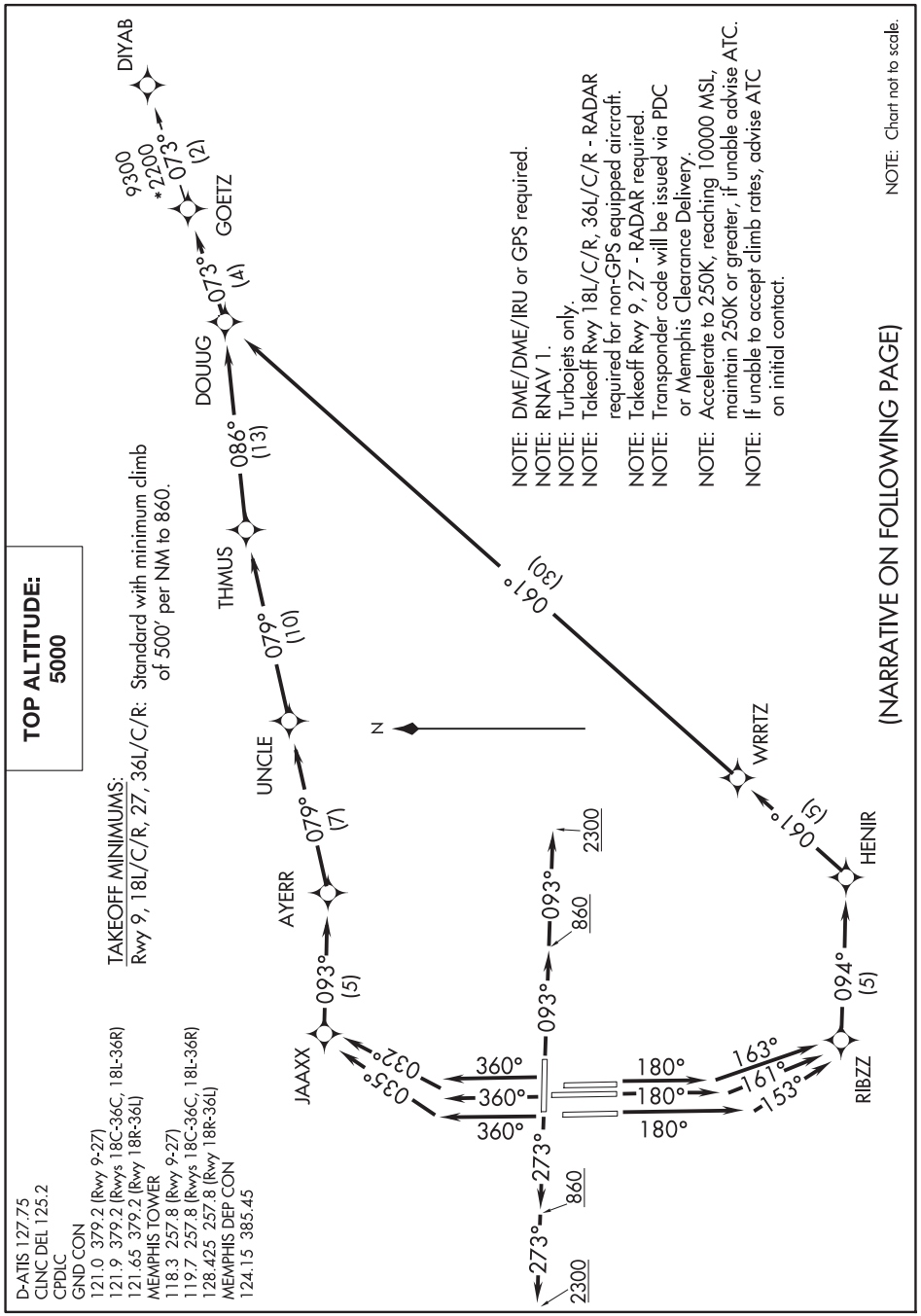
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD7.JADET):

GOETZ SEVEN DEPARTURE (RNAV)



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

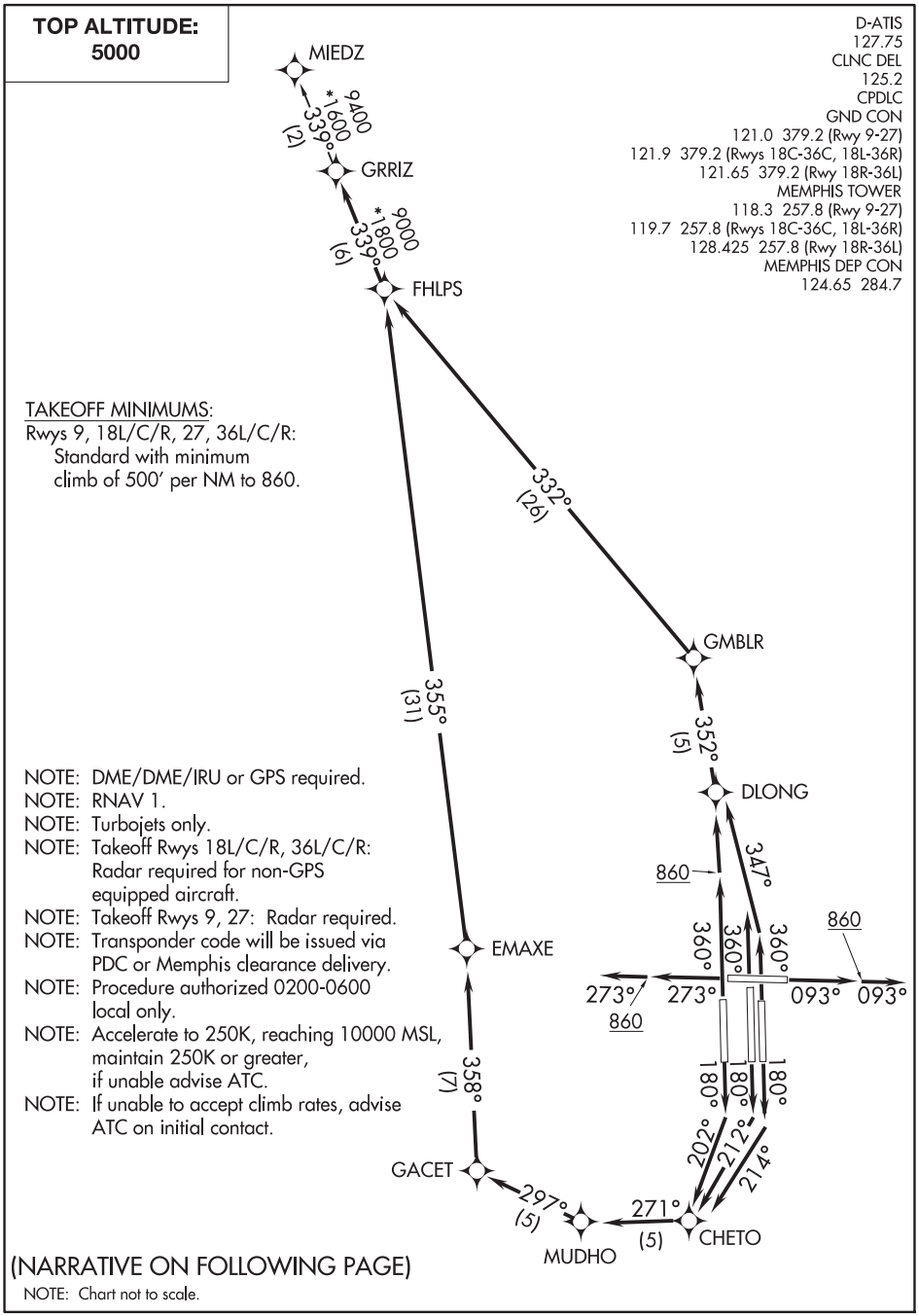
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence . . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ7.DIYAB)

GRRIZ FIVE DEPARTURE (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

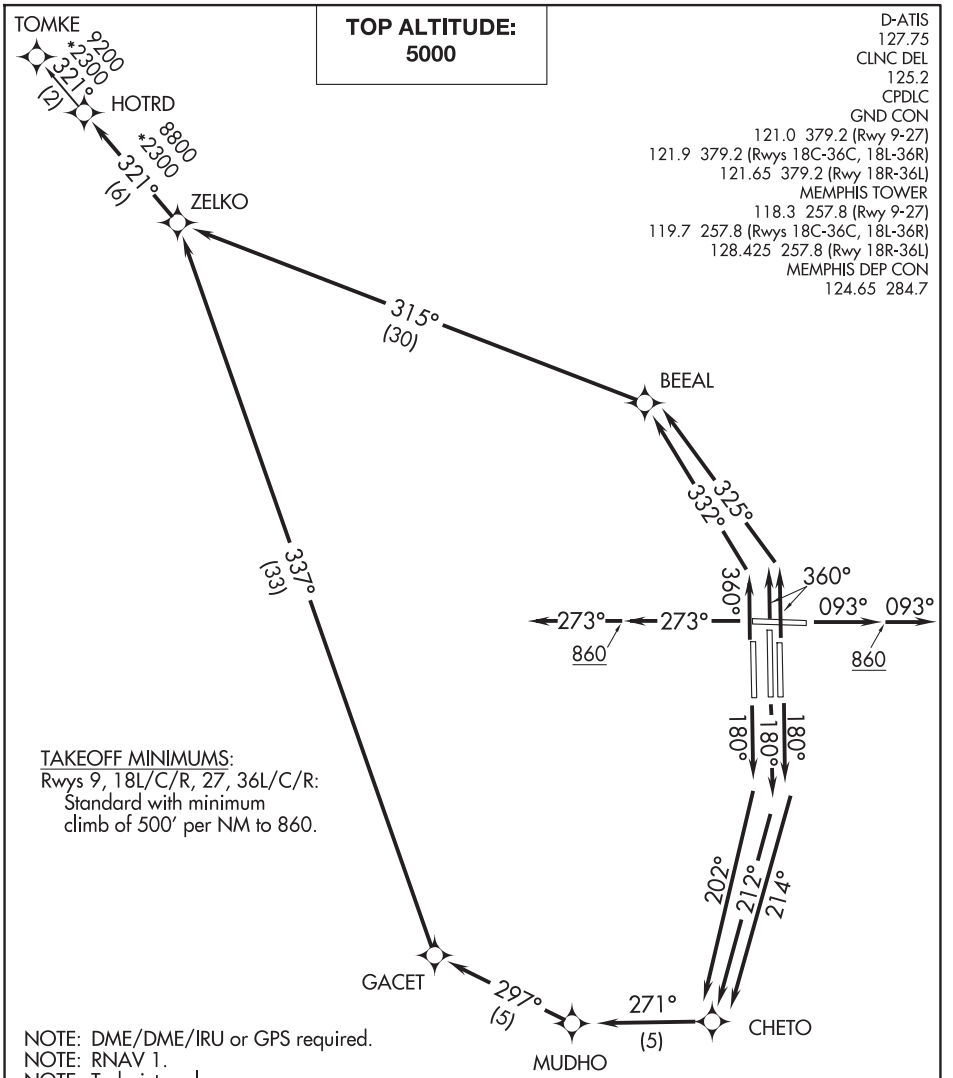
TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MIEDZ TRANSITION (GRRIZ5.MIEDZ):

SE-1, 12 JUN 2025 to 07 AUG 2025

HOTRD FIVE DEPARTURE (RNAV)



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD5.TOMKE):

SE-1, 12 JUN 2025 to 07 AUG 2025

JTEEE FIVE DEPARTURE (RNAV)

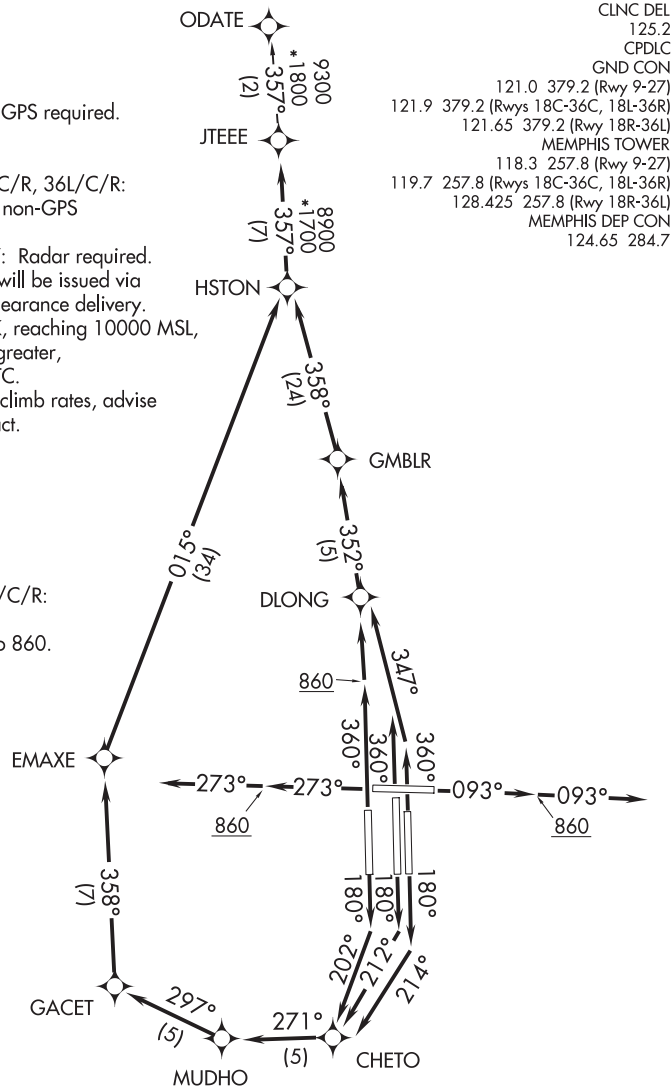
TOP ALTITUDE: 5000

(NARRATIVE ON FOLLOWING PAGE)

D-ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on intial contact.

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.



NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEEE thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEEE5.ODATE):

SE-1, 12 JUN 2025 to 07 AUG 2025

NIKEI FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

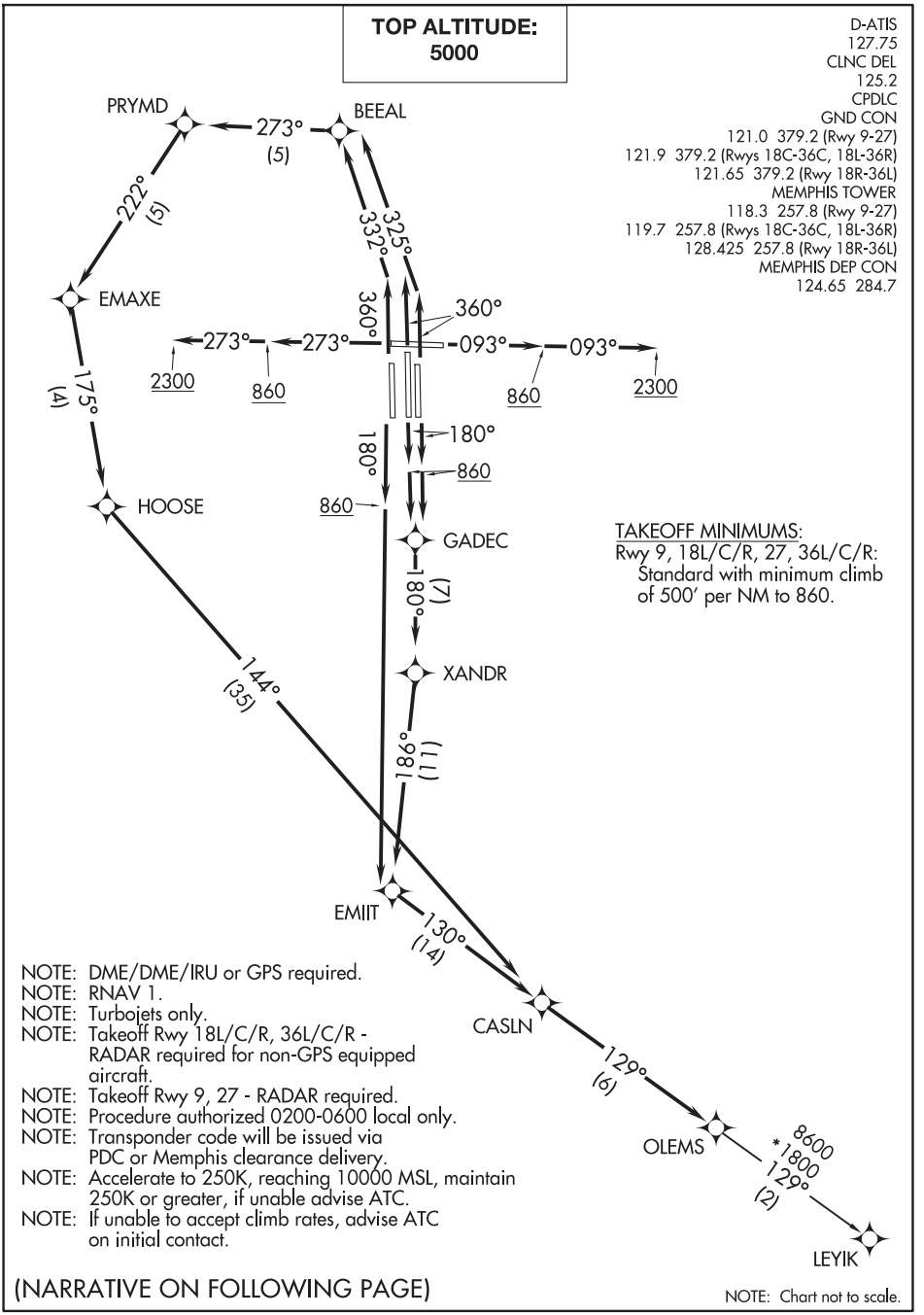
TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

INAYO TRANSITION (NIKEI5.INAYO):

SE-1, 12 JUN 2025 to 07 AUG 2025

OLEMS SIX DEPARTURE (RNAV)



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

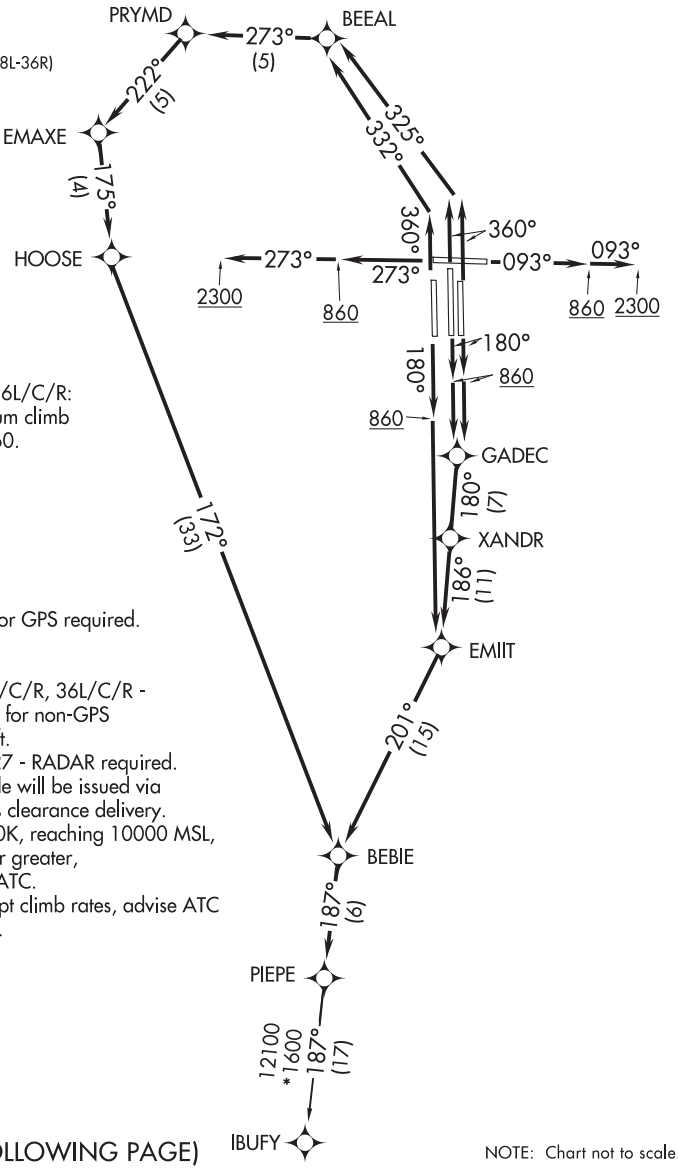
LEYIK TRANSITION (OLEMS6.LEYIK)

SE-1, 12 JUN 2025 to 07 AUG 2025

PIEPE SIX DEPARTURE (RNAV)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

TOP ALTITUDE: 5000



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence. . . .

. . . .maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE6.IBUFY):

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

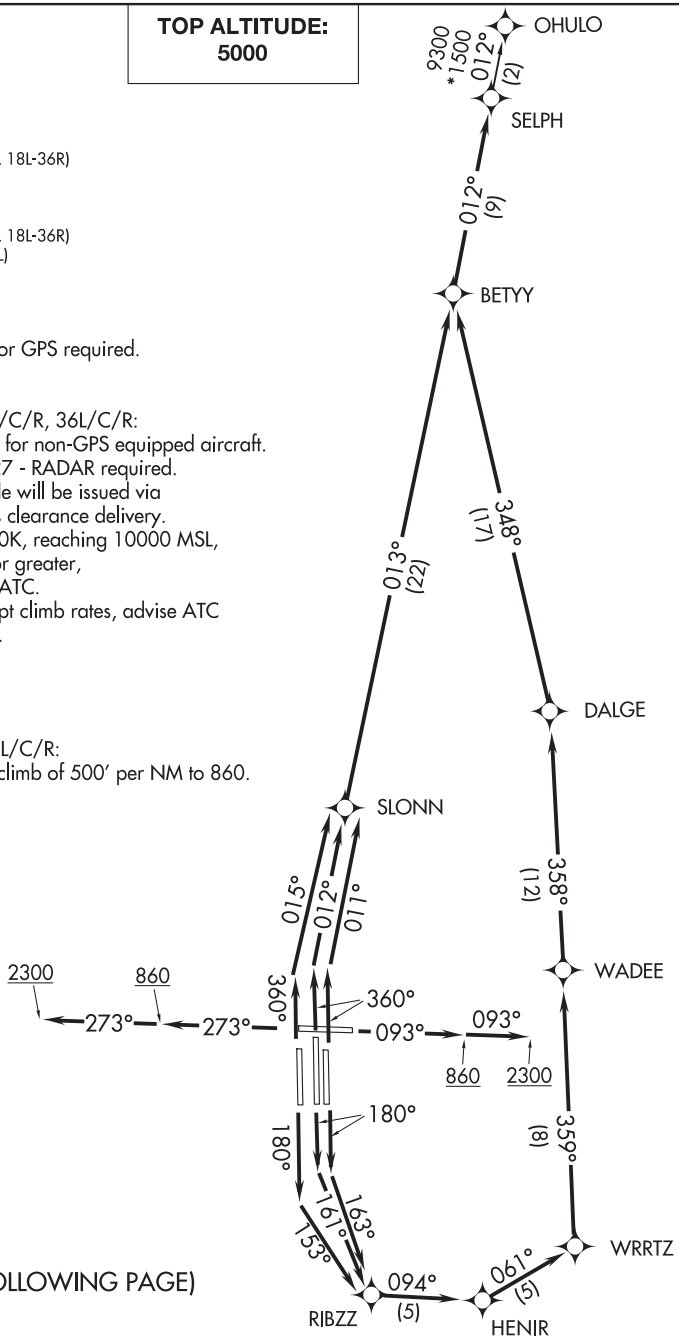
SELPH SEVEN DEPARTURE (RNAV)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence . . .

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH7.OHULO)

SE-1, 12 JUN 2025 to 07 AUG 2025

ZUMIT FIVE DEPARTURE (RNAV)

SE-1, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT5.FOXOM):

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	NA
224°	TDZE	NA
	Apt Elev	1154

RNAV (GPS)-A

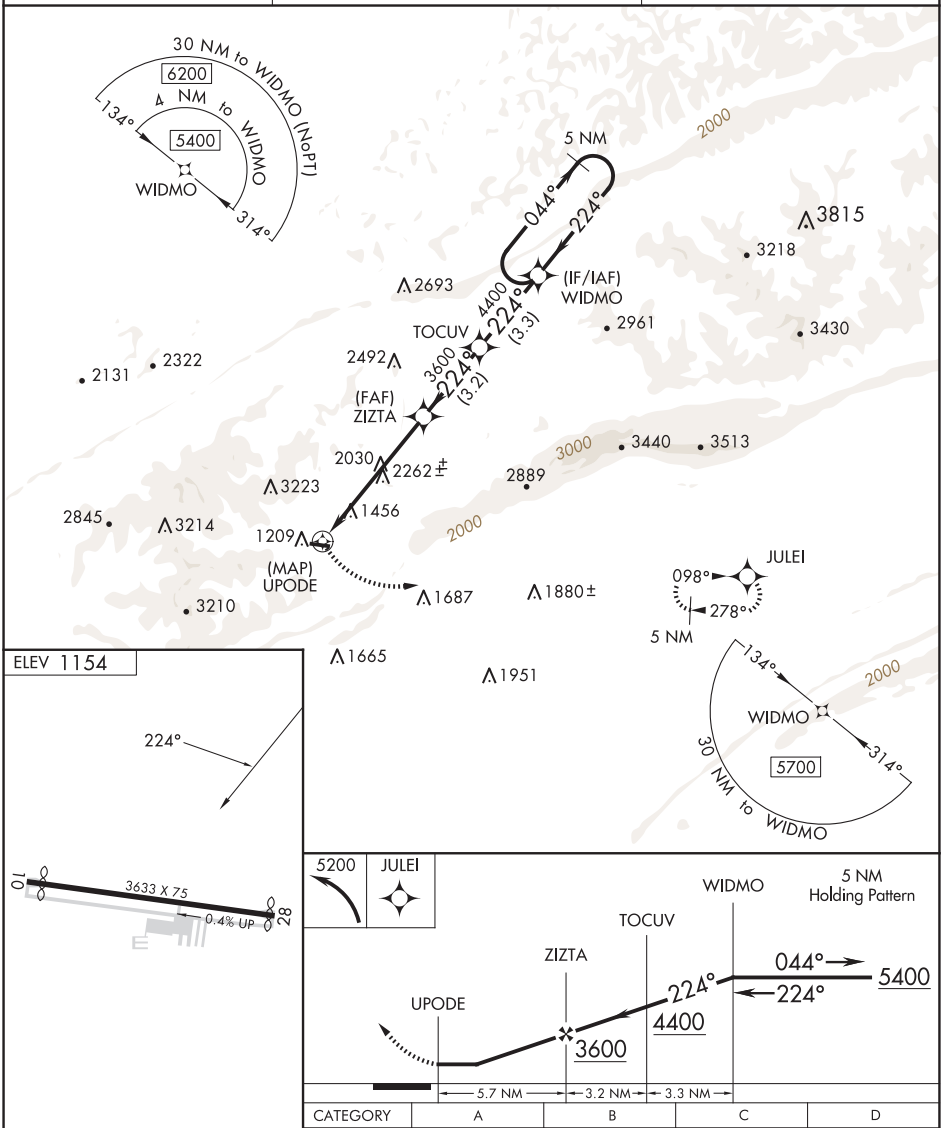
MIDDLESBORO/BELL COUNTY (1A6)

T A -13°C

DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting: increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.625 371.925	122.8 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	2780-1¼ 1626 (1700-1¼)	3080-1½ 1926 (2000-1½)	NA	

REIL Rwys 10 and 28

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MILLINGTON, TENNESSEE | AL-9016 (FAA) | 24025

RNAV (GPS) RWY 18

CHARLES W BAKER (2M8)

APP CRS	Rwy Idg	3499
185°	TDZE	247
	Apt Elev	247

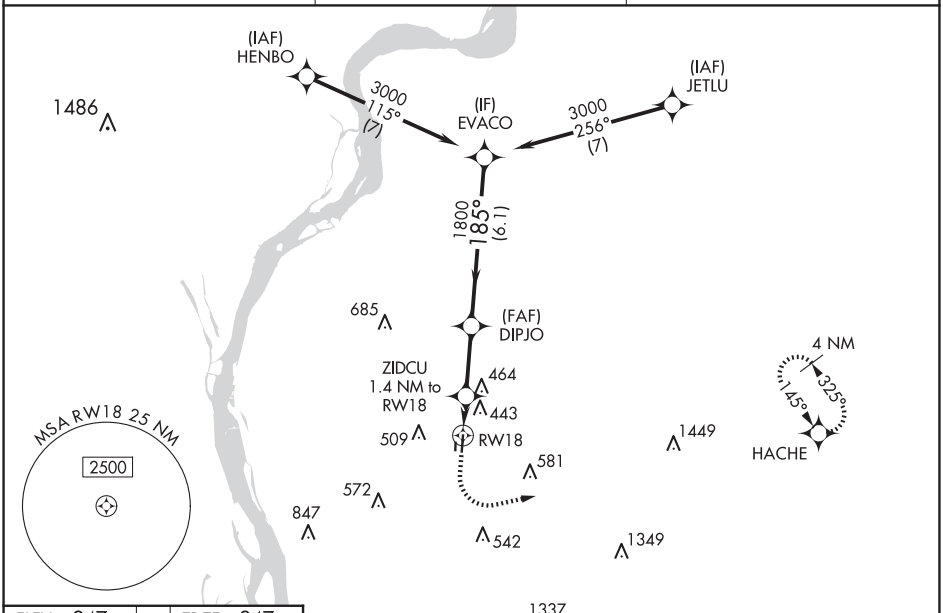
RNP APCH - GPS.

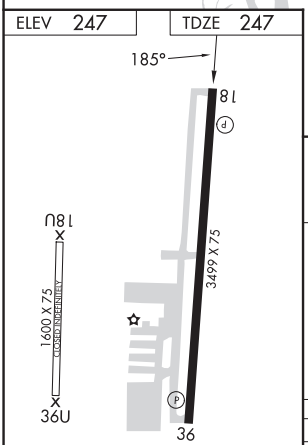
Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millington/Memphis altimeter setting and increase all MDA 40 feet; and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

NA

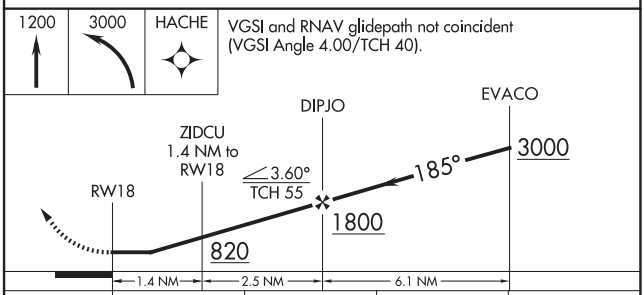
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.

AWOS-3PT	MEMPHIS APP CON	UNICOM
119.575	125.8 338.3	122.8 (CTAF)





MIRL Rwy 18-36
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
LNAV MDA	780-1	533 (600-1)	780-1½ 533 (600-1½)	NA
C CIRCLING	780-1 533 (600-1)	860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)

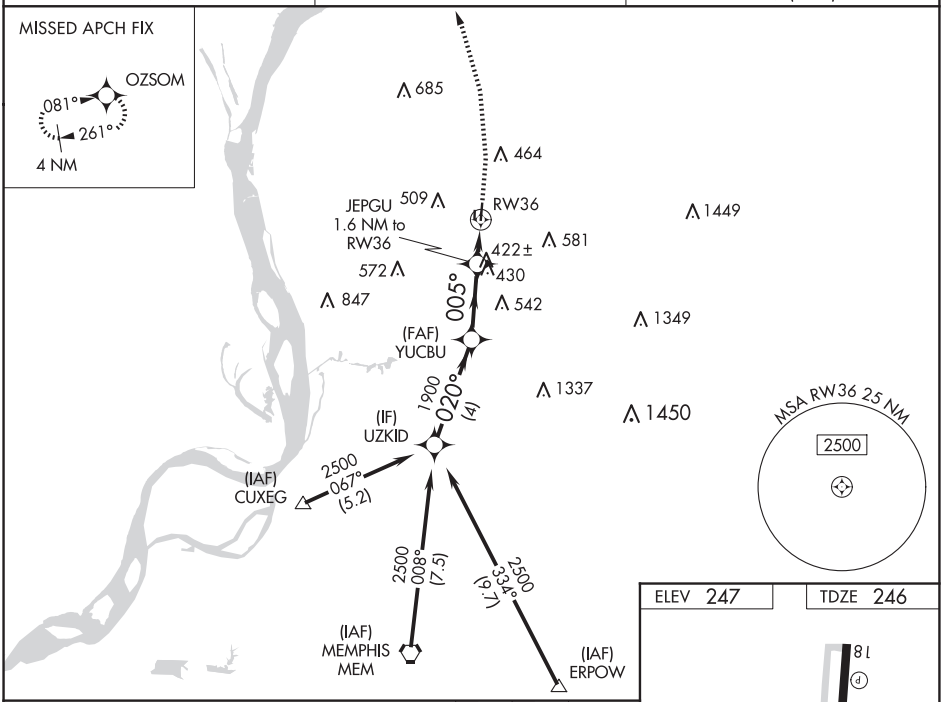
WAAS CH 93924 W36A	APP CRS 005°	Rwy Idg 3499 TDZE 246 Apt Elev 247

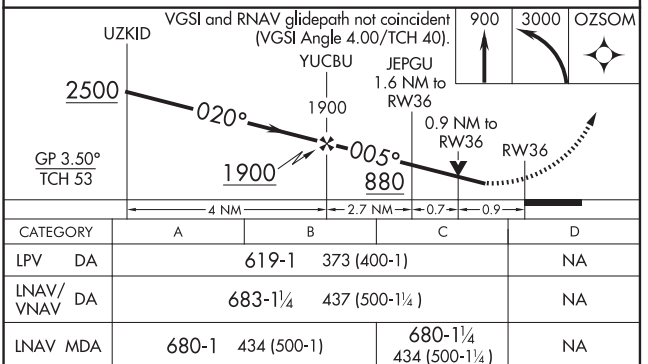
RNP APCH - GPS.

T NA Baro-VNAV and VDP NA when using Millington/Memphis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use Millington/Memphis altimeter setting: increase LPV DA to 643 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 707 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM, and Circling visibility Cat C ¼ SM.

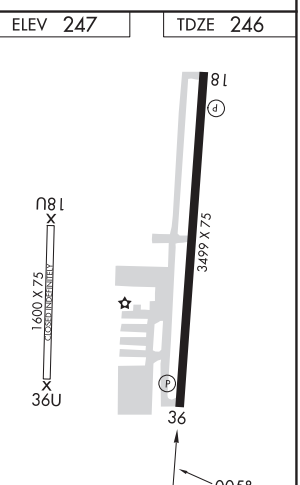
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-3PT	MEMPHIS APP CON	UNICOM
119.575	125.8 338.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	619-1 373 (400-1)			NA
LNAV/VNAV DA	683-1¼ 437 (500-1¼)			NA
LNAV MDA	680-1 434 (500-1)		680-1¼ 434 (500-1¼)	NA
C CIRCLING	760-1 513 (600-1)	860-1 613 (700-1)	900-1¾ 653 (700-1¾)	NA



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MILLINGTON, TENNESSEE | AL-910 (FAA) | 25163

ILS or LOC RWY 22
MILLINGTON/MEMPHIS (NQA)

LOC/DME I-NQA	APP CRS	Rwy Ldg	8001
109.75	219°	TDZE	322
Chan 34 (Y)		Apt Elev	322

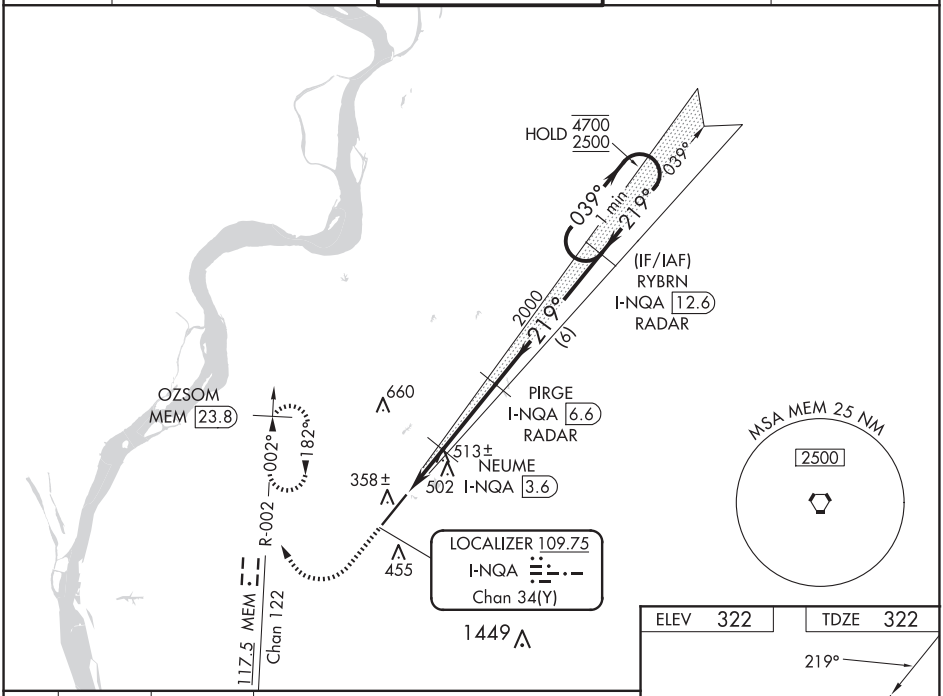
RADAR required for procedure entry. DME required.

S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. For inop ALS, increase S-ILS 22 Cat E visibility to ¾ SM and S-LOC 22 Cat E visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 and on MEM VORTAC R-002 to OZSOM/MEM 23.8 DME and hold, continue climb-in-hold to 3000.

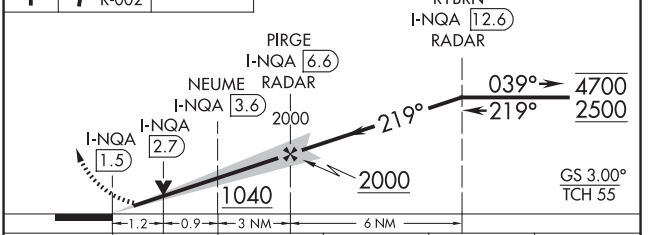
AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95

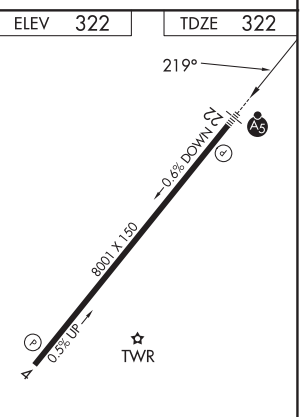


1000 | 3000 MEM R-002 | OZSOM MEM 23.8

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

One Minute Holding Pattern





CATEGORY	A	B	C	D	E
S-ILS 22	522-½ 200 (200-½)				
S-LOC 22	780-½ 458 (500-½)		780-⅞ 458 (500-⅞)		
C CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	920-1½ 598 (600-1½)	960-2 638 (700-2)	960-2¼ 638 (700-2¼)

REIL Rwy 22
REIL Rwy 4 L
HIRL Rwy 4-22 L

MILLINGTON, TENNESSEE
Amdt 7 31OCT24

35°21'N-89°52'W

MILLINGTON/MEMPHIS (NQA)
ILS or LOC RWY 22

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78334 W04A	APP CRS 039°	Rwy Ldg 8001 TDZE 292 Apt Elev 319

RNAV (GPS) RWY 4

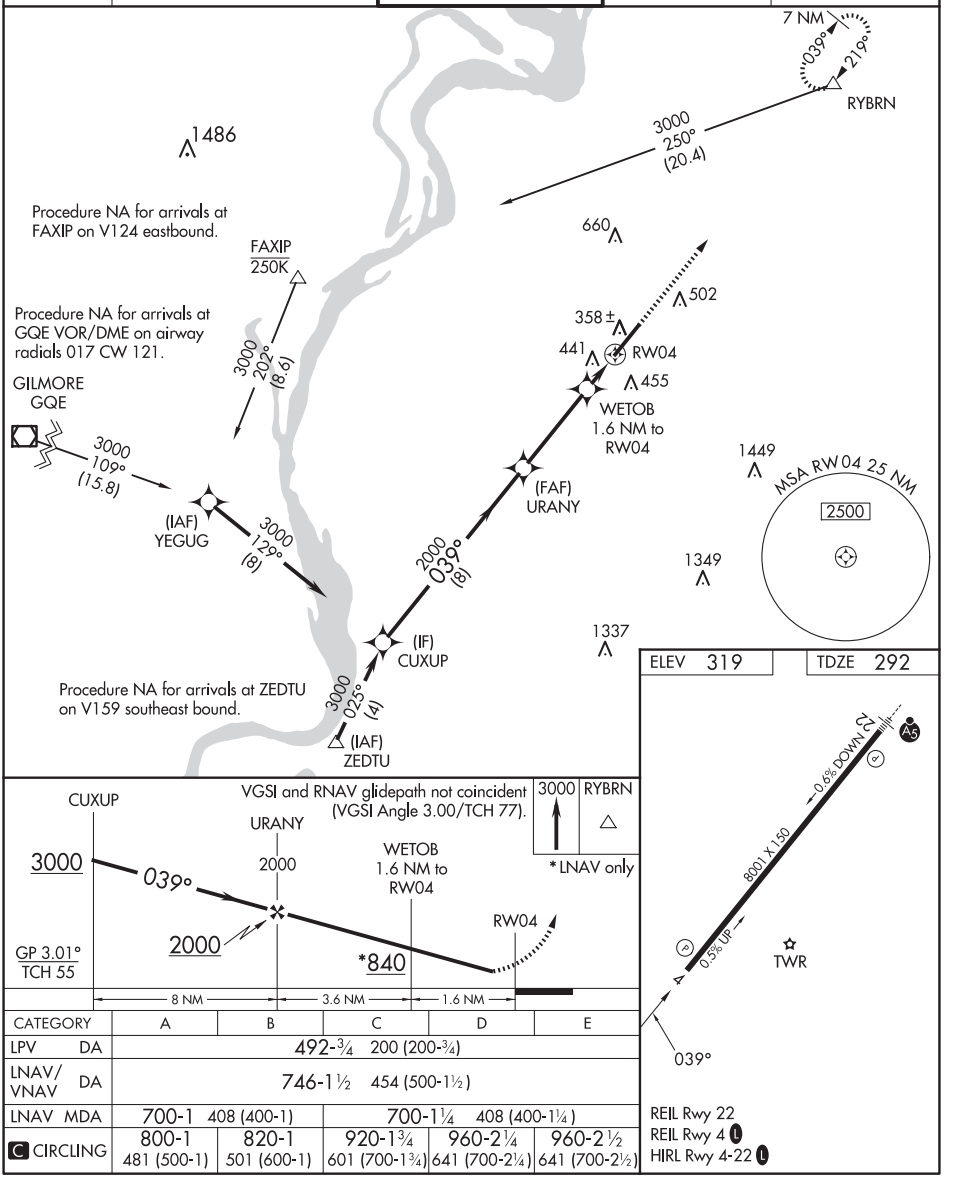
MILLINGTON/MEMPHIS (NQA)

RNP APCH

Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95



CATEGORY	A	B	C	D	E
LPV DA	492-¾ 200 (200-¾)				
LNAV/VNAV DA	746-1½ 454 (500-1½)				
LNAV MDA	700-1 408 (400-1)		700-1¼ 408 (400-1¼)		
C CIRCLING	800-1 481 (500-1)	820-1 501 (600-1)	920-1¾ 601 (700-1¾)	960-2¼ 641 (700-2¼)	960-2½ 641 (700-2½)

REIL Rwy 22
REIL Rwy 4 L
HIRL Rwy 4-22 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MILLINGTON, TENNESSEE | AL-910 (FAA) | 25163

RNAV (GPS) RWY 22

MILLINGTON/MEMPHIS (NQA)

WAAS CH 86212 W22A	APP CRS 219°	Rwy Ldg 8001 / TDZE 322 / Apt Elev 322

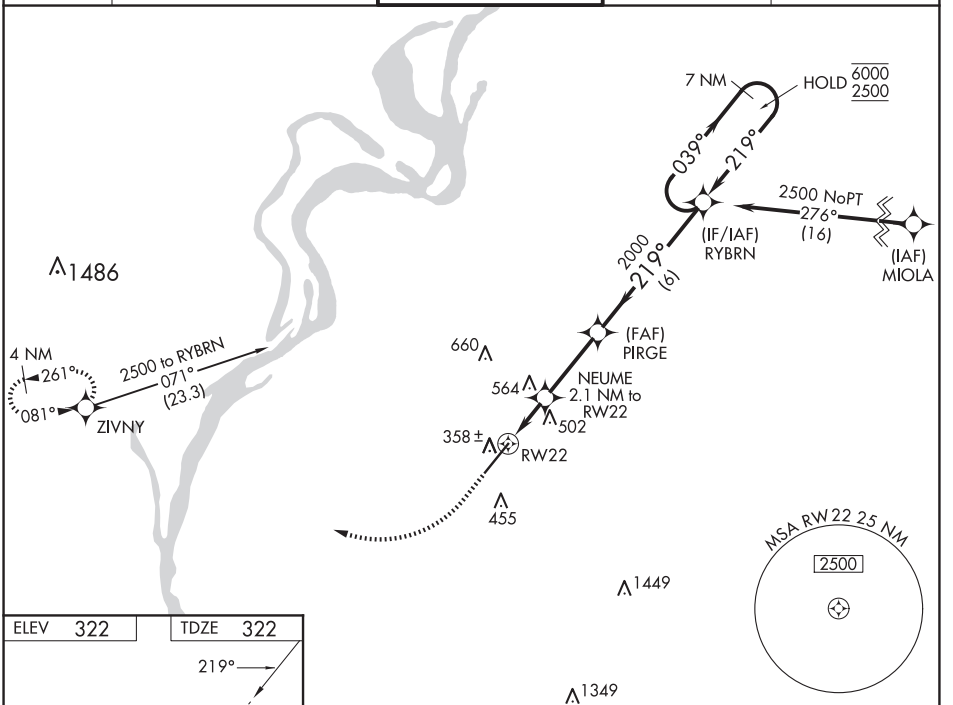
RNP APCH - GPS.

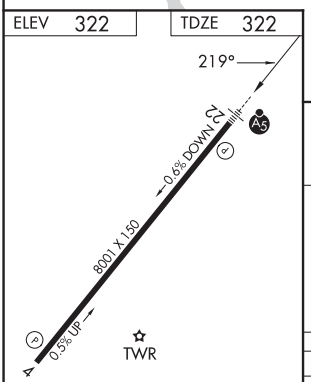
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV Cat E visibility to 1⅜ SM.

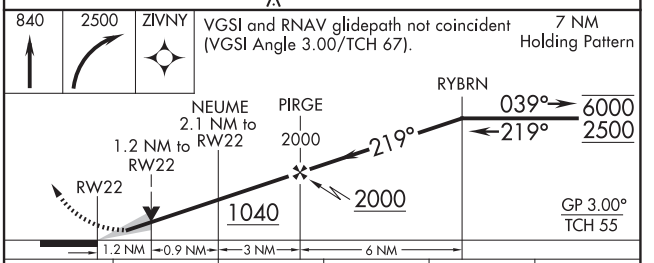
MALSR

MISSED APPROACH: Climb to 840 then climbing right turn to 2500 direct ZIVNY and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







CATEGORY	A	B	C	D	E
LPV DA	522-½ 200 (200-½)				
LNAV/VNAV DA	784-1 462 (500-1)				
LNAV MDA	780-½ 458 (500-½)		780-⅞ 458 (500-⅞)		
C CIRCLING	800-1 478 (500-1)	820-1 498 (500-1)	920-1½ 598 (600-1½)	960-2 638 (700-2)	960-2¼ 638 (700-2¼)

REIL Rwy 22
REIL Rwy 4 L
HIRL Rwy 4-22 L

MILLINGTON, TENNESSEE
Amdt 3 14JUL22

35°21'N-89°52'W

MILLINGTON/MEMPHIS (NQA)

RNAV (GPS) RWY 22

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR or TACAN RWY 22

MILLINGTON/MEMPHIS (NQA)

VORTAC MEM	APP CRS	Rwy Ldg	8001
117.5	195°	TDZE	319
Chan 122		Apt Elev	319

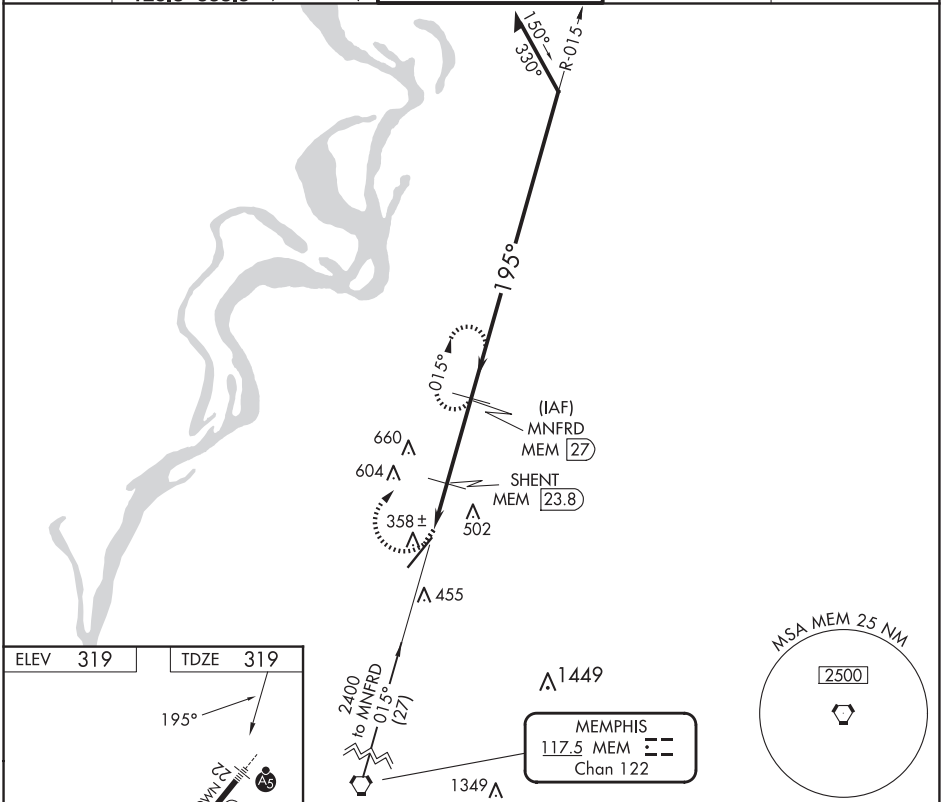
DME required.

Rwy 22 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95



CATEGORY	A	B	C	D	E
S-22	880-1	561 (600-1)	880-1⅝	561 (600-1⅝)	
C CIRCLING	880-1	561 (600-1)	920-1¾ 601 (700-1¾)	960-2 641 (700-2)	960-2¼ 641 (700-2¼)

REIL Rwy 22
REIL Rwy 4 L
HIRL Rwy 4-22 L

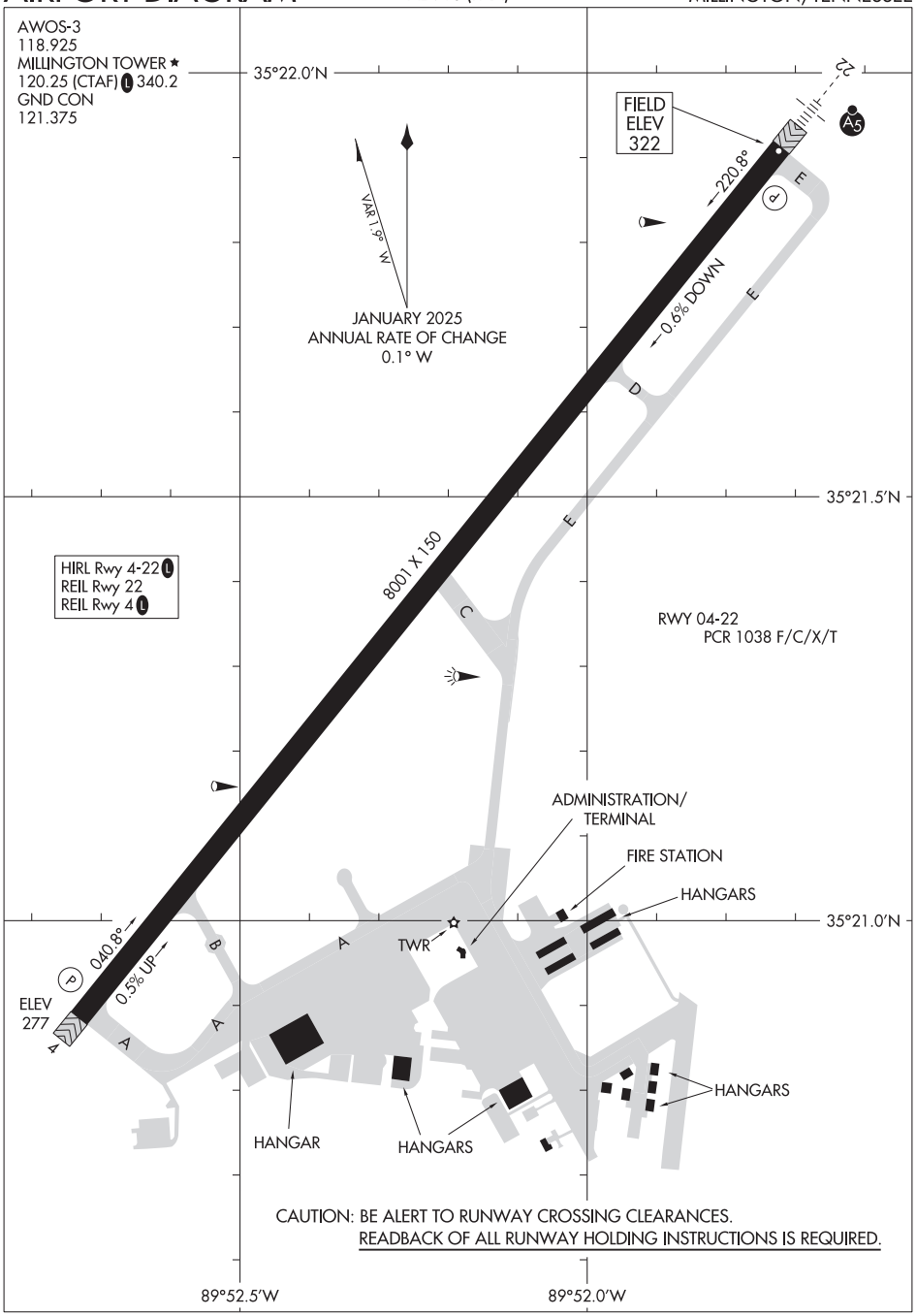
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

AL-910 (FAA)

MILLINGTON/MEMPHIS (NQA)
MILLINGTON, TENNESSEE



AIRPORT DIAGRAM
25163
MILLINGTON, TENNESSEE
MILLINGTON/MEMPHIS (NQA)

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78233 W03A	APP CRS 039°	Rwy Idg 4000 TDZE 961 Apt Elev 963

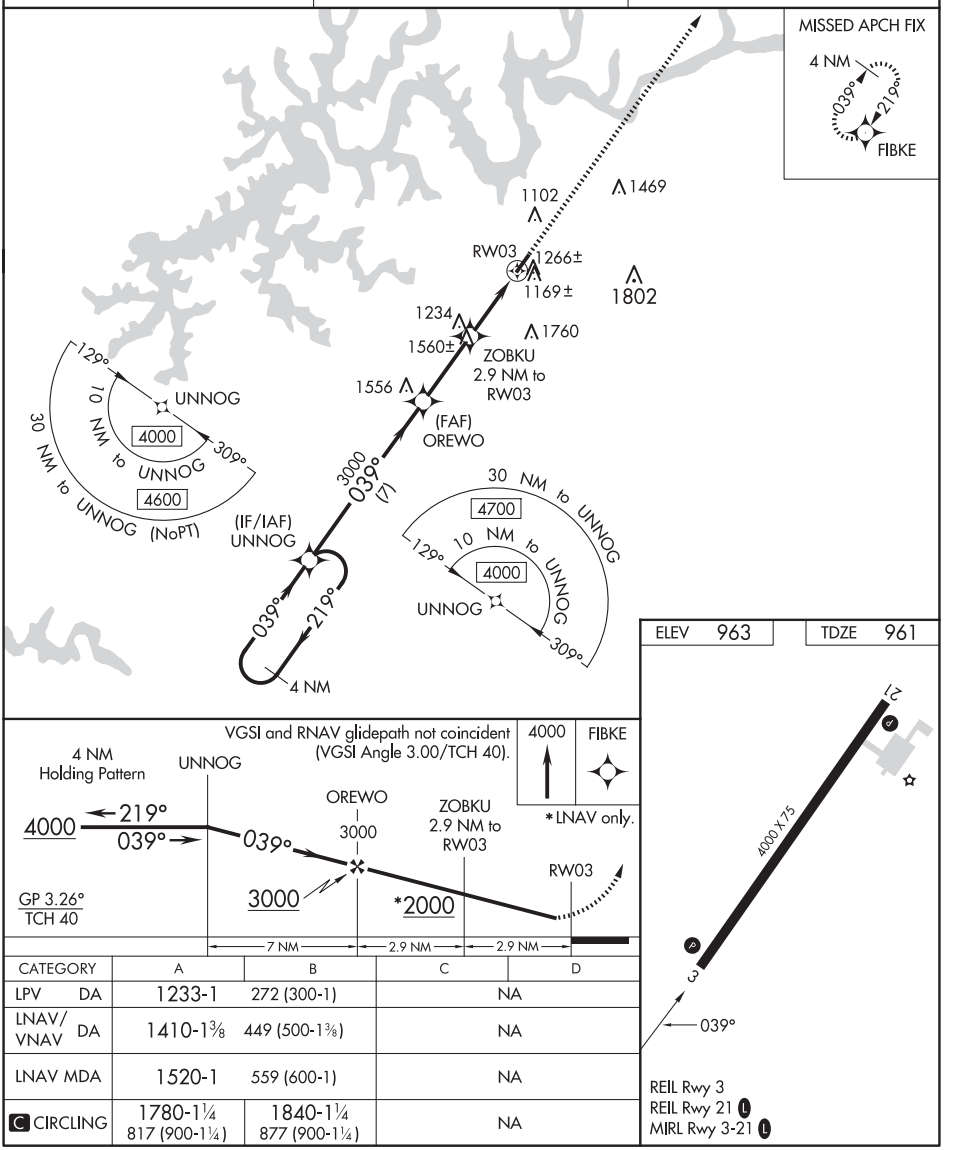
RNAV (GPS) RWY 3

WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 4000 direct FIBKE and hold.

AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1233-1	272 (300-1)	NA	
LNAV/VNAV DA	1410-1⅜	449 (500-1⅜)	NA	
LNAV MDA	1520-1	559 (600-1)	NA	
C CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)	NA	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

MONTICELLO, KENTUCKY AL-6629 (FAA) 23110

RNAV (GPS) RWY 21

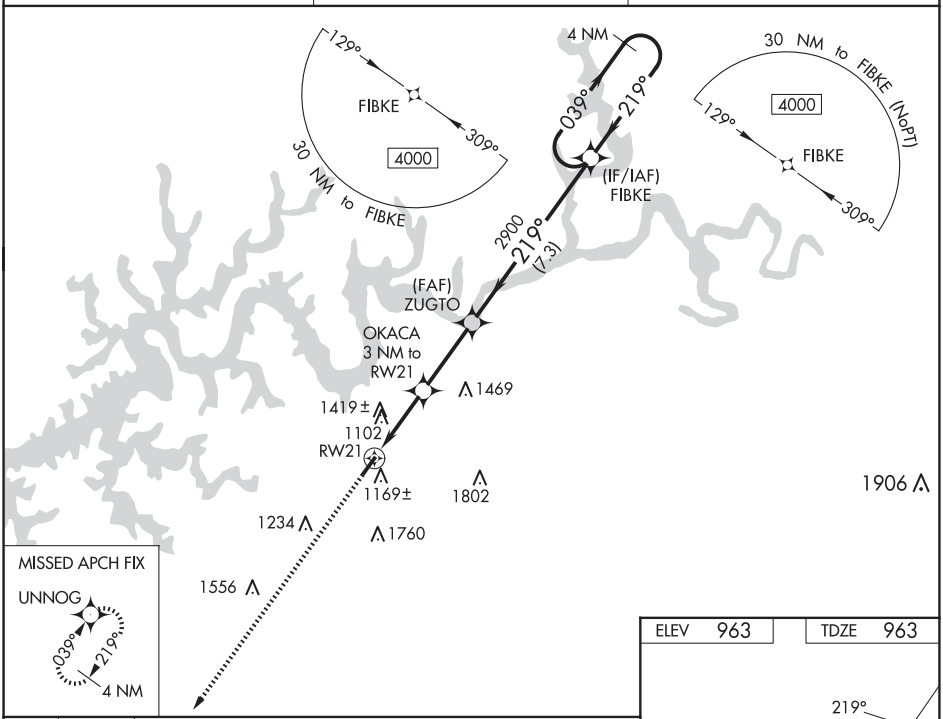
WAYNE COUNTY (EKQ)

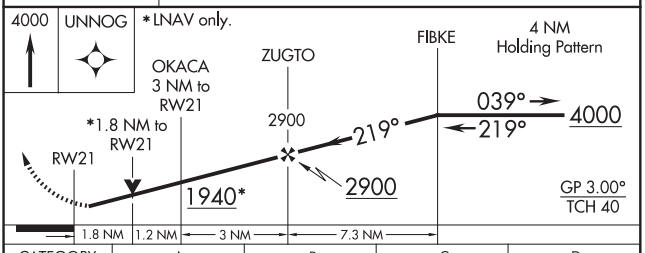
WAAS CH 82533 W21A	APP CRS 219°	Rwy ldg 4000 TDZE 963 Apt Elev 963

T A Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ½ mile. Night landing: Rwy 3 NA.

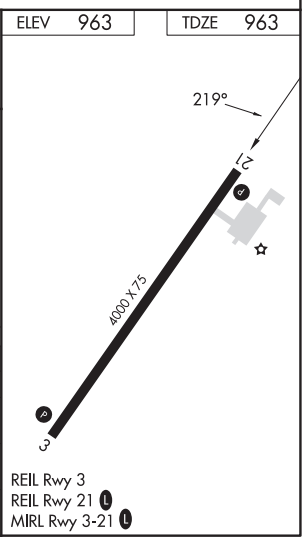
MISSED APPROACH: Climb to 4000 direct UNNOG and hold.

AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1257-1	294 (300-1)	NA	
LNAV/VNAV DA	1666-2½	703 (800-2½)	NA	
LNAV MDA	1580-1	617 (700-1)	NA	
C CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)	NA	



MONTICELLO, KENTUCKY
Orig-B 28APR16

36°51'N-84°51'W

WAYNE COUNTY (EKQ)

RNAV (GPS) RWY 21

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

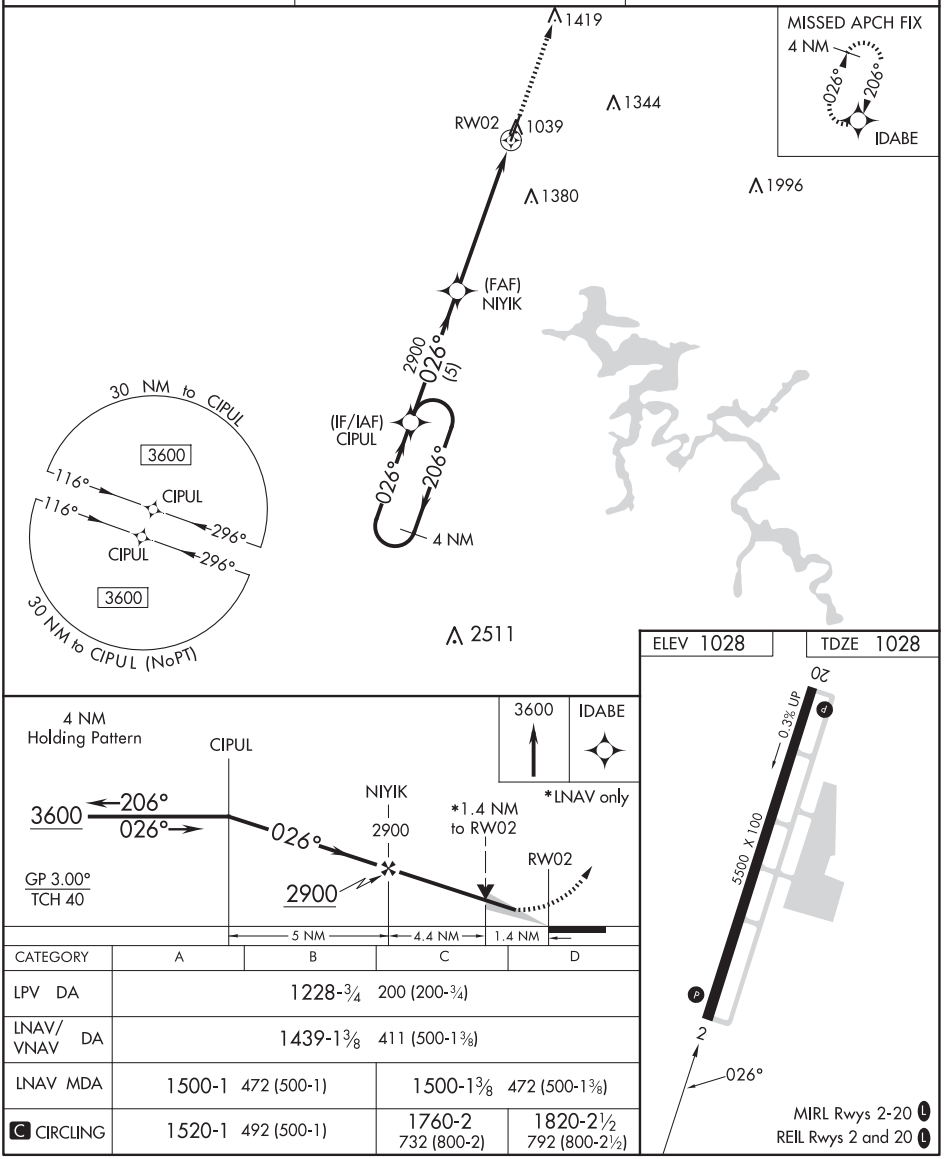
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

WAAS	APP CRS	Rwy Ldg	5500
CH 86909	026°	TDZE	1028
W02A		Apt Elev	1028

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile, LNAV/VNAV all Cats visibility ¼ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IDABE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.95	124.225 360.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1228-¾ 200 (200-¾)			
LNAV/VNAV DA	1439-1⅜ 411 (500-1⅜)			
LNAV MDA	1500-1 472 (500-1)		1500-1⅜ 472 (500-1⅜)	
C CIRCLING	1520-1 492 (500-1)		1760-2 732 (800-2)	1820-2½ 792 (800-2½)

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SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20

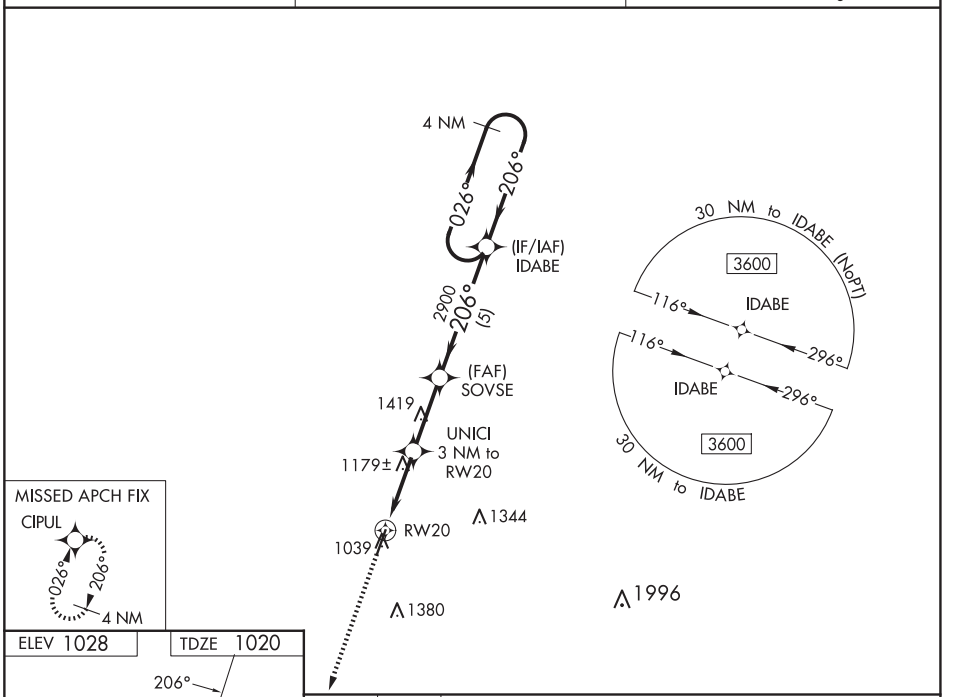
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

WAAS	APP CRS	Rwy Ldg	5500
CH 78209	206°	TDZE	1020
W20A		Apt Elev	1028

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅛ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CIPUL and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.95	124.225 360.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1270-⅞	250 (300-⅞)		
LNAV/VNAV DA	1453-1½	433 (500-1½)		
LNAV MDA	1440-1	420 (500-1)	1440-1¼	420 (500-1¼)
C CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)	1820-2½ 792 (700-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
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RNAV (GPS) RWY 5

MOORE-MURRELL (MOR)

WAAS	APP CRS	Rwy Ldg	5718
CH 78321	053°	TDZE	1313
W05A		Apt Elev	1313

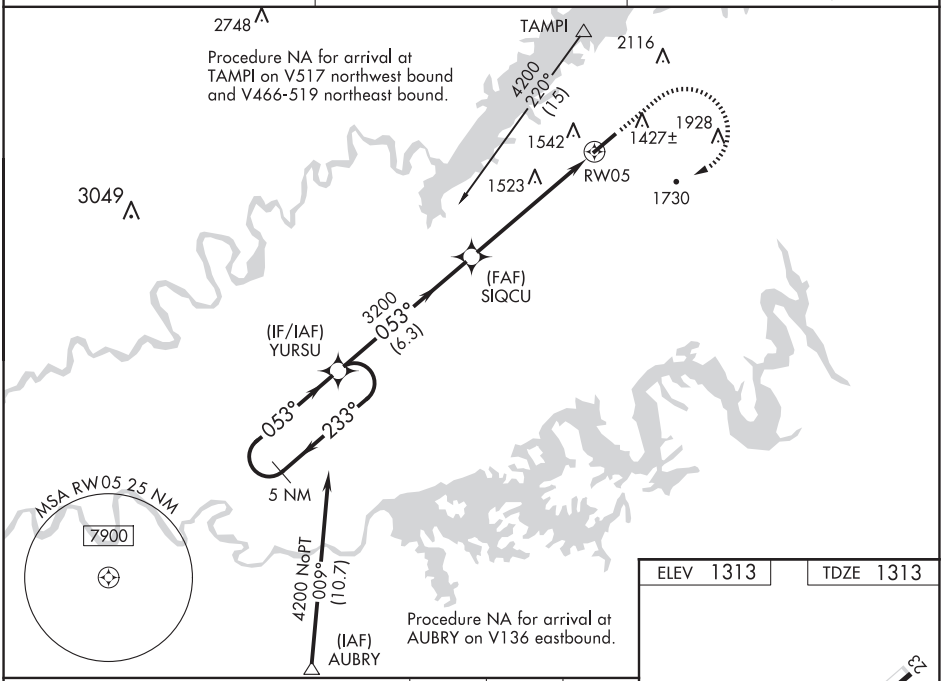
RNP APCH - GPS.

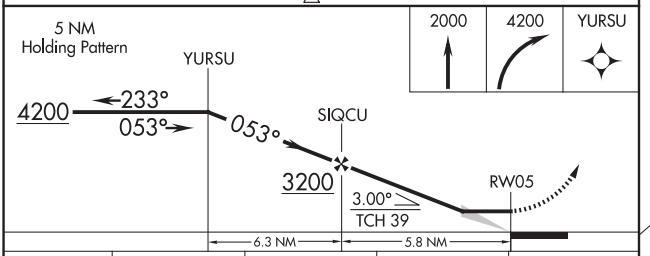
NA

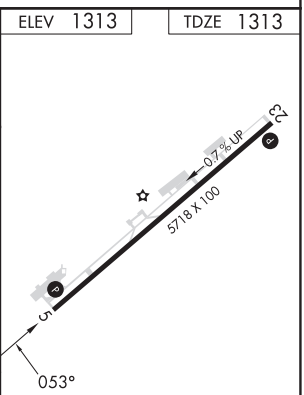
When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cats C/D visibility ⅜ SM, increase Circling Cat B visibility ¼ SM and Cat C visibility ½ SM. For inop MALSF, increase LP and LNAV Cats C and D visibility to 1⅜ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1¾ miles.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1760-⅞ 447 (500-⅞)		1760-1 447 (500-1)	
LNAV MDA	1780-⅞ 467 (500-⅞)		1780-1⅛ 467 (500-1⅛)	
CIRCLING	1880-1 567 (600-1)	2020-1 707 (800-1)	2160-2½ 847 (900-2½)	2420-3 1107 (1200-3)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-1, 12 JUN 2025 to 07 AUG 2025

MORRISTOWN, TENNESSEE AL-5549 (FAA) 25163

WAAS	APP CRS	Rwy Ldg	5718
CH 40421	233°	TDZE	1292
W23A		Apt Elev	1313

RNAV (GPS) RWY 23

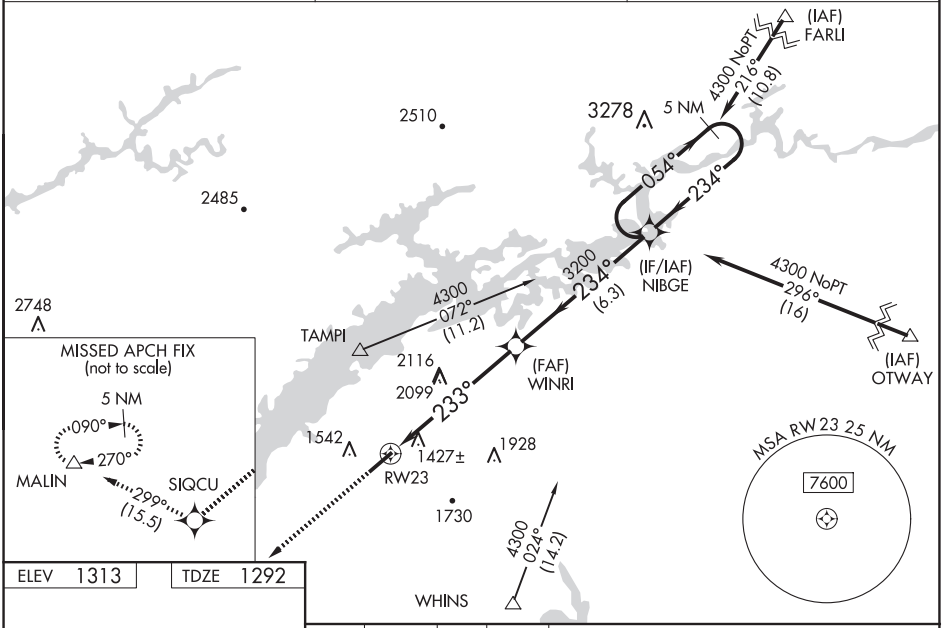
MOORE-MURRELL (MOR)

Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

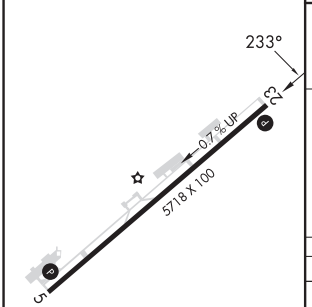
NA

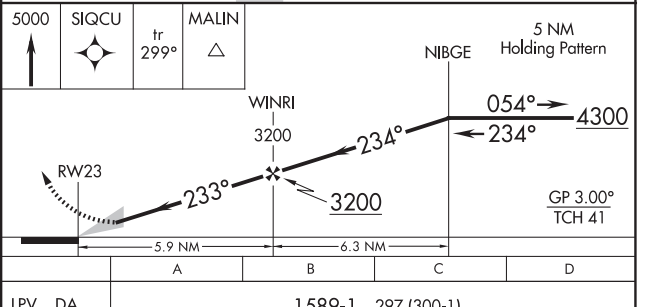
MISSED APPROACH: Climb to 5000 direct SIQCU and on track 299° to MALIN and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L



ELEV 1313 TDZE 1292





	A	B	C	D
LPV DA	1589-1 297 (300-1)			
LNAV/VNAV DA	2387-4 1095 (1100-4)			
LNAV MDA	2200-1¼ 908 (900-1¼)		2200-2½ 908 (900-2½)	
CIRCLING	2200-1¼ 887 (900-1¼)		2200-2¾ 887 (900-2¾)	2420-3 1107 (1200-3)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5000
CH 81933	033°	TDZE	1019
W03A		Apt Elev	1019

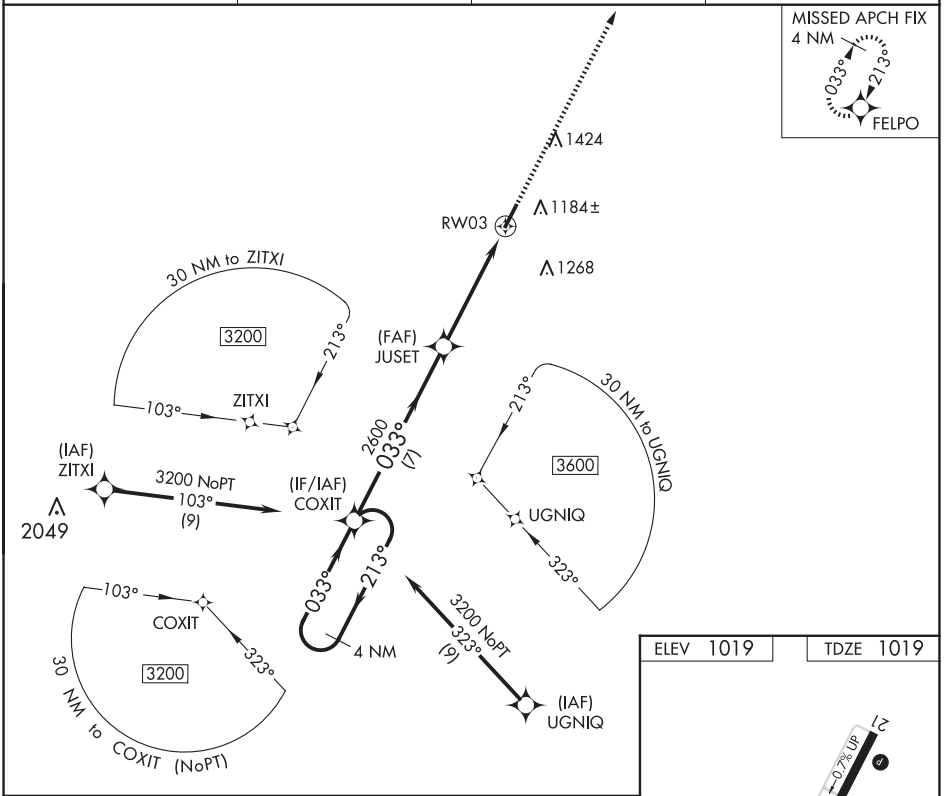
RNAV (GPS) RWY 3

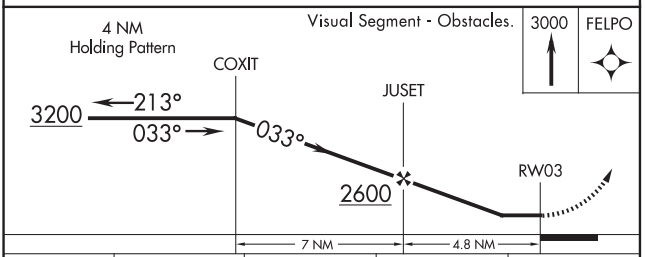
MOUNT STERLING/MONTGOMERY COUNTY (IOB)

T NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

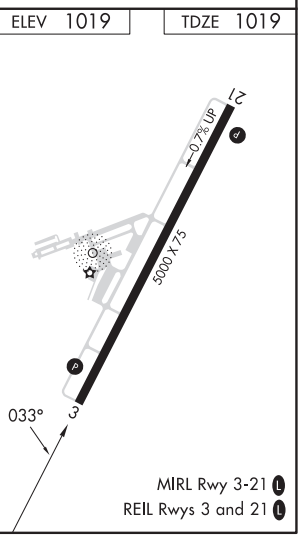
MISSED APPROACH: Climb to 3000 direct FELPO and hold.

AWOS-3	LEXINGTON APP CON	GCO	CTAF
120.675	120.15 259.3	121.72	122.8 L





CATEGORY	A	B	C	D
LP MDA	1540-1	521 (600-1)	1540-1½	521 (600-1½)
LNAV MDA	1560-1	541 (600-1)	1560-1⅝	541 (600-1⅝)
C CIRCLING	1560-1	541 (600-1)	1740-2	1740-2¼
			721 (800-2)	721 (800-2¼)



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SE-1, 12 JUN 2025 to 07 AUG 2025

MOUNT STERLING, KENTUCKY AL-6224 (FAA) 25051

WAAS CH 42830 W21A	APP CRS 213°	Rwy Idg 5000 TDZE 1007 Apt Elev 1019

RNAV (GPS) RWY 21

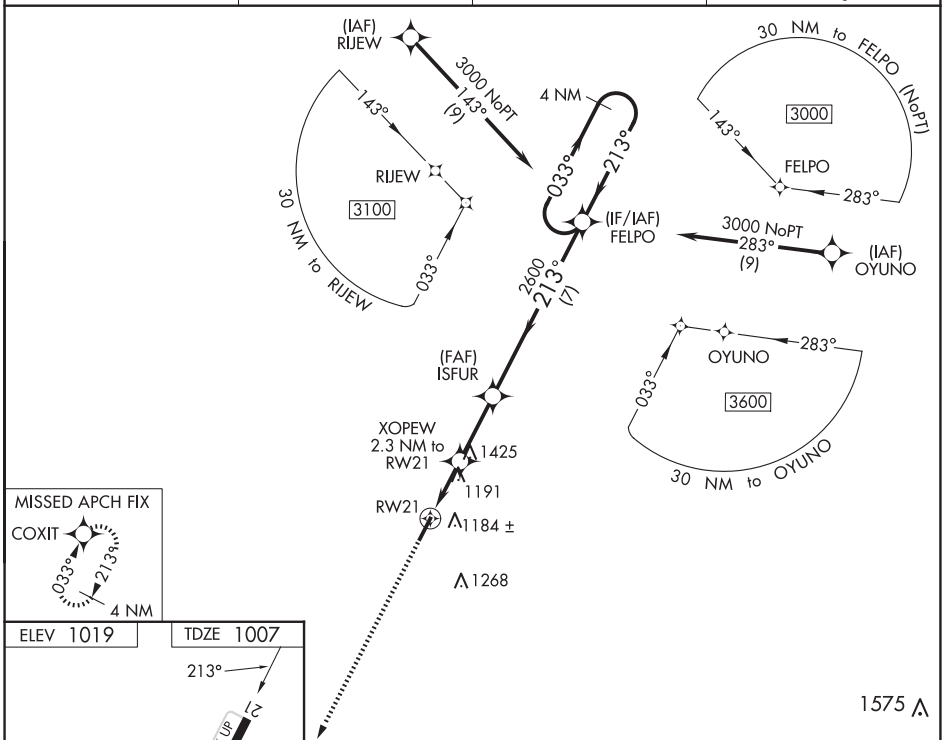
MOUNT STERLING/MONTGOMERY COUNTY (IOB)

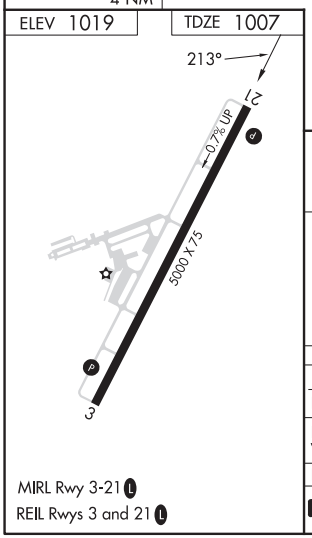
RNP APCH - GPS.

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1332 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1555 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Lexington altimeter setting. Rwy 21 helicopter visibility reduction below ¾ SM NA.

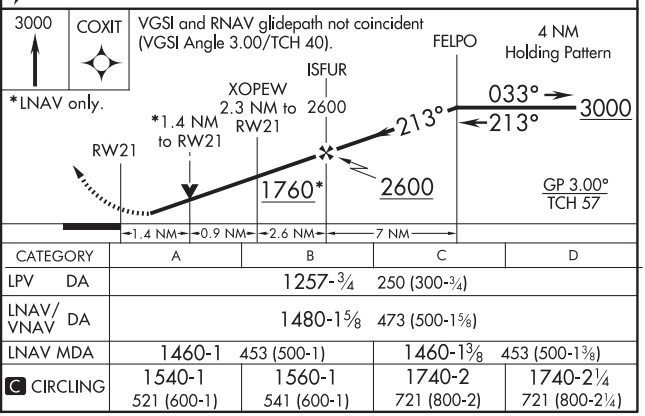
MISSED APPROACH: Climb to 3000 direct COXIT and hold.

AWOS-3	LEXINGTON APP CON	GCO	CTAF
120.675	120.15 259.3	121.72	122.8 L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	1257-¾ 250 (300-¾)			
LNAV/VNAV DA	1480-1⅝ 473 (500-1⅝)			
LNAV MDA	1460-1 453 (500-1)		1460-1⅜ 453 (500-1⅜)	
C CIRCLING	1540-1 521 (600-1)	1560-1 541 (600-1)	1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

MOUNT STERLING, KENTUCKY
Orig-C 23FEB23

MOUNT STERLING/MONTGOMERY COUNTY (IOB)
38°03'N-83°59'W

RNAV (GPS) RWY 21

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RNAV (GPS) RWY 7

JOHNSON COUNTY (6A4)

APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2241

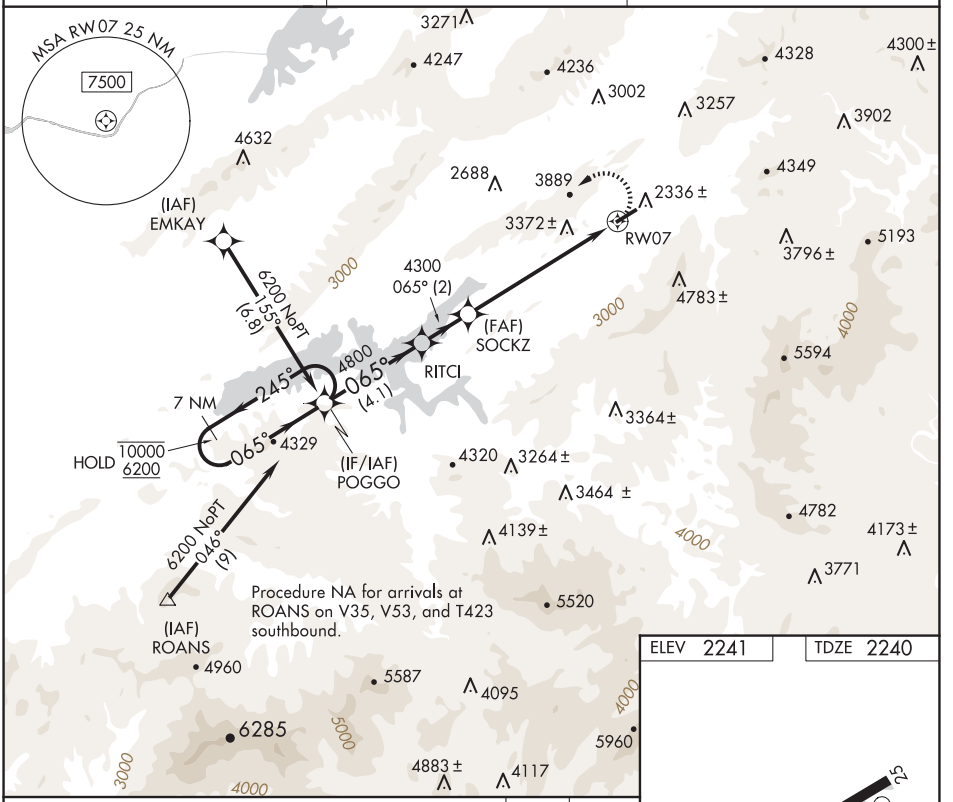
RNP APCH - GPS.

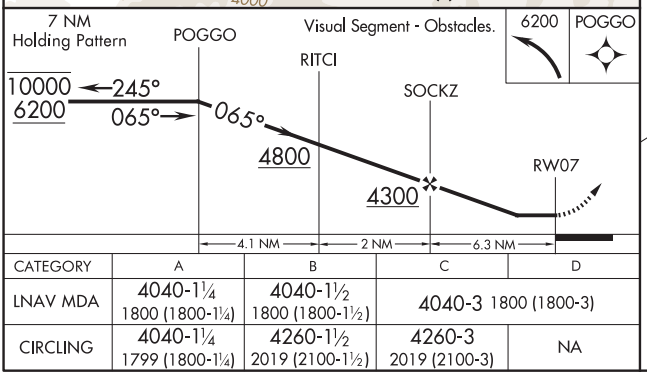
T NA -10°C

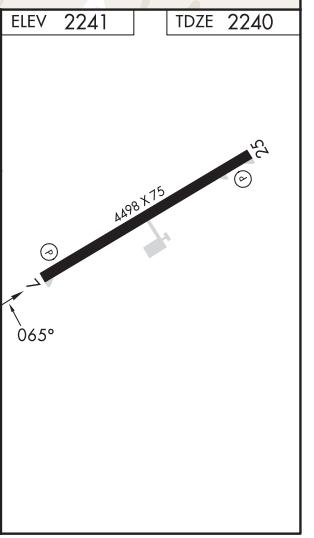
Rwy 7 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C south of Rwy 7-25. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDAs 80 feet. Circling NA for Cats B and C when using Abingdon altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 6200 direct POGGO and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	4040-1¼ 1800 (1800-1¼)	4040-1½ 1800 (1800-1½)	4040-3 1800 (1800-3)	
CIRCLING	4040-1¼ 1799 (1800-1¼)	4260-1½ 2019 (2100-1½)	4260-3 2019 (2100-3)	NA

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MOUNTAIN CITY, TENNESSEE | AL-9815 (FAA) | 25107

RNAV (GPS) RWY 25

JOHNSON COUNTY (6A4)

APP CRS	Rwy Idg	4498
253°	TDZE	2241
	Apt Elev	2241

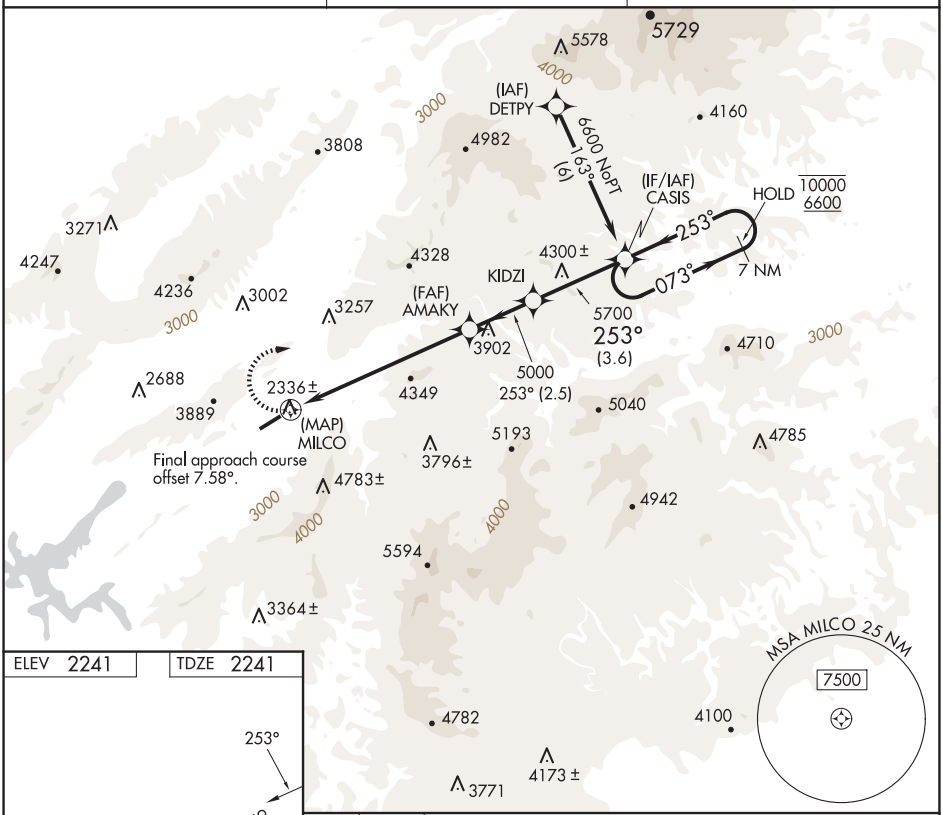
RNP APCH - GPS.

T NA -10°C

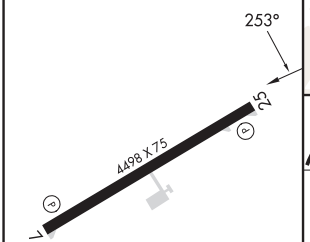
Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA for Cats C and D south of Rwy 7-25. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

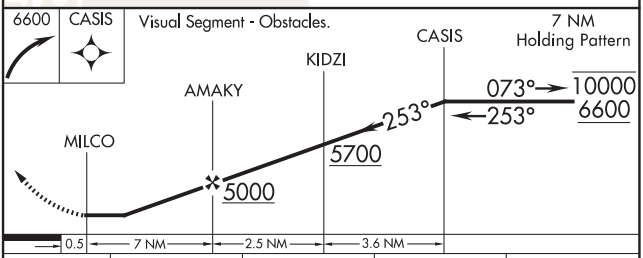
MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)



ELEV 2241 | TDZE 2241





CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2639 (2700-1¼)	4880-1½ 2639 (2700-1½)	4880-3 2639 (2700-3)	
CIRCLING	4880-1¼ 2639 (2700-1¼)	4880-1½ 2639 (2700-1½)	4880-3 2639 (2700-3)	

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SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	4750
CH 48812	184°	TDZE	609
W18A		Apt Elev	614

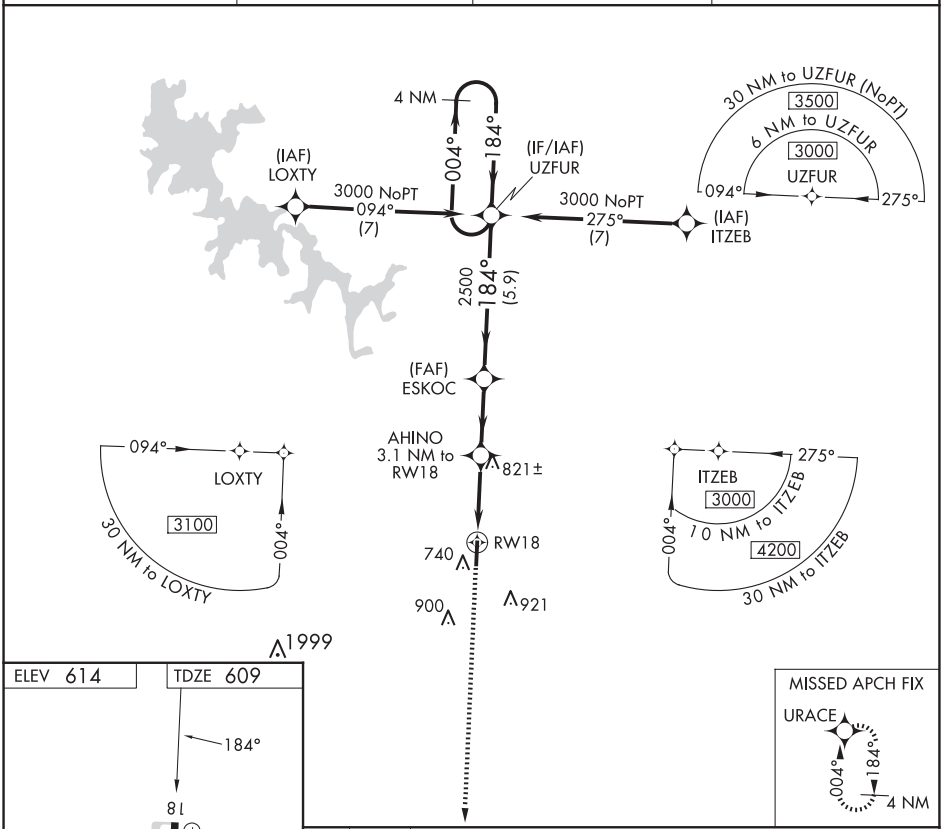
RNAV (GPS) RWY 18

MURFREESBORO MUNI (MBT)

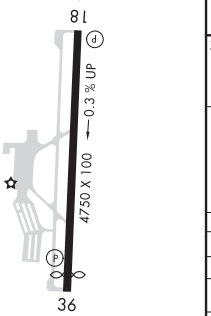
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct URACE and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	123.075 (CTAF)



ELEV 614 TDZE 609

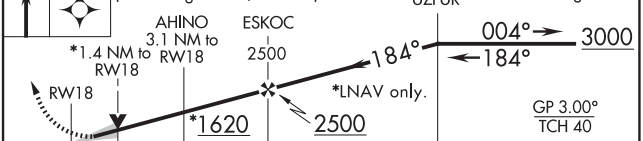


MIRL Rwy 18-36
REIL Rwys 18 and 36

MISSED APCH FIX

3000 URACE VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	859-¾ 250 (300-¾)			NA
LNAV/VNAV DA	898-⅞ 289 (300-⅞)			NA
LNAV MDA	1080-1 471 (500-1)		1080-1⅜ 471 (500-1⅜)	NA
C CIRCLING	1080-1 466 (500-1)		1280-1¾ 666 (700-1¾)	NA

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)

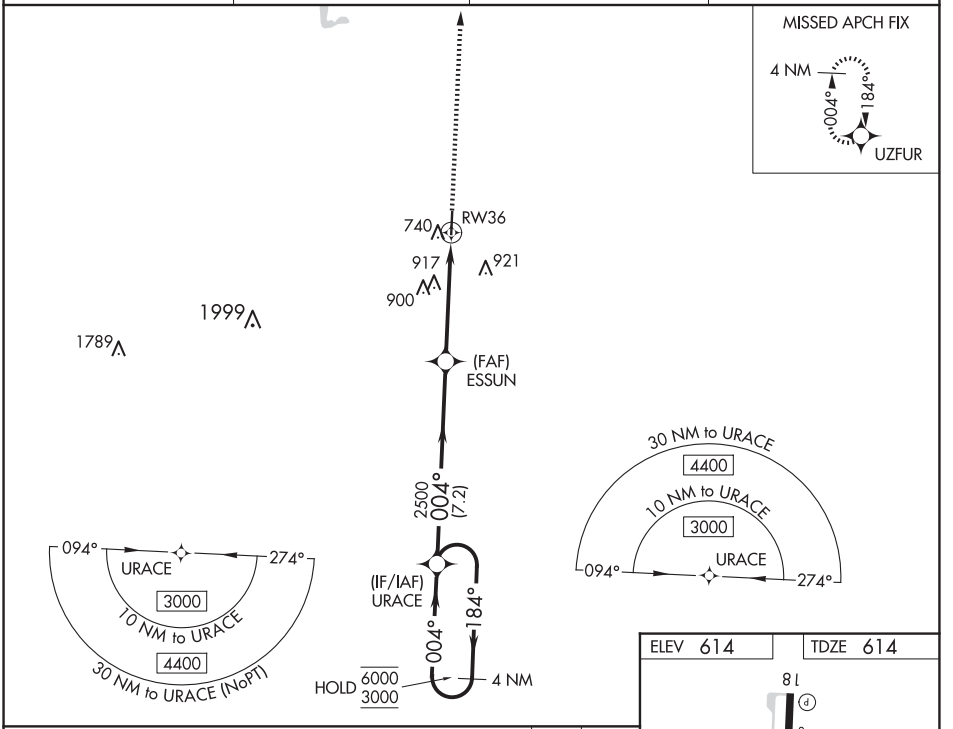
WAAS	APP CRS	Rwy ldg	4450
CH 61332	004°	TDZE	614
W36A		Apt Elev	614

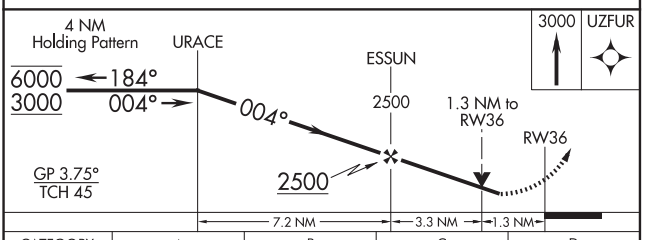
RNP APCH - GPS.

Rwy 36 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 49°C.

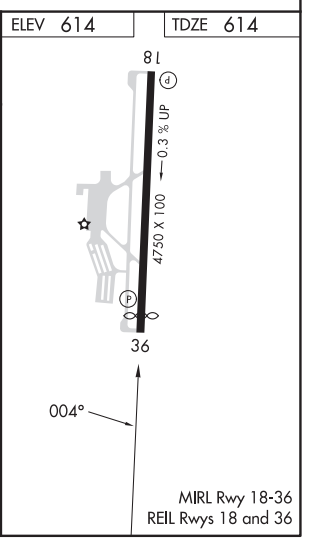
MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	123.075 (CTAF)





CATEGORY	A	B	C	D
LPV DA	941-1 327 (400-1)			NA
LNAV/VNAV DA	1030-1⅛ 416 (500-1⅛)			NA
LNAV MDA	1180-1 566 (600-1)		1180-1⅝ 566 (600-1⅝)	NA
C CIRCLING	1180-1 566 (600-1)		1280-1¾ 666 (700-1¾)	NA



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5

KYLE-OAKLEY FLD (CEY)

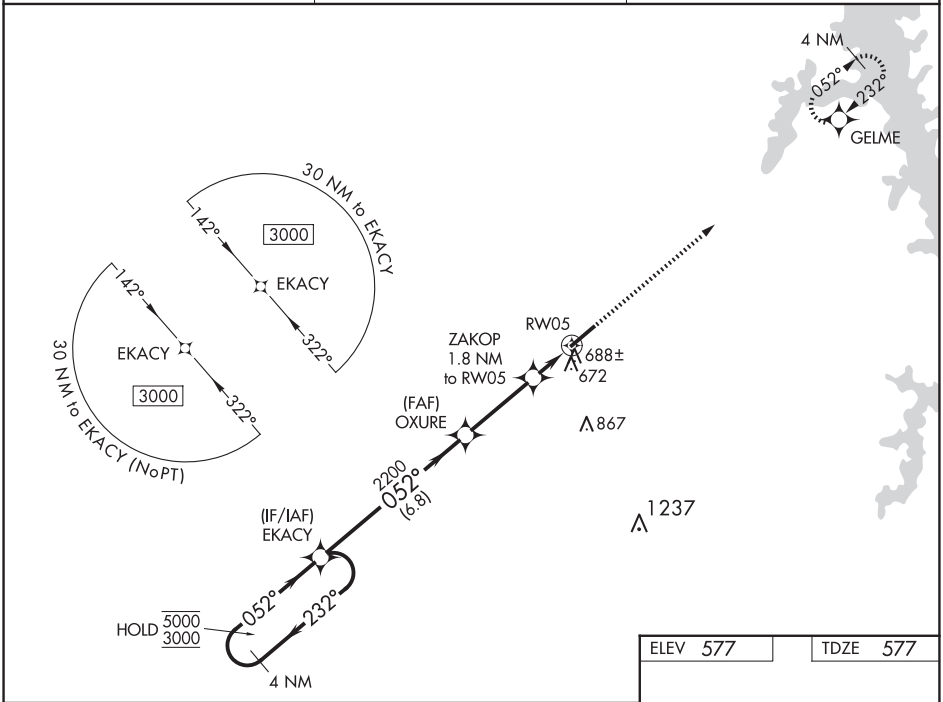
WAAS	APP CRS		
CH **86826**	**052°**	Rwy Idg	**6202**
W05A		TDZE	**577**
		Apt Elev	**577**

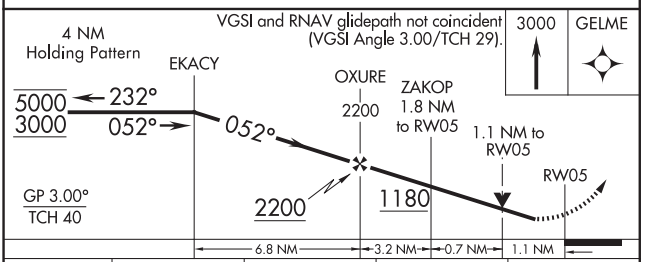
RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

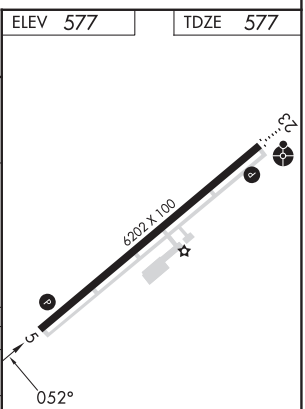
MISSED APPROACH: Climb to 3000 direct GELME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	**133.65 292.15**	**122.7** (CTAF) L





CATEGORY	A	B	C	D
LPV DA		827-¾	250 (300-¾)	
LNAV/VNAV DA		947-1	370 (400-1)	
LNAV MDA	960-1	383 (400-1)	960-1⅛	383 (400-1⅛)
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1½ 463 (500-1½)	1180-2 603 (700-2)



MIRL Rwy 5-23 L
REIL Rwy 5 L

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

MURRAY, KENTUCKY

AL-6225 (FAA)

23222

RNAV (GPS) RWY 23

KYLE-OAKLEY FLD (CEY)

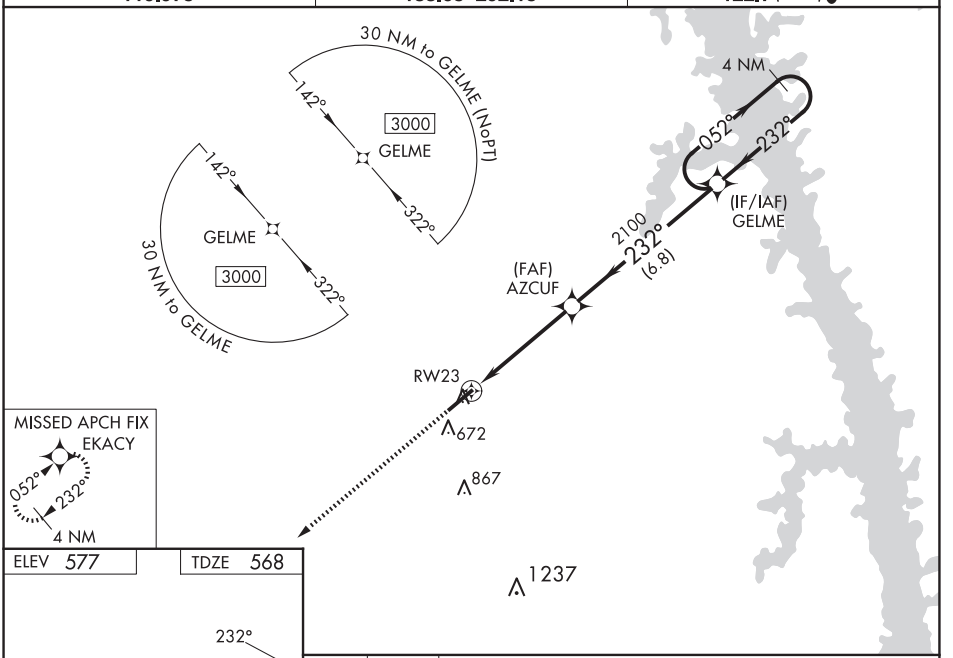
WAAS	APP CRS	Rwy Idg	6202
Ch 42626	232°	TDZE	568
W23A		Apt Elev	577

DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Mayfield altimeter setting. When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ⅛ mile. For inop ODALS, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

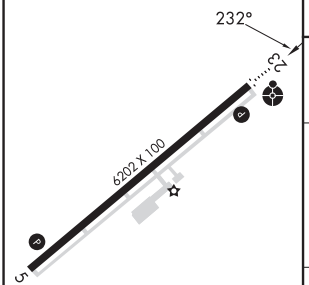
ODALS

MISSED APPROACH: Climb to 3000 direct EKACY and hold.

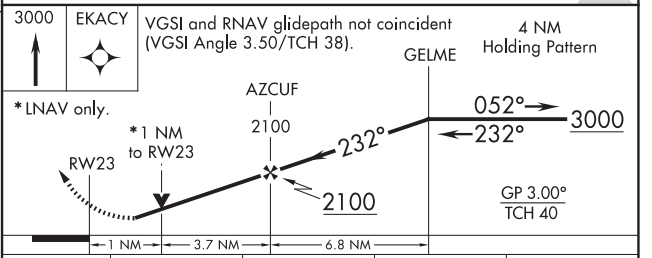
AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L



ELEV 577 | TDZE 568



MIRL Rwy 5-23 L
REIL Rwy 5 L



CATEGORY	A	B	C	D
LPV DA	859-⅞ 291 (300-⅞)			
LNAV/VNAV DA	861-⅞ 293 (300-⅞)			
LNAV MDA	980-¾ 412 (500-¾)		980-1 412 (500-1)	
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1½ 463 (500-1½)	1180-2 603 (700-2)

MURRAY, KENTUCKY
Amdt 1 05MAR15

36° 40-N-88° 22'W

KYLE-OAKLEY FLD (CEY)

RNAV (GPS) RWY 23

SE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JWN	APP CRS	Rwy Idg	6001
110.3	198°	TDZE	501
Chan 40		Apt Elev	501

ILS or LOC RWY 20

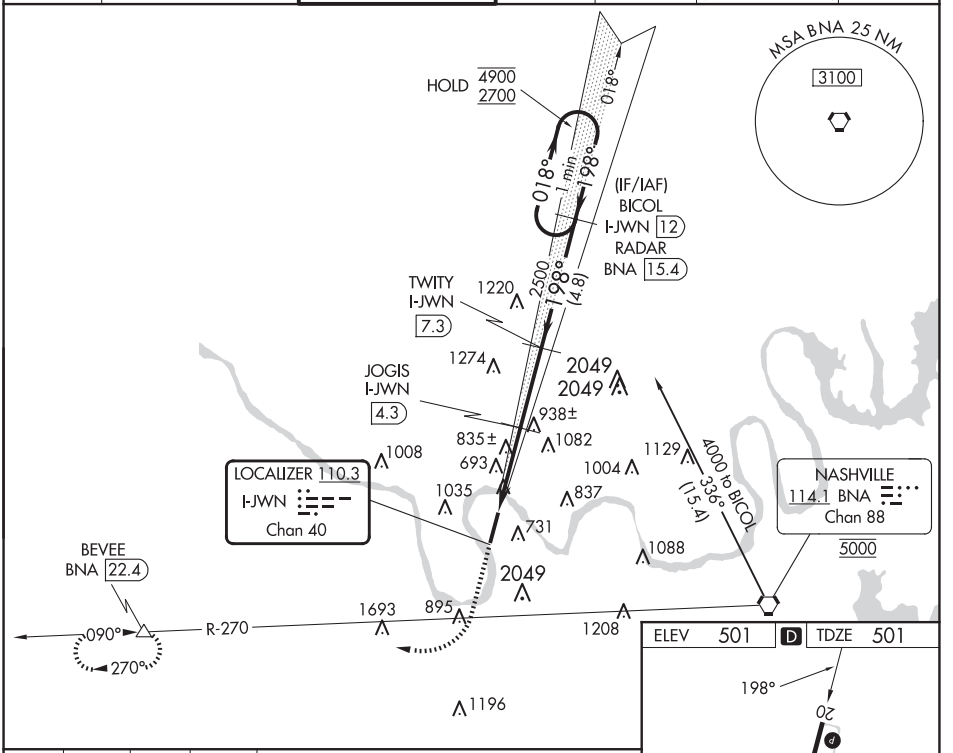
JOHN C TUNE (JWN)

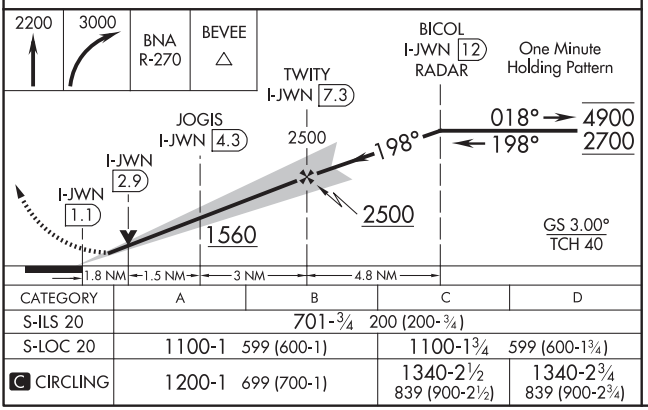
DME required.

Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase S-ILS 20 DA to 738 feet, increase all MDAs 40 feet.

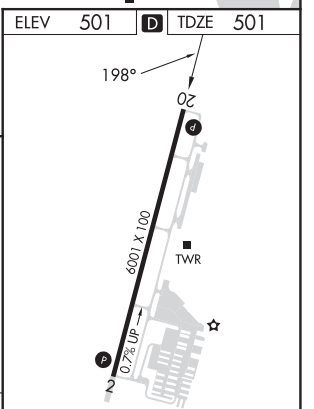
MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	JOHN TUNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
127.075	119.35 372.0	119.45 (CTAF) L	121.7	121.7	124.55 (when twr closed)	122.7





CATEGORY	A	B	C	D
S-ILS 20	701-¾ 200 (200-¾)			
S-LOC 20	1100-1 599 (600-1)		1100-1¾ 599 (600-1¾)	
C CIRCLING	1200-1 699 (700-1)		1340-2½ 839 (900-2½)	1340-2¾ 839 (900-2¾)



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE AL-6878 (FAA) 25051

RNAV (GPS) RWY 2

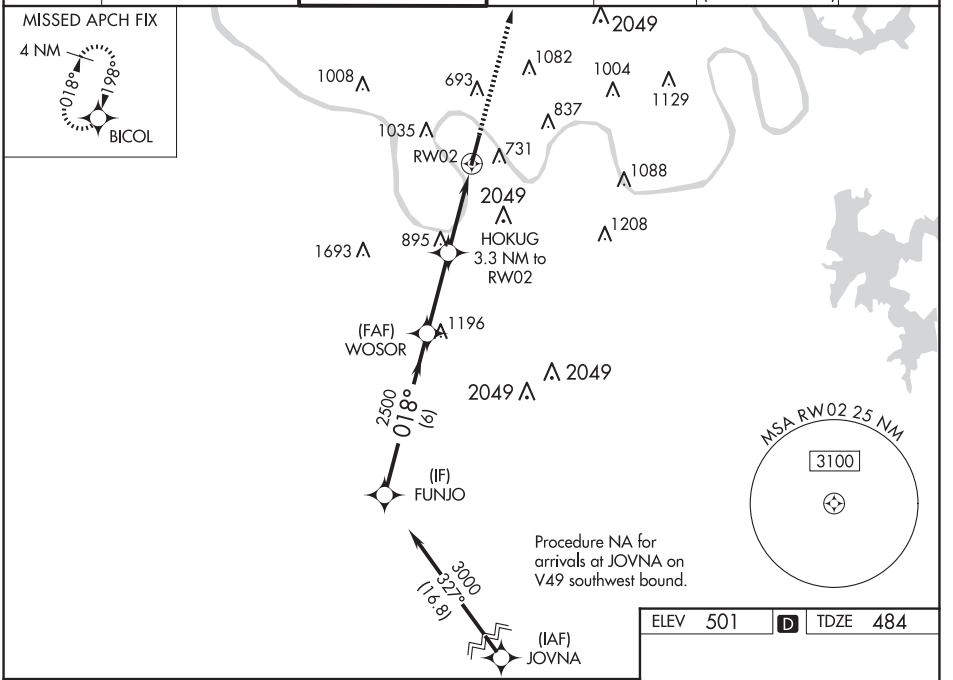
JOHN C TUNE (JWN)

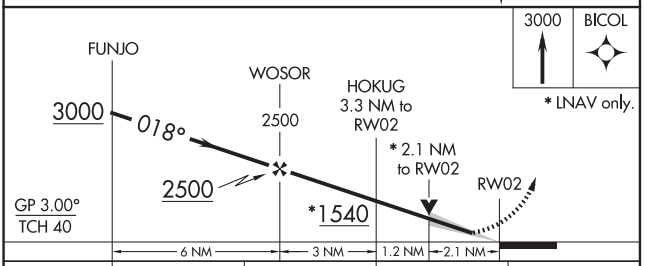
WAAS	APP CRS	Rwy Idg	6001
CH 78325	018°	TDZE	484
W02A		Apt Elev	501

NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats ⅛ SM, LNAV visibility Cat B ¼ SM.

MISSED APPROACH: Climb to 3000 direct BICOL and hold.

ATIS	NASHVILLE APP CON	JOHN TUNE TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM
127.075	119.35 372.0	119.45 (CTAF) L	121.7	121.7	124.55 (when twr closed)	122.7

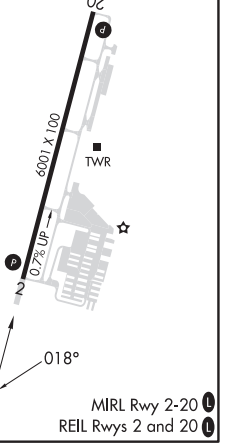




3000 BICOL

* LNAV only.

ELEV 501 D TDZE 484



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

CATEGORY	A	B	C	D
LPV DA	734-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1079-2½ 595 (600-2½)			
LNAV MDA	1160-1 676 (700-1)		1160-2 676 (700-2)	
C CIRCLING	1200-1 699 (700-1)		1340-2¾ 839 (900-2¾)	

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SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20

JOHN C TUNE (JWN)

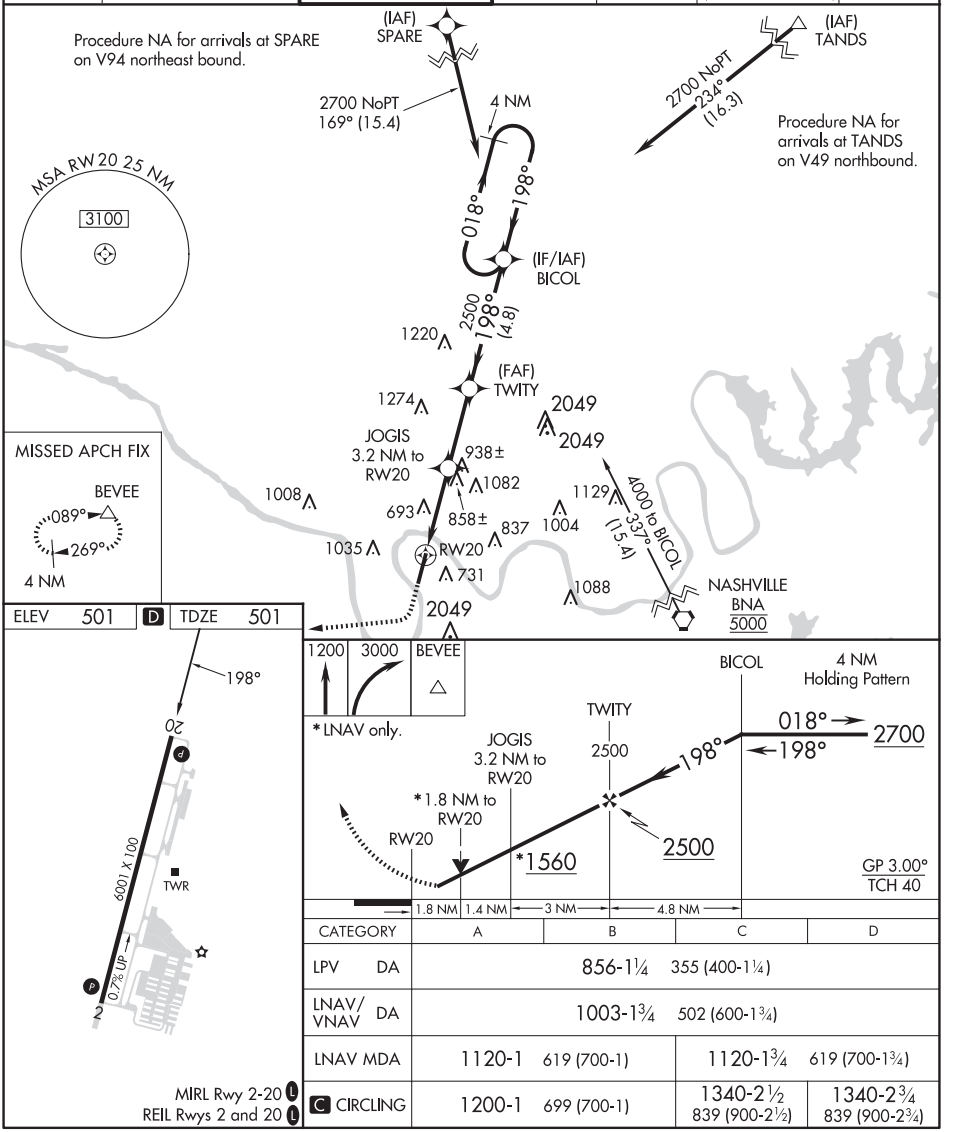
WAAS	APP CRS		
CH 86625	198°	Rwy Idg	6001
W20A		TDZE	501
		Apt Elev	501

T
A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ⅛ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ⅛ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct BEVEE and hold.

ATIS	NASHVILLE APP CON	JOHN TUNE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
127.075	119.35 372.0	119.45 (CTAF) L	121.7	121.7	124.55 (when twr closed)	122.7



CATEGORY	A	B	C	D
LPV DA	856-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1003-1¾ 502 (600-1¾)			
LNAV MDA	1120-1 619 (700-1)		1120-1¾ 619 (700-1¾)	
C CIRCLING	1200-1 699 (700-1)		1340-2½ 839 (900-2½)	1340-2¾ 839 (900-2¾)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

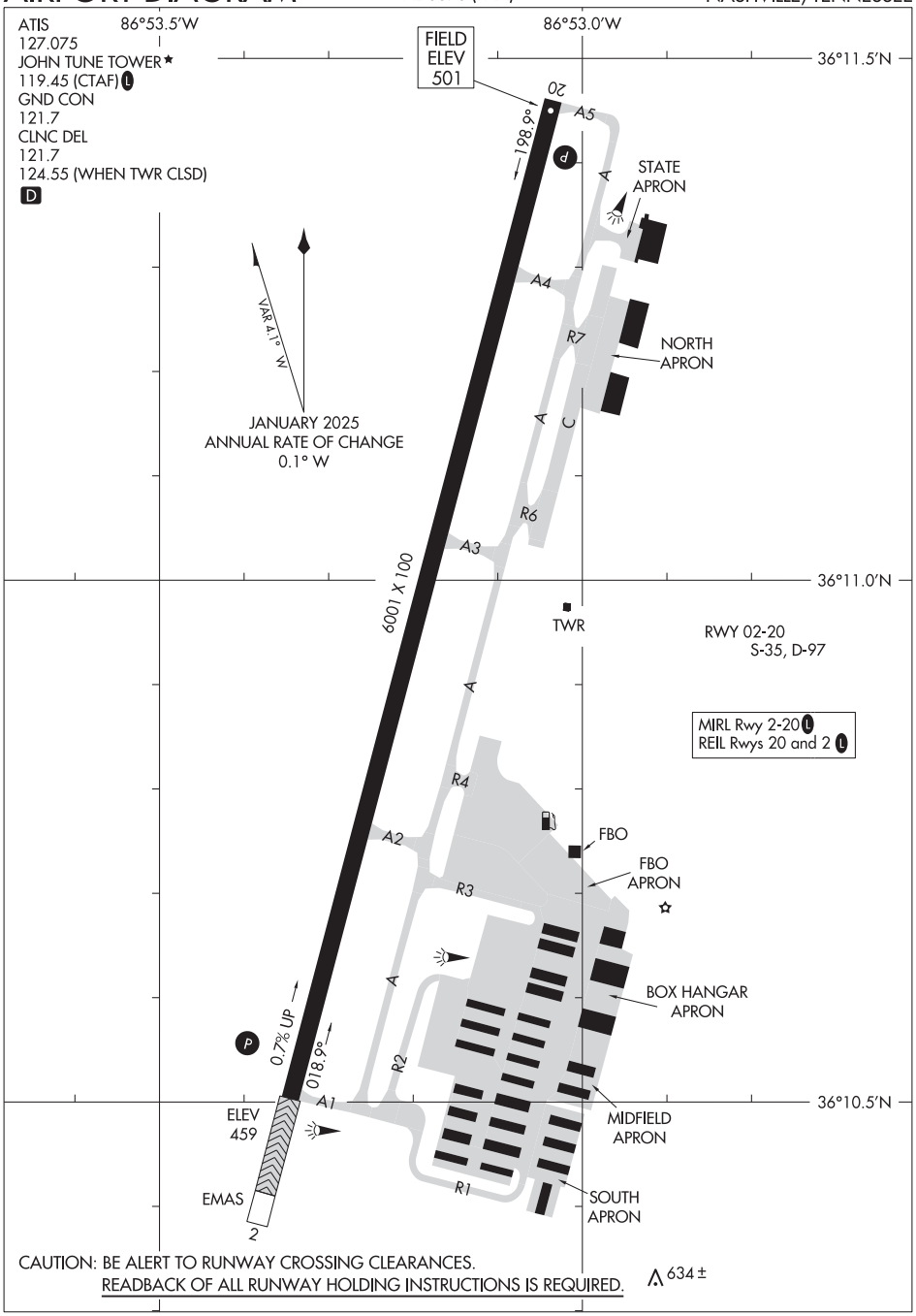
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-6878 (FAA)

JOHN C TUNE (JWN)
NASHVILLE, TENNESSEE



AIRPORT DIAGRAM
25107

NASHVILLE, TENNESSEE
JOHN C TUNE (JWN)

SE-1, 12 JUN 2025 to 07 AUG 2025

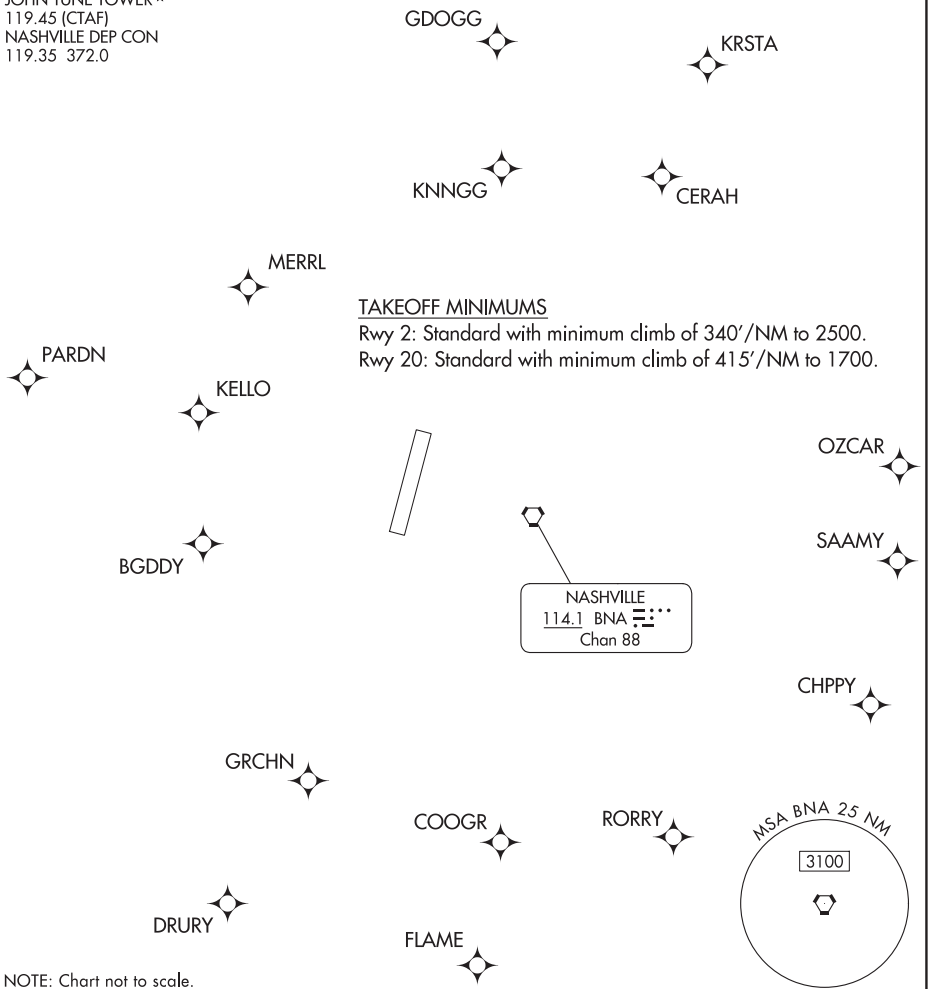
JOHN TUNE ONE DEPARTURE

JOHN C TUNE (JWN)
NASHVILLE, TENNESSEE

ATIS
127.075
CLNC DEL
121.7
CLNC DEL (When twr closed)
124.55
GND CON
121.7
JOHN TUNE TOWER ★
119.45 (CTAF)
NASHVILLE DEP CON
119.35 372.0

NOTE: For Waypoints: RNAV 1-GPS.
RADAR required.

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 340'/NM to 2500.
Rwy 20: Standard with minimum climb of 415'/NM to 1700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route, maintain 3000. Expect filed altitude 10 minutes after departure.

ILS or LOC RWY 2C

NASHVILLE INTL (BNA)

LOC I-EZN	APP CRS	Rwy Ldg	7601
110.75	021°	TDZE	587
		Apt Elev	599

DME or RADAR required.

T Simultaneous approach authorized. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000. DME from BNA VORTAC.

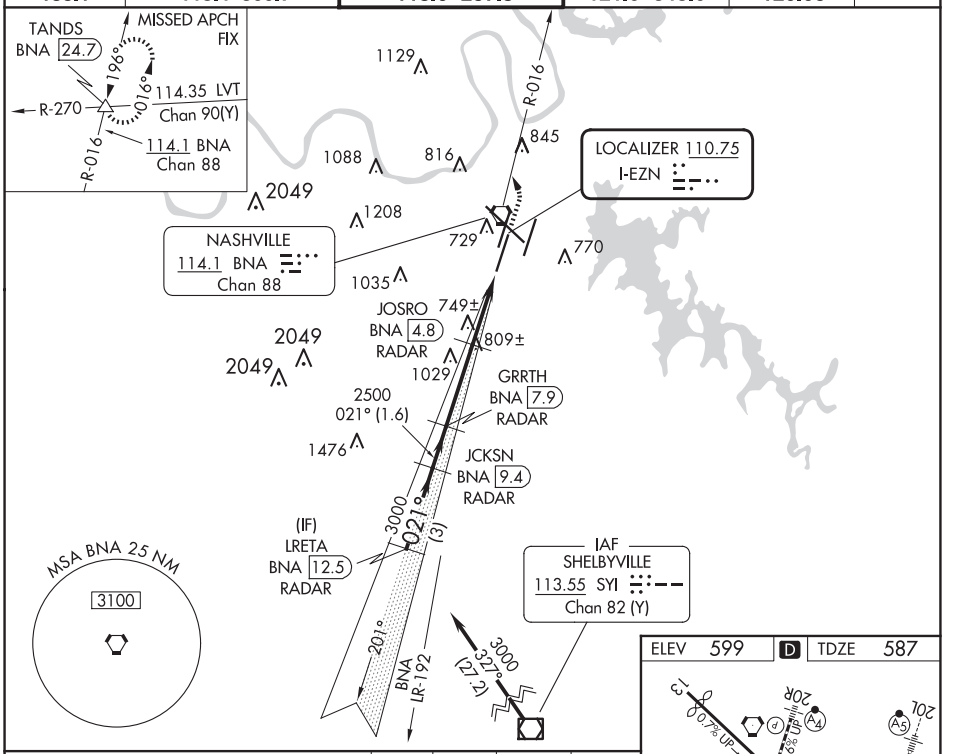
A Simultaneous reception of I-EZN and BNA DME required.

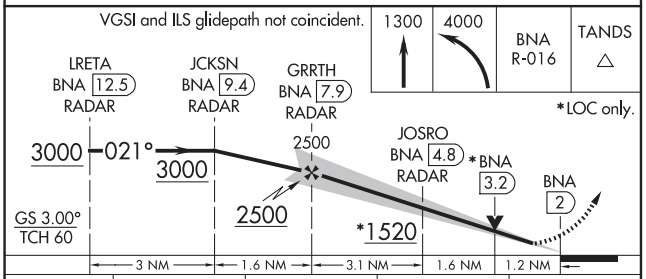
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

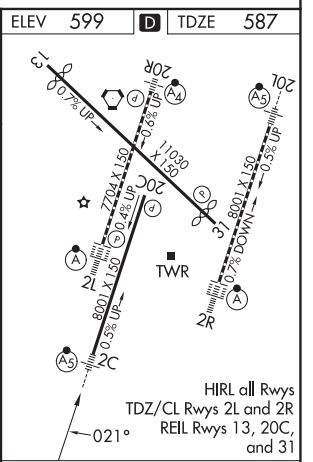
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
S-ILS 2C #	787/24		200 (200-½)	
S-LOC 2C	1000/24	413 (500-½)	1000/40	413 (500-¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

36°07′N-86°41′W

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 2L

NASHVILLE INTL (BNA)

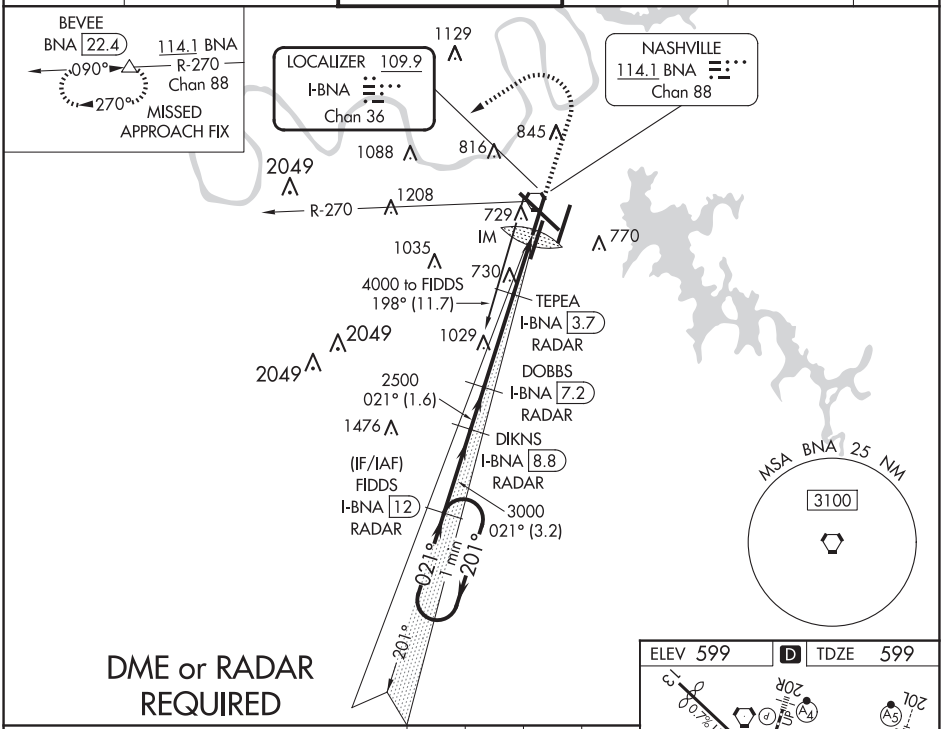
LOC/DME I-BNA	APP CRS	Rwy Ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

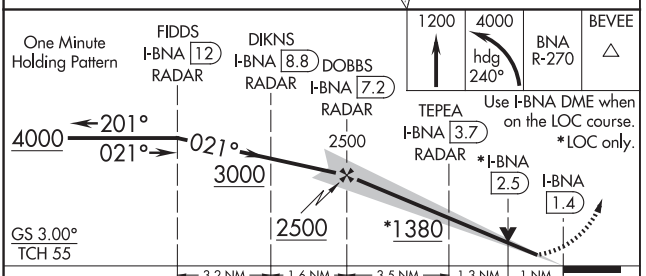
Simultaneous approach authorized with Rwy 2R. DME or radar required.

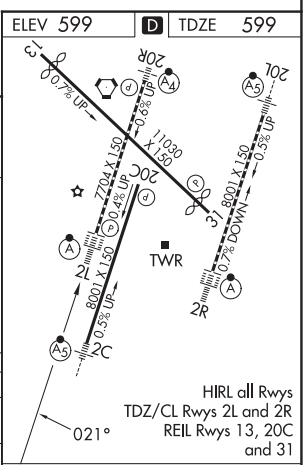
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	







CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)		980/35 381 (400-⅝)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 20R

NASHVILLE INTL (BNA)

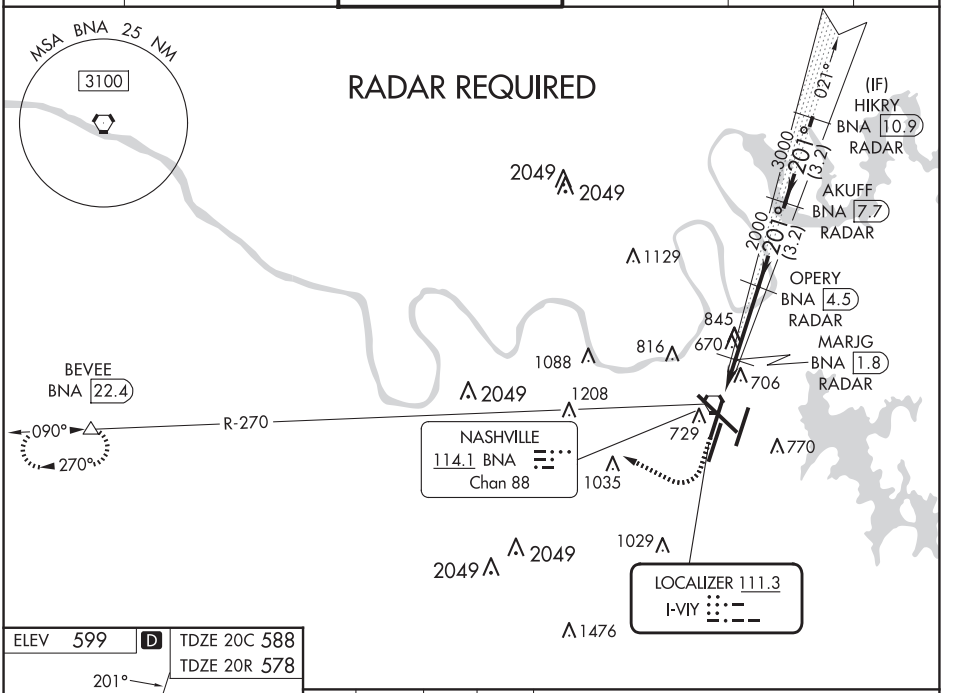
LOC I-VIY	APP CRS		20R	20C
111.3	201°	Rwy Ldg	7702	8001
		TDZE	578	588
		Apt Elev	599	599

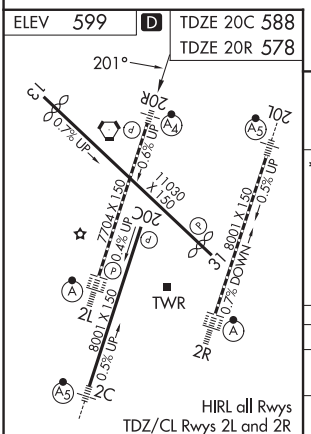
Simultaneous approach authorized with Rwy 20L. DME or radar required. For inop ALS, increase S-LOC 20R Cat D visibility to 1¼ SM. DME from BNA VORTAC. Simultaneous reception of I-VIY and BNA DME required.

MALSF

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

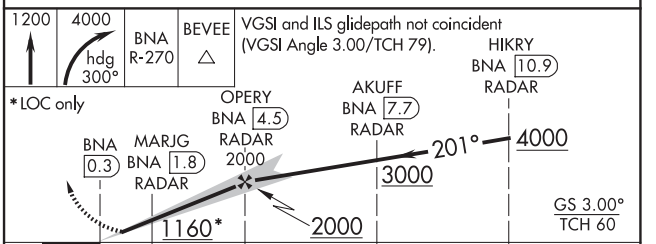
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-¾)			
S-LOC 20R	1000/40 422 (500-¾)		1000/50 422 (500-1)	
SIDESTEP 20C	1000-1 412 (500-1)		1000-1½ 412 (500-1½)	1000-2 412 (500-2)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-PNO	APP CRS	Rwy Ldg	9487
111.95	316°	TDZE	578
		Apt Elev	599

ILS or LOC RWY 31

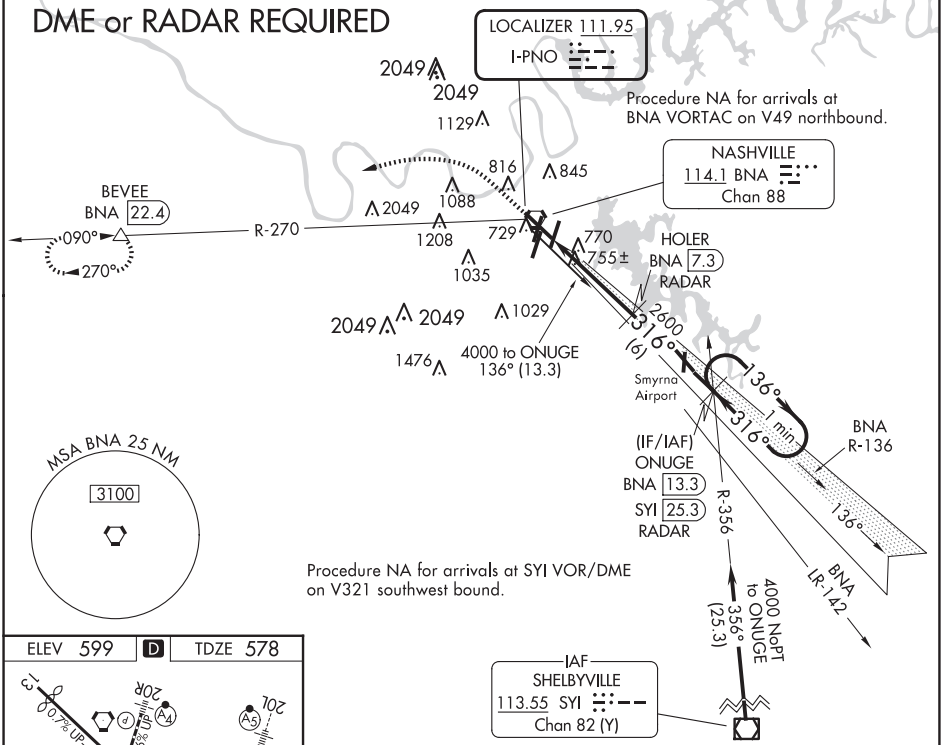
NASHVILLE INTL (BNA)

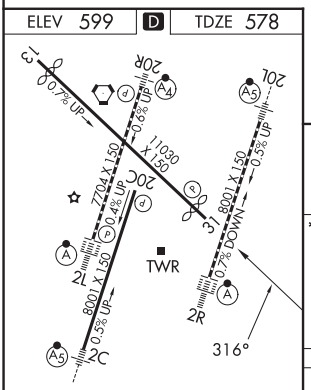
▼ DME or radar required.
▲ DME from BNA VORTAC.
Simultaneous reception of I-PNO and BNA DME required.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

DME or RADAR REQUIRED

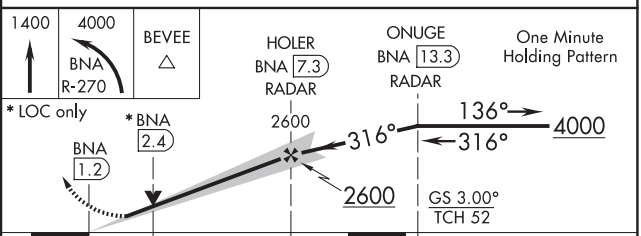




HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 31	778-¾ 200 (200-¾)			
S-LOC 31	1020-1 442 (500-1)		1020-1⅜ 442 (500-1⅜)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE AL-282 (FAA) 25163

ILS or LOC/DME RWY 2R

NASHVILLE INTL (BNA)

LOC/DME I-UQU	APP CRS	Rwy Ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

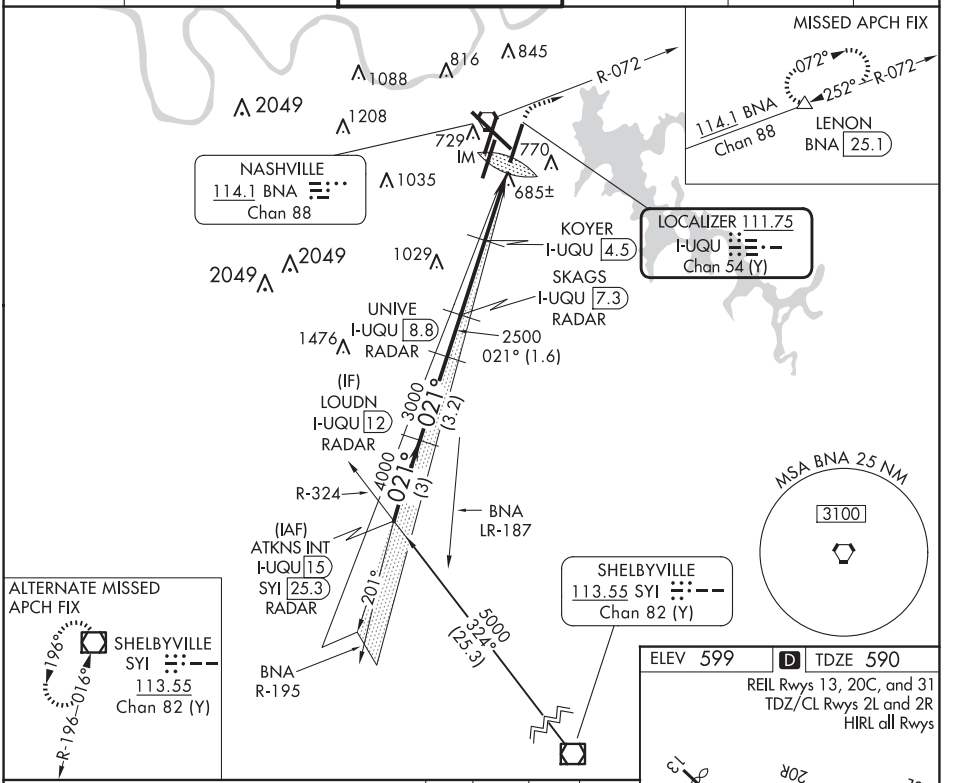
DME required.

T Simultaneous approach authorized with Rwy 2L/C.
A For inop ALSF, increase S-LOC 2R Cats C/D visibility to RVR 5500.

ALSF-2

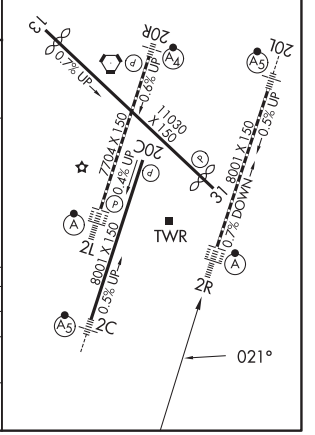
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

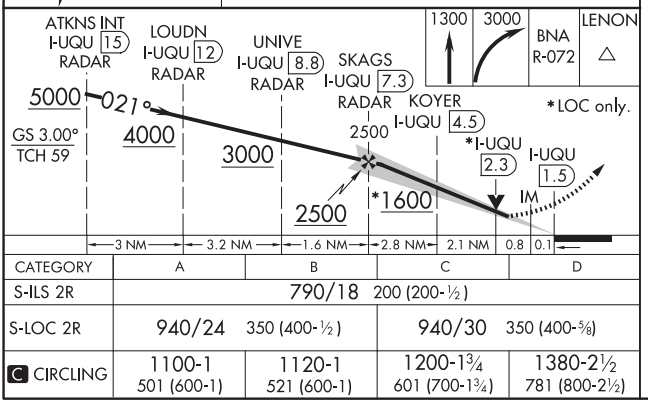
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 | D | TDZE 590

REIL Rwys 13, 20C, and 31
TDZ/CL Rwys 2L and 2R
HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	940/24 350 (400-½)		940/30 350 (400-⅝)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

NASHVILLE, TENNESSEE
Amdt 8C 16JUL20

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS or LOC/DME RWY 2R

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC/DME RWY 20L

NASHVILLE INTL (BNA)

LOC/DME I-SSX	APP CRS	Rwy Ldg	8000
109.35	201°	TDZE	551
Chan 30 (Y)		Apt Elev	599

▼ Simultaneous approach authorized with Rwy 20R.
△ DME required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 040° and BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

RADAR REQUIRED

(IAF) REABA I-SSX 15.4 RADAR

(IF) WAYLN I-SSX 12.3 RADAR

CRAMR I-SSX 9.1 RADAR

JUUDD I-SSX 6 RADAR

XIYRI I-SSX 3.6

NASHVILLE 114.1 BNA Chan 88

LOCALIZER 109.35 I-SSX Chan 30 (Y)

021° 201° (3.1) 4000 3000 2000

R-072

MISSED APCH FIX

072° 252° R-072 114.1 BNA Chan 88 LENON BNA 25.1

MSA BNA 25 NM 3100

ALTERNATE MISSED APCH FIX

SHELBYVILLE SYI 113.55 Chan 82 (Y) R-196 196° 016°

2049 2049 1129 2049 1088 816 845 715 1208 729 770 1035 1029

ELEV 599 D TDZE 551

201°

20R 20L 20C 2L 2R 2C

0.7% UP 0.6% UP 0.5% UP 0.4% UP 0.7% DOWN 0.5% UP

11030 X 150 7704 X 150 8001 X 150 8001 X 150

TWR

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

1300 3000 hdg 040° BNA R-072 LENON

*LOC only.

REABA I-SSX 15.4 RADAR
WAYLN I-SSX 12.3 RADAR
CRAMR I-SSX 9.1 RADAR
JUUDD I-SSX 6 RADAR 2000
XIYRI I-SSX 3.6
*I-SSX 2.8
I-SSX 1.6
201° 5000 4000 3000 2000 1220*
GS 3.00° TCH 55

1.2 0.8 2.4 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 20L	**751/24	200 (200-½)		
S-LOC 20L	980/24	429 (400-½)	980/40	429 (400-¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE AL-282 (FAA) 25163

LOC/DME I-BNA	APP CRS	Rwy Ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

ILS RWY 2L (SA CAT I)

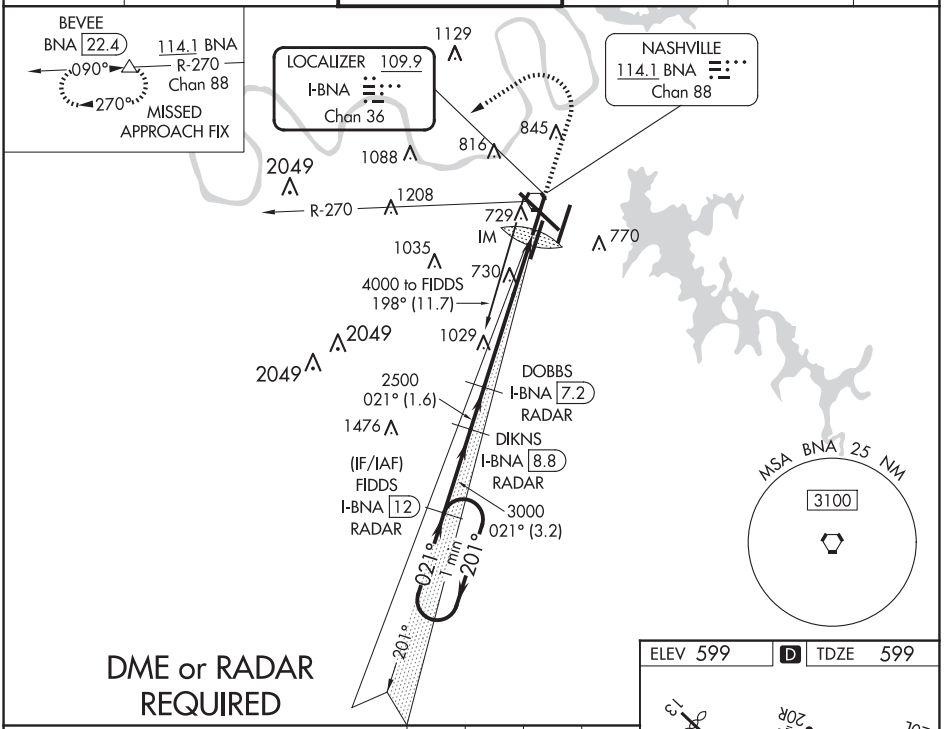
NASHVILLE INTL (BNA)

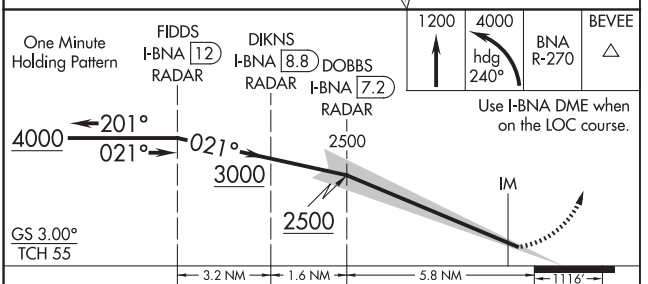
Simultaneous approach authorized with Rwy 2R. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

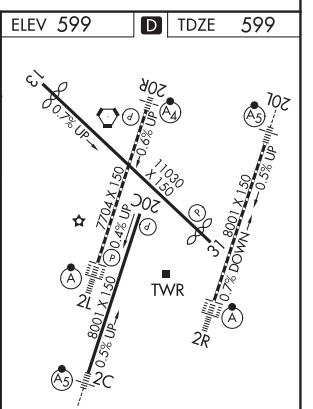
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
S-ILS 2L	RA 159/14 150 DA 749			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

NASHVILLE, TENNESSEE
Amdt 11 27APR17

36°07'N-86°41'W

NASHVILLE INTL (BNA)
ILS RWY 2L (SA CAT I)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS RWY 2R (SA CAT I)

NASHVILLE INTL (BNA)

LOC/DME I-UQU	APP CRS	Rwy Ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

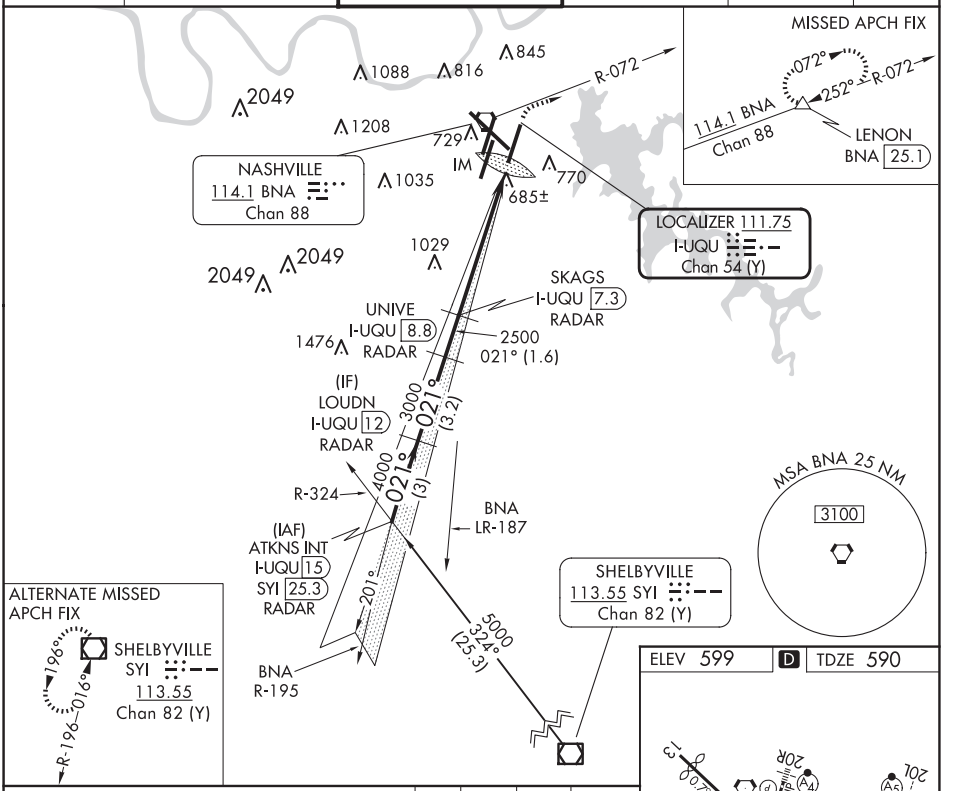
DME required.

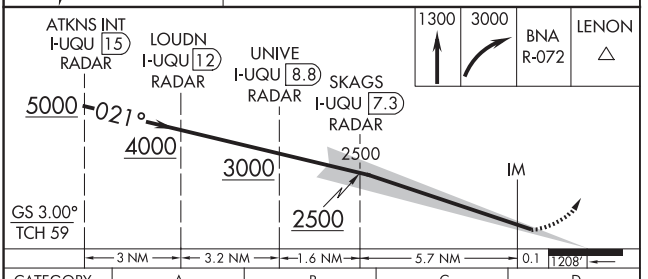
Simultaneous approach authorized with Rwy 2L/C. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

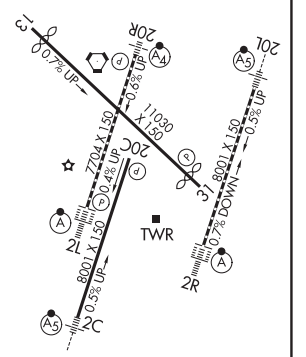
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
S-ILS 2R	RA 121/14 150 DA 740			

ELEV 599 D TDZE 590



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE | AL-282 (FAA) | 25163

ILS RWY 2L (CAT II & III)

NASHVILLE INTL (BNA)

LOC/DME I-BNA	APP CRS	Rwy Ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

Simultaneous approach authorized with Rwy 2R. DME or radar required. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

BEVEE
BNA 22.4
090°
270°
114.1 BNA
R-270
Chan 88
MISSED APPROACH FIX

LOCALIZER 109.9
I-BNA
Chan 36

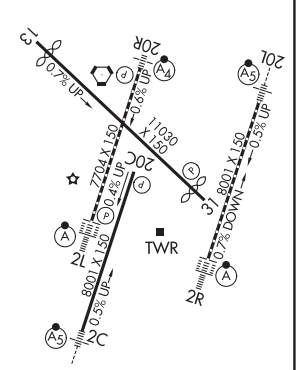
NASHVILLE
114.1 BNA
Chan 88

1129
1088
816
845
2049
R-270
1208
729
IM
770
1035
730
4000 to FIDDS
198° (11.7)
2049
2049
2049
1029
2500
021° (1.6)
1476
DOBBS
I-BNA 7.2
RADAR
DIKNS
I-BNA 8.8
RADAR
(IF/IAF)
FIDDS
I-BNA 12
RADAR
3000
021° (3.2)
021°
1 min
201°
201°

MSA BNA 25 NM
3100

DME or RADAR REQUIRED

ELEV 599 | D | TDZE 599



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

One Minute Holding Pattern

FIDDS I-BNA 12 RADAR
DIKNS I-BNA 8.8 RADAR
DOBBS I-BNA 7.2 RADAR

4000
201°
021°
021°
3000
2500
2500
IM
703

GS 3.00°
TCH 55

3.2 NM | 1.6 NM | 5.8 NM | 1116'

1200	4000 hdg 240°	BNA R-270	BEVEE

Use I-BNA DME when on the LOC course.

CATEGORY	A	B	C	D
S-ILS 2L	CAT II RA 104/12 100 DA 699			
S-ILS 2L	CAT III RVR 600			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-UQU	APP CRS	Rwy Ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

ILS RWY 2R (CAT II & III)

NASHVILLE INTL (BNA)

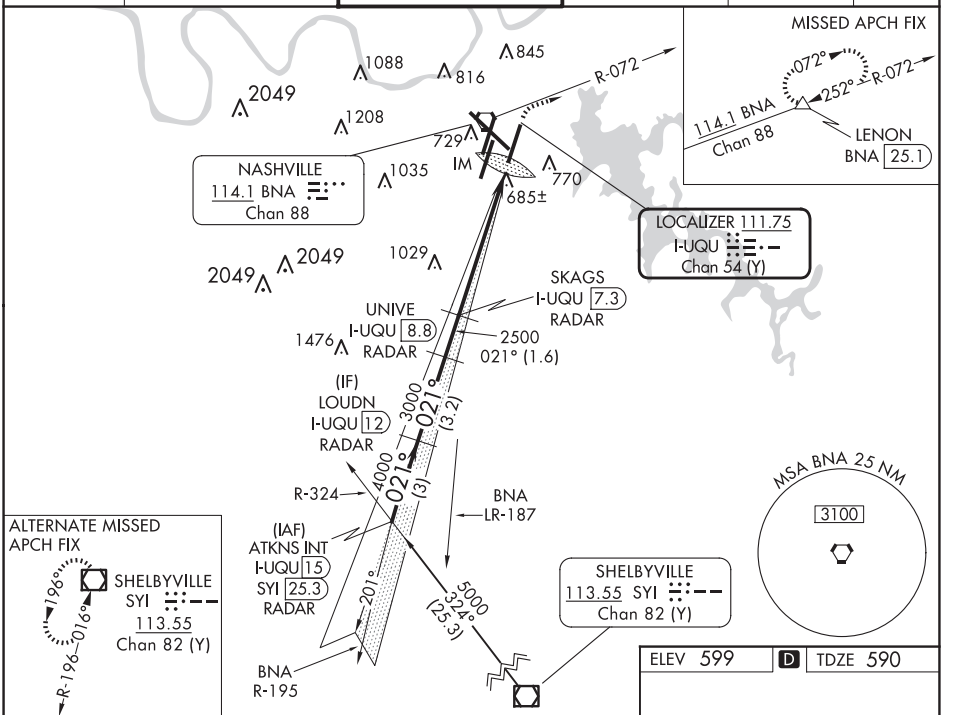
DME required.

Simultaneous approach authorized with Rwy 2L/C.

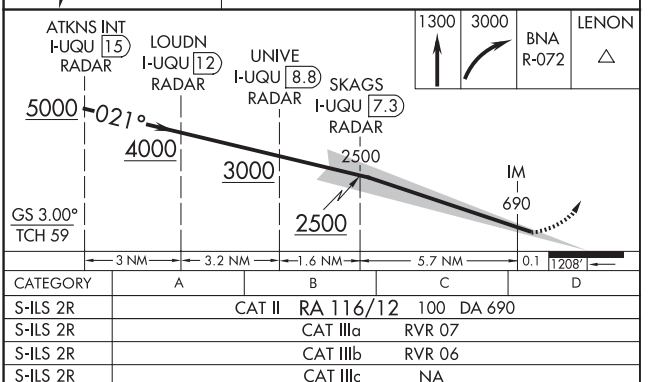
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

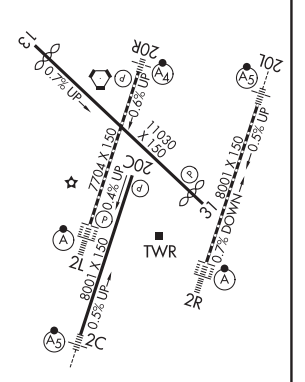


ELEV 599 D TDZE 590



CATEGORY	A	B	C	D
S-ILS 2R	CAT II	RA 116/12	100	DA 690
S-ILS 2R		CAT IIIa	RVR 07	
S-ILS 2R		CAT IIIb	RVR 06	
S-ILS 2R		CAT IIIc	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE | AL-282 (FAA) | 25163

APP CRS	Rwy Ldg	7601
021°	TDZE	587
	Apt Elev	599

RNAV (RNP) Z RWY 2C

NASHVILLE INTL (BNA)

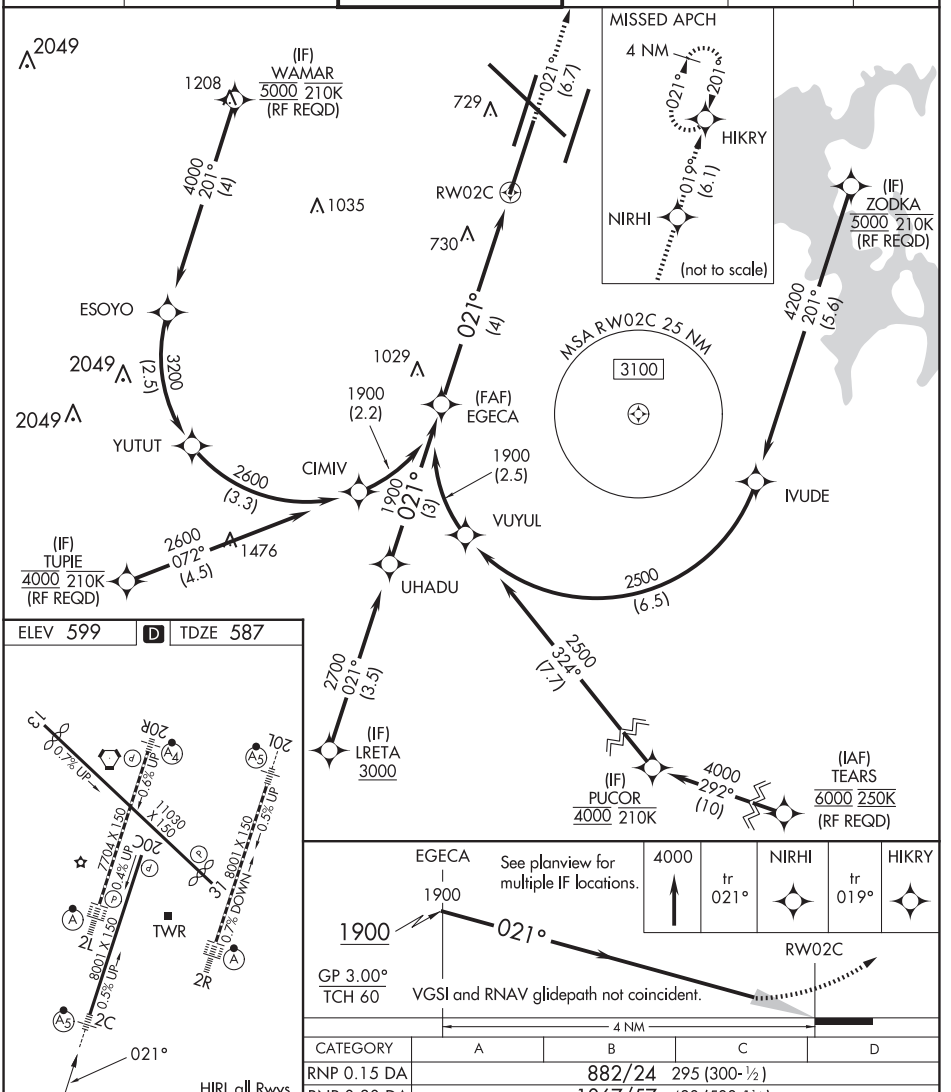
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility to 1⅝ mile.

MALSR

MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 | D | TDZE 587

CATEGORY	A	B	C	D
RNP 0.15 DA	882/24	295 (300-½)		
RNP 0.30 DA	1067/57	480 (500-1¼)		

AUTHORIZATION REQUIRED

NASHVILLE, TENNESSEE
Amdt 2C 07OCT21

36°07'N-86°41'W

NASHVILLE INTL (BNA)

RNAV (RNP) Z RWY 2C

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 2L

NASHVILLE INTL (BNA)

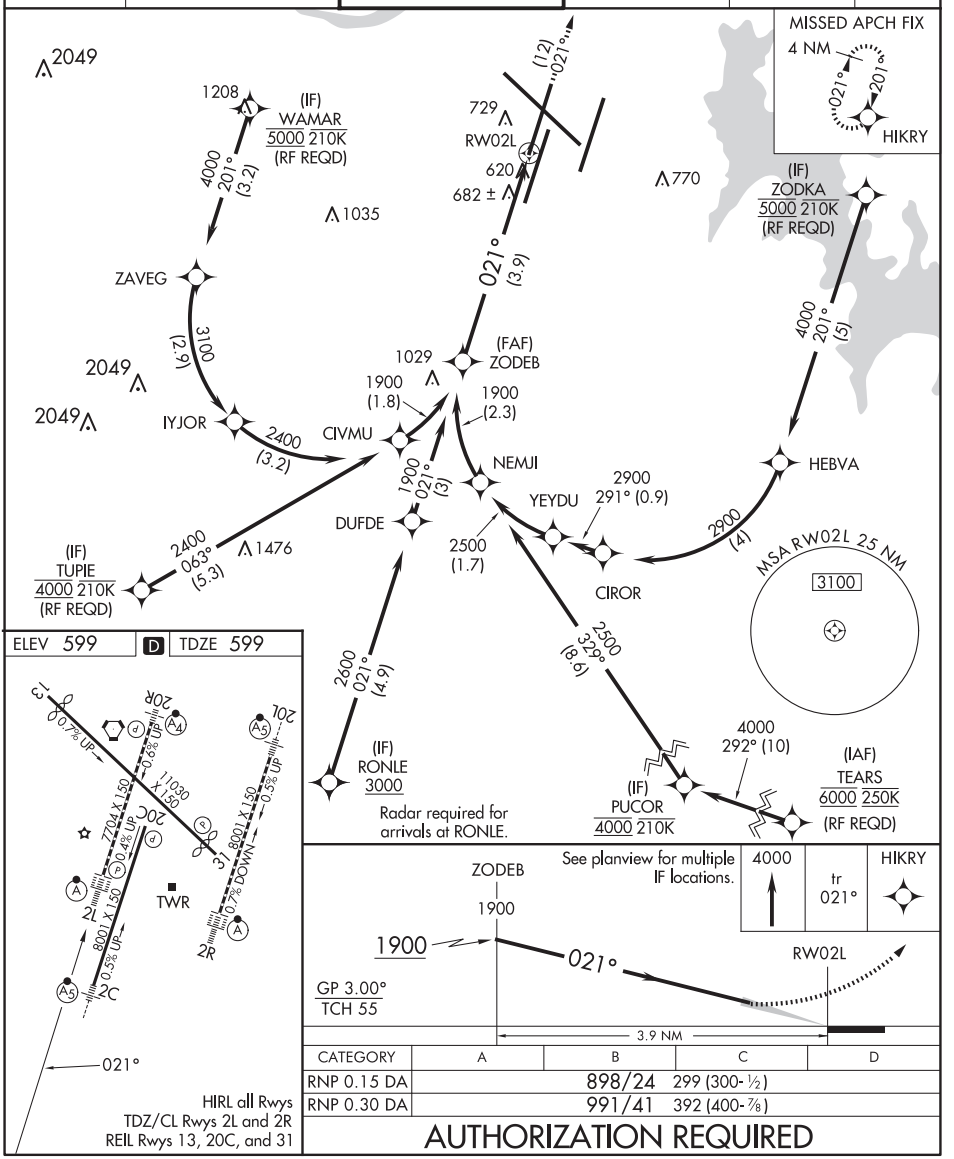
APP CRS	Rwy Ldg	7702
021°	TDZE	599
	Apt Elev	599

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1¼ mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
RNP 0.15 DA		898/24	299 (300-½)	
RNP 0.30 DA		991/41	392 (400-⅞)	

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE | AL-282 (FAA) | 25163

RNAV (RNP) Z RWY 2R

NASHVILLE INTL (BNA)

APP CRS	Rwy Ldg	8000
021°	TDZE	590
	Apt Elev	599

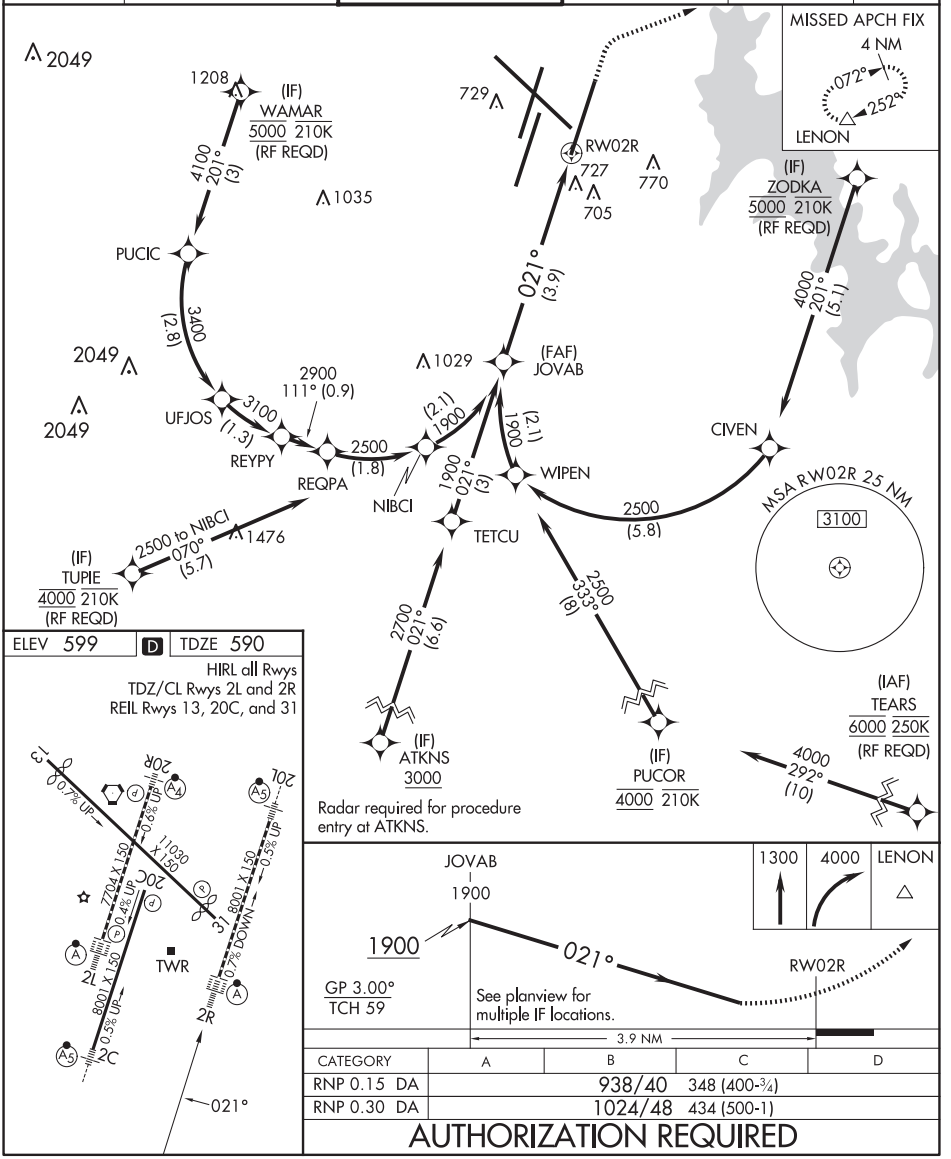
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1⅜ mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 | D | TDZE 590

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

CATEGORY	A	B	C	D
RNP 0.15 DA	938/40	348 (400-¾)		
RNP 0.30 DA	1024/48	434 (500-1)		

AUTHORIZATION REQUIRED

NASHVILLE, TENNESSEE
Amdt 2B 16JUL20

36°07′N-86°41′W

NASHVILLE INTL (BNA)

RNAV (RNP) Z RWY 2R

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

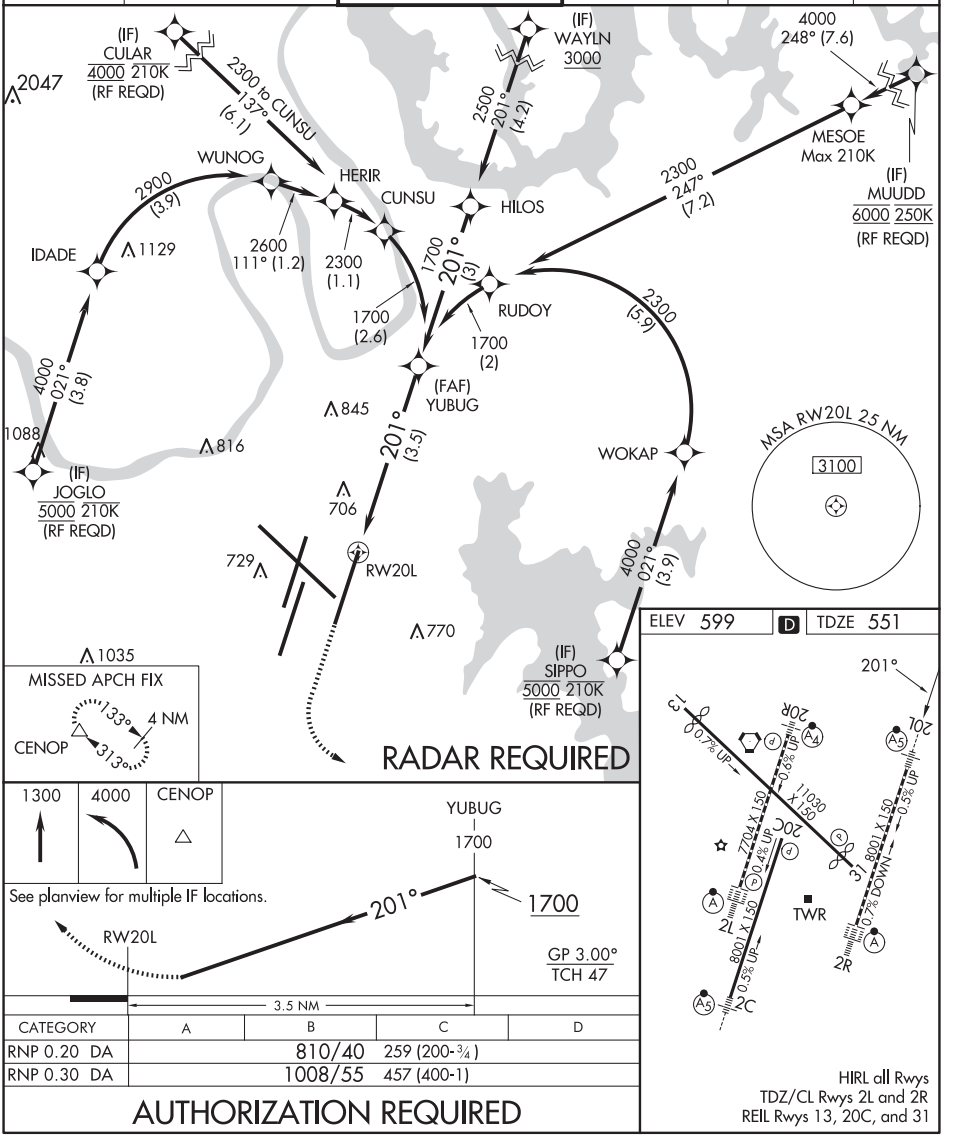
APP CRS	Rwy Ldg	8000
201°	TDZE	551
	Apt Elev	599

GPS required. Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
RNP 0.20 DA		810/40	259 (200-¾)	
RNP 0.30 DA		1008/55	457 (400-1)	

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE | AL-282 (FAA) | 25163

APP CRS	Rwy Ldg	7702
201°	TDZE	578
	Apt Elev	599

RNAV (RNP) Z RWY 20R

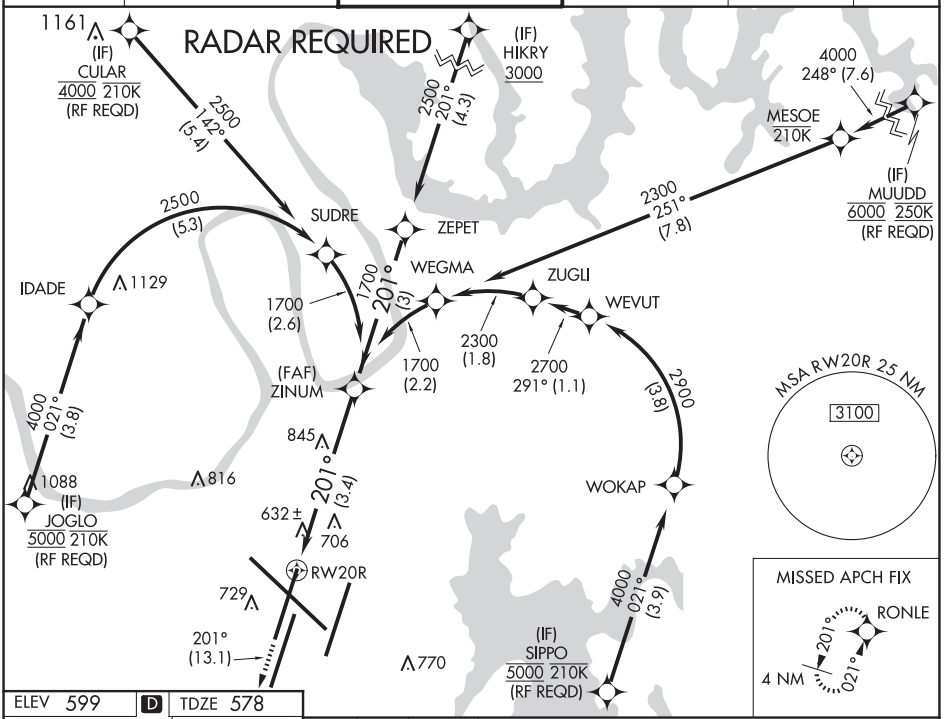
NASHVILLE INTL (BNA)

GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 5600 and RNP 0.30 all Cats visibility to 1½.

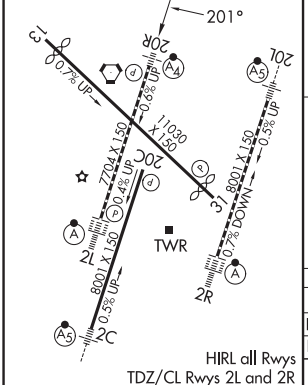
MALSF

MISSED APPROACH: Climb to 3000 on track 201° to RONLE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



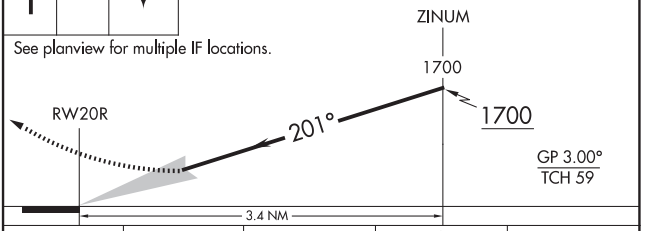
ELEV 599 | D | TDZE 578



3000	tr 201°	RONLE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.18 DA	927/42	349 (400-⅞)		
RNP 0.30 DA	1042/60	464 (500-1¼)		

AUTHORIZATION REQUIRED

NASHVILLE, TENNESSEE
Amdt 2A 11DEC14

36°07'N-86°41'W

NASHVILLE INTL (BNA)

RNAV (RNP) Z RWY 20R

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	9487
316°	TDZE	578
	Apt Elev	599

RNAV (RNP) Z RWY 31

NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

RADAR REQUIRED

MISSED APCH FIX

136° 4 NM 316° JARAS

1208 729 845 816 316° (16.6) RW31 711 717 705 770 1035 316° (3.4)

(FAF) COVBI

(IF) MUGEE 4000 210K (RNP 0.50) (RF REQD)

2800 228° (4)

1700 (3.8) TIBVE

1700 (2.7) 1700 316° (3) CUSUT

(IF) GILME 5000 210K (RF REQD)

1029 4000 136° (4.4) USISE 4000

3500 (2.4) 2600 (2.7) ZEVEM

2500 316° (5.8)

1476

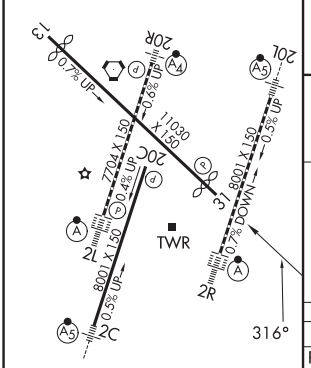
(IF) BGEDD 4000 210K (RF REQD)

3500 082° (3.3) NEZRU

MSA RW31 25 NM 3100

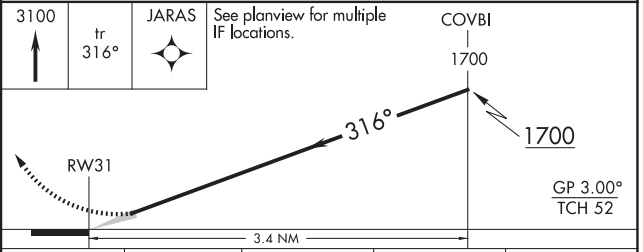
(IF) ONUGE 4000 (RNP 0.50)

ELEV 599 D TDZE 578



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

3100	tr 316°	JARAS	See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.25 DA	1025-1½ 447 (500-1½)			
RNP 0.30 DA	1099-1¾ 521 (600-1¾)			

AUTHORIZATION REQUIRED

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 13

NASHVILLE INTL (BNA)

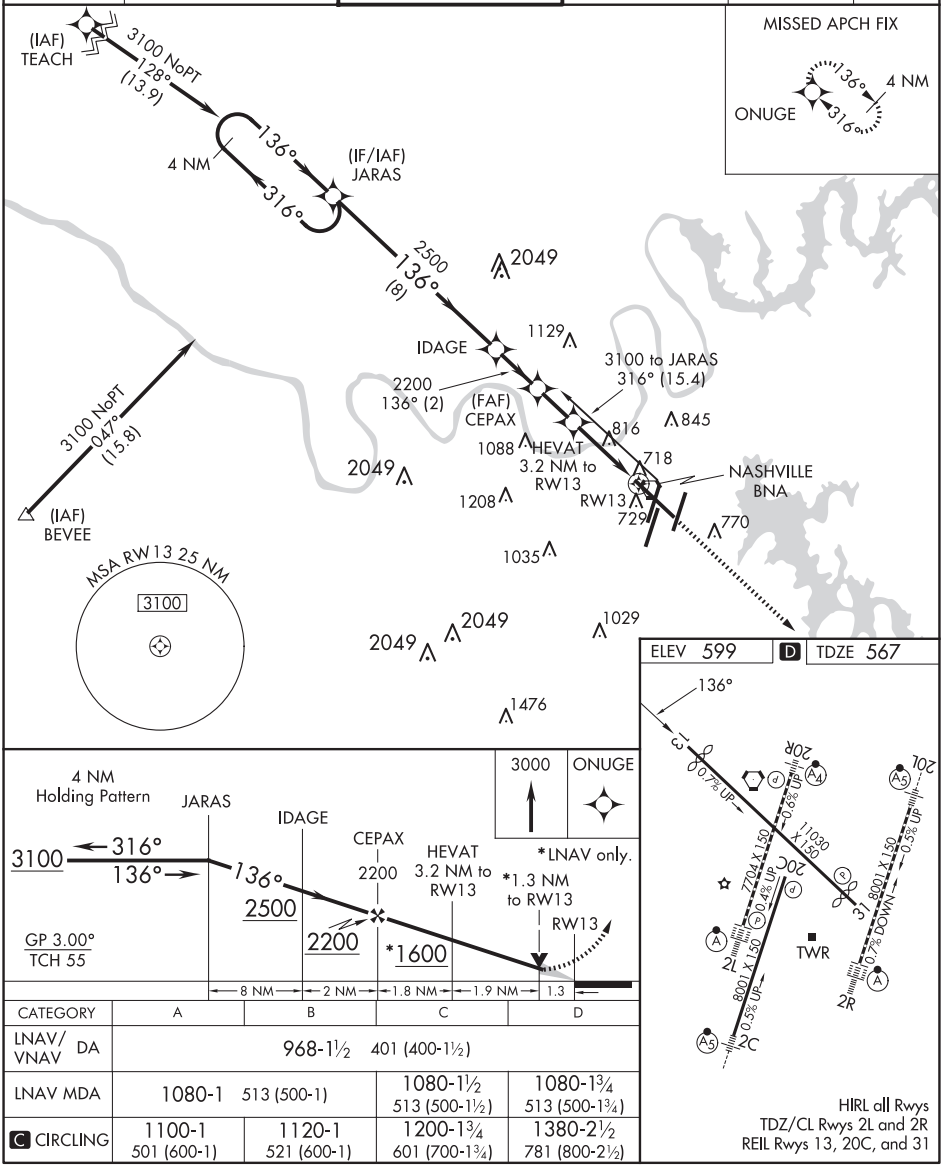
APP CRS	Rwy Ldg	9487
136°	TDZE	567
	Apt Elev	599

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
LNAV/VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20C

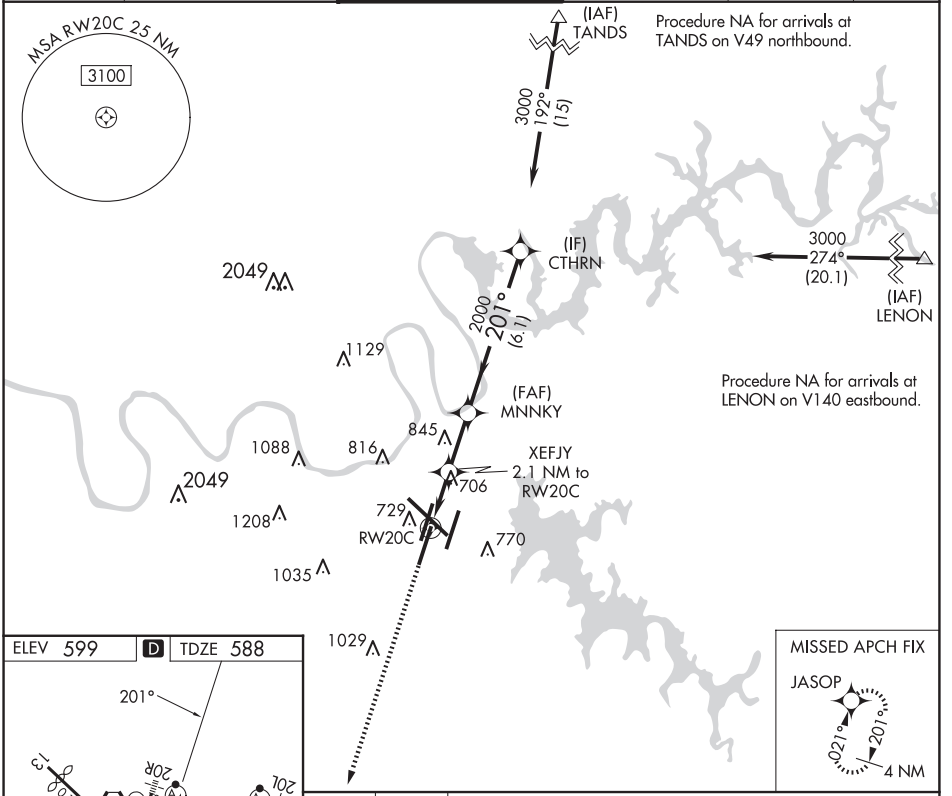
NASHVILLE INTL (BNA)

APP CRS	Rwy Ldg	8001
201°	TDZE	588
	Apt Elev	599

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JASOP and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
LNAV MDA	960-1 372 (400-1)		960-1⅛ 372 (400-1⅛)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE AL-282 (FAA) 25163

RNAV (GPS) Y RWY 2C

NASHVILLE INTL (BNA)

WAAS	APP CRS	Rwy Ldg	7601
CH 70613	021°	TDZE	587
W02B		Apt Elev	599

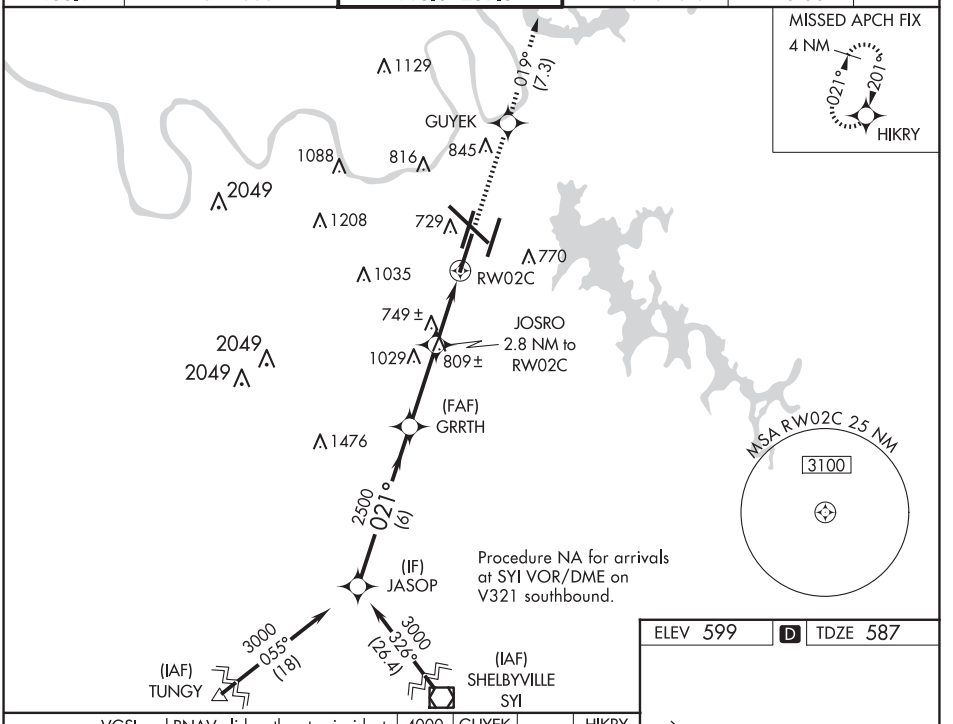
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

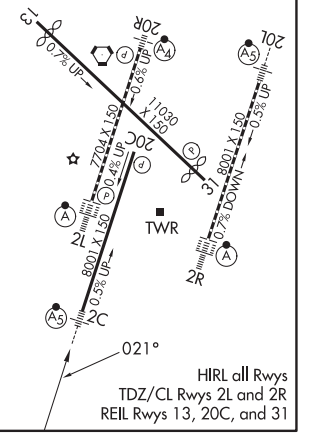
MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



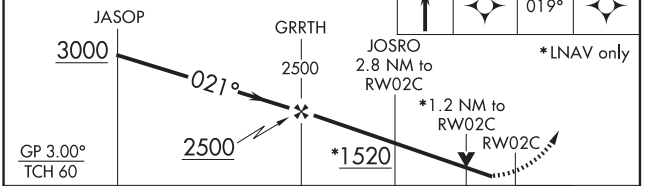
ELEV 599 D TDZE 587



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

VGSI and RNAV glidepath not coincident.

4000	GUYEK	tr 019°	HIKRY



*LNAV only

CATEGORY	A	B	C	D
LPV DA**	787/24 200 (200-½)			
LNAV/VNAV DA	1059/60 472 (500-1¼)			
LNAV MDA	1000/24 413 (500-½)		1000/40 413 (500-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42713 W02A	APP CRS 021°	Rwy Ldg 7702 TDZE 599 Apt Elev 599

RNAV (GPS) Y RWY 2L

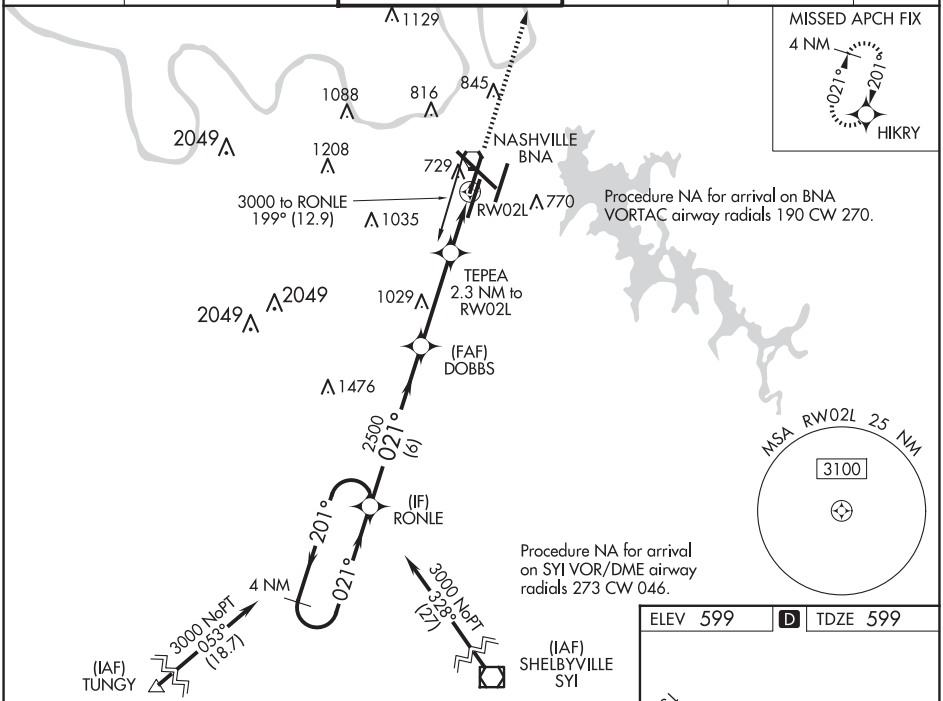
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.

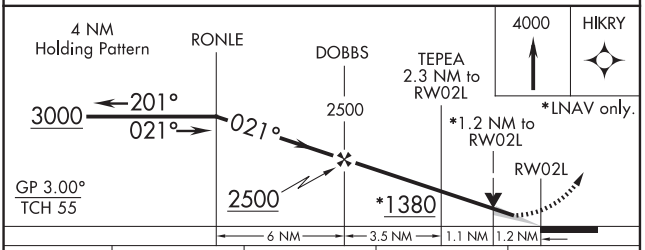
ALSF-2

MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

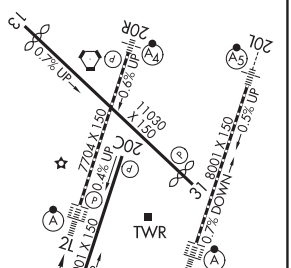
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 D TDZ 599



CATEGORY	A	B	C	D
LPV DA	799/18 200 (200-½)			
LNAV/VNAV DA	949/30 350 (400-⅝)			
LNAV MDA	1020/24 421 (500-½)		1020/40 421 (500-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Y RWY 2R

NASHVILLE INTL (BNA)

WAAS	APP CRS	Rwy Ldg	8000
CH 93713	021°	TDZE	590
W02D		Apt Elev	599

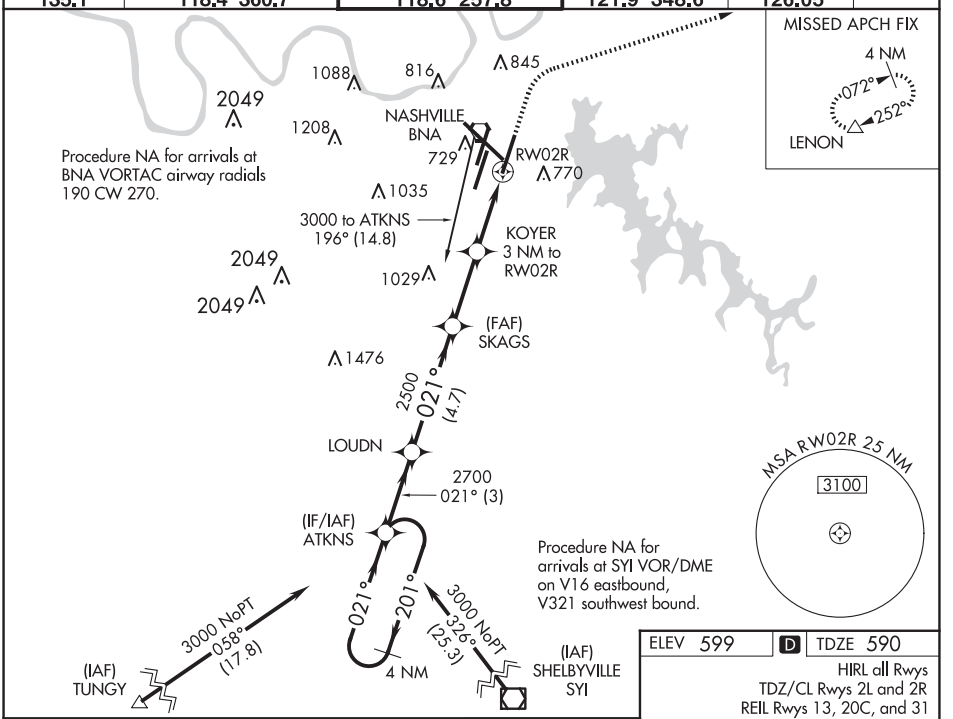
RNP APCH.

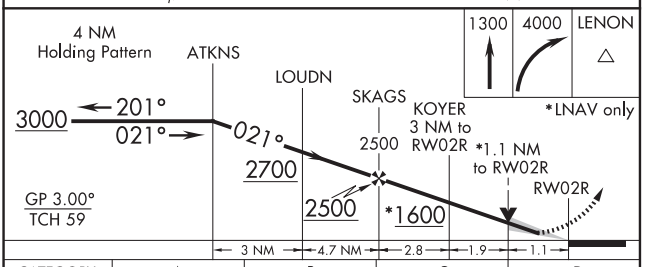
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

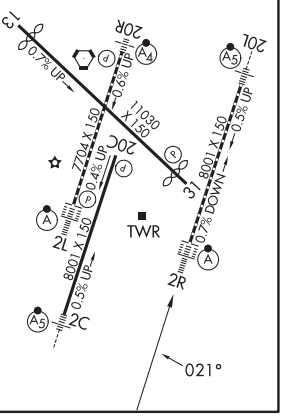




CATEGORY	A	B	C	D
LPV DA	790/18 200 (200-½)			
LNAV/VNAV DA	928/30 338 (400-⅝)			
LNAV MDA	1020/24 430 (500-½)		1020/40 430 (500-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

ELEV 599 D TDZE 590

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31



36°07'N-86°41'W

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	8000
CH 49013	201°	TDZE	551
W20D		Apt Elev	599

RNAV (GPS) Y RWY 20L

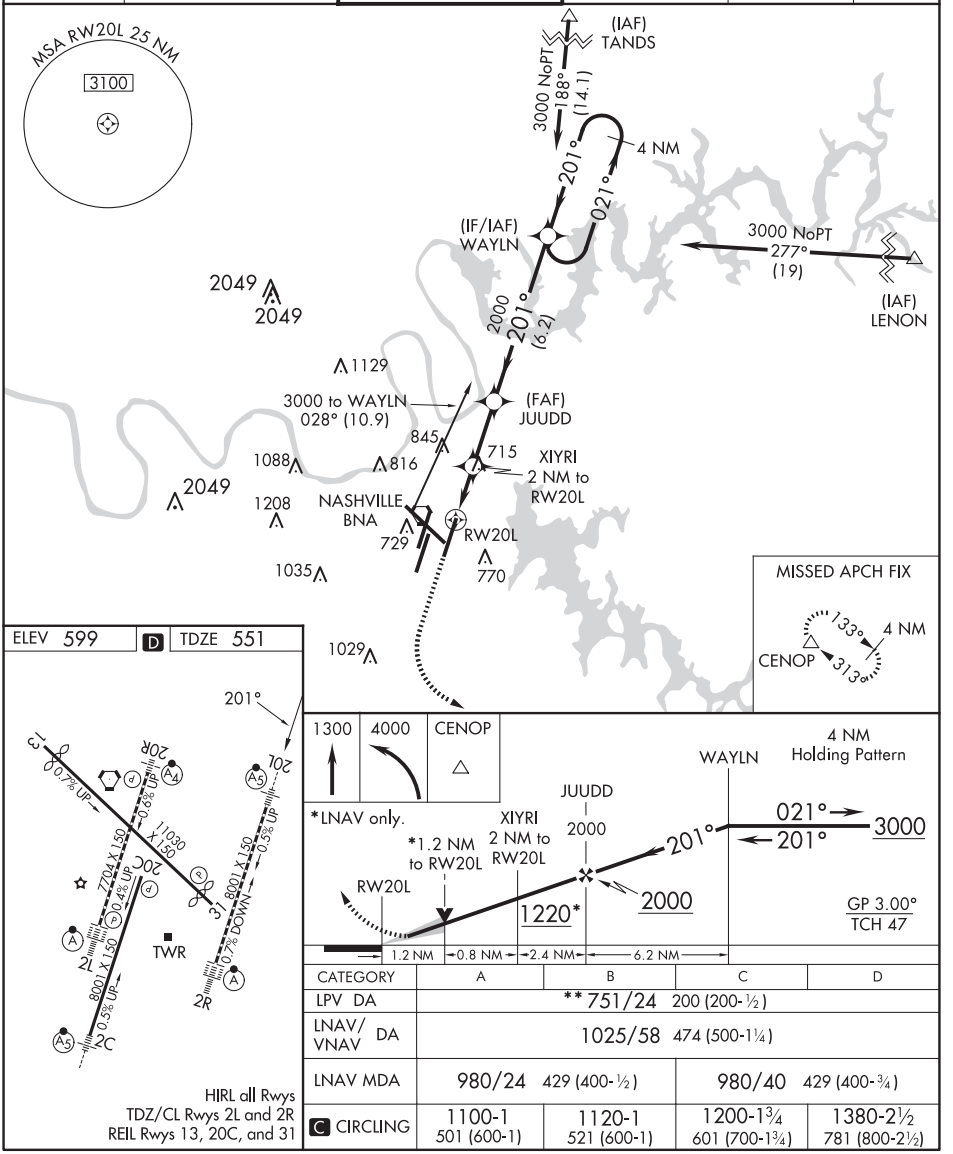
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅝. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
LPV DA	** 751/24 200 (200-½)			
LNAV/VNAV DA	1025/58 474 (500-1¼)			
LNAV MDA	980/24 429 (400-½)		980/40 429 (400-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE, TENNESSEE

AL-282 (FAA)

25163

RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)

WAAS	APP CRS	Rwy Ldg	7702
CH 78411	201°	TDZE	578
W20A		Apt Elev	599

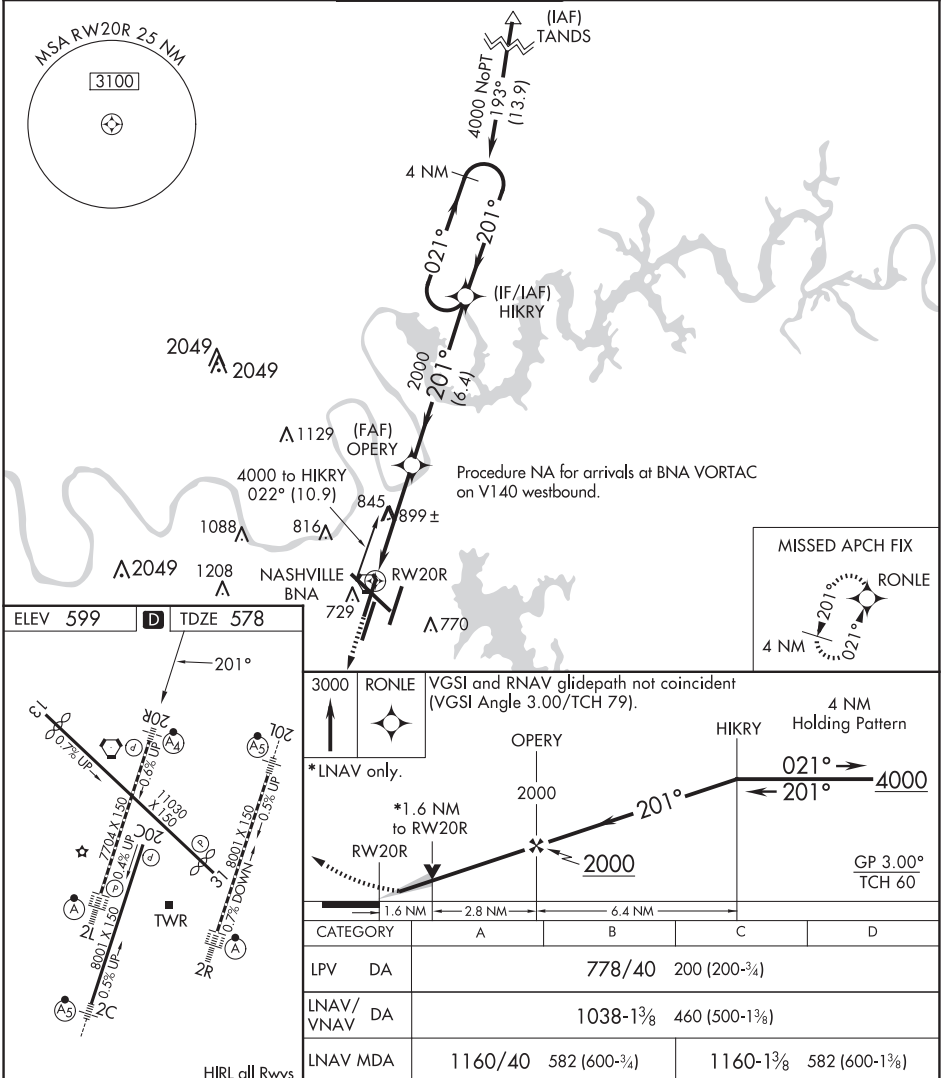
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1⅝ SM and LNAV Cats C and D visibility to 1¾ SM.

A

MALSF

MISSED APPROACH: Climb to 3000 direct RONLE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1038-1⅜ 460 (500-1⅜)			
LNAV MDA	1160/40 582 (600-¾)		1160-1⅜ 582 (600-1⅜)	
C CIRCLING	1160-1 561 (600-1)		1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	9487
CH 65913	316°	TDZE	578
W31A		Apt Elev	599

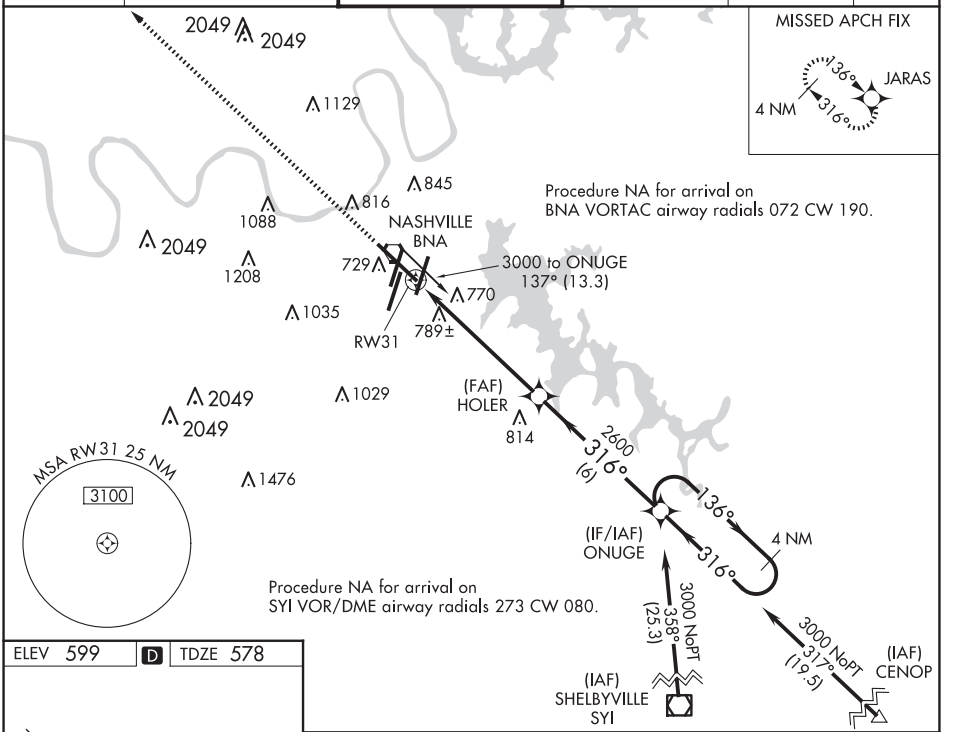
RNAV (GPS) Y RWY 31

NASHVILLE INTL (BNA)

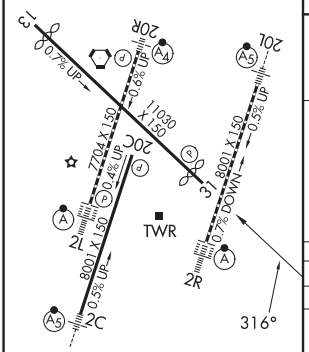
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

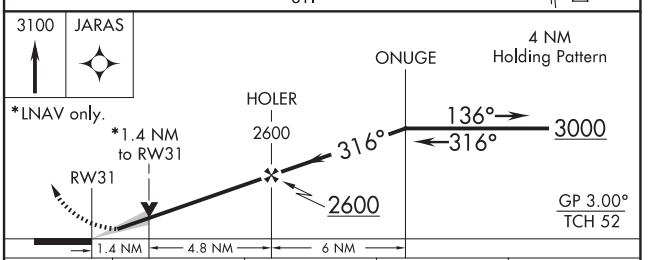
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 | D | TDZE 578



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31



CATEGORY	A	B	C	D
LPV DA	778-¾ 200 (200-¾)			
LNAV/VNAV DA	1061-1⅝ 483 (500-1⅝)			
LNAV MDA	1060-1 482 (500-1)		1060-1⅜ 482 (500-1⅜)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

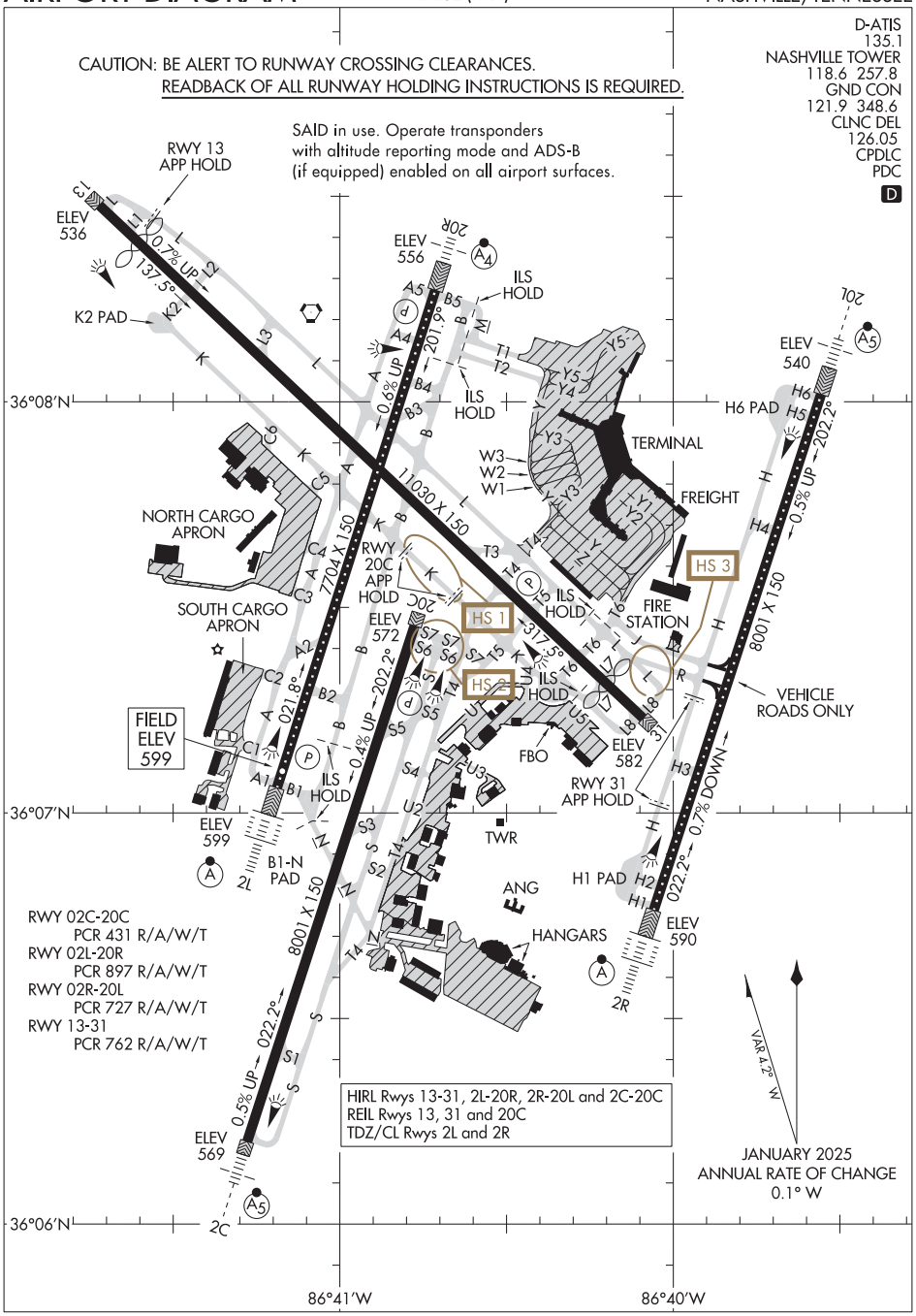
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



AIRPORT DIAGRAM
25163
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

CHADM THREE DEPARTURE (RNAV)

DANLS THREE DEPARTURE (RNAV)

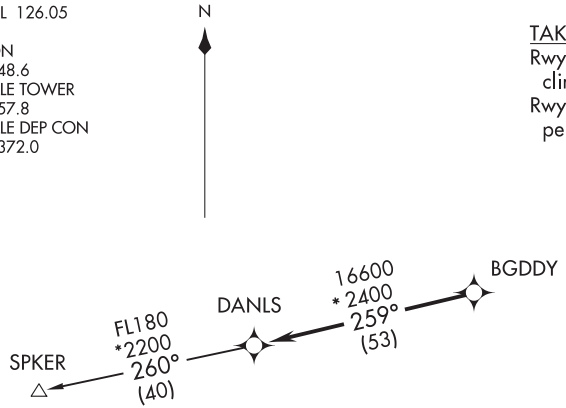
(DANLS3.DANLS) 25JUN15

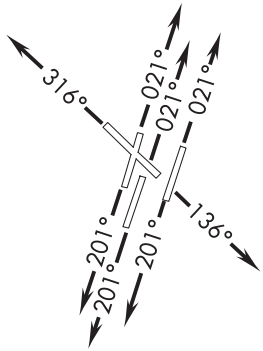
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.





NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to BGDDY, then on track 259° to DANLS. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

SPKER TRANSITION (DANLS3.SPKER)

DANLS THREE DEPARTURE (RNAV)

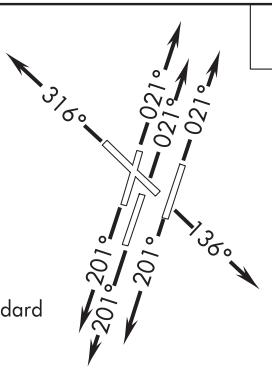
(DANLS3.DANLS) 18088

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

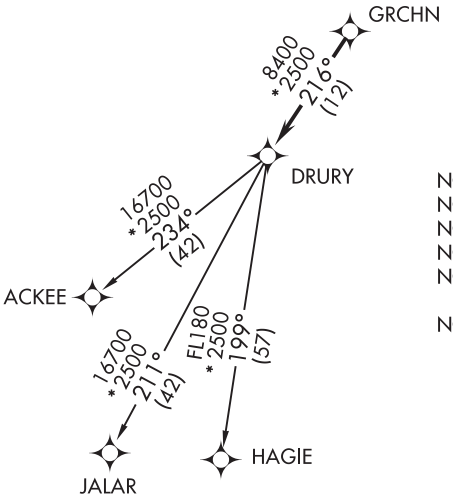
DRURY THREE DEPARTURE (RNAV)

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500' per NM to 1100.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

ACKEE TRANSITION (DRURY3.ACKEE)
HAGIE TRANSITION (DRURY3.HAGIE)
JALAR TRANSITION (DRURY3.JALAR)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

EVVAN THREE DEPARTURE (RNAV)

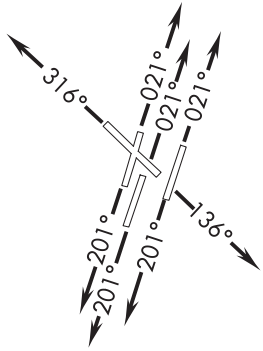
(EVVAN3.EVVAN) 25JUN15

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

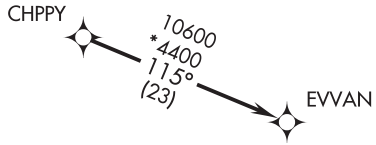
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500' per NM to 1100.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

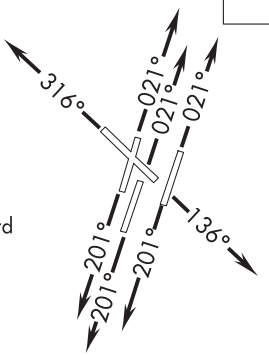
NOTE: Chart not to scale.

(EVVAN3.EVVAN) 18088
EVVAN THREE DEPARTURE (RNAV)
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

FLAME THREE DEPARTURE (RNAV)

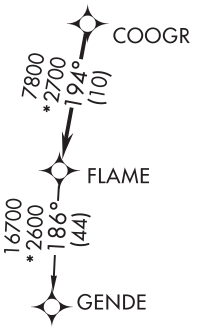
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500' per NM to 1100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE)

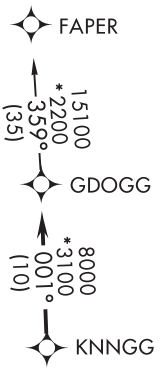
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

(GDOGG3.GDOGG) 18088
GDOGG THREE DEPARTURE (RNAV)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

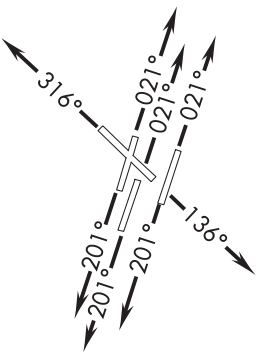
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KNNGG, then on track 001° to GDOGG. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

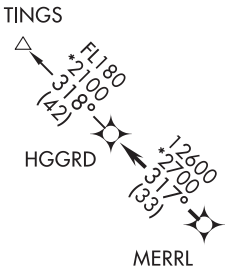
FAPER TRANSITION (GDOGG3.FAPER)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

HGGRD THREE DEPARTURE (RNAV)

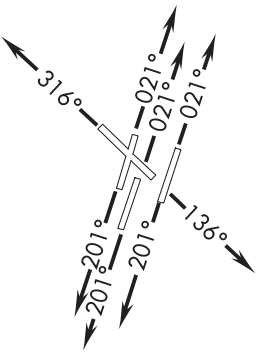
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

TINGS TRANSITION (HGGRD3.TINGS)

SE-1, 12 JUN 2025 to 07 AUG 2025

(KRSTA3.KRSTA) 23334

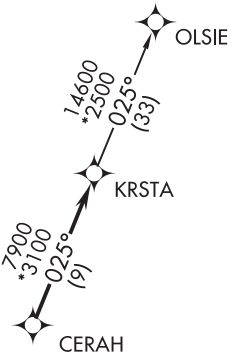
AL-282 (FAA)

KRSTA THREE DEPARTURE (RNAV)

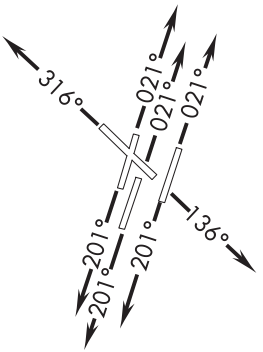
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE: 4000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

OLSIE TRANSITION (KRSTA3.OLSIE)

SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE SEVEN DEPARTURE

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

SE-1, 12 JUN 2025 to 07 AUG 2025

NASHVILLE SEVEN DEPARTURE

31DEC20

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.

SE-1, 12 JUN 2025 to 07 AUG 2025

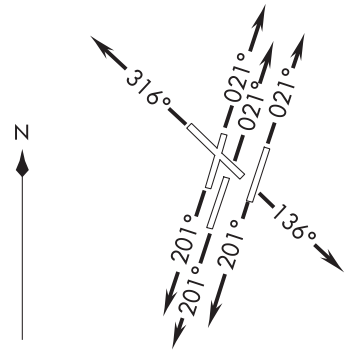
SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

TAZMO THREE DEPARTURE (RNAV)

(TAZMO3.TAZMO) 25JUN15

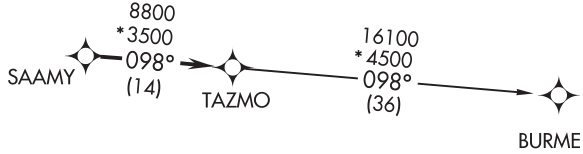
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500′ per NM to 1100.

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BURME TRANSITION (TAZMO3.BURME)

NOTE: Chart not to scale.

TAZMO THREE DEPARTURE (RNAV)

(TAZMO3.TAZMO) 20170

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

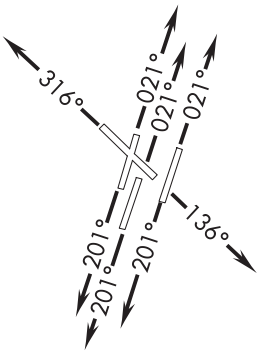
AL-282 (FAA)

422

TIPPN THREE DEPARTURE (RNAV)

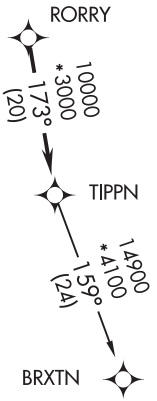
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to RORRY, then on track 173° to TIPPN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPPN3.BRXTN)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ONEIDA, TENNESSEE AL-5841 (FAA) 24025

WAAS	APP CRS	Rwy Idg	5505
CH 90434	051°	TDZE	1545
W05A		Apt Elev	1545

RNAV (GPS) RWY 5

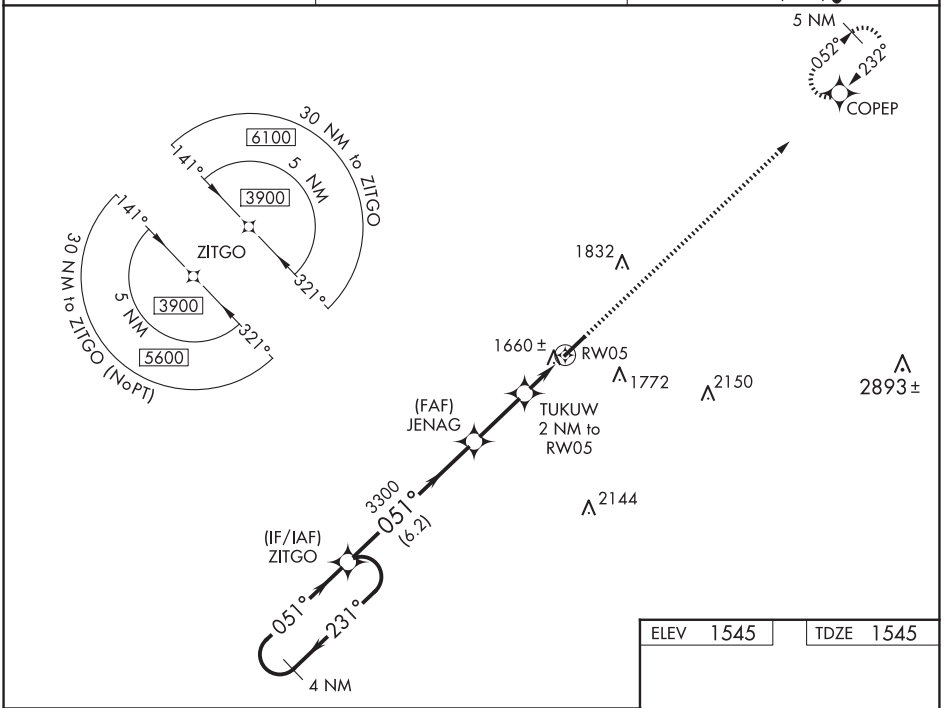
SCOTT MUNI (SCX)

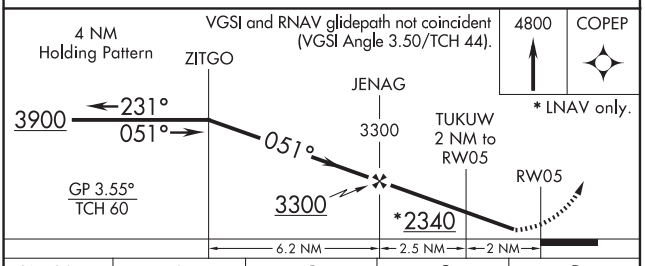
T A NA

Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities ¾ mile; increase all MDA 240 feet and LNAV Cat C visibility ¾ mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

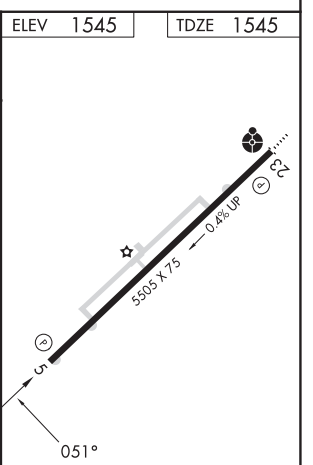
MISSED APPROACH: Climb to 4800 direct COPEP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1948-1⅛ 403 (500-1⅛)			NA
LNAV/VNAV DA	1860-1 315 (400-1)			NA
LNAV MDA	1960-1 415 (500-1)		1960-1⅛ 415 (500-1⅛)	NA
C CIRCLING	2040-1 495 (500-1)		2200-1¾ 655 (700-1¾)	NA



ONEIDA, TENNESSEE
Amdt 1B 04FEB16

36°27′N-84°35′W

SCOTT MUNI (SCX)

RNAV (GPS) RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS		
CH **61234**	**232°**	Rwy Idg	**5505**
W23A		TDZE	**1523**
		Apt Elev	**1545**

RNAV (GPS) RWY 23

SCOTT MUNI (SCX)

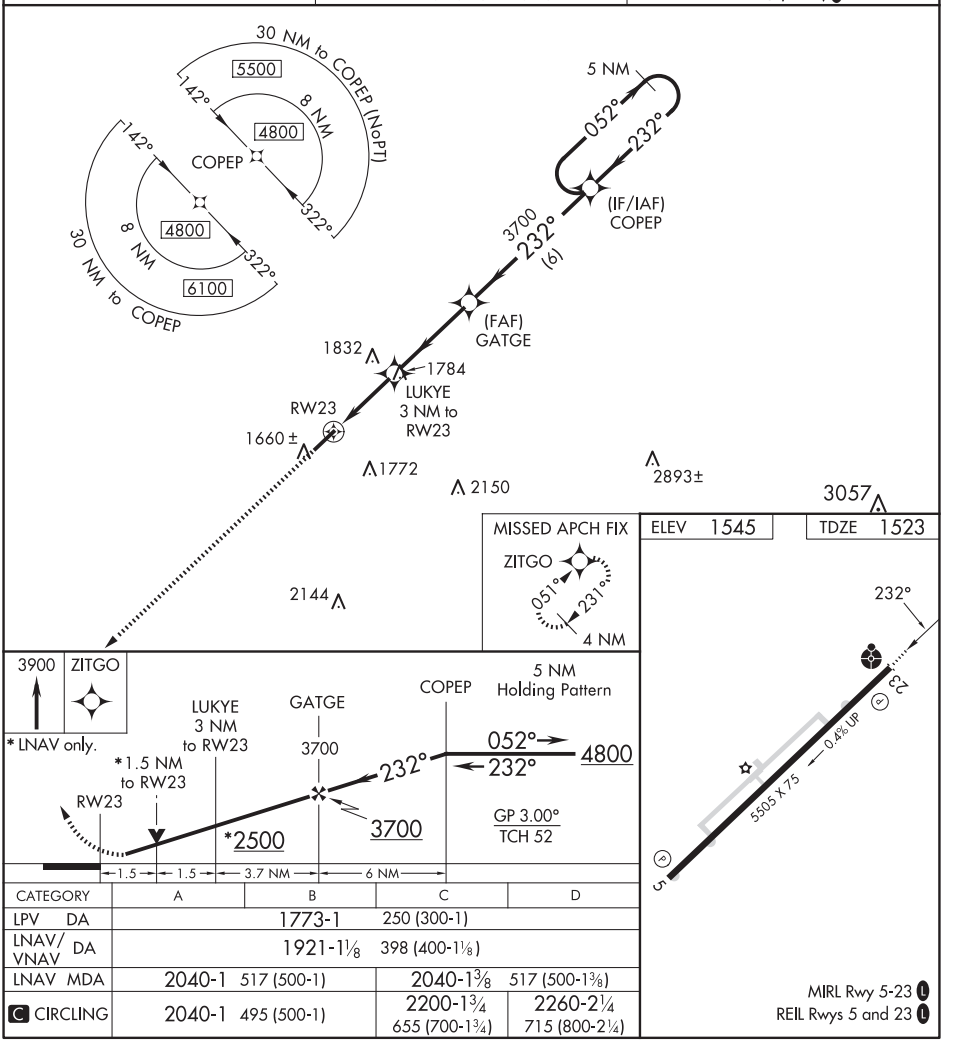
Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all Cats DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility ½ mile, LNAV/VNAV ⅞ mile; increase all MDA 240 feet and LNAV Cat C/D visibility ⅝ mile, Circling Cat B ¼ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1⅜ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1⅝ mile, LNAV/VNAV all Cats to 2½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

NA

ODALS

MISSED APPROACH: Climb to 3900 direct ZITGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	**124.625 371.925**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA		1773-1	250 (300-1)	
LNAV/VNAV DA		1921-1⅛	398 (400-1⅛)	
LNAV MDA	2040-1 517 (500-1)		2040-1⅜ 517 (500-1⅜)	
C CIRCLING	2040-1 495 (500-1)		2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ONEIDA, TENNESSEE | AL-5841 (FAA) | 24025

VOR/DME-A

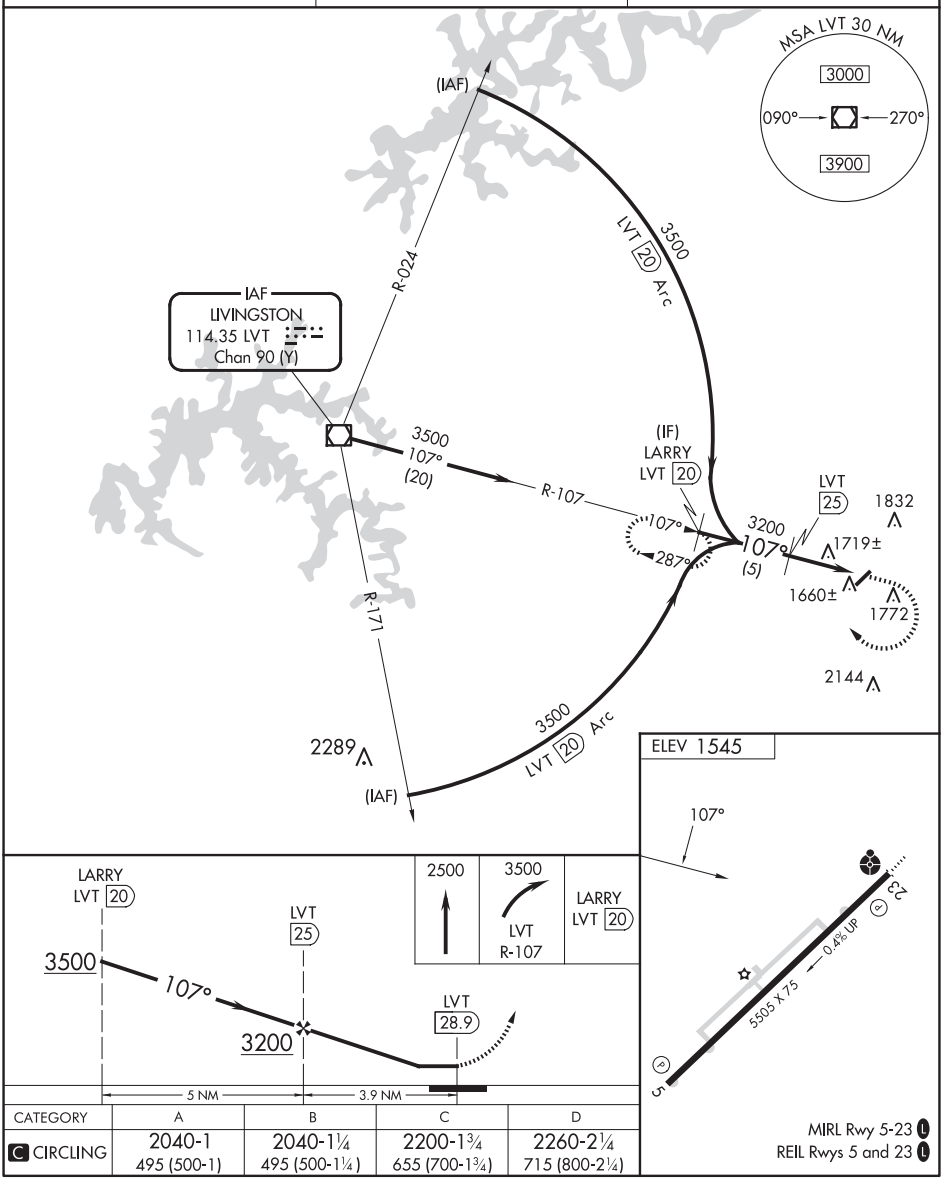
SCOTT MUNI (SCX)

VOR/DME LVT	APP CRS	Rwy Idg	N/A
114.35	107°	TDZE	N/A
Chan 90 (Y)		Apt Elev	1545

Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2040-1 495 (500-1)	2040-1¼ 495 (500-1¼)	2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

ONEIDA, TENNESSEE
Amdt 5D 05JAN17

36°27′N-84°35′W

SCOTT MUNI (SCX)

VOR/DME-A

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

LOC I-OWB	APP CRS	Rwy Idg	8000
111.5	002°	TDZE	401
		Apt Elev	407

ILS or LOC RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

DME required.

T A DME from OWB VOR/DME. Simultaneous reception of I-OWB and OWB DME required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95

766
1449
805
815
829
839
513
LOCALIZER 111.5
I-OWB
479±
519
OWENSBORO
108.65 OWB
Chan 23(Y)
MSA OWB 25 NM
2600
UGKUJ
OWB 2.7
2600 to HIGUY
182° (6.8)
819
(IAF)
HIGUY
OWB 6.8
1573
002°
137°
317°
182°

ALTERNATE MISSED APCH FIX
R-330
150°
330°
POCKET CITY
PXV
113.3
Chan 80

MISSED APCH FIX
R-005
185°
500
OWENSBORO
OWB
108.65
Chan 23(Y)

ELEV 407 D TDZE 401

TWR
486
466
18
24
8000 X 150
5000 X 100
6
36
002°

MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18 and 24 L

2000	2500	OWB

*LOC only.

OWB VOR/DME
OWB 1
OWB *1.9
UGKUJ OWB 2.7
HIGUY OWB 6.8
Remain within 10 NM
182°
2300
002°
2600
2300
GS 3.00°
TCH 56
*980
0.9 NM
0.8 NM
4.1 NM

CATEGORY	A	B	C	D
S-ILS 36		601-½	200 (200-½)	
S-LOC 36		740-½	339 (400-½)	
C CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS		
CH 40430	056°	Rwy Idg	5000
W06A		TDZE	405
		Apt Elev	407

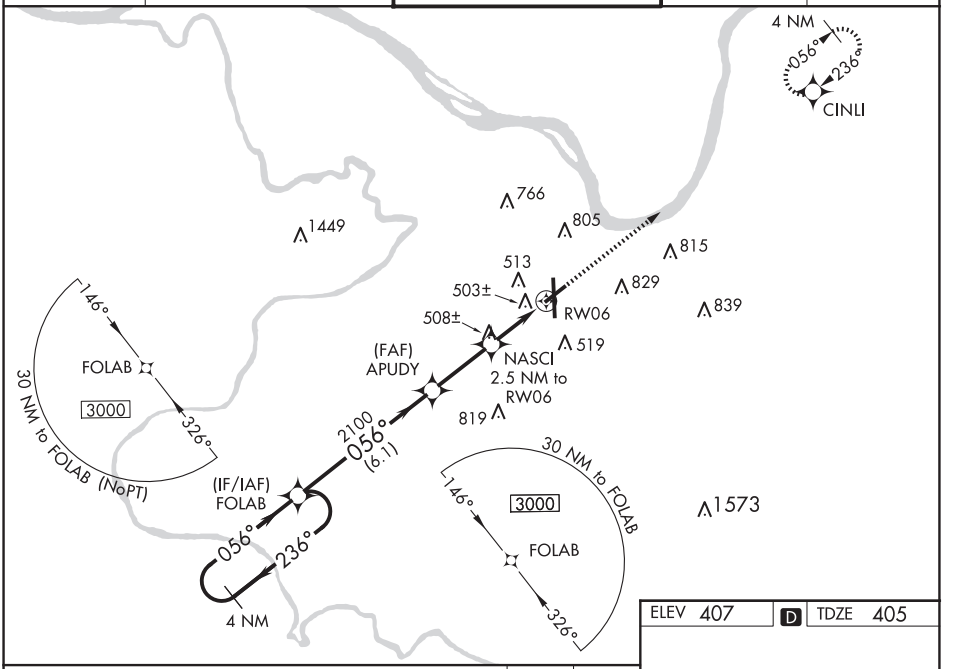
RNAV (GPS) RWY 6

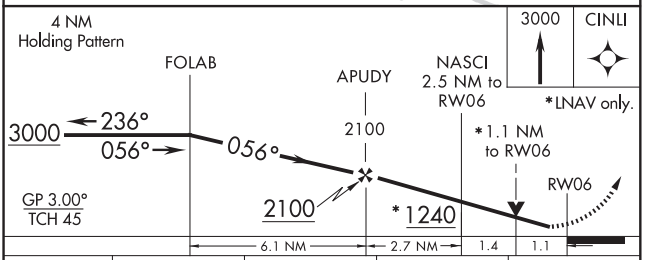
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 719 feet and all Cats visibility ⅛ mile; increase LNAV/VNAV DA to 734 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct CINLI and hold.

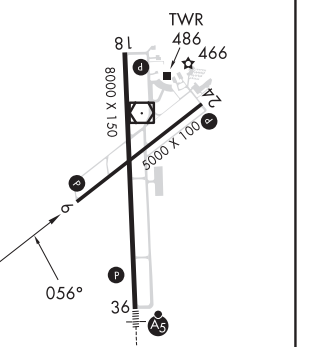
AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	660-⅞ 255 (300-⅞)			
LNAV/VNAV DA	675-⅞ 270 (300-⅞)			
LNAV MDA	800-1 395 (400-1)		800-1⅛ 395 (400-1⅛)	
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

ELEV 407 D TDZE 405



MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18

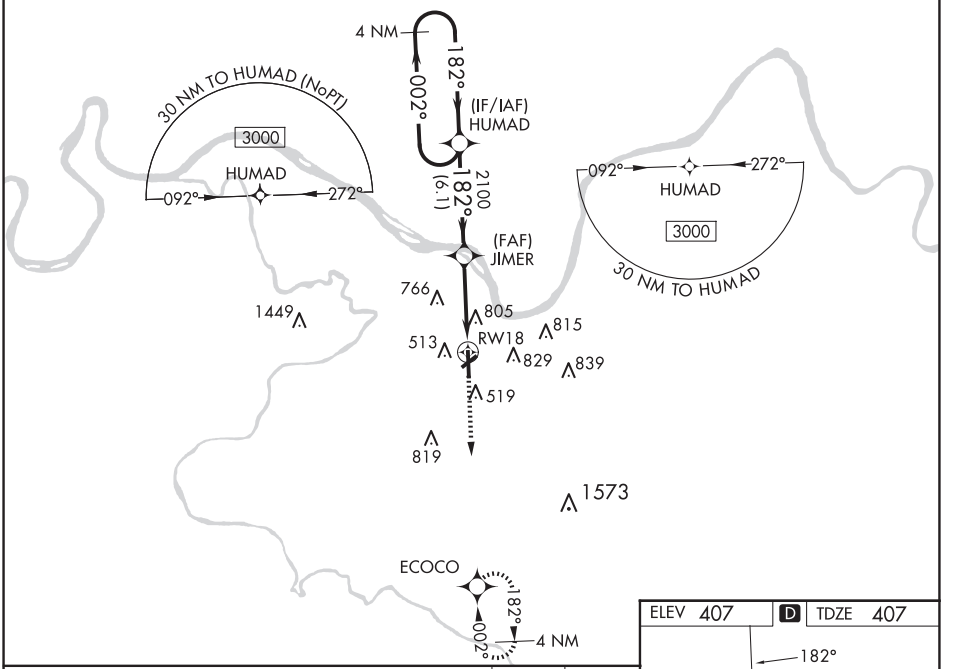
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

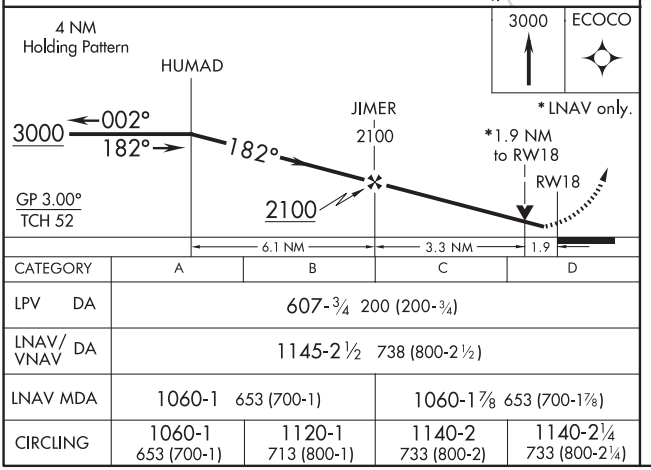
WAAS CH 78216 W18A	APP CRS 182°	Rwy Ldg 8000 / TDZE 407 / Apt Elev 407

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

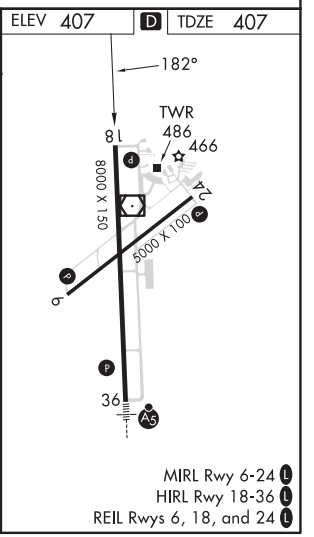
MISSED APPROACH: Climb to 3000 direct ECOCO and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	607-¾ 200 (200-¾)			
LNAV/VNAV DA	1145-2½ 738 (800-2½)			
LNAV MDA	1060-1 653 (700-1)		1060-1⅞ 653 (700-1⅞)	
CIRCLING	1060-1 653 (700-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)



MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 24

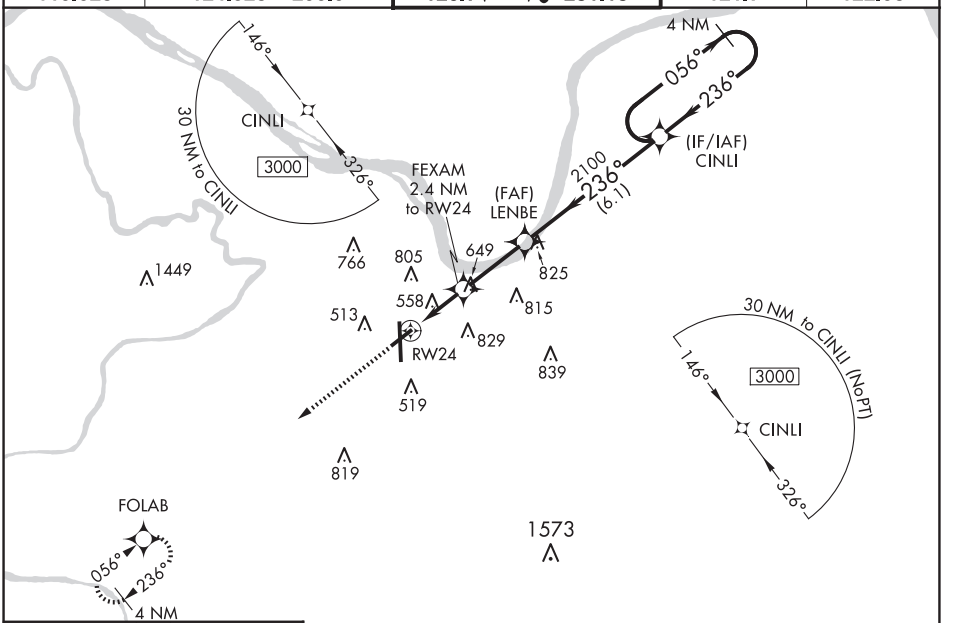
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

WAAS	APP CRS	Rwy Idg	5000
CH 49116	236°	TDZE	403
W24A		Apt Elev	407

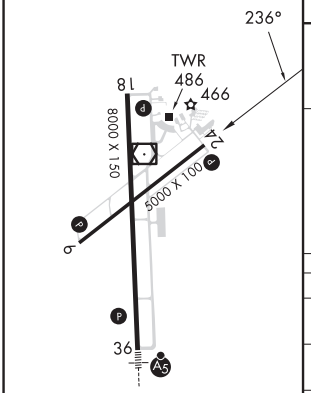
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct FOLAB and hold.

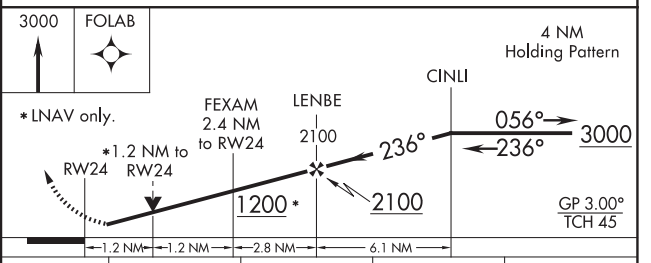
AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95



ELEV 407	D	TDZE 403



MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18 and 24 L



CATEGORY	A	B	C	D
LPV DA	653-¾ 250 (300-¾)			
LNAV/VNAV DA	843-1½ 440 (500-1½)			
LNAV MDA	820-1 417 (500-1)		820-1⅛ 417 (500-1⅛)	
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45508 W36A | APP CRS 002° | Rwy Idg 8000 | TDZE 401 | Apt Elev 407

RNAV (GPS) RWY 36

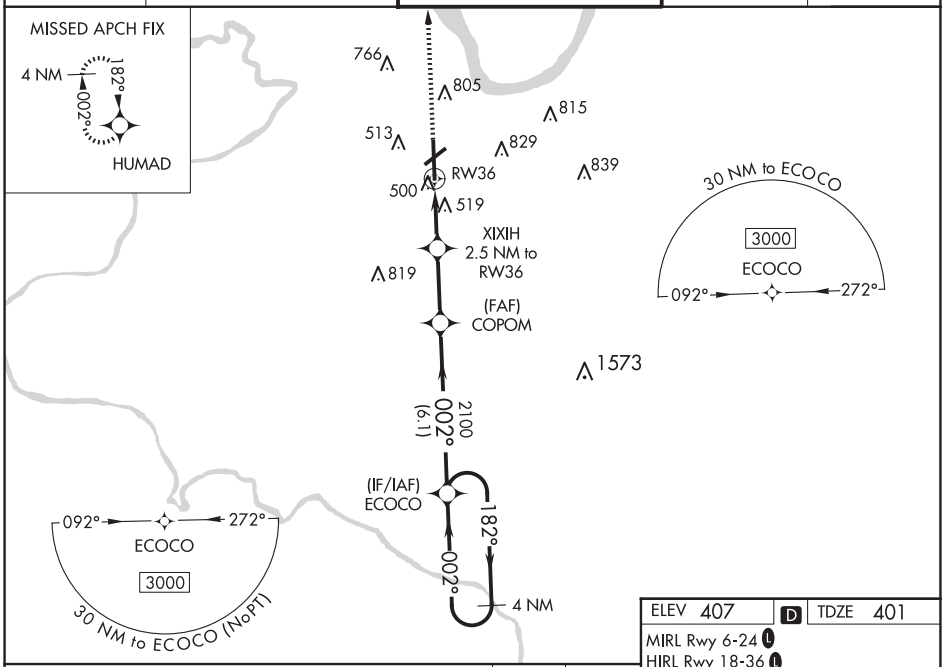
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

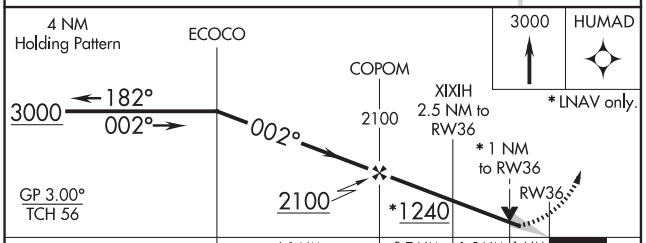
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

AWOS-3PT	EVANSVILLE APP CON *	OWENSBORO TOWER *	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95





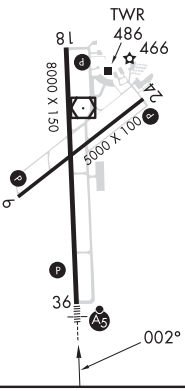
CATEGORY	A	B	C	D
LPV DA	601-½ 200 (200-½)			
LNAV/VNAV DA	665-½ 264 (300-½)			
LNAV MDA	780-½ 379 (400-½)		780-⅝ 379 (400-⅝)	
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

ELEV 407 D TDZE 401

MIRL Rwy 6-24 L

HIRL Rwy 18-36 L

REIL Rwys 6, 18, and 24 L



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME OWB	APP CRS	Rwy Idg	5000
108.65	048°	TDZE	405
Chan 23 (Y)		Apt Elev	407

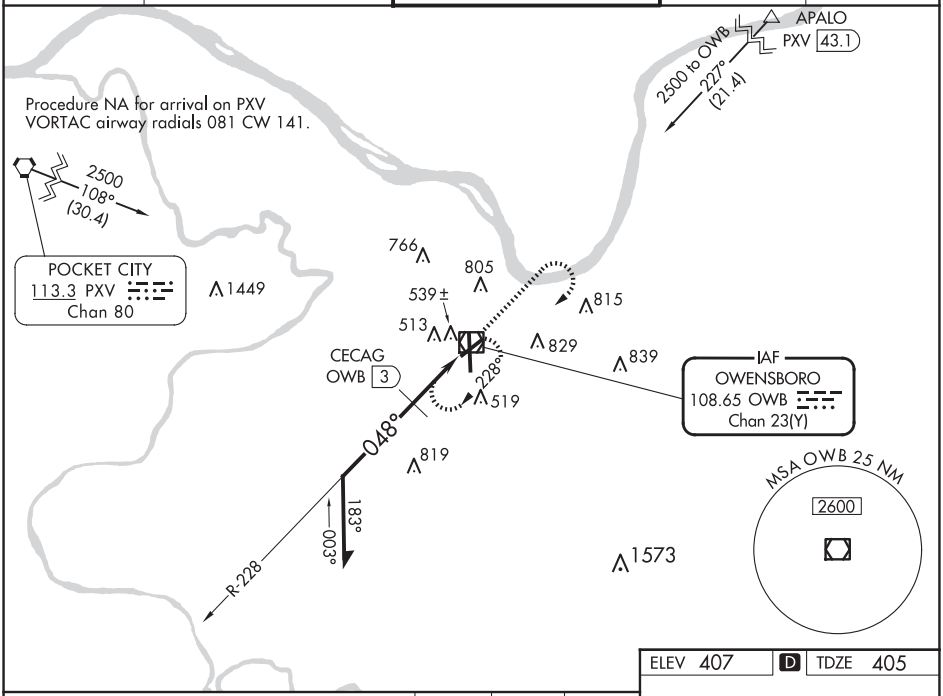
VOR RWY 6

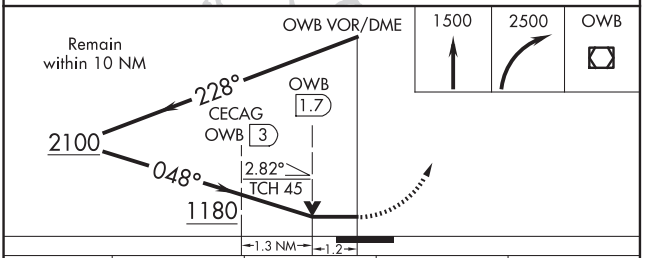
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

T A Rwy 6 helicopter visibility reduction below ¾ SM NA.

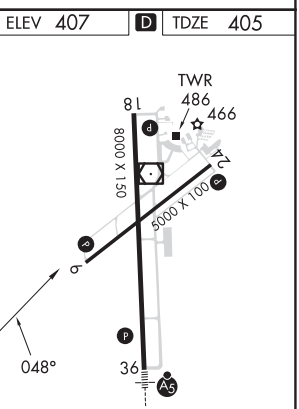
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-6	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2½	775 (800-2½)
C CIRCLING	1180-1 773 (800-1)	1180-1¼ 773 (800-1¼)	1180-2½	773 (800-2½)
CECAG FIX MINIMUMS				
S-6	820-1	415 (500-1)	820-1⅛	415 (500-1⅛)
C CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)



MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 18

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

VOR/DME OWB	APP CRS	Rwy Idg	8000
108.65	176°	TDZE	407
Chan 23 (Y)		Apt Elev	407

MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95

POCKET CITY
113.3 PXV
Chan 80

2500
108°
(30.4)

R-356
131°
311°

176°

APALO
PXV 43.1

2500
227°
(21.4)

766
1449
805
815
356°
513
829
839
519
819
1573

Procedure NA for arrival on PXV VORTAC airway radials 081 CW 151.

IAF
OWENSBORO
108.65 OWB
Chan 23(Y)

MSA OWB 25 NM
2600

Remain within 10 NM

OWB VOR/DME

356°

2500

176°

OWB 2.4

2.1 NM

2500 | OWB

ELEV 407 D TDZE 407

176°

TWR
486
466

18
24
9
36

8000 X 150
5000 X 100

MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

CATEGORY	A	B	C	D
S-18	1120-1	713 (800-1)	1120-2	713 (800-2)
C CIRCLING	1120-1	713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

OWENSBORO, KENTUCKY | AL-707 (FAA) | 25051

VOR RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

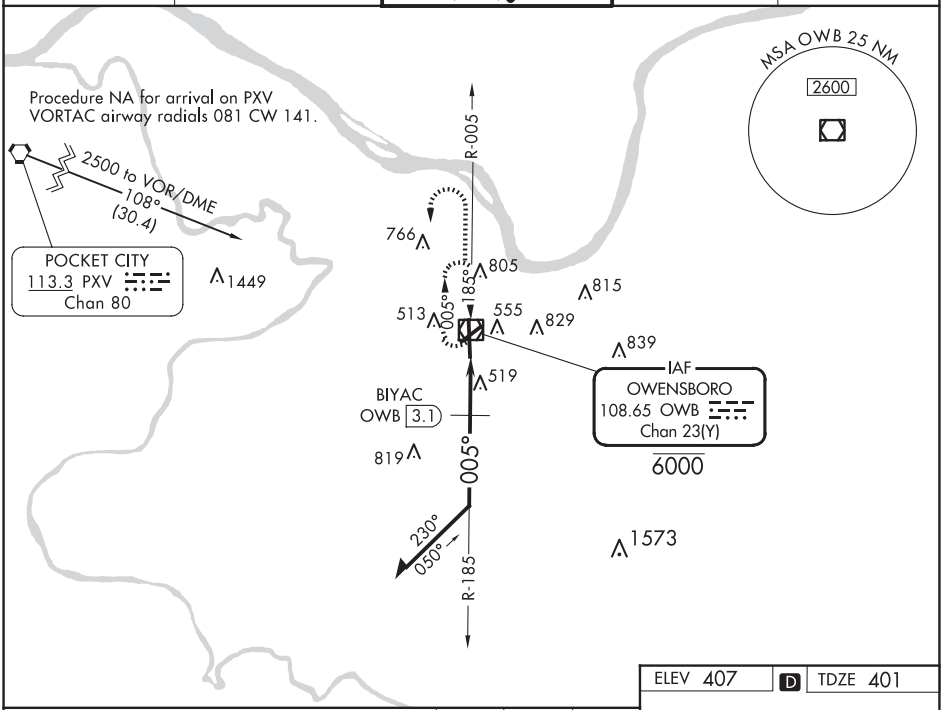
VOR/DME OWB	APP CRS	Rwy Idg	8000
108.65	005°	TDZE	401
Chan 23 (Y)		Apt Elev	407

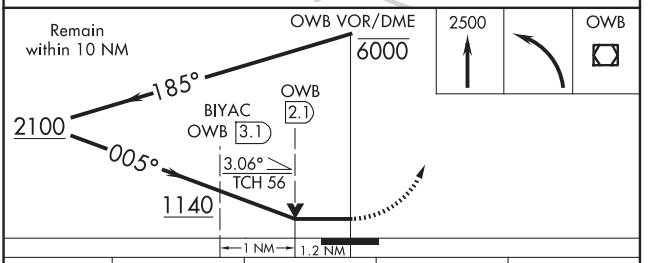
T
A
For inop ALS, increase S-36 Cat C and D visibility to 2 SM and BIYAC fix minimums S-36 Cat C and D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

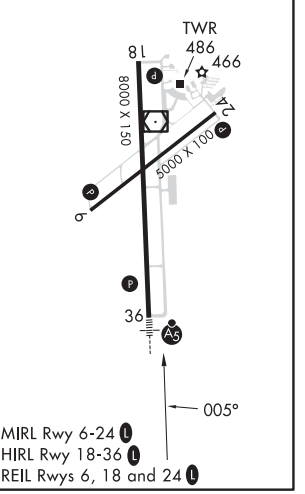
AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-36	1140-½ 739 (800-½)		1140-1⅝ 739 (800-1⅝)	
C CIRCLING	1140-1 733 (800-1)		1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	820-½ 419 (500-½)		820-¾ 419 (500-¾)	
C CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

ELEV 407 | D | TDZE 401

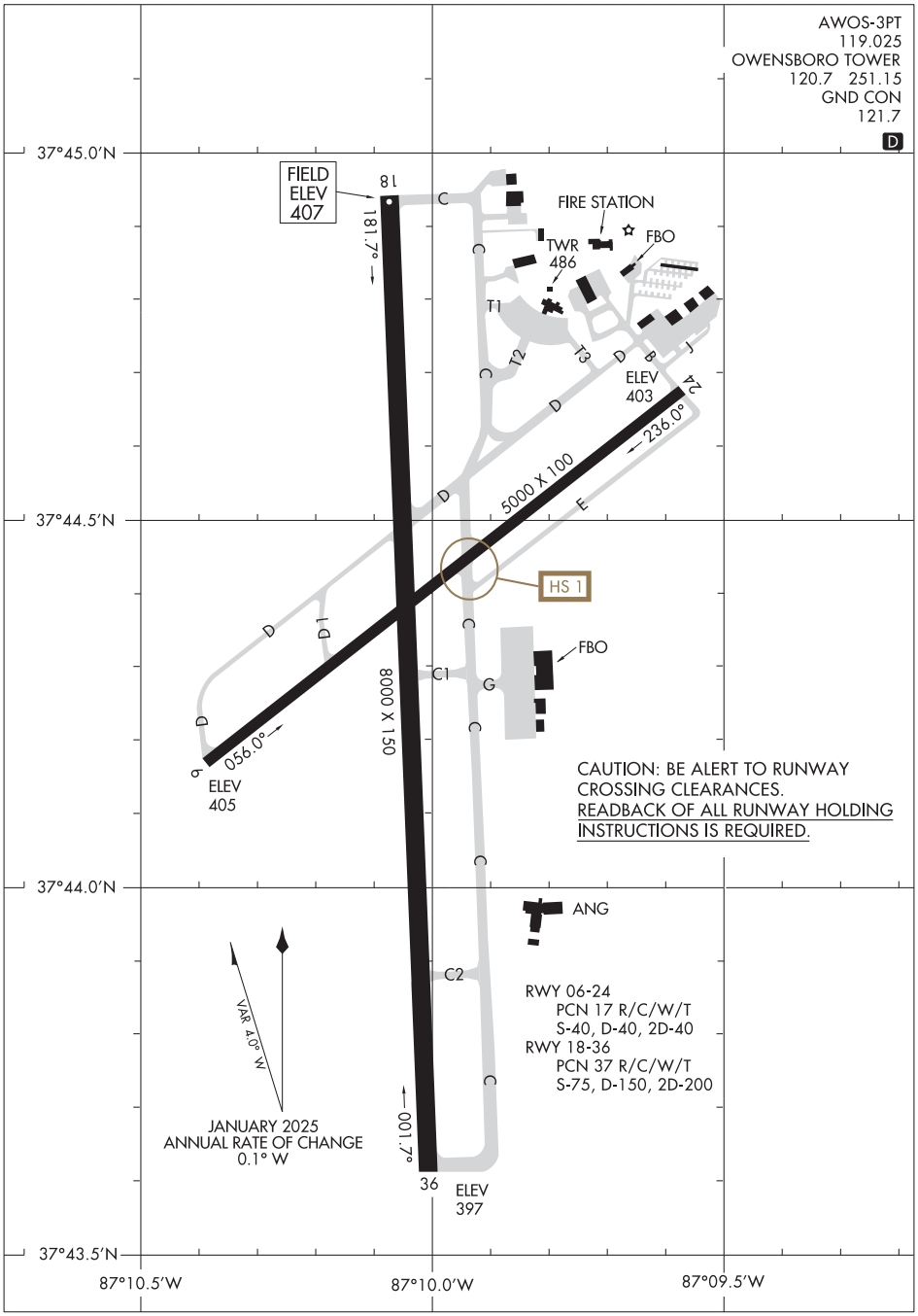


OWENSBORO, KENTUCKY
Amdt 19C 26MAR20

OWENSBORO/DAVIESS COUNTY RGNL (OWB)
37°44'N-87°10'W

VOR RWY 36

SE-1, 12 JUN 2025 to 07 AUG 2025



SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 5

BARKLEY RGNL (PAH)

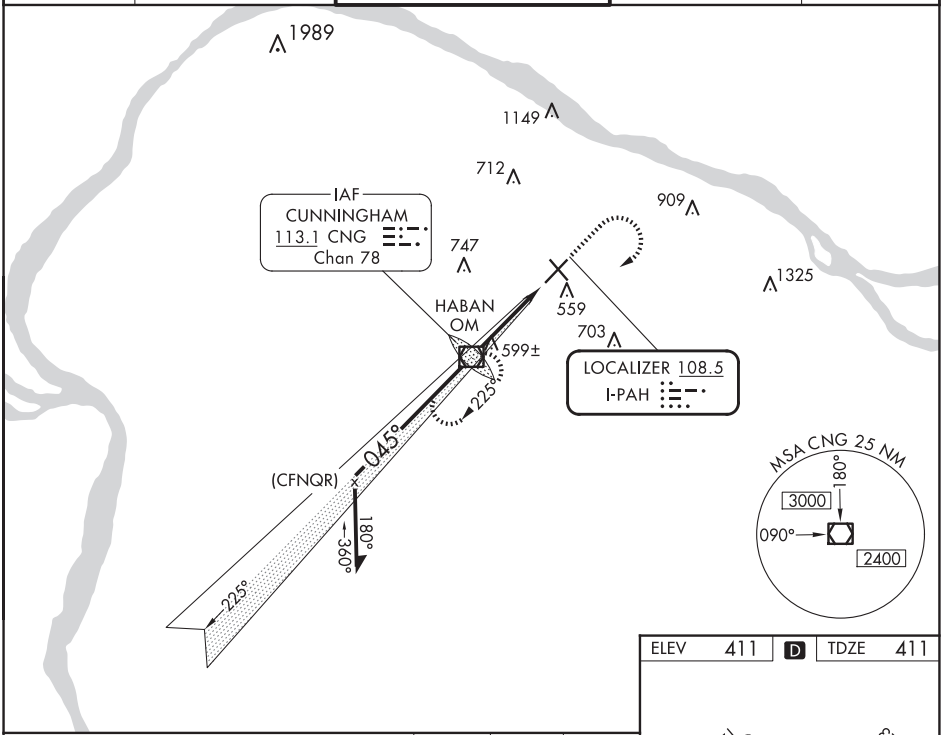
LOC I-PAH	APP CRS	Rwy Ldg	6500
108.5	045°	TDZE	411
		Apt Elev	411

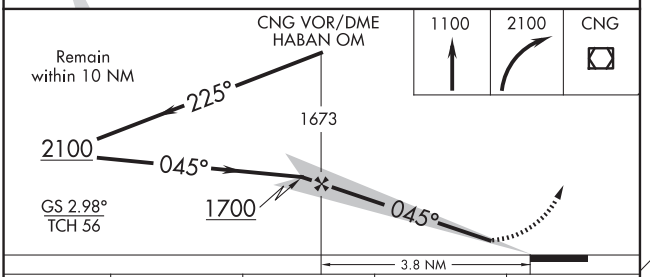
T A When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 672, and all MDA 80 feet. Increase S-LOC 5 Cat C, D visibility ⅛ SM. For inop ALS when using Mayfield altimeter setting, increase S-ILS 5 visibility to ⅞ SM, all Cats.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

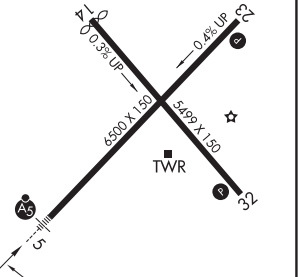
ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
S-ILS 5	611-½ 200 (200-½)			
S-LOC 5	860-½ 449 (500-½)		860-⅞ 449 (500-⅞)	
C CIRCLING	900-1 489 (500-1)		920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)

ELEV 411 D TDZE 411



HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	6500
CH 93701	045°	TDZE	411
W05A		Apt Elev	411

RNAV (GPS) RWY 5

BARKLEY RGNL (PAH)

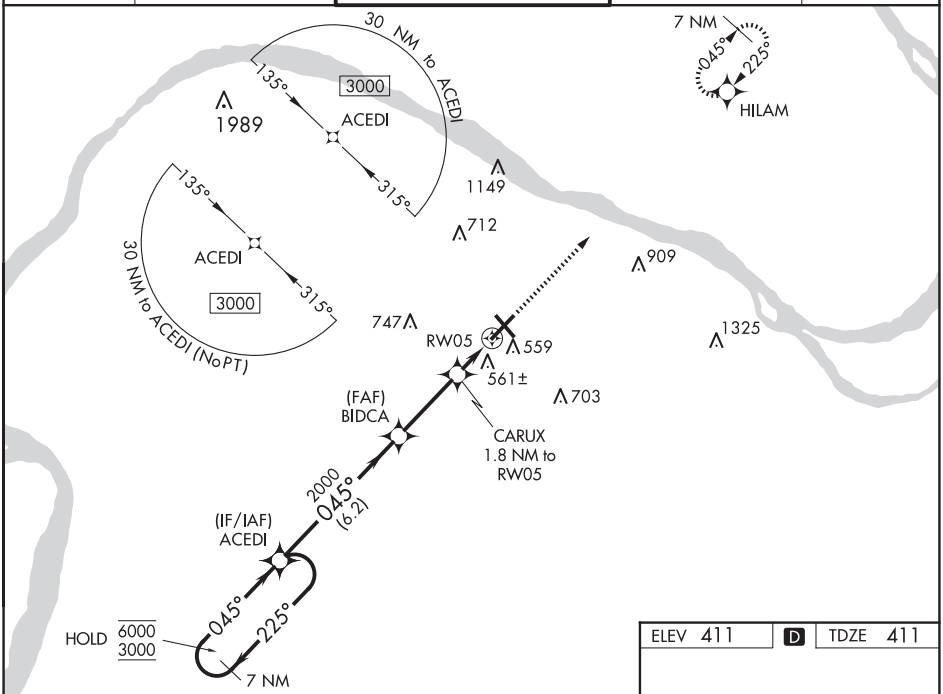
RNP APCH.

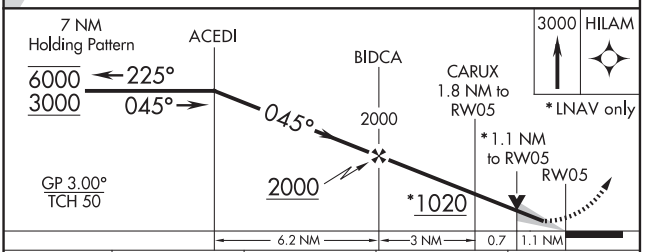
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
For inop ALS, increase LNAV Cat C/D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct HILAM and hold.

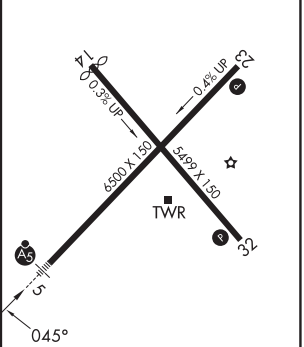
ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) (L) 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA	611-½ 200 (200-½)			
LNAV/ VNAV DA	837-¾ 426 (500-¾)			
LNAV MDA	820-½ 409 (500-½)		820-¾ 409 (500-¾)	
C CIRCLING	900-1 489 (500-1)		920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)

ELEV 411 D TDZE 411



HIRL Rwy 5-23 (L)
MIRL Rwy 14-32 (L)
REIL Rwys 23 and 32 (L)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PADUCAH, KENTUCKY | AL-628 (FAA) | 25163

RNAV (GPS) RWY 14

BARKLEY RGNL (PAH)

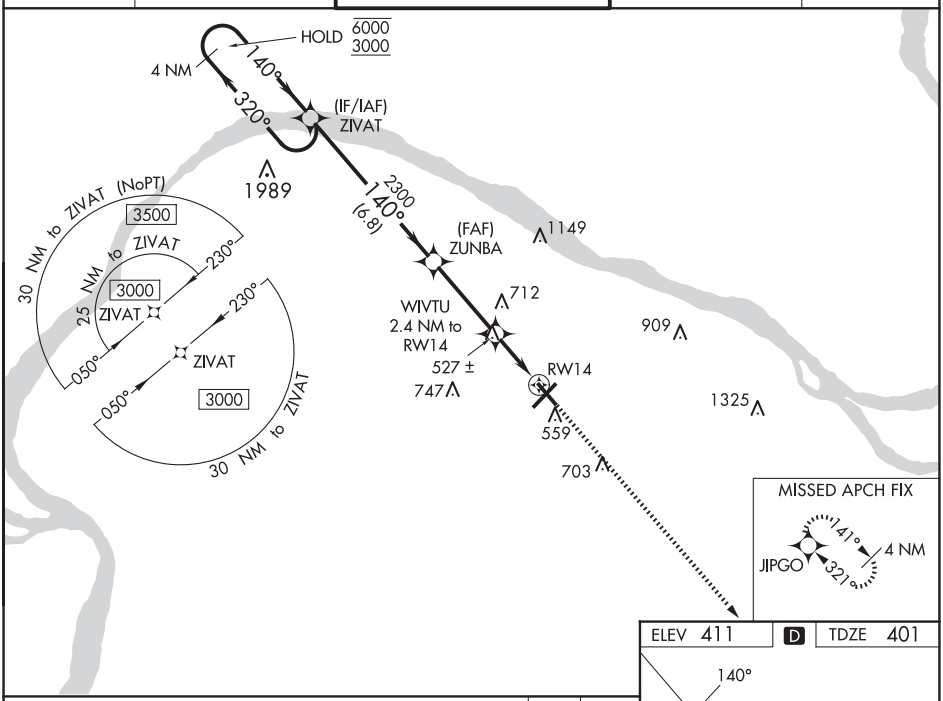
WAAS	APP CRS	Rwy Ldg	5399
CH 48933	140°	TDZE	401
W14A		Apt Elev	411

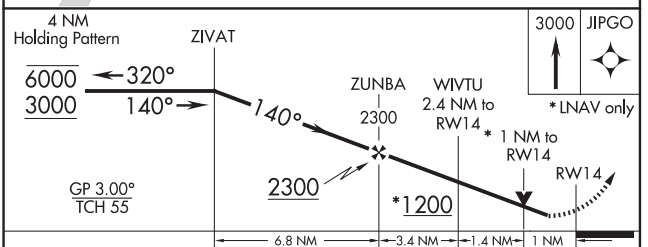
RNP APCH.

Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

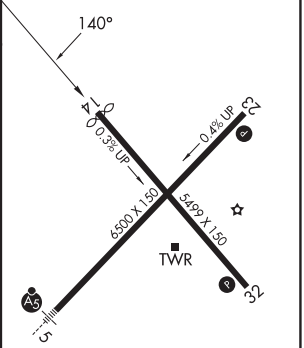
MISSED APPROACH: Climb to 3000 direct JIPGO and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA		708-1	307 (300-1)	
LNAV/VNAV DA		706-1	305 (300-1)	
LNAV MDA	780-1	379 (400-1)	780-1⅛	379 (400-1⅛)
C CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)



HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

PADUCAH, KENTUCKY
Amdt 1 25FEB21

37°04'N-88°46'W

BARKLEY RGNL (PAH)

RNAV (GPS) RWY 14

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

BARKLEY RGNL (PAH)

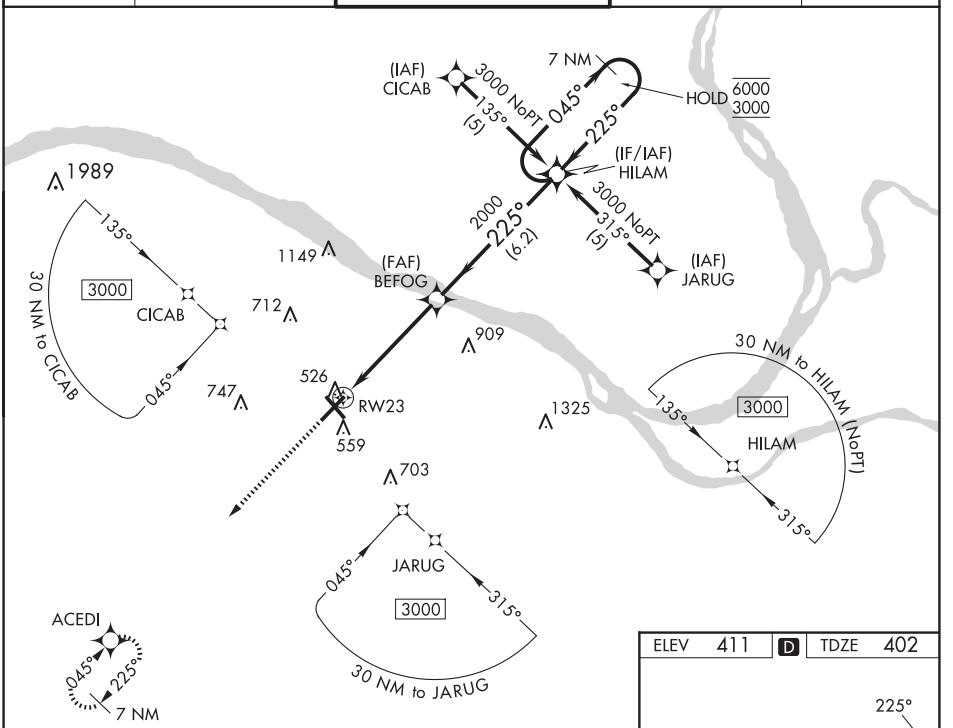
WAAS	APP CRS	Rwy Ldg	6500
CH 78243	225°	TDZE	402
W23A		Apt Elev	411

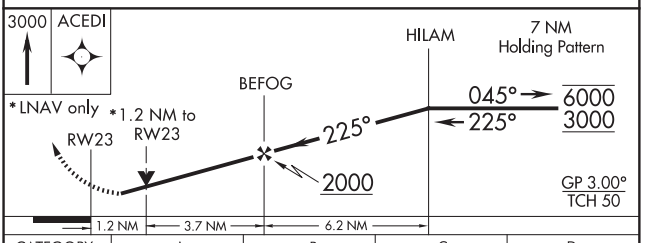
RNP APCH.

Rwy 23 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

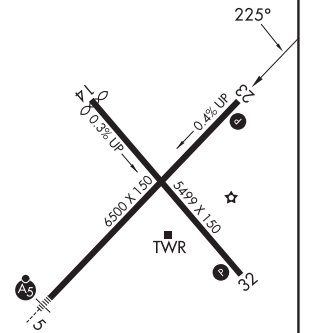
ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) (L) 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA	678-1 276 (300-1)			
LNAV/ VNAV DA	790-1½ 388 (400-1½)			
LNAV MDA	820-1 418 (500-1)		820-1¼ 418 (500-1¼)	
C CIRCLING	900-1 489 (500-1)		920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)

ELEV 411 D TDZE 402



HIRL Rwy 5-23 (L)
MIRL Rwy 14-32 (L)
REIL Rwys 23 and 32 (L)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PADUCAH, KENTUCKY | AL-628 (FAA) | 25163

RNAV (GPS) RWY 32

BARKLEY RGNL (PAH)

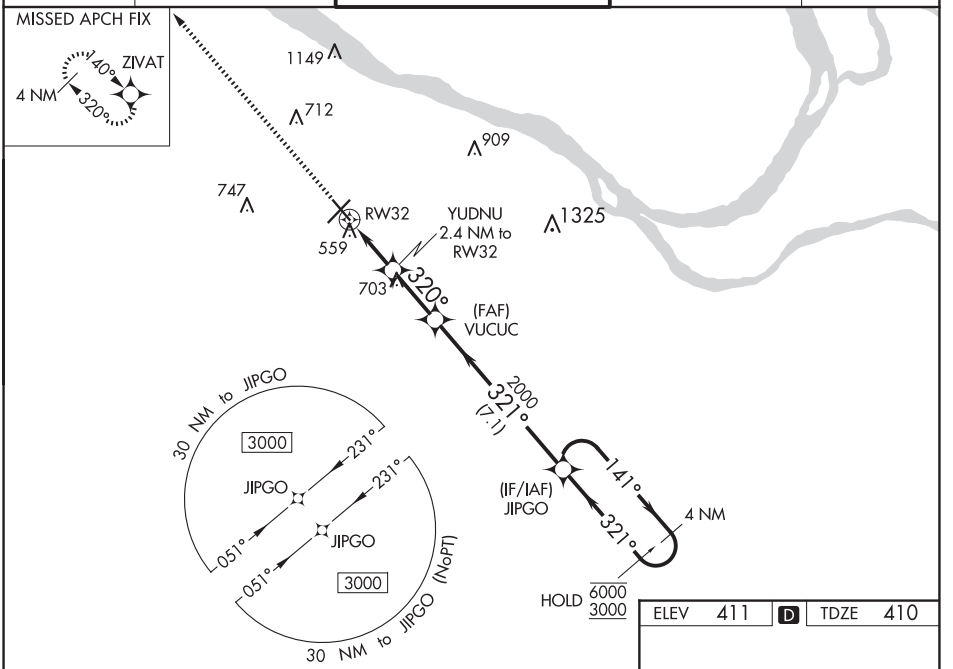
WAAS	APP CRS	Rwy Ldg	5324
CH 61033	320°	TDZE	410
W32A		Apt Elev	411

RNP APCH.

Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZIVAT and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95



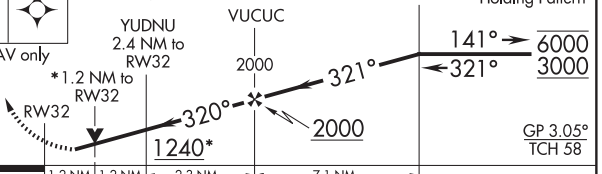
ELEV 411 | D | TDZE 410

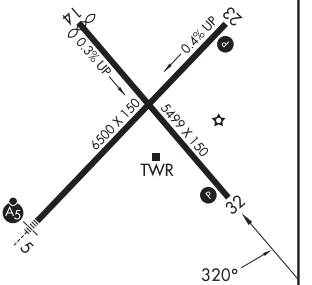
3000 ZIVAT

*LNAV only

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern





CATEGORY	A	B	C	D
LPV DA	757-1	347 (400-1)		
LNAV/VNAV DA	832-1¼	422 (500-1¼)		
LNAV MDA	820-1	410 (500-1)	820-1⅛	410 (500-1⅛)
C CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

PADUCAH, KENTUCKY
Amdt 1 25FEB21

37°04'N-88°46'W

BARKLEY RGNL (PAH)

RNAV (GPS) RWY 32

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 23

BARKLEY RGNL (PAH)

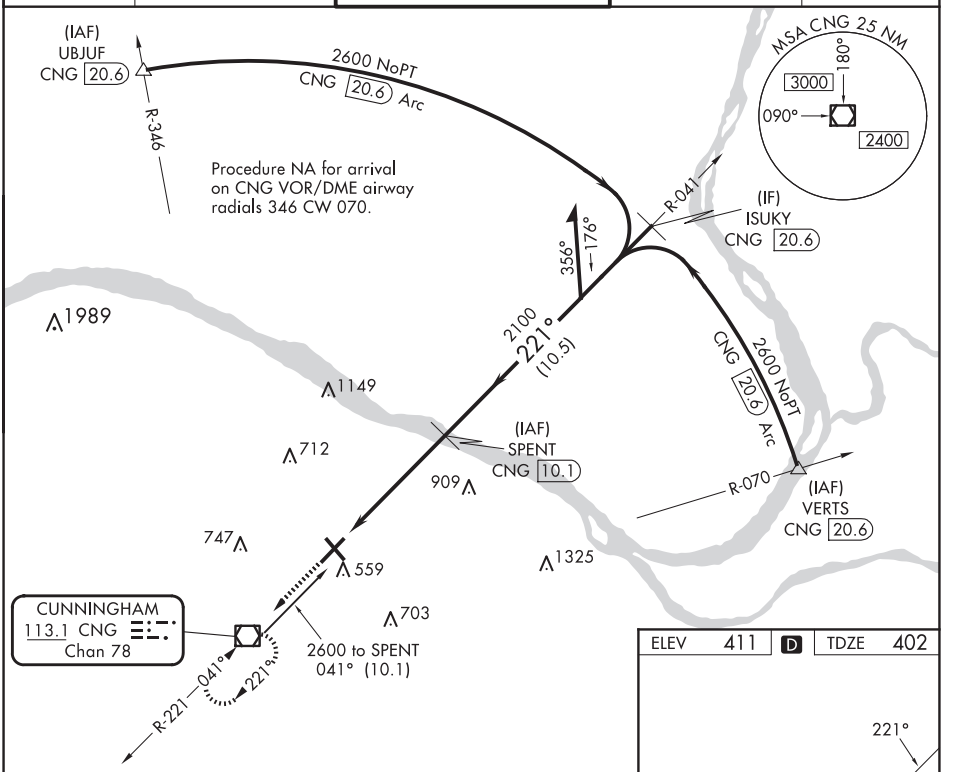
VOR/DME CNG	APP CRS	Rwy Ldg	6500
113.1	221°	TDZE	402
Chan 78		Apt Elev	411

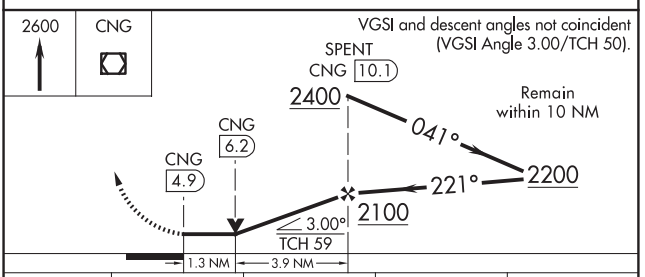
DME required.

T A Rwy 23 helicopter visibility reduction below ¾ SM NA.

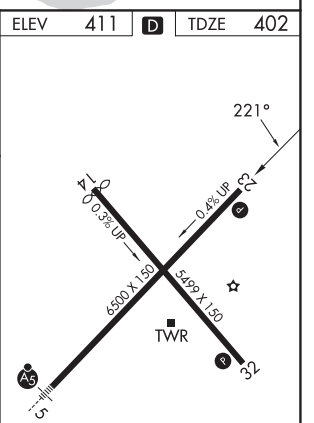
MISSED APPROACH: Climb to 2600 direct CNG VOR/DME and hold, continue climb-in-hold to 2600.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
S-23	860-1	458 (500-1)	860-1⅜	458 (500-1⅜)
C CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)



HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PADUCAH, KENTUCKY | AL-628 (FAA) | 25163

VOR RWY 5

BARKLEY RGNL (PAH)

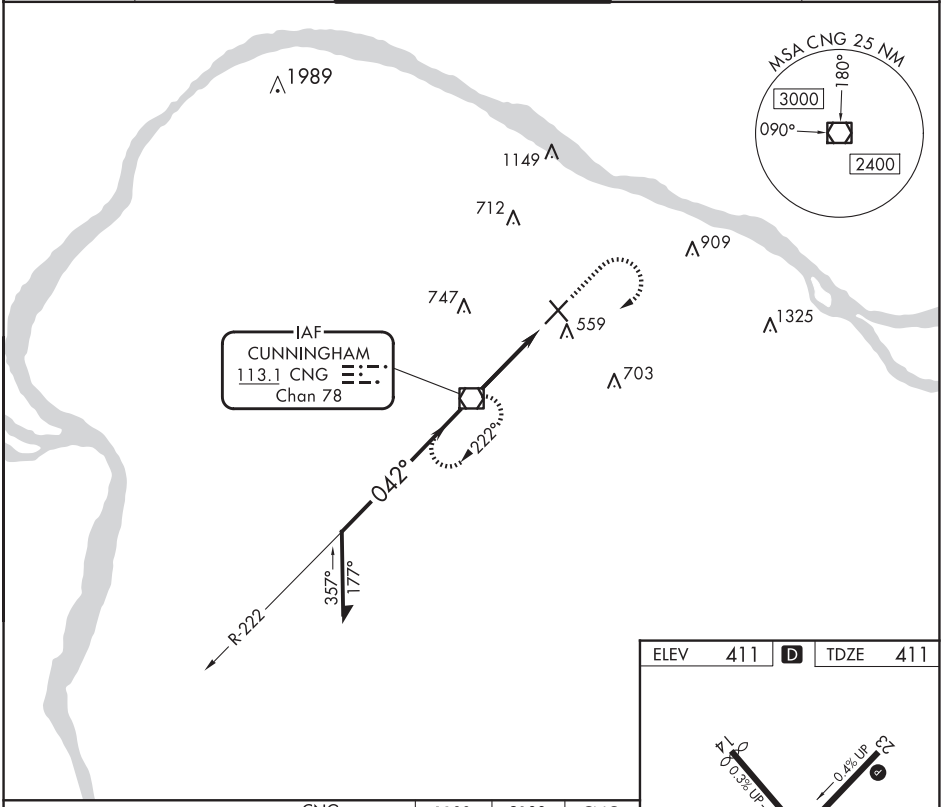
VOR/DME CNG	APP CRS	Rwy Ldg	6500
113.1	042°	TDZE	411
Chan 78		Apt Elev	411

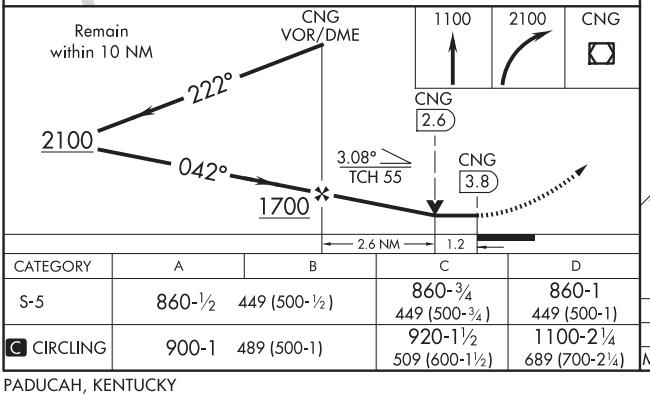
When local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet, and increase S-5 Cat C and D visibility ¼ SM and increase Circling Cat D visibility ¼ SM. VDP NA when using Mayfield altimeter setting.

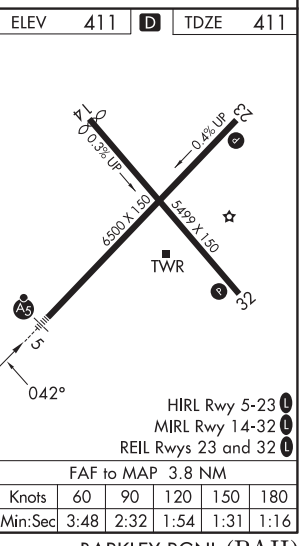
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95







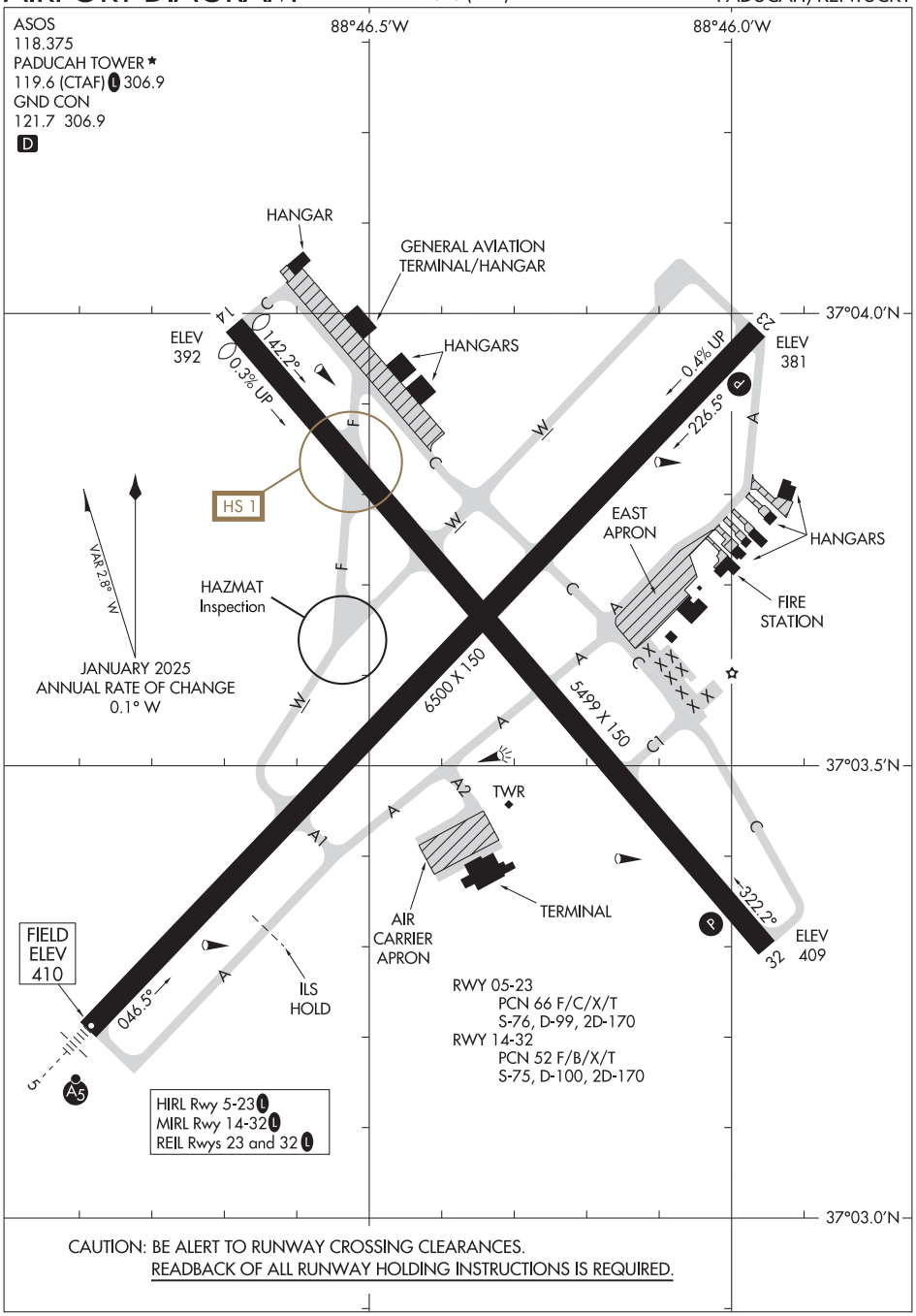
CATEGORY	A	B	C	D
S-5	860-½	449 (500-½)	860-¾ 449 (500-¾)	860-1 449 (500-1)
C CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025


ASOS
118.375
PADUCAH TOWER ★
119.6 (CTAF) L 306.9
GND CON
121.7 306.9
D
88°46.5'W
88°46.0'W
37°04.0'N
37°03.5'N
37°03.0'N
HANGAR
GENERAL AVIATION
TERMINAL/HANGAR
HANGARS
ELEV
392
ELEV
381
14
23
142.2°
0.3% UP
0.4% UP
226.5°
HS 1
HAZMAT
Inspection
EAST
APRON
HANGARS
FIRE
STATION
VAR 2.8° W
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
6500 X 150
5499 X 150
TWR
AIR
CARRIER
APRON
TERMINAL
322.2°
ELEV
409
32
FIELD
ELEV
410
046.5°
ILS
HOLD
A5
RWY 05-23
PCN 66 F/C/X/T
S-76, D-99, 2D-170
RWY 14-32
PCN 52 F/B/X/T
S-75, D-100, 2D-170
HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

PARIS, TENNESSEE | AL-5576 (FAA) | 22279

WAAS	APP CRS	Rwy Idg	5001
CH **48817**	**016°**	TDZE	580
W02A		Apt Elev	580

RNAV (GPS) RWY 2

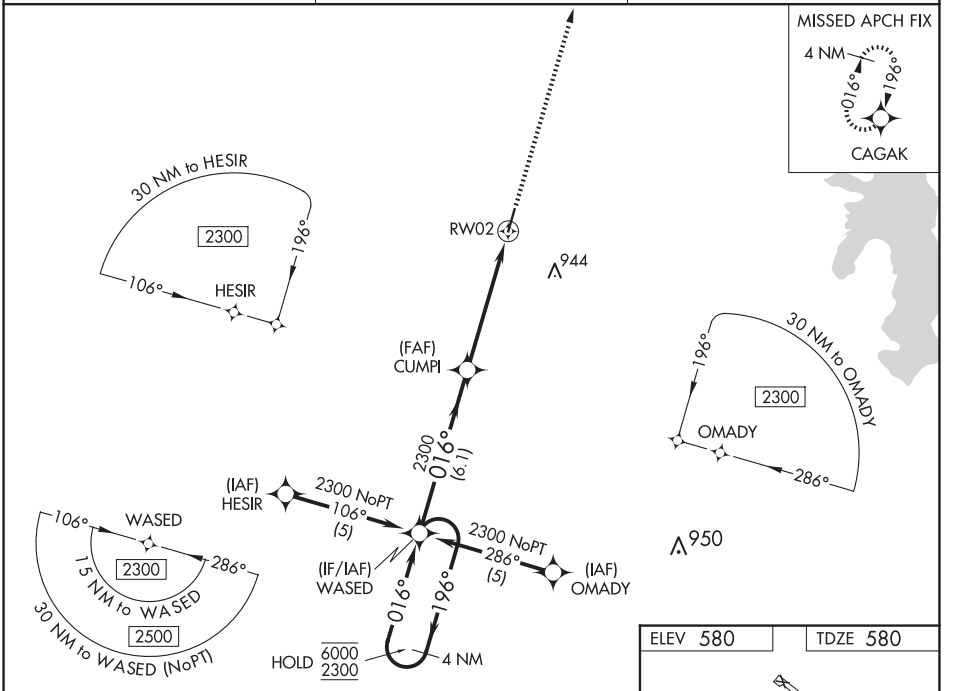
HENRY COUNTY (PHT)

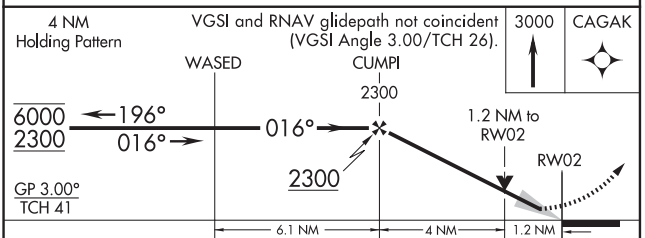
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

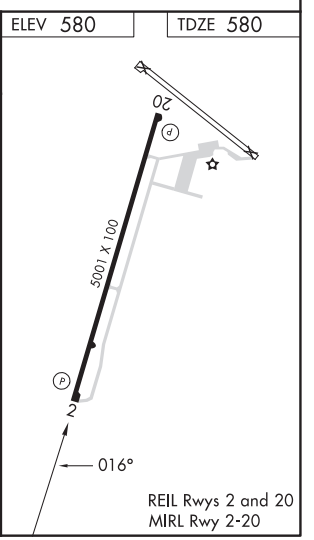
MISSED APPROACH: Climb to 3000 direct CAGAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	**134.65 316.15**	**123.0** (CTAF)





CATEGORY	A	B	C	D
LPV DA	780-¾ 200 (200-¾)			
LNAV/VNAV DA	1087-1⅜ 507 (600-1⅜)			
LNAV MDA	1020-1 440 (500-1)		1020-1¼ 440 (500-1¼)	
CIRCLING	1080-1 500 (500-1)		1300-2 720 (800-2)	1300-2¼ 720 (800-2¼)



PARIS, TENNESSEE
Orig-C 06OCT22

36°20'N-88°23'W

HENRY COUNTY (PHT)

RNAV (GPS) RWY 2

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20

HENRY COUNTY (PHT)

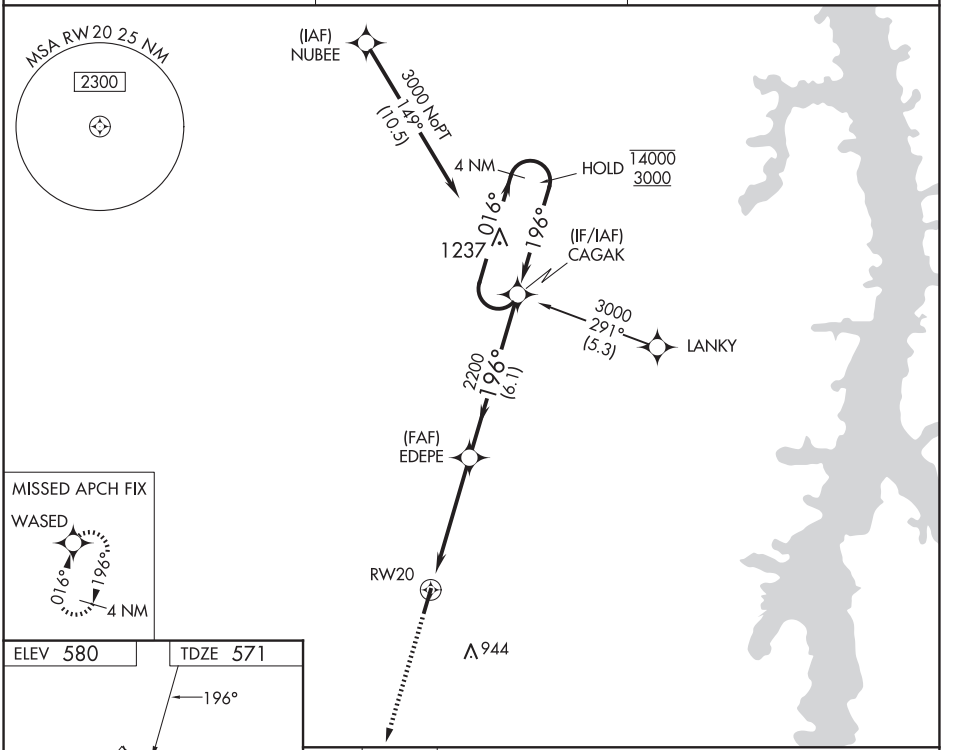
WAAS	APP CRS	Rwy Idg	5001
CH 42717	196°	TDZE	571
W20A		Apt Elev	580

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct WASED and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA		821-1	250 (300-1)	
LNAV/VNAV DA		917-1¼	346 (400-1¼)	
LNAV MDA	1060-1 489 (500-1)		1060-1⅜ 489 (500-1⅜)	1060-1½ 489 (500-1½)
CIRCLING	1080-1 500 (500-1)		1300-2 720 (800-2)	1300-2¼ 720 (800-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PIKEVILLE, KENTUCKY | AL-9449 (FAA) | 23278

ILS or LOC RWY 27

PIKE COUNTY/HATCHER FLD (PBX)

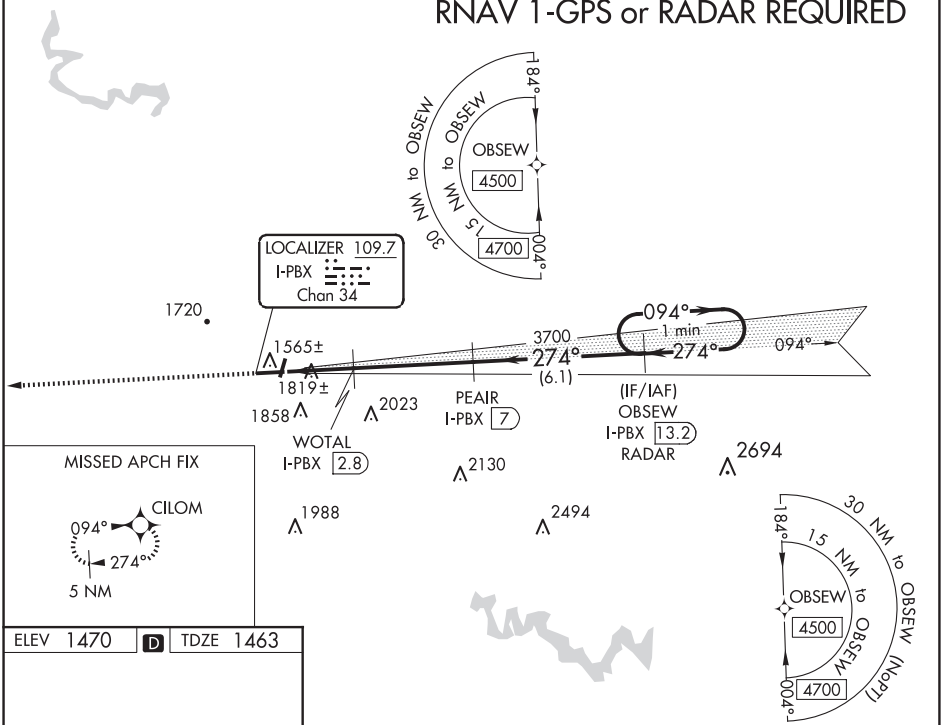
LOC/DME I-PBX	APP CRS	Rwy Idg	4650
109.7	274°	TDZE	1463
Chan 34		Apt Elev	1470

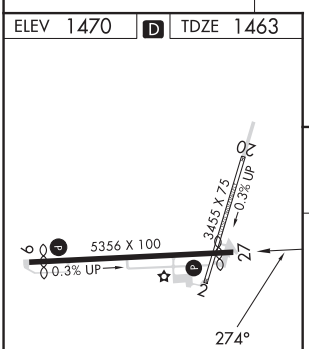
V NA — DME and RNAV 1-GPS required. Circling NA to Rwys 2 and 20.

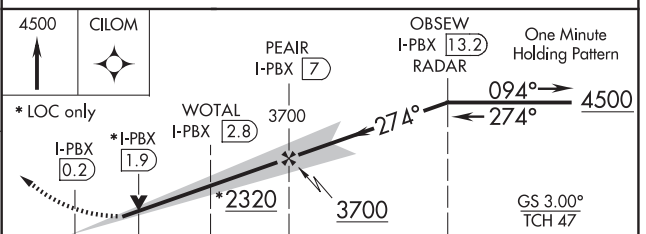
MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.85	122.8 (CTAF) L

RNAV 1-GPS or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 27	1663-1 200 (200-1)			
S-LOC 27	2080-1 617 (700-1)		2080-1¾ 617 (700-1¾)	
C CIRCLING	2120-1 650 (700-1)	2160-1 690 (700-1)	2160-2 690 (700-2)	2460-3 990 (1000-3)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

PIKEVILLE, KENTUCKY
Amdt 2 17AUG17

37°34′N-82°34′W

PIKE COUNTY/HATCHER FLD (PBX)

ILS or LOC RWY 27

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	4650
CH 61240	094°	TDZE	1459
W09A		Apt Elev	1470

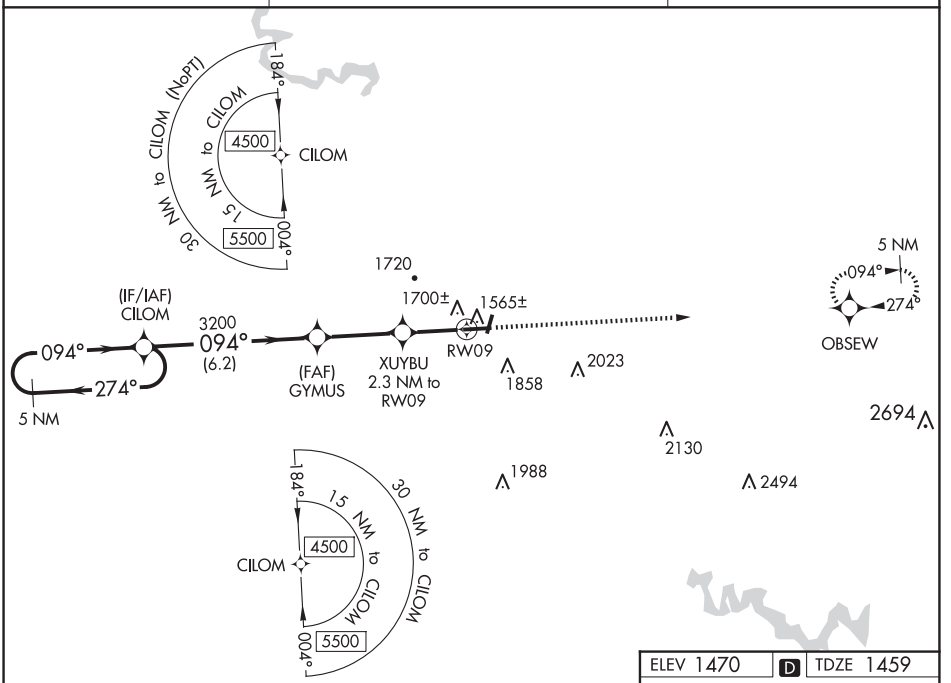
RNAV (GPS) RWY 9

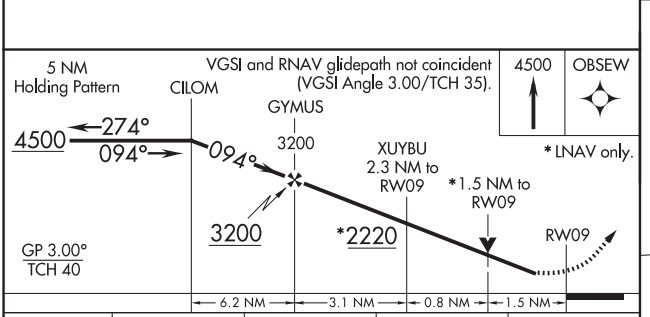
PIKE COUNTY/HATCHER FLD (PBX)

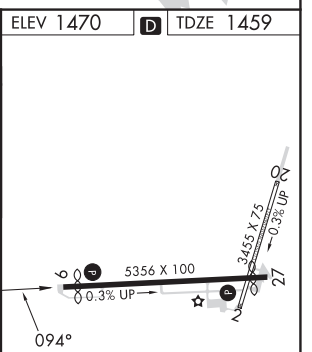
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 2 and 20.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1709-1 250 (300-1)			
LNAV/VNAV DA	1891-1½ 432 (500-1½)			
LNAV MDA	1960-1 501 (500-1)		1960-1⅜ 501 (500-1⅜)	
C CIRCLING	2120-1 650 (700-1)	2160-1 690 (700-1)	2160-2 690 (700-2)	2460-3 990 (1000-3)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PIKEVILLE, KENTUCKY | AL-9449 (FAA) | 23278

RNAV (GPS) RWY 27

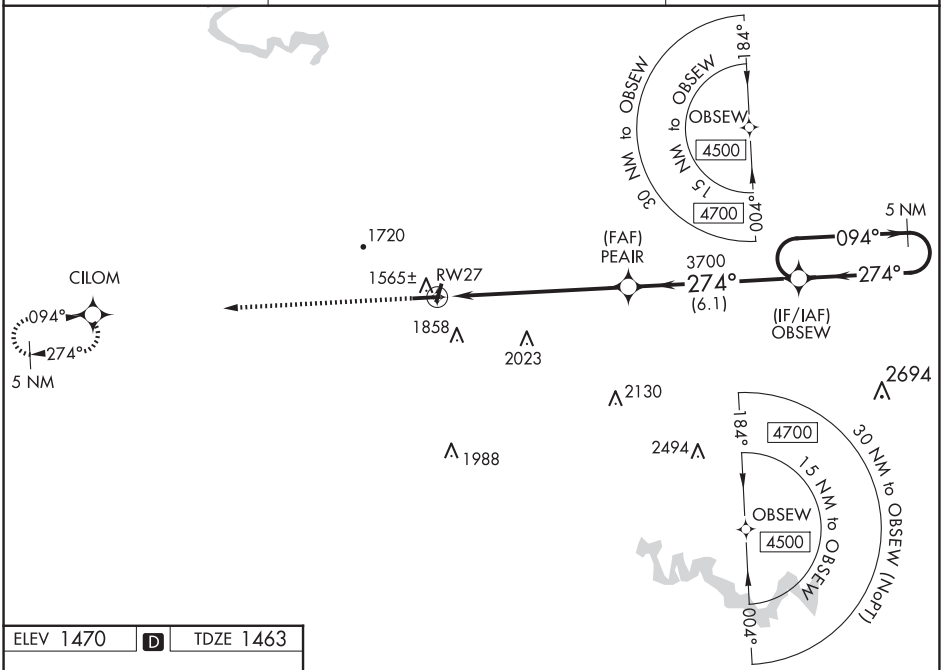
PIKE COUNTY/HATCHER FLD (PBX)

WAAS	APP CRS	Rwy Ldg	4650
CH 86540	274°	TDZE	1463
W27A		Apt Elev	1470

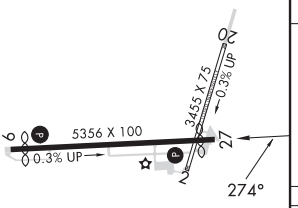
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 2 and 20.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

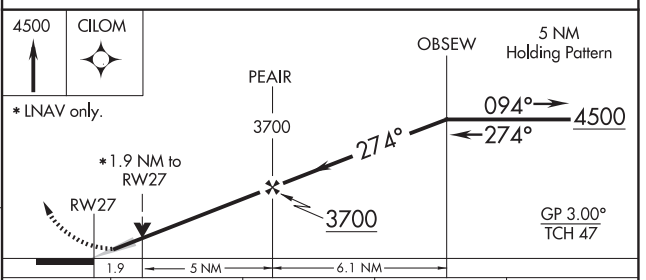
AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.85	122.8 (CTAF) L



ELEV 1470 D TDZE 1463



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	1663-1 200 (200-1)			
LNAV/VNAV DA	2175-2½ 712 (800-2½)			
LNAV MDA	2120-1 657 (700-1)		2120-1¾ 657 (700-1¾)	
C CIRCLING	2120-1 650 (700-1)	2160-1 690 (700-1)	2160-2 690 (700-2)	2460-3 990 (1000-3)

PIKEVILLE, KENTUCKY
Amdt 2 17AUG17

37°34'N-82°34'W

PIKE COUNTY/HATCHER FLD (PBX)

RNAV (GPS) RWY 27

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	2999
CH 70338	040°	TDZE	1371
W04A		Apt Elev	1371

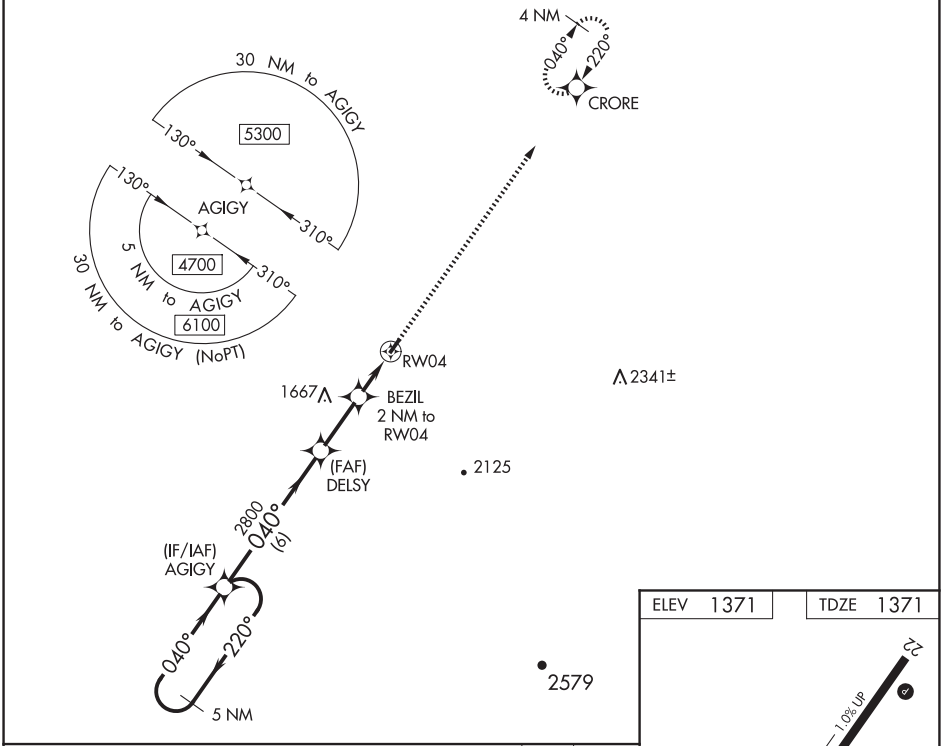
RNAV (GPS) RWY 4

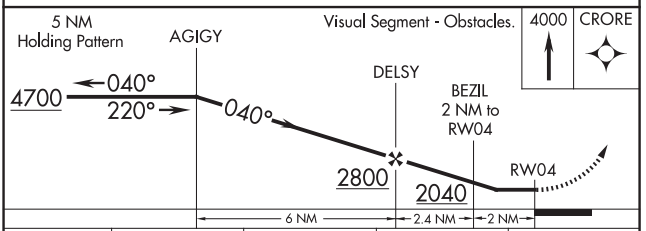
MC CREARY COUNTY (18I)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility ⅛ mile, increase Circling Cat C visibility ¼ mile.

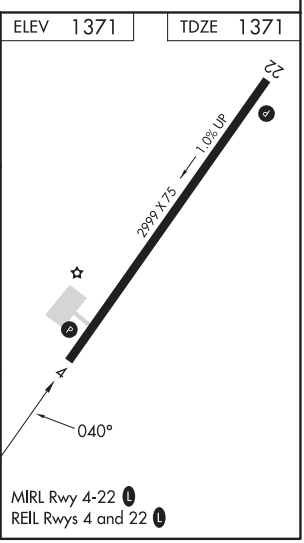
MISSED APPROACH: Climb to 4000 direct CRORE and hold.

INDIANAPOLIS CENTER	UNICOM
124.625 371.925	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1920-1	549 (600-1)	1920-1⅝ 549 (600-1⅝)	NA
LNAV MDA	1940-1	569 (600-1)	1940-1⅝ 569 (600-1⅝)	NA
C CIRCLING	1940-1 569 (600-1)	2000-1 629 (700-1)	2020-1¾ 649 (700-1¾)	NA



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PINE KNOT, KENTUCKY | AL-10461 (FAA) | 23054

RNAV (GPS) RWY 22

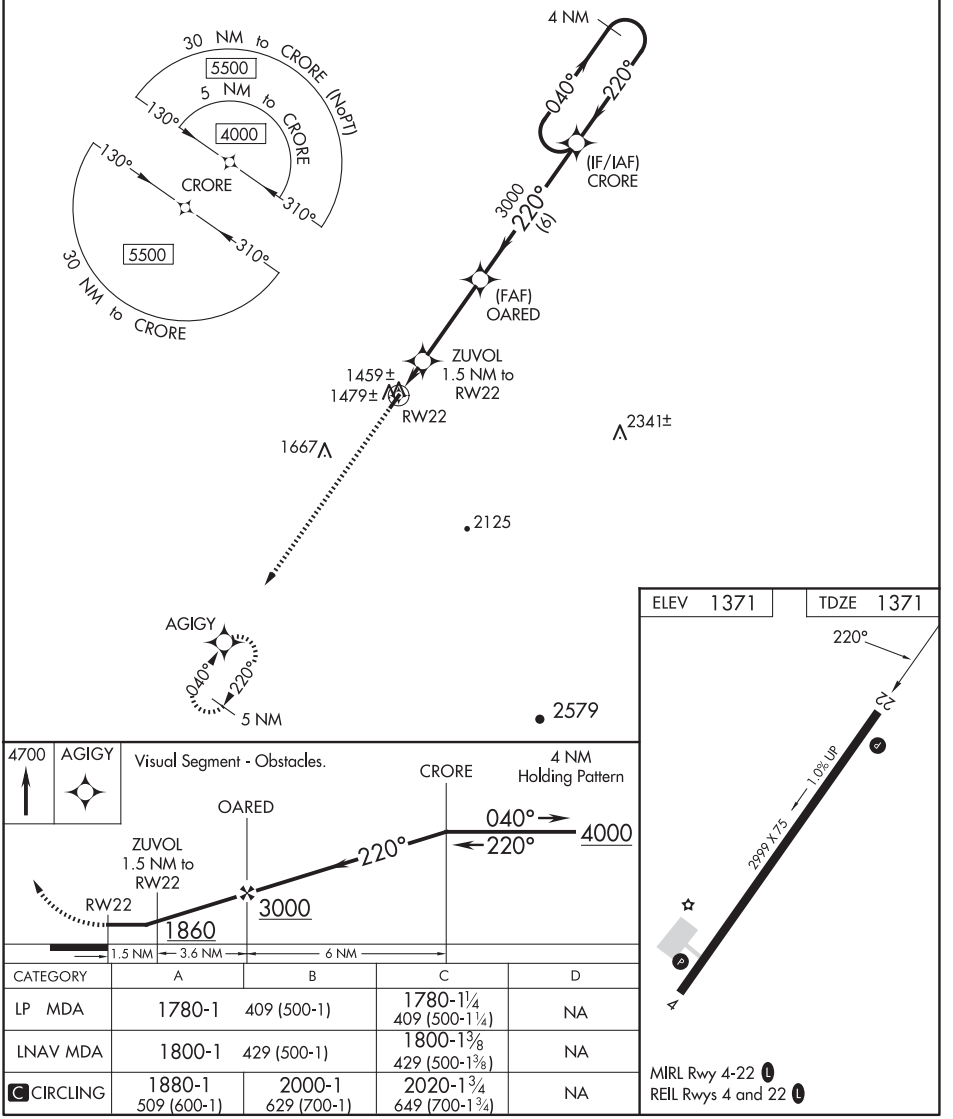
MC CREARY COUNTY (18I)

WAAS	APP CRS	Rwy Idg	2999
CH 81838	220°	TDZE	1371
W22A		Apt Elev	1371

NA — DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received, use London altimeter setting and increase all MDA 40 feet and LP Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

INDIANAPOLIS CENTER	UNICOM
124.625 371.925	123.05 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1780-1	409 (500-1)	1780-1¼ 409 (500-1¼)	NA
LNAV MDA	1800-1	429 (500-1)	1800-1⅜ 429 (500-1⅜)	NA
C CIRCLING	1880-1 509 (600-1)	2000-1 629 (700-1)	2020-1¾ 649 (700-1¾)	NA

PINE KNOT, KENTUCKY
Orig-B 12OCT17

MC CREARY COUNTY (18I)

36°41′N-84°23′W

RNAV (GPS) RWY 22

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82124 W01A	APP CRS 013°	Rwy Idg 5003 TDZE 817 Apt Elev 817

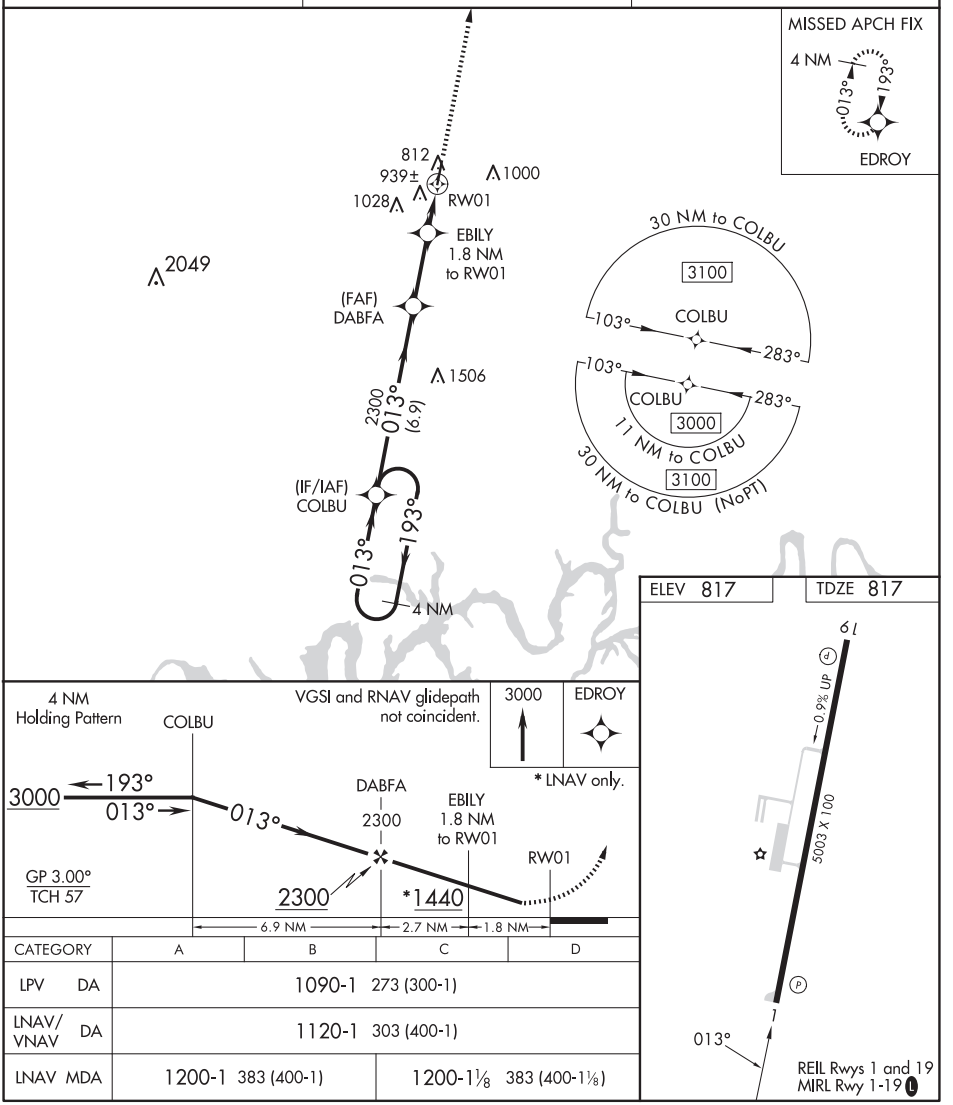
RNAV (GPS) RWY 1
DOUGLAS HUNTER FLD (1M5)

RNP APCH.

Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities ⅛ mile; increase all LNAV/VNAV DA to 1210 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EDROY and hold.

AWOS-3PT	NASHVILLE APP CON	UNICOM
118.175	119.35 372.0	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1090-1 273 (300-1)			
LNAV/VNAV DA	1120-1 303 (400-1)			
LNAV MDA	1200-1 383 (400-1)		1200-1⅛ 383 (400-1⅛)	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PORTLAND, TENNESSEE AL-5989 (FAA) 24361

WAAS	APP CRS	Rwy Idg	5003
CH 40324	193°	TDZE	804
W19A		Apt Elev	817

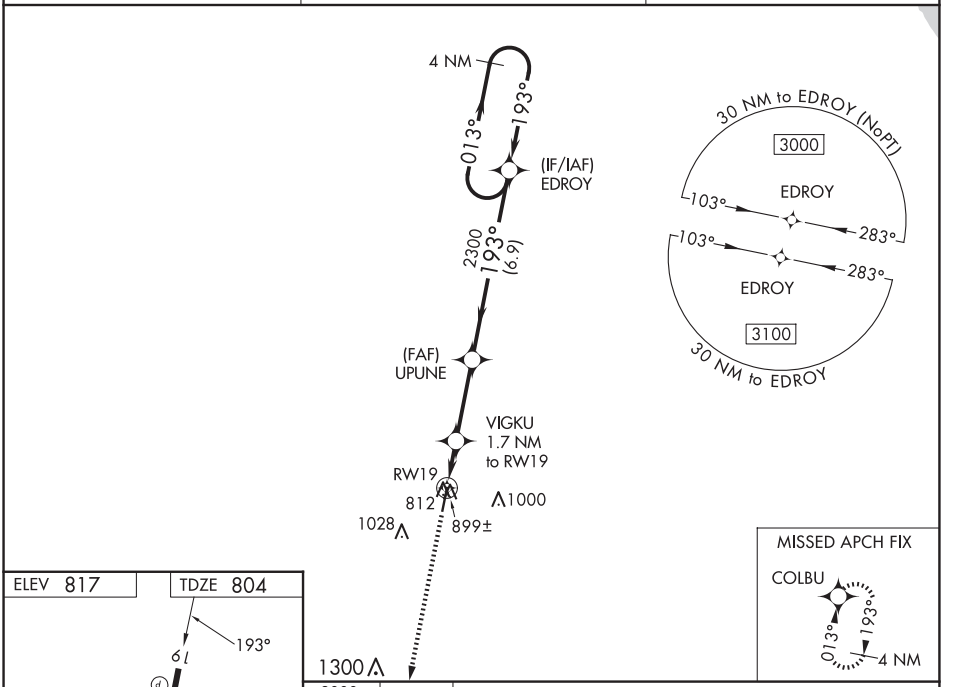
RNAV (GPS) RWY 19
DOUGLAS HUNTER FLD (1M5)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cat C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 3000 direct COLBU and hold.

AWOS-3PT	NASHVILLE APP CON	UNICOM
118.175	119.35 372.0	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1054-1 250 (300-1)			
LNAV/VNAV DA	1094-1⅛ 290 (300-1⅛)			
LNAV MDA	1160-1 356 (400-1)			

PORTLAND, TENNESSEE
Orig-B 07NOV19

36°36'N-86°29'W

DOUGLAS HUNTER FLD (1M5)
RNAV (GPS) RWY 19

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3

BIG SANDY RGNL (SJS)

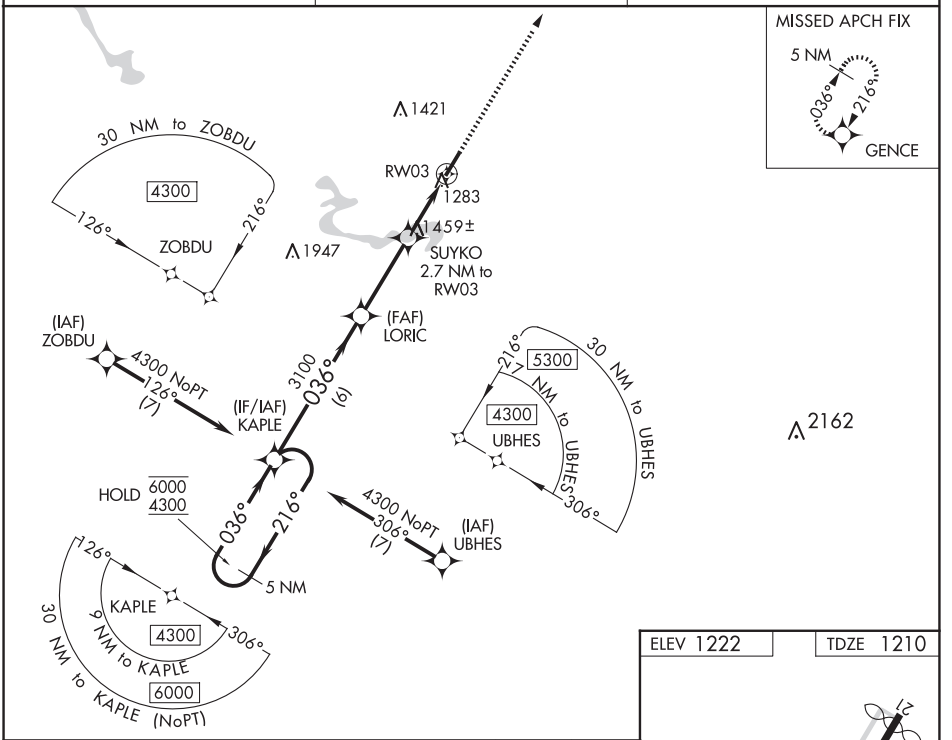
WAAS	APP CRS	Rwy Ldg	5051
CH 86336	036°	TDZE	1210
W03A		Apt Elev	1222

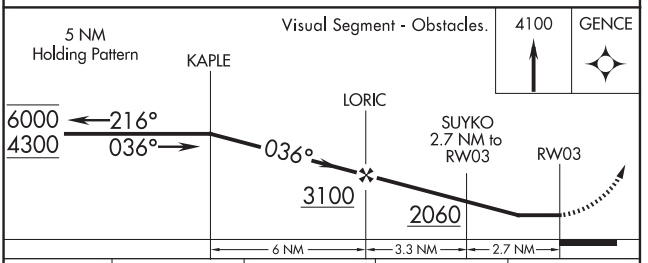
RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 3 NA at night.

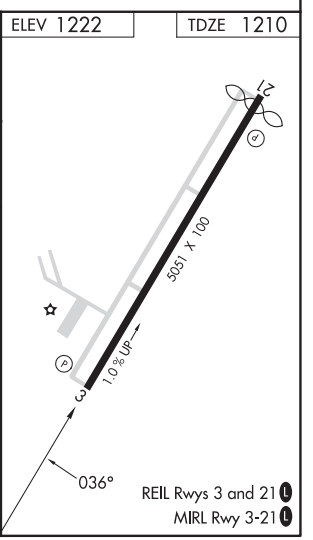
MISSED APPROACH: Climb to 4100 direct GENCE and hold, continue climb-in-hold to 4100.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1720-1	510 (500-1)	1720-1⅜ 510 (500-1⅜)	NA
LNAV MDA	1720-1	510 (500-1)	1720-1⅜ 510 (500-1⅜)	NA
C CIRCLING	1740-1	518 (600-1)	1920-2 698 (700-2)	NA



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PRESTONSBURG, KENTUCKY | AL-6991 (FAA) | 25163

RNAV (GPS) RWY 21

BIG SANDY RGNL (SJS)

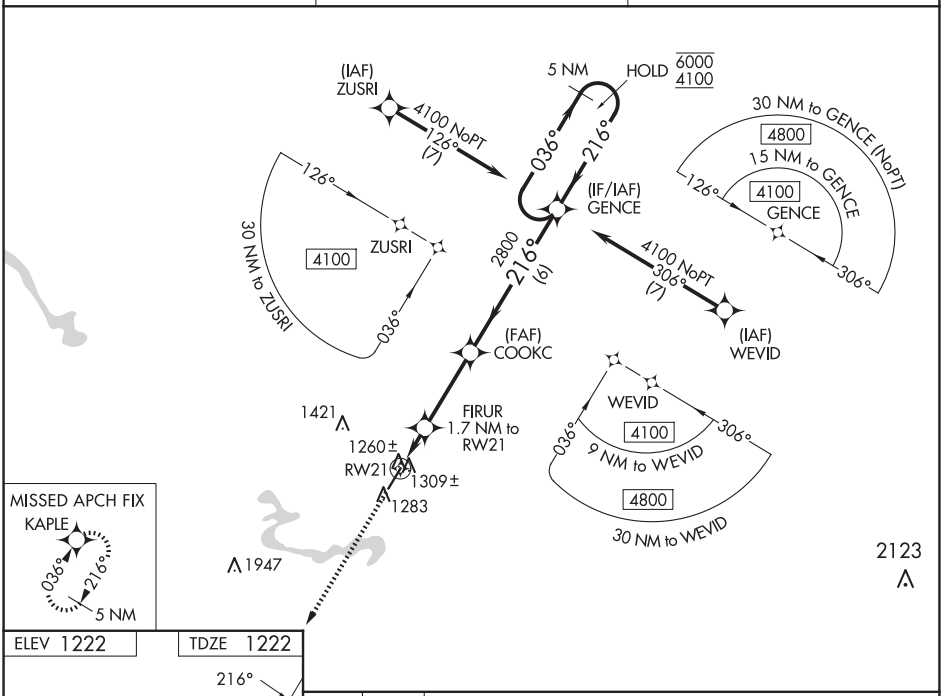
WAAS	APP CRS	Rwy Ldg	5002
CH 77801	216°	TDZE	1222
W21A		Apt Elev	1222

RNP APCH - GPS.

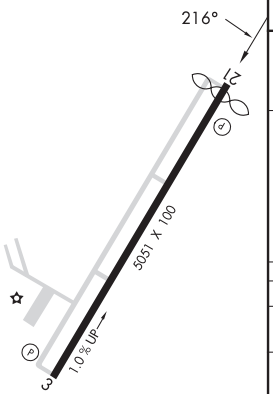
Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

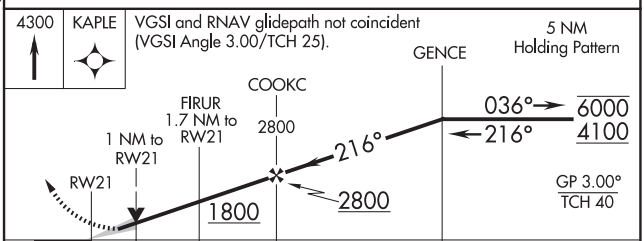
AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L



ELEV 1222 | TDZE 1222



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	1472-¾	250 (300-¾)		
LNAV/VNAV DA	1520-⅞	298 (300-⅞)		
LNAV MDA	1560-1	338 (400-1)		
C CIRCLING	1740-1	518 (600-1)	1920-2 698 (700-2)	2020-2½ 798 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 5

PRINCETON-CALDWELL COUNTY (2MØ)

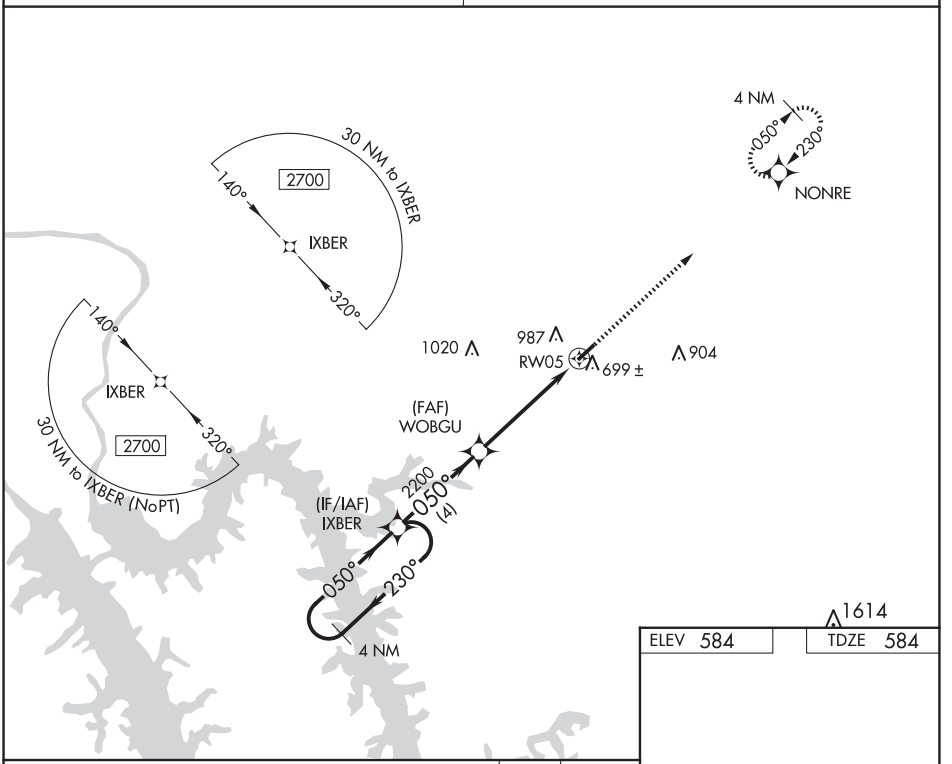
WAAS	APP CRS		
CH **40131**	**050°**	Rwy Idg	**4099**
W05A		TDZE	**584**
		Apt Elev	**584**

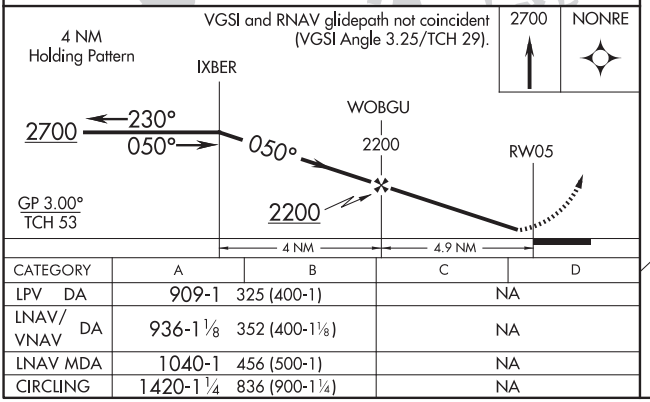
Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

NA

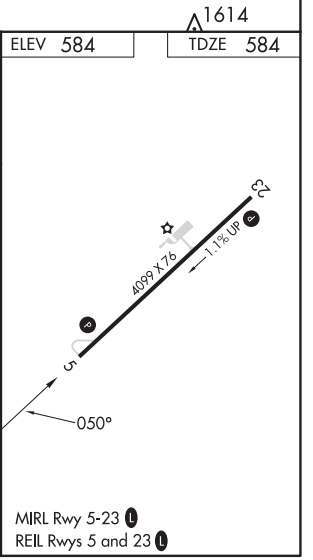
MISSED APPROACH: Climb to 2700 direct NONRE and hold.

CAMPBELL APP CON	UNICOM
118.1 269.525	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	909-1	325 (400-1)	NA	
LNAV/VNAV DA	936-1⅛	352 (400-1⅛)	NA	
LNAV MDA	1040-1	456 (500-1)	NA	
CIRCLING	1420-1¼	836 (900-1¼)	NA	



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PRINCETON, KENTUCKY

AL-9839 (FAA)

24361

RNAV (GPS) RWY 23

PRINCETON-CALDWELL COUNTY (2MØ)

WAAS	APP CRS	Rwy Idg	4099
CH 45631	230°	TDZE	573
W23A		Apt Elev	584

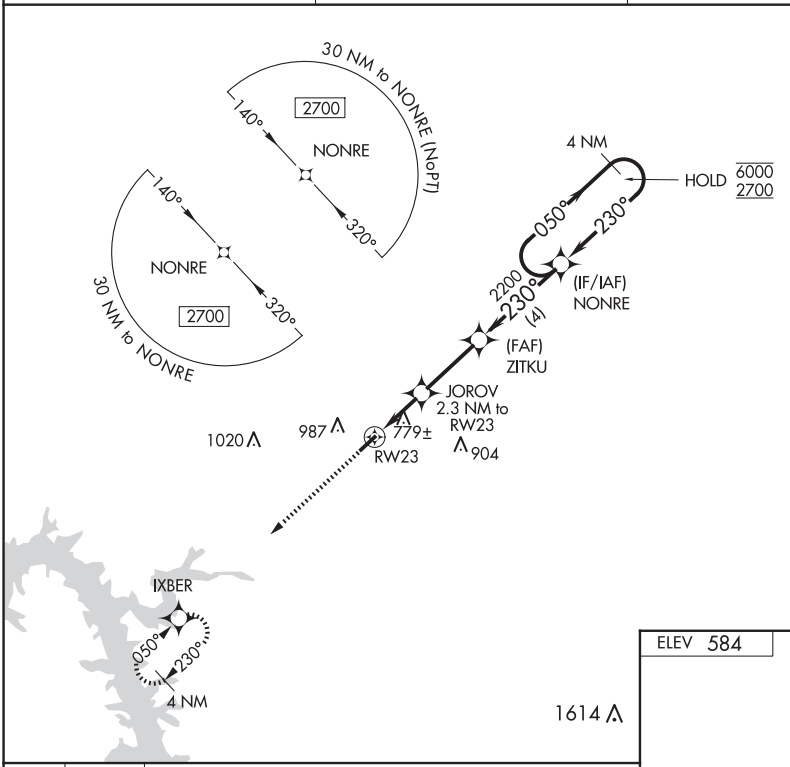
RNP APCH - GPS.

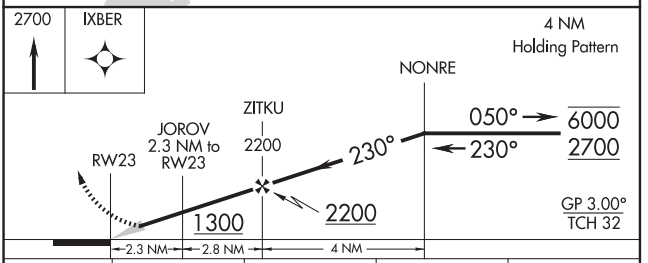
NA

Baro-VNAV NA. Use HOP altimeter setting; when not received, use 210 altimeter setting and increase LPV DA to 908 feet, increase LNAV/VNAV DA to 1224 feet, increase all MDAs 20 feet.

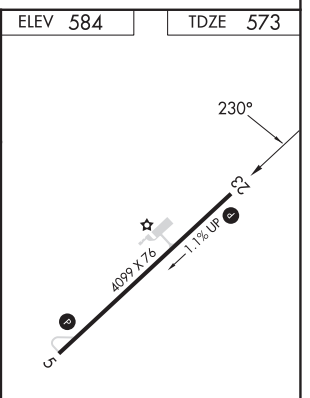
MISSED APPROACH: Climb to 2700 direct IXBER and hold.

HOP ATIS	CAMPBELL APP CON	UNICOM
125.175 308.4	118.1 269.525	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	899-1	326 (400-1)	NA	
LNAV/VNAV DA	1215-1⅞	642 (700-1⅞)	NA	
LNAV MDA	1120-1	547 (600-1)	NA	
CIRCLING	1420-1¼	836 (900-1¼)	NA	



MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

PRINCETON, KENTUCKY

Orig-B 26DEC24

37°07′N-87°51′W

PRINCETON-CALDWELL COUNTY (2MØ)

RNAV (GPS) RWY 23

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 16

ABERNATHY FLD (GZS)

WAAS	APP CRS		
CH 77882	155°	Rwy Ldg	5310
W16A		TDZE	689
		Apt Elev	689

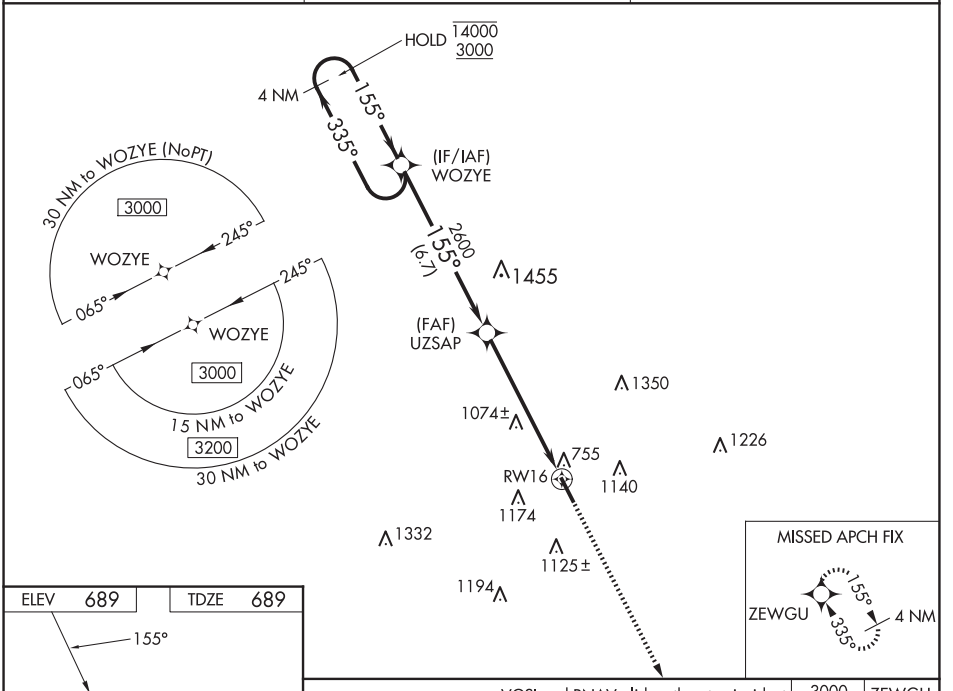
RNP APCH - GPS.

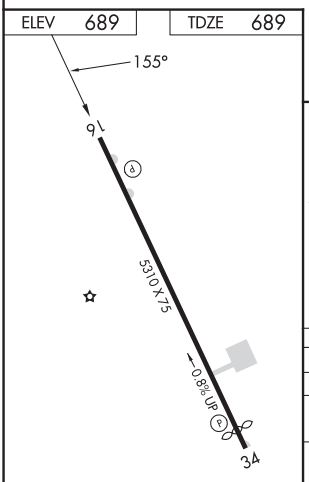
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using MDQ altimeter setting. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting: increase LPV DA to 1245 feet, and all visibilities ¼ SM; increase LNAV/VNAV DA to 1362 feet and all visibilities ⅛ SM; increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C and D ⅛ SM, and Circling visibility Cats A and B ¼ SM and Cat C ½ SM.

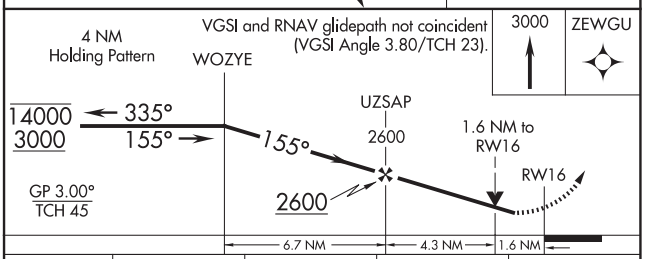
MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 379.25	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LPV DA	1164-1⅜ 475 (500-1⅜)			
LNAV/VNAV DA	1281-1¾ 592 (600-1¾)			
LNAV MDA	1340-1 651 (700-1)		1340-1⅞ 651 (700-1⅞)	
CIRCLING	1420-1 731 (800-1)	1480-1 791 (800-1)	1480-2¼ 791 (800-2¼)	1640-3 951 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

PULASKI, TENNESSEE | AL-6125 (FAA) | 25163

RNAV (GPS) RWY 34

ABERNATHY FLD (GZS)

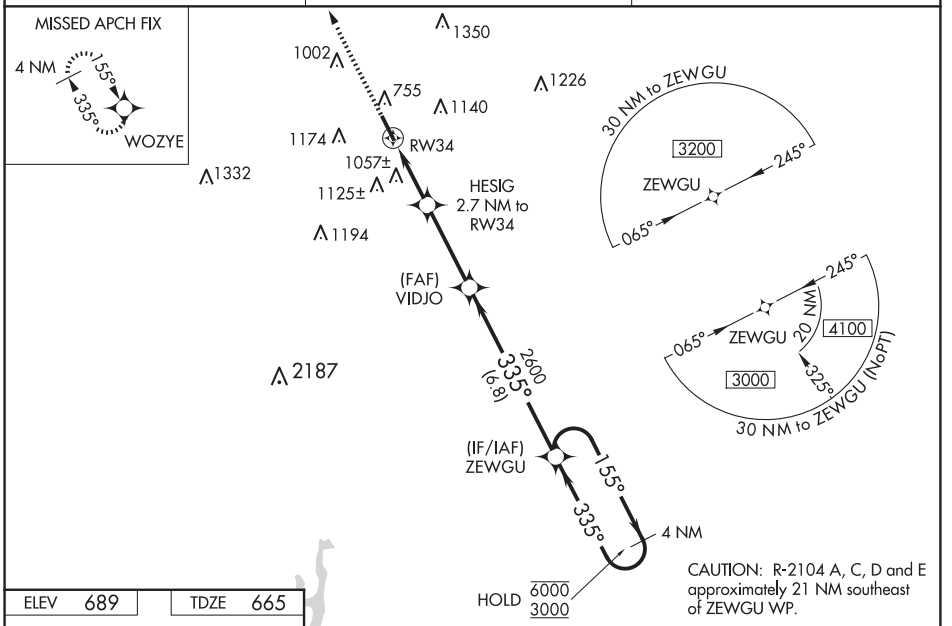
WAAS	APP CRS	Rwy Ldg	5010
CH 99725	335°	TDZE	665
W34A		Apt Elev	689

RNP APCH - GPS.

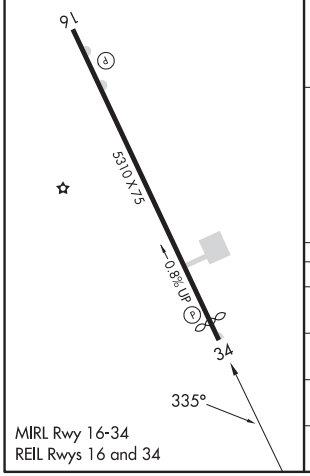
NA Baro-VNAV NA when using MDQ altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting: increase LPV DA to 996 feet; increase LNAV/VNAV DA to 1524 feet and all visibilities 1½ SM; increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C and D ⅛ SM, and Circling visibility Cats A and B ¼ SM and Cat C ½ SM.

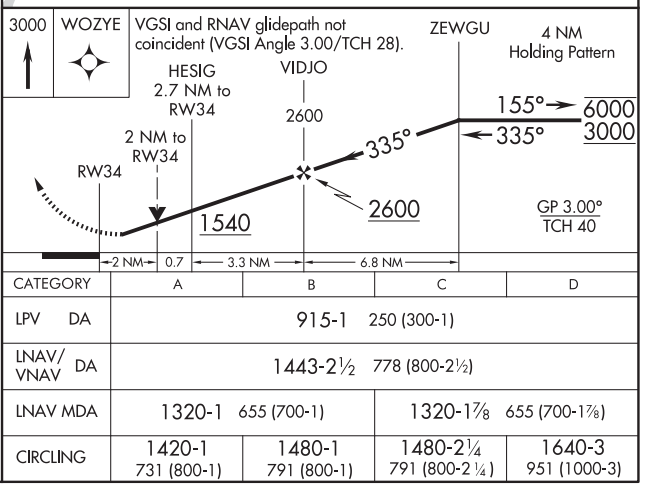
MISSED APPROACH: Climb to 3000 direct WOZYE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 379.25	122.8 (CTAF)



ELEV 689 | TDZE 665





CATEGORY	A	B	C	D
LPV DA	915-1 250 (300-1)			
LNAV/VNAV DA	1443-2½ 778 (800-2½)			
LNAV MDA	1320-1 655 (700-1)		1320-1⅞ 655 (700-1⅞)	
CIRCLING	1420-1 731 (800-1)	1480-1 791 (800-1)	1480-2¼ 791 (800-2¼)	1640-3 951 (1000-3)

PULASKI, TENNESSEE
Amdt 2C 12JUN25

35°09′N-87°03′W

ABERNATHY FLD (GZS)

RNAV (GPS) RWY 34

SE-1, 12 JUN 2025 to 07 AUG 2025

VORTAC RQZ	APP CRS	Rwy Ldg 5010
112.2	313°	TDZE 665
Chan 59		Apt Elev 689

VOR RWY 34

ABERNATHY FLD (GZS)

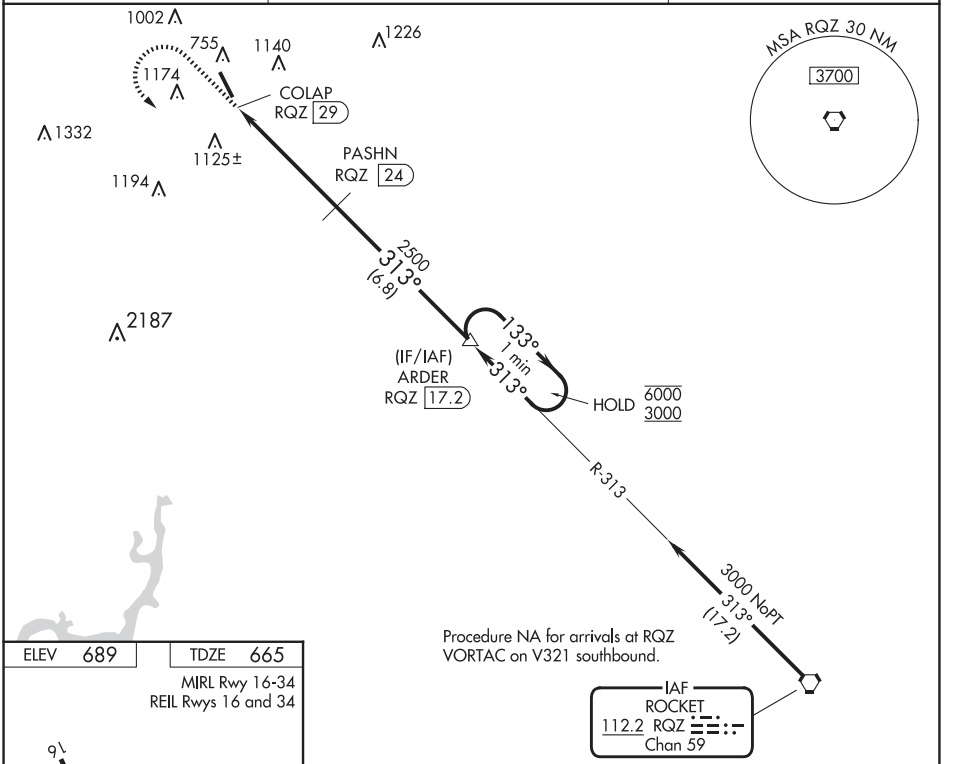
DME required.

Circling Rwy 16 NA at night. Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility ¼ SM and Cats C/D visibility ½ SM; increase Circling Cat B visibility ¼ SM and Cat C visibility ½ SM.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

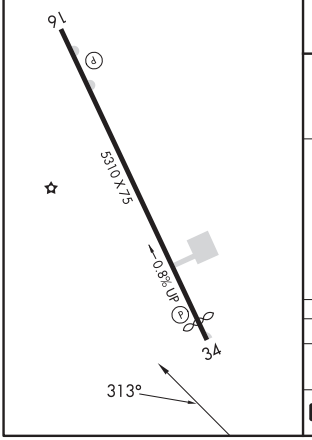
AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 379.25	122.8 (CTAF)

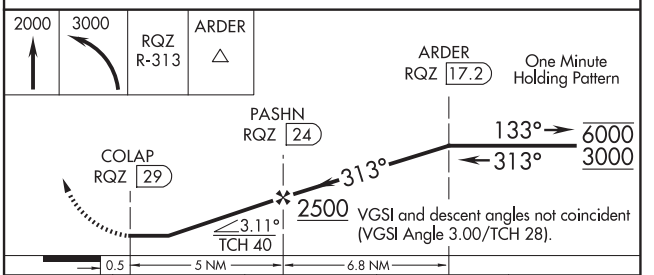


ELEV 689 TDZE 665

MIRL Rwy 16-34

REIL Rwys 16 and 34





CATEGORY	A	B	C	D
S-34	1520-1 855 (900-1)	1520-1¼ 855 (900-1¼)	1520-2½	855 (900-2½)
C CIRCLING	1520-1¼	831 (900-1¼)	1520-2½ 831 (900-2½)	1640-3 951 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RICHMOND, KENTUCKY | AL-6610 (FAA) | 22363

WAAS CH 63114 W18A	APP CRS 180°	Rwy Idg 5001	TDZE 978	Apt Elev 1003

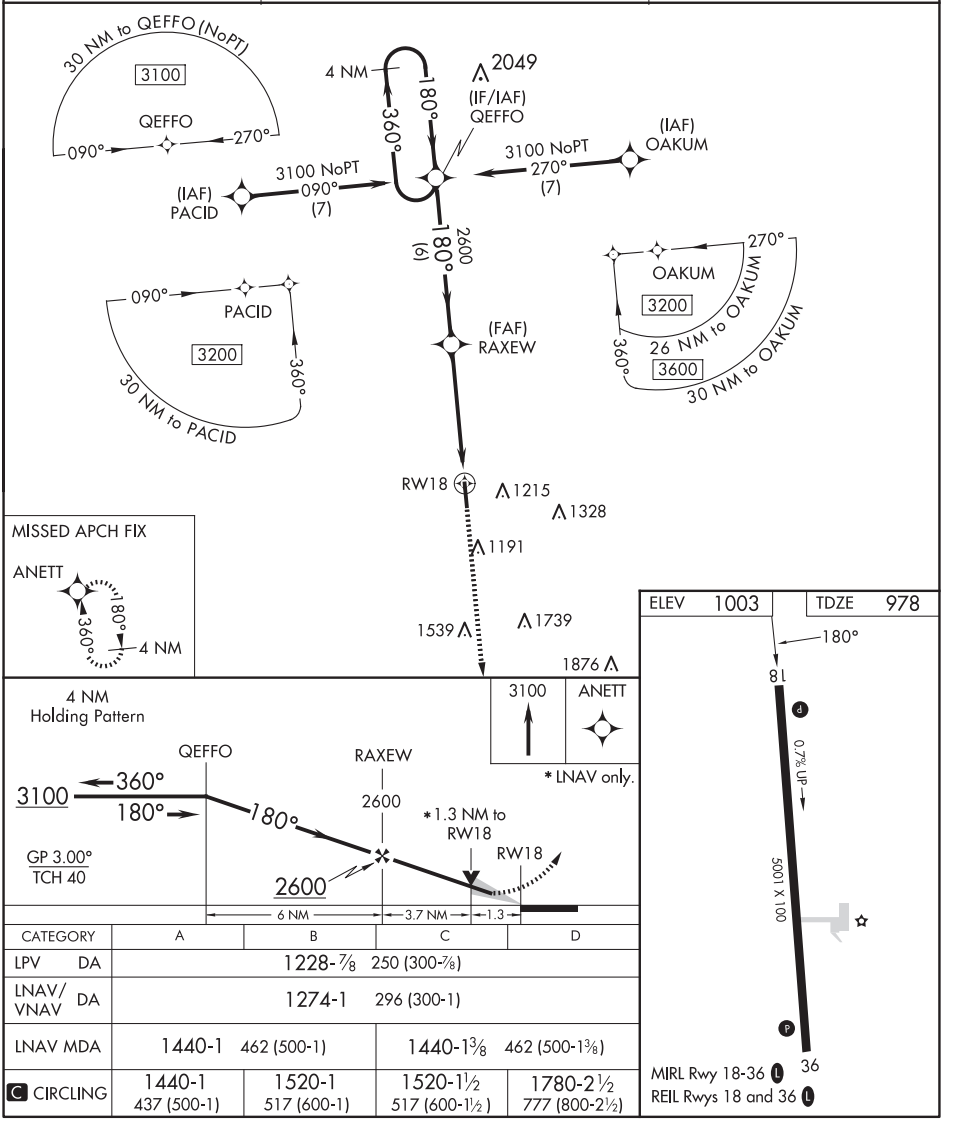
RNAV (GPS) RWY 18

CENTRAL KENTUCKY RGNL (RGA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1295 feet, LNAV/VNAV DA to 1341 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile; LNAV/VNAV all Cats and LNAV Cats C and D ¼ mile and Circling visibility Cat C ⅛ mile, Cat D ¼ mile. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct ANETT and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1228-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1274-1 296 (300-1)			
LNAV MDA	1440-1 462 (500-1)		1440-1⅜ 462 (500-1⅜)	
C CIRCLING	1440-1 437 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5001
CH 40218	360°	TDZE	1003
W36A		Apt Elev	1003

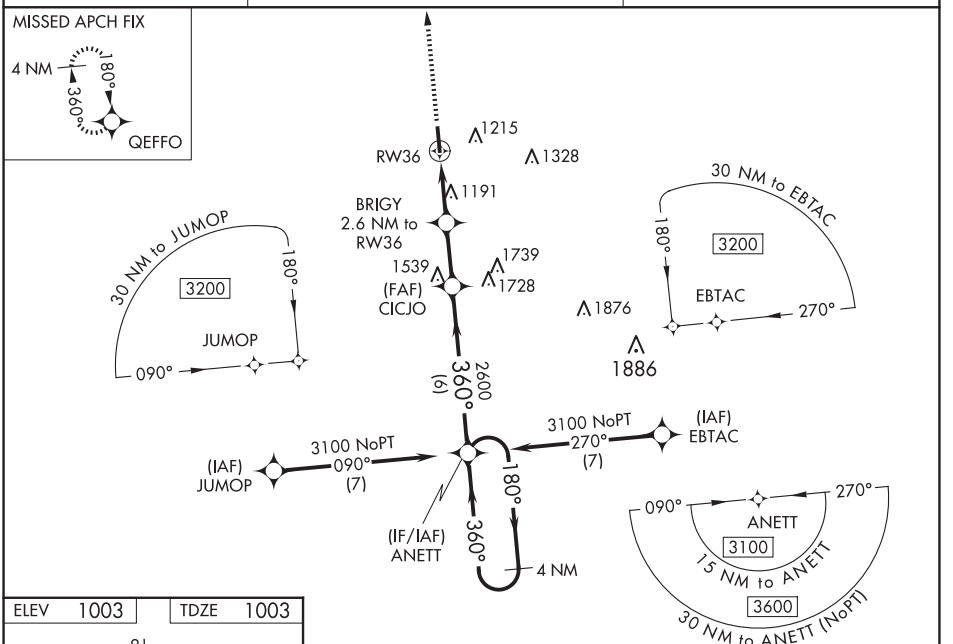
RNAV (GPS) RWY 36

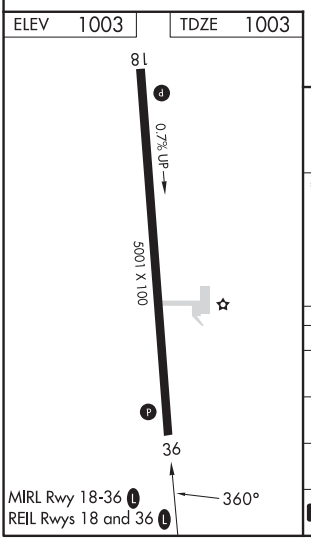
CENTRAL KENTUCKY RGNL (RGA)

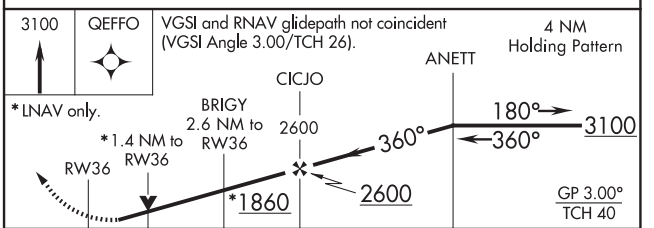
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase LNAV Cats C and D ⅛ mile and Circling visibility Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1264-⅞	261 (300-⅞)		
LNAV/VNAV DA	1278-⅞	275 (300-⅞)		
LNAV MDA	1460-1	457 (500-1)	1460-1⅜	457 (500-1⅜)
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RICHMOND, KENTUCKY | AL-6610 (FAA) | 22363

VOR RWY 18

CENTRAL KENTUCKY RGNL (RGA)

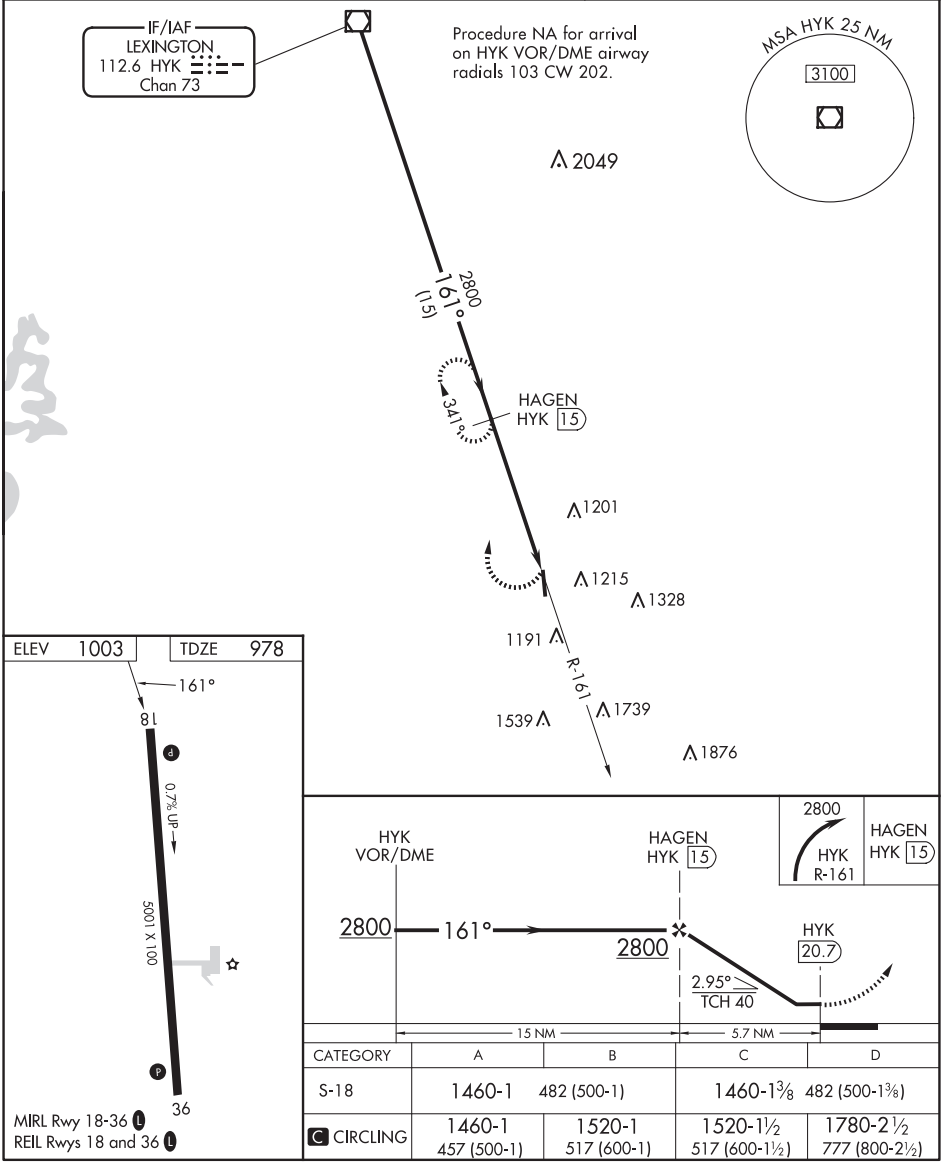
VOR/DME HYK	APP CRS	Rwy Idg	5001
112.6	161°	TDZE	978
Chan 73		Apt Elev	1003

DME required.

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility ¼ SM; Circling Cat C ⅛ SM and Circling Cat D ¼ SM.

MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.725 (CTAF) L



CATEGORY	A	B	C	D
S-18	1460-1	482 (500-1)	1460-1⅜	482 (500-1⅜)
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

RICHMOND, KENTUCKY
Amdt 7C 20JUN19

37°38′N-84°20′W

CENTRAL KENTUCKY RGNL (RGA)

VOR RWY 18

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

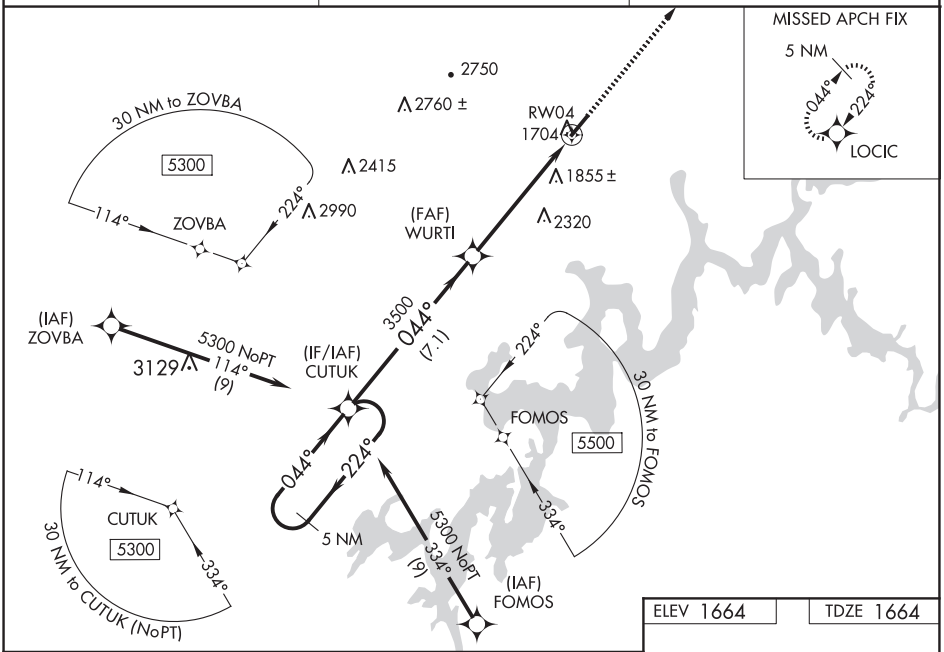
WAAS	APP CRS		
CH **82026**	**044°**	Rwy Idg	**5000**
W04A		TDZE	**1664**
		Apt Elev	**1664**

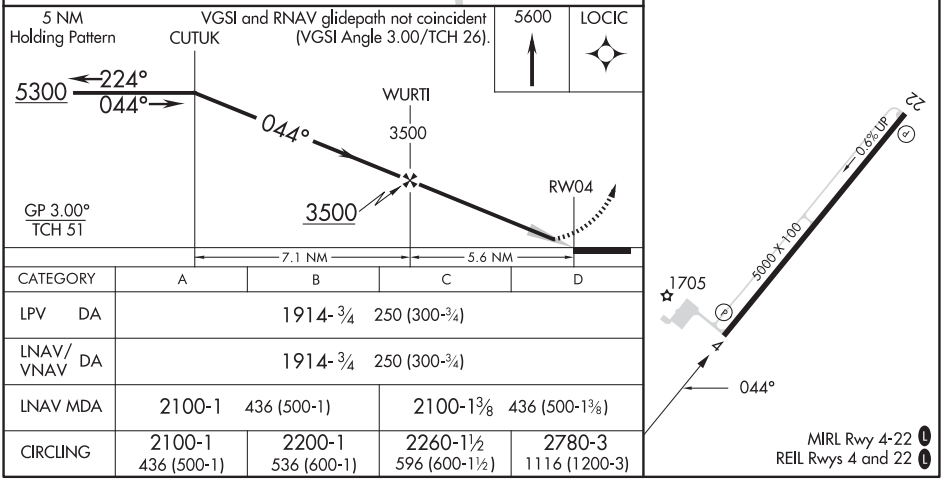
RNAV (GPS) RWY 4
ROCKWOOD MUNI (RKW)

T NA — Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting: increase DA to 1989 feet and LPV and LNAV/VNAV visibility all Cats ¼ SM; increase all MDA 80 feet and LNAV Cat C and D visibility ⅛ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	**133.6 254.3**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1914-¾ 250 (300-¾)			
LNAV/VNAV DA	1914-¾ 250 (300-¾)			
LNAV MDA	2100-1 436 (500-1)		2100-1⅜ 436 (500-1⅜)	
CIRCLING	2100-1 436 (500-1)	2200-1 536 (600-1)	2260-1½ 596 (600-1½)	2780-3 1116 (1200-3)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22

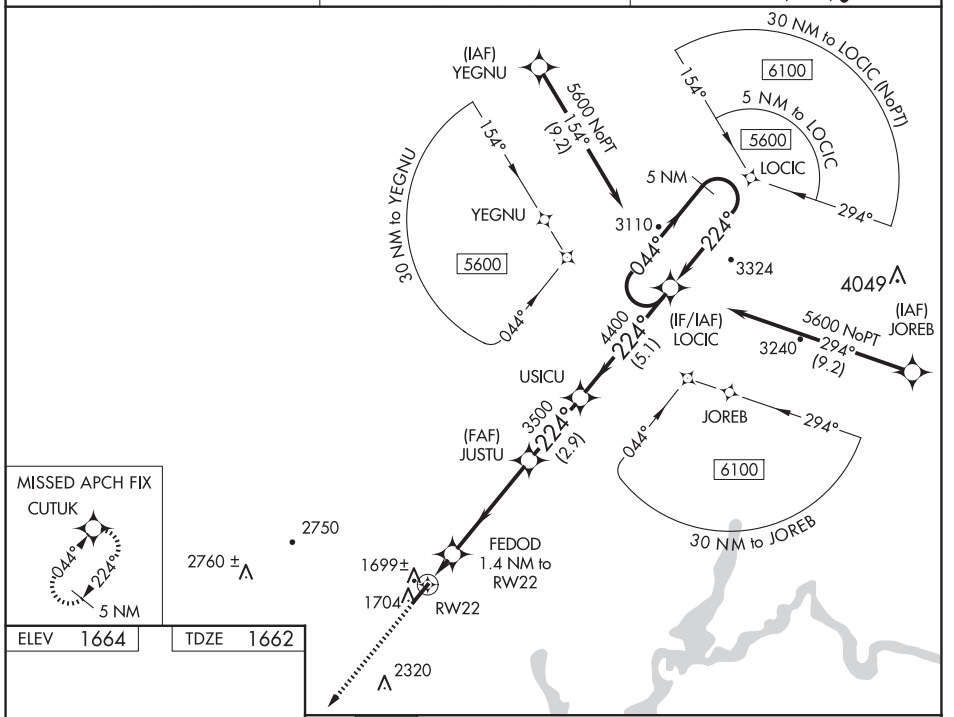
ROCKWOOD MUNI (RKW)

WAAS	APP CRS	Rwy Idg	5000
CH 61126	224°	TDZE	1662
W22A		Apt Elev	1664

T
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting; increase LPV DA to 1987 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 2011 feet and visibility all Cats ¼ SM; increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ SM and Circling Cat C visibility ½ SM. Baro-VNAV NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 5300 direct CUTUK and hold, continue climb-in-hold to 5300.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		1912-⅞	250 (300-⅞)	
LNAV/VNAV DA		1936-⅞	274 (300-⅞)	
LNAV MDA		1980-1	318 (400-1)	
CIRCLING	2100-1 436 (500-1)	2200-1 536 (600-1)	2260-1½ 596 (600-1½)	2780-3 1116 (1200-3)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

VOR/DME RWY 22

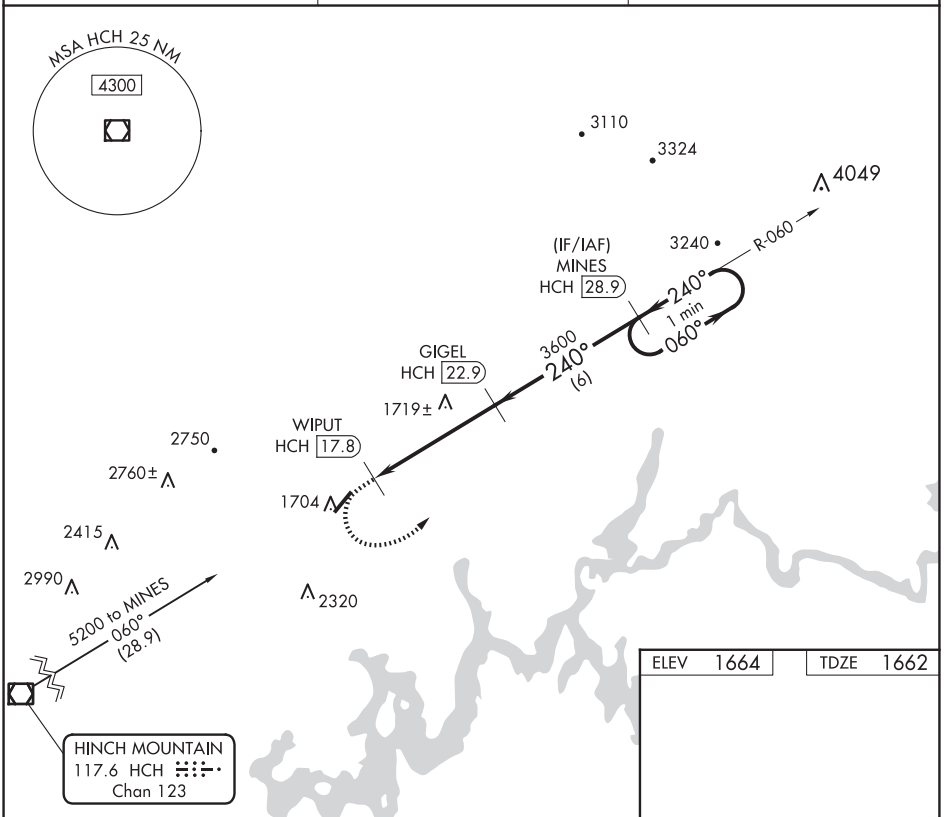
ROCKWOOD MUNI (RKW)

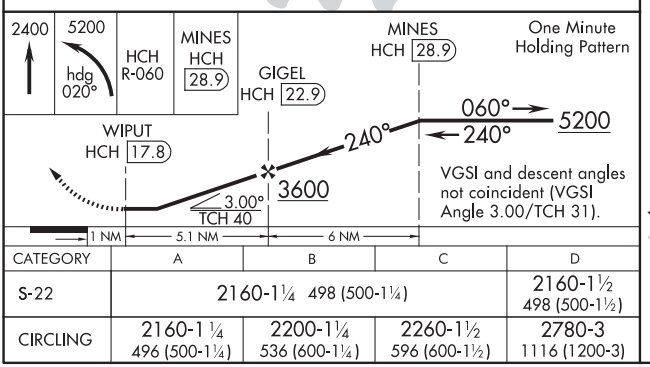
VOR/DME HCH	APP CRS	Rwy Idg	5000
117.6	240°	TDZE	1662
Chan 123		Apt Elev	1664

Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting: increase all MDA 80 feet and S-22 Cats C and D visibility ¼ SM, Circling Cat C visibility ½ SM.

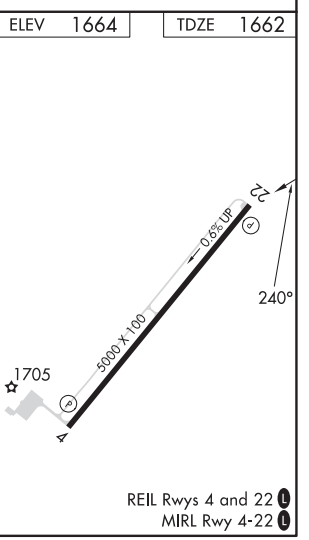
MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 on heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-22	2160-1¼ 498 (500-1¼)			2160-1½ 498 (500-1½)
CIRCLING	2160-1 ¼ 496 (500-1¼)	2200-1¼ 536 (600-1¼)	2260-1½ 596 (600-1½)	2780-3 1116 (1200-3)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ROGERSVILLE, TENNESSEE | AL-6282 (FAA) | 24137

WAAS	APP CRS	Rwy Idg	3504
CH 58040	071°	TDZE	1255
W07A		Apt Elev	1255

RNAV (GPS) RWY 7

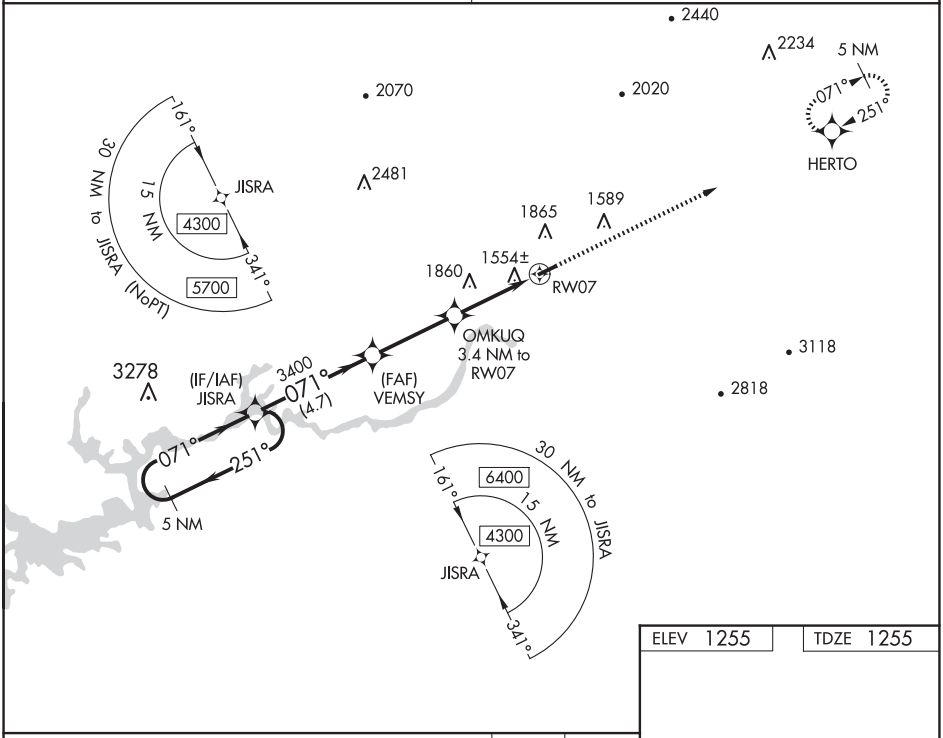
HAWKINS COUNTY (RVN)

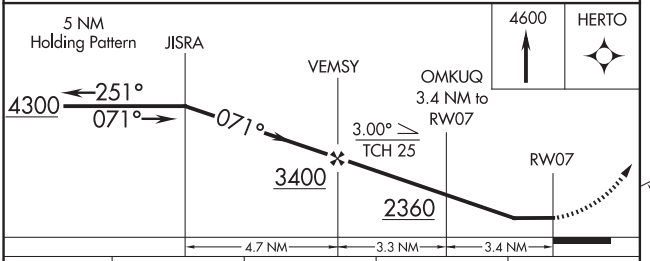
RNP APCH - GPS.

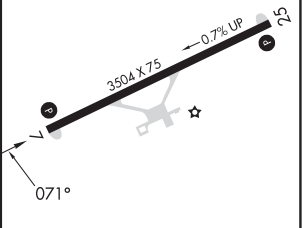
NA — Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities Rgnl altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ¼ SM, increase LNAV Cat A and Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4600 direct HERTO and hold, continue climb-in-hold to 4600.

TRI CITY APP CON ★	UNICOM
128.05 317.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1860-1	605 (700-1)	1860-1¾ 605 (700-1¾)	NA
LNAV MDA	2040-1 785 (800-1)	2040-1¼ 785 (800-1¼)	2040-2½ 785 (800-2½)	NA
C CIRCLING	2180-1¼	925 (1000-1¼)	2320-3 1065 (1100-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

ROGERSVILLE, TENNESSEE
Orig-A 15JUN23

36°27'N-82°53'W

HAWKINS COUNTY (RVN)

RNAV (GPS) RWY 7

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	3504
CH 69340	251°	TDZE	1254
W25A		Apt Elev	1255

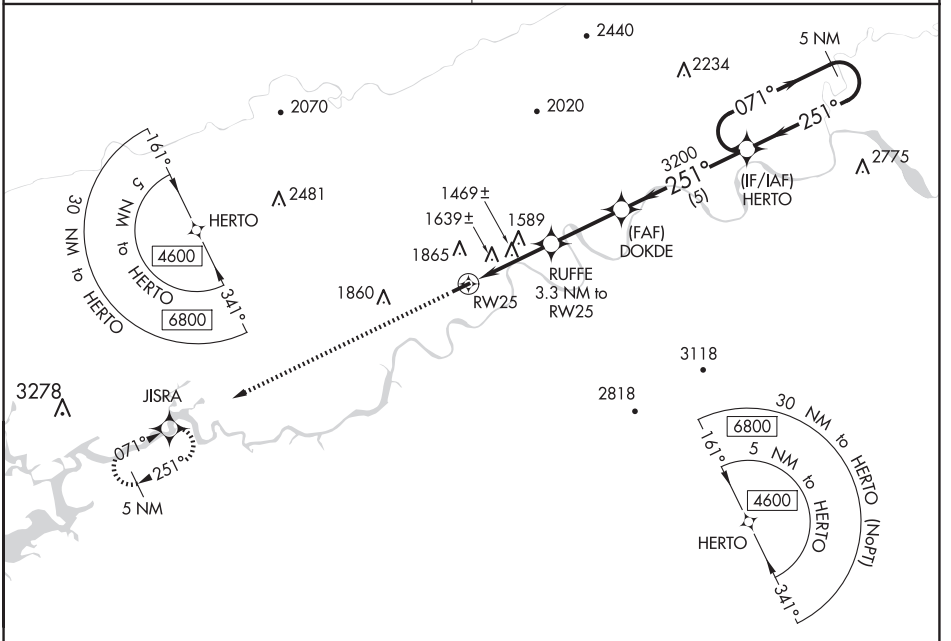
RNAV (GPS) RWY 25

HAWKINS COUNTY (RVN)

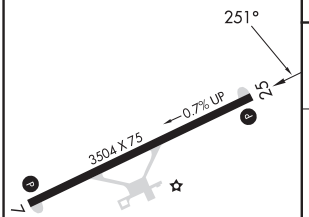
T NA — DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ⅜ SM, LNAV Cat B visibility ¼ SM, Cat C visibility ⅝ SM, and increase Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4300 direct JISRA and hold.

TRI CITY APP CON ★	UNICOM
128.05 317.5	122.8 (CTAF) L



ELEV 1255	TDZE 1254



CATEGORY	A	B	C	D
LP MDA	1720-1	466 (500-1)	1720-1⅜ 466 (500-1⅜)	NA
LNAV MDA	1900-1	646 (700-1)	1900-1⅞ 646 (700-1⅞)	NA
C CIRCLING	2180-1¼	925 (1000-1¼)	2320-3 1065 (1100-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RUSSELLVILLE, KENTUCKY | AL-6609 (FAA) | 24361

RNAV (GPS) RWY 7

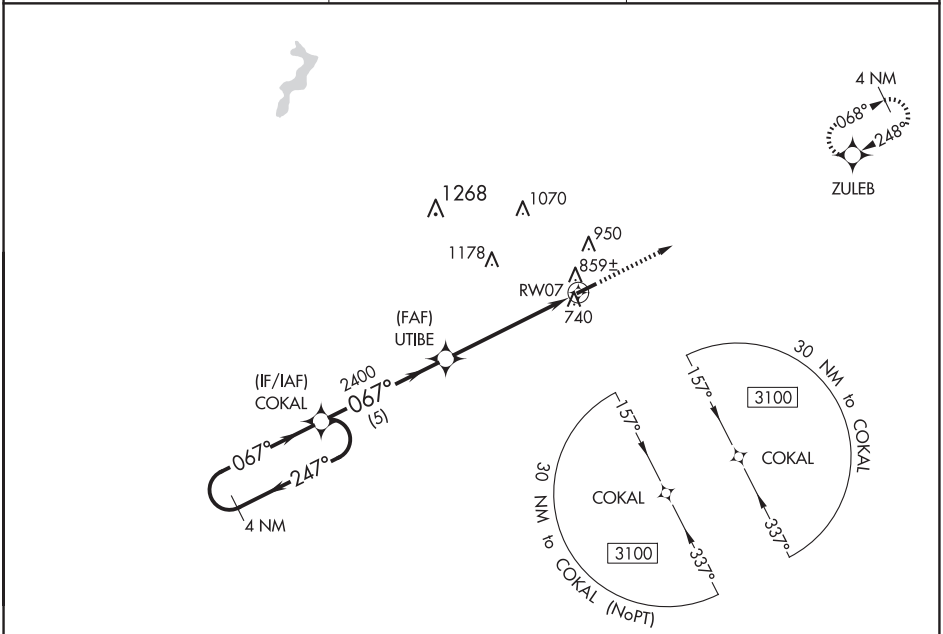
RUSSELLVILLE-LOGAN COUNTY (4M7)

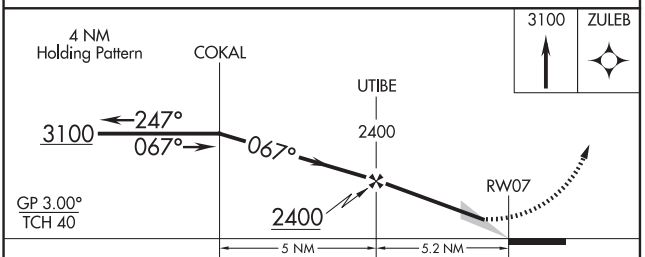
WAAS	APP CRS	Rwy Idg	4500
CH 50431	067°	TDZE	692
W07A		Apt Elev	692

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Circling Rwy 25 NA at night.

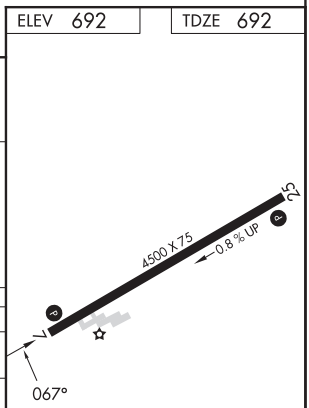
MISSED APPROACH: Climb to 3100 direct ZULEB and hold.

M91 AWOS-3	MEMPHIS CENTER	UNICOM
120.675	133.85 285.5	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	982-1 290 (300-1)			
LNAV/VNAV DA	1060-1¼ 368 (400-1¼)			
LNAV MDA	1160-1 468 (500-1)		1160-1⅜ 468 (500-1⅜)	
C CIRCLING	1320-1 628 (700-1)		1320-1¾ 628 (700-1¾)	1520-2¾ 828 (900-2¾)



RUSSELLVILLE, KENTUCKY
Amdt 1 07DEC17

36°48'N-86°49'W

RUSSELLVILLE-LOGAN COUNTY (4M7)

RNAV (GPS) RWY 7

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

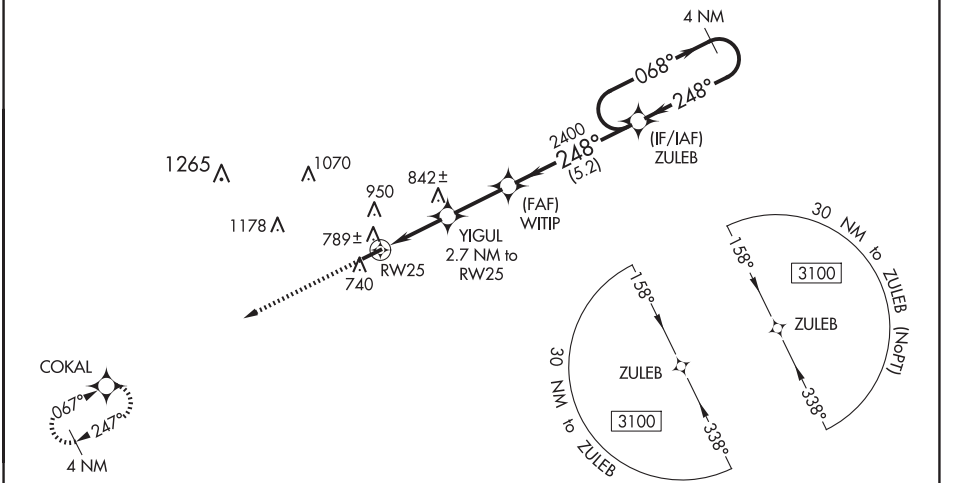
WAAS	APP CRS	Rwy Idg	4500
CH 90431	248°	TDZE	681
W25A		Apt Elev	692

RNAV (GPS) RWY 25

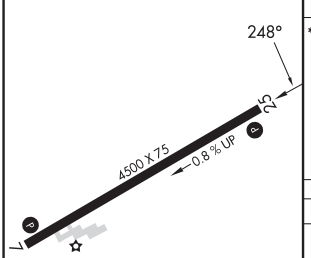
RUSSELLVILLE-LOGAN COUNTY (4M7)

NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.	MISSED APPROACH: Climb to 3100 direct COKAL and hold.

M91 AWOS-3	MEMPHIS CENTER	UNICOM
120.675	133.85 285.5	122.7 (CTAF) L



ELEV 692	TDZE 681

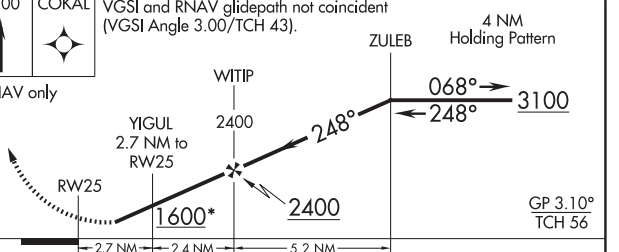


REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

3100 COKAL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

*LNAV only



CATEGORY	A	B	C	D
LPV DA	985-1 304 (300-1)			
LNAV/VNAV DA	1001-1⅛ 320 (400-1⅛)			
LNAV MDA	1080-1 399 (400-1)		1080-1⅛ 399 (400-1⅛)	
C CIRCLING	1320-1 628 (700-1)		1320-1¾ 628 (700-1¾)	1520-2¾ 828 (900-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25107

CLARKSVILLE, TENNESSEE

RNAV (GPS) X RWY 5

APCH CRS	Rwy ldg	5000
047°	TDZE	595
	Arpt Elev	596

- (USA)

SABRE AAF (FORT CAMPBELL) (KEOD)

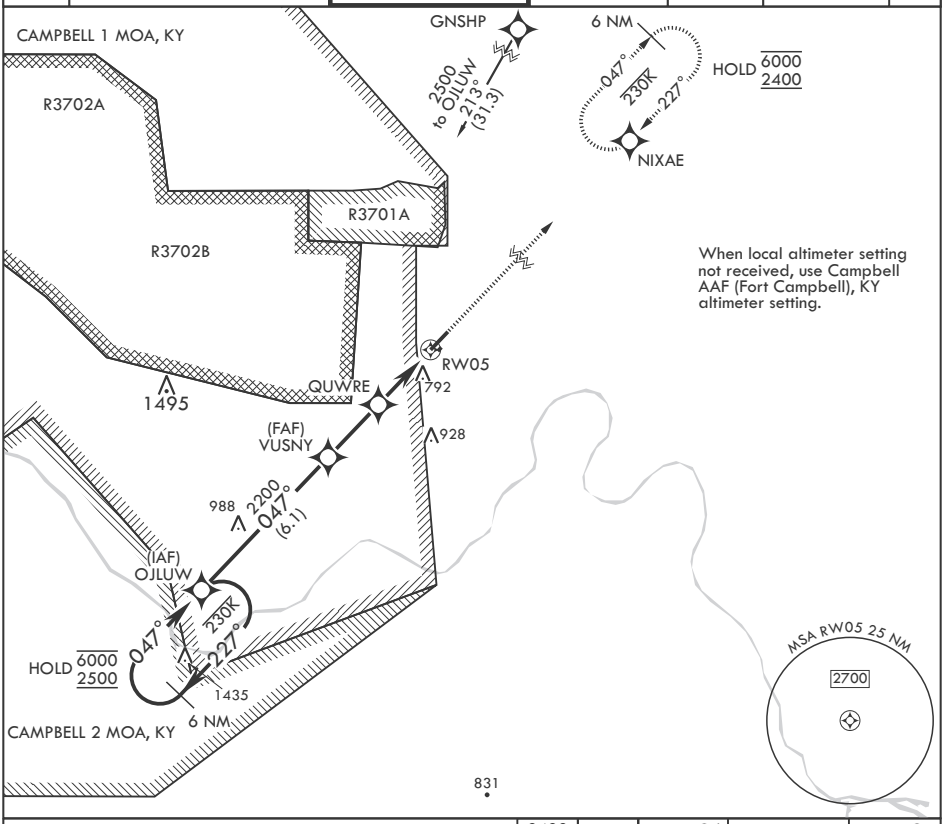
RNP APCH-GPS

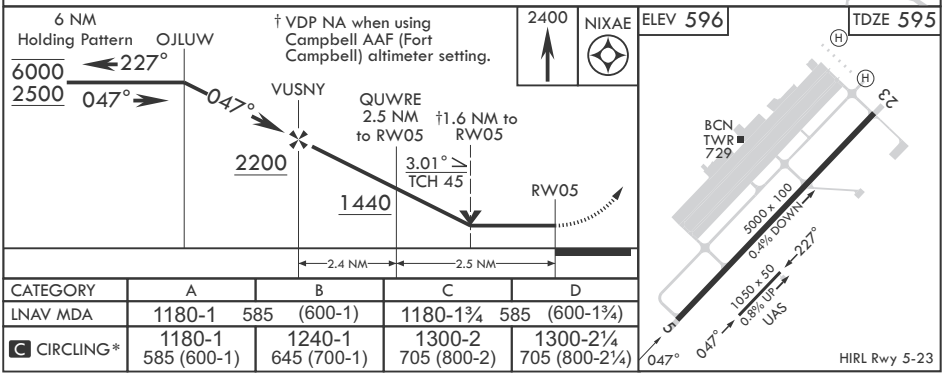
RADAR required

T * Circling not authorized to Rwy 05R/23L.

MISSED APPROACH: Climb to 2400 direct NIXAE and hold.

ATIS	CAMPBELL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	





CATEGORY	A	B	C	D
LNAV MDA	1180-1 585 (600-1)		1180-1¾ 585 (600-1¾)	
C CIRCLING*	1180-1 585 (600-1)	1240-1 645 (700-1)	1300-2 705 (800-2)	1300-2¼ 705 (800-2¼)

CLARKSVILLE, TENNESSEE

Amdt 1 10AUG23

36°34'N - 87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

RNAV (GPS) X RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE

RNAV (GPS) X RWY 23

APCH CRS	Rwy ldg	5000
227°	TDZE	587
	Arpt Elev	596

- (USA)

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH-GPS

RADAR required

T * Circling not authorized to Rwy 5R/23L.

MISSED APPROACH: Climbing left turn to 2400 direct NIXAE and hold.

ATIS	CAMPBELL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

(IAF) GNSHP

1001

2400 NoPT 172° (9.4)

890

6 NM

HOLD 047° 230K 227° 6000 2400

(IF/IAF) NIXAE

2200 227° (8.2)

807

(FAF) WARUX

OUTLAW FIELD

730

RW23

R3701A

R3702B R3702A

CAMPBELL 1 MOA, KY

920

MSA RW23 25 NM 2700

2400 NIXAE

† VDP NA when using Campbell AAF (Fort Campbell) altimeter setting.

6 NM Holding Pattern

NIXAE 047° 6000 2400 227°

WARUX 227°

†1.3 NM to RW23

RW23

2200

3.00° TCH 45

5 NM

ELEV 596 TDZE 587

BCN TWR 729

5000 x 100

0.4% UP

23

227°

1050 x 50

0.8% UP

UAS

047°

HIRL Rwy 5-23

CATEGORY	A	B	C	D
LNAV MDA	1060-1 473 (500-1)		1060-1⅜ 473 (500-1⅜)	
C CIRCLING*	1160-1 565 (600-1)	1240-1 645 (700-1)	1300-2 705 (800-2)	1300-2¼ 705 (800-2¼)

CLARKSVILLE, TENNESSEE

Amdt 1 07SEP23

36°34'N - 87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

RNAV (GPS) X RWY 23

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 5

APCH CRS	Rwy ldg	5000
047°	TDZE	595
	Arpt Elev	596

[USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH - GPS

RADAR required

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

R-3701A

Limit all Segments to 90 KIAS.

649

R3702A, B

RW05

798

680

795

047°

862

801

829

CAMPBELL 1 MOA

(FAF)
ILOYA

928

2200
047°
(3)

(IF/IAF)
FEKIB

(IAF)
GASGE

2500 NoPT
092°
(3)

HOLD 10,000 / 2500

889

722

047°

227°

359°

2500 NoPT
(3)

MSA RW05 2.5 NM

2700

(IAF)
LETNE

HOLD 10,000 / 2500

4 NM

359°

179°

4 NM

1435

ELEV 596 TDZE 595

TWR
729

23
608

617

5000 x 100

0.4% DOWN

0.8% UP

1030 x 50
UAS

047°

227°

5

047°

FEKIB

10,000 / 2500

227°

047°

4 NM
Holding Pattern

047°

ILOYA

2200

RW05

4.90°
TCH 40

3 NM

2500

LETNE

CATEGORY	COPTER
LNAV MDA	1180-1 585 (600-1)

HIRL Rwy 5-23

COPTER RNAV (GPS) Y RWY 5

SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 23

[USA] SABRE AAF (FORT CAMPBELL) (KEOD)

APCH CRS	Rwy ldg	5000
227°	THRE	573
	Arpt Elev	596

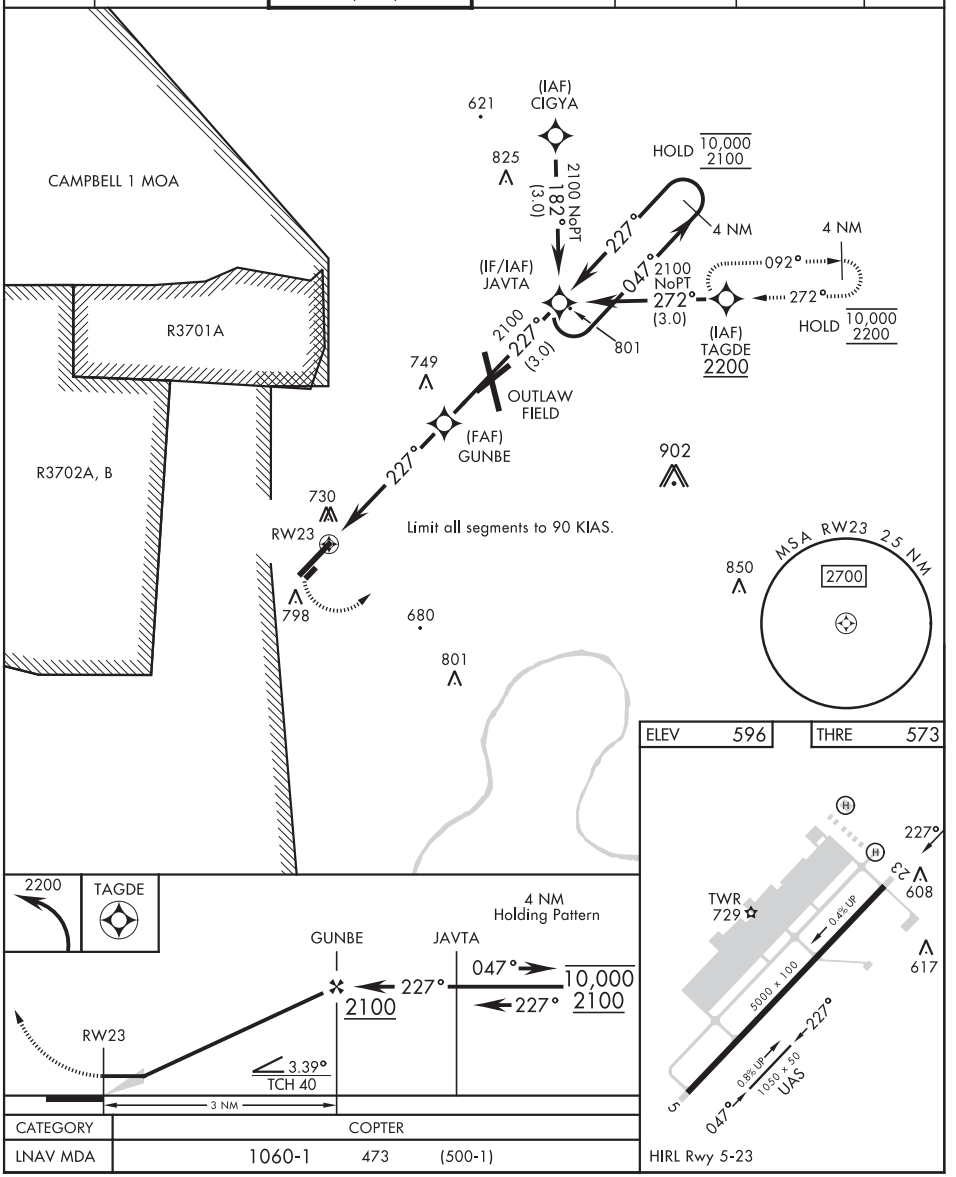
RNP APCH - GPS

RADAR required

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct TAGDE and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	



CATEGORY	COPTER
LNAV MDA	1060-1 473 (500-1)

CLARKSVILLE, TENNESSEE 36°34′N-87°29′W SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 3 07SEP23

COPTER RNAV (GPS) Y RWY 23

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE

COPTER VOR RWY 23

VOR/DME CKV	APCH CRS	Rwy Idg	5000
110.6	227°	TDZE	587
Chan 43		Arpt Elev	596

[USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

RADAR required

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

VDP NA when using CAMPBELL AAF (Fort Campbell), KY altimeter setting.

608

All segments 90 KIAS.

624

CAMPBELL 1 MOA

R-3701A

R-3702 A-B

IAF CLARKSVILLE 110.6 CKV Chan 43 2200

R-047

272°

092°

227°

800

695

OUTLAW FIELD

047°

HOLD 6000 2200

623 ±

227°

902

709

798

680

801

MSA CKV 25 NM 2800

850

ELEV 596 TDZE 587

TWR 729

227°

23

0.4% UP

5000 x 100

0.8% UP

10350 x 150 UAS

047°

227°

HIRL Rwy 5-23

2200 CKV

CKV VOR/DME 2200

047° 2100

Remain within 5 NM

CKV 3 CREBE

227° 2100

4.2 NM

FAF to MAP 4.2 NM					
Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

CATEGORY	COPTER			
H-23	1060-1	473	(500-1)	

CLARKSVILLE, TENNESSEE

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 7 07SEP23

COPTER VOR RWY 23

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, TENNESSEE

COPTER NDB 303°

LOM CK	APCH CRS	Rwy Idg	N/A
335	303°	TDZE	N/A
		Arpt Elev	596

[USA]

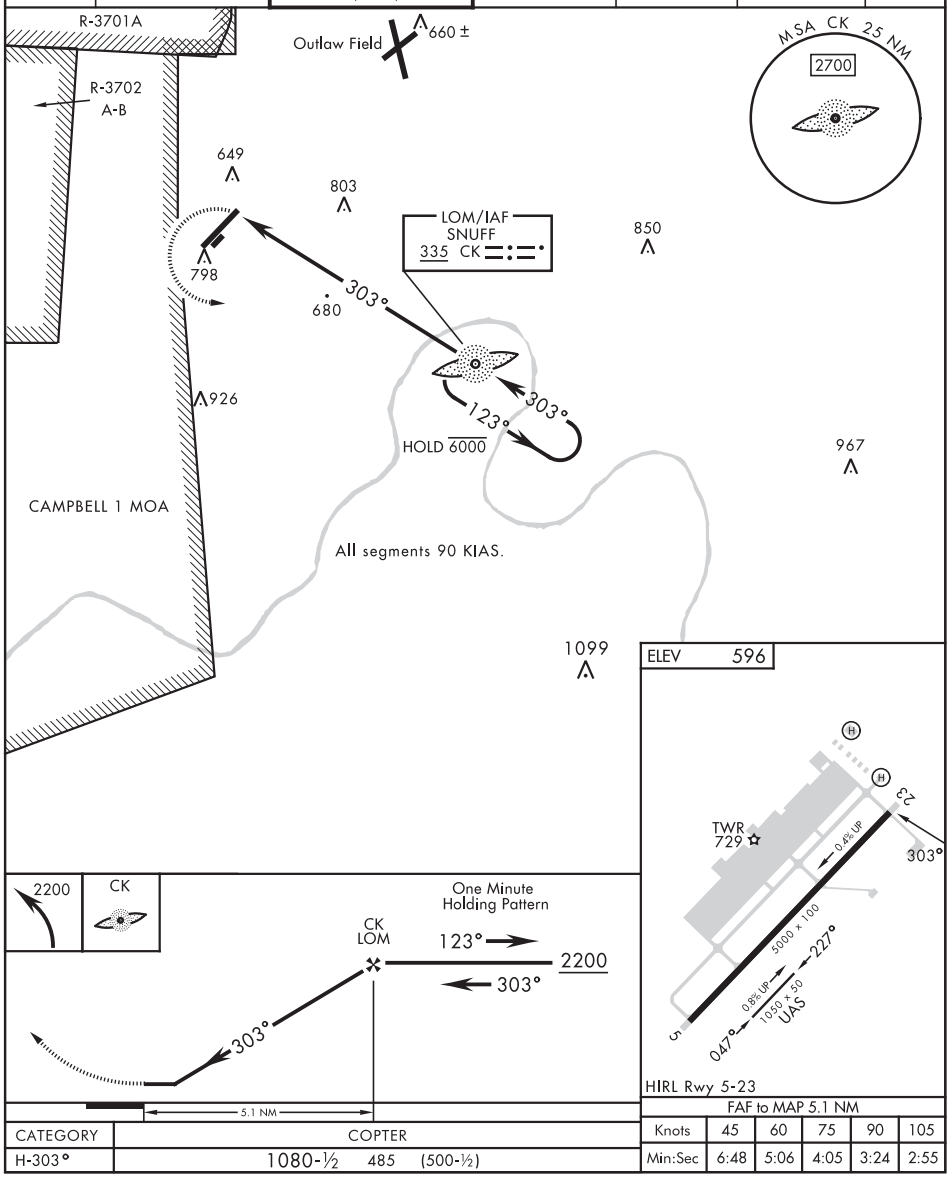
SABRE AAF (FORT CAMPBELL) (KEOD)

RADAR required (for procedure entry)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	139.9 285.7	



FAF to MAP 5.1 NM					
Knots	45	60	75	90	105
Min:Sec	6:48	5:06	4:05	3:24	2:55

CATEGORY	COPTER
H-303°	1080-½ 485 (500-½)

CLARKSVILLE, TENNESSEE

Amdt 6B 20JUN19

36°34′N-87°29′W

SABRE AAF (FORT CAMPBELL) (KEOD)

COPTER NDB 303°

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

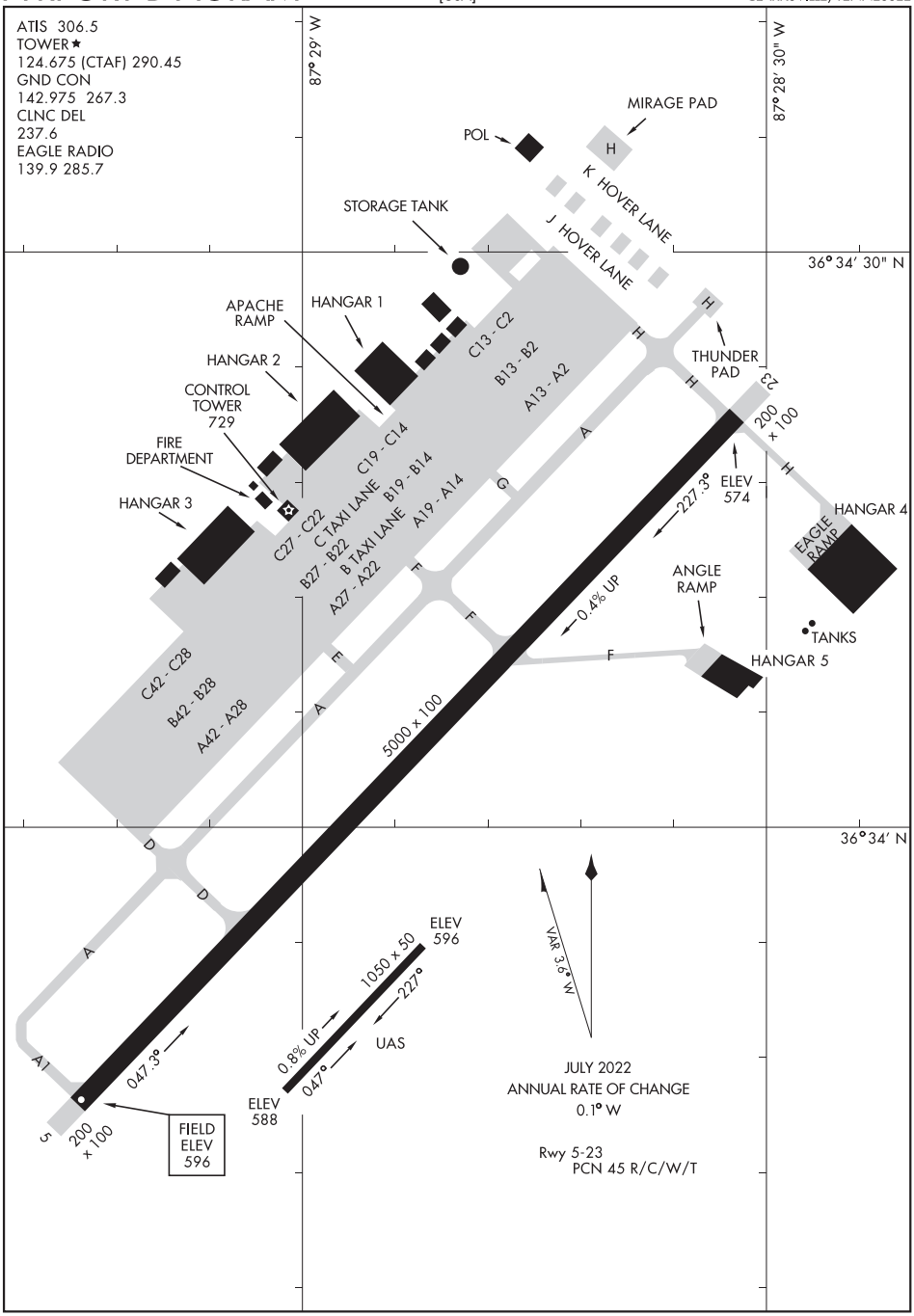
25107

AIRPORT DIAGRAM

SABRE AAF (FORT CAMPBELL) (KEOD)

[USA]

CLARKSVILLE, TENNESSEE



AIRPORT DIAGRAM

CLARKSVILLE, TENNESSEE

SABRE AAF (FORT CAMPBELL) (KEOD)

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5002
CH 58212	009°	TDZE	473
W01A		Apt Elev	473

RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

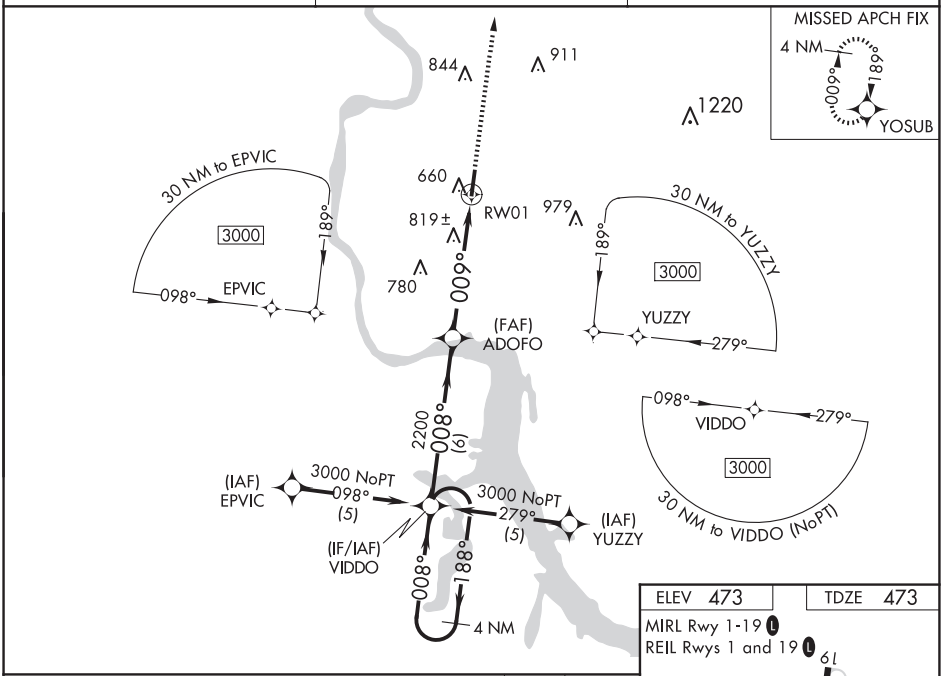
RNP APCH - GPS.

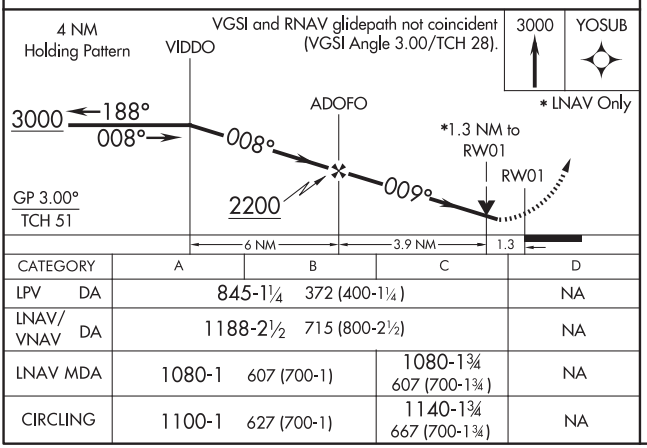
T NA

Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ½ mile. VDP NA when use Muscle Shoals altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

AWOS-3	MEMPHIS CENTER	CTAF
133.925	124.35 318.1	122.8 L



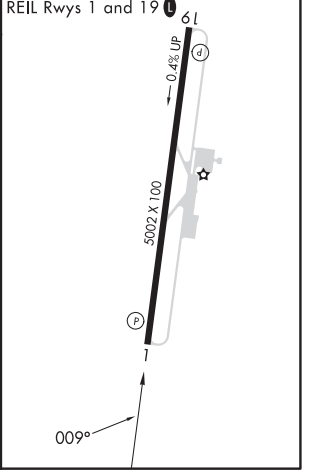


CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1140-1¾ 667 (700-1¾)	NA

ELEV 473 TDZE 473

MIRL Rwy 1-19 L

REIL Rwys 1 and 19 L



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SAVANNAH, TENNESSEE | AL-5771 (FAA) | 25051

WAAS	APP CRS	Rwy Idg	5002
CH 42912	189°	TDZE	467
W19A		Apt Elev	473

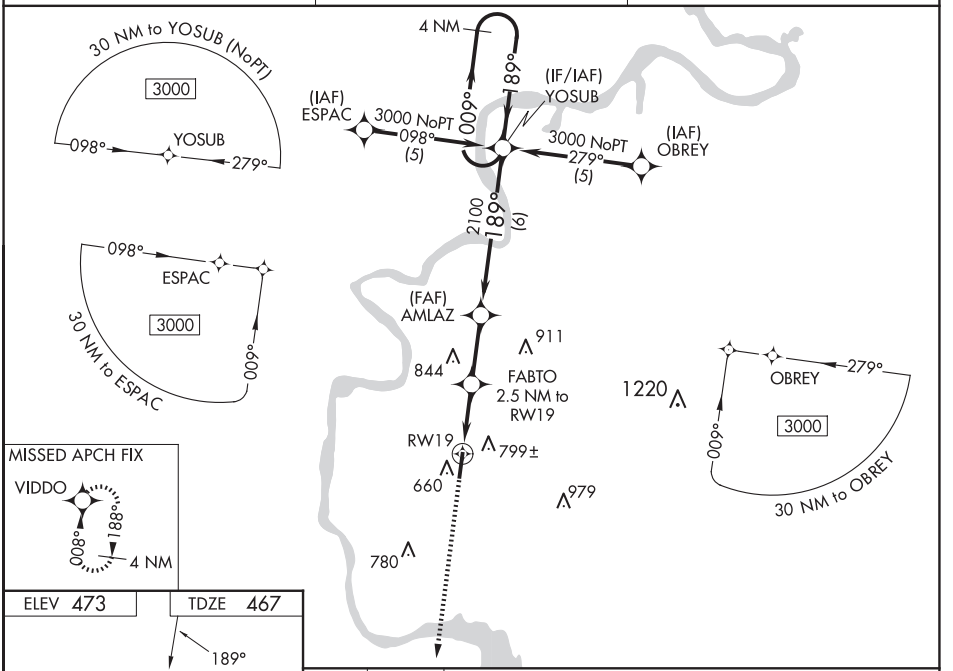
RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

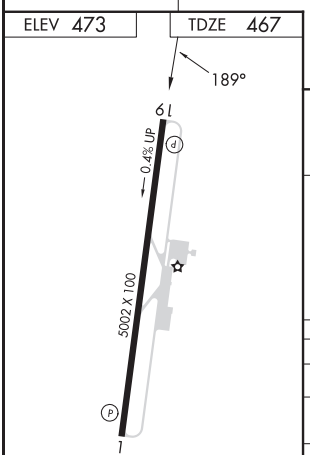
RNP APCH - GPS.

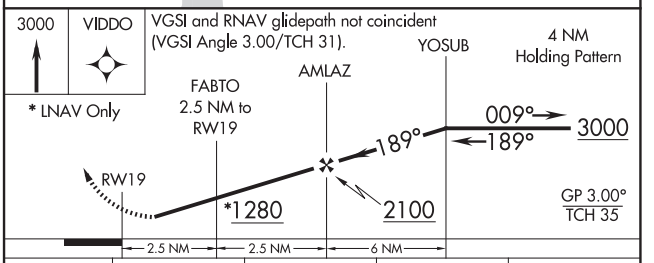
T A NA — Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received use Muscle Shaols, AL altimeter setting: increase LPV DA to 976 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1102 feet and all visibilities ¼ SM; increase all MDA 120 feet and visibility LNAV and Circling Cat C ½ SM. Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 3000 direct VIDDO and hold.

AWOS-3	MEMPHIS CENTER	CTAF
133.925	124.35 318.1	122.8 L







CATEGORY	A	B	C	D
LPV DA	873-1½ 406 (400-1½)			NA
LNAV/ VNAV DA	999-2 532 (600-2)			NA
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1 627 (700-1)		1140-1¾ 667 (700-1¾)	NA

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 17

ROBERT SIBLEY (SZY)

WAAS	APP CRS	Rwy Idg	5002
CH 40408	165°	TDZE	607
W17A		Apt Elev	610

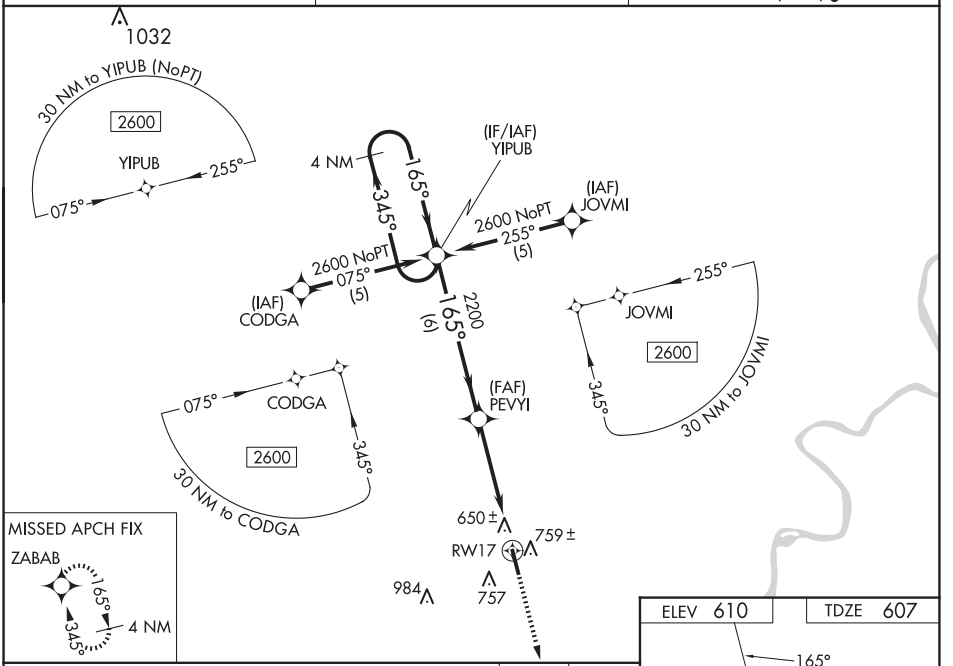
RNP APCH - GPS.

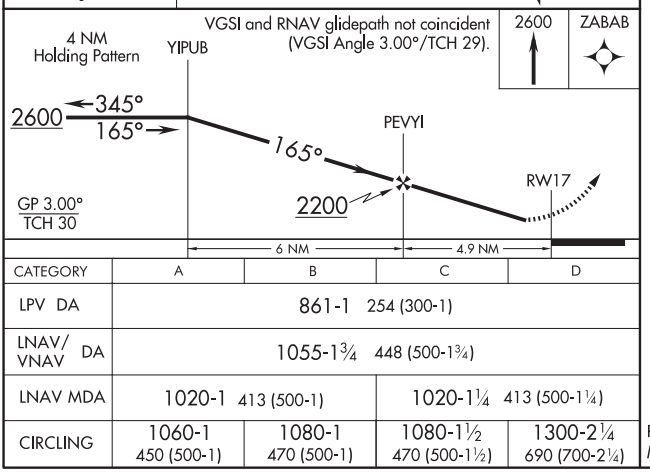
Baro-VNAV NA when using Jackson Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson Rgnl altimeter setting: increase LPV DA to 959 and all visibilities ¼ SM, increase LNAV/VNAV DA to 1153 and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat C and Circling visibility Cat D ¼ SM, and LNAV visibility Cat D ½ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17, 35 NA at night.

NA

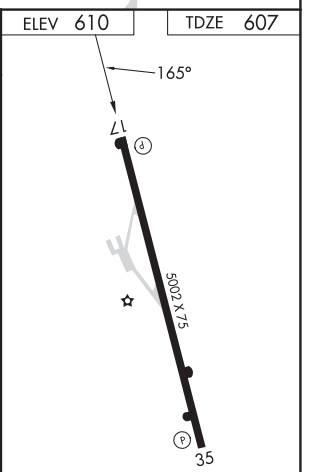
MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 318.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1300-2¼ 690 (700-2¼)



REIL Rwys 17 and 35
MIRL Rwy 17-35 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SELMER, TENNESSEE AL-6211 (FAA) 24361

RNAV (GPS) RWY 35

ROBERT SIBLEY (SZY)

WAAS	APP CRS	Rwy Idg	5002
CH 86608	345°	TDZE	610
W35A		Apt Elev	610

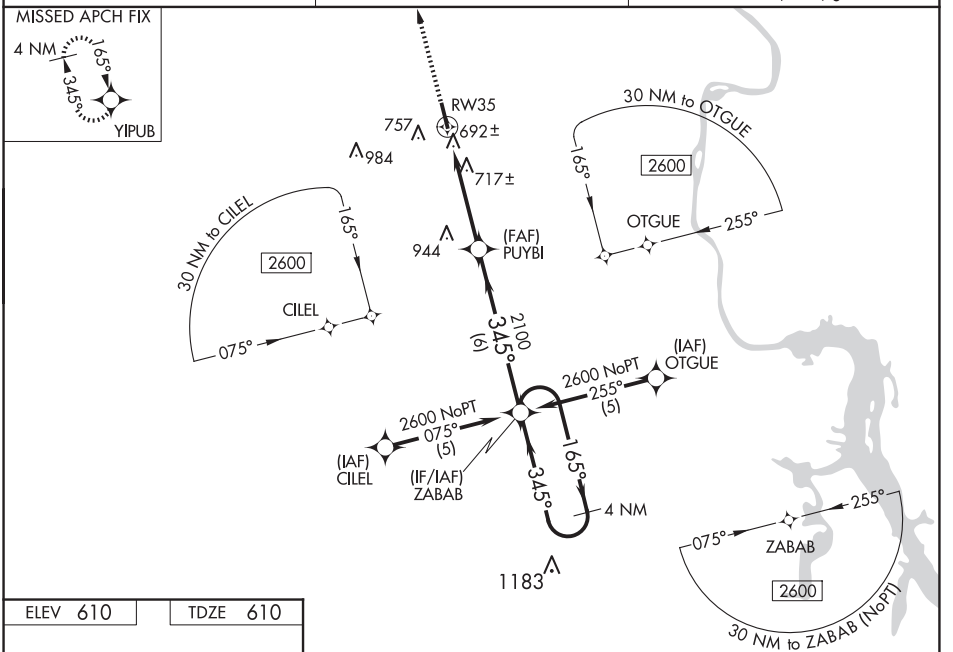
RNP-APCH - GPS.

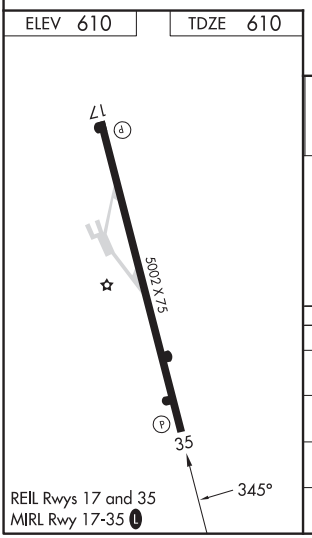
T NA

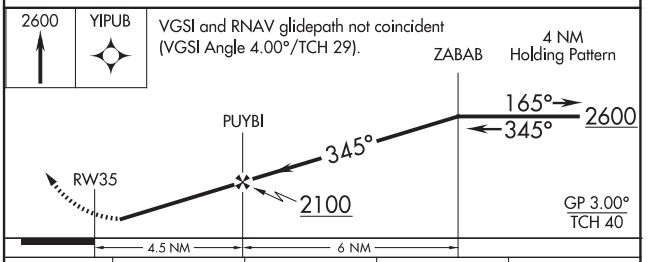
Baro-VNAV NA when using Jackson Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Jackson Rgnl altimeter setting: increase LPV DA to 1042 and all visibilities ¼ SM, increase LNAV/VNAV DA to 1084 and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cat C and D and Circling visibility Cat D ¼ SM. Straight-in Rwy 35 NA at night, Circling Rwy 17, 35 NA at night.

MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 318.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1300-2¼ 690 (700-2¼)

SELMER, TENNESSEE
Orig-B 06OCT22

35°12′N-88°30′W

ROBERT SIBLEY (SZY)

RNAV (GPS) RWY 35

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5506
CH 99510	102°	TDZE	1014
W10A		Apt Elev	1014

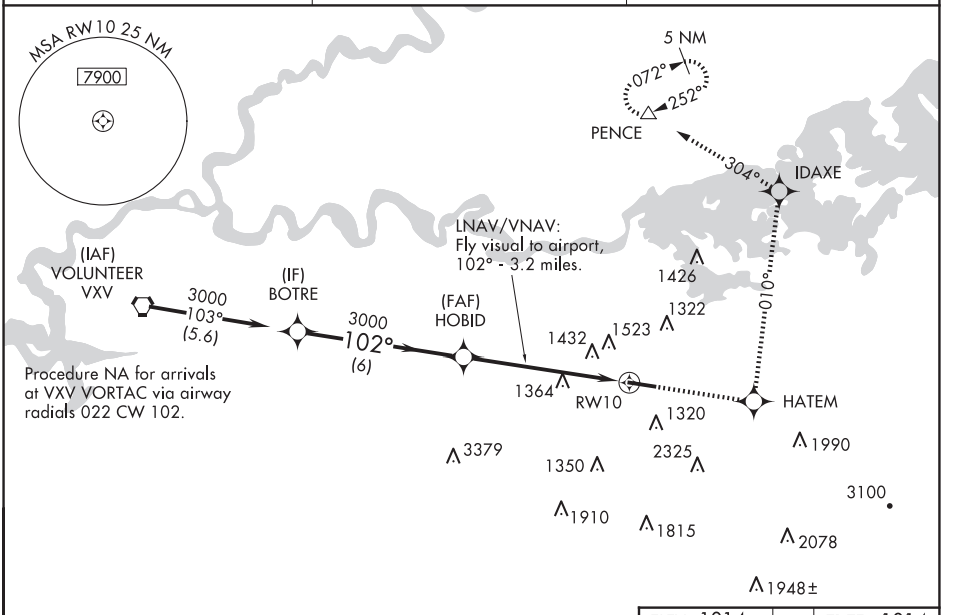
RNAV (GPS) RWY 10
GATLINBURG-PIGEON FORGE (GKT)

RNP APCH - GPS.

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities ⅛ SM; increase all MDAs 60 feet and Circling visibility Cat A ¼ SM. Circling to Rwy 28 NA at night. Procedure NA at night.

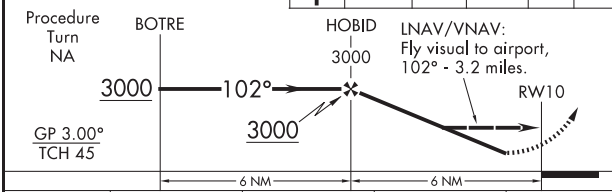
MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L

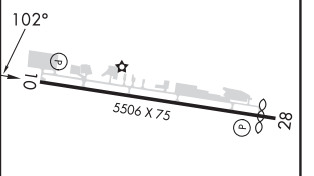


VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 33).

4000	HATEM	tr 010°	IDAXE	tr 304°	PENCE



ELEV 1014 TDZE 1014



CATEGORY	A	B	C	D
LPV DA	1371-1¼ 357 (400-1¼)			
LNAV/VNAV DA	2013-2 999 (1000-2)		2013-3 999 (1000-3)	
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	2040-3 1026 (1100-3)	2680-3 1666 (1700-3)

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SEVIERVILLE, TENNESSEE | AL-6006 (FAA) | 24305

VOR/DME RWY 10

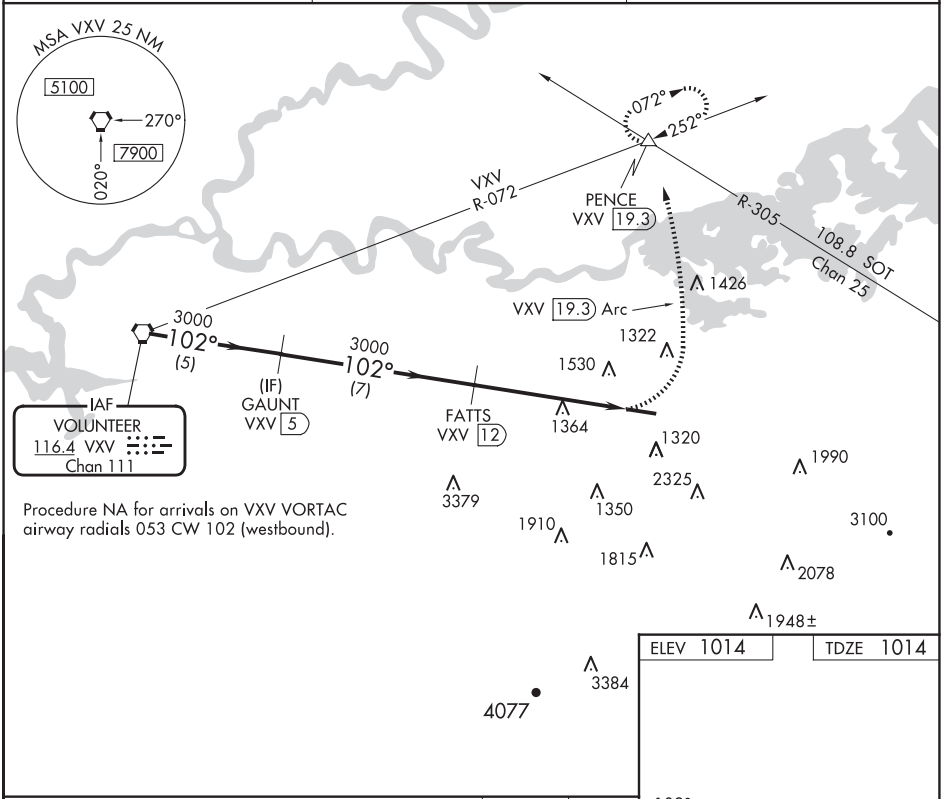
GATLINBURG-PIGEON FORGE (GKT)

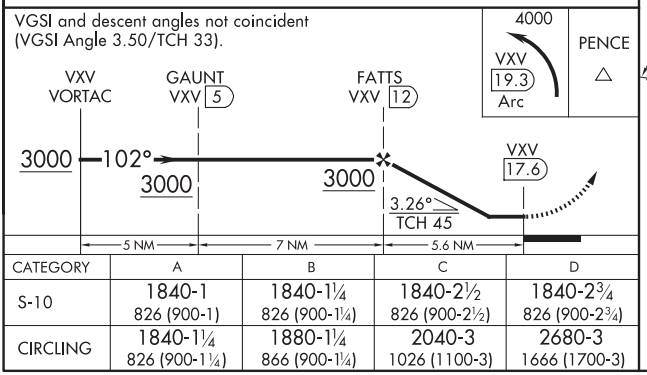
VORTAC VXV	APP CRS	Rwy Idg	5506
116.4	102°	TDZE	1014
Chan 111		Apt Elev	1014

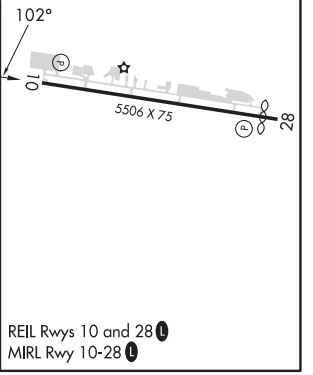
T A Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 60 feet and S-10 visibility Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1¼ 826 (900-1¼)	1880-1¼ 866 (900-1¼)	2040-3 1026 (1100-3)	2680-3 1666 (1700-3)

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

SEVIERVILLE, TENNESSEE
Amdt 6B 24FEB22

35°51'N-83°32'W

GATLINBURG-PIGEON FORGE (GKT)

VOR/DME RWY 10

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5504
CH 50407	180°	TDZE	799
W18A		Apt Elev	800

RNAV (GPS) RWY 18

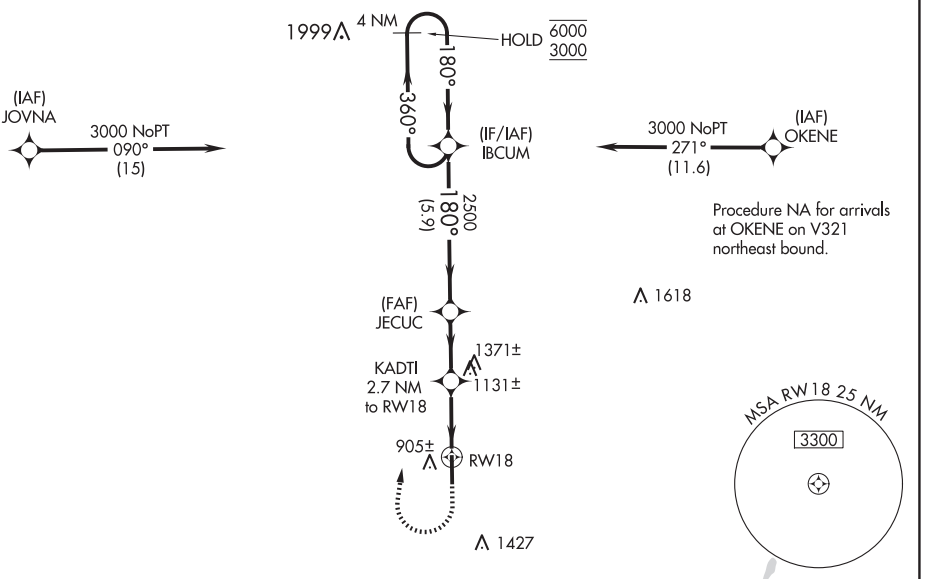
BOMAR FLD/SHELBYVILLE MUNI (SYI)

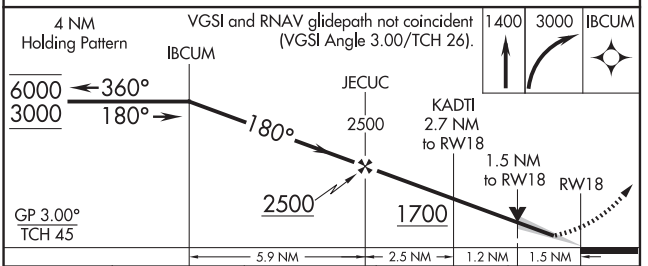
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

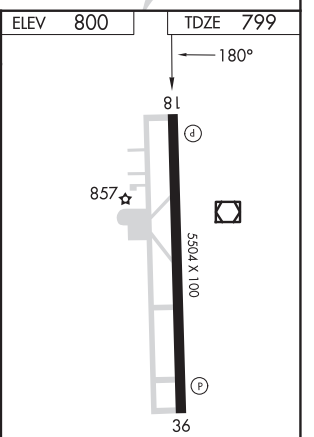
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	999-¾	200 (200-¾)		
LNAV/VNAV DA	1184-1⅛	385 (400-1⅛)		
LNAV MDA	1300-1	501 (500-1)	1300-1⅜	501 (500-1⅜)
C CIRCLING	1300-1	1360-1	1780-3	980 (1000-3)
	500 (500-1)	560 (600-1)		



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SHELBYVILLE, TENNESSEE | AL-5299 (FAA) | 25107

APP CRS	Rwy Idg	5504
015°	TDZE	800
	Apt Elev	800

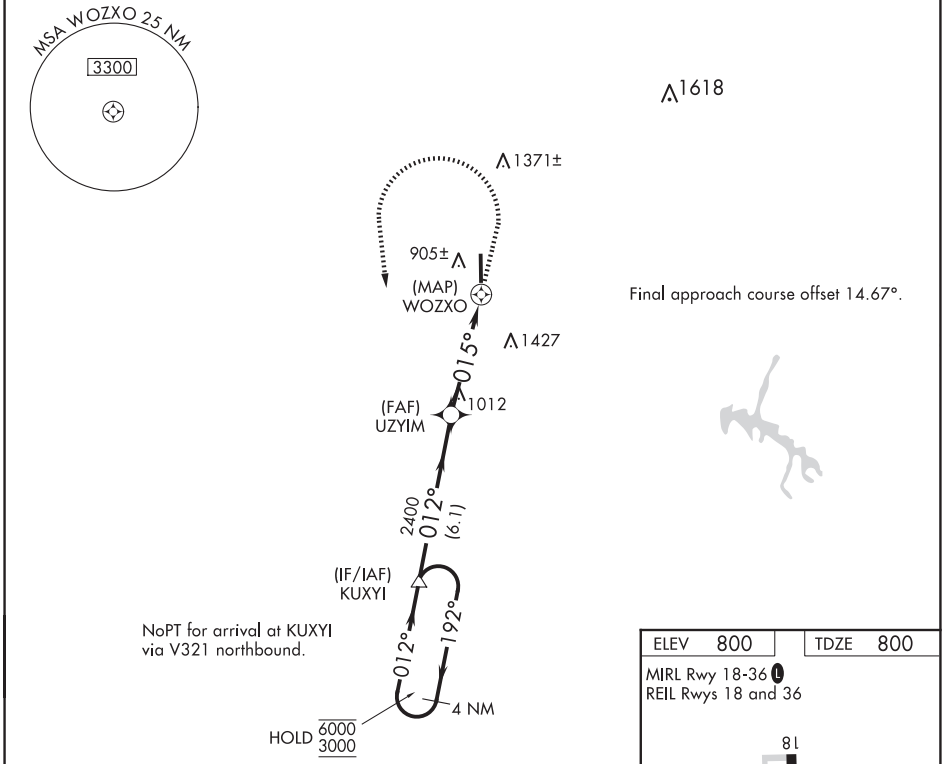
RNAV (GPS) Y RWY 36

BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.

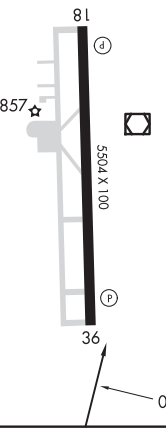
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct KUXYI and hold.

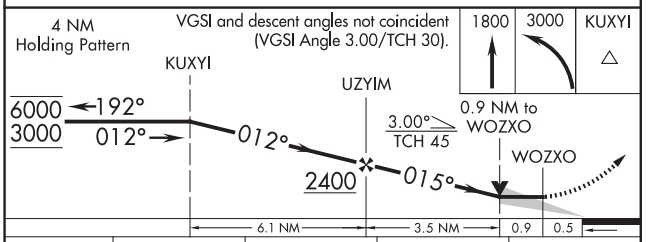
AWOS-3	MEMPLIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L



ELEV 800	TDZE 800

MIRL Rwy 18-36 L
REIL Rwys 18 and 36





CATEGORY	A	B	C	D
LNAV MDA	1260-1 460 (500-1)		1260-1 3/8 460 (500-1 3/8)	
C CIRCLING	1260-1 460 (500-1)	1360-1 560 (600-1)	1780-3 980 (1000-3)	

SHELBYVILLE, TENNESSEE
Amdt 1 17APR25

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)
RNAV (GPS) Y RWY 36

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5504
CH 97607	360°	TDZE	800
W36A		Apt Elev	800

RNAV (GPS) Z RWY 36

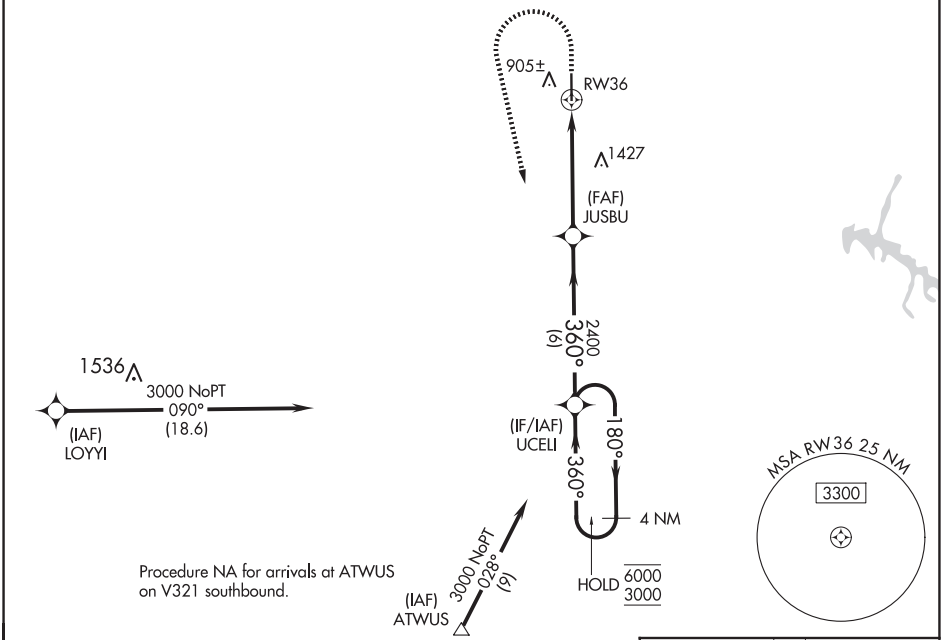
BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.

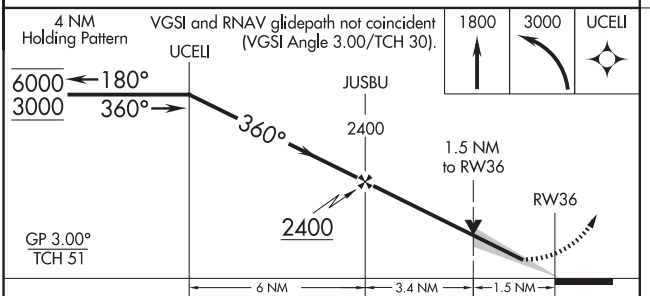
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

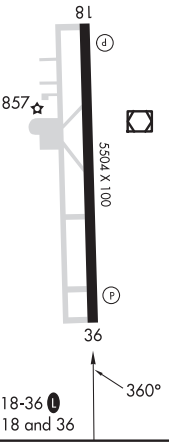
MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct UCELI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L



ELEV	800	TDZE	800





CATEGORY	A	B	C	D
LPV DA	1000-¾ 200 (200-¾)			
LNAV/VNAV DA	1211-1⅛ 411 (500-1⅛)			
LNAV MDA	1300-1 500 (500-1)		1300-1⅜ 500 (500-1⅜)	
C CIRCLING	1300-1 500 (500-1)	1360-1 560 (600-1)	1780-3 980 (1000-3)	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SHELBYVILLE, TENNESSEE | AL-5299 (FAA) | 23054

VOR/DME SYI	APP CRS	Rwy Idg 5504
113.55	160°	TDZE 800
Chan 82 (Y)		Apt Elev 801

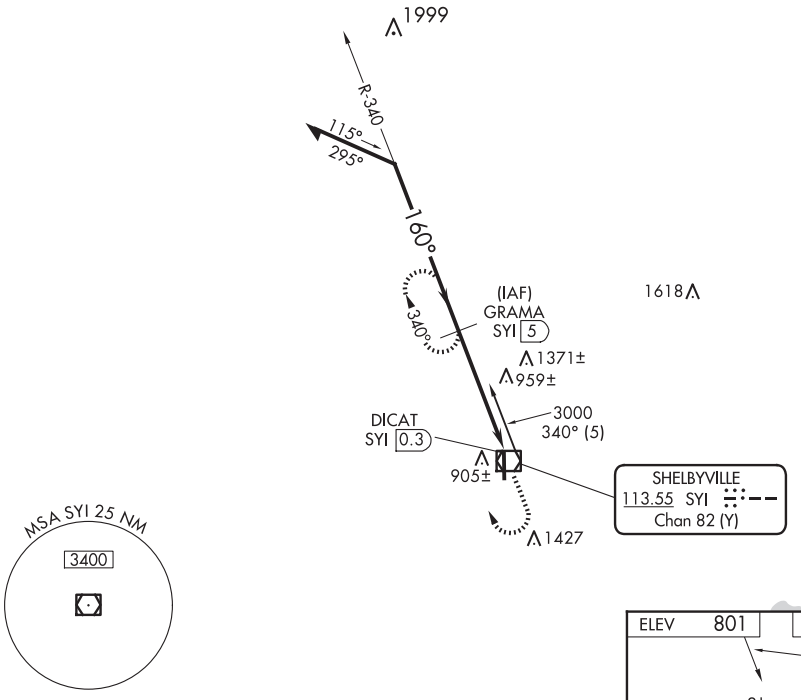
VOR/DME RWY 18

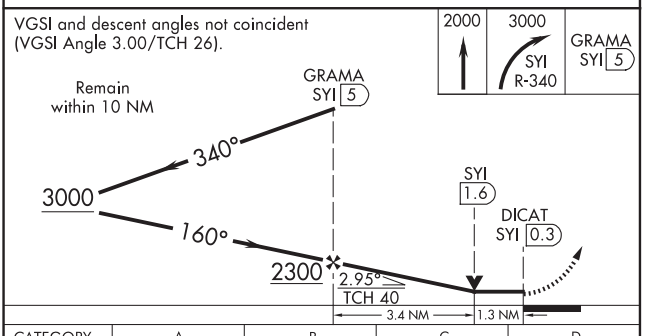
BOMAR FLD/SHELBYVILLE MUNI (SYI)

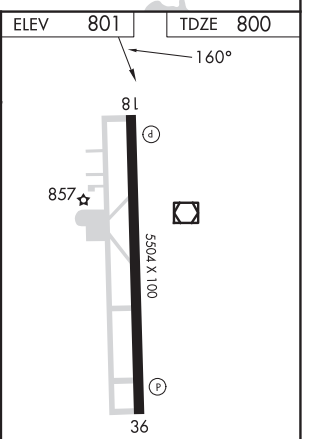
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility ⅛ SM. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1220-1	420 (500-1)	1220-1¼	420 (500-1¼)
C CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1780-3	979 (1000-3)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SHELBYVILLE, TENNESSEE
Amdt 5A 18JUN20

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)
VOR/DME RWY 18

SE-1, 12 JUN 2025 to 07 AUG 2025

VOR RWY 18

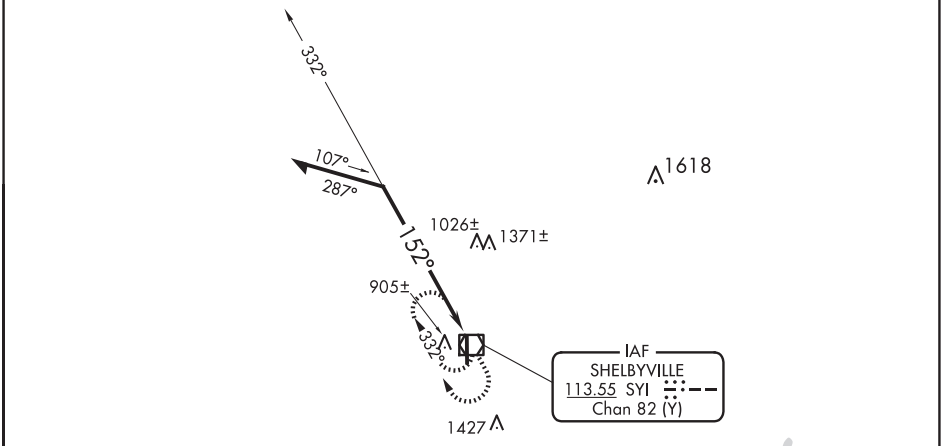
BOMAR FLD/SHELBYVILLE MUNI (SYI)

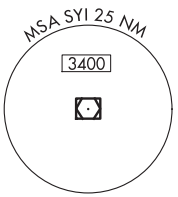
VOR/DME SYI	APP CRS	Rwy Idg 5504
113.55	152°	TDZE 800
Chan 82 (Y)		Apt Elev 801

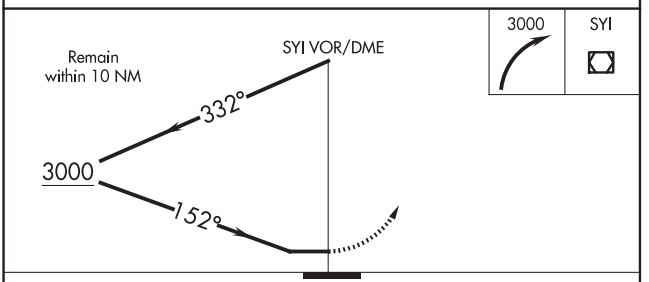
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet and S-18 visibility Cat B/C/D ½ SM, and Circling visibility Cat B ¼ SM.

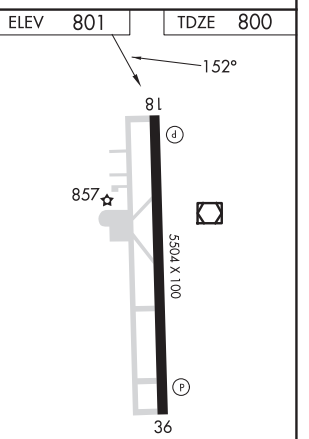
MISSED APPROACH: Climbing right turn to 3000 in SYI VOR/DME holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-18	1500-1	700 (700-1)	1500-2	700 (700-2)
C CIRCLING	1500-1	699 (700-1)	1780-3	979 (1000-3)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SHELBYVILLE, TENNESSEE AL-5299 (FAA) 23054

VOR RWY 36

BOMAR FLD/SHELBYVILLE MUNI (SYI)

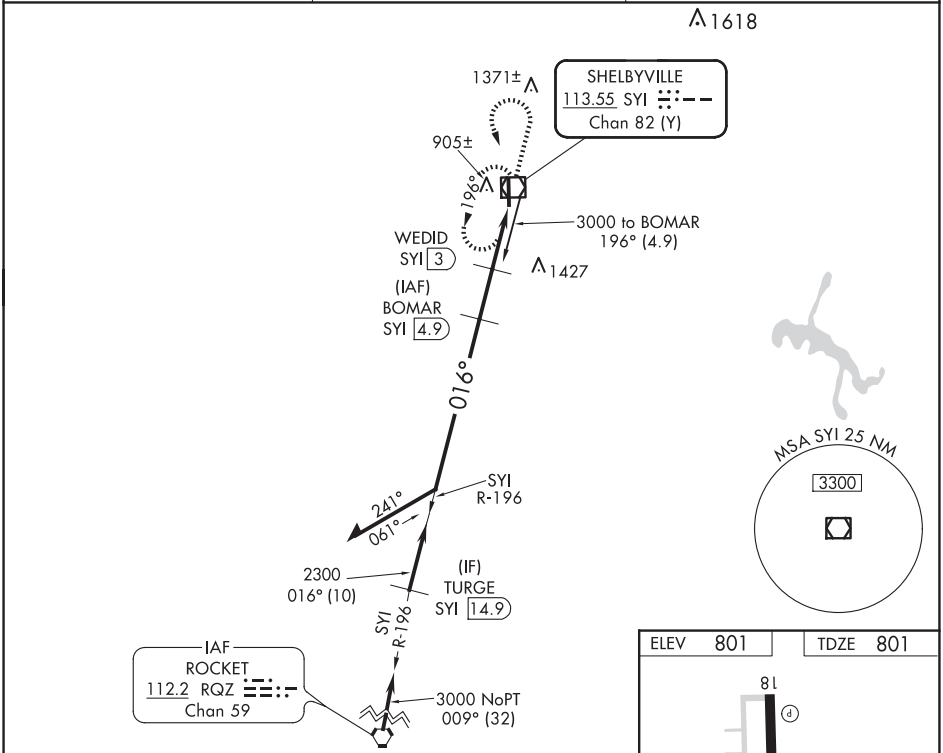
VOR/DME SYI	APP CRS	Rwy Idg 5504
113.55	016°	TDZE 801
Chan 82 (Y)		Apt Elev 801

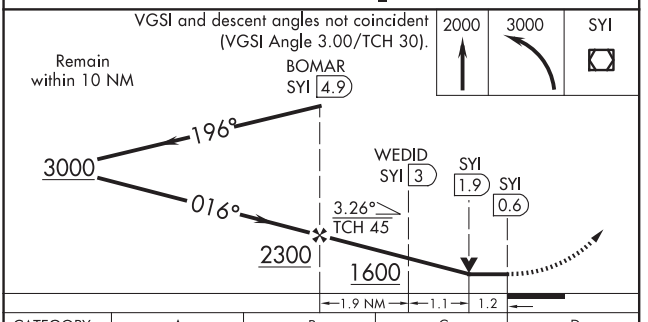
DME required.

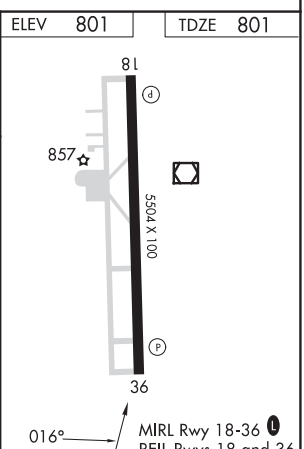
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet, and S-36 Cat C/D visibility ¼ SM.
VDP NA when using Tullahoma altimeter setting.

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

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1	419 (500-1)	1220-1⅛	419 (500-1⅛)
C CIRCLING	1260-1	1420-1	1780-3	979 (1000-3)
	459 (500-1)	619 (700-1)		

FAF to MAP 4.2 NM

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

SHELBYVILLE, TENNESSEE
Amdt 17 28FEB19

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)

VOR RWY 36

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Ldg	4106
CH 82433	062°	TDZE	1079
W06A		Apt Elev	1084

RNAV (GPS) RWY 6

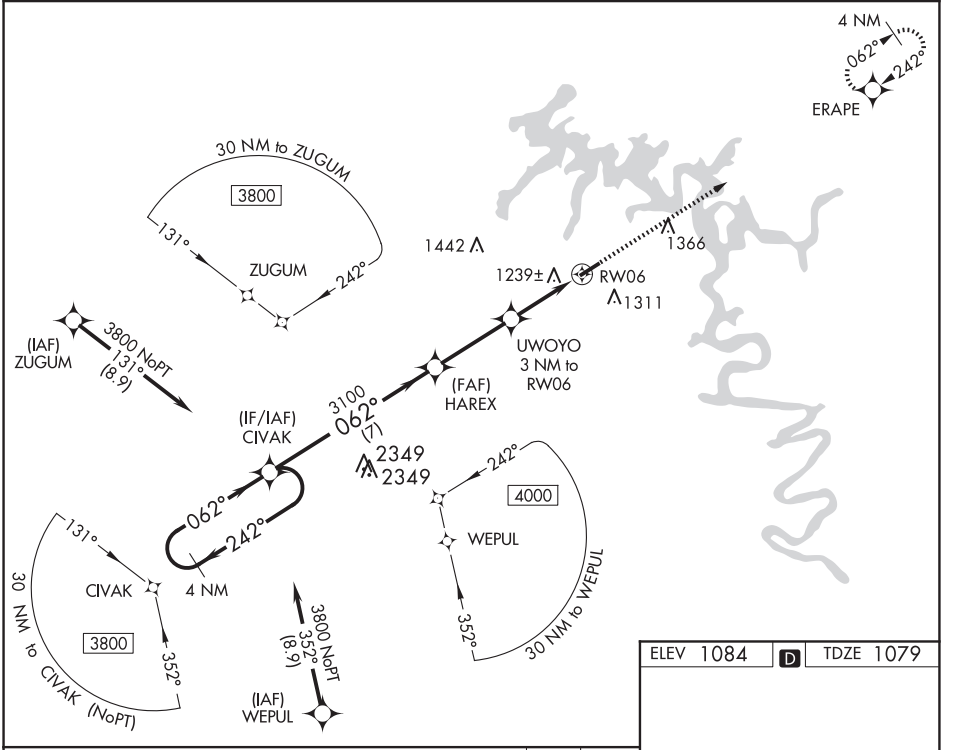
SMITHVILLE MUNI (ØA3)

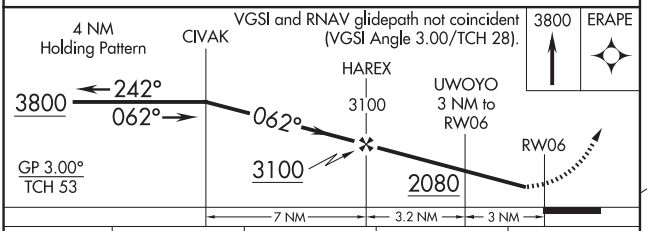
RNP APCH.

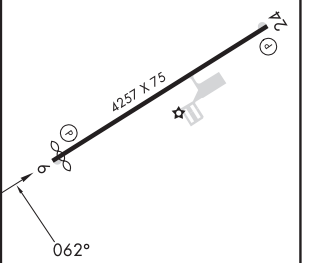
Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase LPV DA to 1486 feet and all visiblities ⅛ SM, increase LNAV/VNAV DA to 1645 feet and all visiblities ¼ SM, increase all MDA 60 feet and LNAV visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

SRB AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1433-1 354 (400-1)			NA
LNAV/VNAV DA	1592-1⅜ 513 (600-1⅜)			NA
LNAV MDA	1580-1 501 (500-1)		1580-1⅜ 501 (500-1⅜)	NA

REIL Rwys 6 and 24
MIRL Rwy 6-24

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SMITHVILLE, TENNESSEE AL-6255 (FAA) 25163

WAAS CH 93527 W24A	APP CRS 242°	Rwy Ldg 4106 TDZE 1084 Apt Elev 1084

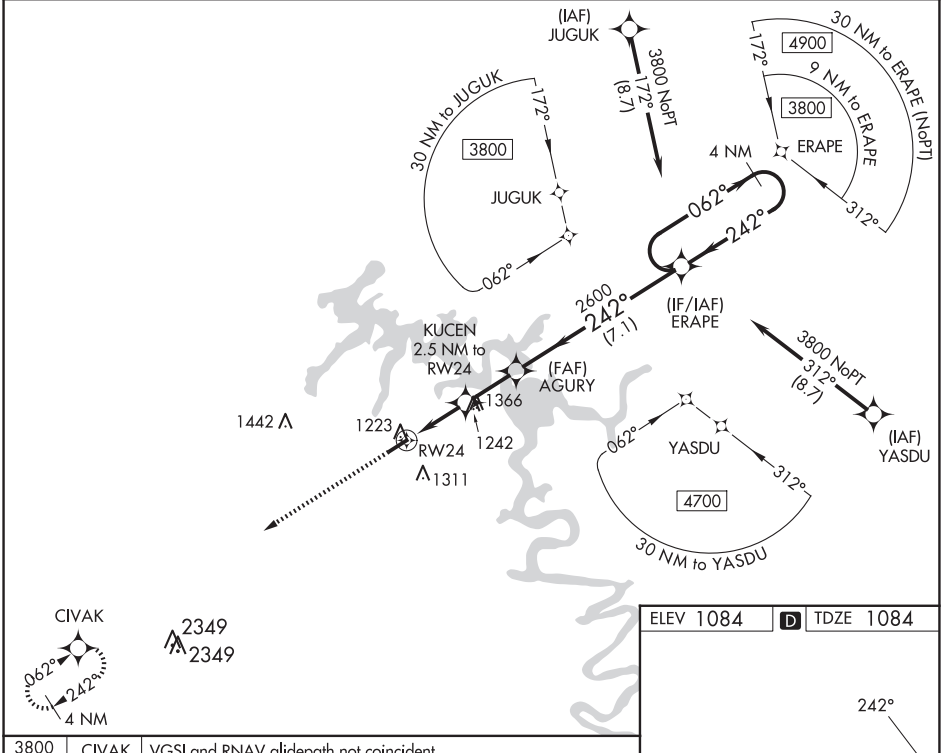
RNAV (GPS) RWY 24
SMITHVILLE MUNI (ØA3)

RNP APCH.

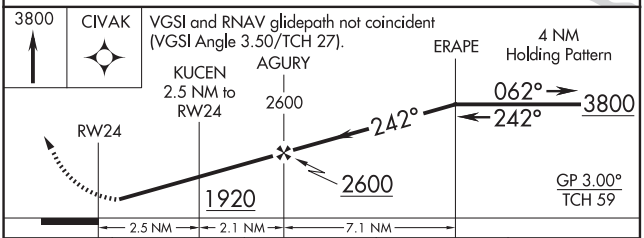
T NA Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting, when not received, use Tullahoma altimeter setting and increase LPV DA to 1455 feet; increase LNAV/VNAV DA to 1471 feet and all visibilities ⅛ SM, increase all MDA 60 feet and LNAV visibility Cat C ⅛ SM.

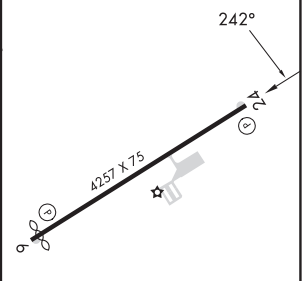
MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

SRB AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.8 (CTAF)



ELEV 1084 D TDZE 1084





CATEGORY	A	B	C	D
LPV DA	1402-1 318 (400-1)			NA
LNAV/VNAV DA	1418-1 334 (400-1)			NA
LNAV MDA	1520-1 436 (500-1)		1520-1¼ 436 (500-1¼)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32

SMYRNA (MQY)

LOC I-MQY	APP CRS	Rwy Idg	8038
111.1	321°	TDZE	518
		Apt Elev	543

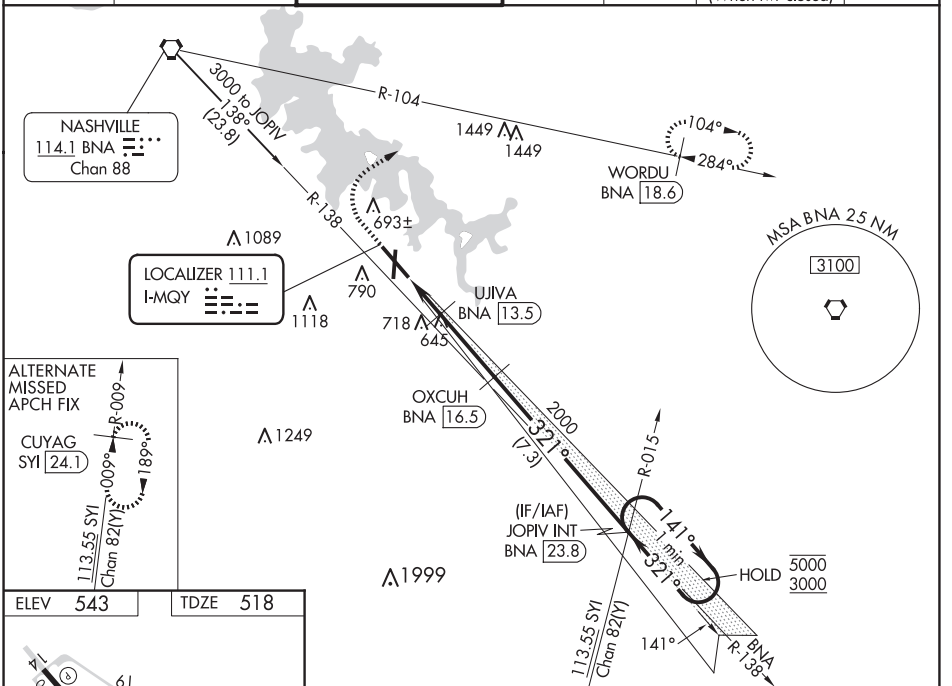
DME required.

T A NA — Circling Rwy 14 NA at night. DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For Inop ALS, increase S-LOC 32 Cats C/D visibility to 1 SM.

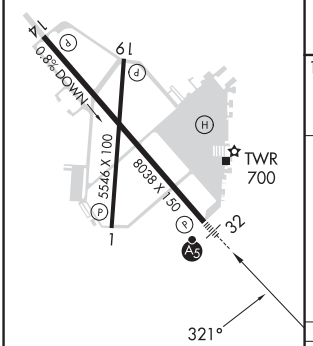
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 060° and on BNA VORTAC R-104 to WORDU/ BNA 18.6 DME and hold.

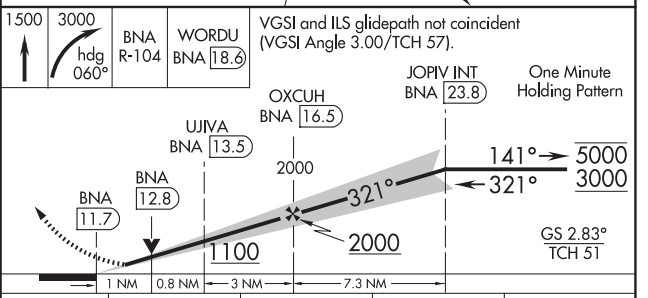
AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When twr closed)	122.95



ELEV 543 TDZE 518



REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



CATEGORY	A	B	C	D
S-ILS 32	718-½ 200 (200-½)			
S-LOC 32	900-½ 382 (400-½)		900-⅝ 382 (400-⅝)	
C CIRCLING	1100-1 557 (600-1)	1180-1 637 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SMYRNA, TENNESSEE AL-895 (FAA) 24193

RNAV (GPS) RWY 1

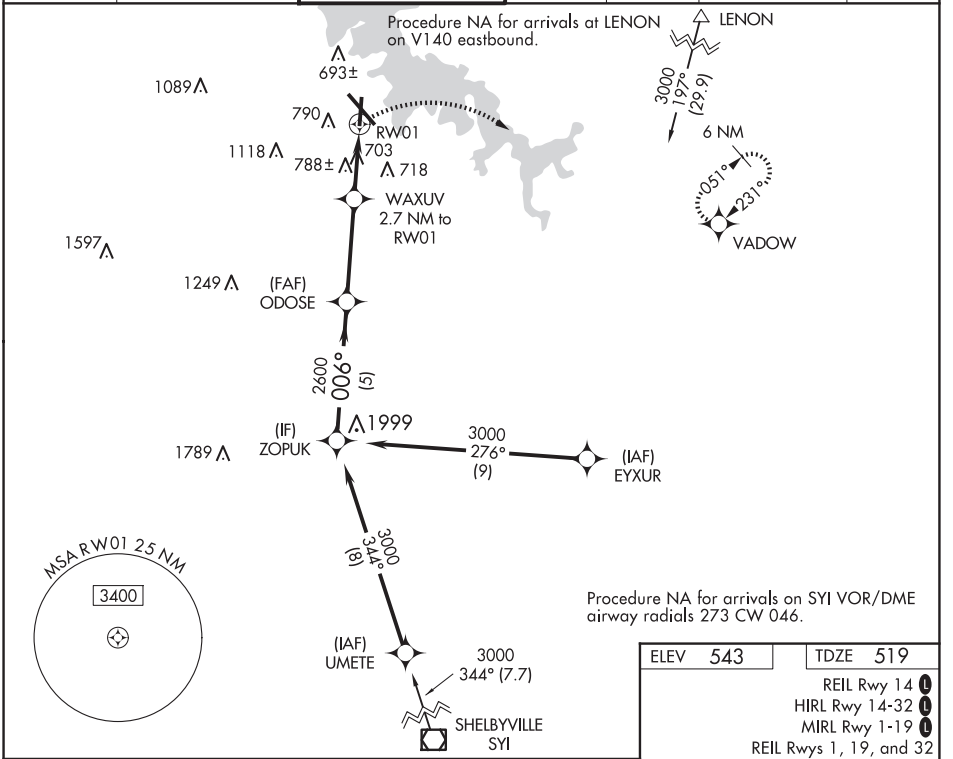
SMYRNA (MQY)

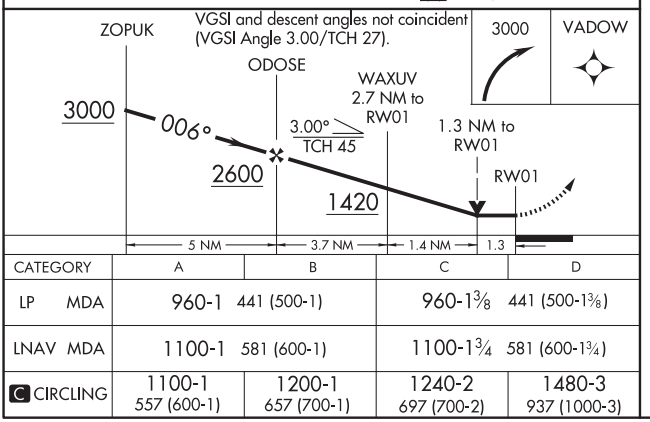
WAAS	APP CRS	Rwy Idg	5546
CH 86632	006°	TDZE	519
W01A		Apt Elev	543

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct VADOW and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When twr closed)	122.95

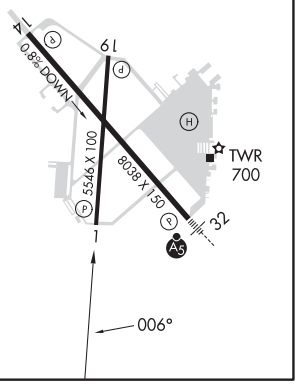




CATEGORY	A	B	C	D
LP MDA	960-1 441 (500-1)		960-1⅜ 441 (500-1⅜)	
LNAV MDA	1100-1 581 (600-1)		1100-1¾ 581 (600-1¾)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

ELEV 543 TDZE 519

REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

SMYRNA, TENNESSEE
Orig-A 21AUG14

36°01'N-86°31'W

SMYRNA (MQY)
RNAV (GPS) RWY 1

RNAV (GPS) RWY 14

SMYRNA (MQY)

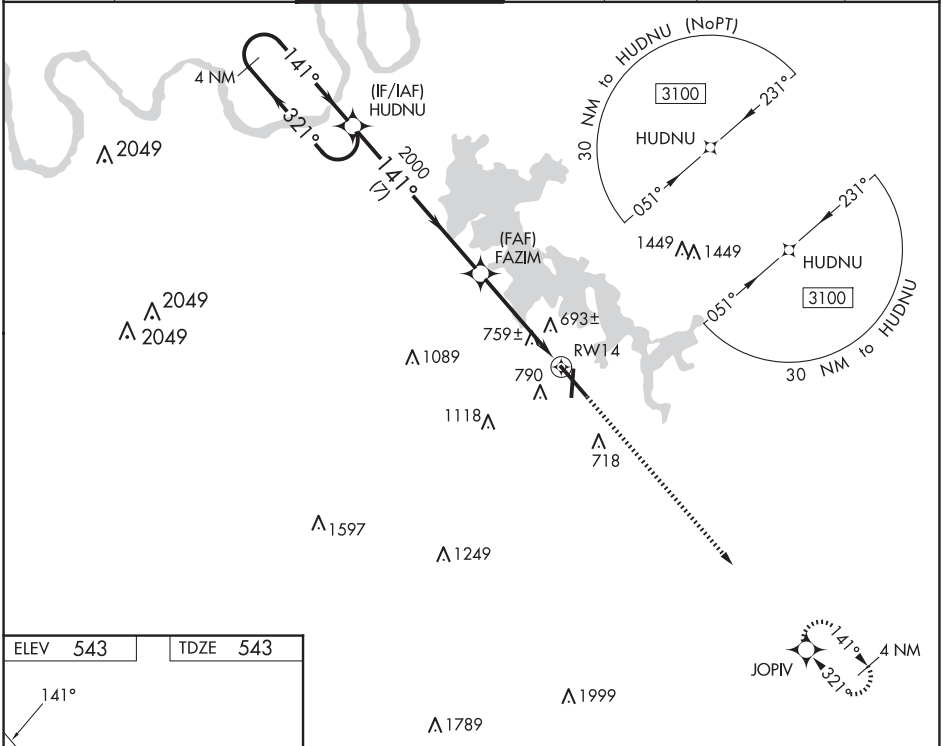
WAAS	APP CRS	Rwy Idg	8038
CH 49036	141°	TDZE	543
W14A		Apt Elev	543

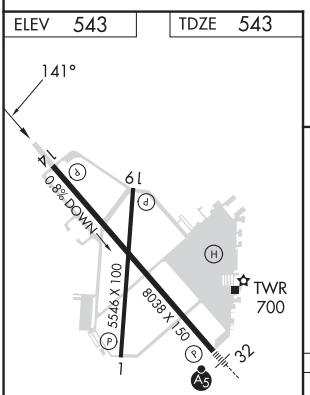
T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ⅛ mile, and increase Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

A

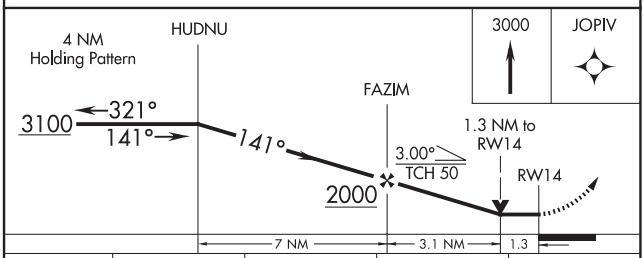
MISSED APPROACH: Climb to 3000 direct JOPIV and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When twr closed)	122.95





REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



CATEGORY	A	B	C	D
LP MDA	1020-1 477 (500-1)		1020-1⅜ 477 (500-1⅜)	
LNAV MDA	1040-1 497 (500-1)		1040-1⅜ 497 (500-1⅜)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SMYRNA, TENNESSEE AL-895 (FAA) 24193

RNAV (GPS) RWY 19

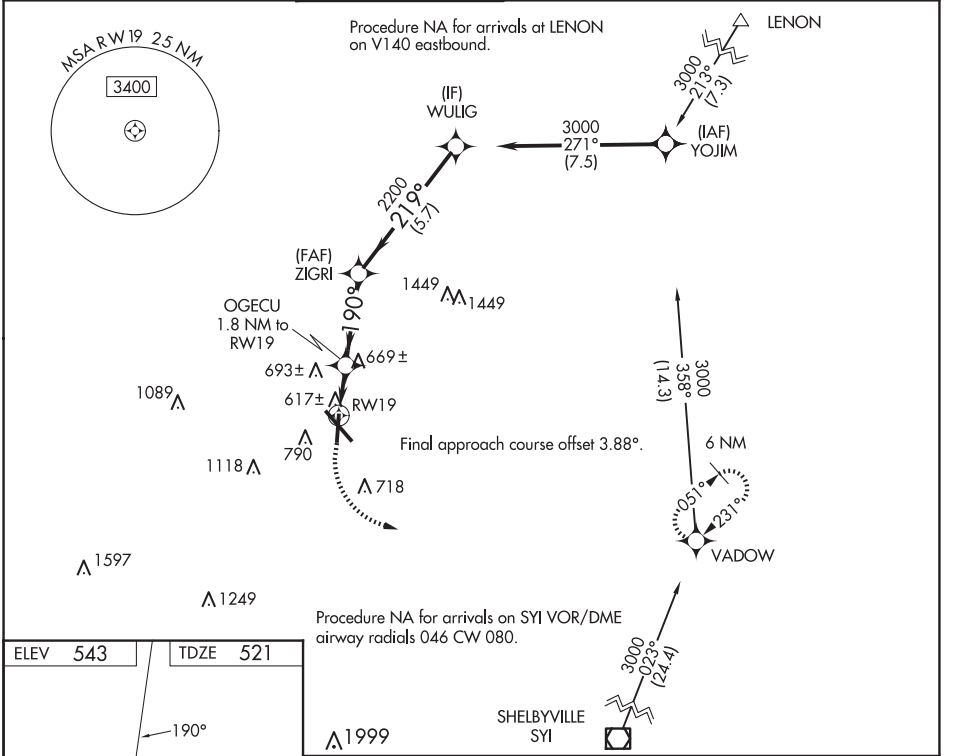
SMYRNA (MQY)

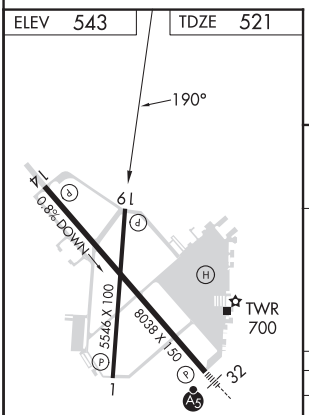
WAAS	APP CRS	Rwy Idg	5546
CH 42932	190°	TDZE	521
W19A		Apt Elev	543

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ⅛ mile.

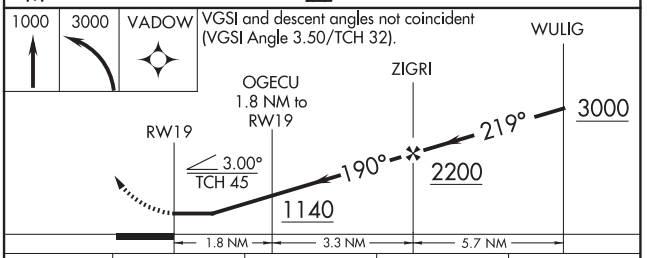
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7 (When twr closed)	122.95





REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



CATEGORY	A	B	C	D
LP MDA	880-1 359 (400-1)			
LNAV MDA	920-1 399 (400-1)		920-1⅛ 399 (400-1⅛)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SMYRNA, TENNESSEE
Orig-B 04FEB16

36°01′N-86°31′W

SMYRNA (MQY)

RNAV (GPS) RWY 19

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32

SMYRNA (MQY)

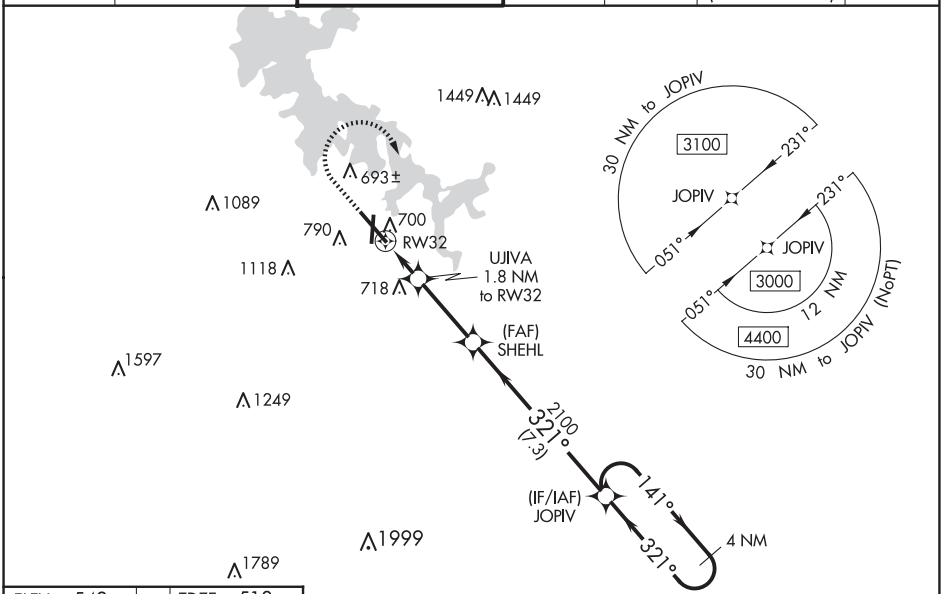
WAAS CH 93512 W32A	APP CRS 321°	Rwy Idg 8038 TDZE 518 Apt Elev 543

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cats C/D visibility ⅛ mile and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

MALSR (A5)

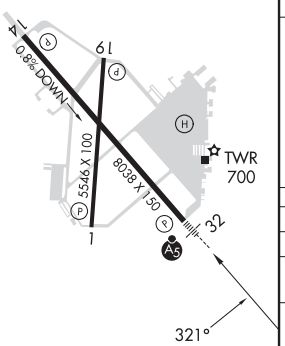
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JOPIV and hold.

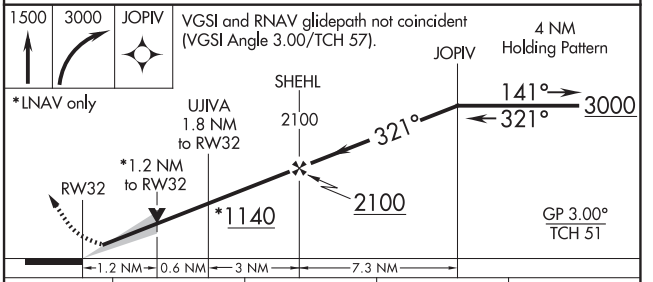
AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7	122.95



ELEV 543 TDZE 518

REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32





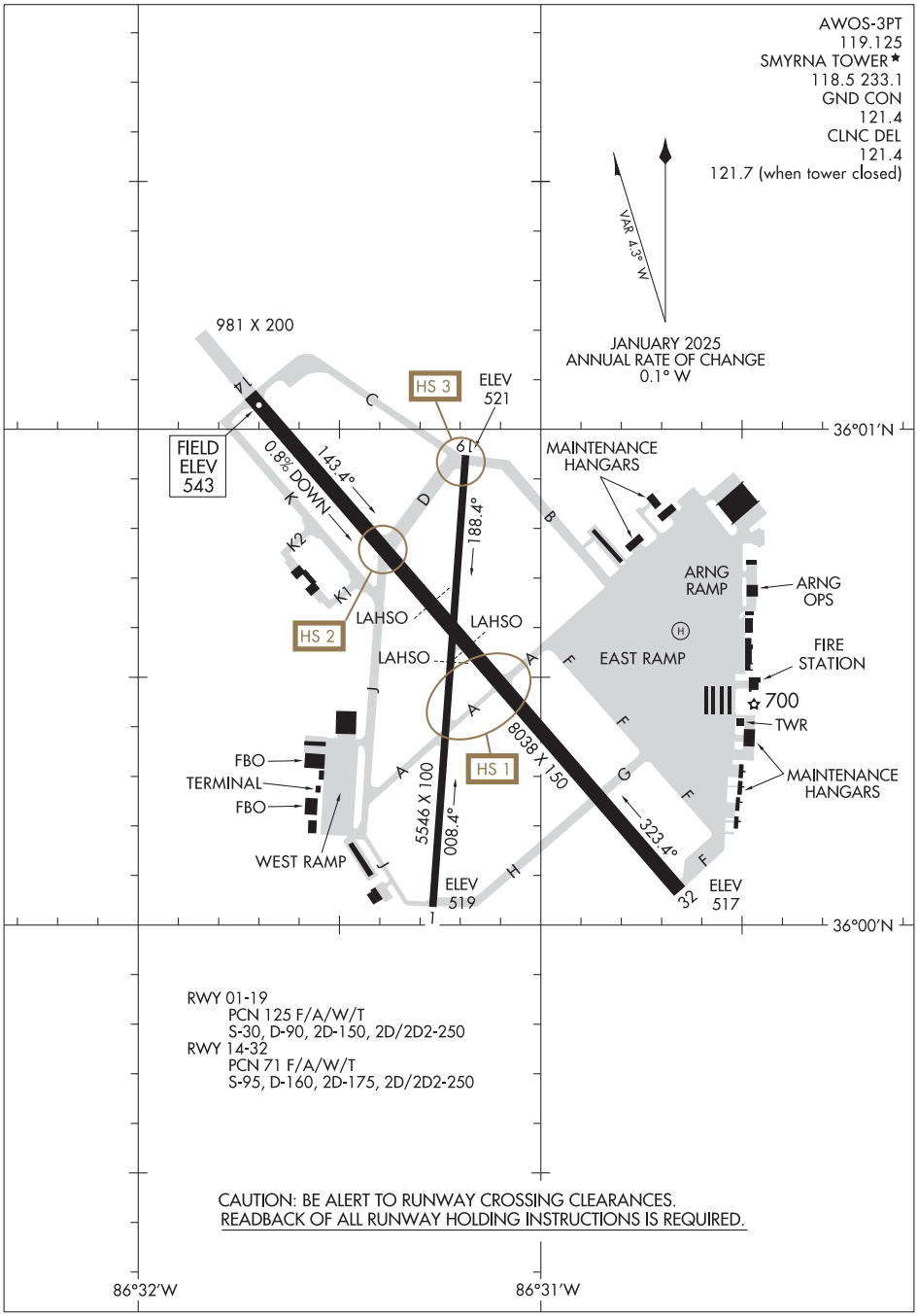
CATEGORY	A	B	C	D
LPV DA	718-½ 200 (200-½)			
LNAV/VNAV DA	967-1 449 (500-1)			
LNAV MDA	960-½ 442 (500-½)		960-⅞ 442 (500-⅞)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

25107
AIRPORT DIAGRAM

AL-895 (FAA)

SMYRNA (MQY)
SMYRNA, TENNESSEE



RWY 01-19
PCN 125 F/A/W/T
S-30, D-90, 2D-150, 2D/2D2-250
RWY 14-32
PCN 71 F/A/W/T
S-95, D-160, 2D-175, 2D/2D2-250

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

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 5

LAKE CUMBERLAND RGNL (SME)

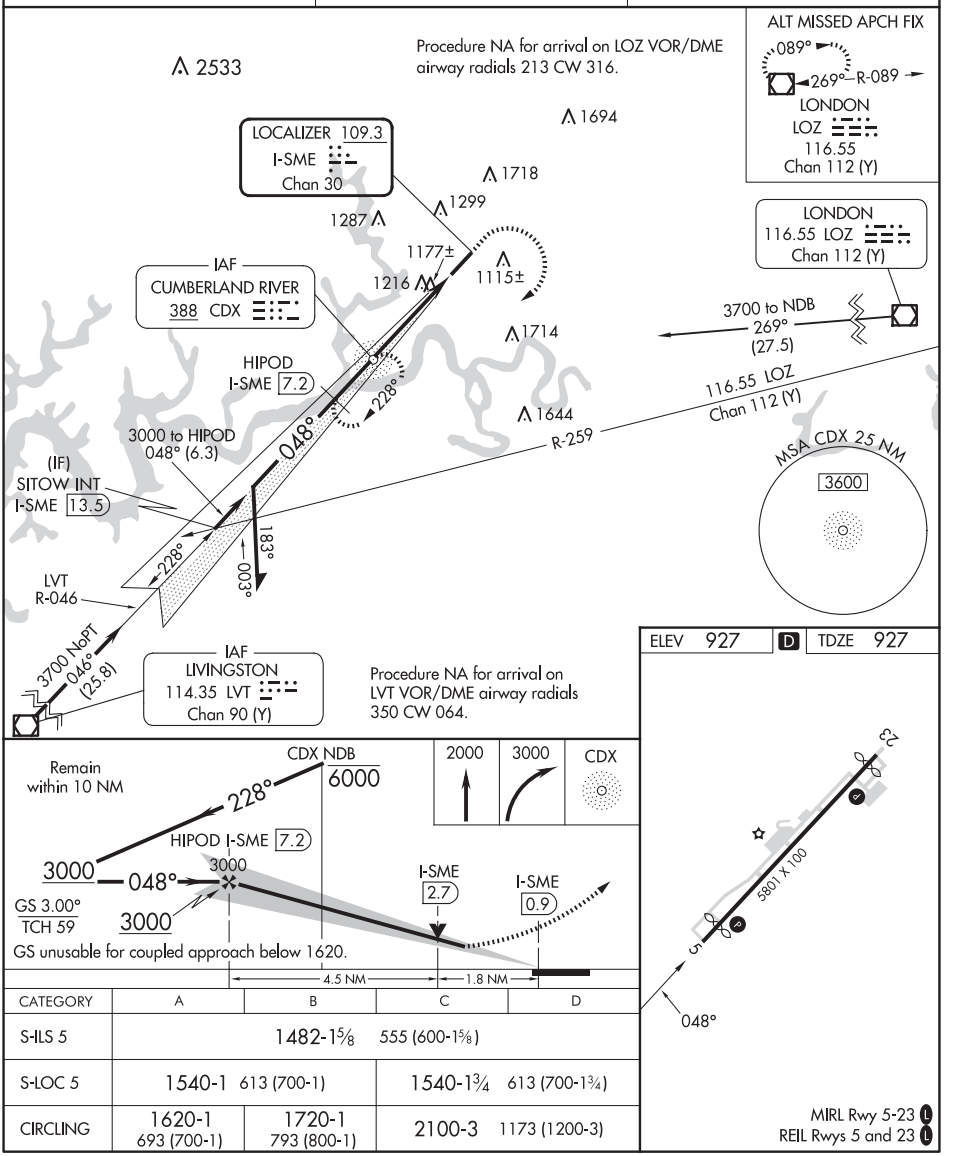
LOC/DME I-SME	APP CRS	Rwy Idg	5287
109.3	048°	TDZE	927
Chan 30		Apt Elev	927

DME required. ADF required.

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase S-ILS 5 DA to 1526 feet and all visibilities ⅛ SM. Increase all MDAs 60 feet and S-LOC 5 visibility Cat C/D ⅛ SM, and Circling visibility Cat B ¼ SM. VDP NA when using Monticello altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.05	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 5	1482-1⅝ 555 (600-1⅝)			
S-LOC 5	1540-1 613 (700-1)		1540-1¾ 613 (700-1¾)	
CIRCLING	1620-1 693 (700-1)	1720-1 793 (800-1)	2100-3 1173 (1200-3)	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SOMERSET, KENTUCKY | AL-5424 (FAA) | 24081

RNAV (GPS) RWY 5

LAKE CUMBERLAND RGNL (SME)

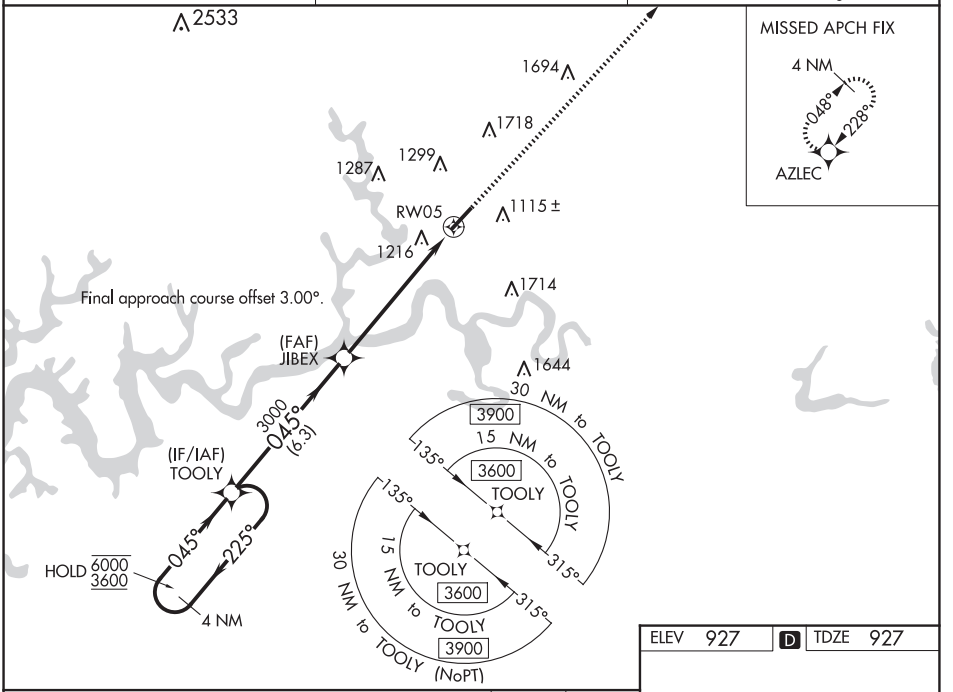
WAAS	APP CRS	Rwy Idg	5287
CH 65941	045°	TDZE	927
W05A		Apt Elev	927

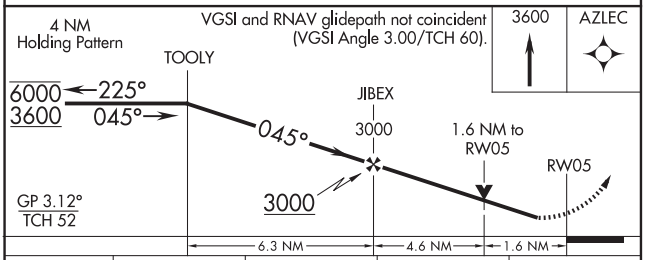
RNP APCH - GPS.

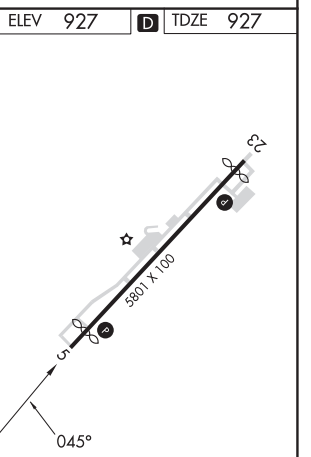
Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase LPV DA to 1221 feet, increase LNAV/VNAV DA to 1591 feet. Increase LPV and LNAV/VNAV visibilities all Cats ⅛ SM. Increase all MDAs 60 feet, increase LNAV Cat C and D visibility ⅛ SM, and Circling Cat B ¼ SM.

MISSED APPROACH: Climb to 3600 direct AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.05	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1177-¾ 250 (300-¾)			
LNAV/VNAV DA	1547-1¾ 620 (700-1¾)			
LNAV MDA	1480-1 553 (600-1)		1480-1⅝ 553 (600-1⅝)	
CIRCLING	1580-1 653 (700-1)	1700-1 773 (800-1)	2100-3 1173 (1200-3)	

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 23

LAKE CUMBERLAND RGNL (SME)

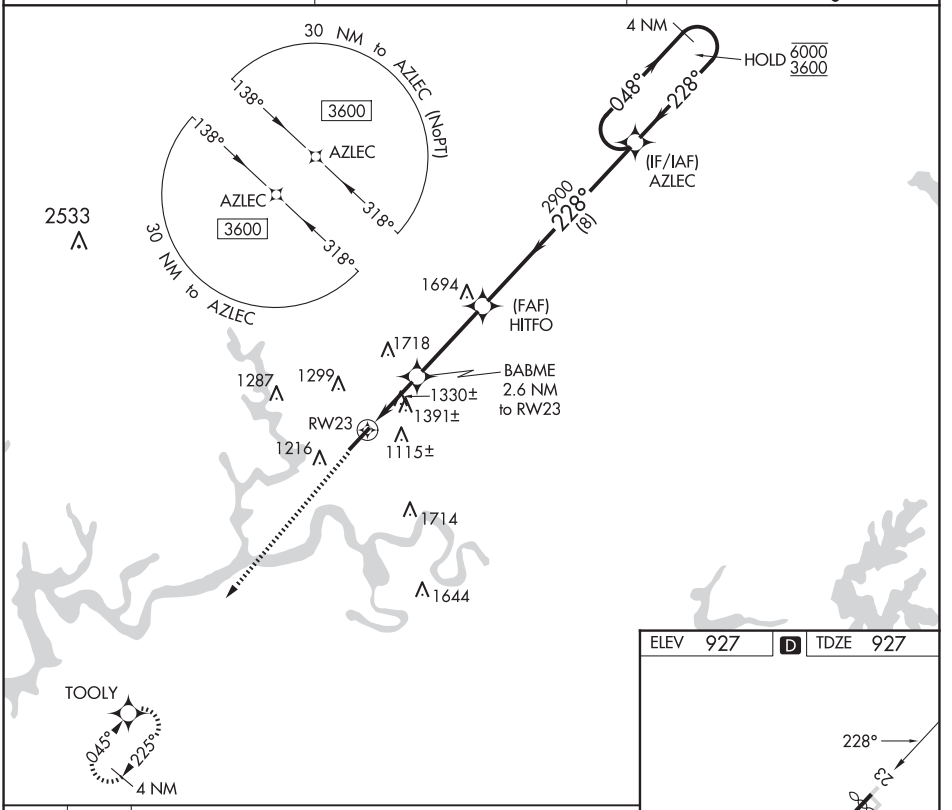
WAAS	APP CRS	Rwy Idg	5500
CH 53641	228°	TDZE	927
W23A		Apt Elev	927

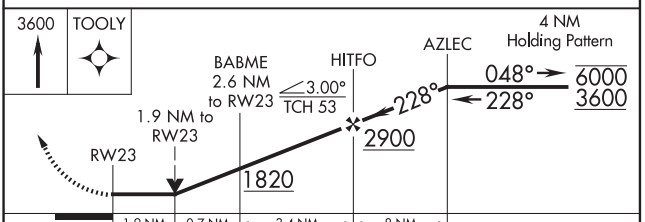
RNP APCH - GPS.

T A Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat B/C/D ½ SM, and LP visibility Cat C/D ⅛ SM, and Circling visibility Cat B ¼ SM. VDP NA when using Monticello altimeter setting.

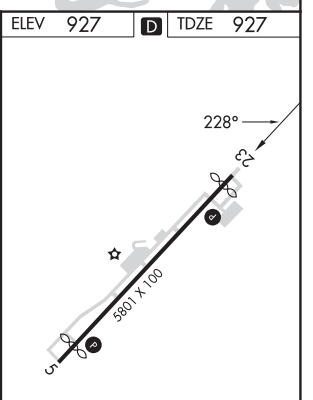
MISSED APPROACH: Climb to 3600 direct TOOLY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.05	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1580-1 653 (700-1)		1580-1⅞ 653 (700-1⅞)	
LNAV MDA	1660-1 733 (800-1)		1660-2 733 (800-2)	
CIRCLING	1660-1 733 (800-1)	1700-1 773 (800-1)	2100-3 1173 (1200-3)	



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SOMERVILLE, TENNESSEE AL-9150 (FAA) 23222

WAAS	APP CRS	Rwy Idg	5000
CH 93723	008°	TDZE	436
W01A		Apt Elev	436

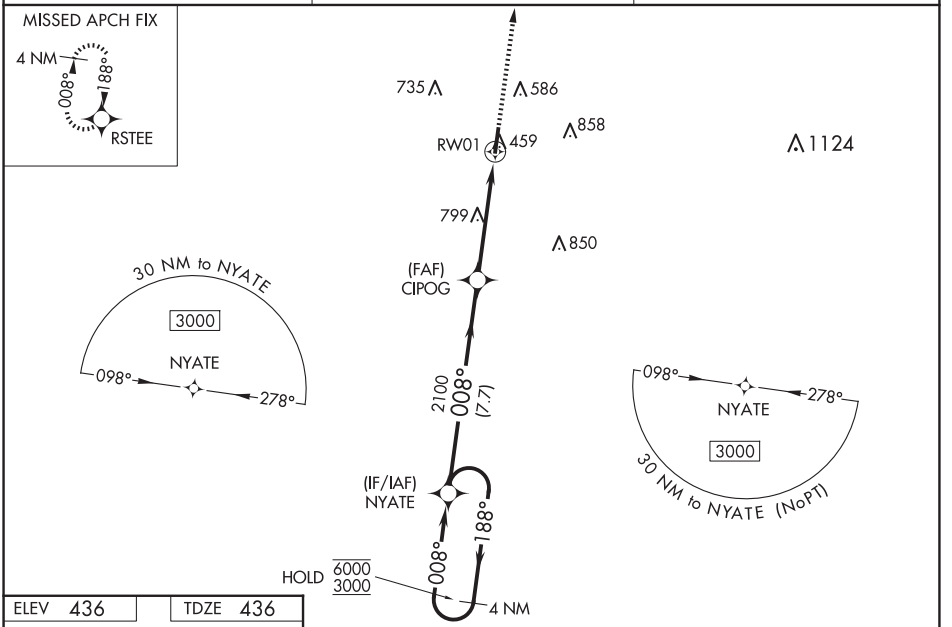
RNAV (GPS) RWY 1
FAYETTE COUNTY (FYE)

RNP APCH - GPS.

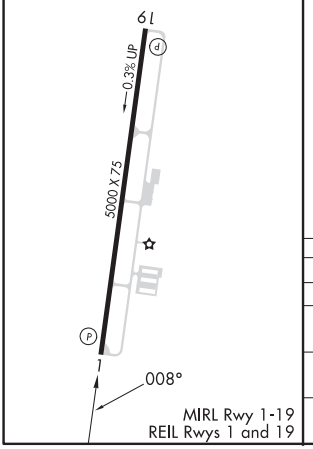
Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Memphis Intl altimeter setting: increase LPV DA to 843 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 905 feet and all visibilities ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM.

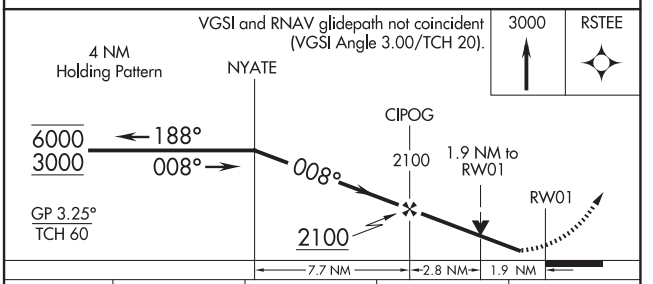
MISSED APPROACH: Climb to 3000 direct RSTEE and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9



ELEV 436 TDZE 436





CATEGORY	A	B	C	D
LPV DA	747-1	311 (400-1)		NA
LNAV/VNAV DA	809-1⅛	373 (400-1⅛)		NA
LNAV MDA	1060-1	624 (700-1)	1060-1¾ 624 (700-1¾)	NA
CIRCLING	1060-1	624 (700-1)	1160-2 724 (800-2)	NA

SOMERVILLE, TENNESSEE
Orig-D 23FEB23

35°12'N-89°24'W

FAYETTE COUNTY (FYE)
RNAV (GPS) RWY 1

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5000
CH 53624	188°	TDZE	431
W19A		Apt Elev	436

RNAV (GPS) RWY 19

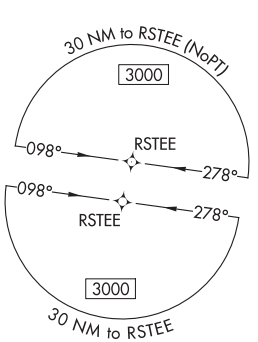
FAYETTE COUNTY (FYE)

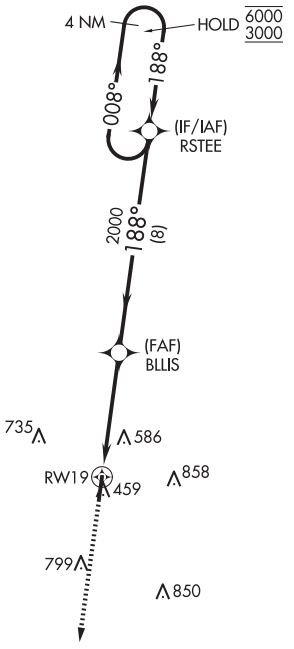
RNP APCH - GPS.

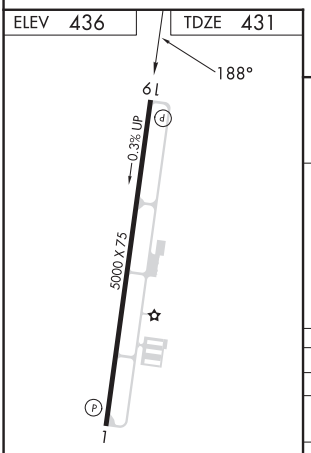
Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Memphis Intl altimeter setting: increase LPV DA to 817 feet and all visibilities ⅛ SM, increase LNAV/VNAV DA to 779 feet; increase all MDA 100 feet and visibility LNAV Cat C ⅝ SM and Circling Cat C ½ SM.

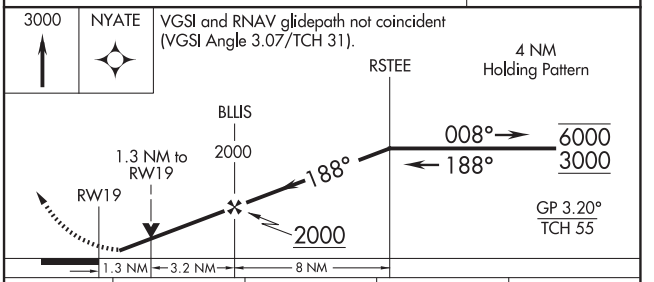
MISSED APPROACH: Climb to 3000 direct NYATE and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9









CATEGORY	A	B	C	D
LPV DA	721-1	290 (300-1)		NA
LNAV/VNAV DA	683-1	252 (300-1)		NA
LNAV MDA	880-1 449 (500-1)		880-1⅜ 449 (500-1⅜)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	1160-2 724 (800-2)	NA

MIRL Rwy 1-19
REIL Rwys 1 and 19

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SPARTA, TENNESSEE | AL-6354 (FAA) | 24249

LOC/DME I-SRB	APP CRS	Rwy Idg	6000
110.1	038°	TDZE	1022
Chan 38		Apt Elev	1025

ILS or LOC RWY 4

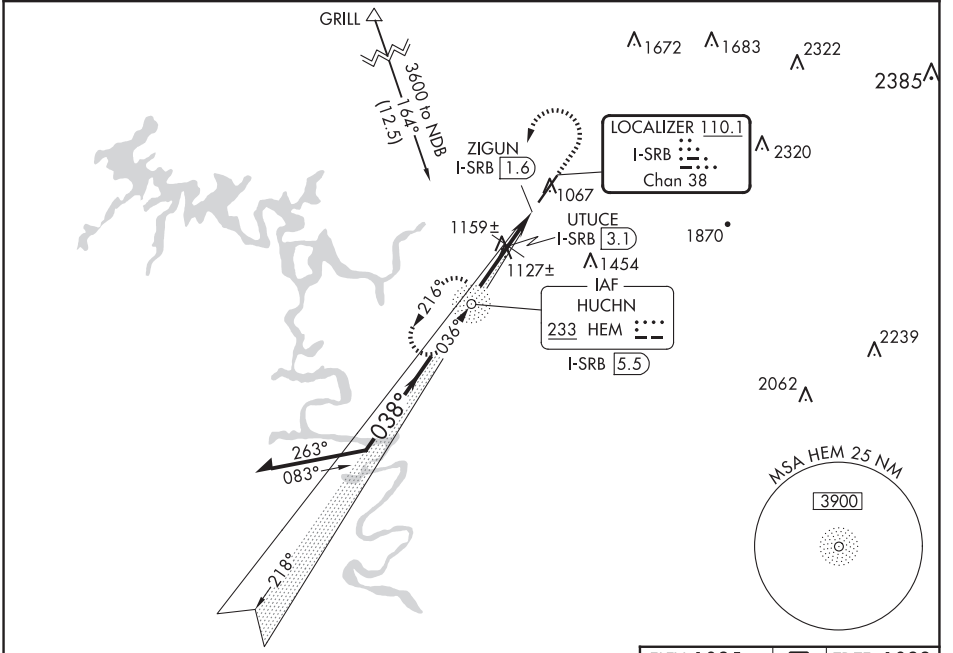
UPPER CUMBERLAND RGNL (SRB)

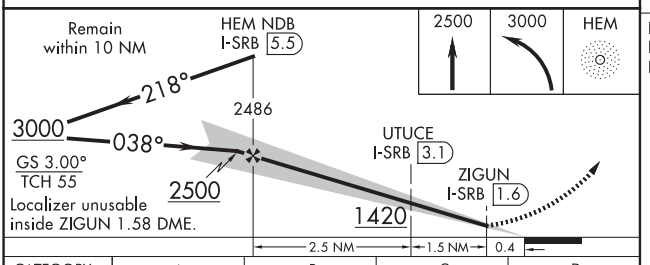
ADF required.

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L





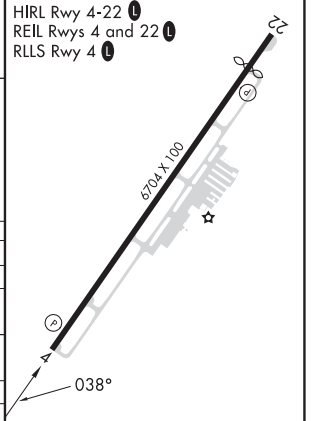
CATEGORY	A	B	C	D
S-ILS 4	1245-¾ 223 (300-¾)			
S-LOC 4	1420-1 398 (400-1)		1420-1⅛ 398 (400-1⅛)	
CIRCLING	1480-1 455 (500-1)		1600-1½ 575 (600-1½)	1880-2¾ 855 (900-2¾)
UTUCE FIX MINIMUMS				
S-LOC 4	1380-1 358 (400-1)			
CIRCLING	1480-1 455 (500-1)		1600-1½ 575 (600-1½)	1880-2¾ 855 (900-2¾)

ELEV 1025 D TDZE 1022

HIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

RLLS Rwy 4 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SPARTA, TENNESSEE
Amdt 1E 15JUN23

36°03′N-85°32′W

UPPER CUMBERLAND RGNL (SRB)
ILS or LOC RWY 4

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	6000
CH 82210	038°	TDZE	1022
W04A		Apt Elev	1025

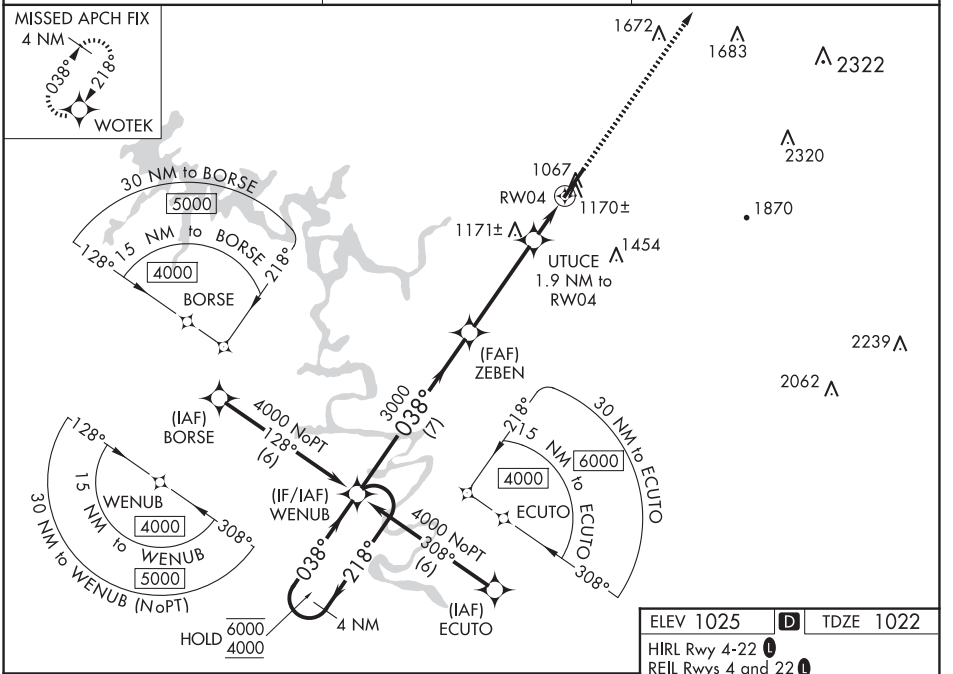
RNAV (GPS) RWY 4
UPPER CUMBERLAND RGNL (SRB)

RNP APCH - GPS.

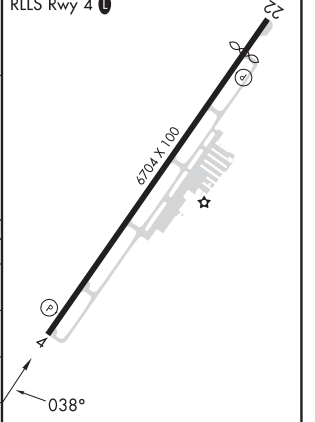
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

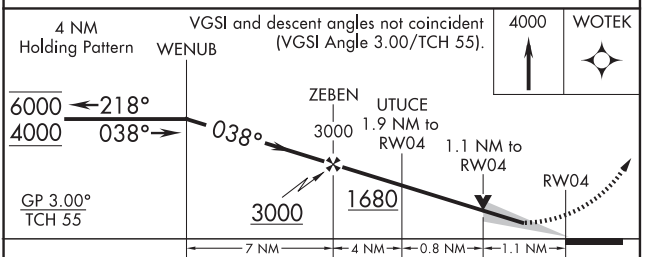
MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L



ELEV 1025	D	TDZE 1022
HIRL Rwy 4-22 L		
REIL Rwys 4 and 22 L		
RLLS Rwy 4 L		





CATEGORY	A	B	C	D
LPV DA	1238-¾ 216 (300-¾)			
LNAV/VNAV DA	1396-1 374 (400-1)			
LNAV MDA	1420-1 398 (400-1)		1420-1⅛ 398 (400-1⅛)	
C CIRCLING	1480-1 455 (500-1)		1600-1½ 575 (600-1½)	1880-2¾ 855 (900-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SPARTA, TENNESSEE | AL-6354 (FAA) | 24249

WAAS CH 82311 W22A | APP CRS 218° | Rwy Idg 6000 | TDZE 1025 | Apt Elev 1025

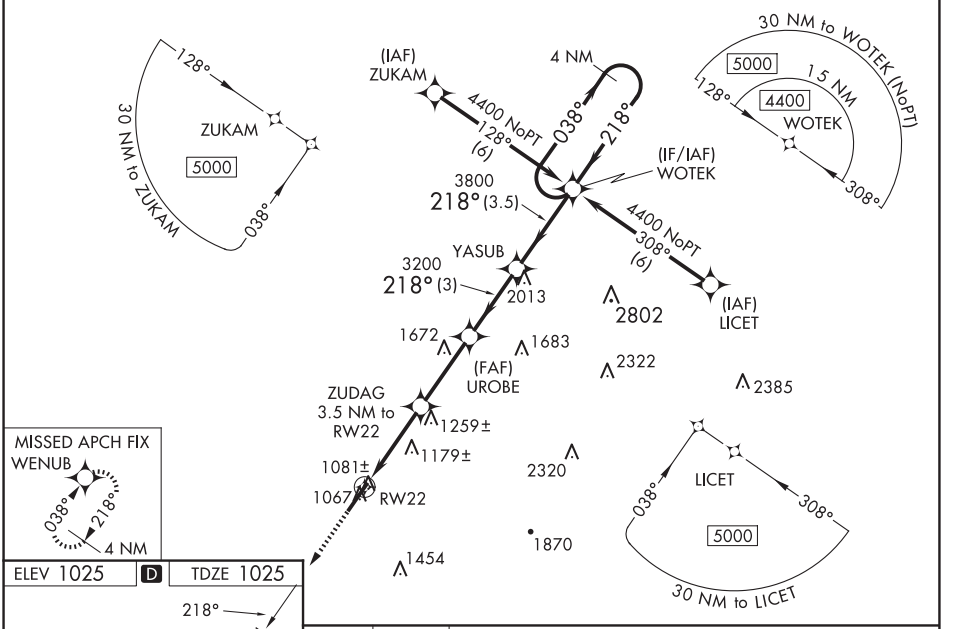
RNAV (GPS) RWY 22

UPPER CUMBERLAND RGNL (SRB)

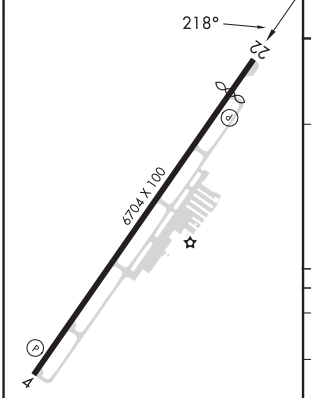
T NA — Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447 feet, LNAV/VNAV DA to 1633 feet, increase LPV and LNAV/VNAV visibility ¾ SM. Increase all MDA 180 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM. Increase Circling Cat C visibility ¾ SM and Circling Cat D visibility ¼ SM. VDP NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WENUB and hold.

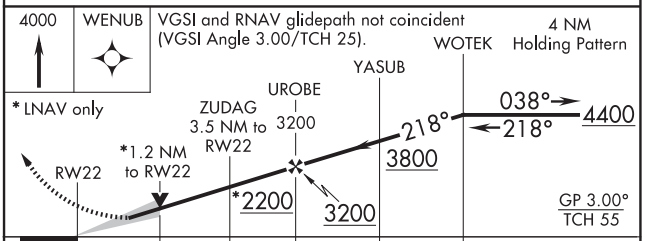
AWOS-3P	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L



ELEV 1025 | D | TDZE 1025



HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L
RLLS Rwy 4 L



CATEGORY	A	B	C	D
LPV DA	1275-¾ 250 (300-¾)			
LNAV/VNAV DA	1461-1½ 436 (500-1½)			
LNAV MDA	1440-1 415 (500-1)		1440-1¼ 415 (500-1¼)	
CIRCLING	1480-1 455 (500-1)		1600-1½ 575 (600-1½)	1880-2¾ 855 (900-2¾)

SPARTA, TENNESSEE
Orig-D 21APR22

36°03'N-85°32'W

UPPER CUMBERLAND RGNL (SRB)

RNAV (GPS) RWY 22

SE-1, 12 JUN 2025 to 07 AUG 2025

NDB HEM	APP CRS	Rwy Idg	6000
233	036°	TDZE	1022
		Apt Elev	1025

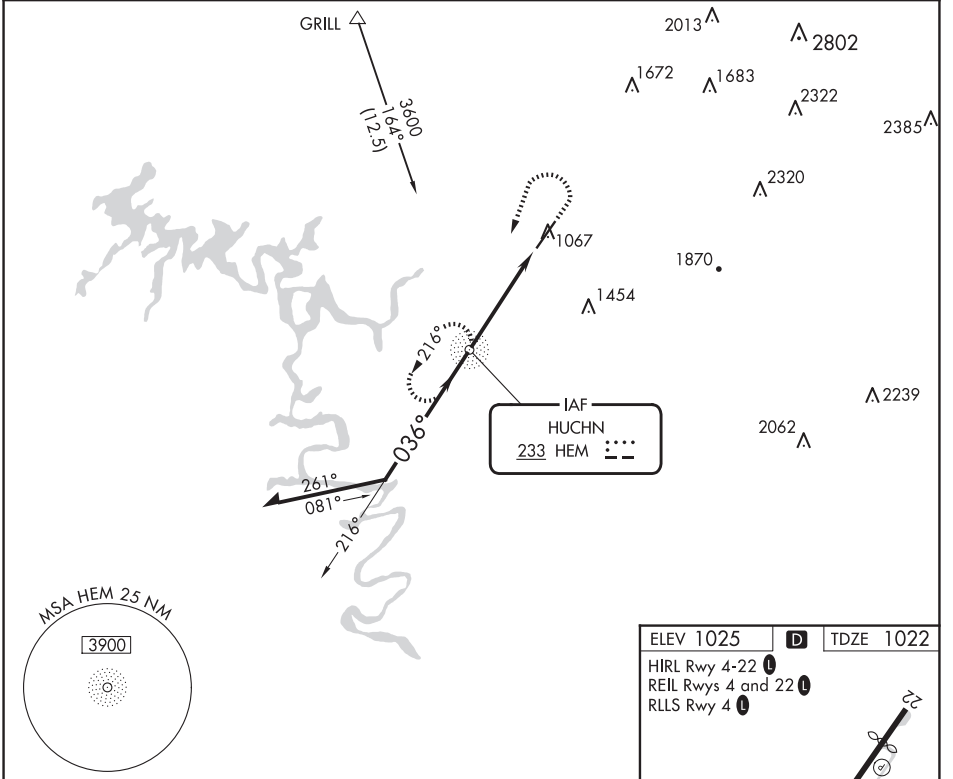
NDB RWY 4

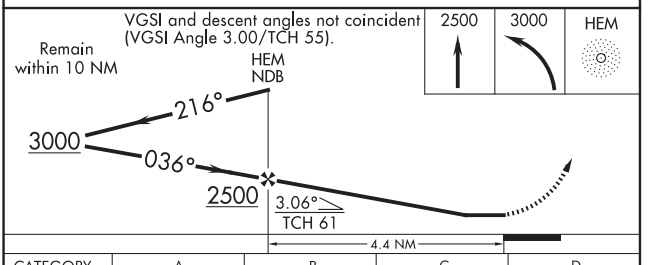
UPPER CUMBERLAND RGNL (SRB)

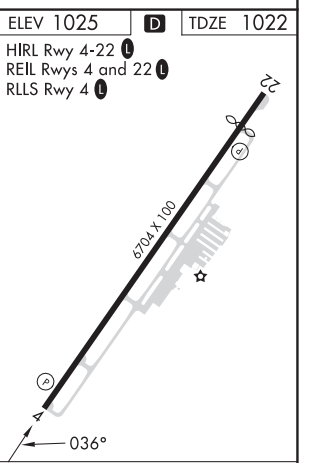
T
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-4	1520-1	498 (500-1)	1520-1⅜	498 (500-1⅜)
CIRCLING	1520-1	495 (500-1)	1600-1½ 575 (600-1½)	1880-2¾ 855 (900-2¾)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:45	1:28

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD, KENTUCKY | AL-6510 (FAA) | 24193

RNAV (GPS) RWY 11

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2)

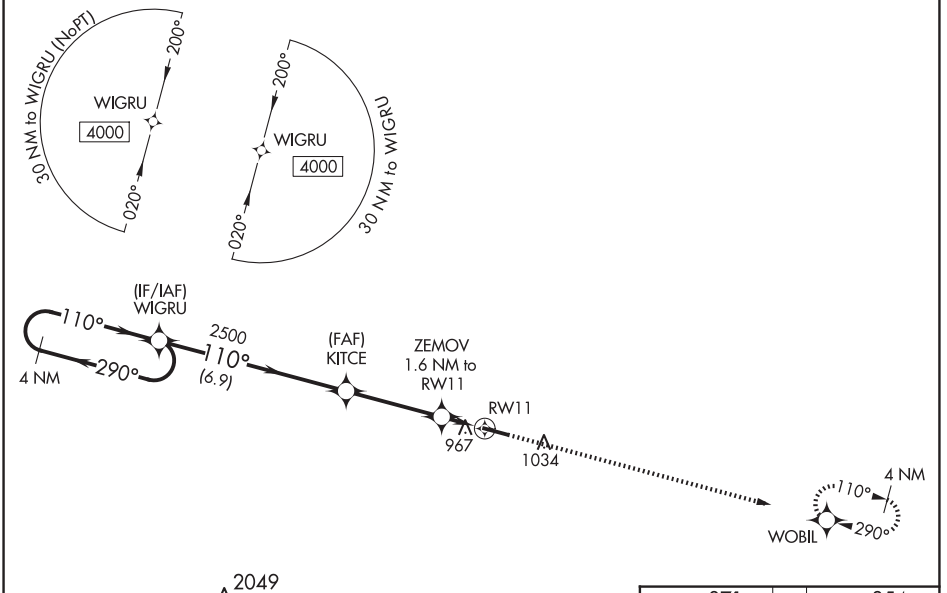
WAAS	APP CRS	Rwy Idg	4876
CH 45722	110°	TDZE	854
W11A		Apt Elev	871

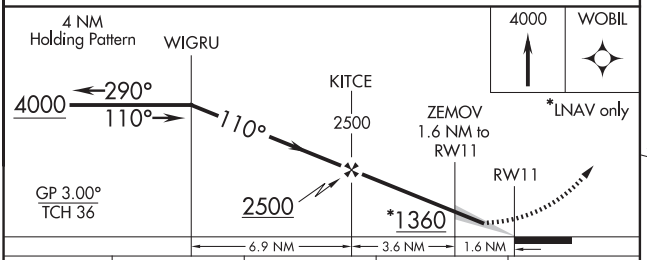
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV, and Circling Cat D visibility ¼ mile and LNAV Cats C/D ⅜ mile. Baro-VNAV NA when using Danville altimeter setting.

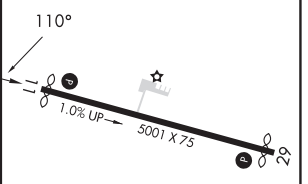
MISSED APPROACH: Climb to 4000 direct WOBIL and hold, continue climb-in-hold to 4000.

AWOS-3P	LOUISVILLE APP CON	UNICOM
119.725	132.075 327.0	122.8 (CTAF) L





ELEV 871 | TDZE 854



CATEGORY	A	B	C	D
LPV DA		1104-1	250 (300-1)	
LNAV/VNAV DA		1159-1⅛	305 (300-1⅛)	
LNAV MDA		1220-1	366 (400-1)	
C CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SPRINGFIELD, KENTUCKY
Amdt 1A 30JAN20

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2)
37°38'N-85°15'W

RNAV (GPS) RWY 11

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 29

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (6I2)

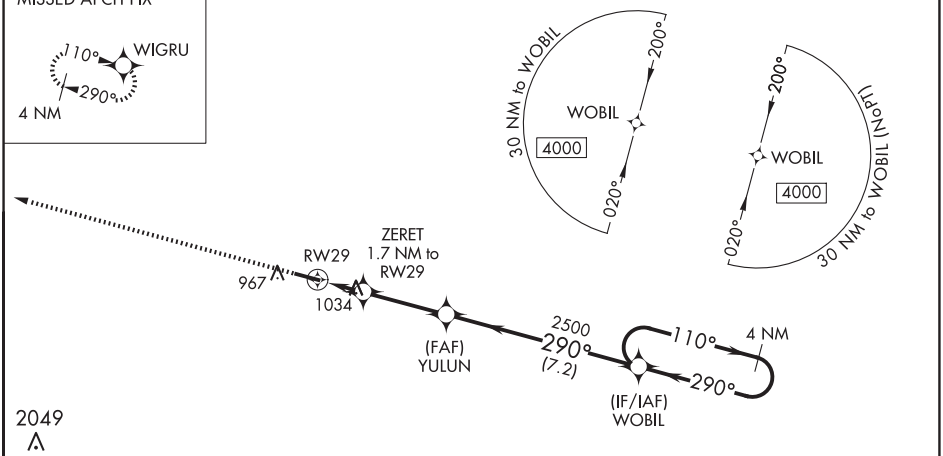
WAAS	APP CRS	Rwy Idg	4801
CH 86422	290°	TDZE	870
W29A		Apt Elev	871

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F). When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile; LNAV/VNAV all Cats visibility ⅜ mile and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

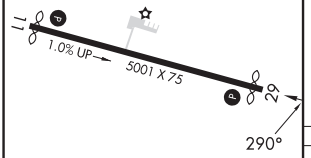
MISSED APPROACH: Climb to 4000 direct WIGRU and hold.

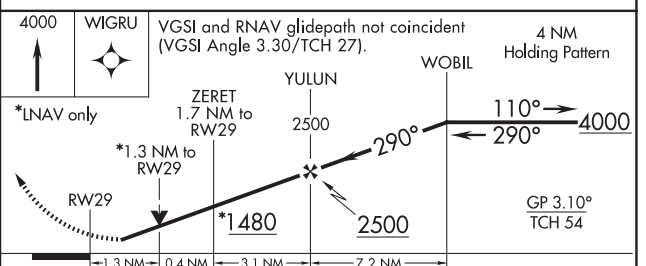
AWOS-3P	LOUISVILLE APP CON	UNICOM
119.725	132.075 327.0	122.8 (CTAF) L

MISSED APCH FIX



ELEV 871 TDZE 870





CATEGORY	A	B	C	D
LPV DA	1152-1		282 (300-1)	
LNAV/VNAV DA	1279-1¼		409 (500-1¼)	
LNAV MDA	1300-1	430 (500-1)	1300-1¼	430 (500-1¼)
C CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD, TENNESSEE AL-6740 (FAA) 23110

WAAS	APP CRS	Rwy Idg	5505
CH 86626	037°	TDZE	701
W04A		Apt Elev	706

RNAV (GPS) RWY 4

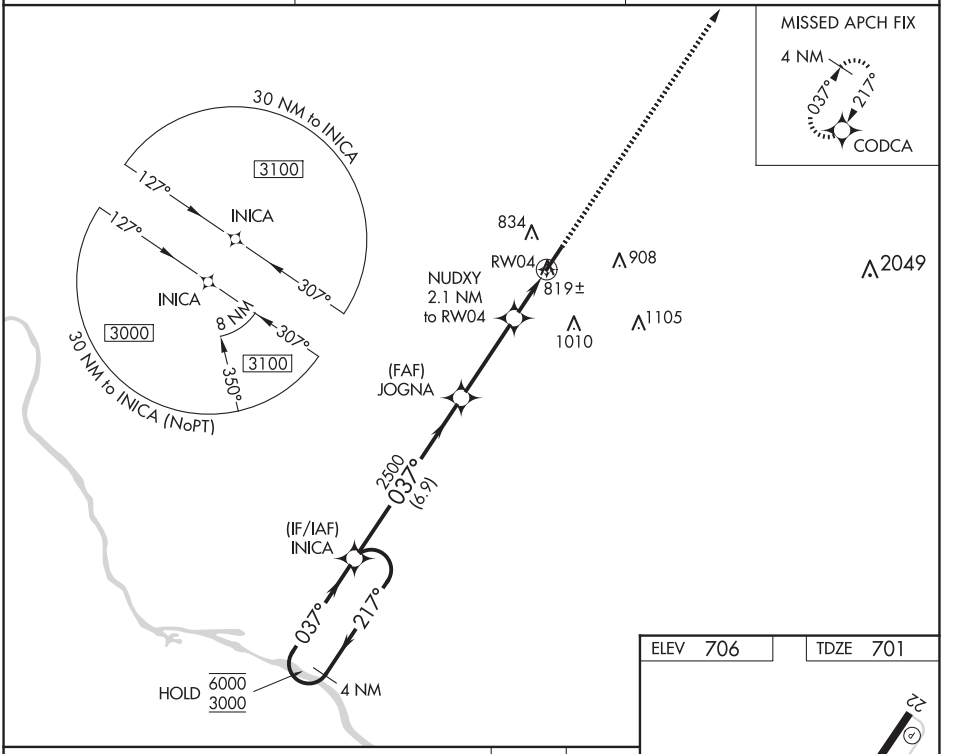
SPRINGFIELD ROBERTSON COUNTY (M91)

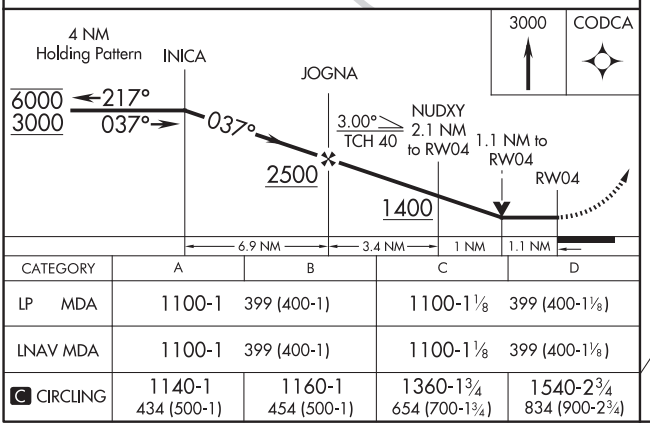
RNP APCH - GPS.

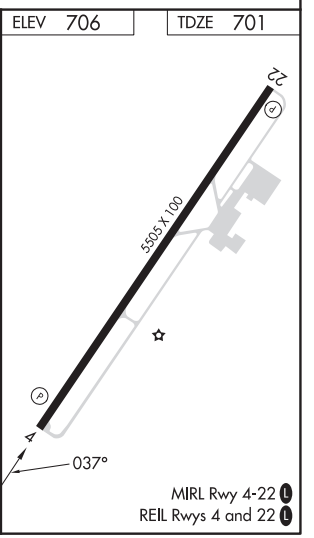
T A NA — Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
120.675	119.35 372.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1100-1	399 (400-1)	1100-1⅛	399 (400-1⅛)
LNAV MDA	1100-1	399 (400-1)	1100-1⅛	399 (400-1⅛)
C CIRCLING	1140-1 434 (500-1)	1160-1 454 (500-1)	1360-1¾ 654 (700-1¾)	1540-2¾ 834 (900-2¾)

SPRINGFIELD, TENNESSEE (M91)

Amdt 1D 19MAY22 36°32'N-86°55'W

RNAV (GPS) RWY 4

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5505
CH 42926	217°	TDZE	706
W22A		Apt Elev	706

RNAV (GPS) RWY 22

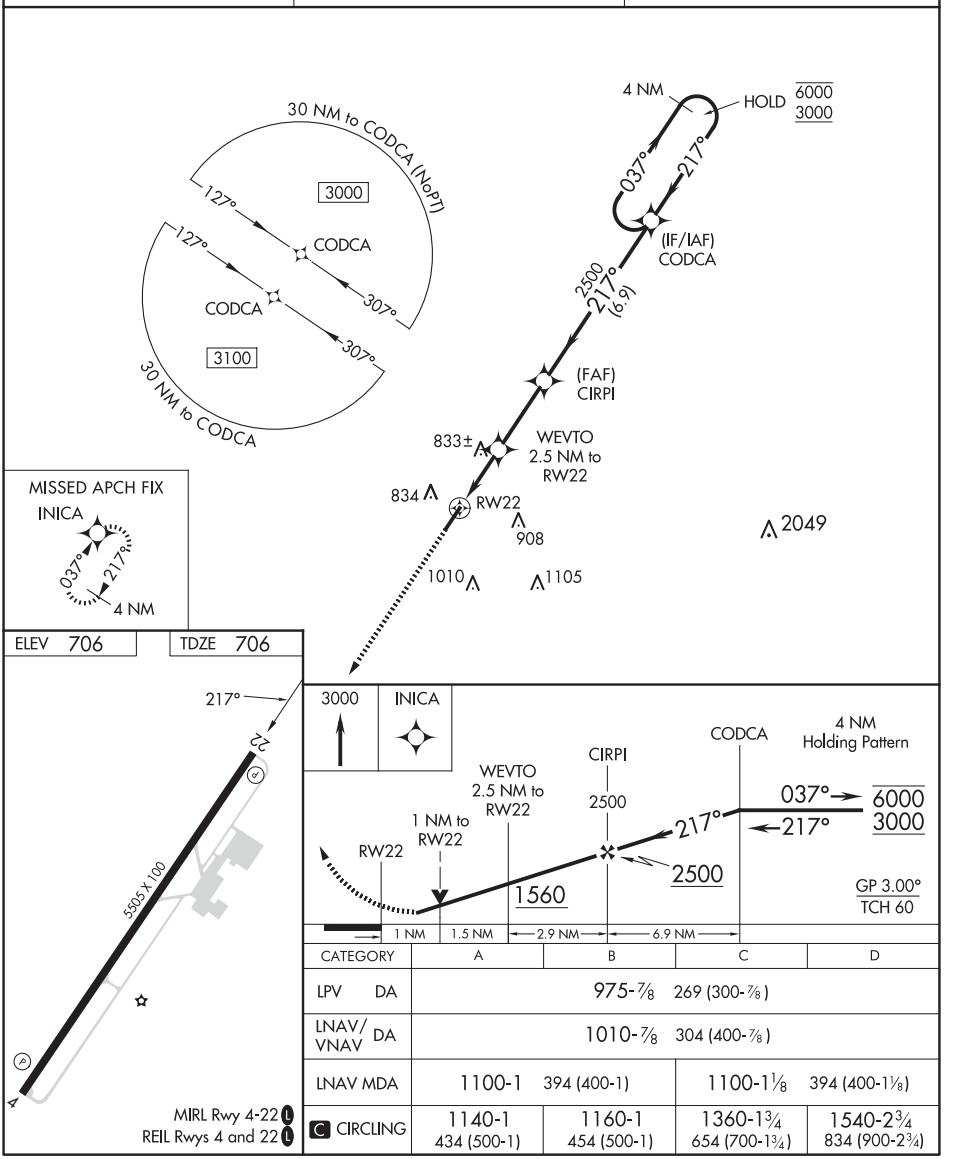
SPRINGFIELD ROBERTSON COUNTY (M91)

RNP APCH - GPS.

Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, NA LNAV/VNAV NA below -16°C or above 39°C.

MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
120.675	119.35 372.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	975-⅞ 269 (300-⅞)			
LNAV/VNAV DA	1010-⅞ 304 (400-⅞)			
LNAV MDA	1100-1 394 (400-1)		1100-1⅛ 394 (400-1⅛)	
C CIRCLING	1140-1 434 (500-1)	1160-1 454 (500-1)	1360-1¾ 654 (700-1¾)	1540-2¾ 834 (900-2¾)

SE-1, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD, TENNESSEE | AL-6740 (FAA) | 23110

LOC RWY 4

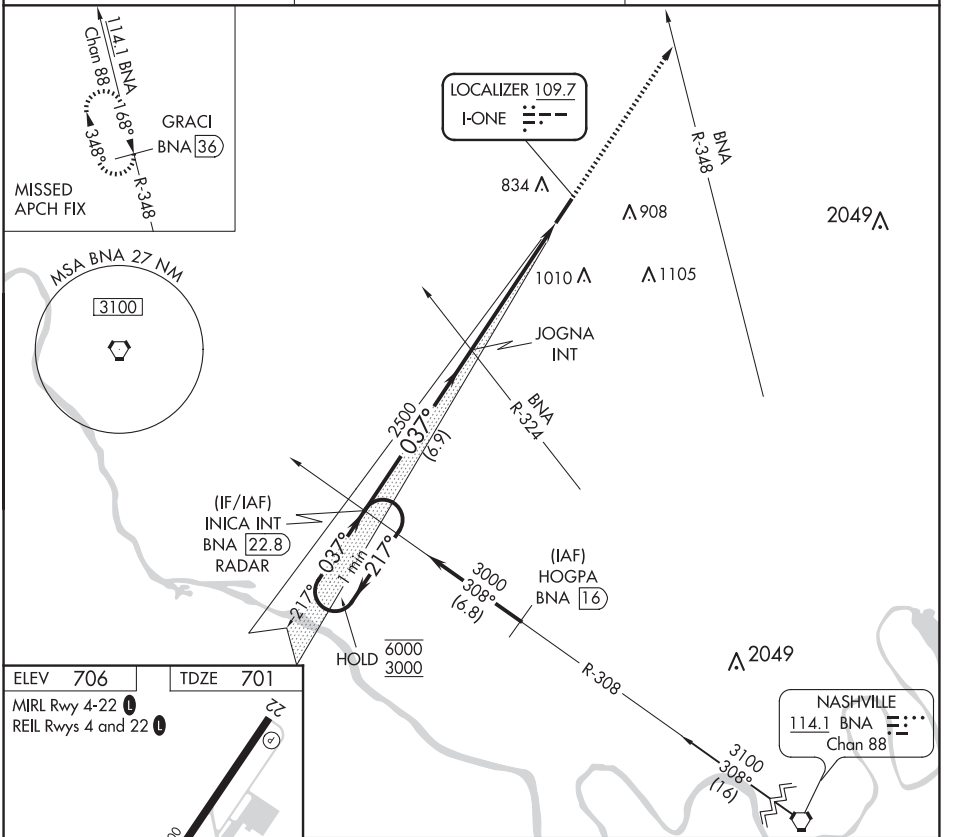
SPRINGFIELD ROBERTSON COUNTY (M91)

LOC I-ONE	APP CRS	Rwy Idg	5505
109.7	037°	TDZE	701
		Apt Elev	706

T NA Rwy 4 helicopter visibility reduction below ¾ SM NA.

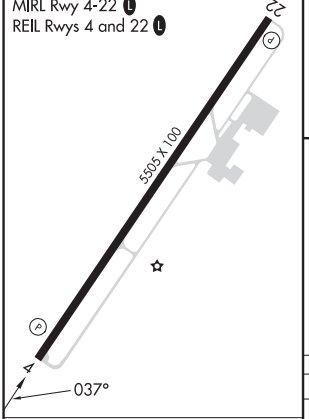
MISSED APPROACH: Climb to 3100 on heading 037° and BNA VORTAC R-348, to GRACI/BNA 36 DME and hold.

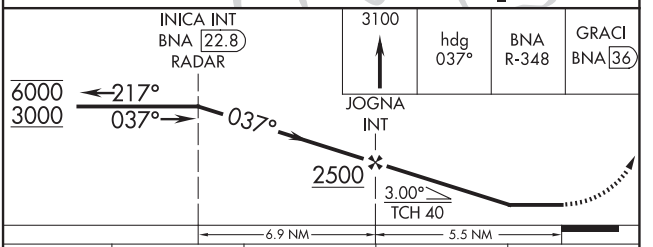
AWOS-3	NASHVILLE APP CON	UNICOM
120.675	119.35 372.0	123.0 (CTAF) L



ELEV 706	TDZE 701

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L





CATEGORY	A	B	C	D
S-4	1180-1 479 (500-1)		1180-1⅜ 479 (500-1⅜)	
C CIRCLING	1180-1 474 (500-1)		1360-1¾ 654 (700-1¾)	1540-2¾ 834 (900-2¾)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SPRINGFIELD, TENNESSEE
Amdt 4 28FEB19

36°32′N-86°55′W

SPRINGFIELD ROBERTSON COUNTY (M91)

LOC RWY 4

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 1

STURGIS MUNI (TWT)

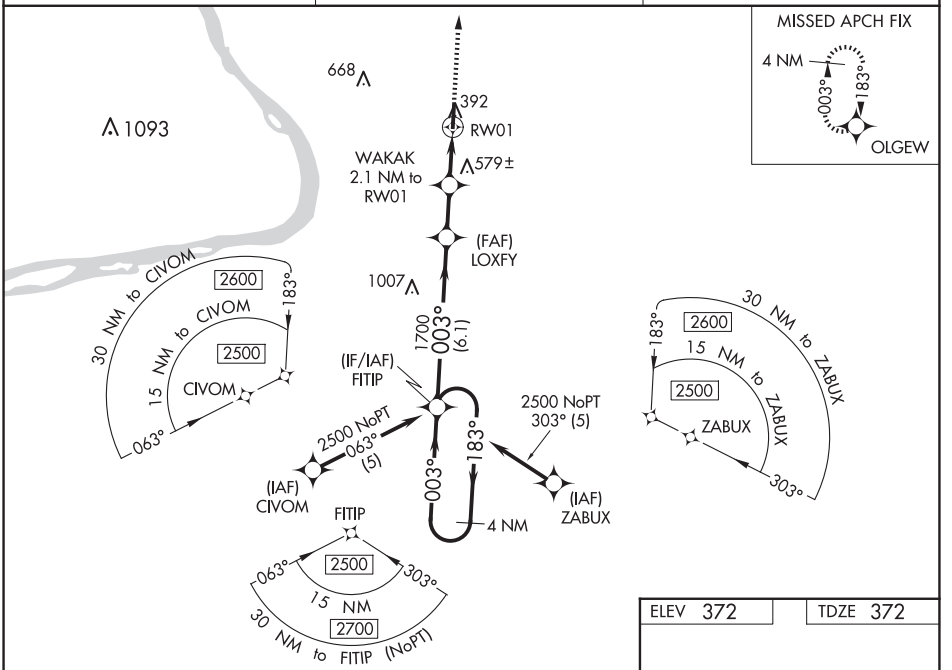
WAAS	APP CRS		
CH **49217**	**003°**	Rwy Idg	**5000**
W01A		TDZE	**372**
		Apt Elev	**372**

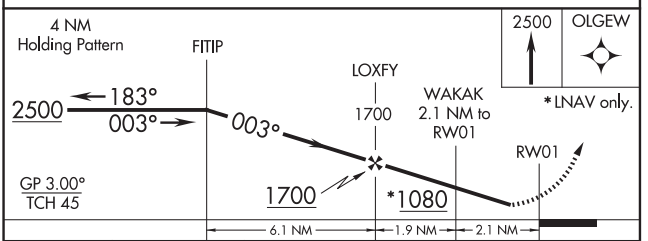
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1⅛ miles; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1⅜ miles; increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

NA

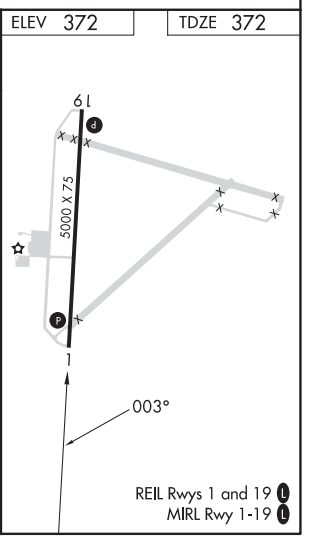
MISSED APPROACH: Climb to 2500 direct OLGEW and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	**124.025 290.9**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	658-⅞ 286 (300-⅞)			
LNAV/VNAV DA	730-1¼ 358 (400-1¼)			
LNAV MDA	820-1 448 (500-1)		820-1⅜ 448 (500-1⅜)	
C CIRCLING	860-1 488 (500-1)	1000-1 628 (700-1)	1000-1¾ 628 (700-1¾)	1120-2½ 748 (800-2½)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

STURGIS, KENTUCKY | AL-575 (FAA) | 23110

RNAV (GPS) RWY 19

STURGIS MUNI (TWT)

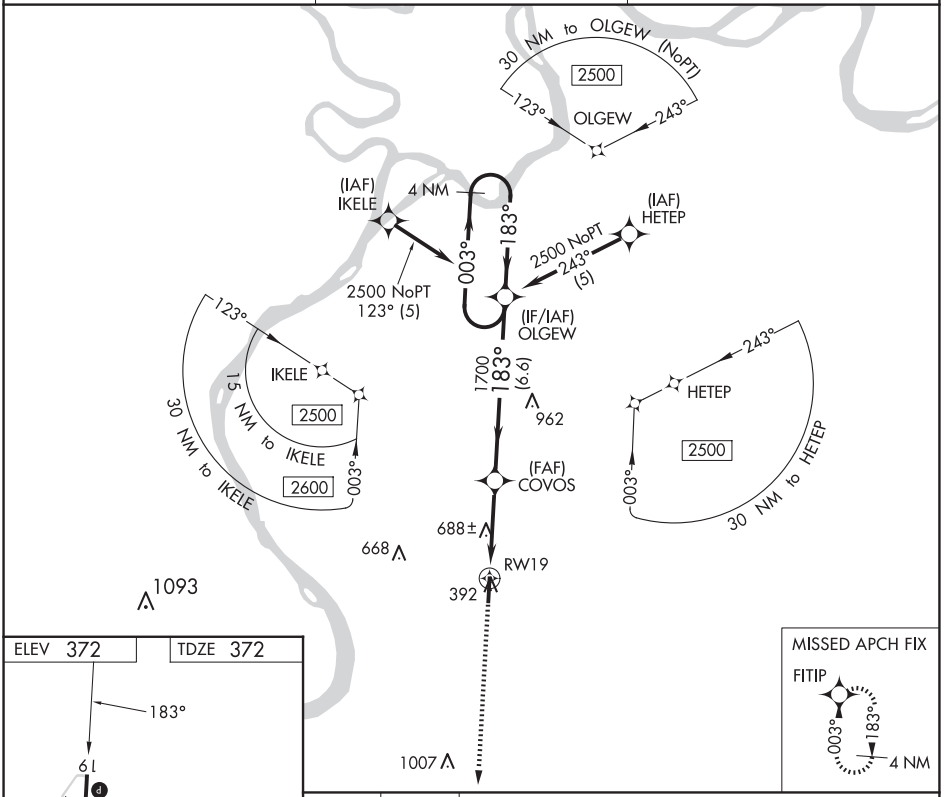
APP CRS	Rwy Idg	5000
183°	TDZE	372
	Apt Elev	372

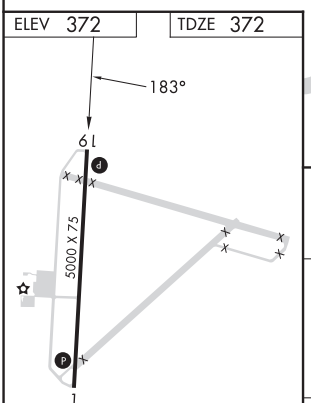
T
A NA

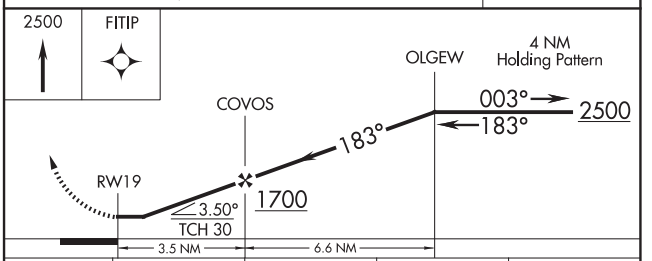
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility ⅛ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FITIP and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	124.025 290.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 568 (600-1)		940-1⅝ 568 (600-1⅝)	
C CIRCLING	940-1 568 (600-1)	1000-1 628 (700-1)	1000-1¾ 628 (700-1¾)	1120-2½ 748 (800-2½)

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

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 7

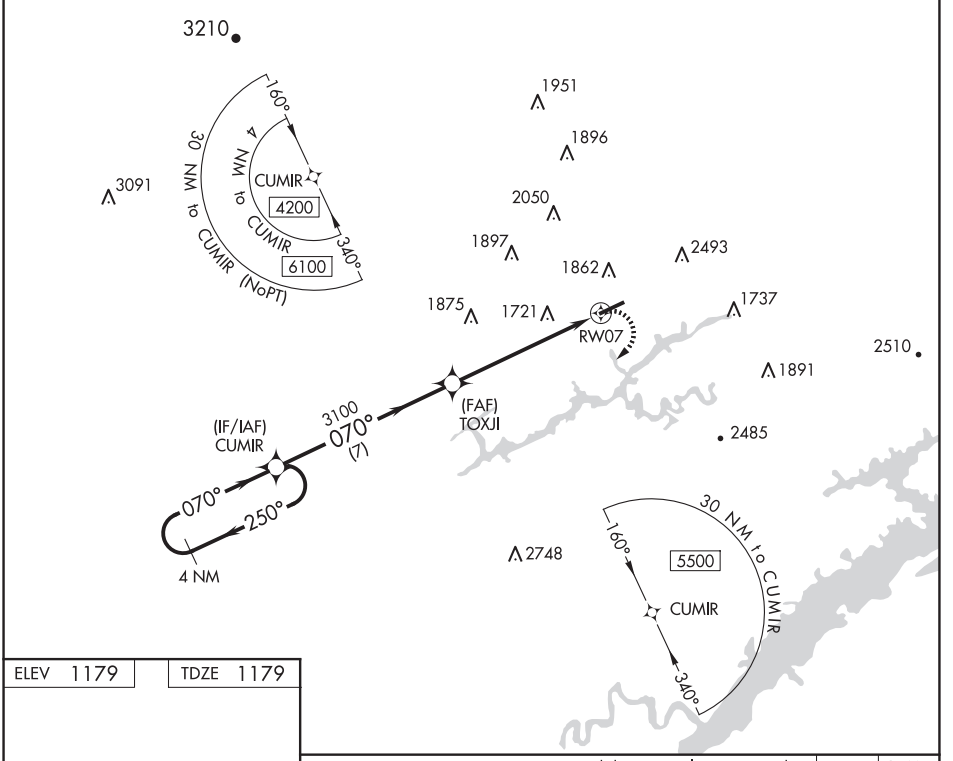
NEW TAZEWELL MUNI (3A2)

WAAS	APP CRS	Rwy Idg	5208
CH 69335	070°	TDZE	1179
W07A		Apt Elev	1179

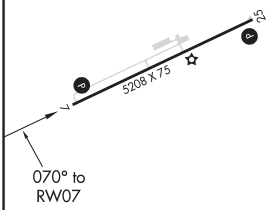
DME/DME RNP-0.3 NA. Rwy 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 4200 direct CUMIR and hold.

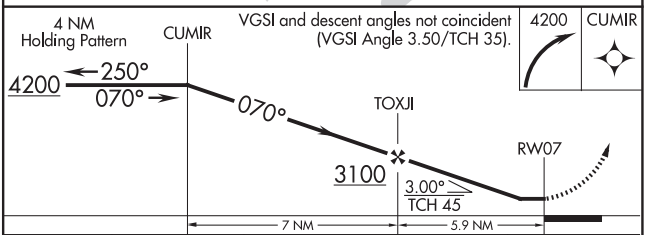
ATLANTA CENTER	CTAF
133.6 254.3	122.9



ELEV 1179 TDZE 1179



MIRL Rwy 7-25
REIL Rwys 7 and 25



CATEGORY	A	B	C	D
LP MDA	2240-1¼ (1061 (1100-1¼))	2240-1½ (1061 (1100-1½))	NA	
LNAV MDA	2260-1¼ (1081 (1100-1¼))	2260-1½ (1081 (1100-1½))	NA	
C CIRCLING	2260-1¼ (1081 (1100-1¼))	2260-1½ (1081 (1100-1½))	NA	

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4

TOMPKINSVILLE/MONROE COUNTY (TZV)

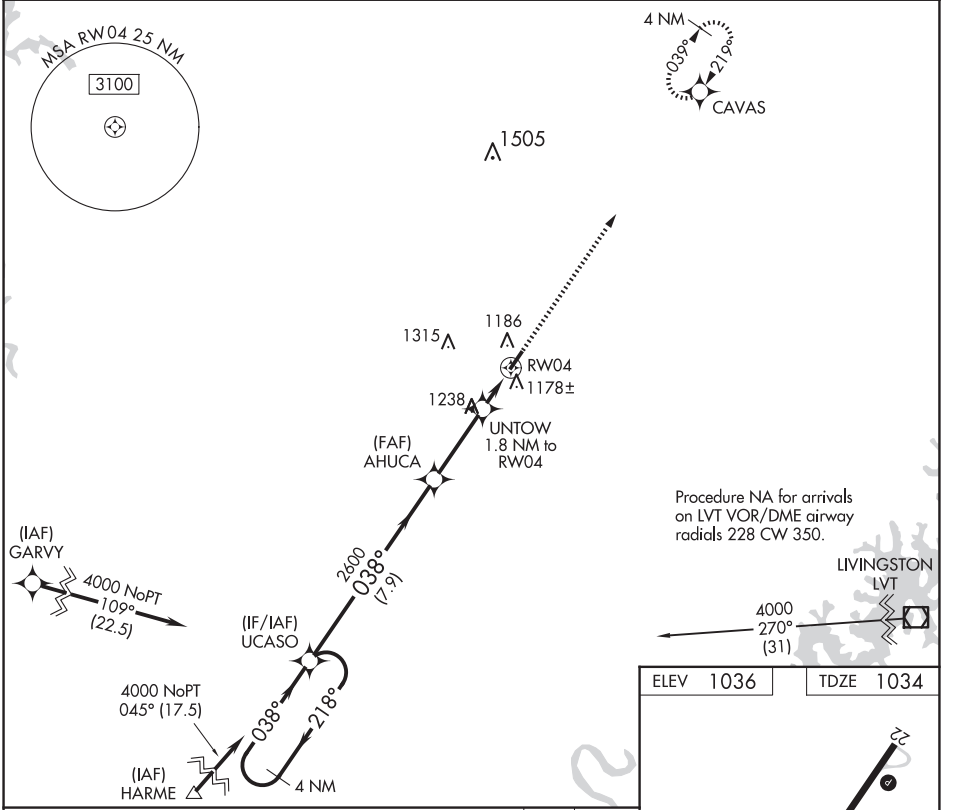
APP CRS		
038°	Rwy Idg	4000
	TDZE	1034
	Apt Elev	1036

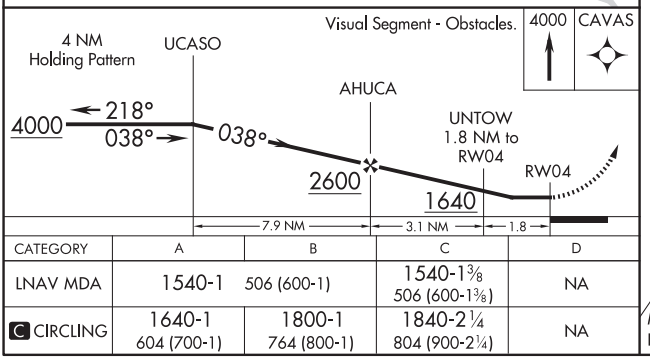
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 4 NA.
Use Glasgow altimeter setting.

NA

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

AWOS-AV	GLW AWOS-3	MEMPHIS CENTER	UNICOM
124.175	118.525	132.9 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1 506 (600-1)		1540-1⅜ 506 (600-1⅜)	NA
C CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2¼ 804 (900-2¼)	NA

36°44′N-85°39′W

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 22

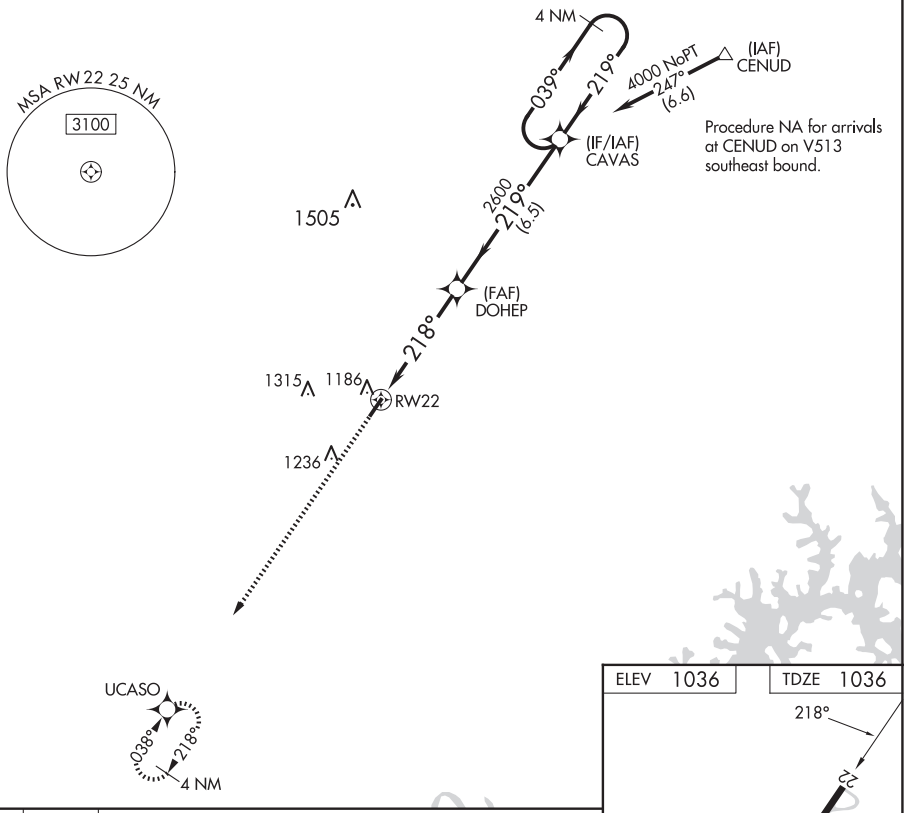
TOMPKINSVILLE/MONROE COUNTY (TZV)

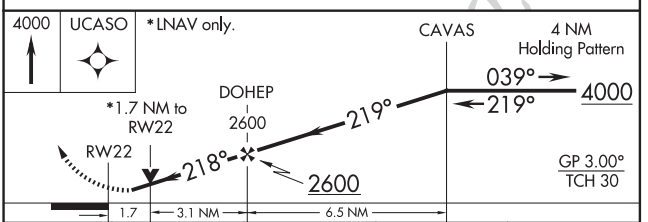
WAAS	APP CRS	Rwy Idg	4000
CH 58031	218°	TDZE	1036
W22A		Apt Elev	1036

T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA.

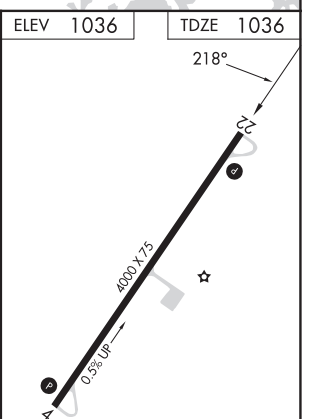
MISSED APPROACH: Climb to 4000 direct UCASO and hold.

AWOS-AV	GLW AWOS-3	MEMPHIS CENTER	UNICOM
124.175	118.525	132.9 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1385-1¼ 349 (400-1¼)			NA
LNAV/VNAV DA	1593-2 557 (600-2)			NA
LNAV MDA	1620-1 584 (600-1)		1620-1¾ 584 (600-1¾)	NA
C CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2¼ 804 (900-2¼)	NA



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

TRENTON, TENNESSEE AL-5820 (FAA) 24361

RNAV (GPS) RWY 1

GIBSON COUNTY (TGC)

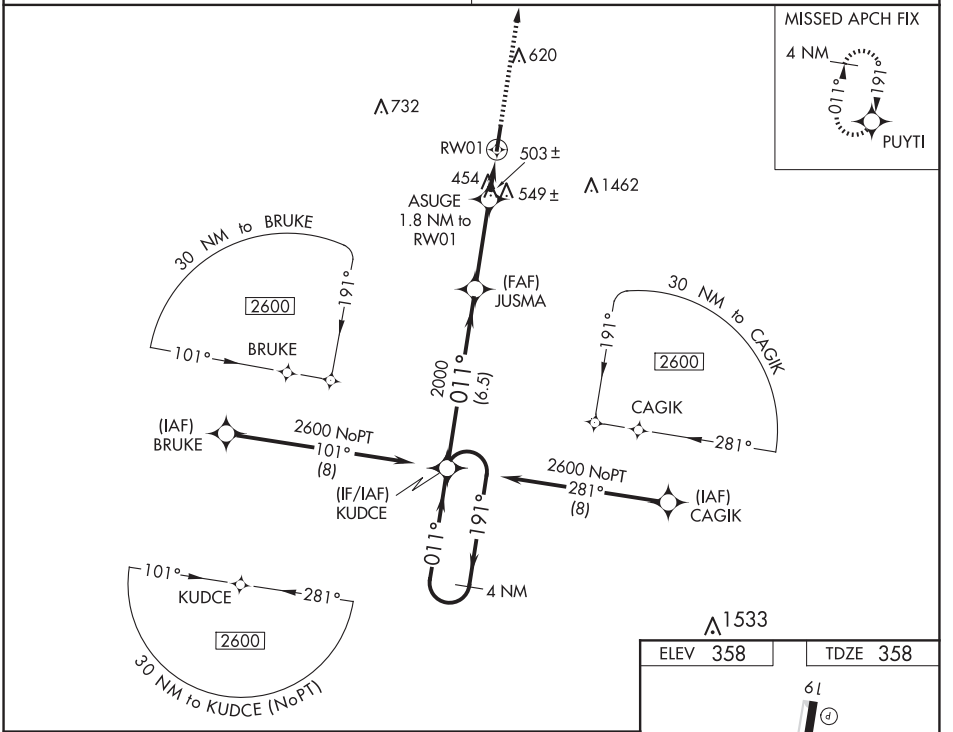
WAAS	APP CRS	Rwy Idg	4802
CH 69538	011°	TDZE	358
W01A		Apt Elev	358

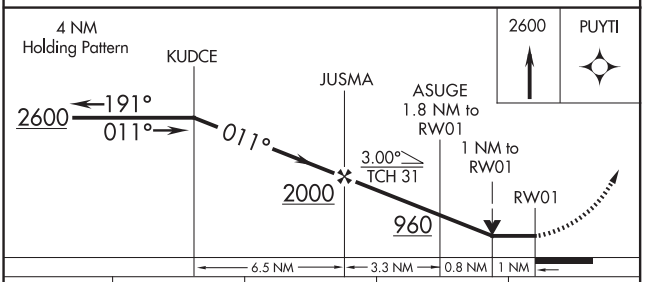
NA

Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Jackson Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

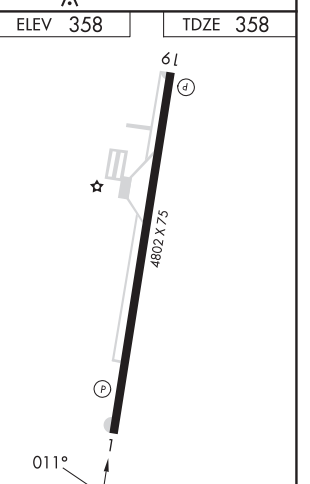
MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)





CATEGORY	A	B	C	D
LP MDA	720-1 362 (400-1)			
LNAV MDA	800-1 442 (500-1)		800-1⅜ 442 (500-1⅜)	
C CIRCLING	980-1 622 (700-1)		980-1¾ 622 (700-1¾)	1780-3 1422 (1500-3)



SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 19

GIBSON COUNTY (TGC)

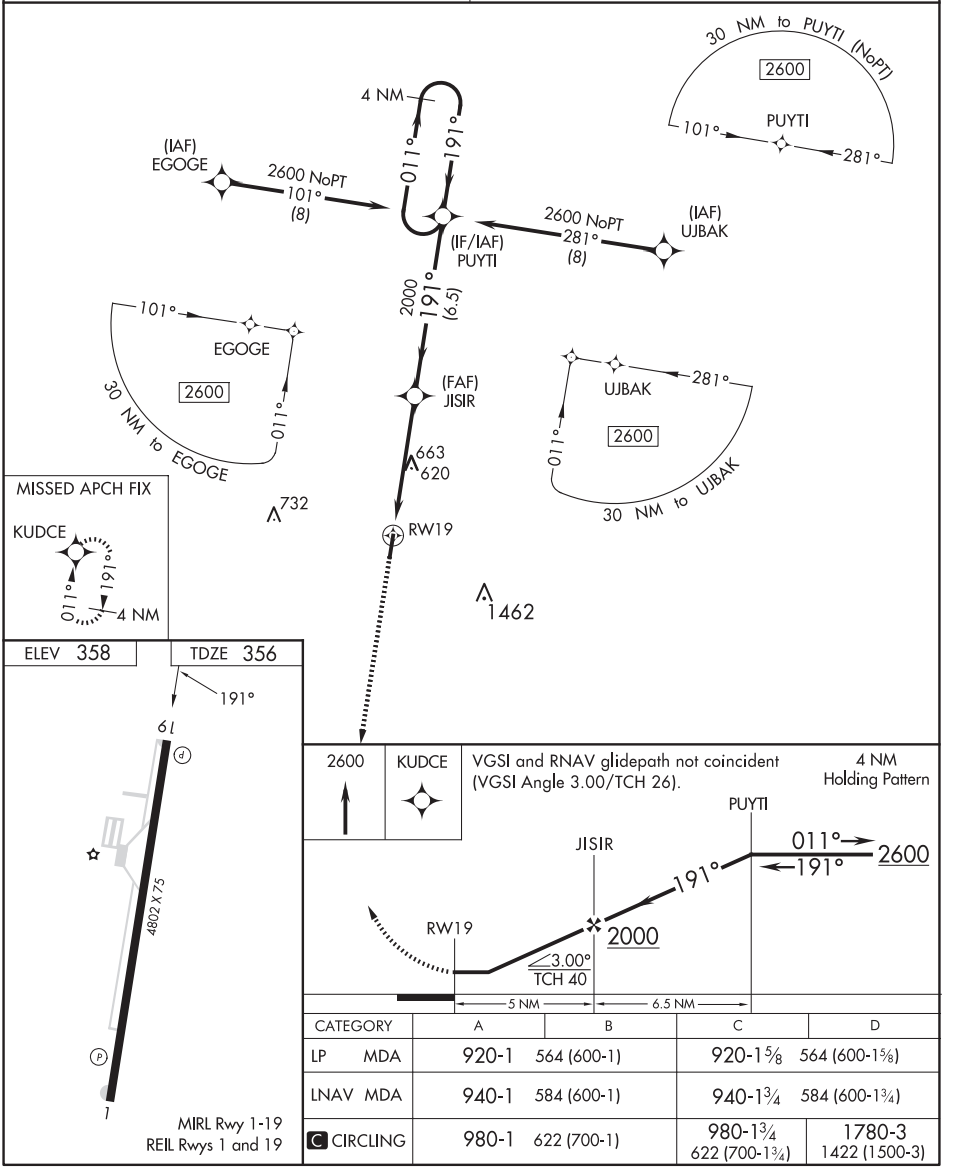
WAAS	APP CRS	Rwy Idg	4802
CH 72938	191°	TDZE	356
W19A		Apt Elev	358

Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use Jackson Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)



CATEGORY	A	B	C	D
LP MDA	920-1	564 (600-1)	920-1⅝	564 (600-1⅝)
LNAV MDA	940-1	584 (600-1)	940-1¾	584 (600-1¾)
C CIRCLING	980-1	622 (700-1)	980-1¾ 622 (700-1¾)	1780-3 1422 (1500-3)

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	5501
CH 99324	061°	TDZE	1084
W06A		Apt Elev	1084

RNAV (GPS) RWY 6

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

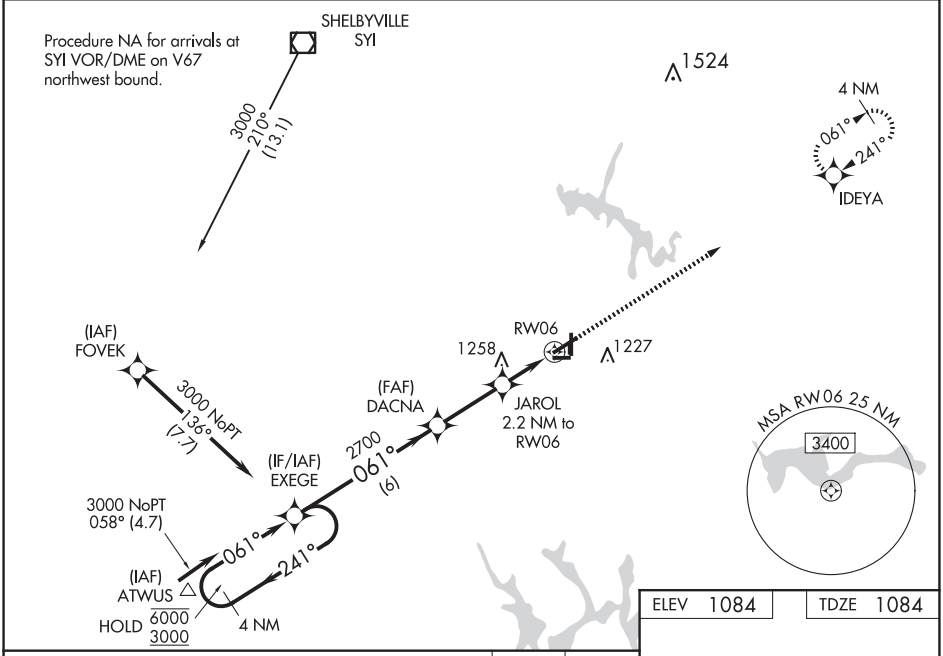
RNP APCH - GPS.

Circling NA to Rwys 9 and 27. Circling to Rwy 18 and 36 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV Cat C/D visibility to 1⅜ SM.

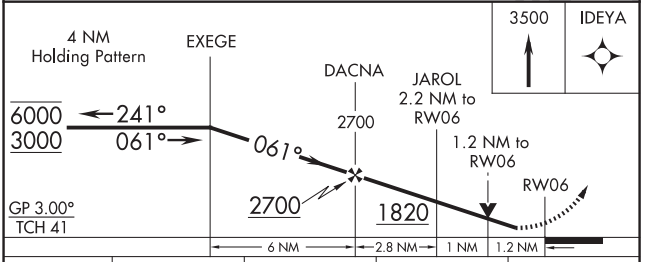
ODALS

MISSED APPROACH: Climb to 3500 direct IDEYA and hold.

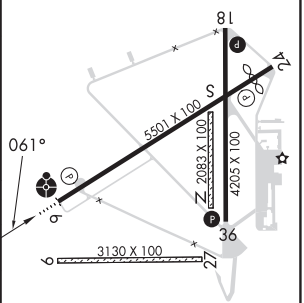
AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L



ELEV 1084	TDZE 1084



CATEGORY	A	B	C	D
LPV DA		1334-1	250 (300-1)	
LNAV/VNAV DA		1525-1⅛	441 (500-1⅛)	
LNAV MDA		1500-1	416 (500-1)	
C CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 18

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

APP CRS	Rwy Idg	4205
183°	TDZE	1082
	Apt Elev	1084

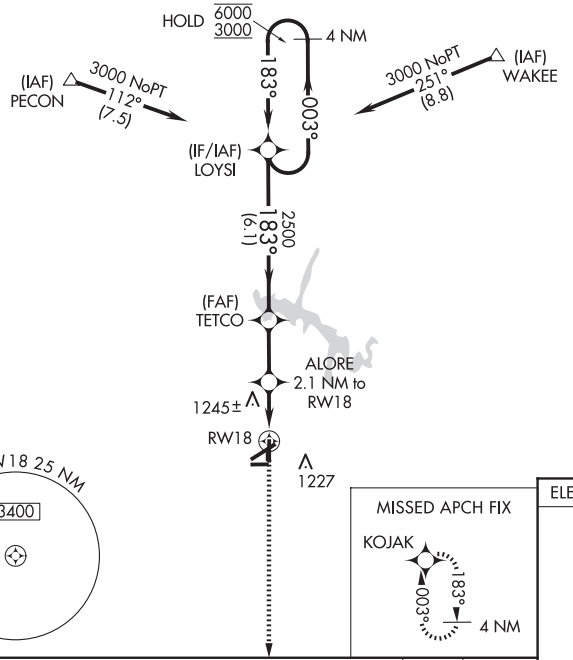
RNP APCH - GPS.

Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27. Straight-in Rwy 18 NA at night, Circling Rwy 18, 36 NA at night.

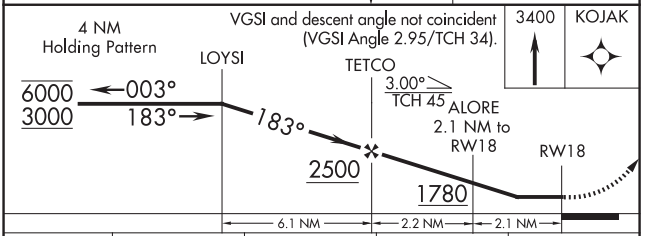
MISSED APPROACH: Climb to 3400 direct KOJAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L

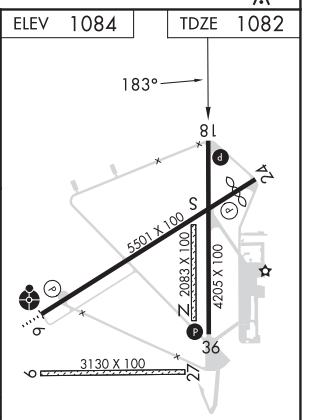
Procedure NA for arrivals at PECON on V321 southwest bound.



Procedure NA for arrivals at WAKEE on V16 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1⅛	418 (500-1⅛)
C CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

TULLAHOMA, TENNESSEE | AL-508 (FAA) | 23166

WAAS	APP CRS	Rwy Idg	5001
CH 53324	241°	TDZE	1082
W24A		Apt Elev	1084

RNAV (GPS) RWY 24

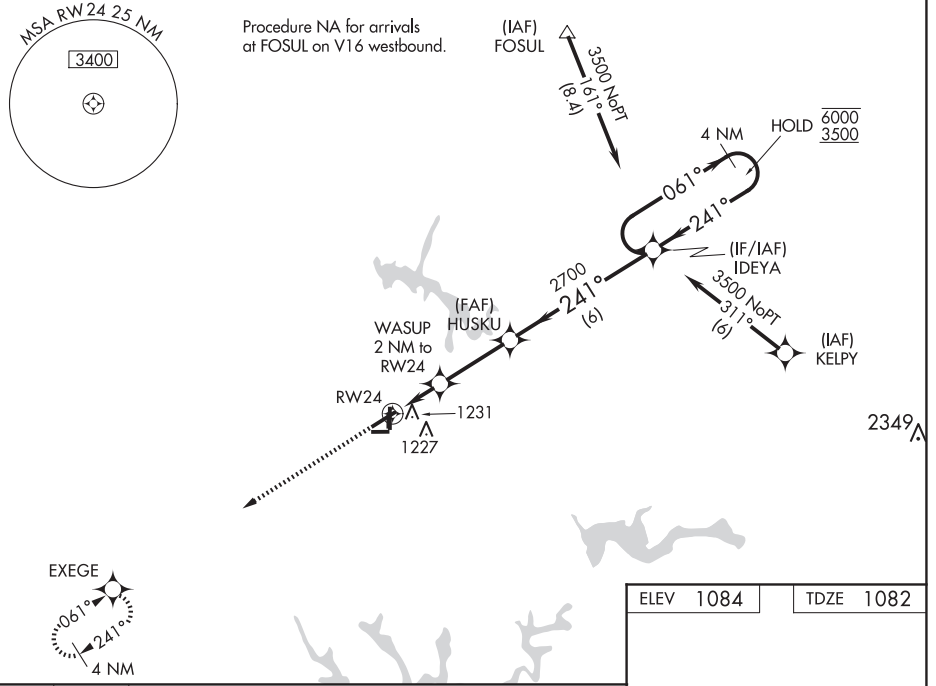
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

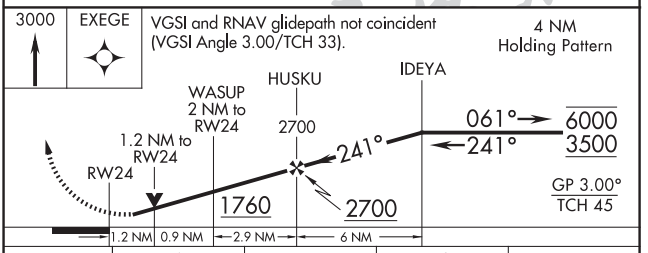
RNP APCH - GPS.

Circling NA to Rwys 9 and 27. Circling Rwy 18 and 36 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

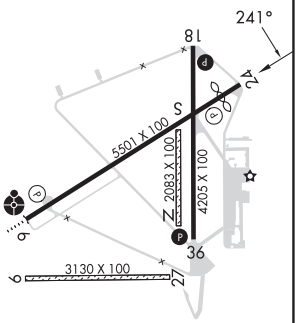
AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1332-1		250 (300-1)	
LNAV/VNAV DA	1400-1		318 (400-1)	
LNAV MDA	1500-1	418 (500-1)	1500-1⅛	418 (500-1⅛)
C CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)

ELEV 1084 | TDZE 1082



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

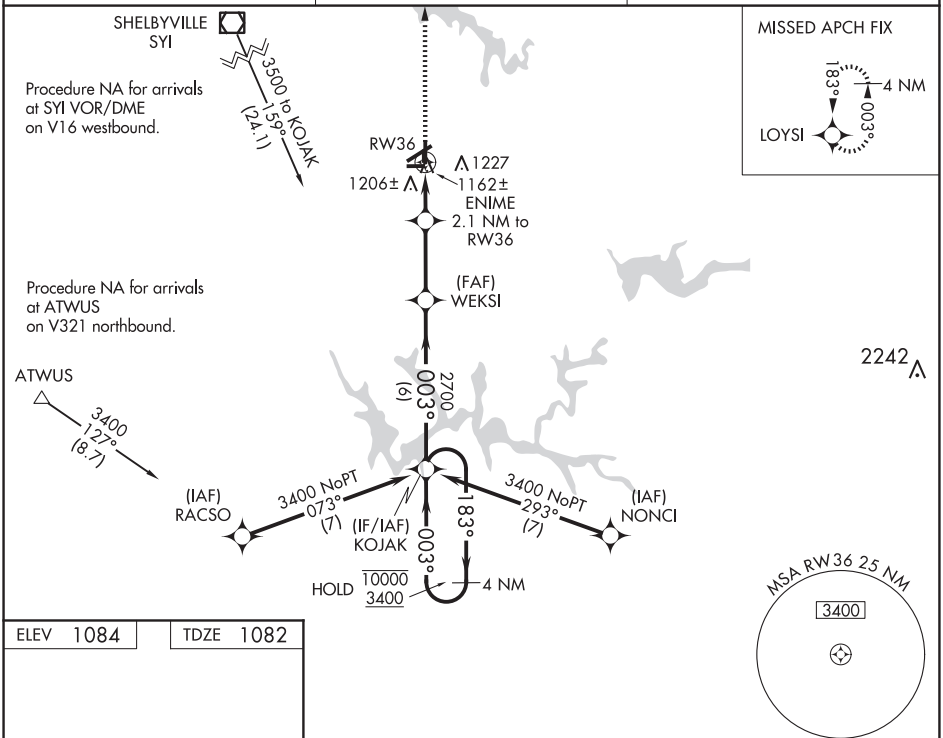
WAAS CH 82424 W36A	APP CRS 003°	Rwy Idg 4205 / TDZE 1082 / Apt Elev 1084

RNP APCH - GPS.

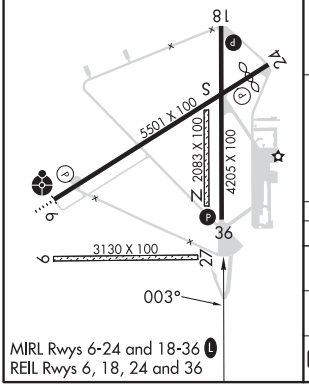
Circling NA to Rwys 9 and 27.
Rwy 36 helicopter visibility reduction below 1 SM NA.
Rwy 36 Straight-In and Circling minimums NA at night.

MISSED APPROACH:
Climb to 3000 direct
LOYSI and hold.

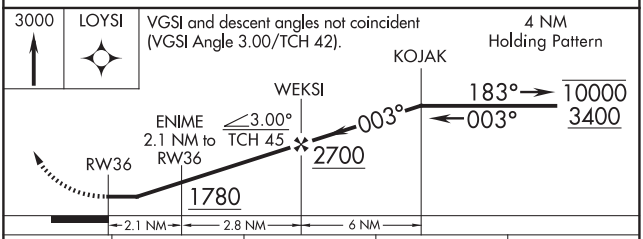
AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF)



ELEV 1084 TDZE 1082



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36



CATEGORY	A	B	C	D
LP MDA	1460-1 378 (400-1)			
LNAV MDA	1460-1 378 (400-1)			
C CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 1
EVERETT-STEWART RGNL (UCY)

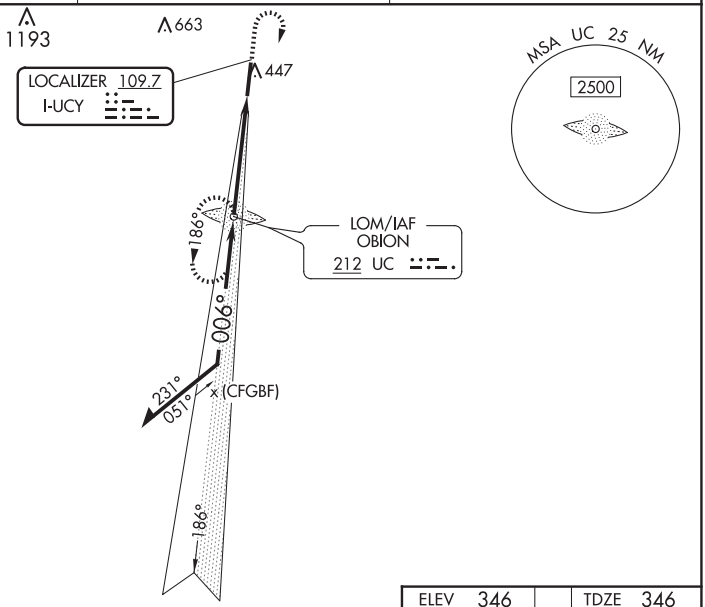
LOC I-UCY	APP CRS	Rwy Idg	6503
109.7	006°	TDZE	346
		Apt Elev	346

T A NA — ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility to 1⅜ mile, Circling Cat C visibility to 1⅝ mile and Circling Cat D visibility to 2½ mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1⅜ mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to ⅞ mile and S-LOC 1 Cat D visibility to 1⅜ mile.

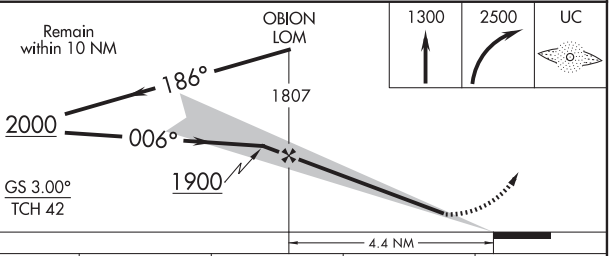
ODALS

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

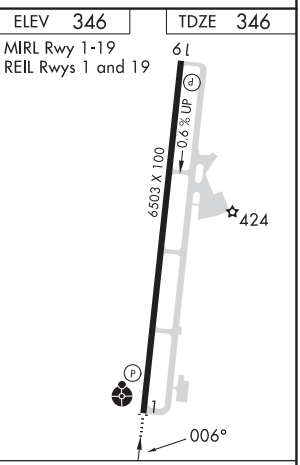
AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L



ADF and RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1	546-¾ 200 (200-¾)			
S-LOC 1	820-¾ 474 (500-¾)		820-1¼ 474 (500-1¼)	
C CIRCLING	820-1 474 (500-1)		820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS	APP CRS	Rwy Idg	6503
CH 53328	006°	TDZE	346
W01A		Apt Elev	346

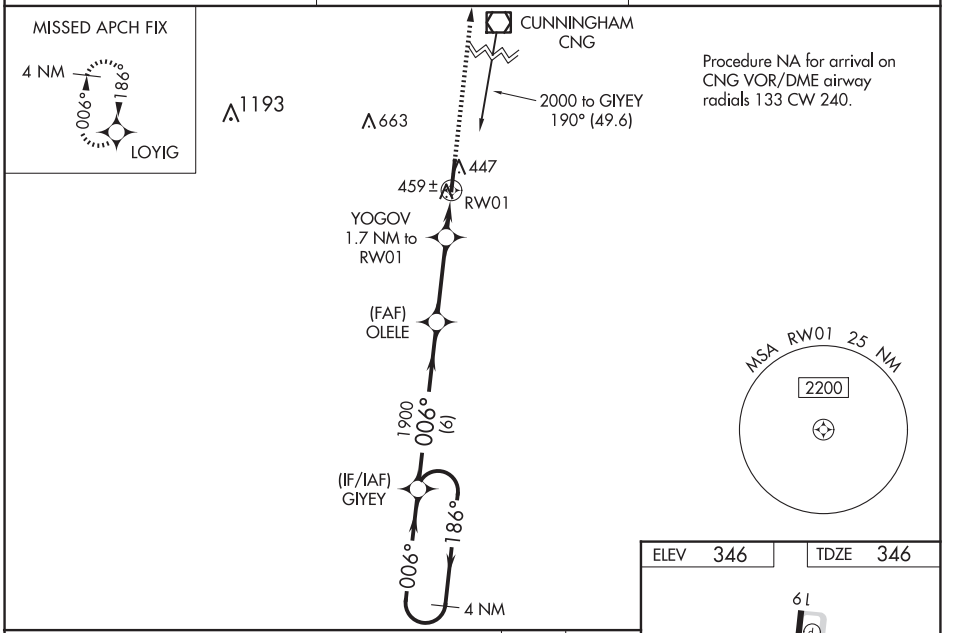
RNAV (GPS) RWY 1
EVERETT-STEWART RGNL (UCY)

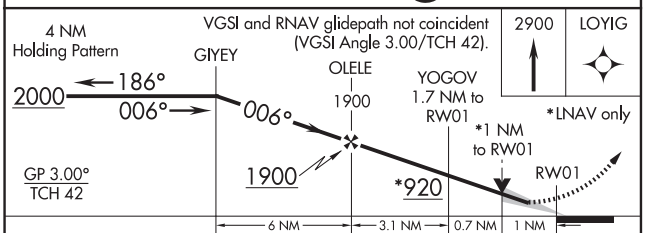
NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cat C/D visibility to 1⅛ SM, and Circling Cat D visibility to 2½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat D visibility to 1⅜ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

ODALS

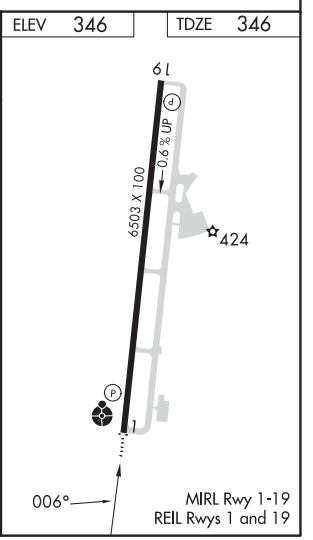
MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	546-¾ 200 (200-¾)			
LNAV/VNAV DA	640-⅞ 294 (300-⅞)			
LNAV MDA	720-¾ 374 (400-¾)		720-1 374 (400-1)	
C CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)



SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 19

EVERETT-STEWART RGNL (UCY)

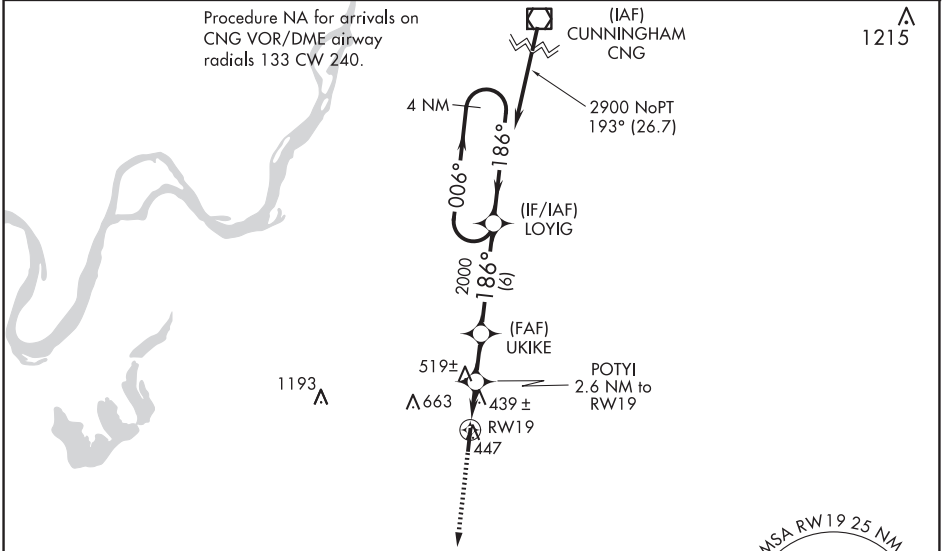
WAAS	APP CRS	Rwy Idg	6503
CH 48922	186°	TDZE	320
W19A		Apt Elev	346

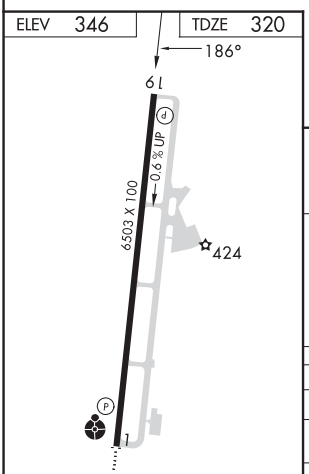
T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ⅜ SM, and Circling Cat D visibility ¼ SM.

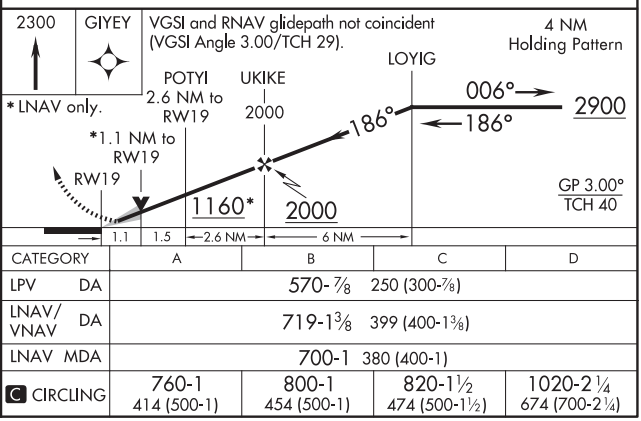
MISSED APPROACH: Climb to 2300 direct GIYEY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L

Procedure NA for arrivals on CNG VOR/DME airway radials 133 CW 240.







CATEGORY	A	B	C	D
LPV DA	570-⅞ 250 (300-⅞)			
LNAV/VNAV DA	719-1⅜ 399 (400-1⅜)			
LNAV MDA	700-1 380 (400-1)			
C CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3

HUMPHREYS COUNTY (ØM5)

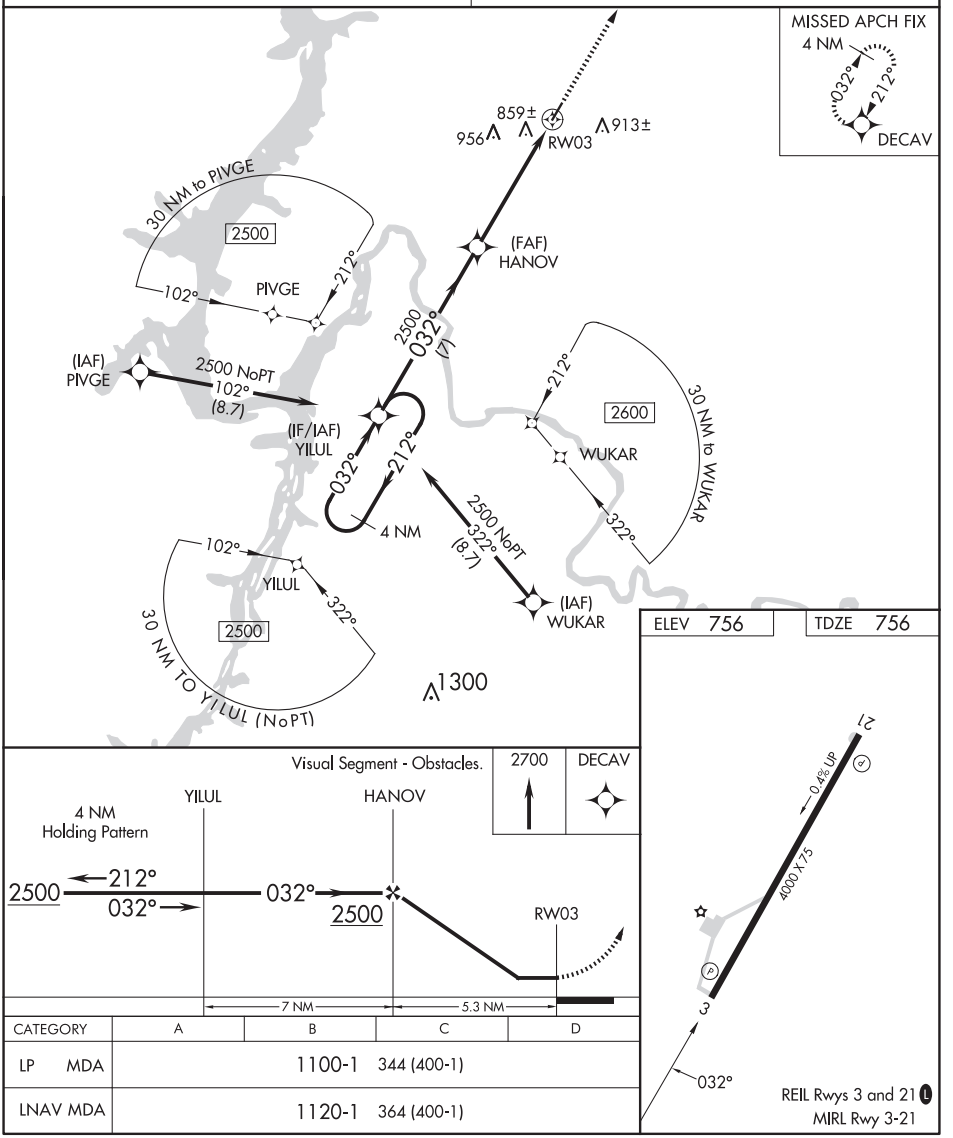
WAAS	APP CRS	Rwy Idg	4000
CH 90222	032°	TDZE	756
W03A		Apt Elev	756

RNP APCH.

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility ⅜ mile, LNAV Cat C and D visibility ½ mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct DECAV and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1100-1	344 (400-1)		
LNAV MDA	1120-1	364 (400-1)		

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WAVERLY, TENNESSEE AL-6522 (FAA) 23222

WAAS	APP CRS	Rwy Idg	4000
CH 97422	212°	TDZE	755
W21A		Apt Elev	756

RNAV (GPS) RWY 21
HUMPHREYS COUNTY (ØM5)

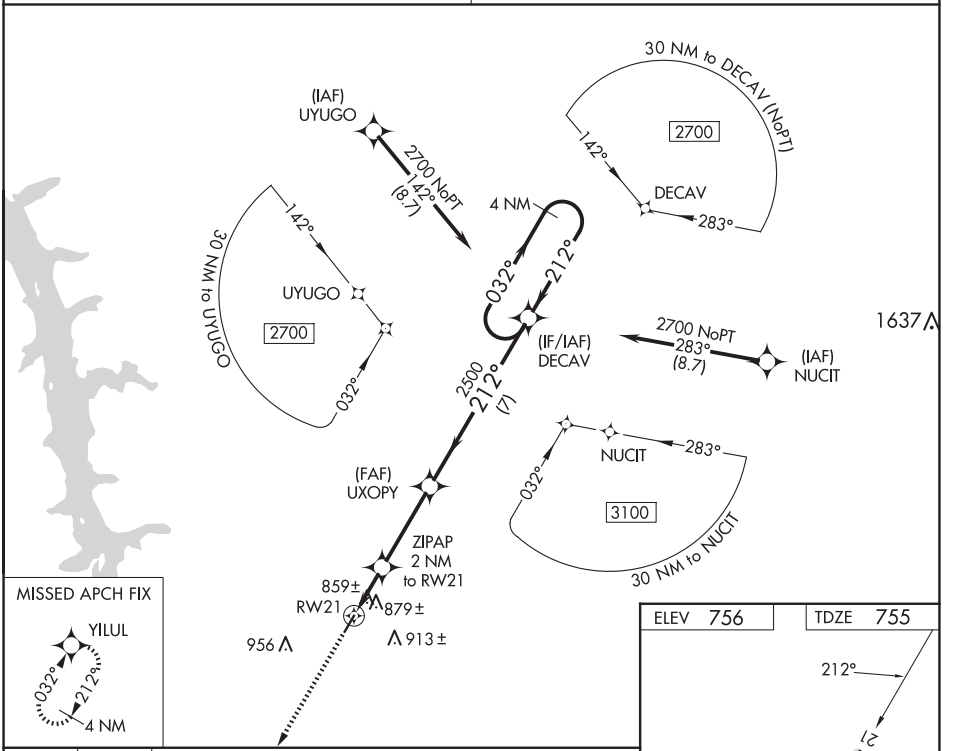
RNP APCH.

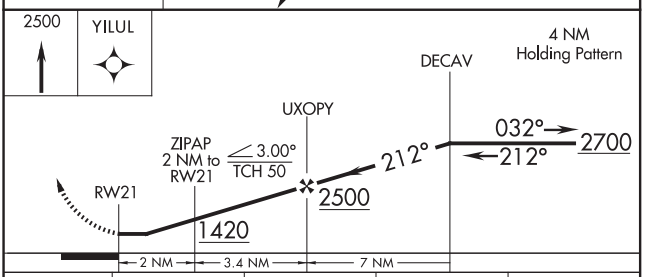
NA

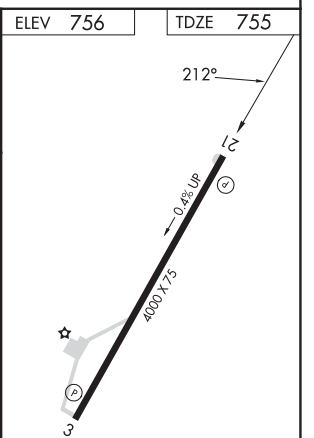
When local altimeter setting not received, use Nashville Intl altimeter setting: increase all MDA 160 feet and visibility Cat C and D ½ SM.
Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct YILUL and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1120-1 365 (400-1)			
LNAV MDA	1140-1 385 (400-1)		1140-1⅛ 385 (400-1⅛)	

REIL Rwys 3 and 21 L
MIRL Rwy 3-21

WAVERLY, TENNESSEE
Orig-C 05NOV20

36°07′N-87°44′W

HUMPHREYS COUNTY (ØM5)
RNAV (GPS) RWY 21

SE-1, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53312 W02A	APP CRS 023°	Rwy Ldg 5499 TDZE 1168 Apt Elev 1178

RNAV (GPS) RWY 2

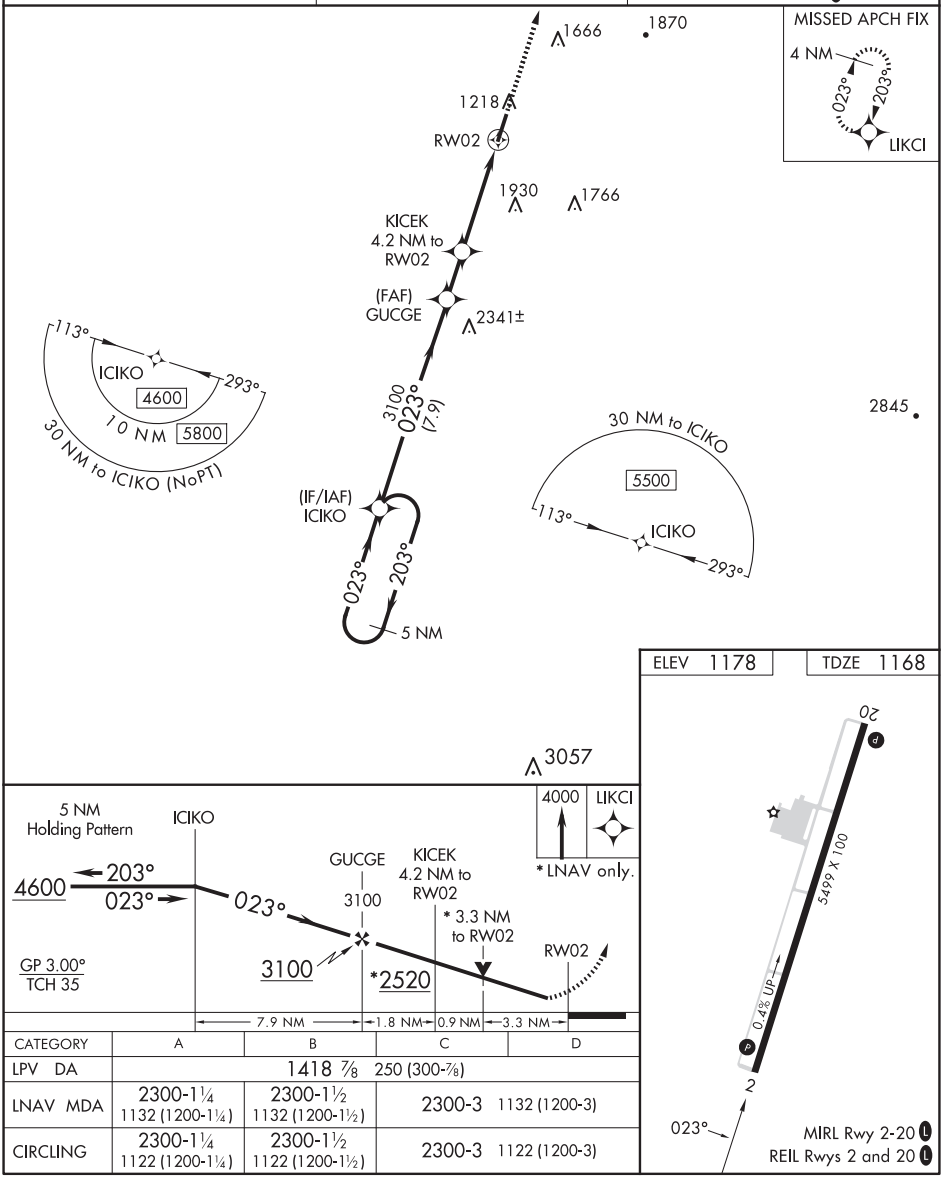
WILLIAMSBURG-WHITLEY COUNTY (BYL)

NA
-16°C

When local altimeter setting not received, use London altimeter setting and increase DA 48 feet, MDA 60 feet and LPV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with London altimeter setting.

MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1418 ⅞ 250 (300-⅞)			
LNAV MDA	2300-1¼ 1132 (1200-1¼)	2300-1½ 1132 (1200-1½)	2300-3 1132 (1200-3)	
CIRCLING	2300-1¼ 1122 (1200-1¼)	2300-1½ 1122 (1200-1½)	2300-3 1122 (1200-3)	

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20

WILLIAMSBURG-WHITLEY COUNTY (BYL)

WAAS	APP CRS	Rwy Ldg	5499
CH 70403	203°	TDZE	1178
W20A		Apt Elev	1178

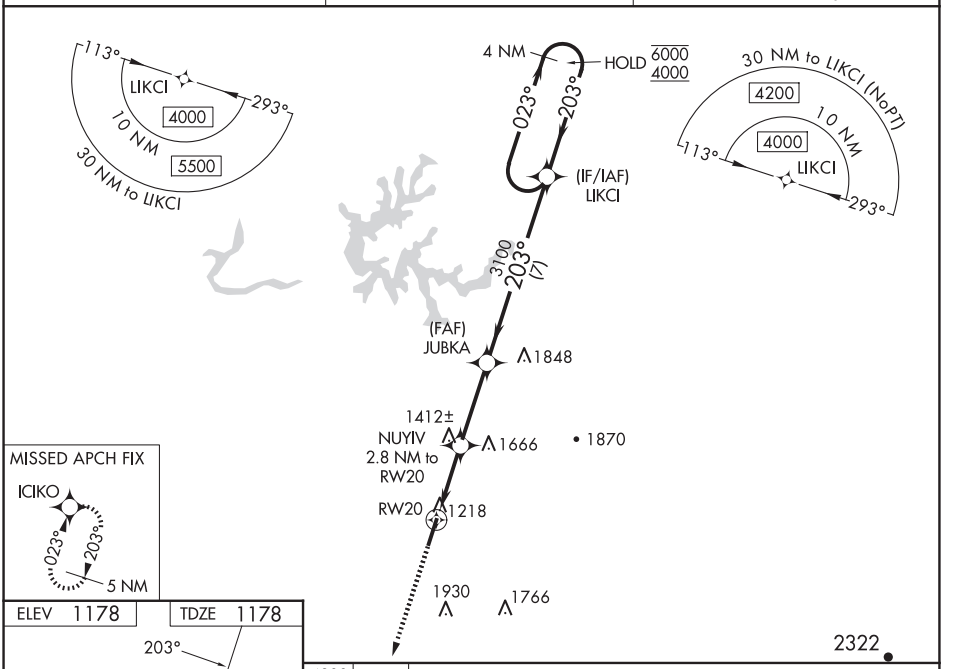
RNP APCH.

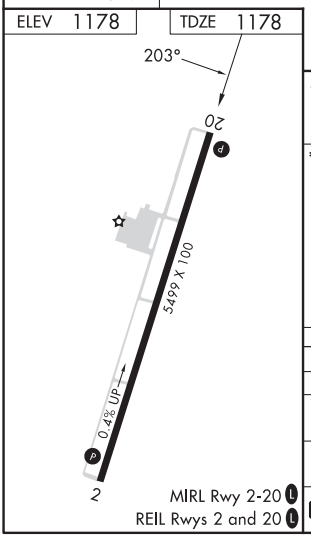
T
A
-16°C

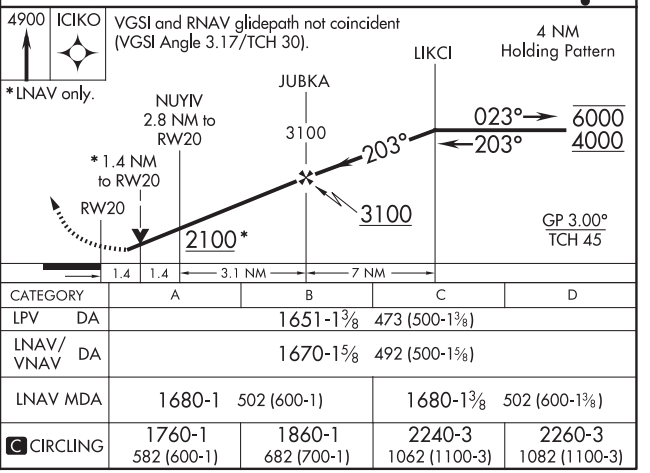
Rwy 20 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4900 direct ICIKO and hold, continue climb-in-hold 4900.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1651-1⅜ 473 (500-1⅜)			
LNAV/VNAV DA	1670-1⅝ 492 (500-1⅝)			
LNAV MDA	1680-1 502 (600-1)		1680-1⅜ 502 (600-1⅜)	
C CIRCLING	1760-1 582 (600-1)	1860-1 682 (700-1)	2240-3 1062 (1100-3)	2260-3 1082 (1100-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

LOC RWY 20

WILLIAMSBURG-WHITLEY COUNTY (BYL)

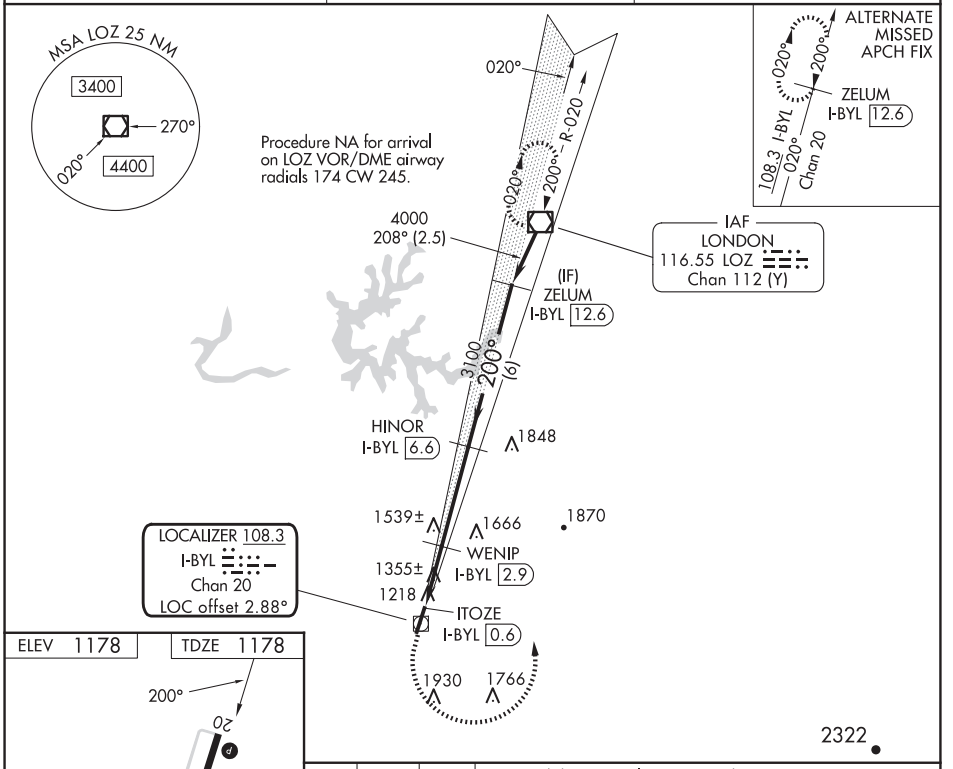
LOC/DME I-BYL	APP CRS	Rwy Ldg	5499
108.3	200°	TDZE	1178
Chan 20		Apt Elev	1178

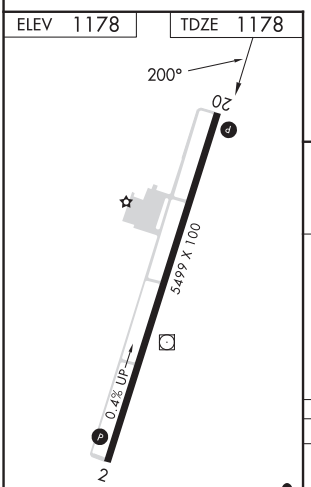
DME required.

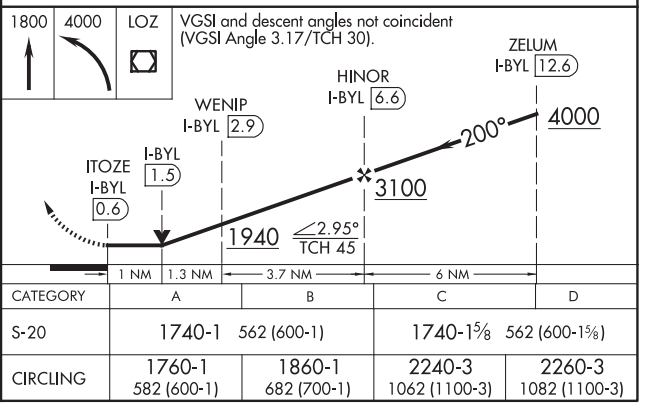
T A -16°C Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use Landon altimeter setting and increase all MDAs 60 feet and S-20 Cats C/D visibility ⅛ SM.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-20	1740-1 562 (600-1)		1740-1⅝ 562 (600-1⅝)	
CIRCLING	1760-1 582 (600-1)	1860-1 682 (700-1)	2240-3 1062 (1100-3)	2260-3 1082 (1100-3)

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WINCHESTER, TENNESSEE | AL-6187 (FAA) | 22279

RNAV (GPS) RWY 36

WINCHESTER MUNI (BGF)

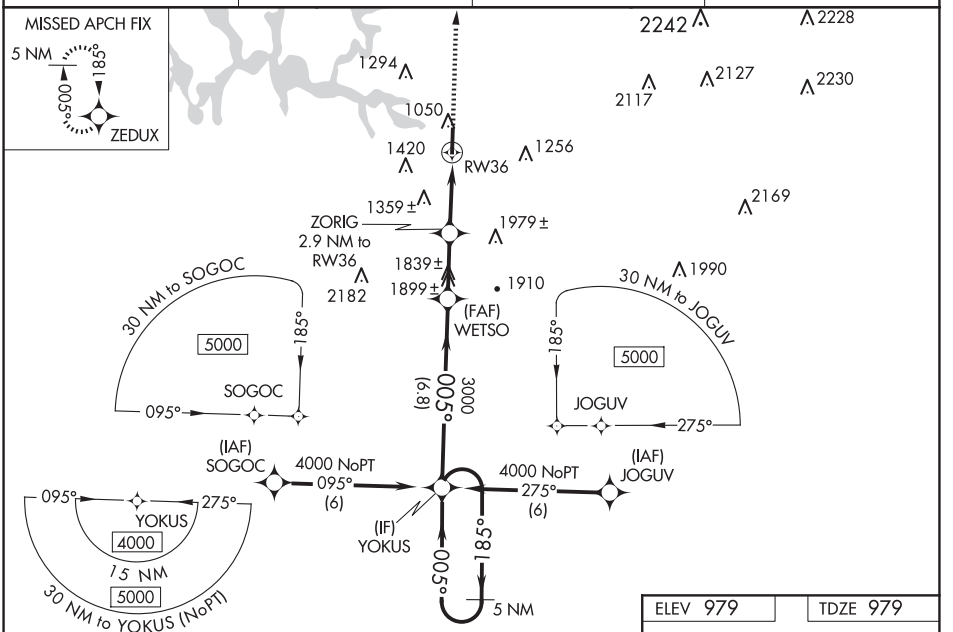
WAAS	APP CRS	Rwy Idg	5003
CH 99707	005°	TDZE	979
W36A		Apt Elev	979

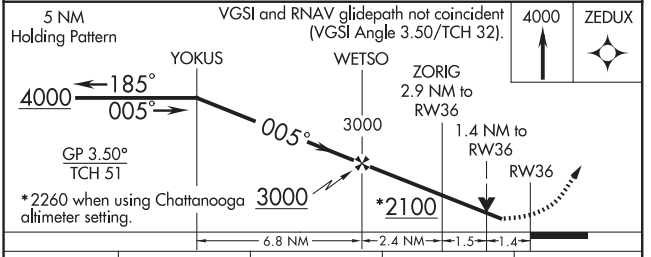
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1483 feet and all visibilities ⅜ SM; increase LNAV/VNAV DA to 1510 feet and all visibilities ⅜ SM; increase all MDAs 160 feet and LNAV visibility Cat C ⅜ SM and Circling Cat B/C ½ SM. Baro-VNAV and VDP NA when using Chattanooga altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct ZEDUX and hold.

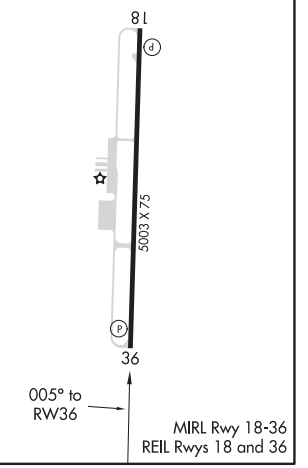
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
121.675	128.15 323.125	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1340-1 361 (400-1)			NA
LNAV/VNAV DA	1367-1⅛ 388 (400-1⅛)			NA
LNAV MDA	1540-1 561 (600-1)		1540-1⅝ 561 (600-1⅝)	NA
CIRCLING	1540-1 561 (600-1)	1780-1 801 (900-1)	1820-2½ 841 (900-2½)	NA

ELEV 979 | TDZE 979



WINCHESTER, TENNESSEE
Orig-D 06OCT22

35°11'N-86°04'W

WINCHESTER MUNI (BGF)

RNAV (GPS) RWY 36

SE-1, 12 JUN 2025 to 07 AUG 2025

SE-1, 12 JUN 2025 to 07 AUG 2025

APP CRS		
185°	Rwy Idg	5003
	TDZE	978
	Apt Elev	979

RNAV (GPS) Y RWY 18

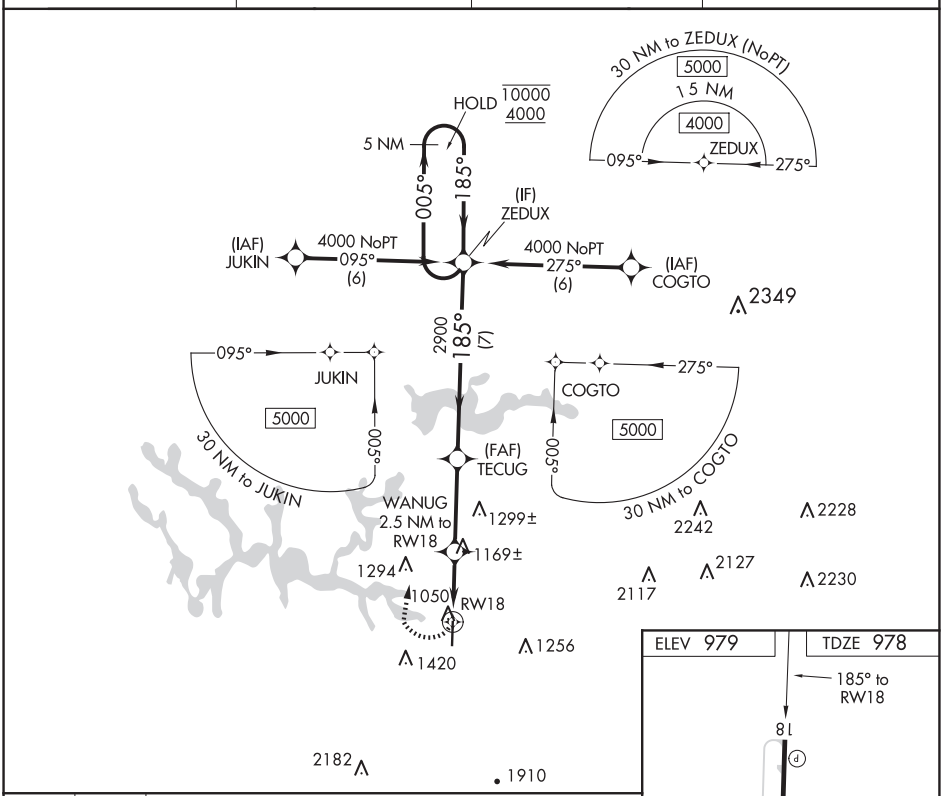
WINCHESTER MUNI (BGF)

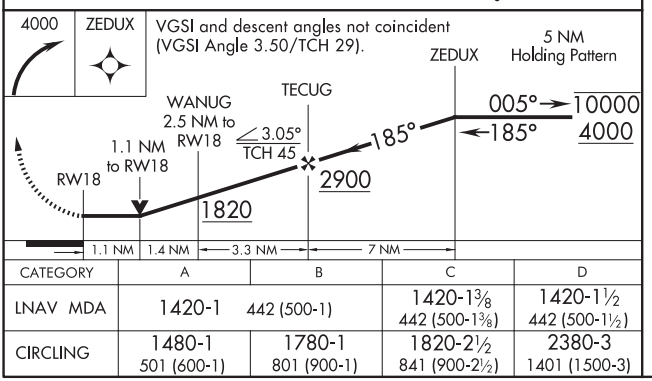
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.

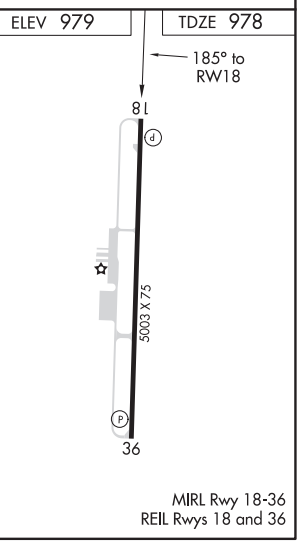
MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
121.675	128.15 323.125	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1420-1 442 (500-1)		1420-1⅜ 442 (500-1⅜)	1420-1½ 442 (500-1½)
CIRCLING	1480-1 501 (600-1)	1780-1 801 (900-1)	1820-2½ 841 (900-2½)	2380-3 1401 (1500-3)



MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 12 JUN 2025 to 07 AUG 2025
SE-1, 12 JUN 2025 to 07 AUG 2025

WINCHESTER, TENNESSEE AL-6187 (FAA) 23222

WAAS	APP CRS	Rwy Idg	5003
CH 42708	185°	TDZE	978
W18A		Apt Elev	979

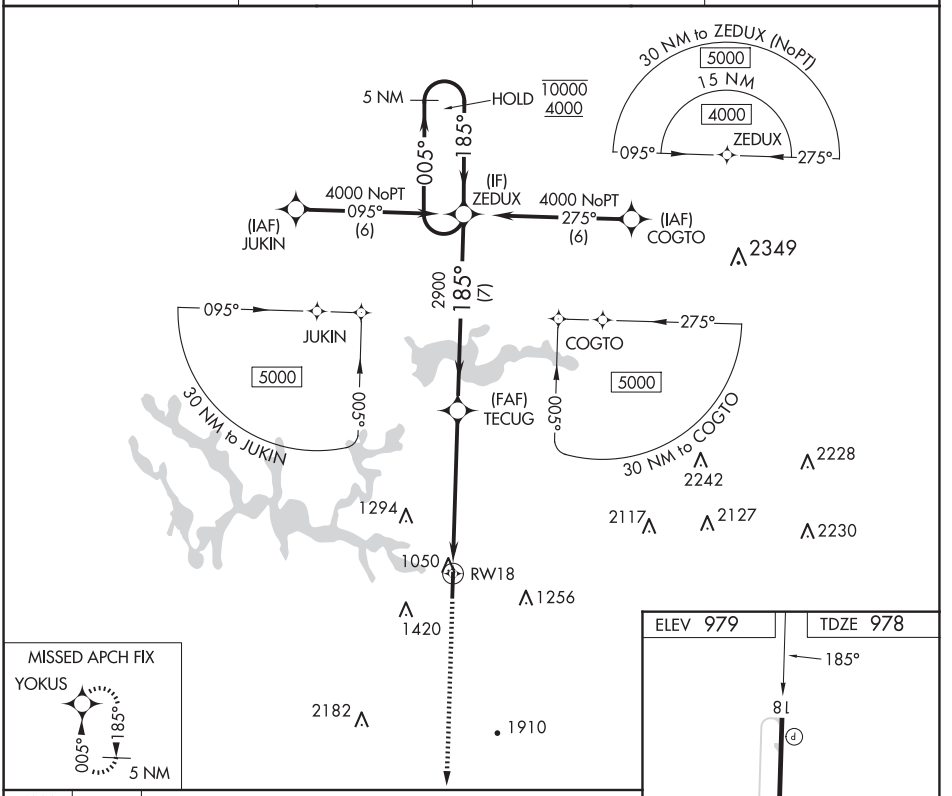
RNAV (GPS) Z RWY 18
WINCHESTER MUNI (BGF)

RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct YOKUS and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
121.675	128.15 323.125	121.725	122.8 (CTAF)



CATEGORY		A	B	C	D
LPV	DA	1375-1½	397 (400-1½)		
LNAV/VNAV	DA	1596-2¼	618 (700-2¼)		

SE-1, 12 JUN 2025 to 07 AUG 2025

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

FAA Product ID: BTPSE1

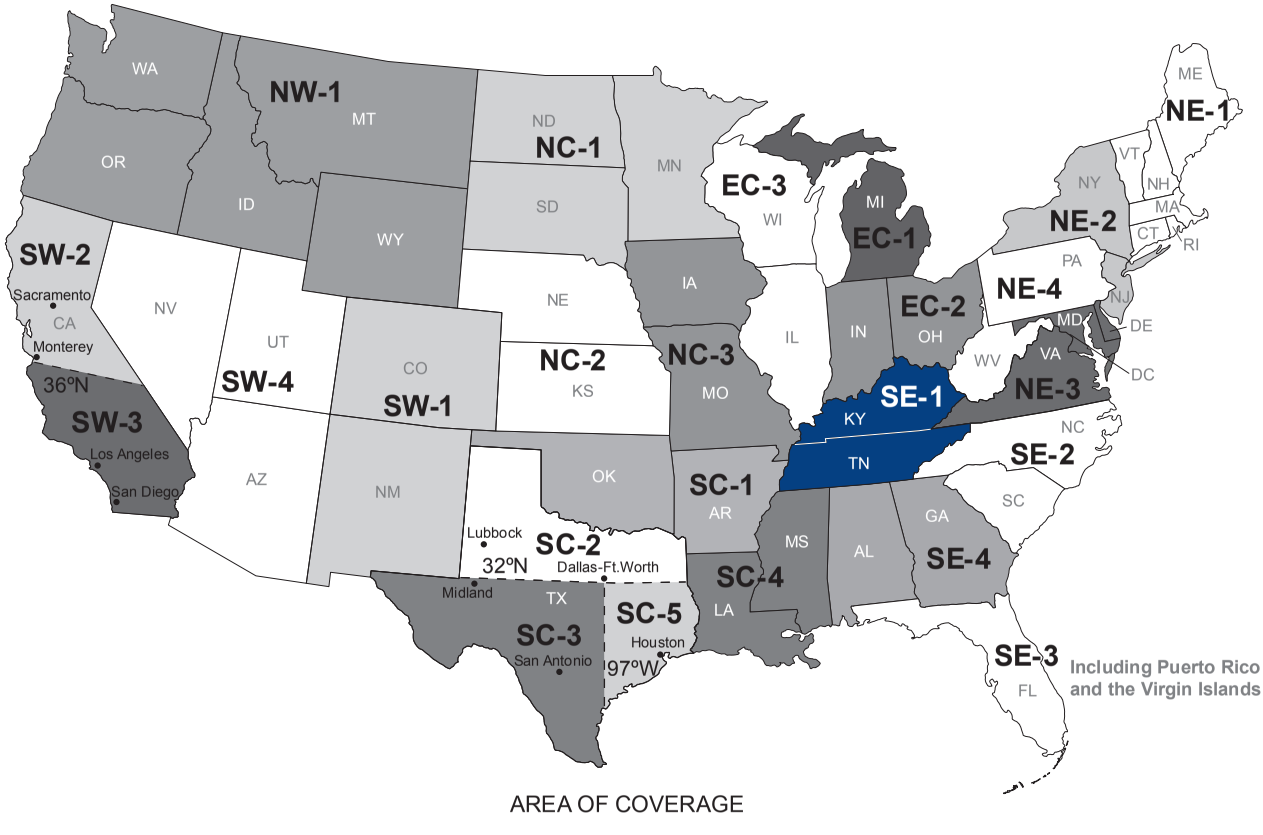
NSN 7641015059591

NGA REF. NO. OK-10-2859

TERMXFAABTPPSE1

EFF. DATE 25163

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE